

6 STATION AREA PLANS

6.1 INTRODUCTION

The station area plans introduced in this chapter are built on the existing conditions, market analysis, affordable housing study, and stakeholder and public engagement summarized in previous chapters. Each concept depicts a station area vision with a unique theme that reflects the characteristics of the station area and the opportunities it can generate for the East-West Corridor. Collectively these plans revolve around an overall vision that aligns with the TOD goals identified by Miami-Dade County. The station area plans are meant to be conceptual as not to focus on design detail but capture a vision as to how the community and stakeholders foresee these station areas evolving as transit-oriented neighborhoods and transit-supportive communities. As these station area plans are realized, specific design details will continue to emerge, guided by these station area plans. Accompanying the station area plans is a discussion of the station area plan vision as well as key implementation strategies that should be undertaken to help achieve the station area plan vision.

The TOD goals set by Miami-Dade County and guided the development of the following station area concepts include:

- Reduce the number of household drivers.
- Lower congestion, air pollution and greenhouse emissions.
- Create walkable communities that accommodate healthier lifestyles.
- Increase transit ridership and fare revenue.
- Expand mobility choices that reduce dependence on the automobile
- Reduce transportation costs.

These goals are translated into key strategies specific to each station area's neighborhood characteristics, planning context, and projected growth and demand, which are incorporated into the station area plans and discussed in the following pages.

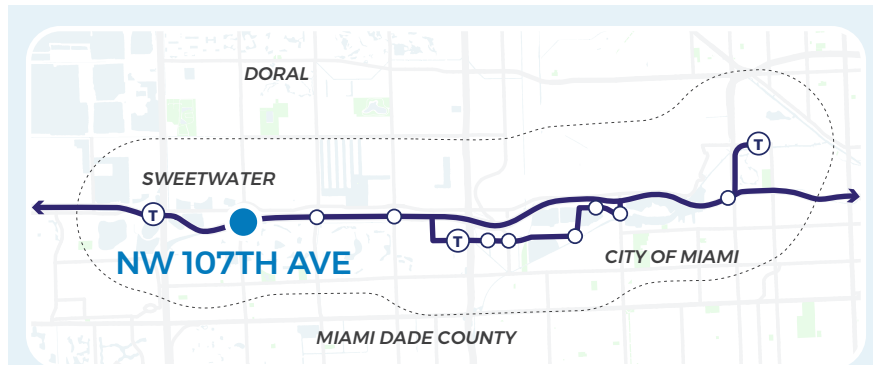
NW 107TH AVENUE STATION GATEWAY PLAZA, LOOKING NORTH



NW 107TH AVE

KITTY ROEDEL BICYCLE PATH

6.2 NW 107TH AVENUE STATION



TOD Density and Mix of Usage:

- High density gateway mixed-use center
- Medium density residential mixed-use neighborhood
- Low density townhouse development

Key TOD Strategies:

- Catalyst site redevelopment and transit hub
- New development on immediate vacant land
- Incremental redevelopment of underutilized commercial land
- Additional development on adjacent vacant land

Streetscape improvement and Open Space:

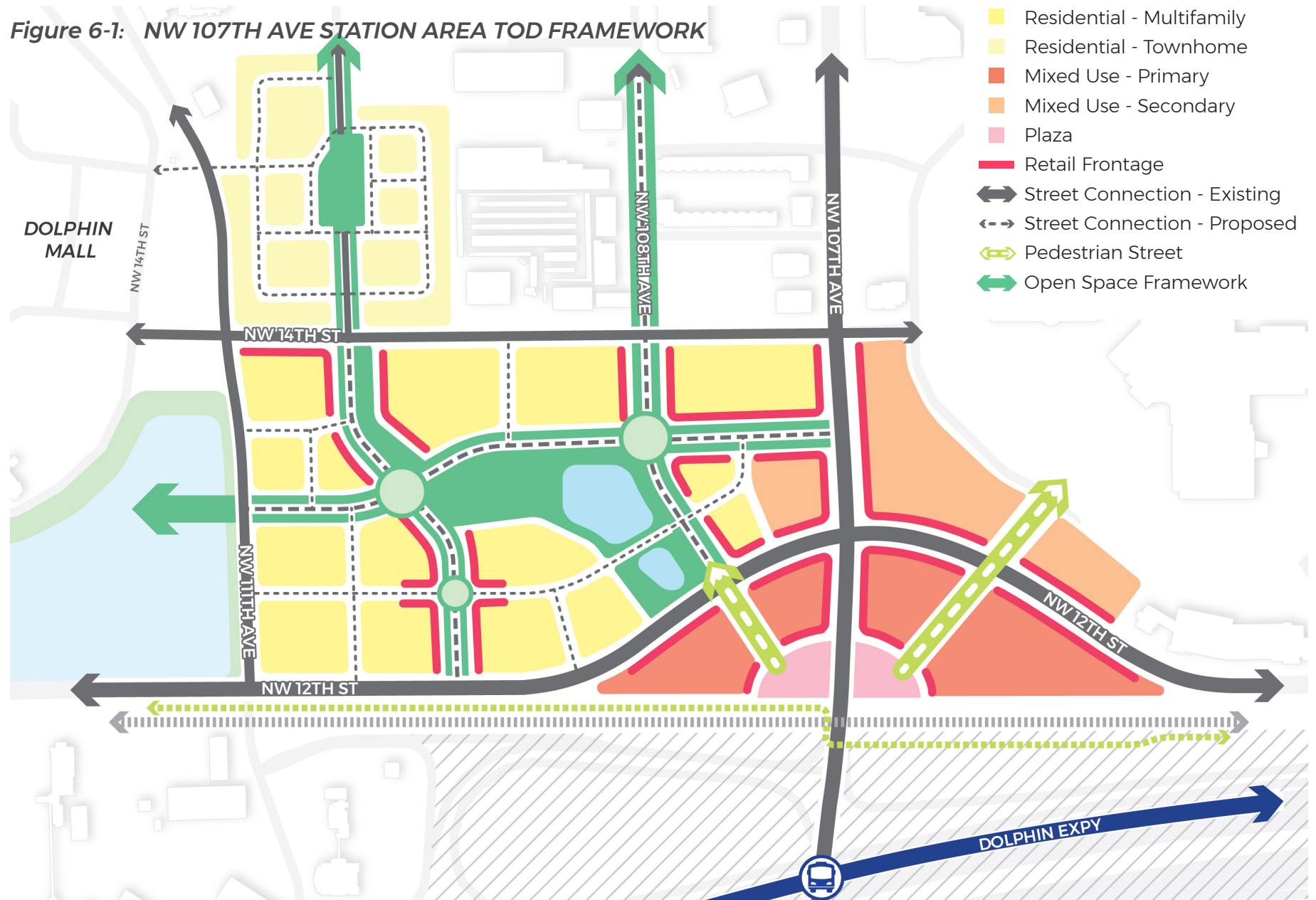
- Establish street network within the development site
- Create gateway plaza that anchors the station area
- Create major neighborhood park with pedestrian facilities

6.2.1 TOD VISION

The long-term vision for transit-oriented development within the NW 107th Avenue station area is to transform vacant and underutilized sites north of the Corridor into a new, mixed-use district that will leverage public investment into the transit system and adjacency to the new transit hub. In this vision, NW 12th Street is transformed into the epicenter of life and activity for the new station area by bridging the eastern and western portions of the study area and providing opportunities for working, shopping, and playing in the heart of the district.

To the east of NW 107th Avenue, the vision seeks to integrate the new mixed-use center with the existing area by reducing the intensity of development to the east and integrating smaller-scale commercial activity near Miami International Mall. To the west of NW 107th, the new mixed-use center will link two new mixed-income residential communities to the station through a network of complete streets, trails, and open spaces that will form a new community around transit. The NW 107th Avenue station area will serve as a significant anchor development and employment center along the new East-West Corridor.

Figure 6-1: NW 107TH AVE STATION AREA TOD FRAMEWORK



6.2.2 TOD FRAMEWORK

Connectivity

A network of new complete streets will establish a framework for more pedestrian-friendly development. This new network includes the southern extension of both NW 108th Avenue and NW 110th Avenue and two new east-west streets that will form a centralized public park. Existing streets such as NW 107th Avenue, NW 12th Avenue, NW 111th Avenue, and NW 14th Street will also be upgraded with complete street elements that will improve the pedestrian environment, enhance area aesthetics, increase safety for non-motorized users, and provide access for transit riders. The framework also recommends a direct link with the Kitty Roedel Bicycle Path at the new transit station to improve multi-modal access for the adjacent residential and commercial areas and along the East-West Corridor.

Open Space Network

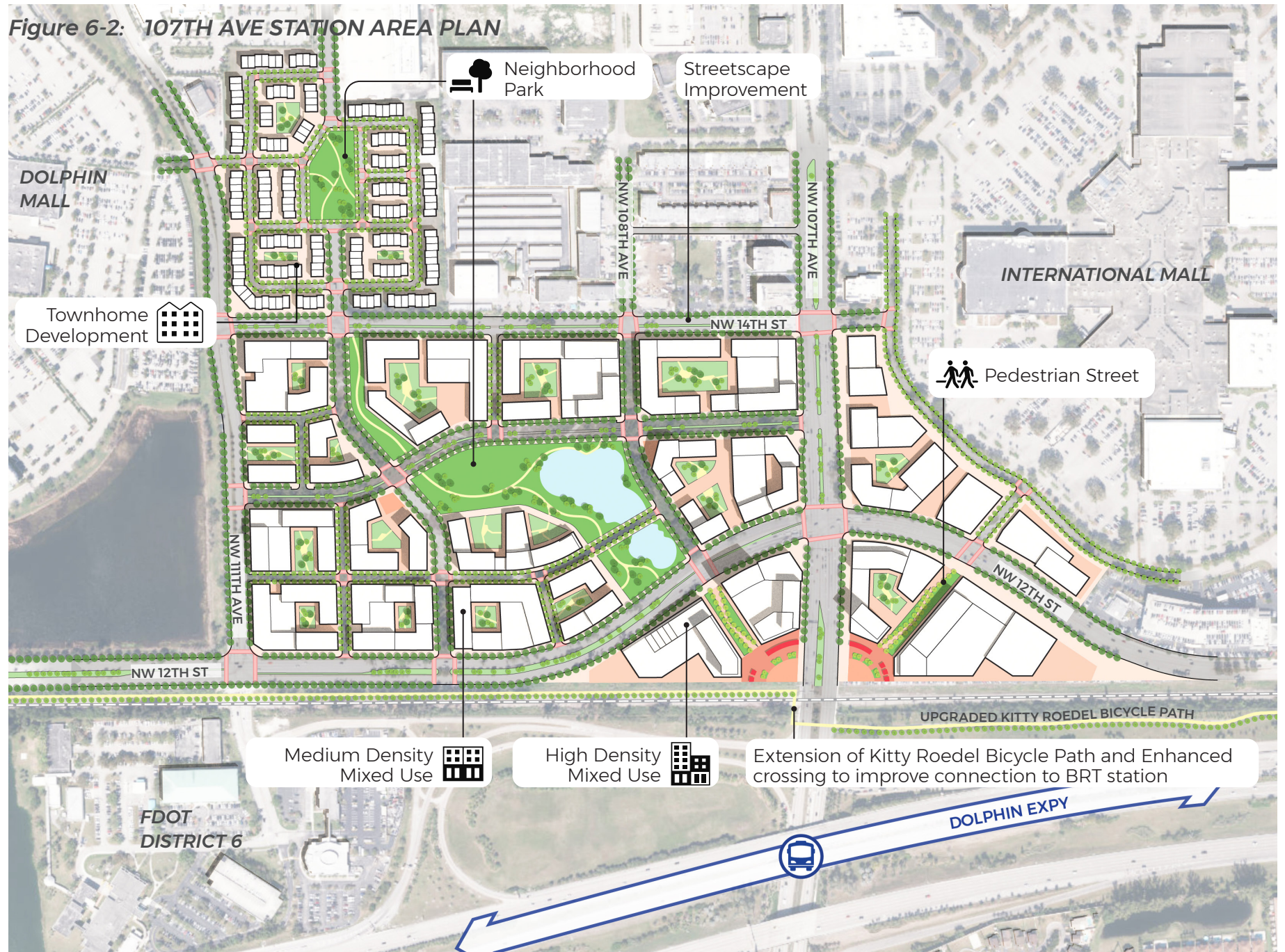
The open space network builds directly on the connectivity approach. A gateway transit plaza to the south anchors the station and links with International Mall and the proposed new developments via two pedestrian streets. These streets will establish pedestrian priority zones immediately adjacent to the station that support non-motorized means of transportation. Public space also plays an important role in the creation of the new neighborhood envisioned. A signature neighborhood park with an integrated stormwater system forms the centerpiece of the neighborhood and blends with the natural environment. This passive park should include neighborhood amenities and link to the new residential areas north of NW 14th Street. The park extends via a trail and a linear green space to a smaller, more intimate park that will become the center of the new townhome development,

providing space for relaxation and a better connection to the existing bus service along NW 14th Street.

Land Use Framework

The land use strategy is principally focused on creating a catalyst mixed-use development near the station that supports the area's evolution into a transit hub and provides critical amenities and services for transit riders, workers, and new residents alike. New office spaces with ground-floor retail will be the primary land use driver along NW 107th to enhance the streetscape experience with active frontages and create a sense of place. The vacant site becomes an ideal location for a new mixed-income community with primary, higher density mixed-use development reinforcing the gateway transit plaza. Residential uses will consist of market-rate and affordable apartments with ground-floor commercial along the main neighborhood corridors. The new townhome development will provide additional unit types to ensure the entire community remains mixed-income. Both areas will form a solid residential edge to the station area and better link the communities with the existing Dolphin Mall.

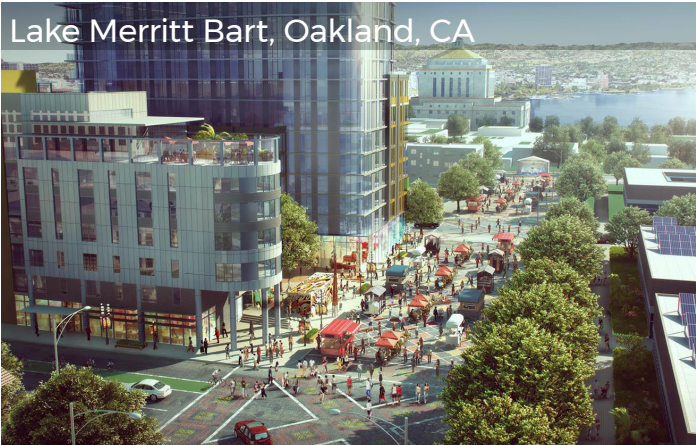
Figure 6-2: 107TH AVE STATION AREA PLAN



6.2.3 TOD EXAMPLES



High Density Mixed Use
 Ten to fifteen story development with residential and office uses, structured parking, and ground-floor retail.



Pedestrian Street
 Pedestrian street with key retail frontages and connected to multi-modal facilities.

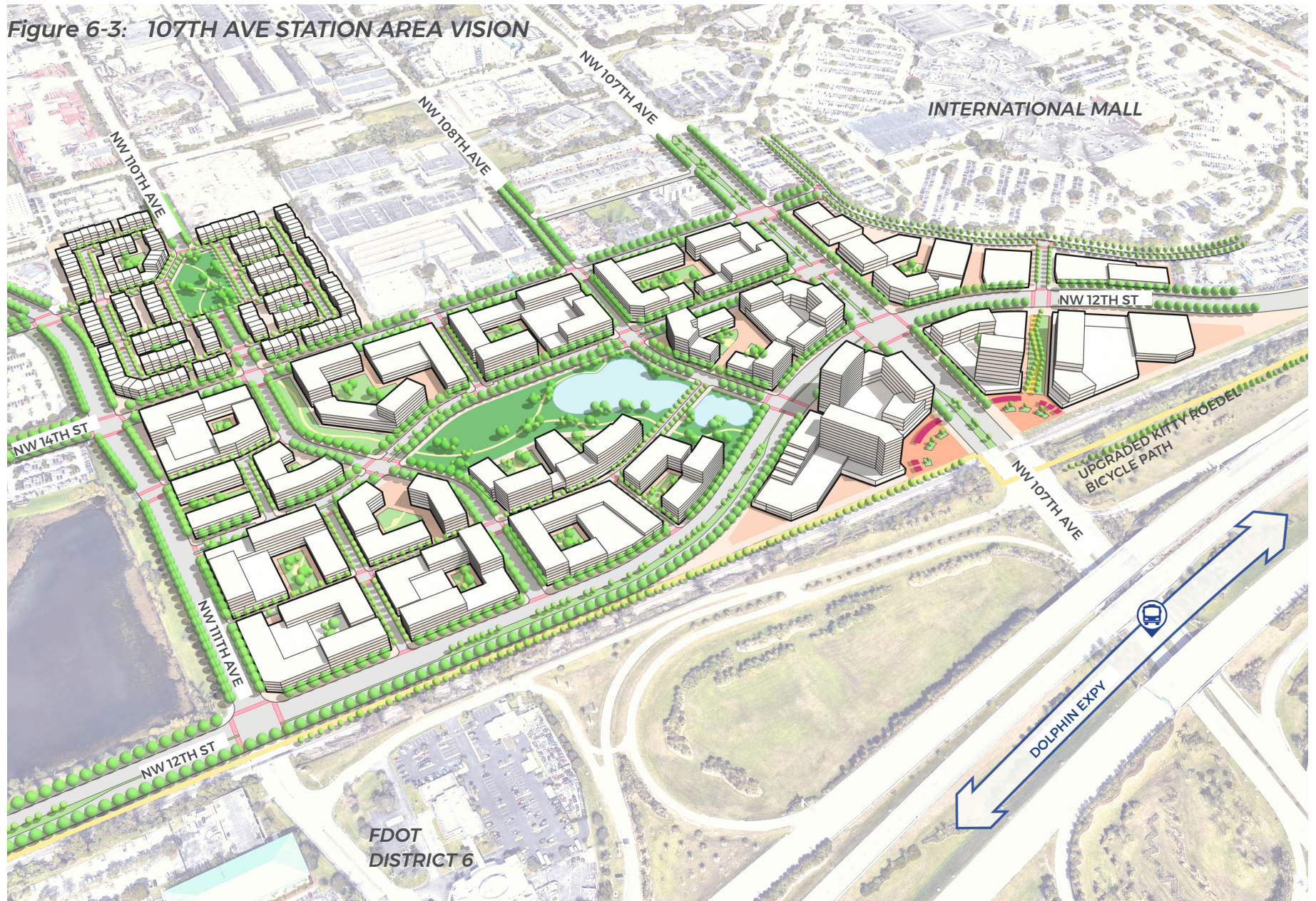


Medium Density Mixed Use
 Six to ten-story residential development with retail or community services on the ground floor.



Neighborhood Park
 Substantial green space at the focal point of the development with neighborhood amenities.

Figure 6-3: 107TH AVE STATION AREA VISION



6.2.4 LAND USE AND DENSITY

Immediately next to the station, commercial uses such as office and larger ground floor retail will be concentrated along NW 107th Avenue to support transit ridership as well as activate and reinforce the principal corridor frontage. The height of the development should gradually step down as it gets farther from the new station.

The west side of the NW 107th Avenue is envisioned as a medium density mixed-use development with an emphasis on a diverse offering of housing options. The effective integration of mixed-income affordable housing will be critical within the entirety of the station area, but particularly important to the high-density residential towers proposed for the area between NW 107th Avenue

and NW 12th Street, as these provide the most convenient walk to the E-W Corridor BRT station. A successful high density mixed-income housing development on this site is critical to the TOD strategy and will open the door for future development.

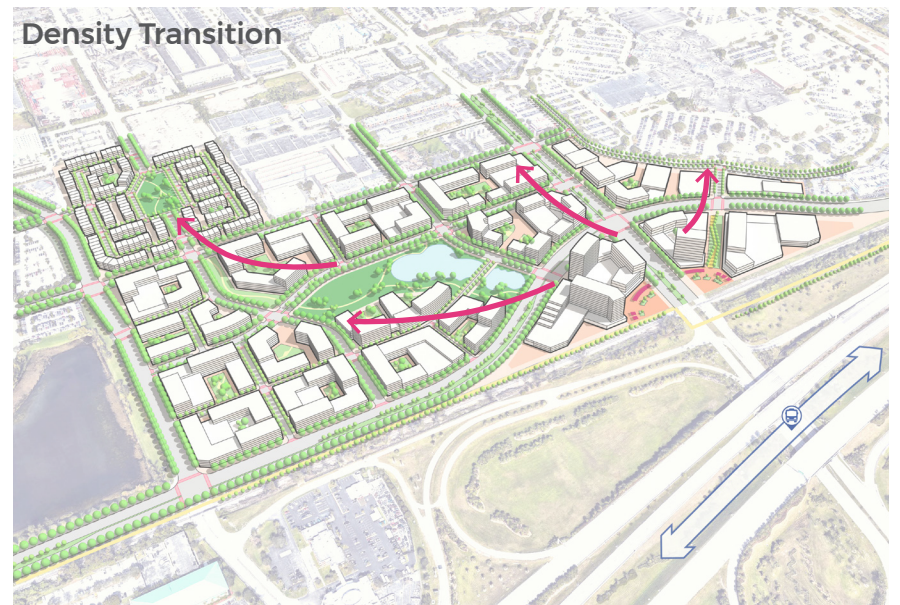
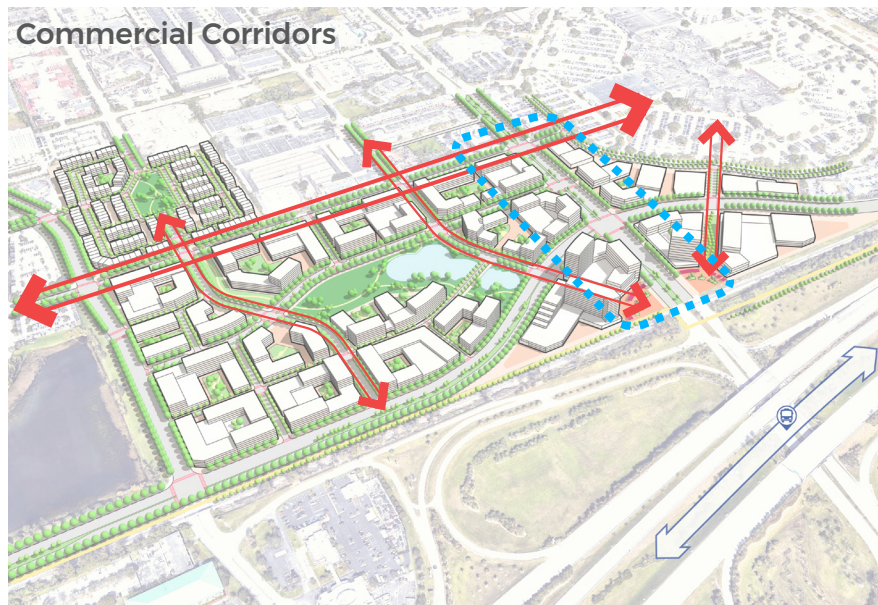
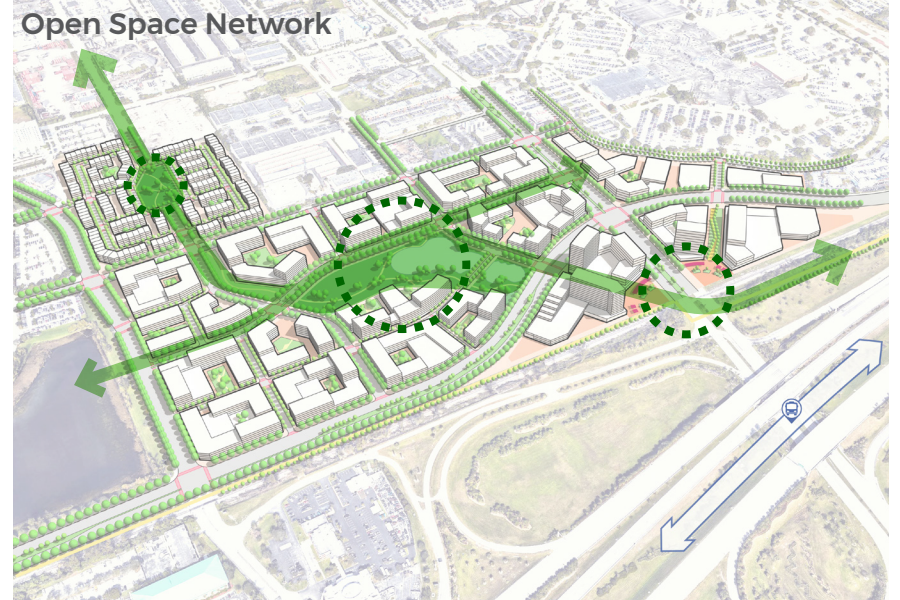
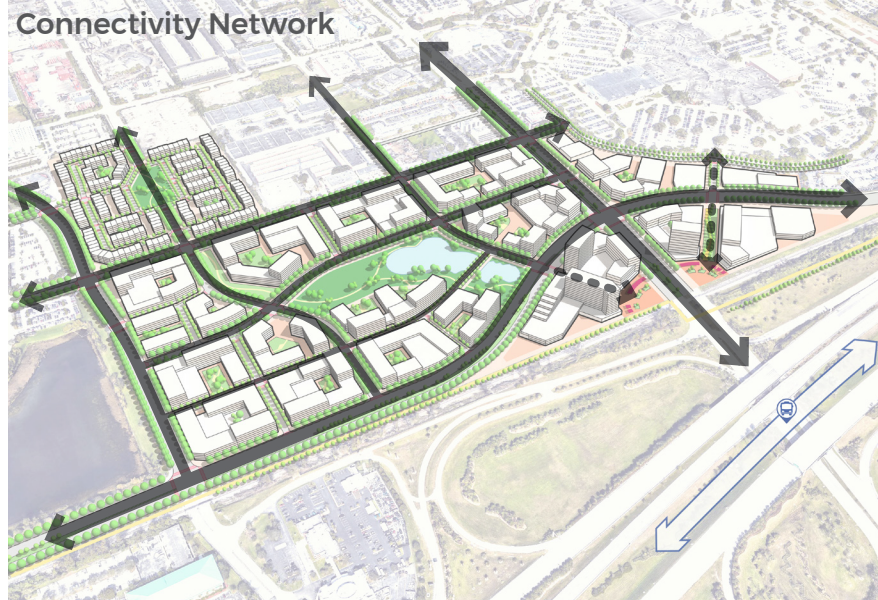
The ground floor spaces facing the main streets will include neighborhood scale retail and services to sustain community vitality and encourage pedestrian activities. Parking within the proposed development should be handled primarily through mid-block parking garages and on-street parallel parking, with surface parking lots minimized, and located mid-block whenever possible.

