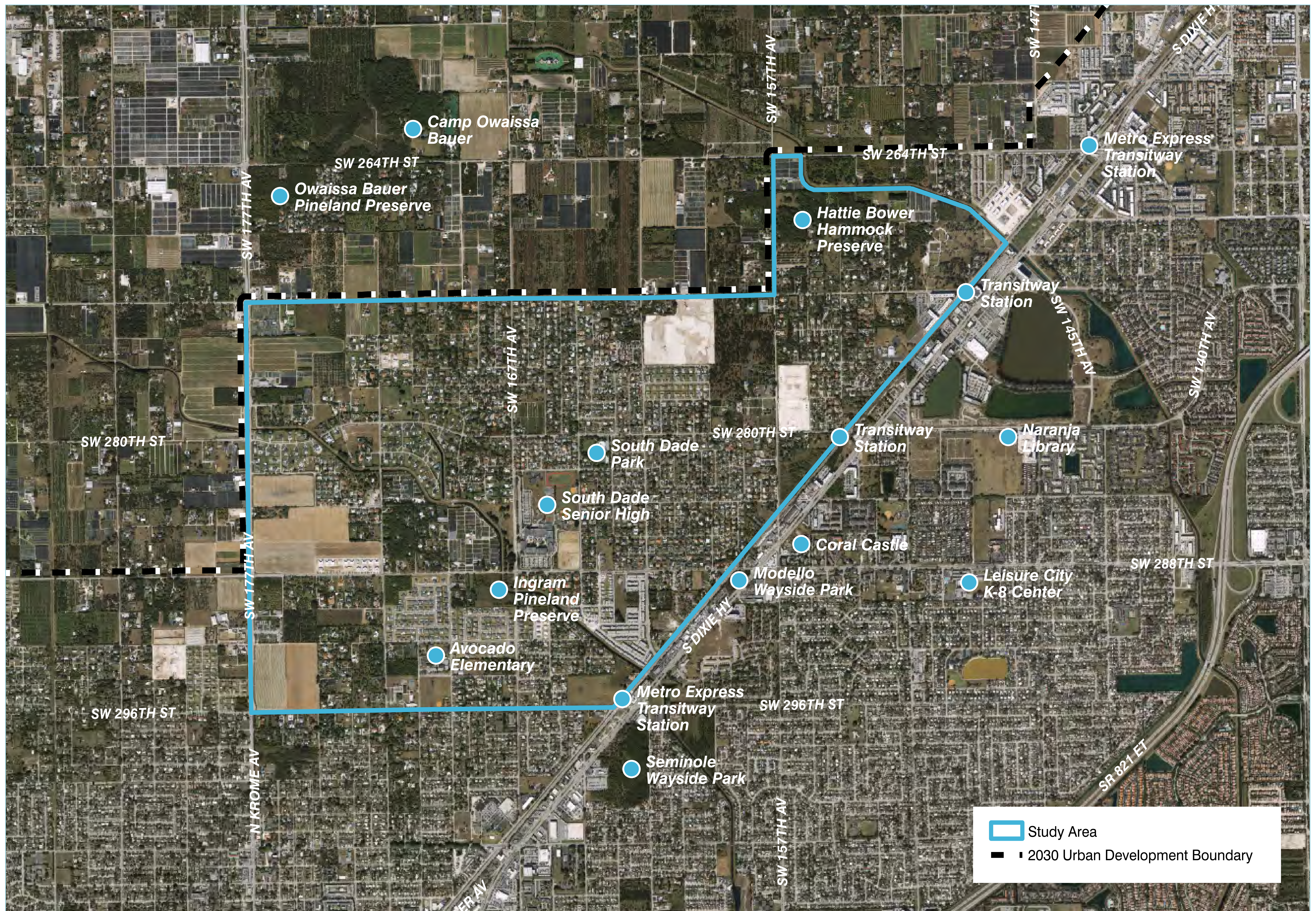


Study Area



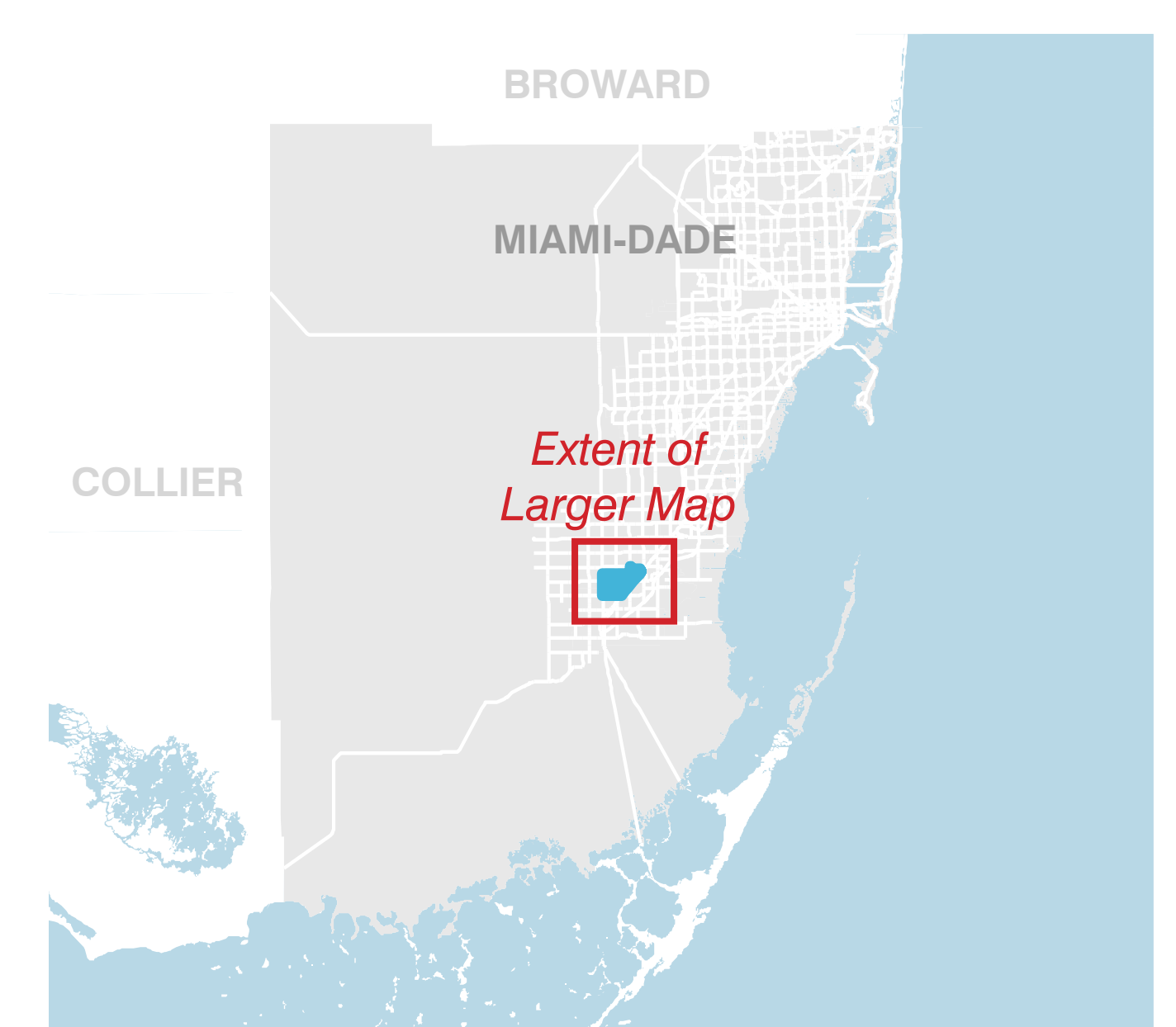
The study area is located west of Harriet Tubman Highway and east of Krome Avenue and generally between Southwest 272nd and 296th Streets with a portion east of Southwest 157th Avenue extending to the C-103N/ Mowry Canal.

The area is primarily single-family residential in character, reflecting the future land use designation of “Estate Density” residential. There is also a significant amount of agricultural uses, mainly plant nurseries and row crops. Public facilities include an elementary and senior high school, preserves, and the South Dade park. Religious facilities are located throughout the area.

The recently improved Transitway is located adjacent to the study area along Harriet Tubman Highway with three stops and a “Metro Express” stop north of Southwest 296th Street.

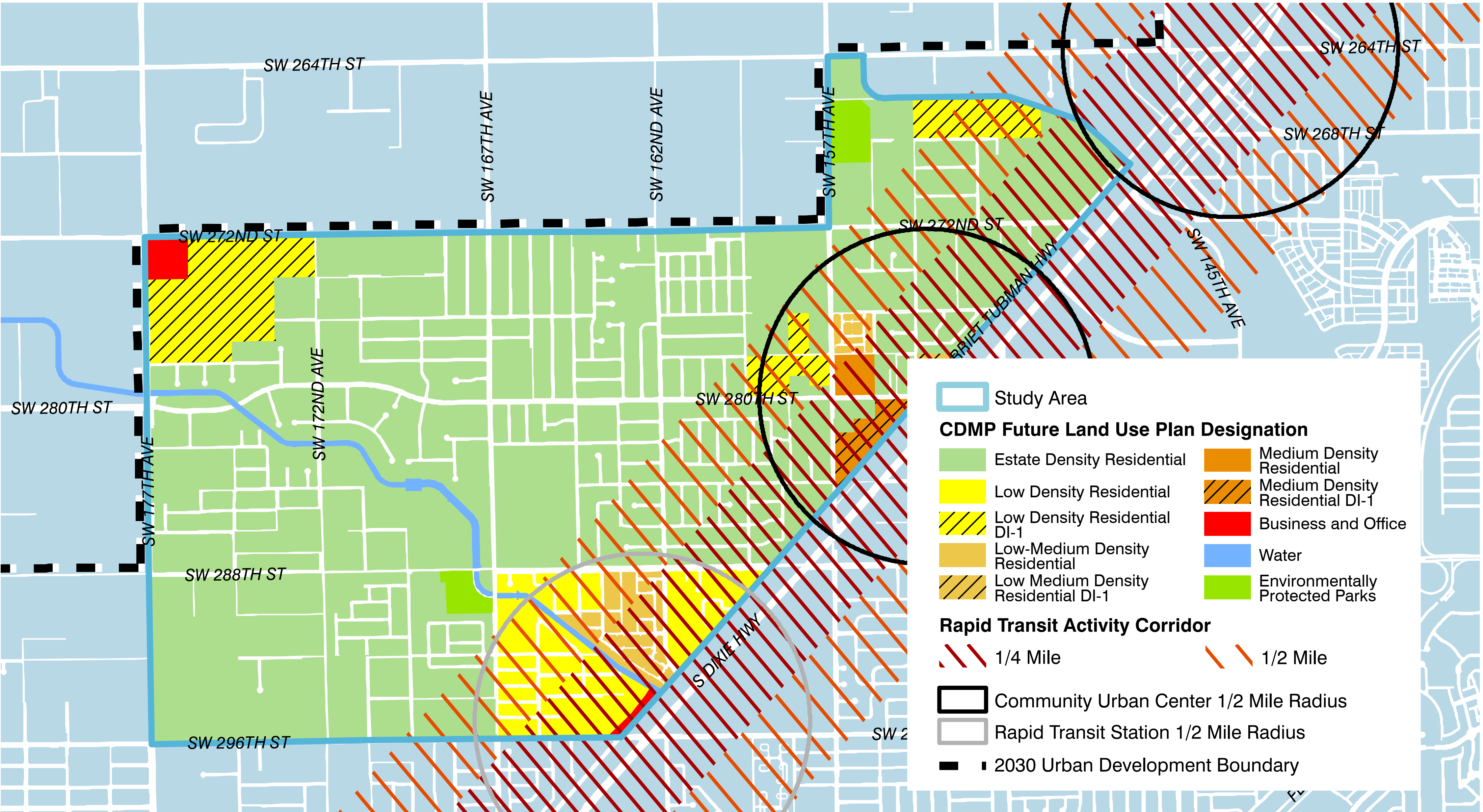
The area within one-half mile of the Transitway is designated as a Rapid Transit Activity Corridor which allows mixed uses and increased residential density.

Shopping and employment areas are generally located outside the study area along U.S. 1 with larger shopping areas located south of Southwest 304th Street in Homestead.

