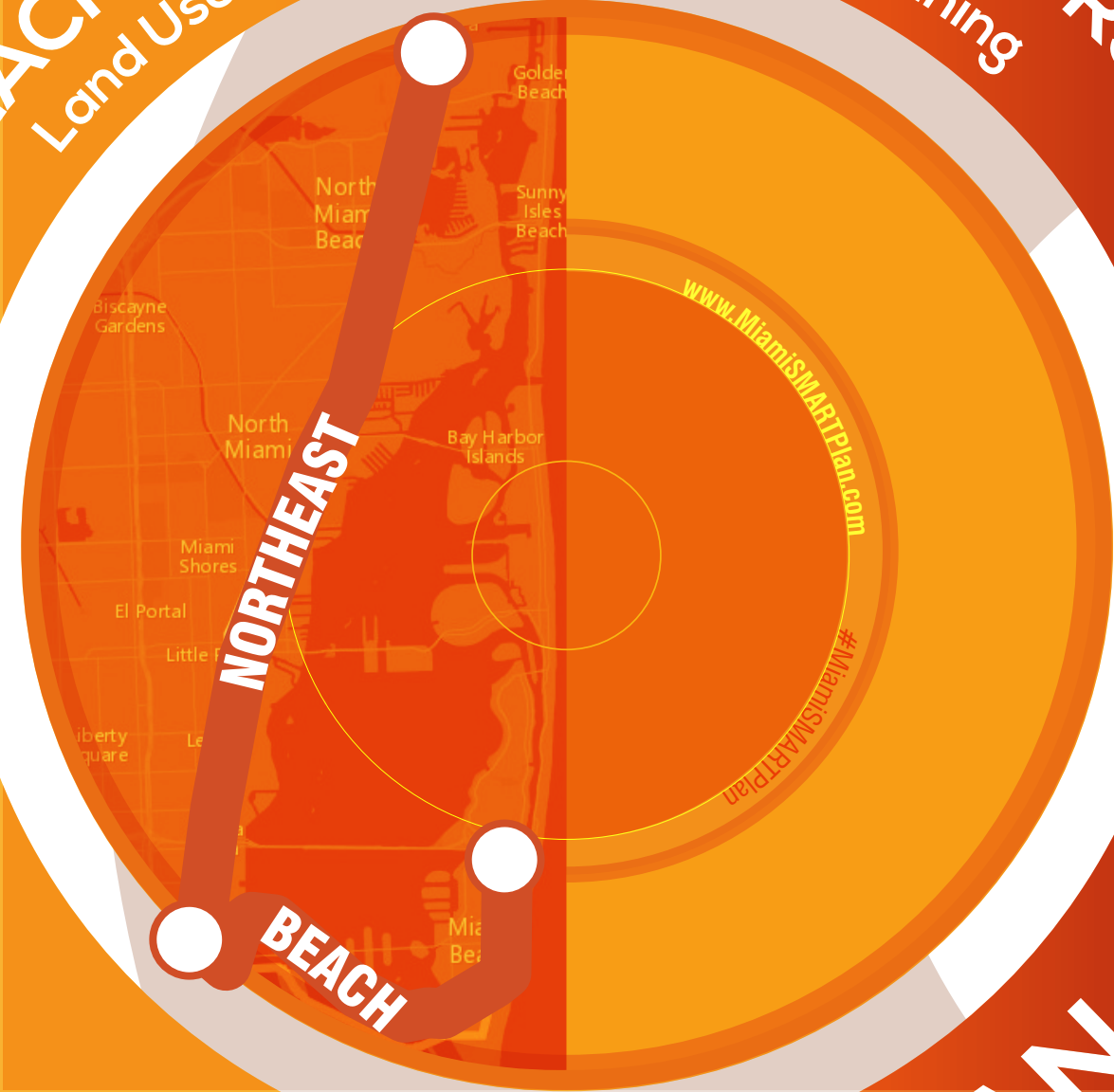


# BEACH - NORTHEAST CORRIDORS

Land Use Scenario and Visioning Planning



# SMART PLAN

## Executive Summary



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**JUNE 2020**

# Beach-Northeast Corridors Land Use Scenario and Visioning Planning

## DISCLOSURE PAGE

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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# EXECUTIVE SUMMARY

