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PREPARED FOR
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KICK-OFF TOUR SUMMARY REPORT

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

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PROJECT INTRODUCTION

2050 HIALEAH MASTER PLAN
CITY OF HIALEAH

The City of Hialeah is embarking on a transformative journey towards a brighter and more sustainable future. As the City approaches its centennial anniversary in 2025, the City of Hialeah Planning Department kicked-off the 'Hialeah 2050 Master Plan,' a visionary project aimed at developing a road map for the next 25 years that is aligned with the community's goals and desires.

The Hialeah 2050 Master Plan seeks to address development pressures and infrastructure challenges while fostering a vibrant and interconnected community that honors the City's rich history and diverse heritage.

On September 11, 2023 the project team conducted a project kick-off for which key stakeholders were invited to participate. During the kick-off meeting, the team provided the project background, outlined the goals and objectives, and discussed principles and planning strategies that would guide the process.

The kick-off included a guided tour of the different areas in the city. The team visited multiple areas, including single-family residential, industrial, commercial, and areas undergoing redevelopment in the city. This provided a firsthand look at the challenges and opportunities the city is facing.

During the tour, the team covered various topics, including transportation and mobility networks, land use direction, public rights-of-way improvements, and preservation/ transformation prospects.

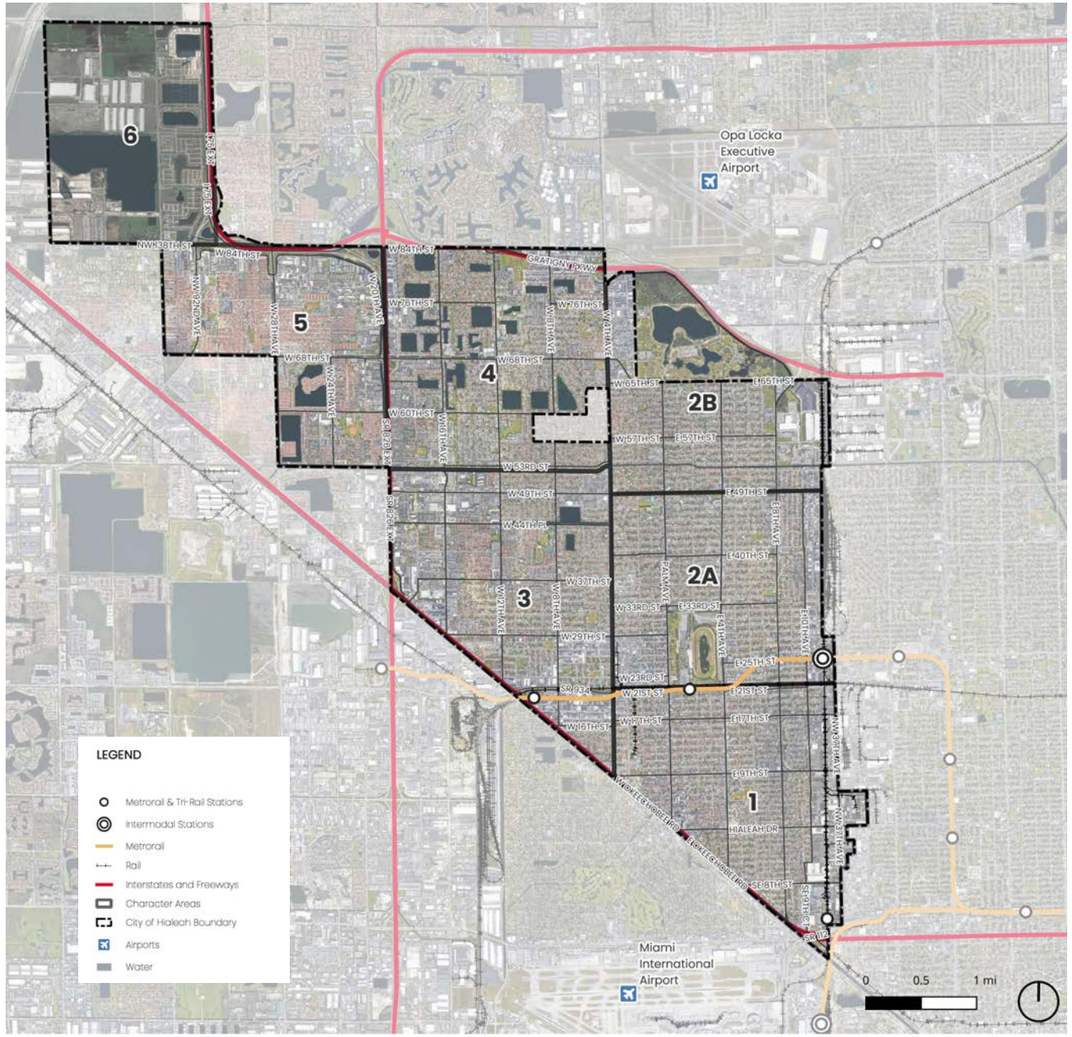


Image 01. Potential Hialeah Character Areas. (Source: Plusurbia).

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KICK-OFF TOUR OVERVIEW

PROJECT KICK-OFF TOUR | SEPTEMBER 11, 2023

The kick-off tour signaled the start of the 2050 Hialeah Master Plan project.

The tour started at 9 am and encompassed 11 stops, fostering engaging discussions, providing valuable insights of the existing conditions, the opportunities and challenges of the city.



Image 02. Staff member from the City of Hialeah during the Kick-Off Tour. (Source: Plusurbia).

