



# Land Use Planning & Transit Study

NW 215TH STREET AND NW 27TH AVENUE





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## Statement of Legislative Intent

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

1. Nothing in the recommendations of the NW 215th Street and NW 27th Avenue Land Use Planning and Transit Study ("the Study") shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County.
2. The recommendations of the Study shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or fair compensation, or would deny equal protection of the law.
3. The recommendations of the Study are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.
4. The recommendations of the Study contain long-range policies for the redevelopment of the NW 215th Street and NW 27th Avenue study area. Nothing in these recommendations shall require the immediate changing of existing uses or structures. It is the intent of these recommendations that they be applied as redevelopment occurs naturally or is precipitated by the destruction of the property to the extent that redevelopment in its original form is not economically feasible. The recommendations of the Study are not intended to preempt the processes whereby applications may be filed for relief from land development regulations.

## This Study Prepared by:

Miami-Dade County  
Department of Planning and Zoning  
Community Planning Section  
**Urban Design Center**  
September 2011

## Acknowledgements:

**Miami-Dade County CITT**  
Citizen's Independent Transportation Trust

**Miami-Dade Transit**

**City of Miami Gardens, Florida**

# Land Use Planning & Transit Study

NW 215TH STREET AND NW 27TH AVENUE

Report:

table of contents

## CONTENTS

<b>Vision: Community Participation</b> .....	<b>5</b>
Project Summary .....	6
Community Outreach, Involvement and Recommendations .....	7
<b>Study Area: Preliminary Analysis</b> .....	<b>11</b>
Study Area .....	12
The Built Environment .....	13
Existing Land-Use .....	15
Future Land-Use .....	16
CDMP Covenants Prior to Incorporation .....	17
Zoning Map .....	18
Property Ownership Map .....	19
Water Infrastructure Map .....	20
Sewer Infrastructure Map .....	21
Site and Right-of-Ways and Bus Routes Map .....	22
<b>Study Area: Market and Demographic Study</b> .....	<b>23</b>
Market and Demographic Study .....	24
<b>Master Plan: Urban Design Recommendations</b> .....	<b>27</b>
Shaping Communities with Transit .....	28
What is a TOD? .....	29
Schematic Design .....	30
Schematic Design Plans .....	31
A Catalyst Project .....	32
Conceptual Master Plan .....	33
Conceptual Master Plan with Garage .....	34
General Uses .....	36
Park and Ride/Transit Terminal .....	37
Neighborhood Buffering .....	38
A Defined Center .....	40
Village Center .....	41
Figure Ground .....	42
Site Circulation and Access .....	43
Street Network .....	44
Main Street Scheme .....	45
Public Open Spaces .....	46
Green Network .....	47
<b>Report: Appendix</b> .....	<b>49</b>





# Land Use Planning & Transit Study

NW 215TH STREET AND NW 27TH AVENUE

Vision:

**community participation**



## Project Summary

The NW corner of NW 215th Street and NW 27th Avenue, in Miami Gardens, Florida, has been of interest to residents, stakeholders and other interested citizens in close proximity. Several different groups have come together, with the help of Miami-Dade County, the Citizen's Independent Transportation Trust (CITT), and the City of Miami Gardens to plan their future vision for the 14+/- acre Miami-Dade Transit owned property. In this case, the site is planned to be a combination Miami-Dade County Transit Department's new Park and Ride/Transit Terminal at NW 215th Street and NW 27th Avenue, and whatever development associated with the transit use that is deemed of highest and best use of the site. It should be provided that the design is flexible enough to evolve as transit matures into the future.

According to the objectives of Transit-Oriented Development (TOD), a TOD should provide complimentary uses that capitalize on the proximity to a transit station. At the very least, the project should generate a long term source of income for the operation of the transit system. Preferably, the transit terminal will achieve a seamless integration to the rest of the project and the surrounding neighborhoods. Density should focus and stimulate activity around the transit terminal and promote use of the transit terminal to the widest sample of the population.

Consistent with the Miami-Dade County

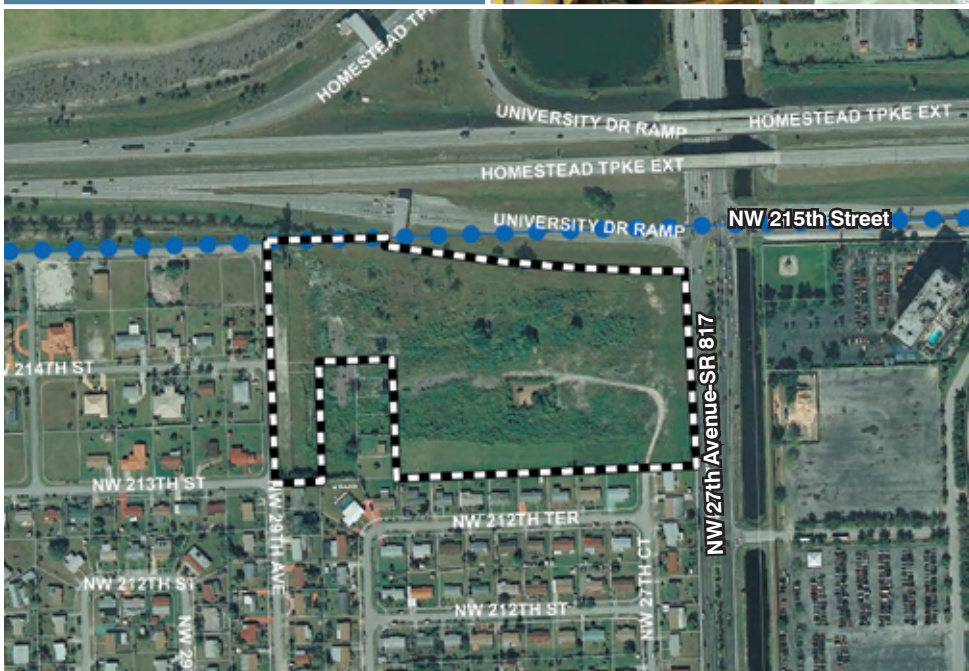
Comprehensive Development Master Plan (CDMP) designation as a Metropolitan Urban Center, the NW 215th Street and NW 27th Avenue TOD is envisioned as a gateway into Miami Gardens, with a mixed-use area and variety of public spaces. It is the intention of the Land Use Planning and Transit Study of NW 215th Street and NW 27th Avenue to consolidate the community's vision into one document and move forward with the plan to help realize the vision of all those who participated in the workshop.



**REAL SOLUTIONS TO TODAY'S PROBLEMS**



**WORKING TOGETHER  
TO SHAPE THE  
COMMUNITY'S  
VISION**



## Community Outreach, Involvement and Recommendations

Over several months, extensive effort was made to coordinate with the different public entities, the private sector and stakeholders. The residents of the study area are the experts on what makes the most sense for their community and it is staff's job to guide them within county and city regulations and procedures, and keep them informed about other county related matters that could affect the future of their neighborhoods.

The initial public meeting was held nearby the site at the Calder Casino and Race Course, where approximately 30 residents attended. A general project overview was given, followed by questions and answers, and a brainstorming session about what residents wanted to see happen on the vacant Miami-Dade Transit owned parcel.

A few weeks later at the North County Citizens Association meeting, county staff from several departments, along with representatives from the CITT and City of Miami Gardens held a meeting at the North County Elementary School, where concerned residents and stakeholders were presented several preliminary design schemes of which they could take inspiration from. For nearly two hours, citizens and stakeholders, in groups of 6-10 broke off into separate tables and began to articulate their vision for the future development at NW 215th Street and NW 27th Avenue, on trace paper over an aerial map. At the end of the table sessions, one member from

each table presented their group's vision to the rest of the tables. At the end of the meeting, the design team returned to the office with the citizen's plans, and further refined the plans based on the feedback from the presentations.

On the following pages are the citizen's plans, from the table sessions at the design workshop. In general, similar issues were discussed at each table. Participants wanted limited vehicular access to the site, from their neighborhoods. They wanted the majority of the transit uses to be situated as far away from their homes as possible and to be adequately buffered from them. Any development that would be built would hopefully be mixed-use, divided between commercial and offices, with no additional residential in the area. This consensus is documented in more detail, below each map. Citizen's maps would become the driving factors behind the design of the site.



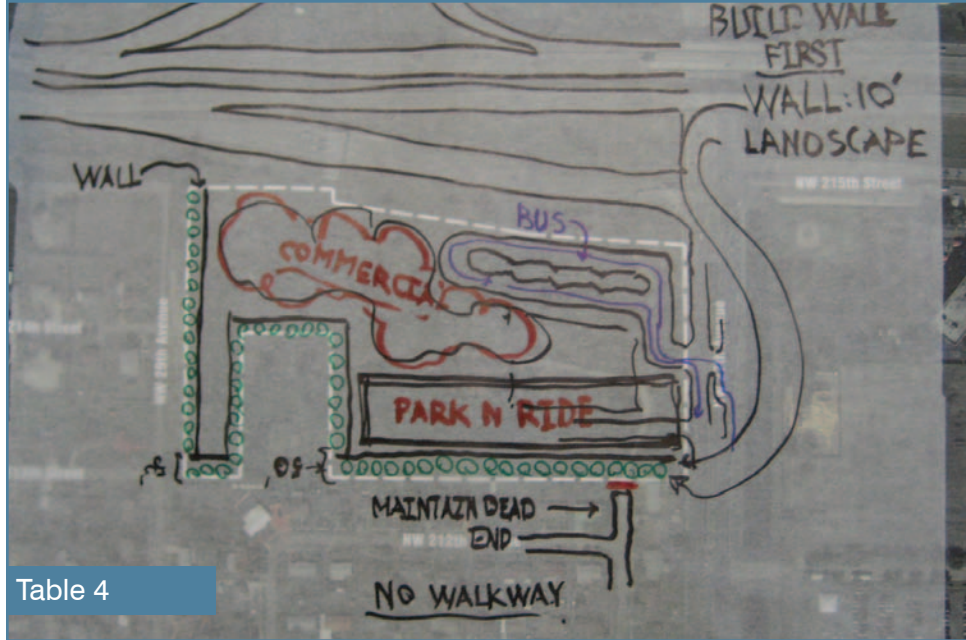


Table 4



Table 5

**Table 4**

- Locate bus bays along NW 27th Ave. and the Homestead Extension of the Florida Turnpike
- Only commercial uses on the remainder of the site
- Build a 10' wall and landscape buffer between the site and the neighboring properties
- Do not allow any connection from the site to the surrounding neighborhood

**Table 5**

- Visually appealing buffer
- Hotel use with other quality shops and restaurants
- No additional residential uses
- Incorporate professional, up-scale development
- More entertainment facilities like a banquet hall

**Table 6**

- Divide the site in two areas: mixed-use area and the bus-bays/park and ride area
- Bus bays should be as far as possible from the neighborhood
- Incorporate bicycle lanes wherever possible
- Streets should be landscaped with shade trees



Table 6



# Land Use Planning & Transit Study

NW 215TH STREET AND NW 27TH AVENUE

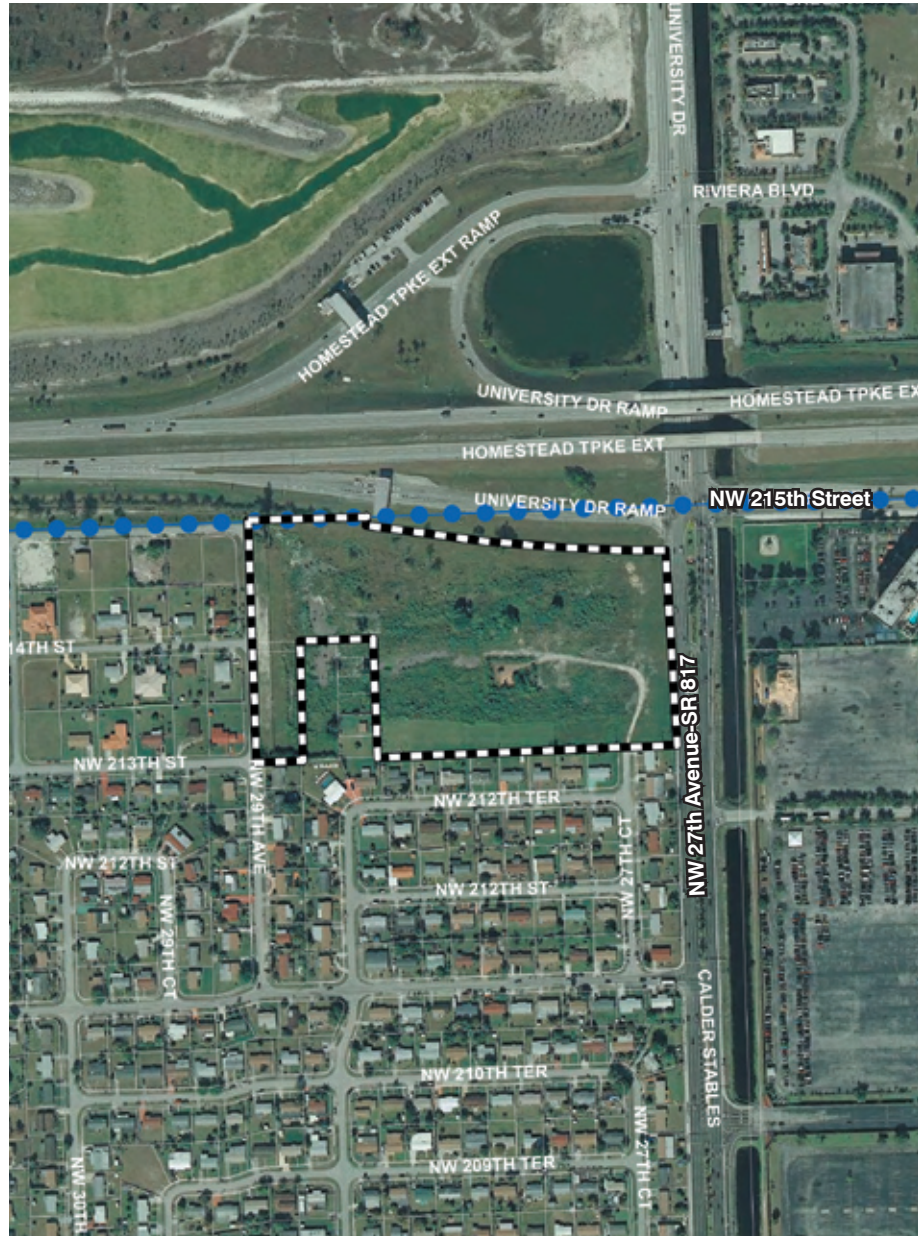
Study Area:

**preliminary analysis**



In the weeks leading up to the initial public meeting, planners worked to quickly get a first impression of what the study area entails. As during all design workshops very specific analysis is needed to begin drawing conclusions about the site area and start addressing specific issues raised by the public participants. In addition to site visits and meetings with City of Miami Gardens staff, the collection of maps on the following pages was prepared by the Department of Planning and Zoning, with GIS layers from Miami-Dade and Broward Counties, to analyze the site. Upon gaining a strong understanding of the opportunities and limitations offered by the site and the familiarization with the City of Miami Gardens code, this information was discussed with the public participants during the education process, at each of the first few public meetings.

The site, approximately 14+/- acres, is located at the county line between Miami-Dade and Broward Counties. It is bounded by NW 215th Street to the north, NW 27th Avenue to the east and NW 29th Avenue to the West. The southern edge of the site is adjacent to the back of a single-family residential neighborhood. Miami-Dade Transit is responsible for clearing and maintaining the site, which occurs approximately nine times per year.

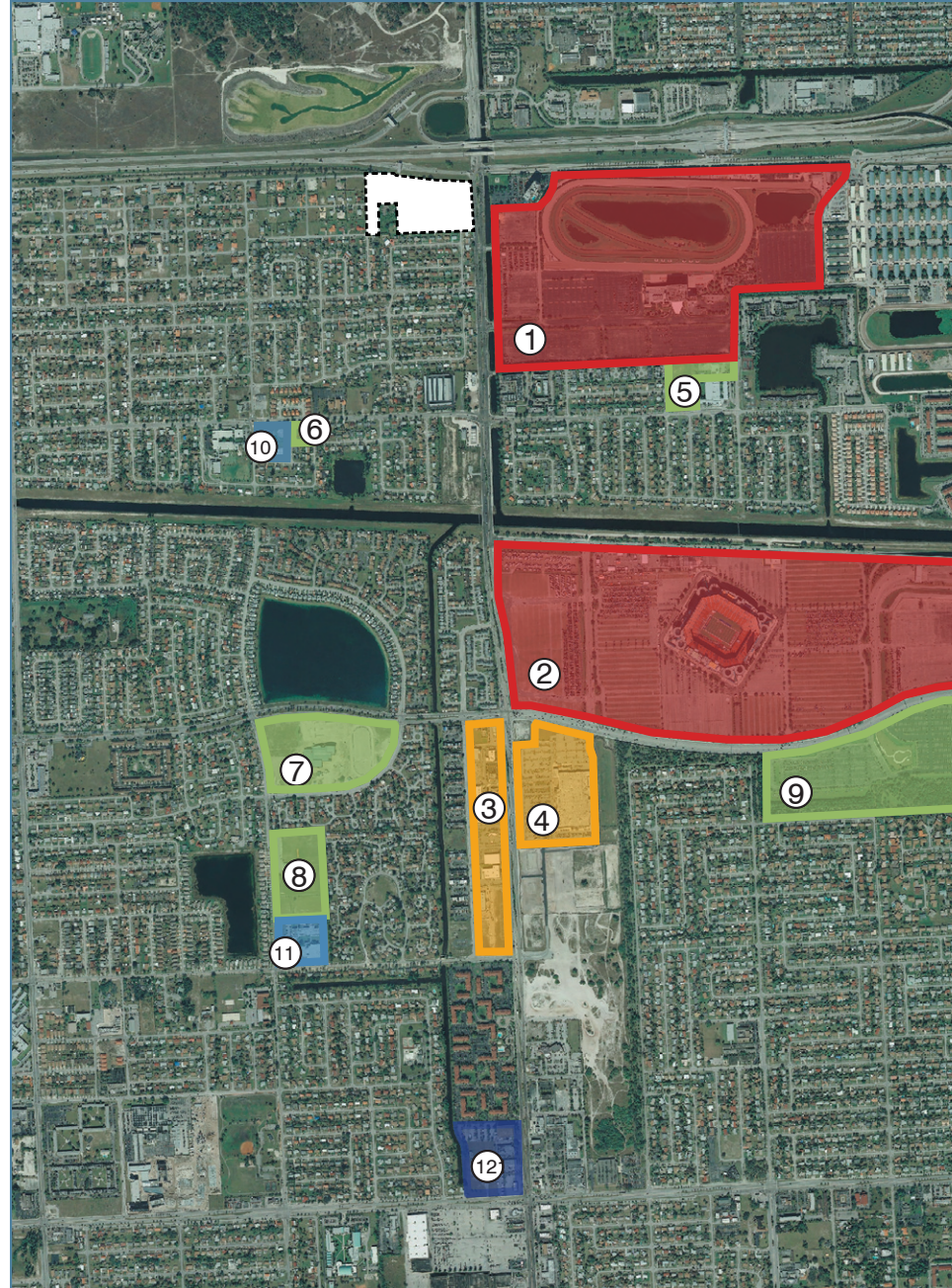
 Study Area

## The Built Environment

A major attraction, located across the street from the site, is the Calder Casino and Race Course. Opening in 1971, the Calder Casino and Race Course contains a one mile main track, with an approximate 1,200 slot machine casino and gaming center. It has long been a major presence in the area, a major tourist attraction for the City of Miami Gardens and the region. The other major tourist draw for the area is Sun Life Stadium. Home to professional sports franchises, Miami Dolphins and Florida Marlins, along with the University of Miami Football team, Sun Life Stadium is approximately 1.5 miles south of the site and attracts millions of visitors throughout the year.

