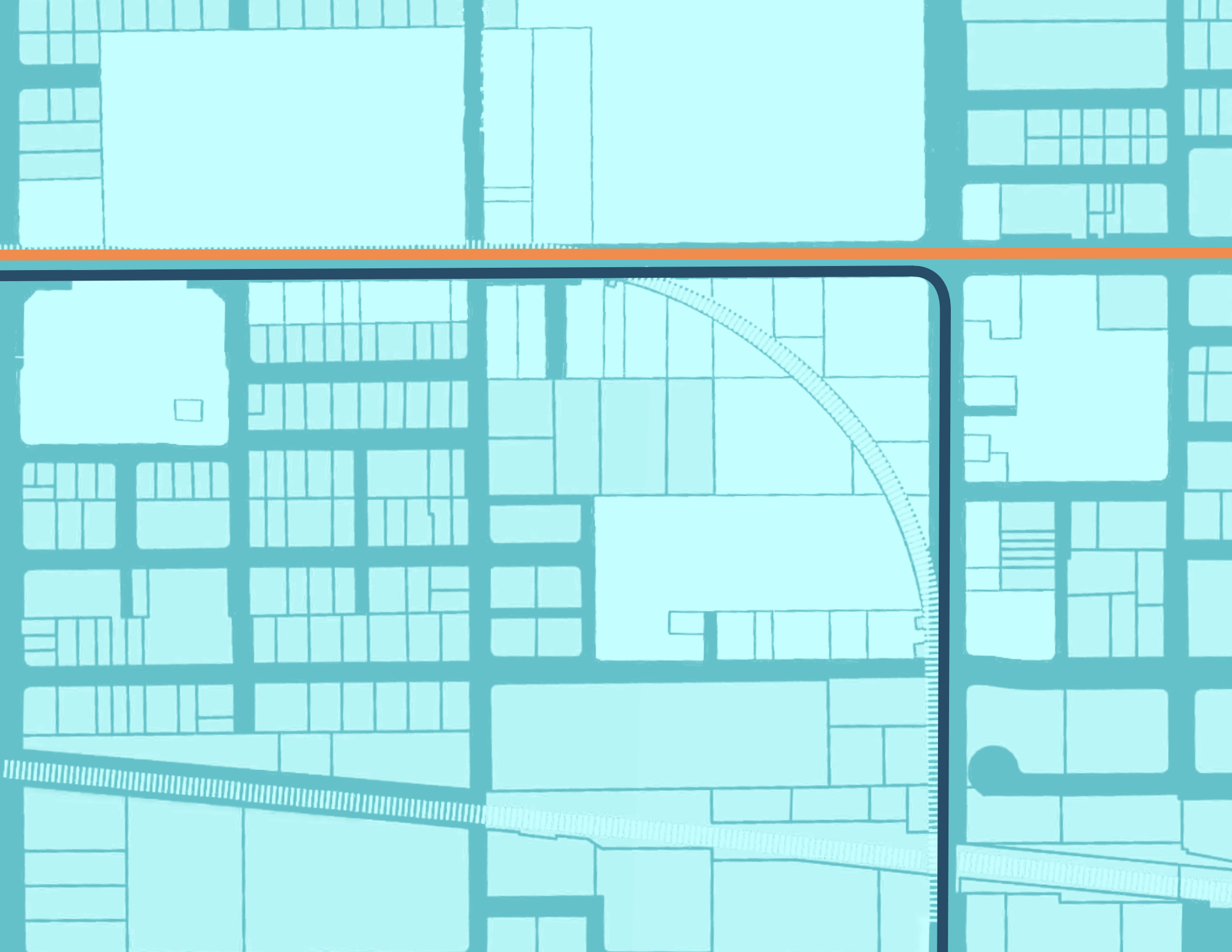




VISION PLAN

APRIL 2023

9th





Contents

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MISSION

The Mission of the 79th Street Corridor Initiative is to use a Transit Oriented Development (TOD) approach, along with existing community assets, to transform 79th street corridor neighborhoods into a community of choice for people to live, work and visit.

The 79th Street corridor in unincorporated Miami Dade County has countless unrealized opportunities and underutilized resources. In recognizing this, the 79th Street Corridor Initiative was created to utilize community assets to revitalize the area. We strive to:

- Provide access to good jobs for area residents
- Strengthen the area's access to public transportation
- Implement green initiatives that beautify the area and make businesses in the area more energy efficient and Spur comprehensive redevelopment of the area.

GOAL

The Initiative will build on the considerable assets of the community, including tangible assets such as the skills of residents, public transportation, land available for assembly, undervalued market potential, home ownership, job access, rail freight, and rights-of-way, and intangible assets such as the sense of place, knowledge of the community, and location efficiency.

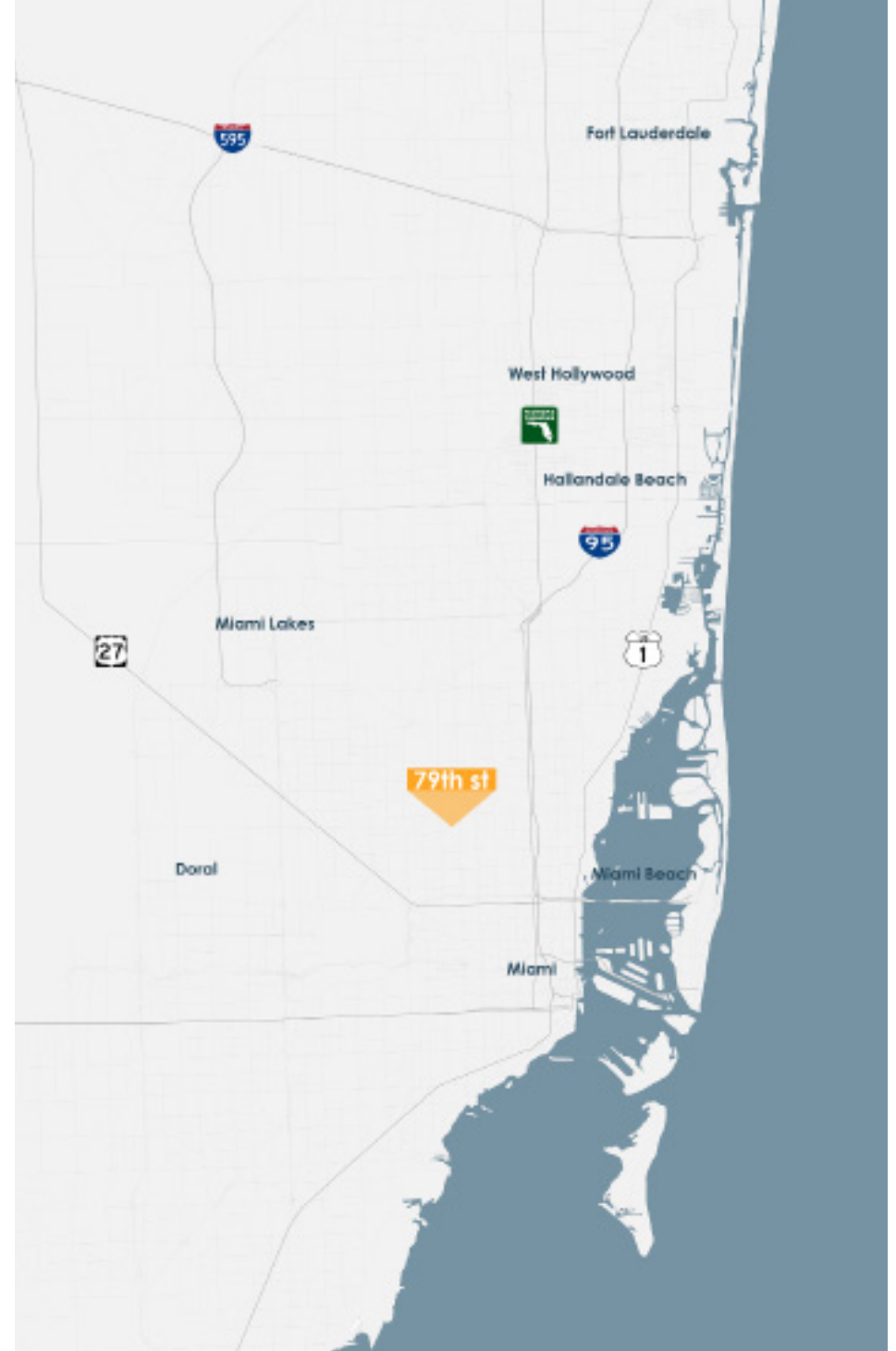
- Provide ready job access for residents, including access to existing jobs in other parts of the South Florida Region,
- Expand opportunities to safe, decent, and affordable housing (including homeownership)
- Facilitate the expansion of commercial activity in the Corridor to provide access to needed goods and services, create new jobs, and expand entrepreneurial opportunities,
- Strengthen the neighborhood's accessibility to and focus around public transportation,
- Ensure the ability to live well without a car,
- Implement "green infrastructure" – low cost, appropriate-scaled and environmentally friendly solutions to basic infrastructure needs, and Respect the environment.

