

# South Corridor TOD Master Plan

## Project Overview

The Department of Transportation and Public Works (DTPW) has undertaken a South Corridor TOD Master Plan with a focus on evaluating transit-oriented development (TOD) opportunities around five of the new 14 iconic Bus Rapid Transit (BRT) stations recently constructed along the South Dade Corridor. The corridor runs 20 miles in length between the Dadeland South Metrorail Station and SW 344th Street Park and Ride terminus stations.

In addition to falling within areas of unincorporated Miami-Dade County, the corridor traverses within the following five (5) municipalities: Village of Pinecrest, Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and City of Florida City. The top five (5) station locations within these municipalities were identified based on classification of area type.

## Purpose




The TOD study is geared to creating a strategy for:

- Economic development
- Affordable housing
- Urban design
- Infrastructure improvements

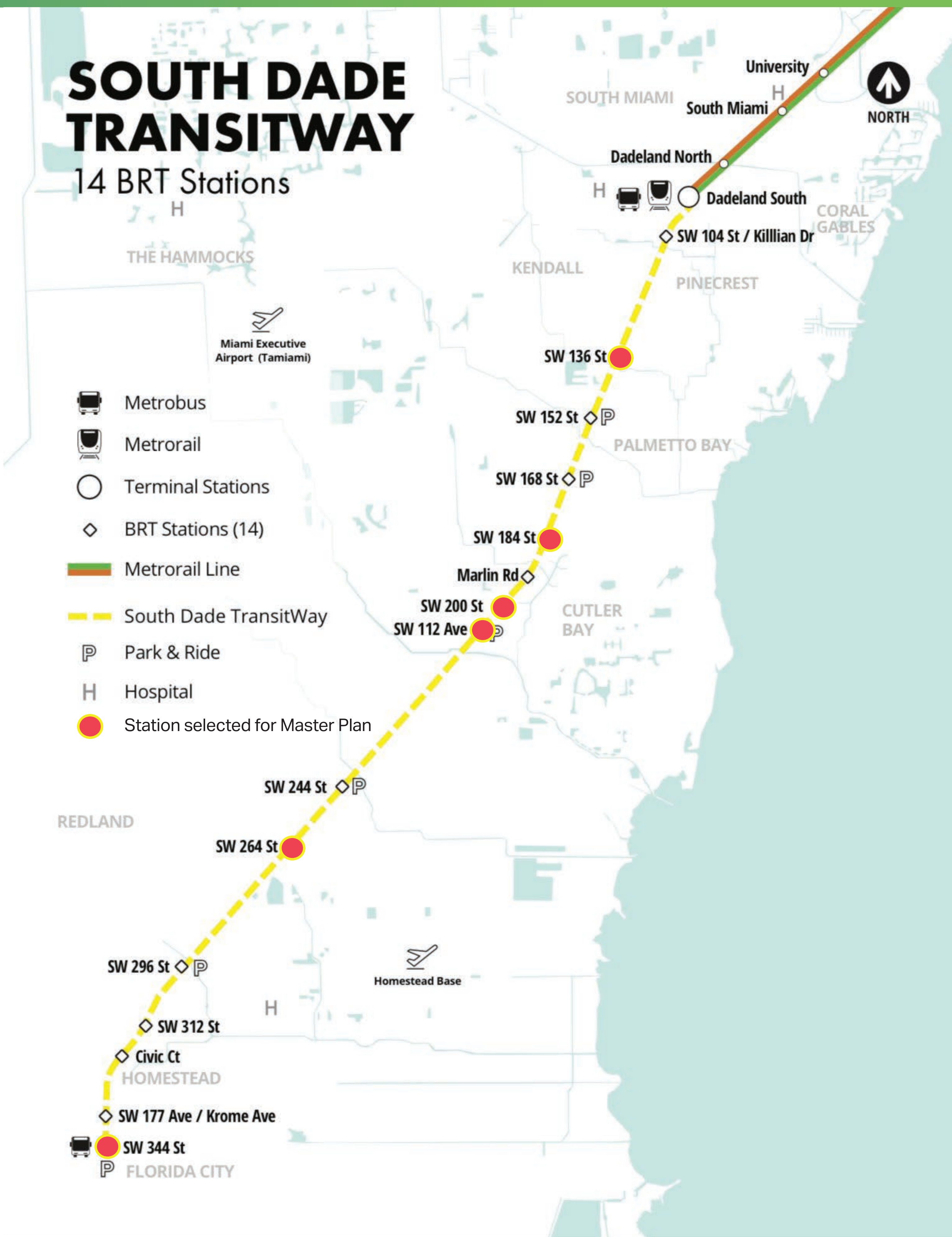
## Goals

- 1 The BRT stations are to serve as a catalyst for major redevelopment and memorable placemaking around the station
- 2 Creating new mixed use urban centers, designed to fit into the physical and historical context of their neighborhoods
- 3 Providing new commercial opportunities, affordable housing and employment

## Master Plan Elements

-  Establishes a corridor wide framework
-  Identifies the station area typologies and the top 5 station areas for TOD development
-  Evaluates the corridor Land use and Zoning
-  Assesses the Affordable Housing
-  Assesses the Economic Development
-  Evaluates the existing water and wastewater infrastructure
-  Performs a bike and ped mobility connectivity assessment
-  Develop station area plans
-  Conduct public engagement

← We are here

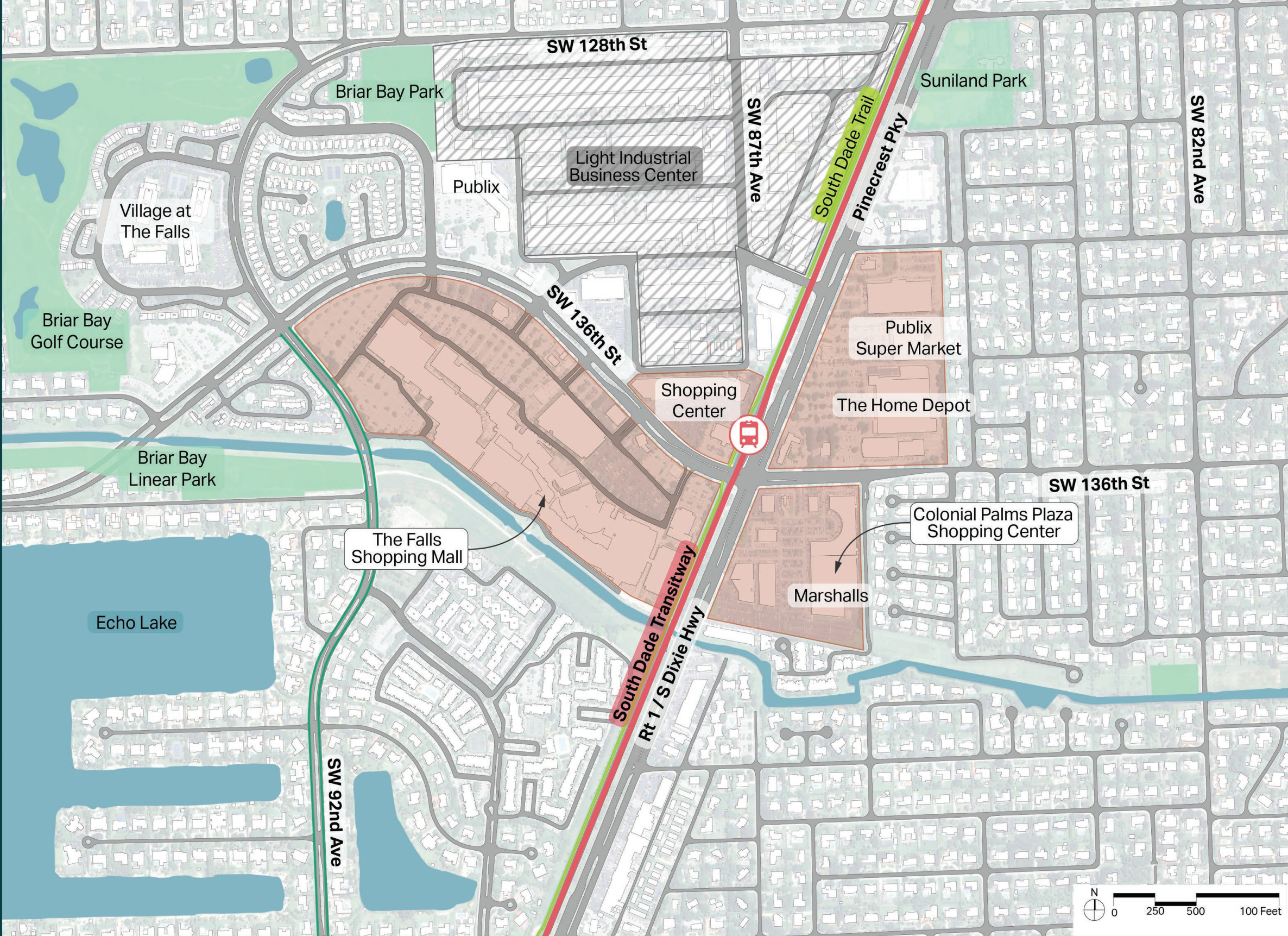




# South Corridor TOD Master Plan - Station Area 1

## Existing Conditions

This plan of existing site conditions provides a comprehensive overview of the current state of a given location, emphasizing parcels owned by noteworthy entities. Key properties are highlighted and labeled on the map to the right.



