

Reducing Green House Gases approaching it locally and regionally

Neisen O. Kasdin

Shareholder, Chair of Land Use and
Entitlements Practice Group

Akerman Senterfitt

Transportation System Strategies to Reduce Greenhouse Gases in Florida that
Support Healthy Communities

FDOT / 1000 Friends of Florida

The local approach

- Miami 21, the latest iteration of a "new urbanist" zoning code, reduces GHG's through:
 - Integrating land uses, thereby reducing vehicle miles traveled
 - Creating Transit-Oriented-Development, thereby reducing vehicle miles traveled
 - Creating a favorable pedestrian environment, getting people out of the car for local trips

The local approach

- Miami 21
 - Premise of Miami 21 is organized around the concept of the "transect," which recognizes that Miami is a built-out community but that there is a natural transition from low-intensity suburban development to high-intensity urban development and that transition needs to be maintained and respected



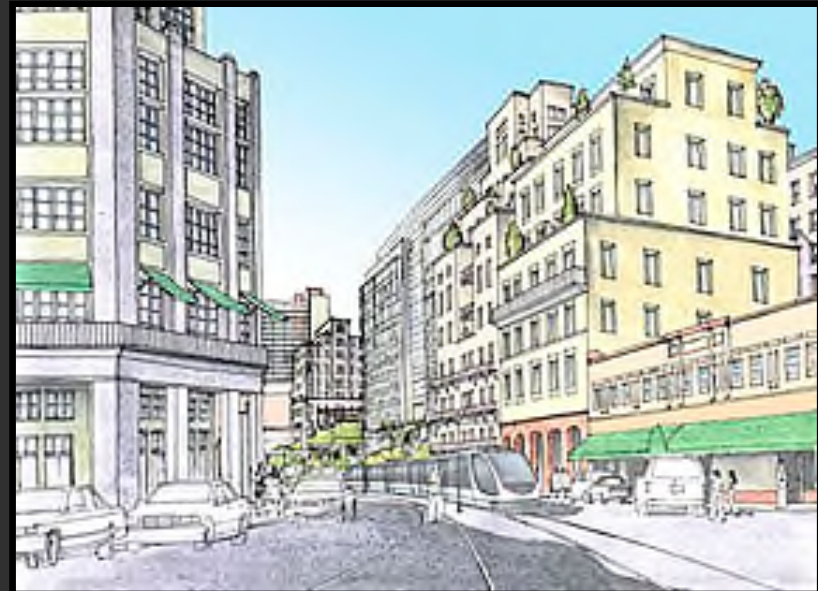
The local approach

- Miami 21
 - Commercial and Office uses are permitted "by-right" in all zoning districts except the suburban districts



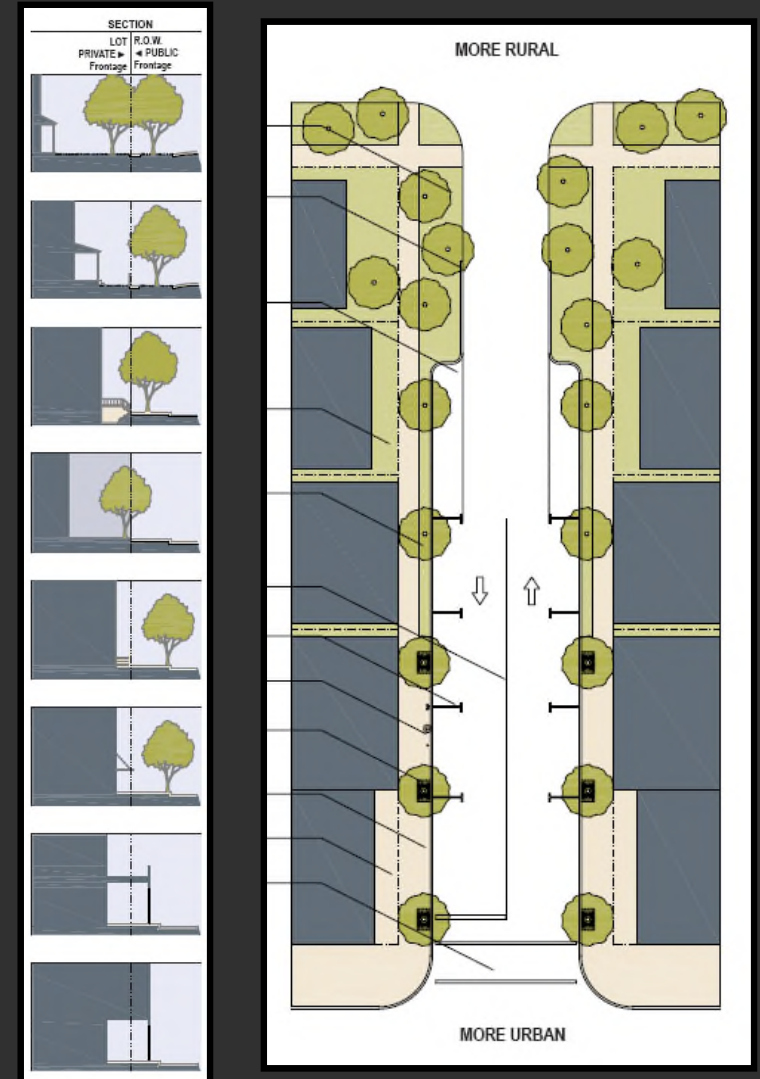
The local approach

- Miami 21
 - Parking reductions (30%) for development located within $\frac{1}{2}$ mile radius of TOD or $\frac{1}{4}$ mile of transit corridor
 - No required parking for development within 1,000 feet of Metromover stations



