



ANDREW GEORGIADIS

Urban Design Portfolio

JEDDAH STREETSCAPE AND URBAN DESIGN MANUAL

The Municipality of Jeddah, Saudi Arabia, hired Dover, Kohl & Partners to create standards for making more livable, pedestrian-friendly and attractive streets. The team studied and redesigned five representative transportation corridors of varying widths and character. The Jeddah Streetscape and Urban Design Manual will guide future improvements on similar streets citywide with standards and best practices for the design of roadways, sidewalks, public spaces, and the placement and character of new buildings. Design work was done in collaboration with Hall Planning and Engineering, AFM Consultants of Damman, Saudi Arabia, and Cairo-based Earth for Architecture and Planning.

During the initial site visit, Dover-Kohl conducted in-depth analysis of local conditions, from zoning regulations to typical street sections, building heights, and public spaces, as well as driving and parking patterns. A 12-day charrette followed, during which the design team worked closely with the Municipality to create streetscape designs and development regulations for each of the corridors.

While working as an urban designer with Dover, Kohl & Partners, Andrew Georgiadis produced many of the renderings, and TOD master plans for the Jeddah Streetscape and Urban Design Manual.



Figure 1: Al Malik Road, existing conditions



Figure 2: Al Malik Road, showing streetscape and TOD.



Figure 3: A vision of Al Nuzha Road Redevelopment and transit corridor.



Figure 4: Creating livable streetscapes for residential areas located near transit.

JEDDAH STREETSCAPE AND URBAN DESIGN MANUAL

The Streetscape and Urban Design Manual is the primary implementation tool for achieving the vision for transforming Jeddah's streets. Simple graphic instructions are employed for numerous street design elements that help define quality public spaces. Standards include design parameters for travel lanes, transit facilities, sidewalks, landscaping, lighting, signage, and building façades that face streets.

The Manual is intended for use by the Municipality, civil engineers, architects, contractors, developers and other individuals who help to design new streets, improve existing streets, and for those involved in renovation and new construction. By detailing the vehicular realm, the pedestrian realm and the private realm, the Manual establishes a new model for urban design in Jeddah focused on balancing the needs of all modes of travel. The accompanying technical plans specify the reconfiguration of major streets and the exact location of streetscape elements such as parking spaces and tree placement. Specific roadway features and security factors were also incorporated to allow safe travel for the King and other members of the royal family.

While working as an urban designer with Dover, Kohl & Partners, Andrew Georgiadis produced the conceptual Jeddah Metro Plan that organized the corridors and urban growth according to the principles of TOD.



Figure 2.19: Proposed transit lanes: The above graphic shows potential transit routes on major roads. Buses can be assigned as needed for feeder routes to these rail lines.



Figure 1: View of neighborhood located on transit lines showing civic building or mosque located within walking distance of homes and businesses.

Figure 2: Conceptual Jeddah Metro Plan.

PALM BEACH GARDENS TRI-RAIL TOD

The Treasure Coast Regional Planning Council has received a grant to create TOD Master Plans for several cities along the route of the new Tri-Rail Coastal Link Commuter Rail (operating speed: 60-130 kph), which has more frequent stops than the parallel Brightline High Speed Rail (operating speed: 130-190 kph). While Brightline stations are being constructed in Miami, Fort Lauderdale, West Palm Beach, and Orlando, the Coastal Link stations include transfers at the Brightline stations as well as Palm Beach Gardens, Downtown Hollywood, North Miami Beach, and Wilton Manors.

The Charrette to design the TOD was held in October 2017. Andrew Georgiadis has produced conceptual designs for the new rail stations as well as TOD for a quarter mile radius of the stations.

Figure 1: Palm Beach Gardens Future Station Site, existing conditions

Figure 2: View of TOD and Palm Beach Gardens Tri-Rail Coastal Link Station.

Figure 3: Palm Beach Gardens Future Station Site, existing conditions near freeway.

Figure 4: View of TOD and Palm Beach Gardens hotel, mixed-use, and a new park.



