Beach and Northeast Corridor
Land Use Scenario and Visioning Planning

February 01 and 05, 2018
6:00 pm to 9:00 pm

February 10, 2018
10:00 am to 12:00 pm

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SMART PLAN CHARRETTE AGENDA

Welcome & Introductions

1. SMART Plan and Land Use Visioning Study Overview
   
   *Live Polling Round 1*

2. Rapid Transit Corridor Studies

3. Beach and Northeast Corridor Profiles

4. Miami ‘Smarts’: A Community Conversation
   
   *Live Polling Round 2*

5. Charrette Exercise
SMARTPLAN OVERVIEW
SMART Plan Overview

• Approved by TPO Governing Board in 2016
• Six rapid transit corridors from People’s Transportation Plan
• Six (6) Bus Express Rapid Transit (BERT) Corridors
• Land Use and Visioning Studies
  - Conducted by TPO
• Rapid Transit Corridor Studies
  - Conducted by FDOT
  Kendall Corridor
  North Corridor
  Northeast Corridor
  - Conducted by DTPW
  Beach Corridor
  East West Corridor
  South Corridor
SMART Plan
Land Use Scenario & Visioning Planning
Study Purpose

• Transit supportive land use plays a critical role in the success of major transit investments

• TPO is examining interrelationship of land use to complement SMART Plan rapid transit initiatives

• Achieve county and community goals through the integration of land use planning and development of implementation strategies

• Study will provide technical basis for development of transit supportive land uses for the Beach and Northeast Corridors
WHAT IS THE PROCESS?

OTHER STUDIES

DTPW  BEACH CORRIDOR RAPID TRANSIT PD&E STUDY
FDOT D4  TRI-RAIL COASTAL LINK STUDY
TCRPC  STATION AREA PLANNING
SFRTA  TRI-RAIL DOWNTOWN MIAMI LINK

OUR STUDY

LAND USE SCENARIO VISIONING PLANNING

LAND USES CENTERS CORRIDORS
Tier One Evaluation

- Six (6) transit modes are being evaluated to provide rapid transit connections between Mainland and Miami Beach

<table>
<thead>
<tr>
<th>Transit Mode Options</th>
<th>Automated Guideway Transit (i.e., Metromover)</th>
<th>Bus Rapid Transit</th>
<th>Light Rail Transit</th>
<th>Monorail</th>
<th>Aerial Cable Transit</th>
<th>Autonomous Vehicles</th>
<th>Heavy Rail Transit</th>
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<tbody>
<tr>
<td>Metromover</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Bus Rapid Transit</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Light Rail Transit</td>
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<tr>
<td>Monorail</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Aerial Cable Transit</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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</table>
- 85-mile commuter rail service from Miami to Jupiter as an integrated extension of Tri-Rail

- Shared tracks with Brightline Intercity Passenger Service and Florida East Coast (FEC) freight

- Miami-Dade County segment is SMART Plan’s Northeast Corridor

- PD&E Study approximately 30% complete, but currently on hold pending:
  - FEC access agreement negotiations after Brightline service begins
  - Identify local funding plan including for operations and maintenance (O&M)
- Federal Transit Administration (FTA) Transit Oriented Development (TOD) Grant

- City of Miami
  - TOD zoning overlay typology based on three station area types
  - Public workshops anticipated in Summer 2018

- City of North Miami Beach
  - Station Area Master Plan
  - Public Workshop on March 1st
• Link from Tri-Rail Metrorail Transfer Station to Downtown Miami via the FEC rail corridor

• Service expects to start in 2018 after completion of “MiamiCentral” Station in Downtown Miami and initiation of Brightline service
SMART Plan
Land Use Scenario & Visioning Planning
Study Process

• Data Gathering
• Land Use Strategies Evaluation
  - Identify and evaluate possible strategies and variables
• Land Use Scenarios Development and Testing
  - Existing (2015) and Trend (2040) scenarios
  - Multiple transit-supportive land use scenarios
• Visioning Planning
  - Work with SAC to craft vision for the corridor
  - Develop station area plans using visualization
• Corridor Charrettes
  - First Series - input into scenario development and testing
  - Second Series - corridor visioning and station area plan concepts
BEACH CORRIDOR
NORTHEAST CORRIDOR

