



Miami-Dade Transportation
Planning Organization

SMART TRENDS TRANSPORTATION SUMMIT



BREAKOUT ROOM 1

TRANSIT ORIENTED DEVELOPMENT (TOD)

2022 **SMART** Trends Transportation Summit

June 3, 2022



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Coconut Grove Gehl Study

TOD CASE STUDIES



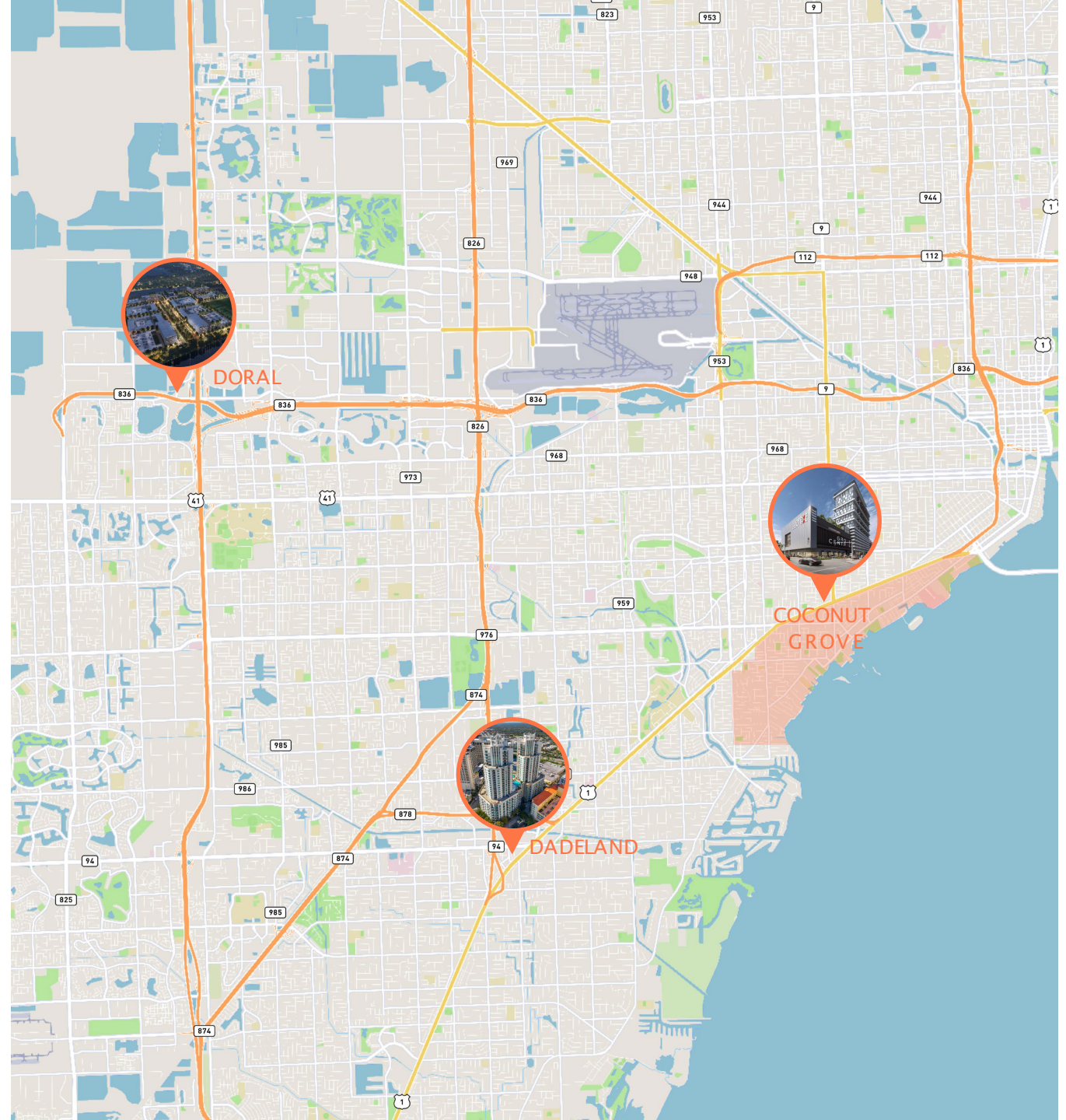
Grove Central



Upland Park



Metropolis Dadeland



INTRODUCTION

GEHL TOD STUDY COMMISSIONED FOR SW 27TH CORRIDOR

/ May 2019

Station to Shore Coconut Grove

Gehl

SW 27th Ave Public Realm
Vision & Framework Plan

Gehl

We make cities for people.

Collecting data on how people use and experience a place guides our design process.

The public realm knits our cities together. It also drives value. We work with cities to un-tap that value and improve quality of life for all.



High quality public realm

increases in property value

Between 2003 and 2011,
properties within
a 5 minute walk
of the Highline
increased in value
PSF by **103%**

(NYCEDC 2011 Economic Snapshot)



Start with life...



**then focus on
space...**



**and then let
buildings respond
to people's needs**



We observed...

Public Life



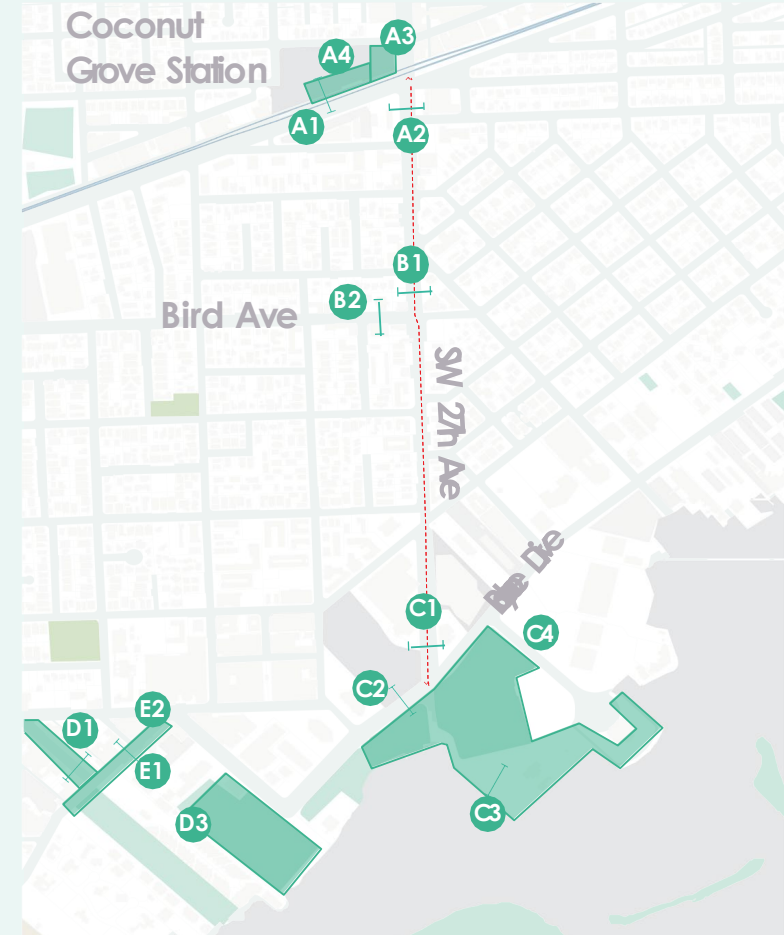
**Walking +
Biking**



**Stationary
Activity**



**Age +
Gender**



We observed...

Public Space



Facades



Greenery



Seating



Lighting
Quality



Bike Lanes



Building
Use



Intersection
Timing



Shade

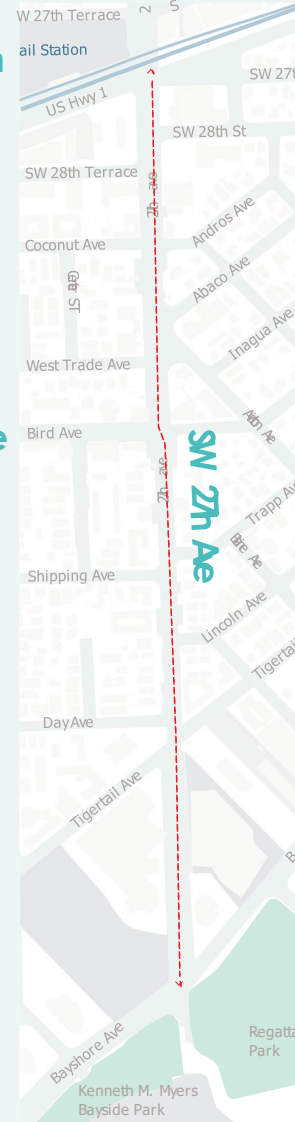


Noise
Levels

Coconut
Grove Station

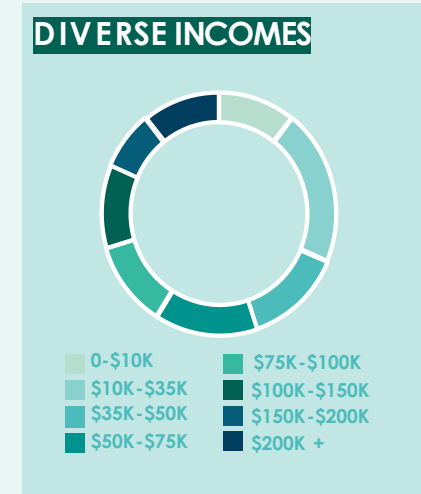
Study Area

Bird Ave

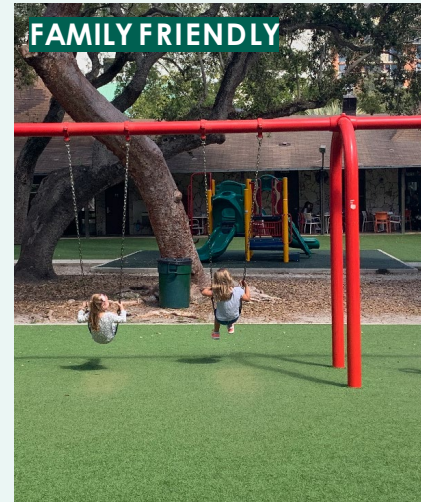


Die

Coconut Grove is the ultimate neighborhood



Miami's oldest continually inhabited neighborhood!