HOLLYWOOD, FLORIDA DOWNTOWN TOD

Treasure Coast held a charrette in Downtown Hollywood in December 2017. The charrette was open to all the citizens of Hollywood and was attended by developers, elected officials, and the press. Citizens contributed their ideas regarding the missing retail, housing, and office mix in the vicinity of the future rail station. These were further researched by the economists that were on the team.

Georgiadis has produced streetscape visualizations as well as TOD master plans and illustrations for a radius equivalent to a five minute walk from the stations. These are based on input from the economists, citizens, and other stakeholders.



Figure 1: Future Site of Downtown Hollywood Tri-Rail Coastal Link Station.

Figure 2: Potential first phase of redevelopment. Figure 3: Full build out of TOD.



Figure 4: A street adjacent to the station is bleak and lacks appeal for pedestrians.

Figure 5: Infill and redevelopment inspire confidence for visitors and residents.

Figure 6: Street trees complete the scene and reduce urban heat island.



COMPREHENSIVE PLAN FOR CITY OF EL PASO, TEXAS

In 2010 the City of El Paso commissioned Dover, Kohl & Partners to create a detailed Comprehensive Plan and regional-scale Future Land Use Map for the city. The Comprehensive Plan is an overarching policy document that directs the City of El Paso in its implementation of consensus-based goals created through an extensive public process.

The Plan El Paso Comprehensive Plan process was interactive and bilingual, and included two three-week charrettes in multiple areas throughout the city. During the charrettes, the team was able to talk to over 800 studio visitors, meeting attendees, and hands-on participants. On March 6, 2012, Plan El Paso was adopted by unanimous vote of the El Paso City Council. The EPA awarded Plan El Paso a 2011 National Award for Smart Growth Excellence in Programs, Policies, and Regulations. The EPA grants this award yearly to "recognize exceptional approaches to development that respect the environment, foster economic vitality, and enhance quality of life." Plan implementation has involved new capital improvement projects, amendments to land development policy including form-based coding for large portions of the City, and private-public partnerships to build transit-oriented development along the City's developing Bus Rapid Transit Network and electric street car corridors.

For Plan El Paso, Andrew Georgiadis was the editor of the Transportation Element and the primary author of both the Health and Sustainability Elements. He also illustrated many of the streetscape and TOD transformations found in the document, as well as edited or authored many of the goals, policies, and actions found throughout the comprehensive plan.

