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CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA

Memorandum

MIAMI-DADE COUNTY

Date: November 6, 2007

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

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

From: George M. Burgess
County Manager

Subject: Resolution Accepting the North Corridor Station Area Planning Charrette Report for the NW 199th Street Metrorail Station

R-1225-07

Recommendation
It is recommended that the Board of County Commissioners adopt the attached resolution accepting the North Corridor Station Area Planning Charrette Report for the NW 199th Street Metrorail Station.

Scope
This ordinance impacts the area of the NW 199th Street Metropolitan Urban Center located in Commission District 1.

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

Track Record/Monitor
Not applicable.

Background
The North Corridor is the proposed 9.5-mile northern extension of the Metrorail system included in the County's People's Transportation Plan. This extension is being designed to serve the communities along NW 27th Avenue with seven new stations located between NW 82nd Street and NW 215th Street, including a station at NW 199th Street (Dolphin Stadium) in the City of Miami Gardens.

The County's Comprehensive Development Master Plan (CDMP) designates the area in the vicinity of the proposed North Corridor Metrorail station at NW 199th Street as a Metropolitan Urban Center. As part of the CDMP-mandated area planning process, Miami-Dade Transit in coordination with the Department of Planning and Zoning and the City of Miami Gardens held the North Corridor Charrette for the Metrorail Stations at NW 183rd and NW 199th Streets from March 11 to March 16, 2006. During the Charrette, residents and stakeholders of the area requested the redevelopment of the same into a regional destination for sports and entertainment and to "create the most important and dynamic new place in Miami-Dade County away from the ocean."

On March 6, 2007 Miami-Dade Transit issued a draft of the North Corridor Station Area Planning Charrette Report for the NW 199th Street Metrorail Station (Charrette Report) containing the charrette plan (citizens' vision) and the recommendations for implementation. The Charrette Report envisions the area as a future regional hub of urban development with a sports themed lifestyle center complementing the Dolphin Stadium and a station area that includes a variety of housing types, parks and commercial services. On June 4, 2007 the Planning Advisory passed a resolution endorsing the draft Charrette Report and recommending to the Board of County Commissioners acceptance of the same.

In August 2007 Miami-Dade Transit issued the final draft of the Charrette Report that includes the final comments from the City of Miami Gardens. The NW 199th Street Station Charrette Report recommendations are consistent with the County's CDMP and the City of Miami Garden's CDMP and their implementation will require close coordination between County agencies, State agencies, including the Florida Department of Transportation, the Miami Dolphins organization and the City of Miami Gardens.

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

Assistant County Manager

MEMORANDUM

(Revised)

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

DATE: November 6, 2007

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

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

Please note any items checked.

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

_____ 6 weeks required between first reading and public hearing

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

_____ Decreases revenues or increases expenditures without balancing budget

_____ Budget required

_____ Statement of fiscal impact required

_____ Bid waiver requiring County Manager's written recommendation

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

_____ Housekeeping item (no policy decision required)

_____ No committee review

Approved _____ Mayor
Veto _____
Override _____

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

RESOLUTION NO. R-1225-07

RESOLUTION ACCEPTING THE NORTH CORRIDOR STATION AREA PLANNING CHARRETTE REPORT FOR THE NW 199TH STREET METRORAIL STATION INCLUDING ITS PLAN AND RECOMMENDATIONS AND DIRECTING COUNTY STAFF TO BE GUIDED BY THE CHARRETTE REPORT AND FURTHER DIRECTING THE MANAGER TO COORDINATE THE IMPLEMENTATION OF THE REPORT'S RECOMMENDATIONS WITH THE CITY OF MIAMI GARDENS AND ALL OTHER PERTINENT AGENCIES

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

WHEREAS, the North Corridor is a 9.5-mile extension of the Metrorail system serving the communities along NW 27th Avenue with seven new stations from NW 82nd Street to NW 215th Street, including a station at NW 199th Street/Dolphin Stadium in the City of Miami Gardens; and

WHEREAS, the County's Comprehensive Development Master Plan (CDMP) designates the area in the vicinity of the proposed North Corridor Metrorail station at NW 199th Street as a Metropolitan Urban Center; and

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

WHEREAS, on March 6, 2007 Miami-Dade Transit issued the first draft of the North Corridor Station Area Planning Charrette Report for the NW 199th Street Metrorail Station (NW 199th Street Station Charrette Report); and

WHEREAS, at their meeting of June 4, 2007, the members of the Planning Advisory Board recommended acceptance of the North Corridor Station Area Planning Charrette Report for the NW 199th Street Metrorail Station and endorsed its plan and recommendations; and

WHEREAS, in August 2007 Miami-Dade Transit issued the final draft of the NW 199th Street Station Charrette Report; and

WHEREAS, the NW 199th Street Station Charrette Report recommendations are consistent with the County's CDMP and the City of Miami Garden's CDMP; and

WHEREAS, the NW 199th Street Station Charrette Report promulgates recommendations and guidelines to influence form and character of future development within the NW 199th Street Station and Dolphin Stadium area; and

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

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

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby (1) accepts the North Corridor Station Area Planning Charrette Report for the NW 199th Street Metrorail Station, including its plan and recommendations, and (2) directs County Staff to be guided by such plan and recommendations, and (3) further directs the County Manager to coordinate the implementation of the Charrette Report's plan and recommendations with the City of Miami Gardens and all other pertinent agencies.

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

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

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

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

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

HARVEY RUVIN, CLERK

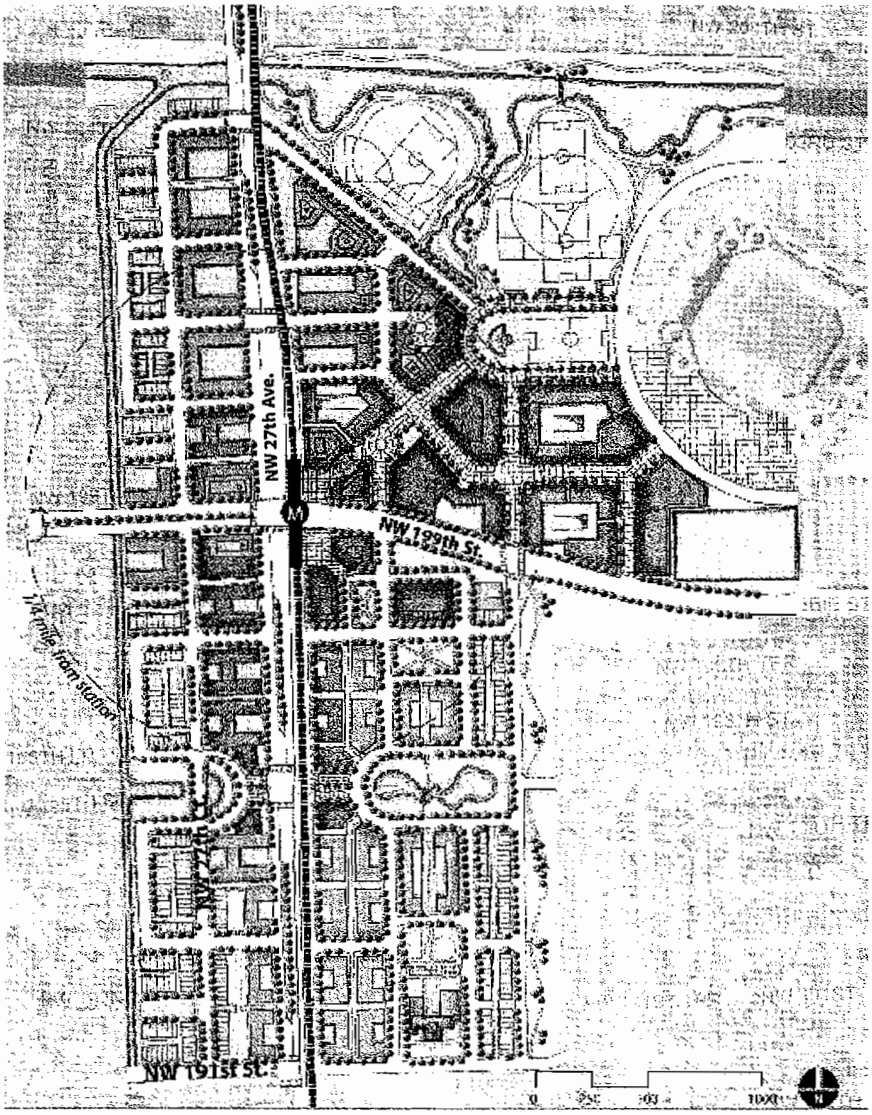
COUNTY COMMISSIONERS DADE COUNTY FLORIDA

By: KAY SULLIVAN
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Dennis A. Kerbel

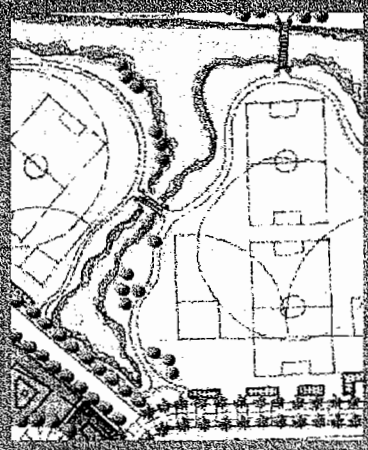
NORTH CORRIDOR SUMMARY SHEET



- The proposed Metrorail Station at NW 199th Street and NW 27th Avenue (Dolphin Stadium) is one of the seven new stations being proposed as part of the 9.5-mile North Corridor Metrorail extension.
- The station area which is located in the City of Miami Gardens is designated as a Metropolitan Urban Center in the County's Comprehensive Development Master Plan.
- Miami-Dade Transit in coordination with the Department of Planning and Zoning and the City of Miami Gardens held the North Corridor Charrette for the Metrorail Stations at NW 183rd and NW 199th Streets from March 11 to March 16, 2006.
- In August 2007 Miami-Dade Transit issued the final draft of the NW 199th Street Station Charrette Report which includes the latest revisions by County and City staff.

199TH STREET

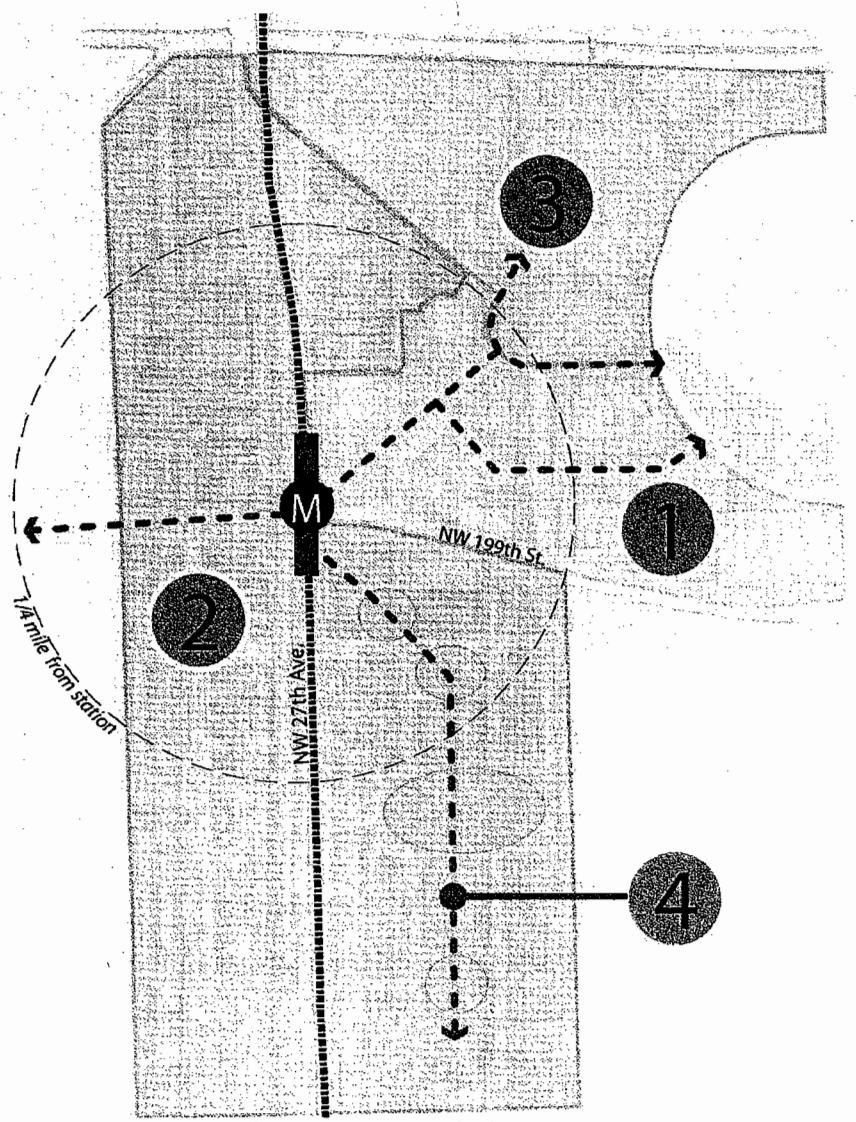






Implementation Diagram

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



NW 199th STREET CONCEPT DIAGRAM

POTENTIAL DEVELOPMENT PARAMETERS

Residential	6,000 units
Office and Institutional	1 million square feet
Retail and entertainment	1 million square feet
Lodging	300 rooms
Parks and Open Space	60 acres

STATION AREA CONCEPT

1. Lifestyle Center

This high-intensity retail center will transform the current surface parking lot into a destination retail, office and residential center with public, urban "festival" streets that link the station, lifestyle center and stadium together.

2. Mixed-Use Spine

The charrette plan envisions NW 27th Avenue as a mixed-use spine with residences and offices above ground-floor retail. The building heights range from 5-7 stories with 17-23 story high rise towers at the station and along the community park.

3. Community and Neighborhood Parks

A large community park is envisioned on the north end of the Dolphin Stadium. A linear system of small neighborhood parks will reinforce the north-south pedestrian route through the new neighborhood south east of the station.

4. Pedestrian Connectivity

Improving travel through the station area is a fundamental element of the plan. Major streets like NW 27th Avenue and NW 199th Street will include safety improvements and additional crossings. Pedestrian routes will link neighborhoods, parks, attractions, and the Metrorail station together.

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



NORTH CORRIDOR STATION AREA PLANNING

CHARRETTE REPORT FOR NW 199TH STREET METRORAIL STATION

PREPARED BY: PB PLACEMAKING / AUGUST 2007

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PMC
Program Management Consultant

ACKNOWLEDGEMENTS

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

Congresswoman Carrie Meek

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

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

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

PB PlaceMaking Charrette Team:
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Thomas Bennett, Deputy Project Manager
Rajiv Batra
James Hencke
Patrick Sweeney
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Jennifer Rosales
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Charrette Design Support:
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Maria Chalgub, Chalgub Inc.
Derrick Smith, A +S Architects, Planners P.A.
Steven Fett

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Dickey Consulting Services:
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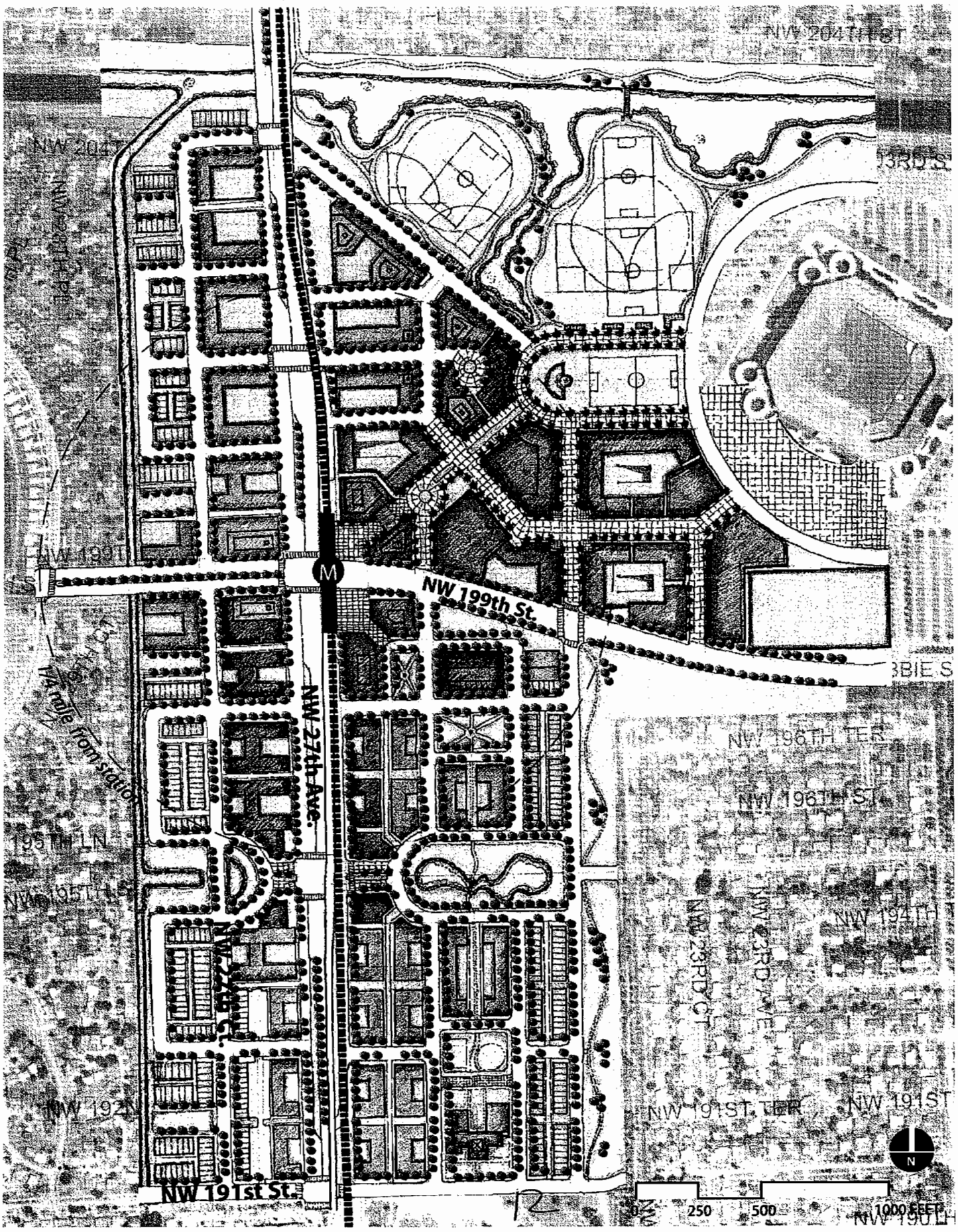
Naomi Wright
Schyatzie Jefferson
Jean Kouch

FDOT:
David Kouros
Janet S. Seitlin
Erinia Nagid

Miami-Dade MPO:
David Henderson
Elizabeth Rockwell

Thanks to all the Miami Gardens community members who generously gave their time to help envision the future of the NW 199th Street station area.

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


NW 204TH ST
NW 204T
NW 199T
NW 199th St.
NW 27th Ave.
1/4 mile from station
NW 196TH TER
NW 196TH ST
195TH LN
NW 195TH
NW 194TH
NW 23RD CT
NW 23RD AVE
NW 192N
NW 191ST TER
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RELATIONSHIP OF THIS REPORT TO CITY PLANS

The purpose of this Station Area Charrette Plan is to provide a vision, planning framework, and implementation strategy for leveraging the North Corridor Metrorail Extension to achieve broader community-building goals at each station. The charrette process was intended to engage residents and property owners in visualizing the future of their community. The final product is a detailed roadmap that can guide the City's next steps.

This plan is not a regulatory document, and it does not supersede or amend the *City of Miami Garden's Comprehensive Development Master Plan (CDMP).* The policies of *Miami-Dade County's CDMP* were in effect at the inception of this Station Area Charrette Plan. Both plans provide for similar policies towards future development and redevelopment of the station area. While the Station Area Charrette Plan may inform future amendments to the City's plan, any such action would have to be taken by the City Council.

It is important to recognize that the plan looks to the future and does not necessarily reflect the current uses of property. As is discussed throughout the plan, it is anticipated that existing uses will evolve over the next 20 years as properties develop or redevelop. The plan considers existing development patterns and is a scenario for the ultimate phasing of redevelopment that provides for, over time, maximum pedestrian connectivity to transit and with surrounding neighborhoods.

The charrette process was consciously open-ended in order to allow participants to have a fresh perspective on their community and to make recommendations, which were not bound by previous planning processes. This was done in order to realize the maximum potential for integrating transit with the future development potential at this station site.

To realize transit-oriented development at the intensity suggested in this report, many stakeholders will need to be engaged in the ongoing planning and implementation process that will require commitments from both the public and private sectors. As a result, the plan shown in this report represents one potential outcome of such a process and may have inconsistencies with current City and County plans and codes.

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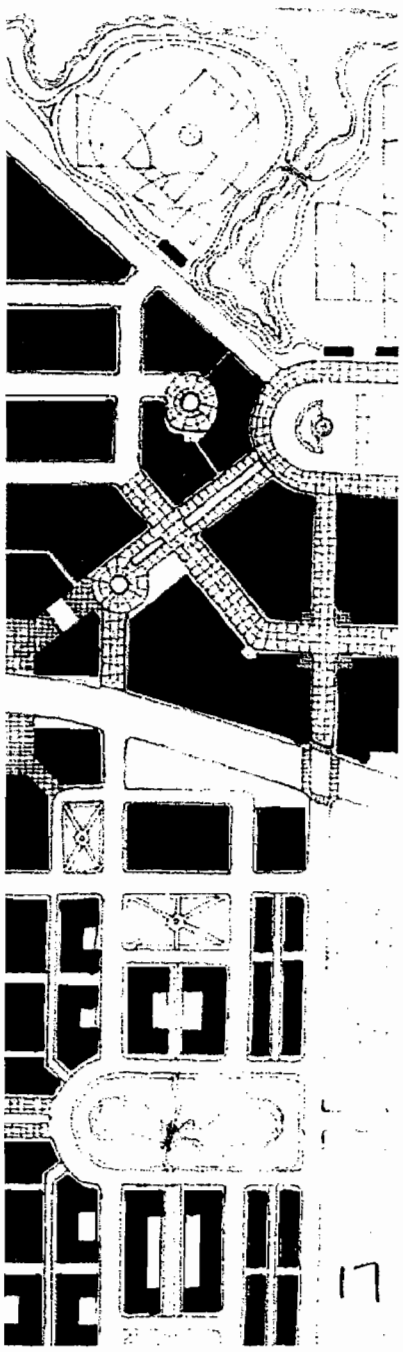
EXECUTIVE SUMMARY

FOR THE NW 199TH STREET STATION









VISION

The ambitious vision for the NW 199th Street station area is to build on the area's role as a regional destination for sports and entertainment and to create the most important and dynamic new place in Miami-Dade County away from the ocean.

The NW 199th Street station area is just one part of a larger vision for the entire NW 27th Avenue corridor - an exercise in both community building and people moving. The introduction of Metrorail service is intended to be a catalyst for reinvestment in, and revitalization of, the communities in the North Corridor. The aim of the station area planning in the North Corridor is to create more livable neighborhoods that will support the coming of Metrorail.

Citizens are the experts about what makes sense in their community. After all, they will live with any changes long after the city planners move on to the next project. A five-day community charrette was conducted involving local citizens and a design team to listen to the public's hopes and ideas about the future of the community surrounding the proposed Metrorail station at NW 199th Street and NW 27th Avenue. The all-day workshops translated the community's voices into pictures and plans using an iterative process to clarify and refine a consensus-based vision for the station and surrounding community.

The NW 199th Street Station area is envisioned as a future regional hub of urban development. A sports themed lifestyle center will complement Dolphin Stadium as the station's focal point. The station area will also include a variety of proposed housing types, parks, and commercial services. The NW 199th Street station area is envisioned to be the most intensely developed community in the North Corridor. This course supports the regional orientation of this area, related in a large part to events at Dolphin Stadium.

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A DYNAMIC CENTER AT DOLPHIN STADIUM

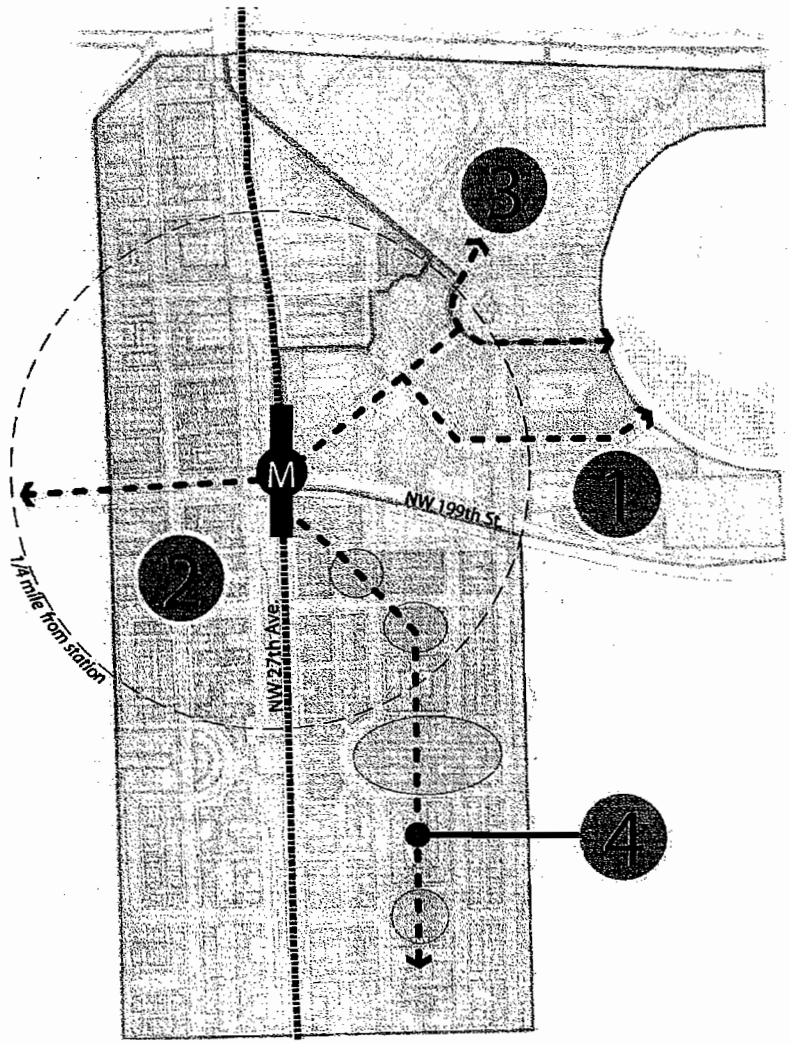
Currently, the area to the northeast of the NW 27th Avenue/NW 199th Street intersection is either vacant or used as a surface parking lot for Dolphin Stadium. The remainder of the surrounding area along NW 27th Avenue includes an assortment of auto-oriented strip commercial development and low-density residences. The charrette plan proposes redevelopment with a complementary mix of uses that will take advantage of transit. The Metrorail line will be elevated above grade on the east side of NW 27th Avenue. The station is proposed to span NW 199th Street to allow easy access from the north and south sides of the street. The concept plan envisions the station as the heart of the community, with new pedestrian-oriented development extending outward from the station. The concept plan features several key areas, which are:

- Lifestyle center
- Mixed-use spine
- New community and neighborhood parks
- Pedestrian connectivity

The introduction of a Metrorail station and service is recognized as a tool to help reinvest in and revitalize the surrounding neighborhoods. The plan acknowledges that many of the properties in this area have recently developed or are in the process of developing. This means the transition to the future land uses shown in this report must evolve over time.

The Heart of the Community – NW 199th Street Metrorail Station

The proposed Metrorail station will be located on the east side of NW 27th Avenue. The station will provide a new focal point for an area characterized by low density residential and commercial development. The area to the northeast of the NW 27th Avenue/NW 199th Street intersection is either vacant or used as a surface parking lot for Dolphin Stadium. The charrette plan proposes redevelopment with an assortment of uses that will take advantage of transit. In addition to introducing new land uses, improved circulation and access to and from the station for pedestrians and bicyclists will be important for creating a true community center.



NW 199th STREET CONCEPT DIAGRAM

DEVELOPMENT PROGRAM

Residential	6,000 units
Office and Institutional	1 million square feet
Retail and Entertainment	1 million square feet
Lodging	300 rooms
Parks and Open Space	60 acres

STATION AREA CONCEPT

1. Lifestyle Center

This high-intensity retail center will transform the current surface parking lot into a destination retail, office and residential center with public, urban "festival" streets that link the station, lifestyle center and stadium together.

2. Mixed-Use Spine

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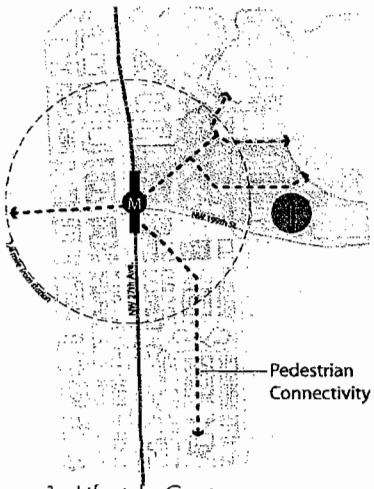
3. Community and Neighborhood Parks

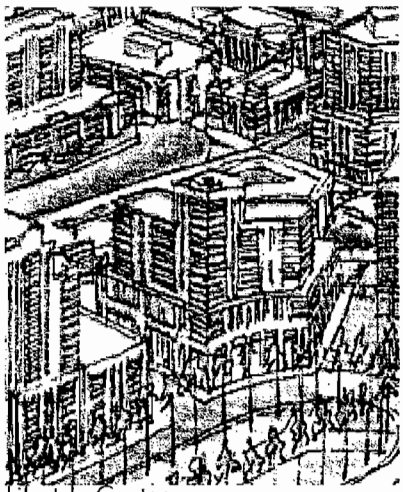
A large community park is envisioned on the north end of the Dolphin Stadium. A linear system of small neighborhood parks will reinforce the north-south pedestrian route through the new neighborhood south east of the station.

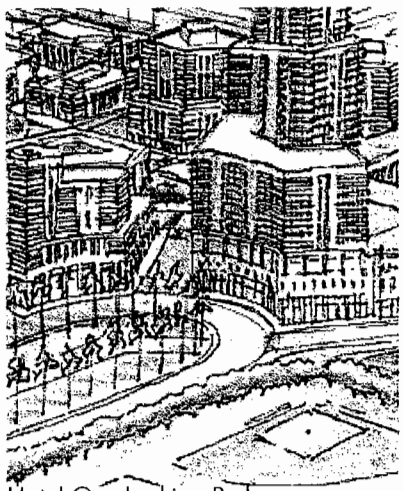
4. Pedestrian Connectivity

Improving travel through the station area is a fundamental element of the plan. Major streets like NW 27th Avenue and NW 199th Street will include safety improvements and additional crossings. Pedestrian routes will link neigborhoods, parks, attractions, and the Metrorail station together.



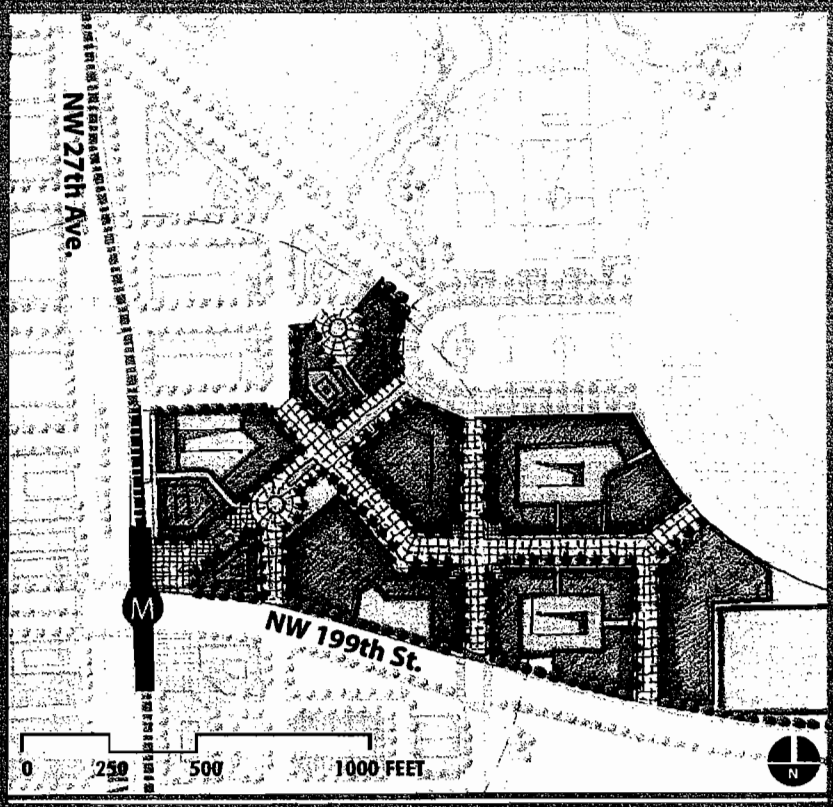
Area 1 - Lifestyle Center


Lifestyle Center

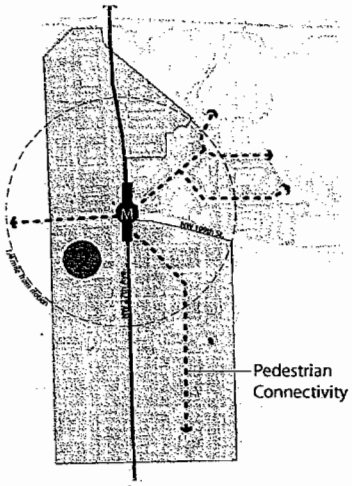

Hotel Overlooking Park

Lifestyle Center

The western parking lot of Dolphin Stadium will be transformed from asphalt to an active and vibrant retail and entertainment center. Called a "lifestyle" center, this outdoor shopping center will cater to a variety of customers with a mix of national and regional shops, restaurants, and entertainment. The pedestrian-oriented "festival" streets that connect through the center could be closed to vehicular traffic on game days and during special events. Parking will be structured to allow for more intense development with liner buildings to hide the parking and enhance the pedestrian environment. The lifestyle center will be highly visible from Metrorail. Above the street level attractions; apartments, condominiums, and offices will attract those wishing to be close to the stadium activity.



LAND USE - NW 199th Street



Area 2 - Mixed-use Spine



Transition of Housing Density and Building Height

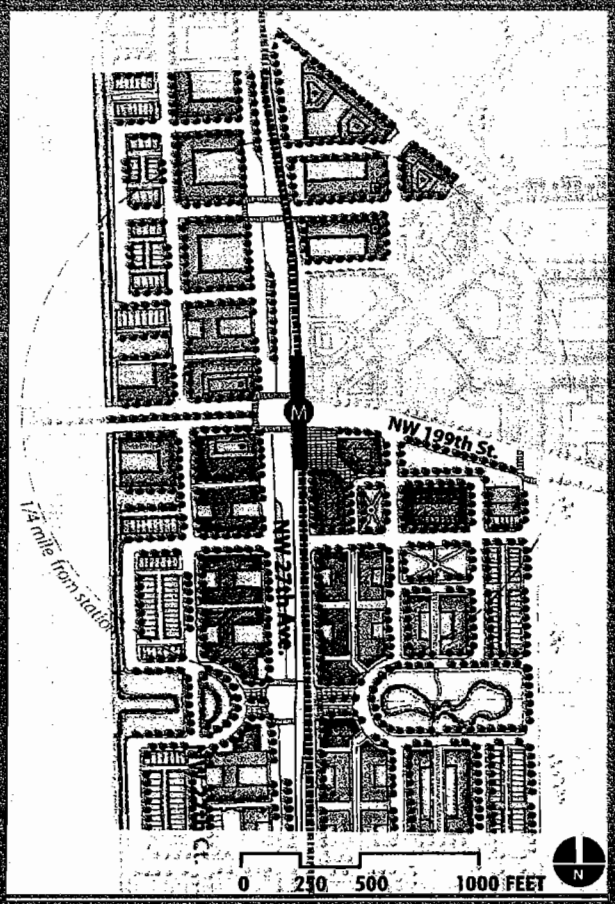


High-Rise Residential Towers Overlooking Park

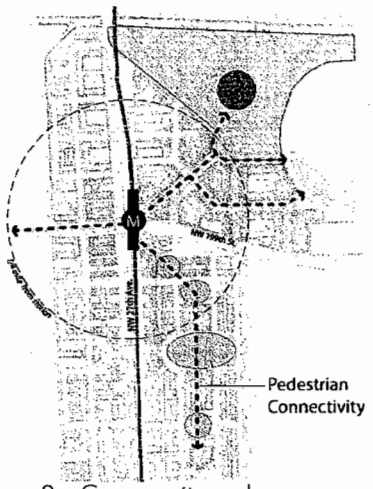
Mixed-Use Spine

Development along the NW 27th Avenue corridor is envisioned to evolve into an area with a greater mix of retail, office, and residential uses. The plan recognizes that much of the corridor has recently developed or is in the process of developing and that the transition to the land uses shown will occur over time.

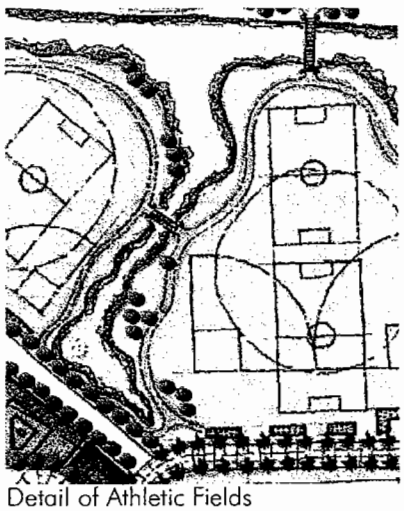
Storefront commercial uses on the ground floor with residential above are proposed within ¼-mile of the Metrorail station. The most intensive commercial and residential uses will be along NW 27th Avenue with a gradual reduction in density and building height between this street and the existing residential neighborhoods to the east and west. Medium-density townhouse development is generally proposed along the eastern and western edges of the corridor.



LAND USE - NW 199th Street



Area 3 - Community and Neighborhood Parks

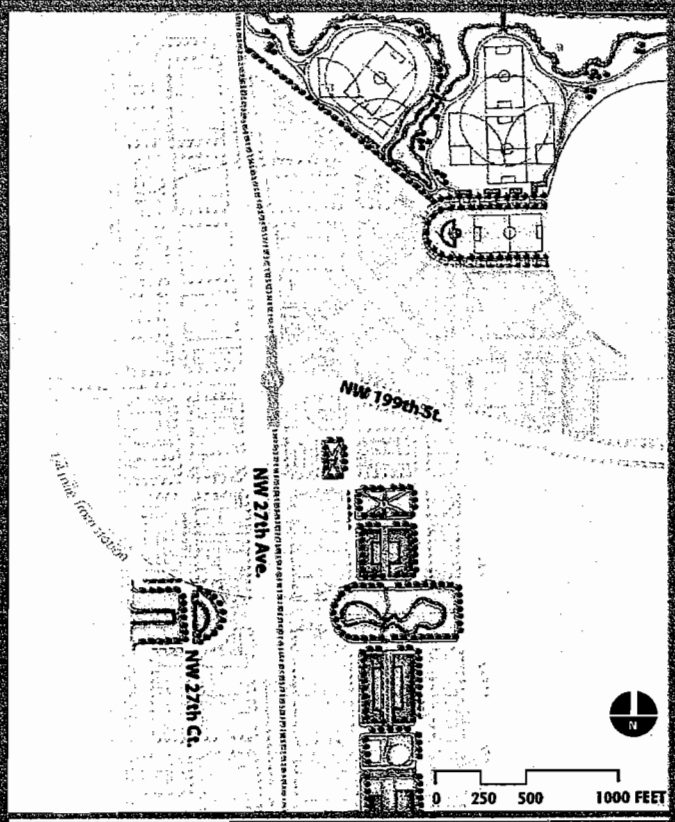

Detail of Athletic Fields


Community Park and Adjoining Residential Buildings

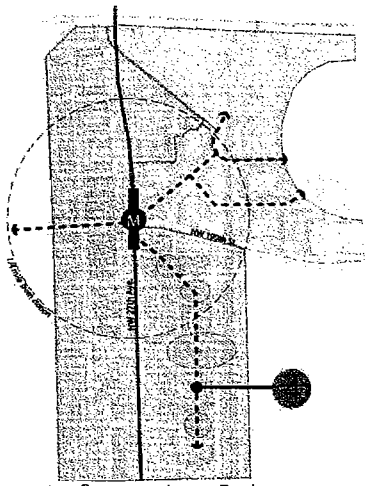
Community and Neighborhood Parks

A large community park is envisioned on the north end of Dolphin Stadium that includes tournament quality athletic fields for baseball, football, soccer, and cricket. The park will border an enhanced Snake Creek Canal. South of NW 199th Street and east of NW 27th Avenue, a linear system of small neighborhood parks will provide a north-south pedestrian route through the neighborhood.

The park concept will provide much needed open space and recreation opportunities for the surrounding area. Converting the hard, artificial edge of Snake Creek Canal into a natural environment will enhance the aesthetic appeal and ecological function of this waterway. Fields for a variety of sports are also envisioned for this park.



LAND USE - NW 199th Street



Area 4 - Station Area Pedestrian Connectivity



Lifestyle Center Street

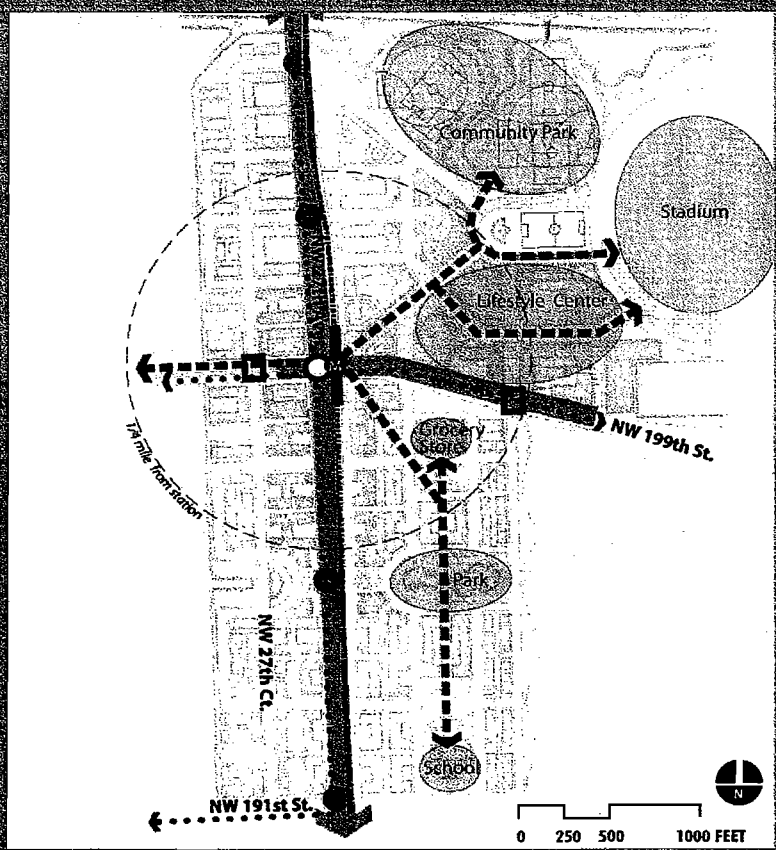


Neighborhood Walkway

Pedestrian Connectivity

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

The major destinations in the station area including the new Metrorail station and mixed-use development along NW 27th Avenue are proposed to be connected by improving the pedestrian and bicycling environment along major streets. Emphasis is placed on providing improved opportunities for crossing NW 27th Avenue and NW 199th Street to complement a new system of walkways through the community, lifestyle center, and surrounding residential neighborhoods.



Pedestrian Connectivity - NW 199th Street



1



2



3



4

A DESIGN THAT FITS THE COMMUNITY

The vision for the NW 199th Street station area is influenced by two sets of design principles. First, transit-oriented development (TOD) design principles focus on how to develop around transit stations in a way that supports transit use by nearby residents and businesses. Second, development-oriented transit (DOT) design principles address the other side of the equation, which is how to design station facilities to be well integrated with the surrounding community.

The *City of Miami Gardens Comprehensive Development Master Plan (CDMP)* policies clearly support an integrated land use and transit approach embodied in TOD and DOT design principles. These principles are summarized below and discussed in more detail in Chapter 1.

Transit-Oriented Development (TOD)

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

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

Development-Oriented Transit (DOT)

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

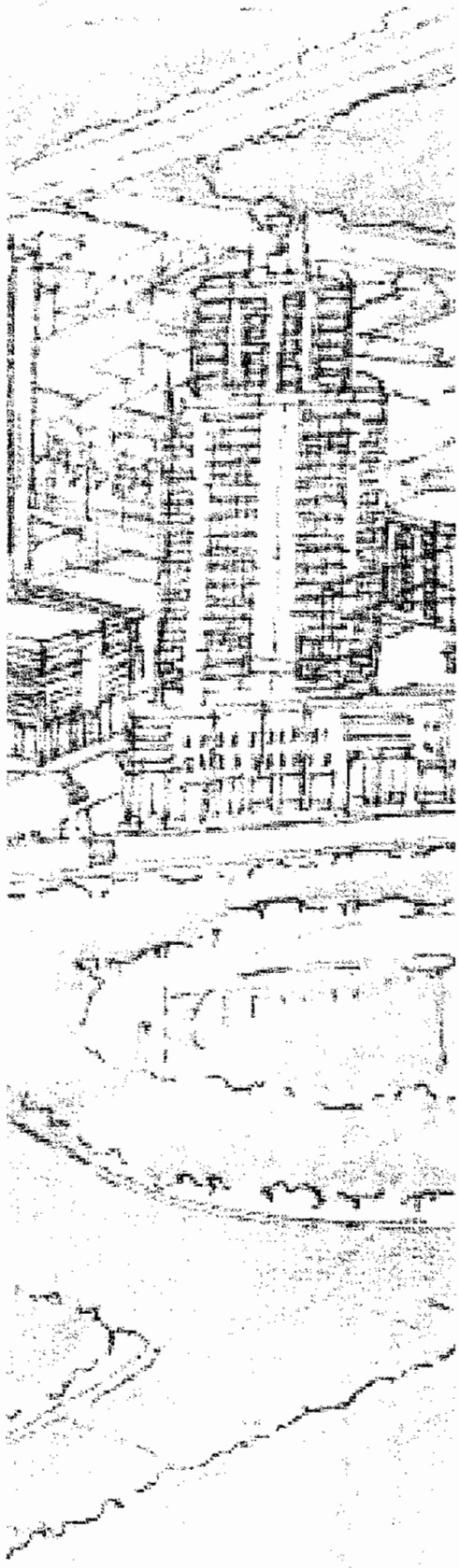
- Stations as the heart of the community
- Connect neighborhoods with transit
- Create a pedestrian environment
- Tame traffic
- Balance parking
- Create partnerships
- Complement community objectives

1. Cityplace. West Palm, FL.
2. Santana Row. San Jose, CA
3. Van City. Vancouver, BC
4. Clarendon. Arlington, VA

UNDERSTANDING THE MARKET

A market overview of the North Corridor station areas in Miami Gardens was prepared to assess the potential support for transit-oriented development through 2030 at future Metrorail stations. The analysis considered the demographic and employment characteristics of existing residents; current local market real estate conditions for various types of residential, office, and industrial uses; and realistic level of how much development might be captured based on existing projections for future growth in county population and employment. Assuming actions by the City to focus a larger proportion of development around the station areas, the potential development program for NW 199th Street station through 2030 could include:

- 6,000 new units of various townhouses, lofts, apartments, and condos
- 1 million square feet of offices, including mid- and high-rises and office condos
- 1 million square feet of retail, including entertainment, dining, and specialty retail
- 300 hotel rooms





MAKING THE PLAN REAL

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

Convene TOD Working Group

This multi-jurisdictional working group will oversee the comprehensive implementation of the station plan and TOD strategy, including improvements to NW 27th Avenue, adoption of urban center zoning, arrangements to manage redevelopment projects, and a partnership with the Miami Dolphins organization to redevelop the stadium site.