## Issues and Opportunities

The major issue hindering TOD at Station 1 is the lack of quality pedestrian infrastructure in the form of safe crosswalks and sidewalks. Route 1 / S Dixie Hwy creates a barrier for east-west pedestrian connections due in part to its width and the roadway's designed vehicle speed, making it very difficult to cross.

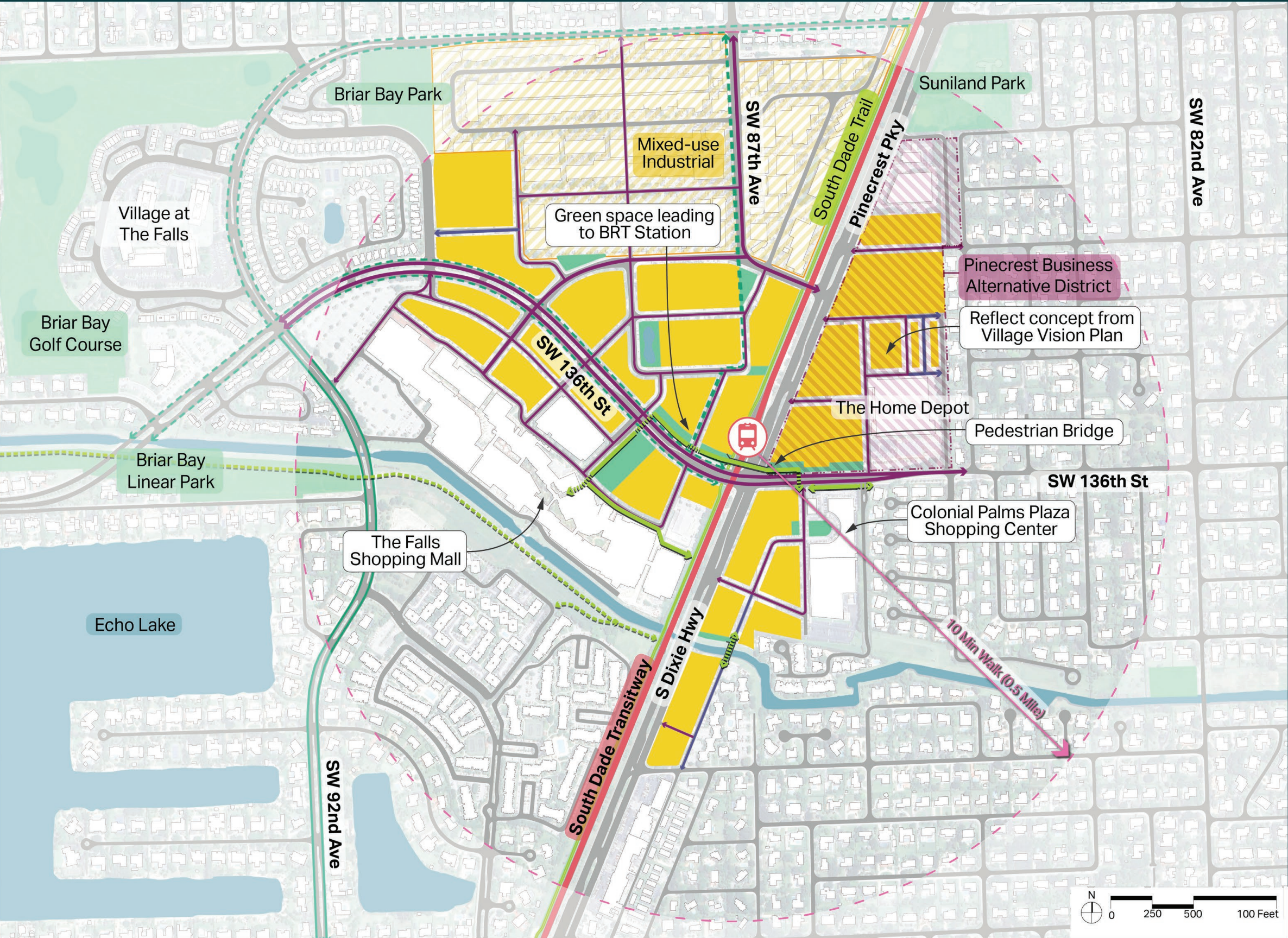
However, there are significant TOD and public realm improvement opportunities within this station area. Surface parking lots are plentiful and logical development sites that are in close proximity to the station. The Falls Shopping Mall presents a major destination to connect to and build off of. Additionally, improved connections between the station and the community can provide enhanced linkages to surrounding parks and trail systems.



## Framework Plan

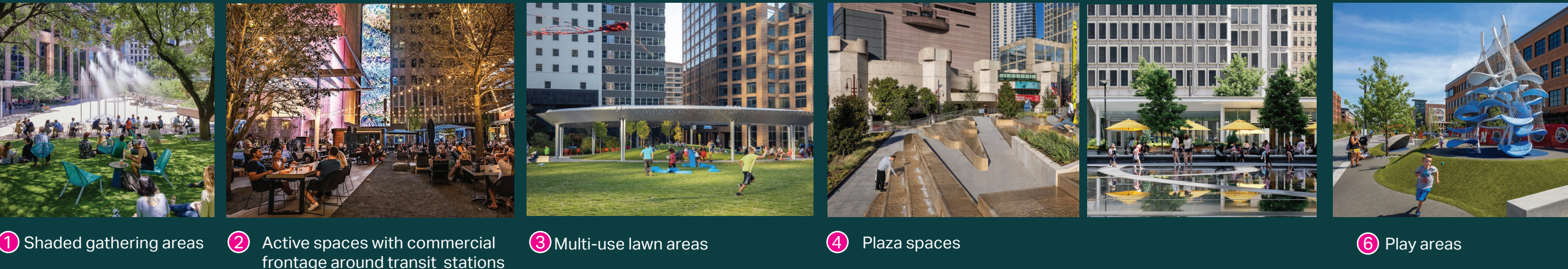
The proposed framework plan for SW 136th St Station is depicted on the right, showcasing highlighted parcels that could potentially be earmarked for redevelopment. It also identifies the proposed open space network with key connections to tie the redevelopment parcels together.

The north side of The Falls Shopping Mall could be infilled with mixed-use residential development. This area could form a new walkable district with the wedge shape of properties north of SW 136th St. A new pedestrian bridge could create a safe crossing to S Dixie Hwy and provide an architectural focal point for the neighborhood. Each side of the bridge could be activated by outdoor restaurants. Infill residential mixed-use development should be encouraged in the business center properties to the north.