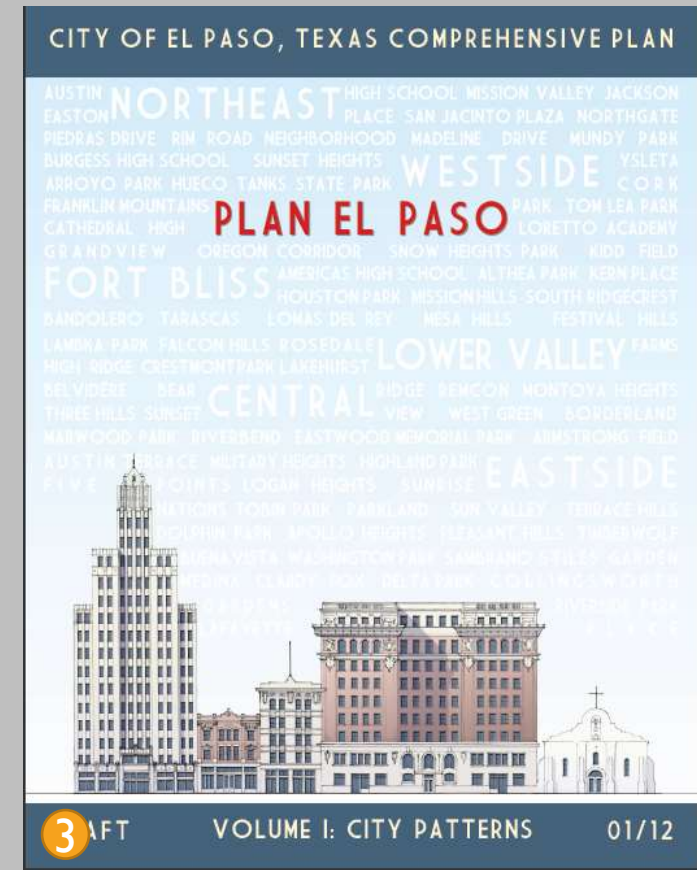


Figure 1: streetcar tracks under construction

Figure 2: Historic streetcars that are being refurbished

Figure 3: Cover of the Comprehensive Plan

Figure 4: Route of the first phase of the streetcar

CONNECTING EL PASO TRANSIT-ORIENTED DEVELOPMENT

Connecting El Paso focuses on areas which are expected to become new centers of the City under the City's new transit plan: Remcon Circle, 5 Points, and the Oregon Corridor. The plan also proposes redevelopment at the former ASARCO site, which includes over 450 acres of developable land near the center of the City. In the next five years the City will complete electric street car lines, new bus rapid transit centers and street improvements at each of the transit sites and compact, mixed-use transit-oriented development.

The plan was the result of a year-long initiative involving the multi-disciplinary consultant team and hundreds of El Paso residents with close support from Senator Eliot Shapleigh, Roberto Puga, Trustee for ASARCO site, and the Texas Department of Transportation.

Connecting El Paso Plan was approved by the El Paso City Council on January 18, 2011 with unanimous approval and accolades from the Council to the volunteer citizen planners, planning staff and consultant team which worked on the project. The plan was described by City Council representative Beto O'Rourke as likely to "result in historic change" for the growing City.



Figure 1: Suburban sprawl patterns show a mall and parking lots at one of the transit lines



Figure 2: A BRT Station along with form-based codes will help create TOD and walkability.



Figure 1: 5 Points showing existing rail line that currently only carries freight.



Figure 2: TOD at 5 points in the future, when passenger rail once again services the district.

CITY OF OPA LOCKA TOD, MIAMI-DADE COUNTY, FLORIDA

The City of Opa Locka TOD Charrette was held in May 2013. It was organized by the School of Architecture, University of Miami, where Andrew Georgiadis was working as a professor of Architecture and Urban Design. He lead group of graduate students along with fellow faculty and the Dean, Elizabeth Plater-Zyberk, who is also a partner at the world-renowned firm Duany Plater Zyberk & Company (DPZ).

The TOD is planned on an existing grid of streets which has many infill and redevelopment sites. The active train line has both commuter Tri-Rail and Intercity Amtrak service.

The City of Opa Locka is therefore positioned to fulfill an important role in providing affordable and attainable housing and to connect people to downtowns throughout South Florida. It also has a significant number of lots zoned for industrial and commercial, making it an alluring destination for those who will commute there by rail in the future.



Students, Dean, Faculty & Program Staff from the
University of Miami School of Architecture: Bachelor
of Architecture | Master of Architecture
Master of Urban Design | Master of Real Estate
Development + Urbanism



CITY OF OPA LOCKA TOD, MIAMI-DADE COUNTY, FLORIDA

Opa Locka's founders had established an architecture in the 1920s based upon the Middle East, particularly that of the Arabian Peninsula. This architecture can be found in the city hall, public buildings, railway station, and mixed-use buildings. When designing the TOD, Georgiadis and the design team used the courtyard building type to make a fine-grained pattern of blocks and streets that radiate from the train station.

Parking is shared and located to the rear of buildings. Georgiadis performed a tree survey in order to save the centuries-old specimens of native trees that dot the district. He designed the plan around those trees as a reminder of the natural heritage of the site.



Figures 1 and 5: Historic City Hall influenced by the Middle East

Figure 2: Master Plan for Opa Locka TOD

Figure 3: Georgiadis designing during the charrette

Figure 5: Opa Locka Rail Station sign

Figure 6: Elizabeth Plater Zyberk explaining the process to a local resident

Figure 7: Georgiadis presenting the draft master plan to the public.



CITY OF OPA LOCKA TOD, MIAMI-DADE COUNTY, FLORIDA

The courtyard type became the basis for the TOD fabric. Though this building type has its ancient roots in Mesopotamia, the Middle East, and China, it is also well suited to the hot and subtropical climate of South Florida. The courtyard is also seen as a way to provide a space for residents to interact with each other while allowing for passive cooling and cross-ventilation. These exhibits were produced by an international team of designers and landscape architects from the United States, China, Saudi Arabia, Colombia, Cuba, India, and other countries.