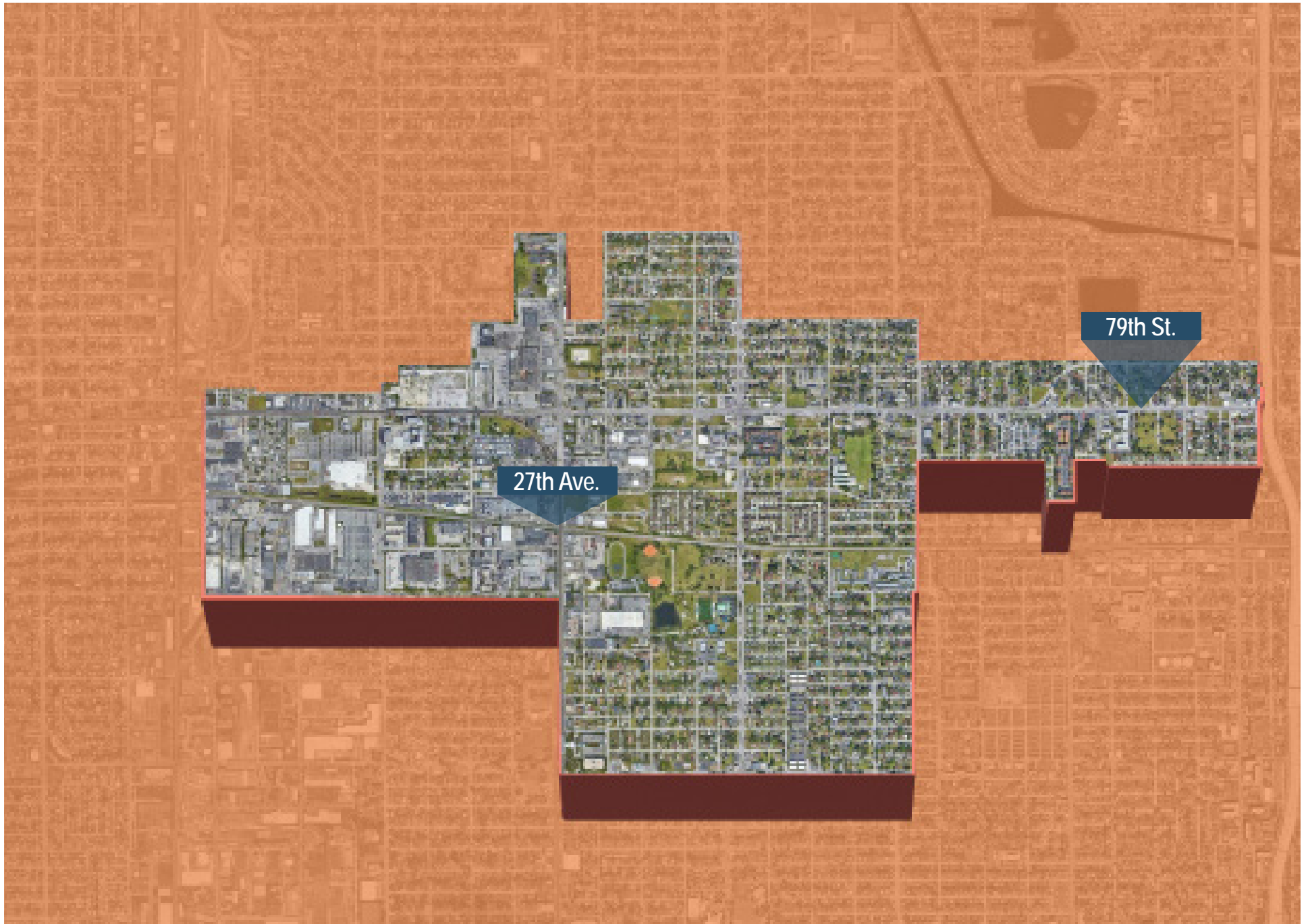


AREA

The 79th Street Corridor and Redevelopment Area is located north of Airport Expressway, north-south of the City of Opa-locka, west of I-95, and east of the City of Hialeah in unincorporated Miami-Dade County.

79th Street is the primary east west thoroughfare and provides a direct connection between Miami Beach on the east and the Hialeah on the west. 27th Avenue which bisects the 79th corridor study area is a primary north / south thoroughfare and provides a direct connection between US1 and Coconut Grove to the south and State Road 9 in Miami-Dade and the Sawgrass Expressway in Broward County.





BROWNFIELDS 101

PROJECT

This project is part of the 79th Street Corridor Initiative Brownfields Program. The goal of this component of the project is to develop a vision plan for three key development nodes within the corridor where future investment is anticipated. These nodes are designed as catalysts intended to spur additional development on adjacent properties for additional improvement within the corridor to better address mobility, pedestrian safety, overall appearance, and attract additional private investment along the corridor.

BROWNFIELDS

In 2021, the 79th Street Corridor Initiative was awarded an Environmental Protection Agency (EPA) Brownfields Assessment Grant. The EPA defines a brownfield as a real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

PROGRAM BENEFITS

EPA's Brownfield Program can help protect innocent landowners, contiguous property owners, and bona fide prospective purchasers from environmental liability by using a Phase I Environmental Site Assessment to meet the All Appropriate Inquiry ("due diligence") requirement. Environmental Site Assessments are often a prerequisite for property acquisition. Through using the Initiative's Brownfields Program, these costs are not incurred by the seller or buyer while providing the benefit of identifying or alleviating environmental concerns.

As a seller, a Phase I ESA can help you identify and assess perceived environmental conditions prior to a buyer. This knowledge helps to properly market a site and can help prevent property closing delays.

The Brownfield Program goes beyond environmental assessment to assist projects in becoming a reality through outreach, cleanup planning, reuse planning, leveraging additional resources, securing liability protection, and more.



