



# THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

APPENDIX

December, 2018

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# THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

Appendix A





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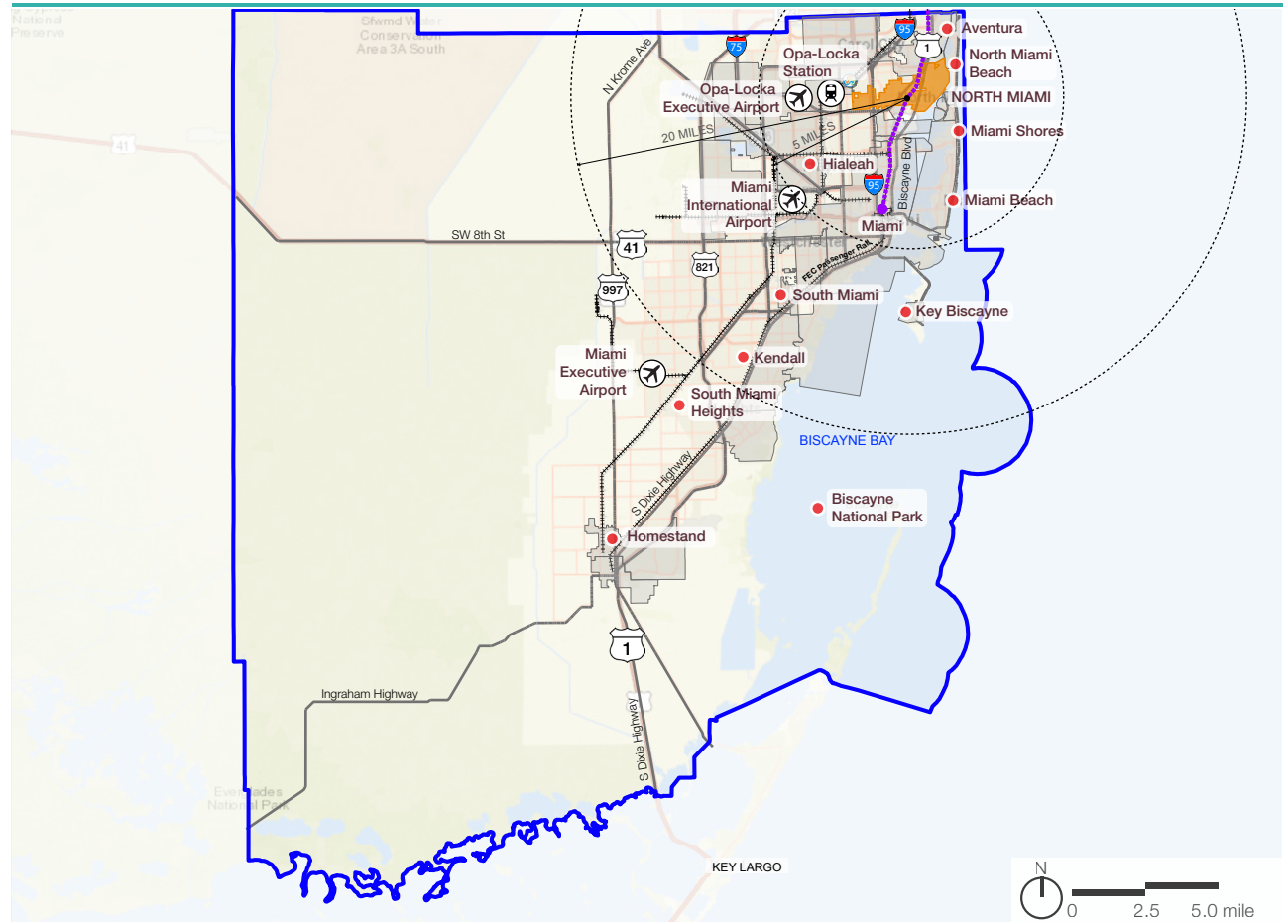
# CHAPTER 1 INTRODUCTION



# 1.1. STUDY BACKGROUND

The North Miami Mobility Hub & TOD Strategic Plan is the one of the first planning initiatives undertaken by a community along the Tri-Rail Coastal Link corridor. Understanding the context within which future development in the urban core of North Miami will take place is directly correlated to the growth trends in the city and the various competing communities in the Southeast Florida region. Attracting private investments is a high priority for the City of North Miami. The Mobility Hub and TOD Strategic Plan will provide a framework for interested parties to improve their research into developing new projects and redeveloping existing properties.

Strategically located between Miami and Fort Lauderdale, the City of North Miami is well served by an excellent regional roadway network- Interstate 95, US Highway 1, Florida Turnpike, West Dixie Highway and US Hwy 441. As the sixth largest city (in terms of population) in Miami Dade County, North Miami is a relatively low-density (7,328 persons/ sq. mile) bedroom community of Miami (12,605 persons/ sq.mile). The City of North Miami is surrounded by the cities of North Miami Beach to the north, Village of Biscayne Park to the south, and unincorporated Miami-Dade County to the south.



## LEGEND

- Miami Dade County
- North Miami City
- Interstate
- Highways
- FEC Passenger Rail
- Proposed Tri-Rail Coastal Link
- FEC Stations
- Airports
- Major Cities

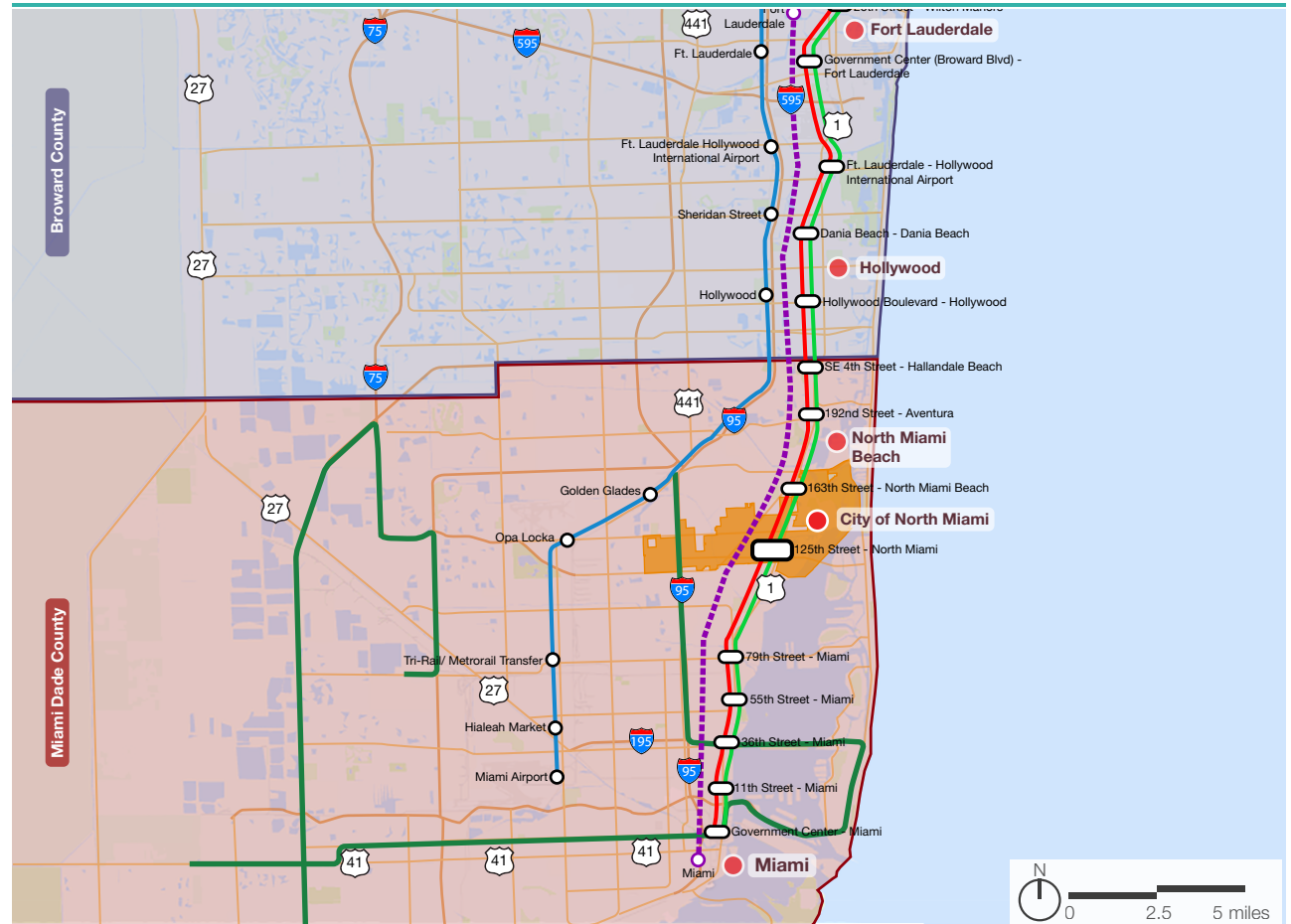
MAP 1.1: REGIONAL CONTEXT

## TRANSIT IN SOUTH FLORIDA

From a regional transit perspective, the City of North Miami is well poised to take advantage of existing Tri-Rail commuter corridor with Opa-locka station located 5 miles from the city’s urban core, connected by the Miami Dade Transit service and further serviced by the NoMi local shuttle service. Planned transit initiatives, including the Tri-Rail Coastal Link and the Strategic Miami Area Rapid Transit (SMART) Plan (Northeast Corridor) emphasize the need to better connect the region’s urban centers with each other through public transit systems.

Other suburban cities located along the Tri-Rail corridor, specifically Aventura (14,235 /sq.mile) and North Miami Beach (9,090/sq.mile) support higher densities as compared to North Miami within their city limits.

	NORTH MIAMI	NORTH MIAMI BEACH	AVENTURA
Population (2016)	62,158	43,722	37,515
Area (sq. mi.)	8.41	4.83	2.65
Population Density (Persons per sq. mi.)	7,391	9,052	14,157



### LEGEND

- Miami Dade County
- North Miami City
- Interstate
- Highways
- Transfer Stations
- Stations
- Tri-Rail Coastal Link Red Line**  
Connecting West Palm Beach, Boca Raton, Fort Lauderdale and Downtown Miami
- Tri-Rail Coastal Link Blue Line**  
The existing Tri-Rail service between Boca Raton and the Miami Intermodal Center
- Tri-Rail Coastal Link Black Line**  
Adds new service between Jupiter and downtown Fort Lauderdale
- Bright Line**  
Passenger rail system connecting Fort Lauderdale and West Palm Beach—with connections to Miami and Orlando.
- Bus Express Rapid Transit (Bert) Network**

MAP 1.2: REGIONAL CONNECTIVITY

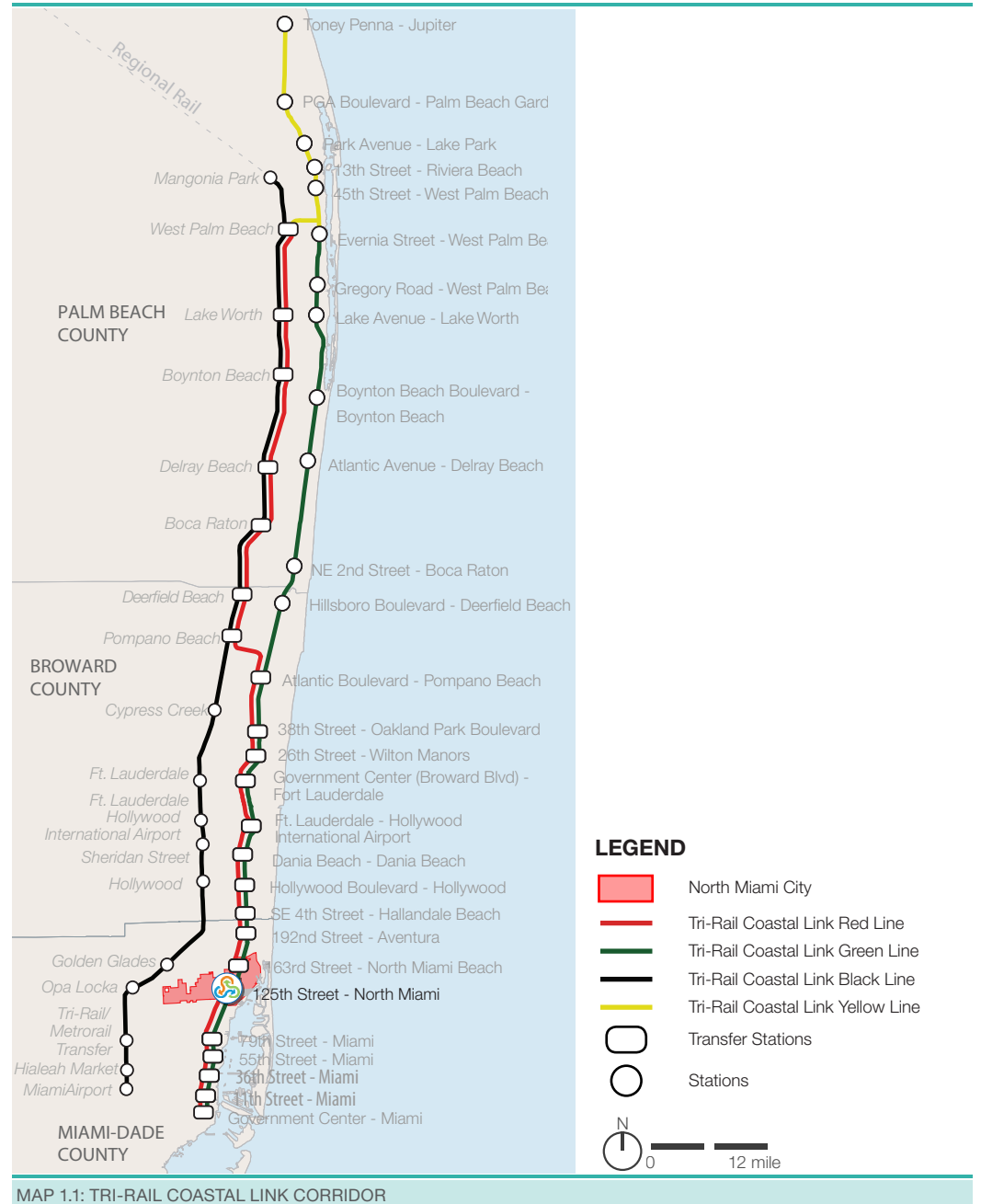


## TRI-RAIL COASTAL LINK

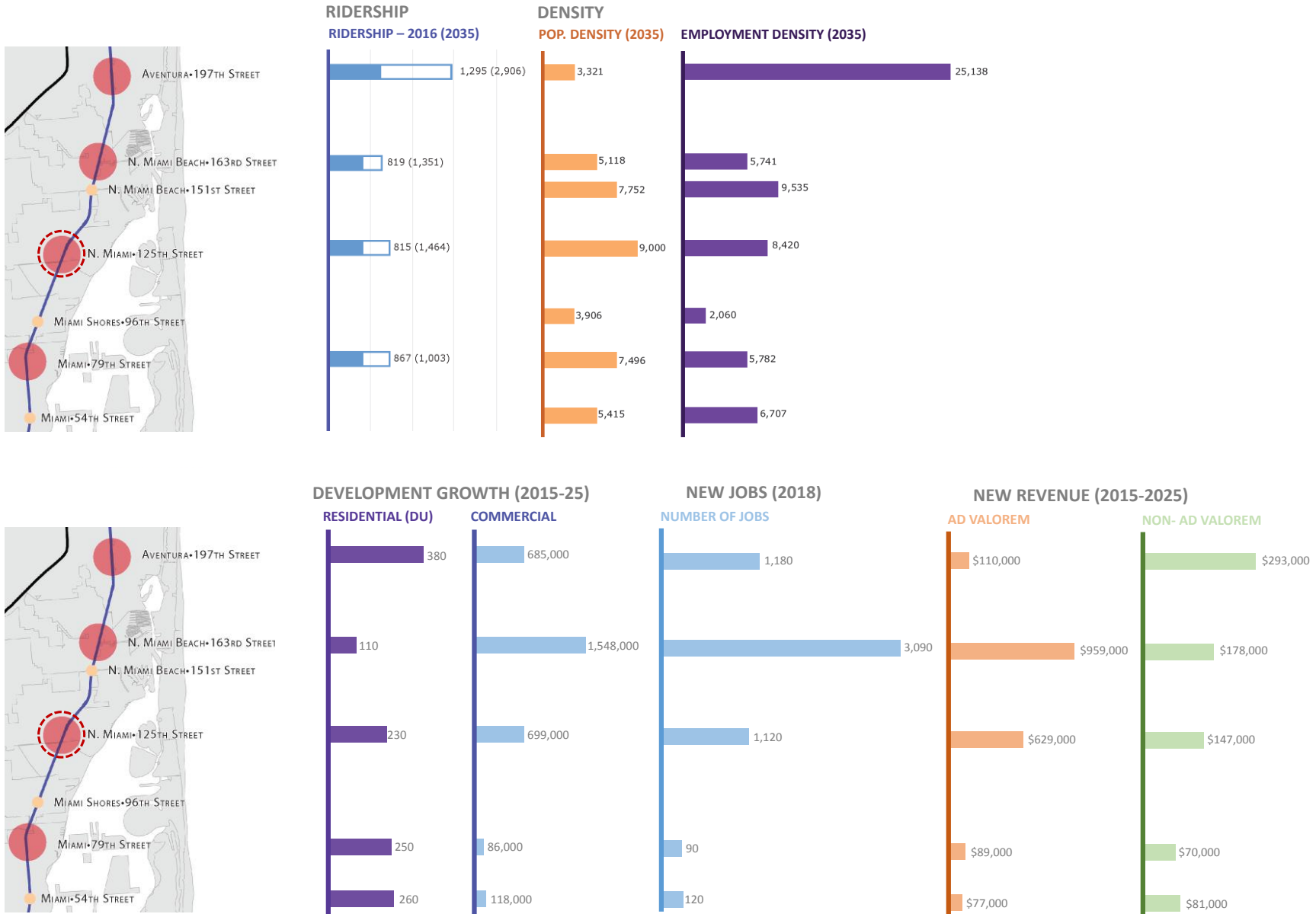
As the sixth largest city in Miami Dade County, the City of North Miami is also one of the three transit stops along the future Tri-Rail Coastal Link that will provide regional public transit connectivity to Jupiter, West Palm and Fort Lauderdale in the north and to Miami in the south. The possibility of a future high frequency rail connection in North Miami provided the impetus for the **City Council to support this initiative by calling for a transit center overlay within a quarter-mile of the planned FEC Passenger Rail Station.**

Focusing on the immediate ½ mile area around the proposed stations, North Miami’s station at 125th Street is projected to support the lowest ridership of the three stations, while supporting the highest population density (refer graphic on the following page).

Taking these initiatives into account and to ensure that North Miami residents are provided with safe and affordable multi-modal transportation options, reduced traffic congestion, and maximized carbon free mobility, the City has retained **IBI Group** to develop a detailed Mobility Hub plan and transit oriented development strategy for the area around NE 125th/123rd Street and the FEC Railway. This report presents the existing conditions inventory and analysis of opportunities within the area to promote North Miami as a multi-modal hub with supportive compact Transit Oriented Development to create a vibrant, walkable and accessible Mobility Hub in North Miami’s urban core.



## TRI-RAIL COASTAL LINK STATION AREA MARKET AND ECONOMIC ANALYSIS



—(Source: Tri-Rail Coastal Link Study & Tri-Rail Coastal Link Station Area Market and Economic Analysis)

## 1.2. DEFINING MOBILITY HUB & TRANSIT ORIENTED DEVELOPMENT

The NoMi Mobility Hub is comprised of a well-designed transit station near the 123rd Street FEC Railway corridor intersection, including the surrounding urban areas and neighborhoods. It will allow for a seamless integration of all transportation modes with a high quality user experience. It will bring together an intensive concentration of work, live, shop, and/or play activities comfortably accessible by foot, in approximately a half-mile radius or a 10-minute walking distance. In addition, Mobility Hub also serves as the origin, destination, or transfer point for a significant portion of NoMi trips.

Within a Mobility Hub, there exists a natural tension between the transportation function, the need for quick and efficient movement, and the Placemaking function- the elements that make the hub a desirable and interesting destination, rather than just a node to pass through. The ability of a Mobility Hub to function successfully depends on the interaction and balance of these two functions.

The NoMi Mobility Hub will serve to enhance access and connections to transit systems including, FEC Railway, Miami-Dade Metrobus, NoMi Express and local jitney service. Bicycle circulation will also become an integral part of the Mobility Hub for residents using LimeBike or their personal bicycles. Pedestrians will benefit from improved streetscapes, sidewalks and trails. All these transportation systems will make it easier to use public transit and other travel alternatives. Mobility Hubs offer an array of transportation services, amenities, and urban design enhancements that encourages economic development. The plan foresees a significant shift to Transit Oriented Development (TOD) near the Mobility Hub with redevelopment of existing commercial properties into mixed-use centers, while preserving unique North Miami neighborhoods.

TOD is one of the key components of Mobility Hubs and can be defined as: “Neighborhoods where residents can live, work, shop, learn, and play in a pedestrian/cycle friendly environment, within a short, inviting walk to an efficient, rapid public transit and, importantly where automobile use is an option but not a necessity.”

Various modes of travel, including walking, biking, ridesharing, shuttle, bus, personal vehicles and rail services will come together to create a seamless travel experience. Supporting technologies such as real-time arrival information, electric vehicle charging stations, and mobile applications also improve convenience for users.

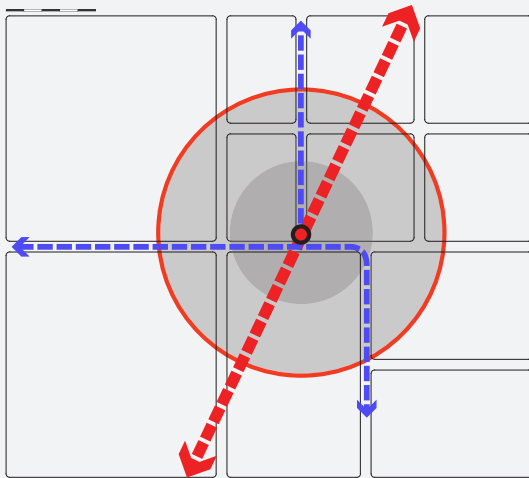
The North Miami Mobility Hub and TOD Strategic Plan will bring together multiple stakeholders and agencies locally and regionally to help shape the future of North Miami’s urban core.

# 1.3. PLANNING AREA DELINEATION

While the geographic influence area for a Mobility Hub is typically measured as a ½ mile radius or 10-minute walking distance from a high frequency transit station, the Planning Area is delineated based on the following factors:

## PRACTICAL WALKING ROUTES

While the ½ mile or a 10 minute walk is commonly used as an acceptable walking threshold, the distance used should ideally reflect practical walking routes which take into account barriers, streets and block network, natural features, and the walking experience. Studies show that people are willing to walk longer distances to reach a transit station in a pedestrian friendly public realm.

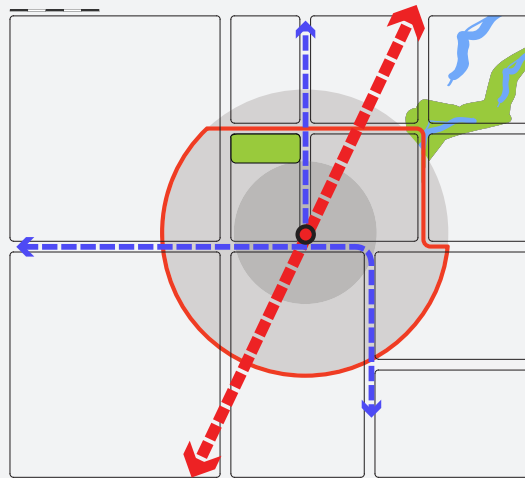


### 1. WALKING THRESHOLD AREA

- TOD PLANNING AREA BOUNDARY
- - - FEC PASSENGER RAIL
- - - MAJOR CORRIDORS

## EXISTING ENVIRONMENTAL FEATURES

Features to be considered include designated open space networks, and trails, environmentally sensitive areas, flood-prone areas and other topographical features. Important features include; Enchanted Forest Elaine Gordon Park, Emerald Lake and associated canals, Ray Cagni Park and significant drainage areas.

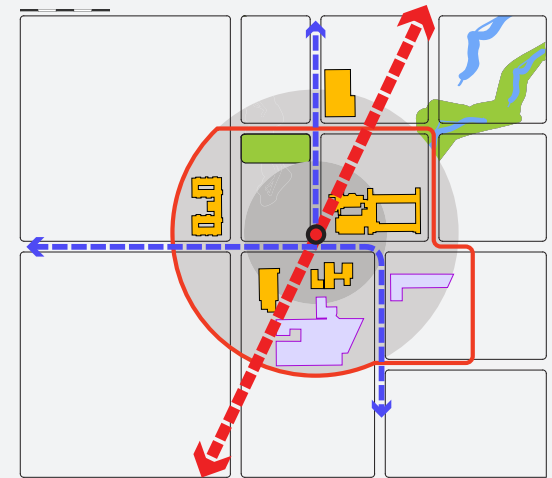


### 2. ENVIRONMENTAL FEATURES

- TOD PLANNING AREA BOUNDARY
- RECREATIONAL AMENITIES & NATURAL FEATURES
- WATER

## LAND-RELATED ATTRIBUTES

Property attributes such as land ownership, parcel sizes, and ease of assemblage of vacant and underutilized properties are also taken into consideration in finalizing the boundaries. The industrial areas along the FEC corridor are considered significant to this study and available roadway crossings. Ease of property assembly for redevelopment is also considered.



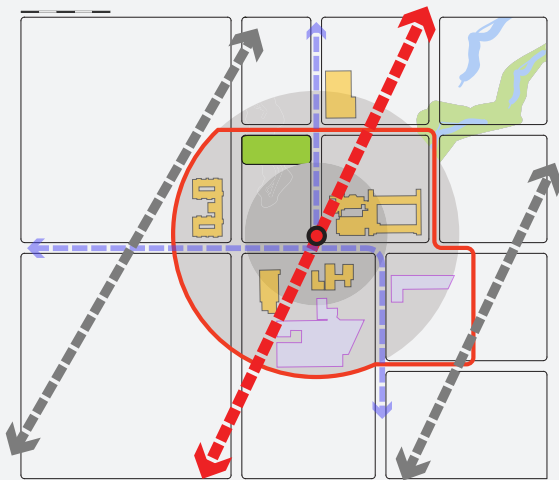
### 3. BUILT ENVIRONMENT

- TOD PLANNING AREA BOUNDARY
- BUILT PARCELS
- GOVERNMENT OWNED PARCELS






## INFRASTRUCTURE BARRIERS

Barriers such as freeways, water bodies, and rail corridors, boundaries that may be appropriate in defining Mobility Hub Planning Areas. Alternatively, a focus of the North Miami Mobility Hub may be to develop strategies to overcome such barriers. FEC railway, Dixie Highway, NE 125th Street and Biscayne Blvd are considered significant.

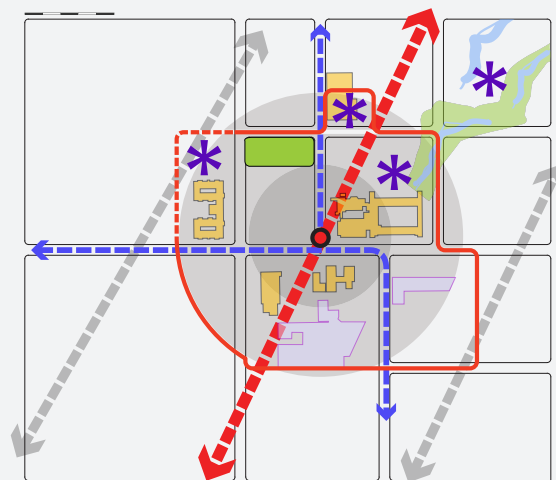


### 4. BARRIERS



-  TOD PLANNING AREA BOUNDARY
-  FEC PASSENGER RAIL
-  DIXIE HWY, BISCAYNE BOULEVARD

## REGIONAL DESTINATIONS

Nearby regional destinations, such as universities, colleges, regional shopping centers, hospitals, public facilities and arts centers should be considered for incorporation into the Mobility Hub Planning Area, even if they are outside of the general 1/2 mile radius. These destinations have the potential to attract transit ridership as well as contribute to the sense of place within the North Miami Mobility Hub and TOD Plan.

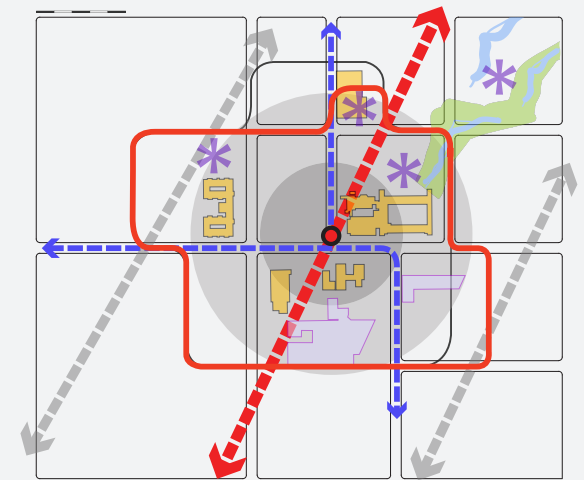


### 5. LANDMARKS



-  TOD PLANNING AREA BOUNDARY
-  REGIONAL DESTINATIONS AND KEY LANDMARKS

## LEGISLATIVE, POLICY AND PLANNING FRAMEWORK

The North Miami Mobility Hub & TOD Planning Area should be sensitive to boundaries established under previous plans, including the CRA boundaries, Overlay Districts, and other identified boundaries in the Comprehensive Plan at the city level such as the TCEA.



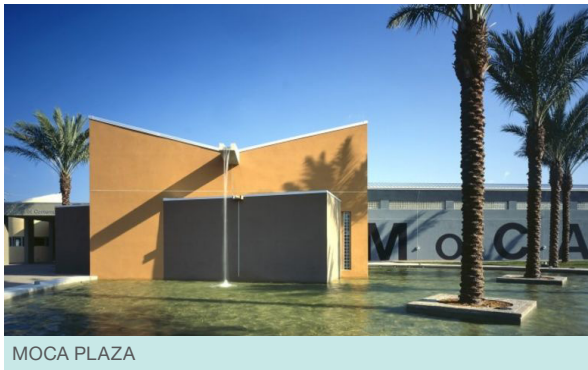
### 6. IMPORTANT BOUNDARIES

-  TOD PLANNING AREA BOUNDARY
-  OVERLAY BOUNDARIES

# PLANNING AREA



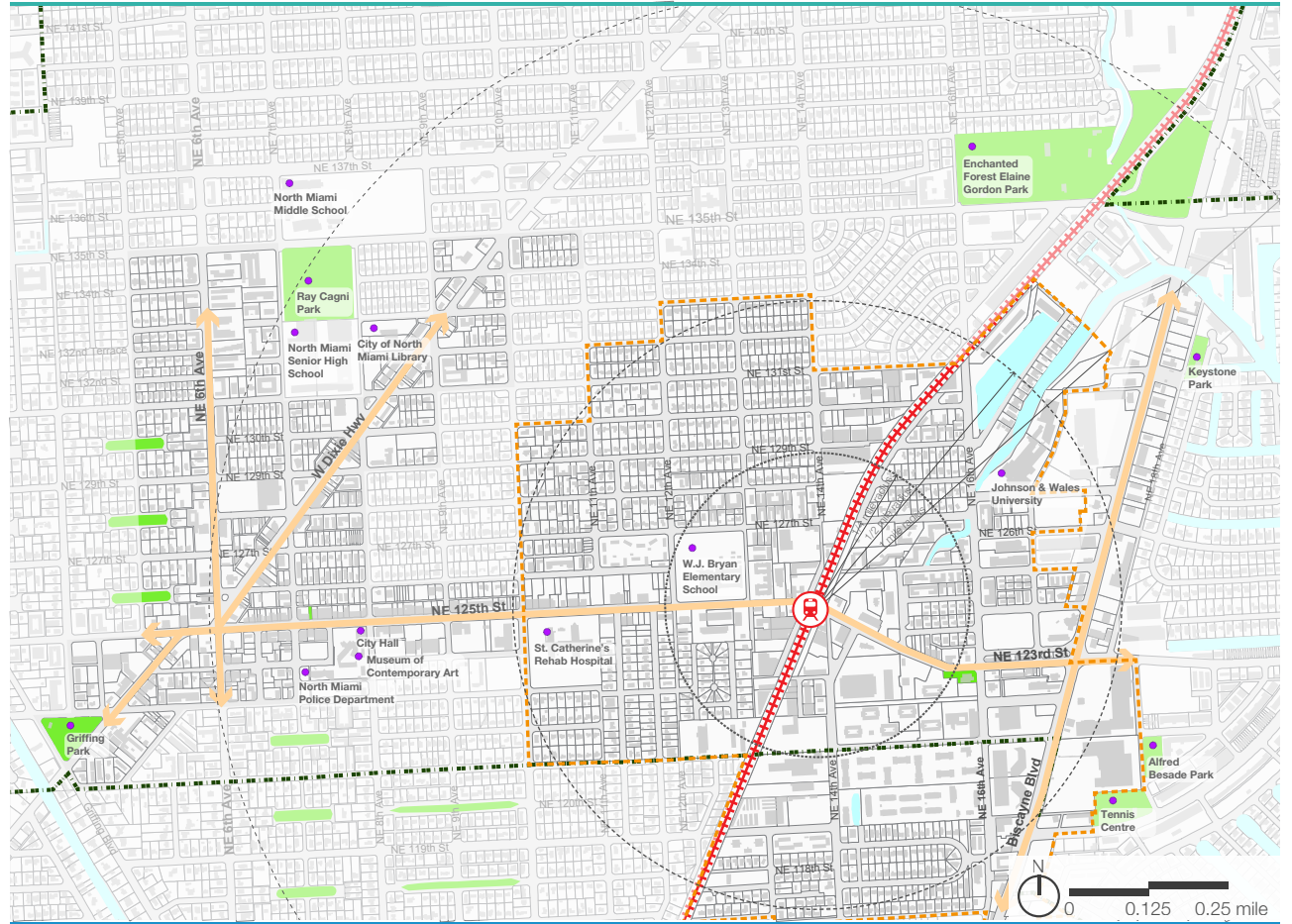
WEST DIXIE HIGHWAY



MOCA PLAZA



NE 125TH STREET



## LEGEND

- North Miami City
- Planning Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Major Landmarks

MAP 1.1: PROPOSED PLANNING AREA BOUNDARY

## 2.4. PROJECT SCOPE

The North Miami Mobility Hub & TOD Strategic Plan builds on previous initiatives and community planning studies completed by the City over the past decade. The South Florida region is rapidly moving towards compact urban centers linked by transportation systems that require an effective and efficient transit system. This study was created through analysis of data and identification of goals and objectives for the City of North Miami and NoMi Community Redevelopment Agency. It seeks to describe a broad vision for establishing a Mobility Hub on the FEC railway corridor, fostering Transit Oriented Development and preserving area neighborhoods implemented through an array of guiding principles that describe policies, programs and projects supported by a comprehensive public engagement process. A comprehensive public engagement process validates the study by identifying community groups, asking them to describe their goals and to select a particular vision.

### 1. Guides Public and Private Decision-Making

Establish a vision for the area and guide public and private decision-making and investment for the next 20 years, as it relates to accommodating pedestrians and bicyclists, associated improvements related to transportation, mobility and infrastructure to improve the overall brand identity of the area.

### 2. Smart Cities Framework & Principles

Explore innovative ways to make NoMi a 21st Century city that is more efficient, more livable, and more competitive. Driven by information and communication technologies, the idea is to do more with less, while at the same time responding to the needs of individual citizen.

### 3. Community & Cultural Node Redevelopment

As the redevelopment program matures, it is anticipated that distinct Community & Cultural Nodes will evolve into economic development centers, with a complementary mix of land use elements- residential, employment, recreational, retail, cultural, entertainment, and tourist serving- that are connected through NoMi's urban

fabric with improved transit, Complete Streets network and pedestrian amenities. While each district contains unique features that should be preserved and enhanced, these features will be integrated through fundamental Smart Cities and Placemaking principles to serve as essential building blocks of the MOD.

### 4. Enhance Mobility & Connectivity Networks

Enhance Mobility by centrally locating transfers, strategic stop locations and safe pedestrian movements. Develop 'Complete Streets' system that utilizes established Placemaking measures such as designing streetscapes from building face to building face, addressing the street, sidewalks and fronting buildings and not just the carriageway.

### 5. Introduce First & Last Mile Connectivity

Formulate a first and last mile connectivity strategy to and from Downtown CRA, existing destinations such as FIU, Johnson & Wales, and Barry University, Museum of Contemporary Art and planned destinations such as the Chinatown Innovation District.

### 6. Synthesize NoMi Plans & Initiatives

Combine past initiatives and plans into a layered master plan that coherently describes implementation and investment strategies, outlines proposed development types and volume, integrates with the Mobility Hub and eliminates redundancies.

### 7. Sustainable Context-Sensitive Development

Develop a phased implementation strategy to demonstrate how the North Miami Mobility Hub may transform over time and attract transit oriented development components with appropriate densities, mix of uses, sustainable built forms with appropriate environmental safeguards and opportunities to integrate new development with the future Tri-Rail Coastal Link station facility.



CHAPTER 2  
**CITY CONTEXT**

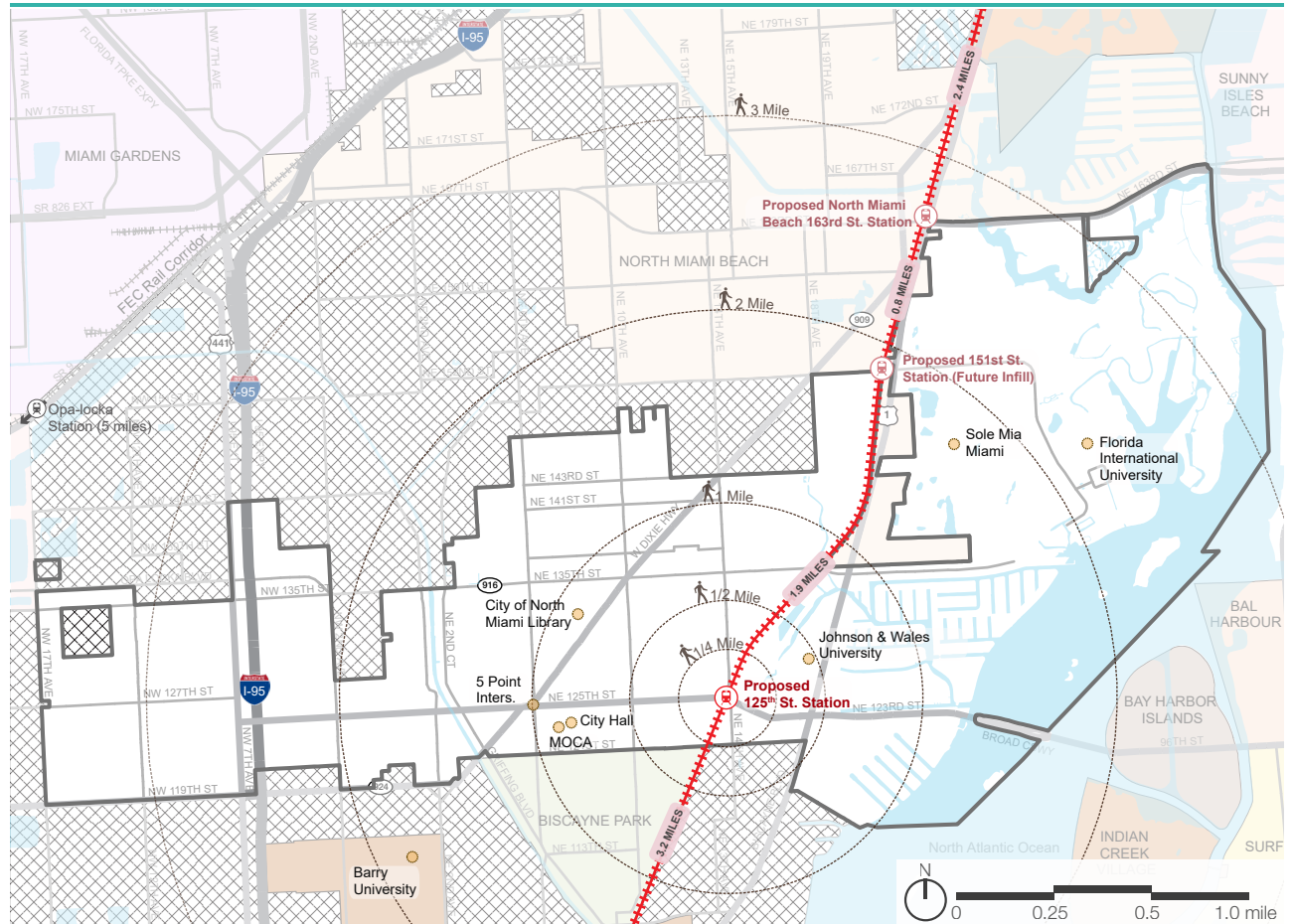




## 2.1. CITY OVERVIEW

The City of North Miami, home to over 62,000 residents (2015 Census estimates), is situated 10 miles north of Downtown Miami—the center for one of the fastest growing economic regions in the country. The 10-mile commute during peak hour traffic on Interstate 95, results in estimated travel times between 30 minutes and 90 minutes. As per the America Community Survey 2016 data, over 70% of the city’s working population drives alone to work and nearly 50% of the working population reported traveling over 30 minutes to reach work.

North Miami is also home to the Biscayne Bay Campus of Florida International University and the Johnson & Wales University. Combined, the two campuses account for nearly 9,000 students traveling to and from North Miami. Barry University, located in Miami Shores, is another educational destination only a few miles from the City boundary. The campus also boasts of a private car-sharing system (ZipCar) that enables members to reserve vehicles with a mobile app, online, or through phone on an as-needed hourly basis.



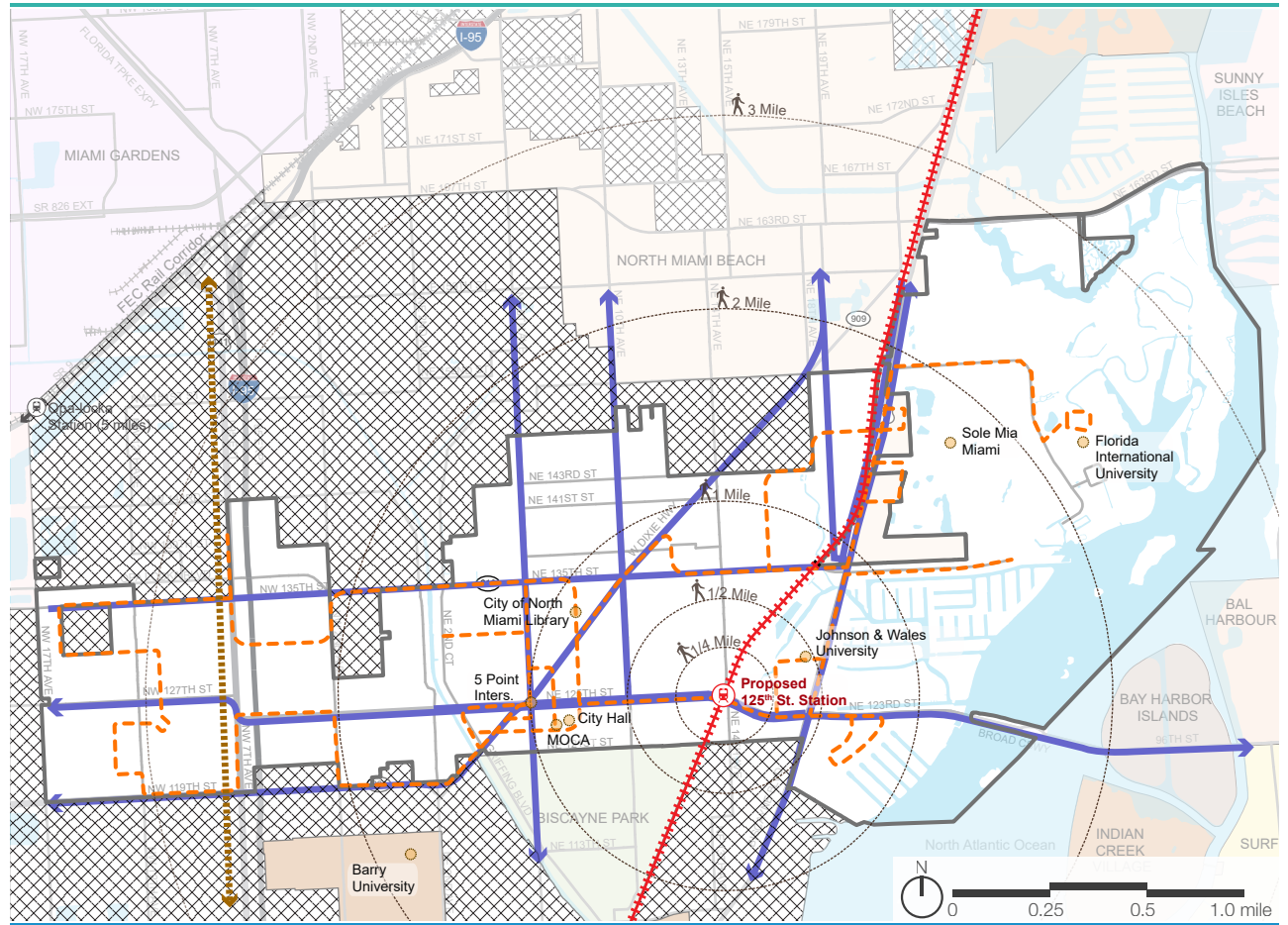
### LEGEND

- North Miami City
- Major Highways
- Major Roads
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Major Landmarks
- Other Municipal Boundaries
- Other Municipal Boundaries
- Other Municipal Boundaries
- Other Municipal Boundaries
- Unincorporated County
- Water Body

MAP 2.1: NORTH MIAMI CITY BOUNDARY

In terms of public transportation, nearly 12% of commuters use transit to reach work, serviced currently by Miami Dade Transit bus service and the NoMi Express. Interestingly, as reported in the AllTransit website, 13% of the households in the city do not own a vehicle, and rely on public transit or walking for traveling to work.

In addition, the City through FDOT funding recently embarked upon a Complete Streets design intervention for 125th Street which will enhance the pedestrian and cycling infrastructure in one of the city’s most traveled arterial roads. The city also recently signed a contract with LimeBike, a private dockless bicycle sharing program to provide this service to North Miami residents.



**LEGEND**

- North Miami City
- Major Highways
- Major Roads
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Major Landmarks
- Other Municipal Boundaries
- Unincorporated County
- Water Body
- METRO BUS ROUTES**  
N-S Routes – 3, 9, 10, 16, and 19  
E-W Routes – 135, 75, and 107 (G)
- NOMI EXPRESS ROUTES**  
Local shuttle service running 4 routes
- BUS EXPRESS RAPID TRANSIT**  
Proposed Beach Express North

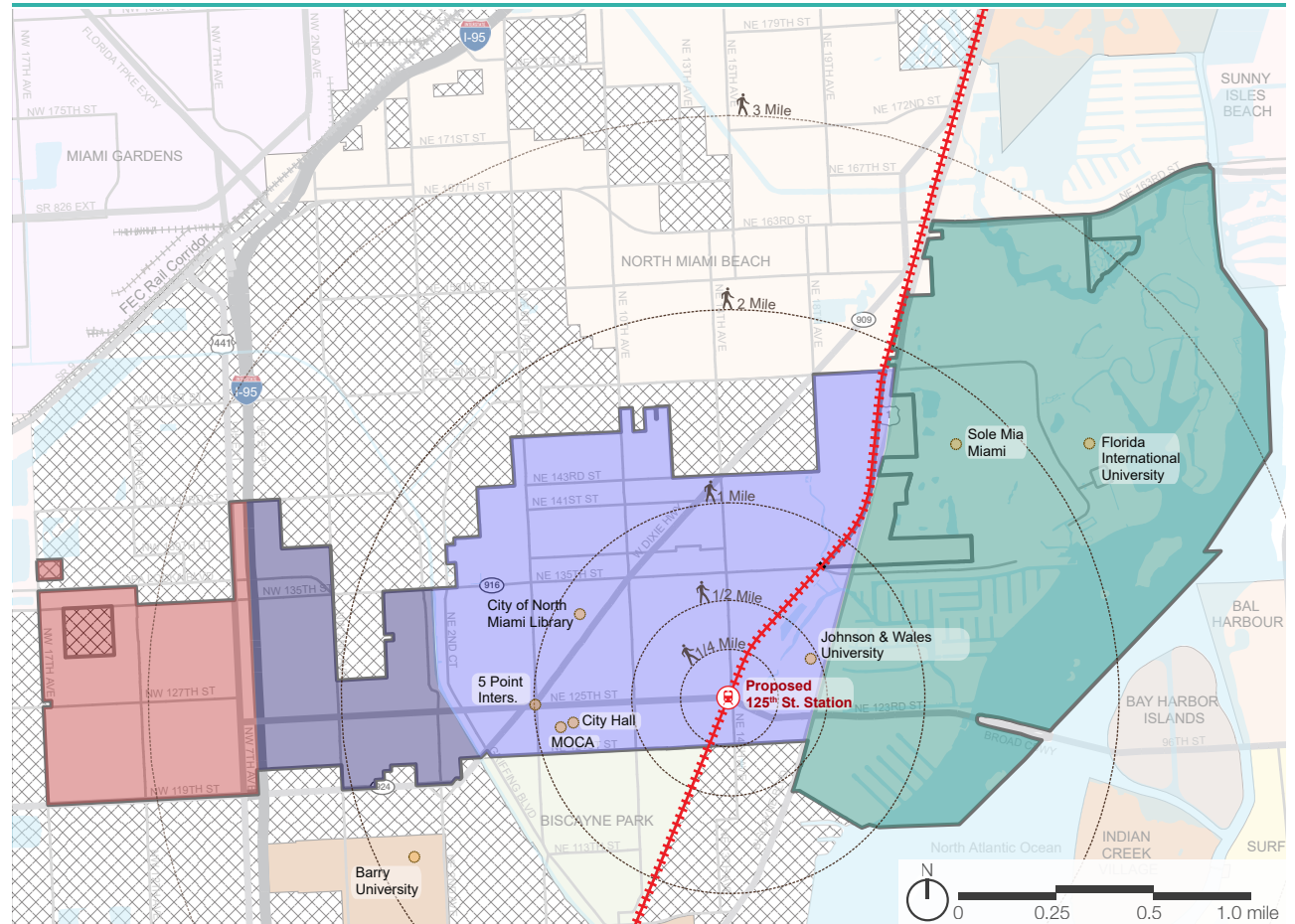
MAP 2.2: TRANSIT CONNECTIVITY



## CITY SUB-AREAS

The North Miami Mobility Hub & TOD Planning Area is strategically located within the city limits, serving as a critical link between the Downtown CRA/Central Business District and Biscayne Boulevard (US 1). As outlined in the 2012 North Miami Economic and Market Evaluation Study, the city can be divided into four major sub-areas for analysis purposes.

- East sub-area:** Bounded by Biscayne Bay to the east and FEC railroad corridor to the west. The FEC railroad acts as a barrier limiting east-west connectivity to the station. There are three (3) existing at-grade vehicular crossings within three (3) miles of the proposed station area. The most centrally located is at 125th/123rd Street NE and NE 13th Place. A second at-grade vehicular crossing is located on NE 16th Avenue near 131st Street NE and a third is located at 135th Street NE.
- West sub-area:** Neighborhood west of I-95 with the interstate acting as a physical barrier.
- Urban core sub-areas (west and east of the canal):** The urban core is divided into two sub-areas by the presence of the Biscayne Canal. This limits east-west connectivity as only three roads- NE 135th Street, NE 125th Street, and West Dixie Highway- cross the canal.



### LEGEND

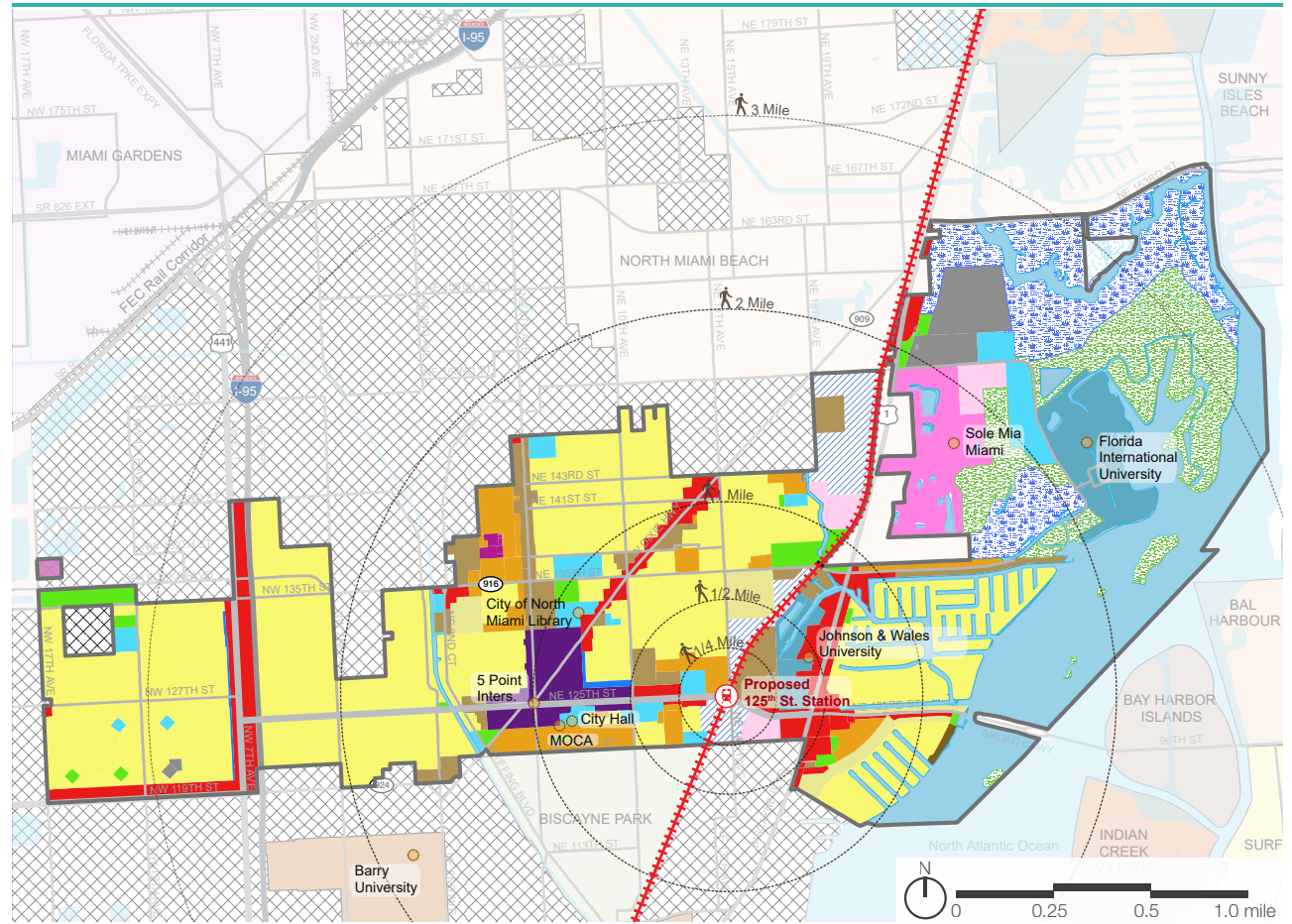
	North Miami City		Other Municipal Boundaries		Sub Areas
	Major Highways		Unincorporated County		Core (East of Biscayne Bay)
	Major Roads		Water Body		Core (West of Biscayne Bay)
	FEC Passenger Rail				West
	Proposed NE 125th/123rd St. Station				
	Major Landmarks				

MAP 2.3: CITY SUB AREAS

## FUTURE LAND USE

From a development standpoint, the 2036 Future Land Use Map (FLUM) identifies a concentration of industrial areas between 143rd Street and 151st Street and properties along the FEC railroad between NE 121st Street and NE 135th Street. Medium and High density residential/mixed use developments (from 25du/ acre to 100 du/ acre) are proposed in the FLUM in the following locations as illustrated in the map:

- Bayshore Zone (115ft; 100 du/acre)
- Mixed Use High (110ft; 45 du/acre)
- High Density Residential (110ft; 25 du/acre)
- Mixed Use Medium (75ft; 40 du/acre)



### LEGEND

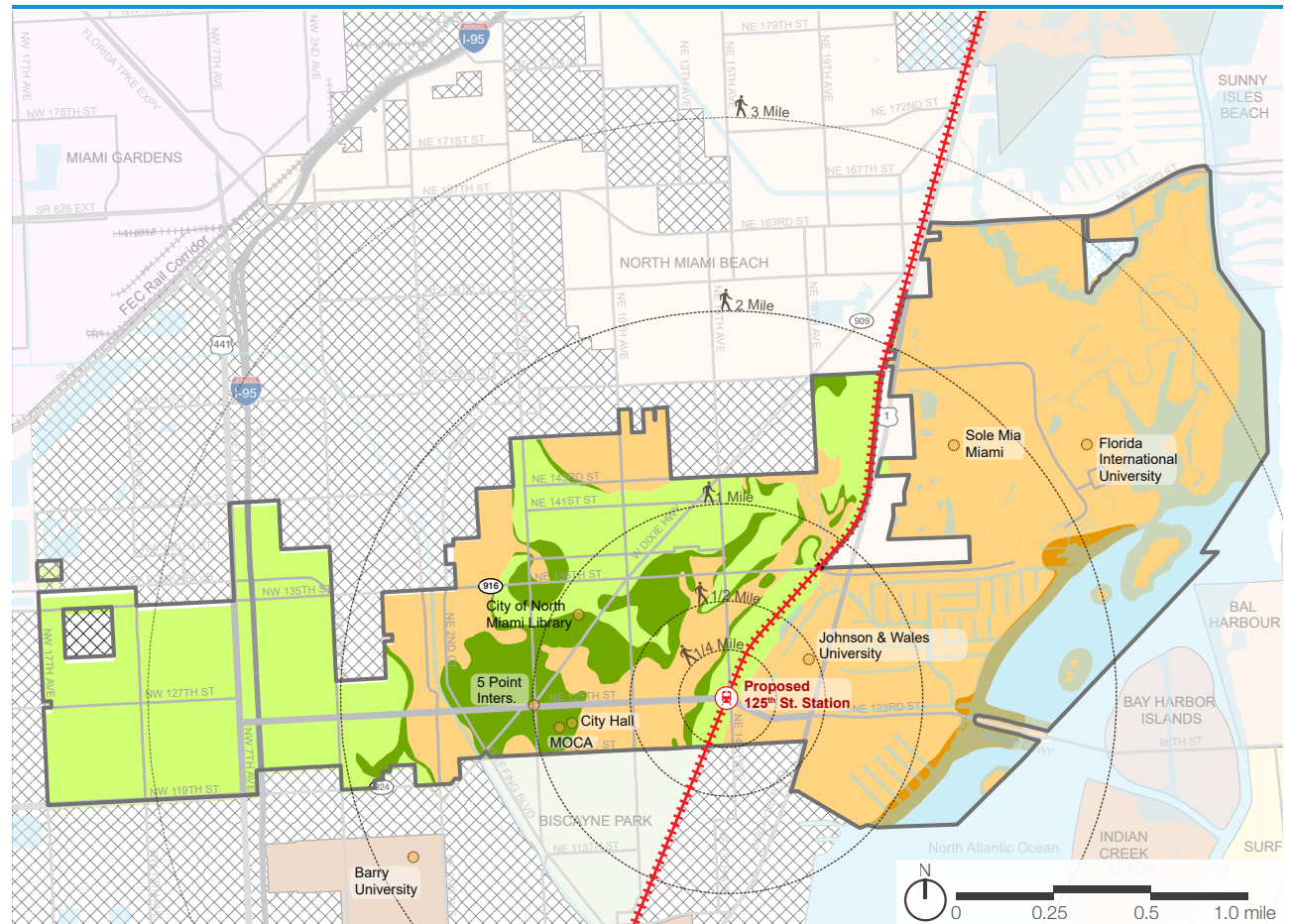
	North Miami City		Bayshore Zone (115 Ft, 100 DU/AC)		Low Density Residential
	Major Highways		Central Business Commercial		Low-Medium Density Residential
	Major Roads		Commercial/Office		Medium Density Residential
	FEC Passenger Rail		Community Facility		Mixed Use High (110 Ft, 45 DU/AC)
	Proposed NE 125th/123rd St. Station		Community Facility-University		Mixed Use Low
	Major Landmarks		Conservation		Mixed Use Medium (75 Ft, 40 DU/AC)
			High Density Residential (110 Ft, 45 DU/AC)		Park
			Home Office		Utility
			Industrial		Water

MAP 2.4: FUTURE LAND USE MAP (2036)











## ENVIRONMENTAL SENSITIVE AREAS

As evident in the Vulnerability Map, some of the high density locations identified in the FLUM are also located in the areas deemed to be vulnerable due to sea level rise threats. In addition, from a market absorption perspective, allowing higher density developments throughout the city may pose a potential threat to attracting the desired future development in Downtown North Miami and the future Mobility Hub.

The strategy of combining ecosystem networks and urban development patterns is advisable for linking ecological processes to ecosystem pattern features in North Miami and surrounding urban areas. South Florida offers extremes in ecological environments, from intensely developed urban centers to highly sensitive native wetlands and hammocks. Achieving the objectives of the Mobility Hub & TOD Strategic Plan will require a balance between consideration of climate change, patterns of ecology and current/future redevelopment efforts. Success rests in the ability to find “win-win” scenarios in which both urban systems and natural environments are sustainable, with biodiversity benefits in both systems.



### LEGEND

- |   |                                     |   |   |
|---|-------------------------------------|---|---|
|  | North Miami City                    |  | <b>ZONE VE:</b> High Flooding Risk. There is at least a one-in-four chance of flooding during a 30-year mortgage. Mandatory insurance requirements also apply.                          |
|  | Major Highways                      |  | <b>ZONE A, AE, AH:</b> Moderate to High Flooding Risk. Corresponds to areas of shallow flooding with average depths between 1-3 feet. Mandatory flood insurance requirements also apply |
|  | Major Roads                         |  | <b>ZONE D, X:</b> Areas with possible but undetermined hazards. Flood insurance rates are commensurate with the uncertainty of the flood risk.  |
|  | FEC Passenger Rail                  |  | <b>0.2 PCT ANNUAL CHANCE:</b> An area inundated by 0.2% annual chance flooding. Insurance purchase is not required in these zones.  |
|  | Proposed NE 125th/123rd St. Station |   |   |
|  | Major Landmarks                     |   |   |

MAP 2.5: VULNERABILITY MAP



## 2.2. REGULATORY CONTEXT

The **Comprehensive Plan** is the regulatory document for the City of North Miami that defines the long term goals for future development, redevelopment and provision of services. It further defines the relevant goals, objectives and policies that set out the overall framework to guide the growth and development for the City of North Miami. The City adopted its first Comprehensive Plan in 1989 which was further updated and adopted in 2016 with additional policies related to Transit Oriented Development (TOD), Economic Development, Urban Design and Climate Change. The key policies and objectives related to this study include the following:

### FUTURE LAND USE ELEMENT

**OBJECTIVE 1.1:** The future land use element or plan amendment shall be determined to encourage redevelopment, if it incorporates a development pattern or urban form that achieves four or more of the following:

- Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
- Promotes conservation of water and energy.
- Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

**OBJECTIVE 1.2:** Establish land use designations that guide redevelopment through transit oriented development and livable urban form principles, densities and intensities along major roadway corridors, which are NW 7th Avenue; NW 119th Street; NE 6th Avenue; Dixie Highway; Biscayne Boulevard; NE 125th/123rd Street; and, NE 135th Street.

### Policy 1.2.1

- Industrial uses within the Industrial land use classification shall be limited to 55 feet in height. As stated in the Permitted Uses section of this Comprehensive Plan, mixed uses are permitted within the Industrial land use designation, subject to the density/intensity and height specified for the Mixed Use High land use designation.
- \*Base densities and intensities within the NRO shall be those of the underlying land use designation as identified in the FLUM. However, additional intensities and densities (up to 90 du/ac) may be permitted within the NRO subject to the availability of floating dwelling units and the transition zone guiding principles outlined in Policy 1.16.1 of the FLUE except for areas of the PCD Overlay that are located within the NRO, which may allow densities up to 100 du/ac as per Policy 1.18.3.
- The permitted height within the NRO other than PCD and CBCD shall be 90 ft. with an additional 40 feet for following policies contained under Objective 1.3, 1.4 and 1.12, subject to the intensity transition policies herein.

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## TRANSIT-ORIENTED DEVELOPMENT

**Objective 1.3:** The City shall recognize Transit-Oriented Development (TOD) as a compact, urban form of development that is desirable around premium station areas and corridors to improve transit ridership, expand pedestrian access to stations, promote increased land values, and provide natural surveillance with a vibrant mix of uses and street-level activity. The TOD designation areas should be located within a quarter-mile of an existing or planned transit station and/or major corridor. Wherever possible, land development patterns, including land use, density/intensity, urban form, and related planning considerations, should be established in advance of transit service to establish transit-ready conditions.

### Monitoring and Evaluation:

1. Conduct a special area and land use assessment within a quarter-mile radius surrounding the proposed FEC premium transit stop for increased density and certain features that encourage the use of public transit.
2. Creation of a Transit Center Overlay for the planned NE 125th Street Tri-Rail Coastal Link Station with the creation of an accessible bayfront park within one year of effective date of the 2016 Comprehensive Plan update (Ordinance No. 1399).
3. Implementation of a multi-modal program that addresses transportation options for all walks of life that addresses land use, context-sensitive solutions to mobility issues, code compliance and economic redevelopment opportunities identified in both the 2005 TOD Study and Downtown and Major Corridors Master Plan within one year of effective date of the 2016 Comprehensive Plan update (Ordinance No. 1399). Please see the Miami-Dade County Complete Streets Plan as a resource. Adoption of land development regulations that establish urban development and design standards that support Transit Oriented Development, mobility and redevelopment strategies.
4. Evaluation of the Transit Oriented Development Master Plan and Transit Oriented Development Overlay District as well as the Downtown and Major Corridors Master Plan and adopt land development regulations that support the implementation of the aforementioned plans. Evaluate the feasibility of establishing redevelopment nodes to spur economic growth throughout the City.

**Policy 1.3.2:** By September 2017, the City shall commence preparation of a complete streets plan that utilizes the Smart Growth America's Model Resolution and planning framework for primary and secondary arterials in and around residential and commercial areas.

**Policy 1.3.3:** The City shall take active measures to discourage the overhead placement of major transmission lines and commence a feasibility study for the burying of major transmission lines along the City's major roadway corridors.

**Policy 1.3.4:** The City shall perform a map amendment to create a transit center overlay for the NE 125th Street Tri-Rail Coastal Link Station as well as other TOD designation within one year of effective date of the 2016 Comprehensive Plan update (Ordinance No. 1399). These TOD districts will be served by existing or planned transit service and shall be compact, moderate to high density developments, of mixed-use character, interconnected with other land uses such as recreation and open space, bicycle and pedestrian friendly, and designed to support frequent transit service operating through, collectively or separately, rail or bus systems on dedicated facilities or available roadway connections.

**Policy 1.3.5:** The City or CRA shall evaluate land assembly activities, including possible aggregation of land along downtown corridors and increase the depth to provide parcels of sufficient size for redevelopment.

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**Policy 1.3.6:** The City shall continue facade and streetscape enhancements within the Planned Corridor Development (PCD) Overlay and extending into the surrounding transit supportive areas where possible, should be designed as “complete streets” that are highly interconnected, multi-modal, and with strong emphasis on street-level design and superior transit and bicycle access and pedestrian quality.

**Policy 1.3.7:** The City shall use a high degree of public participation and urban design expertise, and create a vision or master plan for the Transit Center Overlay to provide for transit oriented development and redevelopment around the FEC station. North Miami may conduct workshops, charrettes, or other appropriate public input formats to help achieve consensus regarding the TOD station area vision. The Vision Plan shall include:

1. Graphic illustrations of intended physical character of area.
2. Expected transit mode and anticipated ridership.
3. Existing physical conditions.
4. Identify all major employers, residential developments, institutional/education uses, entertainment destinations, and other potential generators of concentrated ridership for the transit system.
5. Potential for intensification and diversity of land uses around the station, including the creation of a bayfront park.
6. Any phasing of public investments that would aid in an orderly transformation toward transit oriented development.

7. Identification of park-and-ride facilities that are proximate to the transit stop that do not interfere with transit oriented development around the station.
8. Market analysis and potential aggregated development program illustrating a preferred mix of uses to assist in the evaluation of individual TOD projects within the station area.
9. Provide enough detail to serve as a basis for rezoning the station area into a form-based zoning district of varying intensities.

**Policy 1.3.8:** The street network within TOD areas, and extending into the surrounding transit supportive areas where possible, should be designed as “complete streets” that are highly interconnected, multi-modal, and with strong emphasis on street-level design and superior transit and bicycle access and pedestrian quality.

## COMMUNITY REDEVELOPMENT

**Policy 1.7.7:** The City shall facilitate development in the CRA to promote mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. A principal means of implementing this Policy shall be the creation of the Neighborhood Redevelopment Overlay, the Transit Oriented Development Overlay District, and its implementing land development regulations and programs.

**Policy 1.7.10:** Encourage mixed use development along all major corridors that incorporate Transit Oriented Development and green design standards that enhances the sense of place through aesthetic and economic development strategies.

**Policy 1.7.11:** Prior to the establishment of passenger rail service on the FEC Railroad line, the City shall consider amendments to the Comprehensive Plan to allow mixed use redevelopment of lands to allow a variety of complimentary uses located adjacent and/or proximate to the railroad.

**Policy 1.8.2:** The City shall re-evaluate the current parking standards in its Land Development Regulations to ensure they adequately foster downtown development.



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## DOWNTOWN PLANNING

**Policy 1.10.1:** The City shall develop a downtown circulator or shuttle to the NE 125th Street FEC transit hub.

**Policy 1.10.2:** The City shall examine the current land use and zoning district designation limitations for potential revisions for enhanced pedestrian friendly design that encourages people to walk from place to place along major corridors and the downtown.

**Policy 1.10.7:** The City shall coordinate with FDOT to complete an Access Management Study and obtain FDOT approval to extend the medians and provide mid-block pedestrian crossings.

**Policy 1.10.8:** The City shall request and obtain FDOT design variation approval for reduction in median widths. This should be a priority for Biscayne Boulevard, NE 6th Avenue, NW 119th Street, and NW 7th Avenue.

**Policy 1.10.10:** The City should evaluate a reduction in posted speed limits, from 40 mph. to 35 mph, from 35 mph to 30 mph, and from 30 mph to 25 mph to allow for safer roads, particularly along secondary arterials and collector streets within neighborhoods. This should also be considered for NW 7th Avenue and West Dixie Highway with FDOT coordination.

**Policy 1.10.11:** The City shall evaluate Sec. 4-303. Minimum standards of development for nonresidential districts of the LDRs, to utilize Build-to-Lines (BTLs) along major corridors and within the Downtown core.

**Policy 1.10.12:** The City shall coordinate with FDOT to conduct lighting engineering and analysis for all major corridors within the City.

**Policy 1.10.13:** The City shall encourage student housing opportunities within the areas that are proximate to FIU, Johnson & Wales, and Barry University.

**Policy 1.10.14:** The City should consider annexation of the surrounding properties of Barry University and establish an educational corridor between West Dixie Highway, 119th Street, North Miami Avenue, and 115th Street.

**Policy 1.10.16:** The City shall study the feasibility of increased density and height along major corridors, transit supportive areas and the downtown core.

**Policy 1.10.17:** The City shall explore possible aggregation of land along the downtown corridors and increase the depth of the corridors with land use/zoning changes to provide parcels of sufficient size for redevelopment.

## FLOATING DWELLING UNITS & COMMERCIAL USE

**OBJECTIVE 1.15:** The City of North Miami shall direct growth in a manner that will be equitable in achieving the redevelopment, variety of housing choices, and multi-modal transportation objectives of the Comprehensive Plan.

**Policy 1.15.1:** A primary pool of 2,500 floating dwelling units are reserved for the Neighborhood Redevelopment Overlay (NRO).

- A secondary pool of 2,500 floating dwelling units are reserved for use outside of the Neighborhood Redevelopment Overlay (NRO). Potable water supply and treatment capacity limitations necessitate that the potable water supply reserved for the secondary pool of dwelling units may be allocated to land use plan amendments identified in Appendix B for additional redevelopment.
- A pool of 750,000 s.f. of non-residential use is reserved for use within the Neighborhood Redevelopment Overlay (NRO), Planned Corridor Development Overlay (PCDO), and the mixed use amendment sites identified in Appendix B.
- These pools may be used to facilitate mixed-use development, and either higher intensities or additional land uses that are not permitted by the underlying map designations.
- Additional floating units and/or commercial use shall be approved via a Conditional Use Permit by resolution before City Council; said Conditional Use Permit to be null and void if no precise plan is filled within twenty-four (24) months off the approval.

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## TRANSITIONAL COMPATIBILITY ZONES

**Policy 1.16.1:** Acceptable transitions adjacent to single-family neighborhoods outlying the NRO and PCD should be single-family detached and attached dwellings, two- family dwellings made to appear as single-family detached dwellings, and multiple-family dwellings that appear as single-family attached dwellings. Buildings adjacent to single family residential neighborhoods outlying the NRO and PCD should be no higher than three floors. When abutting a single-family residential lot outlying the NRO and/or PCD, yards and setbacks along the common lot line should be equal to or greater than that of the single- family lot. Landscaped alleys may also be used to accomplish the setback and provide separation.

Appropriate transitional uses between main corridors and single-family neighborhoods outlying the NRO and/or PCD shall include office, gallery, studio, compatible and small-scale community facilities, multiple-family residential and attached single-family residential.

**Policy 1.16.2:** The Land Development Regulations shall be amended to review parking requirements to reduce for mixed-use buildings that offer bicycle parking and electric charging stations within the NRO and PCD. Land development regulations shall specifically address the reduction. Shared parking between adjoining buildings or off-site parking and centralized parking should be allowed.

**Policy 1.16.3:** The City and CRA should coordinate efforts to provide public parking as an incentive to encourage redevelopment.

**Policy 1.16.4:** Safe and secure bike parking should be required by developers. Well-lit and shaded bus stops should be provided. Motorcycle parking and electrical charging station areas may be provided in lieu of parking spaces. The applicable standards and requirements for the design and provision of these facilities shall be established in the City's land development regulations.

**Policy 1.16.5:** All redevelopment shall be sensitive to the community character enhancement, specifically transit, pedestrian friendliness and the integrity of single-family residences adjacent to the NRO and PCD corridors. Interconnected sidewalks and shade from trees, awnings, canopies or other shading devices are paramount.

## NEIGHBORHOOD REDEVELOPMENT OVERLAY

**Objective 1.17:** The Neighborhood Redevelopment Overlay (NRO) shall be designated as the City's urban service area, and the City shall direct growth into the Overlay area in a manner that will achieve the redevelopment, economic development, variety of housing choices, and multi-modal transportation objectives and policies of the Comprehensive Plan.

Monitoring and Evaluation: Creation of new Land Development Regulations to specify in detail how policies of the Redevelopment Overlay shall be implemented, within one year of effective date of the 2016 Comprehensive Plan Update (Ordinance No. 1399).

**Policy 1.17.2:** Mixed-use shall be encouraged along the main corridors within the Neighborhood Redevelopment Overlay, and the Planned Corridor Development (PCD) Overlay. To this end, the Land development regulations shall specify ground floor design to accommodate retail, service and entertainment uses and mixed-use parking garages. Upper floors of mixed-use development should contain at least one additional use. All buildings on lots with main corridor frontage should contain at least two fully inhabitable floors.

**Policy 1.17.7:** To address the proposed FEC commuter station and the resulting potential for transit oriented development, as well as brownfield redevelopment, the City shall, within one year of effective date of the 2016 Comprehensive Plan Update (Ordinance No. 1399), adopt form based code regulations, consistent with the standards promulgated by the Form Based Codes Institute, for the Neighborhood Redevelopment Overlay, and the Planned Corridor Development Overlay depicted on the Future Land Use Map.

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## PLANNED CORRIDOR DEVELOPMENT (PCD) OVERLAY

**OBJECTIVE 1.18:** The Planned Corridor Development (PCD) Overlay shall be provided along the following major corridors: the eastern portion of NW 7th Avenue, NE 6th Avenue, NE 125th Street, West Dixie Highway and Biscayne Boulevard excluding those areas on the east side of Biscayne Boulevard, as depicted on the Future Land Use Map. The PCD will create a compact, high-intensity mix of residential, commercial, employment, and civic/institutional uses to maximize the use of transit, reduce the use of single-occupancy vehicles, increase pedestrian activity, and improve access and mobility. The policies in this objective encourage an eventual update to the land development code that will implement a more intense and efficient use of land, with increased densities, to promote the mutual reinforcement of public investments and private development of land.

**Policy 1.18.1:** The land development regulations for the Planned Corridor Development (PCD) Overlay shall provide compact urban growth, expand opportunities for increased choice of transportation modes, increase density and intensity development to increase the transit ridership base, establish a safe and pleasant pedestrian environment by ensuring an attractive streetscape, attract a functional mix of complimentary uses, and provide facilities that support multiple modes of transportation.

**Policy 1.18.2:** The land development regulations for the PCD Overlay shall emphasize the proper placement and design of buildings to maximize the value of the transit service to a variety of users and to ensure pedestrian and bicycle friendly streets and civic spaces. The overlay district must also include locational criteria for the proposed height and standards to ensure the ability to meet the adopted level of service (LOS) of the City's Concurrency Management System and the creation, over time, of walkable block sizes and the development of "complete streets."

The overlay's land development regulations shall provide the highest levels of density and intensity assigned and compatible transitions in physical scale in the surrounding transit supportive area that should retain the existing character.

The overlay's land development regulations should foster a variety of urban habitats:

- High density and intensity areas with mixed use residential, retail, office, and employment uses;
- Multi-story mixed-use areas;
- Areas with a wide variety of housing types, including multi-story and attached buildings;
- Primarily residential areas with transit-supportive densities

### Policy 1.18.3

The maximum allowable development within the PCD Overlay shall be governed by building transitions that are appropriately scaled to adjacent streets and single-family neighborhoods, the future land use plan map designations therein, and as follows:

#### NE 125th Street

- The permitted height along NE 125th Street, within the NRO, shall be 110 feet, including parking levels and appropriate building transitions.
- The permitted density is 100du/ac, subject to the availability of bonus units and pursuant to a development agreement.
- The land use of NE 125th Street is mixed use.
- The maximum lot coverage is 80%.



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## PERMITTED USES IN FUTURE LAND USE CATEGORIES

**OBJECTIVE 1.20:** Land use categories are further defined as follows:

Uses permitted in areas designated residential include: Residential dwelling units, subject to the limitation for a parcel as shown on the Future Land Use Map, and subject to the density and intensity limitations set forth in Policy 1.2.1.

Subject to unit availability per Policy 1.14.1, low-medium, medium and high density residential designations may allow a density bonus not to exceed an additional 25 du/ac if developed in accordance with the policies contained under objectives 1.3, 1.4 and 1.12 as further defined in the City's Land Development Regulations. Developments within the NRO are subject to the density and height bonuses in accordance with the policies contained under Objective 1.15 as further defined in the City's Land Development Regulations. Developments within the PCD are subject to the density bonuses in accordance with the policies contained under Objective 1.16 and further defined in the City's 2016 update of the Land Development Regulations.

**Policy 1.20.5 Central Business Commercial:** The areas designated Central Business Commercial on the Future Land Use Map are intended to provide land area for business, office, retail, service, light industrial and other commercial enterprises. Uses permitted in areas designated Central Business Commercial are as follows:

- (Residential) Mixed use.
- Retail uses, including restaurants
- Office and business uses.
- Professional offices and businesses.
- Community facilities such as schools, museums, places of worship, child and adult day care centers, nursing homes, governmental administration, police and fire protection facilities, and libraries.
- Passive parks and open space.
- Nonprofit neighborhood social and recreational facilities.
- Light industrial uses.

**Policy 1.20.6 Mixed Use:** The areas designated Mixed Use on the Future Land Use Map are intended to provide a mix of uses that will encourage pedestrian activity, by providing retail uses to serve the residential population. Mixed uses shall contain no ground floor residential uses.

**Policy 1.20.7 Industrial:** The Industrial land use designation shall be applied only to those lands proximate to the FEC Railway. The Industrial designation is designed to provide areas for light and heavy industrial uses and, because of its proximity to the FEC Railway, mixed uses. Uses permitted in areas designated Industrial are as follows:

- Light and heavy industrial uses.
- Education, scientific and research facilities, research laboratories, and medical or dental laboratories.

- Wholesaling.
- Office uses.

**Policy 1.20.15 Regional Activity Center:** The Regional Activity Center (RAC) designation is intended to encourage and promote large-scale development and redevelopment as well as small parcel infill development and redevelopment that facilitate a balanced mix of land uses by providing maximum flexibility for development and redevelopment activities. In accordance with Chapter 28-24.014(10) (b) 2, F.A.C., a Regional Activity Center in the City of North Miami shall be a compact, high intensity, high density multi-use area designated as appropriate for intensive growth by the City and may include: residential use; commercial; office; cultural and community facilities; educational facilities; recreational and entertainment facilities; hotels or motels; transportation facilities; utilities; and appropriate industrial activities. The major purposes of this designation are to facilitate mixed use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form.

General Location: The Regional Activity Center (RAC) totals approximately 1,739 acres in area. The RAC area is generally bound by Biscayne Bay to the east, NE 163rd Street to the north, Biscayne Boulevard to the west, and NE 135th Street to the south, excluding property not located within the city limits of North Miami. The boundaries of the proposed Regional Activity Center also include the area west of Biscayne Boulevard generally bound by 151st street to the north, NE 18th Avenue to the west, FEC rail corridor to the east and NE 137th Street and NE 140th Street to the south. The proposed RAC boundaries are identified on the FLUM (Map 1-5).

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## TRANSPORTATION ELEMENT

### NEIGHBORHOOD IMPACTS OF MOBILITY STRATEGIES

**OBJECTIVE 2A.4:** Implementation of the City's mobility strategies should minimize or mitigate impacts on community and neighborhood integrity.

**Policy 2A.4.1:** The City will preserve and protect the character of neighborhoods defined by the City of North Miami Neighborhood Map establishing the boundaries of neighborhoods within the City. The City will require that all capacity improvements, including road dieting, traffic calming, mass transit, bicycle and pedestrian enhancements, be considered prior to moving forward with any road widening project that impacts the character of established adjacent neighborhoods. In partnering with neighborhood leaders, the City shall ensure that all future thoroughfares and expressway projects include opportunities for community input and consider design elements that favor safe, balanced, livable streets that accommodate various modes of travel.

**Policy 2A.4.5:** The City of North Miami may consider a traffic circulation study to evaluate the downtown area, particularly NE 123rd and 127th as a bypass to NE 125th Street. The study should evaluate forecasted traffic congestion in the area between the FEC rail line (east end) to Griffing Boulevard (west end) and encompass the NE 125th train station and the entire Neighborhood Redevelopment Overlay (NRO).

**OBJECTIVE 2A.6:** Increase the amount of pedestrian activity on streets within the TCEA by providing adequate facilities to promote a more walkable, safer pedestrian environment. Monitoring and Evaluation:

1. On-going analysis of pedestrian facilities and pedestrian activity within the TCEA.

**Policy 2A.6.1:** The Pedestrian Facilities Map containing an inventory of existing sidewalks on all arterial, collector and local streets in a geographic information system (GIS) will be annually updated and maintained.

**Policy 2A.6.2:** The City will implement the recommendations of the 2005 Transportation Master Plan and Downtown and Major Corridors Master Plan (2013) and include improvements for the pedestrian environment in the City's Capital Improvement Plan.

### MUNICIPAL SIDEWALKS

**OBJECTIVE 2A.7:** To the maximum extent possible, the City shall ensure that sidewalks exist along all municipal streets and future programmed projects support wider sidewalks on Local, County and State roads.

**Policy 2A.7.1:** The City shall enforce the Code of Ordinances provision that requires construction of a sidewalk where one does not exist by adjacent property owners in connection with improvements totaling in excess of \$5,000.00.

**Policy 2A.7.3:** The City shall request that sidewalks be installed and/or repaired as part of any State or County highway widening, road dieting or transportation improvement project.

**Policy 2A.7.4:** The City requires redeveloped areas, and new developments when applicable, to provide pedestrian access into and through the developments.

### BICYCLE FACILITIES

**OBJECTIVE 2A.8:** Increase bicycling within the TCEA by providing adequate and safe facilities.

**Policy 2A.8.1:** The Bicycle Facilities Map containing an inventory of existing bicycle facilities on all arterial, collector and local streets in a geographic information system (GIS) will be annually updated and maintained.

**Policy 2A.8.2:** Within one year of effective date of the 2016 Comprehensive Plan update (Ordinance No. 1399), the City shall amend the Land Development Regulations to better support the citywide bicycle facilities inventory.

**Policy 2A.8.3:** The City shall continue to coordinate with representatives of Miami-Dade Transit to increase the number of MDT bus routes operating within the City that participate in the Agency's Bike and Ride Program.

**Policy 2A.8.4:** The City requires bicycle parking facilities to be included in all new development and redevelopment of non-residential uses.

**Policy 2A.8.5:** The City requires redeveloped areas, and new developments when applicable, to provide bicycle access into and through the developments.

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## GOAL 2B

Develop a safe, convenient and efficient public transportation system within North Miami for residents, businesses, and visitors, with particular emphasis on adequate service for the local “transportation disadvantaged” population within the City.

### PUBLIC TRANSIT SERVICE

**OBJECTIVE 2B.1:** Increase utilization of transit service by local residents, employees and visitors to help minimize motor vehicle use and reduce traffic congestion.

- Monitoring and Evaluation:
- Increase transit ridership.

**Policy 2B.1.1:** The City of North Miami shall encourage MDT to consider improvements to the existing transit system including, but not limited to, increased routes, frequency of service, and accuracy of scheduling and timed transfers at select major land uses within the City.

**Policy 2B.1.2:** The City of North Miami will coordinate with members of MDT and the Citizens’ Independent Transportation Trust (CITT) to implement public transportation improvements, including but not limited to public transit, as identified in the Peoples Transportation Plan.

**Policy 2B.1.3:** The City shall evaluate the long term plan for the local transit circulator service within the City. The City will work towards increasing the route coverage and frequency of service for the transit circulator. The City will use the transit circulator to serve the transit dependent population with better connections to parks, civic spaces, activity centers and regional transit stops.

**Policy 2B.1.4:** The City of North Miami will, through its seat on the MPO and participation in the South Florida Regional Transportation Authority (RTA), coordinate with members of Miami- Dade Transit, the member counties and cities, and the Miami-Dade MPO concerning their study of the FEC railroad as a future premium transit corridor connecting Downtown Miami with Broward County to the north, especially as it relates to exploring the feasibility of linking land uses in the Regional Activity Center with the possible dedicated premium transit corridor. The City will coordinate with agencies regarding recommendations produced by all future studies for the FEC corridor.

**Policy 2B.1.5:** The City will coordinate with Miami-Dade Transit (MDT) authorities for increased interaction between the two services in terms of transfer stops and route schedules to make it convenient for transit riders to transfer between the two services for local and regional transit trips. The City will continue to work with MDT to develop transit mobility strategies.

**Policy 2B.1.6:** The City shall continue revising Land Development



## 2.3. PREVIOUS PLANS & INITIATIVES

The North Miami Mobility Hub and TOD Strategic Plan represents a continuing effort by the city to create an environment of sustainable economic development built around carefully orchestrated policies, programs and catalyst projects. The study will bring together and synthesize those previous efforts into a multi-modal Mobility Hub, compact Transit Oriented Development and a more fully integrated transportation system. Therefore, this study builds on existing and ongoing initiatives of the City of North Miami and also includes a review of various planning documents produced by various agencies at the county and state levels. The intent is to critically review the existing documents and build upon the recommendations, projects and programs administered by the City to avoid duplication of past efforts.



The following core documents are covered under this section to understand its potential impact on future development within the Planning Area. Following pages consist of a brief summary and proposed projects:

S.NO	DOCUMENT NAME	YEAR
01	Parks, Recreation and Open Space Master Plan- Volume 1	2007
02	City of North Miami Downtown Development and Major Corridor Master Plan	2012
03	North Miami Economic/Market Evaluation	2012
04	City of North Miami Downtown Action Plan Volume 1	2014
05	City of North Miami Parking Inventory and Needs Study	2015
06	Arch Creek Study Area- Miami-Dade County, Florida Briefing Book for ULI Advisory Services Panel	2016
07	Amendment to North Miami CRA Plan	2016
08	NE 125th Multimodal Improvements	2016
09	Optimizing NOMI Express Routes, Connections and Technology	2017

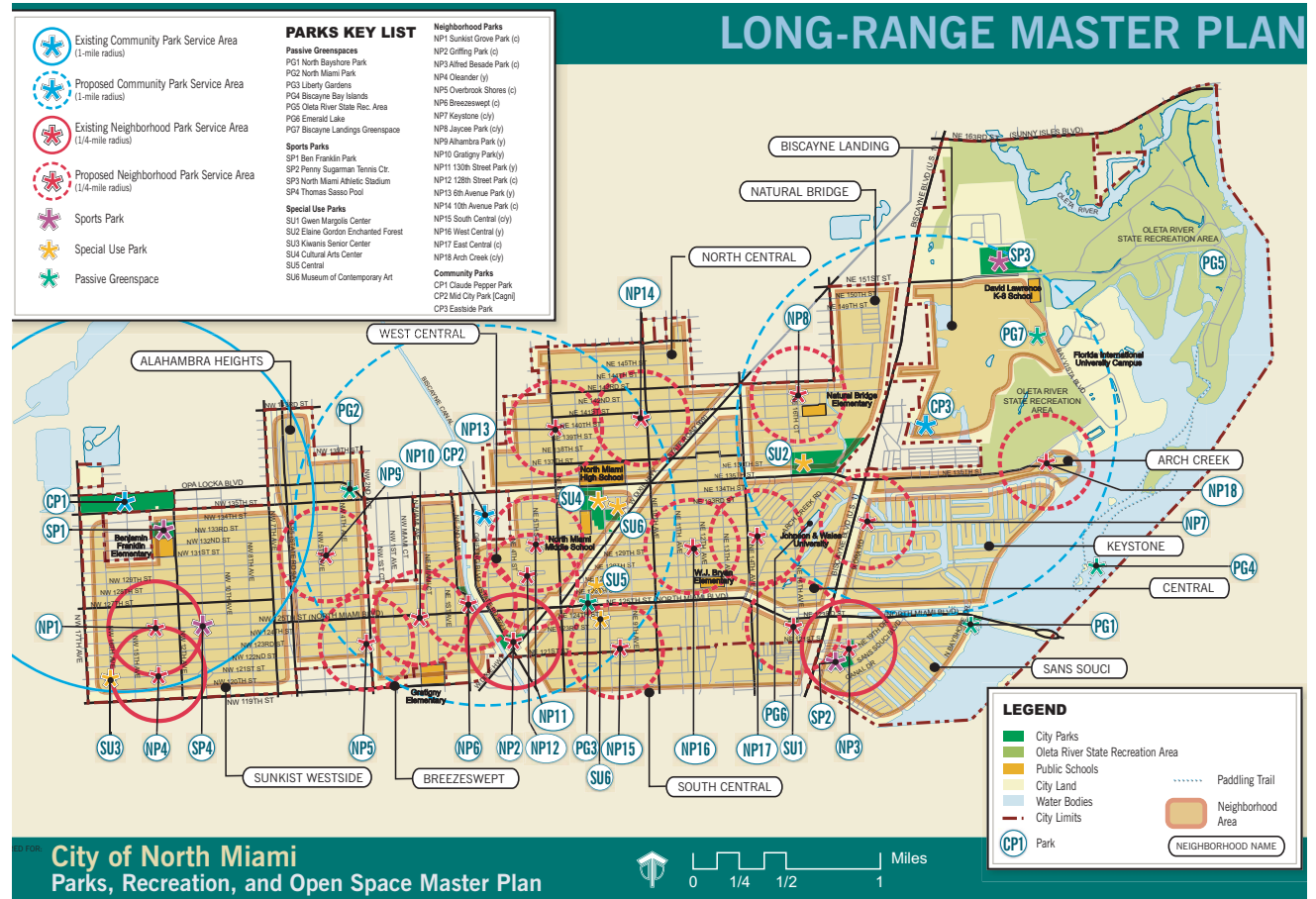
## 01 PARKS, RECREATION & OPEN SPACE MASTER PLAN, 2007

In 2007, the City of North Miami created Parks, Recreation and Open Spaces Master Plan to improve and propose new parks, open spaces, facilities and recreational programs to meet the parks standard identified by Statewide Comprehensive Outdoor Recreation Plan (SCORP) system. The Citywide Master Plan is organized into a hierarchy of distinct and important park types including community parks, neighborhood parks, tot lots, greenways and trails.