Figure 1: Courtyard illustration by Georgiadis

Figure 2 : Typical courtyard building by Jaime Correa and graduate students



CITY OF OPA LOCKA TOD, MIAMI-DADE COUNTY, FLORIDA

During the Charrette, the design team paid careful attention to the program of the TOD. Resident and Business owners had pointed out the need for certain types of space such as commercial grade kitchens and incubator space. This was planned at the doorstep of the rail station in combination with housing, retail, educational and health care uses.

Designers carefully studied sidewalks and cyclist connectivity and planned for each route to the station to be comfortable and safe.



Figure 1: Streetscape illustration

Figure 2: Rail to bus transfer point at the station



Figure 3: Proposed market hall and mixed-use development across the street from the station



MIAMI CENTRAL STATION, METROMOVER, & METRORAIL TOD

From 2002-2012, City of Miami and Miami-Dade County hired Dover Kohl & Partners to produce a series of TOD master plans for parking lots at the center of Downtown Miami, which were to become Florida's grandest rail hub. Georgiadis produced many of the plans and illustrations to suggest how to integrate light rail, commuter rail, and high-speed rail with existing and proposed urban fabric. In 2013, Georgiadis directed an upper level studio at the School of Architecture to study TOD at Miami Central Station as well as the metromover stop that will be the nexus of Genting Malaysia's Casino District and City of Miami's Museum Park.

Figure 1: View of Miami Central Station Area

Figures 2 and 3: Redevelopment scenarios at the station

Figure 4: Miami Central Station and Brightline High Speed Rail (Designed by Skidmore, Owings & Merrill in association with Zyscovich Architects)

Figure 5: Genting Malaysia Casino and Museum Park TOD



MIAMI CENTRAL STATION, METROMOVER, & METRORAIL TOD

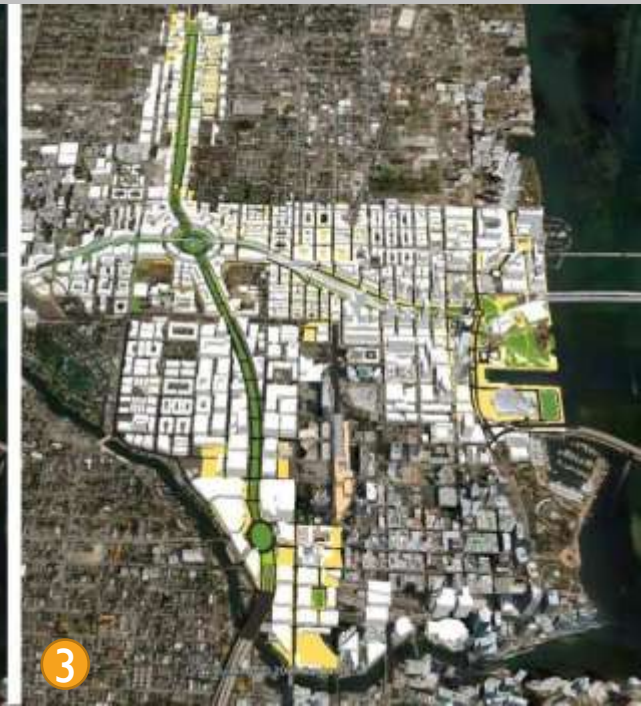
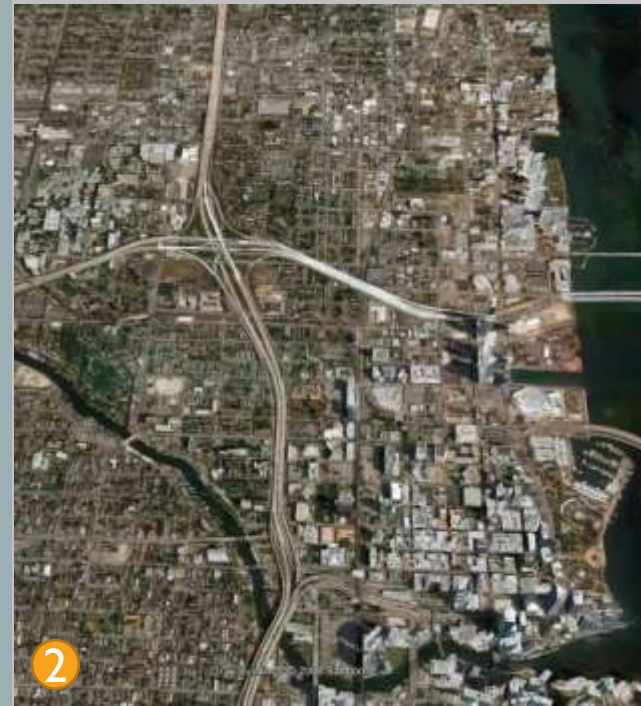
While teaching urban design and architecture at the University of Miami School of Architecture in 2013, Georgiadis led a studio to design TOD around multi-modal transit hubs and stations in the core of Miami. These included Metrobus, Metromover, Metrorail, Tri-Rail, and Brightline, a privately funded high speed rail service. The professor and his students organized a series of public meetings with the Mayor, Department of Transportation, Rail officials, Port of Miami, and other stakeholders in order to show potential for increased collaboration amongst those agencies. The result was the only comprehensive TOD vision ever produced for the core of Miami. The work attracted attention from the press and has influenced decision makers as they refine the designs for the various stations and TODs.

