

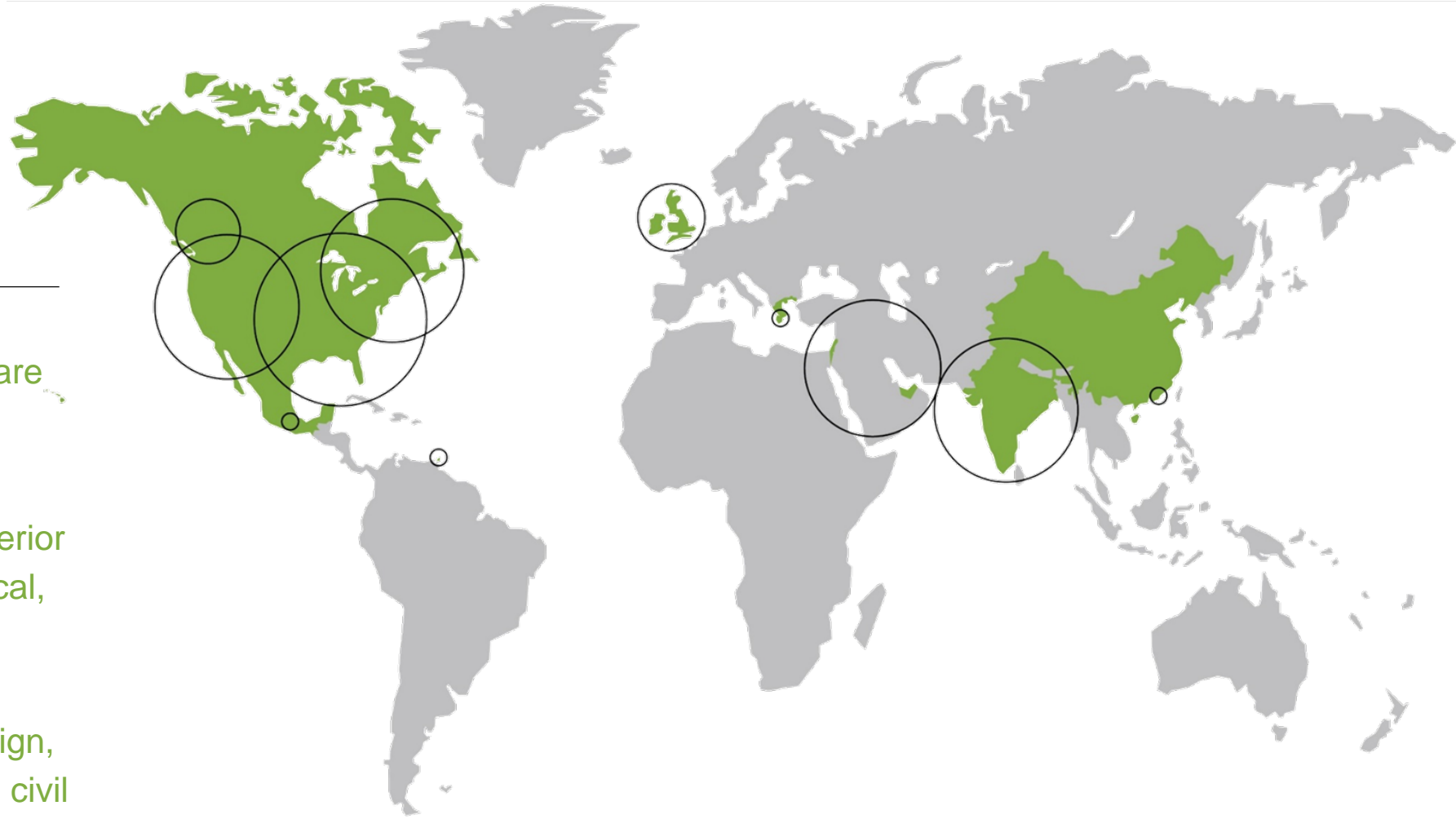




# AGENDA

- **Introduction**
- **Transit Oriented Development: Quick Overview and Best Practices**
- **Transit Systems in Florida**
- **North Miami Station Area and Corridors**
- **Concurrent Planning Initiatives**
- **Preliminary Public Outreach Plan**
- **Project Work Plan & Schedule**
- **Discussion, Feedback, Q&A**

# IBI PROFILE



**Intelligence:** systems design, software development, systems integration

**Buildings:** building architecture, interior design, building engineering (mechanical, structural, electrical)

**Infrastructure:** planning, urban design, landscape architecture, transportation, civil engineering

COUNTRIES

11

REGIONS

5

OFFICES

63

EMPLOYEES

2400



# IBI TOD PROJECTS



## TOD STATION AREA PLANS

- Sanford SunRail Station Area Plan, Seminole County and City of Sanford, Florida
- SR54/56 Corridor Station Area Planning Study, Pasco County, Florida
- Deerfield Station – Mixed Use Transit Oriented Development (TOD), Deerfield Beach, Florida
- Canoga Connect TOD Study, Los Angeles, California
- SR 15 Bus Rapid Transit (BRT) Station Area Planning and Design Study, San Diego, California

## CORRIDOR & CITYWIDE TOD PLANS

- US 19 Multimodal Connectivity and Design Standards Study, Pasco County, Florida
- Broad River Road Corridor Master Plan, Richland County, South Carolina
- West Carson TOD Specific Plan, California
- Gold Line TOD Assessment Phase II, San Gabriel Valley, California
- Briney Avenue Streetscape, Pompano Beach, Florida
- Hollywood Beach Streetscape Master Plan, Florida
- Franklin Street Feasibility Study - Phase 2, Portland, Maine

## TOD DESIGN GUIDELINES

- First and Last Mile Strategic Plan, Los Angeles County, California
- LA Metro Transit Oriented Land Use Planning Tool Kit
- Metrolinx Mobility Hub Guidelines, Metrolinx, Greater Toronto Area
- Development of CETRAMs Guidelines, Mexico City
- National Level Guidance Document for TOD, NMT & PBS, India

# PROJECT TEAM



**BANKIM KALRA**  
IBI

PROJECT MANAGER



**PATRICIA FREXES RAMUDO**  
IBI

DEPUTY PROJECT  
MANAGER



**VIVIAN BROOKS**  
IBI

COMMUNITY OUTREACH



**ROBERT J GRAY**  
SPG

AFFORDABLE HOUSING



**KEVIN GREINER**  
IBI

MARKET ANALYSIS



**HAROLD CHARLES**  
CEEPCO, SBE

ENGINEERING SUPPORT

# WHAT IS TOD?



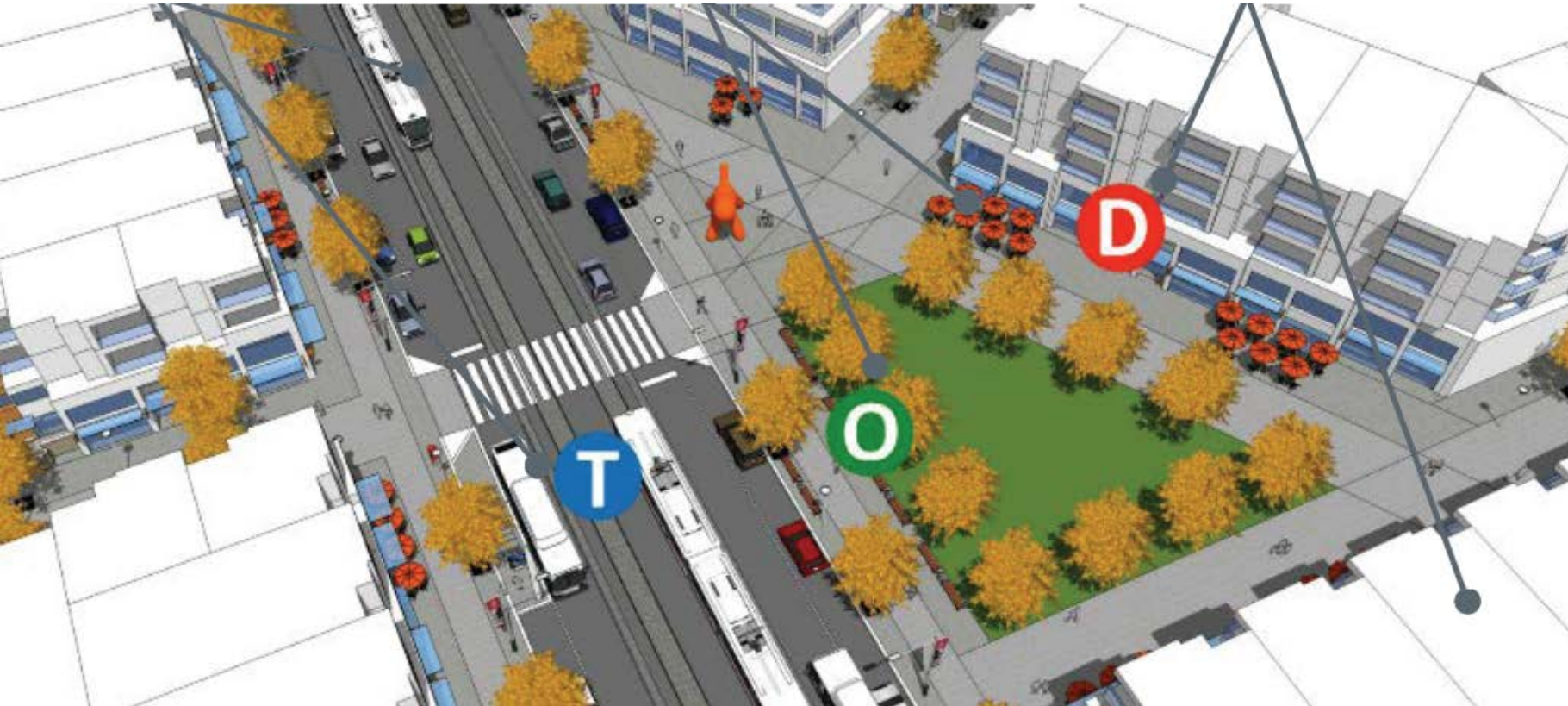
**TRANSIT ORIENTED DEVELOPMENT –**  
Neighborhoods where residents can live, work, shop, learn, and play in a pedestrian/cycle friendly environment, within a short, inviting walk to an efficient, rapid public transit and, importantly, where automobile use is an option but not a necessity.

# WHAT TOD IS NOT?



- It is **not any type of development** adjacent to transit
- It is **not a blanket approach** to increase density within neighborhoods served by rapid transit
- It is **not about apartment buildings** replacing single family and row housing in vibrant neighborhoods
- It is **not about the architectural design** of individual buildings

# ANOTHER WAY OF DESCRIBING TOD



Transit (Transportation)



Oriented (Open Space)



Development (Buildings)