The most significant, recent commercial development in the area has been the Stadium Corners project and the opening of a new Wal-Mart. Stadium Corners is the only major retail/office space in the immediate area. In addition to this space, there is a restaurant, gas station and convenience store, built on the southwest corner of NW 27th Avenue and NW 199th street. The Wal-Mart serves as a retail anchor for the area, making the surrounding properties on the NW 27th Avenue corridor more attractive for other business and commercial projects.

There are several areas for park and recreation in the area. Some of the local parks, like Lake Lucerne City Park, Buccaneer Park, adjacent to the North County Elementary School, and Brentwood Park, adjacent to Brentwood Elementary



## Legend

- **Major Commercial and Entertainment**
  - 1. Calder Casino & Race Course
  - 2. Sun Life Stadium
- **New and Recent Development**
  - 3. Stadium Corners (retail/office)
  - 4. Walmart
- **Parks and Recreation**
  - 5. Lake Lucerne City Park
  - 6. Buccaneer Park
  - 7. Ferguson Recreation Complex
  - 8. Brentwood Park
  - 9. Future Water Park
- **Civic and Institutional**
  - 10. North County Elementary
  - 11. Brentwood Elementary
  - 12. Future Miami Gardens Civic Center
- **Study Area**

provide ample open space for neighbors in the Miami Gardens Community. The Betty T. Ferguson Recreation Complex is more of a regional draw for residents who are looking for an active day out. The complex, operated by the City of Miami Gardens Recreation Department, offers numerous areas of recreation- fitness, aquatics, indoor gymnasium, educational classes and other social activities.



Calder Casino and Race Course



Sun Life Stadium



Stadium Corners



Walmart



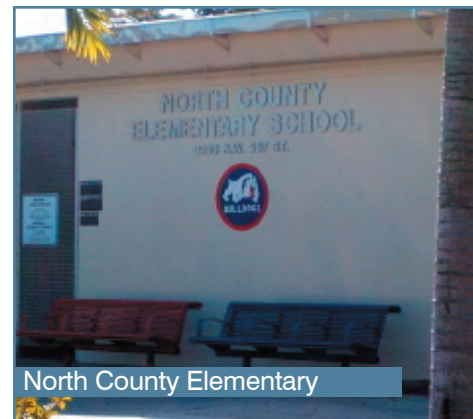
Lake Lucerne City Park



Bucaneer Park



Ferguson Recreation Complex



North County Elementary

The site is vacant on the Existing Land-Use map. Directly north in the City of Miramar are City Areas of Particular Concern (future park) with an assortment of designated uses across NW 27th Avenue, caddy cornered from the site. These uses include Low-Medium 10 Residential, an Employment Center with some Commercial, Institutional, Recreation and Open Space and Low 5 Residential further north. Directly across NW 27th Avenue are properties designated Transient-Residential and Commercial, Shopping Centers where the hotel and Calder Casino and Race Course are located. The majority of the properties surrounding the site area, are Single Family, with a few Vacant properties scattered throughout.



-  Study Parcel
-  County Line
-  1/2 Mile Urban Center

**Miami-Dade County**

-  Single Family
-  Townhouses
-  Multi-Family (Low Density)
-  Transient-Residential
-  Commercial, Shopping Centers
-  Industrial
-  Institutional
-  Streets, Roads, Expressways, Ramps
-  Streets, Expressways, R/W
-  Parks, Preserves, Conservation Areas
-  Vacant, Unprotected
-  Inland Waters

**City of Miramar**

-  City Areas of Particular Concern
-  Commercial
-  Employment Center
-  Institutional
-  Low 5
-  Low-Medium 10
-  Transportation
-  Recreation and Open Space

The City of Miami Gardens comprehensive plan designates the site for Commercial/Mixed-Use, primarily industrial areas with medium to high density residential, which is comparable to the properties across NW 27th Avenue. The neighborhood to the south and west of the site is designated Neighborhood/Low to Medium Density, residential with small scale neighborhood commercial. To the north, the City of Miramar has properties designated under a variety of categories, with City Areas of Particular Concern, Low Medium 10 Residential and Employment Center along the Homestead Extension of the Florida Turnpike.



 Study Parcel  
 County Line  
 1/2 Mile Urban Center

**City of Miami-Gardens**

 Commerce/Mixed-Use  
Primarily industrial areas with medium to high density residential

 Neighborhood/Low to Med. Density  
Residential with small scale neighborhood commercial

**City of Miramar**

- City Areas of Particular Concern
- Commercial
- Employment Center
- Institutional and Public Facility
- Low 5
- Low Medium 10
- Recreation and Open Space
- Transportation

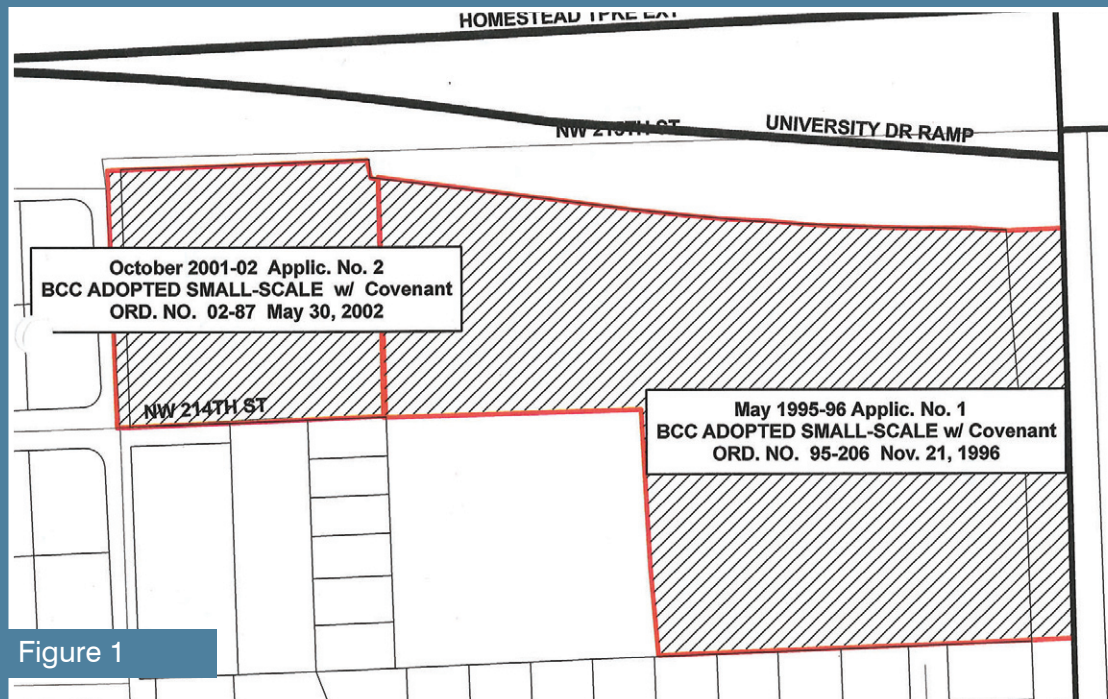


Figure 1

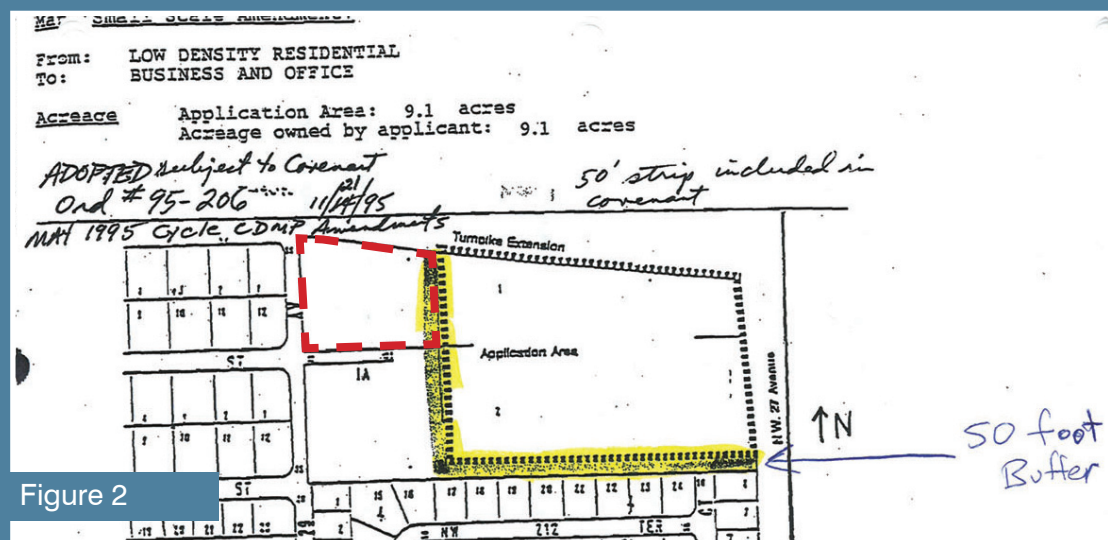


Figure 2

## Comprehensive Development Master Plan (CDMP)

### Covenants Prior to Incorporation

#### 1995 CDMP Covenant

- Front of property (see Figure 1)
- 50 foot buffer and 8 foot wall required between Low density Residential and Business and Office (see inset map)
- Bars must be located in restaurants
- No car or motorcycle sales or liquor stores

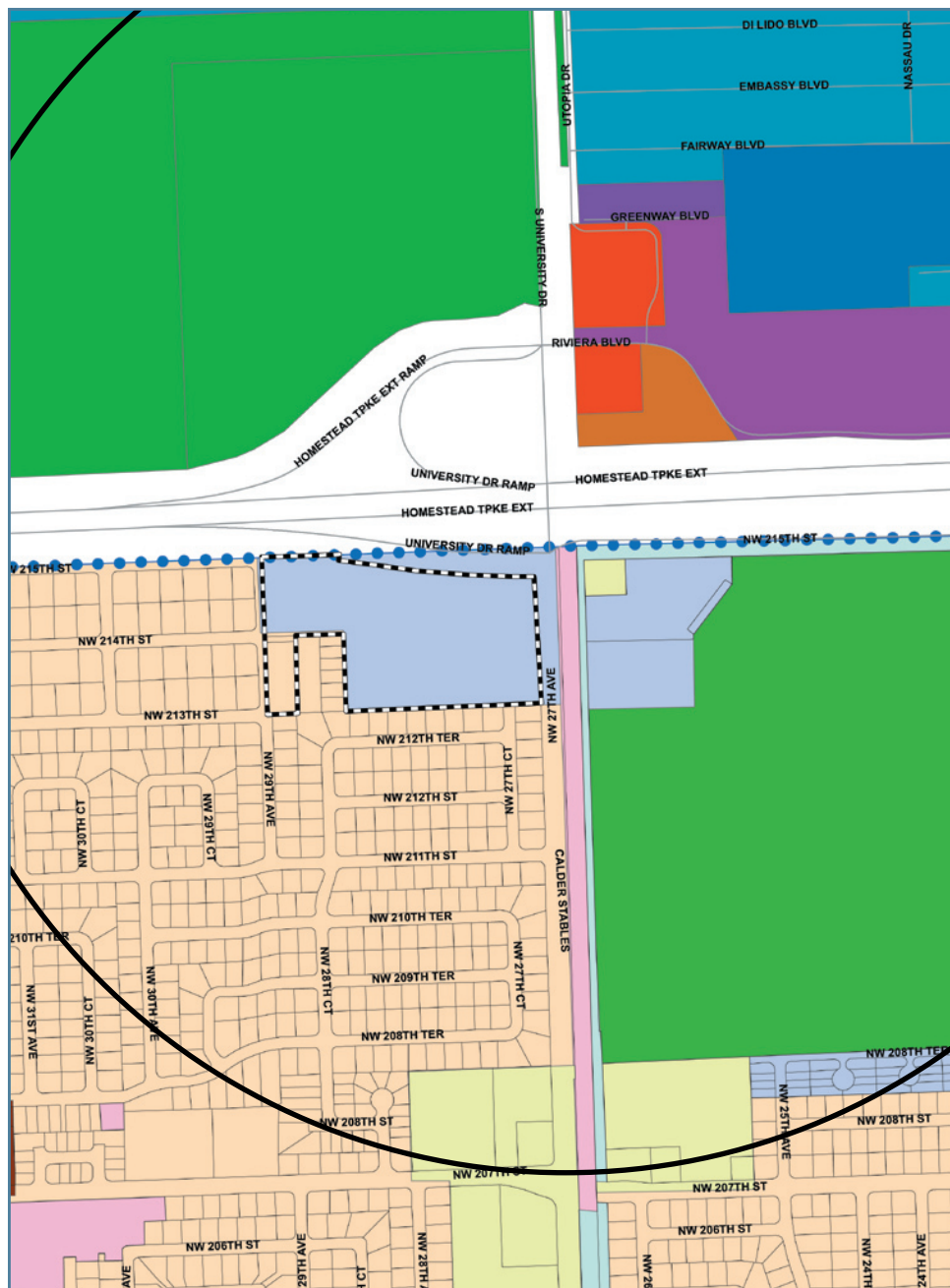
#### 2001 CDMP Covenant

- Back of property (see Figure 2)
- 6 units per acre for a maximum of 15 units

## Zoning Map

The site is zoned as Multi-Family Dwelling Residential, while the surrounding neighborhood on the west side of NW 27th Avenue is Single-Family Residential. The corner across NW 27th Avenue is zoned predominantly Multi-Family Residential, surrounded by AU, which is Agricultural and Utilities. To the north of the site, in the city of Miramar is a future park site, which is zoned OS-Recreation/Open Space, while the opposite corner is B-2 and B-3, Community Business and Heavy Business. Transitioning back from the main corridors the neighborhood is zoned CF-Community Facility and RS-5 Residential.

Further to the south, along NW 27th Avenue, the City has implemented Mixed-use Zoning through their Planned Corridor Development District.



## Legend

- Study Parcel
- County Line
- 1/2 Mile Urban Center

### City of Miami Gardens

- AU- Agricultural and Utilities Dist.
- Government and Properties Dist.
- R-15, R-25, R-50 Multi-Family Dwelling Residential Dist.
- None- No Zoning Designation
- PCD- Planned Corridor Dev.
- R-1 Single Family Dwelling Residential Dist.

### City of Miramar




- B-2 Community Business
- B-3 Heavy Business Dist.
- CF- Community Facility
- RS-5 Residential Dist.
- OS- Recreation/Open Space
- PID- Planned Industrial Dist.
- RM-15 Residential 15 Dist.
- None

## Property Ownership Map

The Property Ownership map illustrates the size of the site and selected adjacent properties, along with the current owners. The proposed site area is actually two different properties, one being 0.88 acres in size and the other being 13.23 acres, for a total of just over 14 +/- acres. There is a notch of seven separate properties which interrupts the southern boundary of the site. These properties total approximately 1.52 acres and are owned by various private owners.



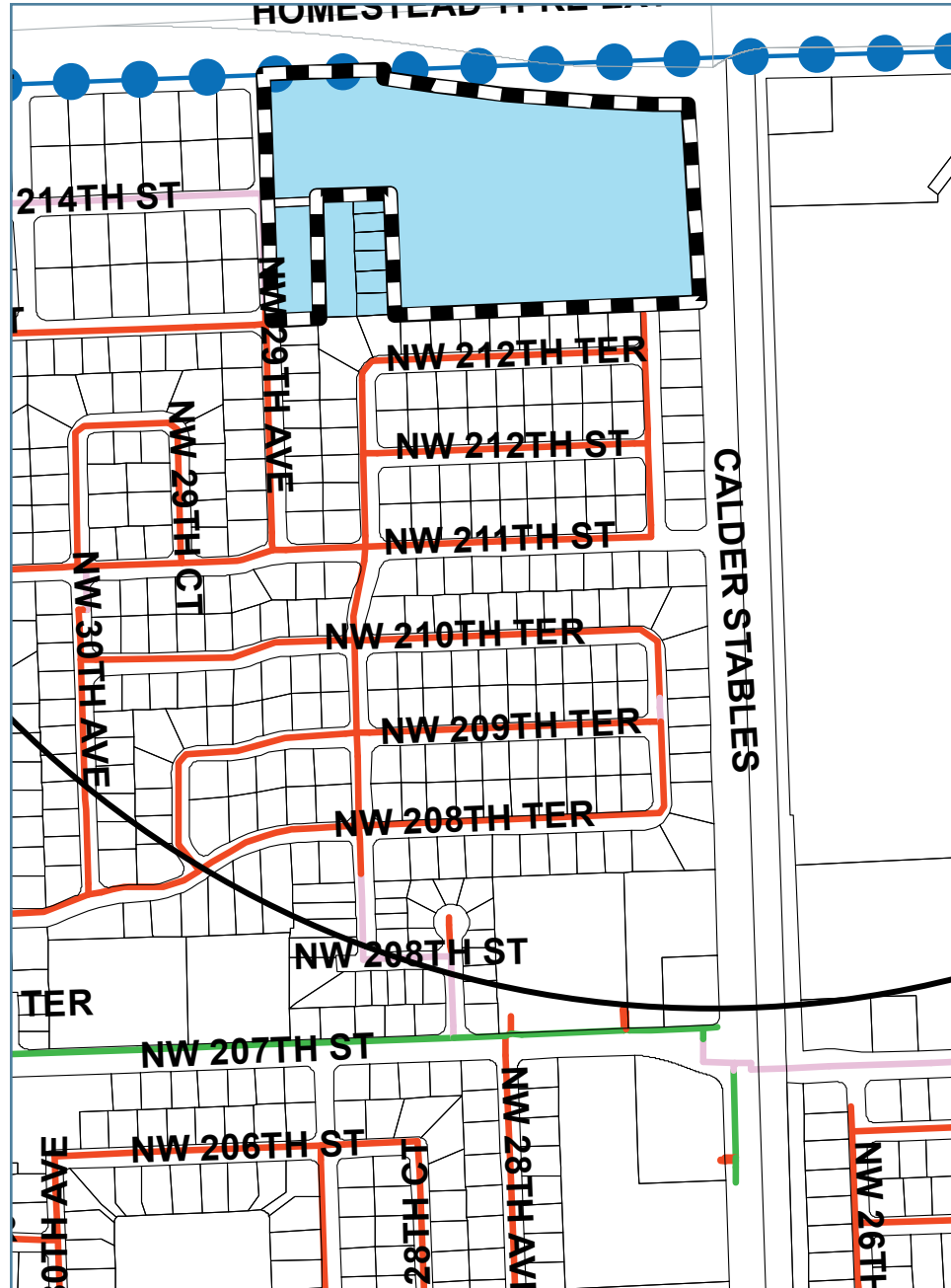
## Legend

-  Study Parcel
-  County Line
-  1/2 Mile Urban Center








ID	Owner	Acres
1	Charles Baldwin and W. Alice	.14
2	Charles Baldwin and W. Alice	.14
3	Clifford Ian	.12
4	Miami-Dade County	.88
5	Miami-Dade County	13.23
6	Leona Lane	.12
7	Mary Wilson and Kimberly Jackson	.75
8	Orestes Pierce	.12
9	Virginia H. Roth	.13
<b>Total:</b>		<b>15.63</b>

## Water Infrastructure Map

The Water Infrastructure Map shows that the site is not connected to water service. Water infrastructure is available to the west of the site. Areas further west provide adequate infrastructure for Business, Office, Residential and development of more than 50 units per acre. The remainder of the surrounding neighborhood's water transmission lines may need further improvements to accommodate potential redevelopment alternatives.