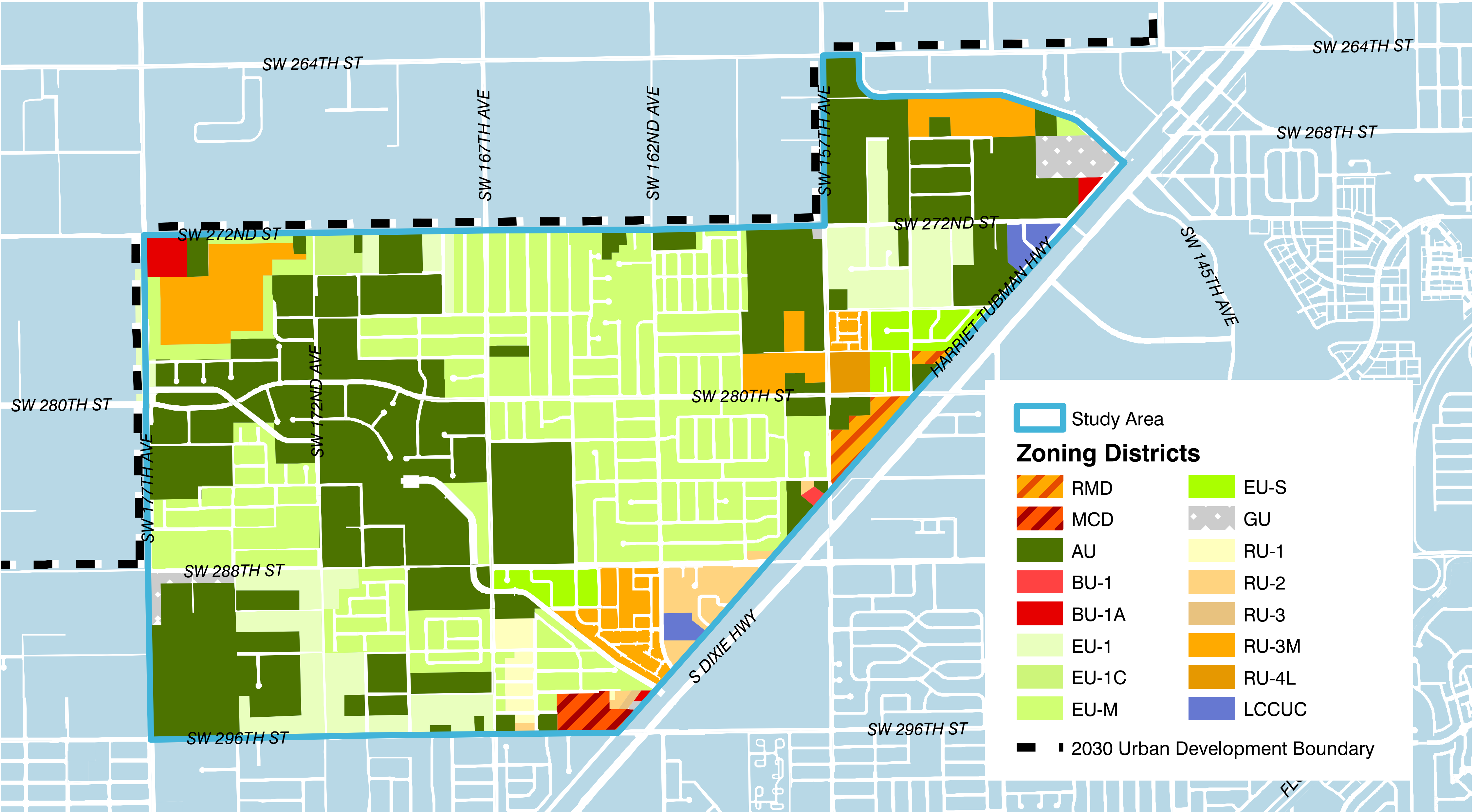


Land Use/Zoning

CDMP
Future Land
Use Plan
Designation/
Rapid Transit
Corridor



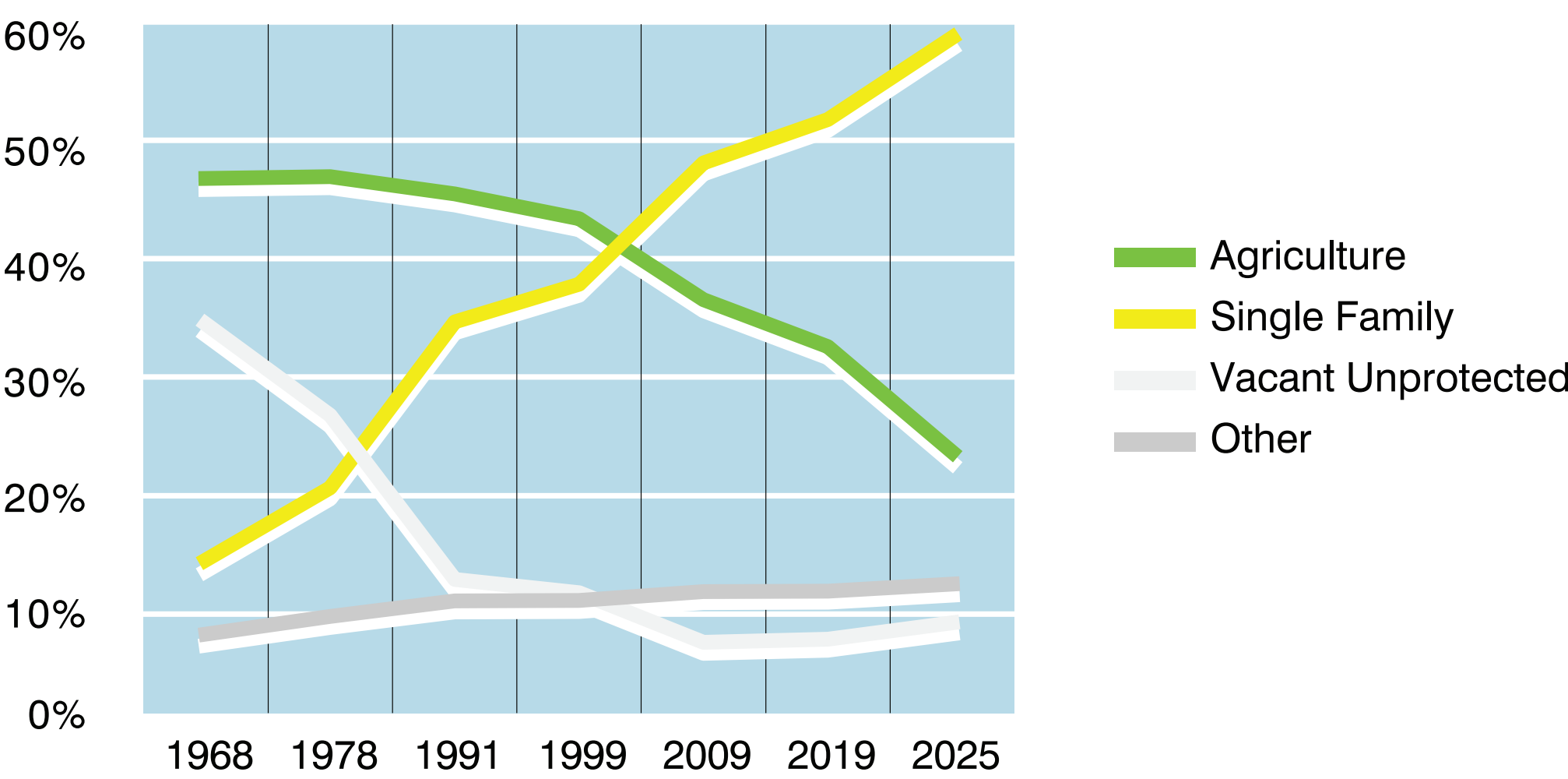
Zoning
Districts



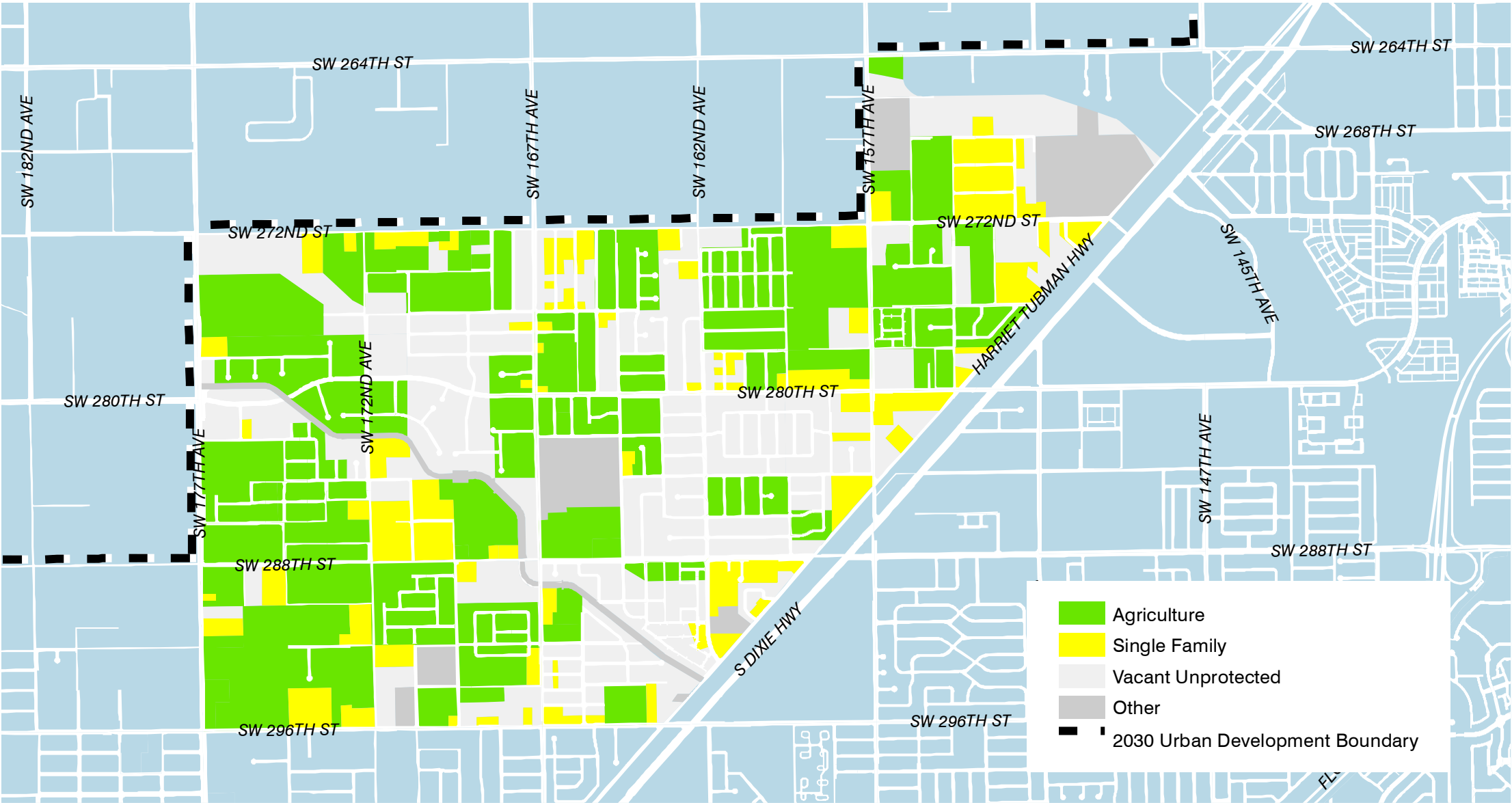
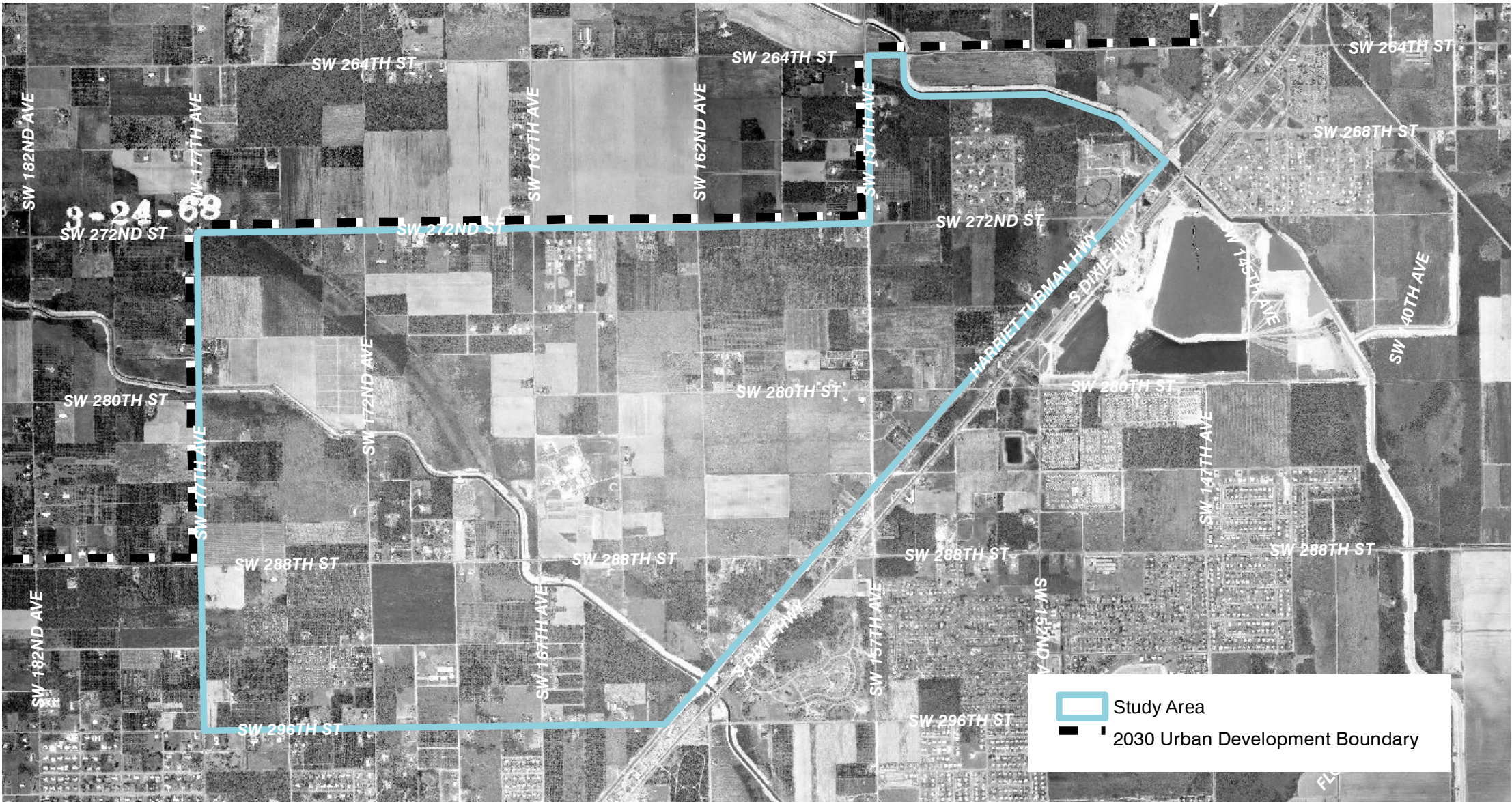
Land Use Summary 1968-2025

Land Use	Year						
	1968	1978	1991	1999	2009	2019	2025
Agriculture	46.3%	46.4%	44.9%	42.8%	35.7%	31.7%	22.6%
Single Family	13.2%	19.5%	33.9%	37.1%	47.6%	51.3%	58.4%
Vacant Unprotected	33.6%	25.8%	11.6%	10.4%	6.1%	6.4%	7.8%
Other	6.9%	8.4%	9.7%	9.7%	10.5%	10.6%	11.1%

