

# THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

EXECUTIVE SUMMARY

DECEMBER, 2018

APPROVED BY CRA BOARD ON DECEMBER 11, 2018



**NORTH MIAMI CRA**  
COMMUNITY REDEVELOPMENT AGENCY



# OVERVIEW

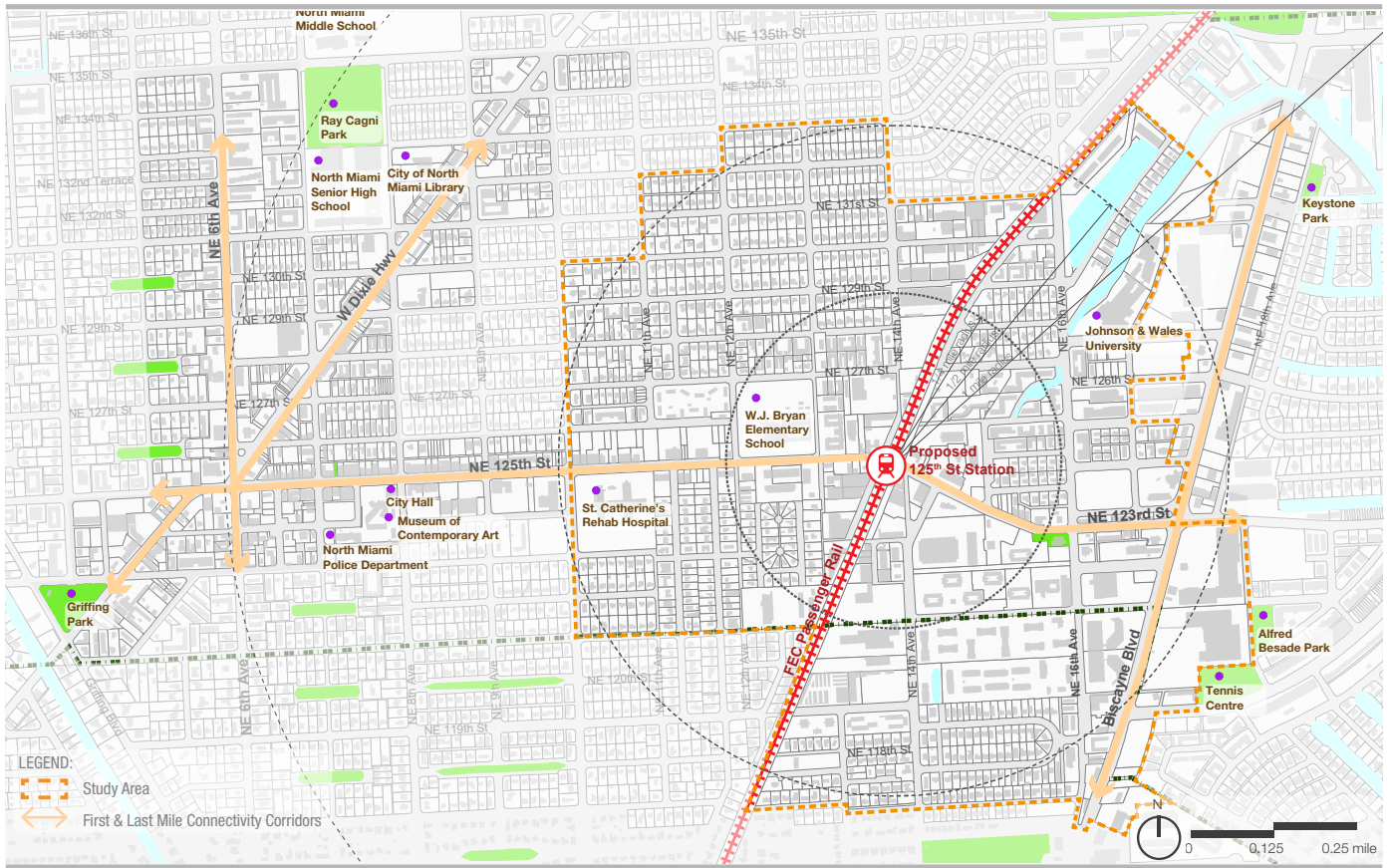
The South Florida East Coast Corridor (SFECC) Study proposed reintroducing commuter passenger service – Tri-Rail Coastal Link along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. The proposed service will restore passenger service through the downtowns of densely-populated municipalities in eastern Miami-Dade, Broward and Palm Beach Counties. The City of North Miami is one of the six 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 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. Taking these initiatives into account and to ensure that North Miami residents are provided with safe and affordable multimodal transportation options, reduced traffic congestion, and maximized carbon free mobility, the City 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.

The North Miami Mobility Hub & TOD Strategic Plan marks a new way of working together. 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. The final Plan focuses on strategies to promote North Miami as a multi-modal hub with supportive compact development to create a vibrant, walkable and accessible urban core. The following pages set forth the action steps and series of projects in taking the Plan forward.



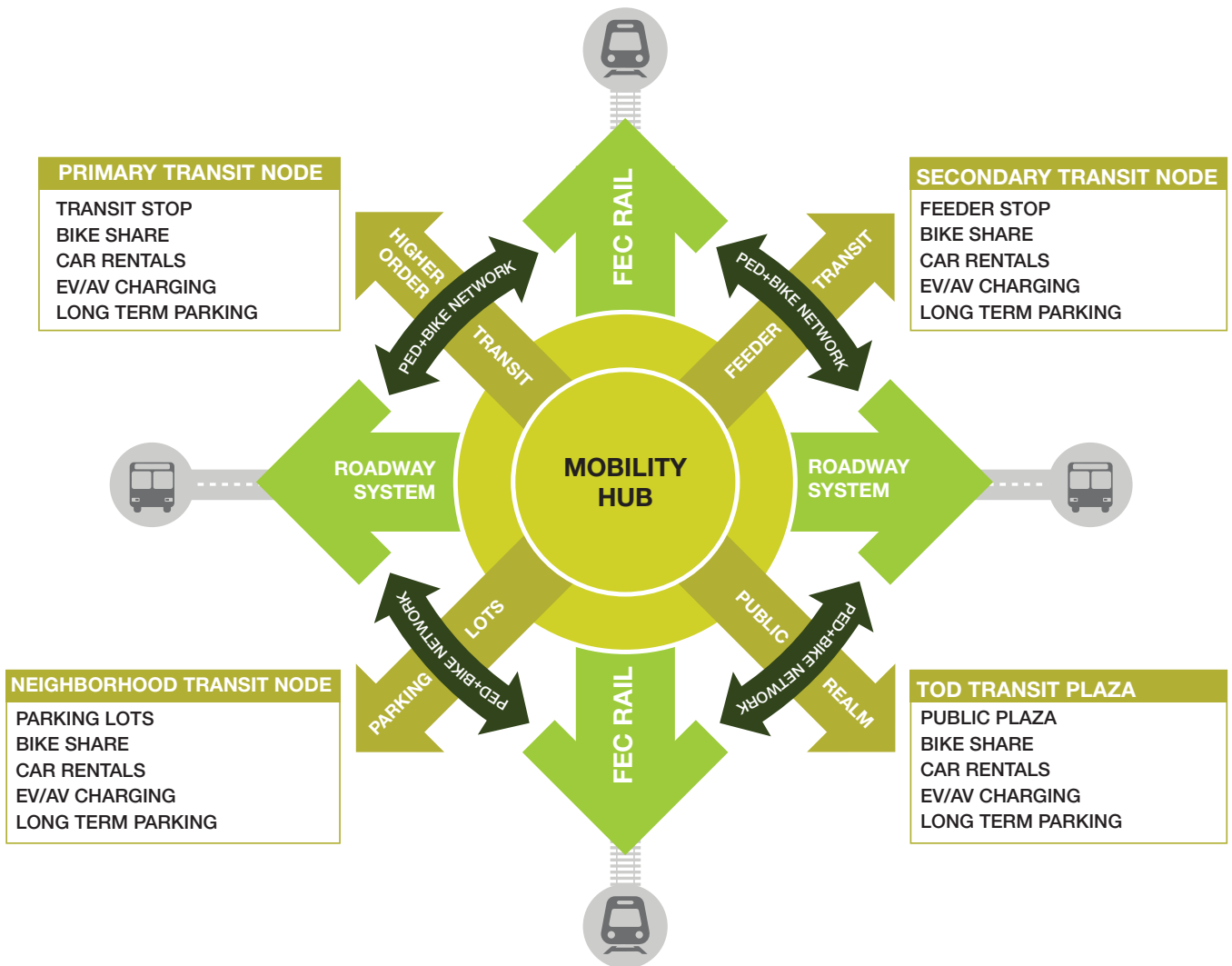
# STUDY AREA PROFILE



# MOBILITY HUB & TOD

The NoMi Mobility Hub (also referred as the Mobility Hub or North Miami Mobility Hub) is comprised of a well-designed transit station near the NE 125th /123rd Street and FEC Railway corridor intersection and includes 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, within 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.