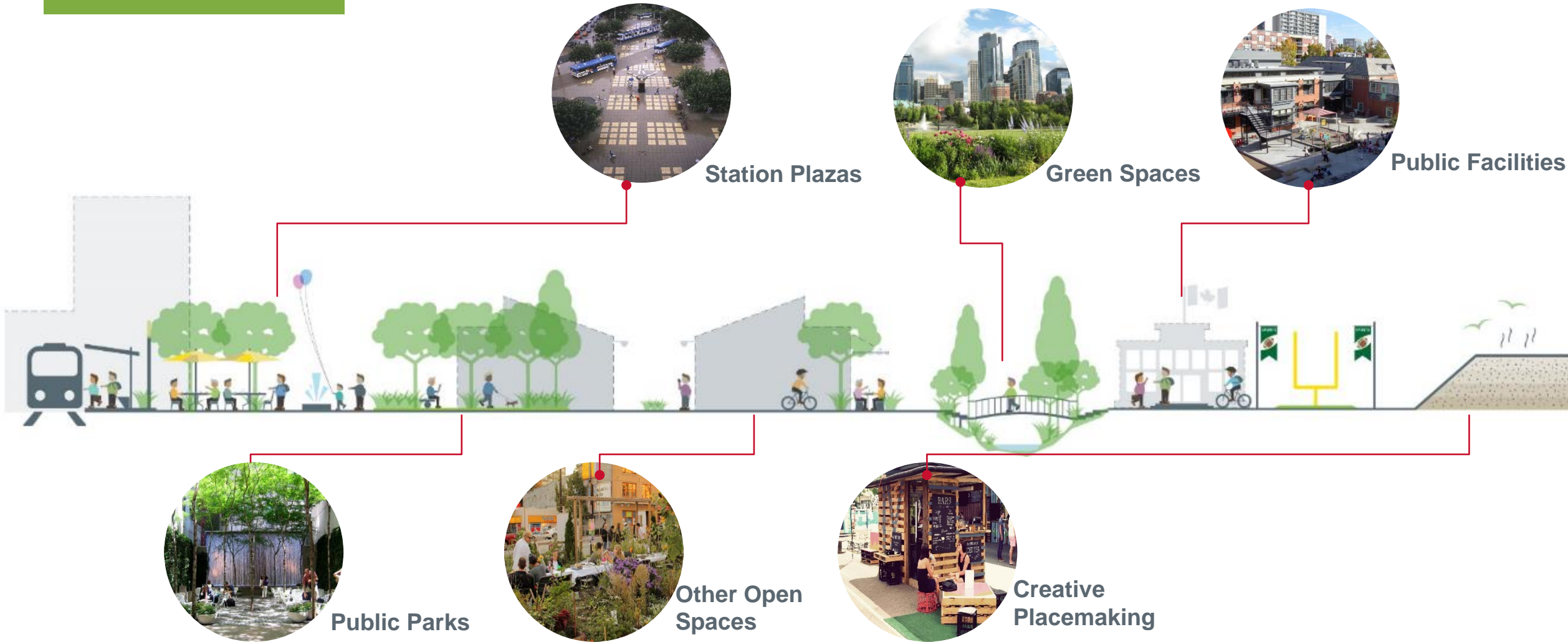


# The “T” in TOD



# TOD IN NORTH MIAMI

## The "O" in TOD



# TOD IN NORTH MIAMI

## The “D” in TOD



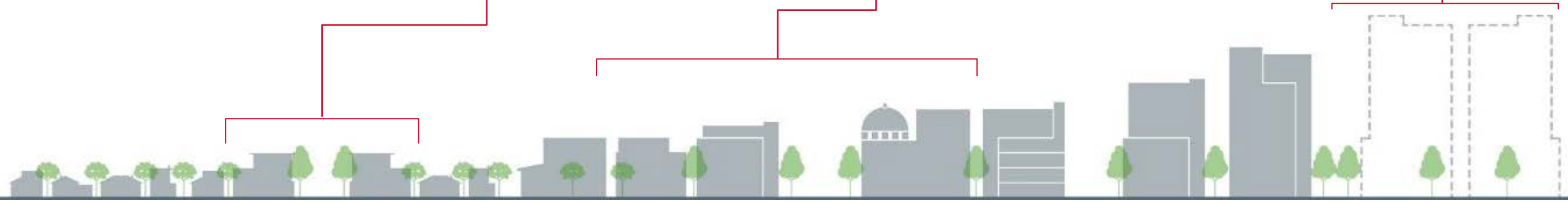
**Local Corridor  
Mixed-Use Infill**



**TOD Contextual  
Mixed-Use Infill**



**TOD Beyond  
30 years**



**Local Scale  
Residential Infill**

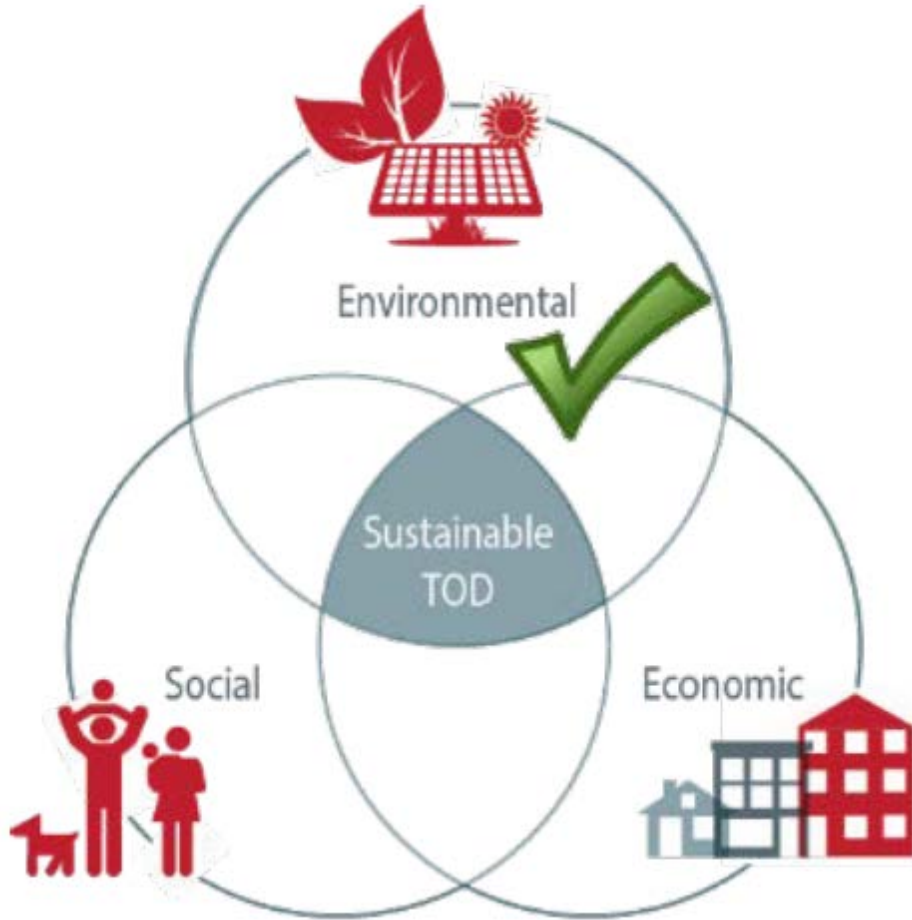


**TOD Adjacent  
Transitional Infill**



**TOD Major Mixed  
Use Redevelopment**

# ENVIRONMENTAL SUSTAINABILITY

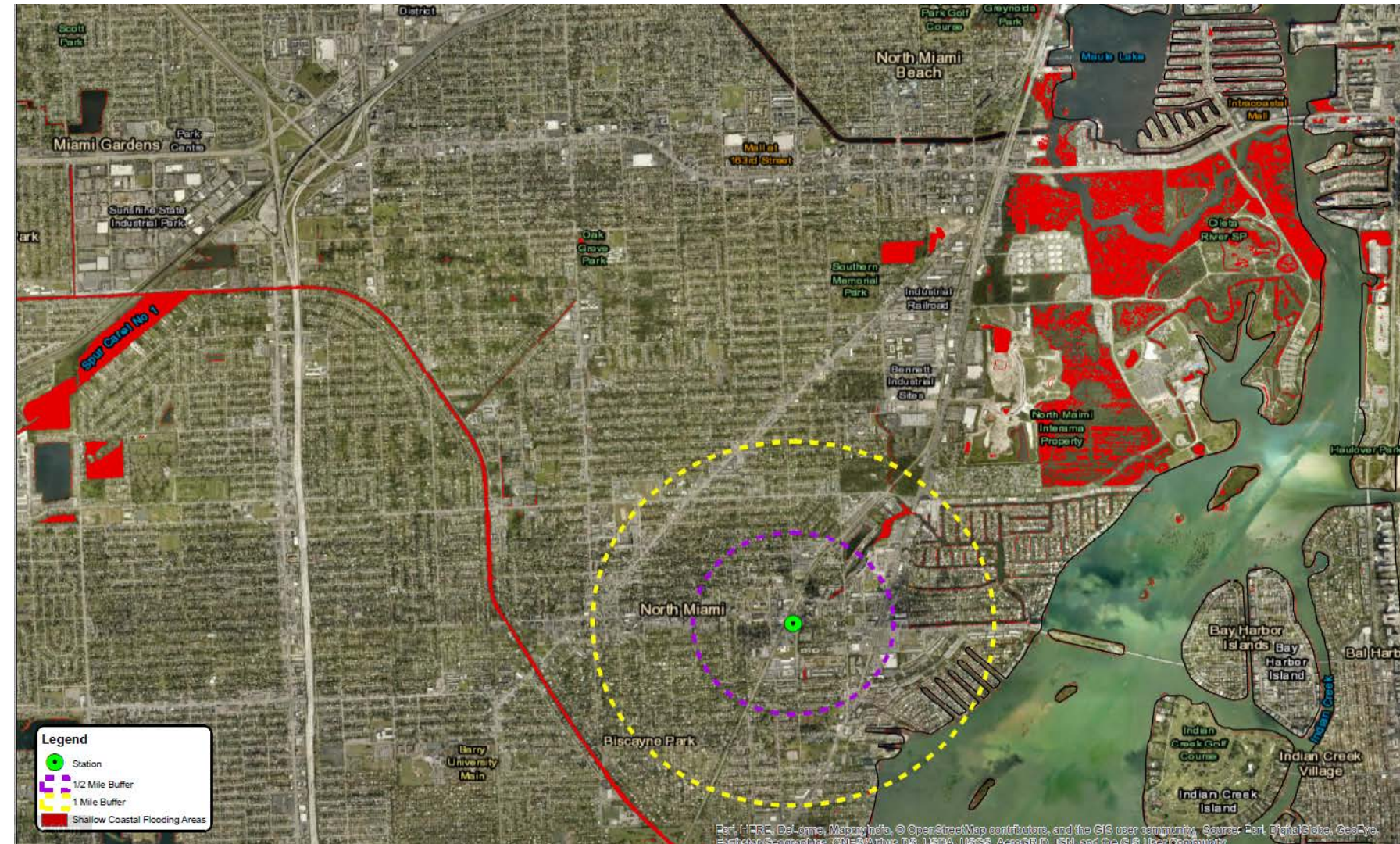


**Environmentally sustainable communities are energy efficient, resilient, and respectful of the larger natural environment.**

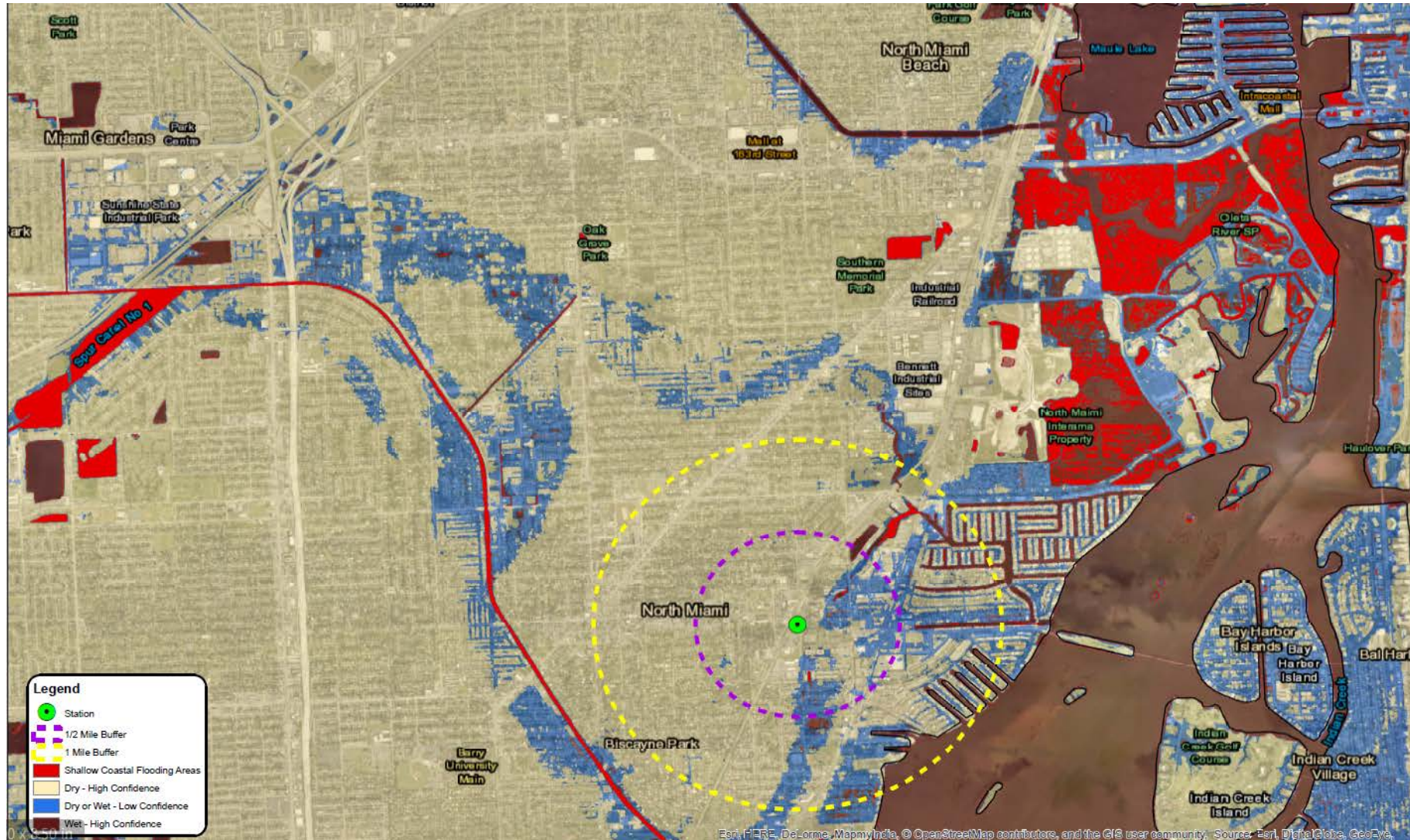
TOD does this by:

- Encouraging the use of public transit
- Encouraging shorter trips through mixed uses
- Fostering compact development and green buildings
- Reducing the carbon footprint of the community members

# RESILIENT COMMUNITIES



# RESILIENT COMMUNITIES

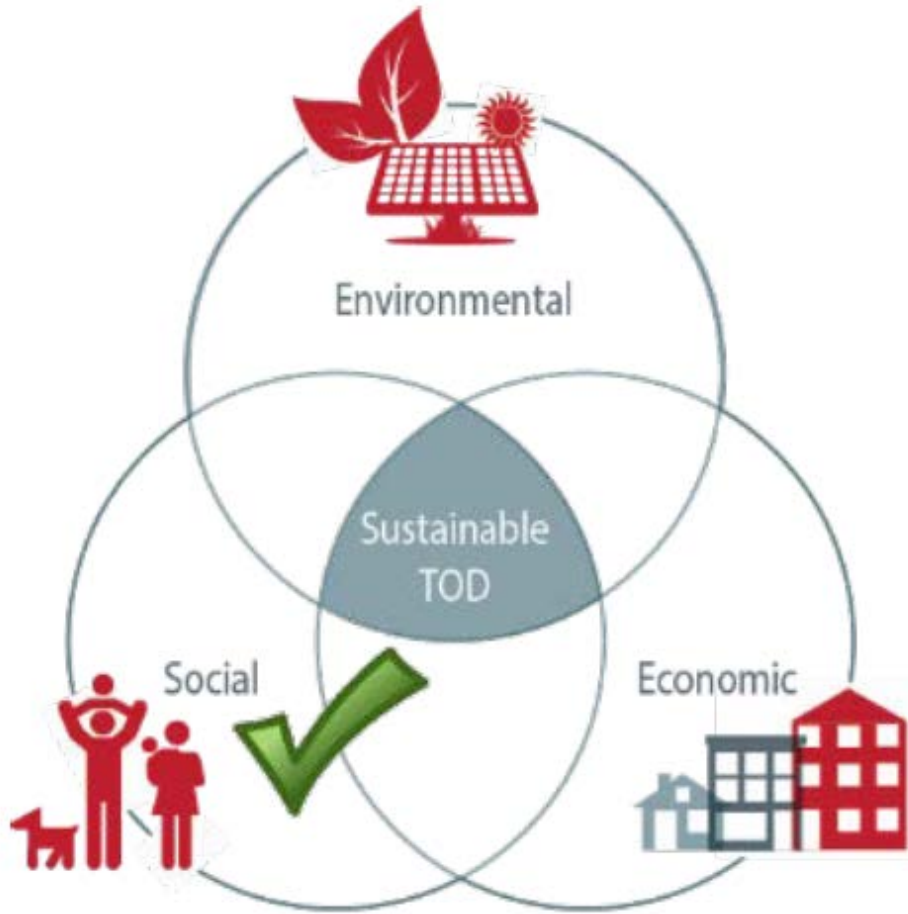


# EXAMPLE OF ENVIRONMENTAL SUSTAINABILITY



Pearl District, Portland OR – Tanner Park

# SOCIAL SUSTAINABILITY



**Socially sustainable communities are equitable, diverse, connected, democratic providing a good quality of life.**

TOD does this by:

- Maintaining existing residential areas
- Preserving rental housing
- Encouraging new affordable housing
- Limiting the negative effects of gentrification
- Ensuring access to public amenities

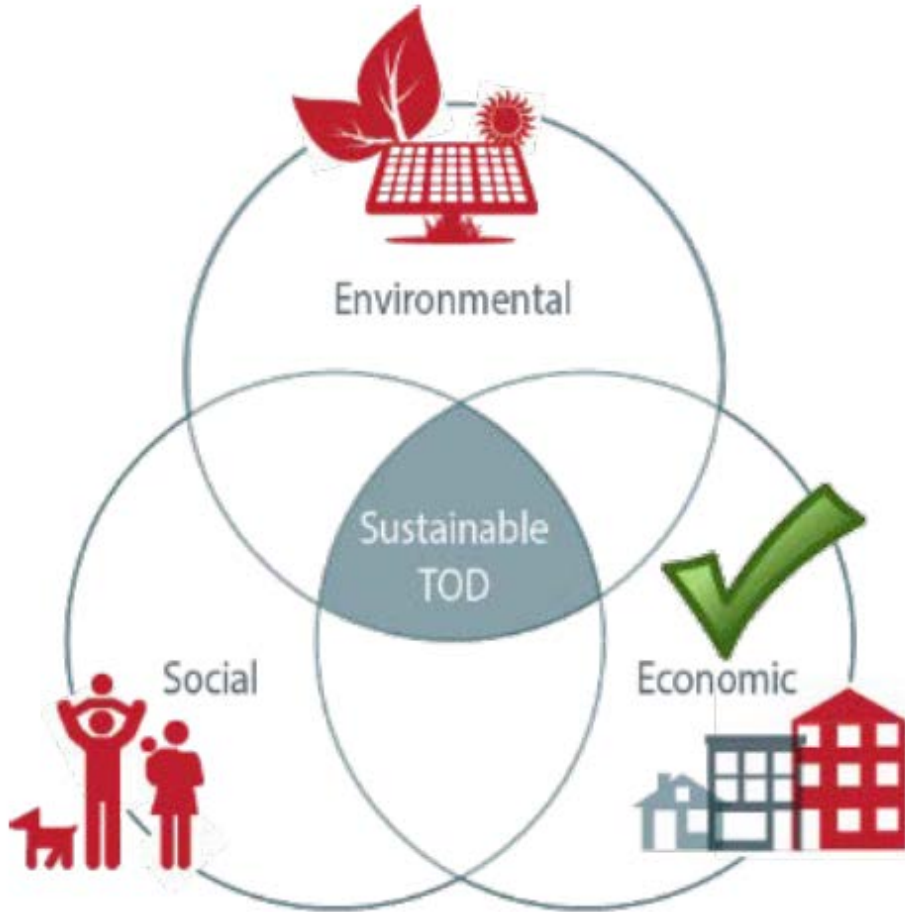


# EXAMPLE OF SOCIAL SUSTAINABILITY



Fruitvale Village, Oakland CA

# ECONOMIC SUSTAINABILITY



**Economically sustainable communities keep existing jobs, open up new growth opportunities and seek to reduce poverty.**

TOD does this by:

- Improving local neighborhood retail
- Locating employment near transit
- Making existing employment uses accessible by transit
- Encouraging new, larger- scale office space according to the area's strategic location

# EXAMPLE OF ECONOMIC SUSTAINABILITY



<https://changingvancouver.files.wordpress.com/2013/02/1100-mainland-11.jpg>

Yaletown District, Vancouver

# EXAMPLE OF ECONOMIC SUSTAINABILITY



<https://changingvancouver.files.wordpress.com/2013/02/1100-mainland-11.jpg>

Yaletown District, Vancouver

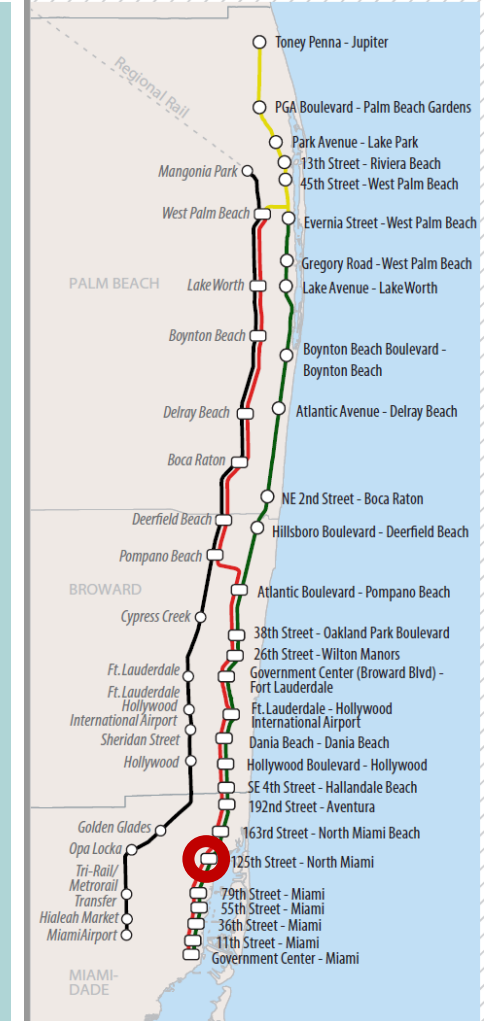
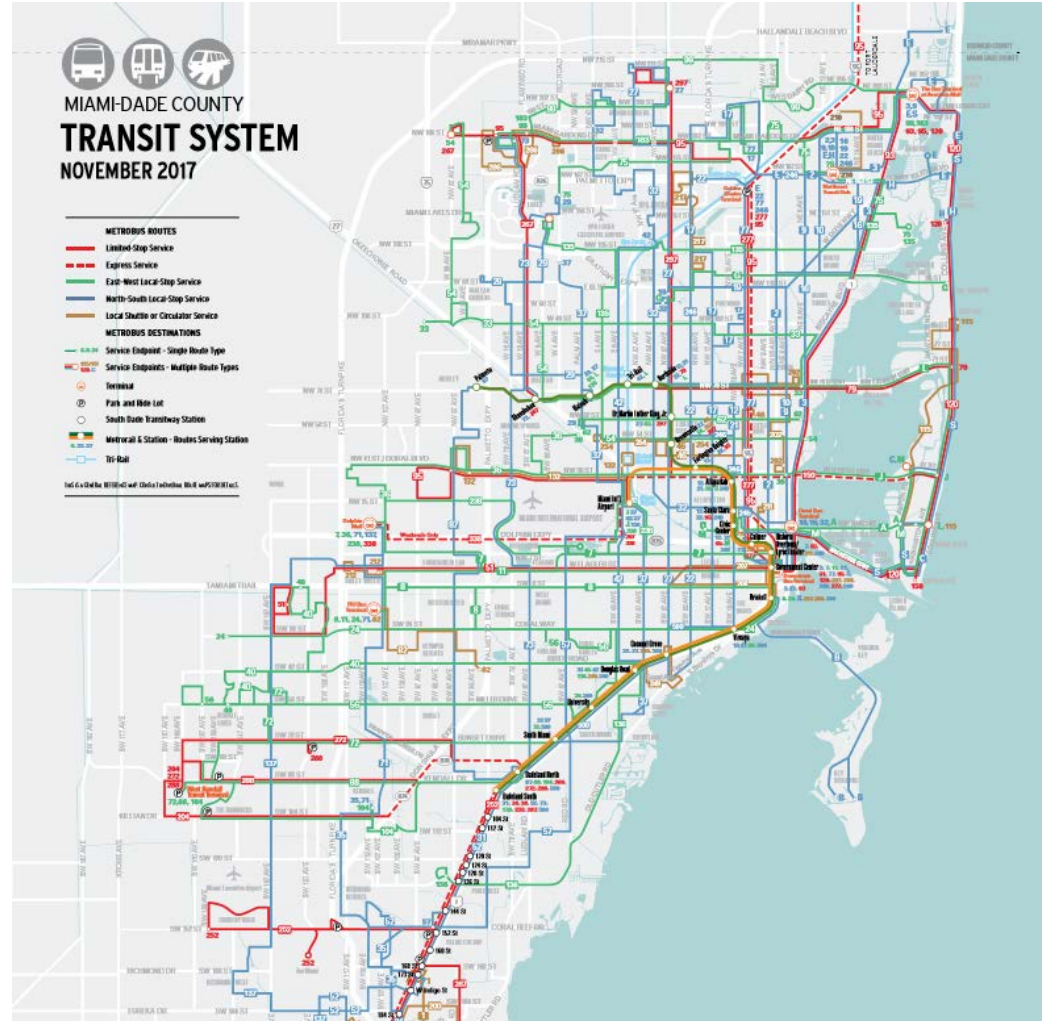
# EXAMPLE OF ECONOMIC SUSTAINABILITY



# EXISTING & PROPOSED TRANSIT



- Amtrak
- Tri-Rail
- FEC Tri-Rail Coastal Link
- Bright Line
- Metrobus
- Metrorail



# STATE-LEVEL INITIATIVES

## A FRAMEWORK FOR TRANSIT ORIENTED DEVELOPMENT IN FLORIDA

Prepared for:  
Florida Department of Transportation and  
Department of Community Affairs

MARCH 2011

2011

## Florida TOD Guidebook

**Regional Center**

**Community Center**

**Neighborhood Center**

2012

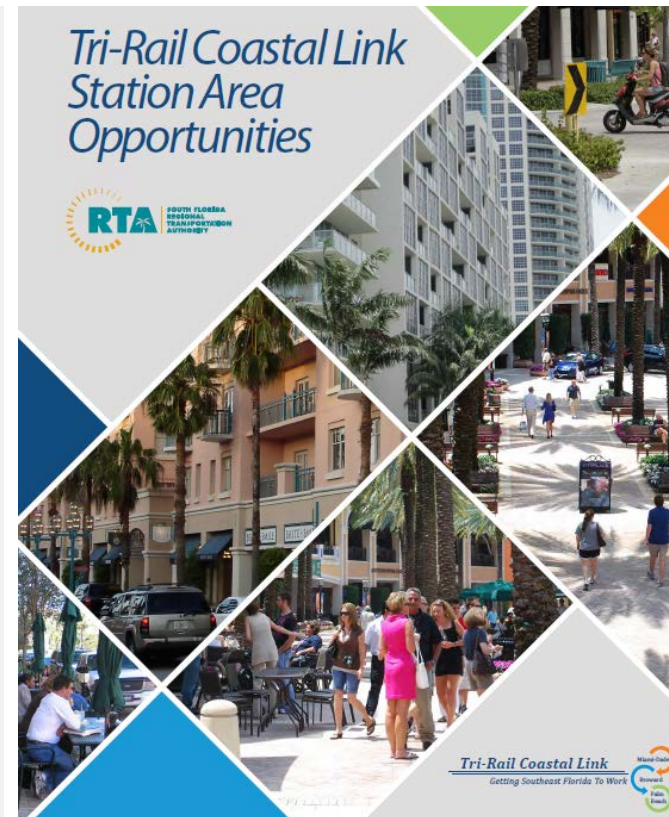
		20 MEASURE ASSESSMENT			
		EXISTING CONDITIONS	READINESS	READINESS ASSESSMENT	
POLICY	<b>Compelling Vision:</b> A clearly articulated adopted vision of the scale, intensity, character, amenities, and locale of development is a paramount first step towards TOD.				
	<b>Supportive Regulations:</b> Land use and land development regulations that control densities, land use mix, pedestrian-oriented design and parking strategies are the regulatory 'teeth' to implement the vision.				
	<b>Predictable and Consistent Political and Development Context:</b> Cities with a consistent and receptive approach towards development and a predictable timeline for approval and permitting processes are more attractive to developers.				
	<b>Affordable Housing Policies:</b> Policies to maintain a diverse housing stock with workforce housing increases access to transit and ridership potential.				
MARKET	<b>Public Investment:</b> Capital program planning, infrastructure investments and related financial incentives ensure adequate capacity for higher density development and demonstrate public sector commitment.				
	<b>Recent Development Activity:</b> Proposed, under construction, and new residential, mixed-use and commercial development indicate developer interest.				
	<b>Redevelopment Potential:</b> The ease with which redevelopment can occur based on underutilized or vacant parcels, land uses, parcel size, and ownership.				
	<b>Real Estate Values:</b> Property values measure market strength and the desire for compact development.				
PHYSICAL	<b>Financial Incentives for Development:</b> Mixed-use TOD projects are typically more expensive to construct and may require financial incentives to bridge the gap in a project's pro forma.				
	<b>Trends in Income and Educational Attainment Data:</b> Increases in income and education levels indicate a growing interest in the neighborhood and the potential for capturing choice ridership.				
	<b>Transit Travel Shed:</b> The number of jobs accessible by transit influences how desirable a station area is to potential new businesses or residents.				
	<b>Transit Service and Infrastructure:</b> Areas with existing or funded transit service are more likely to attract development. The type of transit service and the amenities at the station are also influential.				
PHYSICAL	<b>Block Size:</b> Smaller block sizes promote pedestrian scaled development and walkability.				
	<b>Path Connectivity:</b> Physical barriers to connectivity inhibit pedestrian and bicyclist access to transit, shopping, jobs, and services.				
	<b>Bicycle Comfort:</b> Accommodating bicyclists can expand transit station catchment areas far beyond the typical pedestrian shed.				
	<b>Community Gathering Places:</b> Parks, public plazas and squares, and other areas of public open space are essential amenities and social catalysts for TOD.				

2016

# REGIONAL INITIATIVES



- **Tri-Rail** – Station Refinement Report, Market & Economic Analysis
- Miami-Dade SMART Plan
- TOD Projects:
  - Miami Metromover TOD
  - West Palm Beach TOD Plan
  - Fort Lauderdale TOD Design Guidelines





# REGIONAL INITIATIVES



## 125<sup>th</sup> Street NORTH MIAMI

NE 125th Street and FEC Railway  
Station Area Today

**Strengths and Opportunities**

- Redevelopment opportunities east and north of the station area.
- Johnson & Wales University has a planned expansion.
- Underutilized industrial building south of the station could be used for redevelopment.
- Transit passengers likely to originate here, making it a prime location for a park-and-ride facility.
- Located in a Community Redevelopment Area.

**Weaknesses and Barriers**

- Area is primarily low-density residential.
- Florida Power and Light Transmission Facility is close to the station area.
- Pedestrian connectivity is poor.