PHASE I & II ENVIRONMENTAL SITE ASSESSMENTS

During a Phase I ESA, a visual inspection and background research are completed on the site and surrounding area to identify potential recognized environmental conditions (RECs). If a REC is discovered, a Phase II ESA may be recommended to confirm or deny environmental impacts by sampling soil, groundwater, surface water, air, and/or building materials

ENVIRONMENTAL IMPACTS

Grant funds can be used to delineate the extent of impacts and remediation plans can be completed. Stantec (formerly Cardno) , the Initiative's environmental contractor, can help property owners and buyers determine if a site can be enrolled in and benefit from the State of Florida's Brownfield Program which provides limitation of liability, tax incentives, and more.

Brownfield properties may include former:

- Gasoline stations
- Automobile service and repair shops
- Dry cleaning facilities
- Industrial facilities
- Warehouses
- Landfills and dumps
- Agricultural land

79th Street Corridor Initiative's Brownfields Program goals:

- Return vacant or underutilized properties into productive reuse
- Protect human and environmental health
- New job creation
- New mixed-use residential development
- Develop community center

Grant funds can be used for:

- Phase I & II Environmental Site Assessments
- Cleanup planning
- Site reuse/redevelopment planning
- Site inventory and prioritization
- Community engagement
- Technical assistance



VISION PLAN

PLAN

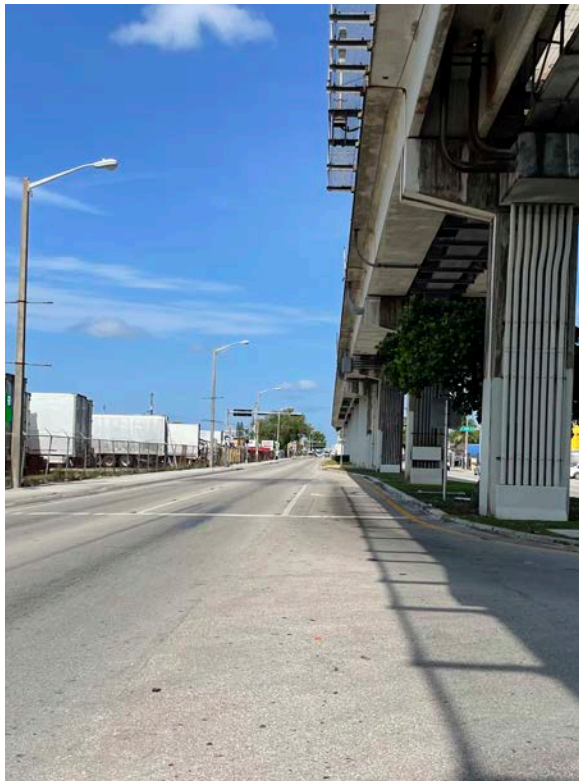
This plan has evaluated three segments of roadway along 79th Street and 27th Avenue for potential public investment. This investment is intended to improve specific challenges within the corridors identified by members of the community through our public engagement efforts. It's understood all of these roadways are currently owned by either Miami-Dade County or the State of Florida therefore, the improvements recommended are intended to be those the Initiative may realistically receive approval for and be able to fund.

DEVELOPMENT NODES / PRIORITY SITES

The three areas identified within this plan were selected due to pending or future anticipated adjacent private investment. The intent is to leverage that investment with improvements made within the public realm to have the greatest functional and visual impact in the area and spur additional private investments.



WEST 79TH STREET - EXISTING CONDITIONS



VIEW EAST



SIDEWALKS WITH LIMITED
ADDITIONAL SPACE



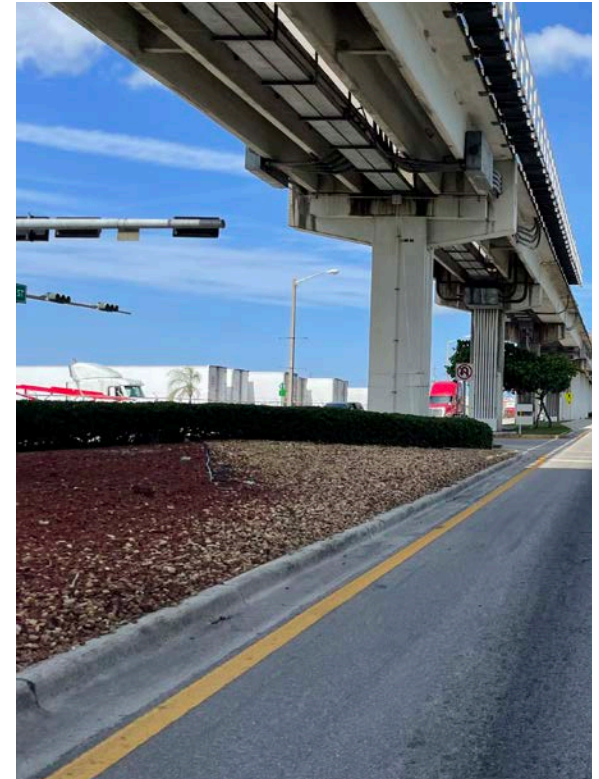
RAIL LINE CREATES A SHADED
ROUTE



LIMITED PEDESTRIAN AMENITIES



SAFE CROSSINGS WITH MEDIAN BREAK



UNUSED MEDIAN AREAS



27TH AVENUE - EXISTING CONDITIONS



VIEW NORTH



SHADE OPPORTUNITY



OVERHEAD STRUCTURE
CREATES ART OPPORTUNITY



LIMITED PEDESTRIAN ROUTES



SITE FEATURES REFLECT
DANGER



LANDSCAPE OPPORTUNITY



EAST 79TH STREET - EXISTING CONDITIONS



VIEW EAST



LIMITED PEDESTRIAN SAFETY



INTERSECTION IMPROVEMENT
OPPORTUNITY



PEDESTRIAN CROSSING AREA
WITH SAFETY BREAK



FUTURE INFILL



LANDSCAPE OPPORTUNITY



STRENGTHS

- Existing MetroRail Station
- Private Mixed-use Investment Underway
- Established Anchor Shopping Center
- High Public Transit User Base
- Motivated CRA with Funding
- Engaged Business Community
- Engaged Residents

WEAKNESSES

- Deteriorated Properties
- Perception - Economic / Physical Conditions
- Lower Income Population Base
- Limited Funding Ability with County Resources
- State Owned Primary Roadways
- Limited Employment Opportunities

OPPORTUNITIES

- Potential Industrial Development
- Pending Additional Private Mixed-use Development
- Possible County Acquisition of Park Lands
- Grant Funded Remediation to Re-purpose Aging Development Sites
- Future Redevelopment

THREATS

- Continued Degradation of Industrial / Commercial Properties
- Future Roadway Modifications by the State or County
- Economic Stability of Residents
- Deterioration of Surrounding
- Lack of Property Control
- Competition for Investment

SWOT





79th
Street



79th
Street



WHAT PEOPLE WANT

COMMUNITY INPUT

In order to better understand the priorities of community stakeholders and make the most impactful use of Initiative investment, significant public engagement efforts have been made.

Through various public meetings and numerous discussions, community member interviews, and a Social PinPoint interactive website, the common theme for desired improvement along the corridor, and within the ability of the Initiative, is to improve the functional aspects within the corridor.

79th Street and 27th Avenue are heavily traveled roadways for motorists but also reflect the County's substantial investment in transit with bus routes and the MetroRail. Many residents and employees rely on public transportation. Future County investment in transit is anticipated to increase. Embracing what

currently exists today and maximizing community benefits of future investments is a priority for the Initiative.

Therefore, the key items in this plan will reflect the functional improvements identified and needed within the area, while also supporting future investment in transit.