## Introduction

The Strategic Miami Area Rapid Transit (SMART) Plan, adopted by the Miami-Dade Transportation Planning Organization (TPO) in 2016, includes the advancement of six of the People's Transportation Plan (PTP's) rapid transit corridors along with a network of Bus Express Rapid Transit (BERT) service projects (see **Figure 1**). The six SMART Plan corridors are advanced through Project Development and Environment (PD&E) studies and Land Use Scenarios and Visioning Planning studies. The Miami-Dade TPO has been tasked with the integration of transportation and land use planning and the development of strategies to maximize the effectiveness of the transit infrastructure investments. Transit supportive land use plays an important role in the success of major rapid transit projects. The purpose of the Land Use Scenarios and Visioning Planning studies is to develop a preferred land use strategy for each of the six SMART Plan corridors. This document summarizes the development of a preferred land use strategy for the Beach and Northeast Corridors. The two corridors were studied together because the study areas overlap between Downtown Miami and Midtown Miami.

The limits for the **Northeast Corridor** Land Use Scenarios and Visioning Planning are from Downtown Miami to City of Aventura along the existing Florida East Coast (FEC) railway for an approximate length of 14.5 miles. The PD&E study has so far identified the transit mode (commuter passenger rail), alignment (existing FEC rail corridor), and six preliminary station locations in Miami-Dade County. However, the PD&E study is on-hold until negotiations with FEC Railway for securing track access are complete along with the identification of a funding source for the project's operations and maintenance (O&M).

The study limits for the **Beach Corridor** Land Use Scenarios and Visioning Planning study are from Midtown Miami (at or near NE 41 Street and North Miami Avenue) to the Miami Beach Convention Center. The Locally Preferred Alternative (LPA) developed by the PD&E study for the Beach Corridor was endorsed by the Miami-Dade TPO Governing Board in January 2020. The LPA identifies the following transit modes for three segments:

- An extension of the existing Metromover along the median of Miami Avenue to NW 41 Street in the Design District
- The technology selected for the Beach Corridor Trunkline is elevated rubber tire vehicles extending from the existing Downtown Metromover Omni station along MacArthur Causeway to 5 Street and Washington Avenue
- Dedicated lanes for bus/trolley along Washington Avenue for the Beach Corridor Convention Center Extension