## Station Area Tomorrow

**1/2-Mile Station Area**

<b>Jobs</b>	
people employed (2018)**	7,380
new jobs***	1,120
<b>Housing</b>	
total residents (2018)**	8,580
new housing units*	170
value of new housing*	\$11,500,000
<b>New Commercial</b>	
new development (sq. ft.)*	334,000
value of new development*	\$33,700,000
<b>New Revenue</b>	
ad valorem	\$629,000
non ad valorem	\$147,000

\* Estimated for 2015-2025 with station  
\*\* FDOT SERPM Model (6.5.2)  
\*\*\* Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

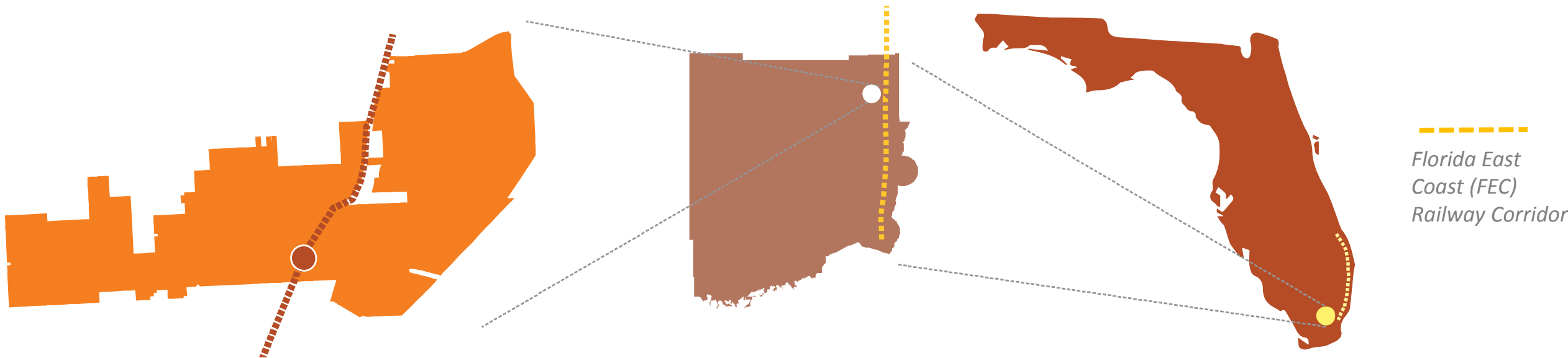
## Future Vision

The quality of life for residents will be enhanced with transit access to the mixed-use activity centers in the 125th Street Station area. Anchored by Johnson & Wales University, the 125th Street Station will connect the region to North Miami's commercial spine at 125th Street.

- Within 1/4 mile of the station area, mixed-use and higher-density residential is planned along Biscayne Boulevard, NE 6th Avenue, and NE 125th Street.
- Mixed-use development will create an activity center along West Dixie Highway, NE 6th Avenue, and NE 125th corridors with complete live, work, and play environments.
- A mixed-use TOD at the transit station will create a gateway to announce the arrival in North Miami.

Future Vision taken from ULI Southeast Florida/Caribbean Technical Assistance Panel for NMCRA, 2009, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

# TRI-RAIL COASTAL LINK PASSENGER RAIL



Florida East Coast (FEC) Railway Corridor

## NORTH MIAMI

01

STATION

2.2

MILES

## MIAMI DADE

08

STATIONS

14

MILES

## FLORIDA

28

STATIONS  
+  
22 INFILL STATIONS

82

MILES



STATIONS



COVERAGE

# CONTEXT

➔ **CITY AREA**  
**10 SQMI**

**62,158**

➔ **STATION**

**DISTANCE FROM I-95**  
**2.40 Miles**



# TOD IN NORTH MIAMI

## STUDY AREA DEMOGRAPHICS



**8661**  
RESIDENTS

**Approx. 13.9%**  
of the City's  
population lives  
in Station Area



**HOUSEHOLDS**

**3,714 households**  
vs. 18,394 in the  
City



**FAMILY SIZE**

**2.3 persons**  
vs. 3.06 persons  
City



**PREDOMINATELY  
BLACK**

**48.7% are Black,**  
**14.4% White**  
**31.8% Hispanic**



**YOUNG  
POPULATION**

**Median age is 36**  
vs. 37.7 City

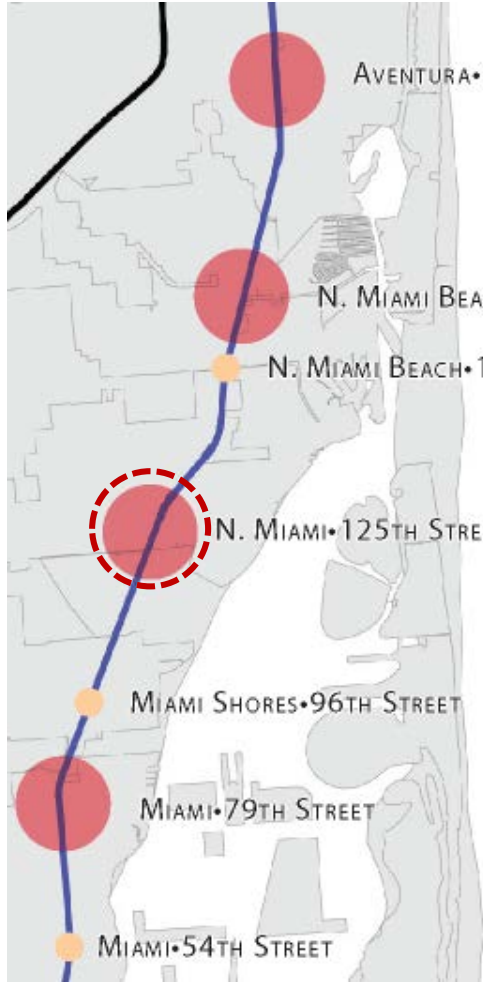


**HOUSEHOLD  
INCOME**

**Median HH  
Income 28,950\$**  
vs.  
City \$ 37,490

*US Census – American fact Finder (2010)*

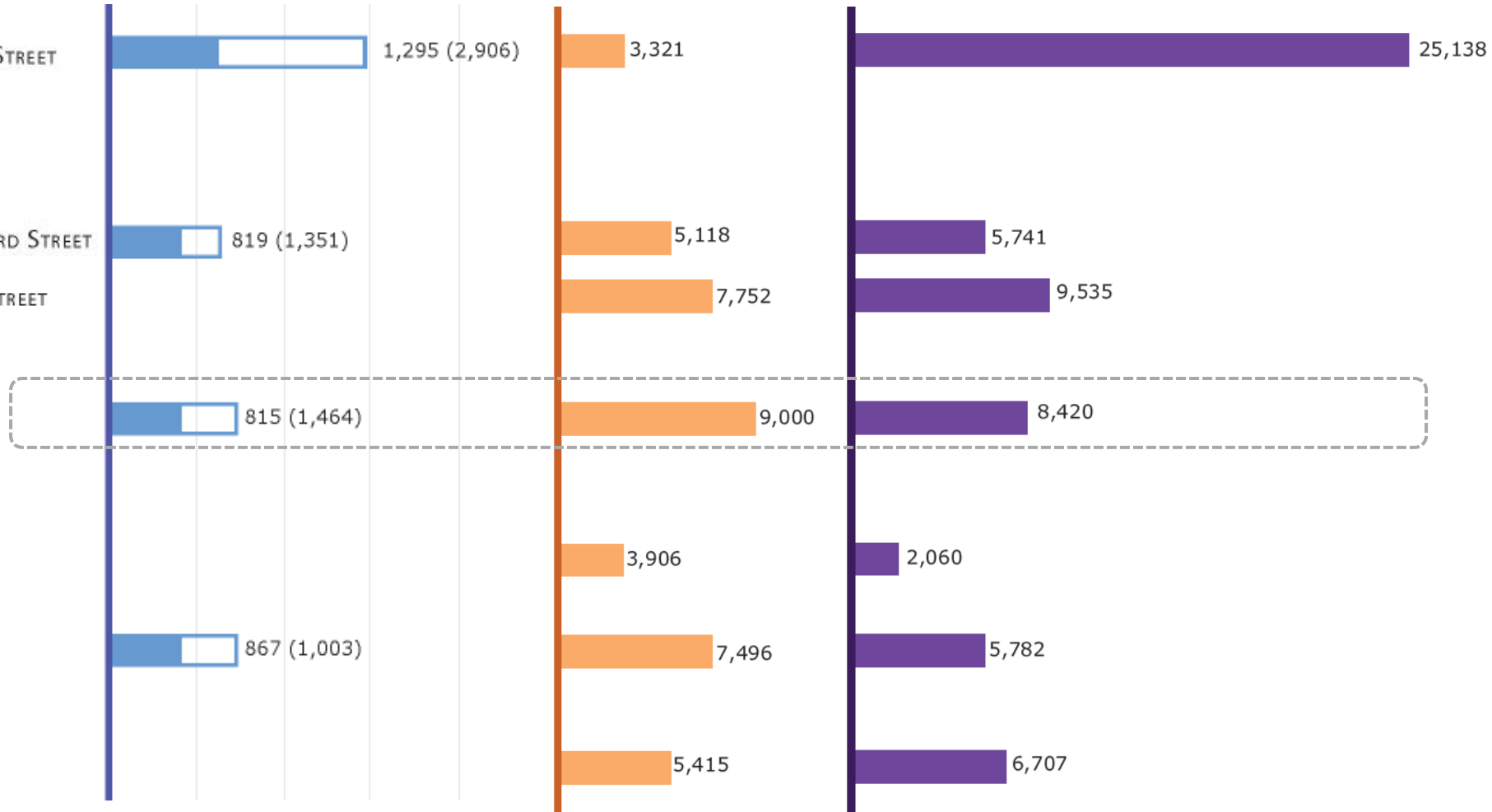
# REGIONAL COMPETITIVE ADVANTAGE



**RIDERSHIP – 2016 (2035)**

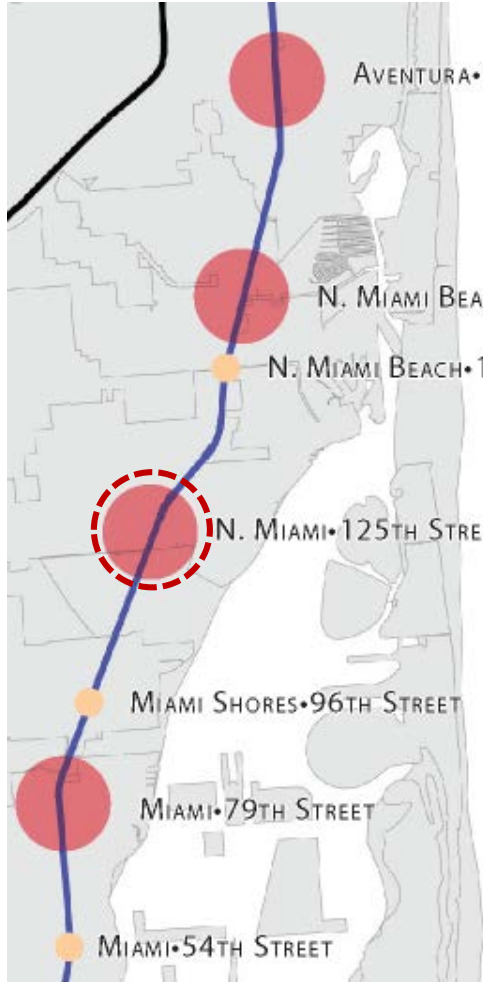
**POP. DENSITY (2035)**

**EMPLOYMENT DENSITY (2035)**

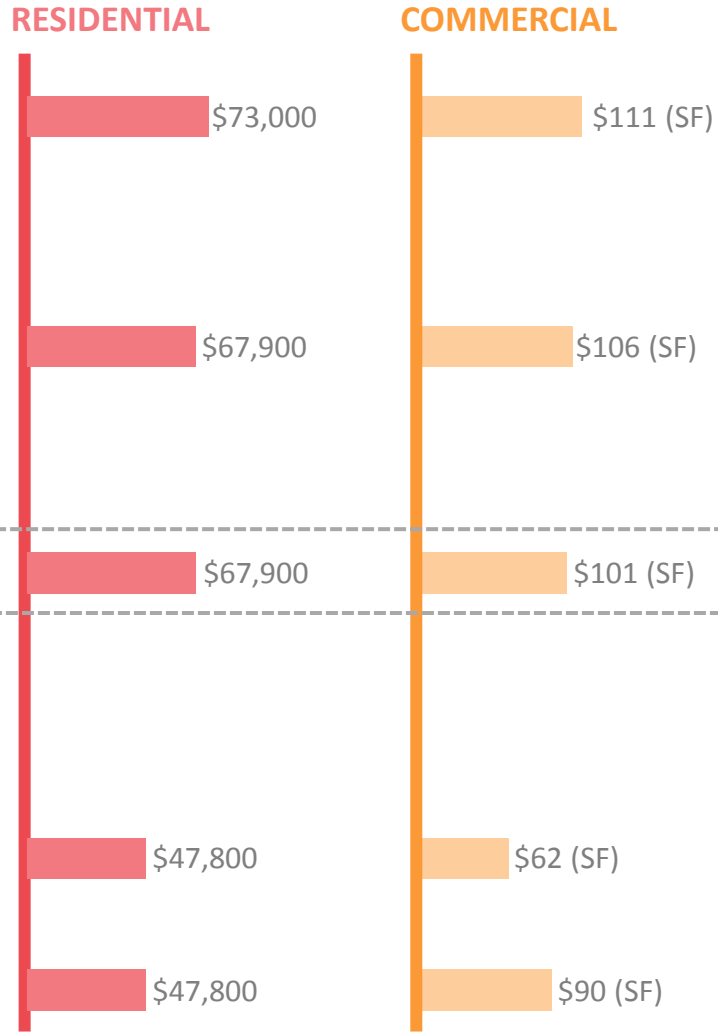


Source: Tri-Rail Coastal Link Study & Tri-Rail Coastal Link Station Area Market and Economic Analysis