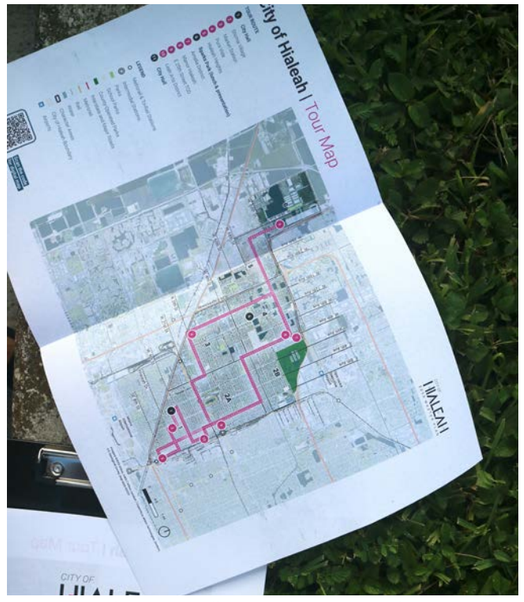


Image 03. City of Hialeah Kick-Off Tour Map. (Source: Plusurbia).

KICK-OFF TOUR ATTENDEES

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DEVELOPING A LONG-RANGE PLAN TO ENSURE THAT GROWTH IS ALIGNED WITH THE NEEDS AND DESIRES OF THE COMMUNITY FOR THE NEXT 25 YEARS.



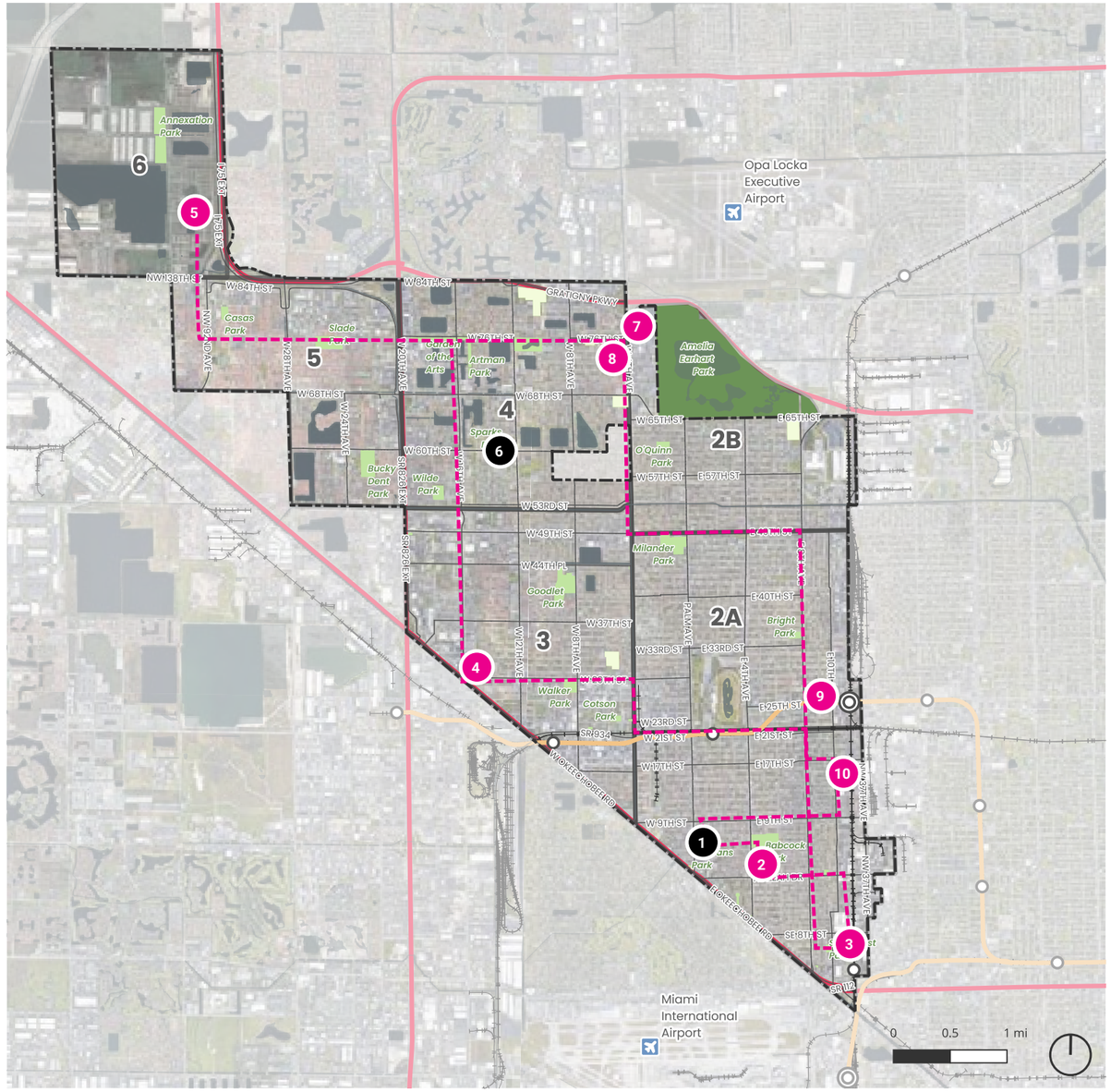
Image 04. Group photo from the Kick-Off Tour. (Source: Plusurbia).

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City of Hialeah
Tour Map

TOUR ROUTE

1. **City Hall**
2. Shoma Village
3. Market Station
4. Pura Vida
5. Hialeah Heights
6. **Sparks Park (lunch & presentation)**
7. Amelia District
8. Manor Hialeah
9. E 25th Street TOD
10. Leah Arts District
11. **City Hall**



LEGEND

- Metrorail & Tri-Rail Stations
- Intermodal Stations
- Parks
- School Parks
- County-Operated Parks
- Interstates and Major Roads
- Metrorail
- Rail
- Water
- Character Areas
- City of Hialeah Boundary
- Airports

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CITY OF HIALEAH 2050 MASTER PLAN

Image 05. Kick-Off Tour Map. (Source: Plusurbia).

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TOUR STOP INFORMATION

1 CITY HALL

The first stop was City Hall, which is within the Hialeah Downtown Urban Center (HDUC). The HDUC was created in the early 2000s following a master plan by Jaime Correa and Associates. The master plan was started at a time when two blocks next to City Hall, which included longtime institutional living facilities, were set to be vacated. Under the new zoning classification R-3-D, these two blocks were redeveloped with townhouses facing the street and parking in the interior of the block. The plan also included the reconfiguration of Palm Avenue and East 1st Avenue, changing the traffic pattern from one-way streets to two-way streets, adding a median, widening sidewalks where possible, providing parallel parking, adding trees on sidewalks, increasing densities, and decreasing parking requirements. The Hialeah Courthouse, at 11 E 6th Street, was built in 2003.