Figure 6-4: NW 107TH AVE STATION AREA LAND USE



Figure 6-5: NW 107TH AVE STATION AREA DENSITY

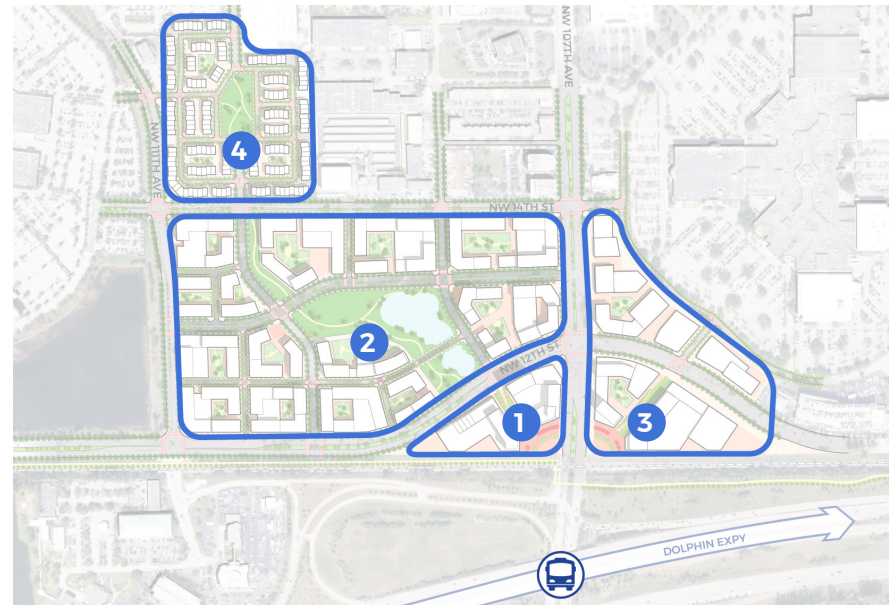




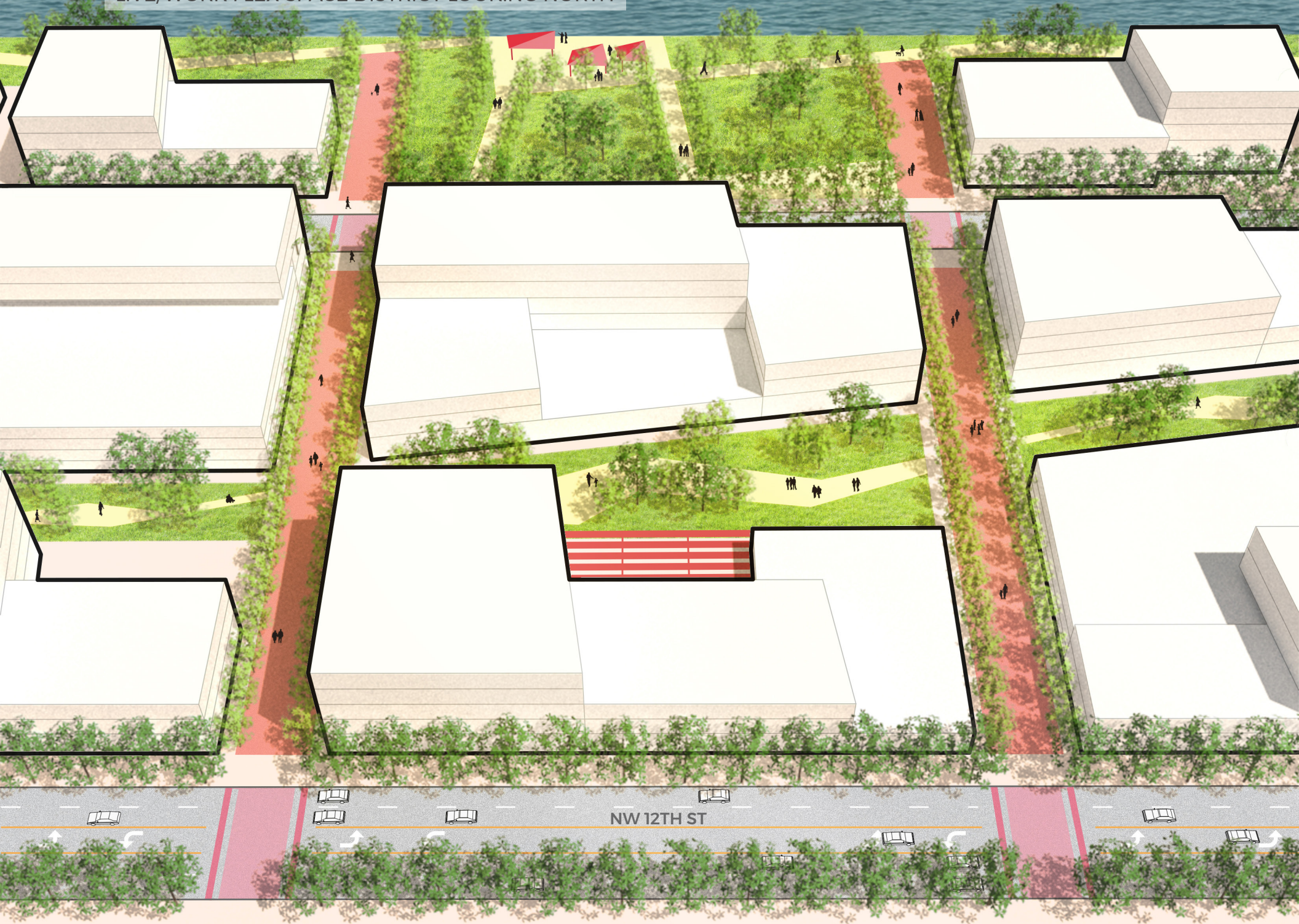
6.2.5 TOD STRATEGIES

The transit-oriented development strategy underlying the vision for the NW 107th Avenue station area is primarily driven by physical design and market-based strategies that will transform the majority of the vacant industrial land and under-utilized commercial land in this area into a vibrant mixed-income neighborhood, with a transit hub integrated into a mixed-use development. These strategies include:

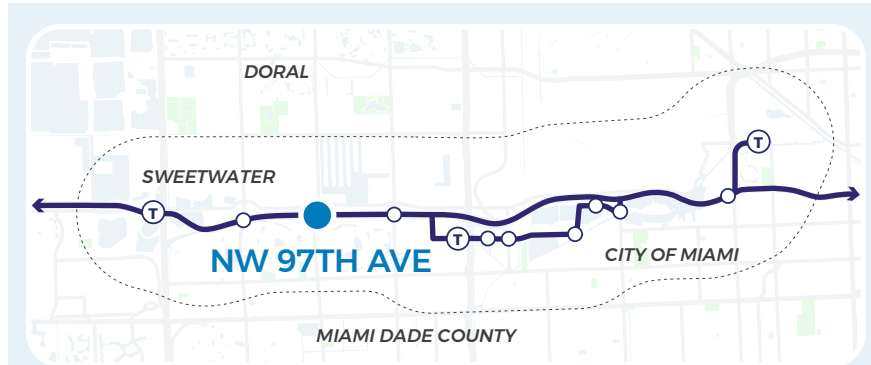
- 1 **Catalyst Site Development and Transit-Hub:** The current vacant land on the southwest corner of the intersection of NW 12th Street and NW 107th Street is developed with new, transformational mixed-use towers containing functions such as affordable housing to increase ridership, ground floor retail to activate the station area, and office spaces to bring more workers into the new district. This initial step is intended to catalyze additional development on the adjacent development sites. Density and bulk within this area are approximately 75 residential units per acre and range from six to twelve stories in height.
- 2 **New Development on Immediate Vacant Land:** Once the transit hub has been established, market conditions are likely to provide an opportunity to initiate development of the adjacent vacant land and stormwater retention area between NW 14th St, NW 12th Street, and NW 111th Avenue. The vision for this area is a predominantly residential mixed-use community centered around a new public park with integrated stormwater features, passive public spaces, and trail connections to a complete streets network. Density and bulk within this area are approximately 70 residential units per acre and range from four to eight stories in height.
- 3 **Incremental Redevelopment of Underutilized Commercial Land:** With the proposed redevelopment of the vacant land focused on residential uses, the market demand for commercial square footage is best satisfied to the east of NW 107th Avenue through redevelopment of existing commercial land. Mixed-use office buildings and larger free-standing commercial development can leverage the access to transit and walkable conditions to create an experiential retail environment which could integrate with the potential redevelopment of the Miami International Mall in time. Office developments within this area are up to ten floors, facing the transit plaza and NW 107th Avenue.
- 4 **Additional Development on Adjacent Vacant Land:** Building upon the mixed-income residential community proposed on the large vacant lot, the smaller vacant land north of NW 14th Street presents an opportunity to provide variety in the housing stock for this area. A townhouse district is proposed with a density of approximately 40 residential units per acre, and a maximum height of 4 stories.



LIVE/WORK FLEX SPACE DISTRICT LOOKING NORTH



6.3 NW 97TH AVENUE STATION



TOD Density and Mix of Usage:

- Medium density flexible use district with live/work units

Key TOD Strategies:

- Catalyst Site and Campus-Style Redevelopment
- Incremental Site Consolidation and Waterside Redevelopment

Streetscape improvement and Open Space:

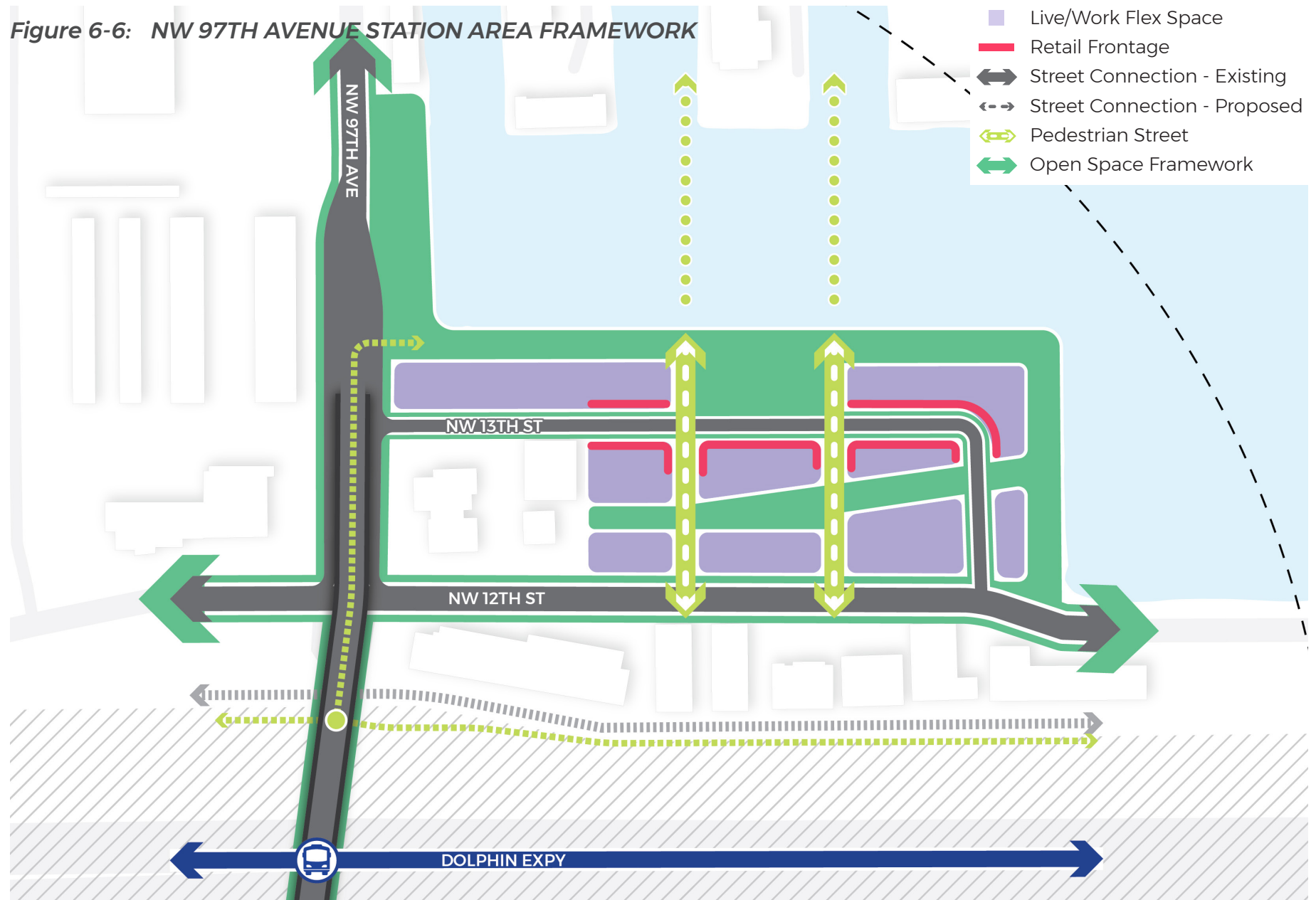
- Establish street characteristics with a signature brand for the innovative manufacturing district
- Create pedestrian street within on development site
- Design engaging waterfront green space and integrate with pedestrian and bicycle network

6.3.1 TOD VISION

With most of the vacant land built out or currently under consideration for new industrial development, the long-term vision for transit-oriented development within the NW 97th Avenue station area is to create a new industrial mixed-use, creative office, and "makers" district that will provide retail and commercial services without eliminating industrial square footage. In fact, by concentrating the lightest industrial uses into multi-floor structures, an overall increase in industrial square footage is planned. The new center is also intended to leverage the location on the existing waterway to expand the open space network and provide additional opportunities for recreation along the waterfront.

The creation of a destination experience is critical to the success of the NW 97th Avenue station area vision. This vision is focused primarily on a new type of market for office and flexible spaces that will celebrate the arts, manufacturing, food production, technologies, crafts, and other creative industries and provide a unique retailing experience that will draw guests from across the region and diversify development and services on the East-West Corridor. This industrial-retail-recreation space has increasingly gained popularity in recent years, with local examples such as Wynwood demonstrating the efficacy of young creatives in transforming neighborhoods.

Figure 6-6: NW 97TH AVENUE STATION AREA FRAMEWORK



6.3.2 TOD FRAMEWORK

Connectivity

The connectivity strategy aims to integrate the new district with the adjacent employment centers and connect with transit and neighborhood services. A complete streets approach utilizes improved sidewalks, landscaping, and bicycle lanes to link with the Kitty Roedel Trail.

Within the core of the new live/work district, the new north-south pedestrian streets will expand the walkability and directly connect NW 12th Street and existing bus services to the waterfront. These connections will break down the scale of the site and provide a visual link with the existing canals to the north and create a sense of openness with connection to the industrial economy of the area. A new trail connection along the water will help link existing employees and businesses to the new live/work district and public spaces. Finally, a safe connection to the transit along the 97th Avenue bridge and stair connection down to NW 12th Street will encourage transit ridership and foster mode-shifting to bicycles and mobility devices.

Open Space Network

The open space framework begins with a linear, passive waterfront park buffering the development. This linear park will provide a pleasant pedestrian environment to connect workers from the adjacent areas to the neighborhood amenities within the core of the new district. The new open space should include pedestrian and bicycle trails, landscaping, and passive areas that will transform the shoreline into a waterfront amenity. The central green scape along the waterfront will provide space for outdoor functions, and an attractive backdrop for outdoor dining. The center of the

redevelopment is a shared semipublic park space with hardscaping, landscaping, and other amenities that will serve as a gathering space and help build a unique brand for this new live/work district. The two pedestrian streets will provide relief and more intimate areas adjacent to the new park space and connect the inner-facing open space with the waterfront.

Land Use Framework

This strategy is intended to adjust existing land uses and reconceive underutilized sites, and to better leverage transit and adjacency to the water. The property at the northwest corner of NW 12th Street and NW 93rd Court is critical to the land use strategy to encourage denser flexible uses that will support the creation of an innovation district and can be integrated into adjacent existing light industrial neighborhoods. These land uses could include a variety of small urban manufacturing and production uses such as fabrication, prototyping, repair, micro-breweries, furniture production, and supportive vertical live/work uses. As part of the live/work district approach, a unique retailing and pedestrian environment will be incorporated to exhibit the product and create a destination experience. NW 13th Street will serve as the station area's primary commercial corridor, with active storefronts on the ground floor.

Figure 6-7: NW 97TH AVE STATION AREA PLAN

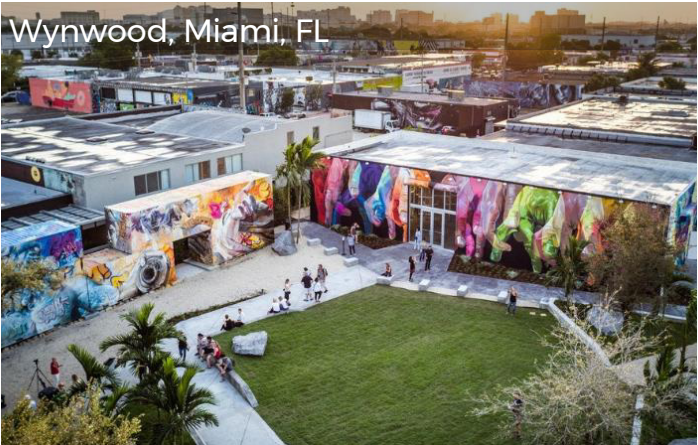


6.3.3 TOD PRECEDENTS



Hundred Hooper, San Francisco, CA

Live/Work Flex Space and Makerspace
Four to six-story flex spaces with ground floor retail and exhibition spaces.



Wynwood, Miami, FL

Neighborhood Open Space
Semi-public open spaces in the development complex for outdoor programs.



LA Arts District, Los Angeles, CA

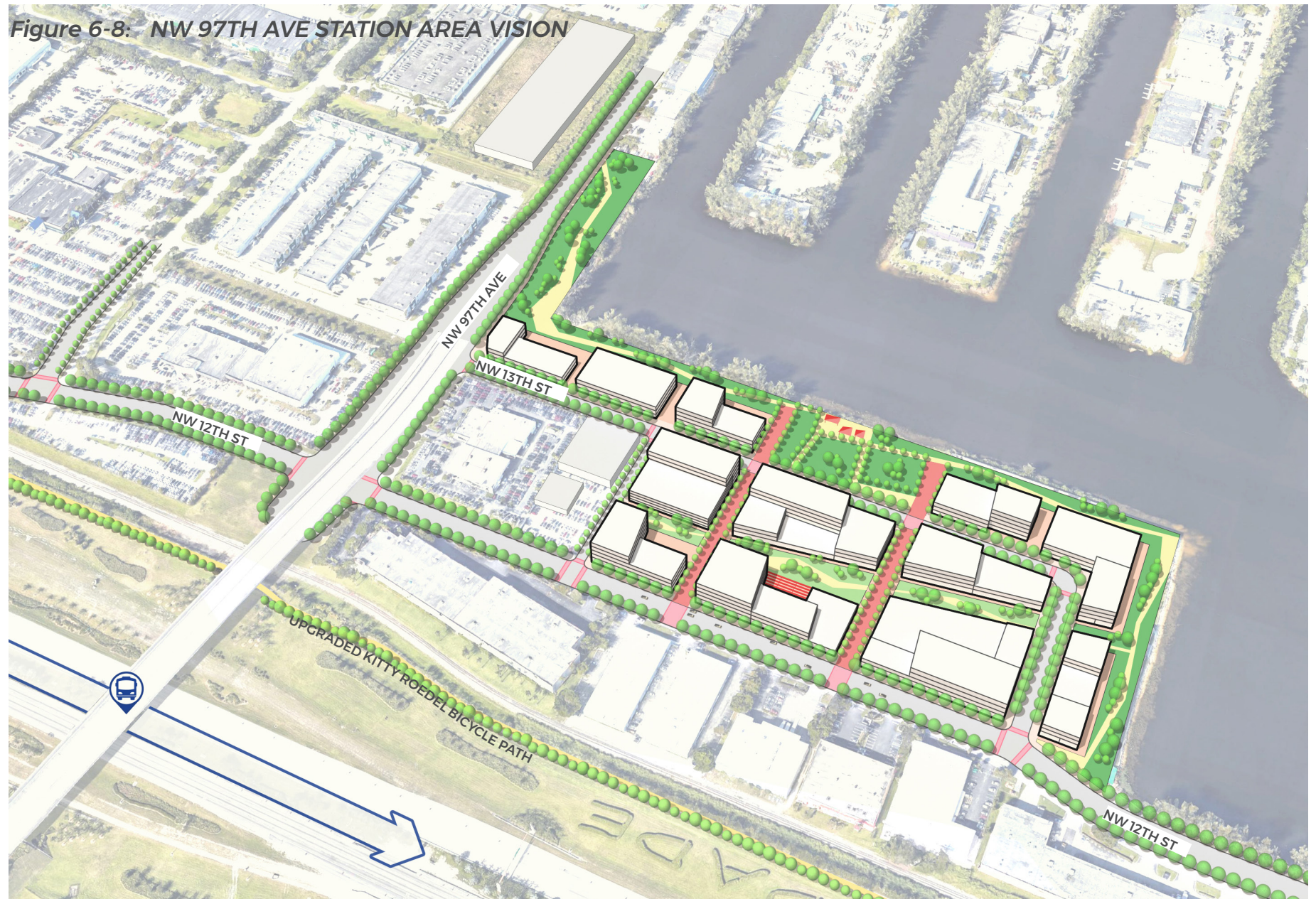
Pedestrian Street
Pedestrian street with trees and benches breaks down the street block to a walkable scale.



