

THE NORTH MIAMI MOBILITY HUB AND TOD STRATEGIC PLAN

PROJECT BACKGROUNDER

Wednesday, April 18th

[B]

 Proposed
125th St Station

(a)

WHAT IS THIS PROJECT?



North Miami Mobility Hub & TOD Strategic Plan

The North Miami CRA and City of North Miami are planning for a more sustainable future by encouraging multimodal mobility alternatives and supporting development within its Downtown core. In January 2017, the CRA initiated planning for the redevelopment of the areas surrounding 125th Street/ 123rd Street and FEC Railroad Corridor. **The plan will provide a framework for future mobility-oriented development including recommendations for the character and type of new development, open space, and mobility linkages connecting the neighborhoods.** The City's overriding direction regarding transit and development is contained in the City's Comprehensive Plan which envisions a more sustainable and livable city where more people walk, cycle and use transit.



What is the Study Area for this plan?

The North Miami Mobility Hub & TOD Planning Area are strategically located within the city limits, serving as a critical link between the Downtown CRA/ Central Business District and Biscayne Boulevard (US 1). Refer Map. (Note: The study area may be amended during the course of the study process)



Who is preparing the plan?

The North Miami CRA has retained an international consulting team led by IBI Group to assist with development of the North Miami Mobility Hub & TOD Strategic Plan in consultation with the community and stakeholders.

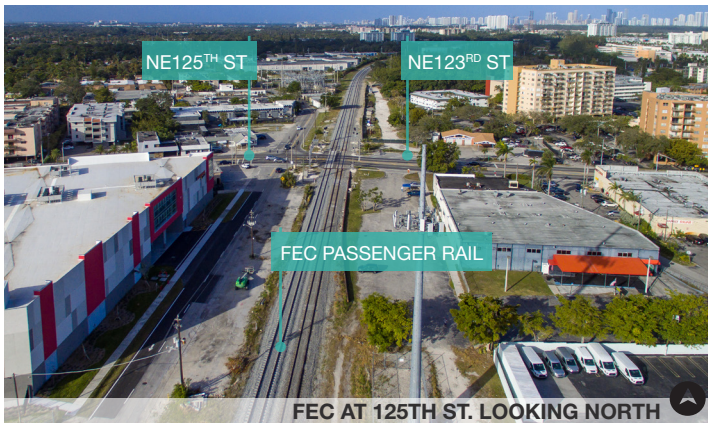
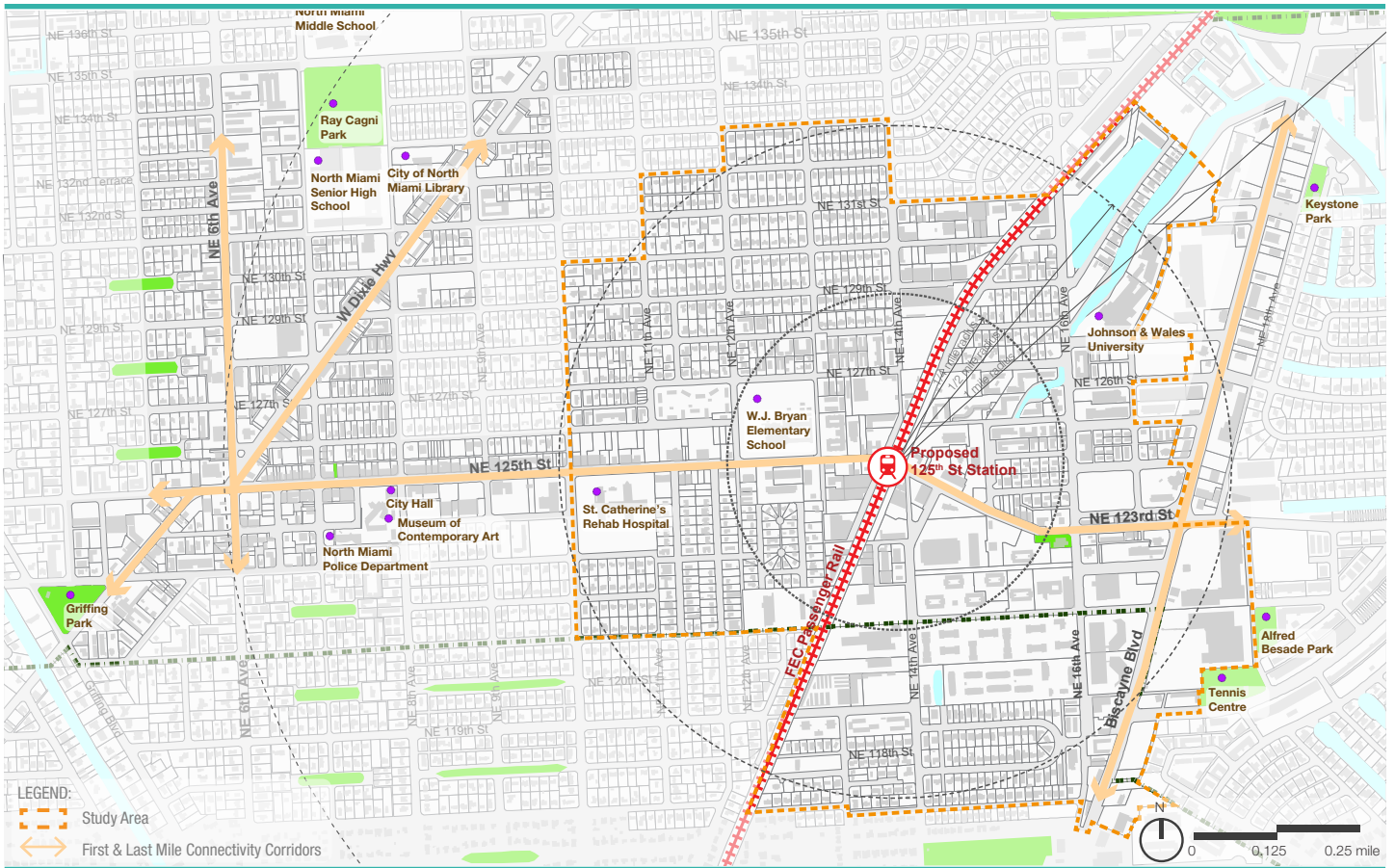