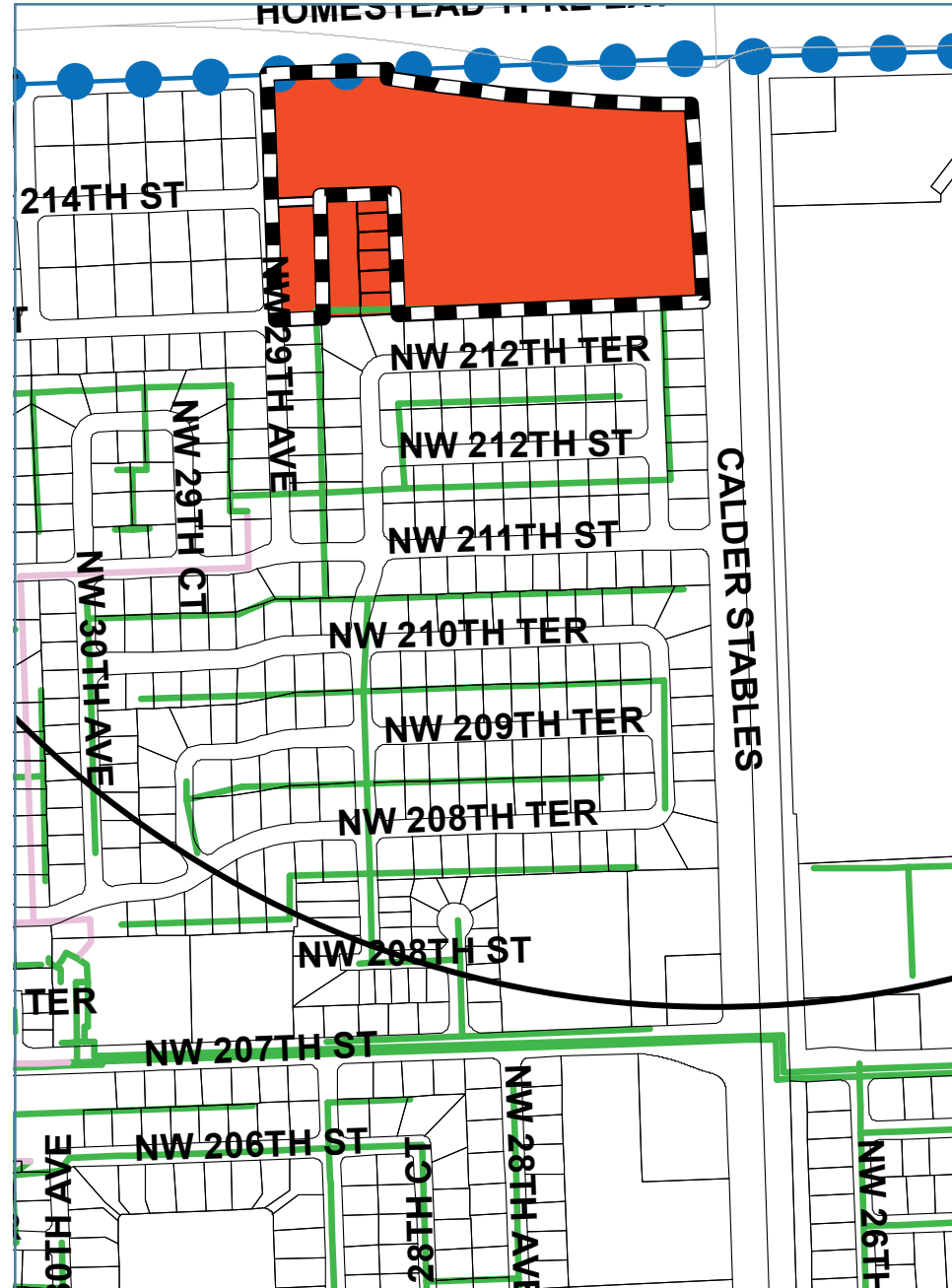
## Legend

-  Study Parcel
-  County Line
-  1/2 Mile Urban Center
-  Adequate water infrastructure for Business, Office, Residential and Institutional Development more than 50 units per acre
-  Adequate water infrastructure for Residential Development less than 50 units per acre
-  Water transmission line improvement to accommodate redevelopment
-  No water service







\*For general planning purposes. Please contact the Miami-Dade Water and Sewer Department for detailed information on the required improvements

## Sewer Infrastructure Map

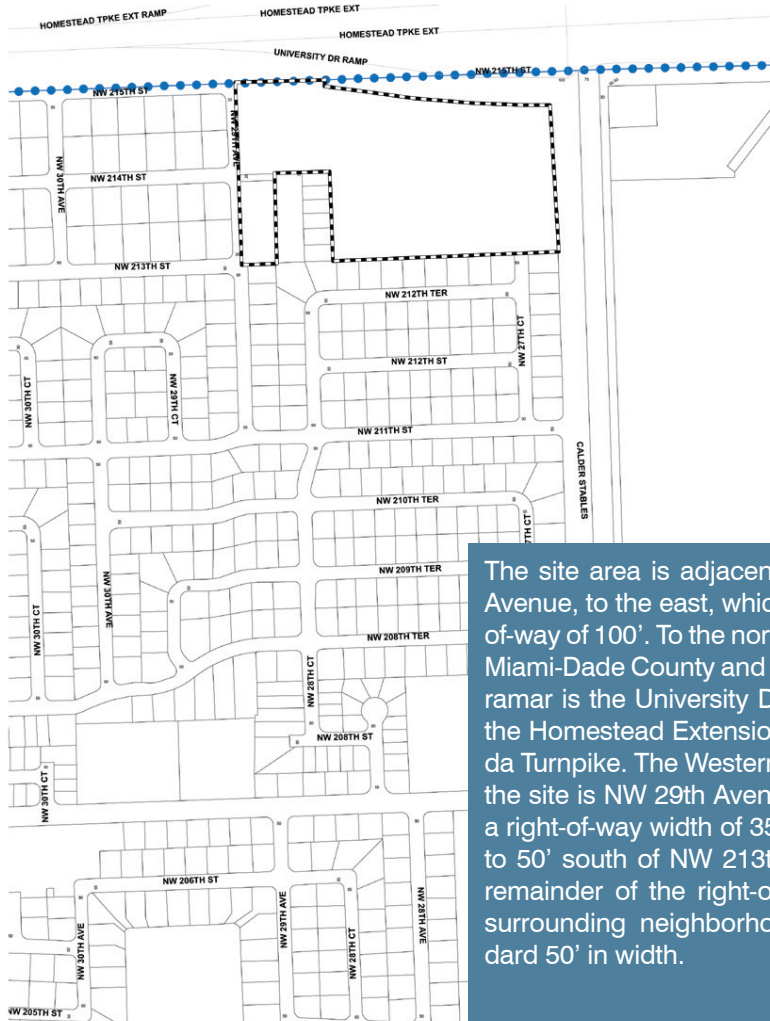
Although, the site is not connected to sewer service, sewer infrastructure appears to be available nearby.



## Legend

-  Study Parcel
-  County Line
-  1/2 Mile Urban Center
-  Adequate sewer service for redevelopment
-  Sewer transmission line improvement to accommodate redevelopment
-  No sewer service

\*For general planning purposes. Please contact the Miami-Dade Water and Sewer Department for detailed information on the required improvements

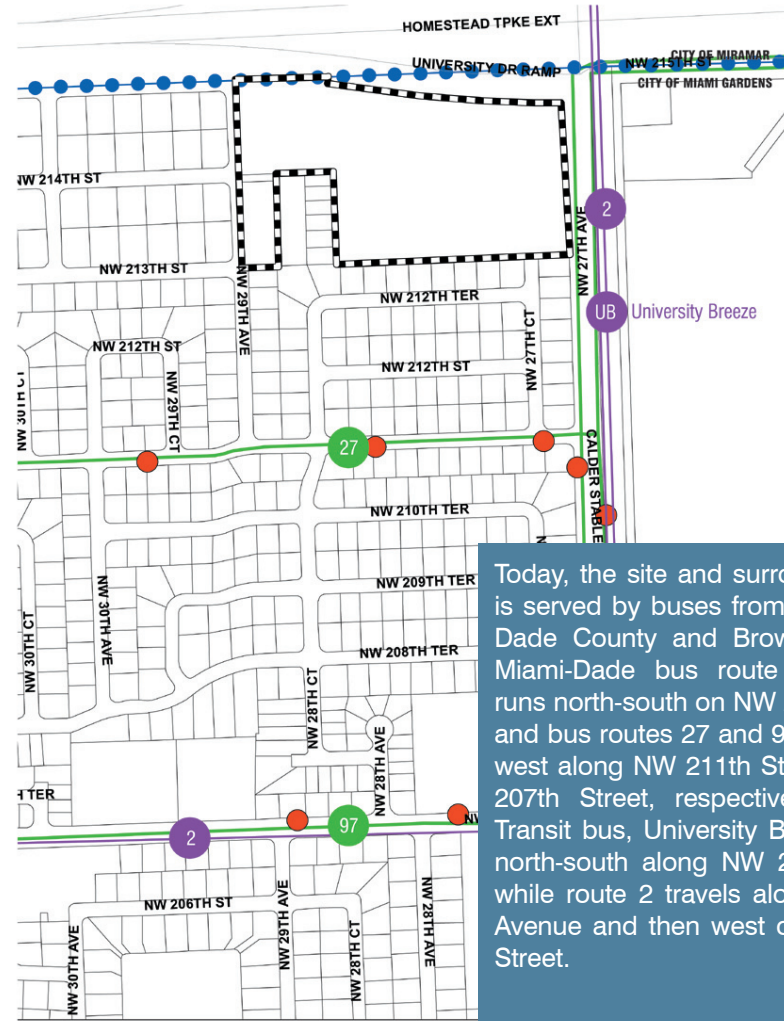


The site area is adjacent to NW 27th Avenue, to the east, which has a right-of-way of 100'. To the north, separating Miami-Dade County and the City of Miramar is the University Drive Ramp of the Homestead Extension of the Florida Turnpike. The Western boundary of the site is NW 29th Avenue which has a right-of-way width of 35' and widens to 50' south of NW 213th Street. The remainder of the right-of-ways in the surrounding neighborhood are standard 50' in width.



NW 215TH STREET AND NW 27TH AVENUE

Site and Right-of-Ways Map



Today, the site and surrounding area is served by buses from both Miami-Dade County and Broward County. Miami-Dade bus route number 99 runs north-south on NW 27th Avenue, and bus routes 27 and 97 travel east-west along NW 211th Street and NW 207th Street, respectively. Broward Transit bus, University Breeze travels north-south along NW 27th Avenue, while route 2 travels along NW 27th Avenue and then west on NW 207th Street.



NW 215TH STREET AND NW 27TH AVENUE

Bus Routes Map

# Land Use Planning & Transit Study

NW 215TH STREET AND NW 27TH AVENUE

Study Area:

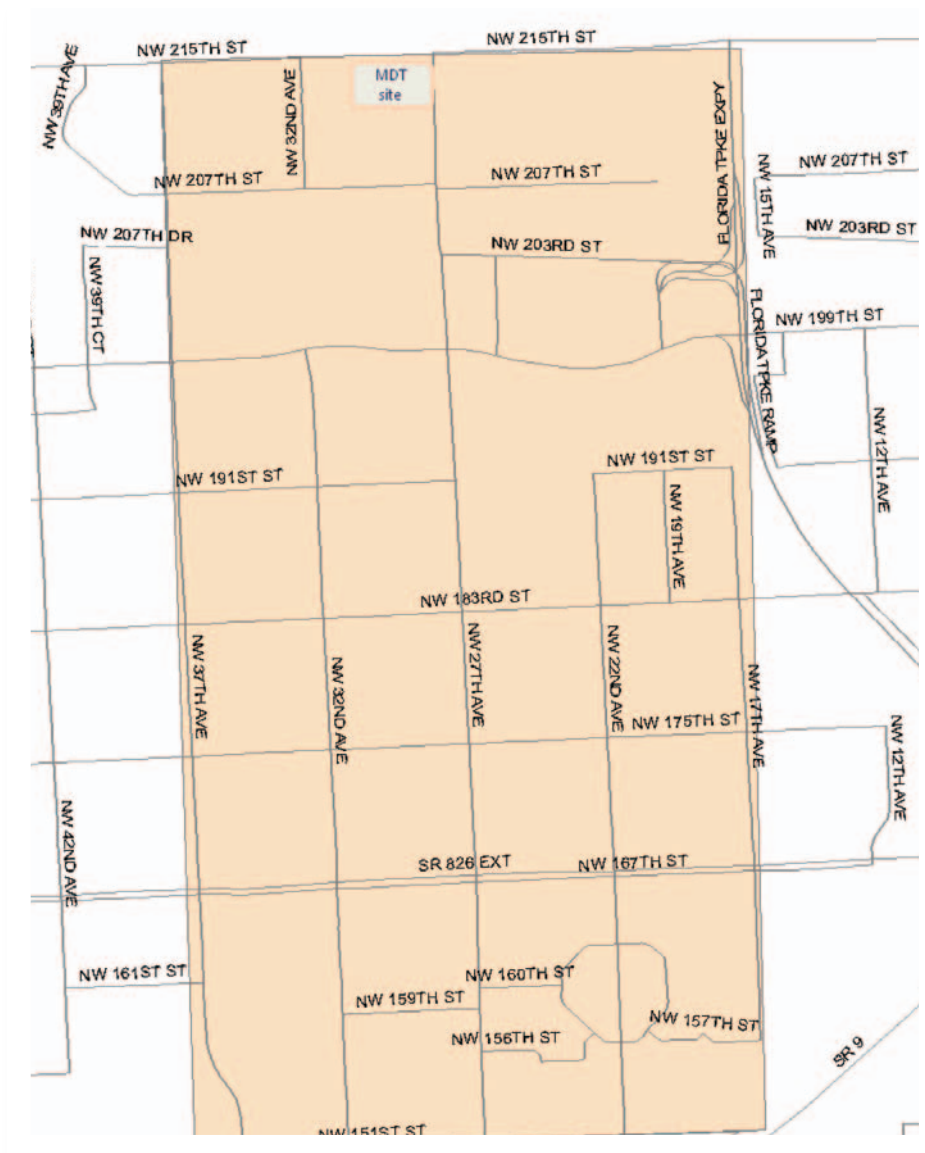
**market and demographic study**



### Market & Demographic Study

In May 2011, Miami-Dade County staff completed a market and demographic study. Appendix A contains the complete report. The report contains three sections: an analysis of area characteristics, a market study and an analysis of business opportunities.

The market study area extends south from NW 215th Street to NW 151st Street, east to NW 17th Avenue and west to NW 37th Avenue.



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## Market & Demographic Study

### Existing Uses in the Market Area

The largest existing land use in the corridor is Transportation, Communication and Utilities that contain 26 percent of the total acreage, or 205 acres. (See Table 1) It should be noted that over 80 percent of this land-use category is comprised of roadways. Residential land-use is second with 172 acres representing 21 percent. Other than the clustering located northwest and southeast of NW 207th Street, most residential uses are concentrated south of NW 183rd Street. Commercial and Office land-uses are just above 19 percent, totaling 156 acres.

### Income

Both in 1999 and the 2005-2009 period, median household income in the market area was very similar to that for the County. For both of these periods median household income in the corridor area represented 101 percent of the corresponding figure for the County. In 1999, median household income expressed in 2009 dollars was \$46,801, while in the 2005-2009 period it fell to \$43,641 for a 6.8 percent decrease.

### Housing

There are significant differences between the market area and the County in terms of tenure or type of housing unit ownership. In the 2005-2009 period 71.1 percent of housing units in the market area were owner occupied, of which 97

percent were single family homes. This is in contrast to the County, where 58.3 percent of housing units were owner occupied. Unlike the market area, 22.8 percent of owner occupied housing units in the County were in multi-family structures.

### Implications of Market Size

The aggregate income for the market in the 2005-2009 period was \$644,085,300. This represents considerable purchasing power that has beneficial impact on the existing businesses and the potential for business expansion in the Corridor. In addition, aggregate income in the adjacent area, in south Broward, would significantly augment the above figure. Although median household income in the market area is slightly above that for the County, aggregate income is over 30 percent lower on a per person basis. Examination of income range data for the 2005-2009 period reveals that 16 percent of households in the County have incomes above \$100,000, whereas in the market area this figure drops to seven percent.

### Potential Tenants and Space Needs

In 2008, the Buxton Company completed a retail site determination study for the City of Miami Gardens. The purpose of the study was to determine the potential for new businesses to locate along NW 27th Avenue. Buxton analyzed the retail location in Miami Gardens and deter-

mined the relative viability of the site area to attract retailers and restaurants. It was determined that Miami Gardens does have the potential to attract new retailers and restaurants.

The space needs of the recommended potential tenants aid in the determination of overall land area needed for the proposed retail center. Table 2 illustrates the preferred gross leasable area (GLA) for each of the individual recommended retailers. Many of the retailers have a range of preferred GLA, indicating their individual flexibility in space needed.

After reviewing the studies discussed above, staff contacted area developers to discuss the uses recommended in the Buxton Study and discussed at the community meetings. Potential uses recommended by these developers were a hotel and small retail uses. These uses would support nearby residential communities, as well as visitors to Calder Casino and Race Course, Sun Life Stadium and the water park proposed nearby on NW 208th Terrace.

Land Use	Acres	Percent
Commercial and Office	156	19.4%
Commercial-Entertainment	31.3	3.9%
Residential	171.7	21.3%
Industrial	8.3	1.0%
Vacant	124.5	15.4%
Institutional	53.3	6.6%
Transportation, Communications and Utilities	205.3	25.5%
Transient Residential (Hotels, Motels, others)	4.4	0.5%
Inland Water	28.4	3.5%
Parks	22.8	2.8%
<b>TOTAL</b>	<b>806.0</b>	<b>100%</b>

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section  
May 2011

**TABLE 1**

NW 27th Avenue Corridor  
Land-Use Inventory

Retailer/Restaurant	Preferred Gross Leasable Area
Applebee's Neighborhood Grill	5,300
Beall's Department Store	62,000-111,000
Christopher & Banks	2,000-3,600
Country Kitchen	4,500
Olive Garden	6,900-8,100
Red Lobster	7,222
Red Robin	6,350
Shoney's	4,000
Smokey Bones	5,929
Texas Roadhouse	6,300-7,100

Source: Buxton Company, Retail Study, 2008

**TABLE 2**

NW 27th Avenue Corridor  
Potential Tenants and Space Needs

# Land Use Planning & Transit Study

NW 215TH STREET AND NW 27TH AVENUE

## Master Plan:

**urban design recommendations**

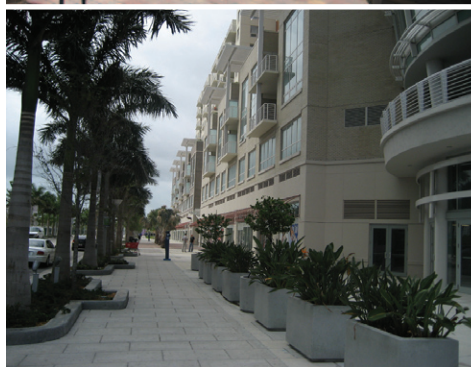


### Shaping Communities with Transit

The Miami-Dade County Comprehensive Development Master Plan (CDMP) and the City of Miami Gardens Comprehensive plan both stress the importance of integrating transit and land use to assure successful and well-utilized transit facilities stimulate land development and spur economic growth, as outlined in the Miami Gardens community vision plan. A key ingredient to the success of transit services and land development around it is to design both areas in ways, which are mutually beneficial. Transit-oriented development (TOD) refers to an approach to land use and development that supports transit use. It is based on the simple premise that transit facilities be fully integrated into the surrounding land uses that they intend to serve.