With strong connections to greater Miami


NOWBOARDING



DOWNTOWN MIAMI	16 MINUTES
UNIVERSITY OF MIAMI	12 MINUTES
PÉREZ ART MUSEUM	16 MINUTES
WYNWOOD	29 MINUTES
MIAMI AIRPORT	33 MINUTES

Miami hotspots less than a 30 minute Metrorail ride away

ROBUST RIDERSHIP



1,851 people board at the Coconut Grove Metrorail on an average weekday



276 people walking/hour at the Metrorail station at 6pm on a weekday

More people walking at the metro than in downtown Coconut Grove at this time!



Sources:
Miami Dade County Transportation and Public Works
Ridership Technical Report
PSPL Data Weekday 6pm

SW 27th is the missing link.

SW 27th has the potential to connect transit riders - and the rest of the city! - to neighborhood gems to the south

It also can connect the new Underline and Commodore Trails to create a complete recreational loop through the Grove



We don't think twice about walking a mile on great streets.



Broadway, NYC



3rd Street Promenade
Santa Monica, CA



Stroget, Copenhagen

Great streets stimulate, provide comfort, and are places to...

Engage with a
variety of activities
and people

Walk and move

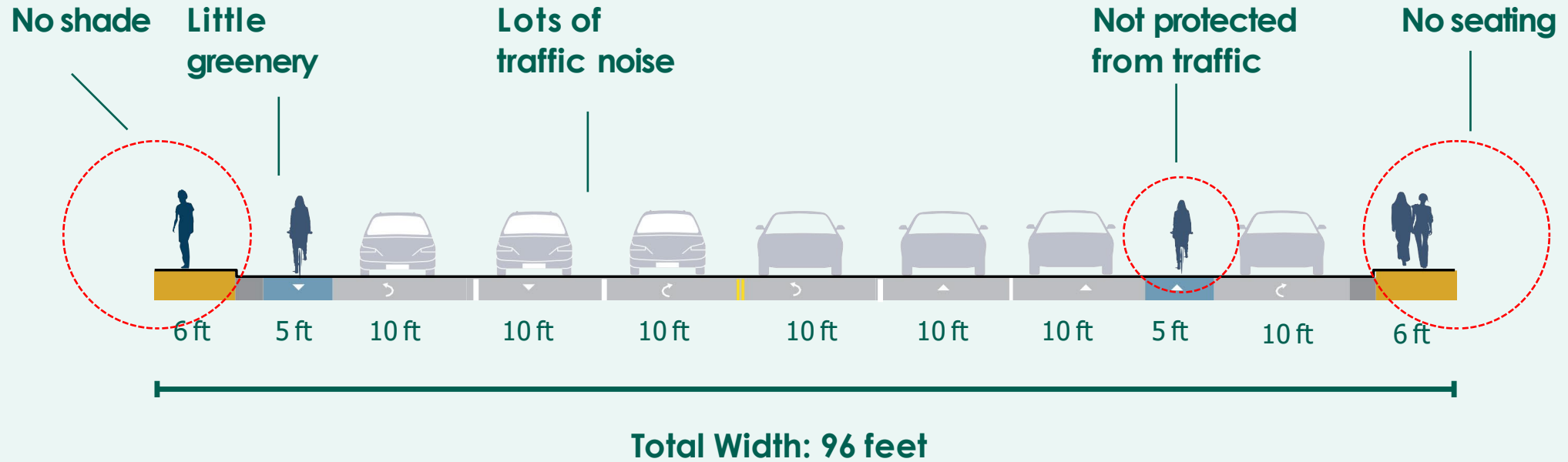
People watch

Find protection
from the sun

Be alone together

Pause and rest

Today, SW 27th doesn't make people comfortable



SW 27th Ave
between US Hwy 1 and Overbook Street

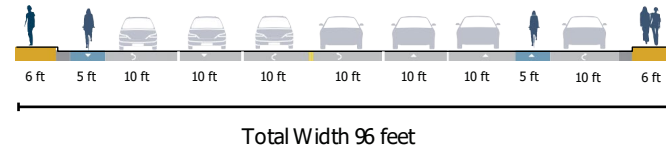
SW 27th looks very different than world class streets, in terms of the space given to people

0 10 ft 30 ft 50 ft

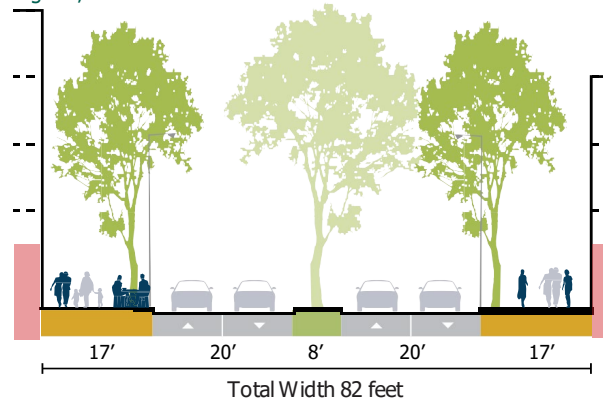
Legend

- Bike Lane
- Sidewalk
- Landscape
- Vehicular Lane
- Commercial Activity

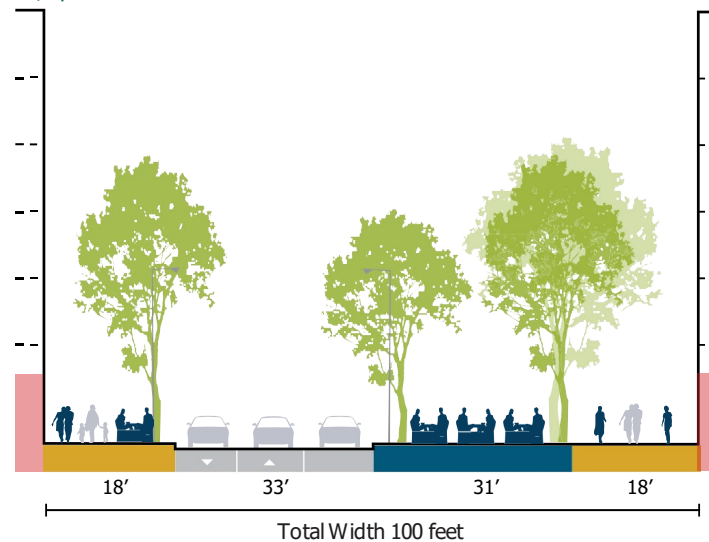
SW 27th Ave between US Hwy 1 and Overbook Street



Rodeo Drive Los Angeles, CA



Calle de Fuencarral Madrid, Spain



**How can we re-envision SW 27th Ave to
connect and elevate the larger Coconut
Grove neighborhood?**

SW 27th Ave is not performing as the people connector that it could be.

People are all around, but not on SW 27th.

Terra Coconut Grove - Station to Shore Public Realm Vision



Kids and elderly avoid the street the most

Making arun for it!

Doesn't feel safe to
cross with kids!

When the environment feels unsafe or uncomfortable, the most vulnerable groups drop out first

Children on SW 27th

10% of
people living in Coconut
Grove are children (5-14),

but only **2%** of
people observed in the
PSPL were children.

Elderly on SW 27th

12% of
people living in Coconut
Grove are elderly (65+),

but **0%** of people
observed in the PSPL
were elderly.

**This isn't
surprising,
because the
human experience
on SW 27th Avenue
is inconsistent.**

There are some moments
of comfort and delight,
but they are few and far
between.



In general, existing street edges make walking dull

95%
Inactive
Frontages

- Dull Facades
- Inactive Facades

Coconut Grove
Station

Bird Ave

Bay Dr



These are the only places on the street with a stimulating walking environment!