Consistently, the most desired improvements expressed by community stakeholders included sidewalks, safer street crossings, ADA accessibility, shade, lighting and more frequent bus stops. Increasing access to the MetroRail station, overall cleanliness, safe biking, and the aesthetics were also included as high priority items.

Anticipated future private investments in residential, commercial, and industrial uses within the area will increase foot traffic and the need for improvements to accessibility and mobility within the community. Incremental investment now will set the standard for the future of both corridors as investment occurs.







Development Node 1

EXISTING CONDITIONS

Development Node 1 includes roughly six blocks of commercial and high density residential property directly adjacent to a Metro Rail station.

Opportunities:

- Private investment underway adjacent to 79th Street
- Metrorail station located within this area
- Recently completed adjacent high-density housing development
- Well established commercial mall adjacent to this area
- Sidewalks in place

Constraints:

- Heavy traffic along 79th Street and oversized intersections that restrict safe pedestrian crossings
- Limited lighting for night use or shade for day use
- Limited opportunity within the existing right-of-way for large scale improvements such as bike lanes





EAST 79TH STREET



Development Node 1

PHASE I IMPROVEMENTS

As with all three areas, the first phase of improvements will work on elevating the overall safety and comfort of pedestrians along the corridor.

In the shorter term, recommended improvements include:

- Repair any damaged or missing segments of sidewalk
- Construct ADA compliant sidewalk ramps at all street crossing
- Create distinct and easy to see pedestrian crosswalks, including safety stop areas in the medians where present
- Incorporate shade shelters that may be used for future additional bus stops, and for breaks at primary intersections for use during rain or high heat
- Install shade trees along the right-of-way to minimize heat
- Incorporate palm trees within the median to improve aesthetics and traffic





EAST 79TH STREET

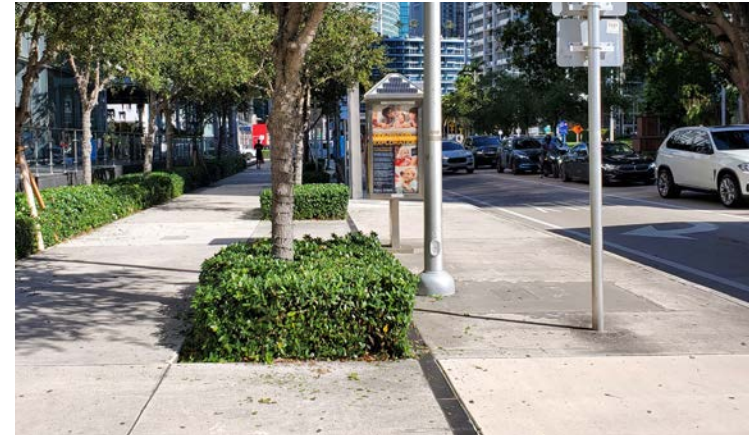


Development Node 1

PHASE II IMPROVEMENTS

Phase II improvements will expand upon projects completed in Phase I.

- Widen existing sidewalks including installation of tree grates around the new canopy trees to create a wider and safer pedestrian space, and potentially develop into a multi-use walkway to also allow bicycles
- Increase the amount of landscape along the right-of-way to buffer adjacent uses
- Incorporate murals or other full intersection improvements to support traffic calming
- Incorporate decorative pedestrian and street lighting for improved pedestrian safety
- Enhance landscape within the median and consider a linear park under the rail line
- Install street furnishings including benches, trash and recycling, and themed wayfinding
- Consider connecting public realm hardscape and landscape with adjacent private development projects or future public areas such as a new park

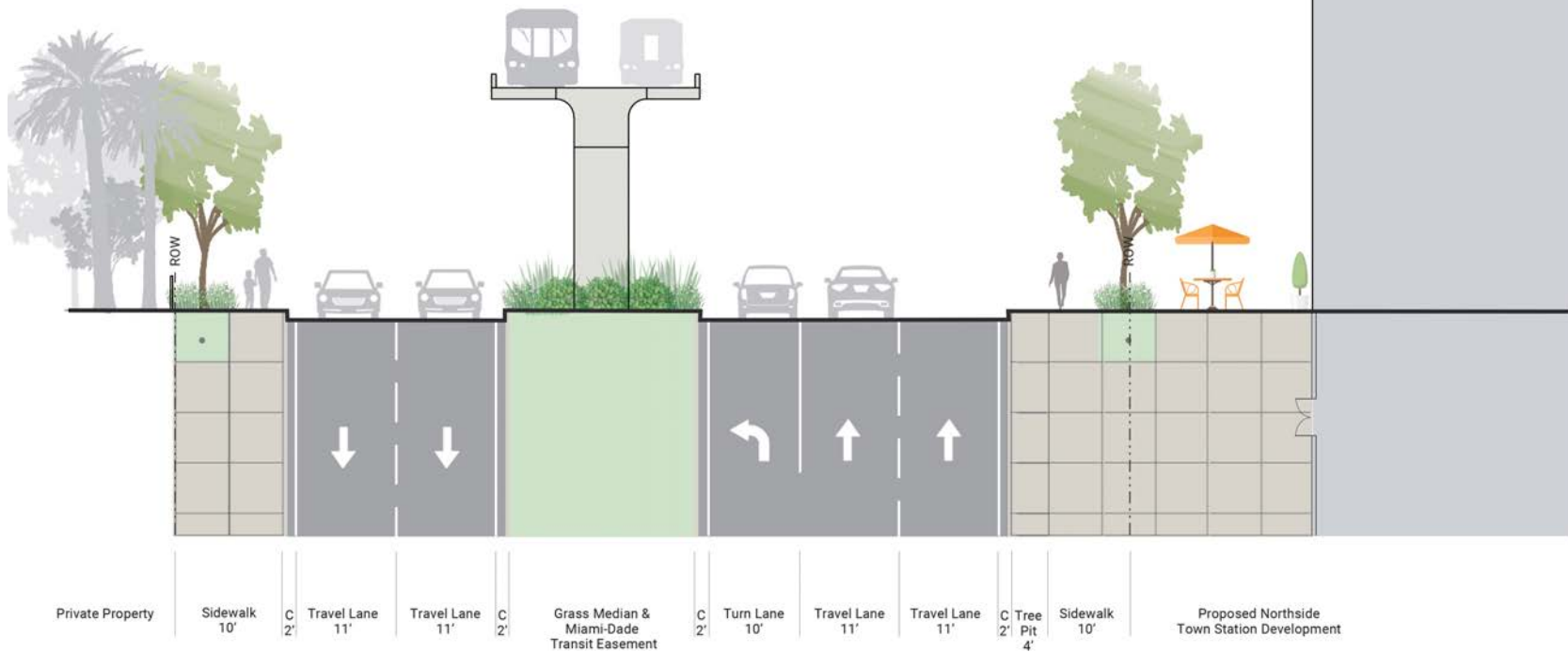




EAST 79TH STREET



Development Node 1- Future



79th
Street



79th
Street



Development Node 2

EXISTING CONDITIONS

Development Node 2 includes roughly three blocks of commercial and industrial property adjacent to a Metro Rail station spanning from 75th Street to 79th Avenue along 27th Avenue.