## Open Space Precedents

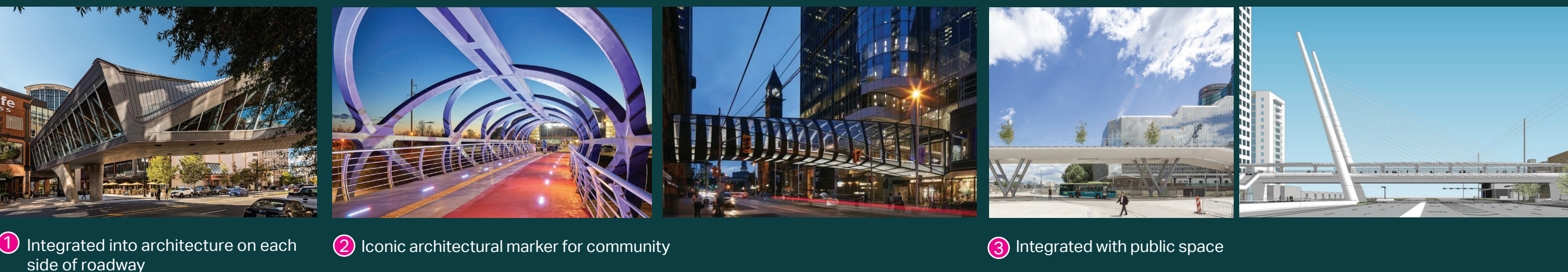
### Parks & Open Space



### Streetscape



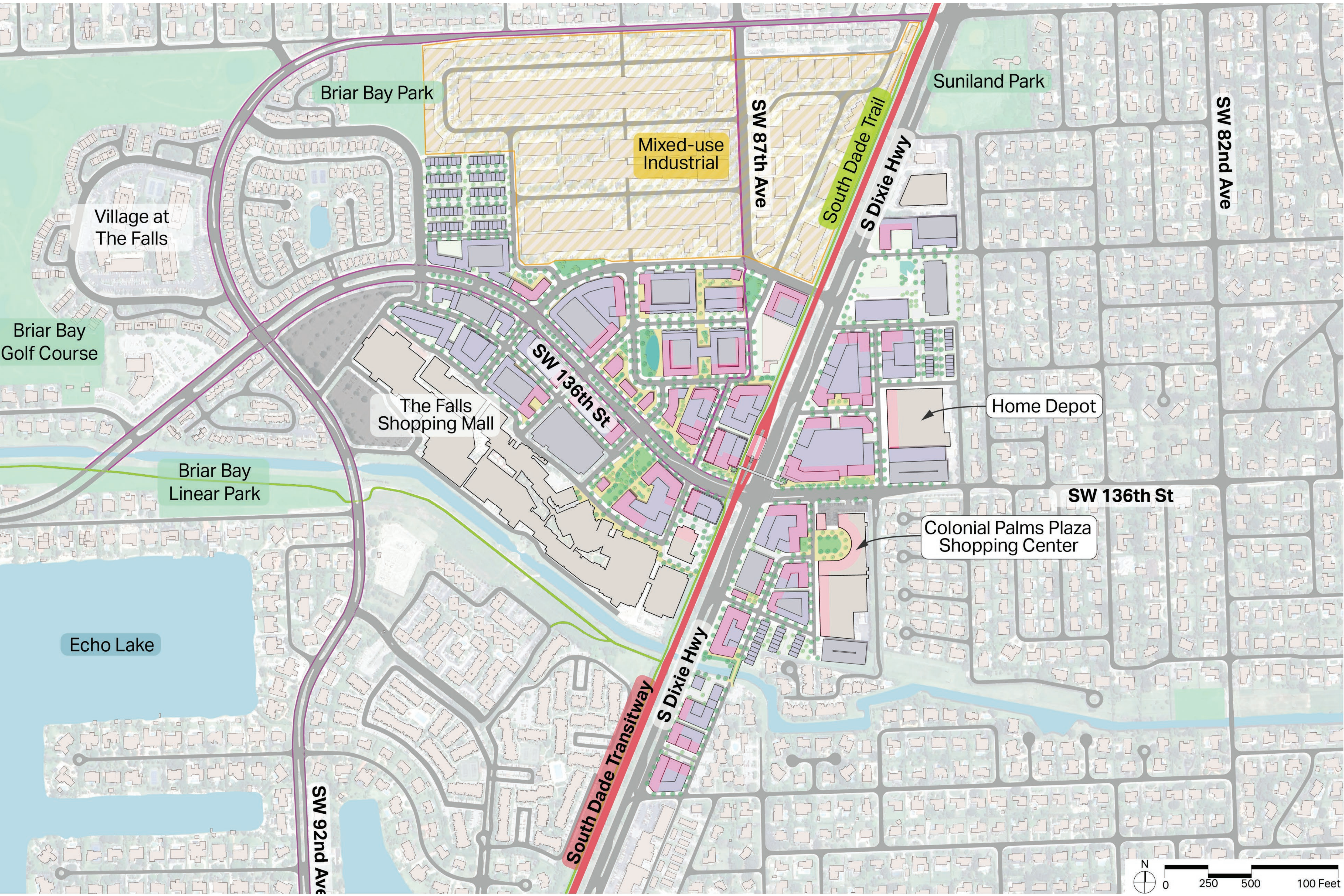
### Pedestrian Bridge






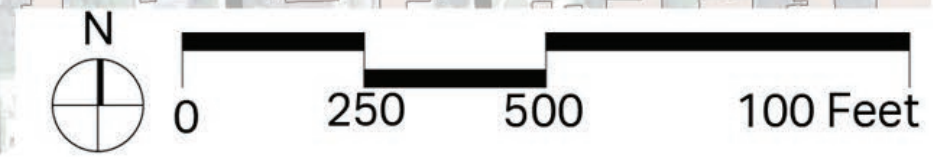


# South Corridor TOD Master Plan - Station Area 1

## Illustrative Plan



-  Gound Floor Commercial Frontage
-  Conceptual Building
-  Existing Building





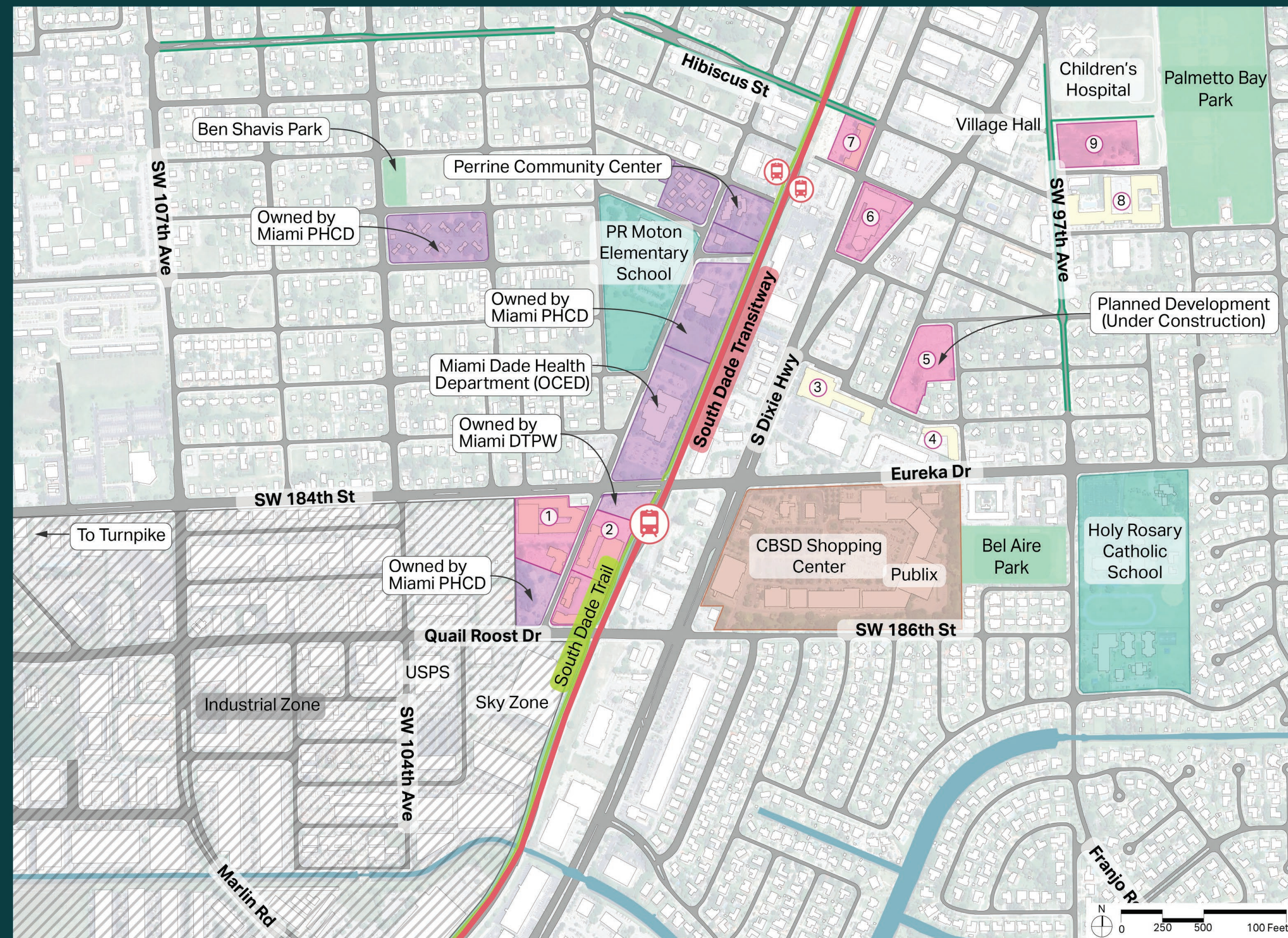
# South Corridor TOD Master Plan - Station Area 2

## Existing Conditions

The plan of existing site conditions provides a comprehensive overview of the current state of a given location, emphasizing parcels owned by noteworthy entities. Key properties are highlighted and labeled on the map to the right.