A central theme of the studio was sea-level rise adaptation. The professor and students illustrated how to raise infrastructure and city streets in order to make the city resilient to the effects of climate change that threaten Miami.



Figure 1: Culmer Station Redevelopment Potential

Figures 2 and 3: Before and After showing redevelopment potential for several stations in the urban core of Miami



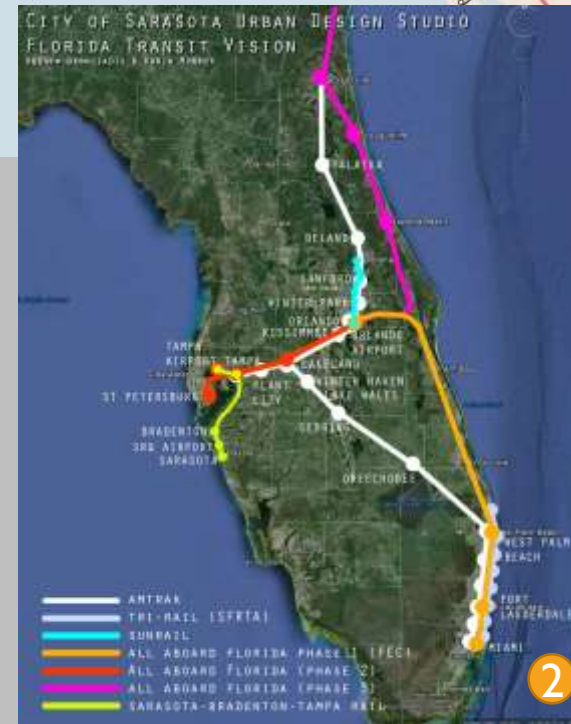
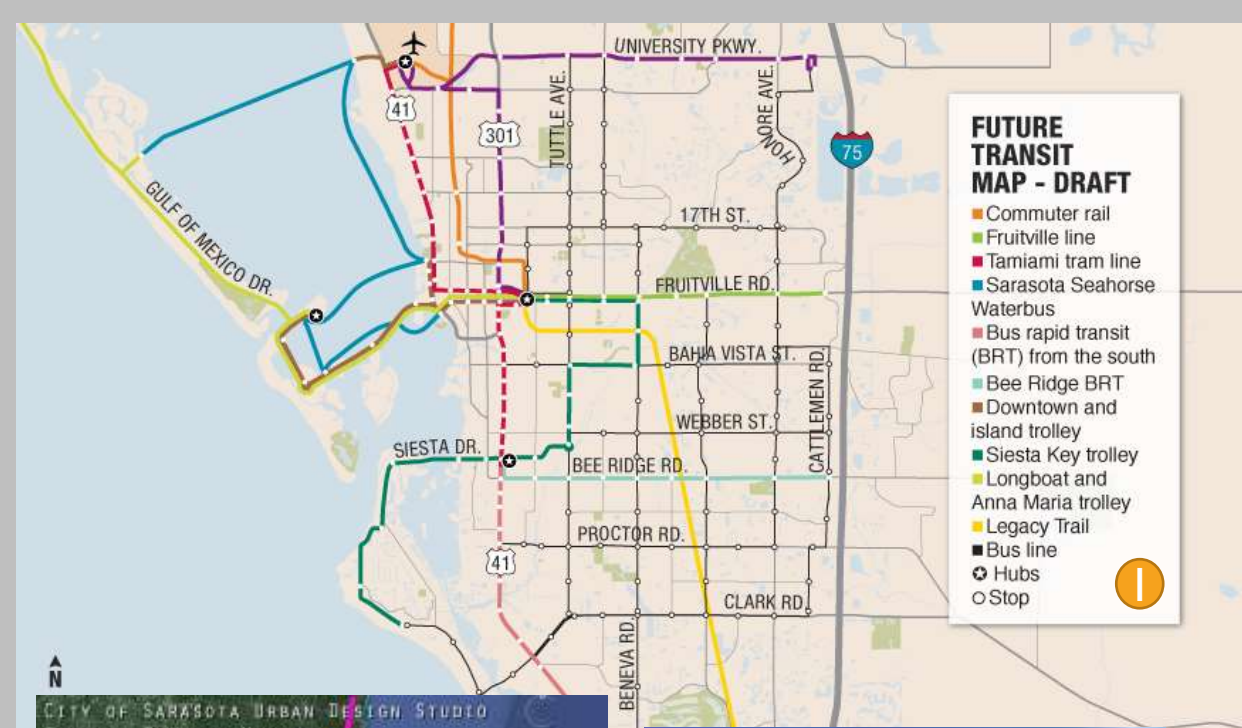
SARASOTA TRANSIT VISION PLAN