Opportunities:

- Potential future industrial development creating significant jobs and new foot traffic
- Close proximity to the existing train station
- Conditions with overhead rail line extend south on 27th Avenue and any improvements can be replicated
- Sidewalks are currently in place

Constraints:

- Heavy traffic along 27th Avenue and oversized intersections that restrict safe pedestrian crossings
- No shade for daytime sun protection and limited lighting for night use
- Limited opportunity within the existing right-of-way for large scale improvements such as bike lanes





27TH AVENUE



Development Node 2

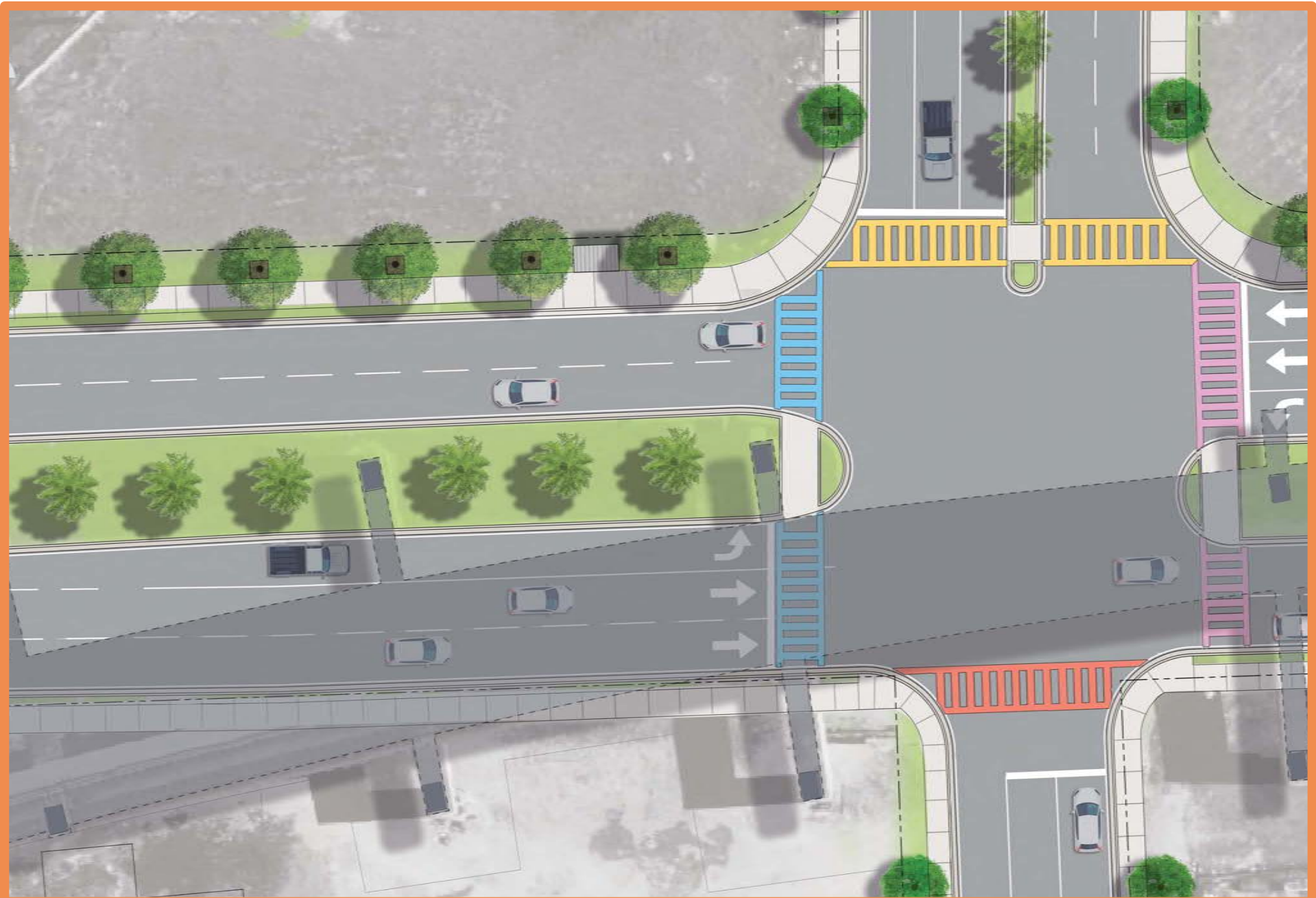
PHASE I IMPROVEMENTS

Similar to Development Node 1, the first phase of improvements will focus on enhancing the overall safety and comfort of pedestrians while providing a clear route from the MetroRail station to anticipated future industrial development for workers.

In the shorter term, recommended improvements include:

- Repair any damaged or missing segments of sidewalk
- Construct ADA compliant sidewalk ramps at all street crossing
- Create distinct and easy to see pedestrian crosswalks, including safety stop areas in the medians where present
- Install of shade trees along the right-of-way to minimize heat
- Incorporate palm trees within the median to improve aesthetics and traffic





27TH AVENUE



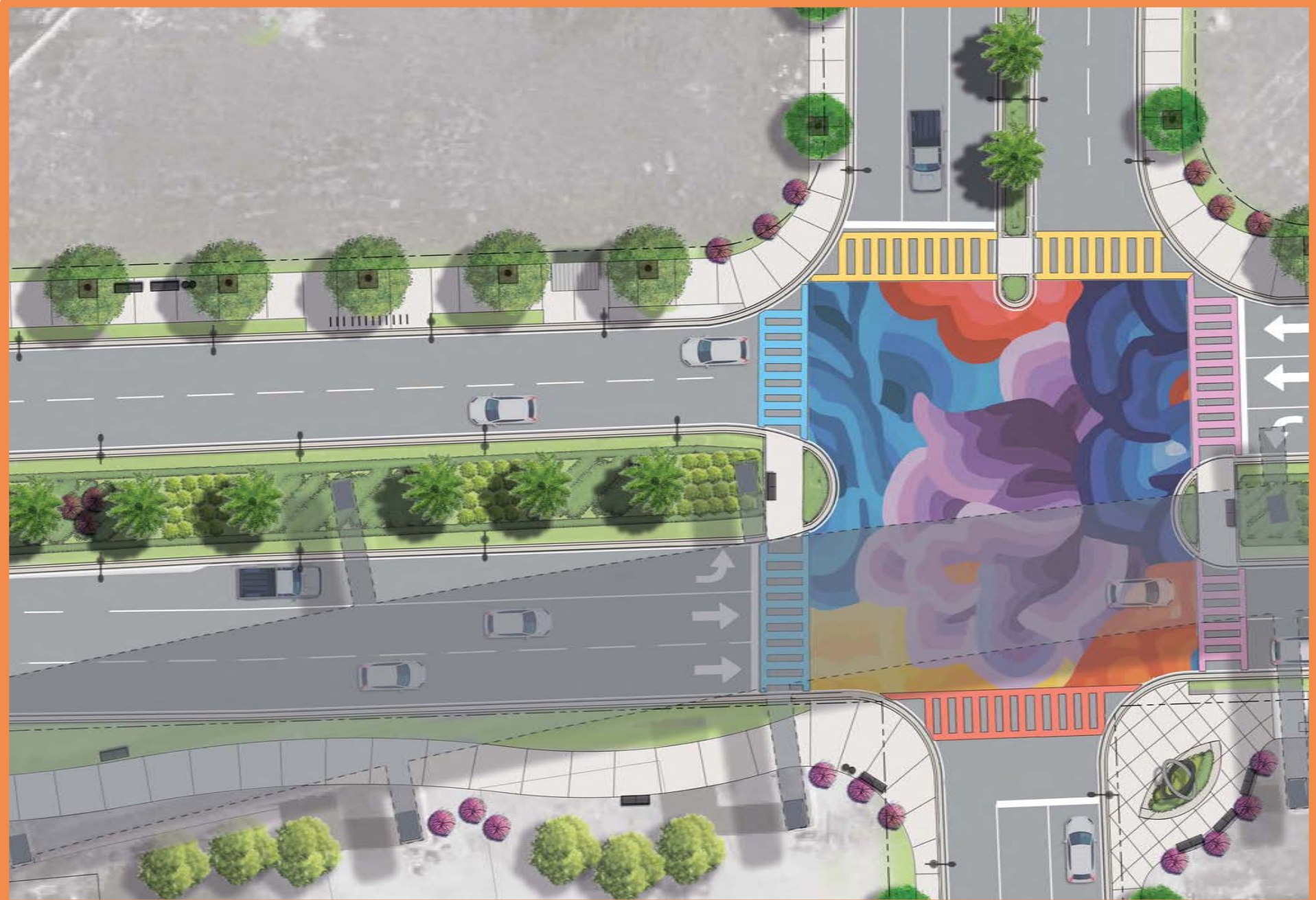
Development Node 2

PHASE II IMPROVEMENTS

Phase II improvements will expand upon projects completed in Phase I.