- Two SMART Plan corridors with an area of overlap in Miami
- Integrate transportation and land use planning
- Develop a land use scenario plan for the Beach and Northeast Corridors
- Provide technical basis for development of transit supportive land uses
LOCAL GOVERNMENTS IN THE CORRIDORS

- City of Aventura
- North Miami Beach
- North Miami
- Biscayne Park
- Miami Shores
- El Portal
- Miami
- Miami Beach
3 ZONES OF STUDY
FOR TODAY’S CHARRETTE

1. Miami Beach
2. Downtown Miami to 61st Street
3. 61st Street to Aventura
LIVE POLLING ROUND 1
(8 QUICK QUESTIONS)
Audience Poll

Q1 - How many here today live and/or work in:

Zone 1  Miami Beach
Zone 2  Downtown Miami to 61st Street
Zone 3  61st Street to Aventura
Audience Poll

Q2 - Were you familiar with the Strategic Miami Area Rapid Transit (SMART) Plan before this meeting?

A. Yes  
B. Somewhat  
C. No
Audience Poll

Q3 - What are your primary interests in the Beach and/or Northeast Corridors?

1. I live here
2. I work here
3. I shop here
4. I own property here
5. I am a developer
6. Other
Audience Poll

Q4 - How long have you lived or worked along the Beach and/or Northeast Corridors?

1. Less than 5 years
2. 5 to 10 years
3. 11 to 20 years
4. More than 20 years
5. I don’t live here or work here
Audience Poll

Q5 - What is your age?

1. Under 20
2. In your 20’s
3. In your 30’s
4. In your 40’s
5. In your 50’s
6. In your 60’s
7. 70 or over
Audience Poll

Q6 - The primary way I commute is by:

1. My Personal Car
2. Carpool
3. Car Service (Lyft, Uber…)
4. Transit (Bus or Rail)
5. Riding my Bike
6. Walking
7. Other
Audience Poll

Q7 - I also get around using....Select up to three.

1. My Personal Car
2. Carpool
3. Car Service (Lyft, Uber...)
4. Transit (Bus or Rail)
5. Riding my Bike
6. Walking
7. Other
Audience Poll

Q8 - What best describes your perspective and interest in this charrette? (Choose one)

1. Resident
2. Business
3. Development
4. Healthcare
5. Education
6. Government / PortMiami
7. Other
BEACH CORRIDOR PROFILE
8 AM: 10 MINS DRIVE
6 PM: 17 MINS DRIVE
[DOWNTOWN-MIDTOWN]

LENGTH OF CORRIDOR
~8 MILES

EXISTING POPULATION
107,010*

EXISTING EMPLOYMENT
108,651*

*MERPM-V7 2015 DATA.
**BEACH CORRIDOR DEMOGRAPHICS**

- In total approximately **107,010** people lived within the half mile buffer of the corridor in the year 2015.
- Households below $25,000 is 33%

### BEACH CORRIDOR YEAR 2015 INCOME GROUPS BY HOUSEHOLD

<table>
<thead>
<tr>
<th>Income Group</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>&lt;$25,000</td>
<td>33%</td>
</tr>
<tr>
<td>$25,000-$50,000</td>
<td>24%</td>
</tr>
<tr>
<td>$50,000-$75,000</td>
<td>15%</td>
</tr>
<tr>
<td>$75,000-$105,000</td>
<td>9%</td>
</tr>
<tr>
<td>&gt;$100,000</td>
<td>19%</td>
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</tbody>
</table>

### AGE DISTRIBUTION

- 0-17: 25%
- 18-24: 8%
- 25-34: 16%
- 35-49: 4%
- 50-64: 10%
- 65-79: 13%
- 80+: 13%
The total employment in the study area is **108,651** workers, as of 2015 data.

Source: SERPM-V7
NORTHEAST CORRIDOR PROFILE
NORTHEAST CORRIDOR DEMOGRAPHICS

• The total population in the NE Corridor influence area in 2010 was **238,028**.
• **38%** of the population owns their homes, and **62%** are renters.
• Diverse population that is nearly an even split
• Median Household Income of **$42,968**
• The whole corridor is generally uniform, **29%** or less of the population is making less than **$25,000/year**
• Less than 21 percent (21%) is older than 65 years old.
MIAMI ‘SMARTS’
A COMMUNITY CONVERSATION
in some cases, transit can be a game changer
in other cases, transit is an option to getting around