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 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. The plan foresees a significant shift to Transit Oriented Development (TOD) near the North Miami Mobility Hub with redevelopment of existing commercial properties into mixed-use centers, while preserving unique North Miami neighborhoods.



# GUIDING PRINCIPLES

## 01 FIRST & LAST MILE CONNECTIVITY

North Miami’s Mobility Hub & TOD Strategic Plan allows for ‘coordinated bundling’ of first and last mile access strategies to provide more and enhanced mobility choices for North Miami residents and other users, ultimately improving access to transit service for longer regional trips and discourage use of cars for shorter local trips. This Plan identifies an overlay of connected networks for pedestrians and bicycles

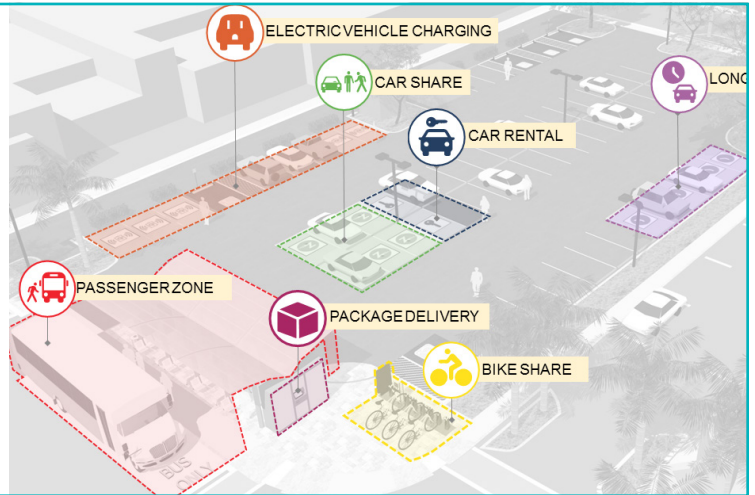
- A. **Pedestrian Environment: Pedestrian priority street, Green streets, Shared streets & alleys**
- B. **Protected bike lanes and shared bikeways**
- C. **Multi-Use Trail**



## 02 MULTIMODAL INTEGRATION

To facilitate better access to neighborhoods, the Plan strengthens seamless integration between transit modes, systems, and routes – bus stops, circulator shuttles, parking areas, bike share systems, local jitney service and future transit stations by providing solutions to facilitate easily identifiable, safe and efficient access.

- A. **NOMI Pivot**
- B. **Transit System Improvements – NOMI Express and Metro Bus**
- C. **Future Mobility Technologies**



## 03 CREATIVE PLACEMAKING & OPEN SPACES

The station area and associated TOD will become a new “place” with its own brand and design motif built around active urban plazas, shaded multi-modal streetscapes and pedestrian amenities. The Plan identifies opportunities to activate the Planning Area’s streets and plazas implement through small-scale, temporary and/or permanent tactical urbanism projects.

- A. **NoMi Station Square**
- B. **MOCA/City Hall Plaza Area**
- C. **NoMi Public Market & ‘Arts @ The Market’**



# GUIDING PRINCIPLES

## 04 TRANSIT SUPPORTIVE AREA

Defined as the area that extends approximately one-half mile to one-mile around a transit station (Florida TOD Guidebook), Transit Supportive Area ensures higher densities are strategically distributed across the Planning Area while at the same time utilized to maximize the development potential of each site and its tax revenue generating capacity. The Plan identifies catalyst nodes along major corridors; based on the area's infrastructure carrying capacity of roads, utilities and assets while at the same time ensuring regional resiliency considerations

- A. **Overlay Zone**
- B. **Catalyst Nodes**



## 05 PARKING MANAGEMENT

To reduce reliance on personal vehicles and promote transit usage, the Plan recommends a parking management strategy through regulatory changes such as reduced parking requirements, redevelopment of surface parking lots, and construction of mixed-use parking garages within the Planning Area.

- A. **Reduce on-street parking**
- B. **Off-street parking management**
- C. **Integrate parking with other mobility services**



## 06 AGE-FRIENDLY NEIGHBORHOODS

Incorporating the needs of children and senior citizens is at the core of the North Miami Mobility Hub & TOD Strategic Plan. The intent is to ensure that the design of public spaces and mobility networks in the Planning Area should be sensitively designed to create healthy and equitable communities.

- A. **Community Facilities**
- B. **Safe Mobility**

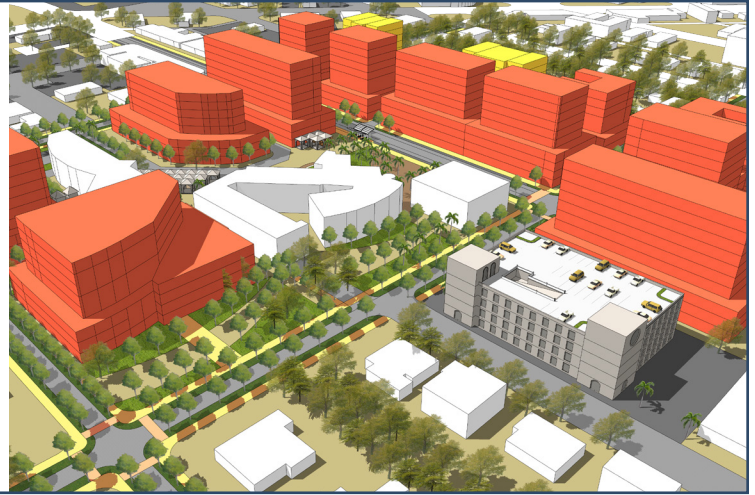


# GUIDING PRINCIPLES

## 07 ECONOMIC CATALYSTS

The Plan recommends projects intended to have the greatest impact on residents. These include physical improvements that have multi-tiered benefits – access to affordable housing neighborhood services, increase homeownership rate, etc.

- A. **Mobility Hub as a Platform for Broader Economic Redevelopment**
- B. **Leverage, Complement and Connect to Mega-Developments**
- C. **Implement a Multi-Point Local Business Development Program**



## 08 INNOVATION & TECHNOLOGY INTEGRATION

With the global trend towards using information and communication technologies to increase a city's competitiveness and quality of life, the Plan proposes to invest in solutions that are able to respond collectively to the needs of the individual citizen through better government-to-government and government-to-citizen collaboration.

