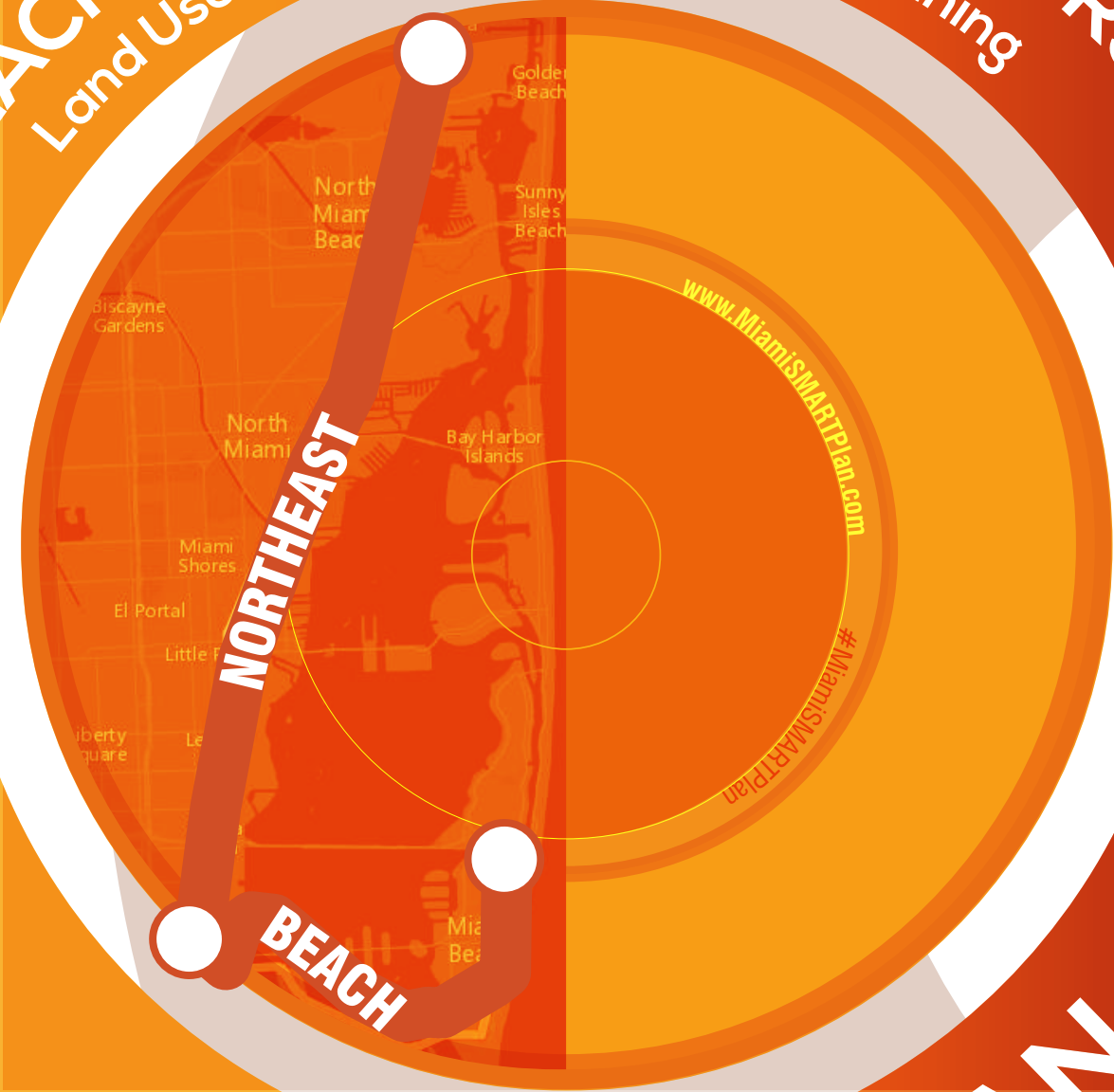


BEACH - NORTHEAST CORRIDORS

Land Use Scenario and Visioning Planning



SMART PLAN



**PREPARED BY:
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Beach-Northeast Corridors Land Use Scenario and Visioning Planning

DISCLOSURE PAGE

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LIST OF ACRONYMS

ACS	American Community Survey	O&M	Operations and Maintenance
BERT	Bus Express Rapid Transit	PD&E	Project Development and Environmental Studies
BRT	Bus Rapid Transit	PER	Preliminary Engineering Report
BU	Business Use	PTP	People's Transportation Plan
CBD	Central Business District	PWD	Persons with Disabilities
CDMP	Comprehensive Development Master Plan	RUC	Regional Urban Centers
CITT	Miami-Dade Citizens' Independent Transportation Trust	TCRPC	Treasure Coast Regional Planning Council
CRA	Community Redevelopment Agency	TOC	Technical Oversight Committee
CTAC	Miami-Dade Citizens' Transportation Advisory Committee	TOD	Transit Oriented Development
CUC	Community Urban Centers	TPO	Miami-Dade Transportation Planning Organization
DDA	Miami Downtown Development Authority	TRCL	Tri-Rail Coastal Link
DTPW	Miami-Dade Department of Transportation and Public Works	TRDML	Tri-Rail Downtown Miami Link
FAR	Floor Area Ratio	SAC	Study Advisory Committee
FEC	Florida East Coast railway	SEOPW	Southeast Overtown/Park West CRA
FECI	Florida East Coast Industries	SERPM	Southeast Florida Regional Planning Model
FDOT	Florida Department of Transportation	SFRC	South Florida Rail Corridor
FIU	Florida International University	SFRTA	South Florida Regional Transportation Authority
FLU	Future Land Use	SMART	Strategic Miami Area Rapid Transit Plan
FTA	Federal Transit Administration	STOPS	Simplified Trips-on-Project Software
FSUTMS	Florida Standard Urban Transportation Model Structure		
GIS	Geographic Information Sciences		
GHG	Greenhouse Gas		
HRT	Heavy Rail Transit		
HUD	U.S. Department of Housing and Urban Development		
LDR	Land Development Regulations		
LPA	Locally Preferred Alternative		
L RTP	Long Range Transportation Plan		
LUP	Land Use Plan		
MAZ	Micro-Analysis Zones		
MDT	Miami-Dade Transit		
MDX	Miami-Dade Expressway Authority		
MUC	Metropolitan Urban Centers		
MOCA	Museum of Contemporary Art		
NEPA	National Environmental Policy Act		



CHAPTER 1

INTRODUCTION



INTRODUCTION

In 2002, Miami-Dade County voters approved a one-half percent local surtax with the purpose of implementing the People's Transportation Plan (PTP), including several rapid transit corridors. The primary goal of the PTP is to reduce traffic congestion by improving public transit options and making the public less reliant on automobiles for mobility. The Strategic Miami Area Rapid Transit (SMART) Plan, adopted by the Miami-Dade Transportation Planning Organization (TPO) in 2016 (see **Appendix A**), intends to advance six of the PTP's rapid transit corridors along with a network of Bus Express Rapid Transit (BERT) service projects (see **Figure 1-1**). The advancement of each of the six SMART Plan corridors is progressing through the following study efforts:

- Project Development and Environment (PD&E) studies
- Land Use Scenarios and Visioning Planning studies
- Economic Mobility and Accessibility studies

The Miami-Dade Department of Transportation and Public Works (DTPW) and Florida Department of Transportation (FDOT) are tasked with conducting the PD&E studies, which evaluate engineering and environmental aspects including the transit mode, alignment and station locations. 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. Furthermore, the Miami-Dade TPO is conducting an Economic Mobility and Accessibility Study. 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 report summarizes the development and testing of Land Use Scenario Plans for the Beach and Northeast Corridors.

1.1 Study Corridors and Limits

The limits for the **Beach Corridor** Land Use Scenarios and Visioning Planning are from Midtown Miami (at or near NE 41 Street and North Miami Avenue/NE 2 Avenue) to the Miami Beach Convention Center. The PD&E study for the Beach Corridor was conducted by the DTPW and the Locally Preferred Alternative (LPA) was endorsed by the Miami-Dade TPO Governing Board in January 2020. The study limits, preferred transit modes, and alignment as defined in the PD&E study are shown in **Figure 1-2**. The preliminary land use scenarios were developed before the LPA was selected and the preferred land use scenario developed after the LPA was selected, including the modes, alignment and station locations. Additional information on the organization of the Land Use Scenarios and Visioning Planning for the Beach Corridor is presented in Section 1.2.

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. The PD&E study for the Northeast Corridor is being conducted by the FDOT District Four and the study limits are shown in **Figure 1-3**. 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 currently 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 Northeast Corridor Land Use Scenarios and Visioning Planning study was developed based on the preliminary station locations already identified in the PD&E study.

As shown in **Figure 1-4**, the study areas of **Beach and Northeast Corridors overlap** between Downtown Miami and Midtown Miami. The Land Use Scenarios and Visioning Planning considered the potential influence of both rapid transit corridors in the overlap area. The study areas of the two corridors were adjusted between Downtown Miami and Midtown Miami to create one contiguous area. The land use planning analysis for the overlap area is documented under the Northeast Corridor.

1.2 Organization of Report

A consolidated Land Use Scenarios and Visioning Planning report was prepared for the Beach and Northeast Corridors since portions of the two corridors overlap. Each chapter in the report listed below consists of separate sections for the Beach and Northeast Corridors:

- **Chapter 2:** Overview of the Beach and Northeast Corridors
- **Chapter 3:** Land Use Scenarios Development and Testing
- **Chapter 4:** Charrettes and Stakeholder Coordination
- **Chapter 5:** Development of Recommendations
- **Chapter 6:** Summary and Recommendations



Figure 1-1: SMART Plan Map

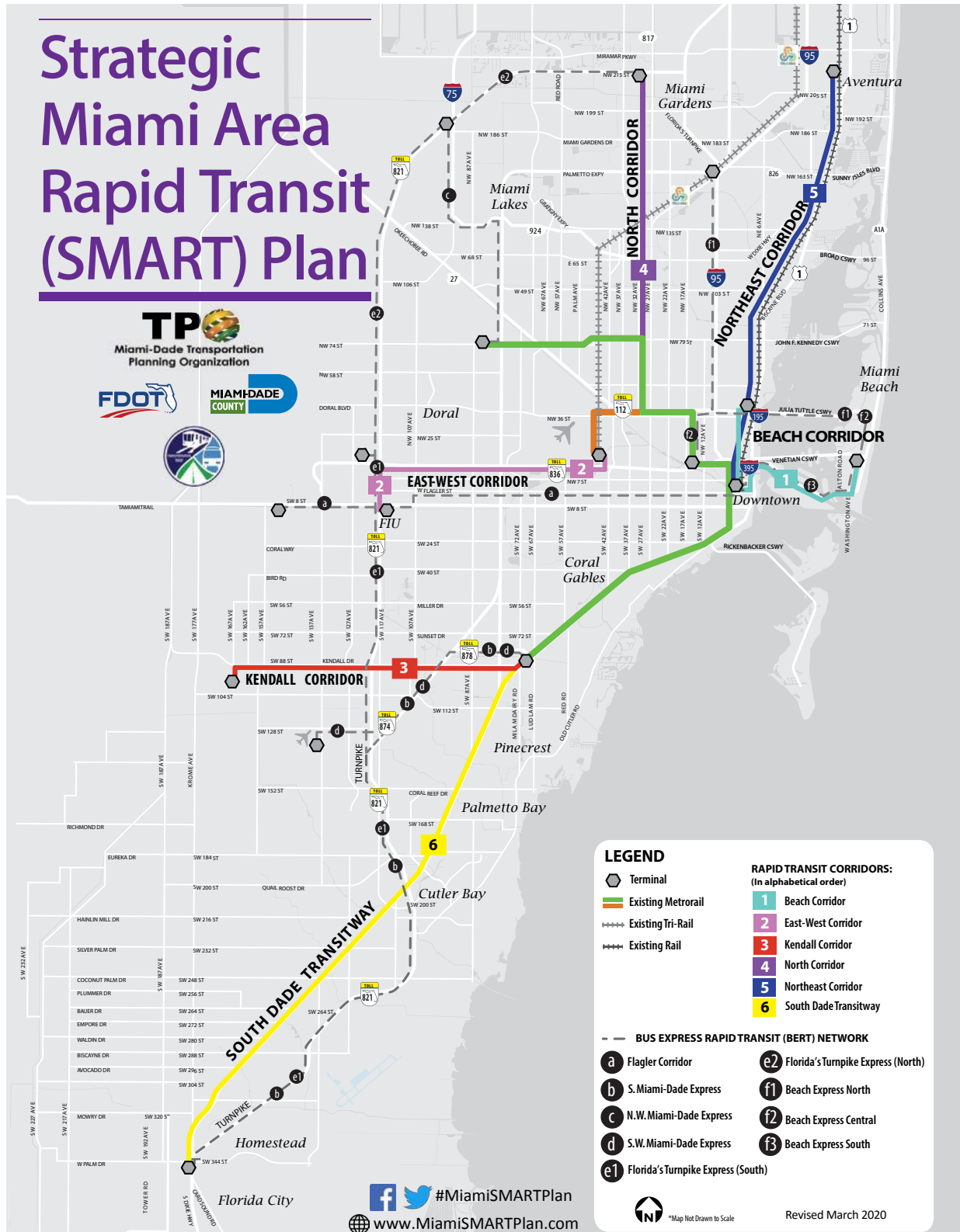
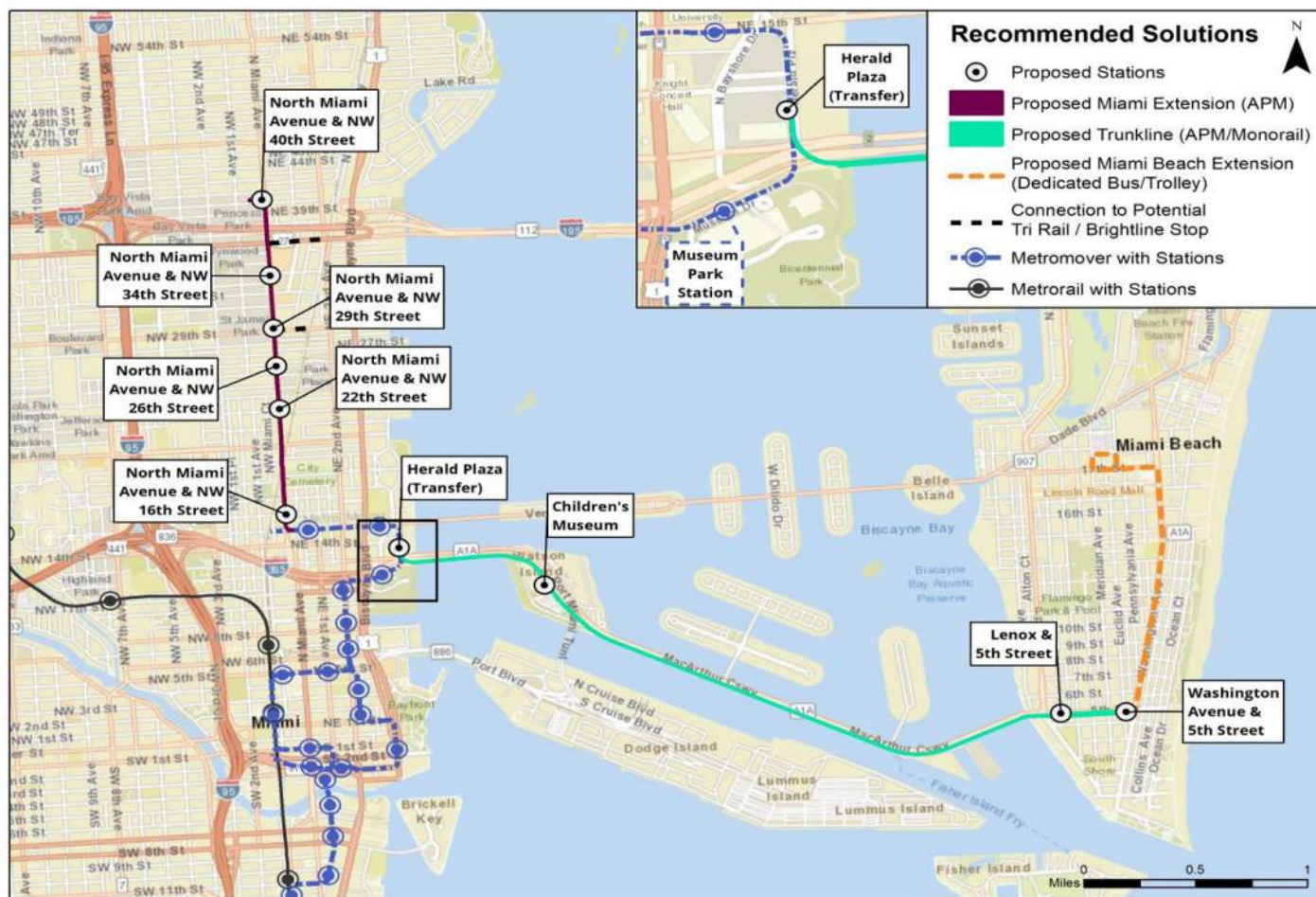


Figure 1-2: Beach Corridor





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CHAPTER 2

OVERVIEW OF BEACH
AND NORTHEAST CORRIDORS



OVERVIEW OF BEACH AND NORTHEAST CORRIDORS

This chapter provides a summary of documents reviewed as part of Land Use and Visioning Planning for the Beach and Northeast SMART Plan Corridors. This Land Use and Visioning Plan is being developed with the recognition that transit supportive land uses play a important role in the success of major transit investments such as the SMART Plan. The SMART Plan is intended to help achieve community goals through the integration of transportation and land use planning and the development of strategies. This study provides the technical basis for the development of transit supportive land uses for the Beach and Northeast SMART Plan corridors. **Figure 1-1** depicts the SMART Plan corridors.

The Beach Corridor extends from Midtown Miami (at or near NE 41 Street and N Miami Avenue/NE 2 Avenue) to the Miami Beach Convention Center via the MacArthur Causeway, and the Northeast Corridor extends from Downtown Miami to the City of Aventura along the existing FEC Railway Corridor. Since the Beach and Northeast Corridors overlap in the Downtown-Midtown area, this study evaluates both corridors together.

The information gathered during the literature review was utilized for the development and evaluation of alternative land use scenarios. The following sources were reviewed and are summarized in this technical memorandum:

- The SMART Plan Corridor Inventory Studies for the Beach and Northeast Corridors by the Miami-Dade TPO
- The Tier I Evaluation Report and Miami Corridor Analysis Report of the Beach Corridor Rapid Transit Project being conducted by the Miami-Dade Department of Transportation and Public Works (DTPW)
- The documents of Tri-Rail Coastal Link PD&E study being conducted by FDOT District Four. Note that the portion of Tri-Rail Coastal Link PD&E Study within Miami-Dade County is called the Northeast Corridor.
- Tri-Rail Downtown Miami Link by the South Florida Regional Transportation Authority (SFRTA)
- Brightline Intercity Passenger Rail Service by All Aboard Florida
- City of North Miami Beach Comprehensive Plan Amendment – Mixed Use Districts
- North Miami Mobility Hub and Transit Oriented Development (TOD) Strategic Plan by IBI Group
- North Miami Beach TOD Planning by the Treasure Coast Regional Planning Council (TCRPC)
- City of Miami Tri-Rail Coastal Link Station Area Studies by TCRPC and PlusUrbia Design
- Miami and North Miami Beach TOD Planning by the TCRPC
- TOD guidelines by Miami-Dade County and FDOT
- ESRI's 3D Land Use Evaluation Tool Guide documentation and training material
- The Federal Transit Administration's New Starts funding criteria

It should be noted that some of local studies are ongoing and the final documents were not available for review.

2.1 Northeast Corridor

2.1.1 SMART Plan Northeast Corridor Inventory Study

The Miami-Dade TPO developed Corridor Inventory Studies in 2017 to document the land uses, zoning, and socioeconomic data within a ½-mile buffer along the SMART Plan Corridors. The following sections provide a summary of the Corridor Inventory Study for the Northeast Corridor. The detailed report is included as **Appendix B**.

The Northeast Corridor is the only corridor of the six (6) SMART Plan Corridors with an active existing railway. The railway is owned and operated by the FEC Industries. The municipalities within the study area include Aventura, North Miami Beach, North Miami, Biscayne Park, Miami Shores, El Portal, and Miami. These municipalities and the unincorporated areas of Miami-Dade County within the study limits are shown in **Figure 2-1**.

Existing Land Uses

The primary land uses in the Northeast Corridor are low density residential, followed by business and office as shown in **Figure 2-2**. In general, high density development is limited to the Downtown Miami area.

Socioeconomic Data

The population within the study area is approximately 238,000. The racial/ethnic composition along the Northeast Corridor is more even among Hispanic, White Non-Hispanic, and Black Non-Hispanic populations in comparison to the entire county's population. The median household income is \$42,968. Approximately 38 percent (38%) of the population along the corridor own their homes and the other 62 percent (62%) are renters. The corridor inventory report includes maps that illustrate the distribution of population with less than \$25,000 annual income, population older than 65 years, zero car households, transit dependent population, etc.



Figure 2-1: Municipalities along the Northeast Study Corridor

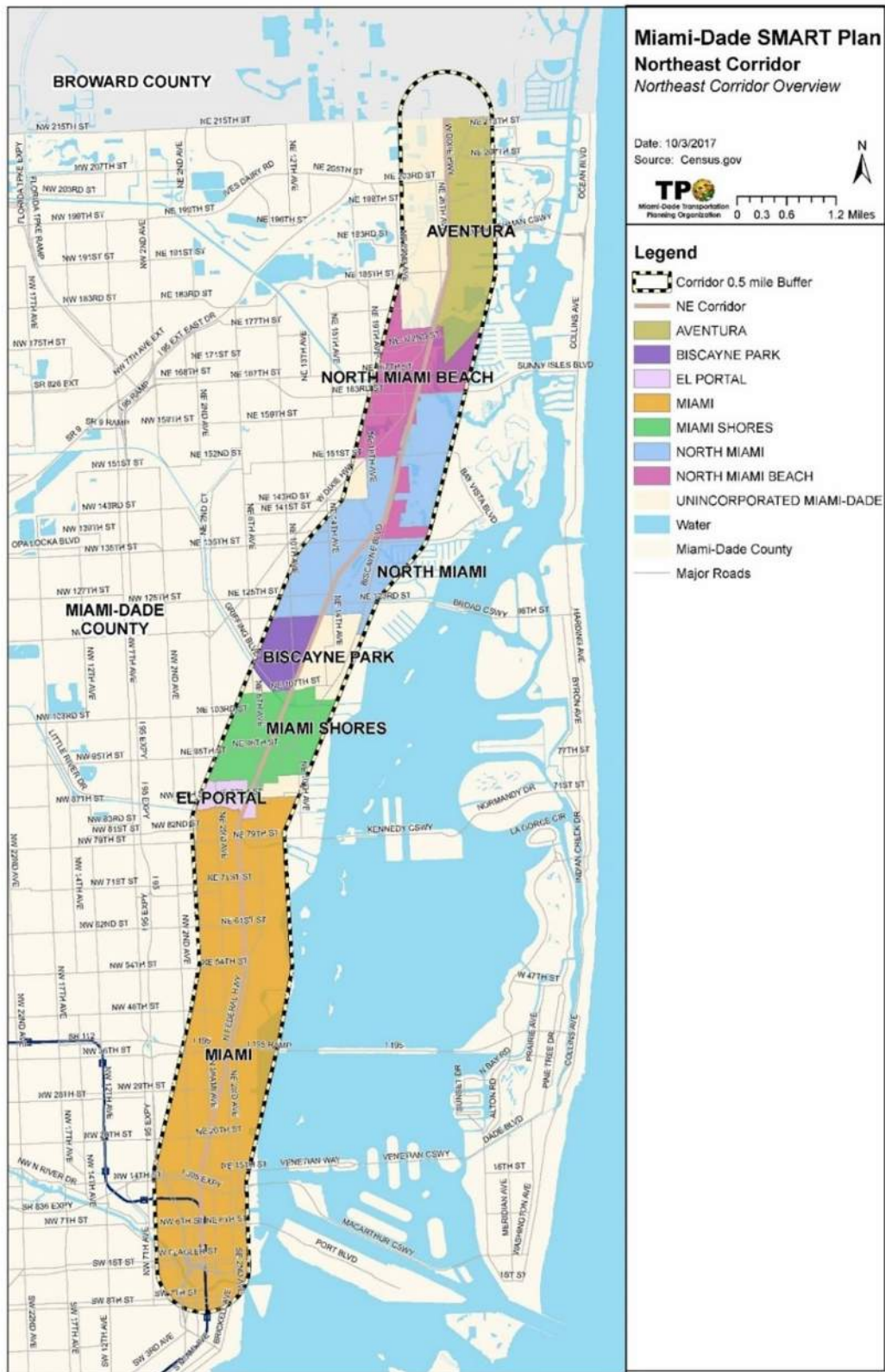
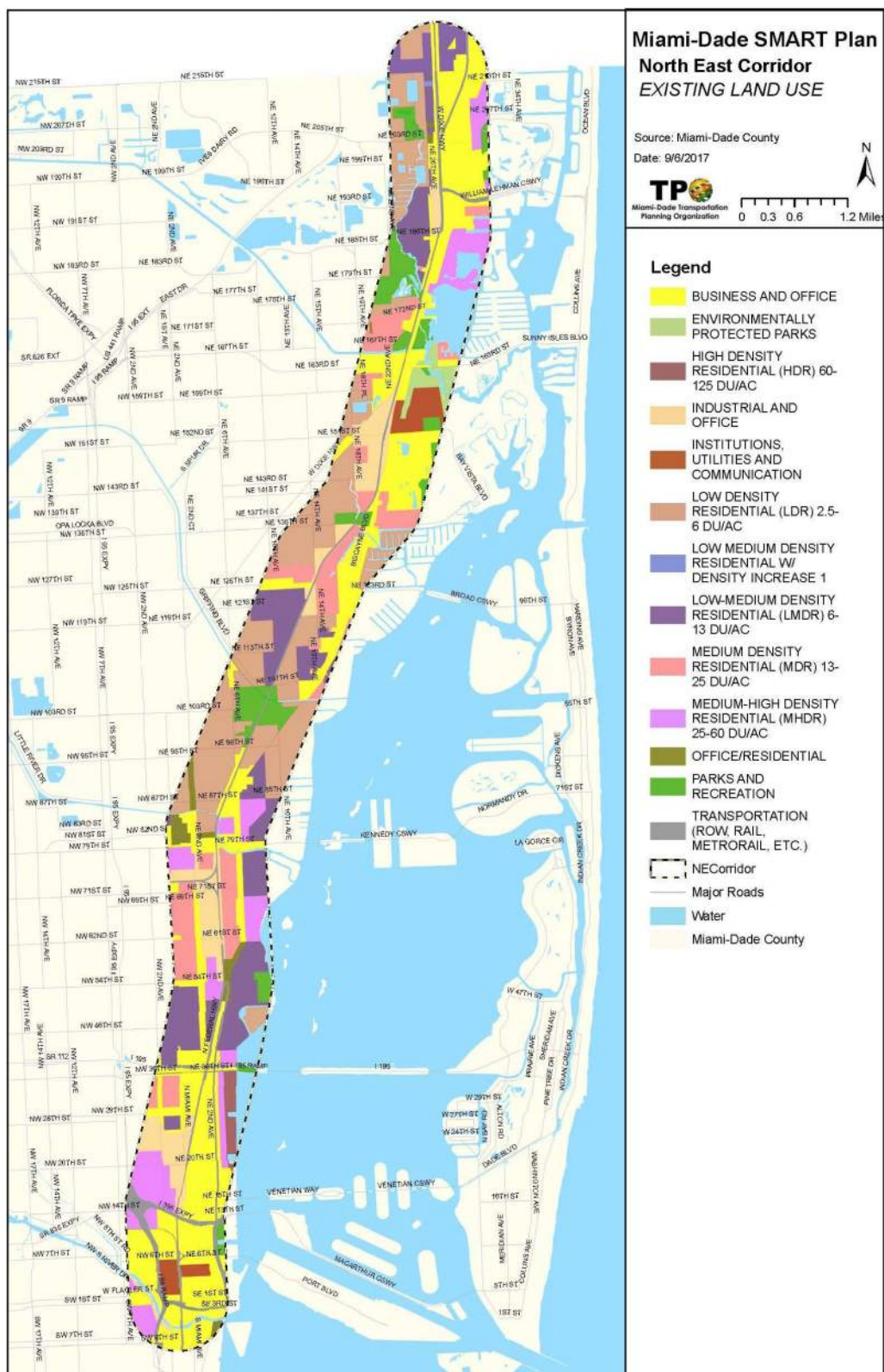


Figure 2-2: Northeast Corridor Land Uses





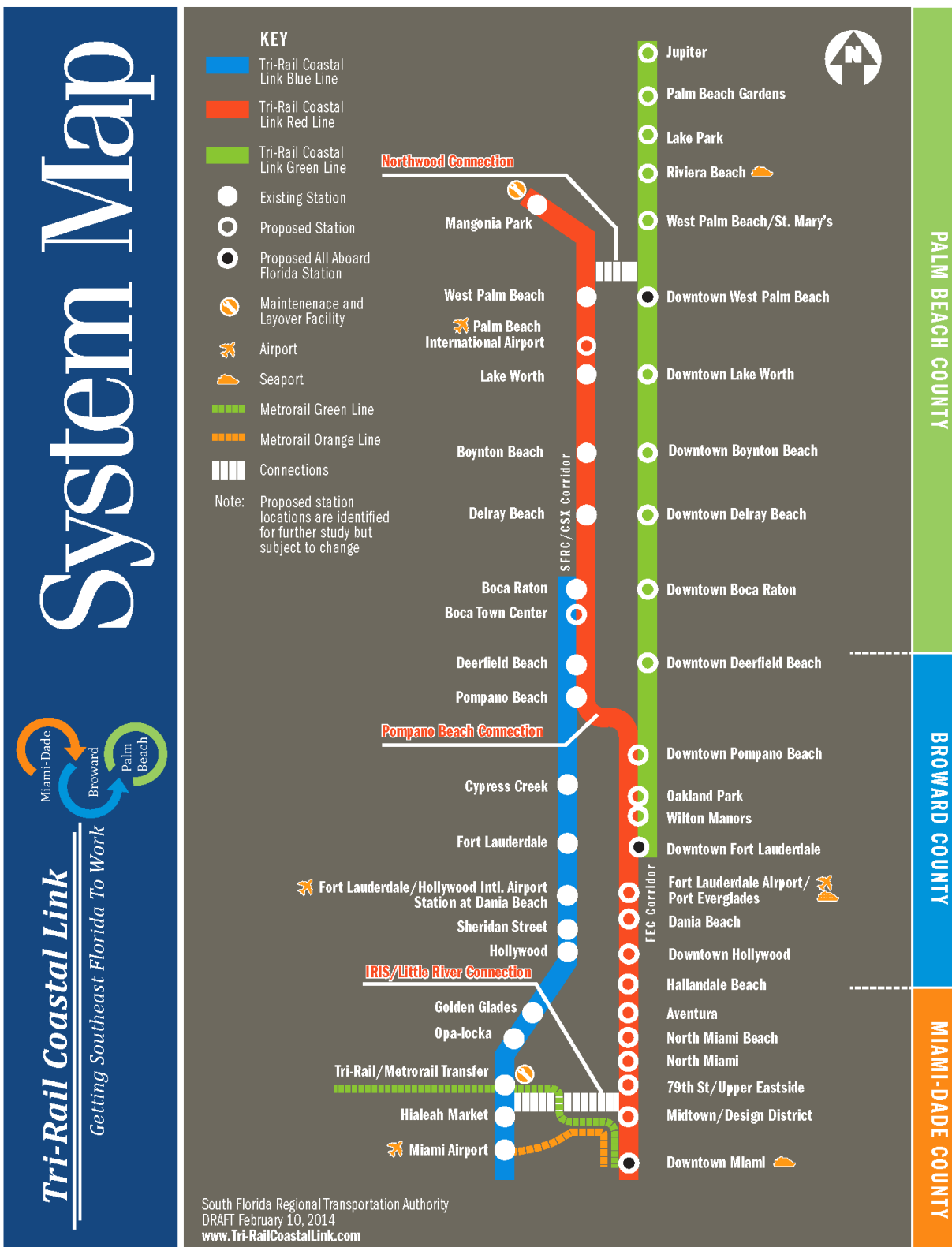
2.1.2 Tri-Rail Coastal Link PD&E Study

The Northeast Corridor is the Miami-Dade County segment of the Tri-Rail Coastal Link (TRCL) project being conducted by FDOT District Four. The TRCL project plans to add 85 miles of commuter rail service from Downtown Miami to Jupiter as an integrated extension of Tri-Rail. Twenty-five (25) stations have been identified for further evaluation during the Project Development phase as shown in **Figure 2-3**. These include six (6) station locations within Miami-Dade County in Aventura, North Miami Beach, North Miami, Upper East Side, Midtown/Design District, and Miami Central.

The service will share tracks with FEC freight and Brightline Intercity passenger rail services. Stations for the Brightline Intercity passenger rail have already been constructed in Miami, Fort Lauderdale, and West Palm Beach. These Brightline stations may be used by the future Tri-Rail Coastal Link. Implementation of the Tri-Rail Coastal Link will be phased and occur based on availability of local matching funds.

Approximately 30% of the National Environmental Policy Act (NEPA) effort for the Northeast Corridor has been complete and negotiations are underway for securing track access to the FEC Railway and to obtain local O&M funding. The PD&E study is currently on hold pending the access agreement and local financing plan.

Figure 2-3: FDOT D4 Tri-Rail Coastal Link Identified Stations

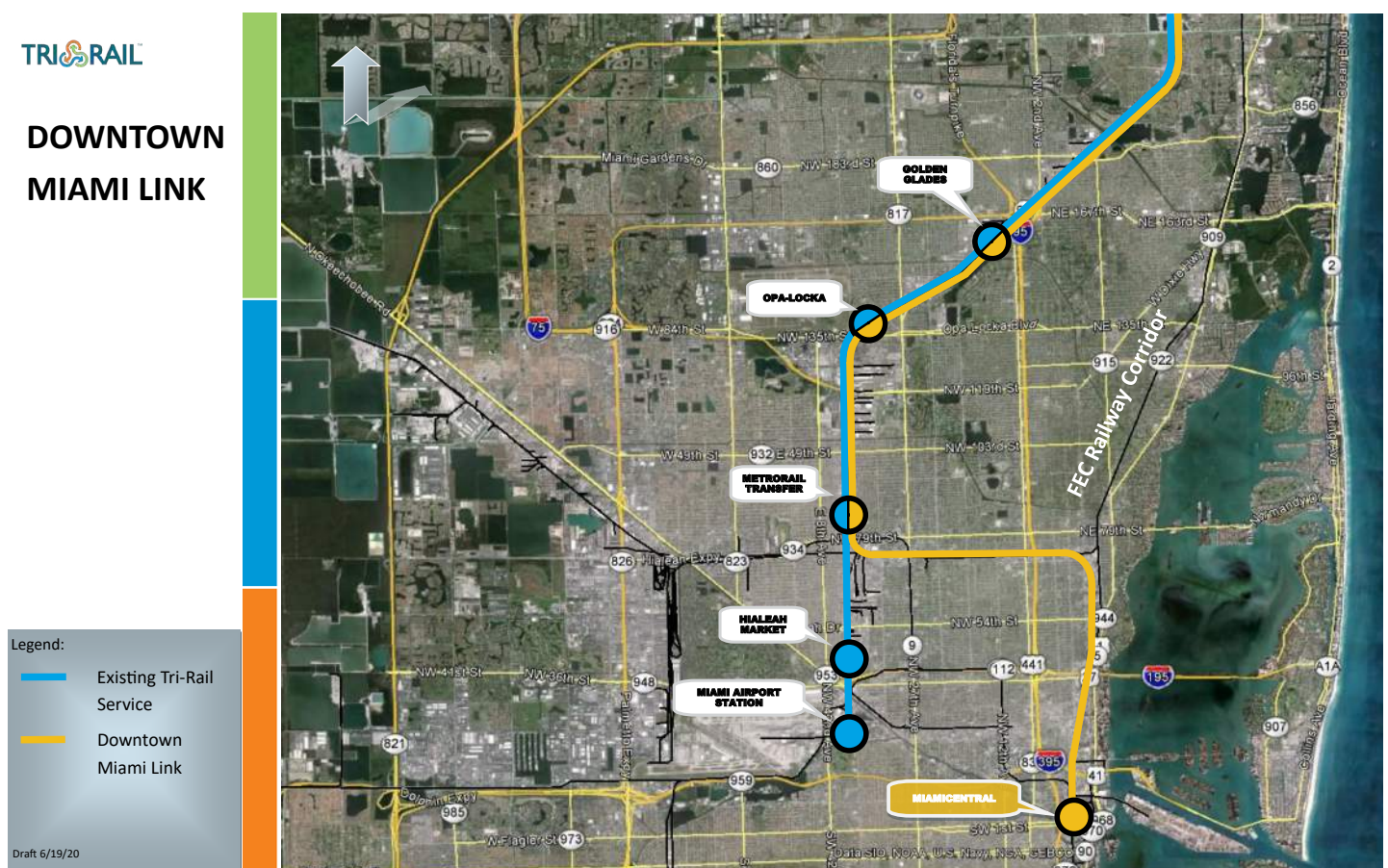




2.1.3 Tri-Rail Downtown Miami Link Study

The SFRTA is connecting Tri-Rail commuter rail service from the South Florida Rail Corridor (SFRC) south of the Tri-Rail Metrorail Transfer Station, to the FEC Corridor into Downtown Miami to provide a one-seat ride passenger service. The 9-mile extension, known as Tri-Rail Downtown Miami Link (TRDML), is a Public-Private Partnership involving SFRTA, Florida East Coast Industries (FECI), FEC Railway, and All Aboard Florida. MiamiCentral Station in Downtown Miami will serve as an intermodal transportation hub providing connections to Brightline, Tri-Rail, Miami-Dade Transit (MDT) Metrobus, Metrorail, and Metromover.

Figure 2-4: Tri-Rail Downtown Miami Link



2.1.4 Brightline Intercity Passenger Rail Service

All Aboard Florida, a subsidiary of FECI, introduced Brightline, an express intercity train service initially between Miami and West Palm Beach. Service to Orlando is anticipated by 2021. As of May 2020, there are stops in Downtown Miami, Downtown Fort Lauderdale, and Downtown West Palm Beach. Furthermore, a future Aventura station is proposed at a parcel across Aventura Mall. In early 2020, the Miami-Dade Board of County Commissioners approved a \$76M investment. As of summer 2020, the Station design and permitting are underway and a construction contractor has been selected.

Figure 2-5: Brightline Service Areas



(Source: www.gobrightline.com)

2.1.5 City of North Miami Beach Comprehensive Plan – Mixed Use Districts

The City of North Miami Beach amended its Comprehensive Plan in 2016, including the Future Land Use and Transportation Elements, with the goal of establishing guidelines for maintaining a financially sustainable transportation system that meets the needs of residents in a safe, convenient, and efficient manner.

The Future Land Use Element seeks to encourage redevelopment and development to enhance the economic base of the City of North Miami Beach and to improve the aesthetic quality of residential neighborhoods and non-residential corridors, while protecting established single-family neighborhoods. Seven unique mixed-use districts were established with individual regulations and streetscape standards.

The Transportation Element seeks to maintain a financially feasible, multimodal, urban transportation system that meets the mobility needs of the residents in a safe, convenient and efficient manner while being compatible with the existing and future land use pattern and the environment.



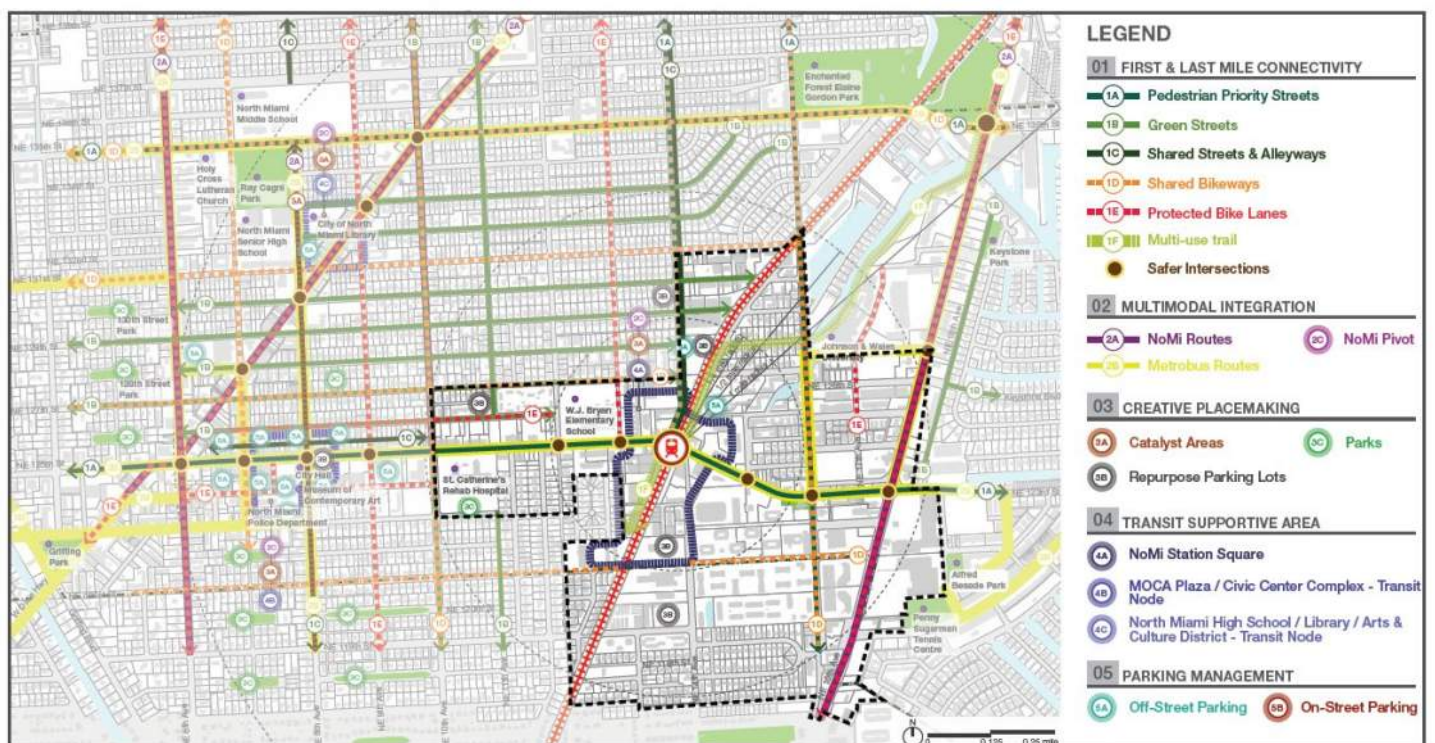
2.1.6 City of North Miami Station Areas Transit Oriented Development Study

The City of North Miami developed a Mobility Hub Plan and TOD Strategy focused around its proposed Northeast Corridor station near NE 123rd Street and the FEC Railway. The Mobility Hub and TOD Strategic Plan consists of a two-part planning process: a detailed station area plan within a half-mile radius of the proposed FEC station and a series of guiding principles for mobility and placemaking.

The Mobility Hub will serve as a nexus to transportation options, including FEC Railway passenger service, Miami-Dade Transit Metrobus, North Miami Express trolley service, local jitney services, shared bicycle systems, and pedestrian and bicycle infrastructure. The plan will provide an array of transportation services, amenities, and urban design enhancements that encourage economic development. The Mobility Hub plan provides guidance for first and last mile connectivity by identifying pedestrian priority streets, green residential streets, and multi-use trails. Furthermore, the plan identifies opportunities to strengthen links between modal access points.

The plan also identifies opportunities to transform neighborhood destinations through creative placemaking and designating open spaces. Some examples include the North Miami Station Square, Museum of Contemporary Art (MOCA) and City Hall Plaza Area, and the North Miami Public Market (Arts and The Market). The Mobility Hub plan provides guidelines for overlay zones and catalyst nodes that will make up the transit supportive area consisting of a half-mile buffer around the proposed transit station. The plan references parking management best practices including reducing on-street parking, implementing off-street parking management policies, and integrating parking with other mobility services such as transit stops and shared bicycle systems. **Figure 2-6** shows a concept for the North Miami Mobility Hub and TOD Strategic Plan.

Figure 2-6: North Miami Mobility Hub and TOD Strategic Plan Concept



Objectives of the Mobility Hub plan, such as implementing a multi-point local business development program, providing access to affordable housing, and increasing homeownership rates, will be economic catalysts by providing a platform for broader economic development. Finally, the Mobility Hub plan presents opportunities for the City of North Miami to absorb, respond, recover and prepare for environmental, physical, economic, social and technology disruptions.

2.1.7 North Miami Beach TOD Master Plan

The TCRPC developed the North Miami Beach TOD Master Plan through a Federal Transit Administration (FTA) grant secured by SFRTA. A charrette was held in March 2018 to investigate ways to improve mobility, access, quality of life, and economic vitality around the planned Northeast Corridor station in the City.

- Potential station locations considered include NE 151 Street, NE 159 Street, NE 161 Street, and NE 164 Street.
- Evaluate land use zoning changes around potential station locations to consider higher intensity and mixed-use development with incentives for redevelopment.
- Consider shifting density to the selected station location.
- Focus economic development strategies on residential and hospitality industry.
- Evaluate potential hotel developments within the 0.5-mile TOD area surrounding potential station locations
- Develop a City Mobility Plan and incorporate into the Comprehensive Plan, including:
 - ◆ A Thoroughfare Plan, delineating existing and future planned rights-of-way.
 - ◆ A Bikeways/Pathways Plan delineating bicycle, pedestrian, and trails network with an increased emphasis of the future station catchment area.
 - ◆ Traffic Calming Elements
 - ◆ Multimodal Network Plan, including expansion of local transit circulator servicing potential station location.
 - ◆ A Mobility Financial Plan, addressing capital improvement and operating/maintenance costs.
- Develop a complete streets concept for the West Dixie Highway corridor including pedestrian, bicycle, and intersection improvements.
- Consider developing an elevated pedestrian walkway above US 1/Biscayne Boulevard to enhance pedestrian access to station location.
- Redesign the Snake Creek Canal bridge with expanded bicycle and pedestrian amenities.
- Consider expansion of the Community Redevelopment Agency (CRA) to include NE 151 Street if the station is selected at this location.



2.1.8 City of Miami Tri-Rail Coastal Link Station Area Studies

TCRPC and PlusUrbia Design developed the City of Miami Station Area Study (March 2019 – draft report) through an FTA grant secured by SFRTA. The study focused on three station areas within the city: Downtown Miami, Midtown Miami, and Little River/79 Street. A summary is provided below.

Downtown Miami

The recommendations focus on accessibility to and from the MiamiCentral Station, safety and comfort, public space, and resiliency. The study also recommends the redesign of street rights-of-way to accommodate non-motorized mobility options. Additional recommendations include:

- Implement speed and congestion management strategies and policies.
- Implement traffic calming, lighting, and streetscape/landscape improvements.
- Enhance public spaces through partnerships with local communities and businesses, limited vehicular access streets, car free zones, and pedestrian only connections.
- Balance land uses surrounding the station areas by requiring residential and non-residential uses within the same block. Rezone underutilized civic and institutional uses into compatible zoning categories to promote redevelopment.
- Increase building's minimum height from two stories to five stories to match the lower tier zoning category – T5 (mid-rise typologies).
- Implement strategies to develop vacant and underdeveloped lots, promote active frontages, and reduce blight around the station.
- Design future streets using permeable materials to minimize flood risks and promote creative designs to maintain active ground floors in flood prone areas.

Midtown Miami

The primary focus of the study for Midtown Miami was to evaluate two potential station locations: NE 36 Street and NE 29 Street.

- At NE 36 Street, the north leg is deemed more suitable for a station than the south leg. There are some right-of-way constraints for providing a southbound station platform wide enough (25 feet) to meet the standards. Accessibility and mobility around the station are identified as challenges.
- At NE 29 Street, the south leg is deemed more suitable for a station than the north leg. Main advantages of this location are the sufficient availability of FEC right-of-way for station platforms and land availability for redevelopment. The need for pedestrian access improvements has been identified.

Little River/79 Street

The recommendations focus on accessibility to and from a future station, safety and comfort, public space, and resiliency. Additional recommendations include:

- Improve pedestrian and bicycle connections to neighborhoods within a half-mile from the station.
- Redesign street rights-of-way to accommodate non-motorized mobility options.
- Implement traffic calming, driveway consolidation, and streetscape/landscape improvements.
- Assess station parking needs and strategically locate parking where the land is available. Provide safe pedestrian connections from the parking locations to the station.
- Implement wayfinding signage in and around the station.
- Improve and design open spaces along the Little River Waterway.
- Integrate transit supportive densities around the station to create a compact built form while transitioning to the surrounding community.
- Miami21 calibration – make revisions to the code within the TOD standards to allow context sensitive development to enhance commercial activity and ridership.
- Increase building's minimum height from two stories to five stories to match the lower tier zoning category – T5 (mid-rise typologies).
- Implement strategies to develop vacant and underdeveloped lots, promote active frontages, and reduce blight around the station.
- Create a Tree Succession and Maintenance Plan to plant new trees in a half-mile radius around the station and address tree maintenance as part of the plan.
- Mitigate flooding risks by implementing resiliency design strategies. Use permeable materials to minimize flood risks.



2.2 Beach Corridor

2.2.1 SMART Plan Beach Corridor Inventory Study

The Miami-Dade TPO developed Corridor Inventory Studies in 2017 to document the land uses, zoning, and socioeconomic data within a ½-mile buffer along the SMART Plan Corridors. The following sections provide a summary of the Corridor Inventory Study for the Beach Corridor. The detailed report is included as **Appendix B**. It should be noted that the structure and content corridor inventory report is different and comparable information may not be available from the study.

As shown in **Figure 2-7**, residential is the predominant type of existing land use along the corridor, covering about 35 percent (35%) of the study area. Commercial and Service, and Parks each make up 14 percent (14%) of the land uses. Institutional land uses are primarily concentrated in the City of Miami and represent 12 percent (12%) of the study area. Vacant land represents almost 11 percent (11%) of the land within the study area. **Figure 2-8** illustrates the geographic distribution of land uses within the study area.

Figure 2-7: Beach Corridor Land Use Distribution

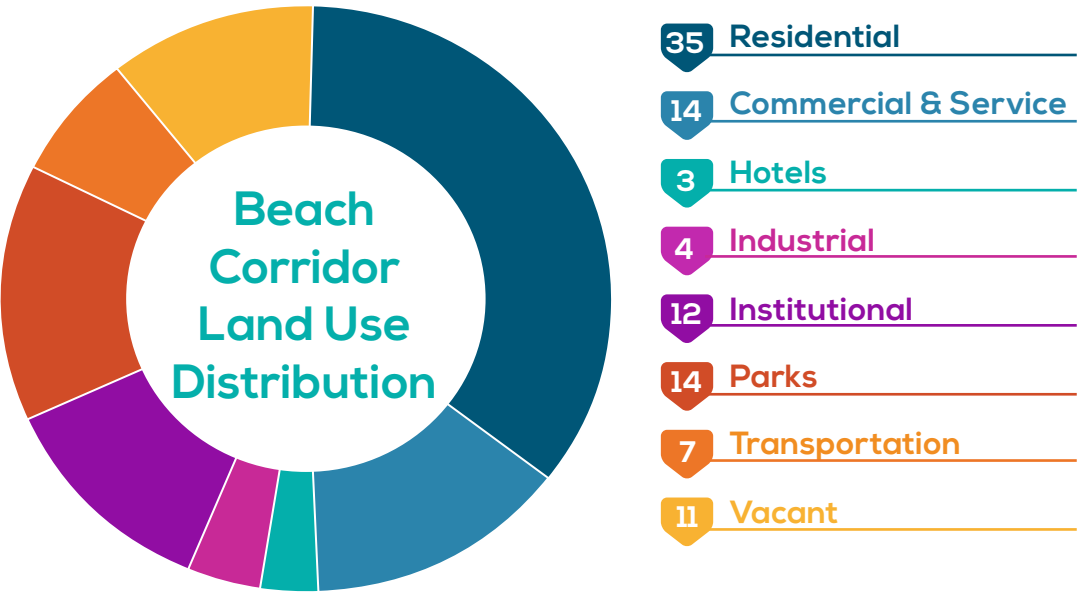
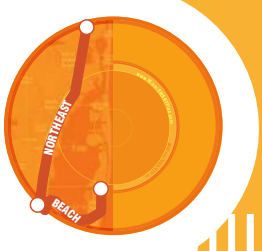


Figure 2-8: Beach Corridor Existing Land Use Map





Transit Supportive Land Use Policies

Both the City of Miami and the City of Miami Beach have implemented transit supportive land use and zoning designations. Of note is the City of Miami's Miami21 form-based zoning code, which allows for transit oriented, pedestrian friendly, and mixed-use developments in the transect zones (The building block for Miami21's Form Based Zoning Code). In addition, the City of Miami Beach has established exceptions to the building height restrictions based on the area and lot sizes as described in Section 3.4 of the Beach Corridor Inventory Report.

Miami-Dade County's Comprehensive Development Master Plan (CDMP) identifies three types of urban centers: community (CUC), metropolitan (MUC), and regional (RUC). The urban centers are areas targeted for mixed uses, densification, and multimodal transportation options. A RUC is identified in Downtown Miami. Further, CUCs are identified at Government Center Station and Overtown/Arena Station. In Miami Beach, a MUC is identified near the Lincoln Road Shopping Center.

Socioeconomic Data

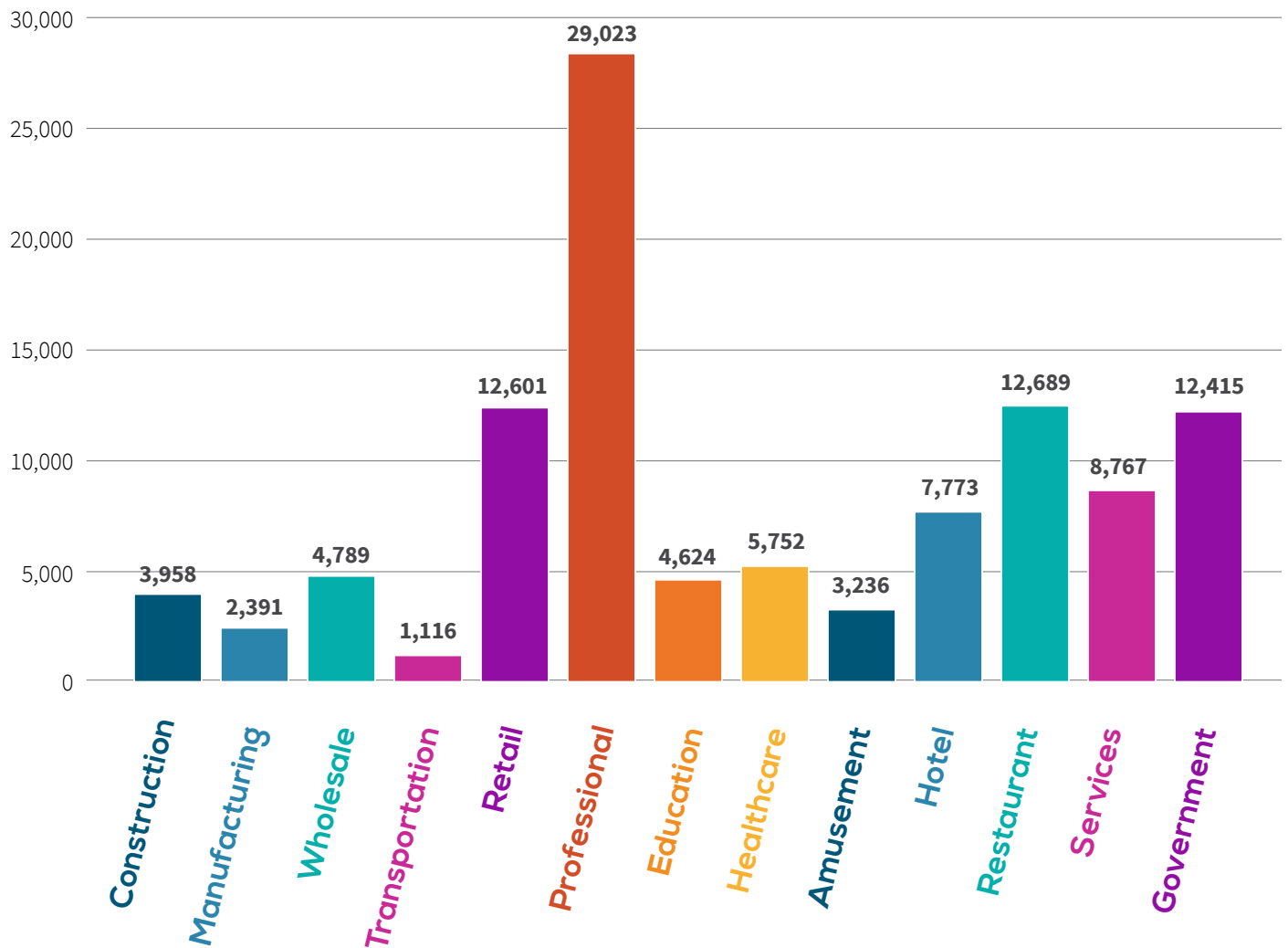
Socioeconomic data for the Beach Corridor was gathered from the Southeast Florida Regional Planning Model (SERPM-V7) for years 2015 and 2040, US Census 2010, and the American Community Survey (ACS). Approximately 107,010 people lived within the study area in 2015 with 61,010 people in the City of Miami and approximately 46,000 people in Miami Beach. The estimated number of workers within the study corridor was 42,200, with 22,200 in the City of Miami and 20,200 in Miami Beach. The estimated number of jobs within the study corridor was 108,651, with 65,464 in the City of Miami and 43,187 in Miami Beach. The breakdown of employment by category for the SERPM 2015 data is shown in Figure 4. Overall, service, professional, and government sectors account for 60 percent (60%) of employees in Miami and 37 percent (37%) of employees in Miami Beach. The retail, hotel, restaurant, or entertainment industries account for 21 percent (21%) of employees in Miami and 53 percent (53%) of employees in Miami Beach.