WE HAVE **BOTH** CONDITIONS IN OUR CORRIDORS
TRENDS

3 MILLION MORE PEOPLE BY 2060

Source: US Census, Seven50 Report / SERPM 2060 Trend

750 A DAY MOVE TO SOUTHEAST FLORIDA

TRAFFIC

Anticipated Future Roadway Deficiencies if Current Trends Continue

Can we afford to have 98% of people driving for every trip?
TRENDS

Changing Demographics are causing fundamental shifts in the housing market:

- **Singles** will soon be the new majority in the U.S.
- **Almost half** the U.S. population will be non-white by 2050.
- **Older Americans** will outnumber younger Americans by mid-century.
- The demographic groups growing most quickly: older, non-family, non-white households have historically used transit in higher numbers.
- **Millennials**, now number 75.4 million surpassing the 74.9 million baby boomers by 2025, millennials will account for one in three adults and for three-quarter of working-age people.
- **American households** are older, smaller and more diverse, and they want more housing and transportation choices.

Source: Reconnecting America - Center for Transit-Oriented Development
WHAT IS LAND USE?
WHAT ARE CENTERS?

- NEIGHBORHOOD
  - LITTLE HAVANA

- DISTRICT
  - CORAL GABLES CENTRAL BUSINESS DISTRICT

- REGIONAL CENTER
  - DOWNTOWN MIAMI
TRANSIT COMMUNITIES

- understanding relationship between land use and transit
- what is transit oriented development (TOD)?
Examples of TODs
Examples of TODs
Examples of TODs

MIDTOWN MIAMI
Examples of TODs
Examples of Anchors | Innovation Hub

Since its founding in 1861, MIT has emphasized university/industry partnerships and the commercialization of ideas. Starting in the 1950s, the university has actively deployed university-owned land to support this goal. In the last two decades, this strategy has helped catalyze growth of a nationally significant life sciences/pharmaceutical cluster. It has also spurred the development of hundreds of small firms and attracted several major technology companies.

The Cambridge Innovation Center (CIC), founded in 1999 and housed in an MIT-owned building, is a good example of the interplay between the university and private sector. An independent organization, CIC has helped develop the modern concept of co-working while encouraging entrepreneurs and start-ups in its high quality environment. Firms at CIC have attracted billions of dollars of seed funding and later-stage investment.

Making Kendall Square a dynamic residential district with associated amenities is now a focus in Cambridge. Since 2005 nearly 1,000 new housing units have been built in the area, as well as many new restaurants and retail outlets.
Examples of Anchors | Healthcare & BioResearch Hub
Home to the University of Pennsylvania, Drexel University, University of the Sciences and Children's Hospital of Philadelphia, University City is leveraging its assets in teaching, research, and medicine to become a hub of innovation and entrepreneurship. The University City Science Center is a driving force behind this evolution. Founded in 1963 as the nation's first urban research park, today it comprises 31 member institutions throughout Pennsylvania, New Jersey, and Delaware. Penn Medicine is anchoring the newest UCSC building, and Drexel has opened its ExCITe Center and (in partnership with UCSC) a tech incubator in the area. Both are part of Drexel's Innovation Neighborhood project, which extends to 30th Street Station. All told, UCSC's 17-acre campus houses 2.5 million square feet of office and lab space, with business incubation, networking opportunities, and support services for a cluster of emerging and established companies in life sciences, nanotechnology, IT and other sectors.

University City's leaders are actively engaging with nearby neighborhoods. Drexel helped win a federal "Promise Zone" designation to revitalize Mantua, just north of the area. Penn and Drexel have also championed public education: Penn built and helps operate a nearby pre K-8 school, and Drexel is exploring a similar endeavor.
LAND USE PATTERNS AFFECT PEOPLES TRAVEL PATTERNS
Lincoln Road - Miami Beach
Distance = .60 Miles Long

5-10 minute walk
5-minute bike ride
Miracle Mile - Coral Gables
Distance = .50 Miles Long

5-10 minute walk
5-minute bike ride
WHAT ARE TRANSIT CORRIDORS?
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WHAT ARE TRANSIT CORRIDORS?
WHAT ARE PUBLIC AMENITIES?

