Tale of Two Transit-Oriented Developments (TODs)

Presentation to Georgia Planning Association
March 2019
City of North Miami Mobility Hub & TOD Strategic Plan

- David Gjertson, PLA, AICP, ASLA – Program Manager
  W.K. Dickson, Atlanta, Georgia

City of College Park - TOD Ordinance

- Rod Mullice – Project Manager
  Windsor Stevens / Air Realty

- Terrence Moore – City Manager
  City of College Park
North Miami: Past, Present, and Future

THE COMMUNITY PLANNING PROCESS

- Understanding the Past
- Accurately Acknowledging the Present
- Anticipating and Preparing for the Future
North Miami: Past, Present, and Future

- Growing Inclusivity
- New Regional Multimodal Mobility
- Growing Densification of Downtowns/Activity Centers

Impacts of More Severe Storms

Sea-level Rise Impacts

Evolution of SE Florida and North Miami (NoMi)
SOUTH FLORIDA ROADS AMONG

MOST Congested in U.S.

SOUTH FLORIDA IN TOP 20 for Traffic Congestion

AVERAGE MIAMI COMMUTER WASTES MORE THAN A WEEK of work (52 Hours) Annually

North Miami: Past, Present, and Future

Walkability MAP

ATTAINED

Car Dependence!

Source:

Mobility Trends in South Florida
ANTICIPATED FUTURE ROADWAY DEFICIENCIES

CAN WE AFFORD TO HAVE 98% OF PEOPLE DRIVING FOR EVERY TRIP?

Source: SMART PLAN, MIAMI DADE
North Miami: Past, Present, and Future

Mobility Choices – Cycling Trails
North Miami: Past, Present, and Future

FEC RAIL + AMTRAK
COMMUTER RAIL SERVICE

BRIGHTLINE
INTERCITY PASSENGER SERVICE

SMART PLAN
NORTH EAST CORRIDOR

Transit Evolution
North Miami: Past, Present, and Future

- **CITY AREA**
  - 10 SQMI

- **CONNECTION TO THE BEACH**
  - NE 163rd ST.
  - NE 125th/123rd ST.
  - KENNEDY CSWY

- **CONNECTION TO I-95**
  - 2.4 MILES FROM 5 POINT INTERS.
“5th Generation Mobile Network or simply 5G is the forthcoming revolution of mobile technology. The features and its usability are much beyond the expectation of a normal human being. With its ultra-high speed, it is potential enough to change the meaning of a cell phone usability.”
North Miami: Past, Present, and Future

Future Mobility
North Miami: Past, Present, and Future

Shared Mobility & Decentralized Transit Alternatives
North Miami: Past, Present, and Future

Shared Mobility & Decentralized Transit Alternatives

ELECTRIC ZIP CAR

UBER LYFT
North Miami: Past, Present, and Future

Tactical Urbanism Mobility Initiatives

PAINT THE INTERSECTION, TAMPA BAY

BISCAYNE GREEN POP UP, MIAMI
NoMi’s Goals

Modify existing **Overlay Districts (NRO & PCD)** to promote strategic compact development nodes based on infrastructure carrying capacities within a 10-minute walking distance of the future station. Key provisions may include:

- Promote **mixed-use developments** with a minimum percentage of residential and commercial mix
- **Discourage auto-oriented** uses such as storage facilities, drive-thru, maintenance facilities, warehouses, automotive sales
- Reduced & Flexible **Parking Standards**
- Mandatory **Workforce/ Affordable Housing**
- Transportation Demand Management (TDM) Strategies
- **Density Bonuses** in exchange for public realm investments such as streetscape improvements, public plazas, open spaces, and affordable housing
NoMi’s Goals

Character Districts
1. NoMi Railroad Entertainment District
2. 125th Street Neighborhood District
3. Transit Neighborhoods
4. Biscayne Boulevard Commercial Corridor
5. 123rd Street Mixed-Use District
6. Dixie Highway Commercial Corridor
7. Enchanted Forest & Elaine Gordon Park

1 Mile Radius
1/2 Mile Radius

Transit Supportive Development
NoMi’s Goals

CATALYST NODES

1. TOD Station Area
2. MOCA/City Hall
3. Library/Arts & Culture District

Optimized Densification
Planning Challenges

Implementation Goal 1: NoMi CONNECT

TRANSIT NODES
- PRIMARY NODE
  - Proposed FEC Station Precinct

- SECONDARY NODE
  - MOCA Plaza
    - NE 131st ST & NE 14th AVE
    - NE 119th ST & NE 14th AVE

- NEIGHBORHOOD NODE
  - J&W University
    - NE 121st ST & NE 12th AVE
  - Gwen Margolis Community Center