5%
Active
Facades

- Active Facades
- Pleasant Facades

Coconut Grove
Station

Bird Ave

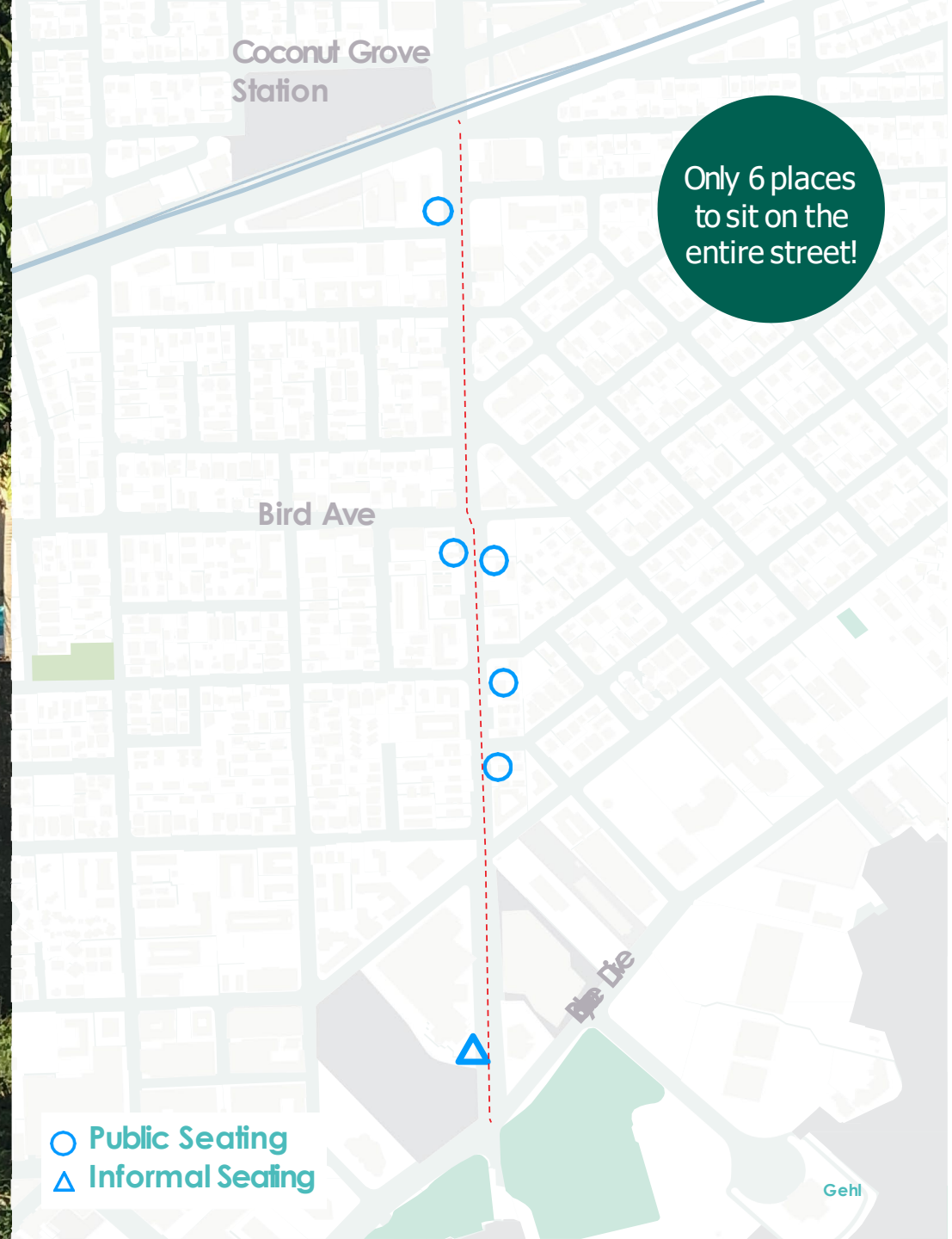
Bird Ave



No comfortable place for a rest



Terra Coconut Grove - Station to Shore Public Realm Vision



03 The anchors aren't amenities



But they could be!



Transit stations can be so much more than a place to pass through.

They can also be beloved places and amenities for neighborhood residents.

30th Street Station, Philadelphia

The Coconut Grove Metrorail Station is not yet reaching its potential as a hot spot

Coconut Grove Metrorail Station



6
people / hour

Average people staying per hour on weekends

Denver Union Station



119
people / hour

On average, 184 people move through the station each hour. Hardly anyone

Generic welcome sign

Unwelcoming barriers

1 in 69
stay at the station
(Average on weekdays)

Uncomfortable seats - where
there are seats at all

No arrival time info! Better
rush up to the platform

Change is coming!



GROVE CENTRAL

UNIQUE TRANSIT-ORIENTED DEVELOPMENT



PROJECT OVERVIEW

GROVE CENTRAL IS A TRANSIT-ORIENTED DEVELOPMENT IN A PREMIER LOCATION

Grove Central is located at the gateway to historic Coconut Grove, and positioned to offer easy access to the Grove's parks, marinas, dining, shopping, entertainment, and the offices of many leading Miami employers.

The Project is directly integrated into the Coconut Grove Metrorail Transit Hub and the Ground Level Plaza is set up to be a gathering point for Miami's renowned "Underline" linear park.

HIGHLIGHTS



Directly integrated into the
Coconut Grove Metrorail Transit Hub



Parking Spaces
Approx. 1,275 spaces



Ground Level Plaza is set up to be a
gathering point for Miami's renowned
"Underline" linear park