## Recent and Planned Development

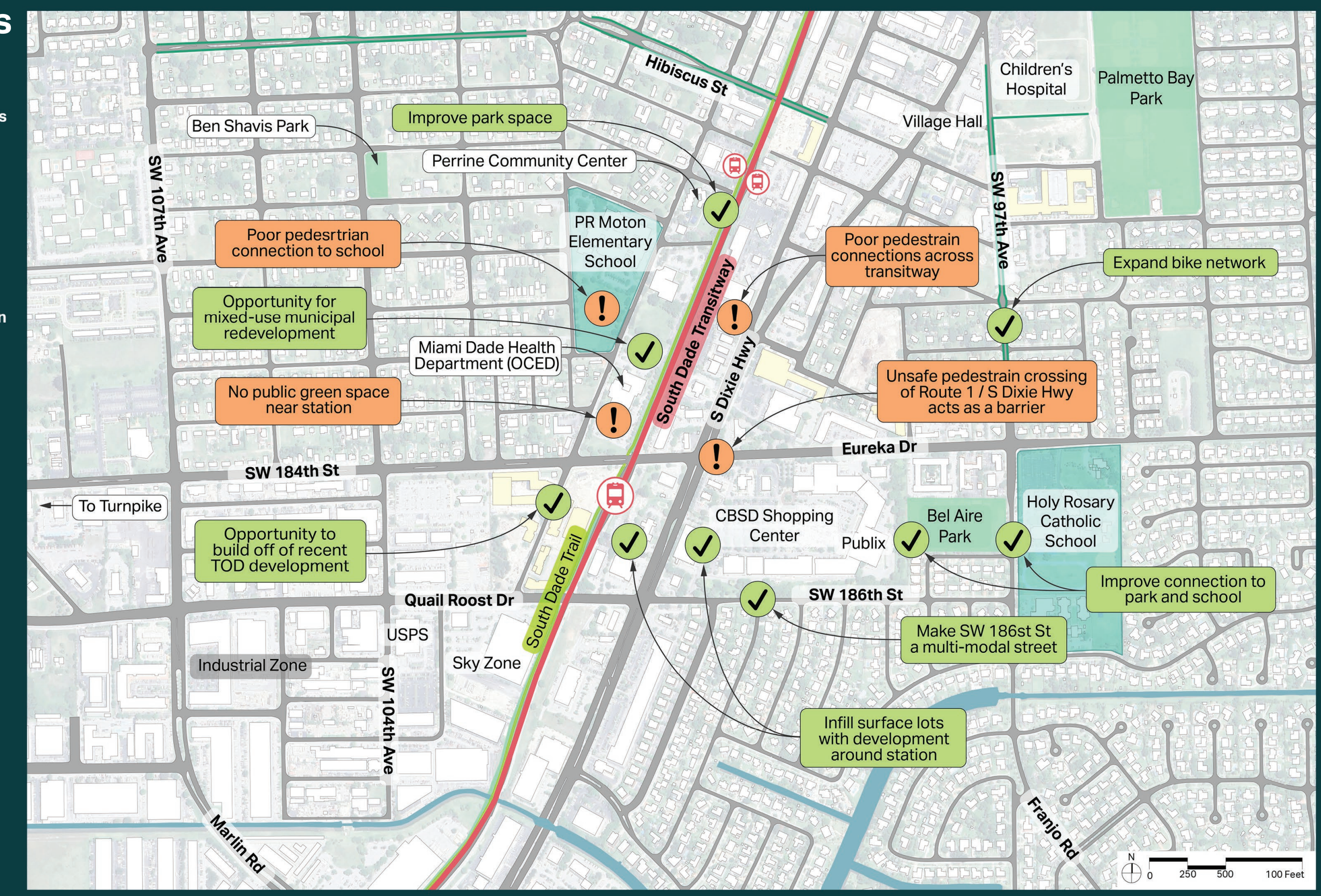
- 1 Bay Pointe Apartments - 8 Story Mixed-Use
- 2 Quail Roost Transit Village - 6-12 Story Mixed-Use
- 3 Bay Village 1 - 5 Story Residential
- 4 Vistas Palmetto Bay - 5 Story Residential
- 5 Palmetto Bay TH - 83 Townhomes
- 6 Residences of Palmetto Bay - 8 Story Mixed-Use
- 7 Tucker Tower - 8 Story Residential
- 8 Palmetto Station - 5 Story Residential
- 9 Shores at Palmetto Bay - 3 Story Mixed-Use



## Issues and Opportunities

The major issue hindering TOD at Station 2 is the lack of quality pedestrian infrastructure in the form of safe crosswalks and sidewalks. Route 1 / S Dixie Hwy creates a barrier for east-west pedestrian connections due in part to its width and the roadway's designed vehicle speed, making it very difficult to cross.

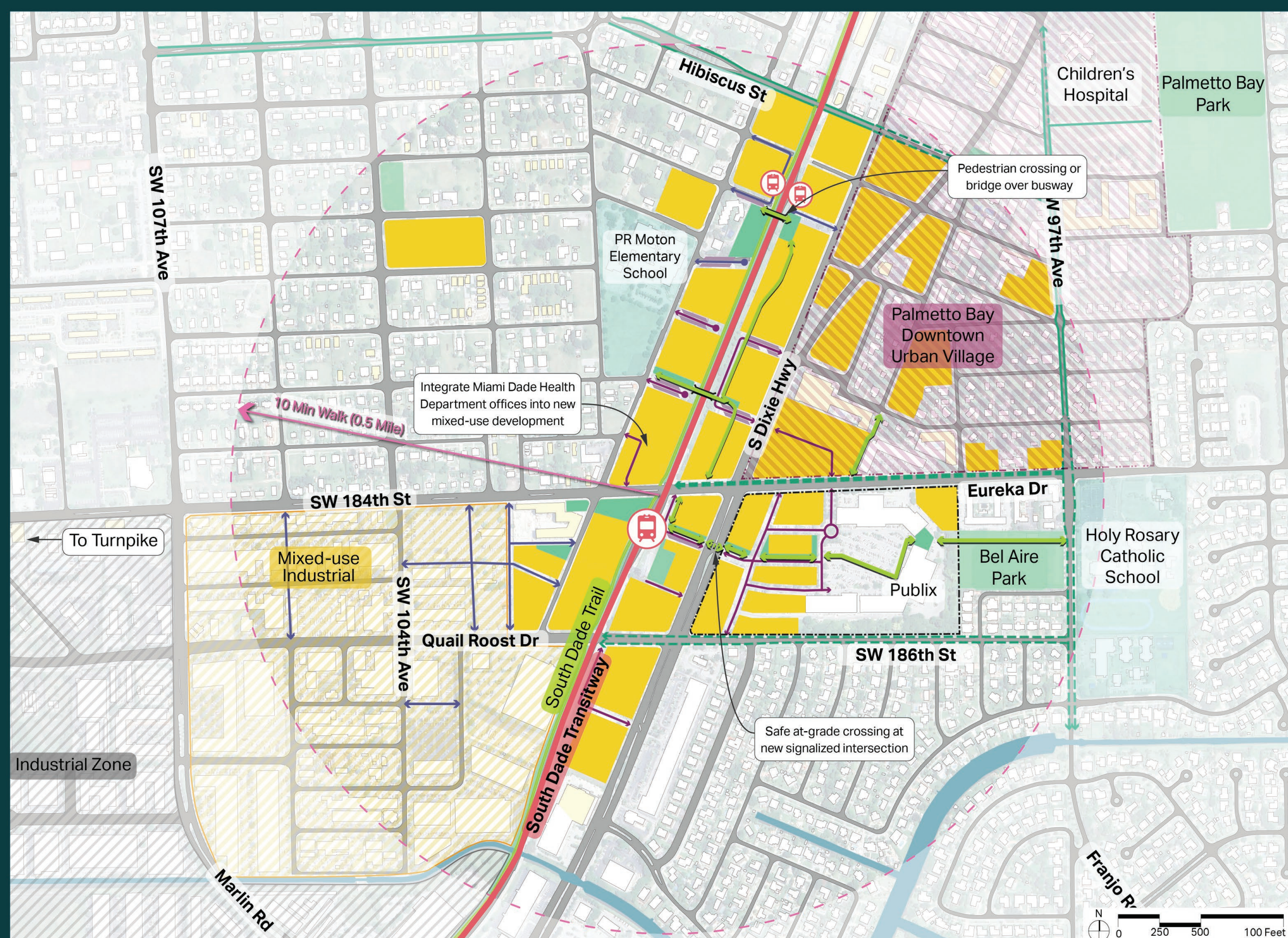
However, there are significant TOD and public realm improvement opportunities within this station area. A number of Publicly-owned properties and private surface parking lots present a large opportunity for new transit-oriented development around the station. Additionally, improved connections between the station and the community can provide enhanced linkages to surrounding schools, parks, trails and bike lanes.



# Framework Plan

The proposed framework plan for SW 184th St Station is depicted on the right, showcasing highlighted parcels earmarked for redevelopment and the extensive open space network with key connections.

The west side of Cutler Bay South Dade Shopping Center could be infilled with mixed-use residential development. A pedestrian corridor could extend west from Franjo Rd through Bel Aire Park and the redeveloped shopping center. A new signalized intersection could create a safe at-grade crossing to S Dixie Hwy. This corridor could then extend through more redevelopment to the BRT Station and South Dade Trail.



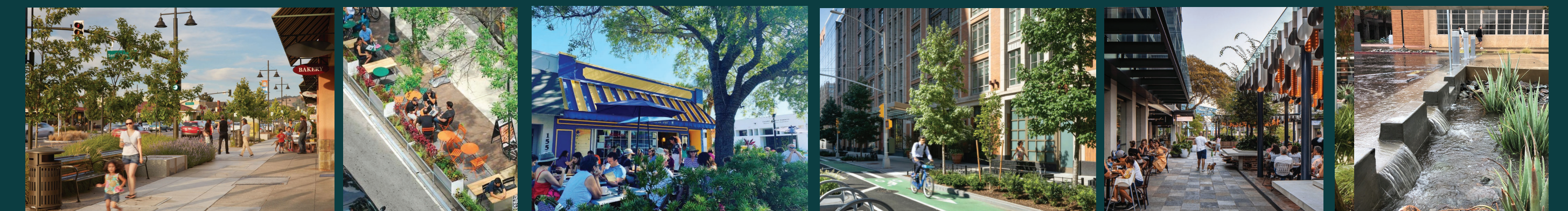
## Open Space Precedents

## Parks &amp; Open Space



- ① Shaded gathering areas    ② Active spaces with commercial    ③ Multi-use Lawns    ④ Trail network    ⑤ Plaza spaces    ⑥ Play areas

Street scape



- 1 Shaded streets      2 Outdoor dining areas      3 Bike infrastructure      4 Pedestrian walkways      5 Stormwater Management