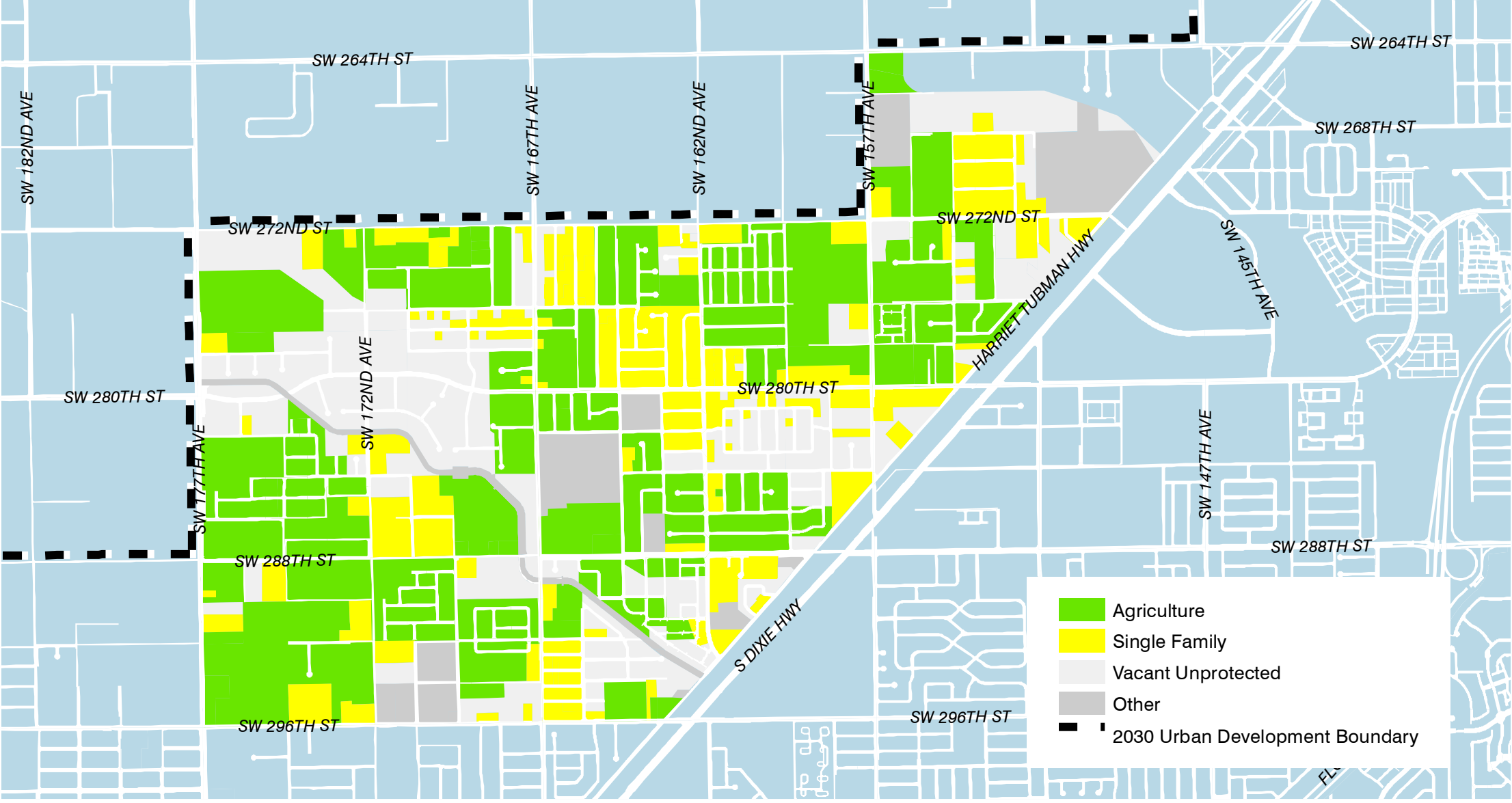
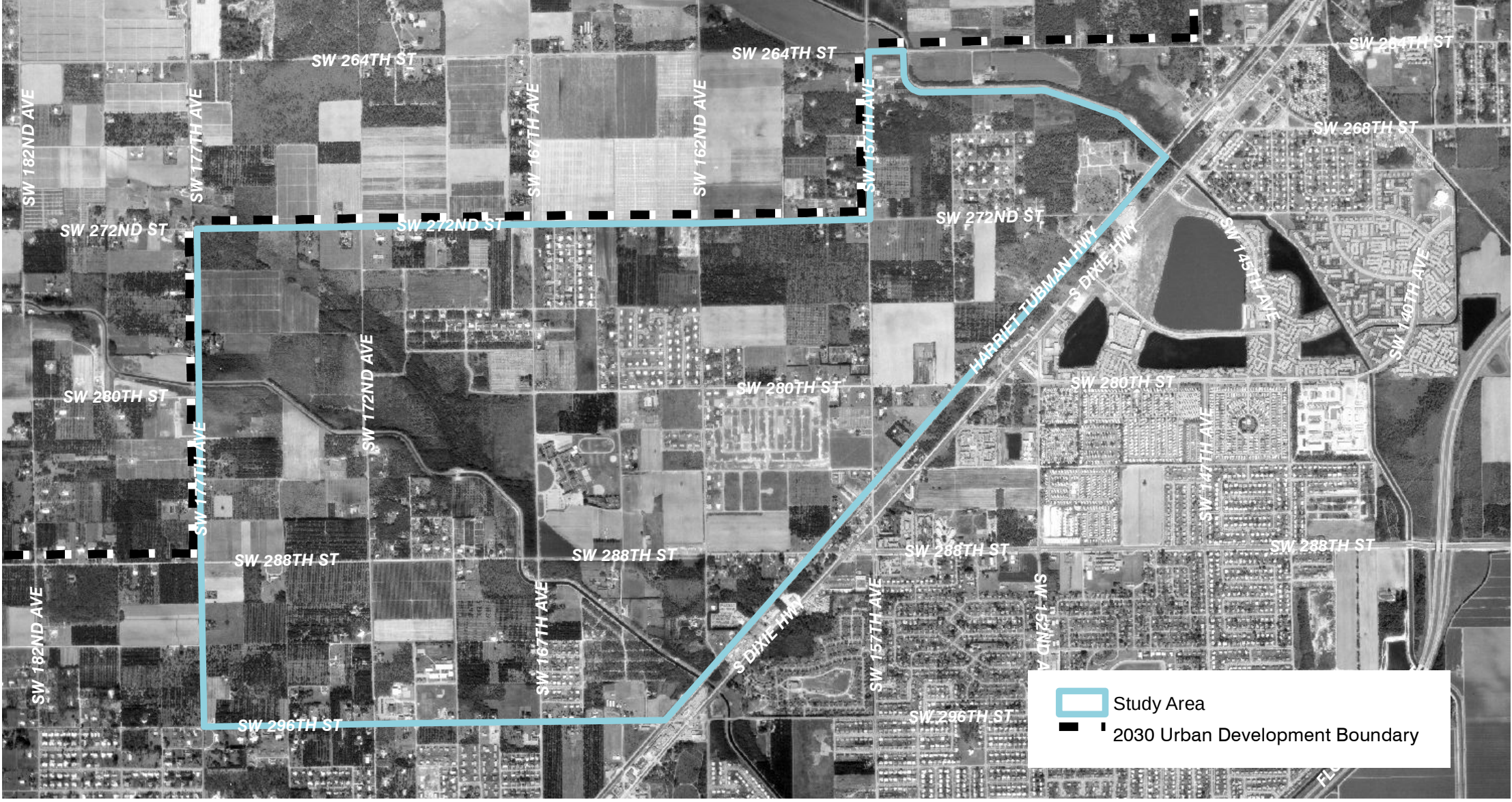
The summary data shown is derived from an analysis of available aerial imagery and is not equivalent to the LUMA land use data maintained by the county.



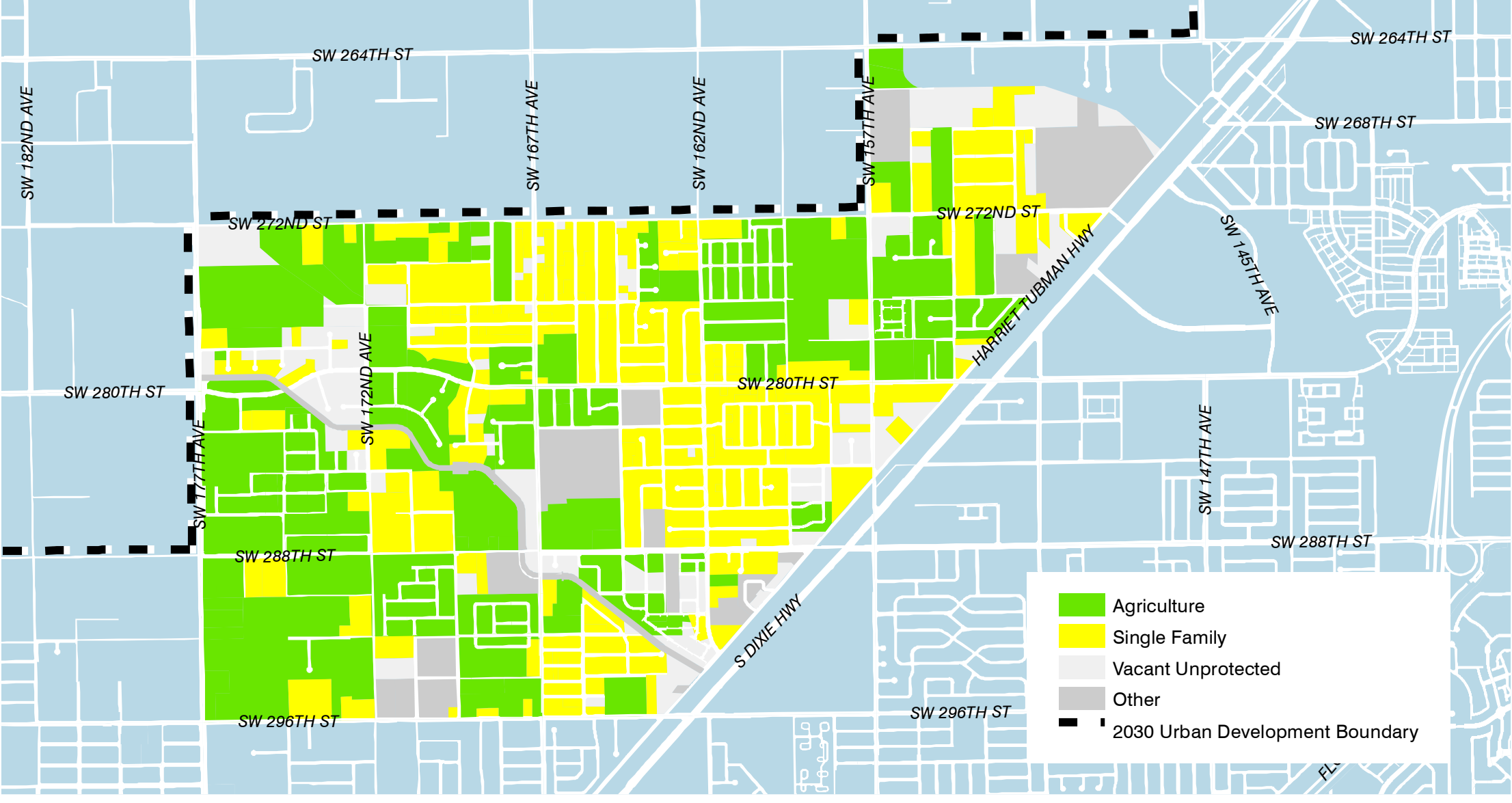
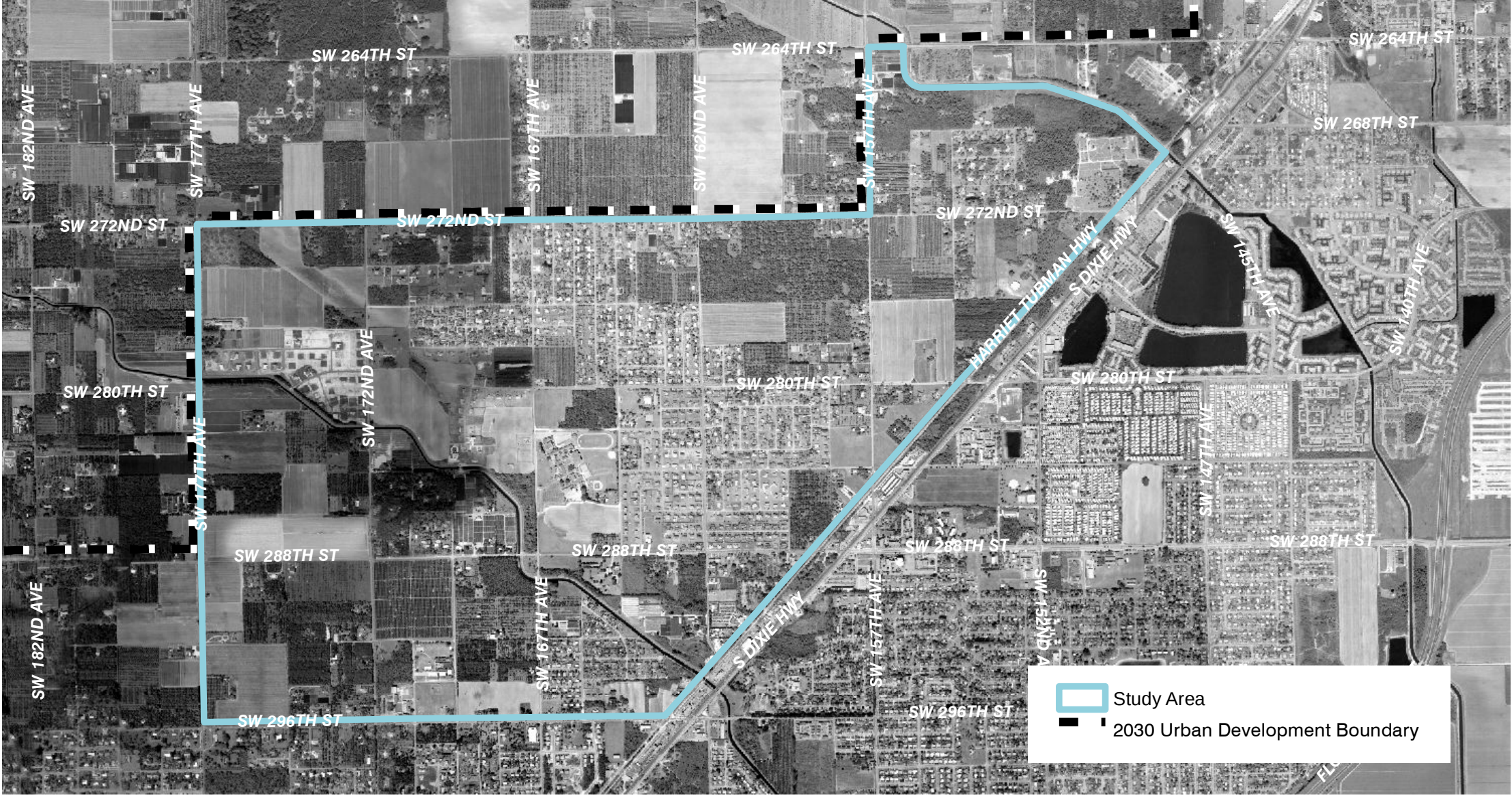
1968



