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 Couty, 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

- The BRT stations are to serve as a catalyst for major redevelopment and memorable placemaking around the station
- Creating new mixed use urban centers, designed to fit into the physical and historical context of their neighborhoods
- 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



Performs a bike and ped mobility connectivity assessment

Evaluates the existing water and wastewater infrastructure

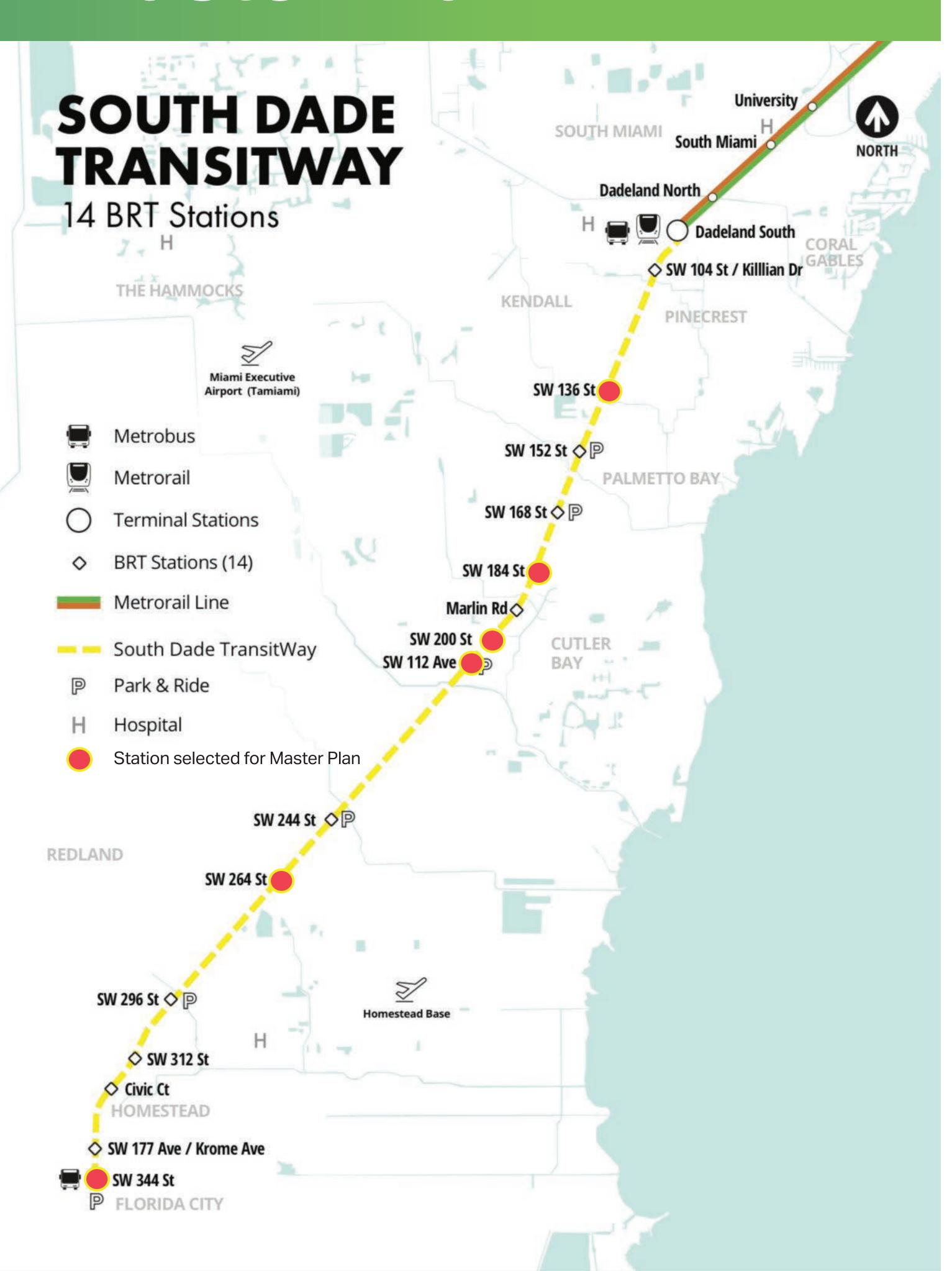




Develop station area plans