Implementing Charrette Planning Concepts

Further work by the City of Miami Gardens and the County is necessary to ensure the charrette plan and TOD and DOT design principles are implemented. Future efforts should address optimal transit-oriented development opportunities and improvements to NW 27th Avenue.

NW 27th Avenue Improvements

Working with the Florida Department of Transportation, the Metrorail extension project proposes to transform NW 27th Avenue and NW 199th Street into urban boulevards with safety improvements. The NW 27th Avenue improvements would be built concurrently with the rail project and are dependent on specific funding commitments to implement the vision. The NW 199th Street improvements will also need to address the special access and egress needs of Dolphin Stadium.

Financing Infrastructure Improvements

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

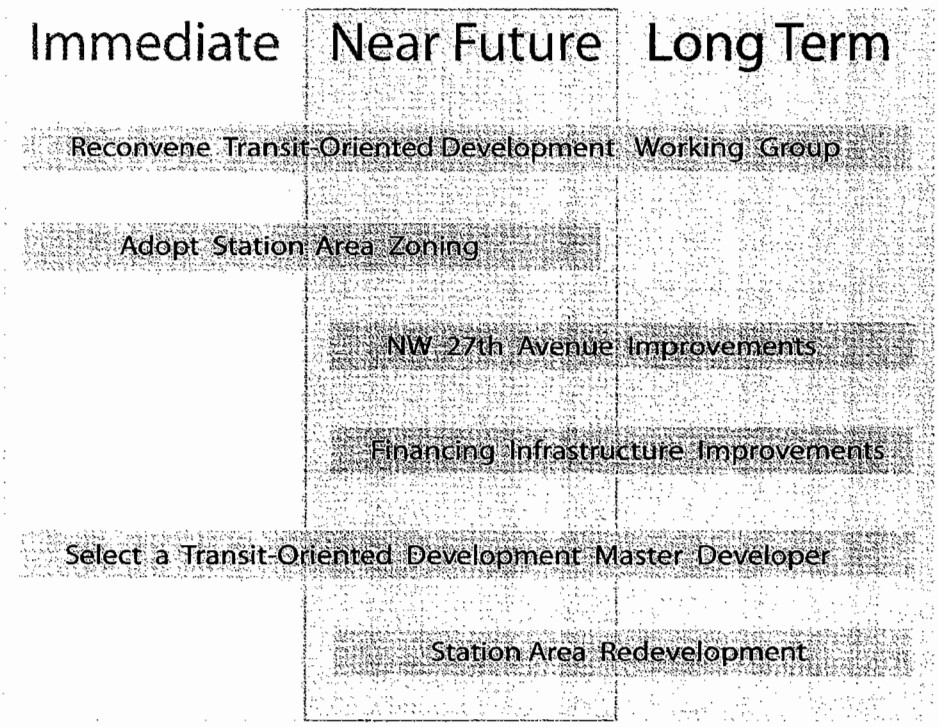
- New streets and infrastructure upgrades
- Extensive parks improvements
- Pedestrian connections through the neighborhoods

Select a TOD Master Developer

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

Dolphin Stadium Redevelopment

Finally, implementation of the NW 199th Street station area plan will largely depend upon the support and partnership of the Miami Dolphins organization since much of the charrette plan focuses on this property. Working constructively with the Dolphins is critical to the success of the plan.

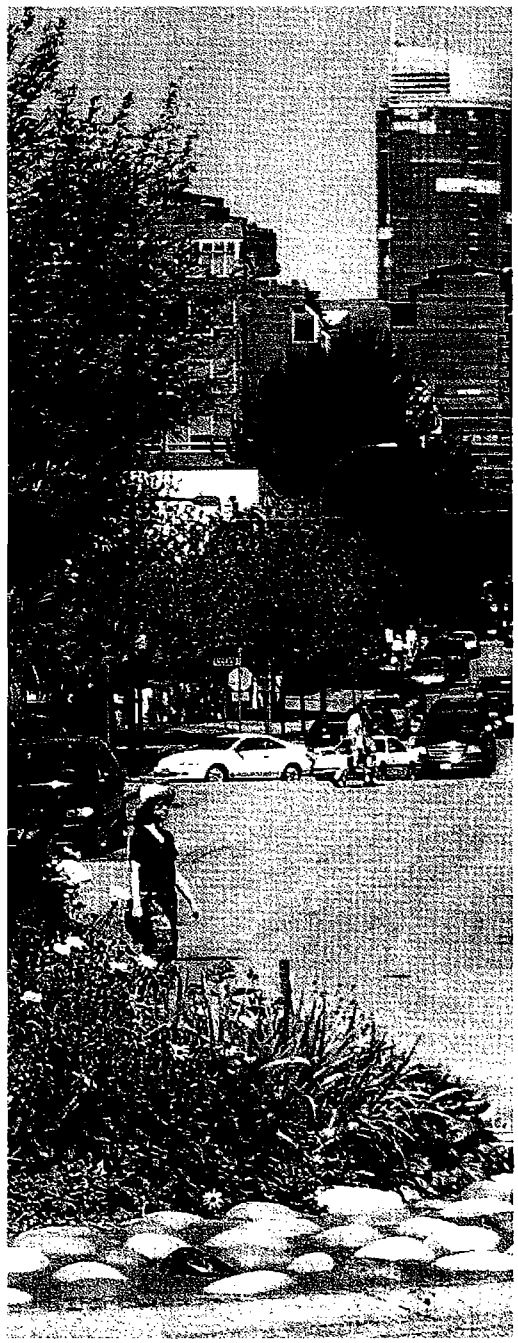


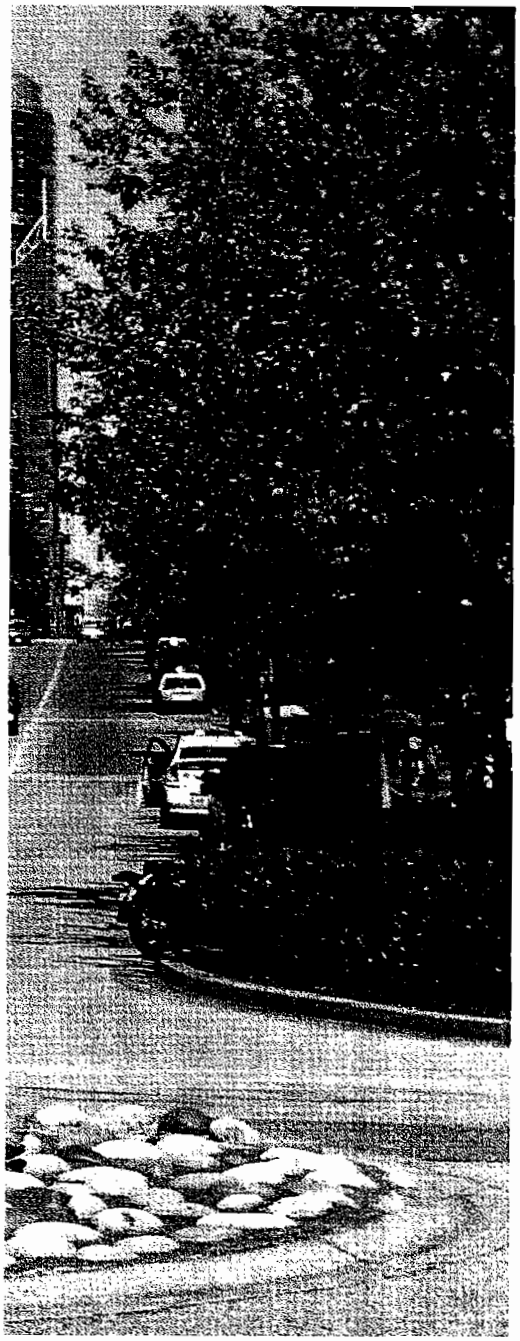
Implementation Diagram

CHAPTER 1
NORTH CORRIDOR PROJECT OVERVIEW







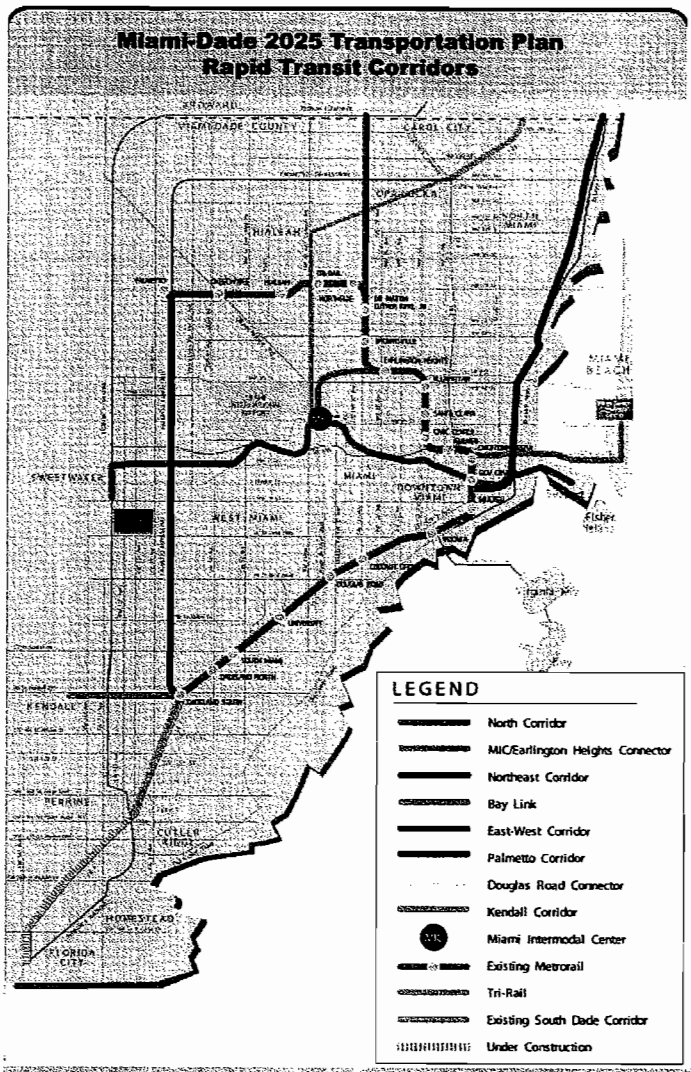


INTRODUCTION

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

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

The NW 82nd Street and NW 119th Street stations are located in unincorporated Miami-Dade County, Veterans Way station is in the City of Opa-locka, and the remaining stations are in the City of Miami Gardens. The North Corridor Metrorail extension is planned to provide elevated, fixed guideway rapid transit in an area with a high percentage of low income, transit-dependent households. With peak period Metrorail service frequencies of 4 to 5 minutes, the proposed project will provide a convenient and efficient travel alternative in the corridor. This new line will be linked with the existing Metrorail system with direct connections to Tri-Rail.



Transportation Plan

NORTH CORRIDOR STATIONS: A STRING OF PEARLS

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

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

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

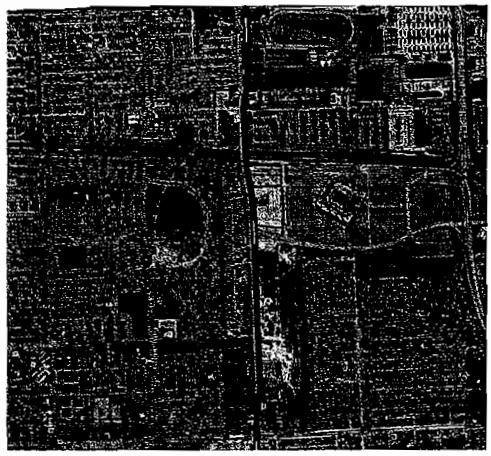


THE NORTH CORRIDOR COMMUNITY

The Built Environment

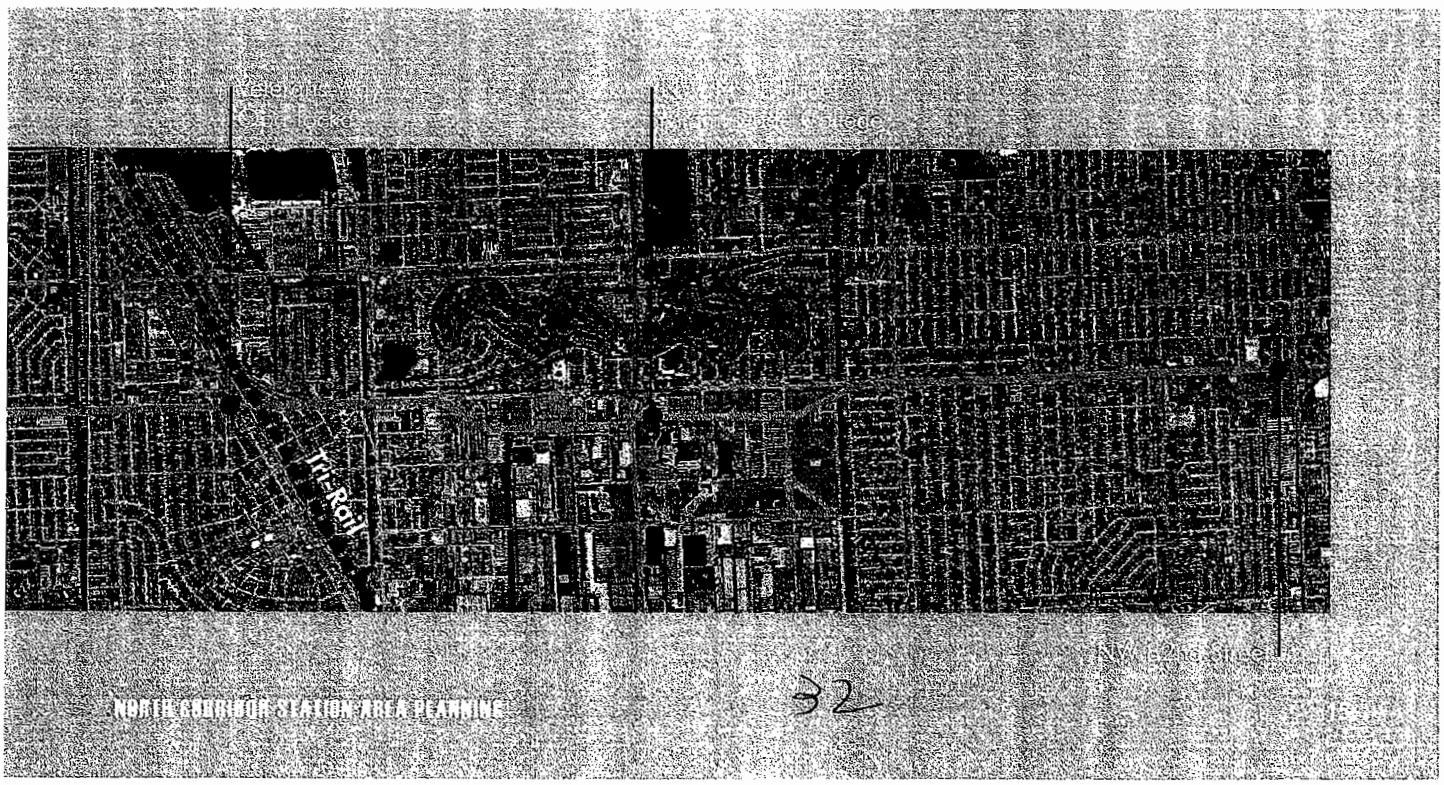
Much of the North Corridor's development has historically been auto-oriented. Although the corridor is lined with strip commercial uses, many existing neighborhoods surrounding the future stations feature a traditional urban grid. There are also larger, single-use parcels that could be developed or redeveloped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

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



▲ Station Study Area

▼ North Corridor





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

Major Attractions and Institutions

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

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

The People

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

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

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

THE PLANNING CONTEXT

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

Relationship to the County and Local Plans

At its inception, the 199th Street Station Area Plan utilized the Miami-Dade CDMP as its planning framework. The City of Miami Gardens CDMP became effective in February 2007 and currently provides the basis for land use policies for the four proposed MetroRail station areas within the City. The City and County CDMP's provide similar and generally consistent policies for development and redevelopment in the North Corridor. The City's "Commerce" designation encourages intensive mixed use development along the City's transportation development corridors, especially the NW 27th Avenue/North Corridor.

The Urban Center land use locational policies and standards call for moderate to high intensity mixed-use areas. These centers are intended to be physically cohesive, have high-quality urban design, be directly accessible to transit, reduce auto-dependency, create more efficient land use, and create identifiable town centers throughout the county. They should include a core area containing business, employment, civic, and moderate to high-density residential uses. Policy 2.1.4 b. of the City's CDMP states that Urban Centers are intended for mixed-use development with densities of 26 to 50 units per acre, FARs of 1.0 to 3.0, and specific residential/commercial mix.This Charrette Report exemplifies this approach.

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

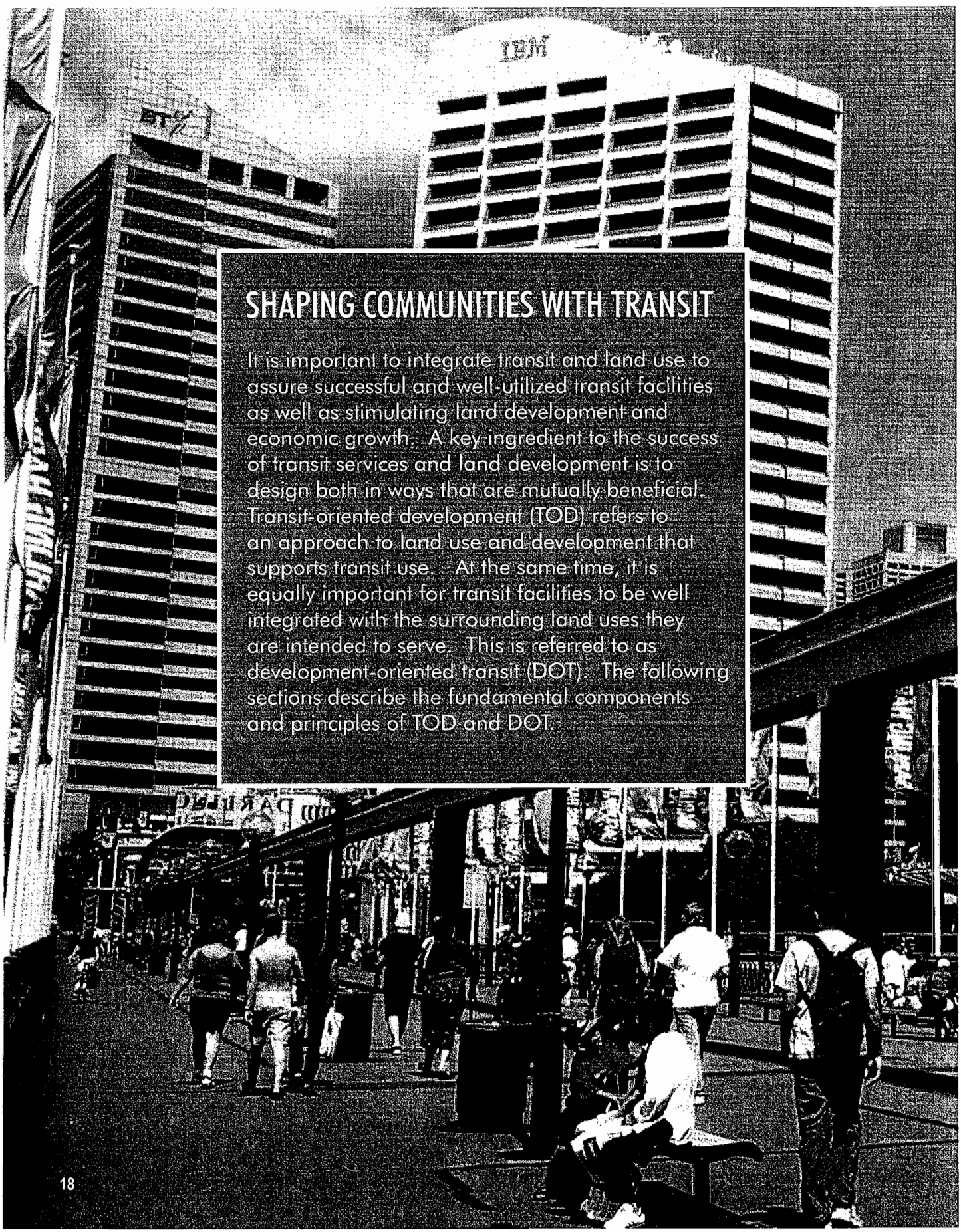
One additional city policy within the CDMP addressing the northeast portion of the station area is:

Policy 1.5.15: Dolphin Stadium Area. The Dolphin Stadium represents a major privately owned facility that provides a focal point and activity center for the City. . . The City supports the expansion of the facility onto adjacent lands as part of the already approved development of regional impact including enhanced and new entertainment venues.

Project Purpose and Objectives

Implementation of this concept plan is intended to occur through intergovernmental cooperation between Miami-Dade Transit, Miami-Dade County, the City of Miami Gardens, and Florida Department of Transportation (FDOT). The concept plan supports local and regional planning objectives by promoting:

- Development along major existing or designated transit corridors and station locations to create high-intensity well-designed urban centers.
- Pedestrianism and transit use while prohibiting strictly auto-oriented uses.
- Mixed-use development near Dolphin Stadium.



SHAPING COMMUNITIES WITH TRANSIT

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



WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

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

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

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

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

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

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

TOD LAND USE AND DESIGN PRINCIPLES

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

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

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

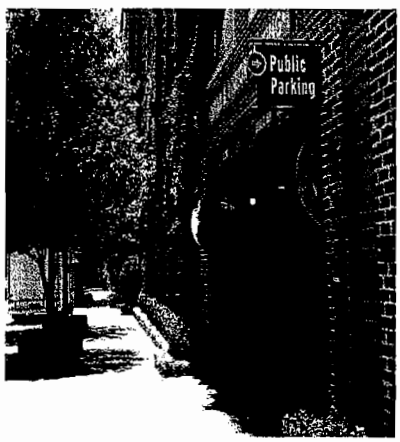


1

Greater Density than the Community Average

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

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



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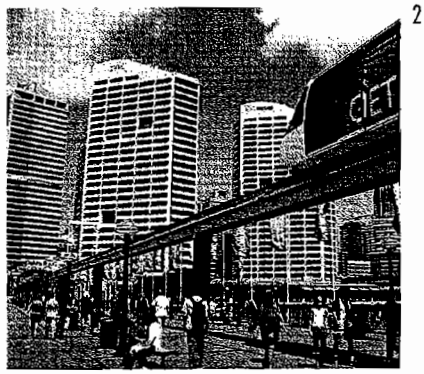
1. Orenco Station. Hillsboro, OR
2. Addison Circle. Dallas, TX
3. Ballston, VA

A Mix of Uses

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

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

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



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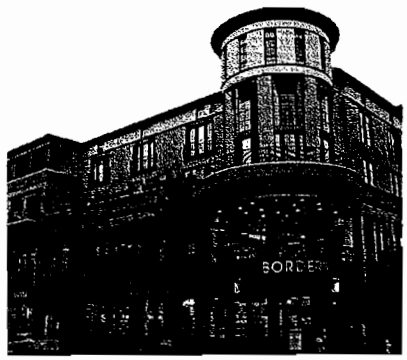

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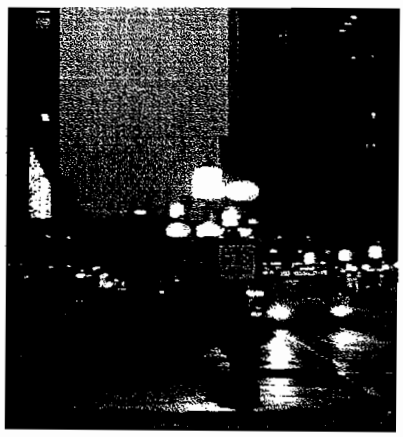

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Quality Pedestrian Environment

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

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

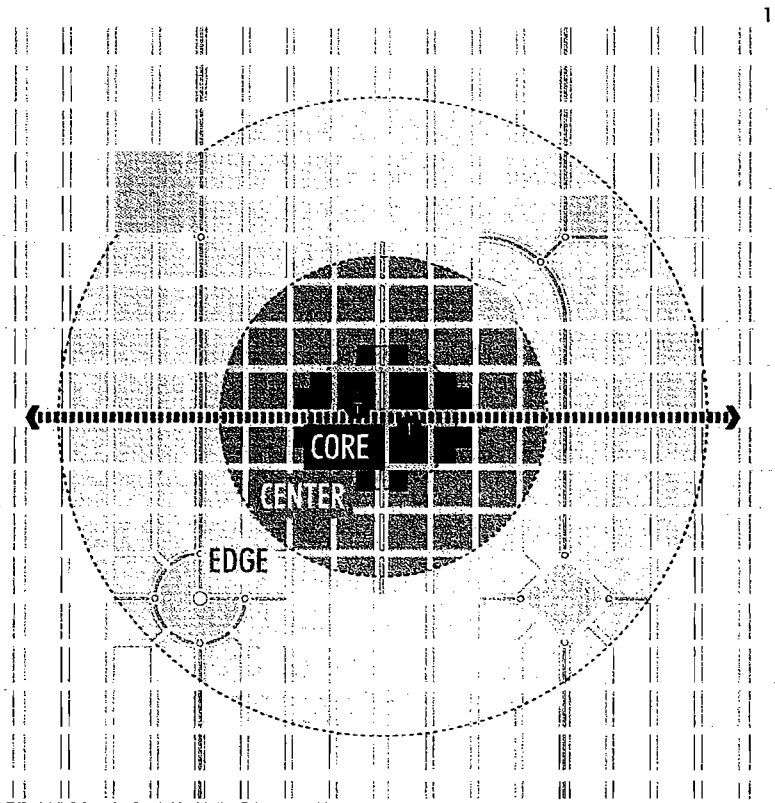
1. City Place. West Palm, FL
2. The Grove. Los Angeles, CA
3. Nicolette Mall. Minneapolis, MN

A Defined Center

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

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

1. Core Center Edge Diagram - Illustrates development patterns in a TOD
2. Jaimeson Square. Portland, OR
3. Metro Center. Bethesda, MD
4. Clarendon. Arlington, VA



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BENEFITS OF TOD

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

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

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

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

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

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

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

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

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

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

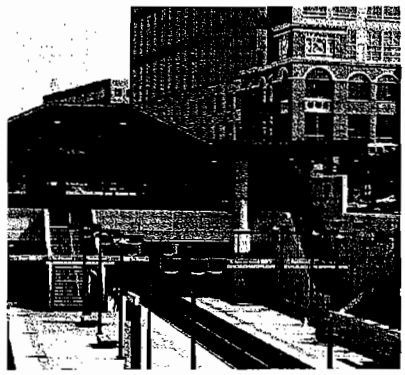
10. Decreasing local infrastructure costs. Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewage, and roads) for local governments and property owners by up to 25 percent through more compact and infill development.



1

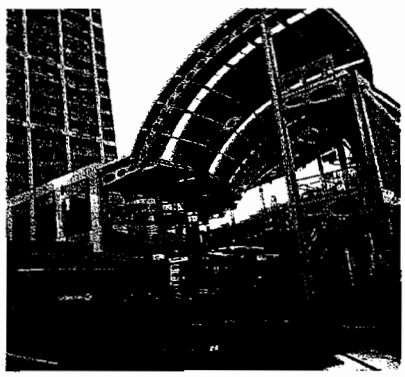
WHAT IS DEVELOPMENT-ORIENTED TRANSIT (DOT)?

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



2

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



3

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



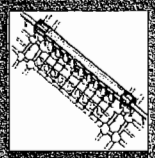
4

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

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

DOT DESIGN PRINCIPLES

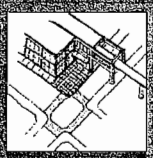
At the simplest level, DOT involves approaching transit facility design in the North Corridor to help shape the future of the communities within it in a manner consistent with their respective visions. The following seven interrelated principles are intended to help guide the design and implementation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


Street Presence

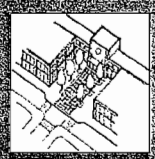
Create a Pedestrian Environment. Provide lively, safe, and convenient sidewalks and pedestrian paths connecting Metrorail stations to homes, jobs, schools, parks, and shopping, with buildings facing toward those connections.


Joint Development

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


Plaza - Corner

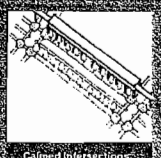
Complement Community Objectives. Help realize the vision and economic vitality of each community with quality development providing a mix of uses close to transit.


Plaza - Mid Block

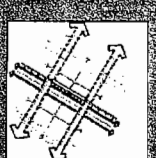
Stations as the Heart of the Community. Design transit stations to serve as the hub of a community and provide a local identity. Metrorail stations will create a new front door to the community, serve as a local landmark or a place to linger in an active and appropriately scaled public plaza.


Parking - Small Lots

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


Calmed Intersections

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


Pedestrian Network at Grade

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

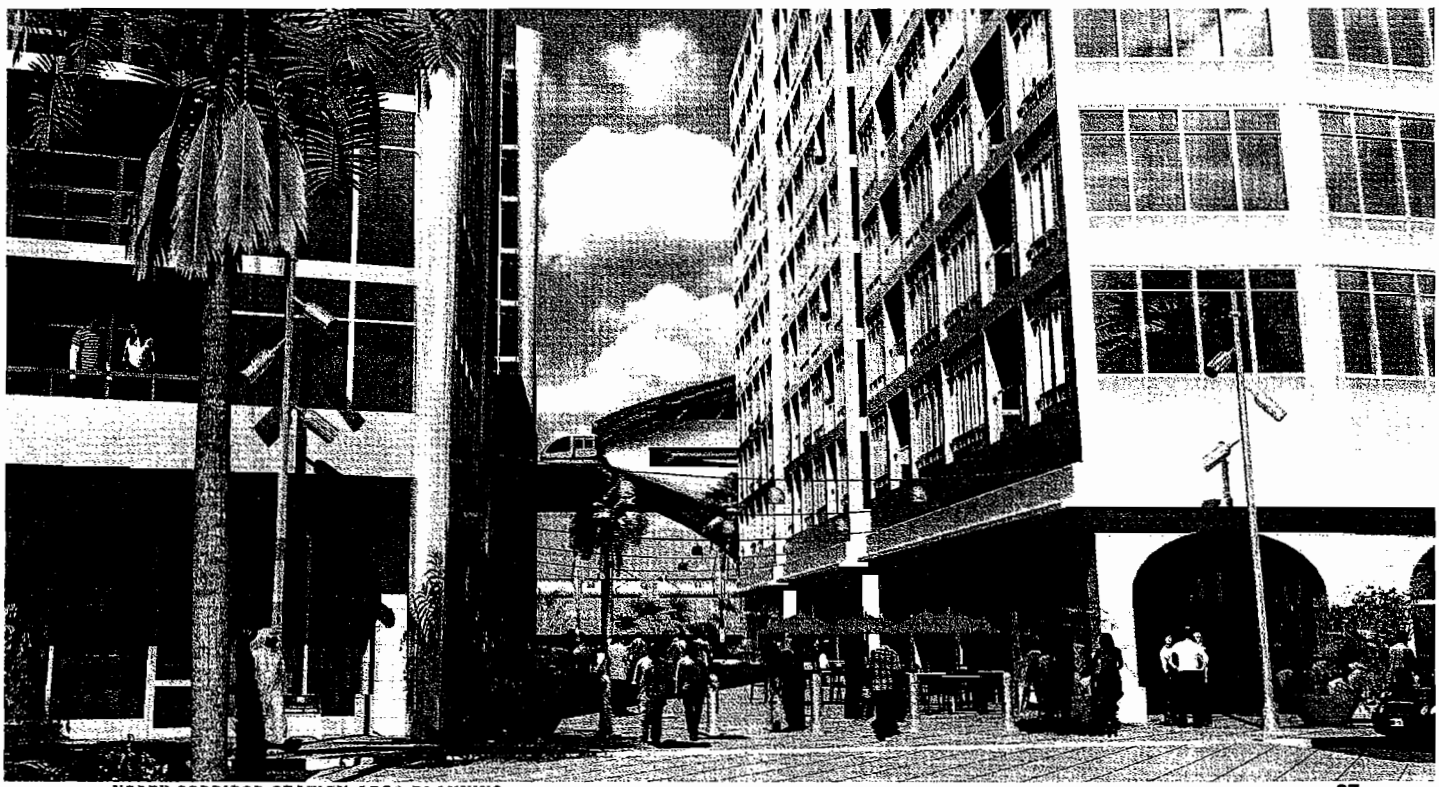
Corridor-wide DOT Recommendations

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

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

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

Metro Station Concept in Dubai



GREAT STREETS DESIGN PRINCIPLES

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

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

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

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

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

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

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

5. Aesthetics and Definition. Lighting, signage, and planting design can beautify and shape a dynamic street. As a design element, lighting fixtures and signage can provide color, express themes, and provide direction. Trees and plants provide outstanding opportunities for spatial definition and the positive expression of human scale character.

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

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

GREAT STREETS

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

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

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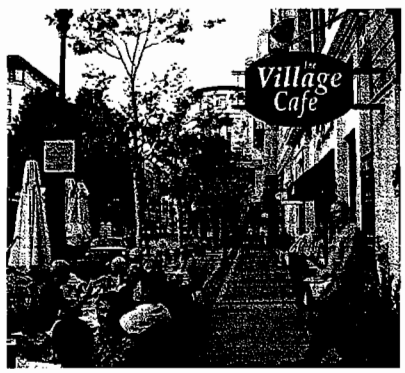

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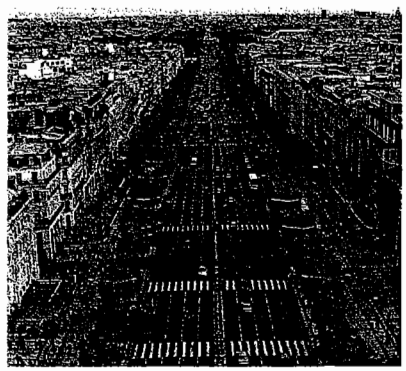
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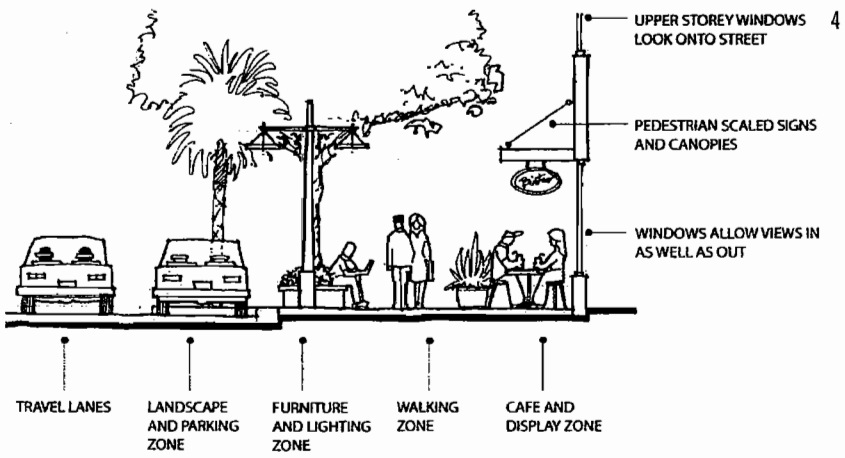
1. Las Olas. Fort Lauderdale, FL
2. Santana Row. San Jose, CA
3. Champs-Elysees. Paris, France
4. Great Street Diagram



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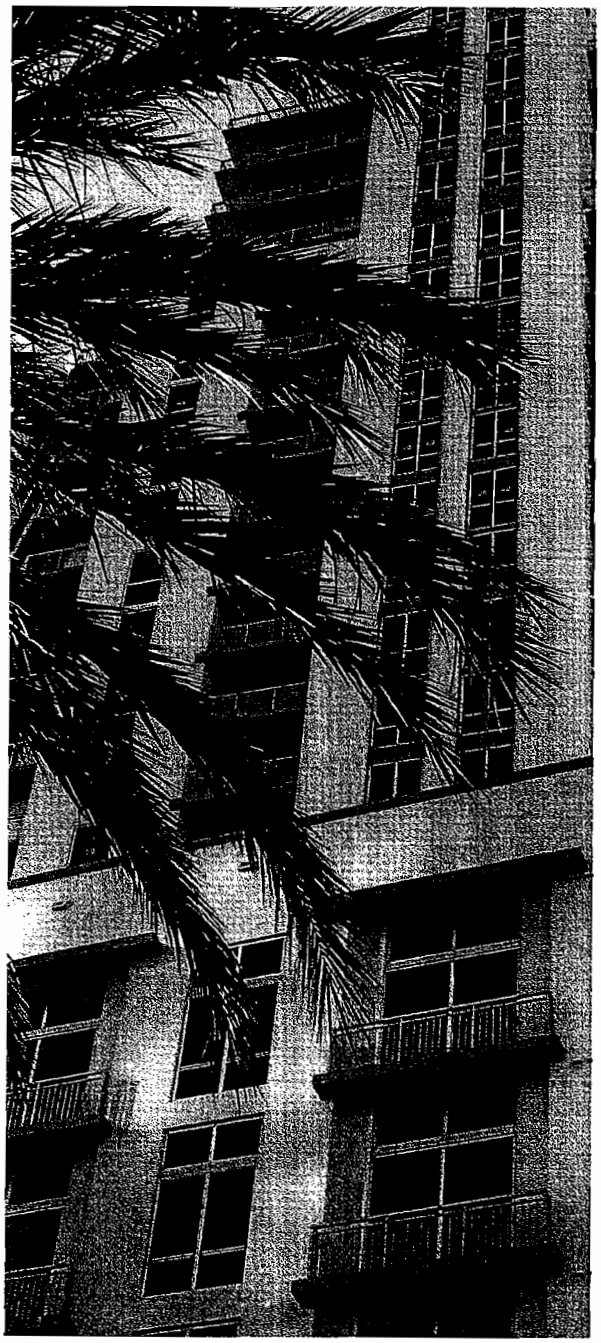
CHAPTER 2
NW 199TH STREET STATION AREA PLAN









STATION AREA DESCRIPTION

The proposed NW 199th Street station is located near the north end of the corridor in the City of Miami Gardens. The station is on the east side of the NW 199th Street and NW 27th Avenue intersection. It will be elevated and will straddle NW 199th Street to allow easy access from either side of the street. It is planned to be on the western edge of the Dolphin Stadium property, which is now a surface parking lot. The large commercial properties surrounding the station provide ample opportunities for a TOD, similar in scale to Dadeland South.

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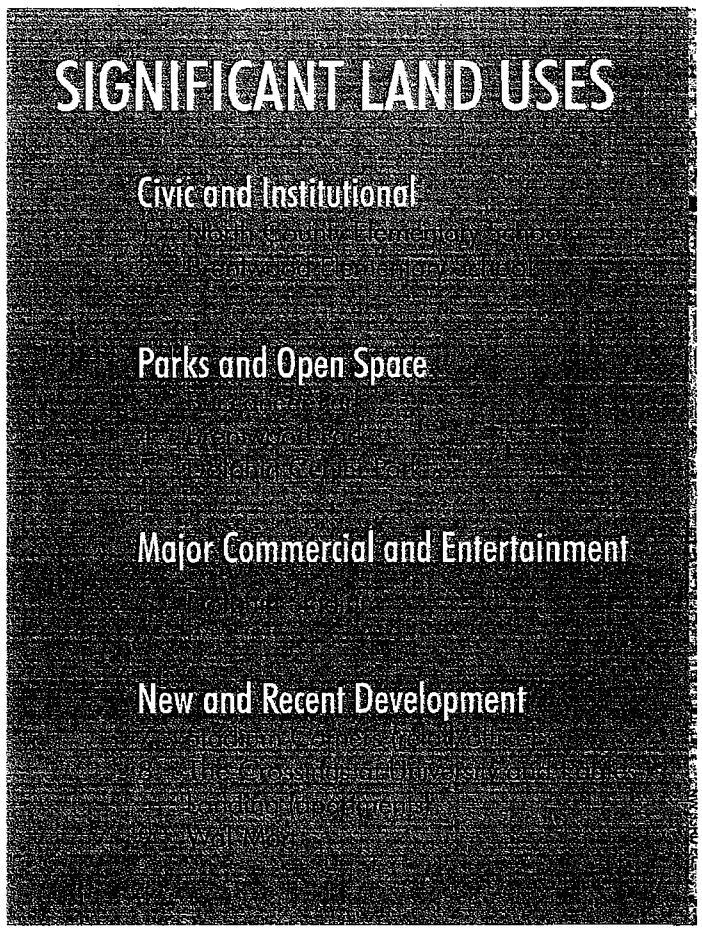
The Built Environment

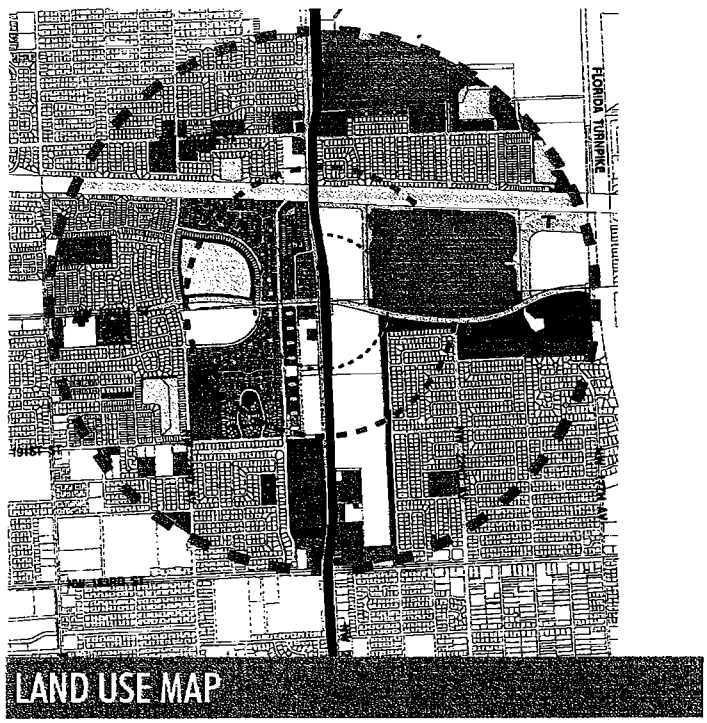
Dolphin Stadium is the major land use in the station area. The stadium, adjacent surface parking, and remaining vacant property occupy the northeast quadrant of the 500-acre station area within ½-mile of the NW 27th Avenue and NW 199th Street intersection. In total, there are 140 acres of surface parking around the stadium. The Dolphin Stadium owner has expressed interest in developing over one million square feet of mixed-use development and 1,000 housing units adjacent to the stadium on land currently occupied by surface parking.

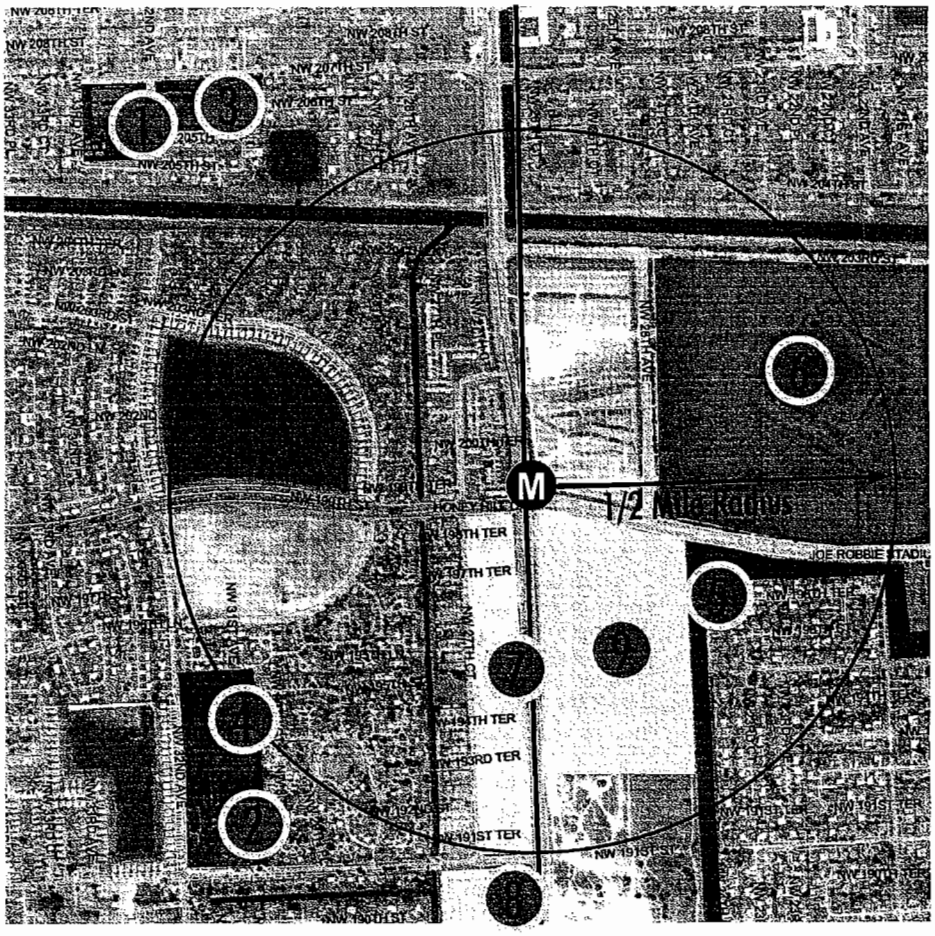
A landscape buffer and 8-foot wall separates stadium land from the single-family residential neighborhood in the southeast quadrant of the station area. There are no transportation links between the station area and this neighborhood. The majority of the low and moderate density neighborhoods in the western half of the station area are isolated from the proposed station by a north-south canal located 600 feet to the west of NW 27th Avenue. Townhouse development lies between the canal and NW 27th Avenue on both sides of NW 199th Street. NW 191st Street and NW 199th Street provide the only east-west access through the station area.