Resilient and Sustainable



Multifamily Residential Tower
380 rental apartments +
22 Co-Live apartments



Workforce Housing



Grocery-Anchored Retail
Approx. 167,000 SF

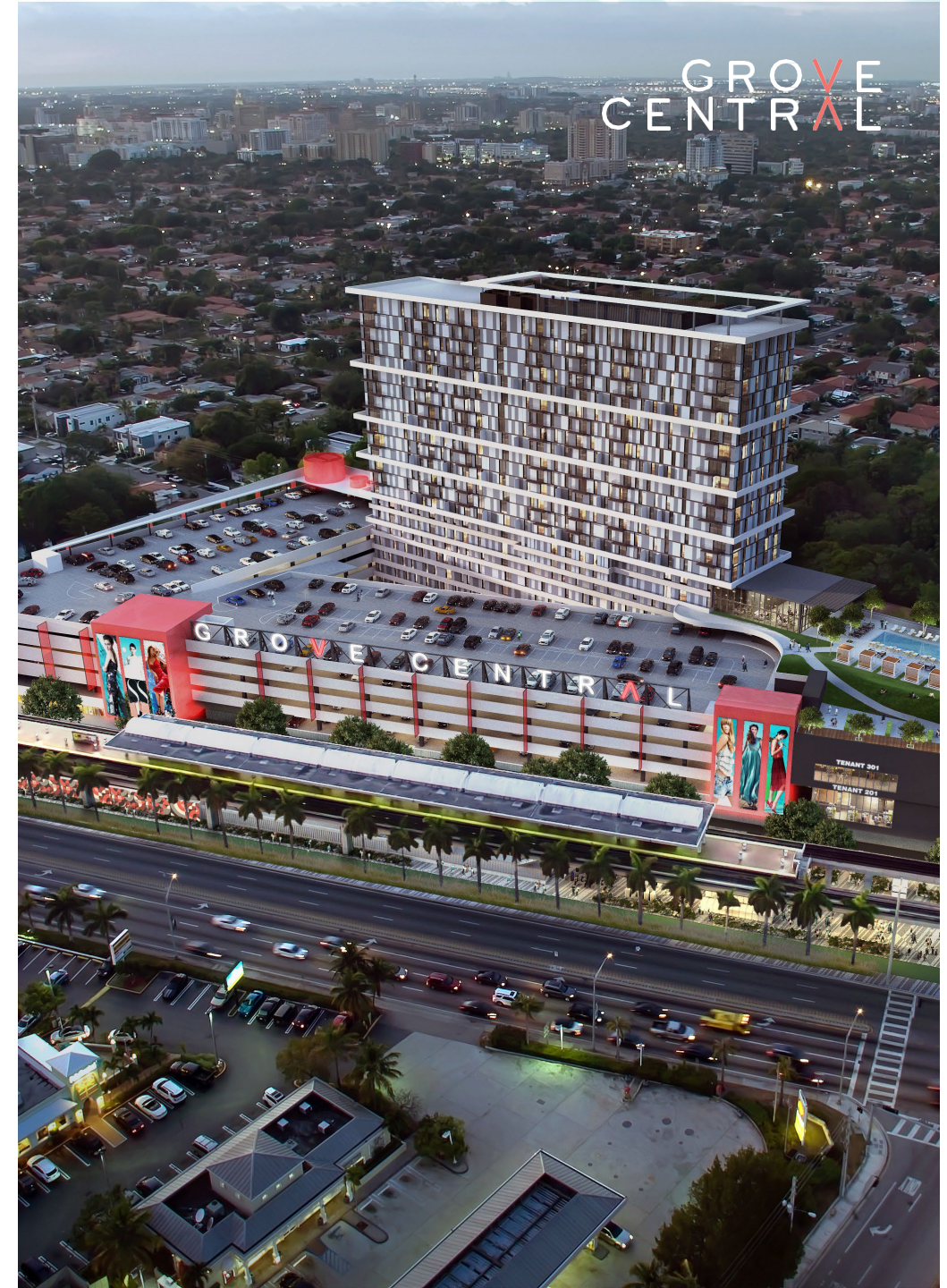


FIVE BELOW

SPROUTS
FARMERS MARKET



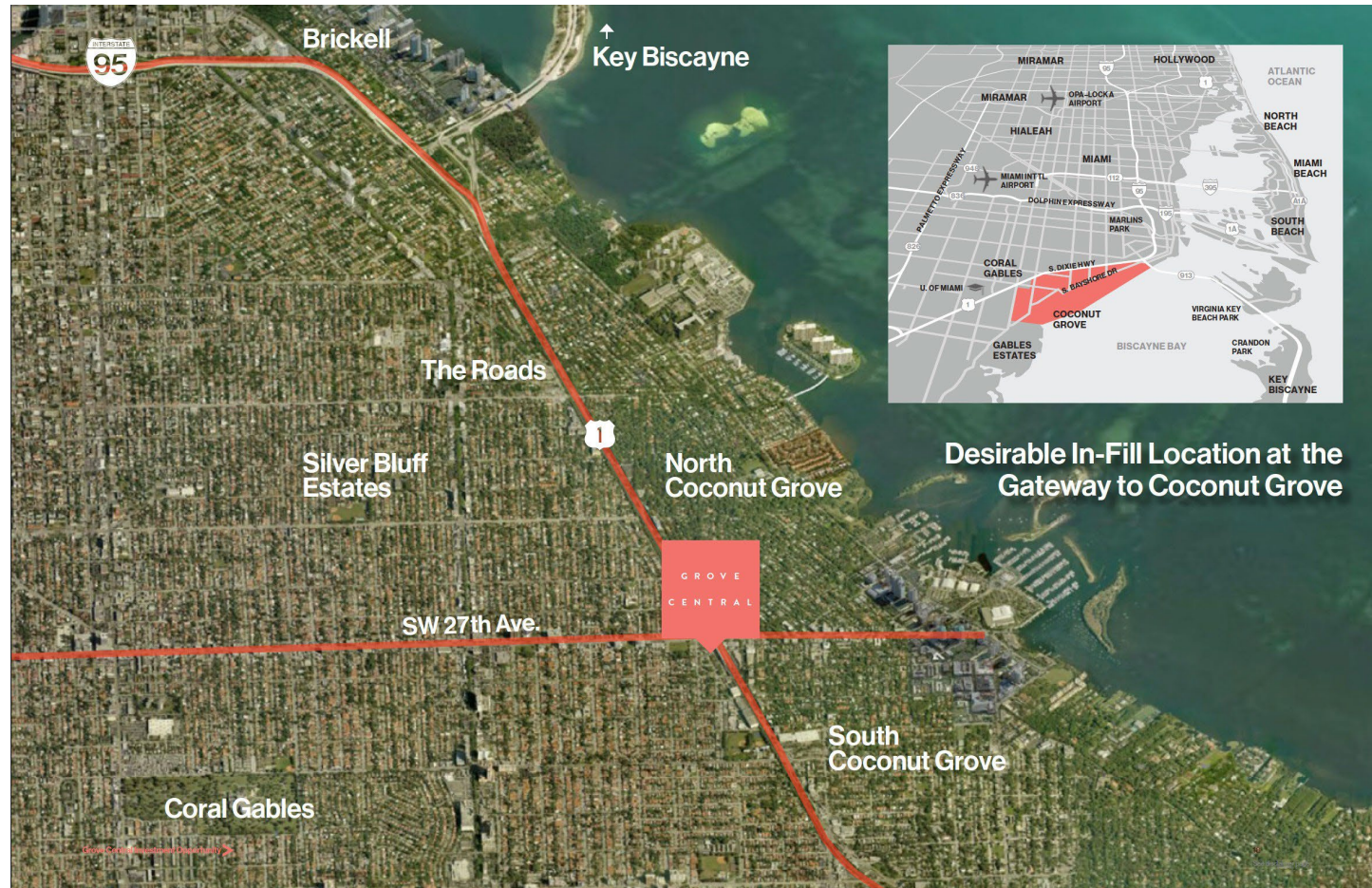
LAIFITNESS



GROVE CENTRAL + TRANSIT SOLUTIONS

FOCUSING FUTURE GROWTH INTO DENSE, TRANSIT-SERVED URBAN DISTRICTS

GROVE
CENTRAL



Grove Central is designed to address current traffic concerns. As a transportation hub with a micro-retail village anchored by big box retailers, the Project will cultivate a dynamic urban landscape as Miami continues to grow into a world class City.

CURRENT TRANSIT CONCERNS

- » Transport corridors are fixed.
The boundaries dictate that future growth will be concentrated around a few dense and transit-served urban nodes.
- » Rapidly worsening traffic regionally as freeways operate near capacity.
Rail corridors and sufficient density for walkable transit-oriented districts only exist in a few urban nodes.
- » Lack of sustainable urban development
Successful/sustainable districts have a “Human Scale” – pedestrians, green space and human interaction take priority over cars, parking and traffic.

CENTRAL LOCATION CONNECTING MIAMI

A LOCAL TRANSIT HUB

GROVE
CENTRAL

- » Grove Central connects the Coconut Grove Metrorail Station and Miami's Underline linear park.
- » The 25-mile Metrorail system provides elevated rail service to Miami's major employment hubs (Downtown, Brickell, Coral Gables, Medical District, Dadeland, etc.) along with the University of Miami and the Miami International Airport.
- » Metrorail connects to the Miami Metro Mover system that circulates throughout Downtown Miami and Brickell, and to the Metrobus system that provides 3.5 million monthly rides to patrons.
- » Southeast Florida is actively pushing towards a more mass transit-served transportation system, with connection of the Metrorail to the Brightline high speed rail service linking Miami to Fort Lauderdale and West Palm Beach and eventually Orlando.

18.5 M

Metrorail Riders

1.6M

Metrorail Monthly Riders

67,300+

Metrorail Daily Riders



*Data as of 2019



RESILIENT, SUSTAINABLE + EFFICIENT

SUSTAINABLE MIXED-USE DEVELOPMENT





GROVE
CENTRAL



Grove Central is a Sustainable Mixed-Use development that reduces overall carbon footprint by encouraging the use of mass transit, and offers amenities and retail, which conceptually eliminate residents' need to use or own a car.

- » Grove Central will set South Florida's sustainability benchmark for efficient, affordable and low-impact living.
- » Green design features & technologies, and low-impact development techniques enhance sustainability and encourage use of mass transit and reduction of carbon dioxide emissions.

GREEN COMPONENTS

-  Electric car charging stations
-  Storm water reuse
-  Energy efficient storefronts and windows
-  Solar rooftop panels

PROJECT MULTI-MODAL ADVANTAGES






- » Coconut Grove Metrorail Station
- » Coconut Grove Trolley
- » Miami Dade Transit Bus Terminal
- » Central Plaza connects to the Underline walkable urban park
- » Direct Metrorail connection to the Brightline high-speed rail line
- » Bike Rental/Scooter/Storage

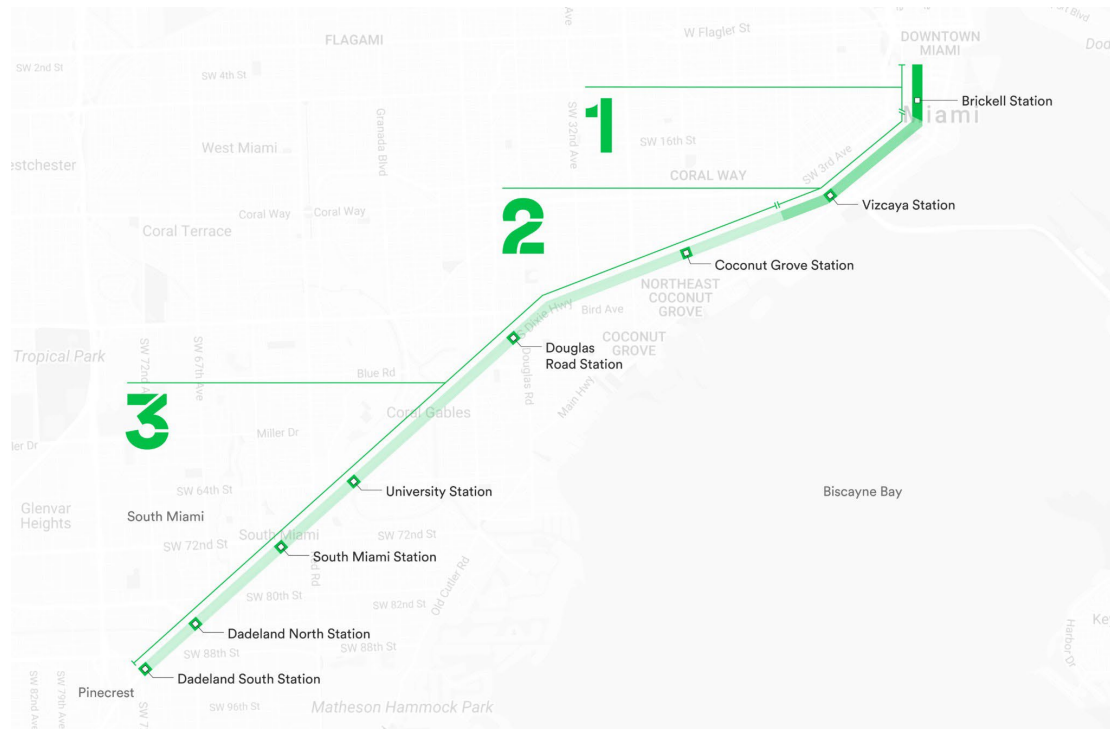
THE UNDERLINE

A PEDESTRIAN FRIENDLY LINEAR PARK

GROVE
CENTRAL

THE UNDERLINE FEATURES

-  Walking and Biking Paths
-  Connection to Metro Stations
-  Yoga Classes
-  Local Events throughout the Path
-  Native Vegetation and Pollinators
-  Dog Friendly



PUBLIC BENEFIT + SUPPORT

DYNAMIC SOCIAL ENVIRONMENT

GROVE
CENTRAL

Grove Central is the culmination of years of planning and design that will set the sustainability benchmark for transit-oriented development in the South Florida region.