Tampa Riverwalk, Tampa, FL

Waterfront Park
Waterfront park with multi-use trails, hardscaping, amenities, and green infrastructure.

Figure 6-8: NW 97TH AVE STATION AREA VISION



6.3.4 LAND USE AND DENSITY

The land use designation of the NW 97th station area is well-suited to the neighborhood's character and align with the TOD approach. The new innovation district can serve as a live/work neighborhood where the living quarters are located on the upper floors alongside artist's studios, and the lower floors can accommodate light manufacturing and commercial spaces. To better integrate with the existing industrial neighborhood, the live/work district redevelopment will keep medium to a low density ranging from three to six floors. Taller building facades will reinforce the neighborhood interface with the streets. The NW 13th street will be fronted with ground-floor retail spaces that can display and celebrate the distinct commercial activities within the area. This

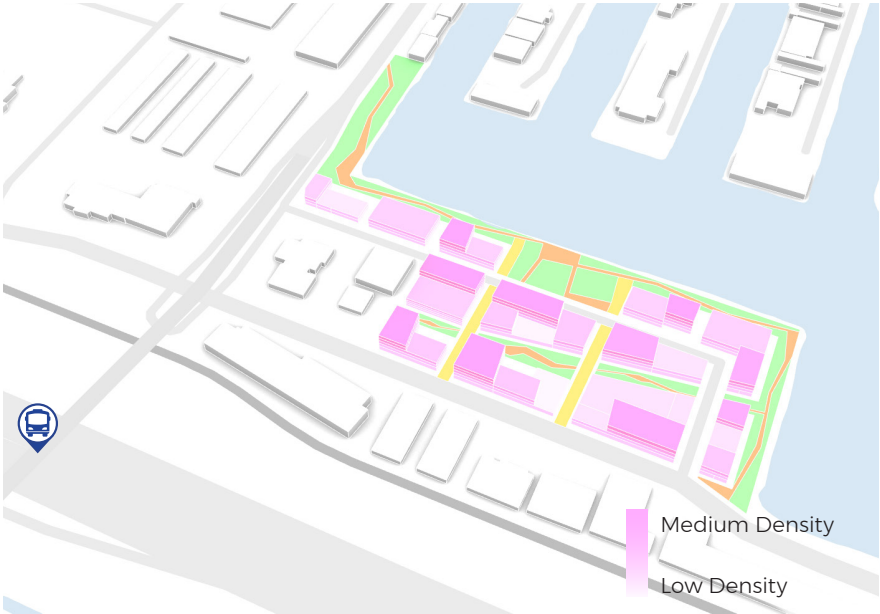
may include display shops, tasting rooms, collaborative spaces, productive performance, and other working spaces that will be open visually to the public realm and activate the street. Additional support uses such as restaurants and neighborhood services will also be permitted, to serve the adjacent community and local employees.

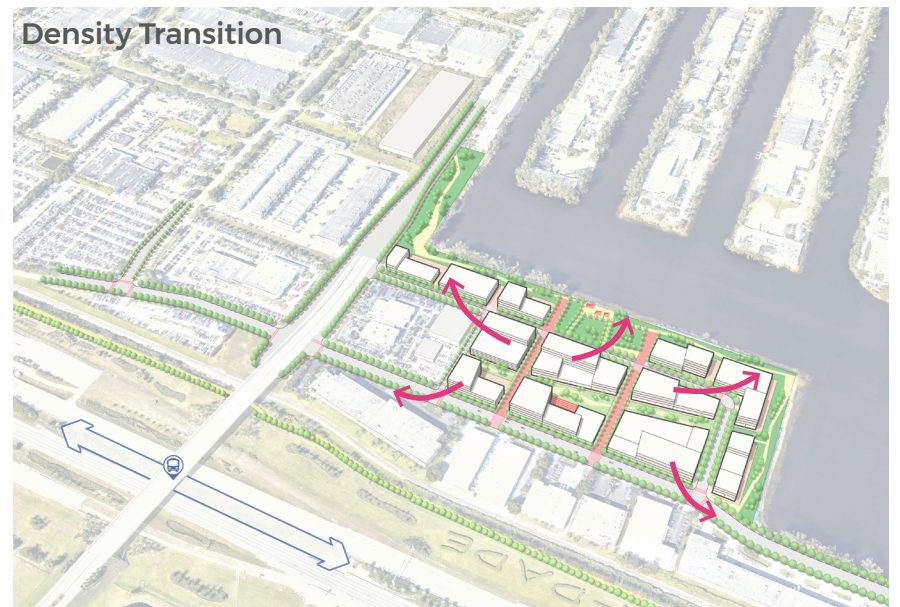
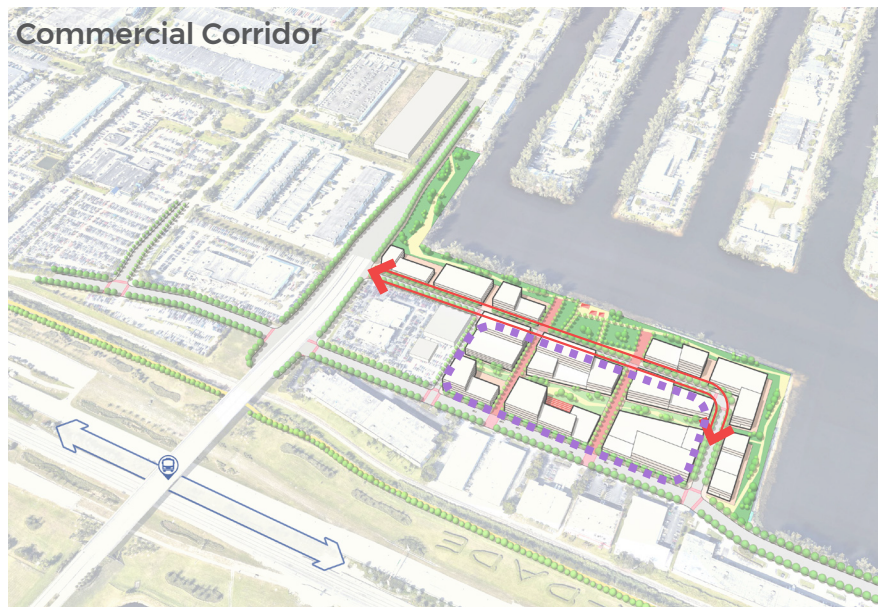
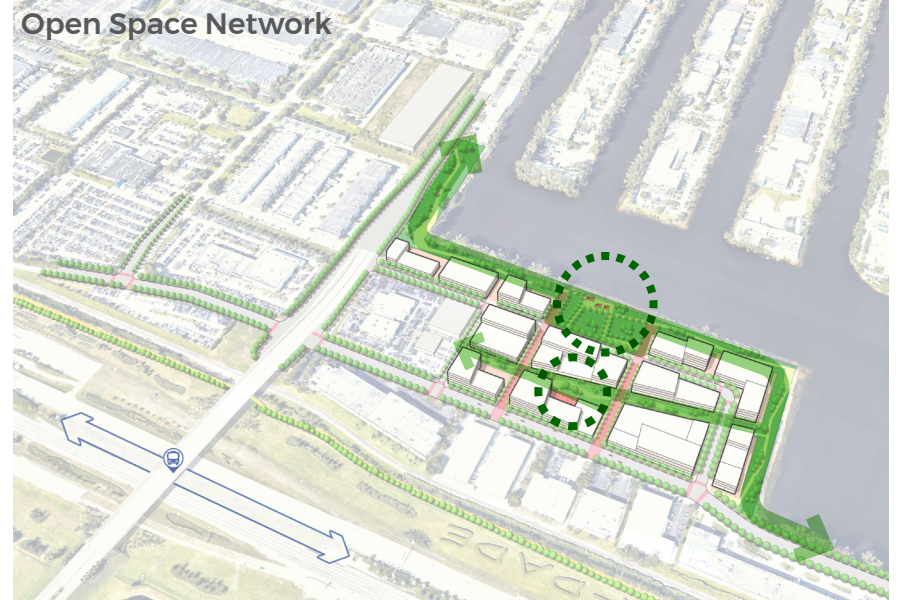
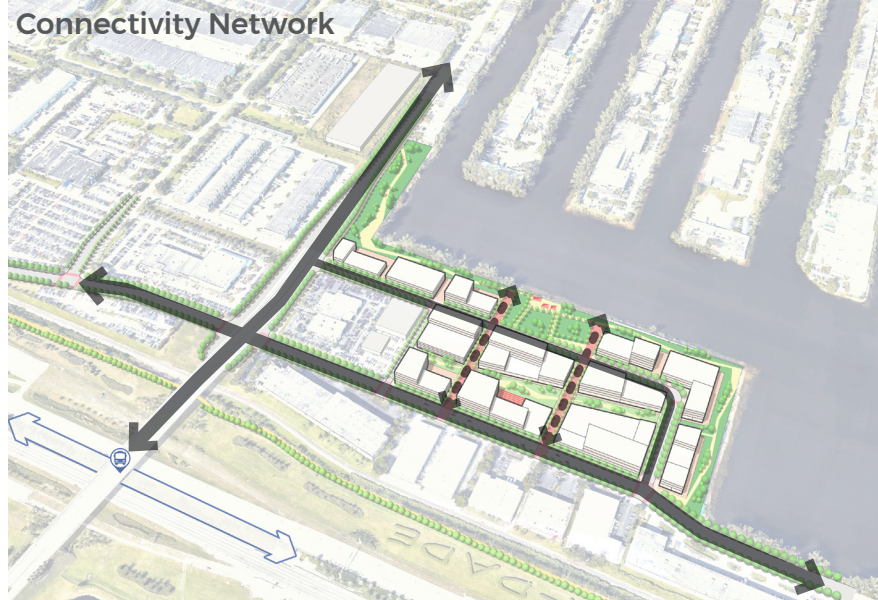
The waterfront park will provide relief to the live/work district with spaces for public art, exhibitions, installations, and presentation areas. Parking within the station area will be handled with centrally located, shared, structured parking garages and on-street parallel parking to better utilize the land for development and open space.

Figure 6-9: NW 97TH AVE STATION AREA LAND USE



Figure 6-10: NW 97TH AVE STATION AREA DENSITY

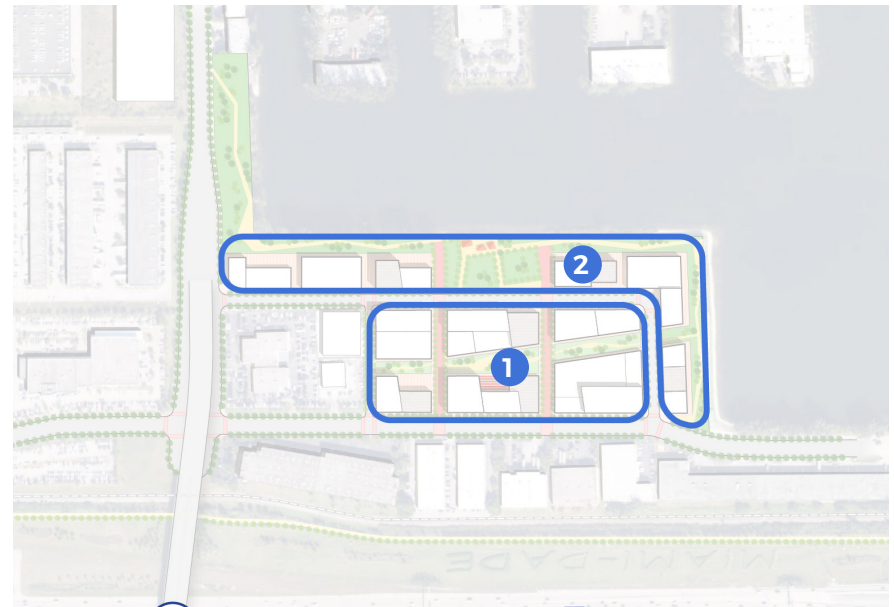




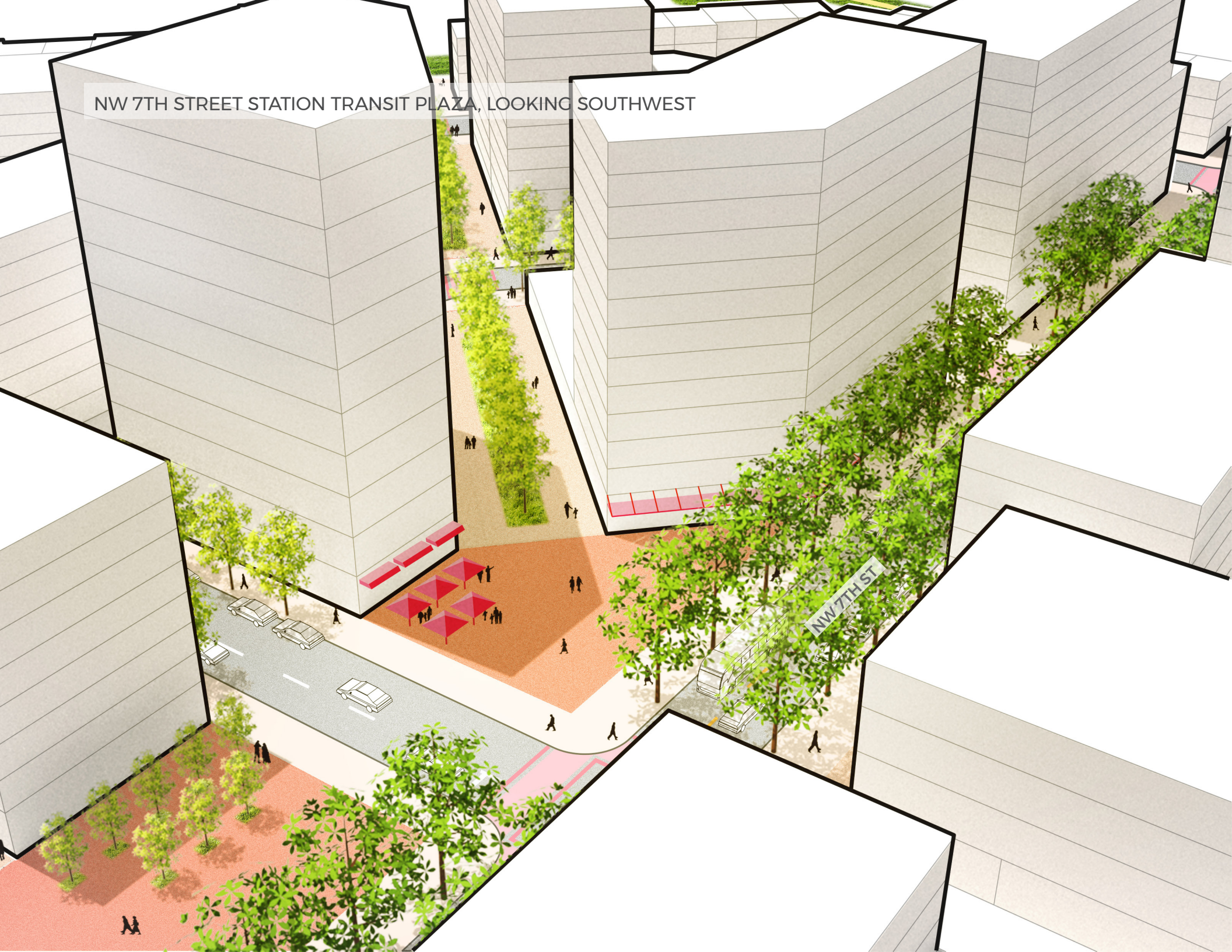
6.3.5 TOD STRATEGIES

The transit-oriented development strategy underlying the vision for the NW 97th Avenue station area is primarily driven by physical design and market-based strategies that will transform underutilized industrial land into a unique, creative makers district. This district is envisioned as a major employment center and hub of services, which will preserve the neighborhood's industrial character, attract manufacturing and creativity jobs, for the surrounding community. These strategies include:

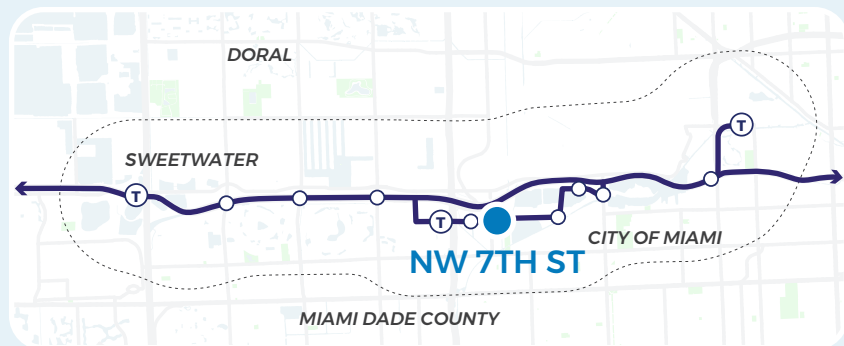
- 1 **Catalyst Site and Campus-Style Redevelopment:** The strategy for the NW 97th Avenue station area begins with the targeted redevelopment of existing light industrial district on the primary development site at the northwest corner of NW 12th Street and NW 93rd Court with a unique, campus-type district with flexible space for makers, innovation, creativity, and other distinct commercial and retailing experiences. This catalyst development will also include a major, central public space and new pedestrian-only street network that will further build the unique identity for the area. The live/work development within this area can accommodate up to approximately 50 units per acre, range from four to six stories in height.
- 2 **Incremental Site Consolidation and Waterside Redevelopment:** With a successful lease-out of the catalytic development proposed here, additional flexible spaces, industrial mixed-use, and structured parking are likely to develop to support and expand the emerging live/work district. The proposed TOD can set a precedent for properties on this waterbody, leveraging the water and open space to create a pleasant human environment, a unique trait for industrial land. The vision for potentially catalyzed incremental redevelopment on neighboring sites could include the waters edge along 97th avenue, and the fingers of land to the north, which could be connected via pedestrian bridges to create a relatively large campus-style pedestrian environment. Density and bulk for the proposed development within this area are approximately 15 units per acre and range from four to six stories in height.



NW 7TH STREET STATION TRANSIT PLAZA, LOOKING SOUTHWEST



6.4 NW 7TH STREET STATION



TOD Density and Mix of Usage:

- High density mixed-use center at the transit station
- Medium to low density multifamily development facing the existing residential neighborhood

Key TOD Strategies:

- Catalyst Site Redevelopment and Transit Hub
- Incremental Site Consolidation and Redevelopment

Streetscape improvement and Open Space:

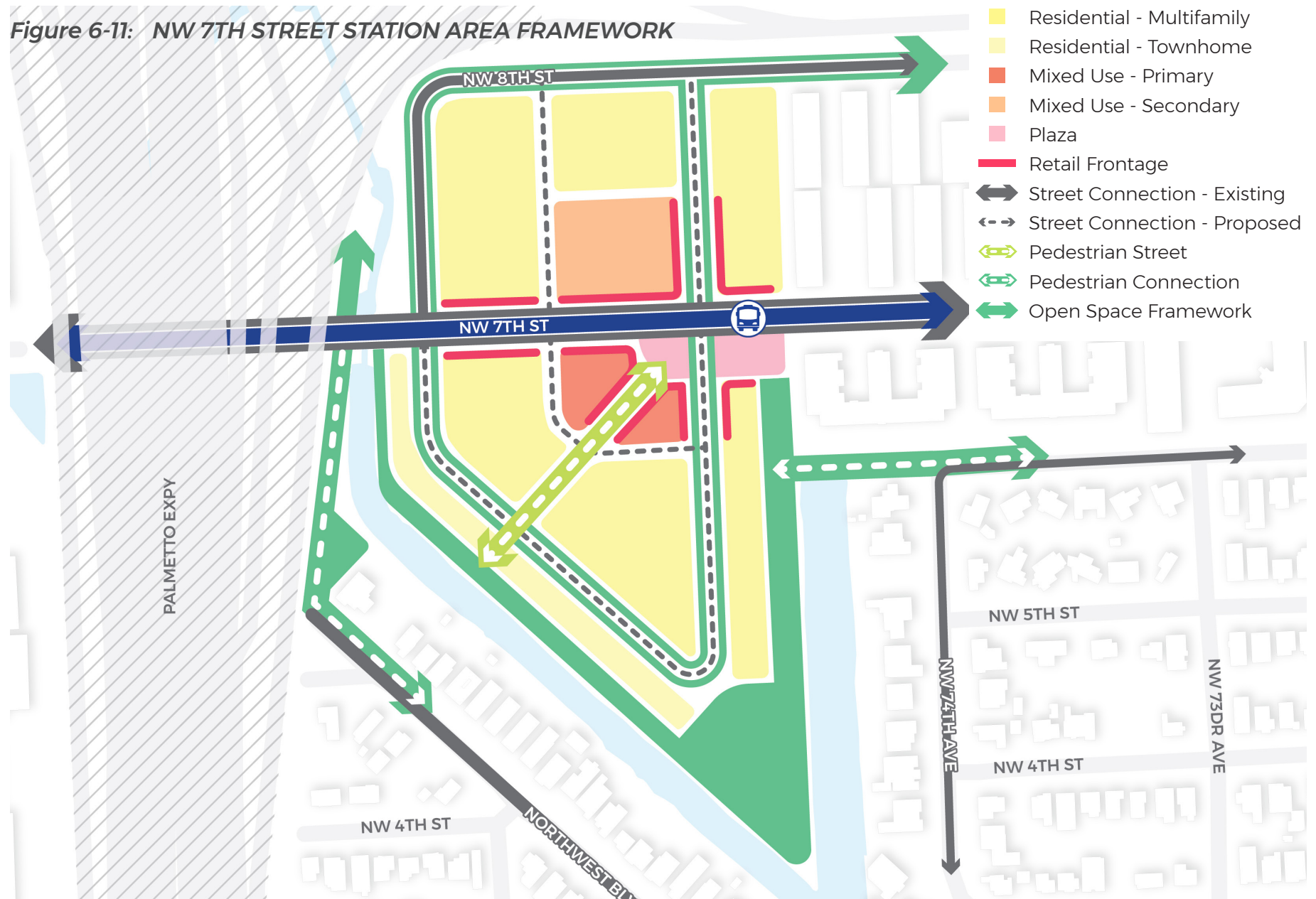
- Design a transit plaza at the station
- Establish pedestrian priority zones connecting the plaza
- Create waterfront green spaces around the development

6.4.1 TOD VISION

Building on the area's location adjacent to the highway and existing residential areas, the long-term vision for the 7th Street station area is to establish a high-density, mixed-use neighborhood center that will become the heart of the community, provide key amenities for the existing areas, and serve as a major transit hub for the adjacent neighborhoods. The vision also seeks to provide a wide range of housing sizes, types, and price points in order to ensure that the area will remain affordable and establish a mixed-income community when fully realized in the future.

Unlike other station areas, the 7th Street station area will have an immediate presence along the East-West Corridor and build character as a walkable, urban arterial. This vision will also be formed by a new, walkable street network that will provide a framework for mixed-use development, including residential and office towers with ground-floor retailing to create a node around the new transit station on NW 7th Street. The center will serve as a destination for service and neighborhood amenities on the NW 7th Street corridor and help bridge the existing neighborhood with other neighborhoods to the west of the Palmetto Expressway.

Figure 6-11: NW 7TH STREET STATION AREA FRAMEWORK



6.4.2 TOD FRAMEWORK

Connectivity

The connectivity strategy for the NW 7th Street station area is focused on establishing the station as the heart of the new development and using a street grid to enhance station area circulation. To begin, a network of new complete streets will create a walkable framework and include sidewalks, landscaping, lighting, seating, and safe crossings. This network will provide pedestrian-friendly connections across NW 7th Street to integrate the new transit plaza and northern street connections

Along the canals, new trail connections will link the neighborhood park back to NW 7th Street with augmented access and mobility along the waterfront. Additionally, the new pedestrian street will provide a safe walking and biking connection from the new transit plaza near the station to the inner neighborhood and the west canal. The strategy is intended to lead all users back to NW 7th Street, bring a sense of place to the station area, and build character in the area as a mixed-use neighborhood node on the East-West Corridor.