Stadium Corners, a planned shopping center on 10 acres of vacant land on the west side of NW 27th Avenue, will include 40,000 square feet of retail/office space. As part of the project, a restaurant, gas station, and convenience store have been built on the southwest corner of NW 27th Avenue and NW 199th Street.

The southeast corner of NW 27th Avenue and NW 199th Street was recently developed with a Super Wal-Mart. This site also includes future plans for a Home Depot to the south. The southern portion of the station area is devoted to garden apartment residences, including The Crossings at University and Eagles Landing.

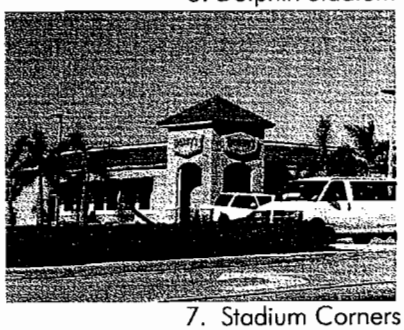








6. Dolphin Stadium



7. Stadium Corners



8. Eagle's Landing

1 MILE STATION RADIUS

1/2 MILE STATION RADIUS

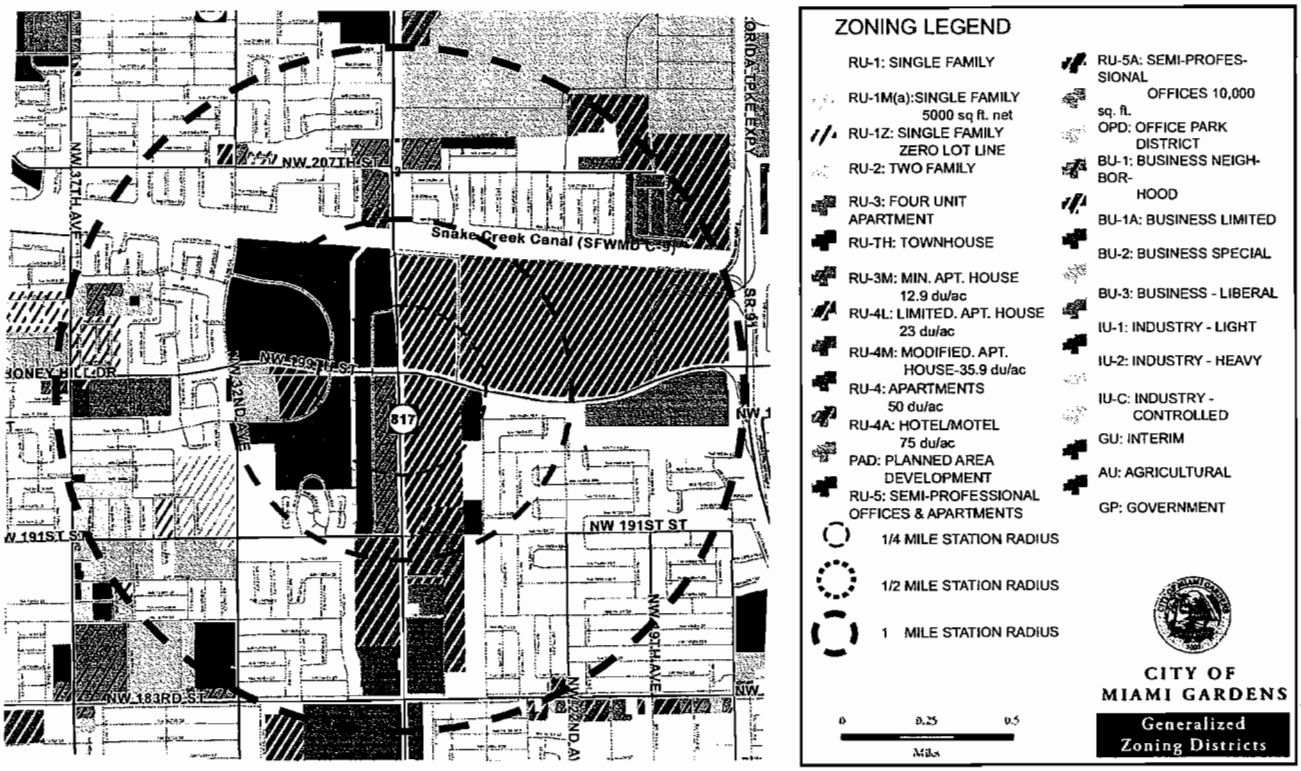
1/4 MILE STATION RADIUS

LAND USE

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

Getting Around

NW 199th Street and NW 27th Avenue provide the primary access between the proposed station area and the surrounding area. The existing canals and street system inhibit good, walkable connections to and from the proposed station. NW 27th Avenue and NW 199th Street also represent circulation barriers by being difficult to cross except for the signalized intersections. Surrounding neighborhood streets are generally designed to provide limited access to adjacent developments, and one must use NW 27th Avenue, 191st Street, or NW 199th Street to travel any significant distance within or outside of the area.



PLAN AND LAND USE DESIGNATIONS

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

The city recognizes the importance of capitalizing on the significant drawing power of Dolphin Stadium by encouraging high intensity development to attract visitors and serve local residents. The current zoning is generally consistent with the concept of having more intense uses near the proposed station. However, opportunities for mixed-use development with commercial and residential are sometimes limited by the existing zoning and the Development of Regional Impact Development Order effecting the Dolphin Stadium property. Also, a number of auto-oriented uses, which are generally not compatible with good pedestrian environments, are permitted in some of the area's prominent commercial zoning districts. The lead responsibility for any land use and/or zoning requirements for this area should rest with the City of Miami Gardens. However, Miami-Dade County retains zoning and building jurisdiction for the Dolphin Stadium property itself. As such, a partnership between the City and County will be necessary in order to effectively implement coordinated zoning in this station area.

THE MARKET

There is ample vacant and underdeveloped land available for redevelopment near this station. The station location is adjacent to a major attractor, Dolphin Stadium, which has high potential for intensive commercial development opportunities. Miami-Dade Transit's (MDT) 2004 Business Plan has identified potential joint development opportunities at this station.

Public Vision

Public Input

Public Review

Public Confirmation



Alternative Plans

Refined Plans

Final Plans

A market overview of the North Corridor station areas in Miami Gardens indicated that the potential station area development program for the NW 199th Street through 2030 could include:

- 6,000 new units of various townhouses, lofts, apartments, and condos
- 1 million square feet of offices, including mid- and high-rises and office condos
- 1million square feet of retail, including entertainment, dining, and specialty retail
- 300 hotel rooms

A CITIZEN DRIVEN DESIGN

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

The ambitious vision for the NW 199th Street station area is to build on the area's role as a regional destination for sports and entertainment and to create the most important and dynamic new place in Miami-Dade County away from the ocean.

To do this, the vision should incorporate the development plans for Dolphin Stadium. The long-term plan for the property is to create a more urban environment around the stadium by building structured parking and converting the existing surface lots to accommodate new residential and commercial uses. This has the potential to create a vital and active new community in Miami Gardens rather than just a location for special events.

Local residents and business owners also envision this future station community as being more pedestrian-friendly with quality design, safe and convenient walking and bicycling routes, and more parks and natural areas. Balancing the built environment with the abundant water features in the area is another dominant theme expressed by local residents.

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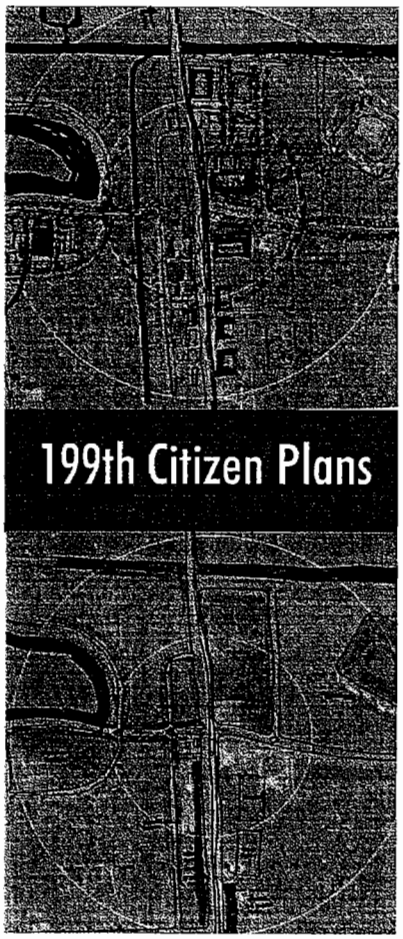


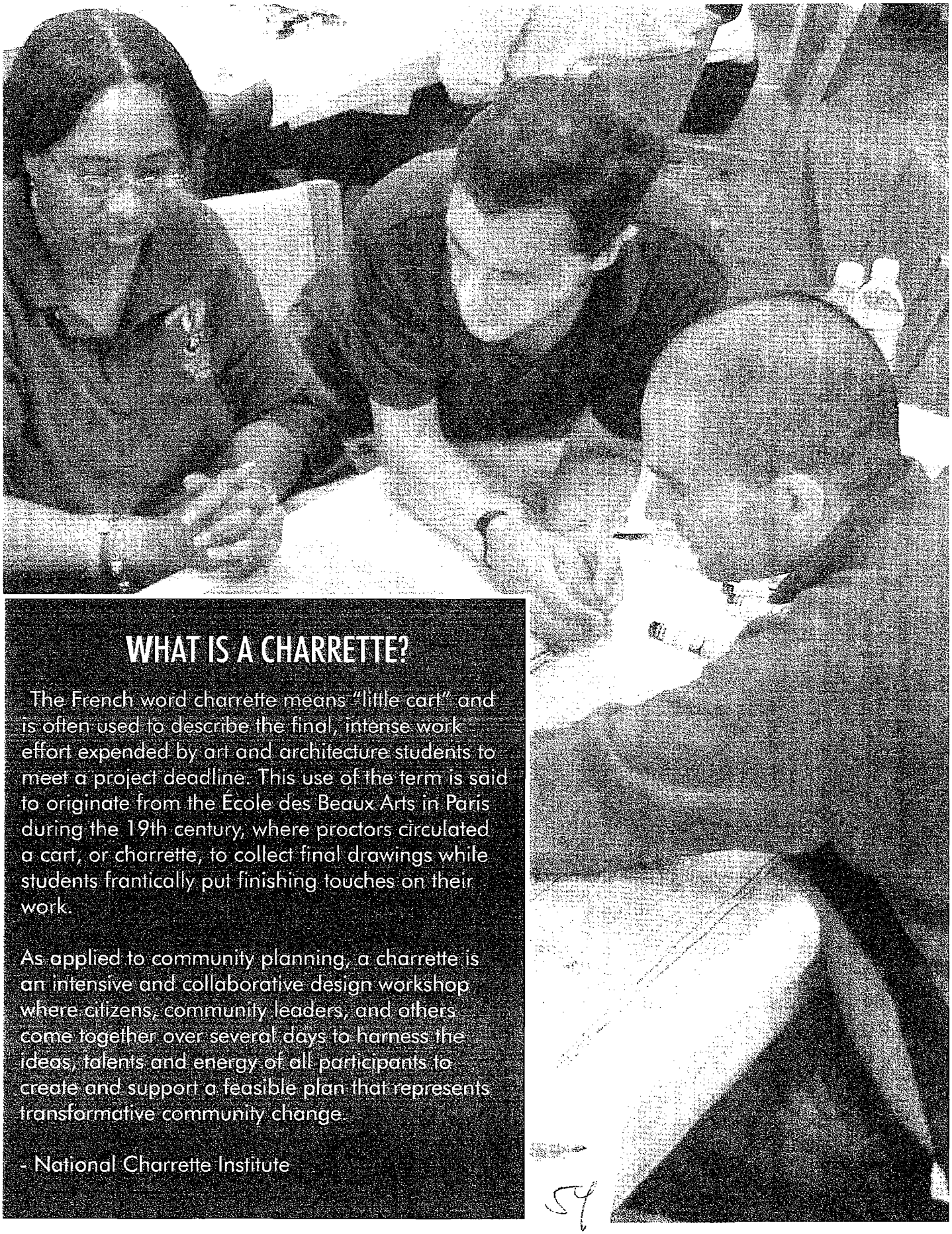
THE CITIZEN PLANS

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

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

For the NW199th Street Station, the following specific issues raised were incorporated into the plan:

- NW 199th Street station should be a major metropolitan center with NW 183rd Street station as a less intensive town center
- The plan needs to promote economically sustainable development
- Address the pressure of new development on:
    - Infrastructure
    - Schools
    - Traffic, especially on stadium days
    - Public safety and security
- Emphasis needs to be placed on both the vision and implementation
- Create a complete community by providing a mix of:
    - Housing types
    - Jobs
    - Shopping
    - Recreation, and
    - A school
- Hold developers to higher standards for both density and quality

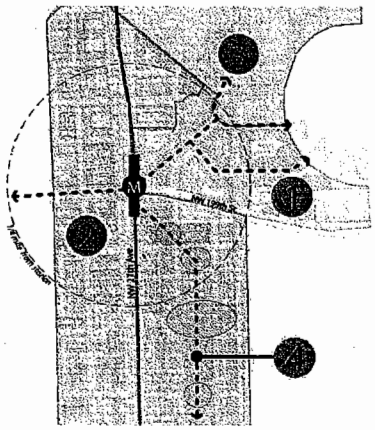


WHAT IS A CHARRETTE?

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

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

- National Charrette Institute



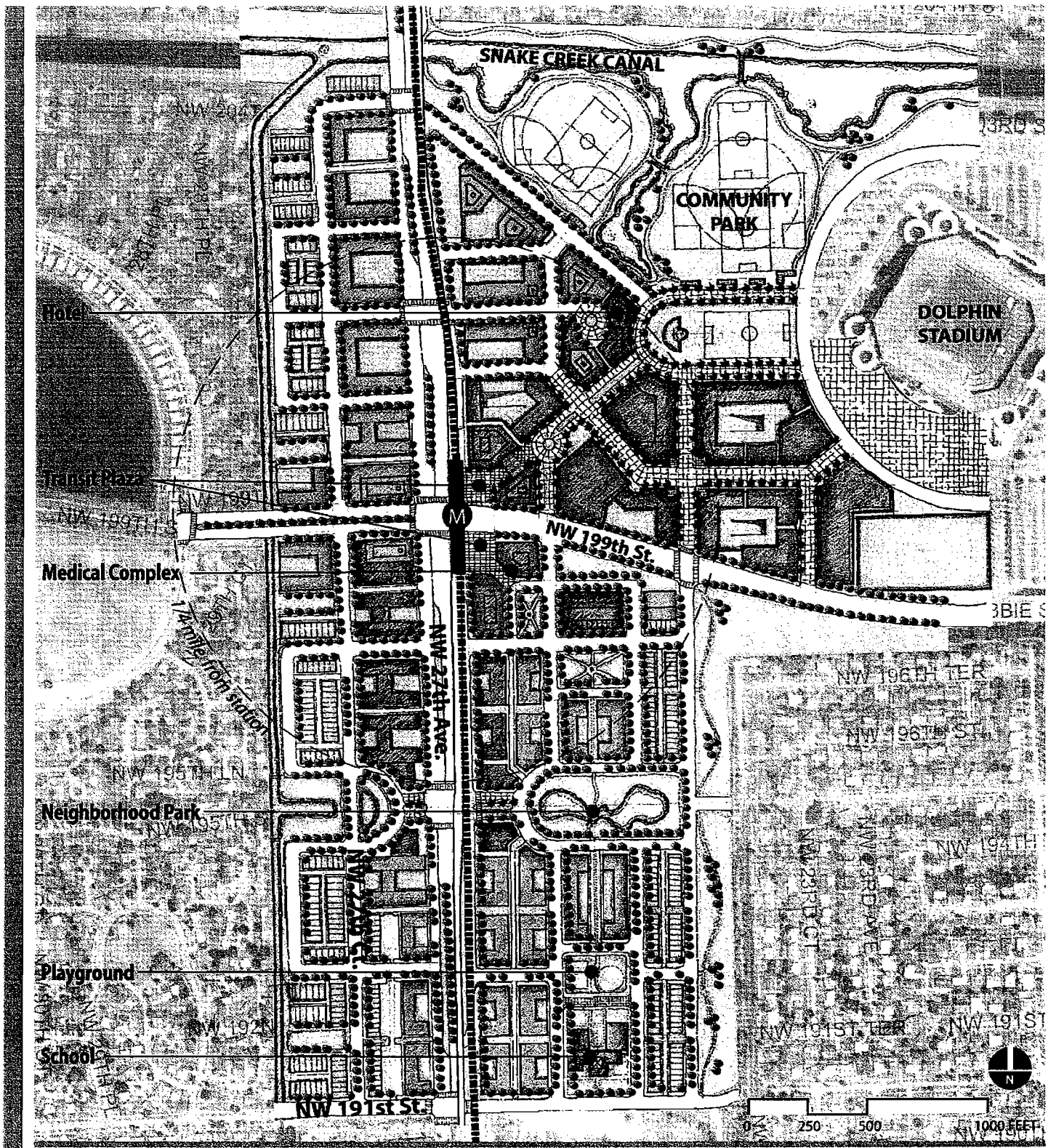
A DYNAMIC CENTER AT DOLPHIN STADIUM

It is important to recognize that the land use concept is to looking to the future, and it does not necessarily reflect current uses. As discussed in more detail in Chapter 4, it is anticipated that existing uses will evolve over the next 20 years as properties develop or redevelop to be consistent with the land uses and densities shown.

Based upon the ideas and hopes expressed by the public, the design team drafted a station area plan to achieve the public's vision as well as accommodate the development objectives for Dolphin Stadium and other property owners in the area. Of primary importance is the proposed transformation of the surface parking lot for Dolphin Stadium, located northeast of the NW 27th Avenue and NW 199th Street intersection, into a commercial lifestyle center, high density residential neighborhood, and community park along the Snake Creek Canal.

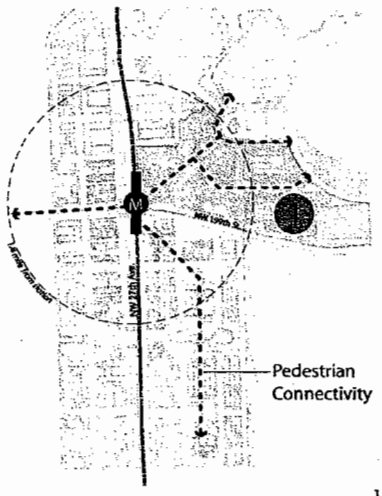
The concept plan features several key areas:

1. A sports themed Lifestyle Center
2. A Mixed-Use Spine of new neighborhoods along NW 27th Avenue
3. Community and Neighborhood Parks
4. Pedestrian Connectivity via a sequence of parks and walkways



LAND USE - NW 199th Street

- Proposed Metrorail Alignment and Platform
- Commercial
- Mixed Use
- High Density Residential
- Medium Density Residential
- Civic / Institutional



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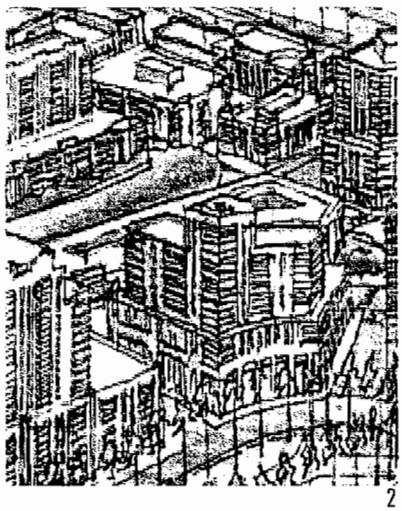

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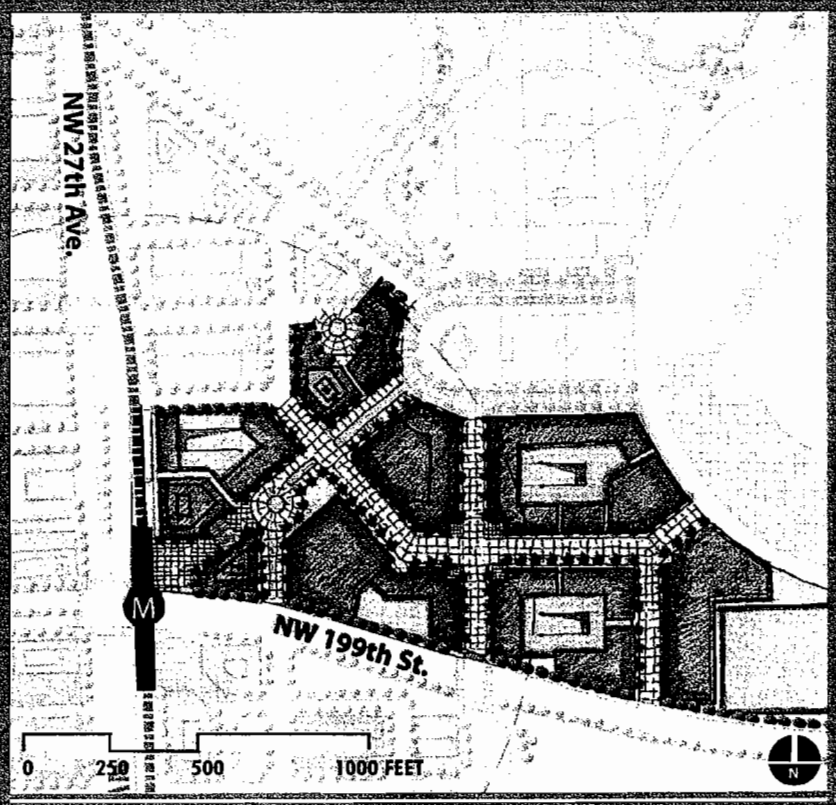
Lifestyle Center

- Links Metrorail and Stadium
- Retail and Residential Mix
- Pedestrian-Friendly "Festival" Streets
- Parking Structures Integrated into Development



LAND USE - NW 199th Street

M Proposed Metrorail Alignment and Platform

1. Area 1- Lifestyle Center
2. Lifestyle Center
3. Hotel and Shopping Near Community Park
4. A Mix of Retail and Residential
5. 18 Hours of Activity
6. Inviting Pedestrians

LIFESTYLE CENTER

Experience from around the country has shown that transit is best utilized when higher density mixed-use development and associated pedestrian activity surrounds the stations. The area between the proposed Metrorail station and Dolphin Stadium is envisioned as the high-density mixed-use core of the NW 199th Street station area. It will have a distinctive urban flavor, and will be comprised of several important elements described below.

A Mix of Retail and Residential

The proposed lifestyle center would contain a range of retail and entertainment businesses with residential units on the upper floors. The residences within the lifestyle center, combined with the residential towers immediately north, will help create a place with 18 hours of activity rather than just a place for stadium events. The residential units in the lifestyle center will occupy 8 to 10 stories above the ground floor commercial uses.

Inviting Pedestrians

Pedestrian access linking the Metrorail station and Dolphin Stadium would be provided by interconnected plazas, open space, wide public walkways, and "festival" streets within the lifestyle center. The walking distance between the station and stadium will be less than ½ mile. Combined with the retail, restaurant, and entertainment opportunities along the way, this should prove to be a very enjoyable and lively pedestrian place.



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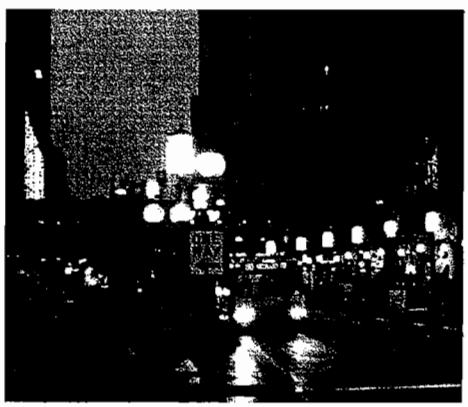

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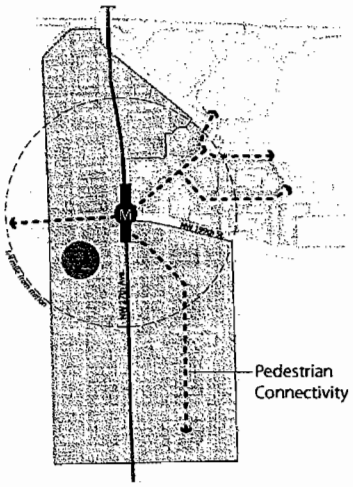

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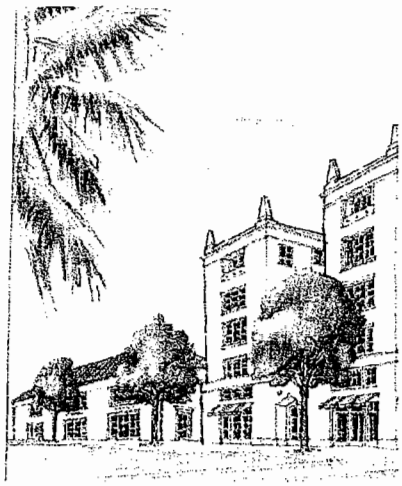

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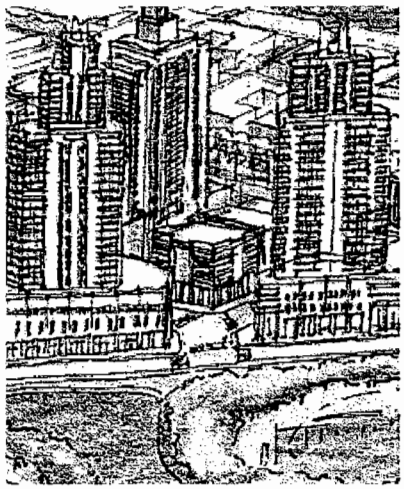

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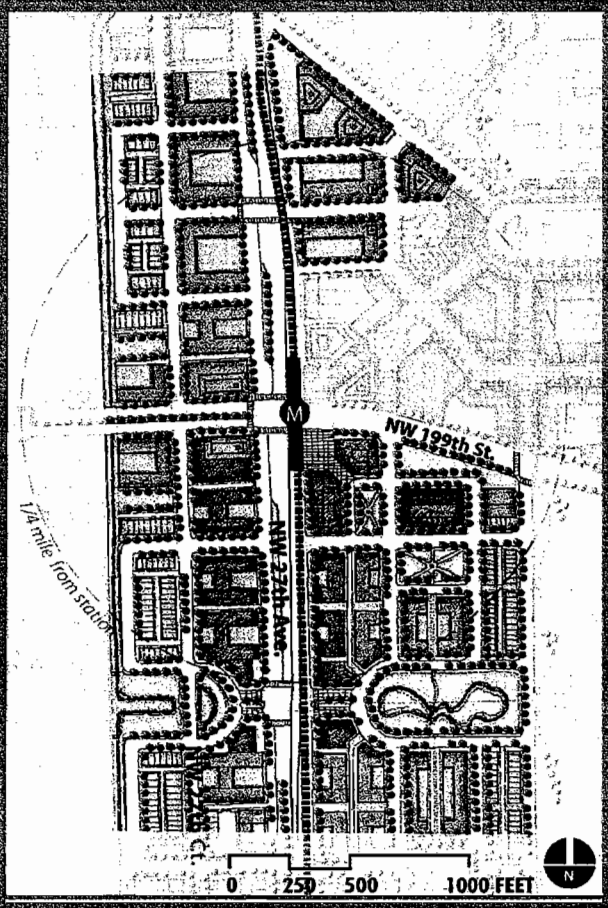
Mixed-Use Spine

- Variety of Housing Types
- Mixed-Use with Ground Floor Retail/ Commercial Near Station
- Taller Buidings Near Station and Along Corridor
- Townhouses Adjacent to Existing Neighborhoods



LAND USE - NW 199th Street

1. Area 2 - Mixed-use Spine
2. Transition of Housing Density and Building Height
3. High-Rise Residential Towers Overlooking the Community Park
4. Local Serving Retail
5. Townhouses Transition to Surrounding Neighborhoods
6. A Variety of Housing Types

MIXED-USE SPINE

The creation of new neighborhoods along NW 27th Avenue is envisioned to occur over time. As property values increase and recent auto-oriented development reaches the end of its life cycle, this area will gradually evolve into an area with a greater mix of retail, office, and residential uses.

The greatest development intensity will be along NW 27th Avenue with a reduction in density and building height as development moves away from the station and toward existing residential neighborhoods.

Local Serving Retail

Within 1/4 mile of the station, retail and commercial services are proposed on the ground floor of low- and mid-rise mixed use buildings. In contrast to the lifestyle center and its regional orientation, these commecial uses would serve the station area residents and adjoining neighborhoods.

A Variety of Housing Types

North of the lifestyle center, the charrette plan envisions mid- and high-rise housing overlooking the community park and an enhanced Snake Creek Canal. This area will have the tallest height limits in the station area. Building heights are generally 8-10 story mid-rise buildings with point towers of up to 23 stories along the park edge. The combination of amenities, including the lifestyle center, community park, and great transit service, will attract moderate- and high-income residents.

Along NW 27th Avenue, a combination of low- and mid-rise residences is proposed, with building heights generally ranging between 5 and 16 stories. Housing will be a combination of apartments, condominiums, and lofts attracting households at varied income levels. Buildings closer to the Metrorail station will be mixed-use with retail and commercial on the ground floor and residential above.

To provide an appropriate relationship between the higher density uses along NW 27th and the existing low-density neighborhoods to the west and east, a lower density transition is proposed along the edges of the station area. Two- to three-story townhouses and additional parks will abut existing neighborhoods.



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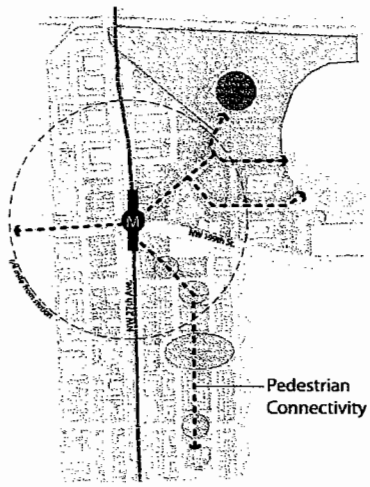

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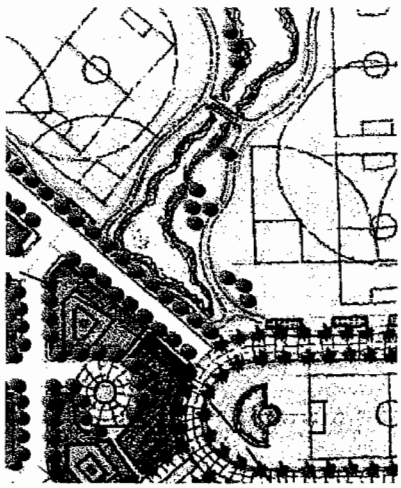

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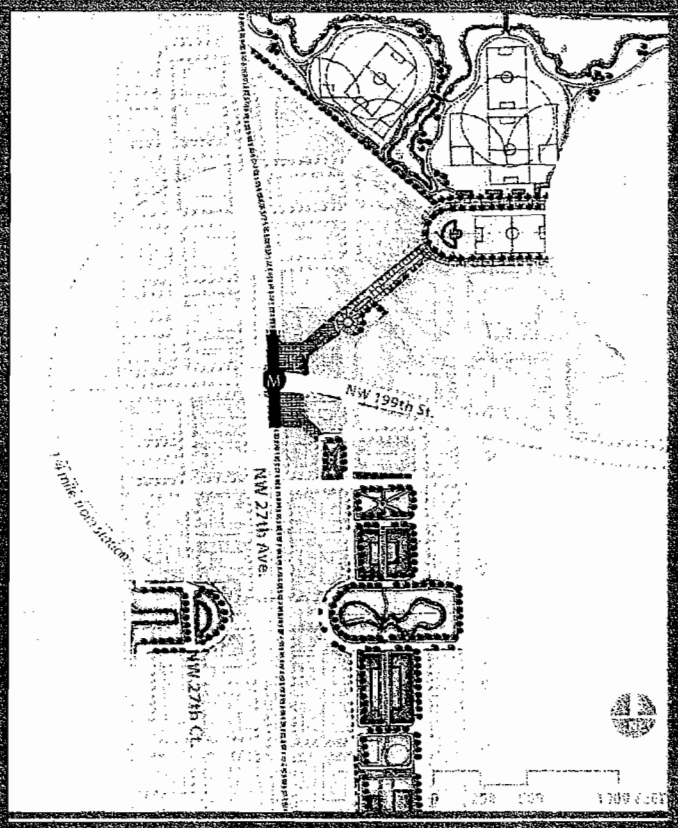
Community and Neighborhood Parks

- Snake Creek Canal Naturalization
- Community Sports Park
- Sequence of Neighborhood Parks and Public Spaces



LAND USE - NW 199th Street

1. Area 3 - Community and Neighborhood Parks
2. Detail of Sport Fields
3. Residential Buildings Overlook the Community Park
4. Community Park
5. Neighborhood Park
6. Pedestrian Path

COMMUNITY AND NEIGHBORHOOD PARKS

One of the common themes of the charrette was the lack of parks in the area. The charrette plan addresses this shortcoming by proposing a variety of public parks and open spaces.

Snake Creek Canal

The plan calls for the restoration and enhancement of the Snake Creek Canal by replanting the edge of the waterway with native vegetation and creating small inlets and pools to improve wildlife habitat. This treatment will also improve water quality and help control flooding.

Community Park

A large community park with tournament quality athletic fields will border the canal and provide a major attraction for baseball, football, soccer, and cricket leagues. Active recreation is an ideal neighbor to the stadium and offers a special branding opportunity for the Dolphins. The enhanced canal and community park also provides a green amenity that will attract residents to the adjacent high-rise development.

Public Spaces and Parks

A linear sequence of pocket parks, public squares, and green paths are proposed through the neighborhood south of NW 199th Street and east of NW 27th Avenue. These parks provide an alternative north-south pedestrian route through the neighborhood, enhancing connectivity.



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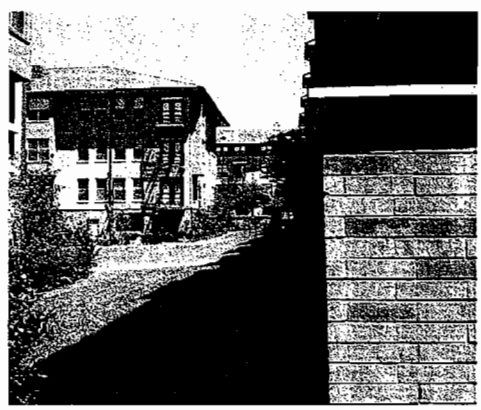

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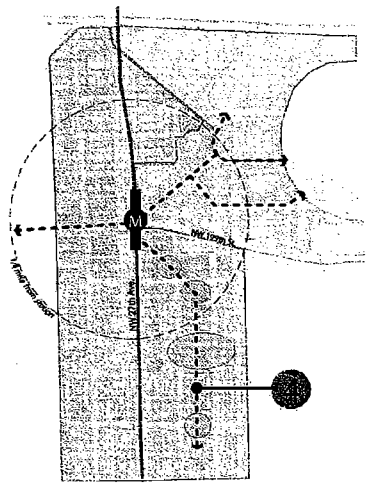

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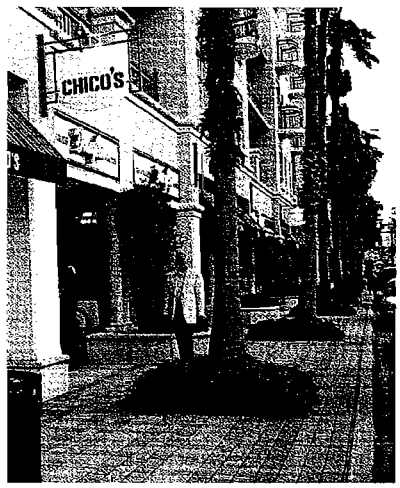

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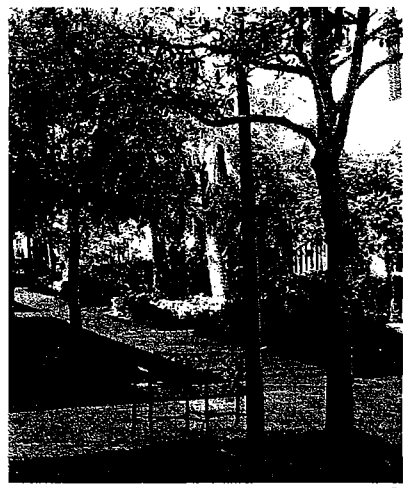

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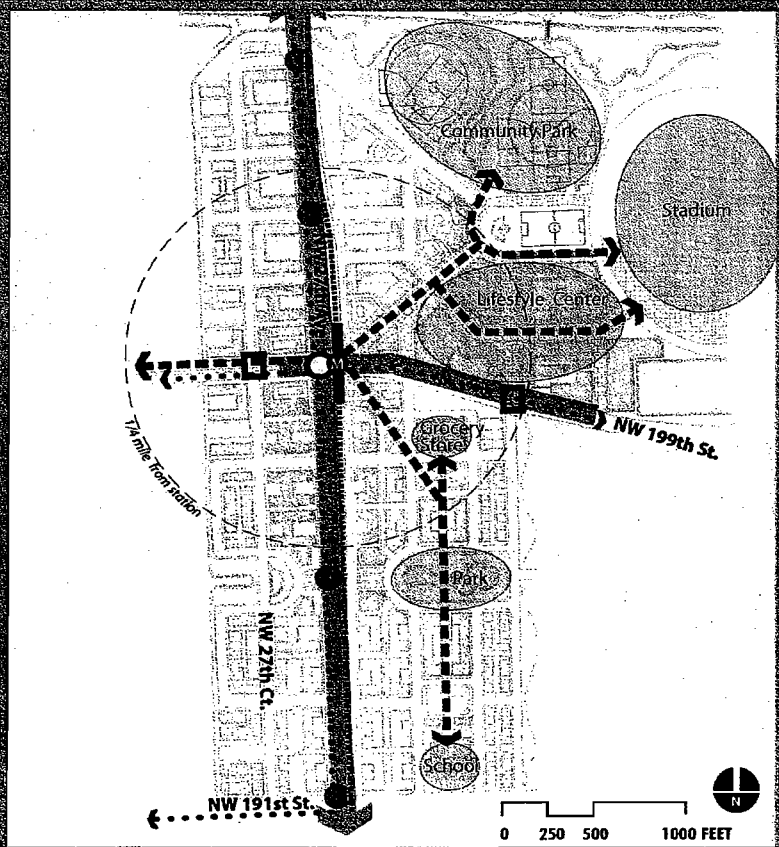
Station Area Pedestrian Connectivity

The major destinations in the station area including the new Metrorail station and mixed-use development along NW 27th Avenue are proposed to be connected by improving the pedestrian and bicycling environment along major streets. Emphasis is placed on improved opportunities for crossing NW 27th Avenue and NW 199th Street to complement a new system of walkways through the lifestyle center, and surrounding residential neighborhoods.



Pedestrian Connectivity - NW 199th Street

1. Area 4 - Station Area Pedestrian Connectivity
2. Lifestyle Center Street
3. Neighborhood Walkway
4. Vibrant Pedestrian Routes
5. Bikeways
6. Complete Street

STATION AREA PEDESTRIAN CONNECTIVITY

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

Pedestrian Routes

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

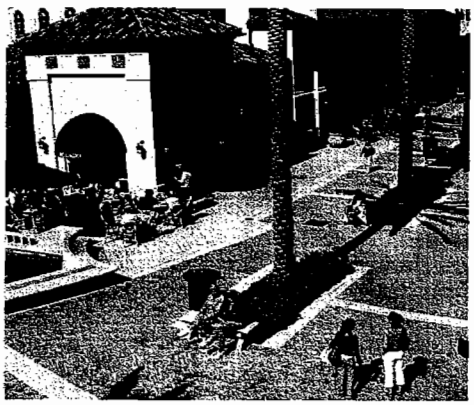
Bikeways

Encouraging bicycling is a great way to expand the potential passenger catchment area for the station. NW 27th Avenue and NW 199th Street should have striped bicycle lanes (5-foot minimum width) leading to the station. In addition, secondary streets should provide convenient access to all parts of the station area by bicycle.

Street and Pedestrian Improvements (Complete Streets)

NW 27th Avenue currently acts as a barrier separating the commercial uses and neighborhoods on the east and west sides. In a TOD, streets need to be great places for walking, commerce, casual interaction and for moving traffic. The existing street system was designed with motorist needs in mind, and in this respect the streets are "incomplete" because they do not adequately provide for safe, pleasant, and convenient pedestrian, transit, and bicycle travel. NW 27th Avenue and NW 199th Street are proposed to be completed by including wider sidewalks, greater separation between pedestrian areas and moving traffic, street landscaping, traffic calming, and bicycle lanes. In addition to the street improvements noted above, four new signalized intersections are proposed on NW 27th Avenue within the station area. These intersections will provide pedestrians and bicyclists with additional safe and convenient crossing opportunities. These improvements could include signage, curb extensions, refuge medians, textured crosswalks, and pedestrian countdown signals.

Further efforts will be required to address pedestrian crossings on NW 199th Street west of NW 27th Avenue. This segment of NW 199th Street is currently designed to handle the large amount of vehicular traffic during stadium event days. Any pedestrian improvements will need to take into account the accessibility requirements of Dolphin Stadium.



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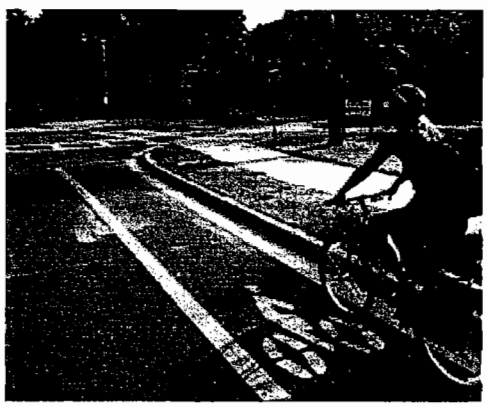

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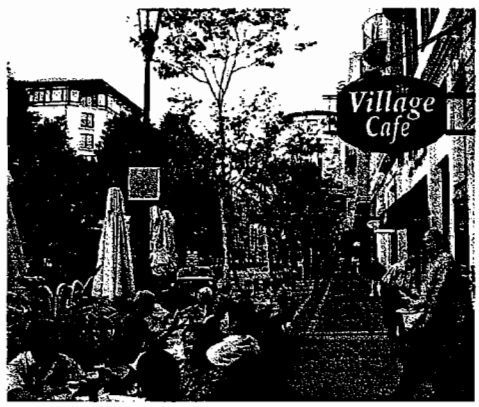

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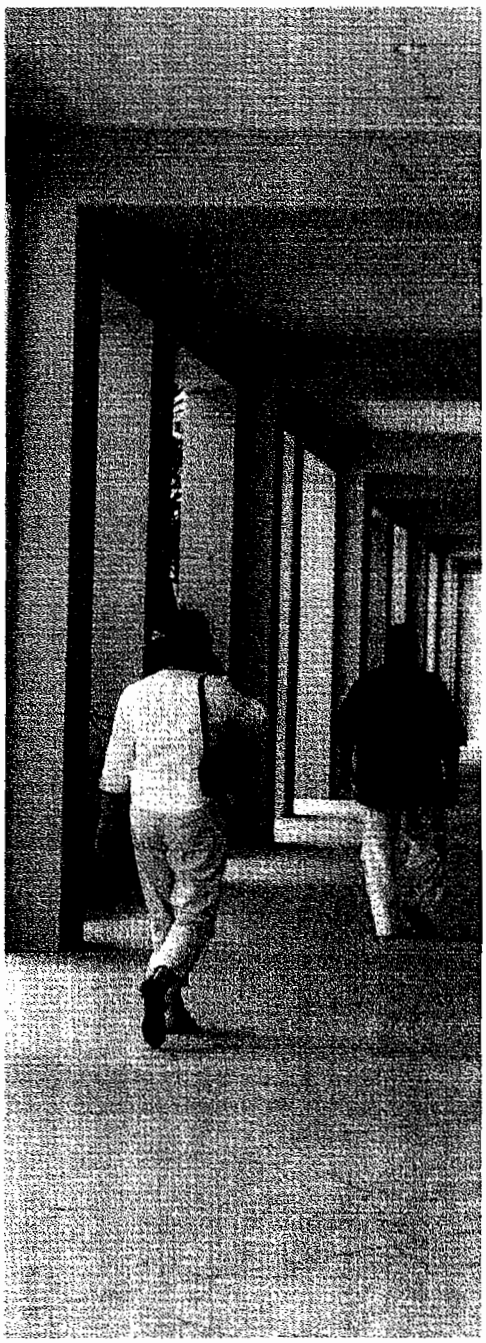
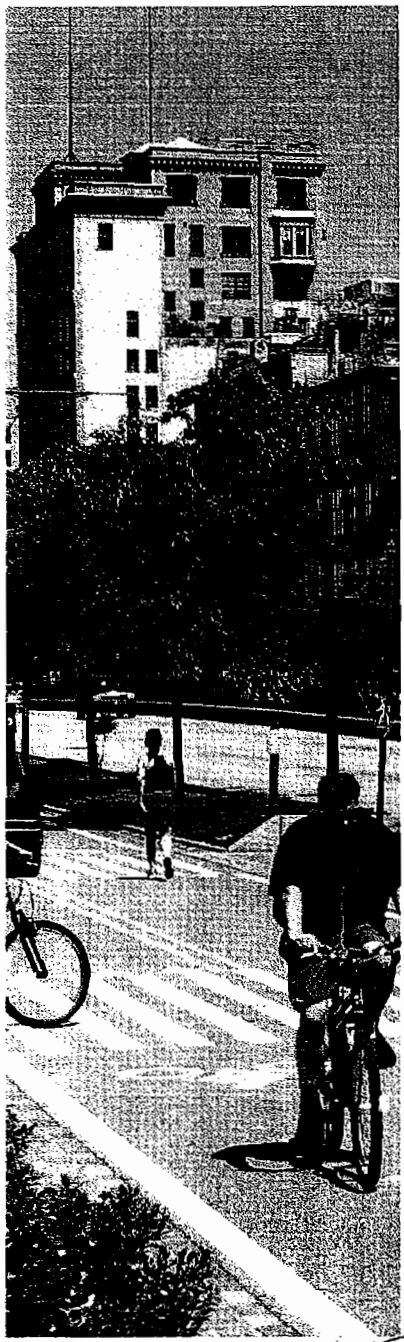
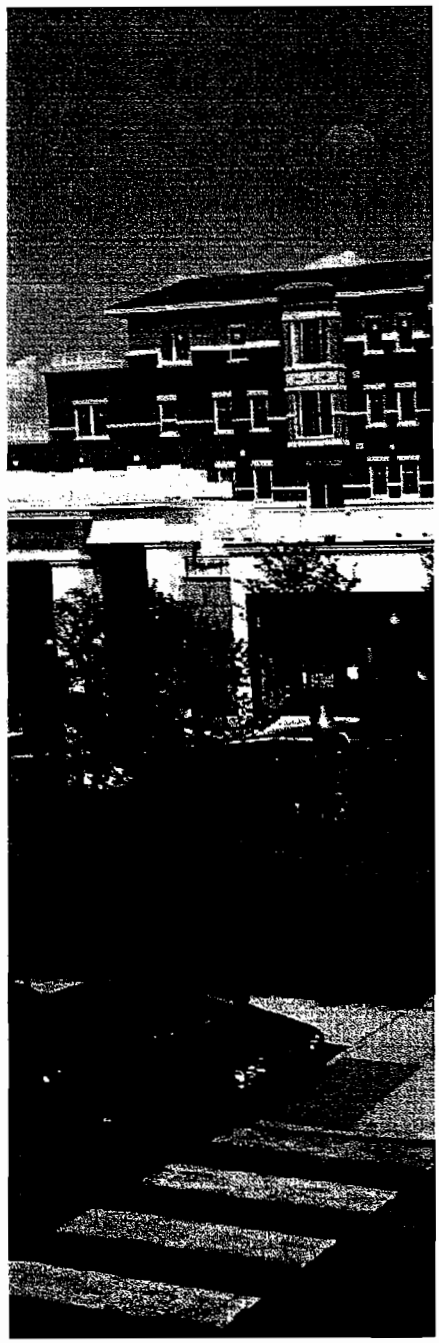
CHAPTER 3

NW 199TH STREET STATION STATION DESIGN ELEMENTS







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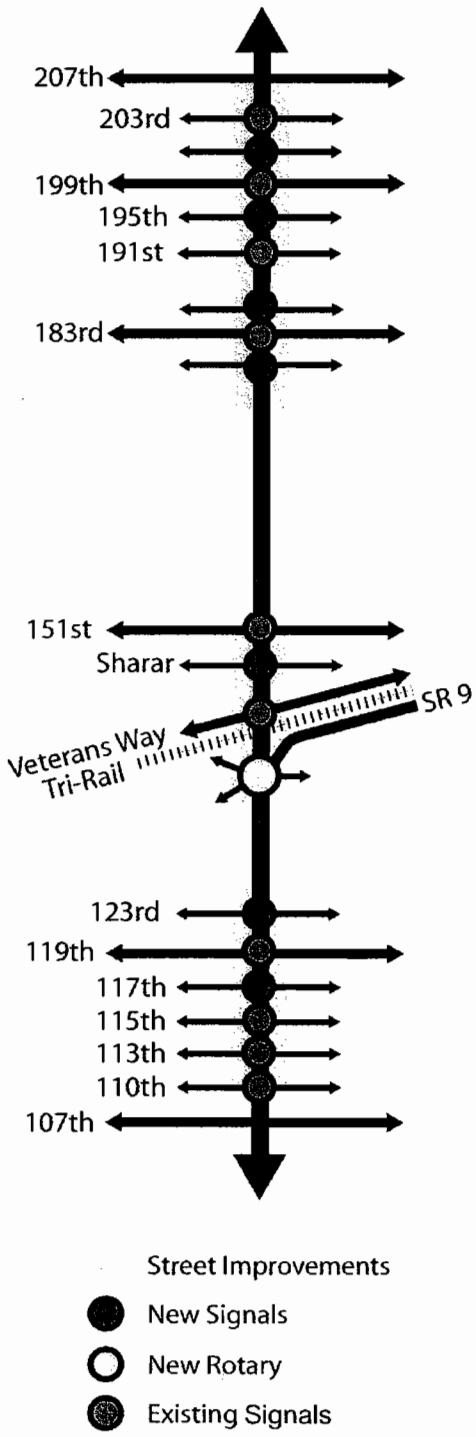
DESIGN ELEMENTS

The land use and circulation pattern described in Chapter 2 provides a framework for realizing the vision for the NW 199th Street station area. This chapter provides several important design elements to help achieve the desired character and function for the station area:

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

CREATING COMPLETE STREETS



NW 27th Avenue and NW 199th Street provide access through the station area, but they are of limited value for simply getting around the station area itself. The focus of the circulation element is to create "complete" streets that provide an environment, which is easier, safer, and more pleasant for walking, bicycling, or driving. This will be achieved by creating improved accommodation of all modes along NW 27th Avenue and NW 199th Street and creating an interconnected local street and pedestrian network.