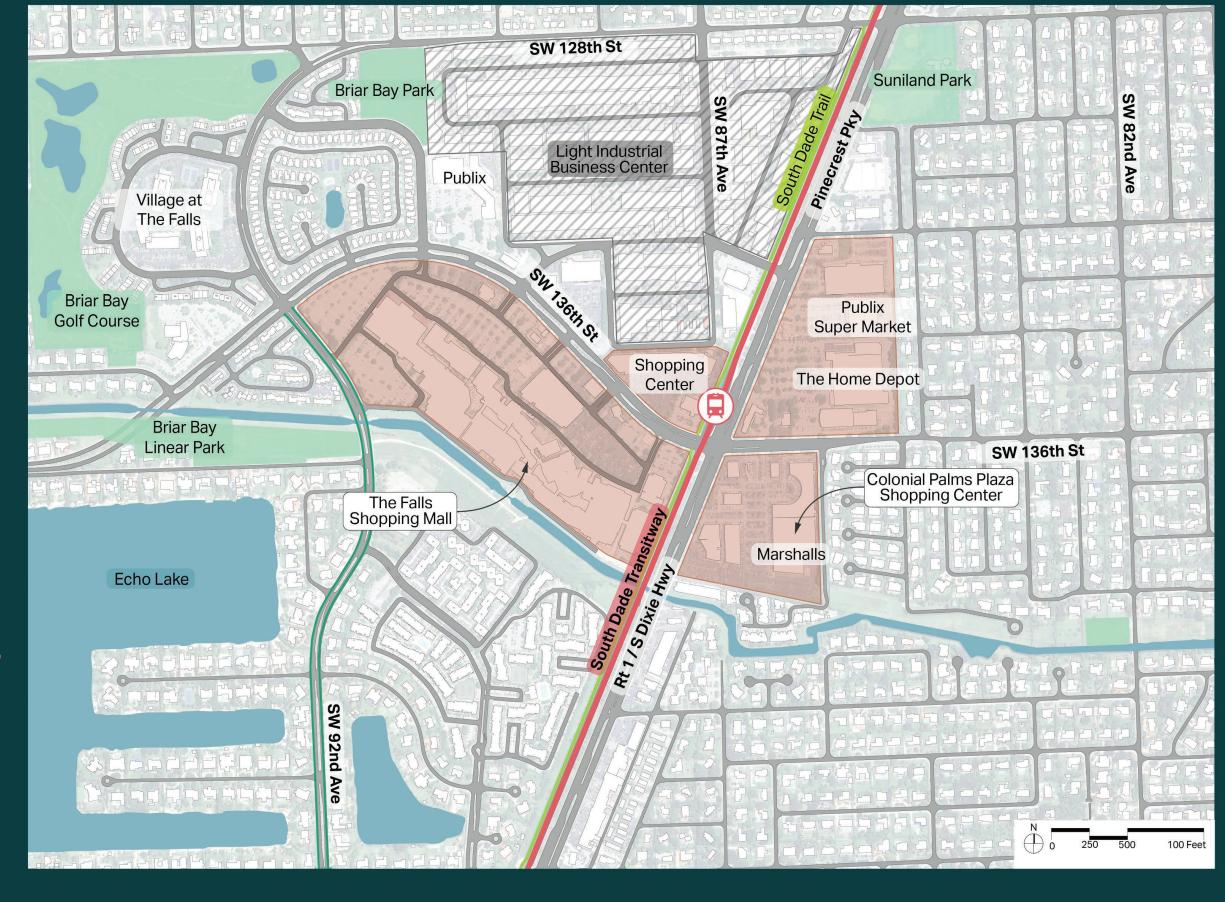


We are here



Existing Conditions

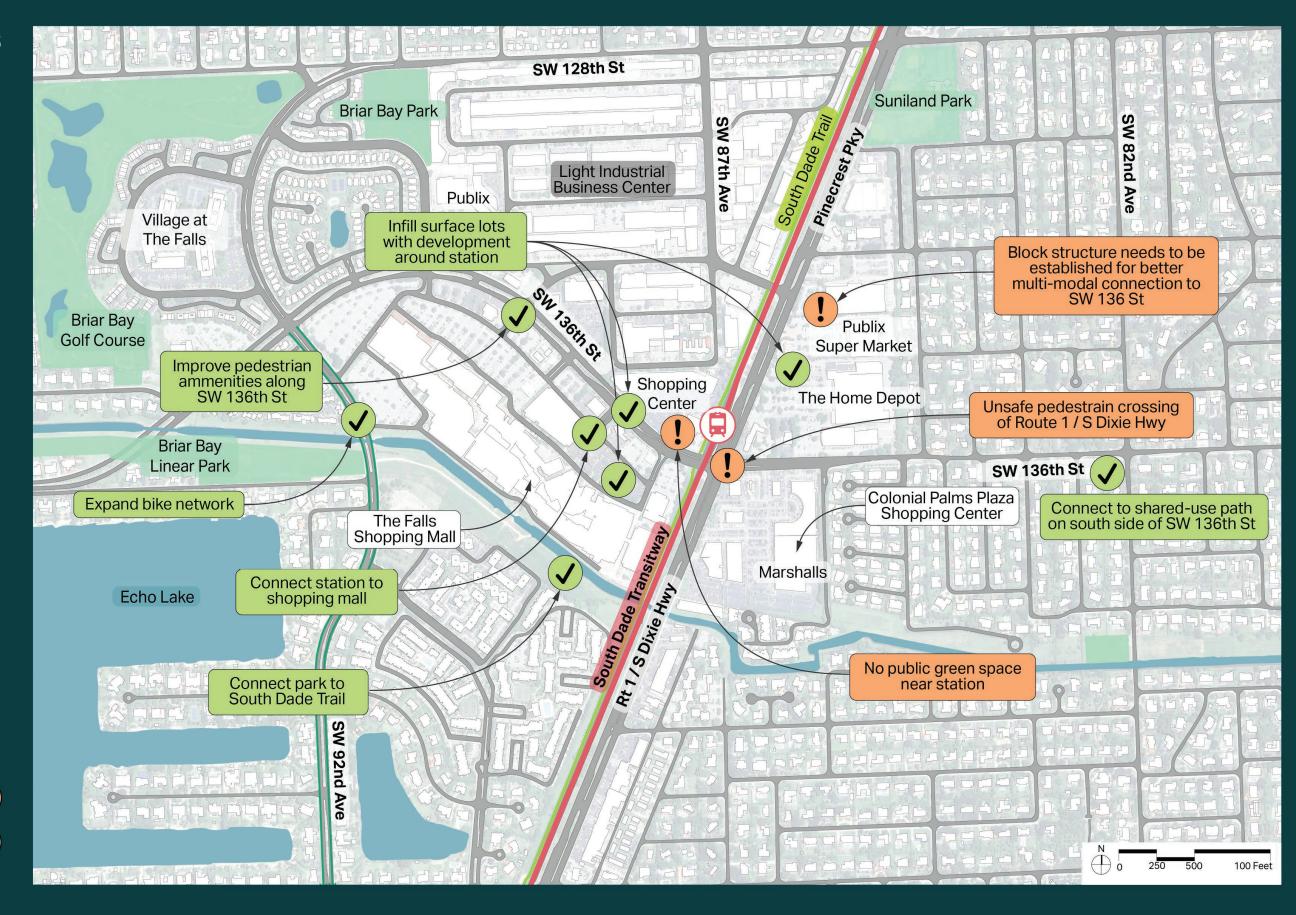
This plan of existing site conditions provides a comprehensive overview of the current state of a given location, emphasizing parcels owned by noteworthy entities. Key properties are highlighted and labeled on the map to the right.



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.

BRT Stop and Line — 🗐 -

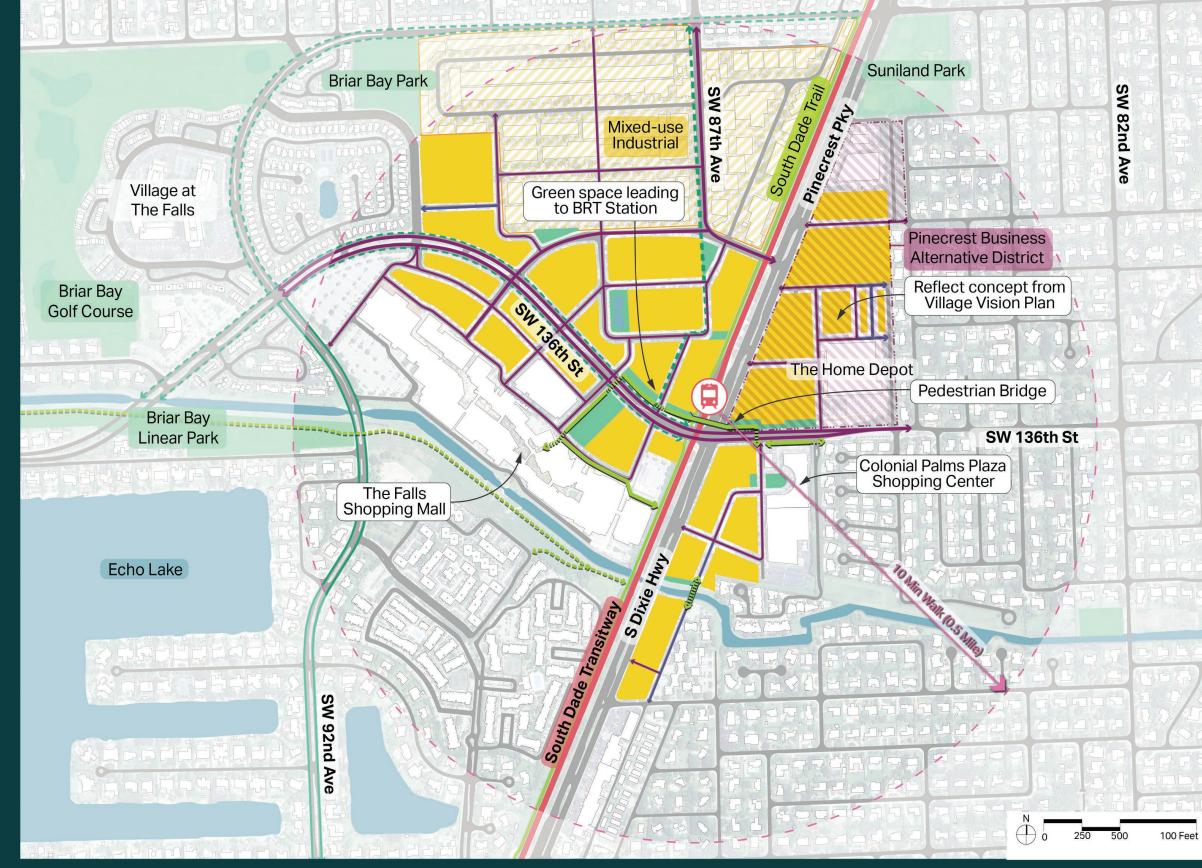
Existing Bike Lane

Existing Trail

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 ad 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.