The master plan resulted in successful outcomes, with some redevelopment on small lots. The area became stagnant until the Neighborhood Business District (NBD), an overlay district, was created in 2007, allowing for new multifamily developments. The NBD developments replaced parking lots and outdated structures, bringing more life to the area while encouraging some business owners to significantly upgrade their businesses. Old shopping plazas were also upgraded.

Currently, there are plans to move City Hall to a new location, which would leave the site open for potential redevelopment.



Image 06. Hialeah City Hall. (Source: Plusurbia).

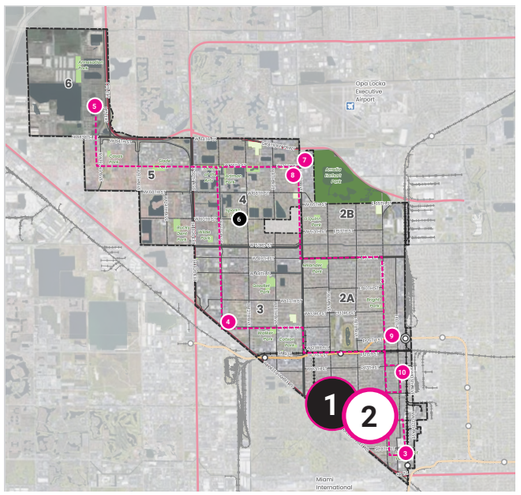


Image 07. Kick-Off Tour Map. (Source: Plusurbia).



Image 08. Shoma Village in Hialeah. (Source: Shomavillage.com).

2 SHOMA VILLAGE

Shoma Village is a mixed-use development with two eight-story residential buildings flanking a parking garage, retail on the ground floor, some surface parking, and a commercial strip facing Hialeah Drive. Most of the commercial portion is empty because the property owner wants to ensure the correct tenant mix. An example of the desired commercial spaces is Shoma Bazaar, an upscale food court.

Shoma Village was built under the NBD regulations. The NBD is a zoning classification that allows mixed use projects on properties with multifamily, commercial, industrial and Central Business District land use without the need of a land use amendment which increases density and height based on bonus points. At the time when the NBD was created, land use amendments where a lengthy process that required two State Reviews, after the first submittal came with an Objections, Recommendations and Comments reports (ORC), an adoption submittal addressing ORC comments was reviewed again by the State and other governmental agencies. The NBD applies to five designated areas which are corridors that are in need of redevelopment, or a Special Use Permit may expand the designation to other node areas. The increased density and height is obtained by a system of points related to desirable features such as parking at the rear, pedestrian friendly orientation, art, etc[1].

1 Regulations can be found in Municode Hialeah/Chapter 98/Neighborhood Business District.

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Most, if not all, of the NBD developments require variances, which is beneficial to applying site-specific alterations to the generalized code. Variances also give the Planning and Zoning Department the opportunity to enhance projects by working together with the designers. The Hialeah Planning and Zoning Department aims to be a partner of a developer offering flexibility in return of desirable outcomes for the City.

GROUP DISCUSSION TOPICS

Bike-Friendly Infrastructure

Many advocated for creating a bicycle-friendly built environment around Shoma Village to promote different modes of mobility and connectivity here and throughout the city. Identifying major nodes to then plan for effective connectivity based on traffic data and projected movement will be crucial for the master planning efforts.

This sparked discussion in favor of creating a safer street network to incentivize a multi-modal city. These networks would need a variety of hierarchies and uses, and areas like Shoma Village would need to include bicycle infrastructure, including bicycle parking.

The existing public rights-of-way were noted as a challenge to move forward with multi-mobility. The team must study the current rights-of-way throughout the city to see where the opportunities lie for bike lanes and sidewalk expansions.

Restaurant District

There was discussion about the potential to create a restaurant district around the area. Some suggested such a district could potentially expand from Shoma Village to the city limits. Others brought up that in order to create a restaurant district, the city would also have to encourage people to move into the area to support the businesses.

Hialeah Drive between Okeechobee Road and E 10th Avenue is a good candidate for a secondary restaurant/commercial district. This could not only benefit Hialeah residents, but Miami Springs residents as well.

Land Use and Affordability

A question came up regarding the residents' response to the new regulations that incentivized developments similar to Shoma Village. The response was that people who would typically opt to live in Doral or other surrounding cities look to Hialeah as an affordable option. As an example, the development Pura Vida (stop four on the tour) reached 90% occupancy before their ribbon cutting ceremony.

Wayfinding

The city currently lacks wayfinding in the area where Shoma Village resides. It may be beneficial to incorporate wayfinding recommendations into the 2050 master plan vision.

3 HIALEAH MARKET STATION

Hialeah Market Station is one of the city's two Transit Oriented Districts (TOD). The Hialeah Market Tri-Rail Station is one station north of Miami International Airport and one station south of the other Hialeah Transfer Station. Plusurbia created the TOD master plans for each district and related zoning regulations were adopted in 2016.

North of the platform is a building where it's southern portion is a historic station similar to others in Florida, in this case, identical to the Naples station. Adjacent to the station is a building that belongs to the Florida Department of Transportation (FDOT). The building operated as market for a while and at some point there we redevelopment intentions. The station has been leased to the City for a long time and it is now in the process of purchasing it from FDOT.

The area includes two parks, Southeast Park and Three Friends Park (adjacent to the proposed Navarro Pharmacy). Additionally, a pilot micro mobility program, which was part of a Miami-Dade County pilot program, will start in a few months.

There are two multifamily developments planned located north of SE 12th Street that have obtained entitlements and will soon start construction. Redevelopment is also in the works for the block located at the intersection of Okeechobee Road and Le Jeune Road, where a Navarro Pharmacy will replace an existing motel and automotive use. Although this will be a big box building, City staff was able to convince Navarro to remove the iron work imitating balconies, change the color scheme from bright yellow to grays and incorporate local art in the facades.