**MAKING PLACES EASILY ACCESSIBLE TO MORE PEOPLE**



## What is a TOD?

According to a recent study, published by Florida Department of Transportation and Department of Community Affairs:

“Transit-Oriented Developments (TOD) are compact, moderate to high intensity and density, mixed use areas within one half mile of a transit stop or station, which is designed to maximize walking trips and access to transit. They also are characterized by streetscapes and an urban form oriented to pedestrians to promote walking trips to stations and varied other uses within station areas.”

TOD is a strategy available to help manage growth and improve quality of life. TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns and seeks to align transit investments with a community's vision for how it wants to grow, creating “livable” mixed-use, denser, walkable “transit villages,” for people to live, work and play. In general, people living and working in TOD:

- Walk more
- Use more public transportation
- Own fewer cars

Those who live near a TOD are more likely to engage in physical activity, by walking or biking to the station, thus decreasing obesity and living a healthier lifestyle. At a single 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 therefore owning half as many cars as the average household. Properties next to transit can enjoy increases in land values over 50 percent in comparison to locations away from transit stops.

If transit systems and adjacent communities are to coexist, it is to their mutual benefit to do so as harmoniously as possible. As in this case, a transit bus-station is designed to respond to an area's social, economic, and cultural makeup in a way that identifies the station as a community element, not just functional amenity that might exist anywhere. Ultimately, the TOD concept strives to make a transit system an integral element of the community, which complements local objectives. In fact, properly planned and designed transit facilities can be instrumental in positively shaping a community's future by being a catalyst for implementing the community's vision and creating economic value.

In addition to community benefits, the TOD 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 from the surrounding neighborhood, encouraging environmentally friendly practices, and creating lively community spaces to visit and not just travel through.

## TOD Design Principles and Benefits

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

- Greater Density than the Community
- A Mix of Uses
- Quality Pedestrian Environment
- A Defined Center

### Greater Density than the Community

Walkable communities that support transit should have sufficient densities to reduce walking distances between any particular area and other possible destinations, including commercial services, offices, parks and transit.

### A Mix of Uses

A transit supportive environment includes a mixture of commercial, service, employment and public uses making many trips more walkable.

### Quality Pedestrian Environment

Vibrant communities, with or without a transit use, implore many urban design strategies and incorporate other elements that encourage pedestrian activity.

### A Defined Center

Transit-oriented development is particularly successful in communities that have a defined center, offering attractions for pedestrians in the area.

By implementing TOD and coordinating investment in transportation, the community can reap even more benefits towards a better quality of life:

- Increase in Disposable Income
- Greater Role in Economic Development
- Decreasing Infrastructure Costs

### Increase in Disposable Income

Housing and transportation are the first and second largest household expenses. TOD can effectively increase disposable income by reducing the need for multiple cars and other driving related costs, saving households an extra \$3,000 to \$4,000 per year.

### Greater Role in Economic Development

TOD is increasingly used as a tool to help revitalize declining urban neighborhoods and to enhance tax revenues for local jurisdictions.

### Decreasing Infrastructure Costs

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

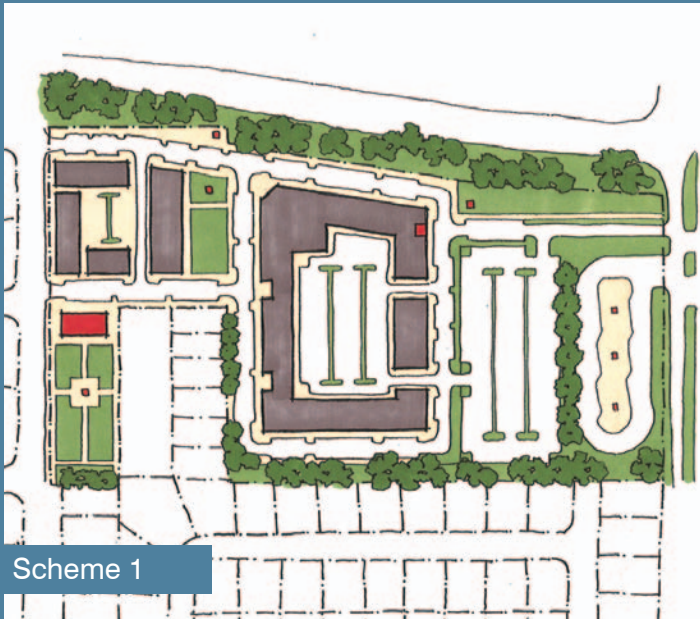
### Schematic Design

At the workshop presentation, held at the North County Elementary School, participants were presented with base materials and information from the Market and Demographic Study. Afterwards, participants were shown four distinct, preliminary schemes for review. Each of the preliminary schemes were different in form but all shared the same compact theory behind their layouts. Each of the schemes featured the following:

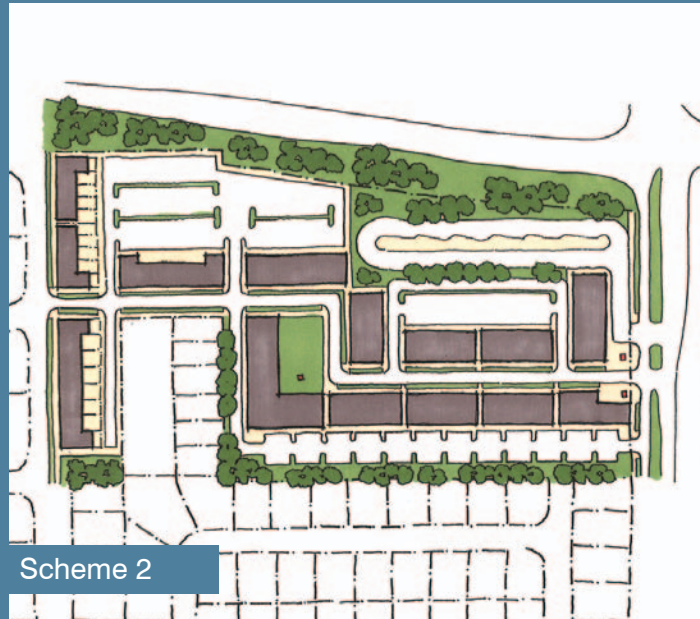
- Higher intensity than the community's average, but respectful of the surrounding context
- A mixture of uses
- A network of streets, greenspaces and pedestrian/bicycle paths
- Various solutions to the many parking needs
- Close proximity to transit terminal



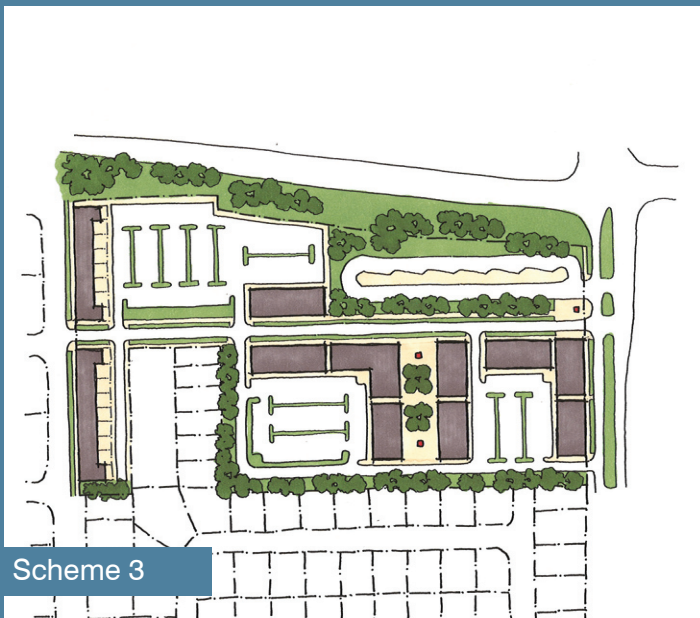
View looking south towards the plaza illustrating pedestrian friendly environment, including: landscaping, monuments, seating and protection from weather.



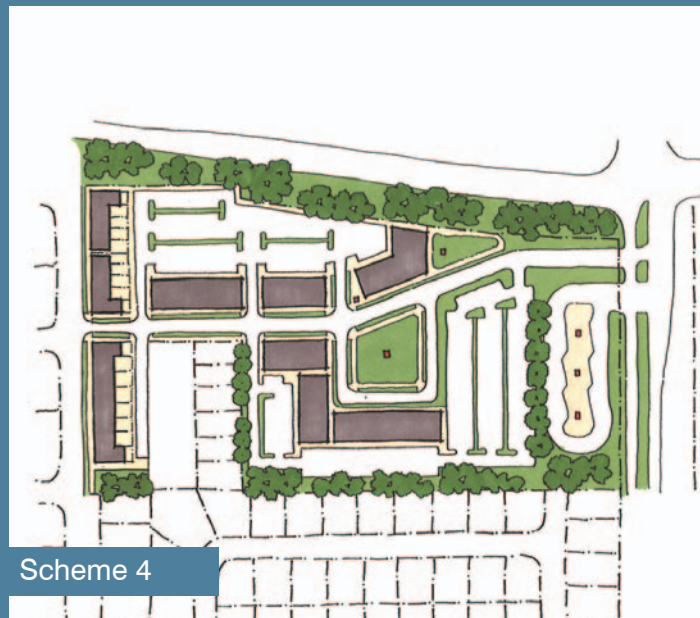
Scheme 1



Scheme 2



Scheme 3



Scheme 4

## Schematic Design Plans

The purpose of presenting these schemes was to spur conversation and begin guiding residents towards a more unified vision plan. Each of the alternatives had attractive elements that could be combined with other interesting ideas to make up the final master plan. The following are each of the preliminary alternatives and their highlights.

### Scheme 1

A higher intensity, mixed-use building, overlooking the transit uses, would accommodate more commercial/office uses.

### Scheme 2

A mixed-use, pedestrian scale main street that culminates in a framed public plaza.

### Scheme 3

A mixed-use, pedestrian only street is framed by buildings, separated from the entrance of the bus bays.

### Scheme 4

A landscaped, detached plaza is framed by mixed-use buildings, adjacent to 6 bus bays and surface parking.

### A Catalyst Project

The development of MDT's Park and Ride/Transit Terminal at the NW 215th Street site will be a tool to revitalize the surrounding neighborhoods. Moreover, it will serve as an important early catalyst project to help leverage the overall mixed-use development of the site.

The area plan proposes to redevelop the site in ways that not only address the main issues of accessibility and circulation for the Park and Ride/Transit Terminal but also flexibility in the land use to allow for a development that is oriented to mass transit and responds to the market demand. Inherent in the design is the flexibility to accommodate the Park and Ride/Transit Terminal, but also any future, potential Metrorail station on the east side of NW 27th Avenue.

This unified vision plan will set the stage for all future development within the site by providing urban design guidelines that promote Transit-Oriented Development. A Transit-Oriented Development at the site will provide complimentary uses that capitalize on the proximity to a transit station and reduces or eliminates the need for automobile travel. The underlying goals and objectives for the development of this property are:

- To achieve a strong direct link between this area and the surrounding existing neighborhood development and to encourage and facilitate the use and accessibility of both; and
- To focus density and stimulate activity around the Park and Ride/Transit Terminal, which complements the city's vision and County/Regional objectives. Development should promote both functional and aesthetic integration of the proposed Transit-Oriented Development and encourage patronage of the transit system.

The conceptual development proposed in the plan illustrates the incorporation of urban design guidelines and principles. It aims to create the framework for a TOD and make it a unique and flourishing destination with renewed economic and social vitality. The proposed vision will facilitate future development as well-design neighborhoods oriented to all pedestrians.

- To develop a project which will generate a long term source of income for the operation of the transit system and support alternative transit modes in the near, mid and long-term future

### Legend

- 1 Bus bays, accommodating up to six buses and Park and Ride/Transit Terminal.
- 2 Separate access points for the Park and Ride/Transit Terminal and general vehicular/pedestrian access.
- 3 Pedestrian-only access gates connecting into the site. To the west, a pedestrian-only entrance feature, from the neighborhood.
- 4 Mixed-use Village Center area, made up of buildings with ground floor retail and office above.
- 5 Public Plaza that serves as the main civic space for the site.
- 6 Main Street scheme with bike lanes, parallel parking and pedestrian friendly sidewalks and landscaping.
- 7 Surface parking lot to accommodate Park and Ride/Transit Terminal and proposed development.
- 8 Community building overlooking a small passive green that could be used for passive recreation, tot-lots or filled with seating and water features
- 9 Heavily landscaped buffer with walking/jogging paths that connects to the City of Miami Gardens Recreational Trails Master Plan's Midtown Blueway Trail

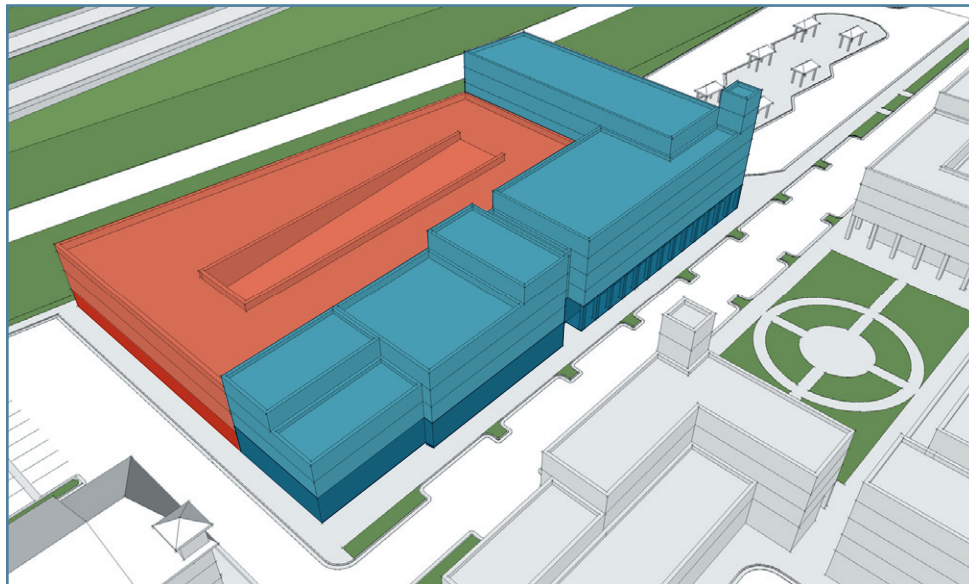


Conceptual Master Plan

### Conceptual Master Plan with Parking Garage

By incorporating a parking structure along the Homestead Extension of the Florida Turnpike, one would be able to increase the intensity of the project. For instance, a hotel use could be introduced onto the site in the form of a liner building around the garage and tower element. This would be an attractive location for

a hotel as it is in close proximity to many significant attractions. A surplus of parking would not be the only other benefit of the more intense scheme, as a lined structure would also activate the bus bays and the street by providing more “eyes on the street”.



- Structured Parking Garage
- Building Footprint = 30,000 sq.ft. approx.  
90-100 spaces / floor
- Proposed Hotel/Convention Area
- Building Footprint = 24,000 sq.ft. approx.  
40-50 rooms / floor

### Legend

- 1 Bus bays, accommodating up to six buses and Park and Ride/Transit Terminal.
- 2 Separate access points for the Park and Ride/Transit Terminal and general vehicular/pedestrian access.
- 3 Pedestrian-only access gates connecting into the site. To the west, a pedestrian-only entrance feature, from the neighborhood.
- 4 Mixed-use Village Center area, made up of buildings with ground floor retail and office above.
- 5 Public Plaza that serves as the main civic space for the site.
- 6 Main Street scheme with bike lanes, parallel parking and pedestrian friendly sidewalks and landscaping.
- 7 Proposed parking structure, wrapped with mixed-use hotel would mitigate the parking requirements and allow for greater intensity.
- 8 Surface parking lot to accommodate Park and Ride/Transit Terminal and proposed development.
- 9 Community building overlooking a small passive green that could be used for passive recreation, tot-lots or filled with seating and water features
- 10 Heavily landscaped buffer with walking/jogging paths that connects to the City of Miami Gardens Recreational Trails Master Plan's Midtown Blueway Trail



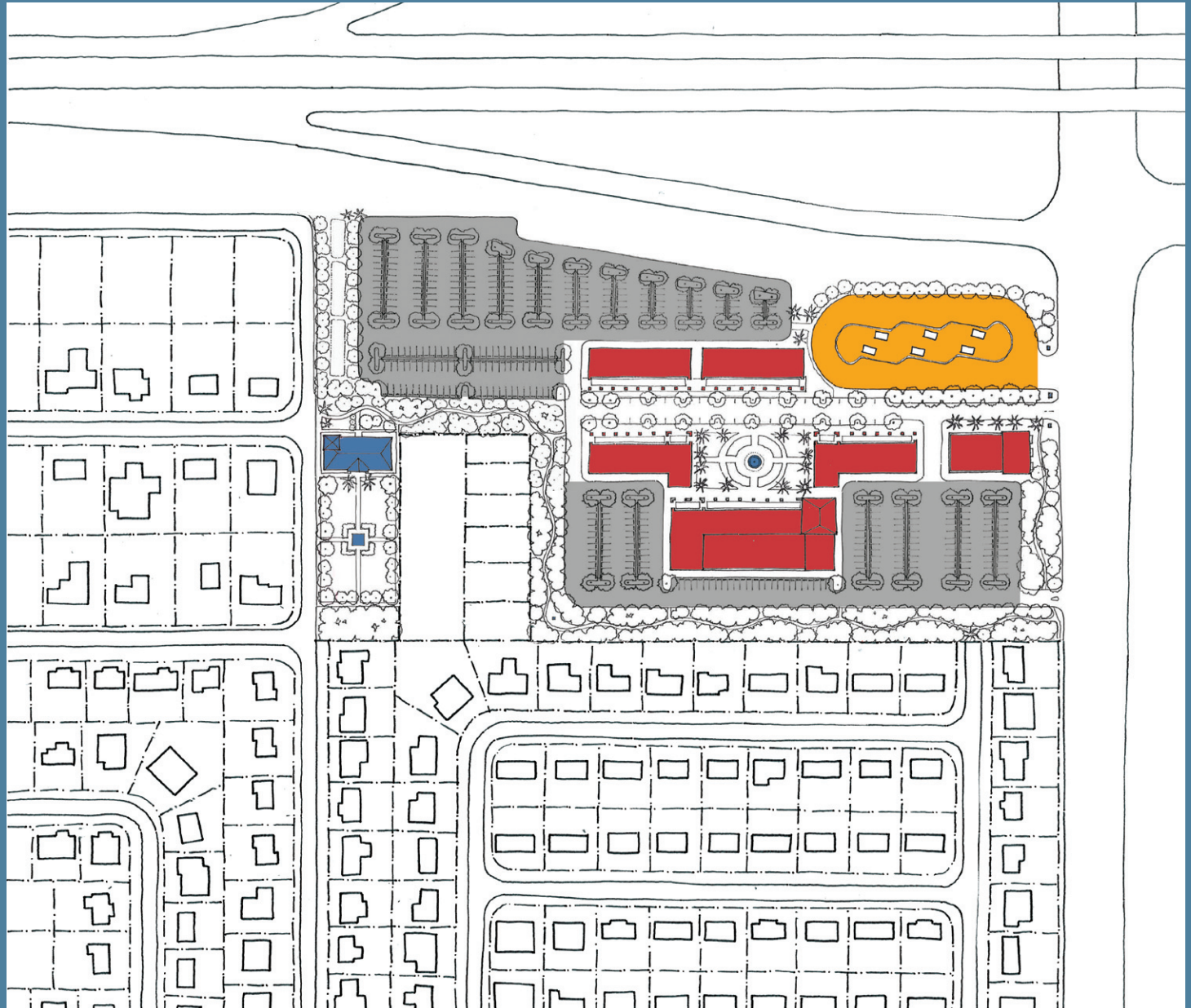
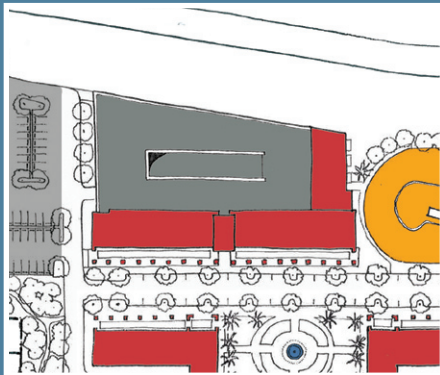
Conceptual Master Plan with parking garage situated along the Homestead Extension of the Florida Turnpike

### General Uses

These diagrams illustrate the uses associated with each of the conceptual plans.