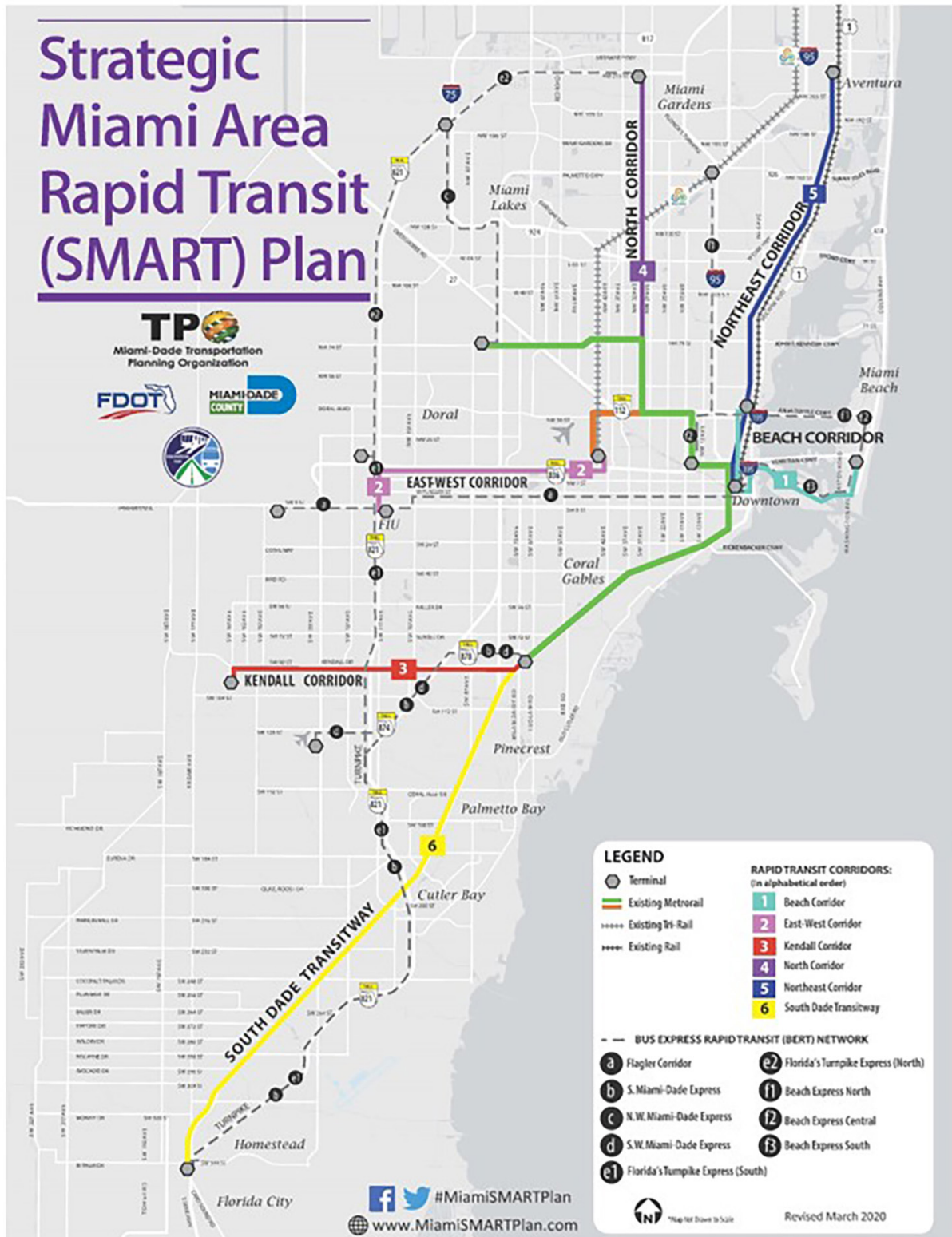
## Charrettes and Stakeholder Coordination

### Charrettes

Two series of well-attended charrettes were conducted at key milestones to obtain public input for the land use visioning process. The first series, consisting of three charrettes held in North Miami, Miami Beach and Miami, focused on the preliminary land use scenarios. Through "live polling" and breakout sessions, the participants provided input on the transportation options, how the communities should grow, preferred land uses, and desired multimodal connections between origins and destinations. Workforce housing, mixed-use developments, office, service, and recreational were among the land uses that the participants would like to see enhanced within the two corridors.



Figure 1: SMART Plan Map





# EXECUTIVE SUMMARY

The second series, consisting of two charrettes, was conducted to obtain public input for the preliminary preferred land use scenario for the Northeast Corridor. These charrettes included a social media component that allowed the public to join the charrettes via Facebook. During a hands-on “LEGO exercise” the participants allocated the preliminary SMART Plan population and employment growth projections to each station area. The attendees also identified first-mile/last-mile connections needed for improving access to transit. Overall, the charrette input indicated broad support for both premium transit along the Northeast Corridor and transit-oriented development (TOD).



Due to the COVID-19 global pandemic related restrictions, the final charrette for the Beach Corridor was replaced with a virtual workshop. The virtual workshop was held on Thursday, May 7, 2020, involving stakeholder agencies to obtain input for the Beach Corridor preferred land use planning and visioning scenario. Based on the LPA adopted for the Beach Corridor, the stakeholders were presented refinements to the previously developed land use scenarios for the Beach-Northeast Corridor “overlap” station areas as well as the station areas in Miami Beach.