What is the Planning Process & Timelines?





Study Area Profile



(b)

WHAT IS MOBILITY HUB AND TOD?

Mobility Hub

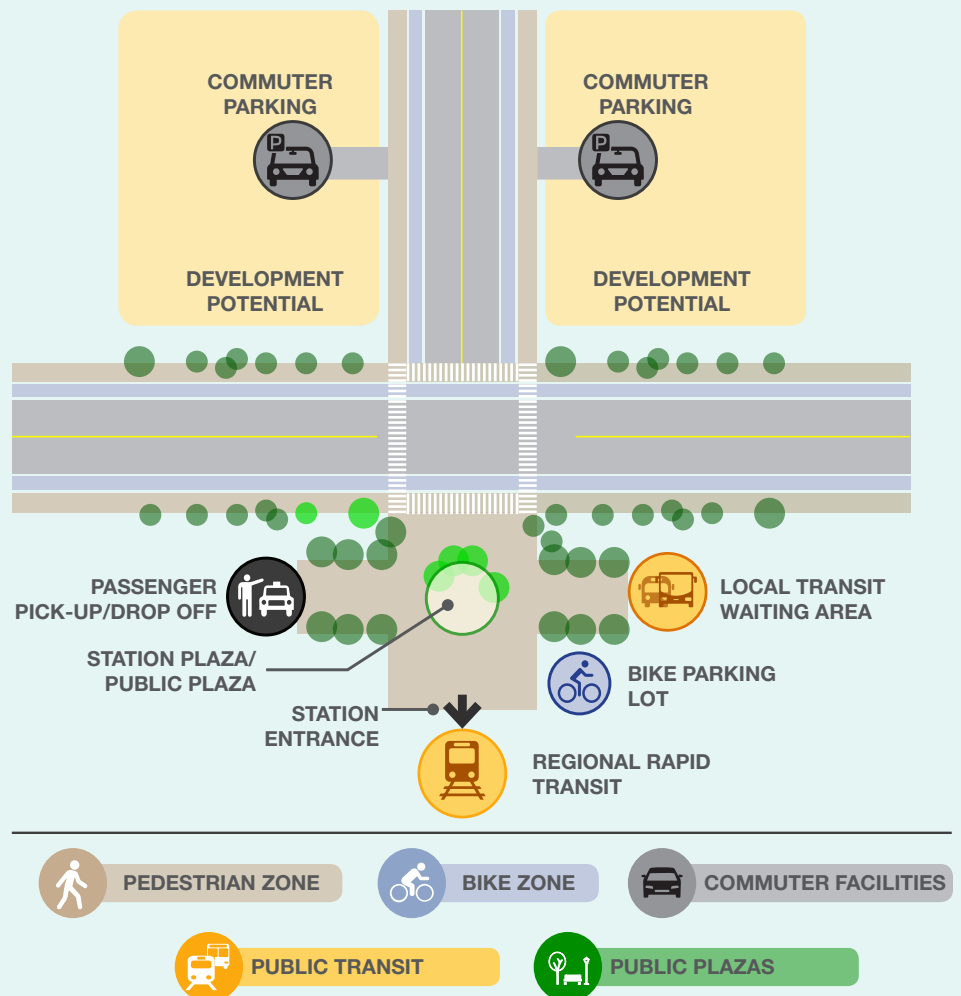
A Mobility Hub comprises of a well-designed transit station and its surrounding area allowing for seamless integration of all modes of transportation with a high quality user experience. It brings **together an intensive concentration of work, live, shop and play experiences that are comfortably accessible by foot**, approximately a half-mile radius or within a 10-minute walking distance. In addition, mobility hub also serves as the origin, destination, or transfer point for a significant portion of trips.

TOD

TOD is Transit-Oriented Development. A TOD is defined by the American Planning Association as “a project or projects that is served by existing or planned transit service. They are **compact, moderate to higher density developments, of mixed-use character, interconnected with other land uses, bicycle and pedestrian friendly**. TODs are designed to support transit services separately or combined: heavy and light rail, fixed guide way, streetcar, or bus systems on dedicated facilities and through available roadway connections”.

“All cities that I know have very good traffic departments and perfect statistics about cars. They know how many go east and how many go west. They know how many parking spots there are and how they’re used ... Every time there is a planning process, the cars are very visible and somebody looks after them. I know of no city in the world that has a department of pedestrians and public life.”

—Jan Gehl, ‘People-Powered Urban Design’, *New Urban News*, July / August 2005



(c)

ELEMENTS OF MOBILITY HUB AND TOD FOR STUDY AREA



Transit

The study area is well served by transit. At present, the study area is served by Miami-Dade Transit (MDT) bus routes and local shuttle service, NoMi Express connecting to area destinations. In addition, the City through FDOT funding recently embarked upon a Complete Streets design intervention for 125th Street that will help enhance the pedestrian and cycling infrastructure in one of the city's most traveled arterial roads. The city also recently signed a contract with a LimeBike, a private dockless bicycle sharing program to provide this service to North Miami residents.

The other planned transit initiatives, including the Tri-Rail Coastal Link and the Strategic Miami Area Rapid Transit (SMART) Plan (Northeast Corridor) emphasize the need to better connect the region's urban centers with each other through public transit systems