### KEY RECOMMENDATIONS

A list of key recommendations and projects that are part of the North Miami Mobility Hub & TOD Planning Area are summarized below:

ACTIONS	STATUS
Neighborhood Parks: South Central, Central West, Central East	Proposed
Special Use Parks: Gwen Margolis Center	Proposed
Passive Green Spaces: Biscayne Landing Passive Park and Liberty Garden's Park	Proposed





**02 04 DOWNTOWN DEVELOPMENT AND MAJOR CORRIDOR MASTER PLAN (2013) DOWNTOWN CONCEPT PLAN (2014) & DOWNTOWN ACTION PLAN (2014)**

The 2013 Downtown Master Development and Major Corridor Plan (the “Plan”), the 2014 Downtown Concept Plan and the 2014 Action Plan, presents a vision for the future of North Miami’s downtown core. The Downtown CBD boundaries are defined by: NE 125th Street, and the major corridors along West Dixie Highway, NE 6th Avenue, NW 7th Avenue, NW 119th Street, and Biscayne Boulevard.

The North Miami Downtown Development and Major Corridor Master Plan, adopted in May 2013, provided the overall concept plan highlighting potential for development and redevelopment along the Downtown’s major corridors, including: NW 7th Avenue, NW 119th Avenue, West Dixie Highway, Biscayne Boulevard, and NE 125th Street. Building on the Master Plan, the Downtown Concept Plan, 2014 was created to detail the key elements for the long-term coordination of private and public investment and provide recommendations of the Master Plan. It was further complimented with the Action Plan, 2014, specifically to outline necessary steps to implement the strategies in the Master Plan. The following matrix illustrates key recommendations outlined in the three planning documents and their current status.

**KEY RECOMMENDATIONS**

ACTIONS	STATUS
Identify Student Housing Opportunities, including targeting student housing developers	Ongoing
Identify partnership opportunities for Future University Incubator and/or Satellite Site within the downtown	Ongoing
Prepare special area plan for FEC Depot (TOD) Land Use/Zoning	In Progress
Recommend Traffic Study in the Downtown Area based on Downtown Conceptual Plan	Proposed
Propose mixed-use parking garage on NE 8th Ave	Proposed
Streetscape design for 125th Street, West Dixie Highway, NE 6th Avenue, and Biscayne Boulevard	Completed
Recommended crosswalk improvements	In Progress
Design interventions for Griffing Park Amphitheater	In Progress

ACTIONS	STATUS
Improvements near NE 132 Street Fountain - landscaping, paving & crosswalks	Completed
Improvements on West Dixie Green Trail - trees, signs, benches, landscape, paintings & sculpture	Ongoing
Improvements on NE 8th Avenue - crosswalk, sidewalk, green space, NoMi banners, sculpture, & bollards	Awaiting Funding
Design modifications at NE 125th Street Liberty Gardens Park - trees, paving, lighting, entry sign and remove archway	In Progress
Recommendations for Five Points Intersection - crosswalks, trees, benches & NoMi Sculpture	In Progress
Conceptual plan MOCA Plaza/Civic Center Complex - Hotel, offices, park space	Awaiting Funding



PROPOSED KEY CIVIC SPACES IN DOWNTOWN NORTH MIAMI

## NE 132ND STREET FOUNTAIN

The decades old fountain was reactivated and landscape improvements were made in the Spring of 2014. Suggested enhancements under Downtown Concept Plan, 2014 were:

- Shaded seating with hardscape, shaded trees and benches
- Installation of flowering plant material
- Crosswalks with City-approved design scheme and install on-demand pedestrian



Key Map

**Project Location:** NE 132nd Street, along W Dixie Highway opposite City Library

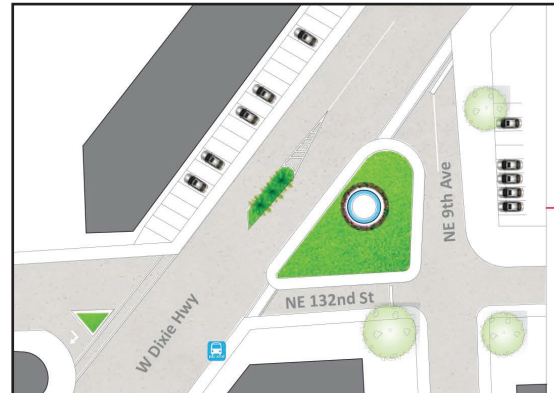
**Project Details:** Status: Pending

**Category:** Intersection Improvement

**Source:** North Miami Downtown Concept Plan, 2014



Proposed View



Existing Plan and Section



Proposed Plan and Section



## WEST DIXIE GREEN TRAIL

In 2000, due to safety concerns, FDOT closed Dixie Highway for through traffic, creating a dead end just south of NE 125th Street. Suggested enhancements under Downtown Concept Plan, 2014 were:

- A linear pathway from 125th Street to Griffing Park
- Landscaping:
  - New canopy trees and various groundcovers or owers along path
  - Directional signs
  - Benches and waste receptacles
- Installation of iconic sculpture or gateway feature at the entrance to the Greenway Trail at NE 125th Street.



Key Map

**Project Location:** W Dixie Highway, NE 125th Street to Griffing Park

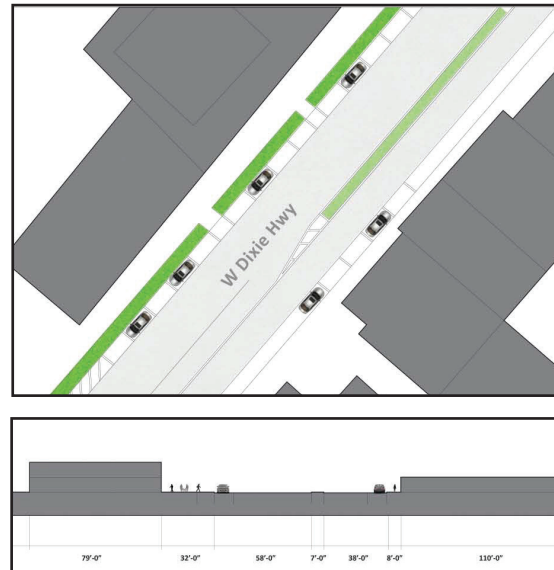
**Project Details:** Status: Pending

**Category:** Street Improvement

**Source:** North Miami Downtown Concept Plan, 2014



Proposed View



Existing Plan and Section



Proposed Plan and Section

## NE 8TH AVENUE PPP MIXED-USE PARKING GARAGE AND PROMENADE

Suggested Enhancements under Downtown Concept Plan, 2014 were:

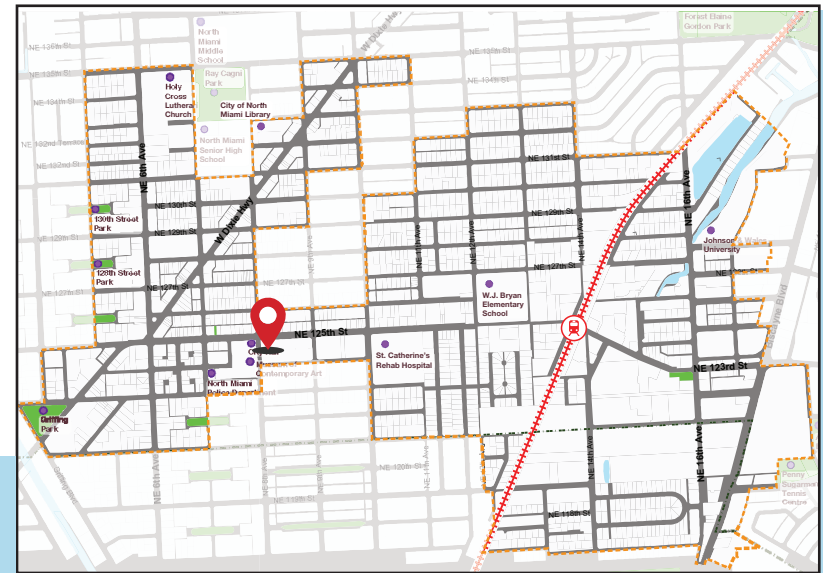
- Redevelopment of the surface parking lot into
  - mixed-use retail
  - parking structure containing at least 400 parking spaces
  - through Public Private Partnership
- New crosswalks and sidewalks
- Reconstruction of roadway and installation of decorative paving
- Demolition of small city administrative structures to add green spaces
- Landscaping
- Branding (NoMi Banners)
- Removable bollards at all intersections to be used during special events

**Project Location:** NE 8th Avenue from NE 123rd Street to NE 125th Street

**Project Details:** Status: Pending

**Category:** Mixed Use Parking and Street Improvement

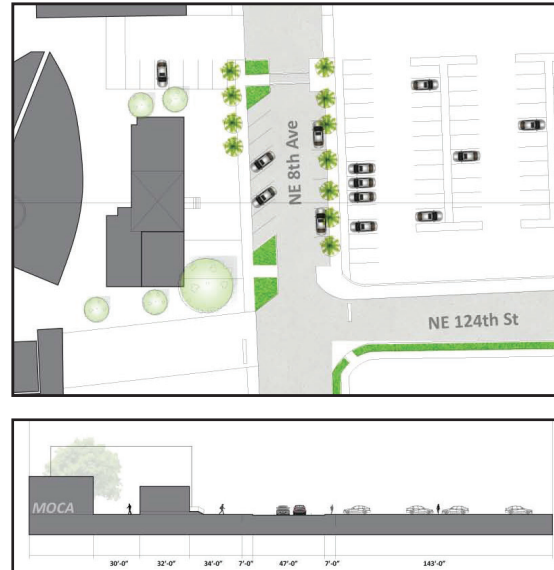
**Source:** North Miami Downtown Concept Plan, 2014



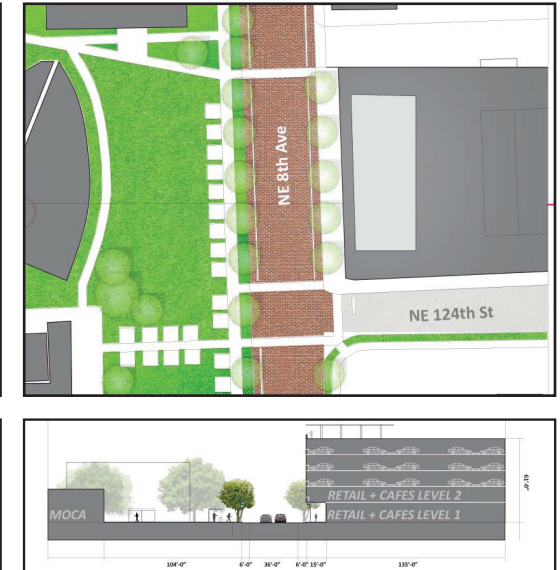
Key Map



Proposed View



Existing Plan and Section



Proposed Plan and Section







## FIVE POINTS INTERSECTION

A proposed landmark feature to serve as a key element of the City's identity and its sense of place Suggested enhancements under Downtown Concept Plan, 2014 were:

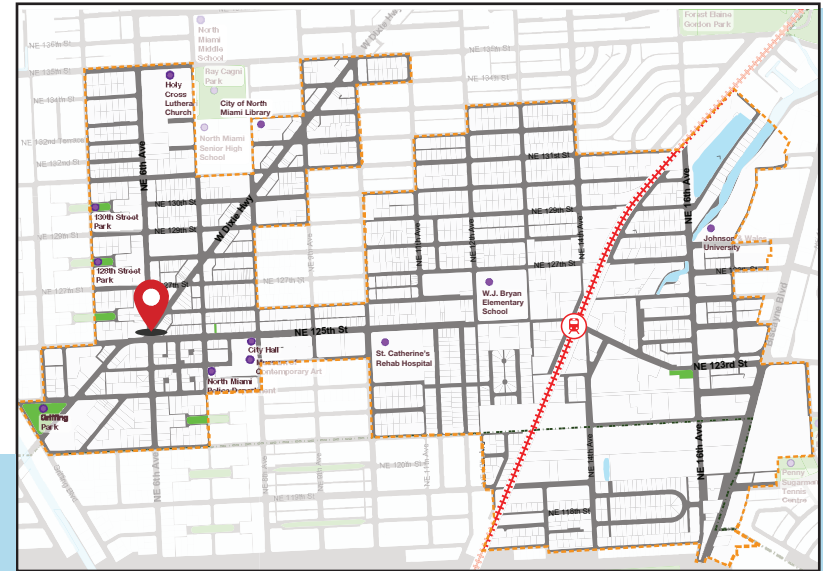
- New crosswalks and on-demand pedestrian signalization
- Decrease amount of hardscape while increasing landscape
- New benches and waste receptacles
- Installation of iconic NoMi sculpture at southern tip of triangle

**Project Location:** Intersection of NE 125th Street, West Dixie Highway and NE 6th Avenue

**Project Details:** Status: Pending

**Category:** Intersection Improvement

**Source:** North Miami Downtown Concept Plan, 2014



Key Map



Proposed View



Existing Plan and Section



Proposed Plan and Section

## FIVE POINTS INTERSECTION

Compilation of all the proposals under several studies (Downtown Concept Plan and FDOT Inter-local Agreement) to improve the traffic safety and economy at and along the arms of Five Point Intersection in Downtown North Miami.

- Right-in-lane on 125th Street - Add divider using striping and quick curb.
- Dixie Re-routing
  - » Close southbound leg of Dixie Hwy at 125th Street and provide pedestrian crossing.
  - » Create pedestrian area and parallel parking along Dixie Hwy.
  - » Add Bus Stop on Dixie Hwy.
  - » Convert NE 124 St from one-way to two-way traffic between West Dixie Hwy and NE 6 Ave.
- Prohibit East/West left-turns - NE 7 Ave converted to one-way southbound between NE 128 St and NE 125 St.
- Intersection NE 1271h Street & NE6tta Ave - Median opening to allow westbound left turns.



125TH STREET CROSS SECTION (LOOKING EAST) BEFORE & AFTER

### OTHER PROPOSED ALTERNATIVES



2-LANE + DIXIE RE-ROUTING ALTERNATIVE CROSS SECTION (LOOKING EAST) BEFORE & AFTER

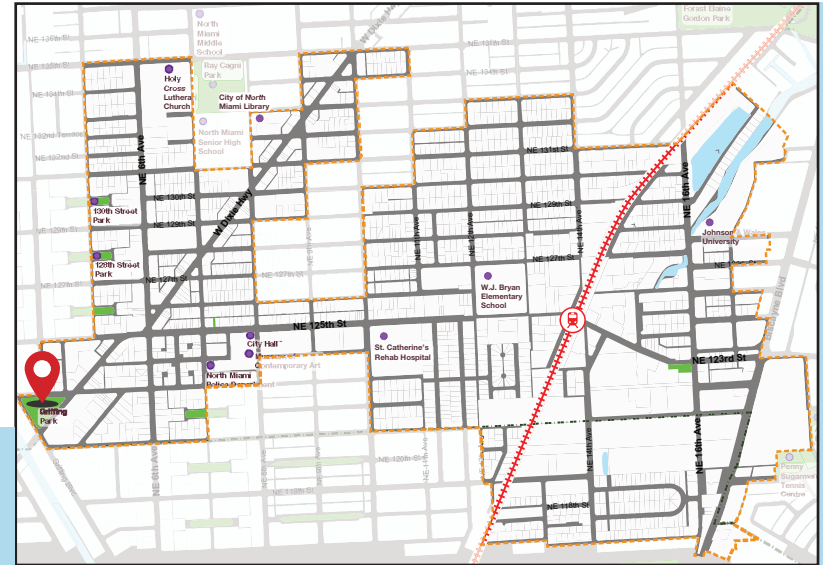
2-LANE + DIXIE RE-ROUTING + COUPLET ALTERNATIVE CROSS SECTION (LOOKING EAST) BEFORE & AFTER (LEFT: 125TH STREET; RIGHT 126TH STREET)



# GRIFFING PARK AMPHITHEATER

A proposed small amphitheater in an existing passive park, holding about 250- 240 patrons with associated amenities, could be utilized for small events performances.

**Project Location:** Griffing Park, along W Dixie Highway and NE 123rd Street  
**Project Details:** Status: Pending  
 Category: Park Improvement  
 Source: North Miami Downtown Concept Plan, 2014



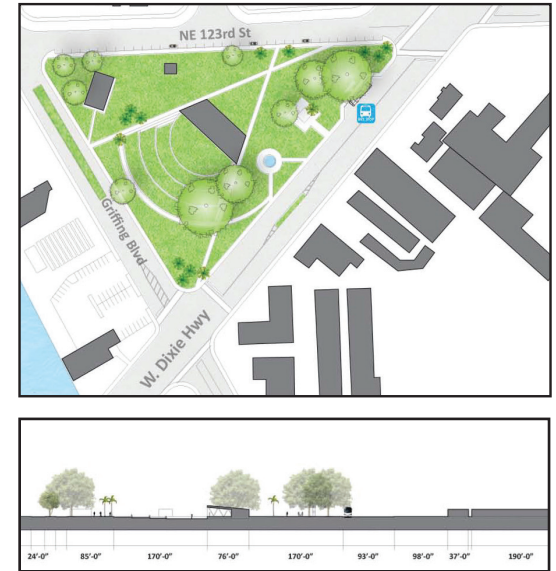
Key Map



Proposed View



Existing Plan and Section



Proposed Plan and Section



## NE 8TH AVENUE GREEN TRAIL

NE 8th Avenue will connect the two largest civic complexes within the City, i.e, MOCA/Civic Center Complex and North Miami Public Library in Arts and Culture District Suggested Enhancements under Downtown Concept Plan, 2014 to create a safe and attractive pedestrian and bike path were:

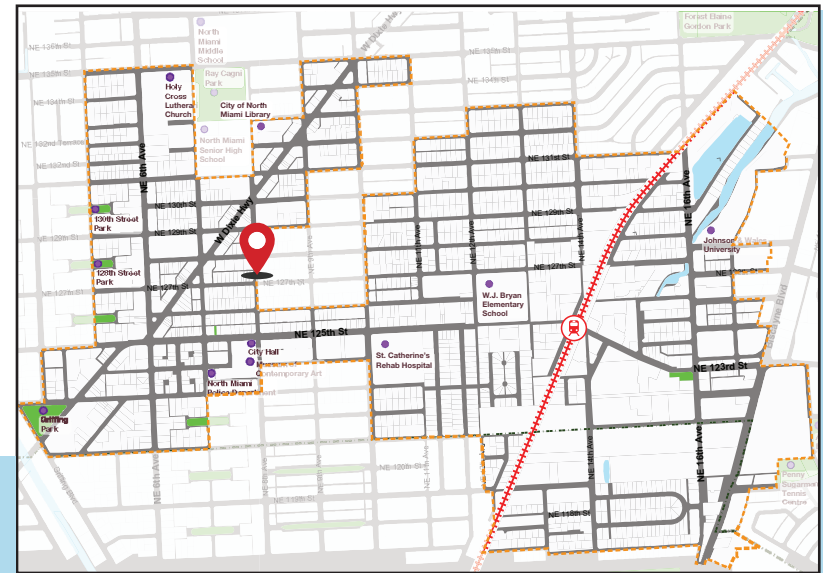
- New crosswalks and sidewalks
- Reconstruction of roadway
- Installation of decorative paving
- Benches and waste receptacles
- Installation of distinctive lighting
- Branding (NoMi banners)
- Landscaping

**Project Location:** NE 8th Avenue, from NE 125th Street to NE 132nd Street

**Project Details:** Status: Pending

**Category:** Street Improvement

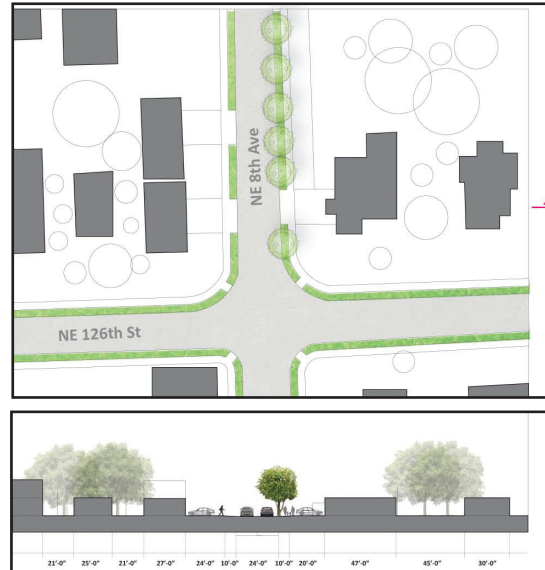
**Source:** North Miami Downtown Concept Plan, 2014



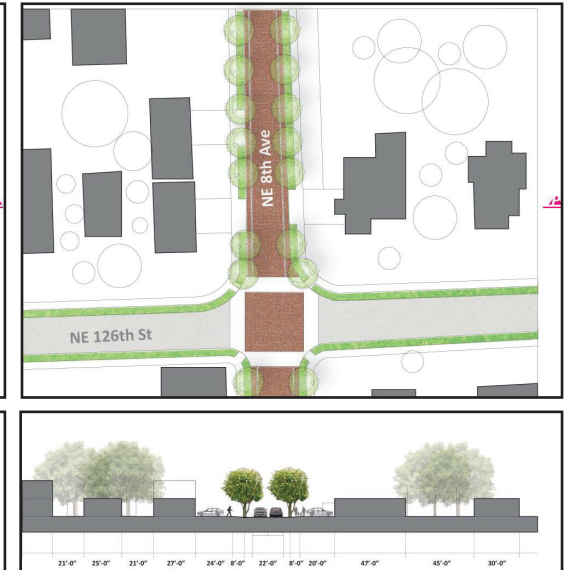
Key Map



Proposed View



Existing Plan and Section



Proposed Plan and Section

## MOCA PLAZA/CIVC CENTER COMPLEX

Currently North Miami's City Hall is over capacity and needs expansion. Suggested enhancements under Downtown Concept Plan, 2014 were:

- City Hall renovation, expansion and modernization
- Removal of the Zoning, Parks, Code and CPD Buildings
- Retail Space and Hotel
- Parking garage with first floor retail east of NE 8th Avenue
- MOCA expansion by 24,000 square feet
- New space for a Cultural Arts, Film and Education Destination
  - A Park/Open Space
  - A multi-purpose Performing Arts Center
  - Historical Museum space

**Project Location:** NE 8th Avenue, from NE 125th Street to NE 132nd Street

**Project Details:** Status: Pending

**Category:** Mixed-Use Development

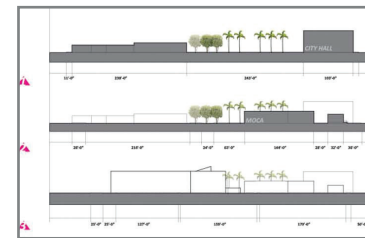
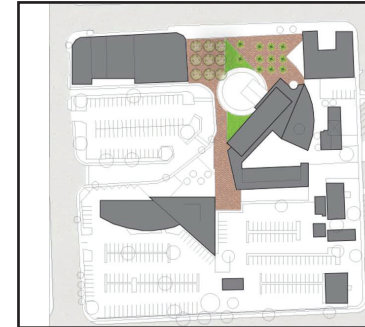
**Source:** North Miami Downtown Concept Plan, 2014



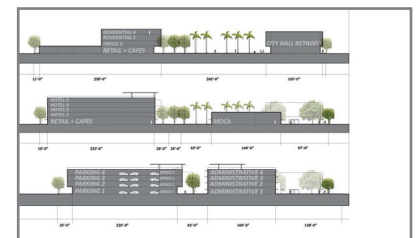
Key Map



Proposed View



Existing Plan and Section



Proposed Plan and Section

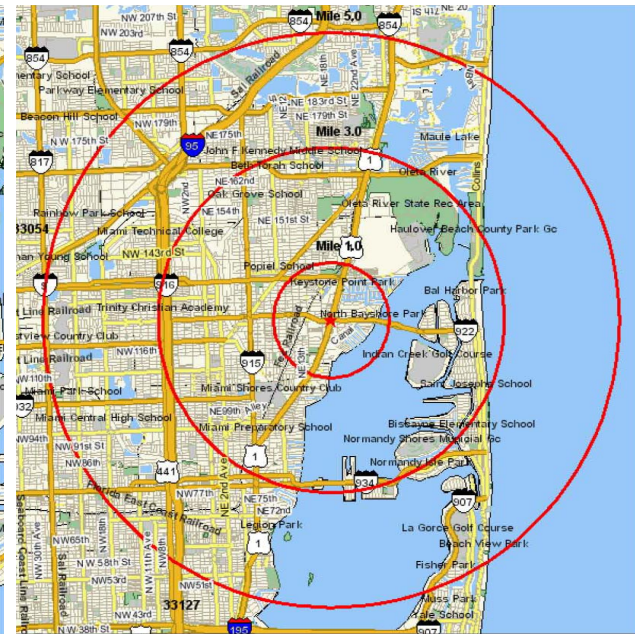
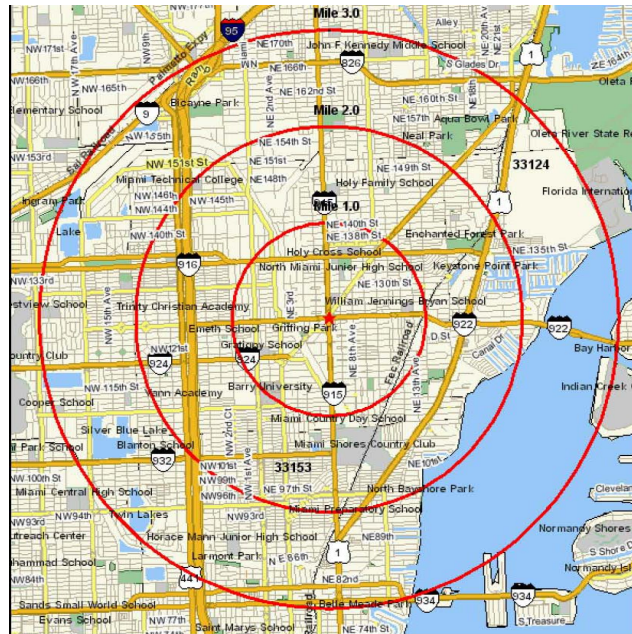
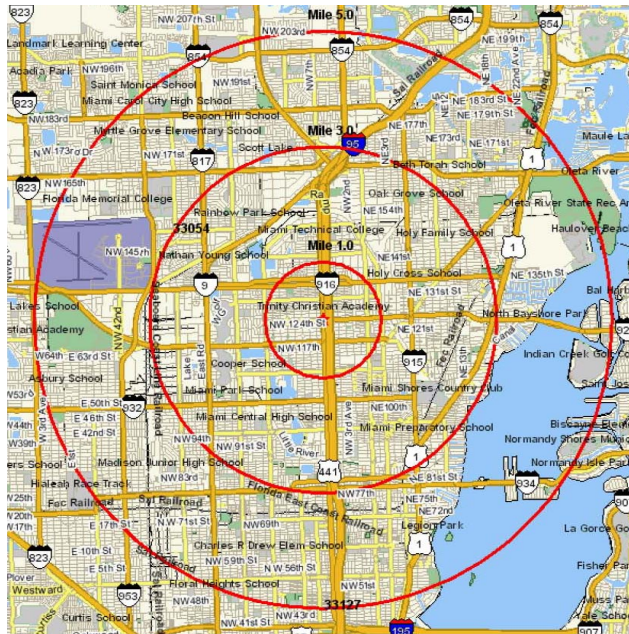


### 03 NORTH MIAMI ECONOMIC/MARKET EVALUATION, 2012

With an intent to increase the economic vitality of the City, the City of North Miami, especially CRA has funded numerous studies on five major corridors: NE 125th Street, Biscayne Boulevard, West Dixie Highway, NW 7th Avenue (US 441) and NW 119th Street. The City of North Miami and Keith and Schnars, P.A., retained Strategic Planning Group, Inc. to compile and update the economic evaluation of these corridors as part of the City's Downtown Development Master Plan. Based on demographic character, employment structure, and housing quality and supply in the city, the study provided a brief description of Retail Gap Analysis and proposed economic activities in the Downtown Area, Biscayne Boulevard Corridor and West Dixie Highway Corridor.

#### KEY RECOMMENDATIONS

ACTIONS	STATUS
Creating student housing opportunities in proximity to FIU, Johnson & Wales, and Barry University	In Progress
Verifying the location, and timing of the FEC Depot. The City should prepare specific corridor plans to take advantage of this important resource, if deemed viable	In Progress
Land assembly and continued facade and density enhancement along NE 125 Street, West Dixie Highway and 6th Avenue	In Progress
Expanding the zoning and providing potential land assembly for light industrial usage within to be expanded 7th Street corridor	In Progress



STUDY AREA - NW 7<sup>TH</sup> AVENUE (US 441) | WEST DIXIE HIGHWAY CORRIDOR | BISCAYNE BOULEVARD CORRIDOR

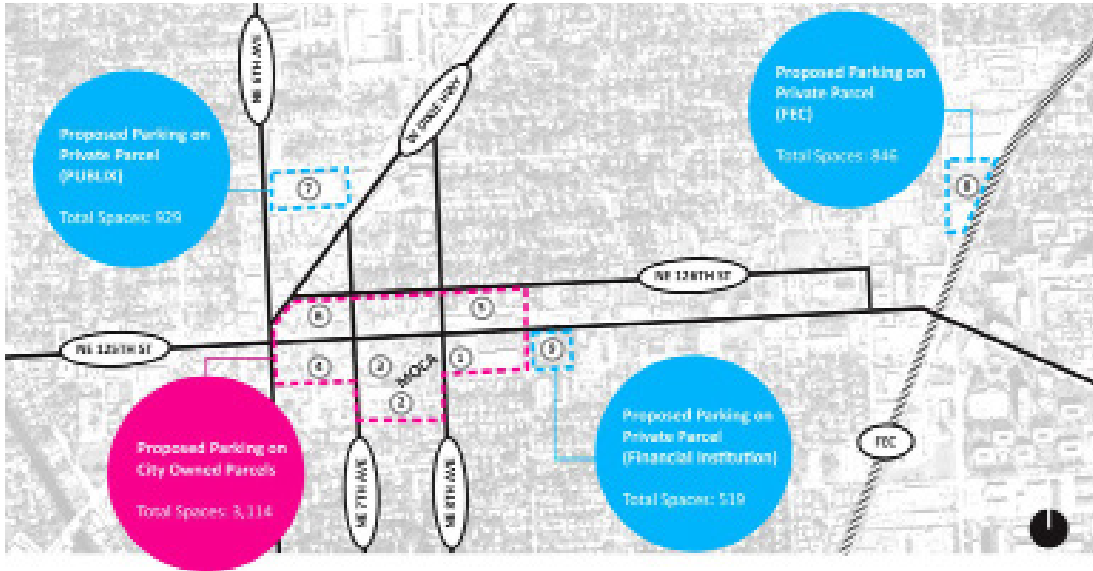


## 05 CITY OF NORTH MIAMI PARKING INVENTORY AND NEEDS STUDY

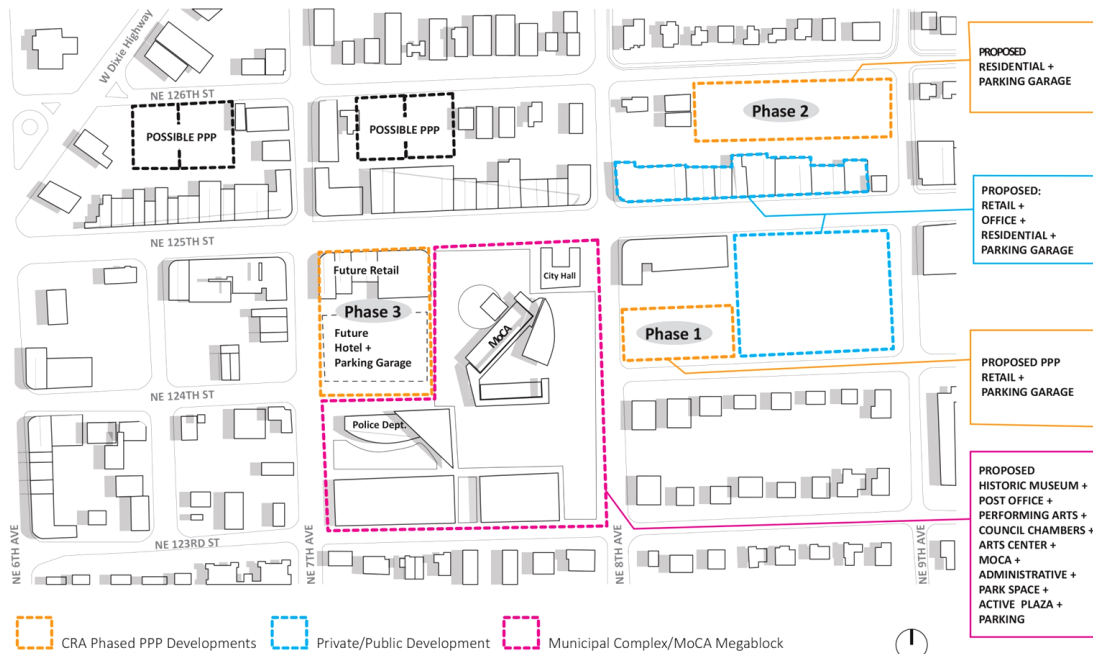
The Parking Study was prepared as a supplemental report to the Illustrative Concept Plan for Downtown as well as a guide to the future development potential and its need for additional parking. The Study identified existing surface parking lots and low intensity and density uses throughout the Downtown Area that will be redeveloped into either standalone parking structures or preferably as part of a mixed-use development. The proposed redevelopment projects that are part of the North Miami Mobility Hub & TOD Planning Area are summarized below:

### KEY RECOMMENDATIONS

ACTIONS	STATUS
Parking Garage & Retail – NE 8th Avenue and 124th Street (City Hall Parking Lot)	Pending
Parking Garage – NE 123rd ST between 7th & 8th Avenues (Police Dept./Administrative Parking Lot)	Pending
Parking Garage & Hotel – NE 7th Avenue between 124th & 125th Street	Pending
Parking Garage – NE 6th Ct between 124th & 125th Streets	Pending
Mixed Use and Parking Garage – NE 126th Street between NE 8th and 9th Avenue	Pending
Mixed Use and Parking Garage – NE 126th Street between W.Dixie Hwy and 7th Ave	Pending
Publix Supermarket + Parking Garage – NE 128th Street between W.Dixie Hwy & 6th Ave	Pending
Retail, Utility & Parking Garage – NE 128th street between NE 14th Ave and FEC Railway	Pending
Parking Garage + Office + Retail – NE 125th Street between NE 9th Ave & NE 10th Ave	Pending



PROPOSED PARKING LOCATIONS



- CRA Phased PPP Developments
- Private/Public Development
- Municipal Complex/MoCA Megablock

THREE-PHASED PARTNERSHIP PLAN

**06 ARCH CREEK STUDY, URBAN LAND INSTITUTE, 2016**

Selected as Miami-Dade County’s first pilot project for Adaptation Action Areas, Arch Creek Study includes the Arch Creek stormwater basin and includes a significant portion of the North Miami Mobility Hub and TOD Planning Area defined as Focus Area 1, proposed interventions at three levels – short term, mid-term & long term. Prepared by ULI’s Advisory Services Panel, this highly vulnerable flooding area study presents a comprehensive resiliency strategy for three focus areas- 1) Possible future passenger rail station; 2) Development of Biscayne Bay; and 3) Low-lying areas with vulnerable populations (Arch Creek Estates).

The following section lists the key recommendations and relevant strategies that may have an impact on future planning in the North Miami Mobility Hub & TOD Planning Area.

**KEY RECOMMENDATIONS**

- Building Social Resilience
- Encouraging a More Resilient and Connected
- Development Pattern
- Managing Water and Restoring Natural Systems
- Implementing a Pilot Adaptation Action Area

ACTIONS	STATUS
Develop a TOD on the high ground around the NE 125th Street station	Ongoing
Include a Resilience Resource Center	Pending
Provide density bonuses for affordable housing within the TOD zone.	Pending
Improve overall multimodal connectivity, considering the TOD as a hub.	Ongoing
Protect the rail corridor	Ongoing
Develop additional waterborne transportation options	Pending
Prioritize the development of the slough as part of a long-term resilience strategy, carried out in tandem with the TOD.	Ongoing
Seek change in state enabling legislation, adding climate resilience as a CRA category and subsequently purchasing property.	Pending
Create an adaptation area transfer of development rights (TDR) program	Pending



SHORT TO MID TERM INTERVENTION



LOW DENSITY AREA ---  
 HIGH DENSITY AREA ---  
 PRESERVE LOW LYING AREAS ---

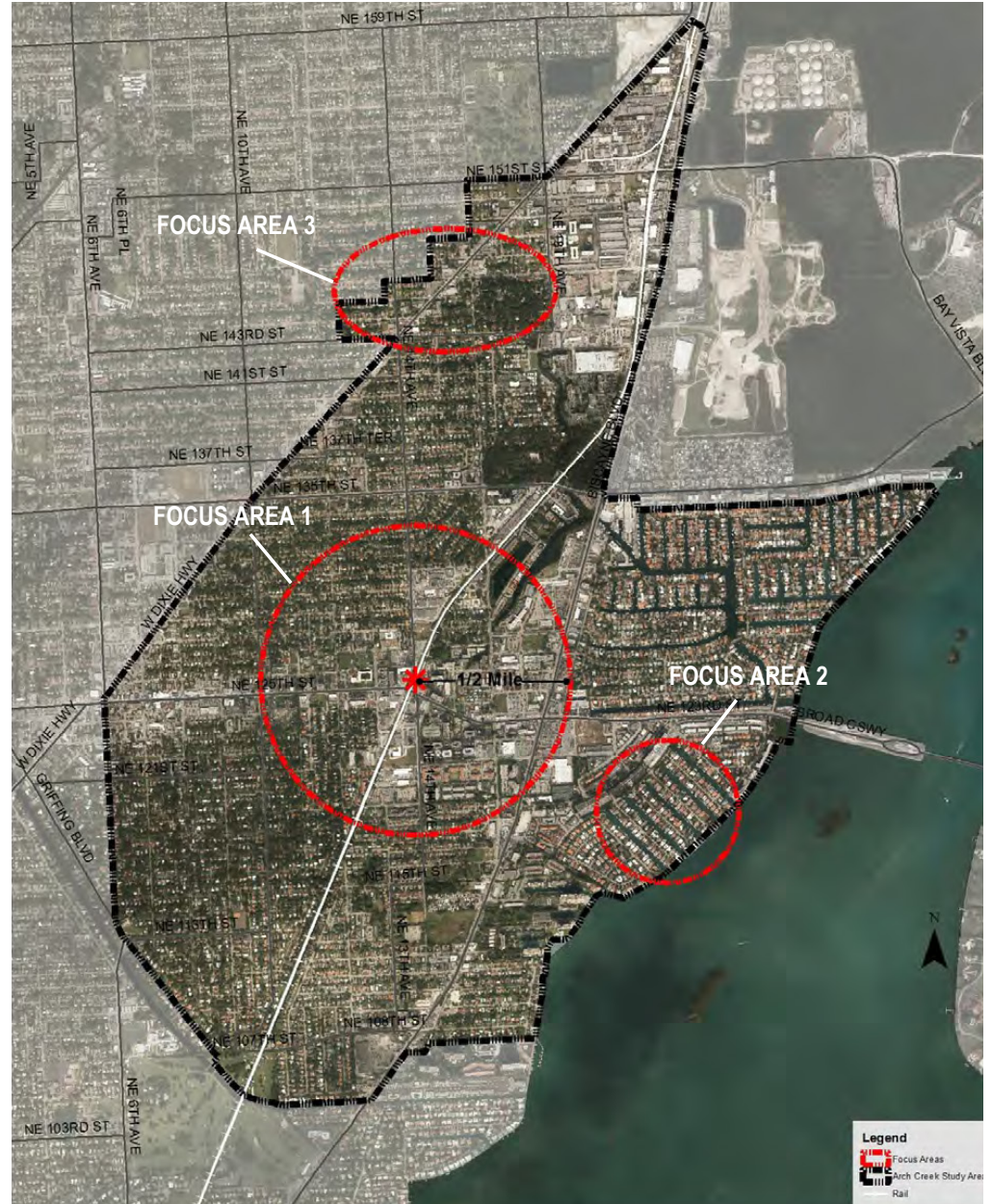


LONG TERM OPTION A

LOW DENSITY AREA ---  
 HIGH DENSITY AREA ---  
 PRESERVE LOW LYING AREAS ---



LONG TERM OPTION B



FOCUS AREAS

## 07 AMENDMENT TO NORTH MIAMI CRA PLAN (2016)

The amendment to the Community Redevelopment Plan serves as a revision of the Redevelopment Plan first adopted in 2005, then amended in 2008, to reflect current priorities and market conditions. With an emphasis on Economic Development as the engine to drive the redevelopment program, the plan identifies 14 Redevelopment Goals under five categories:

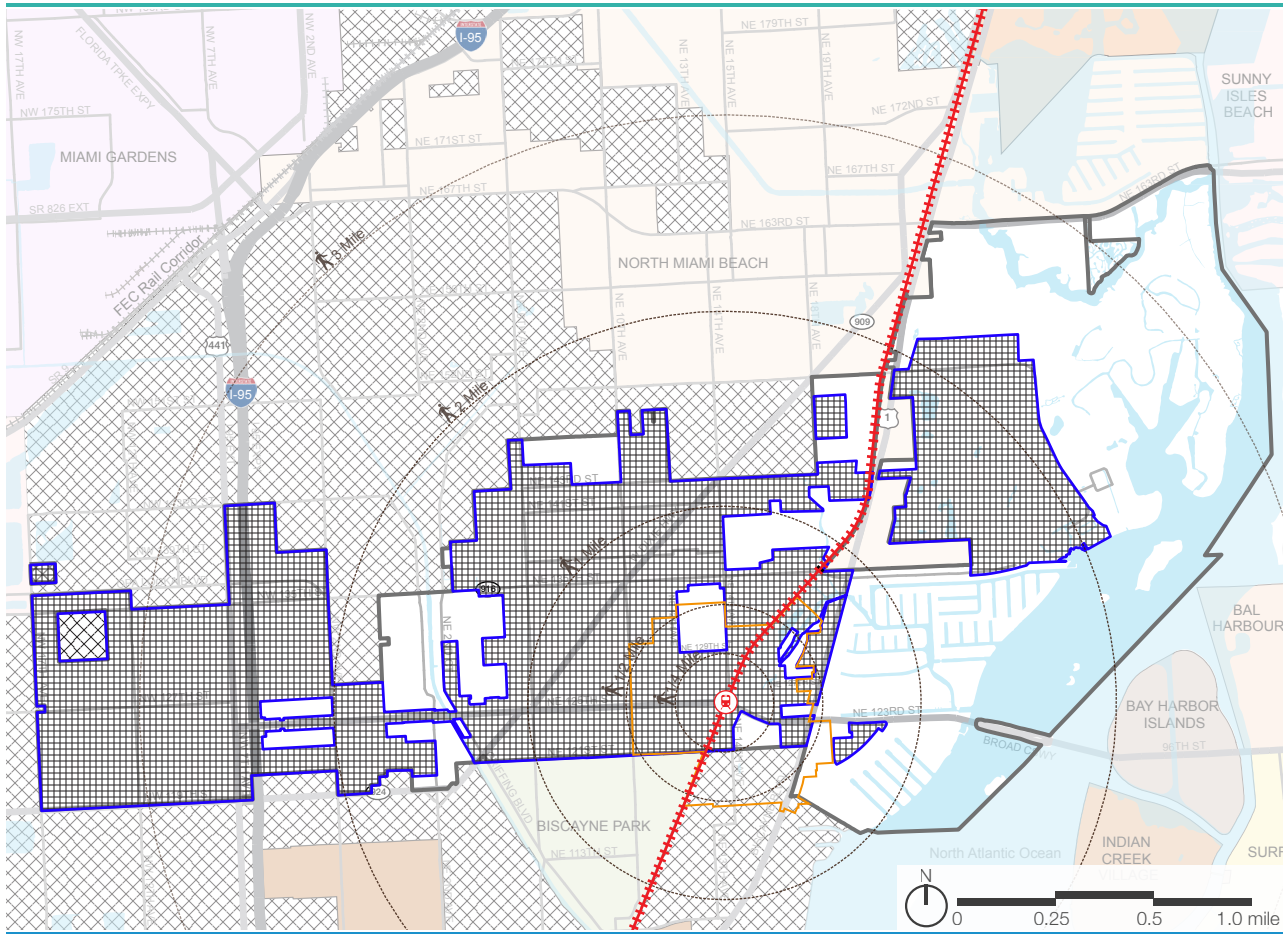
- Economic Development
- Public Improvements/Infrastructure
- Housing/Residential Development
- Transportation, Transit & Parking
- Redevelopment Support

The goals that will have a direct impact on the North Miami Mobility Hub and TOD Plan include:














### KEY RECOMMENDATIONS

ACTIONS	STATUS
<b>Work with the City of North Miami to support and recruit “target” commercial, cultural and light industrial uses/industries</b>	Ongoing
Capitalize on existing assets: Johnson & Wales, MOCA, Educational Institutions	Ongoing
Explore positioning the City of North Miami/CRA as “Music City”	Ongoing
<b>Incorporate the Cultural Arts as a critical component of Economic Development</b>	Ongoing
Support MOCA as a cultural and economic asset	Ongoing
<b>Public Improvements</b>	Ongoing
Streetscape Projects – NE 125th Street/NE 124 Street, West Dixie Highway, NE 6th Avenue, and Biscayne Boulevard	Ongoing
Open Space/Community Enhancements – NE 132nd Street Fountain, NE 125th Street Liberty Gardens Park/Café Corners, MOCA Plaza/Civic Center Complex, NE 8th Avenue Green Trail, NE 8th Avenue Promenade, 5 Points Intersection, West Dixie Green Trail, Griffing Park Amphitheater, Art in Public Place	Ongoing
Encourage “Safe and Convenient” Transportation and Transit	Ongoing
Advocate for future transit opportunities, including Tri-Rail Coastal Link Station at NE 125th Street	Ongoing
Provide and support grant funding for transportation projects, Downtown Trolley circulator(s) and other connecting public transit projects	Ongoing





**LEGEND**

-  North Miami City
-  CRA Boundary
-  Major Highways
-  Major Roads
-  FEC Passenger Rail
-  Proposed NE 125th/123rd St. Station
-  Other Municipal Boundaries
-  Other Municipal Boundaries
-  Other Municipal Boundaries
-  Other Municipal Boundaries
-  Unincorporated County
-  Water Body
-  Planning Area

NORTH MIAMI CRA AND CITY BOUNDARIES



## 08 NE 125TH ST MULTIMODAL IMPROVEMENTS STUDY, 2016 (KITTELSON)

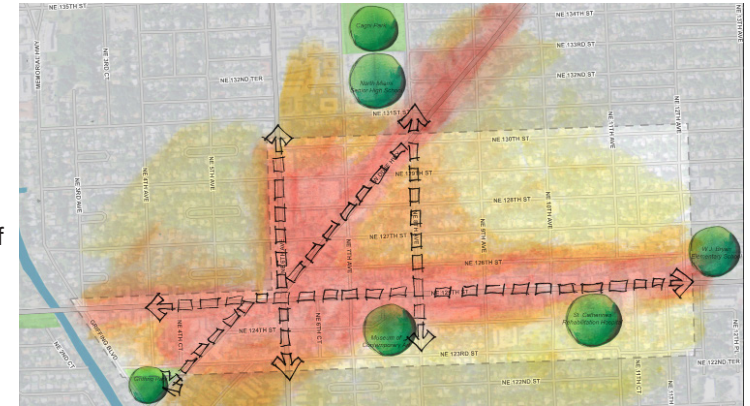
Recognizing the importance of NE 125th Street as the major east-west connection linking North Miami to the rest of the region, the City of North Miami retained Kittelson & Associates to prepare a study evaluating multi-modal mobility options for the corridor stretch between NE 6th Avenue and NE 10th Avenue. The study corridor and area of influence is shown in Fig.

The study, commissioned as a result of the 2013 NE 125th Street PD&E Study, and the need identified to resolve the traffic and pedestrian conflicts at the “5-Points” intersection. The goal of this study is to make improvements to NE 125th Street that will support the implementation of the 2016 Downtown Master Plan Vision.

Based on feedback obtained from a Working Group, the study proposed a series of performance measures to evaluate criteria for assessing transportation improvement alternatives. The study identifies four sets of strategies that will have a direct impact on the North Miami Mobility Hub and TOD Plan (details of the proposals on next page):

- Traffic Re-Routing/Roadway Closure
- Lane Repurposing
- North/South One- Way Couplet
- East/West One- Way Couplet

Following a strategic screening process, the north-south one way couplet strategy was eliminated because of conflicts with the Downtown Master Plan recommendations. The study recommends lane repurposing strategy and Dixie Highway Re-routing strategy, after analyzing five alternatives to the NE 125th Street corridor.



STUDY AREA

### KEY RECOMMENDATIONS

**3-Lane + Dixie Re-Routing Alternative:** The NE 125th Street cross-section under this alternative has one through lane in each direction with left-turn lanes at intersections and the Dixie Highway Re-Routing strategy.

ACTIONS	STATUS
Close Dixie Highway between NE 125th Street and NE 127th Street	Under Review
Convert NE 125th Street to 3-Lanes	Under Review
Signalize NE 127th Street & Dixie Highway	Under Review
Signalize NE 127th Street & NE 6th Avenue	Under Review
“5-Points” Phasing Modifications	Under Review
Add North bound Left-Turn Lane at “5-Points”	Under Review
NE 125th Street & NE 10th Avenue Phasing Modifications	Under Review
Coordinate NE 123rd Street & Dixie Highway	Under Review

### 4-Lane + Dixie Re-Routing Vehicular Routes

1



- Close Dixie Highway between NE 125th Street and NE 127th Street
- Signalize:
  - NE 127th Street & Dixie Highway
  - NE 127th Street & NE 6th Avenue
- “5-Points” Phasing Modifications
- Add NB Left-Turn Lane at “5-Points”
- NE 125th Street & NE 10th Avenue Phasing Modifications
- Coordinate NE 123rd Street & Dixie Highway

### 3-Lane + Dixie Re-Routing Vehicular Routes

2



- Close Dixie Highway between NE 125th Street and NE 127th Street
- Convert NE 125th Street to 3-Lanes
- Signalize:
  - NE 127th Street & Dixie Highway
  - NE 127th Street & NE 6th Avenue
- “5-Points” Phasing Modifications
- Add NB Left-Turn Lane at “5-Points”
- NE 125th Street & NE 10th Avenue Phasing Modifications
- Coordinate NE 123rd Street & Dixie Highway

### 2-Lane + Dixie Re-Routing Vehicular Routes

3



- Close Dixie Highway between NE 125th Street and NE 127th Street
- Convert NE 125th Street to 2-Lanes
- Signalize
  - NE 127th Street & Dixie Highway
  - NE 127th Street & NE 6th Avenue
- “5-Points” Phasing Modifications
- Add NB Left-Turn Lane at “5-Points”
- NE 125th Street & NE 10th Avenue Phasing Modifications
- Coordinate NE 123rd Street & Dixie Highway

### 2-Lane + Dixie Re-Routing + Couplet Vehicular Routes

4



- Close Dixie Highway, WB Lanes on NE 125th Street and EB Lanes on NE 126th Street
- Add NB Left-Turn Lane NE 126th Street & NE 12th Avenue
- Install Stop Sign on NB and SB approaches at NE 126th Street & NE 12th Avenue
- Signalize
  - NE 126th Street & NE 6th Avenue
- NE 127th Street & Dixie Highway
- NE 127th Street & NE 6th Avenue
- “5-Points” Phasing Modifications
- Add NB Left-Turn Lane at “5-Points”
- NE 125th Street & NE 10th Avenue Phasing Modifications
- Coordinate NE 123rd Street & Dixie Highway

## 09 OPTIMIZING NOMI EXPRESS ROUTES, CONNECTIONS AND TECHNOLOGY

NoMI Express, a local circulator system, is a free service commissioned by the city for moving residents and visitors around the City. It is primarily a feeder transit system for Miami-Dade Transit and for local access for schools and retail for residents. The City of North Miami commissioned this study in order to evaluate ways to enhance service via improvements to it:

- Connecting to the transit generators and potential linkages to other transit systems
- Improving the frequency of the system, existing routes and existing bus stop locations
- Route Optimization Analysis considering boarding and alighting for NoMi Express
- and Miami Dade Transit, Tri-Rail Transfer Point, Connection points to other local transit systems, weekend routes and School routes
- Various technology from the viewpoint of ridership needs, assistance for long-term transit planning, and management options for day-to-day operations.

### KEY RECOMMENDATIONS

The proposed recommendations that are part of the North Miami Mobility Hub & TOD Planning Area are summarized below:

ACTIONS	STATUS
Adjust Green Line to utilize NW 10th Avenue and NW 140th Street instead of a less safe U-turn on NW 7th Avenue)	Under Review
Adjust Green Line to route the bus south on North Miami Avenue at NW 119th Avenue to NE 115th Street, to create a connection to Barry University and Miami Lakes Circulator service	Under Review
Dedicated Staff member in Public Works/Dedicated Transit Staff (Hire trolley manager to run system)	Under Review
Increase the capacity of the Green Line Bus to meet ridership demand	Under Review
Implement specialized weekend route on Saturdays from 7 am - 7 pm	Under Review
Develop GIS App for real-time and trip planning applications	Under Review
Realign Red Line service and increase hours of operations.	Under Review
Signage and Facilities Improvements	Under Review
Double Service on the Green Line	Under Review
On-Board WiFi	Under Review



# NOMI Key Locations

- 1 Griffing Center/Park
- 3 Gragny Elementary
- 11 Oleander Park
- 12 Sunkist Grove Community Center
- 13 Thomas Sasso Pool
- 15 Ben Franklin Elementry & Park
- 16 Joe Celestin Center
- 17 Claude Pepper Park
- 19 7th Avenue Flea Market
- 1 Griffing Center/Park
- 2 President Supermarket
- 3 Publix
- 6 North Miami Middle School
- 6 Library/North Miami Middle School
- 7 St. Paul's Church
- 10 First Church of North Miami
- 12 Enchanted Forest Park
- 15 Target/Post Office
- 18 Navarro
- 19 Publix
- 20 Johnson & Wales University
- 25 William Jennings Bryan Elementary
- 27 City Hall/MOCA/Police

- 1 Griffing Center/Park
- 10 North Miami Middle/Arch Creek Elem.
- 12 North Miami Elementary
- 19 North Miami Senior High
- 21 City Hall/MOCA Plaza/Police
- 23 Publix
- 27 President Supermarket
- 1 Publix
- 2 Johnson & Wales University
- 4 Gwen Margolis Center/ Wholefoods
- 5 Walgreens
- 6 Besade Park/Tennis Center at Sans Souci
- 16 Target/Post Office
- 17 Costco/Publix
- 19 21 Alonzo & Tracy Mourning High School
- 20 Florida International University Library
- 24 Natural Bridge Elementary
- 25 Enchanted Forest Park

\* drop-off only and no passenger pick-up

**Buses operate from  
7 am to 7 pm  
Monday-Friday**

*El horario de los autobuses es de  
7 am a 7 pm, Lunes a viernes*

*Otobis yo opere kòmanse 7è dimaten jiska  
7è, diswa Lendi-Vandredi*

**Buses do not run on weekends  
or City observed holidays**

*No hay servicio de autobuses los fines de semana  
o los días feriados*

*Otobis yo pa opere pandan  
wikenn ak jou konje Vil la*



**To contact the City**  
*Para comunicarse con la ciudad*  
 Pou kontakte vil la konsènan  
**786-828-7460**  
 Hours of Operation (7:30-4:00)  
[transportation@northmiamifl.gov](mailto:transportation@northmiamifl.gov)

NOMI EXPRESS ROUTES

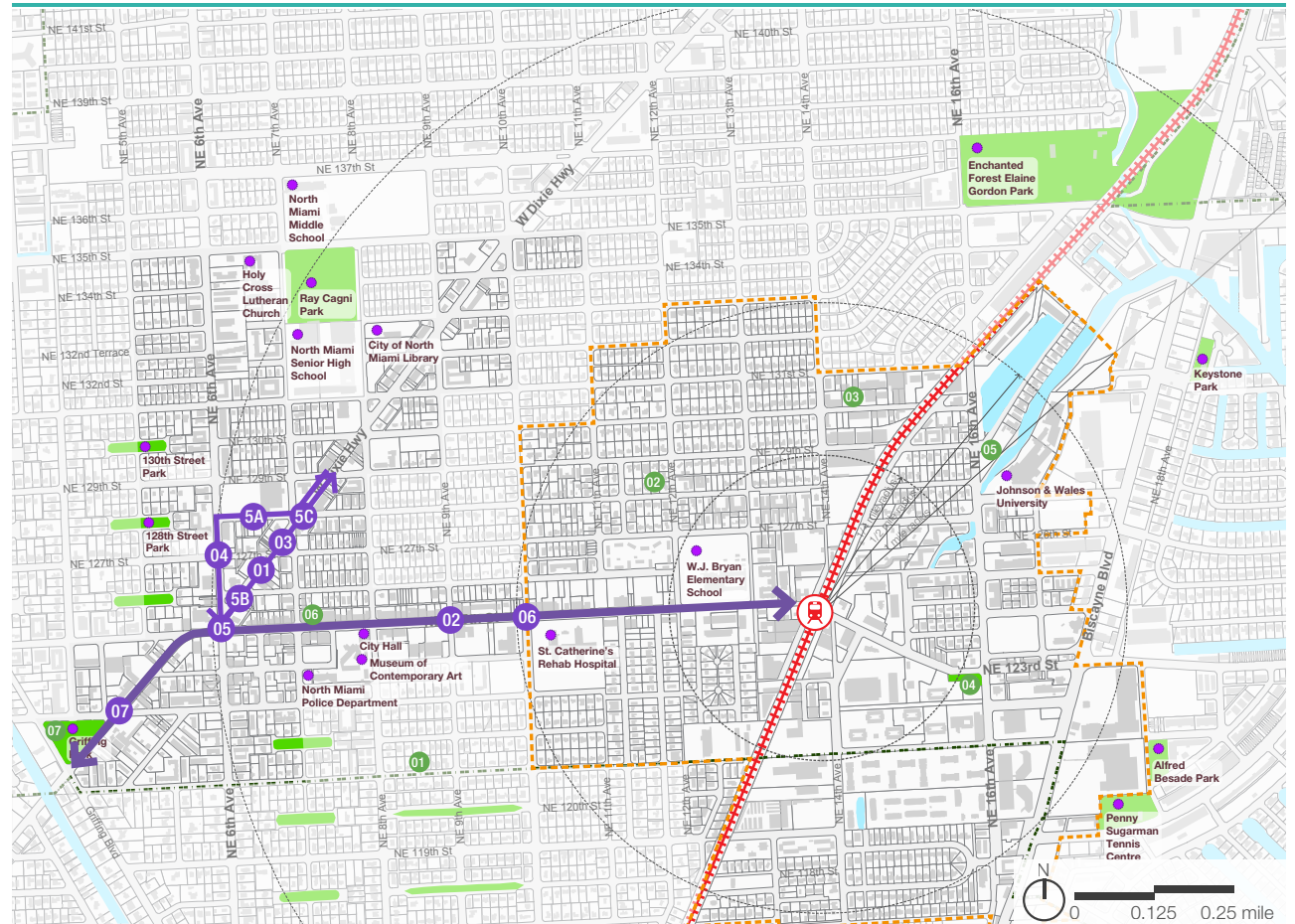
## SUMMARY OF PROPOSED PROJECTS

### OPEN AREAS AND PUBLIC PARKS

- 01 South Central Park
- 02 Central West Park
- 03 Central East Park
- 04 Gwen Margolis Center
- 05 Biscayne Landing Passive Park
- 06 Liberty Garden's Park
- 07 Design interventions for Griffing Park Amphitheater

### TRANSPORTATION

- 01 Close Dixie Hwy between NE 125<sup>th</sup> St. & NE 127<sup>th</sup> St
- 02 Convert NE 125<sup>th</sup> Street to 3-Lanes
- 03 Signalize NE 127<sup>th</sup> Street & Dixie Highway
- 04 Signalize NE 127<sup>th</sup> Street & NE 6<sup>th</sup> Avenue
- 05 "5-Points" Phasing Modifications
- 5A Divert southbound Dixie Hwy traffic west on 128<sup>th</sup> Street then south on 6<sup>th</sup> Avenue
- 5B Keep 1 lane of northbound Dixie Hwy open at 125<sup>th</sup> St
- 5C Improved pedestrian crossings
- 6 NE 125<sup>th</sup> St & NE 10<sup>th</sup> Ave Phasing Modifications
- 7 Coordinate NE 123<sup>rd</sup> Street & Dixie Highway



### LEGEND

	North Miami City		FEC Passenger Rail
	Planning Area		Proposed NE 125th/123rd St. Station
	Parcel		Major Landmarks
	Building Footprint		
	Parks, Open Spaces & Recreation		
	Water Body		

MAP 2.6: COMPOSITE MAP OF KEY PROJECTS (OPEN SPACES & TRANSPORTATION IMPROVEMENTS)

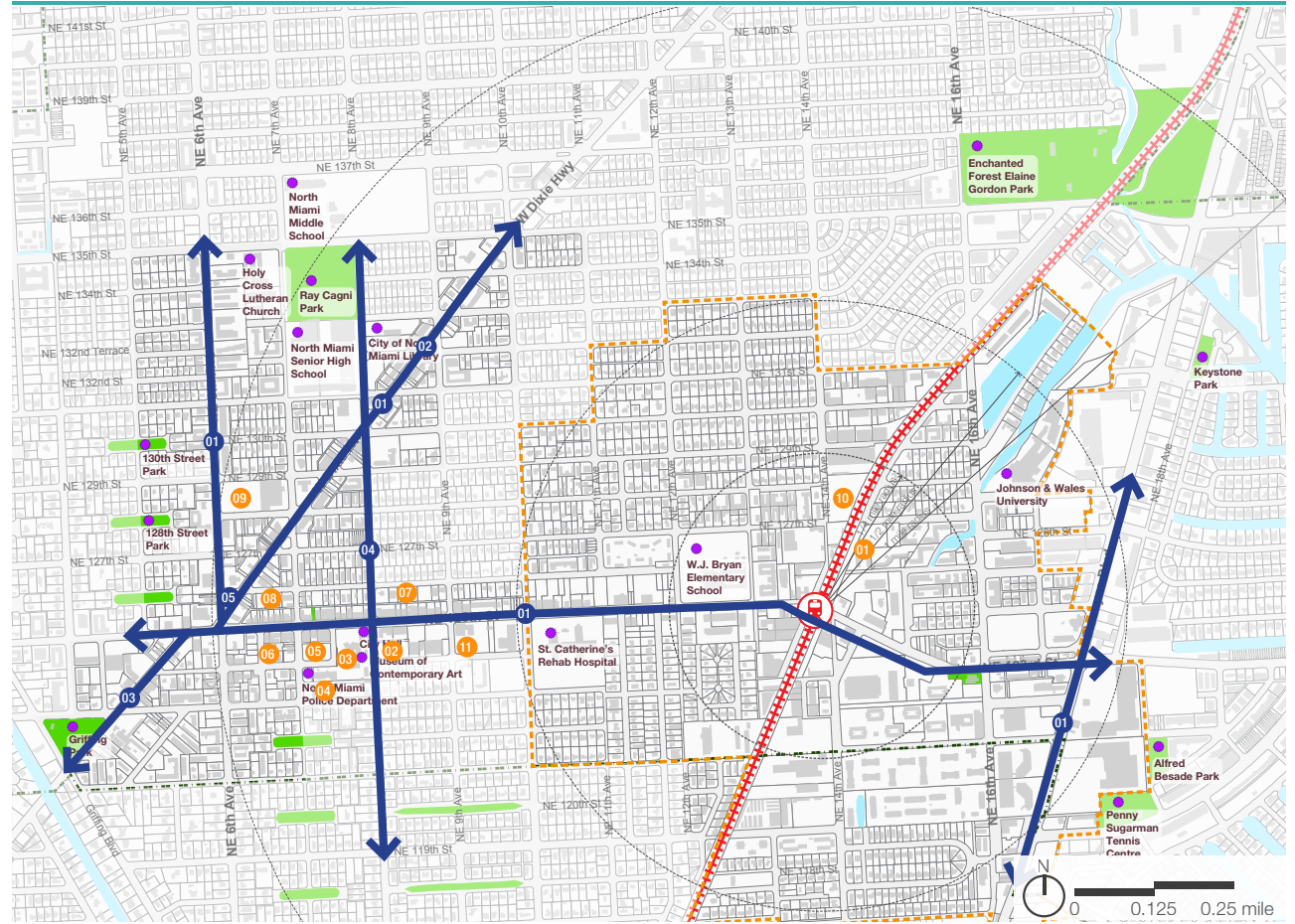


## STREETSCAPE IMPROVEMENTS PROJECTS

- 01 Streetscape design for 125th Street, West Dixie Highway, NE 6th Avenue, & Biscayne Boulevard
- 02 Improvements near NE 132 Street Fountain
- 03 Improvements on West Dixie Green Trail
- 04 Improvements on NE 8th Avenue
- 05 Design of Street Liberty Gardens Park at 125th St.
- 06 Recommendations for Five Points Intersection - crosswalks, trees, benches & NoMi Sculpture

## MIXED-USE DEVELOPMENT

- 01 Tri-Rail Coastal Link, 125th Street Station, 2013
- 02 Propose mixed-use parking garage on NE 8th Ave
- 03 Conceptual plan MOCA Plaza/Civic Center Complex - Hotel, offices, park space
- 04 Parking Garage – NE 123rd ST between 7th & 8th Avenues
- 05 Parking Garage & Hotel – NE 7th Avenue between 124th & 125th Street
- 06 Parking Garage – NE 6th Ct between 124th & 125th Streets
- 07 Mixed Use and Parking Garage – NE 126th Street between NE 8th and 9th Avenue
- 08 Mixed Use and Parking Garage – NE 126th Street between W.Dixie Hwy and 7th Ave
- 09 Publix Supermarket + Parking Garage – NE 128th Street between W.Dixie Hwy & 6th Ave
- 10 Retail, Utility & Parking Garage – NE 128th street between NE 14th Ave and FEC Railway
- 11 Parking Garage + Office + Retail – NE 125th Street between NE 9th Ave & NE 10th Ave



### LEGEND

- North Miami City
- Planning Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Major Landmarks

MAP 2.7: COMPOSITE MAP OF KEY PROJECTS (STREETSCAPE IMPROVEMENTS & PROPOSED DEVELOPMENT)



**CHAPTER 3**  
**EXISTING**  
**CONDITIONS**  
**INVENTORY**  
**AND ANALYSIS**



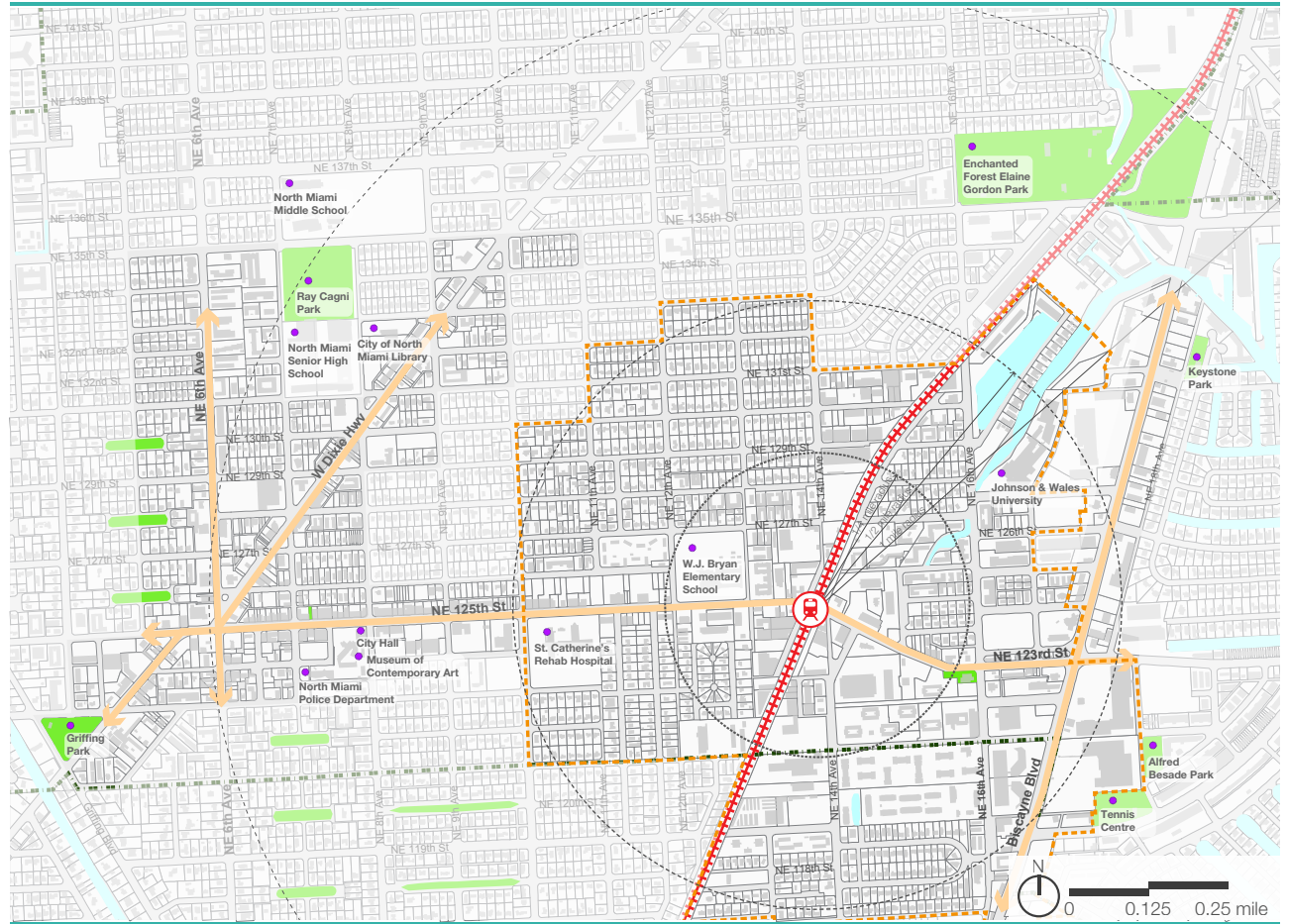


# 3.1. PLANNING AREA CONTEXT

The study calls for a two-part planning process: detailed station area plan within a half-mile radius of the FEC station and corridor design guidelines to ensure first and last mile connectivity along NE 6th Avenue, West Dixie Highway, NE 125th/123rd Street and Biscayne Boulevard. Looking at both scales simultaneously will ensure that development at one station complements development at other stations, resulting in a network of transit oriented places.

In terms of geographic boundaries, the Planning Area defined for the purposes of this plan is illustrated in Map 3.1 and generally described as follows:

- Quarter Mile:** The quarter mile radius defined by NE 16th Ave and NE 12th Ave as the Eastern and Western boundary, and NE 129th St and NE 121st St. (City Boundary) as the Northern and Southern boundary is addressed as the primary zone that includes the proposed transit station and associated facilities.
- Half Mile:** The Planning Area is defined by Johnson & Wales University and Biscayne Boulevard to the East, NE 117th St to the South, NE 10th Ave to the West and NE 133rd St. to the North. The Planning Area falls within the jurisdiction of both Miami Dade County and the City of North Miami. The half mile area is typically encouraged with high levels of transit use and provide a mixed-use of vibrant activity node for the local community.



### LEGEND

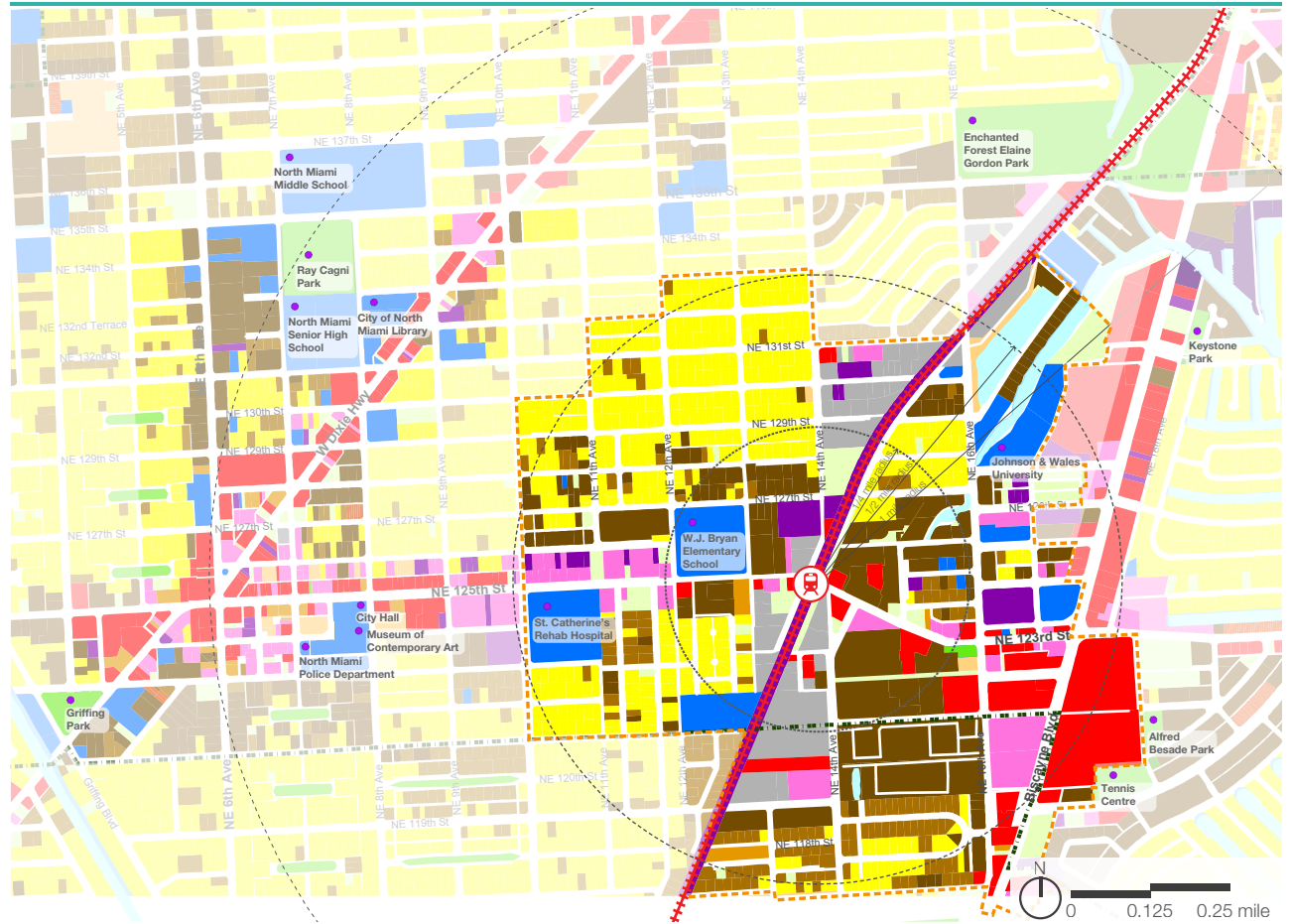
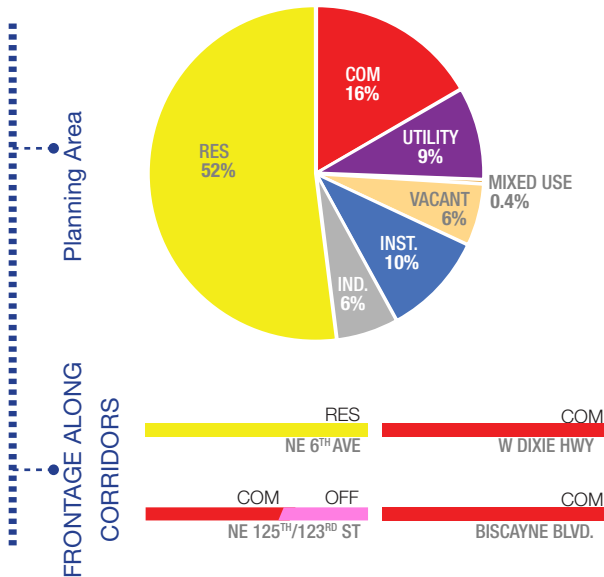
- |  |                                     |  |  |
|--|-------------------------------------|--|--|
|  | North Miami City                    |  | Major Landmarks                          |
|  | FEC Passenger Rail                  |  | Planning Area                            |
|  | Proposed NE 125th/123rd St. Station |  | First & Last Mile Connectivity Corridors |
|  | Building Footprint                  |  |  |
|  | Parks, Open Spaces & Recreation     |  |  |
|  | Water Body                          |  |  |

MAP 3.1: PROPOSED PLANNING AREA BOUNDARY

## 3.2. LAND DEVELOPMENT AND REDEVELOPMENT

### EXISTING LAND USE ANALYSIS

As illustrated in Map 3.1, the FEC passenger rail corridor divides the area into two halves. The western side is more dominated by residential land use with mix of commercial and offices along the NE 125th Street whereas the eastern half accounts for more active uses with high percentage of commercial land use along the Biscayne boulevard and Johnson & Wales University accounting for major chunk. In general, the Planning Area has a high percentage of residential uses (52%) with large parcels of underutilised Industrial lands (7%) mostly used as warehouses, automotives, and storage facilities near the proposed FEC station location. The low ratio of building to area creates potential redevelopment opportunities within the Planning Area.



### LEGEND

	North Miami City		Single Family		Industrial
	Planning Area		Townhouse		Institutional
	FEC Passenger Rail		Mobile Home		Communication, Utilities, Terminals
	Proposed NE 125th/123rd St. Station		Low Density Multi Family		Inland Waters
	Major Landmarks		High Density Multi Family		Open Space & Recreation
			Mixed Use		Vacant Government Land
			Commercial		Vacant Private Land
			Office		

MAP 3.1: EXISTING LAND USE

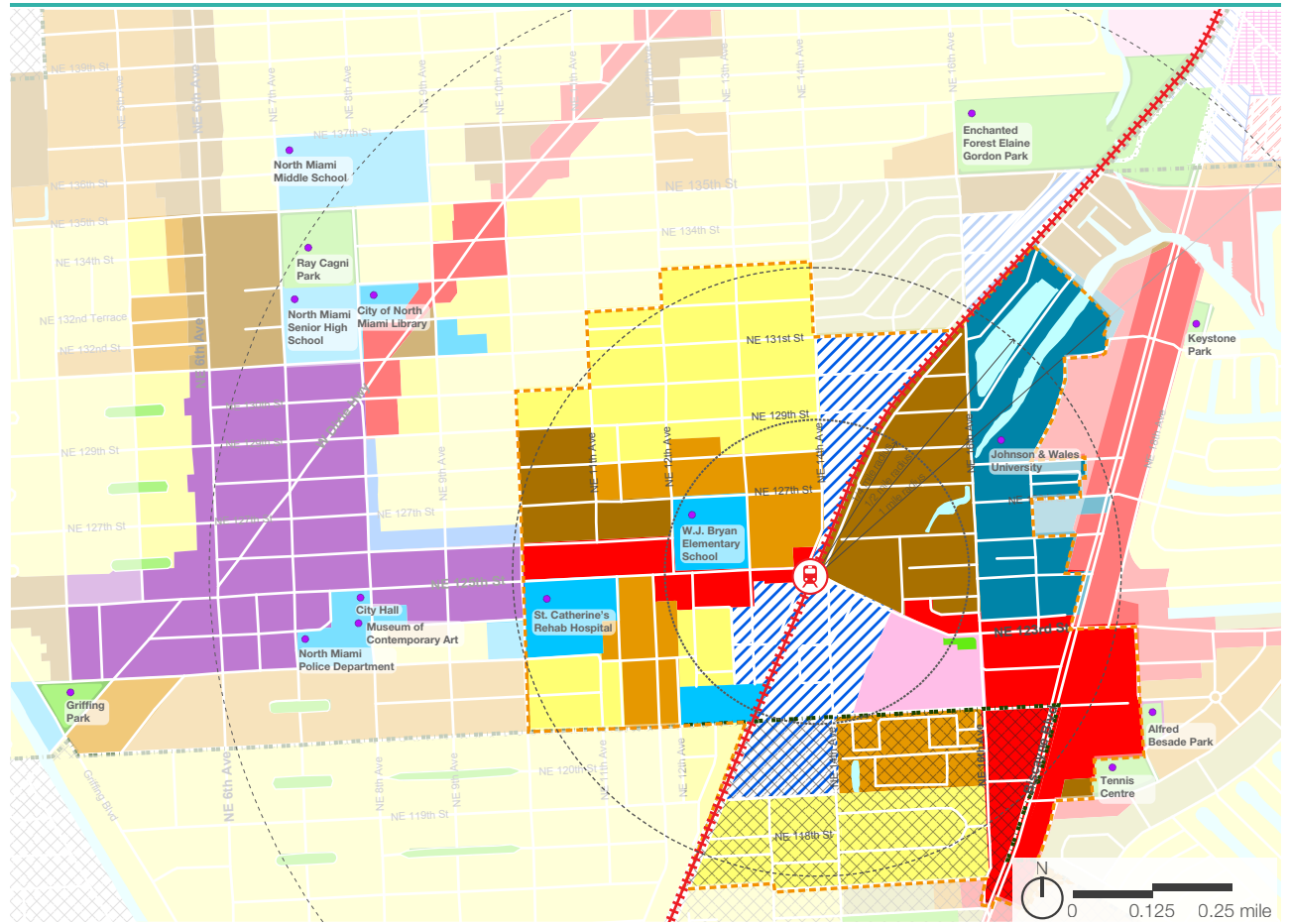
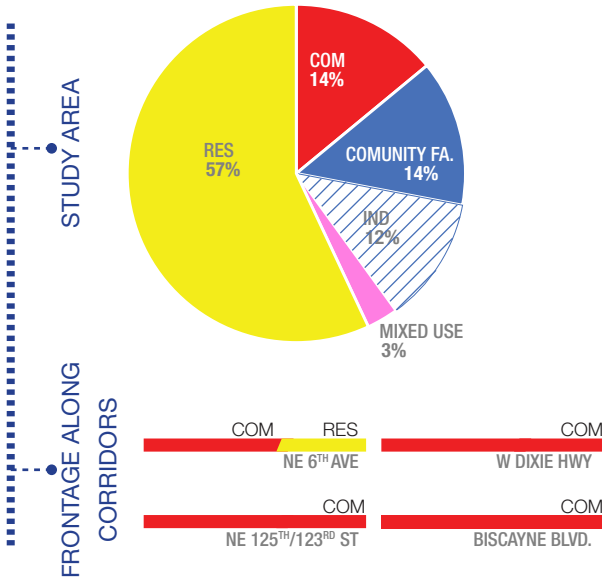


## FUTURE LAND USE

As mentioned earlier, the Planning Area falls within the jurisdiction of both County and the City of North Miami. Comprehensive Plans for both jurisdictions have identified future land use designations for the properties within the Planning Area.

As evident in Map 3.2, much of the northern and southern portions of the Planning Area are dominated by low-density residential properties. Followed by community facility, defined by Johnson & Wales University extension and commercial area concentrated along the major commercial corridors (NE 125th/123rd Street and Biscayne Boulevard).

However, the central portion of the Planning Area have high concentration of industrial use (12%) with less active uses.



### LEGEND

- |                                     |                                |                               |
|-------------------------------------|--------------------------------|-------------------------------|
| North Miami City                    | Single Family                  | Central Business Commercial   |
| Planning Area                       | Low Density Residential        | Commercial Office             |
| Major Landmarks                     | Low Medium Density Residential | Public Facilities             |
| FEC Passenger Rail                  | Medium Density Residential     | Community Facility University |
| Proposed NE 125th/123rd St. Station | High Density Residential       | Industrial                    |
| Unincorporated County               | Mixed Use Low Density          | Open Space & Recreation       |
|                                     | Mixed Use Medium Density       |                               |

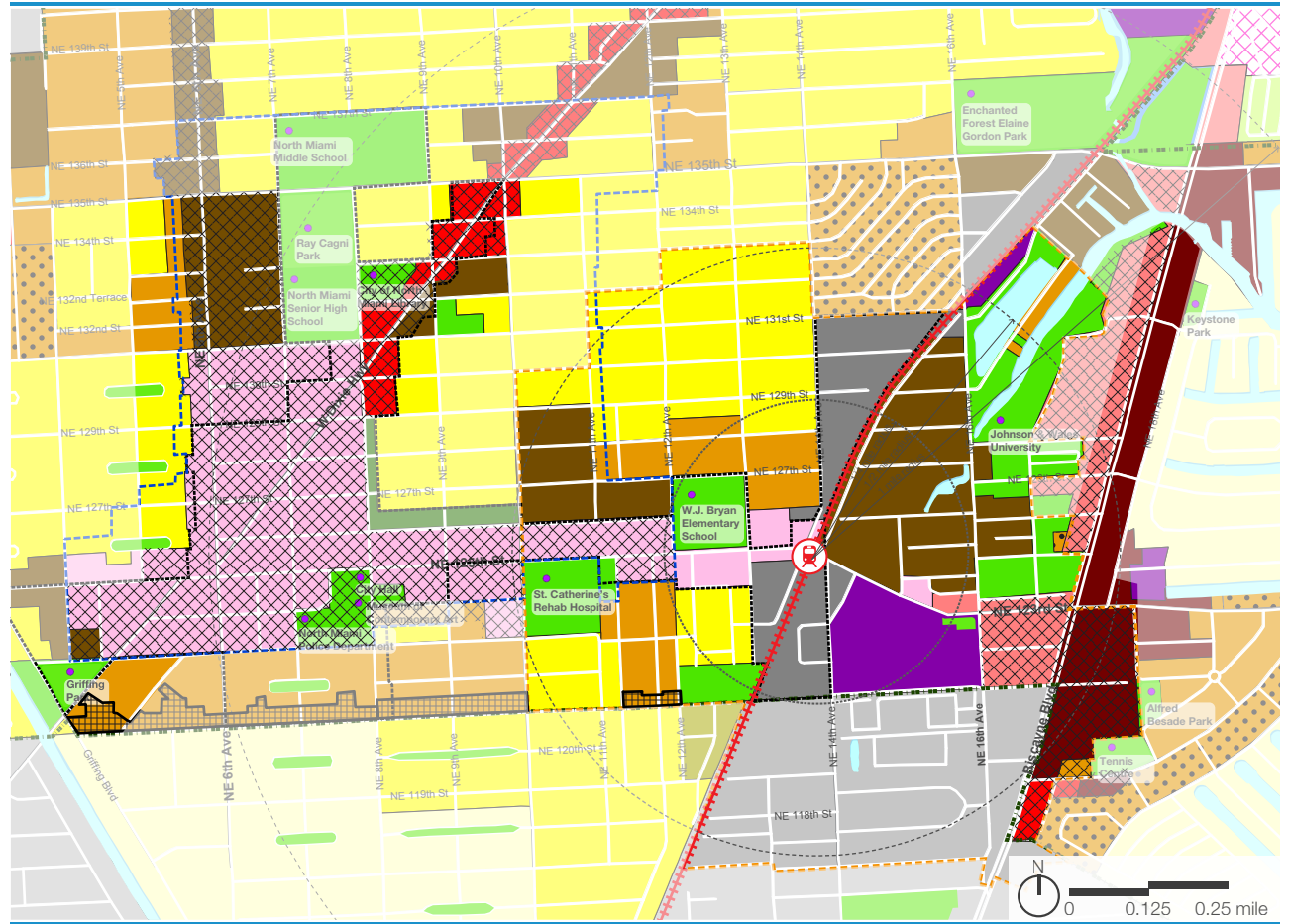
MAP 3.2: FUTURE LAND USE MAP (2030)

## ZONING

Similar to the Future Land Use designations, the City of North Miami has zoned properties under restricted and planned development classifications. In order to capitalize on the opportunities, the City has designated this area under Overlay Zones to revitalize the area as a vibrant, transit supportive destination, a mix of uses with higher than present densities that need to be introduced.

The blocks to the north and south of FEC railroad intersection from NE 131st street to the north till the NE 119th street to the south is delineated as the industrial district. The intent of the district is to promote industrial and related uses in the city.

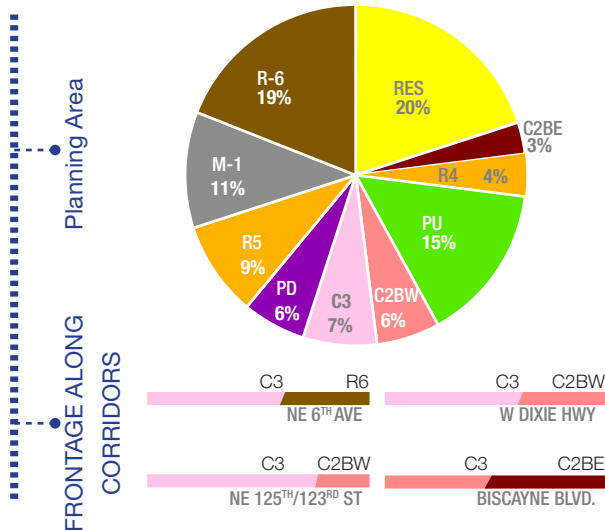
Inherent Challenges: There is no reference to provision of residential component within the description of types of uses permissible within this district. This limits the possibility of creating worker housing and live-work walkable neighborhoods.