## Stakeholder Meetings

A Study Advisory Committee (SAC) was formed comprised of representatives of local and state agencies to provide input for the Beach and Northeast Corridor land use visioning. The committee met five times during the study. In addition to providing input for the land use scenarios, the SAC also assisted in announcing charrettes and encouraging the public to participate in the charrettes.

A Technical Oversight Committee (TOC) was formed by the TPO comprised of consultant staff of all SMART Plan corridor study teams and several public agencies. The TOC meetings were used to plan charrettes, develop the approach for land use scenario development, and to ensure consistency across multiple corridor studies. In addition to the technical committee meetings, 13 meetings specific to the Beach and Northeast Corridors were conducted with municipal staff and elected officials to explain the study process and obtain input.

# Northeast Corridor

## Preliminary Land Use Scenarios

Three preliminary land use scenarios were developed and evaluated for the Northeast Corridor. These scenarios considered different growth possibilities associated with the implementation of commuter rail service in the Northeast Corridor. Socioeconomic data projections for year 2040 from the Southeast Florida Regional Planning Model (SERPM) Version 7 were considered as the Baseline Trend Scenario (i.e., growth without implementation of the SMART Plan).

1. **Build Scenario 1 “In Town-Downtown”:** This scenario assigned most of the SMART Plan growth in Downtown Miami recognizing its’ role as a regional center further enhanced with two SMART Plan transit corridors (Northeast and Beach) connecting Downtown Miami with major population centers and destinations.
2. **Build Scenario 2 “SMART Shift”:** This scenario shifts the core of SMART Plan growth from Downtown Miami to the neighboring Wynwood/Edgewater areas. Wynwood/Edgewater was envisioned to experience significant SMART Plan growth, including a mixed-use/residential district in Edgewater along Biscayne Bay, the continued emergence of Wynwood as a vibrant center, and the Health District expansion. Downtown Miami will remain the employment hub and other station areas will experience moderate growth beyond the Trend Growth.
3. **Build Scenario 3 “Highly Connected”:** This scenario envisions growth spread out along the corridor, with the core of the SMART Plan growth shifting further north from Wynwood/Edgewater to Midtown/Design District. Significant SMART Plan growth possibilities include residential developments in Midtown, mixed-use redevelopments in North Miami Beach, and employment growth in Aventura. North Miami and Upper East Side/El Portal were envisioned to experience community scale growth with some densification.

## Preferred Land Use Scenario

The preliminary land use scenarios were vetted through the SAC meetings and working meetings with TPO staff. In addition, the Federal Transit Administration’s (FTA) Land Use Criteria for evaluating New Starts applications and ridership estimates developed from FTA’s Simplified Trips-on-Project Software (STOPS) model were also used to evaluate the land use scenarios. The Preferred Land Use Scenario is a hybrid of the three preliminary land use scenarios. The socioeconomic data projections associated with the Preferred Land Use Scenario are summarized in **Table 1**. Overall, the Preferred Land Use Scenario estimates result in a net population increase of 44,500 and a net employment increase of 30,000 (beyond the Baseline Trend Scenario) along the Northeast Corridor by 2040. Key characteristics are summarized below.