North of the station and across the railroad tracks is the Factory Town Entertainment District, a music venue that draws crowds of people to its music festivals, all taking place within an old mattress factory that was de-constructed and turned into an entertainment venue featuring blown-out roofs, old walls, and newly installed native landscaping. The magic of the venue is that each festival has its own unique scenography display with food trucks, visual effects, etc.

A linear park connecting the station building to SE 8th Street sidewalks was planned by City staff and they are in the process of seeing how to implement it. The purpose of the park's walking path concept is to connect the station to the entertainment district, which is expected to grow in the near future.



Image 12. Hialeah Market Station. (Source: WordPress).

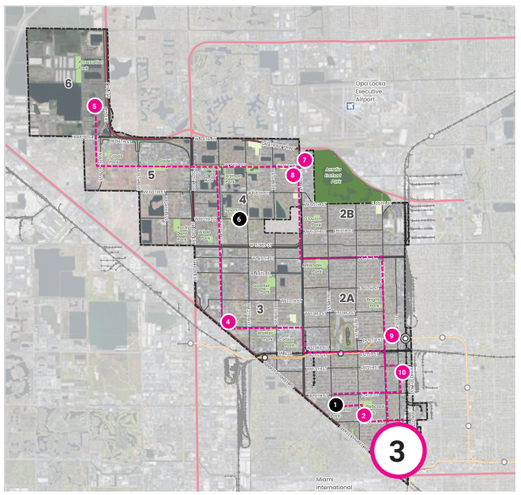


Image 11. Kick-Off Tour Map. (Source: Plusurbia).

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GROUP DISCUSSION TOPICS

Station Redesign

Hialeah Market Station currently has a single track, but will soon have two tracks, one northbound and one southbound on either side of the station, allowing passengers to board from a new central platform. The new project is already at 60% completion within the design phase and will begin construction in a few years. The new train line will connect to the Miami Intermodal Center (MIC).

Safety and Connectivity Concerns

The Hialeah Market Station currently experiences a lot of illegal crossings, mostly due to a lack of connectivity from the neighborhoods east of the station. Creating a connected and intuitive path to the station could reduce the amount of dangerous crossings.

While the new design will include a fence to deter illegal crossings, access and connectivity to the station is still lacking. The area surrounding the station is not friendly for walking or biking. It will be important for the 2050 master plan to address this by complementing the existing mature landscape with more sidewalk connectivity, which is severely lacking.

Finally, parking on-site currently has little regulation and metered parking will eventually have to be implemented.



Image 14. Hialeah Market Station. (Source: Plusurbia).



Image 15. Tri-Rail. (Source: TriRail.com).



Image 16. Market Station TOD vision. (Source: Plusurbia).

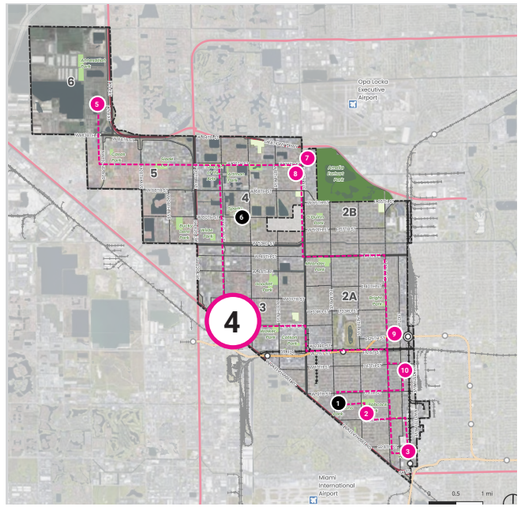


Image 17. Kick-Off Tour Map. (Source: Plusurbia).



Image 18. Apartment building within the Pura Vida development. (Source: Puravidamia.com).

4 PURA VIDA

The Pura Vida development on West 16th Avenue and West 29th Street is within one of the designated NBD corridors on a site that was formerly a trailer park.

The southern portion of the site was developed in a suburban fashion, although the developer liked to call it the horizontal mixed-use, with a corner gas station and two outparcels for the typical fast food, cell phone store, or dollar store, all surrounded by surface parking. The northern portion of the site has two, seven-story multifamily buildings.

The northern part has two seven-story multifamily buildings where the one fronting West 16th Avenue has retail on the first floor and two rows of surface parking fronting the mixed-use building. There is additional surface parking between the two buildings. Although the site layout could have improved further, there was more eagerness for new development and to replace the trailer park.

Pura Vida inspired new businesses to replace older structures in other sites. For example, El Car Wash opened at Okeechobee Road, replacing a lot that contained illegal roofs and car parts.

GROUP DISCUSSION TOPICS

Developer-Relations

Pura Vida's mixed-use development has had a positive response and ripple effects throughout the city. In addition to its friendly, family-oriented demeanor and openness to change, the city is supportive of redevelopment and private development interests, which is why Hialeah is sought-after by developers.

Potential Opportunities

Along W 16th Street, there is opportunity for a potential restaurant district. Furthermore, east of Pura Vida, there are large two-story residential buildings that front W 29th Street, which could be an opportunity for redevelopment while also creating a new multimodal boulevard.

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5 HIALEAH HEIGHTS

Hialeah Heights, referred as the Annexation Area, was annexed to the city in 2003. It includes 3 square miles of land, where 1 square mile was outside Miami Dade County's Urban Development Boundary (UDB) until 2007. A large portion of that square mile was a construction and demolition debris landfill.

Before 2003, the annexed area was a place where it was unclear who had jurisdiction or control. No one was interested in this portion of land at the time. The city's vision behind the annexation was to acquire land for new industrial developments, given that the ones within the city lacked loading docks, appropriate parking or high clearances.