- A. **SMART NORTH MIAMI' Concept**
- B. **City dashboard**
- C. **Innovation in mobility - bike share, electric carshare systems**



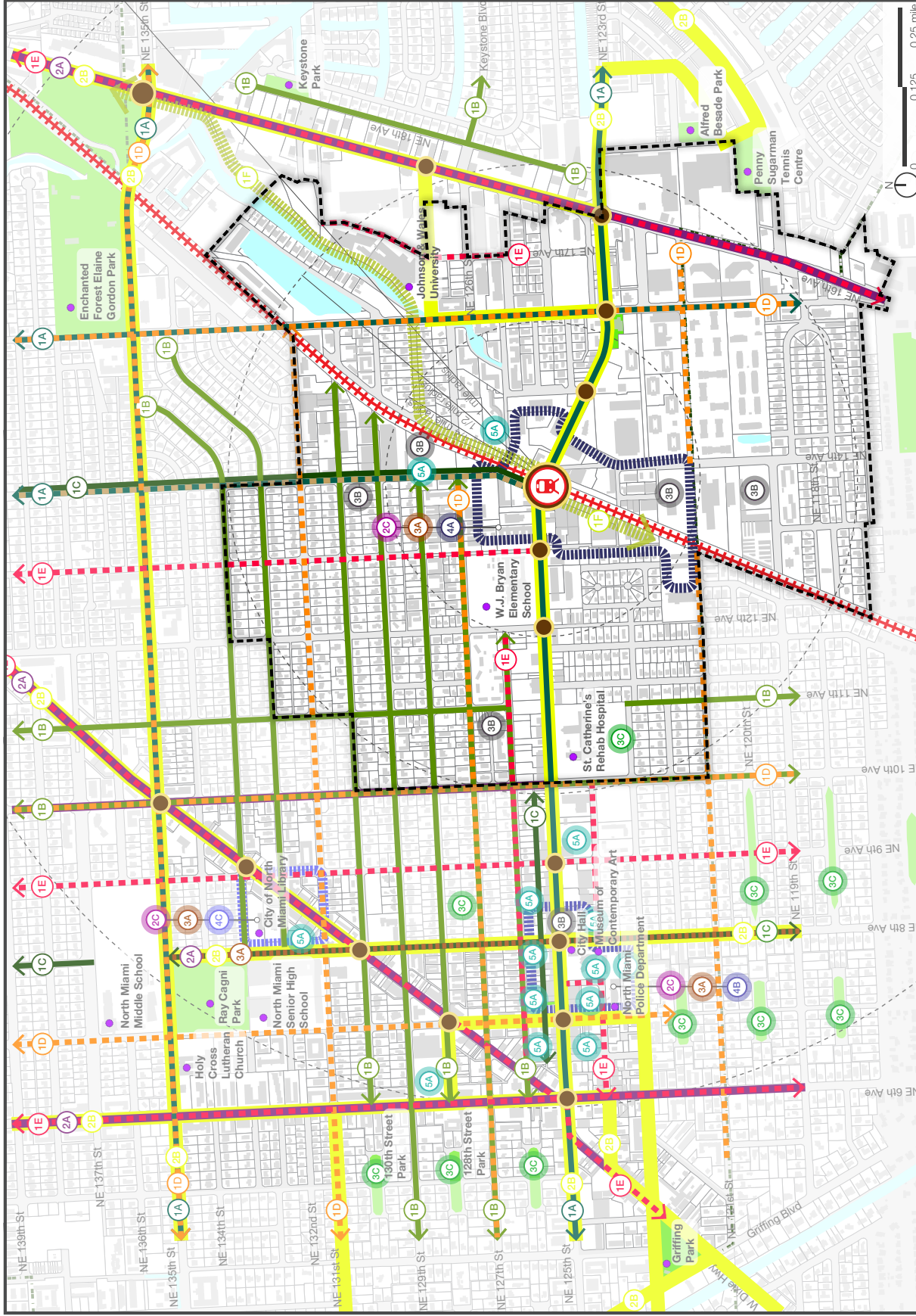
## 09 RESILIENT NOMI

Increasing the ability of North Miami to absorb, respond, recover and prepare for environmental, physical, economic, social and technology disruptions to promote sustainable development, well-being and inclusive growth through integrated land use, mobility, and infrastructure planning.

- A. **Low Impact Development (LID)**
- B. **Stormwater and Resilient Infrastructure**