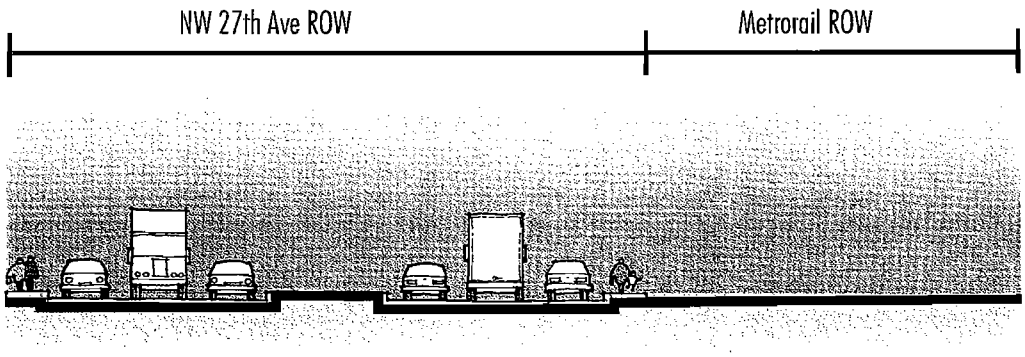
Currently, NW 27th Avenue and NW 199th Street are designed primarily to accommodate automobile traffic. NW 27th Avenue has three travel lanes in each direction with 6-foot wide sidewalks adjacent to the curb. On-street parking and bike lanes are not provided. The NW 199th Street design is similar with eight travel lanes east of NW 27th Avenue. The number of lanes traveling in each direction is varied during special events and football games to better accommodate incoming and outgoing traffic. The width of the street narrows to four travel lanes to the west of NW 27th Avenue.

NW 27th Avenue is proposed to be transformed into a multi-modal street with four through travel lanes, separated local traffic and parking lanes, bike lanes, and wider sidewalks. By limiting turning movements on the four through lanes to the major intersections, the overall capacity of the street should not be compromised. At the same time, on-street parking can be introduced for the benefit of adjacent businesses, and bike lanes and improved sidewalks will make these two modes safer and more pleasant compared to today. This street cross-section would change somewhat when Metrorail moves to the east side of the street for the station. NW 199th Street should also be modified in a comparable manner, especially to the west where improved walking and bicycling links to adjoining neighborhoods is particularly important.

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

In addition to NW 27th Avenue and NW 199th Street, major pedestrian routes will connect the station with the lifestyle center, Dolphin Stadium, the community park, and the residential neighborhoods to the south. Attention should also be paid to bicycle access between the surrounding neighborhoods and the station. Many residences are within a ½-mile radius of the station, but the actual travel distances are often considerably greater because of limited connectivity between neighborhoods and the major streets. Providing safe and convenient bicycling facilities, such as bike lanes and pathways, will make bicycling an attractive option to walking or driving between the proposed station and surrounding neighborhoods.

BEFORE



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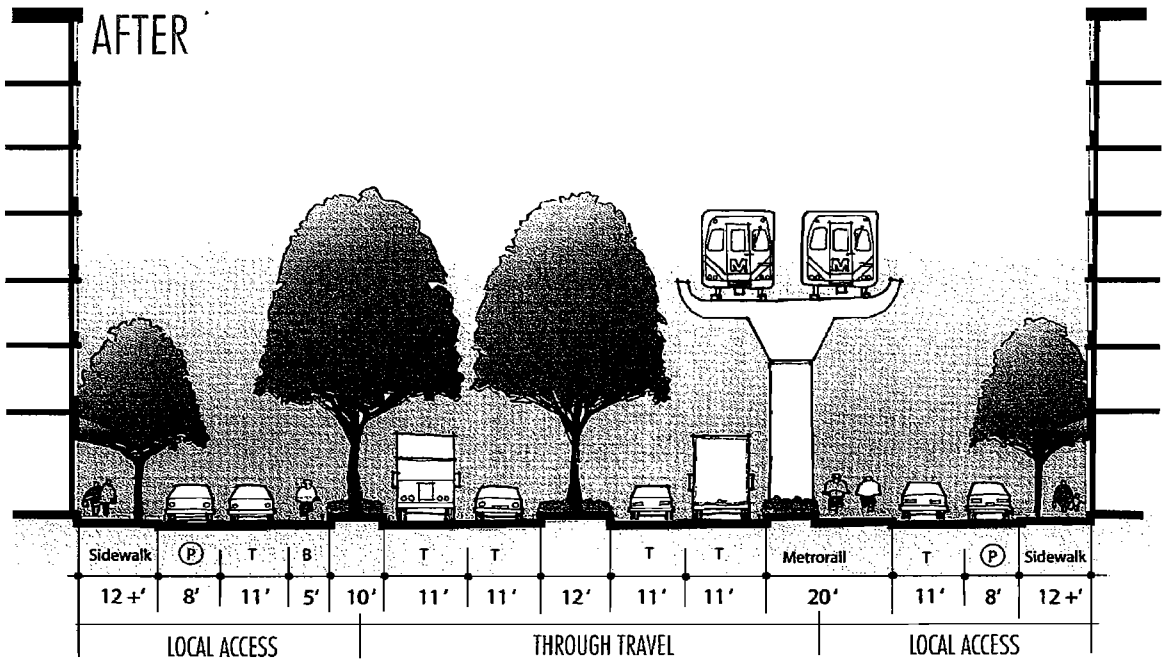




Complete Streets



Designated Bike Lanes



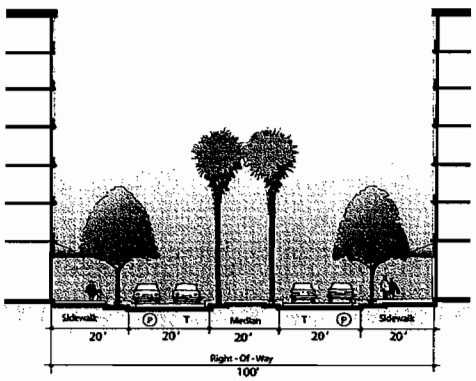
Enhanced Pedestrian Crosswalk

CIRCULATION

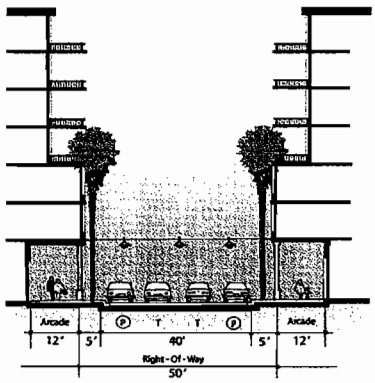
New neighborhood streets are proposed throughout the area to provide enhanced accessibility for local trips. Convenient connections will link parks, open space, and school with the station and other destinations in the area.

Festival streets are a unique type of local street proposed in the lifestyle center. They may function as vehicular streets, but are designed for slow speeds and a high degree of pedestrian use. During special events, these streets can be closed to vehicles and be made available for pedestrians.

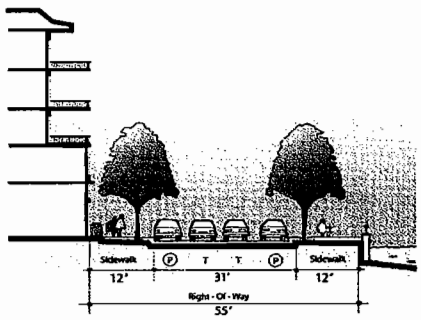
A key component to the improved local street and pathway access is the ability to cross NW 27th Avenue and NW 199th Street, which presently act as barriers to local travel. In addition to the existing signalized intersection at NW 27th Avenue and NW 199th Street, new signals and enhanced pedestrian crosswalks are proposed at several locations to enhance access for all modes.



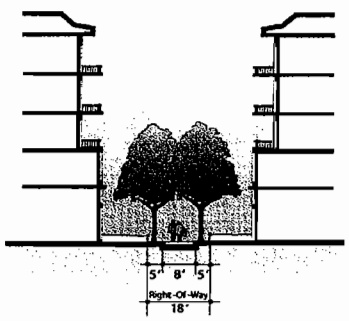
Festival Street with Median



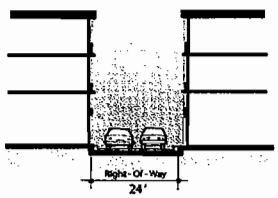
Festival Street with Arcades



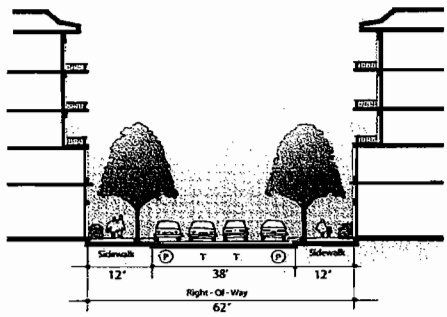
Neighborhood Street Near Canal



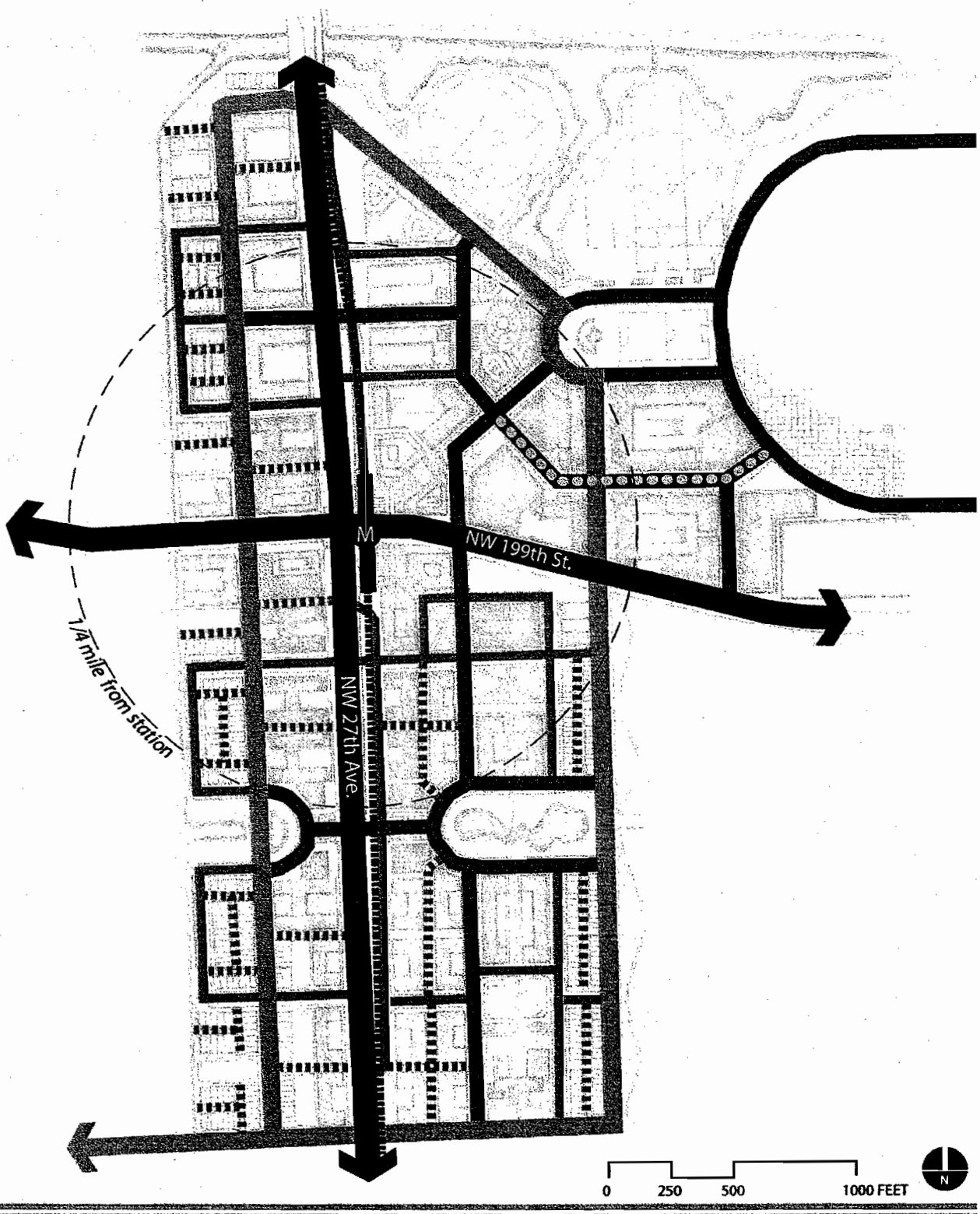
Pedestrian Path



Alley



Neighborhood Street



Circulation - NW 199th Street

M Proposed Metrorail Alignment and Platform

Regional Arterial

Collector

Neighborhood

Alley

Footer

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3

BUILDING DESIGN AND HEIGHT: SHAPING THE BUILT ENVIRONMENT

Consistent with the proposed density and intensity of uses in the station area, building heights are proposed to vary between 5 and 16 floors along NW 27th Avenue and in the "lifestyle" center. Two residential towers, with 17 to 25 floors, are envisioned overlooking the park. These would be towers on parking podiums, which consist of structured parking on the interior of the lower floors with residential units wrapping the exterior. The skyline would feature buildings that generally get taller as they approach the Metrorail station. Several slender, point towers are proposed in several key locations near the station. Residences of 2 to 4 stories would be adjacent to the existing residential neighborhoods.

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



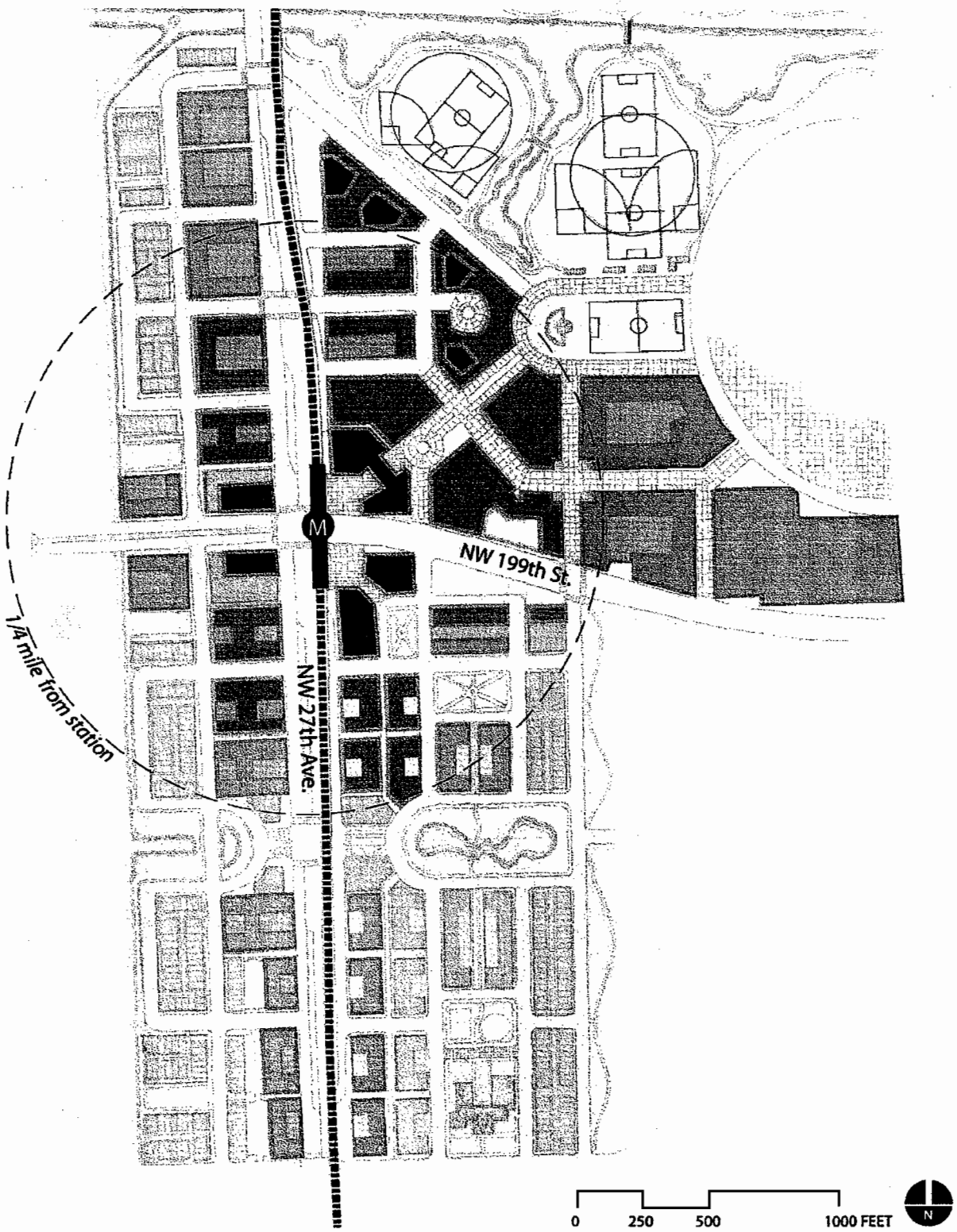
Building Facing Street with Landscape Setback



Sidewalk with Arcade and Active Uses



Tower on Wrapped Parking Podium



Building Heights - NW 199th Street

M Proposed Metrorail Alignment and Platform

17-23 stories

5-7 stories

3

HOUSING TYPES AND LOCATION: ENCOURAGING DIVERSITY

Except for the established residential neighborhood immediately northwest of the NW 27th Avenue/NW 199th Street intersection, the land adjacent to NW 27th Avenue tends to be either vacant or developed with commercial uses. The plan calls for establishing a greater mix of residences along NW 27th Avenue. Medium density, multiple-family residences are generally proposed along NW 27th Avenue and NW 199th Street. In many cases, ground floor retail would be part of the entire development. Lower densities, typically in townhome units, would be located between the multi-family units and the existing neighborhoods, which consist predominantly of detached single-family homes. This transition in building type and density is intended to maintain a compatible relationship with existing low-density residential neighborhoods. The existing residential neighborhood to the northwest will be allowed to redevelop into a higher density area with retail as part of the mix near NW 199th Street. The primary housing types include:

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



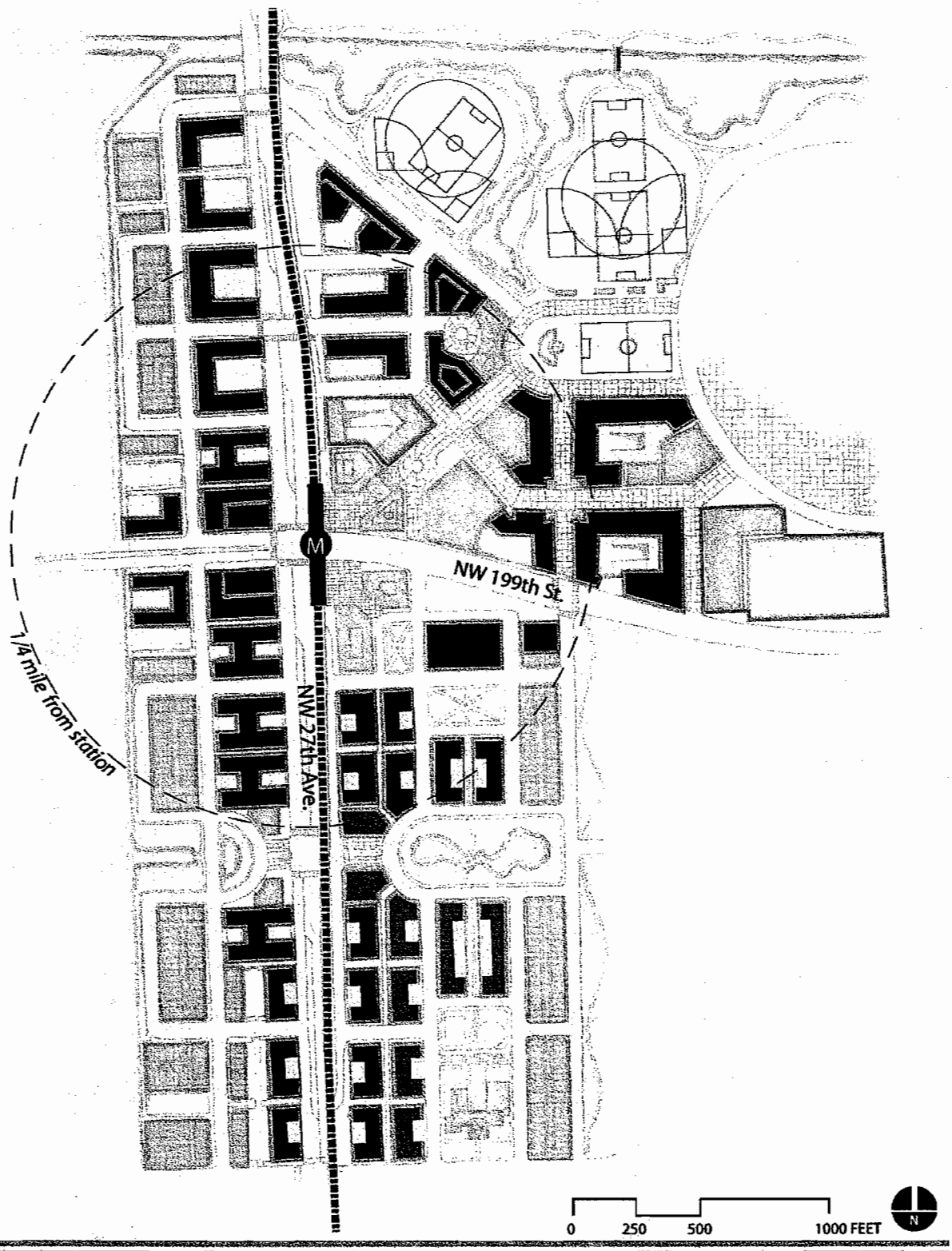
High-Rise Housing



Mid-Rise Housing



Townhouses



Housing Typologies - NW 199th Street

M Proposed Metrorail Alignment and Platform

High-rise Condominiums

Low-rise Apartments, Condominiums and Lofts

Mid-rise Apartments, Condominiums and Lofts

Townhouses

3

OPEN SPACE: GREEN SPACES, PEOPLE PLACES

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

The important park and open space planning actions include:

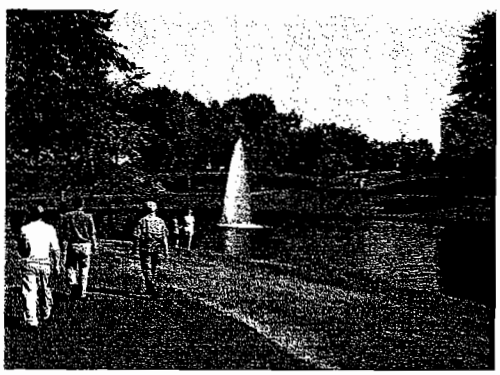
- Clarifying the location, type, and purpose of the park and open spaces desired
- Integrating the parks and open spaces into the community and making them accessible for all residents
- Identifying an implementation program for acquisition, improvements, operations, and financing
- Seizing opportunities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

Specific recommendations include:

Snake Creek Canal. The plan calls for the restoration and enhancement of the Snake Creek Canal by replanting the edge of the waterway with native vegetation and creating small inlets and pools to improve wildlife habitat. This treatment will also improve water quality and help control flooding.

Community Park. Large active areas, including tournament quality athletic fields, should border the canal and provide a major attraction for baseball, football, soccer, and cricket leagues. Active recreation would be an ideal neighbor to the stadium and offers a special branding opportunity for the Dolphins. The enhanced canal and community park also provides a green amenity that will attract residents to the adjacent high-rise development.

Public Spaces and Parks. A linear sequence of pocket parks, public squares, and green paths are proposed through the neighborhood south of NW 199th Street and east of NW 27th Avenue. These parks provide an alternative north-south pedestrian route through the neighborhood, enhancing connectivity.



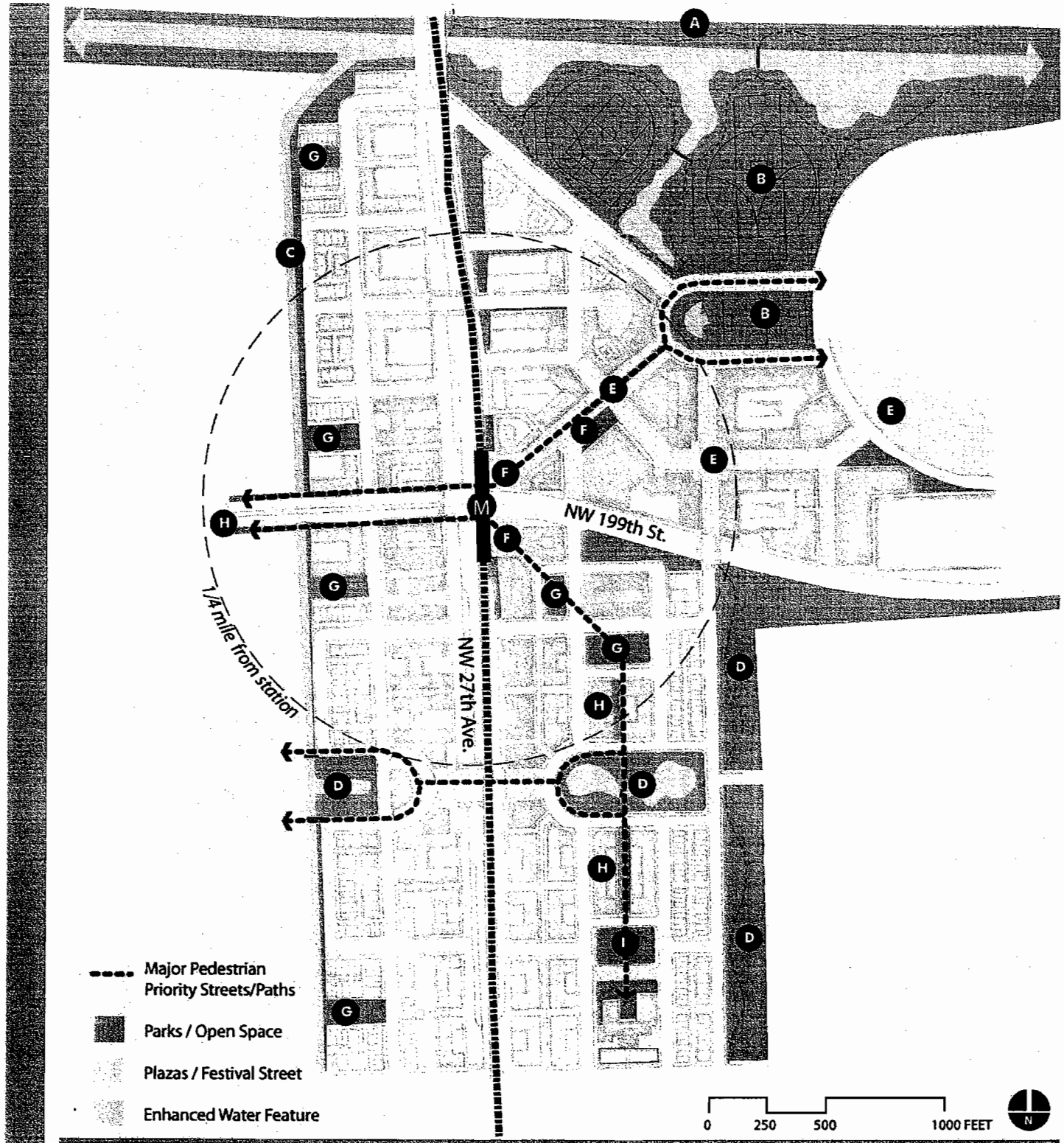
Community Park



Neighborhood Park



Pedestrian Path



Parks / Open Space - NW 199th Street

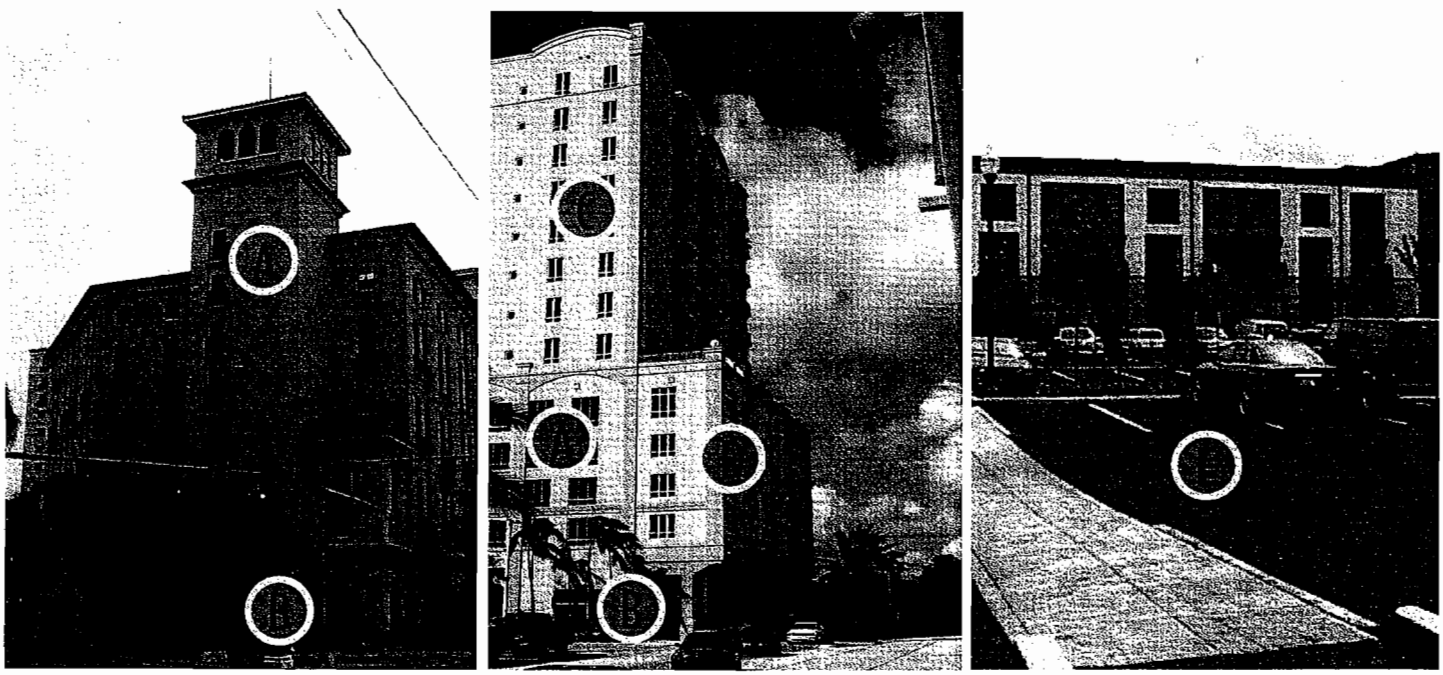
M Proposed Metrorail Alignment and Platform

A Regional Greenway and Trail
B Community Park
C Canal GK Away and Trail
D Neighborhood Park
E Festival Plaza / Street
F Plaza
G Pocket Park / Square
H Pedestrian Park
I School Park

3

PARKING

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



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



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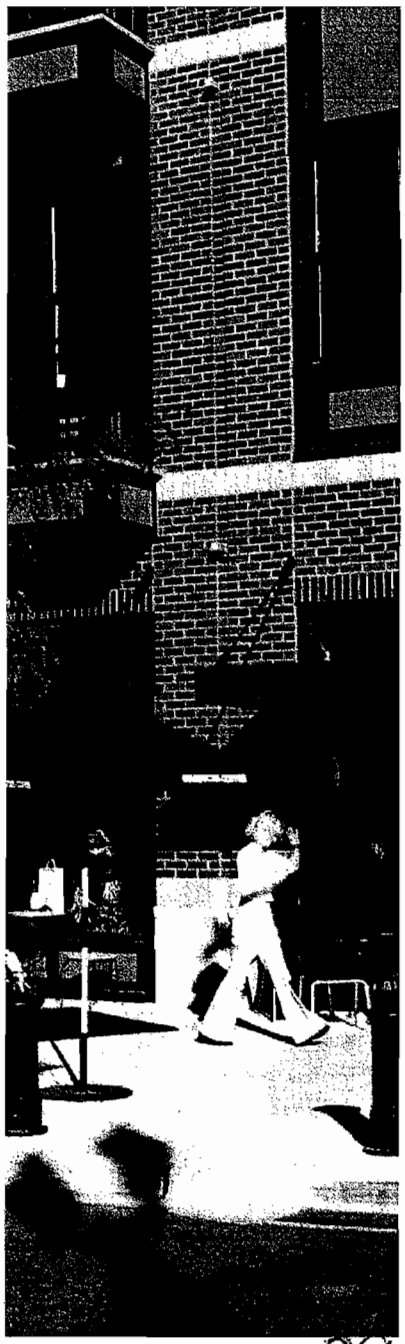
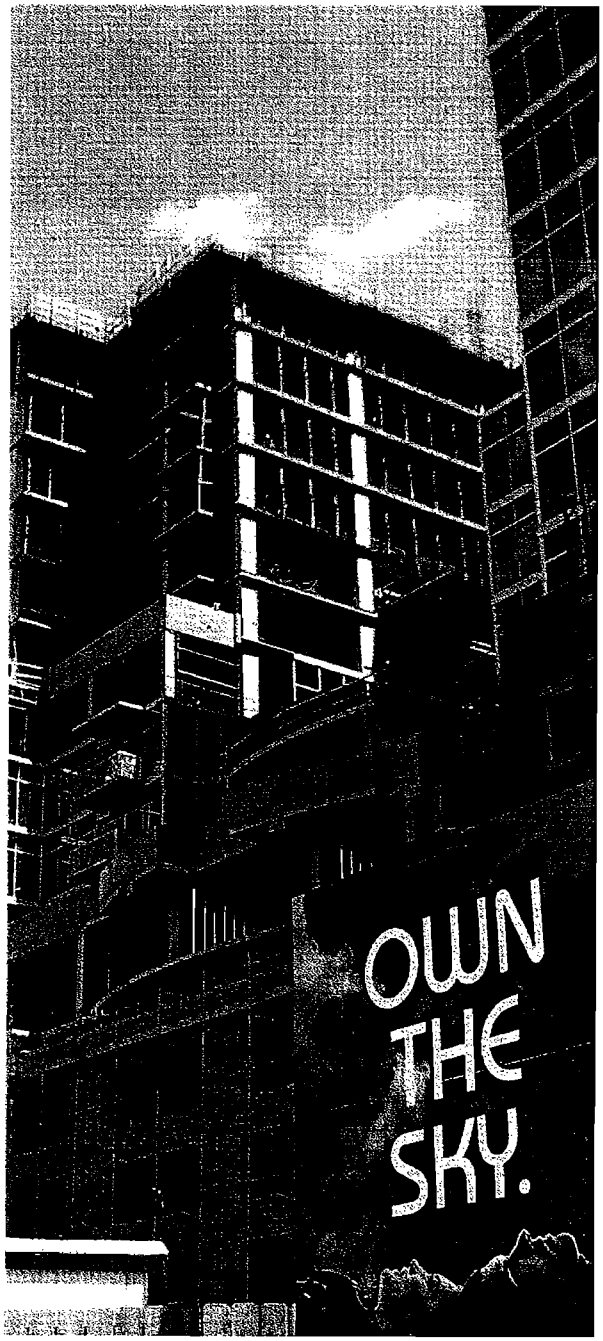
CHAPTER 4

An Implementation Strategy For NW 199th Street









FROM VISION TO REALITY

The NW199th Street station area plan provides a once in a generation opportunity to optimize the coming of Metrorail as a tool to realize the citizens vision as articulated in the charrette and create the most important new center in north Dade County. Implementation of the charrette report is expected to greatly increase ridership on Metrorail and to result in more than one billion dollars of private investment. Successful implementation of the plan will require a strong partnership between the City of Miami Gardens, Miami–Dade County, the Florida Department of Transportation, and the private sector, including the Miami Dolphins organization.

Due to the unique need for stakeholder and interagency collaboration and coordination for the NW 199th Street station, this section focuses on the various actions and responsibilities of the local, state, and regional agencies from planning through design and full build-out. Furthermore, it is important to garner the support from the leaders of both the City of Miami Gardens and Miami-Dade County for a coordinated strategy with the private sector to facilitate and coordinate government actions necessary to realize the development vision for the station areas.

4

AN IMPLEMENTATION STRATEGY FOR THE NW 199TH STREET CHARRETTE REPORT

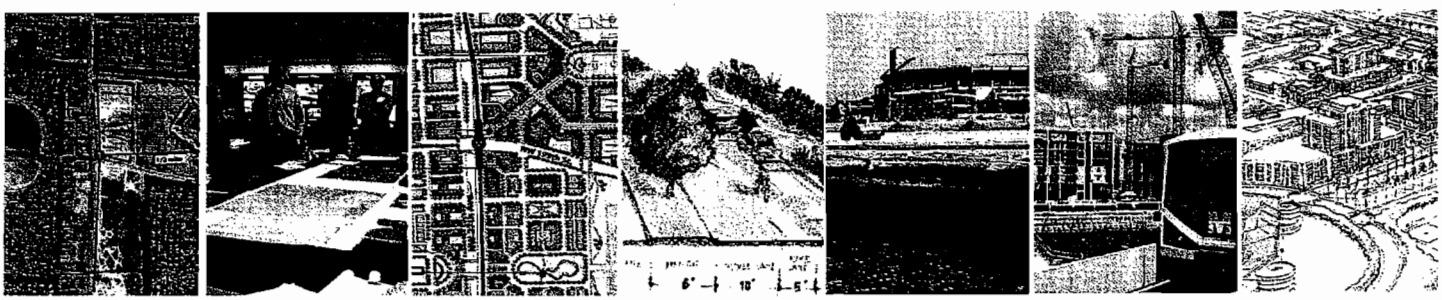
The charrette report anticipates phased implementation of the station plan. The implementation diagram graphically represents the logical sequence of phases over the next 20+ years. Phase one, the near future actions, includes the land immediately adjacent to the station platform and along the mixed-use spine of NW 27th Avenue. These improvements should be timed with the commencement of Metrorail service and the completion of all corridor improvements along NW 27th Avenue. The remaining phases radiate out from the station. Full redevelopment of the Dolphin Stadium site is anticipated over the long-term, 15-20 years.

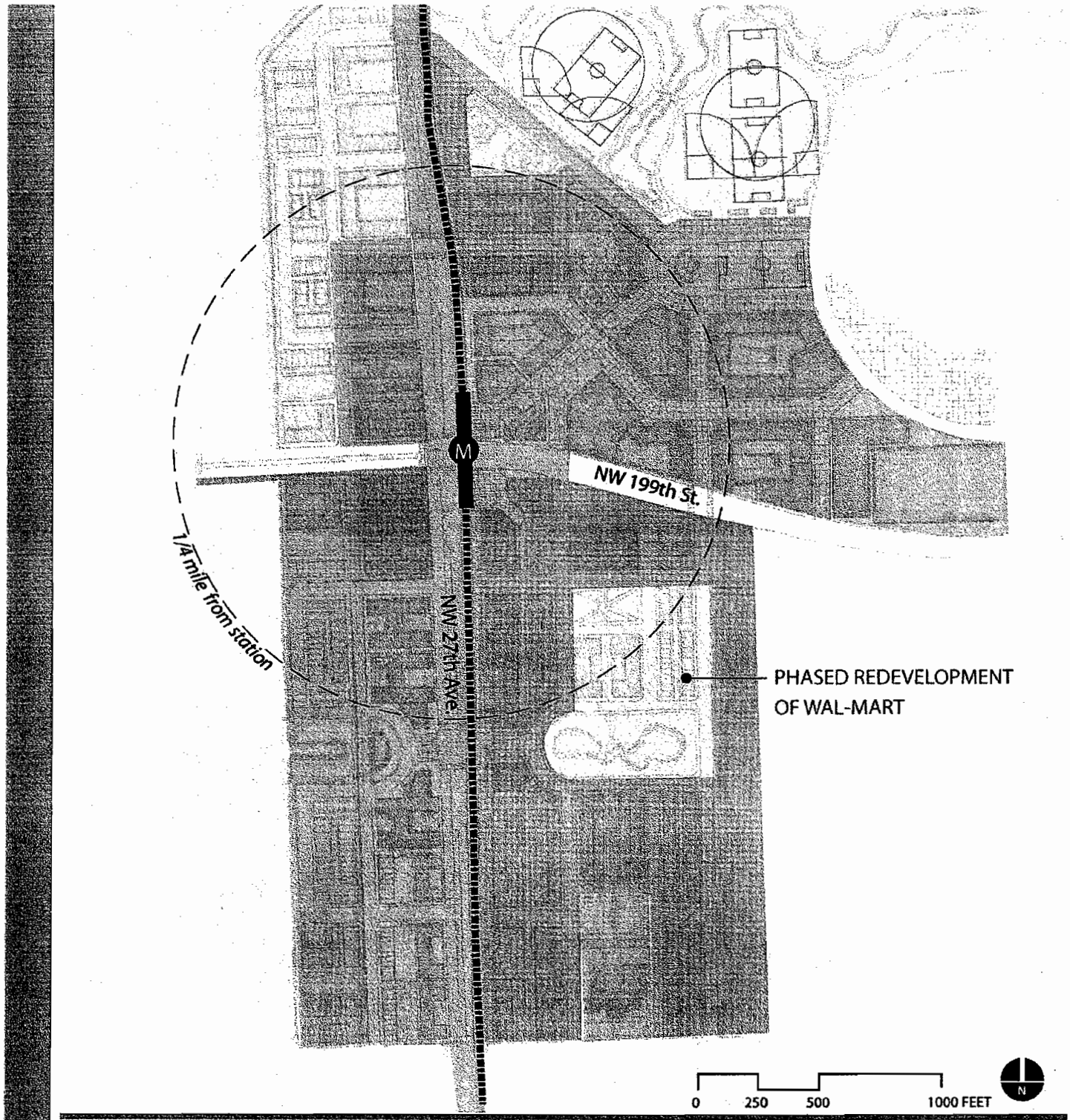
Redeveloping the big box retail sites in the southeast quadrant of the station area into a new transit-oriented neighborhood will not happen overnight. Rather, by working with the current landowners, a phased infill and redevelopment strategy can realize the mixed-use development potential at this station while allowing the existing retail stores to remain viable throughout their life cycle.

During the March 2006 charrette, a phasing plan was developed for the new Wal-Mart Superstore site then under construction. The street grid and block plan accommodates the store's building footprint along with adequate space for a two level parking structure adjacent to the store. Development along the site's perimeter is envisioned to occur in the 10-15 year time frame. At that time, the parking structure would be constructed to mitigate the parking lost to new development. At the end of the store's life cycle (20+ years) the remainder of the site could be redeveloped.