Open Space Network

The open space strategy is simple and intended to augment the vision for the area as a mixed-use neighborhood around the new transit station. A new transit plaza along NW 7th Street will become the center of the transit hub and provide support for riders such as schedules, seating, lighting, wayfinding, and other transit amenities to provide a pleasant environment that encourages choice riders to increase ridership on the East-West Corridor. The new plaza will connect the station to the waterfront along the canal through a new pedestrian-only street.

A new neighborhood park sits at the southern tip of the area, connected to 7th street by the waterfront open spaces on either side. This new waterfront park will serve the new neighborhood and existing residents to the south of the canal with passive recreation opportunities and green infrastructure. A pedestrian bridge would improve the accessibility of this park, but there are no available landings on the opposite side of the canal.

Land Use Framework

The land use vision for this station area is intended to establish it as a compact mixed-use neighborhood center with affordable housing and access to a variety of services. Immediately adjacent to the station, new mixed-use office and residential towers will anchor the area and provide a vibrant commercial corner with ground-floor retail. Residential uses will be diverse, with condominiums and mixed-income apartments near the center, and townhomes fronting much of the canal. Offices are concentrated around the transit plaza.

Figure 6-12: NW 7TH STREET STATION AREA PLAN



6.4.3 TOD PRECEDENTS



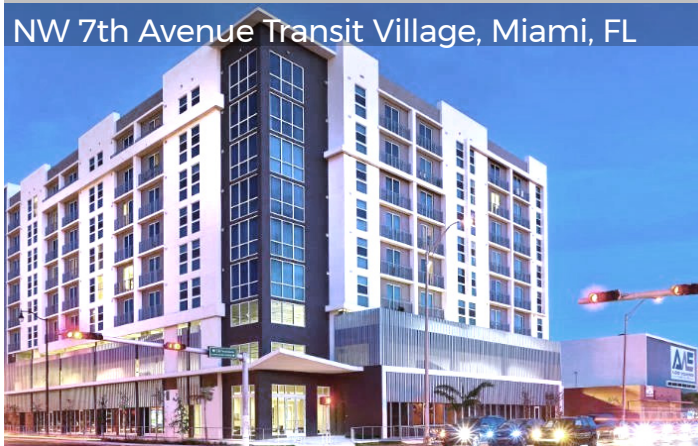
High Density Mixed Use

Eight to twelve-story mixed use development with residential units, offices, and ground floor retail spaces.



Townhome Development

Three to four-story townhomes with semi-public open spaces.



Medium Density Mixed Use

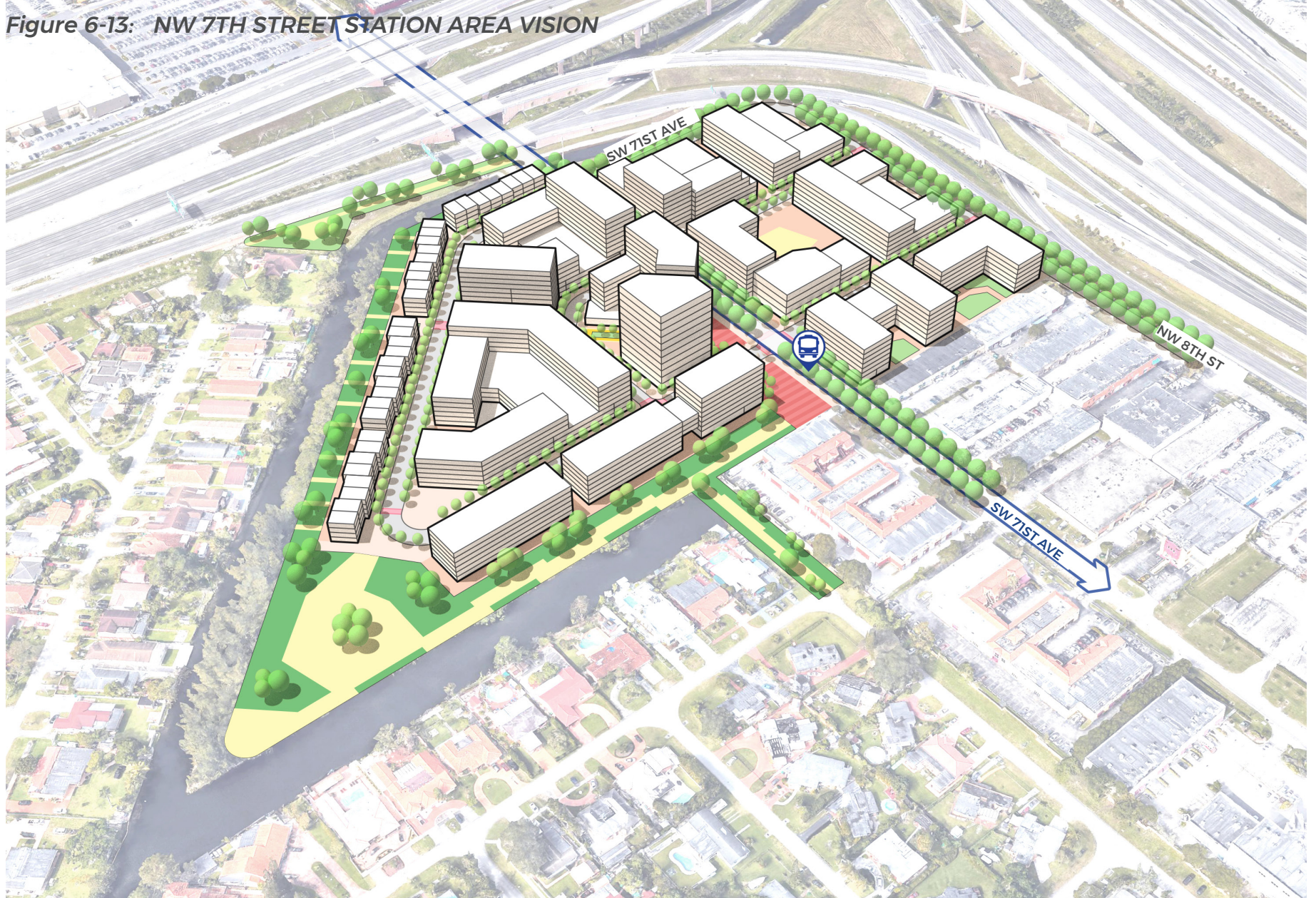
Six to eight-story residential mixed use development with ground-floor retail frontage.



Waterfront Residential Open Space

Open spaces next to the canals with multi-use paths and public amenities.

Figure 6-13: NW 7TH STREET STATION AREA VISION



6.4.4 LAND USE AND DENSITY

The NW 97th Avenue station area is designed as a compact, walkable neighborhood with the highest density development up to 12 floors immediately adjacent to the transit station. The transit plaza will be closely surrounded by ample office spaces, residential units, and ground-floor retail spaces. Beyond the station, additional affordable apartments and condos will reduce in density and begin to step down to respect relationships with the existing residential neighborhood to the south and east. Structured parking garages will be integrated with new residential development to keep streets walkable and frontage lively, and on-street parking and strategic surface parking can be utilized where necessary.

New residential developments along the canal provide opportunities for garden-type apartments and new townhome development that will further diversify housing typologies, retain affordability within the area, and leverage new open spaces along the water.

Figure 6-14: NW 7TH ST STATION AREA LAND USE

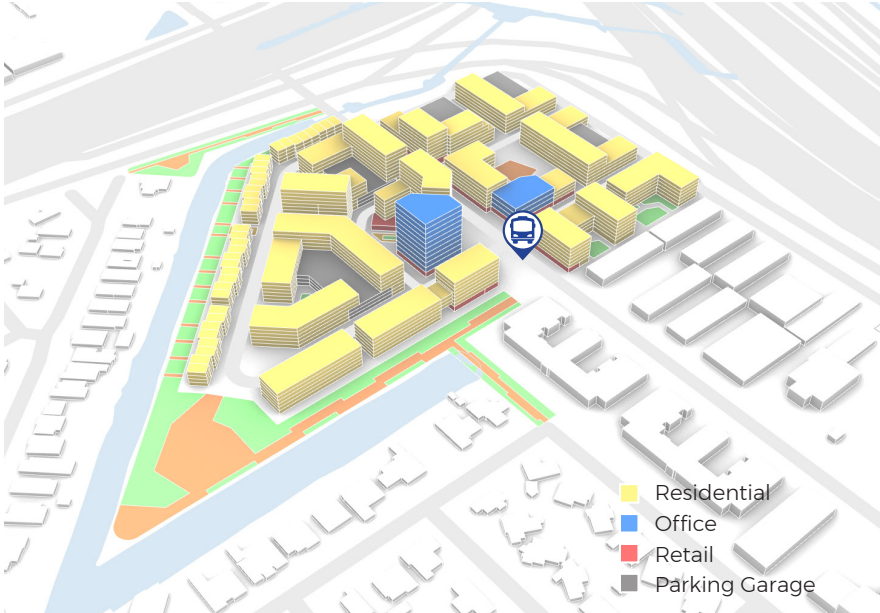
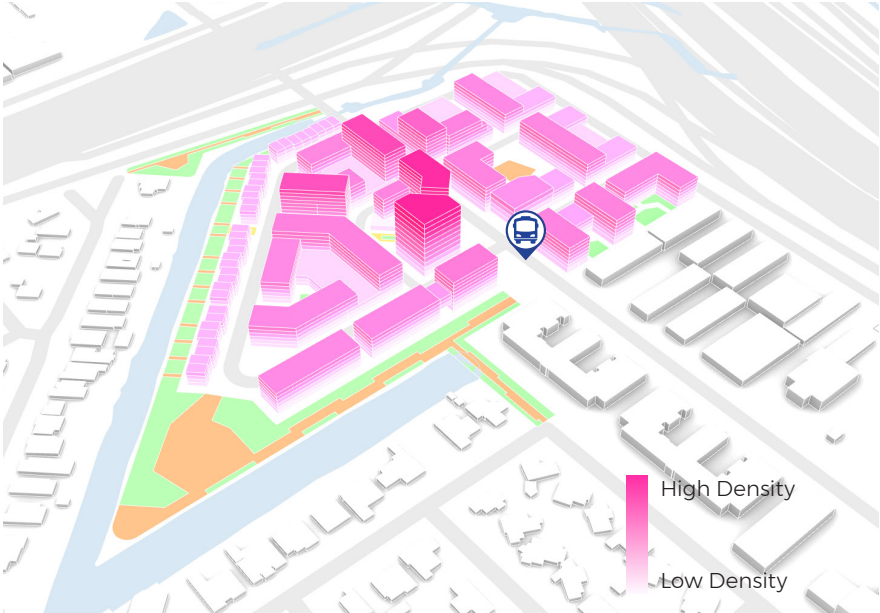
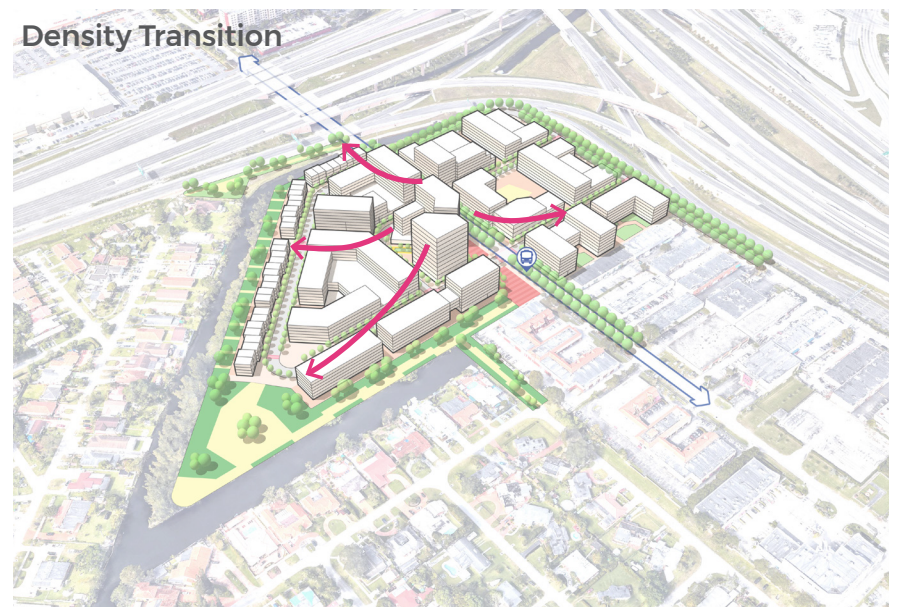
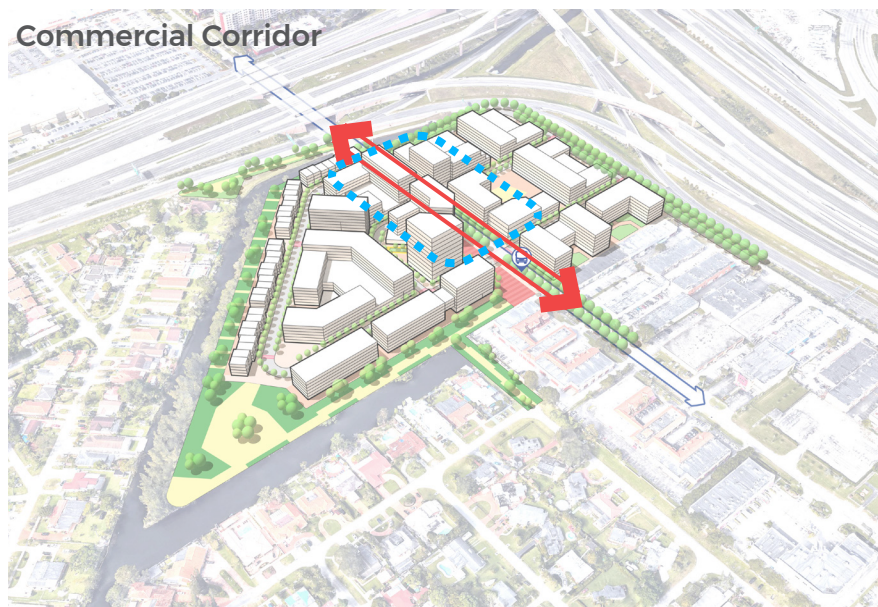
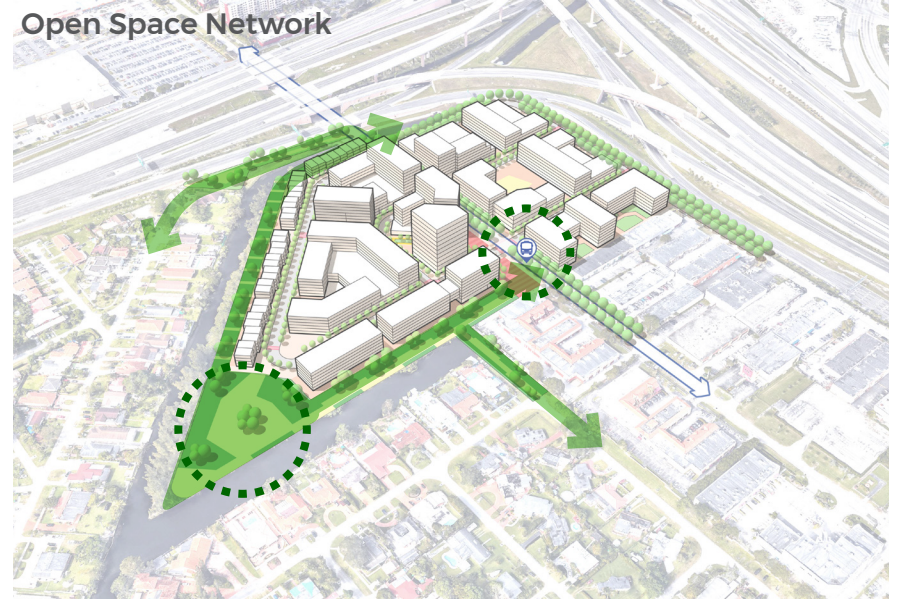
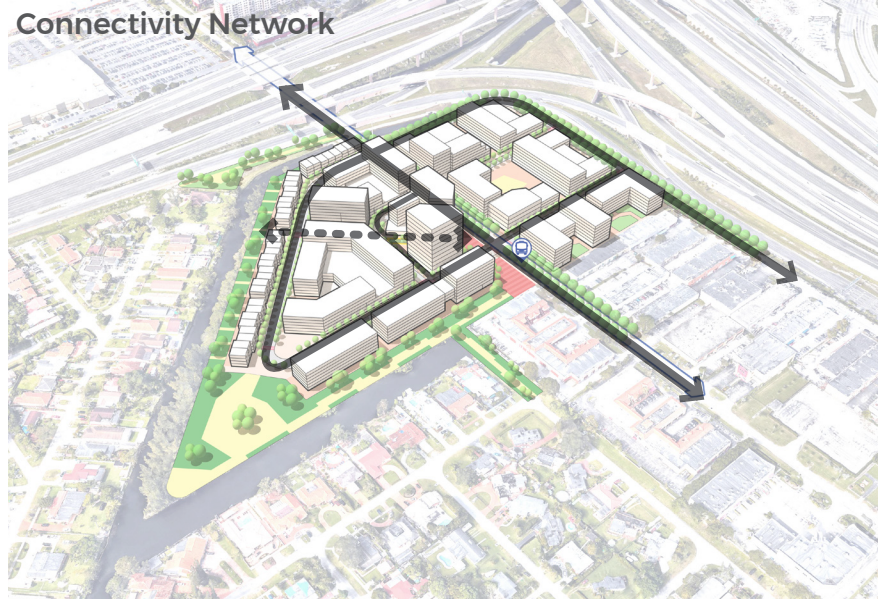


Figure 6-15: NW 7TH ST STATION AREA DENSITY

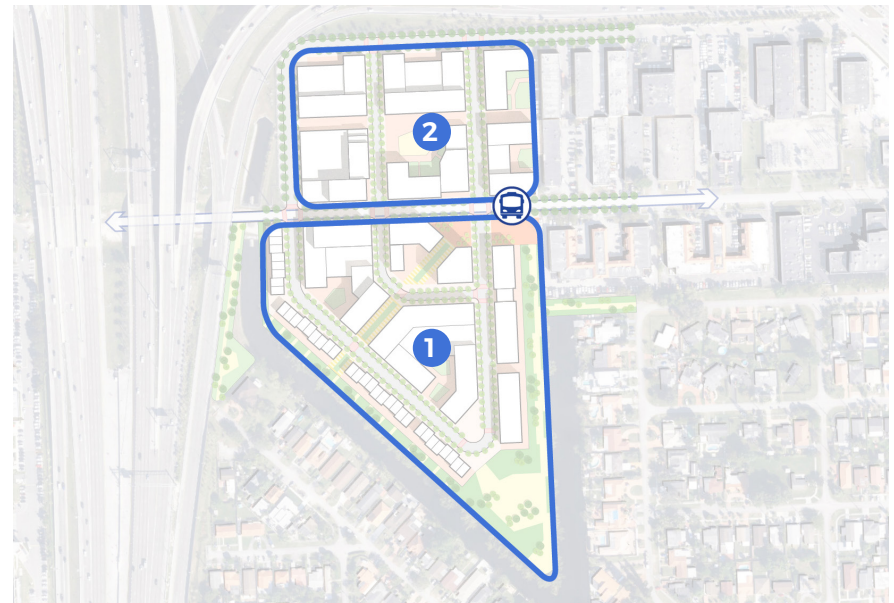




6.4.5 TOD STRATEGIES

The transit-oriented development strategy underlying the vision for the 7th Street station area is primarily driven by a nodal approach that will leverage existing publicly owned vacant land to catalyze new incremental development and create a new mixed-use neighborhood center on the East-West Corridor. These strategies include:

- 1 Catalyst Site Redevelopment and Transit Hub:** The strategy for the 7th Street station area begins with the use of the State Department of Transportation land to the southwest of the new station along NW 7th Street that is currently being used for construction staging and storage as a primary development site. Through joint development or use of incentives agreements, this land can be redeveloped to create a high density mixed-use center with an abundance of affordable housing, new office space, shared open spaces, and retail to support the area. Density and bulk within this area are approximately 90 residential units per acre. Most of the development ranges from six to twelve stories in height, and the townhouse development has four stories.
- 2 Incremental Site Consolidation and Redevelopment:** Following on the catalytic development, additional redevelopment should be encouraged north of NW 7th Street on secondary development sites. Market pressure and demand for additional services and housing can be combined with financial incentives to foster land acquisition, consolidation of parcels, and incremental redevelopment over time that will build out the other half of the node and further establish the area as a major transit hub and center for neighborhood services to support the surrounding areas. Density and bulk within this area are approximately 100 units per acre and range from six to eight stories in height.





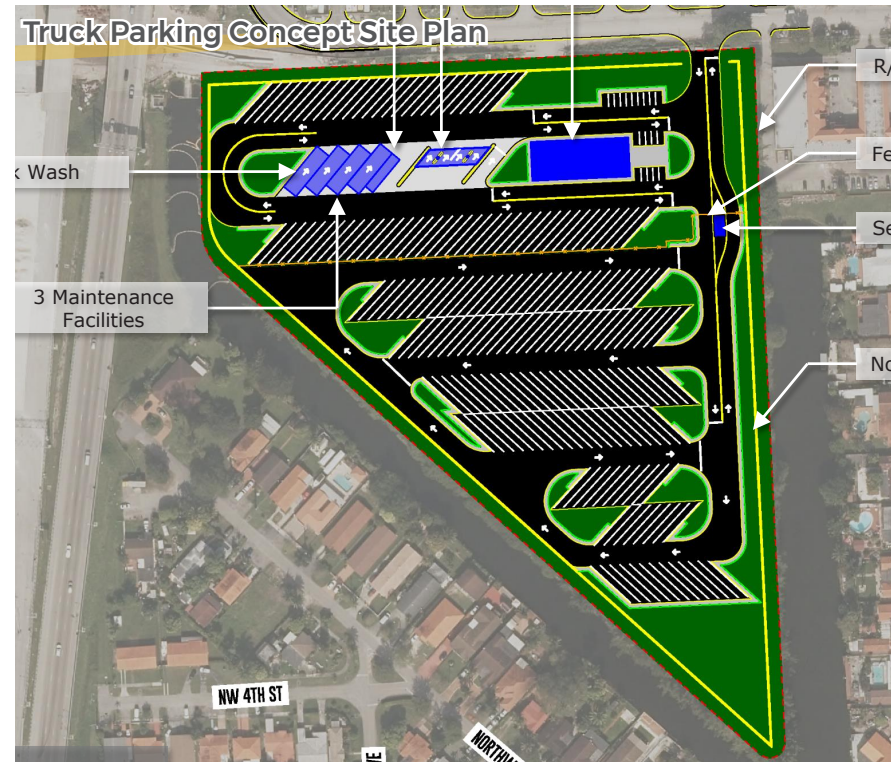
6.4.6 INTERIM VISION

The station area plan for the NW 7th Street station, prepared by DTPW remains the recommended highest and best use envisioned for the development of this area that is located within the urban infill area. However, competing uses for the parcel are shaping the interim future of the site. The Florida Department of Transportation owns the primary parcel in this plan and has a long-standing need to accommodate a growing demand for truck parking. The centrality of this site, combined with the fact that it controls the parcel, means that FDOT considers the site an ideal candidate site for truck parking and storage.