NETWORK
- GREENWAY TRAILS
- GREEN STREETS
- QUEUING STREETS
- SAFER INTERSECTIONS

DEVELOPMENT
- Transit Node
- High School / Library Arts Node
- MOCA Plaza
- Industrial Re-use
Implementation Goal 2: RESILIENT NOMI

- Proposed FEC Station Precinct
- MOCA Plaza
- NE 131st ST & NE 14th AVE
- NE 119th ST & NE 14th AVE
- J&W University
- NE 121st ST & NE 12th AVE
- Gwen Margolis Community Center

3FT SEA LEVEL RISE (2050)
6FT SEA LEVEL RISE (2100)

TRANSIT NODES

- PRIMARY NODE
  - Proposed FEC Station Precinct

- SECONDARY NODE
  - MOCA Plaza
  - NE 131st ST & NE 14th AVE
  - NE 119th ST & NE 14th AVE

- NEIGHBORHOOD NODE
  - J&W University
  - NE 121st ST & NE 12th AVE
  - Gwen Margolis Community Center

NETWORK

- PRIMARY STREETS
- SECONDARY STREETS
- BIKE+PED TRAIL ALONG FEC
- EFFICIENT INTERSECTIONS

DEVELOPMENT

- HIGH DENSITY CORRIDOR DEVELOPMENT
Implementation Goal 3: SMART TOD

**PRIMARY NODE**
- Proposed FEC Station Precinct

**SECONDARY NODE**
- MOCA Plaza
- NE 131st ST & NE 14th AVE
- NE 119th ST & NE 14th AVE

**NEIGHBORHOOD NODE**
- J&W University
- NE 121st ST & NE 12th AVE
- Gwen Margolis Community Center

**NETWORK**
- HIGH FREQUENCY TRANSIT
- GREENWAY TRAILS
- MULTI-MODAL STREETS
- RAIL ROAD INTERSECTIONS

**DEVELOPMENT**
- High Density Corridor along FEC
- MOCA Plaza
- High School / Library Arts Node

**PLANNING CHALLENGES**

**PUBLIC Wi-Fi Hotspots**
**Integrated Transit Smart App**
**Centralized Operations Center**

**TRANSIT NODES**

- **PRIMARY NODE**
  - Proposed FEC Station Precinct
- **SECONDARY NODE**
  - MOCA Plaza
  - NE 131st ST & NE 14th AVE
  - NE 119th ST & NE 14th AVE
- **NEIGHBORHOOD NODE**
  - J&W University
  - NE 121st ST & NE 12th AVE
  - Gwen Margolis Community Center
Role of Community

MOBILITY HUB

CONCEPT & ITS OBJECTIVES

THE STUDY AREA MAP

DEMOGRAPHICS

MOBILITY

TRANSPORTATION ALTERNATIVES – Bus | Rail | Sidewalks | Bike lanes | Bike Sharing | Car Sharing

PLACEMAKING

OPEN SPACES – Public Parks | Plazas | Community Facilities

DEVELOPMENT

DEVELOPMENT – Land Use | Proposed new developments
What We Heard – PAINS

Role of Community

- Lack of pocket parks
- Seating
- Playgrounds
- Lack of community centers
- Lack of jobs
- Traffic congestion
- Shabby entry
- Vacant lots/empty streets
- Biking is dangerous
- No sidewalk
- No street lights
- Low visibility entry
- Road closures
- Traffic blocks
- Shabby entry
What We Heard – GAINS

Role of Community

- Last Authentic Community
- Public Private Partnership
- More Mixed Use
- Police Presence & Code Enforcement

What We Heard – GAINS
<table>
<thead>
<tr>
<th>Rank</th>
<th>Preference</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Wider Sidewalks Or More On-Street Parking</td>
<td>90%</td>
</tr>
<tr>
<td>02</td>
<td>More Space For Cars Or Transit Priority Lanes</td>
<td>54%</td>
</tr>
<tr>
<td>03</td>
<td>Pedestrian &amp; Cyclist Path Or Walkways With Sharrows</td>
<td>90%</td>
</tr>
<tr>
<td>04</td>
<td>Rail + Development: Rank The Preferences</td>
<td>33%</td>
</tr>
</tbody>
</table>

Preference Surveys
Role of Community

ACTIVITY 01
ONLINE POLL
Login:
PollEv.com/nomi
Role of Community

ACTIVITY 02
TRADE-OFFs
TOD GAME
Preferences in Preliminary Conceptual Alternatives
Role of Community

WITH LIVE RESULTS

https://www.polleverywhere.com/surveys/TRqMSl6Fr
Role of Community

Alternative 01: NoMi Connect
Alternative 02: Resilient NoMi
Alternative 03: Smart TOD
Role of Community

- Multi-modal transit hub near FEC rail corridor
- Technology Start-up Incubators
- Student housing for JWU & FIU North Campus with connecting trials & walkways
- Promotion of “festival arts” on repurposed industrial sites
- Re-imagining MOCA Plaza as an high impact event venue
- NoMi Complete Streets program to promote connectivity
Design Principles