1978

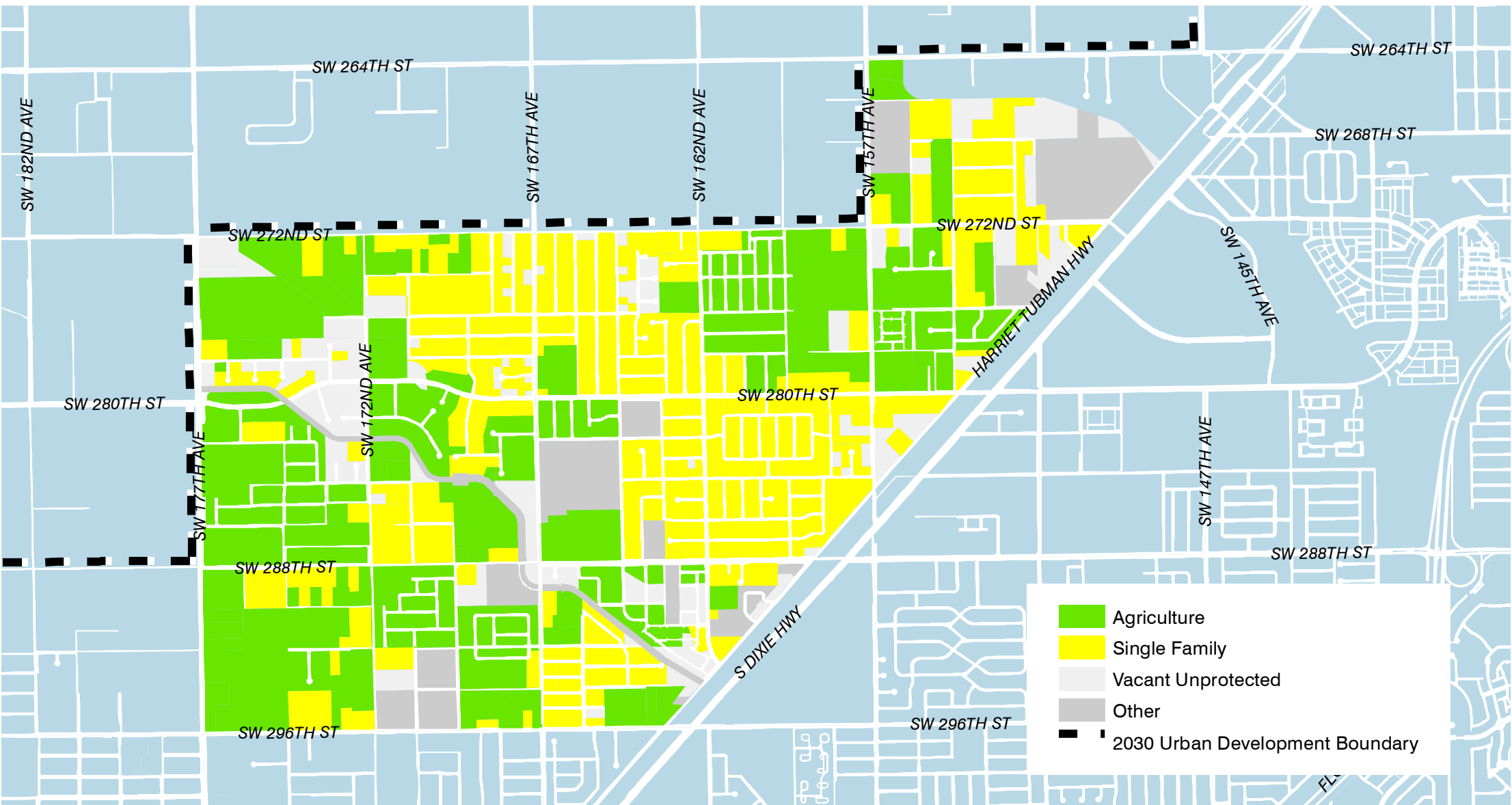
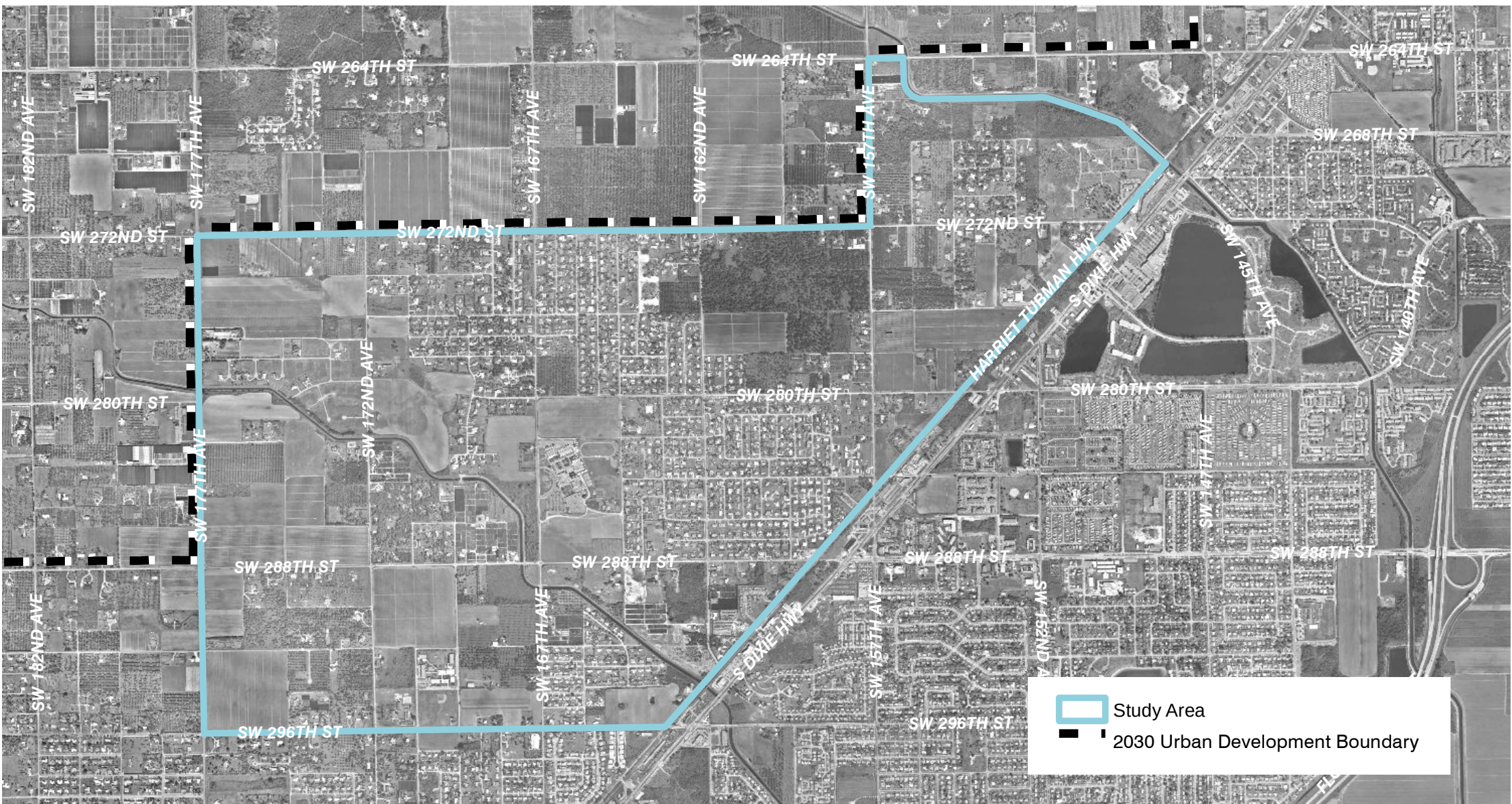


1991

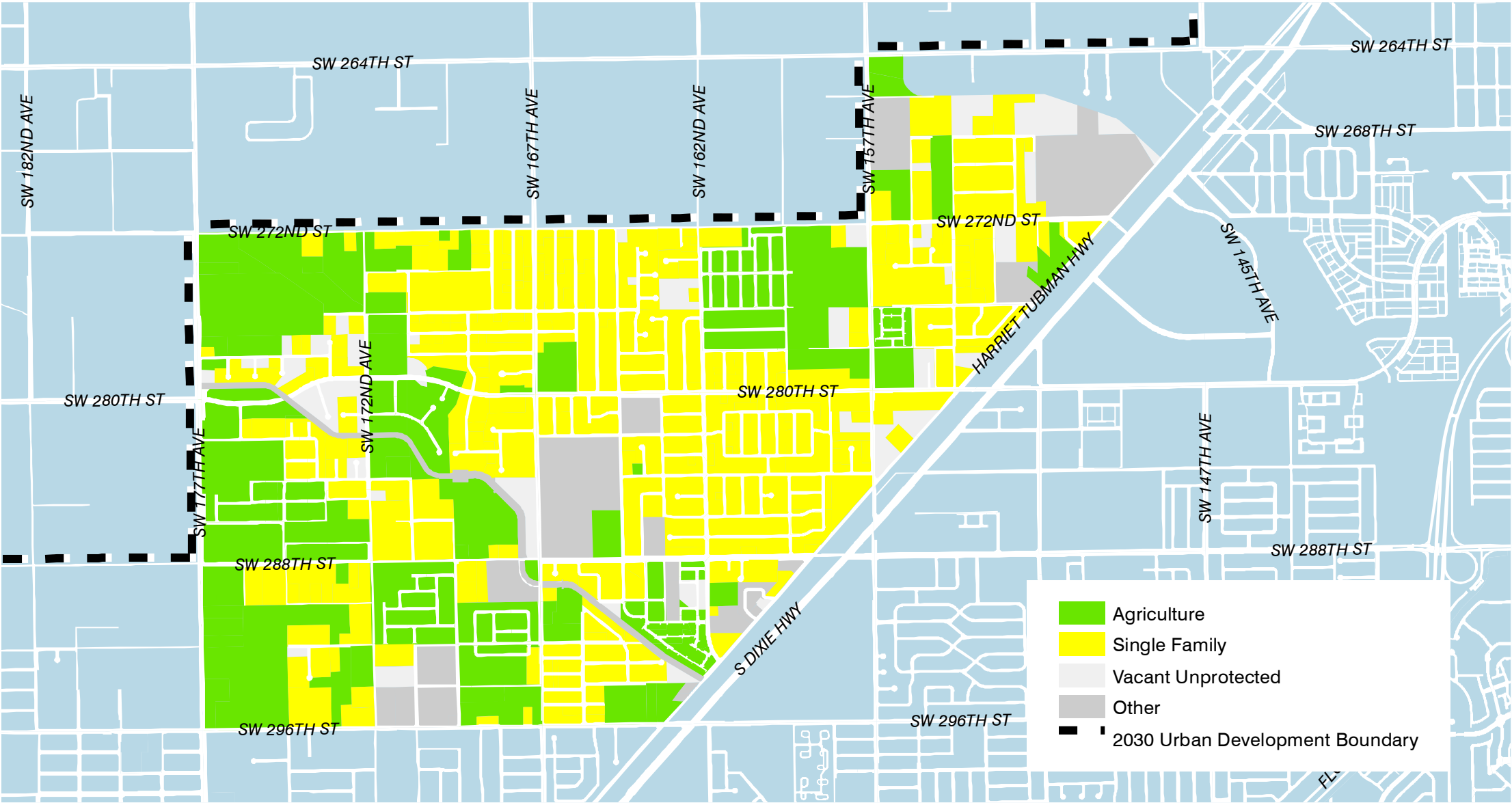
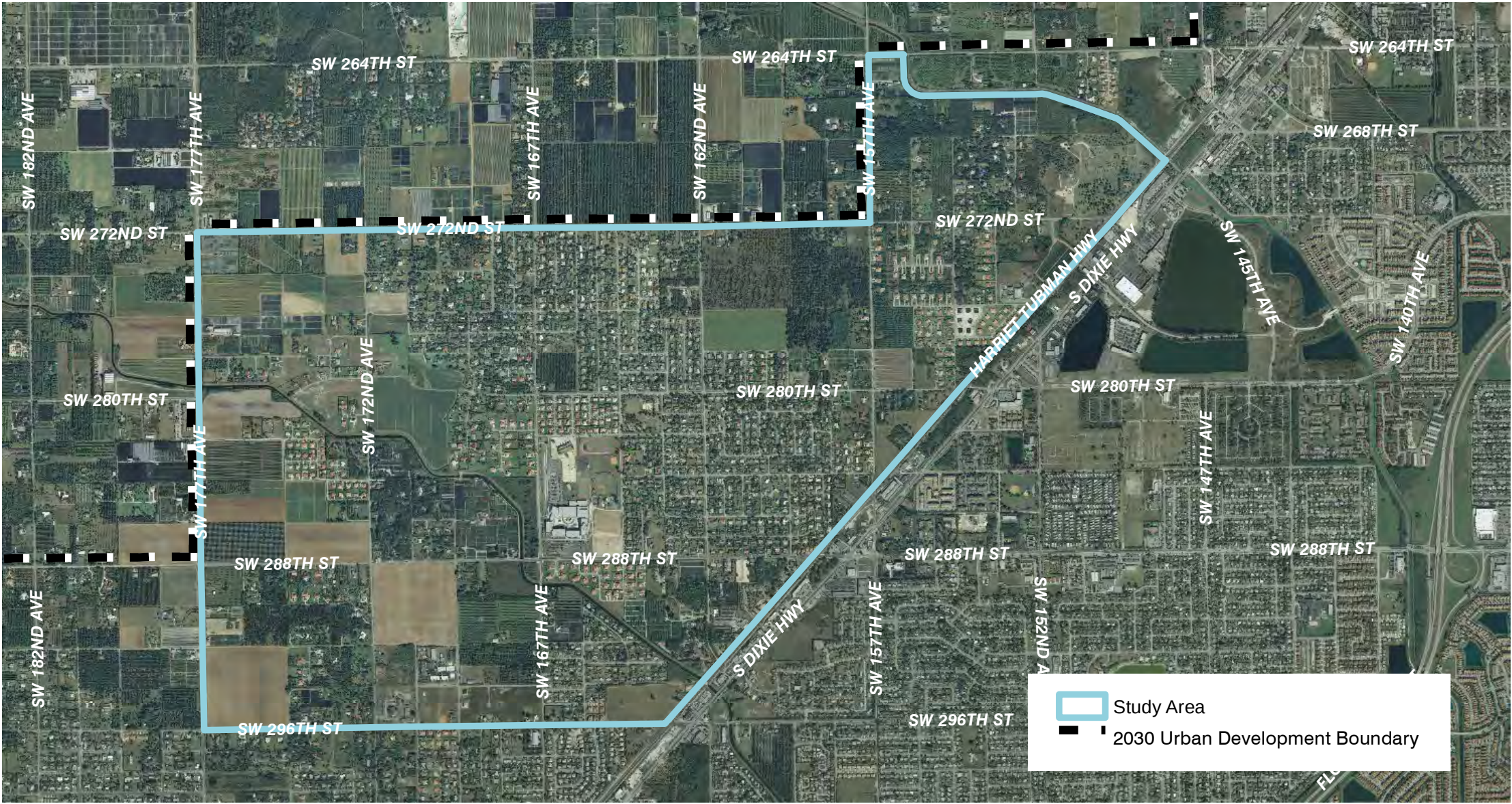