Household income data indicates that 35 percent (35%) of households in Miami and 30 percent (30%) of households in Miami Beach earn less than \$25,000 annually. In the highest income group (greater than \$100,000), Miami has 15 percent (15%) of households and Miami Beach has 23 percent (23 percent) of households.

Needs and deficiencies along the Beach Corridor include vehicular congestion, limited right of way for increasing roadway capacity, singular flows in traffic patterns due to a lack of land use mix, car dependence, and the lack of one-seat-ride transit connections between Miami Beach and Downtown Miami.

Figure 2-9: Distribution of Year 2015 Employment by Type (Beach Corridor)

Year 2015 Employment by Type





2.2.2 Beach Corridor Rapid Transit Project

Miami-Dade County DTPW conducted the Beach Corridor Rapid Transit Project in two tiers. The goals of the project include connecting existing and future planned land uses with a direct and convenient rapid transit options while linking other existing / future transportation systems such as Metrorail, Tri-Rail, Brightline, Metromover, Metrobus, local circulators, taxi services, rideshare services, and non-motorized networks.

The Tier One Evaluation for the study area depicted in **Figure 2-10** resulted in the identification of four transit modes for further evaluation. These modes are automated guideway transit (Metromover expansion), monorail, bus rapid transit/express bus, and light rail transit/streetcar. As shown in **Figures 2-11** and **2-12**, four project segments had been defined: Design District, Downtown Miami, Bay Crossing, and Miami Beach. This was done to assess the possibility of different transit modes by sub areas of the corridor.

Miami-Dade County's DTPW conducted the Beach Corridor Rapid Transit Project in two tiers: Tier One focused on transit technology screening, and Tier Two included a Preliminary Engineering and Environmental Assessment. The goals of the project include connecting existing and future planned land uses with a direct and convenient rapid transit options while linking other existing / future transportation systems such as Metrorail, Tri-Rail, Brightline, Metromover, Metrobus, local circulators, taxi services, rideshare services, and non-motorized networks.

The Tier One Evaluation for the study area depicted in **Figure 2-10** resulted in the identification of four transit modes for further evaluation. These modes are automated people mover , monorail, bus rapid transit and light rail transit/streetcar. As shown in **Figures 2-11** and **2-12**, four project segments had been defined: Design District, Downtown Miami, Bay Crossing, and Miami Beach for Tier Two Evaluation. This was done to assess the possibility of different transit modes by sub areas of the corridor.

The Preliminary Engineering Report (PER) prepared by DTPW identified the Recommended Alternative for the selection of the Locally Preferred Alternative (LPA). The Miami-Dade TPO Governing Board passed a resolution in January 30, 2020 selecting the LPA for the Beach Corridor with the following recommendations:

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

The Miami-Dade County DTPW's PER and the TPO Governing Board's Resolution are included in **Appendix B**.

The station locations identified in the PD&E study are also depicted in **Figure 2-13**.

Figure 2-10: Tier One Beach Corridor Rapid Transit Study Area





Figure 2-11: Design District and Downtown Miami Segments

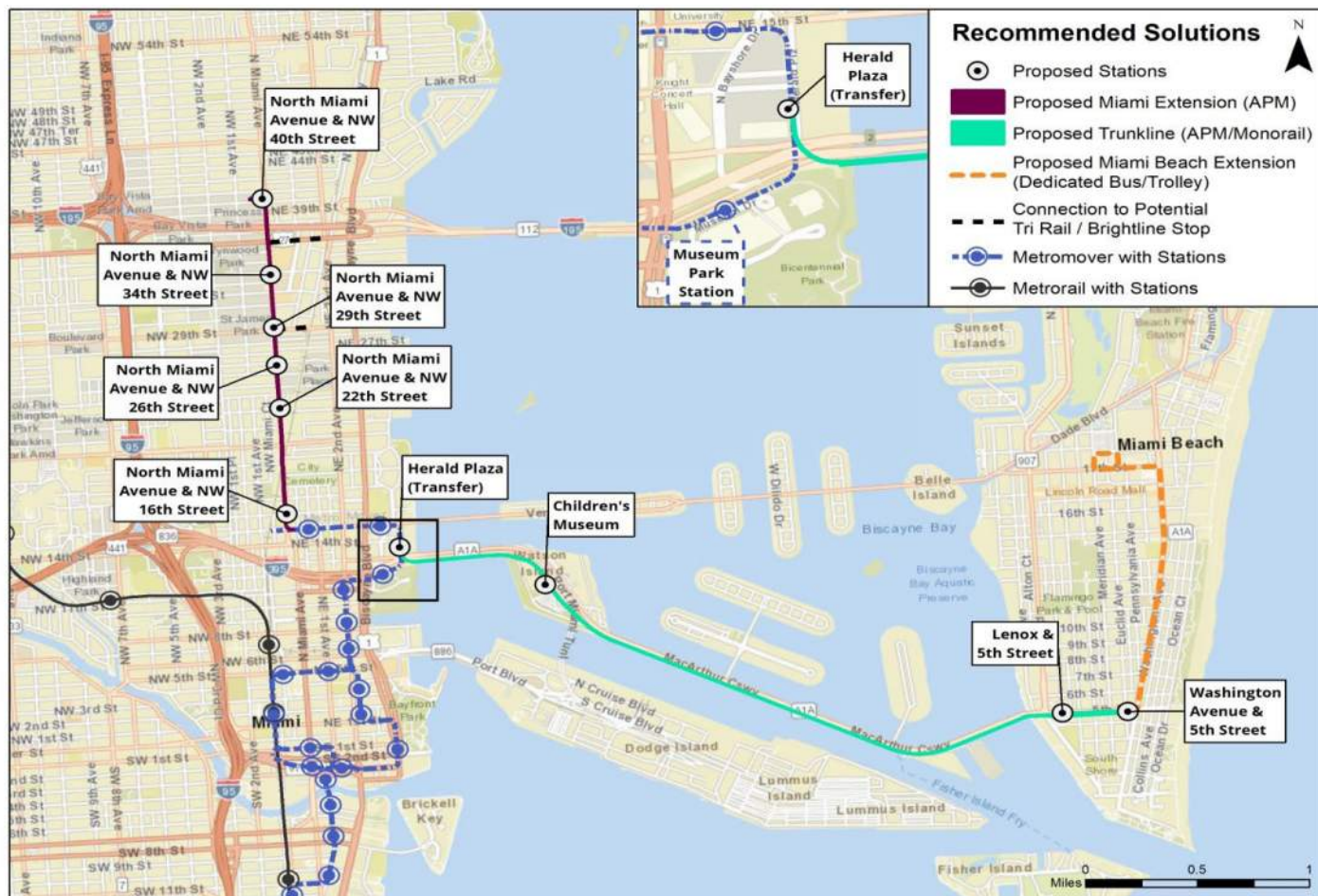


Figure 2-12: Bay Crossing and Miami Beach Segments





Figure 2-13: Locally Preferred Alternative



2.3 Other Literature

2.3.1 Miami-Dade County's Code of Ordinances

Chapter 33C of the Miami-Dade County Code of Ordinances provides guidelines for the development of non-Metrorail Fixed-Guideway Rapid Transit Zones within the City of Miami. These guidelines for Rapid Transit Zone areas include permitted uses, Floor Area Ratio, densities, building heights, building frontage, parking requirements, open space, landscaping, pedestrian passage, etc. Some standards are summarized below.

Permitted Uses: A minimum of two (2) of the following three (3) permitted uses shall be included in Rapid Transit Zone Station developments:

- Business and Civic Uses. Allowed uses include Neighborhood Business Use (BU-1), Limited Business Use (BU-1A), and Special Business Use (BU-2) zoning districts.
- Residential Uses. All residential or mixed-use developments with more than four (4) residential units shall provide a minimum of 12.5 percent (12.5%) of their units as work force housing units. Workforce housing units are for those whose income is between 65 percent (65%) and 140 percent (140%) of the most recent median family income (\$59,100 Area Median Income in FY2019) for Miami-Dade County, as reported by the U.S. Department of Housing and Urban Development (HUD).
- Housing for the Elderly.

Floor Area Ratio (FAR): The FAR is defined for Community Urban Centers only and requires a minimum FAR of 1.5.

Maximum Density: The maximum densities for the developments are defined as follows.

- Metropolitan Urban Centers – 250 residential units per net acre
- Community Urban Centers – 125 residential units per net acre

Additional densities are allowed for developments meeting Leadership in Energy and Environmental Design (LEED) or a similar organization accredited by the U.S. Green Building Council (USGBC).

Building Heights: The maximum building heights for the developments are defined as follows.

- Metropolitan Urban Centers – 25 stories (maximum – 7 stories pedestal, 13 stories tower, 5 stories penthouse)
- Community Urban Centers - 15 stories (maximum – 5 stories pedestal, 8 stories tower, 2 stories penthouse)

An increased height allowance is provided for developments meeting LEED or a similar organization accredited by the USGBC.

Parking: Minimum parking requirements are provided in Section 33-124 of the Zoning Code.

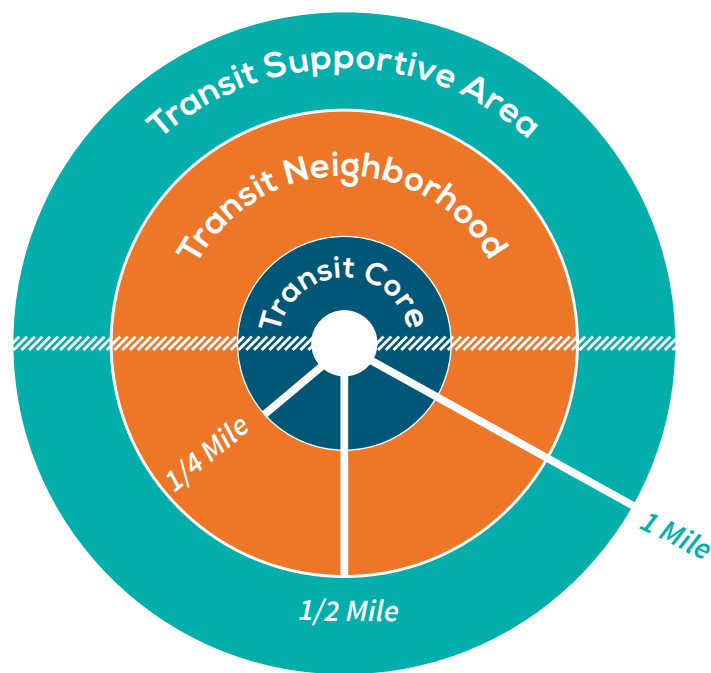
Open Spaces: A minimum of 15 percent (15%) of the lot area shall be reserved for open space.



2.3.2 FDOT's Transit Oriented Development Guidelines

Transit Oriented Developments (TOD) are defined as areas of compact development that are comprised of mixed uses, within the influence area of transit stations and corridors served by a premium transit system. The Transit Core is defined as the area within 0.25 miles of a premium transit station, the area within 0.5 miles of a premium transit station is defined as the Transit Neighborhood, and the area within 1.0 mile is defined as the Transit Supportive Area. Premium transit is defined as commuter rail, light rail, bus rapid transit, or a station that functions as a local bus hub serving a minimum of three fixed local bus routes operating with headways of less than 30 minutes. The following excerpt from the TOD Guidelines introduces planning terms associated with a transit station.

Figure 2-14: Planning Terms Associated with a Transit Station



Premium Transit Station: A transit station serving a premium type or types of transit (e.g., commuter rail, light rail, or rapid transit) or a station that functions as a local bus hub serving a minimum of three fixed local bus routes operating with headways of 21-30 minutes or less.

TOD Station Area: The area within one-half mile (approximately 500 acres) around a Premium Transit Station, comprised of the Transit Core and Transit Neighborhood. *NOTE: The model regulations presented in this Guidebook focus on this 500-acre area.*

Transit Core: The area within the first quarter-mile (approximately 125 acres) around a Premium Transit Station.

Transit Neighborhood: The area within the second quarter-mile (approximately 375 acres) surrounding a Transit Core.

Transit Supportive Area: Area within a one-mile radius surrounding a Transit Neighborhood and Transit Core.

(Source: *A Framework for TOD in Florida*.)

The document describes three TOD place types: Regional Centers, Community Centers, and Neighborhood Centers. The definitions of each type as provided in *A Framework for TOD in Florida* are provided on the next page.

The station area gross residential density should be between 55 to 75 dwelling units per acre for heavy rail, between 35 to 55 dwelling units per acre for commuter and light rail, and between 20 to 35 dwelling units per acre for Bus Rapid Transit (BRT). In addition, the recommended station area gross employment density should be between 200 and 250 jobs per acre for heavy rail, and between 100 and 200 jobs per acre for commuter and light rail.

Regional Center

Regional Centers are centers of economic and cultural significance, including downtowns and central business districts, which serve a regional travel market and are served by a rich mix of transit types ranging from high speed or commuter rail to BRT to local bus service. Usually emphasizing employment uses, Regional Centers increasingly are being sought out for residential uses in response to changing demographics and housing preferences. Regional Centers are larger in size than Community Centers and Neighborhood Centers and tend to contain more than one transit station and multiple bus stops. Small block sizes, more lot coverage, higher intensities and densities of development, civic open spaces, and minimal surface parking result in a highly urban development pattern in Regional Centers. The bottom Figure 1-6 illustrates a prototypical Regional Center urban form that reflects application of the station area and site level targets identifies for the Regional Center TOD place Type (Table 1-1).

- A framework for TOD in Florida

Community Center

Community Centers function as sub-regional or local centers of economic and community activity and include urban and town centers served by one or more transit types. Residential densities in Community Centers are typically lower than residential densities in Regional Centers, but the mix of uses in them is more balanced between residential and employment uses. More intense and dense development in Community Centers tends to be concentrated within walking distance of the transit station. The pattern of development in Community Centers ranges from urban to suburban. Block sizes, lot coverage, and development intensities and densities all tend to be moderate. Parking is typically structured and located close to the transit stations. The bottom of Figure 1-7 illustrates a prototypical Community Center urban form that reflects application of the station area and site level targets identified for the Community Center TOD place type (Table 1-2).

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Neighborhood Center

Neighborhood Centers are dominated by residential uses and are served by some type of premium transit. Non-residential uses in them are limited to local-serving retail and services. Residential densities in Neighborhood Centers tend to be lower than in Community Centers and at their highest within walking distance of the transit station. Neighborhood Centers are found in older urban areas and newer suburban developments. Open space is usually abundant in them, and parking is mostly in surface lots. The bottom of Figure 1-8 illustrates a prototypical Neighborhood Center urban form that reflects application of the station area and site level targets for the Neighborhood Center TOD place type (Table 1-3).

- A framework for TOD in Florida



2.3.3 Federal Transit Agency New Starts Funding Criteria

The FTA provides guidance for evaluating and rating new transit investments seeking funding under the New Starts program in the *Final Interim Policy Guidance Federal Transit Administration Capital Investment Grant Program* (June 2016). New Starts project justification depends on the following equally-weighted six (6) subfactors: mobility improvements, environmental benefits, congestion relief, cost-effectiveness, economic development, and land use. Additionally, the local financial commitment criteria depend on current conditions (25%), commitment of funds (25%), and financial capacity and reasonableness of assumptions (50%).

New and Small Starts Project Evaluation and Rating

Individual Criteria Ratings		Summary Ratings	Overall Rating
Mobility Improvements	16.66%	<div>Project Justification</div> <div>50% of Overall Rating</div> <div>NOTE: Must be at least "Medium" for project to get "Medium" or better Overall Rating</div>	<div>Overall Project Rating</div>
Environmental Benefits	16.66%		
Congestion Relief	16.66%		
Cost-Effectiveness	16.66%		
Economic Development	16.66%		
Land Use	16.66%		
Current Condition	25%	<div>Local Financial Commitment</div> <div>50% of Overall Rating</div>	
Commitment of Funds	25%		
Reliability/Capacity	50%		

- What is a corridor per FTA?
The land use measure for New Starts projects includes an examination of existing corridor and station area development; existing corridor and station area development character; existing station area pedestrian facilities, including access for disabled persons; existing corridor and station area parking supply; and the proportion of existing “legally binding affordability restricted” housing within 0.5 miles of station areas to the proportion of “legally binding affordability restricted” housing in the counties through which the project travels.

Land Use

The breakpoints for station area population, employment densities, and Central Business District (CBD) parking are shown in the following tables.

Rating	Station Area Development		Parking Supply	
	Employment Served by System	Avg. Population Density (persons/square mile)	CBD Typical Cost Per Day	CBD Space Per Employee
High	> 220,000	> 15,000	> \$16	< 0.2
Medium-High	140,000 - 219,999	9,600 - 15,000	\$12 - \$16	0.2 - 0.3
Medium	70,000 - 139,999	5,760 - 9,599	\$8 - \$12	0.3 - 0.4
Medium-Low	40,000 - 69,999	2,561 - 5,759	\$4 - \$8	0.4 - 0.5
Low	< 40,000	< 2,560	< \$4	> 0.5

Rating	Proportion of Legally Binding Affordability Restricted Housing in the Project Corridor Compared to the Proportion in the Counties through which the Project Travels
High	≥ 2.50
Medium-High	2.25 - 2.49
Medium	1.50 - 2.24
Medium-Low	1.10 - 1.49
Low	< 1.10

Cost Effectiveness

COST EFFECTIVENESS BREAKPOINTS	
Rating	Range
High	< \$1.00
Medium-High	Between \$1.01 and \$1.99
Medium	Between \$2.00 and \$3.99
Medium-Low	Between \$4.00 and \$5.00
Low	> \$5.00

Mobility

Rating	Mobility Improvements: Estimated Annual Trips (Trips by Non-Transit Dependent Persons plus Trips by Transit Dependent Persons Multiplied by 2)
High	≥ 30 Million
Medium-High	15 Million - 29.9 Million
Medium	5 Million - 14.9 Million
Medium-Low	2.5 Million - 4.9 Million
Low	< 2.5 Million

Congestion Relief



CONGESTION RELIEF BREAKPOINTS	
Rating	New Weekly Linked Transit Trips
High	18,000 and above
Medium-High	10,000 to 17,999
Medium	2,500 to 9,999
Medium-Low	500 to 2,499
Low	0 to 499

Environmental Benefits

The environmental benefits measure for New Starts projects is the sum of monetized value of the benefits resulting from the changes in air quality and greenhouse gas (GHG) emissions, energy use, and safety divided by the annualized Federal share of the project. FTA multiplies the resulting ratio by 100 and expresses the environmental benefit as a percentage.

Rating	Range
High	> 10%
Medium-High	5 to 10%
Medium	0 to 5%
Medium-Low	0 to -10%
Low	< -10%

Economic Development

Please see “Guidelines for Land Use and Economic Development Effects for New and Small Starts Projects” on the FTA website.

CHAPTER 3

LAND USE SCENARIOS
DEVELOPMENT AND TESTING



LAND USE SCENARIOS DEVELOPMENT AND TESTING

The Land Use Scenarios and Visioning Plan was developed with the recognition that transit supportive land uses play an important role in the success of major transit investments. The plan aims to achieve community goals through the integration of transportation and land use planning in a proactive manner. This chapter summarizes the development and testing of alternative land use scenarios for the Beach and Northeast Corridors. Please note that the development of land use scenarios for the Overlap Area is presented under the Northeast Corridor. The Preferred Land Use Scenario for the two corridors is presented in Chapter 5.

This chapter is organized into the following sections:

- 3.1 – Northeast Corridor Land Use Scenarios Development and Testing
 - ◆ Scenario Development Framework
 - ◆ Alternative Land Use Scenarios
 - ◆ Evaluation Criteria
 - ◆ Testing of Alternative Land Use Scenarios
 - ◆ Summary
- 3.2 – Beach Corridor Land Use Scenarios Development and Testing
 - ◆ Scenario Development Framework
 - ◆ Alternative Land Use Scenarios
 - ◆ Evaluation Criteria
 - ◆ Testing of Alternative Land Use Scenarios
 - ◆ Summary

3.1 Northeast Corridor Land Use Scenarios Development and Testing

3.1.1 Scenario Development Framework

This section outlines how the study area was defined and what types of data and evaluation methods were used. The study area for land use scenarios development was defined based on the preliminary station locations identified in the Tri-Rail Coastal Link PD&E Study. Note that the portion of this tri-county study within Miami-Dade County is referred to as the Northeast Corridor. The Northeast Corridor will utilize the existing FEC railroad corridor and the PD&E Study has identified six potential commuter rail station locations in Miami-Dade County. These station locations are in Aventura, North Miami Beach, North Miami, Upper East Side (NE 79 Street/El Portal), Midtown/Design District, and Downtown Miami (MiamiCentral Station). In addition, the land use scenario assessments considered potential station locations in Wynwood/Edgewater and at NE 151 Street. Land use assessments for these two additional locations were performed recognizing the areas' growth potential may result in the PD&E study considering an infill station or relocation of currently identified stations.

The Northeast Corridor also consists of an Overlap Area with the Beach Corridor alignment, which includes the station areas of Midtown/Design District, Wynwood/Edgewater, and Downtown Miami. The transit modes, alignment, and station locations for the Beach Corridor were identified by Miami-Dade DTPW in the Beach Corridor Rapid Transit Project PD&E Study. Land use scenario development for the station locations in Miami Beach is discussed in Section 3.2.

Based on the FTA guidelines, a half-mile influence area (buffer) along the existing FEC railroad corridor was used to define the limits of study area for Land Use Scenario and Visioning Planning study. This half-mile influence area was divided into Station Area Segments for analysis purposes. Within each Station Area Segment, a half-mile radius around the potential station location was defined to identify opportunities for mixed use and TOD. **Figure 3-1** depicts the study corridor along with the half-mile buffer, half-mile station areas radii, and Station Area Segments. Note that a Station Area Segment for Wynwood/Edgewater was included in all land use scenarios.



Figure 3-1: Northeast Corridor Study Area

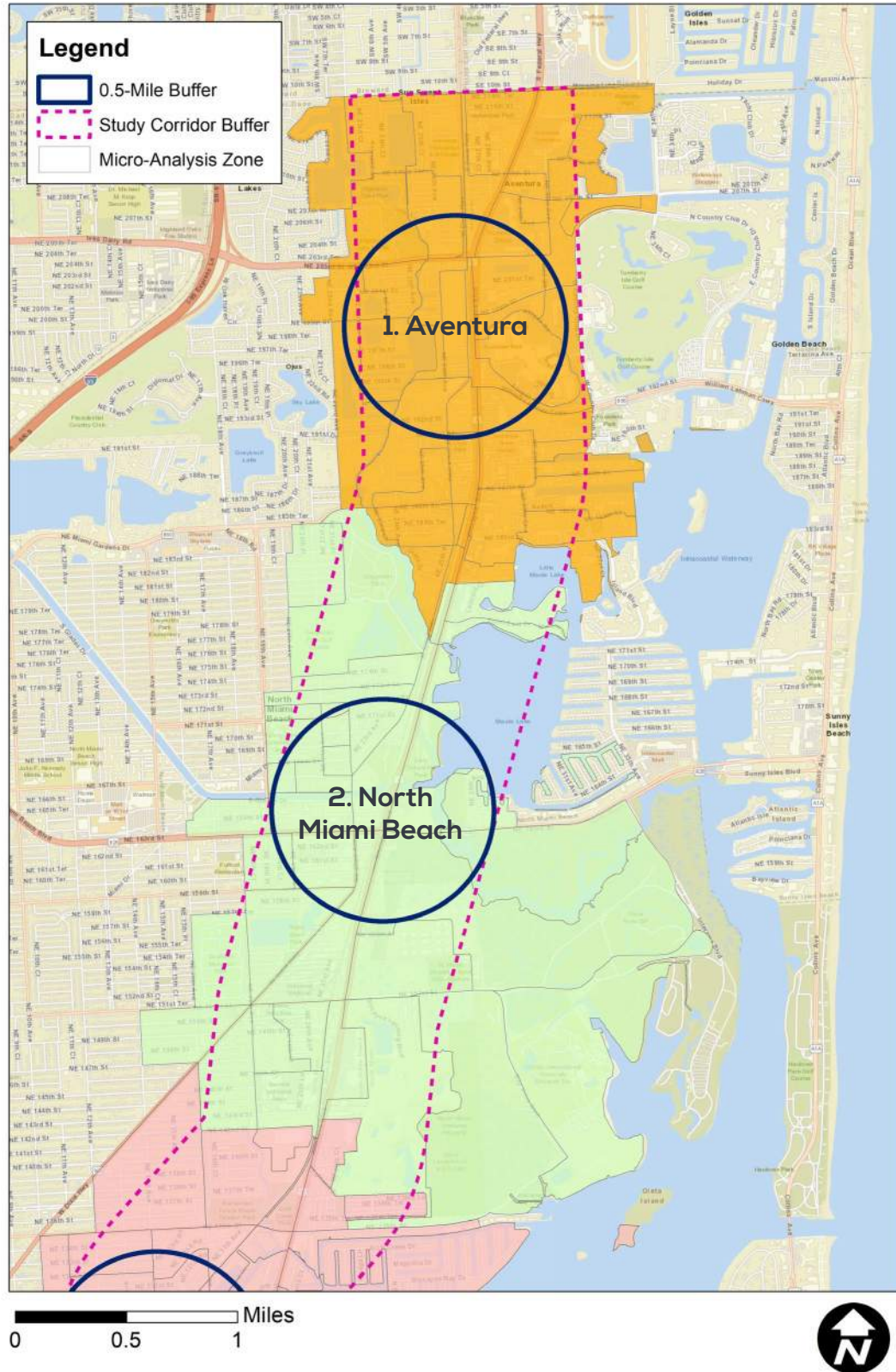


Figure 3-1: Northeast Corridor Study Area (continued)

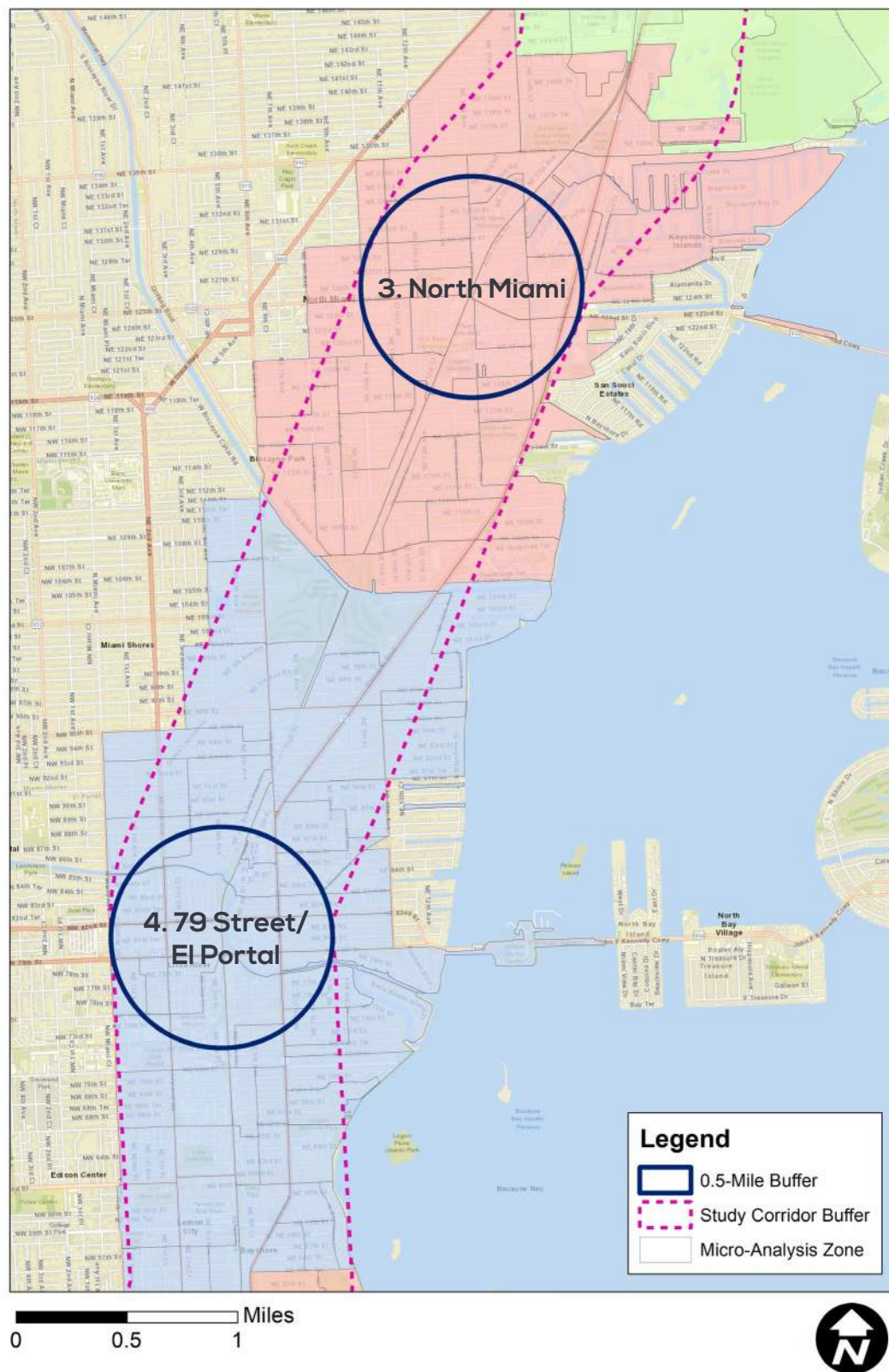
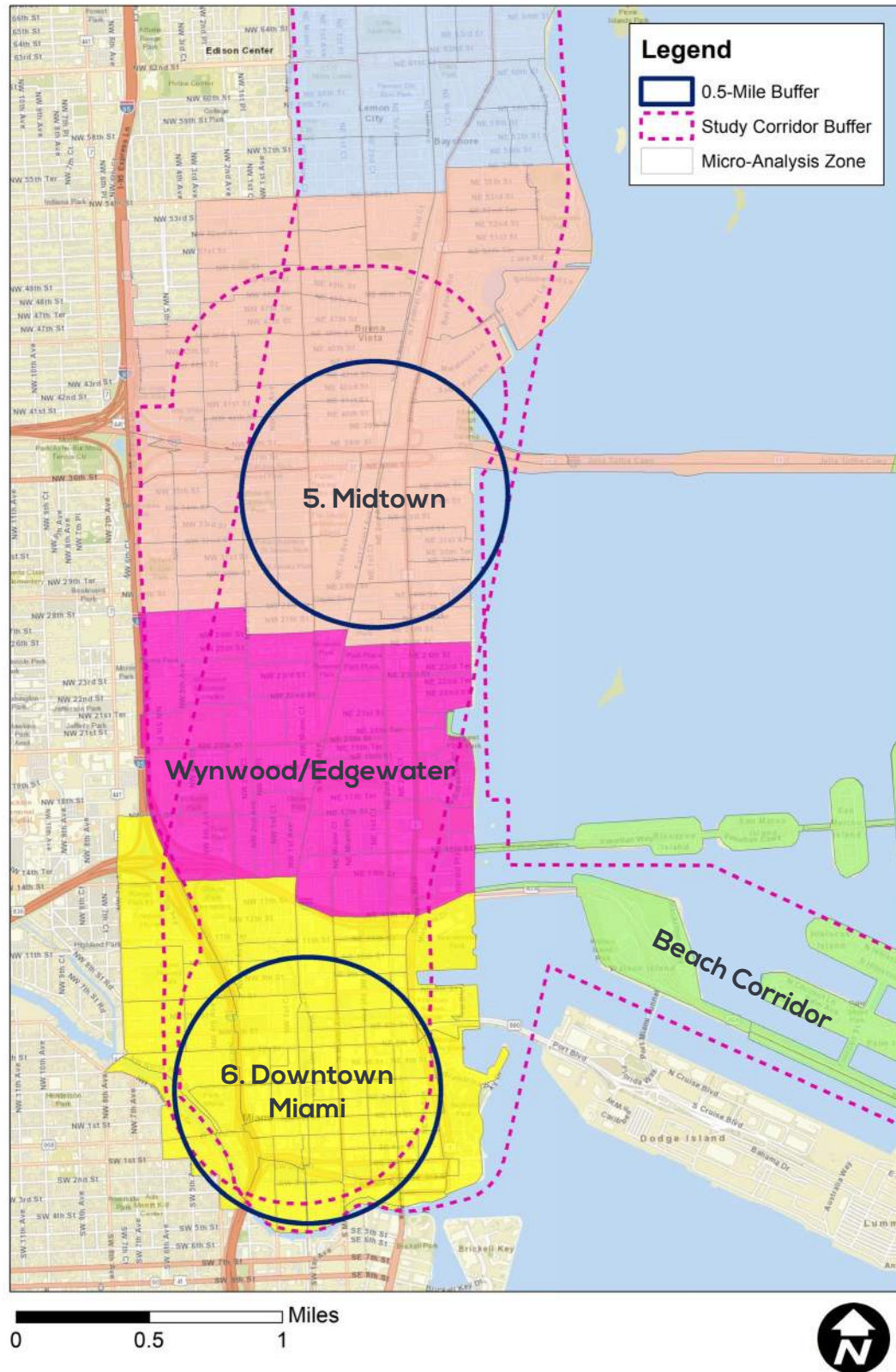




Figure 3-1: Northeast Corridor Study Area (continued)



The other major aspect of developing the framework for the land use scenarios assessment is to identify socioeconomic data, forecast units, and horizon years. Population and employment were used as the primary socioeconomic variables to quantify the land use scenarios. While Station Area Segments were used to report population and employment data at the macro level, much smaller Micro-Analysis Zones (MAZ) were used to input socioeconomic data to the travel demand model for evaluating alternative land use scenarios. The current Southeast Florida Regional Planning Model (SERPM) Version 7, which is the travel demand model used by the Miami-Dade TPO for developing 2040 Long Range Transportation Plan (LRTP), has established 2040 as the horizon year. Therefore, all land use scenarios were developed and evaluated for year 2040. The socioeconomic data available from SERPM for year 2040 was considered the Trend Scenario (i.e., growth without implementation of the SMART Plan in the Northeast Corridor) and the land use scenarios were built upon it. The FTA's Simplified Trips-on-Project Software (STOPS) was used to forecast transit ridership/boardings at the station level, which were used to evaluate and compare alternative land use scenarios.

3.1.2 Alternative Land Use Scenarios

While the focus of land use scenario development is the Northeast Corridor, the Beach and Northeast Corridor study areas overlap between Downtown Miami and Midtown/Design District. Therefore, potential transit alternatives for the Beach Corridor were taken into consideration when alternative land use scenarios were developed for the segment between Downtown Miami and Midtown/Design District. Initially three unique land use scenarios were developed for the Northeast Corridor SMART Plan, each representing different land use visions and intensities. At the time these alternative land use scenarios were developed, the Beach Corridor LPA had not been selected. Therefore, information available from the Beach Corridor Tier One Evaluation was utilized. The Preferred Land Use Scenario for the Beach/Northeast overlap area (see Chapter 5) was updated after the selection of LPA for the Beach Corridor. As previously mentioned, the Trend Scenario represented the baseline conditions.

3.1.2.1 Trend Scenario

The Trend Scenario represents “business as usual” growth without the implementation of the SMART Plan. **Table 3-1** summarizes population and employment data from the 2040 LRTP for the Station Area Segments defined in **Figure 3-1**. For comparison purposes, population and employment for year 2010 are also included in **Table 3-1**. Between 2010 and 2040, the Northeast Corridor study area population and employment are projected to increase by 73 percent and 41 percent, respectively.



Table 3-1: Trend Scenario Socioeconomic Data

Station Area Segment	Existing (2010)		Trend (2040)		Baseline Growth	
	Population	Employment	Population	Employment	Population	Employment
Aventura	19,566	20,041	23,602	30,025	4,036	9,984
North Miami Beach	17,083	9,758	33,320	13,774	16,202	4,016
North Miami	31,601	9,799	33,794	14,607	2,193	4,808
NE 79 St/El Portal	28,009	10,480	43,185	15,491	15,176	5,011
Midtown/Design District	21,414	14,232	43,578	20,001	22,164	5,769
Wynwood/Edgewater	16,287	9,098	44,347	13,300	28,060	4,202
Downtown Miami	17,957	38,552	40,947	51,031	22,990	12,479
Total	151,917	111,960	262,773	158,229	110,821	46,269

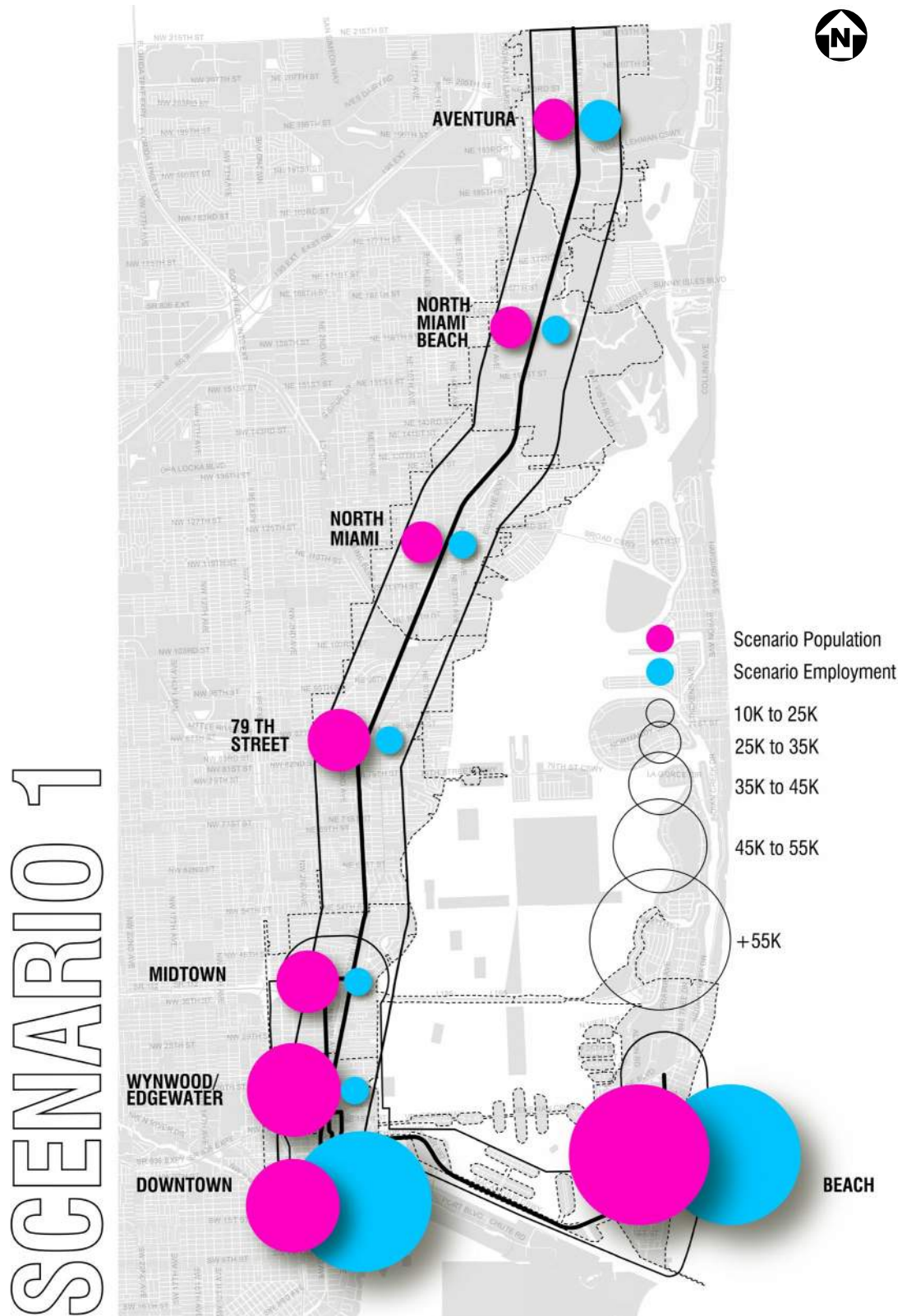
3.1.2.2 Build Scenario 1 “In Town-Downtown”

The first scenario focused most of the SMART Plan growth in Greater Downtown Miami and hence is called ‘*In Town-Downtown*.’ The primary impetus for this scenario is a potential connection between Downtown Miami and Miami Beach through the SMART Plan Beach Corridor project. Under this scenario, Greater Downtown Miami was envisioned to enhance its position as a regional center, spurred by two new SMART Plan transit systems (Northeast and Beach) connecting to the MiamiCentral Station. The SMART Plan influenced residential (market rate and workforce housing) and employment developments were envisioned in Greater Downtown Miami. The other Station Area Segments along the Northeast Corridor were assumed to experience modest growth beyond the Trend Growth estimates. The socio-economic data projections associated with the Build Scenario 1 are summarized in **Table 3-2**. Additional background information used for developing the three build scenarios are included in **Appendix C**.

Table 3-2: Build Scenario 1 Socioeconomic Data

Station Area Segment	Trend (2040)		Build Scenario 1		Trend + Build Scenario 1	
	Population	Employment	Population	Employment	Population	Employment
Aventura	23,602	30,025	1,500	0	25,102	30,025
North Miami Beach	33,320	13,774	0	0	33,320	13,774
North Miami	33,794	14,607	500	500	34,294	15,107
NE 79 St/El Portal	43,185	15,491	0	0	43,185	15,491
Midtown/Design District	43,578	20,001	1,000	500	44,578	20,501
Wynwood/Edgewater	44,347	13,300	0	0	44,347	13,300
Downtown Miami	40,947	51,031	16,000	10,000	56,947	61,031
Total	262,773	158,229	19,000	11,000	281,773	169,229

Figure 3-2: Scenario 1 Socioeconomic Data





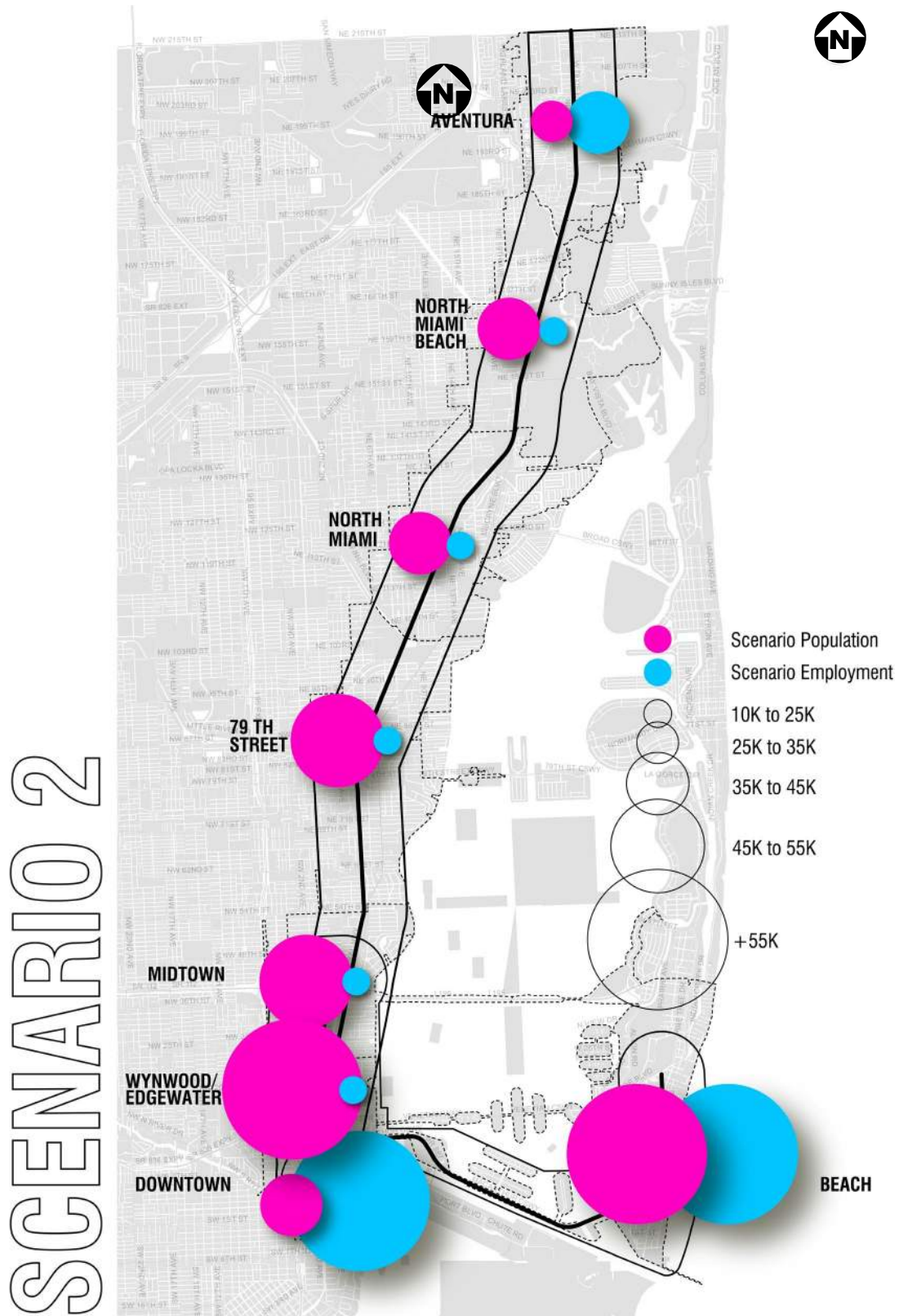
3.1.2.3 Build Scenario 2 “SMART Shift”

The build second scenario shifts the core of SMART Plan growth from Downtown Miami to Wynwood/Edgewater and hence is called ‘SMART Shift.’ This shift in SMART Plan growth is influenced by a potential Beach Corridor alternative, which assumes a connection between Miami Beach and Midtown that will serve Wynwood/Edgewater communities. Under this scenario, Wynwood/Edgewater was assumed to experience the most significant SMART Plan growth, including a mixed use/residential district in Edgewater along Biscayne Bay and the Health District expansion. Downtown Miami will remain the employment hub and other Station Area Segments will experience moderate growth beyond the Trend Growth estimates. The socio-economic data projections associated with the Build Scenario 2 are summarized in **Table 3-3**.

Table 3-3: Build Scenario 2 Socioeconomic Data

Station Area Segment	Trend (2040)		Build Scenario 2		Trend + Build Scenario 2	
	Population	Employment	Population	Employment	Population	Employment
Aventura	23,602	30,025	3,000	6,000	26,602	36,025
North Miami Beach	33,320	13,774	9,900	7,500	43,220	21,274
North Miami	33,794	14,607	4,000	2,000	37,794	16,607
NE 79 St/El Portal	43,185	15,491	2,000	1,000	45,185	16,491
Midtown/Design District	43,578	20,001	6,000	1,000	49,578	21,001
Wynwood/Edgewater	44,347	13,300	12,000	4,000	56,347	17,300
Downtown Miami	40,947	51,031	5,000	7,000	45,947	58,031
Total	262,773	158,229	41,900	28,500	304,673	186,729

Figure 3-3: Scenario 2 Socioeconomic Data





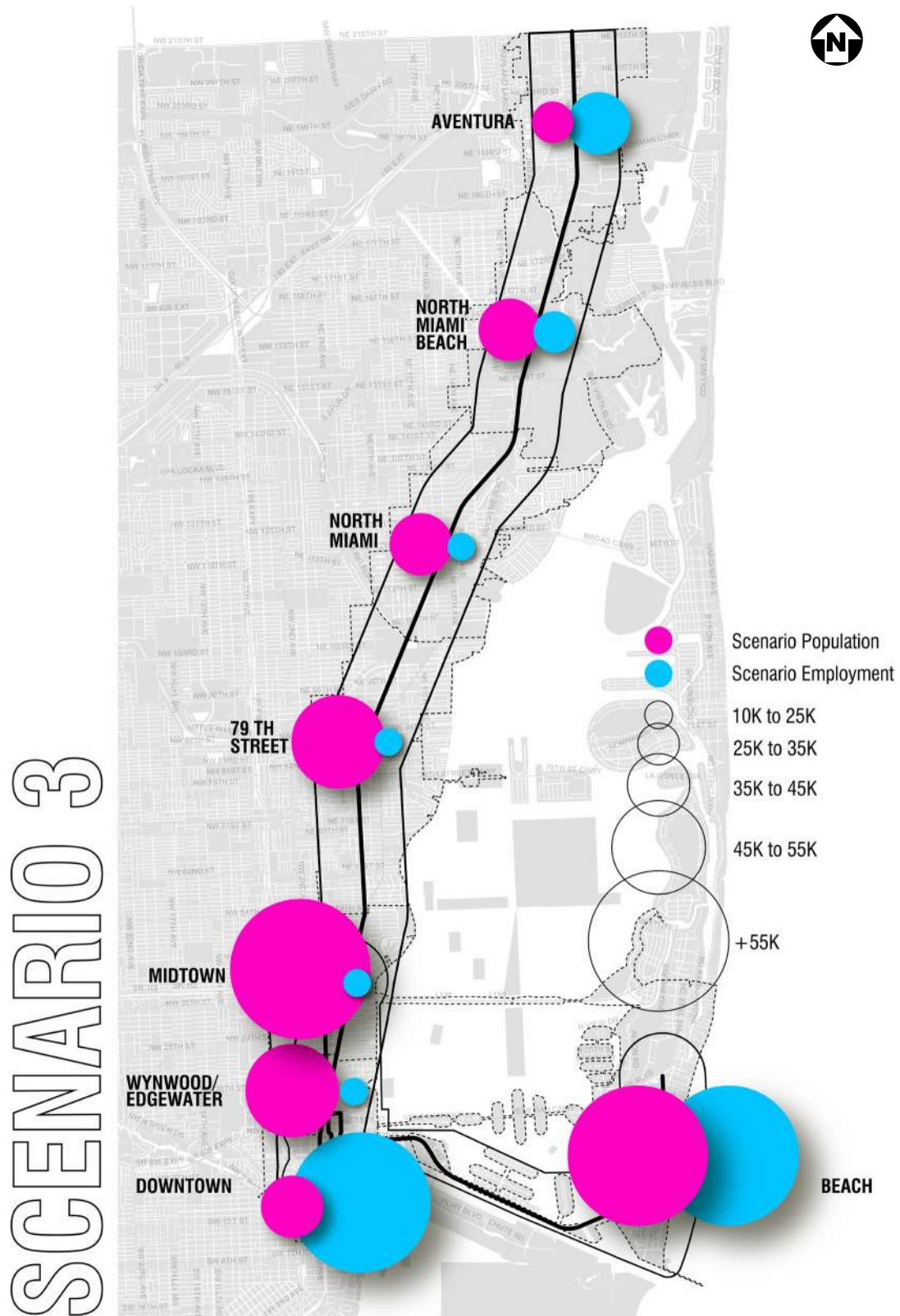
3.1.2.4 Build Scenario 3 “Highly Connected”

The third build scenario envisions growth spread out along the corridor and hence is called ‘Highly Connected.’ The core of SMART Plan growth shifts further north from Wynwood/Edgewater to Midtown/Design District, influenced by a preliminary Beach Corridor alternative, which considered BRT operation between Miami Beach and Midtown utilizing I-195. Notable SMART Plan growth possibilities under this scenario include residential developments in Midtown, mixed use redevelopments in North Miami Beach, and non-residential developments in Aventura. The Station Areas Segments in North Miami and Upper East Side/El Portal/79 Street were envisioned to experience neighborhood/community scale growth with some densification. The socioeconomic data projections associated with the Build Scenario 3 are summarized in **Table 3-4**.

Table 3-4: Build Scenario 3 Socioeconomic Data

Station Area Segment	Trend (2040)		Build Scenario 3		Trend + Build Scenario 3	
	Population	Employment	Population	Employment	Population	Employment
Aventura	23,602	30,025	5,000	10,000	28,602	40,025
North Miami Beach	33,320	13,774	8,100	4,500	41,420	18,274
North Miami	33,794	14,607	6,000	4,000	39,794	18,607
NE 79 St/El Portal	43,185	15,491	5,000	3,000	48,185	18,491
Midtown/Design District	43,578	20,001	13,000	2,000	56,578	22,001
Wynwood/Edgewater	44,347	13,300	2,000	1,500	46,347	14,800
Downtown Miami	40,947	51,031	6,000	7,000	46,947	58,031
Total	262,773	158,229	45,100	32,000	307,873	190,229

Figure 3-4: Scenario 3 Socioeconomic Data





3.1.3 Evaluation Criteria

As summarized in **Table 3-5**, a variety of candidate parameters were considered for evaluating land use scenarios. The applicability, sensitivity, data availability, and ease of use were considered before deciding whether to apply each parameter. Based on this assessment, the quantitative criteria selected to evaluate land use scenarios are transit ridership measured using weekday transit boardings and FTA’s land use ratings based on employment and population density. The ridership data was estimated from the FTA’s STOPS model. In addition to the quantitative methods, qualitative criteria (public input and local context) were also used and are discussed in the Charrette and Stakeholder Coordination chapter.

Table 3-5: Potential Evaluation Criteria

Parameter	Criteria	Applicability	Selection
1. Transit ridership	Weekday boardings by station	Direct correlation with scenarios and measurable data can be developed. Applicable at station level.	Yes
2. Mixed use development potential	Employment to population ratio	Not a global measure due to differing community interests for growth	No
3. Redevelopment potential	Parcel suitability for redevelopment	Not sensitive to different scenarios since the suitability remains constant	No
4. Land use transition into neighborhoods	Dwelling units per acre or floor area ratio within 0.25-mile and 0.50-mile radii of station	Not a global measure due to differing community interests for growth	No
5. Public input	From charrette meetings	Scenarios were refined based on public input	Yes
6. Local context	Consistency with land use plans	Scenarios were refined based on Study Advisory Committee meetings and review of local plans	Yes
7. FTA Land Use criteria	Employment and population density	This criterion is applicable at the overall corridor level.	Yes

3.1.4 Testing of Alternative Land Use Scenarios

The land use scenarios were evaluated using the two quantitative criteria (transit ridership and FTA's land use rating) identified in the previous section. While transit ridership criteria are applicable both at system level and station area level, FTA's land use criteria are applicable at the corridor level only.

3.1.4.1 STOPS Ridership Estimates

The STOPS model estimates for all except the Build Scenario 2 considered six potential station locations, as identified in the PD&E study for the Northeast Corridor. In Build Scenario 2, infill stations at Wynwood/ Edgewater and NE 151 Street were also modeled to estimate ridership. Wynwood and Edgewater are two rapidly growing communities located between Downtown Miami and Midtown. Transit supportive land use policies are already in place for Wynwood/Edgewater. A station at NE 151 Street would serve Florida International University Biscayne Campus and planned large-scale developments such as Sole Mia. Please note that the purpose of considering these additional station locations is for land use scenario development purposes only and the PD&E study will determine the final station locations.

The STOPS forecasts summarized in **Table 3-6** indicate that both the number of stations and growth intensity would have a positive correlation with transit ridership. As expected, the Build Scenario 1, which assumed a modest growth along the corridor except in Downtown Miami, had the lowest ridership forecast out of the three build scenarios. The Build Scenario 2, with two additional stations in Wynwood/Edgewater and NE 151 Street, had the highest system level transit ridership. The Build Scenario 3, with the highest growth projections, but with six stations, had the second highest system level transit ridership and the highest average boardings per station. These results were presented during the Study Advisory Committee (SAC) meetings and public charrettes for input, and the scenarios were refined as discussed in Chapter 4.

Table 3-6: Weekday Boardings by Station-Alternative Scenarios

Station Area Segment	2040 Trend (6 Stations)	2040 Trend (7 Stations)	2040 Trend (8 Stations)	Build Scenario 1	Build Scenario 2	Build Scenario 3
Aventura	1,543	1,543	1,699	1,638	2,861	2,722
North Miami Beach	1,286	1,175	1,127	1,372	1,836	2,397
NE 151 Street	-	-	796	-	1,738	-
North Miami	1,977	2,139	2,181	2,053	2,763	2,600
NE 79 St/El Portal	1,149	1,251	1,273	1,187	1,723	1,568
Midtown/Design District	2,359	2,058	2,055	2,454	2,306	2,869
Wynwood/Edgewater	-	1,425	1,427	-	2,011	
Downtown Miami	4,702	4,342	4,403	5,050	5,062	5,336
Total	13,016	13,933	14,961	13,754	20,300	17,492
Boardings per Station	2,169	1,990	1,870	2,292	2,538	2,915



3.1.4.2 FTA Land Use Criteria

The employment and population density associated with each scenario were compared with the FTA’s New Starts Land Use criteria outlined in **Table 3-7** below, and the resulting ratings are summarized in **Table 3-8**. All scenarios have a Medium-High rating for employment. The population density criterion results in a Medium-High rating for the Build Scenario 1, and a High rating for the Build Scenarios 2 and 3. Overall, Medium-High or High ratings reaffirm the Northeast Corridor’s strong suitability for implementation.

Table 3-7: FTA New Starts Land Use Criteria

Rating	Employment Served by System	Average Population Density (persons/square mile)
High	>220,000	>15,000
Medium-High	140,000-219,999	9,600-15,000
Medium	70,000-139,999	5,760-9,599
Medium-Low	40,000-69,999	2,561-5,759
Low	<40,000	<2,560

Table 3-8: Evaluation of Scenarios per FTA Land Use Criteria

Scenario	Employment		Population Density (persons/square mile)	
	Employment	Rating	Population Density	Rating
Trend	158,000	Medium-High	13,140	Medium-High
Build Scenario 1	169,000	Medium-High	14,100	Medium-High
Build Scenario 2	187,000	Medium-High	15,240	High
Build Scenario 3	190,000	Medium-High	15,400	High

3.1.5 Summary

This section presented the development of alternative land use scenarios for the Northeast Corridor. Three build scenarios were developed and tested using quantitative and qualitative methods. Each land use scenario was unique and was developed to capture different possibilities of transit and land use developments along the corridor. Land use implications associated with two station locations that are currently not included in the Tri-Rail Coastal Link PD&E study were also evaluated based on community and stakeholder agency input. Overall, land use scenario analysis reaffirms the Northeast Corridor’s suitability for premium transit implementation. The Charrettes and Stakeholder Coordination chapter includes input provided by the public and stakeholder agencies on the land use scenarios. The selection of the Preferred Land Use Scenario is discussed in the Development of Recommendations chapter.

