

CITY OF

HALEAH

2050 MASTER PLAN

**District
Master Plan Recommendations**

May 2025

plusurbia.

with

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STUDIO
Community | Places | Mobility

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PENABAD**

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**THE
CORRADINO
GROUP**

PREPARED FOR
The City of Hialeah



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CITY OF HIALEAH

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CITY OF HIALEAH

DISTRICT MASTER PLAN RECOMMENDATIONS

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A publication of Plusurbia Design, a planning, urban design, development, and architectural design firm.

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INTRODUCTION

The district recommendations in the City of Hialeah's Master Plan **build upon the Citywide recommendations**, applying their concepts to specific areas across the City. While the Citywide recommendations establish a broad vision and goals for the entire City, the District recommendations **translate these ideas into localized recommendations** tailored to Hialeah's unique neighborhoods and corridors.

These recommendations outline the placement of key elements, including gateways, neighborhood nodes, and corridors, as well as the City's central transit spine and bicycle network.

By illustrating how these systems interact at the district level, the plan **highlights the influence of Citywide improvements on individual communities**, ensuring a **cohesive and well-integrated approach** to growth and development.

Structured in alignment with the Citywide recommendations, the District recommendations maintain a **consistent framework** for urban design, land use, and quality of life enhancements. They also reference the Citywide recommendations document, ensuring a seamless connection between the overall vision and its practical implementation at the district level.

Through this approach, the Master Plan provides a clear roadmap for transforming Hialeah's neighborhoods and districts while reinforcing the City's identity and long-term sustainability.



Image 01. City of Hialeah Aerial View. (Source: onesodebyreality)



Image 02. Street Trees in Residential Neighborhood. (Source: Plusurbia)



Image 03. 49th Street. (Source: Plusurbia)



Image 04. Palm Ave. (Source: Plusurbia)

GLOSSARY OF TERMS

Accessory Dwelling Unit (ADU): A smaller, independent residential unit located on the same lot as a primary home, often used to provide additional housing options such as rentals, guest suites, or accommodations for extended family.

Bicycle Network: A connected system of bike lanes, shared-use paths, and safe street crossings that allows cyclists to travel comfortably and efficiently throughout Hialeah, linking neighborhoods, parks, schools, and transit stations while promoting healthy, active transportation.

Community Safety Through Active Urban Design (CPTED): A planning approach that enhances public safety by designing streets, public spaces, and buildings to promote visibility, walkability, and social interaction—using features like lighting, clear sightlines, active frontages, and pedestrian-friendly layouts to deter crime and foster a sense of security.

Corridor: A linear pathway—such as a street, avenue, or transit line—that connects urban nodes and supports movement, commerce, and access between neighborhoods.

District: A unified area of interconnected, compact neighborhoods that blend local character with shared spaces and services, supporting walkability, accessibility, and community cohesion.

Gateway: A prominent entry point into the City, often designed to create a strong first impression and enhance identity, connectivity, and sense of arrival.

Landmark: A prominent or recognizable feature—such as a building, structure, or natural element—

that serves as a visual reference point and contributes to a place's identity, history, or sense of orientation.

Liner Building: A smaller, pedestrian-friendly building placed along the street edge to screen large structures or parking lots and activate the public realm.

Mixed Use development: A building or area that blends residential, commercial, and sometimes recreational uses to support vibrant, walkable communities.

Multimodal: An approach to transportation planning that supports multiple ways of getting around—such as walking, biking, driving, and using public transit—to create a more connected, accessible, and flexible mobility network for all users.

Neighborhood: A compact, walkable area typically within a quarter-mile radius or 5-minute walk, centered around a focal point like a park or plaza, designed to support daily needs, safety, and community interaction.

Neighborhood Business District (NBD) Overlay: A zoning tool in the City of Hialeah that promotes mixed-use, pedestrian-oriented development by allowing more flexible land uses.

Node (Neighborhood Node): A focal point within a district or neighborhood—such as an intersection, local activity or transit hub—where people gather, interact, and engage in community or commercial activity.

Opportunity Area: A strategically located area identified for targeted investment and redevelopment, often characterized by underutilized land, proximity to transit, and potential for mixed-use, walkable, and community-enhancing development.

Opportunity Site: A specific parcel or group of parcels within a larger planning area that holds significant potential for redevelopment or transformation, often due to its location, size, or ownership status.

Pre-reviewed missing middle housing: A category of small-to-medium scale housing types—such as duplexes and triplexes—that are pre-approved through zoning to simplify development, expand housing options, and fit into walkable neighborhoods.

Premium Transit Spine: A high-capacity, frequent, and reliable transit corridor—such as a Bus Rapid Transit (BRT) or rail line—strategically planned to connect key destinations across Hialeah, serving as the backbone of the City's future mobility network.

Public Realm: The network of publicly accessible spaces—such as streets, sidewalks, parks, plazas, and transit areas—that shapes how people experience and interact with the City, playing a central role in community life, walkability, and neighborhood identity.

Resilience: The ability of a place to adapt and recover from risks—such as flooding—through thoughtful, sustainable design.

Shared-Use Path: A wide, paved trail designed

to safely accommodate both pedestrians and cyclists, often separated from vehicle traffic, and used for recreation, commuting, and connecting neighborhoods, parks, schools, and transit in a safe and comfortable way.

Sharrow: A shared-lane marking painted on the roadway to indicate that bicycles and motor vehicles share the same travel lane, helping to guide cyclists' positioning and remind drivers to expect and respect people biking.

Swale: A landscaped area—typically located between the sidewalk and the street—designed to capture and filter stormwater and reduce flooding; it often doubles as the planting zone for street trees, enhancing shade and neighborhood greenery.

Transit Hub: A central location where multiple transit lines or modes—such as buses, trains, or shuttles—intersect, allowing passengers to transfer easily and supporting efficient, high-capacity movement within a transportation network.

Transit Oriented Development (TOD): A planning and development approach that concentrates mixed-use, walkable, and higher-density development around transit stations to encourage public transportation use, reduce car dependence, and create vibrant, connected communities.

Wayfinding: The system of visual cues—such as signs, maps, landmarks, and design elements—that helps people navigate and understand their surroundings, making it easier to find key destinations and move confidently through public spaces.

CITY OF HIALEAH'S DISTRICTS & NEIGHBORHOODS

Hialeah's street grid follows Miami-Dade County's township and section system, with major roads running along section lines, creating the City's signature straight streets and intersections.

This master plan builds on that grid by dividing each one-mile section into smaller quadrants of smaller, walkable 1/4 mile radius neighborhood areas, designed to be accessible within a five-minute walk.

Neighborhoods and districts were mapped taking major roads into account for better connectivity, with canals, lakes, and highways acting as natural boundaries.

Key landmarks like the Hialeah Racetrack, Westland Mall, and major corridors like Palm Avenue and 49th Street help define vibrant community hubs.

Defining the boundaries of walkable districts and neighborhoods helps geographically focus recommendations, making it easier for staff to prioritize actions, support decision-making, and streamline implementation.

CITY'S GATEWAYS, NEIGHBORHOOD NODES AND CORRIDORS

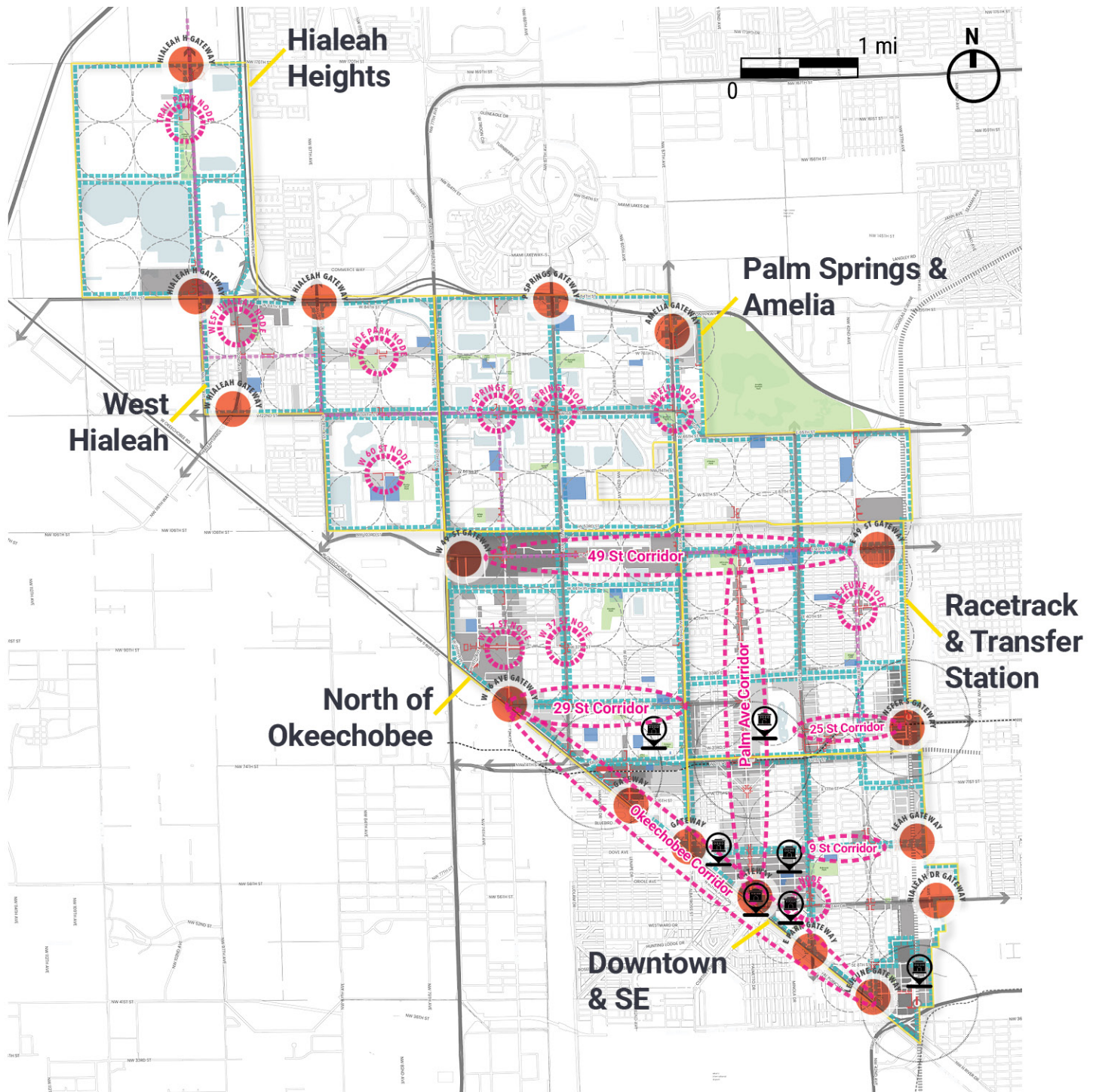
The City of Hialeah is intricately woven into the urban fabric of Miami-Dade County and its surrounding municipalities. The City's distinctive shape makes defining and enhancing its **gateways** essential to creating a sense of arrival, showcasing its unique identity, and fostering spaces for community gathering.

In urban design, urban **nodes** are focal points or smaller-scale activity centers within a district or a neighborhood, such as plazas, intersections, transit hubs, or commercial areas, where people gather, interact, and engage with their surroundings.

Corridors, on the other hand, are linear pathways—like streets, avenues, or transit lines—that connect nodes and facilitate movement, commerce, and access between neighborhoods.

Together, **nodes and corridors** form the structural framework of a City, linking neighborhoods and supporting their functionality. Nodes provide spaces for community interaction and identity, while corridors ensure connectivity and access. This interplay enhances the vitality of neighborhoods and integrates them into the City's larger network, making both local and Citywide interactions more seamless and vibrant.

Map 01 on page 9 highlights the districts, neighborhoods, gateways, nodes, and corridors defined in this Master Plan.



LEGEND

- Proposed Premium Transit Spine
- Primary Arterial Connectors
- Parks
- Schools
- Regional Center - Opportunities
- City Center / Corridor - Opportunities
- Neighborhood Nodes & Corridors - Opportunities
- Districts
- Study Areas
- Neighborhood 1/4 mile radius (5 min walk)
- TOD 1/2 mile radius (10 min walk)
- Proposed Building Frontage
- Nodes & Corridors
- Gateways
- Historic Assets

Map 01. City of Hialeah Neighborhoods and Districts. (Source: Plusurbia)

FROM DISTRICTS TO NEIGHBORHOODS

DESIGNING FOR COMMUNITY

WHAT MAKES A GREAT CITY?

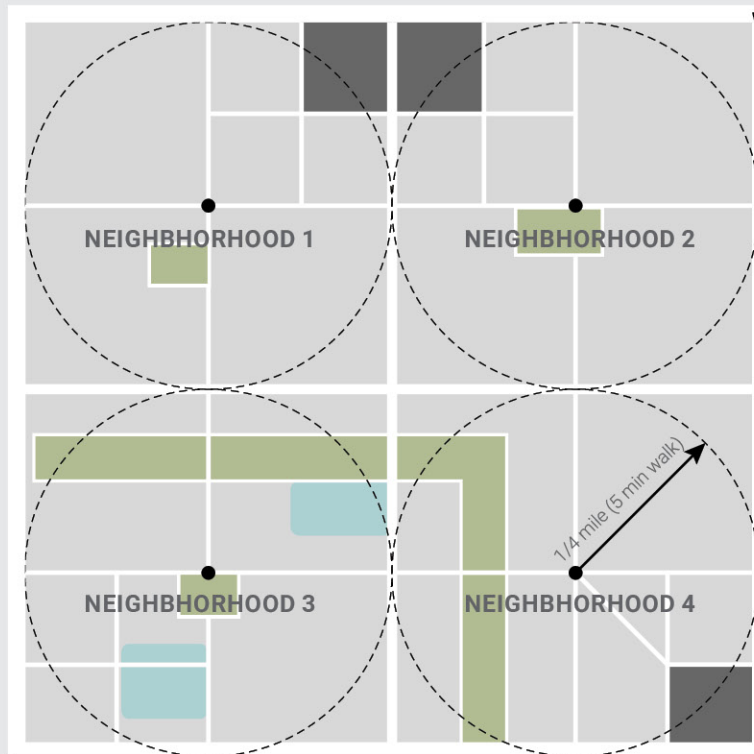
A great City is built on interconnected **districts** and walkable **neighborhoods**, creating a functional and connected urban environment. These layers support daily life by linking communities, sharing services, and enhancing accessibility at different scales.

WHAT IS A DISTRICT?

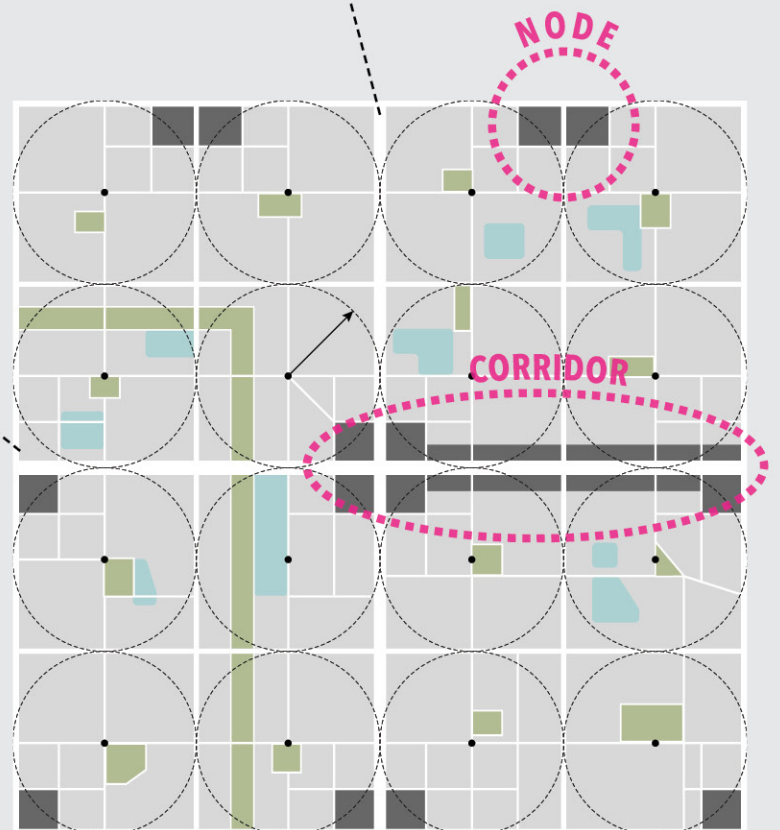
A district is a collection of interconnected neighborhoods forming a unified community, typically with four compact neighborhoods. It blends local character with shared spaces, services, and amenities, supporting walkability, accessibility, and cohesion. While districts provide a City's structure, neighborhoods bring it to life with human-scale design and community focus.

WHAT IS A NEIGHBORHOOD?

At the neighborhood scale, a quarter-mile radius or 5-minute walk neighborhood is the perfect measure to define a compact, self-contained area where daily needs are accessible on foot. Centered around a focal point—such as a park, plaza, intersection, or community hub—neighborhoods prioritize walkability, safety, and community interaction.



DISTRICT



4 CONNECTED DISTRICTS

DISTRICTS & NEIGHBORHOODS GENERAL RECOMMENDATIONS

DISTRICT IDENTITY

Clear boundaries, unique landmarks, and a well-organized layout foster a strong sense of place, community pride, and ease of navigation.

- » Enhance the parks and open spaces in each district as an community landmarks that foster social exchange.
- » Enhance the identified node and corridors with neighborhood amenities and thoughtful design elements that reflect and strengthen the area's unique identity, while complementing the character of surrounding neighborhoods. Prioritize walkability by promoting access to daily needs and recreational opportunities within a comfortable walking or biking distance. The goal is to create an engaging, community-focused gathering space that encourages active transportation and fosters a strong sense of place for nearby residents.
- » Enhance gateways with distinctive design elements that reflect Hialeah's identity and create a strong sense of arrival. Incorporate design features such as iconic signage, landscaping, lighting, and public art to celebrate local culture and history. Prioritize pedestrian-friendly design, improved access, and visual appeal to make these entry points welcoming, memorable, and connected to the surrounding community.

ACCESSIBILITY AND CONNECTIVITY

Safe, walkable streets, public transit, and bike paths connect residents to services, work, and recreation.

- » Increase comfort and safety focusing on comfortable and unobstructed shaded sidewalks, high-visibility crosswalks, pedestrian refuge islands, and traffic-calming measures.
- » Implement safe streets strategies to improve access to all schools and parks.
- » Prioritize the development of the bicycle network especially connecting schools and parks and complement the network with secure bike parking, repair stations.
- » Complement transit hubs with micromobility options.

HUMAN-SCALED DESIGN

Buildings and spaces are designed to appeal visually and functionally at the pedestrian level, encouraging interaction and comfort.

- » Design pedestrian-friendly spaces that prioritize comfort, interaction, and safety at the identified nodes, corridors and gateways. Place buildings close to sidewalks with parking hidden in the back. Include active ground-floor uses, transparent facades, and outdoor seating for an engaging streetscape, paying special attention to frontages to Trail Park and W 36 Ave.

MIXED-USE DEVELOPMENT

A blend of residential, commercial, and recreational spaces supports activity throughout the day and makes daily life more convenient.

- » Encourage the development of mixed-use human-scale buildings. Encourage family-friendly uses such as cafes, restaurants, and shops where residents can gather after enjoying the park.

VIBRANT PUBLIC SPACES

Accessible parks, plazas, and community spaces bring people together for relaxation, events, and social interaction.

- » Find opportunities to expand access and available Open Spaces. Continue hosting cultural celebrations, library events, outdoor markets, and athletic events and using City parks as your event anchors. Find opportunities to increase tree canopy and shade, lighting and adopting flood mitigation strategies at parking lots.

DIVERSE HOUSING OPTIONS

A mix of housing types and price points ensures inclusivity for different ages, incomes, and family sizes.

- » Identify opportunities to expand housing options by encouraging a mix of housing types, including multi-family units, townhomes, and mixed-use developments. Focus on areas close to transit, and the identified node and gateway to create walkable neighborhoods that accommodate various income levels and lifestyles.

SAFETY AND COMFORT

Well-lit streets, visible community presence, and thoughtful landscaping create safe, welcoming spaces.

- » Promote natural surveillance and Community Safety Through Active Urban Design (CPTED), especially along the Okeechobee Corridor, W 29

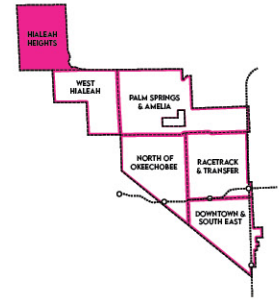
Street Corridor, and designated nodes. Apply CPTED principles by lining streets with mixed-use buildings that include active ground-floor spaces, increasing visibility and encouraging constant activity. Prioritize wide, well-lit sidewalks to support pedestrian movement and enhance nighttime safety. Design building frontages with architectural features such as porches, stoops, or balconies to strengthen street-level engagement and provide more “eyes on the street.” Maintain public spaces with clear sightlines, seating, greenery, and shaded areas—ensuring they remain active, inviting, and easily observable, helping to deter unwanted behavior and foster a sense of community ownership.

RESILIENCE

Green spaces, sustainable design, and natural elements contribute to a healthy and resilient neighborhood.

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities. Establish thoughtful design standards that address grade separation between the street, sidewalk, and commercial first floors—ensuring safety and resilience while still creating a welcoming, pedestrian-friendly environment.
- » Consider employing sustainable practices such as rain gardens, permeable pavements, and native plantings for stormwater management where appropriate and integrate natural features into urban landscapes to reduce urban heat and improve air quality, support biodiversity and provide serene spaces for community use.

HIALEAH HEIGHTS



Hialeah Heights, is the newest area of the City, located in the City's north-western most area, is a mix of residential and industrial uses, with **W 36 Avenue** acting as the primary dividing line. Large stretches of open land offer significant development potential, driven by its proximity to major highways. As demand for residential and commercial growth increases, infrastructure challenges arise, particularly where **freight-heavy industrial sites and residential neighborhoods** intersect, impacting traffic and accessibility. Upgrades to utilities, roads, and open spaces will be crucial to support balanced, sustainable growth.

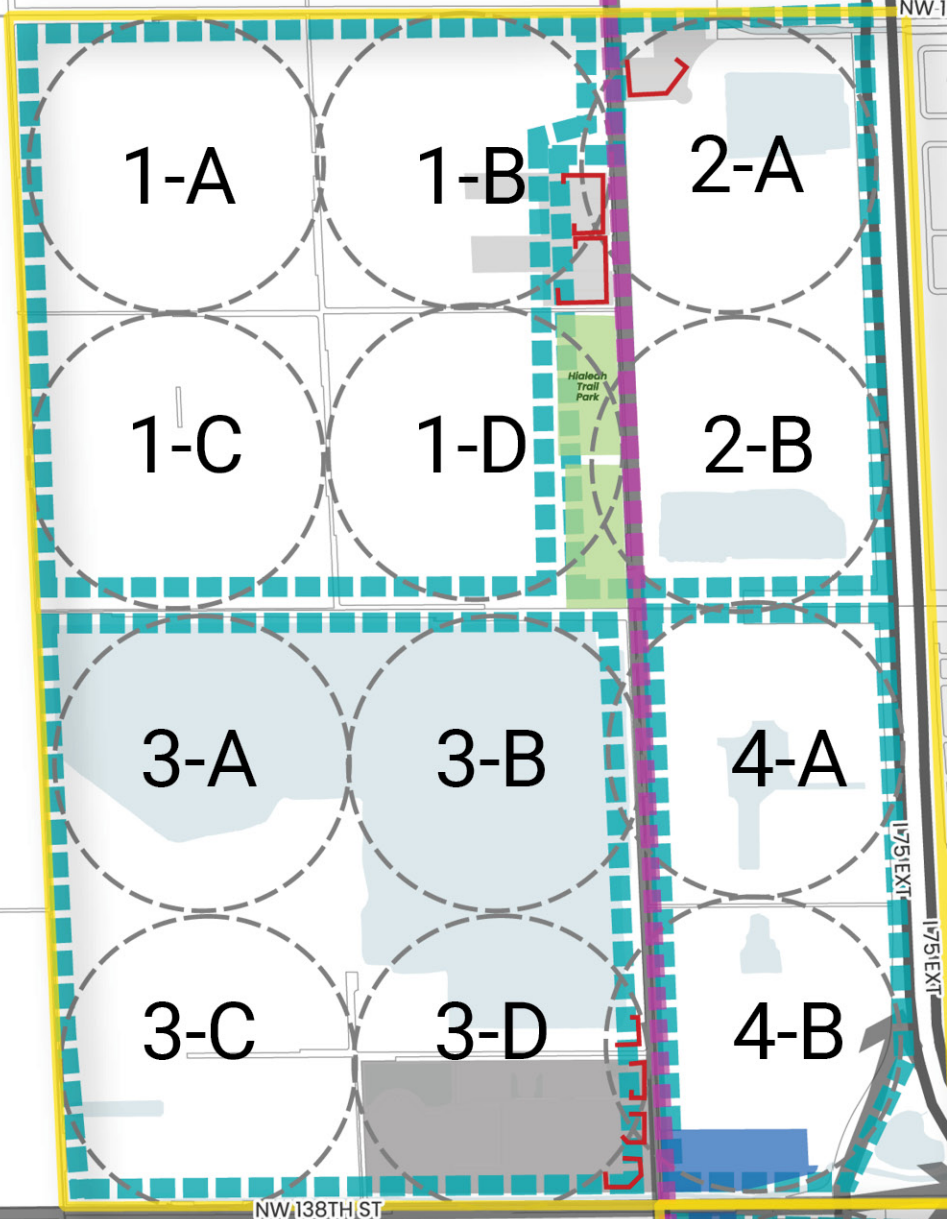
The area's Shoppes of Highland has the potential to transform into a vibrant pedestrian neighborhood hub, serving both residents and businesses. With thoughtful planning, Hialeah Heights can evolve into a well-connected, mixed-use community featuring walkable/bikeable streets, green spaces, and diverse housing options, creating a **dynamic focal point for the City's northwest region**.

LEGEND

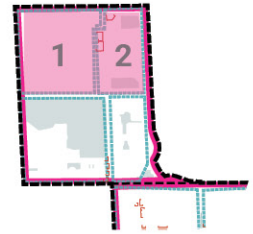
-  Proposed Premium Transit Spine
-  Primary Arterial Connectors
-  Parks
-  Schools
-  Regional Center - Opportunities

-  City Center / Corridor - Opportunities
-  Neighborhood Nodes & Corridors - Opportunities
-  Districts
-  Study Areas
-  Neighborhood 1/4 mile radius (5 min walk)

-  TOD 1/2 mile radius (10 min walk)
-  Proposed Building Frontage



15



HIALEAH HEIGHTS - DISTRICTS 1 & 2

RECOMMENDATIONS

DISTRICT IDENTITY

- » Enhance Trail Park as an iconic landmark and gathering space. Activate the park incorporating for example courts, picnic tables, a playground and more planting shade trees.
- » Enhance the node at W 108 St & W 36 Ave with neighborhood amenities and design elements that strengthen its identity while complementing Trail Park.
- » Enhance the northern gateway at W 36 Ave/NW 97 Ave with pedestrian-friendly, human-scale buildings that create a welcoming and well-defined entrance.
- » In this area district 1 is primarily industrial and district 2 is residential. It is important to find ways for these uses to coexist without conflict.

ACCESSIBILITY AND CONNECTIVITY

- » Add wide, shaded sidewalks and high-visibility crosswalks with pedestrian refuge islands, and traffic-calming measures along W 36 Ave. (See [Image 06 on page 19](#))
- » Reduce traffic congestion by rerouting heavy truck traffic to W 107 Ave and plan for future integration of the proposed premium transit line along W 36 Ave / NW 97 Ave.
- » Consider the extension of W 36 Ave / NW 97 Ave to the north and the future American Dream Mall and plan for the future integration of the proposed premium transit line along W 36 Ave.
- » Consider continued connection to the south along

W 40 Ave for future development to the south.

- » Integrate a separated two way cycle track along W 36 Ave / NW 97 Ave and a separated sidewalk to expand the bicycle network and promote safety. (See the proposed street section in [Image 07 on page 19](#))
- » Coordinate with FDOT to find ways to build the proposed Memorial Trail segment and open the W 100 St / NW 154 ST bridge for pedestrian and bicycle access to Miami Lakes.

HUMAN-SCALED DESIGN

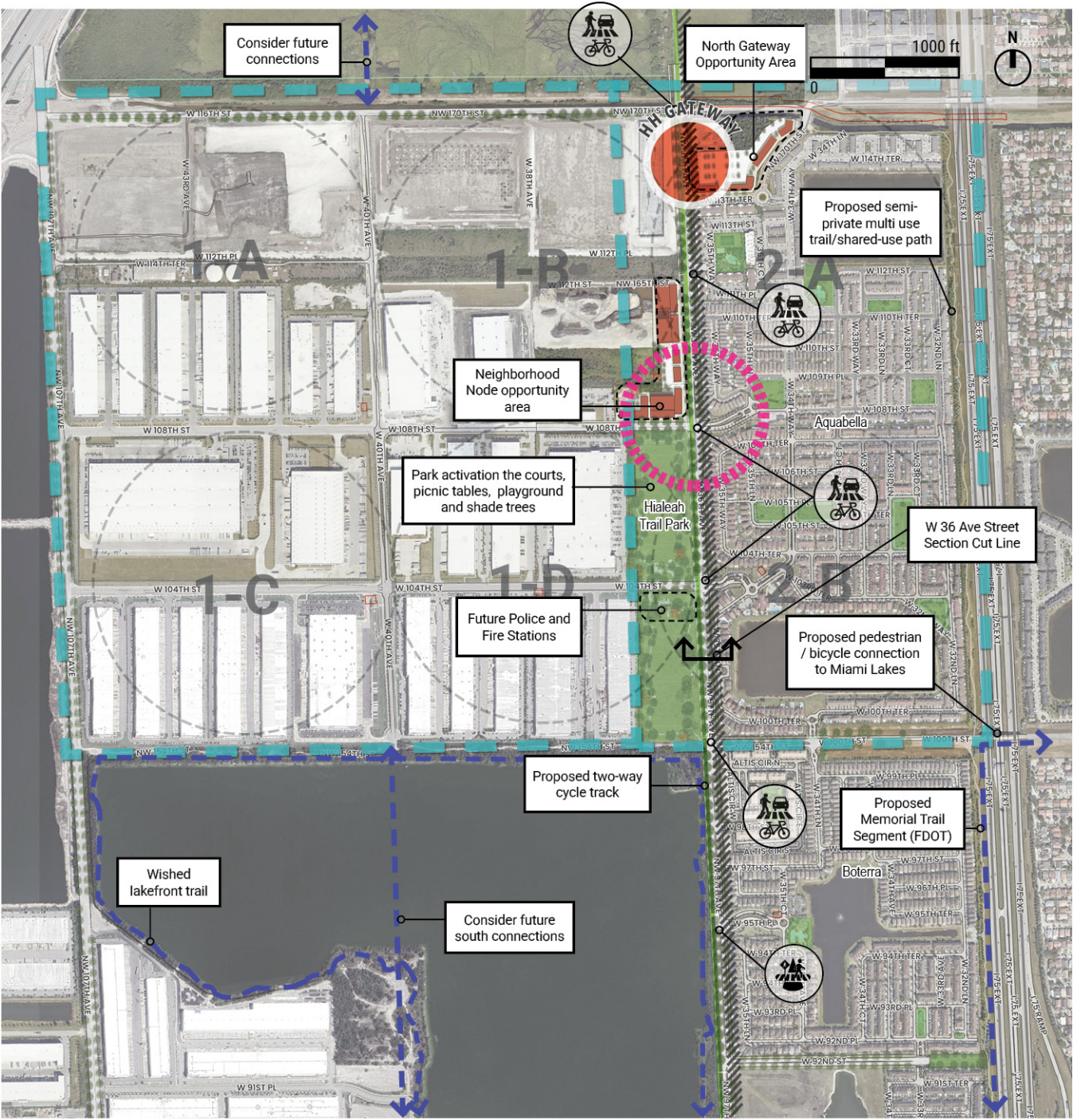
- » Design pedestrian-friendly buildings at the node at W 36 Ave. Leave enough space for outdoor seating for an engaging streetscape, paying special attention to frontages to Trail Park and W 36 Ave.

MIXED-USE DEVELOPMENT

- » Encourage the development of mixed-use human-scale buildings at the identified opportunity sites shown on [Map 02 on page 17](#). Encourage family-friendly uses such as cafes, restaurants, and shops where residents can gather after enjoying the park's amenities. (See [Image 06 on page 19](#))

VIBRANT PUBLIC SPACES

- » Enhance Trail Park by planning for sports courts, picnic areas, a playground, and more shade trees and lighting, especially on the north side utilizing CIP funds. Keep hosting community events



LEGEND

- | | | |
|---|--|---|
|  Schools |  Proposed Bicycle Network |  Suggested Connections |
|  Parks |  Proposed Premium Transit Spine |  Suggested Safe Bike/Ped Crossings |
|  District Boundary |  Neighborhood 5 min walk radius |  Mid-block Crossings |
|  Suggested Liner Buildings |  Nodes & Corridors | |
|  Opportunity Areas |  City Gateways | |
|  Publicly Owned Land / ROW |  Opportunity Sites | |

Map 02. Hialeah Heights Districts 1 & 2 Recommendations Map. (Source: Plusurbia)

like outdoor movies, markets, and celebrations. Enhance the South side of Trail Park by integrating the proposed local police and fire stations into the park's design, creating a cohesive and community-friendly space.

- » Explore the potential to create a scenic lakefront trail that enhances leisure and recreational experiences.

RESILIENCE

- » Given that the entire district lies within an AE High Risk Flood Zone, it is essential to integrate design strategies that mitigate and withstand vulnerabilities. Establish thoughtful design standards that address necessary grade separation between the street, sidewalk, and commercial first floors, ensuring long-term safety and flood resilience. Special attention should be given to corridors like W 36 Avenue to maintain a welcoming, pedestrian-friendly environment while adapting to the realities of climate-related challenges.



Image 05. Hialeah Heights Districts 1 & 2 Photos. (Source: Plusurbia)





Image 06. Neighborhood Node - Hialeah heights (W 36 Ave). (Source: Plusurbia)

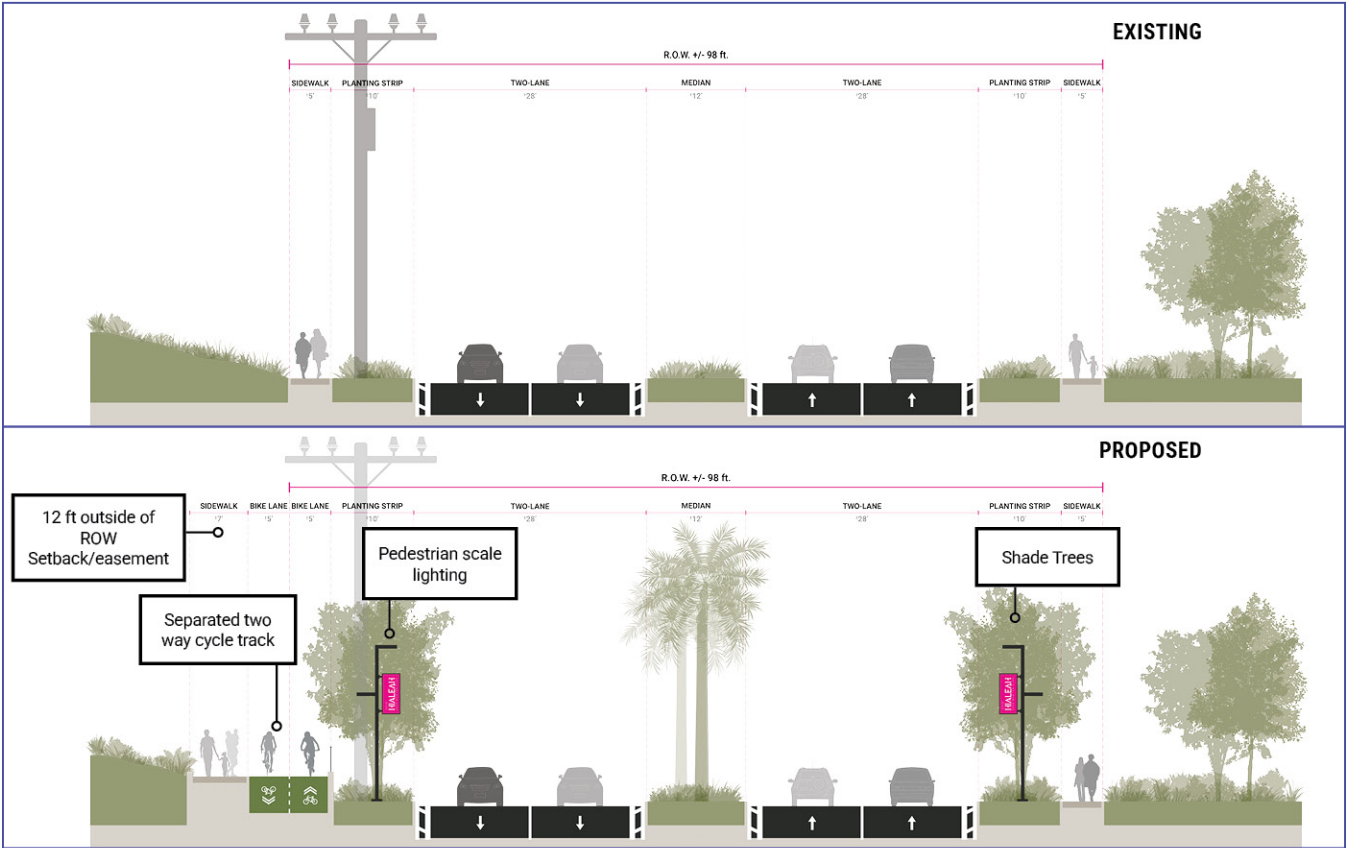
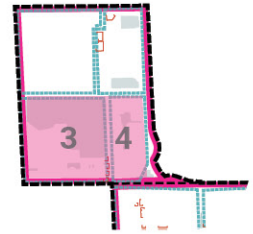


Image 07. W 36 Ave Proposed Street Section. (Source: Plusurbia)

The street section and right-of-way measurements provided herein were obtained through on-site surveying and measuring, and were not provided by the City. While every effort has been made to ensure accuracy, these measurements may be subject to change due to environmental factors or unforeseen circumstances. Readers are advised to consider these factors when utilizing this information.

HIALEAH HEIGHTS - DISTRICTS 3 & 4 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance and promote Shoppes at Highland as a community anchor and establish clear neighborhood identity with spaces for the community to gather and interact. Define and strengthen Hialeah Heights South Gateway to create a sense of arrival. This can be achieved through design improvements such as iconic signage, landscaping, lighting, and public art.
- » When possible find ways to open up views to the lake from W 36 Ave and explore the potential to create a scenic lakefront trail that enhances leisure and recreational experiences.

ACCESSIBILITY AND CONNECTIVITY

- » Add wide, shaded sidewalks and high-visibility crosswalks with pedestrian refuge islands, and traffic-calming measures along W 36 Ave. (See [Image 06 on page 19](#))
- » Plan for the future integration of the proposed premium transit line along W 36 Ave and consider the placement of transit stops and development supporting the future premium transit.
- » Coordinate with FDOT to implement the proposed multi-use trail/shared-use path that is part of FDOT's I-75 Memorial Trail portion on the western part of I-75. Open the W 100 St bridge for pedestrian and bicycle to connect with Miami Lakes aligning with the I-75 proposed Memorial Trail (FDOT).
- » Reduce traffic congestion by rerouting heavy

truck traffic to W 44 Ave and plan for the future integrating of premium transit along W 36 Ave.

- » Integrate a separated two way cycle track along W 36 Ave / NW 97 Ave and a separated sidewalk. ([See Image 07 on page 19](#))
- » Integrate an improved transit stop at the intersection of W 88 St and W 36 Ave. ([See Image 09 on page 23](#))
- » Consider future connections to the north along W 40 Ave if development occurs.

HUMAN-SCALED DESIGN

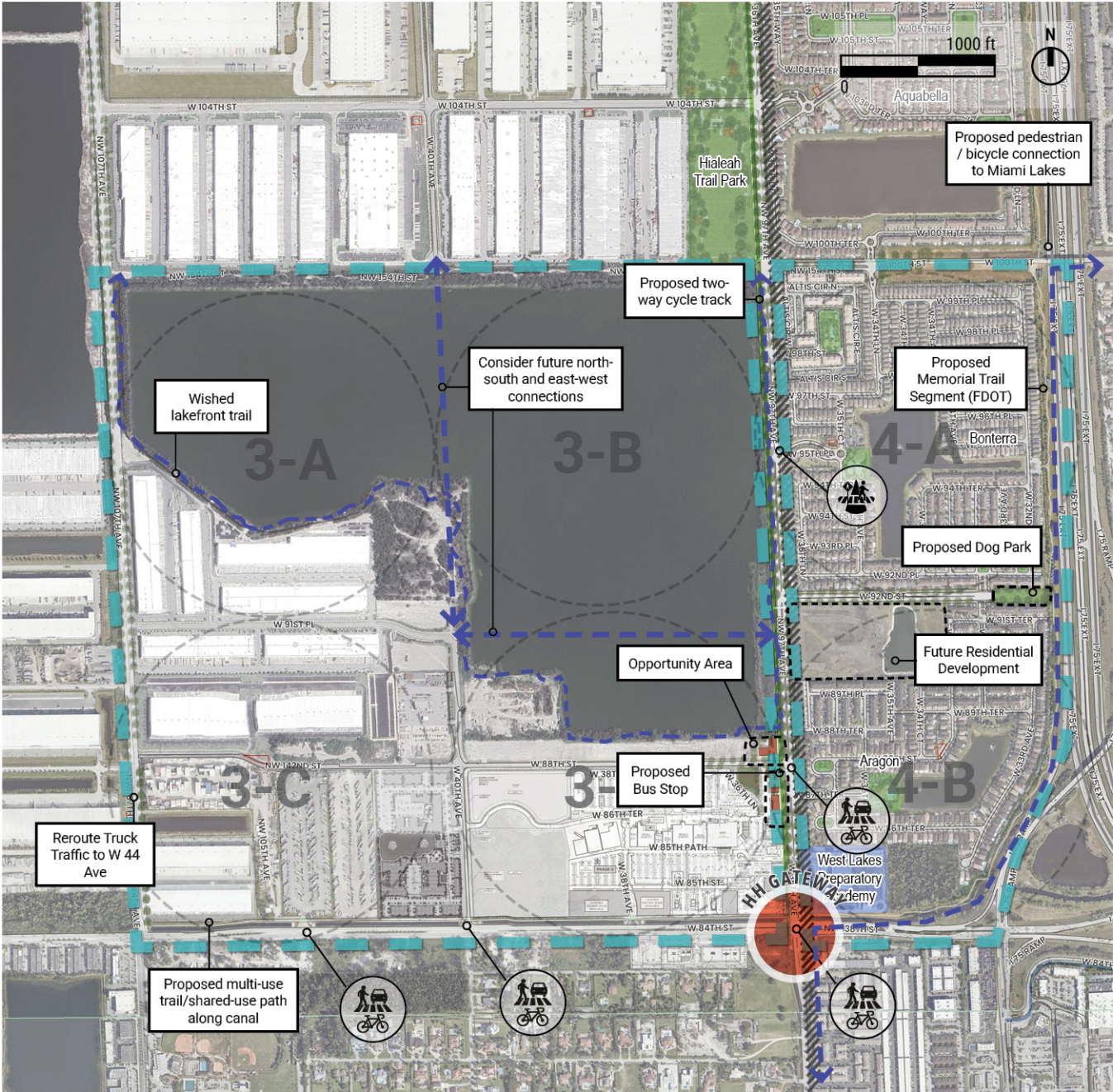
- » In the area around Shoppes at Highland future development should focus on pedestrian-friendly spaces that prioritize comfort, interaction, and safety. ([See Image 09 on page 23](#))

MIXED-USE DEVELOPMENT

- » In the area around Shoppes at Highland consider encouraging residential, commercial, and recreational spaces, to create vibrant, active neighborhoods.

VIBRANT PUBLIC SPACES

- » Enhance and activate Trail Park to foster community pride hosting cultural events, markets, and athletic activities. Consider adding courts, picnic tables, a playground, and more shade trees and integrating the proposed police and fire stations.
- » Find opportunities to transform the W 92nd St dead-end street into a dog park. Include shaded



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Parks | Proposed Premium Transit Spine | Mid-block Crossings |
| District Boundary | Neighborhood 5 min walk radius | |
| Suggested Liner Buildings | City Gateways | |
| Opportunity Areas | Opportunity Sites | |
| Publicly Owned Land / ROW | Suggested Connections | |

Map 03. Hialeah Heights Districts 3 & 4 Recommendations Map. (Source: Plusurbia)

seating, lighting, secure fencing, and pet-friendly amenities. (See Figure 01 on page 23)

RESILIENCE

- » Given that the entire district lies within an AE High Risk Flood Zone, it is essential to integrate design strategies that mitigate and withstand vulnerabilities. Establish thoughtful design standards that address necessary grade separation between the street, sidewalk, and commercial first floors, ensuring long-term safety and flood resilience. Special attention should be given to corridors like W 36 Avenue to maintain a welcoming, pedestrian-friendly environment while adapting to the realities of climate-related challenges.