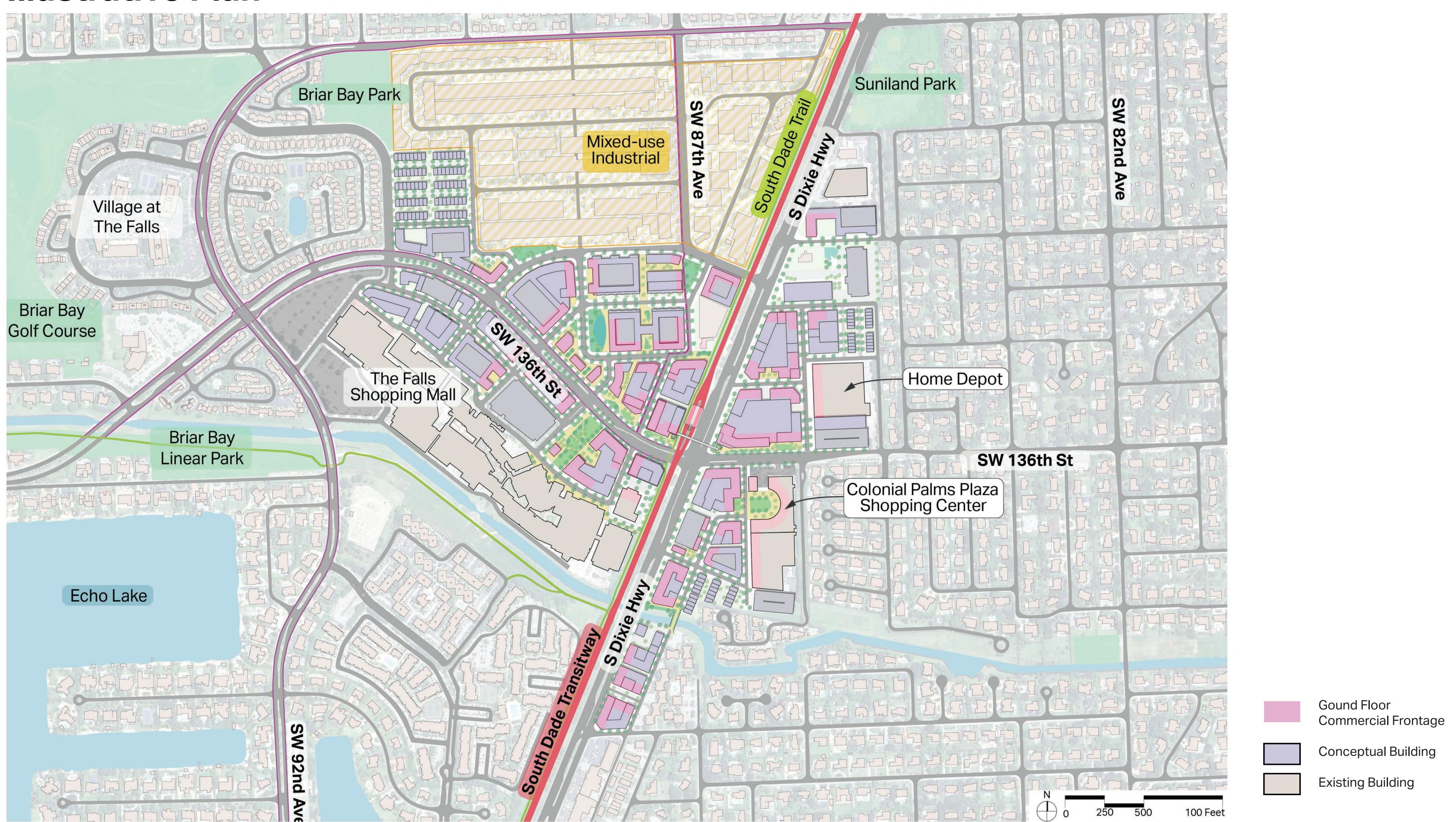


Open Space Precedents

Opportunities



Illustrative Plan



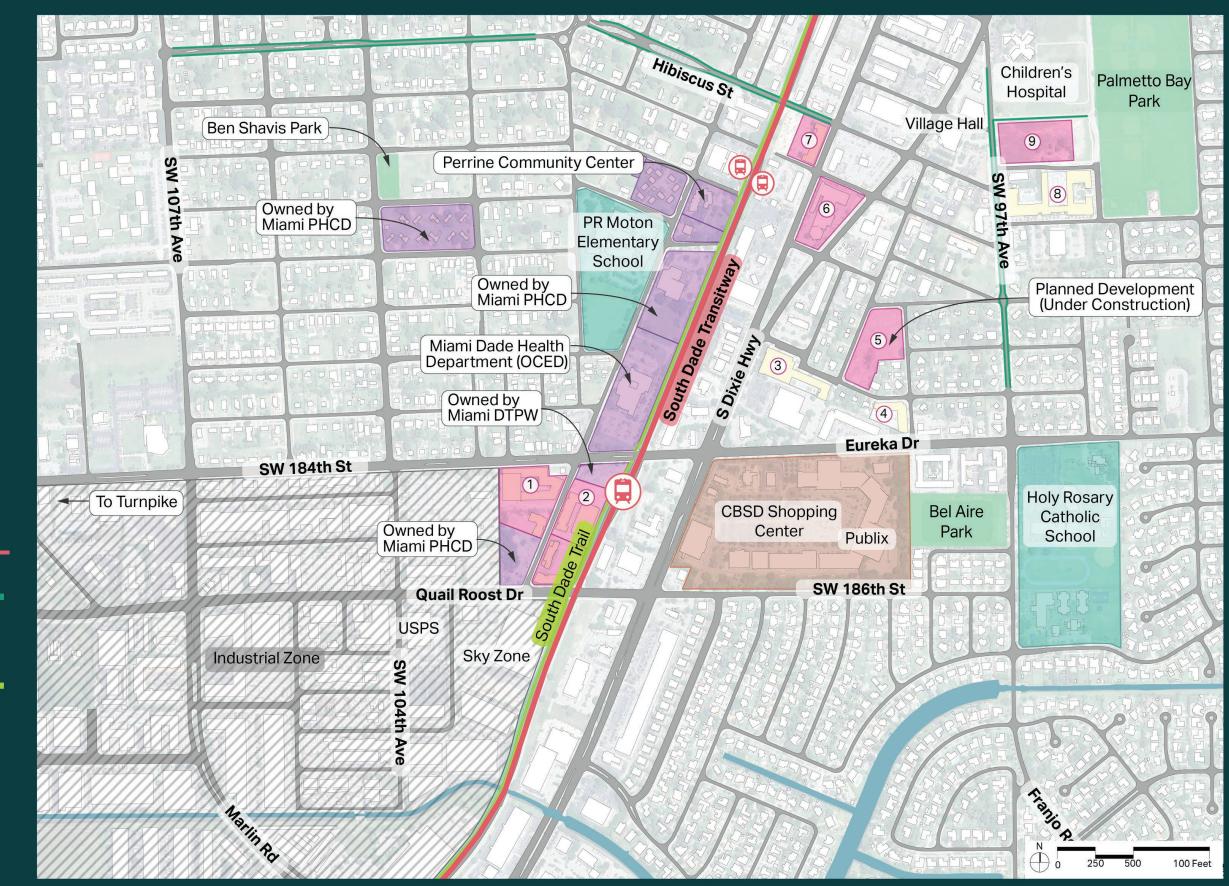
Existing Conditions

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

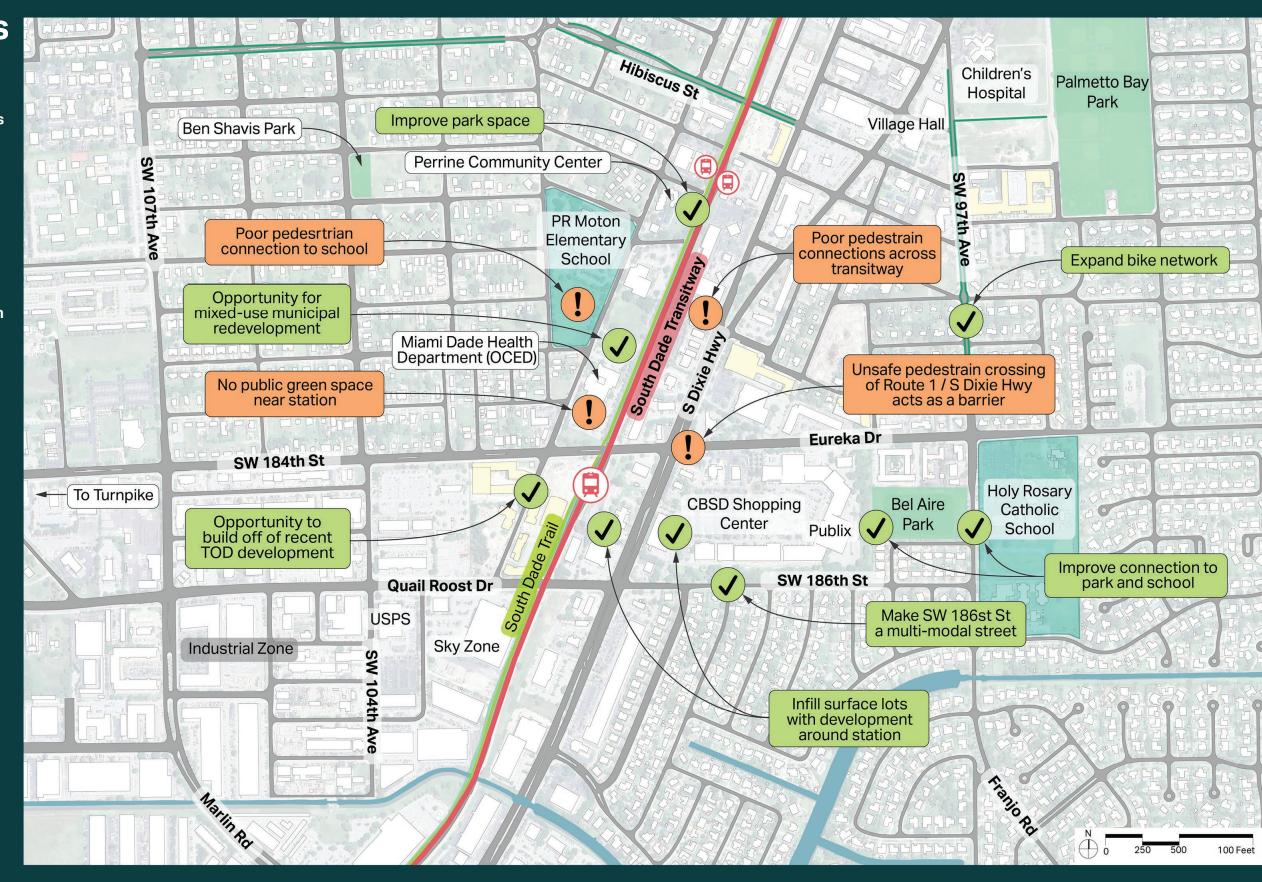




Issues and Opportunities

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

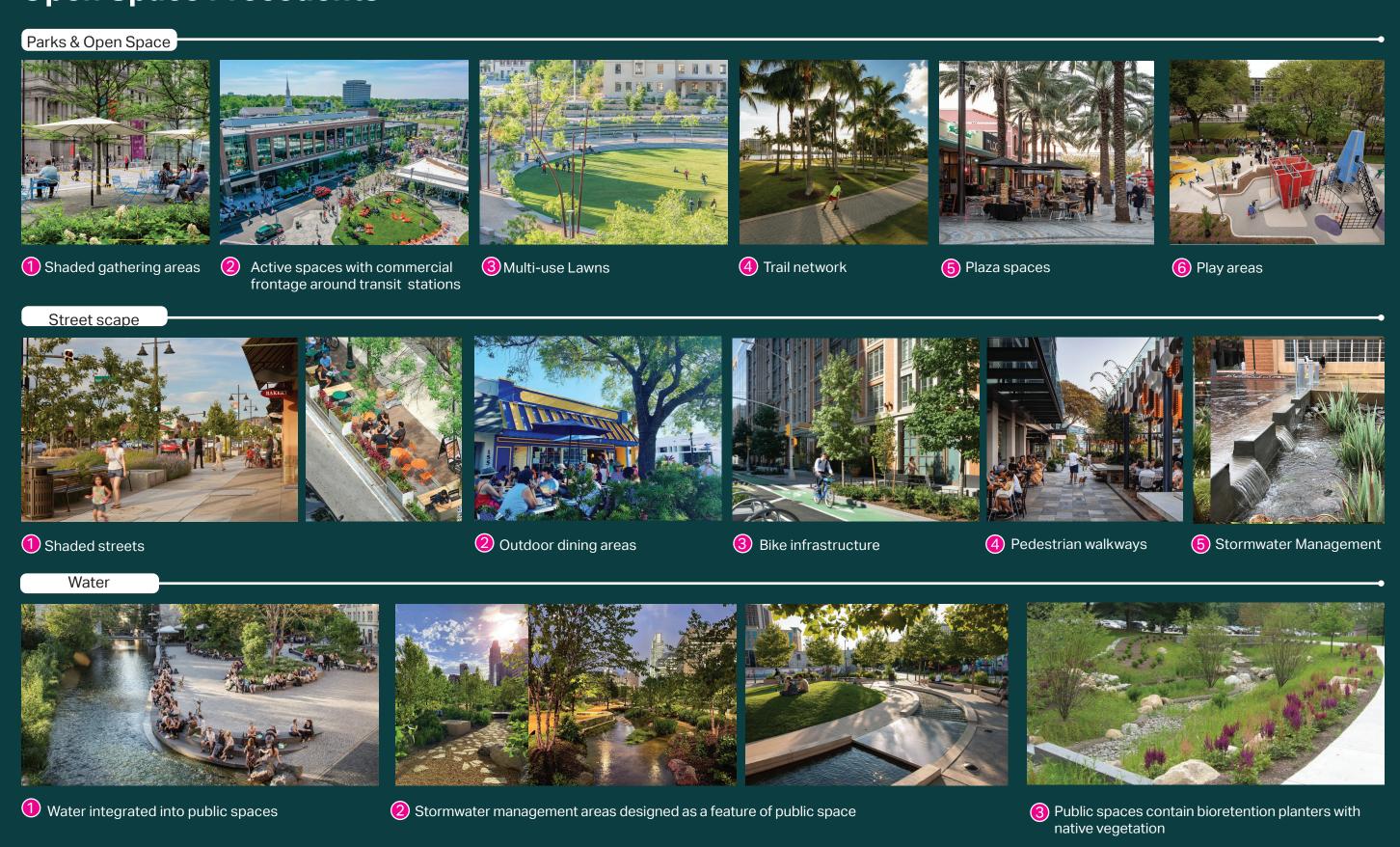
The proposed framework plan for SW 184th St Station is depicted on the right, showcasing highlighted parcels earmarked for redevelopment and the extensive open space network with key connections.