3.2 Beach Corridor Land Use Scenarios Development and Testing

3.2.1 Scenario Development Framework

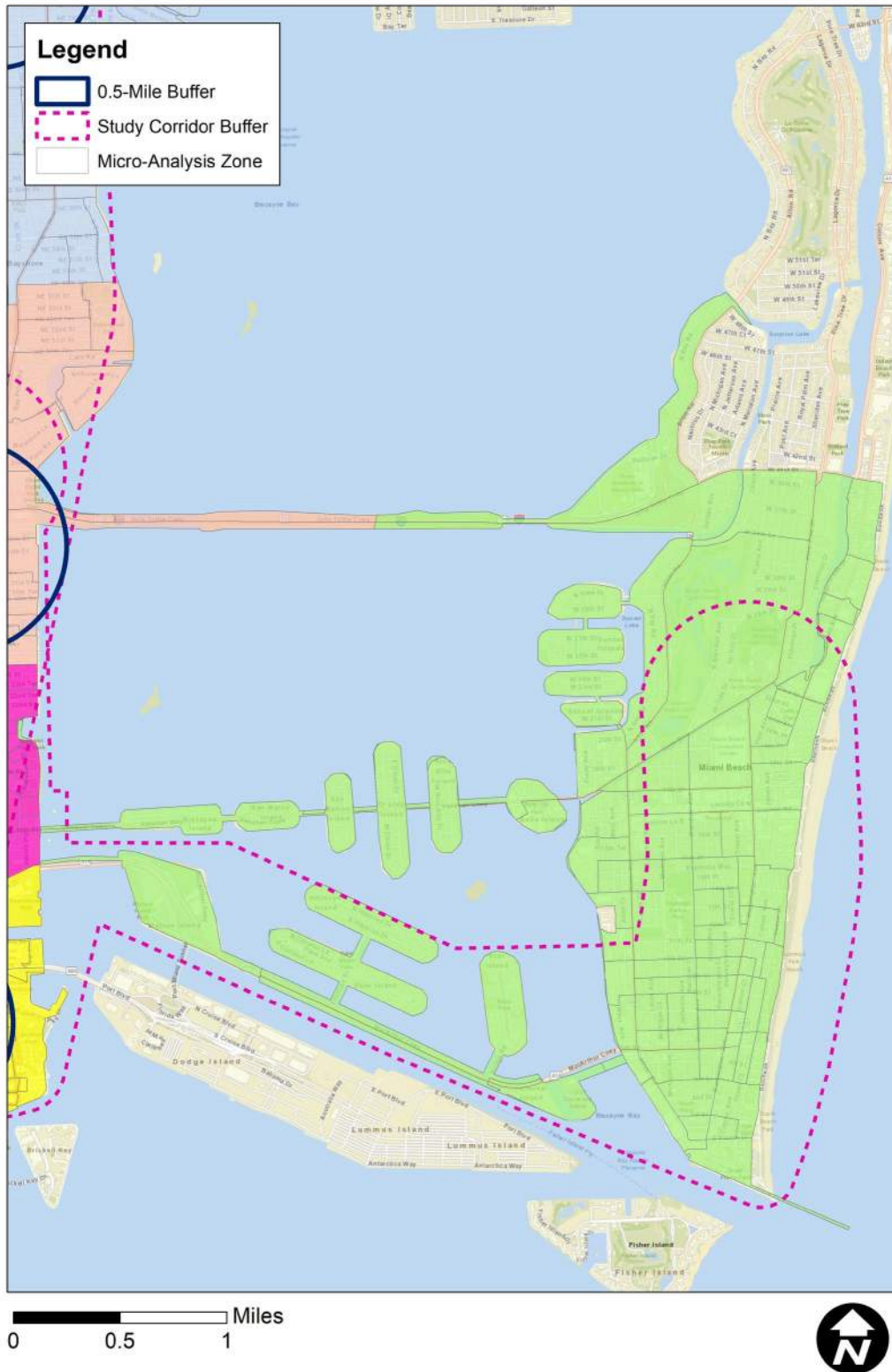
This section outlines how the study area was defined and what types of data and evaluation methods were used. The study area for land use scenario development is generally bounded by I-195/Julia Tuttle Causeway to the north, I-395/MacArthur Causeway to the south, I-95 to the west, and Washington Avenue to the east. The preliminary land use scenarios were developed before the selection of the Beach Corridor LPA and hence the alignment, modes, and station locations were not available. However, the Preferred Land Use Scenario was developed after the selection of the LPA by the Miami-Dade TPO Governing Board. The Beach Corridor LPA identifies the following proposed vehicle technologies (mode) and station locations:

- For the Design District Extension, the selected technology is an extension of the existing Metromover in the median of Miami Avenue to NW 41 Street in the Design District with the following proposed stations:
 - ◆ North Miami Avenue and NW 40 Street
 - ◆ North Miami Avenue and NW 34 Street
 - ◆ North Miami Avenue and NW 29 Street
 - ◆ North Miami Avenue and NW 26 Street
 - ◆ North Miami Avenue and NW 22 Street
 - ◆ North Miami Avenue and NW 16 Street
- For the Beach Corridor Trunkline, which extends from the existing Downtown Metromover Omni Station along the MacArthur Causeway to 5 Street near Washington Avenue in Miami Beach, the selected technology is elevated rubber tire with the following proposed stations:
 - ◆ Herald Plaza and NE 15 Street (transfer station)
 - ◆ Children's Museum at Watson Island
 - ◆ 5 Street and Lennox Avenue
 - ◆ 5 Street and Washington Avenue (transfer station)
- For the Miami Beach Convention Center Extension, the selected technology is dedicated lanes for bus/trolleys along Washington Avenue with the following station locations as proposed by Miami-Dade DTPW:
 - ◆ 5 Street and Washington Avenue (transfer station)
 - ◆ Washington Avenue and 10 Street
 - ◆ Washington Avenue and 14 Street
 - ◆ Washington Avenue and Lincoln Road
 - ◆ Washington Avenue and 19 Street (Miami Beach Convention Center)

The land use and visioning study limits for the Beach Corridor within the overlap area (i.e., from Downtown Miami to Midtown/Design District) are the same as the Northeast Corridor. Based on FTA guidelines, a half-mile influence area (buffer) along the proposed alignment was used to define the study area limits along the MacArthur Causeway and in Miami Beach. This study area was defined to identify opportunities for additional growth, including mixed use and transit-oriented development (TOD).



Figure 3-5: Study Area for Land Use Scenario Development



Socioeconomic data, forecast units, and horizon years were identified as part of the assessment process for the land use scenarios. Population and employment were used as the primary socioeconomic variables to quantify the land use scenarios. Similar to the Northeast Corridor land use analyses, population and employment forecasts were developed for MAZs and were input, as the socioeconomic data to the travel demand model, to evaluate alternative land use scenarios. Socioeconomic data from the 2040 SERPM model, which represents the LRTP, were considered the Trend Scenario. The FTA's STOPS model was used to forecast transit ridership/ boardings at the station level, which were used to evaluate and compare alternative land use scenarios.

3.2.2 Alternative Land Use Scenarios

Three land use scenario alternatives were developed for the Beach Corridor during the initial study phase before the Beach Corridor Rapid Transit Study determined the LPA. The preferred land use scenario was developed after the selection of the LPA for the Beach Corridor.

3.2.2.1 Trend Scenario

The Trend Scenario represents “business as usual” growth without the implementation of the SMART Plan. **Table 3-9** summarizes population and employment data from the 2040 LRTP for the Beach Corridor Station Area Segments defined in **Figure 3-5**.

Table 3-9: Trend Scenario Socioeconomic Data

Station Area Segment	Existing (2010)		Trend (2040)		Baseline Growth	
	Population	Employment	Population	Employment	Population	Employment
Midtown/Design District	21,414	14,232	43,578	20,001	22,164	5,769
Wynwood/Edgewater	16,287	9,098	44,347	13,300	28,060	4,202
Downtown Miami	17,957	38,552	40,947	51,031	22,990	12,479
Miami Beach	47,195	47,567	63,369	68,733	16,174	21,166
Total	102,853	109,449	192,241	153,065	89,388	43,616



3.2.2.2 Build Scenario Alternatives

Miami Beach is projected to experience notable population and employment growth under the Trend Scenario. Given the population and employment intensity under the Trend Scenario, minimal additional growth is anticipated in Miami Beach due to the SMART Plan. This assumption is consistent with the input received during public charrettes and SAC meetings. The socioeconomic data estimated for the three alternative scenarios is summarized in **Table 3-10**.

Table 3-10: Estimated Socioeconomic Data

Station Area Segment	Trend + Build Scenario 1		Trend + Build Scenario 2		Trend + Build Scenario 3	
	Population	Employment	Population	Employment	Population	Employment
Midtown/Design District	44,578	20,501	49,578	21,001	56,578	22,001
Wynwood/Edgewater	44,347	13,300	56,347	17,300	46,347	14,800
Downtown Miami	56,947	61,031	45,947	58,031	46,947	58,031
Miami Beach	64,369	68,733	63,869	69,233	64,369	68,733
Total	210,241	163,565	215,741	165,565	214,241	163,565

3.2.3 Testing of Land Use Scenarios

The evaluation of preliminary land use scenarios for the Northeast Corridor captured the impacts of alternative alignments considered for the Beach Corridor as summarized in Section 3.1.2. These alternative alignments resulted in three preliminary land use scenarios of the Beach/Northeast Corridor overlap area. Testing of land use scenarios associated with the Beach/Northeast Corridors overlap area are documented in Section 3.1.4.



CHAPTER 4

CHARRETTES AND
STAKEHOLDER COORDINATION



CHARRETTES AND STAKEHOLDER COORDINATION

Engagement with the public, stakeholder agencies, and elected officials was a key element of the Beach and Northeast Corridor Land Use Scenario and Visioning Planning process. The central element of the public involvement for the land use scenario and visioning process was the public charrettes. Two series of charrettes were conducted during the study. The first series, consisting of three charrettes, was conducted to obtain public input for the development of land use scenarios for the Beach and Northeast Corridors. The second series, consisting of two charrettes, was conducted to obtain public input for the preliminary preferred land use scenario for the Northeast Corridor, including the Downtown Overlap Area. Due to the COVID-19 restrictions, a virtual workshop was conducted with stakeholder agencies to obtain input for the Beach Corridor preferred land use scenario following the selection of the Locally Preferred Alternative (LPA). This chapter is organized into the following sections:

- 4.1 – This section documents results of charrette series 1
- 4.2 – This section documents results of charrette series 2
- 4.3 – This section summarizes the SAC, Technical Oversight Committee (TOC), and elected official and local agency meetings

4.1 Charrette Series 1

Purpose and Process

As part of the Preferred Land Use Scenario and Visioning Planning process, the TPO facilitated a series of public charrettes and/or workshops designed to introduce the general public to land use scenario and visioning planning, describe the steps to be taken in developing land use scenarios, and demonstrate how each corridor can develop alternative land use plans, test the impact of selected plans and understand the beneficial outcomes for better linking land use, urban design, and transportation decision-making.

The Charrette Series 1 for the Beach and Northeast Corridors consisted of three charrettes, conducted on February 01, February 05 and February 10, 2018, respectively. Through interactive exercises and mapping of ideas, the charrettes provided all participants the opportunity to start building the land use vision for each corridor. As an important first step, the process helped identify preferred future land uses through hands-on mapping exercises and roundtable discussions with the goal of establishing a shared vision for the future of each corridor.

Charrette Format

The Charrette Series 1 was set-up as a series of planning and design workshops to discuss and explore land use issues related to transit. With the assistance of facilitators working with workshop participants and support by TPO staff providing assistance upon request, participants were asked to generate ideas to support land use scenario development.

Each charrette event opened with an introductory presentation on the interrelationship between land use, urban form and transportation, followed by breakout table exercises designed to engage citizens, elected officials and TPO staff in a discussion on the topics of land use and transportation mode choices with a focus on the following four (4) key questions:

- 1. What are Preferred Uses?**
- 2. What are Preferred Ways to get to Places?**
- 3. Share One Word that best describes the Corridor Today**
- 4. Share One Word that embodies the Future Vision for the Corridor**

Participant Groups were then asked to map preferred land uses at preferred locations within each of the corridors. Through this open public process, community members and the design team worked together to develop options that can guide the appropriate redevelopment scenarios envisioned within the corridor areas.

In addition to the interactive / hands-on mapping exercises, attendees participated in a polling session with 20 questions designed to gather feedback on community priorities and preferences. The ideas and preferences illustrated in this report embody the public's vision for the future of the Beach and Northeast SMART Plan Corridors.



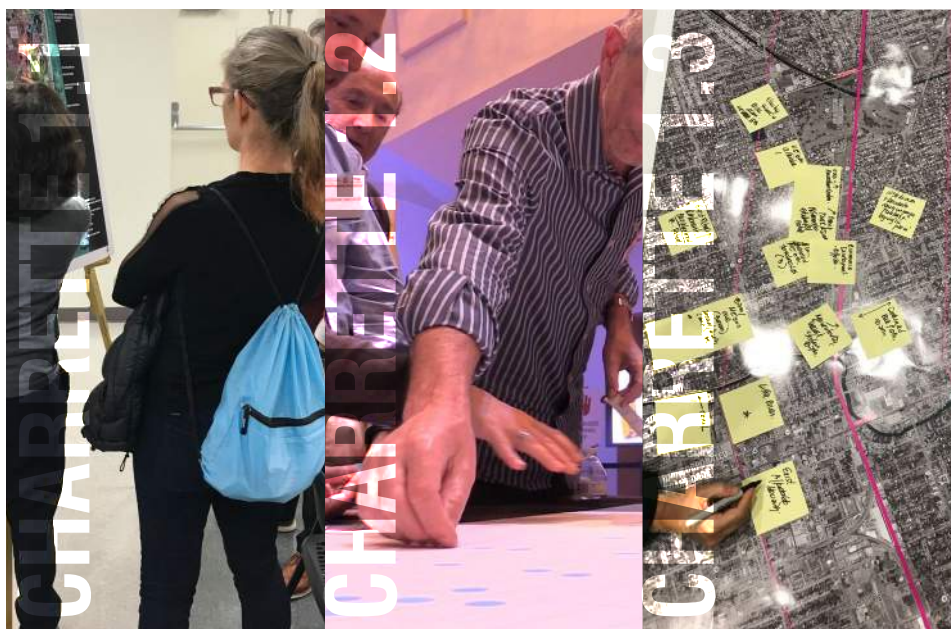
Outcomes

The purpose of this section is to provide information and summarize community input during the **SMART Plan Charrette Series 1 for the Northeast and Beach SMART Plan Corridors**.

A total of three charrette events were held as part of the TPO's Charrette Series 1 for the Beach and the Northeast SMART Plan Corridors. The three (3) Corridor Charrette Series 1 events were conducted on February 01, February 05 and February, 10, 2018 respectively. A total of 110 people attended including 15 elected officials.

- **Charrette 1.1** was held on February 01, 2018 at the City of North Miami Public Library with a total of 60 participants of which 30 were general public, 9 were agency staff, 6 were elected officials, and 15 were staff. The breakout table sessions included two (2) tables, Group A and Group B, which addressed the Northeast Corridor; one (1) table covering the Beach Corridor, and, one (1) table or group focused on the Downtown Overlap area.
- **Charrette 1.2** was held on February 05, 2018 at the New World Center in Miami Beach with a total of 62 participants of which 24 were general public, 12 were agency staff, 4 were elected officials, 5 were aides, and 17 were staff. The breakout table sessions included one (1) table covering the Beach Corridor, one (1) table or group focused on the Downtown Overlap area, and one (1) table, addressing the Northeast Corridor.
- **Charrette 1.3** was held on February 10, 2018 at the Miami Marriott in the Downtown Overlap Area with a total of 46 participants of which 25 were general public, 16 were staff, and 5 were elected officials. The breakout table sessions included one (1) table or group focused on the Downtown Overlap area, one (1) table of covering the Beach Corridor, and, one (1) table addressing the Northeast Corridor.

The charrette outcomes are summarized in the following sections by corridor and cover the input received from charrette participants for the Northeast Corridor and for the Beach Corridor as well as input received on the area identified as the Downtown Overlap area.





Summary

What are Preferred Uses?

Visioning and planning for efficient transportation requires communities to understand and evaluate the relationship between urban form and transportation in order to determine how best to shorten commuting distances between complementary land uses, provide more travel choices, and create a more efficient transportation system and improved quality of life.

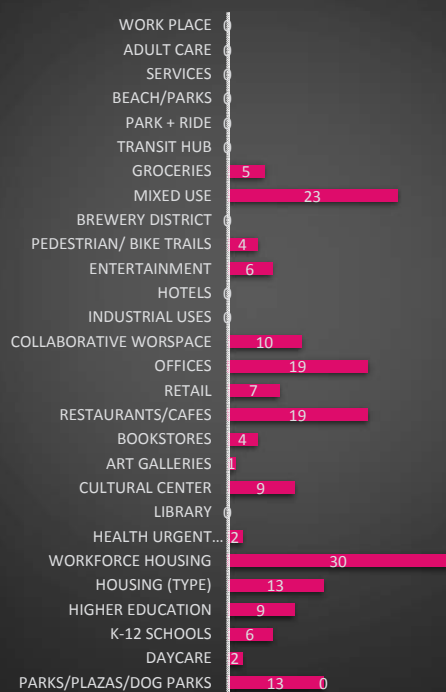
During the first interactive / hands on exercise, participants were asked to identify public and private uses they would like to see developed within each corridor. Participants were then asked to rank the top three choices of preferred uses. The exercise allowed participants to consider possible scenarios (futures) that might occur based on the uses that already exist, on trends that are evident, or on city, county and/or regional goals and community values captured through discussions.

The following tables summarize the top three land use preferences identified by charrette participants for each corridor. As illustrated, the top three ranked uses by corridor are as follows:

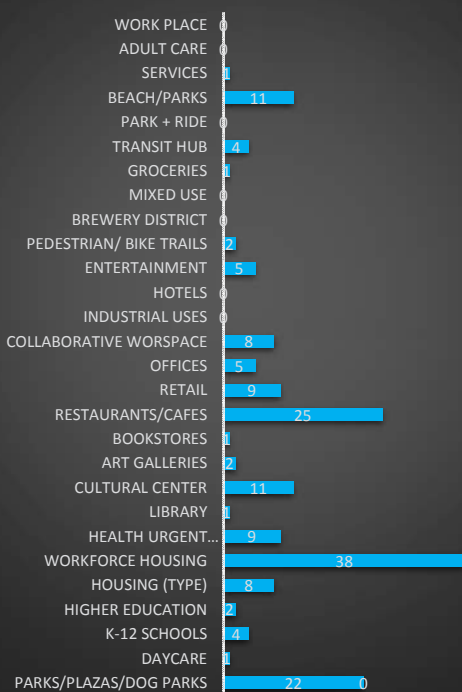
Northeast Corridor	1. Workforce Housing
	2. Mixed Uses
	3. Offices and Restaurants / Cafes
Beach Corridor	1. Workforce Housing
	2. Restaurants / Cafes
	3. Parks / Plazas / Dog Parks
Downtown	1. Workforce Housing
	2. K-12 Schools
	3. Parks / Plazas / Dog Parks

ALL CHARRETTES			
WHAT ARE PREFERRED USES?			
	TOTAL [NE] VALUE	TOTAL [BEACH] VALUE	TOTAL [DOWTN] VALUE
PARKS/PLAZAS/DOG PARKS	13	22	9
DAYCARE	2	1	3
K-12 SCHOOLS	6	4	14
HIGHER EDUCATION	9	2	0
HOUSING (TYPE)	13	8	3
WORKFORCE HOUSING	30	38	20
HEALTH URGENT CARE/HOSPITALS	2	9	5
LIBRARY	0	1	0
CULTURAL CENTER	9	11	0
ART GALLERIES	1	2	0
BOOKSTORES	4	1	0
RESTAURANTS/CAFES	19	25	4
RETAIL	7	9	3
OFFICES	19	5	7
COLLABORATIVE WORKSPACE	10	8	3
INDUSTRIAL USES	0	0	0
HOTELS	0	0	0
ENTERTAINMENT	6	5	0
PEDESTRIAN/ BIKE TRAILS	4	2	0
BREWERY DISTRICT	0	0	0
MIXED USE	23	0	0
GROCERIES	5	1	1
TRANSIT HUB	0	4	0
PARK + RIDE	0	0	0
BEACH/PARKS	0	11	0
SERVICES	0	1	0
ADULT CARE	0	0	0
WORK PLACE	0	0	0

WHAT ARE PREFERRED USES? NORTH EAST



WHAT ARE PREFERRED USES? BEACH



WHAT ARE PREFERRED USES? DOWNTOWN





What are Preferred Ways to Get to Places?

The travel distance between an origin and a destination along with travel mode choice are primary factors influencing travel behavior. Mixed-use, higher-density urban environments may decrease the travel distance between complementary land uses, and support transit, bicycle, and walking as viable alternatives to the automobile for meeting daily travel needs. The physical distance between complementary land uses tends to promote one form of travel over another depending on the context, and is often related to issues of safety and convenience for pedestrians and bicyclists seeking options and preferred experiences related to quality of life choices.

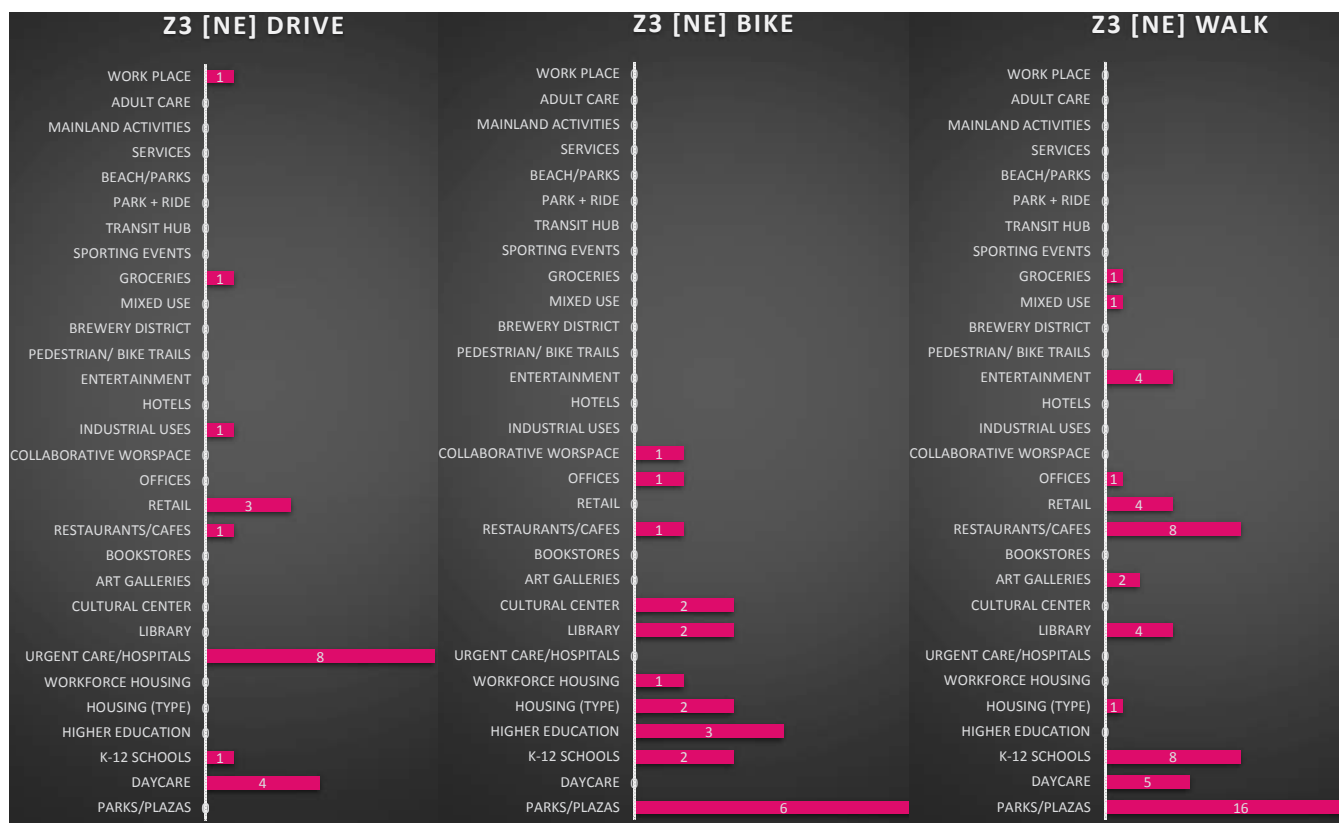
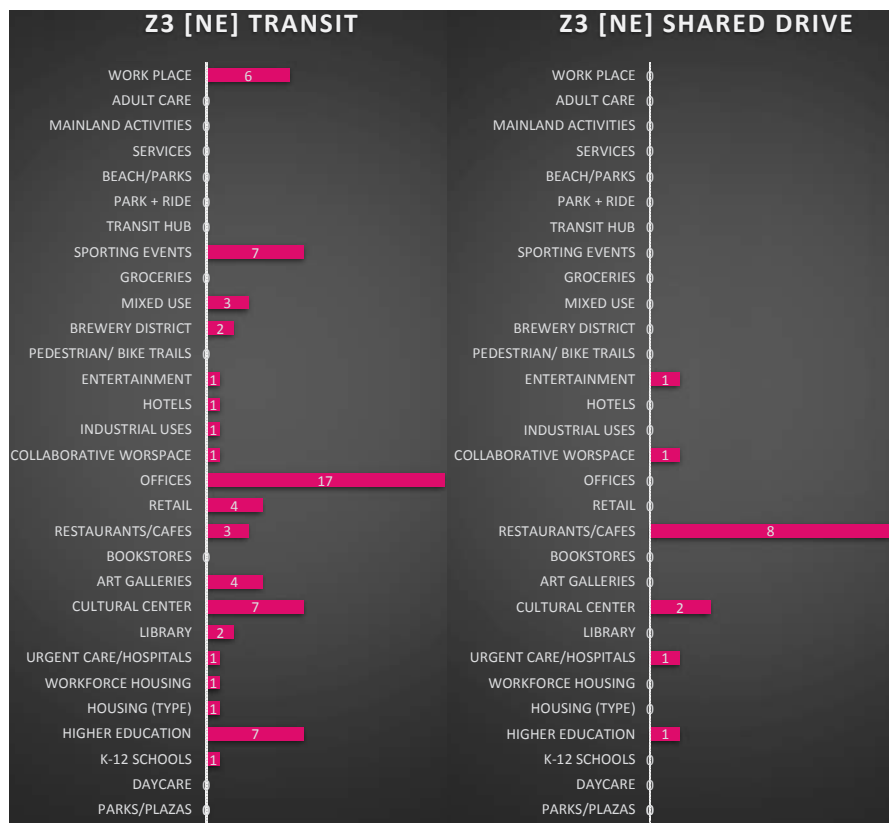
During the second interactive / hands-on exercise, participants were asked to identify preferred modes for accessing and connecting to preferred land uses identified during the first exercise. The tables below summarize the preferred modes for the Northeast Corridor area.

WHAT ARE PREFERRED WAYS TO GET TO PLACES?		Z3-NE				
		TOTAL VALUE PER PRIORITY				
NORTH EAST CORRIDOR		T	SD	D	B	W
	PARKS/PLAZAS	0	0	0	6	16
	DAYCARE	0	0	4	0	5
	K-12 SCHOOLS	1	0	1	2	8
	HIGHER EDUCATION	7	1	0	3	0
	HOUSING (TYPE)	1	0	0	2	1
	WORKFORCE HOUSING	1	0	0	1	0
	URGENT CARE/HOSPITALS	1	1	8	0	0
	LIBRARY	2	0	0	2	4
	CULTURAL CENTER	7	2	0	2	0
	ART GALLERIES	4	0	0	0	2
	BOOKSTORES	0	0	0	0	0
	RESTAURANTS/CAFES	3	8	1	1	8
	RETAIL	4	0	3	0	4
	OFFICES	17	0	0	1	1
	COLLABORATIVE WORKSPACE	1	1	0	1	0
	INDUSTRIAL USES	1	0	1	0	0
	HOTELS	1	0	0	0	0
	ENTERTAINMENT	1	1	0	0	4
	PEDESTRIAN/ BIKE TRAILS	0	0	0	0	0
	BREWERY DISTRICT	2	0	0	0	0
	MIXED USE	3	0	0	0	1
	GROCERIES	0	0	1	0	1
	SPORTING EVENTS	7	0	0	0	0
	TRANSIT HUB	-	-	-	-	-
	PARK + RIDE	-	-	-	-	-
	BEACH/PARKS	-	-	-	-	-
	SERVICES	-	-	-	-	-
	MAINLAND ACTIVITIES	-	-	-	-	-
	ADULT CARE	0	0	0	0	0
	WORK PLACE	6	0	1	0	0

Note: T – Transit; SD – Shared Drive; D – Drive; B – Bike; W – Walk

NORTHEAST CORRIDOR SUMMARY

Mode	Beach	Downtown	Northeast
Transit (T)	27%	35%	38%
Shared Drive (SD)	12%	6%	8%
Drive (D)	10%	4%	11%
Bike (B)	18%	26%	12%
Walk (W)	33%	29%	31%
Total	100%	100%	100%





What are Preferred Ways to Get to Places?

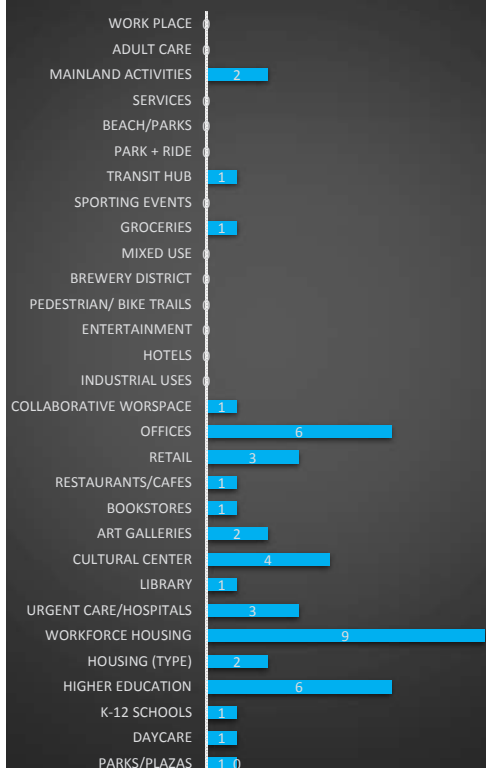
The tables below summarize the preferred modes for the Beach Corridor area.

WHAT ARE PREFERRED WAYS TO GET TO PLACES?		Z1-BEACH				
		TOTAL VALUE PER PRIORITY				
		T	SD	D	B	W
BEACH CORRIDOR	PARKS/PLAZAS	1	0	0	7	15
	DAYCARE	1	0	3	0	1
	K-12 SCHOOLS	1	1	3	0	2
	HIGHER EDUCATION	6	1	0	0	0
	HOUSING (TYPE)	2	0	0	2	1
	WORKFORCE HOUSING	9	0	0	0	0
	URGENT CARE/HOSPITALS	3	3	2	0	1
	LIBRARY	1	0	0	4	4
	CULTURAL CENTER	4	4	1	2	2
	ART GALLERIES	2	2	0	0	2
	BOOKSTORES	1	1	0	2	0
	RESTAURANTS/CAFES	1	5	2	2	12
	RETAIL	3	0	3	5	8
	OFFICES	6	2	1	3	2
	COLLABORATIVE WORKSPACE	1	0	0	0	1
	INDUSTRIAL USES	-	-	-	-	-
	HOTELS	-	-	-	-	-
	ENTERTAINMENT	-	-	-	-	-
	PEDESTRIAN/ BIKE TRAILS	-	-	-	-	-
	BREWERY DISTRICT	-	-	-	-	-
	MIXED USE	-	-	-	-	-
	GROCERIES	1	0	0	3	2
	SPORTING EVENTS	0	0	0	0	0
	TRANSIT HUB	1	0	0	1	1
	PARK + RIDE	0	0	0	0	1
	BEACH/PARKS	0	0	0	0	0
	SERVICES	0	0	0	0	0
	MAINLAND ACTIVITIES	2	1	1	0	0
	ADULT CARE	-	-	-	-	-
	WORK PLACE	-	-	-	-	-

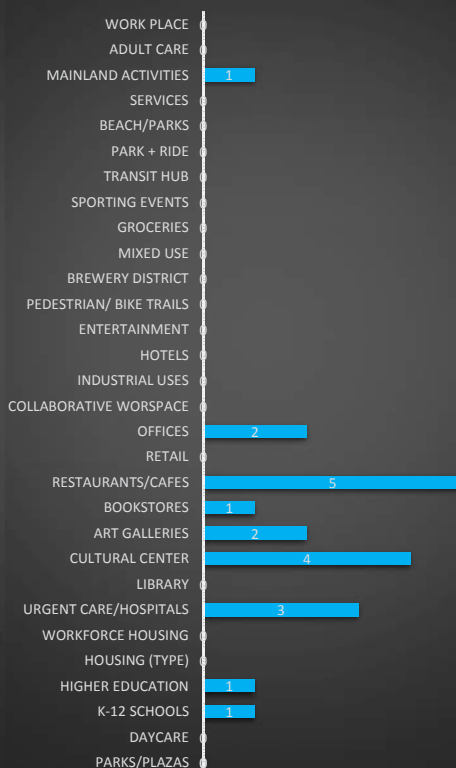
BEACH CORRIDOR SUMMARY

Mode	Beach	Downtown	Northeast
Transit (T)	27%	35%	38%
Shared Drive (SD)	12%	6%	8%
Drive (D)	10%	4%	11%
Bike (B)	18%	26%	12%
Walk (W)	33%	29%	31%
Total	100%	100%	100%

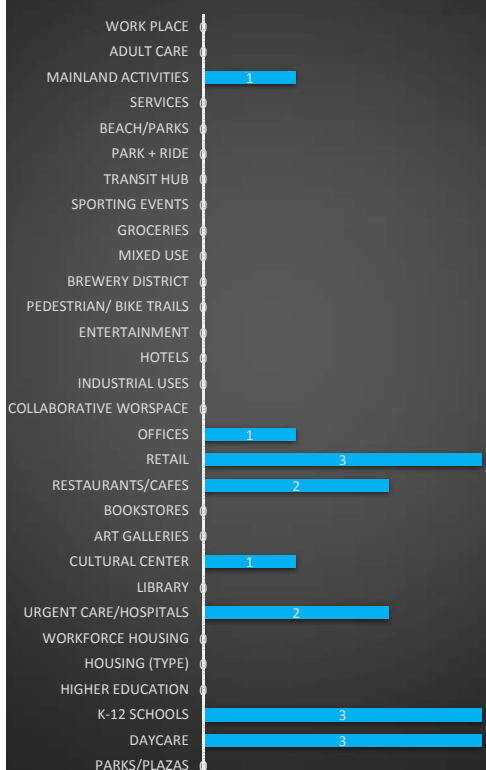
Z1 [BEACH] TRANSIT



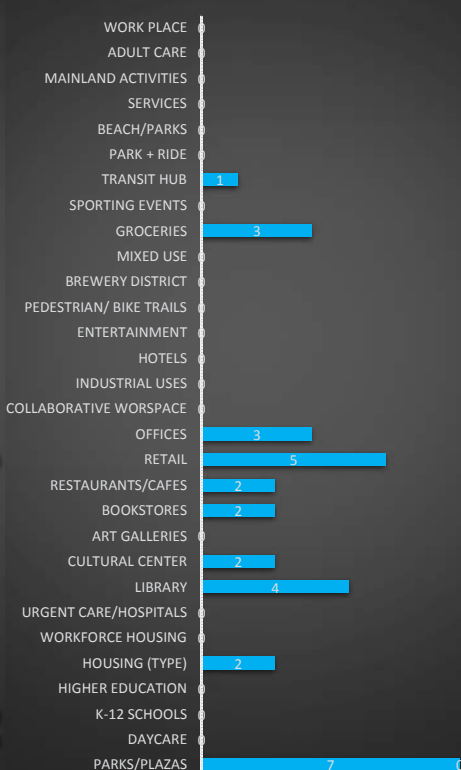
Z1 [BEACH] SHARED DRIVE



Z1 [BEACH] DRIVE



Z1 [BEACH] BIKE



Z1 [BEACH] WALK





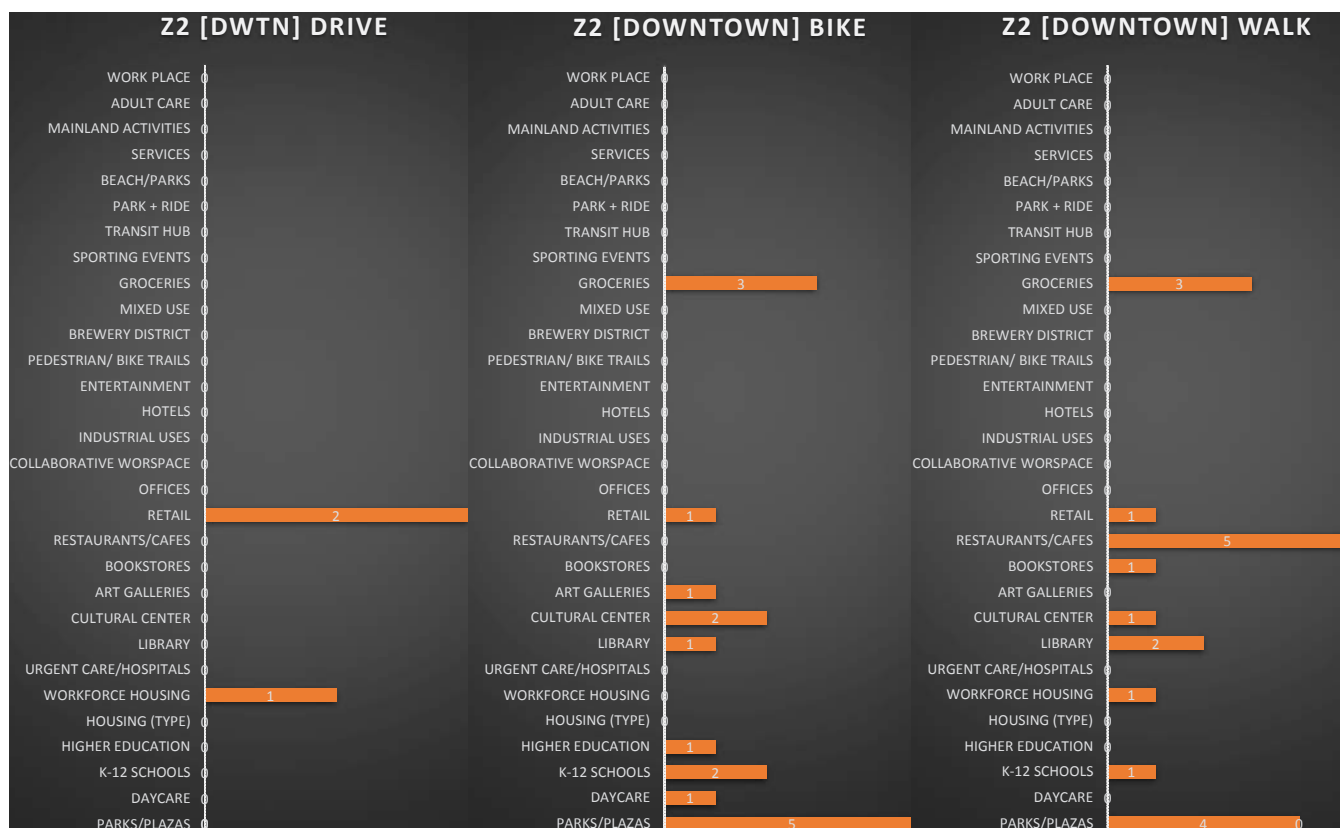
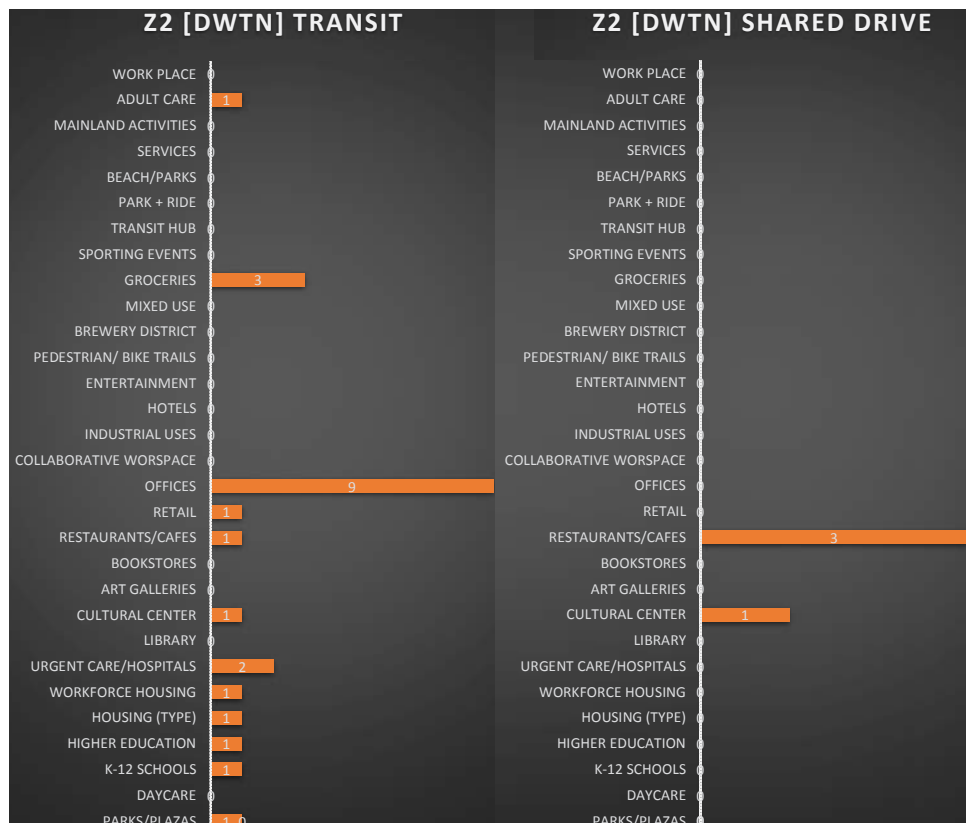
What are Preferred Ways to Get to Places?

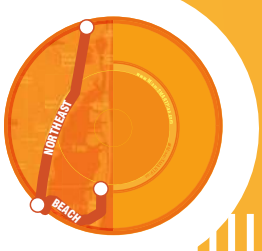
The tables below summarize the preferred modes for the Downtown Overlap area.

WHAT ARE PREFERRED WAYS TO GET TO PLACES?		Z2-DWTN				
		TOTAL VALUE PER PRIORITY				
		T	SD	D	B	W
DOWNTOWN OVERLAP	PARKS/PLAZAS	1	0	0	5	4
	DAYCARE	0	0	0	1	0
	K-12 SCHOOLS	1	0	0	2	1
	HIGHER EDUCATION	1	0	0	1	0
	HOUSING (TYPE)	1	0	0	0	0
	WORKFORCE HOUSING	1	0	1	0	1
	URGENT CARE/HOSPITALS	2	0	0	0	0
	LIBRARY	0	0	0	1	2
	CULTURAL CENTER	1	1	0	2	1
	ART GALLERIES	0	0	0	1	0
	BOOKSTORES	0	0	0	0	1
	RESTAURANTS/CAFES	1	3	0	0	5
	RETAIL	1	0	2	1	1
	OFFICES	9	0	0	0	0
	COLLABORATIVE WORKSPACE	0	0	0	0	0
	INDUSTRIAL USES	-	-	-	-	-
	HOTELS	-	-	-	-	-
	ENTERTAINMENT	-	-	-	-	-
	PEDESTRIAN/ BIKE TRAILS	-	-	-	-	-
	BREWERY DISTRICT	-	-	-	-	-
	MIXED USE	-	-	-	-	-
	GROCERIES	3	0	0	3	3
	SPORTING EVENTS	-	-	-	-	-
	TRANSIT HUB	-	-	-	-	-
	PARK + RIDE	-	-	-	-	-
	BEACH/PARKS	-	-	-	-	-
	SERVICES	-	-	-	-	-
	MAINLAND ACTIVITIES	-	-	-	-	-
	ADULT CARE	1	0	0	0	0
	WORK PLACE	-	-	-	-	-

DOWNTOWN OVERLAP SUMMARY

Mode	Beach	Downtown	Northeast
Transit (T)	27%	35%	38%
Shared Drive (SD)	12%	6%	8%
Drive (D)	10%	4%	11%
Bike (B)	18%	26%	12%
Walk (W)	33%	29%	31%
Total	100%	100%	100%





Facilitated Breakout Table Exercises

The following diagrams and maps summarize the input received during the charrette breakout table exercises. Participants were asked to discuss and map preferred land uses at preferred locations along the Northeast Corridor and within the Beach Corridor and the Downtown Overlap area. Through this open public process, community members and the design team worked together to develop land use scenarios that can serve to guide the appropriate redevelopment intensity, scale and character envisioned within the corridor areas.

Discussions were centered on three key components. These were identified as having the greatest potential to influence land use visioning decisions and to impact land use scenarios.

- 1. Assets and Economic Drivers**
- 2. Transportation and Connectivity**
- 3. Neighborhood Assets / Preservation**

For each of the corridors, the following summarizes participants' thoughts, ideas and concerns.

Northeast Corridor

ASSETS AND ECONOMIC DRIVERS

For Aventura and Ojus District

Ojus District:

- Transit Hub Center west of FEC Railway - north of 195 Street and south of 200 Street;
- New mixed-use district with high intensity development potential;
- New school west of corridor and hospital district.

Aventura:

- Redevelop parking lot by Target store into structured parking to make land available for development;
- New mixed-use development north of 207 Street east of Biscayne Boulevard;
- New residential development east of Biscayne Boulevard and north of 203 Street;
- Potential medical and Aventura mall connection;
- Potential Transit Hub at Hospital District for nurses housing and hospital supportive uses.

For North Miami Beach and North Miami

163rd Street:

- Potential TOD (Transit-Oriented Development) site - Downtown high intensity mixed-use district at 163 Street connected to new downtown "Main Street" at 164 Street;
- New Mixed-use development west of 159 Street and Dixie Highway;
- New high intensity development north of 163 Street & Biscayne Boulevard (+/-1400 units);
- North Miami Beach CRA tax increment district west of rail corridor;
- More than 10,000 Units in new Mixed-use Districts in North Miami Beach next to corridor.

151st Street:

- Potential TOD site north of 151 Street - access to Biscayne Boulevard and close to FIU (Florida International University) and Sole MIA (4,000 units);
- Station should be more intense and provide parking garage;
- Potential industrial areas can be rezoned to allow for mixed-use development/workforce housing south of 151 Street between Biscayne Boulevard and 18 Avenue;
- Potential big box development south of 151 Street fronting Biscayne Boulevard and Sole Mia;
- South of 151 Street - thriving Urban Industrial District.

125th Street - North Miami:

- 125 Street - New Johnson and Wales district - higher education uses;
- TOD site on 121 Street and 16 Avenue - future retail restaurant district;
- Connect by shuttle to government and cultural district west of future station;
- North Miami CRA (Community Redevelopment Area) north of 121 Street - intensify future development for office uses on Biscayne Boulevard;
- Increase density along Biscayne Boulevard north of 105 Street;
- Intensify density between 125 and 135 Street, east of the railroad corridor.

For City of Miami

79th Street:

- TOD site - Potential higher density north of 79 Street east of the river;
- Potential workforce housing redevelopment at higher density west of corridor south of 80 Terrace and 78 Street.

El Portal:

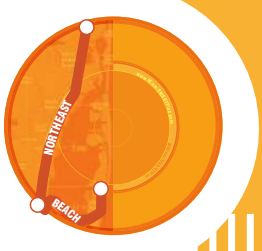
- Potential TOD mixed-use site in El Portal - east of the rail corridor on Biscayne Boulevard and south of 87 Street;
- Redevelopment with mixed-use development options west of rail corridor on Park Drive between 87 Street and 92 Street;
- Connect new neighborhood service corridor on NE 2 Avenue from El Portal to Miami Shores to the north and to Little River to the south.

Miami Shores:

- Younger families are moving into the area and aging in place - 10% annual turnover cycle of home sales;
- Area east of corridor between 87 Street and 92 Street - potential for medium density development for office/retail employment;
- Improvements on 2 Avenue will allow for restaurants and/or mixed-uses.

Other:

- Promote workforce /affordable housing



ADDITIONAL COMMENTS ON TRANSPORTATION AND CONNECTIVITY

For Mobility - Dedicated / Protected Bike Lanes:

- Greenway trail access and bike connectivity along river edges;
- New greenway for biking parallel and to west of rail corridor between 125 Street and 135 Street and connecting to FIU;
- Bikeways on 79 , 123 and 163 Streets to connect to beach.

For Transit Station areas:

- Alternative / additional train station locations were identified for Aventura, NE 163 /151 Streets, and 79 Street/El Portal;
- Aventura transit stop will need to provide bridge connector for pedestrian access east of rail corridor and Biscayne Boulevard to near Aventura mall;
- 151 Street Station connection to FIU;
- 125 Street and 123 Street historic station site - link to Broad Causeway.

For Last-Mile Connections:

- Circulator connecting NE 163 Street to 151 Street
- Provide bike path to Sole Mia and FIU
- Commuter circulator on Miami Shores from 2nd Avenue to 6 Avenue and from 90 Street to the south to connect to transit station in El Portal.

ADDITIONAL COMMENTS ON NEIGHBORHOOD ASSETS / PRESERVATION

- Preserve residential neighborhood character west of corridor;
- Preserve schools and library at 163 Street;
- Library and cultural uses west of corridor near 135 Street.

Beach Corridor

ASSETS AND ECONOMIC DRIVERS

- Alton Road/ West Avenue - more residential use; transition to workforce housing; make Alton Road development taller; new development along West Avenue;
- Convention Center and 17 Street –housing above retail; need 17th Street streetscape design; redevelop Convention Center area;
- Encourage more retail services by Collins Park area;
- Workforce housing, micro-housing and workforce mobility – above 5 Street; activate entry to MacArthur Causeway with mixed use and housing; support workforce mobility at (1) Mt. Sinai hospital, (2) hotels, and (3) tourism;
- More parks and linear parks to enhance east/ west connection and for flood abatement; illuminate linear parks-access points;
- No increased density

TRANSPORTATION AND CONNECTIVITY

- Bike Mobility – dedicated / protected bike lanes; build pilot projects on NE 1 Avenue, NE 3 Avenue, and NE 4 Avenue; Venetian Causeway, and NE 2 Avenue ending at NE 39 Street;
- Transit Stops at Midtown / Design District;
- Metromover extension – extend north to 36 Street and possibly to 41 Street; dedicated transit lane on NE 2 Avenue;
- Connectivity – Beach Corridor trolley loop from Downtown to South Beach through Venetian and connecting to Edgewater; Beach Corridor trolley loop from Downtown to South Beach to provide access to Overtown; Biscayne Boulevard and NE 2 Avenue with dedicated transit lanes between Midtown and Downtown;
- Other – improve E/W connection; easy access to parks and libraries; Bay Walk connectivity is a priority.

NEIGHBORHOOD ASSETS / PRESERVATION

- Preservation - keep cultural uses; preserve historic district; area around Purdy Ave to stay entertainment and mixed-use area;
- Safety Concerns - ease of access to transit may encourage more criminal activity and homelessness in the Beach;
- Land use, scale and density – Beach is very dense - ensure land uses are right mix for residents and tourists; keep good connection of neighborhoods; low to moderate development scale important!

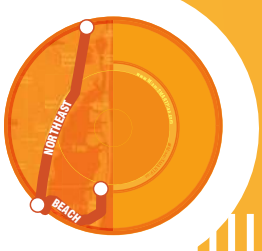
Downtown Overlap Area

ASSETS AND ECONOMIC DRIVERS

- Open Space - more green space in Wynwood and downtown; better streetscape/shade trees; N/S greenway on Northeast Corridor;
- Workforce / Affordable Housing - in Downtown; North Miami Avenue by Midtown; housing for persons with disabilities (PWDs) and elderly;
- Redevelopment - higher density and connectivity along waterfront south of 36 Street; provide redevelopment opportunities south of 54 Street along Federal Highway;
- Affordability – provide environment to live & work in this area; provide neighborhood services.

NEIGHBORHOOD ASSETS / PRESERVATION

- Preserve Old San Juan neighborhood character – similar to Little Puerto Rico;
- North Miami Avenue – dividing line for maintaining neighborhood character to the west.



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Figure 4-1: Beach Corridor Group 1 - Summary Design





Figure 4-3: Downtown Overlap - Summary Design





The map displays various land use zones and transportation corridors in Northeast County, Miami-Dade. Key features include:

- Transportation Corridors:** I-95, US-1, US-44, and several major roads like NE 13th Ave, NE 20th Ave, and NE 30th Ave.
- Land Use Zones:**
 - Commercial Mixed-Use:** Areas along major corridors and near transit hubs.
 - High-Density:** Zones near transit hubs and major roads.
 - Low Scale Density Preservation:** Areas with lower density and preservation goals.
 - Recreation Center Connected to Park:** Zones near parks and recreation centers.
 - Open Space Preservation & Access to Parks:** Areas with open space and access to parks.
 - Single Family:** Residential zones.
 - Workforce Housing:** Zones for workforce housing.
 - Historic Preservation:** Areas with historic significance.
 - Recreation Center Connected to Park:** Zones near parks and recreation centers.
 - Open Space Preservation & Access to Parks:** Areas with open space and access to parks.
 - Single Family:** Residential zones.
 - Workforce Housing:** Zones for workforce housing.
 - Historic Preservation:** Areas with historic significance.
- Transit Hubs:** Locations for transit hubs and stations.
- Recreation Center Connected to Park:** Zones near parks and recreation centers.
- Open Space Preservation & Access to Parks:** Areas with open space and access to parks.
- Single Family:** Residential zones.
- Workforce Housing:** Zones for workforce housing.
- Historic Preservation:** Areas with historic significance.

The map also includes a legend for 'Northeast County' and 'Northeast County'.





Figure 4-5: Northeast Corridor South-Overlay - Summary Design

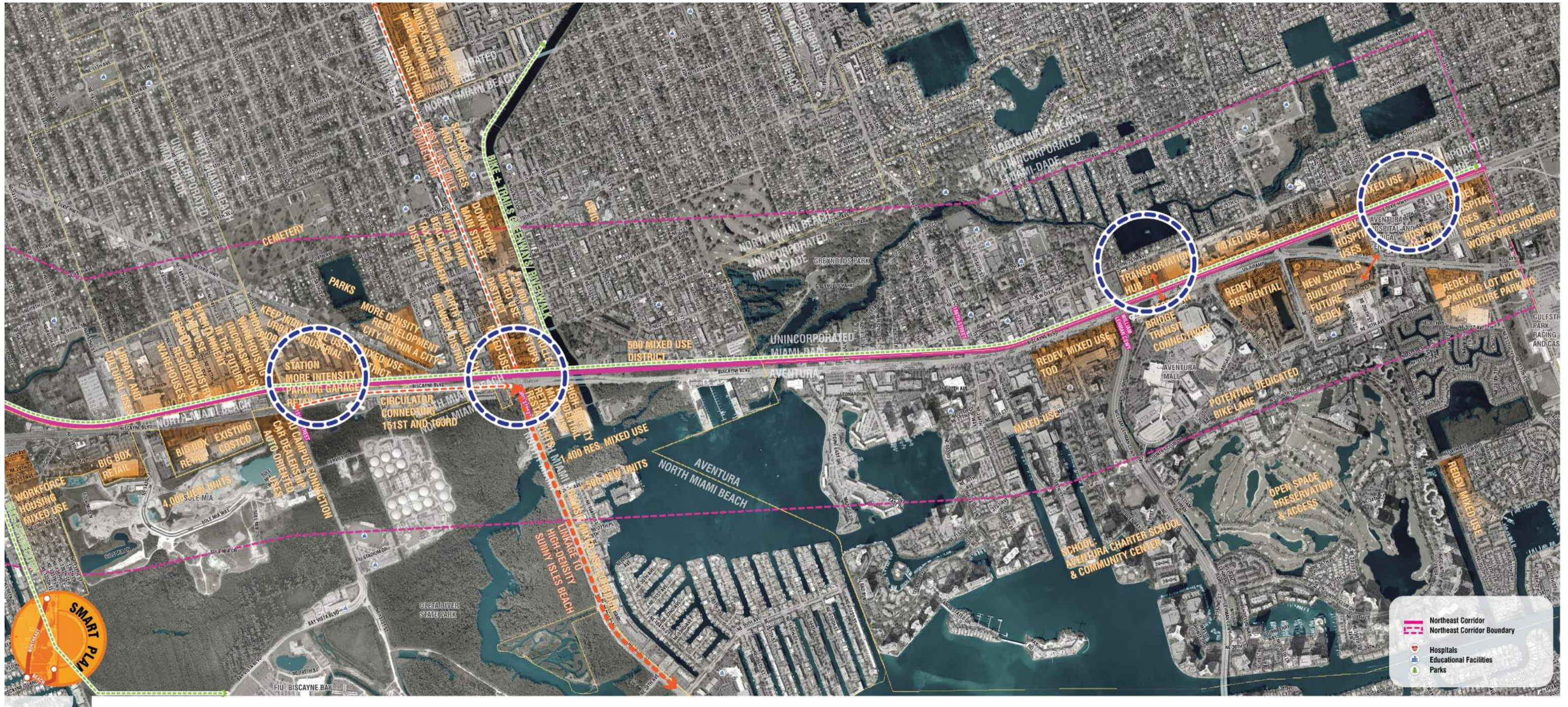




Figure 4-6: Northeast Corridor North - Summary Design



Figure 4-7: Northeast Corridor North-Overlay - Summary Design



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One Word – Today

The final charrette exercise provided each participant the opportunity to share One Word to best describe the Corridor Today. The following tables summarize the input for the **Northeast Corridor** and the **Beach Corridor**.