BENEFITS

- » 1.5% hard cost contribution to on-site Art & Public Places
- » 204 shared parking spaces for Transit Use
- » \$5 million renovation of the existing Coconut Grove Metrorail and Transit Hub
- » Grove Central's Pedestrian Plaza provides for the Underline's Coconut Grove premier destination
- » Substituting sustainable compact urban living in highly walkable locations, as opposed to the typical "sprawl" model growth, arguably provides the highest marginal impact for sustainable development investment dollars
- » Mixed-use/TOD project which creates a unique dense urban environment where patrons come to shop/live/play
- » Curated for walkability to nearly all daily needs, appealing to residents, Metrorail riders and surrounding neighborhoods alike



Upland Park

A SUSTAINABLE CONNECTED COMMUNITY



PROJECT OVERVIEW

UplandPark

MIAMI'S FUTURE INTERMODAL HUB

Upland Park is a 47-acre Transit-Oriented Development (TOD) that will become South Florida's first fully-integrated, transit-served community built from the ground-up, adjacent to Miami-Dade County SMART Plan's Dolphin rapid transit station. The project will become a resilient 21st Century Smart Community designed on the precept of transit-supportive land uses, mobility alternatives, and ample open spaces to create holistic live, work, and play environments.

HIGHLIGHTS



1,720

Residential Units



140K SF

Retail Space



427K SF

Commercial Space



K - 5

On-Site School



126 KEYS

On-Site Hotel



MULTIMODAL MOBILITY

REDEFINING THE COUNTY'S EDGE FROM A DISCONNECTED CAR-DEPENDENT AREA, INTO A CONNECTED, WALKABLE, AND RESILIENT COMMUNITY

At Upland Park, two distinct districts are connected by a multimodal street prioritizing comfortable and safe pedestrian sidewalks and bicycle facilities. This connection provides direct access to the transit station, which becomes the community's epicenter, encouraging ridership and accessibility to its residents and patrons onto the County's rapid-transit system.

THE SOUTHERN TRANSIT HUB DISTRICT



ADJACENT TO DOLPHIN PARK-AND-RIDE

Connecting west Miami-Dade County with Miami's Intermodal Center (MIC) and Downtown Miami



GROUND-LEVEL RETAIL FRONTAGE

Serving riders and providing services that will make transit more amenable

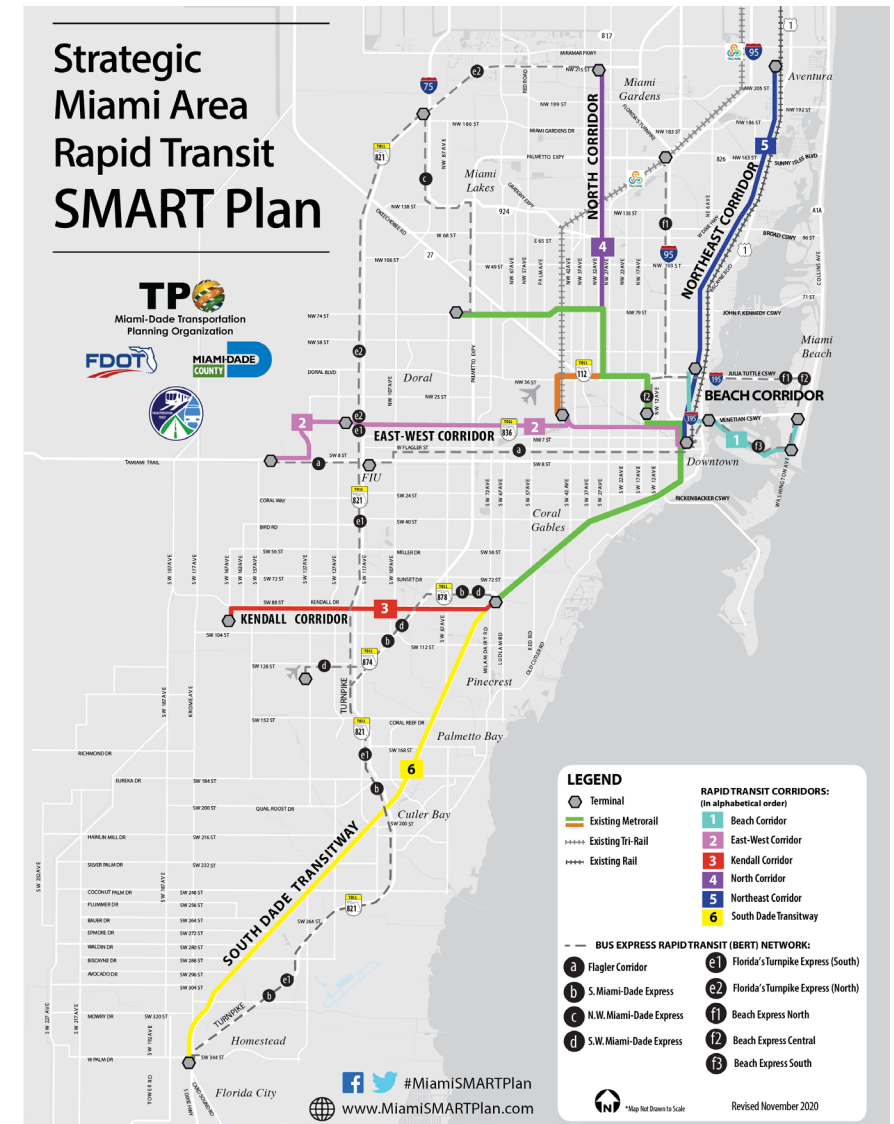


FUTURE INTERMODAL EXPANSION

An elevated plaza will help to meet transit demand by providing a potential connection over NW 12th Street, extending pedestrian access from the existing BRT terminal to a potential rail transit station transforming this transit-oriented community



The project is designed as an interconnected permeable grid of small walkable blocks that can be extended to surrounding properties to the east and north of the district. This grid is aligned with adjacent properties to encourage connectivity as the area grows, to support more transit-oriented neighborhoods as they are developed.





The majority of the Project's total gross floor area will contain LEED certified building space or Green Design equivalent.

LEED CERTIFICATION FOR NEIGHBORHOOD DEVELOPMENT QUALIFICATIONS

SCALE

The sheer quantity of green benefits is magnified when captured at the neighborhood scale, often including dozens or hundreds of buildings and thousands of occupants.

COMPREHENSIVENESS AND SYNERGIES

Neighborhood planning is inherently comprehensive, and that all-inclusive scope enables unique opportunities to capture synergistic benefits.

LONGEVITY

A sustainable neighborhood design pays green dividends for generations, cumulatively a much larger return than on most other green investments.

UPLAND PARKS' SUSTAINABLE INFRASTRUCTURE

- » Imperiled Species & Ecological Communities Conservation
- » Wetland, Water Body & Agricultural Land Conservation
- » Floodplain Avoidance
- » Erosion & Sedimentation Control
- » Water Efficient Landscape
- » Energy Efficient Street Lighting
- » Electric Vehicle Charging Stations & Low-Emitting & Fuel Efficient Vehicle Parking
- » Solid Waste Management Infrastructure
- » Storm Water Management
- » Heat Island Reduction

PUBLIC + ECONOMIC IMPACT

PROVIDING UNPARALLELED MOBILITY AND ACCESS TO ITS RESIDENTS AND VISITORS

Upland Park provides a variety of experiences to make riders' access to transit pleasant and inviting. Parking garages and the entrances to the hotel, office, and residential uses at the ground level will improve transfers and activate the station area. The hub's elevated plaza will be a unique element of the project designed to attract shoppers, as well as provide riders with an alternative to the ground level arrival and departure BRT environment. The plan's design, disposition of uses, and friendly mobility options will encourage transit ridership for residents and commercial patrons. The project's proposed hotel will service the area's businesses and the airport, connected through the corridor's BRT to the MIC Station.

THE FUTURE OF MIAMI-DADE COUNTY'S TRANSIT SYSTEM + UPLAND PARK STATION

ESTIMATED DAILY RIDERSHIP INCREASES

BASED ON UPLAND PARK'S DEVELOPMENT*

Bus Rapid Transit (BRT)

+200 - 400

Commuter Rail Transit (CRT)

+200 - 400

Heavy Rail Transit (HRT)

+600 - 800

Possible alternatives of specific modes of rapid transit that will use the Upland Park Station in the future**

PROJECTED FINANCIAL CONTRIBUTION

\$11.9M+

Total Ad Valorem Taxes

\$43.8M+

Impact & Permit Fees

\$1B+

Developer's Fee & Lease Payments
to Miami-Dade County

* Developed by Kimley-Horn

**East-West Corridor Rapid Transit Project dated April 2020



METROPOLIS

THE ARCHETYPE OF URBAN DEVELOPMENT



PROJECT OVERVIEW

A CONNECTED DEVELOPMENT IN THE HEART OF SUBURBAN MIAMI

Almost 20 years before transit-oriented development became the archetype of urban development, Terra developed Metropolis - in the heart of suburban Miami and next to a key Metro-Dade transit station.

26-STORY LUXURY CONDOMINIUM TOWERS

- » In 2006, Terra completed the two towers and brought 400 luxury condominiums to Kendall at a competitive price point in a neighborhood that has continued to urbanize.
- » Metropolis sits just west of US 1 and south of North Kendall Drive, across the street from Dadeland Mall and only a short 1-block walk to the Dadeland South Metro rail station connecting Coral Gables, University of Miami, South Miami and Sunset Place, Coconut Grove, Brickell, and Downtown.





THANK YOU!