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.

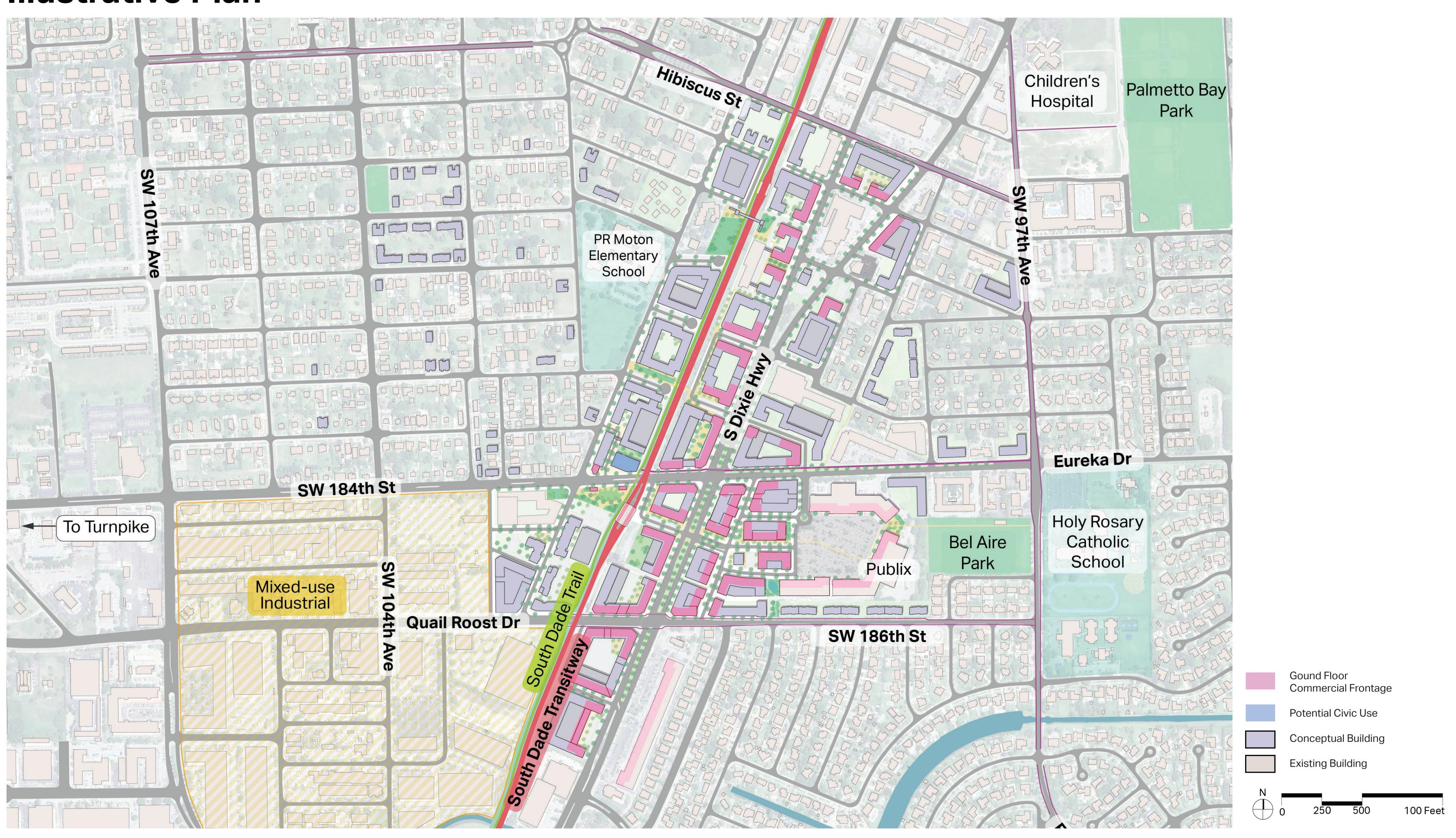




Open Space Precedents



Illustrative Plan



Existing Conditions

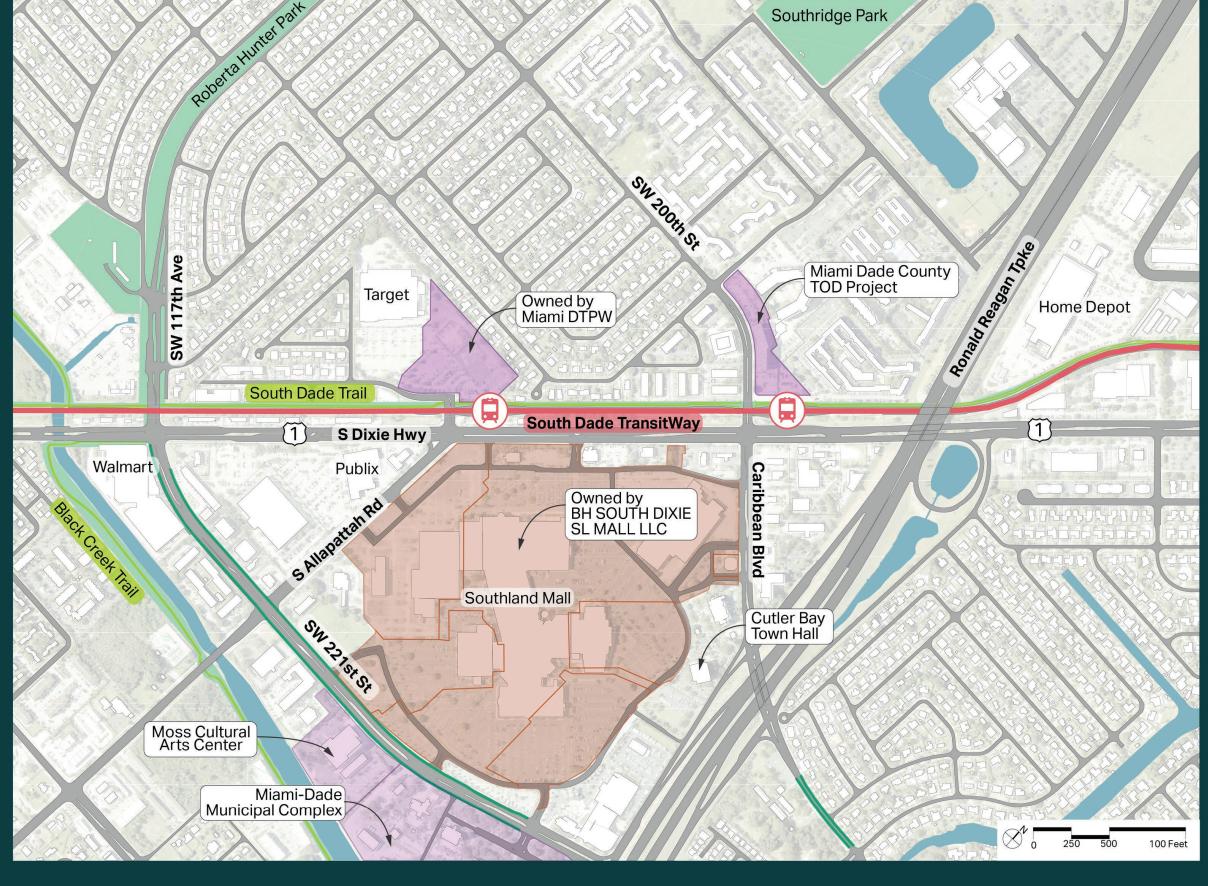
The plan of existing site conditions provides a comprehensive overview of this station area's current state, emphasizing parcels owned by noteworthy entities. It serves as a visual representation, detailing the spatial layout, structures, and key features of the site. Parcels owned by significant entities, 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.