- Widen existing sidewalks and potentially develop into a multi-use walkway to also allow bicycles
- Incorporate murals or other full intersection improvements to support traffic calming
- Incorporate decorative pedestrian and street lighting for improved pedestrian safety
- Enhance landscape within the median
- Install street furnishings including benches, trash and recycling, and themed wayfinding

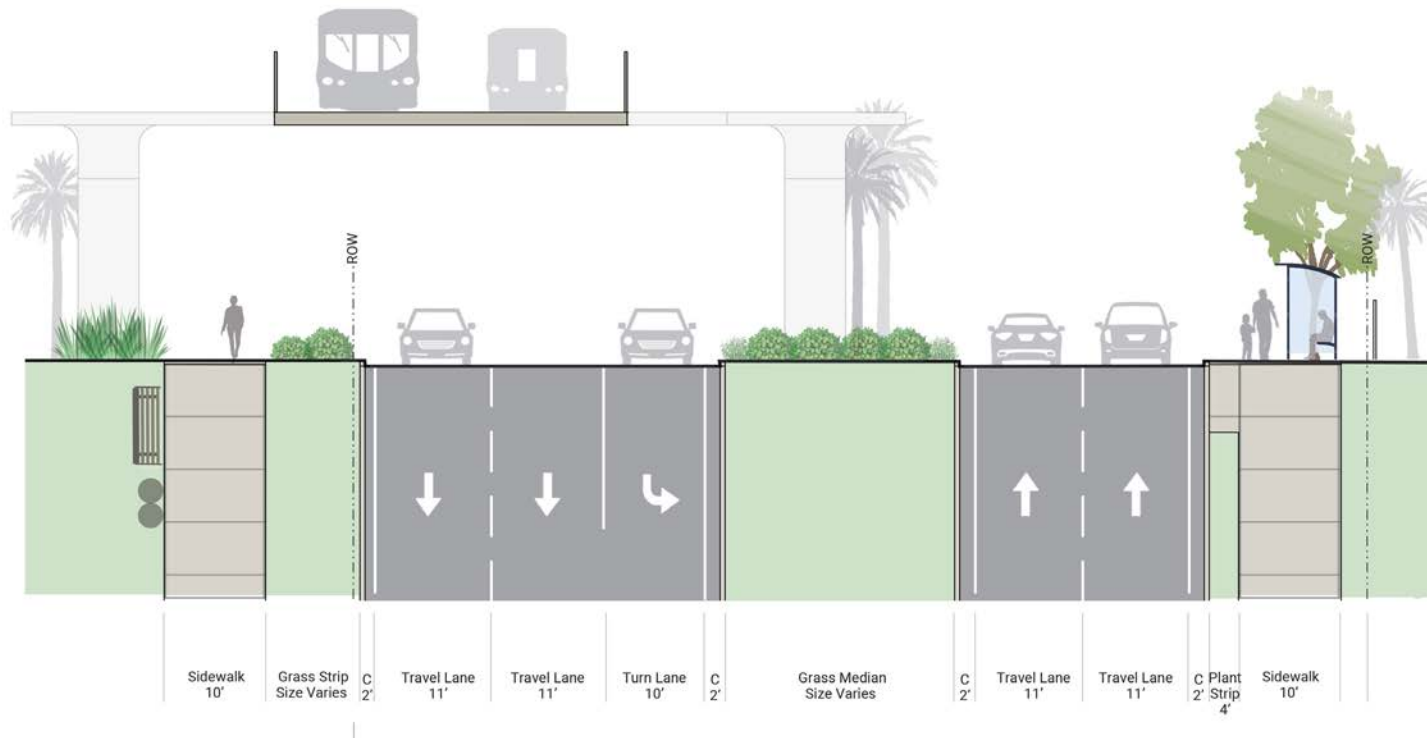




27TH AVENUE



Development Node 2 - Future





Development Node 3

EXISTING CONDITIONS

Development Node 3 includes roughly four blocks of primarily commercial and high density residential property along 79th Street.

Opportunities:

- Potential new high density residential development
- Existing sidewalks in place
- Within close proximity to existing shopping and transit at 27th Avenue

Constraints:

- Heavy traffic along 79th Street and oversized intersections that restrict safe pedestrian crossings
- Limited lighting for night use or shade for day use
- Limited opportunity within the existing right-of-way for large scale improvements such as bike lanes
- Adjacent land uses in close proximity do not support pedestrian foot traffic





WEST 79TH STREET



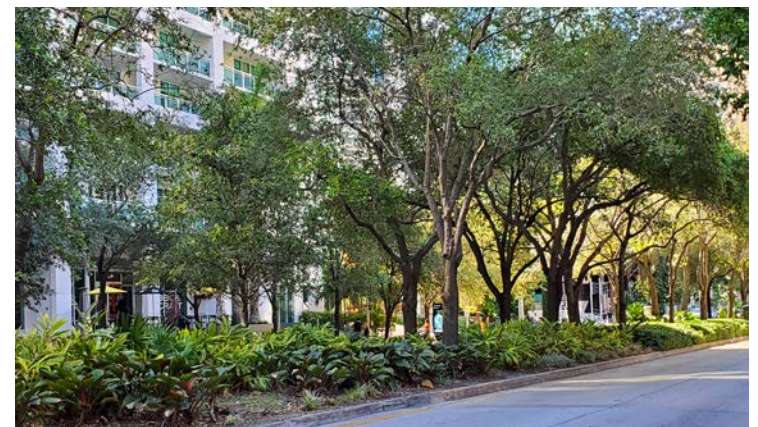
Development Node 3

PHASE I IMPROVEMENTS

The first phase of improvements will work on elevating the overall safety and comfort of pedestrians along the corridor and serve to mark a gateway into the area.

In the shorter term, recommended improvements include:

- Repair any damaged or missing segments of sidewalk
- Construct ADA compliant sidewalk ramps at all street crossing
- Create distinct and easy to see pedestrian crosswalks, including safety stop areas in the medians where present
- Install shade trees along the right-of-way to minimize heat
- Incorporate palm trees within the median to improve aesthetics and traffic





WEST 79TH STREET



Development Node 3

PHASE II IMPROVEMENTS

Phase II improvements will expand upon projects completed in Phase I.