NORTHEAST CORRIDOR: WORD - NOW

Charrette 1	Charrette 2	Charrette 3
23 [North East]		
GROUP A <ul style="list-style-type: none"> AUTOCENTRIC TRAINLESS CONGESTED UNDERUTILIZED SPRAWL, LOW DENSITY SPORADIC RESILIENT DIVERSE CONNECTED BUT DISCONNECTED HETEROGENOUS TRUNK WITH WEAK LIMBS NON-PEDESTRIAN GROUP B <ul style="list-style-type: none"> NON-EXISTENT TRAFFIC UNORGANIZED SCARY CONGESTED HAZARD CHAOTIC ACCIDENTS STRESSING MESSY DISCONNECTED 	<ul style="list-style-type: none"> CONGESTED INTENSE ENTERTAINMENT LEGACY 	<ul style="list-style-type: none"> CONGESTED UP-AND-COMING SAFER DIVERSE CONCERN WITH EAST-WEST MOBILITY (NO PLACE FOR CARS TO STACK AT RAIL CROSSINGS) NEED BIKE-PEDESTRIAN SAFETY



BEACH CORRIDOR: WORD - NOW

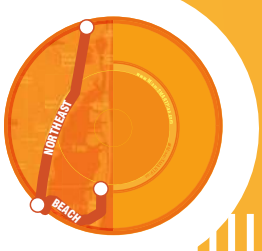
Charrette 1	Charrette 2	Charrette 3
Z1 [Beach]		
<ul style="list-style-type: none"> • TOO MUCH TRAFFIC • LACK OF PARKING • NEED FOR WIDER SIDEWALK • NOISE LEVELS PROBLEM • RELAXED-LAID BACK • CONVENIENT 	<p>GROUP A</p> <ul style="list-style-type: none"> • CONGESTED • UNTAPPED POTENTIAL • TOURISTIC • MIXED - USERS (TOURIST, VISITORS, RESIDENTS) CLOSE BUT FAR (TAKES TO LONG TO GETH THERE) • SCRUTINIZED (OVER-REGULATED) • EXPENSIVE <p>GROUP B</p> <ul style="list-style-type: none"> • NON-PEDESTRIAN FRIENDLY • OVER-DEVELOPED • DYNAMIC • DIVERSE • NEED TRANSPORTATION TO MAINLAND • NOT ENOUGH CULTURAL EVENTS • TRANSPORTATION CHOICES <p>GROUP C</p> <ul style="list-style-type: none"> • UNDERUTILIZED • BEAUTIFUL • FULLY-DEVELOPED • HIGH-END • PLEASANT • NOT CONSISTENT • WALKABLE • MIXED-USE • HISTORIC • NO TRAINS ALLOWED • DENSE • HUMAN SCALE 	<ul style="list-style-type: none"> • CHAOTIC • AVOID IT • OBSTACLES

One Word – Today

The final charrette exercise provided each participant the opportunity to share One Word to best describe the Corridor Today. The following table summarizes the input for the **Downtown Overlap** Area.

DOWNTOWN OVERLAP AREA: WORD - NOW

Charrette 1	Charrette 2	Charrette 3
Z2 [Downtown]		
N/A	N/A	<ul style="list-style-type: none"> • CONGESTED • CHANGING • OVERWHELMING • INTENSE • HECTIC • POTENTIAL • INACCESSIBLE • DIVERSE • STERILE • THRIVING • DISJOINTED



One Word – Today

The following tables summarize the charrette input for the One Word exercise that best embodies the Future Vision for the **Northeast Corridor** and the **Beach Corridor**.

NORTHEAST CORRIDOR: WORD - NOW

Charrette 1	Charrette 2	Charrette 3
Z3 [Northeast]		
<p>GROUP A</p> <ul style="list-style-type: none"> • CONNECTIVITY • ATTRACTIVE • COMPLETE • GRANULAR • CONVENIENT • ACCESSIBLE • DIVERSE • VIBRANT • FUNCTIONAL NETWORK • RESILIENT <p>GROUP B</p> <ul style="list-style-type: none"> • EASY • EFFICIENT • SAFE • UNCONGESTION • TRANSIT-READY OPPORTUNITIES • ARTICULATED • DENSER • CONNECTED 	<ul style="list-style-type: none"> • MIXED-USE • DENSITY • WALKABLE • GREEN • EASY 	<ul style="list-style-type: none"> • ECONOMIC DEVELOPMENT • MAINTAIN UNIQUENESS OF COMMUNITIES WHILE ENCOURAGING ECONOMIC DEVELOPMENT WHILE PURSUING QUALITY OF LIFE • INNOVATIVE • UNLIMITED • OPPORTUNITY

BEACH CORRIDOR: WORD - NOW

Charrette 1	Charrette 2	Charrette 3
Z1 [Beach]		
<ul style="list-style-type: none"> • DEDICATED LANE IS THE FUTURE • CREATE FEEDER TROLLEYS • ENCOURAGE DIVERSITY OF LAND USES (URGENT CARE, SCHOOLS, WORKFORCE HOUSING) • WIDER SIDEWALKS AND MORE TREES 	<p>GROUP A</p> <ul style="list-style-type: none"> • SUSTAINABILITY • CONNECTIVITY • CONNECTED • INCLUSIVE • EASE <p>GROUP B</p> <ul style="list-style-type: none"> • SAFETY • LESS CARS • LESS CONGESTED • MORE INTERACTIVE • NEIGHBORHOOD ORIENTED <p>GROUP C</p> <ul style="list-style-type: none"> • MORE BIKE AND PEDESTRIAN FRIENDLY • AERIAL CABLE TRANSIT • VIBRANT • DOVERSE IN INCOMES • EXPANSIVE • THREAT 	<ul style="list-style-type: none"> • STATUS QUO • SMOOTH SAILING • NEIGHBORHOOD-ISH



One Word – Today

The following table summarizes the charrette input for the One Word exercise that best embodies the Future Vision for the **Downtown Overlap** Area.

DOWNTOWN OVERLAP AREA: WORD - NOW

Charrette 1	Charrette 2	Charrette 3
Z2 [Downtown]		
N/A	N/A	<ul style="list-style-type: none">• GROWING• SPECTACULAR• STRATEGIC• CONNECTED• CONGESTED• DYNAMIC• INACCESSIBLE

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4.1.1 Charrette 1.1



Overview

Charrette 1.1 was held on February 01, 2018 at the City of North Miami Public Library in the North Miami area with a total of 60 participants. The breakout table sessions included one (1) table covering the Beach Corridor, one (1) table or group focused on the Downtown Overlap area, and, two (2) tables, Group A and Group B, addressing the Northeast Corridor.



Charrette Participants

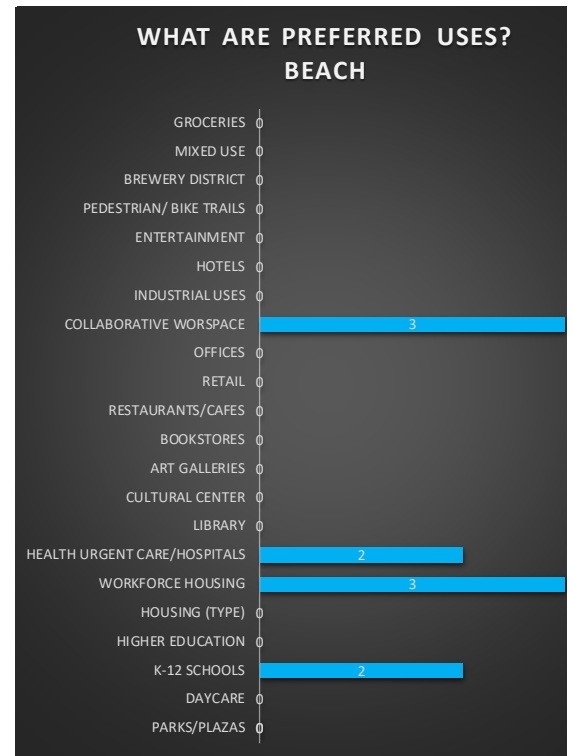


Beach Corridor Tables

What are Preferred Uses?

The following table summarizes the top land use preferences identified by charrette participants for the Beach Corridor. As illustrated, the top ranked preferred uses were as follows

Beach Corridor	1. Collaborative Workspace and Workforce Housing
	2. Health Urgent Care / Hospitals and K-12 Schools



What are Preferred Ways to Get to Places?

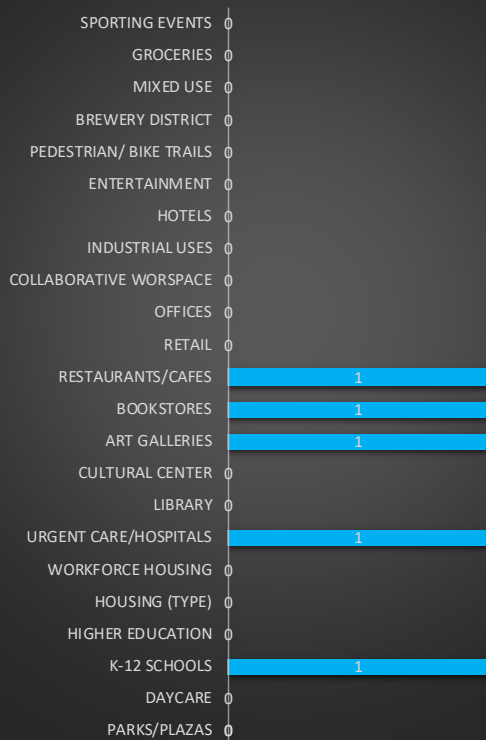
The charrette participants identified preferences for mobility options. The following table summarizes the findings:

C1.1 SUMMARY

Mode	%
Transit (T)	13%
Shared Drive (D)	33%
Drive (D)	7%
Bike (B)	20%
Walk (W)	27%
Total	100%



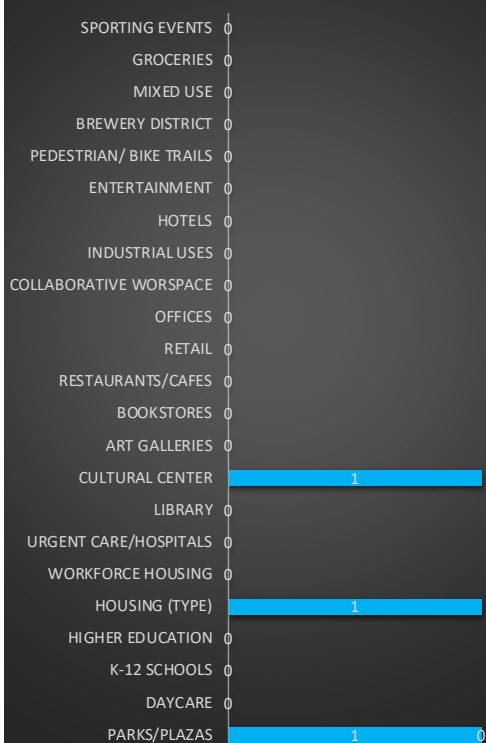
Z1 [BEACH] SHARED DRIVE



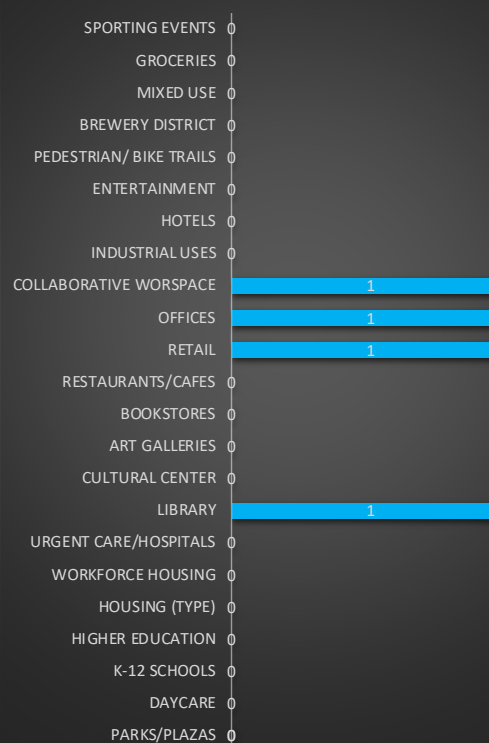
Z1 [BEACH] DRIVE



Z1 [BEACH] BIKE



Z1 [BEACH] WALK





Discussion Items:

ECONOMIC DEVELOPMENT

- More hotels at Convention Center;
- There is a need for urgent care facilities near Washington Avenue and area west of Alton Road;
- South of 5th Street needs a multi-modal public garage with connection to trolley system;
- Area west of Alton Road could transition to workforce housing. It also needs a public garage and adequate parking for new workforce housing.

TRANSPORTATION AND CONNECTIVITY

- There should be a dedicated bi-directional transit lane;
- Collins Avenue has a potential to become a bi-directional “transit mall” for pedestrian, taxis, etc. It could turn at Lincoln Road and continue back to Washington Avenue or Convention Center;
- Area west of Alton Road needs connectivity for kids to connect to the mode of transit.

NEIGHBORHOOD ASSETS AND PRESERVATION

- Area around Purdy Avenue to stay entertainment and mixed-use area;
- Miami Beach is over dense “you have to un-dense”.

Today

Too Much Traffic
Lack Of Parking
Need For Wider Sidewalks
Noise Levels Problem
Relaxed-Laid Back
Convenient

Future Vision

Dedicated transit lane is the future
Create feeder trolleys
Encourage diversity of land uses (urgent care, schools, workforce housing)
Wider sidewalks and more trees



Discussion Items:

TRANSPORTATION AND CONNECTIVITY

- NE 3 Avenue in need to quickly build bike lanes;
- Build a pilot bike lane on NE 1 Avenue;
- Take a lane from North Miami Avenue for bike lane;
- Cycle track buffered on NE 1 Avenue and North Miami Avenue;
- MacArthur Causeway should have a dedicated lane during Art Basel, etc. - Transit only;
- Protected bike lane along Venetian Causeway;
- Bike/ pedestrian path along NE 4 Avenue. Bike lane should turn onto NE 2 Avenue and end at NE 39 Street.

Note: The Downtown Overlap Area Table did not participate in exercise discussions on (1) What are Preferred Uses nor (2) What are Preferred Ways to Get to Places?

Today

N/A

Future Vision

N/A



Northeast Corridor

What are Preferred Uses?

The following table summarizes the top land use preferences identified by charrette participants for the Northeast Corridor. As illustrated, the top ranked preferred uses were as follows:

- Northeast Corridor
1. Workforce Housing
 2. House and Parks / Plazas
 3. Offices

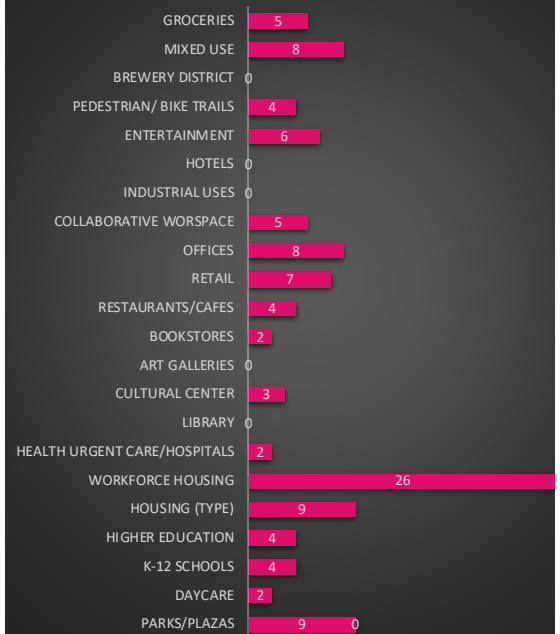
What are Preferred Ways to Get There?

The charrette participants identified preferences for mobility options. The following table summarizes the findings:

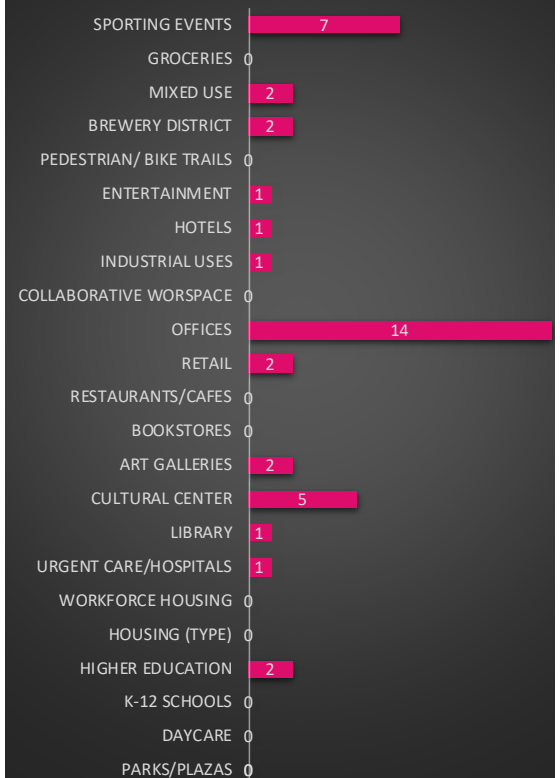
C1.1 SUMMARY

Mode	%
Transit (T)	13%
Shared Drive (D)	33%
Drive (D)	7%
Bike (B)	20%
Walk (W)	27%
Total	100%

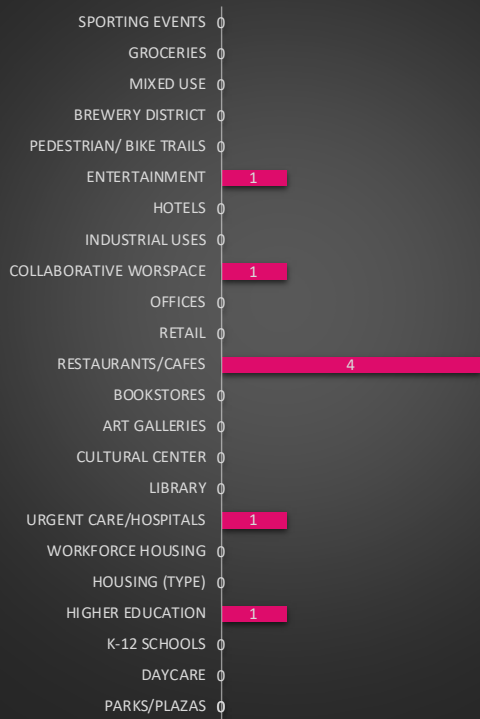
WHAT ARE PREFERRED USES? NE



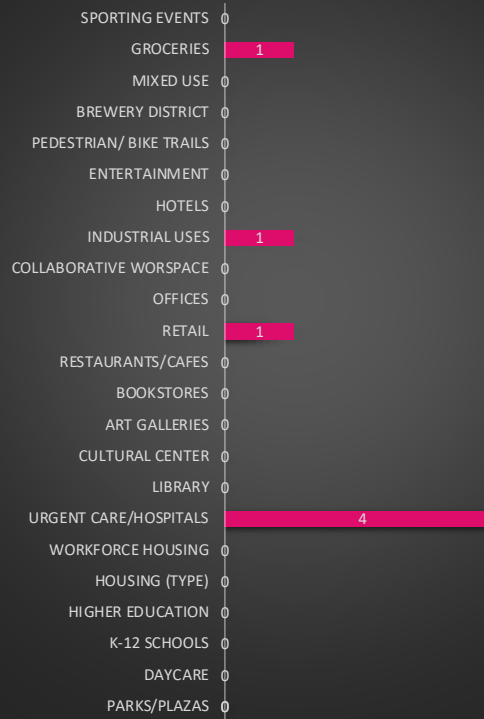
23 [NE] TRANSIT



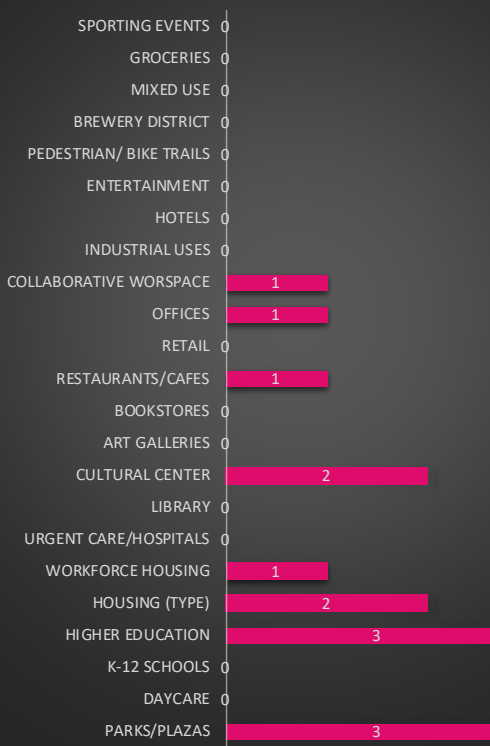
Z3 [NE] SHARED DRIVE



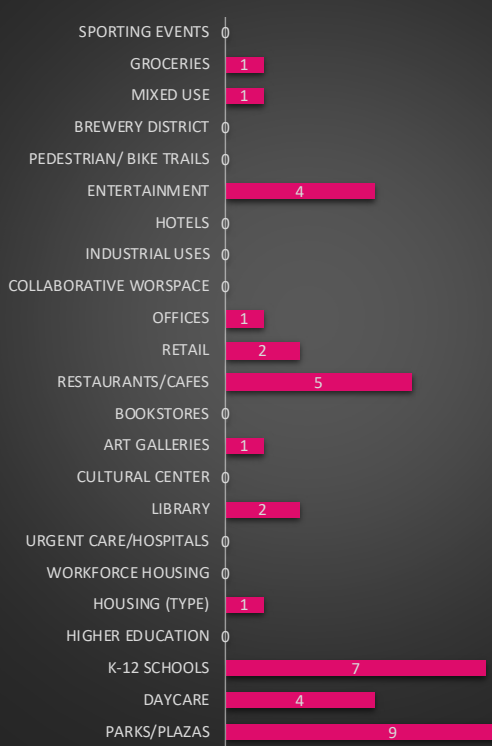
Z3 [NE] DRIVE



Z3 [NE] BIKE



Z3 [NE] WALK





GROUP A

Discussion Items:

ECONOMIC DEVELOPMENT

- New commercial mixed-use at El Portal, west of 2 Avenue and north of the river;
- New commercial uses west of 2 Avenue and south of the river;
- Higher density in Miami east of the river and north of 79 Street;
- TOD at El Portal, east of the corridor, along Biscayne Boulevard and south of NE 87 Street;
- New mixed-use development west of the corridor, north of 87 Street and Park Drive, west of Biscayne Boulevard, and south of 92 Street and 6 Avenue;
- Mixed use density west of corridor near middle school;
- Intense density (retail, entertainment and residential uses) east of corridor between 125 Street and 135 Street;
- Potential mixed-use development east of Biscayne Boulevard and south of 115 Street and north of 111 Street;
- New transit hub at 163 Street and 14th Avenue;
- Downtown main street at 163 Street;
- New development – “City within a City” west of corridor at the corner of Dixie Highway, 18 Avenue and 159 Street;
- Mixed-use development west of corridor at 163 Street and Dixie Highway;
- High density residential east of corridor and north of 163 Street.

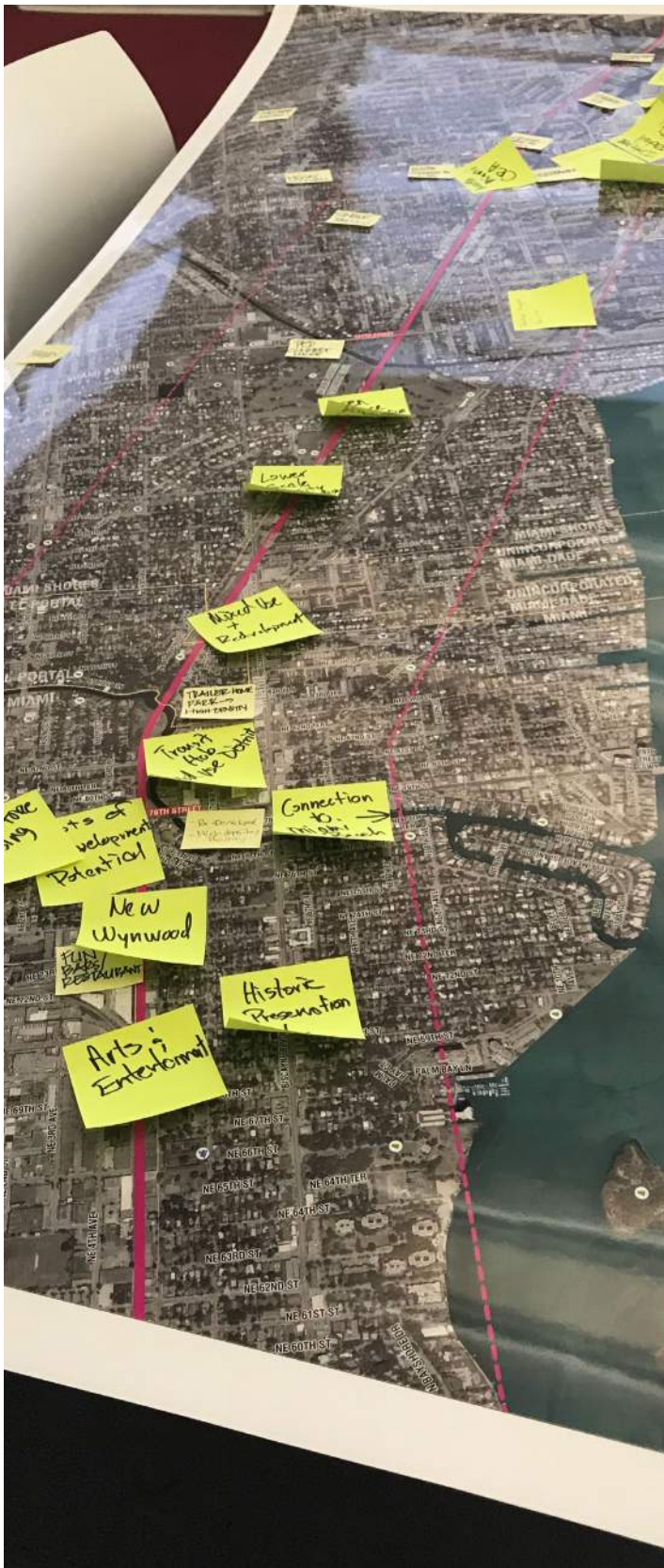


TRANSPORTATION AND CONNECTIVITY

- New pedestrian bridge along corridor crossing the river;
- Bike/pedestrian greenway paths along the river;
- Transit connection along 135 Street;
- New greenway parallel to and west of corridor, between 125 Street and 135 Street;
- Parallel road for bike/pedestrian greenway near elementary school west of corridor at 125 Street;
- Bike route greenway along corridor;
- Bike connection from FIU to 125 Street and 135 Street;
- Bike/ walkway to connect to beach at 123 Street;
- Bike path at 163 Street;
- Retail and restaurants uses north of 163 Street;
- Linkage to high-density Sunny Isle Beach at 163 Street.

NEIGHBORHOOD ASSETS AND PRESERVATION

- Residential neighborhood character west of corridor;
- Cultural node at North Miami Museum of Contemporary Art;
- Schools and library at 163 Street and 16 and 17th Avenues;
- Library and cultural uses west of corridor, near 135 Street south of 18 Avenue;
- Housing development west of corridor between 146 Street, 18 Avenue and 151 Street;
- Keep industrial uses!
- Parks west of corridor between Dixie Highway, 18 Avenue and 159 Street, and north of river / south of Dixie Highway;
- Civic uses west of corridor between 19 Avenue, 169 Street, 20 Avenue and 171 Street.



GROUP B

Discussion Items:

ECONOMIC DEVELOPMENT

- Enchanted Forest Elaine Gordon Park at 135 Street intersection;
- Arts and entertainment uses along corridor, south of 72 Street;
- Higher education uses near Johnson and Wales University;
- Lots of retail and restaurant uses south of Johnson and Wales University;
- Multifamily residential uses east of corridor between 125 Street and 135 Street;
- Transit hub at 121 Street and 16 Avenue;
- Big box store. East of corridor at Biscayne Boulevard and 121 Street;
- Change trailer home park into a higher density development. At El Portal, east of the corridor along Biscayne Boulevard, south of NE 87 Street;
- Transit hub and/or mixed-use District at El Portal, east of the corridor along Biscayne Blvd, south of NE 87 Street;
- Re-develop with higher density housing development east of corridor along river at 78 Street;
- Lots of redevelopment potential west of corridor, south of 80 Street;
- Entertainment uses: bars and restaurants west of corridor, north of 72 Street;
- Workforce housing west of corridor, south of 80 Street;
- Mixed-use redevelopment along Biscayne Blvd and 87 Street;
- Develop higher density at Biscayne Blvd north of 105 Street;
- North Miami CRA, north of 121 Street;

- Intense retail (intensify future) at Biscayne Blvd and 121 Street;
- Increase office use, east of Biscayne Blvd near Johnson Wales University;
- Hospital supportive uses redevelopment near Aventura Hospital and Medical Center;
- Mixed-use in Aventura at 29 Street;
- 4,000 new residential units planned at Sole Mia;
- 163 Street to become a transit mixed-use corridor;
- 1,400 residential and mixed-use development at northeast corner of 163 Street;
- 500 unit mixed-use district, west of Biscayne Boulevard, north of 170 Street and east of Dixie Highway;
- Workforce housing and mixed-use development east of corridor, south of Sole Mia;
- Big box retail east of corridor, fronting Biscayne Boulevard, west of Sole Mia;
- Car dealership or auto-oriented uses, east of corridor, south of 151 Street;
- Industry and warehousing are increasing use in the future along west of rail corridor, south of 151st Street;
- Urban industrial uses and jobs west of rail corridor, north of 151 Street;
- North Miami Beach annexation, redevelopment of 163 Street mall;
- North Miami Beach Downtown at NE 164 Street;
- North Miami Beach CRA tax increment district west of rail corridor, south of 163 Street;
- More than 10,000 units mixed-use District, west of corridor, north of 163 Street;
- North Miami Beach Brewery District at 163 Street;
- 500 Units and mixed-use development at 163 Street;
- Redevelop parking site by Target store into structure parking in Aventura;
- Built-out future redevelopment, east of corridor, in Aventura. North of 203 Street east of Biscayne Boulevard;
- Residential redevelopment east of corridor, in Aventura. South of 203 Street and east of Biscayne Boulevard;
- Transportation Hub Center west of corridor, north of 195 Street and south of 200 Street;
- Redevelopment mixed-use TOD east of corridor, south of William Lehman Cswy and Aventura Mall;
- Redevelopment mixed-use at 207 Street south of NE 34 Avenue.

TRANSPORTATION AND CONNECTIVITY

- 8- to 10-minute walk to Johnson Wales University from rail corridor at 125 Street;
- 125 Street connects to I-95;
- Pedestrian connection at 107 Street and river;
- Connection to Miami Beach along 79 Street;
- Biscayne Blvd needs to be more pedestrian and bike friendly;
- Biscayne Blvd is unsafe to park;



- ## NEIGHBORHOOD ASSETS AND PRESERVATION

- 102

Today

GROUP A

Autocentric
Trainless
Congested
Underutilized
Sprawl, Low Density
Sporadic
Resilient
Diverse
Connected But
Disconnected
Heterogenous
Trunk With Weak Limbs
Non-Pedestrian

GROUP B

Non-Existent Traffic
Unorganized
Scary
Congested
Hazard
Chaotic
Accidents
Stressing
Messy
Unconnected

Future Vision

GROUP A

Connectivity
Attractive
Complete
Granular
Convenient
Accessible
Diverse
Vibrant
Functional Network
Resilient

GROUP B

Easy
Efficient
Safe
Uncongested
Transit-Ready
Opportunities
Articulated
Denser
Connected



CHARRETTE 1.2

4.1.2 Charrette 1.2

Overview

Charrette 1.2 was held on February 05, 2018 at the New World Center within the Beach area with a total of 62 participants. The breakout table sessions included three (3) tables: one (1) table covered the Beach Corridor, one (1) table focused on the Downtown Overlap area, and one (1) table addressed the Northeast Corridor.





Beach Corridor

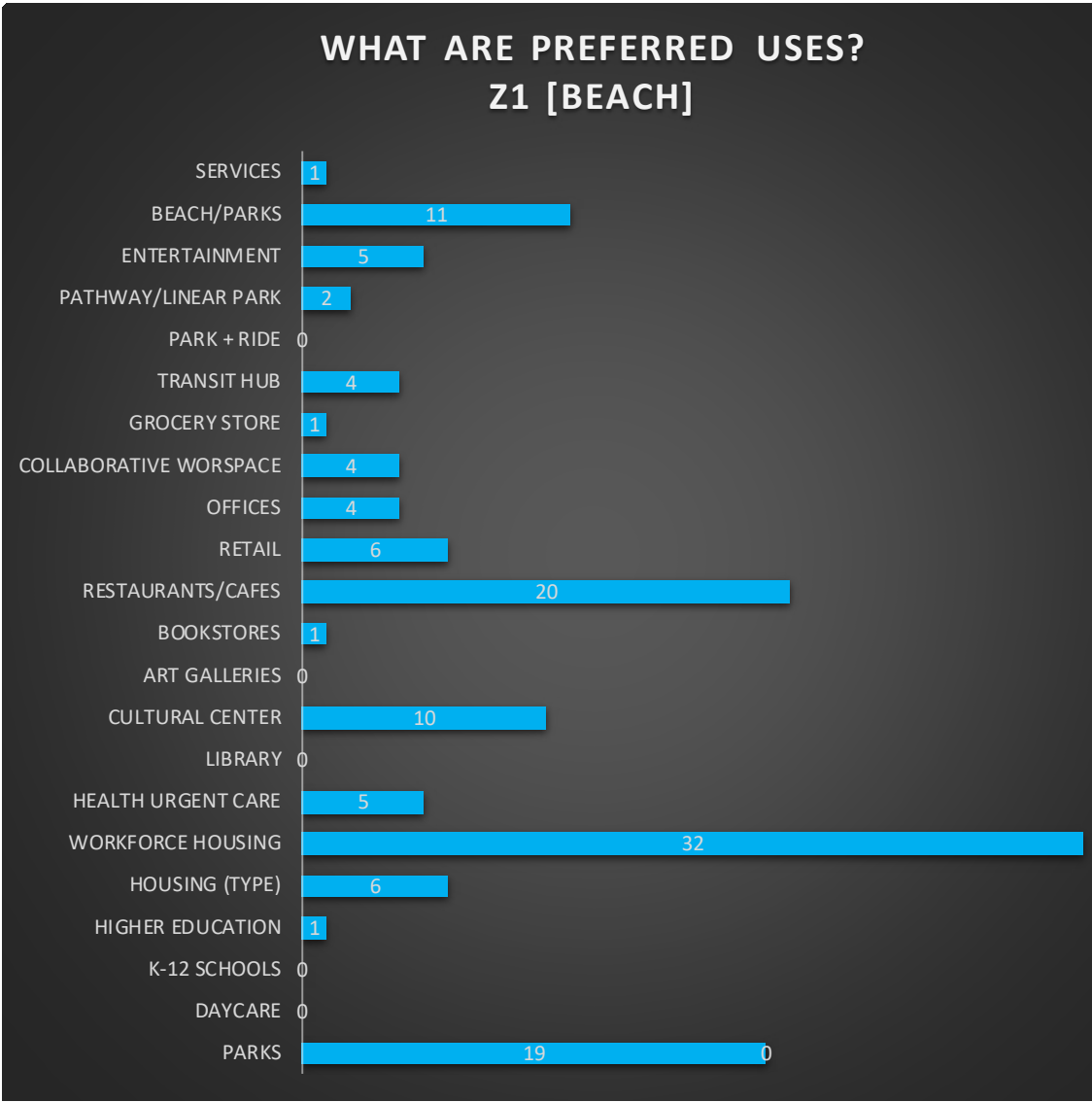
What are Preferred Uses?

The following table summarizes the top land use preferences identified by charrette participants for the Beach Corridor. As illustrated, the top ranked preferred uses were as follows:

- Beach Corridor
1. Workforce Housing

2. Restaurants/Cafes

3. Parks

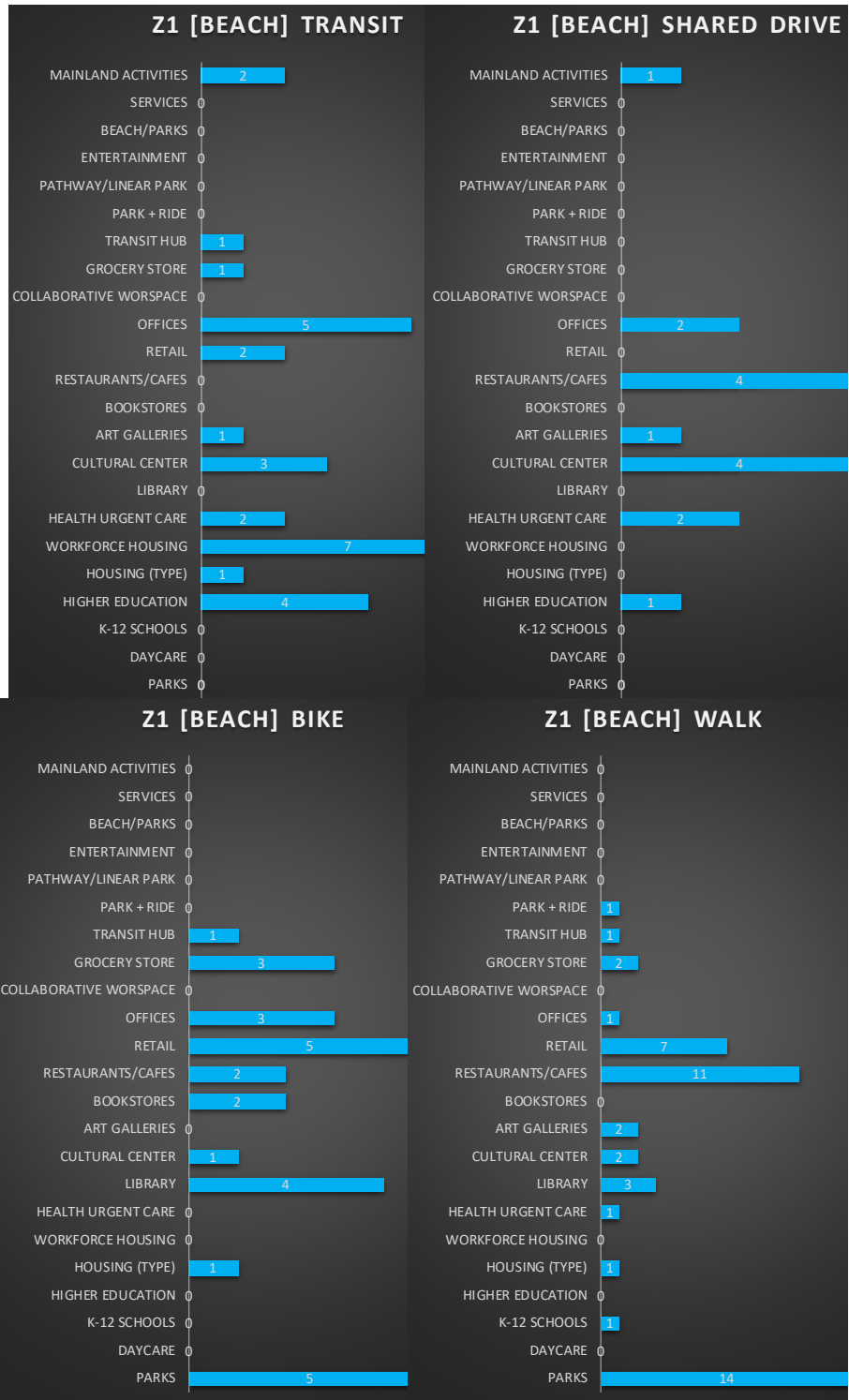


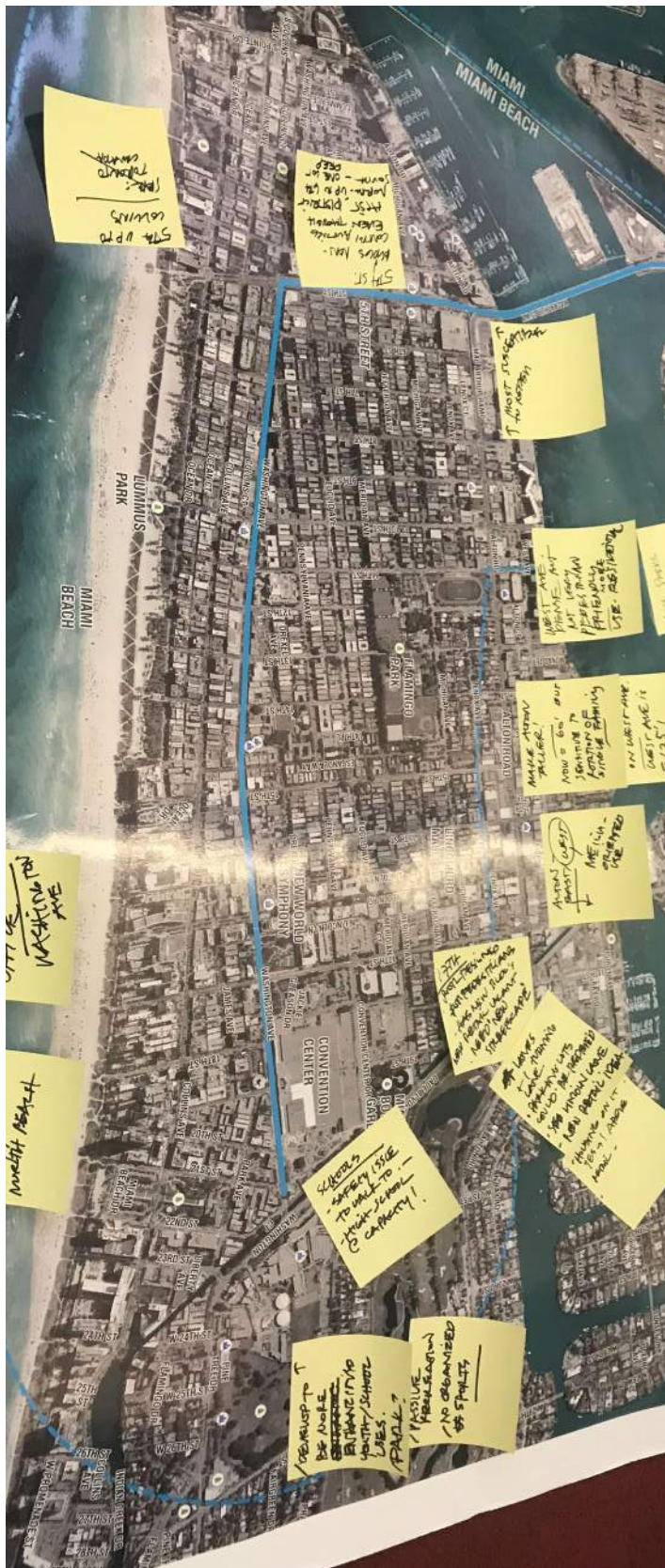
What are Preferred Ways to Get There?

The charrette participants identified preferences for mobility options. The following table summarizes the findings:

C1.2 SUMMARY

Mode	%
Transit (T)	22%
Shared Drive (D)	11%
Drive (D)	10%
Bike (B)	21%
Walk (W)	36%
Total	100%





Discussion Items:

GROUP A

ECONOMIC DEVELOPMENT

- New development to consider satellite education uses;
- Off the map area, north of beach corridor boundary, should be included. Everybody uses the Julia Tuttle Causeway and creates congestion;
- Wayfinding;
- Do maximum parking requirements versus minimum parking requirements. Reduce parking requirements;
- More parks for flood abatement;
- West Avenue dense but not very pedestrian friendly. More residential use;
- Most susceptible to redevelopment north of MacArthur Causeway at Miami Beach entrance;
- 5th Street buildings non-contributing even though historic district begins north up at 6th Street - one lot deep;
- Make Alton Road developments taller. Now = 60 feet but sensitive to portion adjacent to single family;
- Alton Road east/west can have neighborhood oriented use;
- Housing above retail on 17th Street;
- 17th Street poor design for pedestrians and has new buildings with new retail vacant - needs new streetscape;
- Schools: Safety issue to walk to. High school at capacity;
- Passive recreation - no organized sports;
- Develop Bayshore Municipal Park to be enhanced for youth and school uses;
- Expand zoning use incentives to include office on Washington Avenue.

TRANSPORTATION AND CONNECTIVITY

- Transit loop: Washington Avenue - Alton Road. Preferred to use 17th Street or Dade Boulevard;
- Bay: create one-way streets to allow dedicated transit lane and bike lane;
- One way: Ocean Drive/Collins Avenue and Alton Road/West Avenue. New bridge helps!
- Transit for all;

- OK to do new on West Avenue. West Avenue=125 feet;
- Parking lots could be redeveloped - see Lincoln Lane new retail idea;
- 5th Street up to Collins Avenue;
- Collins Avenue transit mall all way to North Beach.

GROUP B

ECONOMIC DEVELOPMENT

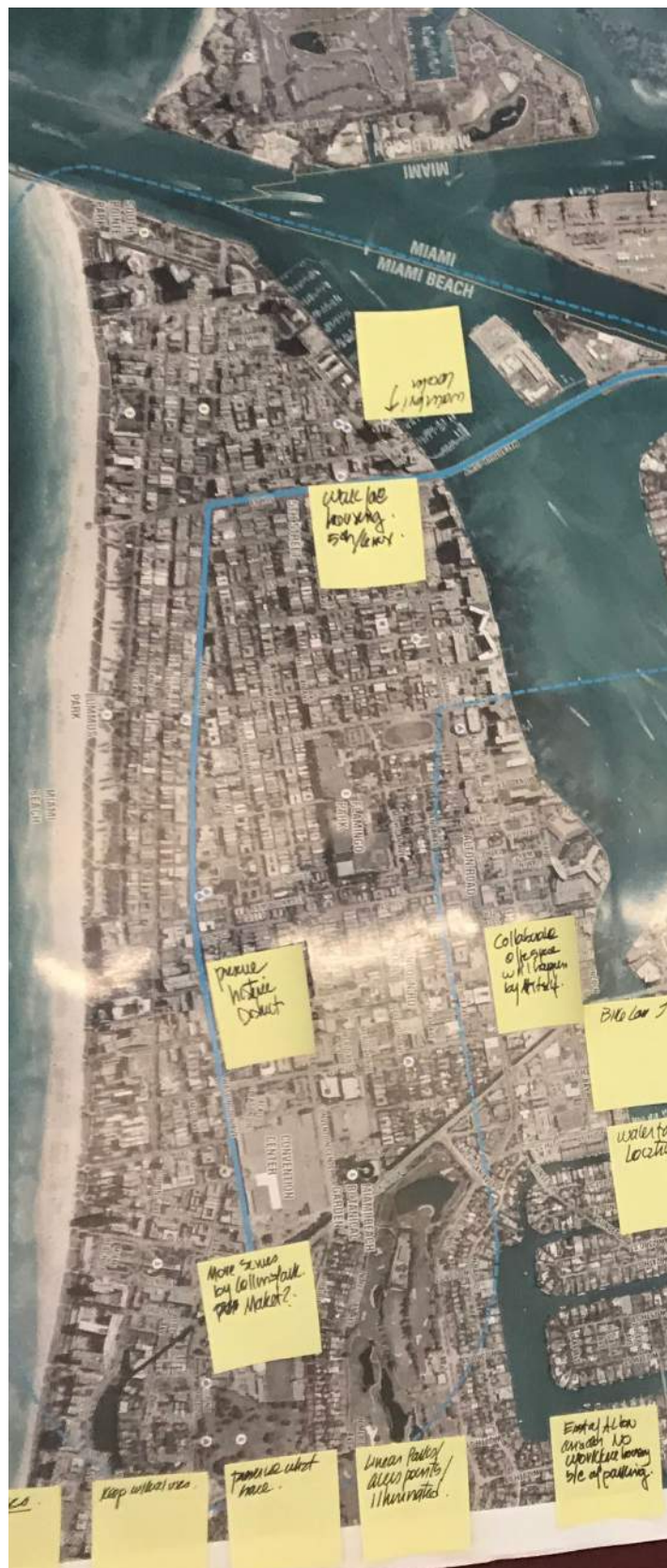
- Workforce housing 5th Street and Lenox Avenue;
- Collaborate office space will happen by itself;
- More services by Collins Park. Market?
- East of Alton Road consider no workforce housing because of parking;
- Linear parks / access points / illuminated;
- Workforce and construction workers coming in.

TRANSPORTATION AND CONNECTIVITY

- Water taxi location south of 5th Street marina.
- Water taxi location at Sunset Harbor Yacht Club.
- Bike lane on Venetian Causeway.
- Trolley uses local.

NEIGHBORHOOD ASSETS AND PRESERVATION

- Preserve historic district.
- Keep cultural uses.
- Preserve what they have.



Today

GROUP A

Congested
Untapped Potential
Touristic
Mixed-Users (Tourists, Visitors, Residents)
Close But Far (Takes Too Long to Get There)
Scrutinized (Over-Regulated)
Expensive

GROUP B

Non-Pedestrian Friendly
Over-Developed
Dynamic
Diverse
Need Transportation to Mainland
Not Enough Cultural Events
Transportation Choices

GROUP C

Underutilized
Beautiful
Fully-Developed
High-End
Pleasant
Not Consistent
Walkable
Mixed-Use
Historic
No Trains Allowed
Dense
Human Scale

Today

GROUP A

Sustainability!
Connectivity
Connected
Inclusive
Ease

GROUP B

Safety
Less Cars
Less Congested
More Interactive
Neighborhood Oriented

GROUP C

More Bike and Pedestrian Friendly
Aerial Cable Transit
Vibrant
Diverse In Incomes
Expansive
Threat



Northeast Corridor

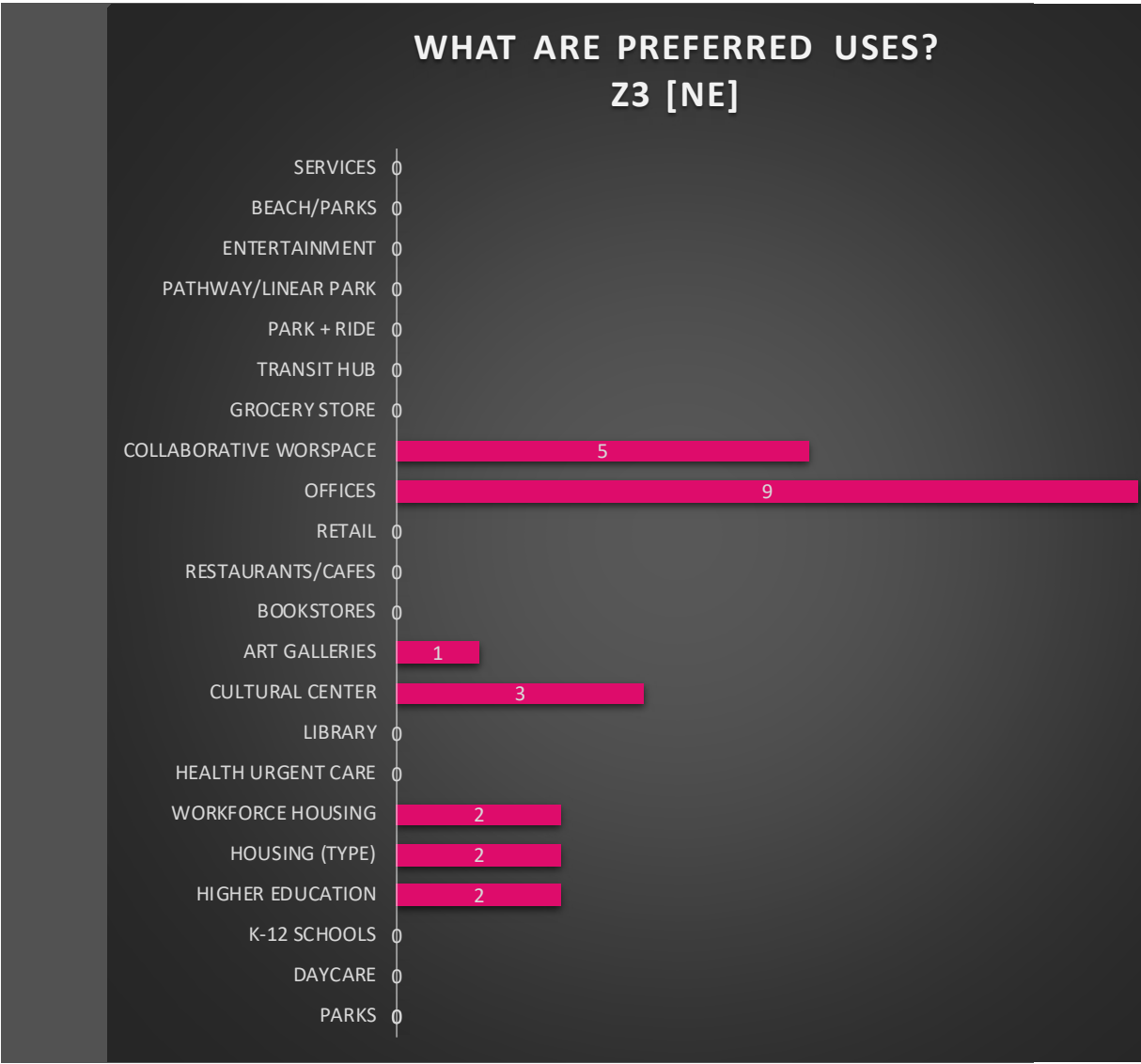
What are Preferred Uses?

The following table summarizes the top land use preferences identified by charrette participants for the Northeast Corridor. As illustrated, the top ranked preferred uses were as follows:

- Northeast Corridor
1. Offices

2. Collaborative Workspaces

3. Cultural Center



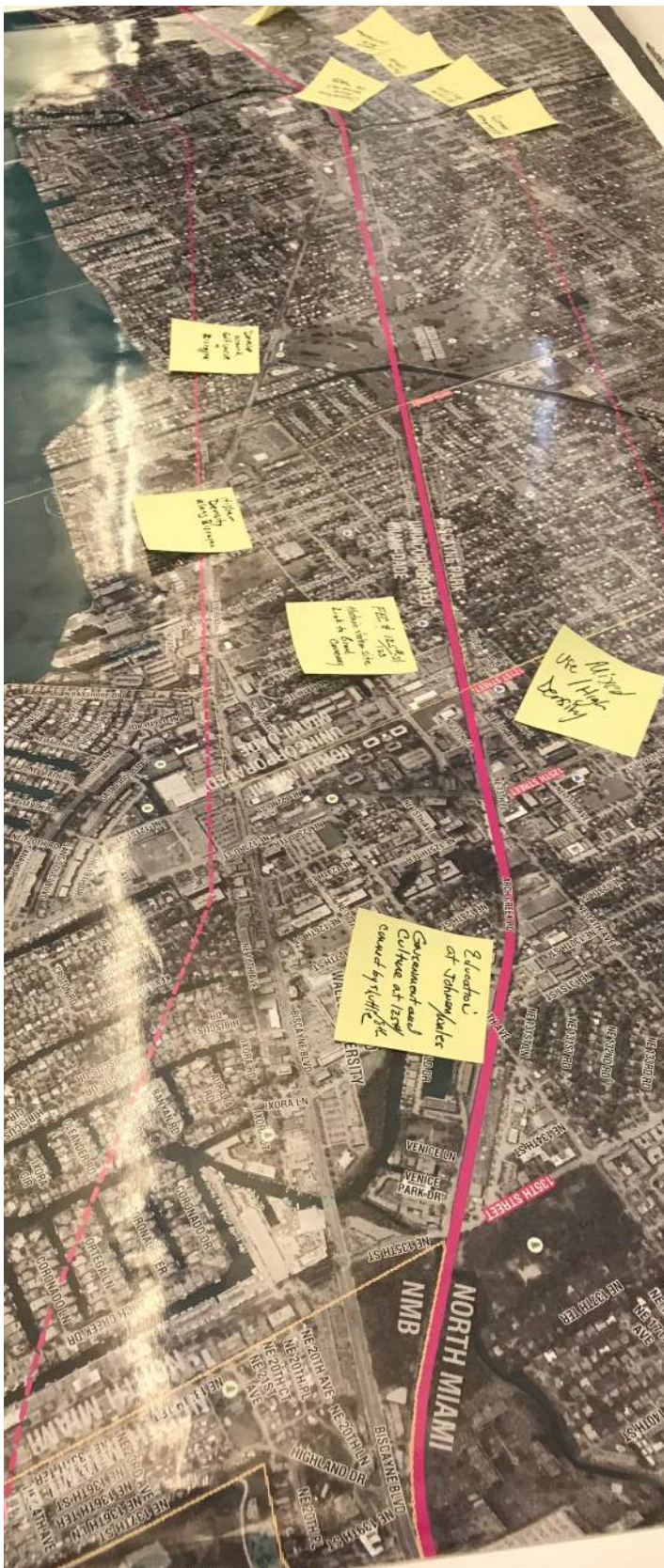
What are Preferred Ways to Get There?