### LEGEND

North Miami City	Neighborhood Redevelopment Overlay Boundary	C-1 Commercial	R-1 Residential estate district
Planning Area	Art & Design Overlay District	C-2BE Commercial	R-2 Single-Family district
FEC Passenger Rail	Planned Corridor Development Overlay	C-2BW Commercial	R-4 Multifamily district
Proposed NE125th/123rd St. Station	Biscayne Park Height Transition Zone	C-3 Commercial	R-5 Multifamily district
Major Landmarks	Unincorporated Miami-Dade	M-1 Industrial	R-6 Multifamily district
		Water	RO Residential Office district
			PU Public use district

MAP 3.3: ZONING



## EXISTING ZONING REGULATIONS

The City of North Miami currently provides regulations for implementing planning policies contained in the Comprehensive Plan and the Downtown CRA 2016 Master Plan Update. It establishes three districts in the city that delineate base zoning classifications as well as overlay districts which are applicable within selected areas. There are currently eleven (11) zoning districts within the North Miami Mobility Hub & TOD Planning Area:

- Commercial (C-1; C2BE; C2BW; C-3)
- Industrial (M-1)
- Residential (R-1; R-2; R-4; R-5; R-6)
- Bayshore Zone – Multifamily District (BZ)

The composite table below provides an overview of the minimum standards of development for residential and non-residential districts.

Future Land Use	Zoning District	Purpose	Max. DU/ Acre	Min. Lot Dimensions (in sqft.)	Min. Lot Width (in feet)	Setbacks (in feet)	Max. Height (in feet)	Max. lot coverage	Remarks
Residential Estate District	R1	Establish areas of low density residential characterized by detached housing	5.1	9200	80	"Front - 25, Side - 7.5 or 10%, (min. 5ft) Corner plot - min. 15 ft or front setback of adjoining lot fronting on side street Rear-25"	35		
Single Family District	R2		5.1	6000	60		35		
Multifamily District	R4	Provide for lower density multifamily residential, transition between single-family to other intense forms of residential	12				35	80%	Portions of building that exceed 35ft up to the max. permitted height shall be setback by 10ft.
	R5	Medium density residential	16.3				75	80%	
	R6	Higher density residential	25			110	80%		
Multifamily District	BZ	Multi-family residential district to designate shoreline areas appropriate for higher density development	100			115	75%		
Commercial	C1	Commercial district to provide citizens with convenient access to goods & services		10,000	100	Front-15, Side-10, Rear-10	55	80%	Portions of building that exceed 35ft up to the max. permitted height shall be setback by 10ft.
Commercial	C2BE	To enhance high quality commercial areas along Biscayne Blvd & NE 123rd street corridors		10,000	100		55	80%	
Commercial	C2BW								
Commercial	C3	Greater flexibility in development standards, encourage mixed use, enhance pedestrian experience, (Downtown Commercial area is a part of this district)		10000 (20,000 if above 55' ht)	100		upto 150 with incentives	80%	
Industrial	M1	To accommodate industrial & related uses and to support mixed use within Transit Station Overlay District		20,000	100	Front-20, Side-15, Rear-15	55	75%	



---

The overlay districts identify parts of the Planning Area as zones to promote richer mix of uses, higher densities and flexibility. The main corridors, downtown areas and residential transitional zones have been identified to enhance the identity of the Planning Area, in order to facilitate preferred mix of land use and massing. It can be noted here that the maximum density permitted with bonuses are 115 DU/Acre for NRO district.

The zoning codes also provide density bonuses as a means to attract investments without compromising the need for better public realm amenities, sustainable buildings, achieve mixed use, introduce public art or provision of structured parking. However,

since the density bonuses are made available for all zones at varying degrees, the Planning Area lacks a structured alignment of newer developments towards public transit and mobility. Though the incentive for Transit Oriented Development parameters are relevant in achieving a public transit friendly Planning Area, it lacks a focused zoning to promote Transit Oriented Development at specific nodes and precincts to enable a transit supportive good urban form

There are eight overlay districts that cover all or part of the Planning Area and play an important role in how development is regulated within the Planning Area. These overlay districts include:

- Neighborhood Redevelopment Overlay Boundary (NRO)
- Arts, Culture & Design Overlay District (AOD)
- Planned Corridor Development Overlay (PCD)
- Residential Office (RO)
- Planned Development District 1,2 &3 (PD1, PD2, PD3)
- Public use District (PU)
- Regional Activity Center Overlay District (RAC)
- Planned Community Urban Design (PCUD)

The composite table below provides an overview of the minimum standards of Overlay:

Overlays	Zoning District	Purpose	Max. DU/Acre	Setbacks (in feet)	Max. Height (in feet)	Max. lot coverage
Residential Office District	RO	Allow conversion & use of existing low-density residential structures for non intensive office oriented land uses		Front-25, Side-7.5 or 10%, Rear-25	35	85%
Planned Development District	PD1, PD2, PD3	Promote greater innovation & creativity in land development Ensure location of mixed use outside NRO is appropriate & compatible Promote more desirable community environment through approval as a rezoning issuance of conditional use permit Not approved in R1 & R2"	PD1-25 PD2-40 PD3-45 without bonuses, bonus max. 15"		"PD1-55 PD2-75 PD3-110"	80%
Arts, Culture & Design	AOD	Focus on revitalization of central city core, advance artistic design & cultural uses. Support live work environment for artists and members of design & cultural communities	Applicability of other provisions of city LDR, supplementary permitted uses listed			
Public Use District	PU	Develop publicly owned or used lands in efficient, innovative & flexible way				
Neighborhood Redevelopment Overlay	NRO	Redevelopment of urban core, through regulations, incentives to achieve economic development, housing choice, multi-modal transportation objectives, policies of comprehensive plan while protecting residential areas of city	"Major Corridors-100 Not on corridors-90"	as per underlying zoning requirements	"Permitted-90 With bonus-110"	80%
Regional Activity Centre	RAC	Encourage & promote large scale development & redevelopment for 1739 Acres of identified location				
Planned Community Urban Design	PCUD	Implement development order of Sole Mia (180 Acre parcel)				
Planned Corridor Development	PCD	Encourage compact, high intensity, mix of residential, commercial, employment & civic-institutional uses to support transit use, reduce single occupancy vehicle use, increase pedestrian activity & improve access & mobility	100 DU/Acre (Except Biscayne Boulevard-125 DU/Ac)	Additional 1 ft for every 2ft height above 35 ft	110 ft (except Biscayne Blvd-45ft)	80%

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The defined zones applicable to North Miami Mobility Hub and TOD Strategic Plan are:

**Neighborhood Redevelopment Overlay (NRO):**

The purpose of the NRO is to provide for the redevelopment of the urban core of the city through regulations and incentives that are designed to achieve the redevelopment, economic development, housing choice, and multi-modal transportation objectives and policies of the comprehensive plan, while protecting important residential areas of the city. The existing NRO boundary extends from NE 137thSt. to the North, NE 12th Ave to the East, NE 123rdSt to the South and NE 6th Ave to the West, forming a fairly rectangular overlay district. With an intent to strengthen the residential character of the Planning Area, the maximum allowable density bonus is 90 DU/Ac within the district with a varying height restriction from 150 ft for the C3 to 35ft for R1, R2 land uses.

**Inherent Challenges:** While the intent of the overlay is to provide and strengthen the residential units in the identified city core area, the density bonuses are made available with a conditional use permit from the city council and Development Review Committee (DRC) site plan approval. This additional step of approval hinders the willingness of the developer community to achieve the desired mix of land uses and its intensity. Further, the NRO district is characterized by smaller plot sizes. With the current zoning codes on required setback norms along with setback requirements for higher buildings, it is observed to be a challenge in attracting high intensity development. The smaller parcels also have different ownerships, which makes it difficult for pooling or amalgamation by the developer.

**Art & Design Overlay District:** Spread along the primary corridors of W Dixie Highway, NE125th Street and the industrial land use zones (M1) around the FEC rail road intersection, this overlay district allows for specialized land uses that promote arts, design and cultural uses within the land use zoning codes.

**Inherent Challenges:** AOD does not specify the ratio or percentage mix of land uses allowed within the area. It is not supported by policy incentives for promoting implementation of stated activities. Lack of adequate vacant land parcels, thriving retail and commercial activities around the five point intersection, creates room for focusing planned interventions around the North Miami Library, Ray Cagni Park and the M1-industrial land use zone around the FEC railroad intersection.

**Planned Corridor Overlay District (PCD):** As identified on the zoning map, the PCD is applied to the following major corridors: State Road 7/NW 7th Avenue, NE 6th Avenue, Biscayne Boulevard, West Dixie Highway and NE 125th Street. The purpose of the PCD is to encourage a compact, high-intensity mix of residential, commercial, employment, and civic-institutional uses to support transit use, reduce single occupancy vehicle use, increase pedestrian activity and improve access and mobility. Furthermore, the PCD district shall take precedence over any other overlay district.

**While the possibility of a transit station overlay district is mentioned in the zoning codes, the details are yet to be incorporated.**

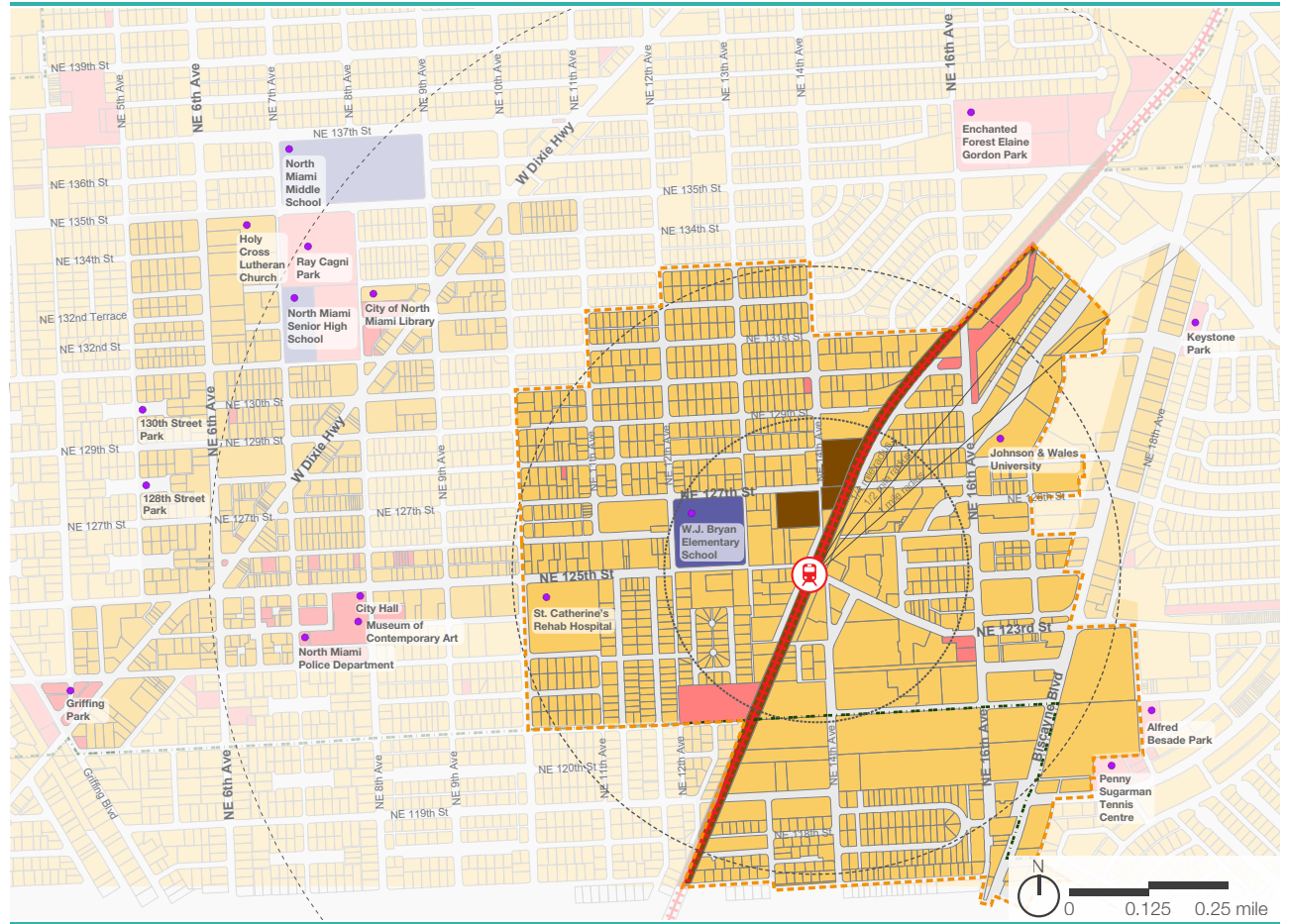
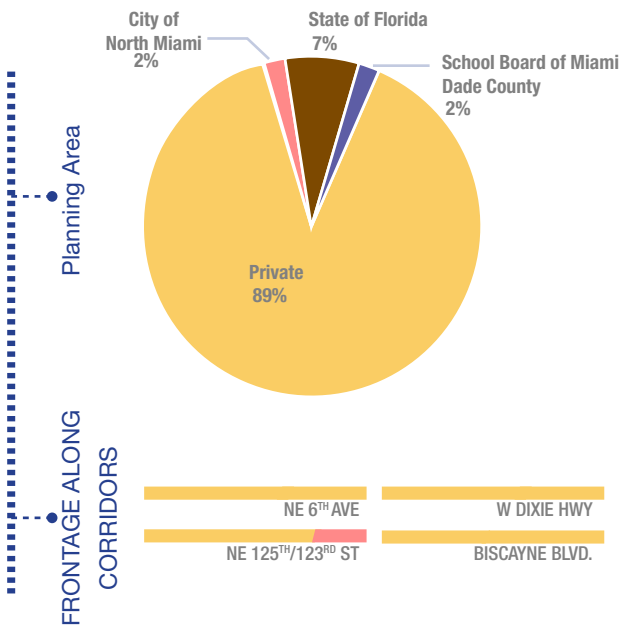
The other overlay districts elaborate and provide a comprehensive list of additional permissible uses for the underlying land use zoning, to create mixed use environments. With no significant alterations to the building densities or heights, the intent of these overlay districts is to enrich the qualitative and programmatic aspects of the Planning Area.





## OWNERSHIP PATTERN

As illustrated in Map 3.4, a significant amount of land within the Planning Area is owned by private owners (church and government), accounting for almost 83% of the total Planning Area. However, 17% of the land is publicly held which offers opportunity, as some of these uses may be relocated or occupy a smaller footprint due to LDR modifications. The goal is to utilize the land assemblages for redevelopment projects consistent with adopted CRA plans.



### LEGEND

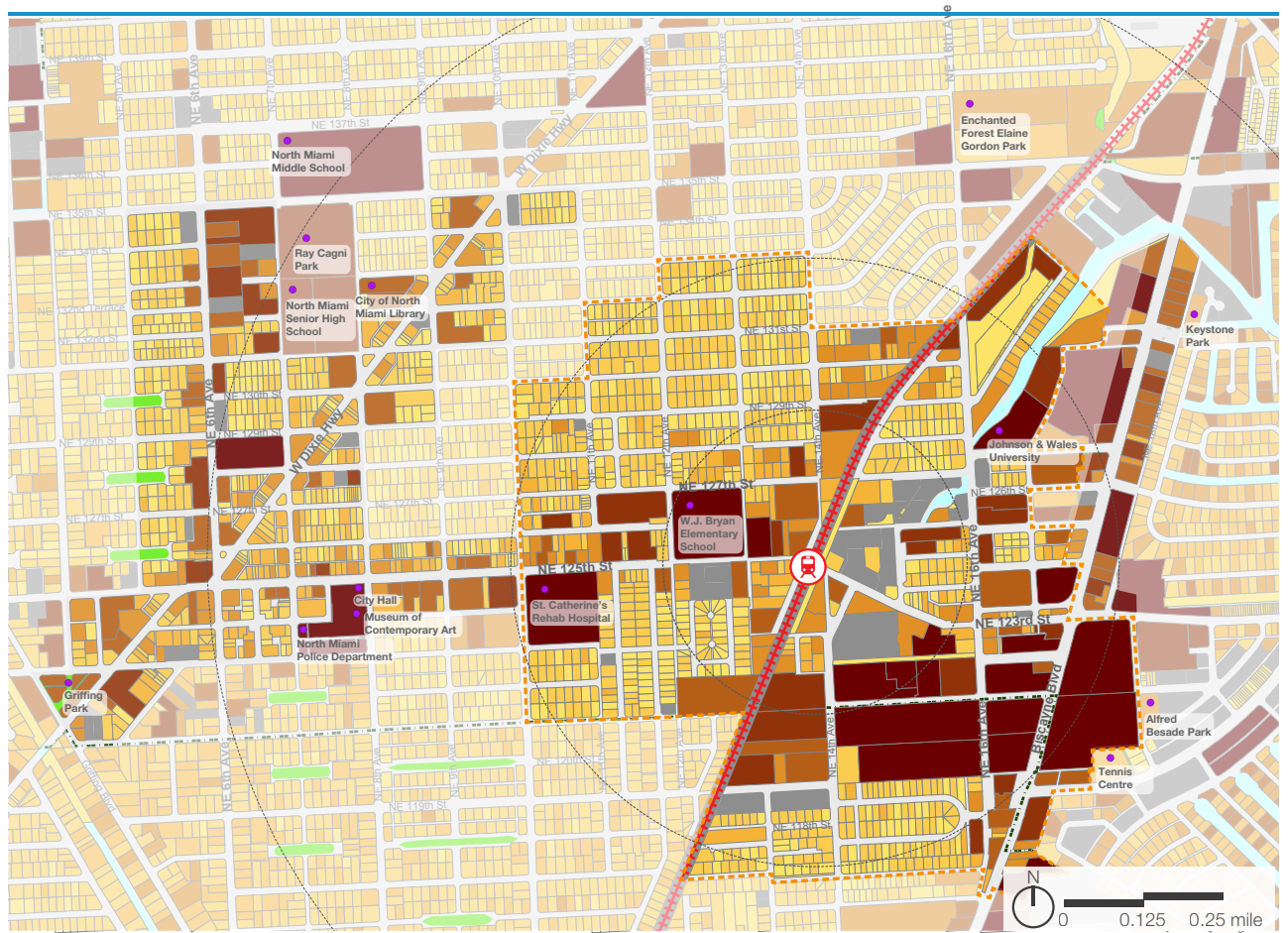
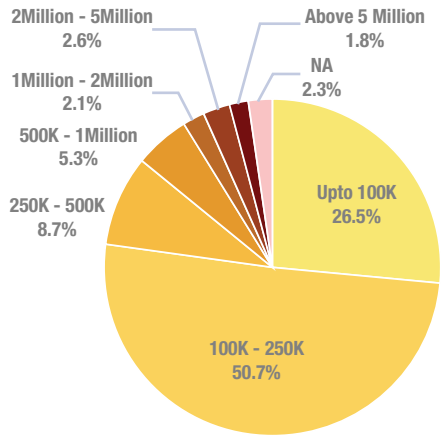
- North Miami City
- Planning Area
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Major Landmarks
- City of North Miami
- State of Florida
- School Board of Miami Dade County
- Private
- NA

MAP 3.4: LAND OWNERSHIP

## LAND VALUATION

Property values within North Miami have been rising across most land uses but remain below County median values. The industrial and commercial parcels are directly adjacent to the FEC rail line including a number of low-end storage and recycling uses, as well as more established trucking and transportation, and assembly related commercial uses. If redeveloped at a Floor-Area-Ratio (FAR) of 3 (allowing total development on the site to equal three times the base property square footage), these properties represent a potential 4 Million to 5.4 Million of new development).

The development of a new FEC rail station and surrounding corridors represent a singular opportunity for the City of North Miami to chart a new economic direction. It provides unprecedented opportunities for commercial and residential development, radiating from the FEC rail station to the adjacent neighborhoods and beyond.



### LEGEND

- North Miami City
- Planning Area
- Major Landmarks
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Parks, Open Spaces & Recreation
- Water Body

### LAND VALUES (\$)

- Upto 100K
- 100K - 250K
- 250K - 500K
- 500K - 1Million
- 1Million - 2Million
- 2Million - 5Million
- Above 5Million
- NA

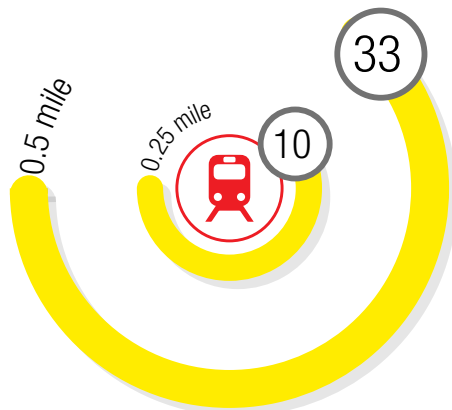
MAP 3.5: LAND VALUES



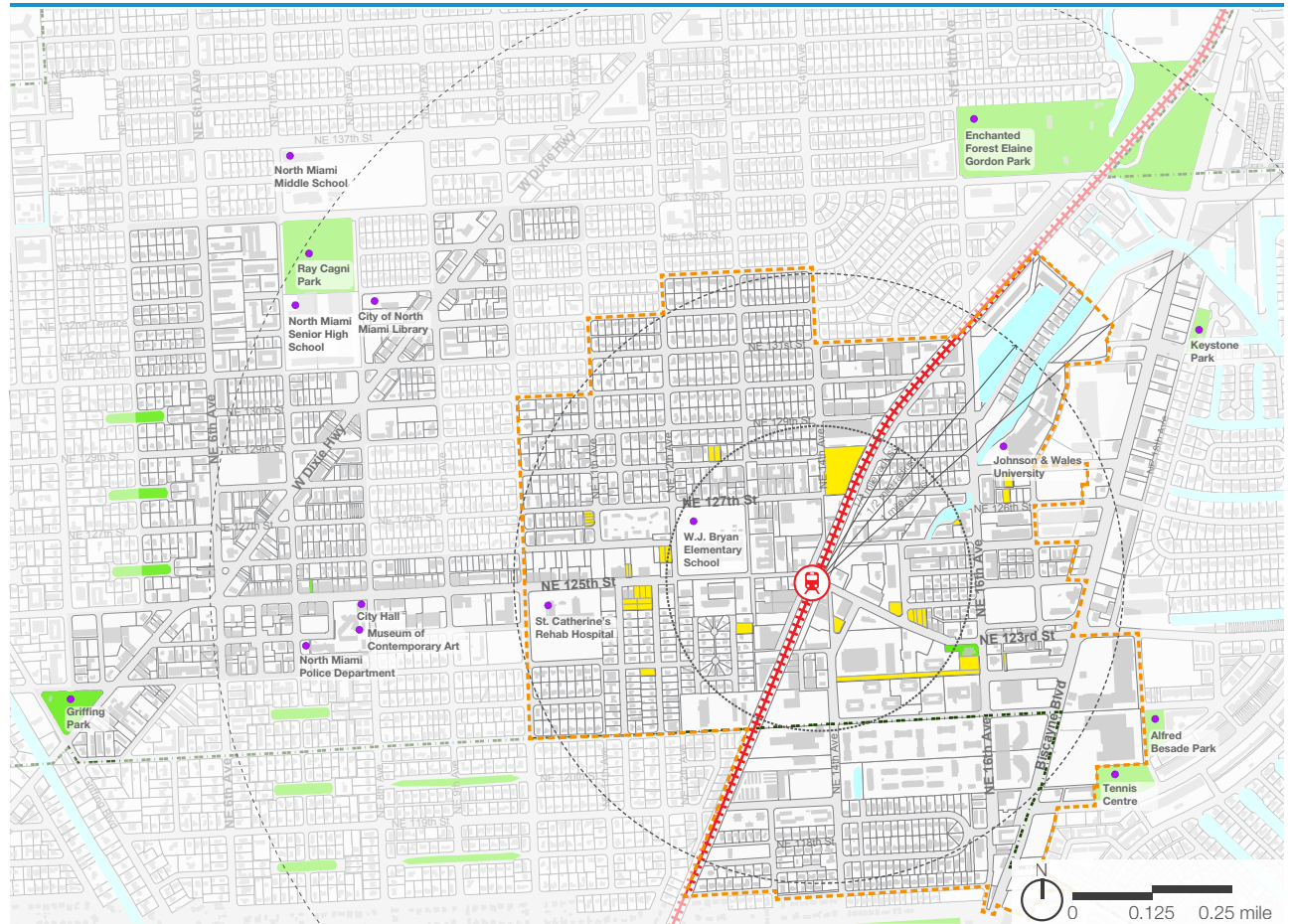
## VACANT AND BUILT LANDS

The City of North Miami has relatively little vacant property remaining within its boundaries. However, property conditions vary widely within the project area corridors, from well-kept, to underutilized. The properties most subject to major redevelopment, however, are the collection of industrial properties running south to north along the existing FEC rail corridor. Majority of these vacant parcels are privately owned, except for few land parcels highlighted in Map 3.6.

The opportunity of this inventory of vacant land is to identify opportunity areas and introduce infill development that will add to the tax base and mend the neighborhood fabric. All vacant privately owned parcels that are buildable under the City's code should be targeted for land acquisition by the CRA.



Vacant Land Parcels within quarter mile and half mile



### LEGEND

- North Miami City
- Planning Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Major Landmarks
- Vacant Parcel

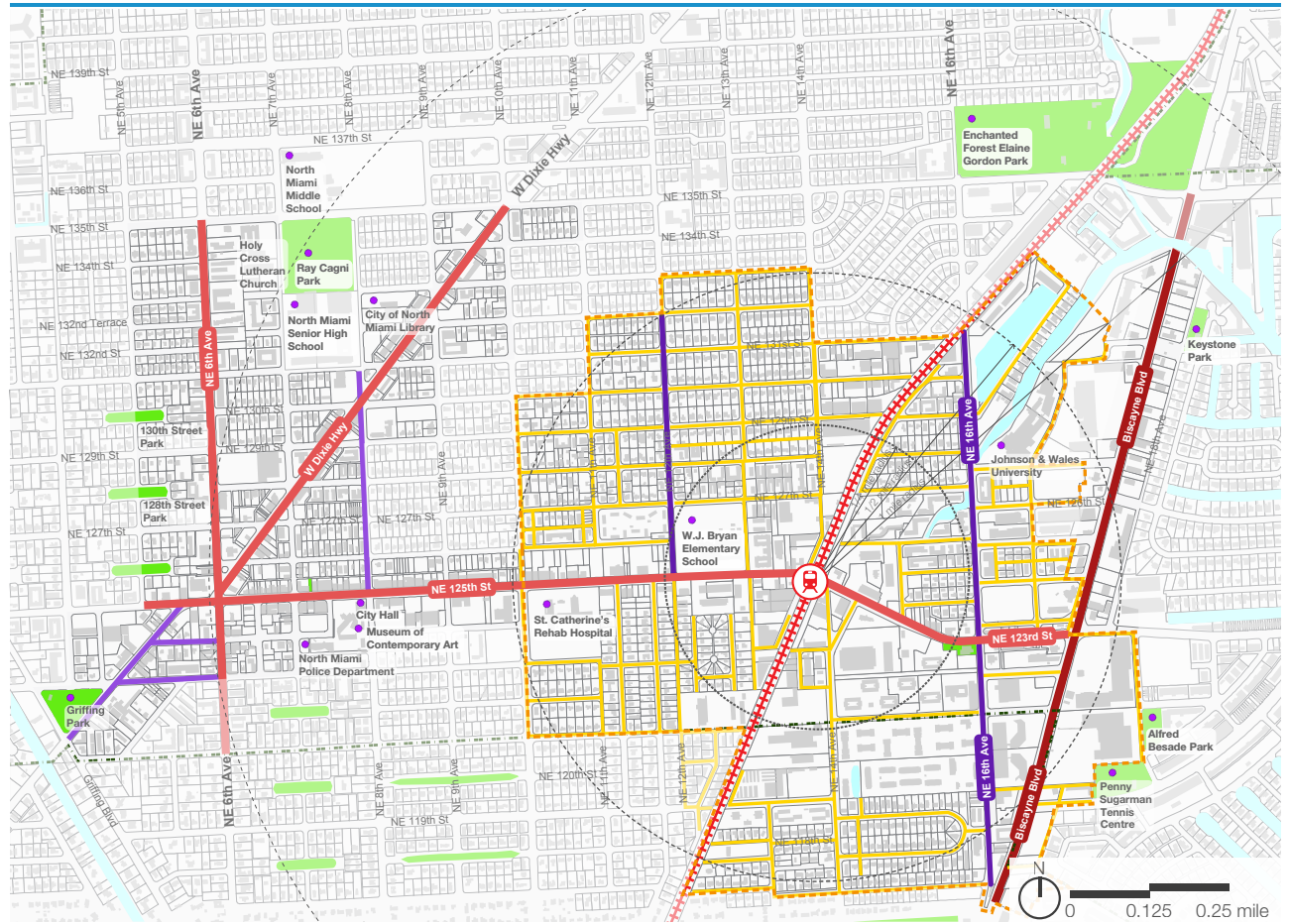
MAP 3.6: VACANT & BUILT LANDS

### 3.3. TRANSPORTATION

At a basic level, TOD is about transportation choice and providing convenient and efficient access to transit, walking, bicycling, and driving. To achieve this balance, streets are designed as multi-functional spaces for the safe, convenient, and efficient mobility of all users. A starting point for this study was to understand the “connectivity” layer through an analysis of the inter-related issues of pedestrian access, transit, vehicular traffic, and parking in order to establish a solid framework to evaluate different options for refining the development alternatives for the Mobility Hub and TOD Strategic Plan.

#### MAJOR CORRIDORS

North Miami is strategically located — within minutes of the region’s most important economic assets — major employers, institutions, infrastructure, and culture connected by the city’s major transportation gateway from the North defined by Biscayne Boulevard on the East and I-95 on the West. It is important to note that the entire City of North Miami has been designated as a Transportation Concurrency Exception Area (TCEA) since 2003. Because of this, it is exempted from concurrency requirements specified in Florida Statute 163.3180(5) (f) and does not have to maintain a minimum LOS. The following pages illustrate the major connectivity corridors:



#### LEGEND

	North Miami City		FEC Passenger Rail		Urban Principal Arterial
	Planning Area		Proposed NE 125th/123rd St. Station		Urban Minor Arterial
	Parcel		Major Landmarks		Urban Major Collector
	Building Footprint				Urban Minor collector
	Parks, Open Spaces & Recreation				Local Streets
	Water Body				

MAP 3.7: ROADWAY CONFIGURATION





**NE 125TH STREET & NE 123RD STREET (4 LANE + TURN LANE | E-W CONNECTOR)**

NE 125th/123rd Street, owned by the Florida Department of Transportation (FDOT) is classified as an urban minor arterial. It is one of the major vehicular corridors that transverse the Planning Area providing direct access to the beach and river towards the west and proposed passenger FEC rail station at the NE 125th Street/FEC Rail intersection. It is also the only connection in the Planning Area over the railway tracks that connect two sides of the neighborhood. It is a 4 lane, undivided street with left turn lanes at intersections. While sidewalks and painted sharrows are provided in all sections, the road is still dominated by high traffic volumes. With the high volumes, over speeding is also observed at the NE 123rd Street segment. The section is operating at LOS D (2015) and as per the projected 2030 traffic volumes from Comprehensive Plan, the section will operate at LOS F.

City of North Miami has also proposed a streetscape improvement and catalyst redevelopment projects along this road as part of North Miami Downtown Redevelopment Plan.

YEAR	2012	2013	2014	2015	2016	2030
AADT	33,500	32,000	31,500	31,500	31,500	49,491

Traffic Volumes | Source: FDOT



**BISCAYNE BOULEVARD (6 LANES & 4 LANES + TURN LANE | N-S CONNECTOR) – URBAN PRINCIPAL ARTERIAL**

Biscayne Boulevard, an Urban Principal Arterial, defines the eastern boundary of the Planning Area. It is the major employment generator in the City connecting Planning Area to surrounding neighborhoods including Bay Harbor and immediate beach communities. The street also connects major landmarks in the city including the Florida International University’s (FIU) Biscayne Campus and internationally recognized Johnson & Wales University. At NE 123rd Street intersection. While there is a variation in travel lanes – towards the north, the street has 4 lanes with left turn lanes at intersections and towards the south it is 6 lanes divided street. Being the Urban Principal Arterial, the section experiences some over-speeding at the southern portion below the NE 123rd Street. The section is operating at LOS B (2004) and as per the projected 2030 traffic volumes from Comprehensive Plan, the section will operate at its adopted LOS, i.e. LOS E+50 (This road is allowed to reach 150% of capacity for LOS E due to its location in the urban infill area with extraordinary transit service).

Based on Downtown Master Plan, road diets and median reductions have taken place for Biscayne Blvd to introduce sharrow.

YEAR	2012	2013	2014	2015	2016	2030
AADT	52,000	50,000	52,000	49,000	53,000	

Traffic Volumes | Source: FDOT





**WEST DIXIE HIGHWAY (4 LANES | N-S CONNECTOR) – URBAN MINOR ARTERIAL**

It was designed as the interstate highway to start in Chicago and end in Miami before the opening of I-95. It now serves as an Urban Minor Arterial attracting retail and arts/gallery as majority of this corridor contains the Arts, Cultural & Design Zoning District. Though having a posted speed of 35 miles/hr, the segment experiences some over speeding. The corridor is a 4 lane divided street with restricted movement due to traffic congestion at Five Point’s area. AADT averaged 24,000 vehicles in 2016 from 23,000 in 2010. The section is operating at LOS F (2015) and as per the projected 2030 traffic volumes from Comprehensive Plan, the section will operate at LOS E+20 for the section between NE 119th St. to NE 125thSt and at LOS E between NE 125th St. to NE 135thSt.

The five point’s area had been identified as one of the difficult intersections for both pedestrians and persons traveling by vehicle. The area had been a focal point of studies for the City to identify and recommend transportation improvements. Recently, the City has approved to close the vehicular movement and allow only transit movement at south bound leg of Dixie Hwy at 125th Street and divert the traffic west on 128th Street, then south on 6th Ave

YEAR	2012	2013	2014	2015	2016	2030
AAADT	21,000	22,000	23,000	24,500	24,000	33,352

Traffic Volumes | Source: FDOT



**NE 6TH AVENUE (6 LANES & 4 LANES + TURN LANE | N-S CONNECTOR) – URBAN MINOR ARTERIAL**

An urban minor arterial, NE 6th Avenue defines the western boundary of the Planning Area. It connects the 125th Street at five point intersection. A large portion of this corridor included in the Planning Area falls within the Downtown Core and Arts, Cultural and Design Zoning Overlay District. Although, there are not many local destinations along it except for publix, the street act as a north/south connection to the major roads outside of the Planning Area. The street also provides access to local destinations.

The section is operating at LOS D (2015) and as per the projected 2030 traffic volumes from Comprehensive Plan, the section will operate at its adopted LOS, i.e. LOS E+20 (This road is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area and the presence of transit service operating with less than 20 minute headways).

YEAR	2012	2013	2014	2015	2016	2030
AAADT	15,400	15,100	16,500	16,300	17,000	

Traffic Volumes | Source: FDOT



NE127TH ST & NE12TH ST INTERSECTION



NE 117TH TR & NE 13TH ST INTERSECTION

## NEIGHBORHOOD ROADS

Majority of the streets in the Planning Area serve as local streets with two lanes undivided typology, with the exception of NE 16th Avenue and 12th Avenue serving as urban major collector and NE 8th Avenue as urban minor collector. NE 16th Avenue serves as a direct connection to Johnson & Wales University with dedicated bike lanes whereas NE 12th connects W.J. Bryan Elementary School attracting residents and children. NE 8th Avenue connecting the two largest civic complexes (MOCA and City Library) within the City is proposed as a Green Trail in the Downtown Master Plan. The redeveloped roadway segment will include repaving the entire street with pedestrian amenities, NoMi banner, and shade trees.

YEAR	2012	2013	2014	2015	2016	2030
AADT	15,400	15,100	16,500	16,300	17,000	

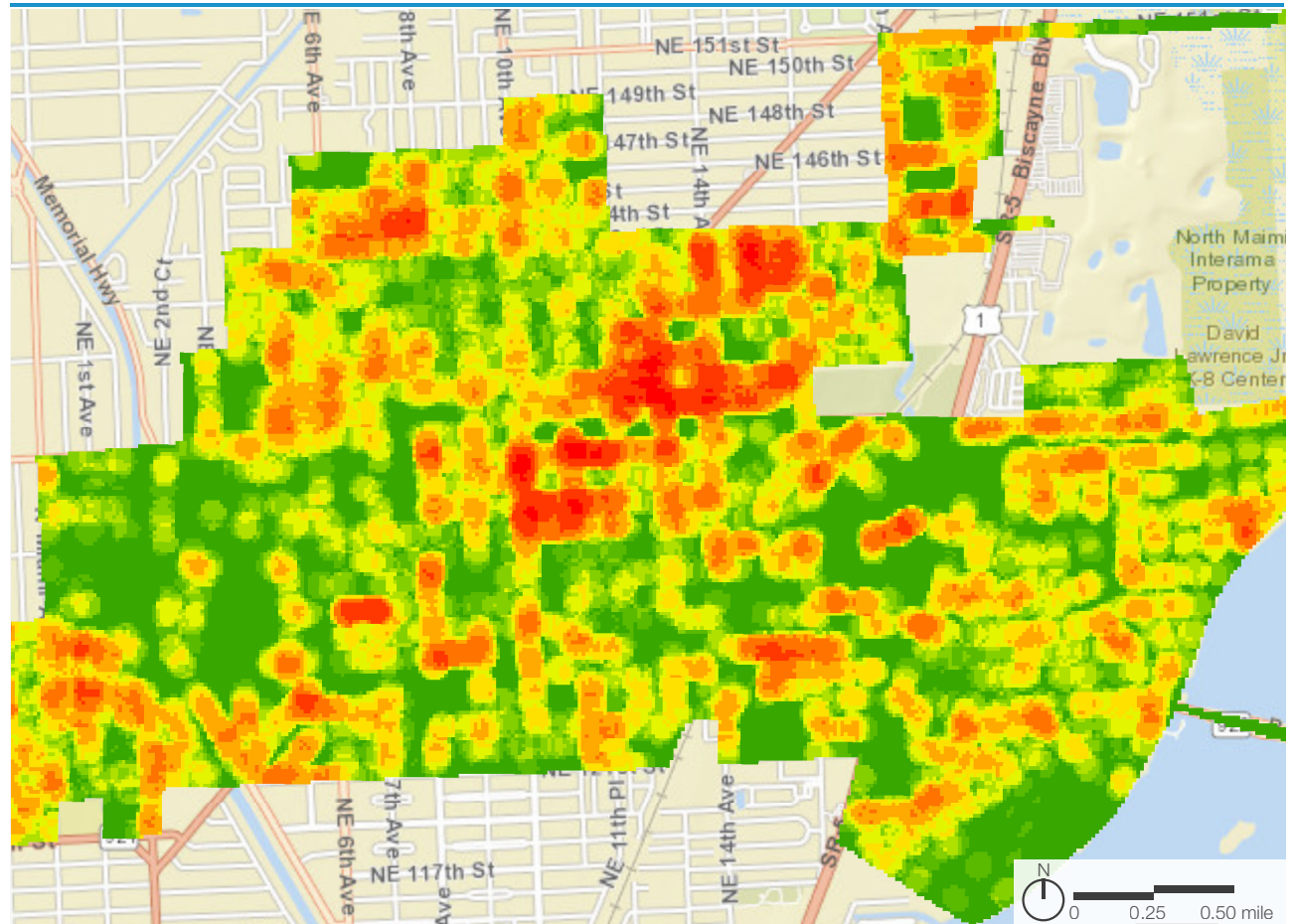
Traffic Volumes | Source: FDOT



## RIGHT-OF-WAY CONDITION

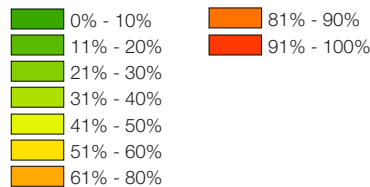
In 2017, the City of North Miami organized a survey to identify and record points of distress within the right of way based on the condition and quality of its asphaltic pavement, sidewalks, swales and other right of way structures or features. The study identified the location, distress type, and an overall severity rating ranging from low, to moderate to extensive distress. Based on it, the extensive distress points in the Planning Area are divided by targeting sidewalk tripping hazards, or identifying highly damaged roads in need of full resurfacing:

- **Sidewalk improvements:** NE 127th St, NE 138th St, NE 142nd St, NE 13th Ave, NE 14th Ave and NE 17th Ave
- **Damaged roads:** NE 121st St, NE 123rd St, NE 126th St, NE 127th St, NE 128th St, NE 129th St, NE 130th St, NE 131st St, NE 132nd St, NE 133rd St, NE 134th St, NE 9th Ave, NE 16th Ave and NE 125th Terrace



### LEGEND

Distress Point Density



MAP 3.8: HEAT MAP FOR RIGHT-OF-WAY CONDITION (SOURCE: REPORT FOR RIGHT-OF-WAY CONDITION SURVEY, 2017)



## INTERSECTION DESIGN

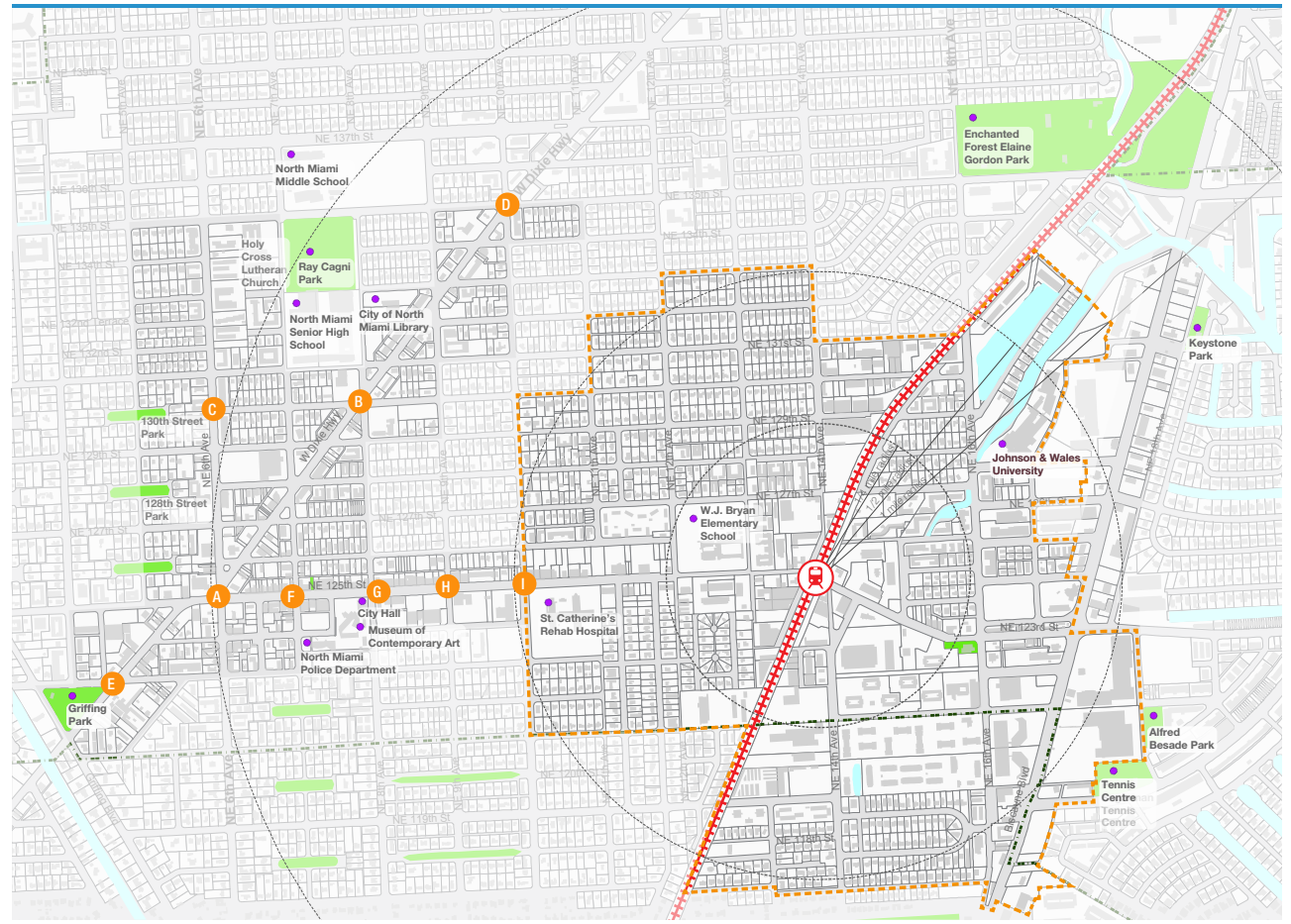
Many of the intersections within the Planning Area operate at LOS B or higher with the exception of “5-Points” which operates at LOS E becoming the bottleneck along NE 125th Street. City has already identified and recommended transportation improvements to address near-term and long-term multimodal needs at the 5-Points and all other intersections on the West Dixie Highway – NE 123rd Street & West Dixie Highway, NE 126th Street & West Dixie highway, NE 127th Street & West Dixie Highway, NE 128th Street – NE 7th Ave & West Dixie Highway and NE 135th Street & West Dixie Highway.

To mitigate the City’s congestion and also enhance the traffic flow, Phase I Redevelopment Plan proposed roundabouts at the following locations:

- A** NE 125th Street, NE 6th Avenue and West Dixie Highway
- B** NE 130th Street, NE 8th Avenue and West Dixie Highway
- C** NE 130th Street and NE 6th Avenue
- D** NE 135th Street and West Dixie Highway
- E** West Dixie Highway and NE 123rd Street

Further, due to the increasing traffic volumes on NE 125th Street, several intersection improvements have also been proposed on:

- F** NE 125th Street and NE 7th Avenue
- G** NE 125th Street and NE 8th Avenue
- H** NE 125th Street and NE 9th Avenue
- I** NE 125th Street and NE 10th Avenue



### LEGEND

	North Miami City		FEC Passenger Rail
	Planning Area		Proposed NE 125th/123rd St. Station
	Parcel		Major Landmarks
	Building Footprint		Proposed roundabouts and intersection improvements
	Parks, Open Spaces & Recreation		
	Water Body		

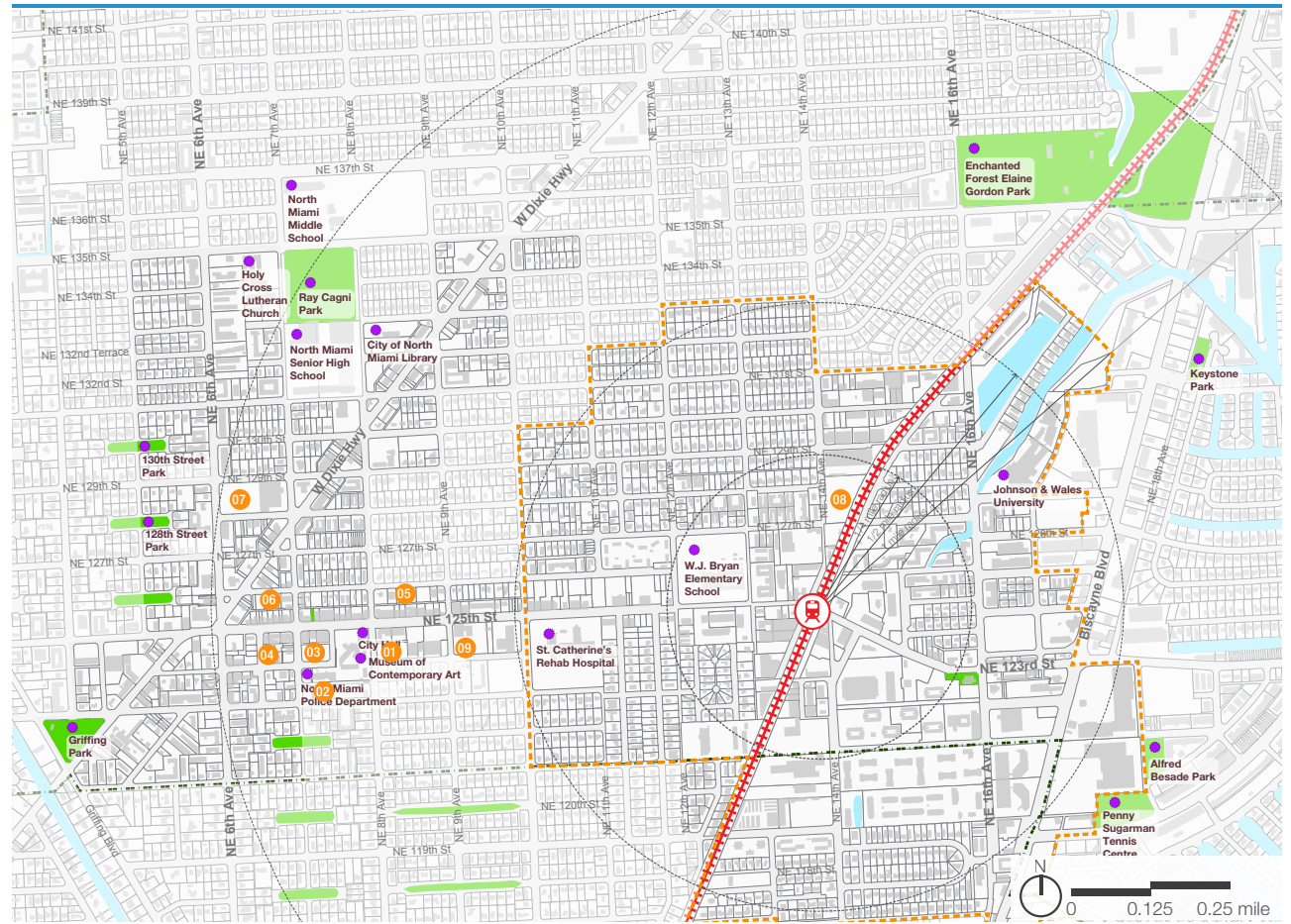
MAP 3.9: PROPOSED INTERSECTION IMPROVEMENT (SOURCE: PHASE I REDEVELOPMENT PLAN & NE 125TH MULTIMODAL IMPROVEMENTS)

## PARKING

### OFF-STREET PARKING

The City, through its planning processes will attract many new multi-family residential units and thousands of square feet of new commercial development. The Parking Inventory and Needs Study analyzed that these projected uses would generate the need for as much as 8,500 parking spaces. To support new development and population growth, the City identified parking projects to upgrade the existing parking facilities. The table below highlights the existing and proposed parking numbers:

PARKING LOTS	EXISTING PARKING NUMBERS	PROPOSED PARKING NUMBERS
01	136	512
02	76	559
03	209	712
04	63	168
05	38	468
06	75	674
07	46	561
08	194	929
09	Proposed Parking	846
Total	837	4583



#### LEGEND

- North Miami City
- Planning Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- R Proposed NE 125th/123rd St. Station
- Major Landmarks
- XX Existing Parking Lots

MAP 3.10: OFF-STREET PARKING

## ON-STREET PARKING

It is important to note that in Section 12-47 of the City Code, only two vehicles may be parked on the swale, parallel, in the direction of traffic. However, additional on-street parking has been observed throughout the Planning Area, as shown in the map. There are four types of on-street parking present in the Planning Area- Designated, Undesignated, parking on sidewalks and parking on swales in residential areas.

- As shown in the map, the designated on-street parking areas are concentrated around the commercial developments and Institutions such as on NE 125th/123rd Street and NE 12th Avenue. Currently, a total of 251 designated on-street parking spaces is present in the Planning Area.
- The undesignated on-street parking is concentrated on streets around work places such as NE 130th Street, NE 129th Street, NE 128th Street, NE 121st Street, NE 14th Avenue and NE 13th Avenue.
- Parking on sidewalks is concentrated along West Dixie Highway.
- Parking on swales can be found in front of the residential areas and is concentrated within half-mile radius of the proposed station. Major streets are NE 126th, 127th, 128th, 129th, 130th, 131st, 132nd Street, NE 11th Ct, NE 11th Pl, NE 12th Ct, NE 12th Pl and NE 118th Street and Terrace.

DESIGNATED PARKING	COUNTS	UNDESIGNATED PARKING	COUNTS	SWALE PARKING	COUNTS	SIDEWALK PARKING	COUNTS
D1	18	U1	20	G1	7	F1	4
D2	16	U2	32	G2	34	F2	11
D3	24	U3	17	G3	36	F3	11
D4	25	U4	17	G4	40	F4	14
D5	24	U5	10	G5	37	F5	16
D6	8	U6	10	G6	37	F6	10
D7	6	U7	18	G7	50	F7	5
D8	7	U8	18	G8	41	F8	18
D9	25	U9	17	G9	23	F9	6
D10	4	U10	15	G10	27	F10	8
D11	13	U11	15	G11	16		
D12	17			G12	13		
D13	22			G13	8		
D14	9			G14	49		
D15	27			G15	10		
D16	6			G16	11		
				G17	8		
				G18	20		
				G19	28		
				G20	31		
				G21	52		
				G22	48		
				G23	15		
				G24	45		
<b>TOTAL</b>	<b>251</b>		<b>189</b>		<b>689</b>		<b>103</b>
<b>TOTAL</b>	<b>1232</b>						





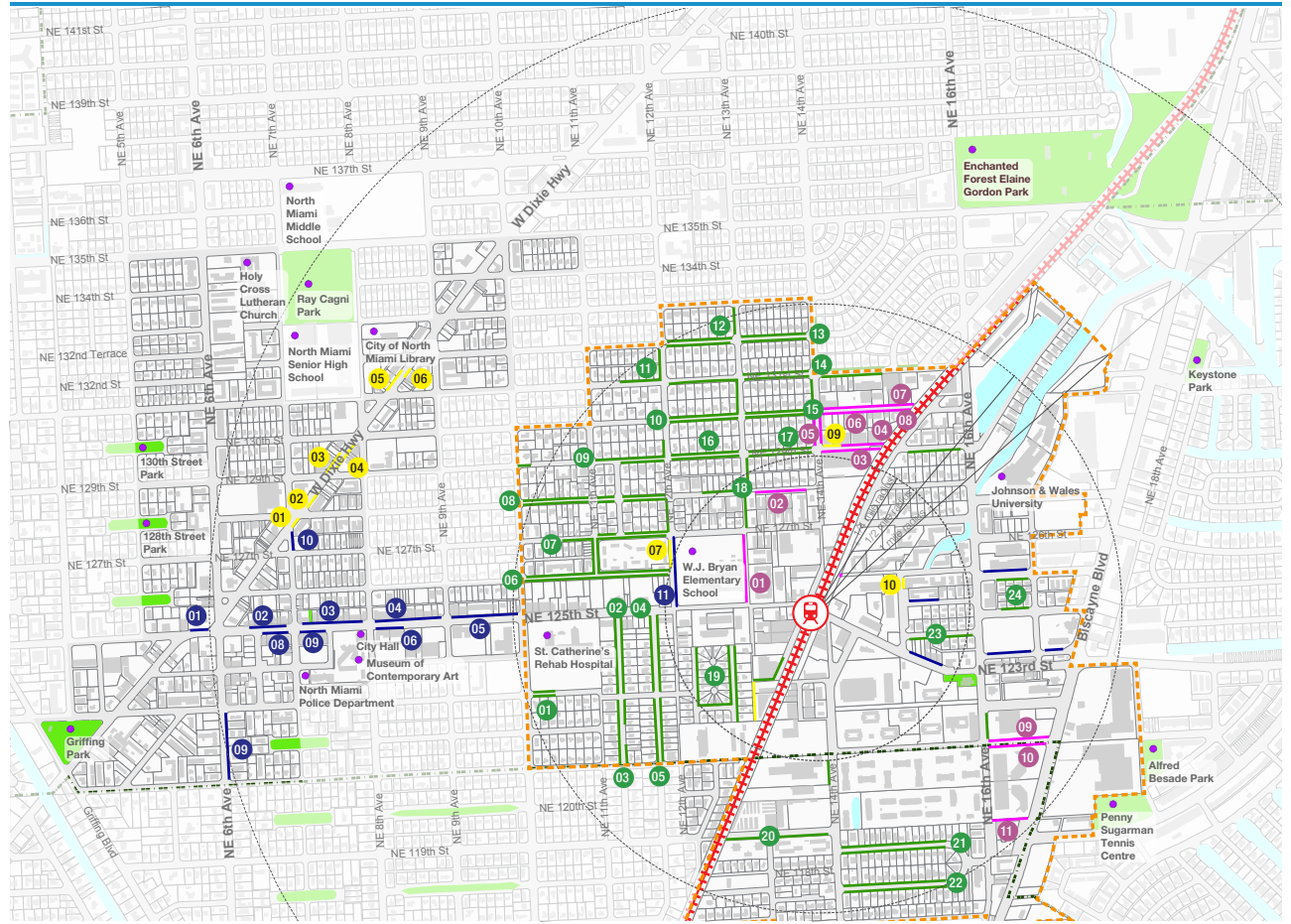
PARKING ON SWALES



PARKING ON SIDEWALKS



DESIGNATED PARKING ALONG NE125TH ST. AND NE15TH AVE



**LEGEND**

- |  |                                 |  |                                     |  |              |
|--|---------------------------------|--|-------------------------------------|--|--------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | Designated   |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | Undesignated |
|  | Parcel                          |  | Major Landmarks                     |  | On sidewalks |
|  | Building Footprint              |  |                                     |  | On swales    |
|  | Parks, Open Spaces & Recreation |  |                                     |  |              |
|  | Water Body                      |  |                                     |  |              |

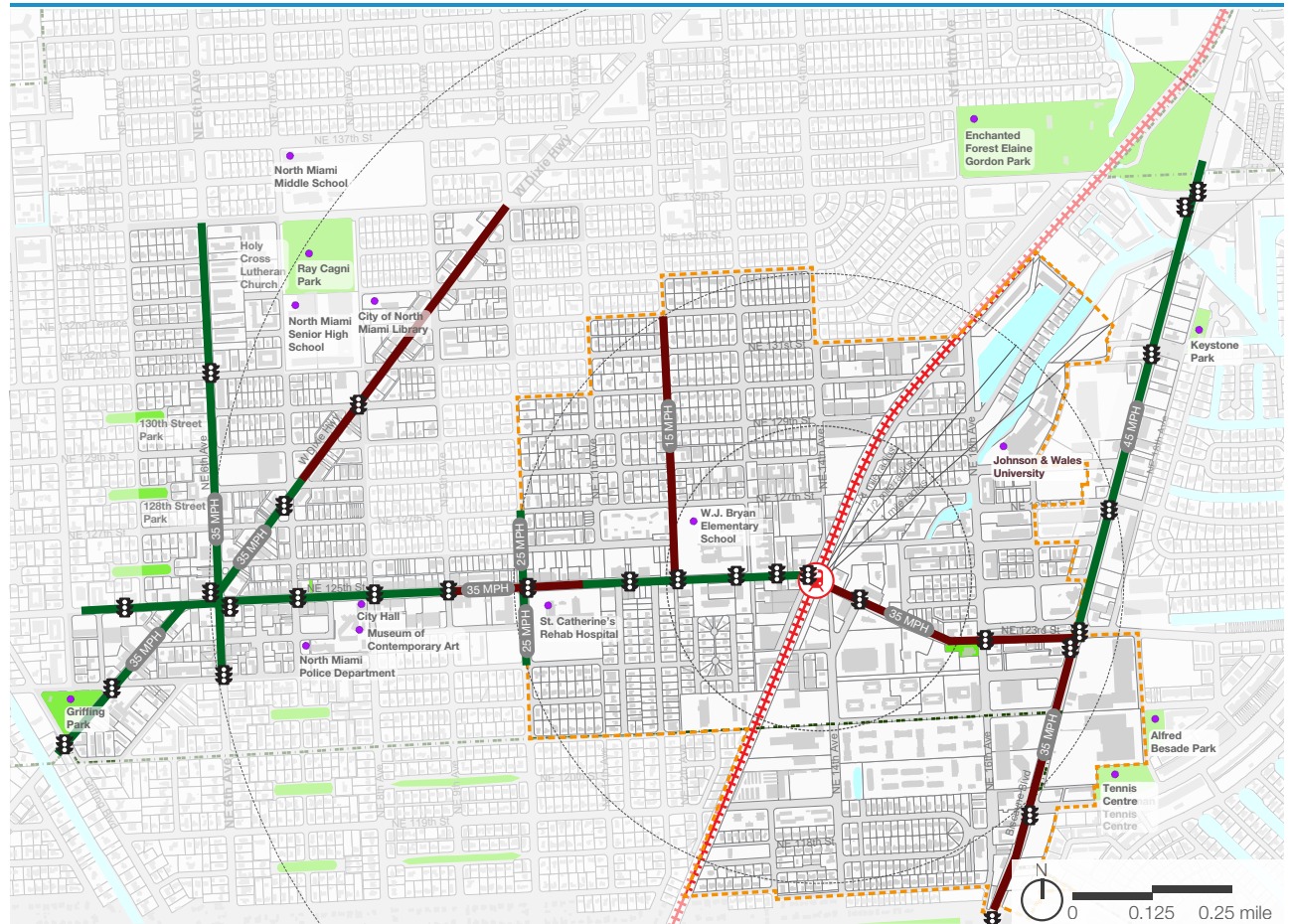
MAP 3.11: INTERSECTIONS

## TRAFFIC CONTROLS







The posted speed limits help in defining the role of the streets. Higher speed streets tend to give drivers the impression that the street is a space for vehicles, and lower speeds along with roadway design elements can give drivers a cue that they are entering a place where people might be walking, biking, shopping, dining, or other daily activities. As highlighted in the map, the posted speed along the arterials are generally signed at 35 MPH or higher, while collectors are generally signed at 25 MPH to 35 MPH. However, average travel speed along NE 125th/123rd street, Dixie Highway and Biscayne Boulevard is higher due to lack of traffic signals and fewer turns being accommodated.

Furthermore, as part of the walkability audit conducted during the planning process, out of the 82 intersections within the Planning Area, only 34 are analyzed as “safe” (41%). The intersections were assessed in terms of existing design such as crosswalk markings, pedestrian signal, traffic signal and accessibility. Most of the intersections along NE 125th/123rd Street have traffic signals at every block. Apart from that, the only other signalized streets are Dixie Highway and NE 6th Avenue. All other streets are stop controlled, therefore pedestrians have to walk further to get to a signalized crossing.

The City has already recommended and approved transportation improvements to address multimodal needs at the 5-Points. Also, crosswalks at the intersections of NE 6th Court through NE 10th Avenue have been upgraded with improved pedestrian accessibility and improved placemaking.



### LEGEND

	North Miami City		FEC Passenger Rail		Within Speed Limit
	Planning Area		Proposed NE 125th/123rd St. Station		Over Speed Limit
	Parcel		Major Landmarks		Posted Speeds
	Building Footprint				Traffic Signals
	Parks, Open Spaces & Recreation				
	Water Body				

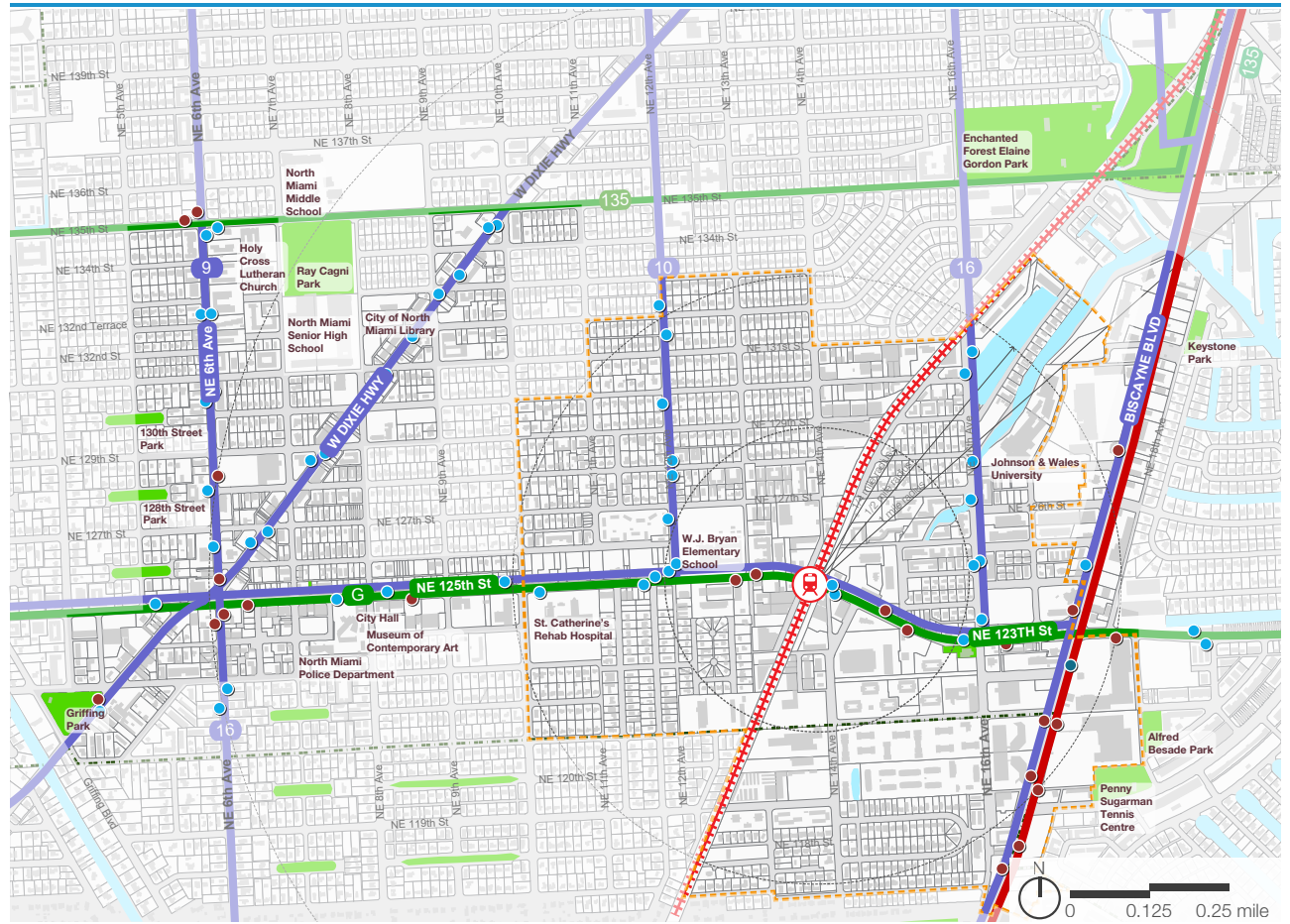
MAP 3.12: TRAFFIC CONTROLS



## PUBLIC TRANSIT

### METROBUS

Miami-Dade County provides public transit serving the City of North Miami. However, there are no public transit terminals or transit stations within the City. The fixed-route transportation service, Metrobus, provides service to North Miami via 18 routes, out of which 6 routes cover the Planning Area. The headways for peak hour range between 7.5 and 60 minutes. The highest ridership in the Planning Area is at the “5-Points” intersection along the Griffing Park, North Miami City Hall, FIU, and intersections of NE 135th Street/NE 6th Avenue, NE 123rd Street/Biscayne Boulevard (Ridership for March & May, 2016).



#### LEGEND

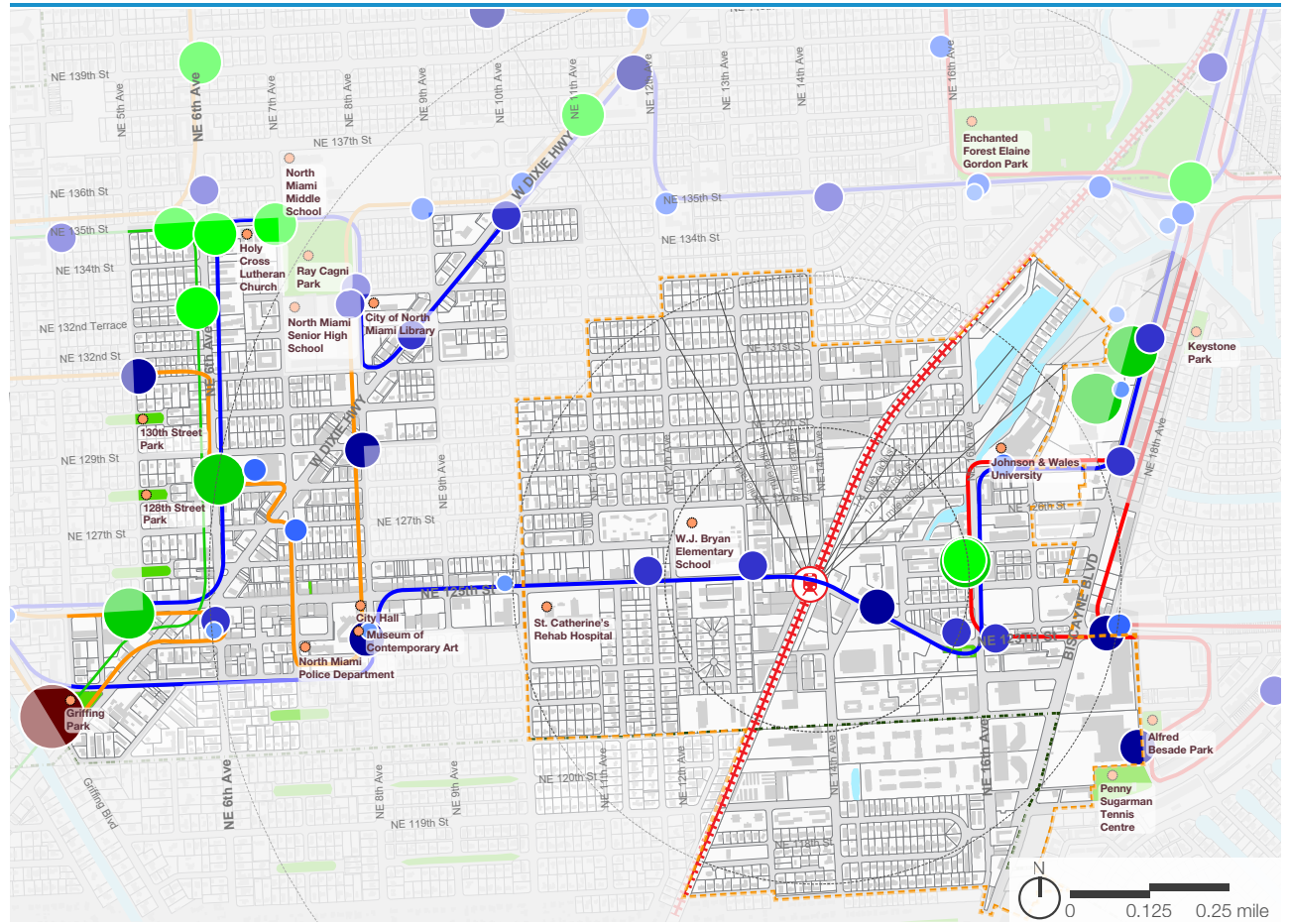
	North Miami City		FEC Passenger Rail		East-West Local Stop Service
	Planning Area		Proposed NE 125th/123rd St. Station		North-South Local Stop Service
	Parcel		Major Landmarks		Limited-Stop Service
	Building Footprint		Transit Stop Signs		Bus Stop (Shelter)
	Parks, Open Spaces & Recreation				
	Water Body				

MAP 3.13: PUBLIC TRANSIT - METROBUS ROUTES



## NoMi EXPRESS

The city also runs the local transit circulator, NoMi Express as a free service moving residents and visitors around the City. Running on four routes, NoMi Express covers the entire Planning Area and operates during the weekdays from 7:00 a.m. to 9:00 p.m. As part of June 2017 study, optimizing NOMI express routes, connections and technology, a new weekend route (10.7 mile) is proposed which will pass through our Planning Area connecting residential neighborhoods with retail and the supermarket, local parks (such as Griffing Park), and other transfer points. Similar to Metrobus, NoMi routes also experience high ridership at the same locations.



### LEGEND

	North Miami City		FEC Passenger Rail		East-West Local Stop Service
	Planning Area		Proposed NE 125th/123rd St. Station		North-South Local Stop Service
	Parcel		Major Landmarks		Limited-Stop Service
	Building Footprint				Transit Stop Signs
	Parks, Open Spaces & Recreation				Bus Stop (Shelter)
	Water Body				

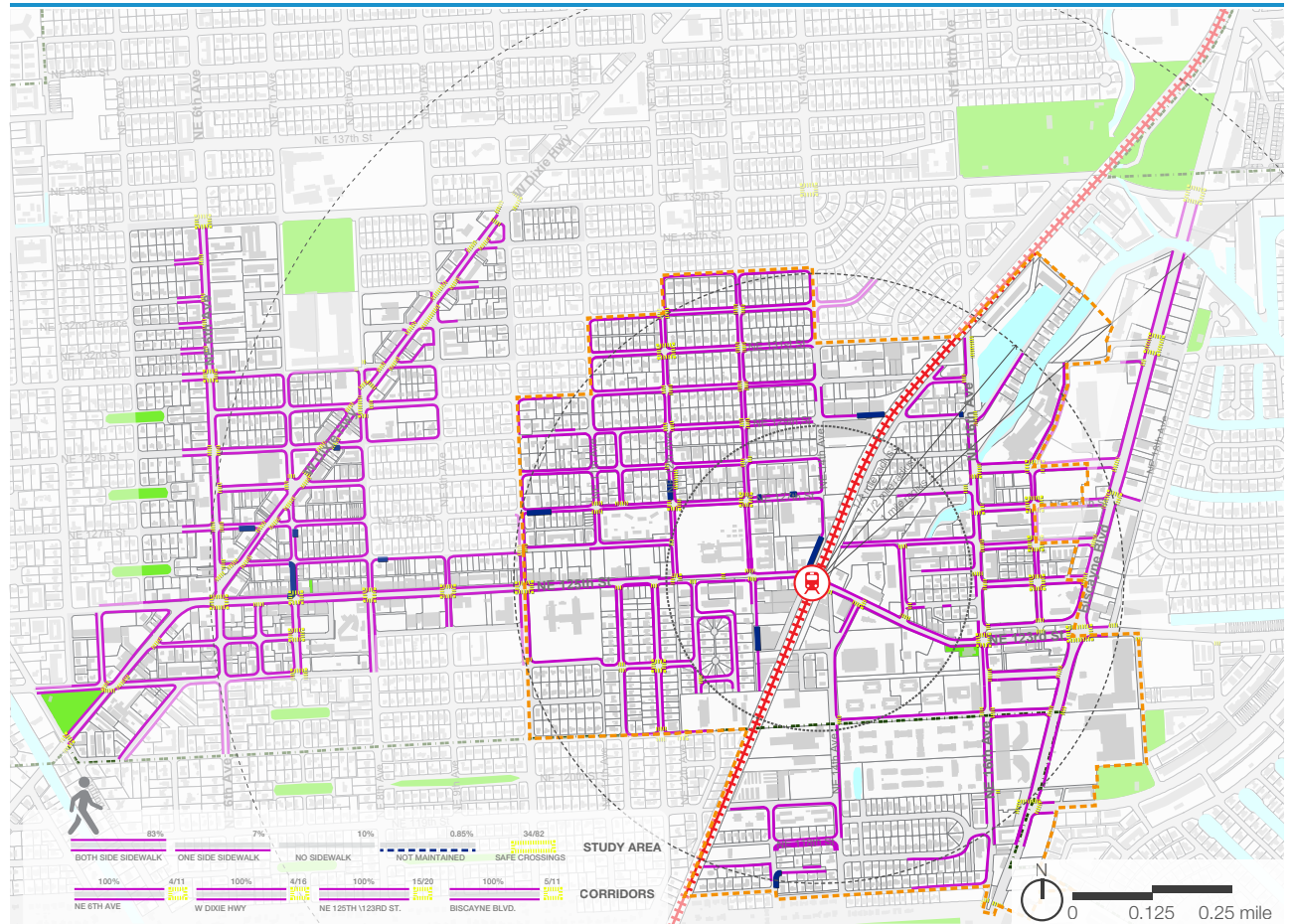
MAP 3.14: PUBLIC TRANSIT - NOMI EXPRESS ROUTES

## FIRST AND LAST MILE CONNECTIVITY

The Planning Area's overall physical structure, with blocks typically measuring 100 feet by 200 feet, is ideal for creating a safe pedestrian environment, allowing frequent intersections and interconnected areas. However, in the half mile radius, the pedestrian access is limited due to larger block sizes created by physical barriers such as large land parcels, fenced industrial uses, private development and railway track.

## PEDESTRIAN NETWORK

In general, the Planning Area has a better sidewalk coverage; 83% of the streets have sidewalks on both sides, 7% have only one side and 10% have no sidewalk. As part of this Study, an existing sidewalk and pedestrian facilities inventory is conducted particularly along the main streets to assess safety and accessibility. Sidewalks are frequently missing near the residential/industrial area in the quarter mile radius, and many existing sidewalks are in need of repair.



### LEGEND

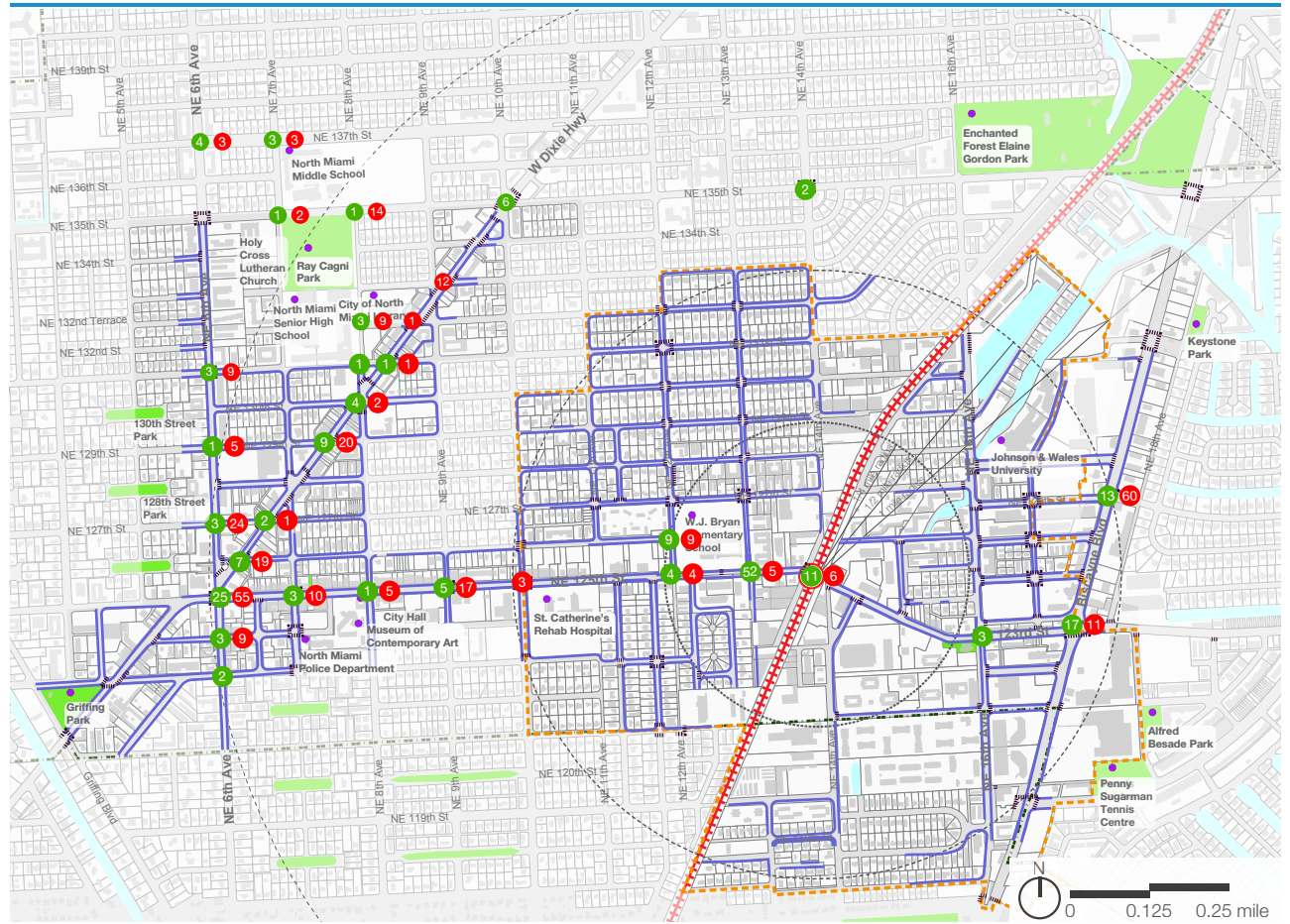
- North Miami City
- Planning Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed NE 125th/123rd St. Station
- Major Landmarks
- Well Maintained Sidewalk
- Poor Condition Sidewalk
- Crosswalks

MAP 3.15: SIDEWALK CONDITION



## PEDESTRIAN VOLUME COUNT

Pedestrian volume counts were collected for this study in the morning and afternoon peak periods in February 2018. As shown in the map, the volumes are highest at the “5-Points” intersection, intersection of NE 13th Ave and NE 125th St and near NE125th St and the railroad crossing. It should be noted that through field visits it was found that pedestrians are crossing at mid blocks near MoCA Plaza, W.J. Elementary School, at intersection of W Dixie Highway and NE 129th Street where majority of the destinations are located.



### LEGEND

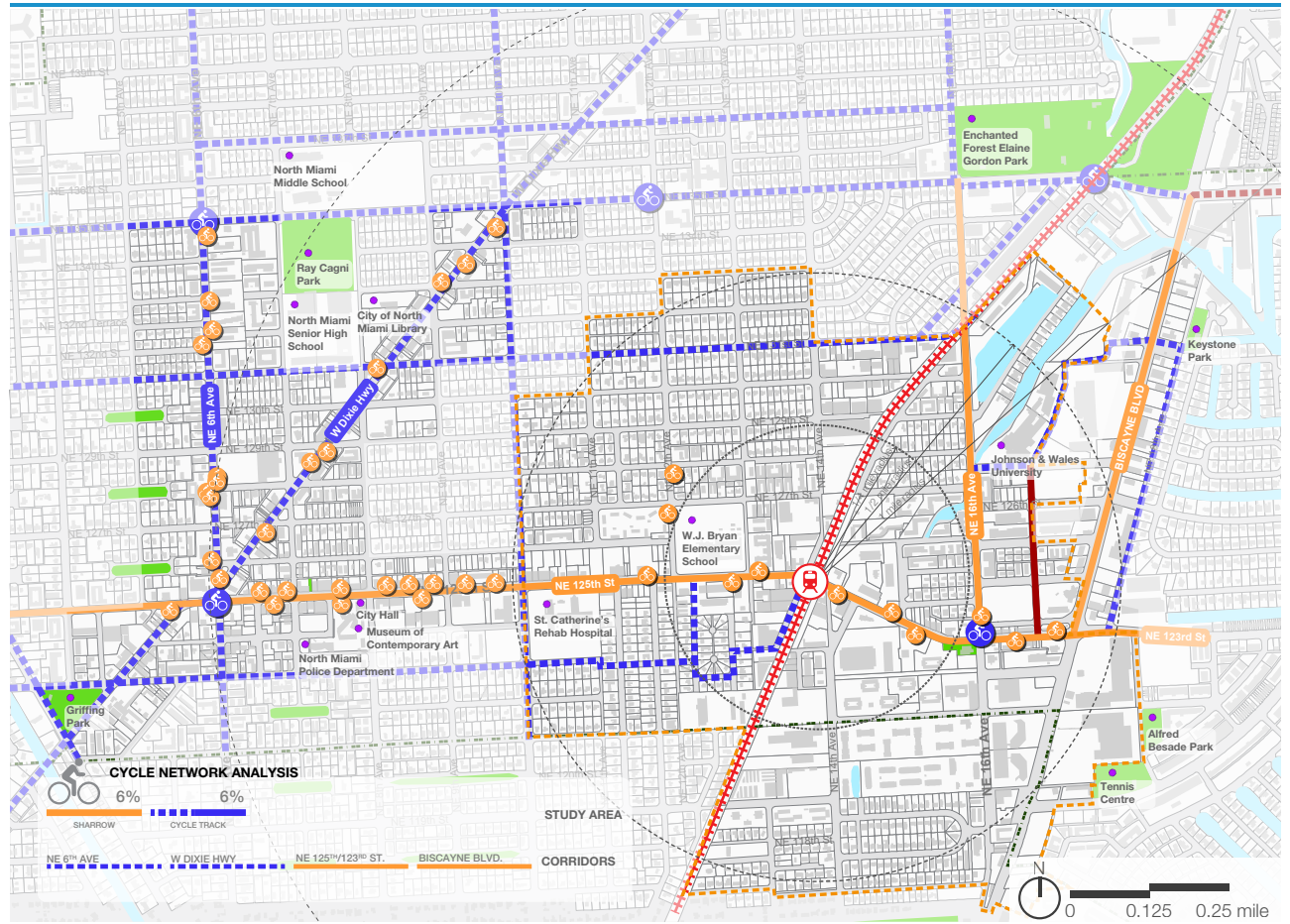
- |  |                                 |  |                                     |  |                  |
|--|---------------------------------|--|-------------------------------------|--|------------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | Sidewalk         |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | Crosswalks       |
|  | Parcel                          |  | Major Landmarks                     |  | Pedestrian Count |
|  | Building Footprint              |  |                                     |  | Jaywalker Count  |
|  | Parks, Open Spaces & Recreation |  |                                     |  |                  |
|  | Water Body                      |  |                                     |  |                  |

MAP 3.16: PEDESTRIAN COUNT



## BIKE TRAILS

The Miami Dade County Park and Recreation Department in conjunction with Public Works is developing and improving many bike trails which span across the County. The only bicycle facilities in the Planning Area are bike path along 17th Avenue and sharrows painted on NE 125th Street, Biscayne Boulevard and NE 16th Avenue. During the public workshops, community members expressed concerns with sharrows from a safety and comfort perspective; and suggested identifying alternative routes and dedicated trails for pedestrian and bicycle movement.



### LEGEND

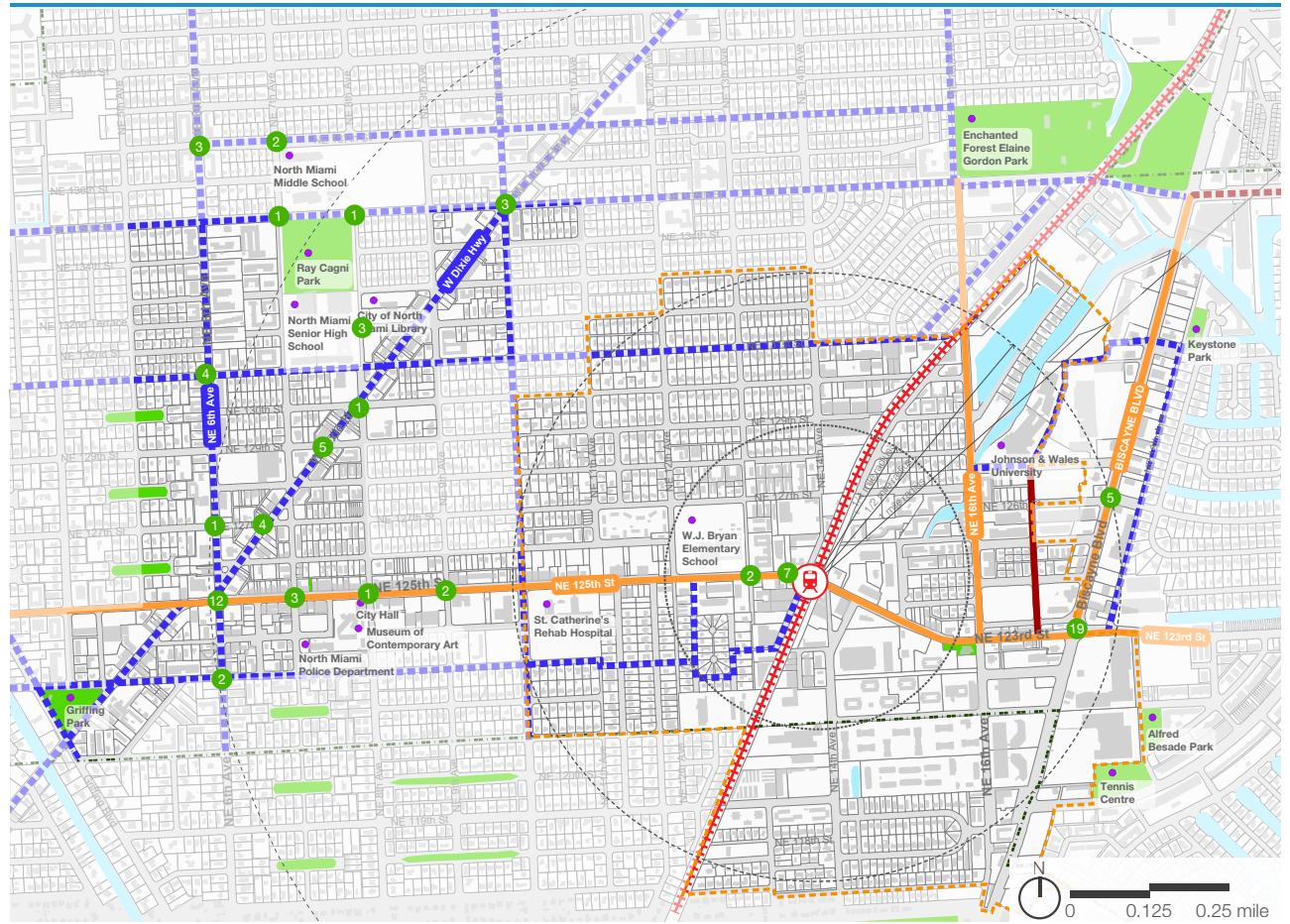
- |  |                                 |  |                                     |  |                      |
|--|---------------------------------|--|-------------------------------------|--|----------------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | Existing Bike Path   |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | Existing Sharrow     |
|  | Parcel                          |  | Major Landmarks                     |  | Proposed Bike Path   |
|  | Building Footprint              |  |                                     |  | Existing Bike Rack   |
|  | Parks, Open Spaces & Recreation |  |                                     |  | Proposed Park & Ride |
|  | Water Body                      |  |                                     |  |                      |

MAP 3.17: BIKE TRAILS

## BIKE VOLUMES

National Association of American Transportation suggests that sharrows should not be placed on streets with speeds higher than 25 MPH. International guidance also suggests that sharrows should not be placed on streets with AADT higher than 5,000 to 8,000.