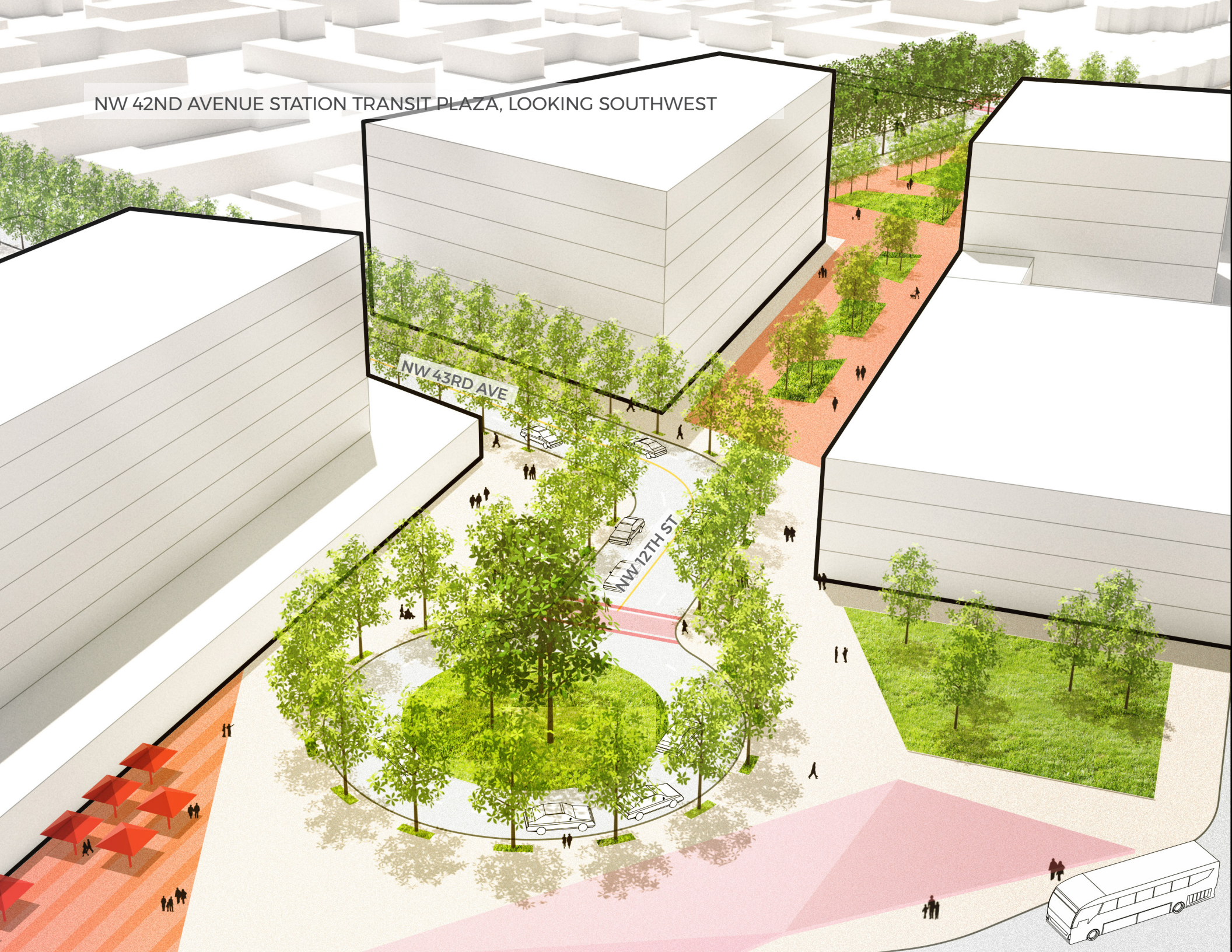
FDOT provided a written comment to the study team:

"truck parking shortage continues to be a major issue in Miami-Dade County... [FDOT] has been actively working on identifying viable solutions to address this shortage. In 2018, FDOT completed planning-level work on this site and preliminary conceptual plans were developed for a truck parking facility... Although, work completed-to-date is at the planning-level, the Department continues to evaluate innovative and cost-effective solutions to address truck parking shortages in Miami-Dade County. **This site will continue to be part of the solution to be further studied via future Department-led efforts.**")

Despite this intention, DTPW should continue to collaborate closely with FDOT on station development at this location to ensure that its maximum potential is reached, even if it includes truck parking in the interim. Mitigating the impact of a large surface parking lot by combining residential and commercial uses may be a means for both agencies to accomplish their goals of providing mobility for transit users and accommodating freight needs in Miami.

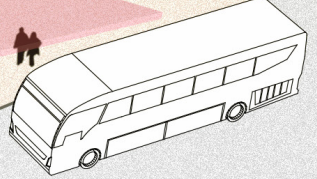


NW 42ND AVENUE STATION TRANSIT PLAZA, LOOKING SOUTHWEST

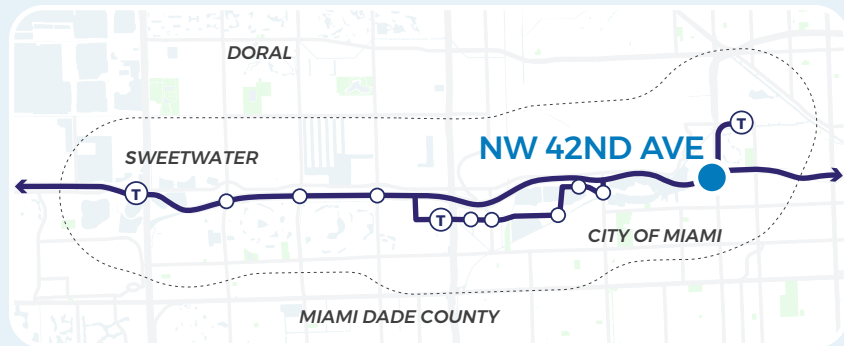


NW 43RD AVE

NW 12TH ST



6.5 NW 42ND AVE STATION



TOD Density and Mix of Usage:

- Medium to high density commercial center with a hotel, offices, and retail spaces
- Medium to high density affordable housing development

Key TOD Strategies:

- Incremental, catalyst site redevelopment
- Incremental corridor redevelopment
- Focused site redevelopment

Streetscape improvement and Open Space:

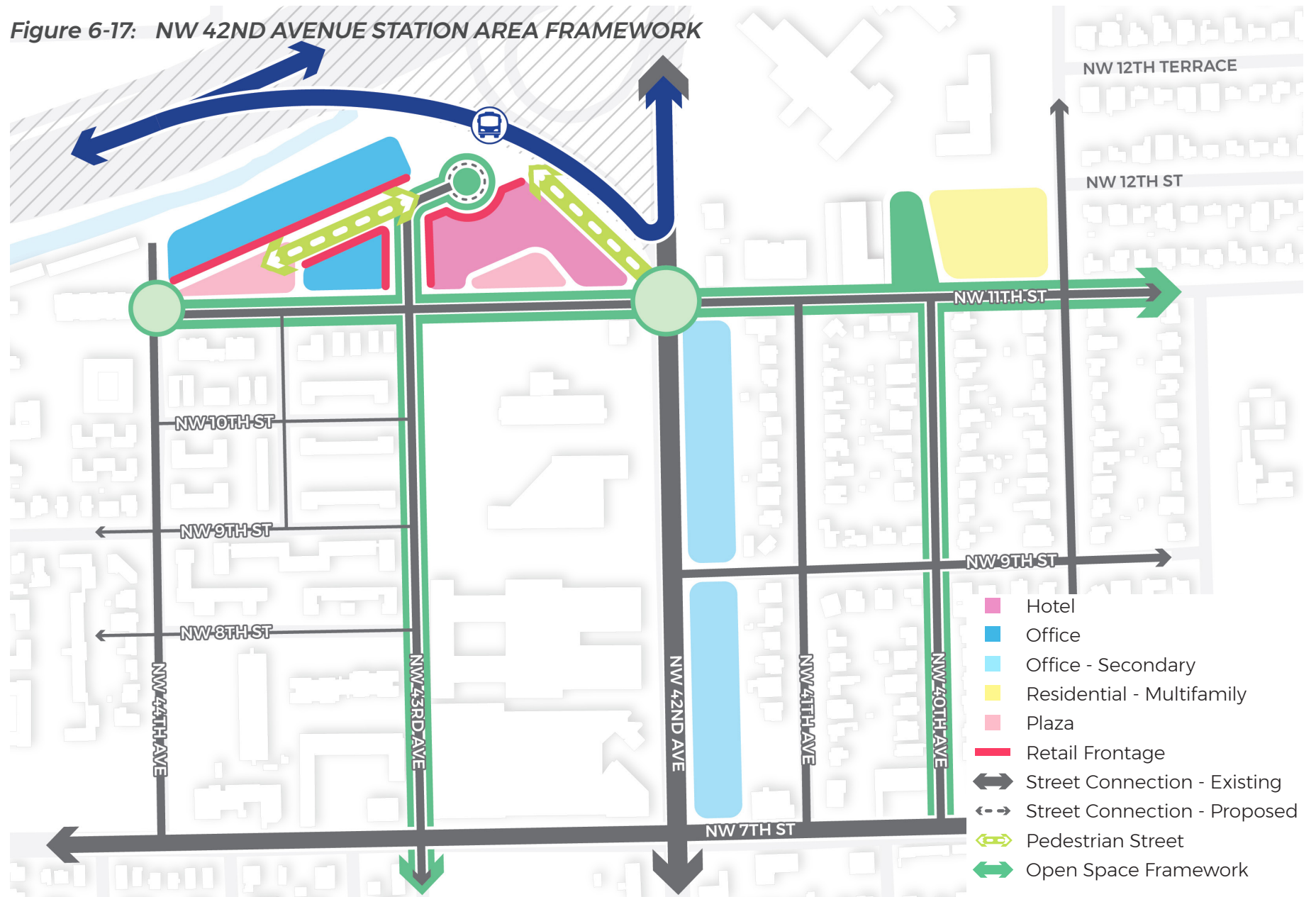
- Design an engaging transit plaza that anchors the commercial and hospitality hub
- Organize and connect open spaces with pedestrian streets and view corridors

6.5.1 TOD VISION

In response to key challenges posed by its adjacency to Miami International Airport and the benefits of a more centralized location on the East-West Corridor, the long-term vision for the 42nd Avenue station area is to establish a mixed-use business and hospitality center. This approach will foster a connection to NW 42nd Street along NW 11th Street and help to integrate new development with existing residential areas and hotels. The NW 42nd Avenue corridor is reconceived to expand office uses and supportive retailing and create visual and physical links with the new station that will encourage reverse commuting and serve the needs of visitors and travelers throughout the Miami region.

The NW 11th Street corridor is intended to serve as the primary east-west connection for the station, linking the new center on the west to new affordable housing development on the east, and helping to bridge both communities across NW 42nd Avenue. The vision for transit-oriented development within the 42nd Avenue station area is to leverage the East-West Corridor in order to stitch together the existing urban fabric and expand employment opportunities that will serve and grow the tourism economy.

Figure 6-17: NW 42ND AVENUE STATION AREA FRAMEWORK



6.5.2 TOD FRAMEWORK

Connectivity

The connectivity strategy for the 42nd Avenue station area is focused on three primary elements. To start, the new station will be connected by two new pedestrian-only paths to NW 11th Street, at NW 42nd Avenue to the east and NW 44th Avenue to the west. These new pedestrian streets will be designed to include amenities which support mode-shifting, such as bike racks, storage areas, and device parking. Next, major improvements will be added to both NW 42nd Avenue and NW 11th Street to expand connectivity and mobility for pedestrians and bicyclists, including improved sidewalks and safe crossings to maximize station access. Lastly, all streets within the area will include complete street upgrades to enhance neighborhood connections. Improving the streetscape with a particular focus on new sidewalks, street trees, seating areas, and other pedestrian amenities will reinforce NW 11th Street as a major connection to the transit hub and increase ridership.

Open Space Network

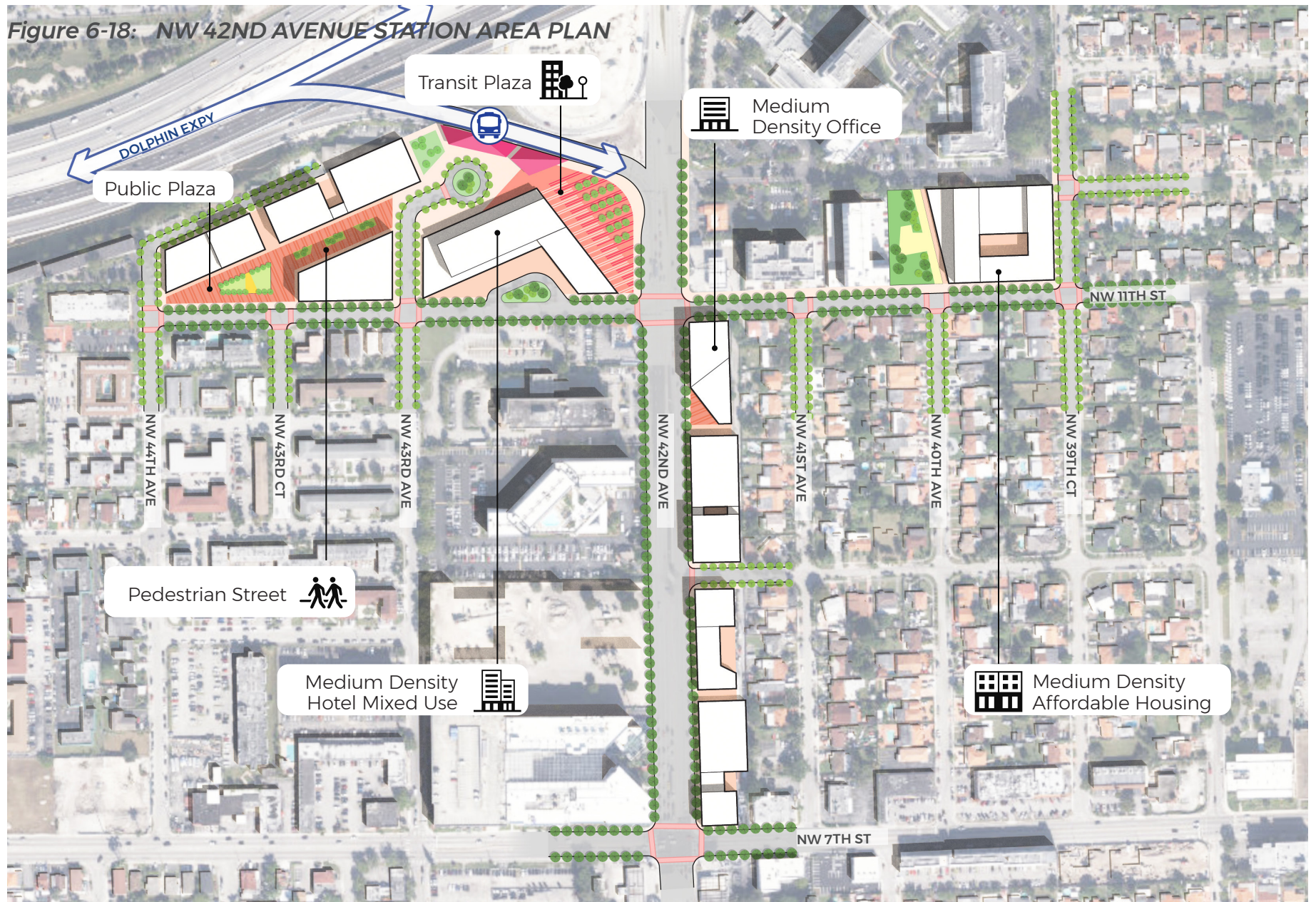
The open space strategy plays an essential role in linking the new station visually and experientially to the existing residential and business areas. A new transit plaza will feature seating, public art, and information that will improve the user experience. Two new pedestrian streets will create an open space connection from the transit plaza to the new public spaces along NW 11th Street. The open space network aims to create signature public spaces that will help build the character of the area and better serve workers, regional visitors, and tourists.

Land Use Framework

The land use strategy is centered around the idea of developing a mixed-use office and hospitality center immediately adjacent to the new station in order to establish an employment center and expand services for the tourism economy along the East-West Corridor. Hotel and office uses with retail frontage on the transit plaza will bring workers and visitors to the station area and create activated open space connection between the station and 44th Avenue.

The eastern side of NW 42nd Avenue is envisioned to include additional office spaces with structured parking and ground floor retail frontage. Further to the east and north of NW 11th Street near the intersection of NW 39th Court, aging apartments could be replaced with a new affordable housing development, supporting the need at this station area identified in Chapter 4. The land use strategy is primarily driven by the market demand for additional flexible office and hospitality uses to support the Miami International Airport, as well as restrictions on residential uses due to the outer airport safety zone, and the need for additional affordable housing in this area.

Figure 6-18: NW 42ND AVENUE STATION AREA PLAN



6.5.3 TOD PRECEDENTS



Grove Central, Miami, FL



Medium Density Hotel Mixed Use

Six to eight-story mixed use development with office spaces, hotel and ground-floor retail.



T3 RiNo, Denver, CO



Medium Density Office

Six to eight-story office building with ground floor retail storefronts.



Train Denver, Denver, CO



Transit Plaza

Public transit plaza with pedestrian priority zones near the new transit station.



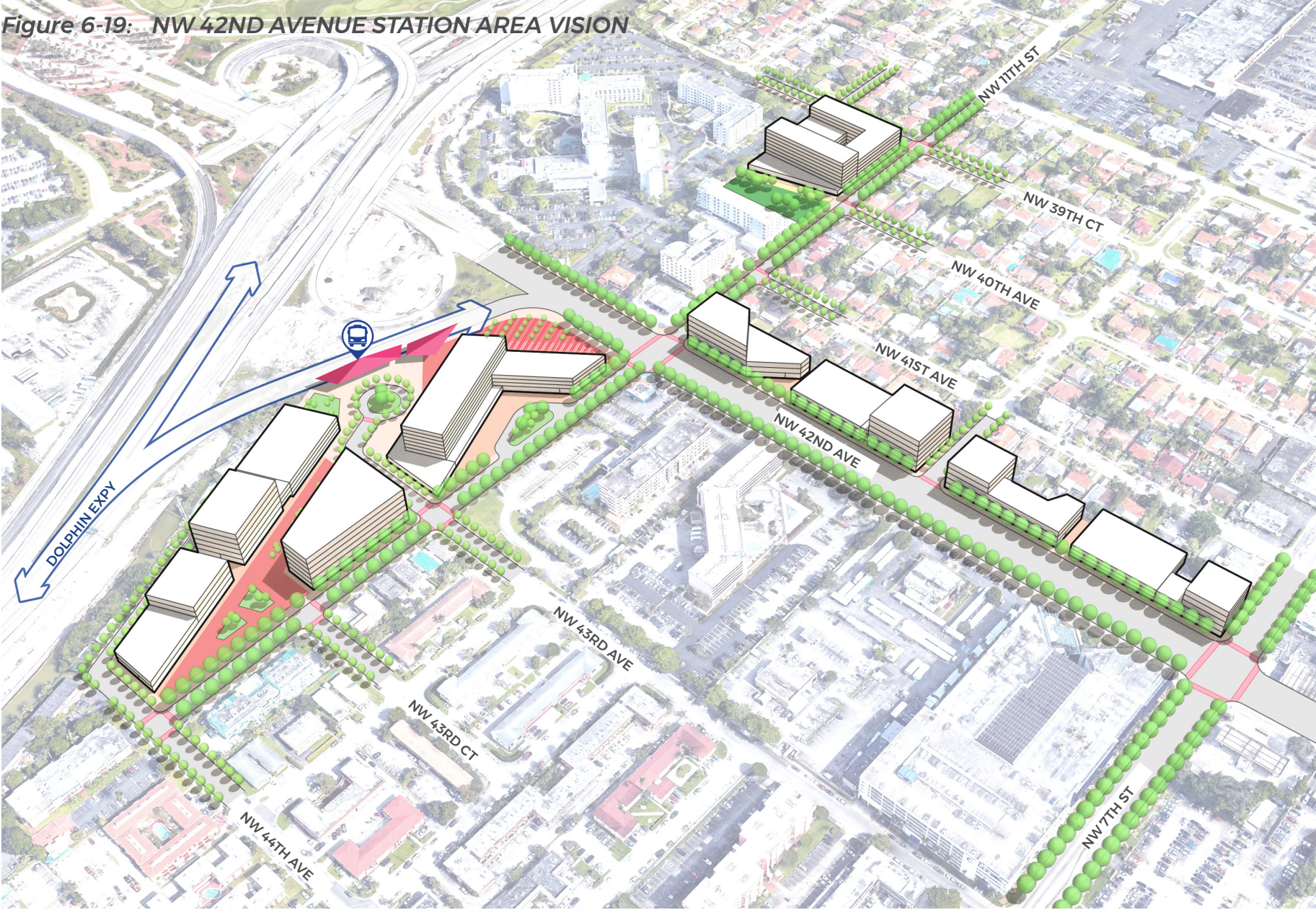
Wynwood 25, Miami, FL



Medium Density Affordable Housing

Six to eight floor residential development with ground floor retail and green spaces.

Figure 6-19: NW 42ND AVENUE STATION AREA VISION



6.5.4 LAND USE AND DENSITY

The NW 42nd Avenue station area concept is well-aligned with the TOD goals for the County and complies with the aviation land use and building height restrictions. At the northwest corner of NW 11th Street and NW 42nd Avenue, a new hotel will activate the new transit plaza with ground floor retailing, restaurants, and outdoor dining that extends from the drop-off area and wrap around onto NW 43rd Avenue to create a neighborhood center. New office space to the north will bring new workers to the station area as it transitions into a future employment center, while the associated multi-story parking garage will provide park and ride options for transit users. The ground floors will introduce retail spaces with active storefronts and reinforce the pedestrian-scaled public area stretching from the new roundabout.

Additional office development with associated structured parking is organized along the east side of NW 42nd Avenue with up to eight-story buildings at street intersections to establish a strong visual connection from the new transit station and the adjacent residential neighborhoods. These office mixed-use buildings with ground-floor retailing will constitute a continuous street frontage. The proposed apartment building at the northwest corner of NW 11th Street and NW 39th Court will provide more affordable residential units.