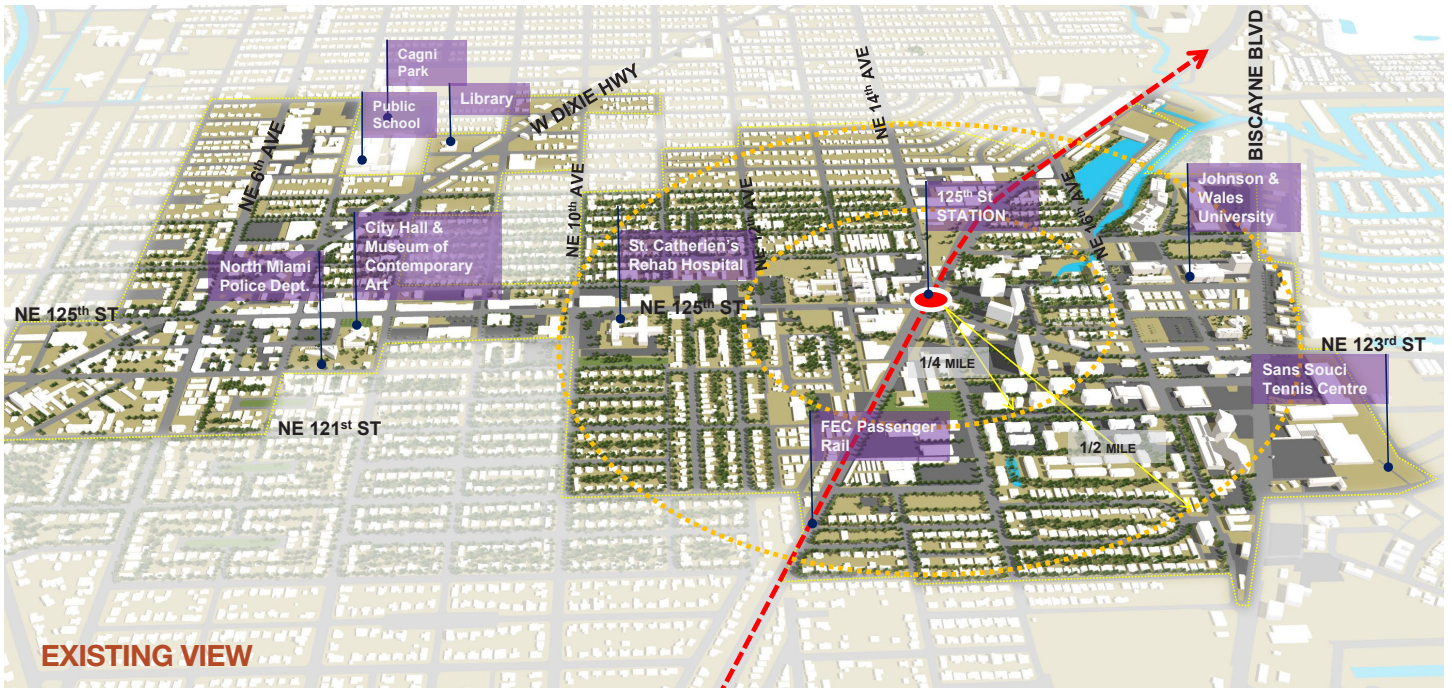


# CONCEPT PLAN

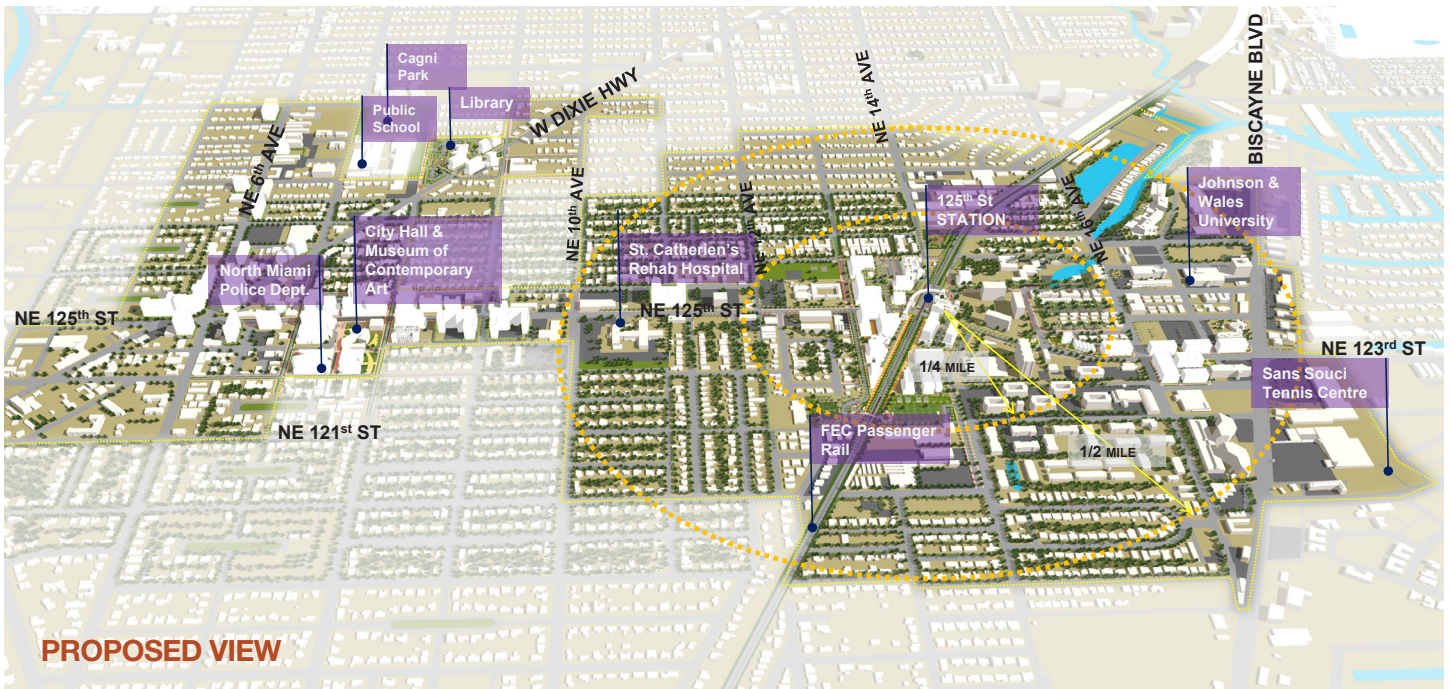


- 01 FIRST & LAST MILE CONNECTIVITY**
  - 1A Pedestrian Priority Streets
  - 1B Green Streets
  - 1C Shared Streets & Alleyways
  - 1D Shared Bikeways
  - 1E Protected Bike Lanes
  - 1F Multi-use trail
  - Safer Intersections
- 02 MULTIMODAL INTEGRATION**
  - 2A NoMi Routes
  - 2B Metrobus Routes
  - 2C NoMi Pivot
- 03 CREATIVE PLACEMAKING**
  - 3A Catalyst Areas
  - 3B Repurpose Parking Lots
  - 3C Parks
- 04 TRANSIT SUPPORTIVE DEVELOPMENT**
  - 4A NoMi Station Square
  - 4B MOCA Plaza / Civic Center Complex - Tran Node
  - 4C North Miami High School / Library / Arts & Culture District - Transit Node
- 05 PARKING MANAGEMENT**
  - 5A Off-Street Parking
  - 5B On-Street Parking





**EXISTING VIEW**



**PROPOSED VIEW**

# TRANSIT SUPPORTIVE DEVELOPMENT

The City of North Miami’s Comprehensive Plan EAR specifically identifies development within North Miami Downtown/ Mobility Hub & TOD Planning Area to significantly intensify in specifically designated areas, including the catalyst nodes identified along NE 125th Street and West Dixie Highway.

The North Miami Mobility Hub & TOD Strategic Plan emphasizes the goals for neighborhood creation, preservation, and enhancement outlined in the Downtown CRA Plan and the Comprehensive Plan. This Plan places the highest importance on the evolution of Downtown North Miami through quality residential areas. It articulates a vision of neighborhood development for specific precincts within the Planning Area. The creation of new residential neighborhoods is essential to the future success of the TOD Planning Area as a place to live, work and play. Bringing more residential development opportunities to downtown is at the core of the recommendations made within this report.

To ensure that new development fits in with and protects adjacent stable neighborhoods, higher densities and taller buildings are focused around the proposed catalyst nodes (including the station), moving to lower densities and building heights closer to existing residential communities. Realizing appropriate densities at strategic locations, as opposed to blanket higher density regulations in the Mobility Hub & TOD Planning Area, will not only improve the overall downtown built environment, it will also help integrate downtown neighborhoods seamlessly. In this way, ensuring appropriate density of the built environment is the means for achieving a more holistic urban design for Downtown.

The primary goals of city-shaping achieved through transit supportive development include:

- Prioritizing public transit use and reduced use of private vehicles for daily commuting through policy measures, design interventions, and enforcement.
- Providing convenient and efficient access to a diverse mix of land uses (supported with increased densities, where appropriate) located within a 5-10 minute walking distance from mass rapid transit stations (both bus and rail based).
- Reducing trip lengths and number of trips for maximum number of people through placement of employment and residential uses in close proximity to each other.
- Capitalizing upon the land value potential near future FEC railroad passenger stations to attract private sector investment in joint development of transit stations and supporting infrastructure.
- Large single land uses located along transit alignments, should be encouraged to redevelop into higher density, mixed-use projects with public facilities and amenities.

**1 Amend boundaries of the NRO and PCD Overlay Districts (limited to west of 10th Street) and prioritize the Mobility Hub as an investment destination:**

From a development and land owner perspective, drawing attention to these transit-rich locations in the City and targeting investments in these locations can create the ability to develop a critical mass of high quality walkable assets that differentiate residential and commercial products in the market. Coordinating this with a realigned set of public policies, including the zoning and a collection of thoughtful incentives creates a momentum by which both public and private investments can be leveraged to have a greater impact for the benefit of the City and community than if they were invested in a less coordinated and purposeful manner.