- Park and Ride/Transit Terminal
- Surface Parking
- Parking Structure
- Mixed-Use  
(Ground floor commercial with office above)
- Civic

Conceptual Master Plan with parking garage situated along the Homestead Extension of the Florida Turnpike



## Park and Ride/Transit Terminal

Miami-Dade Transit continues to pursue incremental and affordable transit improvements along the North Corridor until heavy rail funding options are identified. Until then, the County is moving forward with incremental transit improvements along this corridor with the NW 27th Avenue Enhanced Bus. This project will serve the purpose while continuing to build the ridership for a potential Bus Rapid Transit and possibly heavy rail project for the corridor, in the far future.

At the initial meetings with residents and stakeholders, participants discussed how to configure the site and handle the buses and new facilities associated with them. Several design schemes were presented with the bus bays and parking configured at different locations. From a transit perspective, the buses would need to be accessed directly from NW 27th Avenue and a bus driver comfort station should be integrated into the mixed-use buildings. After discussion, the following points were made regarding the location of the bus bays and new transit facilities and their integration:

- Buses and vehicular access should be separated from one another, but both accessed from NW 27th Avenue.
- Bus bays should be situated as far away from existing homes as possible.
- All environmental and noise pollution should be limited from impacting the surrounding neighborhood residents.
- No buses should be parked on the site for extended periods of time.



**Top:** Transit terminals from the Cleveland Ohio Health Line **Bottom:** Plan view of possible development beyond 2016

## Enhanced Bus Service

### Present-

- Miami-Dade County diesel buses running every 20 minutes during rush hour.
- Enhanced bus service will make it possible for riders to board bus at the Park and Ride/Transit Terminal and travel to the MIC Metrorail Station, in one seat.

### Phase 1- June 2012

- 40' "green" hybrid buses running every 12 minutes during rush hour.
- WiFi and real-time "Where is the Bus?" information on all new buses.
- Traffic signals calibrated for bus signal priority along NW 27th Avenue.

### Phase 2- 2016

- 60' "green" hybrid buses running every 10 minutes during rush hour.
- WiFi and real-time "Where is the Bus?" information on all new buses.
- Traffic signals calibrated for bus signal priority along NW 27th Avenue.
- Sites along the corridor will be developed as transit stations in addition to the new Park and Ride/Transit Terminal on the project site.

### Beyond 2016-

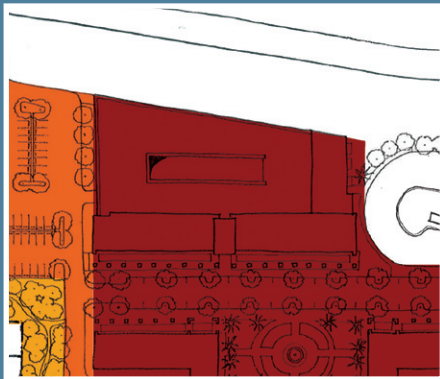
- In the future, if financially feasible, the design is flexible to be able to incorporate any planned Metrorail expansion and any additional parking to sustain expansion, without compromise to the original design.

### Neighborhood Buffering

These diagrams illustrate the different layers of buffering for each of the conceptual plans.

- Structural Buffer
- Surface Parking Buffer
- Landscape Buffer (8' wall and 50' landscape)

Conceptual Master Plan with parking garage situated along the Homestead Extension of the Florida Turnpike





Southeast view illustrating the three layers of buffering separating the residential neighborhood and the park and ride/transit terminal

**\*\*Actual Park and Ride/ Transit Terminal may be configured differently than shown\*\***

## A Defined Center

Development such as one proposed at the NW 215th Street and NW 27th Avenue property is particularly successful in communities that have a defined center, offering multiple attractions and reasons for pedestrians to frequent the area, within the pedestrian shed. The pedestrian shed is the maximum distance that someone would walk comfortably to obtain goods or services. This area is roughly 1/4 mile radius or approximately a 5 minute walk. Areas defined as the center and within the pedestrian shed should project a sense of place by including at least several of the following attributes:

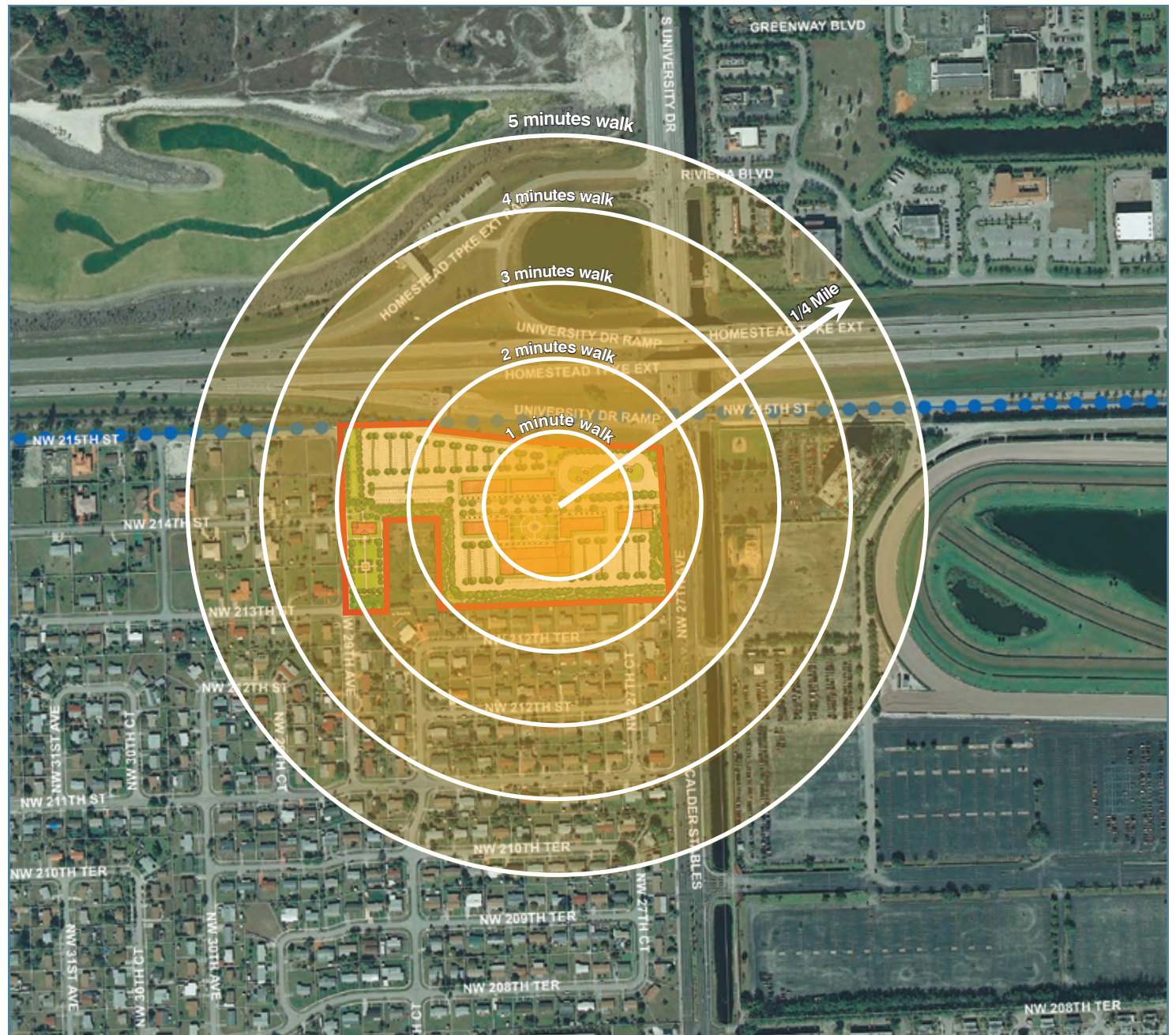
- The density and buildings are highest in the core near the Park and Ride/Transit Terminal and ultimately transition to the edge, to match the character of the surrounding neighborhoods.
- Buildings are located closer to the street and are typically taller than the surrounding areas.
- Buildings are almost totally oriented to the street with window displays 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 normal areas and offer pedestrian amenities, such as street trees, benches, kiosks and signage.

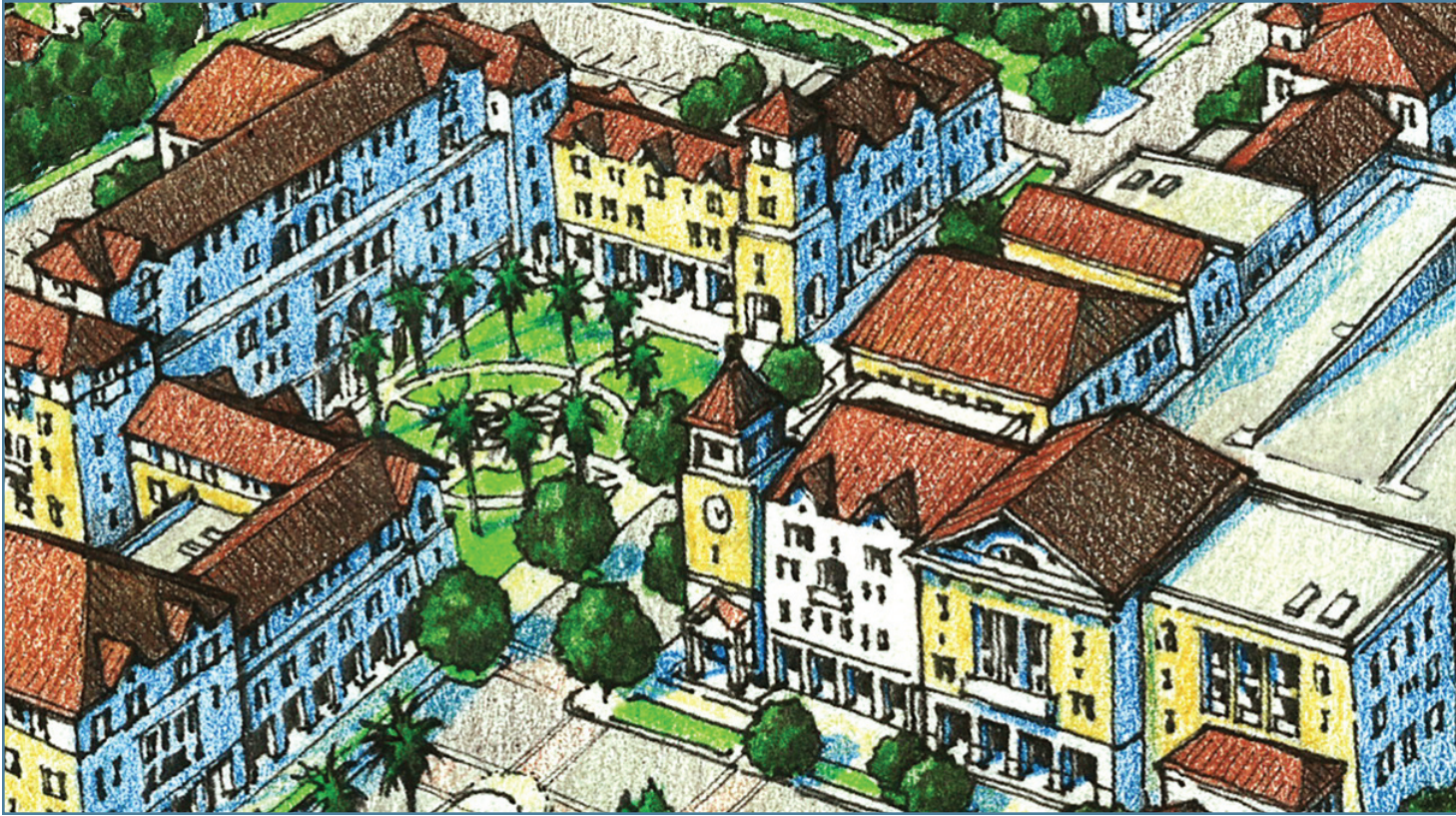
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Development such as one proposed at the NW 215th Street and NW 27th Avenue property is particularly successful in communities that have a defined center, offering multiple attractions and reasons for pedestrians to frequent the area, within the pedestrian shed. The pedestrian shed is the maximum distance that someone would walk comfortably to obtain goods or services. This area is roughly 1/4 mile radius or approximately a 5 minute walk. Areas defined as the center and within the pedestrian shed should project a sense of place by including at least several of the following attributes:

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### Village Center

The proposed Park and Ride/Transit Terminal area and mixed-use development will combine to create a vibrant and enjoyable village center. The plan foresees new institutional, office and retail buildings fronting along the “main street” with parking in the rear to help create an active mixed-use environment. It would contain a range of quality, boutique retail and entertainment businesses, which was requested by the participants of the table sessions, along with offices on the upper floors. The bus bays, public plazas

and pedestrian sidewalks, surrounded by commercial and office mixed-use buildings will help create an active place during the day and night.

Buildings front wider sidewalks filled with pedestrian traffic and outdoor seating for cafes, in addition to other amenities like, street trees, landscaping and public gathering places. Awnings, colonnades and other architectural features help shield pedestrians from the south Florida weather, along ground floor retail estab-

lishments that surround the main square and line the wide pedestrian walkways of the new streets, with offices overlooking from the floors above. Surface parking is located in lots to the rear of the properties and possibly in parking structures, which would further support an emphasis on the pedestrian viability in a mixed-use area, by separating the vehicles away from the pedestrians.

### Mixed-Use Area

The area at NW 215th Street and NW 27th Avenue is designated as a Community Urban Center (CUC). The role of the CUC is to satisfy many of the commercial service and housing needs for neighborhood residents. To fulfill these roles in Miami-Dade County, the Urban Center designations call for moderate to high-intensity mixed-use areas. These centers are intended to be physically cohesive, contain high quality urban design, accessible to transit, reduce auto-dependency, create efficient land-use, and create identifiable town/village centers throughout the county.

In a TOD, streets need to be great places for walking, for commerce, for casual interaction and for moving traffic. Improved circulation and access for pedestrians and bicyclists will be important for creating a true community center. The proposed Park and Ride/Transit Terminal on NW 215 Street and NW 27th Avenue is envisioned as a new mixed-use area for the City of Miami Gardens and will be comprised of several important elements:

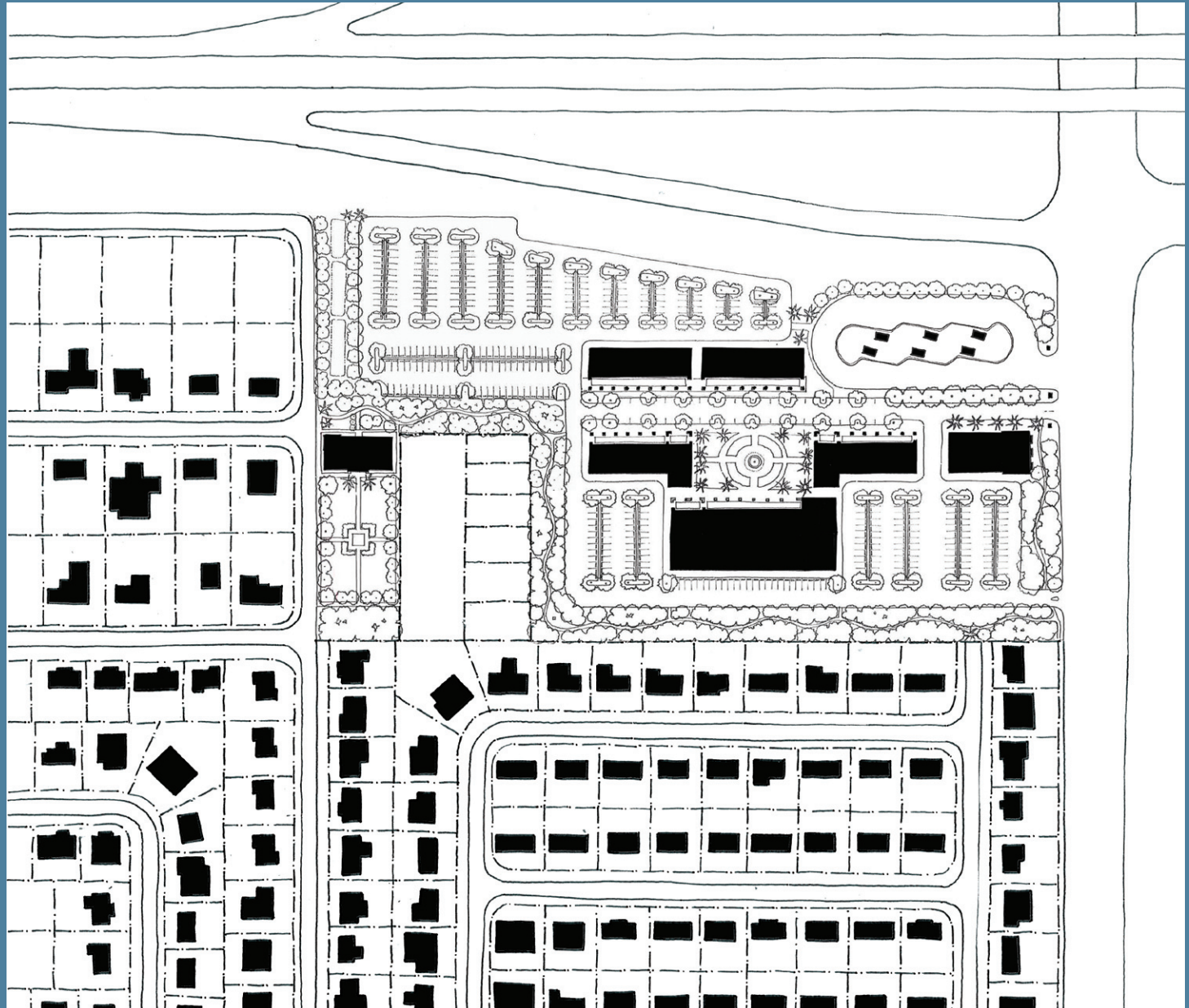
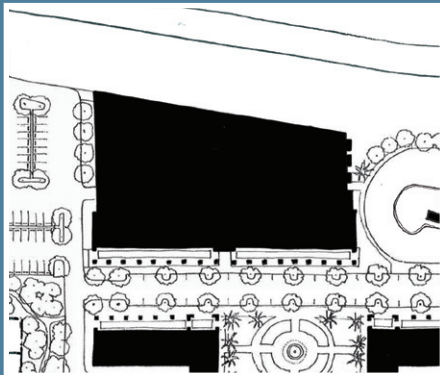
- Village Center
- Site Circulation and Access
- Open Spaces

### Figure Ground

These diagrams illustrate the relationship between the patterns of development for the proposed and how it fits in with the existing building footprints.