Image 08. Hialeah Heights Districts 3 & 4 Photo. (Source: Plusurbia)

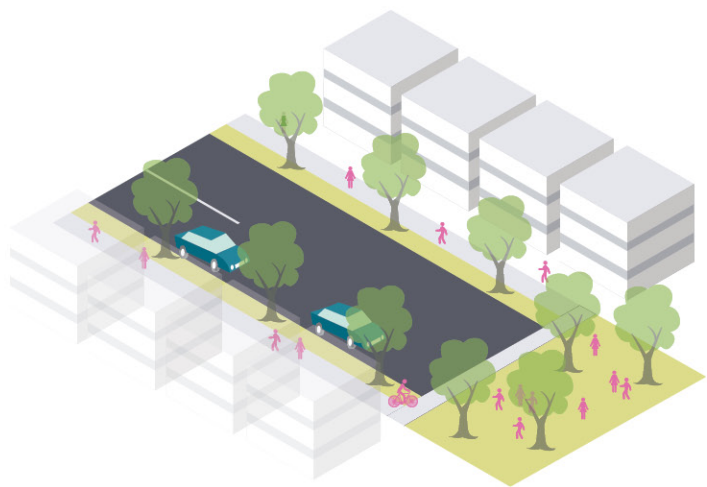


Figure 01. End of Street Park example (Dog park). (Source: Plusurbia)

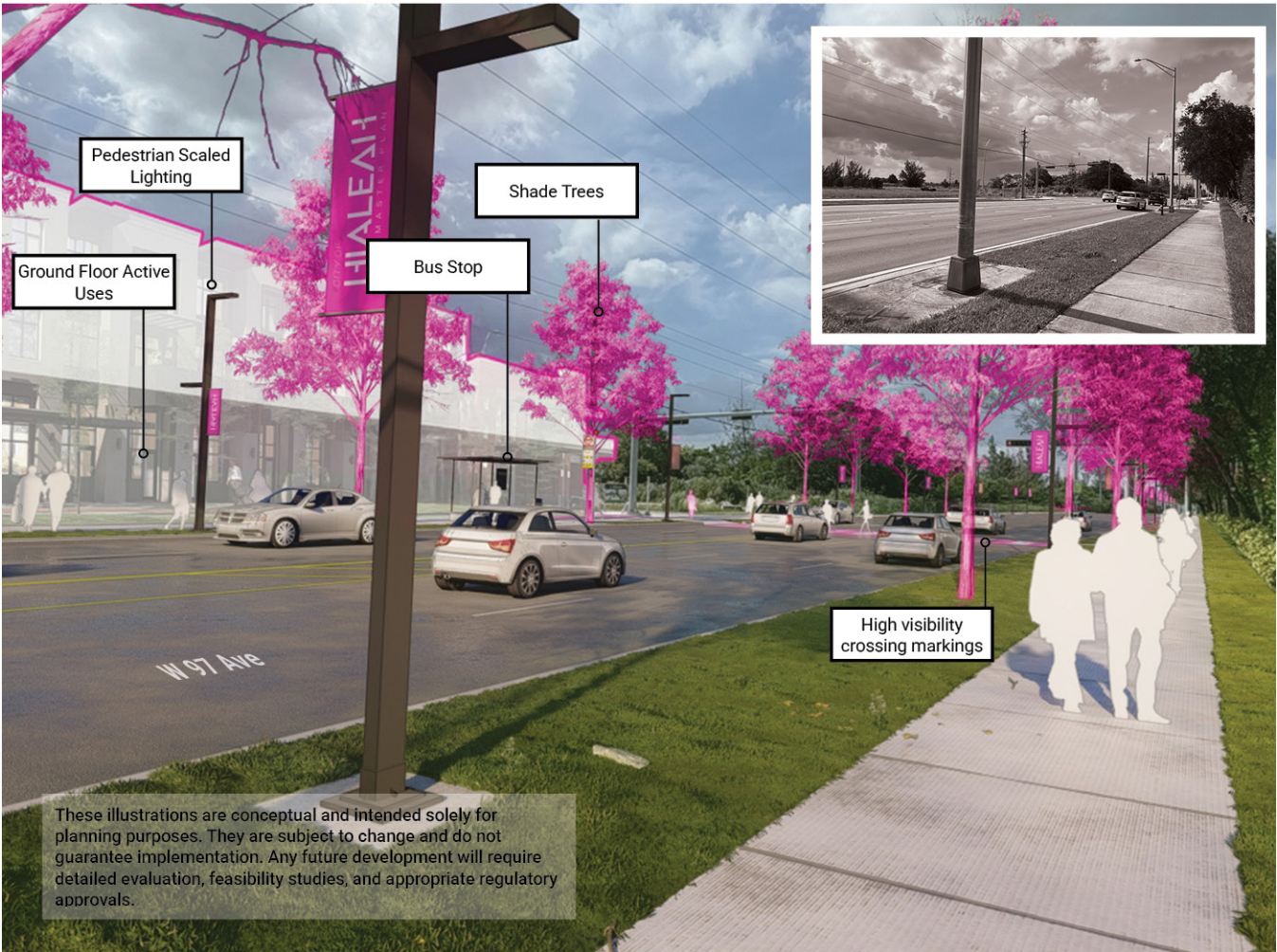
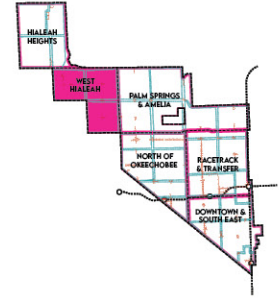


Image 09. W 97th Ave enhancements. (Source: Plusurbia)

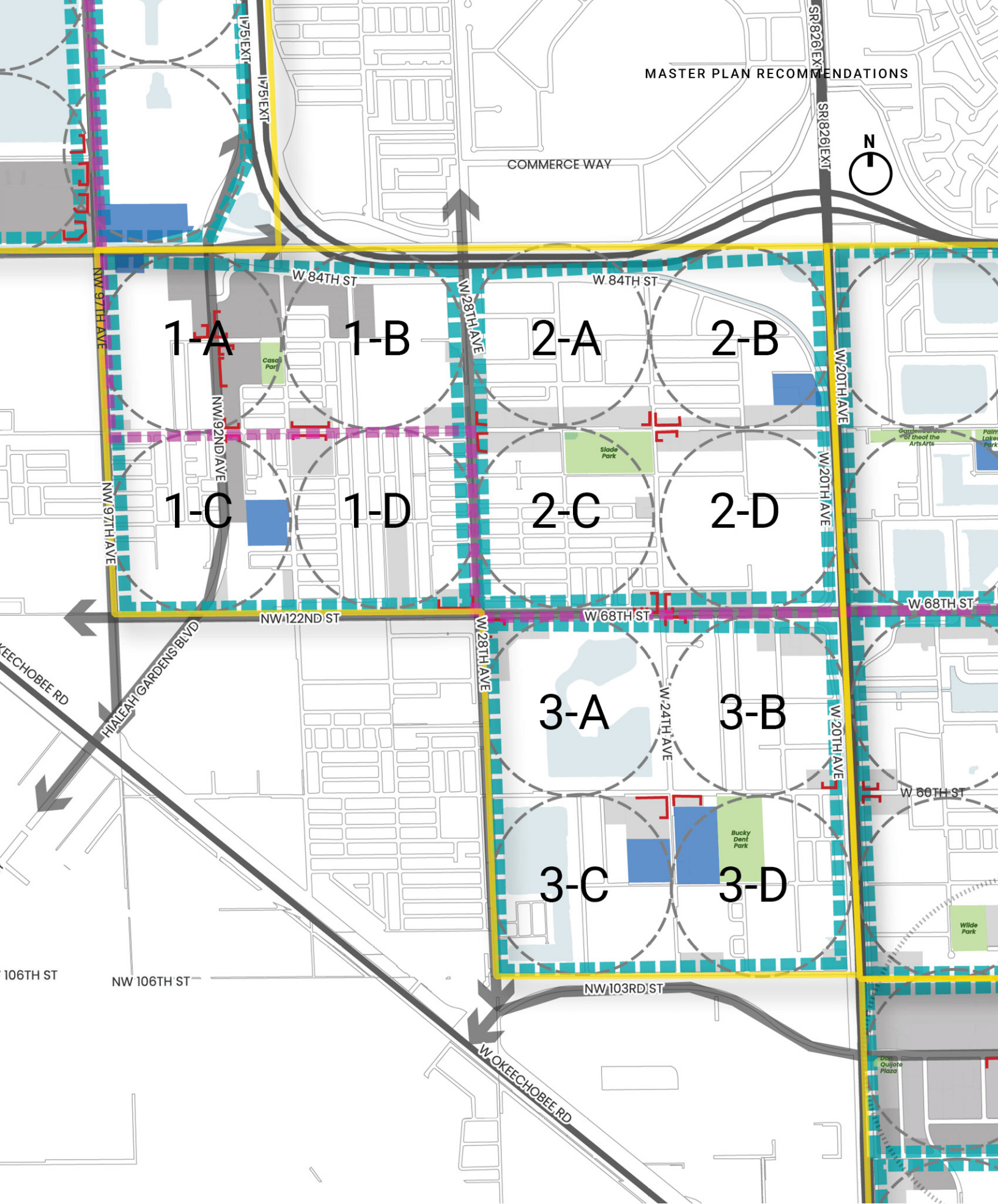
WEST HIALEAH



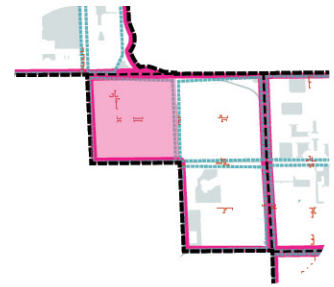
West Hialeah is a predominantly **medium-density residential area with established neighborhoods, manufacturing, warehousing, three community parks, and Palmetto General Hospital**. It is densely populated, creating high demand for local amenities and improved public services. Traffic congestion is a persistent issue, and the aging housing stock requires revitalization through roadway repairs, infrastructure upgrades, and enhanced green spaces. While the area's schools, parks, and shopping centers are valued by the community, they would benefit from modernization to better serve residents.

LEGEND

	Proposed Premium Transit Spine		City Center / Corridor - Opportunities		Proposed Building Frontage
	Primary Arterial		Neighborhood Nodes & Corridors - Opportunities		
	Parks		Districts		
	Schools		Study Areas		
	Regional Center - Opportunities		Neighborhood 1/4 mile radius (5 min walk)		



WEST HIALEAH - DISTRICT 1 RECOMMENDATIONS



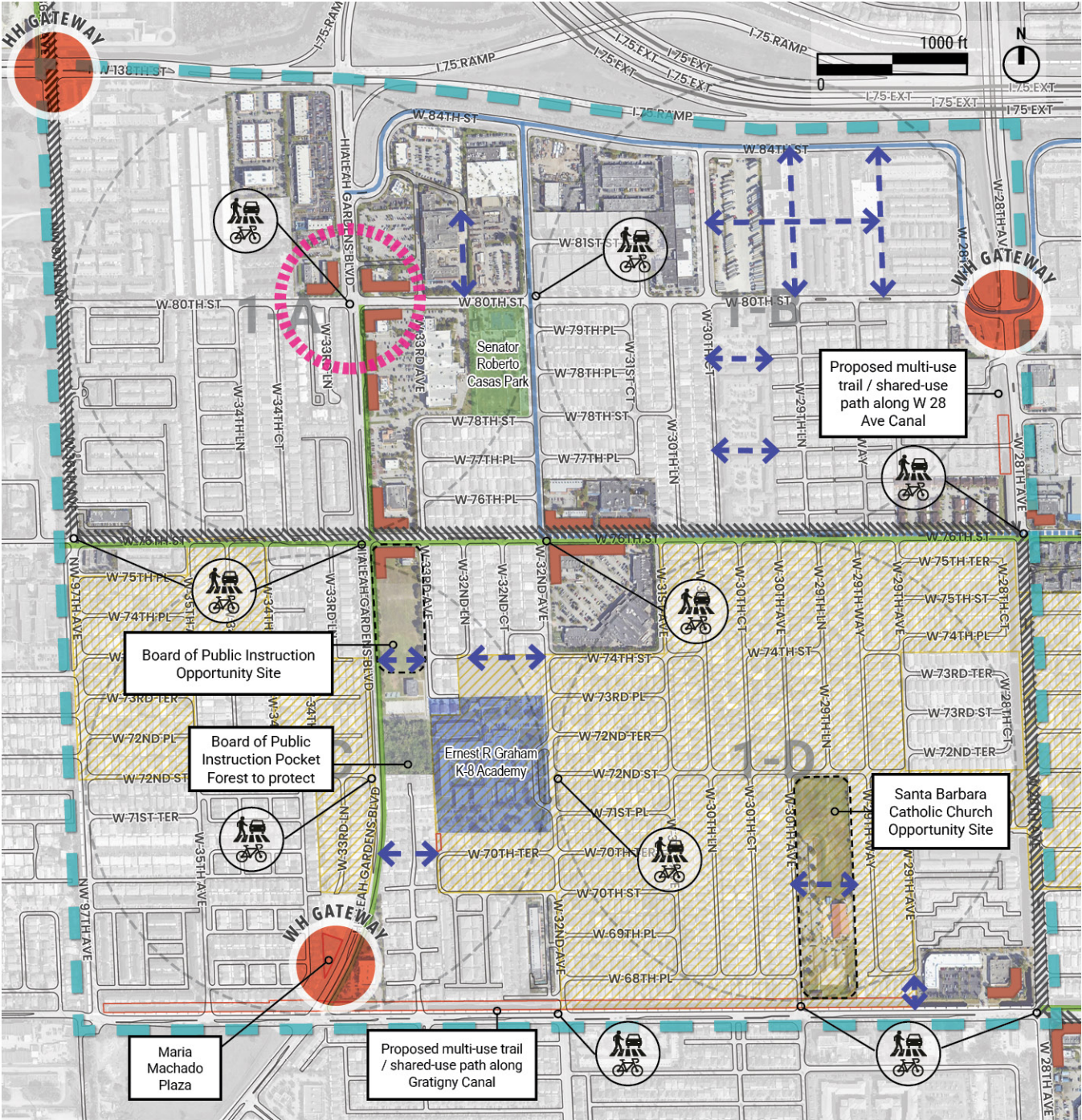
DISTRICT IDENTITY

- » Enhance the neighborhood node at Hialeah Gardens Blvd by creating pedestrian-focused spaces featuring sidewalks, street trees, and mixed-use development. The goal is to establish an engaging community gathering space that encourages residents to walk or bike to the area. Improve the existing shopping centers and supermarket with pedestrian-friendly design and family-oriented uses to create a more enjoyable and accessible environment. Additionally, integrate Roberto Casas Park into the overall plan to strengthen connections and further support community interaction and recreation.
- » Enhance Roberto Casas Park by increasing tree canopy, improving access, and updating signage.
- » Celebrate and keep enhancing the existing gateway and sign on the north side of W 28 Ave. Future development adjacent to the site should consider integrating pedestrian paths and landscaping. Find ways to incorporate the proposed multi-use trail/shared-use path along the W 28 Ave Canal.
- » Celebrate the West Hialeah's South gateway at Maria Machado Plaza and find ways to incorporate the proposed multi-use trail/shared-use path along the Gratigny Canal.

ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 04 on page 27](#).

- 27. Coordinate with Miami-Dade County's Transportation Master Plan, which plans pedestrian and sidewalk improvements along W 76 Street and W 68 Street.
- » Prioritize safety along Hialeah Gardens Blvd and W 68 Street, key truck corridor hot spots. Coordinate with Miami-Dade County's Transportation Master Plan, which plans freight improvements using a traffic-adaptive signal system.
- » Complement the multi modal connectivity by promoting and building the proposed shared-use paths along the Gratigny Canal and W 28 Ave Canal.
- » Improve connections between the four neighborhoods focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 04 on page 27](#).
- » Implement safe access to schools and parks to improve access to Ernest Graham K-8 Academy and Roberto Casas Park. **(For more details see Master Plan Recommendations Chapter 2.2 Access, Transportation, Mobility & Connectivity)**
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid. Examples are shown on [Map 04 on page 27](#).
- » Prioritize safety measures for Hialeah Gardens Blvd, W 76 St, and W 76 St, key corridors identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine identified on [Map 04 on page 27](#). Coordinate with Miami-Dade County's Transportation Master Plan, which plans freight improvements to widen NW 97 Ave/W 36 Ave into 4 lanes.



LEGEND

- | | | |
|---------------------------|--------------------------------------|-----------------------------------|
| Schools | Publicly Owned Land / ROW | City Gateways |
| Parks | Existing Bicycle Bike Lanes/Sharrows | Opportunity Sites |
| District Boundary | Proposed Bicycle Network | Suggested Connections |
| Suggested Liner Buildings | Proposed Premium Transit Spine | Suggested Safe Bike/Ped Crossings |
| Opportunity Areas | Neighborhood 5 min walk radius | |
| R-1 Zoning | Nodes & Corridors | |

Map 04. West Hialeah District 1 Recommendations Map. (Source: Plusurbia)

HUMAN-SCALED DESIGN

- » At the node identified on [Map 04 on page 27](#), find opportunities to build liner buildings close to sidewalks to hide surface parking. Include active ground-floor uses, transparent facades, and outdoor seating for an engaging streetscape.
- » Explore alternative configurations for gas stations. Refer to [Image 11 on page 29](#) for an example of a preferred layout.

MIXED-USE DEVELOPMENT

- » At the neighborhood node at Paraiso Plaza and Royal Gardens Plaza encourage combining residential uses, commercial uses, and recreational spaces, to create vibrant, active neighborhoods.

DIVERSE HOUSING OPTIONS

- » The neighborhood node opportunity area presents a valuable opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the opportunity areas currently zoned C-2, where

residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

VIBRANT PUBLIC SPACES

- » Foster a sense of belonging and community pride by enhancing and activating Roberto Casas Park. Continue to host cultural celebrations, outdoor markets, and athletic events to keep the park vibrant and inclusive. Identify opportunities to expand tree canopy and shade, improve lighting, upgrade seating and amenities, and implement flood mitigation strategies in the parking areas.
- » Continue planting more trees along the proposed Bicycle Network and Canal multi-use trails shown on [Map 04 on page 27](#).
- » Promote preserving the Board of Public Instructions site at Hialeah Gardens Blvd as a pocket forest shown on [Map 04 on page 27](#).



Image 10. West Hialeah District 1 photos. (Source: Plusurbia)



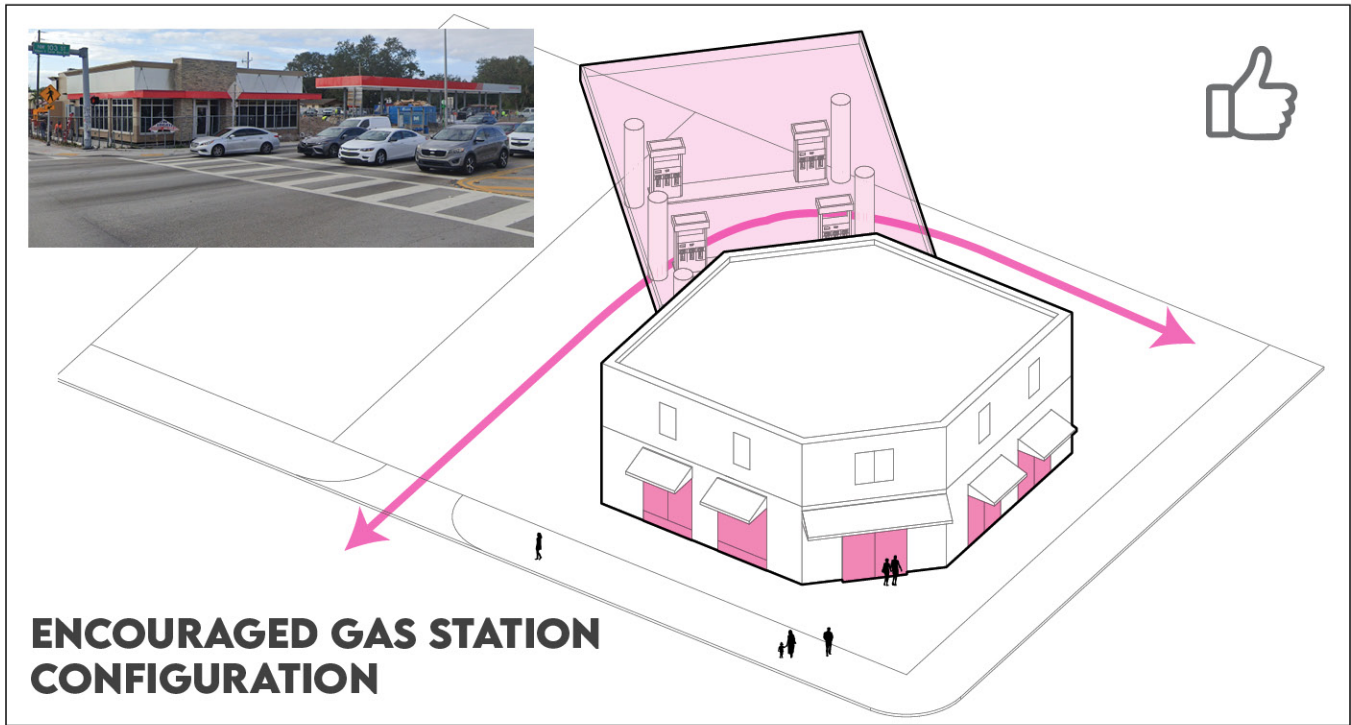
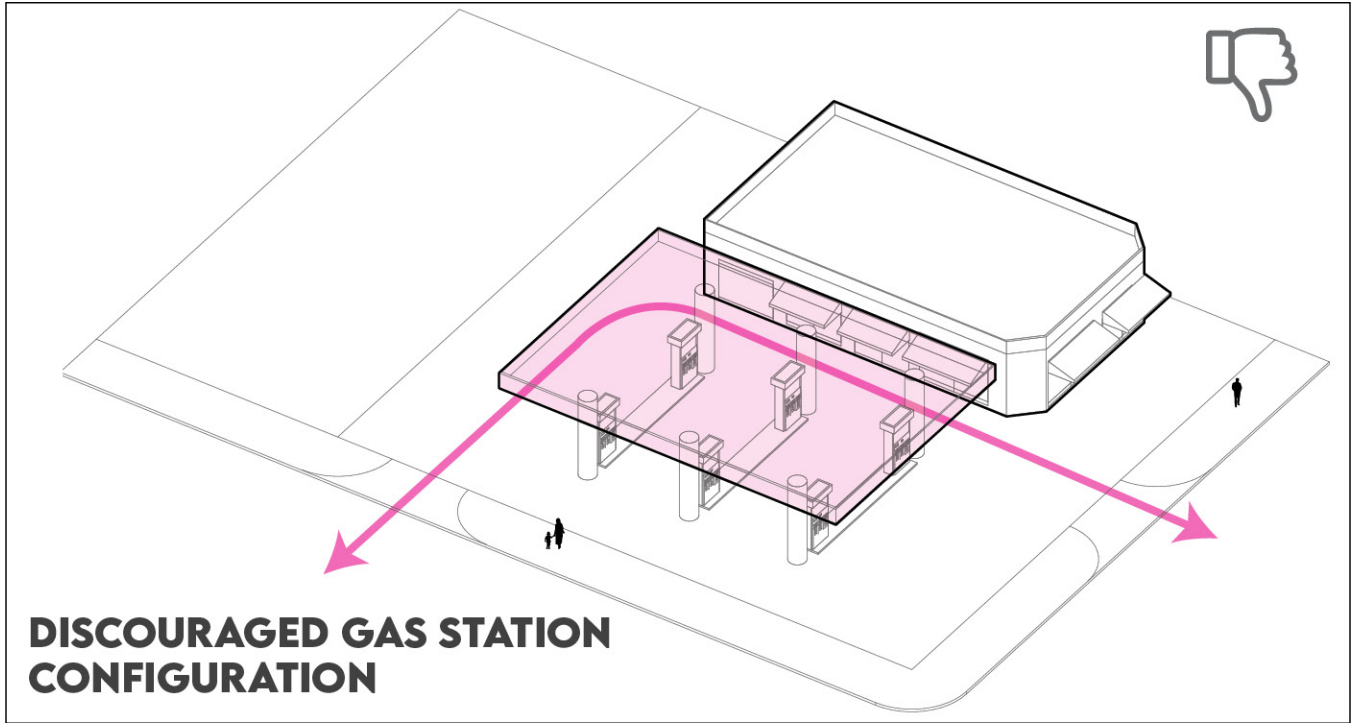
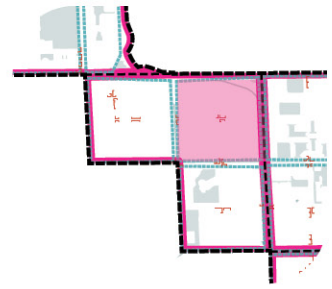


Image 11. Gas Station configurations. (Source: Plusurbia)

WEST HIALEAH - DISTRICT 2 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the neighborhood node at the intersection of W 76 St and W 24 Ave by creating pedestrian-focused spaces featuring wide sidewalks, street trees, and active frontages. Improve the existing gas station and warehouses with pedestrian-friendly design to create a more enjoyable and accessible environment. Additionally, integrate the Fire Station, the Library and access to the park into the overall plan to strengthen connections and further support community interaction and recreation.
- » Celebrate and keep enhancing the existing gateway and sign on the north side of W 28 Ave. Future development adjacent to the site should consider integrating pedestrian paths and landscaping. Find ways to incorporate the proposed multi-use trail/shared-use path along the W 28 Ave Canal.

ACCESSIBILITY AND CONNECTIVITY

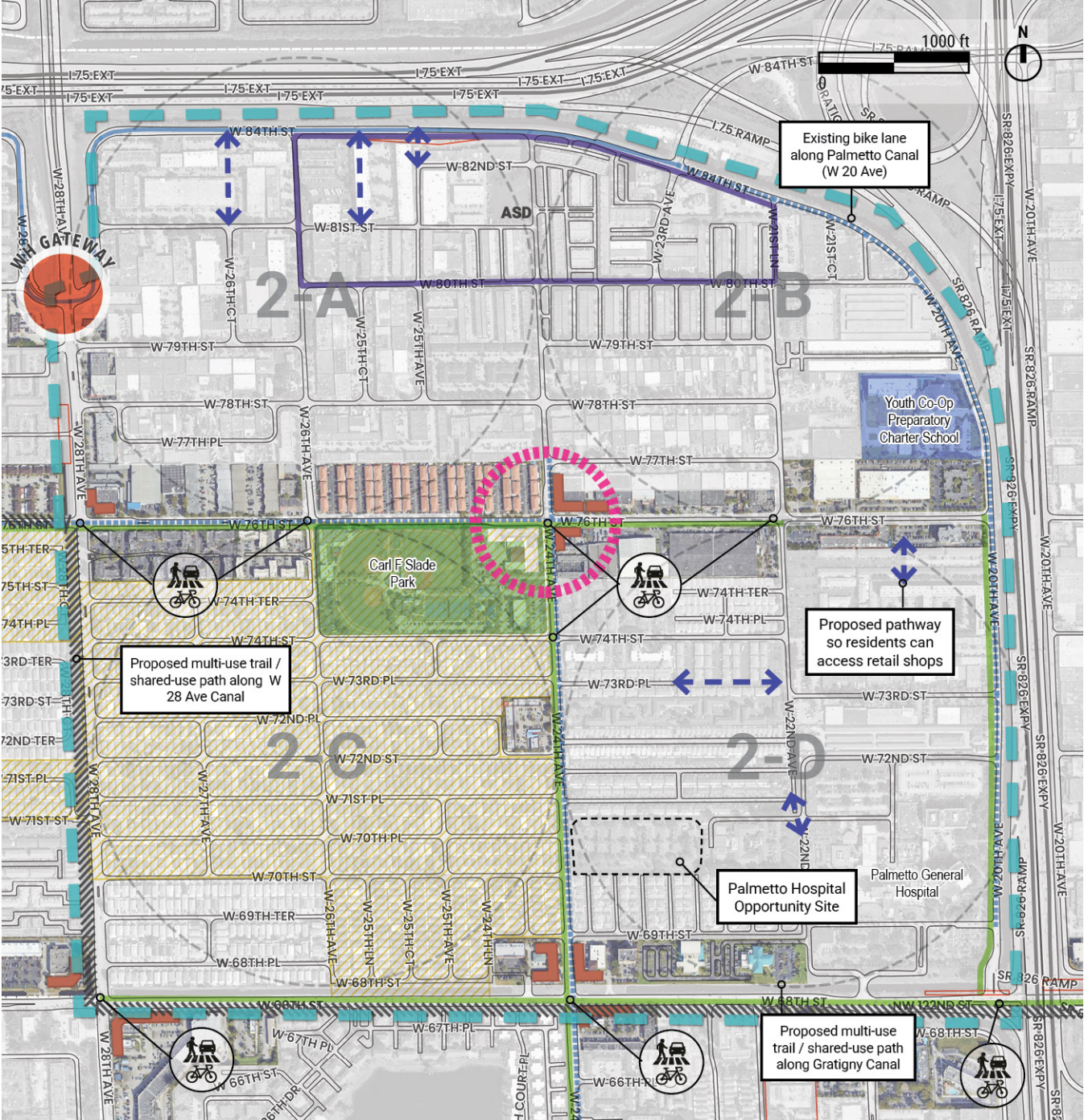
- » The recent improvements along W 76th Street serve as an example for continuing to implement traffic calming measures and provide wide, shaded sidewalks—particularly along W 24 Avenue and W 76 Street. Discourage parking in the front of properties and when redevelopment happens along W 76 St.
- » Improve existing sharrows and bike lanes and complement the City-wide bike network focusing on dedicated bike infrastructure identified on [Map 05 on page 31](#). Coordinate with Miami-Dade County's Transportation Master Plan, which plans

pedestrian improvements to add 5 ft sidewalks on both sides of W 24 Ave.

- » Complement the multi modal connectivity by promoting the proposed shared-use paths along the Gratigny Canal and W 28 Ave. ([See Image 13 on page 33](#)) Coordinate with Miami-Dade County's Transportation Master Plan, which plans improvements using a traffic-adaptive signal system and sidewalk improvements along W 68 Street.
- » Improve connections between the four neighborhoods focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 05 on page 31](#).
- » Implement safe access to schools and parks to improve access to the Youth Co-Op Prep. Charter School and Carl F. Slade Park.
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid as shown on [Map 05 on page 31](#).
- » Prioritize safety measures for W 24 Ave and W 68 St, key corridors identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine shown on [Map 05 on page 31](#).

HUMAN-SCALED DESIGN

- » Improve the pedestrian experience at the frontage of Fire Station #7 on W 76 St by relocating service equipment and broken down vehicles and adding landscaping to the parking lot at the corner.



LEGEND

- | | | |
|-------------------------------|--------------------------------------|-----------------------------------|
| Schools | Zoning Overlays | Nodes & Corridors |
| Parks | Publicly Owned Land / ROW | City Gateways |
| District Boundary | Existing Bicycle Bike Lanes/Sharrows | Opportunity Sites |
| Suggested Liner Buildings | Proposed Bicycle Network | Suggested Connections |
| Opportunity Areas (Satellite) | Proposed Premium Transit Spine | Suggested Safe Bike/Ped Crossings |
| R-1 Zoning | Neighborhood 5 min walk radius | |

Map 05. West Hialeah District 2 Recommendations Map. (Source: Plusurbia)

MIXED-USE DEVELOPMENT

- » Encourage the integration of residential, commercial, and recreational uses to create vibrant, active spaces along W 76th Street and the Palmetto Hospital opportunity site, while ensuring respectful transitions to the adjacent Residential Neighborhood 2C.

VIBRANT PUBLIC SPACES

- » Enhance Slade Park by continuing hosting cultural celebrations, library events, outdoor markets, and athletic events. Find opportunities to increase tree canopy and shade, lighting and adopting flood mitigation strategies at parking lots.
- » Continue planting more trees along the proposed Bicycle Network depicted on [Map 05 on page 31](#).

DIVERSE HOUSING OPTIONS

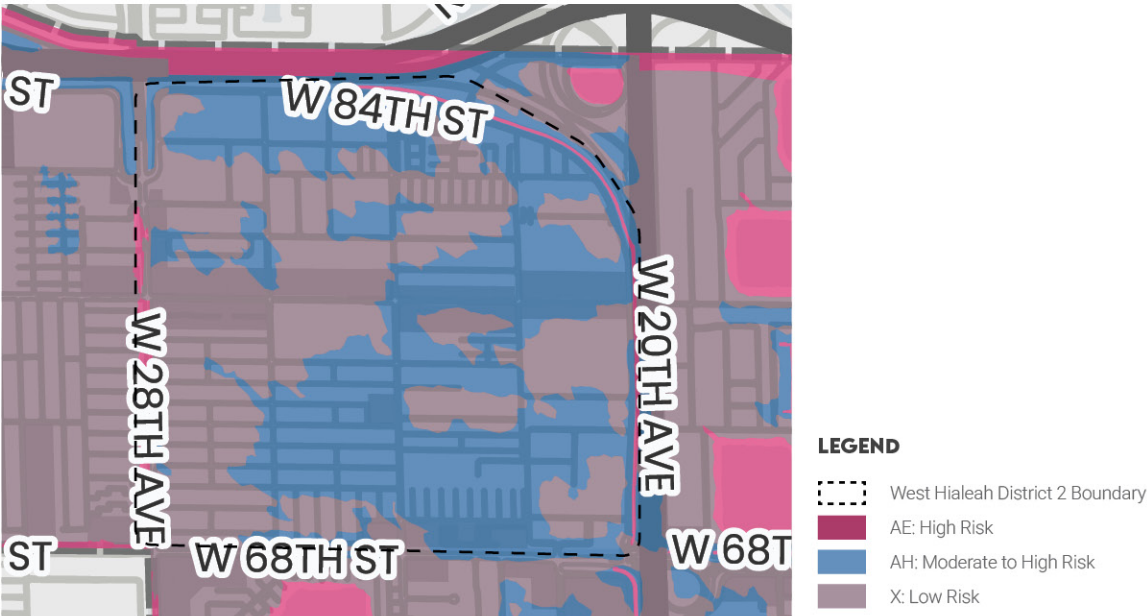
- » Consider adaptive reuse projects, including the conversion of strip commercial spaces into residential developments.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities, considering about 40% of the district is in a AH: Moderate to High Risk Flood Zone as shown on [Map 06 on page 33](#).



Image 12. West Hialeah District 2 photo. (Source: Plusurbia)



Map 06. West Hialeah District 2 Flood Map. (Source: FEMA)

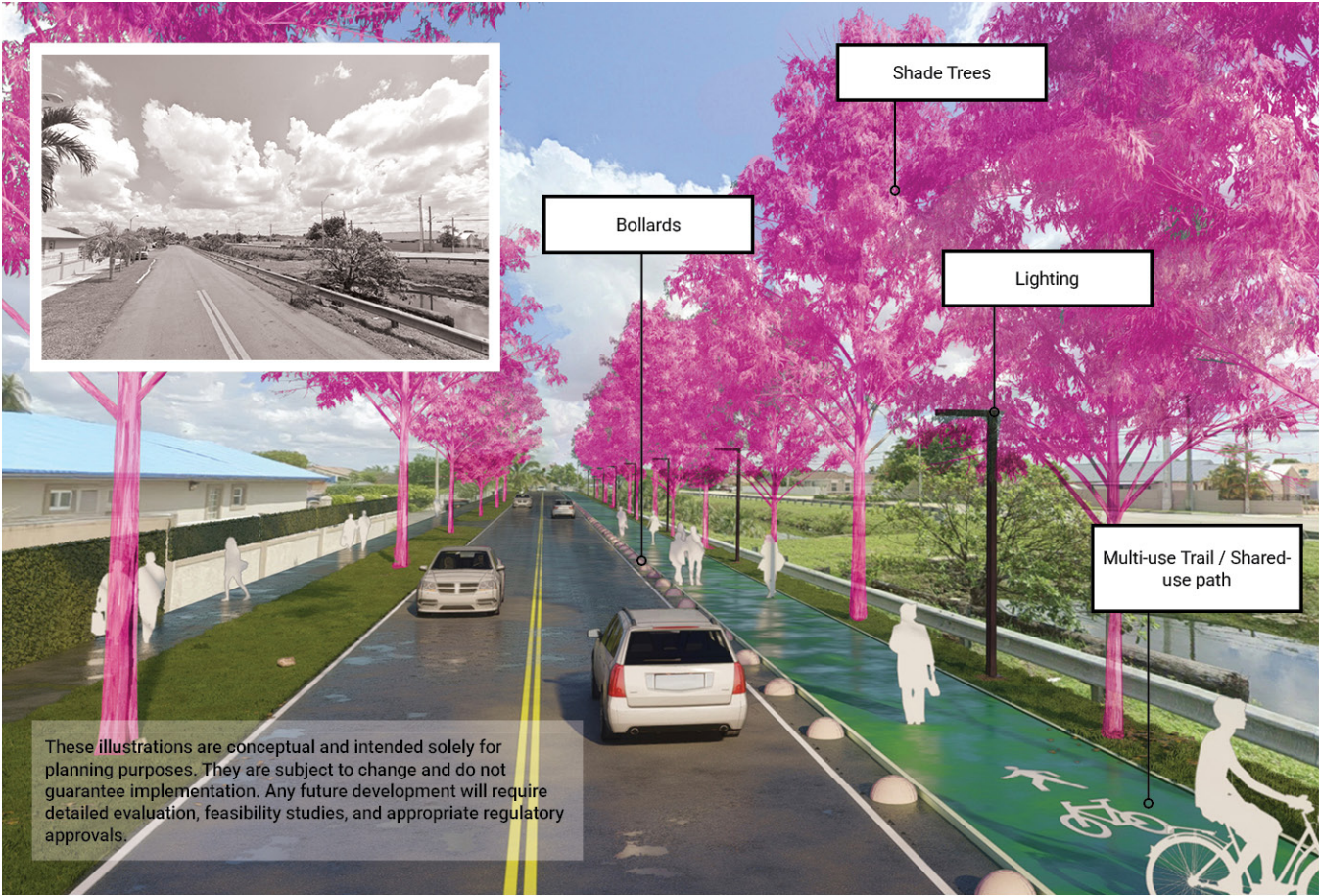
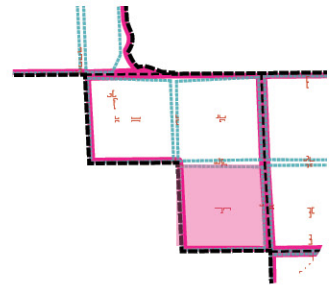


Image 13. West Hialeah proposed canal trail/shared-use path. (Source: Plusurbia)

WEST HIALEAH - DISTRICT 3 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the neighborhood node at the intersection of W 60 St and W 24 Ave by creating pedestrian-focused spaces featuring wide sidewalks, street trees, and active frontages. Improve the existing El Mercado Shopping Center and promote liner buildings to hide surface parking and create a more enjoyable and accessible environment. Additionally, integrate Bucky Dent Park and access to the park into the overall design to strengthen connections and further support community interaction and recreation.
- » Enhance Bucky Dent Park by increasing tree canopy, improving access, and updating signage. Incorporate improvements identified in the parks department's needs assessment priorities.

ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 07 on page 35](#). Coordinate with Miami-Dade County's Transportation Master Plan, which plans pedestrian improvements to add 5 ft sidewalks on both sides of W 24 Ave and sidewalk improvements along W 60 St.
- » Complement the multi modal connectivity by promoting and building the proposed Canal Shared-use paths along the Gratigny Canal, the Little River Canal, and the W 28 Ave Canal. Coordinate with Miami-Dade County's Transportation Master Plan, which plans improvements using a traffic-adaptive

signal system and sidewalk improvements along W 68 Street.

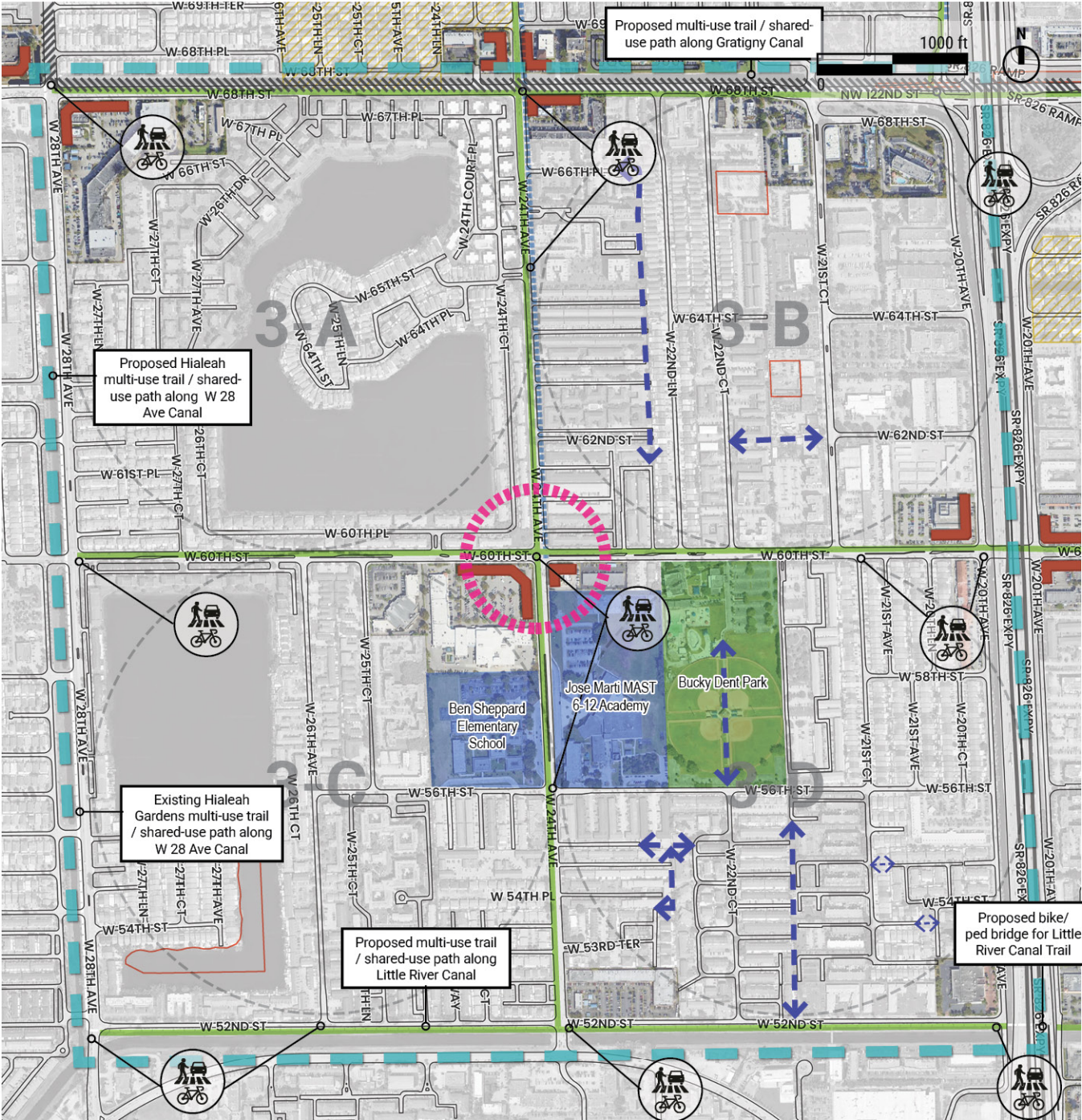
- » Improve connections between the four neighborhoods focusing on bicycle and pedestrian safety especially in areas shown on [Map 07 on page 35](#).
- » Improve safe access to Ben Sheppard Elementary, Jose Marti MAST Academy and Bucky Dent Park. Pay special attention to the intersection at W 24 Ave and W 56 St.
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid. Some examples are shown on [Map 07 on page 35](#).
- » Prioritize safety measures for W 68 St, W 60 St and W 24 Ave, key corridors identified in the 2023 Action Plan High Injury Network.
- » Plan for the future integration of the proposed premium transit spine aligned at W 68 St.

HUMAN-SCALED DESIGN

- » At the district node at intersection of W 24 Ave and W 60 St focus on promoting spaces and buildings that enhance pedestrian comfort, interaction and safety. (See proposed liner building for El Mercado Shopping Center shown on [Map 08 on page 37](#)).

MIXED-USE DEVELOPMENT

- » Promote the integration of residential, commercial, and recreational uses to foster vibrant, walkable neighborhoods and active corridors, with particular emphasis on the node at W 60 St and 24 Ave and C-2 zoned areas. Given



LEGEND

- | | | |
|---------------------------|--------------------------------------|-----------------------------------|
| Schools | R-1 Zoning | Neighborhood 5 min walk radius |
| Parks | Publicly Owned Land / ROW | Nodes & Corridors |
| District Boundary | Existing Bicycle Bike Lanes/Sharrows | Suggested Connections |
| Suggested Liner Buildings | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Opportunity Areas | Proposed Premium Transit Spine | |

Map 07. West Hialeah District 3 Recommendations Map. (Source: Plusurbia)

that approximately 80% of the district is zoned R-3-5 Multiple-Family Residential (See [Map 09 on page 37](#))—with a maximum density of 32 dwelling units per acre but no established height limits—there is a clear need for a targeted zoning approach. A detailed evaluation is recommended to develop a customized zoning framework for this area, incorporating height transitions and design guidelines to strengthen neighborhood character, support a sense of place, and ensure predictable development outcomes.

VIBRANT PUBLIC SPACES

- » Foster a sense of belonging and pride enhancing Bucky Dent Park. Continue hosting cultural celebrations, outdoor markets, and athletic events at the park. Find opportunities to increase tree canopy and shade, lighting and adopting flood mitigation strategies at parking lots.
- » Continue planting more trees along the proposed Bicycle Network (W 68 St, W 60 St, 52 St and W 24 Ave).

DIVERSE HOUSING OPTIONS

- » The neighborhood node presents a valuable opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the node opportunity areas currently zoned C-2, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.
- » A detailed evaluation is recommended to develop a customized zoning framework for this area, considering roughly 80% of the district is zoned R-3-5. Incorporating height transitions, density bonuses and design guidelines to strengthen neighborhood character, support a sense of place,

and ensure predictable development outcomes.

- » Consider adaptive reuse projects, including the conversion of strip commercial spaces into residential developments.

SAFETY AND COMFORT

- » Promote natural surveillance through thoughtful urban design, with particular focus on W 60th Street and W 24th Avenue. Encourage building designs that include porches, stoops, or balconies to foster street-level engagement. Ensure sidewalks are wide and well-lit to support pedestrian activity, and maintain vibrant public spaces enriched with seating, greenery, and shaded areas.

RESILIENCE

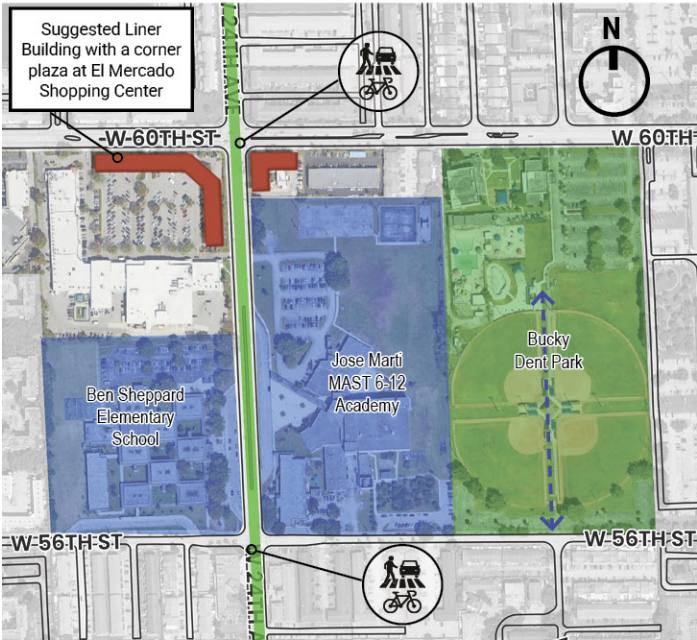
- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities especially in vulnerable areas around the lakes (neighborhoods 3-A and 3-C).



Map 09. West Hialeah District 3 Zoning Map. (Source: City of Hialeah)

LEGEND

- West Hialeah District 3 Boundary
- C-2 Liberal Retail Commercial Zoning
- C-3 Extended Liberal Retail Commercial Zoning
- R-3-3 Multiple Family Zoning
- R-3-4 Multiple Family Zoning
- R-3-5 Multiple Family Zoning
- R-4 Townhouses Zoning
- M-1 Industrial



LEGEND

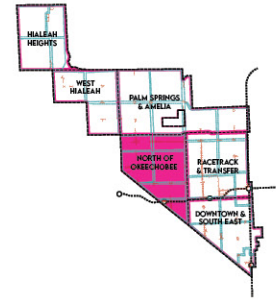
- Schools
- Suggested Liner Buildings
- Proposed Bicycle Network
- Suggested Connections
- Suggested Safe Bike/Ped Crossings

Map 08. West Hialeah District 3 Neighborhood Node Recommendations Map. (Source: Plusurbia)



Image 14. West Hialeah District 3 photo. (Source: Plusurbia)

NORTH OF OKEECHOBEE

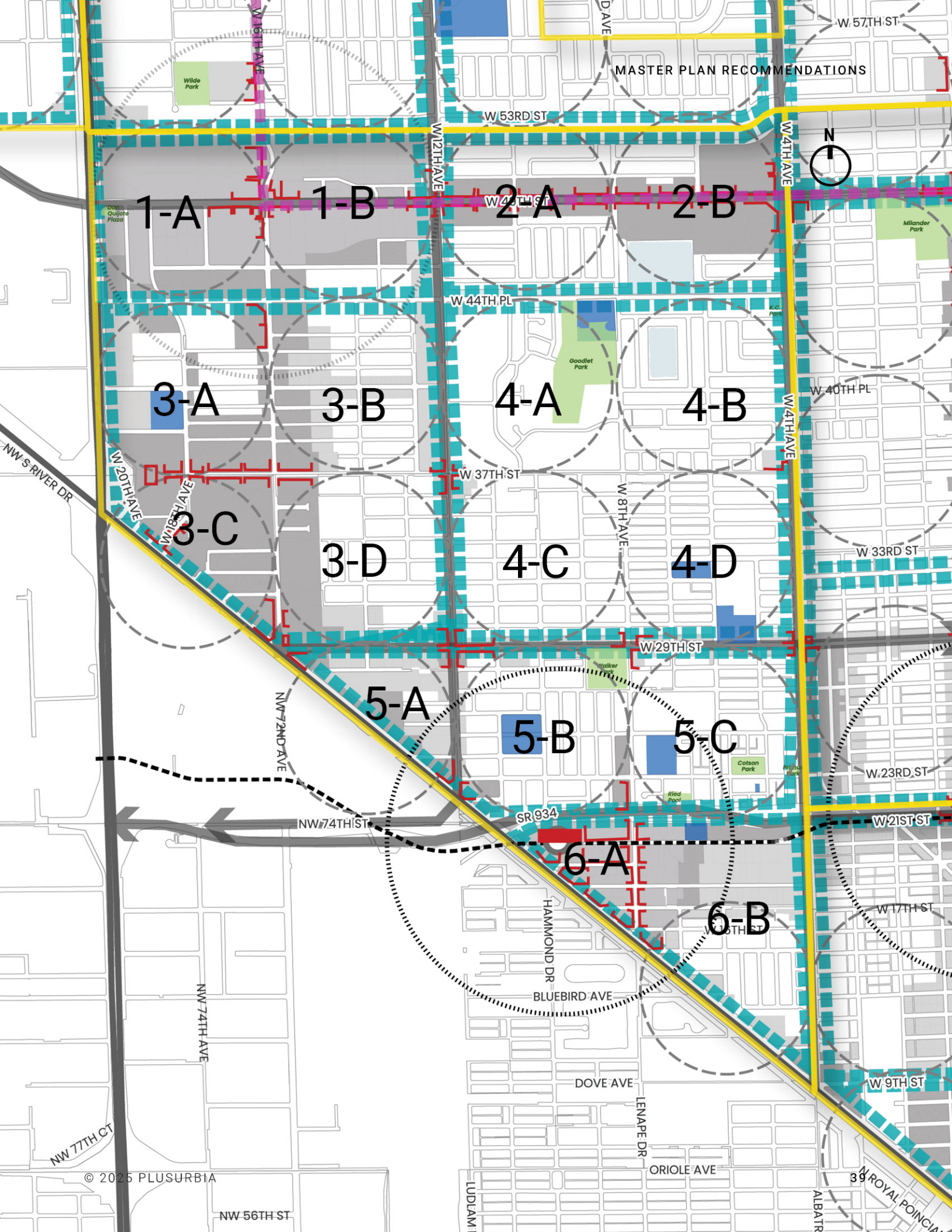


Located just north of Okeechobee Road, this area plays a **vital role in Hialeah's economy, with a strong mix of industrial and commercial businesses** that provide important job opportunities for residents. It's home to the **Okeechobee Metrorail Station**, which offers exciting potential for future transit-friendly development, and the **49 Street Corridor**—the city's busiest shopping destination with room to grow.