The discomfort to bicyclists was clear during a field visit when bicyclists were observed riding on the sidewalk & in the wrong direction. The numbers on the map highlight that majority of the conflicts are happening at the “5-Points” intersection, intersection of NE 123rd St and Biscayne Boulevard, and near NE 125th St and the railroad crossing



### LEGEND

- |  |                                 |  |                                     |  |                    |
|--|---------------------------------|--|-------------------------------------|--|--------------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | Existing Bike Path |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | Existing Sharrow   |
|  | Parcel                          |  | Major Landmarks                     |  | Proposed Bike Path |
|  | Building Footprint              |  |                                     |  | Bike Count         |
|  | Parks, Open Spaces & Recreation |  |                                     |  |                    |
|  | Water Body                      |  |                                     |  |                    |

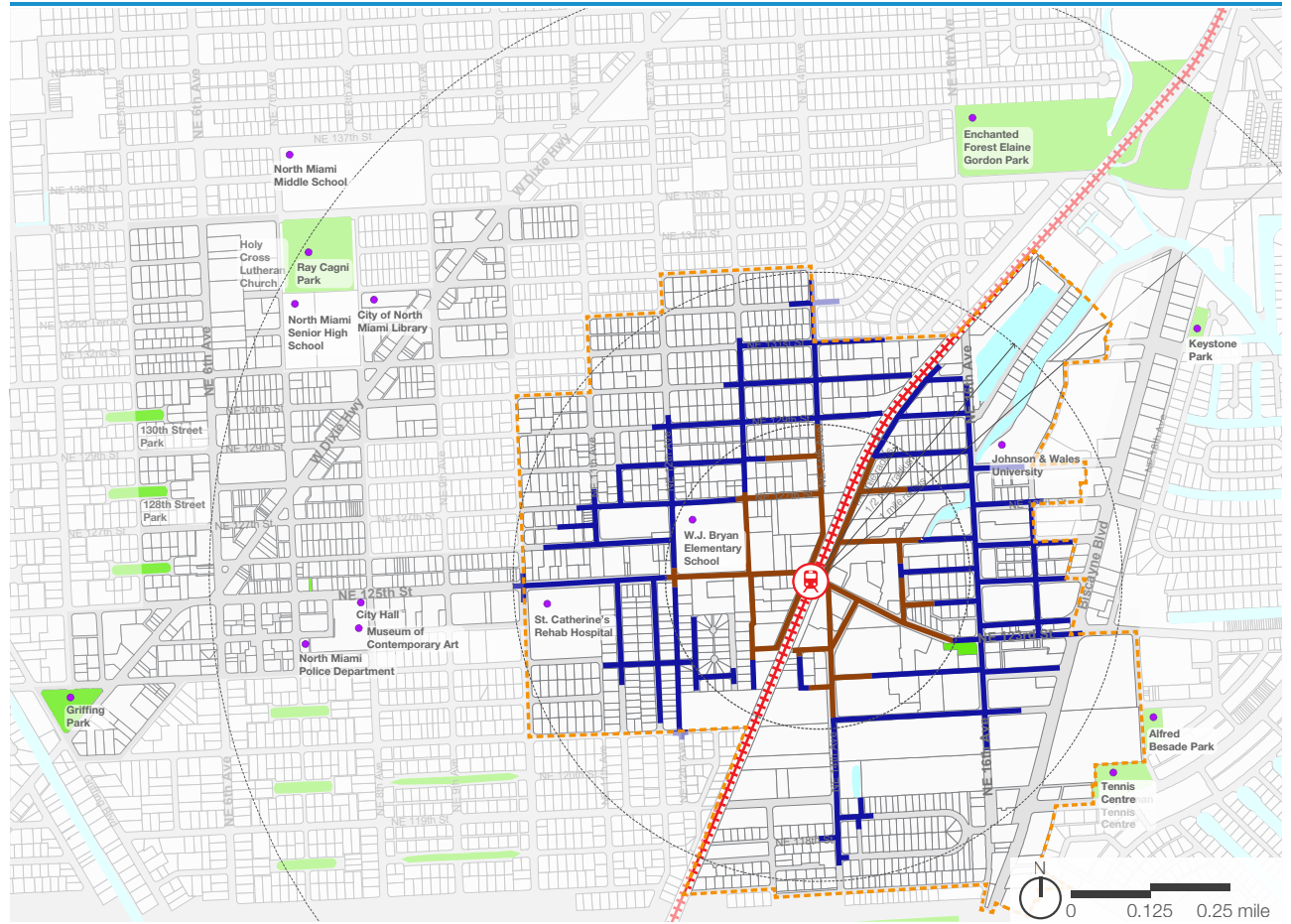
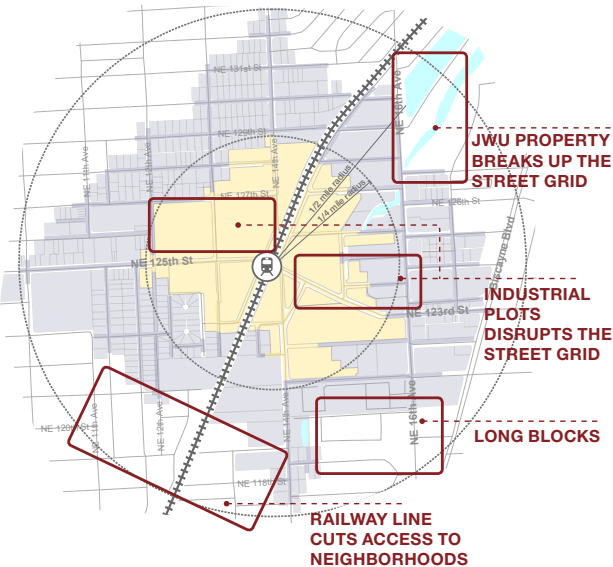
MAP 3.18: BIKE VOLUMES



## PED-SHED ANALYSIS

To evaluate walkability and easy permeability of the neighborhood of how easy it is for people to move through North Miami to get to and from centres or facilities, ped-shed analysis was conducted.

Based on the walkability survey, the compiled information was collected at the macro-level to highlight potential areas of intervention. With the FEC transit station as a starting point, all ¼-mile and ½-mile routes based on the street grid were mapped and then consolidated into a larger catchment shape. The below infographics and map explains the on-ground analysis.



### LEGEND

- |  |                                 |  |                                     |  |                 |
|--|---------------------------------|--|-------------------------------------|--|-----------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | 1/4 Mile Routes |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | 1/2 Mile Routes |
|  | Parcel                          |  | Major Landmarks                     |  |                 |
|  | Building Footprint              |  |                                     |  |                 |
|  | Parks, Open Spaces & Recreation |  |                                     |  |                 |
|  | Water Body                      |  |                                     |  |                 |

MAP 3.19: PED-SHED ANALYSIS



## SHARED MOBILITY

Shared mobility has gained prominence as a viable alternative to complete the first and last mile solutions in North Miami. The alternatives that have recently picked up in the City include:

- **Car sharing** in Johnson and Wales, North Miami, a private car-sharing system (ZipCar) that enables members to reserve vehicles with a mobile app, online, or through phone on an as-needed hourly basis.
- **LimeBike**, a private dockless bicycle sharing program to provide this service to North Miami residents. This allows for a new level of consumer flexibility so bikes can really meet their transportation needs and the potential to serve a wider community.
- **Jitney Service** - The jitney, the common name for a shared taxi, is appealing to some for several reasons. Unlike the bus, which has a fixed schedule, jitneys zoom by seemingly every five minutes and is a cheap and dependable way to get around the city. Managed by the Department of Transportation and Public Works, a new route is approved on W.Dixie Hwy connecting NE 2nd Ave to NE 164th St. along W. Dixie Hwy.



ZIPCAR

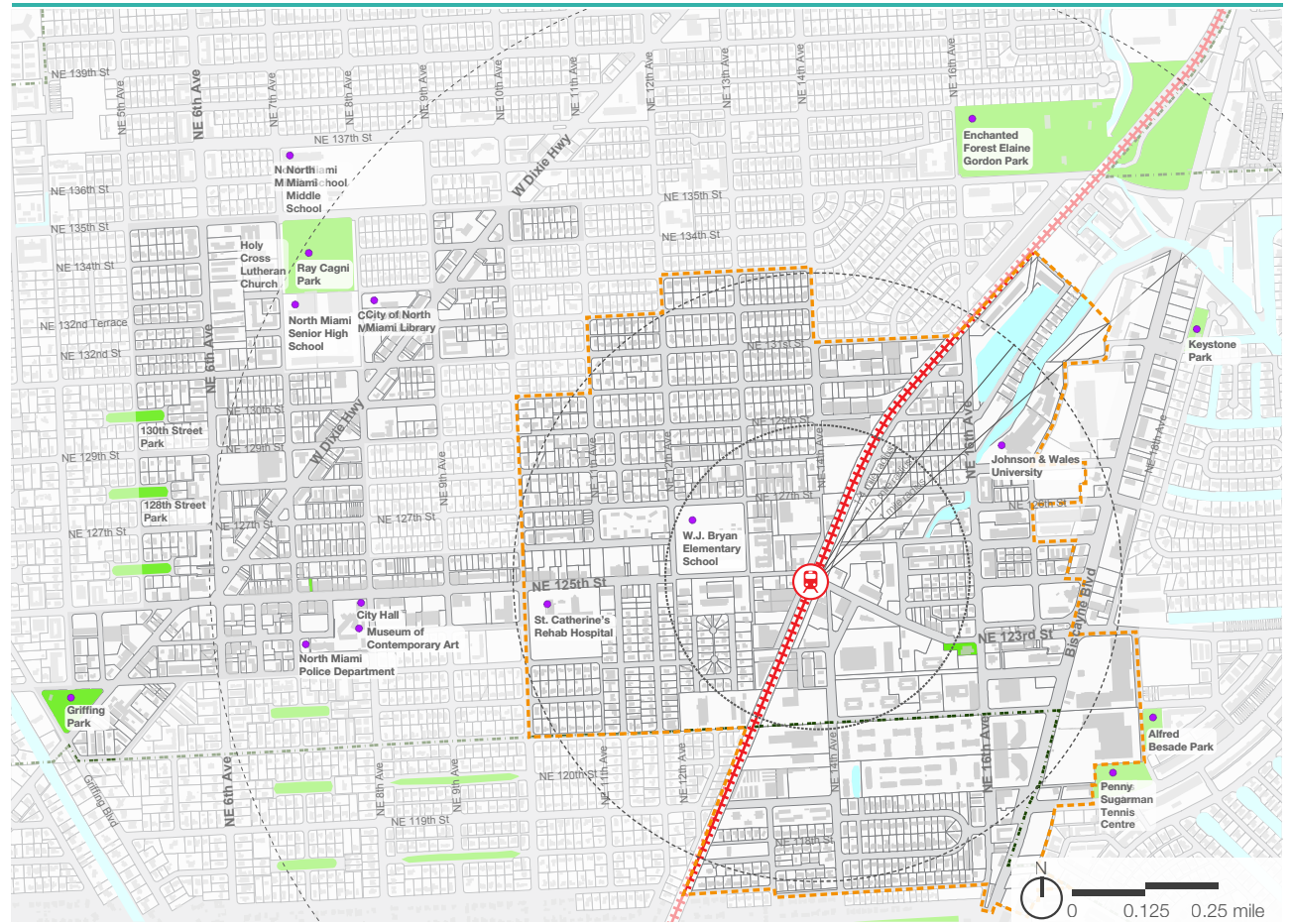


LIMEBIKE










## 3.4. URBAN DESIGN & PLACEMAKING

North Miami's Mobility Hub area's urban form is defined by its natural resources, neighborhoods, grid-street configuration, FEC railroad and evolution of its regional mobility corridors. This section focuses on documenting the existing urban design character of the Mobility Hub & TOD Planning Area as an extension of Downtown North Miami CRA. These elements include design features used in development projects and streetscape improvements that enhance the built environment to be more conducive to walking, public life, transit use, and neighborhood identity.

Prior to developing guidelines for the area's neighborhoods, streets and open spaces, the urban design analysis discussed in pages below examines the relationship between the area's land use and building types, development patterns and the existing physical and aesthetic character of the district. The Placemaking map highlights key sites located within the one mile radius of the potential station at 125th/123rd Street and infers logical routes between the station area and these interest points. Analyzing these routes better defined potential transit users. Some key points of interest include schools, public institutions, event venues (MOCA Plaza), parks, and any other local attractions to the transit catchment area.



### LEGEND

- |   |                                 |   |                                     |
|---|---------------------------------|---|-------------------------------------|
|  | North Miami City                |  | FEC Passenger Rail                  |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |
|  | Parcel                          |  | Major Landmarks                     |
|  | Building Footprint              |   |                                     |
|  | Parks, Open Spaces & Recreation |   |                                     |
|  | Water Body                      |   |                                     |

MAP 3.20: PLACEMAKING



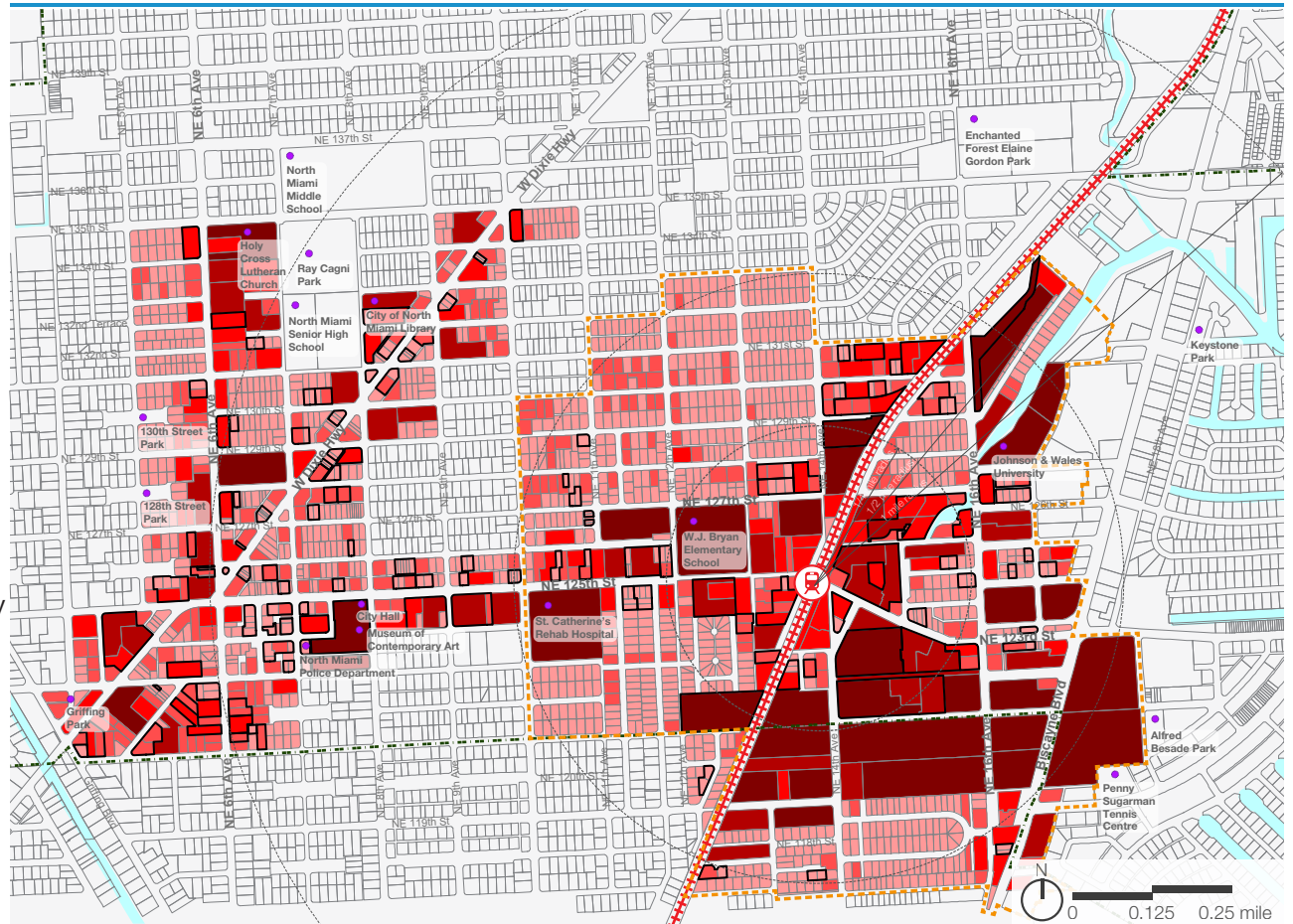
## PUBLIC REALM DESIGN

Streetscapes, open spaces, community gathering spaces, landscaping and neighborhood identity together define the public realm character of the Mobility Hub & TOD Planning Area. Getting the right proportion, character, and quality of the public realm is crucial for the blocks which are immediately surrounding the station areas, in order to support walking and biking.

## STREET HIERARCHY AND GRID

The TOD Planning Area's urban form is defined by a grid street pattern in the neighborhoods west of the railroad within the Central Business District. The street grid creates small blocks (typically 100' x 200'), with alleys in the east-west direction, thus presenting another opportunity to facilitate pedestrian connectivity and service access through the Downtown CRA.

East-west linkages on either side of the FEC Railroad are primarily through 125th Street, 131st Street and 135th Street, through at-grade crossings. 6th Avenue, West Dixie Highway, 16th Avenue and Biscayne Boulevard serve as the primary connectors, linking neighborhoods on the north and south to the future Mobility Hub at 125th/123rd Street.



## LEGEND

	North Miami City		FEC Passenger Rail	<b>PLOT SIZES (ACRES)</b>	
	Planning Area		Proposed 125th St Station		Less than 0.25
	Parcel		Major Landmarks		0.25-0.5
	Building Footprint		1/4 Mile Radius		0.5-1
	Parks, Open Spaces & Recreation		1/2 Mile Radius		1-2
	Water Body		1 Mile Radius		2-10
					Parcels under single owner name

MAP 3.21: PARCEL SIZES



As Downtown North Miami evolves into a vibrant regional destination with increasing residential population, it should be emphasized that new developments avoid street grid interruptions. Based on the roadway functions, right-of-way conditions, and access potential, the following street typologies are identified for the Planning Area. :

- Urban Principal Arterial Corridor: Biscayne Boulevard
- Urban Minor Arterial Corridors: NE 123rd Street, NE 6th Avenue and W Dixie Highway
- Urban Major Collector Streets: NE 12th Avenue and NE 16th Avenue
- Urban Minor Collector Streets: NE 8th Avenue
- Local Streets: NE 11th Avenue, NE 13th Avenue, NE 14th Avenue, NE 127th Street, NE 129th Street, etc.



URBAN PRINCIPAL ARTERIAL CORRIDOR: BISCAYNE BOULEVARD



URBAN MINOR ARTERIAL CORRIDOR: NE 6TH AVENUE

---

## STREETScape DESIGN

The CRA has made significant investments in improving the physical conditions along the Planning Area's primary commercial spine, 125th Street. Another set of upgrades including reduced speed limits, narrower lanes, and on-street parking are planned to be constructed with FDOT funds in the near future. Presently, most of the pedestrian movement is witnessed along this corridor, thus providing access to key downtown destinations such as the City Hall, MOCA Plaza, and area retail. Due to limited right-of-way availability and limited points of interest, the street attracts limited pedestrian traffic, except during events at the MOCA Plaza.

Biscayne Boulevard, 6th Avenue, West Dixie Highway are the other major corridors serving Downtown and the proposed Mobility Hub; however, these roadways are predominantly automobile oriented and discourage people from walking or bicycling. Traffic calming strategies, safer geometry at intersections, increased enforcement and active street frontages are required for all these downtown connectors to guide redesign efforts and improve overall mobility for all users, especially for disabled, elderly, and children.

## PEDESTRIAN & CYCLIST SAFETY AND COMFORT

Walkability audits conducted by the consultant team during the planning process reported an overall low-quality walking experience for users, along key multi-modal corridors and selected neighborhood streets. Factors improving walkability include: mix of land uses, high levels of street connectivity, high residential density (as residential units per acre), and plenty of places to go near the majority of homes.

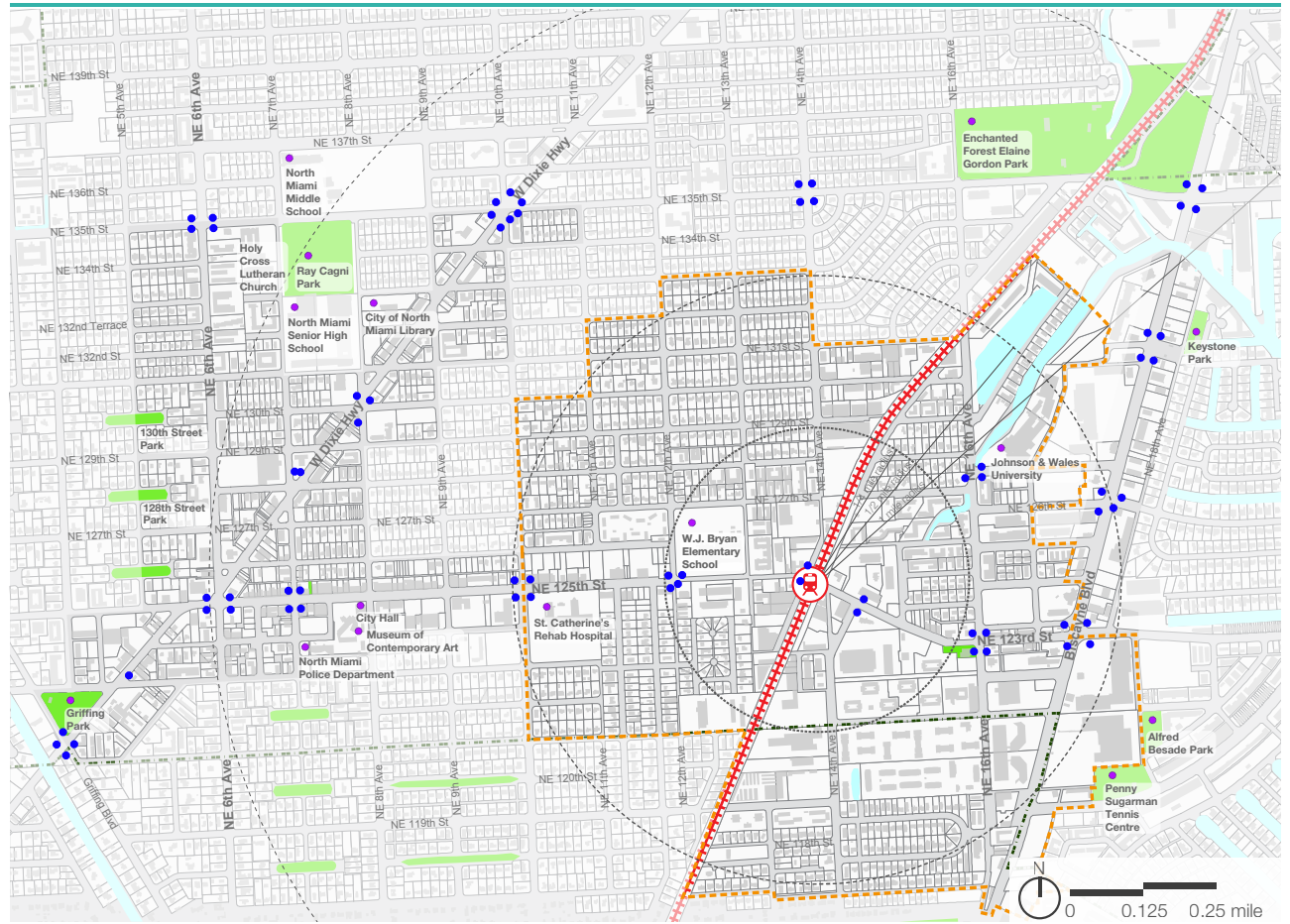
During the walkability audits, it was observed that accessible sidewalks for the disabled and senior citizens were lacking in the Planning Area:

- Limited right-of-way conditions resulting in narrow sidewalks with limited shade trees, especially along the major corridors;
- Residential streets are lined with mature tree canopies but with minimal sidewalk infrastructure;
- Missing, damaged and inconsistent provision of curb ramps hamper people with disabilities to safely traverse intersections;
- Most marked crosswalks provide the minimum required markings with narrow parallel crosswalk lines;
- Lack of cohesive way-finding throughout the Planning Area; and
- NE 125th Street/123rd Street and FEC Railroad intersection is a major barrier to walking and biking, rather than acting as a gateway into the Downtown from the east.

## PEDESTRIAN SIGNALS

While frequent crosswalks enhance the pedestrian network around transit stations, the pedestrian signals at strategic intersections create a sense of safe crossings. Key intersections along the main corridors have pelican signals installed to facilitate safer movement. The intersections with pedestrian signals installed include:

- 3 of 11 intersections along 6th Avenue (27%)
- 8 of 17 intersections along NE 125th & 123rd street (47%)
- 4 of 11 intersections along W Dixie Highway (36%)
- 4 of 10 intersections along Biscayne Blvd (40%)



### LEGEND

	North Miami City		FEC Passenger Rail
	Planning Area		Proposed NE 125th/123rd St. Station
	Parcel		Major Landmarks
	Building Footprint		Pedestrian Signals
	Parks, Open Spaces & Recreation		
	Water Body		

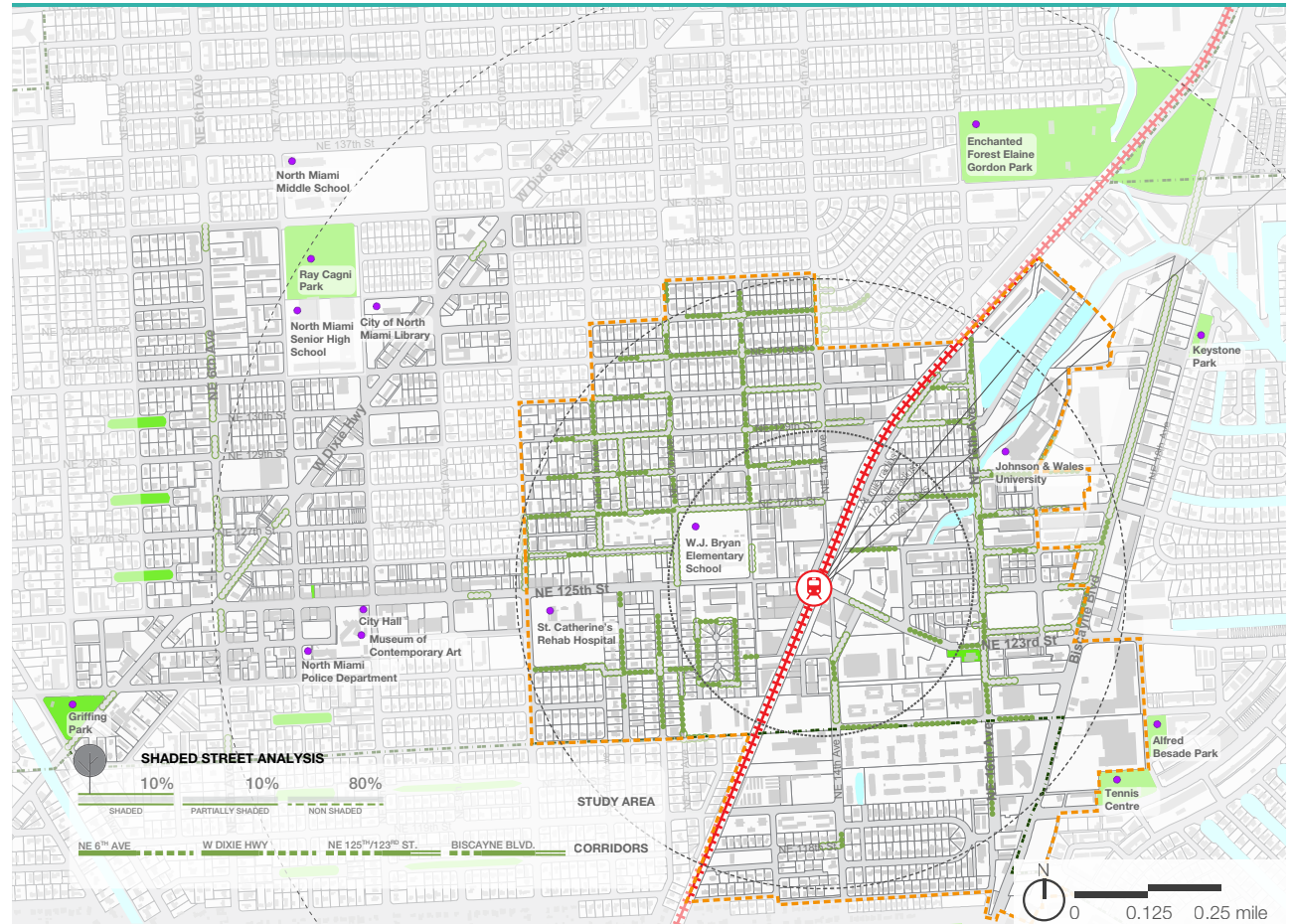
MAP 3.22: PEDESTRIAN SIGNALS



## TREE PLANTING & REFORESTATION

The North Miami Mobility Hub & TOD Planning Area has a mature tree canopy along many of its neighborhood streets, providing seasonal benefits that make sidewalks pleasant for users, especially in Florida's hot climate. Incorporating trees into the Planning Area's fabric is critical for improving both the quality of life and the overall aesthetic experience. Due to limited right-of-way conditions along the major transportation corridors, shade trees do not have ample space to be planted. In order to mitigate this limitation, reforestation techniques such as "orchard parking" concepts in surface parking lots may be applied.

Prominent streets within the Planning Area with mature tree canopy include NE 119th Street, NE 11th Avenue, NE 12th Avenue and NE 13th Avenue and NE 16th Avenue.



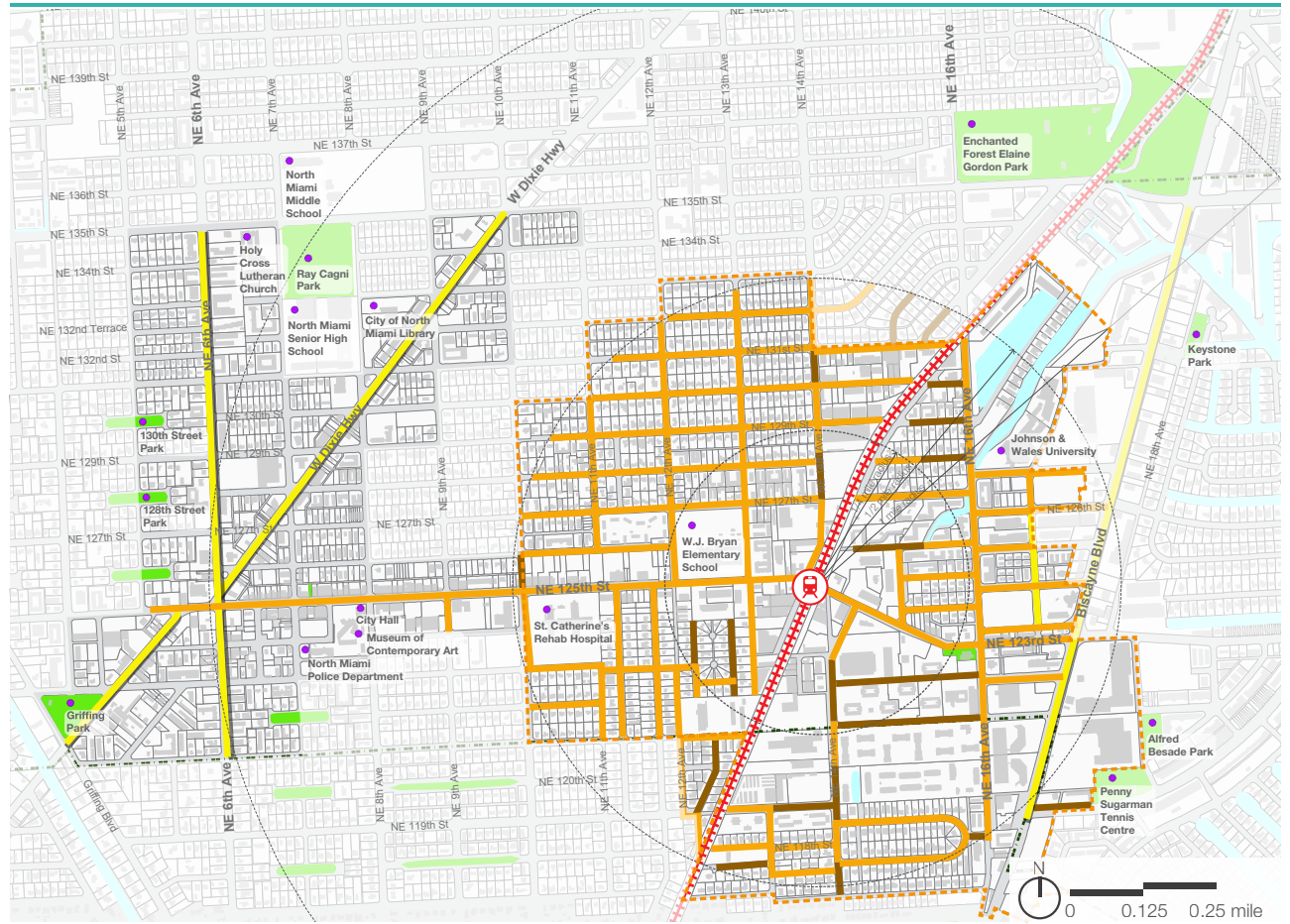
### LEGEND

- |  |                                 |  |                                     |  |                    |
|--|---------------------------------|--|-------------------------------------|--|--------------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | 0-25% Tree Cover   |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | 25%-75% Tree Cover |
|  | Parcel                          |  | Major Landmarks                     |  |                    |
|  | Building Footprint              |  |                                     |  |                    |
|  | Parks, Open Spaces & Recreation |  |                                     |  |                    |
|  | Water Body                      |  |                                     |  |                    |













MAP 3.23: TREE COVER

## STREET LIGHTING

Streets leading to some Planning Area destinations are severely lacking in pedestrian amenities such as street lighting and furniture. While the major corridors in the North Miami Mobility Hub & TOD Planning Area has a fairly well distributed network of street lights that are functional and cost-effective; but opportunities to create a street with pedestrian scaled lighting that distinguishes it from other areas is absent. Biscayne Boulevard and W Dixie Highway have street lights at regular intervals that make them well lit streets. In order to create a well-used, safe and engaging walking/bicycling environment along the neighborhood streets, it will be necessary to integrate pedestrian scaled street lighting in all future streetscape improvement projects, especially along the frequently traveled streets connecting to schools, parks and other civic facilities.



### LEGEND

	North Miami City		FEC Passenger Rail		Well Lit Streets
	Planning Area		Proposed NE 125th/123rd St. Station		Partially Lit Streets
	Parcel		Major Landmarks		Dark Streets
	Building Footprint				
	Parks, Open Spaces & Recreation				
	Water Body				

MAP 3.24: STREET LIGHTING

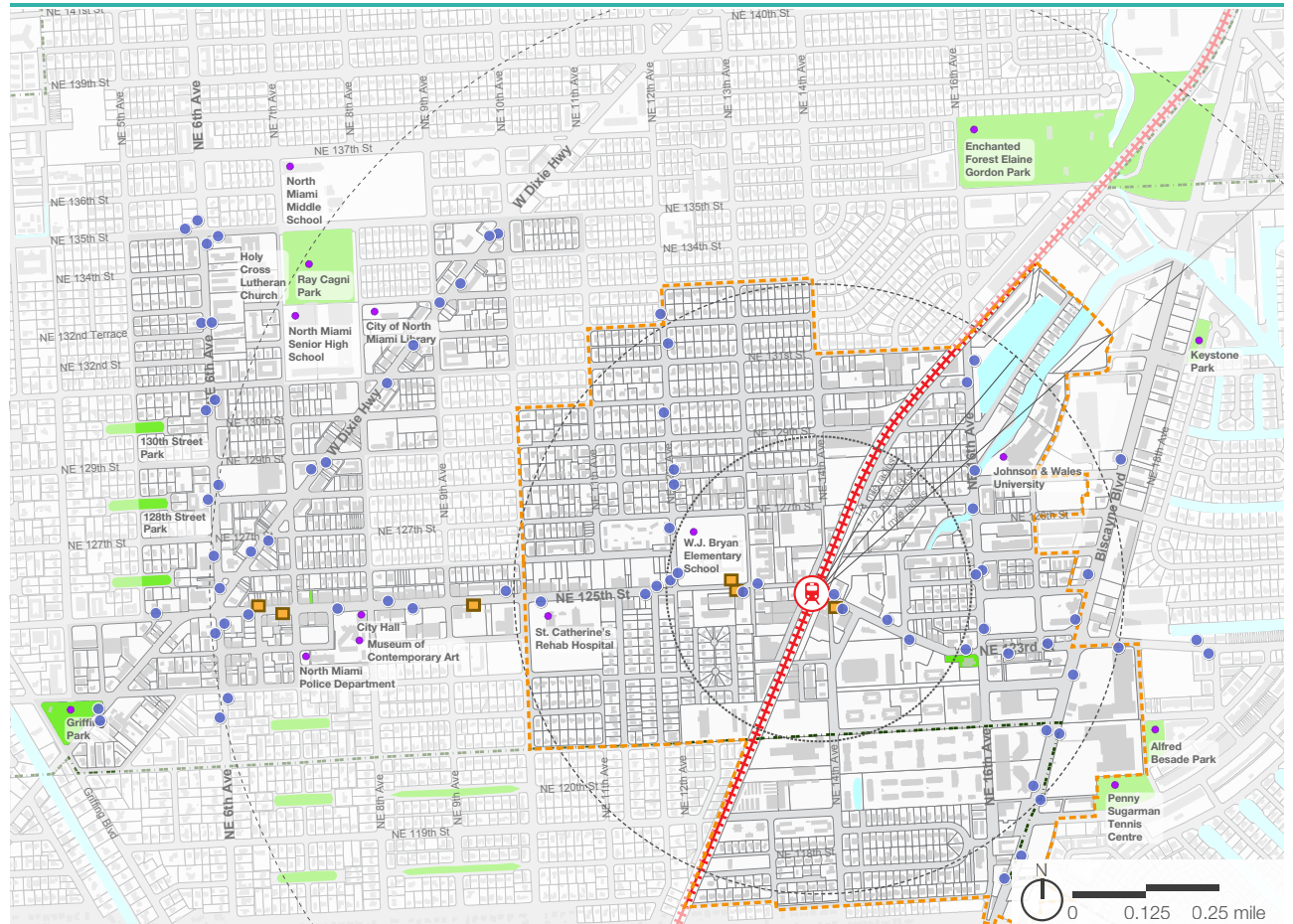


## STREET FURNITURE












In order to make the North Miami Mobility Hub & TOD Planning Area user-friendly for transit patrons, bicyclists, and pedestrians, streetscapes with distinctive furnishings such as benches, trash receptacles, planters, bike racks, and other urban amenities, should be integrated. Currently, with the exception of street furnishings in the MOCA Plaza area and W.J. Elementary School along 125th/123rd Street, the Planning Area is devoid of places that encourage community interaction. The CRA's ongoing MOCA Plaza Renovation includes the removal and new installation of approximately 33,000 square feet of brick pavers, the replacement and addition of site lighting, and landscape improvements. Transit stops in the Planning Area have been installed with bike racks in several locations.



SEATING AT NE 125TH STREET AND NE 9TH AVENUE



### LEGEND

	North Miami City		FEC Passenger Rail		Seatings
	Planning Area		Proposed NE 125th/123rd St. Station		Bike Racks at Transit Stops
	Parcel		Major Landmarks		
	Building Footprint				
	Parks, Open Spaces & Recreation				
	Water Body				

MAP 3.25: STREET FURNITURE

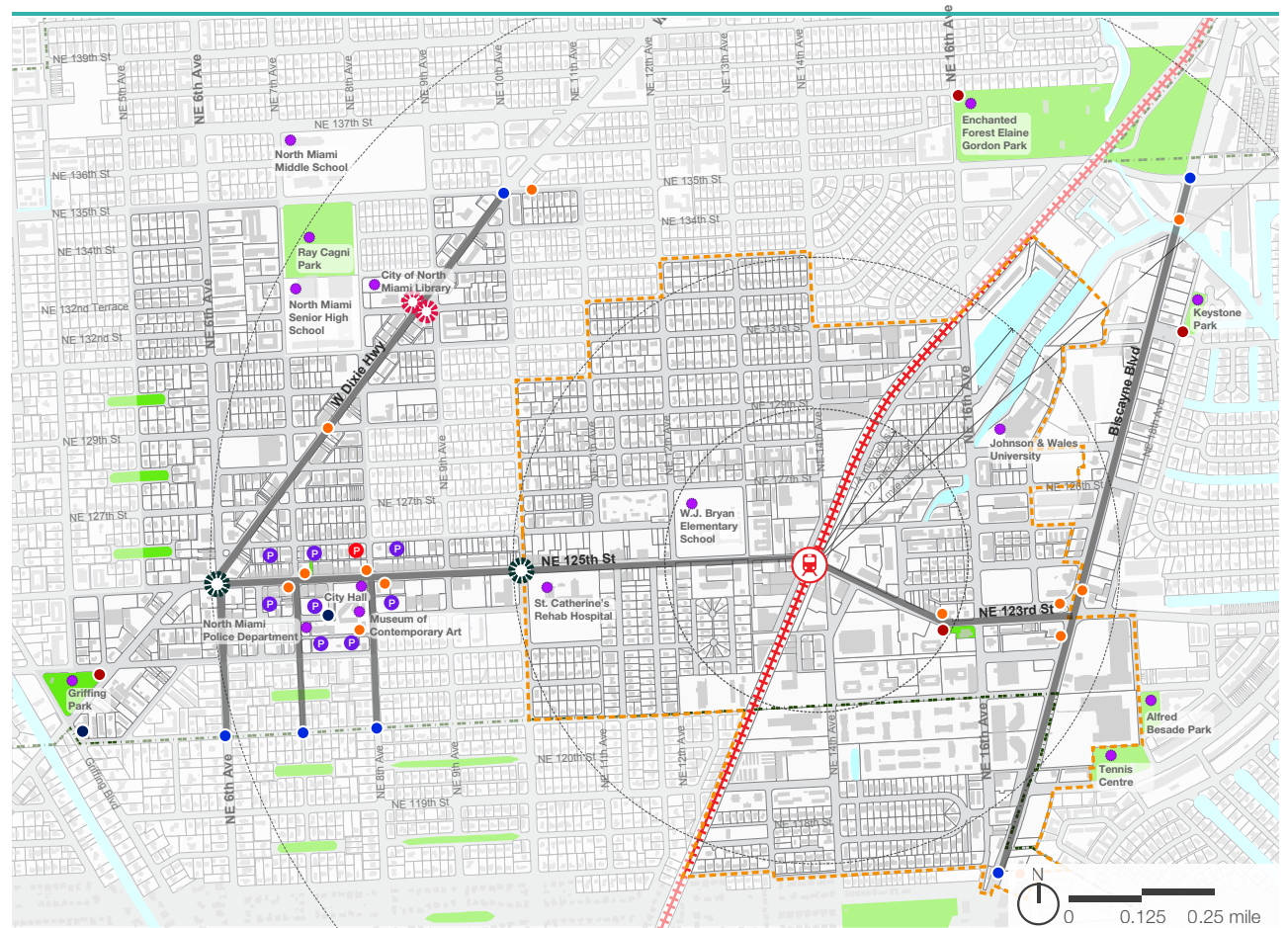


## SIGNAGE

City of North Miami's Comprehensive Signage Master Plan adopted in May 2014, provides an overall cohesive wayfinding philosophy and design approach for signage improvements in the city. The comprehensive program includes the following components:

## GATEWAYS

The quality of North Miami's Mobility Hub & TOD Planning Area could be greatly improved by taking the opportunity to adopt measures aimed at enhancing the visual image of the city. The City's Comprehensive Signage Master Plan (2014) also emphasizes the need for identifying primary and secondary identity signs along major corridors, thus announcing arrival into the city's borders and special areas such as the Downtown and Mobility Hub/ TOD district. The Gateway Transition Zone Map identifies opportunities to weave the Downtown and Mobility Hub Planning Area together in the spaces between different neighborhoods.



## LEGEND

- |  |                                 |  |                                     |  |                                  |
|--|---------------------------------|--|-------------------------------------|--|----------------------------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | Park Facility Signs              |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | Directional Signage              |
|  | Parcel                          |  | Major Landmarks                     |  | Public Facilities Identity Signs |
|  | Building Footprint              |  |                                     |  | Downtown Markers                 |
|  | Parks, Open Spaces & Recreation |  |                                     |  | Arts District Markers            |
|  | Water Body                      |  |                                     |  | Identity Markers                 |

MAP 3.26: SIGNAGES

A) Public Facilities Identity Signs – Signage for all municipal buildings. There are two types: an easily distinguishable (A1) one for police, and a second (A2) for all other municipal buildings.

B) Primary and Secondary “Gateway” Identity – (1) Primary Identity Signs located along major corridors that announce the city’s borders or gateways. (2) Secondary Identity Signs refer to locations that serve as major focal points along a major city thoroughfare that are not at the edge of the city but announce a significant intersection or point of emphasis.

C) Destination/Place Name – These identify the presence of a specific overlay district like the downtown district (C1) or arts overlay (C2).

D) Park Facility Signs – These represent signage placed at the city’s major parking facilities with the names of each facility posted.

E) Directional Signage – Provides a message schedule with arrows that direct the motorist or pedestrian to city owned facilities or places of interest.

F) LED Sign – Digital message board designed to provide pictures and information to the public.

G) “P” Sign – Identifies the locations of onstreet parking or directs motorists to public parking lots within the downtown.

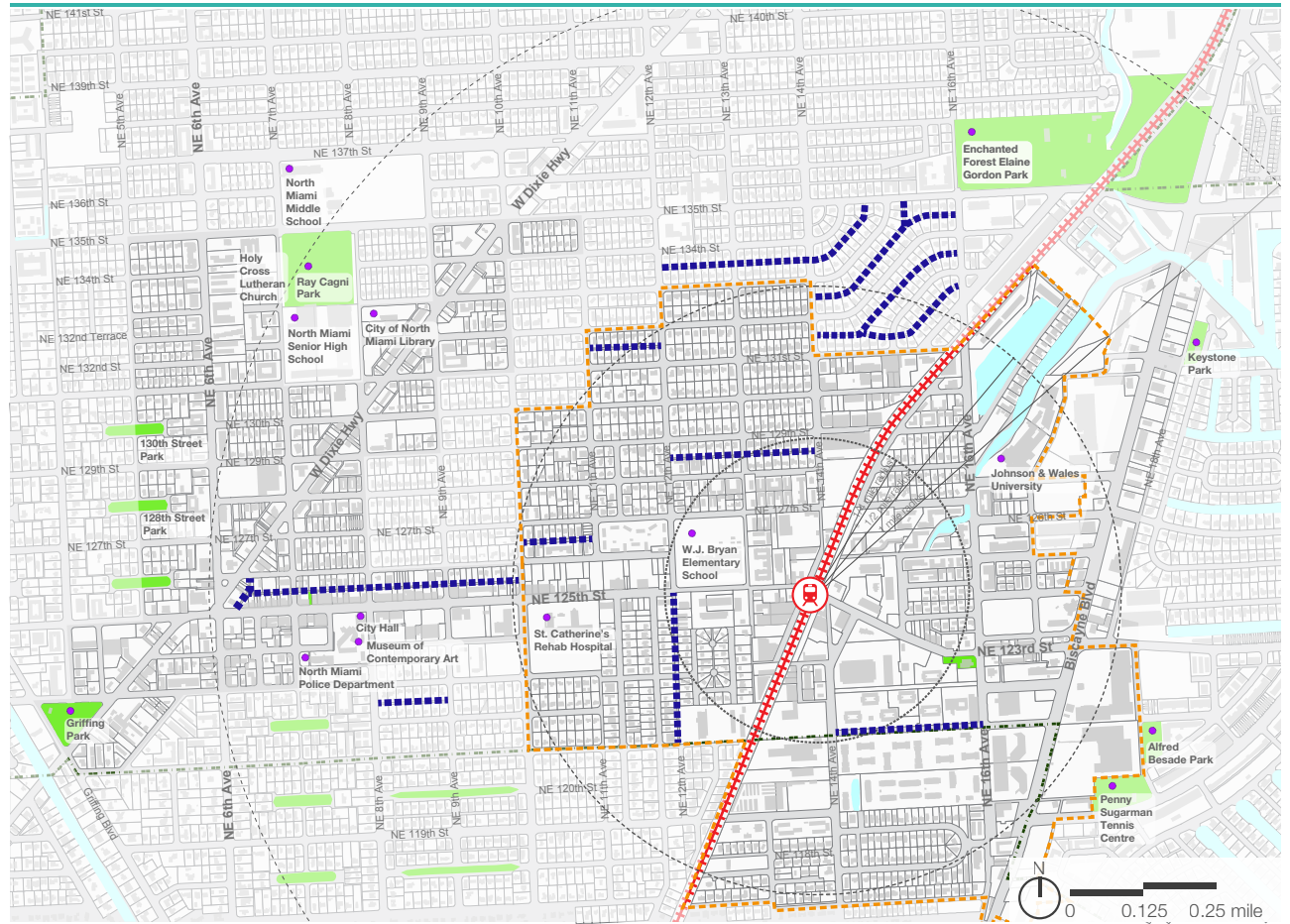
H) Parking Lot Signs – These identify the assigned numerical label for each parking lot located with in the city’s downtown area.















## ALLEYWAYS

Alleys are an integral part of the traffic and pedestrian circulation network linking neighborhoods and activity centers in the Planning Area. However, often alleys are perceived as negative elements as they lead to an increase in illegal activities due to underutilization, trash disposal, reduced lighting, and narrow widths. Alleys surveyed visually in the Mobility Hub are typically 10-15 feet wide and run in the east-west direction between NE 125th Street and NE 126th Street. These currently serve as service access for the business fronting 125th Street and commercial offices along 126th Street.



### LEGEND

- |   |                                 |   |                                     |   |                 |
|---|---------------------------------|---|-------------------------------------|---|-----------------|
|  | North Miami City                |  | FEC Passenger Rail                  |  | Alleys          |
|  | Planning Area                   |  | Proposed NE 125th/123rd St. Station |  | Major Landmarks |
|  | Parcel                          |   |                                     |   |                 |
|  | Building Footprint              |   |                                     |   |                 |
|  | Parks, Open Spaces & Recreation |   |                                     |   |                 |
|  | Water Body                      |   |                                     |   |                 |

MAP 3.27: ALLEYWAYS



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## PLACEMAKING

Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Embedded in community-based participation, placemaking activities often involve working collaboratively with non-profits, residents, businesses, and volunteers to create inspiring temporary interventions that activate existing public spaces by introducing pedestrian oriented destinations. The MOCA Plaza and Liberty Gardens Park are two such public realm destinations in the Planning Area that act as community gathering spaces, by employing year-round events and activities.

## PUBLIC ART

The CRA and City of North Miami have initiated policies and projects for incorporating public art as an urban design feature through the Mobility Hub & TOD Planning Area. Within its established Arts, Culture and Design Overlay District, the City intends to create a focus for the revitalization of the central city core and to advance the artistic, design and cultural uses within the district. While the City does not have a Public Arts policy or Master Plan in place, some of the public infrastructure projects such as 125th/ 123rd Streetscape and Liberty Gardens Park Improvements have already been initiated.

The Liberty Gardens Park improvement will take an existing underutilized breezeway and convert it into a passive garden with an artist exhibition space. The renovation features a green wall, native and Florida Friendly Landscape, decorative trellis and seating, paving and detachable art panels.



PUBLIC SPACE IMPROVEMENTS AT 132ND STREET AND W.DIXIE HIGHWAY

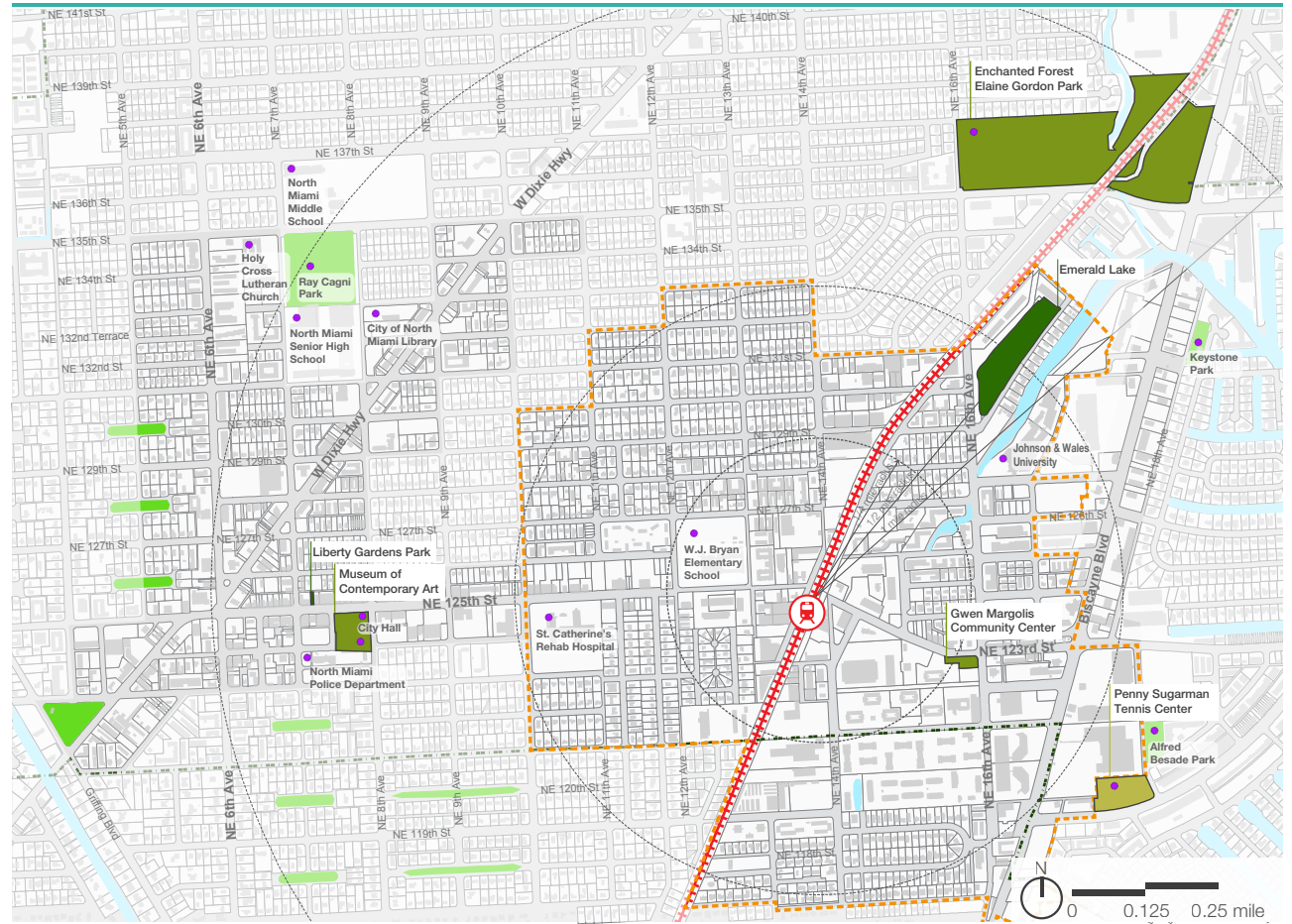


PUBLIC ART AT NE 123RD STREET AND NE 17TH AVENUE













## PARKS, OPEN SPACE & RECREATION

While North Miami enjoys national renown for a park system that makes the most of the city's lakes, rivers, and creeks, there is limited accessible green space/open space throughout much of Downtown and even more so in the Mobility Hub & TOD Planning Area. North Miami's recreational facilities and programs managed by North Miami Parks and Recreation Department, offers a variety of green spaces and is home to more than 20 passive and active parks, including the 1,033 acre Oleta River State Recreational Area and the 14-acre Arch Creek Environmental Preserve.

Within the Planning Area boundaries, there are only two (2) community recreation facilities- Gwen Margolis Center (0.42 acres) and Liberty Gardens Park (0.04 acres). Both these facilities are special use parks and offer basic amenities to area residents. Ray Cagni Park, North Miami Senior High, and North Miami Middle School offer recreational amenities to area residents through a joint-use agreement between the Miami-Dade County School Board and the City of North Miami.



### LEGEND

	North Miami City		FEC Passenger Rail		Sports Park
	Planning Area		Proposed NE 125th/123rd St. Station		Special Use Park
	Parcel		Major Landmarks		Passive Open-space
	Building Footprint				
	Parks, Open Spaces & Recreation				
	Water Body				

MAP 3.28: PARKS, OPEN SPACES AND RECREATION



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Four (4) additional significant recreational facilities are located immediately adjacent to the Mobility Hub & TOD Planning Area boundaries- Ray Cagni Park; Elaine Gordon Enchanted Forest, and the Penny Sugarman Tennis Center. These islands of green cover anchor the community life of the neighborhoods in North Miami; however, greater access to both active and passive parks are urgently needed in the Planning Area to enhance the investment image of the area, as a preferred destination for families, young professionals, senior citizens, and all diverse income groups.

The City's Parks & Recreation Master Plan (2007) and the CRA Downtown Master Plan (2016) identify opportunities to increase overall park space in the Planning Area.

These include the need for two (2) neighborhood parks in the Mobility Hub & TOD Planning Area, in addition to providing upgrades to the existing facilities. The Parks & Open Space Master Plan suggests that residential areas should be within a one-half mile radius of a park facility.

As the CRA's redevelopment program matures, the existing deficiency of open spaces will only become more of a problem as new residents and investors move to the Planning Area, or are attracted to revitalize and enhance vibrancy of the area. Dedicating spaces large enough to allow for a healthy, mature tree canopy is especially important for realizing the increased benefit to the "feel" of Downtown and Planning Area, besides providing greater value to the surrounding properties.



GRIFFING PARK



KEYSTONE POINT

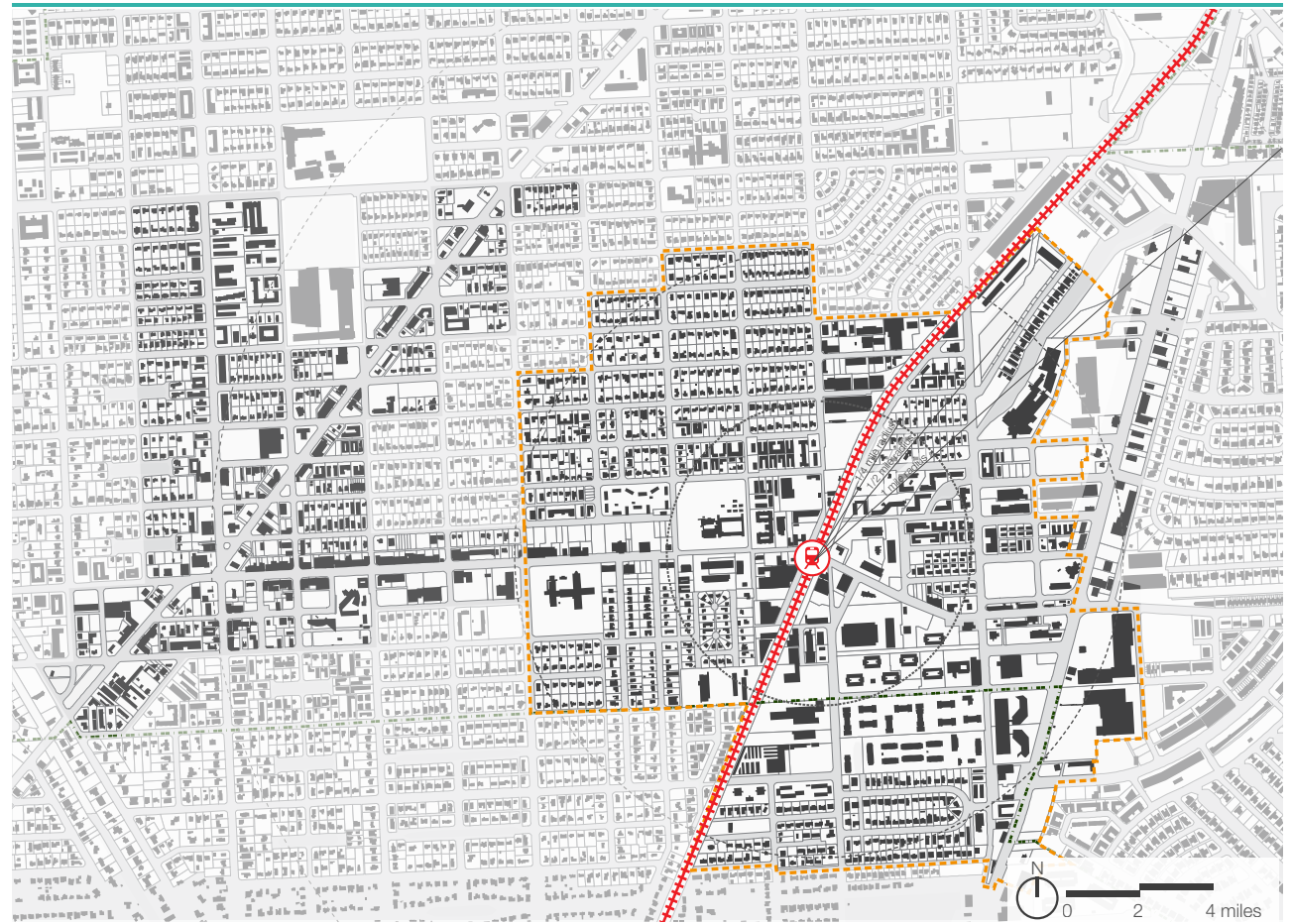


## BUILT ENVIRONMENT

This section considers how the City's primary regulatory tool for guiding new development – the Zoning Code – could be adapted or modified in order to remove existing barriers to attract transit-oriented development that promotes a higher density compact mixed-use environment. In order to help a strong identity emerge for each of the new neighborhood-based development precincts contemplated by the Downtown CRA Master Plan, traditional development standards and density restrictions may be less useful than built form controls. Rezoning appropriate densities for encouraging compact, mixed-use transit oriented development, and achieving a stronger downtown residential base- in numbers and diversity- is a key ingredient for successful implementation.

## URBAN FORM

If currently underutilized sites are under built in the Planning Area, a tremendous set of opportunities will be lost for new development; and will get lost to another city or place more willing to accommodate change. As a way to re-introduce a pedestrian scale walkable environment, it is important to analyse the “space between the buildings” as well as the relationship of the building to the street. The figure-ground analysis diagram illustrates opportunities for incorporating more open spaces, creating more active street frontages, and transforming parking lots into better utilized spaces.

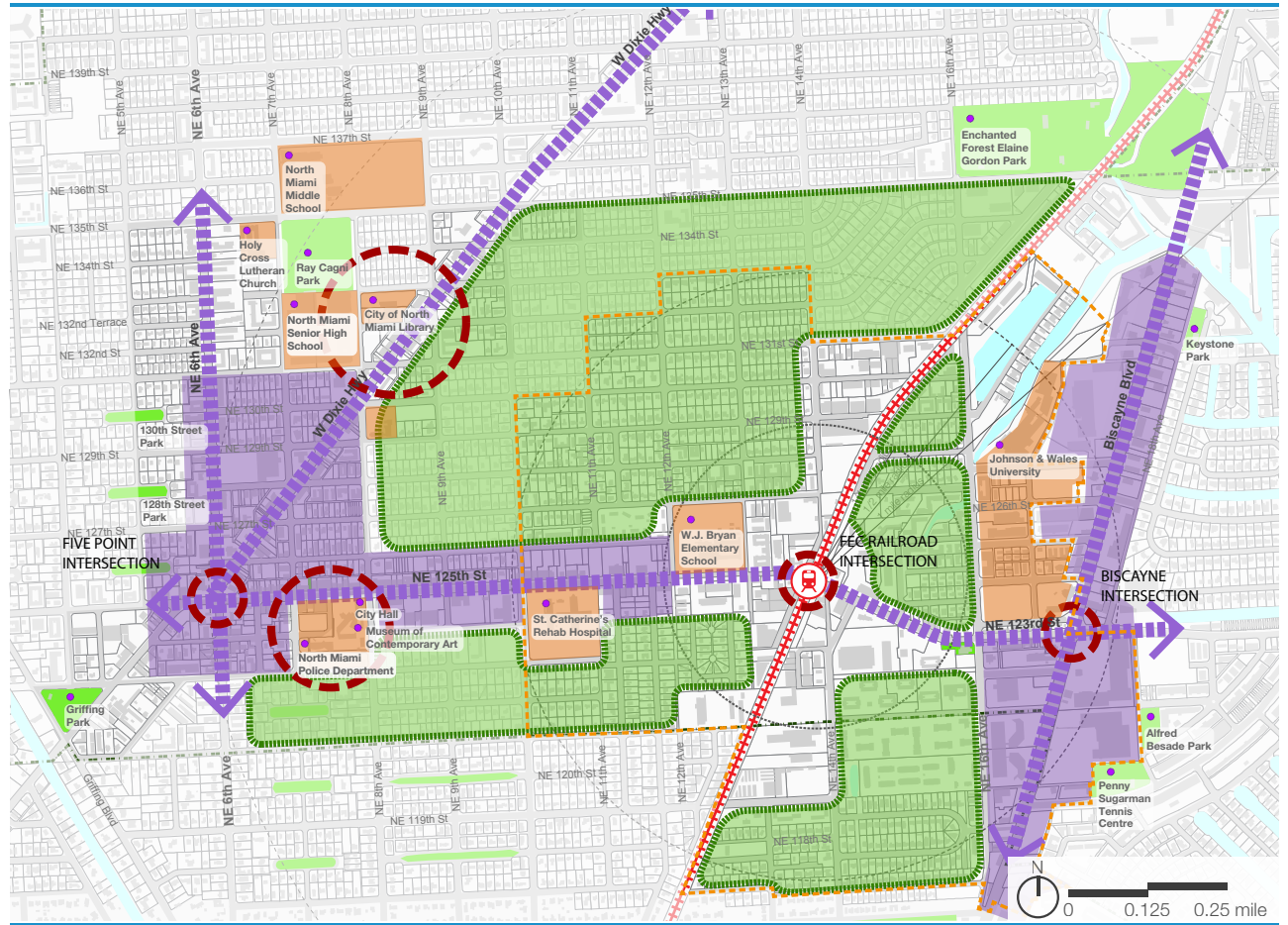


### LEGEND

-  North Miami City
-  Planning Area
-  Parcel
-  Building Footprint
-  FEC Passenger Rail
-  Proposed NE 125th/123rd St. Station

MAP 3.29: FIGURE-GROUND

As highlighted in the Neighborhood Identity Map, the Planning Area is composed of a series of distinct neighborhoods, corridors and nodes. These areas were determined on the basis of their existing land use composition, mobility patterns, architectural character, functionality, and potential for redevelopment as per the city's Future Land Use Map.



**LEGEND**

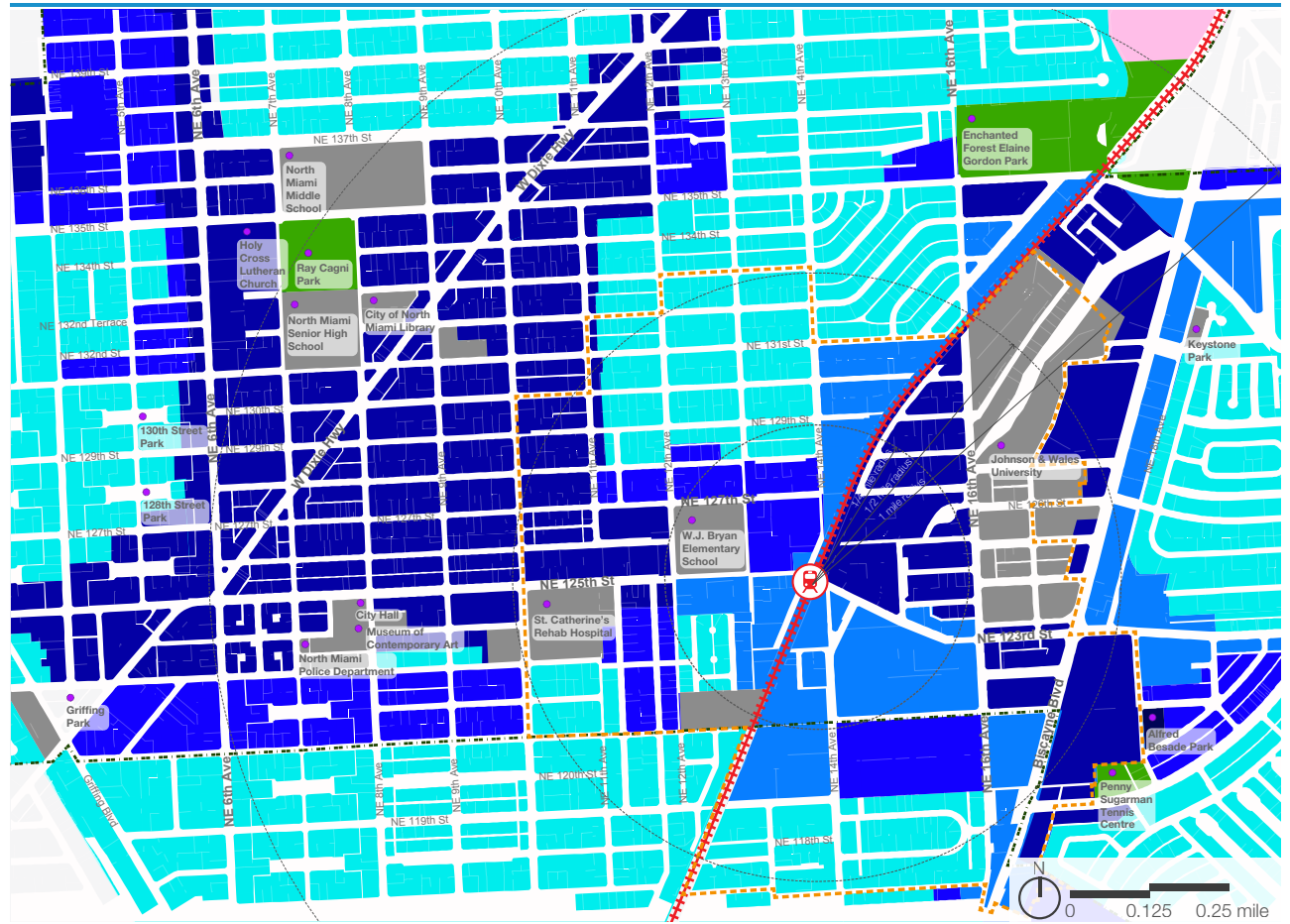
- |                                 |                                     |                                  |
|---------------------------------|-------------------------------------|----------------------------------|
| North Miami City                | FEC Passenger Rail                  | Institutional Landmarks          |
| Planning Area                   | Proposed NE 125th/123rd St. Station | Commercial/Retail/Mixed Use Core |
| Parcel                          | Major Landmarks                     | Corridors                        |
| Building Footprint              |                                     | Nodes                            |
| Parks, Open Spaces & Recreation |                                     | Residential zones                |
| Water Body                      |                                     |                                  |

MAP 3.30: NEIGHBORHOOD IDENTITY MAP













## BUILDING HEIGHTS AND MASSING

As a means to understand how the Mobility Hub & TOD Planning Area will be shaped through these planned developments, the Planning Area was translated into a three-dimensional computer generated model. This model is purely illustrative, and is aimed to better understand the consequences of various design decisions concerning site planning, height, and massing of buildings in the Planning Area.

The massing model of the Planning Area illustrates a good mix of diverse building typologies including single floor detached built form for residential areas, midrise retail and mixed use buildings along the corridors and high rise structures towards the north and south of NE 123rd St. around FEC railroad.

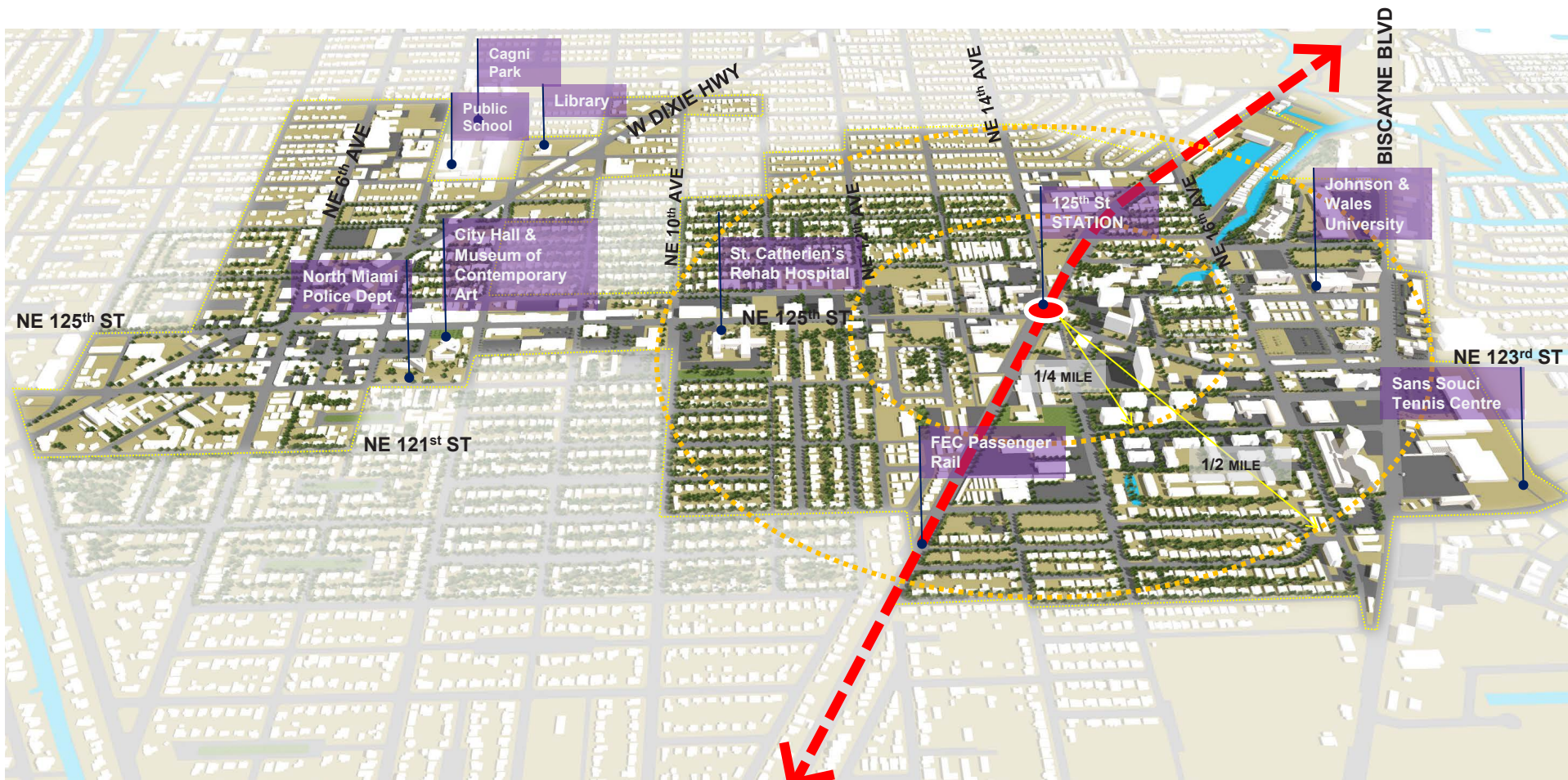


### LEGEND

	North Miami City		FEC Passenger Rail	<b>HEIGHT VARIATION (FEET)</b>	
	Planning Area		Proposed NE 125th/123rd St. Station		35
	Parcel		Major Landmarks		55
	Parks, Open Spaces & Recreation				75
					110
					150

MAP 3.31: BUILDING HEIGHTS

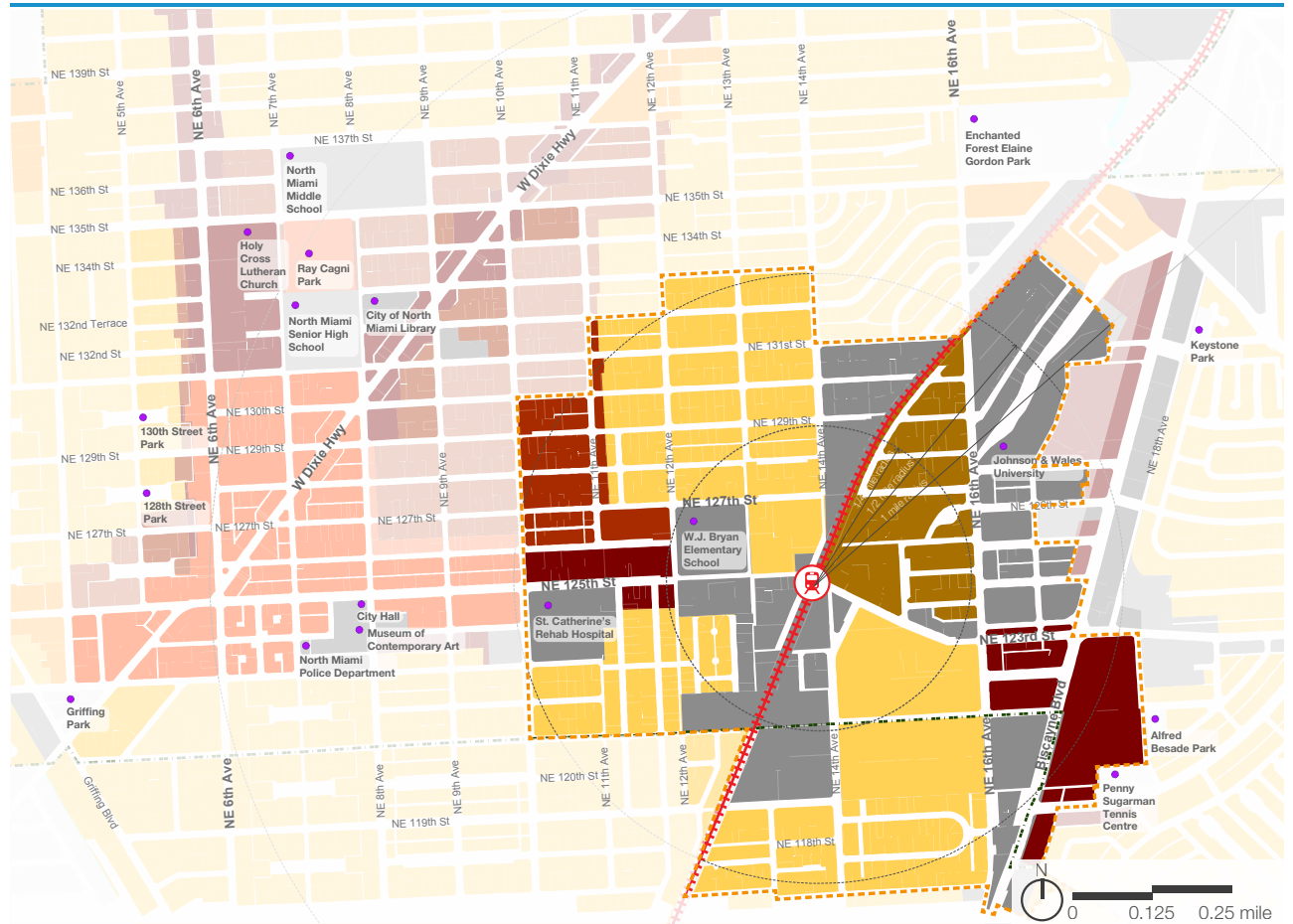




3D VIEW OF PLANNING AREA HIGHLIGHTING BUILDING HEIGHT AND MASSING

## DENSITIES

This in turn is reflected in density variations across the Planning Area, with low density residential zones on both north and south of NE 125th St. However, as per the mapping of maximum permissible residential density across the Planning Area, it reveals that the zoning codes allows for higher densities across the NRO district and the parcels along the primary corridors as part of PCD. This is also co-related in the allowable maximum building heights where the overlay districts have provision for going as high as 150ft (C3) with an overall average of 110ft along the corridors (PCD) and NRO. This large scale zoning for high intensity developable land parcels, creates diverse play of architectural styles, heights, massing and density. To achieve a coherent identity, it would be essential to identify and delineate smaller precincts of high intensity development areas with attractive implementation norms that could catalyze the transformation of the Planning Area, as well as facilitate enhancement of neighborhood preservation



### LEGEND



MAP 3.32: DENSITY VARIATION



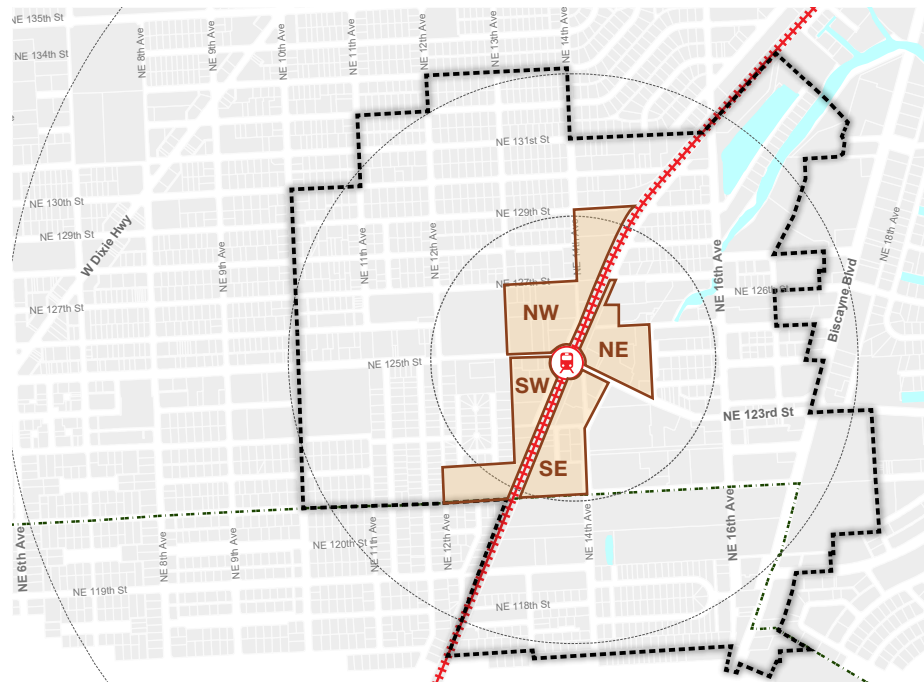
## ZONING COMPARISON

For zoning to be an effective implementation tool for redevelopment and infill development, it is important to analyze the existing land use characteristics and its relationship to the City’s land development regulations; as well as recent development activity in the city. For analysis purposes, developable land is defined as properties with a high redevelopment potential based on two factors-delineating undeveloped land (vacant properties) and identifying contiguous parcels under the same ownership and have a higher probability of assemblage. Based on these factors, using Zonar (zoning and development planning software), the Planning Area’s zoning designations were compared with surrounding communities of Fort Lauderdale, Delray Beach and Miami to understand development capacity for selected parcels.

For demonstration purposes, the blocks around the FEC railroad intersection were selected. These were further divided into North-East, North-West, South-East & South-West quadrants. The details of each quadrant are illustrated in the table.

