



South Corridor TOD Master Plan for South Dade TransitWay

PRESENTED BY

MIAMI -DADE COUNTY DEPARTMENT OF
TRANSPORTATION AND PUBLIC WORKS (DTPW)

Welcome Elected Officials

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Miami Dade County
Commissioner District 7

Commissioner Danielle Cohen Higgins
Miami-Dade County
Commission District 8

Vice Chairman Kionne L. McGhee
Miami Dade County
Commissioner District 9



Agenda

- Team Introduction
- Project Location & Scope
- Station Area Selection Process
- Five Station Areas Selected
- Development of Station Areas 1 through 5
- Q&A Session

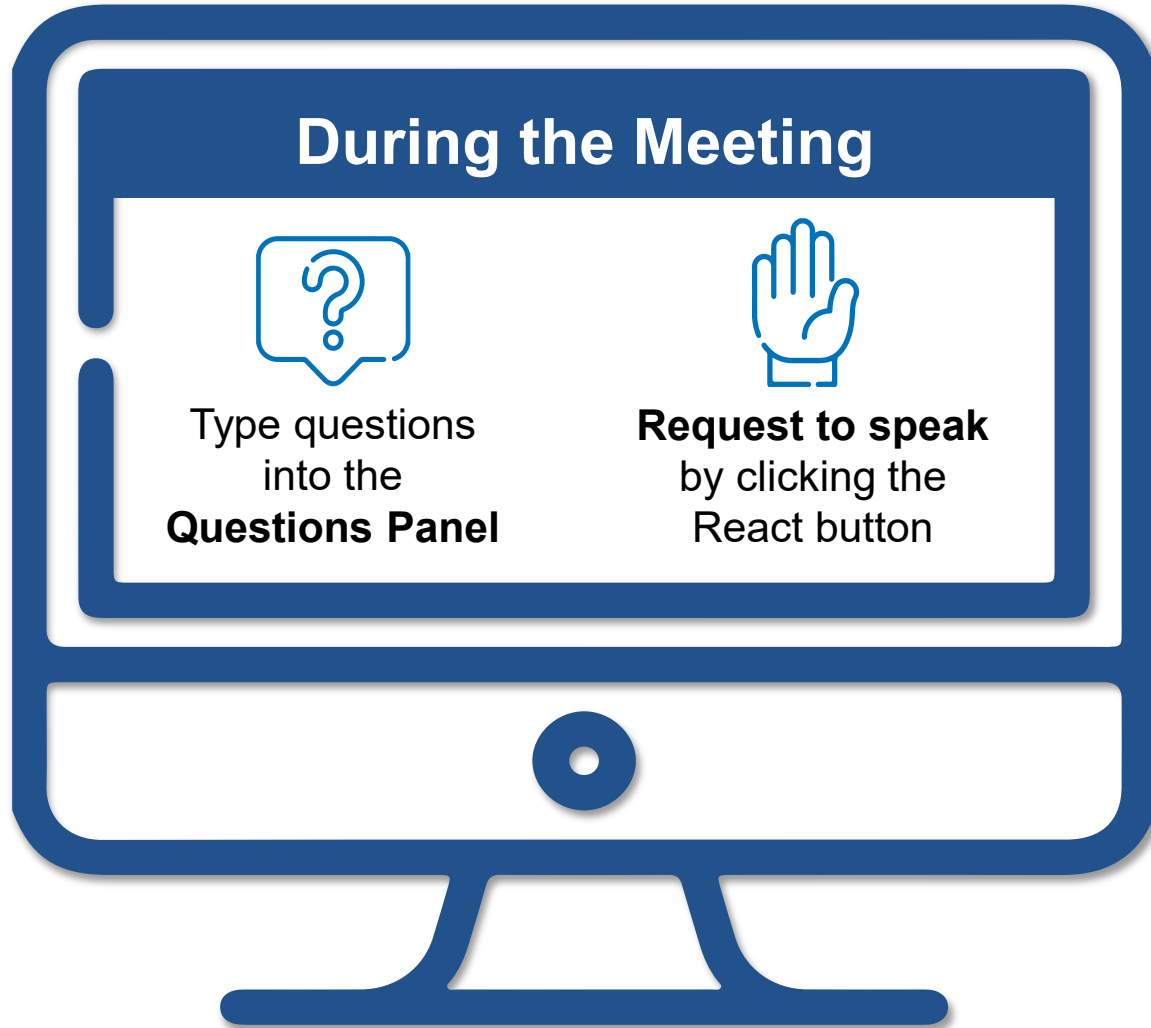
Meeting Format



ZOOM

Thursday, March 20, 2025
6:30 p.m. to 8:00 p.m.

Questions and Comments



After the Meeting



Fransisco Arbelaez AICP,
Principal Planner/Project
Manager, DTPW Project Manager



southdadetodstudy@miamidade.gov

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Meeting Guidelines

- To maintain a safe and respectable forum, we ask that participants abide by the following guidelines during the designated Q&A portion
- All participants' microphones will remain muted, unless it is their turn to speak,
- Please use the chat option to type in your question, we will read it out aloud for the team's response
- Please use the raised hand icon to let us know you'd like speak, we will call your name and unmute your mic
- When you are speaking, profanity or inappropriate language will not be tolerated
- Please be mindful of the noises around you when it's your time to speak
- Speaking time is limited to 2 minutes, so make sure your questions are as concise as possible
- Anyone who violates these guidelines is subject to removal from the meeting

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(305) 275-7900

Email:
titlevi@miamidade.gov

Mail:
Office of Civil Right and Labor Relations
701 NW 1st Court, 17th Floor, Miami, FL 33128

Funding

Funding for this study has been provided by FTA & PTP

Total Cost - \$1,300,000

FTA 80% - \$1,040,000

PTP 20% - 260,000

Team Introduction

Presenters:

- ***Francisco A. Arbelaez, AICP, Principal Planner/Project Manager, DTPW Project Manager***
- ***Matt Hill, AECOM Urban Planner***
- ***Yanique Virgo, AECOM Project Manager***
- ***Amparo Vargas, AECOM Public Information Officer***

South Corridor TOD Master Plan - Project Location

Overview:

- The South Dade Corridor runs 20 miles in length between the Dadeland South Metrorail Station and SW 344th Street Park and Ride. The South Corridor Rapid Transit Project includes 14 iconic Bus Rapid Transit (BRT) stations. To align with the improvements from the BRT project, DTPW has undertaken a South Corridor TOD Master Plan study. The study is to evaluate the Transit Oriented Development (TOD) opportunities around these BRT stations.
- Corridor falls within five (5) Municipalities:
 - Unincorporated Miami-Dade County
 - Village of Pinecrest
 - Village of Palmetto Bay
 - Town of Cutler Bay
 - City of Homestead
 - City of Florida City



South Corridor TOD Master Plan – Project Scope

Purpose:

- The TOD study will create a strategy for
 - Economic development
 - Affordable housing
 - Urban design
 - Infrastructure improvements
- It assesses the potential for TOD around the 14 Bus Rapid Transit (BRT) stations and identified 5 top station locations to evaluate based on classification of area type.

Goal:

- Recognizing BRT stations as a catalyst for major redevelopment and memorable placemaking around the station
- Creating new mixed use urban centers, designed to fit into the physical and historical context of its neighborhood
- Providing new commercial opportunities, affordable housing and employment.



South Corridor TOD Master Plan - Project Scope

Master Plan includes the following study elements:



Establishes a corridor wide framework



Identifies the station area typologies and the top 5 station areas for TOD development



Evaluates the corridor Land use and Zoning



Assesses the Affordable Housing



Assesses the Economic Development



Evaluates the existing water and wastewater infrastructure



Performs a bike and ped mobility connectivity assessment



Develop station area plans

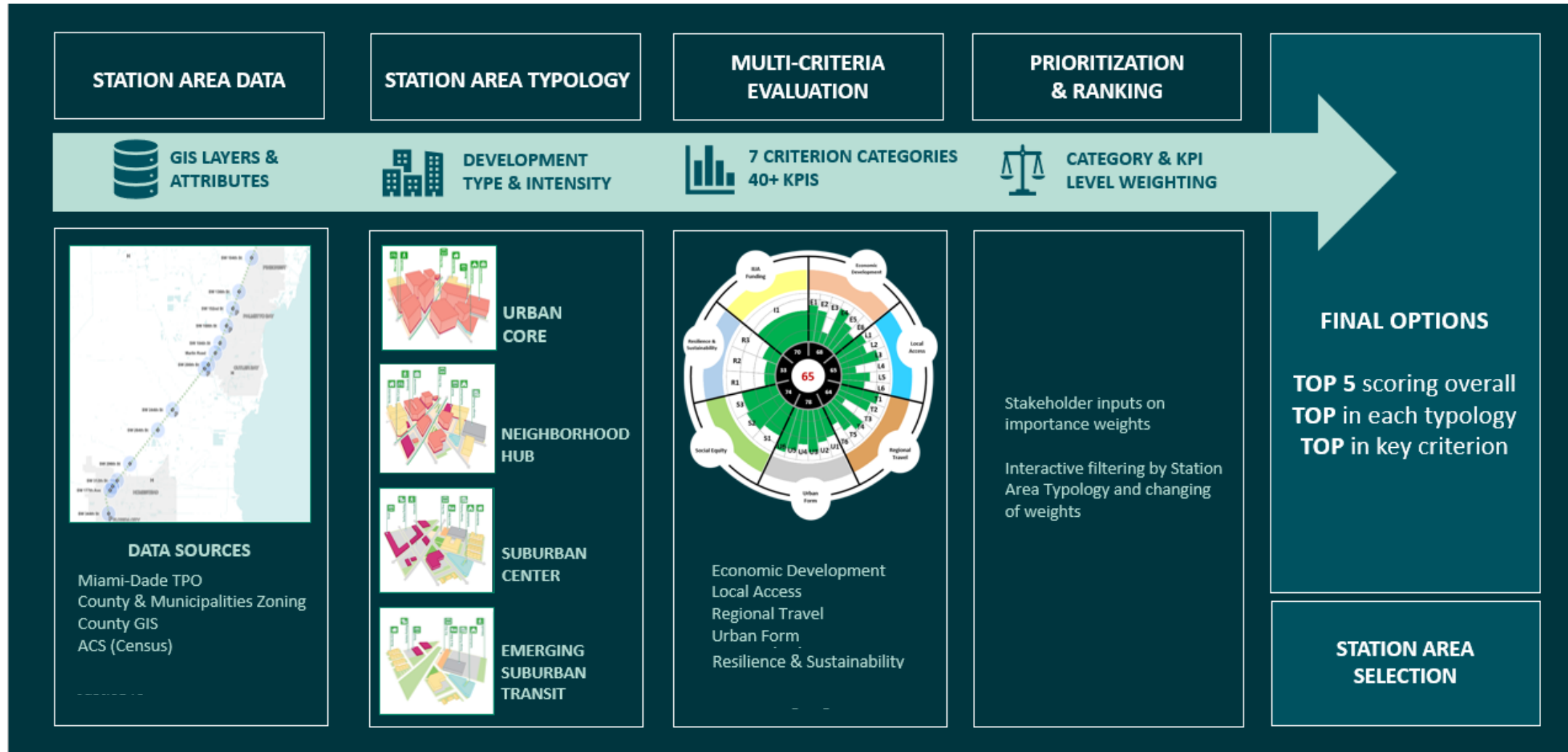


Conducts public engagement



We are here

South Corridor TOD Master Plan - Station Area Selection Process



Five Selected Station Areas

PINECREST



SW 136th STREET Neighborhood

Number of Jobs	7,159 jobs
Number of residential units	449 dwellings
Park acreage	NA acres
Transit Boardings	269 boarding
Daily VMT	196,999 miles
Floor area ratio	0.39
Jobs:housing balance	15.94
Land use mix index	0.18
% Minority	20 %
% Below poverty line	7 %
% Households without vehicle	4 %