The charrette participants identified preferences for mobility options. The following table summarizes the findings:

C1.2 SUMMARY

Mode	%
Transit (T)	50%
Shared Drive (D)	13%
Drive (D)	13%
Bike (B)	8%
Walk (W)	17%
Total	100%





Discussion Items:

ECONOMIC DEVELOPMENT

- Medical and Aventura Mall connection.
- Education at Johnson and Wales University.
- Government and culture activities at NE 125th Street and NE 8th Avenue connect by shuttle.
- Mixed use and high density.
- Higher density along Biscayne Boulevard.
- Development around golf course and Biscayne Boulevard.
- Affordable housing.
- Park space.
- **Workforce housing south of 72nd Street.**

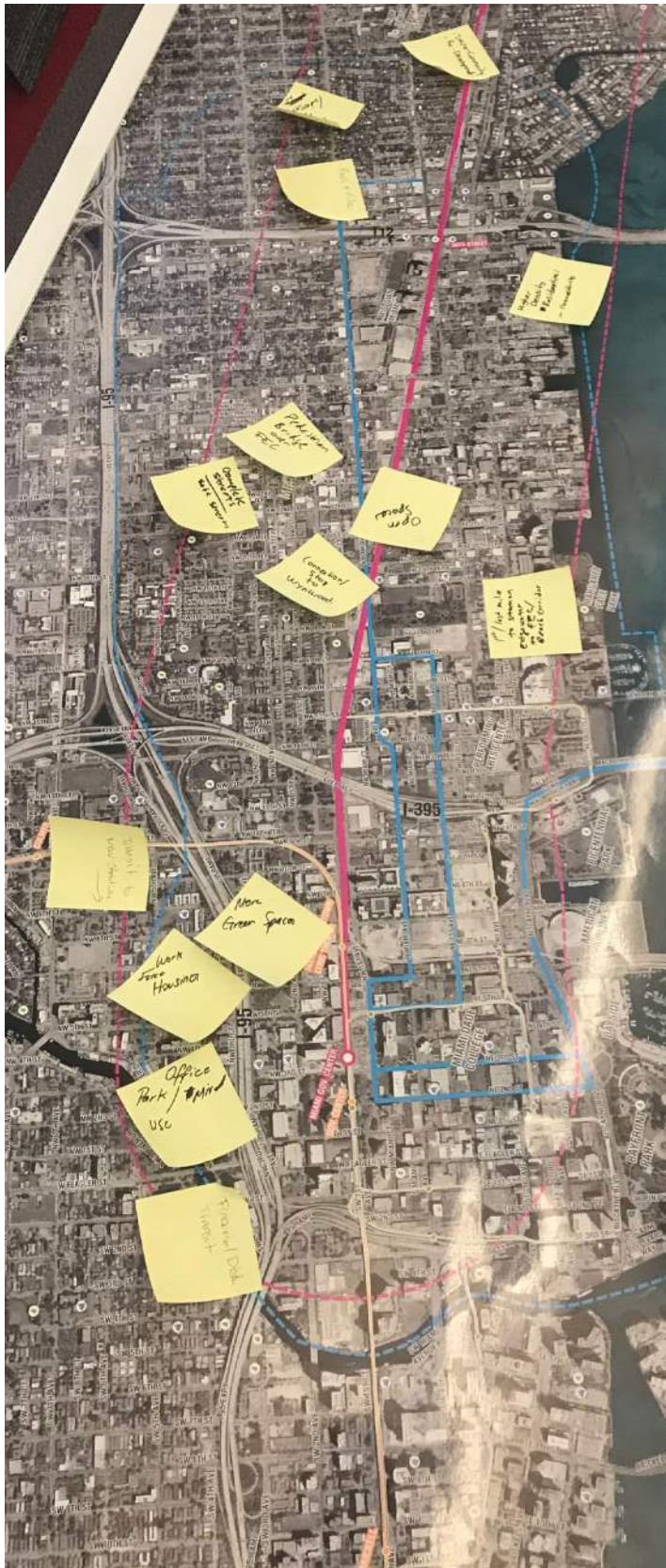
TRANSPORTATION AND CONNECTIVITY

- Station and pedestrian access near Aventura Mall.
- East-west connection.
- FIU campus connection.
- FEC and 125th Street/123rd Street historic station site. Link to Broad Causeway.
- Bicycle access.
- Connection from Metrorail to 79th Street.
- Last mile connection.

NEIGHBORHOOD ASSETS AND PRESERVATION

- Streetscape and canopy.





Discussion Items:

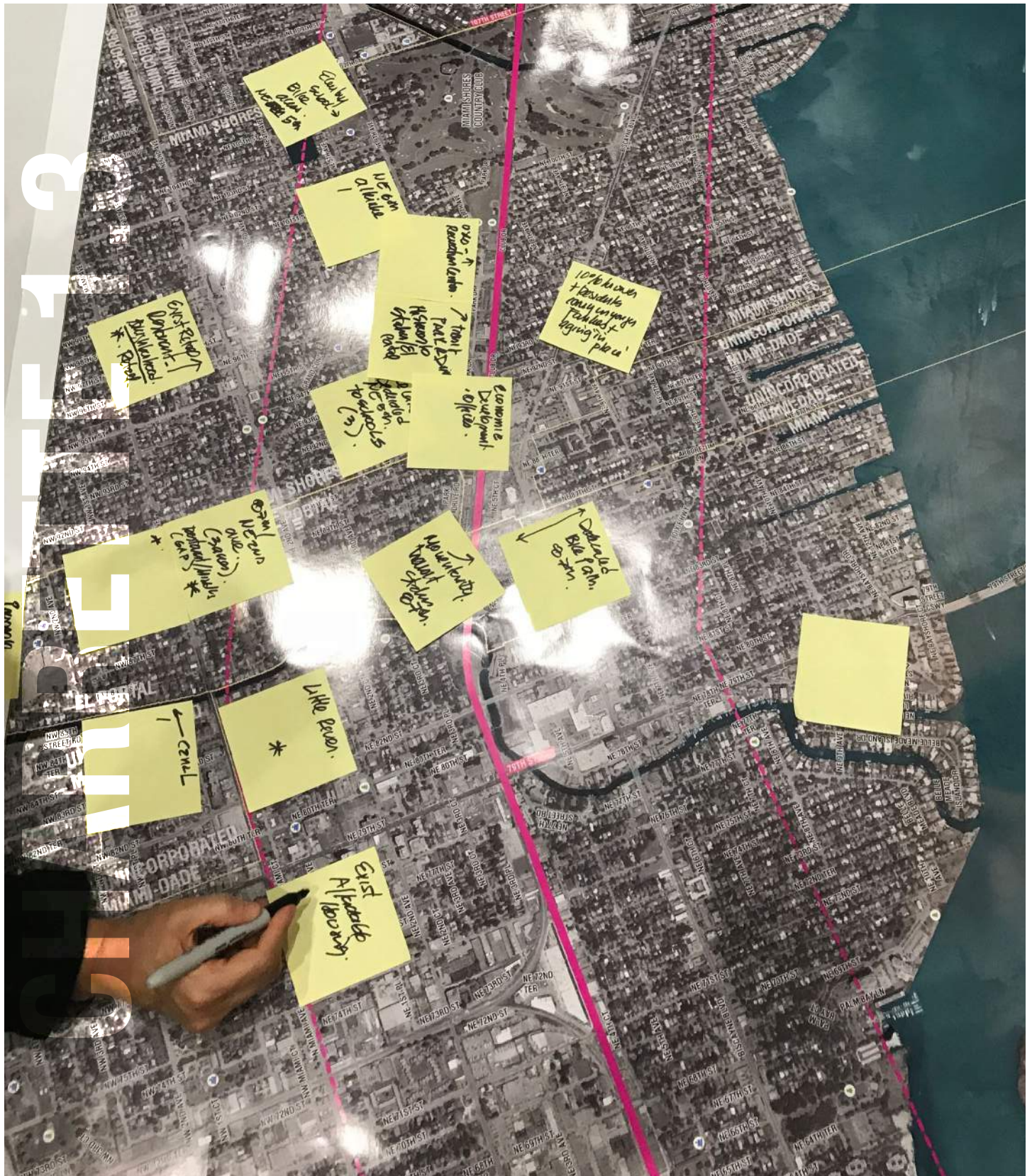
- Housing development north of 54th Street and west of Federal Highway.
- Re-development south of 54th Street along Federal Highway.
- Park and ride on turning point of Beach Corridor at North Miami Avenue and NE 41st Street.
- Higher density residential and connectivity at waterfront edge south of SR-112.
- Open spaces in Wynwood.
- More green spaces in Downtown.
- Workforce housing in Downtown.
- Office uses, parks and mixed-use in Downtown.

- Pedestrian bridge over FEC.
- Complete Streets - safe streets.
- Connection to Wynwood.
- 1st Last mile to station in Edgewater to FEC and Beach Corridor.
- Transit to new station.
- Financial District transit.
- Streetscape and shade trees.

Congested
Intense
Entertainment
Legacy

Mixed-use
Density
Walkable
Green
Easy

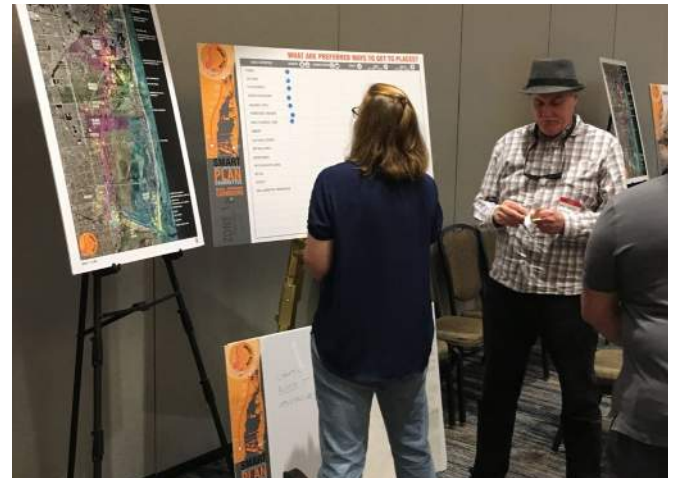
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4.1.3 Charrette 1.3

Overview

Charrette 1.3 was held on February 10, 2018 at the Miami Marriott in the Downtown Overlap Area with a total of 43 participants. The breakout table sessions included one (1) table of covering the Beach Corridor, one (1) table or group focused on the Downtown Overlap area, and, one (1) table addressed the Northeast Corridor.





Northeast Corridor

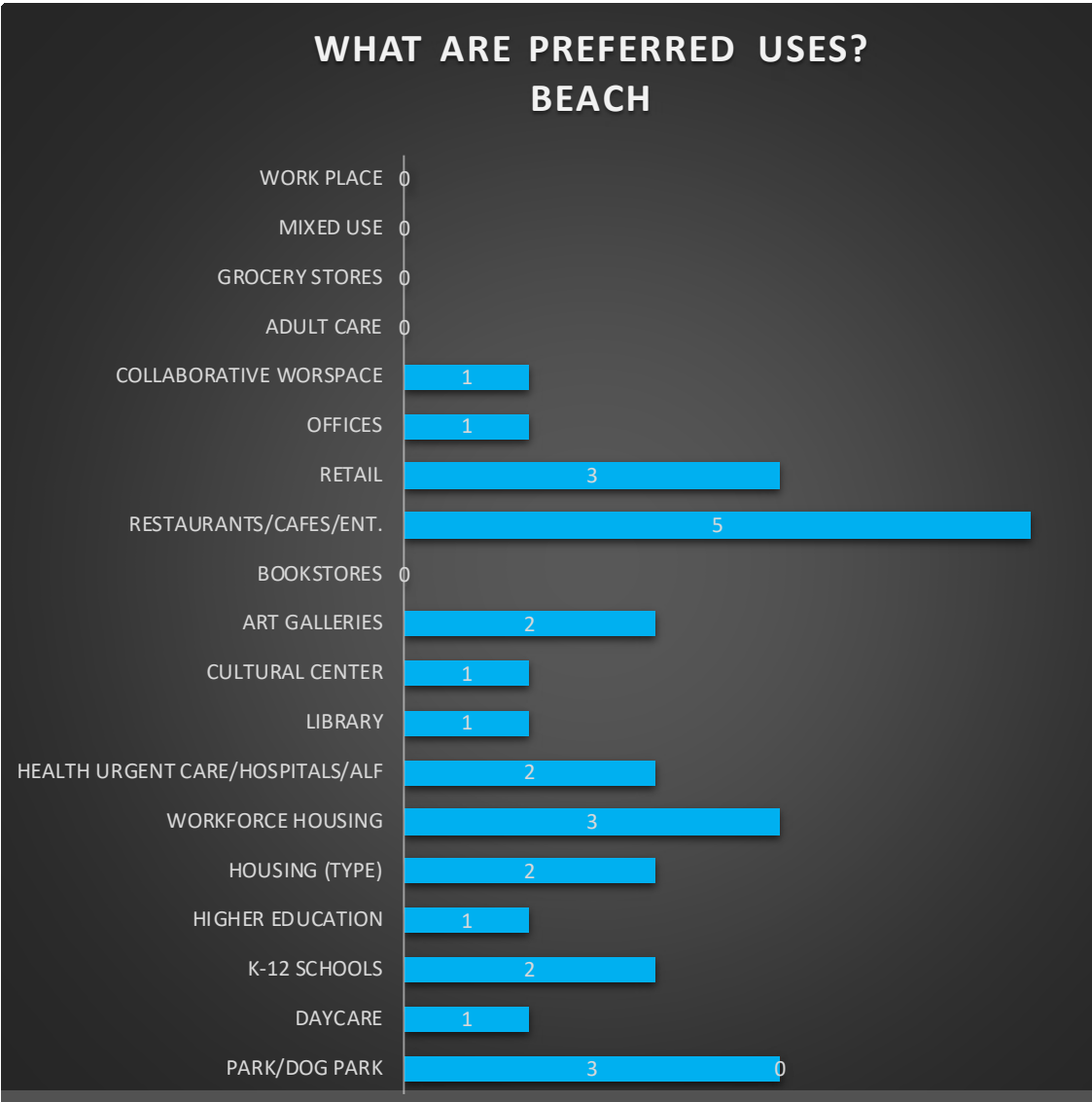
What are Preferred Uses?

The following table summarizes the top land use preferences identified by charrette participants for the Beach Corridor. As illustrated, the top ranked preferred uses were as follows:

- Beach Corridor
1. Restaurants / Cafes / Entertainment

2. Retail / Workforce Housing / Park / Dog Park

3. Art Galleries / Health Urgent Care / Hospitals / ALF / Housing / K-12 Schools

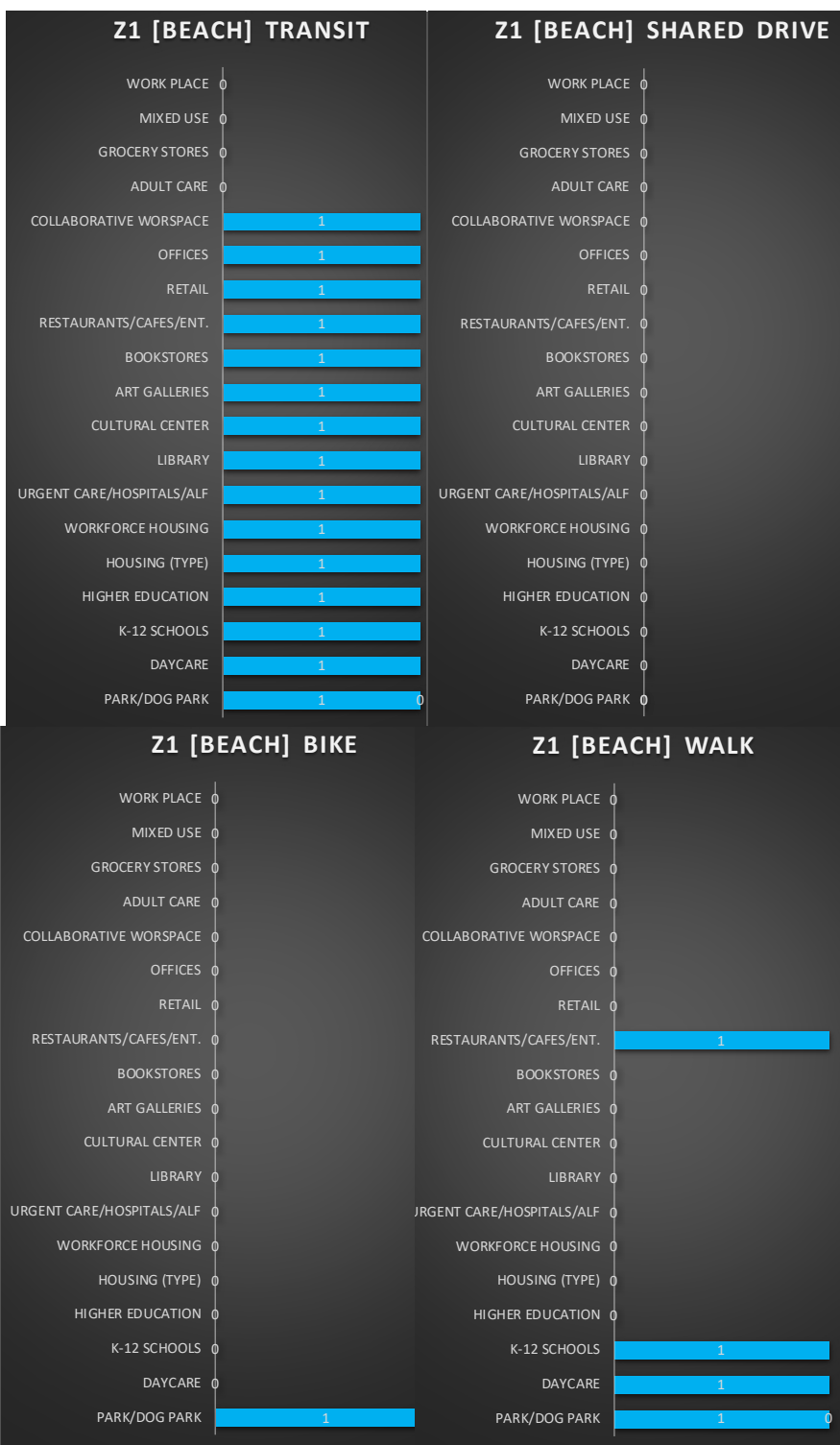


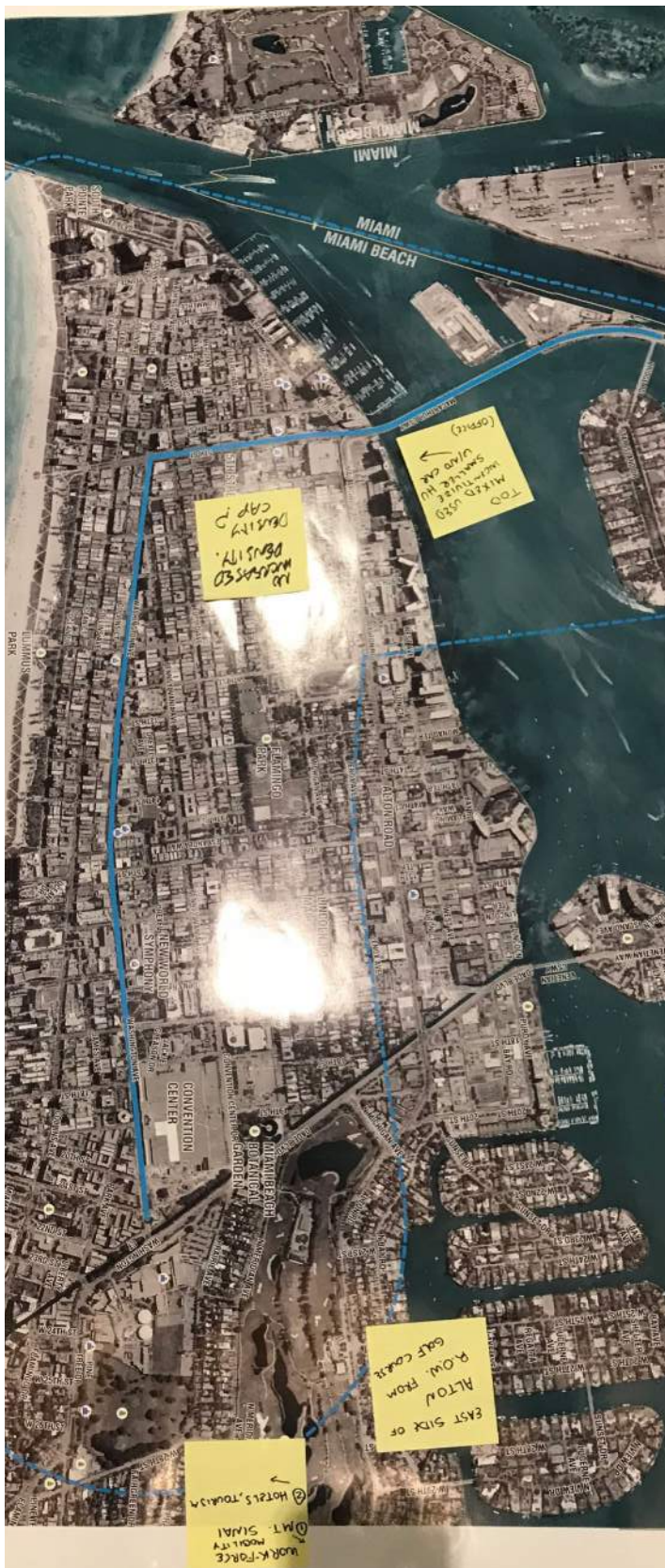
What are Preferred Ways to Get There?

The charrette participants identified preferences for mobility options. The following table summarizes the findings:

C1.3 SUMMARY

Mode	%
Transit (T)	68%
Shared Drive (D)	0%
Drive (D)	9%
Bike (B)	5%
Walk (W)	18%
Total	100%





Discussion Items:

ECONOMIC DEVELOPMENT

- Workforce mobility: 1-Mt. Sinai Hospital ; 2-hotels and tourism.
- TOD (transit oriented development) mixed use, incentivize smaller housing with no car (office).
- No increased density.
- Consider Density cap.

TRANSPORTATION AND CONNECTIVITY

- Loop using MacArthur Causeway, Alton Road and I-195.
- East side of Alton Road right-of-way from Golf Course.
- Alton Road: votes for including transit and circulator trolleys to take people to the east side and back (from Alton Road).
- Consider a pilot project for Washington Avenue to see if a lane closure project would work.
- Collins Avenue should be considered for transit (bus, trolley, bike).

NEIGHBORHOOD ASSETS AND PRESERVATION

- Note on land use for South Beach: ensure land uses are the right mix for the residents in addition to tourists - but favor keeping a good connection between neighborhoods and low to moderate scale is important.

Today

Chaotic
Avoid it
Obstacles

Future Vision

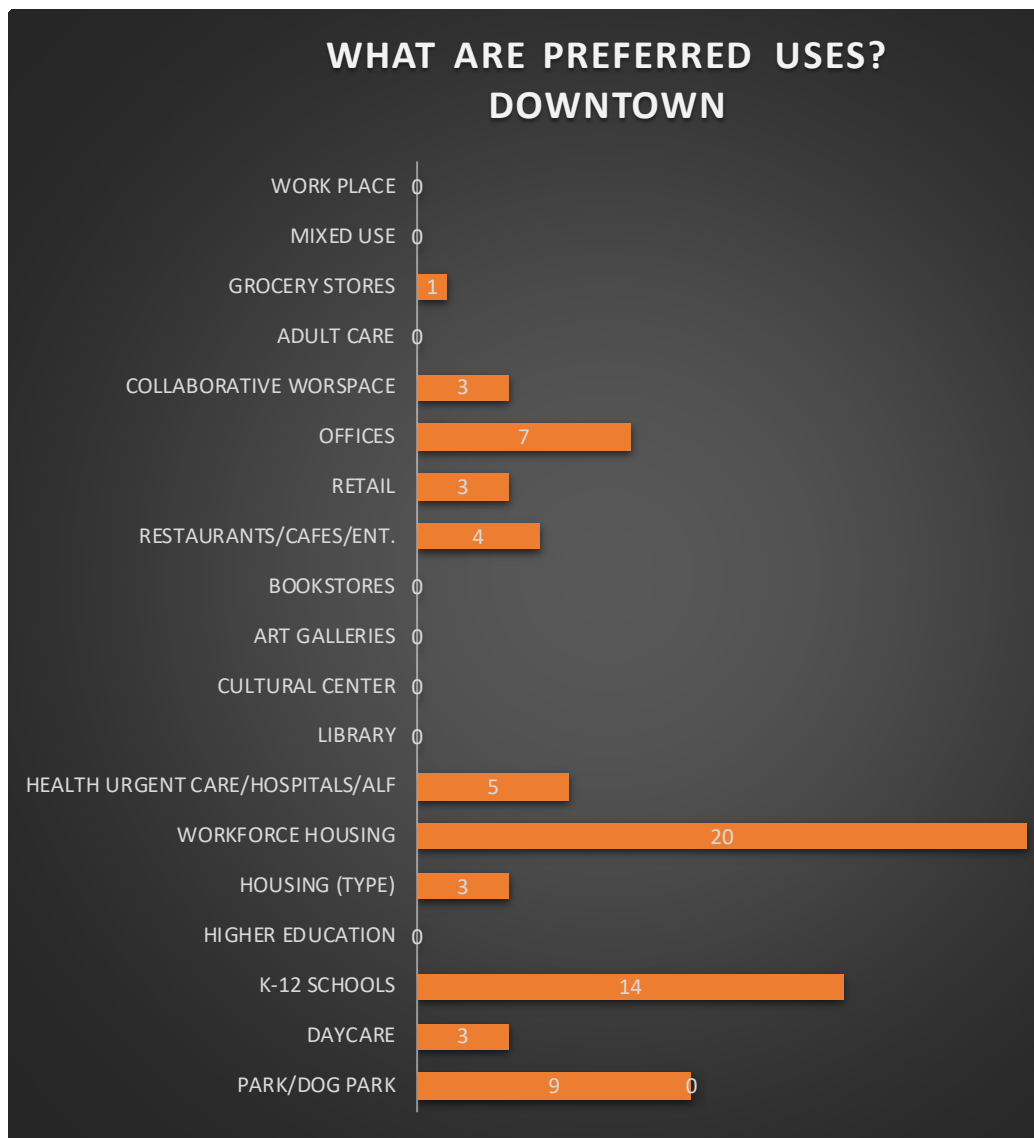
Status quo
Smooth sailing
Neighborhood-ish

Downtown Overlap

What are Preferred Uses?

The following table summarizes the top land use preferences identified by charrette participants for the Beach Corridor. As illustrated, the top ranked preferred uses were as follows:

- Northeast Corridor
1. Workforce Housing
 2. K-12 Schools
 3. Park / Dog Park



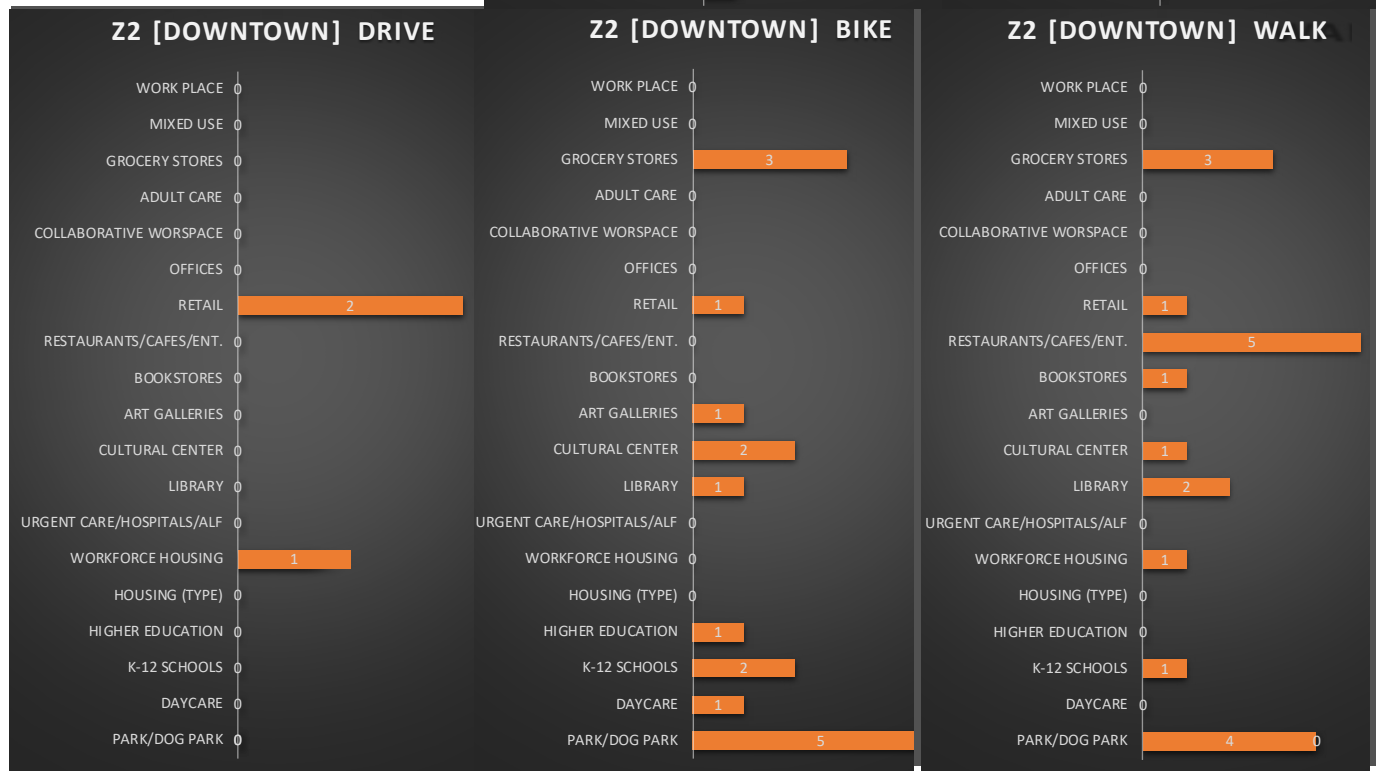
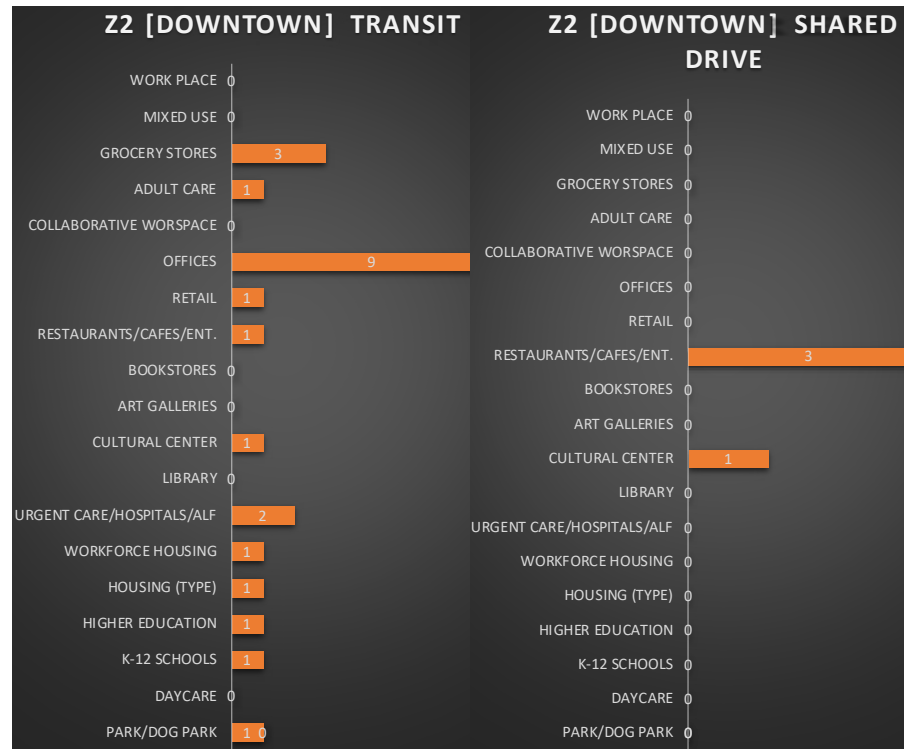


What are Preferred Ways to Get There?

The charrette participants identified preferences for mobility options. The following table summarizes the findings:

C1.1 SUMMARY

Mode	%
Transit (T)	35%
Shared Drive (D)	6%
Drive (D)	5%
Bike (B)	26%
Walk (W)	29%
Total	100%



Discussion Items:

ECONOMIC DEVELOPMENT

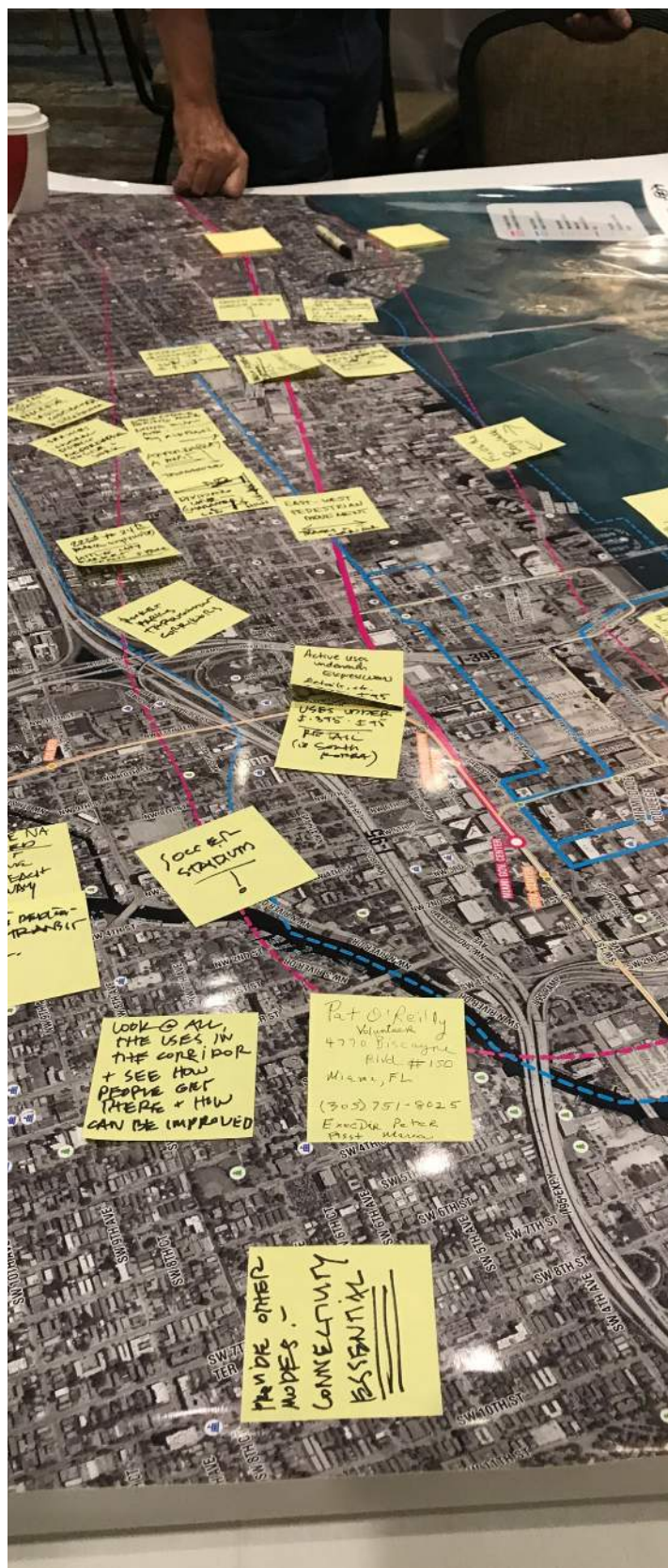
- North-South greenway along NE corridor.
- Park or green space in Design District and Midtown area.
- Pocket parks throughout corridors
- Affordability a must. Townhouses.
- Workforce housing along North Miami Avenue by Midtown.
- Services, cultural district, affordable to live + work.
- NE 22nd Street to NE 24th Street and to Mana Wynwood
- Little Haiti market and open space.
- Grocery delivery. Help use it.
- Housing for PWDs and elderly.
- Active uses underneath Expressways, such as retail, recreation, etc. (I-395/ I-95).
- Soccer Stadium.
- Look at all the uses in corridor and see how people get there and how it can be improved.
- Would capitalize on projected growth from west side Miami Beach.

Today

Congested
Changing
Overwhelming
Intense
Hectic
Potential
Inaccessible
Diverse
Sterile
Thriving
Disjointed

Future Vision

Growing
Spectacular
Strategic
Connected
Congested
Dynamic
Inaccessible





TRANSPORTATION AND CONNECTIVITY

- Extend Metromover to 36th Street. Positive.
- Extending Metromover only to 36th Street maybe to 42nd Street.
- Finish the Baywalk.
- Baywalk- developer funding better. Mobility, safe bike lane, linear walk.
- Baywalk connectivity recreational. Flag ship should be a priority.
- East-West pedestrian movement-tracks and corridor.
- New trolley between Downtown and South Beach. Dedicated or not? Or trolley on Venetian Causeway.
- Crossing on Biscayne Boulevard needs to be safe. Be sure this is working.
- Accessible transit to all parks and libraries.
- Accessible street to walk.
- Challenge crossing Biscayne Boulevard with respect to Metromover
- Elevated crossing - tunnel for Biscayne Boulevard.
- Biscayne Boulevard proposed NE 2nd and Biscayne Boulevard each one way - allows dedicated transit lane.
- Provide other modes. Connectivity essential.
- Alignment should use NW 2nd Avenue.
- Right-of-way under Metrorail to connect to NW 2nd Avenue.
- Beach Corridor should connect (serve) Overtown-would help redevelopment.
- Stop (corridor) at Midtown (North on 2nd Avenue and turn on NE 36th Street).

NEIGHBORHOOD ASSETS AND PRESERVATION

- Park at 18th Street and Biscayne (NE section) is not accessible (at Publix).
- Old San Juan-preserve neighborhood character. i.e. Little Havana.
- North Miami Avenue as a dividing line for maintaining neighborhoods character. Low scale west of corridor. High scale east of corridor.

Today

Congested

Changing

Overwhelming

Intense

Hectic

Potential

Inaccessible

Diverse

Sterile

Thriving

Disjointed

Future Vision

Growing

Spectacular

Strategic

Connected

Congested

Dynamic

Inaccessible



Northeast Corridor

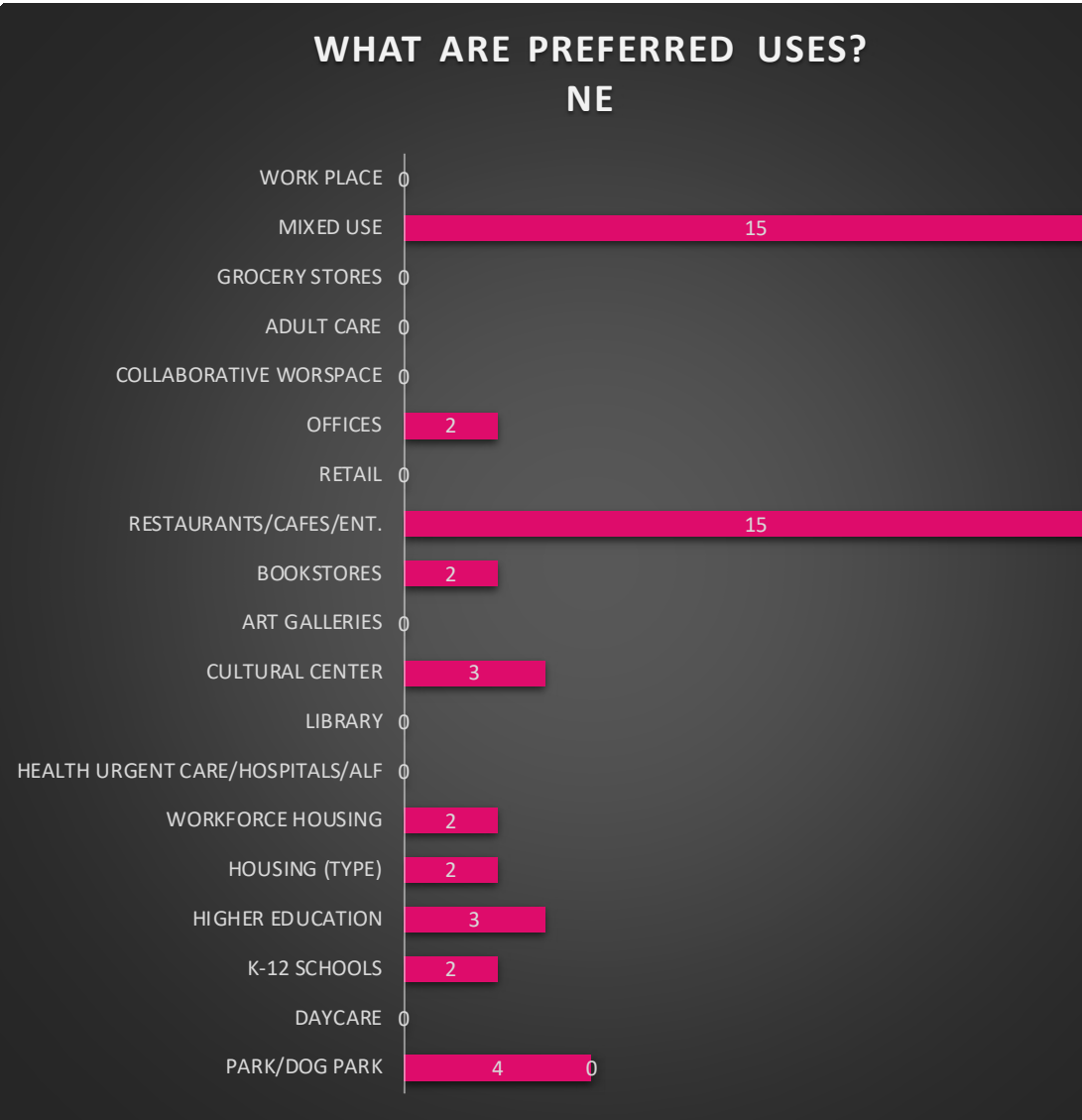
What are Preferred Uses?

The following table summarizes the top land use preferences identified by charrette participants for the Northeast Corridor. As illustrated, the top ranked preferred uses were as follows:

- Downtown Corridor
1. Mixed Use / Restaurants / Cafes / Entertainment

2. Park / Dog Park

3. Cultural Center / Higher Education

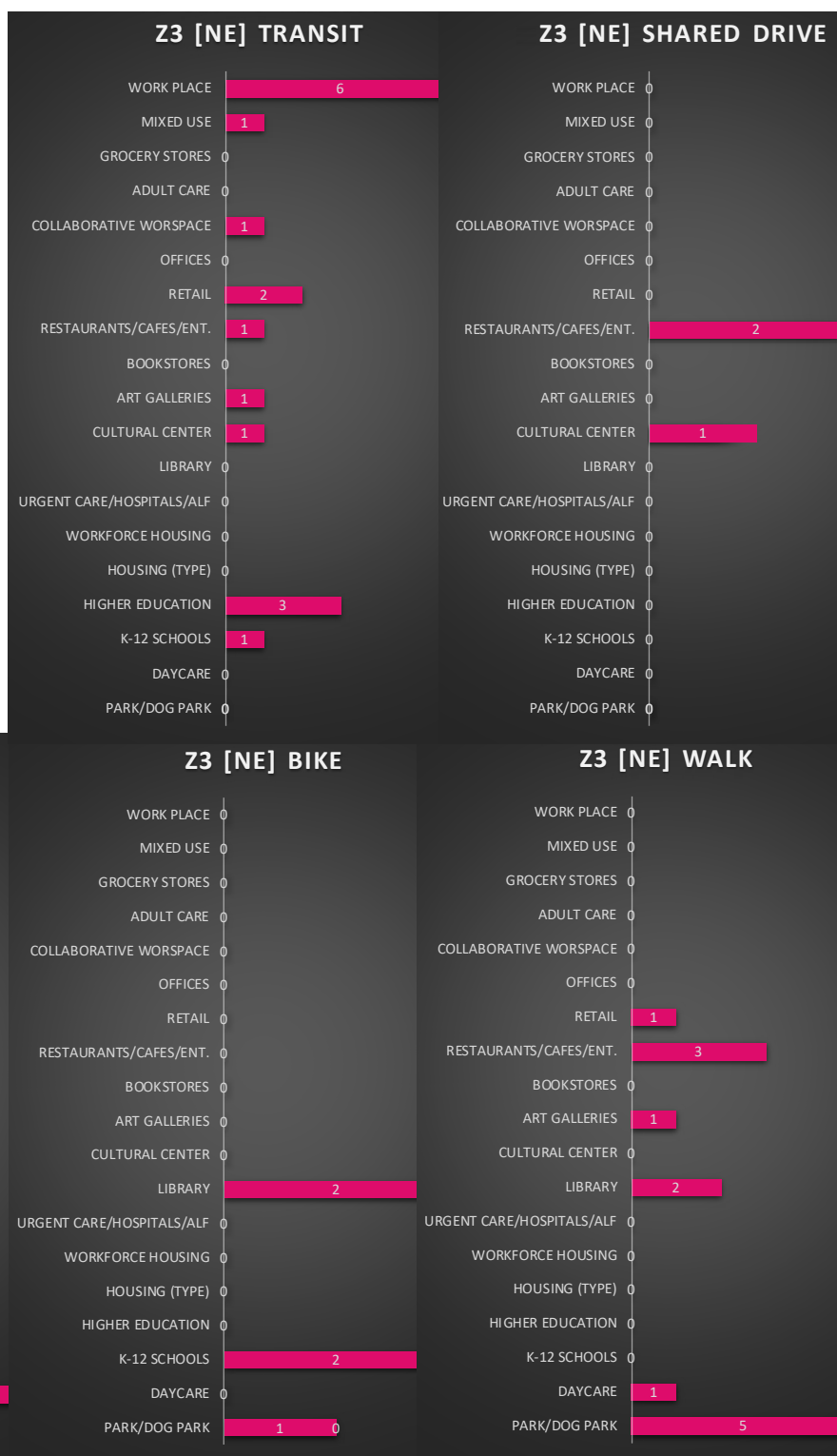


What are Preferred Ways to Get There?

The charrette participants identified preferences for mobility options. The following table summarizes the findings:

C1.3 SUMMARY

Mode	%
Transit (T)	35%
Shared Drive (D)	6%
Drive (D)	21%
Bike (B)	10%
Walk (W)	27%
Total	100%





Discussion Items:

ECONOMIC DEVELOPMENT

- Towers-high density-mixed use (west of corridor-south of river at 163rd street).
- Riverwalk near 163rd Street.
- Mixed-use development on north side of 163rd Street.
- Mixed-use District west of corridor and south of 163rd Street.
- More density west of corridor and south of 163rd Street.
- The station at 151st Street should be more intense and include parking garage.
- Nurses housing and workforce housing. Hospital District in Aventura.
- Mixed-use west of corridor near Aventura.
- New schools built out east of corridor, south of Aventura hospital.
- Connect Johnson and Wales to Downtown.
- TOD mixed-use district along 125th Street.
- Workforce housing along 125th Street.
- Elementary school at 103rd Street and 6th Avenue and bike access at NE 5th Avenue.
- Recreation center connected to park west of corridor at Park Rd near Miami Shores Country Club.
- Turnover has reduced to 10% and residents coming are younger families plus aging in place.
- 87th Street and NE 2nd Avenue has 3 acres of land for restaurant and/ or mixed-uses. There is a gap between 2nd Avenue and existing retail up to Little River.
- Little River - new uses happening now.
- Offices, east of corridor, between 87th Street, Biscayne Blvd and 92nd Street.
- More intensity and transit station at 87th Street.
- Promote “workforce” housing on Biscayne Blvd.

TRANSPORTATION AND CONNECTIVITY

- Circulator connecting 163rd Street to 151st Street.
- Retail, bike path and transit bus to Sole Mia and FIU.
- Potential dedicated bike lanes in future.
- Pedestrian bridge at Aventura Mall.
- NE 6th Avenue to have an alternative commuter circulator - maybe connecting from 90th Street to 2nd Avenue and connecting east on another road up to 6th Avenue.
- Transit: park and drive Miami Shores to station at El Portal.
- Bike lane dedicated at NE 5th Avenue to schools (3).
- Dedicated bike path at 87th Street.

NEIGHBORHOOD ASSETS AND PRESERVATION

- The entertainment/ mixed-use area west of corridor to be maintained as a recording industry neighborhood character -south of Dixie Hwy and 151st Street.
- Existing retail restaurant and neighborhood-retail at 2nd Avenue south of 107th Street.
- Existing canal.
- Existing affordable housing on 79th Street.





4.2 Charrette Series 2

4.2.1 Charrette 2.1

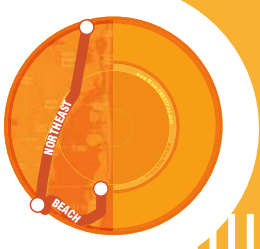


Overview

The Charrette 2.1 was held on November 8, 2018 at Legion Park in Miami, and included a total of 42 participants. During the Charrette, the TPO requested community feedback on station area population and employment growth estimates for the development of a preferred land use scenario. The charrette participants were asked to consider the following:

- Review and comment on the station area-based preliminary population and employment growth associated with the Northeast Corridor SMART Plan.
- Review and comment on the mix of population and employment growth associated with the Northeast Corridor SMART Plan.
- Is the projected SMART Plan growth by station area consistent with your community's vision?
- Which municipalities would require amending the land use plans and zoning codes to support the transit oriented development anticipated with the future Northeast Corridor rapid transit system?

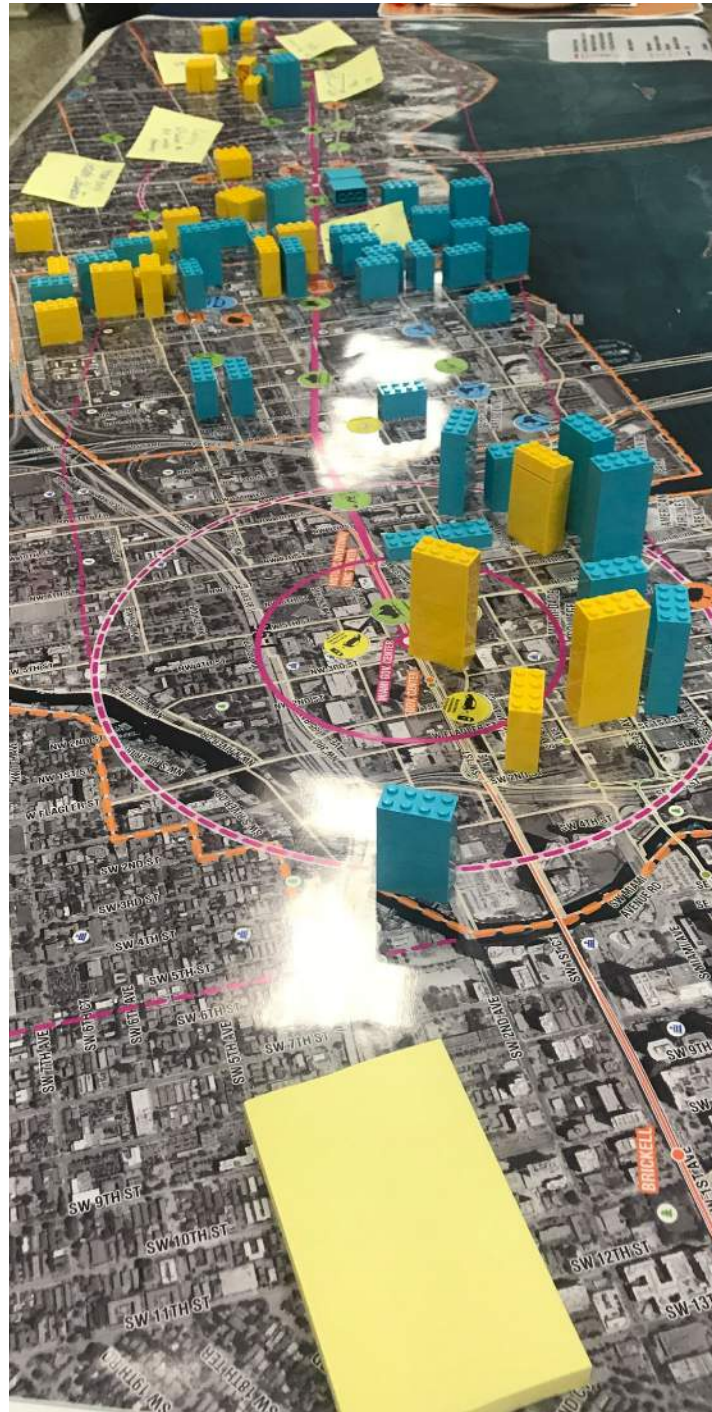
The following sections summarize the content of the charrette and input received from participants during the table break-out sessions.



Downtown & Northeast 36th Street Stations

Where should Housing and Jobs be Located?

Within the Greater Downtown to Midtown / NE 36th Street station segment areas, the baseline population for 2010 of 55,658 people and 61,882 jobs is projected to grow to 128,872 people and 84,332 jobs by 2040 (TREND Growth). As a result of new transit and depending on growth scenario options, the SMART Plan growth estimates indicate an additional increase of up to 30,000 people and 18,000 jobs within the corridor area.



The MAZ reference maps at each charrette table indicated the TREND Growth numbers for Population (POP) and Employment (EMP) by station segment areas. The charrette participants were asked to review the **2040 TREND Growth (natural growth)** data and identify the best locations within the corridor segment areas for additional growth. The number of LEGO blocks available for distribution, representing both people and jobs respectively, is based on the **Incremental Growth (SMART PLAN Growth)** numbers considered in the TPO's Preliminary Preferred Land Use Scenario. By placing on the aerial maps the allotted LEGO blocks, participants were asked to consider preferred locations for growth and how selected locations have the potential to impact land use and mobility as a result of the increase in the number of people and jobs in the area.

Charrette participants placed the highest number of LEGO blocks within the Wynwood/Edgewater area. The following points summarize additional input recorded during discussions and as written by participants on the maps and on the post-it notes:

- Wider sidewalks on Biscayne Blvd.
- New station on 27th Street
- New station on 60th Street/ 61st Street
- New station on 53rd Street/ 54th Street
- Bike lane on NE 2nd Ave
- One station only besides Downtown
- Cooling station at all transit stations
- Depress I-195 Expressway, close to Biscayne Boulevard.

Within the Downtown station area segment, charrette participants allocated approximately 8,400 in POP and 5,200 in EMP from the SMART Plan growth totals for population and employment. The majority of the LEGO blocks were placed within the 1/2 mile radius of the MiamiCentral Station area. This allocation is less than the SMART Plan growth numbers of 12,000 in POP and 10,000 in EMP for this station segment area.



Within the Wynwood/Edgewater station area segment, participants allocated an approximate SMART Plan growth of 12,600 POP and 6,000 EMP, as represented by the number and placement location of the LEGO blocks. These allocations were higher than the proposed 10,000 POP and 5,000 EMP SMART Plan growth for this segment. A mix of growth in both population and employment was distributed within the Wynwood area, while a larger number of LEGOS representing growth in population was placed within the Edgewater area.



The SMART Plan growth numbers for the Midtown / NE 36th Street station segment area identified 8,000 POP (population) and 3,000 EMP (employment) increase. The charrette participants allocated an approximate growth of 6,200 POP and 4,800 EMP by placing the majority of the LEGO blocks south of 54th Street and west of the FEC Corridor.





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First Mile / Last Mile Transit Accessibility

Figure 4-8: Downtown & Northeast 36th Street Stations



Identified mobility improvements for this table:



During the second interactive / hands on exercise, participants were asked to place pre-printed stickers on the aerial map representing mobility improvements they would like to see at locations where most needed. The exercise allowed participants to identify issues and/or enhancements that can facilitate access to and within close proximity of station locations. The DOTs were classified by color and type of Mobility Improvements and were used to identify locations for the following: need for crosswalks; location of sidewalk gaps; where best to implement a new shuttle route or expand an existing route or service; need for bike lanes; need for more tree canopy for shade; etc.

The following points summarize the transit accessibility preferences identified by charrette participants for the Downtown and NE 36th Street station segment area and locations.

Identified Improvements

- Sidewalks along Biscayne Blvd.
- Shade along Biscayne Blvd. and in Wynwood
- Pedestrian connection and crosswalk underneath I-195 at 36th Street
- Pedestrian connection at FEC Corridor between NE 22nd Street and NE 23rd Street
- Bulb-out at NW 2nd Avenue and NW 22nd Street
- Greenway and Bike path on the FEC Corridor
- Bike Lane on NE 2nd Avenue in north direction and NW 2nd Avenue in south direction
- Bike Parking on FEC Corridor near 54th Street
- Freebie location in Wynwood
- Trolley at NW 2nd Avenue and NW 28th Street
- Trolley system along NW 54th Street
- Golf cart route along NE 2nd Avenue and Biscayne Blvd

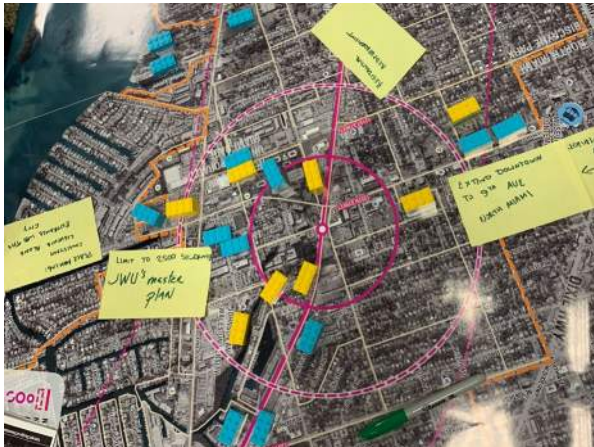


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Where should Housing and Jobs be Located?

The following points summarize additional input recorded during the break-out table discussions:

- [illegible]



For the NE 125th Street station segment area, participants allocated the SMART Plan Growth numbers as follows: half (50%) of the allotted 8,000 POP (blue LEGO blocks) and about a third (33%) of the 6,000 EMP (yellow LEGO blocks) were placed within the 1/2-mile radius of the potential station location. The remaining SMART Plan growth numbers, as represented by the LEGO blocks, were placed outside and in very close proximity to the 1/2-mile radius as well as along NE 125th Street, the FEC Corridor and near 121st Street.