13TH FLOOR
INVESTMENTS

13TH FLOOR INVESTMENTS

TOD Presentation
2022



INTRODUCTION: 13TH FLOOR INVESTMENTS



INTRODUCTION

13TH FLOOR INVESTMENTS is a leading Florida based investment and development company

- Boutique investment, management, and development firm founded in 2008 with over \$2.0B of managed real estate
- 48 investments across residential, commercial, multifamily, industrial, value-add, and development projects with a geographic focus on South Florida
- Experienced, vertically-integrated team consisting of 40+ professionals covering various functions including sourcing, sales, design, development, asset management, and operations
- Value investor with a resume that includes positive returns from 100% of realized investments to date
- Leverage-light strategy targeting a 2.0x multiple and returns in excess of 20% IRR



TRANSIT ORIENTED DEVELOPMENT



1. 1010 BRICKELL
Miami Dade TOD



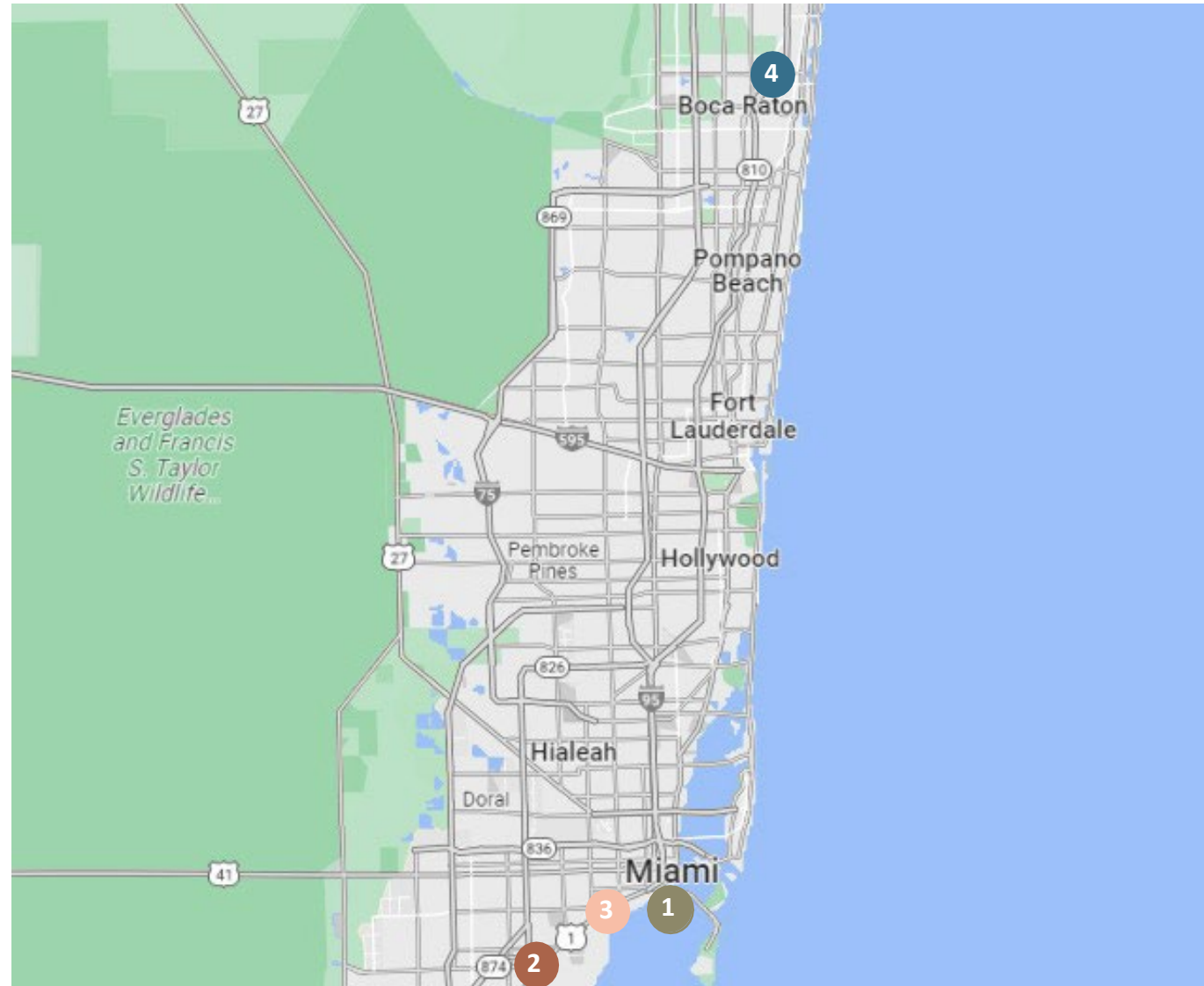
2. MOTION
Miami Dade TOD



3. LINK AT DOUGLAS
Miami Dade TOD



4. THE COLONY
Boca TriRail, TOD



CASE STUDY

1010 BRICKELL



CASE STUDY

MOTION AT DADELAND



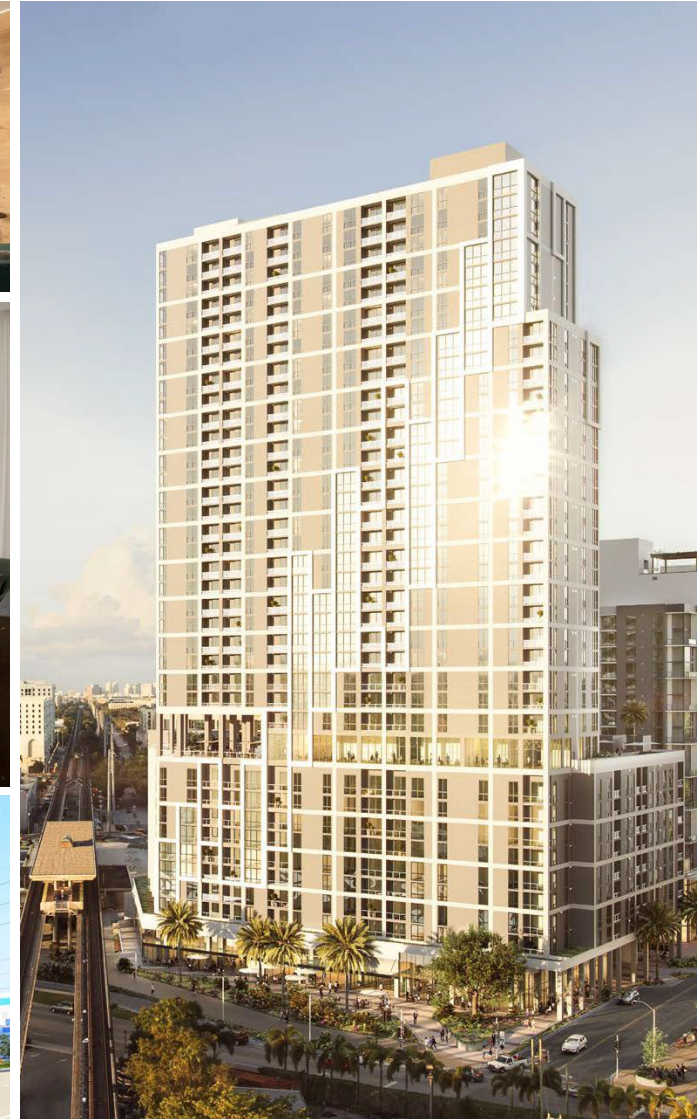
CORE STUDY



LINK AT DOUGLAS

PROJECT OVERVIEW

- Mixed-use, transit-oriented development
- 4 residential towers | 1,600 residential units
- 25K SF of retail | 80K SF of office
- 70K SF of open public space