BRT Stop and Line — 📋 —

Existing Bike Lane

Existing Park

Existing Trail



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.

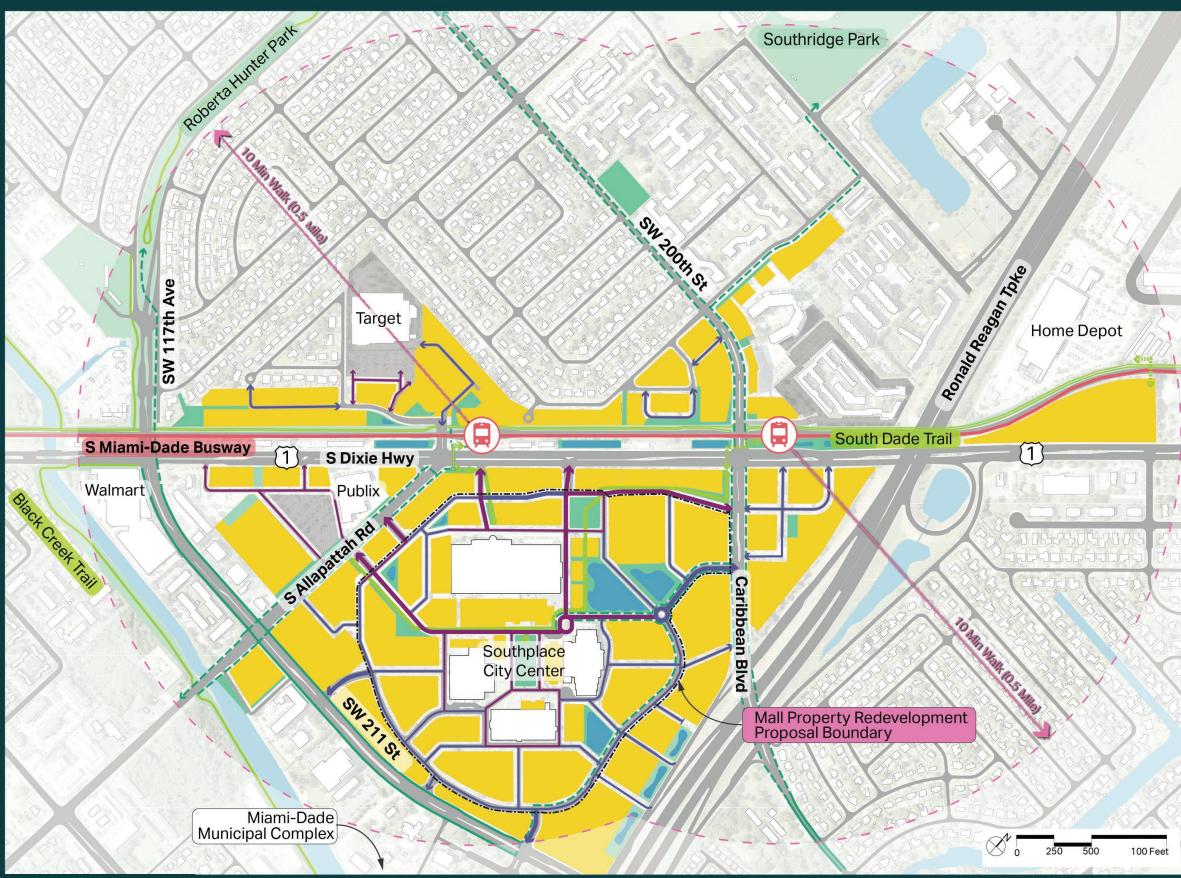
However, there are significant TOD and public realm improvement opportunities within this station area. Redevelopment of the Southland Mall presents a major opportunity for a new, dense, mixed-use community near the station. Additionally, improved connections between the station and the community can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



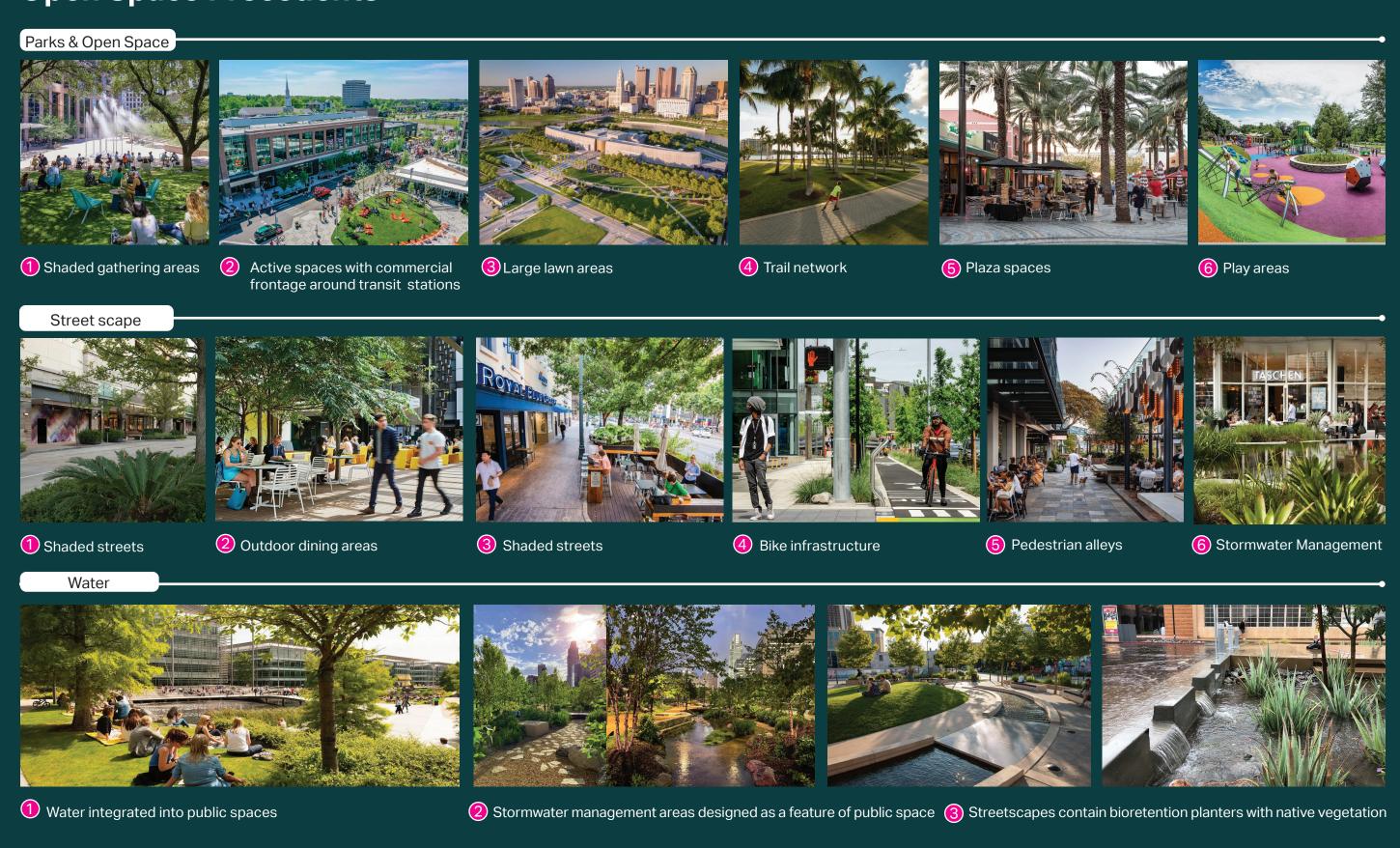
Framework Plan

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.