NOMI MOBILITY HUB
SHAPING THE DESIGN
12 GUIDING PRINCIPLES

- First & Last Mile Connectivity
- Transit Supportive Development
- Technology Integration
- Multimodal Integration
- Parking Management
- Resilient NOMI
- Creative Placemaking
- Economic Catalysts
- Neighborhood Preservation
- Optimized Densification
- Age-Friendly Neighborhoods
- Effective Implementation
Design Principles

First & Last Mile Connectivity
Design Principles

WALKING
- Pedestrian Priority Streets
- Green Residential Streets
- Shared Streets (Zero Pedestrian Barriers)

CYCLING
- Bikeway Priority Network
- E. Separated/Buffered Bike Lane
- Multi-Use Trail

SHARED MOBILITY
- Car-sharing
- Bike sharing docking stations
- Carpool
- Rideshare – designated pick-up & drop-off locations

First & Last Mile Connectivity
Design Principles

EXISTING SECTION

NE 125th Street

First & Last Mile Connectivity
Design Principles

First & Last Mile Connectivity

NE 125th St
Design Principles

NE 125th St

First & Last Mile Connectivity
Design Principles

NE 9th Avenue

EXISTING SECTION

PROPOSED SECTION

First & Last Mile Connectivity
Design Principles

First & Last Mile Connectivity
Design Principles

First & Last Mile Connectivity

NE 132nd Street
Design Principles

NE 132nd Street

First & Last Mile Connectivity
Design Principles

Multi-Use Trail

EXISTING SECTION

PROPOSED SECTION

First & Last Mile Connectivity
Design Principles

Multi-Use Trail

First & Last Mile Connectivity
Design Principles

Multi-Use Trail

First & Last Mile Connectivity
Design Principles

First & Last Mile Connectivity
Design Principles

First & Last Mile Connectivity – Precedent Project
Next Steps

Implementation Phase – NoMi Study Area Assets
Next Steps

Implementation Phase – Proposed Concept Plan
Next Steps

Implementation Phase – Conceptual Urban Design
Next Steps

1. NoMi Station Square
2. MOCA Plaza
3. 8th Avenue Open Street Project
4. NE 125th Streetscape – Food Truck Plazas & Public Arts Program
5. Library Plaza - Repurposed Parking Lots: Pocket Parks & Plazas
7. Pop-Up Stores/Vending
8. NE 125th Streetscape – Food Truck Plazas & Public Arts Program

Creative Placemaking – Urban Design
Next Steps

Creative Placemaking – Optimizing Densification

CATALYST NODES

A TOD Station Area
B MOCA/City Hall
C Library/Arts & Culture District
D Corridor Redevelopment
Next Steps

Creative Placemaking – Urban Design
Next Steps

Creative Placemaking – Urban Design
Next Steps
Next Steps

WHAT IS A TRANSIT NODE?

Creative Placemaking – Urban Design
Next Steps

- Entrance Towers
- Parking
- Public Plaza
- Artist’s Residences
- Workshops

Creative Placemaking – Artist’s Workshops & Residences
Next Steps

- Renovated Public Square
- MOCA (under renovation)
- City Hall
- NoMi Mobility Hub
- New NoMi Municipal Offices
- Public Parking Garage (added height)
- Existing Police Building
- NEW In-fill Mixed-Use

Creative Placemaking – MOCA Square Municipal Hub
Next Steps

Creative Placemaking – Library Square Redevelopment Hub
For More Information:

tod.northmiamifuture.com
COLLEGE PARK
TRANSIT ORIENTED DEVELOPMENT

Presented by Rod Mullice & Terrence Moore
College Park

Home To:

- HJIA - The world’s busiest airport
- The second most active MARTA station
- GICC - Georgia’s second largest convention center
- Woodward Academy
- Chick-Fil-A
- New BMW Training Facility
2012 Atkins Study

Based on ¼ mile radius from MARTA

Used MARTA Design Guidelines

Study languished until timing was right
TIMING IS EVERYTHING.....

- FAA renewed lease on City property
  - Additional 700 employees added
  - With over 1,200 employees, 2\textsuperscript{nd} largest FAA facility outside Washington DC

- The Pad I
  - April 2014 planning started - vision from Atkins Study

- Zoning Ordinance re-write: 6/2016 to 6/2018

- The Pad I opens in 2017
The Pad I opens in 2017!
Connected Lifestyle
steps from MARTA & FAA
Additional Effort Still Needed

TOD Ordinance – developed & adopted 90 days later

Based on MARTA Guidelines

 Allows for higher density, mixed use, reduced parking & bike/ped facilities
TOD Ord. adopted 9.17.18

First project under TOD Ord. funded 1 month later
17 Town home units on 0.92 acres

Temple Square ground breaking – 12.14.18