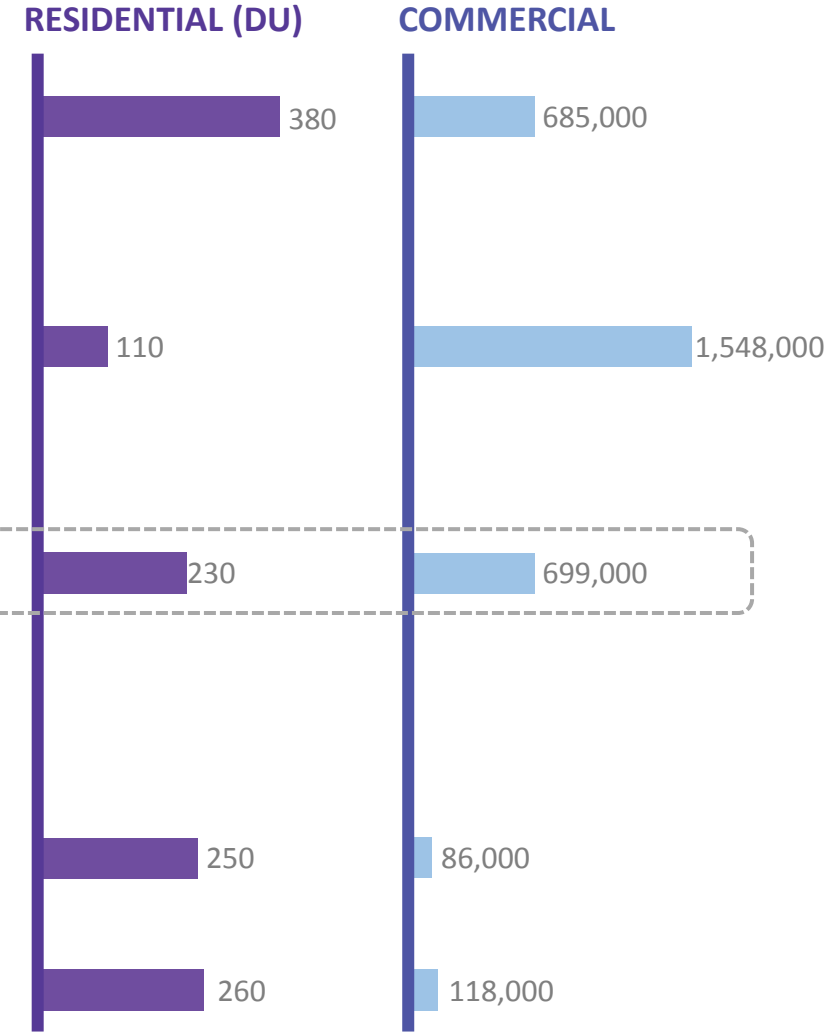
# REGIONAL COMPETITIVE ADVANTAGE



## ASSESSED VALUES (2012)

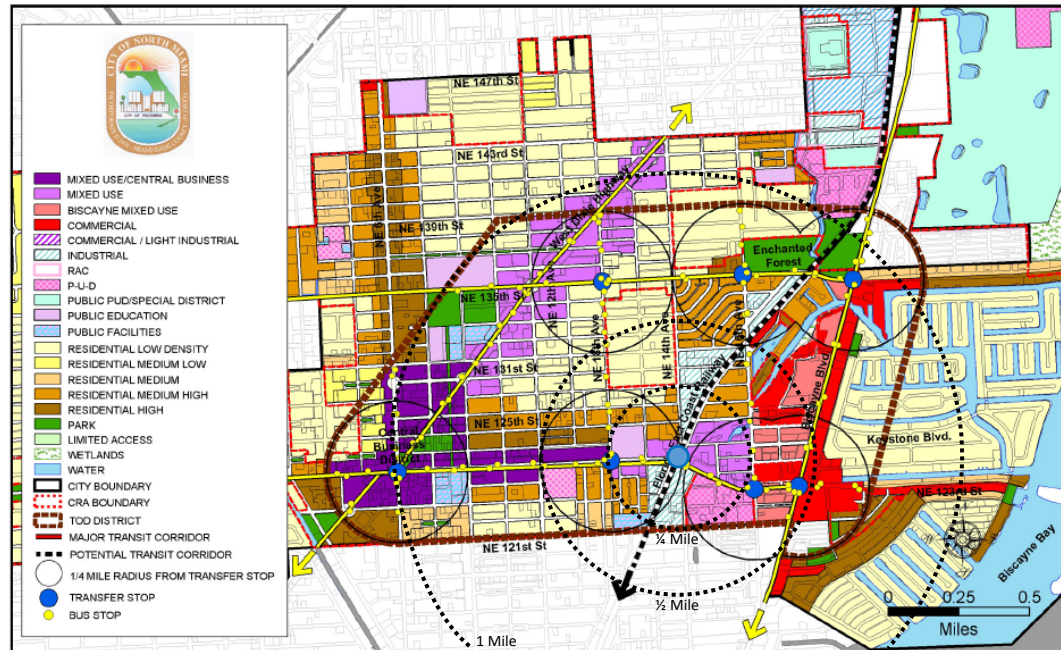


## DEVELOPMENT GROWTH (2015-25)





**Figure 24: Recommended Transit Oriented Development District**



Source: Kimley-Horn and Associates, Inc.  
Map Date: April 5, 2005

## Transit-Oriented Development

### Objective 1.2

The City shall aim to implement the recommendations of the 2005 Transit Oriented Development Study to create a pedestrian environment to reduce automobile dependence and encourage utilization of alternative modes of transportation.

#### Monitoring and Evaluation:

- Commencement of corridor plans by December 2008.
- Adoption of land development regulations that establish urban development and design standards.
- Adoption of land development regulations that establishes a Transit Oriented Development Master Plan with the creation of a **TOD** Overlay District inclusive of the RAC recommendation, by Ordinance with incentives to encourage the provision of alternate modes of transportation.

#### Policy 1.2.1

By December 2008, the City shall implement applicable strategies from the Transit Oriented District Master Plan and incentives for achieving transit oriented development along designated corridors. One such strategy may be the dedication of easements to provide for adequate sidewalk width and the placement of bus shelters to promote mass transit.

#### Policy 1.2.2

By December 2008, the City shall commence preparation of corridor plans for NE 6<sup>th</sup> Avenue; Dixie Highway; NE 135<sup>th</sup> Avenue; and, NE 125<sup>th</sup> Street from Biscayne Boulevard to NE 10<sup>th</sup> Avenue. The preparation of the corridor plans shall be coordinated with the recommendations of the Transit Oriented District Master Plan.

#### Policy 1.2.3

The City shall take active measures to discourage the overhead placement of major transmission lines along the City's major roadway corridors.

# NORTH MIAMI TRANSIT-SUPPORTIVE INITIATIVES

Transportation

- TriRail Coastal Link Project Update 2016
- SFRTA-TDP Annual Update 2015
- SFRTA Station Area Opportunities 2013
- NoMi Express Routes
- TOD Feasibility Study
- NM Parking Inventory and Analysis 2015
- NM Bike, Park & Ride Study 2009
- NE 125th Multimodal Improvements 2016
- MD Bicycle/Pedestrian Plan
- MD TPO 2040 Long Range Plan
- FDOT NE 125th Street & NE 6th Ave PD & E

NE 125th ST & NE 6th AVE  
PD&E STUDY

Planning Study Preferred Alternative (KAI)

**Planning Study Alternative:**

- Close W Dixie Hwy
- Create 4-leg intersection
- Reroute traffic to NE 128 Street and NE 6 Avenue
- Signalize NE 6 Ave/NE 128 St
- Convert W Dixie Hwy to on-street parking to serve impacted businesses





# NORTH MIAMI TRANSIT-SUPPORTIVE INITIATIVES

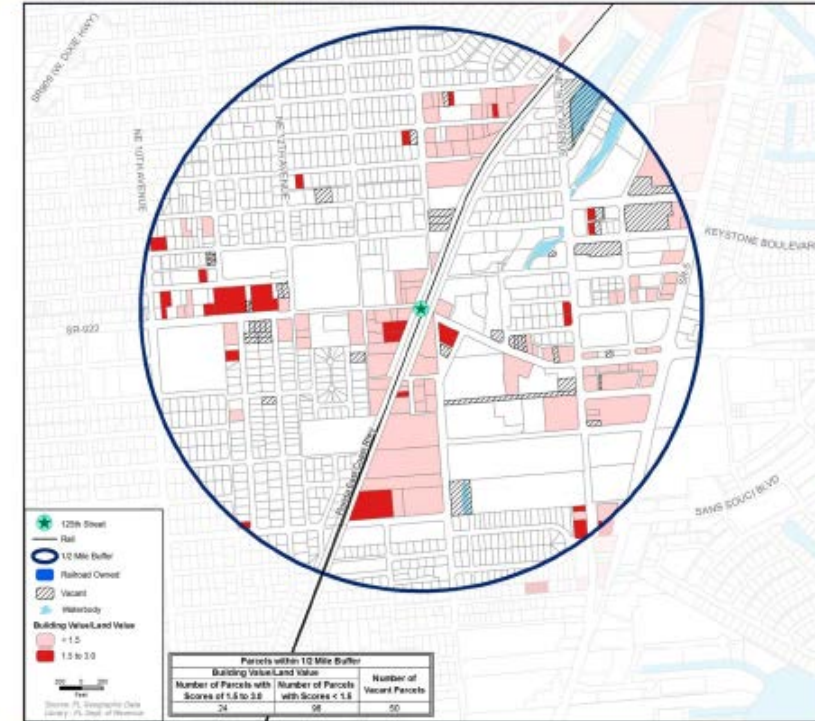
Economics

- CRA Commercial Grant Guidelines
- CRA Events Assistance Program
- CRA TIF Incentive Program
- Downtown Strategic Marketing Plan
- Retail Gap Analysis 2008
- NM Market Evaluation 2012
- Chinatown Plan
- North Miami Economic Development Actions 2010
- SFRTA Station Area Market Analysis 2013
- ULI Technical Assistance to CRA 2009
- CRP Plan
- Downtown Action Plan
- Downtown NoMi Strategic Marketing Plan

125<sup>th</sup> Street, North Miami

4 of 6

### Vacant and Potential Redevelopment Parcels



### Vacant & Potential Underutilized Parcels

Type	Parcels	Total SF(m)
Vacant Residential	15	0.2
Vacant Nonresidential	35	0.5
<b>Total Vacant</b>	<b>49</b>	<b>0.7</b>
BV:LV < 1.5	98	2.5
BV:LV 1.5 – 3.0	24	0.5
<b>Total Vacant &amp; Underutilized</b>	<b>171</b>	<b>3.7</b>



# TOD IN NORTH MIAMI

## STUDY AREA

### 1 NE 125<sup>th</sup> St. Station Area

½ mile area around the planned FEC Passenger Rail Station

### 2 Corridor Plan

NE 6<sup>th</sup> Avenue | West Dixie Highway | 125<sup>th</sup>/123<sup>rd</sup> Street | Biscayne Boulevard