9

Transit routes within the Study Area

2

Car share location

7

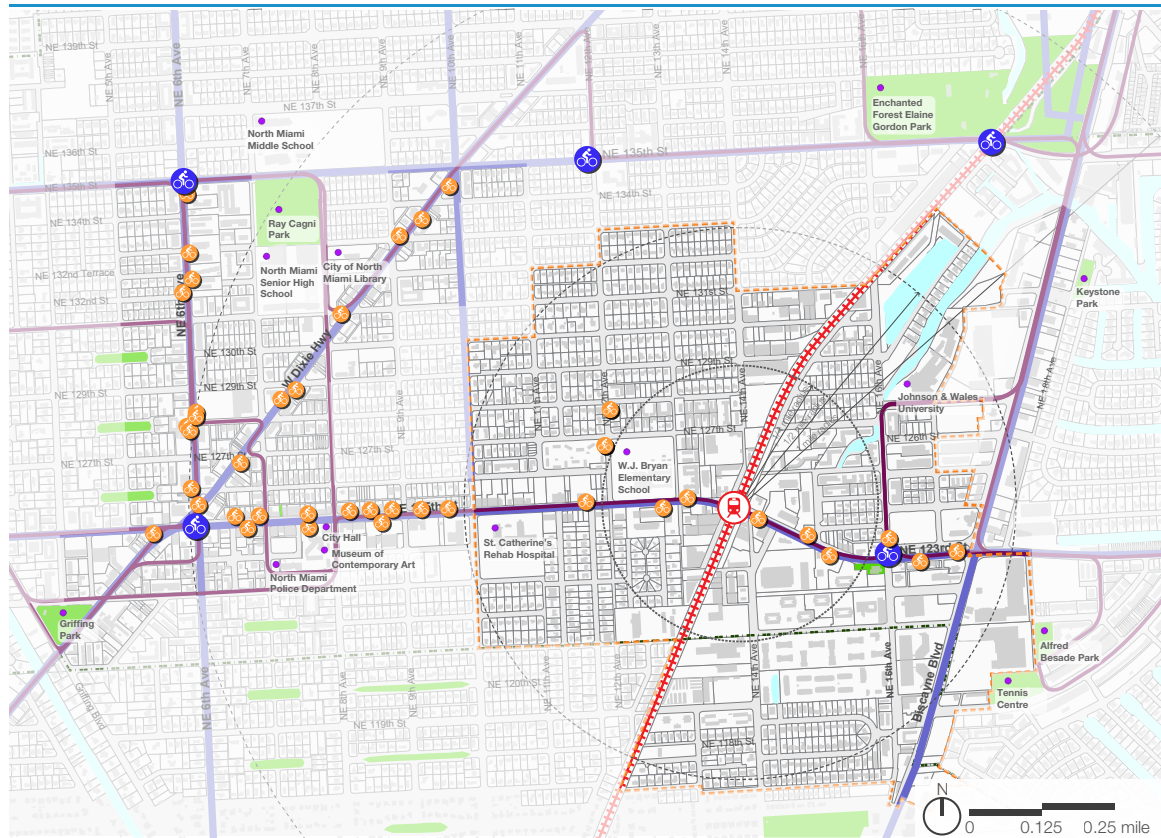
Bike & ride parking lots

45% PEOPLE

spend more than 22% of their income on transportation cost

9.8%

Households are underserved by transit



LEGEND

- North Miami City
- Major Highways
- Major Roads
- FEC Passenger Rail

- Proposed 125th St Station
- Major Landmarks
- Existing Cycle Racks
- Proposed Bike & Ride

- METRO BUS ROUTES**
N-S Routes – 3, 9, 10, 16, and 19
E-W Routes – 135, 75, and 107 (G)
- NOMI EXPRESS ROUTES**
Local shuttle service running 4 routes



Oriented (Open Spaces and public places)

125th Street/ 123rd Street is one of the primary connectors linking Downtown North Miami/ Central Business District (CBD), home to the City Hall, Museum of Contemporary Art and downtown businesses, to the Biscayne Boulevard corridor which serves the Johnson & Wales University campus and Florida International University campus.

The city's main economic corridors- Biscayne Boulevard (US1), West Dixie Highway, US 441 (NW 7th Avenue) and SR 924 (NW 119th Street) also serve the purpose of bridging the first and last mile connectivity issues to the future North Miami Mobility Hub and TOD planning area from the rest of the city.



0.7%

Workers who live within 1/2 mile of transit and commute by bicycle.