STATION AREA 1

CUTLER BAY

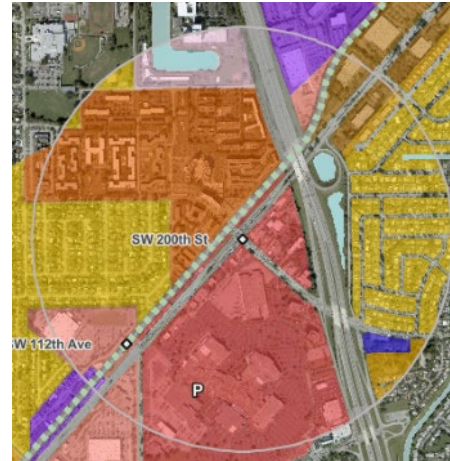


SW 184th STREET Suburban

Number of Jobs	3,814 jobs
Number of residential units	755 dwellings
Park acreage	6 acres
Transit Boardings	665 boarding
Daily VMT	75,497 miles
Floor area ratio	0.19
Jobs:housing balance	5.05
Land use mix index	0.37
% Minority	51 %
% Below poverty line	27 %
% Households without vehicle	12 %

STATION AREA 2

CUTLER BAY

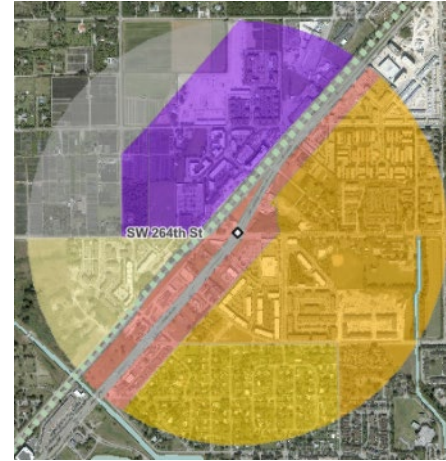


SW 200th ST. Metro Urban Center

Number of Jobs	4,902 jobs
Number of residential units	2,837 dwellings
Park acreage	NA acres
Transit Boardings	738 boarding
Daily VMT	141,684 miles
Floor area ratio	0.4
Jobs:housing balance	1.73
Land use mix index	0.2
% Minority	36 %
% Below poverty line	23 %
% Households without vehicle	16 %

STATION AREA 3

MIAMI-DADE



SW 264th STREET Metro Urban Center

Number of Jobs	874 jobs
Number of residential units	1,804 dwellings
Park acreage	10 acres
Transit Boardings	322 boarding
Daily VMT	65,715 miles
Floor area ratio	0.14
Jobs:housing balance	0.48
Land use mix index	0.09
% Minority	45 %
% Below poverty line	33 %
% Households without vehicle	7 %

STATION AREA 4

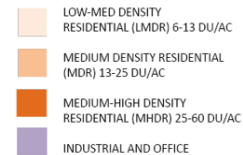
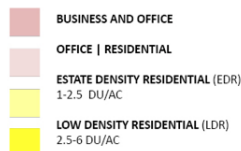
FLORIDA CITY



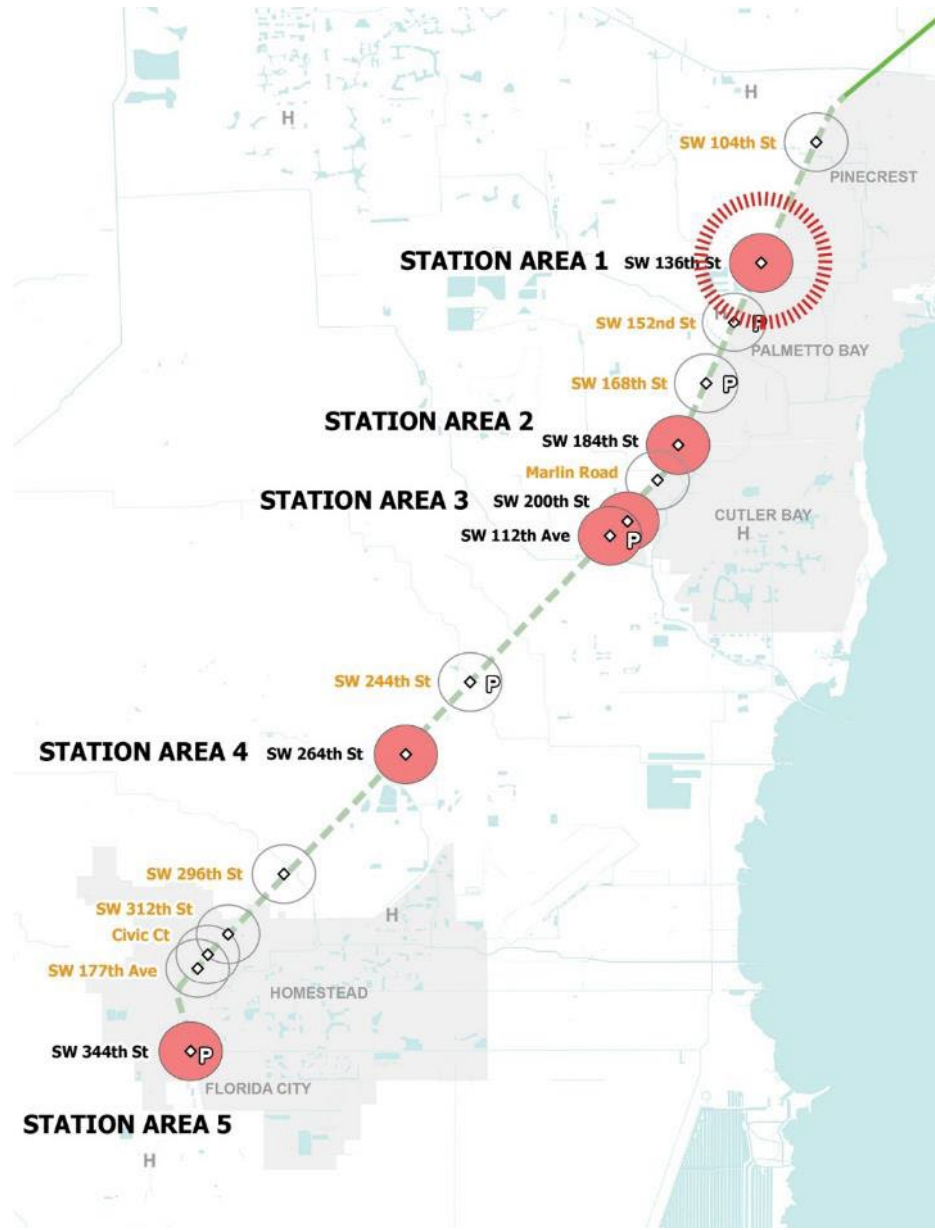
SW 344th STREET Suburban

Number of Jobs	4,526 jobs
Number of residential units	1,310 dwellings
Park acreage	2 acres
Transit Boardings	215 boarding
Daily VMT	15,744 miles
Floor area ratio	0.15
Jobs:housing balance	3.46
Land use mix index	0.52
% Minority	53 %
% Below poverty line	21 %
% Households without vehicle	2 %

STATION AREA 5



South Corridor TOD Master Plan - Station Area 1



SW 136th St

NEIGHBORHOOD URBAN CENTER

South Corridor TOD Master Plan - Station Area 1

Issues and Opportunities

- The major issue hindering TOD at Station 1 is the lack of quality pedestrian infrastructure in the form of safe crosswalks and sidewalks.
- South Dixie Hwy creates a barrier for east-west pedestrian connections due in part to its width and the roadway's designed vehicle speed, making it very difficult to cross.
- Opportunities - surface parking lots are plentiful and logical development sites that are in close proximity to the station.
- The Falls Shopping Mall presents a major destination to connect to and strengthen.