From 2013-2015 Andrew Georgiadis worked as the City of Sarasota's Principal Urban Designer and was tasked with rewriting the City's zoning code, designing TOD, and planning a transit system for the city. A form-based code is intended to concentrate commercial activity, public amenities, and residential density around stations and hubs. The transit plan is regarded as the organizing framework for metropolitan growth and investment. It includes designs for optimizing intermodal transfers at the airport, a planned water bus marina, and Downtown Rail Station.

Figure 1: Future Transit Map as published in local newspapers

Figure 2: How Sarasota rail system could connect with the statewide rail network in the future

Figures 3 and 4: Existing and proposed conditions of Tamiami Trail showing how rail investments and zoning reform could create walkable urban development that revitalizes the economy



STATE STREET MASTER PLAN AND CITY GARAGE SARASOTA, FLORIDA

While working as the City of Sarasota's Principal Urban Designer and Form-Based Code Writer, Georgiadis designed the State Street Mixed-Use Block and Public Garage in collaboration with Darrell McClain of Harvard Jolly Architects. The garage portion includes 14,000 square feet of retail as well as 395 parking spaces. Georgiadis designed the garage floors so that they could be retrofitted to office and residential in the future. He also produced conceptual plans for the Lemon Avenue Liner buildings, though those facades were redesigned by another architecture firm. The project is built and has become the social nexus of the downtown and the site of the weekly farmer's market and live music performances. Local merchants, residents, and elected officials have praised the project for increasing foot traffic and adding value to the Downtown neighborhood.



Figure 1: Master plan

STATE STREET MASTER PLAN AND CITY GARAGE SARASOTA, FLORIDA



Figure 1: The project has enlivened and reclaimed an overlooked portion of Downtown Sarasota

Figure 2: Foreground building conceptual design by Georgiadis, facades re-designed by others; State Street façade designed by Georgiadis and McClain.

Figure 3: Parking Stalls are ready to be retrofitted to residential or office.



STATE STREET MASTER PLAN AND CITY GARAGE SARASOTA, FLORIDA



Figure 1: Pedestrians do not notice the presence of the garage.

Figure 2: The building replaced surface parking lots.

Figure 3: An organic farmer's market in front of the building.

WARM MINERAL SPRINGS
VILLAGE
NORTH PORT, FLORIDA



WARM MINERAL SPRINGS
VILLAGE
NORTH PORT, FLORIDA



VILLAGE OF NORTH PALM
BEACH, FLORIDA





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