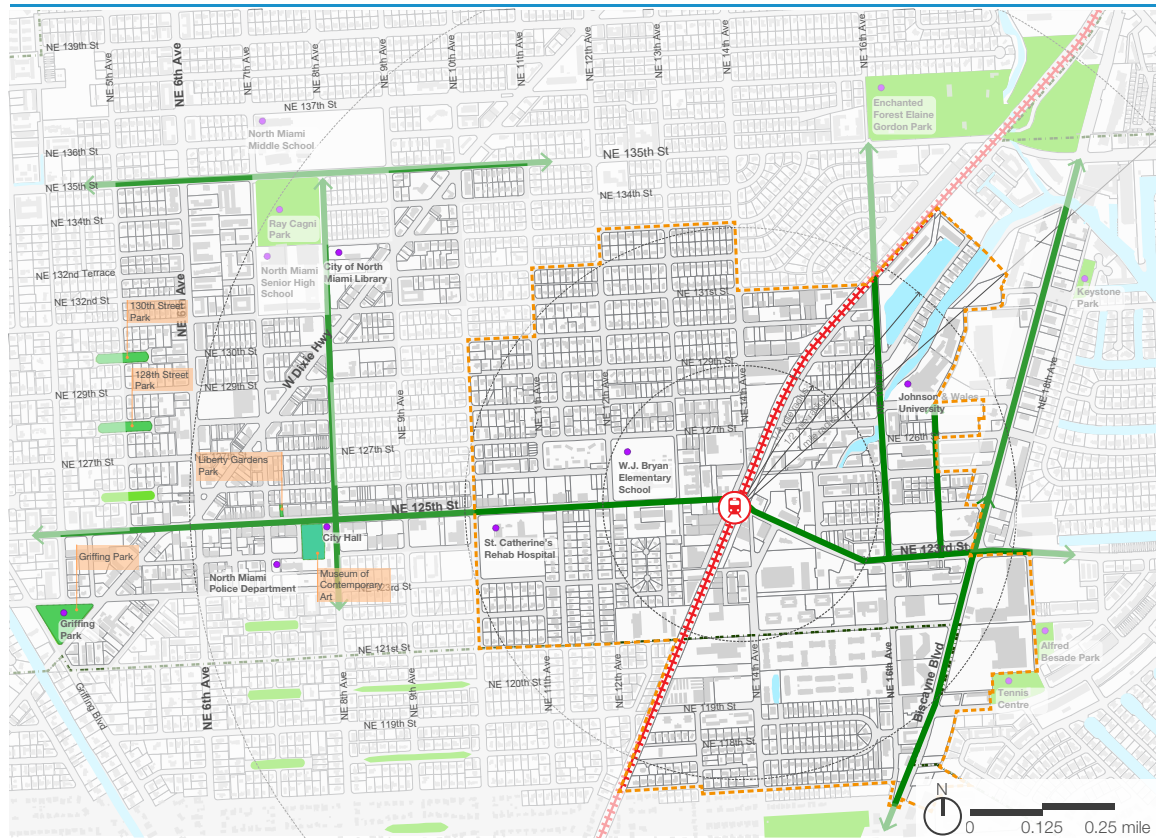
2.9%

Workers who live within 1/2 mile of transit and commute by walking.














5

Organized Parks and plazas within the Study Area



LEGEND

-  North Miami City
-  Proposed 125th St Station
-  Plaza
-  Major Highways
-  Major Landmarks
-  Park
-  Major Roads
-  Existing Cycle Racks
-  Green Trail
-  FEC Passenger Rail
-  Proposed Park & Ride

PUBLIC OPEN SPACES



Development

From a development standpoint, the 2036 Future Land Use Map (FLUM) identifies a concentration of industrial areas between 143rd Street and 151st Street and properties along the FEC railroad between NE 121st Street and NE 135th Street. Medium and High density residential/ mixed use developments (from 25du/ acre to 100 du/acre) are proposed in the FLUM.