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

- Understanding the Market
- Reconvene TOD Working Group
- Adopt Station Area Zoning
- NW 27th Avenue Improvements
- Financing Infrastructure Improvements
- Select a TOD Master Developer
- Dolphins Stadium Redevelopment
- Greater Station Area Redevelopment





Phasing - NW 199th Street

M Proposed Metrorail Alignment and Platform

Phase 1 (1-10 Years)

Phase 2 (10-15 Years)

Phase 3 (15-20 Years)

Phase 4 (20+ Years)

4

UNDERSTANDING THE MARKET

Assessment

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

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

Based on these factors, and assuming City actions to focus a larger proportion of development around the station areas, the potential development program for the NW 199th Street station through 2030 could include:

- 6,000 new units of various townhouses, lofts, apartments, and condominiums
- 1 million square feet of offices, including mid- and high-rises and office condos
- 1 million square feet of retail, including entertainment, dining, and specialty retail
- 300 hotel rooms

Development Potential

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

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

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

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

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

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

Market Support and Potential Development Programs

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

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

PROJECTED POPULATION AND EMPLOYMENT CHANGE 2000 - 2030

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

DEVELOPMENT PROGRAM

Residential	6,000 units
Office and Institutional	1 million square feet
Retail and entertainment	1 million square feet
Lodging	300 rooms
Parks and Open Space	60 acres

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

4

CONVENE TOD WORKING GROUP

Creating a TOD plan for the NW 199th Street Metrorail station is the starting point for realizing the vision set out by the citizens of Miami Gardens. Experience from successful planning programs in other communities demonstrates that an enhanced partnership between all levels of government and the private sector is a precondition to success – working together to bring about quality development and the meaningful growth of centers around transit.

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

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

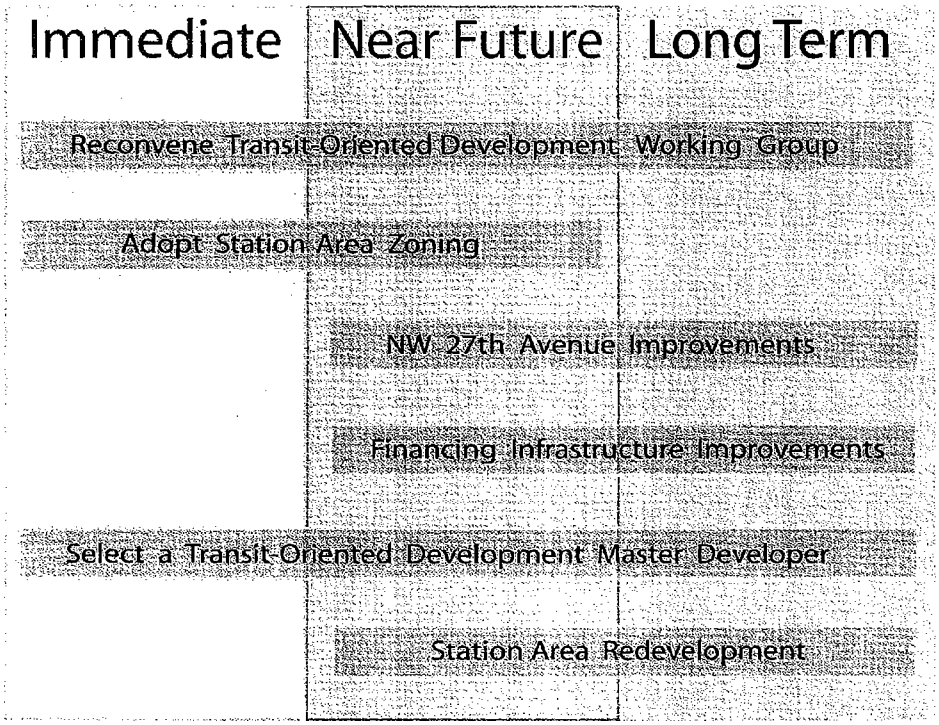
The working group should meet regularly. Additionally, it should be supported by a technical committee made up of jurisdiction and agency staff responsible for the day-to-day project management of the development strategy. Project partners should also consider the formation of a citizen advisory committee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

☐ Immediate Action:
To guide implementation of the NW 199th Street station area plan the City of Miami Gardens and Miami-Dade County should take steps to enter into an inter-governmental agreement defining:

- Their mutual commitment to work together to achieve the station area plans and set the stage for successful private sector investment and to speak with one voice when moving forward on implementation
- A timeline for adoption of the station area plans and supportive policies and zoning.
- A prioritized list of targeted public improvements and infrastructure investments to station areas that will implement the plan and leverage private investment
- The appointment of the TOD Working Group and assignment of dedicated staff to focus efforts on implementation and coordination

IMPLEMENTING CHARRETTE PLANNING CONCEPTS

The responsibility for zoning the land around the station is shared between governmental entities. The Development of Regional Impact status is coordinated by the South Florida Regional Planning Council (SFRPC) and the remainder of the station area falls under the control of the recently incorporated City of Miami Gardens. Acceptance of the NW 199th Street plan will require actions by both Miami Gardens and Miami-Dade County.



Implementation Diagram

Developments of Regional Impact (DRI) are assigned to large-scale projects that impact more than one county, such as the Dolphin Stadium, the new Wal-Mart, and the proposed Home Depot. Due to the fact that much of the development proposed by this TOD strategy at the NW 199th Street station area takes place on land that falls under DRI regulations, the lead agency will need to continue conversation with all three land owners to discuss how the TOD in this plan could be used to leverage benefits for all parties involved, and thereafter work together to propose modifications to the DRI as necessary (in particular, determine how transit could allow for an increased number of trips without raising the cap due to its mode split benefits) to reflect such benefit. The City and county need to work as one with regard to the DRI to ensure that future changes are consistent with the charrette results.

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

☐ Near Future Actions:
The Miami-Dade Department of Planning and Zoning has already begun drafting the Metropolitan Urban Center designation and zoning for the NW 199th Street Station area. The zoning code amendment will be shaped by the charrette report and its recommendations. Soon after acceptance of the charrette report, the City and county should adopt the zoning code in order to shape land use and new development in a way that is consistent with the vision for the NW 199th Street station. However, all stakeholders interviewed stressed the need for flexibility in any such code to allow for long-term implementation and a changing market and demographics.

4

NW 27TH AVENUE IMPROVEMENTS

Two major transportation investments are assumed as part of the NW 199th Street station area plan:

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

These complementary transportation investments help to "set the table" for a fundamental transformation of land uses. A number of significant transportation impacts will occur as a result of the proposed TOD strategy. These impacts include increased traffic volume, and in particular, the conflict of increased traffic volume with stadium traffic on game days and reconfigured street treatment and cross-sections. The changes will be most dramatic on NW 27th Avenue, which is proposed for significant rebuilding.

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

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

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

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

To help mitigate the impacts of major events at Dolphin Stadium, partnerships should be forged between Miami-Dade County, Broward County, and Miami-Dade Transit to provide more alternative options for people to use Metrorail.

FINANCING INFRASTRUCTURE IMPROVEMENTS

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

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

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

SELECT A TOD MASTER DEVELOPER

Miami-Dade Transit is embarking on a "master developer" model for joint development along the entire North Corridor, including the NW 199th Street station. As applied to transit-oriented development, the master developer model is an approach where one development team undertakes development at multiple sites spread out among several transit stations. The transit agency bundles several publicly-owned sites together and offers them to a master developer who can also assemble adjacent parcels from private owners to create a critical mass of developable land at each station.

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

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

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

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

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

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

The master developer will ideally have the following attributes:

- **Commitment to Policy Goals** – The lead entity will need to meet all of the policy goals inherent within each of the stakeholder agencies, as well as the community and the region. The master developer will need to make a long-term commitment to the project even when market cycles turned downward, corporate ownership structures change, or there are limited early-stage financial returns.

- **Expertise to Lead the Project from TOD Plan to Fruition** – This is perhaps the most difficult attribute to achieve in one option. The charrette report contains a mix of land uses, and the need to balance public and private interests, on a relatively large scale, requiring a comprehensive set of skills and experience.

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

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

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

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

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

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

DOLPHIN STADIUM REDEVELOPMENT

One of the most significant determining factors in the implementation of the charrette report vision for the NW 199th Street station is the redevelopment of the western portion of the Dolphin Stadium site. Of course, no one party has as much impact on this element as the Dolphins organization itself. It is imperative that it supports the charrette report and the redevelopment of their property in a way that is consistent with the station area plan.

The public sector organizations and jurisdictions have two primary incentives to encourage support from the Dolphins organization. First, investment in the Metrorail extension and a station that serves the stadium is itself a strong enticement to a positive relationship with the Dolphins organization. Second, other public improvements can leverage appropriate private development. Improvements which will require some public funding support include:

- Structured parking
- NW 27th Avenue and NW 199th Street improvements
- The "festival streets" through the lifestyle center development
- The parks and open space planned for the northern section of the property

☐ Immediate Actions:
Steps should be taken immediately to communicate with the Dolphins organization on the charrette report and the station plan for NW 199th Street. This communication should come from the highest level of county leadership and include a menu of public improvements that can be offered to leverage development on the Dolphin Stadium site, which is consistent with the charrette report. A true public/private partnership should support this redevelopment.

☐ Near Future Actions:
Once all parties are supportive of the station plan, the TOD Working Group will need to work with the Dolphins organization on a finance plan for the redevelopment of the stadium site that includes public and private financing. The City of Miami Gardens, Miami-Dade County and MDT are responsible for securing the final funding and coordinating developer agreements and determining the appropriate approach, whether by individual site or through use of a master developer.

☐ Long-Term Actions:
Redevelopment of the stadium property will be phased over the long-term. According to the charrette report, the elements of the redevelopment includes a lifestyle center, mid- and high-rise residential buildings, and ample parks and open space. In particular, the residential element and the parkland will be phased in over the long term. As with all elements of the redevelopment, they will require a partnership. Construction and maintenance of the parkland will require a high level of public support.

GREATER STATION AREA REDEVELOPMENT

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

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

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

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

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

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

Economic Development Opportunities

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

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

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

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

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

The Public Sector's Role

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

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

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

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

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

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

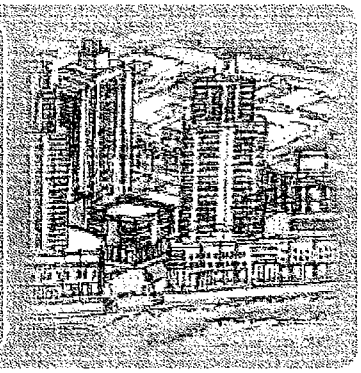
It is envisioned that the City of Miami Gardens will not use its power of eminent domain, except in extraordinary situations where its potential use in a limited manner is necessary for the overall success of TOD in the NW 27th Avenue corridor.

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

APPENDIX A

199TH STREET NEWSLETTER

The NW 199th Street Metrorail Station Area can become the most dynamic new place in Miami-Dade County.



Transformation in the Community

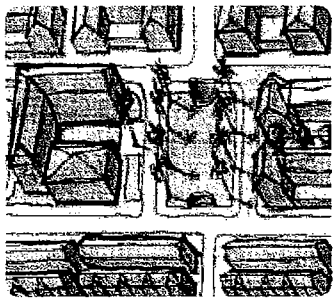
A new Metrorail extension is coming to the NW 27th Avenue corridor that will help citizens move around the region and will shape future development patterns around new stations. Miami-Dade Transit in collaboration with the City of Miami Gardens are in the process of planning the North Corridor extension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

This newsletter summarizes the community visioning process, called a "charrette," that was held in mid-March 2006 to plan the new NW 199th Street station area.





MIAMI GARDENS NW199th STREET STATION AREA CHARRETTE



A Citizen-Driven Design

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

To capture their vision, the design team held an intense 5-day planning charrette to listen to the public's hopes and ideas about a future Metrorail station at NW 27th Avenue and NW 199th Street.

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

Ultimately, the citizen-driven design process resulted in a consensus-based vision for the future of their community that leverages the Metrorail investment to help achieve a more urban and walkable community around the station.

Creating Value and Opportunity Every Day

The ambitious vision for the NW 199th Street station area is to build on the area's role as a regional center for sports and entertainment and to create the most important and dynamic new place in Miami-Dade County away from the water.

To do this, the vision should incorporate the development plans of the Dolphins. Their long-term plan is to create a more urban environment by building structured parking lots and converting their existing surface lots into residential and commercial development. This will bring in money to Miami Gardens on a daily basis rather than just the event days at Dolphin Stadium.

The citizens participating in the charrette also envisioned a future station community that is more pedestrian friendly with quality design, safer walking and bicycling routes, and more parks and natural areas.

Balancing the built environment with the abundant water features in the area was another dominant theme from the charrette. The station area is bounded by the Snake Creek Canal one-half mile to the north and a feeder canal to the west.





A Dynamic Center for Miami Gardens

Based on the ideas and hopes expressed by the public, the design team drafted a station area plan to achieve their vision and also incorporates the development plans at Dolphin Stadium.

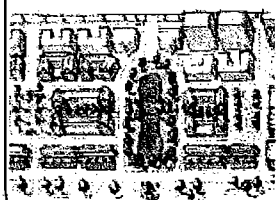
The most dramatic element of the plan is the transformation of the stadium's surface parking lots into three zones: a mixed-use "lifestyle" center with shops, restaurants and condos along NW 199th Street, high-rise residential buildings on the northwest corner of the site, and a new regional park along Snake Creek Canal.

The streets leading from the station to the stadium will travel through the lifestyle center and be designed to act as festival streets and be closed to auto traffic on event days.

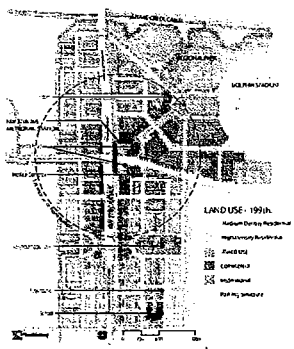
In the plan, Snake Creek Canal is naturalized by restoring the canal bank to a more meandering path and planting native grasses and vegetation. The adjacent regional park has an athletics focus with ball fields and recreation paths. In total, the station area plan includes 60 acres of new parks and a new elementary school.

Pedestrian improvements include plazas around the stations and an east-west pathway south of the station that creates a safer crossing of NW 27th Avenue.

Mixed-use buildings front major streets and building heights range from 2-4 stories in areas that border existing neighborhoods, 5-10 stories along NW 27th Avenue, and up to 25-stories adjacent to the station and on the northwest corner of the stadium site.



A new school and parks: *A residential neighborhood with a network of parks is proposed for east of NW 27th Avenue.*



A Metropolitan center at NW 199th Street: *The Plan envisions parks, a school, a variety of housing and a vital retail center with a hotel, office, and residential towers at the station.*

Residential	5,000 units
Offices and Institutional	1 million sq ft
Retail and Entertainment	1 million sq ft
Lodging	300 rooms

A special note of thanks to the City of Miami-Gardens and the scores of community members who generously gave their time to point on exciting vision for the future of the NW 199th Street station area.

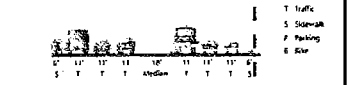
PlaceMaking

Taming NW 27th Avenue

Improving NW 27th Avenue is a common element of all of the North Corridor stations, including NW 199th Street. Working with local residents, the team developed a design concept that would change the character of the corridor to an urban boulevard with safety improvements, street trees, wider sidewalks, bike lanes and new signalized intersections – all integrated with Metrorail. However, this concept is a proposal and does not reflect current plans or funding commitments.

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

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



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



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

Making the Plan Real

Achieving the community vision will require significant public leadership and intergovernmental cooperation between Miami-Dade Transit, the Florida Department of Transportation (FDOT), the City of Miami Gardens, Miami-Dade County and private sector partners such as the owners of Dolphin Stadium.

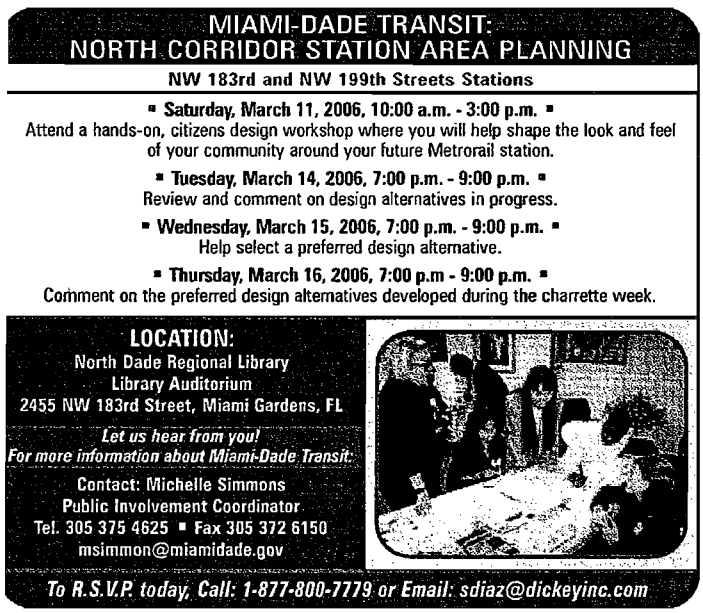
Miami Gardens and Miami-Dade County will need to adopt new station area zoning that is consistent with the community vision. One key element will be the effort to naturalize Snake Creek Canal and build the region park in partnership with Dolphin Stadium. The Dolphins' must also commit to the station area plan and convert their surface parking lots to parking structures in order to free the land for redevelopment.

FDOT and Miami-Dade Transit will need to collaborate on transit and streetscape improvements that are consistent with the plan and implemented concurrently to minimize construction impacts and ensure that the NW 27th Avenue improvements are in place when North Corridor service begins.

APPENDIX B

199TH STREET CHARRETTE POSTCARD





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APPENDIX C

NOPC APPLICATION TRAFFIC STUDY

NOPC Application Traffic Study

Dolphin Center North DRI

March 2006

Prepared for:
South Florida Stadium Corporation
County Line South Properties, Ltd.
Dolphin Center Properties

Cathy Sweetapple & Associates
Transportation and Mobility Planning

101 North Gordon Road, Fort Lauderdale, Florida 33301
954-463-8878 office 954-525-4303 fax Email: csweet@bellsouth.net

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Dolphin Center DRI
(n/k/a Dolphin Center North DRI)
NOPC Application Traffic Study

I. Introduction and Overview

This Traffic Study has been prepared to support the DRI development program changes proposed for the Dolphin Center DRI (now known as the Dolphin Center North DRI). An NOPC Application has been prepared to evaluate the changes to the approved DRI land uses, and to demonstrate that the proposed changes do not generate traffic impacts which exceed those trips already approved for the DRI. This NOPC Application evaluates a bifurcation of the original Dolphin Center DRI, creating the Dolphin Center North DRI which consists of the existing approvals granted for the DRI lands known as Dolphin Center East I, Dolphin Center East II, Dolphin Center West and the Stadium Site. The lands known as Dolphin Center South are currently part of a pending NOPC Application being processed separately by Miami-Dade County.

The proposed development program and trip generation changes for the DRI as a whole, and then for the north and south portions of the DRI, are explained in detail in this Traffic Study. Two alternative development program scenarios are proposed for the lands now known as Dolphin Center North:

- Alternative Development Program A reflects the current approvals granted by the underlying DRI.
- Alternative Development Program B reflects the introduction of residential uses, and the corresponding simultaneous decrease to office, hotel and fitness center uses to accommodate the residential use.

An updated Traffic Concurrency Analysis is provided to document that the proposed changes do not result in additional regional impacts and that the proposed development program continues to meet the concurrency provisions of the adopted comprehensive plan. This Traffic Study has also been formatted to evaluate regional impacts pursuant to DRI standards for a DRI time extension for the Dolphin Center North DRI only, to extend the DRI buildout date to October 11, 2014. The current DRI build out date is October 11, 2007, however the existing DRI development order already allows up to a five year time extension to October 11, 2012. Pursuant to Chapter 380.06(19), F.S., a proposed time extension of less than seven years is presumed not to be a substantial deviation. The analyses provided herein demonstrate that no additional regional impacts have been found to exist through the year 2014 resulting from the proposed changes to the DRI development program, and the proposed time extension to 2014. Acceptable levels of service are maintained through the proposed build out year 2014 for those roadway segments carrying significant project traffic from the Dolphin Center North.

II. Background and DRI Status

Project Location and Approved Development Program

The lands identified herein as Dolphin Center North are located within the approved Dolphin Center DRI which is located in north-central Miami-Dade County, and is bounded on the north by the Snake Creek Canal, on the east by Florida's Turnpike and on the west by Northwest 27th Avenue (see **Figure 1**). The DRI lands are located on both the north and south sides of Northwest 199th Street, and to the south, the DRI boundary meanders around a dedicated preservation area, a public park, and a landscaped buffer area. Dolphin Center is an approved mixed-use DRI consisting of an existing attraction/recreation facility (Dolphin Stadium) and approved commercial, office, trademart, fitness center and hotel land uses located on four development parcels surrounding Dolphin Stadium (see **Figure 2**). The underlying approved DRI Master Plan (Revised Figure 1 to the Development Order, a.k.a. Map H, last revised on December 2, 1996) is attached as **Figure 3** and depicts the development parcel locations, the approved scale of development and the DRI boundaries. Pending changes to the DRI Master Plan for Dolphin Center South only are reflected in **Figure 4**. Proposed changes for the Dolphin Center North DRI is presented in a new Map H as reflected in **Figure 5**.



Legend

Dolphin Center South

Dolphin Center North DRI Boundary

Figure 1
Aerial Location Map
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates



Legend

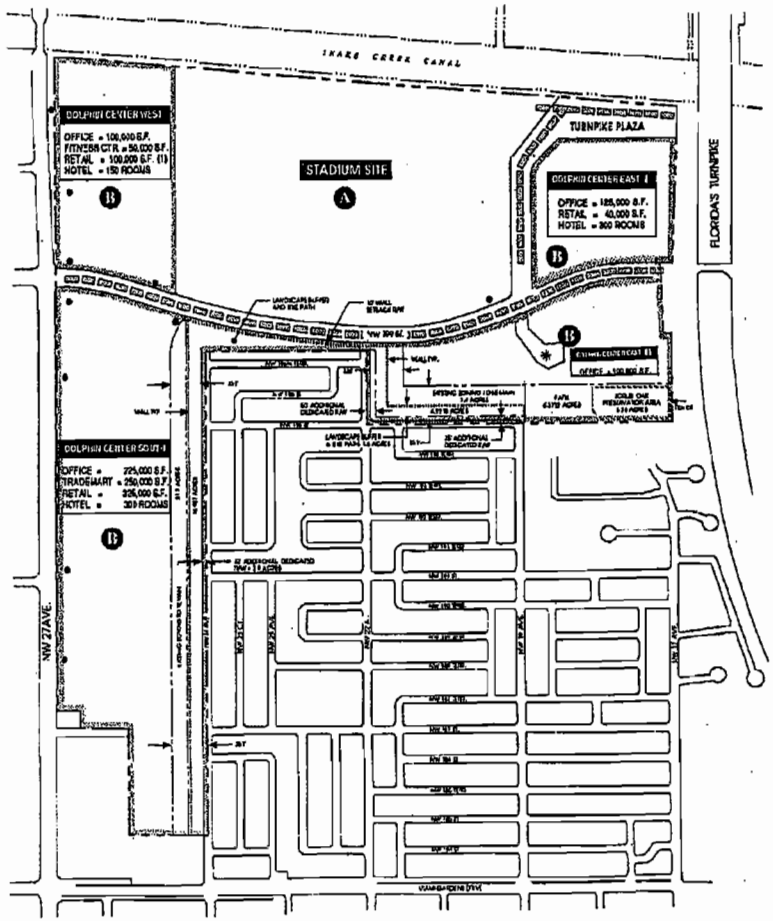
Dolphin Center South

Dolphin Center North DRI Boundary

Figure 2
Parcels within the DRI Boundaries
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Revised Figure 1



DOLPHIN CENTER LAND USE TABULATION

USE	EAST	WEST	SOUTH	TOTAL
RETAIL	40,000	100,000(1)	225,000	465,000 S.F.
TRADEMART	-	-	250,000	250,000 S.F.
OFFICE	225,000	100,000	225,000	550,000 S.F.
HOTEL	300	150	300	750 ROOMS
FITNESS CENTER	-	50,000	-	50,000 S.F.
STADIUM	-	-	-	157.0 AC.
EXISTING ZONING TO REMAIN	7.4	-	21.7	29.1 AC.
LANDSCAPE BUFFER AND BIKE PATH	4.9216	-	16.637	21.6586 AC.
PARK	4.32222	-	-	4.32222 AC.
SCRUB OAK PRESERVE	6.28	-	-	6.28 AC.
ARCHAEOLOGICAL MODEN	2.44	-	-	2.44 AC.

● Proposed bus stop locations. See mass transit sections for bus turnout lane details

✱ PRESENT ARCHAEOLOGICAL SITE

NOTES:

CONSISTENT WITH LOCAL ZONING, PORTIONS OF THIS PROPERTY ARE NOW PLATTED AS DOLPHIN CENTER - STADIUM SITE (PLAT BOOK 129, PAGE 91 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA).

APPROXIMATELY 5,500-6,000 (NOT TO EXCEED 6,600) TEMPORARY UNPAVED PARKING SPACES MAY BE PROVIDED WITHIN DOLPHIN CENTER WEST AND DOLPHIN CENTER EAST I AND 3,000 TEMPORARY UNPAVED PARKING SPACES MAY BE PROVIDED IN DOLPHIN CENTER SOUTH FOR A PERIOD OF UP TO FIVE YEARS.

AN ADDITIONAL 3,400 PAVED PARKING SPACES MAY BE PROVIDED IN DOLPHIN CENTER EAST II.

APPROPRIATE ZONING MUST BE IN PLACE WITHIN EACH DOLPHIN CENTER DRI DEVELOPMENT AREA PRIOR TO SITE REDEVELOPMENT.

REFER TO CONDITION 37 OF THE DOLPHIN CENTER DEVELOPMENT ORDER REGARDING THE PROPOSED SITE ACCESS. THE LOCATION AND DESIGN OF ALL PROJECT INGRESS AND EGRESS MUST ADHERE TO THE MINIMUM STANDARDS FOR DESIGN OF CONSTRUCTION OF STREETS AND HIGHWAYS AS APPROVED BY THE STATE OF FLORIDA, SUBJECT TO DADE COUNTY APPROVAL.

(1) UP TO 50,000 SQUARE FEET OF RETAIL SPACE MAY BE RELOCATED FROM DOLPHIN CENTER WEST OR DOLPHIN CENTER EAST I TO THE STADIUM SITE.

N

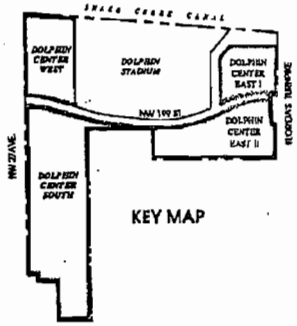
800 0 800

Graphic Scale: 1" = 800'

Dolphin Center

DADE COUNTY, FLORIDA

PROPOSED LAND USE AND PHASING MAP



KEITH and SCHNARS, P.A.
ENGINEERS · PLANNERS · SURVEYORS

REVISION: SEPT. 19, 1986 • SEPT. 26, 1985 • SEPT 27, 1985
DEC. 21, 1989 • JAN. 2, 1990 • JUL. 1, 1991
DEC. 23, 1991 • JUNE 26, 1992 • SEPT. 21, 1992

DATE: DEC. 10, 1992
DRAWN BY: A.B.A.

MAP: DEC. 2, 1992 H JUNE 15, 1993 AUG. 6, 1993 NOV. 30, 1993 OCT. 6, 1994

Figure 3
Approved DRI Master Plan
Dolphin Center DRI
March 2006

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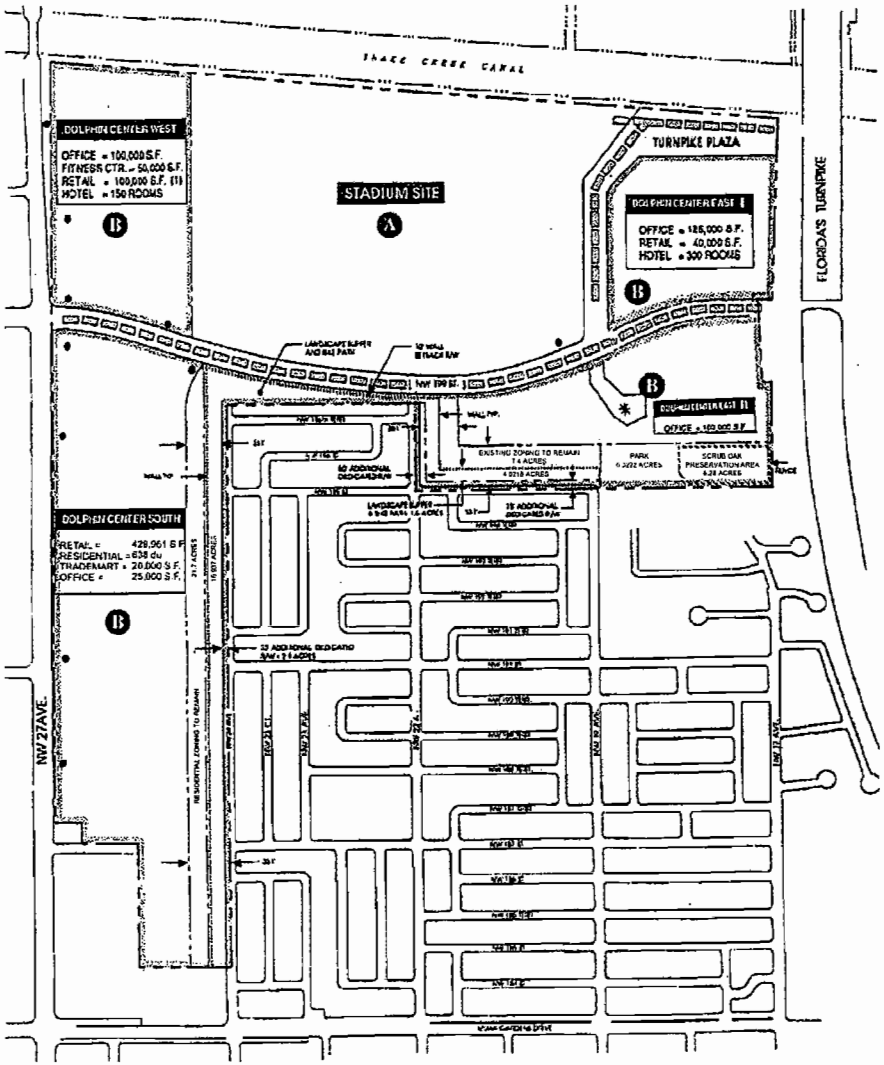


DOLPHIN CENTER LAND USE TABULATION				
USE	**EAST**	**WEST**	**SOUTH**	**TOTAL**
Phase A - Stadium	-	-	-	157.5 acres
Phase B Lands				
Retail	40000 SF	100,000 SF	429,951 SF	569,961 SF
Trademart	-	-	20,000 SF	20,000 SF
Office	225,000 SF	100,000 SF	25,000 SF	350,000 SF
Hotel	300 rooms	150 rooms	-	450 rooms
Fitness Center	-	50,000 SF	-	50,000 SF
Residential	-	-	638 DU	638 DU
Buffers, Parks and Preserves:	25.364 acres	-	38.637 acres	64.001 acres
Residential Zoning to Remain	7.4 acres	-	21.7 acres	29.1 acres
Landscape Buffer and Bike Path	4.9218 acres	-	16.937 acres	21.8588 acres
Park	4.3222 acres	-	-	4.3222 acres
Scrub Oak Preserve	6.28 acres	-	-	6.28 acres
Archaeological Midden	2.44 acres	-	-	2.44 acres

● Proposed bus stop locations. See mass transit sections for bus turnout lane details.
* Present Archaeological Site.

Notes:
Consistent with local zoning, portions of the property are now platted as Dolphin Center Stadium Site (Plat Book 129, Page 91 of the Public Records of Miami-Dade County, Florida).

Approximately 5,500-6,000 (not to exceed 6,600) temporary unpaved parking spaces may be provided within Dolphin Center West and Dolphin Center East I and 3,000 temporary unpaved parking spaces may be provided in Dolphin Center South for a period of up to five years.

An additional 3,500 paved parking spaces may be provided in Dolphin Center East II.

Appropriate zoning must be in place within each Dolphin Center DRI development area prior to site redevelopment.

Refer to Condition 17 of the Dolphin Center Development Order regarding the proposed site access. The location and design of all project ingress and egress must adhere to the Minimum Standards for Design and Construction of Streets and Highways as approved by the State of Florida, subject to Miami-Dade County approval.

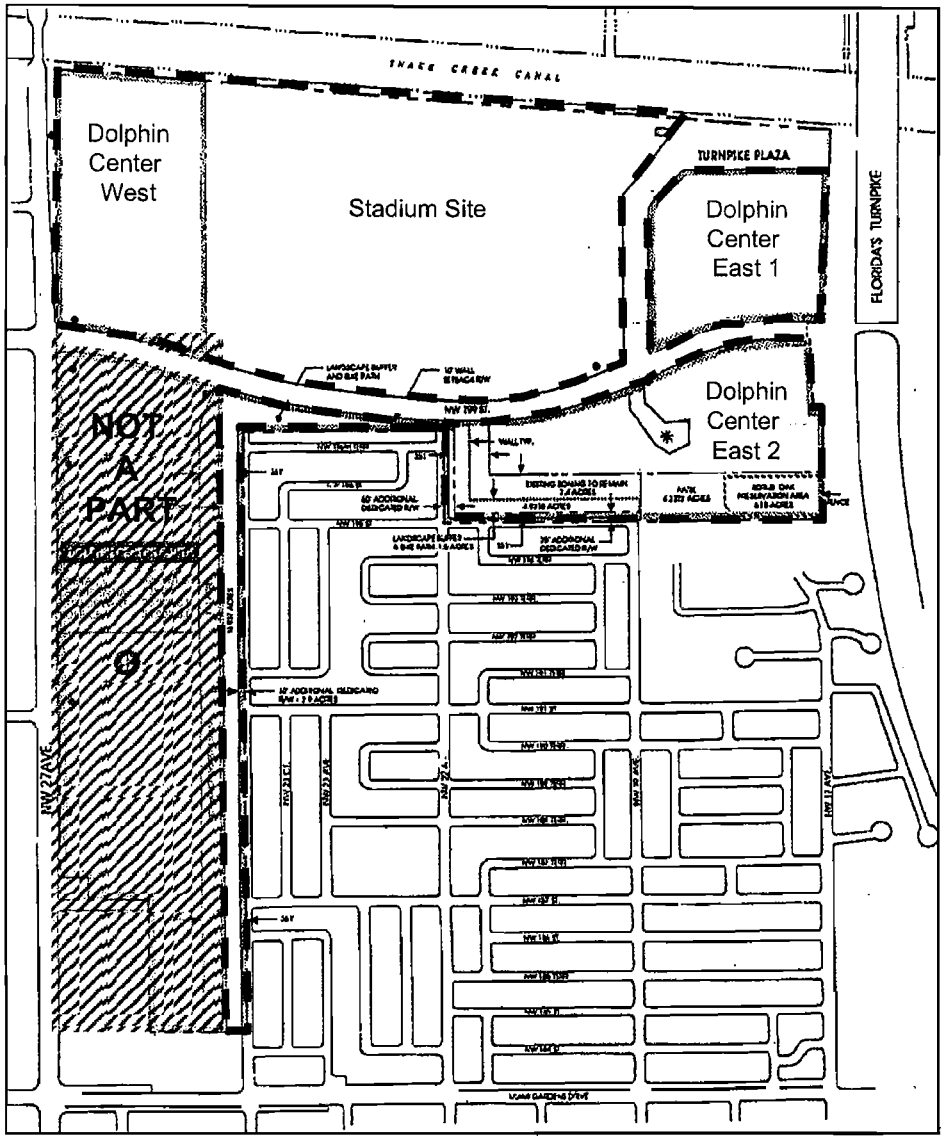
(1) Up to 50,000 square feet of retail space may be relocated from Dolphin Center West or Dolphin Center East I to the Stadium Site.

Revisions: Sept. 19, 1985, Sept. 26, 1985, Sept. 27, 1965, Dec. 21, 1969, Jan. 2, 1990, Jul. 1, 1991, Dec. 23, 1991, Jun. 26, 1992, Sept. 1, 1992, Dec. 10, 1992, Jun. 15, 1993, Aug. 6, 1993, Nov. 30, 1993, Oct. 6, 1994, Dec. 2, 1996, Aug. 15, 2005.

Revised Figure 1 - Map H - Proposed Land Use and Phasing Map
Dolphin Center DRI
August 2005

Figure 4
Proposed DRI Master Plan from the August 2005 NOPC Application Pending Approval by Miami-Dade County

Source: The Curtis Group and Cathy Sweetapple & Associates



DOLPHIN CENTER NORTH LAND USE TABULATION		
	Alternative A	Alternative B
USE	SCALE	SCALE
Attraction Seats	74,916 seats	74,916 seats
Retail	140,000 SF	140,000 SF
Office	325,000 SF	170,000 SF
Hotel	450 rooms	150 rooms
Fitness Center	50,000 SF	0 SF
Residential	0 DU	1,000 DU
Buffers, Parks and Preserves:	25.364 acres	25.364 acres
Residential Zoning to Remain	7.4 acres	7.4 acres
Landscape Buffer and Bike Path	21.8588 acres	21.8588 acres
Park	4.3222 acres	4.3222 acres
Scrub Oak Preserve	6.28 acres	6.28 acres
Archaeological Midden	2.44 acres	2.44 acres

The specific locations of bus pullout bays will be finalized in conjunction with Miami-Dade Transit at the time of site plan development.

* Present Archaeological Site.

Notes:
Consistent with local zoning, portions of the property are now platted as Dolphin Center Stadium Site (Plat Book 129, Page 91 of the Public Records of Miami-Dade County, Florida).

Approximately 5,500-6,000 (not to exceed 6,600) temporary unpaved parking spaces may be provided within Dolphin Center West and Dolphin Center East I.

An additional 3,500 paved parking spaces may be provided in Dolphin Center East II.

Refer to Condition 17 of the Dolphin Center Development Order regarding the proposed site access. The location and design of all project ingress and egress must adhere to the Minimum Standards for Design and Construction of Streets and Highways as approved by the State of Florida, subject to Miami-Dade County approval.

Subject to appropriate zoning approvals: (1) Alternative uses may be relocated from Dolphin Center West or Dolphin Center East 1 between each other and to the Stadium site. (2) Dolphin Center East 2 is limited to up to 100,000 sf of office use. However, all use within Dolphin Center East 2 may be relocated to Dolphin Center East 1, Dolphin Center West and the Stadium site. Attraction seats may only be located on the Stadium site.

N

Revisions: Sept. 19, 1985, Sept. 26, 1985, Sept. 27, 1985, Dec. 21, 1989, Jan. 2, 1990, Jul. 1, 1991, Dec. 23, 1991, Jun. 26, 1992, Sept. 1, 1992, Dec. 10, 1992, Jun. 15, 1993, Aug. 6, 1993, Nov. 30, 1993, Oct. 6, 1994, Dec. 2, 1996, Aug. 15, 2005, Mar. 20, 2006

Figure 5 - Proposed DRI Master Plan – Dolphin Center North

Figure 1 - Map H - Proposed Land Use Map
Dolphin Center North DRI
March 2006

Source: The Curtis Group and Cathy Sweetapple & Associates

DRI Amendment History

Dolphin Center was approved in 1985 pursuant to Miami-Dade County Resolution No. Z-210-85. It was amended five times between 1986 and 1990 to make adjustments to roadway improvement conditions pursuant to coordination with FDOT and Miami-Dade County during the construction of roadway improvement obligations. An updated regional impact evaluation for the development permitted within the lands around the stadium was completely re-analyzed in 1992 as an Amended ADA, which resulted in new and updated development order conditions to address transportation related impacts as documented in Resolution Z-40-93. Additional DRI analysis and Development Order modifications were made in 1995 to accommodate professional baseball games in Dolphin Stadium, and changes were made to Dolphin Center East I, East II and West to regulate short term and long term parking for stadium events. The last change to the DRI Development Order occurred in 1999 as documented in Z-30-99, to amend the allowable buildout date for the DRI to October 11, 2007. This DRI time extension recognized the tolling of time due to litigation, and also required the submittal of an updated regional transportation impact evaluation prior to approval by Miami-Dade County. The historical progression of the DRI modifications are provided in the enclosed **Table 1.**

III. Approved and Proposed DRI Land Uses

The attached **Tables 2 and 3** outline the current DRI approval and the proposed changes to the scale of development which are being requested by this NOPC. All changes proposed are located within Dolphin Center North, defined to include the lands previously identified as Dolphin Center East I, Dolphin Center East II, Dolphin Center West and the Stadium Site. No changes are proposed to the number of attraction seats or the buffer and preserve areas of the DRI. The requested DRI changes create two alternative development programs as outlined below:

- **Alternative Development Program A** does not change the underlying approval for Dolphin Center East I, Dolphin Center East II, Dolphin Center West (and the Stadium Site).
- **Alternative Development Program B** places 1000 dwelling units into the development program, and simultaneously decreases the underlying program by the following:
  - Office use is reduced by 155,000 square feet, from 325,000 square feet to 170,000 square feet;
  - Hotel use is reduced by 300 rooms, from 450 rooms to 150 rooms;
  - The 50,000 square foot fitness center is eliminated;
  - The retail use remains unchanged at 140,000 square feet;
  - The simultaneous increase and decrease provision in Chapter 380.06 (19), Florida Statutes is used to support the proposed changes to the DRI.

The exchange of residential use for the office, hotel and fitness center uses was developed using the net external PM peak hour trips assigned to the Dolphin Center DRI for Dolphin Center East I, East II and West as calculated using the trip rates in Condition 20(c) of the effective Dolphin Center DRI development order (Resolution Z-40-93 as amended), as presented in the enclosed **Tables 2 and 3.** These development program changes were then evaluated using updated trip generation calculations based upon ITE 7th Edition rates and formulas. Several trip generation scenarios were prepared to ensure that the most conservative approach was used to evaluate project impacts and main flexibility between Alternative Development Programs A and B. The detailed trip generation tables are provided in the enclosed **Tables 4A through 4F.**

TABLE 1
DOLPHIN CENTER DRI
DEVELOPMENT PROGRAM SUMMARY FOR THE APPROVED DRI AND THE DRI AMENDMENTS

	RESOLUTION Z-210-85 ADOPTED 9/26/1985 ORIGINAL DRI APPROVAL	**RESOLUTION Z-147-86 ADOPTED 6/16/1986 FIRST AMENDMENT**	**RESOLUTION Z-342-87 ADOPTED 12/10/1987 SECOND AMENDMENT**	**RESOLUTION Z-157-88 ADOPTED 7/07/1988 THIRD AMENDMENT**	**RESOLUTION Z-195-88 ADOPTED 9/15/1988 FOURTH AMENDMENT**
DRI Land Uses	Scale of Development	DO Conditions Modified:	DO Conditions Modified:	DO Conditions Modified:	DO Conditions Modified:
Phase A:					
Stadium (157.6 Acres)	73,000 Seats	2a, 2b, 2c, 13, 14b, 18a, 18b, 18c, 18e, 18f, 18g, 20a, 30, 31, 37c, 43 Timing modifications on the air quality study conditions and the payment of Police and Fire impact fees. Timing and geometric modifications on roadway/intersection improvements. All studies, programs and improvements completed as required.	2d, 13, 14b, 18a, 18d, 30, 31 Clarification on air quality programs implemented by DERM, clarification on the timing of Police and Fire impact fee payments, timing and geometric modifications on roadway improvements. All improvements, studies and payments completed as required.	18d, 31 Timing and geometric modifications on roadway improvements. All improvements completed as required.	18d, 31 Timing and geometric modifications on roadway improvements. All improvements completed as required.
Paved Parking	7350 spaces				
Phase B:					
Office	550,000 SF				
Trademart	250,000 SF				
Commercial	465,000 SF				
Fitness Center	50,000 SF				
Hotel	750 Rooms				
Buffers, Parks, Preserves					
Zoning Buffer	29.1 Acres				
Landscape Buffer	21.8588 Acres				
Park	4.3222 Acres	No Change to DRI Land Uses	No Change to DRI Land Uses	No Change to DRI Land Uses	No Change to DRI Land Uses
Scrub Oak Preserve	6.28 Acres				
Archaeological Midden	2.44 Acres				

	RESOLUTION Z-185-90 ADOPTED 9/13/1990 FIFTH AMENDMENT	**RESOLUTION Z-40-93 ADOPTED 4/8/1993 SIXTH AMENDMENT**	**RESOLUTION Z-11-95 ADOPTED 1/12/1995 SEVENTH AMENDMENT**	**RESOLUTION Z-131-95 ADOPTED 9/7/1995 EIGHTH AMENDMENT**	**RESOLUTION Z-30-99 ADOPTED 3/16/1999 NINTH AMENDMENT**
DRI Land Uses	DO Conditions Modified:	Amended ADA Approval	DO Conditions Modified:	DO Conditions Modified:	DO Conditions Modified:
Phase A:					
Stadium (157.6 Acres)	18d, 31 Timing and geometric modifications on roadway improvements. All improvements completed as required.	Modified the buildout date to July 1997. Eliminated parcel boundary lines on the Master Plan. Completely reanalyzed the Phase B traffic impacts for the new buildout date. Committed to additional traffic mitigation. Added 1,916 retractable seats to the stadium.	18d Added an additional intersection improvement to offset the impacts of adding baseball games at the Stadium.	2 Obligated the Stadium to maintain 3500 additional parking spaces in Dolphin Center East and West to serve stadium events until such time as the stadium is served by commuter rail transit.	1, 34, 36 Modified the DRI Master Plan to permit flexibility on the placement of retail adjacent to the stadium from DC East or DC West. Modified the DRI buildout date to October 11, 2007, recognizing the tolling of time from litigation, and the ability to further extend the buildout date by 5 additional years without creating a substantial deviation.
Paved Parking					
Phase B:					
Office					
Trademart					
Commercial					
Fitness Center					
Hotel					
Buffers, Parks, Preserves					
Zoning Buffer					
Landscape Buffer					
Park	No Change to DRI Land Uses	No other changes to the DRI land uses.	No other changes to the DRI land uses.	No other changes to the DRI land uses.	No other changes to the DRI land uses.
Scrub Oak Preserve					
Archaeological Midden					

Table 2 - Approvals Granted for Dolphin Center East I, East II and West

Approvals Granted for Dolphin Center East I

Approved Land Use	Approved Scale of Development	Units	Net External PM Peak Hour Trip Generation	Net External PM Peak Hour Trips
Office	125,000	sq.ft.	1.42 trips/ksf	178
Retail	40,000	sq.ft.	4.38 trips/ksf	175
Hotel	300	rooms	0.67 trips/room	201
Total Trips Approved:				**554**

Approvals Granted for Dolphin Center East II

Approved Land Use	Approved Scale of Development	Units	Net External PM Peak Hour Trip Generation	Net External PM Peak Hour Trips
Office	100,000	sq.ft.	1.42 trips/ksf	142
Total Trips Approved:				**142**

Approvals Granted for Dolphin Center West

Approved Land Use	Approved Scale of Development	Units	Net External PM Peak Hour Trip Generation	Net External PM Peak Hour Trips
Office	100,000	sq.ft.	1.42 trips/ksf	142
Fitness Center	50,000	sq.ft.	2.06 trips/ksf	103
Retail	100,000	sq.ft.	4.38 trips/ksf	438
Hotel	150	rooms	0.67 trips/room	101
Total Trips Approved:				**784**

Table 3 - Alternative Development Programs A and B

Approvals Granted for Dolphin Center East I, East II and West
Alternative Development Program A

Approved Land Use	Approved Scale of Development	Units	Net External PM Peak Hour Trip Generation	Net External PM Peak Hour Trips
Office	325,000	sq.ft.	1.42 trips/ksf	462
Fitness Center	50,000	sq.ft.	2.06 trips/ksf	103
Retail	140,000	sq.ft.	4.38 trips/ksf	613
Hotel	450	rooms	0.67 trips/room	302
Total Trips Approved:				**1,479**

Proposed Modifications
Alternative Development Program B

Land Uses	Proposed Scale of Development	Units	Net External PM Peak Hour Trip Generation	Net External PM Peak Hour Trips
Office	170,000	sq.ft.	1.42 trips/ksf	241
Fitness Center	0	sq.ft.	2.06 trips/ksf	0
Retail	140,000	sq.ft.	4.38 trips/ksf	613
Hotel	150	rooms	0.67 trips/room	101
Residential	1000	du	0.52 trips/du	520
Total Trips Proposed:				**1,475**

IV. Traffic Impacts of the Proposed DRI Modifications

Notwithstanding the use of the trip generation rates contained within the effective development order for the Dolphin Center DRI, additional trip generation calculations have been provided using updated ITE trip generation rates and equations from ITE 7th Edition, to re-evaluate the trip generation for the DRI as a whole. Updated trip generation calculations are provided in the attached **Tables 4A through 4F** as outlined below:

- **Table 4A** - trip generation for the approved uses
- **Table 4B** - trip generation for the pending change to Dolphin Center South
- **Table 4C** - proposed trip generation for Dolphin Center North under Alternative Development Program A, analyzing the uses within their original respective areas spread out over Dolphin Center East I, East II and West (and including Dolphin Center South)
- **Table 4D** - proposed trip generation for Dolphin Center North under Alternative Development Program B, analyzing the uses spread out over Dolphin Center East I, East II and West (and including Dolphin Center South)
- **Table 4E** - proposed trip generation for Dolphin Center North under Alternative Development Program A, analyzing the uses as one large program, without separating the uses amongst the parcels (and including Dolphin Center South)
- **Table 4F** - proposed trip generation for Dolphin Center North under Alternative Development Program B, analyzing the uses as one large program, without separating the uses amongst the parcels (and including Dolphin Center South)

The purpose of this exercise was to identify the maximum trip generation scenario for Dolphin Center North, and then evaluate this scenario for traffic concurrency and regional impacts. The trip generation analysis presented in **Table 4C** provides the most conservative trip generation estimate for Dolphin Center North, and reflects Alternative Development Program A – the underlying DRI uses. Each analysis of the proposed changes under Alternative Development Program B reflects a reduction in trip generation when compared to A.