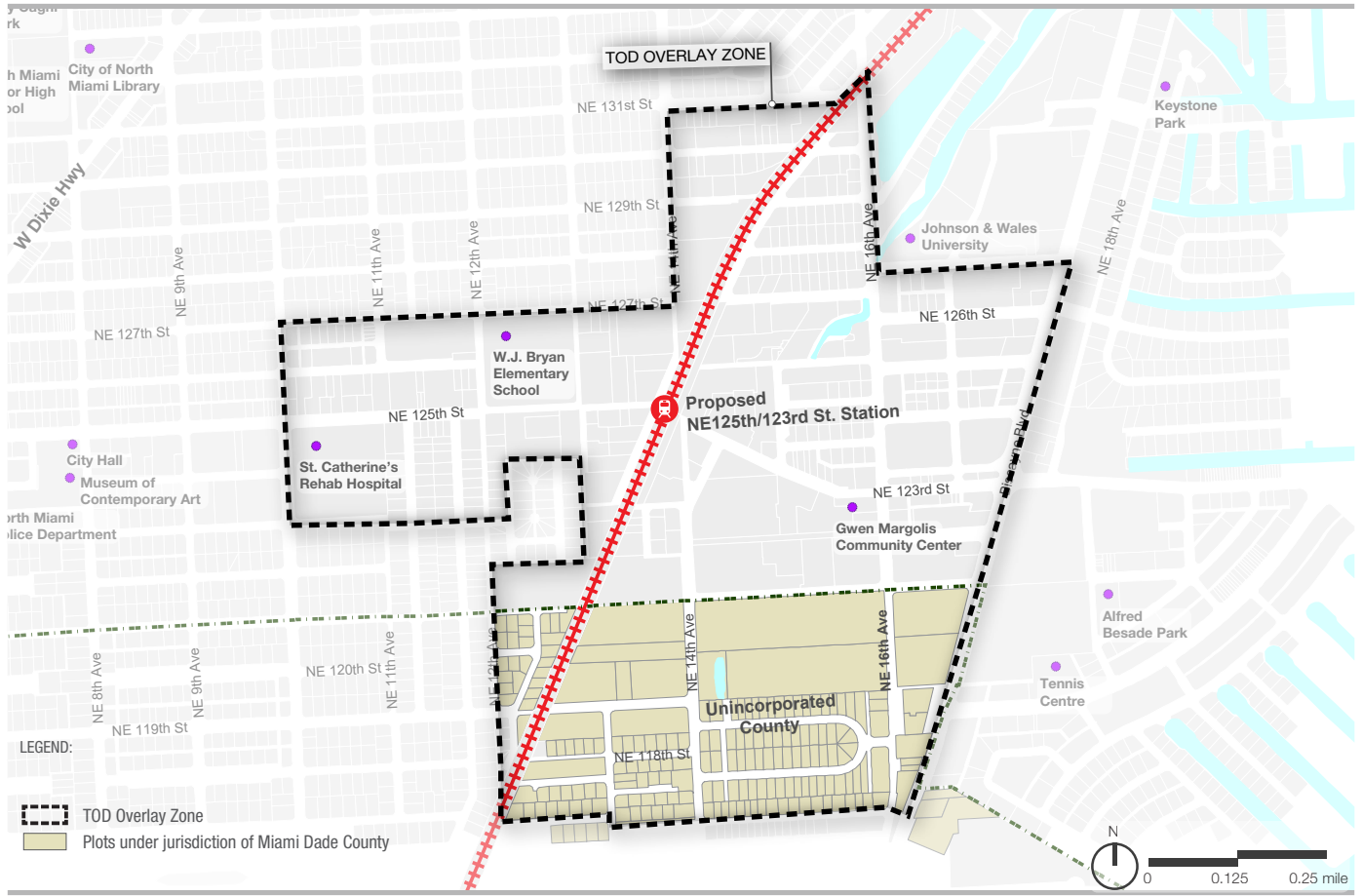
**2 Establish a Pilot TOD Overlay Zone expanded to a half-mile radius (10-minute walk) of proposed transit stations and mobility hub:**

The Pilot TOD Downtown Overlay Zone applies to the area located within 1/2 mile (10-minute walk) from a point that is located at the intersection of NE 125th Street and FEC Railroad. The boundary of this overlay district includes portions of the following underlying zoning districts:

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)

It is recommended that the residential area delineated by existing single-family neighborhoods be excluded from this proposed overlay so that the existing character of the neighborhood can be maintained and so that additional development pressure can be avoided.

**3 Consider annexation of lands located within the proposed Pilot TOD Overlay District that fall within the jurisdiction of unincorporated Miami Dade County.**



#### 4 Proposed Development Norms

The table below shows the characteristics of the proposed TOD Downtown Overlay District in relation to the existing underlying zoning within its boundary.

Zoning District	Max. DU/Acre	Min. Lot Dimensions (in sqft.)	Min. Lot Width (in feet)	Setbacks (in feet)	Max. Height (in feet)	Max. lot coverage
TOD-Downtown Overlay	125	10,000	100'	0-10',0,0	Permitted-200'	90% (100% for mixed-use)
NRO Overlay District	110 (Corridors); 95 (not on corridors)	As per underlying zone			Permitted-90'; With bonus- 110'	80%
R1	5.1	9200	80	Front-25,	35	
R2	5.1	6000	60	Side-7.5 or 10%, (min. 5ft)	35	
R4	12			Corner plot-min. 15 ft or front setback of adjoining lot fronting on side street	35	80%
R5	16.3			Rear-25	75	80%
R6	25				110	80%
BZ	100				115	75%
C1		10,000	100	Front-15, Side-10, Rear-10	55	80%
C2BE		10,000	100		55	80%
C2BW						
C3		10,000 (20,000 if above 55' ht)	100		upto 150 with incentives	80%
M1		20,000	100	Front-20,Side-15,Rear-15	55	75%

#### A MODIFY MAXIMUM BUILDING HEIGHT

Maximum Building Height: 200' (existing maximum height in NRO District is 110')

*A marginal increase in building height is intended to attract development to the TOD area and concentrate mixed-uses at key nodes*

#### B MODIFY MAXIMUM LOT COVERAGE

90% commercial and residential (existing maximum lot coverage for commercial is 80% and residential 80%)

*A high lot coverage is consistent with development patterns down- town*

#### C MODIFY ALLOWABLE RESIDENTIAL DENSITY AND DWELLING UNIT SIZE

Maximum residential density: 125 du/acre minimum area per dwelling unit 500 square feet

*A reduction may allow more housing choice*

#### D MODIFY PERMITTED USES

Overlay district shall include principal permitted uses & accessory that are transit supportive, adding multifamily housing and mixed use commercial and residential as principal permitted uses. Currently, the underlying M-1 district does not allow for residential uses.

*The range of allowed uses in the existing station area is appropriate for TOD.*



**E INCENTIVIZE MIXED USES**

Incentives such as, 100% lot coverage, financial assistance with structured parking and streamlined development review may be allowed

*These incentives may be provided only to attract mixed use projects in the area.*

**F INCENTIVIZE RESIDENTIAL CONVERSION**

For projects that include a conversion of commercial or light industrial space to residential use, the allowable residential density may be increased by decreasing the minimum area per dwelling unit to 450 square feet

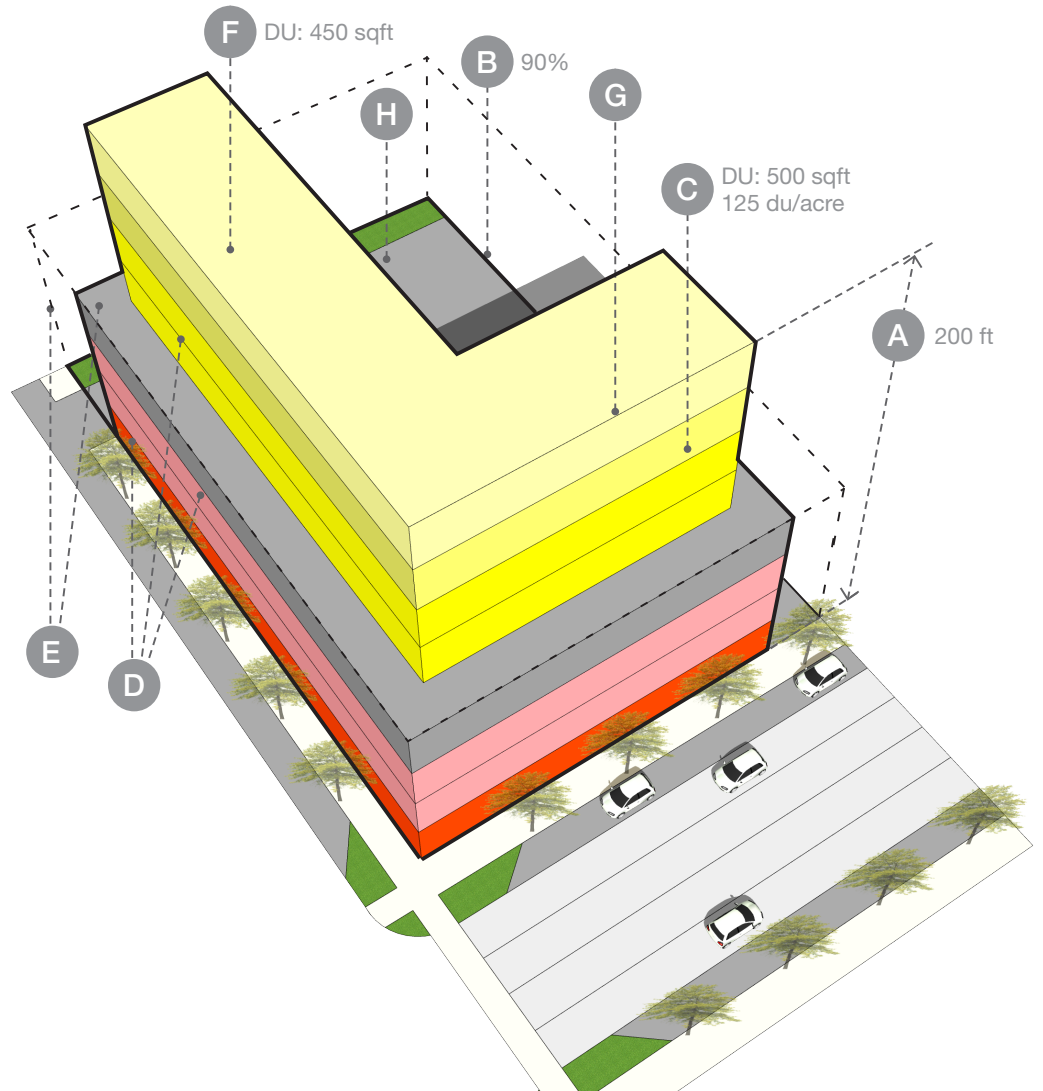
*Residential conversion may be assisted by the inclusion of efficiency apartments (small studio apartments), which will also add housing type variety and affordability*