NW 97th Avenue was the dividing line between clean and contaminated land, so the east side was planned for residential uses and the west side for industrial uses. Although not all land west of NW 97th Avenue was contaminated, the mining activity occurring west of NW 107th Avenue caused the mining industry to advocate for no residential uses west of NW 97th Avenue. Over time, developers negotiated with the industry leaders, who agreed to allow residential development west of NW 97th Avenue with the limitation that it had to be rental property. Accordingly, regulations were adopted to allow residential development within walking distance of the 77-acre mixed-use development currently under construction at the NW intersection of NW 97th Avenue and NW 138th Street. One of those developments, Emerald Bay, is under advanced construction.

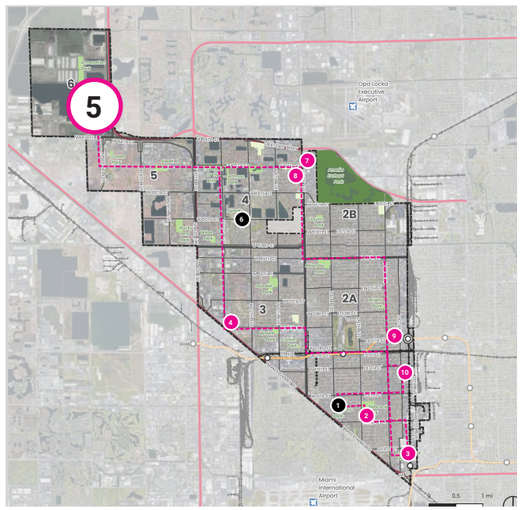


Image 19. Kick-Off Tour Map. (Source: Plusurbia).

A walking path along the north bank of the canal is expected to be built soon to connect the residential and commercial developments.

The zoning regulations for development were drafted based on a master plan with a vision of having Traditional Neighborhood Development (TND) for the residential portion; however, after the economic downturn, all plans in process were abandoned. Later came Lennar, a development company, that developed gated communities by requesting variances to waive zoning regulations. What was kept from the original planning was that all developments needed to include diverse residential types, ie. single family homes, town homes, and multifamily.

City staff was able to create a regulatory structure to require some consistency with upcoming developments. The pattern book sets standards for setbacks, additions, landscaping, color schemes, materials and landscaping. A landscape buffer located on the east side of all residential developments, adjacent to the property line next to I-75 is expected to be developed as a bike/walking path connecting all the residential developments and also connecting to the existing school at the NE intersection of NW 97th Avenue and NW 138th Street.

The west side of NW 97th Avenue, north of the Rinker Lake includes a Reverse Osmosis Water Treatment Plant (ROWTP) on a site originally designated as an Miami-Dade County right-of-way. The plant was jointly developed by the City of Hialeah and the County and extracts water from the Floridian Aquifer that lies below the Biscayne Aquifer. In 2006 SFWMD determined that no more water could be drawn from the Biscayne Aquifer, a decision impacting Hialeah Heights because the land would have been undevelopable without water. At that crucial moment the City decided to build its own water plant and later SFWMD and the County joined the effort since the plant also provided water to areas outside of City limits.



Image 20. Tour group exploring Hialeah Trail Park in Hialeah Heights. (Source: Plusurbia).

The area west of NW 97th Avenue was developed as an industrial park, Countyline Corporate Park, with distribution warehouse sites, some sites and buildings entirely owned by individual companies and others shared by other companies. Boeing and Home Depot have distribution centers in this area.

A Turnpike Interchange is under construction at NW 170th Street. NW 107th Street is also under construction, planned to carry track circulation.

When the city applied to bring the 1 square mile inside the UDB, Miami Lakes objected so the city had to agree to remove a connetion on NW 154th Street. Miami Lakes arbitarely closed NW 170th Street but Mayor Bovo's effords got 170th Street reopenned improving a vital connections to the east.



Image 21. Tour group exploring Hialeah Trail Park in Hialeah Heights. (Source: Plusurbia).

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* GARDEN OF THE ARTS

A BONUS STOP DURING THE TOUR

This site is a Florida Power & Light (FPL) easement and the City applied for, and received, a grant from the Miami-Dade County Building Better Communities Bond Program, making it possible to build the Garden of the Arts Park. Since the grant was received, the park is now a lush open space with public art displays, all within walking distance to a local school. The park includes an amphitheater, benches, an elevated stage with turf seating, monuments, public art, site lighting, and a paved trail.

It is a city maintained facility and it is often used for city events, leisurely strolling and gathering events for the community.

The park as inspired adjacent property owners to improve the facades of their houses enhancing the overall character of the entire neighborhood.

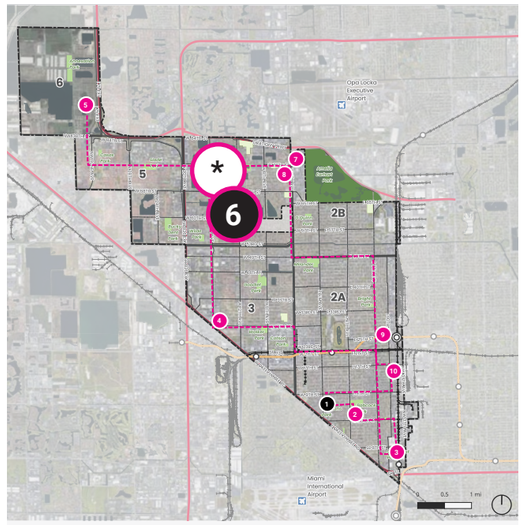


Image 24. Kick-Off Tour Map. (Source: Plusurbia).

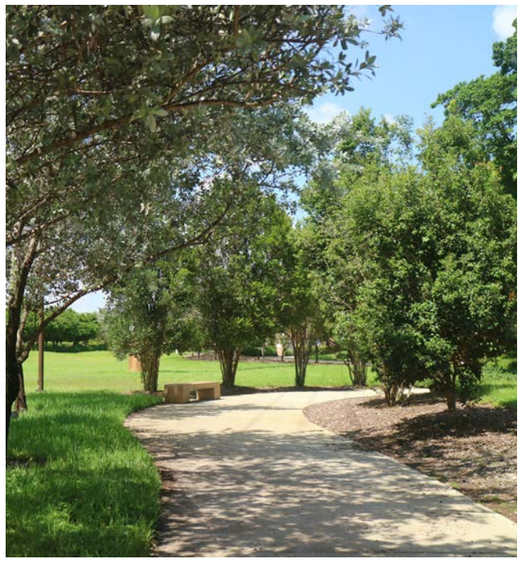


Image 23. Garden of the Arts. (Source: Plusurbia).

