Changing the TOD Cookie Cutter
An examination of Context Sensitive TOD in Miami Dade County

Rail~Volution 2006
Chicago
November 6, 2006
Quick Facts: Context
  • County facts
  • Setting the context

Major Issues
  • What are the major planning issues facing the County relative to land use and transportation?

Major Land Use Strategies
  • What strategies are in place to address those issues?

Major Planning Initiatives
  • How is the County addressing these challenges and creating opportunities for context sensitive solutions and support transit?
  • Examples

Q & A
Miami Dade County is 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 17%
- Environmental Protection/Government Owned 53%
- Urban Development 22%
- Vacant Privately Owned 3%

• Miami-Dade County 2000 Census Population 2.25 million
  2015 Estimate 2.7 million people
  2025 Estimate 3.0 million people

• Average Historic Rate of Growth
  30,000 Net Migration a year
MIAMI DADE COUNTY GOVERNANCE

• Two-tier form of government established in 1957
  • Home Rule Charter
  • County vs. City services
  • 25 Municipalities at the time
  • 35 municipalities now

• Executive Mayor established in 1995

• Thirteen Commissioners elected by district

• Community Councils/Local Zoning Boards established in 1996
• **1975** County’s First Comprehensive Development Master Plan

Main Features of CDMP

• **Contains** urban development
• Promotes **mass transit**
• Protects **environmental and natural resources**
• Promotes compact **walkable mixed-use infill developments**
• Encourage **Redevelopment**
• Provides for efficient delivery of public services and infrastructure.
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
Major Land Use Strategies

• Emphasize concentration and intensification of development around centers of activity.

• Require all new development and redevelopment along transit corridors to be planned and designed to promote pedestrian and transit use.

• Allow for mix of housing types.

• Develop specific strategies to promote infill within Urban Infill Area, Enterprise Zones and other Targeted Urban Areas.
Designated Urban Centers

• 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.

A Metropolitan Region of Many Centers

Designated Urban Centers
Urban Centers developed in a transit-oriented manner can help maximize the effectiveness of the current and future transit lines.
Why Transit Oriented Development?

- Reduces rate of land depletion
- Reverses sprawling development pattern
- Reduces auto dependency
- Invests in existing community
- Saves energy
- Leverages public investment
- Infill and redevelopment
- Mixed-use, mixed income neighborhoods
- Compact pedestrian environments
- Connect decentralized employment centers
- Creates conditions for affordability
Completed
- Goulds
- Downtown Kendall
- Ojus
- Naranja
- North Central
- Old Cutler Road
- Cutler Ridge
- Model City
- Perrine
- Princeton
- Leisure City
- Palmetto Bay

Underway
- Country Club of Miami
- Schenley Park neighborhood
- Little Gables neighborhood
- Baptist Hospital area
- Sweetwater area plan
Santa Clara Station Joint Development
<table>
<thead>
<tr>
<th>Project</th>
<th>Santa Clara Apartments I and II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I: 9-story, 208-unit affordable rental apartment building, surface parking (219,376 square feet)</td>
<td>Completed Fall 2003 - 100% occupied Jan. 2004</td>
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<tr>
<td>Phase II: 17-story, 204-unit affordable rental apartment building; five levels of parking, ground floor dedicated to transit parking (361,325 square feet)</td>
<td>Completed Dec. 2005 - 100% occupied Mar. 2006</td>
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<tr>
<td>How Initiated</td>
<td>Competitive Request for Proposal process</td>
</tr>
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<td>Term</td>
<td>90-year lease/ MDT receives annual payment in-kind rent, annual guaranteed rent, annual participation rent (50% net income)</td>
</tr>
</tbody>
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Santa Clara Station Joint Development
Completed first and second phases
Creating a sense of place

• Idea originated by ChamberSouth

• To build consensus on the future of the Dadeland area (app. 339 gross acre), an area poised for high intensity development and a premier regional destination.

• Make pedestrian the number one priority.

• Aggregate open space for squares and plazas.

• Appropriate building heights to create spatial enclosure.

• Legislation enacted 1998.

• Total expected build out approximately 7,000 dwelling units
To create a safe, stable and visually appealing and upward mobile community.

- Preserve the strong historical neighborhood character.
- Promote economic development. Attract new businesses.
- Provide affordable housing.
- Respect the community scale and residential character.
- Provide necessary infrastructure.
- Legislation enacted 2005
- Goulds Urban Center: 220 acres Max potential Build out 1,000 (before), 4,000 (after)
The Goulds Storeporch district is a plan proposed by the Goulds Community Development Corp. to develop a retail and entertainment center around the Storeporch building, located at U.S. 1 and SW 22th Street. The Storeporch building is the only significant structure remaining from the early settlement of the Goulds area. The building has recently been restored is awaiting retail tenants.
Blue Orleans – 216th Street at 119th Avenue

- 2.2 Acres
- 79 Residential units
- 35.9 Units/Acre
- 6,300 SF Retail/office
Goulds Mixed Use – U.S. 1 at 117th Place

- .92 Acres
- 31 Residential units
- 28.5 Units/Acre
- 4,550 SF Retail/office
Challenge

The County is at a crossroads of being a truly dynamic, vibrant, cosmopolitan, livable community or to continue to grow in a densely populated sprawled development pattern with diminished quality of life.

Opportunity

To build safe, walkable communities that conserves resources, promotes transit, allows for mixed income neighborhoods and to improve the quality of life for all residents of Miami Dade County especially for working poor.