■ Building Footprints  
(Existing and proposed buildings)

Conceptual Master Plan with parking garage situated along the Homestead Extension of the Florida Turnpike



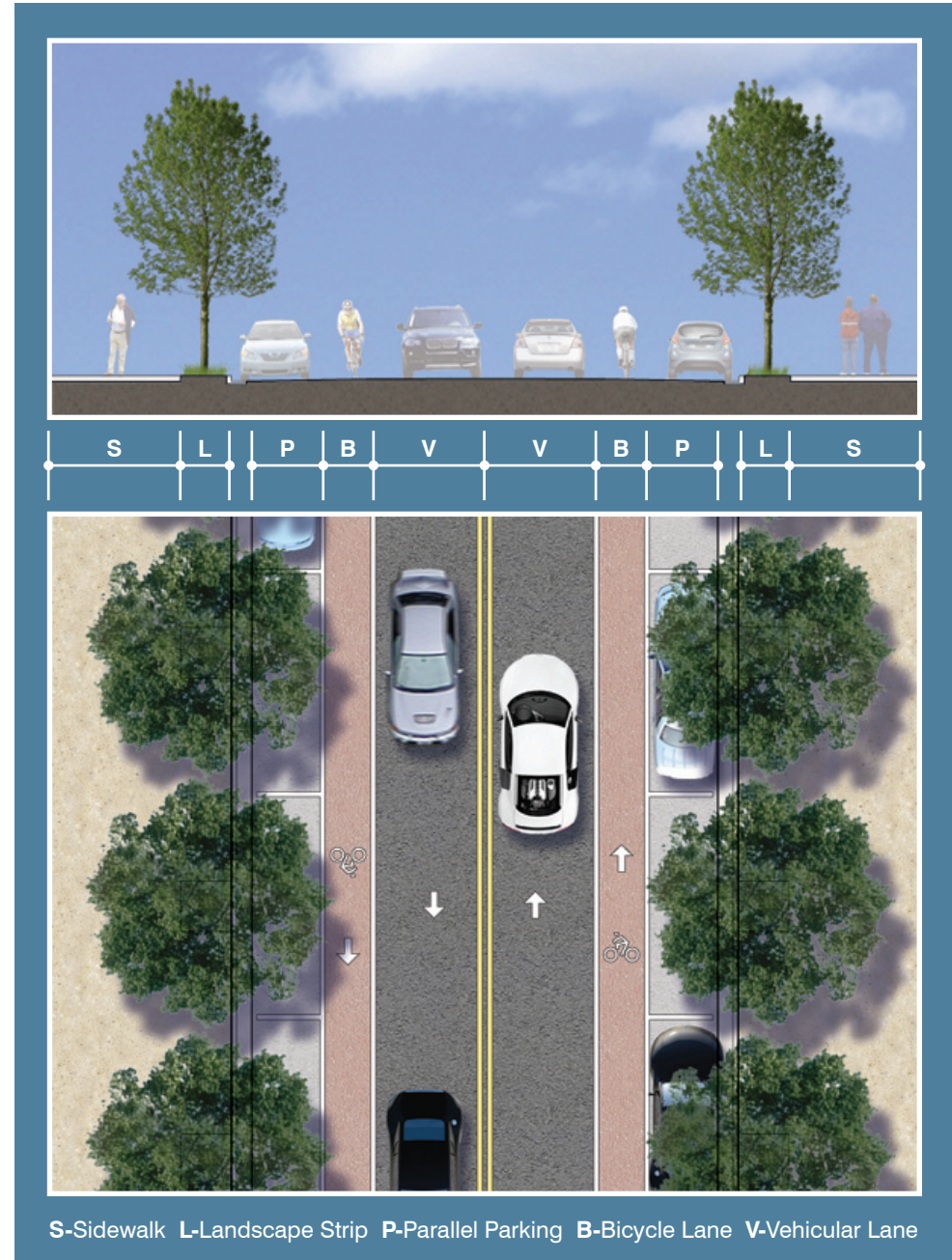
## Site Circulation and Access

While developing and detailing the vision, one must consider context. Streets are a part of the overall community fabric and, at their best, are places of shared uses. They physically create and define a network of public open spaces, sometimes referred to as the “public realm”. The management of access and parking is the main issue when considering the context and how the scheme can complement it. Access from NW 27th Avenue to the site will always remain an issue, given the site location. The presence of the Homestead Extension of the Florida Turnpike to the north and residential neighborhoods to the south and west are the limiting factors of site access.

Participants of the table sessions were strongly against any vehicular access from their neighborhoods at NW 27th Court and from NW 214th Street. Residents feared that their neighborhood streets would become cut through streets for vehicles entering the site. As a recommendation, it is felt that these access points should be limited to a pedestrian-only “gate” at the south border of the site on NW 27th Court and a formal pedestrian-only entrance feature to the west, at NW 214th Street. With the limiting factors set forth, the main entrance for the site area will happen directly from NW 27th Avenue.


It is the basic structure of the main street that influences how visitors to the site experience the new project and move from one place to another. As stated, there is

a delicate balance between the vehicle and the pedestrian. In this scheme, it is most imperative to get the vehicles into the site and parked without negatively affecting the character of the street. Residents hoped to live near a place that they can walk around and enjoy, and in these such places, the streets are for the people. They are pleasant for pedestrians and contain destinations for those walking, while prioritizing their needs, such as, slowing vehicles and the presence of comfortable pedestrian crossings. With that in mind, on both sides of the roadway is parallel parking. These parking spots can be utilized by people who visit the site, to park temporarily to run into one of the many business. They provide quick and easy access to the shop fronts along the main street. In the sidewalk area, pedestrians will enjoy wide sidewalks with landscaping and street trees that provide shade from the harsh South Florida climate.

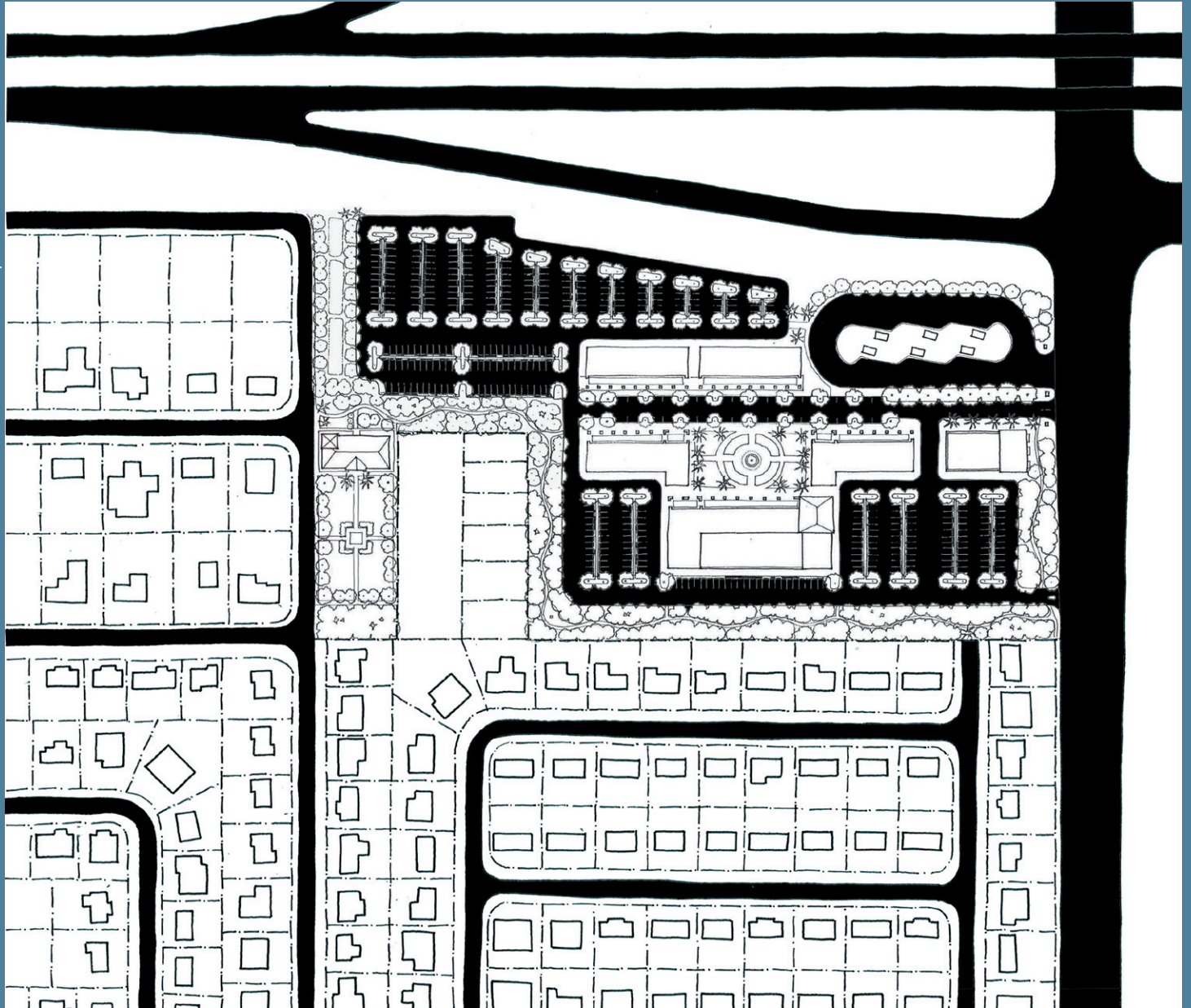
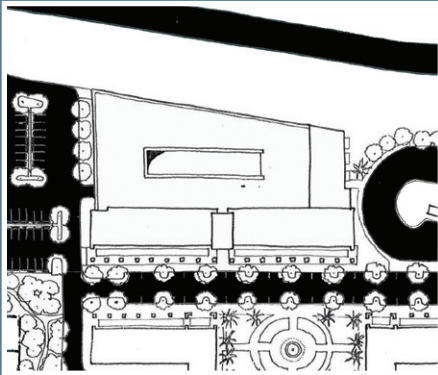


### Street Network

This diagram illustrates the relationship between the paved area (streets, bus bays and parking areas) and their connection to the proposed development and existing neighborhoods.

 Paved Area  
(Highways, streets and parking)

Conceptual Master Plan with parking garage situated along the Homestead Extension of the Florida Turnpike





## Main Street Scheme

After presenting several different design schemes, designers worked with residents at the design workshop to narrow down the community's comments into a more concise vision. Based on discussions at each table, the consensus was that most of the residents gravitated toward the images of downtown Miami Lakes and the idea of a main street. This consensus would serve as the driving idea, while resolving the final illustrative vision plan. Upon study of the site and discussion with the participants, the following concepts were highlighted in an effort to describe the community's goals, regarding site circulation and access:

- The streets should be promoted as places of shared use;
- Making them safe, comfortable and interesting—especially for pedestrians;
- Encouraging walking, biking and transit uses; and
- Accommodating vehicles so that they respect other users and the form of public space.

### Public Open Spaces

With increased density, quality parks and open spaces become more critical to the success of a neighborhood. Therefore, it is imperative to not only integrate new parks and open spaces in the community, but also make them accessible to all residents. One of the common discussion points from the table sessions revolved around the lack of parks and gathering spaces in the area. The proposed plan for NW 215th Street and NW 27th Avenue addresses these shortcomings by proposing a balanced variety of small pocket parks and open spaces.

A prominent feature of the proposed development at NW 215th Street and NW 27th Avenue will be a public plaza that will serve as the primary civic space within the village center. This landscaped plaza, fronted by retail and businesses will allow for passive activities, such as outdoor dining, public gathering or small community events. The ultimate vision is that this space could not only serve the day to day lives of people who travel into and out of the site, but also provide a substantial space for special outings, like concerts, celebrations or even weekly farmer's markets.

Another open space feature within the proposed development at NW 215th Street and NW 27th Avenue is the community park at the southwest side of the village center. Participating residents and stakeholders discussed the possibility of a community hall building for neighborhood multipurpose activities. This civic

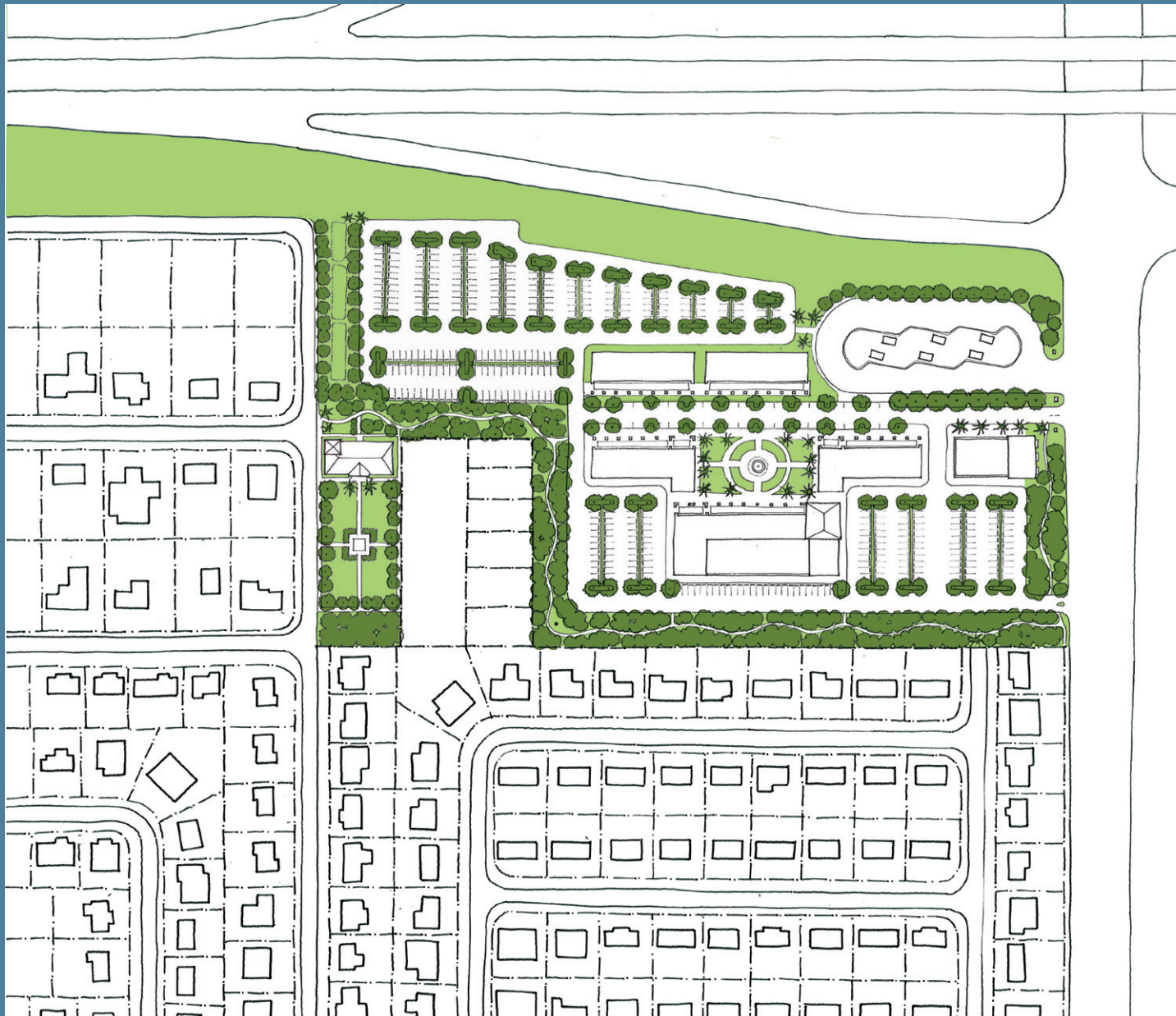
building would be situated overlooking a small passive green that residents from the surrounding neighborhood could easily access, especially by foot or on bicycle. This park could house small, passive uses, in addition to other uses, like a tot-lot or seating areas and water features. To the north of the community hall building would be a small civic entrance feature to welcome people to a special place and formally provide a pedestrian connection into the Transit-Oriented Development.

This entrance feature also marks the beginning of a pedestrian path that runs the peripheral length of the site and terminates at the location of the bus bays. Programmed into the buffer between the site and the neighboring residential lots, users will experience a space with a walking/jogging/bicycle path, lush landscaping, fountains and furniture. The natural park like setting can become an amenity for everyone in the area and provide an alternate means of moving through the site, for those who wish to avoid the action, within the village center area.

### Connecting Spaces to Spaces

A priority at the table sessions was to establish a good balance between the built environment and public spaces, including parks, plazas and green ways. In the proposed plan for the TOD at NW 215th Street and NW 27th Avenue, the open spaces are organized in a manner to provide a progression through the study area, so that people on foot or by bicycle could move from one public space to another, without the interruption of vehicular traffic. Those who wish to take advantage of the new business and restaurants could do so on the comfortable, tree lined streets, but for those who don't, an interconnected network of public spaces will greatly improve their experience. The green connectivity would not only benefit those within the immediate site area, but would also enhance connection to the existing Miami Gardens' Recreational Trails Master Plan



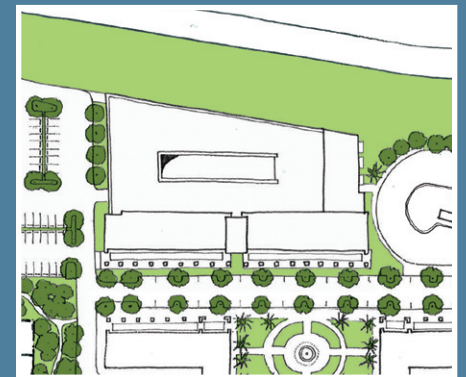


## Green Network

This diagram illustrates the relationship between landscaped area versus proposed developable land.

- Open Space
- Trees

Conceptual Master Plan with parking garage situated along the Homestead Extension of the Florida Turnpike





# Land Use Planning & Transit Study

NW 215TH STREET AND NW 27TH AVENUE

Report:

**appendix**



# NW 27<sup>th</sup> Avenue Corridor

## Market Area Study



Planning Research Section  
Department of Planning & Zoning  
May 2011

### TABLE OF CONTENTS

<b>Introduction .....</b>	<b>3</b>
<b>Area Characteristics .....</b>	<b>4</b>
Location.....	4
Land Use Analysis.....	5
Property Ownership Patterns .....	7
Demand and Supply of Commercial Land.....	8
Employment.....	8
<b>NW 27<sup>th</sup> Avenue Market Analysis .....</b>	<b>12</b>
Population.....	13
Educational Attainment.....	13
Age and Sex.....	14
Income & Poverty .....	15
Labor Force .....	17
Place of Work.....	18
Housing .....	18
Household Type .....	19
<b>Implications of Market Size .....</b>	<b>20</b>
<b>Opportunities .....</b>	<b>20</b>

## Introduction

This report presents an analysis of the NW 27<sup>th</sup> Avenue Corridor from NW 151<sup>st</sup> Street to NW 215<sup>th</sup> Street (the County line). The purpose is to present an overall view of the Corridor and to provide relevant data and analysis for the subsequent formulation of recommendations to enhance the business and economic health of the Corridor with respect to the County-owned site intended for future transit use. The report contains three sections, namely an analysis of area characteristics, a market study, and an analysis of business opportunities. The first section includes an examination of existing land use, absorption of vacant land, ownership patterns, and employment. This is followed by a market area analysis that examines relevant demographic, economic, and housing characteristics. The market area follows the north-south length of the corridor and extends to NW 17<sup>th</sup> Avenue to the east and NW 37<sup>th</sup> Avenue to the west.