Source: Tri-Rail Coastal Link Study, Miami-Dade Open GIS data

# TOD IN NORTH MIAMI

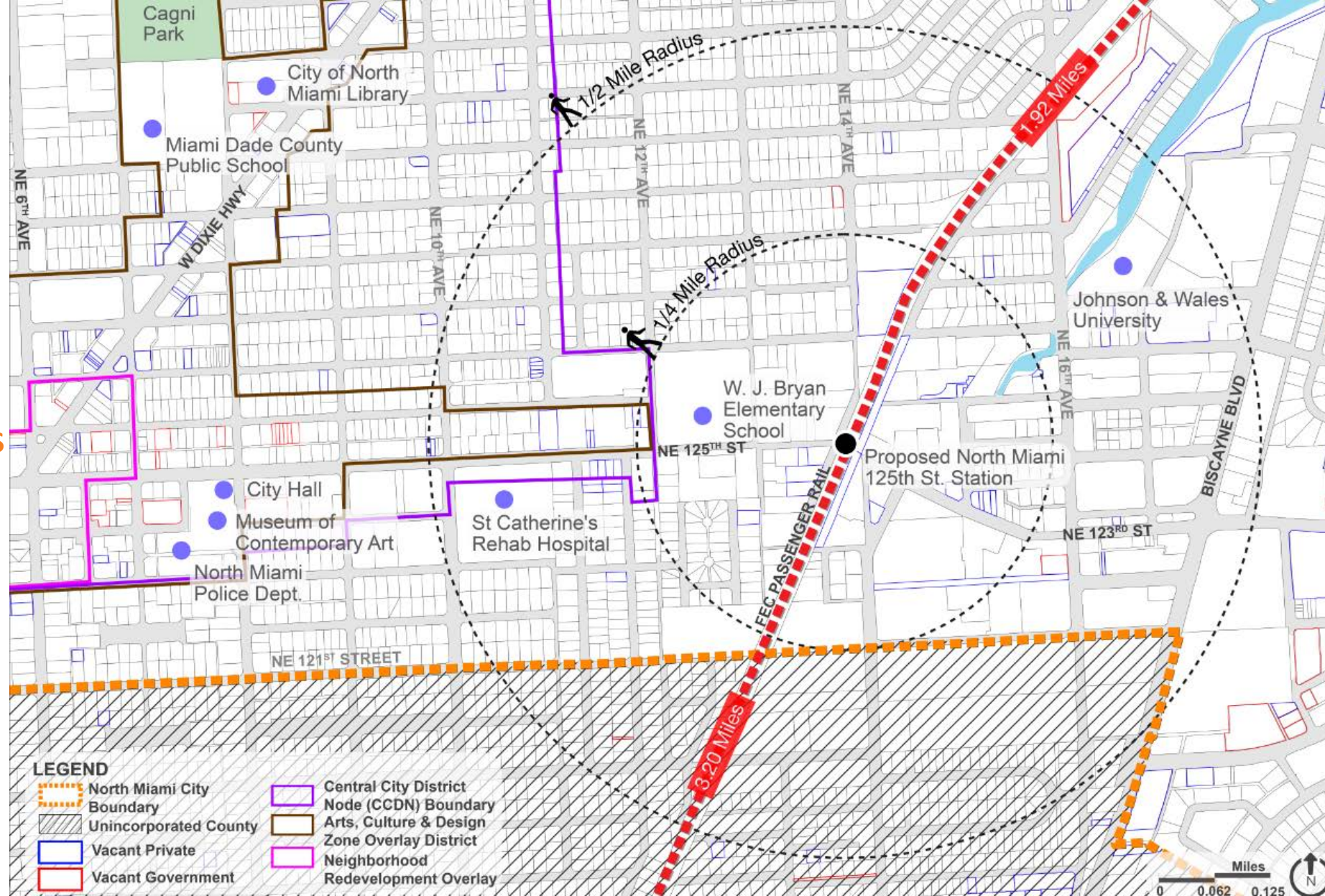
## STUDY AREA

PARCELS WITHIN HALF MILE RADIUS

➔ 1058 PARCELS

ACREAGE OF PARCELS WITHIN HALF MILE RADIUS

➔ 460 ACRES



Source: Tri-Rail Coastal Link Study, Miami-Dade Open GIS data

# TOD IN NORTH MIAMI

# CONNECTIVITY



0 Car Share locations



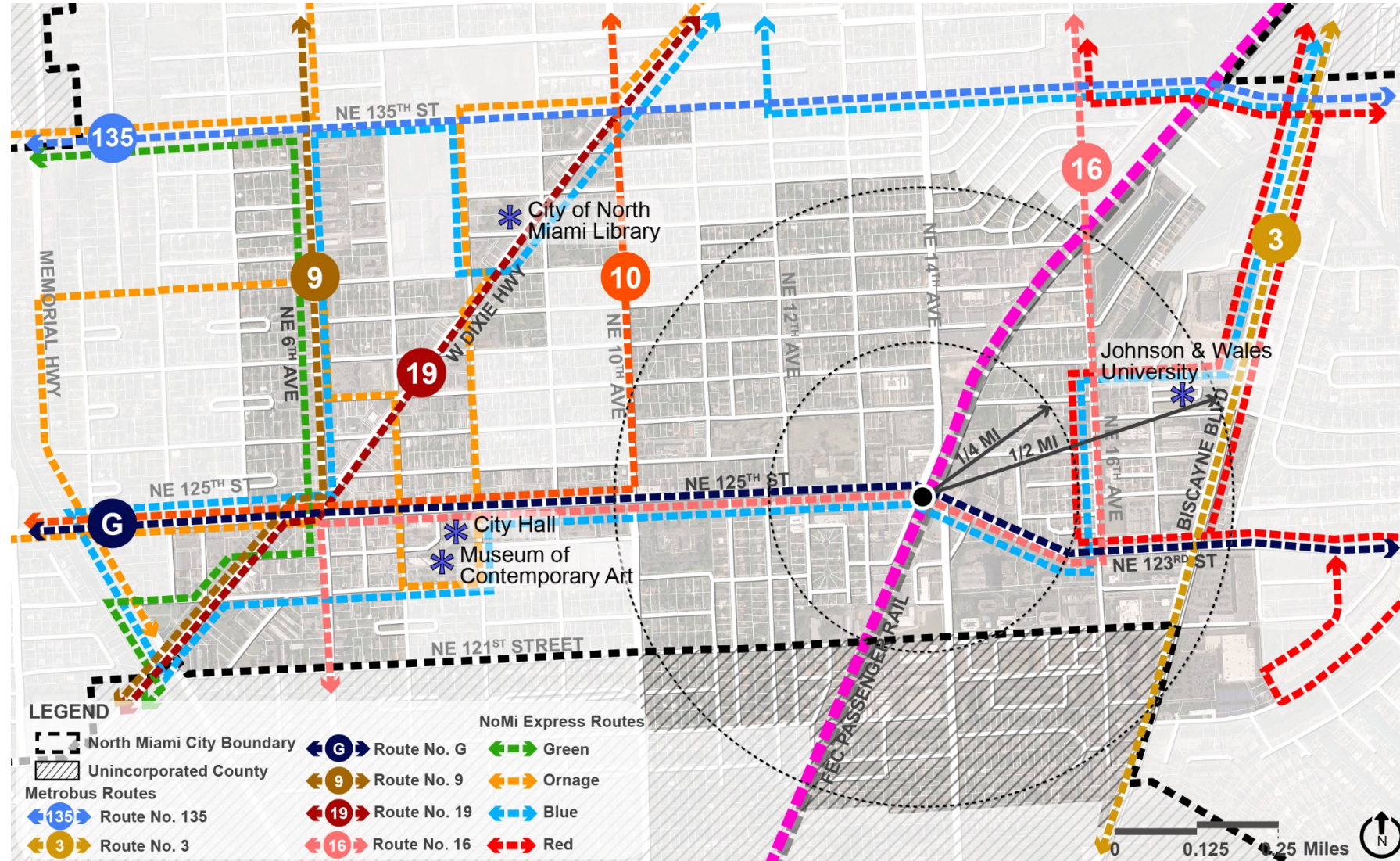
0 Bike Share locations

Traffic Calming Circles  
Sunkist Grove Swale  
Improvement



Arch Creek Road Streetscape  
Improvement &  
Embankment Landscaping

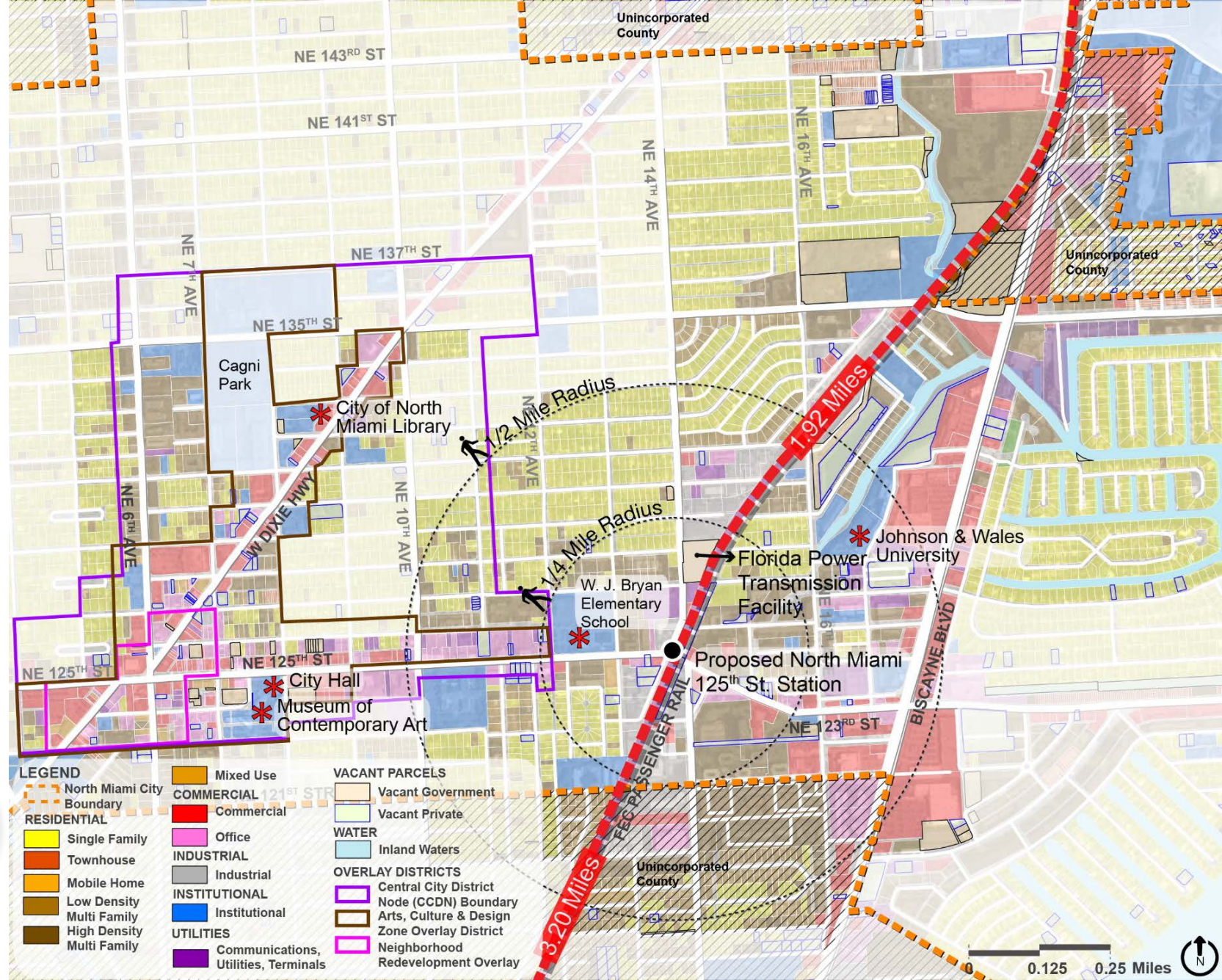
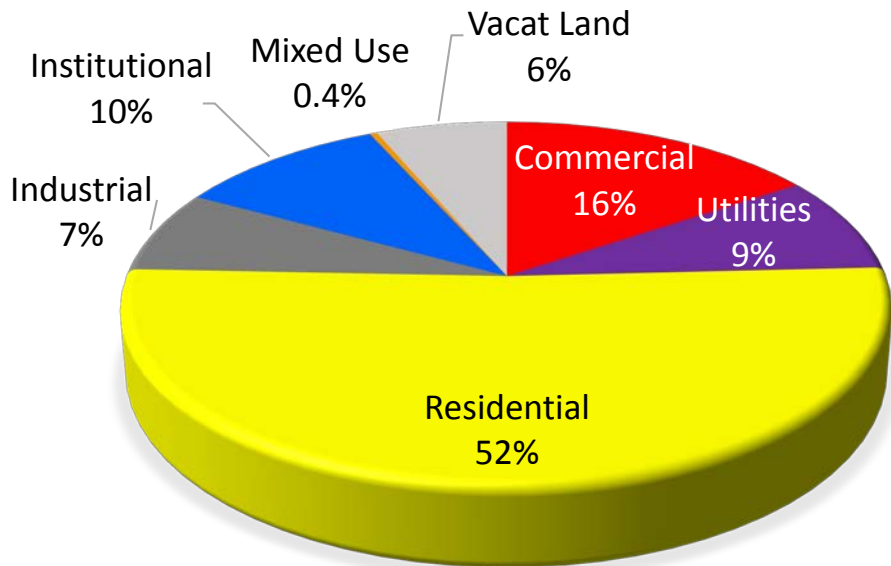
Sidewalk Installations



Source: Tri-Rail Coastal Link Study, Miami-Dade Open GIS data

# EXISTING LAND USE

➔ **Half Mile Area Within City Limits** **0.7 SQMI**

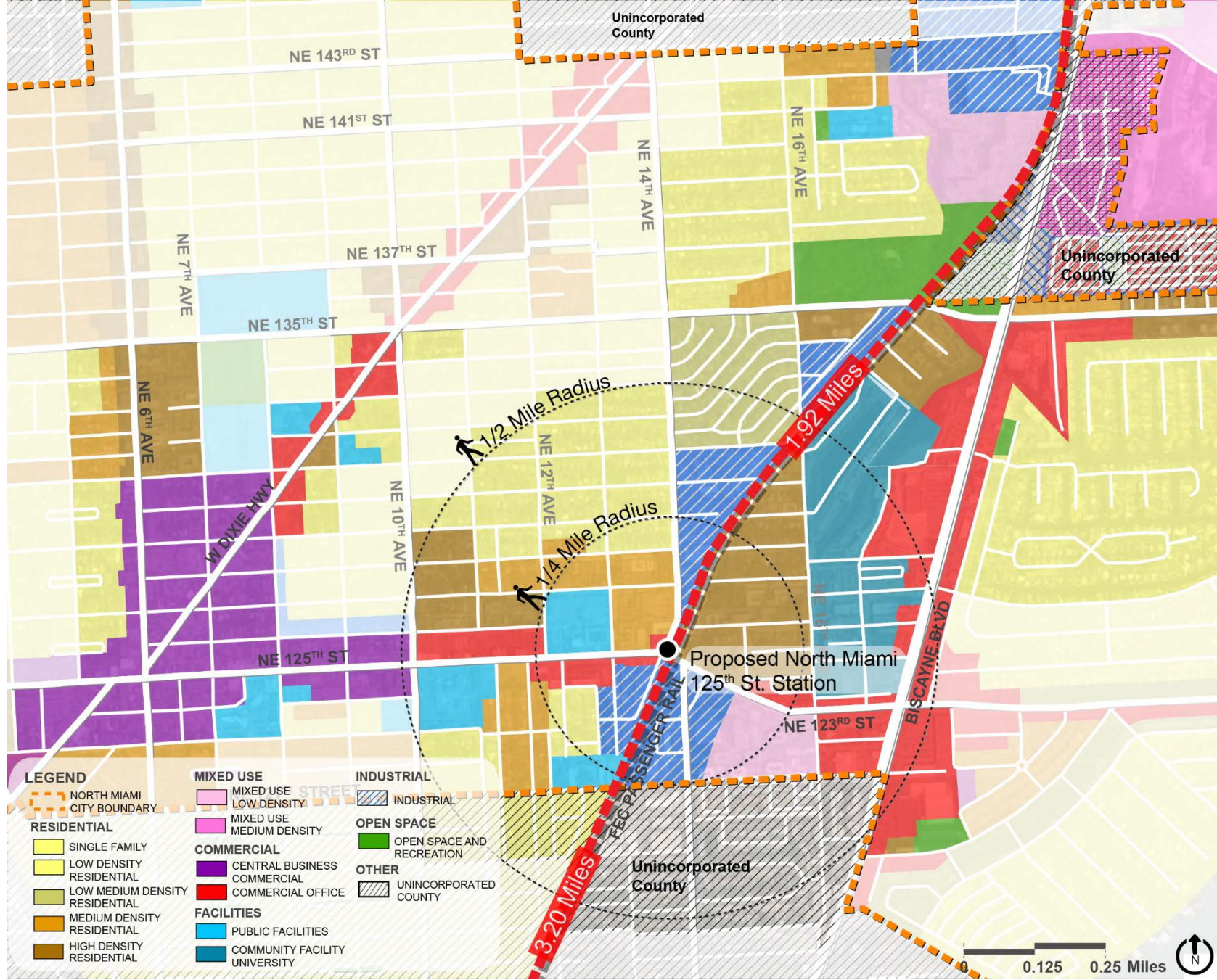
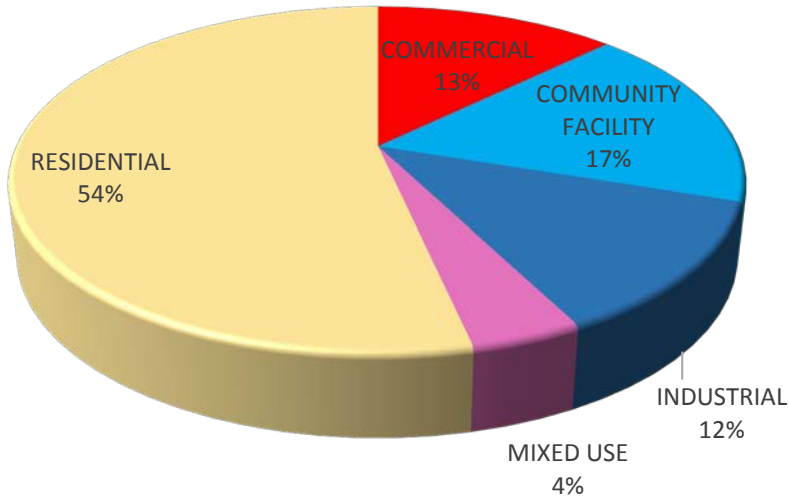