- network of connectivity
- physical and economic use including:
  - mixed-use
  - mixed-income
  - multi-generational
WHAT ARE PUBLIC AMENITIES?
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BANKSIDE BOARDWALK | LONDON

PASEO VERDE | PHILADELPHIA
From traditional to cutting edge, range of First Mile - Last Mile connective modes, technologies and delivery models include:

- Walking
- Personal Bicycles
- BikeSharing
- Urban Alternatives (skateboards, electric boards)
- Neighborhood Electric Vehicles (NEV)
- Private Automobile (park-and-ride)
- Traditional Carpooling (drop-off / pick-up)
- Taxi and demand-responsive networked car sharing (Uber, Lyft, Via)
- Self-Drive Car Sharing (Zip Car, Car2Go)
- Shuttles, both public and private, publicly operated FlexBus services and micro-transit
- Advanced Transit (autonomous vehicles in dedicated ROW and mixed traffic)
- Aerial Cable Transit (ACT)
WHAT ARE THE BENEFITS?

what happens when **people** choose to live around and/or close to transit and have the benefit of the **life style** that comes from it?
WHAT ARE THE BENEFITS?

Successful Transit Communities depend on:

• Zoning for higher densities, if appropriate
• Protection of existing character (ie. historic preservation)
  • Investment in livability components

Benefits of Transit Communities:

• TIME and....
  • Lower household costs
  • Improved public health
  • Support diversity
  • Enhance business districts
  • Reduce carbon footprint
• Preserve regional open space and natural resources
WHAT ARE THE BENEFITS?
WHAT ARE THE BENEFITS?
WHAT ARE THE BENEFITS?
LIVE POLLING ROUND 2
(12 QUICK QUESTIONS)
Audience Poll

Q1 - How do we prioritize the advantages transit can provide? Select top three (3):

1. Shorter Commute Times
2. Mobility Options
3. Encourages Walking / Healthier Lifestyle
4. Promote Reinvestment
5. Support Regional / Local Economic Growth
6. Creates foot traffic for local businesses
7. Safer Neighborhoods – more eyes on the Street
8. Reduces transportation expenditures
9. Helps Conserve Open Space
Audience Poll

Q2 - What do you think adds more value to a neighborhood?

1. Access to Transit
2. Parks
3. Retail
4. Housing
Audience Poll

Q3 - Do you think you need a car?

1. Yes
2. No
Audience Poll

Q4 – What services do you think need to be reasonably accessible *without* the use of a private vehicle?

1. Retail Uses
2. Service Uses
3. Entertainment Uses
Audience Poll

Q5 – Do you think more workforce housing is needed along the corridors?

1. Yes
2. No
Audience Poll

Q6 – What type of use or public enhancement do you think should be most incentivized?

1. Parks
2. Biking Trails
3. Mixed Use
4. Workforce Housing
Audience Poll

Q7 - If you can save 1/3 of your commute time each way, would you be willing / prefer to:

1. Walk
2. Bike
Audience Poll

Q8 - What are you most concerned about when taking public transit?

1. Safety
2. Access to Transit
3. Delays
4. Reliability
Audience Poll

Q9 - Would you give up a vehicular travel lane to build wider sidewalks with shade trees?

1. Yes
2. No
Audience Poll

Q10 - Would you give up a vehicular travel lane to build bike lanes?

1. Yes
2. No
Audience Poll

Q11 - Would you give up parking to build more open space?

1. Yes
2. No
Audience Poll

Q12 - Would you give up a vehicular travel lane to build a dedicated transit lane?

1. Yes
2. No
Roundtable Discussions

Breakout into groups by Corridor ZONE to discuss following questions:

1. WHAT ARE PREFERRED USES?

2. WHAT ARE PREFERRED WAYS TO GET TO PLACES?

3. WHERE SHOULD PREFERRED USES GO?

YOUR VISION
CHARRETTE EVENTS

1 CHARRETTE 1
Thursday, February 01, 2018
6:00pm-9:00pm
City of North Miami Public Library
835 NE 132nd Street
North Miami, FL 33161

2 CHARRETTE 2
Monday, February 05, 2018
6:00pm-9:00pm
New World Center
500 17th Street
Miami Beach, FL 33139

3 CHARRETTE 3
Saturday, February 10, 2018
10:00am-12:00pm
Miami Marriott Biscayne Bay
1633 N Bayshore Boulevard
Miami, FL 33132

For more information please contact:
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THANK YOU

GET INVOLVED AND STAY INFORMED

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