Quadrant	Existing Lot size	Existing Property size	Lot Capacity (as per existing zoning codes)	% Utilization	Comparisons			
					Assemblage	Miami City	Delray Beach	Fort Lauderdale
NW	480,052	242,086	1,970,420	12%	2,171,145	3,247,384	1,613,663	1,166,974
NE	345,787	296,742	1,962,173	15%	2,451,277	2,640,803	1,021,001	3,534,516
SE	343,064	123,511	1,054,946	12%	1,238,888	2,099,666	1,077,995	4,600,881
SW	11,420	----	40,521	---	827,131	1,391,569	840,521	1,713,508

COMPARISON OF ZONING DESIGNATIONS WITH MIAMI, DELRAY BEACH AND FORT LAUDERDALE





## NW QUADRANT



CURRENT NORTH MIAMI ZONING CODE



CURRENT NORTH MIAMI ZONING CODE / ASSEMBLAGE



CITY OF MIAMI ZONING CODE

Lot Area	480,052 ft <sup>2</sup>
Lot Area in Acres	11.029 acres
Dwelling Units per Acre	0 - 16.3 du/acre
Dwelling Units Allowed	68 units
FLR	N/A
Lot Coverage	75 - 80 %
Minimum Open Space	0 - 20 %
Principal Building Max. Height (Podium)	5 - 7 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	1,970,420 ft <sup>2</sup>
Maximum Building Footprint	341,711 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	1,970,420 ft <sup>2</sup>
Maximum Office Height	1 - ∞ Levels
Maximum Commercial Area	1,970,420 ft <sup>2</sup>
Maximum Commercial Height	1 - ∞ Levels
Maximum Commercial Establishment Area	N/A

Lot Area	480,053 ft <sup>2</sup>
Lot Area in Acres	11.022 acres
Dwelling Units per Acre	0 - 16.3 du/acre
Dwelling Units Allowed	70 units
FLR	N/A
Lot Coverage	75 - 80 %
Minimum Open Space	0 - 20 %
Principal Building Max. Height (Podium)	5 - 7 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	2,171,145 ft <sup>2</sup>
Maximum Building Footprint	373,977 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	2,171,145 ft <sup>2</sup>
Maximum Office Height	1 - ∞ Levels
Maximum Commercial Area	2,171,145 ft <sup>2</sup>
Maximum Commercial Height	1 - ∞ Levels
Maximum Commercial Establishment Area	N/A

Lot Area	480,053 ft <sup>2</sup>
Lot Area in Acres	11.022 acres
Dwelling Units per Acre	150 du/acre
Dwelling Units Allowed	1,651 units
FLR	5 - 8
Lot Coverage	80 %
Minimum Open Space	10 %
Principal Building Max. Height (Podium)	8 Levels
Principal Building Min. Height (Podium)	2 Levels
Principal Tower Allowed Height	0 - 16 Levels
Maximum Built Area	3,247,384 ft <sup>2</sup>
Maximum Building Footprint	384,043 ft <sup>2</sup>
Maximum Residential Tower Footprint	15,000 ft <sup>2</sup>
Maximum Commercial Tower Footprint	30,000 ft <sup>2</sup>
Maximum Office Area	3,247,384 ft <sup>2</sup>
Maximum Office Height	N/A
Maximum Commercial Area	3,247,384 ft <sup>2</sup>
Maximum Commercial Height	2 Levels
Maximum Commercial Establishment Area	4,000 ft <sup>2</sup>

## NW QUADRANT

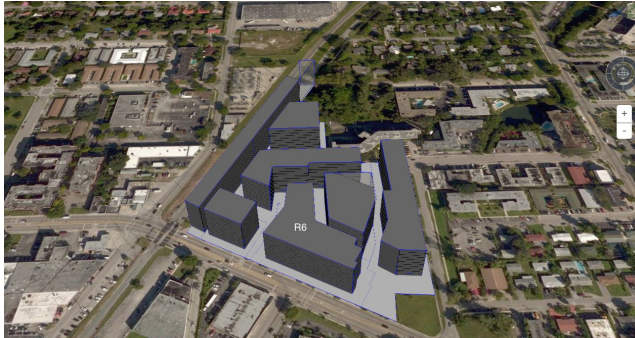


Lot Area	480,053 ft <sup>2</sup>
Lot Area in Acres	11.022 acres
Dwelling Units per Acre	36 du/acre
Dwelling Units Allowed	N/A
FLR	N/A
Lot Coverage	91.568 - 99.008 %
Minimum Open Space	0.992 - 6.044 %
Principal Building Max. Height (Podium)	3 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	1 Levels
Maximum Built Area	1,613,663 ft <sup>2</sup>
Maximum Building Footprint	441,911 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	1,613,663 ft <sup>2</sup>
Maximum Office Height	N/A
Maximum Commercial Area	1,613,663 ft <sup>2</sup>
Maximum Commercial Height	N/A
Maximum Commercial Establishment Area	N/A

Lot Area (PR)	125,692 ft <sup>2</sup>
Lot Area in Acres	2.886 acres
Dwelling Units per Acre	50 du/acre
Dwelling Units Allowed	144 units
FAR	N/A
Lot Coverage	100 %
Minimum Open Space	N/A
Principal Building Max. Height (Podium)	6 Levels
Principal Building Min. Height (Podium)	2 Levels
Principal Tower Allowed Height	4 Levels
Maximum Built Area	1,165,974 ft <sup>2</sup>
Maximum Building Footprint	146,278 ft <sup>2</sup>
Maximum Residential Tower Footprint	12,000 ft <sup>2</sup>
Maximum Commercial Tower Footprint	32,000 ft <sup>2</sup>
Maximum Office Area	1,165,974 ft <sup>2</sup>
Maximum Office Height	∞
Maximum Commercial Area	1,165,974 ft <sup>2</sup>
Maximum Commercial Height	∞
Maximum Commercial Establishment Area	N/A



## NE QUADRANT



CURRENT NORTH MIAMI ZONING CODE



CURRENT NORTH MIAMI ZONING CODE/ ASSEMBLAGE



CITY OF MIAMI ZONING CODE

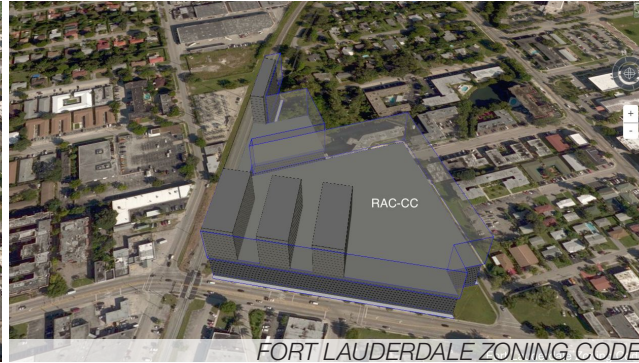
Lot Area	345,787 ft <sup>2</sup>
Lot Area in Acres	7.942 acres
Dwelling Units per Acre	25 du/acre
Dwelling Units Allowed	195 units
FLR	N/A
Lot Coverage	80 %
Minimum Open Space	20 %
Principal Building Max. Height (Podium)	11 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	1,962,173 ft <sup>2</sup>
Maximum Building Footprint	178,376 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	1,962,173 ft <sup>2</sup>
Maximum Office Height	1 Levels
Maximum Commercial Area	1,962,173 ft <sup>2</sup>
Maximum Commercial Height	0 - 1 Levels
Maximum Commercial Establishment Area	N/A

Lot Area	341,505 ft <sup>2</sup>
Lot Area in Acres	7.84 acres
Dwelling Units per Acre	25 du/acre
Dwelling Units Allowed	196 units
FLR	N/A
Lot Coverage	80 %
Minimum Open Space	20 %
Principal Building Max. Height (Podium)	11 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	2,451,277 ft <sup>2</sup>
Maximum Building Footprint	222,843 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	2,451,277 ft <sup>2</sup>
Maximum Office Height	1 Levels
Maximum Commercial Area	2,451,277 ft <sup>2</sup>
Maximum Commercial Height	N/A
Maximum Commercial Establishment Area	N/A

Lot Area (GIS)	341,505 ft <sup>2</sup>
Lot Area in Acres	7.84 acres
Dwelling Units per Acre	150 du/acre
Dwelling Units Allowed	1,176 units
FLR	8
Lot Coverage	80 %
Minimum Open Space	10 %
Principal Building Max. Height (Podium)	8 Levels
Principal Building Min. Height (Podium)	2 Levels
Principal Tower Allowed Height	4 Levels
Maximum Built Area	2,640,803 ft <sup>2</sup>
Maximum Building Footprint	273,210 ft <sup>2</sup>
Maximum Residential Tower Footprint	15,000 ft <sup>2</sup>
Maximum Commercial Tower Footprint	30,000 ft <sup>2</sup>
Maximum Office Area	2,640,803 ft <sup>2</sup>
Maximum Office Height	∞
Maximum Commercial Area	2,640,803 ft <sup>2</sup>
Maximum Commercial Height	∞
Maximum Commercial Establishment Area	55,000 ft <sup>2</sup>



## NE QUADRANT



Lot Area	341,505 ft <sup>2</sup>
Lot Area in Acres	7.84 acres
Dwelling Units per Acre	36 du/acre
Dwelling Units Allowed	N/A
FLR	N/A
Lot Coverage	92.473 %
Minimum Open Space	6.473 %
Principal Building Max. Height (Podium)	3 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	1 Levels
Maximum Built Area	1,021,001 ft <sup>2</sup>
Maximum Building Footprint	315,814 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	1,021,001 ft <sup>2</sup>
Maximum Office Height	N/A
Maximum Commercial Area	1,021,001 ft <sup>2</sup>
Maximum Commercial Height	N/A
Maximum Commercial Establishment Area	N/A

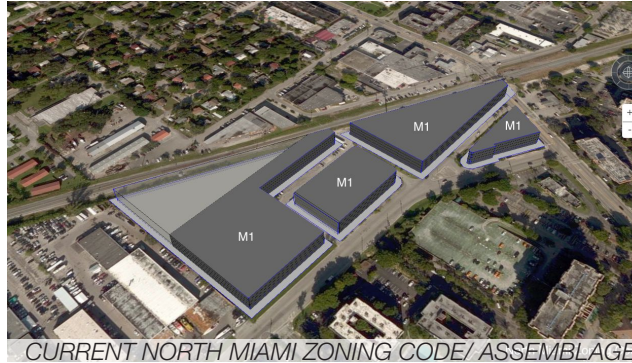
Lot Area	341,505 ft <sup>2</sup>
Lot Area in Acres	7.84 acres
Dwelling Units per Acre	N/A
Dwelling Units Allowed	10,282 units
FLR	N/A
Lot Coverage	95 %
Minimum Open Space	N/A
Principal Building Max. Height (Podium)	9 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	11 Levels
Maximum Built Area	3,534,516 ft <sup>2</sup>
Maximum Building Footprint	319,319 ft <sup>2</sup>
Maximum Residential Tower Footprint	12,500 ft <sup>2</sup>
Maximum Commercial Tower Footprint	32,000 ft <sup>2</sup>
Maximum Office Area	3,534,516 ft <sup>2</sup>
Maximum Office Height	∞
Maximum Commercial Area	3,534,516 ft <sup>2</sup>
Maximum Commercial Height	∞
Maximum Commercial Establishment Area	N/A

## SE QUADRANT



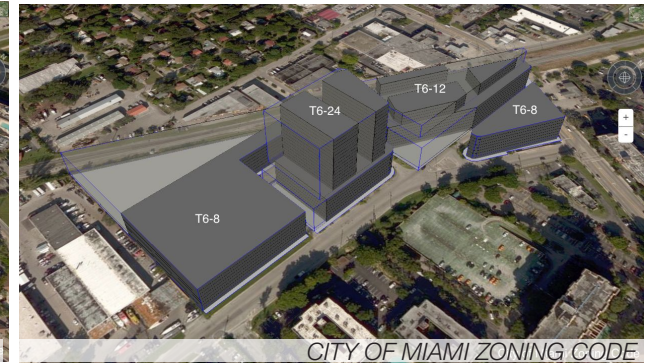
CURRENT NORTH MIAMI ZONING CODE

Lot Area	343,064 ft <sup>2</sup>
Lot Area in Acres	7.885 acres
Dwelling Units per Acre	0 - 25 du/acre
Dwelling Units Allowed	N/A
FLR	N/A
Lot Coverage	75 - 80 %
Minimum Open Space	0 - 20 %
Principal Building Max. Height (Podium)	5 - 11 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	1,054,946 ft <sup>2</sup>
Maximum Building Footprint	210,016 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	1,054,946 ft <sup>2</sup>
Maximum Office Height	∞ - ∞ Levels
Maximum Commercial Area	1,054,946 ft <sup>2</sup>
Maximum Commercial Height	∞ - ∞ Levels
Maximum Commercial Establishment Area	N/A



CURRENT NORTH MIAMI ZONING CODE/ ASSEMBLAGE

Lot Area	343,064 ft <sup>2</sup>
Lot Area in Acres	7.835 acres
Dwelling Units per Acre	0 - 25 du/acre
Dwelling Units Allowed	N/A
FLR	N/A
Lot Coverage	75 - 80 %
Minimum Open Space	0 - 20 %
Principal Building Max. Height (Podium)	5 - 11 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	1,238,888 ft <sup>2</sup>
Maximum Building Footprint	247,776 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	1,238,888 ft <sup>2</sup>
Maximum Office Height	1 - ∞ Levels
Maximum Commercial Area	1,238,888 ft <sup>2</sup>
Maximum Commercial Height	1 - ∞ Levels
Maximum Commercial Establishment Area	N/A



CITY OF MIAMI ZONING CODE

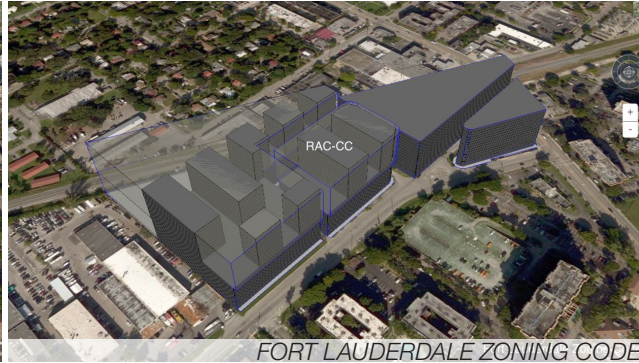
Lot Area	343,064 ft <sup>2</sup>
Lot Area in Acres	7.835 acres
Dwelling Units per Acre	25 - 150 du/acre
Dwelling Units Allowed	1,173 units
FLR	0 - 8
Lot Coverage	80 %
Minimum Open Space	10 - 20 %
Principal Building Max. Height (Podium)	8 - 11 Levels
Principal Building Min. Height (Podium)	0 - 2 Levels
Principal Tower Allowed Height	0 - 16 Levels
Maximum Built Area	2,099,666 ft <sup>2</sup>
Maximum Building Footprint	271,257 ft <sup>2</sup>
Maximum Residential Tower Footprint	15,000 ft <sup>2</sup>
Maximum Commercial Tower Footprint	30,000 ft <sup>2</sup>
Maximum Office Area	2,099,666 ft <sup>2</sup>
Maximum Office Height	1 - ∞ Levels
Maximum Commercial Area	2,099,666 ft <sup>2</sup>
Maximum Commercial Height	1 - ∞ Levels
Maximum Commercial Establishment Area	0 - 55,000 ft <sup>2</sup>



## SE QUADRANT



DELRAY BEACH ZONING CODE



FORT LAUDERDALE ZONING CODE

Lot Area	343,064 ft <sup>2</sup>
Lot Area in Acres	7.835 acres
Dwelling Units per Acre	25 - 36 du/acre
Dwelling Units Allowed	N/A
FLR	N/A
Lot Coverage	80 - 97.676 %
Minimum Open Space	2.324 - 20 %
Principal Building Max. Height (Podium)	3 - 11 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	0 - 1 Levels
Maximum Built Area	1,077,995 ft <sup>2</sup>
Maximum Building Footprint	305,321 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	1,077,995 ft <sup>2</sup>
Maximum Office Height	0 - 1 Levels
Maximum Commercial Area	1,077,995 ft <sup>2</sup>
Maximum Commercial Height	0 - 1 Levels
Maximum Commercial Establishment Area	N/A

Lot Area	343,064 ft <sup>2</sup>
Lot Area in Acres	7.835 acres
Dwelling Units per Acre	0 - 25 du/acre
Dwelling Units Allowed	13,382 units
FLR	N/A
Lot Coverage	80 - 95 %
Minimum Open Space	0 - 20 %
Principal Building Max. Height (Podium)	9 - 15 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	0 - 11 Levels
Maximum Built Area	4,600,881 ft <sup>2</sup>
Maximum Building Footprint	313,400 ft <sup>2</sup>
Maximum Residential Tower Footprint	12,500 ft <sup>2</sup>
Maximum Commercial Tower Footprint	32,000 ft <sup>2</sup>
Maximum Office Area	4,600,881 ft <sup>2</sup>
Maximum Office Height	1 - ∞ Levels
Maximum Commercial Area	4,600,881 ft <sup>2</sup>
Maximum Commercial Height	1 - ∞ Levels
Maximum Commercial Establishment Area	N/A



## SW QUADRANT



CURRENT NORTH MIAMI ZONING CODE



CURRENT NORTH MIAMI ZONING CODE/ ASSEMBLAGE



CITY OF MIAMI ZONING CODE

Lot Area (PR)	11,420 ft <sup>2</sup>
Lot Area in Acres	0.263 acres
Dwelling Units per Acre	N/A
Dwelling Units Allowed	N/A
FLR	N/A
Lot Coverage	80 %
Minimum Open Space	N/A
Principal Building Max. Height (Podium)	5 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	40,521 ft <sup>2</sup>
Maximum Building Footprint	8,104 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	40,521 ft <sup>2</sup>
Maximum Office Height	∞
Maximum Commercial Area	40,521 ft <sup>2</sup>
Maximum Commercial Height	∞
Maximum Commercial Establishment Area	N/A

Lot Area	375,948 ft <sup>2</sup>
Lot Area in Acres	8.633 acres
Dwelling Units per Acre	N/A
Dwelling Units Allowed	N/A
FLR	N/A
Lot Coverage	75 - 100 %
Minimum Open Space	N/A
Principal Building Max. Height (Podium)	1 - 5 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	827,131 ft <sup>2</sup>
Maximum Building Footprint	339,232 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	827,131 ft <sup>2</sup>
Maximum Office Height	0 - ∞ Levels
Maximum Commercial Area	827,131 ft <sup>2</sup>
Maximum Commercial Height	0 - ∞ Levels
Maximum Commercial Establishment Area	N/A

Lot Area	375,948 ft <sup>2</sup>
Lot Area in Acres	8.633 acres
Dwelling Units per Acre	36 - 150 du/acre
Dwelling Units Allowed	748 units
FLR	0 - 8
Lot Coverage	60 - 80 %
Minimum Open Space	10 - 15 %
Principal Building Max. Height (Podium)	3 - 8 Levels
Principal Building Min. Height (Podium)	0 - 2 Levels
Principal Tower Allowed Height	0 - 16 Levels
Maximum Built Area	1,391,569 ft <sup>2</sup>
Maximum Building Footprint	260,678 ft <sup>2</sup>
Maximum Residential Tower Footprint	15,000 ft <sup>2</sup>
Maximum Commercial Tower Footprint	30,000 ft <sup>2</sup>
Maximum Office Area	1,391,569 ft <sup>2</sup>
Maximum Office Height	∞ - ∞ Levels
Maximum Commercial Area	1,391,569 ft <sup>2</sup>
Maximum Commercial Height	∞ - ∞ Levels
Maximum Commercial Establishment Area	4,000 - 55,000 ft <sup>2</sup>

## SW QUADRANT



DELRAY BEACH ZONING CODE



FORT LAUDERDALE ZONING CODE

Lot Area	375,948 ft <sup>2</sup>
Lot Area in Acres	8.633 acres
Dwelling Units per Acre	6 - 36 du/acre
Dwelling Units Allowed	28 units
FLR	N/A
Lot Coverage	40 - 98.197 %
Minimum Open Space	1.803 - 25 %
Principal Building Max. Height (Podium)	3 - 4 Levels
Principal Building Min. Height (Podium)	N/A
Principal Tower Allowed Height	N/A
Maximum Built Area	840,521 ft <sup>2</sup>
Maximum Building Footprint	233,827 ft <sup>2</sup>
Maximum Residential Tower Footprint	N/A
Maximum Commercial Tower Footprint	N/A
Maximum Office Area	840,521 ft <sup>2</sup>
Maximum Office Height	N/A
Maximum Commercial Area	840,521 ft <sup>2</sup>
Maximum Commercial Height	N/A
Maximum Commercial Establishment Area	N/A

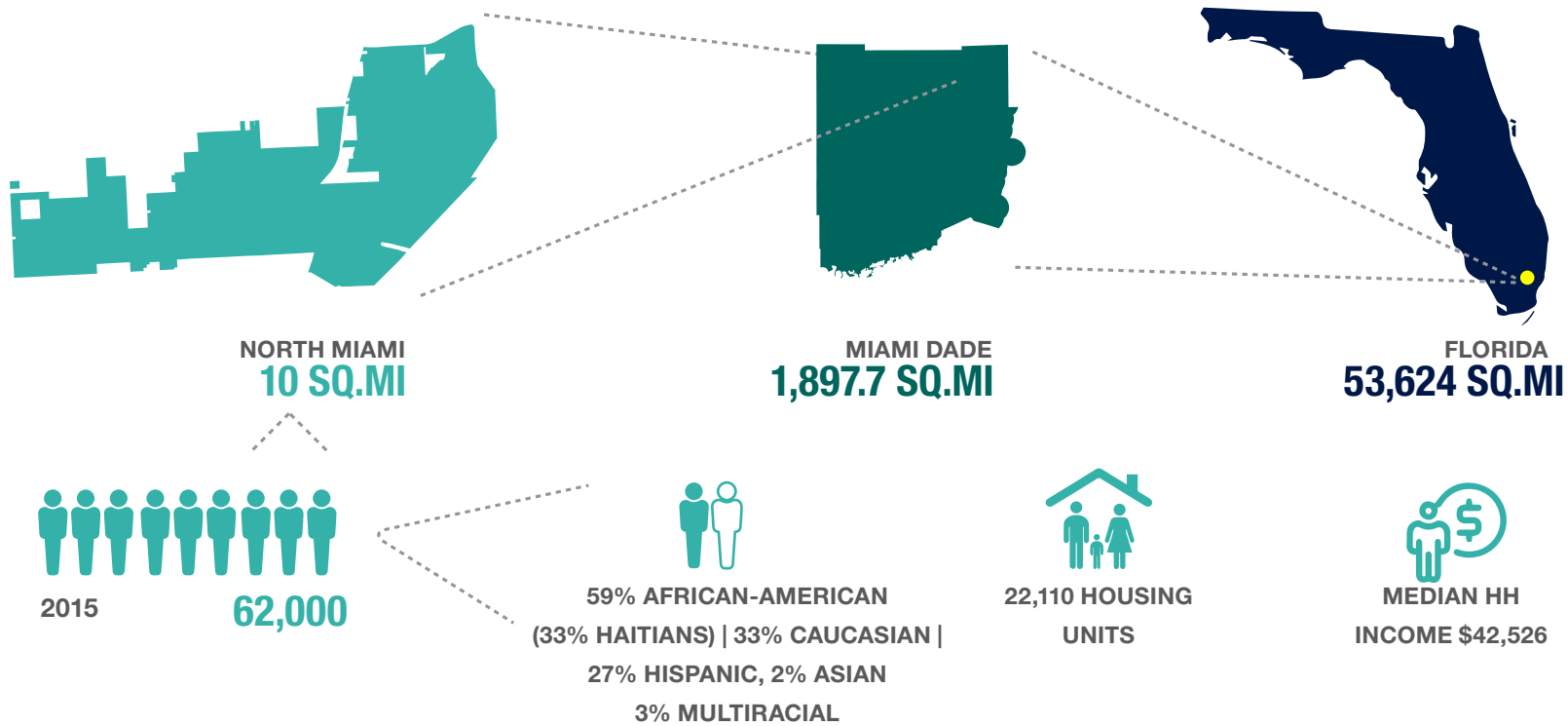
Lot Area	375,948 ft <sup>2</sup>
Lot Area in Acres	8.633 acres
Dwelling Units per Acre	0 - 50 du/acre
Dwelling Units Allowed	3,311 units
FLR	N/A
Lot Coverage	10 - 100 %
Minimum Open Space	N/A
Principal Building Max. Height (Podium)	5 - 9 Levels
Principal Building Min. Height (Podium)	0 - 2 Levels
Principal Tower Allowed Height	0 - 11 Levels
Maximum Built Area	1,713,508 ft <sup>2</sup>
Maximum Building Footprint	186,753 ft <sup>2</sup>
Maximum Residential Tower Footprint	12,000 ft <sup>2</sup>
Maximum Commercial Tower Footprint	32,000 ft <sup>2</sup>
Maximum Office Area	1,713,508 ft <sup>2</sup>
Maximum Office Height	∞ - ∞ Levels
Maximum Commercial Area	1,713,508 ft <sup>2</sup>
Maximum Commercial Height	∞ - ∞ Levels
Maximum Commercial Establishment Area	N/A

# 3.5. SOCIO-ECONOMIC ASSESSMENT

## NORTH MIAMI DEMOGRAPHICS

North Miami is strategically located — within minutes of the region’s most important economic assets — drivers of regional employment growth including major employers, institutions, infrastructure, and culture. As of 2016, the total population of City of North Miami was 62,000, which is only 4.3% more than the 2010 population. The City of North Miami consists of approximately 22,110 households and accounts for approximately 8.41 squares miles of land area in the City.

The diversity of the city’s population, with the second highest percentage of Haitian residents in the US and also a significant Hispanic population, presents unique opportunities and challenges that need to be embedded in the planning process. For study purposes, it means ensuring that cultural sensitivities are taken into consideration while formulating strategies to celebrate the city’s diversity- in the arts, architecture, public events, and placemaking.





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The national landscape of local economic competitiveness continues to change rapidly. Increasingly, a focus on just the quality of locally created jobs isn't enough. Sustaining competitive economies, even at the local level, requires a different set of objectives, strategies, and metrics. Communities that succeed will increasingly be characterized by their ability to:

- Create higher-wage, higher skilled job opportunities for their residents;
- Build a local labor force with the skills and brainpower to support globally competitive and sustainable, businesses, and prepare their workers to obtain higher-wage, high-skilled employment opportunities;
- Balance and diversify its economy, providing stable employment that resist business cycle swings;
- Efficiently allocate resources to stimulate new economic growth, including growing strong local business development networks, converting brainpower into wealth through innovation and entrepreneurship, and supporting the adoption of new technology, even in traditional industries, to improve business competitiveness and performance;
- Increase household incomes across the income spectrum and reducing income disparity through broader access to high-skilled employment;
- Support broader access to business ownership, as a way to both grow new jobs, and grow family wealth. Owning a business is one of the best ways to grow family wealth and provide employment opportunities for the community but is still out of reach for too many families;
- Develop quality, connected places that have a high quality of life and that are connected to the rest of the world, and
- Continue to actively engage in strong civic collaboration and grow leaders who are able to collaborate and partner with businesses and other governments, both large and small.

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## OPPORTUNITY ANALYSIS DEFINED

The development of a new FEC rail station and surrounding corridors represents a singular opportunity for the City of North Miami to chart a new economic direction. Redevelopment of the subject corridors in this study, properly planned, provides a platform which to address long-term economic weaknesses, create new job and business development opportunity for City residents, and improve the City's regional economic position.

- The introduction of high-capacity passenger rail along the FEC corridor, with a station in North Miami, **drives new possibilities to re-think the City's major corridors to drive development of a North Miami with greater housing choice and new employment.** For this reason, the study examines redevelopment opportunities rooted in economic reality and a deeper dive into local and regional economic dynamics, rather than a simple forecast of real estate market trends;
- Development of the subject corridors, especially **TOD projects integrating new inter-regional travel**, are unique in Miami-Dade County — only 8 such stations are proposed within the County. Demand for well-considered TOD mixed-use development in North Miami will be highly attractive to the larger south Florida region. This assessment therefore looks at existing and emerging trends shaping residential, office, and retail land development;
- A considerable portion of the project corridors are amenable to a **redevelopment as the backbone of a forward-looking downtown core for North Miami.** However, moving property redevelopment in a different direction will require an extensive re-thinking of land-uses, as well as new non-land based economic development incentive policy.

This **Market and Opportunity Competitive Assessment** has been completed to provide more than guidelines for real estate development within the project areas. Instead, it has been structured to provide:

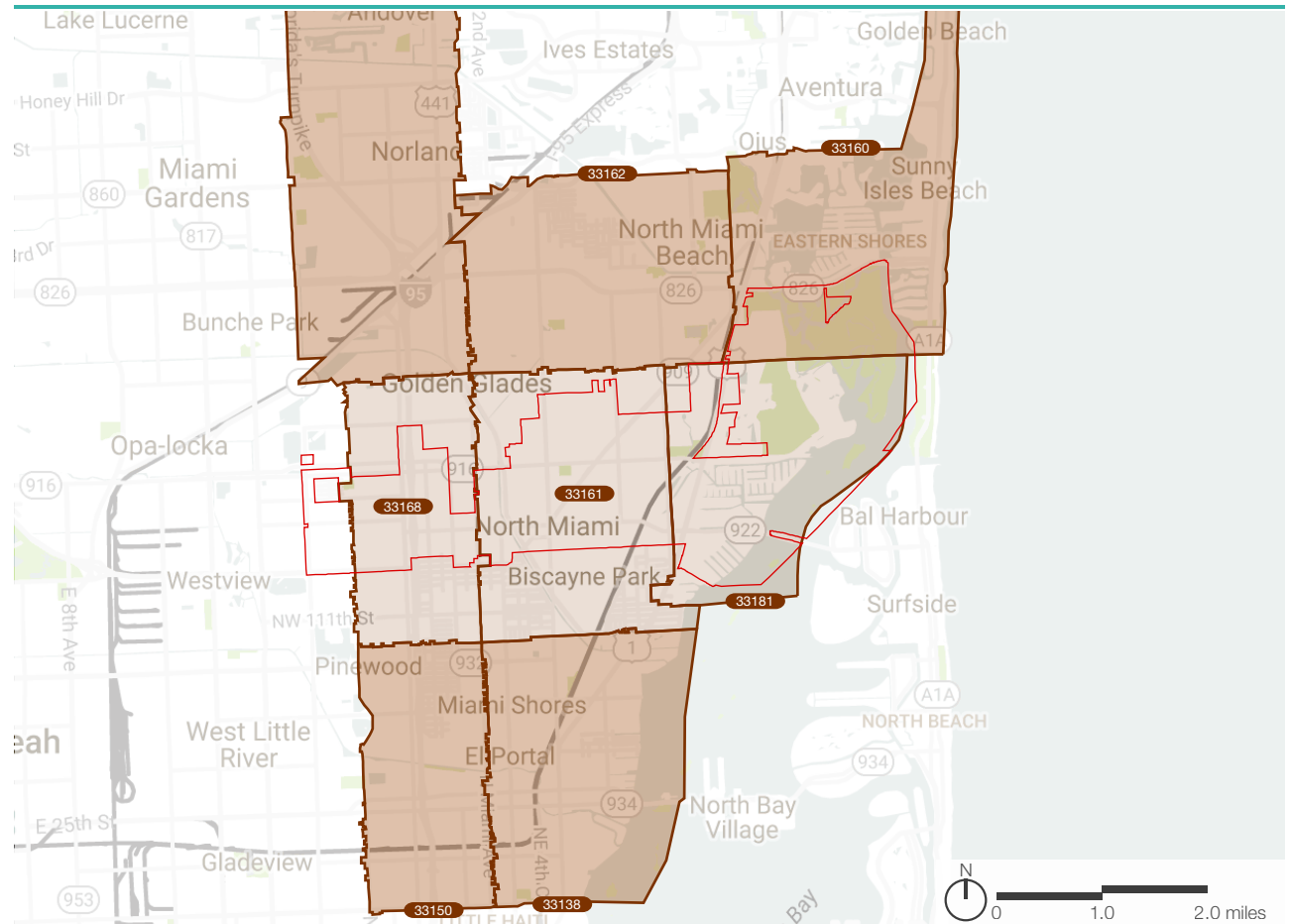
- A broader competitive assessment of the City's economy and housing markets;
- An assessment of the major regional economic and housing trends within which redevelopment in North Miami will play out over the next decade; and
- A look at the key strengths and weaknesses that will define redevelopment over time.

**The final concept plan and final Market Opportunity Analysis will provide a detailed redevelopment envelope, recommending specific target industries and the platform for detailed development guidelines for future TOD at the station site and connecting corridors.**

## OPPORTUNITY ANALYSIS STUDY AREA GEOGRAPHY

Redevelopment within the project corridors takes place in the context of regional demand. Additionally, North Miami has historically developed as the commercial and cultural hub of North-Central Miami-Dade County. Demand for future development will come from within the City, the City's broader Market Area, and the rest of the County. Because local and regional demand and supply conditions will drive future development, this study uses and compares three levels of geography in its analysis:

- **Miami-Dade County;**
- **The North Miami Market Area** — the area within a 3-mile radius of the proposed Mobility Hub and Train Station location, or an approximate 12-minute drive. For the consistency and availability of data, the North Miami Market Area is defined as Zip codes 33138, 33150, 33160, 33161, 33162, 33168, 33169, and 33181; and
- **The North Miami Trade Area** — the area encompassing a 2-mile radius of the train station location, represented by Zip codes 33161, 33168, and 33181.



### LEGEND

- |                  |              |
|------------------|--------------|
| North Miami City | Market Areas |
| Major Roads      | Trade Areas  |
| Green Areas      | Zip Codes    |

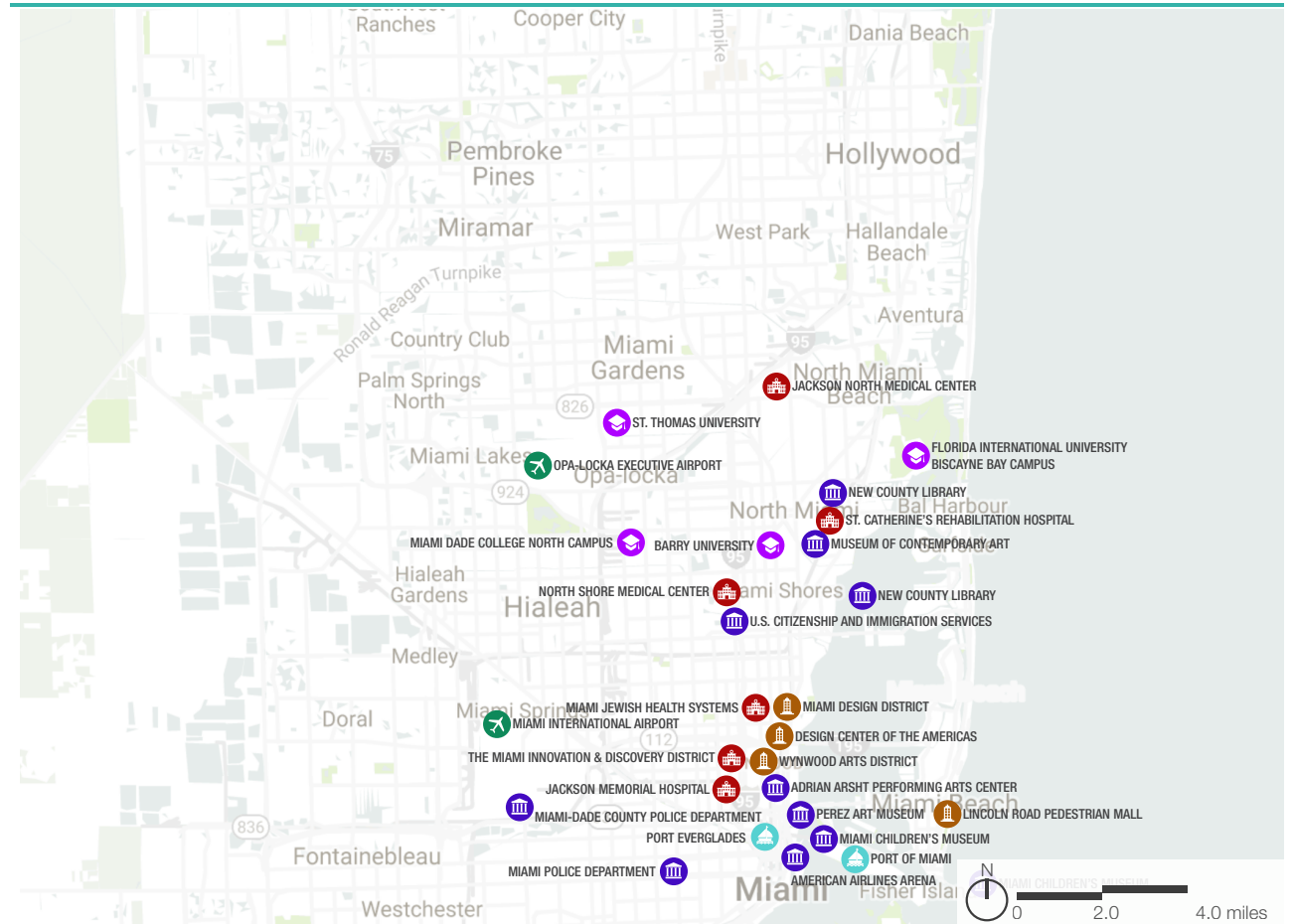
MAP 3.33: TRADE AND MARKET AREAS



## STRATEGIC LOCATIONS

North Miami is strategically located — within minutes of the region’s most important economic assets — drivers of regional employment growth including major employers, institutions, infrastructure, and culture. They include:

- Major Universities
- Medical Service and Research Institutions
- Cultural and Civic Facilities
- Airports and Infrastructure
- Business Centers, Major Employers and New Neighborhoods



### LEGEND

- |             |  |   |
|-------------|--|---|
| Major Roads | Ports  | Medical Service and Research Institutions |
| Green Areas | Cultural & Civic Facilities                            | Medical Service and Research Institutions |
|             | Business Centers, Major Employers & New Neighbourhoods | Medical Service and Research Institutions |

MAP 3.34: EMPLOYMENT GENERATORS

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## MIAMI'S MOST CONNECTED CORRIDOR

North Miami sits at the region's entry point to downtown from the North. North Miami encompasses one of the most significant and unique multi-modal transportation corridors in Florida.

- North Miami is served by or located within 15 minutes of every mode of transportation.
- Interstate 95 forms the major roadway edge of North Miami — **the segment running through the North Miami Community Redevelopment Area (CRA) is the 6th most heavily traveled Interstate segment in the US, carrying 266,000 vehicles per day.**
- NW 7th Avenue, the twin north-South spine to I-95, is one of only seventeen urban arterials in the County with 3 lanes or more in both directions, and currently carries 33,500 vehicles per day. 7th Avenue is the Southern terminus of State Route 441, extending to southern Georgia, has nine interchanges with I-95, and is the major alternate route to I-95.
- 7th Avenue intersects with major east-west regional urban cross streets and highway facilities, including State Route 826 (the Palmetto Expressway), the Florida Turnpike, the Gratigny Highway, and Opa-Locka Boulevard. **7th Avenue, I-95 and the major east-west cross streets intersecting 7th Avenue carry over 580,000 vehicles through, North Miami's western edge every day.**
- The Golden Glades Interchange, at the north end of the NW 7th Avenue, is a Strategic Intermodal System (SIS) hub, one of the largest facilities in a statewide network of high-priority transportation facilities such as airports, seaports, rail corridors and highways. **The golden Glades Interchange is the physical interchange and direct connecting point for I-95, SR 826, and Florida's Turnpike, as well as host to a Tri-Rail passenger Train Station, and direct road and rail connections to the Port of Miami and Port Everglades.** The Golden Glades currently carries over 400,000 vehicles per day with direct impacts on regional travel within the tri-county area. Florida DOT is proposing to rationalize the flyover and ramp system to provide direct system-to-system connection from SR 826 (East Bound) to I-95 North-bound and improve the Turnpike to I-95 SB connection, improving traffic flow and delay times.
- **Tri-Rail is Florida's most heavily utilized passenger rail line, carrying almost 4.4 Million passenger trips annually.** Its park and ride station at the Golden Glades is one of its busiest stations. The Florida East Coast Railway (FEC) transects North Miami one mile to the east. The Golden Glades Interchange, however, will likely remain a park-and-ride facility — it is land-locked within a major highway interchange, has limited land for office development, and is unsuitable for residential development. Although it will continue as a high volume multi-modal transit stop, its real estate will not compete with mixed-use Transit-oriented development projects located in walkable urban neighborhoods.

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## NORTH MIAMI, THE FEC, AND REGIONAL TRANSPORTATION COMPETITIVENESS

According to the Texas A&M Transportation Institute (TTI), Miami is the 14th most traffic congested City in North America, and 11th most congested in the US. Worker commute times across the County are above the national average, and for workers living in the west and southern parts of the County, travel times average 45 minutes each way, nearly double the national average.

- Traffic congestion in Miami Metropolitan area is one of its most pressing economic development issues. Employers seeking new locations are increasingly concerned with the lost productivity costs of congestion. According to the TTI, the total cost of congestion delays in the Miami Metropolitan area are the 5th highest in the nation, at over \$3.7 Billion dollars each year. And this cost is steadily increasing, hampering the region's competitive advantages for new job creation.
- Between 2015 and 2035, Southeast Florida transportation agencies plan to spend approximately \$58 billion on improving the region's roadways and transit. **However, the Miami-Dade Transportation Planning Organization (TPO) forecasts that even with this spending, roadway level of service on nearly all major roads throughout Miami-Dade will continue to degrade over the next 15 years, rush-hour speeds will be 20% slower than they are today, and traffic congestion will continue to increase.** Many road segments in the County are already at or above capacity.
- The region's traffic congestion issues are a product of population growth, a lack of land to add new road lanes, and land-use patterns. The bulk of the City's businesses and jobs are concentrated in six zip code statistical areas — the corridor stretching from downtown through Miami International Airport to Doral, while most of the County's population lives in the arc outside of the City of Miami at mostly suburban residential densities.
- Despite the high volume of traffic moving through the NW 7th Avenue Corridor, **both 7th Avenue and I-95 operate efficiently and under capacity.** All segments of 7th Avenue operate better than Level of Service (LOS) B at peak hours. Two intersections along the corridor operate at peak hours at LOS E, but the remaining intersections with the CRA operate rest better than LOS B. I-95 operates with speed slowdowns and delays (90% of capacity) at peak hours, and 7th Avenue also operates at 90% capacity at peak. **The Miami-Dade MPO forecasts that facilities will continue to operate at 90% capacity through 2025, whereas most of the regional arterials will be over capacity within the next 5 years.**
- The Florida Department of Transportation has completed **planning and funding for a major reconstruction of NW 7th Avenue**, including the portion running through North Miami. **The improvements promise to significantly improve the Avenue and improve travel time through the corridor.**
- **The 125th /123rd Street corridor, an FDOT corridor, has been awarded a streetscape grant and plans are currently underway to add streetscape amenities.** The roadway has been downgraded to a lower speed, but the current number of lanes and turning movements will be maintained.

Given regional transportation trends, accessible, comfortable, and convenient air passenger travel to and from Broward County and Downtown Miami will only grow in value to travelers, commuters, and residents seeking alternatives to increasingly difficult automobile transportation across the County. **North Miami, as an established regional transportation gateway, hub, and corridor, and with the development of the new Mobility Hub and commuter railway station, is uniquely situated to capitalize on the growing regional demand to live and work in proximity to alternative transportation modes.**



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## CORRIDOR REDEVELOPMENT POTENTIAL

The City of North Miami has relatively little vacant property remaining within its boundaries. The properties most amenable to redevelopment are the collection of industrial properties running south to north along the existing FEC rail corridor. The primary findings regarding redevelopment at the proposed train station location and connecting corridors are as follows.

- **The 54 industrial and commercial parcels directly adjacent to the FEC rail line include storage, recycling trucking and transportation, assembly, and related commercial uses.** Property conditions vary widely within the project area corridors, from well-kept, to underutilized. Property values in general are below comparable properties throughout the region. These properties represent a low level of employment density (jobs per acre).
- These properties originally developed in relation to the freight services along the FEC corridor. As passenger rail traffic increases along the corridor, these uses will become increasingly incompatible with passenger rail traffic.
- **The 54 industrial and commercial properties adjacent to the rail line represent over 1.9 Million square feet of property alone.** If redeveloped at a Floor-Area-Ratio (FAR) of 3 (allowing total development on the site to equal three times the base property square footage), these properties represent a potential 4 Million to 5.4 Million of new development.
- Using current land use job density standards, if developed entirely for new office use, these properties could house from over 13,000 to 23,000 jobs. Alternatively, developed at full density at the same FAR, the properties could supply over 3,000 new units of multi-family housing. This potential represents a 56 percent to 100 percent increase in the City's jobs base, or an 8 percent increase in the City's housing supply.
- Only three of the 54 rail corridor properties are over 100,000 square feet in size (2.3 acres). The remainder range in size from .25 to 2.25 acres, averaging .66 acres. Assembly for purpose of redevelopment will therefore require significant effort to assemble a larger number of small parcels.
- The redevelopment of existing properties along the remaining corridors represents additional significant employment and housing potential. However, most of the redevelopment of these properties would require a change of use, with some possible expansions. Ground-up new development along the commercial corridors is available on only select currently vacant properties.

## SEA LEVEL RISE: A NORTH MIAMI OPPORTUNITY

According to forecasts by the National Oceanic and Atmospheric Administration (NOAA) and US Army core of Engineers, the FEC runs along a slightly elevated ridge which for the most part is immune to sea-level rise up to three feet. Increasing awareness of regional sea level rise inundation patterns, both from single weather events, and sustained over time, will drive investor and developer interest in in-land locations, especially North Miami. Although new development over time may be a welcome prospect, this situation also brings with it the possibility of extended property speculation, unrealistically rising property prices, gentrification, and business displacement.

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## POPULATION DEMOGRAPHICS

### POPULATION GROWTH

Both the Market Area and Trade Area have grown faster than the County. Since 2011, the Trade area has grown by over 9,000 residents, or 9.5 percent, compared to 8.2% and 7.7 percent for the Market area and the County. At the current annual rate of population increase, the Market area would grow to over 190,000 residents by 2020, and over 116,000 by 2025. The Florida Office of Economic and Demographic Research (EDR) has forecasted a faster rate of growth over the next 10 years than the previous 7. The EDR has forecasted an 11 percent growth rate for the County from 2016 to 2025.

### EDUCATIONAL ATTAINMENT

Educational attainment in the Market and Trade Areas lags behind the remainder of the County. **28 percent of adults in Miami-Dade have a high school degree, while 25 percent have a bachelor's degree of higher.** In the Market and Trade Areas, 28 and 29 percent of residents have high school degrees, while only 25 and 17 percent have a bachelor's degree or higher, respectively.

### AGE

The median age of the Market and Trade areas are overall younger than the County median age of 39.3. However, the real distinction in age composition is the Market Areas, and especially the Trade Area's, high concentration of millennials and prime working age adults. While the Trade Area has a slightly lower percentage of children (age 14 and under), its percentage of millennials (age 20-34) as a percentage of the population, at over 24 percent, is a full 15 percent higher than the County. While the trade area has a slightly lower percentage of prime working age adults (age 25-60), its distribution of seniors is a full 21 percent less than the County (12 percent of the population compared to 15 percent for the County).

**The Trade Area's demographic bulge in its millennial population, combined with its household size distribution, has important implications for future demand for housing and transportation in North Miami.**

### A MAJOR DEMAND MARKET

The City of North Miami's current population is just over 62,000 people, or 2 percent of the County. However, the North Miami Market Area is a major population center, purchasing and demand market. The North Miami Market area population, at over 350,000 is 13% of the entire County. Were the Market area its own City, it would be the fourth largest City in Florida — larger than Orlando, St. Petersburg, and Fort Lauderdale.

### AGGREGATE INCOME & PURCHASING POWER

The North Miami Market Area is also a significant purchasing market. Although median household incomes are lower across the City and market area than the rest of the County, at over \$5 Billion, the market area represents over 9 percent of the County's total aggregate income.

**Growth in Aggregate income has significant room for improvement across the market area, growing by only 1 percent in total since 2011, compared to 13 percent for the rest of the economy over the same period.**

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## ECONOMY AND EMPLOYMENT

The development of North Miami's Train Station and connected corridors will take place within, and eventually draw demand from, the regional economy. The key characteristics of the County's economic and employment structure shaping future demand and opportunity relative to redevelopment of the project corridors are as follows.

## RESIDENT WORKER LABOR FORCE

Following a record loss of employment during the recession, since 2011 Miami-Dade County has added jobs each year. **The County's employed labor force, at near 1.3 Million, is the largest in its history.** Total employment has grown over 9 percent since 2011, and both the unemployment rate and percent of the labor force unemployed are the lowest they have been in a decade, at 4.5 and 8.5 percent as of December 2016. The total percentage of the County's unemployed labor force shrank by over 7 percent since 2011.

The number of employed residents living in the Project Trade Area, at over 46,000, has grown faster than the rest of the County. Its percentage of unemployed residents has also shrunk since 2011, from 12.9 to 11.5 percent in 2016, yet is still considerably higher than the County. **The total number of employed residents of the Market Area has grown at over double the County rate from 2011 to 2016 but was coupled with an 11 percent increase in the number of unemployed residents.** The total percentage of unemployed residents in the Market area, however, is just over 11 percent — the large increase in unemployed residents has been offset by the even larger increase in employed residents.

**The total percentage of unemployed workers in almost every age group in the Market and Trade Areas run higher than the County. Total unemployment is unusually high for 16 to 19-year old's in the Market Area, at over 30 percent. The spike in unemployment for workers just entering the labor force may explain the large increase in unemployment in the Market Area.**



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## INDUSTRY STRUCTURE

The County's industry structure industry employment growth will drive demand for future space in North Miami.

Miami-Dade' economy shares some structural similarities with the rest of the US, but also has significant differences.

- The top employing industry subsectors, include Food Services and Drinking Places, Professional, Scientific, and Technical Services, Administrative and Support Services, Ambulatory Health Care Services, Hospitals, and Merchant Wholesalers, Durable Goods.
- The Miami-Dade Economy is more concentrated (less diversified) than the rest of the US. The top 25 largest employment subsectors employ almost 80 percent of all workers, and pay 75 percent of all wages, compared to 72 percent of employees and 69 percent of wages for the rest of the Nation.
- **Miami-Dade's industry concentration differs significantly from the US and other large Counties in its most concentrated industries** — those industries that employ significantly larger percentages of workers than the rest of the US. An industry's Employment Location Quotient (LQ) is a simple measure of whether a local industry represents a larger share of the local economy than it does nationally. A local Employment LQ divides the percentage of employees in an industry or sector at the local level, by the percentage of total employees at the national level. A location quotient greater than 1 indicates an industry sector has a greater percentage of total employment at the local level than nationally.
- **Overall, Miami-Dade has a much larger percentage of employment and establishments in service industries, and a significantly lower percentage of employment in manufacturing and warehousing, than the US and most large Counties.**
- Of privately owned employers, 27 industry subsectors are significantly concentrated in Miami-Dade, with LQ's above 1.2, accounting for over 46 percent of total employment in private employer establishments.
- It is unusual for an industry or subsector to have an LQ over 3 or 4. The most highly concentrated industries in Miami-Dade include Water Transportation (LQ: 19.2), Support Activities for Transportation, (LQ: 4.0), Air Transportation (LQ: 3.7), Broadcasting (LQ: 2.2), Accommodation (LQ: 2.1), and Crop Production (LQ: 2.0).
- Although Food Services and Drinking Places, and Professional, Scientific, and Technical Services are the two largest employment subsectors (17 percent of private employment), their percentage of the local economy is identical to the rest of the US (an LQ of 1.0).

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## REGIONAL EMPLOYMENT AND OCCUPATIONAL GROWTH

**14 Industry Subsectors accounted for 76 percent of all job growth in Miami-Dade County.** Total employment growth mirrors the County's largest employment subsectors. Job growth from the bottom of the recession was led by:

- Food Services and Drinking Places;
- Professional, Scientific, and Technical Services;
- Administrative and Support Services;
- Ambulatory Health Care Services;
- Specialty Trade Contractors;
- Real Estate;
- Educational Services; and
- Hospitals

**The fastest growing subsectors by employment** — those adding the largest percentage of jobs — were led by:

- Non-store Retailers (75%);
- Real Estate (54%);
- Mining (except Oil and Gas) (52%);
- Construction of Buildings (51%);
- Nonmetallic Mineral Product Manufacturing (51%);
- Beverage and Tobacco Product Manufacturing (44%);
- Amusement, Gambling, and Recreation Industries (43%);
- Specialty Trade Contractors (41%);
- Fabricated Metal Product Manufacturing (38%); and
- Scenic and Sightseeing Transportation (38%)

Occupational growth also drives demand for office, and commercial space. The Florida Department of Economic Opportunity (DEO) measures and forecasts occupational growth across the State. According to the DEO, Miami-Dade County will add 133,615 net new jobs between 2017 and 2025. **The largest number of new jobs — over 31 percent — are projected to come from 16 occupations:**

- Retail Salespersons;
- Registered Nurses;
- Combined Food Prep. and Serving Workers, Inc. Fast Food;
- Customer Service Representatives;
- Janitors and Cleaners, Except Maids and Housekeeping;
- Laborers and Freight, Stock, and Material Movers, Hand;
- Secretaries, Except Legal, Medical, and Executive;
- Cooks, Restaurant;
- Medical Assistants;
- Office Clerks, General;
- Waiters and Waitresses;
- Stock Clerks and Order Fillers;
- Accountants and Auditors;
- Cashiers;
- Nursing Assistants; and
- Security Guards

Miami-Dade has been undergoing job growth, particularly since the recession, of occupations that do not require formal office space, or make use of shared or auxiliary office space. This trend, according to the State's forecast, will not be changing significantly. An analysis of the state's occupational forecast indicates that a maximum of 27,413, or only 21 percent of the new jobs created between 2017 and 2015 are in occupations that traditionally require formal office space.

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## CYCLICAL EMPLOYMENT SWINGS

Miami-Dade's dominant employment sectors include hospitality, transportation, housing construction and health care. Due to the County's preponderance of tourism and service sector jobs, its economy is sensitive to short-term market changes in the national economy. The great recession exposed this weakness — Miami-Dade lost jobs in the wake of the recession at a dramatically faster pace than comparable metros and the rest of the US. Miami-Dade experienced two major periods of job loss, losing 2.4 percent of all non-farm employment from 2000 to 2003, and 9.2 percent from 2007 to 2009. Job losses during both periods nearly doubled the US job loss rate, at 1.3 percent and 4.8 percent, respectively.

Deep employment cycle losses are damaging to the long-term health of the regional economy. Income and family wealth is wiped out at a greater rate than competing regions, wider shocks to the rest of the economy occur than in other regions, and recovery takes longer than regions less susceptible to large cyclical employment change.

## BUSINESS ESTABLISHMENTS

Small and micro businesses play an oversized role in the Miami-Dade County economy.

- For the most recent year data is available (2015), Miami-Dade County has 82,293 employer business establishments — those reporting employees and a payroll, and 462,297 non-employer business establishments — businesses that have no paid employment or payroll, are subject to federal income taxes, and have receipts of \$1,000 or more.
- Establishments employing less than 20 employees, and non-employer establishments represent 99% of the establishments in the County.
- Establishments employing less than 20 employees, and non-employer establishments employ 47 percent of all jobs in the County.
- From 2001 to 2015 all employer business establishments grew by 10 percent. Non-employer establishments grew by 24 percent.
- From 2010, businesses employing less than 20 employees created on average, 25% of net new jobs in the County, while establishments employing less than 50 employees created 41 percent of all new net jobs.
- The high concentration of small establishments is generally consistent across industry subsectors in the County with only a few notable exceptions. The Hospitals, Water Transportation (Cruise industry), Air Transportation, Petroleum and Coal Products Manufacturing, and Accommodation subsectors are concentrated in a smaller number of large establishments. The rest of the County averages less than 10 employees per establishment.

## RISE OF THE GIG ECONOMY

Miami-Dade's percentage of small, micro, and non-employer business establishments are unusually high. According to a recent study by the Fuller Institute at George Mason University, the Miami-Fort Lauderdale metropolitan area leads the nation the total number of non-employer firms per capita and has the fastest growing number of non-employer businesses. Non-employer firms are sometimes called the "Gig" economy — businesses that are self-employed and usually perform work as independent contractors. Between 1997 and 2015 the number of non-employer establishments in the Miami metro area grew by 142 percent, more than twice the national average, at 58.6 percent.



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## METRO MIAMI ENTREPRENEURIAL DYNAMICS

**Metro Miami has one of the most dynamic entrepreneurial economies in the US, relative to its size.** While San Francisco and Santa Clara County, and the New York Metro areas dominate the total number of start-ups each year, Metro Miami, in terms of entrepreneurial density is among the nation's leading locations for start-ups.

National start-up creation and growth numbers are skewed by great variation at the regional level. In fact, the US has been undergoing a large-scale regional shift in start-up dynamism since the late 1970s. What looks to be a decline in start-up dynamism at the national level is really a result of dramatic concentration and re-distribution of start-up growth among a small number of regional economies. Metro Miami is among the Nation's leading regions for small business and entrepreneurship.

The key indicators relative to Metro Miami's entrepreneurial growth are as follows:

- **The nation's highest rate of entrepreneurial participation among all metro areas.** According to the Kaufmann Foundation Index of Startup Activity, Metro Miami has been among the top three startup metros over the last five years, and finally took the top spot in its 2017 ranking. 560 out of every 100,000, or approximately 33,669 people, are becoming entrepreneurs in the Metro area annually. This is 1.8 times the national average.
- The region's share of opportunity entrepreneurs has been steadily rising over the last five years. Kaufmann's 2017 index rates the share of opportunity entrepreneurs at 81.09 percent, or 4 percent below the national average.
- Startup density in the region also tops the nation. **At 107.8 startups per 100,000 employer businesses, the area produced approximately 20,156 startups in 2016. [Kaufmann 2017]**

Survival and growth of the region's start-ups, however, is its major economic competitive weakness. Again, according to the Kaufmann Foundation:

- **Metro Miami's rate of start-up growth is among the bottom among the nation's 40 largest metro areas.** At 39.5 percent, its startups add the smallest number of new employees in the nation. On average, a business starting at five employees would have 6.9 employees after its first five years, compared to the national average of 9.2 employees, a 25 percent difference in growth rate.
- The Region's share of scale-ups — start-ups reaching 50 employees within their first 10 years of operation — is also among the smallest in the US. **Metro's .81 percent of scale-ups means that only 8 out of 1,000, or 1,525 businesses out of the region's 188,379 employer establishments scale quickly.**
- The number of high-growth companies — businesses earning \$2M annually and experiencing three years of 20 percent annual growth — as a percentage of all businesses is relatively higher for the region, but still among the bottom 25 percent of the top 40 metros. **At 88.4 high growth companies per 100,000 (.0088 percent) only 166 companies are high growth in Metro Miami.**

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## EARNINGS AND INCOME

**Worker and household earnings drive relocation, home purchase, and retail demand.** Household incomes relative to costs in Miami-Dade are a region-wide structural problem that if left unattended, could have significant negative consequences for the entire Metro economy. Key aspects of income and earnings in the County are as follows.

- The recession highlighted the County and metro area's primary economic weakness — overconcentration in a limited number of sectors characterized by low-wage, low-skill employment. **Since the recession, the regional economy has struggled to diversify.**
- **Median wages in Miami-Dade County have historically been lower across all income segments than the rest of the country.** Additionally, wages in Miami-Dade fell faster during the recession than the rest of the US and have been slower to recover.
- However, the region lost a significant share of higher-paying jobs as a result of the recession, and **since the 2011 low point, employment growth has been led by jobs paying less than \$50,000 per year.**
- Productivity, or regional GDP per worker, is another gross indicator of the types of jobs produced in a region. Higher productivity indicates an economy with a higher proportion of jobs generating higher wages and value-added output. Metro area productivity, which climbed above the national metro area average in 2004, fell through the precipitously through the recession, while the rest of the US continued to climb despite the recession. **Metro Area productivity has been increasing since 2013 but remains below the area's 2007 productivity peak.**
- The percentages of workers earning less than \$50,000 and those earning more than \$75,000 per year also indicates the quality of jobs created in an economy. The nation's most dynamic economies actually create more jobs paying over \$75,000 than those paying less than \$50,000 per year. **In Miami-Dade County, 68 percent of all workers earn less than \$50,000 per year, and only 16 percent earn more than \$75,000 per year.** Miami Dade's percentage of workers earning over \$75,000 is 72nd out of the 75 largest US Counties.
- **The predominance of low wage employment in the County has resulted in low median household incomes.** The County's 2016 median household income of \$45,935 ranks it as 69th out of the 75 largest US Counties.
- The region's income growth has also been slower than the rest of the US. Adjusted for inflation, the County's median household income has grown only 6 percent since 2011, ranking as 52nd out of the nation's 75 largest counties.
- The County's income growth has also been highly uneven between households at the top and those at the bottom of the income ladder. The County's 95/20 ratio, or the ration of the mean income of households in the top 5 percent of income to those in the bottom 20 percent of income, shrank dramatically from 2000 to 2007. However, since the bottom of the recession, income inequality in the County has grown. **As of 2016, Miami-Dade County has the 5th highest 95/20 ratio of large US counties.**
- Low relative wages and higher living costs hurt young workers disproportionately, suppressing homeownership rates for younger households, and expediting relocation decisions to other areas. Retaining young talent is crucial to the long-term success, growth and sustainability of a regional economy. Raising incomes relative to costs is therefore a critical regional and local economic competitiveness issue.
- **The County's poverty rate has hovered between 18 and 21 percent over the last eight years, while the US average has been between 8 and 14 percent over the same period.**

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## MARKET AND TRADE AREA EMPLOYMENT DYNAMICS

The economic dynamics of the Market Area, Trade Area and the City of North Miami need to be viewed from two perspectives: 1) the businesses and jobs within them, versus 2) the jobs, employment and earnings of Market, Trade Area and City residents. As with most communities within Miami-Dade, jobs within a community and the employment of local residents do not line up. The key characteristics of Market, Trade Area, and City economies affecting development of the Project Corridors area as follows.

### Market and Trade Area Economy

According to the US Census 2015 County Business Patterns, 6,519 employer business establishments provide 75,352 jobs within the Market Area, and 1,998 establishments provide 24,815 jobs within the Trade area. The number of employer business establishments has grown by 10.2 percent and 9.1 percent from 2011 to 2016, keeping close pace with the growth of business establishments County-wide (10.3 percent) for the same period. Although industry-level employment is not available at the Zip code level, 82 percent of all jobs in the Trade Area are in five sectors:

- Health Care and Social Assistance (4,788 jobs)
- Retail Trade (4,441 jobs)
- Other Services, excluding Public Administration (3,087 jobs)
- Administration & Support, Waste Management and Remediation (2,089 jobs)
- Accommodation and Food Services (2,086 jobs)
- Professional, Scientific, and Technical Services (1,356 jobs)
- Finance and Insurance (1,037)

Although non-employer establishment data is also unavailable below the County level, the Market and trade area economies, like the County, are driven by small businesses. Employer establishments employing less than 20 make up 90 percent of all establishments, and those employing under 50 make up 96 percent of all establishments in the Market and Trade Areas. Only 114 establishments in the Market Area employ more than 100.

**The business and employment make-up of the Trade Area is distinguished by its industry diversity, skills and educational requirements, and wages composition.** The industry structure of business establishments generally matches that of the County. The top five industry subsectors, by number of establishments are:

- Professional and technical services (341 establishments);
- Ambulatory health care services (154 establishments);
- Food services and drinking places (139 establishments);
- Real estate (119 establishments); and
- Administrative and support services (93 establishments)

1,126, or 56 percent, of employer business establishments in the Trade Area are in industries typically requiring a high percentage of skilled and educated workers. Though this does not guarantee that jobs within all these establishments are at the occupational high end of each subsector, because these businesses are almost all small-size employers, odds are high that they are carrying out the high-skill work within these sectors.

Lastly, 1,046, or 52% of employer business establishments in the Trade Area are in industries whose average annual wage is greater than the annual average wage for the County.



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## RESIDENT EMPLOYMENT

### Labor Force

Over 146,000 and over 52,000 people who live in the Market and Trade Area are participating in the labor force. The number of labor force participants grew by nearly 20 percent in the Market Area, and over 8 percent in the Trade Area from 2011 to 2016, more than doubling and matching the 8 percent growth in the participating labor force across the County.

The unemployment rate is not available at the Zip code level. However, according to the US Census, The total percentage of unemployed workers living in the Market and Trade Areas shrank by 8 percent and 11 percent for the Market and Trade Areas from 2011 to 2016. However, at total unemployment percentages at 11.4 and 11.5 percent, unemployment among Trade area and City residents is significantly higher than County average of 8 percent.

As with the remainder of the County, unemployment levels differ greatly by age group, with much higher total unemployment percentages for workers under 35, especially in the 16-24 age group. However, total unemployment runs significantly higher for workers under 35 in the Market and Trade Areas than the rest of the County. Workers over 35 are employed at rates higher, yet closer, to the rest of the County. This indicates that young workers and those entering the labor force in the trade area having significant difficulty finding their first jobs and retaining them.

Workers who live in the Market, Trade area, and city of North Miami work in a wide range of occupations, requiring a wide range of education, training, and skills. 21 percent of workers living in the City of North Miami are in occupations typically requiring education advanced education, high skills, and/or technical competency.

### Earnings and Income

Despite the diversity of industries, occupations, and wages, median wages and household income of working residents in the City and Trade Area lag those of the County. The median wage for all employed workers 16 and older in the City of North Maim is only 83 percent of the County median wage in 2016. However, 4,144 resident workers in the City, or 14.6 percent of all employed workers, are in occupations paying more than the County Median wage.

The Market and Trade Areas have roughly the same distribution of workers in the middle of the wage scale (\$15,000 to \$65,000 per year), as well as the percentage distribution of workers at the bottom. The Most significant difference between wages for resident workers versus those in the rest of the County are the number of workers at the top end of the scale — those earning over \$65,000 per year. The result is that the Market and Trade Areas have significantly higher percentages of workers earning less than \$50,000 per year, and significantly less workers earning more than \$75,000 per year: 15 percent for the County, and only 12 and 8 percent for the Market and Trade Areas.

Lower worker earnings in the Market and Trade Areas are reflected in household income. From 2011 to 2016, real median household income increased 6 percent across the County. During the same period real household income across the Market and Trade Areas decreased between 2 and 21%, by Zip code. Additionally, the Market and Trade Areas have higher poverty rates than the remainder of the County. Although poverty rates across the Market, trade Area, and City of North Miami decreased from 2011, the City (24 percent), and all but two of the Zip codes making up the Market Area have 2016 poverty rates higher than the rest of the County (18 percent).

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## WHERE RESIDENTS WORK: A JOBS/WORKER MISMATCH

The City of North Miami and its Trade Area have a mid-level employment density, or jobs per resident worker, compared to communities across the County. According to the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) data, in 2015 the trade area had 22,891 jobs provided by businesses within it, while at the same time, 41,897 employed working residents lived in the Trade Area.

Although the LEHD captures employment data slightly differently than the Bureau of Labor Statistics, the LEHD indicates a significant mismatch between the jobs located within the Trade Area, and where employed residents actually work. The key indicators of the Trade Area LEHD data are:

- **Although close to 42,000 employed workers live in the Trade Area, only 2,786 (6.6 percent) of them work in the trade area.**
- This means that 39,111 employed residents get up and leave the Trade Area each day to work somewhere else in the County.
- This also means that 20,105 jobs within the Trade Area are filled by workers who live outside the Trade Area.
- 48 percent of Trade Area employed residents work in one of five municipalities: City of Miami, Miami Beach, City of North Miami, Hollywood, Aventura, and Doral. 22 percent alone work in the City of Miami.
- 25.7 percent of the 39,111 workers who live in the Trade Area and work outside it earn wages greater than \$39,999 per year, while only 14.8 percent of workers who both live and work in the Trade Area earn more than \$39,999 per year. This means that a significant portion of the City and Trade Area's best paid workers are leaving each day for jobs outside the Trade Area.
- 25.4 percent of the 20,105 workers who travel into the Trade Area to work earn more than \$39,999 per year. This means that over 5,000 jobs currently in the Trade area could be filled by residents of the Trade Area, but for unknown reasons are not getting access to those jobs.

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## RETAIL MARKET ANALYSIS

Retail development is driven by local and regional income, wages, and consumer confidence. Retail development is therefore a trailing indicator, responding to the more general health of the local economy and its wage earners.

### LOCAL RETAIL LEAKAGE ANALYSIS

A key indicator for retail performance, capacity, and future demand is a retail leakage analysis. **A leakage analysis compares the sales revenue of retailers to the spending patterns of residents inside a given market to determine 1) total retail spending, 2) whether retail spending demand is being fulfilled by local retailers, 3) if retailers are attracting customers from outside the area, and 4) retail demand shortages, or “gaps” in the local market.** The rise of e-commerce has changed the interpretation and value of retail leakage analysis, as local bricks-and-mortar sales locations drive less national and regional retail sales., However, a traditional leakage analysis can provide indicators as to spending and delivery of local retail services.

Built from US Bureau of Labor and US Census data, the following retail leakage analysis for the North Miami Trade Area indicates that North Miami is in fact a retail destination. The analysis looks at retail spending and sales within the Trade Area, across industry segments. Negative numbers indicate that retail sales of local retailers are greater than the total spending of residents — this means that retailers in these categories are meeting local demand and attracting customers from outside the trade area. Positive numbers show where retail sales are less than local spending — this indicates a retail “gap,” or “leakage” where local sales capacity is not meeting local demand, and customers are likely “leaking” to make purchases in these segments outside the market area. The Leakage analysis indicates the following conclusions:

- **Overall, the North Miami Trade Area is more than sufficiently supplied by retail establishments.** Total sales by area businesses exceeds resident retail spending by over \$310 Million. In fact, the Area looks as if it is a significant retail destination.
- Retail demand within the Market Area is being met in nearly every demand segment. Retail gaps are present in only 10 of 40 retail segments, including: Lawn & Garden Equip & Supply, Specialty Food, Clothing & Clothing Accessories, Clothing, Jewelry, Luggage & Leather Goods, Department Excluding Leased Depts., Non-store Retailers, Electronic Shopping & Mail-Order Houses, Vending Machine Operators, Direct Selling Establishments, and Drinking Places - Alcoholic Beverages.
- **Most of the segments with sales gaps are in segments dominated by big-box retailers,** and shouldn't be a surprise, as North Miami has developed relatively densely, and before big-box retail became dominant in the retail market.
- Anecdotal observations and public comments in previous studies stated that the area was underserved by restaurants and food providers. **From the current data, except for drinking places (bars), the Market Area is more than sufficiently supplied by restaurants and food services, except specialty food stores.**



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## COUNTY-WIDE LAND AVAILABILITY

Across all sectors, the availability of land will drive pricing and location of new development. Miami-Dade's commercial and industrial land inventory is shrinking, while Broward County is approaching full build-out — it has less than 2,000 acres privately owned vacant land. Parcels throughout South Florida larger than 4 or 5 acres are at a premium, and development is quickly shifting to infill development, higher densities, and smaller building footprints. Prices for undeveloped land are increasing quarterly, and according to market reports, retail and commercial developers are increasingly competing with multifamily residential developers for land.

## E-COMMERCE AND THE FUTURE OF RETAIL

According to the US Census Bureau, E-Commerce currently represents 8.3 percent of all retail sales, growing to 10.8 percent by 2020. Although a small component of total US retail sales, E-commerce sales are pervasive and have grown 40 percent since 2007, compared to less than five percent overall retail sales growth during the same period. Excluding auto-related purchases (which do not sell on-line) e-commerce grew 53 percent from 2007 to 2012 alone, seven times the overall retail sales growth rate. The future of retail in the region is being dramatically affected by the rapid growth of E-Commerce. According to Deutsche Bank's RREEF Global Real Estate Research Group, the growing shift to online shopping has significant real estate implications, including:

- E-Commerce is diverting a rapidly growing percentage of shoppers away from brick-and-mortar sales locations. The amount of e-commerce retail sales in 2012 (\$157 B) equaled between 350 million and 500 million square feet of leased retail space based on sales volumes, which represents about a third of the vacant retail space in U.S. shopping centers and retail districts;
- Portfolio Rationalization through store elimination: Chains are rapidly closing significant portions of their physical store locations, including Abercrombie & Fitch, the Gap, Best Buy, and Radio Shack. E-Commerce has all but killed the physical bookstore already;
- Fewer and smaller, and a business focus on productivity (sales per square foot) over growth: Commodity retailers, especially big-box retailers, will be especially vulnerable to online sales loss, and shopping centers not anchored with items that cannot be sold easily online (grocery, etc.) will also be hard hit with shrinking sales. Best Buy, the Gap and Abercrombie are closing large stores, and testing 1,000 to 10,000 square foot small footprint stores;
- Using an "Urban" Strategy — moving closer to urban consumers, with smaller footprints: Wal-Mart is rolling out its Wal-Mart Express format at just 15,000 square feet, compared to its normal prototype of close to 200,000 square feet. Similarly, Target developed a new CityTarget format, sized at 60,000 to 100,000 square feet, compared to over 130,000 for its typical store. Other brands are following suit - Office Depot is downsizing its warehouse to 15,000 - 18,000 sf, and is developing a smaller 5,000 sf prototype for urban areas. The same strategy is being pursued by OfficeMax decreasing its store footprint from 23,000 down to 2,000 square feet, and Staples, from 18,000 down to 10,000 square feet;
- Flagship in high-end and high-rent locations, designed to market the brand, often at boutique scale size; and
- Bringing multiple brands under one roof: The Gap and Toys R Us are both adopting prototypes in which their multiple flags (e.g., Banana Republic, Baby Gap and Old Navy for the Gap) in order to encourage cross shopping across their brands and reduce restocking costs and rent for the combined flags. Another strategy is the "store-within-a-store" format in which one retailer co-locates within others.

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## REGIONAL RETAIL PERFORMANCE

Overall, annual construction of new retail space has shrunk dramatically since its peak in 2008-2009. From its peak of 2.5 Million new square feet added in 2009, annual construction dropped to approximately 250,000 square feet in 2014. Retail construction has grown, adding approximately 1 Million new square feet each year since then, and has spiked in 2017, with 2.1 Million new square started during the year. However, new retail construction in the County is characterized by the following:

- New retail construction has for the most part been part of new regional mega-developments, and not within traditional neighborhood retail locations. In fact, 800,000 square feet alone were delivered from two projects alone — Brickell City Center and CityPlace Doral;
- **Large portions of new retail are being developed as part of mixed-use developments, rather than stand-alone retail sites;**
- Absorption of vacant retail space had been running ahead of the construction of new space, but has fallen with the spike in delivery of new large retail developments;
- **Vacancy rates, dropping through 2014, are climbing again slightly with the spike in new space;**
- Rents are climbing — according to Marcus & Milchap, the County multi and single tenant rents jumped 10 percent just last year, reaching \$33.63 and \$33.98 per square foot, respectively. Prime retail locations including South Beach's Lincoln Road average well over \$300 per square

foot; and

- The bulk of new retail development has been targeted at high-end consumer goods, with many developments focusing on sales to foreign tourists.

## NORTH MIAMI TRADE AREA

The trade area is part of the Northeast Dade regional real estate sub-market. Retail leasing and development activity from 2016-2017 had the following characteristics:

- The Northeast Dade submarket is one of the largest retail submarkets in the County, at a total of over 11.9 Million Gross Leasable square feet;
- The Northeast Dade Market has been the most active sub-market in the County, with over 78,000 new square feet delivered in 2016, 205,889 square feet absorbed and/or leased in 2016;
- Another 323,527 square feet of retail was developed and under development throughout 2017;
- The sub-market has the lowest vacancy rate in the County, at 2.7 percent, compared to 3.2 percent for the County; and
- The sub-market has the third lowest average retail rent in the County, at \$29.55 per square foot per year.

## EXPLOSION OF NEW RETAIL DEVELOPMENT

Over the next four years North Miami and its Trade Area will be experiencing new development unseen before in its history. As of March 30, 2018, the City of North Miami has approved 51,880 square feet of new small-scale retail development, largely redevelopment of existing properties for new tenancies. However, the approved master plan for the Sole Mia project included 633,950 square feet of new retail development. It appears, however, that according to City records, that 838,215 square feet has already been approved in two projects — a new Costco, and the new Warren Henry Auto Dealership at SoLe Mia. In addition, the Uptown Biscayne mixed use project, in North Maimi Beach, which is not in the North Miami Market Area, but nearby, been approved by the City of North Miami Beach. The project will feature residences, office space, and 70,000 square feet of retail, including restaurants and a national grocer.

At first glance, these two projects would challenge even the high rate of retail absorption in the Northeast Dade retail submarket. However, these nearby mega-projects may not compete directly with future Mobility Hubin North Miami. First, they are being marketed at **higher-end retail tenancies and retailers requiring large footprints** and land, which is unavailable in Central North Miami. Second, **rents will probably be at a higher segment than is currently along the Project corridors**, so they will not likely draw a large number of retailers out of the central City. It is more likely that Sole Mia and Uptown Biscayne could help market central North Miami, increase its visibility, and if successful, continue to improve North Miami's image.

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## OFFICE MARKET

### REGIONAL MARKET

The office sector was the hardest hit commercial real estate sector in the last recession and has been the slowest to recover. While improving, the office market faces numerous challenges, and economic dynamics that have made Miami-Dade County a highly cyclical office market. The key characteristics of the County's Office market are as follows:

- According to Cushman & Wakefield's Q4 2017 MarketBeat, the office market in Miami-Dade continued to retain and attract major companies wanting a foothold in the gateway to Latin America, helping drive demand for new construction;
- Average asking rent for the County continued to steadily and slowly increase since 2012, reaching \$38.26 per square foot. Class A space averages \$46.00 psf across the County. However, average asking rent varies considerably by location, ranging from \$26.57 (Miami Lakes) to a high of \$46.47 (Miami Beach);
- The overall County Vacancy rate, at 12.6 percent, is the lowest in seven years, declining steadily each year from over 16 percent in 2012. Again, vacancy rates vary more widely than rents by location, ranging from .7 percent (Coral Gables / South Miami), to a high of 21.6 percent (Downtown). Except for Miami Gardens, suburban office locations drastically outperform the downtown business core in terms of vacancy rates;

- Total leasing activity reached 2.9 Million square feet for 2017. However, total net absorption for the County market has swung wildly since 2012, driven by the completion of large mega-projects adding new space to a market which has had high since the recession. After new leases, new vacancies drove the overall net absorption for the County to 546,038 square feet. The Airport West, Brickell Avenue, and Coral Gables drove the County market with over 572,000 net square feet of absorption;
- Completion totaled 330,000 square feet in 2017. 811,000 square feet is currently under construction, primarily in Downtown, Coral Gables, Airport West, and the Biscayne submarkets; and
- Employment continues to increase. Forecasts for occupations requiring office space use range from 1.5 percent to 5.5 percent increase for 2018, driving new office demand. Cushman & Wakefield forecast further increases in asking rents, tightening vacancy rates as new supply is absorbed in both downtown and suburban submarkets.

Despite local improvement, five significant trends are continuing to shape office demand across the County:

- After the recession, U.S. companies are rethinking their use of office space, consolidating and re-engineering their business practices, to find ways to shrink, including outsourcing non-core functions such as IT, accounting, human resources, marketing and legal to lower cost providers;
- Across the U.S., employers are aggressively shrinking the amount of square footage per employee. According to the CoreNet Global Corporate Real Estate 2020 survey, square feet per employee in the office sector shrank from 225 square feet in 2010 to 176 in 2012, and is projected to reach 151 or less in 2017;
- Corporations are adopting workshift strategies, placing talent closer to their customers and away from the central office. Aided by technologies such as Skype and GoToMeeting, telecommuting is not only a way to save on office space but offering it as part of employment packages is ranked by 46 percent of corporate leaders in a recent Deloitte survey as second only to compensation as the best way to attract talent. A 2017 Gallup survey found that 43 percent of workers now work at least one day per week from home;



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- Miami-Dade's Co-Working Market: Yardi Matrix, a real estate analytics company, just completed a study of Co-Working, or shared office space. According to the study, Miami-Dade County has 59 co-working locations totaling nearly 1.4 Million square feet of space. However, according to the study, at 2.7 percent of all office space, Miami-Dade has the highest percentage of coworking space of 200 metro areas studied, including New York, Los Angeles, and San Francisco. Demand is driven by the County's large number of small business and start-ups; and
  - Office-less development: Even as the county economy improves and adds jobs, Miami-Dade has historically had a smaller percentage of occupations requiring office space than other large Counties. The combination of occupation structure and changed business practice means that economic expansion will take place with much less new office space development than has been historically required in the past.

### **TRADE AREA OFFICE MARKET**

Key office market conditions driving office demand in the North Miami Trade Area include:

- The Northeast Dade regional sub-market, which includes the Trade Area, has a total inventory of over 2.4 Million square feet of office space;
- The overall vacancy rate is 9.3 percent, near the middle of all market sub-regions in the County;
- Overall net absorption for 2017 was 56,860 sf, while leasing activity topped 205,000 sf. 74,336 square feet were under construction during 2017;
- Overall average asking rent in Northeast Dade is \$38.15 per sf, while average class A rent is at \$50.82. The market's average rent is also in the middle of the sub-market range, ranking 6th highest out of 13 sub-markets.

### **PROJECTED NEW OFFICE DEVELOPMENT**

The Sole Mia and Uptown Biscayne development projects will add significantly to the inventory of office space in and near the Project Corridors. Sole Mia has been approved for over 437,000 total square feet of office development, and Uptown Biscayne 35,000 square feet, approved by the City of North Miami.

Again, both projects appear that they will be offering class A space considerably above rents in the Project corridors. At the moment, it does not appear that office space in either project will be competing directly with new office space in central North Miami.

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## OFFICE MARKET

Redevelopment of the Project corridors will take place in a dynamic regional housing market undergoing significant shifts. The development of new housing within the Project corridors is also a major opportunity to address pressing City and region housing needs.

### SUPPLY AND INVENTORY

- Since the recession developers have rushed to meet the region's growing demand for multi-family housing. As of 2016, 40 percent of the County's housing stock is single family. The Market area is considerably denser — only 33 percent of its stock is single family. The Trade area has a greater share of single family housing, at 42 percent, but the newest developments are all multi-family.
- The Market and Trade Areas provide a varied and evenly distributed supply of unit sizes. The mix of bedroom sizes across the Market and Trade Areas is generally comparable to the County's distribution of unit sizes, with one exception. Over 62 percent of the County's housing is comprised of 2 and 3 bedroom units, with 14 percent over 4 bedrooms. 2 and 3-bedroom units make up slightly more of the distribution of units in the Market and Trade Areas, but with considerably higher numbers of 1-bedroom units.
- The relatively older age of units within the Market and Trade Areas is a rising concern. A more even distribution of newer housing, mixed with older units, is a characteristic of healthy housing markets. Markets which are accumulating older units, particularly those older than 30 years, is generally a sign of distress, slow investment, and can create significant cost issues for owners, who face higher maintenance and replacement costs.
- Across the County, 72 percent of all units were built before 1990, and almost 57 percent have been built before 1980. The distribution of units built prior to 1980 is considerably higher in the Market and Trade Areas, at 83 and 92 percent, respectively.
- Despite recent price increases, both owner-occupied and rental units in the Market and Trade Areas remains more affordable than the rest of the County. The Median home value of \$214,1456 and \$192,970 in the Market and Trade areas is well below the County median of \$246,800. Gross rents are for the most part also lower than the rest of the County across all unit sizes, except for Zip Code 33160, whose rents run higher than the County median rents.
- The Market and Trade Areas also provide a larger supply of lower cost housing than the Rest of the County. Only 28 percent of the County's owner-occupied housing is valued at less than \$150,000, compared to the Market and Trade Areas at 37 and 42 percent, respectively. 38 percent of all County rental units lease for less than \$1,000 per month, compared to 47 and 46 percent for the Market and Trade Areas.

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## DEMAND DYNAMICS

The demand dynamics for housing across the County, as well as within the Market, Trade Area and City of North Miami reflect a wide range of changing growth patterns, consumer preferences, and economic factors. Successful development and redevelopment of housing within and proximate to the Project Corridors will need to respond to these dynamics.

### Household Formation

Demand for new housing in Miami-Dade is driven in large part by population growth and the growth of, and types of households forming within the County. Since 2011, the total number of households in Miami-Dade grew by 8 percent, compared to only 3 percent nationwide. Households grew at the national average in the Market and Trade Areas. However, the composition and makeup of how County residents choose to live together (households), is undergoing significant change.

### Growing Non-Family Households

The composition of non-family households in the County has grown slightly to 32 percent of all households, higher in the Market and Trade Areas at 38 and 34 percent. However, across the County, the rate of growth of non-family households has been almost triple the rate of growth of family households. Non-family households now make up 32, 38 and 34 percent of all households in the County, Market Area, and Trade Area, respectively. The number of non-family households increased by 6.1, 7, and 5 percent in the County, Market Area, and Trade Area, while

the number of family households increased by only 2, 3, and 2 percent in the County, Market Area, and Trade Area. Non-family households grew by over 2,400 since 2011 in the Market Area (which includes the Trade Area), while family households grew by only 1,500 during the same period.

The County's average household size has grown from 2.9 to over 3 persons per household since 2011. The growth in average size, as well as the expansion in the number of non-family households has been driven by economic conditions, primarily high housing prices and rents, forcing larger numbers of non-related persons to room together.

### Rapid Decline in the Number of Large Households

Although the average household size has generally increased across the County and Market Area since 2011, the number and proportion of households larger than 4 persons has shrunk considerably. Both the total number, and increased size of households in the County and Market Area has been driven almost exclusively by a rapid increase in the number of 1, 2 and 3-person households.

### Fewer Households with Children

Over 29 percent of all households in Miami-Dade County have children of their own, only slightly less than in 2011. The percentage of households with children in the Market Area is not only considerably lower than the County average but has shrunk from 30 percent in 2011 to 26 percent in 2016, and in the Trade Area has shrunk from 34 percent to 29 percent.

### Changes in Housing Preference

The two largest components of the nation's age demographic — millennials (ages 16 to 34), and baby-boomers (ages 54 to 70) — are significantly driving changes in demand for different types and locations of housing. Interestingly, both age groups are seeking housing with similar characteristics. Both 55 plus and millennial households are seeking:

- Rental, rather than owner housing, even for single family homes;
- Smaller size housing units,
- A shift to multi-family housing;
- Neighborhoods in close proximity to shopping, conveniences, recreation and entertainment;
- Locations requiring less drive time to work, and in proximity (less than 1/2 mile) to mass transit, and a mix of alternative transportation modes, including bicycles and walking. Millennials are the first generation since the invention of the automobile to drive less miles than their parents. Car ownership per household is also dropping, driven by millennials, and these trends are accelerating; and
- More outdoor amenities, including garden plots, walking/jogging trails, parks, outdoor pools, and local drug/convenience stores.



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## **Aging in Place**

America is growing older at an unprecedented rate. Today, there are more than 35 million Americans age 65 and older, and that number is expected to rise to nearly 55 million by the year 2020—a 65 percent increase. Most important, however, is the fact that these older adults are overwhelmingly choosing to stay in their own homes and communities as they age. Just last year, AARP surveyed Americans over 50 and discovered that 89 percent wanted to stay in their own homes as long as possible. The “graying” of the County’s population, especially as baby-boomers enter retirement, will have significant impacts on both the demand and supply of housing. Developing a mix of housing units to address the housing choices and needs of baby boomers will need to be a critical part of future housing policy strategies.

## **A Shift from Home Ownership to Rental Housing**

National and regional markets have been undergoing a significant shift from owner occupancy to rental housing. In addition to the demographic forces described above, household income declines and tightening of credit for home mortgages have driven a growing number of households into rental housing.

Nationally, the distribution of owner-occupied and rental housing has changed slightly since 2011. Currently 63 percent of all units are owner-occupied, and 37 percent are rental. The shift from ownership to rental across Miami-Dade Beach County has been decidedly more marked. From 2011 to 2016 the share of rental housing jumped from 44 to over 49 percent. The total number of renter households grew

by 785,733, while the number of owner households declined by 13,264. The Market and Trade Areas followed the same pattern — renter households make up 51 and 53 percent of households in each. The total number of renter households increased by 8,392 and 2,838 in the Market and Trade Areas, while owner households declined by 4,415 and 1,963, respectively.

## **A Shift to Multifamily Housing**

Developers have responded quickly to shifting demand in the County, delivering new multi-family housing with smaller units. In the County, Market and Trade Area, the total number of single family units has actually declined, while the number of units in multi-family buildings, particularly those with 10 units or more, has grown steadily since 2011.

Additionally, the composition of units by size has changed. Owners and developers are delivering 2 and 3-bedroom units at the expense of 1 bedroom and 4 and 5-bedroom units across the County, Market and Trade Area.

## **Sales Volume**

A considerable portion of the regional economy relies on housing sales, yet since 2011, the annual volume of housing unit sales has steadily declined. After reaching peak sales of over 34,000 units in 2014, housing sales have declined to where the volume of sale countywide in 2017 is 9.6 percent less than the total units sold in 2012. Total housing sales in the Market and Trade Areas have declined even further, with 2017 annual sales 18 and 14 percent less than in 2012.

## **Rapidly Increasing Sale Prices**

Even with slowing sales, the median sale price for all homes, adjusted for inflation, has increased 42 percent since 2012 and 46 percent since 2011 across the County. Median sale prices have increased from 19 to 125 percent across the Market Area, with dramatic rises sale prices in the Trade Area Zip codes of 166, 178 and 39 percent. Miami-Dade’s median sale price increase since 2012 ranks 21st of all large Counties.

## **Sale Prices Detached From overall Housing Value: A Bifurcated Housing Market**

Rising sale prices generally raise the value of existing homes, even if they are not put on the market, but not always. Despite very rapidly rising median housing sale prices in the Market and Trade Areas, the overall median value of all housing units has declined in all but two Zip codes since 2011.

This indicates the existence of two very different markets existing side-by-side in the Market and Trade Areas. New and newly built units are selling within the Market and Trade Areas for rapidly increasing prices alongside older existing units which most likely are not receiving adequate reinvestment and maintenance to maintain their value. This alternative market can have many negative impacts on a community, including added gentrification pressure, increased foreclosure rates, and stagnant tax revenues. Addressing the needs of existing homeowners to maintain property values is as crucial as the metrics of new home sale prices.

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## HOUSING AFFORDABILITY ANALYSIS

### Housing Cost Burden Impacts

Affordable housing is usually misperceived as an issue impacting the lowest income households. Affordable housing, in fact, is an issue that increasingly impacts households across the income spectrum. The fundamental measuring stick of affordability is the percentage of income a household pays for housing costs, or housing cost burden. As developed by the US Department of Housing and Urban Development (HUD), the accepted guideline is that a household should spend 30 percent or less of its total income on all housing costs (rent, mortgage, maintenance, etc.). **Households that pay more than 30 percent of their income on total housing costs are defined as Cost-Burdened, while households spending more than 50 percent of household income on housing expenses are defined as Severely Cost-Burdened.**

Housing affordability is not a one-size-fits-all proposition. The needs of households on different rungs of the income ladder differ considerably, and is made even more complex by changing age, household formation, family size and composition, and housing preferences. Affordability, however, isn't just about cost. Truly affordable housing is also defined by its quality, access to a range of housing types, safety and access to amenities, services, and transportation.

Housing affordability is a national issue. According to the US Census Bureau American Community Survey (ACS), there are over 13 million more cost-burdened households in the US since 2000, 6.9 Million of which are severely cost-burdened. The over 38 million cost-burdened households represent a full third of all households in the nation. Housing affordability, despite wide differences in how it should be supplied, is a goal of nearly all state and local governments in the US. **But affordable housing isn't merely a laudable social goal — it has far reaching economic impacts which drive regional economic growth, development and competitiveness.**

Housing costs represent the single largest component of total household expenses for most American families. Money left over after housing expenses represents the income left for necessary and discretionary household spending, which then drives spending patterns for local goods and services. Owning a home is the largest single asset investment held by most Americans — the cornerstone of upward economic mobility and wealth building for middle and low-income families. For renters, increasing housing costs also slows wealth building, eating into savings. Moving families out of the bottom income levels into the middle class is one of the most pressing economic and political issues of our time. Currently, 43 percent of individuals born into the lowest quintile (the lowest 20 percent) of income remain there the rest of their lives. Seventy percent never reach the middle quintile. Improving housing affordability lies at the center of improving economic mobility and closing income inequality.

Housing affordability also affects educational performance and attainment. Households with better affordability ratios generally have higher rates of savings, more cash, and/or higher levels of equity (in an owned home) that can be applied to education spending for their children, including University education costs. Lower housing cost-burden and higher quality housing also leads to better family health outcomes. Households with lower cost burden rates have more income available for available for health care expenditures, including insurance, especially for middle and low-income households.

Housing affordability impacts regional economic diversification. In Miami-Dade County, housing affordability increasingly impacts median income households and those earning up to 200 percent of the area median income. High housing prices, tight mortgage lending practices, and high rents relative to local incomes impacts workers in essential occupations, including police, fire, teachers, and health care workers, as well as higher income workers in many professional occupations.

For younger workers and college graduates just entering the workforce, high housing costs creates the difficult decision as to whether to stay in the region at all, given that wages are lower and housing costs higher than other regions in the US. High relative housing costs and tightening first-time home ownership opportunities can hamper regional talent retention, posing a threat to its sustainability and long-term prospects for advanced regional economic development in high-wage, high skill sectors.

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### Cost Burdened Households

Housing unaffordability in Miami-Dade County isn't just driven by rising housing costs, it is the result of the wide gap between higher housing prices and low relative incomes. Because of the County's occupational structure and its history of low wages relative to the rest of the Nation, Miami-Dade has the second highest rate of cost burdened households among all counties in the US. Even though the percentage of cost burdened households has decreased since 2011, the County's cost burden household percentage has worsened relative to other Counties.

The same pattern is true across the North Miami Market and Trade Areas. Despite lower housing prices and values than the County, the City of North Miami, and every Zip Code in the Market and Trade Areas, except one, has a higher percentage of cost burdened households than the County.

### Dwindling Supply of Regional and Local Affordable Housing

Rising housing sale prices has also reduced the supply of affordable housing across the County. By 2011, 149,221 owner occupied housing units were affordable to households earning the County median income. However, by 2016, that number has been reduce to 59,809, which means that over 89,000 owner occupied housing units moved out of affordability to median income households over the period. **By 2016 only 13.4 percent of all owner-occupied homes are affordable to households earning the County median income.**

Countywide the same dynamic has applied to rental units, though not as severe. In 65 percent of the County's rental stock was affordable to households at the median. That percentage in 2016 is now 51.9 percent. Across the Market Area and Trade Area, only 19 and 23 percent of all owner-occupied units are affordable to households earing the Trade Area median income. Rental affordability is worse than the County — only 46 and 47 percent of the Market and Trade are supply of rental homes are affordable to households earning the Market Area median income.



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## COMPETITIVE ASSESSMENT: KEY FINDINGS

### CHARACTERIZING OPPORTUNITY

The North Miami Mobility Hub will become a living, breathing part of the City of North Miami and an essential part of a rapidly redeveloping region. With the proposed railway station and integration of other modes of travel, the Mobility Hub is not only a means of getting somewhere but is also a destination unto itself. Perfect for building re-purposing for new employment, leisure and recreation amenities, arts and culture enhancements, and so much more, the North Miami Mobility Hub and the associated network of transportation corridors and “green streets” offers the perfect venue for South Floridians from all walks of life to connect. Beyond the benefits of the station itself, the Mobility Hub expansion will also create exciting economic development opportunities throughout North Miami.

The North Miami Mobility Hub represents a new framework for the area’s growth and is the most comprehensive transportation and economic development effort ever undertaken by the City of North Miami, with a long-term vision of seamlessly connecting commercial corridors, schools and municipal centers and neighborhoods. The development of the Mobility Hub, positioned properly, provides the City with an opportunity to chart a new economic direction. Redevelopment of the subject corridors in this study, properly planned, provides a platform from which to address long-term economic weaknesses, create new job and business development opportunity for City residents, and improve the City’s regional economic position.

The final concept plan and competitive Assessment will identify detailed development land uses mixes, absorption rates, and industry targets for development of the Mobility Hub and connecting corridors. This analysis was developed to identify the key issues driving the development of the final concept plan. Expressed as 1) Strengths and Opportunities, and 2) Weaknesses and Threats, the major market and economic dynamic issues framing development of the Mobility Hub Are as follows.

### Leveraging Nearby Mega-Developments

Over the next four years North Miami and its Trade Area will be experiencing new development unseen before in its history. As of March 30, 2018, the approved master plan for the Sole Mia project includes 633,950 square feet of new retail development, office development, retail and residences. In addition, the Uptown Biscayne mixed use project, in North Miami Beach, which is not in the North Miami Market Area, but nearby has been approved. The project will feature residences, office space, and 70,000 square feet of retail, including restaurants and a national grocer.

Though extremely large in scale, these nearby mega-projects may not compete directly with the redevelopment of the Mobility Hub and the City’s connecting corridors. First, they are being marketed at higher-end retail tenancies, retailers requiring large footprints and land, top-line office tenants, and high-end residences. Rents across all land uses at Sole Mia will probably be at a higher segment than is currently along the Project corridors, so they will not likely draw a large number of retailers out of the central City.

It is more likely that Sole Mia and Uptown Biscayne could help market central North Miami, increase its visibility, and if successful, continue to improve North Miami’s image as a retailing, development and investment location. Every effort should be made to think of the Mobility Hub, TOD, and corridor development in North Miami’s “downtown” as complementary to Sole Mia and Uptown — a small-scale, locally flavored, authentically urbane neighborhood which supports the growth of local businesses, entrepreneurs, and retailers.