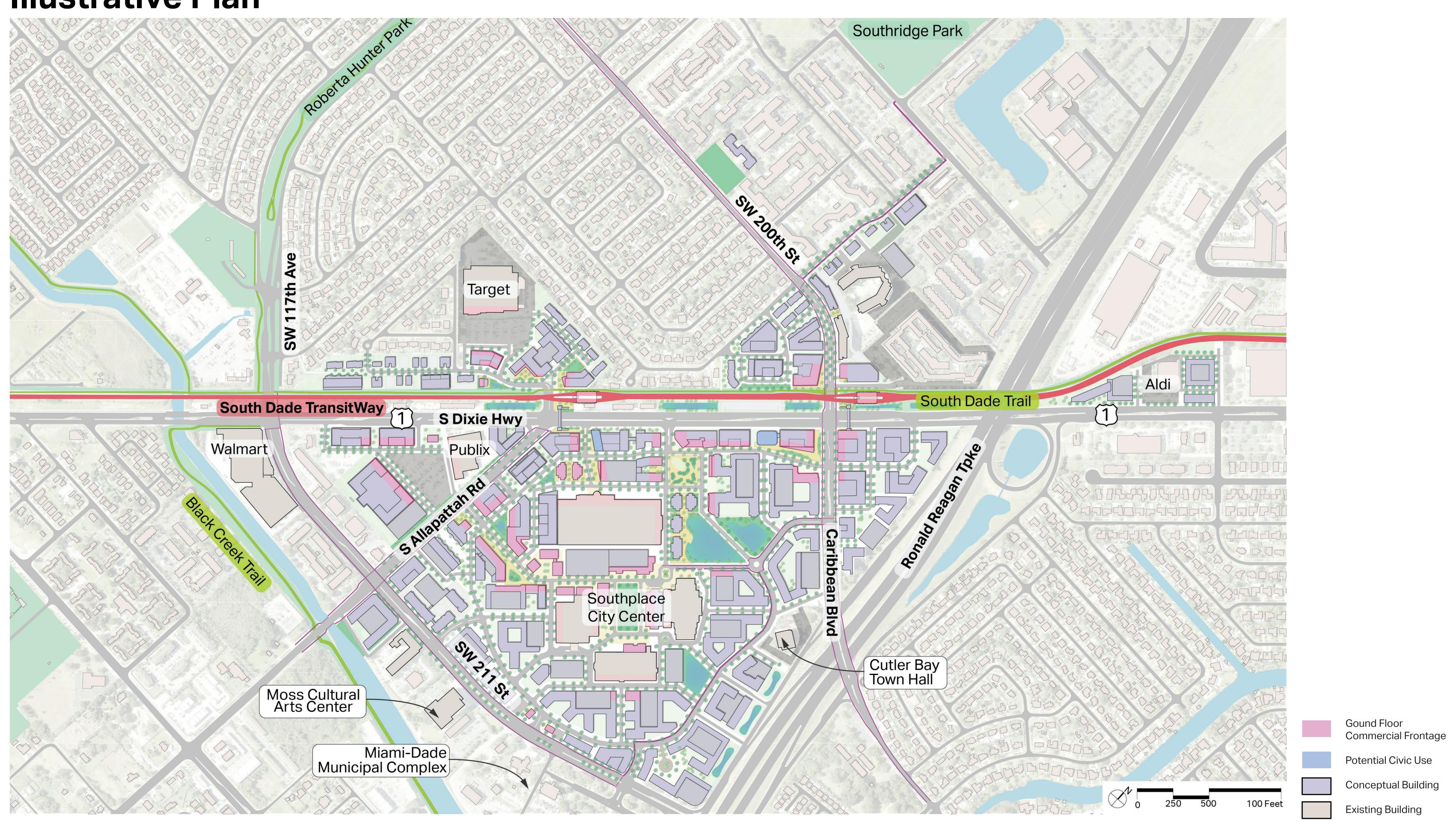




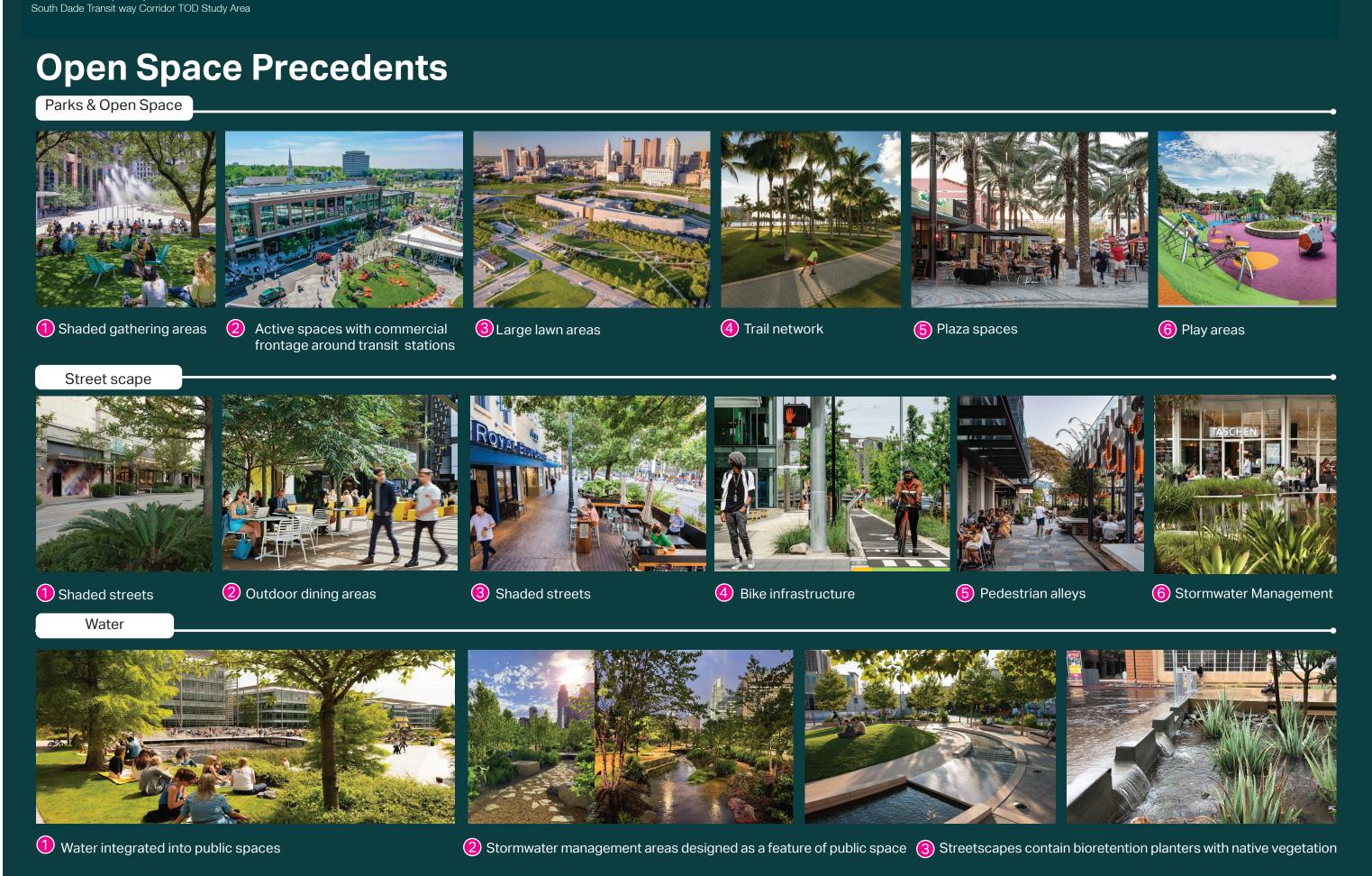
Open Space Precedents



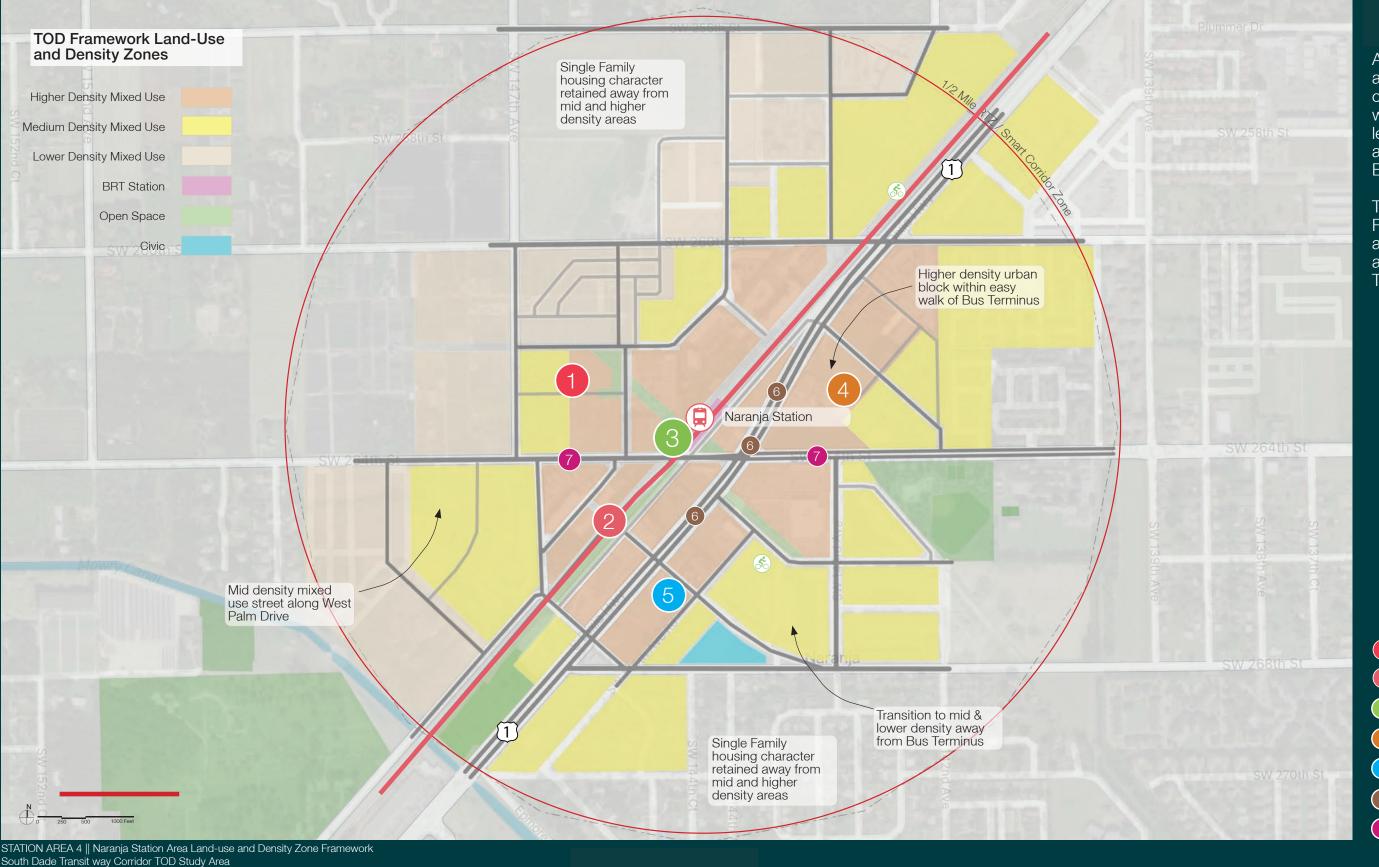
Illustrative Plan



Issues and Opportunities Constraints The Framework Address the Following The Framework Address the Following Constraints US1 creates a development divide Naranja area has moderate to high growth expectations which can be between east and west sides of used to drive mixed use, retail and the TOD zone employment led TOD development SW264 St and local road network around the station. does not support pedestrian friendly Opportunity to encourage the movement and connections to the redevelopment of adjacent underutilized and vacant parcels for mixed There is no station specific 'park Naranja Linear City use development and the provision of n ride' associated with the station Station related 'park n ride' faculties in and around south to which means the users of the station to encourage use of the BRT network north bus-way spine are reliant on local bus feeders and Potential to create modern walkable pedestrian / bike routes to access and 'complete street' station area the station. neighborhood as a game-changer Auto oriented urban form requires and lifestyle alternative to auto-centric Integrate Footbridges extensive retrofit to create an residential developments over Route 1 to enhance integrated mixed use area - strip Use the Station area as a place that walkablity to and around malls/gas stations/ low density station area celebrates the agricultural and fruit residential growing heritage of Naranja through Lack of strong sense of place at uses like food market with TOD the station location which means it development approaches Nararija Bus way Station solely functions for transit and not as Help meet the demand for a range Infrastructure of homes through multi-family Although mid-rise development is Connectivity and developments that include affordable Public Realm taking place in the vicinity of the and worker housing provision. station this pre-dominantly single use residential and not TOD oriented mixed use. Counterpoint Green Infrastructure Connectivity and Public Realm Extension.



Framework Plan



A mid-higher density integrated and walk-able TOD quarter centred on the BRT Station Area with new residential and mixed use led neighbourhoods to the west and south and north along the BRT corridor.

The Naranja SW264 Station Framework combines the approaches explored in the alternative studies into a preferred TOD direction.

NORTH DISTRICT

NORTH DISTRICLINEAR CITY

PLAZA @ BUS-WAY INTERSECTION