Figure 6-20: NW 42ND AVE STATION AREA LAND USE

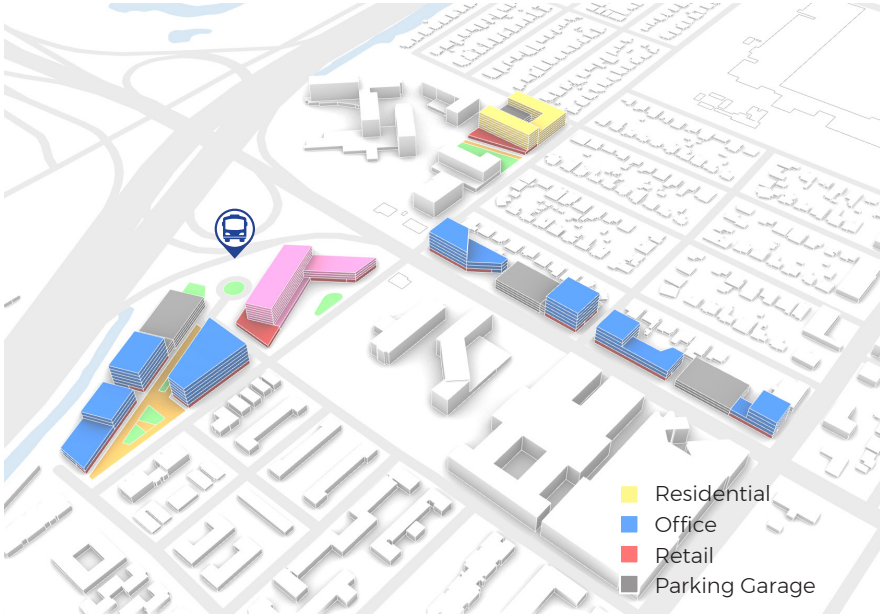
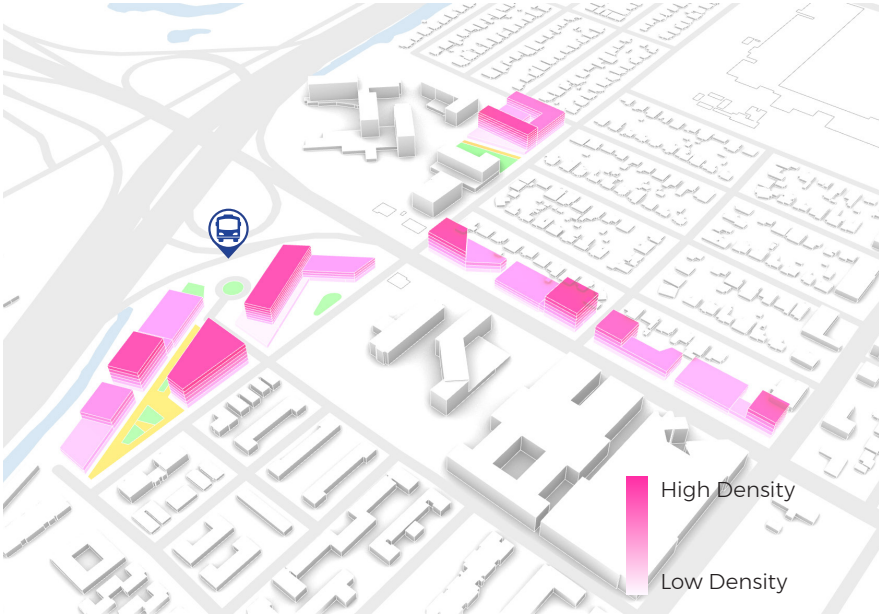
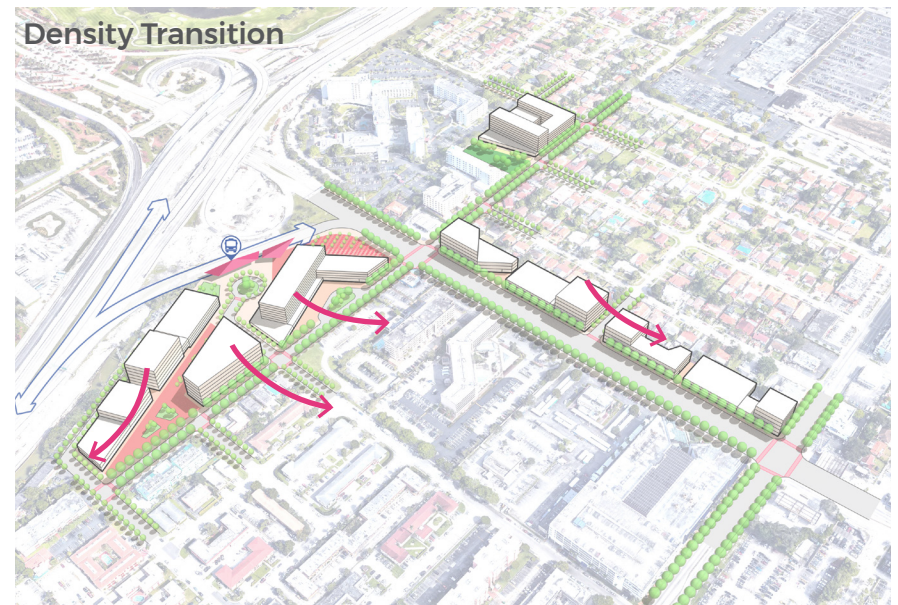
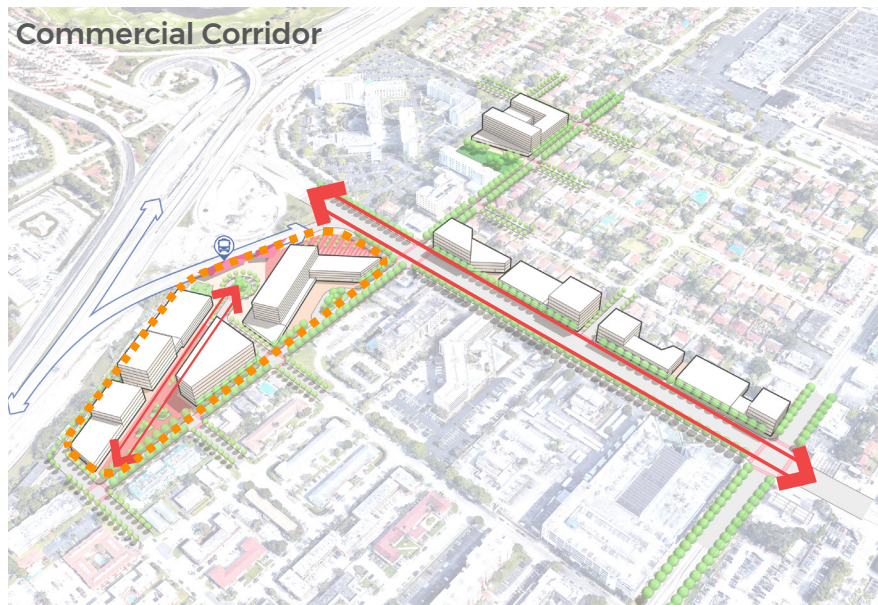
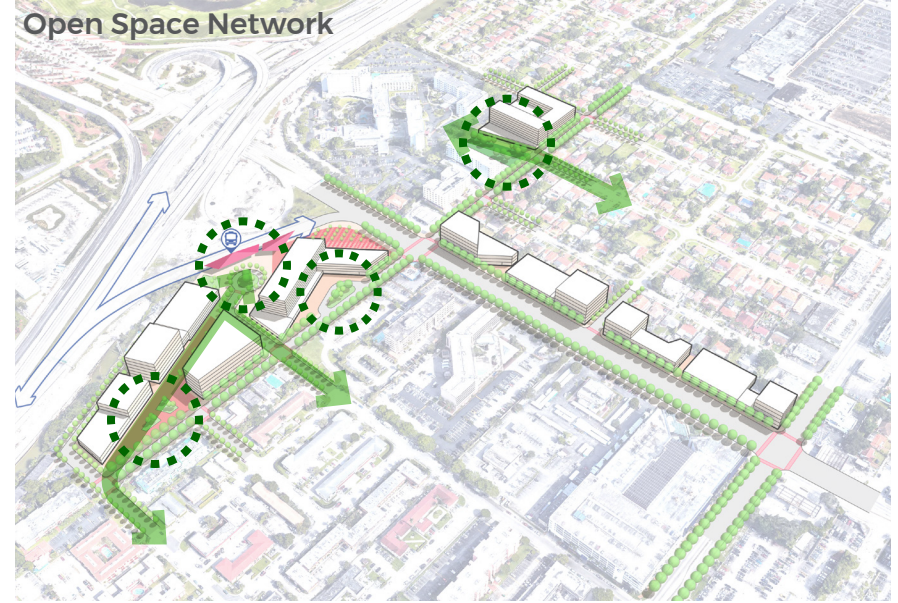
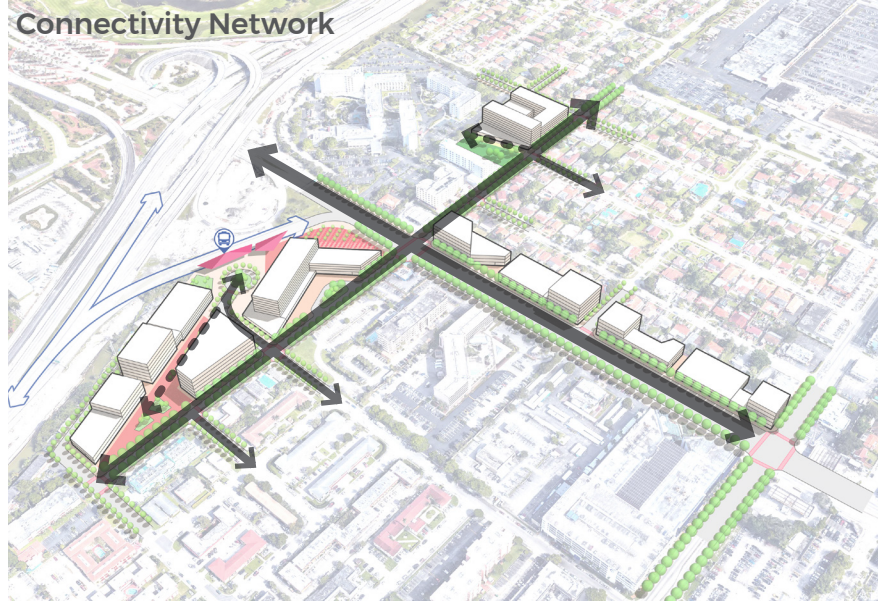


Figure 6-21: NW 42ND AVE STATION AREA DENSITY

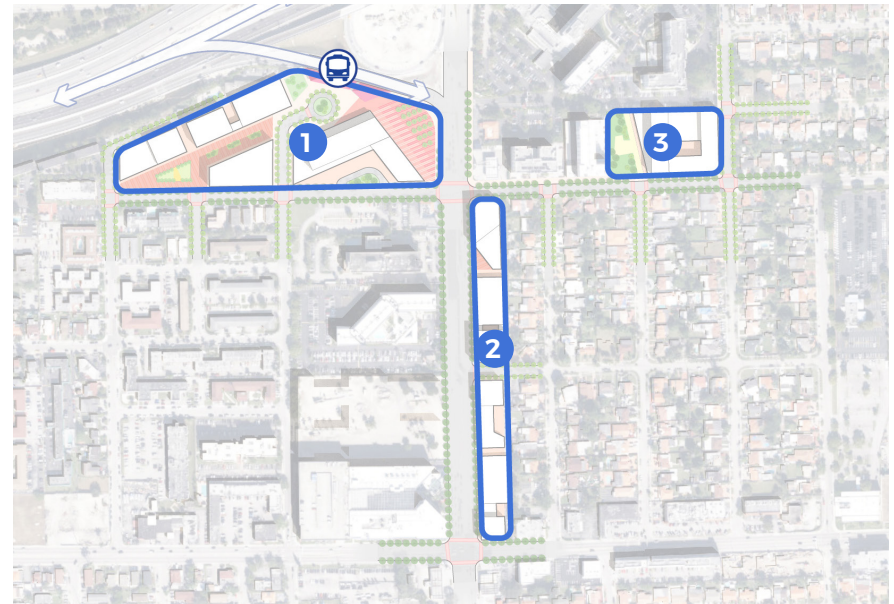




6.5.5 TOD STRATEGIES

The transit-oriented development strategy underlying the vision for the 42nd Avenue station area is to establish a new mixed-use business and hospitality center along the East-West Corridor. The strategies herein are primarily driven by market conditions and the implications of zoning on strategies related to Miami International Airport and include the following:

- 1 **Incremental, Catalyst Site Redevelopment:** The 42nd Avenue station area strategy begins with a focus on primary development sites located on the properties north of NW 11th Street and south of the Dolphin Expressway between NW 44th Avenue and NW 42nd Avenue. Through financial incentives, low-intensity apartments and hotels can be redeveloped into a high-density mixed-use, business and hospitality center with flexible office space, lively retailing, public spaces, and strong connections back to NW 42nd Avenue. The nine-story hotel envisioned in this area can accommodate approximately 755 units.
- 2 **Incremental Corridor Redevelopment:** Building on initial redevelopment near the immediate station, secondary development sites along the eastern side of NW 42nd Avenue will present prime opportunities to consolidate and redevelop with higher-density flexible office spaces, ground floor retailing to support workers and the adjacent neighborhood, and structured parking garages. Office developments in this area are designed from four to six stories in height.
- 3 **Focused Site Redevelopment:** Building on initial redevelopment near the immediate station, additional focused site redevelopment may occur along the north side of NW 11th Street east of NW 42nd Street. Site consolidation on the northwest corner of NW 39th Court and NW 11th Street can provide new affordable housing, neighborhood services, and better link the existing neighborhood to the south with hotels and commercial services to the north. Density and bulk within this area are approximately 110 residential units per acre and range from six to eight stories in height



7 IMPLEMENTATION TOOLBOX

The project implementation plan is presented in this chapter. The previous chapters included a summary of public involvement efforts, the land development vision, a market overview, existing conditions, and then the station area plans. The implementation toolbox lays out the strategies recommended by this study for the implementation of the TOD visions for each of the station areas.

In addition, this chapter documents areas where coordination is needed between DTPW, stakeholders, partner agencies, and developers. Many of the changes described below require coordination between county agencies and municipal governments, ensuring that the necessary changes are made to ensure that a cohesive development environment is in place across the corridor that encourages TOD development in rapid transit station areas. However, the County should be prepared to act to ensure that development is possible in the event that the municipalities do not take action.

Overall, the chapter includes a summary of the recommendations from each of the specific areas analyzed in the study: Zoning and Land Use, Affordable Housing, Value Capture, Bicycle/Pedestrian, and Water & Wastewater. These recommendations are broken into strategies and next steps, as shown in Table 7-1. Subsequent sections explore these recommendations in greater detail. Used correctly, the implementation toolbox presented in this chapter should lead to significant investment in transit oriented development along the East-West corridor, ultimately resulting in strong vibrant communities where Miami-Dade residents can experience all the benefits of life in a transit oriented community. Let's get to work.



Table 7-1: IMPLEMENTATION STRATEGIES TABLE

Implementation Strategies Toolbox				
Category	Strategy	Next Steps	Station	Responsible Party
General Zoning and Land Use	Modify existing Municipal zoning & land use to better accommodate TOD	Develop BCC resolution to urge municipalities to amend their zoning codes to align with CDMP Objective LU-7, including minimum densities in LU-7F, by a date certain. Urge Municipalities to use the guidelines in the Urban Center District Regulations as minimum standards, to equalize the development environment.	All	Commissioner-sponsored BCC resolution
		Recommendation for Doral: Modify the CMU, create a new overlay district, or create a new zoning category based on MCI (County Urban Center). Alternative: Developer requested rezoning to RTZ	107 & 97+D4	City of Doral Commission Development Community
		Recommendation for Sweetwater: Develop new zoning category based on MCI. Alternative: Developer requested rezoning to RTZ	107	City of Sweetwater Commission Development Community
	Implement RTZ where appropriate within station areas	Designate all county owned land (parcels greater than one acre) within one mile of the corridor as RTZ	All	Commissioner-sponsored BCC ordinance
		Encourage developers seeking additional density to pursue RTZ zoning	All	Development Community
	Establish a new Urban Center to unify the 7th street and 72nd Avenue station areas	Add a new Urban Center to the CDMP Future Land Use map, uniting the 7th Street and 72nd Avenue stations	7 & 72	RER
Establish a Transfer of Development Rights (TDR) program	Urge the City of Miami to develop a TDR program to address the residential parcels near 42nd avenue station which are affected by Airport flight path restrictions	42	City of Miami Planning Department	
Station Specific Zoning and Land Use	107th Avenue	Urge Doral and Sweetwater to collaborate on their zoning revisions, to develop a cohesive TOD environment	107	Commissioner-sponsored BCC resolution
	97th Avenue: Mixed Use Urbanism & Innovative Land Use Strategies	Urge Doral to create design standards for light industrial-focused mixed use environment. Adjust language to convert from a mixed-use opportunity area to an actual mixed-use zone.	97	City of Doral Commission
		Coordinate a study in cooperation with MDX to determine the highest and best use for the former toll plazas without impacting the operations or future growth of SR-836.	97	RER/MDX
	7th Street: Establish a new Urban Center	Develop a small area plan for the planned urban center that spans 7th Street and 72nd Avenue stations	7	RER
	42nd Avenue: Consider additional service and stations	DTPW shall evaluate the station locations and/or additional stations and service are merited along NW 11th Street and NW 37th Avenue that could provide service to new major activity centers along these corridors	42	DTPW
Water and Wastewater	Facilitate station area development by communicating identified water infrastructure needs to prospective developers	Implement required improvements identified by WASD for each of the TOD sites, including new pump stations, water and sewer extensions as documented in Water and Sewer report	All	WASD, Developers
	Harden infrastructure against climate change and sea level rise	Evaluate water and sewer infrastructure within the corridor to identify facilities that require hardening from the effects of climate change and sea level rise	All	WASD, Office of Resilience
	Reduce septic tanks usage at station areas	Continue discussions with DERM for implementation of Septic Tank Elimination Program within the corridor boundaries, as well as across all SMART Plan Corridors.	All	WASD, Developers
	Maximize efficiency of large scale infrastructure improvements	Coordinate with future proposed large developments to identify potential demand and capital improvement needs	All	WASD, Developers

Table 7-1 (Continued): IMPLEMENTATION STRATEGIES TABLE

Implementation Strategies Toolbox				
Category	Strategy	Next Steps	Station	Responsible Party
Affordable Housing	Add language to RTZ regulations to establish Affordable Housing Inclusive Zoning	Residential construction of more than 4 units is required to include Legally Binding Affordability Restricted (LBAR) housing, or pay a the Affordable Housing Fee (in lieu of construction). The appropriate quantity is to be determined for each station area by a study at the time of the transit station development. Funds should be directed to PHCD, and designated as money to be used for the express purpose of developing additional affordable housing along future or existing rapid transit station areas.	All	RER Commissioner-sponsored BCC ordinance to amend Chapter 33C
	Encourage municipalities to develop affordable housing supportive policies near transit stations	Develop BCC resolution to encourage municipalities to promote affordable housing near station areas	All	Commissioner-sponsored BCC resolution
	Implement a mixed-income housing policy on future county land development projects	Ensure that all relevant county stakeholders are involved in the drafting of P3 development orders. Any project intended to include affordable housing should be vetted by PHCD.	All	Mayor Administrative Directive
	Lower barriers and reduce risk for Affordable Housing development near transit	Develop a new policy which waives the water impact fee for affordable housing projects within the half mile station area buffer.	All	Mayor Administrative Directive with WASD, PHCD, and RER
Value Capture	Form a cost sharing relationship with developments to offset circulator service costs	Engage developers to provide in-kind support (construction of transit stops) and recurring support for operations costs in exchange for circulator service.	All	Local transit operator (DTPW, Municipalities) and Developers
	Sell Station Naming Rights	Sell right to re-name transit stations	All	Miami-Dade OMB
	Implement an Affordable Housing Fee	PHCD to develop a rough fee schedule for RTZ developers who do not wish to build the required 12.5% LBAR housing. The exact amount of these fees should be adjusted according to an individual study performed on a case-by-case basis. These revenues should go PHCD to build housing at rapid tranist corridor stations	All	Miami-Dade County Ordinance
Bicycle Pedestrian	Incorporate recommended bicycle / pedestrian projects into other ongoing planning and design efforts.	Determine which projects align with the East-West corridor PD&E effort, then use LRTP prioritization & TIP process to identify funding for individual projects and assign funding responsibility.	All	DTPW, TPO, FDOT District 6, Municipalities
		Review other planned roadway projects to see where recommended bicycle / pedestrian projects can be incorporated to expedite implementation, maximize efficiency, and minimize re-work		
	Centralize bicycle/pedestrian planning in Miami-Dade County	Designate a person to oversee Countywide bike/ped projects and programs. Allocate funding to ensure projects are funded and built	All	Mayor Administrative Directive, DTPW
		Create a SMART Streets program which integrates existing plans and initiatives. Request that the TPO develop a list of existing projects and programs throughout the County which provide first and last mile mobility to SMART Plan corridors, including Complete Streets, Neat Streets, SMART Trails, Safe Routes to School, and assorted Bicycle/Pedestrian initiatives.	All	DTPW, TPO, FDOT District 6, and partner agencies
Formalize the prioritization of active transportation near rapid transit stations	Add language to county regulations that requires all road construction projects which connect a rapid transit station to an RTZ parcel to include bicycle and pedestrian facilities.	All	RER, DTPW (Highway Division)	
	Draft a resolution for the Miami-Dade BCC to designate all station areas and a half mile radius around rapid transit stations as Pedestrian Priority Zones (PPZs).	All	Commissioner-sponsored BCC resolution	

7.1 ZONING & LAND USE STRATEGIES

To promote the coordinated development of land and maximize the benefits from proximity to rapid transit service throughout Miami-Dade County, this plan identifies a set of recommendations that can help prepare stations areas for TOD along the East-West SMART Corridor. Recently updated Federal Transit Administration (FTA) guidance on joint development states that certain strategies in transit oriented development can “improve land use around transit stations.” By ensuring that this takes place, the E-W Corridor improves its strength in competing for federal grant funds. Recent amendments to the CDMP (2019) and the Rapid Transit Zone ordinance (2021) recognize the county-wide importance of development around rapid transit stations, and create tools which can be used to promote development in rapid transit station areas for TOD. Vesting zoning jurisdiction with the County allows for a holistic approach and unified vision across the transit environment. These updated policies provide avenues to coordinate land use and zoning changes when needed to implement TOD around rapid transit stations.

7.1.1 MODIFY EXISTING MUNICIPAL POLICIES TO BETTER ACCOMMODATE TOD

It is in the best interest of Miami-Dade County and local municipalities to coordinate a TOD vision for each station site and work to ensure local zoning supports that vision. The zoning & land use policies of some municipalities are still in the process of adapting to the county-wide strategy of promoting TOD. The CDMP has established certain land use objectives, most notable LU-7F which states:

"Residential development around rail 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 intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station..."

It is recommended that a BCC resolution be passed to encourage municipalities to amend their zoning codes to align with CDMP Objective LU-7, including minimum densities in LU-7F, by a date certain. It is also recommended that municipalities should use the guidelines in the Urban Center District Regulations as minimum standards, to ensure that a relatively uniform development environment is in place along the corridor.

In Doral, ways to achieve this without the need for landowners to request RTZ re-zoning include:

- Modify the Community Mixed Use zoning category
- Create a new overlay district
- Create a new zoning category based on MCI (County Urban Center).

Likewise in Sweetwater, development of a new zoning category based on MCI (County Urban Center) is likely the most efficient solution.

7.1.2 IMPLEMENT RTZ WHERE APPROPRIATE WITHIN STATION AREAS

Adopting a new RTZ simply requires one board meeting, providing a more immediate resolution and establishment of TOD-supportive land use and zoning regulations than other avenues. RTZs fall under the sole jurisdiction of Miami-Dade County. Incorporated land around a station in an RTZ would be regulated by County land use and zoning rather than the local jurisdiction. Typically, the RTZ is only applied to single, privately owned sites. Property owners within the station area seeking higher density can request their land be re-zoned as RTZ, and this option also applies to land owned by the County. It is recommended that all county owned land greater than one acre within a half mile of the corridor station areas be rezoned as RTZ to advance towards higher density development at these sites. This will not have adverse economic effects on the municipalities, as local business municipal tax receipts would remain within the control of the local municipality.

7.1.3 ESTABLISH A NEW URBAN CENTER FOR 7TH STREET AND 72ND AVENUE STATIONS

While the Urban Center Regulations establish all rapid transit stations as community urban centers, the situation surrounding the station at NW 7th Street is unique. There are additional planned rapid transit stations within a half mile to the east and to the west, and it is recommended that these be combined into a larger scale metropolitan or regional urban center. While a new underpass has been opened which will include pedestrian facilities, the presence of the Palmetto Expressway creates a significant enough hurdle that the two sides will be different in character. This will cause challenges to creating a single small area plan with a single zoning code to serve all three stations. Therefore it is recommended that the new metropolitan or regional urban center combines 7th Street station with the 72nd Avenue station.

7.1.4 ESTABLISH A TRANSFER OF DEVELOPMENT RIGHTS (TDR) PROGRAM

Recent changes to regulations regarding airport flight paths have created a situation in which a large residential area near the 42nd avenue station will not be able to redevelop with residential uses. A program should be developed which allows these landowners to transfer their development rights to other properties within the area to maintain the residential density which this station area was chosen to serve.

7.1.5 AFFORDABLE HOUSING

The need for affordable housing to maintain a healthy community has been widely established, and with a deficit of naturally occurring affordable housing in Miami-Dade county, the need to mandate affordable housing is becoming greater every day. Affordable housing recommendations are addressed in greater detail later in this chapter, but one solution is the implementation of inclusionary zoning policies, which aim to achieve this by requiring that new development of market rate housing includes a certain percentage of units which are legally bound to maintain a certain level of affordability relative to the area median income.

In reviewing the Rapid Transit Zone designation, this plan recommends an amendment to the RTZ regulation that mandates inclusionary housing to ensure affordable housing production at rapid transit station areas. We recommend that this requirement be at the same rate and intensity as the affordability requirements of the Urban Centers, to maintain a consistent development environment across the corridor. This would also help the County land matching federal funds to help implement TOD throughout this corridor. Additionally, to enhance the transit-oriented functionality of development in the station areas, county regulations should be amended to require any road construction project which connects an RTZ parcel to a transit station to include bicycle and pedestrian facilities.

Additional details on this recommendation beyond the zoning component are discussed in Section 7.2.

