First Generation TODs
What Have We Learned?

Rail-Volution Conference
October 16, 2012

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A Metropolitan Region of Many Centers
“Downtown” Kendall

South Dadeland Station

North Dadeland Station

1998
“Downtown” Kendall

North Dadeland Station
Scale Comparison

PLANNING AREA

- Metrorail Stations

SAVANNAH
Downtown Kendall
Downtown Kendall
Downtown Kendall

Dadeland Boulevard
Downtown Kendall

Dadeland Boulevard
Downtown Kendall Urban Center District Code
Sustainable Growth for the New Millennium

Downtown Kendall?

The heart of Kendall is the community center at Biscayne Boulevard and NW 62nd Street. The community center is a hub of activity, with a variety of shops, restaurants, and entertainment venues. The neighborhood is known for its vibrant atmosphere and diverse culture, making it a popular destination for locals and visitors alike.

Why a plan?

Property values are strong in this area due to Kendall's location on Biscayne Boulevard, which is a major highway in Miami. The area has a diverse population, with a mix of families, young professionals, and retirees. The planning effort has included input from community members, and it aims to preserve the unique qualities of the neighborhood while addressing its challenges.

What's new?

The Kendall Master Plan includes proposals for new development, including new residential and commercial spaces. The plan also focuses on improving transportation and public amenities, such as parks and playgrounds.

Back to the future

In the future, the Kendall Master Plan envisions a community that is more walkable, bikeable, and connected. This includes proposals for new pedestrian and bike paths, as well as improved transit options.

Change over time

Kendall has undergone significant changes over the years, with new developments and infrastructure projects. The Kendall Master Plan builds on these changes and aims to guide future growth in a way that is sustainable and responsive to the needs of the community.

3. Improve the pedestrian corridors.

The Kendall Master Plan includes proposals for new pedestrian and bike paths, as well as improved transit options.

4. Aggregate open space for squares and plazas.

The Kendall Master Plan includes proposals for new open space, with a focus on creating parks and public spaces that are accessible to all residents.

5. Put the motorist in its place.

The Kendall Master Plan includes proposals for new pedestrian and bike paths, as well as improved transit options.

6. Attack visual blight.

The Kendall Master Plan includes proposals for new pedestrian and bike paths, as well as improved transit options.

7. Reform the local land development rules.

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The Kendall Master Plan includes proposals for new pedestrian and bike paths, as well as improved transit options.
1. Make pedestrians the priority
2. Put the motorcar in its place.
3. Improve the pedestrian corridors
4. Aggregate open space for squares and parks
5. Extend transit at a variety of scales and modes of travel
6. Attach visual blight
7. Reform the land development regulations
8. Stay organized
The Form-Based Code
Habitable space requirement separates parking from street edge by 20’

Pedestrian streets break block into smaller 275’ sections

Consolidated open space

Towers are regulated by a 60’ setback from one another

Frontage has a minimum 80% built out

Proposed Ordinance

CORE ZONE
The Streets Plan: Frontage Requirements

### Core Sub-District - "A" Street

#### Building Height
- **Pedestal** – At street front four (4) stories minimum / seven (7) stories maximum.
- **Tower** – Thirteen (13) stories maximum.
- **Penthouse** – Five (5) stories maximum. Floorplate maximum is fifty (50) percent of largest tower floorplate below.

#### Building Placement
- **Front** – Zero (0) foot build-to line for pedestal / twenty (20) foot minimum setback for tower and penthouse.
- **Interior Side/Rear** – Zero (0) foot setback for pedestal / thirty (30) foot minimum setback for tower and penthouse.
- **Frontage Length** – Minimum eighty (80) percent of lot width. Free standing colonnades shall not count for frontage length.
The Open Space Provision Plan: Open Space at Specific Locations
Street types in the Core Area
Downtown Kendall Urban Center District Code - total approvals 1999-2011:
3,192 residential units / 917,093 sq ft of commercial

Dadeland Centre II
- 15 floors
- 116,530 sq ft of commercial

Mariott City Kendall
- 4 floors
- 128 units – 75.29 units/acre

SDG Dadeland
- 121,266 sq ft commercial

Toscano
- 25 floors
- 403 units – 106.33 units/acre
- 39,086 sq ft of commercial

Town Center One
- 25 floors
- 214,364 sq ft of commercial

Metropolis
- 25 floors
- 397 units – 200.51 units/acre
- 8,812 sq ft of commercial

Downtown Dadeland
- 7 floors
- 416 units – 55.99 units/acre
- 127,586 sq ft of commercial
Today: 150+ acres, all within ½ mile from two light rail transit stops
Downtown Kendall

Multi-story mix of office, commercial & residential; street life and skyline
Downtown Kendall

Vast improvement in pedestrian accommodation
Downtown Kendall

Liner building
Downtown Kendall

Central square
Downtown Kendall

Old Code – fortified windowless base

New Code – continuous covered walkways across property lines

New Code – habitable liners with real doors and windows
old and new codes

low-slung single-use suburban product rushed through the approvals process before the new Code was approved

dense street-oriented mixed-use fabric built under the new Code
Downtown Kendall

Dadeland Blvd looking toward the Dadeland South Metrorail Station
Downtown Kendall

Center of daily life
Similar stations: greater increase where there is more mix of uses & walkable.
lessons learned

• lack of coding for architecture & streets
  architectural code, street atlas = better built result

• ground floor transparency reqs too low
  minimum 30% glazing required allows too much blank wall for pedestrians

• no provision for new streets not in reg plan
  new streets, not in the regulating plan, had no requirements

• not enough pedestrian protections
  60” of clear space minimum required, utilities shoved into pedestrian realm
Downtown Kendall

Lack of coding for architecture and streets
Downtown Kendall

Not enough pedestrian protections
Downtown Kendall

January 2009
Downtown Kendall

Not enough pedestrian protections
Downtown Kendall

No predesigned street cross sections
Projects built just before the new regs were adopted will take a long time to fix.
He doesn’t own a car, what he can’t get in the neighborhood, he can get to via Metrorail.

He can walk to grocery store, shopping, banks, restaurants, but cinema is two rail stations away.

uses the bus (one transfer) to get to college at FIU.

getting to church is the most difficult place for him to get to.

No recreational outdoor spaces close by
Downtown Kendall

Snapper Creek Canal
Downtown Kendall

new buildings fronting Snapper Creek Canal
Go buy Ellen’s & June’s book!
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