## COMPETITIVE STRENGTHS AND OPPORTUNITIES

1. STRATEGIC LOCATION AND MIAMI'S MOST CONNECTED CORRIDOR	2. CORRIDOR REDEVELOPMENT POTENTIAL
<ul style="list-style-type: none"> <li>North Miami is strategically located — within minutes of the region’s most important economic assets — drivers of regional employment growth including major employers, institutions, infrastructure, and culture. <b>The City sits at the region’s entry point to downtown from the North,</b> encompassing one of the most significant and unique multi-modal transportation corridors in Florida. <b>North Miami is served by or located within 15 minutes of every mode of transportation and connects to major east-west and north-south regional urban cross streets and highway facilities, including NW 7th Avenue, State Route 826 (the Palmetto Expressway), the Florida Turnpike, the Gratigny Highway, and Opa-Locka Boulevard.</b> 7th Avenue, I-95 and the major east-west cross streets intersecting 7th Avenue carry over 580,000 vehicles through, North Miami’s western edge every day.</li> </ul>	<ul style="list-style-type: none"> <li><b>The 54 industrial and commercial properties adjacent to the rail line represent over 1.9 Million square feet of property alone.</b> If redeveloped at a Floor-Area-Ratio (FAR) of 3 (allowing total development on the site to equal three times the base property square footage), these properties represent a potential 4 Million to 5.4 Million of new development.</li> <li>Using current land use job density standards, if developed entirely for new office use, these properties could house from over 13,000 to 23,000 jobs. Alternatively, developed at full density at the same FAR, the properties could supply over 3,000 new units of multi-family housing. This potential represents a 56 percent to 100 percent increase in the City’s jobs base, or an 8 percent increase in the City’s housing supply.</li> </ul>
<ul style="list-style-type: none"> <li>Given regional transportation trends, accessible, comfortable, and convenient rail passenger travel to and from Broward County and Downtown Miami will only grow in value to travelers, commuters, and residents seeking alternatives to increasingly difficult automobile transportation across the County. <b>North Miami, as an established regional transportation gateway, hub, and corridor, and with the development of the new train station, is uniquely situated to capitalize on the growing regional demand to live and work in proximity to alternative transportation modes.</b></li> </ul>	<h3 data-bbox="1024 833 2013 881">3. SEA LEVEL RISE: A NORTH MIAMI OPPORTUNITY</h3> <ul style="list-style-type: none"> <li><b>According to forecasts by the National Oceanic and Atmospheric Administration (NOAA) and US Army core of Engineers, the FEC runs along a slightly elevated ridge which for the most part is immune to sea-level rise up to three feet.</b> Generally, properties inside the study area at elevations above newly developing properties to the east and northeast. This represents a sustainable solution to long-term investment in the City and expanded study area.</li> <li>Increasing awareness of regional sea level rise inundation patterns, both from single weather events, and sustained over time, will drive investor and developer interest in in-land locations, especially North Miami. Although new development over time may be a welcome prospect, this situation also brings with it the possibility of extended property speculation, unrealistically rising property prices, gentrification, and business displacement.</li> </ul>

<p><b>4. A MAJOR DEMAND MARKET</b></p> <ul style="list-style-type: none"> <li>The City of North Miami’s current population is just over 62,000 people, or 2 percent of the County. However, the North Miami Market Area is a major population center, purchasing and demand market. The North Miami Market area population, at over 350,000 is 13% of the entire County. <b>Were the Market area its own City, it would be the fourth largest City in Florida – larger than Orlando, St. Petersburg, and Fort Lauderdale.</b></li> <li>The North Miami Market Area is also a significant purchasing market. Although median household incomes are lower across the City and market area than the rest of the County, at over \$5 Billion, the market area represents over 9 percent of the County’s total aggregate income.</li> </ul>	<p><b>5. BUSINESS ESTABLISHMENTS</b></p> <ul style="list-style-type: none"> <li>Small and micro businesses play an oversized role in the Miami-Dade County economy. For the most recent year data is available (2015), Miami-Dade County has 82,293 employer business establishments – those reporting employees and a payroll, and 462,297 non-employer business establishments – businesses that have no paid employment or payroll, are subject to federal income taxes, and have receipts of \$1,000 or more. Non-employer establishments usually consist of a single proprietor. Establishments employing less than 20 employees, and non-employer establishments represent 99% of the establishments in the County.</li> <li>Establishments employing less than 20 employees, and non-employer establishments employ 47 percent of all jobs in the County.</li> <li><b>From 2001 to 2015 all employer business establishments grew by 10 percent. Non-employer establishments grew by 24 percent.</b></li> </ul>
<p><b>6. A DIVERSE AND TALENTED RESIDENT WORKER LABOR FORCE</b></p> <ul style="list-style-type: none"> <li>The County’s employed labor force, at near 1.3 Million, is the largest in its history. Total employment has grown over 9 percent since 2011, and both the unemployment rate and percent of the labor force unemployed are the lowest they have been in a decade, at 4.5 and 8.5 percent as of December 2016. <b>The total percentage of the County’s unemployed labor force shrank by over 7 percent since 2011.</b></li> <li>The number of employed residents living in the Project Trade Area, at over 46,000, has grown faster than the rest of the County. Its percentage of unemployed residents has also shrunk since 2011, from 12.9 to 11.5 percent in 2016. <b>The total number of employed residents of the Market Area has grown at over double the County rate from 2011 to 2016.</b></li> </ul>	<p><b>7. RISE OF THE GIG ECONOMY</b></p> <ul style="list-style-type: none"> <li><b>Miami-Dade’s percentage of small, micro, and non-employer business establishments are unusually high.</b> According to a recent study by the Fuller Institute at George Mason University, the Miami-Fort Lauderdale metropolitan area leads the nation the total number of non-employer firms per capita and has the fastest growing number of non-employer businesses. Non-employer firms are sometimes called the “Gig” economy – businesses that are self-employed and usually perform work as independent contractors. Between 1997 and 2015 the number of non-employer establishments in the Miami metro area grew by 142 percent, more than twice the national average, at 58.6 percent.</li> </ul>



8. RESIDENT WORKFORCE STRENGTHS	9. MARKET AND TRADE AREA EMPLOYMENT DYNAMICS
<ul style="list-style-type: none"> <li>• Metro Miami has one of the most dynamic entrepreneurial economies in the US, relative to its size. While San Francisco and Santa Clara County, and the New York Metro areas dominate the total number of start-ups each year, Metro Miami, in terms of entrepreneurial density is among the nation's leading locations for start-ups.</li> <li>• The nation's highest rate of entrepreneurial participation among all metro areas. According to the Kaufmann Foundation Index of Startup Activity, Metro Miami has been among the top three startup metros over the last five years, and finally took the top spot in its 2017 ranking. 560 out of every 100,000, or approximately 33,669 people, are becoming entrepreneurs in the Metro area annually. This is 1.8 times the national average.</li> <li>• Startup density in the region also tops the nation. At 107.8 startups per 100,000 employer businesses, the area produced approximately 20,156 startups in 2016.</li> </ul>	<ul style="list-style-type: none"> <li>• According to the US Census 2015 County Business Patterns, 6,519 employer business establishments provide 75,352 jobs within the Market Area, and 1,998 establishments provide 24,815 jobs within the Trade area. The number of employer business establishments has grown by 10.2 percent and 9.1 percent from 2011 to 2016, keeping close pace with the growth of business establishments County-wide (10.3 percent) for the same period.</li> <li>• The business and employment make-up of the Trade Area is distinguished by its industry diversity, skills and educational requirements, and wages composition. The industry structure of business establishments generally matches that of the County.</li> <li>• 1,126, or 56 percent, of employer business establishments in the Trade Area are in industries typically requiring a high percentage of skilled and educated workers. Though this does not guarantee that jobs within all these establishments are at the occupational high end of each subsector, because these businesses are almost all small-size employers, odds are high that they are carrying out the high-skill work within these sectors. 1,046, or 52% of employer business establishments in the Trade Area are in industries whose average annual wage is greater than the annual average wage for the County.</li> </ul>
	10. RESIDENT WORKFORCE STRENGTHS
	<ul style="list-style-type: none"> <li>• Over 146,000 workers who live in the Market Area and over 52,000 who live in the Trade Area are participating in the labor force. The number of labor force participants grew by nearly 20 percent in the Market Area, and over 8 percent in the Trade Area from 2011 to 2016, more than doubling and matching the 8 percent growth in the participating labor force across the County.</li> <li>• Workers who live in the Market, Trade area, and City of North Miami work in a wide range of occupations, requiring a wide range of education, training, and skills. 21 percent of workers living in the City of North Miami are in occupations typically requiring education advanced education, high skills, and/or technical competency.</li> <li>• The City of North Miami is significantly younger than the rest of the County. Its median age of 34.6 is a full 14 percent lower than the County. Additionally, the City has a higher proportion of millennials and prime working age adults than the County, with a lower percentage of adults aged 65 and over.</li> </ul>

## 11. A MAJOR DEMAND MARKET

- According to Cushman & Wakefield's Q4 2017 MarketBeat, the office market in Miami-Dade continued to retain and attract major companies wanting a foothold in the gateway to Latin America, helping drive demand for new construction. Average asking rent for the County continued to steadily and slowly increase since 2012, reaching \$38.26 psf. Class A space averages \$46.00 psf across the County. However, average asking rent varies considerably by location, ranging from \$26.57 (Miami Lakes) to a high of \$46.47 (Miami Beach).
- Total leasing activity reached 2.9 Million square feet for 2017. However, total net absorption for the County market has swung wildly since 2012, driven by the completion of large mega-projects adding new space to a market which has had high since the recession. After new leases, new vacancies drove the overall net absorption for the County to 546,038 square feet. The Airport West, Brickell Avenue, and Coral Gables drove the County market with over 572,000 net square feet of absorption;
- Completion totaled 330,000 sqft in 2017. 811,000 sqft is currently under construction, primarily in Downtown, Coral Gables, Airport West, and the Biscayne sub-markets;
- After the recession, U.S. companies are rethinking their use of office space, consolidating and re-engineering their business practices, to find ways to shrink and share office space, including outsourcing non-core functions, such as IT, accounting, human resources, marketing and legal to lower cost providers. Across the U.S., employers are aggressively shrinking the amount of square footage per employee. According to the CoreNet Global Corporate Real Estate 2020 survey, square feet per employee in the office sector shrank from 225 square feet in 2010 to 176 in 2012 and is projected to reach 151 or less in 2017. This creates opportunities for locations in neighborhoods with mixed-use amenities to compete for new satellite office space.
- Miami-Dade's Co-Working Market: Yardi Matrix, a real estate analytics company, just completed a study of Co-Working, or shared office space. According to the study, Miami-Dade County has 59 co-working locations totaling nearly 1.4 Million square feet of space. However, according to the study, at 2.7 percent of all office space, Miami-Dade has the highest percentage of coworking space of 200 metro areas studied, including New York, Los Angeles, and San Francisco. Demand is driven by the County's large number of small business and start-ups.

## 12. HOUSING MARKET STRENGTHS

- Since the recession developers have rushed to meet the region's growing demand for multi-family housing. As of 2016, 40 percent of the County's housing stock is single family. The Market area is considerably denser — only 33 percent of its stock is single family. The Trade area has a greater share of single family housing, at 42 percent, but the newest developments are all multi-family.
- The Market and Trade Areas already have a considerable supply of 2 and 3-bedroom units over 62 percent of all housing. This segment can compete for the growing region-wide demand.
- Despite recent price increases, both owner-occupied and rental units in the Market and Trade Areas remains more affordable than the rest of the County. The Median home value of \$214,1456 and \$192,970 in the Market and Trade areas is well below the County median of \$246,800. Gross rents are for the most part also lower than the rest of the County across all unit sizes, except for Zip Code 33160, whose rents run higher than the County median rents.
- The Market and Trade Areas also provide a larger supply of lower cost housing than the Rest of the County. Only 28 percent of the County's owner-occupied housing is valued at less than \$150,000, compared to the Market and Trade Areas at 37 and 42 percent, respectively. 38 percent of all County rental units lease for less than \$1,000 per month, compared to 47 and 46 percent for the Market and Trade Areas.
- The City's housing stock, and location of the Mobility Hub and connecting corridors is well positioned to respond to the six major forces changing the composition of housing demand in the region: 1) the growth of Non-Family Households, 2) Rapid Decline in the Number of Large Households, 3) Fewer Households with Children, 4) Changes in Housing Preference and location favoring walkable neighborhoods, 5) The Shift from Home Ownership to Rental Housing, and 6) The Shift to Multifamily Housing.

## WEAKNESSES AND THREATS

1. GROWING TRAFFIC CONGESTION	3. EMPLOYMENT AND OCCUPATIONAL GROWTH WEAKNESSES
<ul style="list-style-type: none"> <li>Traffic congestion in Miami is a quality of life issue, environmental issue, and increasingly, one of its most pressing economic development issues. Employers seeking new locations are increasingly concerned with the lost productivity costs of congestion. <b>According to the TTI, the total cost of congestion delays in the Miami area the 5th highest in the nation, at over \$3.7 Billion dollars each year.</b> And this cost is steadily increasing, hampering the region's competitive advantages for new job creation.</li> </ul>	<ul style="list-style-type: none"> <li><b>The Miami-Dade Economy is more concentrated (less diversified) than the rest of the US.</b> The top 25 largest employment subsectors employ almost 80% of all workers, and pay 75 percent of all wages, compared to 72 percent of employees and 69 percent of wages for the rest of the Nation.</li> <li>Overall, Miami-Dade has a much larger percentage of employment and establishments in lower wage service industries, and a significantly lower percentage of employment in manufacturing and warehousing.</li> <li>Miami-Dade has been undergoing job growth, particularly since the recession, of occupations that do not require formal office space, or make use of shared space. This trend, according to the State's forecast, will not be changing significantly. <b>An analysis of the state's occupational forecast indicates that a maximum of 27,413, or only 21 percent of the new jobs created between 2017 and 2015 are in occupations that traditionally require formal office space.</b></li> </ul> <p><b>HIGH UNEMPLOYMENT AMONG YOUNGER RESIDENT WORKERS</b></p> <ul style="list-style-type: none"> <li>The total percentage of unemployed resident workers in almost every age group in the Market and Trade Areas run higher than the County. <b>Total unemployment is unusually high for 16 to 19-year old's in the Market Area.</b></li> </ul> <p><b>CYCLICAL EMPLOYMENT SWINGS</b></p> <ul style="list-style-type: none"> <li>Due to the County's preponderance of tourism and service sector jobs, its economy is sensitive to short-term market changes in the national economy. The great recession exposed this weakness — Miami-Dade lost jobs in the wake of the recession at a faster pace than comparable metros and the rest of the US. <b>Miami-Dade experienced two major periods of job loss, losing 2.4 percent of all non-farm employment from 2000 to 2003, and 9.2 percent from 2007 to 2009.</b> Job losses during both periods nearly doubled, at 1.3 percent and 4.8 percent, respectively.</li> </ul> <p><b>ENTREPRENEURIAL SURVIVAL RATES</b></p> <ul style="list-style-type: none"> <li>Survival and growth of the region's start-ups, however, is a major economic competitive weakness. Metro Miami's rate of start-up growth is among the bottom among the nation's 40 largest metro areas. At 39.5 percent, its startups add the smallest number of new employees in the nation. On average, a business starting at five employees would have 6.9 employees after its first five years, compared to the national average of 9.2 employees, a 25 percent difference in growth. The Region's share of scale-ups — start-ups reaching 50 employees within their first 10 years of operation — is also among the smallest in the US. Metro's .81 percent of scale-ups means that only 8 out of 1,000, or 1,525 businesses out of the region's 188,379 employer establishments scale.</li> <li>The number of high-growth companies — businesses earning \$2M annually and experiencing three years of 20 percent annual growth — as a percentage of all businesses is relatively higher for the region, but still among the bottom 25 percent of the top 40 metros. At 88.4 high growth companies per 100,000 (.0088 percent) only 166 companies are high growth in Metro Miami.</li> </ul>
<p><b>2. SMALL PARCEL LAND ASSEMBLY</b></p> <ul style="list-style-type: none"> <li>Only three of the 54 rail corridor properties are over 100,000 square feet in size (2.3 acres). The remainder range in size from .25 to 2.25 acres, averaging .66 acres. <b>Assembly for purpose of redevelopment will therefore require significant effort to assemble a larger number of small parcels.</b> They will also require a major change of land use. Ground-up new development along the commercial corridors is available on only select currently vacant properties.</li> </ul>	



<h4>4. RESIDENT EMPLOYMENT WEAKNESSES</h4>	<h4>6. EARNINGS AND INCOME</h4>
<ul style="list-style-type: none"> <li>The total percentage of unemployed workers living in the Market and Trade Areas shrank by 8 percent and 11 percent for the Market and Trade Areas from 2011 to 2016. However, at total unemployment percentages at 11.4 and 11.5 percent, unemployment among Trade area and City residents is significantly higher than County average of 8 percent.</li> <li>As with the remainder of the County, <b>unemployment levels differ greatly by age group, with much higher total unemployment percentages for workers under 35, especially in the 16-24 age group.</b> However, total unemployment runs significantly higher for workers under 35 in the Market and Trade Areas than the rest of the County. Workers over 35 are employed at rates higher, yet closer, to the rest of the County. This indicates that young workers and those entering the labor force in the trade area having significant difficulty finding their first jobs and retaining them.</li> </ul>	<ul style="list-style-type: none"> <li>Median wages in Miami-Dade County have historically been lower across all income segments than the rest of the country. Additionally, wages in Miami-Dade fell faster during the recession than the rest of the US and have been slower to recover. The region lost a significant share of higher-paying jobs as a result of the recession, and since the 2011 low point, employment growth has been led by jobs paying less than \$50,000 per year.</li> <li>The percentages of workers earning less than \$50,000 and those earning more than \$75,000 per year also indicates the quality of jobs created in an economy. The nation's most dynamic economies actually create more jobs paying over \$75,000 than those paying less than \$50,000 per year. In Miami-Dade County, 68 percent of all workers earn less than \$50,000 per year, and only 16 percent earn more than \$75,000 per year. Miami Dade's percentage of workers earning over \$75,000 is 72nd out of the 75 largest US Counties.</li> <li>The predominance of low wage employment in the County has resulted in low median household incomes. The County's 2016 median household income of \$45,935 ranks it as 69th out of the 75 largest US Counties.</li> <li>The region's income growth has also been slower than the rest of the US. Adjusted for inflation, the County's median household income has grown only 6 percent since 2011, ranking as 52nd out of the nation's 75 largest counties.</li> <li>The County's income growth has also been highly uneven between households at the top and those at the bottom of the income ladder. The County's 95/20 ratio, or the ration of the mean income of households in the top 5 percent of income to those in the bottom 20 percent of income, shrank dramatically from 2000 to 2007. However, the bottom of the recession, income inequality in the County has grown. As of 2016, Miami-Dade County has the 5th highest 95/20 ratio of large US counties.</li> <li>The County's poverty rate has hovered between 18 and 21 percent over the last eight years, while the US average has been between 8 and 14 percent over the same period.</li> </ul>
<h4>5. WHERE RESIDENTS WORK: A JOBS / WORKER MISMATCH</h4>	
<ul style="list-style-type: none"> <li>Although close to 42,000 employed workers live in the Trade Area, only 2,786 (6.6 percent) of them work in the trade area. This means that 39,111 employed residents get up and leave the Trade Area each day to work somewhere else in the County. This also means that 20,105 jobs within the Trade Area are filled by workers who live outside the Trade Area.</li> <li>25.7 percent of the 39,111 workers who live in the Trade Area and work outside it earn wages greater than \$39,999 per year, while only 14.8 percent of workers who both live and work in the Trade Area earn more than \$39,999 per year. This means that a significant portion of the City and Trade Area's best paid workers are leaving each day for jobs outside the Trade Area.</li> <li>25.4 percent of the 20,105 workers who travel into the Trade Area to work earn more than \$39,999 per year. This means that over 5,000 jobs currently in the Trade area could be filled by residents of the Trade Area, but for unknown reasons are not getting access to those jobs.</li> </ul>	

## 6. EARNINGS AND INCOME

- Despite the diversity of industries, occupations, and wages, median wages and household income of working residents in the City and Trade Area lag those of the County. The median wage for all employed workers 16 and older in the City of North Maim is only 83 percent of the County median wage in 2016. 4,144 resident workers in the City, or 14.6 percent of all employed workers, are in occupations paying more than the County Median wage.
- The Market and Trade Areas have roughly the same distribution of workers in the middle of the wage scale (\$15,000 to \$65,000 per year), as well as the percentage distribution of workers at the bottom. The Most significant difference between wages for resident workers versus those in the rest of the County are the number of workers at the top end of the scale — those earning over \$65,000 per year. The result is that the Market and Trade Areas have significantly higher percentages of workers earning less than \$50,000 per year, and significantly less workers earning more than \$75,000 per year: 15 percent for the County, and only 12 and 8 percent for the Market and Trade Areas.
- Lower worker earnings in the Market and Trade Areas are reflected in household income. From 2011 to 2016, real median household income increased 6 percent across the County. During the same period real household income across the Market and Trade Areas decreased between 2 and 21%, by Zip code.

## 7. RETAIL MARKET WEAKNESSES

- E-Commerce is diverting a rapidly growing percentage of shoppers away from brick-and-mortar sales locations. The amount of e-commerce retail sales in 2012 (\$157 B) equaled between 350 million and 500 million square feet of leased retail space based on sales volumes, which represents about a third of the vacant retail space in U.S. shopping centers and retail districts.

## 8. HOUSING MARKET WEAKNESSES

- The relatively older age of units within the Market and Trade Areas is a rising concern. A more even distribution of newer housing, mixed with older units, is a characteristic of healthy housing markets. Markets which are accumulating older units, particularly those older than 30 years, is generally a sign of distress, slow investment, and can create significant cost issues for owners, who face higher maintenance and replacement costs.
- Across the County, 72 percent of all units were built before 1990, and almost 57 percent have been built before 1980. The distribution of units built prior to 1980 is considerably higher in the Market and Trade Areas, at 83 and 92 percent, respectively.
- Rapidly Increasing Sale Prices: Even with slowing sales, the median sale price for all homes, adjusted for inflation, has increased 42 percent since 2012 and 46 percent since 2011 across the County. Median sale prices have increased from 19 to 125 percent across the Market Area, with dramatic rises sale prices in the Trade Area Zip codes of 166, 178 and 39 percent. Miami-Dade's median sale price increase since 2012 ranks 21st of all large Counties.
- Sale Prices Detached From overall Housing Value: Rising sale prices generally raise the value of existing homes, even if they are not put on the market, but not always. Despite very rapidly rising median housing sale prices in the Market and Trade Areas, the overall median value of all housing units has declined in all but two Zip codes since 2011. This indicates the existence of two very different markets existing side-by-side in the Market and Trade Areas. New and newly built units are selling within the Market and Trade Areas for rapidly increasing prices alongside older existing units which most likely are not receiving adequate reinvestment and maintenance to maintain their value.

## 9. HOUSING AFFORDABILITY

### COST BURDENED HOUSEHOLDS

- Housing unaffordability in Miami-Dade County isn't just driven by rising housing costs, it is the result of the wide gap between higher housing prices and low relative incomes. Because of the County's occupational structure and low wages relative to the rest of the Nation, Miami-Dade has the second highest rate of cost burdened households among all counties in the US. Even though the percentage of cost burdened households has decreased since 2011, the County's cost burden household percentage has worsened relative to other Counties.
- The same pattern is true across the North Miami Market and Trade Areas. **Despite lower housing prices and values than the County, the City of North Miami, and every Zip Code in the Market and Trade Areas, except one, has a higher percentage of cost burdened households than the County.**

### DWINDLING SUPPLY OF REGIONAL AND LOCAL AFFORDABLE HOUSING

- Rising housing sale prices has also reduced the supply of affordable housing across the County. By 2011, 149,221 owner occupied housing units were affordable to households earning the County median income. However, by 2016, that number has been reduce to 59,809, which means that over 89,000 owner occupied housing units moved out of affordability to median income households over the period. By 2016 only 13.4 percent of all owner-occupied homes are affordable to households earning the County median income.
- Countywide the same dynamic has applied to rental units, though not as severe. In 2011 65 percent of the County's rental stock was affordable to households at the median. That percentage in 2016 is now 51.9 percent. **Across the Market Are and Trade Area, only 19 and 23 percent of all owner-occupied units are affordable to households earning the Trade Area median income. Rental affordability is worse than the County — only 46 and 47 percent of the Market and Trade are supply of rental homes are affordable to households earning the Market Are median income.**

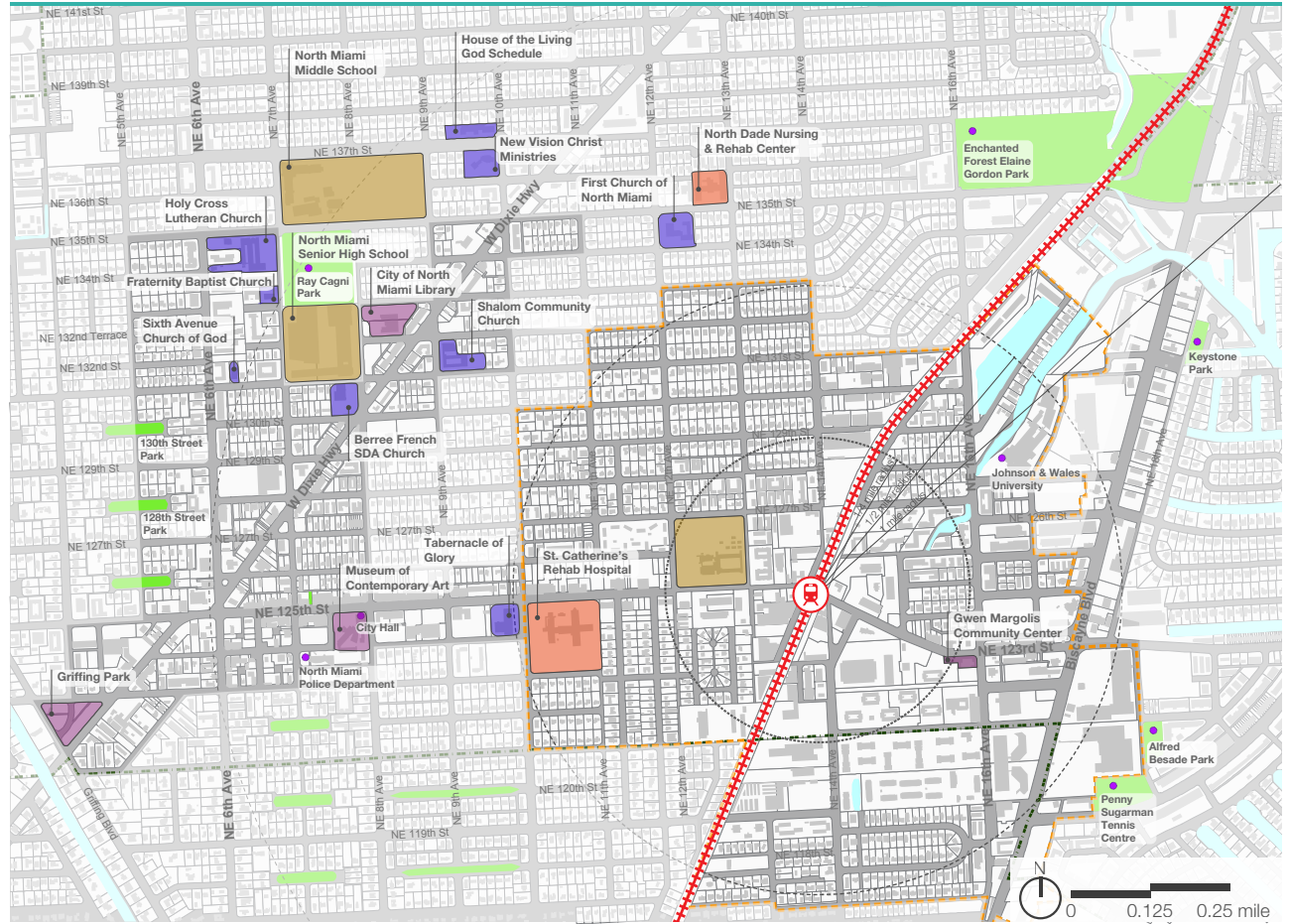


## COMMUNITY FACILITIES

Community facilities are an important asset for creating strong, healthy and vibrant communities by providing spaces where people can connect, socialise, learn and participate in a wide range of social, cultural, art and recreational activities. Community services and facilities that are essential to ensure sustainable growth of an area including schools, hospitals, libraries, day care centers, youth and family centers, parks, recreation facilities, and fire and police protection.

North Miami offers a wide range of parks and community centers providing its residents and community with many programs and activities to enjoy throughout the year. A total of seven community centers and twelve park facilities are located within the city with many other points of interest such as the Museum of Contemporary Art (MOCA), Oleta River State Park, North Miami Chamber of Commerce, Enchanted Forest Park, North Miami Library and City Hall.

The following description summarizes the community's existing public facilities and services and identifies resources to build future collaborations. This section focuses on the following categories: 1) Education and Cultural Resources; 2) Health Care and Family Services; 3) Public Safety. Recreation facilities are addressed in the Parks, Open Space and Recreation section.



### LEGEND

North Miami City	Major Highways	Schools
Planning Area	Major Roads	Hospitals
Parcel	FEC Passenger Rail	Churches
Building Footprint	Proposed NE 125th/123rd St. Station	Public Amenities
Parks, Open Spaces & Recreation	Major Landmarks	
Water Body		

MAP 3.35: COMMUNITY FACILITIES

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## EDUCATION AND CULTURAL RESOURCES

Study Area is home to key educational facilities and cultural resources that will be vital in supporting a growing population within the city, while at the same time act as potential catalysts for economic development activities. A total of seven community centers and twelve park facilities are located within the city with many other points of interest such as the Museum of Contemporary Art (MOCA), Oleta River State Park, North Miami Chamber of Commerce, Enchanted Forest Park, North Miami Library and City Hall. The facilities that are within the Study Area include:

### North Miami City Hall

- Located at 776 NE 125th Street, the North Miami City Hall houses various departments including Public Works, Finance, the City Clerk and City Attorney's office, as well as the Council Chambers. The building is also conveniently located next to the Museum of Contemporary Art (MOCA), the City's Police Department, the Community Planning and Development Building, and the Building and Zoning Department building. The site plans to undergo transformation into a newly renovated, expanded and modernized City Hall/ Administrative Building to consolidate government uses in one building.



### Museum of Contemporary Art

- The Museum of Contemporary Art is a collecting museum built on 23,000-square-foot (2,100 m<sup>2</sup>) building. The museum maintains an active exhibition schedule, presenting 8 to 10 exhibitions annually. To further an understanding of contemporary art, MOCA also offers educational programs geared toward the community and its diverse population.

### Gwen Margolis Community Center

- Located at 1590 NE 123 Street, this community center offers rental space for parties, receptions, clubs and meetings for the local community.

### Griffing Community Center

- Located at 12220 Griffing Boulevard, the Griffing Community Center, offers various classes & activities for North Miami's adult population. This adult activity center also offers space for a variety of meetings for the local community.





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The City's educational facilities include four elementary schools, a middle high school, a senior high school, two charter schools, eight private schools, the North Miami Campus of Florida International University (FIU), and satellite sites for Barry University and Johnson & Wales University. The major institutions that impacts our study area include:

**Johnson & Wales University, North Miami Campus**

- Located at 1701 NE 127 Street, the Johnson & Wales University North Miami Campus is located within 29 acres of land, serving over 1,900 students from +55 countries. The campus includes 7 residence halls and is home to the university's School of Business, College of Culinary Arts and School of Hospitality.

**Florida International University, Biscayne Bay Campus**

- Located at 3000 NE 151 Street, the Florida International Biscayne Bay Campus is home to the FIU Hospitality, Journalism, and Marine Science programs as well as the Royal Caribbean and MAST Academy partnerships serving approximately 7,000 students. The campus has its own student housing, library and recreation center.
- Furthermore, the on-going expansion of institutional anchors in and around the City such as Johnson & Wales University and Florida International University will only help in the area's economic stability and growth.

**Barry University**

- Located at 11300 NE 2nd Avenue, Barry University is not within City boundaries, but it is just a few blocks south of North Miami. The university, along with its Miami Shores campus, is considered one of the largest catholic universities in the southeast, offering over 100 degree programs serving thousands of students within the area. The university has on-campus housing, as well as off-campus apartments.

**Area Schools**

- The City accommodates numerous schools, of which two are within our study area that include:
- W.J. Bryan Elementary – 1201 NE 125 Street
- North Miami Senior High School & North Miami Adult Education Center – 13110 NE 8th Avenue
- Besides the two main schools listed above, the Arch Creek Elementary – 702 NE 137 Street Avenue, located next to the North Miami Library, is the school that has an influence on the Study Area.





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## HEALTH CARE AND FAMILY SERVICES

- No major health care facilities are located within the City. As part of the Study Area, there are two rehabilitation facility – St. Catherine's Rehabilitation Hospital at 1050 NE 125th St and North Dade Nursing and Rehabilitation Center at 255 NE 135th street.



## COMMUNITY EVENTS

- North Miami's Parks and Recreation Department offers a variety of programs throughout the year. Learn about Nature's Art Painting Class; Adult Bus Trips; Wednesday Dine Out Trips; Fitness Classes; Sports League and other community activities. In addition, the CRA and City hosts several events in collaboration with Museum of Contemporary Art such as the Jazz at MOCA and other special events such as the Heritage.



## 3.6. UTILITIES

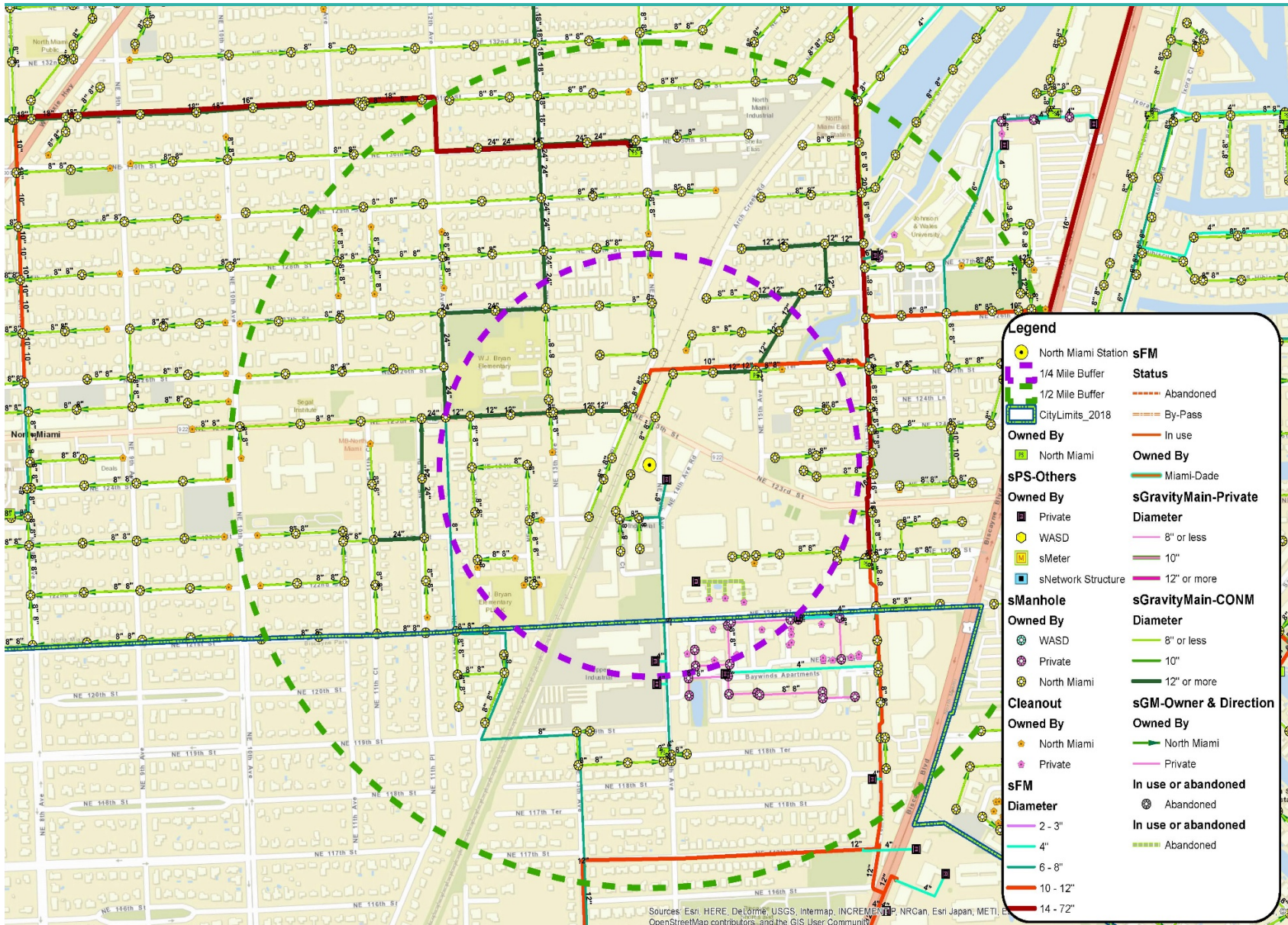
### WATER DISTRIBUTION SYSTEM

#### WITHIN ¼ MILE

- Along NE 125th/123rd Street: Watermains are sized 8", with four fire hydrants west of the FEC corridor and only two east of same.
- Along NE 127th ST: A 12" transmission main runs the entire length, crossing the FEC.
- West side of FEC: Watermains are sized 8" along the center of the focus area and 12" on the north and south ends. There are two fire hydrants.
- East side of FEC: Watermains are undersized and vary from 2" to 6" on the north and south side of the station area, with a 6" main immediately adjacent to the station location.
- Transmission mains: A 12" main runs along the NE 127 ST right-of-way and feeds the 8" distribution mains that run along the west side of the FEC corridor. A 12" main runs along NE 122nd ST, from NE 14th Ave, east to NE 16th Ave.
- Distribution mains: 6" to 8" are found in limited areas and serve the fire hydrants.
- Service mains: 4" or less are found mainly in the existing residential areas and do not feed fire hydrants.

#### WITHIN ¼ TO ½ MILE

- MD-WASD Interconnect: There is only one and it is located at NE 16th Ave and NE 123rd Terrace.
- Along NE 125th/123rd Street: Watermains are sized 8", with two fire hydrants west of the ¼ mile radius and two east of same.
- Along NE 127th ST: A 12" transmission main runs from NE 10th Ave, crossing the FEC, to NE 16th Ave, where it turns south to NE 126th ST and east to NE 18th Ave.
- Transmission mains: A 12" main runs along the NE 127 ST right-of-way. A 12" main runs along NE 16th Ave, from NE 117th ST to NE 127th ST and east on NE 126th ST.
- Distribution mains: There is an 8" watermain that extends north from the 12" transmission main, along NE 14th Ave, from NE 127th ST, serving four fire hydrants. There is an 8" along NE 11th Court, from NE 119th ST to NE 122nd ST.
- Service mains: The majority of the area is residential and is mostly served by 2" pipes that cannot support sufficient fire protection.



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, E...

MAP 3.36: WATER DISTRIBUTION SYSTEM



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## SANITARY SEWER COLLECTION SYSTEM

### WITHIN ¼ MILE

- Along NE 125th/123rd Street: A 12" Vitrified Clay Pipe (VCP) runs westward along NE 125th Street. There is no gravity sewer within the NE 123rd Street right-of-way.
- Along NE 125th Terrace: A 10"-12" forcemain runs, from a pump station, to connect with the 12" VCP, on the west side of the FEC corridor, at NE 125th Street.
- West side of FEC and station area: An 8" VCP runs north to NE 125th Street and connects to the 12" VCP.
- East side of FEC and station area: An 8" VCP runs north to NE 125th Terrace, the east, upsized to 12" VCP and connects to a pump station, discharging to a 12" VCP which runs northeast to 127th Street. A 6" forcemain, of unknown material, runs from the private lift station on NE 14th Avenue to connect with the 8" VCP referenced.

### WITHIN ¼ TO ½ MILE

Residential areas: These areas are served primarily with 8" VCP gravity mains, although the south areas (unincorporated Miami-Dade County) appear to be lacking in sanitary collection systems.



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## STORMWATER AND RESILIENCE

Resilience is being able to respond and restore infrastructure when “bad” things happen.

Our challenge is to maintain and improve critical infrastructure with limited resources. The goal is to live with water, instead of preventing its interaction with us.

Coastal communities experience tidal surge, as well as heavy rains. This has to be factored into infrastructure design projects. Several factors have aggravated coastal flooding, including King Tides and sea level rise. King Tide refers to very high tides, caused by an alignment of the moon and sun. The two major causes of global sea-level rise are warming of the oceans (since water expands as it warms) and the loss of land-based ice (such as glaciers) due to increased melting.

As noted in the following exhibit, the North Miami community has several areas that are low-lying and experience repeat flooding. The areas of flooding vulnerability will be further affected by sea-level rise.

By means of innovative solutions, we can replace smaller, but essential, assets to improve drainage and decrease flooding risks. Innovations such as green infrastructure, which draw from nature, include repurposing land areas for use as retention/detention ponds. Other improvements, referred to as grey infrastructure, includes pipes, pumps, check valves, engineered to manage stormwater. By integrating green and grey infrastructure, we can address resilience in a cost-effective and flexible manner.

### WITHIN ¼ MILE

- West of the FEC corridor: The area includes two problem areas, the Arch Creek South/Biscayne Canal East area and the Arch Creek North/Arch Creek South area. Both areas have been modeled and reflect to fail at the 5-year level of service (LOS).
- East of the FEC corridor: The area north of NE 123rd Street lies in an undesignated area that experiences flooding due to tidal influence, as well as failing at the 5-year LOS. South of NE 123rd Street, the area is not identified as a flood prone area.

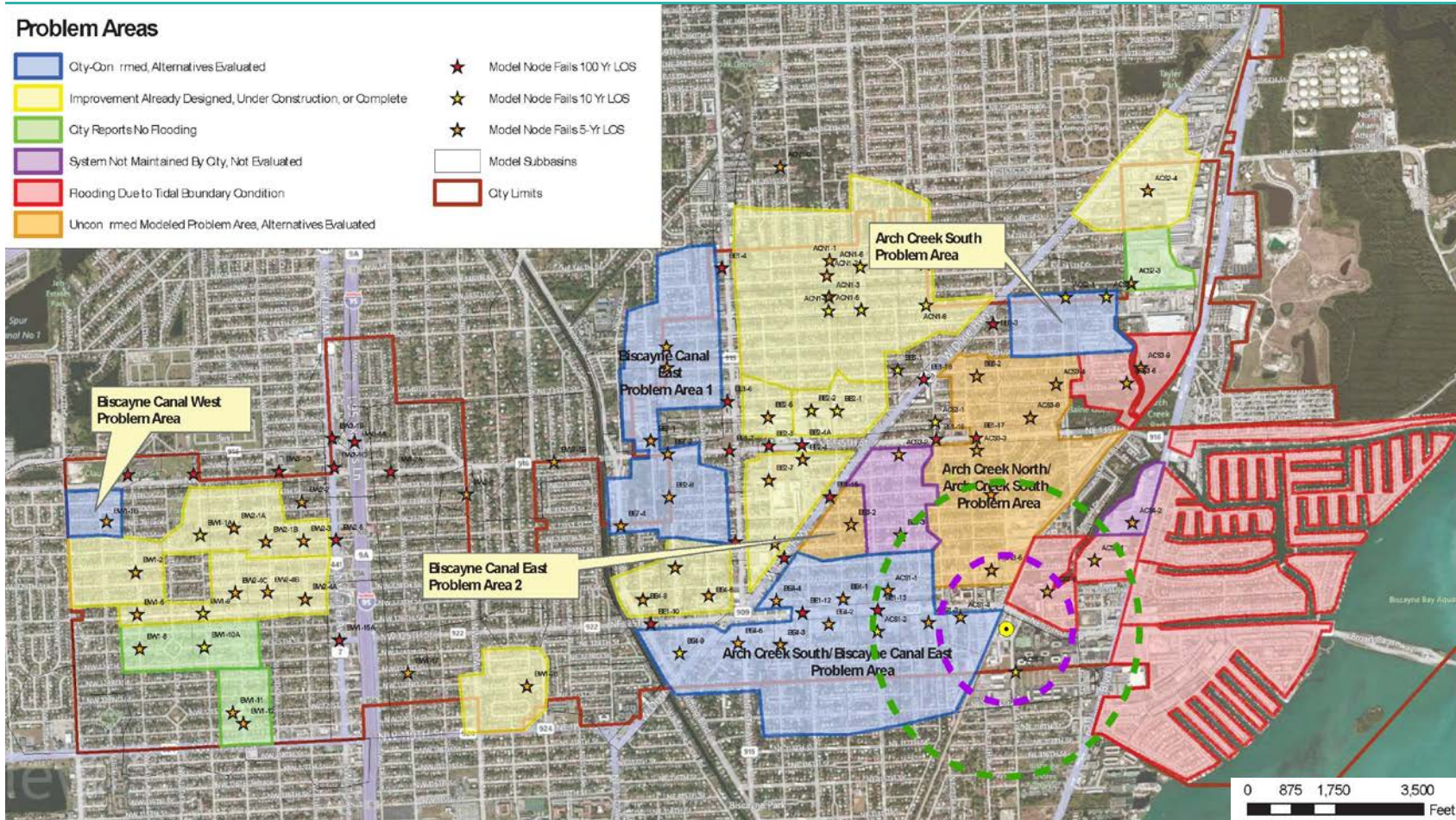
### WITHIN ¼ TO ½ MILE

- West of the FEC corridor: The area significantly covered by two problem areas, the Arch Creek South/Biscayne Canal East area and the Arch Creek North/Arch Creek South area. Both areas have been modeled and reflect to fail at the 5-year level of service (LOS). At the west limit of the ½ mile radius, there are two locations identified as failing at the 10-year and 100-year LOS.
- East of the FEC corridor: The area north of 123rd Street lies in an undesignated area that experiences flooding due to tidal influence, as well as failing at the 5-year LOS. South of NE 123rd Street, the area is not identified as a flood prone area.



### Problem Areas

- |  |   |   |                             |
|--|---|---|-----------------------------|
|  | City-Operated, Alternatives Evaluated                         |  | Model Node Fails 100 Yr LOS |
|  | Improvement Already Designed, Under Construction, or Complete |  | Model Node Fails 10 Yr LOS  |
|  | City Reports No Flooding                                      |  | Model Node Fails 5-Yr LOS   |
|  | System Not Maintained By City, Not Evaluated                  |  | Model Subbasins             |
|  | Flooding Due to Tidal Boundary Condition                      |  | City Limits                 |
|  | Unconformed Modeled Problem Area, Alternatives Evaluated      |   |                             |



MAP 3.38: STORMWATER AND RESILIENCE

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## SUSTAINABILITY

### SUSTAINABILITY IS THE CAPACITY TO ENDURE.

As described in the Miami-Dade's GreenPrint Plan for Sustainable Growth, "sustainability ensures that our environment is clean and carefully managed for adequate water supplies, ecosystem health and sustainable solid waste management.

This system is designed as a guide for sustainable infrastructure design, in which projects are judged, not only by how they are delivered, but by how long they last, weighing infrastructure projects against the needs and values of the community.

Categories that are measured include:

- Quality of Life (impact of project on surrounding communities)
- Leadership (communication and collaboration)
- Resource Allocation (concerned with the assets needed to build and operate)
- Natural World (understand and minimize negative impacts-siting, land & water, biodiversity)
- Climate and Risk (minimize emissions and ensure resilience)

### WITHIN ¼ MILE

- Mixed Use: Business and/or Residential use. The purpose of this land use designation is to promote the development of sustainable projects by providing maximum opportunity for innovative site planning for living, shopping, and working environments while insuring that development will occur according to appropriate population density, building coverage, improvement standards, and construction phasing.
- Incorporate designs which are environmentally sensitive (i.e. reduction of impervious surfaces, alternative material for spillover parking).
- Vehicle parking strategies which lessen conflicts with bicycles and pedestrians, promote transit usage and help create a sustainable environment, (i.e. parking structures, off-site parking, reduced parking ratios, shared parking facilities, parking with access from the rear of the site via alleys or local streets, and parking which does not front the street).





# THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

STAKEHOLDER ENGAGEMENT

Appendix B





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# 1.1. PUBLIC ENGAGEMENT

Public engagement has been an important component of the planning process undertaken during the preparation of North Miami Mobility Hub and TOD Strategic Plan. The community and the City's leadership laid the foundation for this Strategic Plan through an elaborate citizen-driven visioning process and a well orchestrated public involvement effort.

The purpose of the citizen-led effort was to obtain insight into the issues and concerns of the City, residents, business owners and property owners relating to the community's assets, critical issues associated with the project, existing planning efforts and proposed projects that would help define a clear scope for the initiative and to determine their vision for the community. Following public engagement workshops were conducted:

1. Kick-off meeting- to inform the stakeholders regarding the project and obtain insight into the issues and concerns.
2. Workshop #1- to inform & obtain meaningful feedback on existing conditions in the Planning Area while formulating objectives & priority stages
3. Workshop #2- to receive input on the project's strategic framework, priorities, and concept plans for the station area
4. Workshop #3- to obtain community feedback on the Plan's recommendations and missing information that needed attention

More than one hundred stakeholders participated in the visioning process to explore new concepts and opportunities for the growth of the Planning Area. Among the most innovative aspects of this process was the diverse range of community involvement techniques utilized to reach an initial consensus related to the Planning Area's future. The following section provides a brief summary of the four sessions, conducted during the visioning process, highlighting the different techniques used.



WORKSHOP #1



WORKSHOP #2



## 1.2. KICK-OFF MEETING

### OVERVIEW

The Kick-off meeting was held on January 18th, 2018 between 2:00 – 4:00 pm. The purpose of this meeting was to inform the stakeholders regarding the project and obtain insight into the issues and concerns. The following handouts were distributed: 1) Meeting Agenda; 2) Project Backgrounder; 3) Base Map with Study Area Boundary; 4) Questionnaire; and 5) PowerPoint Presentation.

The PowerPoint presentation focused on the concept of TOD, policy and regulatory framework & parallel studies in order to align priorities for TOD with the Study Area and preliminary details of the station area within a half-mile radius of the FEC station and the connecting corridors. The presentation was followed by few questions designed to set the stage for additional discussions, including:

- What is your organization's role(s) or responsibility in:
  - Planning for TOD?
  - Implementing TOD?
- What existing or planned studies, projects or programs administered by your agency may have an impact on the TOD Station Area and Corridor Plan in North Miami?
- What does your department view as the key barrier(s) to implementing TOD in North Miami around the selected station location?
- What does your department/agency view as the biggest opportunity for implementing TOD in North Miami?



KICK-OFF MEETING



KICK-OFF MEETING



---

## SUGGESTIONS/INPUTS

- Focus Areas to be considered
  - FEC owned a parcel of land near the train station area and that they should be at the table for discussions.
  - FPL owned a parcel north of the proposed train station location but a portion of the parcel is a transmission station.
  - Johnson & Wales University was planning a bike/pedestrian pathway to be located off of the main corridors to allow safe access for students.
  - A bike sharing service, LimeBike, had recently installed a site at the City library.
  - Prior City study recommended adding the City Hall and MOCA as potential redevelopment sites. It was pointed out that this recommendation is part of the City's general obligation bond proposal to be voted on in April. A public workshop on the bond issuance will be held on Thursday, January 25, 6:00 p.m. at the Griffing Adult Center.
  - Car sharing is changing quickly with apps such as Turo allowing car sharing amongst private people.
  - Private jitney services as an additional option for first and last mile station access
- It was relayed that FDOT has funded \$1M for improvements to 125th Street from NE 8th Avenue to Biscayne Blvd., but the right-of-way width did not permit improvements like bike lanes or wider sidewalks.
- It was reported that the City will be conducting an affordable housing study with the Metropolitan Joint Center.
- Suggested Studies
  - Review the ULI and SFRPC studies with regards to flooding in the study area,
  - The Chinatown study was recommended as a source for proposed greenway and blueway locations.
- For stakeholder engagement it was suggested:
  - Involving them early on in the project so they can become champions for it.
  - Police and Fire departments must be involved on the project for CPTED principles and access. It was noted that the station area currently is not perceived as safe.
  - Public meetings listed on the City's event calendar to be shared with the consultants as soon as possible.
  - Large Haitian diaspora was best reached via radio. The consultant should work with the City's PIO to distribute project information.
- Few questions posed during the discussion were:
  - "What if the Tri-Rail Coastal Link project does not happen?" "What does that mean for this project?"
  - "When is it planned on briefing the elected officials about the project?"
  - If the station would have a dedicated Uber area.

## PROJECT BARRIERS:

The following section outlines the participant's feedback as it relates to key barrier(s) for implementing TOD in North Miami around the selected station locations identified by the stakeholders:

- Mobility Challenges: Brightline accidents; and insufficient right-of-way, lack of shaded trees and need for more beautification.
- Major Corridors (123rd and 125th Streets) among few corridors that connect I-95 and the barrier islands in northern Miami Dade County.
- Height and density pushback/concerns from residents around TOD;
- Project messaging, concurrency, timing of involvement of elected officials
- Crime perception around the station area
- Lack of schedule of station construction and Sole Mia development pushing for a station at 151st St.

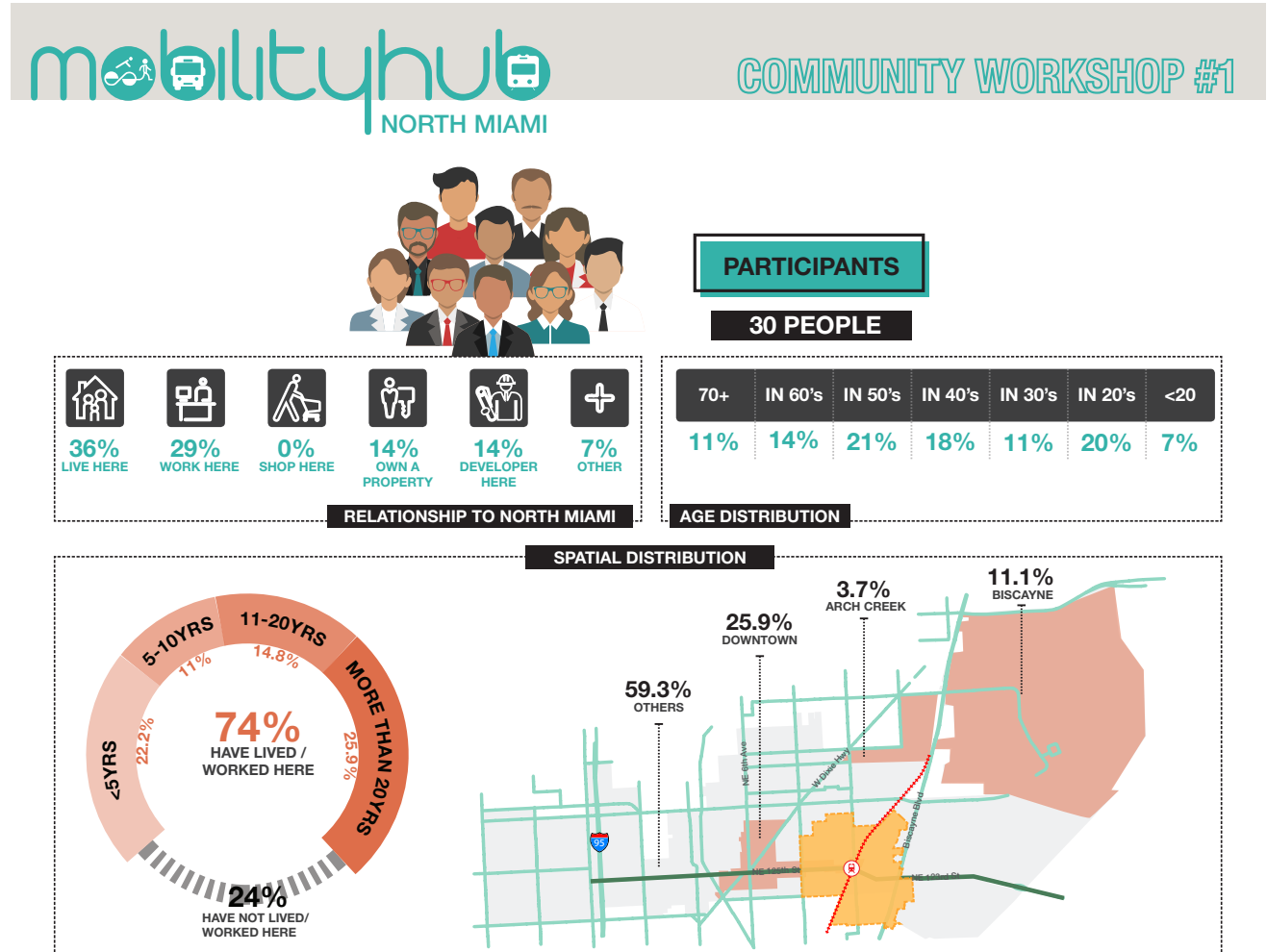
# 1.3. WORKSHOP #1

## OVERVIEW

Workshop #1 was held on April 18th 2018 from 6:00pm-8:00pm. The purpose of this workshop was to inform & obtain meaningful feedback on existing conditions in the Planning Area while formulating objectives & priority stages. With a group of 30 participants, the workshop started off by proving the community with a broad project overview and informing everyone on the various mobility and economic trends occurring in south east Florida. Following this a live poll was conducted to survey the community member's wants and needs as Activity #1.

Post Activity#1, a brief lesson on understanding mobility oriented development in North Miami was discussed to help transition into the Charrette activity.

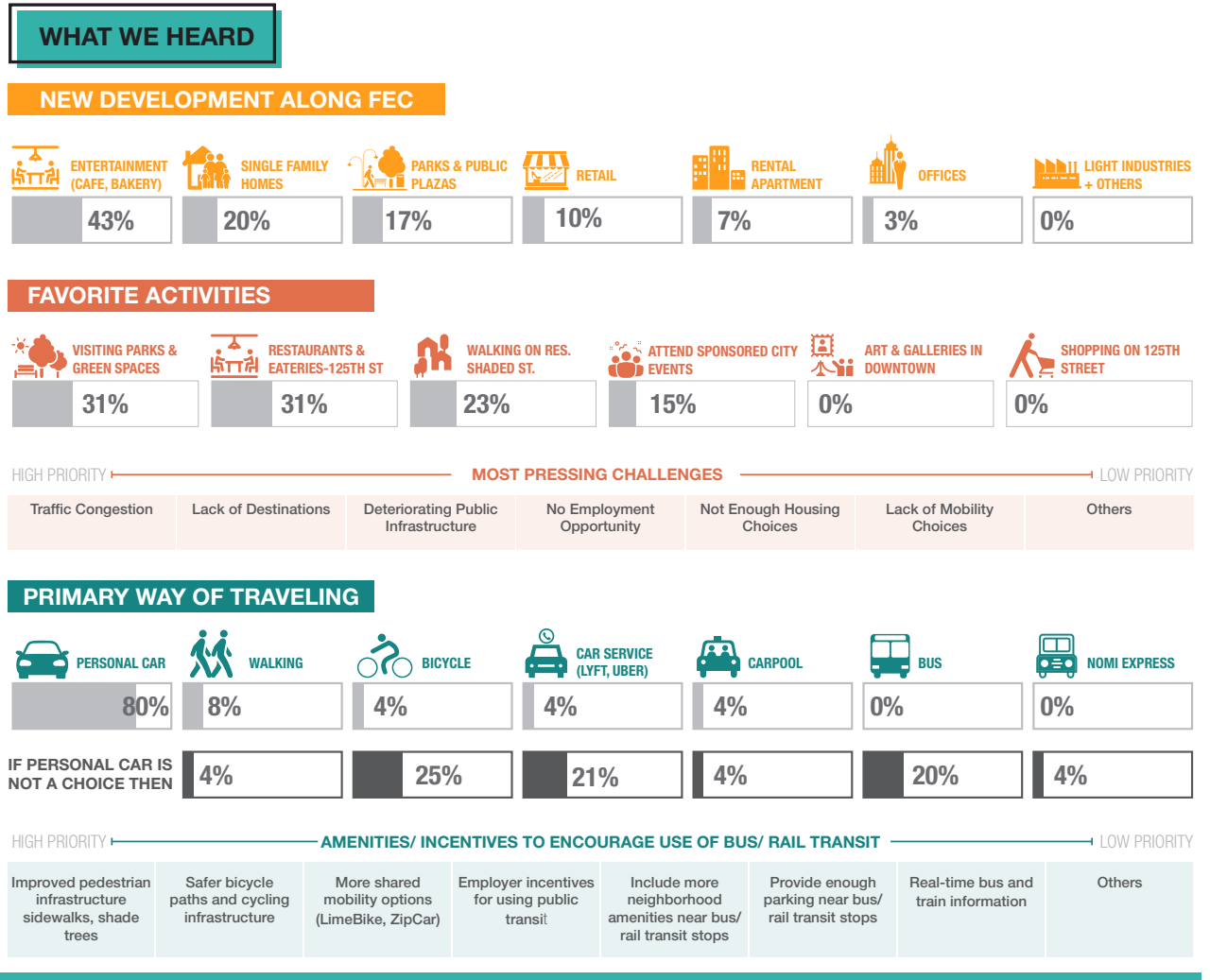
Activity #2, "DO-IT-YOURSELF" was then started to identify the Pains & Gains of the Planning Area. This brainstorming session was conducted in small groups. The feedback from both Activity#1 and Activity#2, was analyzed to create the following results.



## ACTIVITY #1: ONLINE SURVEY RESULTS - WHAT WE HEARD

Thirty community members participated and there were great diversity in their ages, relationship to the area, and spatial distribution. They were each provided with twenty minutes to complete the online survey. These answers helped the team to understand the demographics of the community including their favorite activities, primary way of travel and which incentives would encourage the community to become more transit oriented.

- The most preferred new development along FEC was entertainment, such as, cafes and bakeries with a vote of 43%. Following that were single family homes (20%) Parks and public plazas (17%), retail (10%), rental apartments (7%) and offices (3%).
- The favorite activities for North Miami had a tie between visiting parks/green spaces and eating at the restaurants on 125th street with a 31% vote each. Following that were walking on residential, shaded streets (23%) and attending sponsored city events (15%).
- The primary way of travel was overwhelmingly personal cars (80%). If personal cars were not a choice 25% said they would bike, 21% said they would prefer car services and 20% said they would take the bus.
- The highest priority for the community, in the sense of amenities that would encourage transit was, improved pedestrian infrastructure sidewalks and shade trees.





## ACTIVITY#2: “DO-IT-YOURSELF”

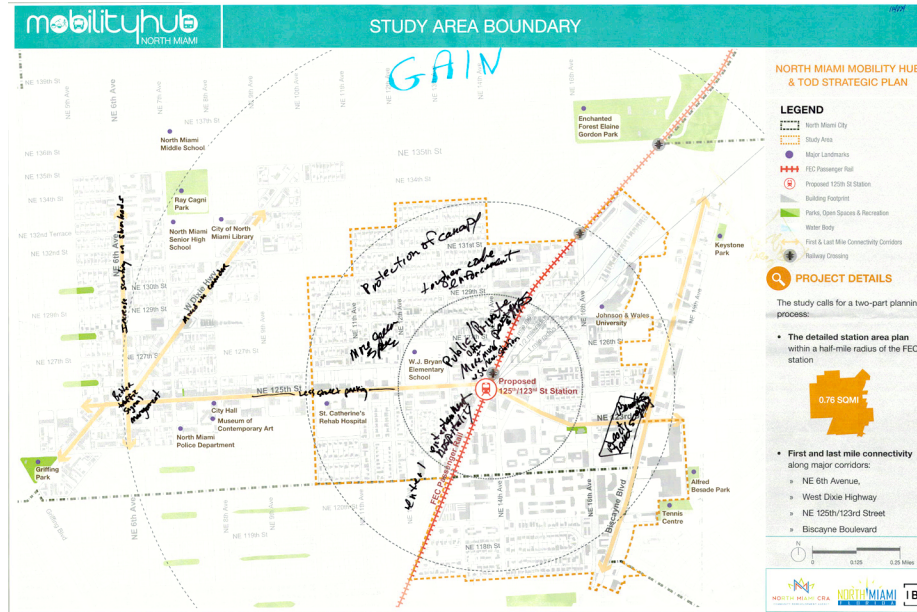
The participants were split into groups with a large map of the Planning Area. All the teams were asked to highlight the Pains & Gains of the area. Some of the important points highlighted are:

### Gains:

- Green and shaded Streets
- Alleys can be used as pedestrian public spaces
- Redevelopment of big box building
- Preserving the last authentic community
- Good public private partnership and more mixed use for properties along FEC Rail corridor
- Police presence/ code enforcement

### Pains:

- Lack of pocket parks, playgrounds and seating
- Lack of community centers
- Lack of jobs
- No street lights on NE 9th Avenue
- Traffic congestion near 5-point intersection and NE 12th Avenue/NE 121st Street
- Bike infrastructure on NE 125th Street is dangerous for biking
- FEC passenger rails corridor blocks the traffic
- Beautification required at the entrance of NE 123rd Street towards FEC Rail corridor
- Road closures in Johnson & Whales University
- Gordon Park entry is not visible and inviting



### GAINS



### PAINS







## 1.4. WORKSHOP #2

Workshop #2 was held on May 24th, 2018 at 6:00pm. This workshop was formed from the basis of Workshop #1's stakeholder feedback which shaped the design of ten guiding principles. The event started by familiarizing the participants with these guiding principles.

Activity#1 included a unique twelve question online poll, conducted to discover the mindset and most preferred designs of the community.

Activity#2 included identification of preferences in preliminary conceptual alternatives through the "Trade off" game. The participants were split into three groups for the Tradeoff game which is a Transit Oriented Development (TOD) game about preference in preliminary conceptual alternatives.

This workshop was used to receive input on the project's strategic framework, priorities, and concept plans for the station area. All the feedback received were used in the next stages to finalize solutions for enhanced mobility options and support desired development in North Miami.





## ACTIVITY #1 - ONLINE POLL

This workshop session utilized the visual preference survey technique to initiate discussions about the physical character of future development. The online poll was digitally conducted, with each question showing an array of images selected to represent various design strategies. The participants were able to choose the images they preferred or rank them in order of preference.

- 90% participants preferred wider sidewalks over on-street parking.
- 54% participants preferred Transit priority lanes over more space for cars.
- 90% participants preferred shared pedestrian and cyclist path over sharrows.
- 50% preferred Rail + development integrated together
- 40% preferred creating open spaces
- 40% voted for changing on-street parking to Transit stops
- 40% voted for transforming surface parking lots to solar power generation units
- 40% preferred future technologies when asked - what type of economic activity they would like to see in North Miami.

The survey questions and results are shown in the infographic.

### 01 | Wider Sidewalks Or More On-Street Parking



90%



10%

### 02 | More Space For Cars Or Transit Priority Lanes



54%



46%

### 03 | Pedestrian & Cyclist Path Or Walkways With Sharrows



90%



10%

### 04 | 129Th Street: Rank In Order Of Preference



36%



27%



27%



09%

### 05 | Rail + Development: Rank The Preferences



50%

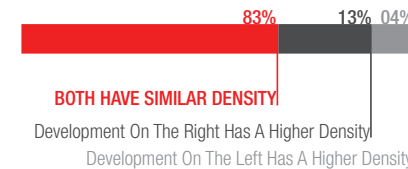


33%



17%

### 06 | Built Form: Examine These Two Images & Click on the Statement you believe to be true



## 07 | Creating Open Streets



40%



30%



20%



10%

## 08 | Changing On-Street Parking



40%



30%



20%



10%

## 09 | TRANSFORMING SURFACE PARKING LOTS



40%



30%



20%



10%

## 10 | What Type Of Economic Activities Would You Like To See In North Miami



FUTURE TECHNOLOGIES

40%



LOCAL RETAIL

30%



EDUCATION

20%



HEALTHCARE

10%

## ACTIVITY #2 - TRADE-OFFS TOD GAME RESULTS

In the Trade-offs game, participants were split into three groups. Each was given three alternatives to examine:

- NoMi Connect: Improved connectivity as priority with moderate Development Activity
- Resilient NoMi: Resilient community with strategic densification at higher elevation nodes
- Smart TOD: Resilient community with strategic densification at higher elevation nodes

Participants were asked about their preferences and suggestions for the three alternatives. However, due to time constraints and active participation from the stakeholders, only first option - NoMi Connect, could be discussed in the workshop. This exercise was very helpful in discovering the priorities of the users.

### TRADE-OFFS

The Trade-off for NoMi Connect Concept were:

#### Improvement Costs

How do you fund mobility improvements?

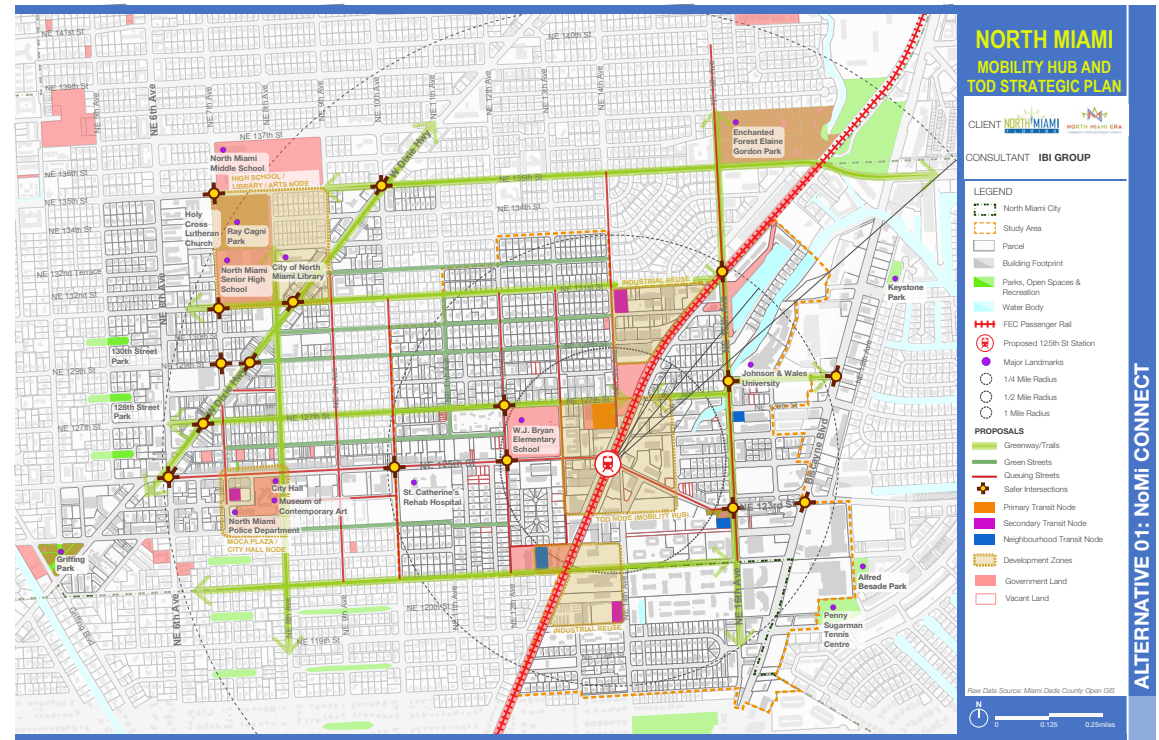
#### Vibrancy

How do we create destinations?

#### Outcomes:

Select priority redevelopment sites

Select preferred mix of land uses







## 1.5. WORKSHOP #3

### OVERVIEW

Workshop #3 was conducted on June 14th, 2018 at 6:00 pm. The session started off with an overview of the planning process, issues and concerns identified during the initial workshops, and final recommendations of the Strategic Plan.

The participants then broke out into tables where they participated in group discussions. The purpose of the workshop was two-fold: 1) To develop consensus on the Plan's recommendations; 2) To obtain community feedback on the Plan's recommendations and missing information that needed attention. Information obtained in the workshop was used to make final adjustments to the Plan, prior to completion and presentation to the City Council.

Throughout the presentation there was feedback from the community members and towards the end there was a dedicated question and answer period. The main points which were brought up by the community members included:

- Connectivity
- Traffic calming measures
- Police enforcement
- Green space
- Utility infrastructure
- Universal accessibility

Also, a debate was initiated between the community members and the County Officials related to moving the proposed station at 151st Street intersection. The community members were not in the favour of moving the station and requested to keep the location same - NE 125th/123rd Street and FEC Rail Corridor intersection.

## NOMI MOBILITY HUB SHAPING THE DESIGN

### 12 GUIDING PRINCIPLES



ATTENDANCE LIST - WORKSHOP #1

#1  
April 18, 2018



THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN  
SIGN IN SHEET

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ATTENDANCE LIST - WORKSHOP #1



THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN  
SIGN IN SHEET

*Workshop #1  
April 18, 2018*

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*Bill 18  
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April 18, 2018

ATTENDANCE LIST - WORKSHOP #1



THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN  
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180

April 18, 2018

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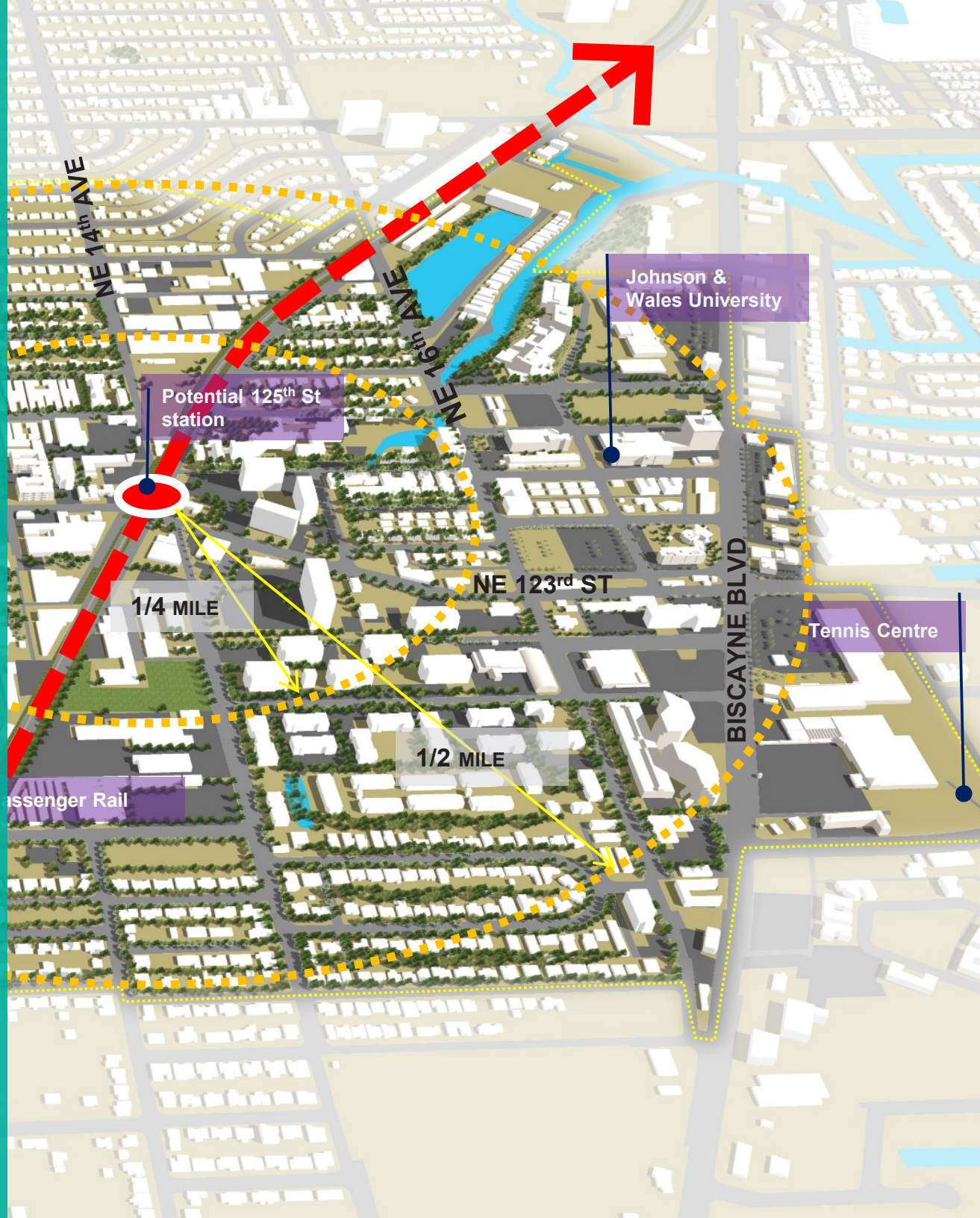




# THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

MAPPING ATLAS

Appendix C



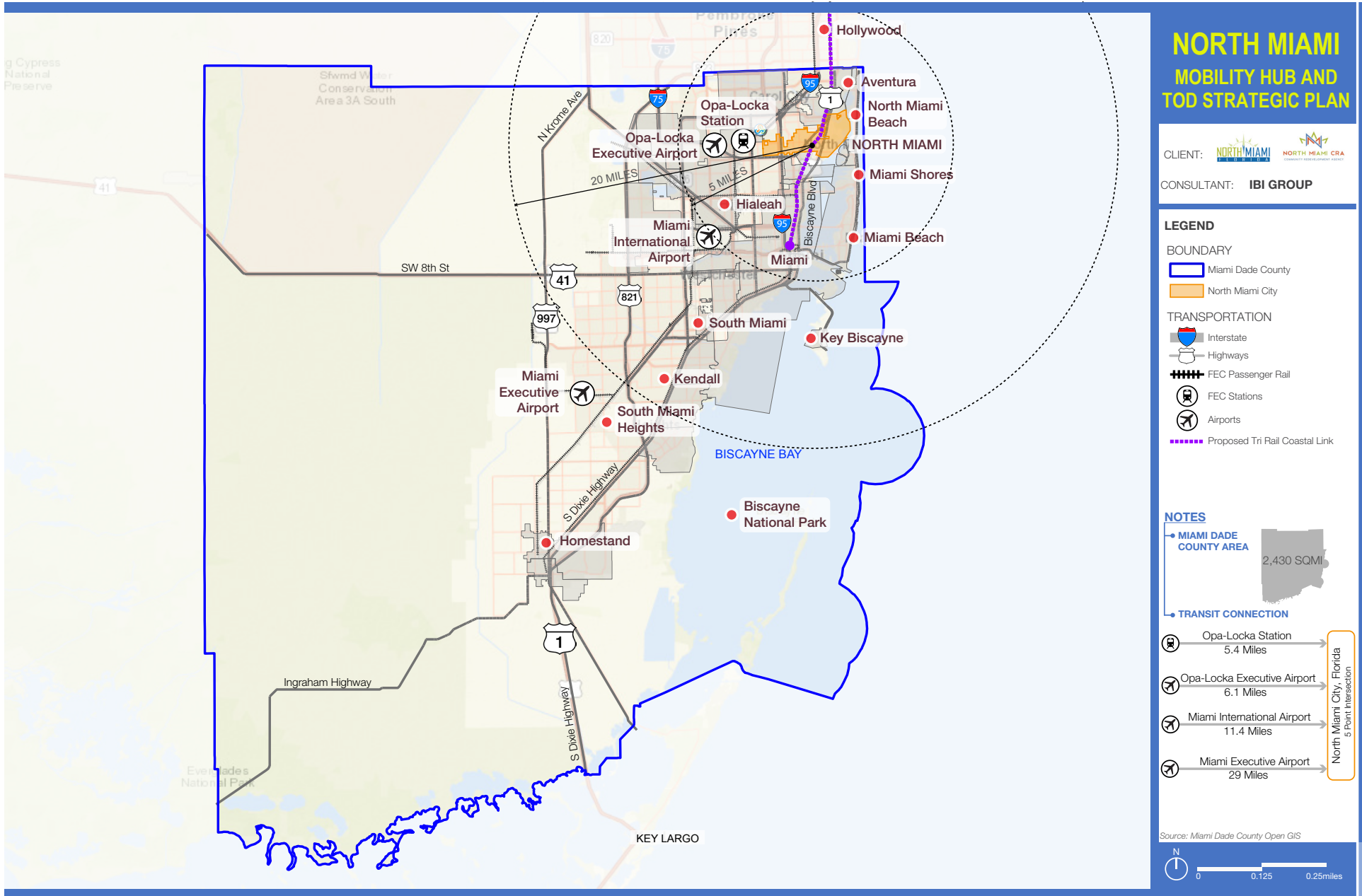
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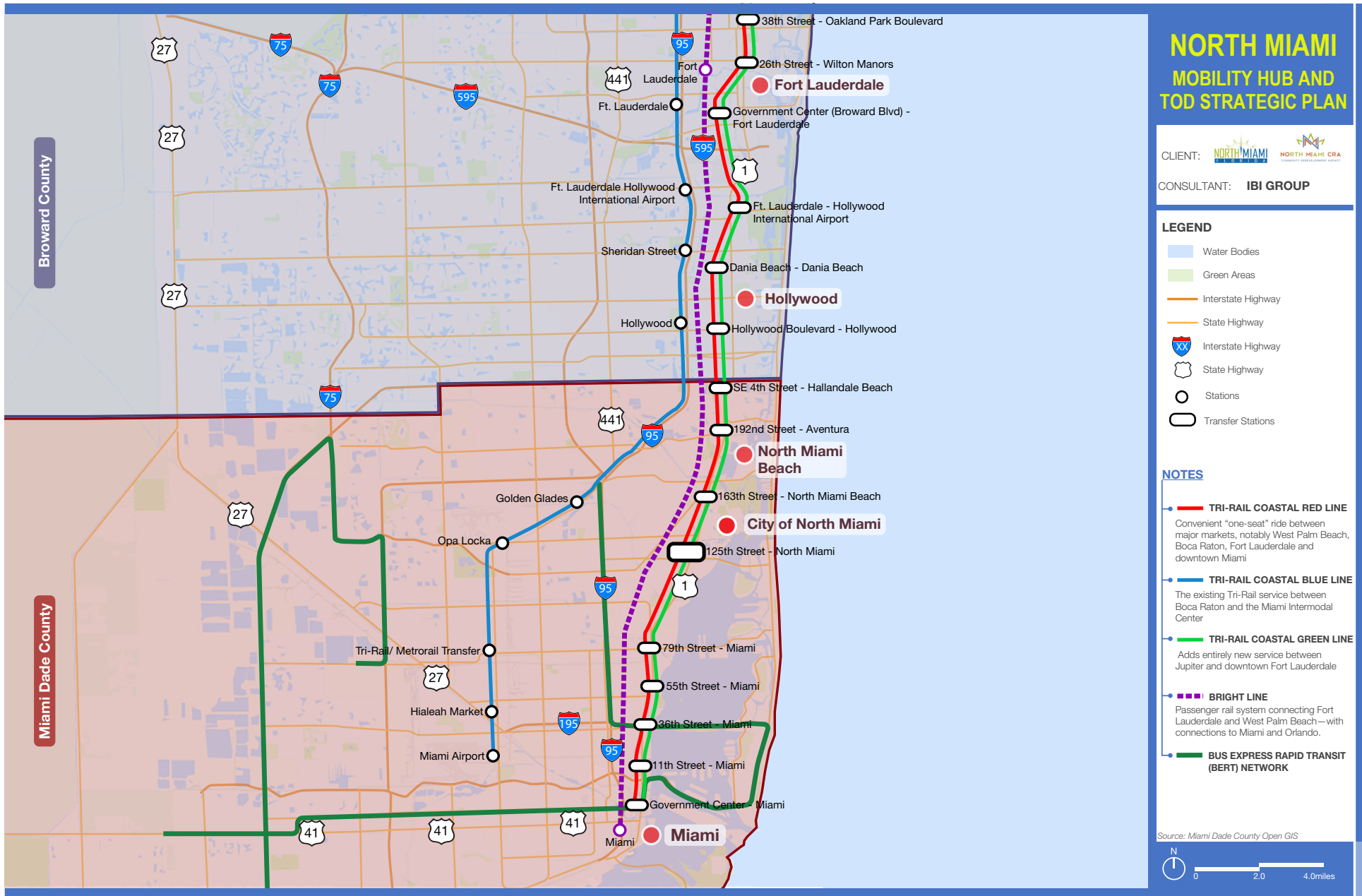


## A. REGIONAL SETTINGS

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# A.1. REGIONAL CONTEXT



## A.2. REGIONAL CONNECTIVITY



## B. CITY CONTEXT

---

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT: **IBI GROUP**

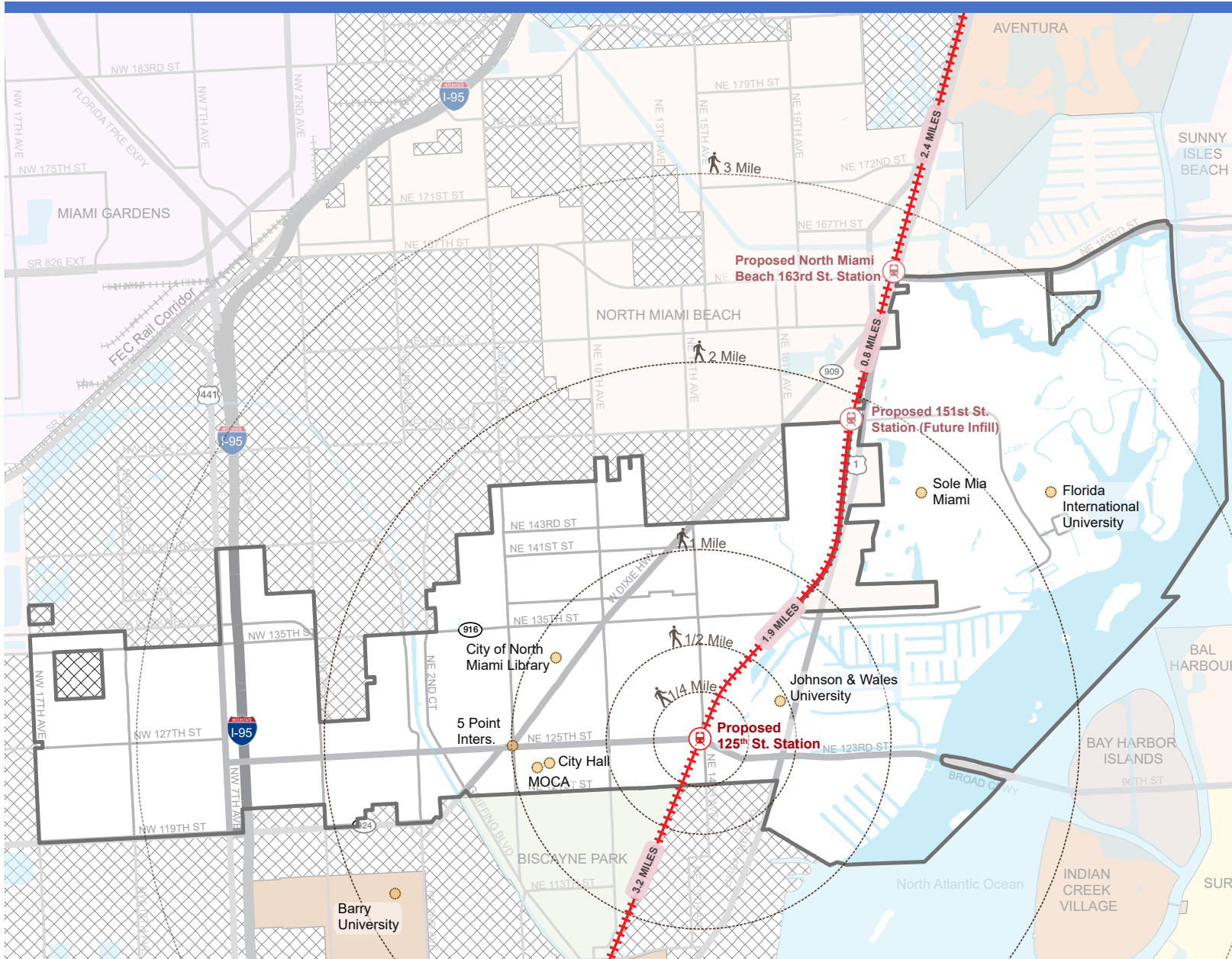
## LEGEND

- North Miami City
- Highway
- Major Roads
- FEC Rail corridor
- Proposed Tri-Rail Coastal Link
- Proposed 125th St. Station
- Other Proposed Stations
- Major Landmarks
- Water Body
- Unincorporated County
- Other Municipal Boundaries

## NOTES

- CITY AREA  
10 SQMI
- CONNECTION TO THE BEACH  
NE 163<sup>rd</sup> ST.  
2.5 MILES  
NE 125<sup>th</sup>/123<sup>rd</sup> ST.  
2.8 MILES  
KENNEDY CSWY
- CONNECTION TO I-95  
2.4 MILES FROM 5 POINT INTERS.