7.1.6 STATION AREA RECOMMENDATIONS

Based upon an understanding of the regulatory options on hand, this plan developed a simple decision-making tree to determine the appropriate land use and zoning strategy for each station area. If sufficient to support healthy TOD, existing zoning and land use regulations should be utilized, but when there are deficiencies multiple remedies are available. There are 4 basic strategies:

- Utilize existing regulations
 - Existing County policies are generally supportive of TOD. Ensuring they are followed to include highest and best uses will support
- Coordinate zoning changes with municipalities
 - Doral, Sweetwater and Miami are key partners that can help bring these station area designs to fruition.
- Utilize RTZ zoning
 - The County's authorities under the RTZ ordinance give it considerable power to ensure these visions are built to fulfill the TOD visions laid out in this report.
- Intiate small area planning process for Urban Centers

107th Avenue

The TOD opportunity area identified at the 107th avenue station area in Figure 7-1 are located within two municipalities – Sweetwater to the west of NW 107th Avenue, and Doral to the east of NW 107th Avenue. Prior to Sweetwater’s annexation of the land in the northwest quadrant of the station area, the county identified this area as a future Regional Urban Center, the largest and most dense category of Urban Centers.

An examination of land use and zoning policies in the identified opportunity areas in Doral and Sweetwater found that while there are provisions for some increased density and mixing of functions, revisions are needed to achieve the vision for a cohesive, inclusive, walkable, transit-oriented community near this station.

Given the potential for delay and complication brought about by patchwork regulations from different jurisdictions, it may be prudent to implement RTZ zoning in this station area.

Figure 7-1: 107TH AVE TOD OPPORTUNITY AREA



Table 7-2: NW 107TH AVENUE LAND USE AND ZONING RECOMMENDATIONS

	EXISTING CATEGORY		RECOMMENDED COUNTY ACTION	TOD SUPPORTIVE OUTCOME
LAND USE	County	<ul style="list-style-type: none"> - Metropolitan Urban Center - Business & Office - Industrial & Office 	Encourage Doral and Sweetwater to revise their land use regulations.	Municipal land use categories align with the county vision for TOD in this area as established by the Metropolitan Urban Center Designation.
	Doral	<ul style="list-style-type: none"> - Business 		
	Sweetwater	<ul style="list-style-type: none"> - Commercial + Metropolitan Urban Center Overlay - Dolphin Community Urban Center 		
ZONING	Doral	<ul style="list-style-type: none"> - Corridor Commercial 	<ul style="list-style-type: none"> - Collaborate with Doral and Sweetwater to revise zoning regulations. - If municipal action is not effective, RTZ zoning can be applied. 	Zoning policies that include: <ul style="list-style-type: none"> - Increased Densities - Mixed Uses - Inclusionary Housing Policies
	Sweetwater	<ul style="list-style-type: none"> - Dolphin Community Urban Center - C2, IU, I-2, I-3 		

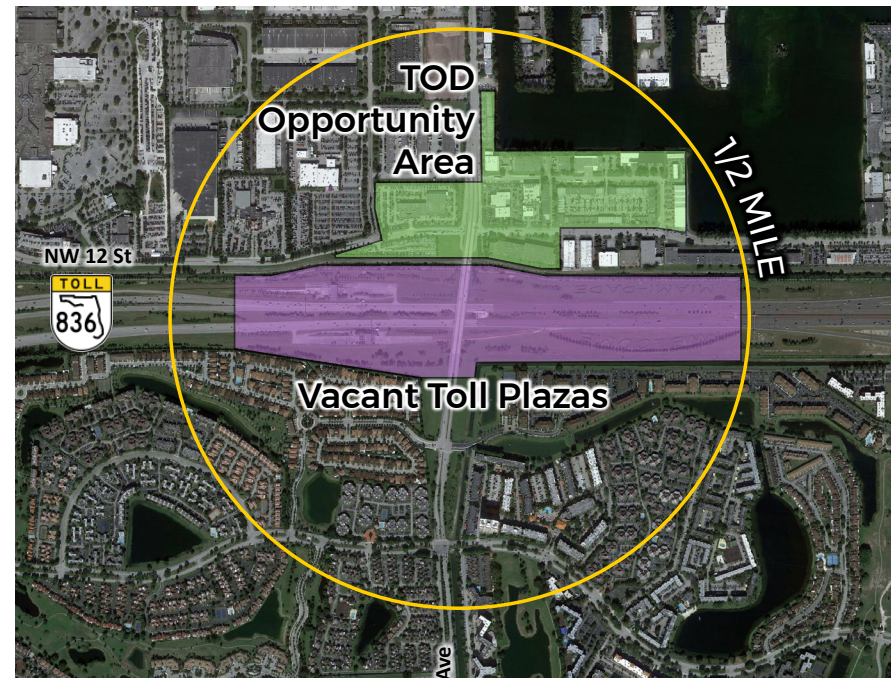
97th Avenue

The TOD opportunities identified at the 97th Avenue station area lie within the City of Doral. Land use and zoning is Industrial, with a Community Mixed-Use Opportunity overlay that roughly overlaps the identified TOD opportunity area in the northeast quadrant of the NW 97th Avenue / NW 12th Street intersection.

An examination of these land use and zoning policies found that while the industrial designation is not ideal, the Community Mixed-Use Overlay offers the ability to mix uses without reducing the light industrial uses which are essential to maintain the community. Given the modern nature of Dorals Zoning code, including numerous mixed-use district types, a successful TOD in this station area can most efficiently be achieved through the refinement and implementation of Doral's existing land use and zoning regulations.

The vacant toll plazas adjacent to this station site were evaluated as an opportunity for TOD, but development was not proposed due to uncertainty about the future of MDX, and site access Access is restricted due to a rail crossing to the north, tight turning radii from the south, and engineering challenges to connect to the 97th Avenue bridge above. At this time, the effort to study a development on this site is not proportional to the potential benefit. If economic

Figure 7-2: 97TH AVE TOD OPPORTUNITY AREA



and regulatory conditions change, a dedicated study to determine the feasibility of implementing TOD in the area indicated on Figure 7-2.

Table 7-3: NW 97TH AVENUE LAND USE AND ZONING RECOMMENDATIONS

	EXISTING CATEGORY		RECOMMENDED COUNTY ACTION	TOD SUPPORTIVE OUTCOME
LAND USE	County	- Community Urban Center - Industrial & Office	No action needed, current CMU Opportunity area sufficiently supports County Urban Center Designation	N/A
	Doral	- Industrial + Community Mixed Use (CMU) Opportunity Area Overlay	Auxiliary Recommendation: Develop a study to evaluate possibility for non transportation uses in former toll plaza area.	
ZONING	Doral	- Industrial	Encourage Doral to implement Community Mixed-Use District, and refine zoning code to support industrial mixed-use.	Community Mixed-Use District

7th Street

The NW 7th Street site, or the “Wedge” is located on unincorporated land and is presently zoned for industrial uses. The site is close to a pre-existing planned Urban Center at the Mall of the Americas, on the opposite side of SR-826. These two locations were recently connected beneath the highway by NW 7th Street. The station site is also within half a mile of two other proposed rapid transit stations - one at the Mall of the Americas to the west, and one at NW 72nd Avenue.

The Wedge is currently owned by FDOT, which is considering this parcel, amongst others in the county, for a long-term truck parking facility. However, this study has laid out a compelling need for more TOD-focused uses along this transit corridor. The highest and best use for this site should be considered, and it is the study's recommendation that DTPW acquire the site from FDOT for subsequent transit-oriented development.

This studies recommendation for this area is to designate a new Urban Center that unites this station area with the planned station at NW 72nd Avenue to the east. While the new westward extension of NW 7th Street across SR-826 provides a connection to the existing Urban Center at Mall of the Americas, these districts are likely to

Figure 7-3: 7TH ST TOD OPPORTUNITY AREA



be different in character, and will benefit from small area plans customized to their needs and the desired outcome.

Table 7-4: NW 7TH STREET LAND USE AND ZONING RECOMMENDATIONS

	EXISTING CATEGORY		RECOMMENDED COUNTY ACTION	TOD SUPPORTIVE OUTCOME
LAND USE	County	<ul style="list-style-type: none"> - Community Urban Center - Industrial & Office 	Increase intensity of existing Community Urban Center, designate new Metropolitan or Regional Urban Center in this area.	Metropolitan or Regional Urban Center Designation
ZONING	County	<ul style="list-style-type: none"> - Industrial Lt Manufacturing - IU-C 	Initiate small area planning process for the new combined Urban Center	Urban Center District spanning multiple station areas.

42nd Avenue

Situated entirely within the City of Miami, the NW 42nd Avenue site already possesses good land uses and zoning regulations that are TOD supportive. Airport runway restrictions forbid any new residential opportunities immediately adjacent to the station site, however the urban design vision laid out for this station accounts for these limitations.

The prospect of new development along NW 11th Street at the intersection of NW 37th Avenue, combined with the anticipated development of Miami Freedom Park on the current site of the Melreese Golf Course are compelling reasons for the county to explore transit service to planned development in this area. It is recommended that DTPW evaluate if additional transit stations and service are merited to provide service to new activity centers along these corridors.

Additionally, the airport runway restrictions in the Outer Safety Zone (OSZ) have caused a significant effect on property values due to their restriction on residential development. In reaction, the City of Miami should pursue a study which looks at using TDR's as a strategy to encourage redevelopment for this area.

Figure 7-4: 42ND AVE TOD OPPORTUNITY AREA

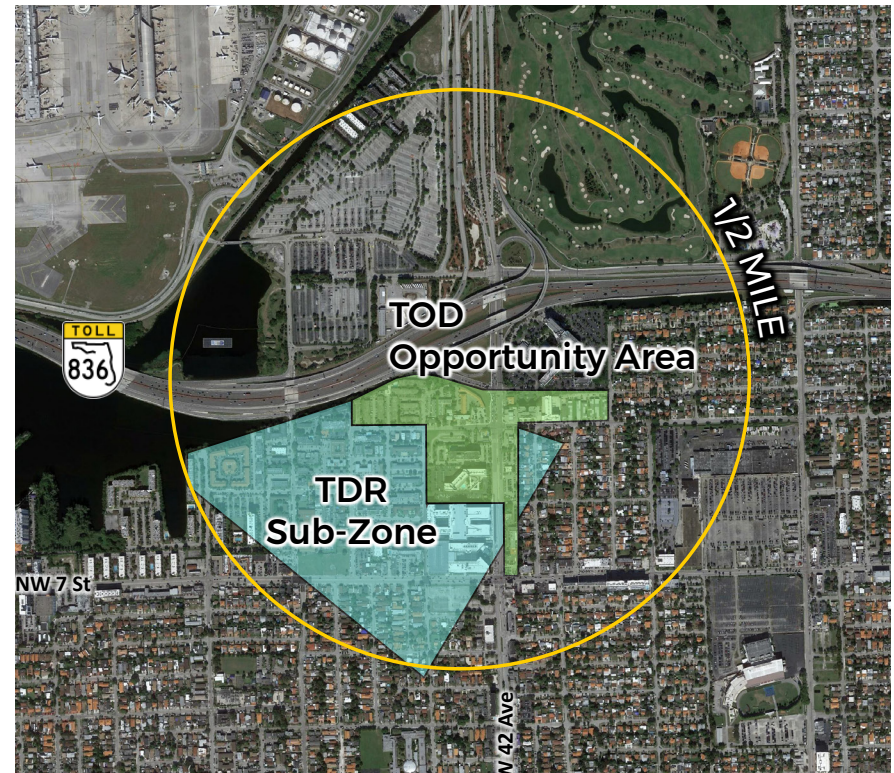


Table 7-5: NW 97TH AVENUE LAND USE AND ZONING RECOMMENDATIONS

	EXISTING CATEGORY		RECOMMENDED COUNTY ACTION	TOD SUPPORTIVE OUTCOME
LAND USE	County	<ul style="list-style-type: none"> - <i>Community Urban Center</i> - <i>Business and Office</i> - <i>Medium-High Density Residential</i> 	No action needed	
	City of Miami	<ul style="list-style-type: none"> - <i>General Commercial</i> - <i>Medium Density Multifamily Residential</i> - <i>Medium Density Restricted Commercial</i> 		
ZONING	City of Miami	<ul style="list-style-type: none"> - <i>T5-L</i> - <i>T5-R</i> - <i>T6-8-O</i> 	Recommend the City of Miami initiates a study on TDR's for the residential development rights affected by the implementation of the airport OSZ.	TDR sending district that coincides with airport OSZ
			Encourage City of Miami to implement affordable housing inclusionary zoning near rapid transit stations.	Increased Affordable Housing in the transit station area, increased transit ridership

7.2 AFFORDABLE HOUSING STRATEGIES

7.2.1 BACKGROUND AND OBJECTIVES

Affordable housing refers to residences which are legally restricted to individuals and families living below a certain percentage of the area median income (AMI). The goal of affordable housing programs is to reduce the number of families who are cost burdened by housing (e.g. spending greater than 30% of their income on housing). Both public housing and affordable housing are considered legally binding affordability restricted (LBAR) housing but are differentiated by the fact that public housing is owned and operated by a government entity and follows more stringent incomes requirements. Affordable housing developments are frequently built for families and individuals with an income of 60% of AMI or less, but some affordable housing programs offer assistance up to 120% of AMI. Workforce housing typically refers to Affordable Housing which targets categories between the upper limit, and 60% AMI.

Affordable housing is often built using some type of Public Private Partnership (P3) with non-profit or private developers utilizing public grant funds or low-cost financing options to subsidize development costs, in exchange for an agreed upon number of income-restricted units. While some developments consist entirely of affordable housing, others are mixed with market-rate units. In a mixed-income development, the subsidized units are intended to be largely indistinguishable from market rate units, averting the stigma that can discourage some individuals from pursuing government assisted housing they qualify for.

Mixed-Income Transit-Oriented Development (MITOD) helps to mitigate the effects of some of the biggest challenges facing our society today. The affordable housing aspect particularly addresses climate gentrification, in which low income people are displaced into areas more likely to suffer the negative effects of climate change. The legal protections of mixed-income development ensure that the residents will not be displaced by market forces, and locating these developments near major infrastructure, where investment in resiliency is more likely to occur, reduces the risk for all residents.

7.2.2 IMPLEMENT MIXED-INCOME POLICY ON FUTURE COUNTY DEVELOPMENTS

An exploration of county owned land within one mile of the station areas revealed just three sites - A fire house, a library, and a government warehouse/logistics facility. None of these are viable candidates for redevelopment, and there is currently no policy or regulation which requires county development projects to include mixed-income housing. While some projects are developed for the purpose of delivering this type of housing, revising the county legislation regarding the RTZ (Chapter 33C) to formally establish a policy will ensure that this becomes the norm. In the process of establishing this policy, all County agencies involved in creating P3 projects must provide an Affordable Housing needs analysis conducted by PHCD.

7.2.3 AMEND RTZ POLICY WITH AFFORDABLE HOUSING INCLUSIONARY ZONING

As stated in Section 7.1, it is recommended that the county implement inclusionary zoning as a part of the RTZ. The specifics of that policy should match the affordable housing requirements of the county's urban center regulations as closely as possible to maintain a consistent development environment, including the baseline requirement of 12.5% LBAR dwelling units. However for P3 projects the quantity and intensity of affordable housing should be determined through an affordable housing needs & capacity analysis conducted by PHCD to determine the market capacity for affordable housing at that site. The results of that study should be included as a requirement in the RFP for the P3 project.

Figure 7-5: CARRIBBEAN VILLAGE - MIXED-USE 170 UNIT AFFORDABLE HOUSING TOD ON THE SOUTH CORRIDOR



Inclusionary zoning policies risk driving away developers who do not wish to construct or manage affordable housing units themselves for to any number of reasons - they may lack the expertise to effectively utilize the provided tax credits, or their architectural design may be disrupted by the variation in unit sizes. In cases like these, where developers prefer not to provide any LBAR units, the county should develop a fee in lieu of construction, based on the area needs and the individual development. In these cases, the fees should go to PHCD and be used expressly to develop affordable housing within rapid transit station areas along the same transit corridor. This fee should be carefully balanced so that it is large enough to ensure the total quantity of affordable housing delivered is equal or greater than would have been delivered by the development in question - and at the same time, small enough to maintain the incentive for residential development to occur within the RTZ.

7.2.4 ENCOURAGE MUNICIPAL AFFORDABLE HOUSING POLICIES

Improving the affordability situation is not something the county can accomplish by itself - it will require the participation of municipal governments as well. Therefore, it is recommended that the BCC issue a resolution which encourages municipalities to promote affordable housing near rapid transit station areas.

7.2.5 LOWER BARRIERS TO AFFORDABLE HOUSING DEVELOPMENT

Affordable Housing projects are often sidelined due to additional or unpredictable costs such as impact fees. The BCC recently passed Resolution R-855-21 which allows some new affordable housing developments to connect to existing water infrastructure in lieu of installing new infrastructure. This policy should be expanded for projects within a half mile of rapid transit station, waiving the fee in instances when new infrastructure is needed to support an affordable housing project. Since the county is encouraging development and densification at these locations within the urbanized area, it is reasonable for the county to provide infrastructure which allows for the desired higher-density development without additional charge. In 2019, the Florida Legislature amended F.S. §166.04151 to require municipalities to fully offset all costs for developers to build affordable housing when required by inclusionary housing ordinances. Waiving fees such as this could help contribute to this offset.

7.3 VALUE CAPTURE STRATEGIES

7.3.1 BACKGROUND & OBJECTIVES

Value capture mechanisms monetize public assets in ways that provide revenue to public entities to pay for those assets. Across the country, organizations developing transit corridor projects are concurrently pursuing corridor-wide value capture strategies as part of that project development effort. The U.S. Department of Transportation (USDOT) has emphasized the need to evaluate value capture early on in project development as one approach that can be used to help pay for a new transit project's capital or maintenance costs. USDOT expects sponsor agencies to collaborate with local jurisdictions along the transit corridor to consider how they may capture the development benefits that the infrastructure project creates and channel them into the project (whether for capital expenses or ongoing operations and maintenance).

Developing a corridor-wide station-area value capture strategy also may improve opportunities to compete for federal grant funds. The Federal Transit Administration (FTA) has recently updated its guidance on joint development and in doing so, emphasized that value capture can “generate revenue for transit agencies, enhance transit systems and service, and improve land use around transit stations.” Viable transit-oriented developments along the corridor may still enhance the project for purposes of competing for additional federal grant funding. The selection criteria for FTA capital investment grants includes an economic development category that measures the extent to which a proposed project is likely to induce additional, transit-supportive development in the future based on a qualitative examination of the existing local plans and policies to support economic development proximate to the project. In addition, joint development projects along the corridor may take advantage of the Department of Transportation's TIFIA and RRIF credit programs that provide reduced interest rates for transit agencies, local governments, and transportation improvement districts.

7.3.2 RECOMMENDATIONS FOR THE EAST-WEST CORRIDOR

In 2018, the Miami-Dade Board of County Commissioners created the Transportation Infrastructure Improvement District (TIID), a TIF which targets the entire SMART Plan, including the East-West corridor. With this TIF already in place, the addition of new value capture mechanisms must be balanced to ensure that development in the station areas is not over-burdened compared to the surrounding areas. The use of a special assessment district is likely to cause this over-burdened condition. However, impact fees can be calibrated or even individually adjusted to ensure that development occurs within the station areas at a healthy pace. The type of impact fees should be carefully considered, and earmarked for specific purposes that will enhance each local station area while the TIID enhances the corridor as a whole. Miami-Dade County will also be able to take advantage of less significant value capture options such as the sale of naming rights and advertising to fund transit operations and maintenance.

Naming Rights

The first recommended value capture strategy for the East-West corridor is to utilize the existing practice of selling naming rights for transit stations. This presents developers with the opportunity to brand their property with a sense of permanence and civic connection drawn from the transit infrastructure. This is a strategy DTPW has pursued for other corridors, and the practice should be extended to the East-West corridor as well.

First-and-Last Mile Service

The second recommended value capture strategy for the East-West corridor is the implementation of a customized transportation utility fee. It is recommended that DTPW form a cost sharing relationship for circulator services with large developments which are within the station areas, particularly for the center-aligned stations in the west. At these stations, pedestrians will need to walk a minimum of a quarter mile to reach the proposed developments. This distance is typically considered to be the “pedestrian shed”, the distance that a typical pedestrian can walk in 5 minutes, and distances greater than this discourages some percentage of pedestrian trips. A robust circulator service will ensure that these developments can maximize the advantage of transit connection, and cost sharing will ensure that the service to their property will operate with the frequency, consistency, and reliability that they hope for.

Affordable Housing

The third, and most substantial recommendation is the implementation of a fee in lieu of construction of the affordable housing units mandated by the recommended inclusive zoning policy described in Sections 7.1 and 7.2. In recent years, the changes to the RTZ and Urban Center regulations have given land owners a potential increase in density-by-right, an infusion of value which has occurred without any governmental value capture. However this fee-in-lieu of construction addresses this issue by capturing value proportionally to the amount of development which is to occur. This also avoids penalizing existing landowners who do not intend to take advantage of the opportunity to rezone or redevelop their land in the near future.

7.4 BICYCLE & PEDESTRIAN STRATEGY

7.4.1 INTRODUCTION

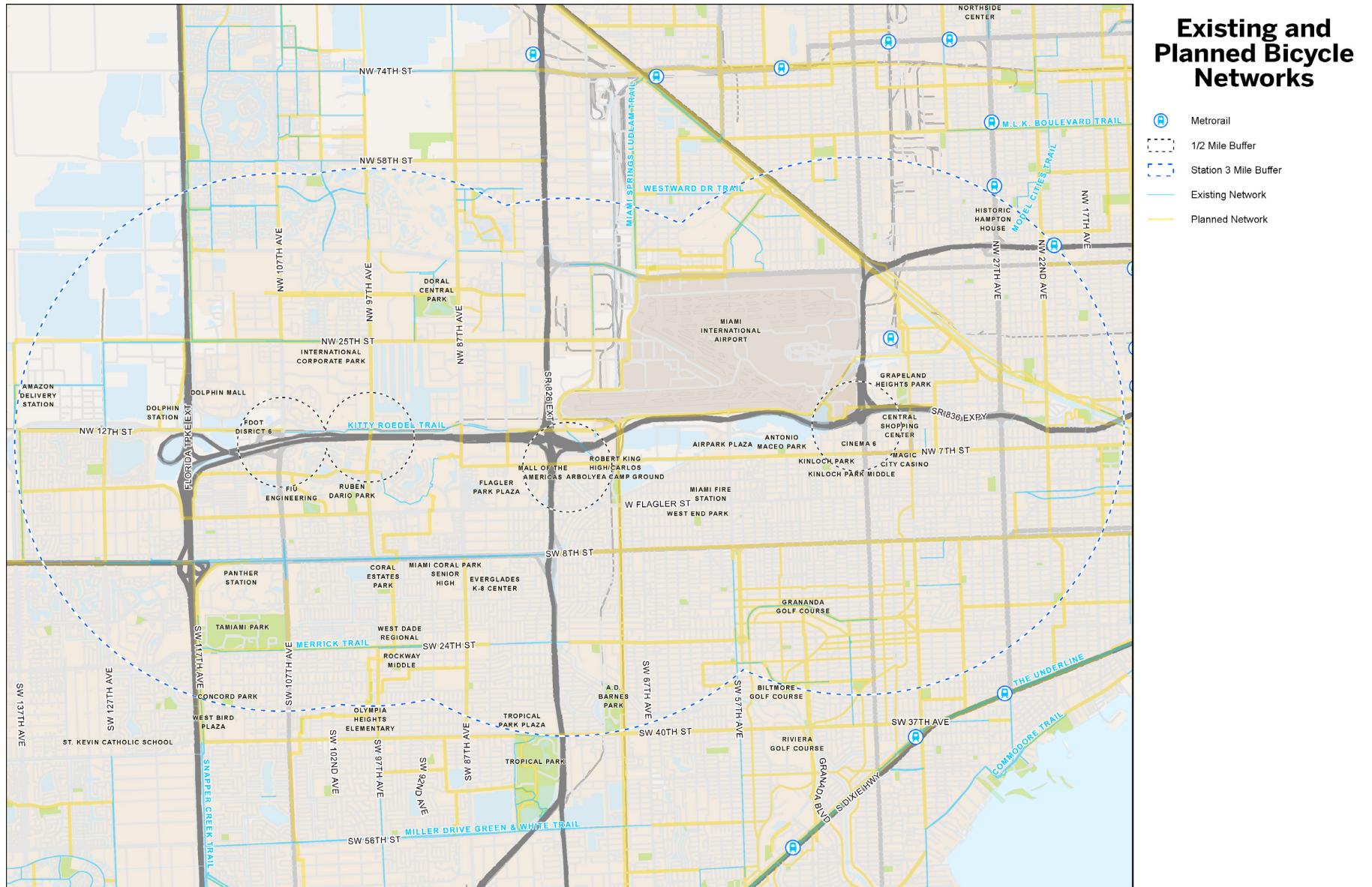
The East-West corridor is a challenging environment for cyclists and pedestrians. Incomplete sidewalk networks, limited bicycle facilities, and wide roadways contribute to the difficulties of navigating the East-West corridor by bike or foot. As part of this TOD master plan, bicycle and pedestrian plans were developed for the four station sites. These mobility plans looked at the existing and planned networks to identify deficiencies to determine areas with the greatest need for new projects. The recommendations in this section are based upon that process. Figure 7-21 shows the existing and planned network of bicycle facilities within three miles of the station areas. This network was used to help develop the recommendations in this study.