Land Use Summary 1968-2025

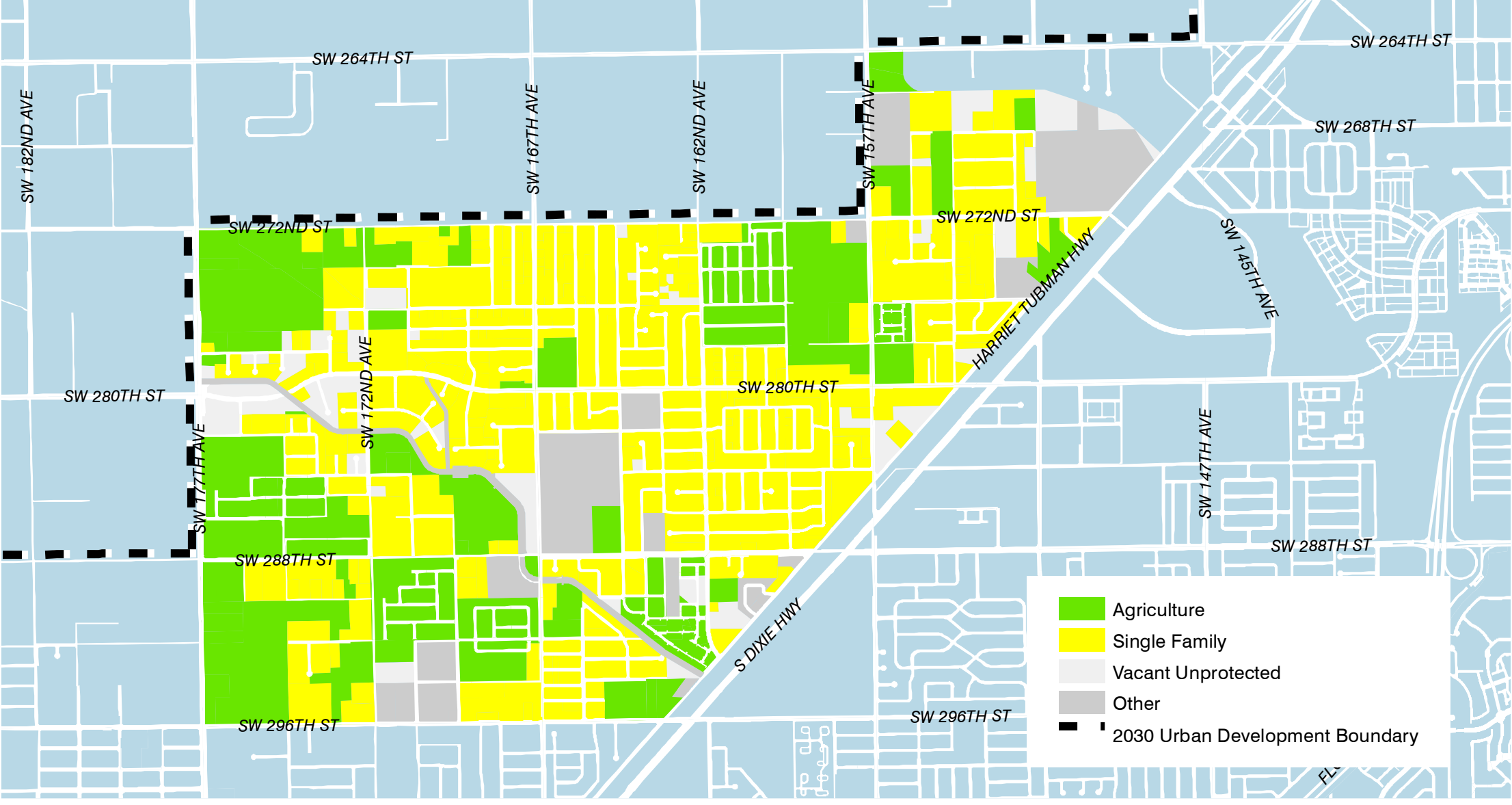
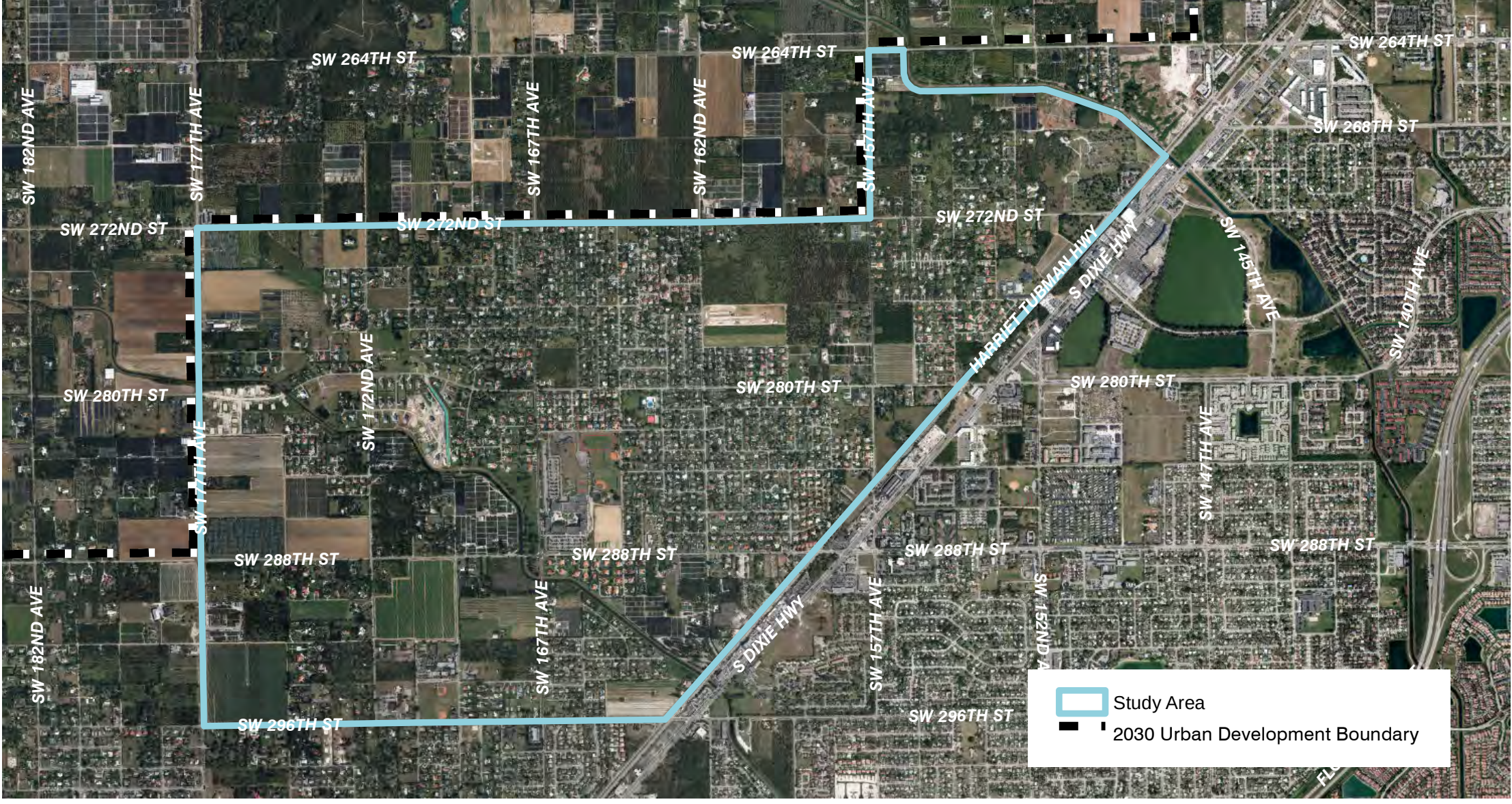
1999



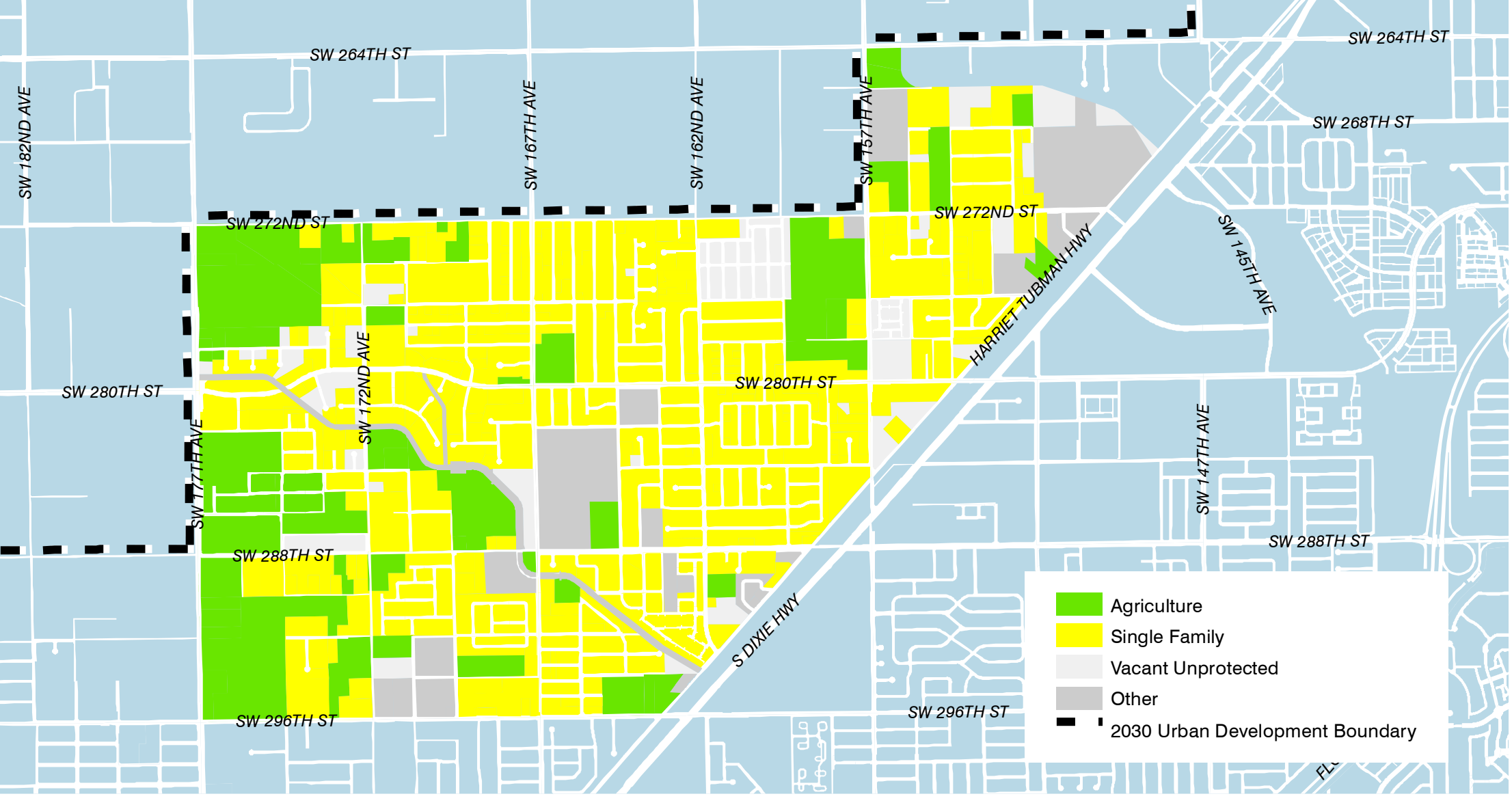
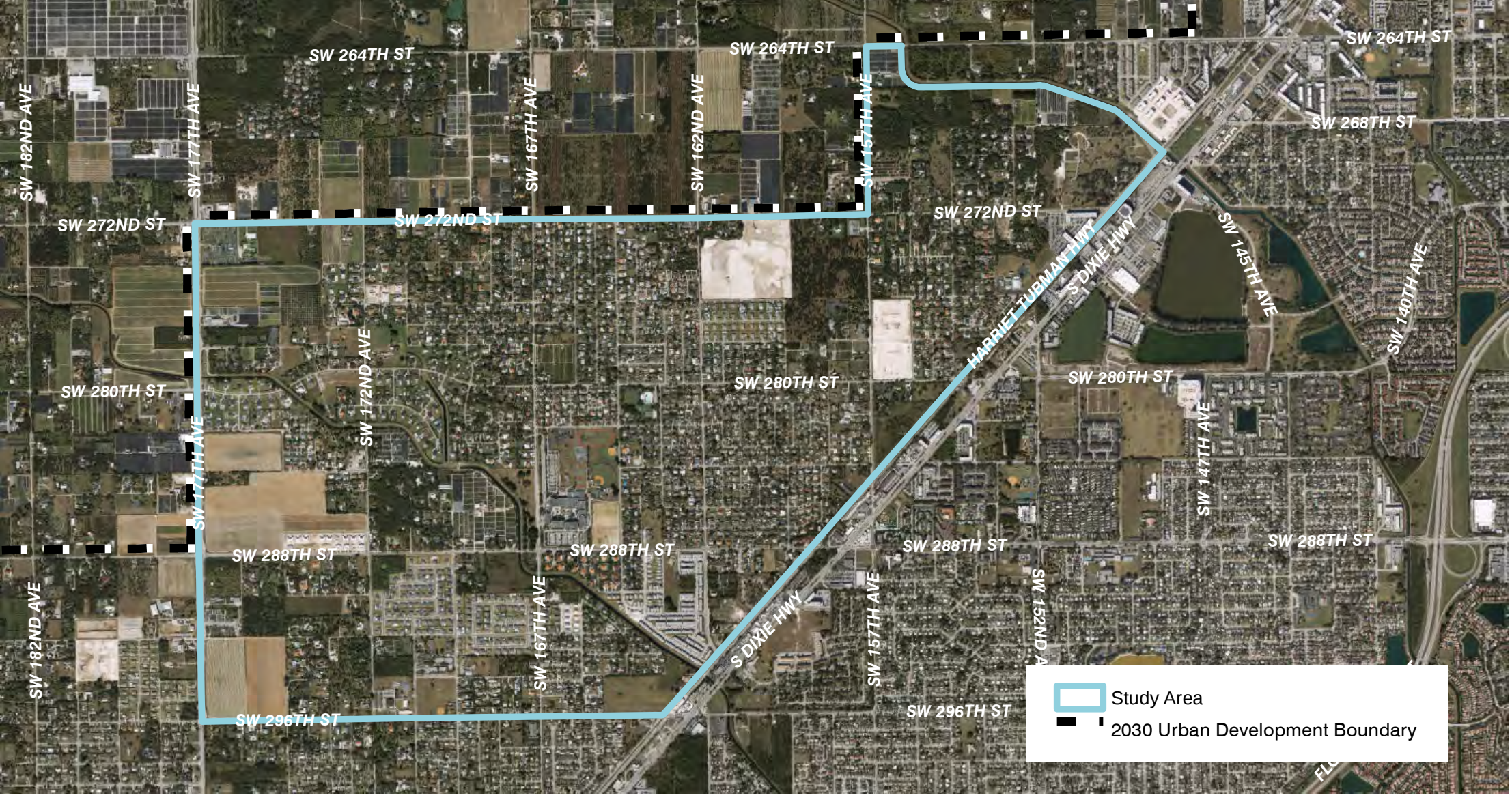
2009