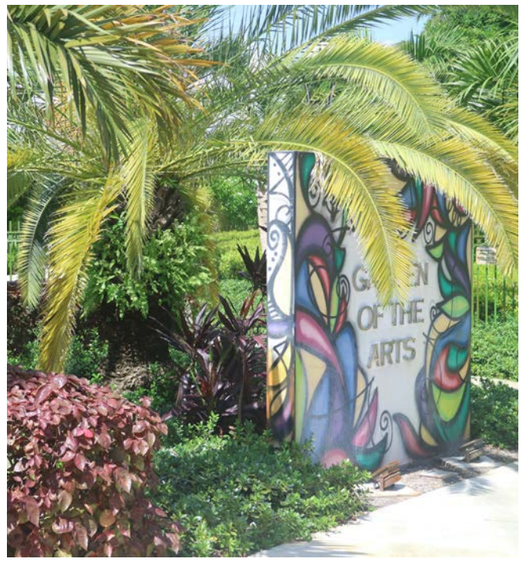


Image 22. Garden of the Arts. (Source: Plusurbia).

6 SPARKS PARK

Sparks Park was named after G.C Sparks who serves as Hialeah Mayor from 1933 to 1935. Sparks Park is used as a recreational facility for all sports cycles throughout the City's recreational sports calendar.

Over lunch, the consultant team provided a brief introductory presentation of the 2050 Master Plan.

Some of the discussions held during the lunch presentation are outlined below:

The Importance of Parks

During our stop at G.C. Sparks Park, the team met with William Sanchez, the Director of Parks and Recreation for the City. He emphasized the important role the parks play in the city and how they provide numerous benefits to the community. Sanchez proudly claimed that "the heart of Hialeah is in its parks", stating that there are 30 parks in Hialeah and 15 of them are considered active. He shared that the City is looking to increase this number by working on an agreement with its public schools, offering to maintain their fields so long as they can be open to the public after school hours.

Despite the availability of open space in the city, Sanchez added that the area is severely lacking tree canopy and that should be prioritized in the 2050 master plan. Currently, Hialeah has a 7% forestation rate, making it one of the worst in Miami-Dade County. Sanchez is an advocate for significantly increasing that percentage for a cooler, more livable neighborhood.

Sanchez also touched on the importance of multi-generational parks, stating that in the future, there should be an emphasis on parks for people of all ages. Though the demographics of Hialeah are shifting to a younger population, Hialeah residents today still need access and activity for all age groups and should be kept in mind when considering the roles of parks in the city.

Multiple Ongoing Master Plans

Discussion also sparked around the many ongoing projects within the city boundaries. The Mayor of Hialeah plans to release a 5-year capital improvements plan soon; the Miami-Dade County Transportation Planning Organization (TPO) is working on a County-wide initiative for transportation, as well as the Miami-Dade County Department of Transportation and Public Works (DTPW). These entities and their plans for development will begin to overlap with one another, and it is important for the consultant team to collect data from as many ongoing plans as possible. This will be a key factor to the success of the 2050 master plan.

"THE HEART OF HIALEAH IS IN ITS PARKS"

William Sanchez, COH Director of Parks and Recreation



Image 26. Group discussions occurring during the Lunch Presentation. (Source: Plusurbia).



Image 25. Juan Mullerat (Plusurbia) presenting the overview of the 2050 Master Plan Project at G.C. Sparks Park. (Source: Plusurbia).

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7 AMELIA DISTRICT

The area, informally known as Amelia District, was originally an industrial pocket nestled within the Amelia Earhart Park, a Miami-Dade County Park, the Gratigny Expressway, Red Road, and W 74th Place. It was developed in the early 1970s.

Starting in 2017, a developer approached the City with a proposal to redevelop the industrial site as multifamily, seeing its proximity to the Amelia Earhart Park as an asset. Soon after, similar developments replaced the old warehouses, and now there are around 800 units built. One of the developments includes a commercial component that has a restaurant that is very popular with nearby residents.

This area gained an additional 640 units from a multifamily development that replaced an old dog track (Manor Hialeah) across W 4th Ave. With the commercial potential and the potential of attracting artists and business displaced by the new developments in Wynwood, the developer purchased several warehouses to be retrofitted as entertainment venues, art galleries, cafes and restaurants. He came up with the Amelia District branding and took into his own the redevelopment of the area.

The city was able to get a direct pedestrian connection to the Amelia Earhart Park and the developer is working on a shared parking agreement. Street improvements such as the elimination of back out parking, creation of a sidewalk with trees, and parallel parking, were recommended to the developer and will be enforced in the retrofit permitting process.

8 MANOR HIALEAH

Manor Hialeah's site used to be a dog track for the training of the racing greyhound dogs. It was an open space with vegetation, surrounded by a sidewalk and was perceived as a park and amenity to the adjacent neighbors residing in single family homes west of W 6th Avenue and north of West 71 Street.

The redesignation of the site's land use and proposed multifamily development was not well taken by the residential neighbors. The property owners, neighbors, and the city came up with a preliminary plan buffering the multifamily buildings from the single-family residential neighborhood with a linear park and dedicated interior driveway for a liner of townhouses facing the residential streets. The plan was accepted by neighbors, approved, and successfully built. It includes 640 units and amenities such as lounges, pools, sports courts, and enhanced landscaping.



Image 28. Amelia District. (Source: Prestige-Companies.com).



Image 29. Manor Hialeah. (Source: Plusurbia).

GROUP DISCUSSION TOPICS

It was noted that there are very few neighborhood associations in Hialeah. Only gated communities in the annexed area are likely to have Homeowner Associations (HOAs).