At the same time, the concentration of industrial uses limits space for housing and recreation, and heavy truck traffic puts pressure on local roads and infrastructure. By **improving streets to better handle freight while easing congestion** and reducing pollution, this area can become more efficient and also improve the quality of life for nearby neighborhood residents.

LEGEND

 MetroRail	 Regional Center - Opportunities	 Neighborhood 1/4 mile radius (5 min walk)
 Proposed Premium Transit Spine	 City Center / Corridor - Opportunities	 TOD 1/2 mile radius (10 min walk)
 Primary Arterial Connectors	 Neighborhood Nodes & Corridors - Opportunities	 Proposed Building Frontage
 Parks	 Districts	
 Schools	 Study Areas	



NORTH OF OKEECHOBEE - DISTRICT 1 RECOMMENDATIONS

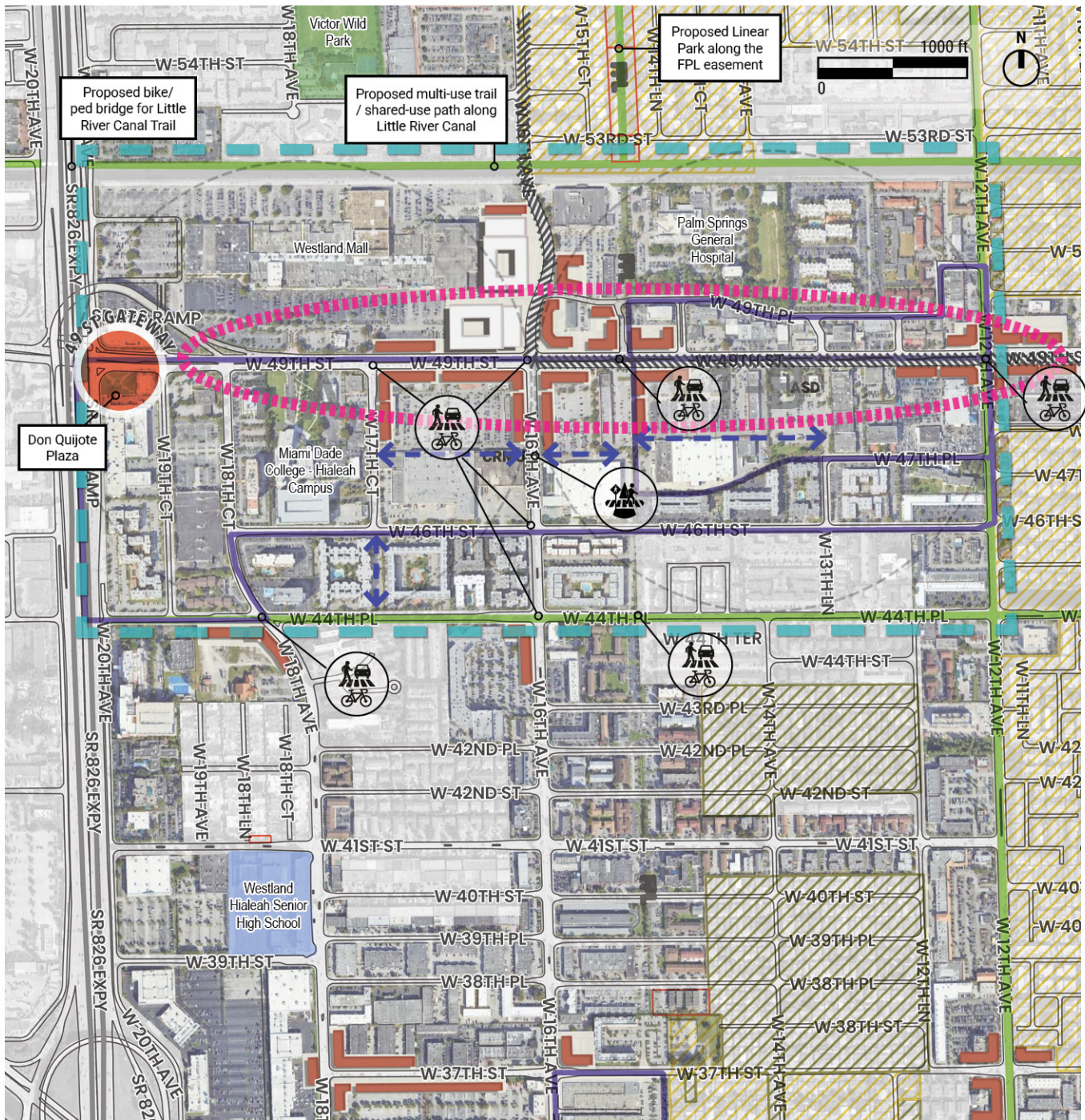


DISTRICT IDENTITY

- » The W 49th Street Gateway and Westland Mall serves as a vital entry point and regional anchor in Hialeah, connecting major destinations like Miami Dade College's Hialeah Campus, Westland Mall, and Don Quijote Plaza. With the addition of the new mixed-use development at W 49th Street and 16th Avenue, this area has the potential to become a vibrant, cohesive urban hub. Transformative enhancements, including shaded sidewalks, pedestrian pathways, lighting, public art, and open spaces, will redefine the gateway to a dynamic and multi-faceted corridor.
- » Enhancing the 49th Street Corridor with human-scale design elements can help establish a distinct and cohesive identity for the area. This can be achieved by incorporating pedestrian-friendly features such as wide sidewalks, landscaped buffers, and shaded seating to create a more inviting streetscape. Adding liner buildings to conceal parking lots and introduce active facades with storefronts public art can further define the corridor's unique character. Thoughtful pedestrian scale lighting and signage that reflect the area's cultural and economic significance will also contribute to a sense of place, transforming the corridor into a vibrant, recognizable destination that supports community interaction and local businesses.

ACCESSIBILITY AND CONNECTIVITY

- » Apply Complete Streets principles along W 49 Street to make the corridor safer, more walkable, and welcoming for everyone. Improving intersections and enhancing pedestrian access will require strong collaboration with FDOT. Key priorities include wider, shaded sidewalks and well-designed pedestrian refuge islands to create a more comfortable and secure experience for people walking and biking—helping make W 49 Street not just a place to shop, but a place to connect and move safely.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure depicted on [Map 10 on page 41](#).
- » Complement the multi modal connectivity by promoting and building the proposed shared-use paths along the Little River Canal and the proposed bridge connecting to the west over the Palmetto Expressway.
- » Improve safe access to Miami Dade College Campus, Westland Mall and the proposed Little River Canal shared-use path.
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid as shown on [Map 10 on page 41](#).
- » Incorporate the proposed FPL easement linear park/trail and the Little River canal trail into the bike/ped network and improve access to them.
- » Prioritize safety measures for W 16 Ave and W 12



LEGEND

- | | | | | | |
|---|---------------------------|---|--------------------------------|--|-----------------------------------|
|  | Schools |  | R-2 Zoning |  | Nodes & Corridors |
|  | Parks |  | Zoning Overlays |  | City Gateways |
|  | District Boundary |  | Publicly Owned Land / ROW |  | Suggested Connections |
|  | Suggested Liner Buildings |  | Proposed Bicycle Network |  | Suggested Safe Bike/Ped Crossings |
|  | Opportunity Areas |  | Proposed Premium Transit Spine |  | Mid-block Crossings |
|  | R-1 Zoning |  | Neighborhood 5 min walk radius | | |

Map 10. North of Okeechobee District 1 Recommendations Map. (Source: Plusurbia)

Ave, key corridor identified in the 2023 Action Plan High Injury Network. Coordinate with Miami-Dade County’s Transportation Master Plan, which plans sidewalk improvements along W 16 Ave and W 12 Ave and a protected bike lane along W 16 Ave.

- » Plan for future integration of the proposed premium transit spine aligned at 49 St and W 16 Ave. Enhance connectivity and infrastructure to support the future premium transit station at Westland Mall, ensuring safe, convenient access for pedestrians, cyclists, and transit users.
- » Enhance the proposed transit station by incorporating micro-mobility infrastructure and secure bicycle facilities, including designated bike lanes, bike-sharing stations, covered bike racks, and charging areas for e-scooters and e-bikes to support sustainable and convenient transportation options.

HUMAN-SCALED DESIGN

- » At the 49 street corridors focus on promoting spaces and buildings that enhance pedestrian comfort, interaction and safety.
- » Retrofit existing big-box retail centers with liner buildings along 49th Street and adding structure parking where needed to hide parking lots from the street and create human-scale facades that enhance the street’s appeal.

MIXED-USE DEVELOPMENT

- » Consider planning and promoting mixed use buildings close to the future premium transit station at Westland Mall.

DIVERSE HOUSING OPTIONS

- » The 49 St Corridor presents an opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District

(NBD) overlay for the opportunity areas currently zoned C-1 and C-2, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

VIBRANT PUBLIC SPACES

- » Enhance Don Quijote Plaza by planting additional trees and fostering better integration with adjacent properties and businesses. Strengthen its connection to Miami-Dade College by creating wide, shaded, and protected sidewalks that encourage pedestrian activity. Activate the space by making it more inviting for people to gather, and enjoy their surroundings—whether by having lunch, socializing, or simply resting in the shade.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 10 on page 41](#).
- » Find ways to implement the expansion of the FPL easement linear park. Encourage new proposed development to integrate publicly accessible open spaces and plazas.



Image 15. Westland Mall photo. (Source: Loopnet)

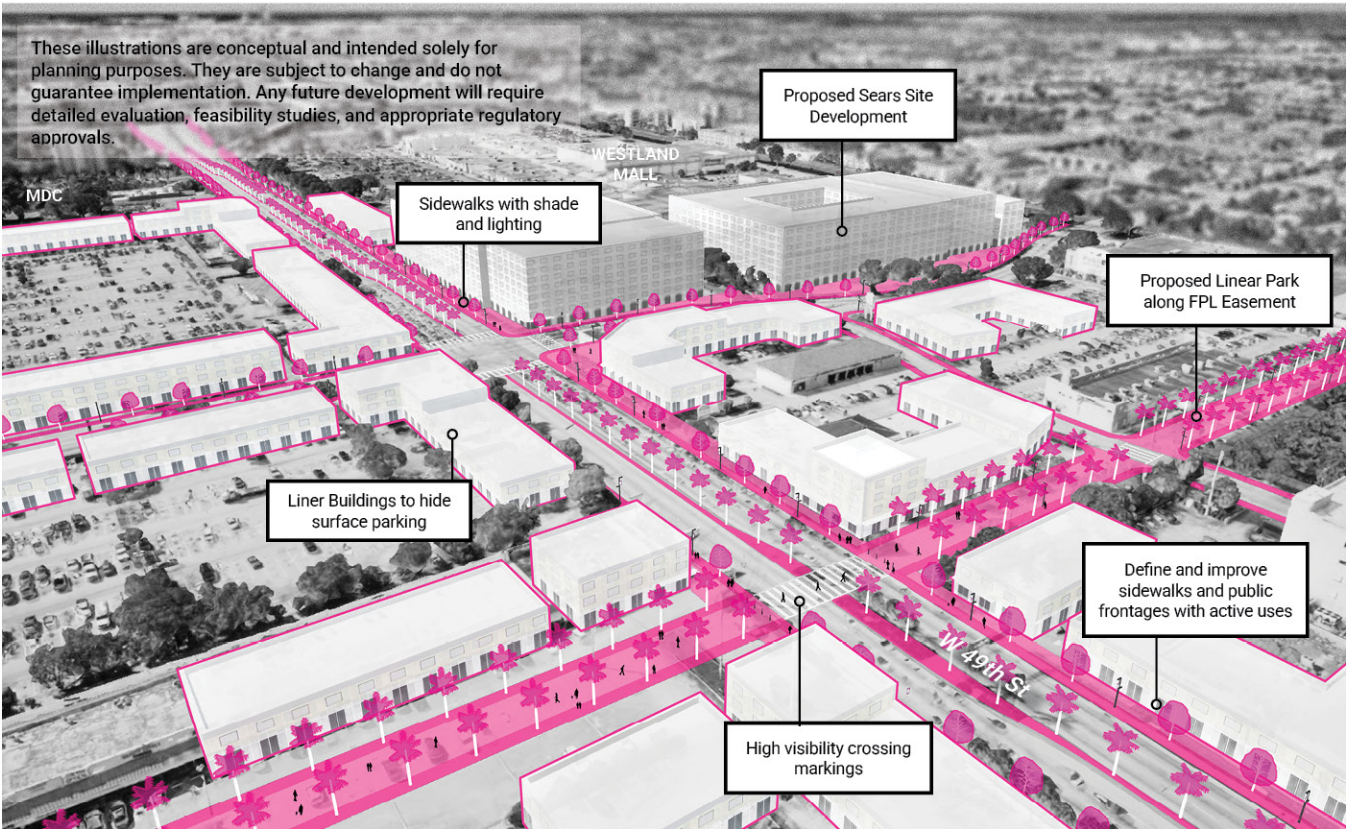


Image 16. Westland mall Gateway example. (Source: Plusurbia)

NORTH OF OKEECHOBEE - DISTRICT 2 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the W 49th Street Corridor with human-scale design that prioritizes people and creates a more welcoming, vibrant streetscape. Liner buildings can help screen surface parking lots while adding active storefronts, public art, and visual interest that reflect the area's unique character. Thoughtfully designed lighting and signage that celebrate the cultural identity of the City will strengthen the sense of place—transforming W 49th Street into a lively, recognizable destination that encourages community pride.

ACCESSIBILITY AND CONNECTIVITY

- » Apply Complete Streets principles along W 49 Street to make the corridor safer, more walkable, and welcoming for everyone. Improving intersections and enhancing pedestrian access will require strong collaboration with FDOT. Key priorities include wider, shaded sidewalks and well-designed pedestrian refuge islands to create a more comfortable and secure experience for people walking and biking—helping make W 49 Street not just a place to shop, but a place to connect and move safely.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 11 on page 45](#).
- » Complement the multi modal connectivity by promoting and building the proposed shared-use paths along the Little River Canal, the Red Road

Canal and the Proposed multi-use trail / shared-use path along W 44 PI Canal.

- » Improve access to Meadowlane Elementary School and Goodlet Park. Pay special attention to the intersection at W 8 Ave and W 44 Place.
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid. Find opportunities to connect the W 44 Place canal / Lake with W 6 Ave as shown on [Map 11 on page 45](#).
- » Prioritize safety measures for W 12 Ave, key corridor identified in the 2023 Action Plan High Injury Network. Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements along W 12 Ave.
- » Plan for future integration of the proposed premium transit spine and stops that are proposed along W 49 St.

HUMAN-SCALED DESIGN

- » At the 49 st corridor focus on promoting spaces and buildings that enhance pedestrian comfort, interaction and safety.
- » Retrofit existing big-box retail centers along W 49th Street by adding liner buildings at the front and constructing centralized parking structures where needed. This approach can help screen large surface parking lots, introduce active, human-scale facades, and bring storefronts closer to the street—creating a more attractive, walkable, and engaging environment for shoppers, residents, and visitors alike.



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | R-1 Zoning | Neighborhood 5 min walk radius |
| Parks | Zoning Overlays | Nodes & Corridors |
| District Boundary | Publicly Owned Land / ROW | Suggested Connections |
| Suggested Liner Buildings | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Opportunity Areas | Proposed Premium Transit Spine | Mid-block Crossings |

Map 11. North of Okeechobee District 2 Recommendations Map. (Source: Plusurbia)

MIXED-USE DEVELOPMENT

- » Transforming Hialeah's 49th Street corridor into a vibrant, pedestrian-friendly hub can be achieved through mixed-use development that integrates active ground-floor spaces, such as shops, cafés, and restaurants, with multifamily housing, including affordable options.
- » Promote opportunities to integrate mix of uses and ground floor activation that connects to the proposed multi-use trail / shared-use path along W 44 Pl Canal.
- » It's important to recognize that the W 49 Street commercial corridor in this district is surrounded by single-family residential neighborhoods. Special care should be taken to ensure thoughtful, context-sensitive transitions between these different areas. This means maintaining compatibility in scale, character, and design—so new development along the corridor blends smoothly with the homes to the north and south, preserving neighborhood identity while supporting vibrant commercial growth.

VIBRANT PUBLIC SPACES

- » Continue planting more trees along the proposed Bicycle Network shown on [Map 11 on page 45](#).
- » Find public/private partnerships to provide plazas and open spaces within the district that is lacking publicly accessible parks and open spaces.

DIVERSE HOUSING OPTIONS

- » The 49 St Corridor presents an opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the node opportunity areas currently zoned C-1 and C-2, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities, especially in the residential area north of the W 44 Place Canal which is in a AH Moderate to High Risk floor Zone.

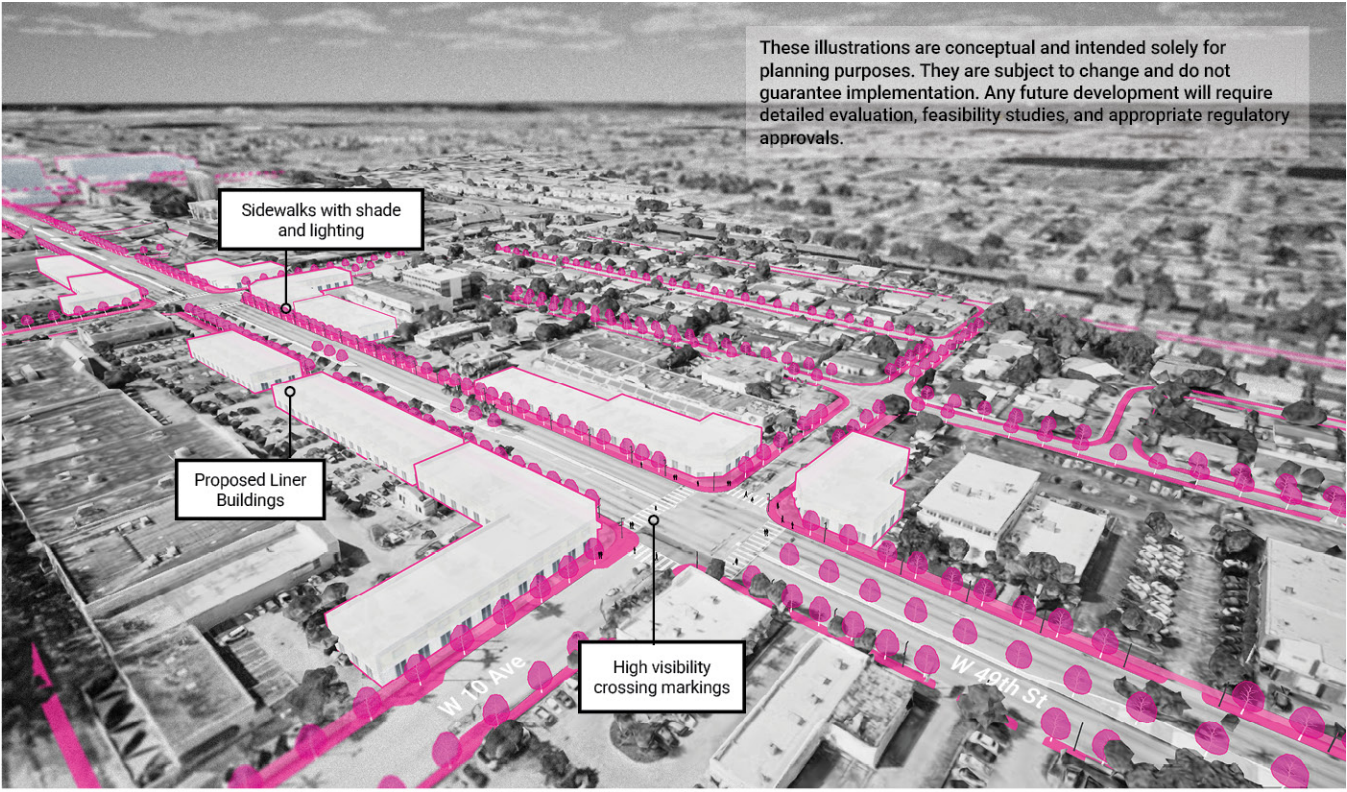


Image 17. 49 Street Corridor example (Source: Plusurbia)



Image 18. 49 Street Corridor example (Source: Plusurbia)

NORTH OF OKEECHOBEE - DISTRICT 3 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the two key nodes along W 37 Street, along with the surrounding corridors highlighted in [Map 12 on page 49](#).
- » Enhance the West 16th Avenue gateway at W 29th Street to create a welcoming and memorable entrance into the City. Promote mixed-use, pedestrian-oriented development—such as the “Pura Vida” project—as a model for future growth. Incorporate iconic signage, landscaping, artistic lighting, and public art that reflect Hialeah’s unique identity and culture, helping to establish a strong sense of arrival and community pride.

ACCESSIBILITY AND CONNECTIVITY

- » Prioritize safety paying special attention to W 16 Avenue, W 12 Avenue, and W 29 Street (See [Image 20 on page 51](#))—key corridors identified in the 2023 Action Plan High Injury Network—as critical areas for targeted safety improvements and pedestrian-focused design. Coordinate with Miami-Dade County’s Transportation Master Plan, which plans sidewalk improvements along W 12 Ave and W 16 Ave and a protected bike lane along W 16 Ave.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 12 on page 49](#). Coordinate with Miami-Dade County’s Transportation Master Plan, which plans sidewalk improvements on W 16 Ave and W 12 Ave and a

protected bike lane along W 16 Ave.

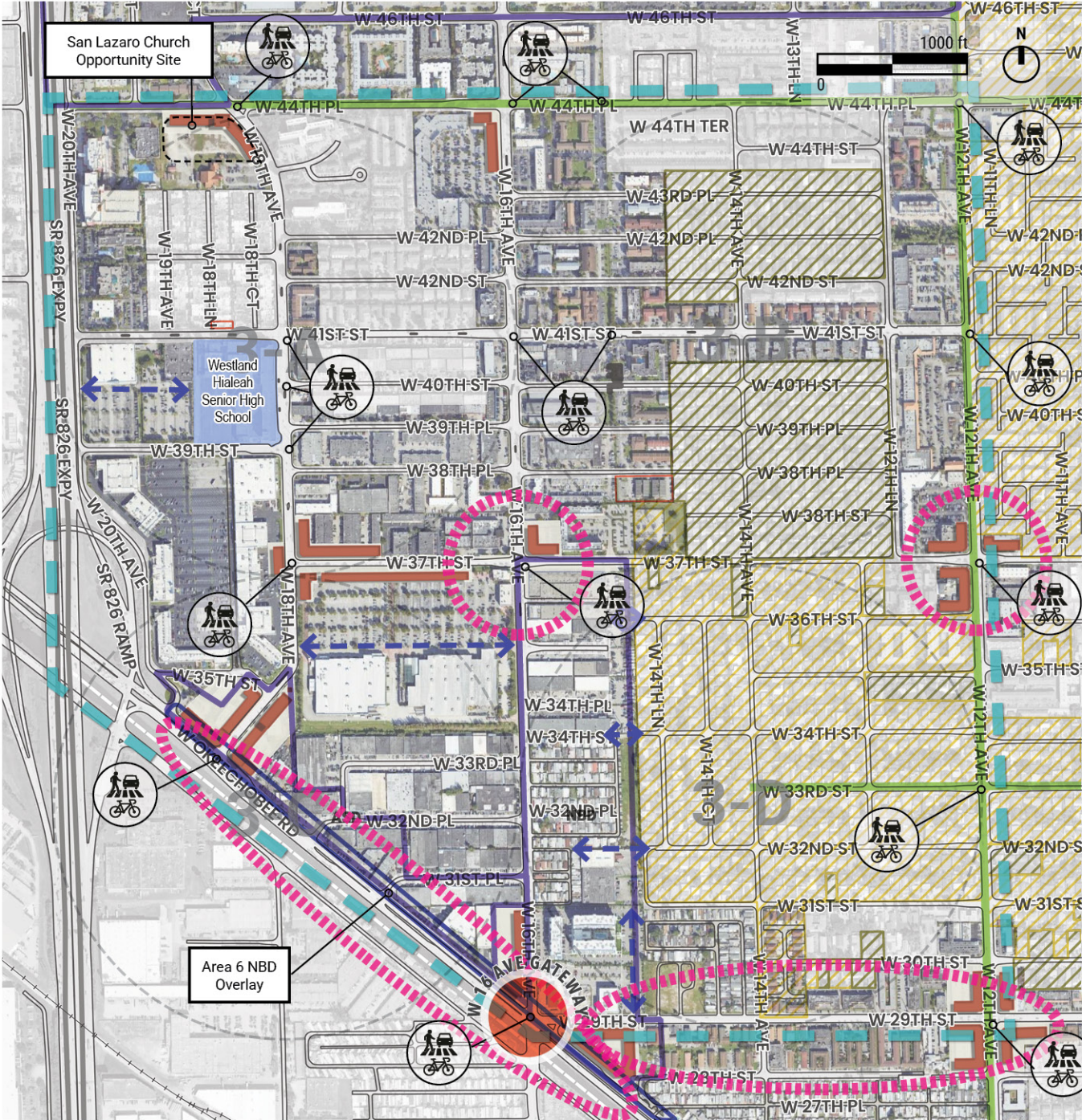
- » Improve connections between the four neighborhoods focusing on bicycle and pedestrian safety especially at the key intersections depicted on the on [Map 12 on page 49](#).
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid. Sample areas are shown on [Map 12 on page 49](#).

HUMAN-SCALED DESIGN

- » At the neighborhood nodes and corridors identified on [Map 12 on page 49](#), design pedestrian-friendly spaces that prioritize comfort, safety, and social interaction. Consider adding liner buildings to hide the surface parking at the Miracle Mile Shopping Center (Target and Lowe’s). Consider extending the NBD overlay to W 29 Street.
- » Discourage automotive uses at the W 37 St and W 12 Ave Node.

MIXED-USE DEVELOPMENT

- » Encourage mixed-use development along the W 29 St Corridor and the Okeechobee Corridor, integrating residential, commercial, and recreational spaces. The NBD Overlay is already established along the Okeechobee Corridor; consider extending this overlay to include properties along the W 29 Street Corridor. Expanding the overlay can help guide cohesive, context-sensitive development that enhances corridor identity, supports mixed-use activity, and strengthens the corridor’s role as a vibrant asset to the City.



LEGEND

- | | | |
|---|--|---|
|  Schools |  R-2 Zoning |  City Gateways |
|  Parks |  Zoning Overlays |  Opportunity Sites |
|  District Boundary |  Publicly Owned Land / ROW |  Suggested Connections |
|  Suggested Liner Buildings |  Proposed Bicycle Network |  Suggested Safe Bike/Ped Crossings |
|  Opportunity Areas |  Neighborhood 5 min walk radius | |
|  R-1 Zoning |  Nodes & Corridors | |

Map 12. North of Okeechobee District 3 Recommendations Map. (Source: Plusurbia)

- » Encourage a lower-scale mix of uses at the two designated neighborhood nodes, promoting a balanced blend of commercial, office, and residential spaces. Support both vertical and horizontal mixed-use development to create vibrant, walkable hubs that serve nearby residents while maintaining a scale that fits comfortably within the surrounding neighborhood context.
- » Leverage the Okeechobee Road (Area 6) NBD Overlay to catalyze mixed-use development and drive urban revitalization. This overlay provides a valuable framework for encouraging higher-density, walkable environments that support both economic growth and neighborhood transformation.

DIVERSE HOUSING OPTIONS

- » The 29 St Corridor and neighborhood nodes present an opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the opportunity areas currently zoned C-1, C-2 and C-3, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

VIBRANT PUBLIC SPACES

- » Explore opportunities for public-private partnerships to create publicly accessible parks and open spaces within the district, especially in areas currently underserved. These collaborations can help fill critical gaps in recreational space, enhance community well-being, and provide green, welcoming places for residents to gather, play, and relax.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 12 on page 49](#) and enhancing connections to open spaces

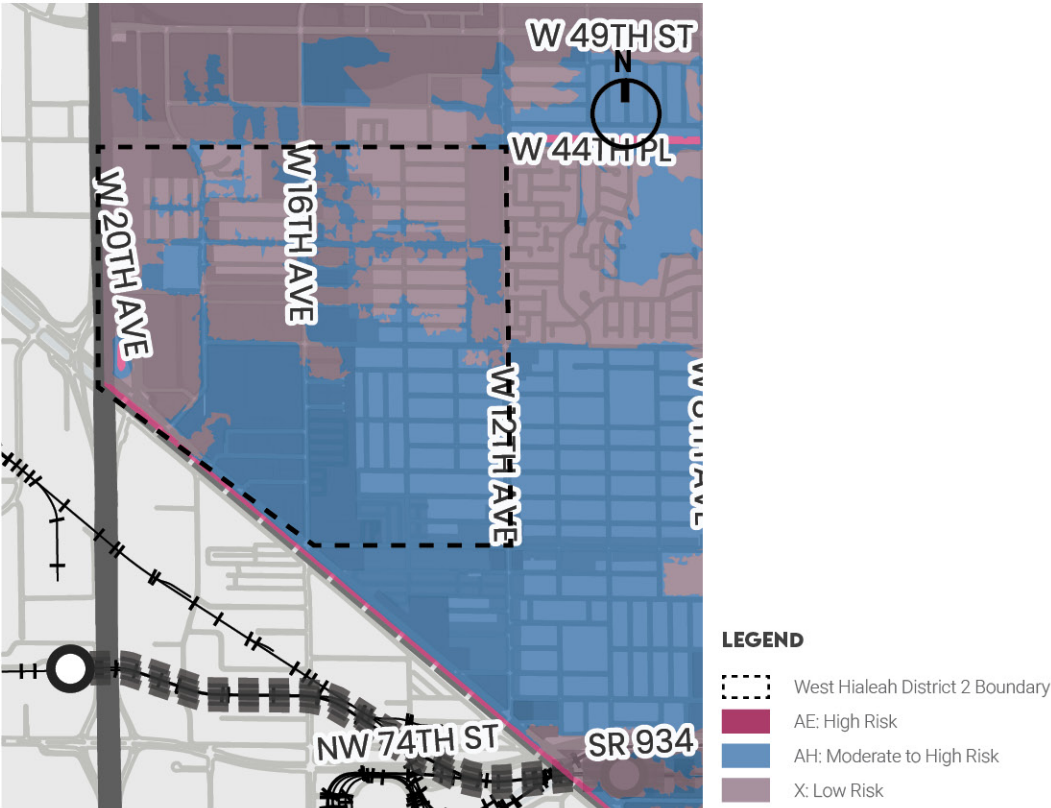
outside of the district's boundary.

RESILIENCE

- » Evaluate the risks of development and flooding in areas vulnerable to water impacts, particularly in the district south of W 37th Street, which lies within an AH: Moderate to High Risk Flood Zone as shown on [Map 13 on page 51](#). Establish strong coordination with the City's Street Department to ensure that the vision and implementation of the W 29 Street road diet aligns with the grade requirements for properties located in Moderate to High Risk flood zones. Develop thoughtful design standards that address grade separation between the street, sidewalk, and commercial first floors—balancing the need for flood resilience with the creation of a safe, accessible, and pedestrian-friendly environment that supports vibrant street life.



Image 19. Pura Vida Development. (Source: Plusurbia)



Map 13. North of Okeechobee District 3 Flood Map. (Source: Miami-Dade Flood Zones)

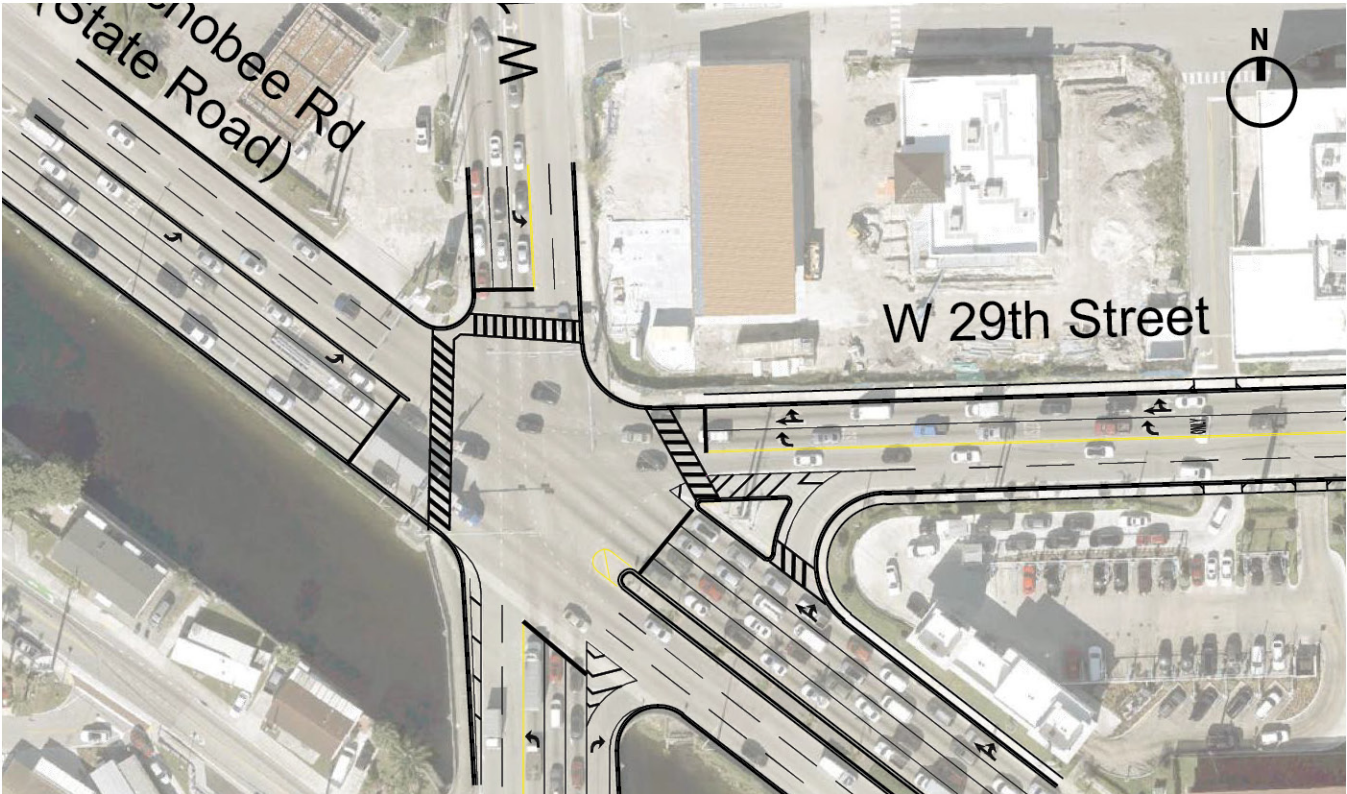


Image 20. 29 Street Corridor and Gateway Road Diet Example. (Source: Urbe Studio)

NORTH OF OKEECHOBEE - DISTRICT 4 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the neighborhood node and the 29 St Corridor identified on [Map 14 on page 53](#) by fostering a walkable, community-oriented environment.
- » Enhance Goodlet Park as a key district asset by expanding the tree canopy to provide shade and comfort, improving pedestrian and bike access from surrounding neighborhoods, and updating signage to better reflect the park's role in the district's identity. Incorporate upgrades aligned with the Parks Department's needs assessment priorities to ensure the park continues to meet the evolving needs of residents. Thoughtful design and amenities can help Goodlet Park become an even stronger symbol of neighborhood pride, cultural connection, and everyday recreation.

ACCESSIBILITY AND CONNECTIVITY

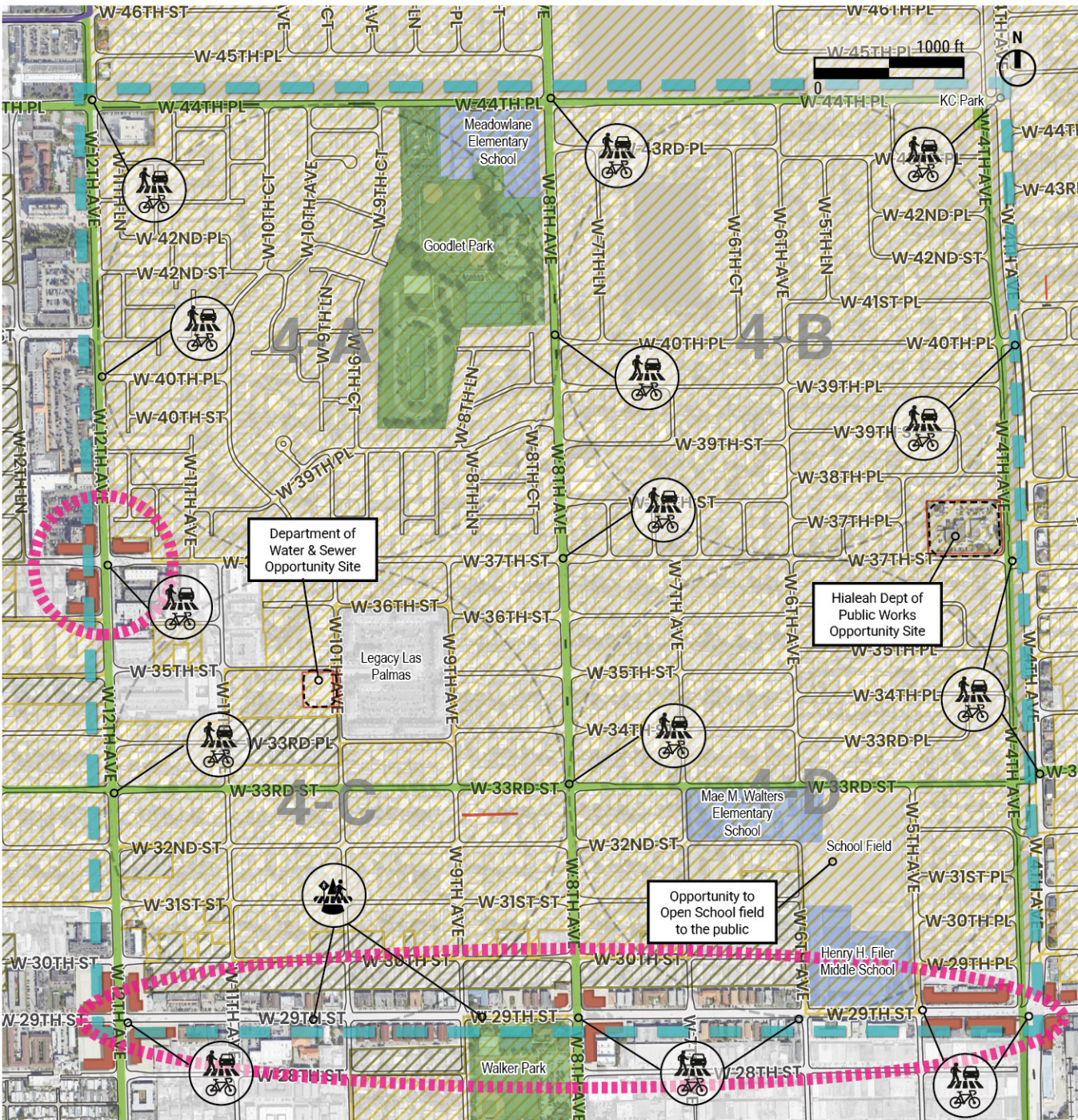
- » Prioritize the creation of wide, shaded sidewalks to enhance pedestrian comfort and safety, especially along key corridors such as W 12 Avenue, W 8 Avenue, W 44 Place, and W 29 Street.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 14 on page 53](#). Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 12 Ave.
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path

along the Red Road Canal, W 44 Pl Canal and KC Park.

- » Improve connections between the four neighborhoods focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 14 on page 53](#).
- » Consider the implementation of the proposed long-term vision for a road diet for 29th Street. (See [Map 19 on page 60](#) and [Map 15 on page 55](#)) The redesign proposes to phase out 90-degree back-out parking, follow driveway standards, and prioritize buildings that engage the street with parking in the rear, creating a more vibrant and pedestrian-friendly corridor. Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 29 St.
- » Prioritize safety measures for W 12 Ave and W 29 St, key corridors identified in the 2023 Action Plan High Injury Network. Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 12 Ave and W 29 St.

HUMAN-SCALED DESIGN

- » At the neighborhood nodes and corridors identified on [Map 14 on page 53](#), design pedestrian-friendly spaces that prioritize comfort, safety, and social interaction. Consider extending the NBD overlay to include properties along the W 29 Street Corridor but pay special attention to the historic Seminola Neighborhood to the south by carefully reviewing the height and density allowed.



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | R-1 Zoning | Nodes & Corridors |
| Parks | R-2 Zoning | Opportunity Sites |
| District Boundary | Publicly Owned Land / ROW | Suggested Safe Bike/Ped Crossings |
| Suggested Liner Buildings | Proposed Bicycle Network | Mid-block Crossings |
| Opportunity Areas | Neighborhood 5 min walk radius | |

Map 14. North of Okeechobee District 4 Recommendations Map. (Source: Plusurbia)

MIXED-USE DEVELOPMENT

- » Promote combining residential, commercial, and recreational spaces to create vibrant, active neighborhoods and corridors, focusing on activating the 29 St Corridor. Consider extending the NBD overlay to include properties along the W 29 Street Corridor but pay special attention to the historic Seminola Neighborhood to the south by carefully reviewing the height and density allowed.

VIBRANT PUBLIC SPACES

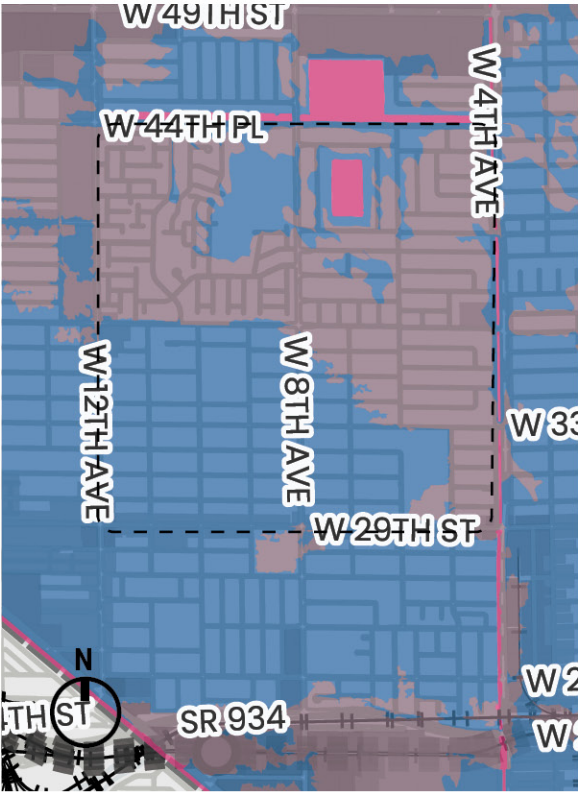
- » Continue hosting cultural celebrations, outdoor markets, and athletic events at Goodlet Park. Find opportunities to increase tree canopy and shade, lighting and adopting flood mitigation strategies at parking lots. Find opportunities to increase the use of the Goodlet Theater.
- » Integrate KC Park with the proposed Red Road Canal and W 44 Place multi-use canal trails to create a seamless network of recreational and mobility options. Strengthening these connections will enhance access to green spaces, promote walking and biking, and support a more active, connected community experience.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 14 on page 53](#).
- » The Hialeah Public Works and Water & Sewer opportunity areas offer valuable potential for reimagining underutilized spaces. By incorporating pocket parks or recreational elements into their design, these sites can be transformed into welcoming, multi functional places that enhance the public realm, increase access to green space, and contribute to a healthier, more connected community.

DIVERSE HOUSING OPTIONS

- » The 29 St Corridor and neighborhood nodes present an opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the opportunity areas currently zoned C-1 and C-2, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities, paying special attention to the areas in the district south of W 37 St in the SW Quadrant (4C) shown on [Map 16 on page 55](#). Establish strong coordination with the City's Street Department to ensure that the vision and implementation of the W 29 Street road diet aligns with the grade requirements for properties located in Moderate to High Risk flood zones. Develop thoughtful design standards that address grade separation between the street, sidewalk, and commercial first floors—balancing the need for flood resilience with the creation of a safe, accessible, and pedestrian-friendly environment that supports vibrant street life.