- Growth distributed along the corridor
- Downtown Miami remains a regional center for residential and employment
- Population growth accelerates in Wynwood/Edgewater and Midtown/Design District as a result of redevelopment potential and access to two rapid transit systems (commuter rail and Metromover)
- Mixed-use development in North Miami Beach
- Aventura continues to grow as an employment center





# EXECUTIVE SUMMARY

Table 1: Northeast Corridor Preferred Land Use Scenario Socioeconomic Data

Station Area Segment	Trend (2040)		Preferred Scenario		Trend + Preferred Scenario	
	Population	Employment	Population	Employment	Population	Employment
Aventura	23,602	30,025	3,000	7,000	26,602	37,025
North Miami Beach	33,320	13,774	7,000	3,000	40,320	16,774
North Miami	33,794	14,607	5,000	3,000	38,794	17,607
NE 79 St/El Portal	43,185	15,491	3,000	2,000	46,185	17,491
Midtown/Design District	43,578	20,001	8,500	2,500	52,078	22,501
Wynwood/Edgewater	44,347	13,300	12,000	5,500	56,347	18,800
Downtown Miami	40,947	51,031	6,000	7,000	46,947	58,031
<b>Total</b>	<b>262,773</b>	<b>158,229</b>	<b>44,500</b>	<b>30,000</b>	<b>307,273</b>	<b>188,229</b>

## STOPS Model Ridership Estimates

The FTA's STOPS model estimates for the Preferred Land Use Scenario considered six potential station locations, as identified in the PD&E study and an infill station in Wynwood/Edgewater. The purpose of considering an infill station was for land use scenario development purposes only and the PD&E study will determine the final station locations. The STOPS forecasts summarized in **Table 2** indicate high transit ridership levels at all modeled station locations, with Downtown Miami functioning as a regional hub. In comparison to the 2040 Trend land use scenario, the Preferred Land Use Scenario indicates approximately 15,500 boardings on a typical weekday in 2040, which is a 36 percent increase over the Trend Scenario.

Table 2: STOPS Boarding Estimates for Northeast Corridor Commuter Rail

Station Area Segment	Trend (2040)	Preferred Scenario
Aventura	1,544	2,528
North Miami Beach	1,181	2,132
North Miami	2,157	2,707
NE 79 St/El Portal	1,255	1,842
Midtown/Design District	843	976
Wynwood/Edgewater	1,378	1,925
Downtown Miami	3,177	3,423
<b>Total</b>	<b>11,535</b>	<b>15,533</b>
<b>Boardings per Station</b>	<b>1,648</b>	<b>2,219</b>



The Northeast Corridor Preferred Land Use Scenario was also evaluated applying the Land Use Criteria for New Starts projects. While transit ridership criteria are applicable both at system level and corridor level, land use criteria are applicable at the corridor level only. The FTA's Land Use Criteria indicate a "Medium-High" rating for employment and a "High" rating for population density. These results confirm the Northeast Corridor's potential for premium transit service.

## Land Use Policy Analysis

An analysis was performed to determine if existing land use policies and regulations support the projected SMART Plan growth, including accommodating Transit Oriented Development (TOD), and if any changes may be needed. This analysis focused on the land area within a half-mile radius of each identified station location. In addition, a determination was made if the station area vision aligns with the station typology. The station typologies are as defined in Miami-Dade County's Adopted 2020-2030 Comprehensive Development Master Plan (CDMP). Three scales of typologies are: Regional, the largest such as the downtown Miami central business district; Metropolitan such as the evolving Dadeland area; and Community which serve localized areas.

**Table 3** summarizes the TOD analysis for station areas along the Northeast Corridor. Transit supportive land use policies are already in place in Aventura, North Miami Beach, and Miami. In addition, North Miami and El Portal are in the process of updating future land use and zoning regulations to support increased density within the proposed station areas while preserving community characteristics. All station typologies were found to be consistent with the location station area visions. The station areas with the highest TOD potential include Miami Central, Midtown/Design District, North Miami Beach and Aventura. The TOD potential of station areas in North Miami and Upper East Side/El Portal was assessed to be medium/low based on existing regulations; however, North Miami and El Portal are in the process of updating their land use policies based on recent TOD planning efforts.