9 HIALEAH TRANSFER STATION

The Hialeah Transfer Station officially opened for service in 1989. The station was built as a connection for the Tri-Rail and Metrorail rail system. Most of the land uses within 1/2 mile of the station were industrial, commercial and low scale residential.

The TOD transit oriented development district was introduced in 2016 to provide regulations to promote compact, pedestrian friendly, mixed-use development with appropriate urban design and architectural guidelines within walking distance of high capacity rapid transit stations. These regulations were intended to enhance livability and mobility by increasing residential options, enhancing the street experience for all modes of transportation, creating public open spaces and promoting the establishment of businesses oriented to commuters and residents.

The area around the station is undergoing major transitions and becoming one of Hialeah's urban cores. Most of the changes coming to the area are directly linked to the new regulations.

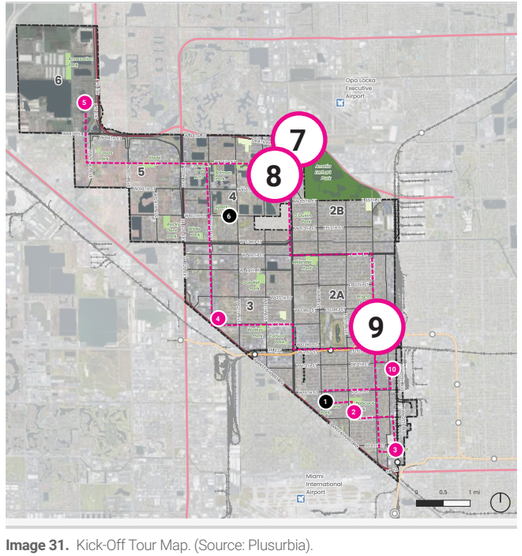


Image 31. Kick-Off Tour Map. (Source: Plusurbia).



Image 32. A list and map of Hialeah Transfer Station TOD's new developments. (Source: City of Hialeah).



Image 30. Current construction in Hialeah Transfer Station TOD. (Source: Plusurbia).

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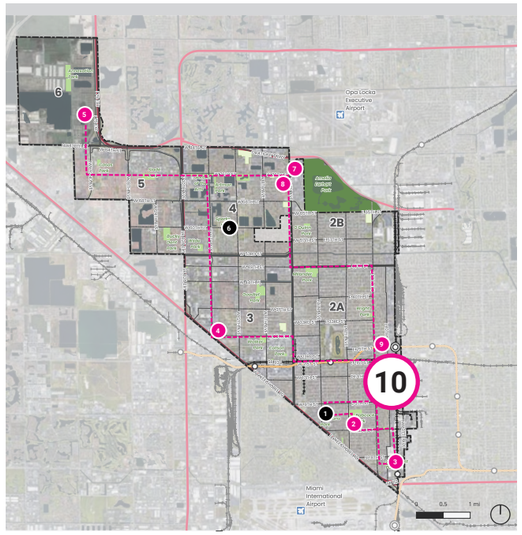


Image 34. Kick-Off Tour Map. (Source: Plusurbia).



Image 33. Local gem, KUSH by Stephen's, in the heart of the Leah District. (Source: Plusurbia).

10 LEAH DISTRICT

Originally named ALWOD for Artist Live/Work Overlay District and popularly renamed as Leah, this area was created in 2013 to provide a joint work and living space within existing industrial buildings for individuals and family units engaged in the art trade. The purpose of the regulations was not only to perpetuate the industrial character of the district but to concurrently introduce the art trade and artist studio development through regulations promoting artistic activity.

This area of small warehouses used to be the hub of textile industries mostly run by Jewish entrepreneurs and where newly arrived Cuban immigrants hold their first jobs. The textile industry gradually disappeared in the 1980s and these small low cost rent warehouses attracted artists that worked and lived here. The area started its evolution with artistic murals painted on the exterior walls that attracted businesses.

Stephen's was a Jewish Deli within the warehouse district regularly visited by the Jewish business owners in the area and by the Hialeah Jewish community at large, who had a temple on East 4th Avenue, not far from this location and other businesses throughout the City. Stephen's continued business with its original ownership until it was bought by Kush Hospitality, who runs very successful one-of-a-kind restaurants around Miami. Kush was attracted by the uniqueness of the area and the authenticity of the Deli. A new brewery, Unbranded, followed Kush's steps. The area located between the two TODs and next to Factory Town continues its gradual growth.

ADDITIONAL DISCUSSION

This section elaborates on conversations had between tour stops.

WORK EXPERIENCE IN HIALEAH

Hialeah's Growing Demands

Hialeah boasts the County's largest working-class population, offering an abundance of housing options. However, these choices are often older and lack modern amenities. Nevertheless, the city's affordability has sparked significant interest in new unfinished projects, with potential tenants eagerly making offers. Excitingly, plans are underway to construct approximately 1,800 units within the next four years, adding to Hialeah's ever-evolving landscape.

The Key to Developing in Hialeah

In order to stand out in the current housing market, there is a push to create highly amenitized housing options that offer a unique competitive edge. Currently, existing projects tend to be small, with around 25-50 units and limited parking spaces, often relying on on-street parking. However, new Transit-Oriented Development (TOD) requirements are changing the game by allowing for higher density, higher floor area ratio (FAR), and smaller setbacks. This is particularly appealing for developers in and around metro stations. The aim is to diversify housing options to cater to the varying needs of both current and new residents, providing a range of unit types such as studios, 1 bedrooms, 2 bedrooms, and more. By doing so, it becomes easier for residents to establish roots and remain in an area even as their circumstances change.



Image 35. Rendering of Metro Parc Hialeah II apartments, a planned project for Hialeah Transfer Station with the largest number of proposed units to date (620). (Source: Bizjournal).