TABLE 4A
DOLPHIN CENTER DRI
TRIP GENERATION FOR APPROVED LAND USES

22-Mar-06

LAND USE	UNITS	ITE LUC	AM PEAK HOUR ITE 7TH EDITION TRIP RATE OR FORMULA	AM TRIPS	IN %	IN TRIPS	OUT %	OUT TRIPS
DOLPHIN CENTER EAST I								
OFFICE	125,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	224	88%	197	12%	27
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	90	61%	55	39%	35
HOTEL	300 ROOMS	310	T = 0.78 (X) - 29.80	204	58%	118	42%	86
GROSS TOTAL TRIPS				**518**	71%	**370**	29%	**148**
DOLPHIN CENTER EAST II								
OFFICE	100,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	188	88%	165	12%	23
GROSS TOTAL TRIPS				**188**	88%	**165**	12%	**23**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	188	88%	165	12%	23
FITNESS CENTER	50,000 SQ. FT.	492	T = 1.21 (X)	56	42%	24	58%	32
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	157	61%	96	39%	61
HOTEL	150 ROOMS	310	T = 0.78 (X) - 29.80	87	58%	51	42%	36
GROSS TOTAL TRIPS				**488**	69%	**336**	31%	**152**
DOLPHIN CENTER SOUTH								
OFFICE	225,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	359	88%	316	12%	43
TRADEMART	250,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	390	88%	343	12%	47
RETAIL	325,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	317	61%	193	39%	124
HOTEL	300 ROOMS	310	T = 0.78 (X) - 29.80	204	58%	118	42%	86
GROSS TOTAL TRIPS				**1,270**	76%	**970**	24%	**300**
GROSS TOTAL AM TRIPS				**2,465**	75%	**1,841**	25%	**624**

LAND USE	UNITS	ITE LUC	PM PEAK HOUR ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN %	IN TRIPS	OUT %	OUT TRIPS
DOLPHIN CENTER EAST I								
OFFICE	125,000 SQ. FT.	710	T = 1.12 (X) + 78.81	219	17%	37	83%	182
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	342	48%	164	52%	178
HOTEL	300 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	199	49%	98	51%	101
GROSS TOTAL TRIPS				**760**	39%	**299**	61%	**461**
DOLPHIN CENTER EAST II								
OFFICE	100,000 SQ. FT.	710	T = 1.12 (X) + 78.81	191	17%	32	83%	159
GROSS TOTAL TRIPS				**191**	17%	**32**	83%	**159**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	T = 1.12 (X) + 78.81	191	17%	32	83%	159
FITNESS CENTER	50,000 SQ. FT.	492	T = 4.05 (X)	203	51%	103	49%	100
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	626	48%	300	52%	326
HOTEL	150 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	87	49%	43	51%	44
GROSS TOTAL TRIPS				**1,106**	43%	**478**	57%	**628**
DOLPHIN CENTER SOUTH								
OFFICE	225,000 SQ. FT.	710	T = 1.12 (X) + 78.81	331	17%	56	83%	275
TRADEMART	250,000 SQ. FT.	710	T = 1.12 (X) + 78.81	359	17%	61	83%	298
RETAIL	325,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	1,363	48%	654	52%	709
HOTEL	300 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	199	49%	98	51%	101
GROSS TOTAL TRIPS				**2,252**	39%	**869**	61%	**1,383**
GROSS TOTAL PM TRIPS				**4,309**	39%	**1,678**	61%	**2,631**

TABLE 4B
DOLPHIN CENTER DRI
TRIP GENERATION FOR PENDING LAND USES - CHANGE TO DOLPHIN CENTER SOUTH ONLY

22-Mar-06

			AM PEAK HOUR					
		ITE	ITE 7TH EDITION	AM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER EAST I								
OFFICE	125,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	224	88%	197	12%	27
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	90	61%	55	39%	35
HOTEL	300 ROOMS	310	T = 0.78 (X) - 29.80	204	58%	118	42%	86
GROSS TOTAL TRIPS				**518**	71%	**370**	29%	**148**
DOLPHIN CENTER EAST II								
OFFICE	100,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	188	88%	165	12%	23
GROSS TOTAL TRIPS				**188**	88%	**165**	12%	**23**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	188	88%	165	12%	23
FITNESS CENTER	50,000 SQ. FT.	492	T = 1.21 (X)	56	42%	24	58%	32
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	157	61%	96	39%	61
HOTEL	150 ROOMS	310	T = 0.78 (X) - 29.80	87	58%	51	42%	36
GROSS TOTAL TRIPS				**488**	69%	**336**	31%	**152**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	62	88%	55	12%	7
TRADEMART	20,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	52	88%	46	12%	6
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	375	61%	229	39%	146
RESIDENTIAL	638 DU	230	T = 0.44/DU	281	17%	48	83%	233
GROSS TOTAL TRIPS				**770**	49%	**378**	51%	**392**
GROSS TOTAL AM TRIPS				1,964	64%	1,249	36%	715

			PM PEAK HOUR					
		ITE	ITE 7TH EDITION	PM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER EAST I								
OFFICE	125,000 SQ. FT.	710	T = 1.12 (X) + 78.81	219	17%	37	83%	182
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	342	48%	164	52%	178
HOTEL	300 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	199	49%	98	51%	101
GROSS TOTAL TRIPS				**760**	39%	**299**	61%	**461**
DOLPHIN CENTER EAST II								
OFFICE	100,000 SQ. FT.	710	T = 1.12 (X) + 78.81	191	17%	32	83%	159
GROSS TOTAL TRIPS				**191**	17%	**32**	83%	**159**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	T = 1.12 (X) + 78.81	191	17%	32	83%	159
FITNESS CENTER	50,000 SQ. FT.	492	T = 4.05 (X)	203	51%	103	49%	100
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	626	48%	300	52%	326
HOTEL	150 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	87	49%	43	51%	44
GROSS TOTAL TRIPS				**1,106**	43%	**478**	57%	**628**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	T = 1.12 (X) + 78.81	107	17%	18	83%	89
TRADEMART	20,000 SQ. FT.	710	T = 1.12 (X) + 78.81	101	17%	17	83%	84
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	1,639	48%	787	52%	852
RESIDENTIAL	638 DU	230	T = 0.52/DU	332	67%	222	33%	110
GROSS TOTAL TRIPS				**2,179**	48%	**1,044**	52%	**1,135**
GROSS TOTAL PM TRIPS				4,236	44%	1,853	56%	2,383

TABLE 4C
DOLPHIN CENTER NORTH DRI
TRIP GENERATION FOR PENDING AND PROPOSED LAND USES - ALTERNATIVE DEVELOPMENT PROGRAM A

22-Mar-06

			AM PEAK HOUR					
		ITE	ITE 7TH EDITION	AM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER EAST I								
OFFICE	125,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	224	88%	197	12%	27
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	90	61%	55	39%	35
HOTEL	300 ROOMS	310	T = 0.78 (X) - 29.80	204	58%	118	42%	86
GROSS TOTAL TRIPS				**518**	71%	**370**	29%	**148**
DOLPHIN CENTER EAST II								
OFFICE	100,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	188	88%	165	12%	23
GROSS TOTAL TRIPS				**188**	88%	**165**	12%	**23**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	188	88%	165	12%	23
FITNESS CENTER	50,000 SQ. FT.	492	T = 1.21 (X)	56	42%	24	58%	32
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	157	61%	96	39%	61
HOTEL	150 ROOMS	310	T = 0.78 (X) - 29.80	87	58%	51	42%	36
GROSS TOTAL TRIPS				**488**	69%	**336**	31%	**152**
GROSS TOTAL AM TRIPS			**DOLPHIN CENTER NORTH**	**1,194**	73%	**871**	27%	**323**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	62	88%	55	12%	7
TRADEMART	20,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	52	88%	46	12%	6
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	375	61%	229	39%	146
RESIDENTIAL	638 DU	230	T = 0.44/DU	281	17%	48	83%	233
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**770**	49%	**378**	51%	**392**
GROSS TOTAL AM TRIPS			**NORTH + SOUTH**	**1,964**	64%	**1,249**	36%	**715**
			PM PEAK HOUR					
		ITE	ITE 7TH EDITION	PM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER EAST I								
OFFICE	125,000 SQ. FT.	710	T = 1.12 (X) + 78.81	219	17%	37	83%	182
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	342	48%	164	52%	178
HOTEL	300 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	199	49%	98	51%	101
GROSS TOTAL TRIPS				**760**	39%	**299**	61%	**461**
DOLPHIN CENTER EAST II								
OFFICE	100,000 SQ. FT.	710	T = 1.12 (X) + 78.81	191	17%	32	83%	159
GROSS TOTAL TRIPS				**191**	17%	**32**	83%	**159**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	T = 1.12 (X) + 78.81	191	17%	32	83%	159
FITNESS CENTER	50,000 SQ. FT.	492	T = 4.05 (X)	203	51%	103	49%	100
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	626	48%	300	52%	326
HOTEL	150 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	87	49%	43	51%	44
GROSS TOTAL TRIPS				**1,106**	43%	**478**	57%	**628**
GROSS TOTAL PM TRIPS			**DOLPHIN CENTER NORTH**	**2,057**	39%	**809**	61%	**1,248**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	T = 1.12 (X) + 78.81	107	17%	18	83%	89
TRADEMART	20,000 SQ. FT.	710	T = 1.12 (X) + 78.81	101	17%	17	83%	84
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	1,639	48%	787	52%	852
RESIDENTIAL	638 DU	230	T = 0.52/DU	332	67%	222	33%	110
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**2,179**	48%	**1,044**	52%	**1,135**
GROSS TOTAL PM TRIPS			**NORTH + SOUTH**	**4,236**	44%	**1,853**	56%	**2,383**

TABLE 4D
DOLPHIN CENTER NORTH DRI
TRIP GENERATION FOR PENDING AND PROPOSED LAND USES - ALTERNATIVE DEVELOPMENT PROGRAM B

22-Mar-06

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	AM PEAK HOUR AM TRIPS	IN %	IN TRIPS	OUT %	OUT TRIPS
DOLPHIN CENTER EAST I								
OFFICE	70,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	141	88%	124	12%	17
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	90	61%	55	39%	35
RESIDENTIAL	364 DU	230	T = 0.44/DU	160	17%	27	83%	133
HOTEL	150 ROOMS	310	T = 0.78 (X) - 29.80	87	58%	51	42%	36
GROSS TOTAL TRIPS				**478**	54%	**257**	46%	**221**
DOLPHIN CENTER EAST II								
OFFICE	0 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	0	88%	0	12%	0
GROSS TOTAL TRIPS				**0**	0%	**0**	0%	**0**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	188	88%	165	12%	23
FITNESS CENTER	0 SQ. FT.	492	T = 1.21 (X)	0	42%	0	58%	0
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	157	61%	96	39%	61
RESIDENTIAL	636 DU	230	T = 0.44/DU	280	17%	48	83%	232
HOTEL	0 ROOMS	310	T = 0.78 (X) - 29.80	0	58%	0	42%	0
GROSS TOTAL TRIPS				**625**	49%	**309**	51%	**316**
GROSS TOTAL AM TRIPS			**DOLPHIN CENTER NORTH**	1,103	51%	566	49%	537
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	62	88%	55	12%	7
TRADEMART	20,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	52	88%	46	12%	6
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	375	61%	229	39%	146
RESIDENTIAL	638 DU	230	T = 0.44/DU	281	17%	48	83%	233
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**770**	49%	**378**	51%	**392**
GROSS TOTAL AM TRIPS			**NORTH + SOUTH**	1,873	50%	944	50%	929

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM PEAK HOUR PM TRIPS	IN %	IN TRIPS	OUT %	OUT TRIPS
DOLPHIN CENTER EAST I								
OFFICE	70,000 SQ. FT.	710	T = 1.12 (X) + 78.81	157	17%	27	83%	130
RETAIL	40,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	342	48%	164	52%	178
RESIDENTIAL	364 DU	230	T = 0.52/DU	189	67%	127	33%	62
HOTEL	150 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	87	49%	43	51%	44
GROSS TOTAL TRIPS				**775**	47%	**361**	53%	**414**
DOLPHIN CENTER EAST II								
OFFICE	0 SQ. FT.	710	T = 1.12 (X) + 78.81	79	17%	13	83%	66
GROSS TOTAL TRIPS				**79**	16%	**13**	84%	**66**
DOLPHIN CENTER WEST								
OFFICE	100,000 SQ. FT.	710	T = 1.12 (X) + 78.81	191	17%	32	83%	159
FITNESS CENTER	0 SQ. FT.	492	T = 4.05 (X)	0	51%	0	49%	0
RETAIL	100,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	626	48%	300	52%	326
RESIDENTIAL	636 DU	230	T = 0.52/DU	331	67%	222	33%	109
HOTEL	0 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	0	49%	0	51%	0
GROSS TOTAL TRIPS				**1,148**	48%	**554**	52%	**594**
GROSS TOTAL PM TRIPS			**DOLPHIN CENTER NORTH**	2,002	46%	928	54%	1,074
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	T = 1.12 (X) + 78.81	107	17%	18	83%	89
TRADEMART	20,000 SQ. FT.	710	T = 1.12 (X) + 78.81	101	17%	17	83%	84
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	1,639	48%	787	52%	852
RESIDENTIAL	638 DU	230	T = 0.52/DU	332	67%	222	33%	110
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**2,179**	48%	**1,044**	52%	**1,135**
GROSS TOTAL PM TRIPS			**NORTH + SOUTH**	4,181	47%	1,972	53%	2,209

TABLE 4E
DOLPHIN CENTER NORTH DRI
TRIP GENERATION FOR PENDING AND PROPOSED LAND USES - ALTERNATIVE DEVELOPMENT PROGRAM A

22-Mar-06

			AM PEAK HOUR					
		ITE	ITE 7TH EDITION	AM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER NORTH								
OFFICE	325,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	482	88%	424	12%	58
FITNESS CENTER	50,000 SQ. FT.	492	T = 1.21 (X)	56	42%	24	58%	32
RETAIL	140,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	192	61%	117	39%	75
HOTEL	450 ROOMS	310	T = 0.78 (X) - 29.80	321	58%	186	42%	135
GROSS TOTAL TRIPS				**1,051**	**71%**	**751**	**29%**	**300**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	62	88%	55	12%	7
TRADEMART	20,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	52	88%	46	12%	6
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	375	61%	229	39%	146
RESIDENTIAL	638 DU	230	T = 0.44/DU	281	17%	48	83%	233
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**770**	**49%**	**378**	**51%**	**392**
GROSS TOTAL AM TRIPS			**NORTH + SOUTH**	**1,821**	**62%**	**1,129**	**38%**	**692**

			PM PEAK HOUR					
		ITE	ITE 7TH EDITION	PM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER NORTH								
OFFICE	325,000 SQ. FT.	710	T = 1.12 (X) + 78.81	443	17%	75	83%	368
FITNESS CENTER	50,000 SQ. FT.	492	T = 4.05 (X)	203	51%	103	49%	100
RETAIL	140,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	782	48%	375	52%	407
HOTEL	450 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	324	49%	159	51%	165
GROSS TOTAL TRIPS			**DOLPHIN CENTER NORTH**	**1,751**	**41%**	**712**	**59%**	**1,039**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	T = 1.12 (X) + 78.81	107	17%	18	83%	89
TRADEMART	20,000 SQ. FT.	710	T = 1.12 (X) + 78.81	101	17%	17	83%	84
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	1,639	48%	787	52%	852
RESIDENTIAL	638 DU	230	T = 0.52/DU	332	67%	222	33%	110
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**2,179**	**48%**	**1,044**	**52%**	**1,135**
GROSS TOTAL PM TRIPS			**NORTH + SOUTH**	**3,930**	**45%**	**1,756**	**55%**	**2,174**

TABLE 4F
DOLPHIN CENTER NORTH DRI
TRIP GENERATION FOR PENDING AND PROPOSED LAND USES - ALTERNATIVE DEVELOPMENT PROGRAM B

22-Mar-06

			AM PEAK HOUR					
		ITE	ITE 7TH EDITION	AM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER NORTH								
OFFICE	170,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	287	88%	253	12%	34
RETAIL	140,000 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	192	61%	117	39%	75
RESIDENTIAL	1,000 DU	230	T = 0.44/DU	440	17%	75	83%	365
HOTEL	150 ROOMS	310	T = 0.78 (X) - 29.80	0	58%	0	42%	0
GROSS TOTAL TRIPS			**DOLPHIN CENTER NORTH**	**919**	**48%**	**445**	**52%**	**474**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	62	88%	55	12%	7
TRADEMART	20,000 SQ. FT.	710	Ln (T) = 0.80 Ln (X) + 1.55	52	88%	46	12%	6
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	375	61%	229	39%	146
RESIDENTIAL	638 DU	230	T = 0.44/DU	281	17%	48	83%	233
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**770**	**49%**	**378**	**51%**	**392**
GROSS TOTAL AM TRIPS			**NORTH + SOUTH**	**1,689**	**49%**	**823**	**51%**	**866**

			PM PEAK HOUR					
		ITE	ITE 7TH EDITION	PM	IN		OUT	
LAND USE	UNITS	LUC	TRIP RATE OR FORMULA	TRIPS	%	TRIPS	%	TRIPS
DOLPHIN CENTER NORTH								
OFFICE	170,000 SQ. FT.	710	T = 1.12 (X) + 78.81	269	17%	46	83%	223
RETAIL	140,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	782	48%	375	52%	407
RESIDENTIAL	1,000 DU	230	T = 0.52/DU	520	67%	348	33%	172
HOTEL	150 ROOMS	310	Ln (T) = 1.20 Ln (X) - 1.55	87	49%	43	51%	44
GROSS TOTAL TRIPS			**DOLPHIN CENTER NORTH**	**1,658**	**49%**	**812**	**51%**	**846**
DOLPHIN CENTER SOUTH								
OFFICE	25,000 SQ. FT.	710	T = 1.12 (X) + 78.81	107	17%	18	83%	89
TRADEMART	20,000 SQ. FT.	710	T = 1.12 (X) + 78.81	101	17%	17	83%	84
RETAIL	429,961 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	1,639	48%	787	52%	852
RESIDENTIAL	638 DU	230	T = 0.52/DU	332	67%	222	33%	110
GROSS TOTAL TRIPS			**DOLPHIN CENTER SOUTH**	**2,179**	**48%**	**1,044**	**52%**	**1,135**
GROSS TOTAL PM TRIPS			**NORTH + SOUTH**	**3,837**	**48%**	**1,856**	**52%**	**1,981**

V. Traffic Concurrency Analysis

The approval of the Dolphin Center DRI was granted prior to the implementation of the Miami-Dade County traffic concurrency management system. In 1992 with the Amended ADA, traffic concurrency was analyzed and was found to be met for the unbuilt DRI land uses around the stadium site. In 1997 with the processing of the buildout date time extension application, traffic concurrency was once again analyzed and was found to be met for the unbuilt land uses around the stadium site. In 1999, the DRI was granted Vested Rights from Miami-Dade County, effective through the buildout date of the DRI development order.

For this application, traffic concurrency is once again evaluated to determine the adequacy of the surrounding roadway network for the unbuilt land uses for around the stadium site, inclusive of Dolphin Center North and Dolphin Center South. The assignment of the DRI project trips to the first directly accessed traffic count stations is based upon the recently approved and updated cardinal distributions for Miami-Dade County. The Dolphin Center DRI is located in four different TAZ's as outlined below and as illustrated on the enclosed **Figure 6A**.

- TAZ 128 – Stadium Site, Dolphin Center East I and Dolphin Center East II
- TAZ 56 – Dolphin Center West
- TAZ 137 and 139 – Dolphin Center South

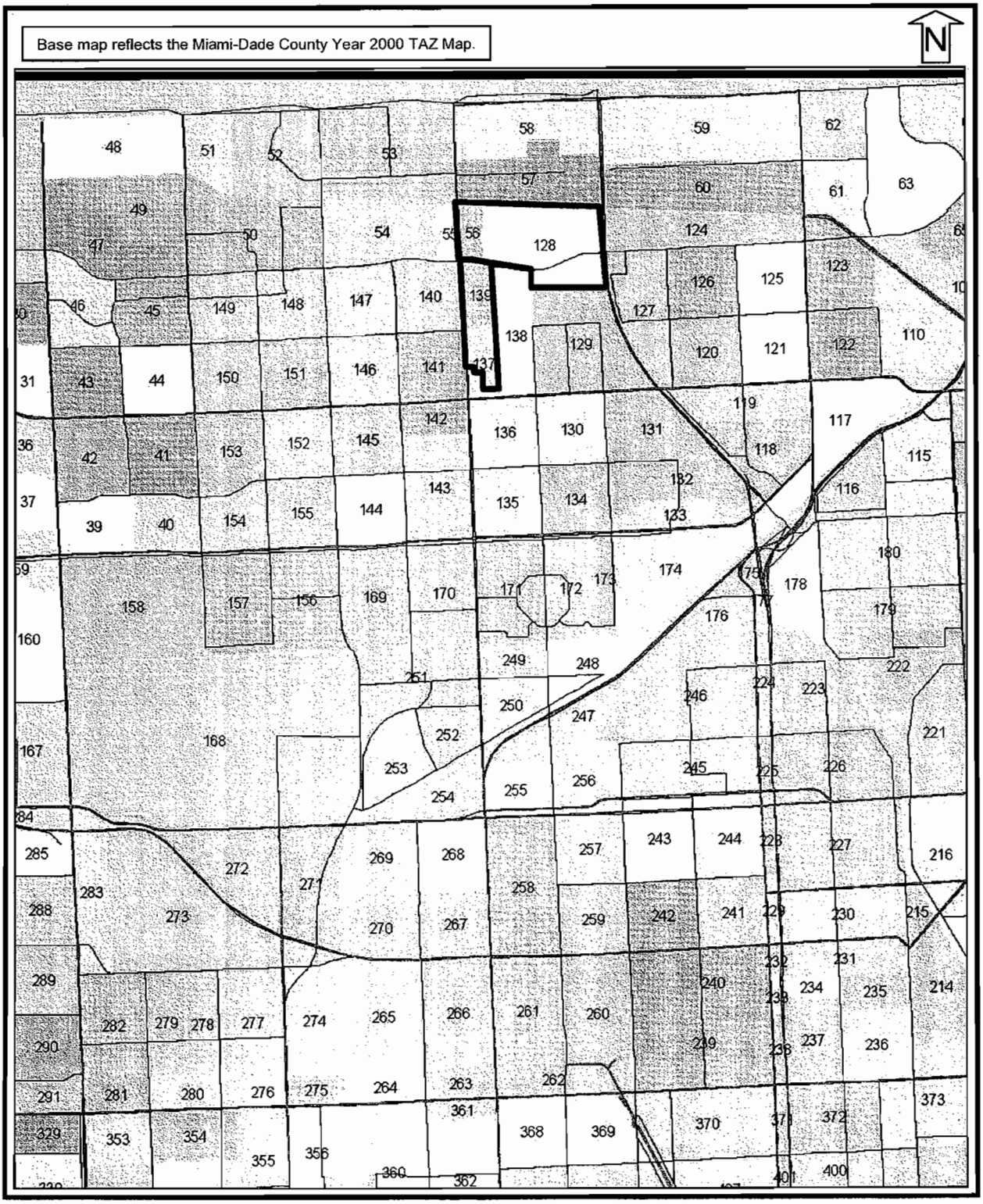
The directional distribution summaries for each TAZ are included with this study as extracted from the Miami-Dade Interim Year 2005 Cost Feasible Plan. The distribution summaries show that no assignments were provided for TAZ 56. An evaluation of each of the individual zone cardinal distributions are provided in **Table 5A**, and a final distribution for all portions of the DRI is established for use in the concurrency analysis. The distribution of the approved DRI trips have been assigned to the first county and state traffic count stations directly accessed by each roadway leading to or from the Dolphin Center DRI. These include Miami-Dade County traffic count stations 9416, 9554, 9556 and 9558; FDOT traffic count stations 0146, 0559, 1167 and 1232; and Florida's Turnpike count stations 1975 and 2504 (see the enclosed **Figures 7A and 9**). Year 2003, 2004 or 2006 traffic counts have been obtained for each of the identified count stations, and the data from each count station has been adjusted for peak season using FDOT peak season conversion factors. The count data is included in **Attachment II.**

A traffic concurrency analysis has been prepared to evaluate the proposed traffic impact of the proposed DRI development program for each of the first directly accessed traffic count stations as presented in the enclosed **Table 6.** Pursuant to Miami-Dade County standards, the concurrency analysis reflects the following information:

- Updated, Year 2004 peak season, peak hour period traffic data;
- Unbuilt and approved development order trips pursuant to the latest Miami-Dade County traffic concurrency database;
- Updated cardinal distributions for each TAZ included in the Dolphin Center DRI (see **Table 5A**);
- Project assignment to affected count stations for each part of the DRI based upon the cardinal directions;
- Maximum service volumes as determined by Miami-Dade County pursuant to the latest traffic concurrency database;
- Determination of available capacity after incorporating project traffic from the Dolphin Center North and Dolphin Center South.

Conclusions

Pursuant to the analysis presented herein, available capacity was found after incorporating project traffic for each of the count locations analyzed. The information provided demonstrates that the proposed DRI changes will not result in additional traffic impacts above those already reviewed, mitigated and approved for the Dolphin Center DRI. The Miami-Dade County traffic concurrency standards are found to be maintained with the proposed modifications to the Dolphin Center DRI development program.



Legend

Dolphin Center North and South TAZ Locations

Figure 6A
Zone 56 and 128 for Dolphin Center North
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Miami-Dade County Interim Year 2005 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
46	TRIPS	156	644	514	921	1205	657	361	286	4744
	PERCENT	3.29	13.58	10.83	19.41	25.40	13.85	7.61	6.03	
47	TRIPS	94	904	613	1007	934	158	365	171	4246
	PERCENT	2.21	21.29	14.44	23.72	22.00	3.72	8.60	4.03	
48	TRIPS	0	0	0	0	0	0	0	0	0
	PERCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
49	TRIPS	44	162	160	170	236	62	57	36	927
	PERCENT	4.75	17.48	17.26	18.34	25.46	6.69	6.15	3.88	
50	TRIPS	308	687	590	851	884	432	341	92	4185
	PERCENT	7.36	16.42	14.10	20.33	21.12	10.32	8.15	2.20	
51	TRIPS	0	2	1	3	3	4	1	1	15
	PERCENT	0.00	13.33	6.67	20.00	20.00	26.67	6.67	6.67	
52	TRIPS	77	542	319	848	565	81	164	71	2667
	PERCENT	2.89	20.32	11.96	31.80	21.18	3.04	6.15	2.66	
53	TRIPS	341	974	624	858	880	427	323	114	4541
	PERCENT	7.51	21.45	13.74	18.89	19.38	9.40	7.11	2.51	
54	TRIPS	194	722	421	922	817	266	274	69	3685
	PERCENT	5.26	19.59	11.42	25.02	22.17	7.22	7.44	1.87	
55	TRIPS	93	84	66	127	179	46	37	11	643
	PERCENT	14.46	13.06	10.26	19.75	27.84	7.15	5.75	1.71	
56	TRIPS	0	0	0	0	0	0	0	0	0
	PERCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
57	TRIPS	364	420	308	620	777	444	413	296	3642
	PERCENT	9.99	11.53	8.46	17.02	21.33	12.19	11.34	8.13	
58	TRIPS	557	617	562	877	1039	502	398	448	5000
	PERCENT	11.14	12.34	11.24	17.54	20.78	10.04	7.96	8.96	
59	TRIPS	630	1518	824	1807	2004	776	2075	0	9634
	PERCENT	6.54	15.76	8.55	18.76	20.80	8.05	21.54	0.00	
60	TRIPS	110	331	174	359	424	161	139	137	1835
	PERCENT	5.99	18.04	9.48	19.56	23.11	8.77	7.57	7.47	

1/18/05

Figure 6B
2005 Cardinal Distribution for Zone 56
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Miami-Dade County Interim Year 2005 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
121	TRIPS	173	659	231	453	587	358	293	252	3006
	PERCENT	5.76	21.92	7.68	15.07	19.53	11.91	9.75	8.38	
122	TRIPS	2123	1655	1132	2009	2968	1995	1586	1697	15165
	PERCENT	14.00	10.91	7.46	13.25	19.57	13.16	10.46	11.19	
123	TRIPS	84	1123	317	885	1036	648	771	284	5148
	PERCENT	1.63	21.81	6.16	17.19	20.12	12.59	14.98	5.52	
124	TRIPS	169	570	359	601	722	323	293	275	3312
	PERCENT	5.10	17.21	10.84	18.15	21.80	9.75	8.85	8.30	
125	TRIPS	189	662	284	501	645	365	376	232	3254
	PERCENT	5.81	20.34	8.73	15.40	19.82	11.22	11.56	7.13	
126	TRIPS	501	846	431	687	612	586	284	242	4189
	PERCENT	11.96	20.20	10.29	16.40	14.61	13.99	6.78	5.78	
127	TRIPS	476	826	673	784	418	259	187	320	3943
	PERCENT	12.07	20.95	17.07	19.88	10.60	6.57	4.74	8.12	
128	TRIPS	945	1546	913	1155	1500	971	701	704	8435
	PERCENT	11.20	18.33	10.82	13.69	17.78	11.51	8.31	8.35	
129	TRIPS	246	621	274	653	748	376	396	207	3521
	PERCENT	6.99	17.64	7.78	18.55	21.24	10.68	11.25	5.88	
130	TRIPS	162	257	163	340	353	295	134	106	1810
	PERCENT	8.95	14.20	9.01	18.78	19.50	16.30	7.40	5.86	
131	TRIPS	130	350	166	624	404	328	103	210	2315
	PERCENT	5.62	15.12	7.17	26.95	17.45	14.17	4.45	9.07	
132	TRIPS	335	1092	589	1042	1036	776	628	753	6251
	PERCENT	5.36	17.47	9.42	16.67	16.57	12.41	10.05	12.05	
133	TRIPS	1199	834	621	1040	1333	928	910	653	7518
	PERCENT	15.95	11.09	8.26	13.83	17.73	12.34	12.10	8.69	
134	TRIPS	177	379	230	345	395	252	203	191	2172
	PERCENT	8.15	17.45	10.59	15.88	18.19	11.60	9.35	8.79	
135	TRIPS	380	508	303	444	539	362	270	262	3068
	PERCENT	12.39	16.56	9.88	14.47	17.57	11.80	8.80	8.54	

Figure 6C
2005 Cardinal Distribution for Zone 128
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Miami-Dade County Interim Year 2005 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
136	TRIPS	409	580	394	431	471	421	215	194	3115
	PERCENT	13.13	18.62	12.65	13.84	15.12	13.52	6.90	6.23	
137	TRIPS	209	293	193	271	340	257	159	164	1886
	PERCENT	11.08	15.54	10.23	14.37	18.03	13.63	8.43	8.70	
138	TRIPS	137	264	410	347	401	205	104	103	1971
	PERCENT	6.95	13.39	20.80	17.61	20.35	10.40	5.28	5.23	
139	TRIPS	48	66	42	65	65	38	37	35	396
	PERCENT	12.12	16.67	10.61	16.41	16.41	9.60	9.34	8.84	
140	TRIPS	388	343	242	442	708	331	209	226	2889
	PERCENT	13.43	11.87	8.38	15.30	24.51	11.46	7.23	7.82	
141	TRIPS	336	259	191	291	414	478	331	183	2483
	PERCENT	13.53	10.43	7.69	11.72	16.67	19.25	13.33	7.37	
142	TRIPS	300	300	225	273	314	196	186	75	1869
	PERCENT	16.05	16.05	12.04	14.61	16.80	10.49	9.95	4.01	
143	TRIPS	336	551	277	475	516	427	319	135	3036
	PERCENT	11.07	18.15	9.12	15.65	17.00	14.06	10.51	4.45	
144	TRIPS	280	503	292	469	471	300	202	121	2638
	PERCENT	10.61	19.07	11.07	17.78	17.85	11.37	7.66	4.59	
145	TRIPS	173	327	289	365	311	185	116	79	1845
	PERCENT	9.38	17.72	15.66	19.78	16.86	10.03	6.29	4.28	
146	TRIPS	654	504	313	512	829	490	632	405	4339
	PERCENT	15.07	11.62	7.21	11.80	19.11	11.29	14.57	9.33	
147	TRIPS	331	457	343	587	501	215	180	99	2713
	PERCENT	12.20	16.84	12.64	21.64	18.47	7.92	6.63	3.65	
148	TRIPS	106	276	275	425	308	121	131	34	1676
	PERCENT	6.32	16.47	16.41	25.36	18.38	7.22	7.82	2.03	
149	TRIPS	190	513	489	709	622	205	197	164	3089
	PERCENT	6.15	16.61	15.83	22.95	20.14	6.64	6.38	5.31	
150	TRIPS	145	586	283	541	542	217	238	244	2796
	PERCENT	5.19	20.96	10.12	19.35	19.38	7.76	8.51	8.73	

Figure 6D
2005 Cardinal Distribution for Zones 137 and 139
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Miami-Dade County Interim Year 2015 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
46	TRIPS	234	796	659	924	1255	323	407	351	4949
	PERCENT	4.73	16.08	13.32	18.67	25.36	6.53	8.22	7.09	
47	TRIPS	109	791	613	1053	875	162	426	208	4237
	PERCENT	2.57	18.67	14.47	24.85	20.65	3.82	10.05	4.91	
48	TRIPS	0	0	0	0	0	0	0	0	0
	PERCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
49	TRIPS	62	202	180	190	249	75	71	51	1080
	PERCENT	5.74	18.70	16.67	17.59	23.06	6.94	6.57	4.72	
50	TRIPS	593	879	700	989	965	300	479	122	5027
	PERCENT	11.80	17.49	13.92	19.67	19.20	5.97	9.53	2.43	
51	TRIPS	0	2	3	3	2	3	1	1	15
	PERCENT	0.00	13.33	20.00	20.00	13.33	20.00	6.67	6.67	
52	TRIPS	132	639	382	822	784	98	225	99	3181
	PERCENT	4.15	20.09	12.01	25.84	24.65	3.08	7.07	3.11	
53	TRIPS	423	1226	739	1025	1000	299	447	191	5350
	PERCENT	7.91	22.92	13.81	19.16	18.69	5.59	8.36	3.57	
54	TRIPS	224	832	448	934	832	298	356	108	4032
	PERCENT	5.56	20.63	11.11	23.16	20.63	7.39	8.83	2.68	
55	TRIPS	100	98	64	120	167	45	50	15	659
	PERCENT	15.17	14.87	9.71	18.21	25.34	6.83	7.59	2.28	
56	TRIPS	0	0	0	0	0	0	0	0	0
	PERCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
57	TRIPS	517	517	357	688	958	321	567	373	4298
	PERCENT	12.03	12.03	8.31	16.01	22.29	7.47	13.19	8.68	
58	TRIPS	695	732	633	956	1070	568	598	561	5813
	PERCENT	11.96	12.59	10.89	16.45	18.41	9.77	10.29	9.65	
59	TRIPS	704	1737	923	2022	2001	861	2587	0	10835
	PERCENT	6.50	16.03	8.52	18.66	18.47	7.95	23.88	0.00	
60	TRIPS	128	348	186	381	443	179	172	177	2014
	PERCENT	6.36	17.28	9.24	18.92	22.00	8.89	8.54	8.79	

1/18/05

Figure 6E
2015 Cardinal Distribution for Zone 56
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Miami-Dade County Interim Year 2015 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
121	TRIPS	192	719	255	500	603	389	348	386	3392
	PERCENT	5.66	21.20	7.52	14.74	17.78	11.47	10.26	11.38	
122	TRIPS	2422	1841	1290	2217	3092	2242	1936	2060	17100
	PERCENT	14.16	10.77	7.54	12.96	18.08	13.11	11.32	12.05	
123	TRIPS	88	1251	365	994	1087	726	974	320	5805
	PERCENT	1.52	21.55	6.29	17.12	18.73	12.51	16.78	5.51	
124	TRIPS	188	615	380	611	684	341	353	304	3476
	PERCENT	5.41	17.69	10.93	17.58	19.68	9.81	10.16	8.75	
125	TRIPS	209	708	292	524	647	389	543	284	3596
	PERCENT	5.81	19.69	8.12	14.57	17.99	10.82	15.10	7.90	
126	TRIPS	341	753	577	842	627	611	360	296	4407
	PERCENT	7.74	17.09	13.09	19.11	14.23	13.86	8.17	6.72	
127	TRIPS	523	861	683	836	414	268	243	398	4226
	PERCENT	12.38	20.37	16.16	19.78	9.80	6.34	5.75	9.42	
128	TRIPS	1195	1773	1026	1240	1539	1062	888	910	9633
	PERCENT	12.41	18.41	10.65	12.87	15.98	11.02	9.22	9.45	
129	TRIPS	293	636	303	674	693	359	411	241	3610
	PERCENT	8.12	17.62	8.39	18.67	19.20	9.94	11.39	6.68	
130	TRIPS	175	283	173	406	318	277	153	129	1914
	PERCENT	9.14	14.79	9.04	21.21	16.61	14.47	7.99	6.74	
131	TRIPS	140	398	176	633	362	299	116	239	2363
	PERCENT	5.92	16.84	7.45	26.79	15.32	12.65	4.91	10.11	
132	TRIPS	391	1336	699	1169	1085	874	762	955	7271
	PERCENT	5.38	18.37	9.61	16.08	14.92	12.02	10.48	13.13	
133	TRIPS	1453	985	713	1160	1471	1044	1147	838	8811
	PERCENT	16.49	11.18	8.09	13.17	16.70	11.85	13.02	9.51	
134	TRIPS	288	600	360	544	572	339	308	316	3327
	PERCENT	8.66	18.03	10.82	16.35	17.19	10.19	9.26	9.50	
135	TRIPS	432	586	352	513	555	363	307	318	3426
	PERCENT	12.61	17.10	10.27	14.97	16.20	10.60	8.96	9.28	

1/18/05

Figure 6F
2015 Cardinal Distribution for Zone 128
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Miami-Dade County Interim Year 2015 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
136	TRIPS	511	567	412	445	448	413	241	250	3287
	PERCENT	15.55	17.25	12.53	13.54	13.63	12.56	7.33	7.61	
137	TRIPS	287	384	237	340	406	301	207	238	2400
	PERCENT	11.96	16.00	9.88	14.17	16.92	12.54	8.62	9.92	
138	TRIPS	165	280	404	361	380	214	141	119	2064
	PERCENT	7.99	13.57	19.57	17.49	18.41	10.37	6.83	5.77	
139	TRIPS	173	210	124	192	169	98	117	130	1213
	PERCENT	14.26	17.31	10.22	15.83	13.93	8.08	9.65	10.72	
140	TRIPS	602	529	295	508	749	381	305	265	3634
	PERCENT	16.57	14.56	8.12	13.98	20.61	10.48	8.39	7.29	
141	TRIPS	368	271	204	291	398	461	344	259	2596
	PERCENT	14.18	10.44	7.86	11.21	15.33	17.76	13.25	9.98	
142	TRIPS	379	337	227	270	323	231	210	107	2084
	PERCENT	18.19	16.17	10.89	12.96	15.50	11.08	10.08	5.13	
143	TRIPS	408	629	338	573	558	462	355	181	3504
	PERCENT	11.64	17.95	9.65	16.35	15.92	13.18	10.13	5.17	
144	TRIPS	365	547	326	516	513	318	273	173	3031
	PERCENT	12.04	18.05	10.76	17.02	16.93	10.49	9.01	5.71	
145	TRIPS	184	328	279	376	297	194	133	106	1897
	PERCENT	9.70	17.29	14.71	19.82	15.66	10.23	7.01	5.59	
146	TRIPS	720	534	330	531	849	510	657	471	4602
	PERCENT	15.65	11.60	7.17	11.54	18.45	11.08	14.28	10.23	
147	TRIPS	416	516	377	638	526	241	243	140	3097
	PERCENT	13.43	16.66	12.17	20.60	16.98	7.78	7.85	4.52	
148	TRIPS	133	316	284	509	298	128	164	42	1874
	PERCENT	7.10	16.86	15.15	27.16	15.90	6.83	8.75	2.24	
149	TRIPS	239	549	493	599	726	232	227	211	3276
	PERCENT	7.30	16.76	15.05	18.28	22.16	7.08	6.93	6.44	
150	TRIPS	286	563	312	560	519	221	235	204	2900
	PERCENT	9.86	19.41	10.76	19.31	17.90	7.62	8.10	7.03	

1/18/05

Figure 6G
2015 Cardinal Distribution for Zones 137 and 139
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

Table 5A
Dolphin Center North and South
Cardinal Distributions for the Concurrency Analysis

Direction	DC South 2005 Zone 139 Cardinal Distribution	DC South 2005 Zone 137 Cardinal Distribution	DC West 2005 Zone 56 Cardinal Distribution	DC East I + II 2005 Zone 128 Cardinal Distribution	Average Cardinal Distribution	Dolphin Center North and South PM Peak Hour Project Trips 4236
NNE	12.12%	11.08%	0.00%	11.20%	11.47%	486
ENE	16.67%	15.54%	0.00%	18.33%	16.85%	714
ESE	10.61%	10.23%	0.00%	10.82%	10.55%	447
SSE	16.41%	14.37%	0.00%	13.69%	14.82%	628
SSW	16.41%	18.03%	0.00%	17.78%	17.41%	737
WSW	9.60%	13.63%	0.00%	11.51%	11.58%	491
WNW	9.34%	8.43%	0.00%	8.31%	8.69%	368
NNW	8.84%	8.70%	0.00%	8.35%	8.63%	366
	100.00%	100.01%	0.00%	99.99%	100.00%	4,236

Source: Miami-Dade Interim Year 2005 Cost Feasible Plan Cardinal Distributions from the Directional Trip Distributions Report, January 2005.

Table 5B
Dolphin Center North
Cardinal Distributions for the Time Extension Analysis

Direction	DC West 2015 Zone 56 Cardinal Distribution	DC East I + II 2015 Zone 128 Cardinal Distribution	DC North 2015 Cardinal Distribution	Dolphin Center North Only PM Peak Hour Project Trips 2057
NNE	0.00%	12.41%	12.41%	255
ENE	0.00%	18.41%	18.41%	379
ESE	0.00%	10.65%	10.65%	219
SSE	0.00%	12.87%	12.87%	265
SSW	0.00%	15.98%	15.98%	329
WSW	0.00%	11.02%	11.02%	227
WNW	0.00%	9.22%	9.22%	190
NNW	0.00%	9.45%	9.45%	194
	0.00%	100.01%	100.01%	2,057

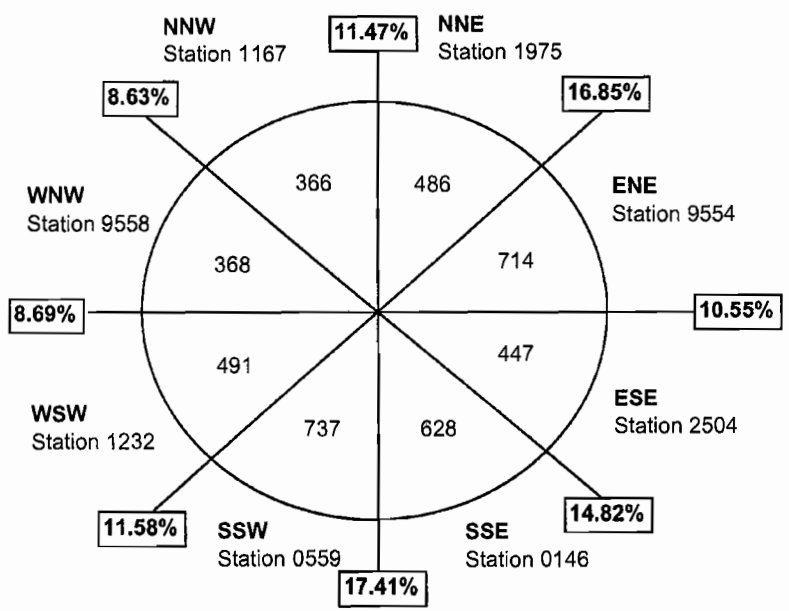
Source: Miami-Dade Interim Year 2015 Cost Feasible Plan Cardinal Distributions from the Directional Trip Distributions Report, January 2005.