Participants did not place any LEGO blocks in the area between the NE 79th Street half-mile station radius and the NE 125th Street half-mile station radius. This indicates that no growth is envisioned nor desired for this area by participants.



For the NE 79th Street station segment area, participants placed LEGO blocks representing an approximate growth of 3,400 in POP and 3,200 in EMP, which is higher than the allotted 3,000 POP and 2,000 EMP from the SMART Plan growth. The majority of the LEGO blocks were placed within the 1/2-mile radius of the potential station location and east of the FEC Corridor, along Little River.

First Mile / Last Mile Transit Accessibility

Figure 4-9: Northeast 79th Street and Northeast 125th Street Stations



Identified mobility improvements for this table:



During the second interactive / hands on exercise, participants were asked to place pre-printed stickers on the aerial map representing mobility improvements they would like to see at locations where most needed. The exercise allowed participants to identify issues and/or enhancements that can facilitate access to and within close proximity of station locations. The DOTS were classified by color and type of Mobility Improvements and were used to identify locations for the following: need for crosswalks; location of sidewalk gaps; where best to implement a new shuttle route or expand an existing route or service; need for bike lanes; need for more tree canopy for shade; etc.

The following points summarize the transit accessibility preferences identified by charrette participants for the NE 79th Street and NE 125th Street station segment areas and locations.

Identified Improvements

- Crosswalk along Biscayne Boulevard near 79th Street Station and at the FEC corridor
- Shade on 79th Street
- Stop signs on NE 4th Avenue at NE 71st Street and NE 74th Street
- Reduced speed limit on NE 4th Avenue
- Greenway along canal near 79th Street Station
- Bike Lane along NE 5th Avenue, NE 6th Avenue and NE 77th Street in south direction
- Bike Boulevard on NE 107th Street
- Bike sharing along 125th Street
- Trolley along NE 79th Street, NE 6th Avenue and NE 125th Street
- Transit shelters at NE 10th Avenue and NE 11th Place with 125th Street
- Ride sharing at 125th Street station
- Electric charging station at 79th Street and NE 1st Avenue
- Electric charging station at 125th Street and NE 6th Avenue
- On street parking at 125th Street and NE 6th Avenue



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Where should Housing and Jobs be Located?

Within the North Miami Beach / NE 163rd Street and the Aventura station segment areas, the baseline population for 2010 of 36,649 people and 29,799 jobs is projected to grow to 56,922 people and 43,799 jobs by 2040 (TREND Growth). As a result of new transit and depending on growth scenario options, the SMART Plan growth within this area is projected to add up to 10,000 people and 10,000 jobs. The following points summarize additional input recorded during the break-out table discussions:

- Higher density and more jobs towards FIU campus and NE 151st Street
- 400 units at Sole Mia
- 500 jobs and entertainment uses. Two or Three development (300 apartments) and transit oriented development (TOD) at NE 151st Street Station
- Medical school and dorms at FIU
- Mall jobs and redevelopment as mixed use
- Trolley on NE 163rd Street and NE 164th Street with more frequency around mall
- 2000 units at triangle on Dixie Hwy and 159th Street
- Improve intersection at 163rd Street / Biscayne Boulevard, and Ives Dairy Road / Biscayne Boulevard
- Connect bus stop to trolley line
- Entertainment, retail and hotel northeast corner of 163rd and Biscayne Boulevard
- Unified design – San Antonio, Chicago – NE 19th Ave
- Hotel – Dixie Highway and 173rd Street
- Redevelopment of Intracoastal Mall at 163rd Street
- Improve dedicated bike lane at 163rd Street
- More frequent bus service on Biscayne Boulevard
- More walkable connection to performing arts center from Biscayne Boulevard bus stop
- Office complex, mall on Aventura within ½ mile radius of station
- Residential for Medical Center on Dixie Highway and NE 212th Terrace
- Infill residential on parking lots of existing shopping centers
- Hotel on Golf Course





Within the North Miami Beach station area segment, participants allocated an approximate 9,200 in POP and 5,000 in EMP from the SMART Plan growth totals for population and employment. These amounts are less than the allotted 10,000 POP and 7,000 EMP SMART Plan growth for this segment. Approximately half (50%) of the LEGO blocks were placed outside of the 1/2 mile radius of the potential station location. Specifically, south of NE 151st Street and west of the FEC corridor; and within the FIU Biscayne and the Sole Mia area. In addition, outside of the station area segment and south of 142nd Street, participants placed about 1,000 blue LEGO blocks representing SMART PLAN POP growth in this area.

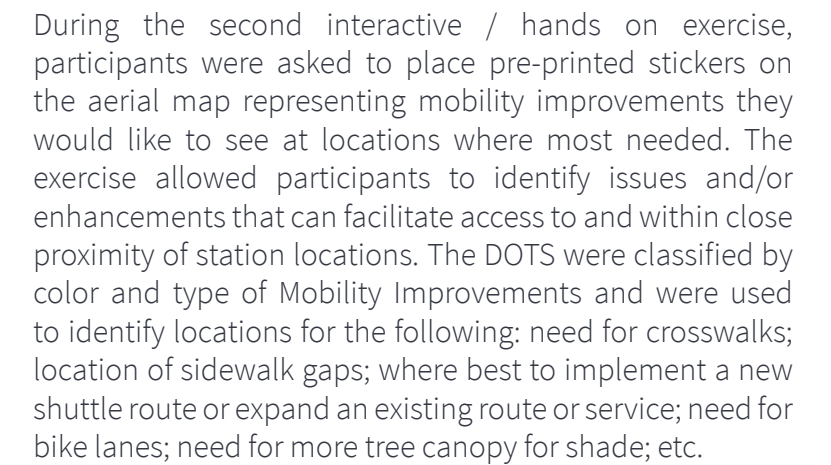
At the 163rd Street potential station location, the POP and EMP LEGO blocks were placed at the northeast corner of 163rd Street and Biscayne Boulevard; west of the FEC corridor along 163rd Street; and, at the intersection of W Dixie Highway and 159th Street.



Within the Aventura station area segment, participants placed LEGO blocks representing an approximate growth of 1,800 in POP and 3,000 in EMP, which is less than the allotted 3,000 in POP and 6,000 in EMP from the SMART Plan growth totals for population and employment. About half of the number of the blocks representing employment were placed within the 1/2 mile radius of the potential station location and near the Aventura Mall area. The remainder of the LEGO blocks representing the balance of population and employment growth were located within the Aventura Hospital District.



Figure 4-10: Northeast 163rd Street and Aventura Stations



The following points summarize the transit accessibility preferences identified by charrette participants for the NE 163rd Street / North Miami and Aventura station segment areas and locations.

Identified Improvements

- Sidewalk at NE 19th Avenue; NE 187th Street and NE 190th Street south of Biscayne Boulevard.
- Shade at NE 19th Street along canal; 187th Street and 190th Street east of Biscayne Boulevard.
- Stop signs on NE 4th Avenue and NE 171st Street and NE 174th Street
- Reduced speed limit on NE 174th Avenue
- Greenway along canal near 163rd Street Station
- Bike lane along canal near 163rd Street Station; along FEC corridor
- Trolley along Biscayne Boulevard, 163rd Street and 151st Street to FIU Campus
- Bus at 151st Street



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4.2.2 Charrette 2.2



Overview

The Charrette 2.2 was held on November 14, 2018 at the McDonald Senior Center in North Miami Beach with a total of 50 participants. During the charrette, the TPO requested community feedback on station area population and employment growth estimates for the development of a preferred land use scenario. The charrette participants were asked to consider the following:

- Review and comment on the station area-based preliminary population and employment growth associated with the Northeast Corridor SMART Plan.
- Review and comment on the mix of population and employment growth associated with the Northeast Corridor SMART Plan.
- Is the projected SMART Plan growth by station area consistent with your community's vision?
- Which municipalities would require amending the land use plans and zoning codes to support the transit oriented development anticipated with the future Northeast Corridor rapid transit system?

The following sections summarize the content of the charrette and input received from participants during the table break-out sessions.



Downtown and Northeast 36th Street Station

Where should Housing and Jobs be Located?

Within the Greater Downtown to Midtown NE 36th Street station segment areas, the baseline population for 2010 of 55,658 people and 61,882 jobs is projected to grow to 128,872 people and 84,332 jobs by 2040 (TREND Growth). As a result of new transit and depending on growth scenario options, the SMART Plan growth within this area is projected to add 17,000 to 25,500 people and 10,500 to 15,000 jobs within the station segment areas.



The MAZ reference maps at each charrette table indicated the TREND Growth numbers for Population (POP) and Employment (EMP) by station segment areas. The charrette participants were asked to review the **2040 TREND Growth (natural growth)** data and identify the best location within the corridor segment areas for additional growth. The number of LEGO blocks available for distribution, representing both people and jobs respectively, is based on the **Incremental Growth (SMART PLAN Growth)** numbers as identified in the TPO's Preliminary Land Use Scenario. In placing on the aerial maps the allotted LEGO blocks, participants were asked to consider preferred locations for growth and how selected locations will affect land use and mobility as a result of the increase of people and jobs in the area.

The following points summarize additional input recorded during discussions and as written by participants on post-it pads:

Notes

- Frequency of trains important
- Station at 27th Street - 29th Street can connect entertainment 'Fun' and Water
- Midtown station is a "stressed" area

Within the Downtown station area segment, participants allocated an approximate 7,000 in POP and 3,600 in EMP from the SMART Plan growth totals for population and employment. The LEGO blocks representing these totals were placed within the 1/2 mile radius of the Miami Central station. This allocation represents less than the allotted 12,000 in POP and 10,000 in EMP from the SMART Plan Growth totals for this station segment area. Most of the LEGO blocks were placed at the MiamiCentral / Downtown Government Center Station and west of I-95.

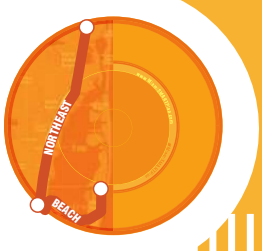


Within the Wynwood/Edgewater station area segment, participants allocated an approximate 4,000 in POP and 3,800 in EMP. This represents less than the allotted 10,000 in POP and 5,000 in EMP from the SMART Plan Growth totals for this station area. The LEGO blocks representing these totals were placed south of 20th Street and west of Biscayne Blvd within the Edgewater neighborhood area. LEGO blocks representing population growth only were placed in the area north of NE 20th Street and east of the FEC corridor. South of NW 24th Street between I-95 and NW 2nd Avenue, only employment growth was placed.



Within the NE 36th Street station area segment, participants had available an allotted 8,000 in POP and 6,000 in EMP from the SMART Plan growth totals for population and employment. The participants allocated an approximate growth of 4,200 in POP and 1,600 in EMP. The LEGO blocks representing population growth were placed on the aerial map along 28th Street. The LEGO blocks representing employment were placed in close proximity to I-95, mostly on the northern boundary and south of NE 41st Street, and in the area between N Miami Avenue and NE 2nd Avenue.





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First Mile / Last Mile Transit Accessibility

Figure 4-11: Downtown and Northeast 36th Street Stations



Identified mobility improvements for this table:



During the second interactive / hands on exercise, participants were asked to place pre-printed stickers on the aerial map representing mobility improvements they would like to see at locations where most needed. The exercise allowed participants to identify issues and/or enhancements that can facilitate access to and within close proximity of station locations. The DOTs were classified by color and type of Mobility Improvements and were used to identify locations for the following: need for crosswalks; location of sidewalk gaps; where best to implement a new shuttle route or expand an existing route or service; need for bike lanes; need for more tree canopy for shade; etc.

The following points summarize the transit accessibility preferences identified by charrette participants for the Downtown and NE 36th Street station segment areas and locations.

Identified Improvements

- Crosswalks and shade on 2nd Avenue at NE 5th Street and NE 11th Street; also NW 20th Street and NW 2nd Avenue
- Greenway on N Bayshore Drive
- Bike sharing along Biscayne Boulevard and NW 17th Street
- Bus on or to Port Boulevard.

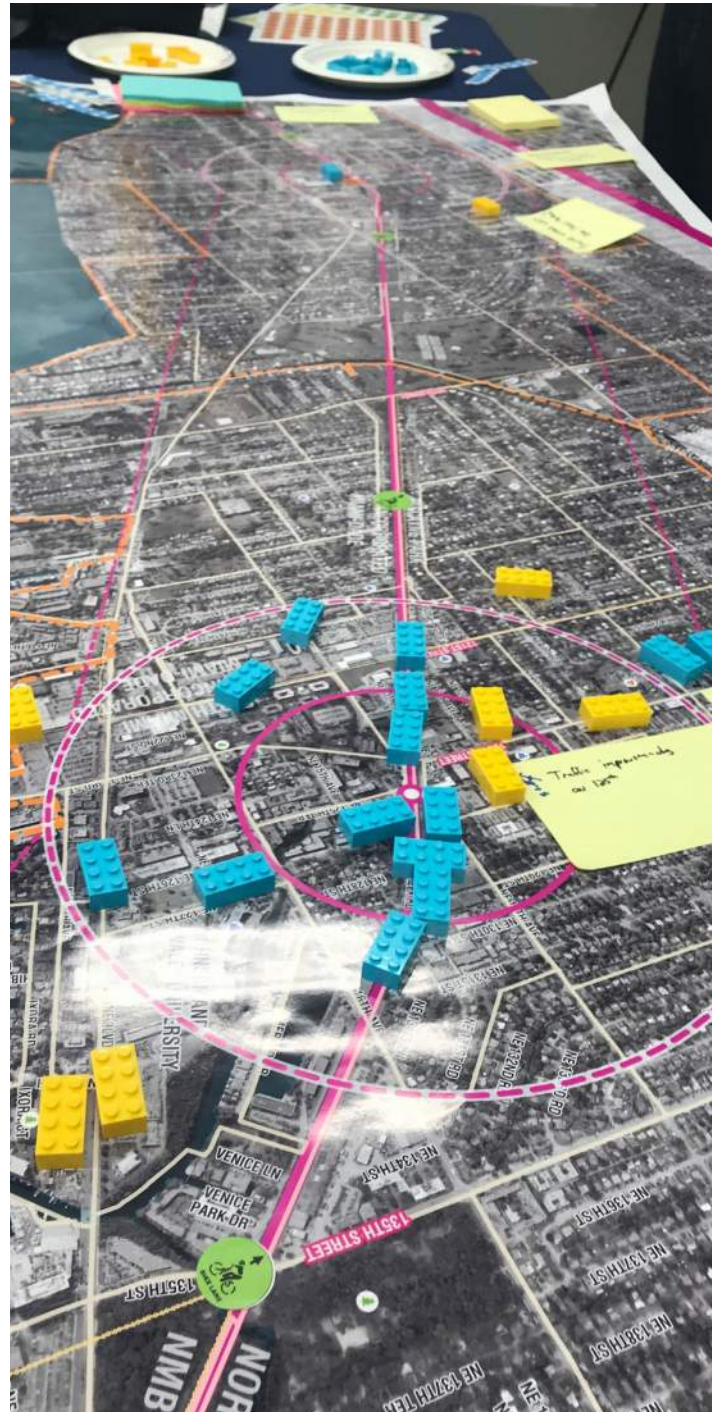


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Northeast 79th Street and Northeast 125th Street Stations

Where should Housing and Jobs be Located?

Within the Upper East Side / El Portal / NE 79th Street and the North Miami / NE 125th Street station segment areas, the baseline population for 2010 of 59,610 people and 20,279 jobs is projected to grow to 76,979 people and 30,098 jobs by 2040 (TREND growth). As a result of new transit and depending on growth scenario options,



the SMART Plan growth within this area is projected to add up to 11,000 people and 7,000 jobs within the station segment areas. Participants placed the LEGO blocks in close proximity to the 1/2-mile radius of each of the two potential station locations.

The following points summarize additional input recorded during the break-out table discussions:

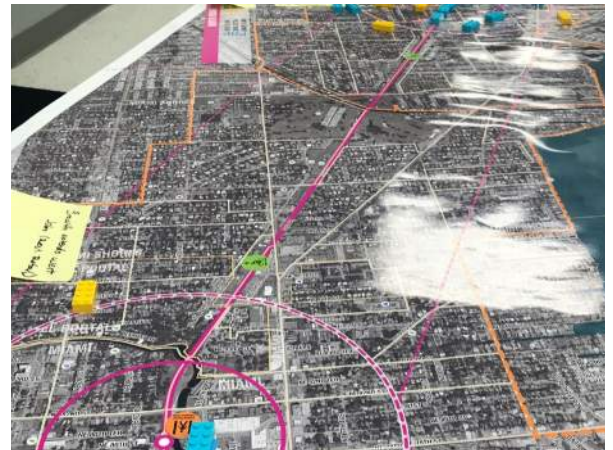
- No safe bike lanes on US1
- Higher income means lower usage of mode
- Growth extends west. Jobs like restaurants, retail
- Mixed use buildings - Restaurants, Retail, etc. - west of Dixie Highway.
- Need to consider that 125th Street is an evacuation route, and this can cause a lot of traffic
- Traffic improvements are needed on 125th Street



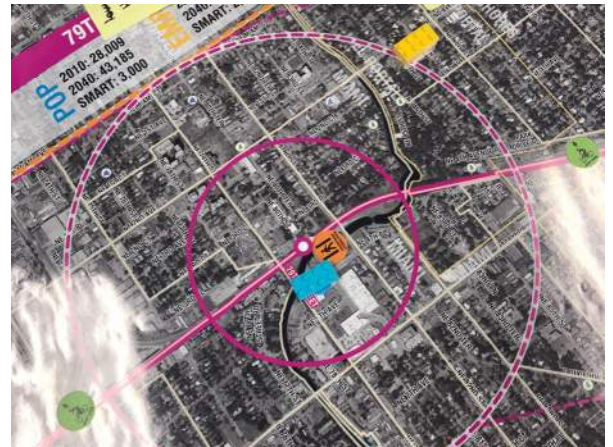
Within the NE 125th Street station area segment, the SMART Plan growth numbers allocated 4,000 for POP and 3,000 for EMP. The participants placed LEGO blocks representing an approximate growth of 2,800 on POP and 1,400 in EMP. The majority of the LEGO blocks representing population growth was placed within the 1/2-mile radius of the potential station location and along the FEC corridor. The employment LEGO blocks were placed in close proximity to the potential station location.



As with Charrette 2.1, the Charrette 2.2 participants did not place any LEGO blocks in the area between the NE 79th Street half-mile station radius and the NE 125th Street half-mile station radius. This indicates that no growth is envisioned nor desired for this area by participants.



For the NE 79th Street station segment area, participants allocated an approximate growth of 200 in POP and 200 in EMP. This allocation is considerably less than the projected 3,000 in POP and 2,000 in EMP from the SMART Plan growth numbers for population and employment. The sole LEGO block for POP was placed east of the potential station location and the sole LEGO block for EMP was placed along 2nd Avenue.



First Mile / Last Mile Transit Accessibility

Figure 4-12: Northeast 79th Street and Northeast 125th Street Stations



During the second interactive / hands on exercise, participants were asked to place pre-printed stickers on the aerial map representing mobility improvements they would like to see at locations where most needed. The exercise allowed participants to identify issues and/or enhancements that can facilitate access to and within close proximity of station locations. The DOTS were classified by color and type of Mobility Improvements and were used to identify locations for the following: need for crosswalks; location of sidewalk gaps; where best to implement a new shuttle route or expand an existing route or service; need for bike lanes; need for more tree canopy for shade; etc.

The following points summarize the transit accessibility preferences identified by charrette participants for the NE 79th Street and NE 125th Street station segment areas and locations.

Identified Improvements

- Pedestrian connection at 79th station above canal
- Bike lane along the FEC corridor

Identified mobility improvements for this table:





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Northeast 163rd Street and Aventura Stations

Where should Housing and Jobs be Located?

Within the NE 163rd Street and the Aventura station segment areas, the baseline population for 2010 of 36,649 people and 29,799 jobs is projected to grow to 56,922 people and 43,799 jobs by 2040 (TREND growth). As a result of new transit and depending on growth scenario options, the SMART Plan growth within this area is projected to add up to 13,100 people and 14,500 jobs within the station segment areas.



The following points summarize additional input recorded during the break-out table discussions:

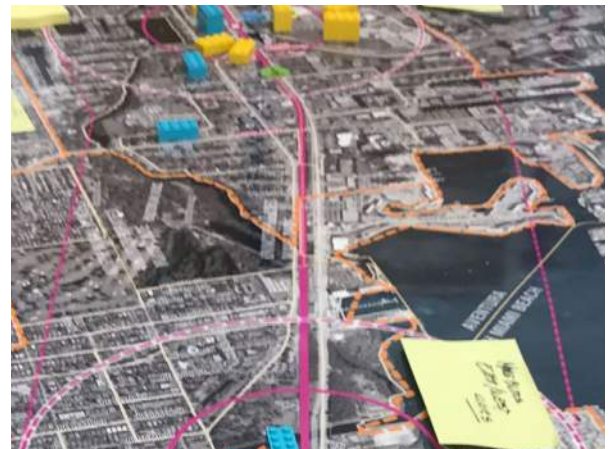
- Advantage of access with two arterials, Dixie Highway / Biscayne Boulevard and the FEC.
- Platform on Biscayne Boulevard at FEC on land owned by FEC
- Look at FEC owned land. Redevelopment at office center with garage/ park and ride
- At 156th Street across from justice building – more density within 1/2 mile radius
- Area within south of 151st Street, north of 146th Street, east of 19th Court and west of FEC Corridor to become a music recording district and tech district.
- Large warehouse building west of the FEC corridor to become a museum
- Area east of 20th lane and south of 146th Street to become a housing project
- Old Costco to be redeveloped
- More buses for east/west links
- Pedestrian bridge at 208th Street and Biscayne
- Sears turned into a “Lifestyle Center”
- Transit Hub at 197th Street
- New addition to Aventura Mall
- Transfer fares connecting all transportation modes
- Hospital. 10 blocks north lots of growth to north of the county line
- Medical Center to 214th Terrace



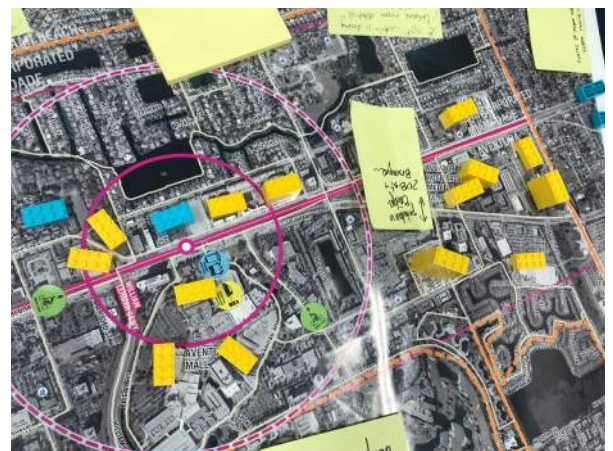
Within the North Miami Beach station area segment, participants allocated an approximate 8,400 in POP and 4,200 in EMP. These amounts are less than the allotted 10,000 in POP and 7,000 in EMP from the SMART Plan growth totals for population and employment. The majority of the LEGO blocks were placed south of the potential station location and distributed within the following areas: southeast of Dixie Highway and west of the FEC Corridor; the FIU Biscayne Campus; warehouse area west of FEC corridor; and the Sole Mia area. Within the potential station location there was a concentration of POP (blue) LEGO blocks along the Canal.



The area between NE 163rd and Aventura did not receive much SMART Plan growth allocation by the participants. The Charrette 2.2 participants considered that given the existing and mostly built-out conditions of this area, zero to very little growth is envisioned for this area.



Within the Aventura station area segment, participants allocated an approximate SMART Plan growth of 1,400 in POP and 5,200 in EMP, which is less than the allotted 3,000 in POP and 6,000 in EMP from the SMART Plan growth totals for population and employment. The majority of the LEGO blocks representing population growth were placed near the potential station location. About half of the number of blocks representing employment growth were placed within the 1/2 mile radius of the potential station location; at the Aventura Mall area and west of the FEC corridor. The remainder LEGO blocks representing employment growth blocks were placed within the Aventura Hospital District and in close proximity to the Aventura Park Square development.



First Mile / Last Mile Transit Accessibility

Figure 4-13: Northeast 163rd Street and Aventura Stations



During the second interactive / hands on exercise, participants were asked to place pre-printed stickers on the aerial map representing mobility improvements they would like to see at locations where most needed. The exercise allowed participants to identify issues and/or enhancements that can facilitate access to and within close proximity of station locations. The DOTs were classified by color and type of Mobility Improvements and were used to identify locations for the following: need for crosswalks; location of sidewalk gaps; where best to implement a new shuttle route or expand an existing route or service; need for bike lanes; need for more tree canopy for shade; etc.

The following points summarize the transit accessibility preferences identified by charrette participants for the 163rd Street and Aventura stations:

Identified Improvements

- Sidewalk at 163rd Street near Oleta River State Park; along Snake Creek Canal near 163rd Street
- Pedestrian connection on FEC corridor connecting to Biscayne Boulevard
- Bike lane along FEC corridor and Aventura Boulevard
- Bus on 163rd Street extending east-west; on NE 151st Street towards FIU Campus
- Bus shelter on Biscayne Blvd. at Aventura Mall
- Electric charging station on Biscayne Boulevard at Aventura Mall

Identified mobility improvements for this table:

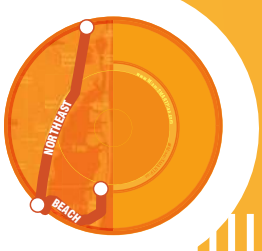




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4.2.3 Beach Corridor Virtual Workshop

Due to the COVID-19 global pandemic related restrictions, the final charrette for the Beach Corridor was replaced with a virtual workshop. A SAC Virtual Workshop was held on Thursday, May 7, 2020, to obtain input for the Beach Corridor Preferred Land Use Scenario and Visioning Planning. The workshop was a joint meeting with the Economic Mobility and Accessibility Study team for the Beach and Northeast Corridors. The SAC was briefed of the preferred land use scenario developed for the Beach Corridor LPA, including updates to the previously developed land use scenarios for the Beach-Northeast Corridor “overlap” station areas. The ridership forecasts, land use policy recommendations, and economic mobility and accessibility study results were also discussed. Time for open discussions was built into the agenda to facilitate input and respond to questions. The PowerPoint presentation, workshop agenda, list of attendees, and meeting minutes are included in **Appendix F**.



4.3 Stakeholder Coordination

The project team engaged stakeholders through a series of meetings, including a SAC, a TOC, and meetings with elected officials and key local agency staff.

4.3.1 Study Advisory Committee Meetings

The project team and the TPO identified agencies that are key to the Preferred Land Use Scenario and Visioning Planning process for the Beach and Northeast Corridors. A SAC was established comprising of representatives from the following agencies:

- Florida Department of Transportation District 4 and District 6
- Miami-Dade County Department of Transportation and Public Works (DTWP)
- Miami-Dade County Regulatory and Economic Resources (RER)
- Miami-Dade Expressway Authority (MDX)
- Miami-Dade Citizens' Independent Transportation Trust (CITT)
- Miami-Dade Citizens' Transportation Advisory Committee (CTAC)
- Miami Downtown Development Authority (DDA)
- South Florida Regional Planning Council (SFRPC)
- South Florida Regional Transportation Authority (SFRTA)
- Treasure Coast Regional Planning Council (TCRPC)
- Municipalities along the corridors including Aventura, North Miami Beach, North Miami, Biscayne Park, Miami Shores, El Portal, Miami and Miami Beach.
- Community Redevelopment Areas (CRAs) along the study corridors including Omni, North Miami, North Miami Beach, Midtown Miami, Miami Beach Redevelopment Agency, Southeast Overtown/Park West, and Florida International University (FIU)

Four SAC meetings were held during the development of the land use and visioning plan and these meetings were used to obtain input from stakeholder agencies, announce charrettes, encourage public participation, and review interim and final project deliverables. **Appendix F** includes copies of the presentation, meeting minutes, and the sign-in sheets.

The **first SAC meeting** was held at the El Portal Village Hall on Monday, December 4, 2017. The purpose of the meeting was to provide the SAC members an overview of the Preferred Land Use Scenario and Visioning Plan for Beach and Northeast Corridors, schedule, and discuss their role. Additionally, the SAC was briefed of efforts by partner agencies such as the PD&E and station area planning studies. SAC members were given an overview of the corridor land use data and a Geographic Information Sciences (GIS) GIS-based land use analytical tool. The SAC members were informed of the upcoming charrette meetings.

The **second SAC meeting** was held at the Stephen P. Clark Center on Thursday, June 7, 2018. The purpose of the meeting was to provide the SAC members with the status of the Land Use Visioning process and other studies by partner agencies, key results from the charrettes, and an overview of the preliminary land use scenarios. The SAC members were requested to provide input for the draft scenarios by June 20, 2018.

The **third SAC meeting** was held at the Stephen P. Clark Center on Monday, October 29, 2018. The purpose of the meeting was to brief the SAC members of activities since the last SAC meeting, discuss the land use alternative scenarios and preliminary Preferred Land Use Scenario for the Northeast Corridor, review transit ridership forecasts, and inform of the second series of charrettes in November. The SAC was notified that the focus on the upcoming charrettes was the Northeast Corridor only. Furthermore, an update of a parallel study, the Economic Mobility and Accessibility Study was given to the group.

The **fourth SAC meeting** was a joint meeting with the Economic Mobility and Accessibility Study team for the Northeast Corridor. The meeting was held at Aventura City Hall on Thursday, May 30, 2019. The SAC was briefed of the input received during the second series of charrettes. The results of the land use scenarios analysis, including the Preferred Land Use Scenario was presented along with ridership forecast and an overview of land use policy recommendations. An update on the schedule of the Beach Corridor Rapid Transit Study was given.

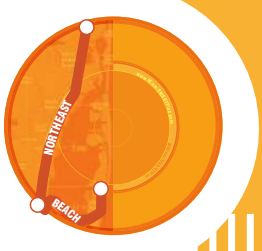
4.3.2 Technical Oversight Committee Meeting

A TOC was formed by the TPO comprising of consultant staff from the SMART Plan Land Use Visioning Plan project teams, TPO staff, Miami-Dade County RER, FDOT District 6, and Miami-Dade DTPW. The TOC was established to plan key study components such as charrettes and ensure consistency among different corridor studies. Seven TOC meetings were held between September 20, 2017 and June 19, 2018. Meeting agenda and minutes of those TOC meetings are included in **Appendix F**.

4.3.3 Stakeholder Meetings

The SMART Plan Beach and Northeast Corridors project team conducted meetings with municipal staff and elected officials to brief the study process and obtain input. Most of these meetings took place prior to the first series of charrettes and the project team sought support of the local agencies and elected officials to make the residents aware of the charrettes and encourage participation. The following 13 meetings took place in early 2018 and in May 2020:

- Miami-Dade County District 5 Commissioner Bruno Barreiro on Wednesday, January 17, 2018.
- City of Miami Mayor Francis Suarez on Thursday, January 18, 2018.
- Mayor and staff of Biscayne Park on Monday, January 22, 2018.
- Village Manager and staff of Miami Shores on Wednesday, January 24, 2018.
- Mayor and staff of North Miami Beach on Wednesday, January 24, 2018.
- Mayor and staff of El Portal on Thursday, January 25, 2018.
- Mayor and staff of Aventura elected officials on Monday, January 29, 2018.
- Miami-Dade County District 4 Commissioner Sally Heyman on Monday, January 29, 2018.
- Miami-Dade County District 3 Commissioner Audrey Edmonson on Tuesday, January 30, 2018.
- Miami-Dade County District 2 Commissioner Jean Monestime on Wednesday, January 31, 2018.
- City of North Miami Mayor Smith Joseph and staff on Wednesday, January 31, 2018.
- City of Miami Beach Mayor Dan Gelber and staff on Tuesday, February 27, 2018.
- City of Miami Beach staff on Tuesday May 5, 2020



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CHAPTER

5

DEVELOPMENT OF RECOMMENDATIONS



DEVELOPMENT OF RECOMMENDATIONS

This chapter summarizes the development of Preferred Land Use Scenario and land use policy recommendations for the Northeast Corridor.

Chapter 5 is organized into the following sections:

- 5.1 – Northeast Corridor Preferred Land Use Scenario and Land Use Policy Recommendations
 - ◆ 5.1.1 Northeast Corridor Preferred Land Use Scenario
 - ◆ 5.1.2 Northeast Corridor Land Use Policy Recommendations
- 5.2 – Beach Corridor Preferred Land Use Scenario and Land Use Policy Recommendations
 - ◆ 5.2.1 Beach Corridor Preferred Land Use Scenario
 - ◆ 5.2.2 Beach Corridor Land Use Policy Recommendations

5.1 Northeast Corridor Preferred Land Use Scenario and Land Use Policy Recommendations

5.1.1 Northeast Corridor Preferred Land Use Scenario

The Preferred Land Use Scenario for the Northeast Corridor was developed iteratively using the three alternative Build Scenarios developed in Chapter 3, as well as information from the Beach Corridor scenario development which includes the overlap area from Downtown Miami to Midtown/Design District. A preliminary Preferred Land Use Scenario was presented for input during the second series of charrettes and SAC meeting #3. The following factors were considered when the Preferred Land Use Scenario was developed:

- Transit readiness of Northeast Corridor. Examples include:
 - ◆ Transit supportive land use plans in place in Miami, North Miami Beach and Aventura. North Miami and El Portal are in the process of developing such plan
 - ◆ The City of Miami has implemented Form Based Zoning Codes
 - ◆ Planned SMART Plan demonstration station project along the Northeast Corridor in Midtown Miami
 - ◆ Brightline passenger rail service currently operates between MiamiCentral Station and Downtown West Palm Beach along the FEC corridor
- Positive input from the public, municipalities along the corridor, and private sector for transit investment along the Northeast Corridor
- Desire for TOD and reinvestment along the Northeast Corridor
- Proposed Metromover extension to Midtown/Design District, providing a one-seat ride from the Downtown and Government Center area to Midtown/Design District and single-transfer transit connection to Miami Beach

The final Preferred Land Use Scenario is a hybrid of the three Northeast Corridor Build Scenarios, further refined based on the proposed Beach Corridor transit options within the overlap area. The socio-economic data projections associated with the Preferred Land Use Scenario are summarized in **Table 5-1** and key characteristics are summarized below.

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

Table 5-1: 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
Total	262,773	158,229	44,500	30,000	307,273	188,229



5.1.1.1 Testing of Preferred Land Use Scenario

The Preferred Land Use Scenario was evaluated using the FTA's STOPS ridership estimates and Land Use Criteria for New Starts projects. While transit ridership criteria are applicable both at system level and station area level, land use criteria are applicable at the corridor level only.

STOPS Ridership Estimates

The 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. Seven Metromover extension station locations are provided in the overlap area from Downtown Miami to Midtown/Design District. Please note that the purpose of considering an infill station location is for land use scenario development purposes only and the PD&E study will determine the final station locations. The STOPS forecasts summarized in **Table 5-2** indicate high transit ridership levels at all modeled station locations, with Downtown Miami confirming as a regional hub. In comparison to the 2040 Trend land use scenario, the Preferred Land Use Scenario indicates a 36 percent increase in total boardings. The STOPS forecasts for the Metromover extension within the overlap area through the Beach Corridor are included in **Table 5-3**.

Table 5-2: STOPS Boarding Estimates for Northeast Corridor Commuter Rail

Station Area Segment	2040 Trend	Preferred Scenario
Aventura	1,548	2,528
North Miami Beach	1,156	2,132
North Miami	2,155	2,707
NE 79 St/El Portal	1,262	1,842
Midtown/Design District	846	976
Wynwood/Edgewater	1,386	1,925
Downtown Miami	3,143	3,423
Total	11,496	15,533
Boardings per Station	1,642	2,219

Table 5-3: STOPS Boarding Estimates for Metromover Extension

Station Area Segment	2040 Trend	Preferred Scenario
N Miami Avenue and NW 40 Street	1,417	1,471
N Miami Avenue and NW 34 Street	1,449	1,859
N Miami Avenue and NW 29 Street	2,557	2,919
N Miami Avenue and NW 26 Street	343	527
N Miami Avenue and NW 22 Street	201	710
N Miami Avenue and NW 16 Street	1,049	1,360
Total	7,016	8,846
Boardings per Station	1,169	1,474

FTA Land Use Criteria

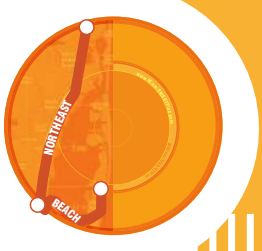
The employment and population density associated with the Northeast Corridor Preferred Scenario was compared with the FTA's New Starts Land Use criteria outlined in **Table 5-4** below, and the resulting ratings are summarized in **Table 5-5**. The Preferred Land Use Scenario results in a Medium-High rating for employment and a High rating for population density. Overall, Medium-High or High ratings reaffirm the Northeast Corridor's strong suitability for premium transit service.

Table 5-4: FTA New Starts Land Use Criteria

Rating	Employment served by system	Average population density (persons/square mile)
High	>220,000	>15,000
Medium-High	140,000-219,999	9,600-15,000
Medium	70,000-139,999	5,760-9,599
Medium-Low	40,000-69,999	2,561-5,759
Low	<40,000	<2,560

Table 5-5: Evaluation of Scenarios per FTA Land Use Criteria

Scenario	Employment		Population density (persons/square mile)	
	Employment	Rating	Population Density	Rating
Trend	158,000	Medium-High	13,140	Medium-High
Preferred Scenario	188,000	Medium-High	15,360	High



5.1.2 Northeast Corridor Land Use Policy Recommendations

The SMART Plan Land Use Policy Recommendations for the Northeast Corridor summarizes the analyses, issues and findings undertaken as part of this study in order to assess the level of readiness for TOD within the corridor, and the degree to which important components to successful TOD implementation are in place. The study focuses on the potential Station Locations (see **Figure 5-1**) and surrounding Station Areas, defined as the land area within a half-mile radius of the planned Station Location.

Within the Northeast Corridor, each Station Area and corresponding characteristics offer a specific set of opportunities and challenges for TOD development, characterized by relatively high density; a mix of residential, office, retail and other commercial uses; and an active public realm within walking distance of a transit station. As documented in the SMART Plan Charrette Chapter, the community charrette sessions were designed to solicit feedback on the degree of desire and readiness for TOD in each Station Area, with participants mapping the locations for TOD opportunities and constraints and identifying actions that could potentially stimulate investment and/or improvements. Discussions were framed by a set of criteria identified as essential components of transit-oriented development: physical suitability, plans in place, local regulatory framework, and existing market trends. Each station area was evaluated using these criteria to determine its current capacity for TOD.

The analysis of the land use scenario plans and the resulting land use policy recommendations took into consideration the following key aspects:

- How the recommended land use scenarios support the forecasted ridership for the Northeast Corridor;
- Recommendations for land use policy and regulations changes for the corridor in order to address the community's overall vision, goals, and objectives while supporting transit in the Northeast Corridor;
- Identify the impacts of the Land Use Scenario Plans to the comprehensive plans at county and municipal level; and,
- Implementation of the plan highlighting any necessary actions.

Appendix G illustrates the Land Use Scenario Development Analysis for the SMART Plan Northeast Corridor including mapping of Approved and / or Planned Projects within Station Areas and Segment Areas.

Figure 5-1: Northeast Corridor





5.1.2.1 TOD Analysis Evaluation Criteria

The Northeast Corridor SMART Plan Land Use Policy Analysis and Recommendations are based on a range of evaluation criteria organized by each Station Location and corresponding Station Area. The Station Area is defined as the land area within a 1/2-mile radius of the potential Station Location, as identified by FDOT’s PD&E studies. The evaluation criteria components are grouped into the following three (3) categories of analysis and supporting data/input sources:

EVALUATION CRITERIA FOR LAND USE POLICY RECOMMENDATIONS:

1. Station Area Characteristics

- Quantity and Quality of access, amenities, and services

2. Station Area Vision

- Charrette Input / Community Vision
- Urban Center Typology as identified in Miami-Dade County’s adopted 2020-2030 CDMP

3. Supportive Land Use and Zoning including Transit-Oriented Development Potential

- Analysis of current regulations
- Analysis of potential density and intensity of development within station areas

DATA / INPUT SOURCES:

Baseline / Growth Trend Data:

- The 2010 and 2040 baseline and trend growth data for population and employment was obtained from the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM).

Scenarios Data:

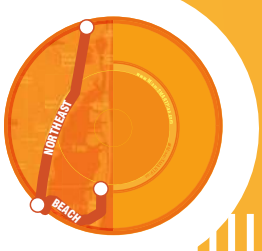
- The land use scenarios were developed in coordination with the SAC and with input from the public attendees during Visioning Charrette meetings.

Land Use and Zoning:

- Existing Land Use from Miami-Dade County’s GIS Open Data (Developed by RER)
- Future Land Use from Miami-Dade RER*
- Incorporated and unincorporated Zoning from Miami-Dade County’s GIS Open Data.

**Regulator and Economic Resources (RER) Disclaimer - Future Land Use (FLU) Data: Within each map category on the FLU maps, numerous land uses, zoning districts and housing types may occur. This plan map may be interpreted for locational analysis, only as provided in the adopted plan text entitled “Interpretation of The Land Use Plan Map: Adopted Policy Of The Land Use Element.” That adopted text provides necessary definitions and standards for allowable land uses, densities or intensities of use for each map category, and for interpretation and application of the plan as a whole. The adopted text must be consulted in its entirety in interpreting any one plan map category, and no provision shall be used in isolation from the remainder. Restrictions accepted by the Board of County Commissioners in association with Land Use Plan map amendments shall be considered as an adopted part of the Comprehensive Development Master Plan (CDMP) and are delineated in the adopted text. This Land Use Plan (LUP) map, in conjunction with all other adopted components of the CDMP, will govern all development-related actions taken or authorized by Miami-Dade County. The LUP map generally reflects municipal land use policies adopted in comprehensive plans. However, with limited exceptions enumerated in the Statement of Legislative Intent, this plan does not supersede local land use authority of incorporated municipal governments authorized in accordance with the Miami-Dade County Charter. For further guidance on future land uses authorized within incorporated municipalities, consult the local comprehensive plan adopted by the pertinent municipality.*

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5.1.2.2 TOD Analysis Summary

Table 5-6 summarizes the TOD Analysis Criteria and findings for each of the proposed six (6) Station Areas and corresponding Segment Areas.

- 1. Station Area Characteristics:** The analysis considers the general proposed location of the station as identified by the Tri-Rail Station Area Opportunity Plan and FDOT's PD&E studies. The locational aspects of the station area were analyzed to determine the degree in which the quantity and quality of access, amenities, and services in and near the Station Location and within the Station Area are sufficient to support TOD. The evaluation criteria included an analysis of the existing urban form (block and street grid), pedestrian access, bicycle access, number of parks, and transit service frequency.
- 2. Station Area Vision:** This evaluation criteria reviews the community's vision for the Station Area as documented in the SMART Plan Charrette reports and considers identified opportunities for redevelopment within each Station Area and within the Northeast Corridor. The Station Area is defined as the land area within a 1/2-mile radius of the potential Station Location as identified by FDOT's PD&E studies. Yet it is not enough for development to be near transit. TOD must be shaped by and for the communities in which they are built. TOD is more than mixed-use development or a multi-building development project. Each TOD may look different and have a different primary function, but successful TOD shares a set of planning and design principles. These principles shape the land use, circulation, urban form and overall performance. This analysis considers the Station Area's capacity to attract ridership and serve transit-dependent populations or high-density population/employment centers while providing connectivity to the overall multimodal transportation network. The Station Area Vision also considers the proposed Urban Center Typology for each Station Area as defined in the Miami-Dade County's Adopted 2020-2030 Comprehensive Development Master Plan (CDMP), updated in June 2018. Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. Three scales of centers are planned: Regional, Metropolitan and Community. Urban Centers are identified in the County's adopted Land Use Plan (LUP).
- 3. Supportive Land Use and Transit-Oriented Development (TOD) Potential:** The analysis provides an overview of the land use and zoning regulations stipulated by each municipality currently mapped within a half-mile radius of each identified Station Location. This analysis assesses whether the current regulatory environment allows for the development of land uses and building forms typically seen in TOD (such as vertical mixed-use development, multi-family housing, live-work housing, etc.), and the degree to which the regulations allow for development that is walkable, sustainable. Based on evaluations of comprehensive plans and coordination with local jurisdictions, in addition to analysis of potential density and intensity of development within the Station Area, land use regulatory consistency has been documented to assess the TOD-readiness of each Station Area. The TOD potential readiness criteria evaluates the physical, and infrastructure framework of the station area to assess the level of readiness to support new development, and determines the potential capacity for new development. Criteria included: plan in place, transit-supportive zoning, developable land (vacant and underutilized), ownership fragmentation, and if special district (in place).

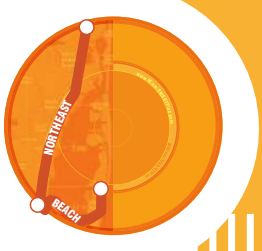
Table 5-6: SMART Plan TOD Analysis Summary

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.



5.1.2.3 Aventura Station Area

The Tri-Rail Station Area Opportunity Plan and the FDOT PD&E Study propose a station at NE 197th Street within the City of Aventura.

The City of Aventura is bounded by: Broward County and the City of Hallandale Beach to the north; Golden Beach and Sunny Isles across Dumfounding Bay and the Intracoastal Waterway to the east; North Miami Beach to the south; and unincorporated Miami-Dade County to the west. Gulfstream Park is an existing 250-acre racetrack located in the City of Hallandale Beach in Broward County, abutting the City of Aventura’s northern boundary.

The City of Sunny Isles Beach, located across the Intracoastal Waterway and Dumfounding Bay to the east of the City, has experienced significant redevelopment in the past few years, with low-rise beachfront motels being replaced by high-rise condominium and hotel projects. This redevelopment has rapidly changed the character of Sunny Isles Beach, and has had implications for northeast Miami-Dade County as a whole, particularly in terms of traffic and hurricane evacuation. William Lehman Causeway, one of the two the main linkages between Sunny Isles Beach and the mainland, traverses the City of Aventura.

The Ojus area of unincorporated Miami-Dade County is located west of the City of Aventura and is planned as a major redevelopment area, including multi-modal transportation improvements, the development of urban design standards, increased code enforcement, environmental restoration/protection, historic preservation, land use and zoning strategies, and the provision of incentives for redevelopment.

The proposed Aventura Station is defined by its proximity to Aventura Mall and the substantial business activity in proximity to the Mall. While residential is within proximity to the station location at lower densities to the west and higher densities to the east, the core activity surrounding the station location is retail and business. Surrounding the vibrant Aventura Mall, business and

hospitality uses have been developing. Aventura’s office market, while reasonably small in size when compared to Downtown Miami, Doral, Coral Gables, or Airport West, is continually one of the strongest submarkets in Miami Dade County in terms of rate and occupancy. Largely because of Aventura’s strong brand name, relative affluence and central location between Ft. Lauderdale and Miami, the Aventura office market will continue to perform strongly over the foreseeable future.

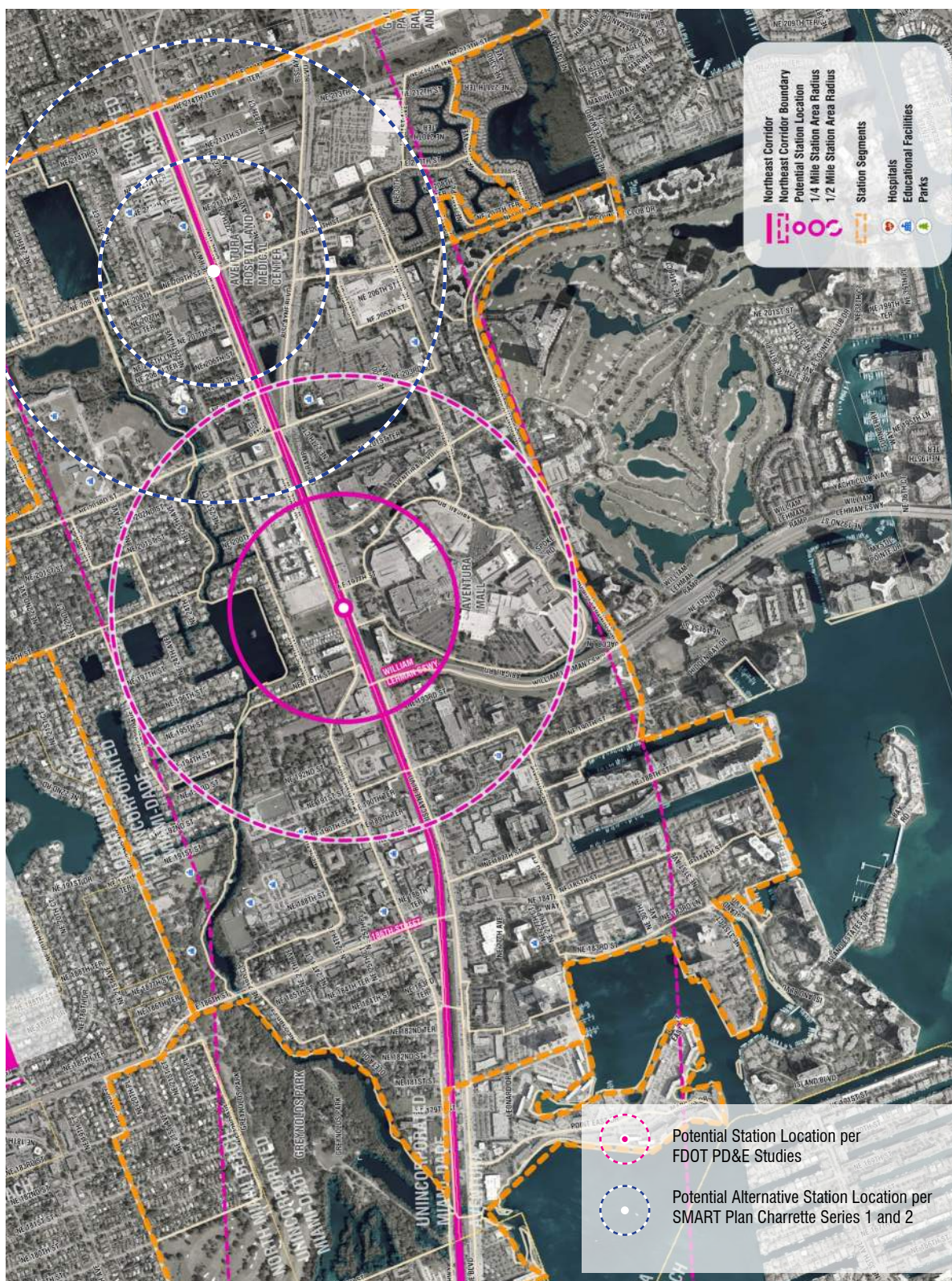
SMART PLAN Land Use and Visioning

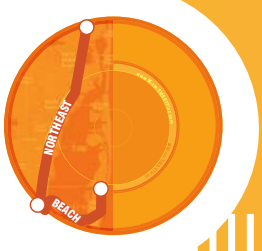
The following table summarizes the population and employment baseline and trend growth data for the Aventura Station Segment Area and the incremental growth projection based on the SMART Plan Preferred Land Use Scenario and Visioning Planning. For data sources, refer to TOD Analysis - Evaluation Criteria.

POPULATION AND EMPLOYMENT SUMMARY

Aventura Station Segment Area	POP	EMP
Baseline Data and Growth		
Existing 2010	19,566	20,041
Trend 2040	23,602	30,025
Baseline Growth	4,036	9,984
SMART Plan Incremental Growth (2040 Adjusted - 2040 Baseline)		
Preferred Scenario	3,000	7,000
2040 Trend + Preferred	26,602	37,025

Figure 5-2: SMART Plan Northeast Corridor Aerial Map - Aventura





Existing Land Use - Aventura Station Area

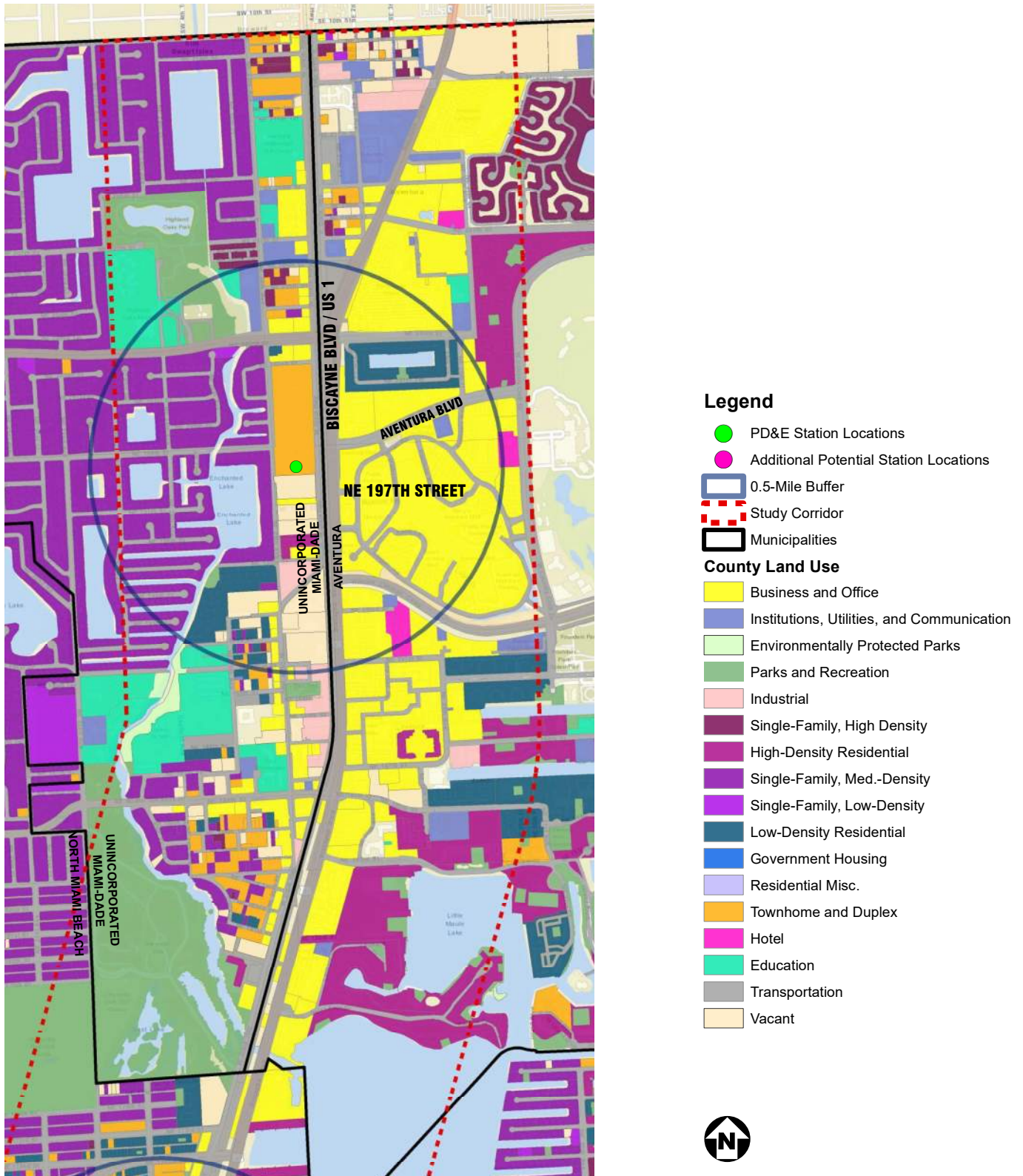
Figure 5-3 indicates existing land uses within the SMART Plan Northeast Corridor's Aventura Station Area.

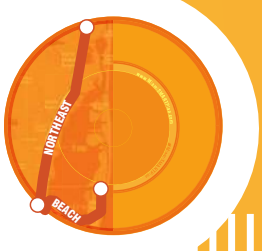
The City is at present over 94 percent developed and has adopted land development categories that are largely consistent with those included within the Miami-Dade County CDMP. The Future Land Use Element created one additional category to facilitate the establishment of the City's Town Center. The Town Center area is encouraged to become a hub for urban development in Aventura. This Element also identifies three redevelopment areas including Thunder Alley, the Hospital District, and the Biscayne Boulevard (US 1) corridor.

In 2005, there were 523.89 acres of residential uses, 319.97 acres of commercial uses, 2.04 acres of industrial uses, 8.81 acres of community facilities, 257.07 acres of recreational lands, 284.87 acres in utilities and rights of way, 104.5 acres of vacant land and 531.61 acres of water in the City. The most significant change in existing land use in the City since 1995 is the transition of approximately 41.53 acres of industrial land to residential uses. This change is largely attributable to the ongoing conversion of NE 188 Street between NE 29 Avenue and the Intracoastal Waterway from marine construction and repair operations to residential uses (1).

(1) 2005 Evaluation and Appraisal Report Adopted November 1, 2005. Prepared by: Bell David Planning Group. EAR Based Amendments Approved January 9, 2007. Found Sufficient by Department of Community Affairs March 15, 2007.

Figure 5-3: Existing Land Use within Aventura Station Area





Future Land Use - Aventura Station Area

Figure 5-4 indicates Future Land Use (FLU) districts located within the Aventura Station Area.