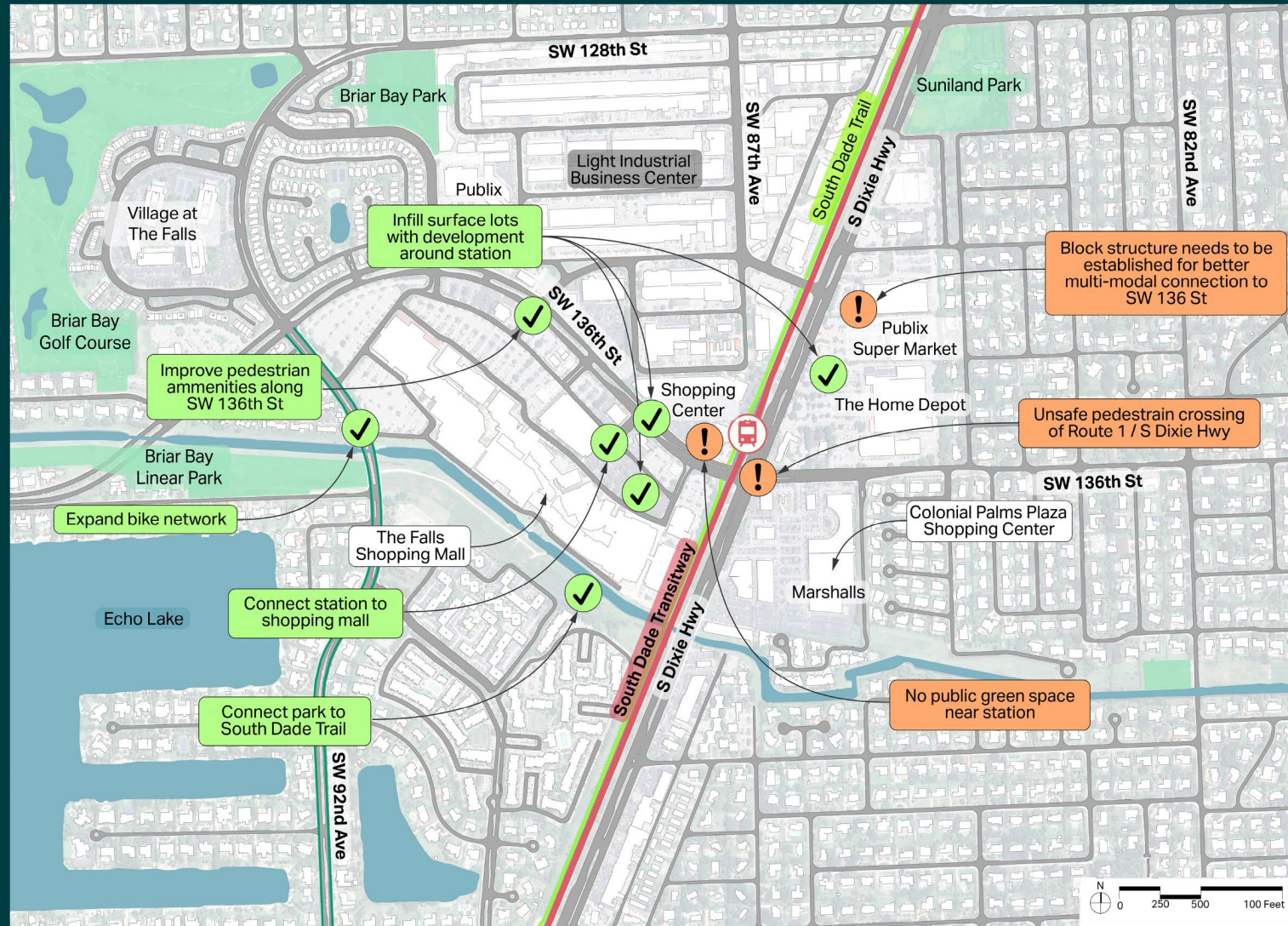
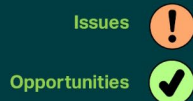


FIGURE X - STATION AREA 1
Issues and Opportunities

South Corridor TOD Master Plan - Station Area 1

Framework Plan

- Parcels are highlighted that could potentially be earmarked for redevelopment.
- Proposed open space is identified with key connections to tie the redevelopment parcels together.
- The north side of The Falls Shopping Mall could be infilled with mixed-use residential development. This area could form a new walkable district with the wedge shape of properties north of SW 136th St.
- A new pedestrian bridge could create a safe crossing to US 1 and provide an architectural focal point

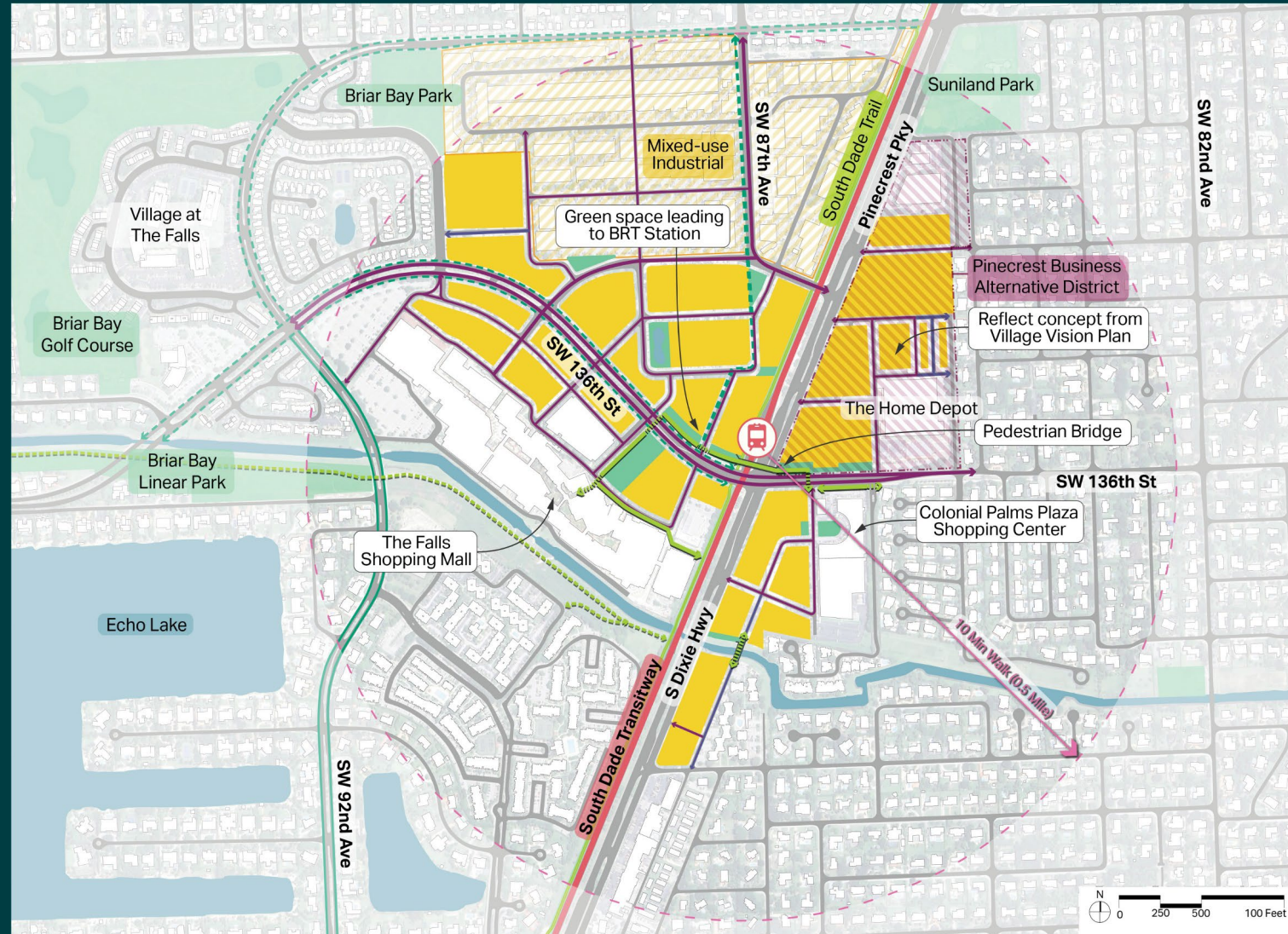
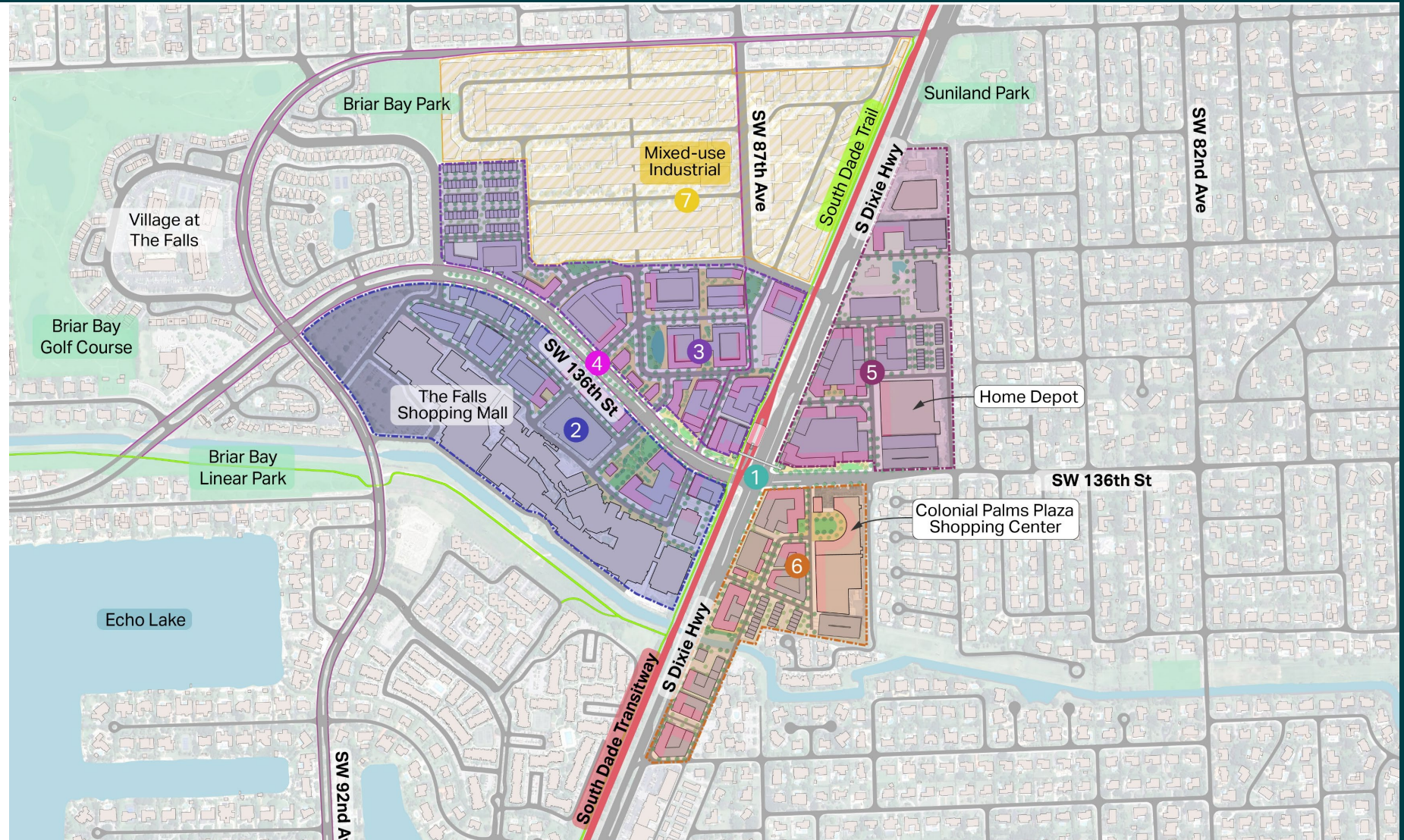