CARDINAL DISTRIBUTION

PROJECT: Dolphin Center North and South

TAZ #	**56, 128, 137, 139 [See Table 5A]**	
Trips	**4,236**	**Trips**
NNE	**11.47%**	**486**
ENE	**16.85%**	**714**
ESE	**10.55%**	**447**
SSE	**14.82%**	**628**
SSW	**17.41%**	**737**
WSW	**11.58%**	**491**
WNW	**8.69%**	**368**
NNW	**8.63%**	**366**
	100.00%	**4,236**

TRIP DISTRIBUTION



Source: *Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report*, January 2005, Miami-Dade Interim 2005 Cost Feasible Plan.

Figure 7A
Cardinal Distribution for Dolphin Center North and South
Dolphin Center North DRI
March 2006

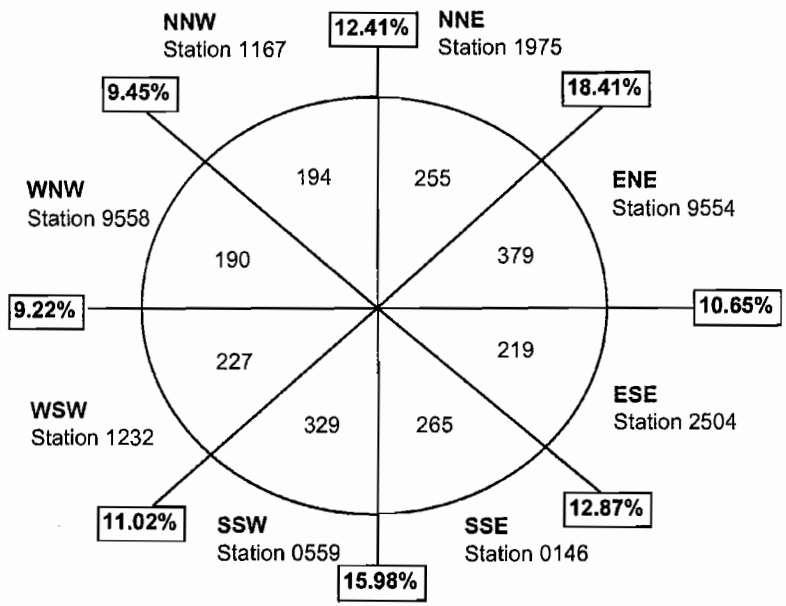
Source: Cathy Sweetapple & Associates

CARDINAL DISTRIBUTION

PROJECT: Dolphin Center North DRI

TAZ #	56 and 128 [See Table 5B]	
Trips	**2,057**	**Trips**
NNE	12.41%	255
ENE	18.41%	379
ESE	10.65%	219
SSE	12.87%	265
SSW	15.98%	329
WSW	11.02%	227
WNW	9.22%	190
NNW	9.45%	194
	100.01%	2,057

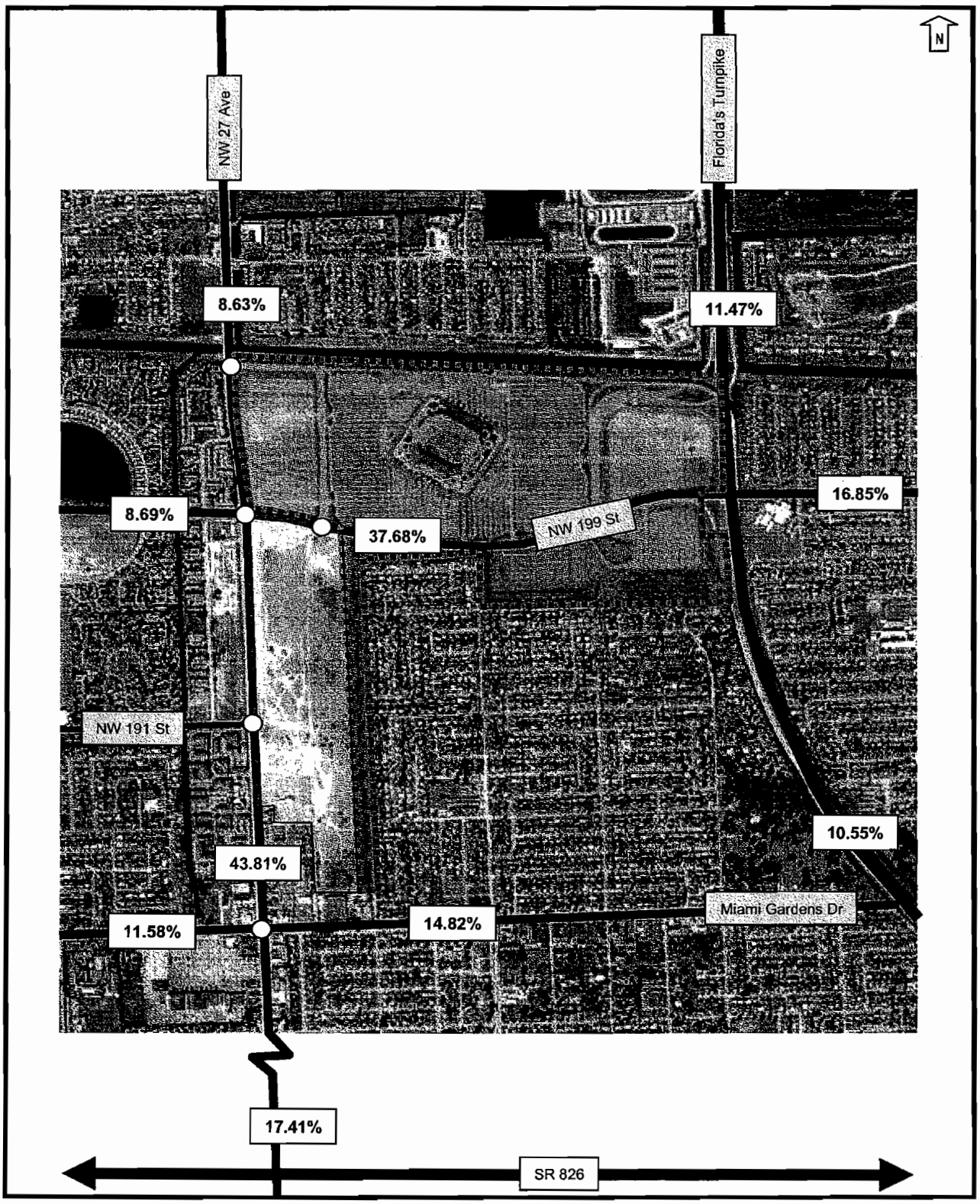
TRIP DISTRIBUTION



Source: *Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report*, January 2005, Miami-Dade Interim 2015 Cost Feasible Plan.

Figure 7B
Cardinal Distribution for Dolphin Center North
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

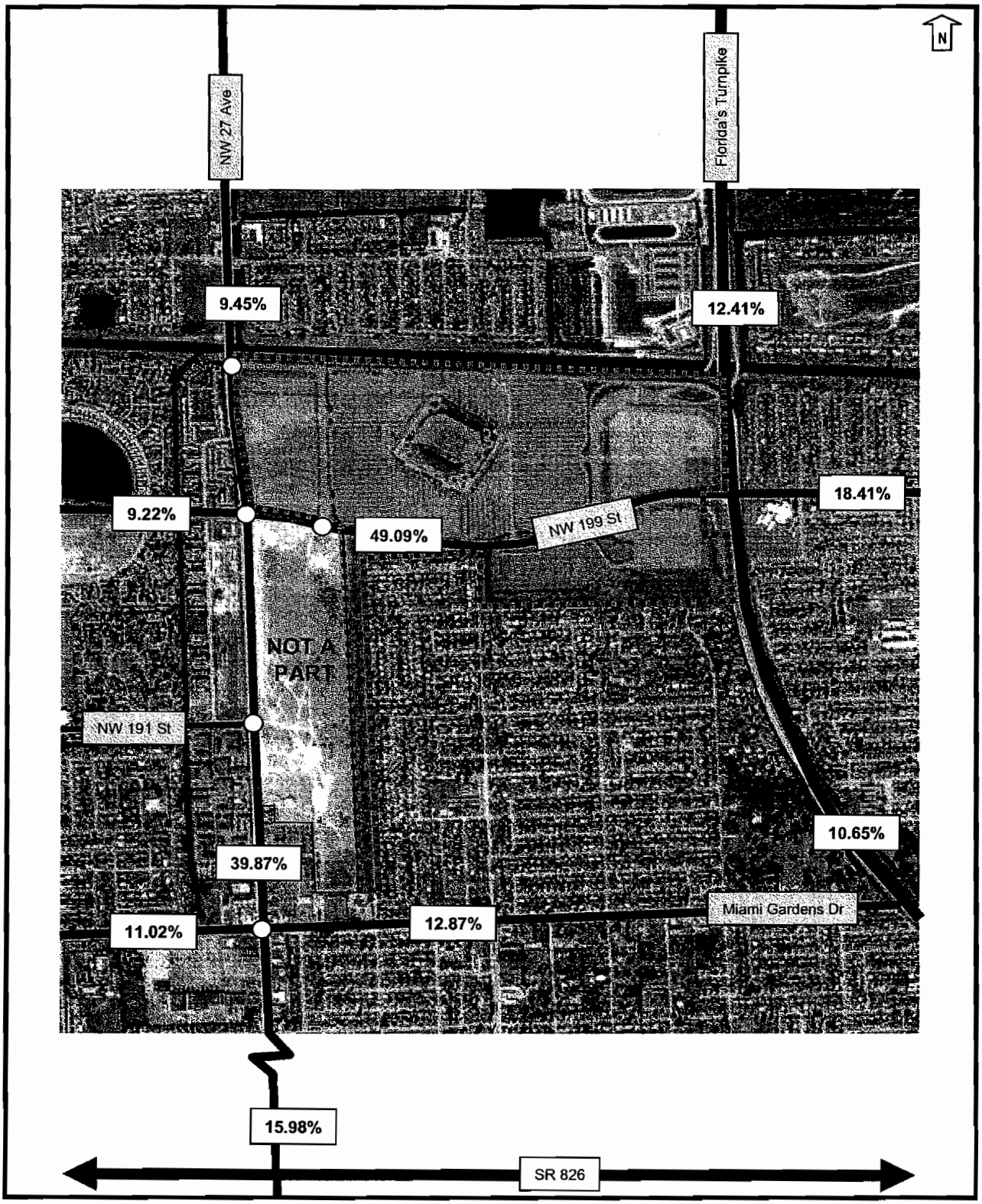


Legend

Site Location | Traffic Signal | 16% Project Distribution

Figure 8A
Project Distribution for North and South – Concurrency Analysis
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

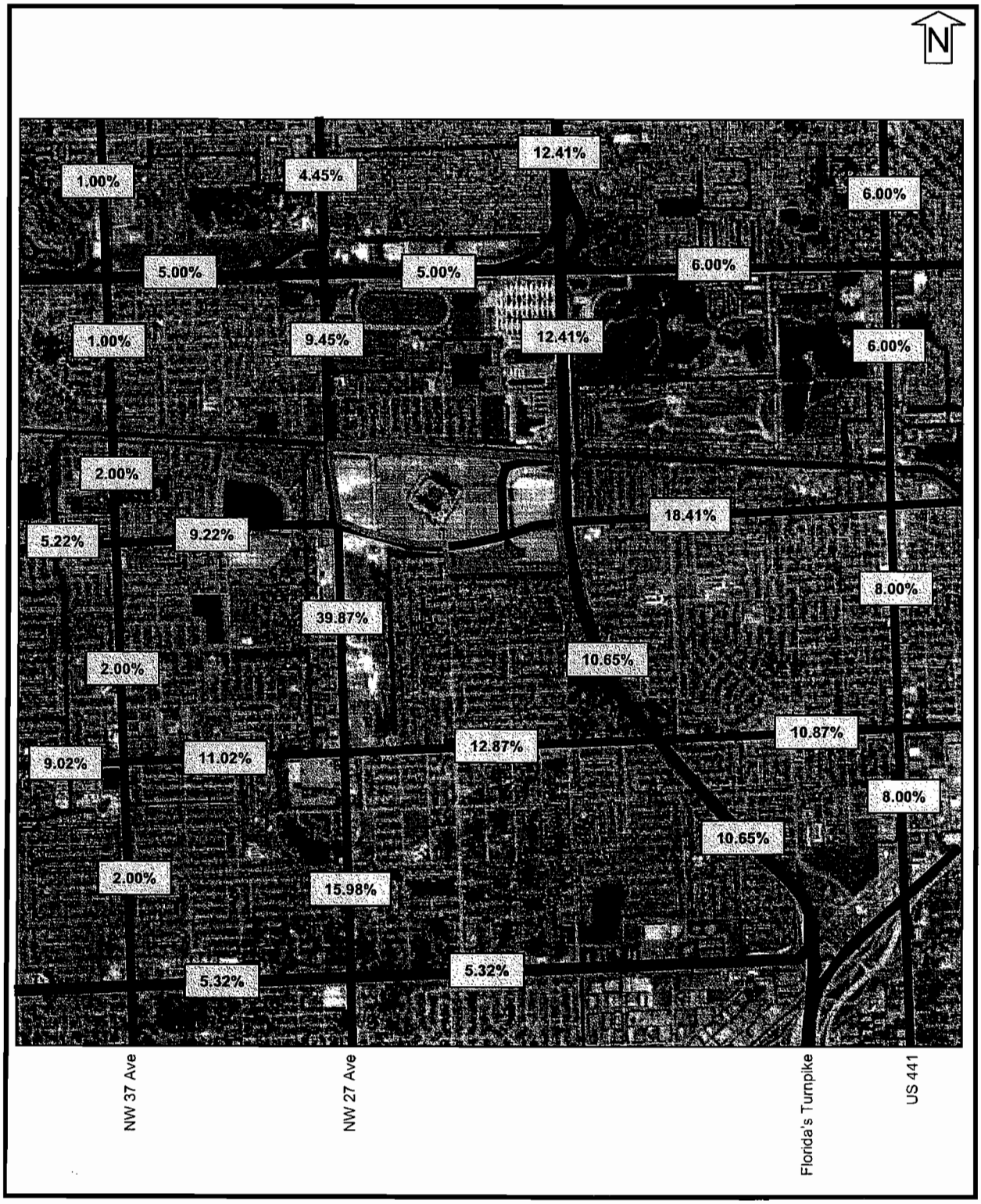


Legend

Site Location | Traffic Signal | 16% Project Distribution

Figure 8B
Project Distribution for North Only – Time Extension Analysis
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

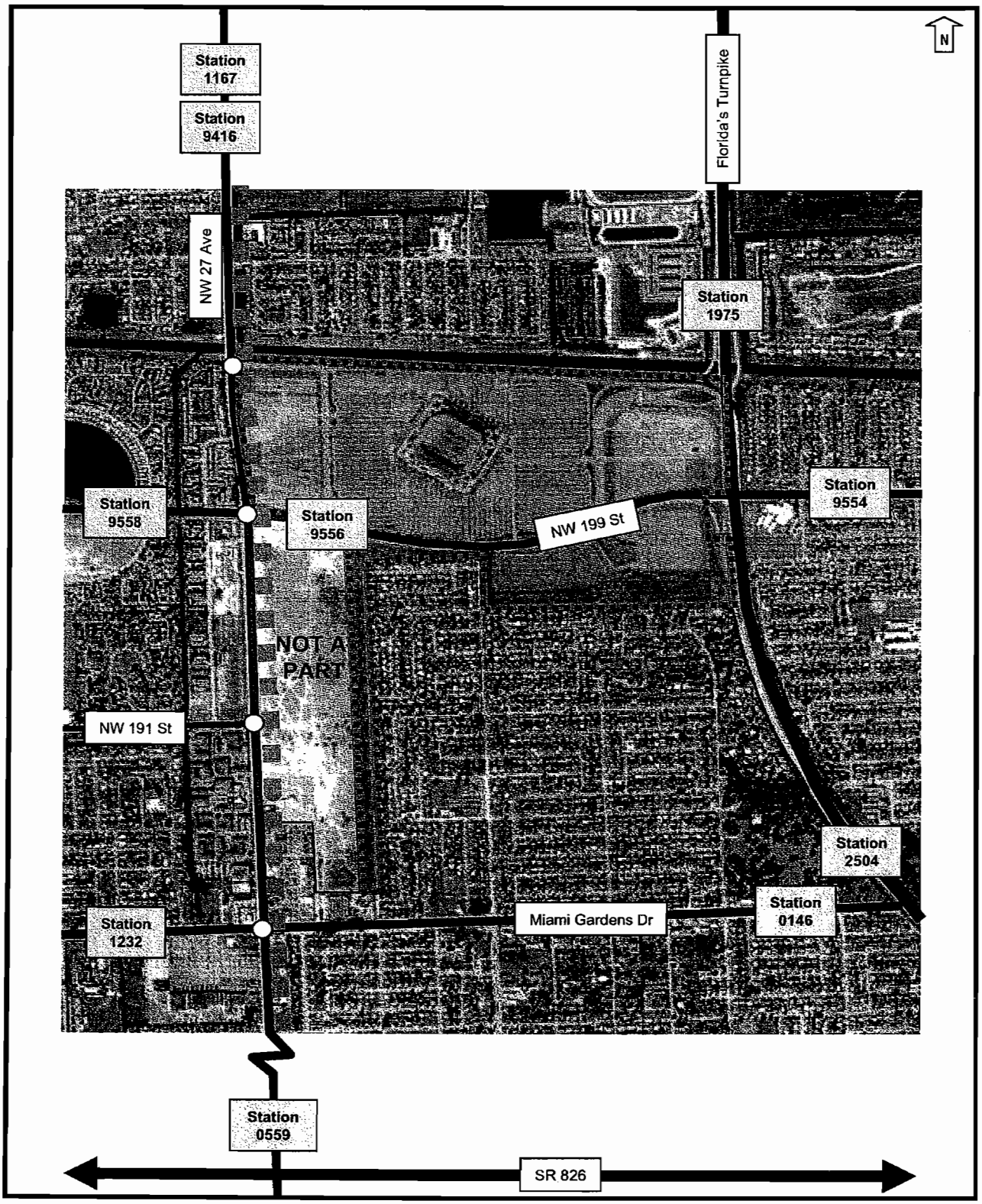


Legend

Site Location

Figure 8C
Project Distribution for the Time Extension Analysis for the Larger Study Area
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates



Legend

Site Location

Traffic Signal

Station 0559 Count Station

Figure 9
Count Station Locations
Dolphin Center North DRI
March 2006

Source: Cathy Sweetapple & Associates

TABLE 6
DOLPHIN CENTER NORTH AND SOUTH
TRAFFIC CONCURRENCY ANALYSIS

STATION NUMBER	DESCRIPTION	Existing Laneage	[1] Two Way Peak Hour Capacity	[2] Adjusted for Peak Season 2004 PHP Vol	Count Date	Capacity Available after PHP Vol	[3] D.O.'s as of 1/10/2006	Capacity Available after D.O.'s	[see Table 5A] Cardinal Distribution	Cardinal Direction	Dolphin Center North and South Peak Hour Project Trips 4236	Total with Project	Capacity Available after Project	[6] Max Adopted LOS	Current LOS	Meets Adopted Standard Yes/No
9558	NW 199 Street west of NW 27 Avenue	A 4	4,010	2,123	Mar. 29-31, 2004	1,887	426	1,461	8.69%	WNW	368	2,917	1,093	HE	B	Yes
9556	NW 199 Street east of NW 27 Avenue	A 8	4,600	2,201	Jun. 8-10, 2004	2,399	339	2,060	37.68%	WNW+WSW+SSW	1,596	4,136	464	D	C	Yes
9554	NW 199 Street east of HEFT to NW 2 Avenue	A 4	3,820	2,121	Mar. 29-31, 2004	1,699	92	1,607	16.85%	ENE	714	2,927	893	EE	D	Yes
1167	NW 27 Avenue south of the County Line	A 6	7,760	3,505	Sept. 14-16, 2004	4,255	648	3,607	8.63%	NNW	366	4,519	3,241	EE	B	Yes
9416	NW 27 Avenue south of NW 215 Street	A 6	7,760	3,946	May 18-20, 2004	3,814	648	3,166	8.63%	NNW	366	4,960	2,800	EE	B	Yes
[7]	NW 27 Avenue south of NW 199 Street	A 6	7,290	4,025	Mar. 14, 2006	3,265	717	2,548	43.81%	WSW+SSW+SSE	1,856	6,598	692	EE	EE	Yes
0559	NW 27 Avenue north of NW 167 Street	A 6	7,290	4,508	Aug. 3-5, 2004	2,782	717	2,065	17.41%	SSW	737	5,962	1,328	EE	D	Yes
1232	NW 183 Street west of NW 27 Avenue	A 6	5,990	2,108	Sept. 14-16, 2004	3,882	348	3,534	11.58%	WSW	491	2,947	3,043	HE	C	Yes
0146	NW 183 Street west of Florida's Turnpike	A 6	5,990	2,614	Sept. 21-23, 2004	3,376	348	3,028	14.82%	SSE	628	3,590	2,400	HE	C	Yes
1975	Florida's Turnpike north of NW 199 Street	Freeway 6 [4]	9,840	7,792	[5]	2,048	648	1,400	11.47%	NNE	486	8,926	914	D	D	Yes
2504	Florida's Turnpike south of NW 199 Street	Freeway 8 [4]	13,420	6,943	[5]	6,477	648	5,829	10.55%	ESE	447	8,038	5,382	D	C	Yes
									100.00%							

Notes:

[1] Source for maximum service volumes have been obtained from the Miami-Dade County Public Works Department Concurrency Database dated January 10, 2006, unless otherwise noted.

[2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT. All counts have been adjusted for Peak Season.

[3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrency Database dated January 10, 2006.
The turnpike count stations are not included in the Miami-Dade Concurrency Database, therefore committed trips consistent with NW 27 Avenue have been assigned to Florida's Turnpike.

[4] Maximum service volumes for Florida's Turnpike is obtained from the 2002 FDOT Quality/LOS Handbook.

[5] The two way peak hour turnpike count is derived from the Year 2004 turnpike daily count, multiplied times the K factor to provide the two way peak hour volume.
Count Station 1975 = 69,700 * K30 (11.18) = 7,792
Count Station 2504 = 62,100 * K30 (11.18) = 6,943

[6] HE = LOS E with 20 minute headways between infill area and the UDB.
EE = 120% of LOS E, Extraordinary Transit between Infill Area and the UDB.

[7] The segment of NW 27 Avenue south of NW 199 Street is analyzed herein to confirm network capacity to support the proposed changes.
Maximum service volumes and committed DO trips are obtained from the adjacent FDOT count station 0559.

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VI. NOPC Application Traffic Study - Evaluation of DRI Regional Impacts

The evaluation of DRI regional impacts begins with the determination of project traffic significance pursuant to Rule 9J-2.045. **Table 7** has been prepared to evaluate the impact of Dolphin Center North project traffic on the surrounding roadway network, to determine which roadways will carry PM peak hour directional project trips equal to or greater than 5% of the adopted level of service standard for the regional roadway network. The results of **Table 7** demonstrate that the project traffic from Dolphin Center North will only significantly impact portions of NW 199 Street, Miami Gardens Drive and NW 27 Avenue. None of the directional roadway segments significantly impacted by project traffic were found to operate below acceptable levels of service through the proposed build out year for the DRI.

Project Trip Generation

Trip generation for the Dolphin Center North has been established using the rates and equations from ITE 7th Edition as presented herein in **Table 4C**. The proposed development program is estimated (at the worst case scenario under Alternative Program A) to generate **2,057 gross PM peak hour trips** (see **Table 4C**).

Project Trip Assignment

The project trips for Dolphin Center North have been assigned to the roadway network using the cardinal distribution for project zones 56 and 128, and the enclosed information presented in **Figures 6A, 6E, 6F, 6G, Table 5B** and **Figure 7B**. The enclosed **Figures 8B and 8C** illustrate the DRI distribution.

Existing Traffic Conditions

Existing PM peak hour directional traffic volumes on the significant study area roadway segments have been identified using either peak hour intersection turning movements collected by the Applicant, or twenty four hour traffic counts collected by Miami-Dade County or FDOT (see **Attachment II**). All peak hour traffic data has been adjusted for peak season using the FDOT peak season conversion factors (PSCF). The peak hour directional maximum service volumes are consistent with the 2002 FDOT Quality/Level of Service Handbook, and recognize the LOS E and 120% of E provisions from the CDMP. **Table 8** identifies the PM peak hour, peak season directional traffic under existing traffic conditions for impacted segments. Acceptable levels of service were found to exist under existing traffic conditions on the directional roadway segments significantly impacted by project traffic.

Future Background Traffic Conditions

Future background traffic volumes have been identified on the study roadway segments for the year 2014, representing ten (10) years of growth from the year 2004 counts. Growth rates for two of the study area roadways are provided in **Table 9**. Negative growth recorded in the study area was replaced with a 0.50% per year growth. The enclosed **Table 8** identifies the growth in background traffic to the year 2014, and reflects the PM peak hour, peak season directional traffic conditions for year 2014 background traffic. Acceptable levels of service were found to exist under future background traffic conditions on the directional roadway segments significantly impacted by project traffic.

Committed Development Traffic

Committed traffic for the study roadway segments was obtained from the January 2006 Miami-Dade County Concurrency database.

Total Traffic Conditions

An evaluation of the roadway level of service under total traffic conditions has been performed for the significant study roadway segments surrounding the project site. Total traffic conditions have been established to reflect the combined effect of future background traffic, committed development traffic and the project traffic from the Dolphin Center North development program. The enclosed **Table 8** reflects the PM peak hour, peak season directional traffic conditions for year 2014 total traffic. No roadway deficiencies were found to exist under the PM peak hour, peak season directional total traffic conditions for the directional roadway segments significantly impacted by project traffic.

Conclusions from the DRI Impact Evaluation

Given the analyses performed in this NOPC Application Traffic Study, no additional regional impacts have been found to exist through the year 2014 resulting from the proposed changes to the DRI development program. Acceptable levels of service are maintained through the build out year for the directional roadway segments significantly impacted by project traffic.

TABLE 7
DOLPHIN CENTER NORTH DRI
FINAL TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE

ROADWAY FROM	TO	DIR	FACILITY TYPE EXISTING LANES	[1] PEAK HOUR DIR MAX SERVICE VOLUME	DOLPHIN CENTER NORTH DRI PROJECT TRIPS (PROJ = 2057) [2] DIST	IN / OUT	PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
HEFT									
FLA TURNPIKE	UNIVERSITY DR	EB	4LEXPY	3,580	5.00%	O	62	1.73%	NO
		WB		3,580		I	40	1.12%	NO
UNIVERSITY DR	FLAMINGO RD	EB	4LEXPY	3,580	5.00%	I	40	1.12%	NO
		WB		3,580		O	62	1.73%	NO
FLAMINGO RD	I-75	EB	4LEXPY	3,580	4.00%	I	32	0.89%	NO
		WB		3,580		O	50	1.40%	NO
I-75	US-27	NB	6LEXPY	5,530	4.00%	I	32	0.58%	NO
		SB		5,530		O	50	0.90%	NO
COUNTY LINE ROAD									
NW 27 AVENUE	FLA TURNPIKE	EB	4LD	1,860	6.00%	O	75	4.03%	NO
		WB		1,860		I	49	2.63%	NO
FLA TURNPIKE	US 441	EB	4LD	1,860	6.00%	O	75	4.03%	NO
		WB		1,860		I	49	2.63%	NO
NW 199 ST - IVES DAIRY RD									
NW 57 AVE	NW 47 AVE	EB	4LD	1,860	3.22%	I	26	1.40%	NO
		WB		1,860		O	40	2.15%	NO
NW 47 AVE	NW 42 AVE	EB	4LD	1,860	4.22%	I	34	1.83%	NO
		WB		1,860		O	53	2.85%	NO
NW 42 AVE	NW 37 AVE	EB	4LD	1,860	5.22%	I	42	2.26%	NO
		WB		1,860		O	65	3.49%	NO
NW 37 AVE	NW 27 AVE	EB	4LD	1,860	9.22%	I	75	4.03%	NO
		WB		1,860		O	115	6.18%	YES
NW 27 AVE	FLA TURNPIKE	EB	8LD	3,540	49.09%	O	613	17.32%	YES
		WB		3,540		I	397	11.21%	YES
FLA TURNPIKE	US 441	EB	4LD	2,232	18.41%	O	230	10.30%	YES
		WB		2,232		I	149	6.68%	YES
US 441	NE 14 AVE	EB	6LD	2,790	12.41%	O	155	5.56%	YES
		WB		2,790		I	100	3.58%	NO
NE 14 AVE	I-95	EB	6LD	2,790	12.41%	O	155	5.56%	YES
		WB		2,790		I	100	3.58%	NO
I-95	US-1	EB	6LD	2,790	2.41%	O	30	1.08%	NO
		WB		2,790		I	19	0.68%	NO
MIAMI GARDENS DRIVE									
NW 57 AVE	NW 37 AVE	EB	6LD	2,790	9.02%	I	73	2.62%	NO
		WB		2,790		O	113	4.05%	NO
NW 37 AVE	NW 27 AVE	EB	6LD	2,790	11.02%	I	89	3.19%	NO
		WB		2,790		O	138	4.95%	NO
NW 27 AVE	NW 12 AVE	EB	4LD	1,860	12.87%	O	161	8.66%	YES
		WB		1,860		I	104	5.59%	YES
NW 12 AVE	US 441	EB	4LD	1,860	10.87%	O	136	7.31%	YES
		WB		1,860		I	88	4.73%	NO
US 441	I-95	EB	4LD	1,860	6.87%	O	86	4.62%	NO
		WB		1,860		I	56	3.01%	NO
I-95	US-1	EB	4LD	1,860	2.87%	O	36	1.94%	NO
		WB		1,860		I	23	1.24%	NO
PALMETTO EXPRESSWAY - SR 826									
NW 67 AVE	NW 57 AVE	EB	6LEXPY	5,410	5.32%	I	43	0.79%	NO
		WB		5,410		O	66	1.22%	NO
NW 57 AVE	NW 47 AVE	EB	6LEXPY	5,410	5.32%	I	43	0.79%	NO
		WB		5,410		O	66	1.22%	NO
NW 47 AVE	NW 37 AVE	EB	6LEXPY	5,410	5.32%	I	43	0.79%	NO
		WB		5,410		O	66	1.22%	NO
NW 37 AVE	NW 27 AVE	EB	6LEXPY	5,410	5.32%	I	43	0.79%	NO
		WB		5,410		O	66	1.22%	NO
NW 27 AVE	NW 17 AVE	EB	6LEXPY	5,410	5.32%	O	66	1.22%	NO
		WB		5,410		I	43	0.79%	NO
NW 17 AVE	NW 13 AVE	EB	6LEXPY	5,410	5.32%	O	66	1.22%	NO
		WB		5,410		I	43	0.79%	NO
NW 13 AVE	GLADES INT.	EB	6LEXPY	5,410	5.32%	O	66	1.22%	NO
		WB		5,410		I	43	0.79%	NO

TABLE 7
DOLPHIN CENTER NORTH DRI
FINAL TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE

ROADWAY FROM	TO	DIR	FACILITY TYPE EXISTING LANES	[1] PEAK HOUR DIR MAX SERVICE VOLUME	DOLPHIN CENTER NORTH DRI PROJECT TRIPS (PROJ = 2057) [2] DIST	IN / OUT	PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
I-95									
HALLANDALE BEACH	IVES DAIRY RD	NB	10LEXPY	9,340	8.00%	O	100	1.07%	NO
		SB		9,340		I	65	0.70%	NO
IVES DAIRY RD	MIAMI GARDENS DR	NB	8LEXPY	7,380	8.00%	I	65	0.88%	NO
		SB		7,380		O	100	1.36%	NO
MIAMI GARDENS DR	GLADES INT.	NB	8LEXPY	7,380	8.00%	I	65	0.88%	NO
		SB		7,380		O	100	1.36%	NO
GLADES INT.	TO SOUTH	NB	10LEXPY	9,340	8.00%	I	65	0.70%	NO
		SB		9,340		O	100	1.07%	NO
US 441									
PINES BLVD	PEMBROKE RD	NB	4LD	1,860	4.00%	O	50	2.69%	NO
		SB		1,860		I	32	1.72%	NO
PEMBROKE RD	MIRAMAR PKWY	NB	4LD	1,860	5.00%	O	62	3.33%	NO
		SB		1,860		I	40	2.15%	NO
MIRAMAR PKWY	COUNTY LINE RD	NB	4LD	1,860	6.00%	O	75	4.03%	NO
		SB		1,860		I	49	2.63%	NO
COUNTY LINE RD	IVES DAIRY RD	NB	6LD	2,790	6.00%	O	75	2.69%	NO
		SB		2,790		I	49	1.76%	NO
IVES DAIRY RD	MIAMI GARDENS DR	NB	6LD	2,790	8.00%	I	65	2.33%	NO
		SB		2,790		O	100	3.58%	NO
MIAMI GARDENS DR	GLADES INT.	NB	6LD	2,570	8.00%	I	65	2.53%	NO
		SB		2,570		O	100	3.89%	NO
FLORIDA'S TURNPIKE									
PINES BLVD	MIRAMAR PKWY	NB	6LEXPY	5,410	12.41%	O	155	2.87%	NO
		SB		5,410		I	100	1.85%	NO
MIRAMAR PKWY	HEFT	NB	6LEXPY	5,410	12.41%	O	155	2.87%	NO
		SB		5,410		I	100	1.85%	NO
HEFT	NW 199 STREET	NB	6LEXPY	5,410	12.41%	O	155	2.87%	NO
		SB		5,410		I	100	1.85%	NO
NW 199 STREET	GLADES INT.	NB	6LEXPY	5,410	10.65%	I	86	1.59%	NO
		SB		5,410		O	133	2.46%	NO
UNIVERSITY DRIVE - NW 27 AVE									
PINES BLVD	PEMBROKE RD	NB	6LD	2,570	2.45%	O	31	1.21%	NO
		SB		2,570		I	20	0.78%	NO
PEMBROKE RD	MIRAMAR PKWY	NB	6LD	2,570	3.45%	O	43	1.67%	NO
		SB		2,570		I	28	1.09%	NO
MIRAMAR PKWY	HEFT	NB	6LD	2,570	4.45%	O	56	2.18%	NO
		SB		2,570		I	36	1.40%	NO
HEFT	NW 199 ST	NB	6LD	3,252	9.45%	O	118	3.63%	NO
		SB		3,252		I	76	2.34%	NO
NW 199 ST	MIAMI GARDENS DR	NB	6LD	3,252	39.87%	I	323	9.93%	YES
		SB		3,252		O	498	15.31%	YES
MIAMI GARDENS DR	PALMETTO EXP	NB	6LD	3,252	15.98%	I	129	3.97%	NO
		SB		3,252		O	199	6.12%	YES
DOUGLAS ROAD / NW 37 AVE									
PINES BLVD	PEMBROKE RD	NB	4LD	1,710	1.00%	O	12	0.70%	NO
		SB		1,710		I	8	0.47%	NO
PEMBROKE RD	MIRAMAR BLVD	NB	4LD	1,710	1.00%	O	12	0.70%	NO
		SB		1,710		I	8	0.47%	NO
MIRAMAR BLVD	MIRAMAR PKWY	NB	4LD	1,710	2.00%	O	25	1.46%	NO
		SB		1,710		I	16	0.94%	NO
MIRAMAR PKWY	NW 199 ST	NB	4LD	1,710	2.00%	O	25	1.46%	NO
		SB		1,710		I	16	0.94%	NO
NW 199 ST	MIAMI GARDENS DR	NB	4LD	1,710	2.00%	I	16	0.94%	NO
		SB		1,710		O	25	1.46%	NO
MIAMI GARDENS DR	PALMETTO EXP	NB	4LD	1,710	2.00%	I	16	0.94%	NO
		SB		1,710		O	25	1.46%	NO

NOTES:

[1] PEAK HOUR DIRECTIONAL MAXIMUM SERVICE VOLUMES ARE OBTAINED FROM THE FDOT 2002 QUALITY/ LEVEL OF SERVICE HANDBOOK, WITH ADJUSTMENTS FOR LOS E, OR 120% OF LOS E AS PERMITTED BY THE MIAMI-DADE COUNTY CDMP.

[2] SEE FIGURES 8B AND 8C FOR THE UPDATED PROJECT DISTRIBUTION BASED UPON THE MIAMI-DADE 2015 COST FEASIBLE PLAN.

TABLE 8
DOLPHIN CENTER NORTH DRI
EXISTING AND PROJECTED TRAFFIC CONDITIONS

ROADWAY FROM	TO	DIR	EXISTING LANES	COUNT STATIONS	[1] 2003, 2004 2005, 2006 ACTUAL COUNTS	FDOT PSCF	[1] EXISTING PM PEAK HOUR PEAK SEASON DIRECTIONAL VOLUME	[2] GROWTH RATE	YEAR 2014 BKGRD VOLUME	[3] COMMITTED PM PEAK HOUR TRIPS	BKGRD PLUS COMMITTED PM PEAK HR TOTAL VOLUME	[4] PEAK HOUR DIR MAX SERVICE VOLUME	DOLPHIN CENTER NORTH DRI PROJECT TRIPS [5] (PROJ = 2057) [5] DIST	IN / OUT	PM PEAK	2014 TOTAL PM PK HR DIR VOLUME	2014 TOTAL LOS	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% AND FAILING YES / NO
NW 199 ST - IVES DAIRY RD																			
NW 37 AVE	NW 27 AVE	EB	4LD	MD-9558	986	1.00	986	0.50%	1,036	192	1,228	1,860	9.22%	I	75	1,303	B	4.03%	NO
		WB			1,427	1.00	1,427	0.50%	1,500	234	1,734	1,860		O	115	1,849	D	6.18%	NO
NW 27 AVE	FLA TURNPIKE	EB	8LD	MD-9556	1,006	1.03	1,036	0.50%	1,089	153	1,242	3,540	49.09%	O	613	1,855	B	17.32%	NO
		WB			1,378	1.03	1,419	0.50%	1,492	186	1,678	3,540		I	397	2,075	B	11.21%	NO
FLA TURNPIKE	US 441	EB	4LD	MD-9554	991	1.00	991	0.50%	1,042	41	1,083	2,232	18.41%	O	230	1,313	B	10.30%	NO
		WB			1,273	1.00	1,273	0.50%	1,338	51	1,389	2,232		I	149	1,538	C	6.68%	NO
US 441	NE 14 AVE	EB	6LD	MD-9554	991	1.00	991	0.50%	1,042	41	1,083	2,790	12.41%	O	155	1,238	B	5.56%	NO
		WB			1,273	1.00	1,273	0.50%	1,338	51	1,389	2,790		I	100	1,489	B	3.58%	NO
NE 14 AVE	I-95	EB	6LD	MD-9554	991	1.00	991	0.50%	1,042	41	1,083	2,790	12.41%	O	155	1,238	B	5.56%	NO
		WB			1,273	1.00	1,273	0.50%	1,338	51	1,389	2,790		I	100	1,489	B	3.58%	NO
MIAMI GARDENS DRIVE							0												
NW 27 AVE	NW 12 AVE	EB	4LD	FDOT-0145	1,225	1.08	1,323	0.50%	1,391	157	1,548	1,860	12.87%	O	161	1,709	D	8.66%	NO
		WB			1,252	1.08	1,352	0.50%	1,421	191	1,612	1,860		I	104	1,716	D	5.59%	NO
NW 12 AVE	US 441	EB	4LD	FDOT-0146	1,225	1.08	1,323	0.50%	1,391	157	1,548	1,860	10.87%	O	136	1,684	D	7.31%	NO
		WB			1,252	1.08	1,352	0.50%	1,421	191	1,612	1,860		I	88	1,700	D	4.73%	NO
UNIVERSITY DRIVE - NW 27 AVE							0												
HEFT	NW 199 ST	NB	6LD	Counts by	2,278	1.05	2,392	0.50%	2,514	292	2,806	3,252	9.45%	O	118	2,924	E+.08	3.63%	NO
		SB		Applicant	1,708	1.05	1,793	0.50%	1,885	356	2,241	3,252		I	76	2,317	D	2.34%	NO
NW 199 ST	MIAMI GARDENS DR	NB	8LD	Counts by	2,476	0.99	2,451	0.50%	2,577	323	2,900	3,252	39.87%	I	323	3,223	E+.18	9.93%	NO
		SB		Applicant	1,801	0.99	1,783	0.50%	1,874	394	2,268	3,252		O	498	2,766	E+.02	15.31%	NO
MIAMI GARDENS DR	PALMETTO EXP	NB	6LD	FDOT-0559	2,742	1.06	2,907	0.50%	3,055	323	3,378	3,252	15.98%	I	129	3,507	F	3.97%	NO
		SB			1,703	1.06	1,805	0.50%	1,897	394	2,291	3,252		O	199	2,490	D	6.12%	NO

NOTES:

[1] EXISTING TRAFFIC VOLUMES HAVE BEEN OBTAINED FROM MIAMI-DADE COUNTY, FDOT AND COUNTS PERFORMED BY APPLICANT. COUNTS HAVE BEEN ADJUSTED FOR PEAK SEASON USING THE FDOT PEAK SEASON CONVERSION FACTORS.

[2] SEE TABLE 9 FOR HISTORICAL GROWTH RATES. NEGATIVE GROWTH WAS RECORDED ON NW 27 AVENUE AND MIAMI GARDENS DRIVE, THEREFORE A 0.50% GROWTH RATE WAS USED TO PROJECT TRAFFIC CONDITIONS TO YEAR 2014.

[3] COMMITTED DEVELOPMENT IS BASED UPON THE JANUARY 2006 MIAMI-DADE COUNTY CONCURRENCY DATABASE.

[4] PEAK HOUR DIRECTIONAL MAXIMUM SERVICE VOLUMES ARE OBTAINED FROM THE FDOT 2002 QUALITY/ LEVEL OF SERVICE HANDBOOK.

[5] SEE FIGURES 8B AND 8C FOR THE UPDATED PROJECT DISTRIBUTION BASED UPON THE MIAMI-DADE 2015 COST FEASIBLE PLAN.

[6] SEE TABLE 4C FOR THE MAXIMUM GROSS PM PEAK HOUR PROJECT TRIPS FOR DOLPHIN CENTER NORTH UNDER ALTERNATIVE DEVELOPMENT PROGRAM A.

TABLE 9
DOLPHIN CENTER NORTH
STUDY AREA GROWTH RATE CALCULATIONS

ROADWAY	DIR	COUNT STATION	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	COMPOUND GROWTH
NW 27 AVENUE									
SOUTH OF COUNTY LINE	N/S	FDOT-1167	47,000	46,500	46,500	48,500	47,500	47,000	0.00%
TOTAL FOR ALL STATIONS:			**47,000**	**46,500**	**46,500**	**48,500**	**47,500**	**47,000**	**0.00%**
MIAMI GARDENS DRIVE									
WEST OF NW 27 AVENUE	E/W	FDOT-1232	31,000	33,500	27,500	28,500	27,000	26,500	-3.09%
TOTAL FOR ALL STATIONS:			**31,000**	**33,500**	**27,500**	**28,500**	**27,000**	**26,500**	**-3.09%**

APPENDIX D
MODE SPLIT FOR DOLPHIN CENTER

Mode Split for Dolphin Center						
Mode Split by Trip Type		Auto		Transit		Total Trips
		Total Trips	Percent of Total	Total Trips	Percent of Total	
Home-based Work	Productions	0	0%	0	0%	0
	Attractions	4,834	97%	158	3%	4,992
	Total	4,834	97%	158	3%	4,992
Home-based Non Work	Productions	0	0%	0	0%	0
	Attractions	7,849	99%	58	1%	7,907
	Total	7,849	99%	58	1%	7,907
Non Home-based	Productions	5,978	99%	50	1%	6,028
	Attractions	5,969	99%	55	1%	6,024
	Total	11,947	99%	105	1%	12,052
All Trips	Productions	5,978	99%	50	1%	6,028
	Attractions	18,652	99%	271	1%	18,923
	Total	24,630	99%	321	1%	24,951
Notes:						

APPENDIX E

199TH STREET ZONNG AMD LAND USE MAPS

199TH STREET STATION ZONING

1 MILE STATION RADIUS

1/2 MILE STATION RADIUS

1/4 MILE STATION RADIUS

ZONE	ACRES
AU	101.1
BU-1	14.7
BU-1A	57.1
BU-2	336.9
BU-3	2.8
GP	4.4
GU	12.4
NONE	104.7
OPD	55.9
RU-1	923.0
RU-1MA	30.5
RU-1Z	22.8
RU-2	13.9
RU-3M	45.3
RU-4A	10.3
RU-4L	59.7
RU-5A	15.7
RU-TH	199.6

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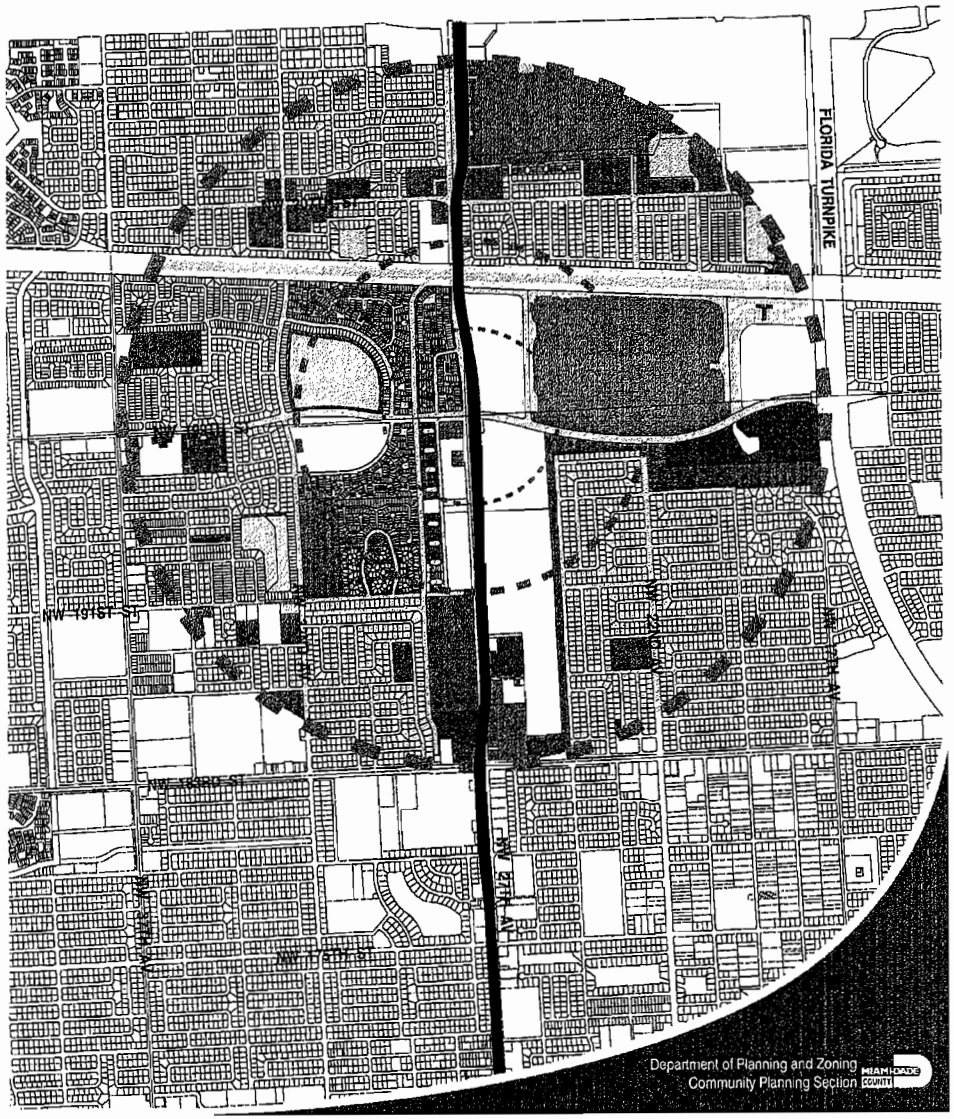
199TH STREET STATION LAND USE

1 MILE STATION RADIUS

1/2 MILE STATION RADIUS

1/4 MILE STATION RADIUS

LAND USE	ACRES
Communications, Utilities, Terminals, Plants	3.1
Expressway Right of Way Open Areas	7.9
Industrial	1.6
Inland Waters	116.2
Institutional	77.7
Low-Density Multi-Family	53.8
Office	2.7
Parks (Including Preserves and Conservation)	101.4
Shopping Centers, Commercial, Stadiums, Tracks	241.2
Single Family	625.3
Streets/Roads, Expressways, Ramps	401.7
Streets/Roads/Canals RW	56.2
Townhouse	81.1
Two-Family (Duplexes)	4.2
Vacant Protected	0.4
Vacant Unprotected	235.3
Vacant, Government Owned	1.3



APPENDIX F

199TH STREET POWERPOINT PRESENTATION

NORTH CORRIDOR STATION AREA PLANNING

North Corridor Station Area Planning



Miami Gardens 183rd & 199th Station Areas

PBPlaceMaking

March 17 2006

Why are you here?