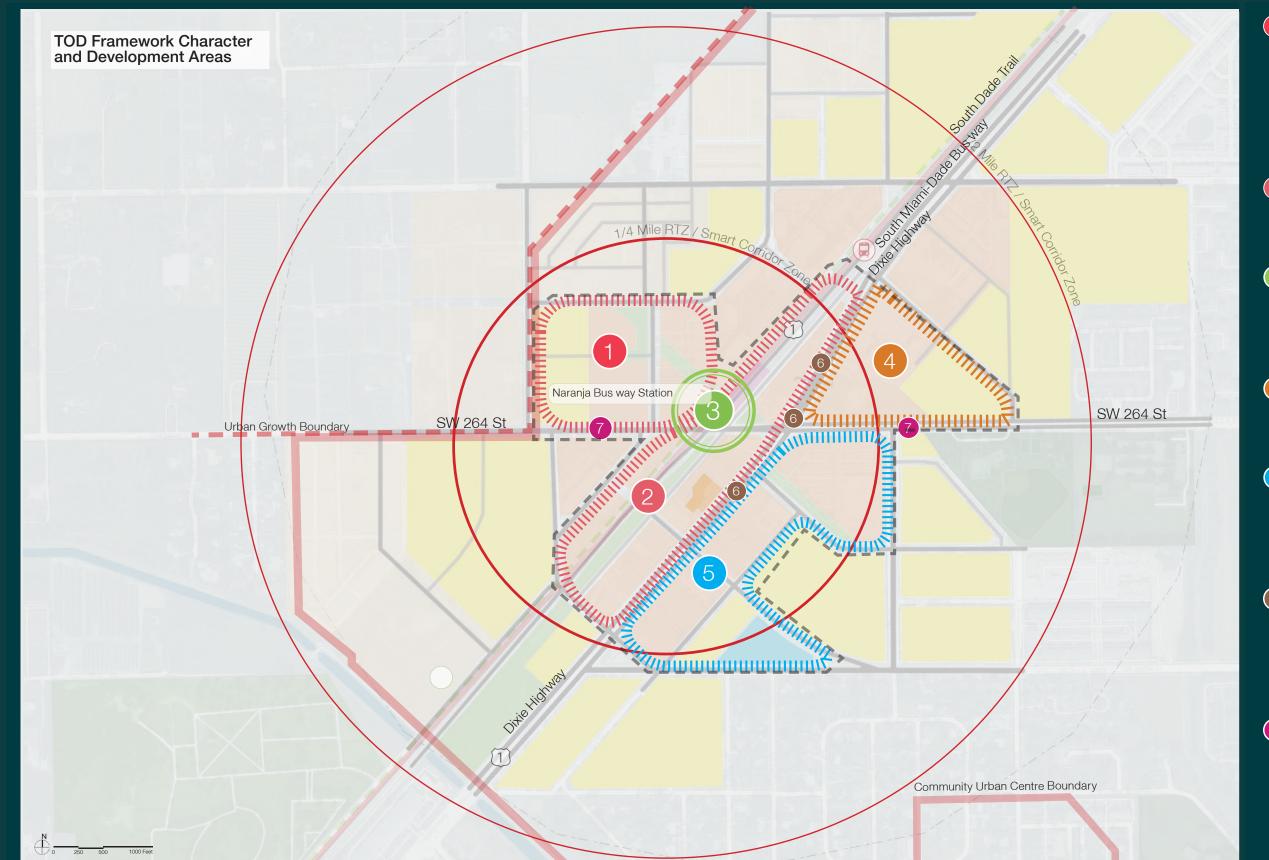
EAST DISTRICT

5 SOUTH SIDE

6 FOOTBRIDGES

COMPLETE STREET SW264

Character and Development Areas



- NORTH DISTRICT The area north east of the Bus Station is already being transformed into a residential led neighbourhood comprising low and medium density urban areas. It is important that any new development maximises it Bus station connectivity and TOD potential. Parcels immediately to the east should be higher density mixed use with destination retail and multi-deck parking allowing for ParknRide. There is an opportunity here for a taller gateway buildings edging the Station.
- LINEAR CITY The 'Old Dixie Highway' running north and south adjacent the bus-way should be regenerated as a mid-higher density mixed-use and green linear neighbourhood. The parcels here have great connectivity to the Bus Terminus.
- PLAZA @ BUS-WAY INTERSECTION The public areas around the new bus station can be become an attractive civic plaza edge by active retail frontages. Such a space would not only provide great public amenity for residents but also act as a new landmark and gateway into Naranja's emerging TOD district.
- EAST DISTRICT This area has recent and on-going residential led mid density developments. Currently vacant parcels immediately to north of SW264 and east of Dixie Highway can accommodate higher density mixed use development with retail frontages onto SW264.
- SOUTH SIDE includes Naranja Park and the local retail around Walmart, as well as new mid density residential areas like the Landings and older neighbourhoods of low density residential areas south of Moody Drive. The aim should be to increase residential densities north of Moody drive, east of Dixie highway and south of SW 264 to create a more integrated TOD neighbourhood.
- FOOTBRIDGES The busy highway intersections of the bus way and SDW264 and SW264 with Dixie Highway are challenges for creating user friendly, walk-able and connected neighbourhoods. As Naranja grows road traffic is likely to grow to. Footbridge connections that can be integrated with new developments should be considered and planned for so Naranja can function as a proper TOD district
- complete street sw264 The main street of Sw264 should be enhanced so that it acts as complete street with wider, tree lined side-walks, integrated bay parking. This type of street enhancement would significantly improve the attractiveness and success of Sw264 as the principal destination street in Naranja and the main connection to Bus-way Station.

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.