- Widen existing sidewalks including installation of three grates around the new canopy trees to create a wider and safer pedestrian space, and potentially develop into a multi-use walkway to also allow bicycles
- Incorporate murals or other full intersection improvements to support traffic calming
- Incorporate decorative pedestrian and street lighting for improved pedestrian safety
- Install street furnishings including benches, trash and recycling, and themed wayfinding
- Consider connecting public realm hardscape and landscape with adjacent private or public development projects

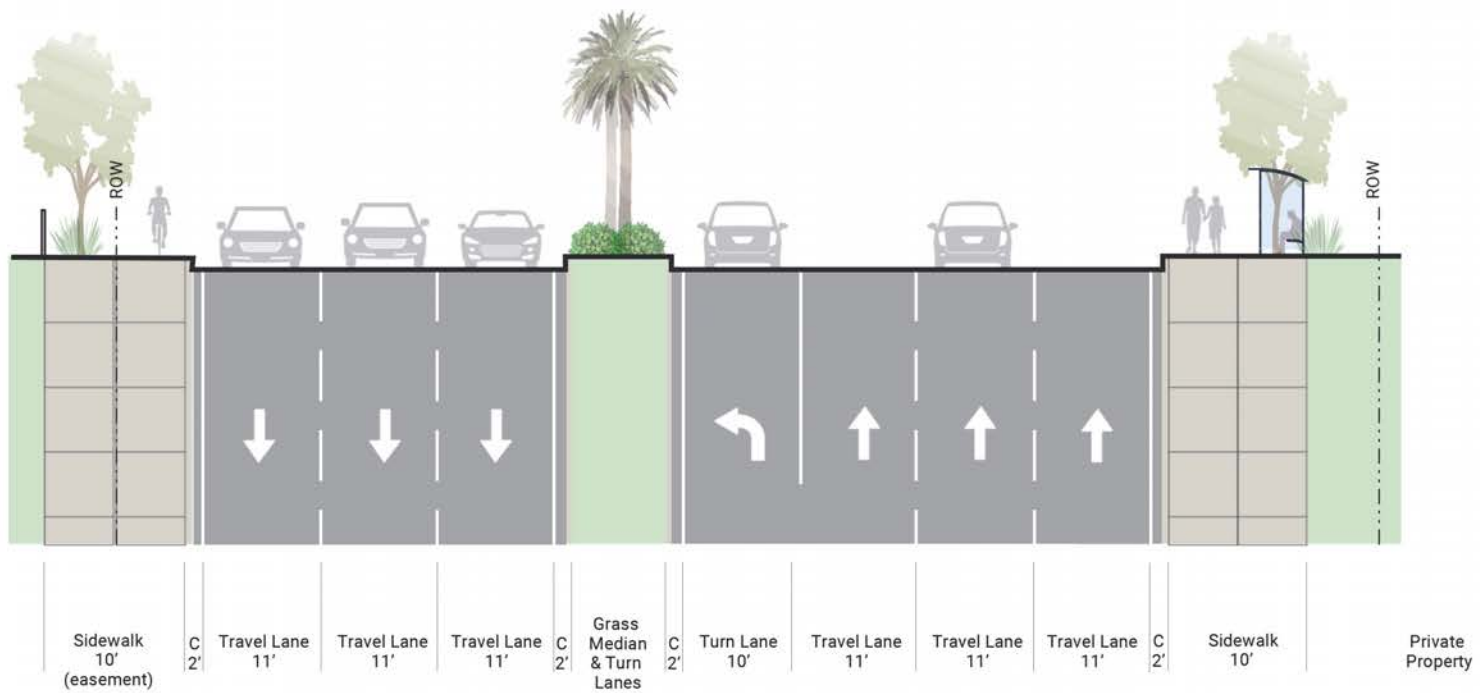




WEST 79TH STREET



Development Node 3 - Future

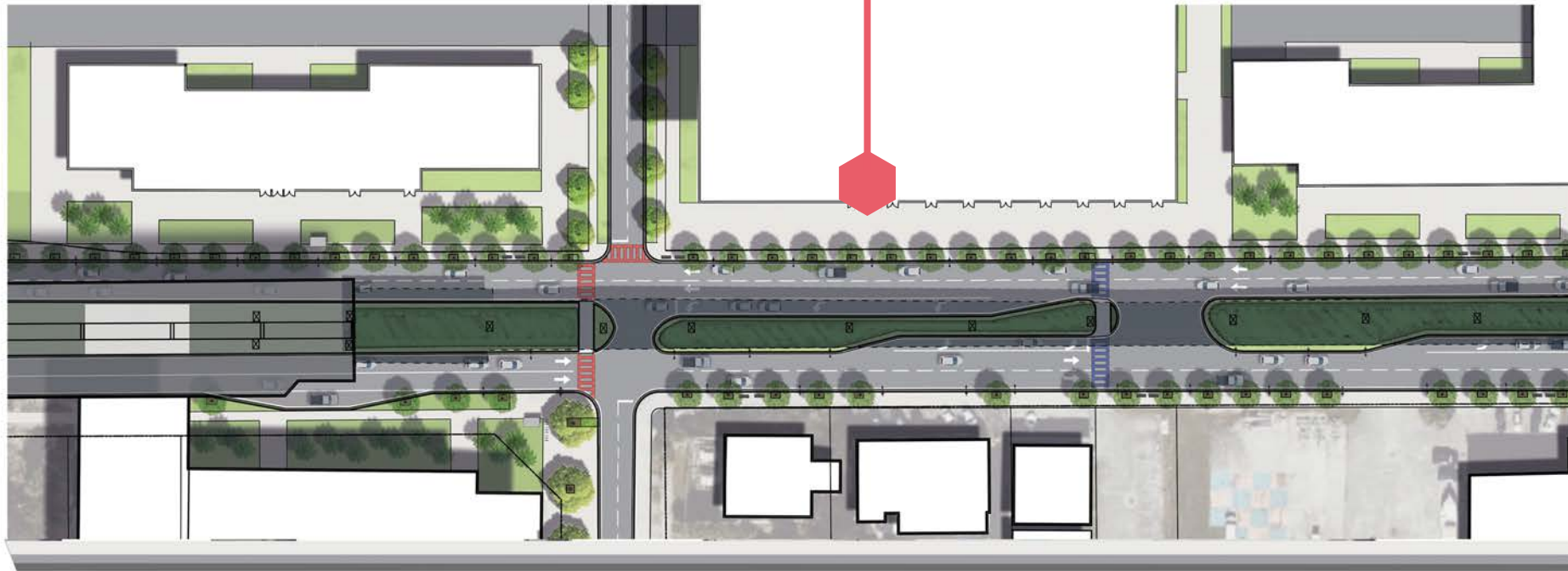






79th Street Frontages

Future investment creates an opportunity for improvement from the existing street to new building frontages. These enlargements depict examples of how to blend public and private realms together to create a dynamic and vibrant urban experience.



TYPICAL STREETSCAPE

Future redevelopment will ideally incorporate mixed-use and mixed-income housing. A blend of uses and incomes fosters equitable employment opportunities within the community and increases access to goods and services. This level of investment results in increased street activity and significantly improves walkability and safety along 79th Street.