Map 16. North of Okeechobee District 4 Flood Map. (Source: FEMA)

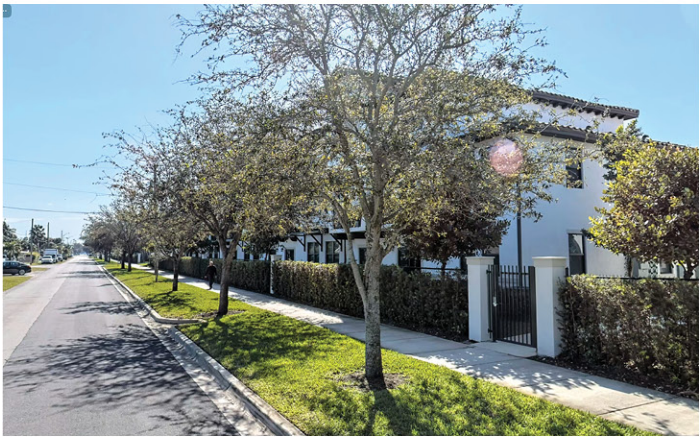
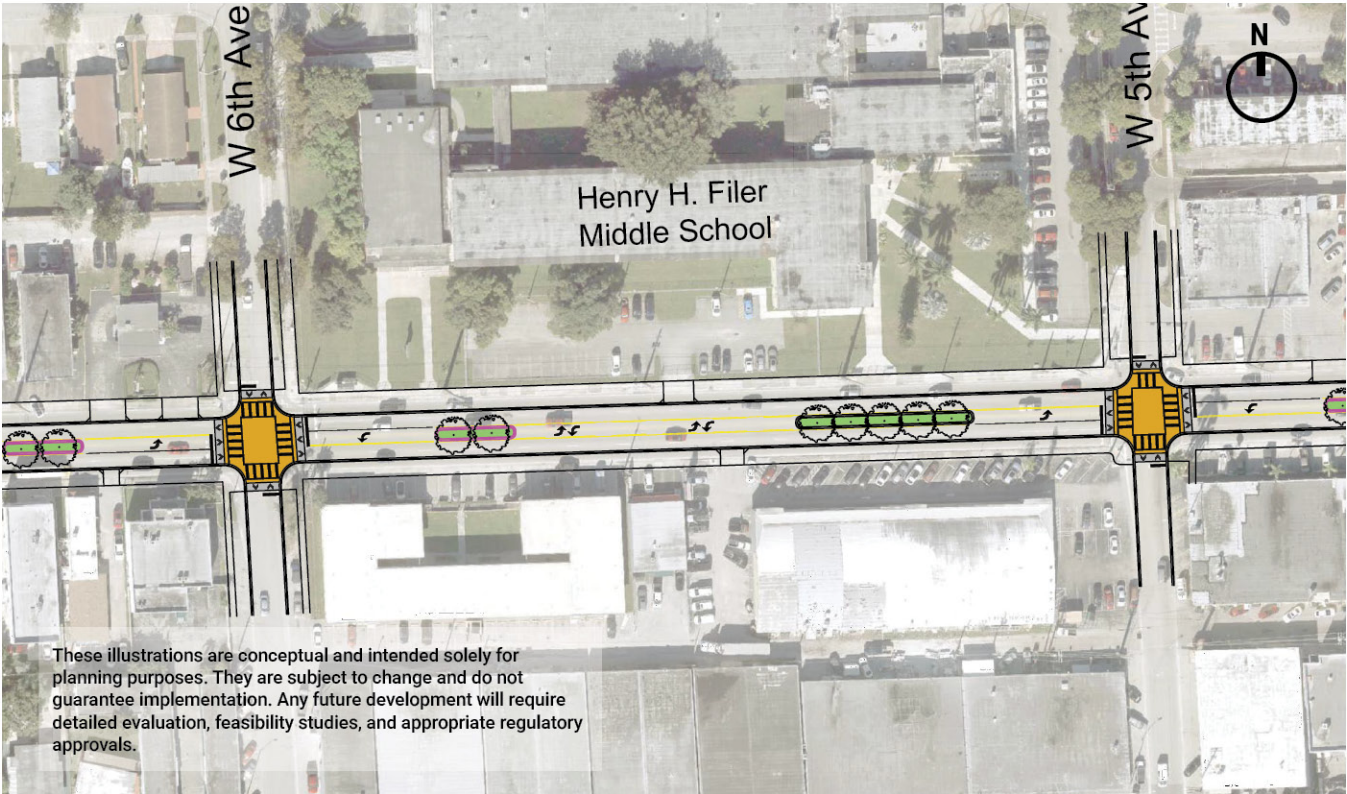
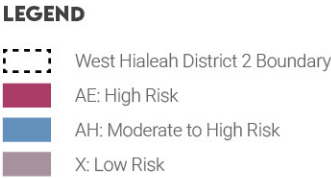


Image 21. Legacy Las Palmas. (Source: Plusurbia)



Map 15. 29 Street Corridor Road Diet Example. (Source: Urbe Studio)

NORTH OF OKEECHOBEE - DISTRICT 5 RECOMMENDATIONS



DISTRICT IDENTITY

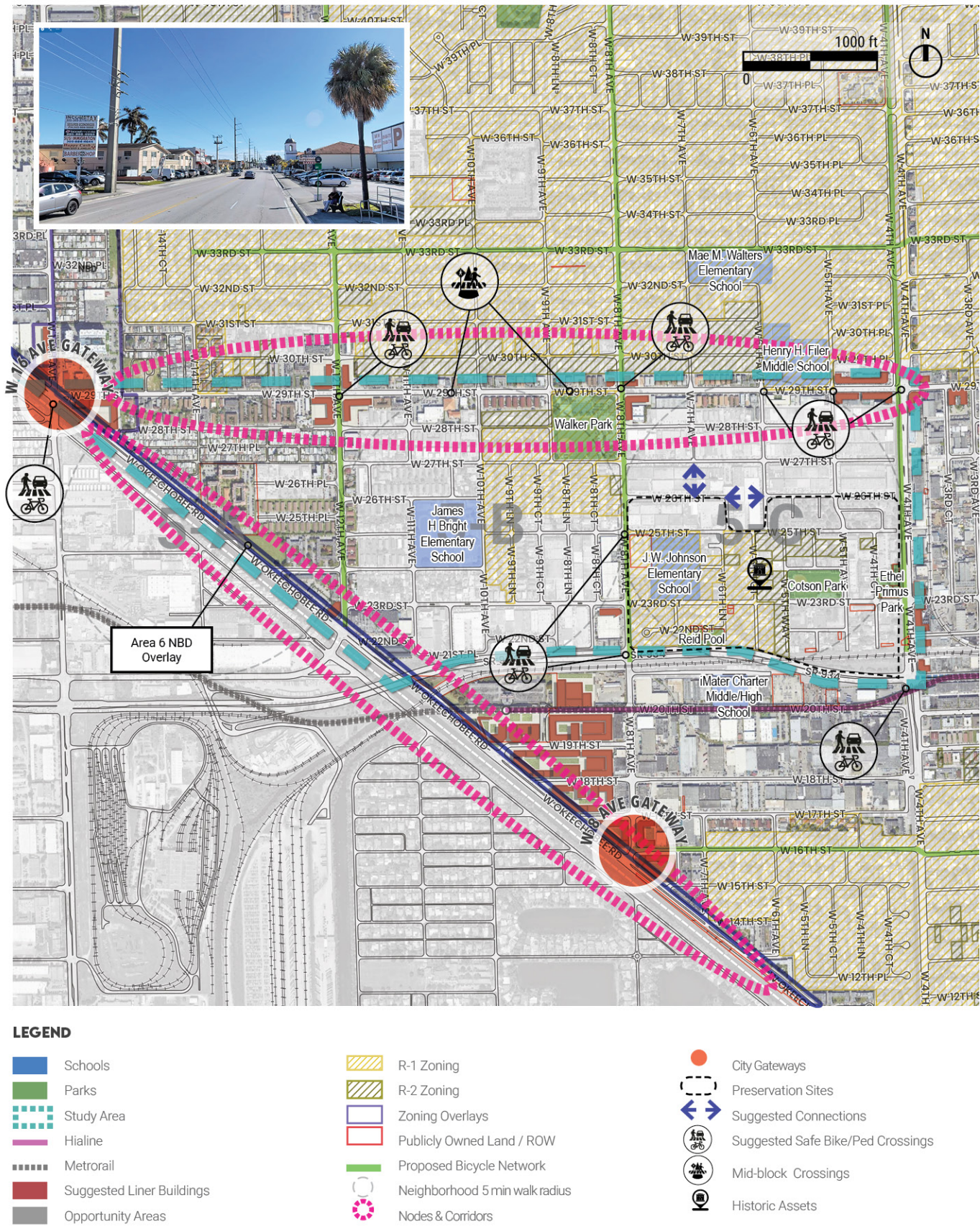
- » Enhance the W 29 Street Corridor and Okeechobee Corridor by promoting active uses and building designs that bring life to the street. Prioritize pedestrian-friendly features to create vibrant, engaging spaces where the community can gather, connect, and enjoy a lively, walkable environment.
- » Enhance Walker Park and Cotson Park by increasing tree canopy, improving access, and updating signage. Incorporate improvements identified in the parks department's needs assessment priorities.
- » Celebrate and strengthen the Seminola Historic Neighborhood through dedicated preservation efforts that protect its architectural character and cultural heritage. Support community-driven initiatives, such as cultural events, historic walking tours, and educational programming, that highlight the neighborhood's unique history and contributions to Hialeah's identity. Enhancing public spaces, signage, and storytelling elements can further reinforce a sense of pride and belonging among residents while inviting others to appreciate and engage with this vibrant historic area.

ACCESSIBILITY AND CONNECTIVITY

- » Promote the implementation of the proposed long-term vision for a road diet for 29th Street. (See [Map 19 on page 60](#)) The redesign proposes to phase out 90-degree back-out

parking, follow driveway standards, and prioritize buildings that engage the street with parking in the rear, creating a more vibrant and pedestrian-friendly corridor. Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 29 St.

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 17 on page 57](#). Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 12 Ave.
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Red Road Canal.
- » Improve connections between the neighborhoods focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 17 on page 57](#).
- » Implement safe access to schools and parks strategies to improve access to James H. Bright Elementary School (See [Map 18 on page 59](#)), J.W. Johnson Elementary School, Cotson Park, Reid Pool, Ethel Primus Park and Walker Park. When possible break up long blocks and reconnect dead-end streets to the existing street grid.
- » Prioritize safety measures for W 29 St, key corridor identified in the 2023 Action Plan High Injury Network. Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 29 St.



HUMAN-SCALED DESIGN

- » At the W 29 St Corridor, promote pedestrian-friendly spaces that prioritize comfort, interaction, and safety. Consider extending the NBD overlay to include properties along the W 29 Street Corridor but pay special attention to the historic Seminola Neighborhood to the south by carefully reviewing the height and density allowed.

MIXED-USE DEVELOPMENT

- » Promote mixed residential, retail, office and service oriented uses that promote and encourage pedestrian activity for the W 29 St Corridor. Consider extending the NBD overlay to include properties along the W 29 Street Corridor but pay special attention to the historic Seminola Neighborhood to the south by carefully reviewing the height and density allowed.
- » Leverage the Okeechobee Road (Area 6) NBD Overlay to catalyze mixed-use development and drive urban revitalization. This overlay provides a valuable framework for encouraging higher-density, walkable environments that support both economic growth and neighborhood transformation.

VIBRANT PUBLIC SPACES

- » Continue improving Cotson Park and Walker Park. Continue hosting cultural celebrations, outdoor markets, and athletic events at the park. Find opportunities to increase tree canopy and shade, lighting and adopting flood mitigation strategies at parking lots.
- » Improve access to Ethel Primus Park and preserve the tree canopy that is already there.
- » Promote the reopening and improvements of Reid Pool, plant trees and increase signage and access to the park.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 17 on page 57](#).

DIVERSE HOUSING OPTIONS

- » The 29 St Corridor presents an opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the opportunity areas currently zoned C-1 and C-2, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.
- » Identify opportunities to expand housing options by encouraging context sensitive mix of housing, considering this district is located in an area where more than 25% of the population is living below the poverty line according to the American Community Survey. Focus on strategic areas near transit, commercial corridors, neighborhood nodes and underutilized sites (publicly owned land shown on [Map 17 on page 57](#)) to accommodate various income levels and lifestyles.
- » Consider unconventional approaches such as adaptive reuse projects, including the conversion of strip commercial spaces into residential developments.

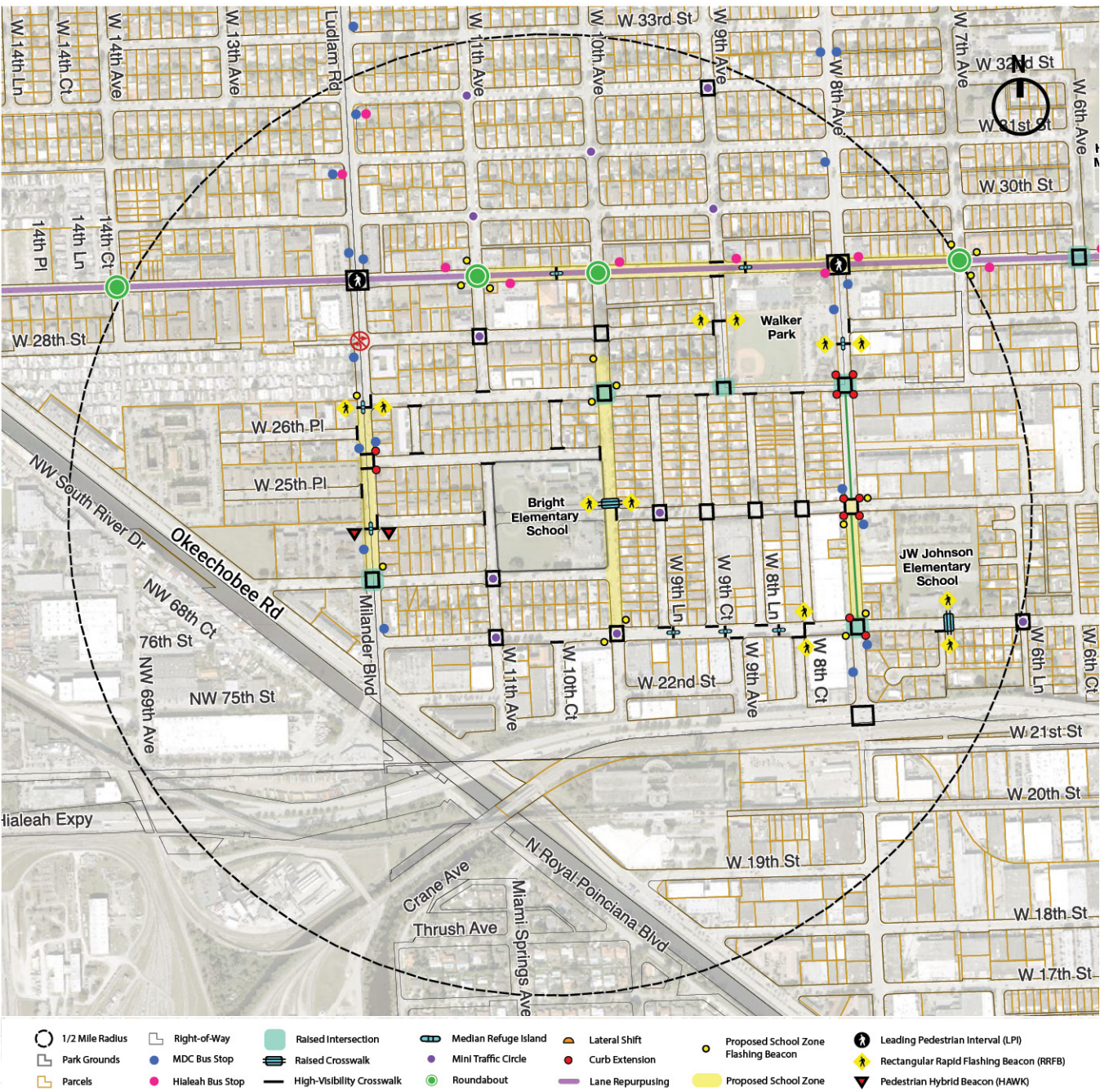
SAFETY AND COMFORT

- » Crime data indicates the need for enhanced safety in this area. Promote Community Safety Through Active Urban Design (CPTUD), especially along the Okeechobee Corridor and W 29 Street Corridor. Apply CPTUD principles by encouraging mixed-use buildings with active ground-floor spaces, well-lit sidewalks, and building features like porches or balconies to boost visibility and street engagement. Maintain clear, inviting public spaces with seating, greenery, and shade to foster community use and deter unwanted activity.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas considering that almost 100% of district is in AH: Moderate to High Risk Flood Zone. Establish strong coordination with the City's Street Department to ensure that the vision and implementation of the W 29 Street road diet aligns with the grade requirements for properties

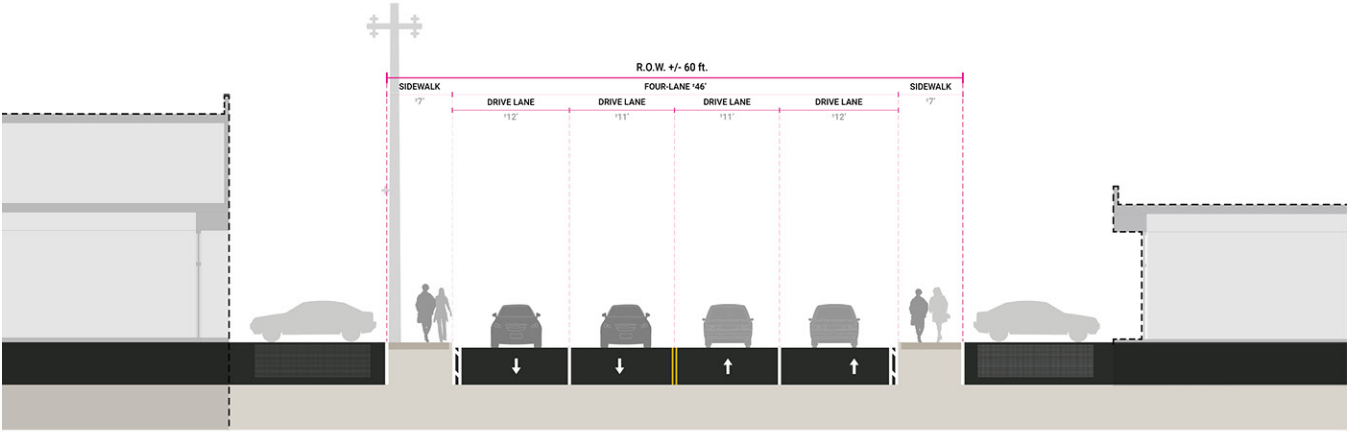
located in Moderate to High Risk flood zones. Develop thoughtful design standards that address grade separation between the street, sidewalk, and commercial first floors—balancing the need for flood resilience with the creation of a safe, accessible, and pedestrian-friendly environment that supports vibrant street life.



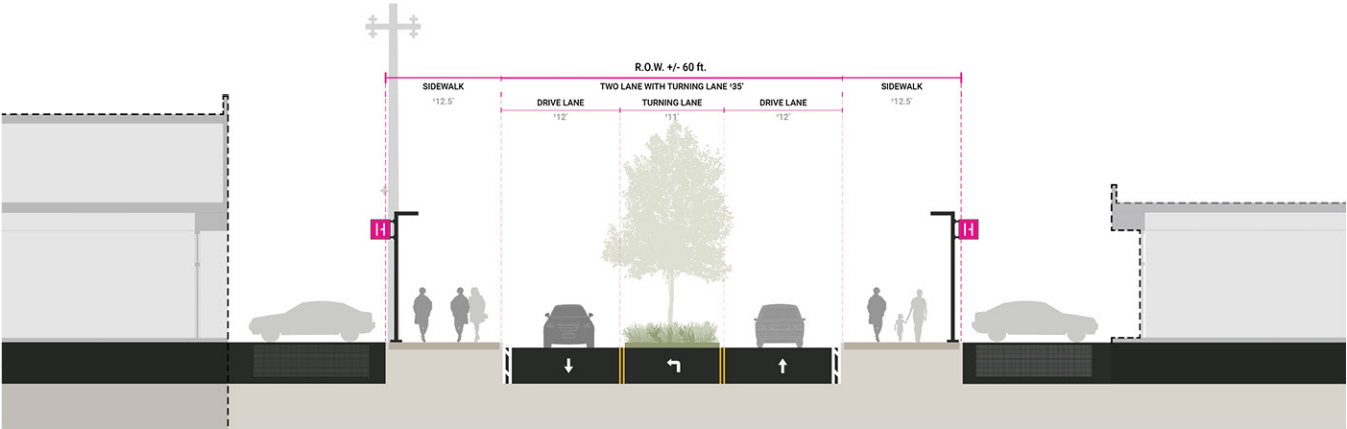


Map 19. Proposed W 29 Street Mid and Long-Term Road Diet Improvements. (Source: Urbe Studio)

W 29 STREET EXISTING



W 29 STREET - PROPOSED MID-TERM



W 29 STREET - PROPOSED LONG-TERM

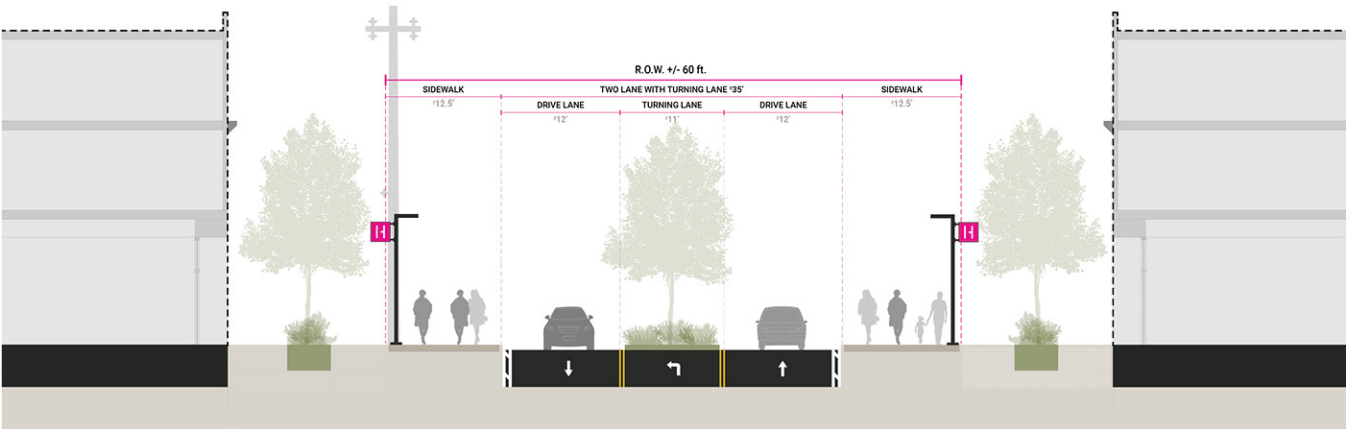


Figure 02. Proposed W 29 Street Mid and Long-Term Road Diet Improvements. (Source: Plusurbia)

NORTH OF OKEECHOBEE - DISTRICT 6 RECOMMENDATIONS



DISTRICT IDENTITY

- » Transform the Okeechobee Station area into a vibrant transit-oriented district centered around a welcoming transit plaza that encourages ridership and multimodal connectivity. Activate the surrounding area with mixed-use development, pedestrian-friendly design, and public spaces to shift the identity from underutilized industrial and automotive uses to a dynamic, accessible hub that reflects the future of urban mobility and community life.
- » Enhance the W 4th Avenue and W 8th Avenue gateways with distinctive design features, signage, and landscaping to establish a strong sense of arrival and reinforce the City's identity. Integrate the pedestrian bridge at W 4th Avenue as a key visual and functional element of the gateway experience.

ACCESSIBILITY AND CONNECTIVITY

- » Prioritize wide, shaded sidewalks especially within a half mile from the Okeechobee Station to enhance comfort, safety, and walkability.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 20 on page 63](#).
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Red Road Canal and the proposed bike/ped bridge to connect to Miami Springs.

- » Improve connections between the neighborhoods focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 20 on page 63](#).
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid, especially in areas within a half mile from the Okeechobee Station.
- » Prioritize safety measures for W 8 Ave, key corridor identified in the 2023 Action Plan High Injury Network. W 8 Ave currently serves as a key truck corridor, facilitating access to and from Okeechobee Road. With future transit-oriented development (TOD) expected in the area, it is crucial to implement safety measures and effectively manage truck activity to ensure a safe and balanced streetscape for all users. (See [Image 24 on page 65](#)) Align the current proposed vision with the CIP Plan for Milling and Resurfacing at W 8th Ave to ensure a coordinated effort and a unified vision.
- » Enhance the transit station by incorporating micro-mobility infrastructure and secure bicycle facilities, including designated bike lanes, bike-sharing stations, covered bike racks, and charging areas for e-scooters and e-bikes to support sustainable and convenient transportation options.

HUMAN-SCALED DESIGN

- » Give special attention to the area within a half-mile of the Okeechobee Metrorail Station to ensure new development is designed at a human scale. Prioritize features that encourage walking, biking, and transit use—such as active frontages,



LEGEND

- | | | |
|---------------------|--------------------------------|-----------------------------------|
| Schools | R-1 Zoning | Nodes & Corridors |
| Parks | R-2 Zoning | City Gateways |
| Hialine | Zoning Overlays | Suggested Connections |
| Metrorail | Publicly Owned Land / ROW | Suggested Safe Bike/Ped Crossings |
| District Boundary | Proposed Bicycle Network | |
| Suggested Buildings | Neighborhood 5 min walk radius | |
| Opportunity Areas | TOD 10 min walk radius | |

Map 20. North of Okeechobee District 6 Recommendations Map. (Source: Plusurbia)

shade, and public spaces—while discouraging car dependency and promoting a more connected, pedestrian-friendly environment.

- » Gradually transition to eliminating back-out parking, particularly along W 8 Ave, and prioritize the construction of safe, continuous sidewalks to enhance pedestrian access and safety.

MIXED-USE DEVELOPMENT

- » Consider updating the Okeechobee Rapid Transit Zone overlay regulations extending to the Okeechobee TOD Area. Begin with the area west of W 8th Ave, ([Image 22 on page 65](#)) with a long-term goal of extending eastward ([Image 23 on page 65](#)). Prioritize walkable, mixed-use development that maximizes public transportation access. These standards should integrate housing, retail, offices, and community services while prioritizing pedestrian infrastructure through green plazas, multimodal pathways, and tree-lined streets.
- » To allow for a wider sidewalk and a landscaped buffer with shade trees along W 8 Ave, a minimum front setback of 5 feet is recommended.
- » Ensure a gradual transition in scale and density to complement the adjacent single-family neighborhood in the southeast quadrant (6-B), with special attention to harmonious frontages along W 17 St. The City can influence development near RTZ areas by coordinating with Miami-Dade County, establishing local urban design guidelines, and investing in public infrastructure around the Okeechobee Station. Creating overlay districts and offering incentives can help guide compatible, community-focused growth.
- » Enhance the gateway at Okeechobee Road and W 8 Ave with mixed-use development that blends big-box retail into an urban setting, incorporating centralized parking to support a pedestrian-friendly environment as shown in [Image 26 on page 67](#). Leverage the Okeechobee Road (Area 6) NBD Overlay to catalyze mixed-use development

and drive urban revitalization. This overlay provides a valuable framework for encouraging higher-density, walkable environments that support both economic growth and neighborhood transformation.

VIBRANT PUBLIC SPACES

- » Encourage the development of a vibrant transit plaza in front of the Okeechobee Metrorail Station, activated and defined by surrounding properties.
- » Promote the extension of the Hialeah Line to the Okeechobee Station.
- » Continue planting more trees along the proposed bicycle network shown on [Map 20 on page 63](#).

DIVERSE HOUSING OPTIONS

- » The Okeechobee Station is a key piece of infrastructure that presents a valuable opportunity to expand housing options for Hialeah residents. While the Live Local Act already provides incentives for affordable housing development, it is recommended to establish area-specific standards tailored to this unique context. These standards should thoughtfully consider the nearby single-family neighborhood south of W 16th Street to ensure compatibility in scale, design, and character, while still maximizing the benefits of transit-oriented development.

RESILIENCE

- » Evaluate development risks in flood-prone areas, particularly in the approximately 50% of the district located within an AH flood zone—most notably along W 8 Avenue and south of W 17 Street. Establish design standards that align with grade requirements in moderate to high-risk flood zones, addressing elevation changes between the street, sidewalk, and commercial first floors. These standards should balance flood protection

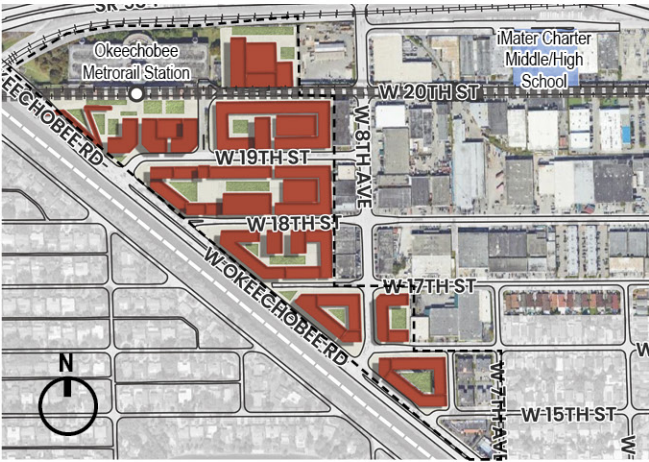


Image 22. Proposed Okeechobee Station TOD Mid-Term boundary. (Source: Plusurbia)

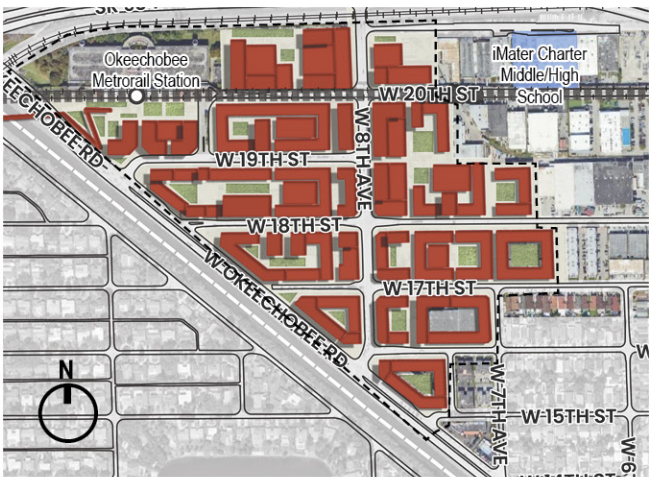


Image 23. Proposed Okeechobee Station TOD Long-Term boundary. (Source: Plusurbia)

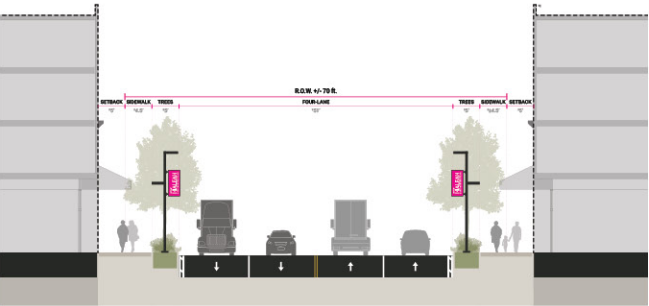
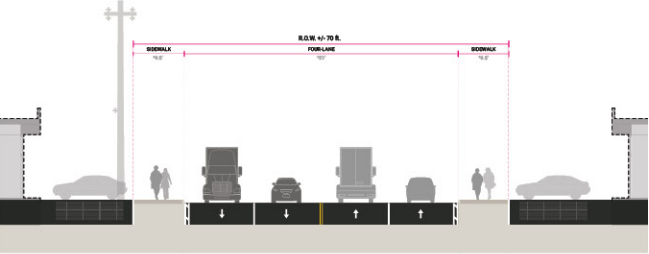


Image 24. W 8 Ave existing/proposed Long Term Vision. (Source: Plusurbia)

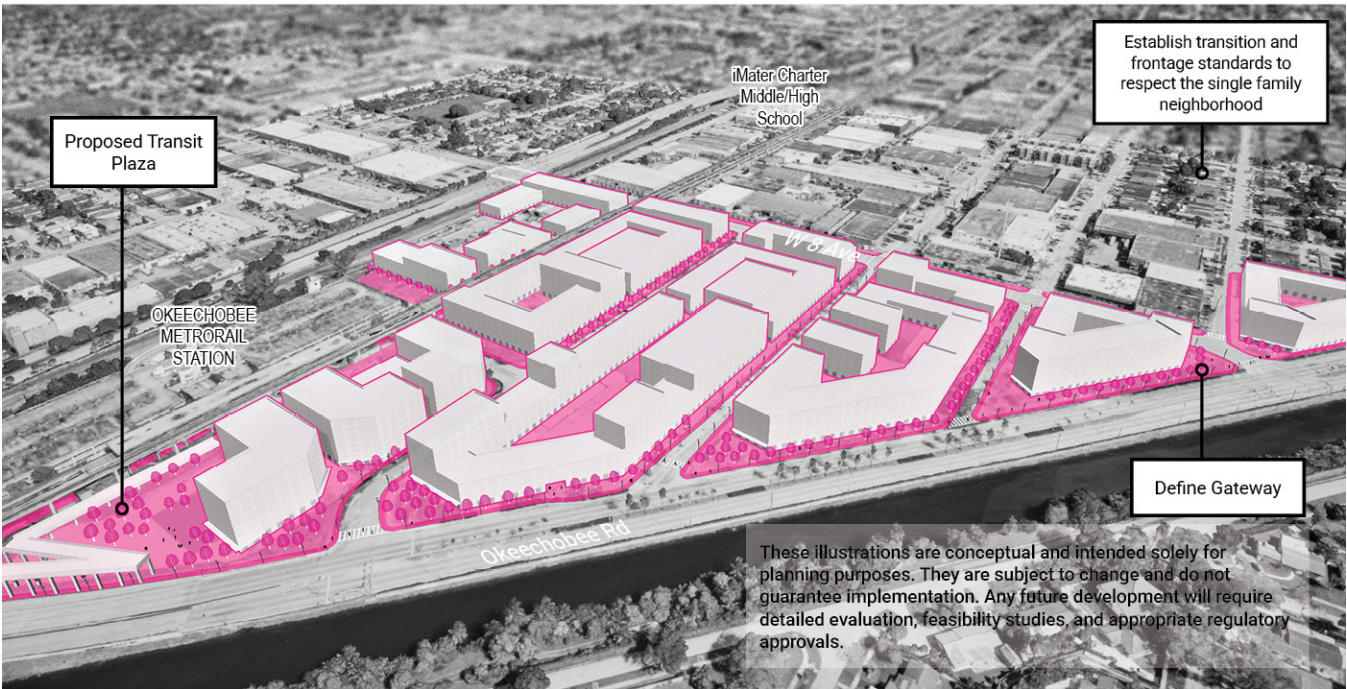
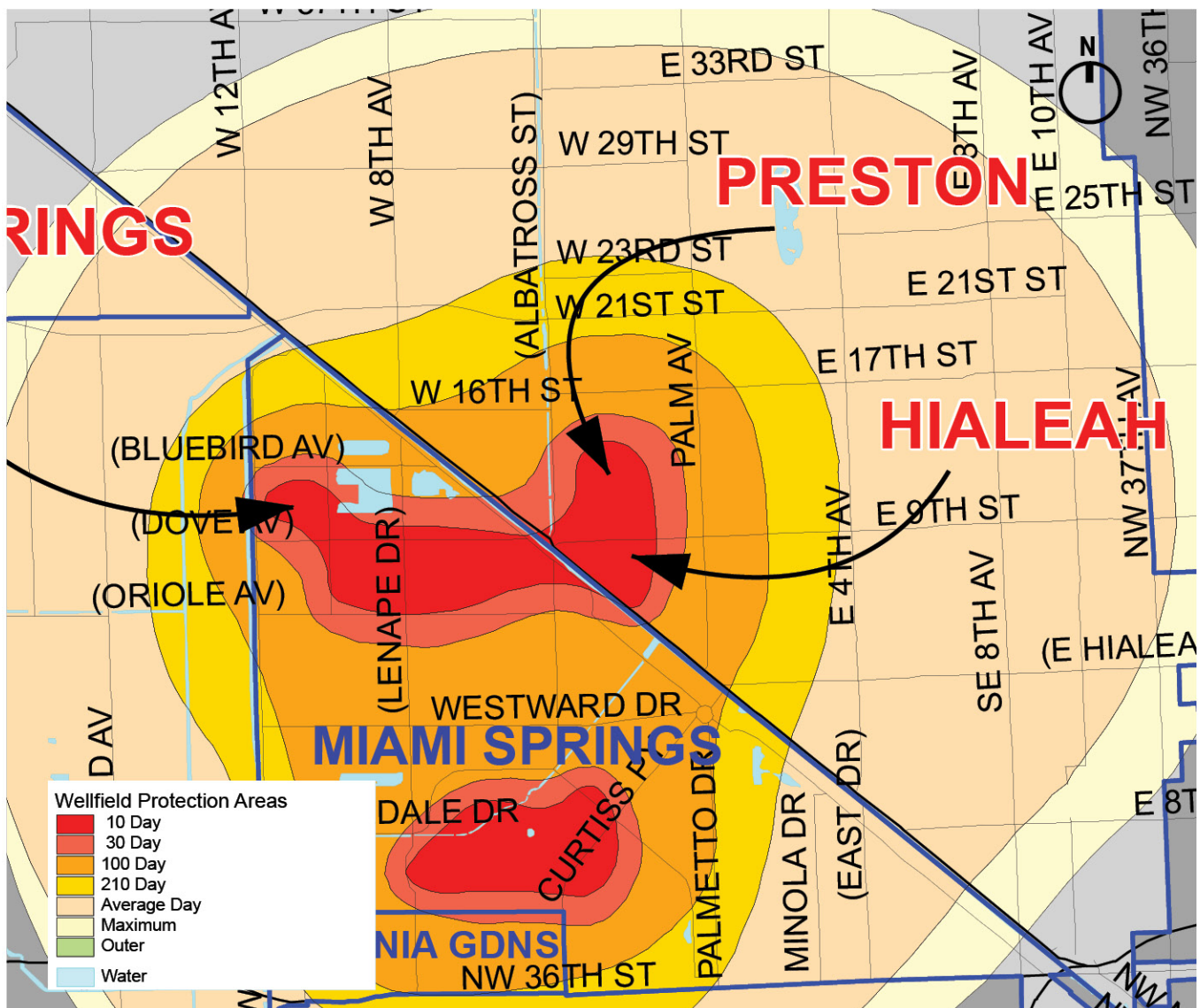


Image 25. Regional Center - Okeechobee Station (Source: Plusurbia)

with the goal of maintaining a safe, welcoming, and pedestrian-friendly environment that supports active street life and community vibrancy.

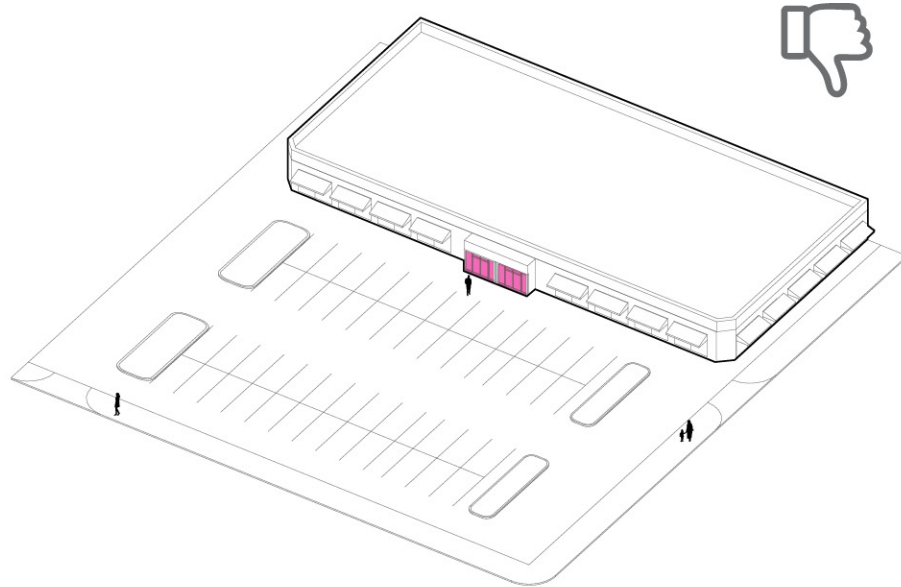
- ” The future of Hialeah’s wellfield protection areas should prioritize safeguarding the City’s water supply while integrating sustainable land use strategies. Strict environmental regulations should be maintained to prevent contamination, while compatible uses such as green spaces, stormwater management features, and low-impact development can enhance resilience.

Expanding public awareness and partnerships for conservation efforts will ensure long-term protection, balancing environmental responsibility with the City's growth. (See **Map 21 on page 66**)



Map 21. Wellfiend Protection Areas - 2006. (Source: Miami Dade County)

DISCOURAGED LARGE-FORMAT RETAIL CONFIGURATION



ENCOURAGED LARGE-FORMAT RETAIL CONFIGURATION

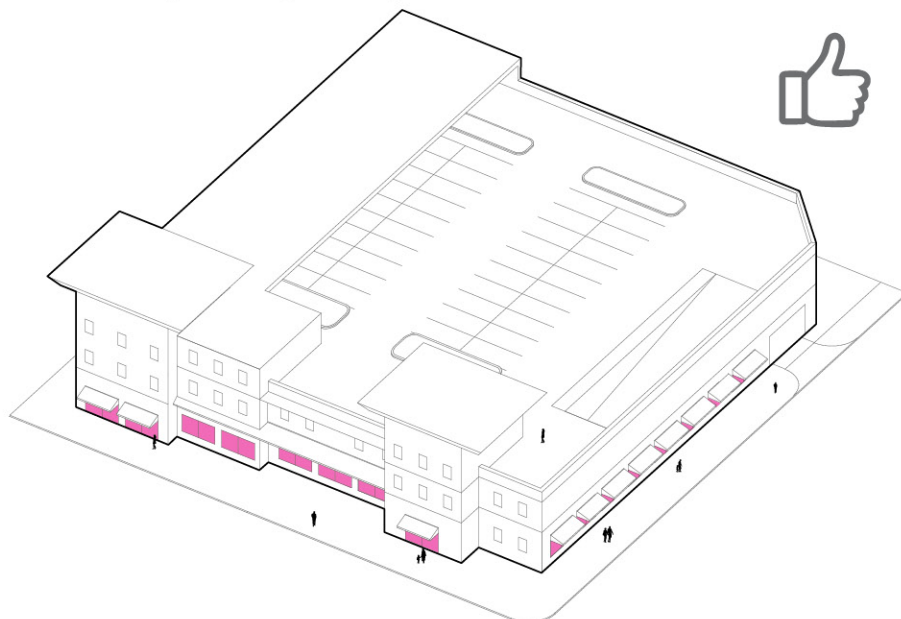
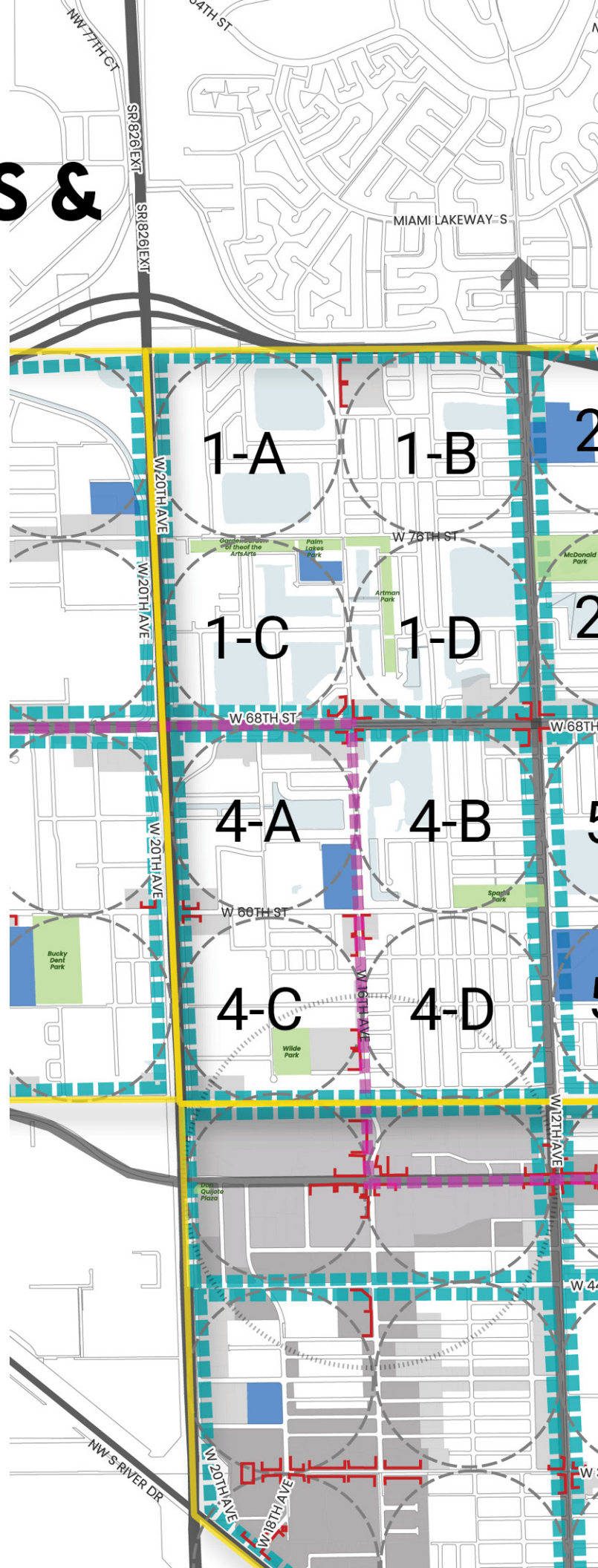


Image 26. Examples of large format retail configurations. (Source: Plusurbia)

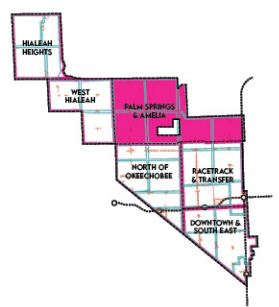
Limited infrastructure, such as sidewalks and bike lanes, reduces accessibility for pedestrians and cyclists. **With its mix of residential communities, public spaces, and retail**, the area serves as a central gathering place in Hialeah but would benefit from enhanced connectivity and amenities.

	TriRail		Neighborhood Nodes & Corridors - Opportunities
	Proposed Premium Transit Spine		Districts
	Primary Arterial Connectors		Study Areas
	Parks		Neighborhood 1/4 mile radius (5 min walk)
	Schools		TOD 1/2 mile radius (10 min walk)
	Regional Center - Opportunities		Proposed Building Frontage
	City Center / Corridor - Opportunities		

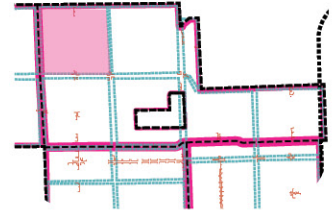




MASTER PLAN RECOMMENDATIONS



PALM SPRINGS & AMELIA - DISTRICT 1 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the proposed neighborhood nodes shown on [Map 22 on page 71](#). Aim to create a vibrant community hubs where residents can gather, socialize, and enjoy local amenities. Design the spaces to support neighborhood-oriented uses such as cafés, restaurants, and convenience retail, providing a welcoming environment for activities like dining, grabbing ice cream, or picking up daily essentials.
- » Build on the success of the Garden of the Arts Park by extending its momentum to Palm Lakes Park and Timothy Artman Park, expanding the artistic and recreational concept and create a vibrant community anchor. Enhance these parks with engaging public art, shaded walking paths, and recreational amenities, fostering inviting spaces for leisure, social interaction, and outdoor enjoyment.
- » Enhance the W 12 Ave gateway by converting the space into a passive park with seating and shade trees. Consider incentives for neighborhood-friendly uses at the opportunity site next to Hialeah-Miami Lakes Senior High, complementing a welcoming and functional community entry point.

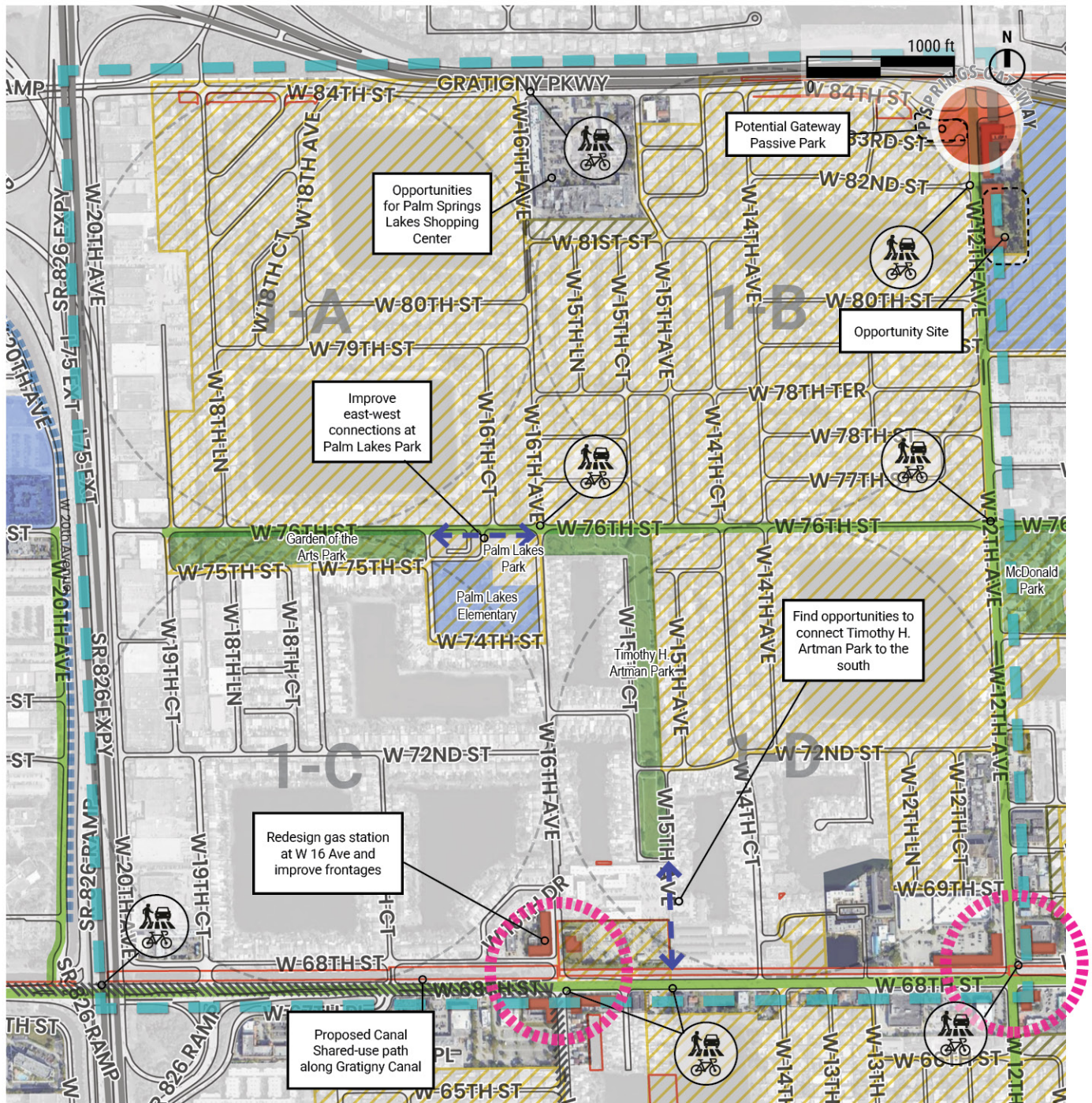
ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 22 on page 71](#).

- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Gratigny Canal.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 22 on page 71](#). Pay special attention to the connection to the West on 68 St under the Palmetto Expressway. Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 68 St.
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid as shown on [Map 22 on page 71](#). Find opportunities to improve connection from Garden of the Arts Park, Palm Lakes Park and Timothy Artman Park and continued connection to the south at W 15th Ave.
- » Prioritize safety measures for W 68 St, key corridor identified in the 2023 Action Plan High Injury Network. Coordinate with Miami-Dade County's Transportation Master Plan, which plans sidewalk improvements on W 68 St.

HUMAN-SCALED DESIGN

- » Identify opportunities to increase pedestrian activity at the node at W 68 Street and W 16 Avenue by discouraging auto-oriented uses and reconfiguring existing sites—such as redesigning the gas station to bring the convenience store closer to the sidewalk. Coordinate with FPL to explore development options for the adjacent site along W 16 Avenue that could introduce a building with active ground-floor uses, helping to



LEGEND

- | | | | | | |
|---|---------------------------|---|--------------------------------------|--|-----------------------------------|
|  | Schools |  | R-2 Zoning |  | Nodes & Corridors |
|  | Parks |  | Publicly Owned Land / ROW |  | City Gateways |
|  | District Boundary |  | Proposed Premium Transit Spine |  | Opportunity Sites |
|  | Suggested Liner Buildings |  | Existing Bicycle Bike Lanes/Sharrows |  | Suggested Connections |
|  | Opportunity Areas |  | Proposed Bicycle Network |  | Suggested Safe Bike/Ped Crossings |
|  | R-1 Zoning |  | Neighborhood 5 min walk radius | | |

Map 22. Palm Springs & Amelia District 1 Recommendations Map. (Source: Plusurbia)

define the public space and enhance street-level vibrancy. At this key node, prioritize pedestrian-friendly design that emphasizes comfort, safety, and opportunities for social interaction.

MIXED-USE DEVELOPMENT

- » At the proposed nodes shown on [Map 22 on page 71](#) promote low scale vertical and horizontal mix of uses combining residential, commercial, and recreational spaces. Pay special attention to transitions to single family residential neighborhoods.

DIVERSE HOUSING OPTIONS

- » The neighborhood nodes present valuable opportunities to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay

for the node opportunity areas currently zoned C-2 and C-3, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

VIBRANT PUBLIC SPACES

- » Continue enhancing and seeking opportunities to expand Timothy H. Artman Park to better serve the surrounding community. Focus on increasing tree canopy and shaded areas for comfort, improving lighting for safety, and incorporating flood mitigation strategies to ensure long-term resilience and usability of the park space.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 22 on page 71](#).



Image 27. Palm Springs & Amelia District 1 Garden of the Arts Park. (Source: Plusurbia)

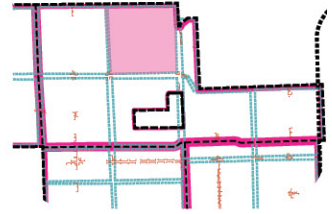


LEGEND

- Schools
- Parks
- Suggested Liner Buildings
- Proposed Bicycle Network
- Proposed Premium Transit Spine
- Suggested Connections
- Suggested Safe Bike/Ped Crossings

Map 23. Palm Springs & Amelia District 1 Neighborhood Node Recommendations Map. (Source: Plusurbia)

PALM SPRINGS & AMELIA - DISTRICT 2 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the proposed neighborhood nodes shown on [Map 24 on page 75](#) to create a vibrant community hub where residents can gather, socialize, and enjoy local amenities. Design the space to support neighborhood-oriented uses such as cafés, restaurants, and convenience retail, providing a welcoming environment for activities like dining, grabbing ice cream, or picking up daily essentials. (See [Image 29 on page 77](#))
- » Enhance McDonald Park, the Hialeah Fire Station, and the Library to serve as the heart of the district by improving accessibility and enriching the public space with additional trees, seating areas, enhanced lighting, and recreational amenities that foster community engagement and activity.
- » Enhance the W 12 Ave gateway by converting the space into a passive park with seating and shade trees. Consider incentives for neighborhood-friendly uses at the opportunity site next to Hialeah-Miami Lakes Senior High, complementing a welcoming and functional community entry point.

ACCESSIBILITY AND CONNECTIVITY

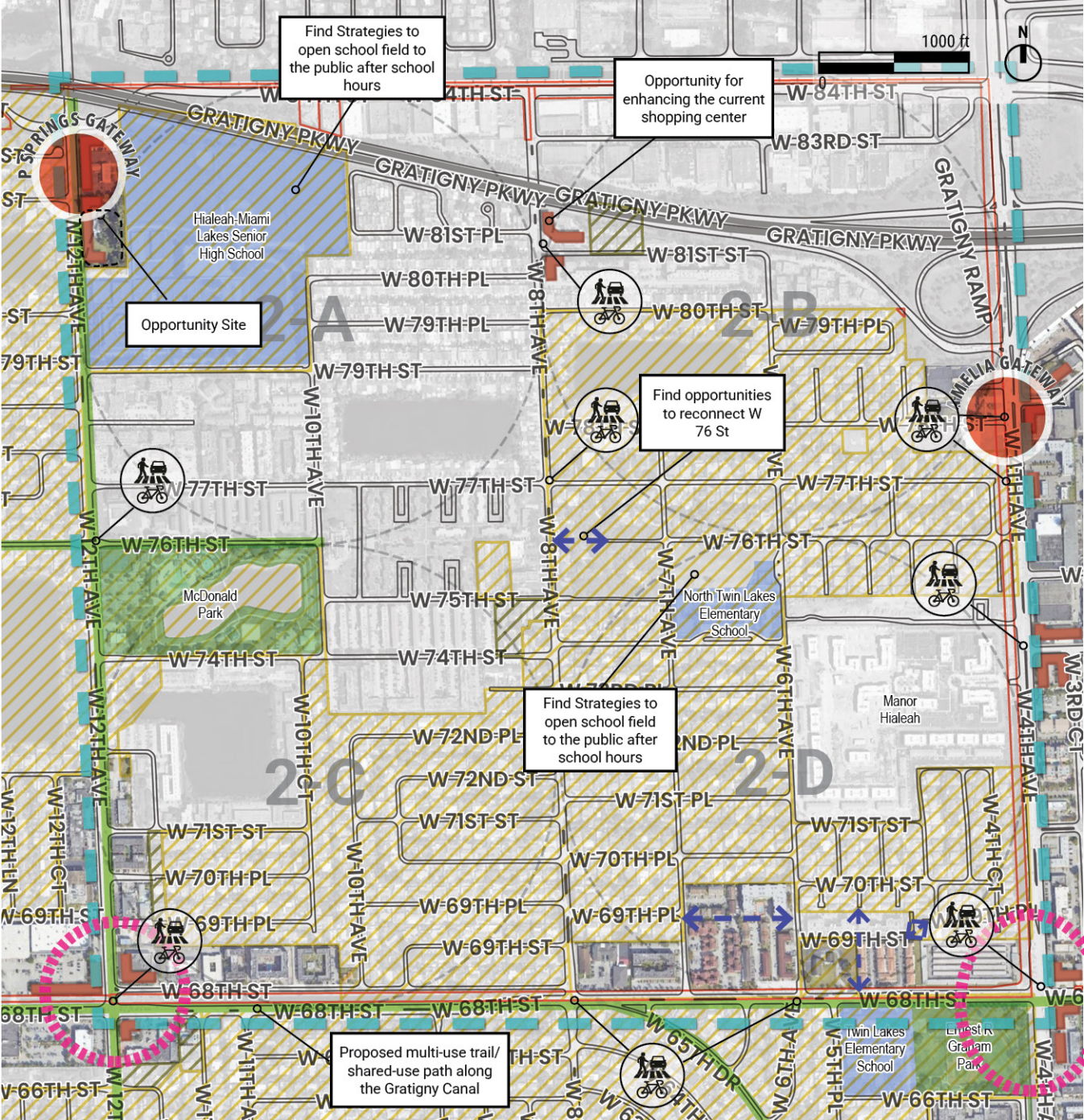
- » Prioritize wide, shaded sidewalks for comfort and safety.
- » Add high-visibility crosswalks and pedestrian refuge islands, paying special attention to intersection identified on [Map 24 on page 75](#)
- » Implement traffic-calming measures for safer

navigation at neighborhood streets.

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 24 on page 75](#). Successful implementation of the proposed sidewalk-level protected bike lanes along W 12 Ave will require close coordination with County agencies (See [Image 28 on page 77](#))
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Gratigny Canal and the Red Road Canal.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 24 on page 75](#).
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid as shown on [Map 24 on page 75](#).
- » Prioritize safety measures for W 68 St, key corridor identified in the 2023 Action Plan High Injury Network.

HUMAN-SCALED DESIGN

- » As illustrated in [Image 29 on page 77](#), promote enhancements to the identified neighborhood node by encouraging the development of liner buildings with active ground-floor uses to screen surface parking. Complement these improvements with wide sidewalks, shade trees, seating, lighting, and safety features to create a comfortable, inviting environment that encourages pedestrian activity and community interaction.



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | R-2 Zoning | Opportunity Sites |
| Parks | Publicly Owned Land / ROW | Suggested Connections |
| District Boundary | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Suggested Liner Buildings | Neighborhood 5 min walk radius | |
| Opportunity Areas | Nodes & Corridors | |
| R-1 Zoning | City Gateways | |

Map 24. Palm Springs & Amelia District 2 Recommendations Map. (Source: Plusurbia)

MIXED-USE DEVELOPMENT

- » At the proposed nodes shown on [Map 24 on page 75](#) promote low scale vertical and horizontal mix of uses combining residential, commercial, and recreational spaces. Pay special attention to transitions to single family residential neighborhoods.

VIBRANT PUBLIC SPACES

- » Enhance McDonald Park and continue hosting cultural celebrations, outdoor markets and athletic events at the park. Find opportunities to increase tree canopy and lighting especially at the trail along the lake and adopting flood mitigation strategies at parking lots.
- » Continue planting more trees along the proposed Bicycle Network (W 76 St and W 12 Ave).
- » Develop strategies to make the athletic fields at Hialeah-Miami Lakes Senior High School and North Twin Lakes Elementary accessible to the public after hours. Explore partnerships with local agencies, implement secure entry systems, and establish designated community use hours to ensure safe, shared access. These efforts can provide much-needed recreational space while strengthening community ties and promoting active lifestyles.

DIVERSE HOUSING OPTIONS

- » The neighborhood nodes present valuable opportunities to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the node opportunity areas currently zoned C-2, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities, especially in the areas north of W 68 St and the field at Hialeah-Miami Lakes Senior High School located in a AH: Moderate to High Risk Flood Zone.

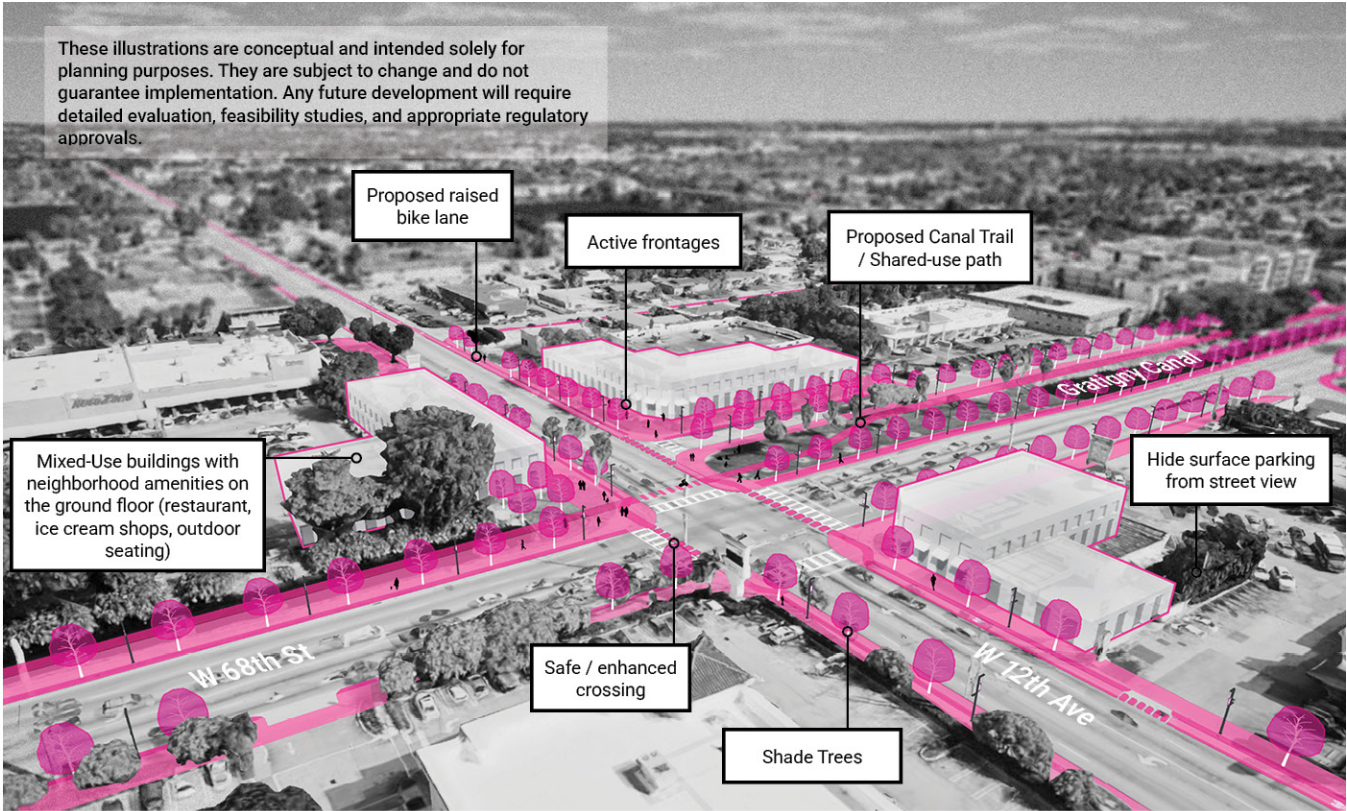


Image 28. Palm Springs Neighborhood Node example (W 68 St & W 12 Ave). (Source: Plusurbia)

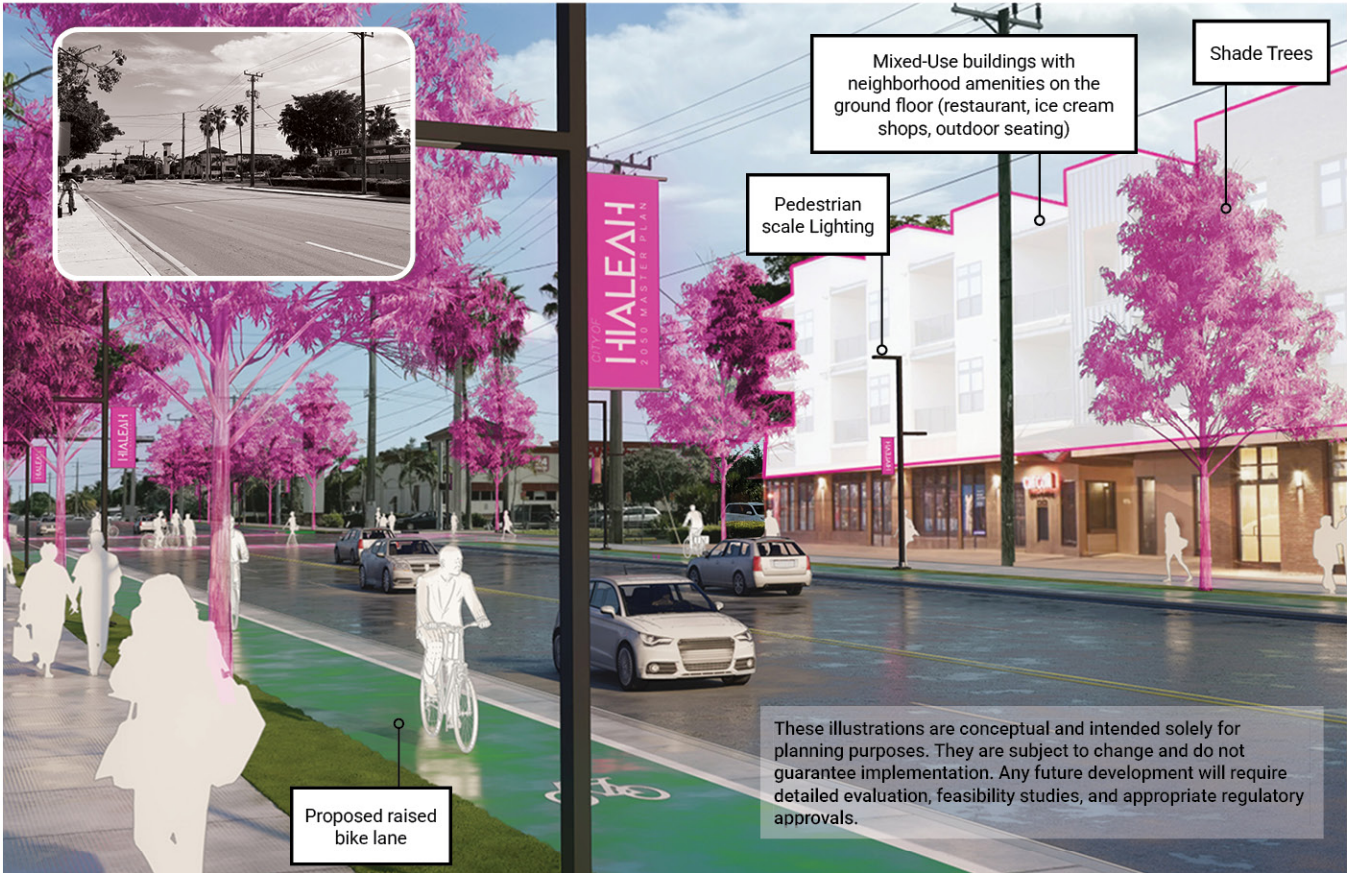
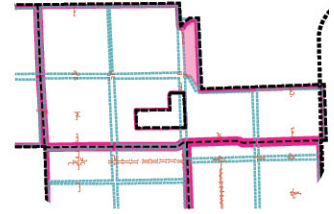


Image 29. Neighborhood Node - Palm springs. (Source: Plusurbia)

PALM SPRINGS & AMELIA - DISTRICT 3 RECOMMENDATIONS



DISTRICT IDENTITY

- » The development at the Amelia District has successfully established a strong sense of identity for the gateway into the City of Hialeah, supported by initiatives such as murals and distinctive building signage (See [Image 33 on page 81](#)). To further elevate the gateway experience, additional pedestrian-oriented enhancements are recommended—such as active ground-floor uses, wider sidewalks, and public plazas. These improvements will ensure that both pedestrians and drivers can engage with and enjoy a vibrant, welcoming entrance to the City.
- » Enhance access and street frontages leading to Amelia Earhart Park to reinforce its role as the district's central landmark and defining feature. Focus on improving connectivity through well-designed pedestrian pathways, clear signage, and upgraded streetscapes that create a more inviting and seamless connection between the park and surrounding neighborhoods.

ACCESSIBILITY AND CONNECTIVITY

- » Add high-visibility crosswalks and pedestrian refuge islands, especially at W 68 St & W 4 Ave and W 74 Pl & W 4 Ave, the two main access points to Amelia Earhart Park.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 25 on page 79](#) and the proposed Trail Head at Amelia Earhart Park.

- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Red Road Canal.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 25 on page 79](#).
- » Prioritize safety measures for W 68 St, key corridor identified in the 2023 Action Plan High Injury Network.

HUMAN-SCALED DESIGN

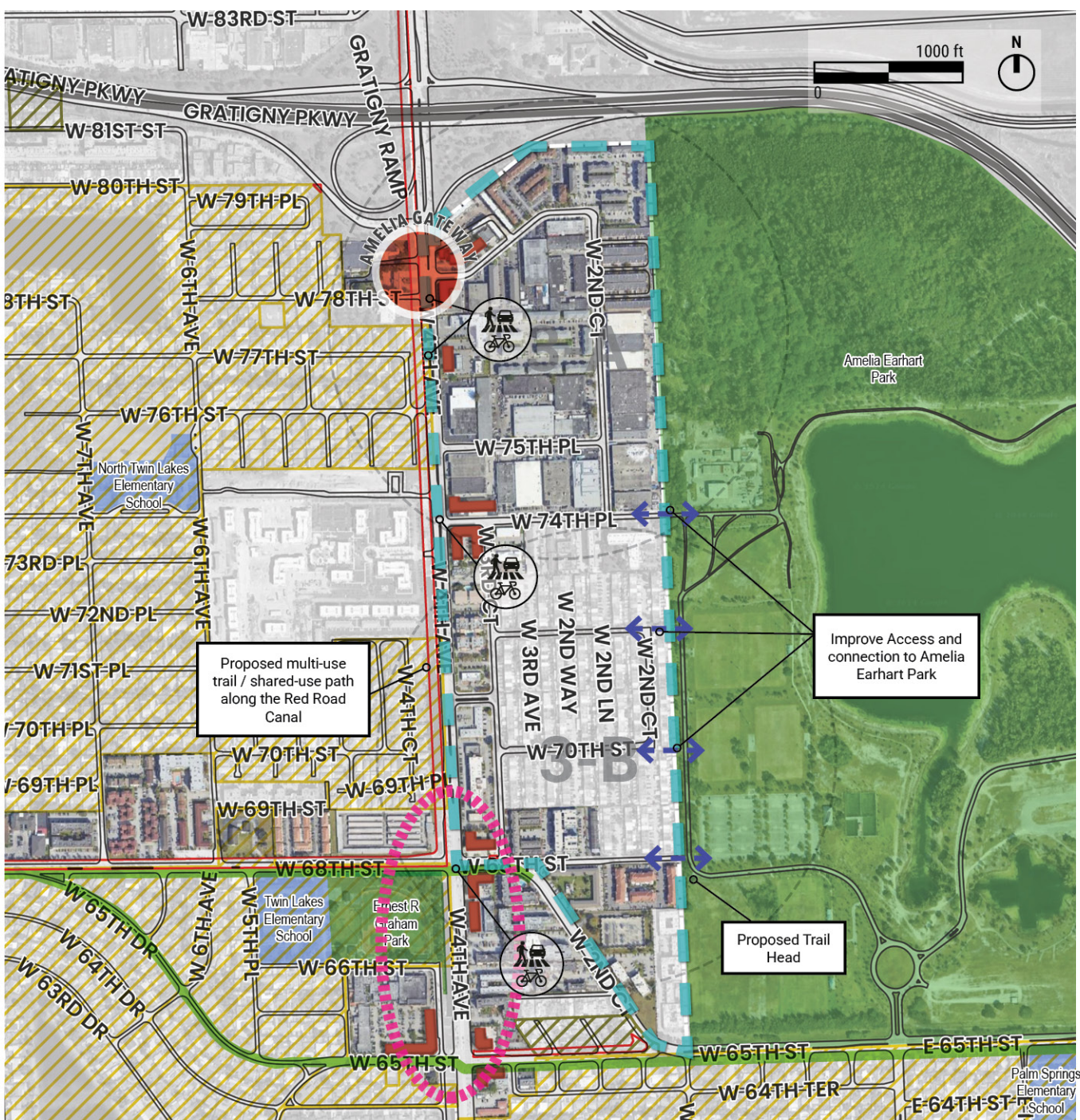
- » Encourage the development of better frontages at W 74 Pl and W 68 St to improve and activate access to Amelia Earhart Park from the western part of the City. Consider adopting an NBD overlay to promote mixed use development that promotes pedestrian activation.

MIXED-USE DEVELOPMENT

- » Discourage auto-oriented uses and promote mixed-use buildings with human-scale design elements that foster walkability, active streetscapes, and a vibrant community atmosphere. See [Image 31 on page 81](#)

VIBRANT PUBLIC SPACES

- » Continue improving access to Amelia Earhart Park by providing a safe and comfortable access with active uses, wide sidewalks and increasing tree canopy.
- » Continue planting more trees along the proposed W 68 St and W 65 St Bicycle Networks.



LEGEND

- | | | |
|---|--|---|
|  Schools |  R-2 Zoning |  Suggested Connections |
|  Parks |  Publicly Owned Land / ROW |  Suggested Safe Bike/Ped Crossings |
|  District Boundary |  Proposed Bicycle Network | |
|  Suggested Liner Buildings |  Neighborhood 5 min walk radius | |
|  Opportunity Areas |  Nodes & Corridors | |
|  R-1 Zoning |  City Gateways | |

Map 25. Palm Springs & Amelia District 3 Recommendations Map. (Source: Plusurbia)

DIVERSE HOUSING OPTIONS

- » Explore the adoption of Neighborhood Business District (NBD) overlay regulations for properties east of E 4th Ave (Red Road) and the proposed neighborhood node at W 68 St & W 4 Ave to promote pedestrian-friendly, mixed-use development and enhance the area's urban character.

RESILIENCE

- » Address drainage and swale restoration at Palm Springs Villas neighborhood. Employ sustainable practices such as rain gardens, permeable pavements, and native plantings for stormwater management and swale restoration and focus on parking enforcement to prevent people from parking on restored swales.



Image 30. Amelia Earhart Park. (Source: Plusurbia)

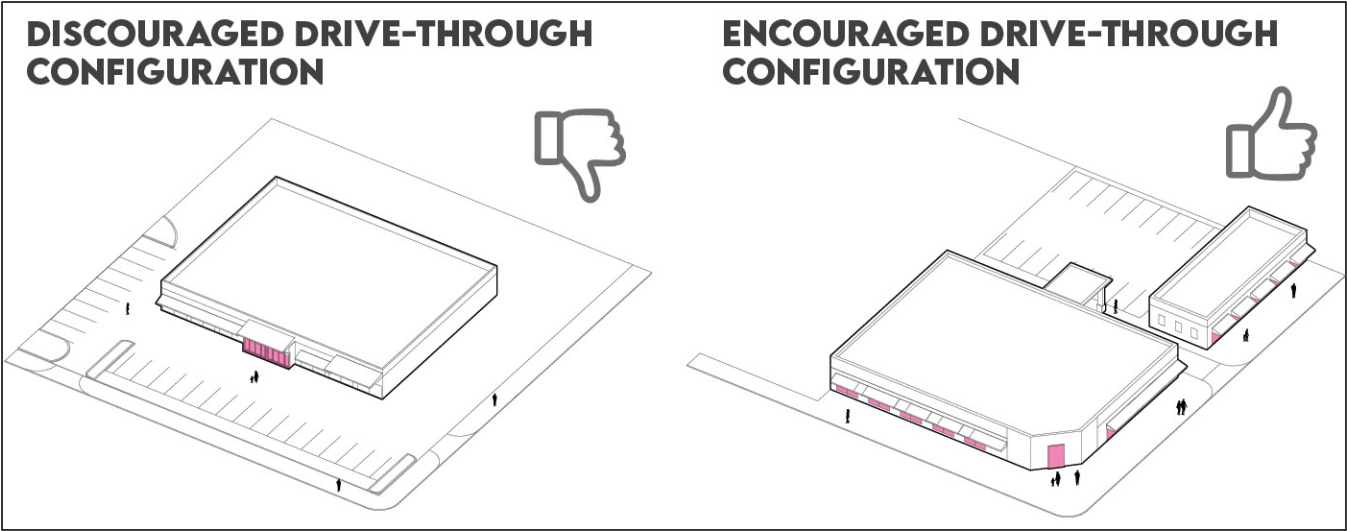


Image 31. Examples of drive-through restaurant configurations. (Source: Plusurbia)

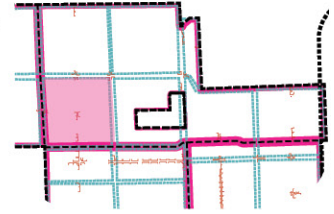


Image 32. Amelia District improved drive-through restaurant example. (Source: Google)



Image 33. Amelia District Gateway example. (Source: Plusurbia)

PALM SPRINGS & AMELIA - DISTRICT 4 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the proposed neighborhood nodes identified on [Map 26 on page 83](#) to create vibrant community hubs where residents can gather, socialize, and enjoy local amenities. Design the spaces to support neighborhood-oriented uses such as cafés, restaurants, and convenience retail, providing welcoming environments for activities like dining, grabbing ice cream, or picking up daily essentials.
- » The FPL easement presents a key opportunity to strengthen the district's identity by transforming and extending it into a linear park, expanding the open space network, and creating a vibrant recreational corridor. (See [Image 35 on page 85](#))
- » Sparks Park and Wilde Park are key community assets within the district, and continued enhancements are recommended to maximize their value. Improving access, visibility, and wayfinding to these parks will strengthen their role as neighborhood anchors and ensure they remain welcoming, well-utilized spaces for all residents.

ACCESSIBILITY AND CONNECTIVITY

- » Implement traffic-calming measures for safer navigation at neighborhood streets and add high-visibility crosswalks focusing on areas shown on [Map 26 on page 83](#).
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 26 on page 83](#).

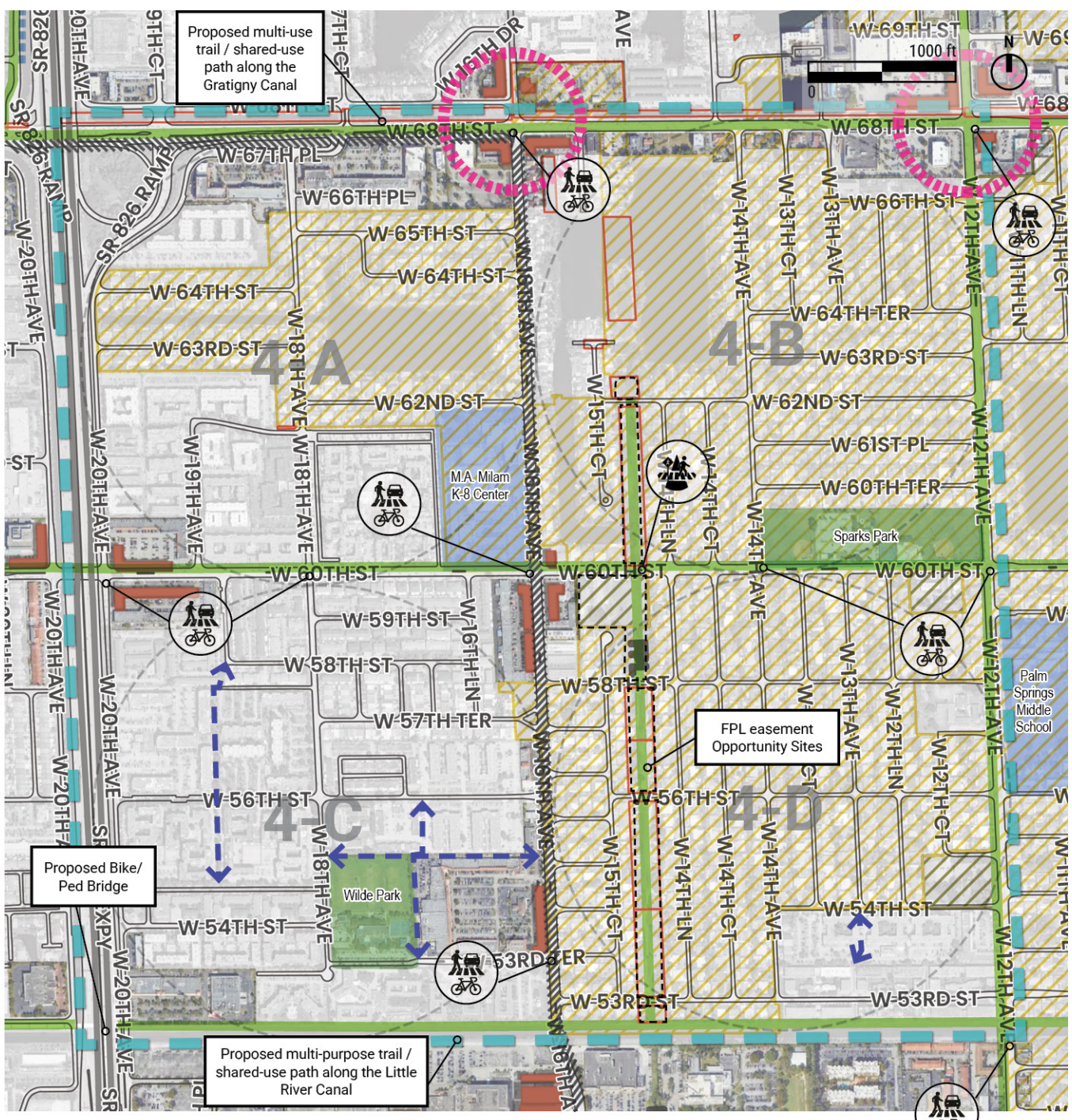
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Gratigny Canal and the Little River Canal.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 26 on page 83](#).
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid as shown on [Map 26 on page 83](#).
- » Prioritize safety measures for W 68 St, W 60 St, W 16 Ave and W 12 Ave, key corridors identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine aligned at W 16 Ave and W 68 St.

HUMAN-SCALED DESIGN

- » Consider adopting Neighborhood Business District (NBD) overlay standards for the opportunity areas identified at the node of W 16 Avenue and W 68 Street. This would create incentives for pedestrian-oriented development and encourage a mix of uses, helping to activate the area and better integrate it with the surrounding neighborhood.

MIXED-USE DEVELOPMENT

- » At the proposed nodes shown on [Map 26 on page 83](#) promote low scale vertical and horizontal mix of uses combining residential, commercial, and recreational spaces. Pay special attention to transitions to single family residential neighborhoods.



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | R-2 Zoning | Opportunity Sites |
| Parks | Publicly Owned Land / ROW | Suggested Connections |
| District Boundary | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Suggested Liner Buildings | Proposed Premium Transit Spine | Mid-block Crossings |
| Opportunity Areas | Neighborhood 5 min walk radius | |
| R-1 Zoning | Nodes & Corridors | |

Map 26. Palm Springs & Amelia District 4 Recommendations Map. (Source: Plusurbia)

VIBRANT PUBLIC SPACES

- » Continue improving Sparks and Wilde Parks by hosting cultural celebrations, outdoor markets and athletic events. Find opportunities to increase tree canopy and shade, lighting and adopting flood mitigation strategies at parking lots. Detailed needs and recommended improvements for Sparks Park are outlined in the Hialeah2050.com website (Audits section. See [Image 34 on page 85](#)). Data collected during the audit highlights key locations at the park that would benefit from additional canopy trees, sidewalk and crosswalk improvements, landscaping improvements, built environment and landscaping improvements.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 26 on page 83](#).
- » Explore opportunities to extend the Timothy H. Artman Linear Park south along the FPL easement, incorporating amenities like shaded walkways, passive seating, and lighting for enhanced accessibility and comfort. (See opportunity sites highlighted on [Map 26 on page 83](#)). Explore development standards that encourage building frontages along the proposed linear park to enhance its visibility and activity. One approach could include allowing Accessory Dwelling Units (ADUs) to face the park, treating it as a primary frontage and access point. This would help activate the park edge, promote safety through natural surveillance, and create a more integrated, community-oriented public space.

C-2 and C-3, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities. Pay special attention to the area south of W 60 St which is almost entirely in a AH: Moderate to High Risk flood zone.

DIVERSE HOUSING OPTIONS

- » The neighborhood nodes present valuable opportunities to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the node opportunity areas currently zoned C-1,



Image 34. Sparks Parks proposed improvements and observations based on the walking audit. (Source: Hialeah2050.com)

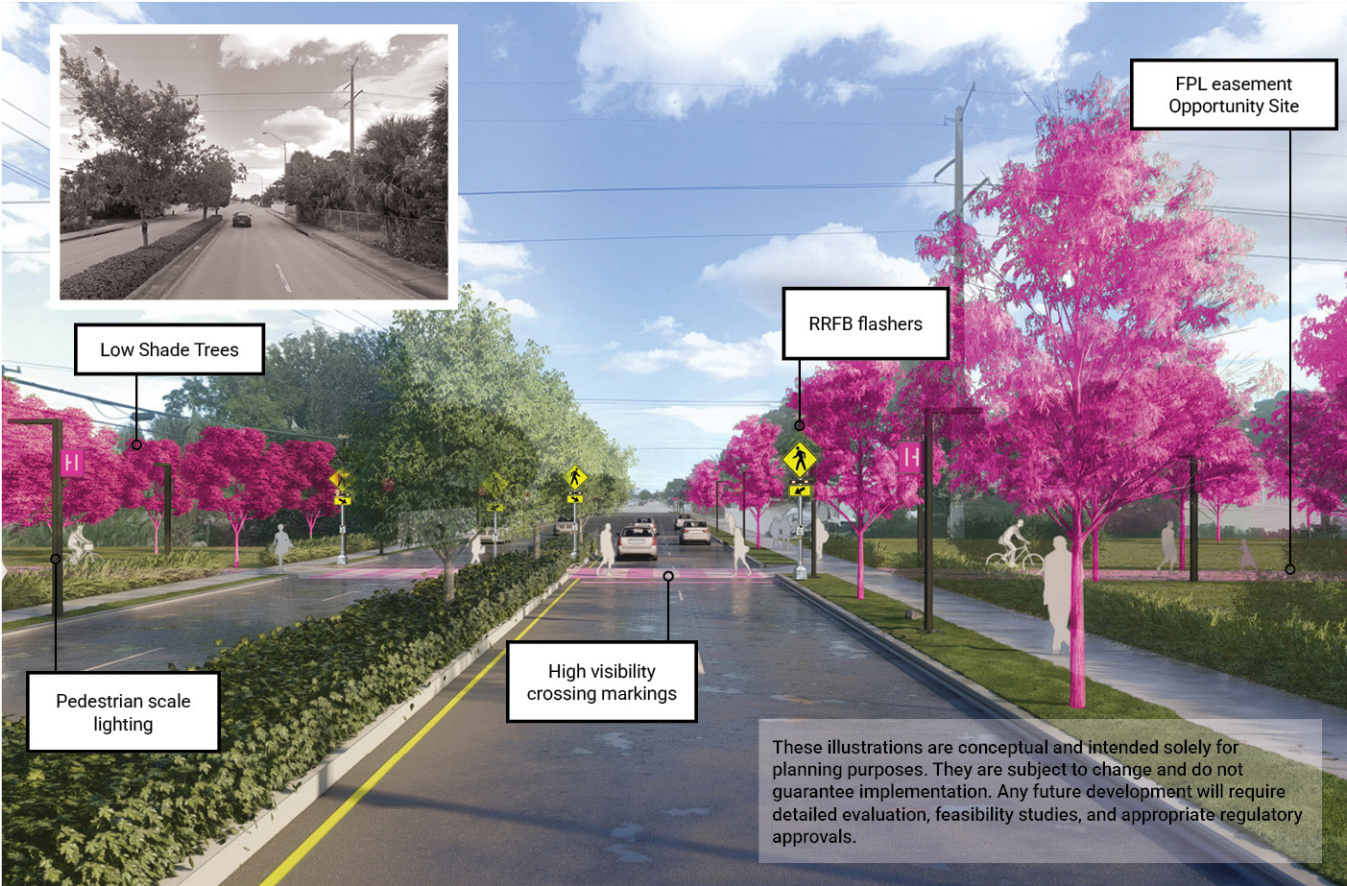
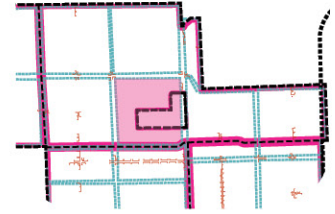


Image 35. FPL easement trail / shared-use path - W 60th Street intersection. (Source: Plusurbia)

PALM SPRINGS & AMELIA - DISTRICT 5 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the proposed neighborhood nodes shown on [Map 27 on page 87](#) to create vibrant community hubs where residents can gather, socialize, and enjoy local amenities. Design the spaces to support neighborhood-oriented uses such as cafés, restaurants, and convenience retail, providing welcoming environments for activities like dining, grabbing ice cream, or picking up daily essentials.

ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 27 on page 87](#).
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Gratigny Canal, the Little River Canal and the Red Road Canal.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 27 on page 87](#).
- » Prioritize safety measures for W 60 St, W 68 St and W 12 Ave, key corridors identified in the 2023 Action Plan High Injury Network.

HUMAN-SCALED DESIGN

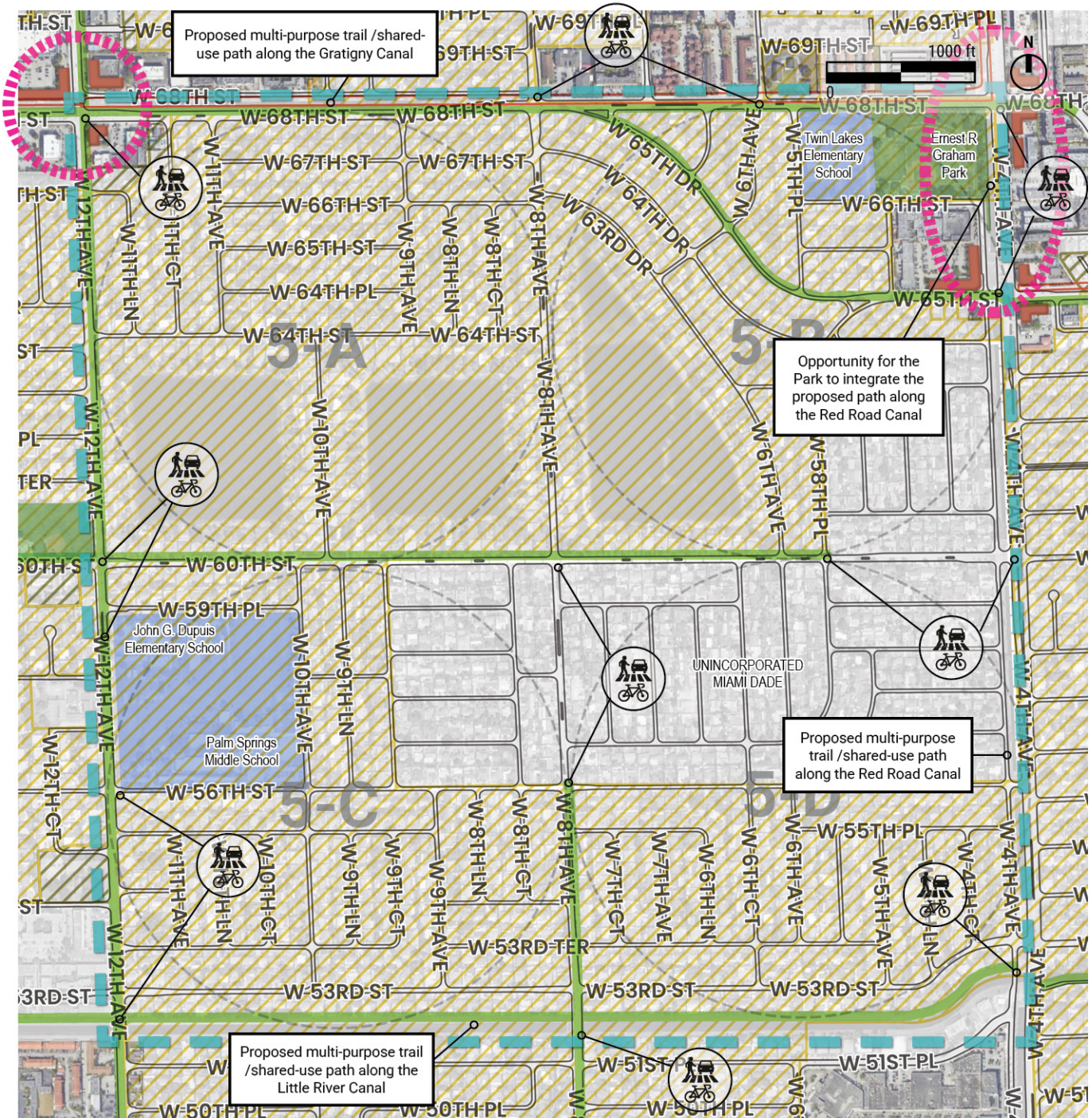
- » Consider adopting Neighborhood Business District (NBD) overlay standards for the opportunity areas identified at the node of W 16 Avenue & W 68 Street and W 4 Ave & W 68 St. This would create incentives for pedestrian-oriented development and encourage a mix of uses, helping to activate the area and better integrate it with the surrounding neighborhood.

MIXED-USE DEVELOPMENT

- » At the proposed nodes shown on [Map 27 on page 87](#) promote low scale vertical and horizontal mix of uses combining residential, commercial, and recreational spaces. Pay special attention to transitions to single family residential neighborhoods.

VIBRANT PUBLIC SPACES

- » Continue improving Ernest Graham Park by increasing tree canopy and adopting flood mitigation strategies. Continue to allow the School Board to use the park during school hours and open the park to the public after hours. Find opportunities to connect to the proposed path along the Red Road Canal.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 27 on page 87](#).