2 LINEAR CITY

BLAZA @ BLIS-WAY INTER

3 PLAZA @ BUS-WAY INTERSECTION

4 EAST DISTRICT

5 SOUTH SIDE

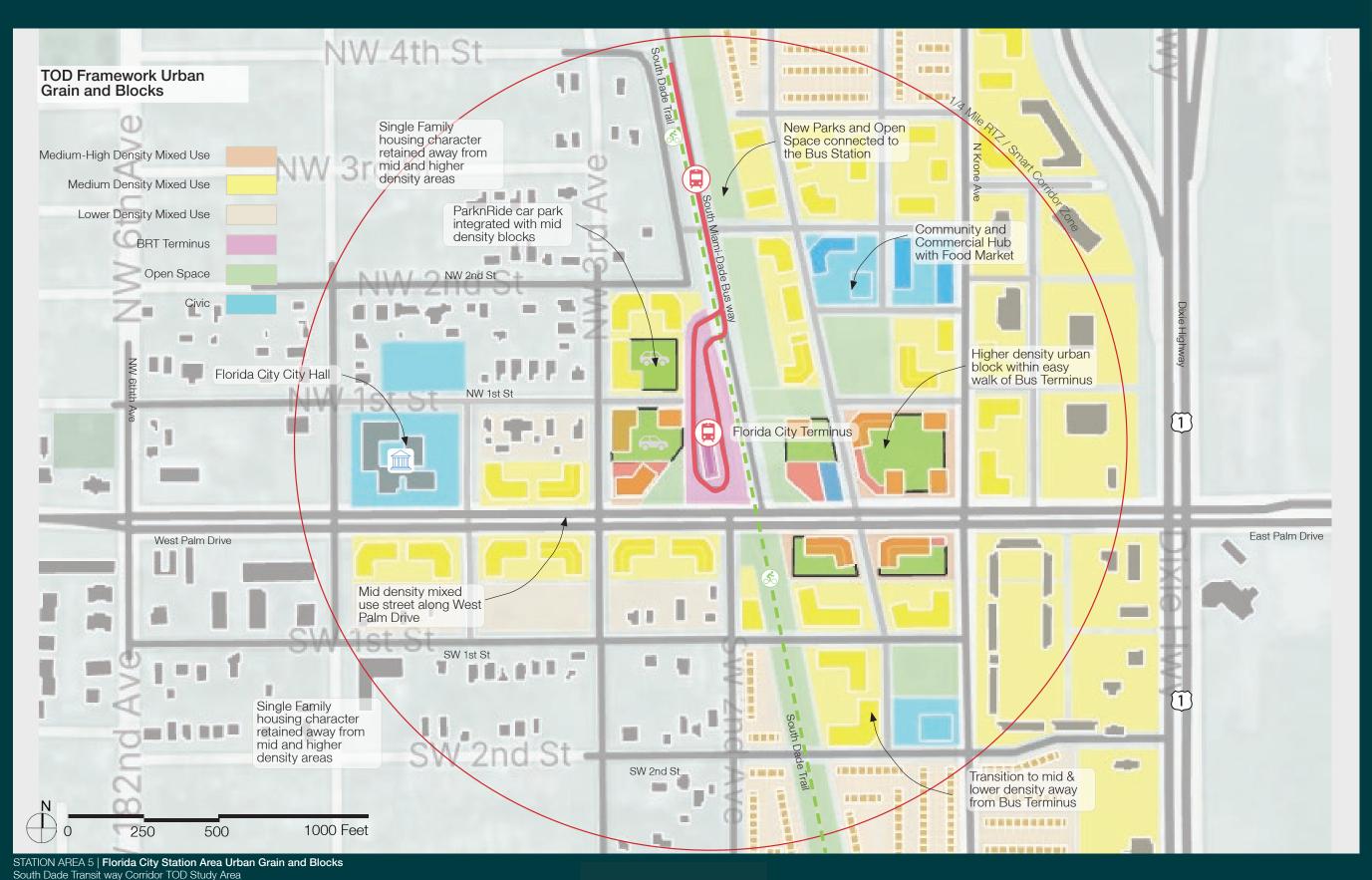
6 FOOTBRIDGES

COMPLETE STREET SW264

Issues and Opportunities Opportunities Constraints The Framework Address the Following The Framework Address the Following Top rated TOD potential • US1/Fla Turnpike/SW344th St all create barriers to pedestrian most TOD ready movement and integrated Redevelopment potential of adjacent parcels currently underutilized Large US1 creates a divide between east amount of vacant land and west sides of the TOD zone Low High demand for residential income/high crime area (affordable) Farmers Market probably has to stay High transit use already - 10% where it is limiting redevelopment according to Mobility Hub Study High around station transit dependency property Auto oriented urban form requires Existing employment hub around the extensive retrofit to create an State Farmers Market/Outlet Mall/ integrated mixed use area - strip Florida City Central Hotels along US1 Gateway to the malls/gas stations/ low density Development Hub residential Potential new "downtown" for Florida • No sense of place- no "there" there. City Existing/proposed bike network a good start Little community Flat and treeless - no natural features resistance to higher densities to take advantage of Principal Green Infrastructure Connectivity Gateway to South Florida & Single family (owned) low density and and Public Realm. will be more difficult to redevelop / Wide Streets and Lower Density Florida City Terminus have 'in-built' space for change, East Palm Drive Confluence to BRT Hub Florida City Walks Connecting Central Area SW 2nd St Proposed TOD Framework 5 | Florida City Station Area South Dade Transit way Corridor TOD Study Area **Open Space Precedents** Parks & Open Space 1 Shaded gathering areas 2 Active spaces with commercial 3 Large lawn areas 4 Trail network (5) Plaza spaces 6 Play areas frontage around transit stations Street scape 1 Shaded streets Outdoor dining areas 3 Shaded streets 4 Bike infrastructure Water integrated into public spaces

2 Stormwater management areas designed as a feature of public space 3 Streetscapes contain bioretention planters with native vegetation

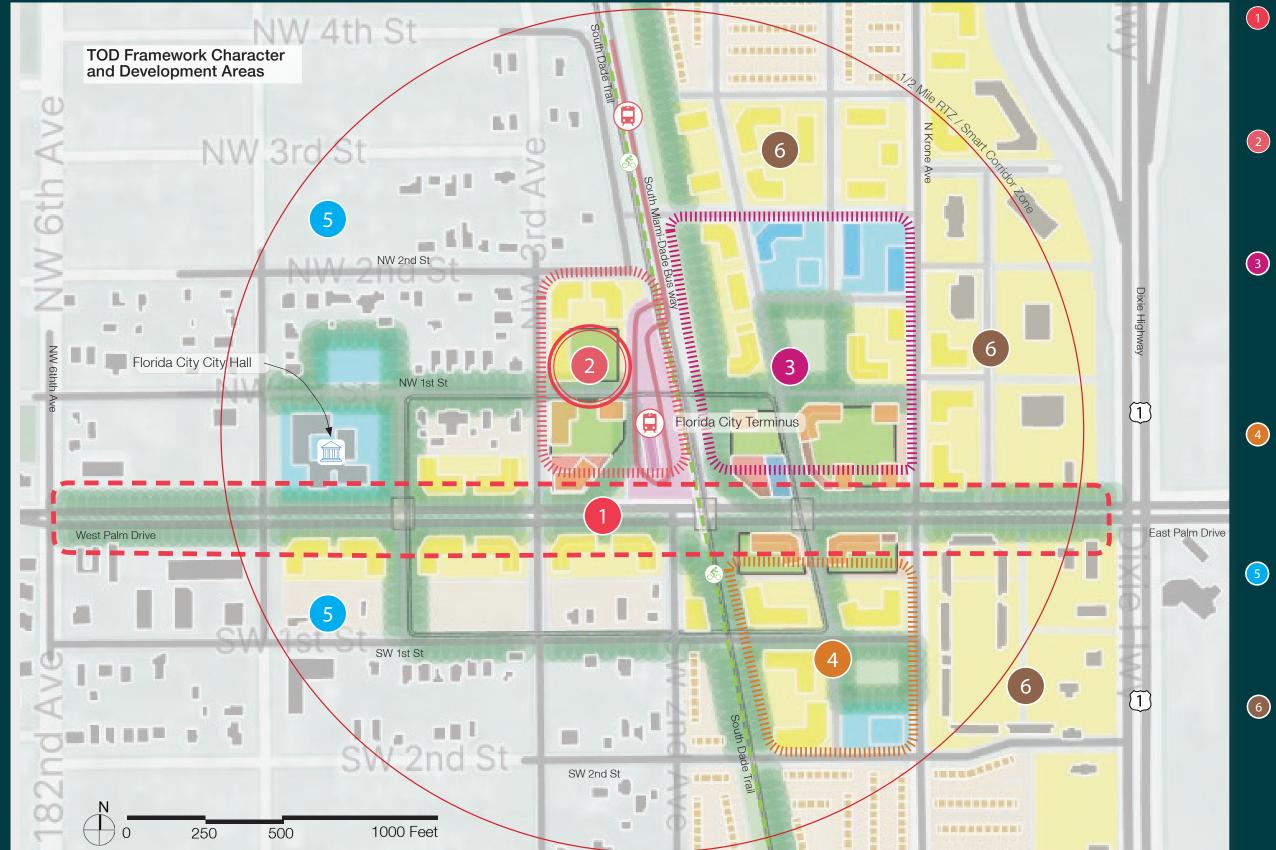
Framework Plan



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.

Character and Development Areas



- WEST PALM DRIVE SW344 should be enhanced so that t 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.
- 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 parkling, 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.
- CENTRE POINT will be a new type of liveable, walkable nid-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.
- SOUTH VILLAGE located south of West Palm Drive will 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
- 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.
- 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.

Illustrative Plan

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

1 WEST PALM DRIVE

2 THE HUB

3 CENTRE POINT

4 SOUTH VILLAGE

6 EAST QUARTER

5 FLORIDA CITY OLD TOWN