JOBS

7,380 (2018)

Estimated people employed

1,120 (2015-25)

Projected new jobs

HOUSING

8,580 (2018)

Estimated total residents

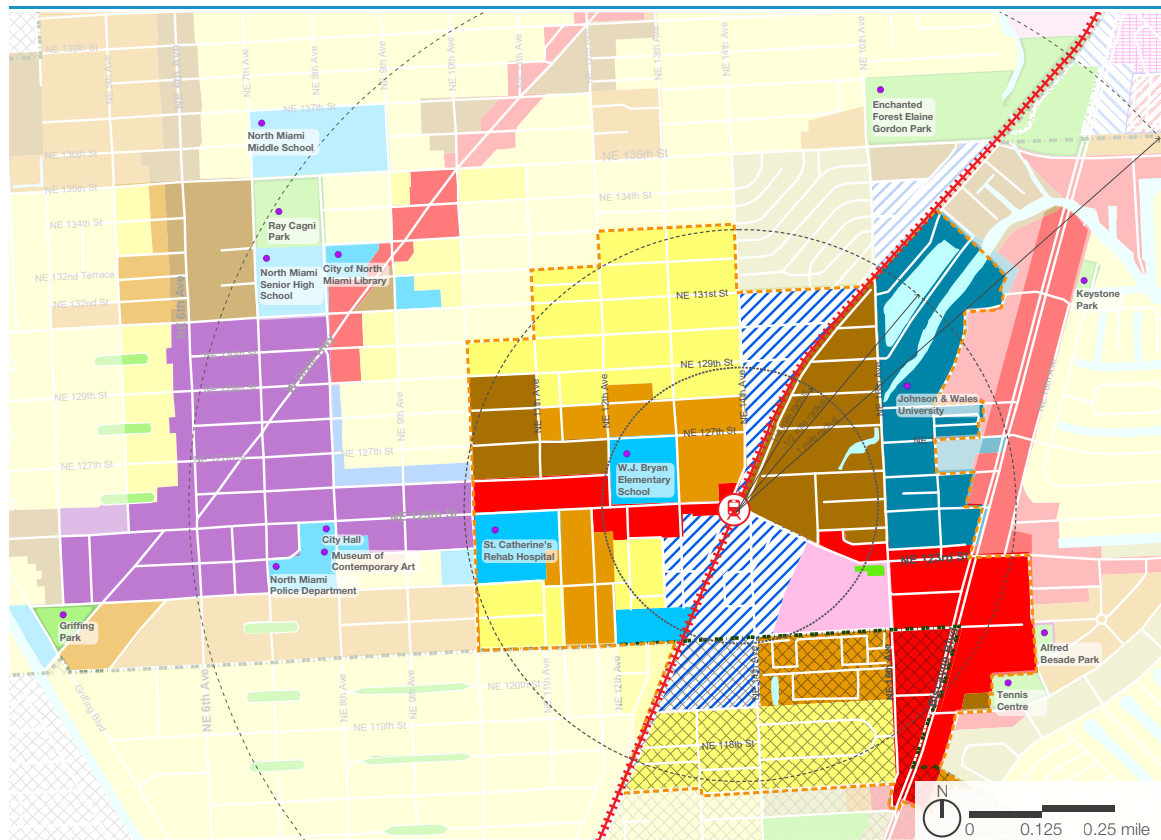
170 (2015-25)

Projected new housing units

COMMERCIAL

334,000 (2015-25)

Projected new commercial development (sq.ft)



LEGEND

North Miami City	Proposed 25th St Station	Single Family	Commercial Office
Major Highways	Unincorporated County	Low Density Residential	Public Facilities
Major Roads	Mixed Use Low Density	Low Medium Density Residential	Community Facility University
FEC Passenger Rail	Mixed Use Medium Density	Medium Density Residential	Industrial
	Central Business Commercial	High Density Residential	Open Space & Recreation

FUTURE LAND USE (2036)



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Join the Conversation!

There are many ways to get involved with our initiative:

- Come talk to us at upcoming community events
- Sign up to receive newsletters
- Follow us @ www.northmiamifuture.com/TOD