The table below summarizes the estimated land area and percentage of land area for each FLU District designation located within the 1/2-mile Station Area radius. Within the City of Aventura boundaries, there are two (2) Future Land Use (FLU) designations within the Station Area:

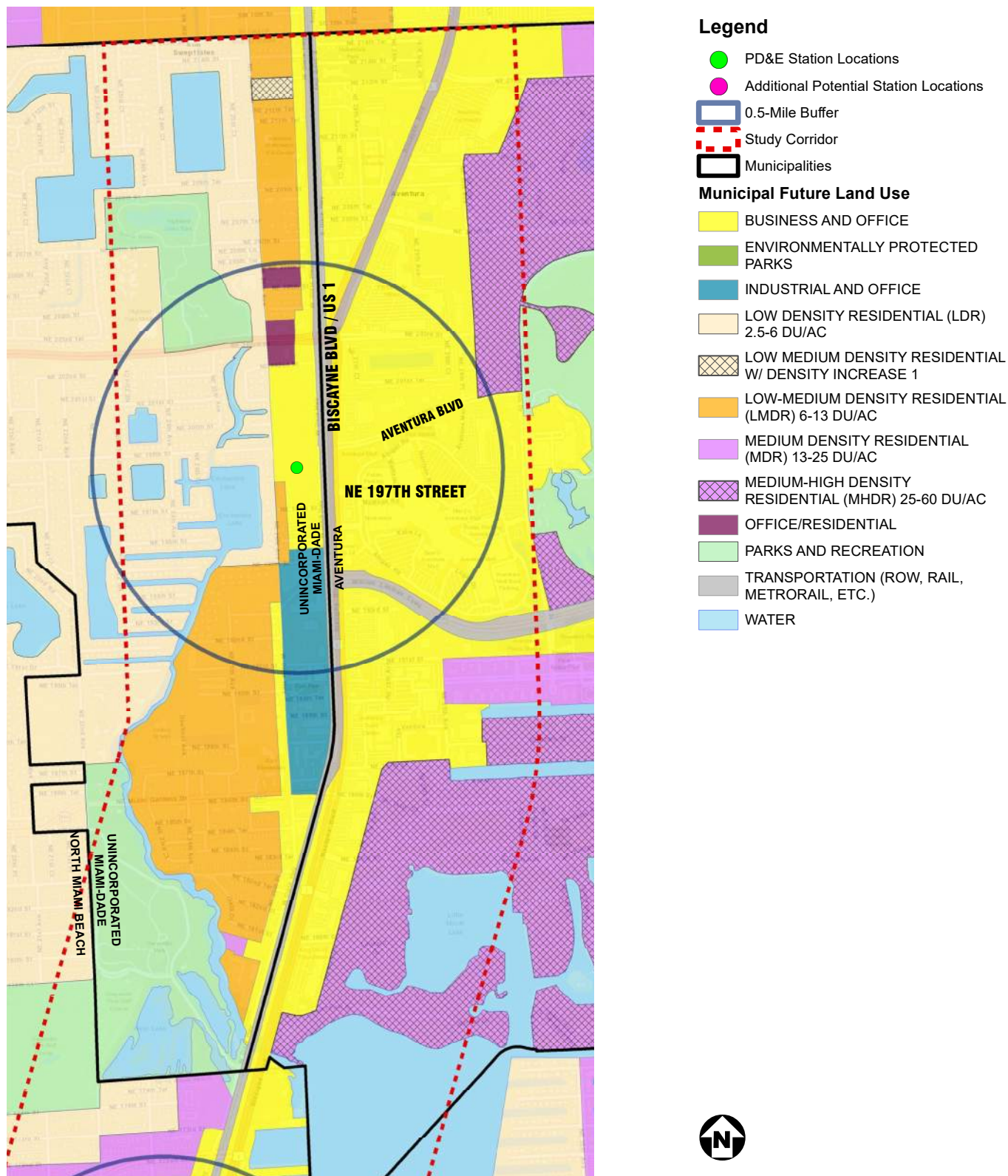
1. Business and Office
2. Medium-High Density Residential.

The remaining five (5) FLU categories are located within the boundaries of Unincorporated Miami-Dade County.

FLU DISTRICT LAND AREA

FLU District	Area_AC	% of Total Area
Business and Office (i)	223.42	51%
Industrial and Office	20.71	5%
Office and Residential	7.73	2%
Low-Density Residential (LDR) 2.5-6 DU/AC	128.51	30%
Low-Medium Density Residential (LMDR) 6-13 DU/AC	35.74	8%
Medium-High Density Residential (MHDR) 25-60 DU/AC (i)	0.74	0%
Parks and Recreation	17.83	4%
Total Land Area within 1/2-mile Station Area Radius	434.68	100%

Figure 5-4: Future Land Use within Aventura Station Area





Zoning - Aventura Station Area

Figure 5-5 indicates applicable future zoning designations within the Aventura Station Area.

The tables below summarize the estimated land area and percentage of land area for each Zoning District designation located within the 1/2-mile Station Area radius. The City of Aventura adopted its own Land Development Regulations (LDR) in July 1999, which contains procedures, regulations and standards for all development and use of land and water in the City. The newly adopted LDRs serve as the primary tool used to implement the goals and objectives of the City’s Comprehensive Plan. Within the identified Station Area, there are six (6) City of Aventura applicable zoning designations and within Unincorporated Miami-Dade County, there are six (6) zoning designations including the Ojus Urban Area District.

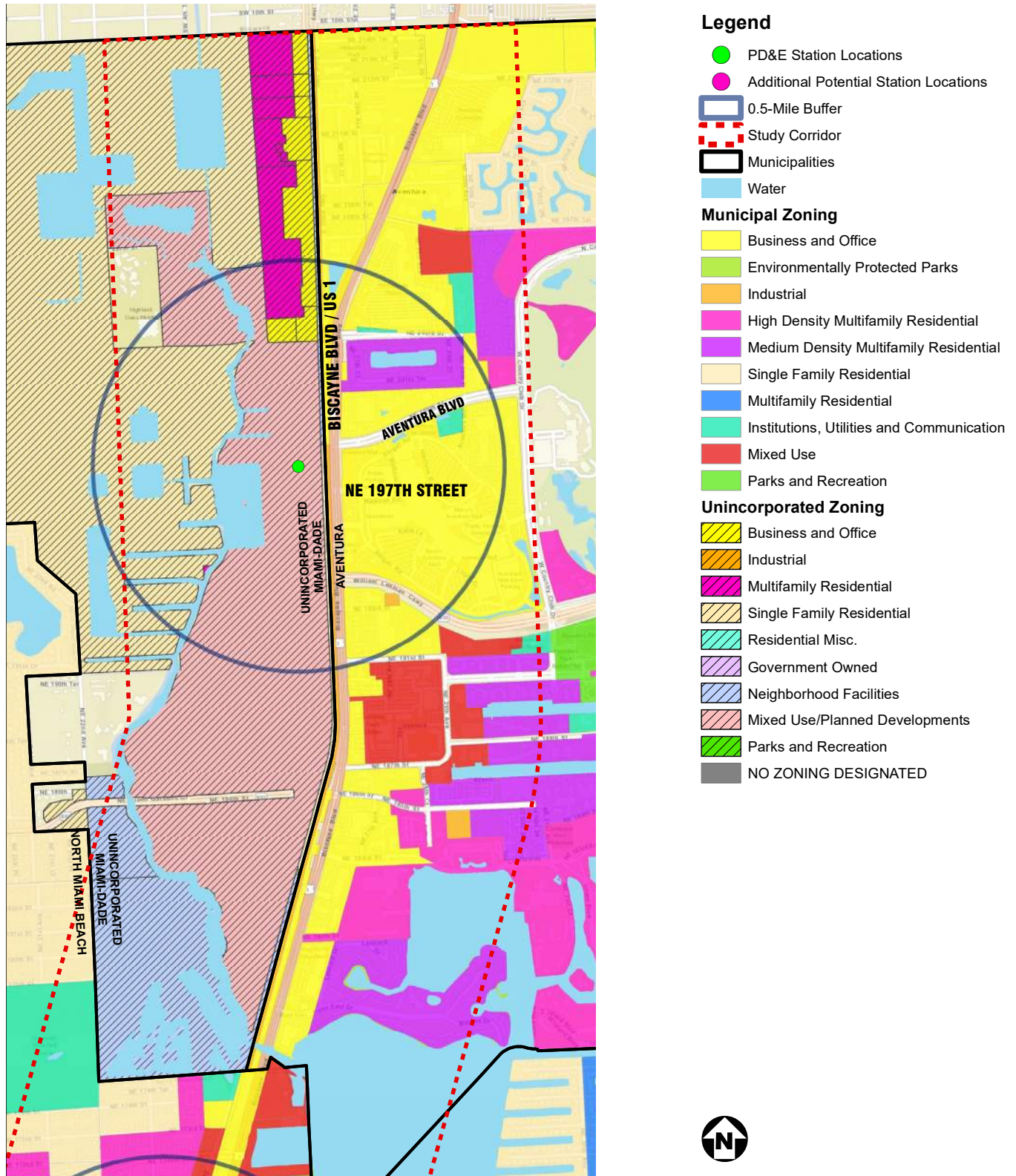
CITY OF AVENTURA ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
B2 - Community Business District	138.84	78%
MO - Medical Office District 35 DU/AC and FAR 2	8.19	5%
CF - Community Facility District	2.74	2%
M1 - Light Industrial District	5.51	3%
RMF4 - High Density Multi Family 45 DU/AC and FAR 2	0.00	0%
RMF3 - Medium-High Density Residential (MHDR) 25 and FAR 0.8	22.88	13%
Total Land Area within 1/2-mile Station Area Radius	177.80	100%

UNINCORPORATED AVENTURA ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
Business and Office	7.76	3%
Mixed Use / Planned Developments (Ojus Urban Center)	149.68	54%
Multifamily Residential	8.13	3%
Neighborhood Facilities	2.49	1%
Single-Family Residential	107.84	39%
Agricultural / Residential 5 ac gross	2.27	1%
Total Land Area within 1/2-mile Station Area Radius	278.16	100%

Figure 5-5: Zoning within Aventura Station Area





Proposed Station Vision and Typology

Table 5-7: Station Area Vision - Aventura

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Major retail and office uses Ojus has redevelopment plan in place Pedestrian access issues Causeway connection issues Traffic congestion 	<ul style="list-style-type: none"> Aventura is Major Employment Center within the corridor Aventura Mall is the main activity anchor Growing Aventura “Medical District” at Hospital location Mixed use developments Enhance livability with public plazas and neighborhood parks Confirm Station Location - Aventura Blvd (NE 199th Street) and US1? Other potential locations? Pedestrian Bridge over US1 by City of Aventura Connection to park-and-ride (PNR) at Ives Dairy Road 	<ul style="list-style-type: none"> Employment-oriented developments will continue to drive the future growth Ojus Urban Area District development with mixed use + residential growth absorption SMART Plan density analysis shows potential for 4000+ new dwelling units within Station Area, within Ojus Urban District (Per code, density max at 52 du/acre)

Table 5-8: Characteristics of a Metropolitan Urban Center

Station Typology	METROPOLITAN URBAN CENTER (MUC)
Land Use Mix	<p>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design.</p> <p>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces.</p>
Street and Block Pattern	<ul style="list-style-type: none"> Connecting streets and pedestrian linkages Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between destinations in the center are direct, and distances are short. Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> Shared parking encouraged Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations
Buildings & Building Heights	<ul style="list-style-type: none"> Buildings and their landscape shall be built to the sidewalk edge. The maximum building heights for developments within MUC – 25 stories (maximum – 7 stories pedestal, 13 stories tower, 5 stories penthouse)
Density and Intensity	<ul style="list-style-type: none"> Average Floor Area Ratios (FAR): greater than 3.0 in the core not less than 0.75 in the edge Maximum Densities Dwellings per Gross Acre: 250 du/ac.
Open Space	<ul style="list-style-type: none"> A minimum of 15 percent (15%) of the lot area shall be reserved for open space.

(Source: Adopted 2020-2030 CDMP Updated June 2018)

Summary - Aventura Station Area

1. The Aventura Station Area will continue to serve as an important Employment Center in the Northeast Corridor and the region with significant projected ridership and employment density.
2. There is significant potential for TOD due to the proximity of Aventura Mall and other large format retailers as well as the growing Aventura “Medical District” by the Hospital.
3. The SMART Plan Northeast Corridor Population and Employment Summary indicates that this Station Segment Area has the highest projected employment density compared to the corridor as a whole (with exception of Downtown Miami) and a relatively low projected population growth. Growth within the area will continue to reflect mixed use patterns of development to promote and support walkability, enhanced connectivity between uses and future transit, and quality of life.
4. This analysis indicates that there are approximately 145 acres of land within the Station Area designated as B-2 (Community Business Zoning District). It is estimated that the maximum buildout under the existing FLU and zoning designation could result in substantial nonresidential development. While the B-2 designation does not allow residential development, the City’s Town Center Zoning District designation promotes mixed-use and reflects the city’s ongoing development trends within the area.
5. All parcels within the Station Area are zoned at less than the maximum intensity that their FLU designation allows, and may need to be rezoned to a mixed-use category to optimize the TOD development potential within the area.
6. The Ojus Urban Area District regulations allow mixed use development and can absorb substantial population growth in the area within close proximity to the identified station location.



5.1.2.4 North Miami Beach Station Area

The Tri-Rail Station Area Opportunity Plan and the FDOT PD&E Study propose a station at NE 163rd Street within the City of North Miami Beach.

The proposed 163rd Street station is positioned close to the intersection of NE 163rd Street and Biscayne Blvd, and is located within the City of North Miami Beach and the City’s CRA. Existing surrounding land use is a mix of light industrial, commercial development, and green space. Moving east of the intersection is Oleta River State Park, and two blocks north of the intersection is East Greynolds Park.

Nearby major developments include Florida International University’s Biscayne Bay Campus and the planned Sole Mia project. NE 163rd Street extends into the beach connecting to Bella Vista Island and terminating at Sunny Isles Beach. The City of North Miami Beach is currently retrofitting its infrastructure to increase affordable housing, and implement mixed-use districts, and improve walkability. Numerous bikeway routes are being implemented including a connection to Oleta River State Park.

The NE 163rd proposed station sits at a very heavily traveled and vibrant commercial intersection. The area surrounding the proposed station has experienced recent reinvestment, particularly higher density housing development given its strong location along the Biscayne Boulevard Corridor and access to the business centers of Miami to the south and Aventura to the north. This trend towards redevelopment, particularly for residential use, will continue to be strengthened by the addition of rail, given the substantially enhanced ease of access rail will provide to business activity centers throughout the Northeast Corridor.

Source: Northeast Corridor Station Area Opportunity Assessment prepared by Lambert Advisory, October 2018.

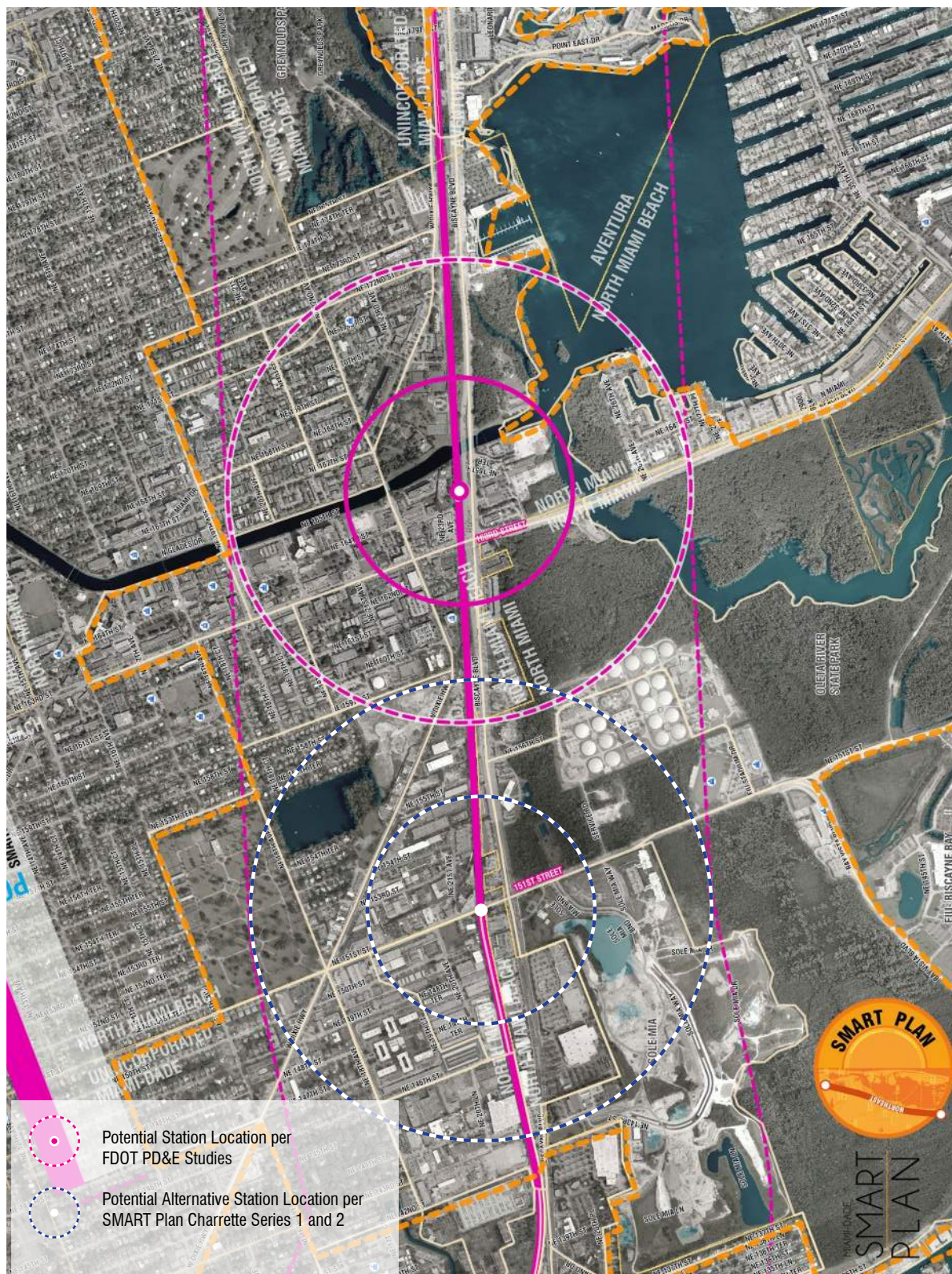
SMART PLAN Land Use and Visioning

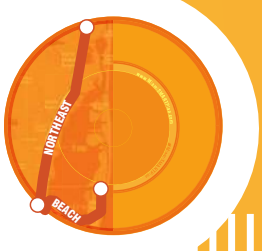
The following table summarizes the population and employment baseline and trend growth data for the North Miami Beach Station Segment Area and the incremental growth based on the SMART Plan Preferred Land Use Scenario and Visioning Planning Scenario. For data sources, refer to TOD Analysis - Evaluation Criteria.

POPULATION AND EMPLOYMENT SUMMARY

North Miami Beach Station Segment Area	POP	EMP
Baseline Data and Growth		
Existing 2010	17,083	9,758
Trend 2040	33,320	13,774
Baseline Growth	16,202	4,016
SMART Plan Incremental Growth (2040 Adjusted - 2040 Baseline)		
Preferred Scenario	7,000	3,000
2040 Trend + Preferred	40,320	16,774

Figure 5-6: SMART Plan Northeast Corridor Aerial Map - North Miami Beach





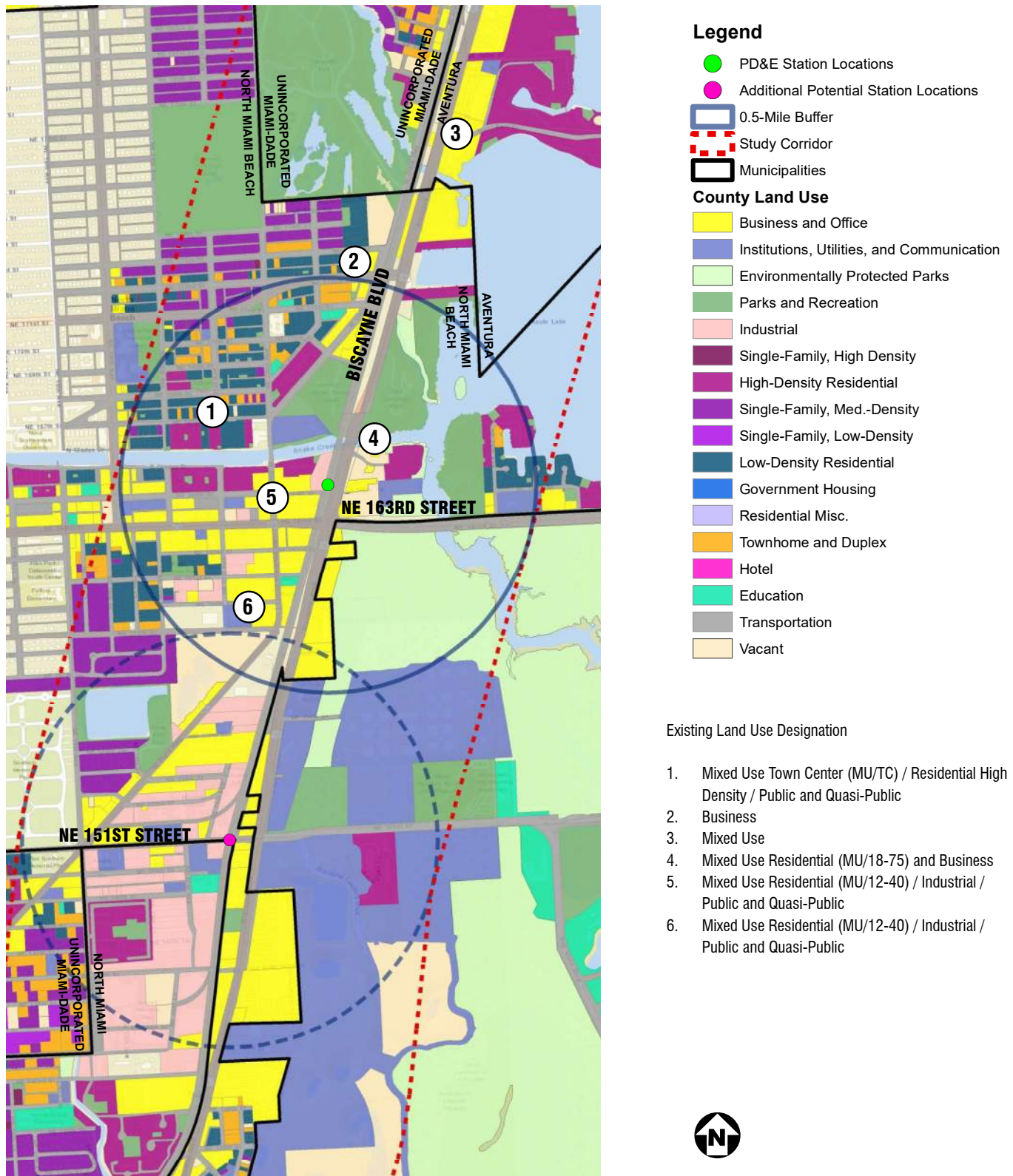
Existing Land Use - North Miami Beach Station Area

The Strategic Plan for the City of North Miami Beach was adopted in 2014 and calls for the establishment of mixed-use districts for Dixie Highway, Hanford Boulevard, 19th Avenue, Biscayne Boulevard and the Intracoastal Mall. The City's Amended Comprehensive Plan map and text amendment accomplishes these objectives with the establishment of eight (8) mixed-use districts provided with a "basket of rights" which establishes the total entitlements for the particular district and distributes those rights geographically, based on the specific regulating plans adopted for each district. This is different than the typical density/intensity method that establishes a unit per acre residential density and nonresidential lot coverage and height combination that applies to every individual parcel within a land use category.

Six (6) of the eight land use / mixed use district boundaries or portion thereof are located within the identified North Miami Beach Station Area. Existing uses within these mixed use districts are as follows - refer to Figure 9 for location:

1. **Area along north and south sides of the Snake Creek Canal between NE 15th Avenue and the FEC right-of-way.** The Fulford Mixed Use Town Center District (MU/TC) is the commercial downtown for North Miami Beach. It currently is characterized by suburban, auto-oriented commercial uses with only 2,802 residential units within the area. The FCC MU/TC was adopted in 2007, however, no new mixed-use projects have been built in the area to date.
2. **Area along east and west sides of West Dixie Highway between NE 170 and NE 173 Streets.** This area is characterized by neighborhood scale office and retail uses. It is adjacent to a primarily multi-family community on the south end and a single-family community on the north end.
3. **Area east of Biscayne Boulevard south of NE 173rd Street.** The northern mixed-use waterfront district has three existing restaurants on-site and is immediately north of a new residential, high-rise development called Marina Palms.
4. **Area east of Biscayne Boulevard between NE 163rd Street and the Snake Creek Canal.** An adult entertainment establishment, liquor store and two restaurant properties characterize the area designated for this mixed-use waterfront district.
5. **Areas along east and west sides of West Dixie Highway between NE 155 and NE 163rd Streets.** The area in the 163rd Street south district has a large auto dealership with great potential for redevelopment into a more transit-oriented and urban form.
6. **Areas along east and west sides of West Dixie Highway between NE 155 and NE 163rd Streets.** The remainder of the district is characterized by warehouse and heavy business type uses. The 159th Street South district is commonly referred to as the "TECO site". The property between the FEC Railroad tracks and West Dixie Highway has various distribution uses such as Federal Express and the current TECO building. The west side of West Dixie Highway has a significant, large vacant tract that has been undergoing environmental reclamation. That property abuts a single-family residential neighborhood and Aqua Bowl Lake to the west. To the south of the vacant land are primarily auto-oriented repair and sales related heavy business uses.

Figure 5-7: Existing Land Use Within North Miami Beach Station Area





Future Land Use - North Miami Beach Station Area

Figure 5-8 indicates Future Land Use designations within the Station Area radius. Within North Miami Beach, there are a total of eight Future Land Use Map (FLUM) mixed use districts. Six (6) FLUM district boundaries or portions thereof are located within the identified Station Area. Over 34% of the land area within the 1/2-mile Station Area radius is designated as Mixed-Use representing close to 170 acres of land. The total entitlements within these adopted mixed use districts / land use designations allow for a maximum development of 15,933 residential units (out of 18,903 total) and 14,900,000 SF of non-residential development (out of 18,900,000 SF total). The land area designated as open space and as public/quasi-public use occupies close to the same land area, +/- 170 acres. Residential high-density and medium density zoning covers 95 acres (18%).

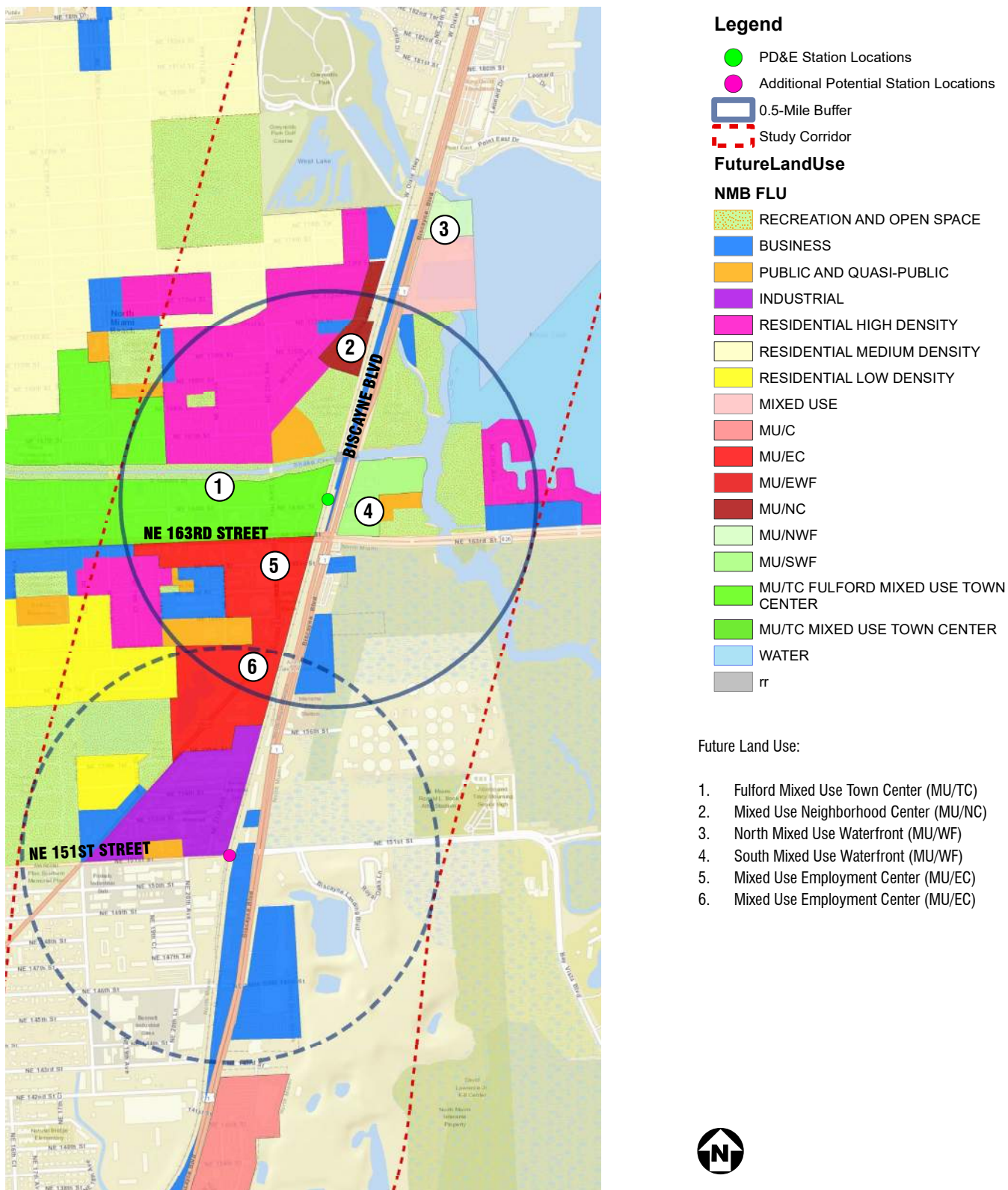
The City's 2015 Comprehensive Plan Amendment adopted mixed-use land use categories to facilitate and encourage the creation of beautiful, safe and livable places in the downtown and along major corridors and direct future residential, office and retail growth compatible with an urban downtown environment. The adopted 2014 Comprehensive Plan map and text amendment accomplishes these objectives. The adopted FLUM map illustrates how determining density/intensity results in a more specific and realistic approach to long-term planning and the balancing of land uses can provide for transit-oriented development. The density and intensity of all the mixed-use districts are defined as a maximum number of residential units by district and a maximum square footage of nonresidential development. Density and intensity are allocated based on the various regulating plans for the district which assign an appropriate building height directly related to the project site and its context. For each district, the City has established the maximum development rights within the boundaries of the district. Densities and intensities can vary within the district up to the maximum entitlements defined for the district.

The Future Land Use designations as indicated herein support the SMART Plan growth projections for transit oriented development within the identified 1/2-mile Station Area radius. No changes to established FLUM designations are proposed.

FLUM DISTRICT LAND AREA

FLUM District	Area_AC	% of Total Area
Residential High Density	93.20	18%
Residential Medium Density	1.71	0%
MU/TC Fulford Mixed Use Town Center (1)	54.27	11%
MU/TC Mixed Use Town Center	46.57	9%
MU/EC Mixed Use Employment (5 & 6)	46.05	9%
MU/SWF Mixed Use South Waterfront (4)	14.61	3%
MU/NC Mixed Use Neighborhood Ctr (2)	7.93	2%
Business	81.45	16%
Recreation and Open Space	67.16	13%
Flood Area	56.00	11%
Public & Quasi-Public	24.13	5%
Water	15.00	3%
Snake River Canal	6.49	1%
Mixed Use	0.33	0%
rr -	0.29	0%
Total Land Area within 1/2-mile Station Area Radius	515.18	100%

Figure 5-8: Future Land Use within North Miami Beach Station Area





Zoning - North Miami Beach Station Area

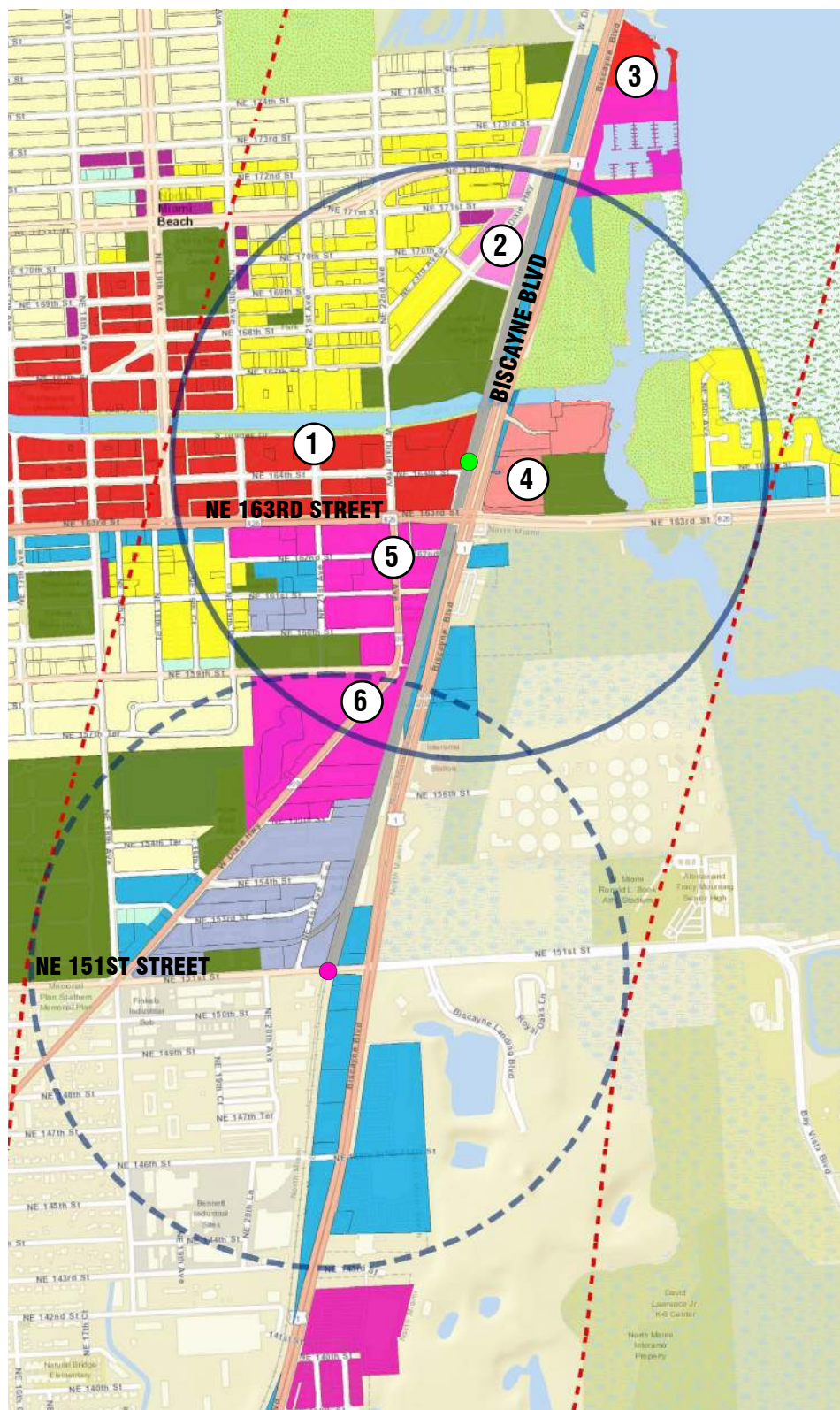
There are twelve (12) base zoning districts within the identified 1/2-mile Station Area radius. Table 10 shows the listing of applicable zoning districts. Approximately 31% of the land within the Station Area has a Mixed Use Zoning District designation representing approximately 92 acres of land area. The residential zoning districts cover approximately 21% of the Station Area land area (+/- 62 acres) with varying allowable densities.

The City has amended the Zoning and Land Development Regulations in accordance with the Mixed-Use Future Land Use Designations for each mixed use district for the purpose of encouraging and achieving the vision established for each mixed-use projects district. Specific changes to the Zoning and Land Development Code and Future Land Use categories permit mixed-use development in proximity to the FEC railway, major transit corridors and within the City's redevelopment areas.

NMB ZONING DISTRICTS

Zoning District		Area_AC	% of Total Area
RM-23 MF	Residential Low-Rise Med Density - 23 units/ac	49.27	16%
RM-19 MF	Res Low-Rise Med Density 19 units/ac	11.37	4%
RS-3	Residential Single Family	1.80	1%
RO	Residential Office District	1.23	0%
MU/TC	Fulford Mixed Use Town Center (1)	38.24	13%
MU/EC	Mixed Use Employment Center (5 & 6)	34.04	11%
MU/SWF	Mixed Use South Waterfront (4)	15.02	5%
MU/NC	Mixed Use Neighborhood Center (2)	4.84	2%
B-2	General Business District	25.44	8%
B-4	Distribution Business & Light Industrial	3.89	1%
CF	Community Facility	34.83	12%
	Open Space	42.27	14%
	Open Space - Island	1.06	0%
	Conservation	15.00	5%
	Railroad	11.66	4%
	Snake Creek Canal	10.16	3%
	Bridge	5.75	2%
PUD	Planned Unit Development	0.33	0%
	ROW Street or Highway	0.01	0%
Zoned Land Area within 1/2-mile Station Area Radius		305.35	100%

Figure 5-9: Zoning within North Miami Beach Station Area



Legend

- PD&E Station Locations
- Additional Potential Station Locations
- 0.5-Mile Buffer
- Study Corridor

Current Zoning

NMB Zoning

- B-1 - LIMITED BUSINESS DISTRICT
- B-2 - GENERAL BUSINESS DISTRICT
- B-4 - DISTRIBUTION BUSINESS AND LIGHT INDUSTRIAL
- B-5 - DISTRIBUTION BUSINESS AND MEDIUM INDUSTRIAL
- CF - COMMUNITY FACILITY
- CONSERVATION
- MH-1 - MOBILE HOME SUBDIVISION
- MU/C - MIXED USE CORRIDOR
- MU/EC - MIXED USE EMPLOYMENT CENTER
- MU/NC - MIXED USE NEIGHBORHOOD CENTER
- MU/TC - FULFORD MIXED USE TOWN CENTER
- MU/NWF - MIXED USE NORTH WATERFRONT
- MU/SWF - MIXED USE SOUTH WATERFRONT
- MU/EFW - MIXED USE EAST WATERFRONT
- OPEN SPACE; OPEN SPACE - ISLAND
- PUD - PLANNED UNIT DEVELOPMENT
- RAILROAD
- RD - RESIDENTIAL TWO-FAMILY (DUPLEX)
- RM-19 - RES LOW-RISE MF- MED DENSITY-19 UNITS/AC
- RM-23 - RES LOW-RISE MF- MED DENSITY-23 UNITS/AC
- RO - RESIDENTIAL OFFICE DISTRICT
- RS-1 - RESIDENTIAL SINGLE FAMILY - (8,000 SF MIN)
- RS-2 - RESIDENTIAL SINGLE FAMILY - (7,000 SF MIN)
- RS-3 - RESIDENTIAL SINGLE FAMILY - (6,000 SF MIN)
- RS-4 - RESIDENTIAL SINGLE FAMILY - (5,000 SF MIN)
- RS-5 - RESIDENTIAL SINGLE FAMILY - (1,200 SF MIN)
- SNAKE RIVER





Proposed Station Vision and Typology

Table 5-9: Station Area Vision - North Miami Beach

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Located within North Miami Beach CRA Strong east-west and north-south connectivity Underutilized parcels present redevelopment and infill development opportunities Causeway connection to Sunny Isles Pedestrian access issues Assets: Oleta River State Park; East Greynolds Park. Existing Park Acreage in NMB = 165.7 acres 	<ul style="list-style-type: none"> Downtown redevelopment Public gathering and civic spaces Transform into walkable and mixed use district Access to regional open space / recreation at Oleta River State Park FIU Biscayne Bay Campus and Sole Mia - important anchor development / catalytic projects Emerging music, recording and entertainment district 	<ul style="list-style-type: none"> SMART Plan growth analysis indicates the potential for both population and employment growth in the area with the likelihood of large scale projects; Potential for new station at NE 151 Street - noted as Alternative Station Location per SMART Plan Charrette input

Table 5-10: Characteristics of a Metropolitan Urban Center

Station Typology	Metropolitan Urban Center (MUC)
Land Use Mix	<p>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design.</p> <p>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces.</p>
Street and Block Pattern	<ul style="list-style-type: none"> Connecting streets and pedestrian linkages Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between destinations in the center are direct and distances are short. Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> Shared parking encouraged Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations
Buildings & Building Heights	<ul style="list-style-type: none"> Buildings and their landscape shall be built to the sidewalk edge. The maximum building heights for developments within Metropolitan Urban Centers (MUC) – 25 stories (maximum – 7 stories pedestal, 13 stories tower, 5 stories penthouse)
Density and Intensity	<ul style="list-style-type: none"> Average Floor Area Ratios (FAR): greater than 3.0 in the core not less than 0.75 in the edge Maximum Densities Dwellings per Gross Acre: 250 du/ac.
Open Space	<ul style="list-style-type: none"> A minimum of 15 percent (15%) of the lot area shall be reserved for open space.

(Source: Adopted 2020-2030 CDMP Updated June 2018)

Summary - North Miami Beach Station Area

1. The proposed North Miami Beach Station Area is defined by areas designated as mixed-use with significant potential for TOD. Both the Future Land Use designations and corresponding Zoning designations within the Station Area as indicated herein support the SMART Plan growth projections for transit oriented development within the identified 1/2-mile Station Area radius.
2. The SMART Plan trend and incremental growth analysis indicates the potential for both population and employment growth within the Station Area with the likelihood of new large scale projects and infill redevelopment over time.
3. NE 163rd Street is a high traffic corridor with most traffic movement originating to / from the beach. The corridor is also an important bus transit corridor and provides direct causeway access to the beach. Given the station location, the proposed station and station area can become an important transit hub and transfer point to other future transportation linkages within the area including the City's trolley service.
4. The NE 151st Street Station was identified as an Alternative Station Location during the SMART Plan Charrette Series 1 and 2. The NE 163rd Street Station is within a 1/2-mile radius of the identified NE 151st Street Station Area. These two stations could potentially be combined to serve the broader area.



5.1.2.5 North Miami Station Area

Both the Tri-Rail Station Area Opportunity Plan and the FDOT PD&E Study propose a station at NE 125th Street within the City of North Miami.

SMART PLAN Land Use and Visioning

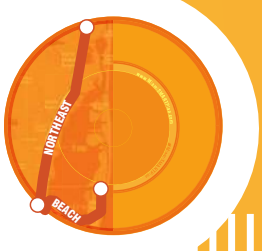
The following table summarizes the population and employment baseline and trend growth data for the North Miami Station Segment Area and the incremental growth based on the SMART Plan Preferred Land Use Scenario and Visioning Planning. For data sources, refer to TOD Analysis - Evaluation Criteria.

POPULATION AND EMPLOYMENT SUMMARY

North Miami Station Segment Area	POP	EMP
Baseline Data and Growth		
Existing 2010	31,601	9,799
Trend 2040	33,794	14,607
Baseline Growth	2,193	4,808
SMART Plan Incremental Growth (2040 Adjusted - 2040 Baseline)		
Preferred Scenario	5,000	3,000
2040 Trend + Preferred	38,794	17,607

Figure 5-10: SMART Plan Northeast Corridor Aerial Map - North Miami





Existing Land Use - North Miami Station Area

The proposed 125th Street Station is positioned at the intersection of NE 125th Street and NE 13th Place, and is located within the City of North Miami. Moving east of the intersection, NE 125th Street becomes NE 123rd Street.

The surrounding land use is a mix of light industrial, commercial and residential development. Directly adjacent to the rail's right-of-way is a large amount of open space with a dirt road that currently provides parking and connection to nearby residences on the east side of the tracks. The proposed station location connects to the Broad Causeway providing connection to Bay Harbor Islands, Bal Harbor, Surfside and Indian Creek Village.

The 125th Street thoroughfare is a highly strategic connection as it serves as an important link between the heavily populated and commercially diverse North Miami community with the coastal areas of Bay Harbor Islands, Bal Harbor, and Surfside, along with areas of North Beach (Miami Beach).

The NE 125th Street station is positioned within an area that comprises a significant amount of under-utilized and aging development among multifamily residential, office, industrial and retail properties. However, on the ½ mile periphery of the station are several economic and cultural activity centers including: North Miami City Hall, Johnson and Wales University, and Museum of Contemporary Art (MOCA North Miami). Furthermore, the North Miami community itself represents an ethnically diverse population, with a strong representation of Haitian residents and businesses.

The area around the Station has experienced very limited redevelopment during the past several years, in spite of years of planning and public investment within the downtown core around City Hall and MOCA. Similar to that of other major thoroughfares in the north sector of the County, the corridor has had its challenges related to commercial revitalization as it serves as a heavily traveled corridor with low density development and moderate pedestrian linkages. To the west of the station, most of the retail and office development is in fair to poor condition, and the ability to attract investment has been marginal. Immediately to the east of the station and along 125th Street, the development characteristic is generally the same, though there is more residential uses. Furthermore, there is an added challenge to redeveloping the one-story retail properties given the limited parcel depth to accommodate more intensified commercial development. However, investment along Biscayne Boulevard immediately north and south of the corridor serves as a strong indication of the potential to continue diversifying the mix of uses with office and retail development. Moreover, Johnson and Wales continues to invest heavily in its campus just blocks north of the station, broadening its footprint with an expanding campus and housing opportunities.

Source: Northeast Corridor Station Area Opportunity Assessment prepared by Lambert Advisory, October 2018.

Figure 5-11: Existing Land Use within North Miami Station Area





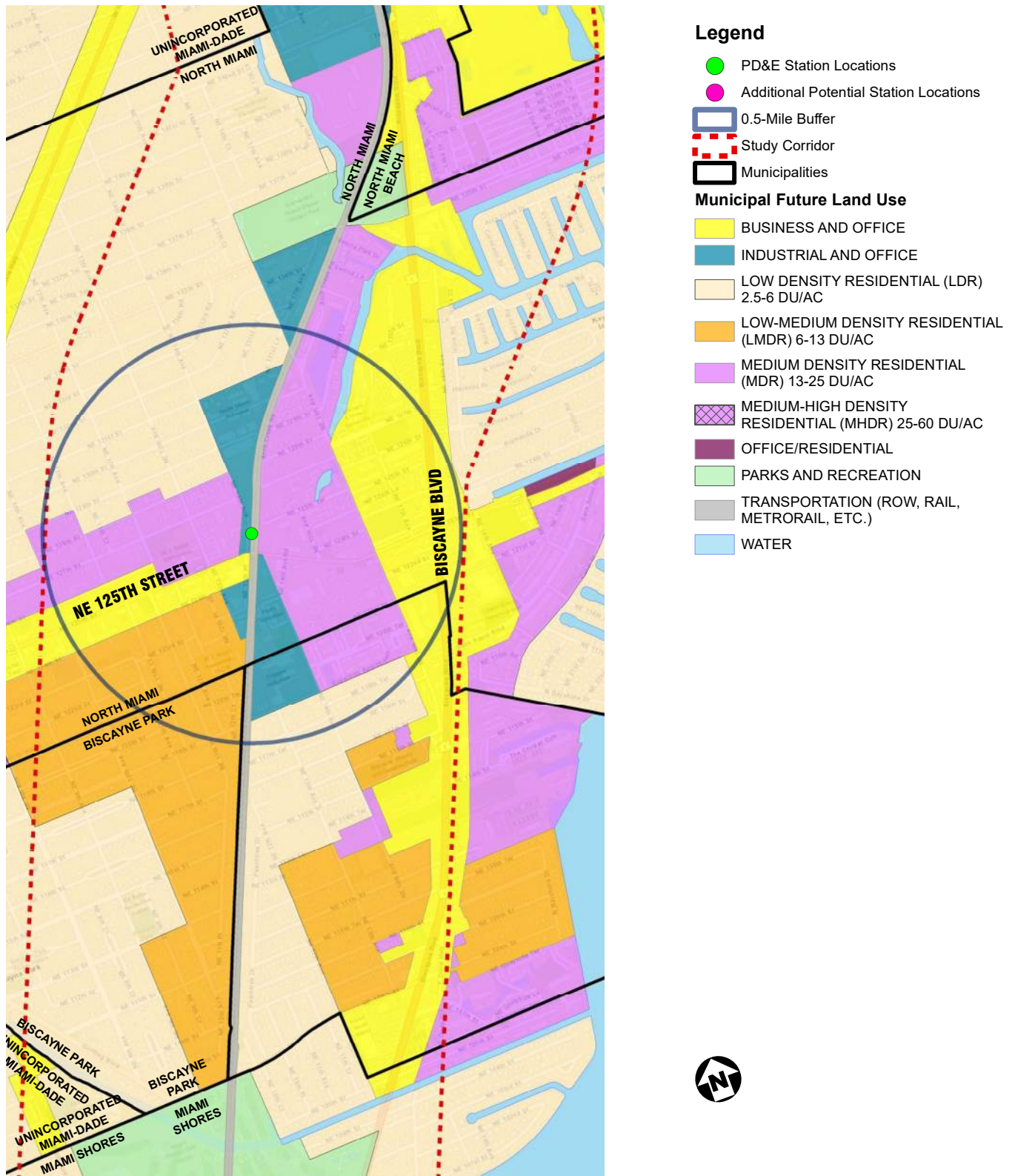
Future Land Use - North Miami Station Area

Figure 5-12 indicates Future Land Use designations within the Station Area radius. The table summarizes the estimated land area and percentage of land area for each FLUM District designation located within the 1/2-mile Station Area radius. Within the City of North Miami boundaries, there are five (5) Future Land Use (FLU) designations within the Station Area. **About 68% of land within the Station Area has residential FLUM district designations representing approximately 332 acres of land area.** Of this amount, 23% is low density residential use.

FLUM DISTRICT LAND AREA

FLUM District	Area_AC	% of Total Area
Business and Office	108.28	22%
Industrial and Office	46.99	10%
Low Density Residential (LDR)	112.85	23%
Low-Medium Density Residential (LMDR)	56.73	12%
Medium Density Residential (MDR)	161.84	33%
Total Land Area within 1/2-mile Station Area Radius	486.68	100%

Figure 5-12: Future Land Use within North Miami Station Area





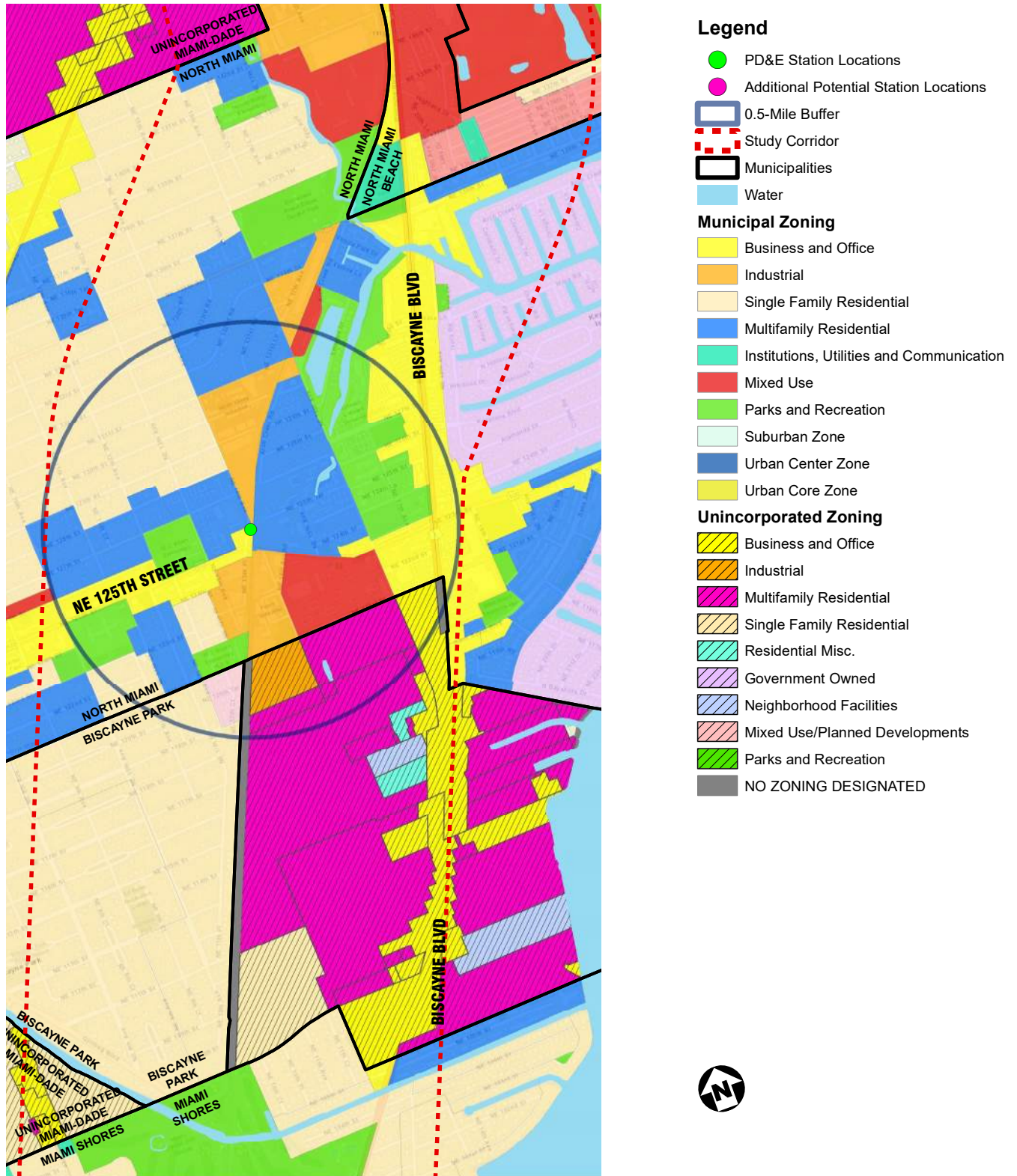
Zoning - North Miami Station Area

Within the identified 1/2-mile Station Area radius, there are seven (7) City of North Miami base zoning districts. The table below shows data for the listing of applicable zoning districts within the City of North Miami and Unincorporated Miami-Dade County areas. **Approximately 55% of land within the Station Area is zoned multifamily residential representing approximately 274 acres of land area. Of this amount, 20% is zoned single-family residential.**

NORTH MIAMI ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
Municipal Zoning (City of North Miami)		
Business and Office	61.68	12%
Industrial	46.38	9%
Mixed-Use	26.24	5%
MultiFamily Residential	129.00	26%
Parks & Recreation	72.29	14%
Residential Duplex	6.35	1%
Single Family Residential	98.02	20%
Zoned Land Area within 1/2-mile Radius Station Area	439.97	88%
Unincorporated Zoning		
Business and Office	6.71	1%
Industrial	12.19	2%
Multifamily Residential	40.39	8%
Zoned Land Area within 1/2-mile Radius Station Area	59.29	12%
Total Land Area within 1/2-mile Station Area Radius	499.26	100%

Figure 5-13: Zoning within North Miami Station Area





Proposed Station Vision and Typology

Table 5-11: Station Area Vision - North Miami

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Located within North Miami CRA Underutilized parcels present redevelopment and infill development opportunities Existing and Future low density residential uses within Station Area Pedestrian access issues Near Florida Power & Light (FP&L) Facility 	<ul style="list-style-type: none"> Downtown redevelopment - TOD envisioned as a 'gateway' to North Miami Mixed use and high density residential development envisioned for the area along major corridors: along NE 125th Street and Biscayne Blvd Johnson & Wales University as an anchor - emerging culinary arts district Park & Ride opportunities Trend will change if zoning changes 	<ul style="list-style-type: none"> Recent North Miami TOD Mobility Hub workshops focused on NE 125 Street, shows limited growth. Trend will change with zoning changes within the Station Area.

Table 5-12: Characteristics of a Community Urban Center

Station Typology	Community Urban Center (CUC)
Land Use Mix	<p>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design.</p> <p>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces.</p>
Street and Block Pattern	<ul style="list-style-type: none"> Connecting streets and pedestrian linkages Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between destinations in the center are direct, and distances are short. Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> Shared parking encouraged Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations
Buildings & Building Heights	<ul style="list-style-type: none"> Buildings and their landscape shall be built to the sidewalk edge The maximum building heights for developments within CUC - 15 stories (maximum - 5 stories pedestal, 8 stories tower, 2 stories penthouse)
Density and Intensity	<ul style="list-style-type: none"> Average Floor Area Ratios (FAR): greater than 1.5 in the core not less than 0.5 in the edge Maximum Densities Dwellings per Gross Acre: 125 du/ac.
Open Space	<ul style="list-style-type: none"> A minimum of 15 percent (15%) of the lot area shall be reserved for open space.

(Source: Adopted 2020-2030 CDMP Updated June 2018)

Summary – North Miami Station Area

1. The possibility of a future high frequency rail connection in North Miami has provided the impetus for the City Council to support planning efforts to develop a Transit Center Overlay within a quarter-mile of the planned FEC Passenger Rail Station.
2. The proposed NoMi Mobility Hub (also referred as the Mobility Hub or North Miami Mobility Hub) is comprised of a well designed transit station near the NE 125th /123rd Street and FEC Railway corridor intersection and includes the surrounding urban areas and neighborhoods. It will allow for a seamless integration of all transportation modes with a high quality user experience. It will bring together an intensive concentration of work, live, shop, and/or play activities comfortably accessible by foot, within approximately a half-mile radius or a 10-minute walking distance. In addition, Mobility Hub also serves as the origin, destination, or transfer point for a significant portion of NoMi trips. The NoMi Mobility Hub will serve to enhance access and connections to transit systems, including FEC Railway, Miami-Dade Metrobus, NoMi Express and local jitney service. Bicycle circulation will also become an integral part for residents using LimeBike or their personal bicycles. Pedestrians will benefit from improved streetscapes, sidewalks and trails. All these transportation systems will make it easier to use public transit and other travel alternatives. The plan foresees a significant shift to Transit Oriented Development (TOD) near the North Miami Mobility Hub with redevelopment of existing commercial properties into mixed-use centers, while preserving unique North Miami neighborhoods.
3. The City of North Miami has developed a Mobility Hub Plan and TOD Strategy focused around its proposed Northeast Corridor station near NE 123rd Street and the FEC Railway. The plan identifies opportunities to transform neighborhood destinations through creative placemaking and designating open spaces. Some examples include the North Miami Station Square, Museum of Contemporary Art (MOCA) and City Hall Plaza Area, and the North Miami Public Market (Arts and The Market). The Mobility Hub plan provides guidelines for overlay zones and catalyst nodes that will make up the transit supportive area consisting of a half-mile buffer around the proposed transit station. The plan references parking management best practices, including reducing on-street parking, implementing off-street parking management policies, and integrating parking with other mobility services such as transit stops and shared bicycle systems.
4. Objectives of the Mobility Hub plan, such as implementing a multi-point local business development program, providing access to affordable housing, and increasing homeownership rates, are intended to be economic catalysts by providing a platform for broader economic development. Finally, the Mobility Hub plan presents opportunities for the City of North Miami to absorb, respond, recover and prepare for environmental, physical, economic, social and technology disruptions.