FIGURE X - STATION AREA 1
Framework Plan

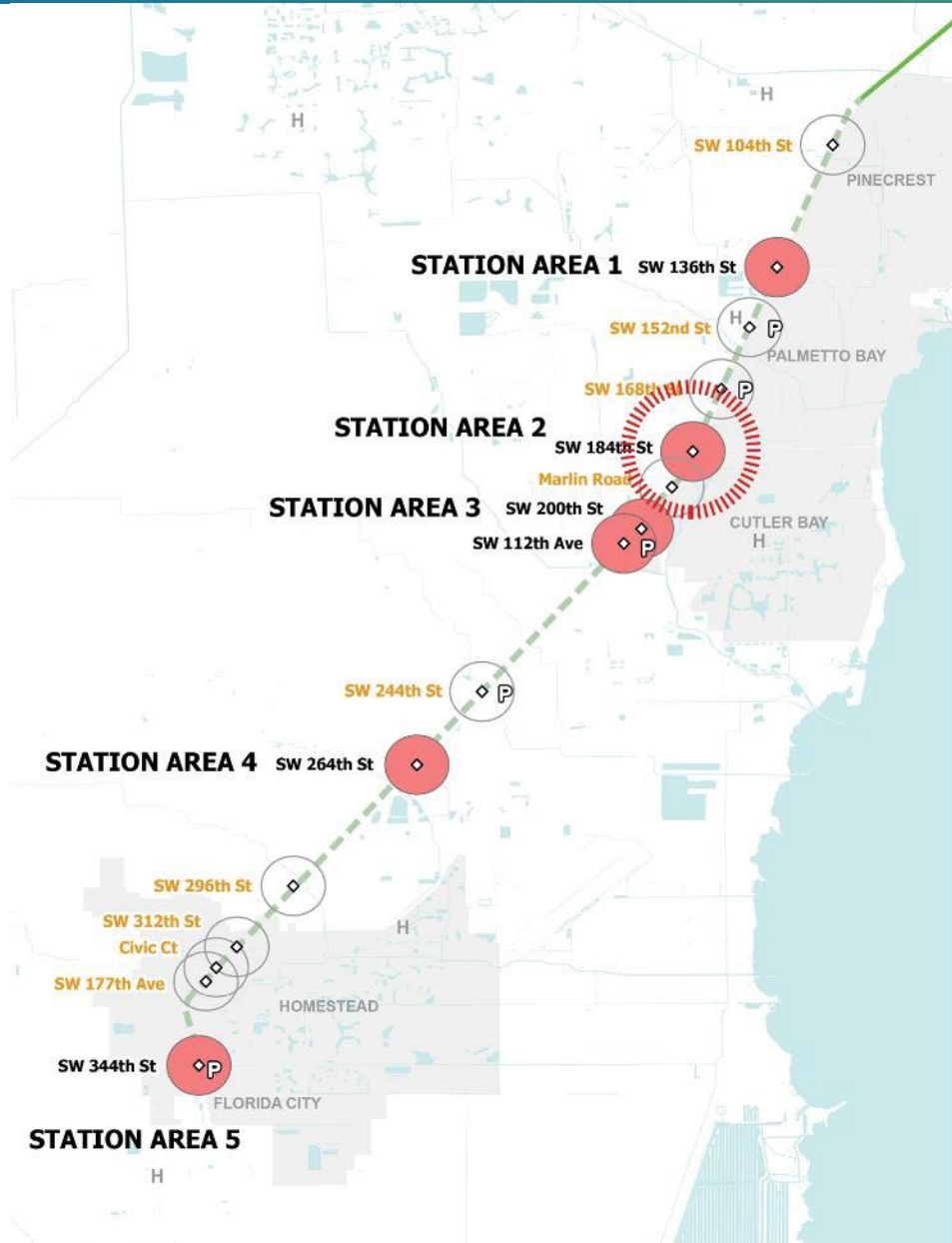
South Corridor TOD Master Plan - Station Area 1

Framework Character & Development Areas

- 1 PEDESTRIAN BRIDGE
- 2 THE FALLS SHOPPING MALL
- 3 AREA NORTHWEST OF THE SW 136TH STREET STATION
- 4 SW 136TH STREET / HOWARD DRIVE
- 5 PINECREST BUSINESS ALTERNATIVE DISTRICT
- 6 COLONIAL PALMS SHOPPING PLAZA REDEVELOPMENT
- 7 FALLS BUSINESS CENTER



South Corridor TOD Master Plan - Station Area 2

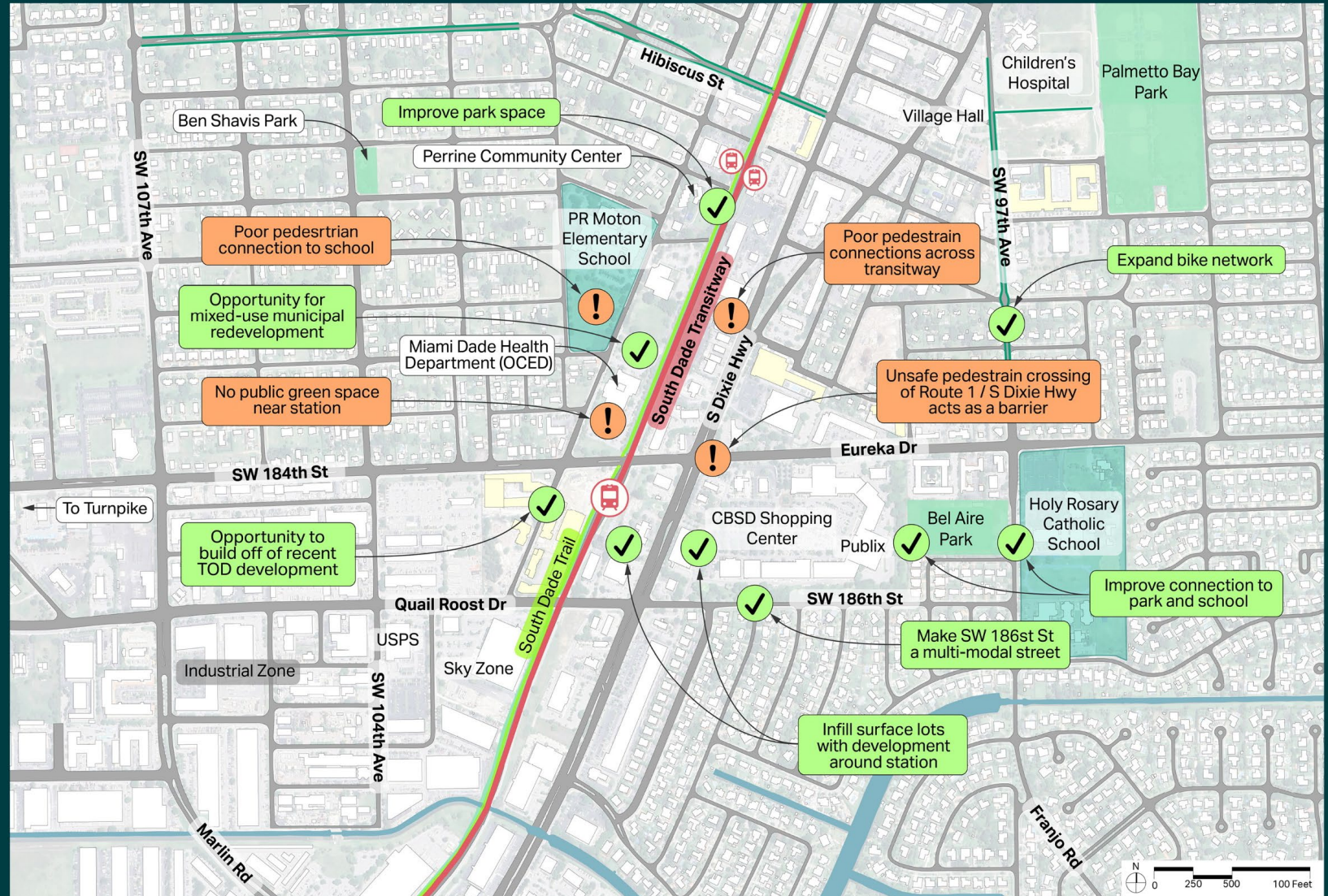
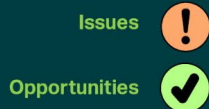


SW 184th ST
SUBURBAN URBAN CENTER

South Corridor TOD Master Plan - Station Area 2

Issues and Opportunities

- The major issue hindering TOD at Station 2 is the lack of quality pedestrian infrastructure in the form of safe crosswalks and sidewalks.
- US 1 / S Dixie Hwy creates a barrier for east-west pedestrian connections due in part to its width and the roadway's designed vehicle speed, making it very difficult to cross.
- Opportunities - a group of Publicly-owned properties and private surface parking lots present a large opportunity for new transit-oriented development around the station.
- Additionally, improved connections between the station and the community can provide enhanced linkages to surrounding schools, parks, trails and bike lanes.



South Corridor TOD Master Plan - Station Area 2

Framework Plan

- Parcels are highlighted that could potentially be earmarked for redevelopment.
- Proposed open space is identified with key connections to tie the redevelopment parcels together.
- The west side of Cutler Bay South Dade Shopping Center could be infilled with mixed-use residential development
- More redevelopment could flank each side of the transitway and South Dade Trail.