# EXECUTIVE SUMMARY

Table 3: Northeast Corridor TOD Analysis Summary

ANALYSIS CRITERIA	STATION AREA SEGMENT			
	NE 196th Street	NE 163rd Street	NE 125th Street	NE 79th Street
	City of Aventura	City of North Miami Beach	City of North Miami	El Portal / City of Miami
Station Typology (i)	Metropolitan Urban Center	Metropolitan Urban Center	Community Urban Center	Community Urban Center
Station Area Characteristics are TOD Supportive	●	●	●	●
Station Area Vision aligns with Station Typology	Yes	Yes	Yes	Yes
Transit-Supportive Land Use In Place	●	●	●	●
Transit-Supportive Zoning In Place	●	●	●	●
TOD Potential	High	High	Medium-Low	Medium-Low
Level of TOD-Readiness	High - Future Land Use and Zoning in place.	High - Future Land Use and Zoning in place.	City in process of updating future land use and zoning regulations to support increased density/intensity within the Station Area while preserving unique North Miami neighborhoods.	Village is in process of updating future land use and zoning regulations to support increased density/intensity within the Station Area while preserving unique El Portal neighborhoods.

ANALYSIS CRITERIA	STATION AREA SEGMENT		
	NE 36th Street	NE 29th Street	MiamiCentral
	Midtown / Design District	Wynwood/Edgewater	City of Miami
Station Typology (i)	Metropolitan Urban Center	Neighborhood Urban Center	Regional Urban Center
Station Area Characteristics are TOD Supportive	●	●	●
Station Area Vision aligns with Station Typology	Yes	Yes	Yes
Transit-Supportive Land Use In Place	●	●	●
Transit-Supportive Zoning In Place	●	●	●
TOD Potential	High	High	High
Level of TOD-Readiness	High - Future Land Use and Zoning in place.	High - Future Land Use and Zoning in place.	High - Future Land Use and Zoning in place.

● Complete    ● In Progress    ○ None

(i) Identified Station Typology and Station Area Character is based on the Miami Dade County Comprehensive Development Master Plan CDMP - Recommendations Report Final - Smart Corridor. 01/10/2019.

## Station Area Recommendations and Land Use Vision

The recommendations for the Northeast Corridor Station Areas are summarized below.

Station Area	Recommendations/Vision
Aventura	<ul style="list-style-type: none"> <li>• Employment center</li> <li>• Medical district</li> <li>• Enhanced livability with public plazas and neighborhood parks</li> <li>• Ojus area development with mixed uses and residential</li> <li>• Pedestrian bridge connecting the station with the Aventura Mall</li> <li>• Connection to future Park and Ride (PNR) at Ives Dairy Road</li> </ul>
North Miami Beach	<ul style="list-style-type: none"> <li>• Downtown redevelopment</li> <li>• Public gathering and civic spaces</li> <li>• A walkable and mixed-use district</li> <li>• Access to regional open space/recreation at Oleta River State Park</li> <li>• FIU Biscayne Bay Campus and Sole Mia as important anchors</li> <li>• Emerging music recording and entertainment district</li> </ul>
North Miami	<ul style="list-style-type: none"> <li>• Downtown redevelopment TOD as a 'gateway' to North Miami</li> <li>• Mixed-use and high-density residential development for major corridors (e.g., NE 125 Street and US 1/Biscayne Boulevard)</li> <li>• Johnson &amp; Wales University as an anchor - emerging culinary arts district</li> <li>• PNR opportunities</li> </ul>
NE 79 St/El Portal	<ul style="list-style-type: none"> <li>• Improve pedestrian connectivity</li> <li>• Improve the outlook of 79 Street</li> <li>• Mixed-use development along NE 2 Avenue</li> </ul>
Midtown/Design District	<ul style="list-style-type: none"> <li>• Increase mixed-use development with high-density residential</li> <li>• Pedestrian connectivity improvements between Design District and Midtown</li> <li>• Streetscape improvements</li> <li>• Multimodal systems connecting to Downtown Miami and Miami Beach</li> </ul>
Wynwood/Edgewater	<ul style="list-style-type: none"> <li>• High density mixed-use development on North Miami Avenue</li> <li>• Promote workforce housing incentives - City of Miami Vision</li> <li>• First-mile/last-mile connections to Metromover</li> <li>• Improve pedestrian connections to Baywalk</li> <li>• Improve east-west connectivity across FEC railway</li> </ul>
Downtown Miami	<ul style="list-style-type: none"> <li>• World-class destination with pedestrian friendly environment</li> <li>• Work and live in Downtown Miami</li> <li>• Minimize automobile dependency through multimodal and multiple transit options</li> </ul>