LEGEND

- | | | |
|---------------------------|---------------------------|-----------------------------------|
| Schools | Opportunity Areas | Proposed Bicycle Network |
| Parks | R-1 Zoning | Neighborhood 5 min walk radius |
| District Boundary | R-2 Zoning | Nodes & Corridors |
| Suggested Liner Buildings | Publicly Owned Land / ROW | Suggested Safe Bike/Ped Crossings |

Map 27. Palm Springs & Amelia District 5 Recommendations Map. (Source: Plusurbia)

DIVERSE HOUSING OPTIONS

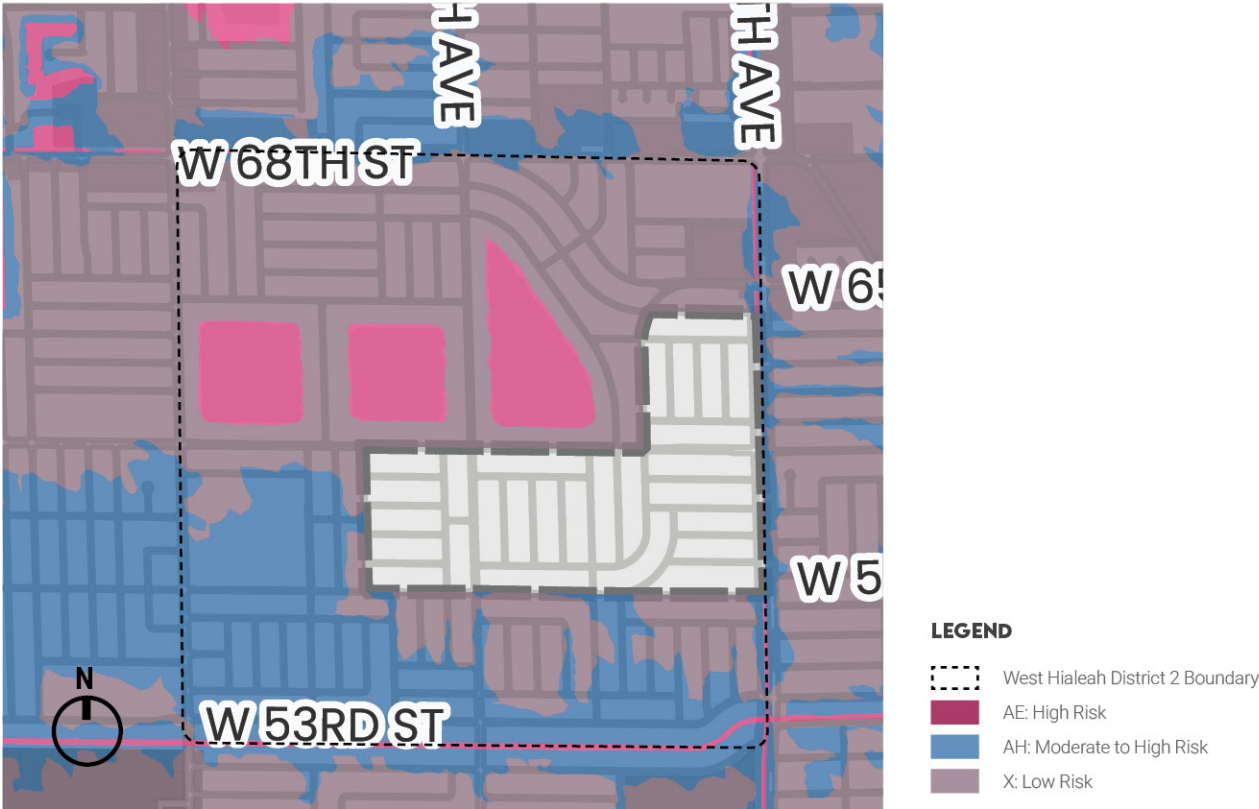
- » The neighborhood nodes present valuable opportunities to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the node opportunity areas currently zoned C-1, C-2 and C-3, where residential uses are currently prohibited. This approach would promote more inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate vulnerabilities. Pay special attention to the SW Quadrant (5-C) which is in a AH: Moderate to High Risk flood zone.

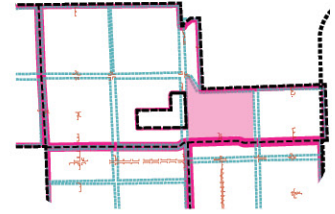


Image 36. Palm Springs & Amelia District 5 W 60 St photo (Source: Plusurbia)



Map 28. Palm Springs & Amelia District 5 Flood Map. (Source: FEMA)

PALM SPRINGS & AMELIA - DISTRICT 6 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the proposed neighborhood node at W 4 Ave & W 68 St. Consider improvements that better integrate Amelia Earhart Park, creating a seamless and connected recreational experience. Incorporate amenities and uses that complement and reinforce the park's identity to enhance usability, celebrate the park's character, and support a vibrant outdoor environment.
- » Enhance the E 49 St Corridor continuing to allow development under the NBD overlay promoting pedestrian-oriented, mixed-use development by allowing greater flexibility in land use, building placement, and design standards to enhance walkability and neighborhood character.

ACCESSIBILITY AND CONNECTIVITY

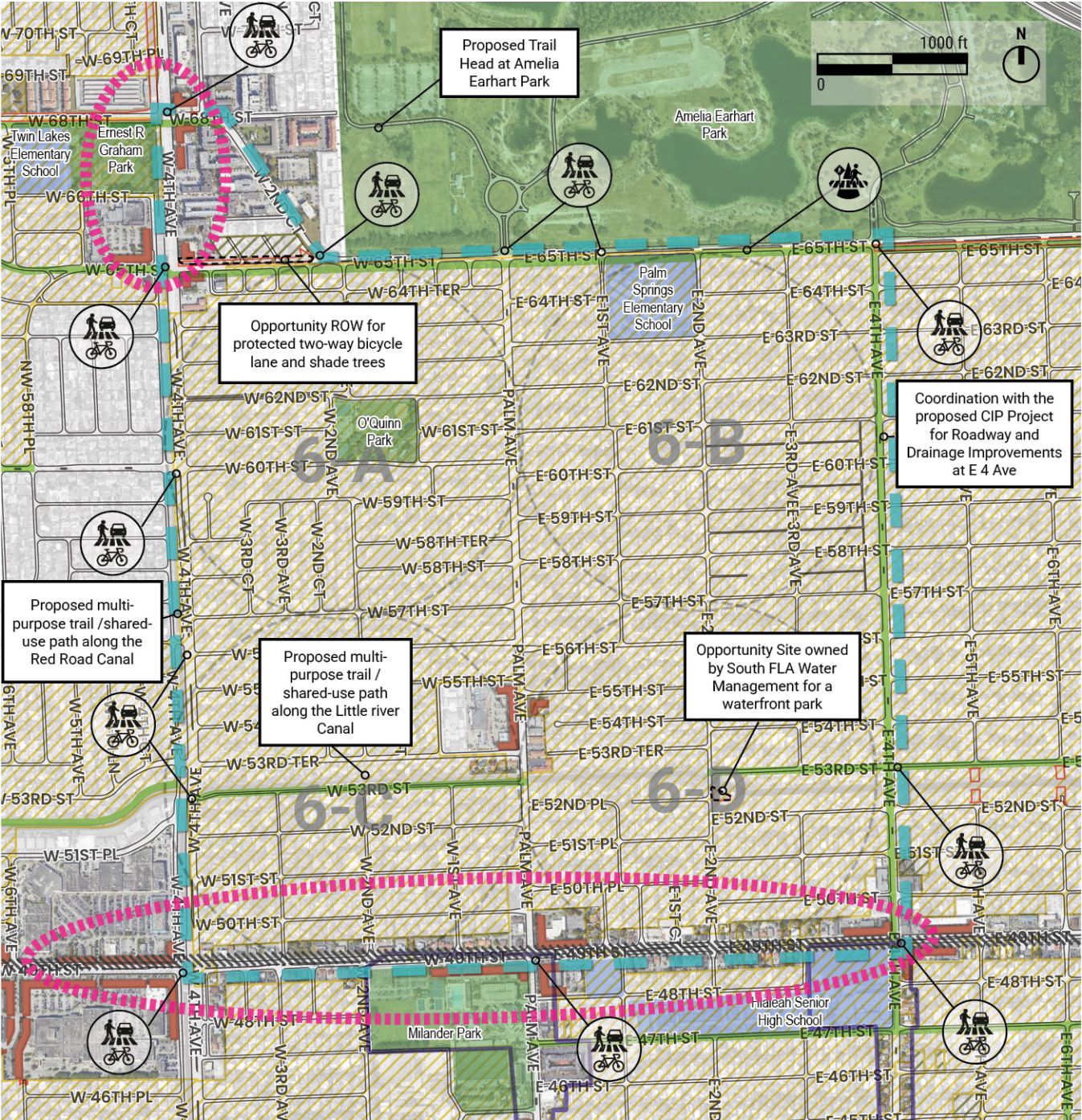
- » Implement traffic-calming measures for safer navigation at neighborhood streets. Add high-visibility crosswalks with Rectangular Rapid-Flashing Beacon (RRFB) at W 68 Street & W 4 Ave and consider adding a pedestrian refuge island.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 29 on page 91](#). Make sure there is coordination with the proposed CIP Project for Roadway and Drainage Improvements especially at E 4 Ave.
- » Complement the multi modal connectivity by

promoting the proposed shared-use path along the Little River Canal and the Red Road Canal.

- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 29 on page 91](#).
- » Prioritize safety measures for W 60 St, Palm Ave and E 4 Ave, key corridors identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine aligned at 49 St.
- » Implement safe access to schools and parks strategies to improve access to Palm Springs Elementary School, O'Quin Park and Amelia Earhart Park. Consider implementation of the pilot recommended improvements for Palm Spring Elementary on [Map 30 on page 97](#).

HUMAN-SCALED DESIGN

- » Consider adopting the NBD overlay standards to promote pedestrian-oriented, mixed-use development by allowing greater flexibility in land use, building placement, and design standards to enhance walkability and neighborhood character at the W 49 Street Corridor and the neighborhood node at W 4th Ave & W 68 St.



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | R-2 Zoning | Neighborhood 5 min walk radius |
| Parks | Zoning Overlays | Nodes & Corridors |
| District Boundary | Publicly Owned Land / ROW | Suggested Safe Bike/Ped Crossings |
| Suggested Liner Buildings | Proposed Bicycle Network | Mid-block Crossings |
| Opportunity Areas | Opportunity Sites | |
| R-1 Zoning | Proposed Premium Transit Spine | |

Map 29. Palm Springs & Amelia District 6 Recommendations Map. (Source: Plusurbia)

VIBRANT PUBLIC SPACES

- » Continue improving Leon H. O'Quin Park by increasing tree canopy and adopting flood mitigation strategies.
- » Continue planting more trees along the proposed Bicycle Network (W 60 St, W 12 Ave and W 8 Ave) and consider improving access to Amelia Earhart Park.

DIVERSE HOUSING OPTIONS

- » The neighborhood node and the W 49 St corridor presents valuable opportunities to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the node opportunity areas currently zoned C-2 and C-3, where residential uses are currently prohibited. This approach would promote more

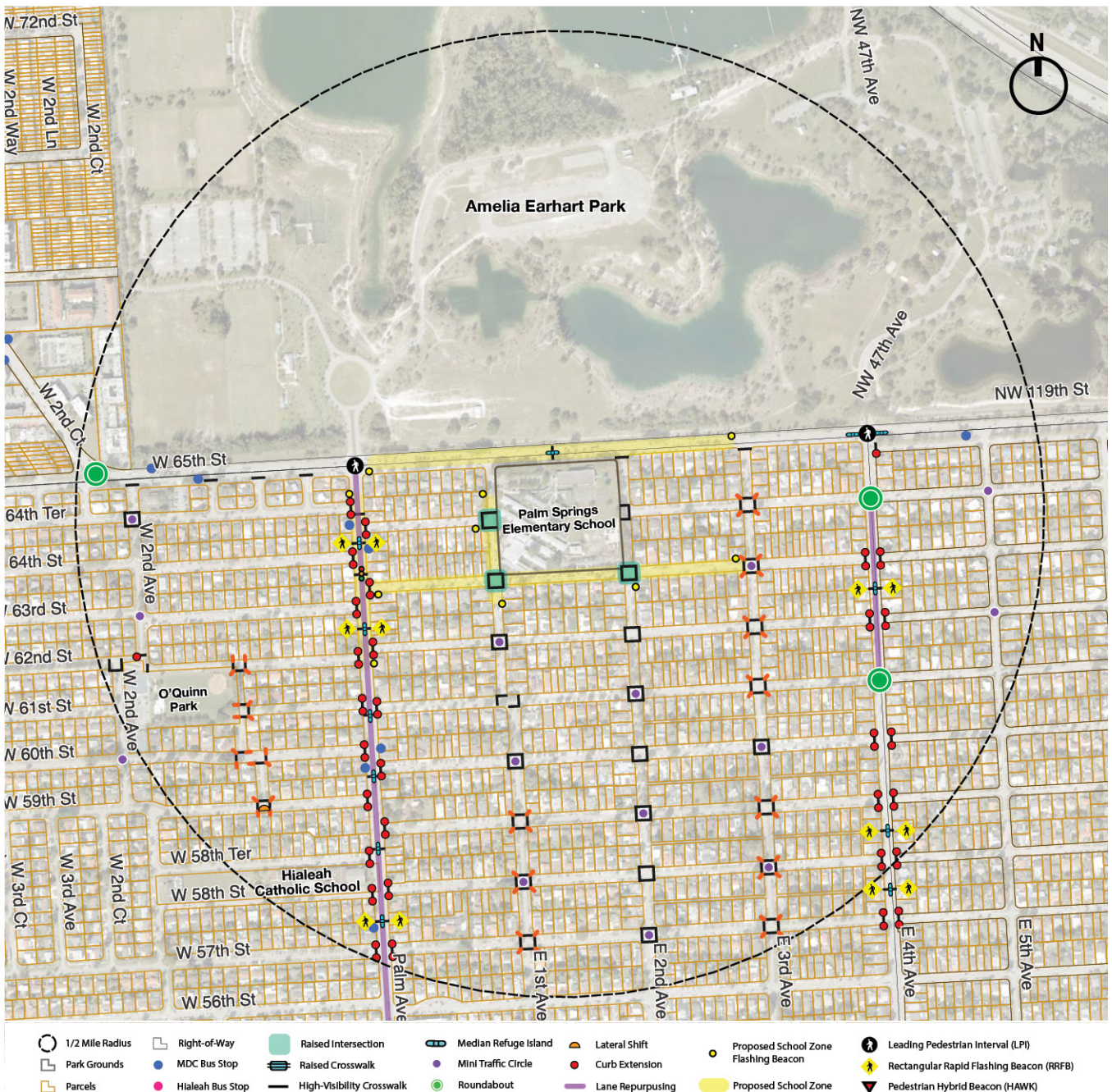
inclusive, walkable communities while aligning with broader goals for neighborhood vitality and housing diversity.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities. Pay special attention to the SW Quadrant (5-C) which is in a AH: Moderate to High Risk flood zone.

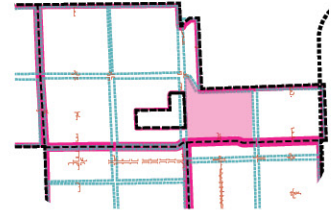


Image 37. Access to Amelia Earhart Park from Palm Ave. (Source: Google)



Map 30. Palm Spring Elementary School Proposed Access Improvements. (Source: Urbe Studio)

PALM SPRINGS & AMELIA - DISTRICT 7 RECOMMENDATIONS

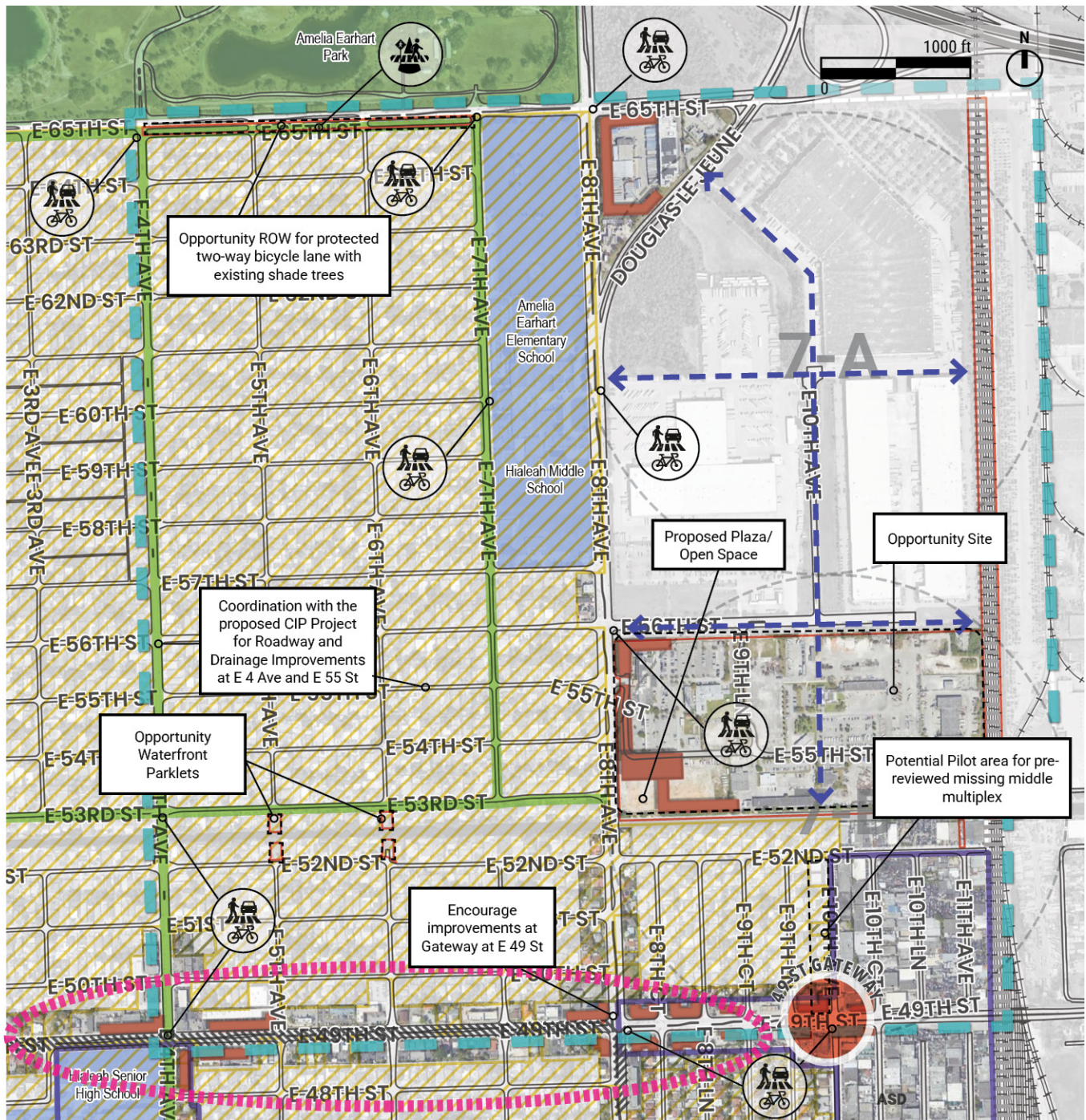


DISTRICT IDENTITY

- » Enhance the E 49 St Corridor continuing to allow development under the NBD overlay promoting mixed-use development by allowing greater flexibility in land use, building placement, and design standards to enhance walkability and corridor character.
- » The City-owned opportunity site currently occupied by the Streets and Police Departments holds significant potential to redefine the identity of the area. Future development should prioritize activating frontages along E 8th Avenue with engaging ground-floor uses and shaded public spaces, fostering a more vibrant, pedestrian-friendly environment.
- » Strengthening the East 49 Street gateway is key to revitalizing this major entrance to Hialeah, currently dominated by car-oriented industrial uses. Cleaning up auto parts businesses and enforcing parking regulations will improve order and appeal. Enhancing pedestrian infrastructure with wide sidewalks, shade trees, lighting, and active ground-floor uses will create a safer, more inviting space, making a strong impression on residents and visitors.

ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 31 on page 95](#). Make sure there is coordination with the proposed CIP Project for Roadway and Drainage Improvements especially at E 4 Ave and E 55 St.
- » Utilize the E 65 St ROW available between E 4th Ave and E 7th Ave for a potential protected bike lane with shade trees. Coordinate with Miami-Dade County's Transportation Master Plan, which identifies this area for roadway improvements and parking lanes.
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Little River Canal.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections as depicted on [Map 31 on page 95](#).
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid as shown on [Map 31 on page 95](#).
- » Prioritize safety measures for E 4 Ave, key corridor identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine aligned at E 8 Ave and 49 St.



LEGEND

- | | | | | | |
|---|---------------------------|---|--------------------------------|--|-----------------------------------|
|  | Schools |  | Zoning Overlays |  | City Gateways |
|  | Parks |  | Publicly Owned Land / ROW |  | Opportunity Sites |
|  | District Boundary |  | Proposed Bicycle Network |  | Suggested Connections |
|  | Suggested Liner Buildings |  | Proposed Premium Transit Spine |  | Suggested Safe Bike/Ped Crossings |
|  | Opportunity Areas |  | Neighborhood 5 min walk radius |  | Mid-block Crossings |
|  | R-1 Zoning |  | Nodes & Corridors | | |

Map 31. Palm Springs & Amelia District 7 Recommendations Map. (Source: Plusurbia)

HUMAN-SCALED DESIGN

- » Consider adopting the NBD overlay standards to promote mixed-use development and allow greater flexibility in land use, building placement, and design standards to enhance walkability and character for the W 49 Street Corridor. (See [Image 39 on page 97](#))

VIBRANT PUBLIC SPACES

- » Enhance connectivity to Amelia Earhart Park through improved access routes and comprehensive wayfinding signage to better guide visitors to and within the park.
- » Identify opportunities to incorporate community open spaces into the redevelopment of the City-owned opportunity site currently occupied by the Streets and Police Departments.
- » Identify opportunities to open Amelia Earhart Elementary School Park to the public after hours.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 31 on page 95](#).
- » Develop and implement strategies for creating four waterfront parklets within the Right of Way along E 5th Avenue and E 6th Avenue (as shown on [Map 31 on page 95](#)), to improve public access and strengthen connectivity to the Little River Canal.

DIVERSE HOUSING OPTIONS

- » W 49 St corridor presents valuable opportunity to expand housing options by encouraging mixed-use development that includes residential units. To support this, consider creating targeted incentives and adopting a Neighborhood Business District (NBD) overlay for the corridor currently zoned C-2 and C-3, where residential uses are currently prohibited and R-O, where residential units are only allowed on the second floor. This

approach would promote more inclusive, walkable communities while aligning with broader goals for housing diversity.

- » The City-owned opportunity site, currently occupied by the Streets and Police Departments, presents a valuable opportunity to expand housing options within the community. Future development should consider the integration of diverse housing types to meet a range of needs and promote growth.
- » Consider implementing the proposed pre-reviewed missing middle multiplex housing types in the identified pilot area along E 10th Avenue between E 49th and E 52nd Streets as shown in [Image 38 on page 97](#). This location was selected for its typical 65 ft x 100 ft lot sizes, existing R-2 and R-3 zoning, and a built context that already includes duplexes, triplexes, and multifamily buildings with up to eight units. With industrial uses situated across the street, the area offers a suitable environment to test and refine these housing prototypes.

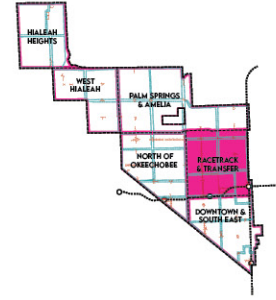


Image 38. Pre-reviewed missing middle housing opportunity area. (Source: Google)



Image 39. E 49 St Corridor Concept Plan. (Source: East 49 St Corridor Zoning Study)

RACETRACK & TRANSFER STATION



Centered around the historic Hialeah Park Race Track, nearby Metrorail stations, Palm Avenue, and Milander Park, **this area combines cultural heritage with transit access.**

Hialeah Park, a historic landmark, holds untapped potential for cultural and recreational uses. **The Transfer Station and Hialeah Metrorail stations provide key transit connections and are poised to support a growing population of commuters and residents.**

With thoughtful planning, this area can evolve into a vibrant, transit-oriented hub that balances historic preservation with new commercial and residential development.

LEGEND

	TriRail		Schools		Study Areas
	MetroRail		Regional Center - Opportunities		Neighborhood 1/4 mile radius (5 min walk)
	Proposed Premium Transit Spine		City Center / Corridor - Opportunities		TOD 1/2 mile radius (10 min walk)
	Primary Arterial Connectors		Neighborhood Nodes & Corridors - Opportunities		Proposed Building Frontage
	Parks		Districts		



MASTER PLAN RECOMMENDATIONS



1-A

1-B

2-A

2-B

1-C

1-D

2-C

2-D

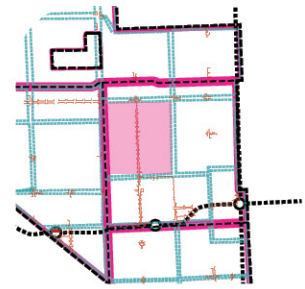
3-A

3-B

3-C

4

RACETRACK & TRANSFER STATION - DISTRICT 1 RECOMMENDATIONS



DISTRICT IDENTITY

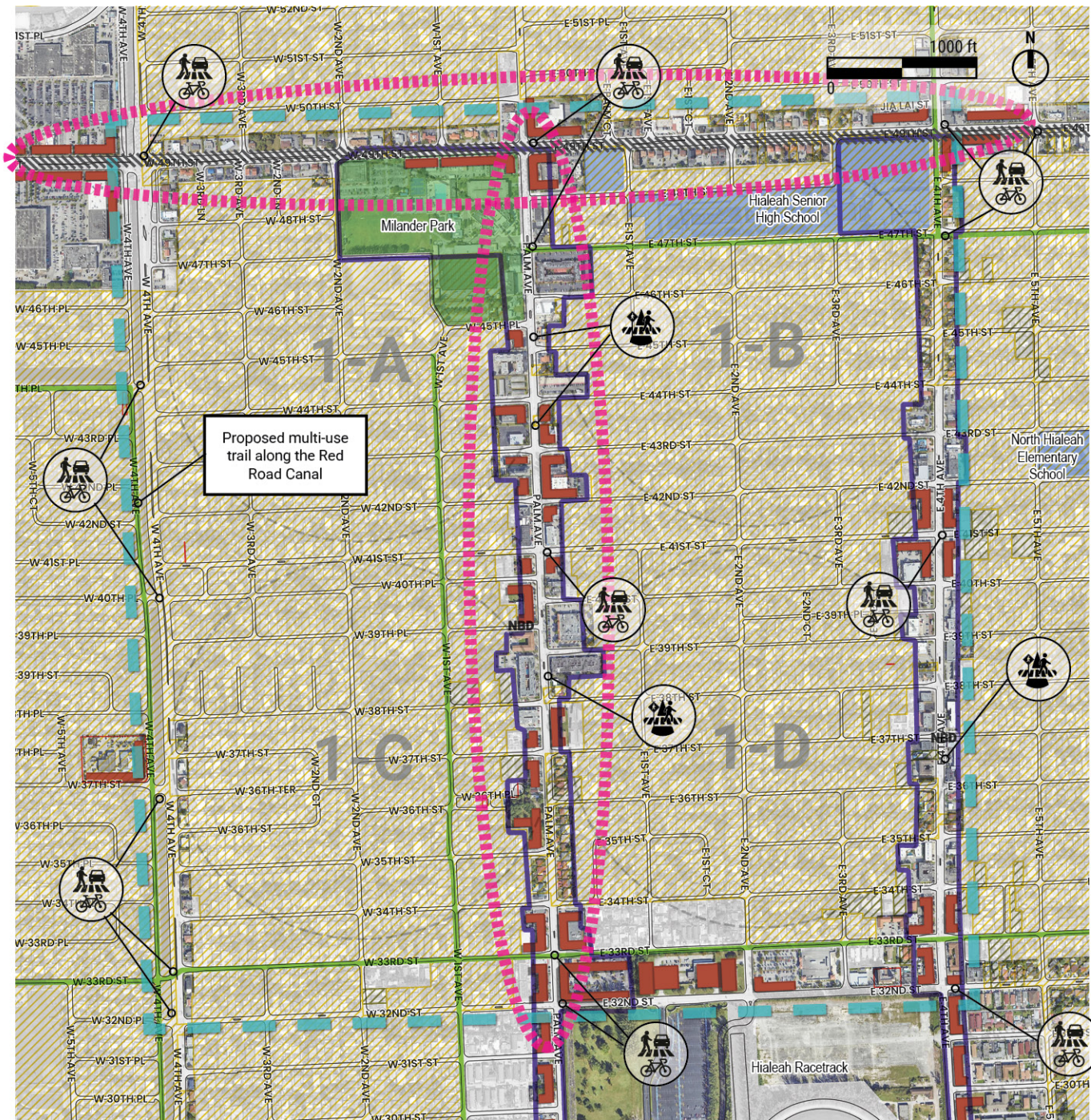
- » As a central north-south spine in the City, the Palm Avenue Corridor plays a critical role in shaping Hialeah's urban identity. Consider enhancing the segment between Milander Park and the Hialeah Racetrack to strengthen connectivity and create a vibrant, people-centered public realm. This stretch offers a unique opportunity to establish a cohesive corridor identity through an active streetscape featuring wide sidewalks, pedestrian-scale lighting, street trees, and consistent design elements that reflect the cultural and historic character of the area.
- » Enhance the E 49 St Corridor continuing to allow development under the NBD overlay promoting development that allows greater flexibility in land use, building placement, and design standards to enhance walkability and corridor character.
- » Milander Park, along with the Milander Center for Arts and Entertainment and the Milander Aquatic Center, serves as a distinctive landmark that defines the identity and sense of place for both the district and the broader City. As a hub for significant community events and cultural gatherings, it is essential to preserve its unique character while enhancing its visibility and accessibility. To reinforce its role as a cultural anchor, improvements should include enhanced access, comprehensive wayfinding, and the celebration of its cultural heritage through thoughtful design and programming.

ACCESSIBILITY AND CONNECTIVITY

- » Implement traffic-calming measures for safer navigation at neighborhood streets along Palm Ave. Phase out back-out parking and replace with wide, shaded sidewalks.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 32 on page 101](#).
- » Complement the multi modal connectivity by promoting the proposed canal shared-use path along the Red Road Canal.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 32 on page 101](#).
- » Prioritize safety measures for Palm Ave, key corridor identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine aligned at 49 St.

HUMAN-SCALED DESIGN

- » Enhancing Palm Avenue north of the Hialeah Racetrack can restore its historic role as a vibrant corridor by leveraging the Neighborhood Business District (NBD) overlay. Improvements should focus on high-quality urban design, low-scale mixed-use development, widened sidewalks, tree canopies, pedestrian lighting, and safer parking configurations. Active ground-floor uses at key intersections will boost pedestrian activity and economic vitality, while discouraging passive



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | R-2 Zoning | Nodes & Corridors |
| Parks | Zoning Overlays | City Gateways |
| District Boundary | Publicly Owned Land / ROW | Suggested Safe Bike/Ped Crossings |
| Suggested Liner Buildings | Proposed Bicycle Network | Mid-block Crossings |
| Opportunity Areas | Proposed Premium Transit Spine | |
| R-1 Zoning | Neighborhood 5 min walk radius | |

Map 32. Racetrack & Transfer Station District 1 Recommendations Map. (Source: Plusurbia)

commercial uses. Walkability will be further improved by adjusting parking regulations, preserving rear alleys, and phasing out back-out parking. (See [Image 40 and Image 41 on page 103](#)).

- » Encourage swale restoration and enforcement on residential streets, integrating parallel parking, shade trees, and sidewalk improvements, where feasible. The successful implementation along W 41st St serves as a model for enhancing walkability and neighborhood aesthetics.
- » Consider adopting the NBD overlay standards to promote mixed-use development and allow greater flexibility in land use, building placement, and design standards to enhance walkability and character for the W 49 Street Corridor.

MIXED-USE DEVELOPMENT

- » Increase mixed-use development along the Palm Avenue Corridor, particularly between W 21st St and E 49th St. Supported by the Neighborhood Business District overlay standards, the area can foster a blend of residential, retail, and office uses. Discourage non-active ground floor uses such as adult daycare centers and clinics by considering requiring a minimum distance between such facilities as a measure to prevent overconcentration of these uses.
- » Ensure smooth urban transitions to single-family neighborhoods to prevent conflicts with land use and parking, maintaining harmony between new development and existing homes.

VIBRANT PUBLIC SPACES

- » Continue improving Milander Park by increasing tree canopy and adopting flood mitigation strategies.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 32 on page 101](#).

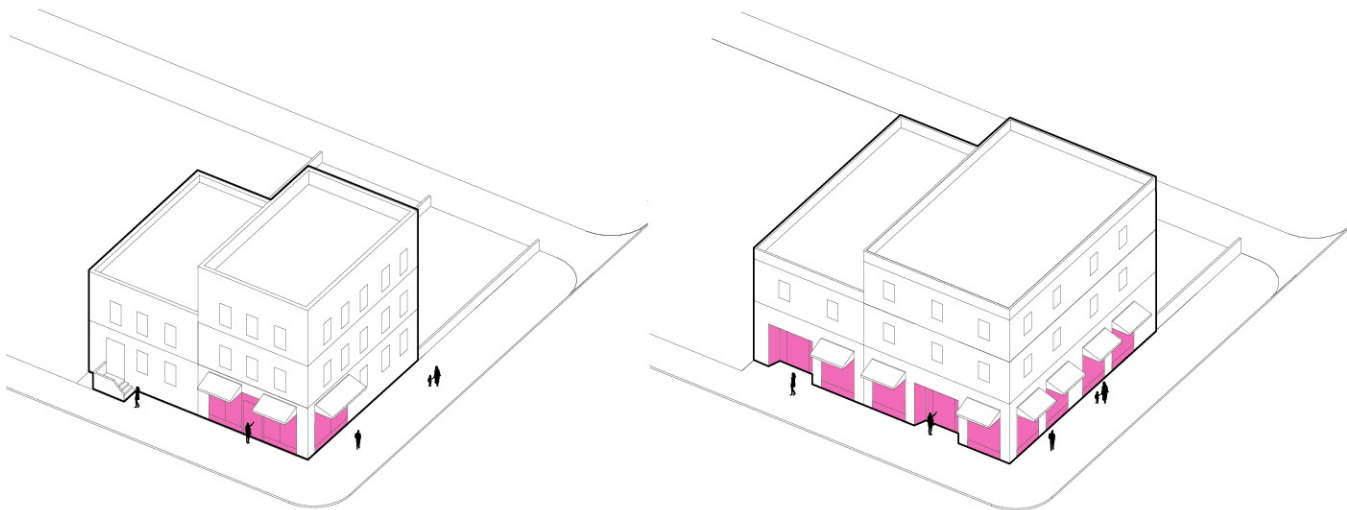
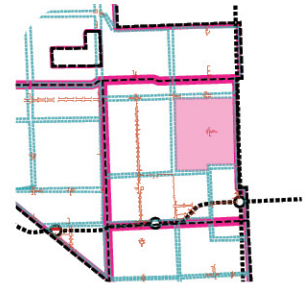


Image 40. Examples of low-scale mixed use buildings appropriate for Palm Avenue. (Souce: Plusurbia)



Image 41. Palm Ave mixed-use corridor example. (Souce: Plusurbia)

RACETRACK & TRANSFER STATION - DISTRICT 2 RECOMMENDATIONS



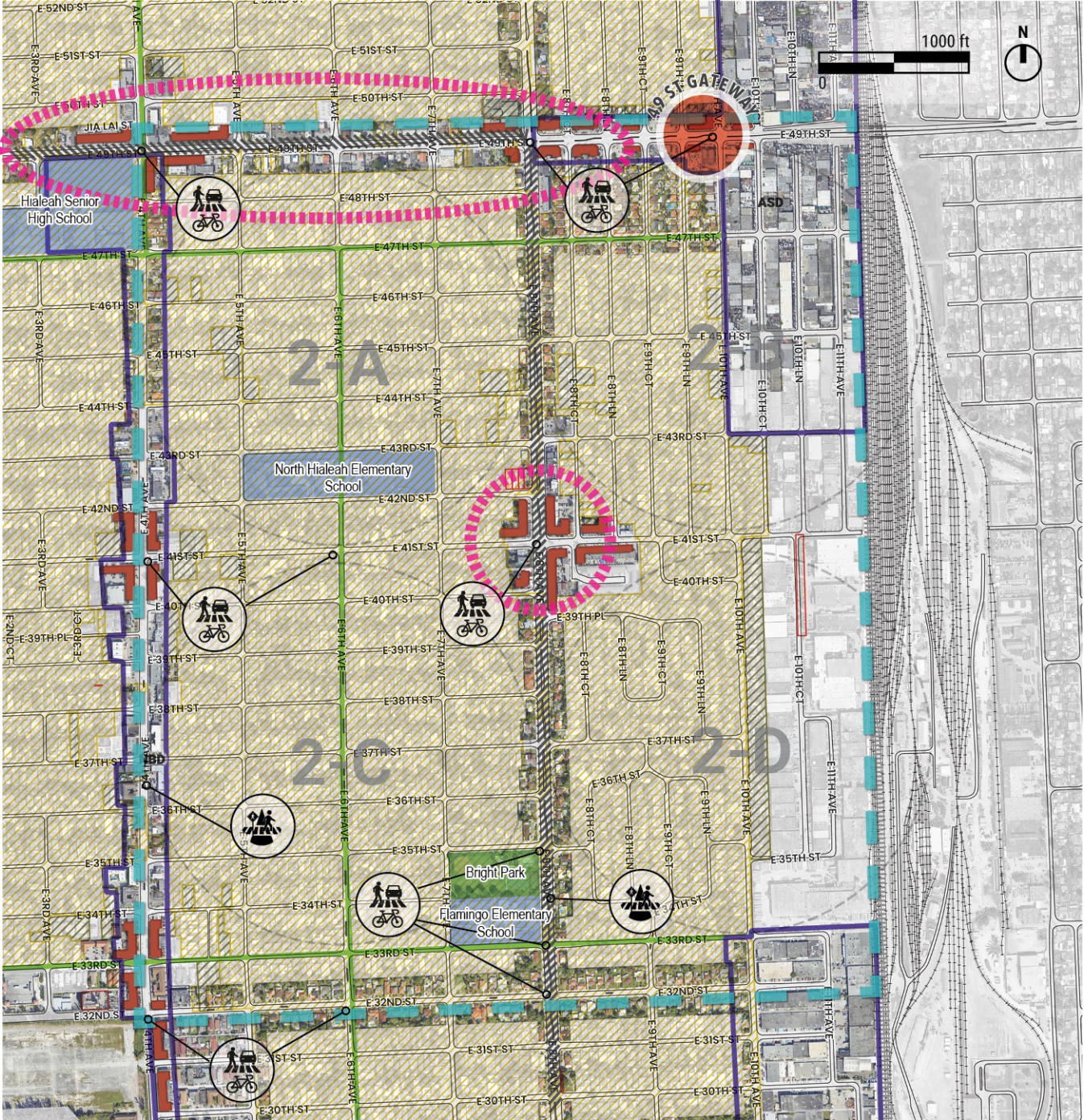
DISTRICT IDENTITY

- » Enhance the proposed neighborhood node identified on [Map 33 on page 105](#) and create a vibrant community hub where residents can gather, socialize, and enjoy local amenities. Design spaces to encourage walkability and easy access from adjacent neighborhoods, fostering stronger connections between residential areas and the community destinations.
- » Enhance the E 49 St Corridor continuing to allow development under the NBD overlay promoting mixed-use development and allowing greater flexibility in land use, building placement, and design standards to enhance walkability and corridor character.
- » Strengthening the East 49 Street gateway is key to revitalizing this important entrance to Hialeah, currently dominated by car-oriented industrial uses. Cleaning up auto parts businesses and enforcing parking regulations will improve order and appeal. Enhancing pedestrian infrastructure with wide sidewalks, shade trees, lighting, and active ground-floor uses will create a safer, more inviting space, making a strong impression on residents and visitors.
- » Enhance E 4 Ave, at the key intersections shown on [Map 33 on page 105](#). This section could benefit from human-scale design and a diverse mix of uses to create an active streetscape, a vibrant pedestrian experience, and a strong, cohesive identity.
- » Enhance connections and amenities at Bright Park to better serve district residents and strengthen its role as a community anchor. Explore opportunities to reopen the pool, reestablishing it as a vital

recreational asset and reinforcing the park's identity as a prominent neighborhood landmark.

ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 33 on page 105](#).
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 33 on page 105](#).
- » Implement safe access to schools and parks strategies to improve access to North Hialeah Elementary School, Flamingo Elementary School and Bright Park. Pay special attention to the mid-block crossings at E 8 Ave and enhance it with Pedestrian Flashing Beacons as shown on [Map 33 on page 105](#).
- » Prioritize safety measures for E 4 Ave, key corridor identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine aligned at E 8 Ave and 49 St.
- » Detailed needs and recommended improvements for the East Hialeah Area are outlined in the Hialeah2050.com website (Audits section). Data collected during the audit highlights key locations where pedestrian crossings, drainage improvements, maintenance and landscaping improvements are needed. (See [Image 43 on page 107](#))



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | R-2 Zoning | Nodes & Corridors |
| Parks | Zoning Overlays | City Gateways |
| District Boundary | Publicly Owned Land / ROW | Opportunity Sites |
| Suggested Liner Buildings | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Opportunity Areas | Proposed Premium Transit Spine | Mid-block Crossings |
| R-1 Zoning | Neighborhood 5 min walk radius | |

Map 33. Racetrack & Transfer Station District 2 Recommendations Map. (Source: Plusurbia)

HUMAN-SCALED DESIGN

- » Adopt strategies that ensure smoother transitions and stronger enforcement between the industrial uses east of E 10th Avenue and the residential neighborhoods to the west. Prioritize enforcement efforts related to the parking of commercial vehicles in residential areas, noise control, and the restoration and preservation of sidewalks and swales. Additionally, promote the planting and maintenance of street trees along all streets to enhance the urban environment and improve neighborhood livability as show on the example on [Image 42 on page 107](#).

VIBRANT PUBLIC SPACES

- » Continue improving Bright Park by increasing tree canopy, amenities and exploring opportunities to reopen the pool. Incorporate flood mitigation strategies integrating bioswales and rain gardens at parking lots.
- » Identify underutilized areas that could be converted into parks, plazas, or green spaces to enhance community gathering and recreation. Prioritize strategic locations that improve accessibility, connectivity, and environmental benefits within the neighborhood.
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 33 on page 105](#).

RESILIENCE

- » Consider incorporating sustainable stormwater management features such as permeable pavers, green roofs, rain gardens, and bioswales. These strategies are particularly important given that approximately 50% of the district falls within an AH zone, indicating a moderate to high flood risk. Additionally, promote the restoration of swales and sidewalks along residential streets, as illustrated in [Image 42 on page 107](#).

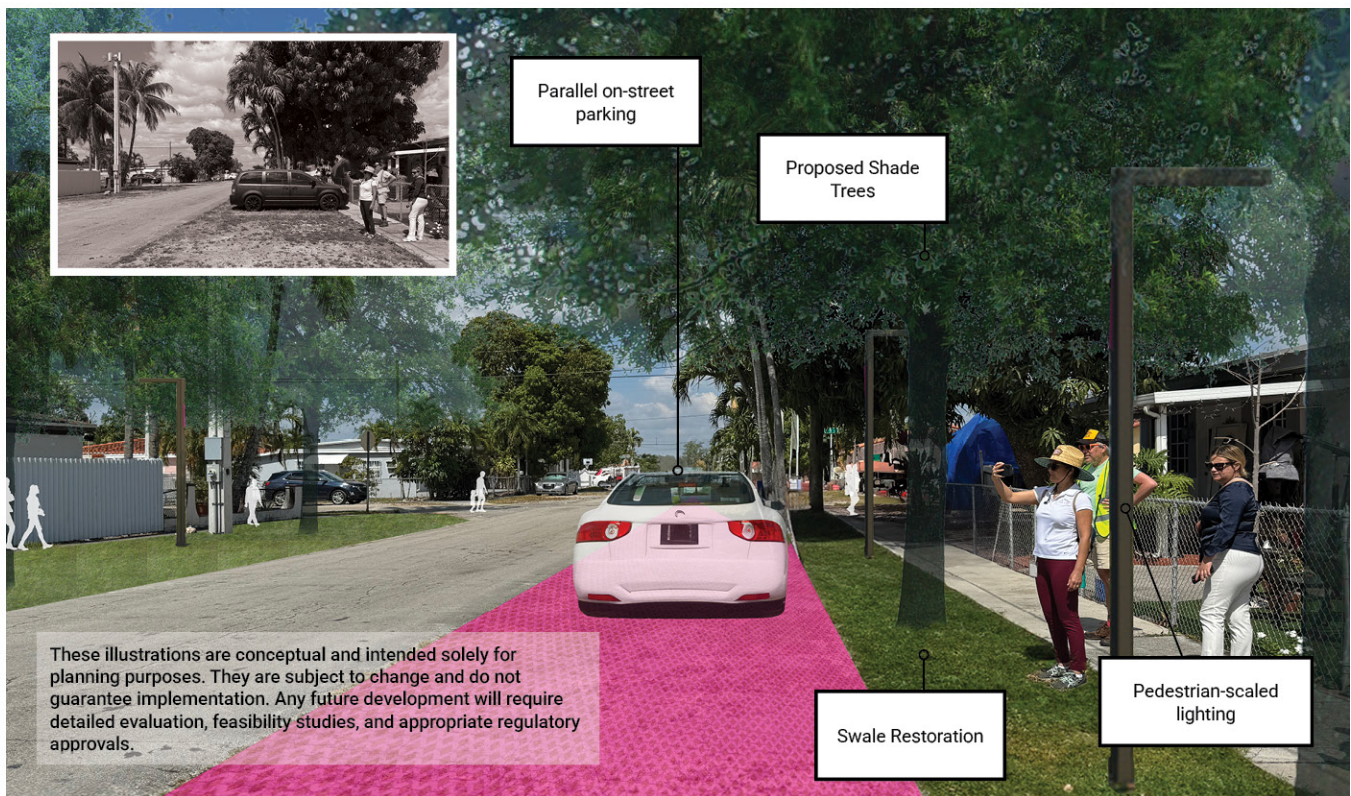


Image 42. Suggested swale resoration, parallel parking and pedestrian lighting on residential streets. (Source: Plusurbia)

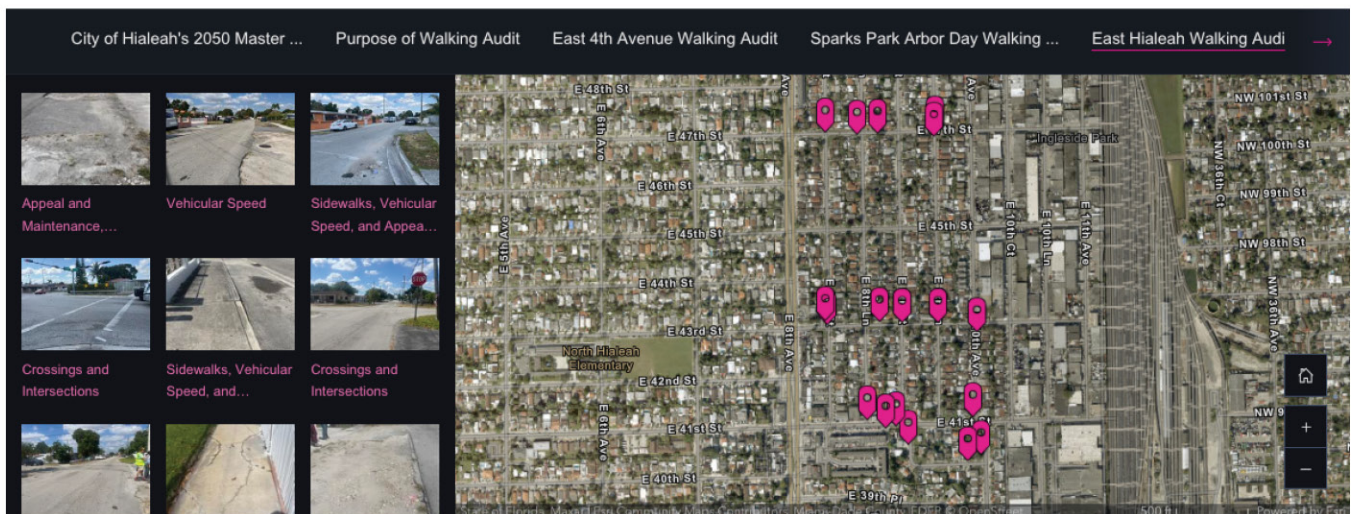


Image 43. East Hialeah observations for the walking audit. (Source: Hialeah2050.com)

RACETRACK & TRANSFER STATION - DISTRICT 3 RECOMMENDATIONS



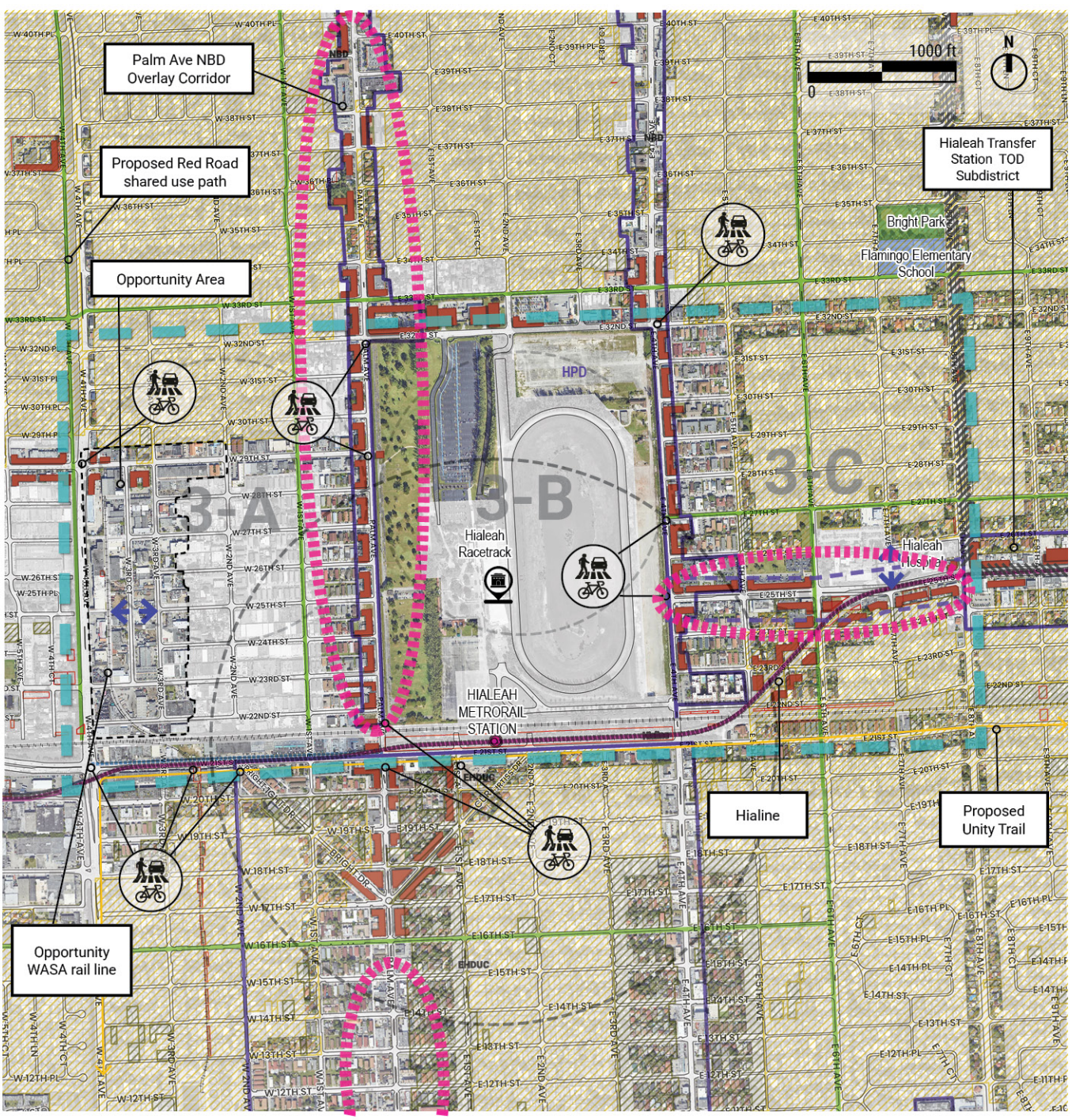
DISTRICT IDENTITY

- » Enhance the Hialeah Metrorail Station area by improving multimodal access, upgrading amenities, and promoting transit-oriented development. As one of the district's primary landmarks—alongside the historic Hialeah Park racetrack—the station plays a vital role in shaping the area's identity and sense of place. Support the creation of inviting public plazas with seating, shade, and gathering areas to foster community engagement. A walkable, vibrant streetscape—featuring lush greenery, colorful facades, and well-lit public spaces—will make the area more attractive and accessible. Seamlessly integrate the Hialine into the station's design and connectivity strategy to enhance mobility and reinforce the station's role as a central urban hub.
- » Complement the Hialeah Metrorail Station and the Racetrack with strategic improvements to the Palm Avenue, E 4th Avenue, and E 25th Street corridors. At the heart of this vision, the Hialine emerges as a defining feature of the station area, establishing itself as a vital east-west multimodal spine and a dynamic linear park that connects surrounding communities. The Hialine should seamlessly integrate transit, walking, and biking while supporting vibrant public spaces framed by local businesses, cultural landmarks, and recreational amenities. Designed to function both as an efficient transportation route and an active social hub, it should be animated with public art, shaded seating areas, and interactive elements that reflect and celebrate Hialeah's unique character and identity as shown in [Image 46 on page 116](#))

- » The area east of W 4th Avenue, between W 29th Street and W 21st Street—commonly referred to as "The Kennels"—is characterized by aging industrial uses but holds significant potential for redevelopment. Given its strategic location near the Hialeah Metrorail Station, the Racetrack, and the emerging corridors along W 29th Street and Palm Avenue, this area is well-positioned for transformation. With thoughtful planning, it could evolve into a vibrant mixed-use neighborhood that incorporates housing, local restaurants, and community amenities, contributing to the broader revitalization of central Hialeah. The underutilized rail line presents a unique opportunity for adaptive reuse as a vibrant pedestrian street. By transforming it into a street lined with restaurants, cafés, and gathering spaces, the area could become a lively destination that supports local businesses, encourages foot traffic, and enhances community life.