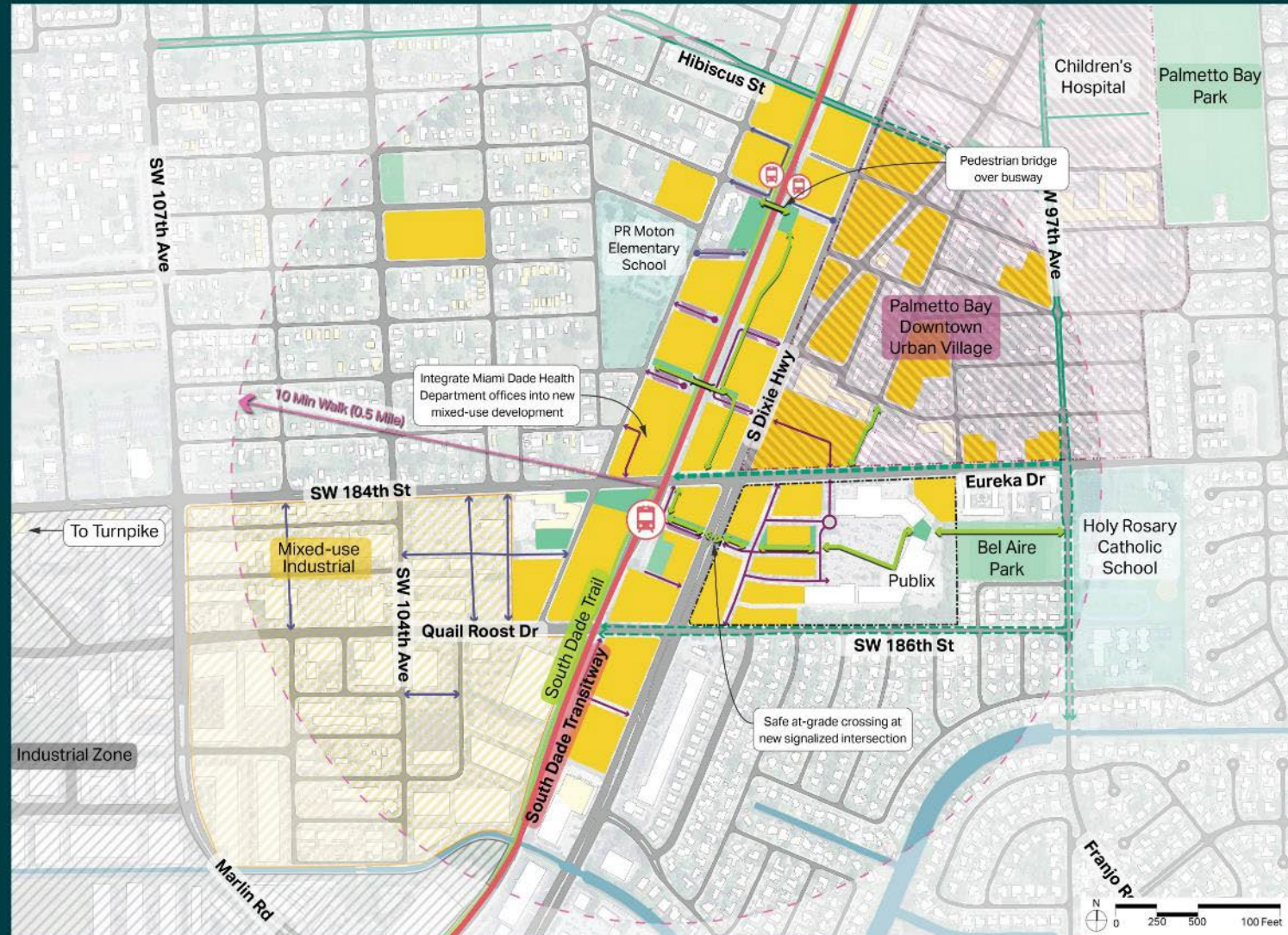
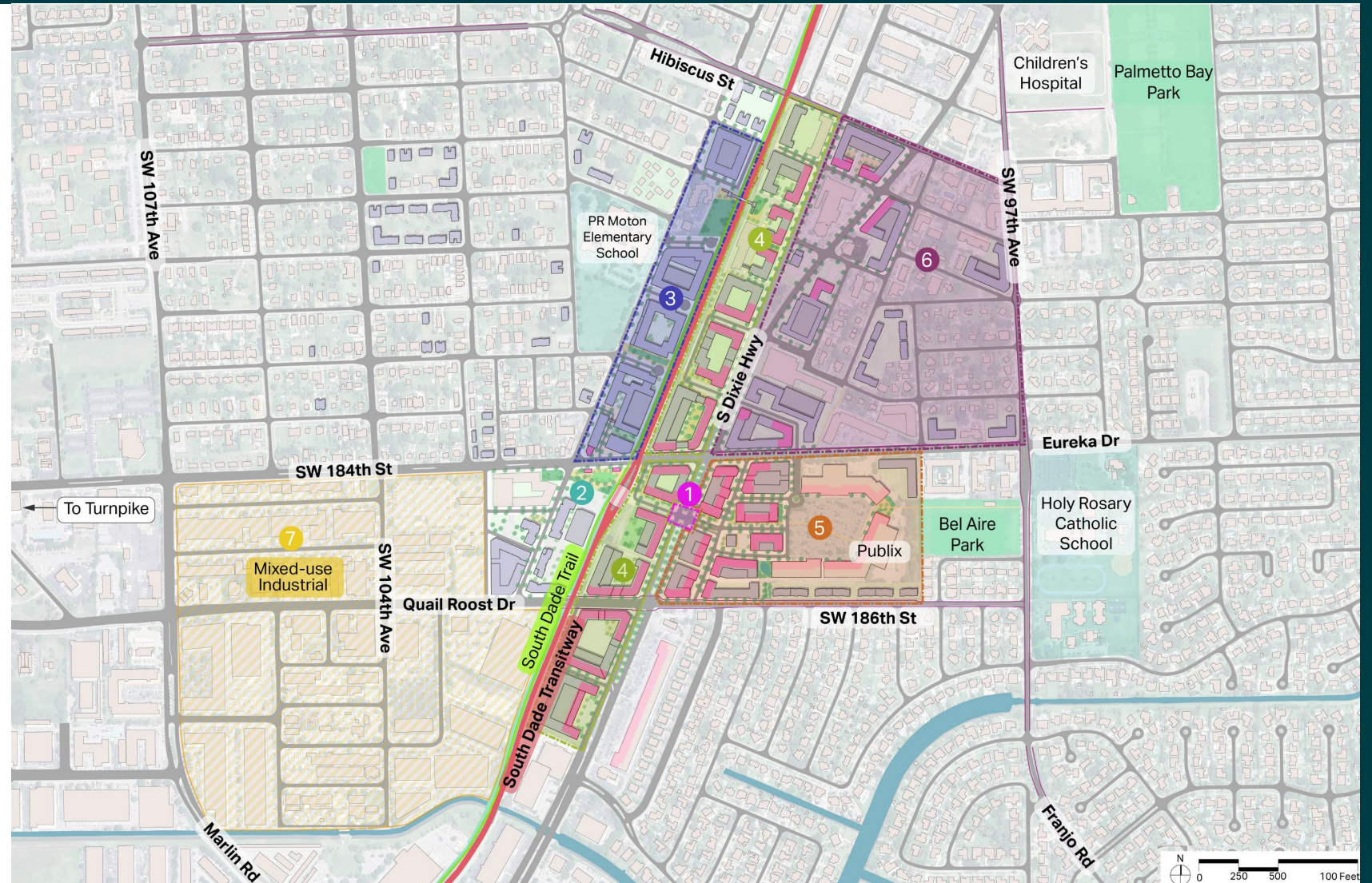


FIGURE X - STATION AREA 2
Framework Plan

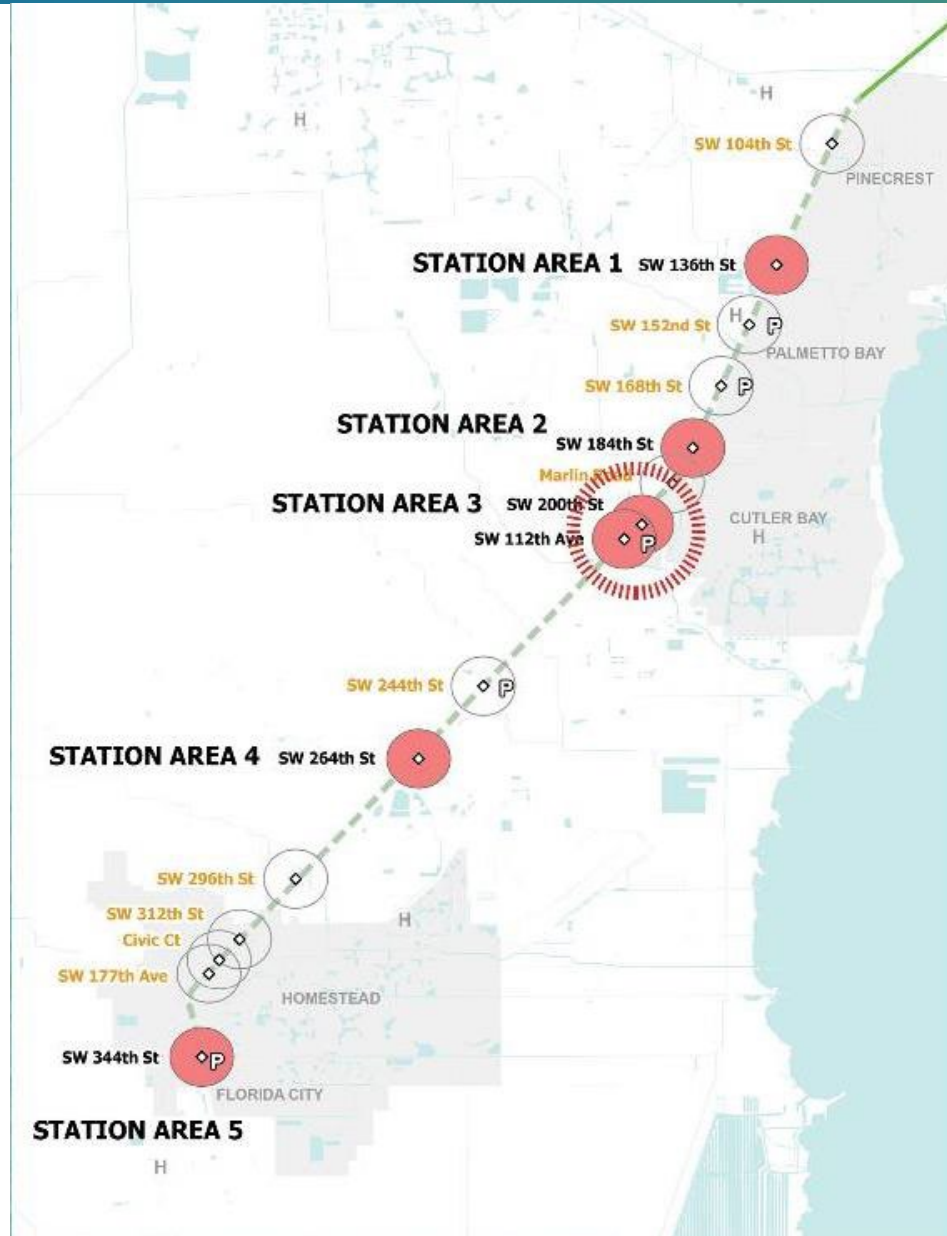
South Corridor TOD Master Plan - Station Area 2