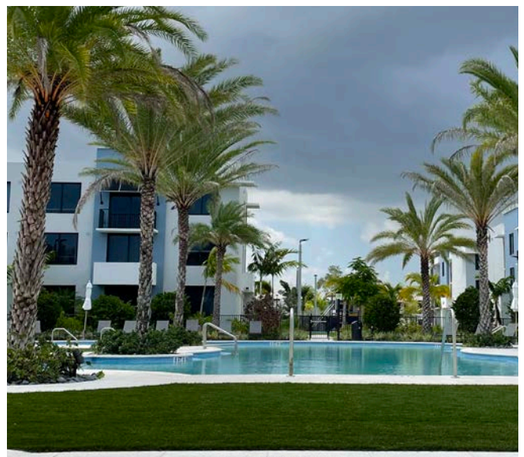


Image 36. Manor Hialeah's success could be attributed to the amenities available on-site, such as its large swimming pool. (Source: Plusurbia).

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Image 37. Many residential areas in Hialeah are heavily paved, as seen above. This driveway has no landscaping or grass to filter water. (Source: Plusurbia).



Image 38. Example of unauthorized RV unit in a single-family neighborhood. (Source: Plusurbia).

Innovative repurpose of old stuctures

A representative from Modis Architects shared their experience with redevelopment in the area. A specific example was the old Ramada Inn Hotel that was previously located along NW 103rd Street near The Palmetto Expressway, an important corridor for the city.

The hotel originally had units of 375 square feet and few amenities for its guests. Modis has since repurposed the hotel into residential product that provides more affordable market-rate housing for Hialeah residents that have no need or means for a one-bedroom apartment. In working with the NBD variances, the project was able to incorporate a 1:1 parking ratio and a parking garage.

Problems with Code Enforcement

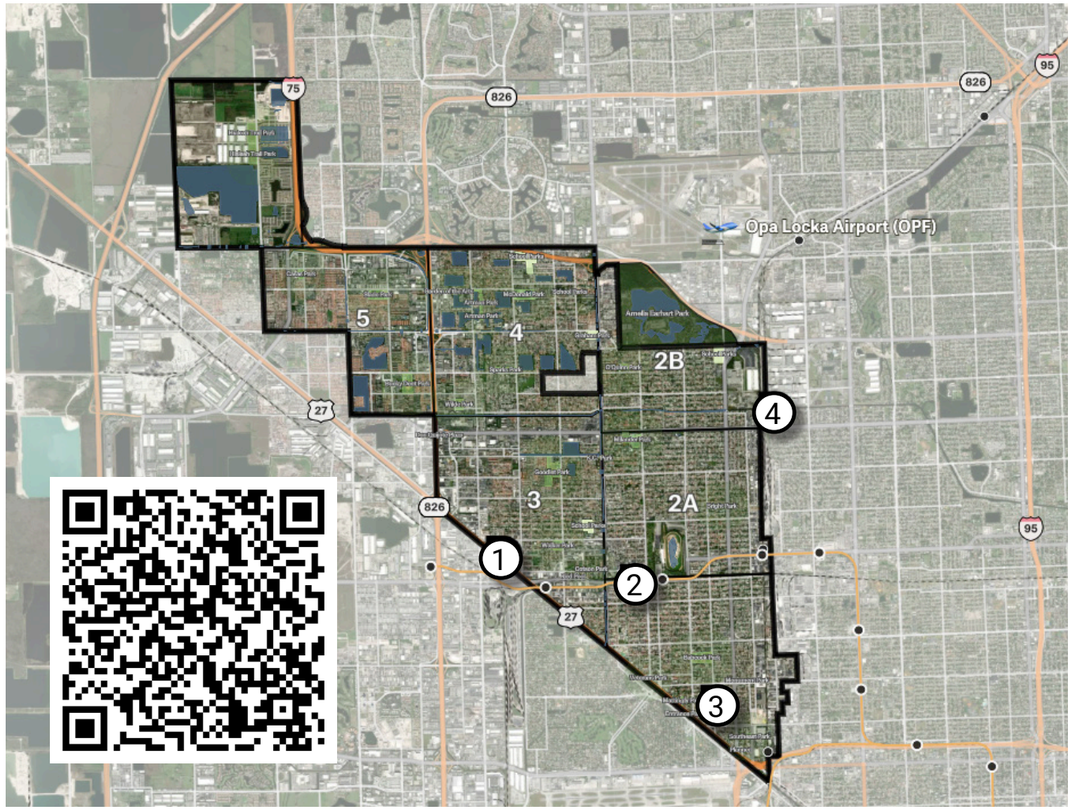
In various neighborhoods of Hialeah, there is a recurring issue of unpermitted work being done, which in turn leads to drainage problems as it violates the permeability index requirements as an example. This is mainly due to the impervious surface ratio exceeding the limits set by the code.

Another common problem arises from unauthorized tin roofs installed in the backyards of numerous homes. This creates conflicts between neighbors, as water spills onto neighboring properties during rainfall.

Unfortunately, many property owners lack the resources or information necessary to bring their properties up to code. This is often compounded by language barriers or misinformation. As a result, parking problems persist in many neighborhoods, leading to deteriorating sidewalks and swales.

Another noteworthy challenge in the redevelopment process is the non-conforming use of single-family residential properties for multifamily purposes. Many property owners rent out mobile homes located in the front or side yards, which goes against zoning regulations.

Addressing these issues requires a comprehensive approach to ensure proper permits, improved drainage, and better coordination among neighbors and property owners.



1
J.S.
W 29 St between Okeechobee Rd and Palm Ave is a great candidate for a restaurant/commercial district. W 29 St is only about a quarter mile away from the Palmetto's Okeechobee exit which makes it very accessible to all, not just local residents.

2
J.S.
The area bounded by Palm Ave & W 3 Ct and W 23 St & 29 St is a good candidate for the expansion of the proposed restaurant and commercial district. It can be tied in to the upcoming Hialeah Park development.

3
J.S.
Hialeah Dr between Okeechobee Rd and E 10 Ave is a great candidate for a secondary restaurant/commercial district. This would not only benefit Hialeah residents but Miami Springs residents as well since Miami Springs has very limited options.

4
J.S.
This is a good location (E 56 St & Rail line) to establish a Tri-Rail substation to service the new Hialeah City Hall. It can also become the starting point of a People Mover.

Image 39. Comments from the Kick-Off Tour's interactive map with corresponding QR code. (Source: Plusurbia).

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