ACCESSIBILITY AND CONNECTIVITY

- » Apply Complete Streets principles along E 4th Avenue, Palm Avenue, and E 25th Street to enhance intersection design and promote walkability. Recommended safety countermeasures include high-visibility crosswalk markings, parking restrictions near crosswalk approaches, adequate nighttime lighting, and clearly placed pedestrian crossing warning signs. Particular attention should be given to improving pedestrian safety at the railroad crossing on Palm Avenue, ensuring it is both accessible and secure for all users.
- » Ensure seamless integration into the broader



LEGEND

- | | | | | | | | |
|-------------------|-------------------|---------------------------|--------------------------------------|--------------------------|--------------------------------|--------------------------------|------------------------|
| Schools | Parks | Metrorail | Hialine | District Boundary | Suggested Liner Buildings | Opportunity Areas | R-1 Zoning |
| R-2 Zoning | Zoning Overlays | Publicly Owned Land / ROW | Existing Bicycle Bike Lanes/Sharrows | Proposed Bicycle Network | Proposed Premium Transit Spine | Neighborhood 5 min walk radius | TOD 10 min walk radius |
| Nodes & Corridors | Opportunity Sites | Suggested Connections | Suggested Safe Bike/Ped Crossings | Historic Assets | | | |

Map 34. Racetrack & Transfer Station District 3 Recommendations Map. (Source: Plusurbia)

City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 34 on page 109](#).

- » Strengthen Hialeah’s multimodal transportation network by advancing the Hialine as a vital east-west corridor that links key destinations across the City. Support the development of the proposed shared-use path along the Red Road Canal to expand regional connectivity and enhance active transportation options. Collaborate closely with Miami-Dade County and the Transportation Planning Organization (TPO) to align the City’s vision with the planned segment of the Unity Trail that runs parallel to the Underline and the proposed Red Road Canal trail, as illustrated in [Map 34 on page 109](#).
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 34 on page 109](#).
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid as shown on [Map 34 on page 109](#).
- » Prioritize safety measures for E 4 Ave and Palm Ave, key corridors identified in the 2023 Action Plan High Injury Network.
- » Plan for future integration of the proposed premium transit spine aligned at E 25 St and E 8 Ave.
- » Detailed needs and recommended improvements for E 4 Ave are outlined in the Hialeah2050.com website (Audits section). Data collected during the audit highlights key locations along the corridor that would benefit from pedestrian crossing improvements, transit improvements, sidewalk improvements, curb and gutter improvements, built environment improvements, and landscaping improvements. (See [Image 44 on page 111](#))

HUMAN-SCALED DESIGN

- » Enhance Palm Avenue, E 4 Ave and E 25 St by leveraging the Neighborhood Business District (NBD) overlay and the Transfer Station TOD overlay extension. Walkability can be further improved by adjusting parking regulations, preserving rear

alleys, and phasing out back-out parking. (See [Image 40 and Image 41 on page 103](#))

- » Establish Design Criteria to activate the Hialeah for properties fronting or abutting the Hialine (See [Figure 03 on page 117](#)) considering the following:
 - Develop guidelines for building placement, massing, and articulation to ensure compatibility with the surrounding built environment. Orient buildings to face and activate the Hialine, with transparent facades, entrances, and public-facing uses that encourage interaction with the linear park. Encourage “eyes on the street” by designing buildings with windows, balconies, and active uses overlooking the Hialine to enhance safety and usability.
 - Incorporate opportunities for public art installations, murals, and interactive elements that celebrate local culture and enhance the corridors’ visual identity.
 - Promote connectivity by integrating pedestrian pathways, bike lanes, and public plazas that link developments along the corridor and to adjacent neighborhoods. Incorporate seating, lighting, and landscaping that blend public and private realms.
- » E 25th Street should be re-imagined with a human-scale design approach that aligns with the anticipated expansion of Transit-Oriented Development (TOD) regulations. As a critical connector between the Transfer Station, Hialeah Hospital, and E 4th Avenue, this corridor plays an essential role in linking key mobility infrastructure with vital community services. To strengthen its role as a pedestrian-friendly spine, special attention should be given to improving building frontages along E 25th Street—particularly those fronting the Hialine, Hialeah Hospital, and surrounding medical centers. Enhancements should include the integration of active ground-floor uses, welcoming entrances, and high-quality architectural details that engage the street. The public realm should be complemented by continuous shade trees, wide, comfortable sidewalks, and pedestrian-scale lighting—creating a safe and pleasant walking environment. Additionally, large surface parking lots along the corridor, especially west of E 6th Avenue, present prime opportunities for frontage

improvement. These areas can be softened and activated through a combination of landscaping, and active edge treatments that create a more vibrant and cohesive streetscape.

MIXED-USE DEVELOPMENT

- » Consider introducing TOD overlay regulations for the Hialeah Metrorail Station area (see [Map 34 on page 109](#)). Prioritize walkable, mixed-use development that maximizes public transportation access. This redevelopment should integrate housing, retail, offices, and community services while prioritizing pedestrian infrastructure, multimodal pathways, and tree-lined streets.
- » Encourage the development of vibrant mixed-use corridors along Palm Avenue, E 4th Avenue, and E 25th Street by strategically leveraging the Neighborhood Business District (NBD) overlay and the potential extension of the Transfer Station Transit-Oriented Development (TOD) overlay. These regulatory tools offer a powerful framework to promote walkable, transit-supportive environments. Prioritize active ground-floor uses—such as cafés, local retail, and services—to animate the public realm and create inviting pedestrian experiences. At the same time, support a range of housing options on upper floors to introduce new residents, increase vitality, and ensure a more inclusive urban fabric.

VIBRANT PUBLIC SPACES

- » Continue advancing efforts to develop The Hialine, a vital public open space that will bring much-needed recreational and green space to this historically underserved area. (See [Image 46 on page 116](#))
- » Consider underutilized public land and rights-of-way near the proposed Hialine for conversion into parks, plazas, or green spaces as shown on [Map 34 on page 109](#). Prioritize flexible, shaded spaces that enhance walkability and contribute to the corridor's identity.
- » Focus on strategic sites with available land—such

as the Racetrack—to introduce publicly accessible open spaces in underserved areas. Leverage public-private partnerships to deliver high-quality parks that serve community needs.

- » Continue planting more trees along the proposed Bicycle Network shown on [Map 34 on page 109](#).

DIVERSE HOUSING OPTIONS

- » The Hialeah Metrorail Station offers a prime opportunity to expand housing options, particularly through strategies such as reduced parking requirements and the inclusion of more attainable units. Despite being within a half-mile radius of the station—a typical threshold for transit-oriented development—the surrounding areas land uses remain mid/low density with some commercial and industrial uses. Increasing housing in this zone would not only address local housing needs but also strengthen ridership and support the long-term viability of the station as a key transit hub.

SAFETY AND COMFORT

- » Encourage natural surveillance with active, transparent frontages and pedestrian-friendly design, especially near the station. Prioritize high-quality urban design to boost ridership and set a benchmark for future TODs.

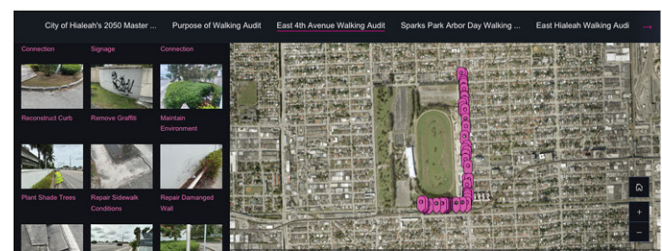


Image 44. East 4th Avenue observations for the walking audit. (Source: Hialeah2050.com)

RACETRACK & TRANSFER STATION - DISTRICT 4 RECOMMENDATIONS

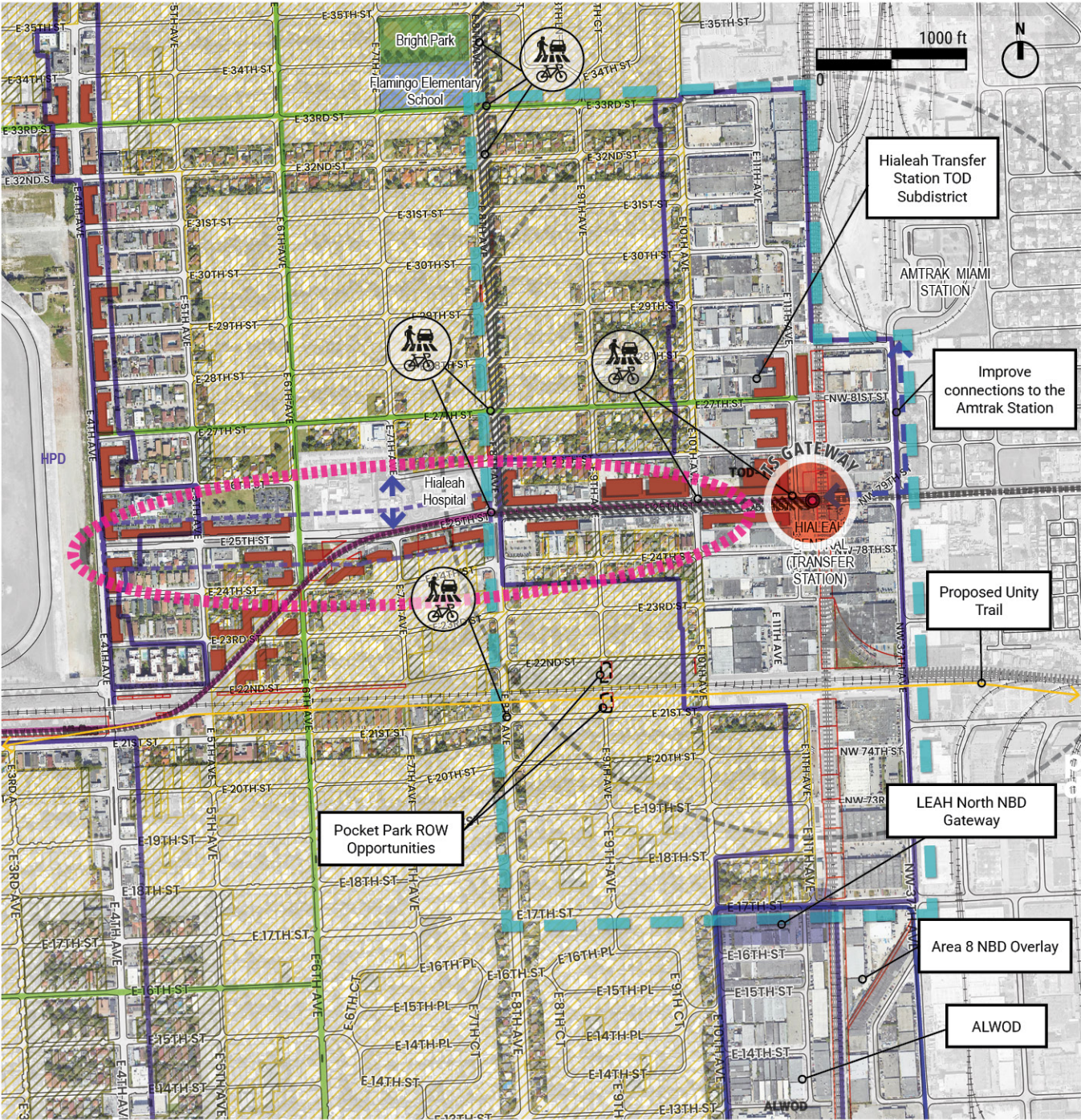


DISTRICT IDENTITY

- » The Hialeah Transfer Station—where Metrorail, Tri-Rail, and Amtrak converge—is one of the fastest-growing transit hubs in Miami-Dade County. Continued investment is recommended to establish it as Hialeah's CENTRAL Station, enhancing its identity as a major gateway and the City's largest mobility hub. Strengthen connections to the Amtrak Station and explore opportunities for public-private partnerships to create open spaces, such as a transit plaza, that improve the transit experience. Special attention should be given to transitions between the station area and adjacent single-family neighborhoods to ensure compatibility and cohesion.
- » The Hialine should serve as one of the defining feature in this district, establishing itself as a vital east-west multimodal spine and a dynamic linear park and landmark. Designed as both an efficient transportation route and a lively social hub, the Hialine should be activated with public art, shaded seating, and interactive spaces that celebrate Hialeah's identity. (See [Image 46 on page 116](#)). At the same time, identify opportunities to strengthen the identity of the E 25th Street corridor, the Hialeah Hospital area, and nearby medical centers by integrating them with the proposed Hialine as shown on [Map 35 on page 113](#).

ACCESSIBILITY AND CONNECTIVITY

- » Apply Complete Streets principles focusing on areas within half a mile from the transit station to increase walkability.
- » Integrate to the City-wide bike network focusing on dedicated bike infrastructure depicted in [Map 35 on page 113](#). Collaborate closely with Miami-Dade County and the Transportation Planning Organization (TPO) to align the City's vision with the planned segment of the Unity Trail that runs parallel to the Underline, as illustrated in [Map 35 on page 113](#).
- » Strengthen the multimodal network by developing and improving the Hialine as a key east-west spine of the City.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 35 on page 113](#). Consider improved connections to the Amtrak Station at NW 37 Ave.
- » Plan for future integration of the proposed premium transit spine aligned at E 25 St and E 8 Ave and incorporate micro-mobility strategies.
- » Continue aligning project initiatives with the strategic guidelines outlined in the 2016 Hialeah Transfer Station TOD Recommendations.
- » Find opportunities to convert E 26 St from E 8th Ave to E 10 Ave into a shared use streets where pedestrians have priority as shown in the rendering in [Image 45 on page 115](#).
- » This area, which is rapidly growing and will see an



LEGEND

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| Schools | Opportunity Areas | TOD 10 min walk radius |
| Parks | R-1 Zoning | Nodes & Corridors |
| Tri Rail | R-2 Zoning | City Gateways |
| Metrorail | Zoning Overlays | Opportunity Sites |
| Hialeah | Publicly Owned Land / ROW | Suggested Connections |
| District Boundary | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Suggested Liner Buildings | Proposed Premium Transit Spine | |

Map 35. Racetrack & Transfer Station District 4 Recommendations Map. (Source: Plusurbia)

influx of new residents moving in soon, is a good area to test parking enforcement and reform and then evaluate, refine and utilize in other parts of the City if successful. Streets are currently being improved and this is a good opportunity to start testing time-limit parking zones as well as parking enforcement related to loading, swale parking, time limits, etc.

HUMAN-SCALED DESIGN

- » In this area strive for the highest and best human scale development and urban experience for pedestrians and increasing transit use.
- » Improve frontages for E 25 St and The Hialine and in front of the Transfer Station. Complement with shade trees and safe sidewalks. Find opportunities to improve frontages for the connection to the Amtrak Station. Establish Design Criteria to activate the Hialeah for properties fronting or abutting the Hialine (See [Figure 03 on page 117](#)) considering the following:
 - Develop guidelines for building placement, massing, and articulation to ensure compatibility with the surrounding built environment. Orient buildings to face and activate the Hialine, with transparent facades, entrances, and public-facing uses that encourage interaction with the linear park. Encourage “eyes on the street” by designing buildings with windows, balconies, and active uses overlooking the Hialine to enhance safety and usability.
 - Incorporate opportunities for public art installations, murals, and interactive elements that celebrate local culture and enhance the corridors’ visual identity.
 - Promote connectivity by integrating pedestrian pathways, bike lanes, and public plazas that link developments along the corridor and to adjacent neighborhoods. Incorporate seating, lighting, and landscaping that blend public and private realms.

MIXED-USE DEVELOPMENT

- » Continue promoting a mix of uses at the Transfer Metrorail Station TOD subdistrict, aiming for the highest and best transit friendly spaces, uses and density.

VIBRANT PUBLIC SPACES

- » Continue advancing efforts to develop The Hialine, a vital public open space that will bring much-needed recreational and green space to this historically underserved area. (See [Image 46 on page 116](#))
- » Identify underutilized areas that can be converted into parks, plazas, or green spaces to enhance community gathering and recreation. Prioritize strategic locations for a Transit Plaza. (See [Map 36 on page 115](#))
- » Continue planting more trees along the proposed Bicycle Network depicted in [Map 35 on page 113](#).
- » Parklet opportunity at the end of E 9 Ave facing the train tracks. Consider the sites might be contaminated and might need to be cleaned up.

DIVERSE HOUSING OPTIONS

- » Continue encouraging incentives for attainable housing projects close to the station.

SAFETY AND COMFORT

- » Encourage natural surveillance with active, transparent frontages and pedestrian-friendly design, especially near the station. Prioritize high-quality urban design to boost ridership and set a benchmark for future TODs.



Image 45. Concept Rendering of the proposed shared-use street on E 26 St. (Source: 2016 Hialeah Transfer Station TOD Recommendations Report)



Map 36. Hialeah CENTRAL (Transfer Station) TOD Concept. (Source: Plusurbia)

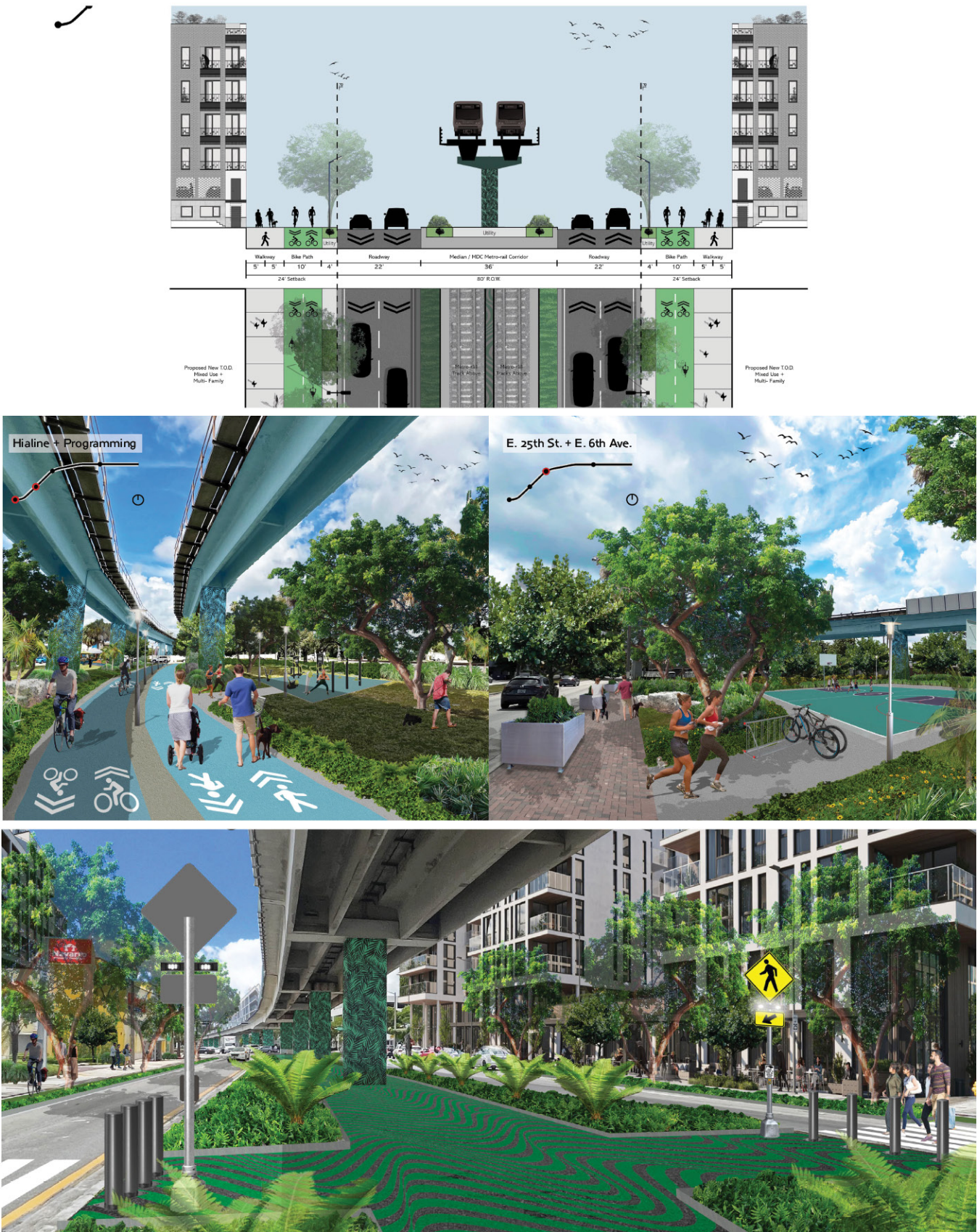


Image 46. Proposed Hialine Renderings and Street Section. (Source: City of Hialeah)

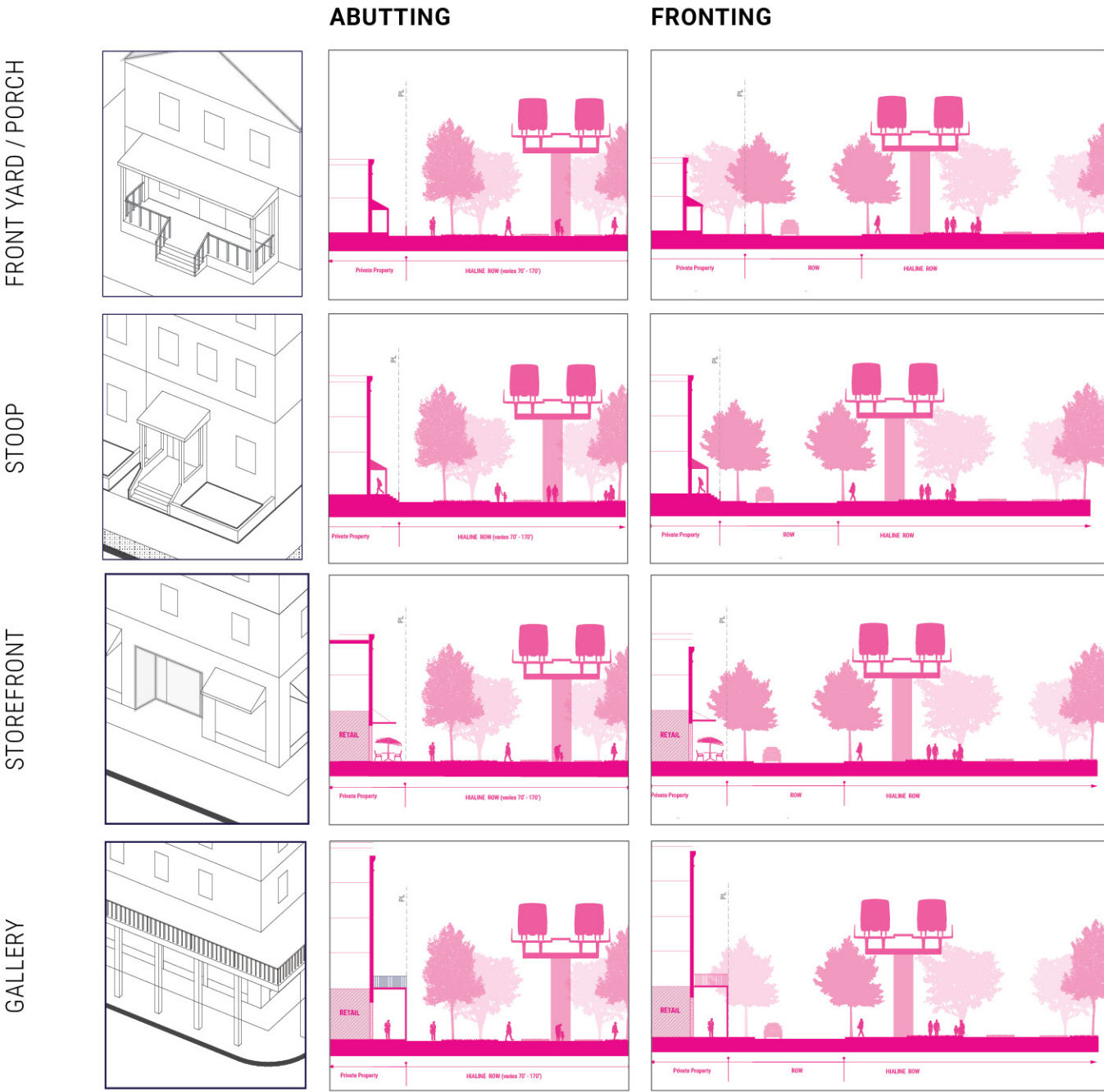
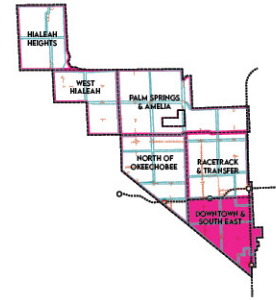


Figure 03. Proposed Hialine Frontage Types. (Source: Plusurbia)

DOWNTOWN & SOUTHEAST



As Hialeah's **urban core**, this area features a dense mix of small businesses, government buildings, and residential neighborhoods, including a high concentration of public and elderly housing.

Downtown Hialeah retains a traditional commercial layout but faces aging infrastructure and a need for modernization.

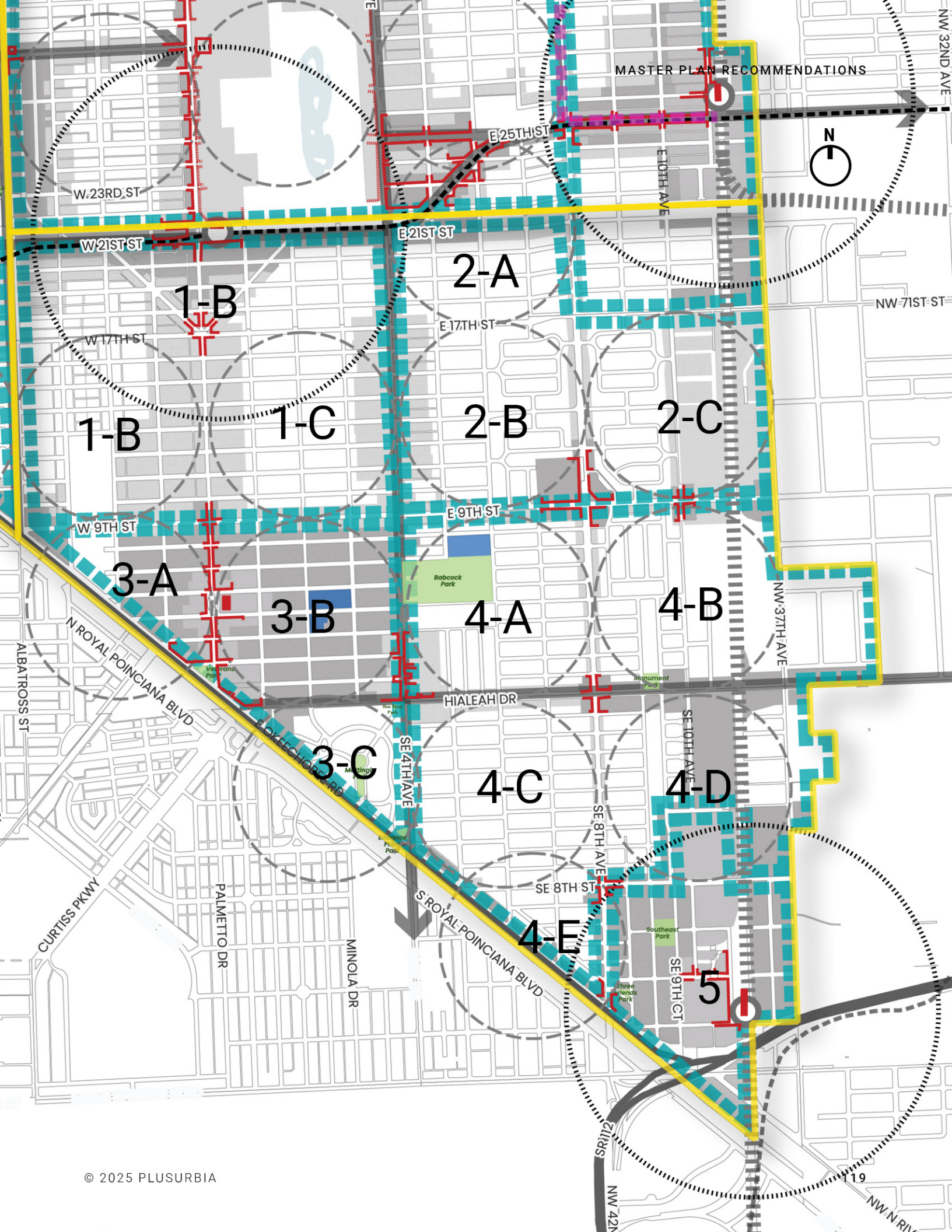
The southeastern portion, home to the **Market Tri-Rail Station and proximity to Miami International Airport**, serves as a key gateway to the City at Okeechobee Rd but faces congestion and conflicts with industrial uses.

Both Downtown and the Southeast area would benefit from streetscape enhancements, improved public transit access, and revitalized retail spaces

to attract residents and visitors. With unique strengths and challenges, these areas provide a strong foundation for growth and transformation.

LEGEND

	TriRail		Schools		Study Areas
	MetroRail		Regional Center - Opportunities		Neighborhood 1/4 mile radius (5 min walk)
	Proposed Premium Transit Spine		City Center / Corridor - Opportunities		TOD 1/2 mile radius (10 min walk)
	Primary Arterial Connectors		Neighborhood Nodes & Corridors - Opportunities		Proposed Building Frontage
	Parks		Districts		



DOWNTOWN & SOUTHEAST - DISTRICT 1 RECOMMENDATIONS



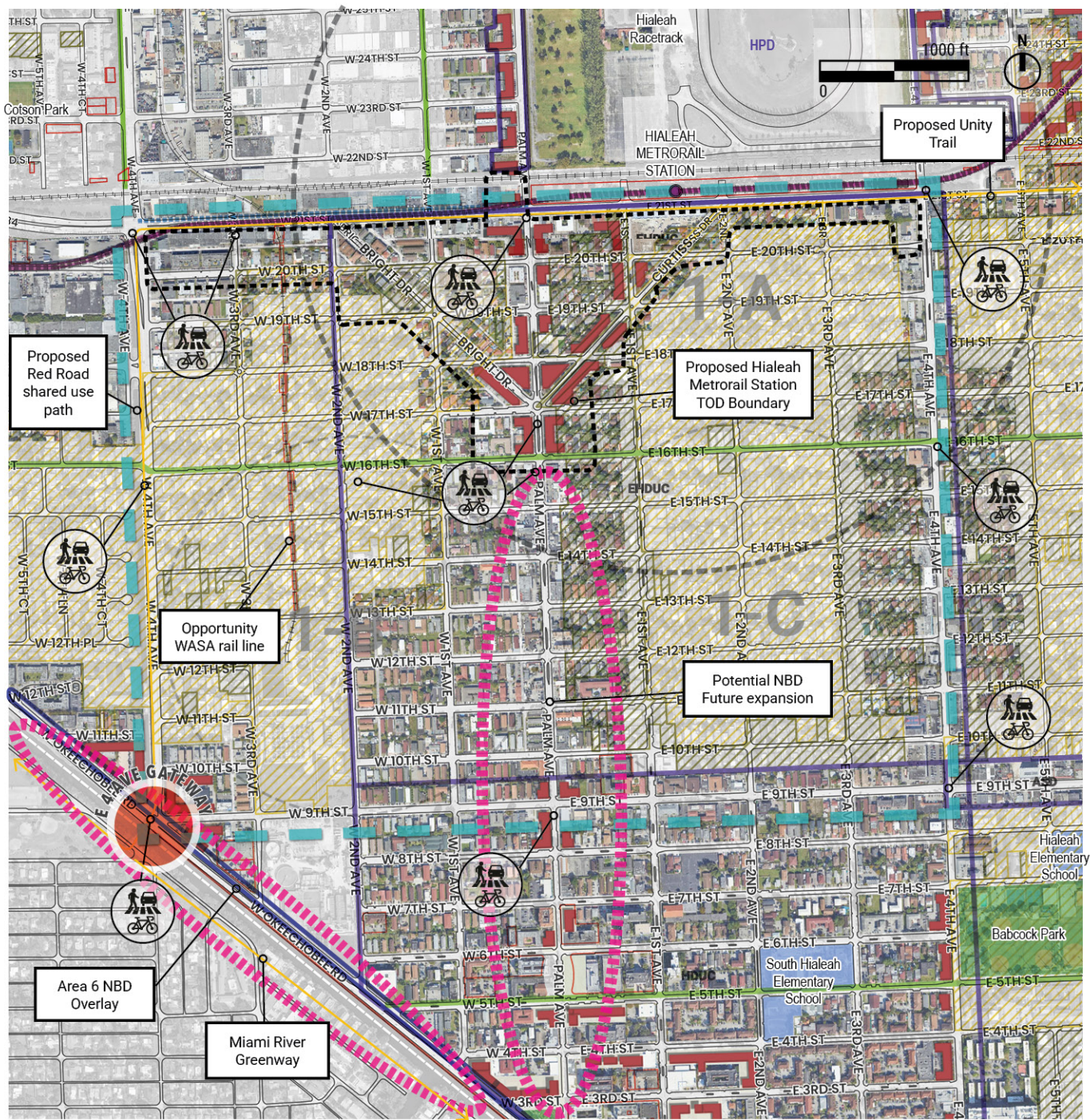
DISTRICT IDENTITY

- » Enhance the Hialeah Metrorail Station area by improving multimodal access, upgrading amenities, and promoting transit-oriented development. As one of the district's primary landmarks—alongside the historic Racetrack—the station plays a vital role in shaping the area's identity and sense of place. A walkable, vibrant streetscape—featuring landscaping, lively facades, and well-lit public spaces—will make the area more attractive and accessible. Seamlessly integrate the Hialine into the station's design and connectivity strategy to enhance mobility and reinforce the station's role as a central urban hub.
- » Complement the Hialeah Metrorail Station and the Racetrack with strategic improvements to the Palm Avenue, and E 4th Avenue. At the heart of this vision, the Hialine emerges as a defining feature of the station area, establishing itself as a vital east-west multimodal spine and a dynamic linear park that connects surrounding communities. The Hialine should seamlessly integrate transit, walking, and biking while supporting vibrant public spaces framed by local businesses, cultural landmarks, and recreational amenities. Designed to function both as an efficient transportation route and an active social hub, it should be animated with public art, shaded seating areas, and interactive elements that reflect and celebrate Hialeah's unique character and identity as shown in [Image 46 on page 116](#)
- » Enhance the E 4 Ave Gateway with distinctive design elements, signage, and landscaping, incorporating the pedestrian bridge to create a

stronger sense of arrival and identity for the City at this location.

ACCESSIBILITY AND CONNECTIVITY

- » Find opportunities to improve connection to the Hialeah Metrorail Station by applying complete streets principles focusing on Palm Ave and E 1 Ave to increase safety and walkability.
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 37 on page 121](#).
- » Strengthen the multimodal network by developing and improving the Hialine as a key east-west spine of the City and integrating the proposed canal shared-use path along the Red Road Canal. Collaborate closely with Miami-Dade County and the Transportation Planning Organization (TPO) to align the City's vision with the planned segment of the Unity Trail that runs parallel to the Underline, as illustrated in [Map 37 on page 121](#).
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 37 on page 121](#).
- » Prioritize safety measures for E 4 Ave, key corridor identified in the 2023 Action Plan High Injury Network.



LEGEND

- | | | |
|---------------------------|--------------------------------------|-----------------------------------|
| Schools | R-1 Zoning | Neighborhood 5 min walk radius |
| Parks | R-2 Zoning | TOD 10 min walk radius |
| Metrorail | Zoning Overlays | Nodes & Corridors |
| The Hialeah | Publicly Owned Land / ROW | City Gateways |
| District Boundary | Existing Bicycle Bike Lanes/Sharrows | Opportunity Sites |
| Suggested Liner Buildings | Proposed Bicycle Network | Suggested Safe Bike/Ped Crossings |
| Opportunity Areas | Proposed Premium Transit Spine | |

Map 37. Downtown & Southeast District 1 Recommendations Map. (Source: Plusurbia)

HUMAN-SCALED DESIGN

- » Consider adopting Hialeah Station TOD overlay standards and develop incentives for Transit Oriented Development.
- » Enhance Palm Avenue by exploring the southward extension of the Neighborhood Business District (NBD) overlay. Support walkability through revised parking regulations, preservation of rear alleys, and the gradual elimination of back-out parking.
- » Establish Design Criteria for properties fronting or abutting the Hialine (See [Figure 03 on page 117](#)) considering the following:
 - Develop guidelines for building placement, massing, and articulation to ensure compatibility with the surrounding built environment. Orient buildings to face and activate the Hialine, with transparent facades, entrances, and public-facing uses that encourage interaction with the linear park. Encourage “eyes on the street” by designing buildings with windows, balconies, and active uses overlooking the Hialine to enhance safety and usability.
 - Incorporate opportunities for public art installations, murals, and interactive elements that celebrate local culture and enhance the corridors’ visual identity.
 - Promote connectivity by integrating pedestrian pathways, bike lanes, and public plazas that link developments along the corridor and to adjacent neighborhoods. Incorporate seating, lighting, and landscaping that blend public and private realms.

MIXED-USE DEVELOPMENT

- » Consider introducing TOD overlay regulations for the Hialeah Metrorail Station area (see [Map 37 on page 121](#)). Prioritize walkable, mixed-use development that maximizes public transportation access. This redevelopment should integrate housing, retail, offices, and community services while prioritizing transit supportive infrastructure and multimodal pathways.
- » Along the Palm Ave corridor shown on [Map 37](#)

on [page 121](#), promote a mix of residential, commercial, and recreational uses to create a vibrant, walkable environment. Prioritize ground-floor activation and phase out back-out parking. Consider expanding the NBD zoning overlay to properties fronting Palm Avenue. To prevent the overconcentration of non-active uses—such as adult daycare centers and clinics—explore regulations requiring minimum separation distances between similar facilities.

VIBRANT PUBLIC SPACES

- » Continue advancing efforts to develop The Hialine, a vital public open space that will bring much-needed recreational and green space to this area. (See [Image 46 on page 116](#))
- » Identify underutilized areas that can be converted into parks, plazas, or green spaces to enhance community gathering and recreation. Coordinate with Miami-Dade Water and Sewer Department to explore opportunities to convert the rail line running from W 13 St to W 21 St into a multi-use trail.
- » Continue planting more trees along the proposed Bicycle Network depicted in [Map 37 on page 121](#).

DIVERSE HOUSING OPTIONS

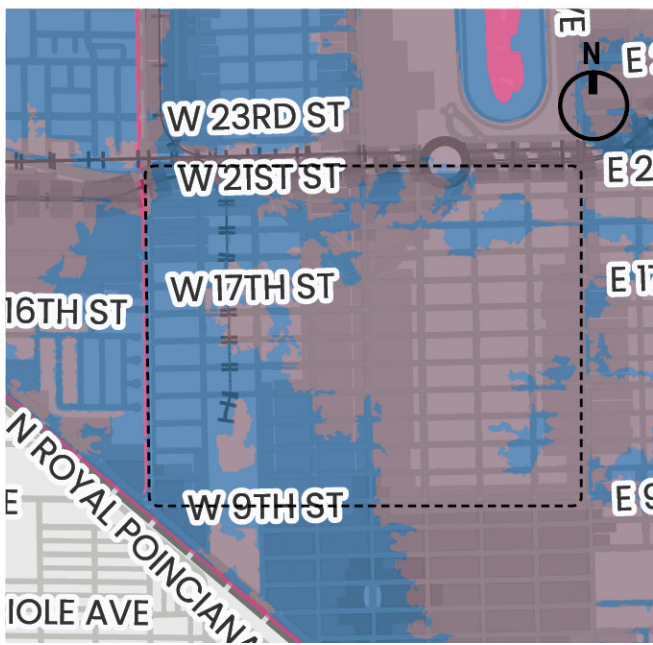
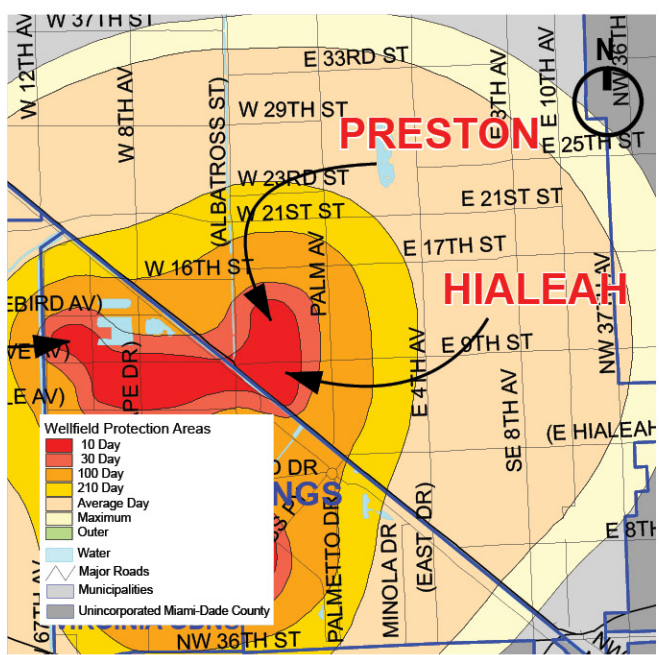
- » The proposed Hialeah Station TOD Overlay should incorporate incentives consistent with those used in other TOD areas to encourage a diverse mix of housing types and sizes.

SAFETY AND COMFORT

- » Promote natural surveillance through active urban design that encourages visibility and street-level activity. Prioritize high-quality design elements to enhance safety, comfort, and walkability within a 10-minute radius of the station.

RESILIENCE

- » Assess the risks of development and flooding in flood prone areas and consider integrating design strategies to mitigate and withstand vulnerabilities. Pay special attention to the area West of Palm Avenue, which is entirely in a AH: Moderate to High Risk Flood Zone as shown on [Map 39 on page 123](#).
- » The future of Hialeah’s wellfield protection areas should prioritize safeguarding the City’s water supply while integrating sustainable land use strategies. Strict environmental regulations should be maintained to prevent contamination, while compatible uses such as green spaces, stormwater management features, and low-impact development can enhance resilience. Expanding public awareness and partnerships for conservation efforts will ensure long-term protection, balancing environmental responsibility with the City’s growth.



DOWNTOWN & SOUTHEAST - DISTRICT 2 RECOMMENDATIONS



DISTRICT IDENTITY

- » Enhance the Leah Gateway by incorporating visual landmarks, distinctive architectural features, landscaping, and clear signage. Integrate artistic elements that reflect the unique identity of the Leah District, helping to establish a strong sense of arrival and reinforce the character of the City.
- » Enhance the E 9th Street Neighborhood Corridor by promoting strategic development that offers nearby residents walkable access to essential services and community amenities, while also strengthening the corridor's unique identity.
- » Continue to position the Leah District as a vibrant arts destination and a defining cultural landmark within the city. Support initiatives that attract and retain creative talent by prioritizing the preservation and development of affordable studios, galleries, and live-work spaces for artists. This commitment to accessible creative spaces is essential to sustaining the district's long-term cultural vitality. The adaptive reuse of industrial buildings into arts and entertainment venues reinforces the area's identity and aligns with broader efforts to promote cultural activity in southeast Hialeah.