Framework Character & Development Areas

- 1 NEW 185th ST INTERSECTION
- 2 EUREKA PARK
- 3 MIAMI DADE HEALTH DEPARTMENT REDEVELOPMENT
- 4 DEVELOPMENT ALONG US ROUTE 1 S DIXIE HWY AND THE TRANSITWAY
- 5 CUTLER BAY SOUTH DADE SHOPPING CENTER
- 6 DOWNTOWN PALMETTO BAY
- 7 MIXED-USE INDUSTRIAL AREA



South Corridor TOD Master Plan - Station Area 3

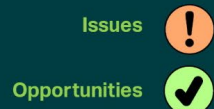


SW 200 Street & SW 112 Avenue
METRO URBAN CENTER

South Corridor TOD Master Plan - Station Area 3

Issues and Opportunities

- The major issue hindering TOD at Station 3 is the lack of quality pedestrian infrastructure in the form of safe crosswalks and sidewalks.
- US 1 / S Dixie Hwy creates a barrier for pedestrian connections from the stations to the Southland Mall Redevelopment due in part to the roadway's width and designed vehicle speed
- Redevelopment of the Southland Mall presents a major opportunity for a new, dense, mixed-use community near the station.
- Improved connections between the station and the community can provide enhanced linkages to surrounding municipal sites, parks and the trail system.



South Corridor TOD Master Plan - Station Area 3

Framework Plan

- Parcels are highlighted that could potentially be earmarked for redevelopment.
- Proposed open space is identified with key connections to tie the redevelopment parcels together.
- Notably, the plan within the Mall redevelopment proposal boundary aligns with the Southplace City Center land use plan, featuring enhancements to the open space network.



*Line thickness indicates major/minor connection

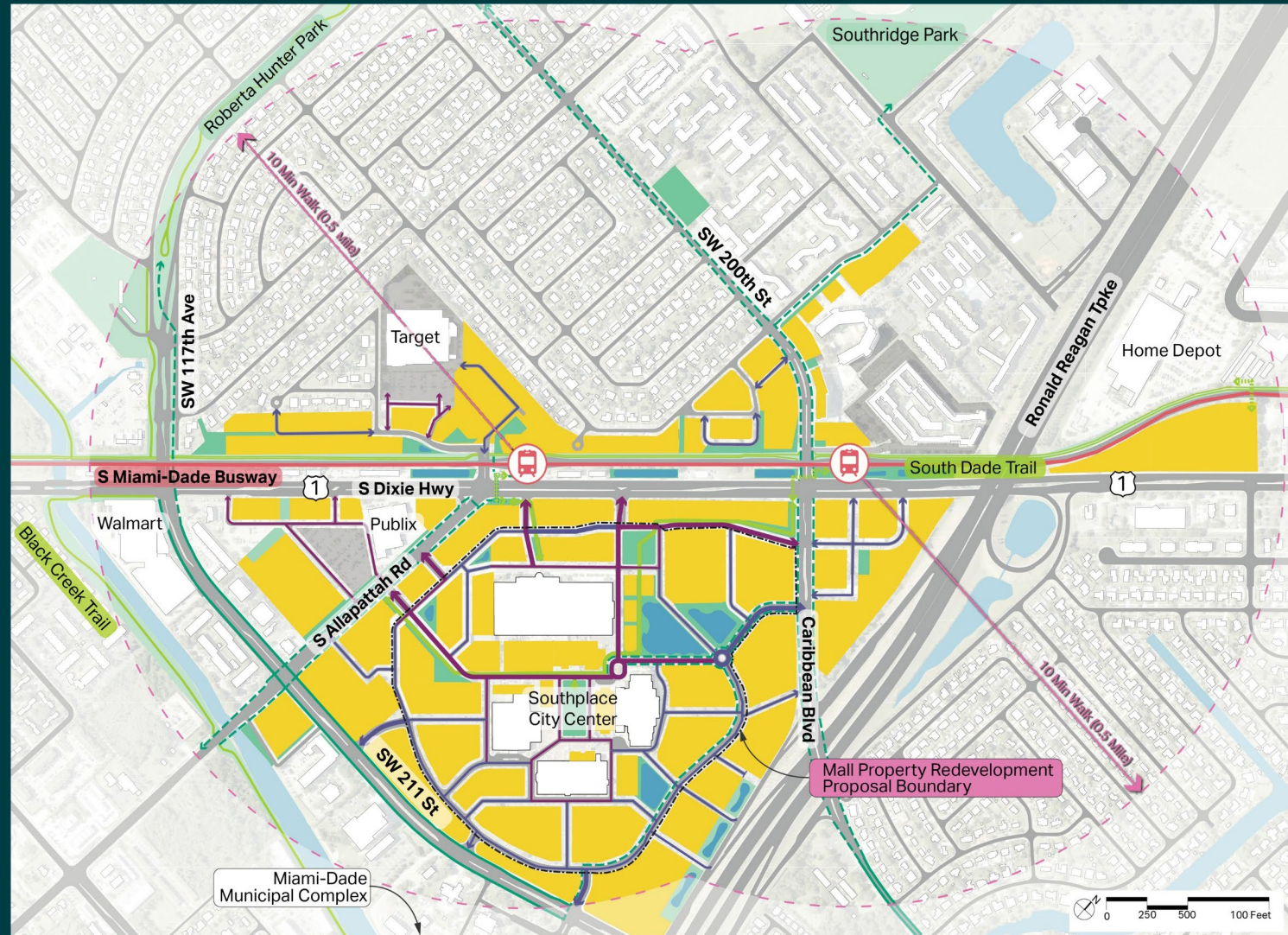
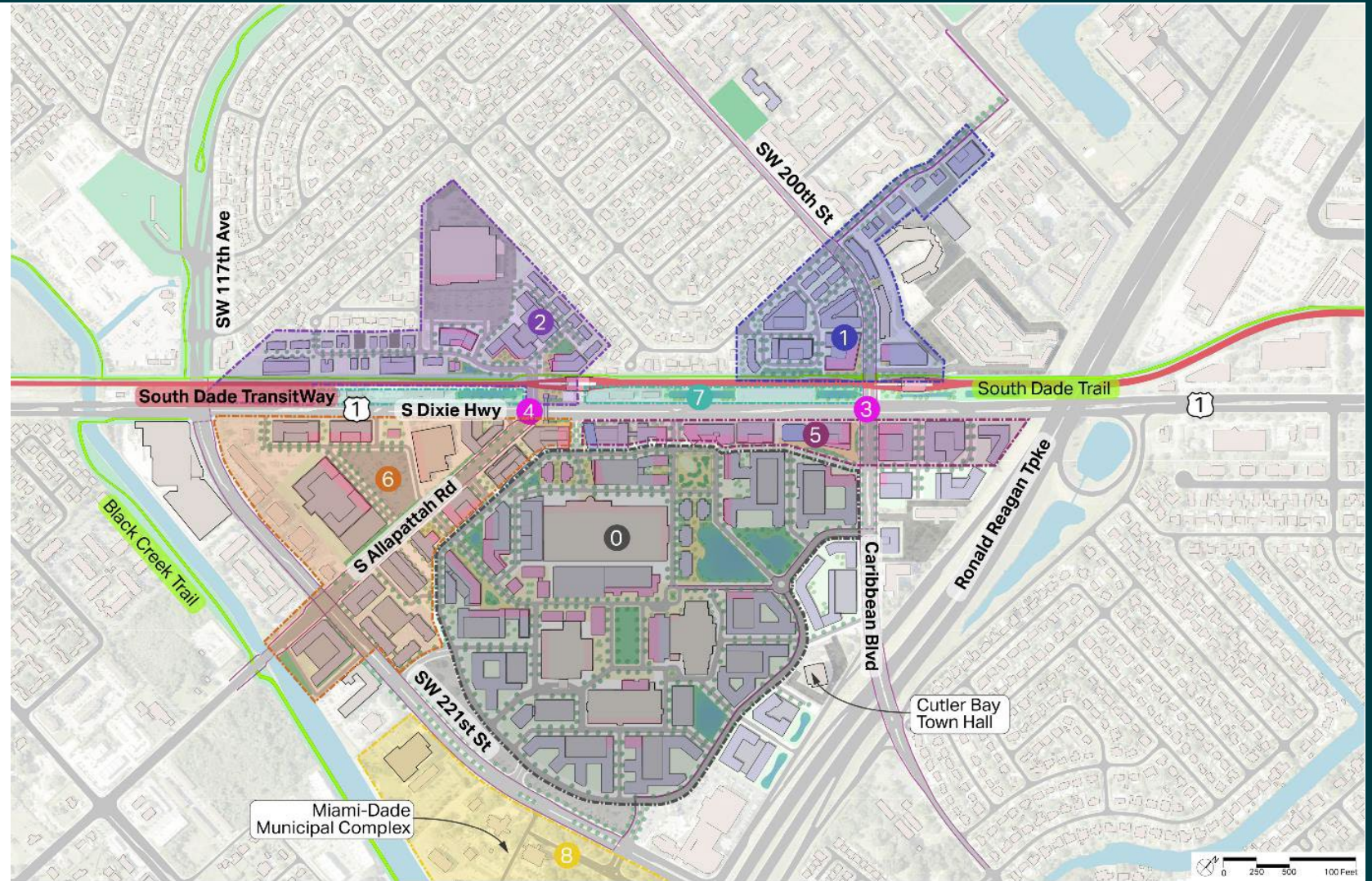