Source: Miami Dade County Open GIS



## B.1. NORTH MIAMI CITY BOUNDARY

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT: **IBI GROUP**

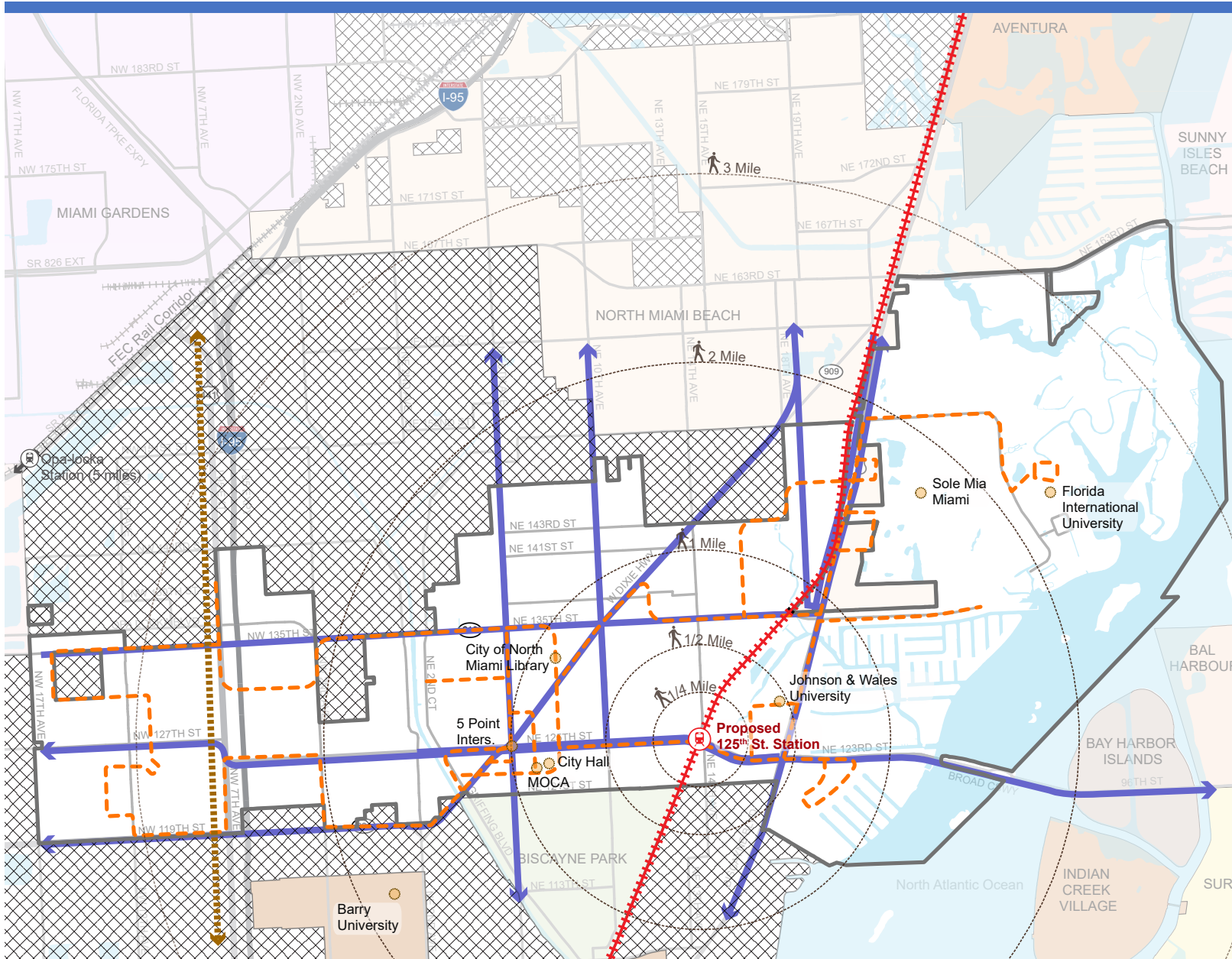
## LEGEND

- North Miami City
- Highway
- Major Roads
- FEC Rail corridor
- Proposed Tri-Rail Coastal Link
- Major Landmarks
- Water Body
- Unincorporated County
- Other Municipal Boundaries

## NOTES

- FUTURE TRI-RAIL COASTAL LINK**  
Planned FEC Passenger Rail Station at the intersection of 125<sup>th</sup>/123<sup>rd</sup> St.
- TRI-RAIL COMMUTER RAIL**  
Indicative location of Opa-locka station 5 miles from I-95
- METRO BUS ROUTES**  
N-S connections - Routes 3, 9, 10, 16, and 19  
E-W connections -135, 75, and 107 (G)
- NOMI EXPRESS ROUTES**  
Local shuttle service running at 4 routes
- BUS EXPRESS RAPID TRANSIT**  
Proposed Beach Express North

Source: Proposed Future Land Use, 2015



## B.2. TRANSIT CONNECTIVITY



# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

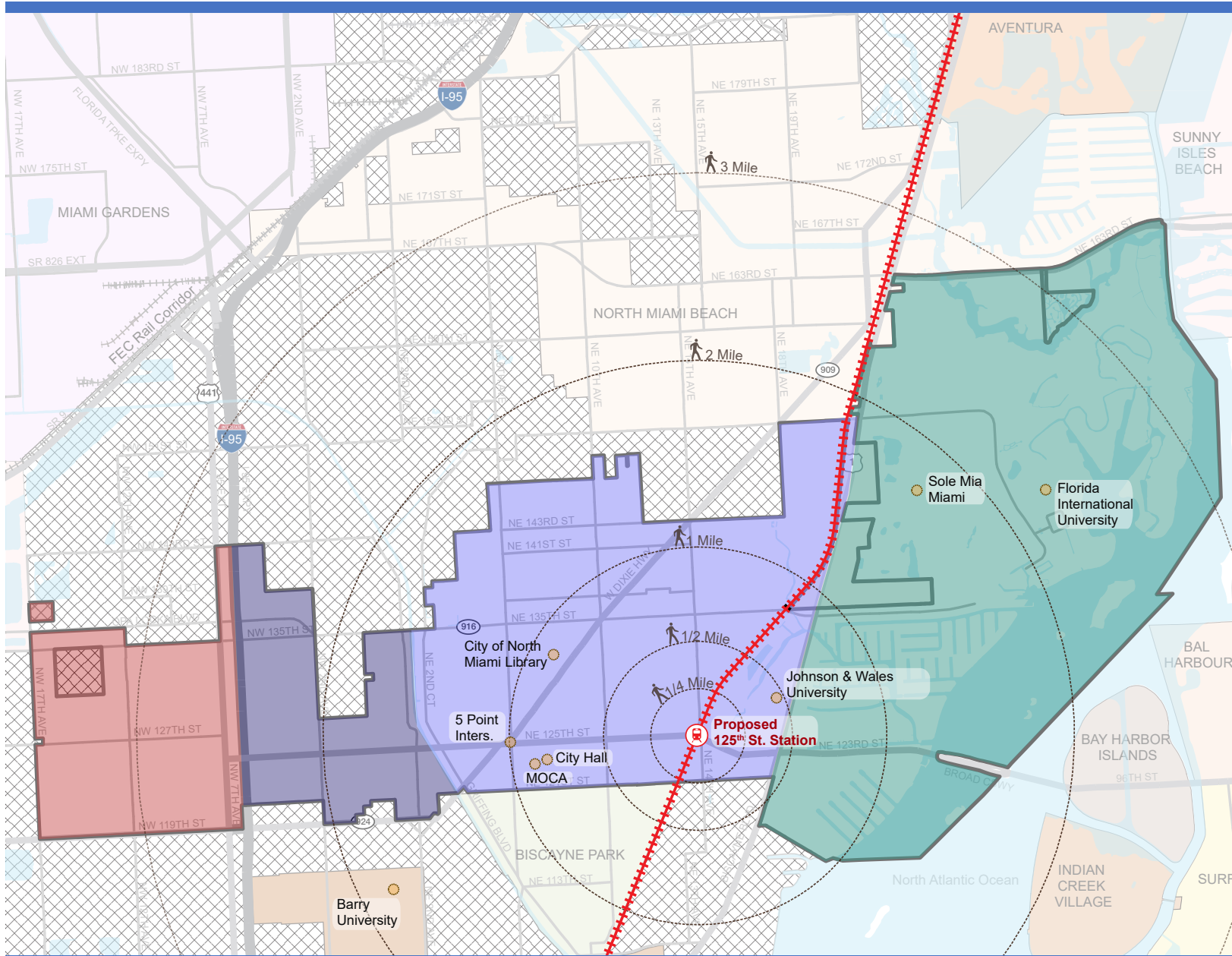
CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**  
 CONSULTANT: **IBI GROUP**

- LEGEND**
- North Miami City
  - Highway
  - Major Roads
  - FEC Rail corridor
  - Proposed Tri-Rail Coastal Link
  - Proposed 125th St. Station
  - Major Landmarks
  - Water Body
  - Unincorporated County
  - Other Municipal Boundaries

- NOTES**
- EAST SUB-AREA**  
FEC railroad acts as a barrier limiting east-west connectivity
  - URBAN CORE SUB-AREAS (EAST & WEST)**  
The urban core is divided into two sub-areas by the presence of the Biscayne Canal.
  - WEST SUB-AREA**  
Neighborhood west of I-95

Source: North Miami Economic and Market Evaluation Study, 2012

N  
0 0.25 0.5 1.0 Miles



## B.3. CITY SUB AREAS

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

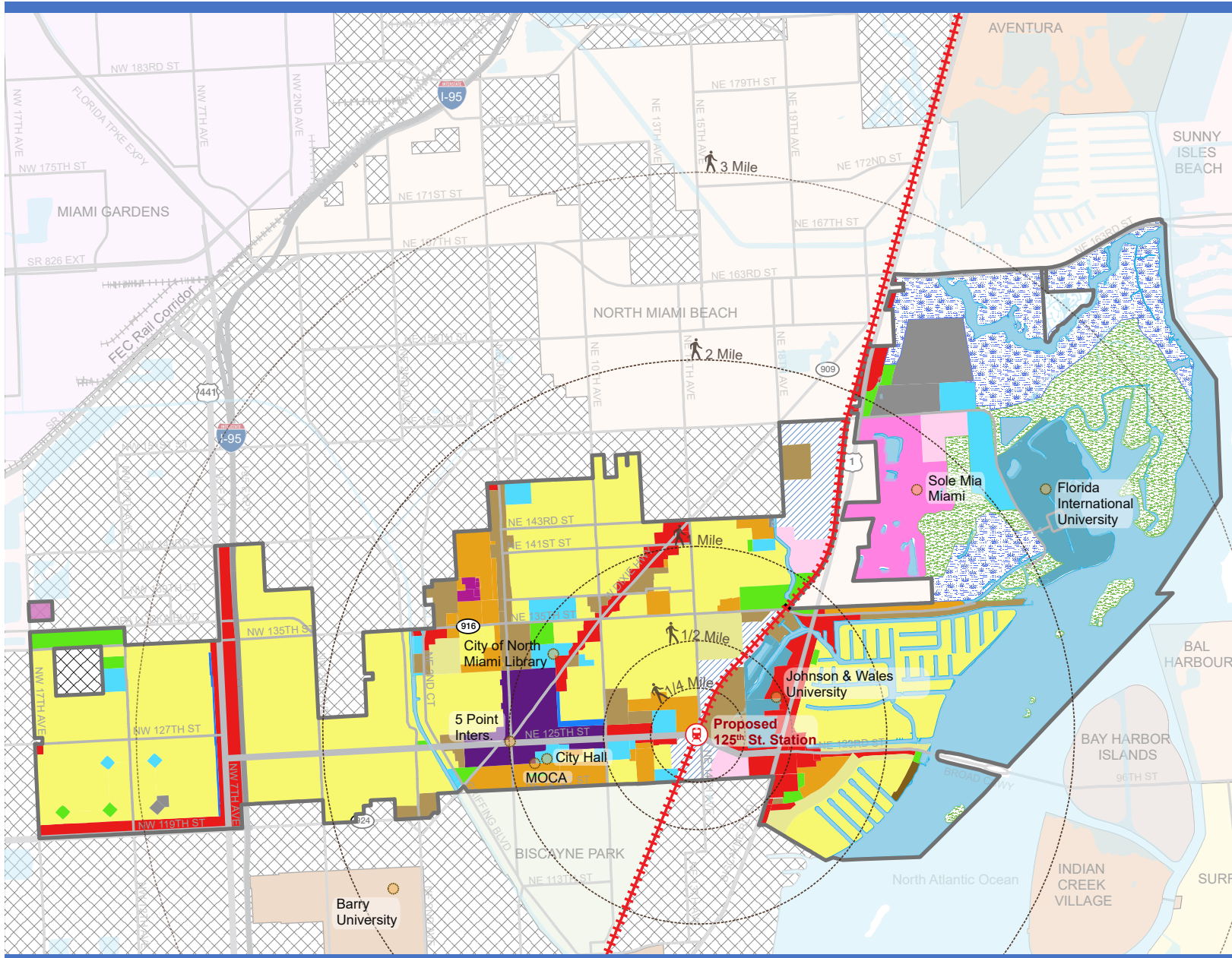
CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**  
 CONSULTANT: **IBI GROUP**

- LEGEND**
- North Miami City
  - Highway
  - Major Roads
  - FEC Rail corridor
  - Proposed Tri-Rail Coastal Link
  - Proposed 125th St. Station
  - Major Landmarks
  - Water Body
  - Unincorporated County
  - Other Municipal Boundaries

- FUTURE LAND USE (2036)**
- Bayshore Zone (115 Ft, 100 DU/AC)
  - Central Business Commercial
  - Commercial/Office
  - Community Facility
  - Community Facility-University
  - Conservation
  - High Density Res (110 Ft, 45 DU/AC)
  - Home Office
  - Industrial
  - Low Density Residential
  - Low-Medium Density Residential
  - Medium Density Residential
  - Mixed Use High (110 Ft, 45 DU/AC)
  - Mixed Use Low
  - Mixed Use Medium (75 Ft, 40 DU/AC)
  - Park
  - Utility
  - Wetlands
  - Water

Source: Proposed Future Land Use, 2015

0 0.25 0.5 1.0 Miles



## B.4. FUTURE LAND USE MAP (2036)

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT: **IBI GROUP**

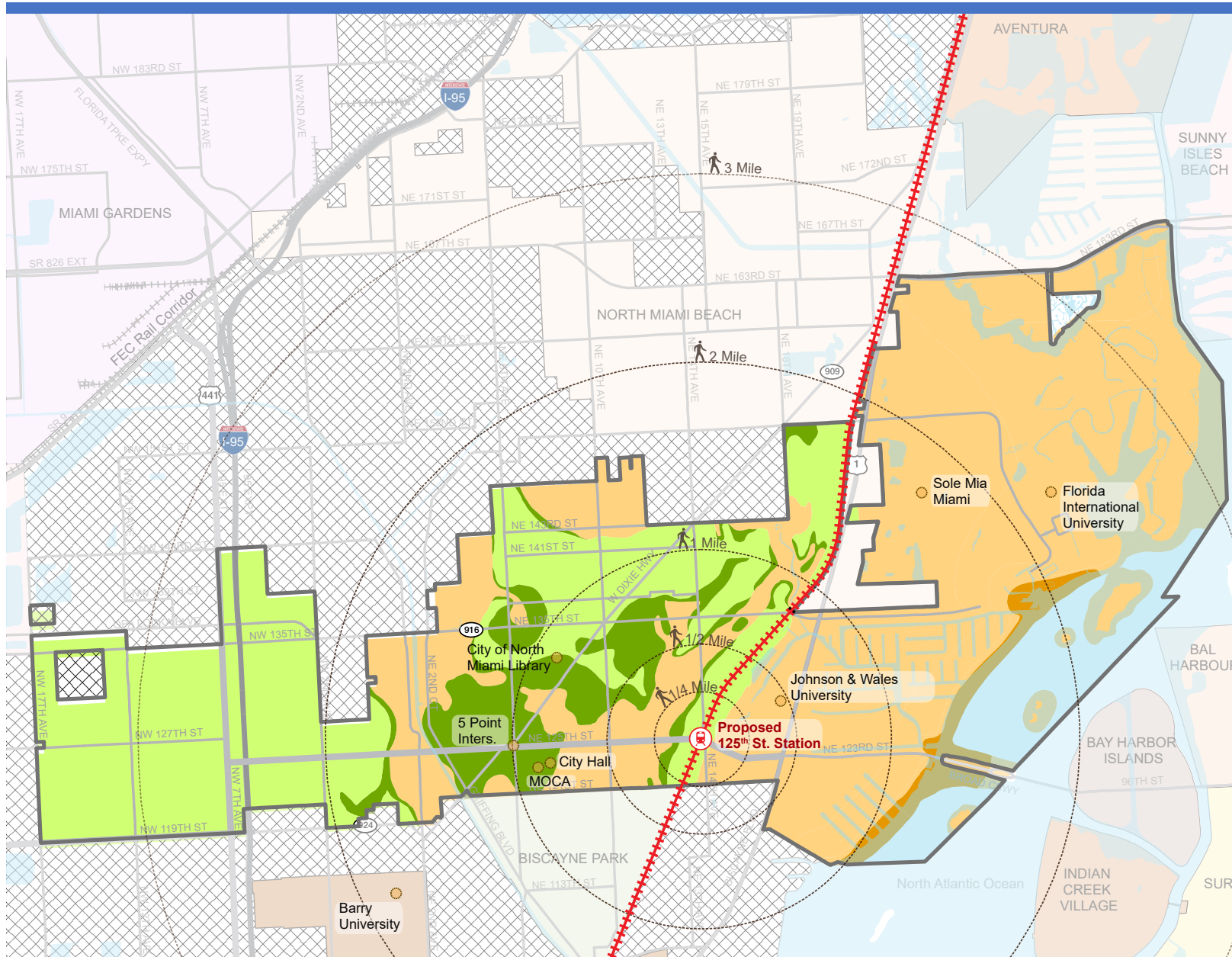
## LEGEND

- North Miami City
- Highway
- Major Roads
- FEC Rail corridor
- Proposed Tri-Rail Coastal Link
- Major Landmarks
- Water Body
- Unincorporated County
- Other Municipal Boundaries

## NOTES

- ZONE VE**  
High Flooding Risk. There is at least a one-in-four chance of flooding during a 30-year mortgage. Mandatory flood insurance requirements also apply
- ZONE A, AE, AH**  
Moderate to High Flooding Risk. This is the flood insurance rate zone that corresponds to areas of shallow flooding with average depths between 1-3 feet. Mandatory flood insurance requirements also apply
- ZONE D,X**  
Areas with possible but undetermined flood hazards. Flood insurance rates are commensurate with the uncertainty of the flood risk.
- 0.2 PCT ANNUAL CHANCE**  
An area inundated by 0.2% annual chance flooding. Insurance purchase is not required in these zones

Source: Miami-Dade County, Open GIS Data, 2010



## B.5. VULNERABILITY MAP



# C. PLANNING AREA CONTEXT - EXISTING CONDITION

---

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** NORTH MIAMI CRA  
CITY OF NORTH MIAMI

CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
- Parcel
- Building Footprint
- Parks & Open Spaces
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

## NOTES

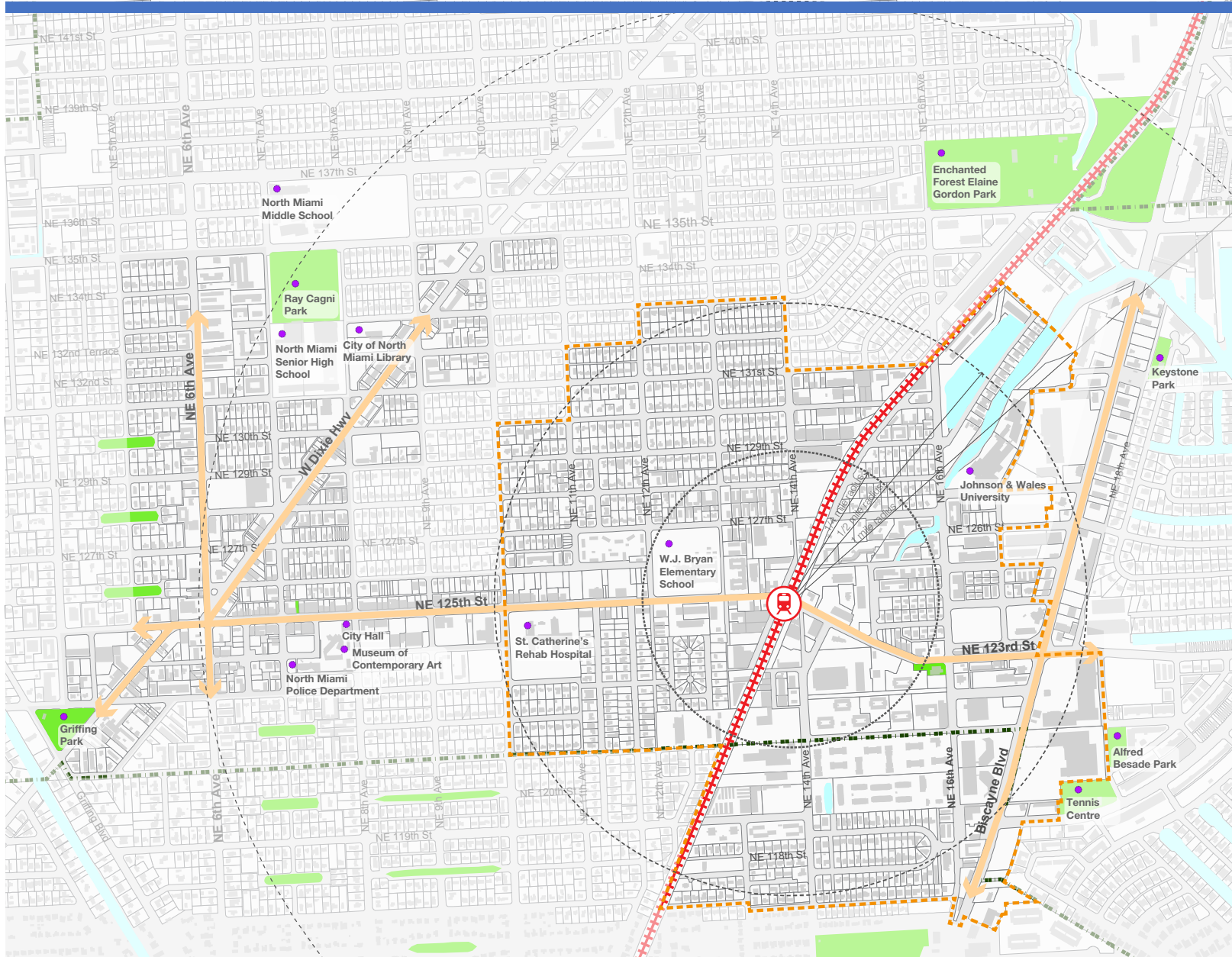
**STUDY AREA**  
Detailed station area plan within a half-mile radius of the planned FEC Passenger Rail Station



**CORRIDOR PLAN**  
First and last mile connectivity along

- NE 6th Avenue,
- West Dixie
- Highway,
- NE 125th/123rd Street
- Biscayne Boulevard

Source: Miami Dade County Open GIS



## C.1. PROPOSED PLANNING AREA BOUNDARY

# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT **IBI GROUP**

## LEGEND

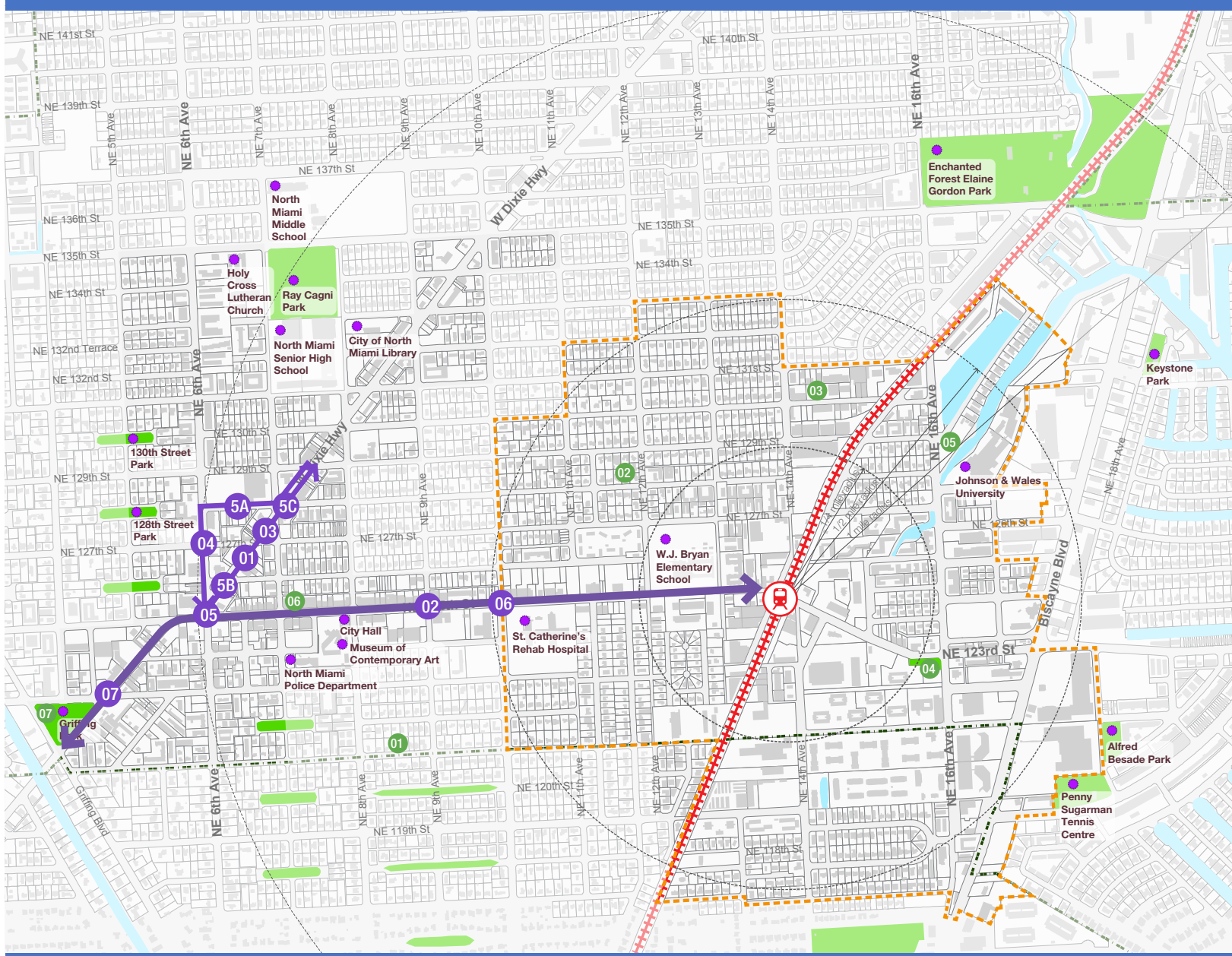
- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station

## OPEN AREAS AND PUBLIC PARKS

- 01** South Central Park
- 02** Central West Park
- 03** Central East Park
- 04** Gwen Margolis Center
- 05** Biscayne Landing Passive Park
- 06** Liberty Garden's Park
- 07** Design interventions for Griffing Park Amphitheater

## TRANSPORTATION

- 01** Close Dixie Hwy between NE 125<sup>th</sup> St. & NE 127<sup>th</sup> St
- 02** Convert NE 125<sup>th</sup> Street to 3-Lanes
- 03** Signalize NE 127<sup>th</sup> Street & Dixie Highway
- 04** Signalize NE 127<sup>th</sup> Street & NE 6<sup>th</sup> Avenue
- 05** "5-Points" Phasing Modifications
- 5A** Divert southbound Dixie Hwy traffic west on 128<sup>th</sup> Street then south on 6<sup>th</sup> Avenue
- 5B** Keep 1 lane of northbound Dixie Hwy open at 125<sup>th</sup> St
- 5C** Improved pedestrian crossings
- 6** NE 125<sup>th</sup> St & NE 10<sup>th</sup> Ave Phasing Modifications
- 7** Coordinate NE 123<sup>rd</sup> Street & Dixie Highway



## C.2. KEY PROJECTS (OPEN SPACES & TRANSPORTATION IMPROVEMENTS)



# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT **IBI GROUP**

## LEGEND

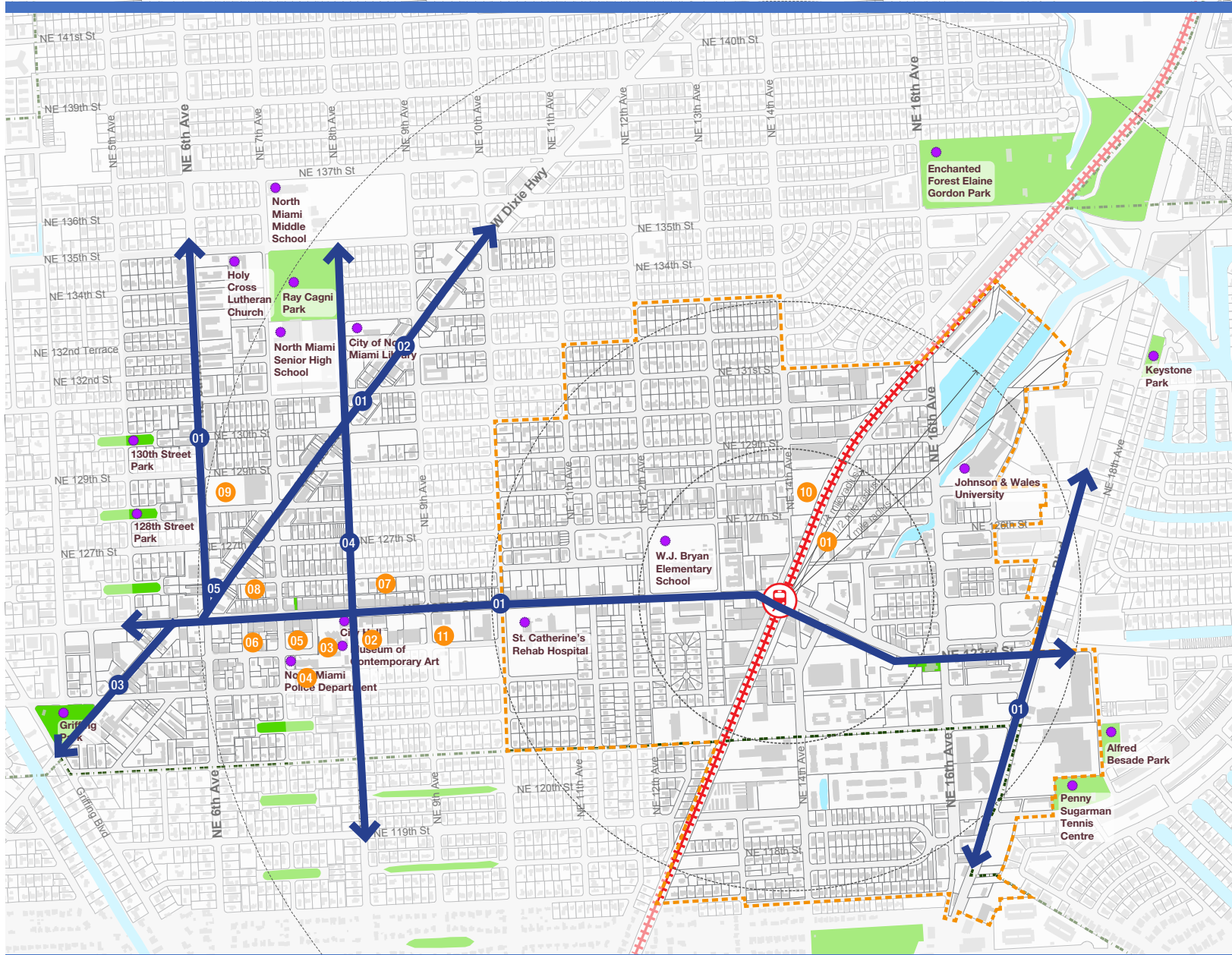
- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius

## STREETSCAPE IMPROVEMENTS PROJECTS

- 01 Streetscape design for 125th Street, West Dixie Highway, NE 6th Avenue, & Biscayne Boulevard
- 02 Improvements near NE 132 Street Fountain
- 03 Improvements on West Dixie Green Trail
- 04 Improvements on NE 8th Avenue
- 05 Design of Street Liberty Gardens Park at 125th St.
- 06 Recommendations for Five Points Intersection - crosswalks, trees, benches & NoMI Sculpture

## MIXED-USE DEVELOPMENT

- 01 Tri-Rail Coastal Link, 125th Street Station, 2013
- 02 Propose mixed-use parking garage on NE 8th Ave
- 03 Conceptual plan MOCA Plaza/Civic Center Complex - Hotel/offices, park space
- 04 Parking Garage - NE 123rd St between 7th & 8th Avenues
- 05 Parking Garage & Hotel - NE 7th Avenue between 124th & 125th Street
- 06 Parking Garage - NE 6th Ct between 124th & 125th Streets
- 07 Mixed Use and Parking Garage - NE 126th Street between NE 8th and 9th Avenue
- 08 Mixed Use and Parking Garage - NE 126th Street between W. Dixie Hwy and 7th Ave
- 09 Public Supermarket + Parking Garage - NE 128th Street between W. Dixie Hwy & 6th Ave
- 10 Retail, Utility & Parking Garage - NE 128th street between NE 14th Ave and FEC Railway
- 11 Parking Garage + Office + Retail - NE 125th Street between NE 9th Ave & NE 10th Ave



## C.3. KEY PROJECTS (STREETSCAPE & MIXED-USE DEVELOPMENT)

# D. LAND DEVELOPMENT AND REDEVELOPMENT

---

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**  
COMMUNITY REDEVELOPMENT AREA

CONSULTANT: **IBI GROUP**

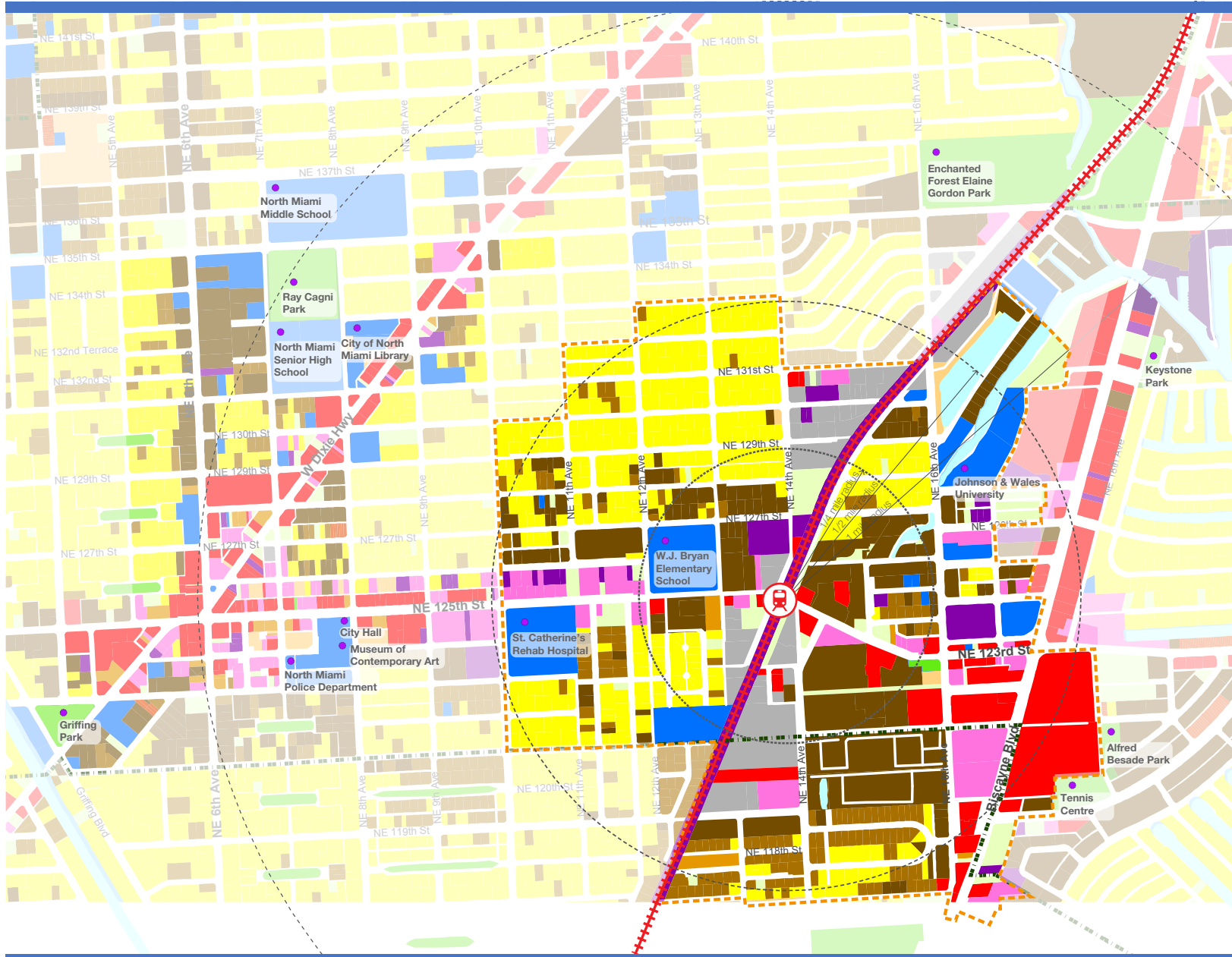
## LEGEND

- North Miami City
- Parcel
- Building Footprint
- Parks & Open Spaces
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

## EXISTING LANDUSE (2017)

- Residential**
  - Single Family
  - Townhouse
  - Mobile Home
  - Low Density Multi Family
  - High Density Multi Family
  - Mixed Use
- Commercial**
  - Commercial
  - Office
- Industrial**
  - Industrial
  - Institution
  - Institutional
- Utilities**
  - Communications, Utilities, Terminals
- Water**
  - Inland Waters
- Open Space**
  - Open Space & Recreation
- Vacant Land**
  - Vacant Government
  - Vacant Private

Source: Miami Dade County Open GIS



## D.1. EXISTING LAND USE



# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

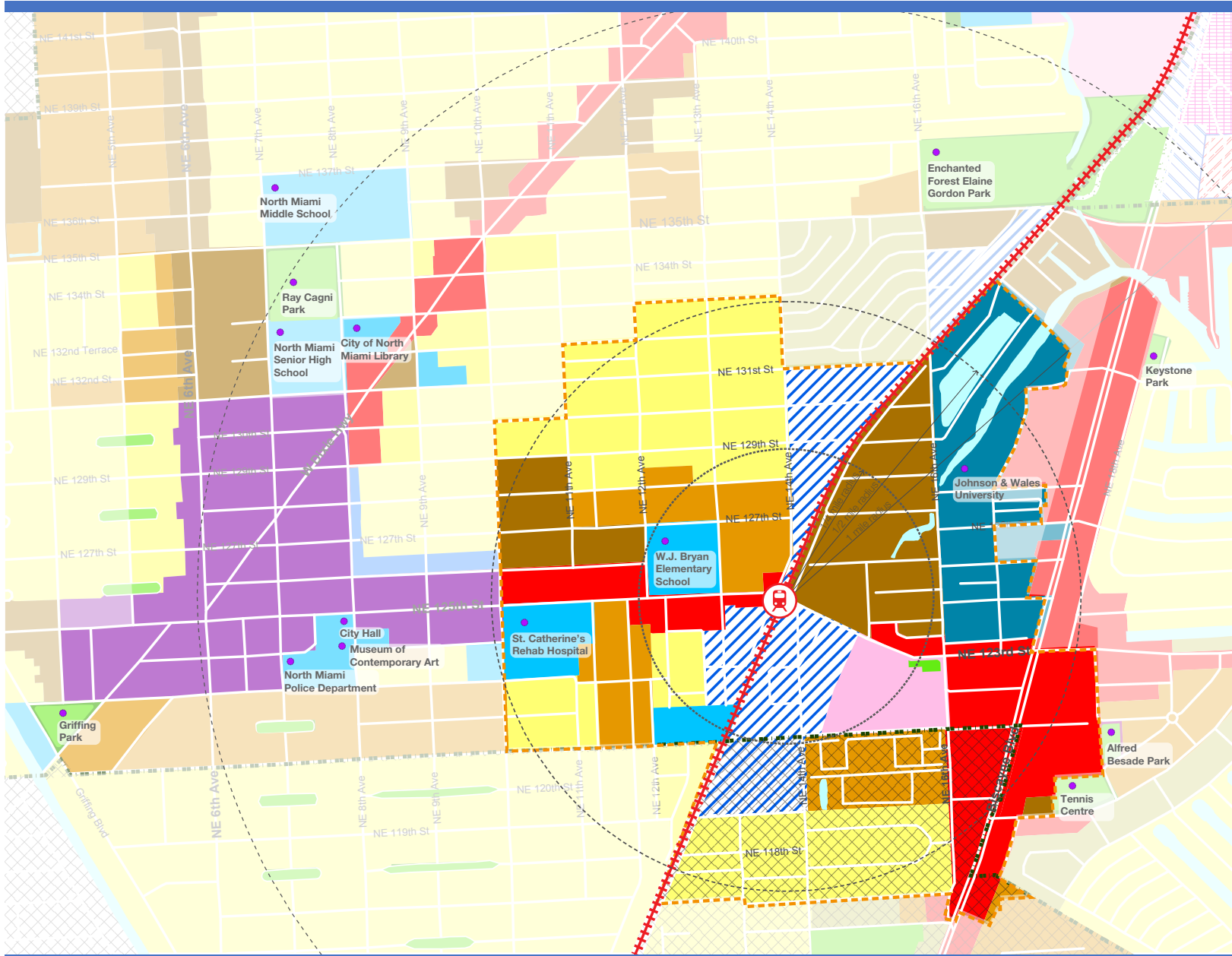
CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**  
UNIVERSITY REDEVELOPMENT AUTHORITY

CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
- Parcel
- Building Footprint
- Parks & Open Spaces
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius
- FUTURE LANDUSE (2036)**
- Residential**
- Single Family
- Low Density Residential
- Low Medium Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use**
- Mixed Use Low Density
- Mixed Use Medium Density
- Commercial**
- Central Business Commercial
- Commercial Office
- Facilities**
- Public Facilities
- Community Facility University
- Industrial**
- Industrial
- Open Space
- Open Space & Recreation

Source: Miami Dade County Open GIS














## D.2. FUTURE LAND USE MAP (2030)

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

















CLIENT:  NORTH MIAMI CITY  
 NORTH MIAMI CRA

CONSULTANT: **IBI GROUP**



## LEGEND

-  North Miami City
-  Parcel
-  Building Footprint
-  Parks & Open Spaces
-  Water Body
-  FEC Passenger Rail
-  Proposed 125th St Station
-  Major Landmarks
-  1/4 Mile Radius
-  1/2 Mile Radius
-  1 Mile Radius

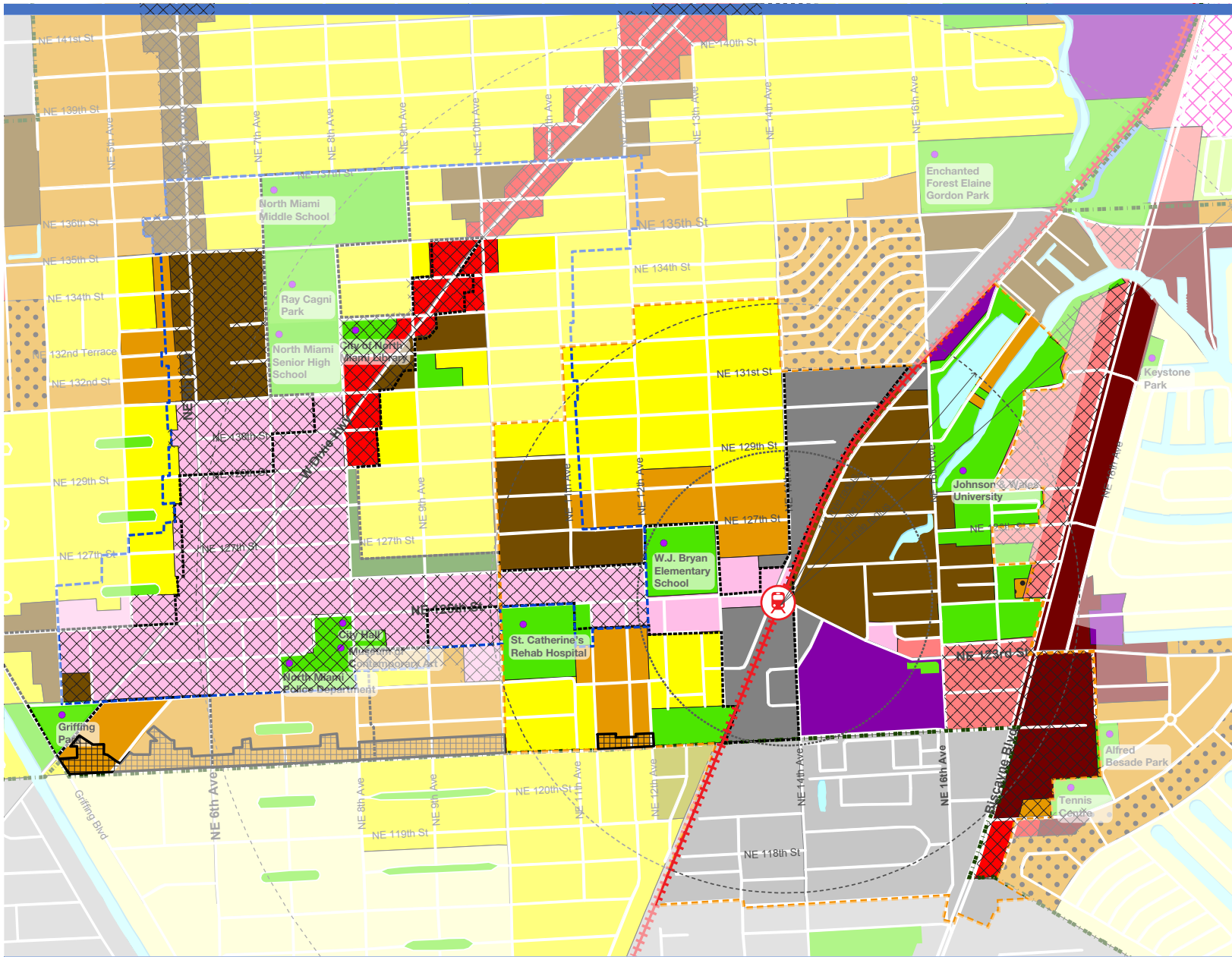
## ZONING (2036)

-  C-1 Commercial
-  C-2BE Commercial
-  C-2BW Commercial
-  C-3 Commercial
-  M-1 Industrial
-  Planned Development District
-  Water
-  Unincorporated Miami-Dade
-  R-1 Residential estate district
-  R-2 Single-family district
-  R-3
-  R-4 Multifamily district
-  R-5 Multifamily district
-  R-6 Multifamily district
-  RO Residential office district
-  PU Public use district

## OVERLAY

-  Neighborhood Redevelopment Overlay Boundary
-  Arts & Design Overlay District

Source: Miami Dade County Open GIS














## D.3. ZONING





# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

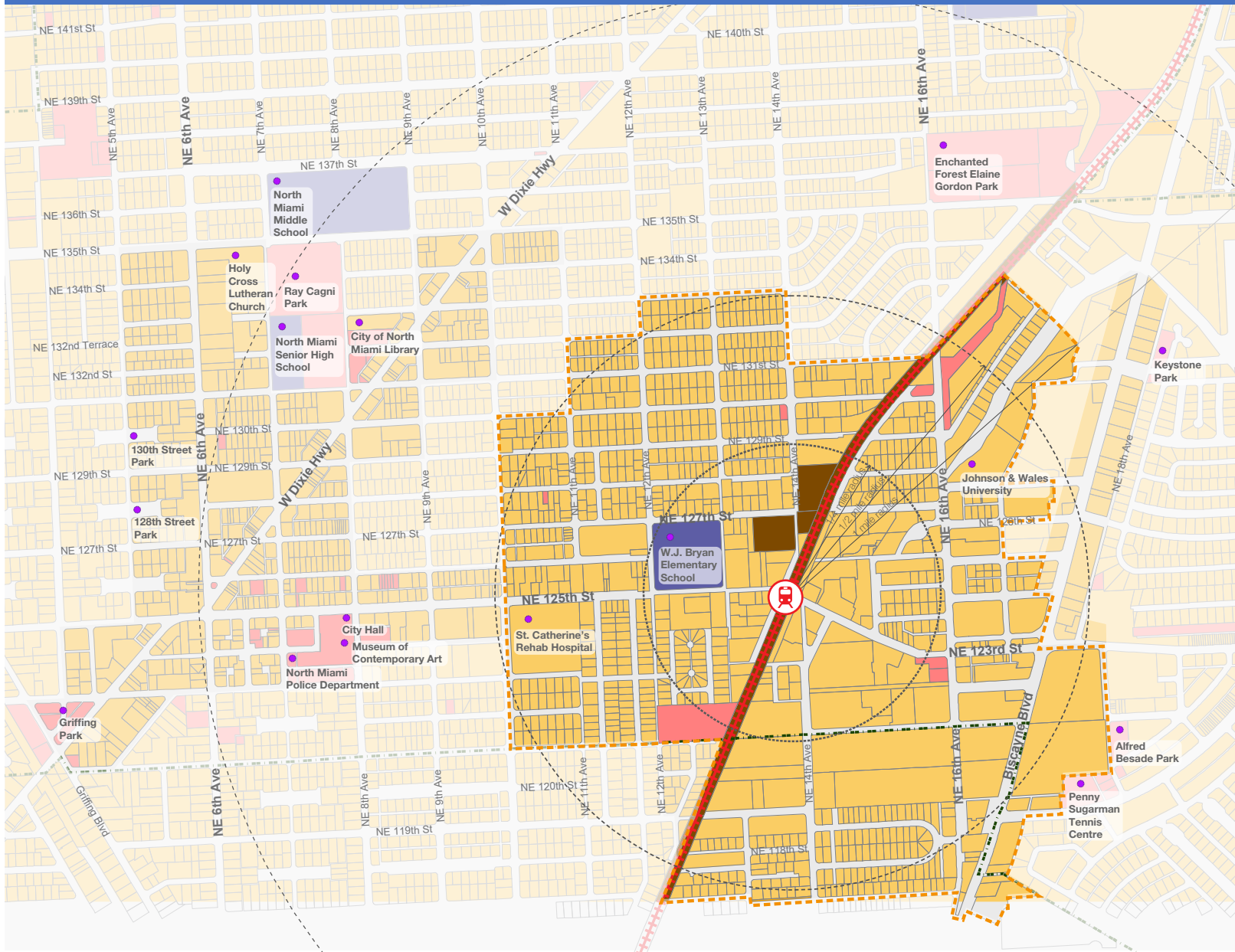
CLIENT:  NORTH MIAMI CRA  
CONSULTANT:  IBI GROUP

## LEGEND

-  North Miami City
-  Parcel
-  Building Footprint
-  Parks & Open Spaces
-  Water Body
-  FEC Passenger Rail
-  Proposed 125th St Station
-  Major Landmarks
-  1/4 Mile Radius
-  1/2 Mile Radius
-  1 Mile Radius

## LAND OWNERSHIP (2017)

-  City of North Miami
-  State of Florida
-  School Board of Miami Dade County
-  Private













## D.4. LAND OWNERSHIP











# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT:  NORTH MIAMI CRA  
CONSULTANT: **IBI GROUP**

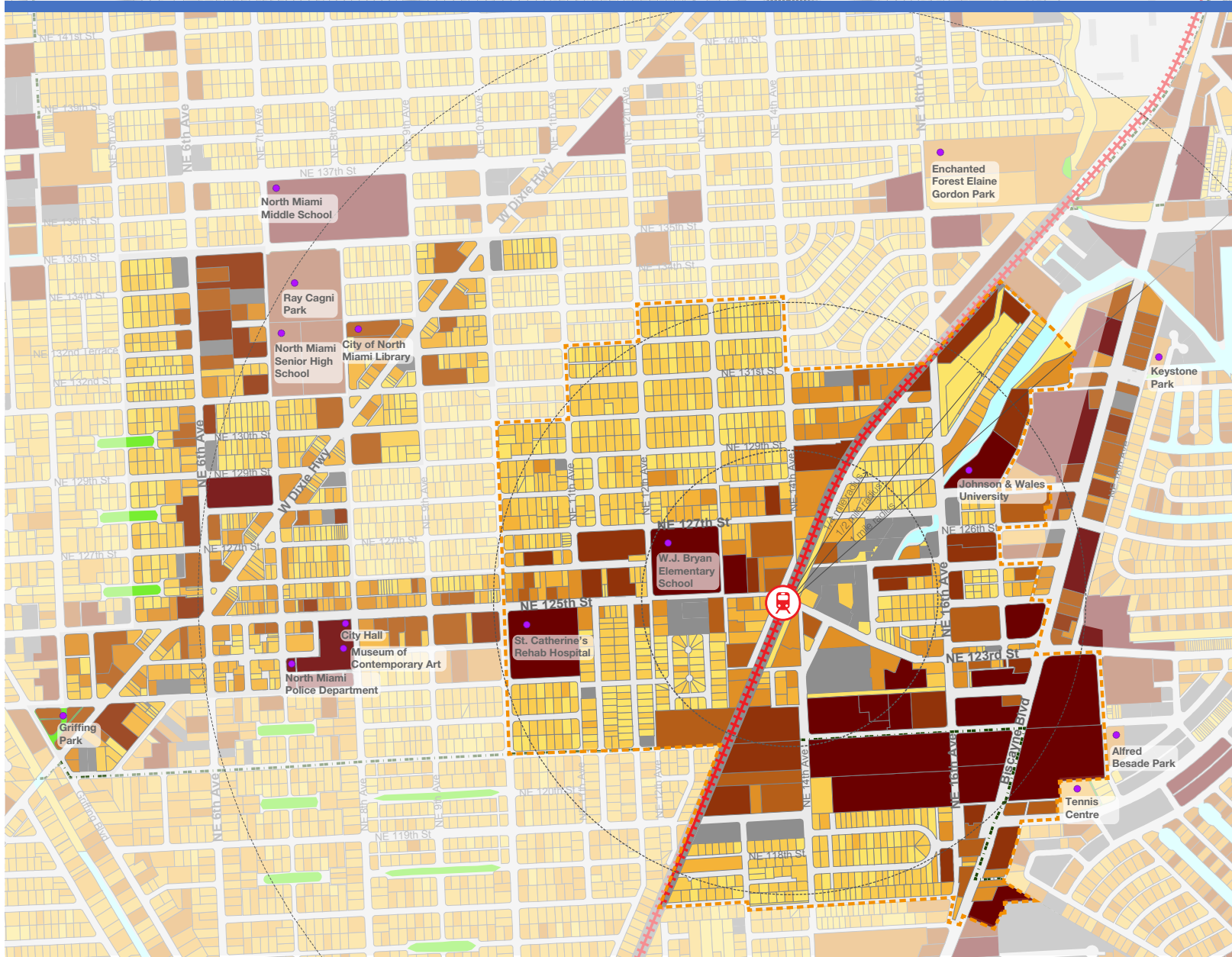
## LEGEND

-  North Miami City
-  Study Area
-  Parks, Open Spaces & Recreation
-  Water Body
-  FEC Passenger Rail
-  Proposed 125th St Station
-  Major Landmarks
-  1/4 Mile Radius
-  1/2 Mile Radius
-  1 Mile Radius

## LAND VALUES (DOLLARS)

-  Upto 1,00,000
-  1,00,001 - 2,50,000
-  2,50,001 - 5,00,000
-  5,00,001 - 10,00,000
-  10,00,001 - 20,00,000
-  20,00,001 - 50,00,000
-  Above 50,00,000
-  NA

Source: Miami Dade County Open GIS



## D.5. LAND VALUES

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** NORTH MIAMI CRA  
COMMUNITY REDEVELOPMENT AUTHORITY

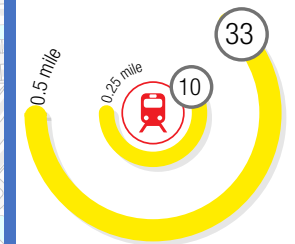
CONSULTANT: **IBI GROUP**

## LEGEND

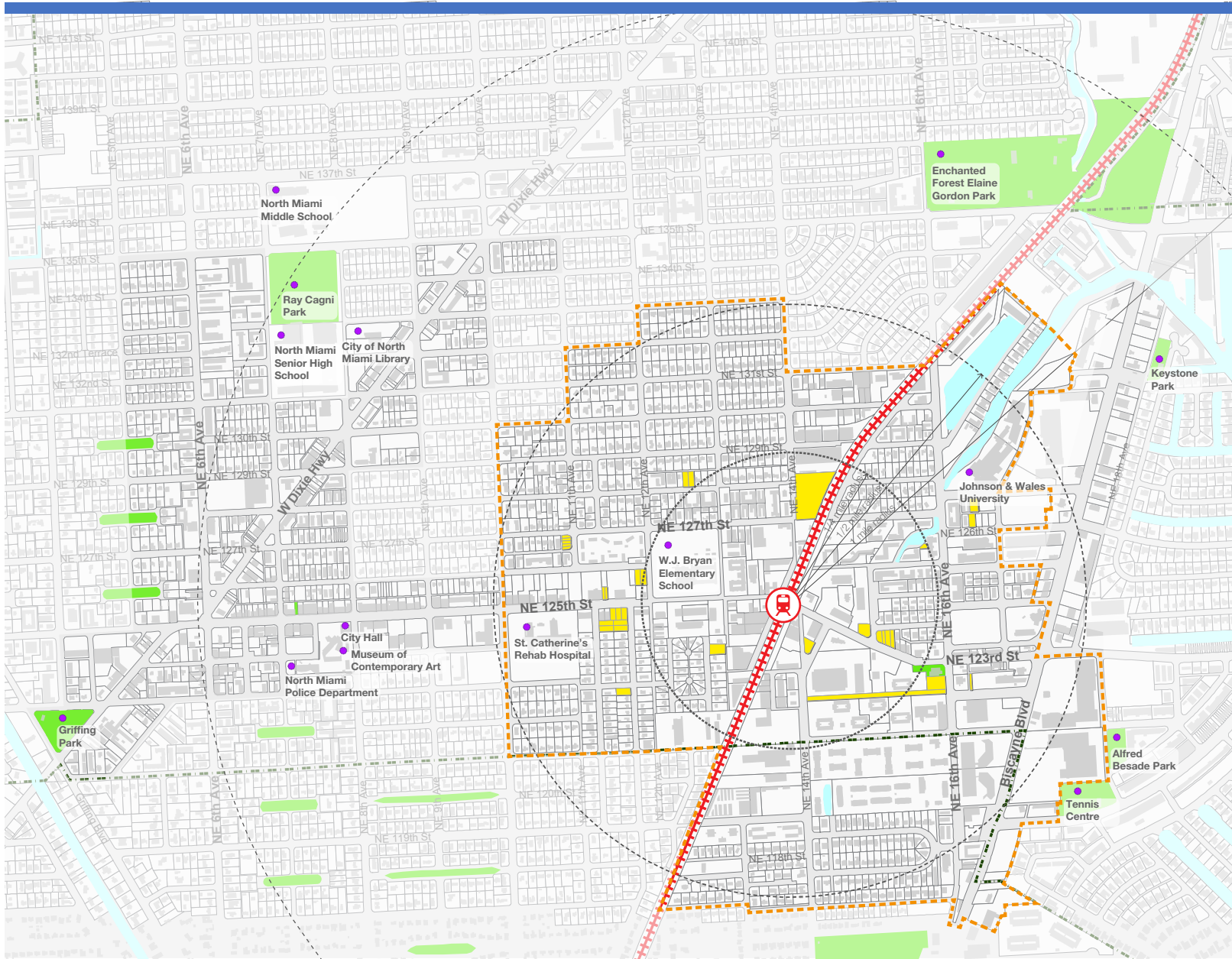
- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

## NOTES

VACANT LAND PARCELS



Source: Miami Dade County Open GIS



## D.6. VACANT & BUILT LANDS

# E. TRANSPORTATION

---



# NORTH MIAMI MOBILITY HUB PLAN

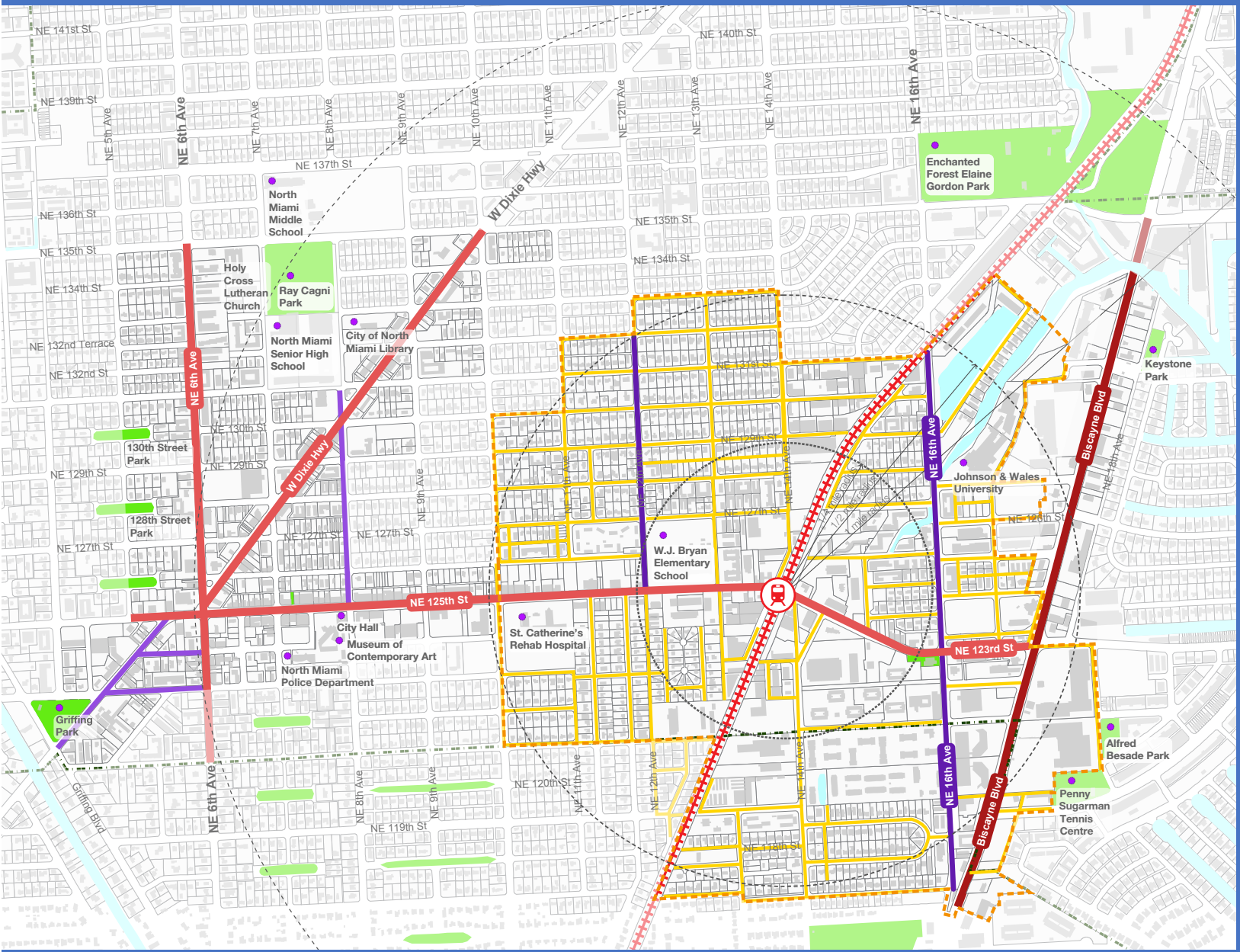
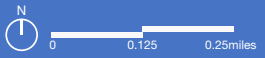
CLIENT **NORTH MIAMI** NORTH MIAMI CRA

CONSULTANT **IBI GROUP**

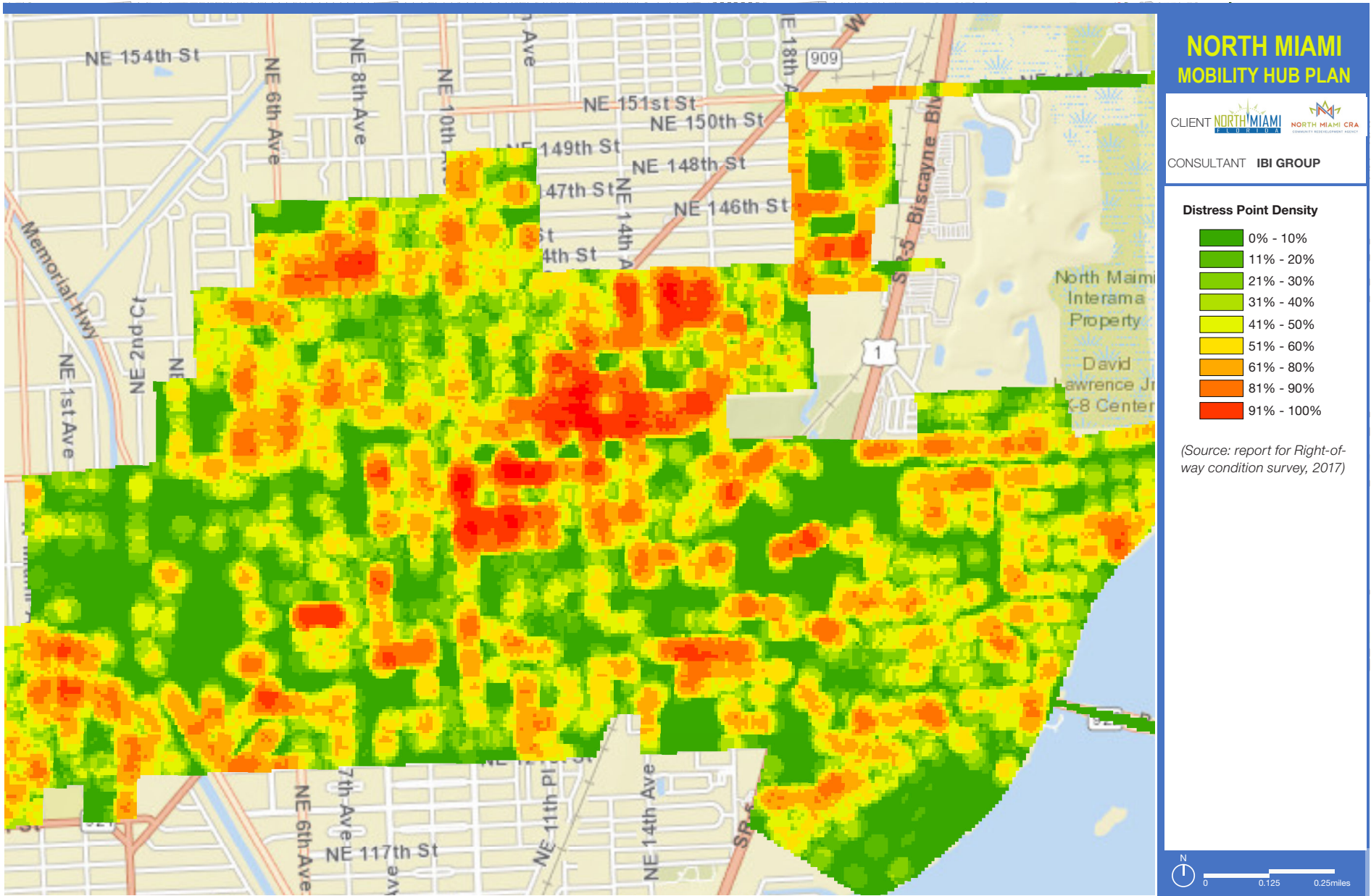
### LEGEND

- North Miami City
  - Study Area
  - Parcel
  - Building Footprint
  - Parks, Open Spaces & Recreation
  - Water Body
  - FEC Passenger Rail
  - Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
  - 1/2 Mile Radius
  - 1 Mile Radius
- ROAD CLASSIFICATIONS
- Urban Principal Arterial
  - Urban Minor Arterial
  - Urban Major Collector
  - Urban Minor collector
  - Local Streets

Raw Data Source: Miami Dade County Open GIS | CEEP/CO Walk Audit Survey | Google Satellite Imagery



## E.1. ROADWAY CONFIGURATION



**E.2. HEAT MAP FOR RIGHT-OF-WAY CONDITION**



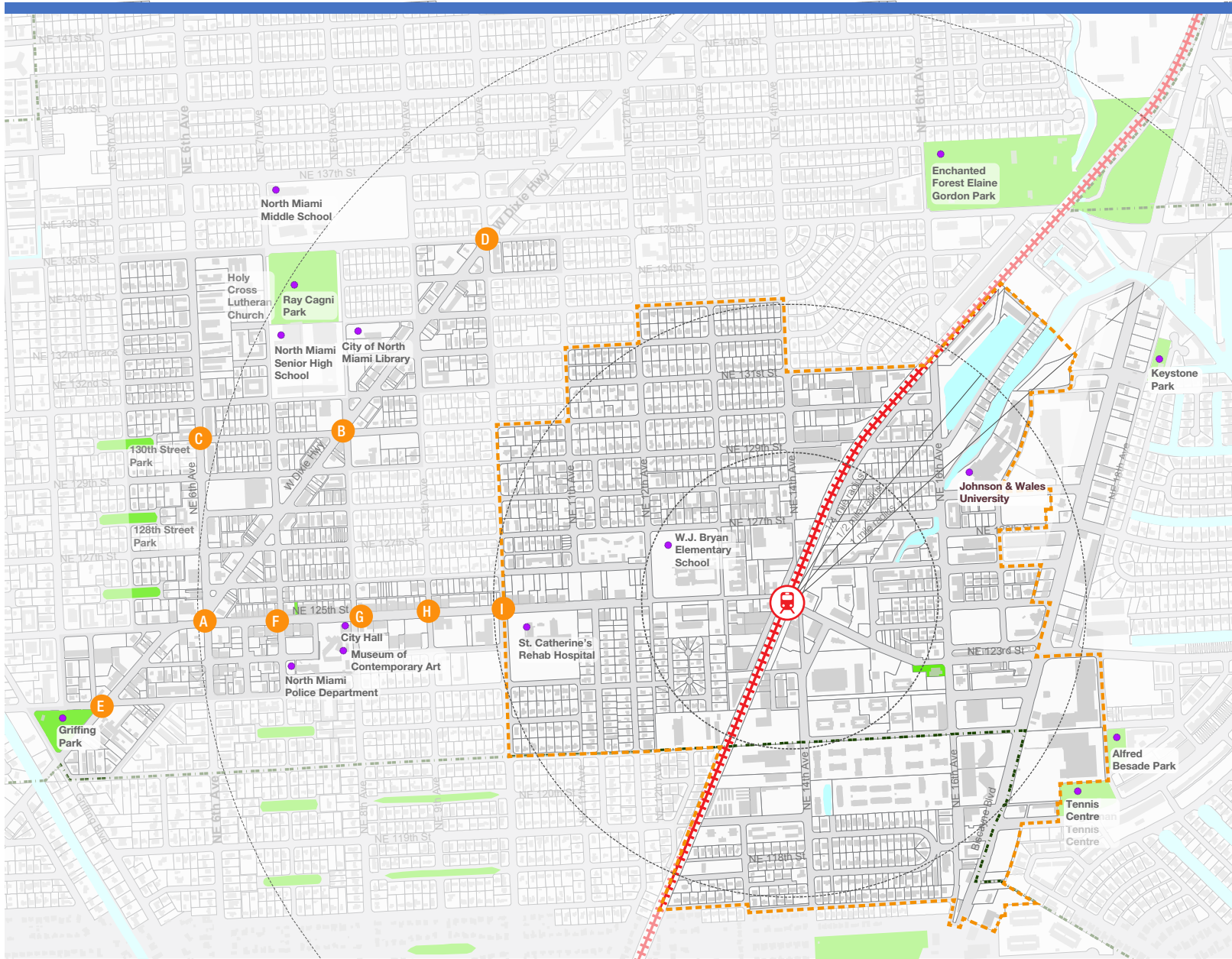
# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
  - Study Area
  - Parcel
  - Building Footprint
  - Parks, Open Spaces & Recreation
  - Water Body
  - FEC Passenger Rail
  - Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
- A** NE 125th Street, NE 6th Avenue and West Dixie Highway
  - B** NE 130th Street, NE 8th Avenue and West Dixie Highway
  - C** NE 130th Street and NE 6th Avenue
  - D** NE 135th Street and West Dixie Highway
  - E** West Dixie Highway and NE 123rd Street
  - F** NE 125th Street and NE 7th Avenue
  - G** NE 125th Street and NE 8th Avenue
  - H** NE 125th Street and NE 9th Avenue
  - I** NE 125th Street and NE 10th Avenue



## E.3. PROPOSED INTERSECTION IMPROVEMENTS AS PER PREVIOUS PLANS



# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** CITY GOVERNMENT  
**NORTH MIAMI CRA** COMMUNITY REDEVELOPMENT AGENCY

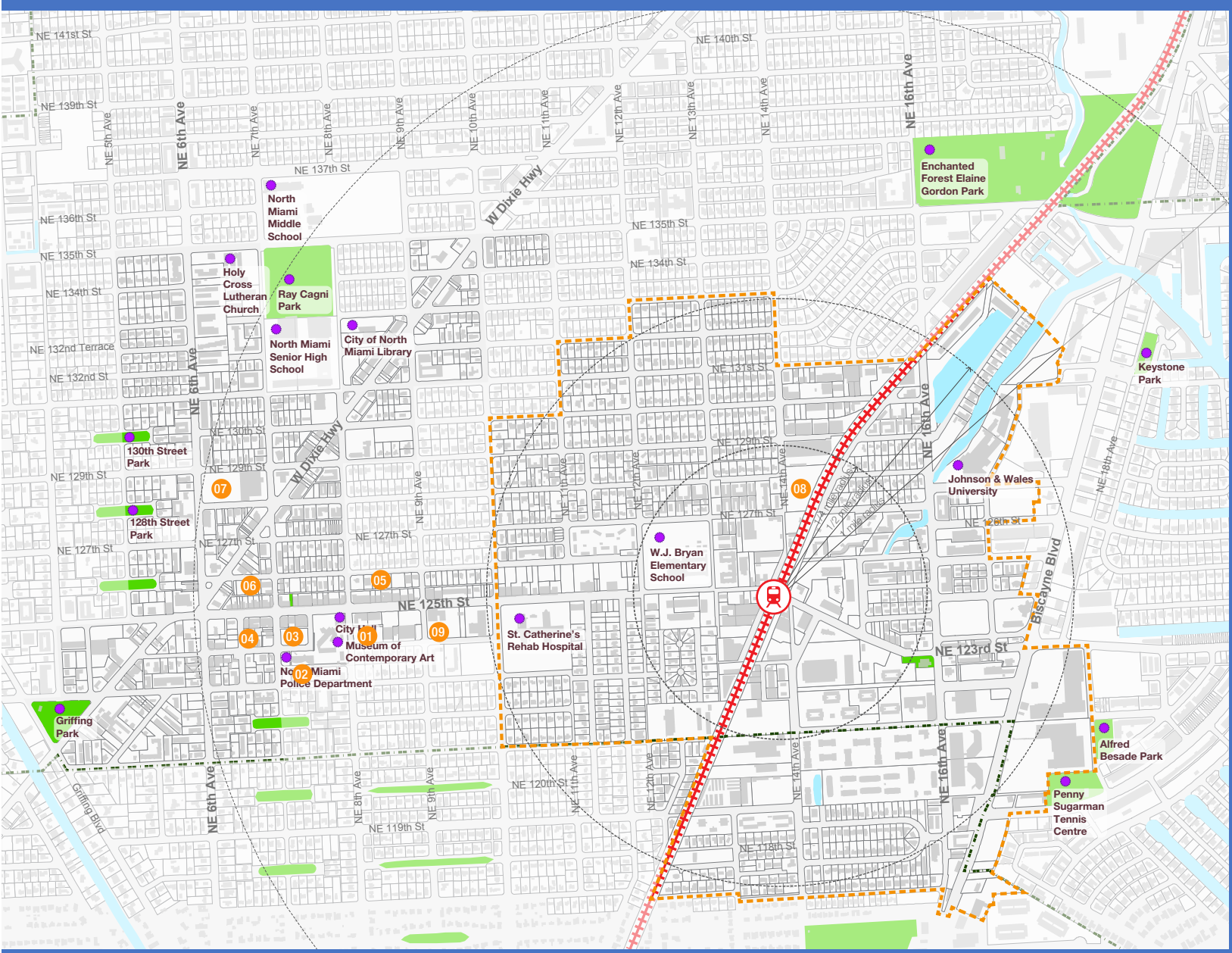
CONSULTANT **IBI GROUP**

### LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

### Off-Street Parking Locations

PARKING LOTS	EXISTING PARKING NUMBERS	PROPOSED PARKING NUMBERS
01	136	512
02	76	559
03	209	712
04	63	168
05	38	468
06	75	674
07	46	561
08	194	929
09	Proposed Parking	846
<b>Total</b>	<b>837</b>	<b>4583</b>



## E.4. OFF-STREET PARKING

# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**  
COMMUNITY REDEVELOPMENT AUTHORITY

CONSULTANT **IBI GROUP**

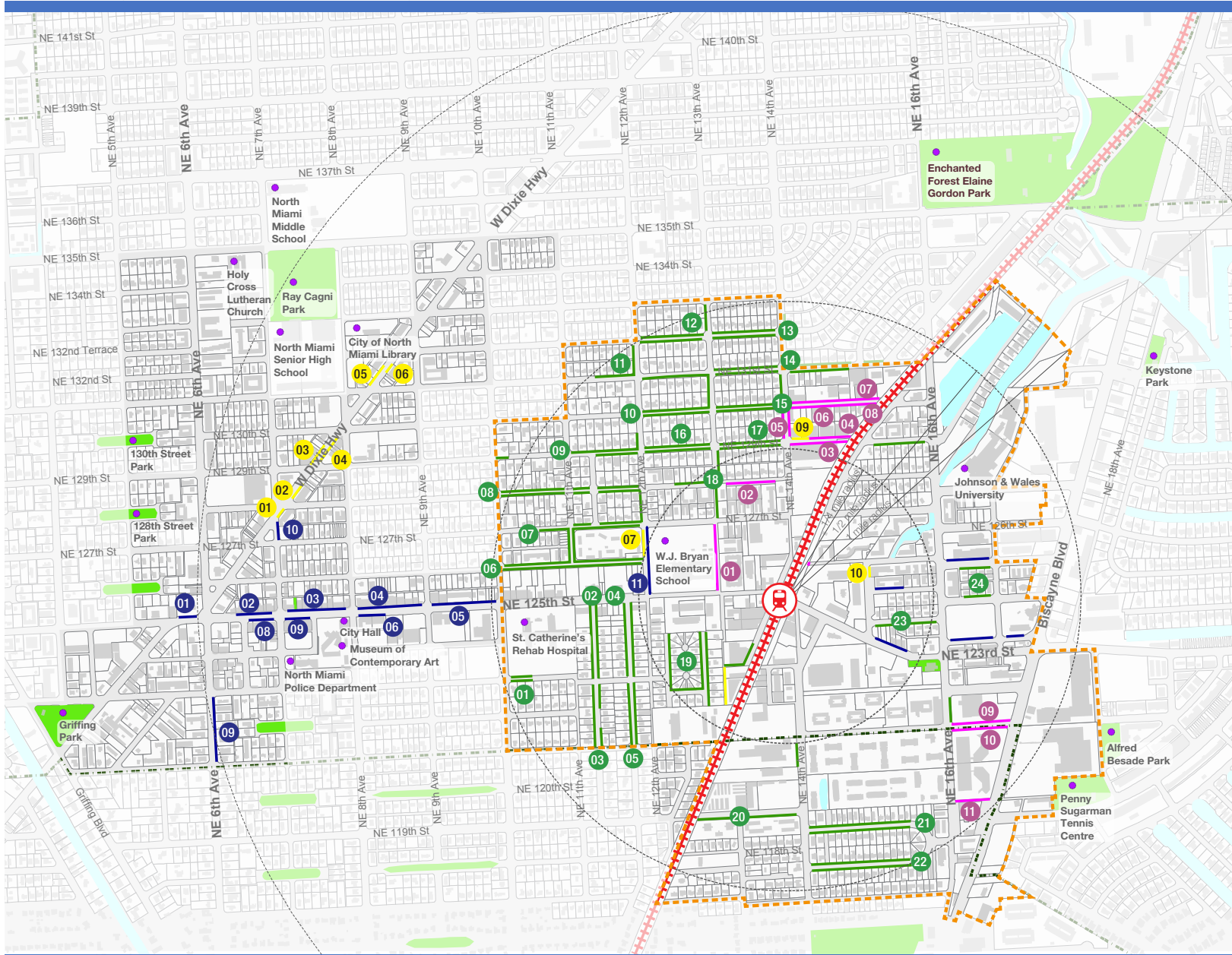
## LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

## ON STREET PARKING

- Designated
- Undesignated
- Parking on footpath
- Parking on green buffer

Raw Data Source: Miami Dade County Open GIS | Google Satellite Imagery



















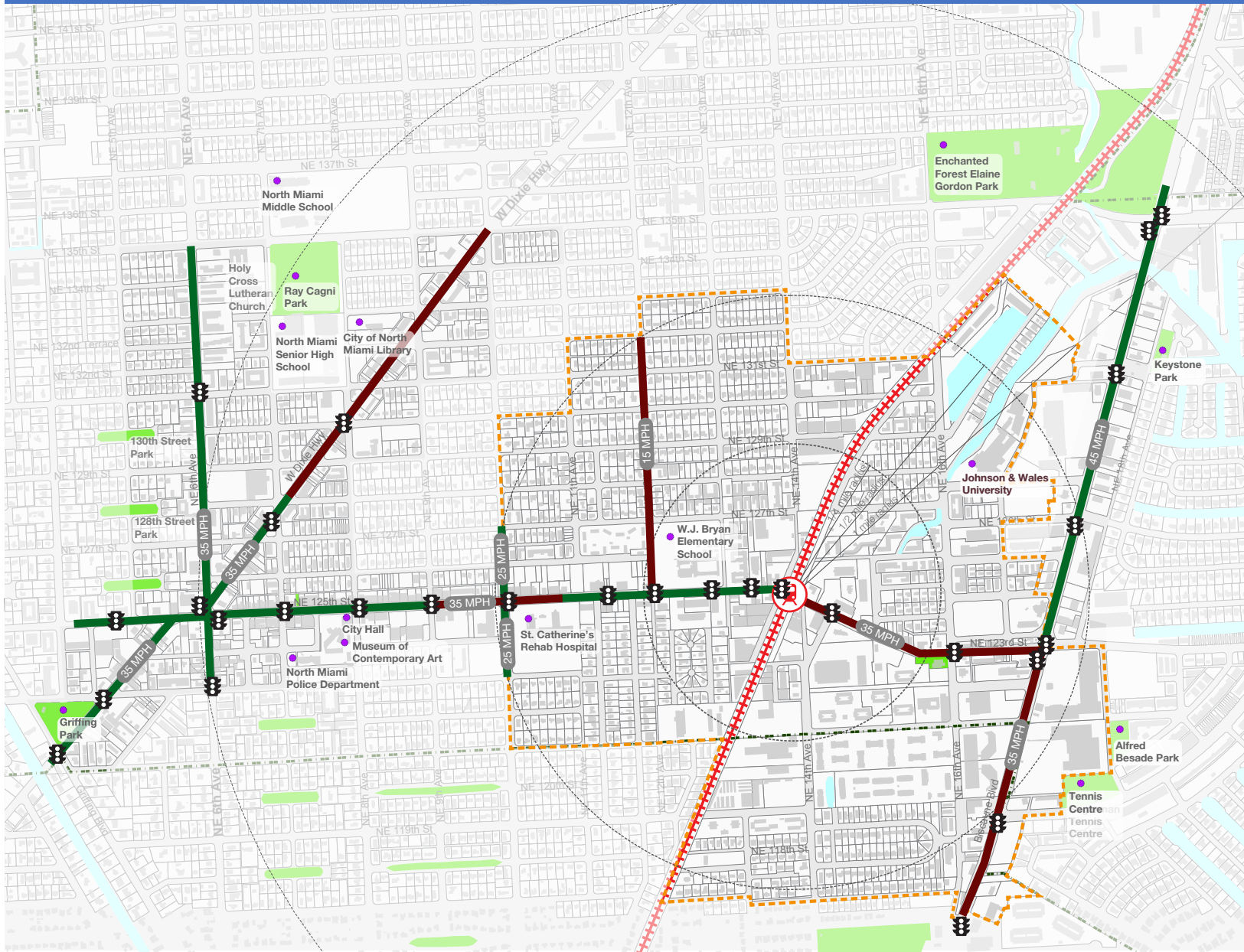
## E.5. ON-STREET PARKING




# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT:  NORTH MIAMI CRA  
CONSULTANT:  IBI GROUP

- LEGEND**
-  North Miami City
  -  Study Area
  -  Parcel
  -  Building Footprint
  -  Parks, Open Spaces & Recreation
  -  Water Body
  -  FEC Passenger Rail
  -  Proposed 125th St Station
  -  Major Landmarks
  -  1/4 Mile Radius
  -  1/2 Mile Radius
  -  1 Mile Radius
  - POSTED SPEEDS**
  -  Speed Limit Posted
  -  Within Speed Limit
  -  Over Speed Limit
  -  Traffic Signals



Source: Miami Dade County Open GIS  
  
 0 0.125 0.25 miles

## E.6. TRAFFIC CONTROLS



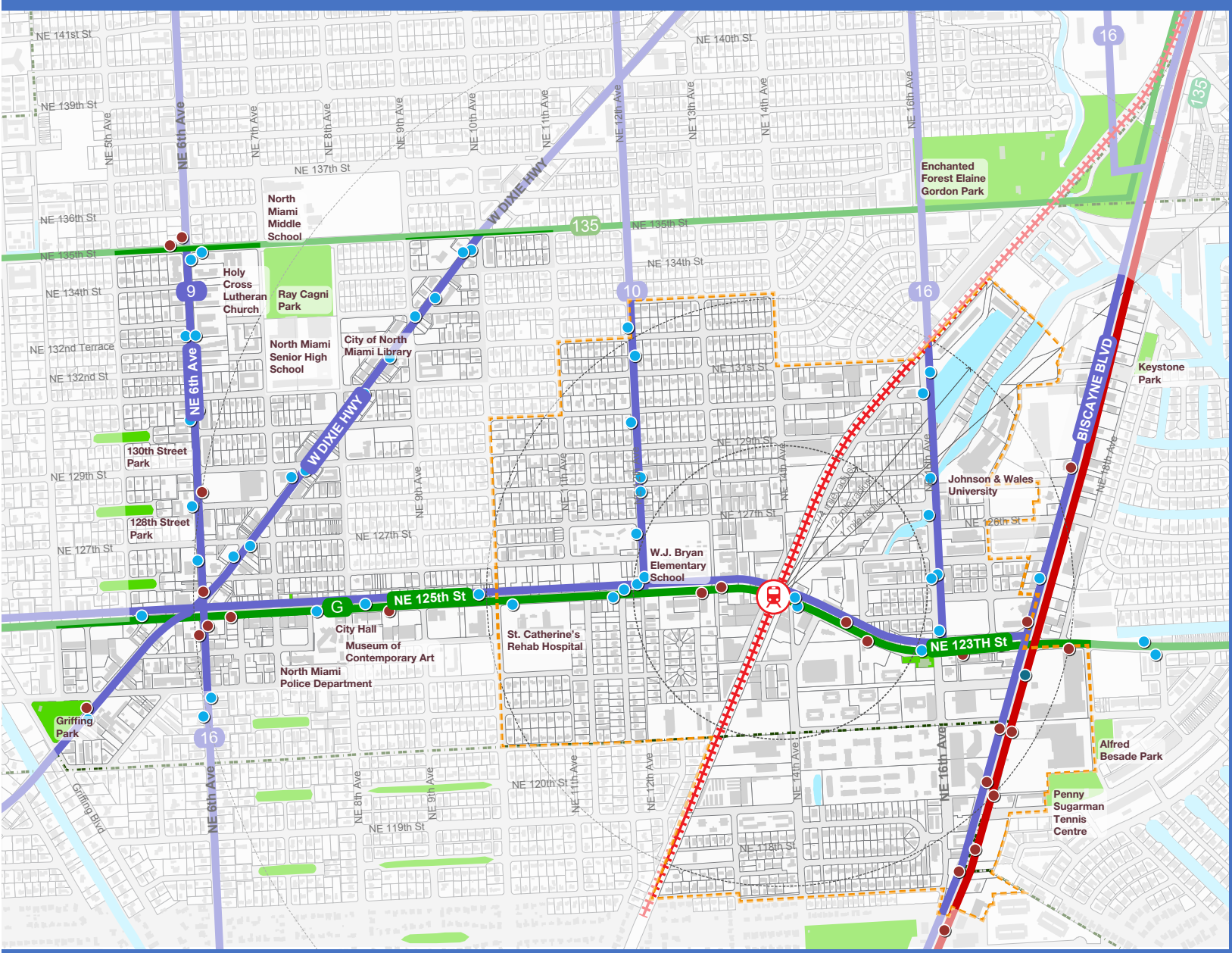
# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** NORTH MIAMI CRA  
 CONSULTANT **IBI GROUP**

### LEGEND

- North Miami City
  - Study Area
  - Parcel
  - Building Footprint
  - Parks, Open Spaces & Recreation
  - Water Body
  - FEC Passenger Rail
  - Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
  - 1/2 Mile Radius
  - 1 Mile Radius
- Metrobus Routes**
- East-West Local Stop Service
  - North-South Local Stop Service
  - Limited-Stop Service
  - Transit-Stop Signs
  - Bus-Stop Signs

Raw Data Source: Miami Dade County Open GIS



## E.7. PUBLIC TRANSIT - METROBUS ROUTES

# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** CITY OF NORTH MIAMI  
 NORTH MIAMI CRA  
 COUNTYwide REDEVELOPMENT AGENCY

CONSULTANT **IBI GROUP**

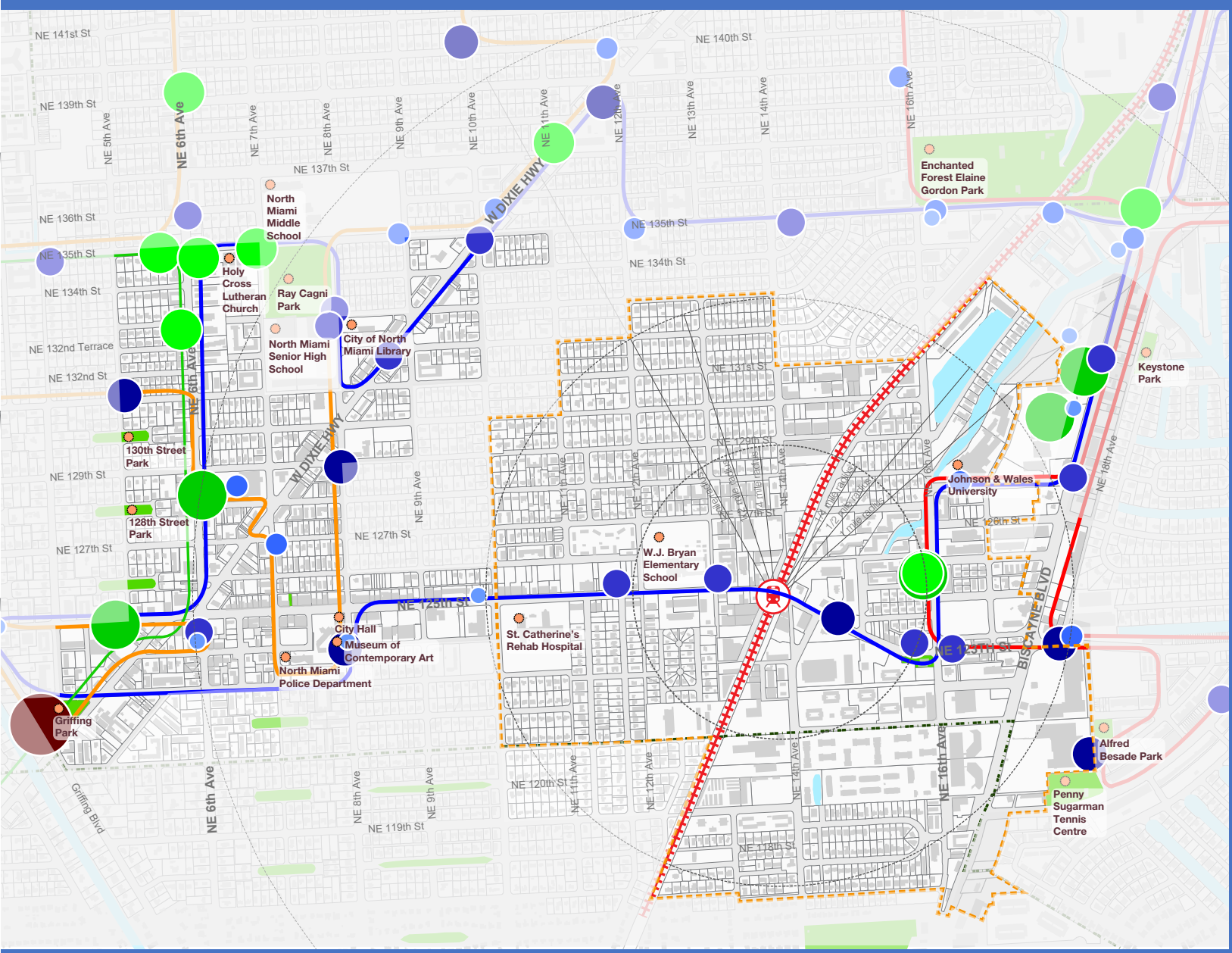
### LEGEND

- North Miami City
  - Study Area
  - Parcel
  - Building Footprint
  - Parks, Open Spaces & Recreation
  - Water Body
  - FEC Passenger Rail
  - Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
  - 1/2 Mile Radius
  - 1 Mile Radius
- NoMi Express Routes**
- Red Route
  - Blue Route
  - Orange Route
  - Green Route

- Stops Average Daily Ridership 2016**
- > 6
  - 7 - 33
  - 34 - 52
  - 53 - 74
  - 75 - 127
  - 128 - 192
  - 193 - 434

Raw Data Source: Miami Dade County Open GIS

N  
 0 0.125 0.25miles



## E.8. PUBLIC TRANSIT - NoMi EXPRESS ROUTES



# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**  
COMMUNITY REDEVELOPMENT AGENCY

CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

## PEDESTRIAN CROSSINGS

- Crosswalks

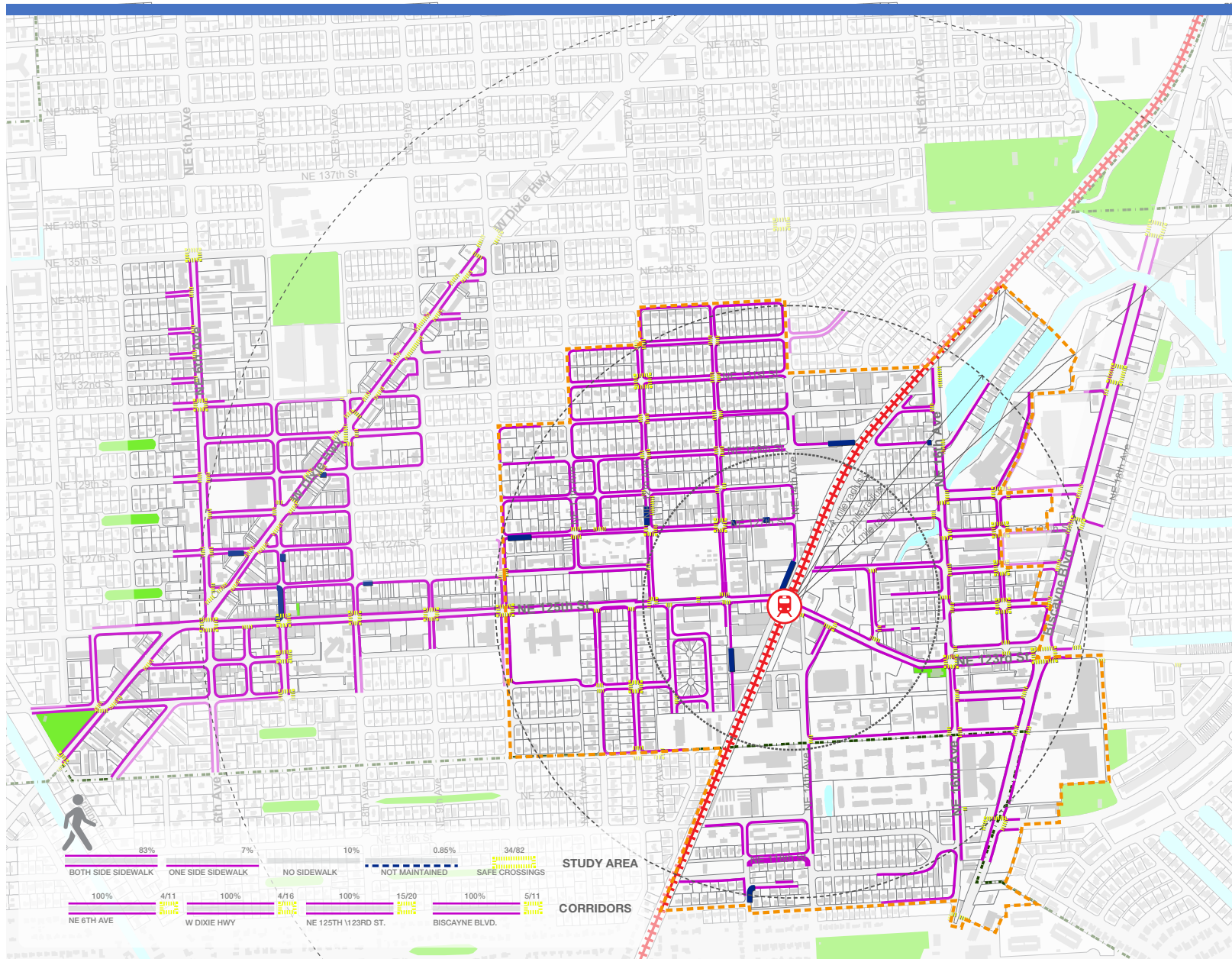
## SIDEWALK CONDITIONS

- Well maintained
- Poor Condition

## SAFE INTERSECTIONS

- Crosswalks at all arms with curb extension

Source: Miami Dade County Open GIS



STUDY AREA		CORRIDORS	
83%	7%	100%	0.85%
34/82	SAFE CROSSINGS	100%	15/20
100%	4/11	100%	4/16
NE 6TH AVE	W DIXIE HWY	NE 125TH V123RD ST.	BISCAYNE BLVD.