2019

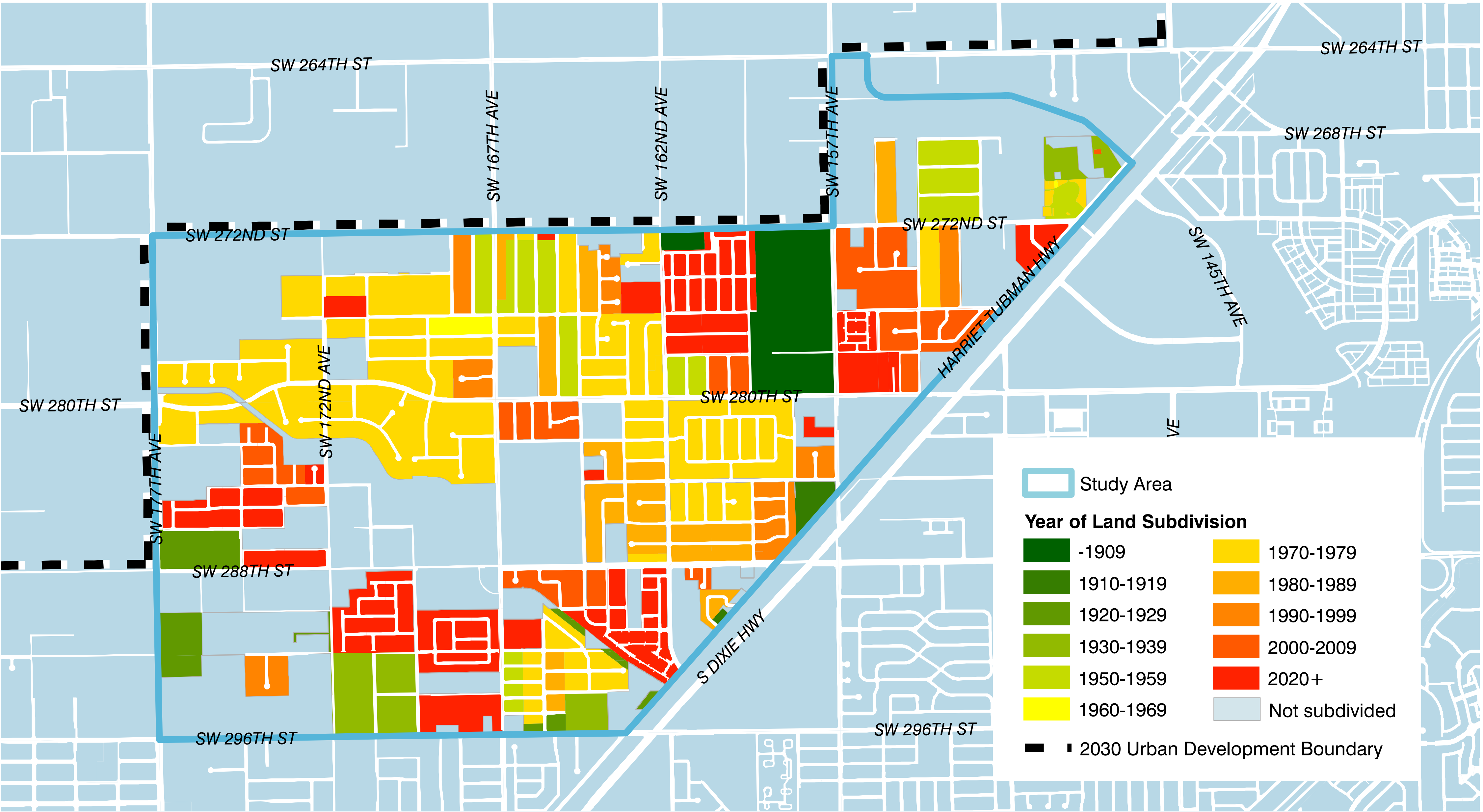


2025

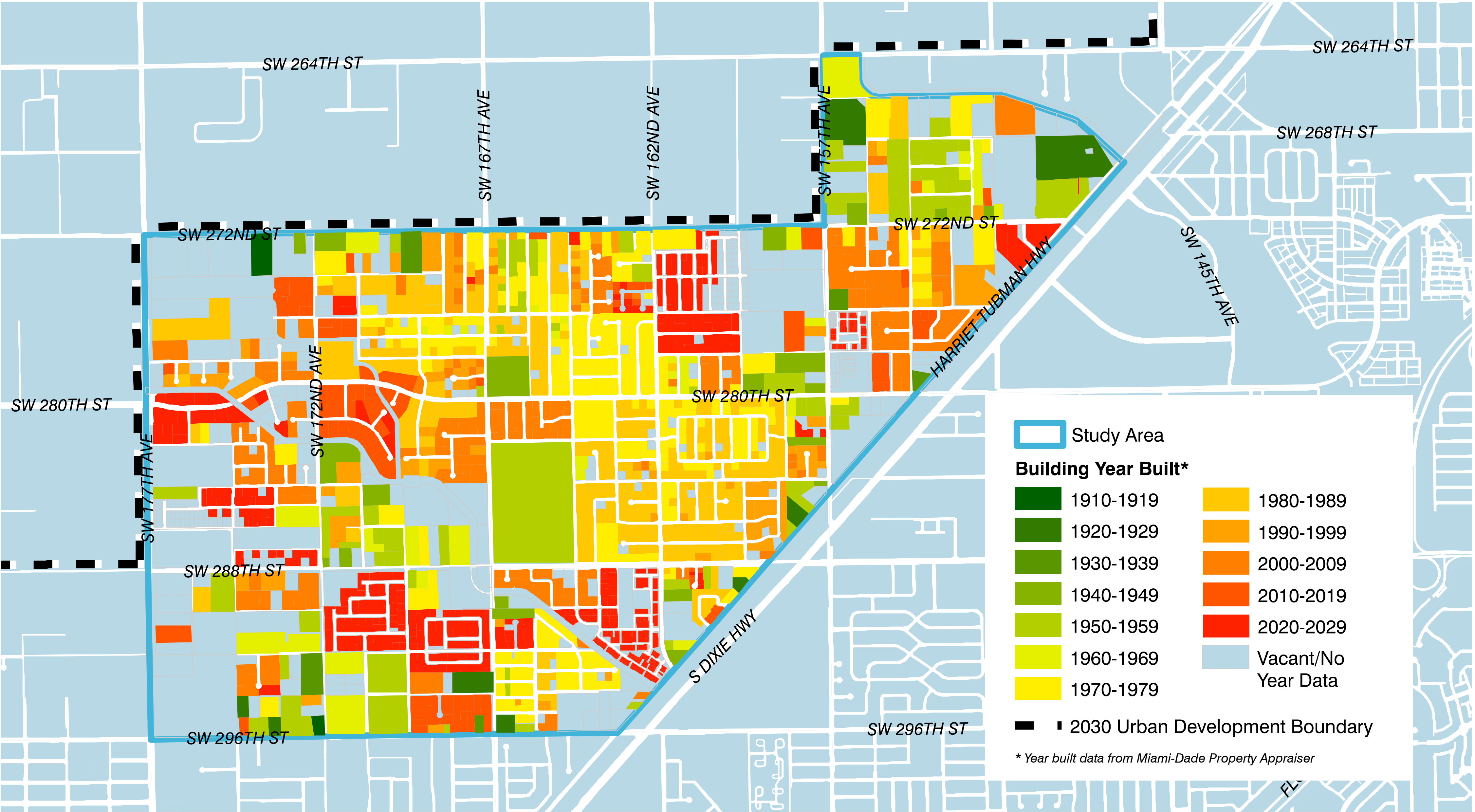


Development Activity

Year of Land Subdivision



Building Year Built



CDMP/ Zoning Approvals

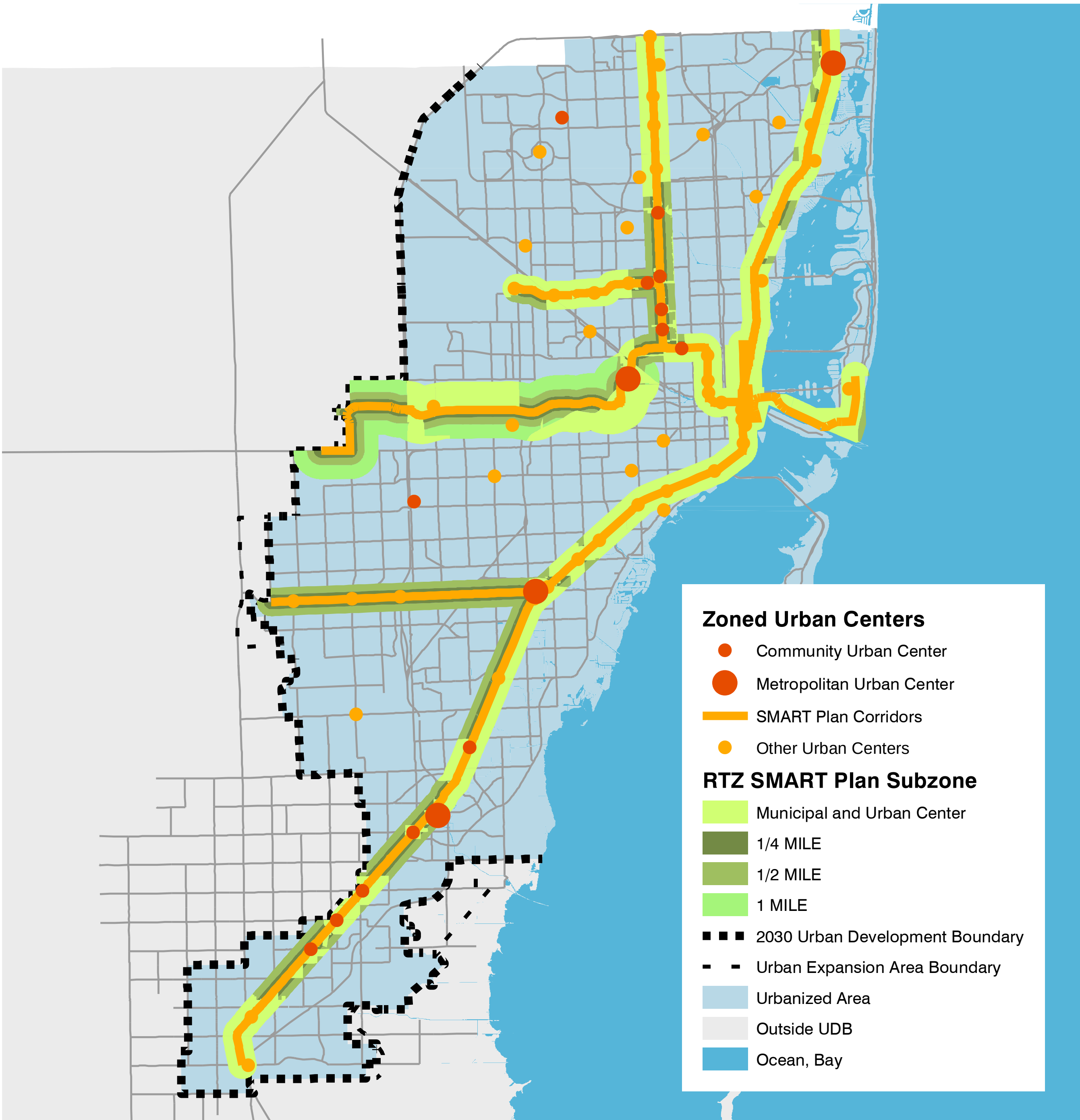


Zoning Approvals

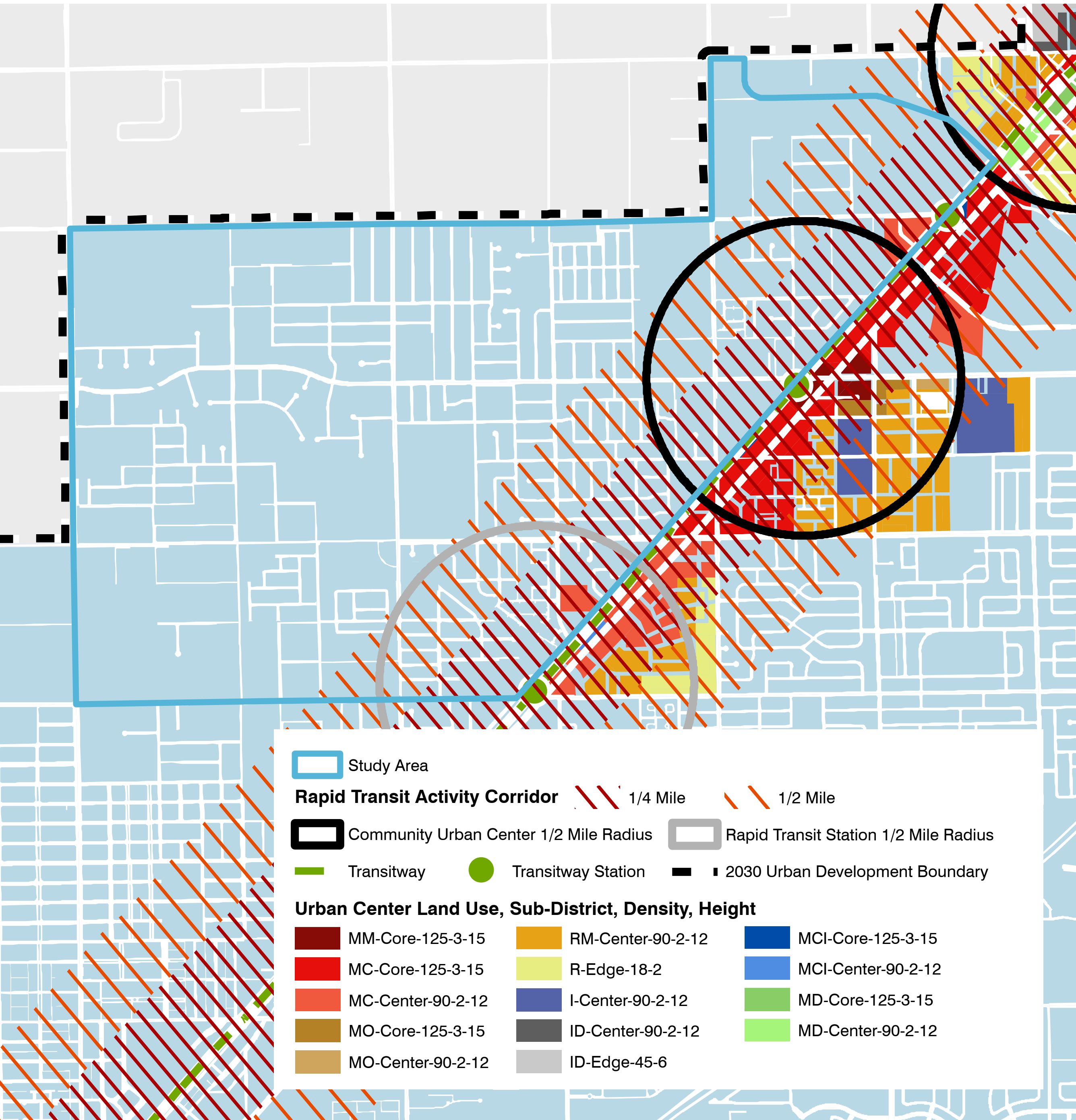
Zoning Request Legend:
ASPR: Administrative Site Plan Review
DBC: District Boundary Change
GF: Government Facility
NUV: Non-Use Variance
SE: Special Exception
UU: Unusual Use

Transit-Oriented Development

Countywide Transit Corridors/
Urban Centers



Study Area Transit Corridor/Urban
Center Zoning



284th Street Metro Express Transitway Station



Dadeland North Metrorail Station

IMAGES VIA GOOGLE MAPS

Selected CDMP Objectives, Policies, and Interpretive Text for Urban Center/TOD Development

LU-1A High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.