ACCESSIBILITY AND CONNECTIVITY

- » Apply Complete Streets principles along E 4th Avenue and E 9th Street to improve intersections and enhance walkability. Recommended measures include high-visibility crosswalks, approach-side parking restrictions, enhanced lighting, and pedestrian warning signs. Coordinate

with DTPW to advance these improvements along E 9th Street.

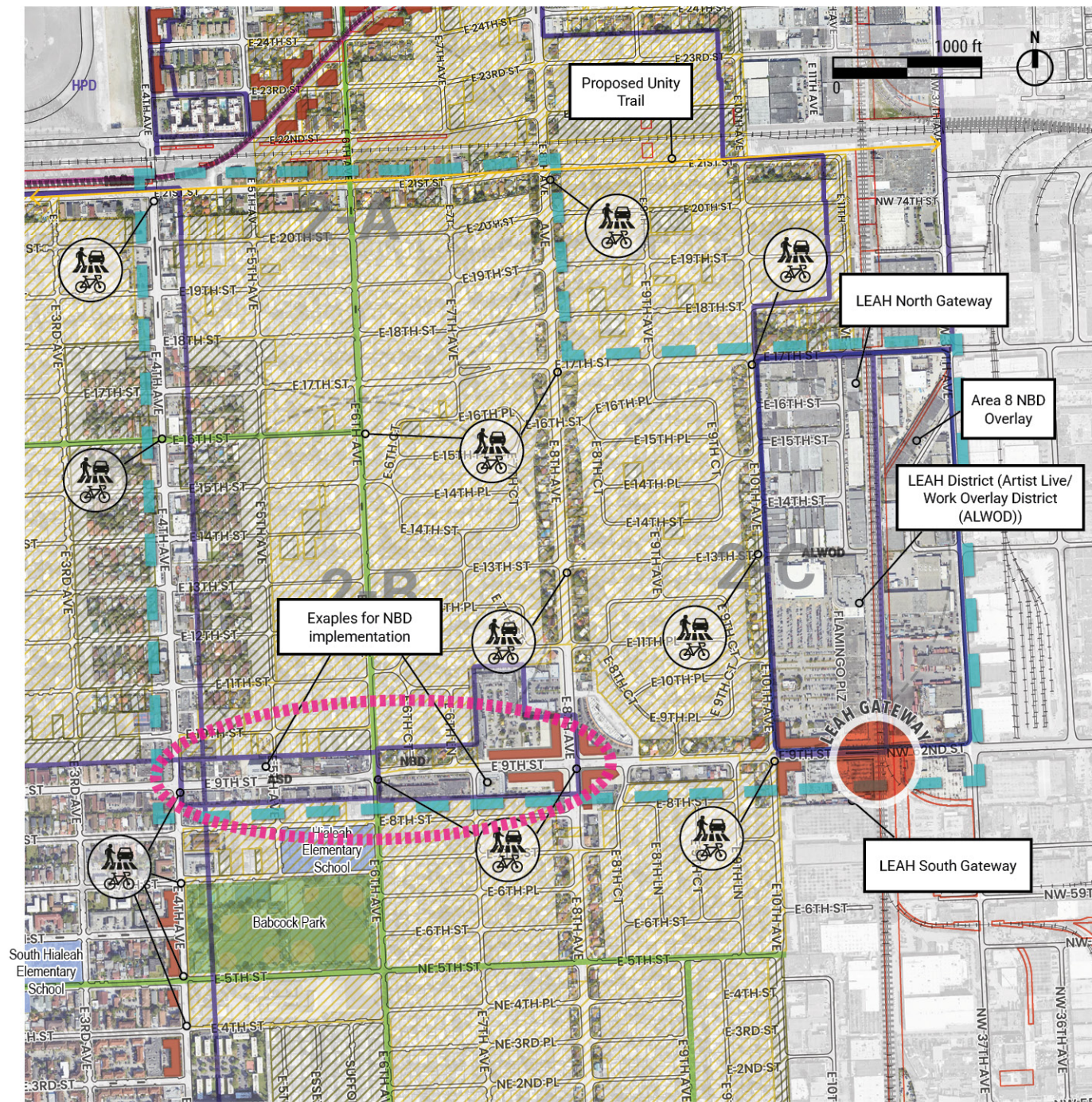
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 40 on page 125](#).
- » An unfunded SUN Trail project named "Unity Trail" can be found have been identified within the City limits. Potential funding to develop this trail and coordination with the development of the Hialine is encouraged.
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on the [Map 40 on page 125](#).
- » When possible break up long blocks and reconnect dead-end streets to the existing street grid.
- » Prioritize safety measures for E 4 Ave, and E 9 St key corridor identified in the 2023 Action Plan High Injury Network.

HUMAN-SCALED DESIGN

- » Enhance the E 9 St Corridor and consider extending the NBD overlay boundary on E 9 St from E 8 Ave to E 4 Ave.

MIXED-USE DEVELOPMENT

- » Enhance the E 9th Street Neighborhood Corridor by leveraging the NBD Overlay to foster a cohesive, walkable environment that blends residential, commercial, and recreational uses. Consider extending the NBD Overlay boundary from E 8th Avenue to E 4th Avenue to support this



LEGEND

- | | | |
|-------------------|---------------------------|-----------------------------------|
| Schools | Suggested Liner Buildings | Proposed Bicycle Network |
| Parks | Opportunity Areas | Neighborhood 5 min walk radius |
| Tri Rail | R-1 Zoning | Nodes & Corridors |
| Metrorail | R-2 Zoning | City Gateways |
| The Hialeah | Zoning Overlays | Suggested Safe Bike/Ped Crossings |
| District Boundary | Publicly Owned Land / ROW | |

Map 40. Downtown & Southeast District 2 Recommendations Map. (Source: Plusurbia)

vision. Existing developments at E 5th and E 7th Avenues exemplify these principles and provide strong models for future enhancements. To further strengthen the corridor, adopt minimum building frontage standards that promote active and engaging edges—such as porches, stoops, balconies, and storefronts.

- » Leverage the Leah District’s (Area 8) NBD Overlay to catalyze mixed-use development and support long-term urban revitalization. This overlay serves as a strategic tool for fostering walkable, vibrant environments that promote both economic opportunity and cultural enrichment. Support efforts to attract and retain creative talent by prioritizing the preservation and development of affordable studios, galleries, and live-work spaces for artists. Reinforce the district’s unique warehouse-artist character to maintain its authenticity and ensure it remains a hub for cultural innovation.

VIBRANT PUBLIC SPACES

- » This district currently lacks accessible parks and open spaces. Identify underutilized parcels and explore public-private partnership opportunities to create parks, plazas, or green spaces that foster community gathering, recreation, and overall social well-being.
- » Continue planting more trees along the proposed Bicycle Networks depicted on [Map 40 on page 125](#).



Image 47. E 8 Ave Proposed Improvements. (Souce: Plusurbia)

DOWNTOWN & SOUTHEAST - DISTRICT 3 RECOMMENDATIONS



DISTRICT IDENTITY

- » Palm Avenue stands as one of Hialeah's most historically significant and culturally defining corridors. Established in the early 20th century, it quickly became a central artery in the City's development. Today, Palm Avenue remains a vital corridor, embodying Hialeah's rich history and its dynamic cultural landscape. It is important to place Palm Ave as the heart of this district and enhance it with improvements and phased removal of back-out parking, widened sidewalks, and increased tree canopy. The City Hall parking lot offers an opportunity to create a welcoming civic plaza in Downtown, revitalizing the area, reinforcing Hialeah's cultural identity, and establishing it as a vibrant regional destination, while integrating civic landmarks such as the City Hall, the Courthouse and the Fire Station into a cohesive civic space.
- » Okeechobee Road, the southern boundary of the City, holds significant potential to evolve into a vibrant corridor that showcases Hialeah's economic strength and cultural richness. Revitalization efforts should prioritize mixed-use frontages, enhanced public plazas, and distinctive gateway elements at key intersections.
- » Hialeah's Entrance Park, already a well-maintained and clearly defined landmark, stands as a strong model for future iconic City entry points.
- » Promote the awareness and preservation of Hialeah's heritage, as this area was the first to develop and contains the City's most historic structures. Focus on key landmarks such as South Hialeah Elementary (the City's first school), Deer Park (its first residential neighborhood), the City's

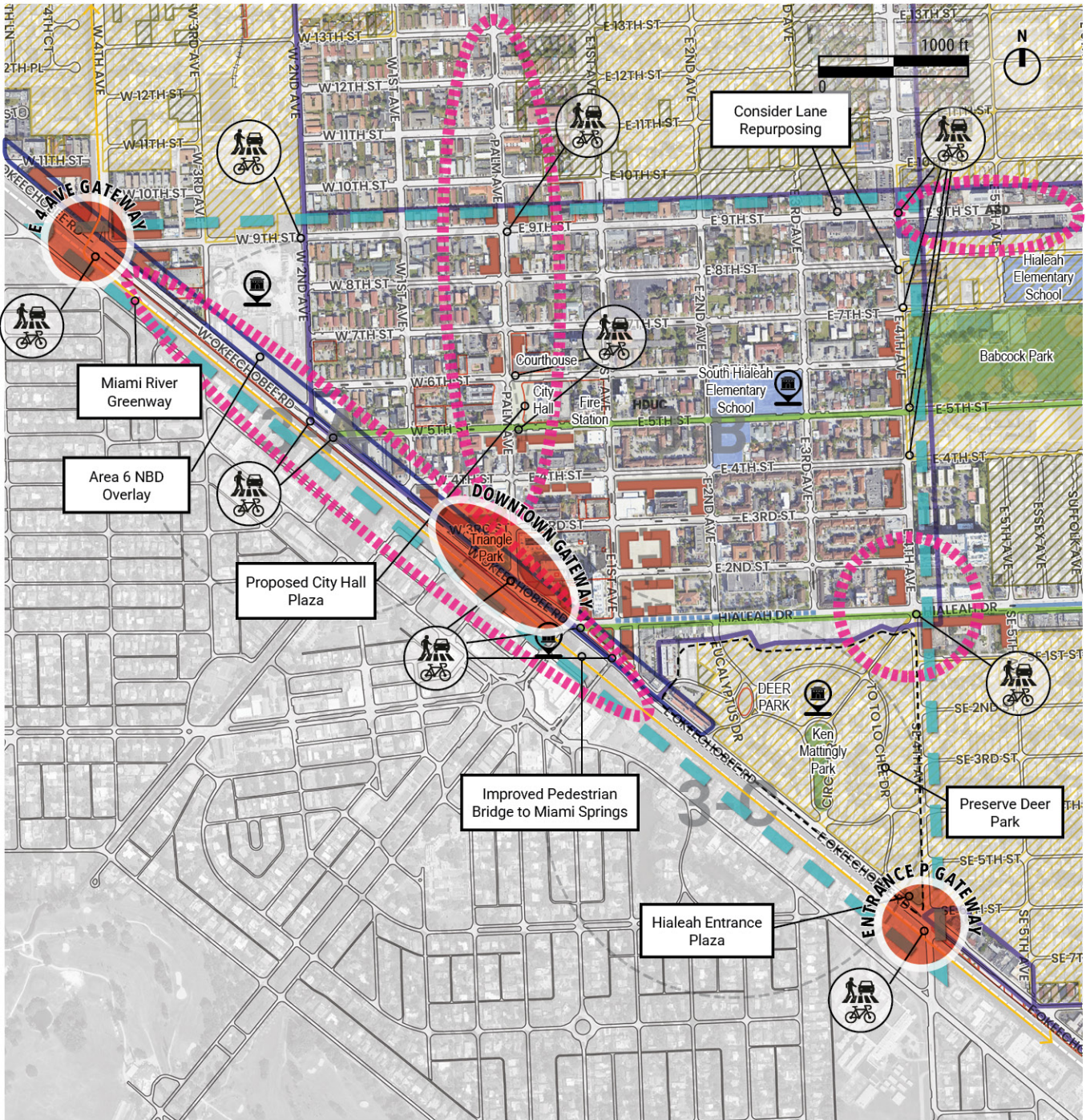
Water Plant structures, and the Hialeah-Miami Springs Swing Bridge. Celebrate local history through educational campaigns and community events.

ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 41 on page 129](#).
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 41 on page 129](#).
- » Prioritize safety measures for E 4 Ave and E 9 Street, key corridor identified in the 2023 Action Plan High Injury Network.

HUMAN-SCALED DESIGN

- » Implement strategies to phase out back-out parking, particularly along Palm Avenue, and identify alternative parking solutions. Reclaim these areas to restore safe, well-defined pedestrian pathways enhanced with shade trees and pedestrian-scale lighting.
- » Consider expanding the NBD Overlay along Palm Ave to align with the goal the enhance the pedestrian experience.



LEGEND

- | | | |
|---------------------------|--------------------------------------|-----------------------------------|
| Schools | Zoning Overlays | Preservation Sites |
| Parks | Publicly Owned Land / ROW | Suggested Safe Bike/Ped Crossings |
| Study Area | Existing Bicycle Bike Lanes/Sharrows | Historic Assets |
| Suggested Liner Buildings | Proposed Bicycle Network | |
| Opportunity Areas | Neighborhood 5 min walk radius | |
| R-1 Zoning | Nodes & Corridors | |
| R-2 Zoning | City Gateways | |

Map 41. Downtown & Southeast District 3 Recommendations Map. (Source: Plusurbia)

MIXED-USE DEVELOPMENT

- » Leverage the Okeechobee Road (Area 6) NBD Overlay to catalyze mixed-use development and drive urban revitalization. This overlay provides a valuable framework for encouraging higher-density, walkable environments that support both economic growth and neighborhood transformation. Focus on revitalizing the southern border by introducing a dynamic blend of residential, commercial, and public spaces. Thoughtful planning and design should ensure smooth transitions to surrounding neighborhoods, particularly Deer Park, by maintaining appropriate scale, buffering impacts, and preserving community character.

RESILIENCE

- » The future of Hialeah's wellfield protection areas should prioritize safeguarding the City's water supply while integrating sustainable land use strategies. Strict environmental regulations should be maintained to prevent contamination, while compatible uses such as green spaces, stormwater management features, and low-impact development can enhance resilience. Expanding public awareness and partnerships for conservation efforts will ensure long-term protection, balancing environmental responsibility with the City's growth.

VIBRANT PUBLIC SPACES

- » Explore opportunities to transform the City Hall parking lot into a vibrant civic plaza with trees, public art, and activated with community events, creating an inviting gathering space that enhances civic life. (See [Image 50 to Image 53 on page 133](#))
- » Veterans Park (Triangle Park) presents an opportunity for transformation—by potentially closing a portion of E 3rd Street, the space could be reimagined as a lively community plaza. (See [Image 48 on page 131](#))
- » Continue planting more trees along the proposed Bicycle Network shown on [Map 41 on page 129](#).

DIVERSE HOUSING OPTIONS

- » Identify opportunities within the HDUC and The Okeechobee Corridor NBD Overlay to expand housing options, by encouraging a mix of housing types, including multi-family units, and mixed-use developments. Ensure thoughtful height and density transitions, particularly near single-family neighborhoods and Deer Park, to maintain harmony and protect community character.

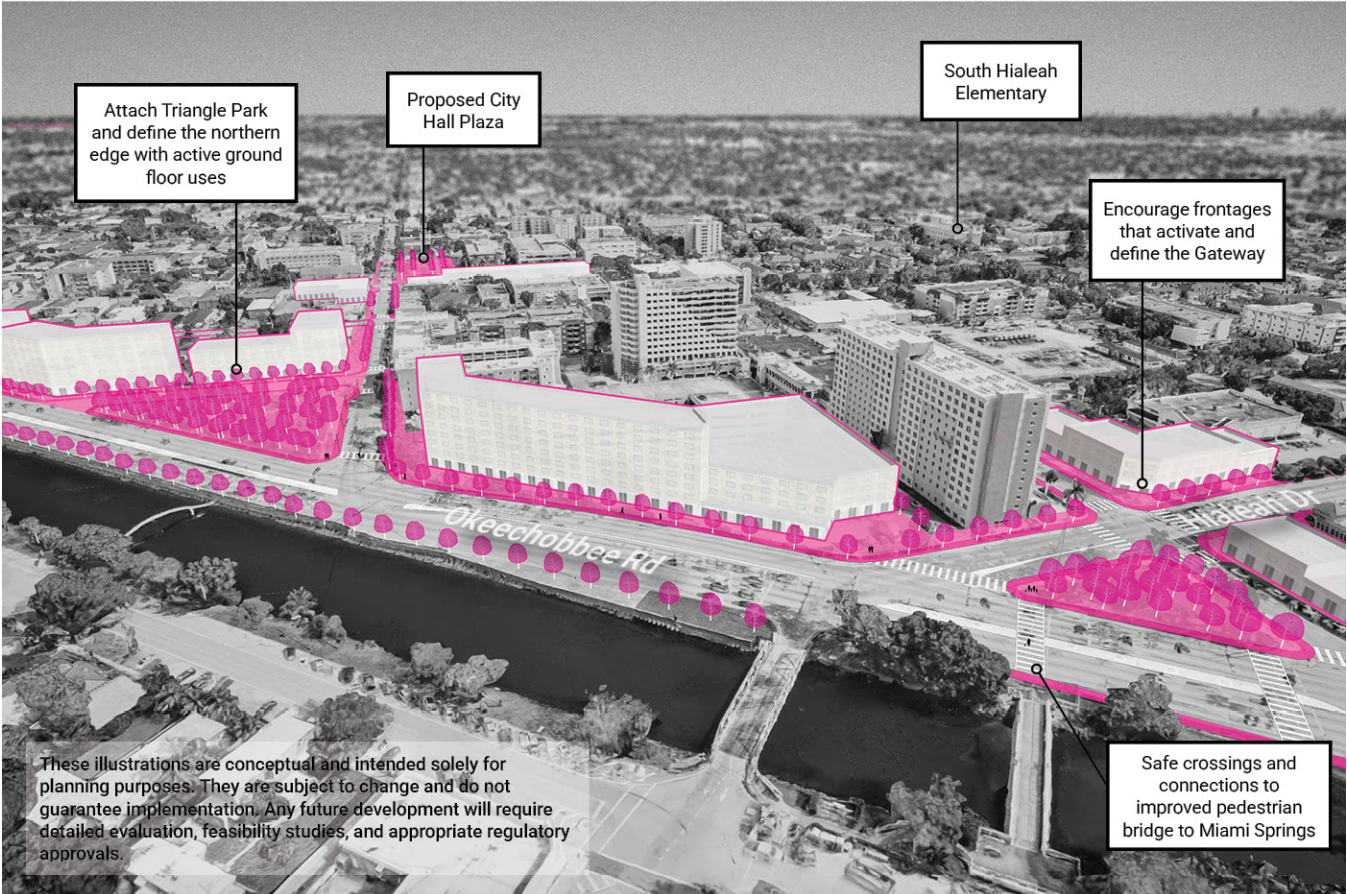


Image 48. Okeechobee Road mixed use corridor and gateway example. (Source: Plusurbia)

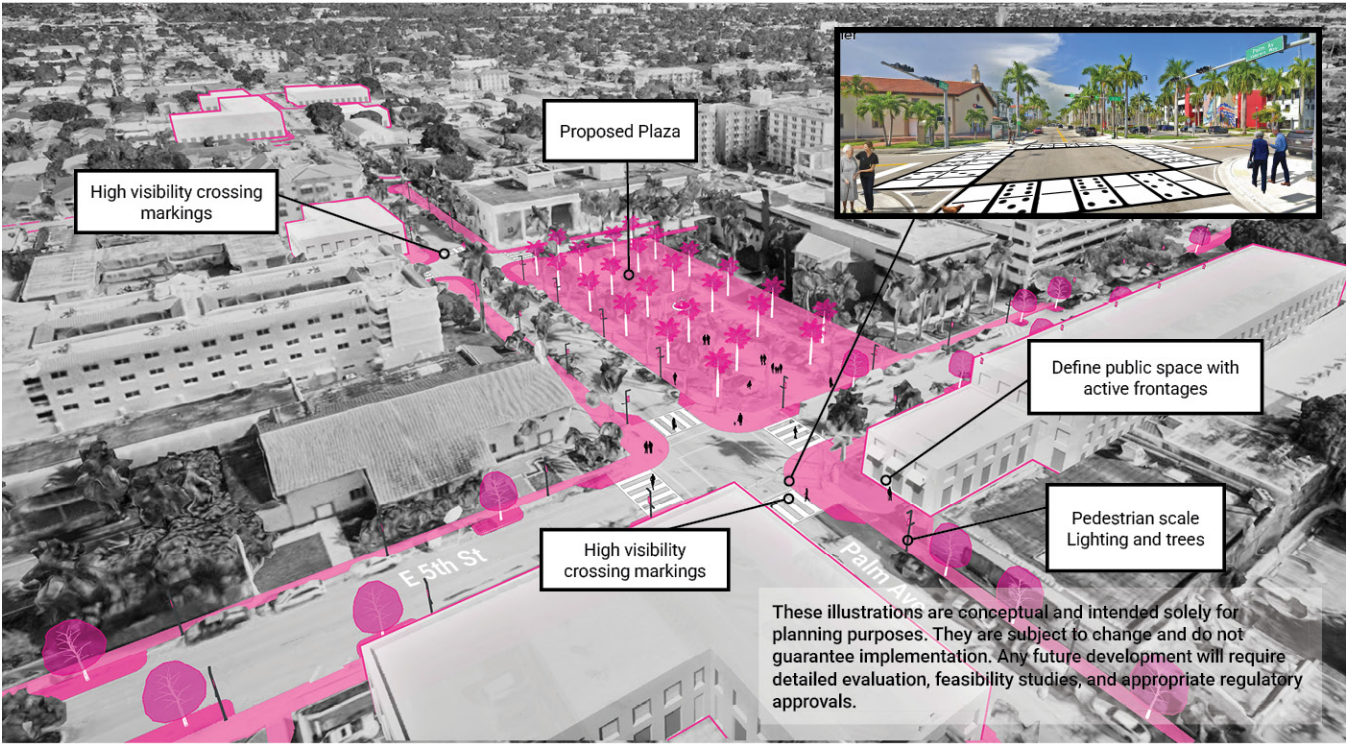


Image 49. Cultural Center / Destination example. (Source: Plusurbia)



These illustrations are conceptual and intended solely for planning purposes. They are subject to change and do not guarantee implementation. Any future development will require detailed evaluation, feasibility studies, and appropriate regulatory approvals.

Image 50. City Hall Plaza Concept Rendering. (Source: City of Hialeah)



Image 51. City Hall Plaza Concept Plan. (Source: City of Hialeah)





Image 52. City Hall Plaza Concept Rendering. (Source: City of Hialeah)



Image 53. City Hall Plaza Concept Rendering. (Source: City of Hialeah)

DOWNTOWN & SOUTHEAST - DISTRICT 4 RECOMMENDATIONS



DISTRICT IDENTITY

- » Treat Babcock Park as the heart of this district, defining its identity and community character. Enhance its presence by improving visibility, access, and connectivity with well-designed pathways and safe crossings. Strengthen its role as a vibrant hub for recreation and social gatherings through continuous investment in upgraded amenities and a welcoming, well-integrated surrounding environment.
- » Enhance the neighborhood node at Hialeah Drive & E 4th Avenue by building on the success of Shoma Village. Introduce complementary uses and public spaces that support its vibrancy, and prioritize safe, walkable connections to nearby destinations like Babcock Park.
- » Enhance the Leah Gateway by incorporating visual landmarks, distinctive architectural features, landscaping, and clear signage. Integrate artistic elements that reflect the unique identity of the Leah District, helping to establish a strong sense of arrival and reinforce the character of the City.
- » Enhance the Hialeah Drive Gateway by incorporating visual landmarks, architectural features, landscaping, and signage that reflect the area's character. Promote the cleanup of adjacent land uses, and prioritize pedestrian-friendly enhancements such as clear, well-maintained sidewalks and the addition of shade trees to improve comfort and walkability.
- » The Lejeune Gateway already has a visual landmark, which is being further reinforced by ongoing development in the area. Continued enhancement of this important entry point is

encouraged, with an emphasis on incorporating design features that reflect the City's unique identity.

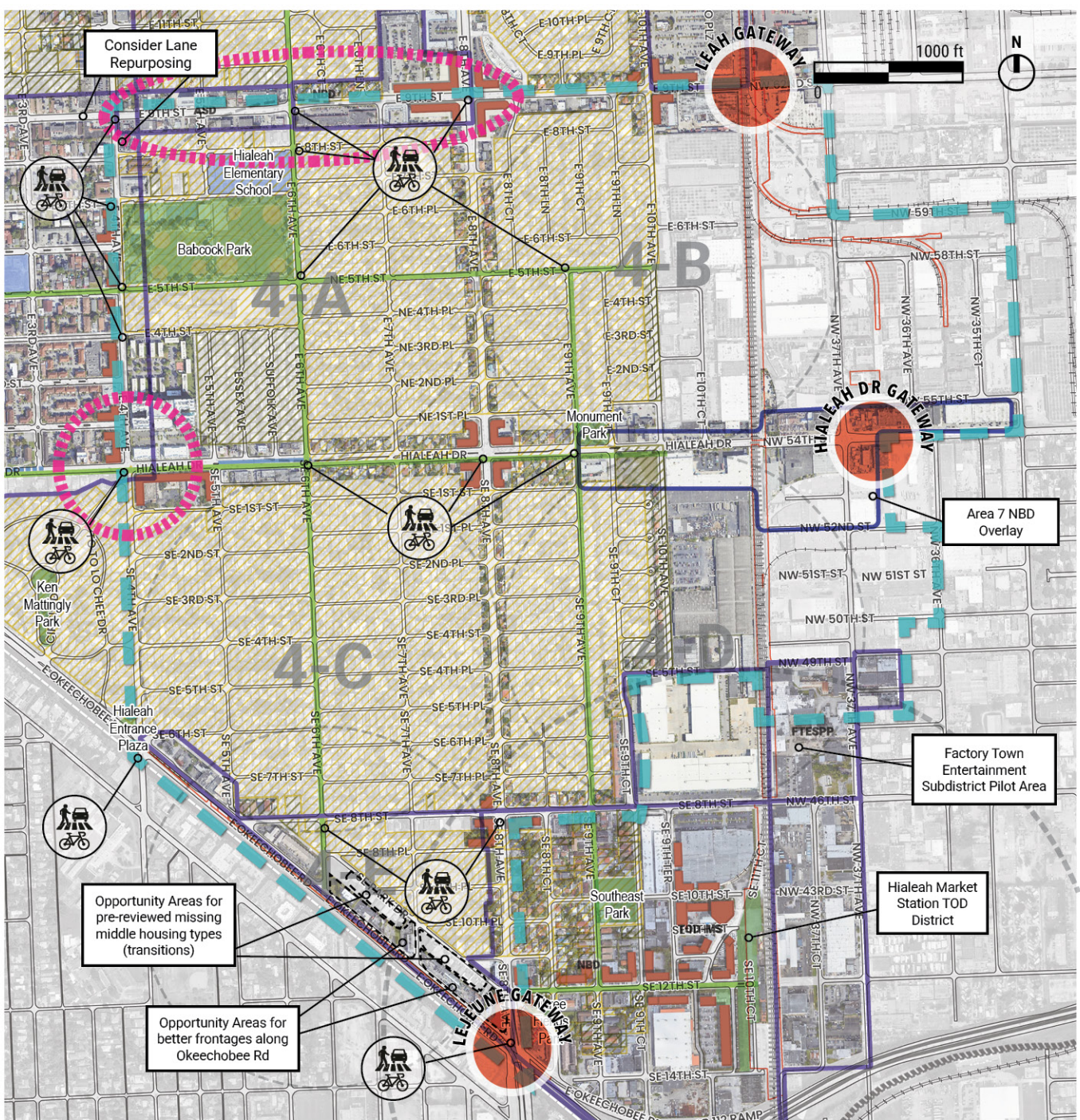
- » Continue supporting the transformation of Factory Town as an entertainment anchor in southeast Hialeah. Ongoing improvements should balance vibrancy with community well-being by addressing operational impacts such as noise.

ACCESSIBILITY AND CONNECTIVITY

- » Implement safe access to schools and parks strategies to improve access to Hialeah Elementary and Babcock Park. For details see [Map 43 on page 137](#).
- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 42 on page 135](#).
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 42 on page 135](#).
- » Prioritize safety measures for E 4 Ave and E 9 St, key corridor identified in the 2023 Action Plan High Injury Network.

HUMAN-SCALED DESIGN

- » Enhance the Neighborhood Corridor along E 9 St taking advantage of the NBD Overlay by integrating residential, commercial, and recreational spaces in a cohesive, walkable environment. Prioritize active frontages that engage pedestrians, incorporating



LEGEND

- | | | |
|---------------------|--------------------------------------|-----------------------------------|
| Schools | Zoning Overlays | Opportunity Sites |
| Parks | Publicly Owned Land / ROW | Suggested Connections |
| Tri Rail | Existing Bicycle Bike Lanes/Sharrows | Suggested Safe Bike/Ped Crossings |
| District Boundary | Proposed Bicycle Network | Mid-block Crossings |
| Suggested Buildings | Proposed Premium Transit Spine | |
| Opportunity Areas | Neighborhood 5 min walk radius | |
| R-1 Zoning | Nodes & Corridors | |
| R-2 Zoning | City Gateways | |

Map 42. Downtown & Southeast District 4 Recommendations Map. (Source: Plusurbia)

storefronts, outdoor seating, and inviting public spaces. Hide parking behind buildings to enhance the streetscape and maintain a pedestrian-friendly atmosphere, reinforcing the area as a dynamic community hub. Examples at E 5 Ave and E 7 Ave along the corridor demonstrate successful implementation of these strategies, serving as models for future enhancements.

- » Prioritize the revitalization of the Okeechobee Corridor by discouraging auto motels and automotive uses, promoting higher-quality development that enhances the City's southern border.
- » Explore the potential for applying a Neighborhood Business District (NBD) overlay at the node at the intersection of Hialeah Drive & West 4th Avenue within the identified opportunity areas. Any proposed development should incorporate context-sensitive design strategies, ensuring smooth transitions—particularly adjacent to single-family neighborhoods and Deer Park—to preserve community character and support a cohesive, well-integrated built environment.

MIXED-USE DEVELOPMENT

- » Leverage the Okeechobee Road (Area 6) NBD Overlay to catalyze mixed-use development and drive urban revitalization. This overlay provides a valuable framework for encouraging higher-density, walkable environments that support both economic growth and neighborhood transformation.
- » Leverage the Hialeah Drive (Area 7) NBD Overlay to catalyze mixed-use development and drive urban revitalization. This overlay provides a valuable framework for encouraging higher-density, walkable environments that support both economic growth and neighborhood transformation. Focus on improving the Hialeah Drive Gateway and incorporate Monument Park as part of the cohesive design improvements.

VIBRANT PUBLIC SPACES

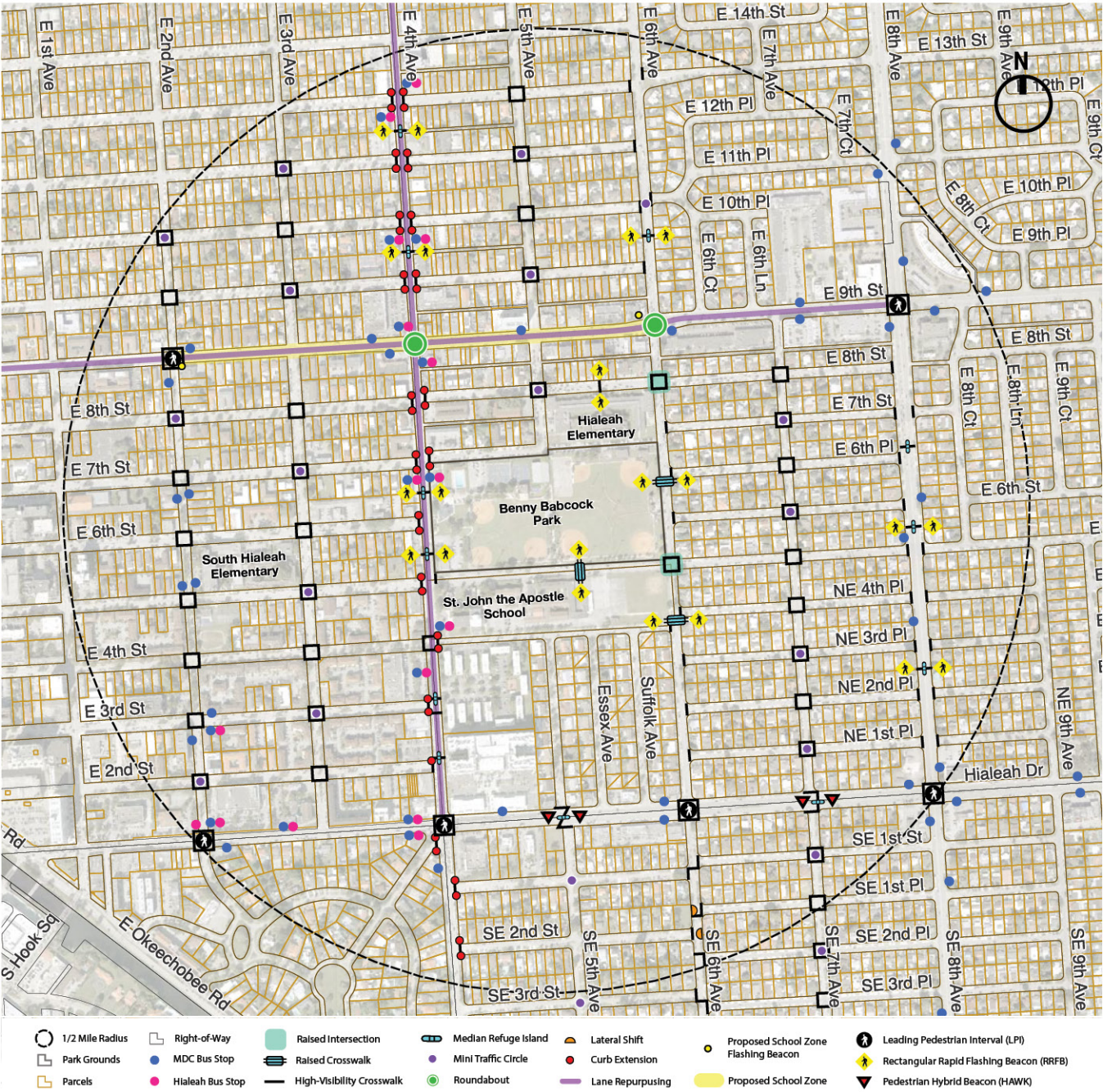
- » Babcock Park serves as a central hub for sports, fitness, and community engagement in Hialeah, providing residents with diverse recreational opportunities in a historic setting. As the central gathering space for the district is recommended to keep hosting community events and improving connections and access to the schools as shown on [Map 43 on page 137](#). Consider other connection improvements destinations such as the proposed E 9 Street Corridor and the neighborhood node near Shoma Village.

DIVERSE HOUSING OPTIONS

- » Identify opportunities to expand housing options by encouraging a diverse mix of housing types. Explore the potential for applying a Neighborhood Business District (NBD) overlay at the node of Hialeah Drive and West 4th Avenue to support mixed-use development. Ensure that any increases in height or density are carefully designed with thoughtful transitions—especially near single-family neighborhoods and Deer Park—to maintain community character and promote a harmonious built environment.
- » Consider the development of pre-reviewed missing middle housing types at the areas identified opportunity area shown on [Image 54 on page 137](#). The identified parcels are zoned R-3, contain multiple units per lot, and fall within a Neighborhood Business District (NBD) Overlay. Their rear adjacency to commercial uses further supports the opportunity for the development of the pre-reviewed missing middle housing types, making this an ideal location to introduce a more diverse and context-sensitive housing mix



Image 54. Opportunity Area for Pre-reviewed Missing Middle Housing Types (Source: Google)



Map 43. Benny Babcock Park Proposed Access Improvements. (Source: Urbe Studio)

DOWNTOWN & SOUTHEAST - DISTRICT 5 RECOMMENDATIONS



DISTRICT IDENTITY

- » The Tri-Rail Market Station should serve as the vibrant central focus of this district, anchored by a strong commitment to walkability and a welcoming public realm. Enhancing the areas surrounding the station—such as introducing a transit plaza or linear park—will provide inviting spaces for community gatherings, and activity, enriching the experience for transit users. The historic Seaboard Railway building, an important historic asset, should be preserved, thoughtfully repurposed, and fully integrated into the vision of the transit station area. This adaptive reuse would honor its historical significance while giving it a dynamic new role. Collectively, these improvements will foster a lively, pedestrian-oriented hub that seamlessly bridges the district's rich heritage with its transit-forward future.

ACCESSIBILITY AND CONNECTIVITY

- » Ensure seamless integration into the broader City-wide bicycle network by prioritizing the development of dedicated and protected bike infrastructure shown on [Map 44 on page 139](#).
- » Improve connections between the neighborhoods and districts focusing on bicycle and pedestrian safety especially at the key intersections depicted on [Map 44 on page 139](#).
- » Identify opportunities to enhance connectivity by linking the transit station eastward via a pedestrian bridge over the tracks. Consider extending this connection southward to improve access to the

properties fronting the Miami River, particularly those located just south of NW 36th Street.

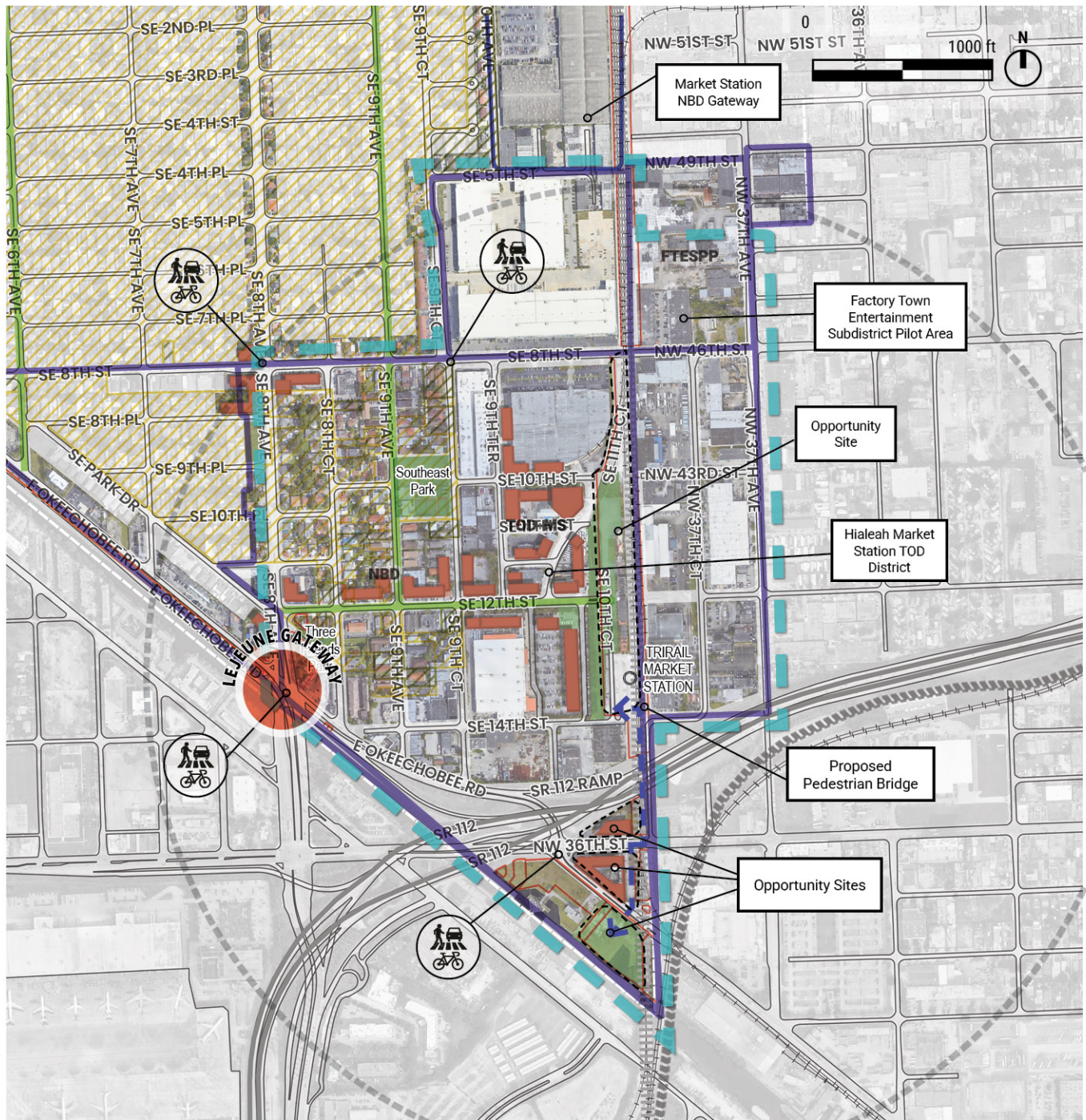
- » Integrate the Market Station into the broader citywide transit network, and explore the implementation of a dedicated feeder route to enhance connectivity with surrounding neighborhoods and key destinations across the City.

HUMAN-SCALED DESIGN

- » Leverage the Market Station TOD and the NBD Overlays and promote the creation of spaces and buildings that enhance pedestrian comfort, interaction and safety.
- » To create a more welcoming and pedestrian-oriented environment, large surface parking lots—such as the one in front of Home Depot—should be visually screened from the station area. Introducing a liner building along the street frontage can help define the space in front of the Station, enhance the public realm, and create a more engaging pedestrian experience. These liner buildings could accommodate shops, cafés, or other transit-supportive uses that bring activity, comfort, and vibrancy to the area.

MIXED-USE DEVELOPMENT

- » Leverage the NBD Overlay District to transform properties located south of the SR 112 ramp, encouraging a mix of uses that support walkability and neighborhood vitality. A proposed pedestrian bridge in this area could significantly enhance east-west connectivity, linking adjacent communities



LEGEND

- | | | | | | |
|---|---------------------------|---|--------------------------------|--|-----------------------------------|
|  | Schools |  | R-1 Zoning |  | City Gateways |
|  | Parks |  | R-2 Zoning |  | Opportunity Sites |
|  | Tri Rail |  | Zoning Overlays |  | Suggested Connections |
|  | District Boundary |  | Publicly Owned Land / ROW |  | Suggested Safe Bike/Ped Crossings |
|  | Suggested Liner Buildings |  | Proposed Bicycle Network | | |
|  | Opportunity Areas |  | Neighborhood 5 min walk radius | | |

Map 44. Downtown & Southeast District 5 Recommendations Map. (Source: Plusurbia)

and opening the door for thoughtful mixed-use development.

- » In the vicinity of the Tri-Rail Market Station, legacy industrial uses—such as auto repair shops, recycling centers, and waste facilities—generate noise, fumes, and odors that are incompatible with the surrounding and emerging residential and pedestrian-oriented areas. To foster a more transit-supportive and vibrant district, the City should consider restricting the expansion of these uses and implementing a phased approach to their relocation or transformation. This strategy would pave the way for new development that aligns with the vision of a safe, clean, and thriving neighborhood centered around walkability and high-quality transit access.

VIBRANT PUBLIC SPACES

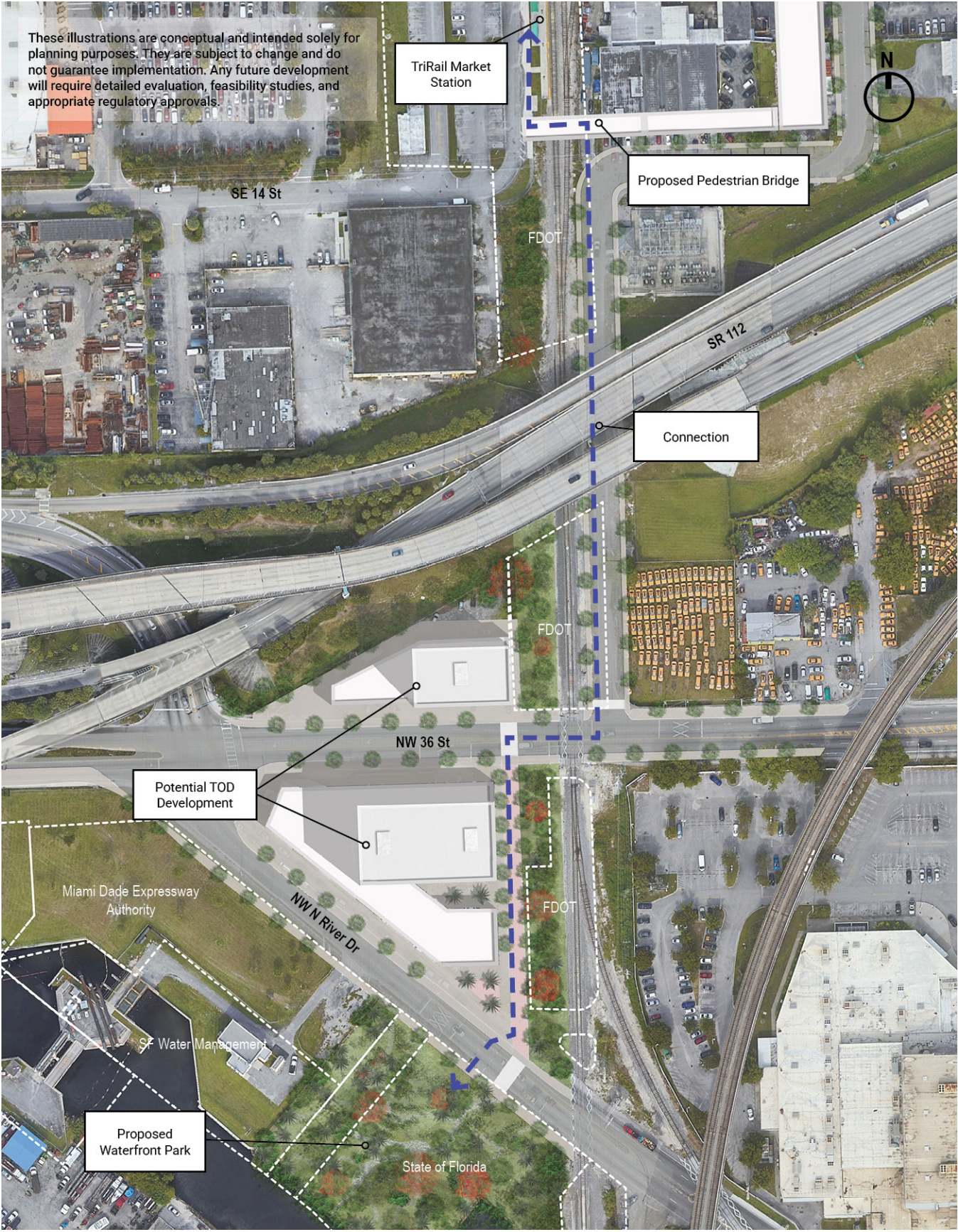
- » Utilize the opportunity site and the right-of-way in front of the historic Seaboard Railway building to build a transit plaza / linear park. Incorporate amenities such as benches, shade trees, and flexible spaces for community activities and events, creating a welcoming and functional public area. (See [Map 44 on page 139](#))
- » South of the Market Station, land owned by the South Florida Water Management District, FDOT, the State of Florida, and the Miami Expressway Authority presents an opportunity for transformation into a waterfront park. Realizing this vision will require active collaboration with these agencies to convert the area into green, accessible spaces for recreation, community use, and environmental enhancement as shown on [Map 45 on page 141](#).
- » Preserve and enhance Three Friends Park and Southeast Park.

DIVERSE HOUSING OPTIONS

- » Leverage the Area 3 NBD Overlay to develop strategies that incentivize mixed-use development on key opportunity sites south of SR 112, with a particular focus on incorporating diverse housing options. In parallel, integrate flood mitigation measures to ensure resilient, long-term growth that aligns with the area's environmental context and community needs.

RESILIENCE

- » Employ sustainable practices such as rain gardens, retention basins, permeable pavements, and native plantings for stormwater management at the proposed waterfront park at the Miami River.



Map 45. Proposed Market Station TOD expansion and connections. (Source: Plusurbia)



Image 55. Buildings with parking Podium desirable configurations. (Source: Plusurbia)



Image 56. NW N River Dr crossing connecting the proposed waterfront park. (Source: Plusurbia)



Image 57. Proposed Hialeah Miami River Park. (Source: Plusurbia)

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This document was prepared for:
The City of Hialeah.

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