**G INCENTIVIZE SPECIFIC DESIRED USES**

Maximum lot coverage shall be increased to 100% for projects that include a mix of allowable uses or greater than 15% affordable housing units

**H REDUCE PARKING REQUIREMENTS**

Reduce parking requirements to: Office/non-residential: 1 per 1,000 SF | Residential: 1 per unit | Hotel: .5 spaces per unit



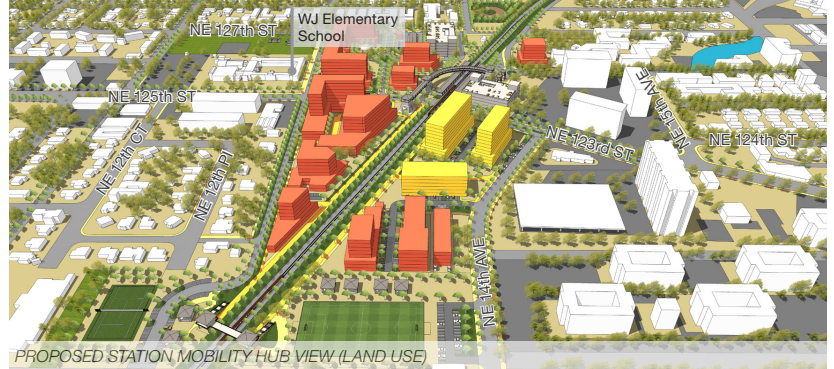
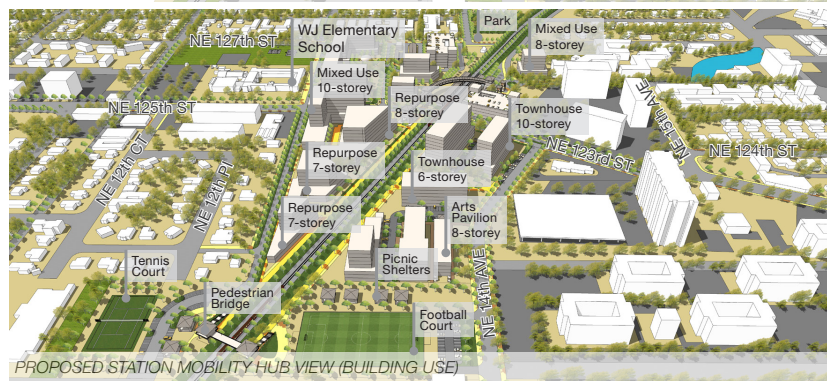
**5 Concentrate higher density development in the three (3) strategic catalyst nodes:**

The following pages present a series of springboard projects, which represent a cross-section of development precincts and illustrate the range of building development types contemplated for the Project Area, these include Class-A office, mixed-use office, mixed-use residential, infill retail, moderate density residential, affordable housing, parks, plazas, and transit-related facilities, such as the multi-modal hubs. While the market will ultimately determine when development on individual projects can take place, it is important to begin envisioning just how the principles and recommendations of the plan could be applied in selected locations.



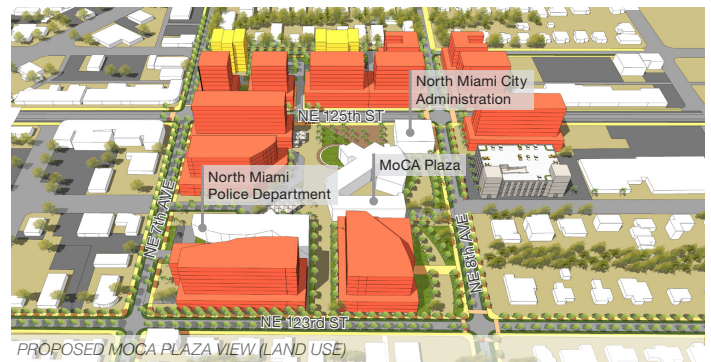
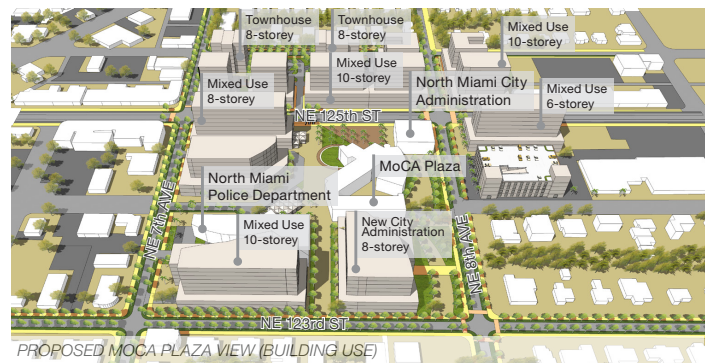
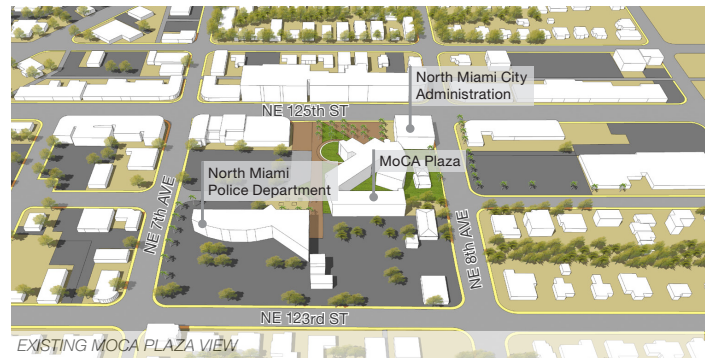
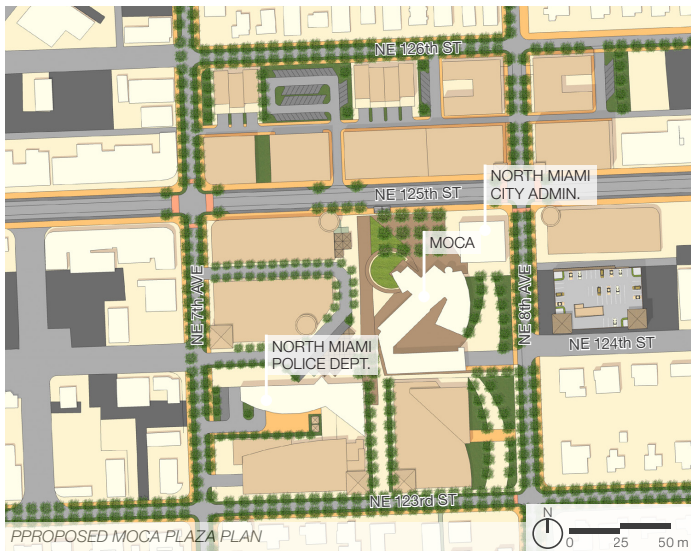
# CATALYST NODE A – NOMI STATION SQUARE

NoMI Station Square is designed to revitalize NoMi, building on the improvements associated with the introduction of passenger rail service and associated modes of travel. The design will guide development, public realm improvements and transportation investments, and promote job opportunities. The NoMI Station Square will also promote connectivity and safety for pedestrians and cyclists. Furthermore, it includes a policy framework to guide decision-making, and identify the regulatory tools needed to implement the proposed redevelopment.