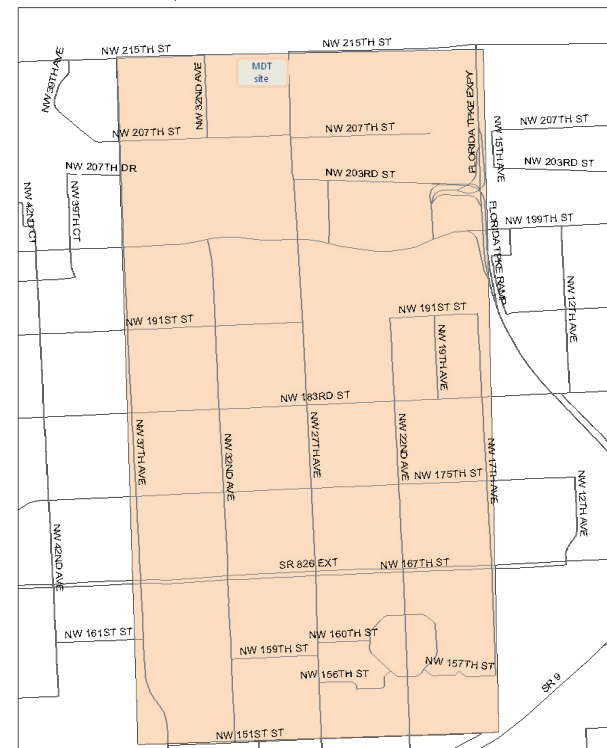
Finally, an analysis of business opportunities based on the previous components of the report is developed. This analysis focuses on determining sites for future commercial development and potential for new business development.

## Area Characteristics

### Location

The NW 27<sup>th</sup> Avenue Business Corridor is situated in the North Central part of Miami-Dade County. The subject site intended for transit use lies in the northwest corner of the corridor. Given its location proximate to Opa-Locka Airport and the south end of Broward County business opportunities abound. In addition, the southern end is located within seven miles of downtown Miami, Miami International Airport, and the City of Hialeah.

NW 27th Avenue Market Area



### Land Use Analysis

The NW 27<sup>th</sup> Avenue Corridor is an approximately 4 miles long area following the NW 27<sup>th</sup> Avenue from NW 151<sup>st</sup> Street north to the County Line at NW 215<sup>th</sup> Street. The Corridor is characterized primarily by a mixture of business and residential uses (see Map 1). Based on land use patterns, geography, and other factors the Corridor can be divided into 2 sections; the area north and the area south of NW 183<sup>rd</sup> Street.

The largest existing land use category in the Corridor is Transportation, Communication & Utilities that contains 26 percent of the total acreage, or 205 acres. (See Table 1) It should be noted that over 80 percent of this land use category is comprised of roadways. Residential land use is second with 172 acres representing 21 percent. Other than the clustering located northwest and southeast of NW 207<sup>th</sup> Street, most residential uses are concentrated south of NW 183<sup>rd</sup> street.

Commercial and Office land uses alone are just above 19 percent, totaling 156 acres. When combined with Commercial-Entertainment land use, this combined category totals 187 acres and become second most important, at 23 percent of the total. Shopping centers, offices and entertainment facilities occupy relatively large and dispersed parcels in the northern section of the Corridor, while in the southern section these uses are typically found on smaller parcels along Corridor.

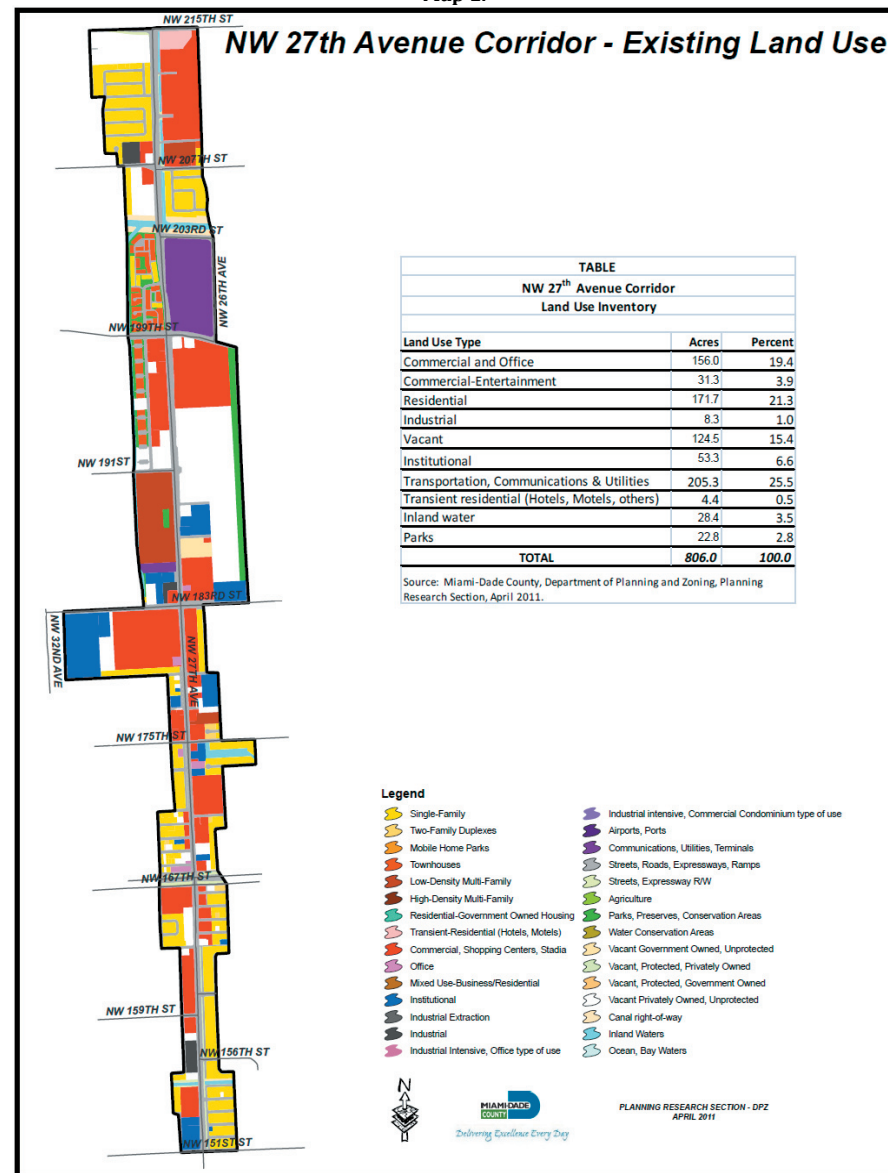
The next largest category of land use is vacant land that totals 124.5 acres. Several large vacant parcels are located north of NW 183<sup>rd</sup> Street and a number of small parcels are scattered in the southern portion of the Corridor.

**TABLE 1**  
**NW 27th Avenue Corridor**  
**Land Use Inventory**

Land Use Type	Acres	Percent
Commercial and Office	156	19.4%
Commercial-Entertainment	31.3	3.9%
Residential	171.7	21.3%
Industrial	8.3	1.0%
Vacant	124.5	15.4%
Institutional	53.3	6.6%
Transportation, Communications & Utilities	205.3	25.5%
Transient residential (Hotels, Motels, others)	4.4	0.5%
Inland water	28.4	3.5%
Parks	22.8	2.8%
<b>TOTAL</b>	<b>806.0</b>	<b>100%</b>

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, May 2011.

**Map 1.**



## Property Ownership Patterns

The ownership of the 1,190 parcels along the NW 27<sup>th</sup> Avenue Corridor is fragmented, with less than 7 percent of the parcels greater than one acre. The largest parcels under common ownership are owned by local government institutions (see Table 2) and are located in the northern section of the Corridor.

**TABLE 2.**  
**NW 27th Avenue Corridor**  
**Largest Property Ownership**

Owner	Number of Parcels	Total Acreage
CITY OF MIAMI GARDENS	9	48.99
MIAMI-DADE COUNTY	12	40.79
82 SL ASSOCIATES OF FL	3	32.58
SO FLA WATER MANAGEMENT	3	9.67
MGP PARTNERS LLP	3	8.84
RACETRAC PETROLEUM INC#555R	3	4.7
GERALD D ROSS & W FRANCES M	3	4.42
PLAYA PLAZA LLC	3	4.11
PALMETTO TERMINAL CORP	6	3.46
GREATER PEACE MISSIONARY BAPTIST	3	2.54
191 192 NW LLC	28	1.87

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, May 2011.

There are a limited number of cases where contiguous ownership of multiple parcels exceeds one acre, and fewer that are currently vacant. In the northwest side of the Corridor, Miami-Dade Transit owns a vacant lot of 13.25 acres, bordered by the County line to the north and by a residential area south of 213<sup>th</sup> Street.

Among the most attractive vacant properties in the Corridor are the two parcels totaling 39.5 acres owned by the City of Miami Gardens. The parcels are located on the east side of NW 27<sup>th</sup> Avenue, approximately between NW 184<sup>th</sup> Street to the south and NW 195<sup>th</sup> Street to the north and are included into a mixed use development planned for about 750 housing units. Next, to the south of these properties, a 7 acre vacant parcel owned by CE Land Partners LLC that also provides opportunities for development.

In addition, a number of sizable and contiguous parcels of vacant land fronting NW 27<sup>th</sup> Avenue are found in the area north of NW 183<sup>rd</sup> Street. There is a 14.3 acre vacant lot is owned by Home Depot and three adjacent parcels, over an acre each are owned by Playa Plaza LLC and are currently under construction. Finally, again in this part of the Corridor, the Republic Federal Bank owns a four and a half acre vacant parcel. In addition, Wal-Mart Stores owns a parcel just below one acre vacant fronting 189<sup>th</sup> Street.

## Demand and Supply of Commercial Land

Supply and demand analysis for commercial land was conducted using existing land use data and absorption rates for Minor Statistical Areas 2.3, and 2.4. In the NW 27<sup>th</sup> Avenue Corridor there are 124.5 acres of vacant land. Given an absorption rate of 1.6 acres per year (demand) for the broad area and the acreage of vacant land in the Corridor, supply will not be depleted for over 25 years. This implies that demand for vacant land along the Corridor has been quite low. As was indicated in sections dealing with vacant land, this is not a case of excessive of supply but simply a limited market demand.

## Employment

The numerous business entities, 245 to be exact, on the NW 27<sup>th</sup> Avenue Corridor provide employment to 2,312 people (see Tables 3 and 4). The Accommodation and food services sector provides over 26 percent or 605 of the total jobs within the Corridor, of which 510 are in the Food services and drinking places subsector. The broader Retail trade sector provides an additional 349 jobs or 15.1 percent of the total. Within this sector, the dominant sub-sectors are Food and beverage and General merchandise stores, followed by Motor vehicles and parts dealers. The next largest sector is the Real estate and rental and leasing sector that employs 283 or 12.2 percent of the total jobs. Most of the business establishments are small as 77.2 percent have fewer than 10 employees. Only 3.7 percent of the businesses employ 50 or more workers. Given the predominance of establishments and employees in the retail, accommodation and food services, and real estate sectors, it appears reasonable to say that a considerable portion of employment in the Corridor results from local demand.

**TABLE 3**  
**NW 27th Avenue Corridor**  
**NW 151st Street to NW 215<sup>th</sup> Street**  
**Establishments by Industry within 500 ft Buffer Zone**

NAISC	Industry	Number of Businesses	Percent of Area Employment
<b>Construction</b>		<b>3</b>	<b>0.74%</b>
237	Heavy and civil engineering construction	1	
238	Specialty trade contractors	2	
<b>Manufacturing</b>		<b>9</b>	<b>2.51%</b>
311	Food mfg	3	
322	Paper Manufacturing	1	
323	Printing and Related Support Activities	1	
337	Furniture & related product mfg	1	
339	Miscellaneous Manufacturing	3	
<b>Wholesale trade</b>		<b>8</b>	<b>4.80%</b>
423	Durable goods merchant wholesalers	7	
424	Nondurable goods merchant wholesalers	1	

**TABLE 3 (Continued)**  
**NW 27th Avenue Corridor (NW 151st Street to NW 215<sup>th</sup> Street)**  
**Establishments by Industry within 500 ft Buffer Zone**

NAISC	Industry	Number of Businesses	Percent of Area Employment
<b>Retail trade</b>		<b>46</b>	<b>11.94%</b>
441	Motor vehicle & parts dealers	6	
442	Furniture & home furnishings stores	1	
443	Electronics & appliance stores	3	
445	Food & beverage stores	12	
446	Health & personal care stores	4	
447	Gasoline stations	3	
448	Clothing & clothing accessories stores	17	
<b>Sporting Goods, Hobby, Book, and Music Stores</b>		<b>9</b>	<b>3.16%</b>
451	Sporting goods, hobby, book, & music stores	2	
452	General merchandise stores	5	
453	Miscellaneous store retailers	2	
<b>Transportation &amp; warehousing</b>		<b>1</b>	<b>0.09%</b>
488	Support activities for transportation	1	
<b>Postal Service</b>		<b>1</b>	<b>0.13%</b>
492	Couriers & messengers	1	
<b>Information</b>		<b>6</b>	<b>0.74%</b>
511	Publishing Industries (except Internet)	1	
517	Telecommunications	5	
<b>Finance &amp; insurance</b>		<b>26</b>	<b>6.06%</b>
522	Credit intermediation & related activities	12	
523	Securities, Commodity Contracts, and Other Financial Investments and Related Activities	1	
524	Insurance carriers & related activities	13	
<b>Real estate &amp; rental &amp; leasing</b>		<b>10</b>	<b>12.24%</b>
531	Real estate	7	
532	Rental & leasing services	3	
<b>Professional, scientific &amp; technical services</b>		<b>11</b>	<b>1.56%</b>
541	Professional, scientific, & technical services	11	
<b>Admin, support, waste mgt, remediation services</b>		<b>4</b>	<b>0.26%</b>
561	Administrative & support services	4	
<b>Educational services</b>		<b>7</b>	<b>6.83%</b>
611	Educational services	7	
<b>Health care and social assistance</b>		<b>14</b>	<b>8.56%</b>
621	Ambulatory health care services	7	
624	Social assistance	7	
<b>Arts, entertainment &amp; recreation</b>		<b>2</b>	<b>0.09%</b>
	Performing Arts, Spectator Sports, and Related Industries	1	
	Amusement, gambling, & recreation industries	1	
<b>Accommodation &amp; food services</b>		<b>42</b>	<b>26.17%</b>
721	Accommodation	1	
722	Food services & drinking places	41	
<b>Other services (except public administration)</b>		<b>41</b>	<b>6.62%</b>
811	Repair & maintenance	8	
812	Personal & laundry services	29	
813	Religious/grant making/civic/professional & similar org	4	
<b>Public Administration</b>		<b>2</b>	<b>7.14%</b>
921	Executive, Legislative, and Other General Government Support	1	
922	Justice, Public Order, and Safety Activities	1	
<b>Other</b>		<b>3</b>	<b>0.39%</b>
999	Unclassified	3	
<b>Grand Total</b>		<b>245</b>	<b>100.00%</b>

Source: InfoUSA Business Survey, Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

**TABLE 4**  
**NW 27th Avenue Corridor**  
**NW 151st Street to NW 215th Street**  
**Employment by Industry within 500 ft Buffer Zone**

NAISC	Industry	Total Employment	Average Number of Employees	Percent Area Employment
<b>Construction</b>		<b>17</b>	<b>6</b>	<b>0.74%</b>
237	Heavy and civil engineering construction	3	3	
238	Specialty trade contractors	14	7	
<b>Manufacturing</b>		<b>58</b>	<b>6</b>	<b>2.51%</b>
311	Food mfg	35	12	
322	Paper Manufacturing	6	6	
323	Printing and Related Support Activities	3	3	
337	Furniture & related product mfg	4	4	
339	Miscellaneous Manufacturing	10	3	
<b>Wholesale trade</b>		<b>111</b>	<b>14</b>	<b>4.80%</b>
423	Durable goods merchant wholesalers	96	14	
424	Nondurable goods merchant wholesalers	15	15	
<b>Retail trade</b>		<b>276</b>	<b>6</b>	<b>11.94%</b>
441	Motor vehicle & parts dealers	37	6	
442	Furniture & home furnishings stores	7	7	
443	Electronics & appliance stores	17	6	
445	Food & beverage stores	113	9	
446	Health & personal care stores	17	4	
447	Gasoline stations	11	4	
448	Clothing & clothing accessories stores	74	4	
<b>Sporting Goods, Hobby, Book, and Music Stores</b>		<b>73</b>	<b>8</b>	<b>3.16%</b>
451	Sporting goods, hobby, book, & music stores	8	4	
452	General merchandise stores	48	10	
453	Miscellaneous store retailers	17	9	
<b>Transportation &amp; warehousing</b>		<b>2</b>	<b>2</b>	<b>0.09%</b>
488	Support activities for transportation	2	2	
<b>Postal Service</b>		<b>3</b>	<b>3</b>	<b>0.13%</b>
492	Couriers & messengers	3	3	
<b>Information</b>		<b>17</b>	<b>3</b>	<b>0.74%</b>
511	Publishing Industries (except Internet)	2	2	
517	Telecommunications	15	3	
<b>Finance &amp; insurance</b>		<b>140</b>	<b>5</b>	<b>6.06%</b>
522	Credit intermediation & related activities	90	8	
523	Securities, Commodity Contracts, and Other Financial Investments and Related Activities	3	3	
524	Insurance carriers & related activities	47	4	
<b>Real estate &amp; rental &amp; leasing</b>		<b>283</b>	<b>28</b>	<b>12.24%</b>
531	Real estate	268	38	
532	Rental & leasing services	15	5	
<b>Professional, scientific &amp; technical services</b>		<b>36</b>	<b>3</b>	<b>1.56%</b>
541	Professional, scientific, & technical services	36	3	
<b>Admin, support, waste mgt, remediation services</b>		<b>6</b>	<b>2</b>	<b>0.26%</b>
561	Administrative & support services	6	2	
<b>Educational services</b>		<b>158</b>	<b>23</b>	<b>6.83%</b>
611	Educational services	158	23	
<b>Health care and social assistance</b>		<b>198</b>	<b>14</b>	<b>8.56%</b>
621	Ambulatory health care services	140	20	
624	Social assistance	58	8	

**TABLE 4 (Continued)**  
**NW 27th Avenue Corridor**  
**NW 151st Street to NW 215th Street**

NAISC	Industry	Total Employment	Average Number of Employees	Percent Area Employed
<b>Arts, entertainment &amp; recreation</b>		<b>2</b>	<b>1</b>	<b>0.09%</b>
711	Performing Arts, Spectator Sports, and Related Industries	1	1	
713	Amusement, gambling, & recreation industries	1	1	
<b>Accommodation &amp; food services</b>		<b>605</b>	<b>14</b>	<b>26.17%</b>
721	Accommodation	95	95	
722	Food services & drinking places	510	12	
<b>Other services (except public administration)</b>		<b>153</b>	<b>4</b>	<b>6.62%</b>
811	Repair & maintenance	19	2	
812	Personal & laundry services	91	3	
813	Religious/grant making/civic/professional & similar org	43	11	
<b>Public Administration</b>		<b>165</b>	<b>83</b>	<b>7.14%</b>
921	Executive, Legislative, and Other General Government Support	3	3	
922	Justice, Public Order, and Safety Activities	162	162	
<b>Other</b>		<b>9</b>	<b>3</b>	<b>0.39%</b>
999	Unclassified	9	3	
<b>Grand Total</b>		<b>2,312</b>	<b>9</b>	<b>100.00%</b>

Source: InfoUSA Business Survey, Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.  
Note: Employment at the Calder Casino and Racetrack is not included in the InfoUSA survey.

## **NW 27<sup>th</sup> Avenue Market Analysis**

The purpose of this analysis is to explore the demand conditions in the market area defined by the NW 27<sup>th</sup> Avenue Corridor from NW 151<sup>st</sup> Street to the county line bounded by NW 17<sup>th</sup> Avenue on the east and NW 27<sup>th</sup> Avenue on the west. This analysis focuses on the different components that effect demand of the population in the area surrounding the corridor.

Data for the demand analysis comes from the 2000 and 2010 Decennial Census as well as the American Community Survey 2005-2009 5 Year Estimates. Relevant trends are identified and a comparison to the County as a whole is made.