FIGURE X - STATION AREA 3 Framework Plan

South Corridor TOD Master Plan - Station Area 3

Framework Character & Development Areas

- 0 MALL REDEVELOPMENT
- 1 AREA NORTHWEST OF SW 200TH STREET STATION
- 2 AREA NORTHWEST OF SW 112TH AVENUE STATION
- 3 INTERSECTION OF SOUTH DIXIE AND SW 200TH STREET ADJACENT TO BRT STATION
- 4 INTERSECTION OF SOUTH DIXIE AND SW 112TH AVENUE ADJACENT TO BRT STATION
- 5 PARCELS ALONG SOUTH DIXIE HWY
- 6 DEVELOPMENT ALONG SOUTH ALLAPATTAH ROAD LEADING TO SW 112TH AVENUE STATION
- 7 LAND BETWEEN SOUTH DIXIE HWY AND THE BUSWAY
- 8 MIAMI DADE MUNICIPAL COMPLEX



South Corridor TOD Master Plan - Station Area 4



SW 264 Street
METRO URBAN CENTER

South Corridor TOD Master Plan - Station Area 4

Issues and Opportunities

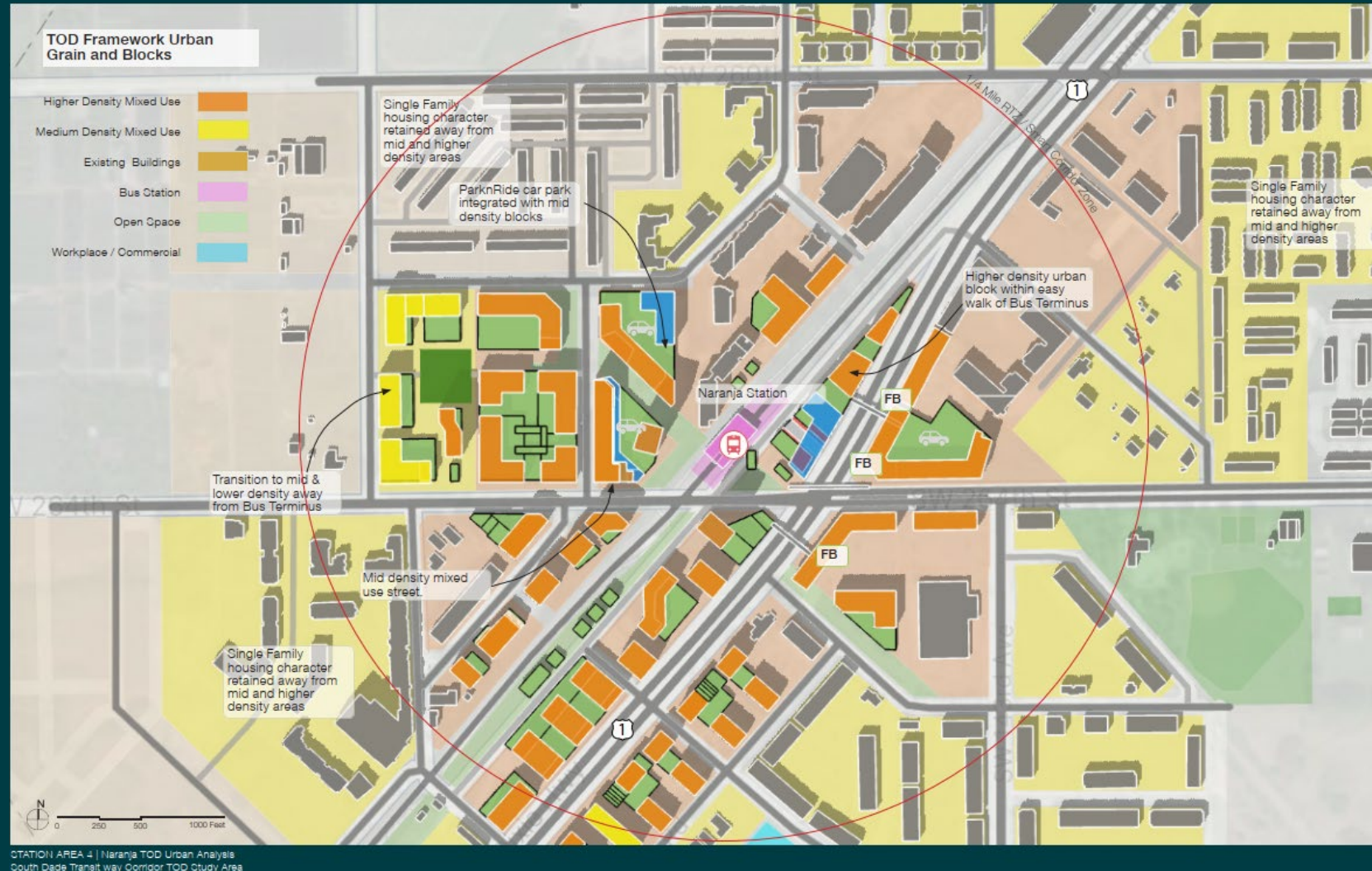
- The major issue hindering TOD at Station 4 is the local road network does not support pedestrian friendly movement and connections to the Station area.
- There is no station specific 'park n ride'.
- Although mid-rise development is taking place in the vicinity of the station this pre-dominantly single use residential and not TOD oriented mixed-use.
- Opportunities for redevelopment of adjacent under-utilized and vacant parcels for mixed-use development and the provision of Station related 'park n ride' facilities to encourage use of the BRT network.
- Use the Station Area as a place that celebrates the agricultural in Naranja



South Corridor TOD Master Plan - Station Area 4

Framework Plan

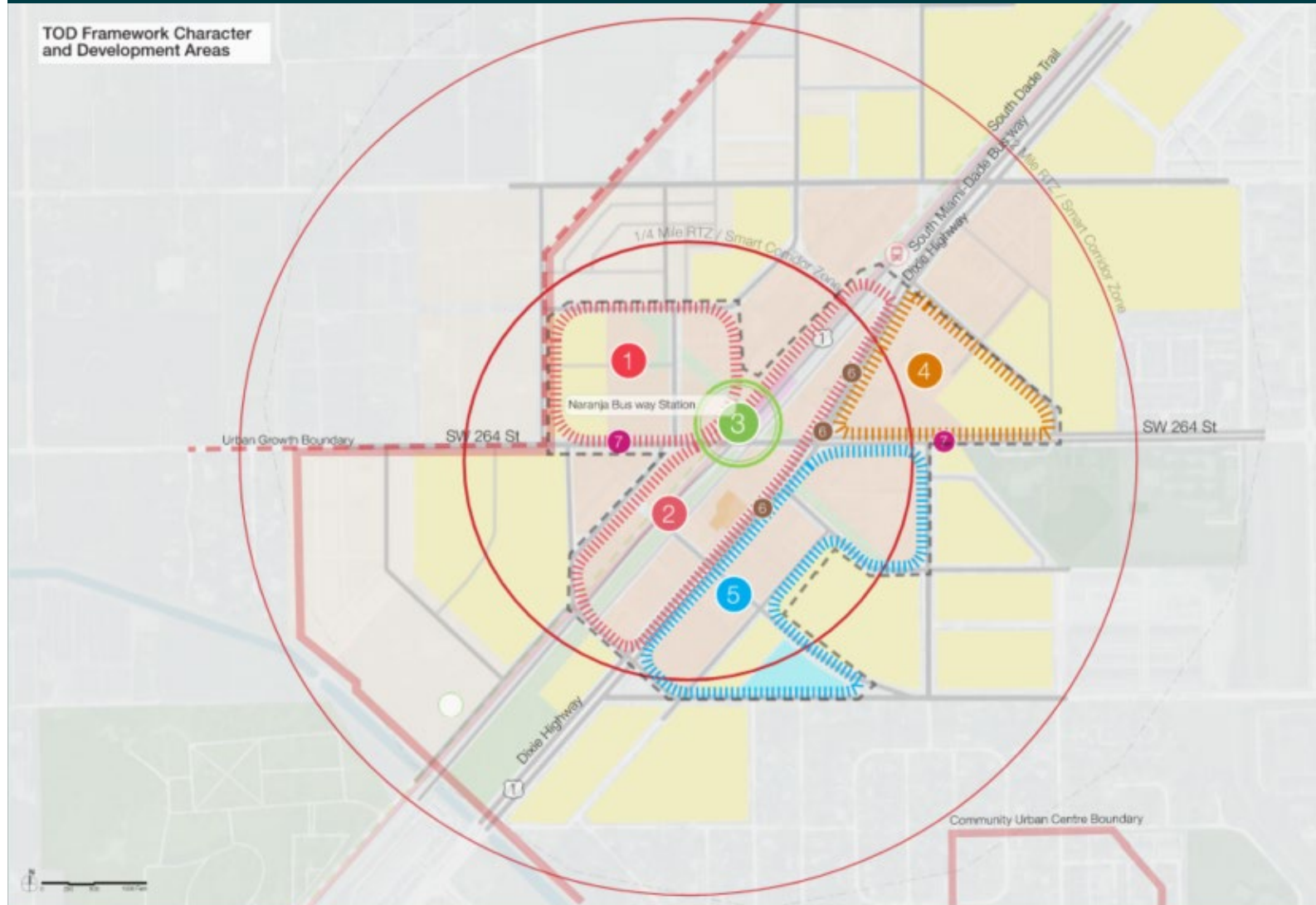
- The framework introduces new TOD at a mid density block typology to the Naranja Station Area.
- Outside of the core the mid - density blocks transition to lower density residential streets.
- At the heart of the TOD framework is a walkable district of mid-high density along the bus - way corridor.
- A series of new walkable blocks and public spaces surround the station.