Objective LU-7 Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.

LU-7A Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to promote mobility, produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit sta-

tions shall include housing, shopping and offices in moderate to high densities and intensities [...]

LU-7F Residential development around existing and proposed rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development around rail stations should have a minimum intensity of 1.5 FAR within 1/4 mile walking distance from the station, 2.0 FAR within 700 feet, and 1.0 FAR between 1/4 and 1/2 mile walking distance from the station [...]

LU-9F Miami-Dade County shall formulate and adopt zoning or other regulations to implement the policies for development and design of Metropolitan and Community Urban Centers established in the CDMP through individual ordinances for each urban center. By 2025, Miami-Dade County shall complete area plans for station locations along the six rapid transit corridors identified in the Strategic Miami Area Rapid Transit (SMART) Plan.

LU-9H Miami-Dade County shall continue its special area planning program

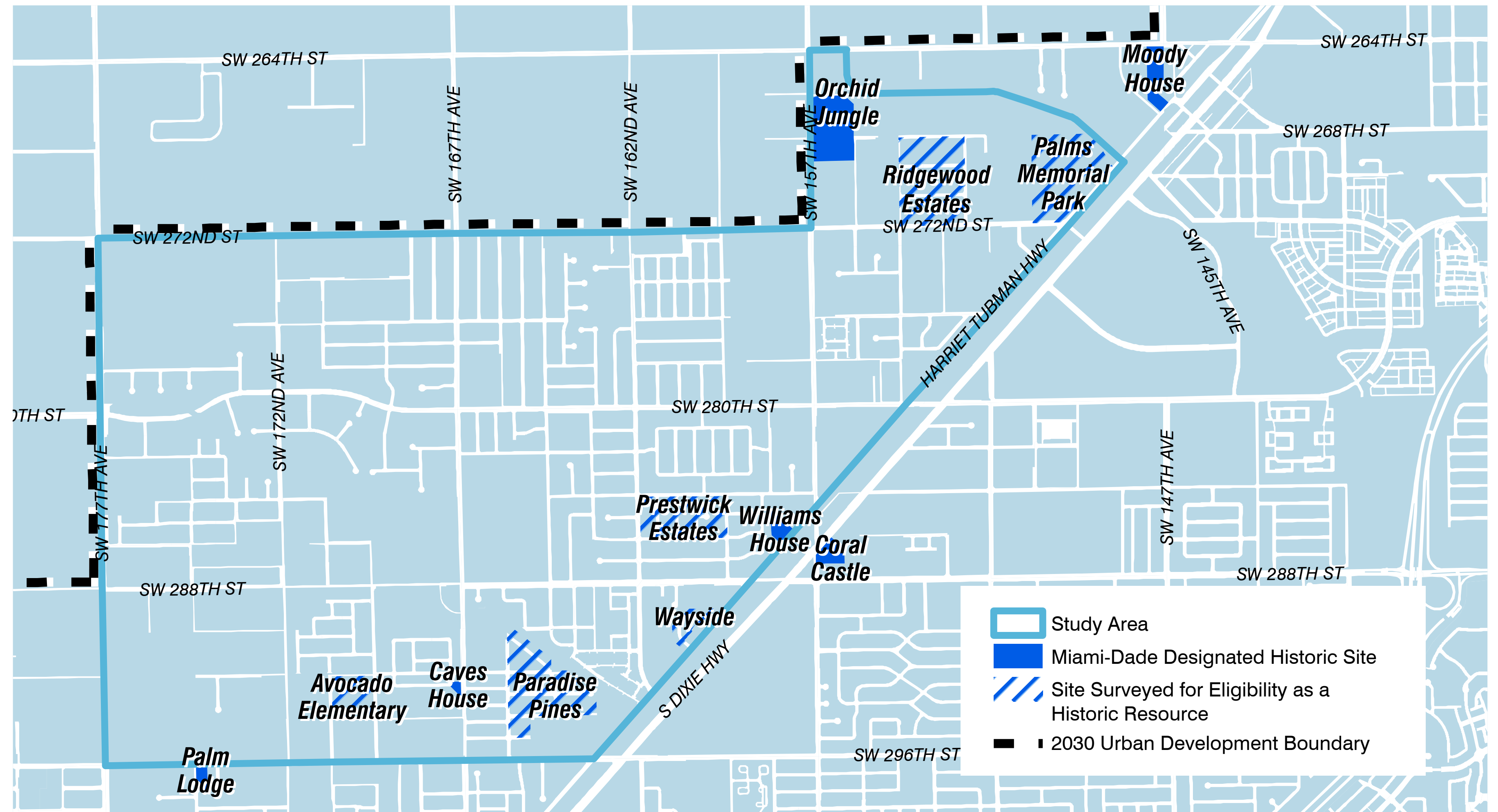
with emphasis on the preparation of physical land use and urban design plans for strategic and high-growth locations, such as urban centers and certain transportation corridors as defined in the CDMP.

Streets and Public Spaces Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them.

Buildings Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian.

Community Heritage

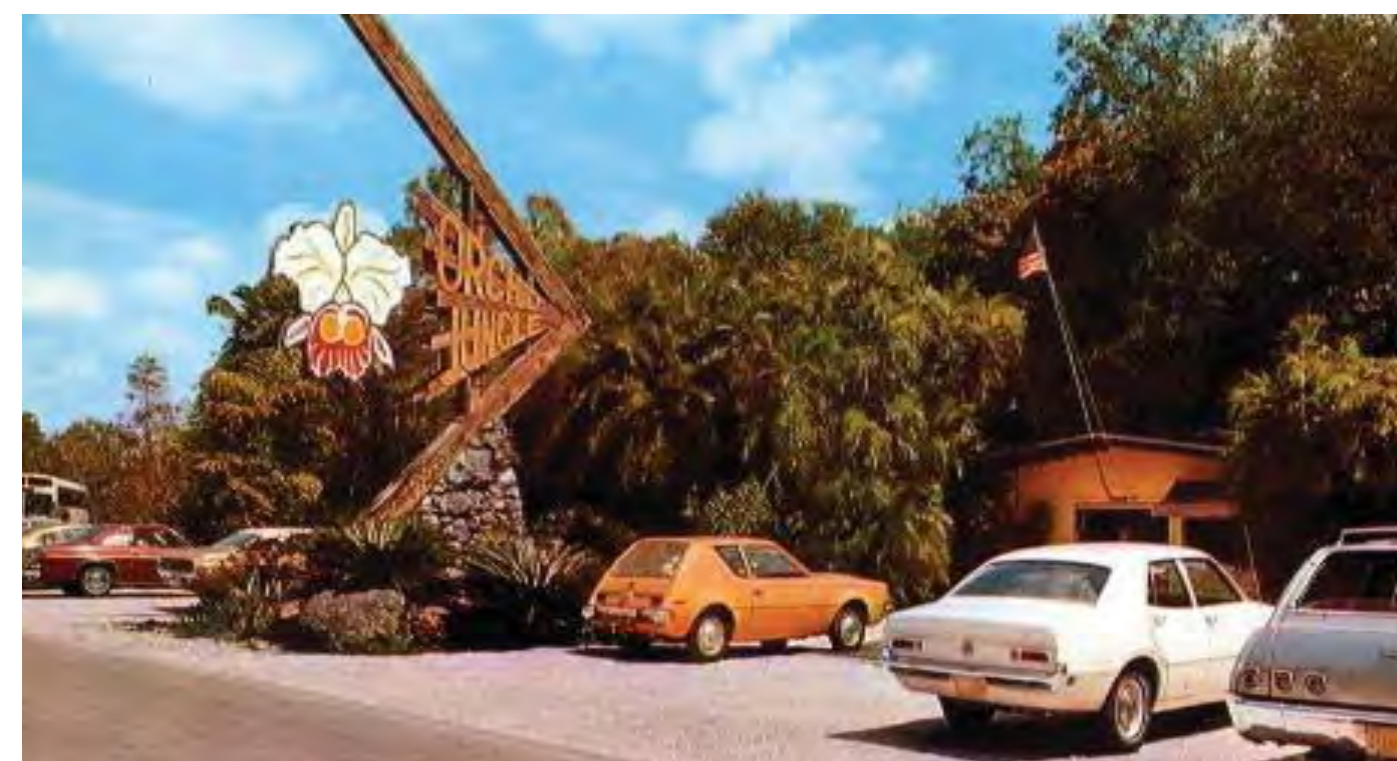
Miami-Dade Designated/ Surveyed Historic Sites