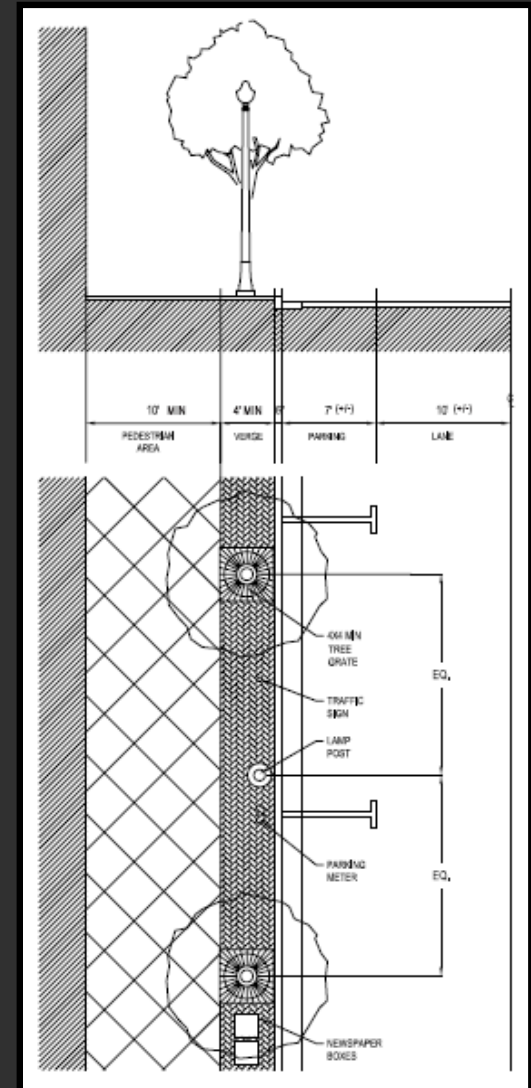
The local approach

- Miami 21
 - Requires portions of façade to be built-to a certain line in combination with being setback from the property line – creates framework for walkable pedestrian environment



The local approach

- Miami 21
 - Streetscaping guidelines change based on the intensity of the surrounding development but generally promote the pedestrian and bicycle experience over the vehicular



The local approach

- Miami 21
 - Tree spacing no less than 22 feet on thoroughfares
 - Bulb-outs are encouraged to slow traffic and give priority to pedestrians
 - Where there is sufficient width, dedicated bicycle lanes are to be provided

The local approach

- Miami Streetcar
 - Will connect the Health Center Complex, Design District, Midtown and Downtown
 - Will connect to the Metrorail and Metromover systems
 - Will provide an at-grade transit option with short headways



Miami - NE 2nd Ave.



Miami - Miami-Dade College



Miami - NE 1st Ave.

The regional approach

- Tri-Rail
 - Currently the only regional transit system in South Florida
 - Will continue to play a role in regional mobility even with future development of other regional transit systems (regional bus service, FEC passenger rail service)
 - Recognizes the need to develop land near stations as true "transit-oriented" development in order to generate the highest ridership

The regional approach

- Tri-Rail
 - Local jurisdictions need to develop transit systems and strategies that connect local systems and local places of employment to Tri-Rail
 - Miami's Metrorail connects downtown to Tri-Rail
 - The Tri-Rail station at the Metrorail connection has twice as many daily passenger boardings as any other Tri-Rail station



The regional approach

- Tri-Rail
 - Local jurisdictions need to develop transit systems and strategies that connect local systems and local places of employment to Tri-Rail
 - Coral Gables Trolley connects to Metrorail – ridership at the Metrorail station the Trolley connects to increased 25% since the Trolley began servicing the station



The regional approach

- Tri-Rail
 - Local jurisdictions need to develop transit systems and strategies that connect local systems and local places of employment to Tri-Rail
 - As part of Boca Raton's ongoing development of a Multimodal Transportation District, Boca Raton operates shuttles that connect their major business parks to Tri-Rail and requires large new developments to fund shuttle service to and from Tri-Rail
 - Plans to connect downtown, FAU, Boca Resort and Boca Raton Community Hospital to Tri-Rail

The regional approach

- FEC passenger rail service
 - 85-mile study area centered on creating intra-city and inter-city passenger rail service
 - Traverses the core of eastern communities, links multiple central business districts and re-establishes the link that led to the initial formation of South Florida as a settled area

The regional approach

- FEC passenger rail service
 - Envisions at least one link with Tri-Rail service and numerous "feeder" link systems within the various communities served
 - Recognition that FEC passenger rail service is a huge opportunity to attract TOD and shape redevelopment near stations

It's already working

- Recent study commissioned by the Miami DDA shows that of the +21,000 units completed in downtown Miami since 2003, 62% are occupied and closing and occupation rates are increasing despite the difficult lending environment
- Speaks to the heightened demand for living in an urban fabric that has amenities, shopping and work opportunities within reach by transit or foot