The study teams' focus when making bicycle network recommendations was to propose paths where safe facilities can be built to suit most comfort levels of bicycle riders. In addition, wider and separated facilities were favored to create networks that can be used both for commuting and recreation; wider grade separated facilities are more attractive to the average rider.

Overall, more than 200 bicycle and pedestrian projects were identified for the station areas. These projects include crosswalks, bicycle lanes, sidewalks, pedestrian refuges, scrambles, and bridges. This extensive list of projects was also prioritized. Projects that are considered essential for connecting the transit stations to the surrounding sidewalk and bicycle network are prioritized as 1A, while other infrastructure needs within a half-mile of the stations are prioritized as 1B. Additional infrastructure projects, such as scrambles, bridges, traffic circles and railroad crossings were not prioritized but were identified and should be considered for the overall enhancement of the station areas.

The following sections provide a high-level overview of the projects recommended at each of the station areas. A detailed set of maps and tables identifying all of the bicycle and pedestrian projects proposed at the station areas is included in Appendix A6.

Figure 7-6: EXISTING AND PLANNED BICYCLE NETWORKS



7.4.2 STATION AREA PLANS AND PROPOSED CAPITAL PROJECTS

NW 107 Avenue

Existing bicycle and pedestrian conditions at 107th Avenue are some of the most limited of all the study areas. The recommendations at this location are generally limited. Sidewalks are not present on the major cross streets in the study area, including the west side of NW 107th Avenue or on NW 12th Street west of NW 107th Avenue.

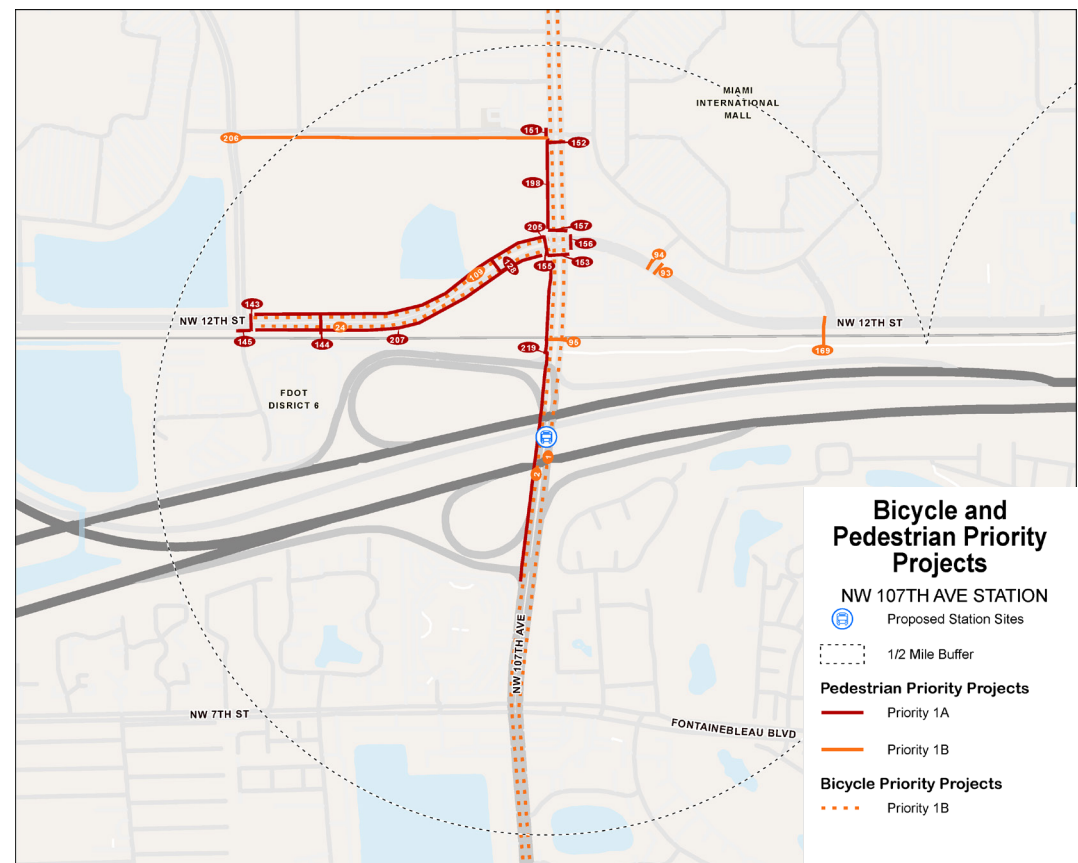
Pedestrian Recommendations:

- Complete the pedestrian network to improve access from NW 12th Street and NW 107th Avenue to International Mall on the east side of NW 107th Avenue
- Continue the sidewalk network on both sides of NW 12th Street. Extend the Kitty Roedel Trail parallel to the CSX train tracks West of NW 107th Avenue.
- Complete the sidewalk network on the western side to improve pedestrian access to the station and existing transit stops along NW 107th Avenue between NW 14th Street and Fontainebleau Boulevard
- Include more crosswalks and traffic signals throughout the station area half-mile buffer to increase crossing opportunities. These can include pedestrian scrambles and pedestrian refuges. Crossing beacons could be used at midblock crossings.

Bicycle Recommendations:

- Include bicycle lanes along NW 107th Avenue from NW 25th Street to SW 8th Street to connect to existing bicycle facilities
- Build bicycle lanes for both direction along NW 12th Street from 107th Avenue to NW 111th Street.

Figure 7-7: 107TH AVE BICYCLE AND PEDESTRIAN PRIORITY PROJECTS



NW 97 Avenue

Access to the 97th Avenue station will come from the NW 97th Avenue overpass along a new bridge that is proposed as part of the overall East-West project. Connectivity on the northwest quadrant, the site where most of the recommended TOD improvements are envisioned is key to ensure safe corridors for cyclists and pedestrians. The current typology in this area is predominantly warehouses, with a limited sidewalk network.

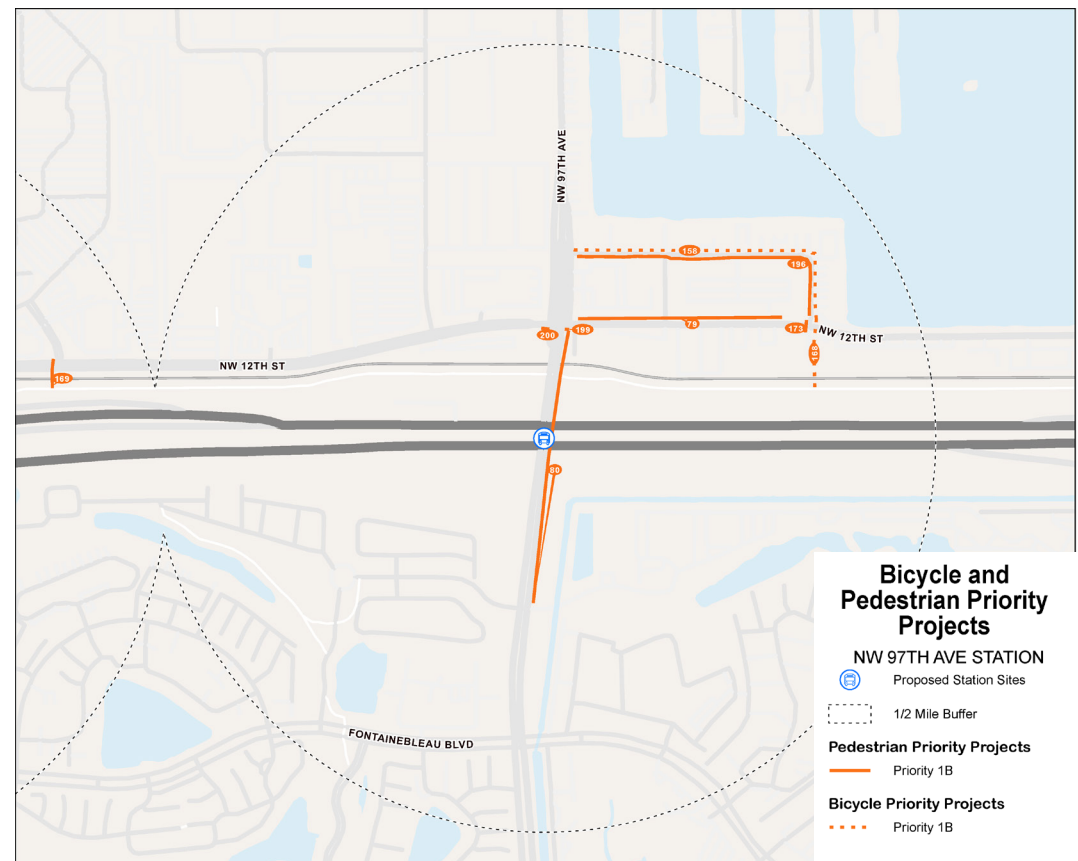
Pedestrian Recommendations:

- Build a multi-use path and crosswalks and pedestrian crossing beacons at the intersections of NW 97th Avenue and NW 13th Street
- Build a shared-use path on the northern side of the roadway between NW 97th Avenue and NW 93rd Court.
- Build staircases on both sides of the NW 97th Avenue bridge at the Kitty Roedel trail to provide a direct connection to the trail.

Bicycle Recommendations:

- Provide bicycle lanes along NW 97th Avenue from NW 72nd Street to NW 37th Street to connect to the planned off-road multi-use facility along NW 37th Street and the study recommended shared-use path along NW 7th Street. (This project is planned in the FDOT bicycle master plan, and depicted in Figure 7-8)

Figure 7-8: 97TH AVE BICYCLE AND PEDESTRIAN PRIORITY PROJECTS



NW 7th Street

The proposed NW 7th Street station site, The Wedge, is located on a vacant parcel south of the Dolphin Expressway east of the Mall of the Americas and West of NW 74th Avenue. The projected Ludlam Trail, which will span north to south from Perimeter Road to Dadeland Station, is located about half a mile east of the station site. Until recently, this station area was isolated, without a westbound connection on NW 7th Avenue. However, a recent project has reconnected the street grid under SR 826, and expanded the bicycle and pedestrian connectivity possibilities to this area.

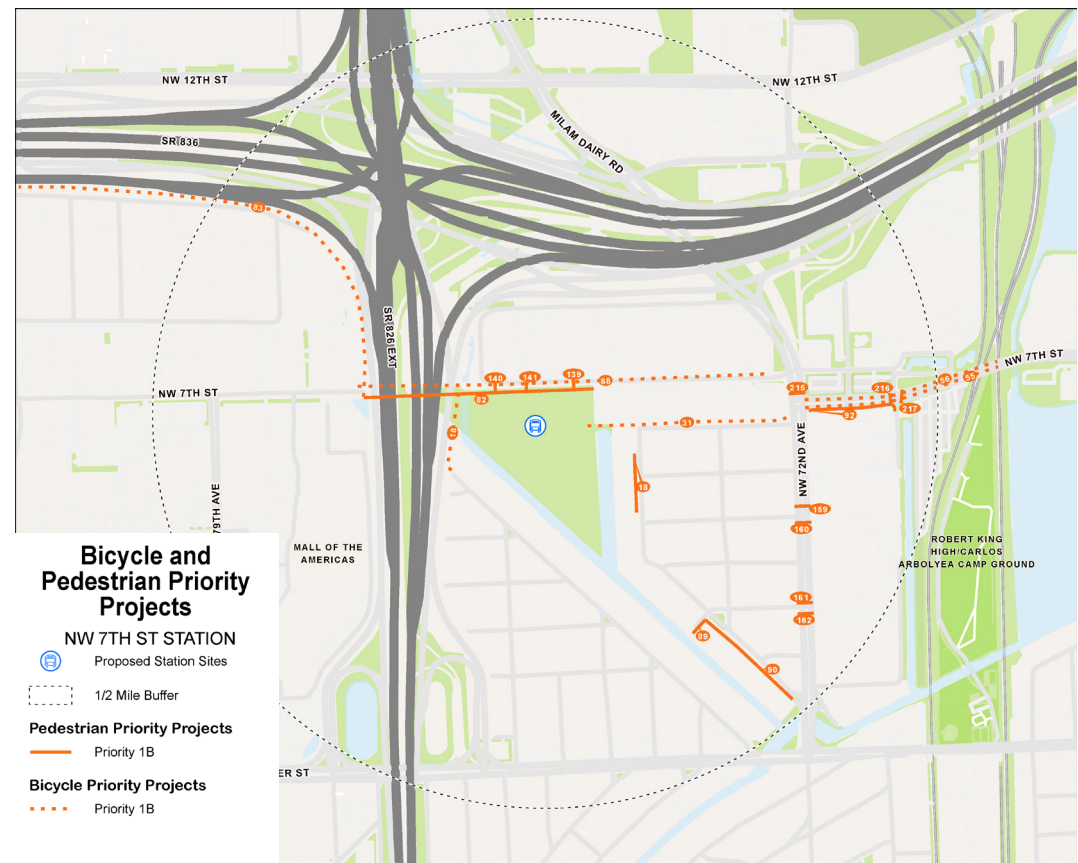
Pedestrian Recommendations:

- Build a shared-use path the strip of land that abuts the junction of SR 826 and 836, parallel to the new BRT route alignment to improve access to the station from the apartments north of NW 7th Street (project ID 83 in Figure 7-9)
- Build shared use paths to connect the proposed BRT station to the sidewalk networks in the surrounding residential neighborhoods (project ID 18 and 31 in Figure 7-9)
- Assorted pedestrian safety enhancements, to improve access to Robert King/Carlos Arbolyea Park, the future Ludlam Trail, and other destinations in the area. Pedestrian scrambles and pedestrian refuge have been recommended as well as pedestrian crossing beacon for recommended midblock crossings.

Bicycle Recommendations:

- Build new bicycle lanes to extend the reach of assortment of planned bicycle facilities envisioned in SMART Trails master plan. These include the Roedel Trail, Perimeter Trail, and the CSX Rail Corridor.

Figure 7-9: 7TH STREET BICYCLE AND PEDESTRIAN RECOMMENDATIONS



NW 42nd Avenue

The proposed NW 12th Street station site, LeJeune Road, is located on an undeveloped parcel south of the Dolphin Expressway Ramp to NW 42nd Avenue, LeJeune Road. The proposed station site is located less than ¼ miles from the airport. There are four hotels within a 15 minutes walking distance from the site and a movie theater and Kinloch Park.

Of the four stations, this station site has the best and most regular connections to the surrounding street network. The sidewalk network is relatively complete, and the half-mile area is reasonably walkable. There is little bicycle infrastructure, however, two major trails running

east west on NW7th Street and Perimeter road, directly above and below the station site, are envisioned in FDOT planning efforts.

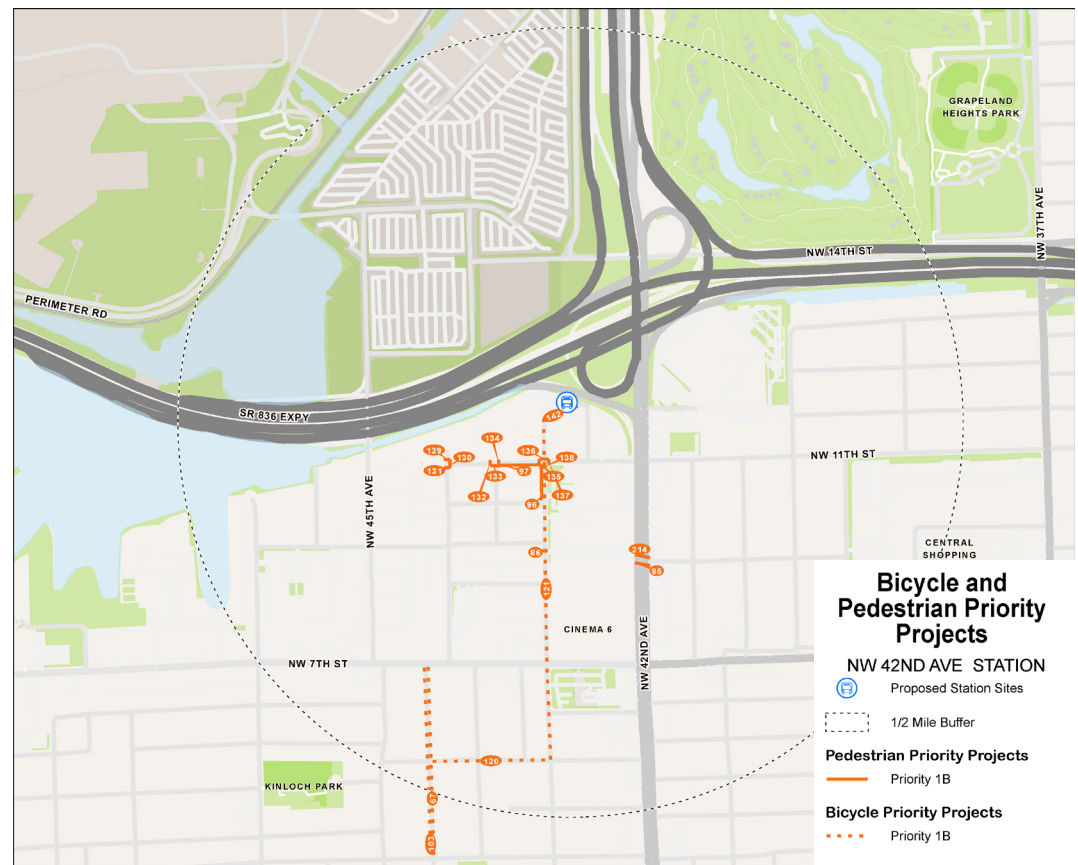
Pedestrian Recommendations:

- Complete the sidewalk network around the station area (projects 96 and 97 in Figure 7-10).
- Crosswalks and traffic signals are recommended to improve the connections between the east and west sides of NW 42nd Avenue. These recommendations include pedestrian scrambles and refuges, and pedestrian crossing beacons for recommended midblock crossings (Projects 85 and 214 on Figure 7-10)

Bicycle Recommendations:

- Build a bicycle lane on NW 43rd Avenue between NW 12th Street and NW 5th Street to connect to planned bicycle facility on NW 7th Street. This facility will help connect to Kinloch Park and Kinloch Park Middle and Elementary Schools. Outside the half-mile, this alignment is envisioned to connect south of SW 8th Street to a planned network in Coral Gables at Milan Avenue. (Projects 67, 103, 120, and 121 on Figure 7-10).

Figure 7-10: 42ND AVE BICYCLE AND PEDESTRIAN PRIORITY PROJECTS



7.4.3 POLICY IMPLEMENTATION STRATEGIES

In addition to the master plans, a series of policy actions are recommended to help reinforce the infrastructure upgrades, and refocus the station areas not just as transit-oriented, but also pedestrian and bike-oriented. There are three major strategies recommended to implement a successful bicycle & pedestrian infrastructure environment along the East-West corridor:

1. Centralize bicycle & pedestrian planning in Miami-Dade County
 - o Designate a person or team to oversee countywide bike/ped projects and programs.
 - o Create a SMART Streets program which integrates existing plans and initiatives.
2. Formalize the prioritization of active transportation near rapid transit stations
 - o Designate all station areas as Pedestrian Priority Zones
 - o Require all road construction projects which connect RTZ parcels to rapid transit stations include bicycle & pedestrian facilities
3. Incorporate recommended bicycle & pedestrian projects into other ongoing planning efforts

The recommendations aim to provide connections to planned facilities and improve access to all transit modes (bus rapid transit oriented stations, bus stops and trolley stops) around the station area and complete the sidewalk network between the transit stop and key residential areas and other developments such as malls, parks and existing trails (e.g. Kitty Roedel Trail). To improve the pedestrian and bicycle experience, signalization and intersection improvements are necessary to reduce walking distances to existing crosswalks.

7.4.4 CENTRALIZE BICYCLE & PEDESTRIAN PLANNING IN MIAMI-DADE COUNTY

Designate a Person to Oversee Countywide Bicycle & Pedestrian Projects and Programs.

Currently multiple organizations are responsible for bicycle and pedestrian planning. ROW in Miami-Dade is controlled by several jurisdictions – FDOT oversees many of the state routes and highways, while the County oversees many of the arterials, local streets in unincorporated areas, and countywide, all traffic signal controls. Municipalities are responsible for the local street networks within their limits.

SMART Streets Program

Miami-Dade has successfully launched the SMART Plan, prioritizing rapid transit corridors and fast-tracking efforts to expand the reach of rapid transit in Miami-Dade. A similar effort is necessary on the bicycle pedestrian front, organizing existing programs into a single effort. These projects should be focused on creating strong first/last mile connections around stations, furthering the reach of the transit investment into the surrounding communities.

7.4.5 PRIORITIZE ACTIVE TRANSPORTATION NEAR RAPID TRANSIT STATIONS

Pedestrian Priority Zones (PPZ)

Pedestrian Priority Zones are designated areas that establish a hierarchy of mobility within an area, and place the highest level of preference on pedestrian infrastructure, followed by bicyclists, transit, and finally automobiles. In a PPZ, widened sidewalks, pedestrian scrambles, reduced speed limits and traffic calming devices are implemented to minimize risk for pedestrians.

PPZs are authorized in the City of Miami, in areas with high pedestrian activities under Chapter 54, article X. The PPZ policy should be extended to the rest of Miami-Dade County, and SMART plan station areas should be recognized as PPZs to stress the importance of the pedestrian and bicycling experiences.

Bicycle & Pedestrian Connections between RTZ and Rapid Transit Stations

Any roadway construction projects which occur on a roadway that connects RTZ parcels to rapid transit stations should include both bicycle and pedestrian facilities to ensure that the purpose of the RTZ zoning is fulfilled. This should be enacted as a mandatory ordinance to ensure the construction of the facilities, rather than as an informal policy.

7.4.6 INCORPORATE RECOMMENDED PROJECTS INTO ONGOING PLANNING EFFORTS

For the implementation plan to be successful, each of the jurisdictions covered by this TOD master plan should update their bicycle and pedestrian plans to incorporate the projects identified in this study. Each, at the state, county and local level, maintain capital plans that can be amended to reflect the first-last mile mobility needs identified in this master plan document.

Prioritized projects are identified in this document in Appendix A6. These high-priority projects are focused on ensuring safe connections between the planned BRT stations and their surrounding neighborhoods. These prioritized projects should be funded and built as part of the BRT capital project, since the connections are fundamental to a safe and efficient operation of the transit corridor.

Meanwhile, other projects will need to be programmed through FDOT, Miami-Dade County, and municipal capital plan amendment cycles. FDOT's bicycle master plan, for example, is focused on establishing safe, countywide bicycle corridors. Some of the objectives of the FDOT plan are already included with this study's TOD bicycle-pedestrian vision, while others are recommended to be incorporated into the FDOT plan, particularly facilities identified on NW 107th Avenue.

An extensive table of all recommended bicycle and pedestrian projects can be found in appendix A6.

8 APPENDICES

A1 - Corridor Existing Conditions Maps

A2 - CDMP Amendments Proposed

A3 - Affordable Housing Memo

A4 - Water and Wastewater Report

A5 - Market Analysis and Value Capture Report

A6 - Bicycle and Pedestrian Report

A7 - Civic Engagement Plan

A8 - Adopted Budget - Transportation and Mobility Section

A9 - Public Outreach Meetings

