Transit-Oriented Development in Miami-Dade County
An overview
Presentation Overview

- Quick Facts: Context
- Major Issues
- Major Land Use Strategies
- Examples
- Q/A
• Uniquely located between two national parks
• Population magnet due to proximity to the Caribbean and Latin America
• Net population growth of 30,000/year for the foreseeable future
• Residential land will be depleted in less than 15 years at the current rate and pattern of development
• Total Land Area of Miami Dade County – 1,965 Sq. Miles

- Agriculture: 5%
- Water Conservation Districts: 3%
- Environmental Protection/ Government Owned: 17%
- Urban Development: 22%
- Vacant Privately Owned: 53%

• Miami-Dade County 2000 Census Population 2,253,362

- Hispanic: 57%
- African American: 19%
- Non-Hispanic White: 20%
- Other races: 4%

- Median Age: 35.6

• Average Historic Rate of Growth

- 30,000 Net Migration a year
• **1975** County’s First Comprehensive Development Master Plan

**Main Features of CDMP**

- Contains urban development/UDB
- Promotes mass transit
- Protects environmental and natural resources
- Promotes compact walkable mixed-use Urban Centers/Infill developments
1. Accommodate Projected Growth

At projected rate of growth and development the countywide supply of land inside the UDB can accommodate

- Residential growth – until – 2018
- Commercial/Office – until – 2025
- Industrial – until – 2029

2. Coordination of Land Use and Transportation Policies

- Reduced auto dependency requires mixed use and walkable neighborhoods
- Provide opportunities for walking
- Consider walking and bicycling as legitimate modes of transportation

3. Housing Affordability

- Depletion of Buildable Area
- Gentrification
Emphasize **concentration and intensification** of development around centers of activity.

Requires all new development and redevelopment along transit corridor to be planned and designed to promote pedestrian and transit use.

Encourages **energy efficiency**.
A number of **Urban Centers** are designated by the county’s Comprehensive Development Master Plan.

- Each urban center is appropriate for **transit oriented development**.
- Urban Centers create compact, mixed use, pedestrian oriented, **walkable communities** inclusive of different income ranges around transportation hubs.
Importance of Transit Oriented Development (TOD)

TOD as one solution:
- Helps reduce rate of land depletion
- Reverses sprawling development patterns
- Reduces auto dependency
- Provides real choices for people who enjoy urban living
- Saves energy
- Provides time to be productive or to relax and enjoy

What is needed for an effective transit system in the region?
- Infill and redevelopment
- Well designed higher density development
- Mixed-use, mixed income neighborhoods
- Compact pedestrian environments
- Connect decentralized employment centers
Existing Rapid Transit

Future Rapid Transit

Urban Centers developed in a transit-oriented manner can help maximize the effectiveness of the current and future transit lines.
Key Elements

- Primary pedestrian corridors
  - Kendall Blvd
  - Dadeland Blvd
  - Snapper Creek Canal
- Secondary pedestrian corridors
  - extending existing patterns of movement
- Aggregation of open space
  - public squares & plazas
- Appropriate mixing of uses
- Pedestrian friendly building frontages
  - shade and rain protection for pedestrians
  - build-to lines
  - frequent doors and windows
  - minimizing vehicular entries
  - appropriate building heights at street fronts
The Big Ideas...

- Regulating by specific building placement and design parameters, not just abstract controls
- Habitable Space requirement creates pedestrian friendly streets-- no blank walls
- Open space is coherently organized in squares and plazas, not just leftovers
- Building height regulated by stories, not feet; step-back at top of pedestal & pent-house level
Habitable space requirement separates parking from street edge by 20’

Paseo breaks block into smaller 275’ sections for pedestrians

Consolidated open space

Towers are regulated by a 40’ setback from one another

Frontage is 80% built out

Downtown Kendall Zoning District Requirements
The Big Ideas...

- Regulating by specific building placement and design parameters, not just abstract controls

- Habitable Space requirement creates pedestrian friendly streets-- no blank walls

- Open space is coherently organized in squares and plazas, not just leftovers

- Building height regulated by stories, not feet; step-back at top of pedestal & pent-house level
A “Liner” of Habitable Space
The Big Ideas...

- Regulating by specific building placement and design parameters, not just abstract controls
- Habitable Space requirement creates pedestrian friendly streets--no blank walls
- Open space is coherently organized in squares and plazas, not just leftovers
- Building height regulated by stories, not feet; step-back at top of pedestal & pent-house level
Regulating Plans
The Big Ideas...

- Regulating by specific building placement and design parameters, not just abstract controls
- Habitable Space requirement creates pedestrian friendly streets—no blank walls
- Open space is coherently organized in squares and plazas, not just leftovers
- Building height regulated by stories, not feet; step-back at top of pedestal & pent-house level
Before and After Images
Completed

- Goulds
- Downtown Kendall
- Ojus
- Naranja
- North Central
- Old Cutler Road

Underway

- Cutler Ridge
- Model City
- Perrine
- Princeton
- Leisure City
- Palmetto Bay

Major Planning Initiatives

- Country Club of Miami
- Schenley Park neighborhood
- Little Gables neighborhood
- Baptist Hospital area
- Sweetwater area plan
Miami-Dade
is planning for a better future!