Source: Tri-Rail Coastal Link Study, Miami-Dade Open GIS data

# TOD IN NORTH MIAMI

## FUTURE LAND USE

➔ **Half Mile Area Within City Limits** **0.7 SQMI**

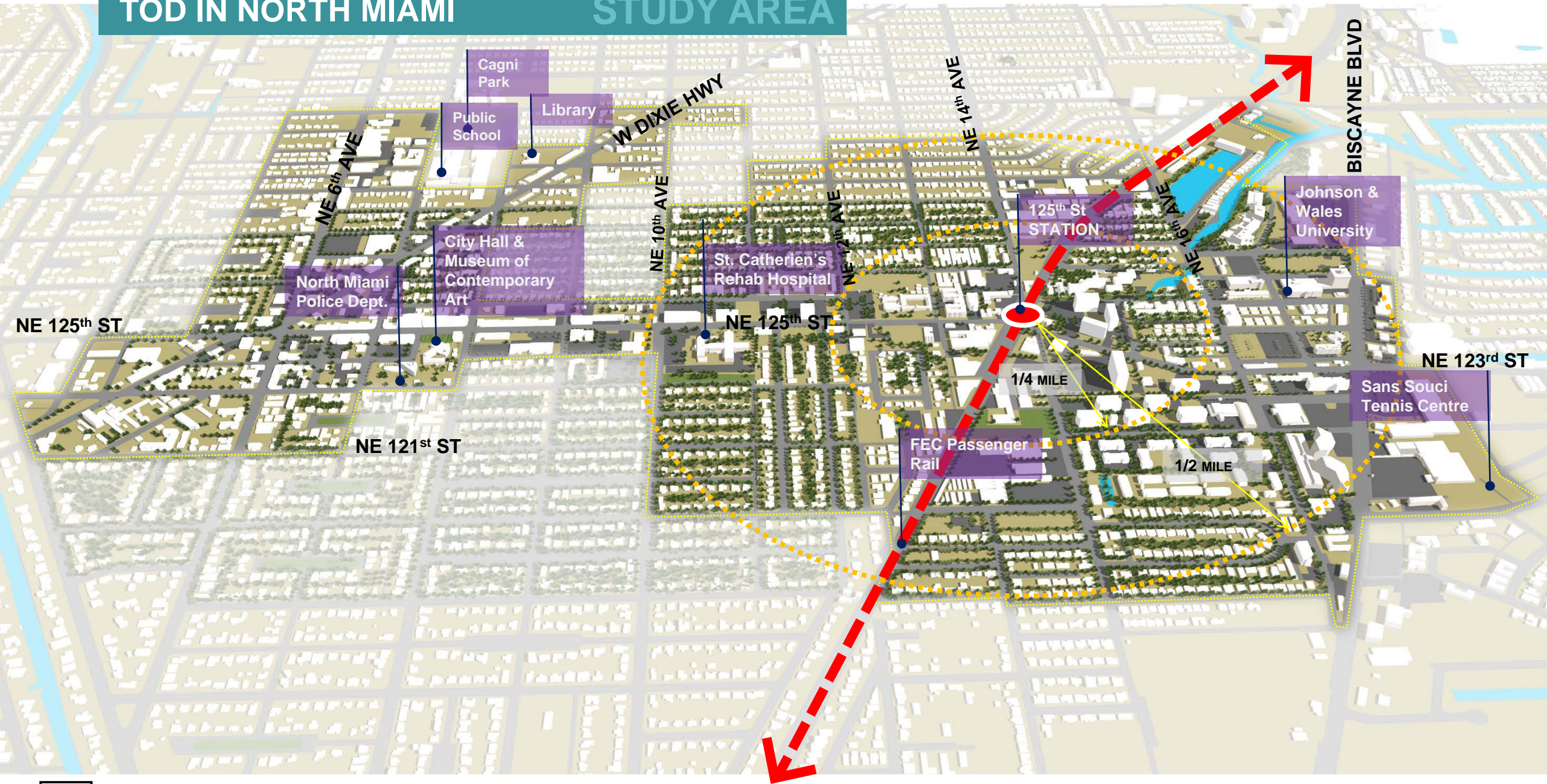


Source: Tri-Rail Coastal Link Study, Miami-Dade Open GIS data

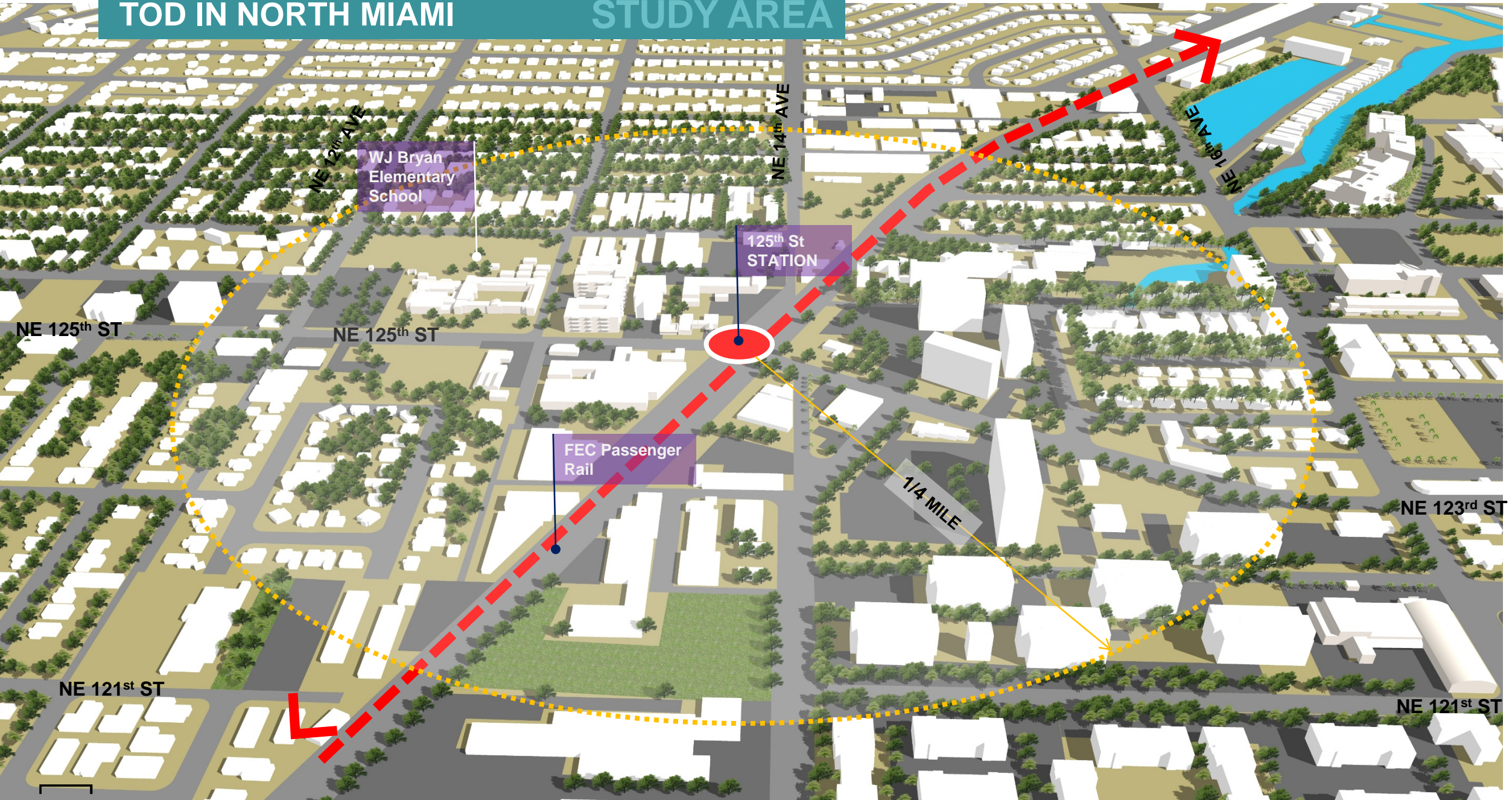


# TOD IN NORTH MIAMI

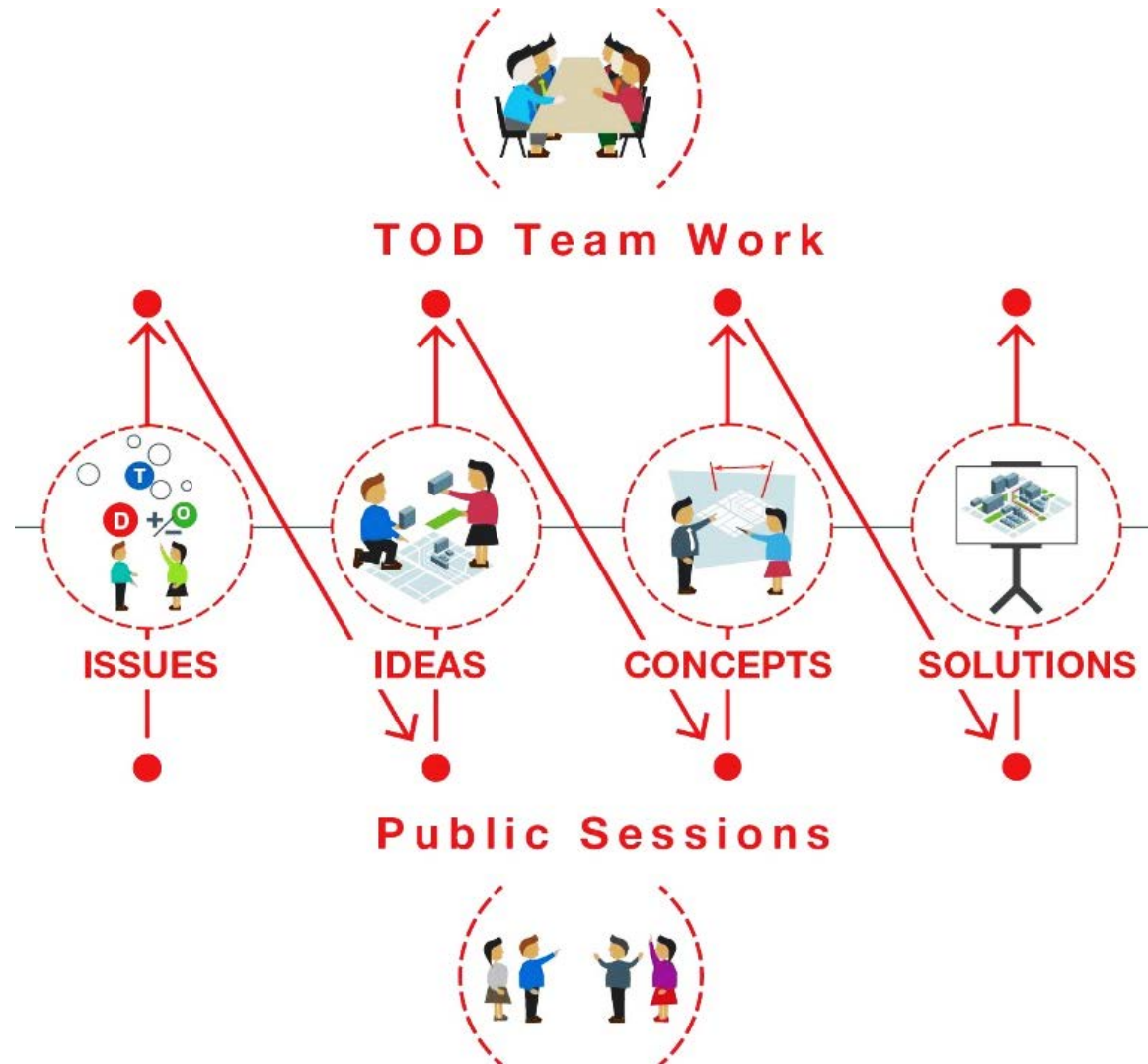
# STUDY AREA



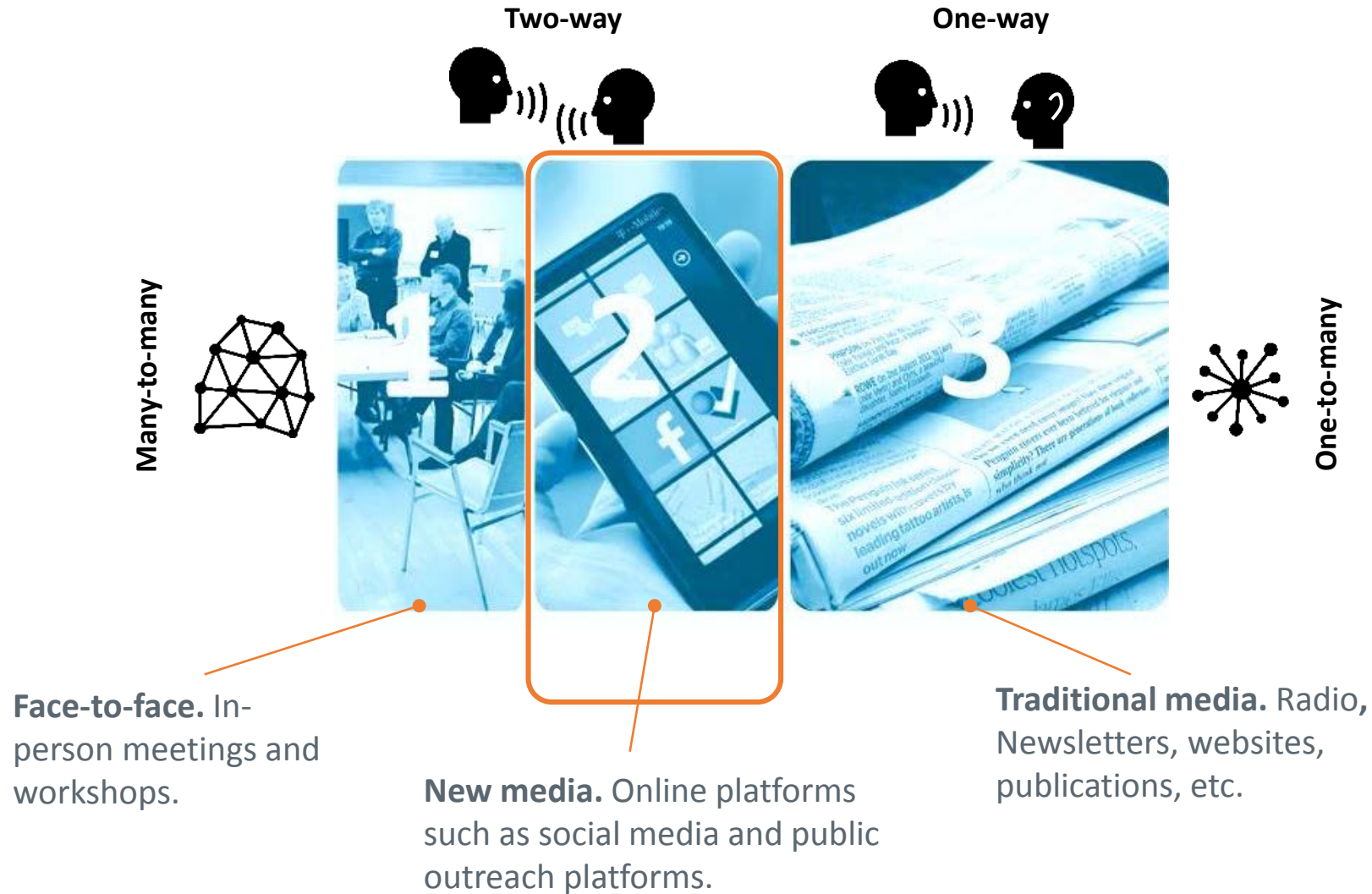




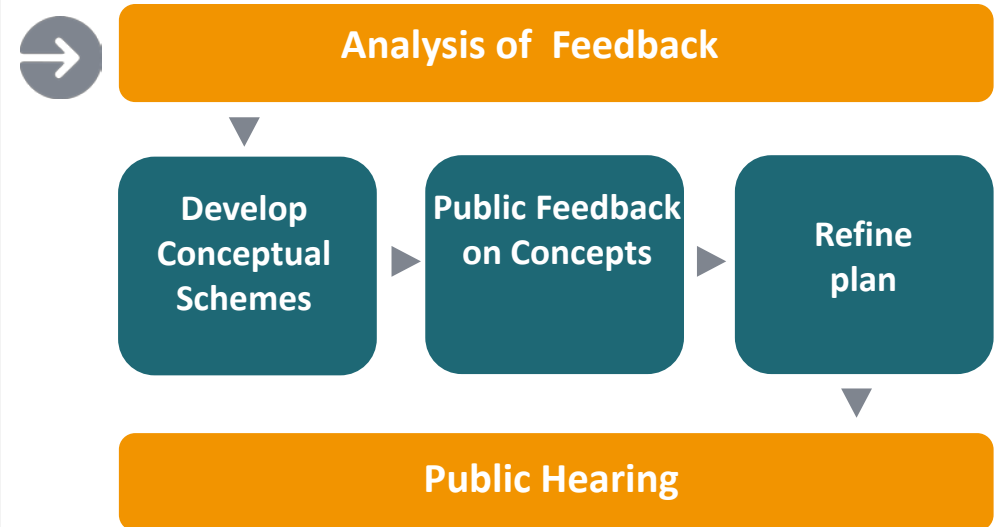
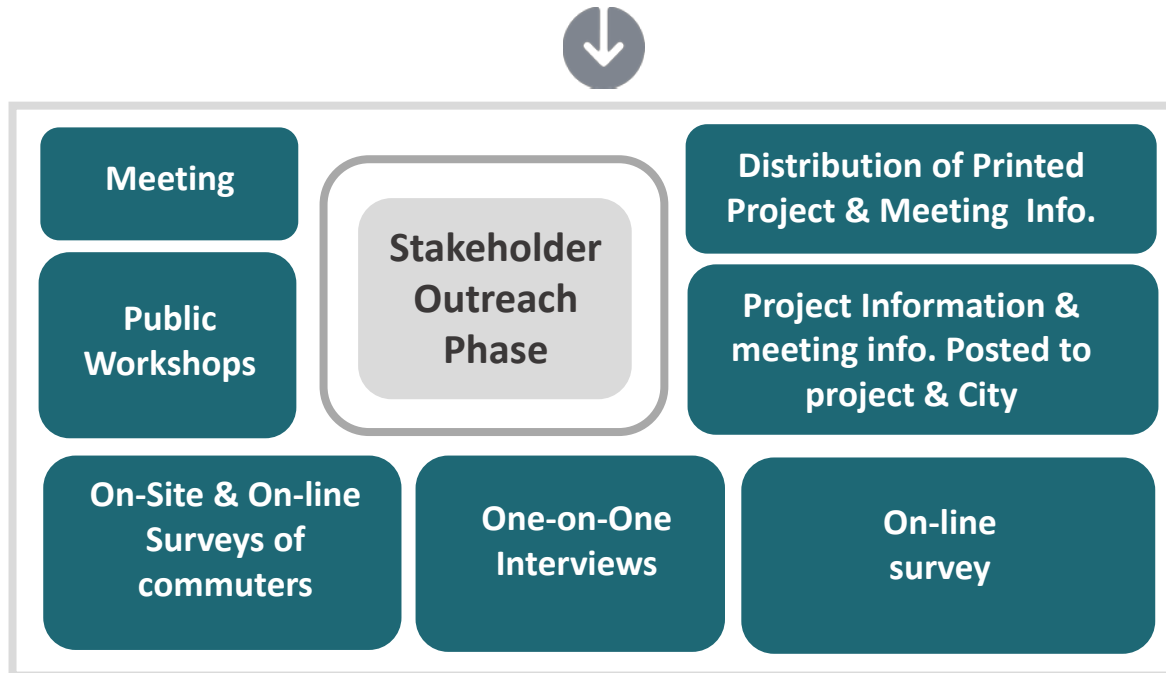
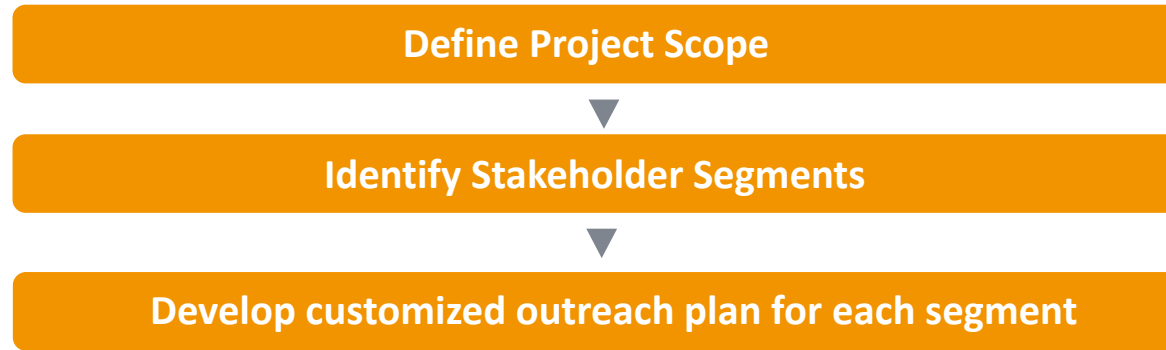
# PUBLIC OUTREACH PLAN



# PUBLIC OUTREACH PLAN

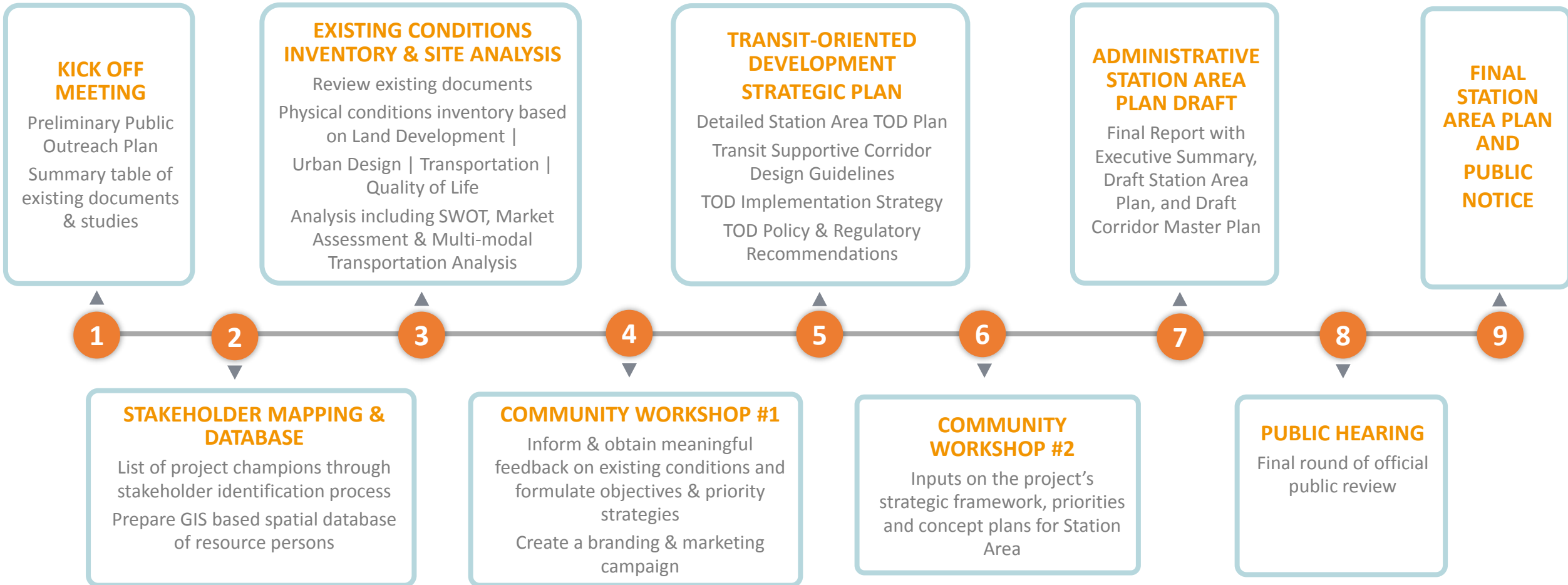