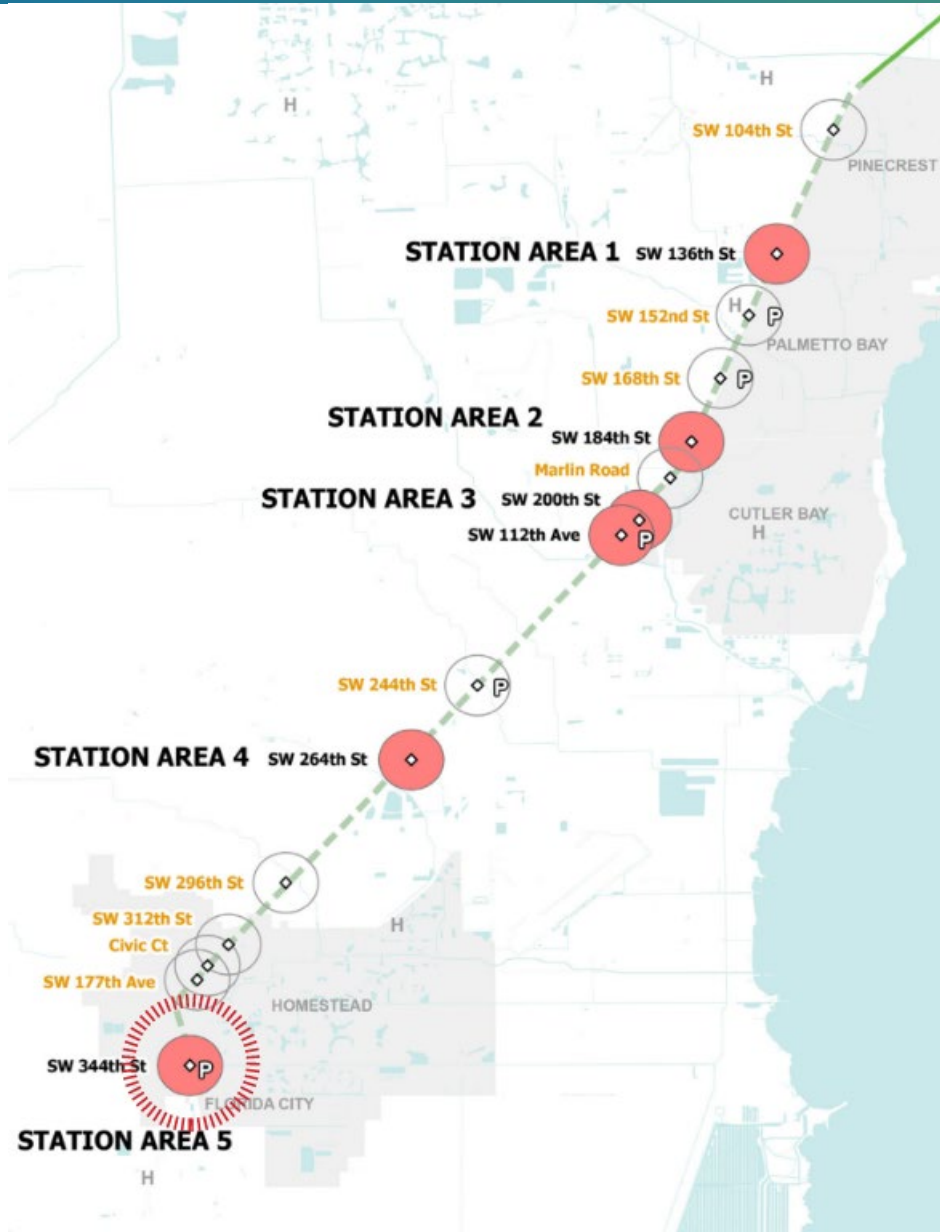
South Corridor TOD Master Plan - Station Area 4

Framework Character & Development Areas

- 1 NORTH DISTRICT
- 2 LINEAR CITY
- 3 PLAZA AT BUSWAY INTERSECTION
- 4 EAST DISTRICT
- 5 SOUTH SIDE
- 6 FOOTBRIDGES
- 7 ENHANCEMENTS TO SW 264 STREET



South Corridor TOD Master Plan - Station Area 5

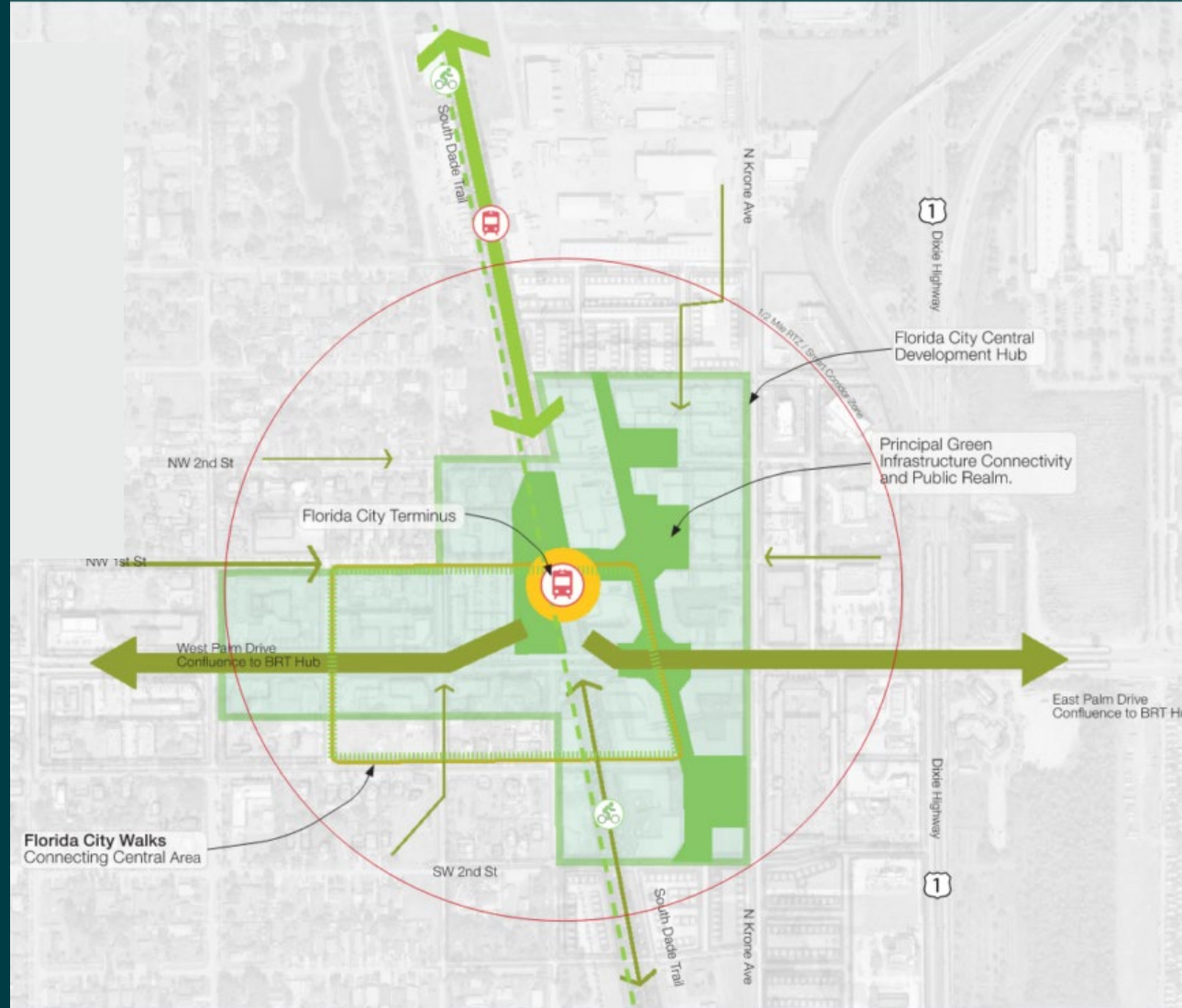


SW 344 Street
SUBURBAN URBAN CENTER

South Corridor TOD Master Plan - Station Area 5

Issues and Opportunities

- The major issue hindering TOD at Station 5 is that US1/Florida Turnpike/SW344th St all create barriers to pedestrian movement and integrated development.
- Farmers Market probably has to stay where it is limiting redevelopment around station.
- Auto oriented urban form requires extensive retrofit to create an integrated mixed-use area
- Limited landscaping with no natural features to take advantage of.
- Redevelopment potential of adjacent parcels currently underutilized and vacant land.
- High demand for affordable housing and the area already has a high use of transit
- Existing employment hub around the State Farmers Market/Outlet Mall/Hotels along US1 Gateway to the Florida Keys.



South Corridor TOD Master Plan - Station Area 5

Framework Plan

- The framework introduces new TOD at a mid density block typology to Florida City's center and urban core.
- Outside of the core the mid -density blocks transition to lower density residential streets.
- At the heart of the TOD framework is a walkable district of mid -scale urban blocks overlooking a new central park and civic space.



South Corridor TOD Master Plan - Station Area 5

Framework Character & Development Areas

- 1 WEST PALM DRIVE / SW 344
- 2 THE HUB
- 3 CENTRE POINT
- 4 SOUTH VILLAGE
- 5 FLORIDA CITY OLD TOWN
- 6 EAST QUARTER



STATION AREA 5 | Florida City TOD Station Area Character Areas
South Dade Transitway Corridor TOD Study Area

South Corridor TOD Master Plan

Open Space Precedent Images



① Shaded gathering areas



② Active spaces with commercial frontage around transit stations



③ Multi-use awn areas



④ Plaza spaces



⑥ Play areas



① Shaded streets



② Outdoor dining areas



③ Bike infrastructure



④ Pedestrian alleys



⑤ Stormwater Management



① Integrated into architecture on each side of roadway



② Architectural placemaker for community



③ Integrated with public space



South Corridor TOD Master Plan

Residential Development Precedent Images



1 High density residential (10+ stories)



2 High density timber framed residential



3 Parking in podium levels



4 Row homes lining tower podium at ground floor



1 New residential developments intermixed with existing commercial establishments



2 Residential/Commercial Mixed-Use



3 Live/Work Units



4 Streetscape improvements



1 Row homes



2 Duplexes



3 Stacked Triplexes



4 Three-Four story apartment buildings



South Corridor TOD Master Plan

Mixed-Use Development Precedent Images



① New residential integrated with existing commercial



② Community services on ground floors like grocery stores and pharmacies



③ Mixed-use buildings along transit



④ Hotels and offices possible if market viable



⑤ Entertainment and experience

Commercial



① Single use buildings integrated with outdoor space and a walkable environment



② Outdoor dining space activating public realm



③ Active uses on garage ground floors



④ Screened parking



Food and Beverage



① Parking podium between residential units above and retail ground floor



② Parking interior to resi development



③ Active uses on garage ground floors



④ Screened parking



Structured Parking

South Corridor TOD Master Plan

Mixed-Use Development Precedent Images



① Municipal offices integrated with new housing development



Civic

Questions & Answers

REMINDERS:

- All participants' microphones will remain muted, until it is their turn to speak.
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- If you dialed in, please press *9.
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- Emailed questions will be addressed after the meeting

Thank You



THANK YOU