## Water

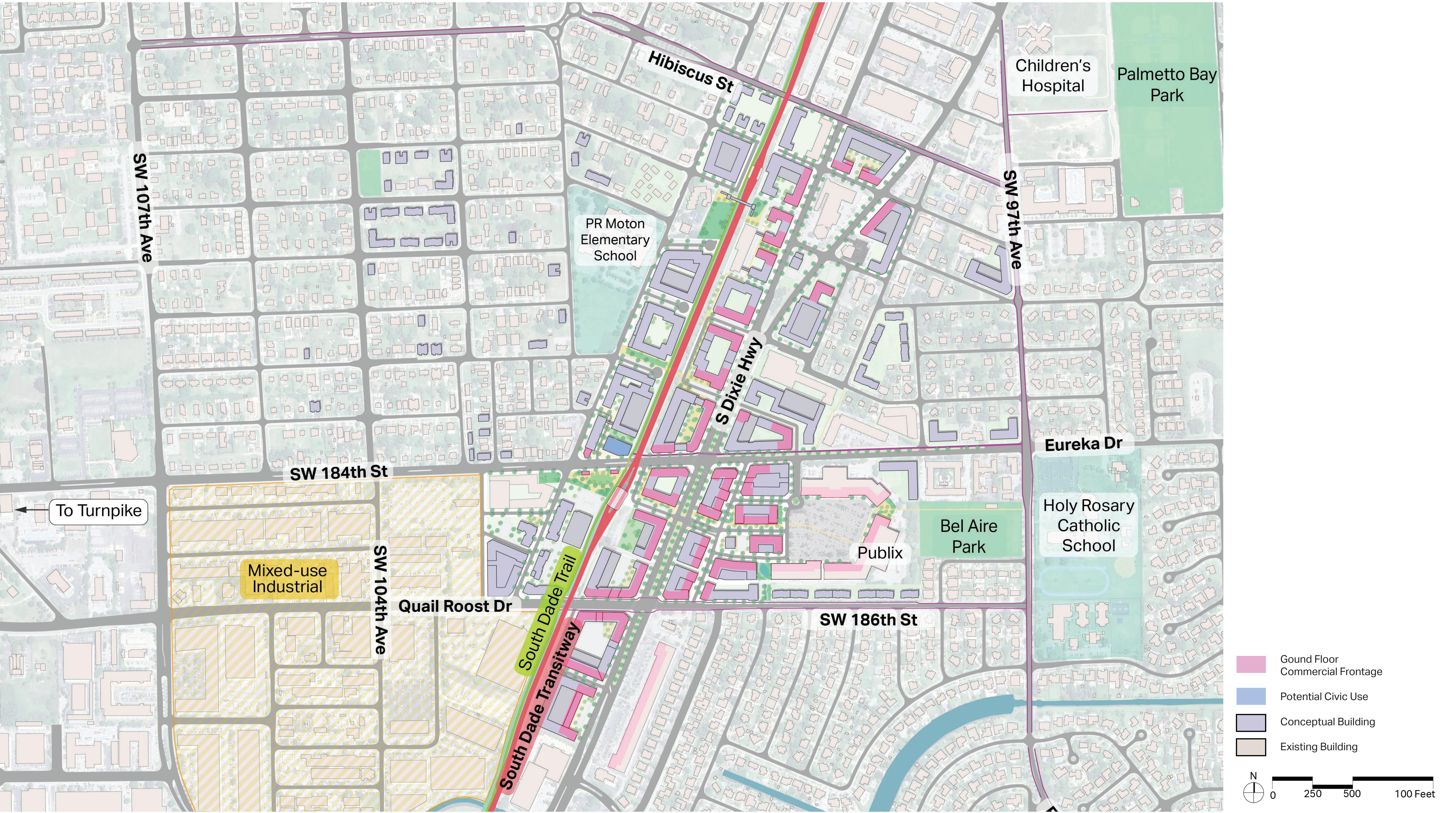


- 1 Water integrated into public spaces
- 2 Stormwater management areas designed as a feature of public space
- 3 Public spaces contain bioretention planters with native vegetation



# South Corridor TOD Master Plan - Station Area 2

## Illustrative Plan





# South Corridor TOD Master Plan - Station Area 3

## Existing Conditions

The plan of existing site conditions provides a comprehensive overview of this station area's current state, emphasizing parcels owned by noteworthy entities. It serves as a visual representation, detailing the spatial layout, structures, and key features of the site. Parcels owned by significant entities, such as government bodies, corporations, or influential stakeholders are highlighted. This information aids in understanding the ownership distribution, facilitating strategic planning, and fostering transparent communication among involved parties. The plan of existing site conditions serves as a foundational tool for stakeholders to navigate and optimize the potential of a given area, considering both its physical attributes and ownership landscape.



## Issues and Opportunities

The major issue hindering transit-oriented development at Station 3 is the lack of quality pedestrian infrastructure in the form of safe crosswalks and sidewalks. Route 1 / S Dixie Hwy creates a barrier for pedestrian connections from the stations to the Southland Mall Redevelopment due in part to the roadway's width and designed vehicle speed. This makes at-grade crossings very difficult for pedestrians.

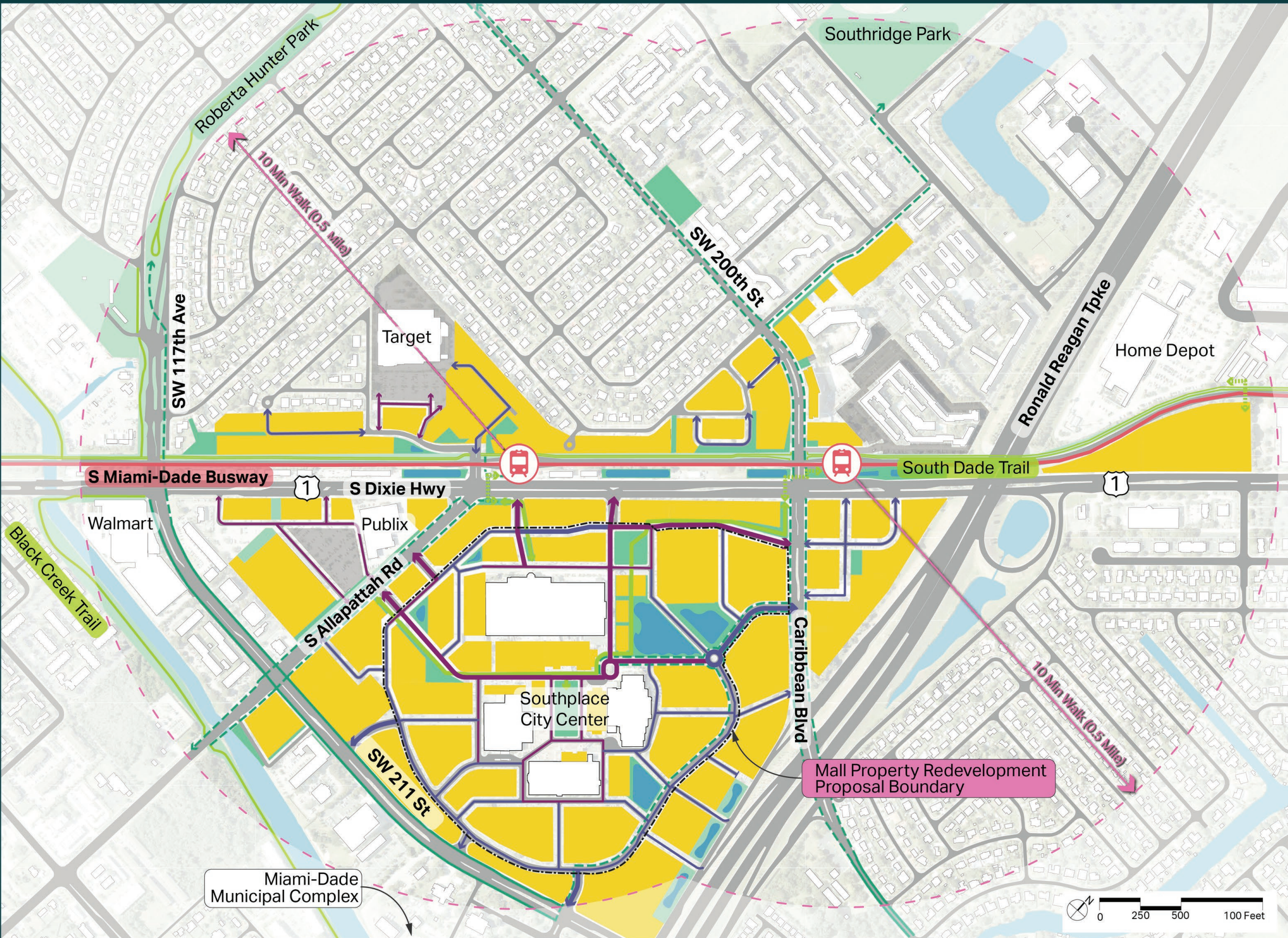
However, there are significant TOD and public realm improvement opportunities within this station area. Redevelopment of the Southland Mall presents a major opportunity for a new, dense, mixed-use community near the station. Additionally, improved connections between the station and the community can provide enhanced linkages to surrounding municipal sites, parks and the trail system.