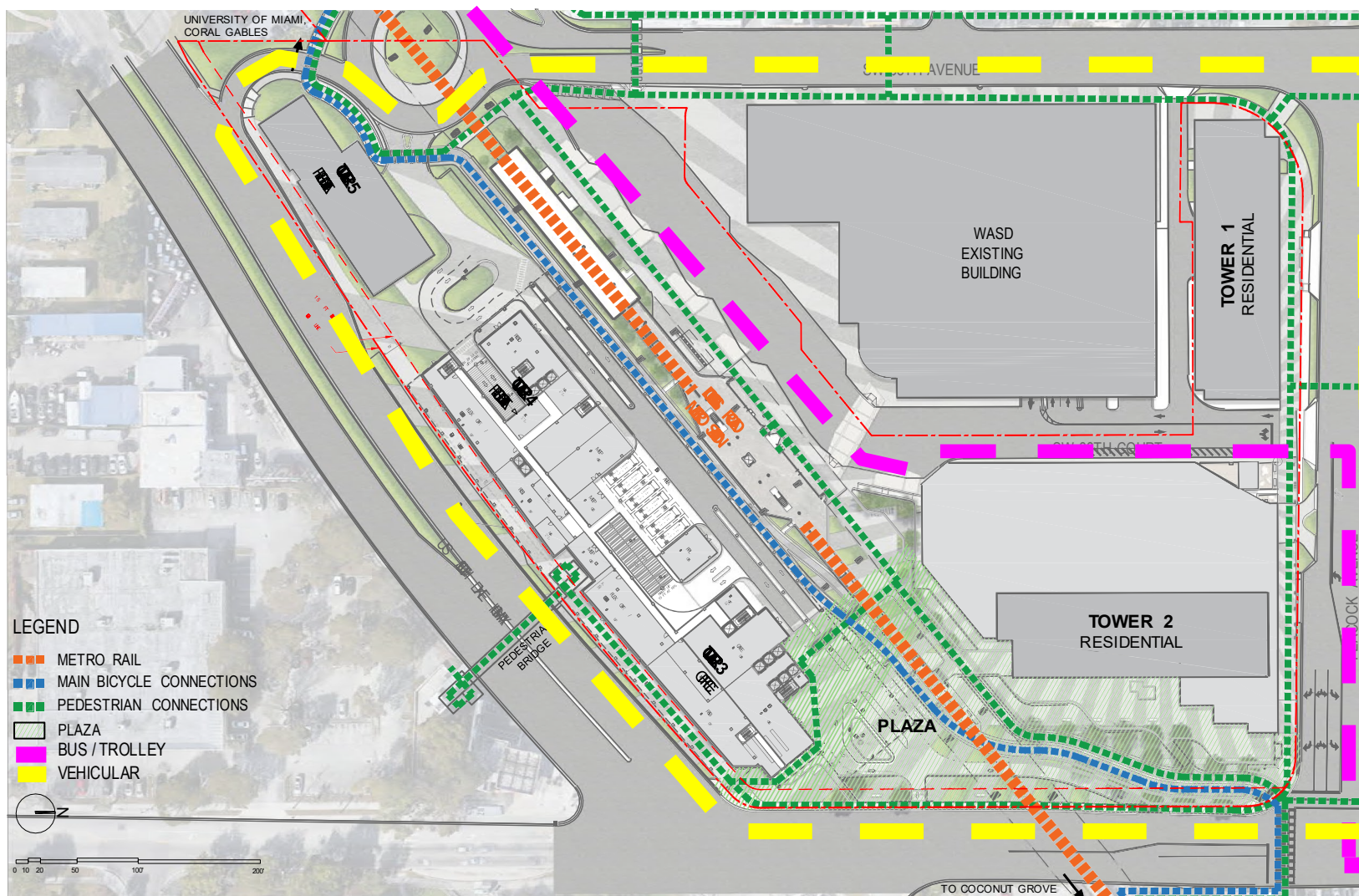


3 CASE STUDY

LINK AT DOUGLAS



LINK AT DOUGLAS





















4TH FLOOR STUDY

BOCA TRI-RAIL



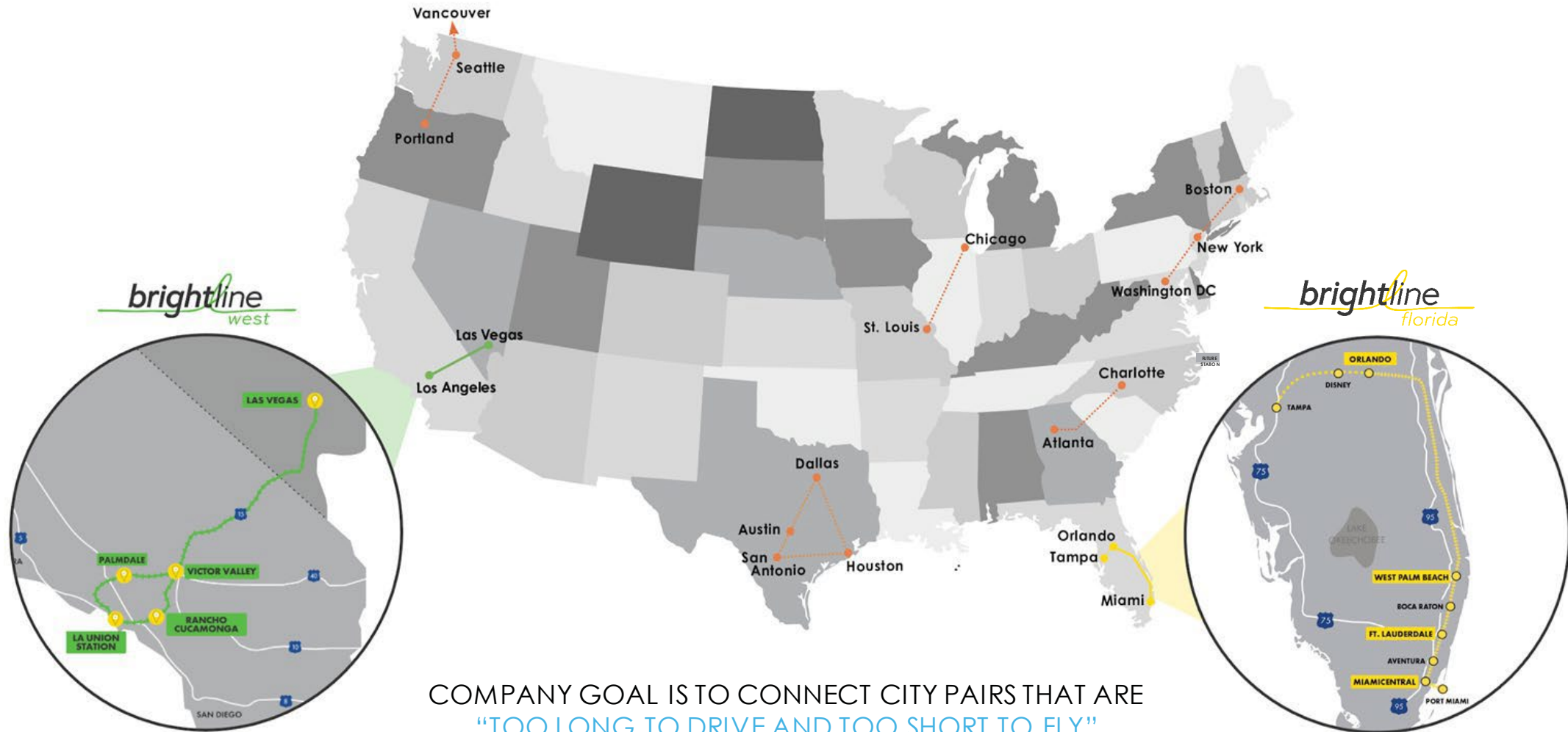
THANK YOU

A photograph of a Brightline high-speed train traveling on an elevated track through a dense urban environment. The train is white with green and yellow accents. In the background, several modern high-rise buildings are visible under a clear blue sky. The Brightline logo is overlaid at the top center of the image.

brightline[®]

Miami -Dade TPO
Transportation Summit
Jose Gonzalez, EVP for FECI

Bringing modern eco-friendly intercity rail to the U.S.



COMPANY GOAL IS TO CONNECT CITY PAIRS THAT ARE
"TOO LONG TO DRIVE AND TOO SHORT TO FLY"

Building smarter and more prosperous communities

As urban life evolves and the demand for smarter, more efficient cities becomes higher, mobility networks like Brightline play a key role in the long-term prosperity of the areas they serve.



Boost of private capital
towards infrastructure
development



New & expanded
job markets



Greater connectivity
to economic centers



Increased real estate
value through Transit
Oriented Development



MIAMICENTRAL



ORLANDO INTERNATIONAL AIRPORT



AVENTURA



FORT LAUDERDALE



BOCA RATON



WEST PALM BEACH

IN-LINE STATIONS

The future lies in mobility-friendly networks

ENCOURAGING CITIES TO BUILD ROBUST TRANSIT NETWORKS

- One system won't cut it
- Cities need last-mile connections and viable transit systems to connect highly populated city centers, hence **Brightline+**
- **54%** of riders have used a Lyft service to get to or from public transit, according to a recent study

BENEFITS OF TOD & SMART PLANNING

- Improves public health
- Creates a more sustainable community
 - Strengthens local economies

SOCIOECONOMIC & ECONOMIC IMPACTS

- Demand for housing near transit is growing; studies have shown an appreciation for property values
- Households that live in TODs spend on average **\$10,000 less** on transportation each year*
- TODs promote sustainability, including lower vehicle ownership and increased walking and biking

brightline

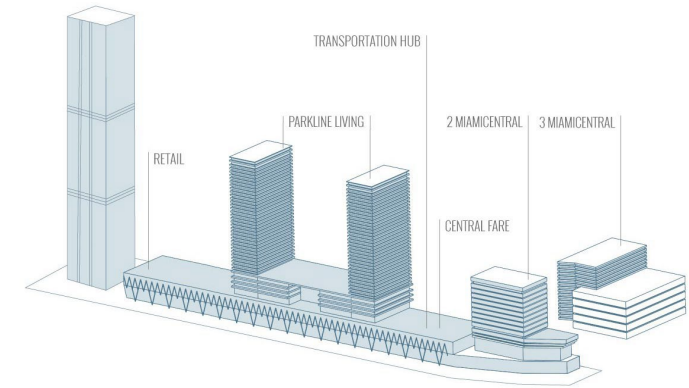


MAKING IT HAPPEN IN SOUTH FLORIDA

- East-West connectors that tie into the N-S systems are key and should be studied
- Multi-mobility options that provide first-and-last mile connections from stations, like Via and Lyft, are being explored by counties and cities

Re-energizing Neighborhoods with Transit Hubs

A new hub for all things transportation, leisure, and business. MiamiCentral spans over **six downtown city blocks** delivering the true mixed-use urban experience Miami has been waiting for. Featuring **Central Fare**, Downtown Miami's food hub, as well as **800+ rental residences**, uniquely connected urban **offices**, **retail space**, and a major **transit hub** providing both local and multi-city transit options, MiamiCentral is transforming Florida's urban landscape forever.



brightline

Downtown Fort Lauderdale Facts

- **Population**
 - Since start of pandemic, downtown population has increased by 3,000
 - Population of about 21,000 – +45% since 2010
 - Population per square mile in both Flagler Village and the CBD exceeds 14,000 people
 - Flagler Village has seen a 146% increase of residents since 2010
- **Strong Growth by 2030**
 - 13,000 new residential units
 - 1.1 million more SF feet of office,
 - 1,000 new hotel rooms
 - 600K SF of new retail