## CATALYST NODE B – MOCA PLAZA / CIVIC CENTER COMPLEX

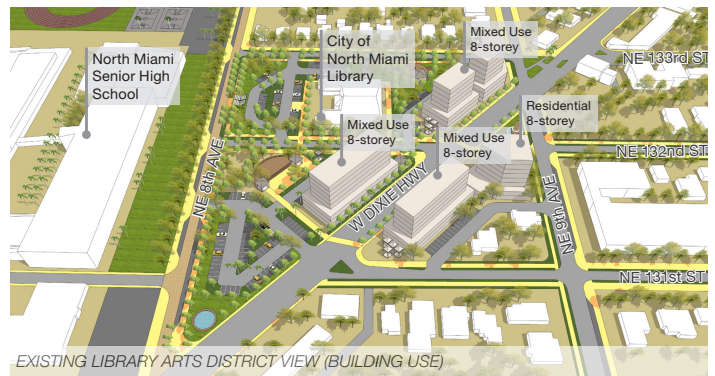
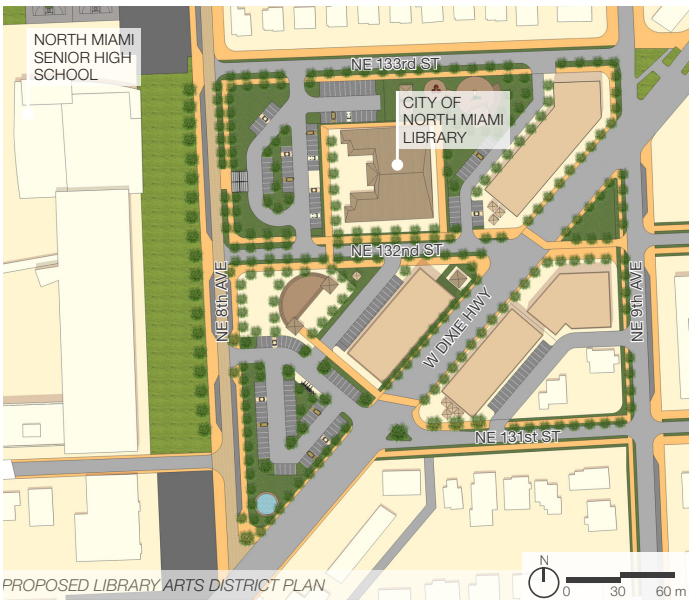
A re-design of MOCA Plaza, MOCA and City Hall is already proposed in Downtown Master Plan that helps in activating the space and reinforces the essence of this civic center. A proposed mixture of hardscape, landscape and building design, will promote this as a gathering place for many more public events. The proposed design follows the original site development program and adds several enhancements. The primary shift from the original design is the addition of a Transit Station on the site. There will be a transformation to mixed-use on NE 125th Street with five to six story buildings lining the north and south sides of the street including the southeast corner of NE125th Street/NE 8th Avenue. Three story townhome-type residential buildings are proposed on NE 126th Street and mid-rise residential buildings at the northeast and northwest quadrants of the NE 125th St/NE 8th Ave intersection. A parking garage will be included on NE 126th Street with a direct “pass-through” drive from NE 125th Street. Another parking garage is proposed on the existing NoMi city hall/administration surface parking lot located on NE 8th Avenue.





# CATALYST NODE C – NORTH MIAMI HIGH SCHOOL/LIBRARY/ARTS & CULTURE DISTRICT

A transit station is located in front of the library between NE 8th Avenue and the existing parking lot. The High School/Library/Arts & Culture District – Transit Node will have the amenities found in the NoMi Pivot transit station model including; transit shelter and seating, bike sharing area, car rental station, package delivery bins and long-term parking including electric vehicle charging stations. The station will provide a departure point for the high school, library, commercial businesses and local residents. An important component of the School/Library/Arts & Culture District – Transit is the concept of artist residences in the Arts & Culture District as a means for positive economic development.



# MARKET ACCEPTANCE

## NORTH MIAMI AT A CRITICAL JUNCTION

North Miami is at a crucial historic intersection. The City has been growing a more diverse and dynamic local economy over the last decade, and is not without critical needs that need to be addressed, but it is also faced with considerable opportunity. North Miami has demonstrated that it is a desirable location for new investment, business growth, employment, and a place to live, driven by its central location, market size, existing transportation access and connectedness, its growing businesses, professionals, labor force, and resistance to sea-level rise.

So North Miami faces two important questions. First, what type of growth does the City and its residents prefer? Left to broader market forces, North Miami will host new investment, but if it follows prevailing regional development patterns, may not meet the needs and aspirations of City residents. Second, how can the Mobility Hub / Major Corridor Plan help shape North Miami's future development so that it meets the broader community objectives identified in this research and by residents in the Project workshops, including more inclusive development, access to employment, quality affordable housing, and better public amenities?

We have proposed alternative locations, building programs, and densities at four locations for a proposed Mobility HUB, or TOD Node, and four Catalyst Node major development projects, located further away from the Coastal link rail line along the City's major corridors, in response to the needs and opportunities identified in this study. Considered together, these major projects represent an ambitious, but achievable set of projects that over the next decade could transform North Miami.

To achieve this development program, the team has developed the following Strategic Development Priorities, which define principles, objectives, and provide the framework for the Project development program, as well as specific implementation items and steps needed to begin accomplishing and stimulating the Station Area & Corridor Master Plan.

## POISED FOR SUCCESS

Based on a comprehensive consideration of North Miami's competitive strengths, needs and weaknesses, and regional and national development trends relative to TOD project development, North Miami is established as a regional transportation gateway, hub, and corridor, and with the development of a 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. This conclusion is based on three factors:

- The structure of its housing and office markets, which are largely built-out, and has yet to significantly respond to pent-up demand for new space;
- The fact that the Mobility Hub and TOD Strategic Plan will draw on demand from its market area, which is a large and substantial population and spending base, as well as regional demand for transit-oriented housing, office, and commercial space;
- Only six Coastal Link stations are proposed within the County and two infill stations. Other communities along the Brightline and Coastal Link rail lines are busy planning to capture the value offered by convenient and affordable rail travel in walking distance to homes, business, retail, and entertainment, proving out the regional demand for TOD neighborhoods; and
- The supply of quality, easily accessible and affordable TOD real estate is scarce in Miami-Dade County, but demand is growing quickly, so that well-planned TOD projects will only grow in value to residents seeking convenient alternative transportation and communities based on walkability, convenience, and access to amenities.

## 1 Position the Mobility Hub as a Platform for Broader Economic Redevelopment

- Leverage large-scale redevelopment opportunities
- Redress market imbalances, diversify economically and provide stable employment that resists business cycle swings;
- Grow 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;
- Provide a spectrum of housing choices catering to a wide range of incomes, family sizes, and lifestyles; and
- Develop quality, connected places that have a high quality of life, that are connected to the rest of the world, and provide a wide range of mobility choices;

## 2 Leverage, Complement and Connect to Mega-Developments

- Develop the uses, pricing, and employment targets for the Mobility Hub as complementary, rather than competitive to, the Sole Mia and Biscayne Landing Projects.
- Make every effort to physically connect downtown with Sole Mia, insuring convenient and easy transportation between them. Options could include shuttle services in a loop between both locations, and the development of alternative mode connections (bikes, etc.) as well.
- Develop a joint high-impact, regional marketing program that 1) positively markets Sole Mia, North Miami, and Downtown North Miami as complementary and connected living, working, visitation and entertainment experience, 2) highlights the Sole Mia Project as proof of North Miami's viability as an investment, business, and residential location, and 3) highlights the variety of businesses, cultures, food, art, and entertainment in the City Downtown Core.