FIGURE X - STATION AREA 3  
Issues and Opportunities

## Framework Plan

The proposed framework plan for SW 200th St and SW 112th Ave Stations is depicted on the right, showcasing highlighted parcels earmarked for redevelopment and the extensive open space network with key connections. Notably, the plan within the Mall redevelopment proposal boundary aligns with the Southplace City Center land use plan, featuring minor enhancements to the open space network. The visual representation emphasizes the strategic redevelopment potential of identified parcels and emphasizes the integration of major open spaces. It's important to recognize the continuity with the Southplace City Center land use plan within the Mall redevelopment area, signaling a harmonized approach with slight improvements to the open space framework.



## Open Space Precedents

### Parks & Open Space



- 1 Shaded gathering areas
- 2 Active spaces with commercial frontage around transit stations
- 3 Large lawn areas
- 4 Trail network
- 5 Plaza spaces
- 6 Play areas

### Street scape



- 1 Shaded streets
- 2 Outdoor dining areas
- 3 Shaded streets
- 4 Bike infrastructure
- 5 Pedestrian alleys
- 6 Stormwater Management

### Water

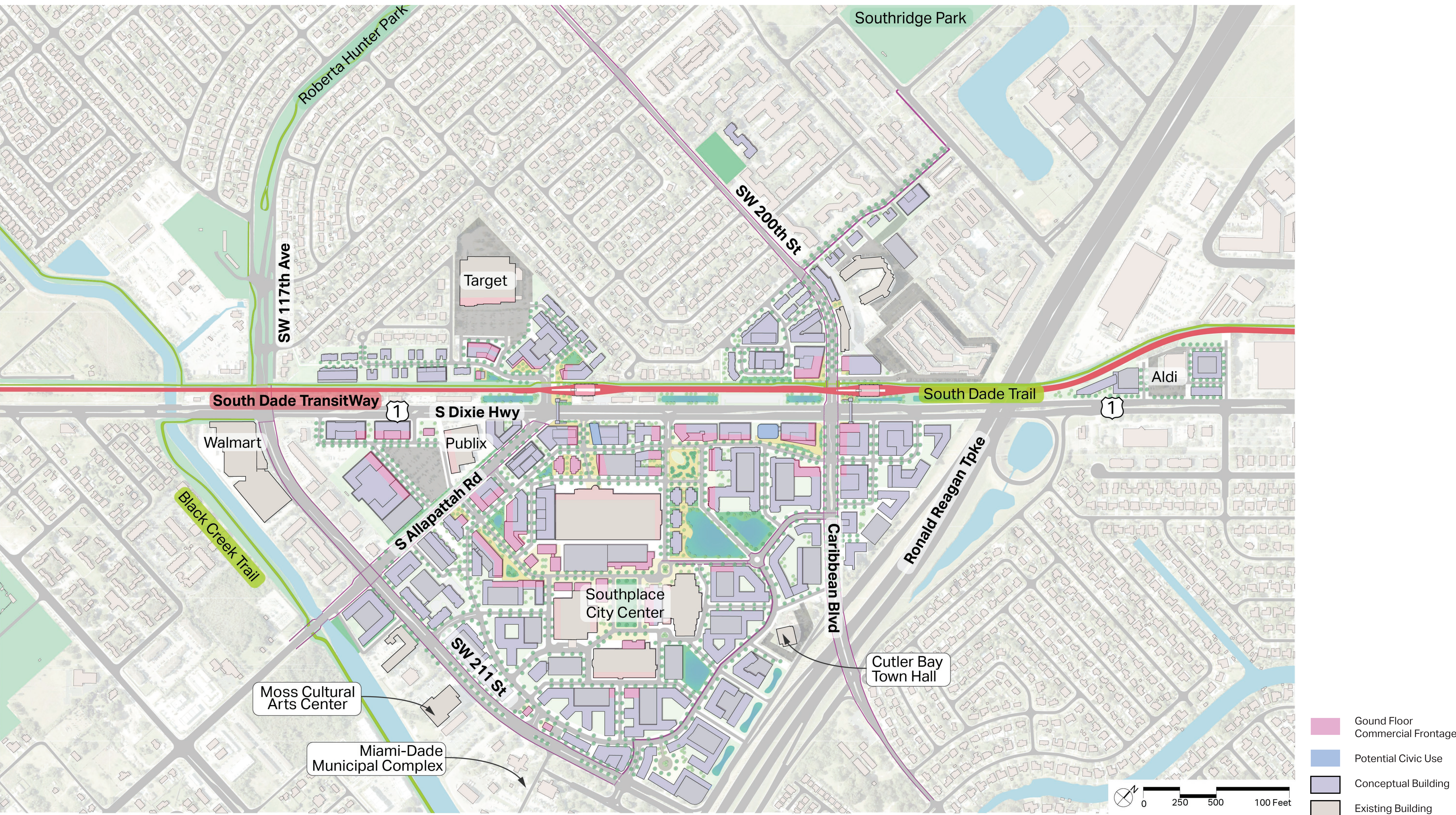


- 1 Water integrated into public spaces
- 2 Stormwater management areas designed as a feature of public space
- 3 Streetscapes contain bioretention planters with native vegetation
- 4 Stormwater Management