## Population

TABLE 5. Race and Ethnicity

	2000	2010	% Change
<b>Miami-Dade</b>			
<b>Total population</b>	<b>2,253,362</b>	<b>2,496,435</b>	<b>10.8%</b>
White alone	465,772	383,551	-17.7%
Percent of the Total	20.7%	15.4%	
Black or African American alone	427,140	425,650	-0.3%
Percent of the Total	19.0%	17.1%	
Other alone	68,713	63,375	-7.8%
Percent of the Total	3.0%	2.5%	
Hispanic or Latino	1,291,737	1,623,859	25.7%
Percent of the Total	57.3%	65.0%	
<b>NW 27th Avenue Corridor</b>			
<b>Total population</b>	<b>43,479</b>	<b>45,050</b>	<b>3.6%</b>
White alone	720	589	-18.2%
Percent of the Total	1.7%	1.4%	
Black or African American alone	38,085	37,347	-1.9%
Percent of the Total	87.6%	85.9%	
Other alone	858	655	-23.7%
Percent of the Total	2.0%	1.5%	
Hispanic or Latino	3,816	6,459	69.3%
Percent of the Total	8.8%	14.9%	

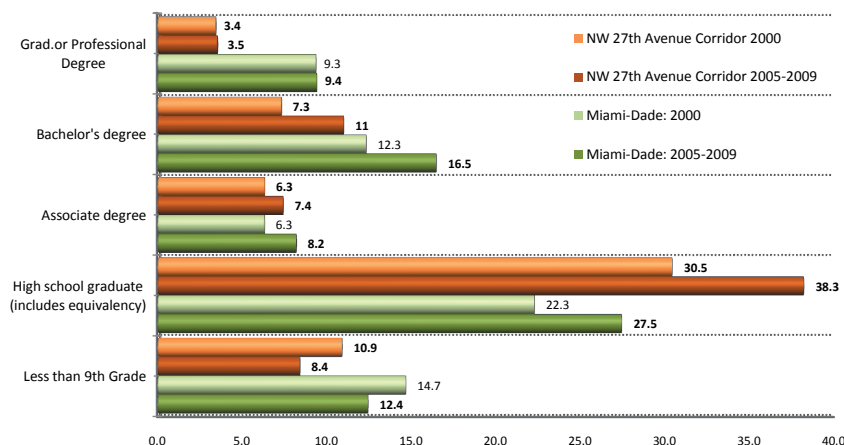
Source: U.S. Census Bureau. Decennial Census 2000 and Census 2010. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

During the period from 2000 to 2010 the population within the market area grew from 43,479 to 45,050 or 3.6 percent. This growth rate was significantly below the 10.8 percent for the County. In 2000, the Black alone population represented 87.6 percent of the population as compared 19.0 percent in the County. In 2010, the Black alone population in the market area had decreased by 738 persons since 2000. Their population in 2010 was 37,347 or 82.9 percent of the total. This paralleled the declining trend in the County. The Hispanic population in the market area grew from 3,816 in 2000 to 6,459 in 2010. This represented a 69.3 percent increase, which was larger than the 25.7 increase in the County. In 2010, Hispanics constituted 14.9 percent of the population in the market area.

## Educational Attainment

During the 2000 to 2005-2009 period, it is important to note that in all categories of educational attainment there was improvement for both the market area and the County. In the category of high school graduates alone, the percent of persons in the market area attaining this degree increased from 30.5 to 38.3 percent (see Figure 1). When comparing the market area along the NW 27th Avenue Corridor with the County as a whole, in terms of educational attainment, a mixed picture emerges. The market area displays significantly fewer persons with less than a 9<sup>th</sup> grade education than the County (8.4 percent and 12.4 percent, respectively in the 2005-2009 period). At the other end of the educational attainment spectrum, the County fares much better than the market area. In fact, 25.9 percent of persons in the County have attained at least a Bachelor's degree, whereas in the market area the corresponding figure is only 14.5 percent.

Figure 1.  
Educational Attainment: Miami-Dade & NW 27th Avenue Corridor  
(Percent of Population 25 Years and Over)



Source: US Census Bureau 2000 and ACS 2005-2009 5-Year Estimates.

## Age and Sex

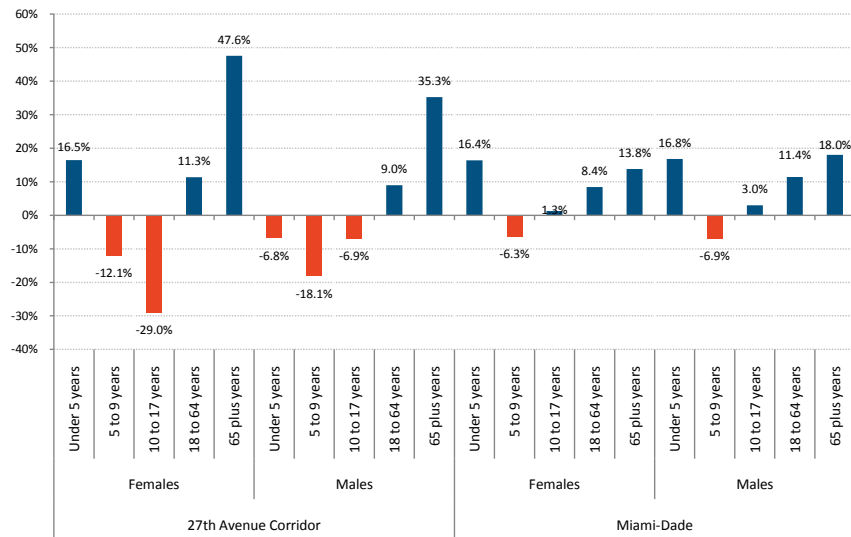
Table 6 shows age by gender for the market area. In the market area as well as in the County as a whole, there are more women than men. In fact, in the market area 54.6 percent of persons are female compared to 51.3 percent for the County. For the working age population 18 to 64, Miami-Dade and the market area have a similar percentage, 62.4 and 60.9 percent of persons respectively. However, it is in the under 18 and 65 and above categories that differences emerge. In the market area 27.7 percent are persons under 18, whereas in the County the figure is 23.5 percent. At the other end of the age spectrum, there are fewer persons above 64 in the market area, 11.2 percent, compared to 14.1 percent for the County. Figure 2 shows the change in age cohorts by gender makes clear the substantial increase in those persons above 64 years for both men and women.

Table 6: Sex by Market Area

		2000	2005-2009
27th Avenue Corridor	Females	53.9%	54.6%
	Males	46.1%	45.4%
Miami-Dade	Females	51.8%	51.3%
	Males	48.2%	48.7%

Source: U.S. Census Bureau, Census 2000 and ACE 2005-2009 5-Year estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

**Figure 2.**  
Change in Age Cohorts by Gender,  
2000 - 2009



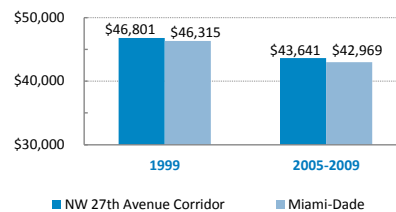
Source: US Census Bureau 2000 and American Community Survey 2005-2009 5-Year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

## Income & Poverty

Both in 1999 and the 2005-2009 period, median household income in the market area was very similar to that for the County. For both of these periods median household income in the Corridor area represented 101 percent of the corresponding figure for the County. In 1999, median household income expressed in 2009 dollars was \$46,801 while in the 2005-2009 period it fell to \$43,641 for a 6.8 percent decrease. (see Figure 3.)

Countywide from 1999 to 2005-2009 persons with income below the poverty level fell from 18.0 percent to 16.9 percent. While in the market area there was a similar trend decreasing from 20.4 percent in 1999 to 19.5 percent in the latter period.

**Figure 3.**  
Median Household Income  
(expressed in 2009 dollars)



Source: US Census Bureau 2000 and American Community Survey 2005-2009 5-Year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

The poverty rate in the 2005-2009 period in the market area was similar to the figure for the County. In the former, the poverty rate was 19 percent whereas in the County it was 17 percent. (see Table 7.) For both areas there was a one percentage point decrease since 2000. However, there were notable differences in terms of poverty by household type. In the market area 36 percent of households were female householders with no husband present. (see Table 8.) On the other hand, in the County this figure was considerably lower at 25 percent. In addition, in the market area 36 percent of households below the poverty level were nonfamily households. This compares to 48 percent for the County.

**TABLE 7.**  
Poverty Rates (Persons)

Miami-Dade	1999		2005-2009		Percent Chg
<b>Total:</b>	<b>2,209,089</b>	<b>-</b>	<b>2,397,862</b>	<b>-</b>	<b>9%</b>
<b>Income below poverty level</b>	<b>396,995</b>	<b>18%</b>	<b>404,051</b>	<b>17%</b>	<b>2%</b>
Percent of Individuals	18.0%		16.9%		-6%
<b>27th Avenue Corridor</b>					
<b>Total</b>	<b>43,078</b>	<b>-</b>	<b>45,494</b>	<b>-</b>	<b>6%</b>
<b>Income below poverty level</b>	<b>8,806</b>	<b>20%</b>	<b>8,851</b>	<b>19%</b>	<b>1%</b>
Percent of Individuals	20.4%		19.5%		-5%

Source: US Census Bureau 2000 and American Community Survey 2005-2009 5-Year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

**TABLE 8.**  
Poverty Rates by Household Type

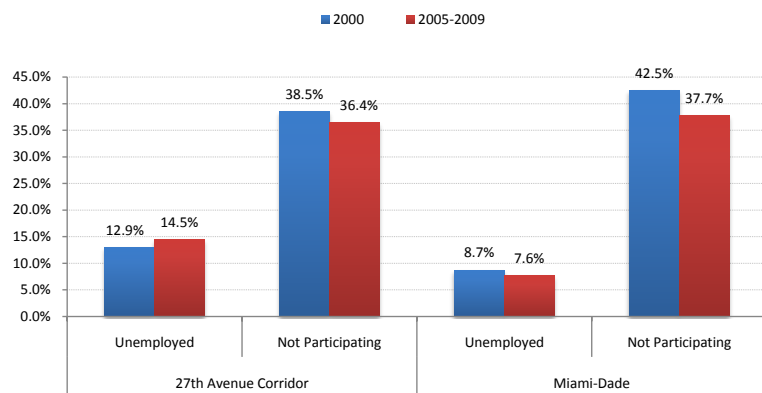
Miami-Dade	1999		2005-2009		Percent Chg
<b>Total:</b>	<b>777,378</b>	<b>-</b>	<b>827,931</b>	<b>-</b>	<b>7%</b>
<b>Income below poverty level</b>	<b>140,569</b>	<b>100%</b>	<b>147,372</b>	<b>100%</b>	<b>5%</b>
Percent of Total Households	18.1%		17.8%		-2%
Married-couple family	35,040	25%	31,965	22%	-9%
Male householder; no wife present	7,449	5%	6,985	5%	-6%
Female householder; no husband present	37,619	27%	37,544	25%	0%
Nonfamily households	60,461	43%	70,348	48%	16%
<b>27th Avenue Corridor</b>					
<b>Total</b>	<b>12,423</b>	<b>-</b>	<b>13,856</b>	<b>-</b>	<b>12%</b>
<b>Income below poverty level</b>	<b>2,412</b>	<b>100%</b>	<b>2,603</b>	<b>100%</b>	<b>8%</b>
Percent of Total Households	19.40%		18.80%		-3%
Married-couple family	425	18%	540	21%	27%
Male householder; no wife present	188	8%	199	8%	6%
Female householder; no husband present	1,197	50%	927	36%	-23%
Nonfamily households	607	25%	937	36%	54%

Source: US Census Bureau 2000 and American Community Survey 2005-2009 5-Year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

## Labor Force

The unemployment rate in the NW 27<sup>th</sup> Avenue market area was higher than that of Miami-Dade in both the 2000 and the 2005-2009 period. In 2000, the rate in the market area was 12.9 percent, while in the County it was noticeably lower at 8.7 percent (see Figure 4.) The 2005-2009 period displayed a divergent trend in the unemployment rate as it rose by 1.6 percentage points to a rate of 14.5 percent in the market area, whereas it decreased by 1.1 percentage points in the County. This may, in part, be explained by the larger increase in the size of the workforce (persons between 16 and 65 years of age) in the market area relative to that for the County. In the market area the labor force grew by 11.9 percent to 40,119 in the 2005-2009 period while this growth countywide was lower at 10.7 percent. Another important characteristic of the labor force is the participation rate and the rate for those not participating. Participation in the labor force includes those persons employed and those actively seeking work or the unemployed. As seen in the above-mentioned figure, the percent of persons in the labor force not seeking employment is significantly lower in the market area than in the County in 2000 and the 2005-2009 period. In the market area those not participating in the labor force remained in a narrow range of between 36.4 and 38.5 percent for both time periods, while the rate declined from 42.5 percent to 37.7 percent in the County.

Figure 4.  
Unemployment and Labor Force Participation



Source: U.S. Census Bureau, Census 2000 and ACS 2005-2009 5-year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

## Place of Work

Table 10 shows where people work based on their place of residence. In Miami-Dade in 2000, 81 percent of the population that lived in a census designated area (this includes all municipalities and census designated places) worked in a different place. In other words they commuted from their place of residence to another town or city to work. For the 2000-2005 period that number decreased to 76 percent. In the NW 27<sup>th</sup> Avenue Corridor market area in 2000, 96 percent commuted outside of their area to work. This figure decreased to 86 percent for the 2005-2009 period.

TABLE 10.  
Place of Work

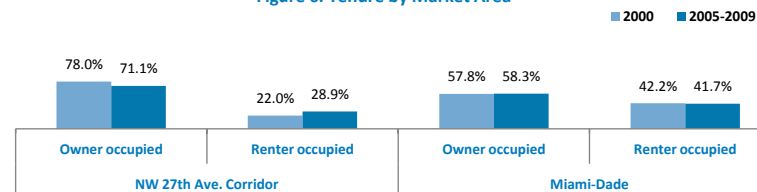
	2000	2005-09	2000	2005-09
<b>27th Avenue Corridor</b>				
Workers 16 years and over	15,709	18,023		
Living in a place	14,649	18,023	100%	100%
Worked in place of residence	643	2,537	4%	14%
Worked outside place of residence	14,006	15,486	96%	86%
Not living in a place	1,060	-		
<b>Miami-Dade</b>				
Workers 16 years and over	899,323	1,092,916		
Living in a place:	849,536	1,003,514	100%	100.0%
Worked in place of residence	160,794	240,908	19%	24.0%
Worked outside place of residence	688,742	762,606	81%	76.0%
Not living in a place	49,787	89,402		

Source: US Census Bureau 2000 and American Community Survey 2005-2009 5-Year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

## Housing

There are significant differences between the market area and the County in terms of tenure or type of housing unit ownership. In the 2005-2009 period 71.1 percent of housing units in the market area were owner occupied, of which 97 percent were single family homes. This is in contrast to the County where 58.3 percent of housing units were owner occupied. Unlike the market area, 22.8 percent of owner occupied housing units were in multi-family structures.

Figure 6. Tenure by Market Area



Source: US Census Bureau 2000 and American Community Survey 2005-2009 5-Year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

In order to examine housing costs and affordability within the market area relative to the County, median gross rent and median selected monthly owner costs were examined relative to income. In 1999 median gross rent in the market area was \$862 slightly above the figure for the County. However, by the 2005-2009 period the situation was reversed. (see Table 11.) Median gross rent rose by 15.8 percent in the County resulting in a figure of \$965 or \$68 more than in the market area. On the owner side, median selected monthly costs for housing units with a mortgage were significantly lower in the market area than the County for both periods. This was the case despite a larger increase in these housing costs in the market area than in the County. In 2005-2009 median gross rent as a percentage of household income was higher in the market area, at 43.2 percent, than in the County, at 37.5 percent. In this same period median monthly costs as a percentage of income for housing units with a mortgage was similar in both the market area and the County. In the County this figure stood at 34.5 percent somewhat lower than the figure of 37.5 percent for the market area.

**TABLE 11.**  
**Housing Affordability (all dollars in adjusted to 2009)**

	27th Avenue Corridor			Miami-Dade County		
	1999	2005-2009	Change	1999	2005-2009	Change
Median gross rent	\$ 862	\$ 897	4.1%	\$ 833	\$965	15.8%
Median gross rent as a percentage of household income	33.4%	43.2%	29.3%	30.5%	37.5%	23.0%
Median selected monthly owner costs for --						
Housing units with a mortgage	\$ 1,180	\$ 1,448	22.8%	\$ 1,553	\$1,826	17.6%
Housing units without a mortgage	\$ 379	\$ 419	10.4%	\$ 551	\$592	7.4%
Median monthly costs - percentage of household income for --						
Housing units with a mortgage	26.0%	37.5%	44.2%	26.6%	34.5%	29.7%
Housing units without a mortgage	13.3%	15.4%	15.6%	13.5%	17.6%	30.4%

Source: US Census Bureau 2000 and American Community Survey 2005-2009 5-Year Estimates. Miami-Dade County Department of Planning and Zoning, Research Section, May 2011.

## Household Type

The household structure within the market area is quite different than that for the County. In the 2005-2009 period the dominant forms of household structure within the market area were married couple families with 32.7 percent, female householders with no husband present with 30.7 percent, and those living alone with 23.7 percent, whereas in the County there were considerably more married couple families at 45.4 percent and much fewer female householders with husband absent at 17 percent. While in the County there were no major changes in household structure from 2000 to the 2005-2009 period, this was not the case in the market area. In the latter, those living alone increased by 85.5 percent, male householders with no wife present increased by 62.9 percent, while married couple families decreased by 17 percent. Overall, the number of households in the area increased by 11.5 percent, significantly above the 3.6 percent increase in population. This can be explained, in large measure by the rapid increase in those persons living alone.

## Implications of Market Size

The aggregate income for the market in the 2005-2009 period was \$644,085,300. This represents considerable purchasing power that has beneficial impact on the existing businesses and the potential for business expansion in the Corridor. In addition, aggregate income in the adjacent area in south Broward would significantly augment the above figure. Although median household income in the market area is slightly above that for the County, aggregate income is over 30 percent lower on a per person basis. Examination of income range data for the 2005-2009 period reveals that 16 percent of households in the County have incomes above \$100,000 whereas in the market area this figure drops to 7 percent. In all of the four other income ranges, the percentages were similar except for the \$40,000 to \$59,999 category. In the market area 23 percent of households are in this range in contrast to the 17 percent figure for the County. This means that that businesses in the Corridor need to supply goods and services that are available to persons in a narrower income range than the County as a whole.

## Opportunities

This Corridor contains a mixture of uses with residential and commercial predominating. Since the Corridor also has over 120 acres of vacant land, there is considerable business opportunity. There are four large vacant suitable for development. They range in size from four acres to 39.5 acres and all are located between NW 183<sup>rd</sup> Street and NW 215<sup>th</sup> Street. Two of the properties are government owned with intended future uses.

The larger of the two is owned by the City of Miami Gardens. It is located on the east side of NW 27<sup>th</sup> Avenue, approximately between NW 184<sup>th</sup> Street to the south and NW 195<sup>th</sup> Street to the north. It is the site for a planned mixed use development including about 750 housing units.

The other property is owned by Miami-Dade Transit and is 13.25 acres. It is located in the northwest corner of the Corridor, bordered by the County line to the north and NW 213<sup>th</sup> Street to the south. A portion of the site will be used for transit facilities. Given the size of the property, there could be up to nine acres available for non-transit mixed use development.

The two remaining properties are privately owned properties and are also designated for Business and Office use. The first is 6.8 acres and is located on the west side of the Corridor from NW 204<sup>th</sup> Street to NW 207<sup>th</sup> Street. The other property is 4.0 acres, again located to the west of the Corridor between NW 191<sup>st</sup> Street and 193<sup>rd</sup> Terrace.

MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING

PLANNING DIVISION

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