## E.9. SIDEWALK CONDITION



# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

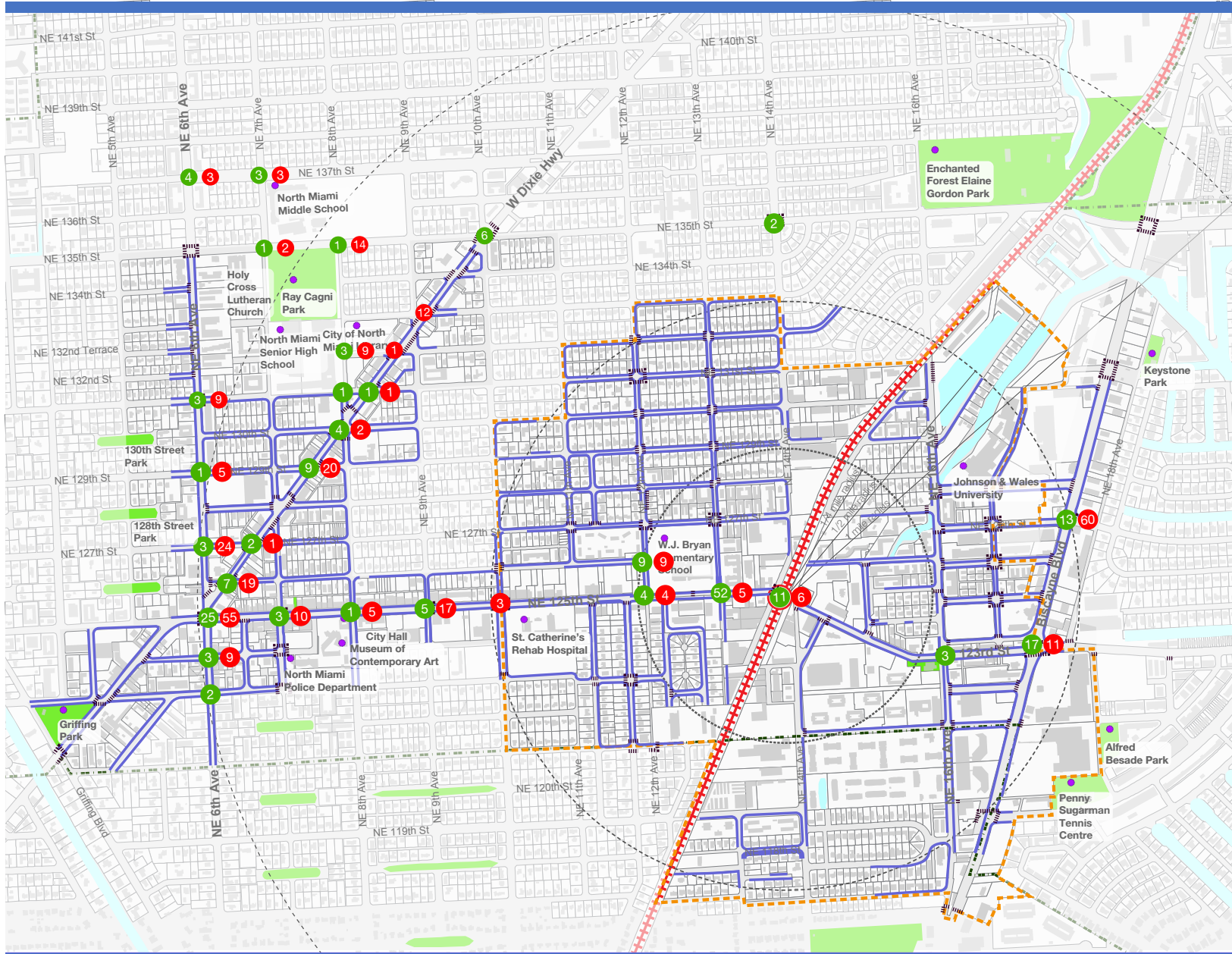
CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT **IBI GROUP**

## LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius
- Sidewalks
- Crosswalks
- Pedestrian Count
- Jaywalkers

Raw Data Source: Miami Dade County Open GIS | CEEPPO Walk Audit Survey | Google Satellite Imagery

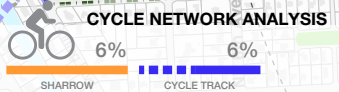
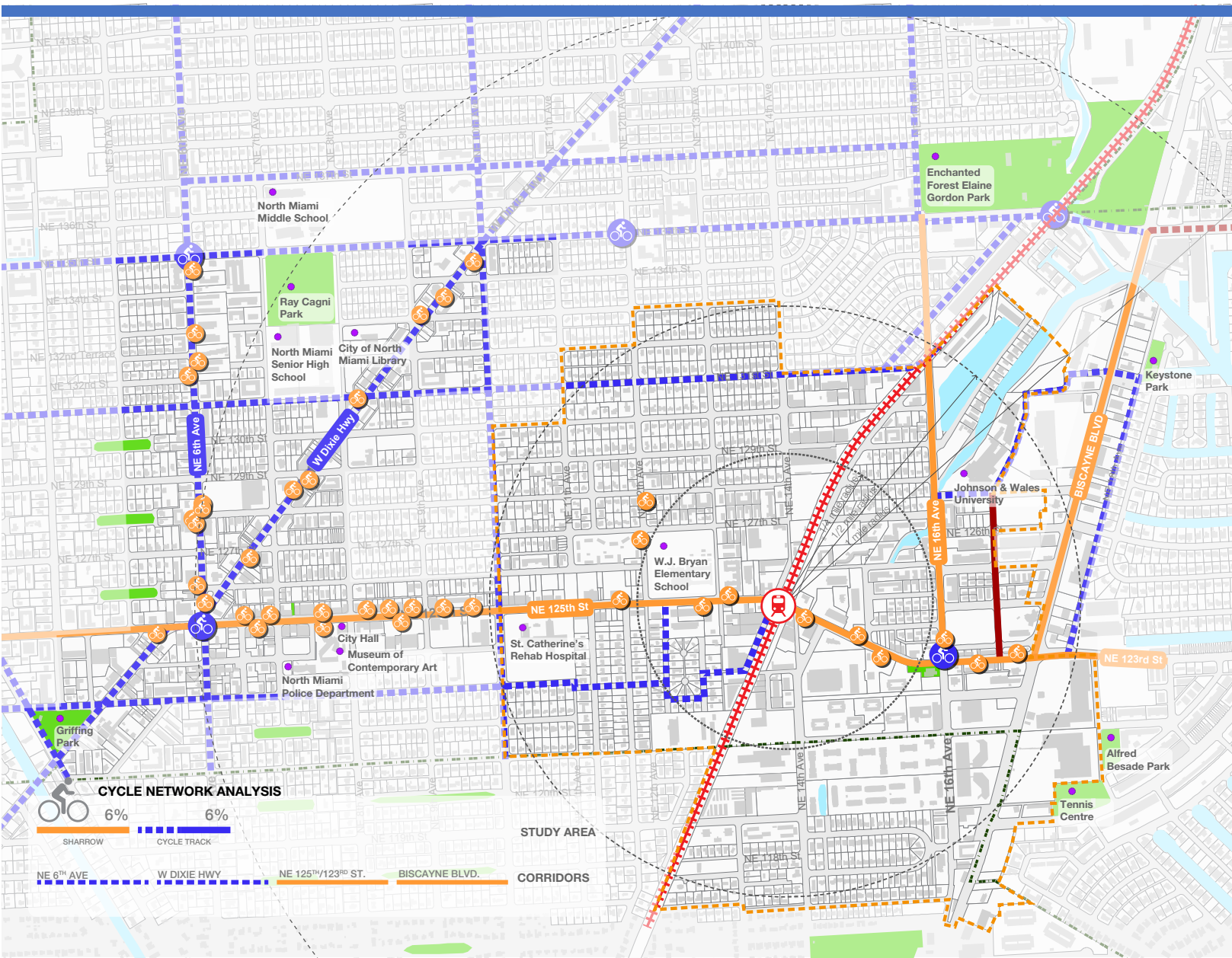


## E.10. PEDESTRIAN CROSSING VIOLATION HOTSPOTS

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

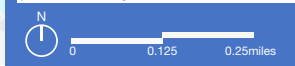
CLIENT: **NORTH MIAMI** NORTH MIAMI CRA  
CONSULTANT: **IBI GROUP**

- LEGEND**
- North Miami City
  - Study Area
  - Parcel
  - Building Footprint
  - Parks, Open Spaces & Recreation
  - Water Body
  - FEC Passenger Rail
  - Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
  - 1/2 Mile Radius
  - 1 Mile Radius
  - CYCLE NETWORK**
  - Existing Cycle Path
  - Existing Sharrow
  - Proposed Cycle Path
  - Existing Cycle Rack
  - Proposed Park & Ride



NE 6<sup>th</sup> AVE      W DIXIE HWY      NE 125<sup>th</sup>/123<sup>rd</sup> ST.      BISCAYNE BLVD.      CORRIDORS

Raw Data Sources: Miami Dade County Open GIS | CEEPCO Walk Audit Survey | Google Satellite Imagery | www.northmiamit.gov



## E.11. EXISTING BICYCLE PARKING



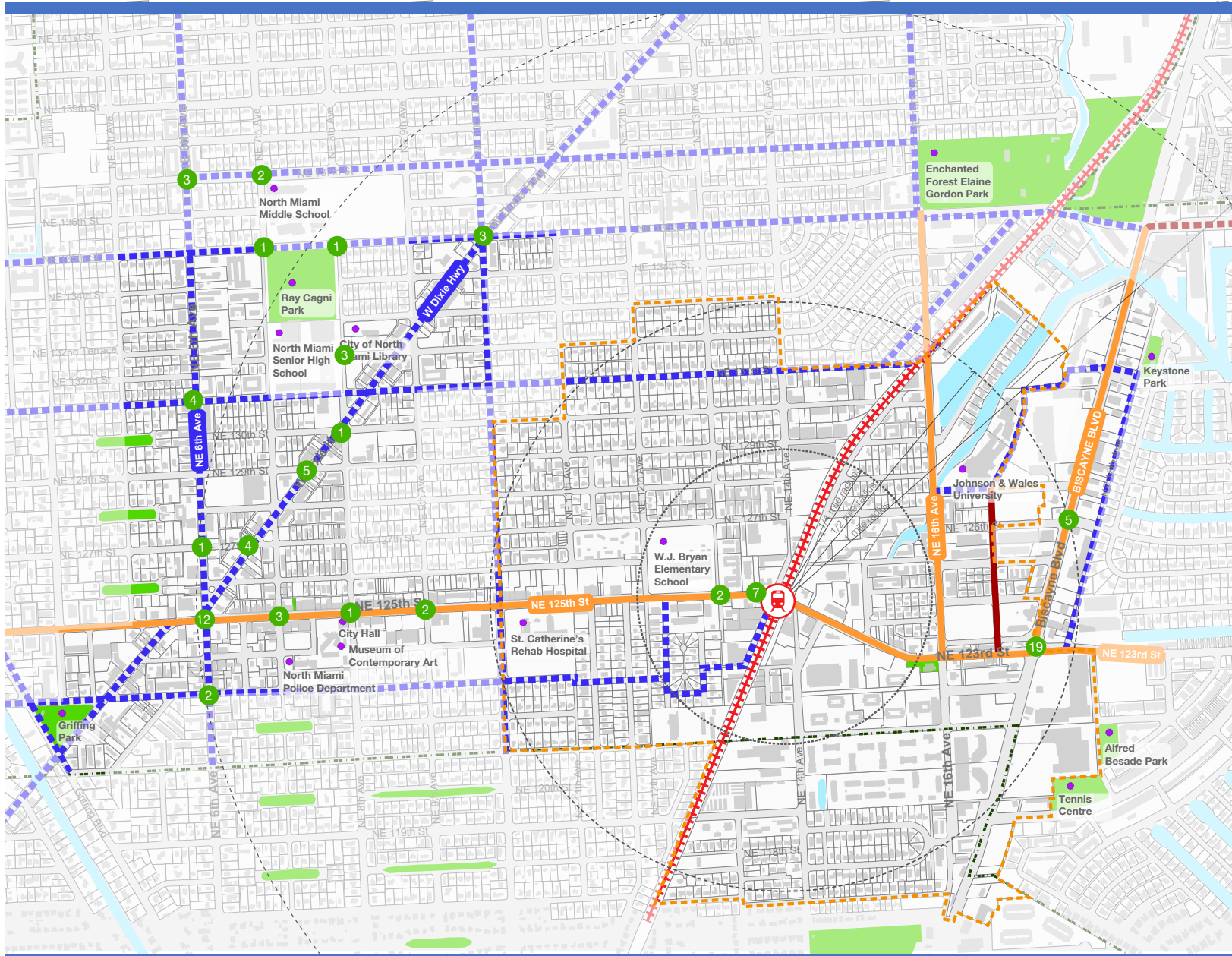
# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**

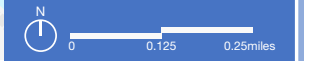
CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius
- CYCLE NETWORK**
- Existing Cycle Lanes
- Existing Sharrow
- Proposed Cycle Lanes
- Bike Count



Raw Data Source: Miami Dade County Open GIS |  
CEEP/CO Walk Audit Survey | Google Satellite Imagery  
| www.northmiami.fl.gov



## E.12. BIKE VOLUMES



# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

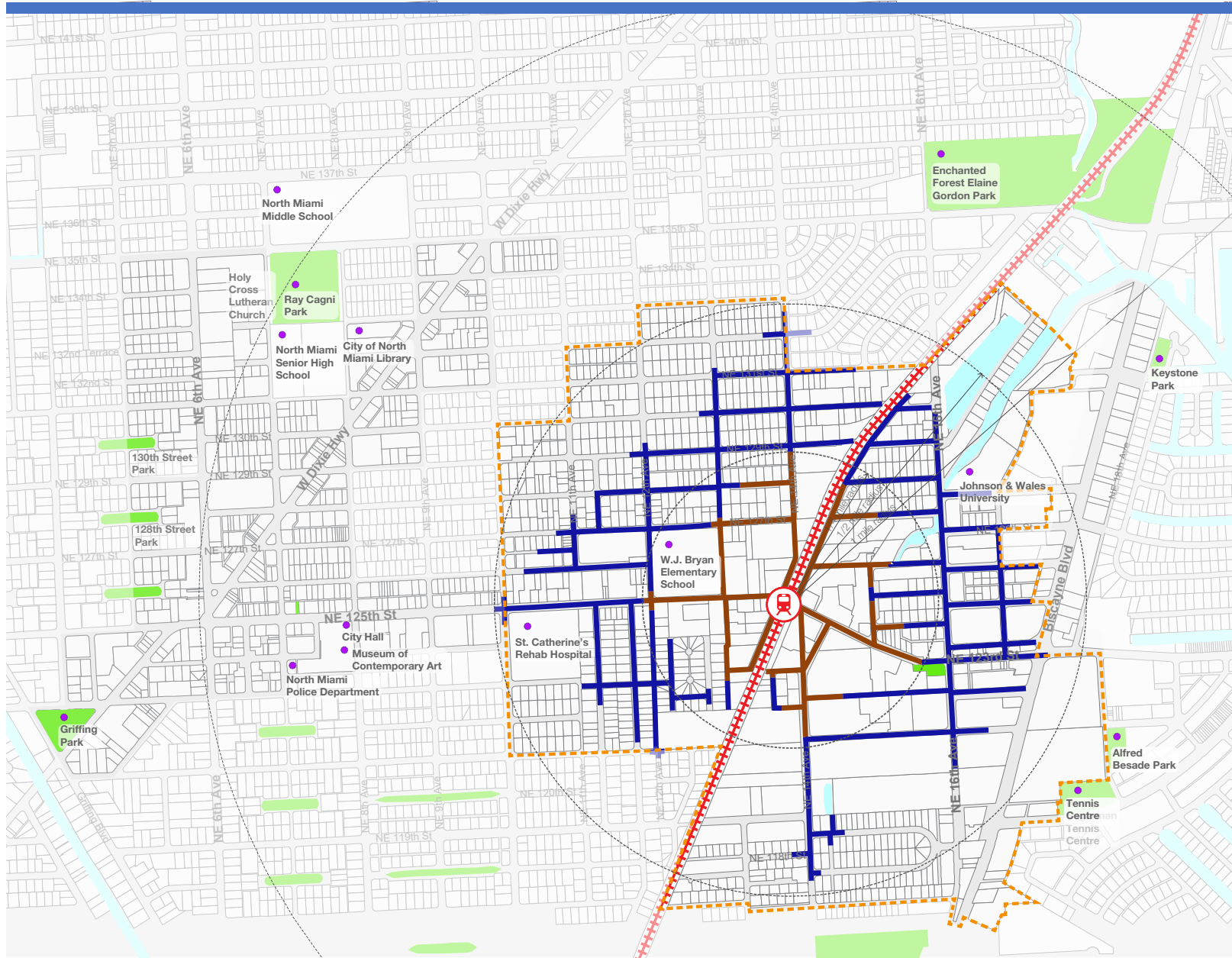
CLIENT: **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius
- PED SHED**
- 1/4 Mile Radius
- 1/2 Mile Radius

Source: Miami Dade County Open GIS



## E.13. PED-SHED ANALYSIS

## F. URBAN DESIGN AND PLACEMAKING

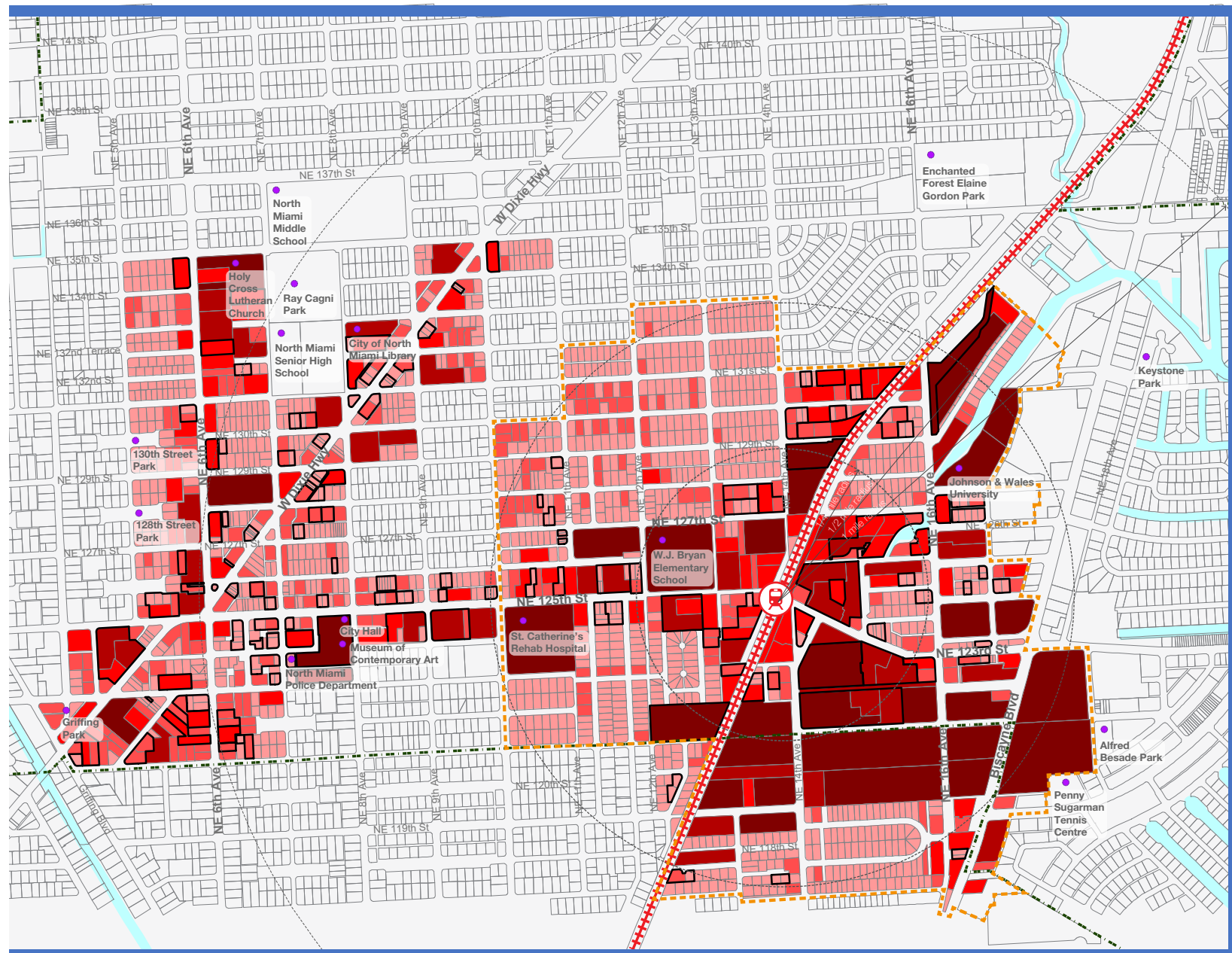
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# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** CITY  
 NORTH MIAMI CRA  
 COMMUNITY REDEVELOPMENT AGENCY

CONSULTANT **IBI GROUP**

- LEGEND**
- North Miami City
  - Study Area
  - FEC Passenger Rail
  - Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
  - 1/2 Mile Radius
  - 1 Mile Radius
- PLOT SIZES (ACRES)**
- Less than 0.25
  - 0.25-0.5
  - 0.5-1
  - 1-2
  - 2-10
  - Parcels under single owner name



Raw Data Source: Miami Dade County Open GIS | Google Satellite Imagery



## F.1. PARCEL SIZE AND OWNERSHIP





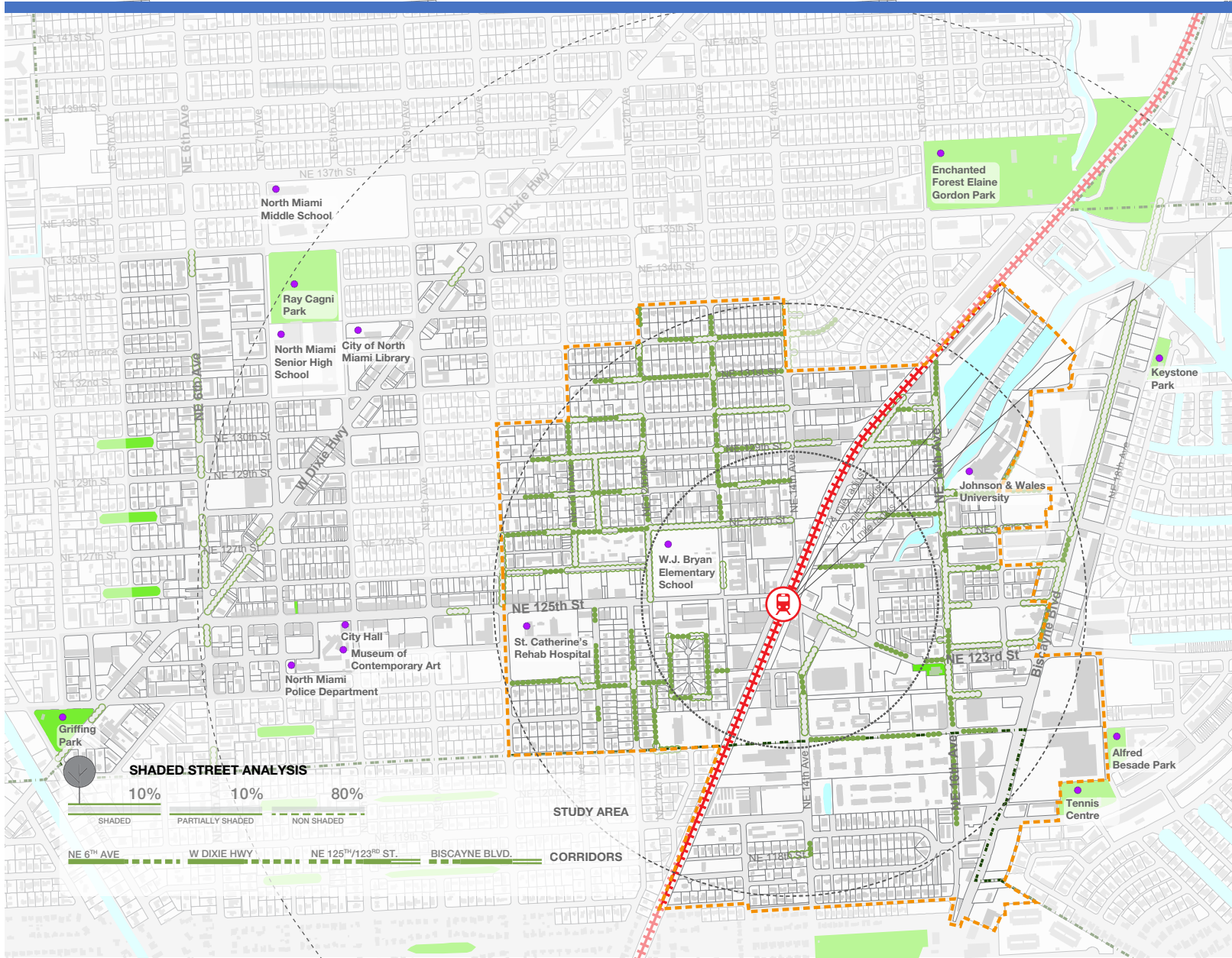
# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT: **NORTH MIAMI** | **NORTH MIAMI CRA**  
CITY OF NORTH MIAMI

CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
  - Study Area
  - Parcel
  - Building Footprint
  - Parks, Open Spaces & Recreation
  - Water Body
  - FEC Passenger Rail
  - Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
  - 1/2 Mile Radius
  - 1 Mile Radius
- TREES
- 0-25%
  - 25%-75%



Raw Data Source: Miami Dade County Open GIS |  
 Survey by IBI Group (2018) | Google Satellite Imagery

## F.3. TREE COVER


















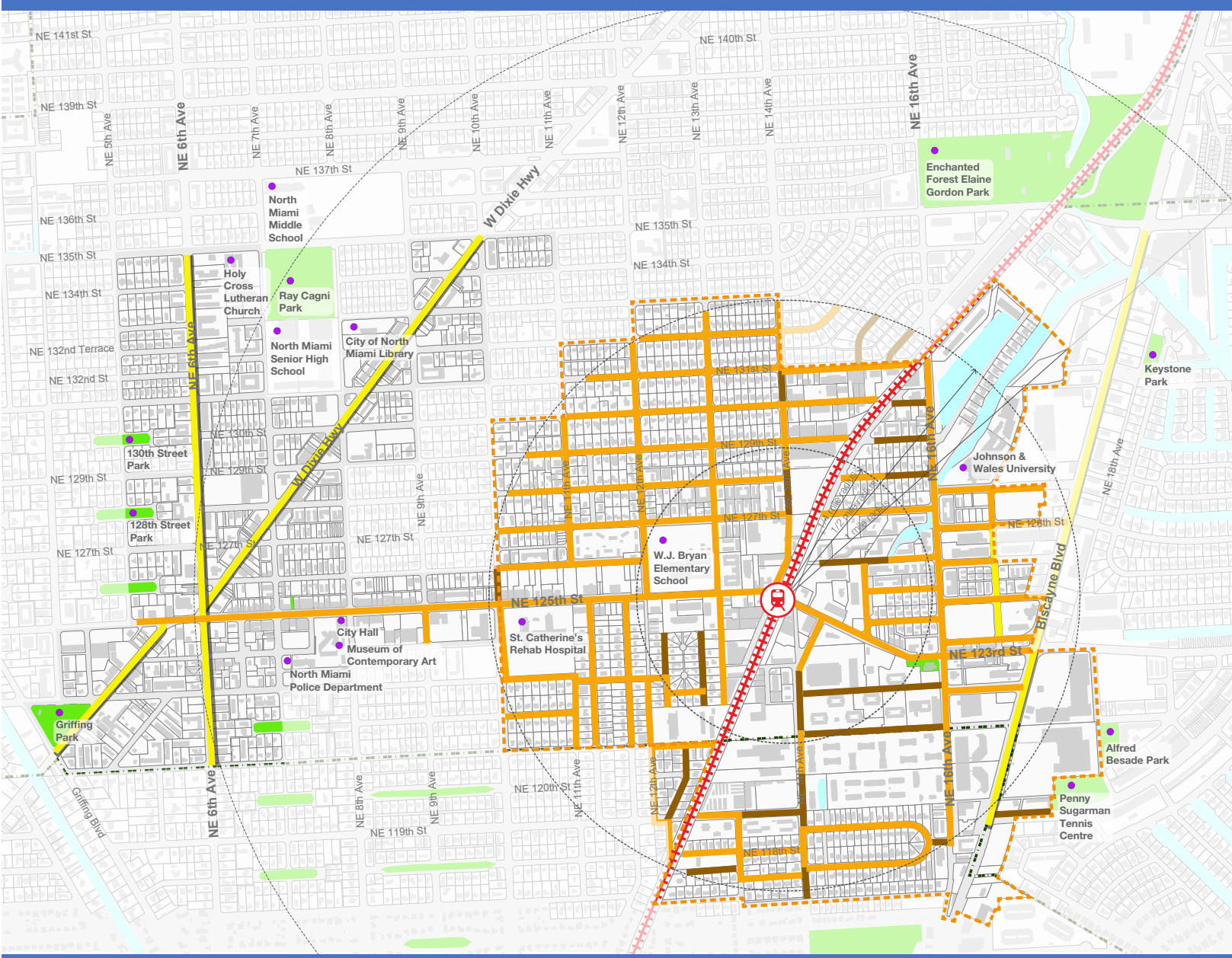
# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** NORTH MIAMI CRA  
COMMUNITY REDEVELOPMENT AGENCY

CONSULTANT **IBI GROUP**

## LEGEND

-  North Miami City
  -  Study Area
  -  Parcel
  -  Building Footprint
  -  Parks, Open Spaces & Recreation
  -  Water Body
  -  FEC Passenger Rail
  -  Proposed 125th St Station
  -  Major Landmarks
  -  1/4 Mile Radius
  -  1/2 Mile Radius
  -  1 Mile Radius
- STREET LIGHTING**
-  Well Lit Streets
  -  Partially Lit Streets
  -  Streets with no light



Raw Data Source: Miami Dade County Open GIS | CEEP/CO Walk Audit Survey | Google Satellite Imagery



## F.4. STREET LIGHTING

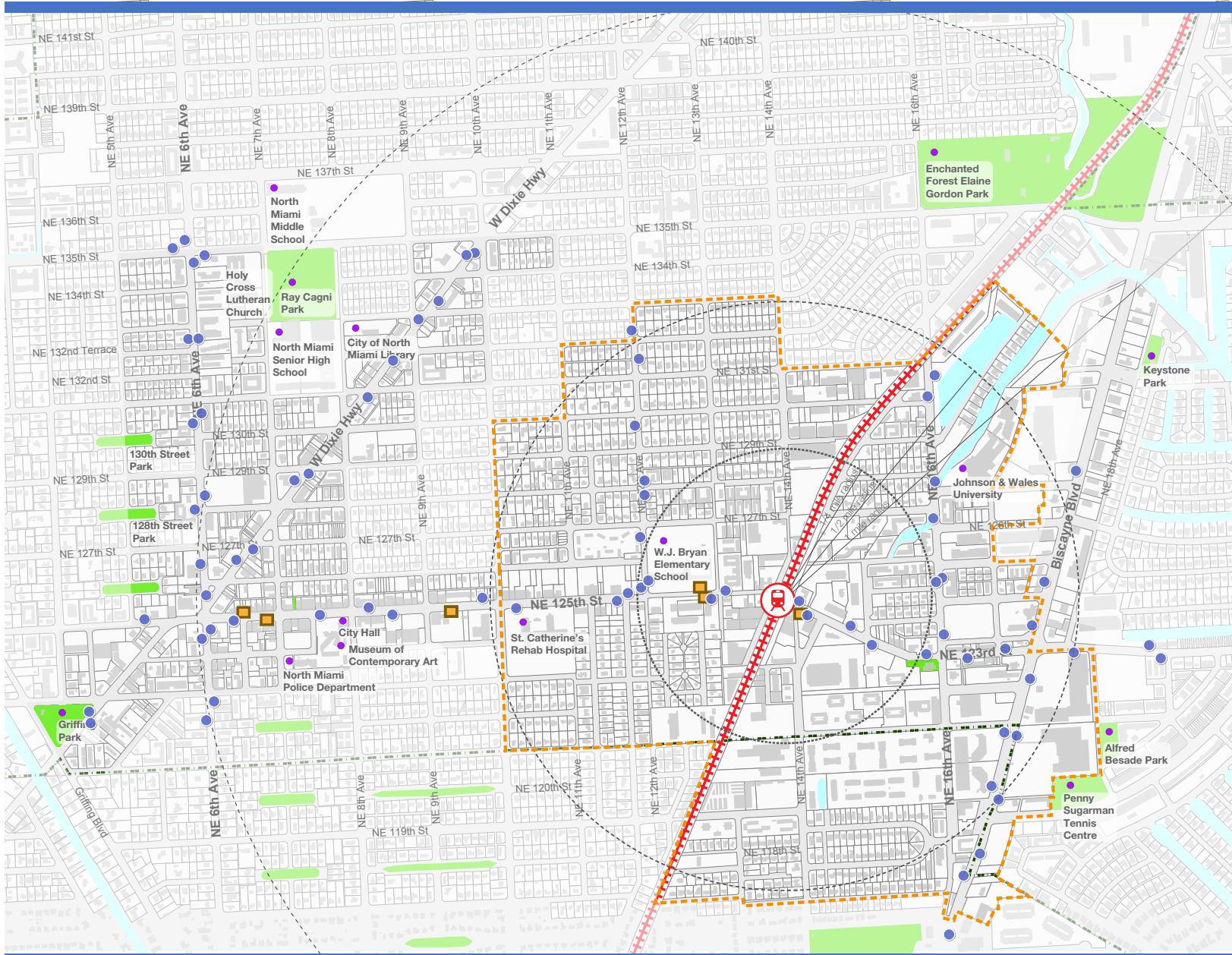


# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**  
FLORIDA LOCALITY DEVELOPMENT AGENCY

CONSULTANT **IBI GROUP**

- LEGEND**
- North Miami City
  - Study Area
  - Parcel
  - Building Footprint
  - Parks, Open Spaces & Recreation
  - Water Body
  - FEC Passenger Rail
  - ⋈ Proposed 125th St Station
  - Major Landmarks
  - 1/4 Mile Radius
  - 1/2 Mile Radius
  - 1 Mile Radius
  - Bike Racks along Transit Stops



Raw Data Source: Miami Dade County Open GIS | CEEP/CO Walk Audit Survey | Google Satellite Imagery



## F.5. STREET FURNITURE

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

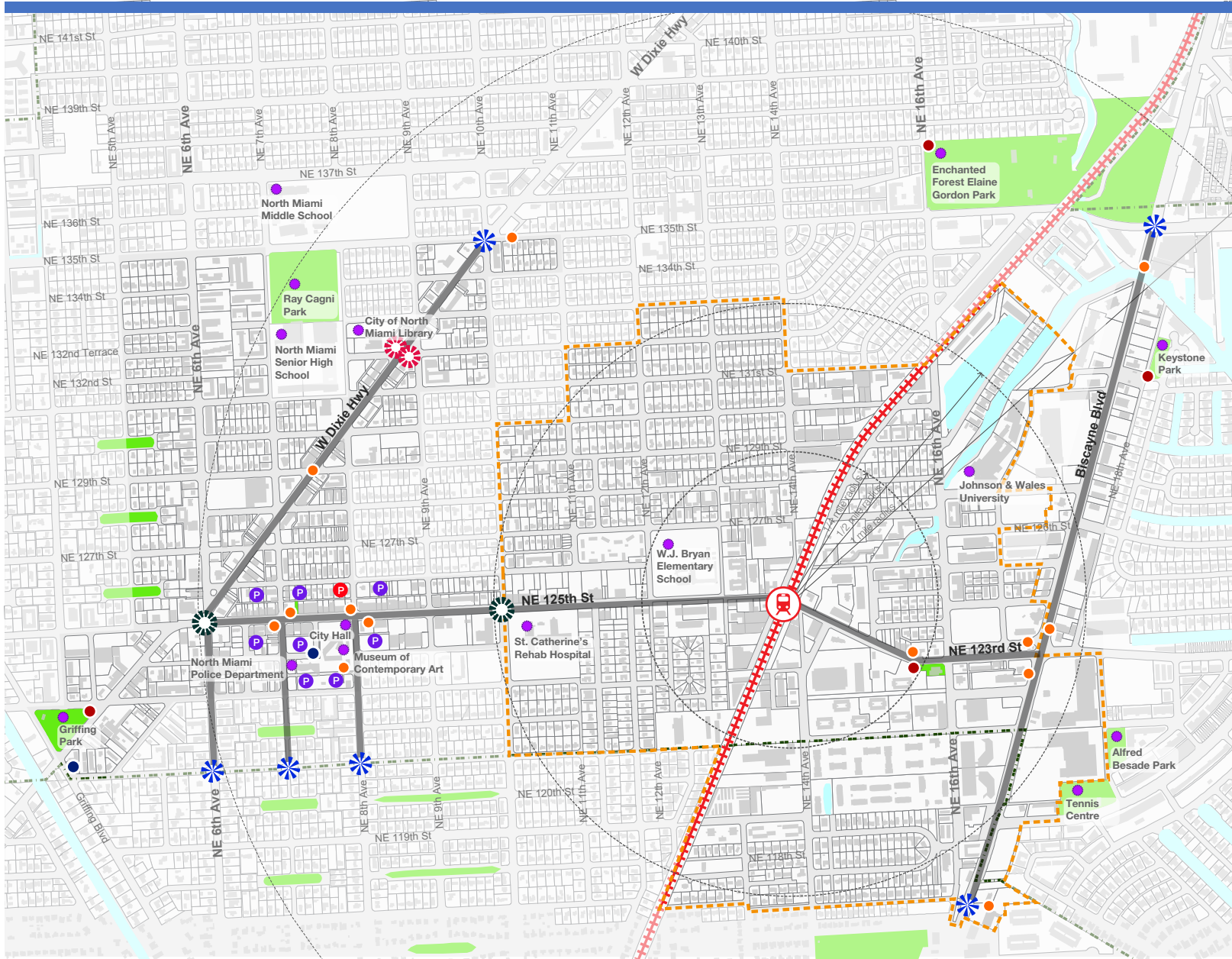
CLIENT: **NORTH MIAMI** NORTH MIAMI CRA  
COMMUNITY REDEVELOPMENT AUTHORITY

CONSULTANT: **IBI GROUP**

## LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Parks, Open Spaces & Recreation
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius
- TYPES OF SIGNAGE**
- Municipal Parking Lots
- P - Sign
- Park Facility Signs
- Directional Signage
- Public Facilities Identity Signs
- Identity Markers
- Destination / Place Name
- Downtown Markers
- Arts District Markers

Source: Miami Dade County Open GIS



## F.6. SIGNAGE
















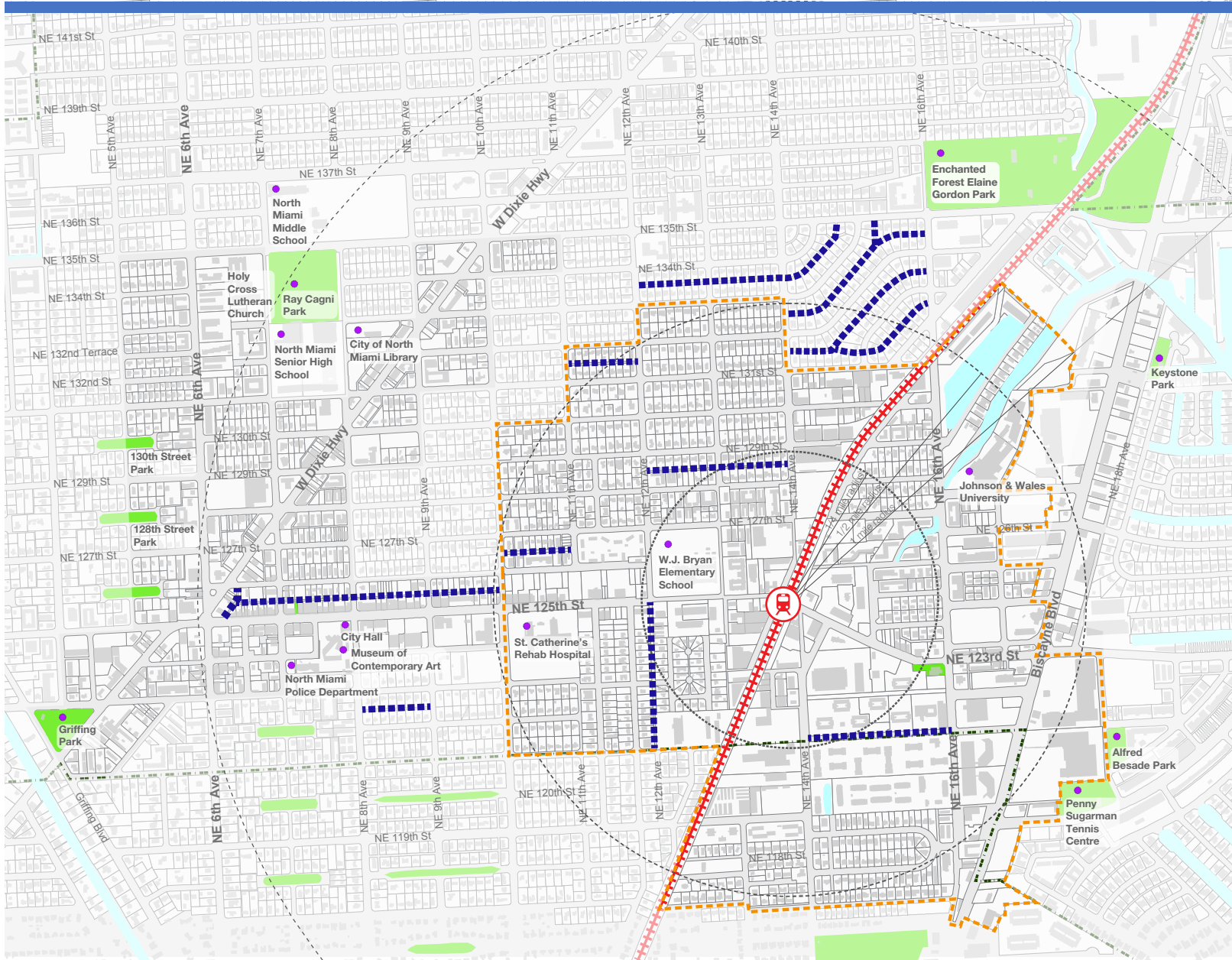
# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**  
FLORIDA COMMUNITY DEVELOPMENT AGENCY

CONSULTANT **IBI GROUP**

## LEGEND

-  North Miami City
-  Study Area
-  Parcel
-  Building Footprint
-  Parks, Open Spaces & Recreation
-  Water Body
-  FEC Passenger Rail
-  Proposed 125th St Station
-  Major Landmarks
-  1/4 Mile Radius
-  1/2 Mile Radius
-  1 Mile Radius
-  Alleys



Raw Data Source: Miami Dade County Open GIS |  
 CEEPPO Walk Audit Survey | Google Satellite Imagery



## F.7. ALLEYS



# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**  
FLORIDA COMMUNITY REDEVELOPMENT AGENCY

CONSULTANT **IBI GROUP**

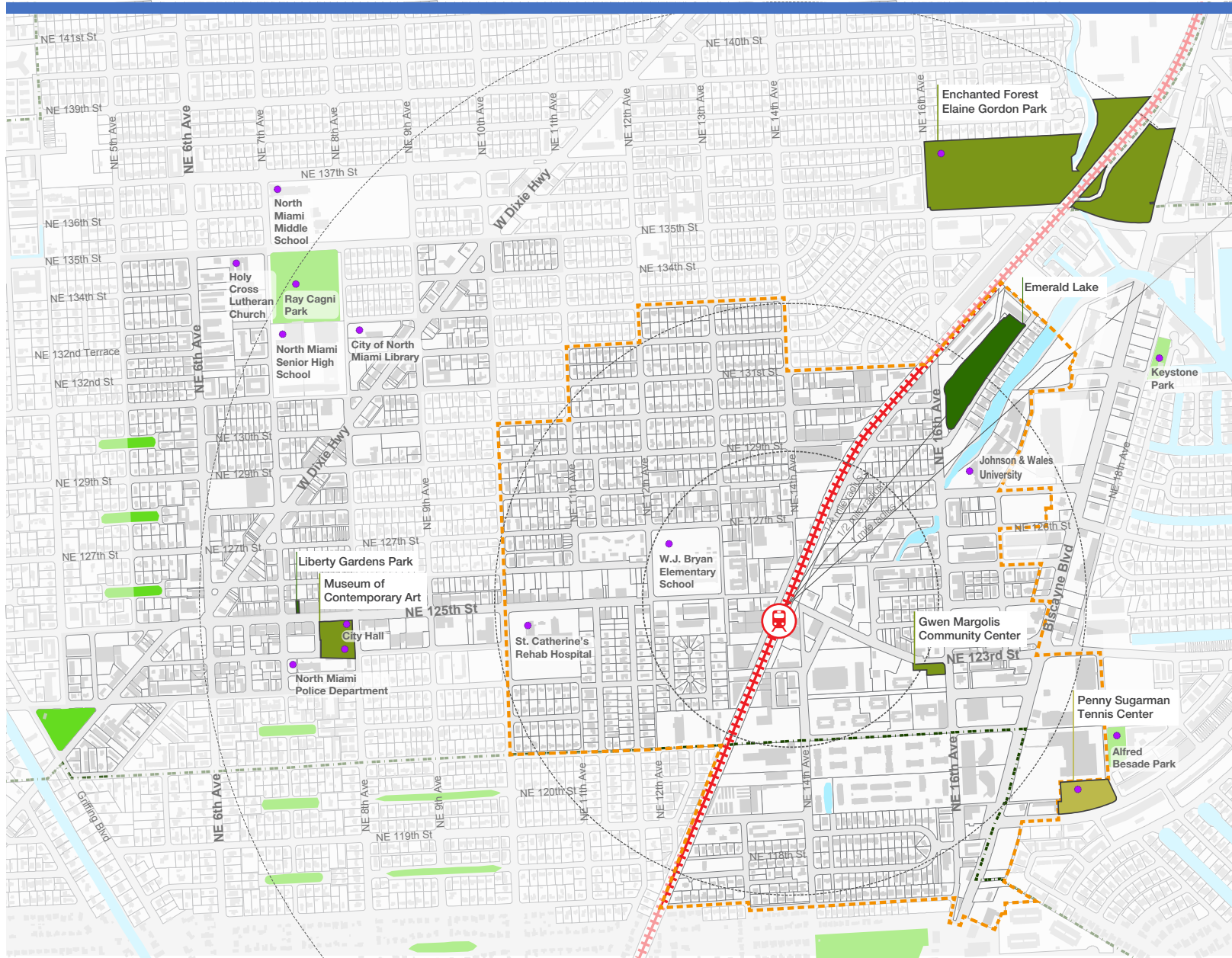
## LEGEND

- North Miami City
- Study Area
- Parcel
- Building Footprint
- Water Body
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

## PARKS AND OPEN SPACES

- Sports Park
- Special Use Park
- Passive Greenspace

Raw Data Source: Miami Dade County Open GIS | Parks, Recreation and Open Space Master Plan















## F.8. PARKS, OPEN SPACES AND RECREATION

# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

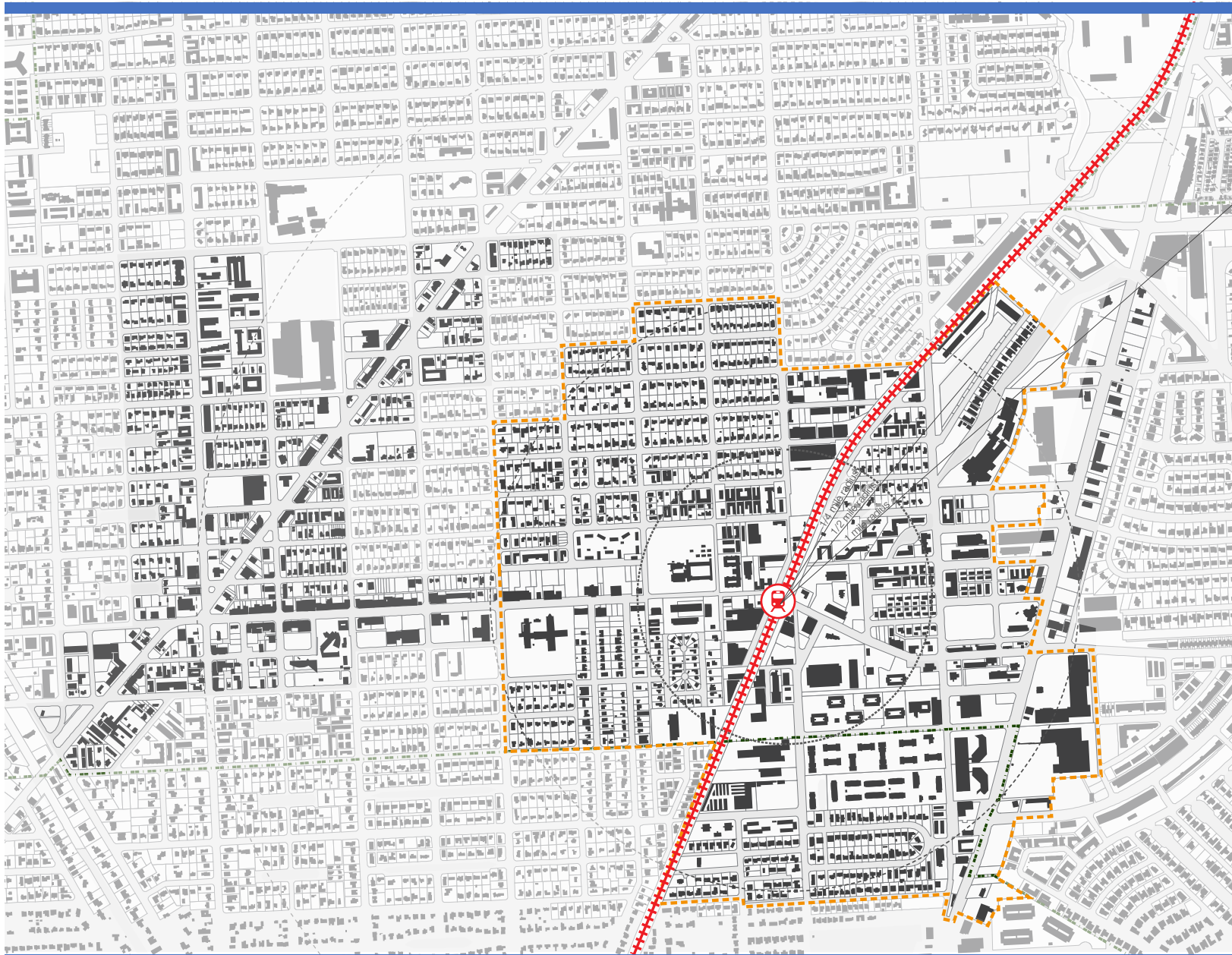
CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**  
TRANSFORMING COMMUNITIES

CONSULTANT **IBI GROUP**

## LEGEND

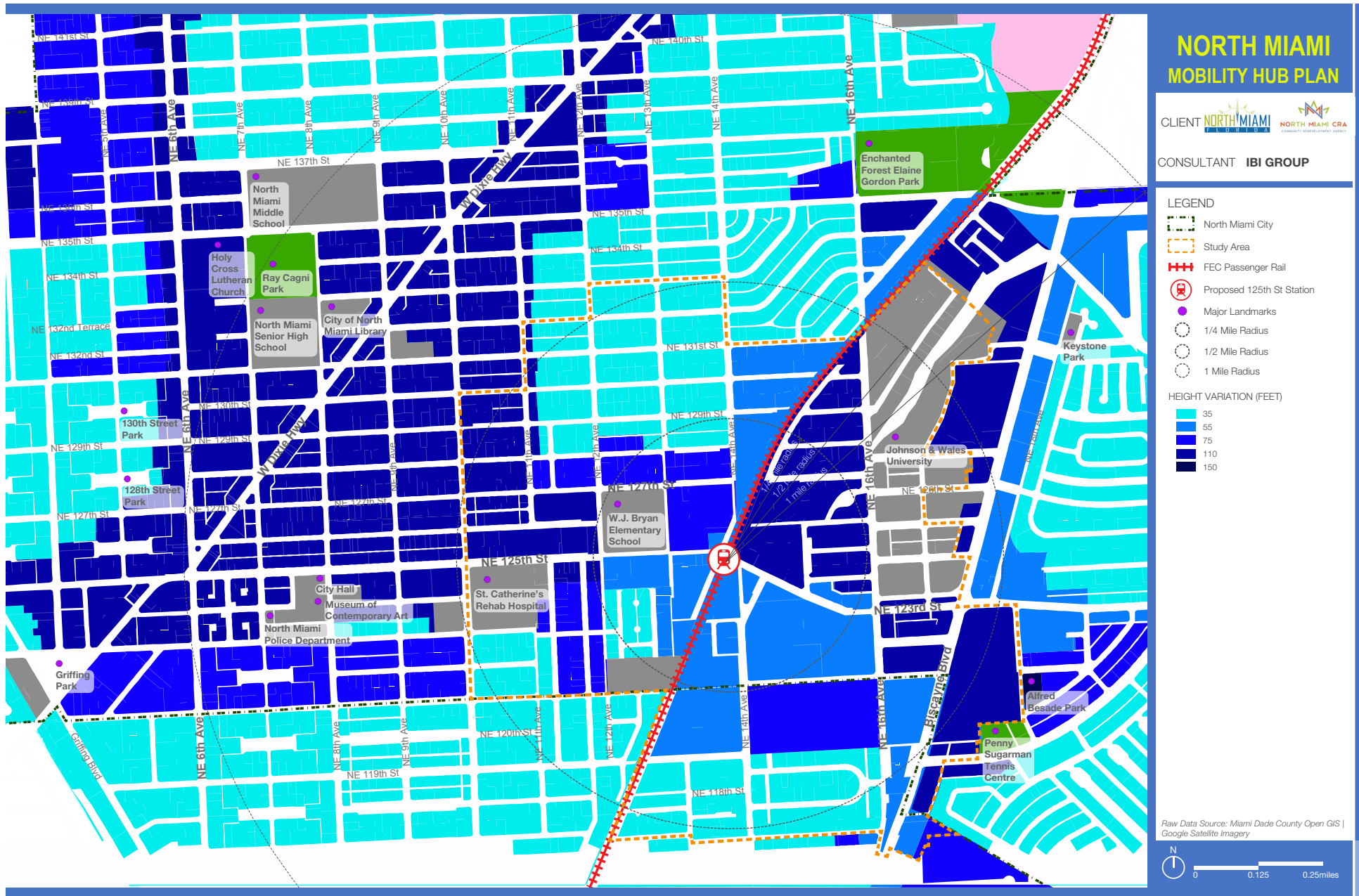
-  North Miami City
-  Study Area
-  Parcel
-  Building Footprint
-  Parks, Open Spaces & Recreation
-  Water Body
-  FEC Passenger Rail
-  Proposed 125th St Station
-  Major Landmarks
-  1/4 Mile Radius
-  1/2 Mile Radius
-  1 Mile Radius

Raw Data Source: Miami Dade County Open GIS |  
 CEEPCO Walk Audit Survey | Google Satellite Imagery



## F.9. FIGURE GROUND





# NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT **IBI GROUP**

### LEGEND

- North Miami City
- Study Area
- FEC Passenger Rail
- Proposed 125th St Station
- Major Landmarks
- 1/4 Mile Radius
- 1/2 Mile Radius
- 1 Mile Radius

### HEIGHT VARIATION (FEET)

- 35
- 55
- 75
- 110
- 150

Raw Data Source: Miami Dade County Open GIS | Google Satellite Imagery



## F.10. BUILDING HEIGHTS











# NORTH MIAMI MOBILITY HUB PLAN






CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**  
LOCAL GOVERNMENT COMMUNITY REDEVELOPMENT AGENCY

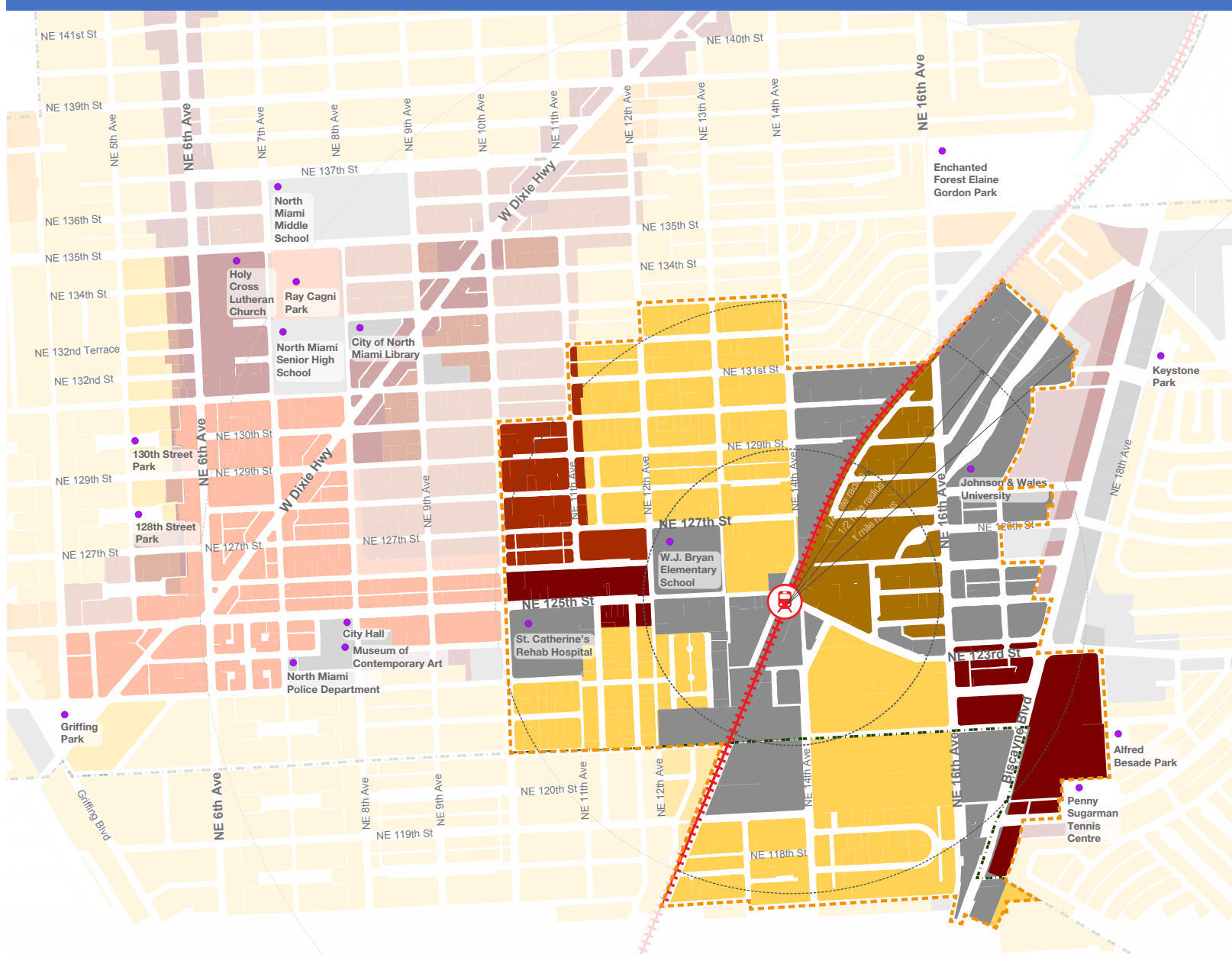
CONSULTANT **IBI GROUP**

## LEGEND

-  North Miami City
-  Study Area
-  FEC Passenger Rail
-  Proposed 125th St Station
-  Major Landmarks
-  1/4 Mile Radius
-  1/2 Mile Radius
-  1 Mile Radius

## DENSITY VARIATION

-  30-50 du/acre
-  50-70 du/acre
-  70-90 du/acre
-  90-110 du/acre
-  110-125 du/acre



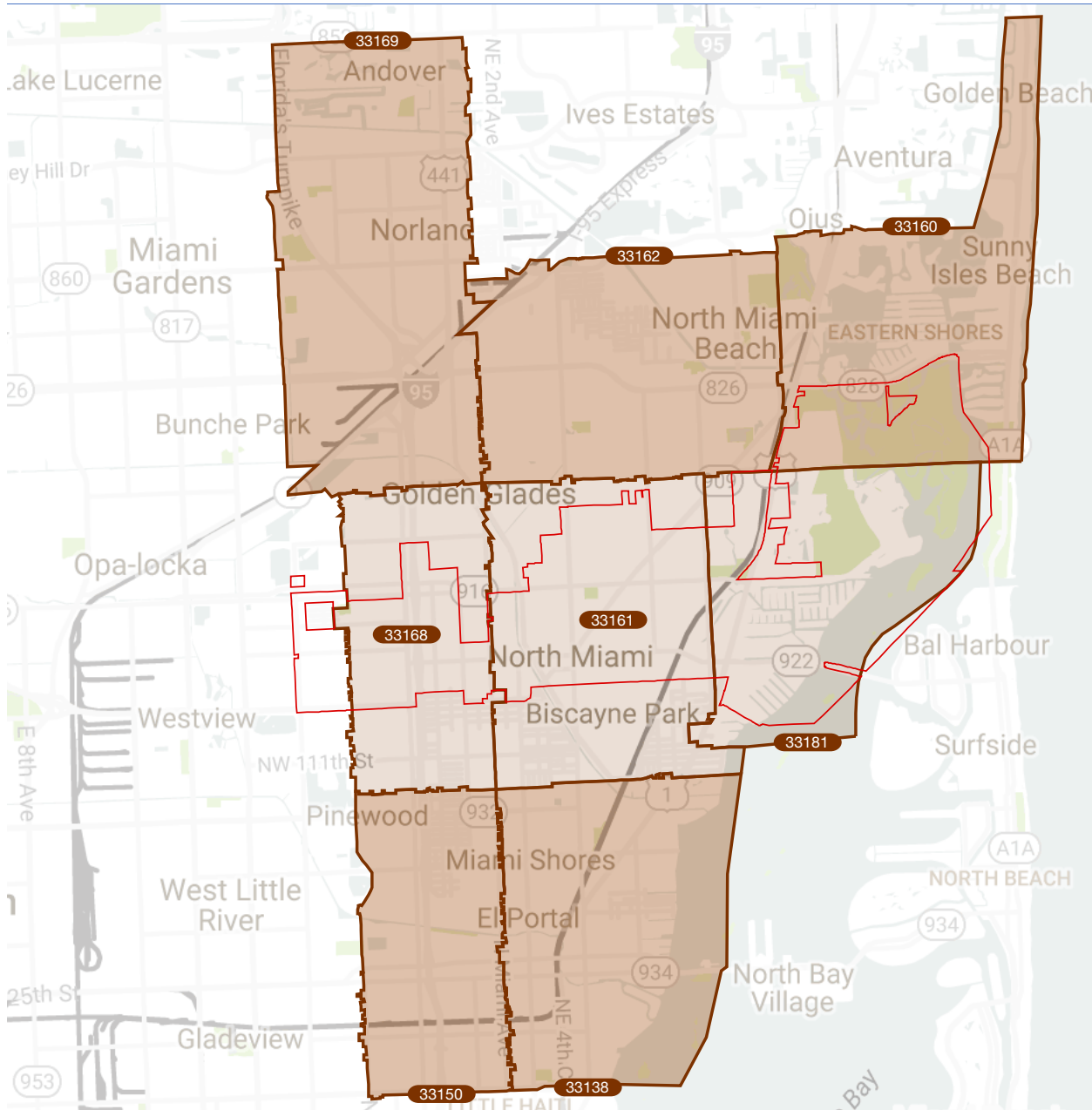
Raw Data Source: Miami Dade County Open GIS |  
 Google Satellite Imagery



## F.11. DENSITY VARIATION

## G. SOCIO-ECONOMIC

---



# NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

CLIENT **NORTH MIAMI** **NORTH MIAMI CRA**

CONSULTANT **IBI GROUP**

## LEGEND

- North Miami City
- TRANSPORTATION**
- Highway
- Major Roads
- FEC Passenger Rail
- Proposed Tri-Rail Coastal Link
- Proposed 125th St. Station
- Other Proposed Stations
- TRADE & MARKET AREAS**
- Trade Areas
- Market Areas

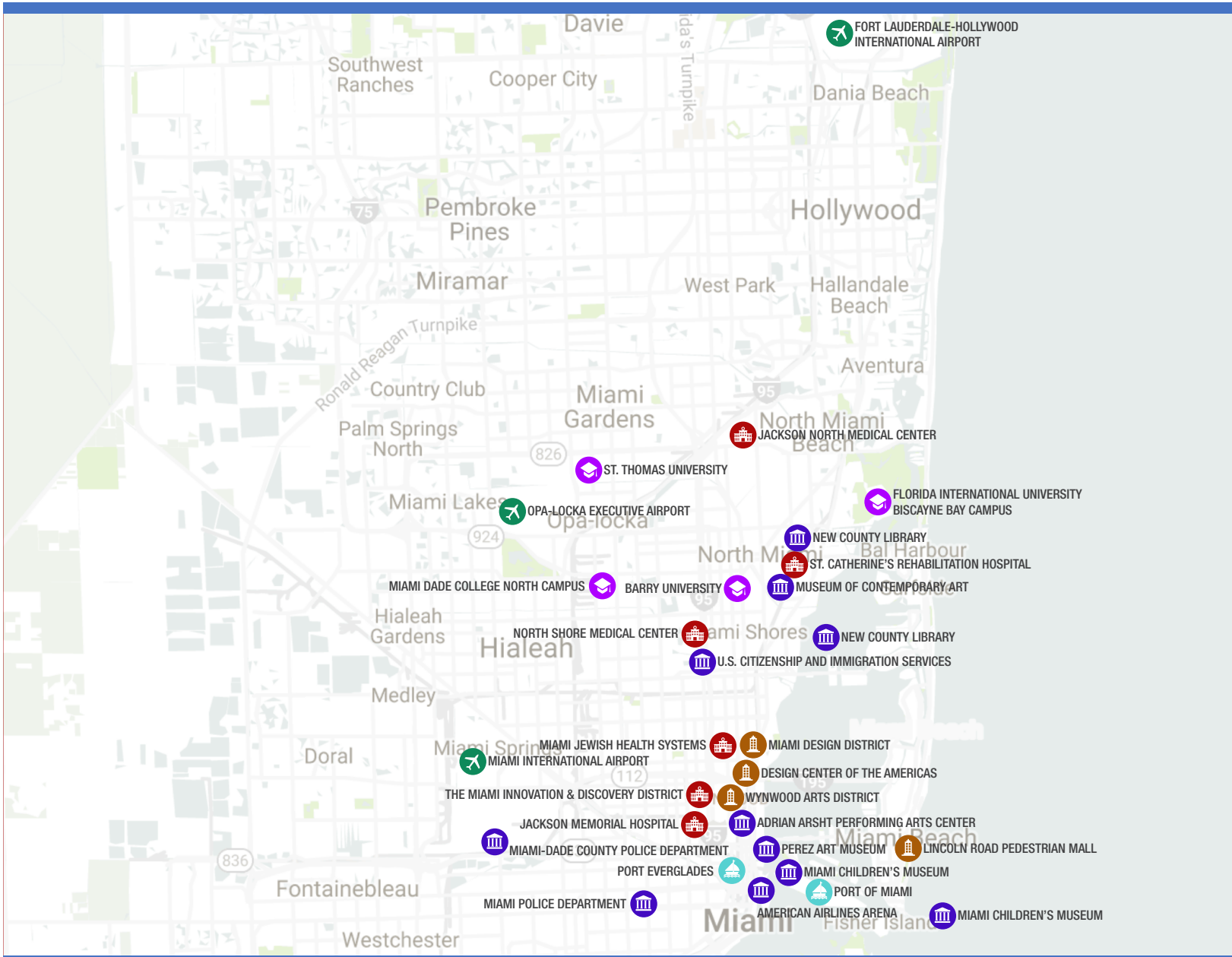
Source: Miami Dade County Open GIS

N

0 0.225 0.45 0.9 Miles

## G.1. TRADE AND MARKET AREAS





## NORTH MIAMI MOBILITY HUB PLAN

CLIENT **NORTH MIAMI** COUNTY GOVERNMENT  
**NORTH MIAMI CRA** COUNTY REDEVELOPMENT AGENCY

CONSULTANT **IBI GROUP**

### LEGEND

- Major Universities
- Cultural and Civic Facilities
- Medical Service and Research Institutions
- Airports
- Ports
- Business Centers, Major Employers and New Neighbourhoods

Raw Data Source: Miami Dade County Open GIS



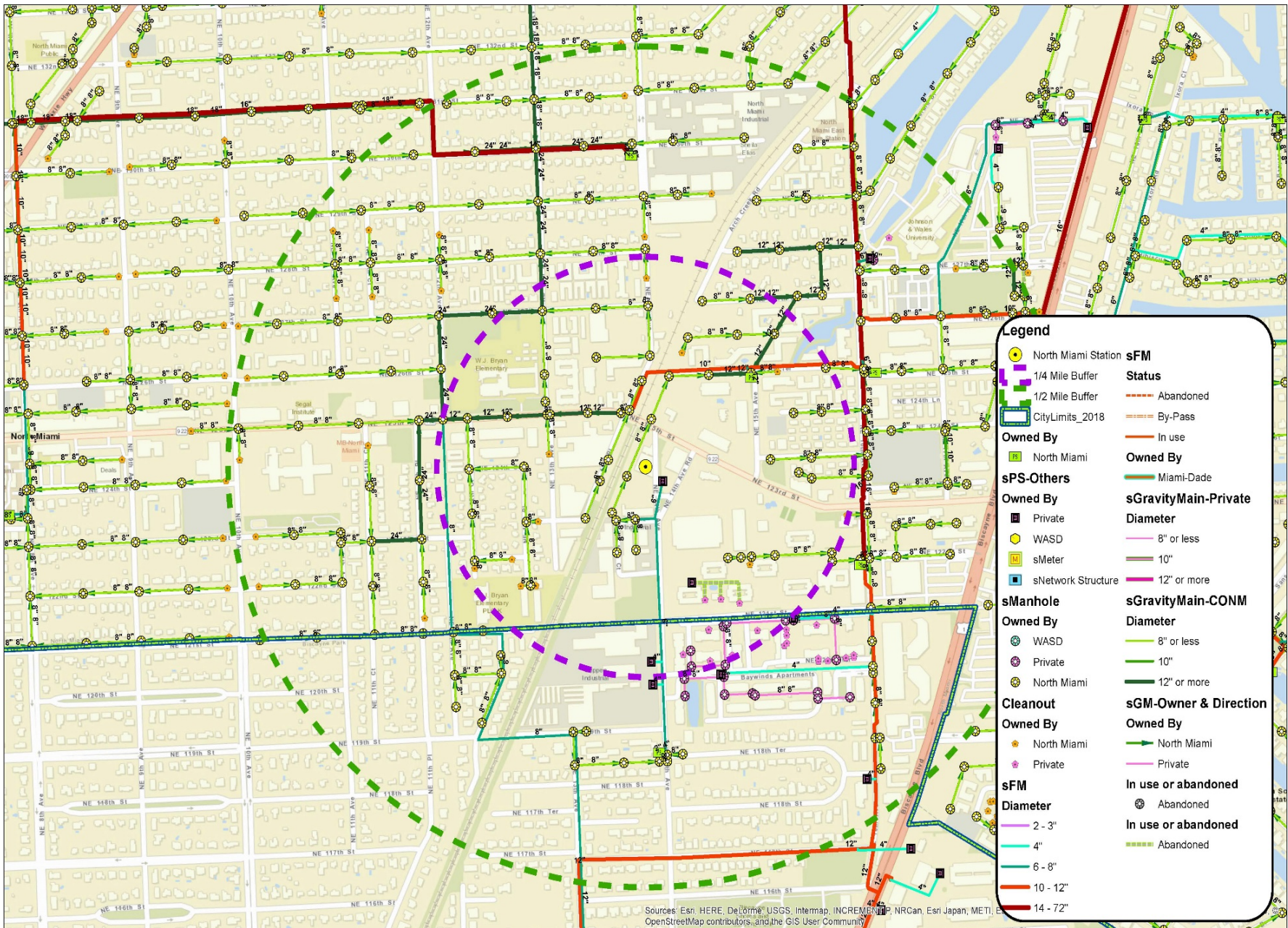
# G.2. EMPLOYMENT GENERATORS

## H. UTILITIES

---

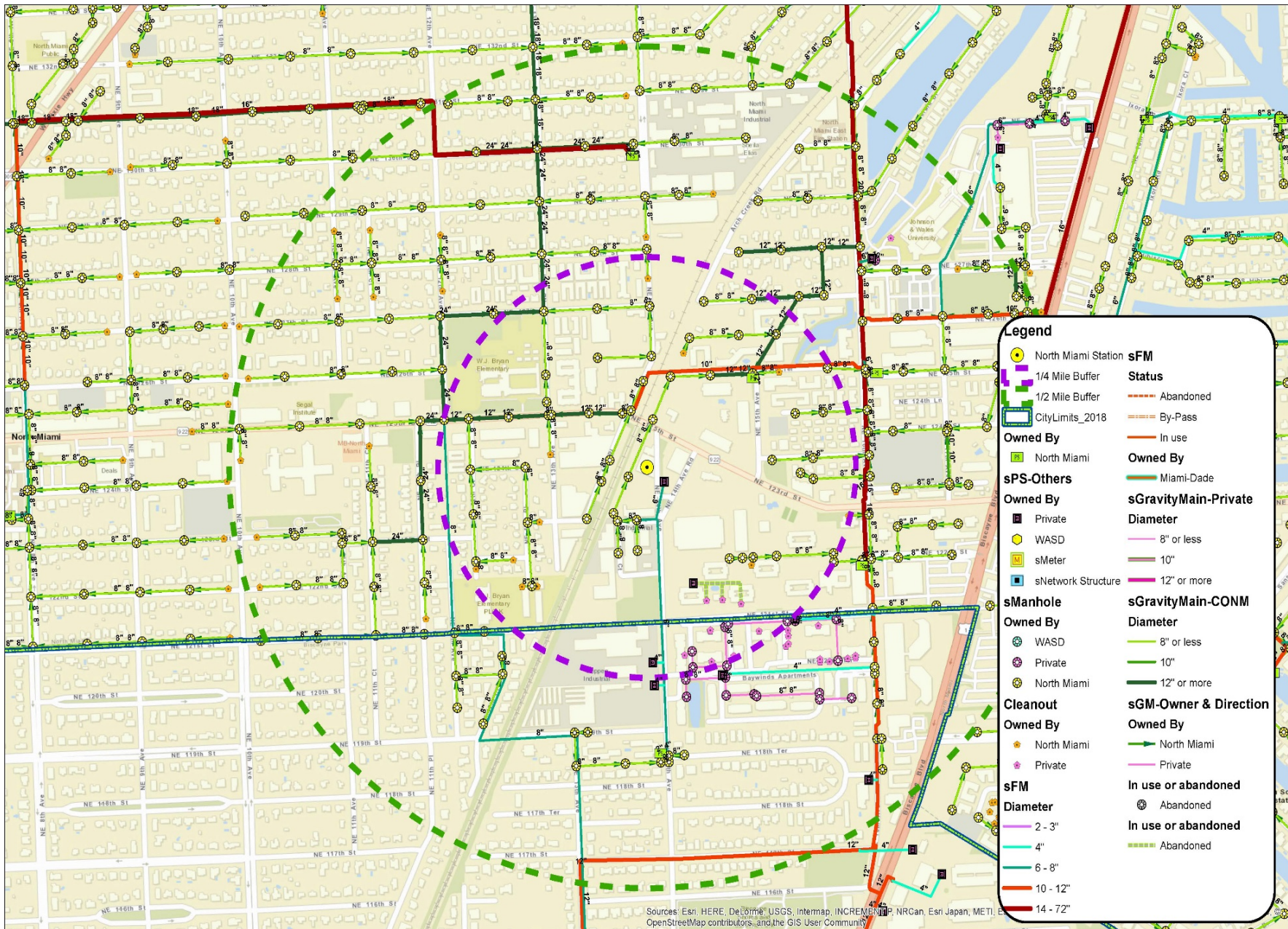






## H.2. WATER DISTRIBUTION SYSTEM





Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri, Swisstopo, Swisstopo, OpenStreetMap contributors, and the GIS User Community

# H.3. SANITARY SEWER COLLECTION SYSTEM







# THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

FUNDING SOURCES

Appendix D





FUNDING SOURCE	FUNDING PROGRAM	PROGRAM DESCRIPTION	ADDITIONAL INFORMATION	CURRENT STATE
<b>FEDERAL</b>				
US Department of the Interior, National Park Service	Land and Water Conservation Fund (LWCF)	The LWCF program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States. The funding that is allocated to each state, or “stateside” funding, is administered by that state. Through the LWCF, the Florida Department of Parks and Recreation provides funds for statewide planning, and for acquiring and developing outdoor recreation areas and facilities. LWCF grant funds may be used for the acquisition and development of state and local facilities that provide active and/or passive recreation opportunities.	Federal funding of this program varies from year to year depending on appropriations. Florida’s allocation for fiscal year 2006 is approximately \$1.2 million. For program information, visit: <a href="http://www.nps.gov/ncrc/programs/flp/index.htm">http:// www.nps.gov/ncrc/ programs/flp/index.htm</a>	Expires September 30th 2018
US Department of the Interior, National Park Service	Federal Lands to Parks (FLP)	The National Park Service’s FLP Program conveys surplus federal land to communities, usually at no cost, for public park and recreation purposes. Over 1,400 properties, approximately 150,000 acres, have been transferred to state and local governments for parks and recreation areas since the program’s inception in 1949. The Program also helps ensure continued public access and stewardship of resources.	Generally, resources are available on an on-going basis as properties become available. For more information on how to participate in this program, visit: <a href="http://www.nps.gov/ncrc/programs/flp/index.html">http://www.nps.gov/ncrc/ programs/flp/index.html</a>	Current 2018 funding: <a href="https://flh.fhwa.dot.gov/programs/flap/documents/2018-funding.pdf">https://flh.fhwa.dot.gov/programs/flap/documents/2018-funding.pdf</a>
US Department of Agriculture (USDA) - Natural Resource Conservation District (NRCS)	Watershed Protection and Flood Prevention	WFPF provides technical and financial assistance to state agencies and units of local government in planning and carrying out works of improvement and to protect, develop and utilize the land and water resources in small watersheds not exceeding 250,000 acres. This includes total resource management and planning to improve water quality and solve problems caused by flooding, erosion and sediment damage, conservation, development, utilization and disposal of water. The program emphasizes planning through interdisciplinary teams that include the sponsors, other agencies, and environmental groups in all stages of plan development.	<a href="https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/landscape/wfpo/">https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/landscape/wfpo/</a>	Current

FUNDING SOURCE	FUNDING PROGRAM	PROGRAM DESCRIPTION	ADDITIONAL INFORMATION	CURRENT STATE
US Department of Agriculture (USDA) - Natural Resource Conservation District (NRCS)	Watershed Surveys and Planning (WSP)	The purpose of the program is to assist Federal, State, and local agencies and tribal governments to protect watersheds from damage caused by erosion, floodwater, and sediment and to conserve and develop water and land resources. Resource concerns addressed by the program include water quality, opportunities for water conservation, wetland and water storage capacity, agricultural drought problems, rural development, municipal and industrial water needs, upstream flood damages, and water needs for fish, wildlife, and forest-based industries.	<a href="https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/programs/landscape/wsp/?cid=nrcs143_008272">https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/programs/landscape/wsp/?cid=nrcs143_008272</a>	Current
US Environmental Protection Agency (EPA)	Pollution Prevention Grant Program	This program funds two-year Pollution Prevention (P2) assistance agreements for projects expected to be performed in each EPA region that provide technical assistance and/or training to businesses/facilities to help them adopt source reduction approaches (also known as P2).	<a href="https://www.epa.gov/p2/grant-programs-pollution-prevention">https://www.epa.gov/p2/grant-programs-pollution-prevention</a>	Current
U.S. Department of Transportation	Better Utilizing Investments to Leverage Development (BUILD)	Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State	<a href="https://www.transportation.gov/BUILDgrants">https://www.transportation.gov/BUILDgrants</a>	Current
U.S. Department of Housing and Urban Development	Choice Neighborhoods Planning Grants Program	The Choice Neighborhoods program leverages significant public and private dollars to support locally driven strategies that address struggling neighborhoods with distressed public or HUD assisted housing through a comprehensive approach to neighborhood transformation. Local leaders, residents, and stakeholders, such as public housing authorities, cities, schools, police, business owners, nonprofits, and private developers, come together to create and implement a plan that revitalizes distressed HUD housing and addresses the challenges in the surrounding neighborhood. The program helps communities transform neighborhoods by redeveloping severely distressed public and/or HUD-assisted housing and catalyzing critical improvements in the neighborhood, including vacant property, housing, businesses, services and schools.	<a href="https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy18cnpg">https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy18cnpg</a>	Current



FUNDING SOURCE	FUNDING PROGRAM	PROGRAM DESCRIPTION	ADDITIONAL INFORMATION	CURRENT STATE
<b>STATE</b>				
Florida Department of Community Affairs	Florida Community's Trust (FCT) Fund Grant	This grant program was established for environmental land acquisition. Florida Communities Trust (FCT) is a state land acquisition grant program that provides funding to local governments and eligible non-profit environmental organizations for acquisition of community-based parks, open space and greenways that further outdoor recreation and natural resource protection needs identified in local government comprehensive plans	<a href="https://floridadep.gov/ooo/land-and-recreation-grants/content/florida-communities-trust-home">https://floridadep.gov/ooo/land-and-recreation-grants/content/florida-communities-trust-home</a>	Current
Florida Department of Environmental Protection	Coastal Partnership Initiative	This initiative is designed to support innovative local-level coastal management projects in four program areas: public access, remarkable coastal places, working waterfronts, and community stewardship. Governmental, educational, and non-profit entities can apply, and the Florida Coastal Management Program offers technical assistance and training along with the more traditional funding support. Financial awards are limited to no more than \$50,000 and no less than \$15,000 and may be used for planning and coordination activities, land acquisition, small construction, or capital improvement projects. If the type of assistance provided through the grant contract is financial assistance, the recipient will be required to provide 100% matching funding, which may be cash or in-kind.	<a href="https://floridadep.gov/fco/fco/content/coastal-partnership-initiative-grant-program">https://floridadep.gov/fco/fco/content/coastal-partnership-initiative-grant-program</a>	Current
Florida Department of Environmental Protection	Florida Recreation Development Assistance Program (FRDAP)	This annual, state recreation assistance program may be used for recreational land acquisition, park design and construction. Active park amenities are normally afforded a higher priority than passive parks. With a limit of \$150,000, projects may be phased over several years. Grants under \$50,000 require no match. Grants over \$50,000 require a 50% match. The maximum grant amount is \$200,000	<a href="https://floridadep.gov/ooo/land-and-recreation-grants/content/florida-recreation-development-assistance-program">https://floridadep.gov/ooo/land-and-recreation-grants/content/florida-recreation-development-assistance-program</a>	Current
Florida Department of Environmental Protection	Florida Recreational Trails Program (RTP)	The Recreational Trails Program is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or federal governments, and organizations, approved by the state, or state and federally recognized Indian tribal governments, for the development of recreational trails, trailheads and trailside facilities. The program has been shifted from the Office of Greenways and Trails to DEP's Office of Operations, Land and Recreation Grants.	<a href="https://floridadep.gov/ooo/land-and-recreation-grants/content/recreational-trails-program">https://floridadep.gov/ooo/land-and-recreation-grants/content/recreational-trails-program</a>	Current

FUNDING SOURCE	FUNDING PROGRAM	PROGRAM DESCRIPTION	ADDITIONAL INFORMATION	CURRENT STATE
Florida Department of Environmental Protection	Land and Water Conservation Fund Program	The Land and Recreation Grants staff administers grants to local governments through the Land and Water Conservation Fund (LWCF). The LWCF is a federal competitive program that provides grants for acquisition or development of land for public outdoor recreation. Eligible participants include all county governments, municipalities in Florida and other legally constituted local governmental entities with the responsibility for providing outdoor recreational sites and facilities for the general public	<a href="https://floridadep.gov/ooo/land-and-recreation-grants/content/land-and-water-conservation-fund-program">https://floridadep.gov/ooo/land-and-recreation-grants/content/land-and-water-conservation-fund-program</a>	Current
Florida Inland Navigation District	Florida Inland Navigation District Waterway Assistance Program (WAP)	The Waterway Assistance Program is a grant program established by the Florida Legislature and the District for the purpose of financially cooperating with local governments to alleviate problems associated with the Atlantic Intracoastal Waterway and associated waterways within the District. The maximum grant award amount for eligible projects is \$300,000 annually.	<a href="http://www.aicw.org/assistance_programs/waterway_assistance_programs/2017_wap_grant_application/index.php">http://www.aicw.org/assistance_programs/waterway_assistance_programs/2017_wap_grant_application/index.php</a>	Current
	Community Forest and Open Space Conservation Program	The Community Forest Program is a grant program that authorizes the Forest Service to provide financial assistance to local governments, tribal governments, and qualified nonprofit entities to help conserve land and establish community forests that provide continuing and accessible community benefits. The program pays up to 50 percent of the project costs and requires a 50 percent non-federal match.	<a href="https://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/For-Communities/Grants/Community-Forest-Program">https://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/For-Communities/Grants/Community-Forest-Program</a>	Current
Florida Department of Agriculture and Consumer Services	Florida Urban Forestry Grant	As part of the federal government's Urban and Community Forestry Matching Grant Program, funds will be available to organizations to develop or enhance their urban and community forestry programs.	<a href="https://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/For-Communities/Grants/Florida-Urban-and-Community-Forestry-Grant-Program">https://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/For-Communities/Grants/Florida-Urban-and-Community-Forestry-Grant-Program</a>	Current
Florida Fish and Wildlife Conservation Commission	Florida Boating Improvement Program (FBIP)	The Florida Boating Improvement Program provides funding through competitive grants for boating access projects and other boating-related activities on coastal and/or inland waters of Florida. Eligible program participants include county governments, municipalities and other governmental entities of the State of Florida	<a href="http://myfwc.com/boating/grant-programs/fbip/">http://myfwc.com/boating/grant-programs/fbip/</a>	Current

FUNDING SOURCE	FUNDING PROGRAM	PROGRAM DESCRIPTION	ADDITIONAL INFORMATION	CURRENT STATE
Florida Department of Agriculture	Keep American Beautiful (KAB) Grant	Keep America Beautiful is a national nonprofit public education organization dedicated since 1953 to engaging individuals to take greater responsibility for improving their local community environments. Annual landscaping grant program administered through the State Department of Agriculture. With a \$20,000 limit, projects may be phased.	<a href="https://www.kab.org/resources/community-grants">https://www.kab.org/resources/community-grants</a>	Current
Florida Department of State, Division of Cultural Affairs	Cultural Facilities Grant	The purpose of the Cultural Facilities Program is to coordinate and guide the State of Florida's support and funding of renovation, construction, or acquisition of cultural facilities.	<a href="http://dos.myflorida.com/cultural/grants/grant-programs/cultural-facilities/">http://dos.myflorida.com/cultural/grants/grant-programs/cultural-facilities/</a>	Current
Florida Department of Transportation	County Incentive Grant Program	The County Incentive Grant Program (CIGP) was created for the purpose of providing grants to counties, to improve a transportation facility including transit which is located on the State Highway System (SHS) or which relieves traffic congestion on the SHS, per Section 339.2817, Florida Statutes. Such projects may include resurfacing and paving dirt local roads as long as the statutory requirement is clearly met. For example, if an application is received for CIGP funds to pave a dirt road, the justification must indicate how paving the dirt road would relieve congestion on the SHS. Each eligible project must be consistent to the maximum extent feasible with the Florida Transportation Plan, Metropolitan Planning Organization Plan where applicable, and any appropriate local government comprehensive plan. Counties may submit projects that are not in the Metropolitan Planning Organization Long Range Transportation Plan or local government comprehensive plan; however, if selected, the projects must be amended into these plans within six months and supporting documentation should be provided to the Florida Department of Transportation (department).	<a href="http://www.fdot.gov/programmanagement/LP/CIGP/Default.shtm">http://www.fdot.gov/programmanagement/LP/CIGP/Default.shtm</a>	Current
Florida Department of Transportation	Transportation Regional Incentive Program (TRIP)	TRIP was created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay up to 50 percent of the non-federal share of project costs for public transportation facility projects.	<a href="http://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm">http://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm</a>	Current



FUNDING SOURCE	FUNDING PROGRAM	PROGRAM DESCRIPTION	ADDITIONAL INFORMATION	CURRENT STATE
Florida Department of Economic Opportunity	Florida Job Growth Grant Fund	In its first year, the Florida Job Growth Grant Fund provided \$85 million for public infrastructure and job training projects that support growth and employment in Florida's diverse industries. In 2018-19, another \$85 million will be provided for public infrastructure and job training projects in Florida. Public infrastructure projects can include transportation and utilities needed to support economic development.	<a href="http://floridajobs.org/jobgrowth">http://floridajobs.org/jobgrowth</a>	Current
Florida Department of Transportation	Safety Grant	The Florida Department of Transportation (FDOT) State Safety Office awards subgrants to traffic safety partners that undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants may be awarded for assisting in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program. Many types of organizations are eligible to receive traffic safety subgrant funding: government agencies, political subdivisions of state, local, city and county government agencies, law enforcement agencies, state colleges and state universities, school districts, fire departments, public emergency service providers, and certain qualified non-profit organizations	<a href="http://www.fdot.gov/safety/3-Grants/Grants-Home.shtml">http://www.fdot.gov/safety/3-Grants/Grants-Home.shtml</a>	Current
<b>LOCAL</b>				
Miami Dade Transportation Planning Organization	Municipal Grant Program	The Municipal Grant Program (MGP) was developed to have municipalities within Miami-Dade County submit transportation planning proposals to the TPO to receive funding on a competitive basis. Participation in the program requires a minimum 20% funding commitment from the municipality.	<a href="http://miamidadetpo.org/municipal-grant-program.asp">http://miamidadetpo.org/municipal-grant-program.asp</a>	Current



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