# South Corridor TOD Master Plan - Station Area 3

## Illustrative Plan



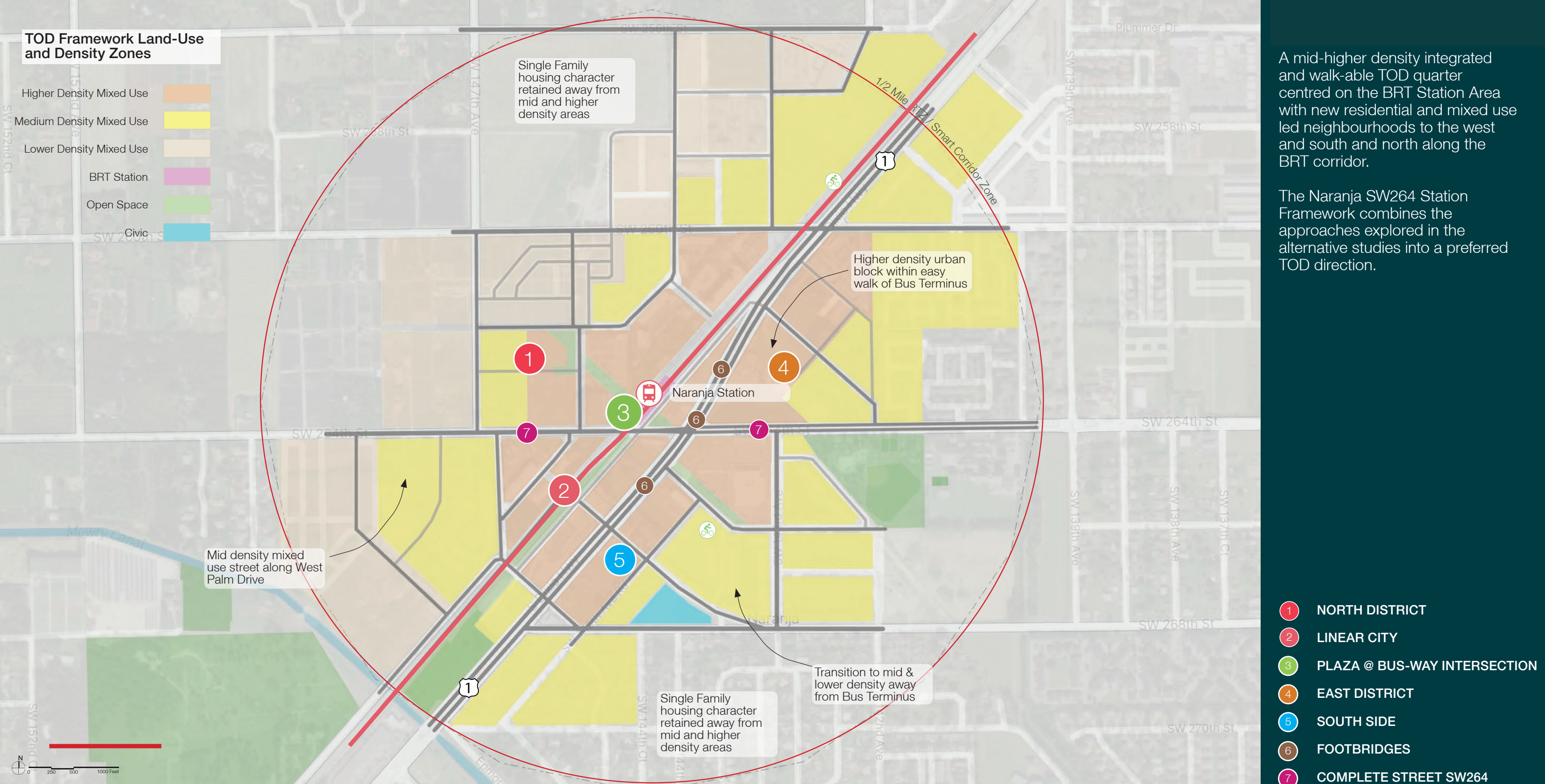


# South Corridor TOD Master Plan - Station Area 4

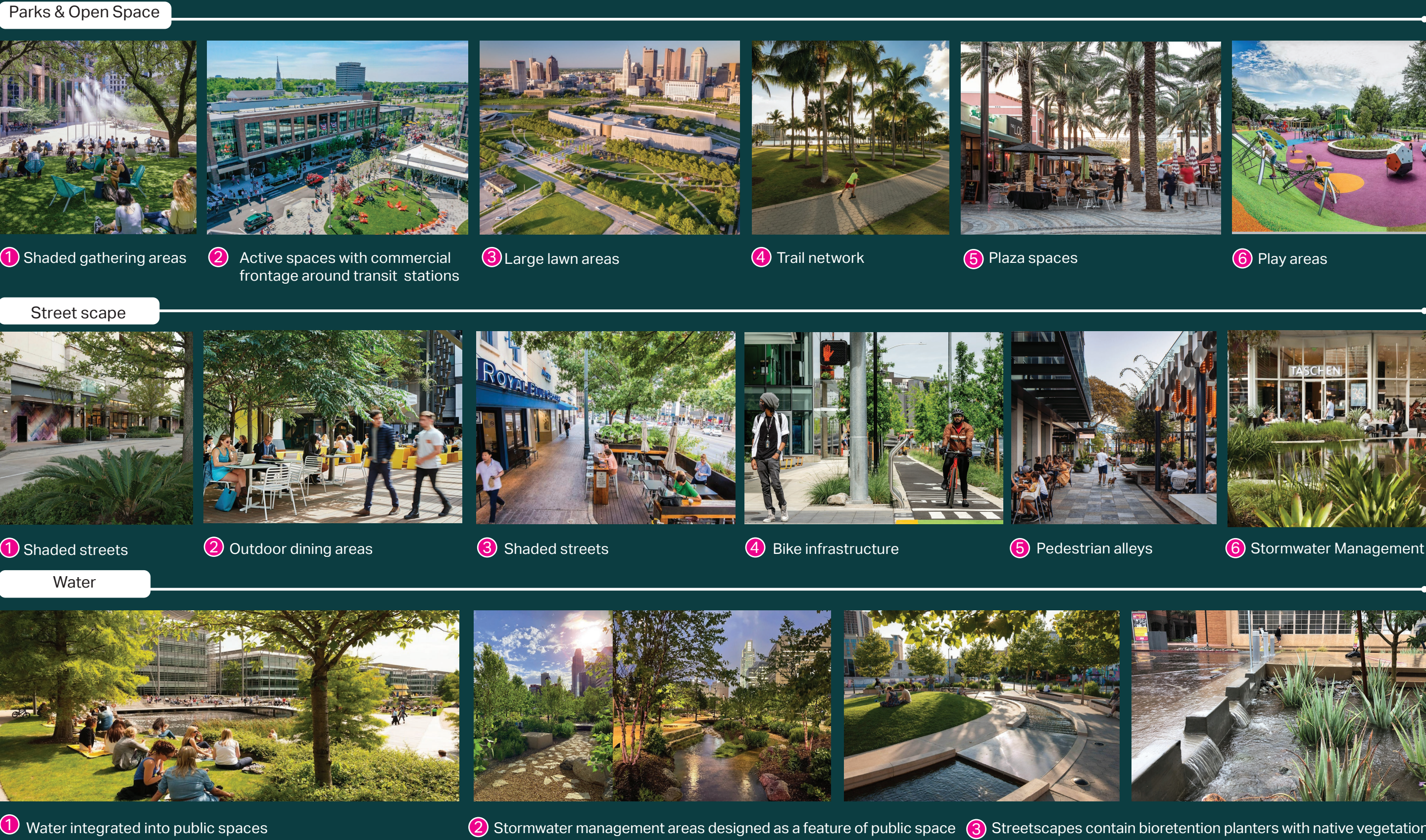
## Issues and Opportunities



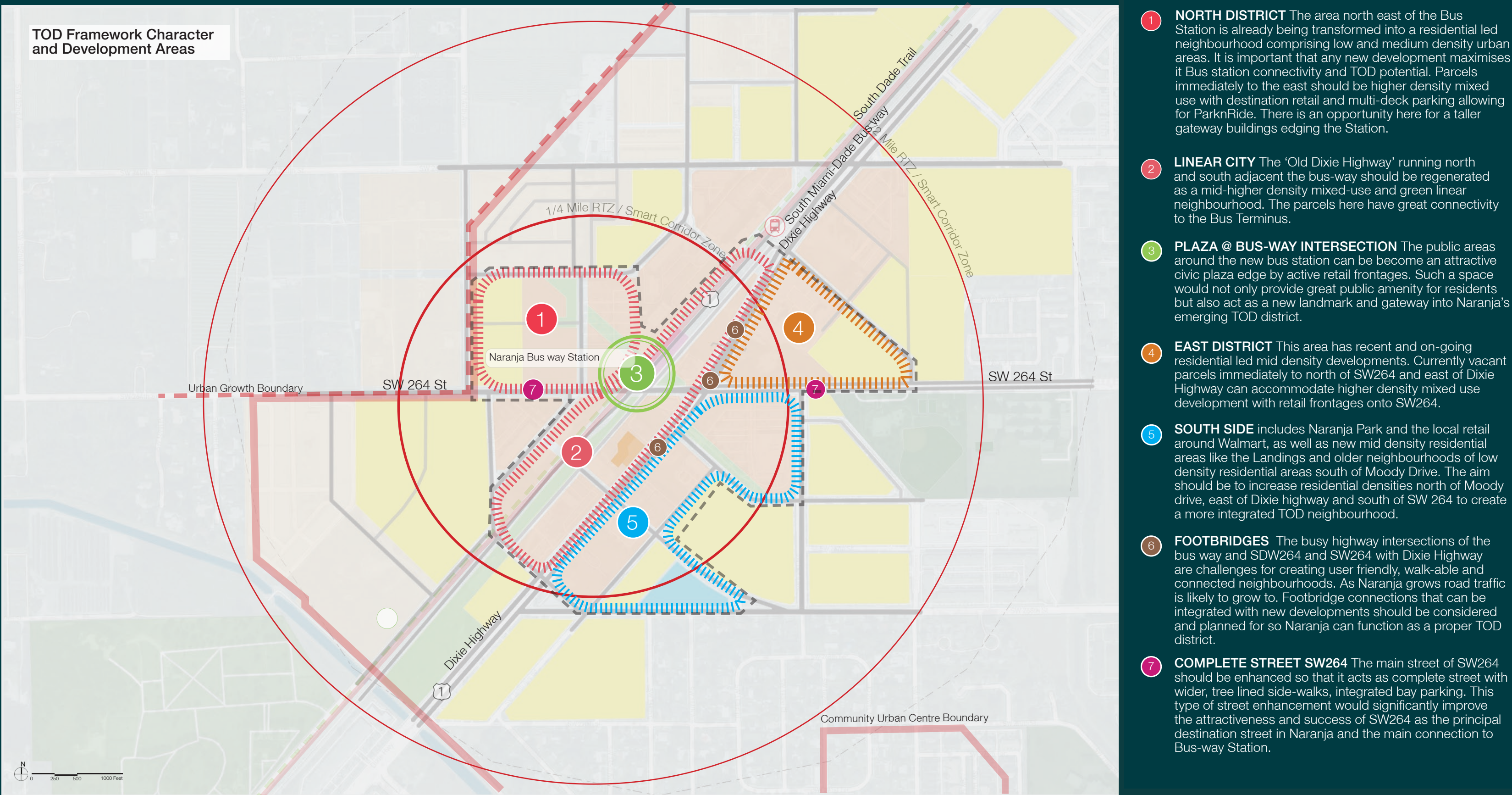
## Framework Plan



## Open Space Precedents



## Character and Development Areas





# South Corridor TOD Master Plan - Station Area 4

## Illustrative Plan

Illustrative massing showing indicative TOD urban block arrangement and key features.

The illustration shows a new mixed use and retail centre and plaza adjacent to the station provide an anchor to the Quarter. Development along the Bus-way corridor forms a Linear City and connects to adjacent neighbourhoods through pedestrian crossings and footbridges integrated into urban blocks.