# EXECUTIVE SUMMARY

## Beach Corridor

### Preliminary Land Use Scenarios

The area served by the Beach Corridor includes the Miami Beach station area and three station areas within the Beach-Northeast overlap area (Downtown Miami, Wynwood/Edgewater, and Midtown/Design District). The population within the Miami Beach station area segment is estimated to grow from 47,195 in 2010 to 63,369 in 2040, a 34 percent increase. Similarly, employment in the Miami Beach station area segment is estimated to grow from 47,567 in 2010 to 68,733 in 2040, a 44 percent increase. Given the population and employment intensity under the Trend Scenario, additional SMART Plan growth was not allocated in the preliminary scenario analysis. This assumption is consistent with the input received during public charrettes and SAC meetings.

### Preferred Land Use Scenario

Due to the COVID-19 global pandemic related restrictions, the Preferred Land Use Scenario was presented to the stakeholder agencies during a virtual workshop. The Preferred Land Use Scenario does not forecast additional population and employment for the Miami Beach station area (i.e., the South Beach area in the City of Miami Beach), as the Trend Scenario already accounts for significant baseline growth by 2040. However, population and employment growth were reallocated to direct potential growth near the proposed transit nodes in Miami Beach. Some population growth was reallocated from the Collins Avenue corridor to potential redevelopment areas near transit nodes along 5 Street. Similarly, some employment was reallocated from the Collins Avenue corridor to the area near the Miami Beach Convention Center. The socioeconomic data estimated for the station areas is summarized in **Table 4**.

Table 4: Beach Corridor Preferred Land Use Scenario Socioeconomic Data

Station Area Segment	Trend (2040)		Preferred Scenario		Trend + Preferred Scenario	
	Population	Employment	Population	Employment	Population	Employment
Midtown/ Design District	43,578	20,001	8,500	2,500	52,078	22,501
Wynwood/ Edgewater	44,347	13,300	12,000	5,500	56,347	18,800
Downtown Miami	40,947	51,031	6,000	7,000	46,947	58,031
Miami Beach	63,369	68,733	0	0	63,369	68,733
<b>Total</b>	<b>192,241</b>	<b>153,065</b>	<b>26,500</b>	<b>15,000</b>	<b>218,741</b>	<b>168,065</b>



## STOPS Model Ridership Estimates

The STOPS model forecasts summarized in **Tables 5, 6, and 7** indicate high transit ridership levels in the Metromover extension and elevated rubber tire vehicles segments of the Beach Corridor. The STOPS model forecasts the Beach Corridor transit services to collectively attract approximately 40,100 boardings on a typical weekday in 2040 for the Preferred Scenario, which is a 16 percent increase over the Trend Scenario.

*Table 5: STOPS Boarding Estimates for Metromover Extension*

Station Area Segment	Trend (2040)	Preferred Scenario
North Miami Avenue and NW 40 Street	1,411	1,471
North Miami Avenue and NW 34 Street	1,407	1,859
North Miami Avenue and NW 29 Street	2,519	2,919
North Miami Avenue and NW 26 Street	343	527
North Miami Avenue and NW 22 Street	201	710
North Miami Avenue and NW 16 Street	1,051	1,360
<b>Total</b>	<b>6,932</b>	<b>8,846</b>
<b>Boardings per Station</b>	<b>1,155</b>	<b>1,474</b>