Source: FTL Downtown Development Authority



Photo Credit: Sublime Imagery/Fort Lauderdale DDA

Downtown West Palm Beach Facts

- Over 300,000 square feet of new to market tenants coming to the downtown area
- 75% of those new tenants are from out of state
- Total new class A office underway now - 1,048,663 sf
- Residential growth in multifamily is strong – +/- 1,600 units
 - 303 Banyan
 - 445 Datura
 - 575 Rosemary (Macy's)
 - 695 South Olive
 - Flagler Station
 - The Grand
 - Lofton Place phase 2



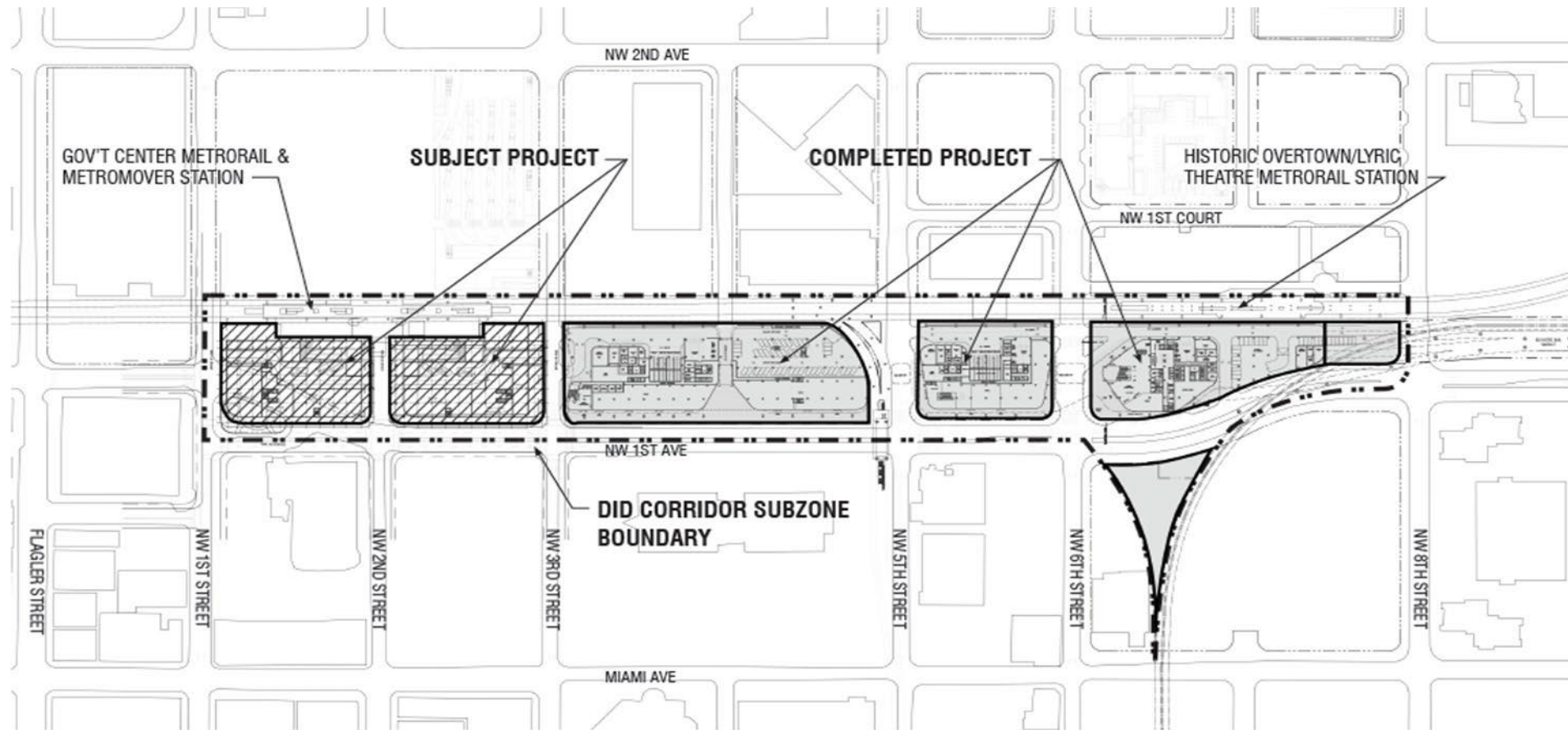
Brightline

+

Our new door-to-door service, powered by our app and supported by a new fleet of Brightline branded vehicles.

brightline



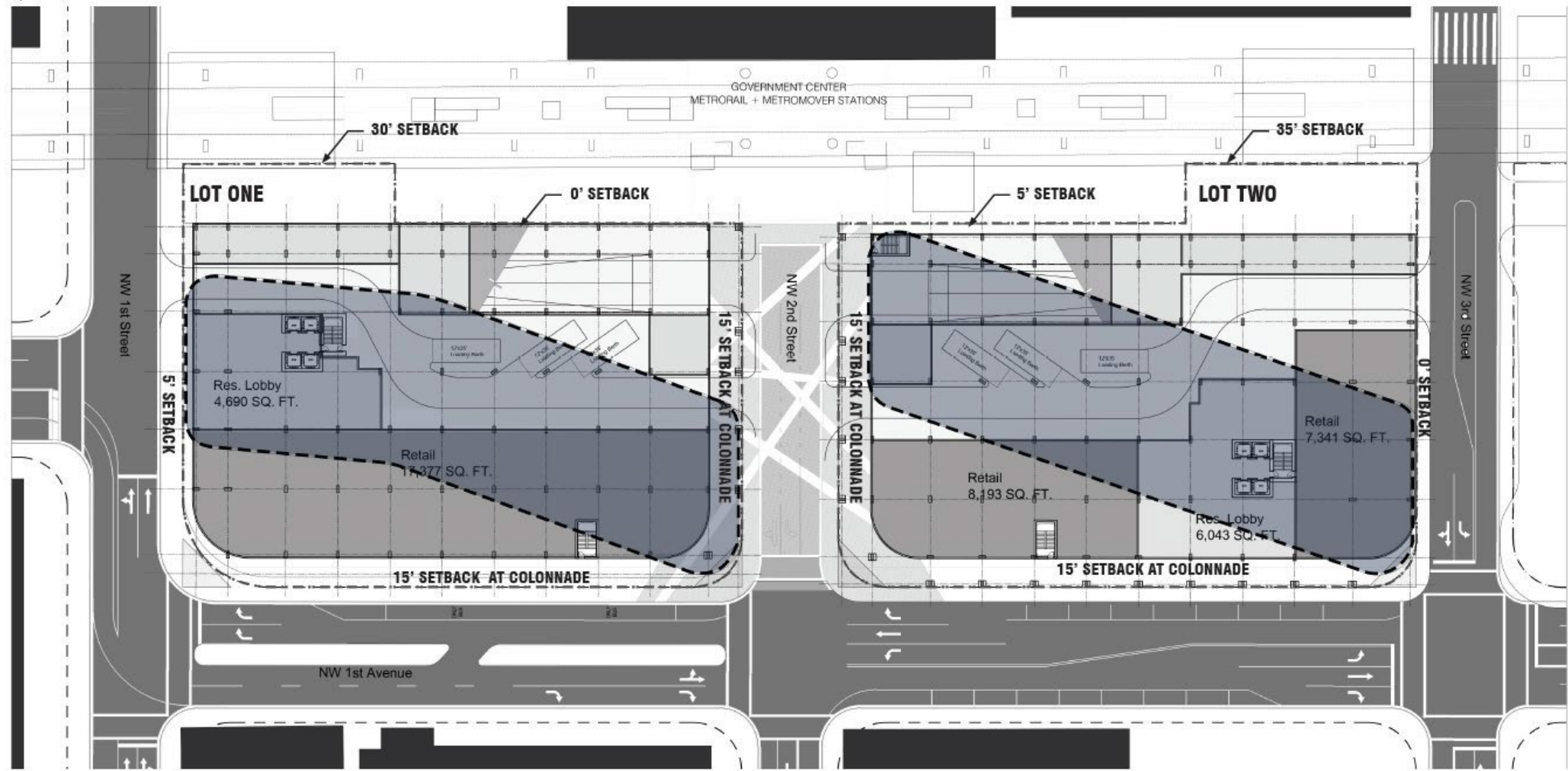


2

DOWNTOWN INTERMODAL DISTRICT CORRIDOR SUBZONE

SCALE: 1" = 200'

brightline





*bright*line

Northeast Corridor – SMART Plan & Broward County Coastal Link Project

ABOUT THE ROUTE

- Coastal commuter rail service along the FEC Railway corridor has been studied since 2005
- Ultimate project would extend from downtown Miami to Jupiter
- Northeast Corridor (SMART Plan) extends from the City of Miami's urban core north to the City of Aventura's northern edge of Miami-Dade County
- Broward County Coastal Link project extends from Hallandale Beach to Deerfield Beach
- Connecting environmental justice communities with major employment centers and destinations
- Broward County, FDOT, City of Fort Lauderdale and stakeholders are working through PD&E process to determine best way to cross New River
- Significant public outreach, including public meetings and charettes, have been held on the need for the project and to develop potential station locations
- Service will remove cars from I-95 and provide more freight and commerce availability on area thoroughfares





Thank You