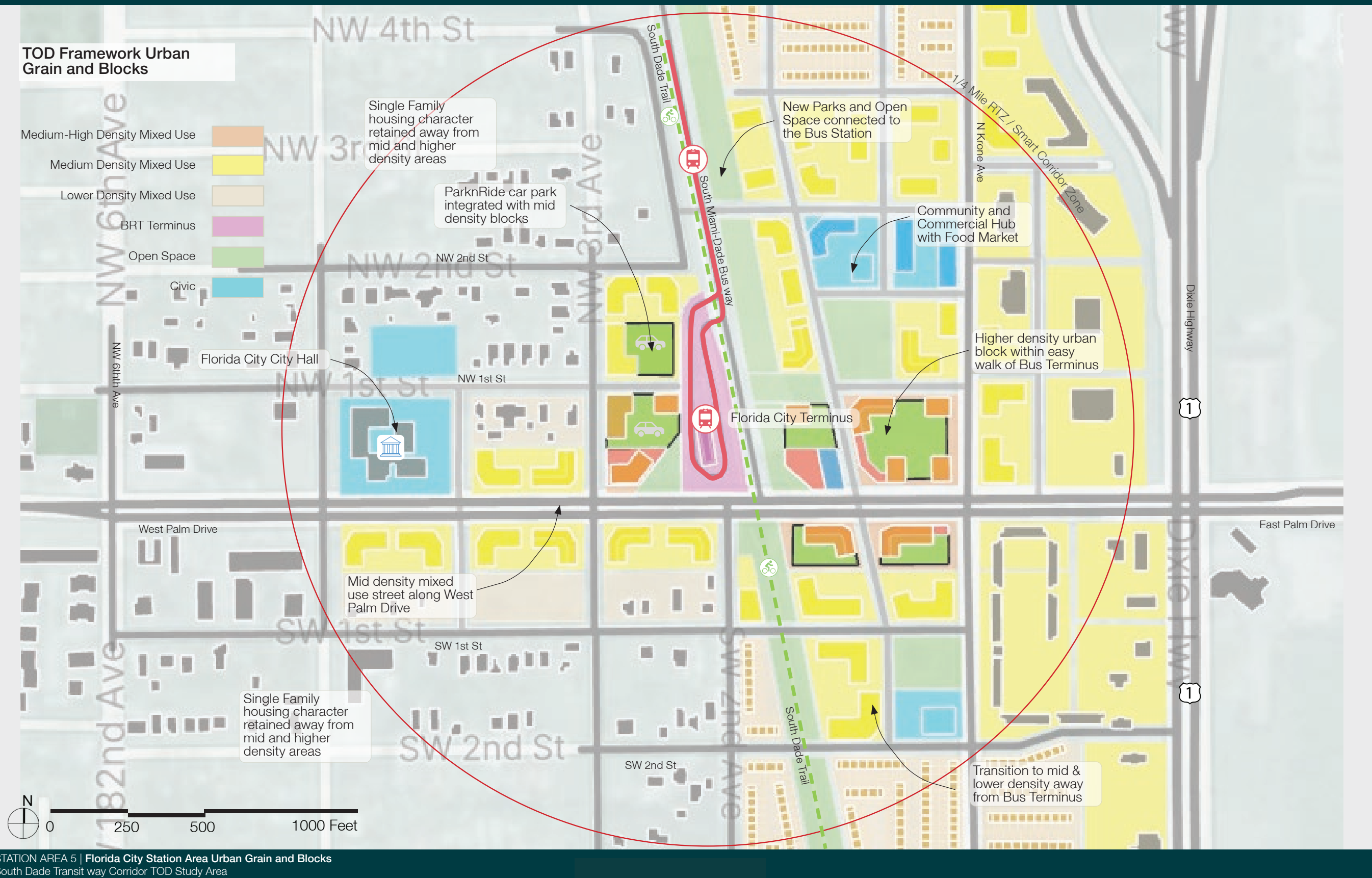


# South Corridor TOD Master Plan - Station Area 5

## Issues and Opportunities



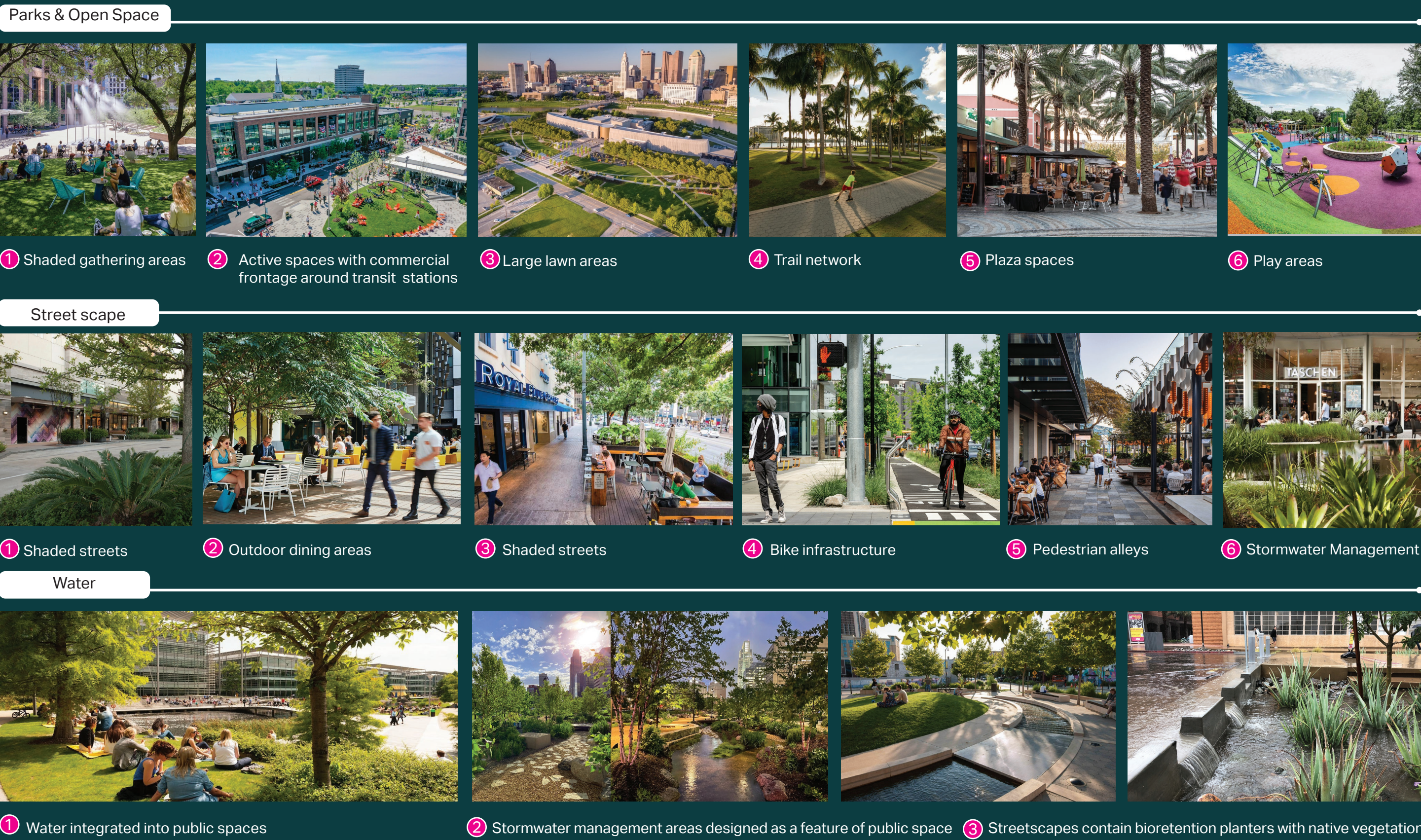
## Framework Plan



The framework introduces new TOD mid density urban grain and block typologies to Florida City's centre and urban core. Outside of the core the mid-density blocks transition to lower-density residential streets.

At the heart of the TOD framework is the new mid-density district of **Centre Point**. A walkable district of mid-scale perimeter urban blocks over-looking a new central park and civic space. Pedestrian friendly streets and walks connect Centre Point to West Palm Drive and the BRT station.

## Open Space Precedents



## Character and Development Areas



- 1 WEST PALM DRIVE SW344 should be enhanced so that it acts as an attractive complete main street with wider, tree lined sidewalks, pedestrian priority crossings and with carefully integrated bay parking. This street enhancement with additional retail and mixed use development would strengthen this part of West Palm drive as the principal street at the heart of Florida City.
- 2 THE HUB will set a new standard for TOD development at Florida City and is envisaged to be built in the early phases of the strategy. It will include highly attractive mid-rise housing with integrated multi-deck ParknRide parking, enhanced amenities for BRT users as well as street level shops opening onto a new local park with wide sidewalks that connect directly to the bus terminus and the South Dade cycle trail.
- 3 CENTRE POINT will be a new type of liveable, walkable mid-rise neighbourhood for Florida City. Centre point is strategically located next to the Bus Terminus. It will be at the heart of a network of high-quality pedestrian and cycle network linking this area to the bus terminus and adjacent neighbourhoods. It will comprise apartment and mixed use development arranged around a new civic square parks and people first local streets. It will include new community amenities, retail and commercial destinations such as a farmers and food market.
- 4 SOUTH VILLAGE located south of West Palm Drive will include mid-rise apartments and mixed use development around a series of connected open spaces. Enhanced crossings including South Dade Trail along the busy main street of West Palm Drive will provide safe pedestrian friendly access to the bus terminus. As South Village grows pedestrian and cycle bridges over West Palm Drive maybe required.
- 5 FLORIDA CITY OLD TOWN, The low rise housing neighbourhoods west of the bus terminus and around the City Hall is a key part of Florida City's character. Enhanced traffic calmed pedestrian crossings should be provided within the local streets to improve overall walkability as well as providing local people with better connectivity to the Bus terminus. West Palm Drive main street and future TOD neighbourhoods like Centre Point and South Village.
- 6 EAST QUARTER comprises a series of neighbourhoods north of Centre Point, South of South Village and east of North Krone Avenue. These areas are envisaged to be a mix of attractive townhouse and mid-rise walkable neighbourhoods that are connected to the bus terminus through a comprehensive network of attractive paths and cycleways.



# South Corridor TOD Master Plan - Station Area 5

# Illustrative Plan

Illustrative massing showing indicative TOD urban block arrangement and key features.