*Table 6: STOPS Boarding Estimates for Trunkline Elevated Rubber Tire Vehicles*

Station Area Segment	Trend (2040)	Preferred Scenario
Herald Plaza	17,769	21,011
Children's Museum	112	105
5 Street and Lenox Avenue	1,974	2,138
5 Street and Washington Avenue	6,525	6,804
<b>Total</b>	<b>26,380</b>	<b>30,058</b>
<b>Boardings per Station</b>	<b>6,595</b>	<b>7,515</b>

*Table 7: STOPS Boarding Estimates for Dedicated Lanes for Bus/Trolley*

Station Area Segment	Trend (2040)	Preferred Beach Scenario
Washington Avenue and 5 Street	444	520
Washington Avenue and 10 Street	13	19
Washington Avenue and 14 Street	157	157
Washington Avenue and Lincoln Road	369	412
Washington Avenue and 19 Street	46	72
<b>Total</b>	<b>1,029</b>	<b>1,180</b>
<b>Boardings per Station</b>	<b>206</b>	<b>236</b>



# EXECUTIVE SUMMARY

The FTA's Land Use Criteria indicate a "Medium-High" rating for employment and a "High" rating for population density, which confirm the Beach Corridor's potential for premium transit service.

## Land Use Policy Analysis

An analysis was performed to determine if existing land use policies and regulations support the projected SMART Plan growth, including TOD, and if any changes may be needed. **Table 8** summarizes the TOD analysis for station areas along the Beach Corridor. This analysis focused on the Midtown, the Wynwood/Edgewater, Downtown Miami, and Miami Beach station area segments/districts. In addition, a determination was made regarding whether the station area vision aligns with the station typology.

Transit supportive land use policies are already in place in Miami and Miami Beach. All station typologies were found to be consistent with the district area visions. The Miami Beach District areas were found to have high TOD potential, including the station near 5th Street and Alton Road, along Washington Avenue, and in the Convention Center District. For TOD development, enhanced mobility options, including first-mile/last-mile connections will be needed in Miami Beach.

## Station Area Recommendations and Land Use Vision

The recommendations for the Miami Beach Station Area/District are summarized below.

Station Area	Recommendations/Vision
Miami Beach	<ul style="list-style-type: none"><li>• World-class destination with pedestrian-friendly environment</li><li>• Improved mobility options within Miami Beach and transit connections to Downtown Miami, Wynwood/ Edgewater, and Midtown</li><li>• Improve east-west greenway system for dedicated bike connections</li><li>• Promote workforce housing incentives</li><li>• Promote office land use incentives</li><li>• Enhance land use diversification and economic resiliency</li><li>• Redevelopment opportunities on Washington Avenue</li></ul>

Table 8: Beach Corridor TOD Analysis Summary

ANALYSIS CRITERIA	STATION DISTRICT SEGMENT		
	City of Miami Beach		
	Miami Beach		
Station District Typology (i)	Urban Neighborhood District/Employment District		
Station District Characteristics are TOD Supportive	●		
Station District Vision aligns with Station Typology	Yes		
Transit-Supportive Land Use In Place	●		
Transit-Supportive Zoning In Place	●		
TOD Potential	Medium-High		
Level of TOD-Readiness	City is in process of updating affordable housing policies and office land use incentives.		

ANALYSIS CRITERIA	STATION AREA SEGMENT		
	NE 36th Street	NE 29th Street	MiamiCentral
	Midtown / Design District	Wynwood/Edgewater	City of Miami
Station Typology (i)	Metropolitan Urban Center	Neighborhood Urban Center	Regional Urban Center
Station Area Characteristics are TOD Supportive	●	●	●
Station Area Vision aligns with Station Typology	Yes	Yes	Yes
Transit-Supportive Land Use In Place	●	●	●
Transit-Supportive Zoning In Place	●	●	●
TOD Potential	High	High	High
Level of TOD-Readiness	High - Future Land Use and Zoning in place.	High - Future Land Use and Zoning in place.	High - Future Land Use and Zoning in place.

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