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



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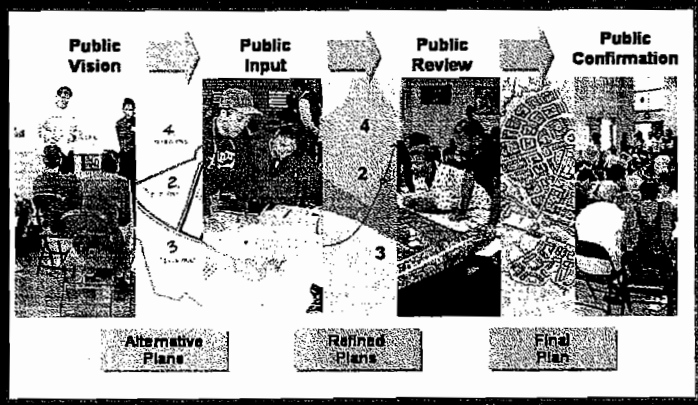
NORTH CORRIDOR STATION AREA PLANNING

This Weeks Activities

Linking Metrorail to the community's vision



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NORTH CORRIDOR STATION AREA PLANNING

Workshop Schedule

Times for your input:

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



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NORTH CORRIDOR STATION AREA PLANNING

Expected Results

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



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NORTH CORRIDOR STATION AREA PLANNING

Design of Metrorail

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



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NORTH CORRIDOR STATION AREA PLANNING

Town Center Plan

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

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

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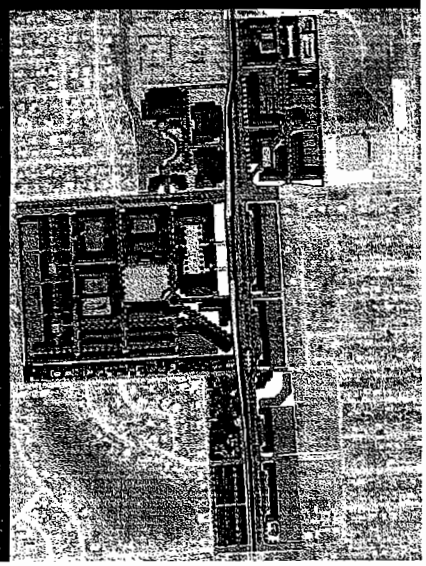

NORTH CORRIDOR STATION AREA PLANNING

Planning in Small Groups

- Linking Metrorail to your vision for Miami Gardens



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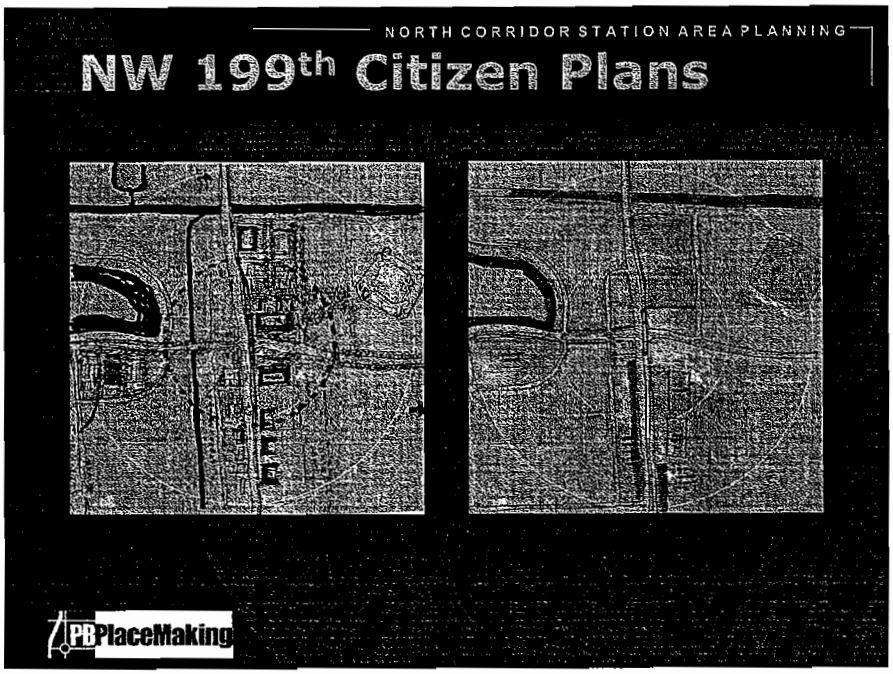
NORTH CORRIDOR STATION AREA PLANNING
NW 199th Citizen Plans
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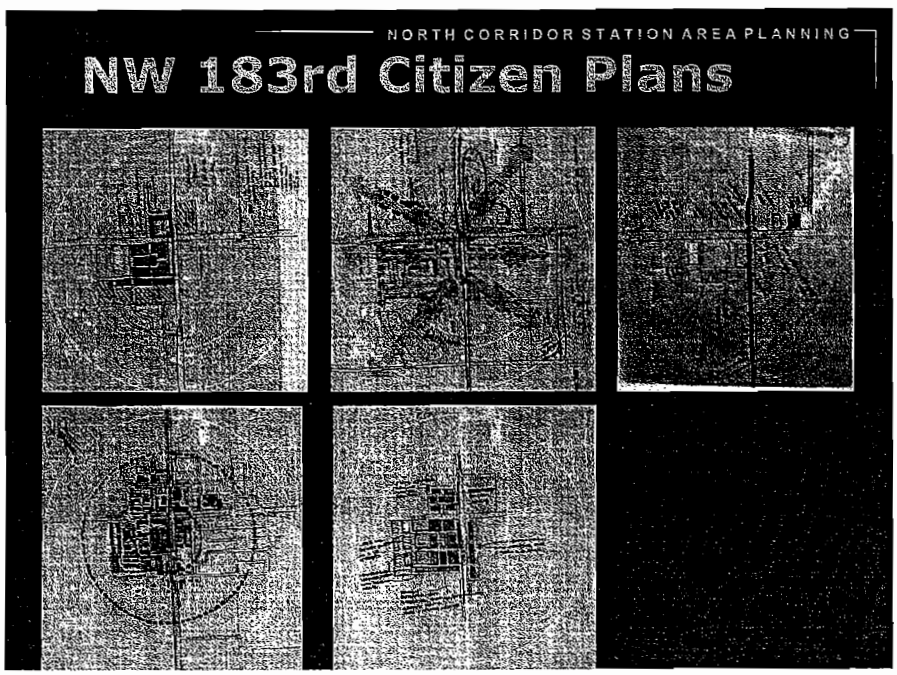
NORTH CORRIDOR STATION AREA PLANNING
NW 183rd Citizen Plans

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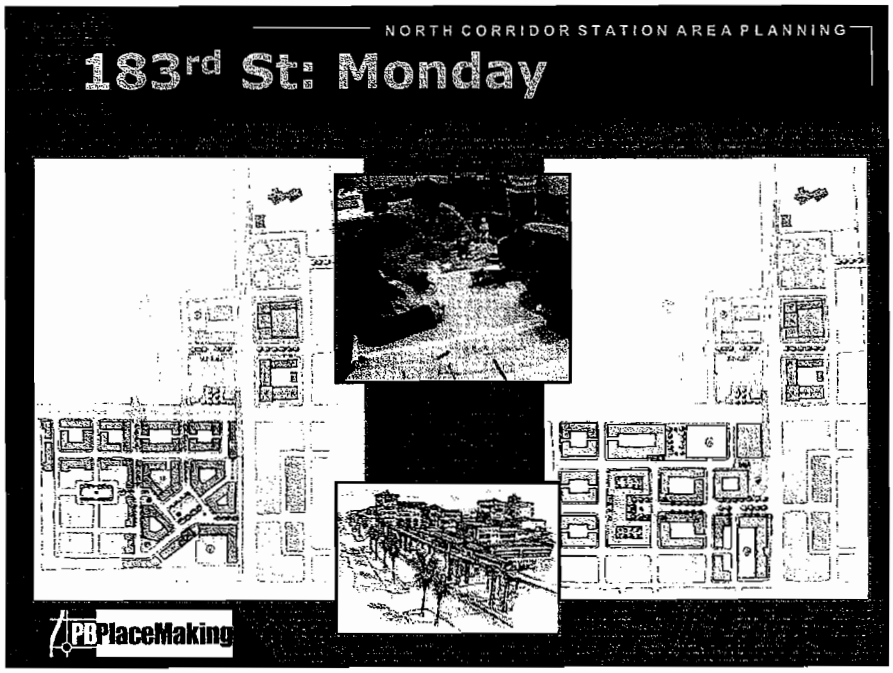
NORTH CORRIDOR STATION AREA PLANNING
183rd St: Monday
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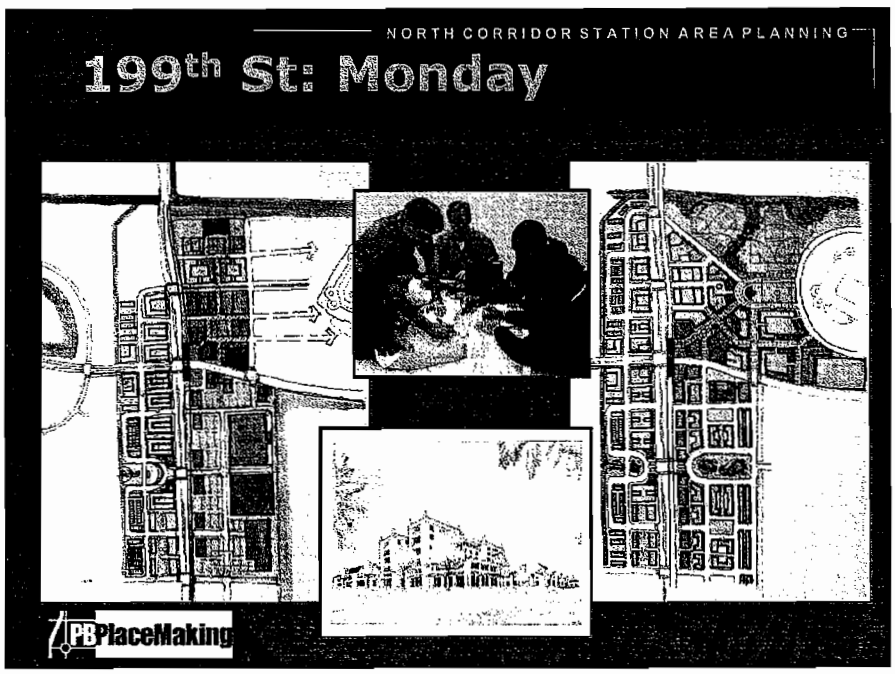
NORTH CORRIDOR STATION AREA PLANNING
199th St: Monday
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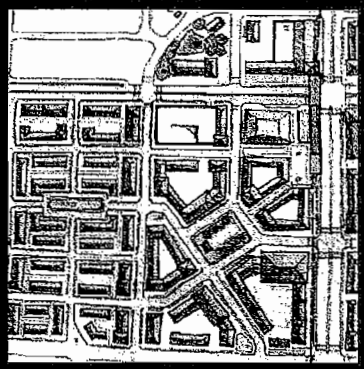
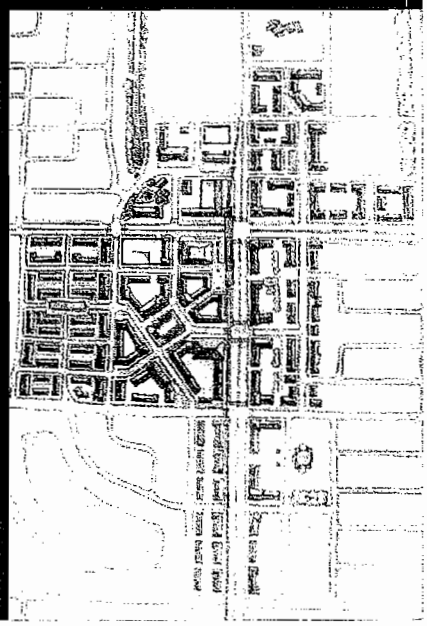
NORTH CORRIDOR STATION AREA PLANNING

183rd : Wednesday





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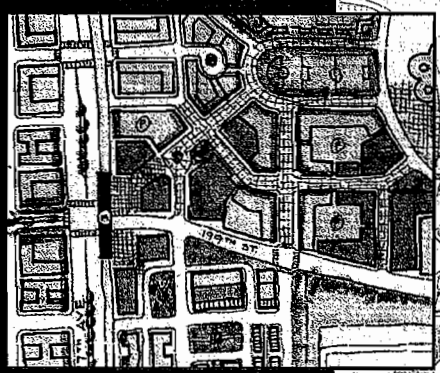
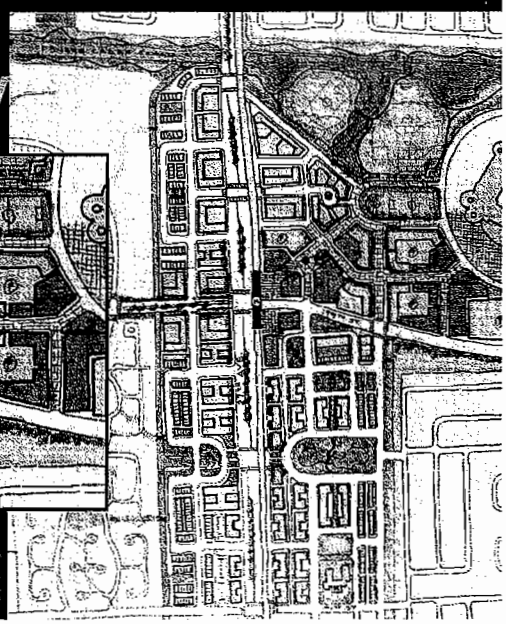
NORTH CORRIDOR STATION AREA PLANNING

199th Wednesday





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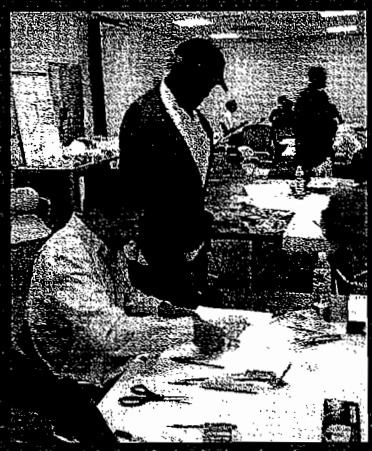
NORTH CORRIDOR STATION AREA PLANNING

Refining the Ideas

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



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NORTH CORRIDOR STATION AREA PLANNING

Overarching Themes

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

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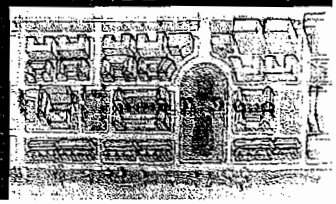
NORTH CORRIDOR STATION AREA PLANNING

What We Heard: Night Presentations

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



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199th Station Area

NORTH CORRIDOR STATION AREA PLANNING

What We Heard: Night Presentations

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

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NORTH CORRIDOR STATION AREA PLANNING

Community Building

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



199th Stadium Center & Regional Park

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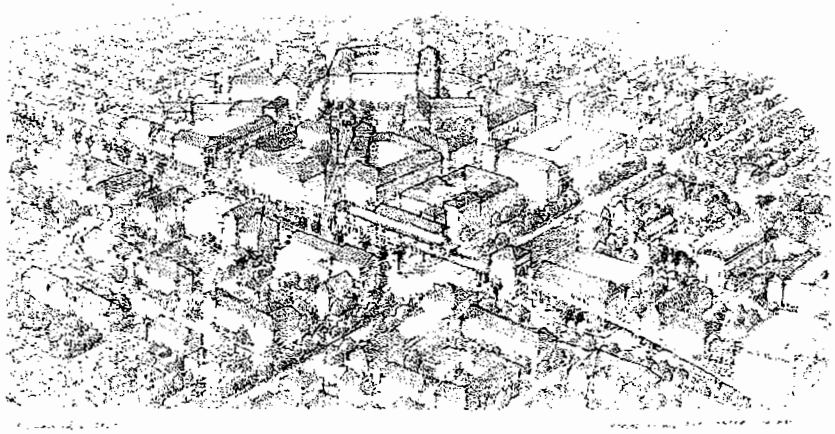
NORTH CORRIDOR STATION AREA PLANNING

Miami Gardens Town Center



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NORTH CORRIDOR STATION AREA PLANNING

183rd St Town Center: What We Changed

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



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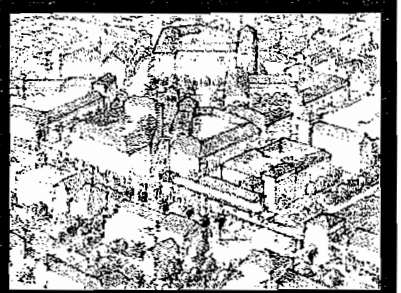
NORTH CORRIDOR STATION AREA PLANNING

183rd St: Refined Alternative

Refined Existing Town Center Plan

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



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Land Use

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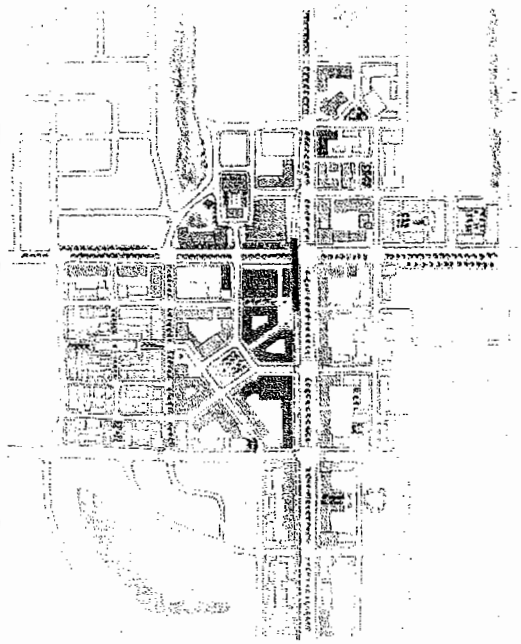

NORTH CORRIDOR STATION AREA PLANNING

183rd Town Center detail

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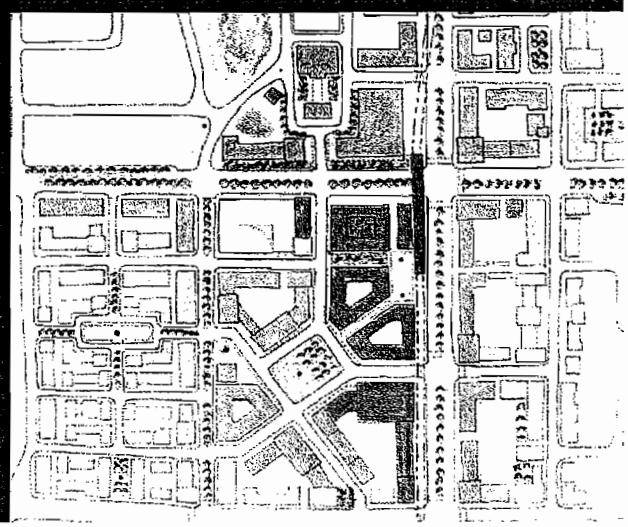

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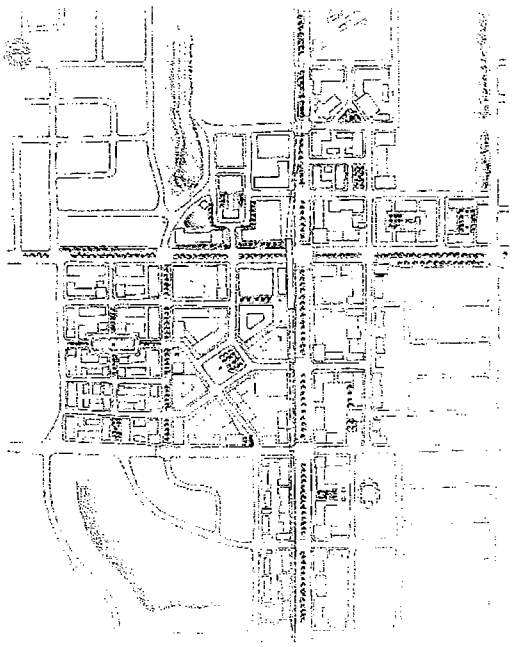
Open Space



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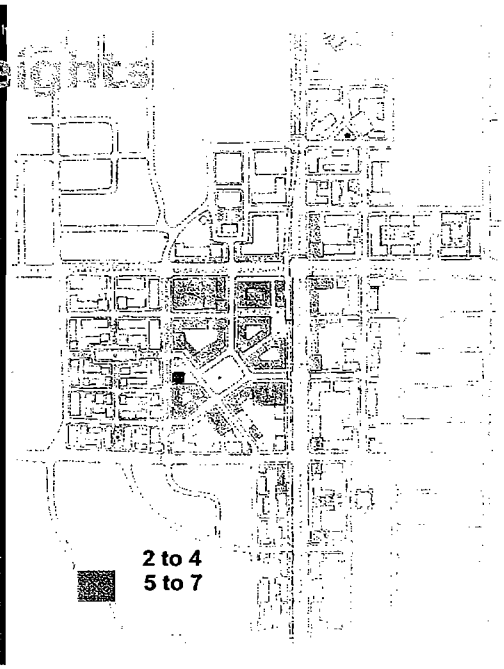
Building Heights



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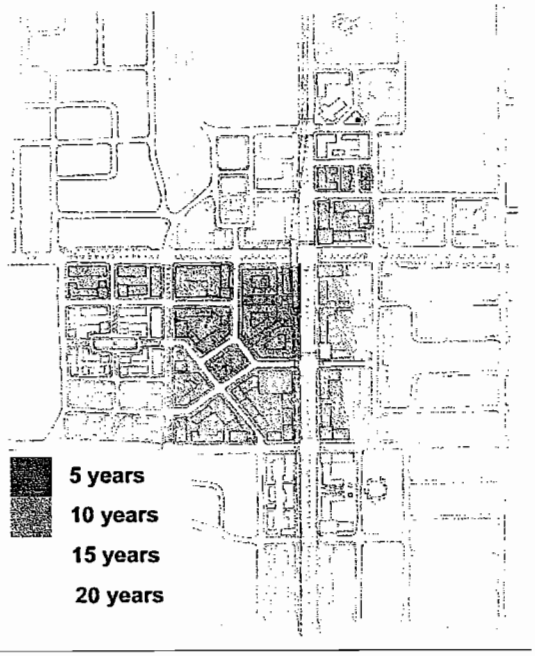
Phasing



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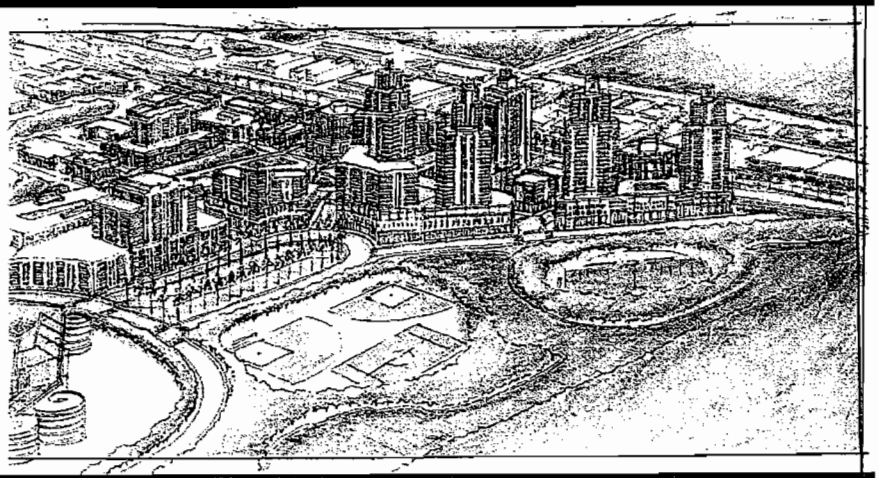
NORTH CORRIDOR STATION AREA PLANNING

199th / Stadium Center



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NORTH CORRIDOR STATION AREA PLANNING

199th St Town Center: What We Changed

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

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NORTH CORRIDOR STATION AREA PLANNING

199th St: Refined Alternative

Metropolitan Center

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

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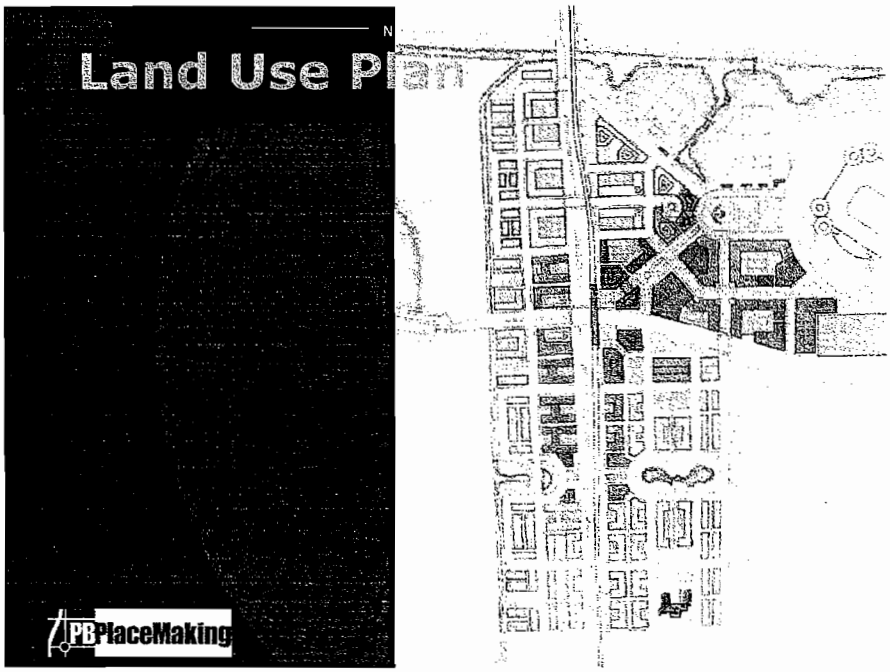
N
Land Use Plan
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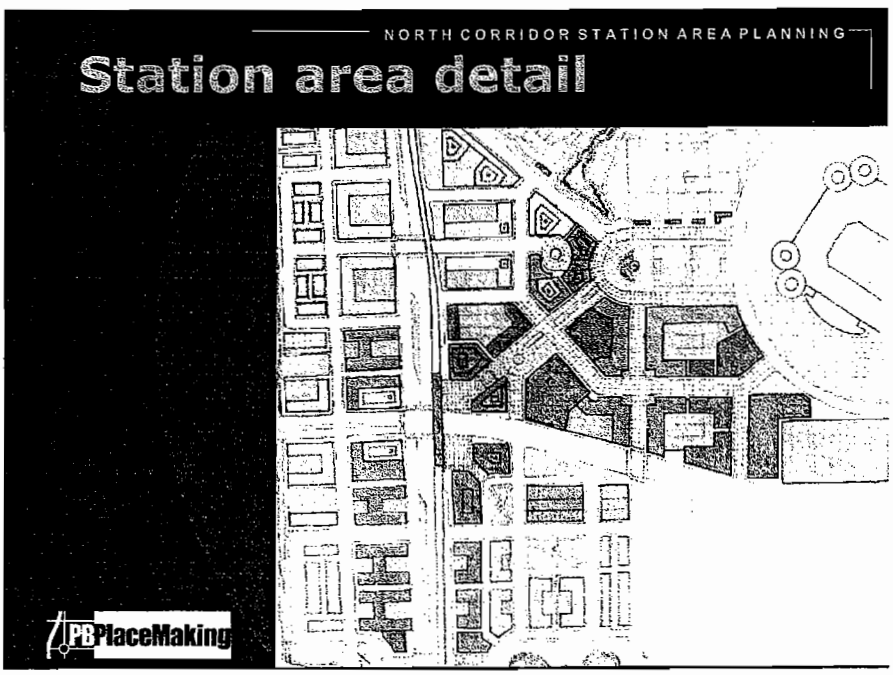
NORTH CORRIDOR STATION AREA PLANNING
Station area detail
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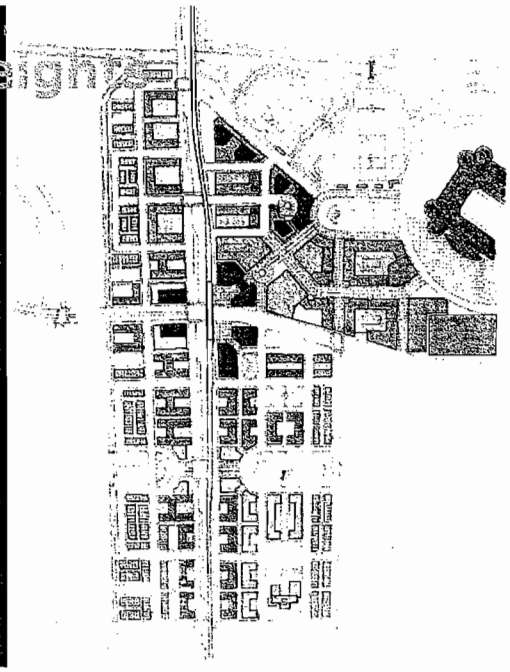
Building Heights



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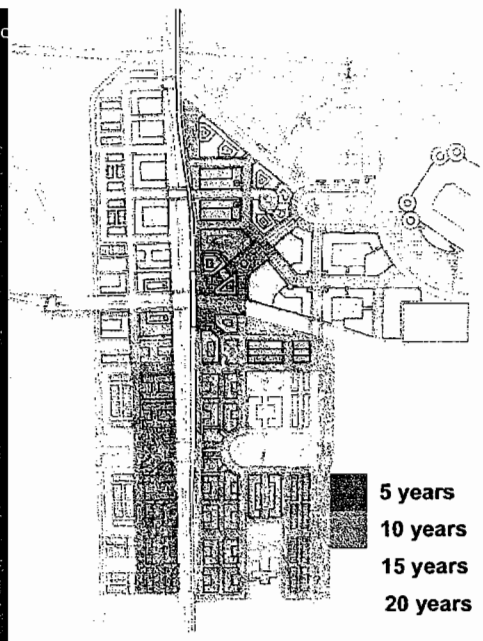
Phasing



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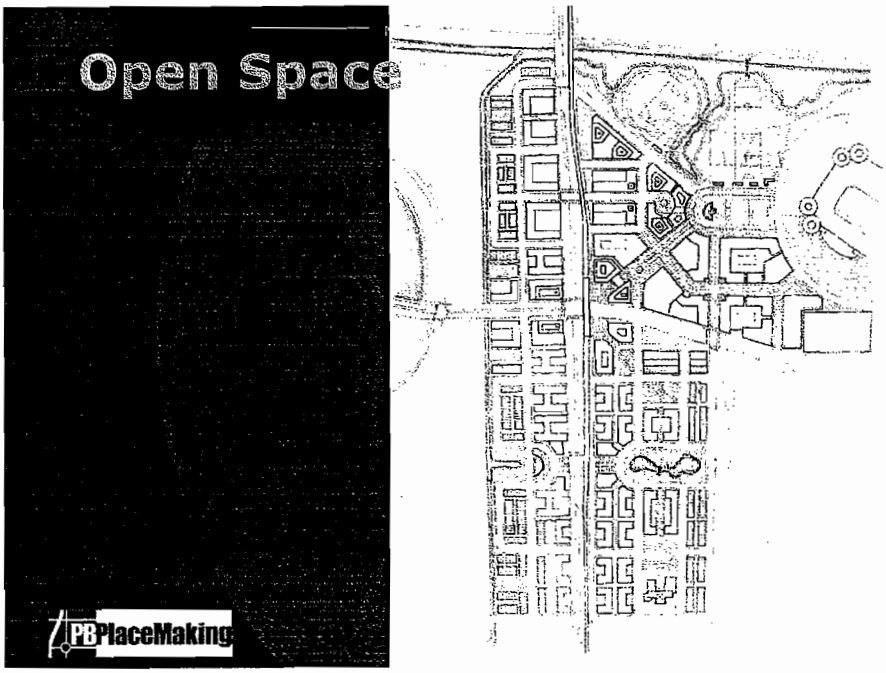

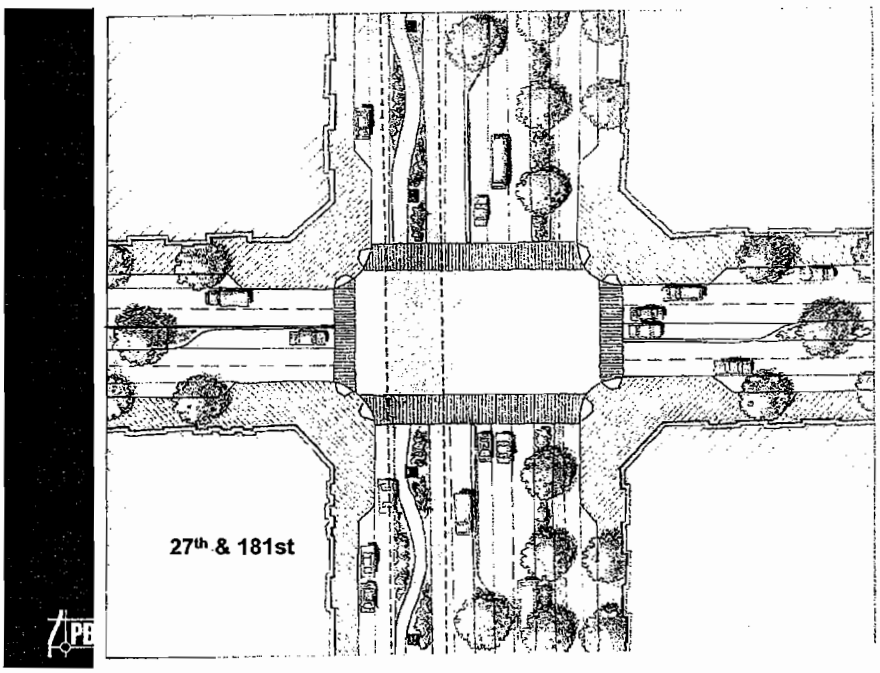

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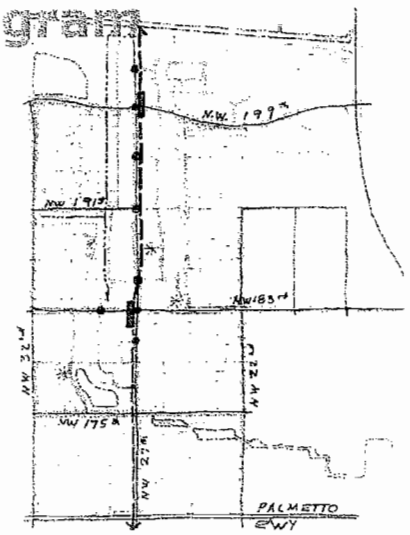
NORTH CORRIDOR STATION AREA PLANNING

Transportation: Circulation Diagram



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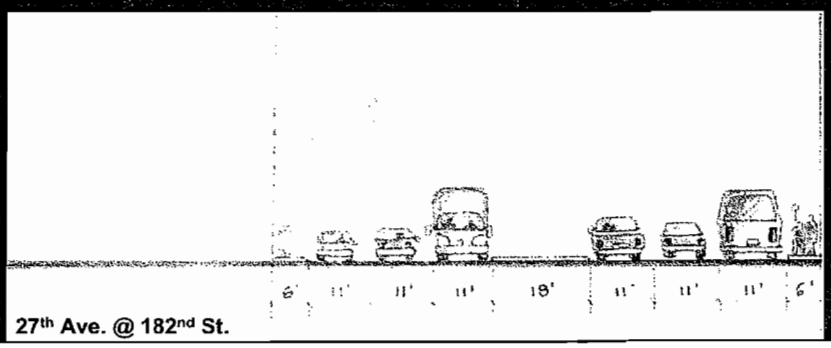
NORTH CORRIDOR STATION AREA PLANNING

Transportation: Existing

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



27th Ave. @ 182nd St.

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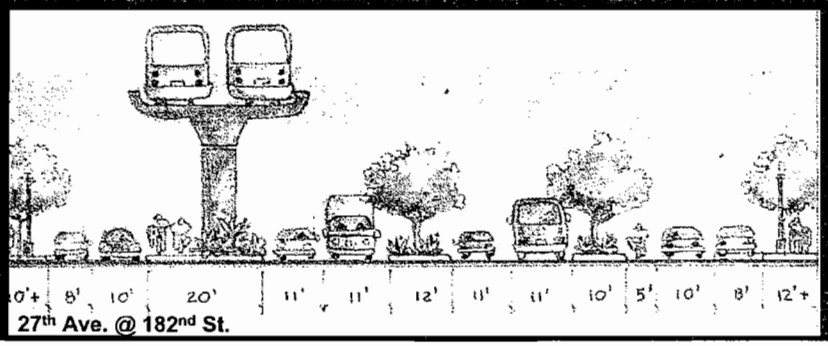
NORTH CORRIDOR STATION AREA PLANNING

Transportation: Future

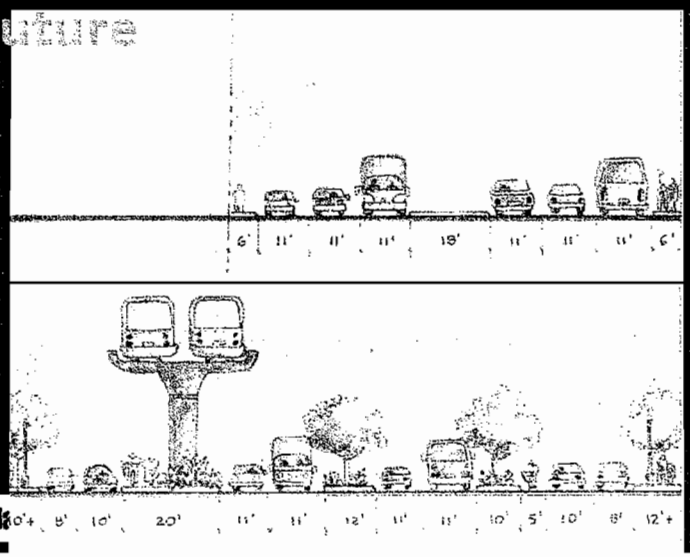
- Street character changed
- Maintains six lanes
- Pedestrian-friendly
- Adds bike lanes
- Slows speeds
- Improves safety



27th Ave. @ 182nd St.

NORTH CORRIDOR STATION AREA PLANNING

Transportation: Existing vs. Future



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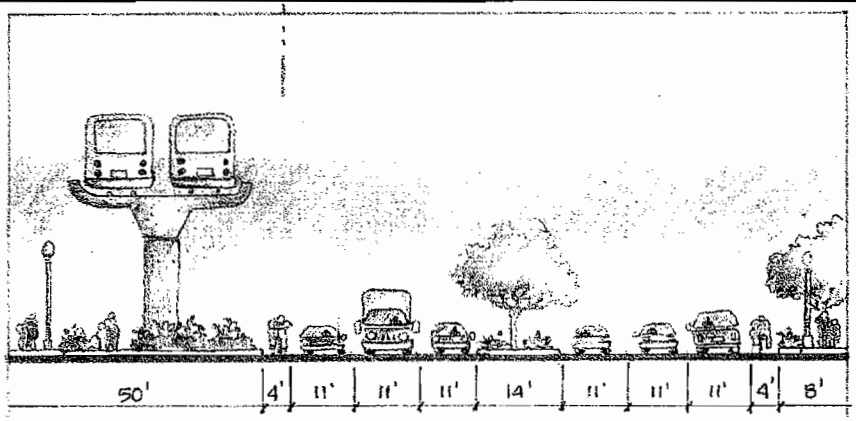
NORTH CORRIDOR STATION AREA PLANNING

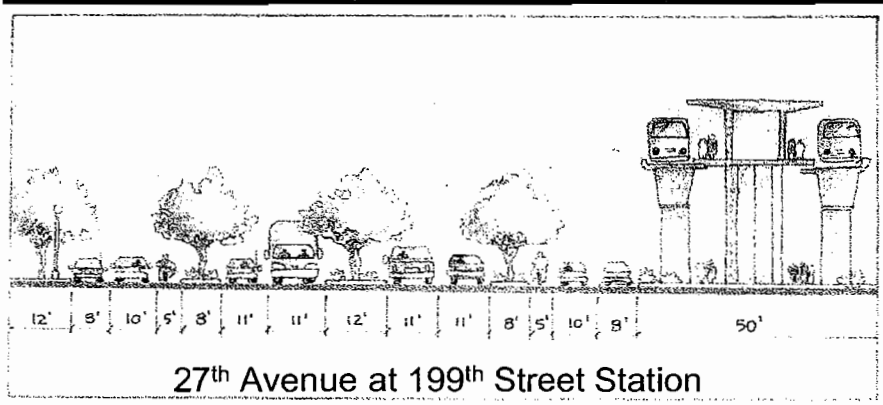
Transportation: New Streetscape



27th Avenue at 182nd St: Alternative

NORTH CORRIDOR STATION AREA PLANNING

Transportation: New Streetscape



27th Avenue at 199th Street Station

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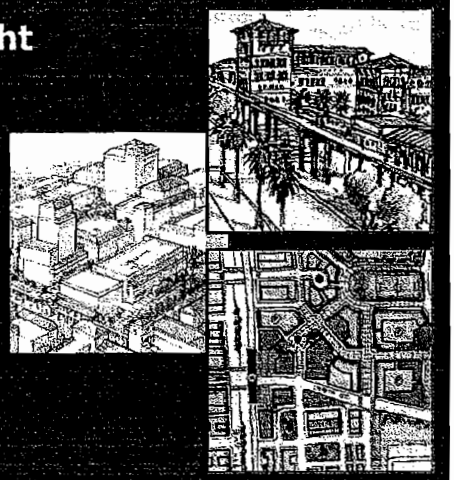
NORTH CORRIDOR STATION AREA PLANNING

Lessons Learned

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



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NORTH CORRIDOR STATION AREA PLANNING

Implementation – Lessons Learned

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

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 183rd St.

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

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 183rd St.

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

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 199th St.

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

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 199th St.

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

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Demographic Overview

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

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Current Market

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

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bae

Creating Market Opportunities

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

bae

Creating Market Opportunities

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

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NORTH CORRIDOR STATION AREA PLANNING

Master Plan Implementation

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

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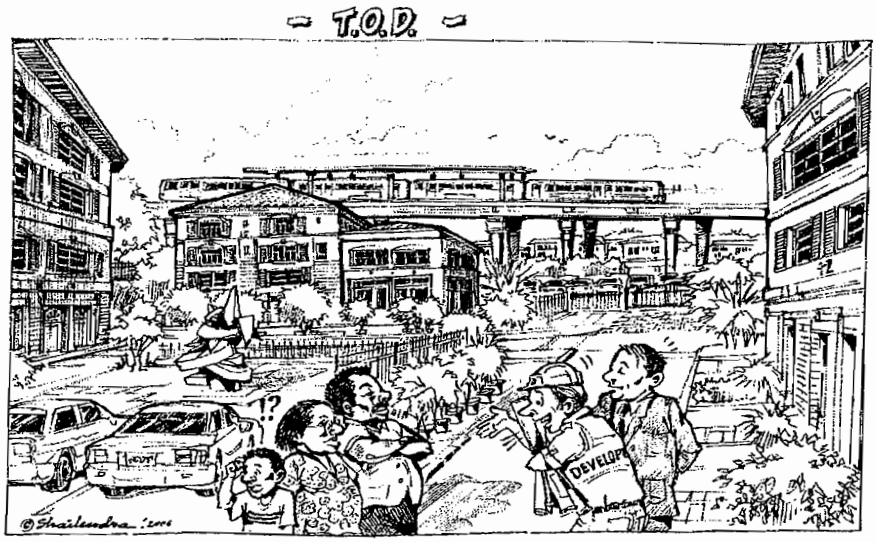

... and so our cool Transit Oriented Divider buildings ensure residents Get no noise, access or view to Metrorail, shutting it out completely!

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