IMPROVEMENTS - PUBLIC REALM

Current ownership of the roadways by Miami-Dade County and the State of Florida, along with the limited available right-of-way, limits the changes possible prior to major roadway reconstruction. In the short term, strategies to improve the usage of the roadways for non-motorists, and to enhance the overall appearance and connectivity to businesses, employment, and

residents will focus on specific functional elements, followed by aesthetic improvements. Because each Development Node has similar characteristics, the implementation recommendations are generally the same and can be summarized below:

Phase I

-  Repair damaged or missing sidewalk
-  Construct ADA compliant sidewalk ramps
-  Create distinct and easy to see pedestrian crosswalks and median breaks
-  Incorporate shade shelters
-  Install of shade trees along sidewalks
-  Incorporate of palm trees within the medians

Phase II

-  Widen existing sidewalks to create a wider and safer pedestrian space
-  Increase landscape along the right-of-way
-  Incorporate murals or other full intersection improvements
-  Incorporate pedestrian and street lighting
-  Enhance landscape within the medians
-  Install street furnishings including benches, trash and recycling, and wayfinding
-  Connect public realm hardscape and landscape with adjacent private development projects



IMPROVEMENTS - PRIVATE REALM

The Development Nodes were identified, in part, by the known or likely future adjacent private investment. The investment the Initiative makes in the public realm can have a significant impact on the overall function for pedestrians and improve the aesthetics. Furthering that investment to unite future private investment will have an even greater impact and also serve as an additional incentive to private investors. It is the intent that future private developed adopt an urban form with relatively limited setbacks and have frontages ranging from commercial ground floor uses to more urban residential stoops or courtyards. Creating a quality, semi-public space between the right-of-way and building frontages

will have both a visual impact and create the opportunity for usable space for future businesses. Some of these areas, depending on design, may also assist with functional elements such as capturing stormwater or creating space for additional shade trees.

In reviewing planned private investment projects, and anticipated future projects, the Initiative should consider providing direct funding for, or an incentive to the following improvements.

Phase II

- Complete outdoor patio / terrace or other hardscape between the right-of-way and frontage of commercial properties for outdoor dining, gathering, or other activities as they develop
- Install landscape, including trees and shrubs between the right-of-way and private building frontage
- Install irrigation to support enhanced landscape by private investors
- Enhance lighting and install permanent outdoor furnishings
- Install knee walls, iron or other decorative fencing (excludes chain link, wood, vinyl or other fencing, and excludes any privacy fencing) as development occurs
- Incorporate of public art
- Install of shade structures



IMPROVEMENTS - SIGNATURE PROJECTS

While the primary focus for shorter term improvements by the Initiative should be on pedestrian function, safety, and comfort, there are opportunities for more signature public realm investments that may contribute to transformational change.

The presence of the rail line overhead of the median on 79th Street and later 27th Avenue presents an opportunity to create a dynamic linear park system within the area and county. While narrower in space than much of the Underline in Miami and its expansion in south Miami-Dade, a very similar concept could be replicated here.

The rail line above creates shade along the roadway and provides some relief from rain. Additionally, its massive columns also create a greater amount of safety for pedestrians and bicyclists provided they have safe crossing of the travel lanes.

Additionally, it is anticipated Miami-Dade County may be purchasing several parcels of land at the southeast intersection of 79th Street and 27th Avenue. Parcels in this area are also targeted for future acquisition and redevelopment based on the deteriorating or adverse impacts of the existing uses.

If these parcels come under public ownership, and with their location adjacent to the rail line and future high pedestrian use area, these could be transformed into a dynamic neighborhood park. Understanding there has been recent high density residential developed in the area and more in progress, this would serve as an amenity and additional incentive to private developers.

Specific improvements to these, if developed that may enhance their overall use and community impact follow.

Rail Line

- Incorporate local art and murals (or painting of the structure)
- Install a pathway within the median - ADA compliant
- Incorporate lighting
- Integrate furnishings including benches, trash cans, and recycling receptacles
- Install enhanced landscape
- Incorporate fit stations - an opportunity is present to create a fitness course along the median
- Add wayfinding and educational or historical signage

Park

- Incorporate local art and murals (or painting of the structure)
- Install an accessible pathway within the median to bring people to the park
- Incorporate lighting
- Integrate furnishings including benches, trash cans, and recycling receptacles
- Install enhanced landscape
- Fit stations - an opportunity is present to create a fitness course along the median
- Add wayfinding and educational or historical signage



IMPLEMENTATION

As the Initiative considers future investment within the focus areas and beyond there are a number of factors that should be taken into consideration, including ownership of the primary roadways by the Florida Department of Transportation (FDOT) and Miami-Dade County.

It will be beneficial during any preliminary discussions with permitting agencies to reference a study funded by FDOT in 2020 FDOT titled **NW 79th Street From Douglas Road / NW 37th Avenue to SR 7 / NW 7th Avenue**, Complete Streets Contract - FPID No.: 421053-4-12-01, Corridor Planning Study. While this study applies to a major reconstruction, key goals identified within it mirror those identified in this plan.

This plan reflects short term improvements that may be funded by the CRA. A longer term goal of complete reconstruction is ideal provided it still achieves the goals identified here and within the FDOT study.

The table on the right identifies approximate costs for various elements or improvements identified in this plan. However, each block is different and will need to be evaluated and priced as the Initiative proceeds with an incremental approach. Additionally, while some of the items identified have a specific purpose, there may be less costly ways to achieve them. For example, tree grates will be long lasting and protect the tree while providing a safe walking surface however, use of rubber mulch or other material may be less costly.

Applied Costs - As Shown

If the Initiative chose to implement the vision plan as developed and with the costs shown, one side of 1 block (avg 650 lf) would cost approximately \$160,000. Both sides would be \$320,000 and with a 20% contingency (higher than industry standard) would be approximately \$385,000.

Applied Costs - Reduced

As the Initiative seeks to invest in block improvement, costs can be substantially minimized if needed. However, basic improvements such as sidewalk repair should be completed. A second tier of improvements would ideally include canopy trees and limited furnishings such as trash receptacles, benches, and safe mid-block crossings. Based on the approximate cost calculations, these could be done for roughly \$20,000 on one side of 1 block, or \$40,000 per block. Add in pedestrian scale street lighting and those costs increase to \$100,000 and \$200,000 respectively.

COST CONSIDERATIONS

ITEM	UNIT	UNIT COST	BLOCK - 1 SIDE	NOTES
Sidewalk Repair	Square foot	\$8	\$800	100 sq. ft.
Sidewalk ADA Ramp	Each ramp	\$1,000	\$2,000	2 ramps
Sidewalk Widening	Square foot (includes grate framing)	\$10	\$32,500	5' width widening
Pedestrian Light	Pole, fixture, foundation, conduit, etc.	\$7,500	\$75,000	60' spacing
Bench	Each 4' bench	\$1,000	\$3,000	Three
Trash Receptacle	Each	\$750	\$750	One
Recycling Receptacle	Each	\$750	\$750	One
Pole Banner	With breakaway pole	\$750	\$3,750	Every other ped. pole
Wayfinding Sign	Each	\$2,000	N/A	Select locations
Bus Shelter	Each	\$10,000	N/A	Select locations
Tree Grate	Each	\$3,750	\$30,000	Avg. 80' spacing
Canopy Tree	Tree (4" caliper +, soil replacement)	\$1,400	\$11,200	Avg. 80' spacing
Palm Tree	Tree (soil replacement)	\$750	N/A	Medians & accents only
Paint (crosswalk / intersection)	Square Foot	\$1.50	\$300	Crosswalk

Notes: Unit cost assumes installation is included.
 Costs do not include any irrigation.
 Block length for calculation purposes is 650'. Actual blocks will vary and many are slightly less in length.
 Costs are based on assumptions made in November, 2022.

The background is a light blue architectural floor plan with various rooms and corridors. A solid orange horizontal line runs across the top. On the left side, there is a dark blue rounded rectangular frame. The text 'VISIONPLAN' is centered at the bottom in a bold, sans-serif font, with 'VISION' in dark blue and 'PLAN' in white. A thin orange horizontal line is positioned below the text.

VISIONPLAN