Designated Sites



Moody House, c. 1920



Orchid Jungle, 1926



Williams House, 1924



Coral Castle, 1936

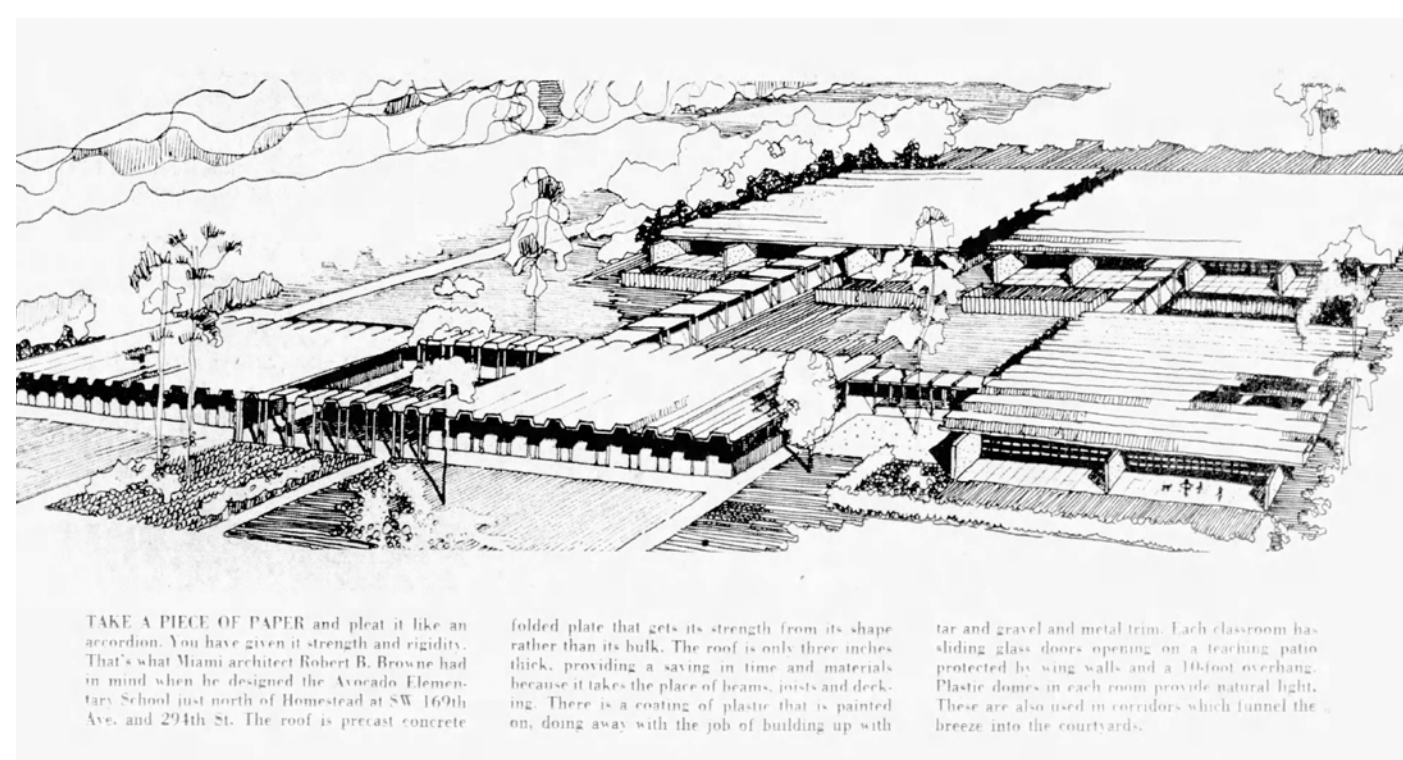


Caves House, c. 1920

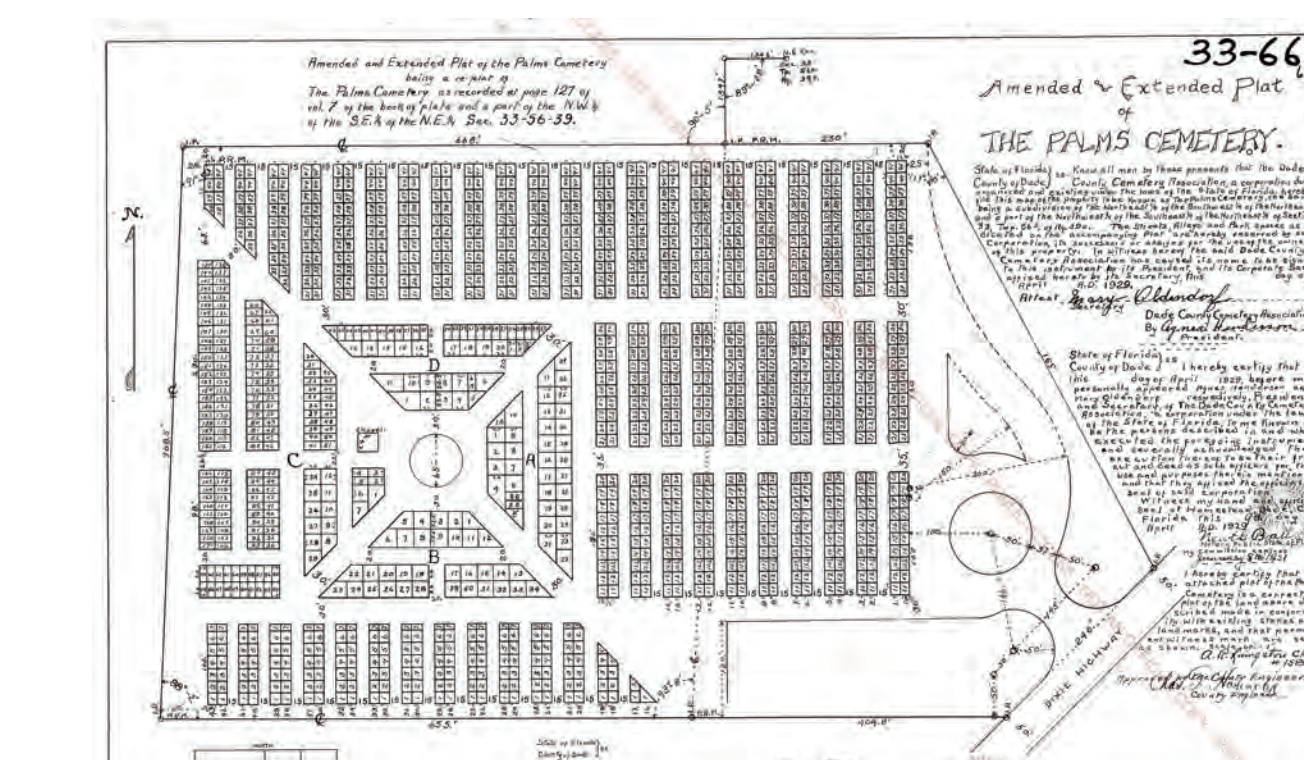


Palm Lodge, 1912

Surveyed Sites



Avocado Elementary, 1957



Palms Memorial Cemetery, 1912



Ridgewood Estates, 1955



Prestwick Estates, 1972



Paradise Pines, 1971



Wayside Public Housing/Little Bear Sub., 1980

IMAGES MIAMI-DADE OHP

Building Architecture 1920-2026

1920s-1930s



1940s



1950s-1960s



1970s-1980s



1990s-2000s



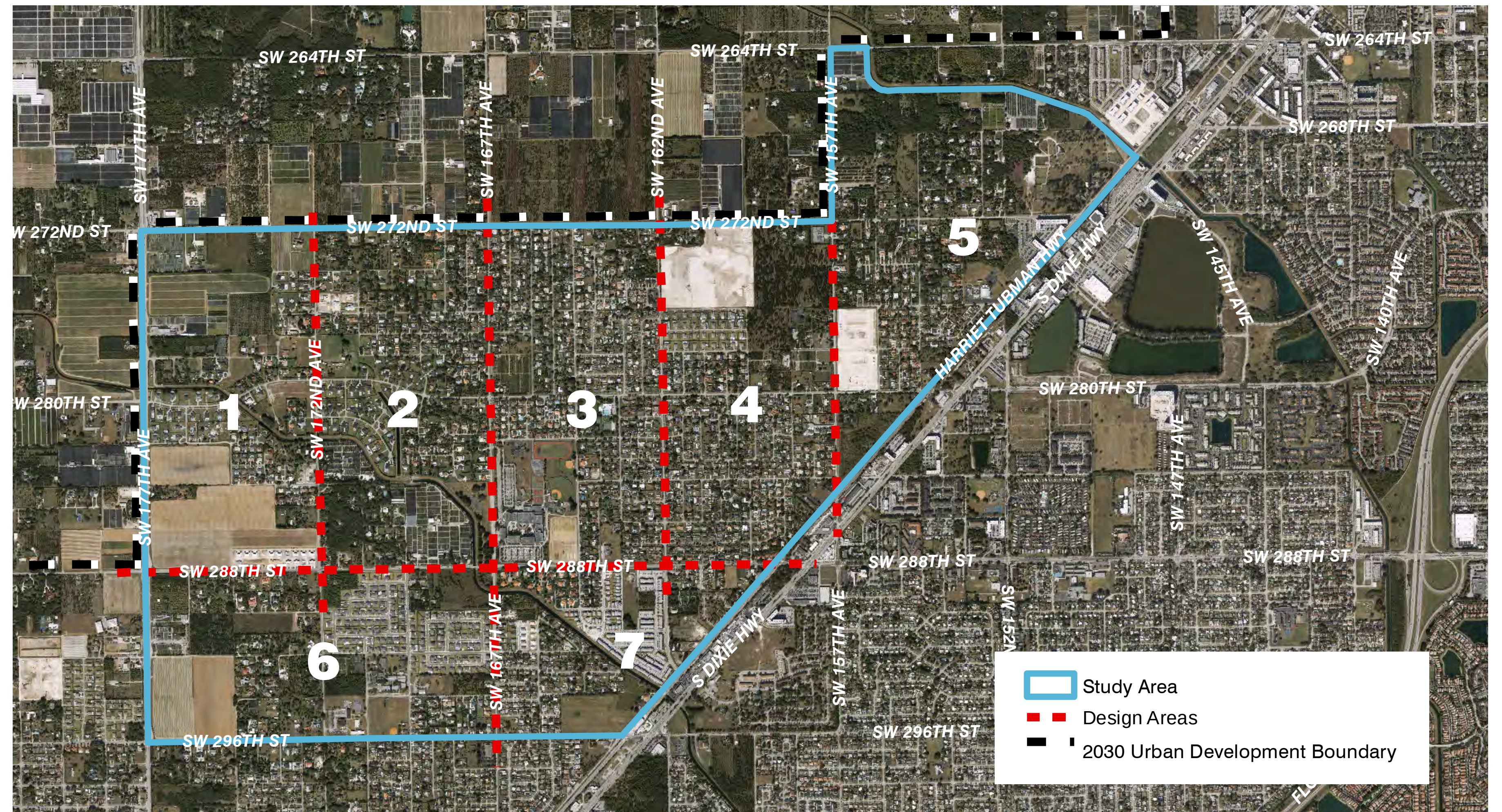
2010s-2020s



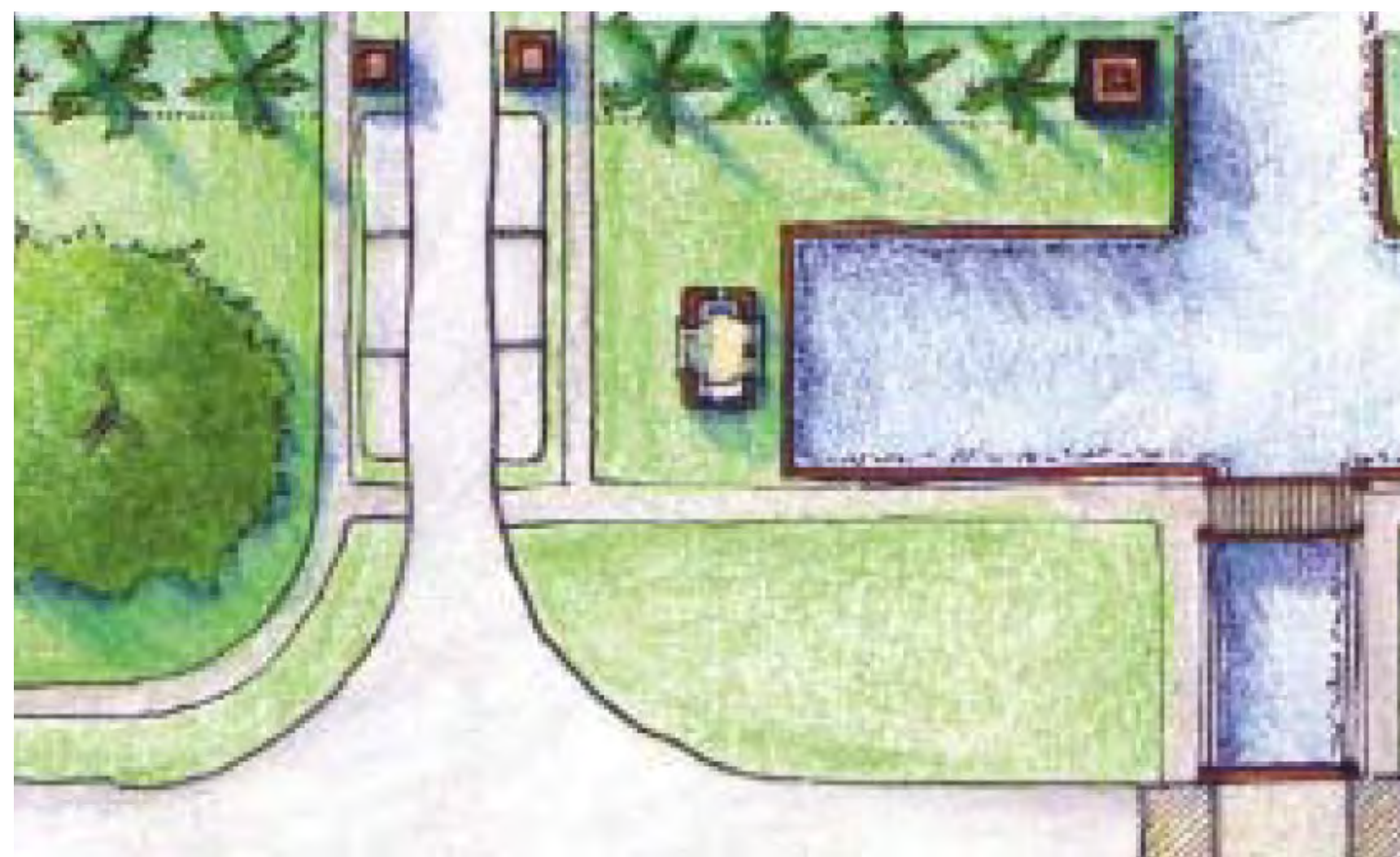
BUILDING YEAR DATA FROM MIAMI-DADE PROPERTY APPRAISER, OHP / IMAGES VIA GOOGLE MAPS/OHP

Area Design Elements

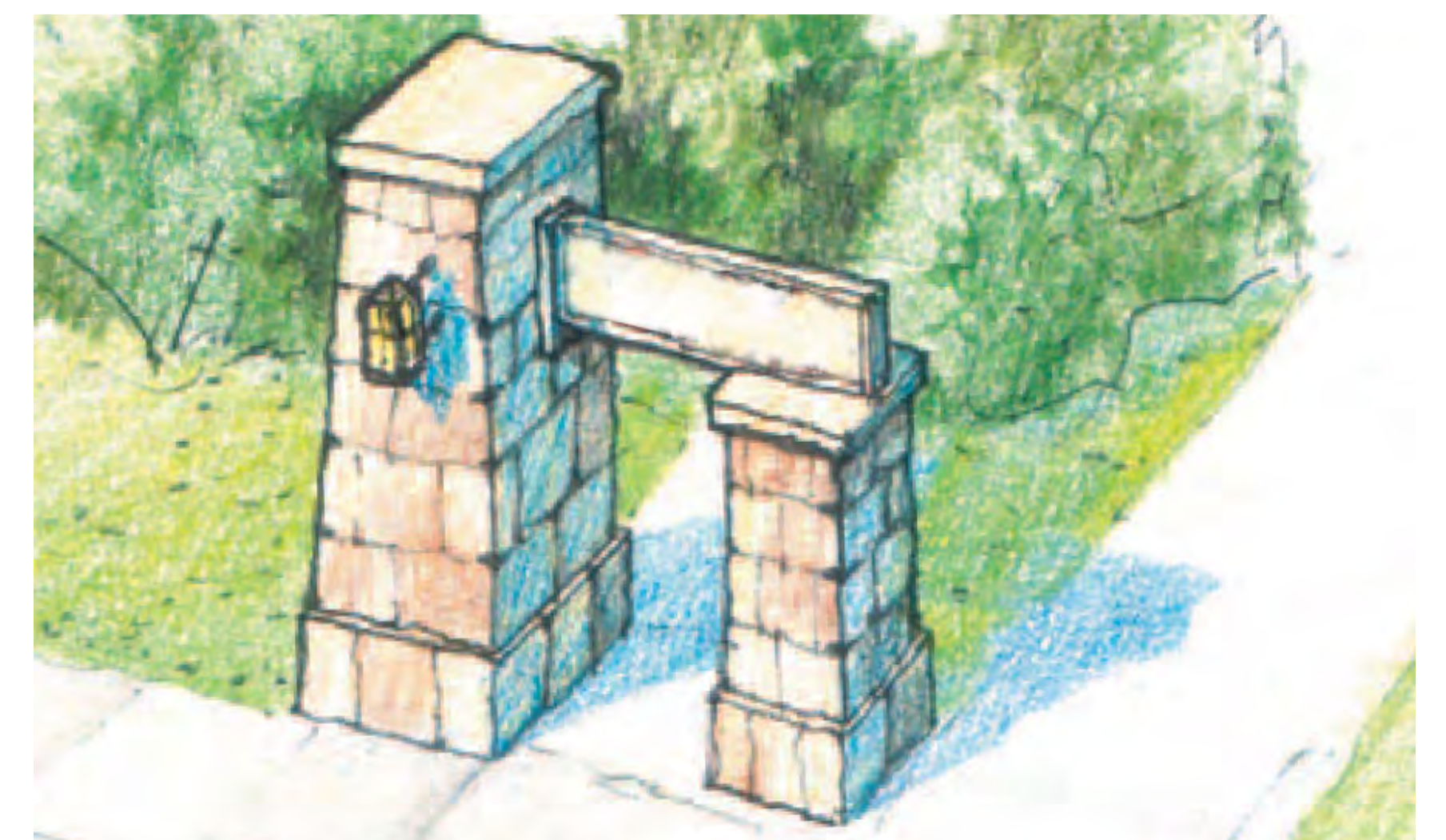
Key Map



Right-of-Way Enhancement



Neighborhood Identity



Parks and Canals