# PUBLIC OUTREACH PLAN



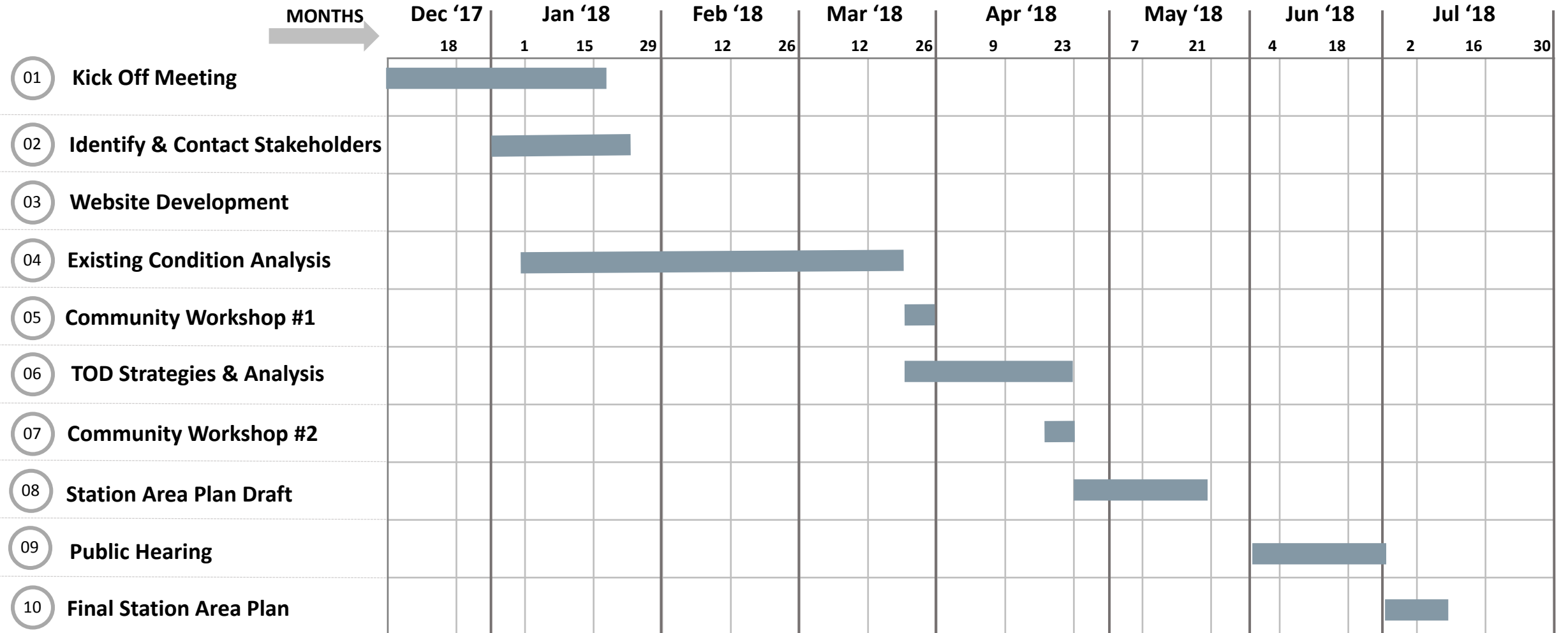
# TOD IN NORTH MIAMI

# PLANNING PROCESS



# TOD IN NORTH MIAMI

# PROJECT SCHEDULE



# Questions for Discussion

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

Online survey:

[https://docs.google.com/forms/d/1XYAol3umEu18ldhYGLQucqj58i5QlXRabRtDYarnH84/viewform?edit\\_requested=true](https://docs.google.com/forms/d/1XYAol3umEu18ldhYGLQucqj58i5QlXRabRtDYarnH84/viewform?edit_requested=true)

# THANK YOU

DETAILED TRAIN STATION AREA & MAJOR CORRIDOR MASTER PLAN FOR  
A PLANNED N.E. 125TH/N.E. 123RD STREET FEC PASSENGER RAIL  
STATION AND SURROUNDING CORRIDOR(S)