## 3 Implement a Multi-Point Local Business Development Program

- Identify Target Industries as the focus for City development programs
- A local small business incentive program that aggressively rewards investment in innovation
- A local wage credit for new jobs created
- Aggressively incentivize the development of alternative work spaces and traditional office space in the Mobility Hub and Project Corridors

## 4 Drive New Business Creation Through Accelerators

- Support the Creation of 50,000 SF of new accelerator space, focusing on target industry clusters through:
- Revise local zoning through density bonuses or parking relief to incentivize accelerator spaces
- Develop loan, grant, participate financially, or donate space for development of new accelerator(s)

## 5 Consider Developing the Mobility Hub as an Innovation

- Revise Zoning to create specific Innovation District, or Innovation District overlay, with density, parking, and other benefits
- Solicit Institutional Partners to participate in development of innovation district (Universities, research institutes, accelerator operators, or venture capital investors)
- Solicit Private Developers Specializing in Innovation Districts

## 6 Drive New Arts, Cultural and Public Amenities Development

- Leverage development of the Mobility Hub to include arts, cultural and entertainment venues within it and in the Downtown Core, including re-proposing of the MOCA Arts Plaza as a high-impact cultural and performance venue, and the expansion of "arts festivals" within the Core.

# IMPLEMENTATION FRAMEWORK

The success of the North Miami Mobility Hub & TOD Strategic Plan ultimately rests on the coordinated efforts of the various agencies and stakeholders serving the NoMi community. Through this master planning process, the City of North Miami (NoMi) and NoMi Community Redevelopment Agency have initiated dialogue and established pivotal relationships between key players that will have a significant impact on the revitalization of the area surrounding the Florida East Coast Railway (FEC) corridor. The city intends to utilize the synergies created by this planning effort to strengthen its role in providing a higher standard of living for its citizens.

It is also necessary that the vision and recommendations presented in the North Miami Mobility Hub & TOD Strategic Plan translate to a phased series of implementation strategies. The matrix identifies key opportunities and assigns responsibilities in two main areas:

- Key Programming and Policy Initiatives
- Catalytic Projects

ACTION STRATEGY	DESCRIPTION	KEY PLAYERS
<b>KEY PROGRAMMING AND POLICY INITIATIVES</b>		
Establish North Miami Mobility Hub & TOD Strategic Plan Steering Committee under CRA	<ul style="list-style-type: none"> <li>• Provide leadership and serve as an umbrella organization that includes representatives from the various neighborhood associations, area merchants, governmental agencies, and other stakeholders with an interest in the area</li> <li>• Generate community interest in the Mobility Hub study area and serve as advocates of public and private projects to gather support for area improvements at various governmental levels</li> </ul>	City of North Miami, South Florida Regional Planning Council, South Florida Regional Transportation Authority (SFRTA), FDOT District 6, Private Sector, Neighborhood Associations, Community Organizations
Develop Multi-Agency Joint Planning Agreement/Memorandum of Understanding	<ul style="list-style-type: none"> <li>• Designate the NoMi Mobility Hub &amp; TOD Strategic Plan as a joint planning area and establish procedures for joint action in the implementation of planning and capital improvements in the area</li> <li>• Delineate responsibilities of the various agencies related to the continued planning and implementation</li> </ul>	City of North Miami, Miami-Dade County, South Florida Regional Planning Council, South Florida Regional Transportation Authority, FDOT District 6
Promote Brownfields Site Rehabilitation Agreement (BSRA) to encourage revitalization of abandoned industrial sites	<ul style="list-style-type: none"> <li>• Create a list of vacant &amp; underutilized industrial buildings in the study area and contact property owners to familiarize them with the tax credits available to renovate, improve, or redevelop abandoned retail facilities</li> </ul>	City of North Miami CRA
Review and Update NoMi TOD Overlay District	<ul style="list-style-type: none"> <li>• Adopt NoMi TOD- Mixed-Use Zoning Overlay District for properties in the station area, along NE 125th/123rd, Dixie, 6th Ave and Biscayne &amp; redevelopment nodes at MOCA Plaza &amp; Library Arts Nodes</li> <li>• Evaluate alternatives to administer the development review process for properties that are within the jurisdictions of FEC, North Miami &amp; Miami-Dade County</li> <li>• Incorporate urban design recommendations presented in this plan as a guiding document to the TOD Mixed-Use Overlay District</li> </ul>	City of North Miami

ACTION STRATEGY	DESCRIPTION	KEY PLAYERS
<b>CATALYST PROJECTS</b>		
<p>Station Area - North Miami Station Square</p> <ul style="list-style-type: none"> <li>• First floor commercial remaining floors office</li> <li>• Streetscape amenities with high-end landscape</li> <li>• Improve alley to typical streetscape cross-section</li> <li>• Site amenities include public plaza and tropical landscape</li> </ul>	<ul style="list-style-type: none"> <li>• Contact property owners and determine their level of interest in the proposed mixed-use project</li> <li>• Initiate discussions with all affected property owners to determine their future plans for redevelopment</li> <li>• Undertake a detailed design development study of the parcels to fully integrate the appropriate phasing of all proposed elements of design</li> </ul>	<p>City of North Miami &amp; Property Owners</p>
<p>MOCA Plaza Demonstration Project</p> <ul style="list-style-type: none"> <li>• Transit Station and Supporting Uses</li> </ul>	<ul style="list-style-type: none"> <li>• Transit Shelter Building with Restrooms</li> <li>• Package Delivery Drop-off/Pick Up integrated into Station Building</li> <li>• Bike Share Station</li> <li>• Car Share Station</li> <li>• Car Rental Station/Drop-off</li> <li>• Parking - Long &amp; Short Term including Electric Car Charging Stations</li> </ul>	<p>City of North Miami</p>
<p>Mult-Use Trail – Sixteen Foot (16') Wide Paved Trail adjacent to FEC Rail Line</p>	<ul style="list-style-type: none"> <li>• Enter into an agreement with railroad for shared right-of-way at NE 125th crossing</li> <li>• Enter into an agreement for shared right-of-way on NE 13th Pl road &amp; trail separate</li> <li>• Will stimulate redevelopment of existing industrial buildings</li> <li>• Previous Pavement for entire length</li> <li>• Amenities include; lighting, site furniture &amp; landscaping</li> <li>• Decorative transparent fence on RR side for safety</li> </ul>	<p>City of North Miami &amp; Rail to Trails Conservancy</p>
<p>131st Street Greenway Trail - NE 6th Ave to NE 16th Ave</p>	<ul style="list-style-type: none"> <li>• Shared-Use Pathway Trail Improvements for NE 131st Street</li> <li>• Trail head at Dixie &amp; NE 8th Intersection (Triangle) <ul style="list-style-type: none"> <li>» Shelter with Seating</li> <li>» Water Fountain &amp; Bicycle Parking</li> <li>» Repair Station &amp; “Technology Pedestal” with WiFi &amp; Wayfinding</li> </ul> </li> <li>• Canopy Trees/Landscape at 8th Ave/Dixie triangle</li> <li>• Pedestrian Actuated Crosswalks at 8th/Dixie</li> </ul>	<p>City of North Miami &amp; Miami-Dade MPO</p>
<p>NoMi Transit Station at Library/HS</p>	<ul style="list-style-type: none"> <li>• Transit Shelter with LED Routing Board/Advance Ticketing</li> <li>• Bicycle Parking Facilities</li> <li>• Reconfigure Parking Lot &amp; Walkways for two-sided access (Library &amp; School sides)</li> <li>• Canopy Trees/Landscape</li> </ul>	<p>City of North Miami &amp; Miami-Dade Transit</p>



**COMMUNITY REDEVELOPMENT AGENCY & CITY OF NORTH MIAMI**

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