5.1.2.6 El Portal / City of Miami Station Area

Both the Tri-Rail Station Area Opportunity Plan and the FDOT PD&E Study propose a station at NE 79th Street within the City of Miami.

SMART PLAN Land Use and Visioning

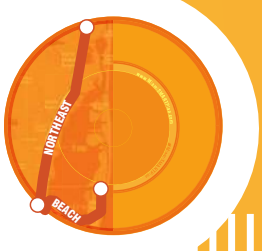
The following table summarizes the population and employment baseline and trend growth data for the NE 79th Street Station Segment Area and the incremental growth based on the SMART Plan Preferred Land Use and Visioning Planning. For data sources, refer to TOD Analysis - Evaluation Criteria.

POPULATION AND EMPLOYMENT SUMMARY

NE 79th Street/El Portal Station Segment Area	POP	EMP
Baseline Data and Growth		
Existing 2010	28,009	10,480
Trend 2040	43,185	15,491
Baseline Growth	15,176	5,011
SMART Plan Incremental Growth (2040 Adjusted - 2040 Baseline)		
Preferred Scenario	3,000	2,000
2040 Trend + Preferred	46,185	17,491

Figure 5-14: SMART Plan Northeast Corridor Aerial Map - City of Miami





Existing Land Use - El Portal / City of Miami Station Area

The 79th Street corridor is a major thoroughfare connecting the North Beach and central areas of Miami Beach, along with the North Bay Village community. The proposed location for the NE 79th Street station is well situated within a relatively active commercial corridor extending both east/west, as well as along N.E. 2nd Avenue and parts of Biscayne Boulevard to the north/south. Extending beyond these commercial thoroughfares (and mainly to the east) are residential communities that have been on a sustained pattern of revitalization.

To the east of the rail line, and extending to the intersection of Biscayne Boulevard and 79th Street, is the northern gateway to one of Miami's most historically preserved architectural design areas – the MiMo district. For much of the past several years, the MIMO district has seen considerable investment among its retail and hotel/motel properties, and has created a niche among restaurants and boutique stores. The gateway intersection (or southwest corner of Biscayne Boulevard and 79th Street) is now being solidified by the newly planned Triton Center, a mixed-use (hotel, apartment, and retail) development that is replacing the former Immigration and Natural Service (INS) building.

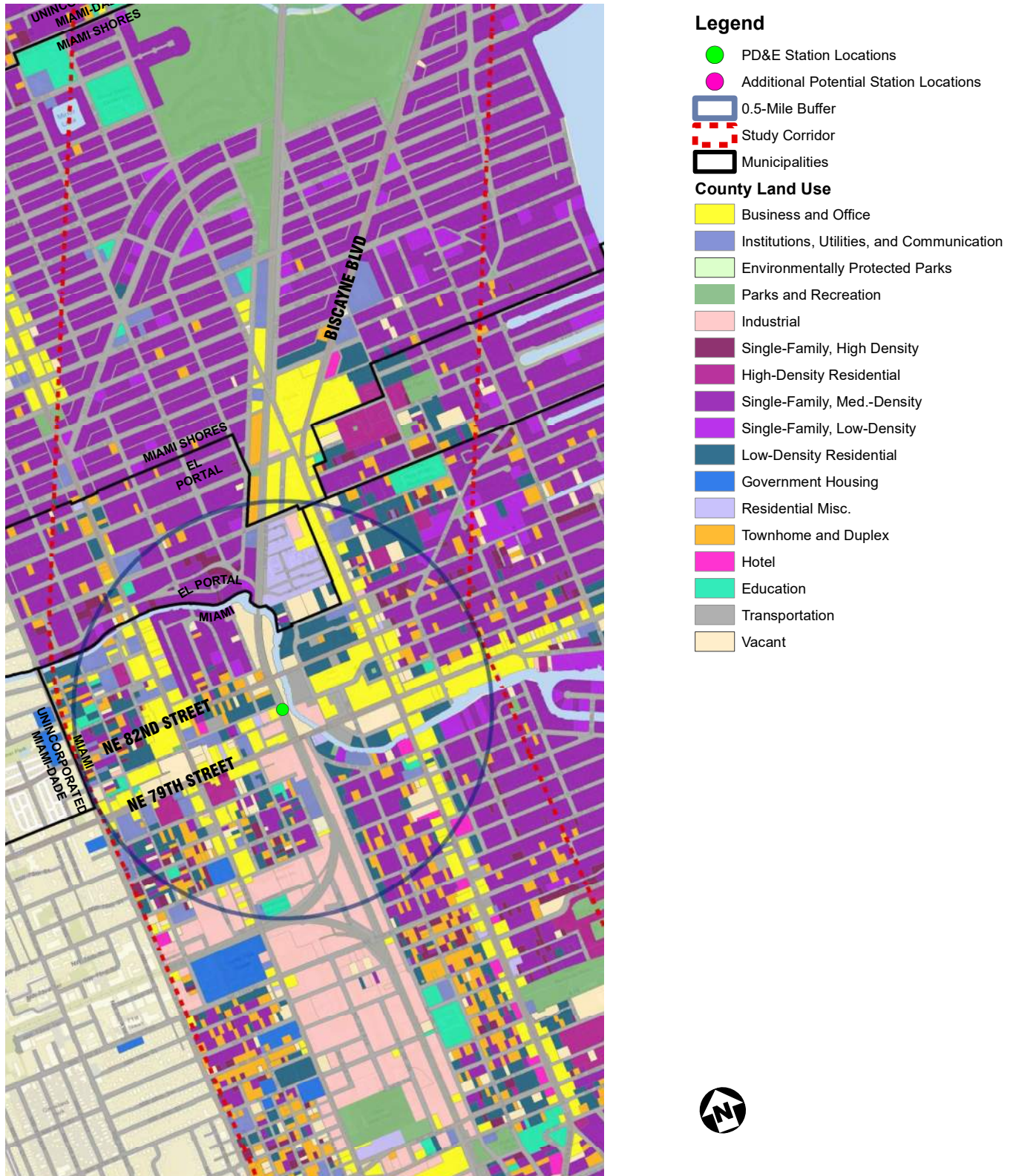
Further to the west of the station area along 79th Street, economic growth/redevelopment has been quite modest. As with several corridors in the northern sector of the County, development is built at very low densities and is as non-pedestrian friendly since it fronts a heavily traveled thoroughfare. During the past few years, efforts to improve the corridor and encourage a broader mix of uses has been led by affordable/mixed-income housing development. In spite of these developments, though, on-going improvement to the surrounding area has been minimal.

Looking ahead, an encouraging sign for this area is the fact that a significant portion of the area extending to a half-mile west of the FEC rail line is part of an Opportunity Zone. This is a federal tax incentive program which was included within the 2017 tax reform bill and which is organized to encourage investment in areas historically constrained by substantial disinvestment. Although much of the Opportunity Zone encompasses residential development, the businesses along 79th Street and N.E. 2nd Avenue may benefit over time from these incentives, which may be significantly enhanced by improved access to transit.

While significant challenges exist to the west of the rail line along 79th Street, areas to the south along NE 4th Court (which bounds the FEC rail line to the east) have experienced notable revitalization of commercial/business activity. This has been in part the result of increased demand from the relocation of design and arts related businesses that were formerly located in the Miami Design District.

Source: Northeast Corridor Station Area Opportunity Assessment prepared by Lambert Advisory, October 2018.

Figure 5-15: Existing Land Use within NE 79th Street Station Area





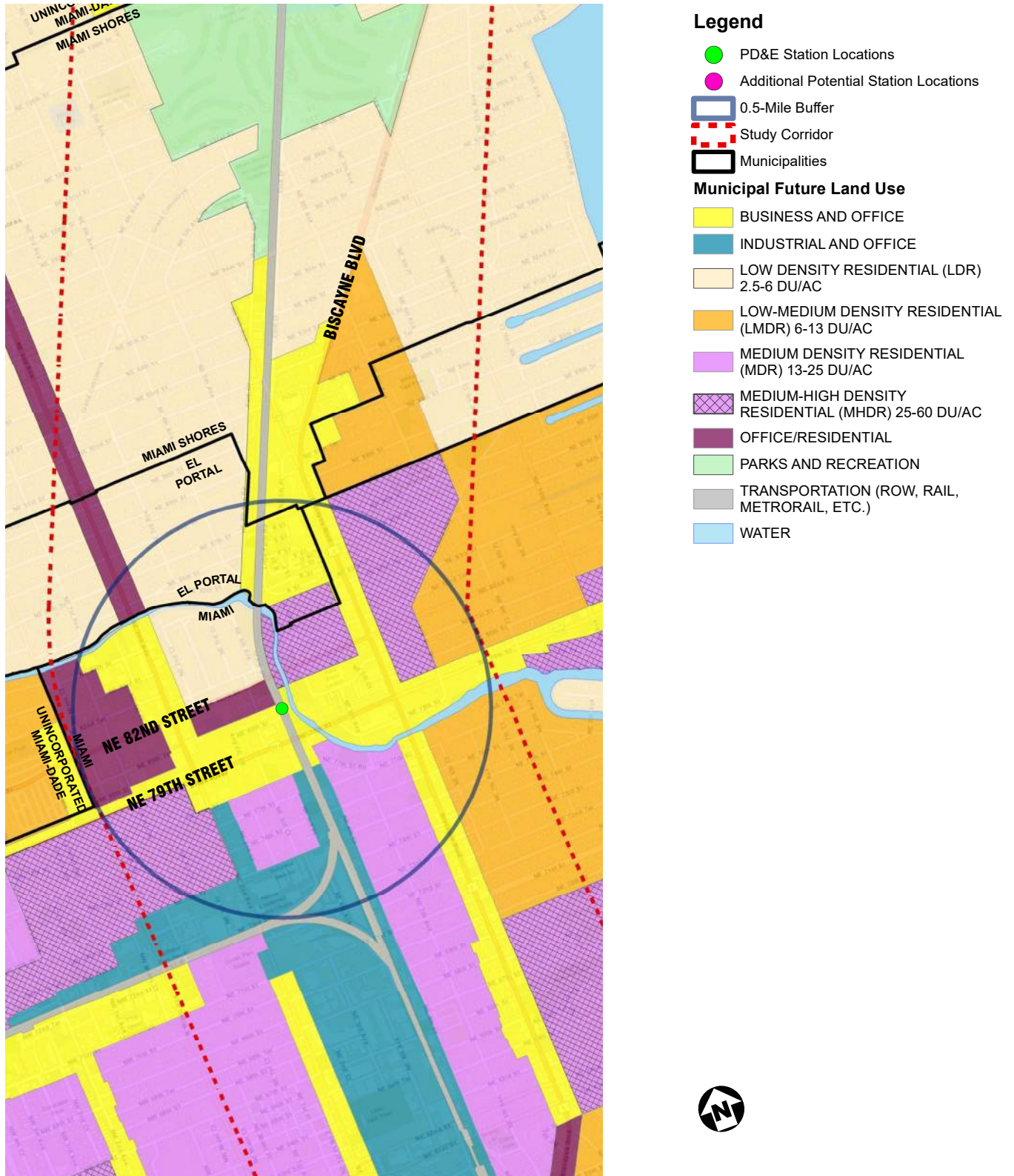
Future Land Use - El Portal / City of Miami Station Area

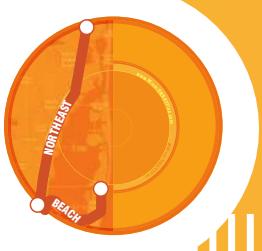
Figure 5-16 indicates Future Land Use designations within the Station Area radius. Within the Station Area boundaries, there are seven (7) Future Land Use (FLU) designations. The table below summarizes the estimated land area and percentage of land area for each FLUM District designation located within the 1/2-mile Station Area radius. Within El Portal and the City of Miami boundaries, there are seven (7) Future Land Use (FLU) designations within the Station Area. **About 59% of land within the Station Area is designated as a residential-type FLUM district representing approximately 239 acres of land area. Of this amount, 14% is designated low density residential use.**

FLUM DISTRICT LAND AREA

FLUM District	Area_AC	% of Total Area
Business and Office	155.95	33%
Industrial and Office	38.58	8%
Low Density Residential (LDR) 2.5-6 DU/AC	65.50	14%
Low-Medium Density Residential (LMDR) 6-13 DU/AC	31.51	7%
Medium-Density Residential (MDR) 13-25 DU/AC	57.54	12%
Medium-High Density Residential (MHDR) 25-60 DU/AC	84.49	18%
Office / Residential	43.70	9%
Total Land Area within 1/2-mile Station Area Radius	477.27	100%

Figure 5-16: Future Land Use within NE 79th Street Station Area





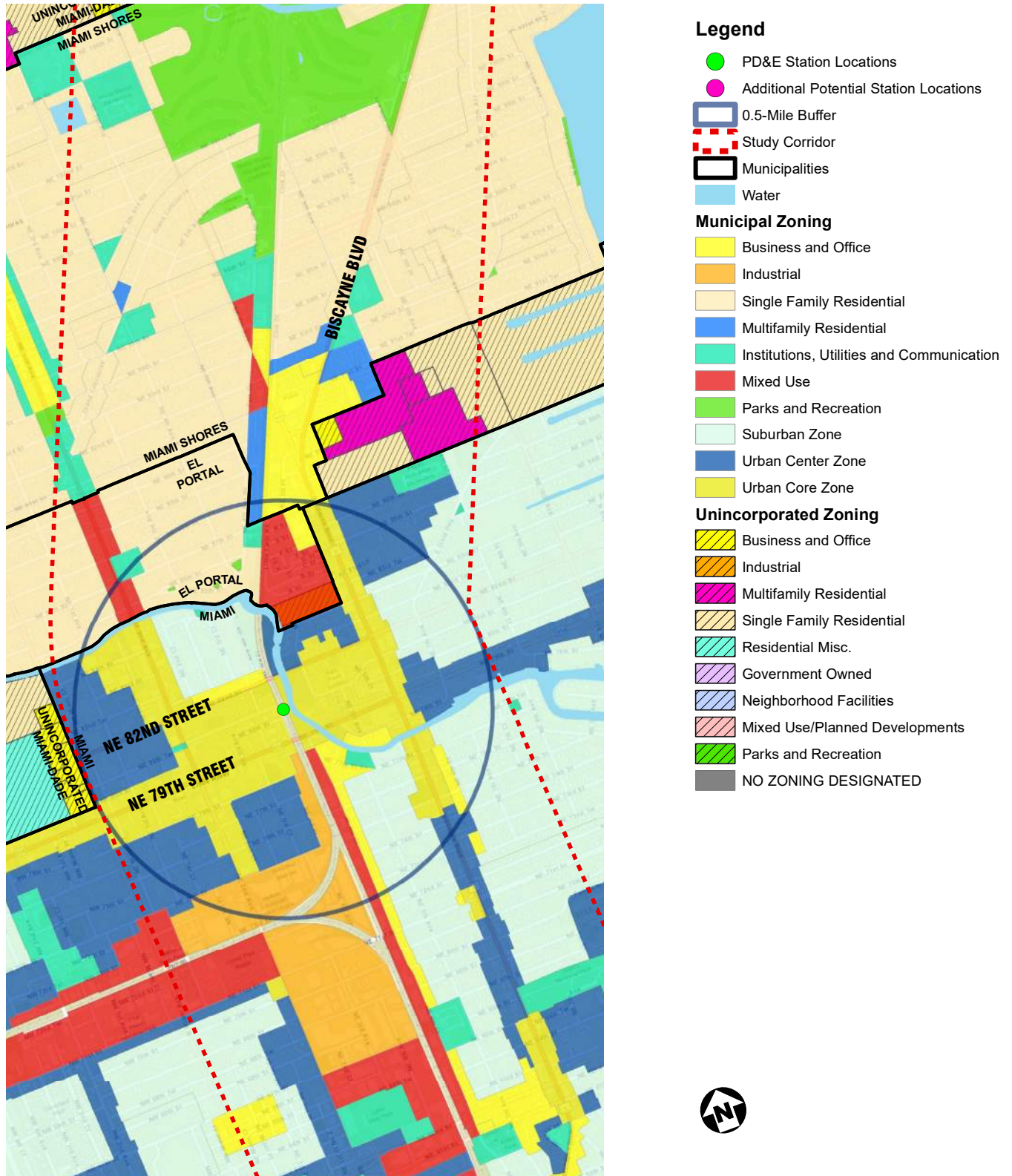
Zoning - El Portal / City of Miami Station Area

There are ten (10) base zoning districts within the identified 1/2-mile Station Area radius. The table below shows data for the listing of applicable zoning districts. **Over 59% of the land within the Station Area has a zoning designation that allows mixed use development representing approximately 297 acres of land area.**

ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
Business and Office	23.27	5%
Industrial	28.08	6%
Institutions, Utilities & Communications	4.91	1%
Mixed Use	31.74	6%
Multifamily Residential	1.04	0%
Parks and Recreation	0.46	0%
Single Family Residential	36.09	7%
Suburban Zone	97.20	19%
Urban Center Zone	110.88	22%
Urban Core Zone	154.38	31%
Unincorporated	15.32	3%
Total Land Area within 1/2-mile Station Area Radius	502.57	100%

Figure 5-17: Zoning within NE 79th Street Station Area





Proposed Station Vision and Typology

Table 5-13: Station Area Vision - El Portal/City of Miami

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Located within CRA Underutilized parcels present redevelopment and infill development opportunities Pedestrian access issues Little River / SFWMD canal connectivity issues 	<ul style="list-style-type: none"> Improve pedestrian connectivity Improve the outlook of 79th Street Mixed-use development along NE 2nd Avenue Transit Hub - redevelopment opportunities for mixed use development depending on final Station Location. See City of Miami or El Portal locations as identified in the SMART Plan Charrettes Refer to Resiliency Study by City 	<ul style="list-style-type: none"> Mixed use growth potential. SMART Plan analysis shows +6000 new units within Station's 1/2-mile radius surrounded by low density neighborhoods Little Haiti / Little River areas to accommodate growth

Table 5-14: Characteristics of a Community Urban Center

Station Typology	Community Urban Center (CUC)
Land Use Mix	<p>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design.</p> <p>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces.</p>
Street and Block Pattern	<ul style="list-style-type: none"> Connecting streets and pedestrian linkages Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between destinations in the center are direct, and distances are short. Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> Shared parking encouraged Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations
Buildings & Building Heights	<ul style="list-style-type: none"> Buildings and their landscape shall be built to the sidewalk edge The maximum building heights for developments within CUC - 15 stories (maximum – 5 stories pedestal, 8 stories tower, 2 stories penthouse)
Density and Intensity	<ul style="list-style-type: none"> Average Floor Area Ratios (FAR): greater than 1.5 in the core not less than 0.5 in the edge Maximum Densities Dwellings per Gross Area: 125 du/ac.
Open Space	<ul style="list-style-type: none"> A minimum of 15 percent (15%) of the lot area shall be reserved for open space.

(Source: Adopted 2020-2030 CDMP Updated June 2018)

Summary - El Portal / City of Miami Station Area

1. Based on demographics data and ongoing trends, the NE 79th Street Station Area indicates a high projected population density and transit dependent population with a high ridership forecast. The Station Area also has a high employment density. Given these conditions and the existing commercial land uses within the Station Area, the station has significant TOD potential.
2. Applicable future land use and zoning compatibility analysis indicate support for mixed-use development within the Station Area. However, current designations will need to be better aligned to support transit-oriented development with appropriate densities and intensities.
3. The NE 79th Street station can play a beneficial role from a dual-perspective: first, in tandem with the potential benefits from the Opportunity Zone, it can serve as a important component to spurring economic opportunity for both businesses and residents along the west side of the FEC rail line that have experienced a long period of economic constraint; and, second, the rail station can play an integral role in continuing investment and ensuring positive investment momentum to the areas east of the rail line.



5.1.2.7 Midtown Station Area

The Tri-Rail Station Area Opportunity Plan and the FDOT PD&E Study propose a station at NE 36th Street in Midtown / Design District, within the City of Miami. **Figure 5-18** indicates the SMART Plan Northeast Corridor area covering Midtown and Wynwood/Edgewater.

SMART PLAN Land Use and Visioning

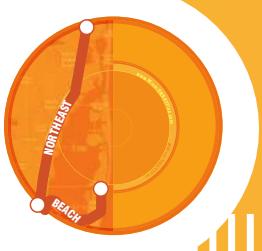
The table below summarizes the population and employment baseline and trend growth data for the Midtown Station Segment Area and the incremental growth based on the SMART Preferred Land Use Scenario and Visioning Planning. For data sources, refer to TOD Analysis - Evaluation Criteria.

POPULATION AND EMPLOYMENT SUMMARY

Midtown/Design District Station Segment Area	POP	EMP
Baseline Data and Growth		
Existing 2010	21,414	14,232
Trend 2040	43,578	20,001
Baseline Growth	22,164	5,769
SMART Plan Incremental Growth (2040 Adjusted - 2040 Baseline)		
Preferred Scenario	8,500	2,500
2040 Trend + Preferred	52,078	22,501

Figure 5-18: SMART Plan Northeast Corridor Aerial Map - Midtown





Existing Land Use - Midtown Station Area

The NE 36th Street station will serve the Midtown, Design District, and a large portion of the Edgewater community.

Within the Station Area, the Midtown Miami East and West Special Districts, as defined by the City's Miami 21 Code, are intended to promote neighborhood redevelopment through medium to high density mixed use development. Due to intensity of infill development and redevelopment in the area, the population and the overall level of commercial and retail activity will greatly increase. These districts are of special and substantial public interest given its proximity to Downtown Miami and the Omni Area, the Design District, Miami Beach, the Wynwood / Edgewater Neighborhood and to the future proposed commuter transit facilities within the Florida East Coast Railway (FEC) Corridor. The intent of the districts is to:

1. Promote the efficient use of land resources through compact building forms, infill development, and moderation in street and parking standards in order to reduce automobile traffic and promote multi-modal transportation;
2. Promote the creation of a Miami midtown environment through intensive urban mixed-use development with a twenty-four hour activity pattern;
3. Enhance the pedestrian environment and connectivity of the existing surrounding areas by extending the city street grid through the district; and
4. Provide intensive new housing opportunities needed to sustain future commercial growth and commuter transit facilities. To this end, the district promotes streetscapes and mixed-use buildings designed to provide pedestrians with lively, interesting, well-landscaped and highly usable public spaces with a maximum interrelationship with ground floor building uses.

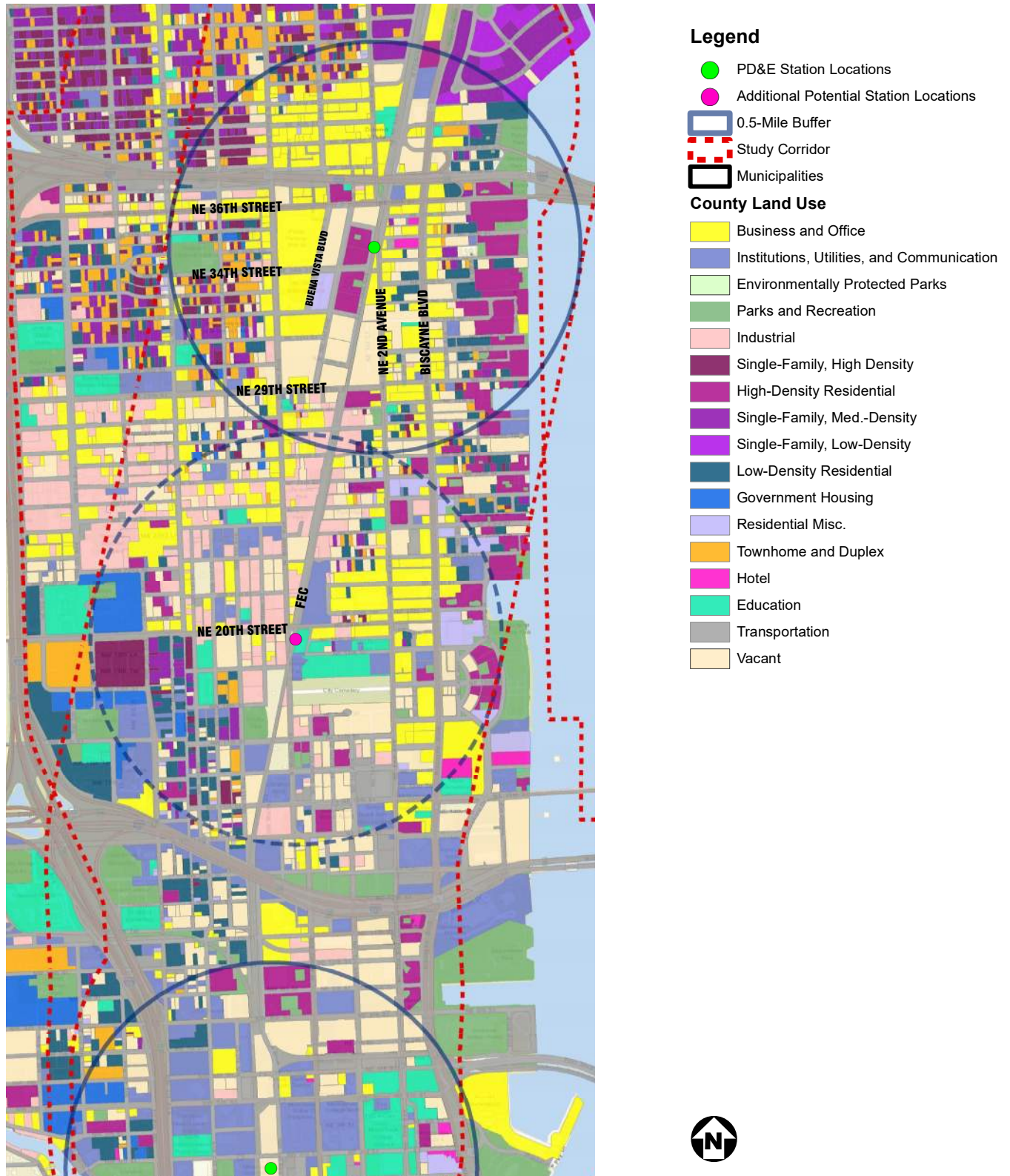
The Midtown development, which established and became the foundation for the market for the broader Midtown area, will be built out by the time a station is operational. As a result, we expect the majority of new investment activity to occur west of the Midtown Development, further investment to the east, and additional investment to the extent that zoning allows to the northwest and into the Design District, north of the I-195 overpass.

Importantly, while there will certainly be ground floor retail and commercial activity throughout the Midtown area, all of the area trends are indicative of Midtown serving as a high density residential community with the greater concentration of office (and eventually hospitality) development occurring in the Wynwood neighborhood beginning on 29th Street and occurring southward.

From a reinvestment perspective, the greatest challenge or limitation to reinvestment surrounding the proposed Midtown station going forward is the lack of pedestrian linkages under I-195. While the Design District sits on one side of I-195 and Midtown and Edgewater on the other, the two are disconnected as a result of the highway. Creating linear pedestrian connections in conjunction with the rail station will be important to better weaving the neighborhoods together. Indeed, the linear nature of the rail line itself can help tie the areas north and south of I-195 together if these linkages are well planned, landscaped, and lit. As a result, the exact placement of the station and the pedestrian links from Midtown, Design District, and Edgewater to the station are important to the success of enhancing the market dynamics already in place.

Source: Miami 21 Code and The Northeast Corridor Station Area Opportunity Assessment prepared by Lambert Advisory, October 2018.

Figure 5-19: Existing Land Use within Midtown Station Area





Future Land Use - Midtown Station Area

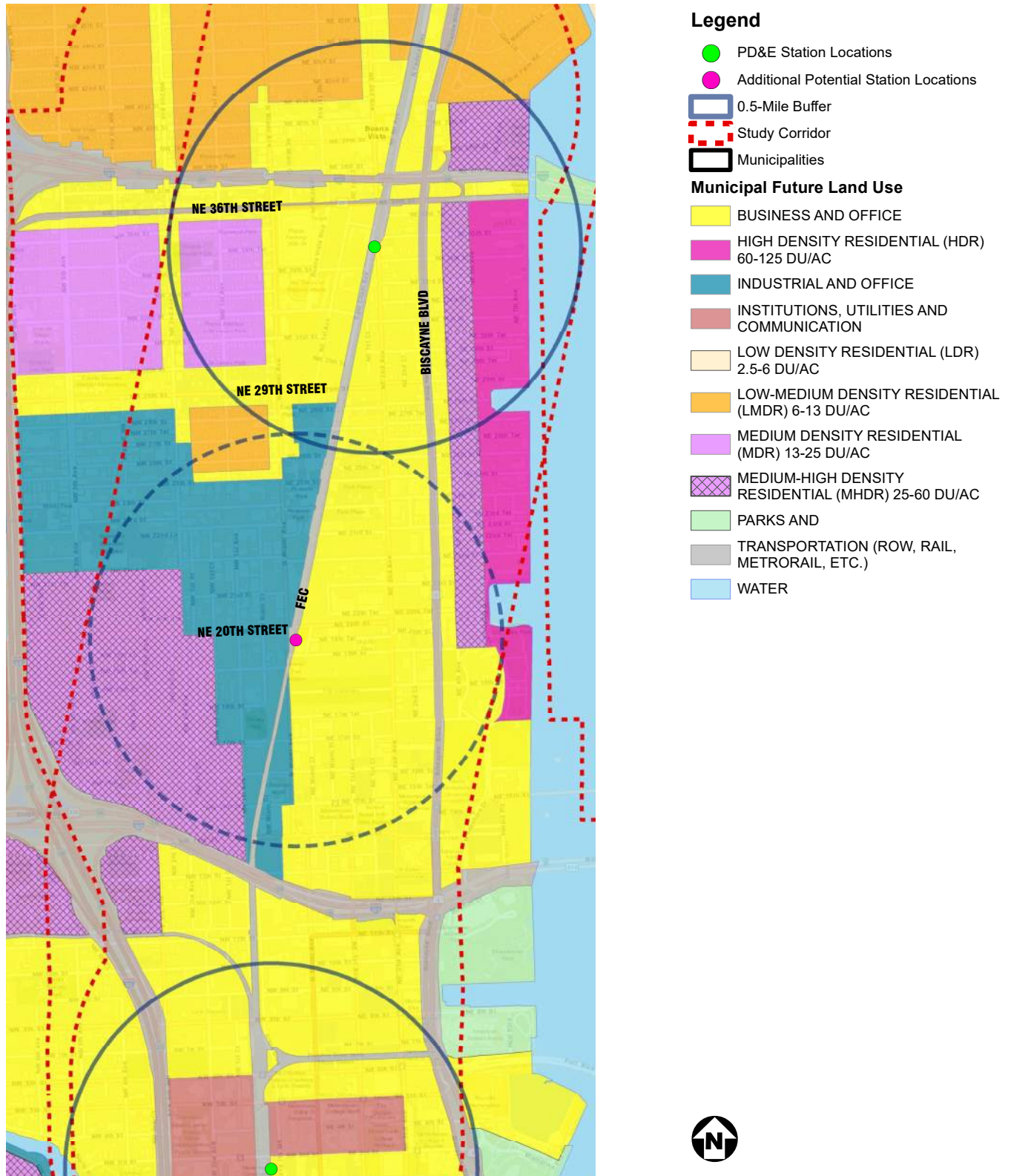
Figure 5-20 indicates Future Land Use Map (FLUM) designations within the Station Area radius. The table below summarizes the estimated land area and percentage of land area for each FLUM District designation located within the 1/2-mile Station Area radius. Within the Station Area boundaries, there are seven (7) Future Land Use (FLU) designations.

The Future Land Use designations as indicated herein support the SMART Plan growth projections for transit oriented development within the identified 1/2-mile Station Area radius.

FLUM DISTRICT LAND AREA

FLUM District	Area_AC	% of Total Area
Business and Office	236.42	56%
Industrial and Office	5.85	1%
High Density Residential (HDR) 60-125 DU/AC	42.03	10%
Low-Medium Density Residential (LMDR) 6-13 DU/AC	42.44	10%
Medium Density Residential (MDR) 13-25 DU/AC	43.35	10%
Medium-High Density Residential (MHDR) 25-60 DU/AC	45.15	11%
Parks and Recreation	5.14	1%
Total Land Area within 1/2-mile Station Area Radius	420.37	100%

Figure 5-20: Future Land Use within Midtown Station Area





Zoning - Midtown Station Area

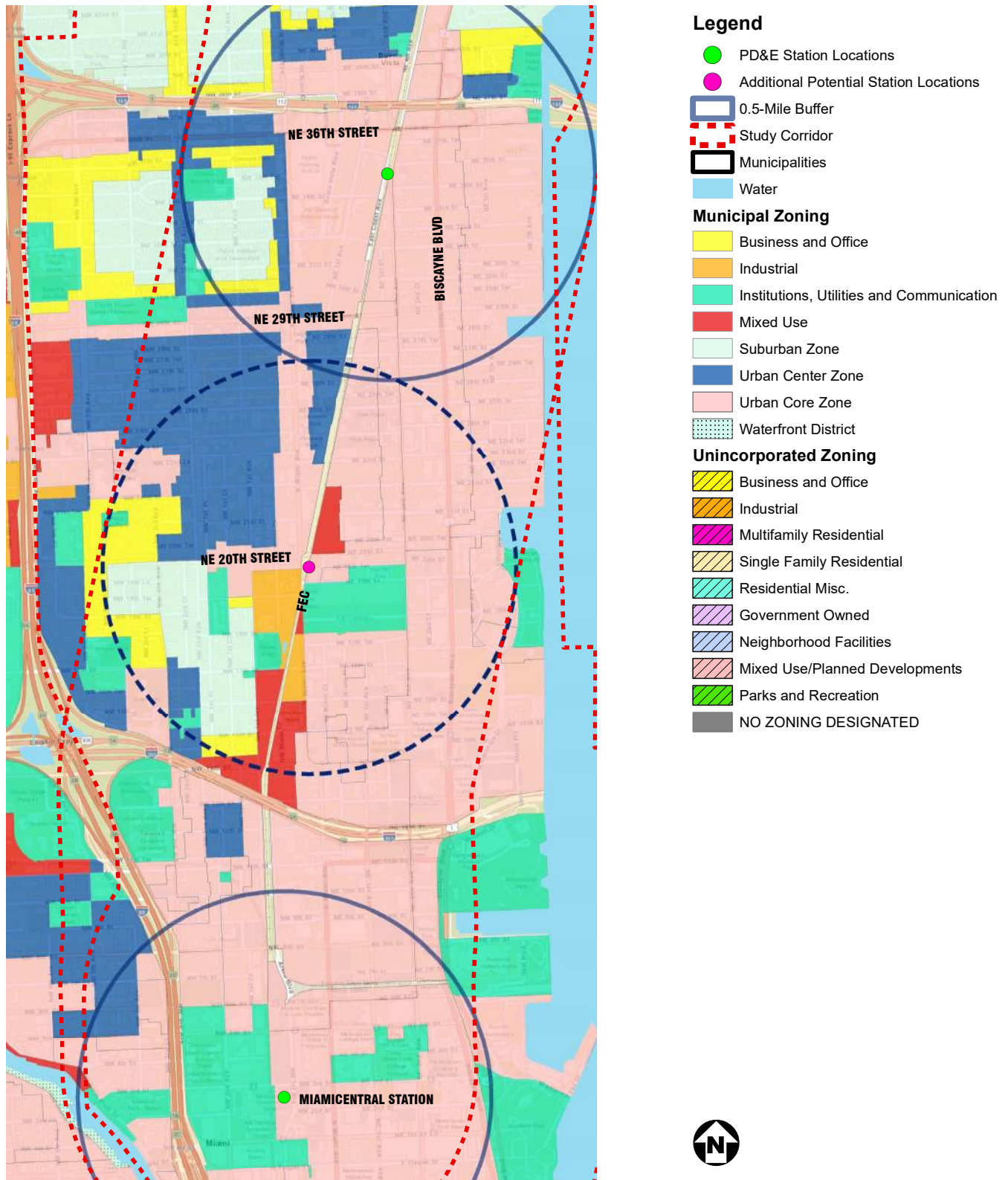
There are five (5) base zoning districts within the identified 1/2-mile Station Area radius. Under Miami 21 Code, zoning establishes standards and procedures for new development or redevelopment in the City. The table below shows data for the listing of applicable zoning districts. About 66% of the land within the Station Area allows mixed use development representing approximately 330 acres of land area.

The City of Miami designated Zoning Districts as identified herein support the SMART Plan growth projections for transit oriented development within the identified 1/2-mile Station Area radius.

ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
Business and Office	30.30	6%
Institutions, Utilities & Communications	14.40	3%
Suburban Zone	60.49	12%
Urban Center Zone	59.39	12%
Urban Core Zone	271.20	54%
Unincorporated	66.80	13%
Total Land Area within 1/2-mile Station Area Radius	502.57	100%

Figure 5-21: Zoning within Midtown Station Area





Proposed Station Vision and Typology

Table 5-15: Station Area Vision - Midtown Miami

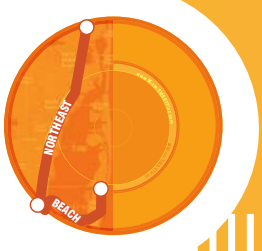
Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Located within CRA Pedestrian friendly environment Mixed-use developments, mid-high density residential Station Area covers the Miami Design District and Omni Area Strong infill and redevelopment opportunities Proximity to elevated I-195 expressway 	<ul style="list-style-type: none"> Increase mixed-use development with high-density residential at station location / within station area Strong pedestrian connectivity between Design District and Midtown Miami Streetscape improvements Multi-modal systems connecting to downtown and beach Metrorail extension will support increased growth in this segment Existing low density neighborhoods will experience more growth above trend 	<ul style="list-style-type: none"> SMART Plan growth analysis indicates the potential for both population and employment growth in the area with continued development of large scale projects Potential for new station at NE 29th Street - noted as Alternative Station Location per SMART Plan Charrette input

Table 5-16: Characteristics of a Metropolitan Urban Center

Station Typology	Metropolitan Urban Center (MUC)
Land Use Mix	<p>Permitted Uses: A minimum of two (2) of the following three (3) permitted uses shall be included in Rapid Transit Zone Station developments:</p> <ol style="list-style-type: none"> 1. Business and Civic Uses. Allowed uses include Neighborhood Business Use (BU-1), Limited Business Use (BU-1A), and Special Business Use (BU-2) zoning districts. 2. Residential Uses. All residential or mixed-use developments with more than four (4) residential units shall provide a minimum of 12.5 percent (12.5%) of their units as workforce housing units. Workforce housing units are for those whose income is between 65 percent (65%) and 140 percent (140%) of the most recent median family income for Miami-Dade County, as reported by the U.S. Department of Housing and Urban Development (HUD) 3. Housing for the Elderly
Street and Block Pattern	<ul style="list-style-type: none"> Connecting streets and pedestrian linkages Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between destinations in the center are direct, and distances are short. Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> Shared parking encouraged Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations
Buildings & Building Heights	<ul style="list-style-type: none"> Buildings and their landscape shall be built to the sidewalk edge The maximum building heights for developments within Metropolitan Urban Centers (MUC) - 25 stories (maximum - 7 stories pedestal, 13 stories tower, 5 stories penthouse). The City of Miami allows greater heights within this Station Area
Density and Intensity	<ul style="list-style-type: none"> Average Floor Area Ratios (FAR): greater than 3.0 in the core not less than 0.75 in the edge Maximum Densities Dwellings per Gross Area: 250 du/ac.
Open Space	<ul style="list-style-type: none"> A minimum of 15 percent (15%) of the lot area shall be reserved for open space.

Summary – Midtown Station Area

1. The Midtown / NE 36th Street Station area has high potential for TOD with a strong market ranking and trends. There is comprehensive plan (future land use) and zoning support in place for TOD development within the 1/2-mile Station Area radius. The amount of commercial, industrial, or office parcels based on their future land use and zoning as mixed-use, indicate high potential for TOD within a 10-minute walk of the station location.
2. The Station Area has a strong pedestrian-oriented development character, particularly mixed use with retail, continuous sidewalks, and a street grid network, which are also supportive of TOD.
3. Transit-supportive plans and policies are in place in the community.
4. The station is positioned to serve the Northeast and Beach Corridor urban employment centers, resulting in high ridership at this location, and is also spaced to maximize operational efficiency.



5.1.2.8 Urban Neighborhood Districts of Wynwood /Edgewater Neighborhoods

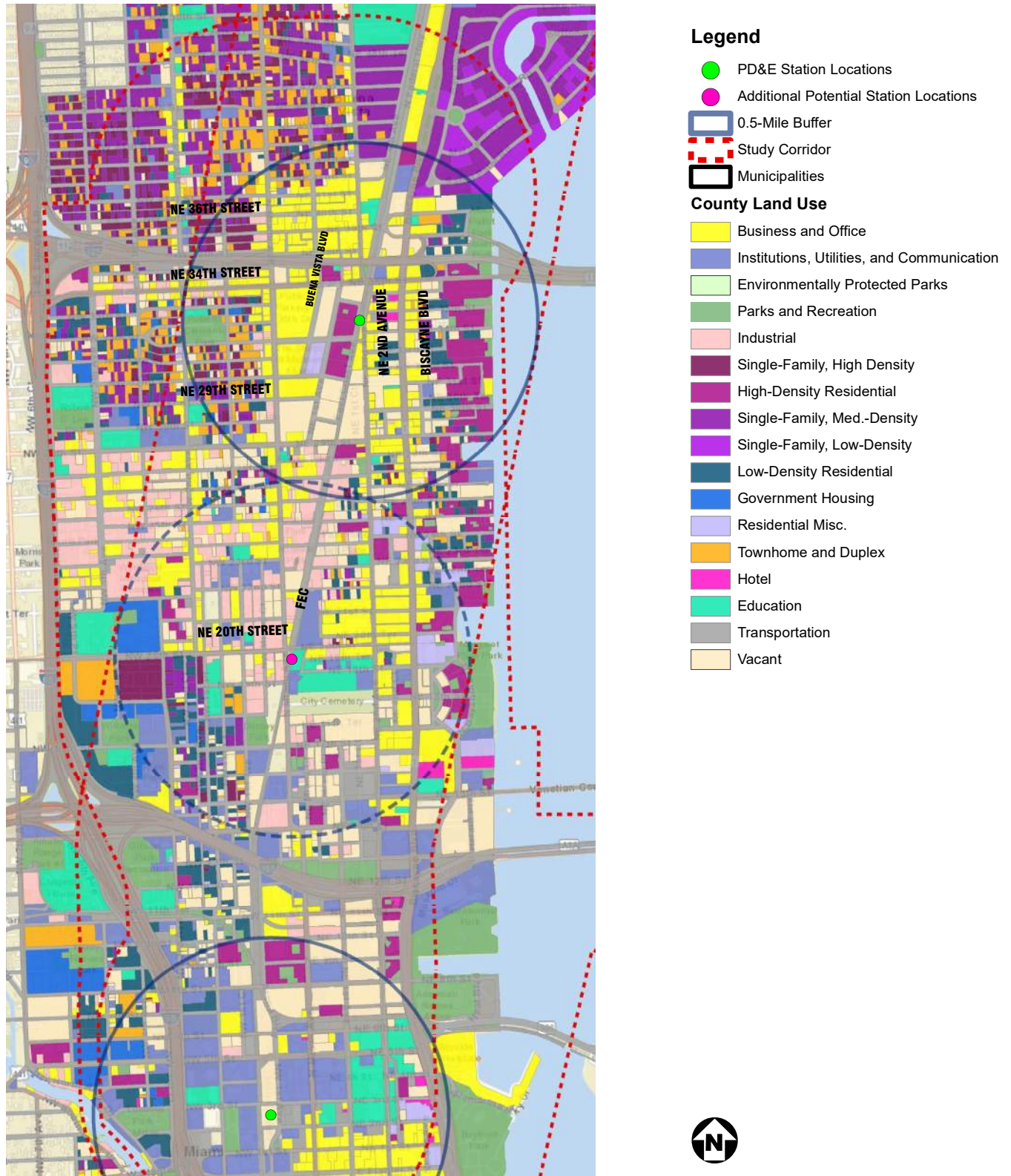
Existing Land Use

The Districts zoning is defined by the City's Code- Miami 21, which include in this area Neighborhood Revitalization Districts (NRD's) or Special Area Plans (SAP's) that intend to promote redevelopment through high-density mixed-use developments with defining district characteristics.

Due to intensity of infill development and redevelopment in the area, the population and the overall level of commercial and entertainment retail activity will greatly increase. These districts are of special and substantial public interest given its proximity to Downtown Miami.

The City of Miami designated Zoning Districts as identified herein support the SMART Plan growth projections for transit-oriented development within the identified Beach/Northeast SMART Plan Corridor "Overlap Area" Districts.

Figure 5-22: Existing Land Use within Wynwood/Edgewater Neighborhood District





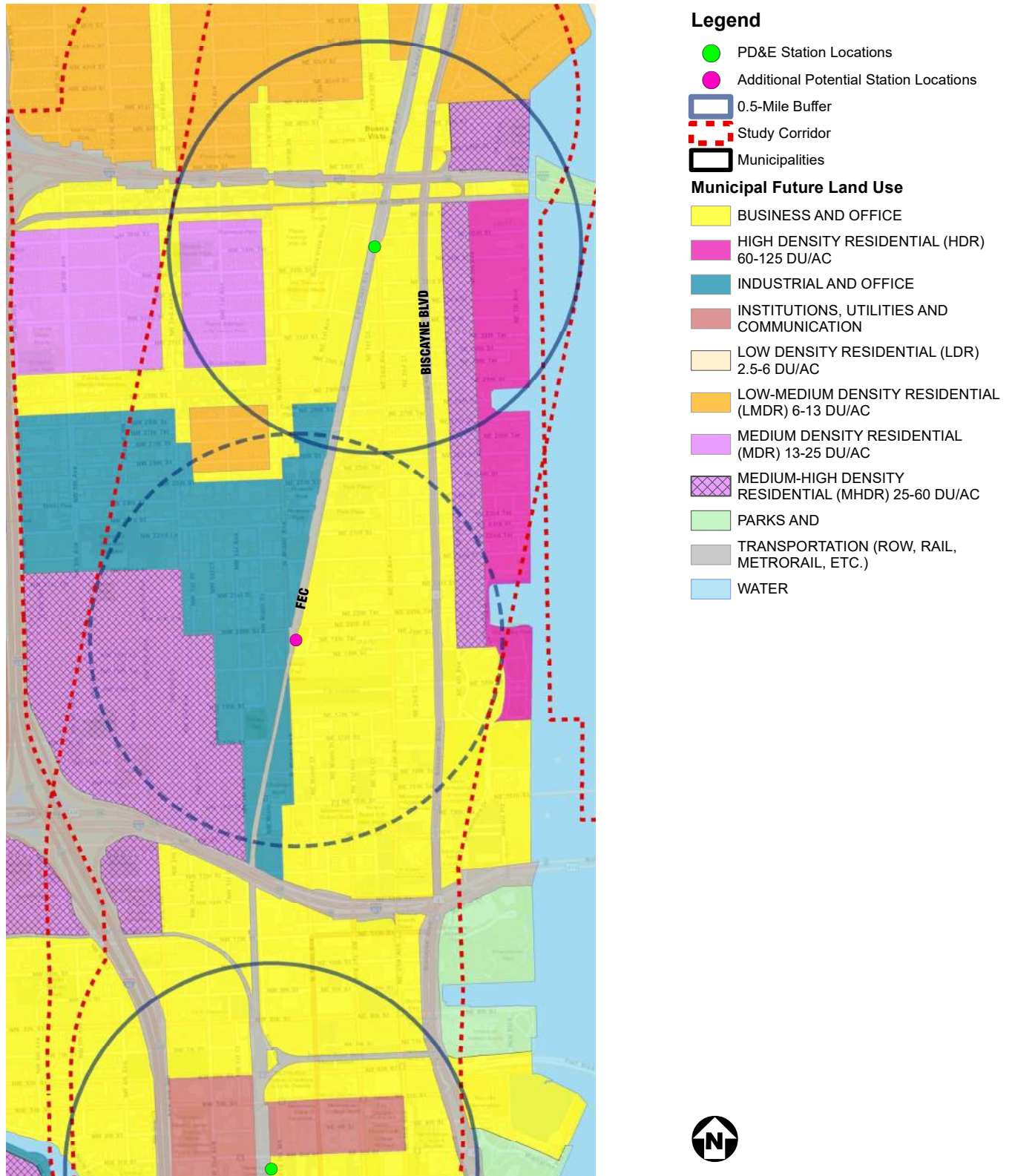
Future Land Use - Wynwood/Edgewater Neighborhood District

Figure 5-23 indicates Future Land Use Map (FLUM) designations within these Districts. The table below shows data for the listing of applicable future land use districts. There are nine (9) Future Land Use (FLU) designations.

FLUM DISTRICT LAND AREA

FLUM District	Area_AC	% of Total Area
General Commercial	185.79	37 %
Industrial	15.94	3 %
Light Industrial	20.31	4 %
Major Inst, Public Facilities, And Transp.	27.29	5 %
Medium Density Multifamily Residential	55.03	11 %
Medium Density Restricted Commercial	30.48	6 %
None	8.66	2 %
Public Parks and Recreation	9.23	2 %
Restricted Commercial	149.85	30 %
Total Land Area within 1/2-mile Station Area Radius	502.57	100 %

Figure 5-23: Future Land Use within Wynwood/Edgewater Neighborhood District





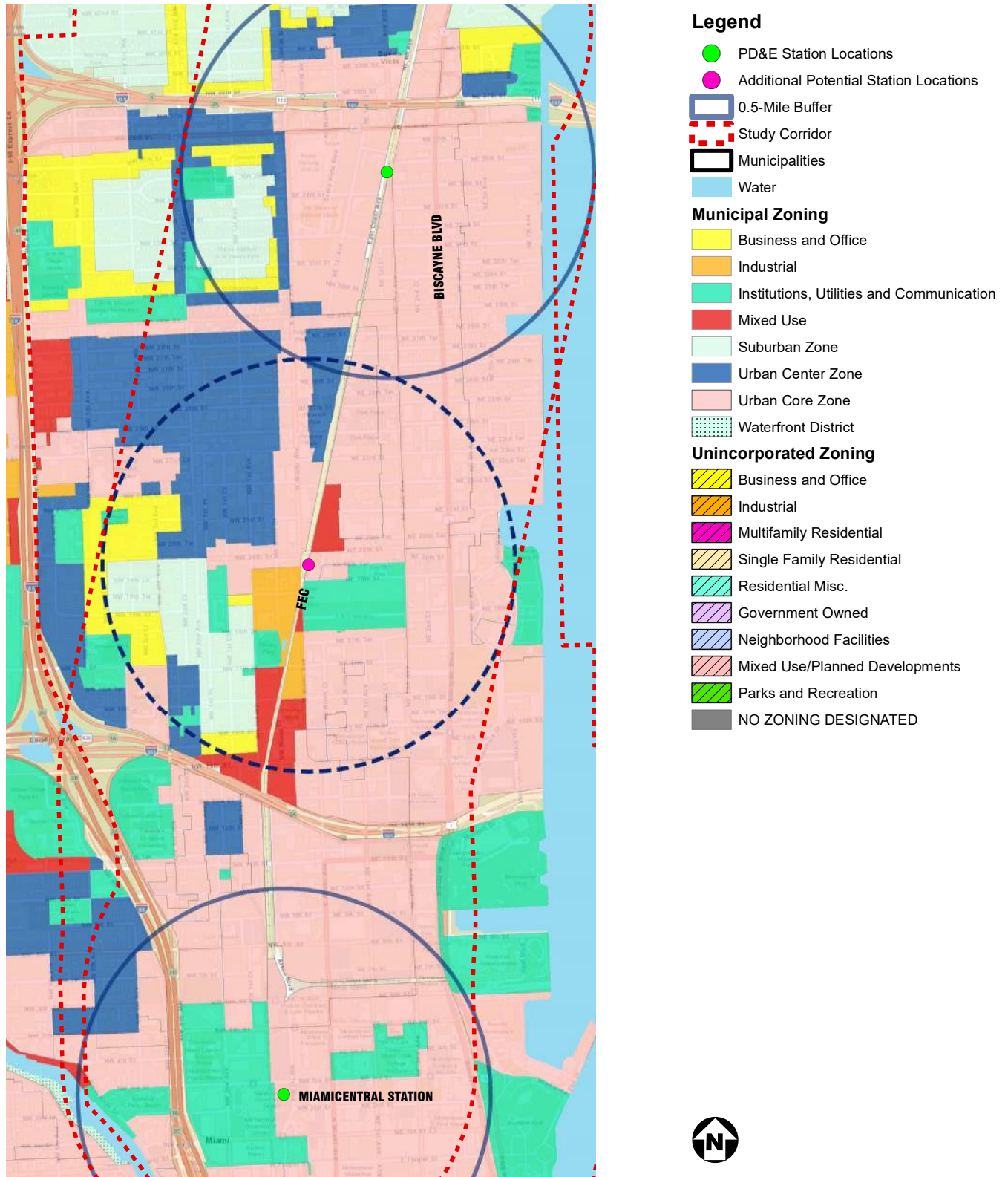
Zoning - Wynwood/Edgewater Neighborhood District

There are five (6) base zoning districts within these Neighborhood Districts. Under Miami 21 Code, zoning establishes standards and procedures for new development or redevelopment in the City. The table below shows data for the listing of applicable zoning districts. More than 60% of the land within the “Overlap Area” allows mixed use development in the Urban Core zone, Urban Center Zone and Mixed use.

ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
Civic Institution	27.38	5 %
Civic Space Zone	9.16	2 %
General Urban Zone	28.29	6 %
Industrial District Zone	15.92	3 %
None	9.27	2 %
Suburban Zone	50.16	10 %
Urban Center Zone	84.62	17 %
Urban Core Zone	257.44	51 %
Work Place District Zone	20.34	4 %
Total Area (AC)	502.57	100 %

Figure 5-24: Zoning within Wynwood/Edgewater Neighborhood District





Proposed Station Vision and Typology Wynwood/Edgewater District

Table 5-17: Station Area Vision - Wynwood/Edgewater District

District Area Today	District Area Station Vision	District Area Station Analysis
<ul style="list-style-type: none"> Located within two (2) CRAs: The Omni CRA and the Southeast Overtown/ Park West (SEOPW) Pedestrian access issues crossing NE 2nd Avenue and Biscayne Blvd Deficient dedicated bike paths Pedestrian access issues crossing between Urban Neighborhoods 	<ul style="list-style-type: none"> Metromover extension provides redevelopment opportunities for higher density mixed-use development on North Miami Avenue connecting to distinct Urban Neighborhoods: Wynwood, Midtown, Arts & Entertainment District and Downtown Miami Potential for Multimodal connectivity Improve pedestrian connections to Baywalk Improve east/west connectivity across FEC tracks Potential for Multimodal connectivity- Improved pedestrian sidewalks /crossing across neighborhoods, dedicated bike lanes north/south connecting to Downtown /South Beach, 3 metromover stations, neighborhood trolley stops and one transfer Hub at Herald Plaza. Promote Workforce Housing Incentives- City of Miami Vision 	<ul style="list-style-type: none"> High mixed-use growth potential. SMART Plan analysis shows + 12,0000 new units in the Neighborhood Urban District with low density neighborhoods south/ west of North Miami Avenue

Table 5-18: Characteristics of an Urban Neighborhood District

Station Typology	Urban Neighborhood District
Land Use Mix	<p>Diversified Urban neighborhood Districts are encouraged to become multimodal hubs for future urban development intensification in Miami-Dade County, which encompass compact and well defined urban neighborhoods with no clear center. These Urban Neighborhood districts are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically.</p> <p>Urban neighborhood centers are primarily residential mixed with local-service retail or special entertainment /cultural uses. Such neighborhood districts shall be characterized by physical cohesiveness, direct accessibility by mass transit service, that are well connected to Regional and Urban Centers and high quality urban design.</p> <p>The core of the neighborhood districts should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the stations , which may be located at the edge of two district neighborhoods.</p> <p>Both large and small businesses are encouraged in these neighborhoods. Uses in Urban Neighborhood Districts my include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces.</p>
Street and Block Pattern	<ul style="list-style-type: none"> Connecting streets and pedestrian linkages Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between neighborhoods are direct, and distances are short. Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> Shared parking encouraged Reductions from parking requirements shall be authorized where there shared uses or accessible municipal parking structures
Buildings & Building Heights	<ul style="list-style-type: none"> Buildings and their landscape shall be built to the sidewalk edge The maximum building heights for developments in the district will vary by district characteristics- from high-rise to medium height structures (30 -15 stories); scaling down to small scale neighborhoods
Density and Intensity	<ul style="list-style-type: none"> Average Floor Area Ratios (FAR): greater than 1.5 in the urban neighborhood districts not less than 0.5 in the small scale neighborhoods Maximum Densities Dwellings per Gross Area: 150 du/ac.
Open Space	<ul style="list-style-type: none"> A minimum of 15 percent (15%) of the lot area shall be reserved for open space.

Summary - Wynwood/Edgewater Neighborhood District

1. The neighborhood district has high potential for mixed use development with future land use and zoning support in place.
2. The area has a strong pedestrian-oriented development potential, particularly in defined mixed-use neighborhoods with retail and a street grid network, which are also supportive of TOD. Improvements to the pedestrian and bicycle network is required.
3. The neighborhood district is positioned to serve the Beach and Northeast Corridor residential employment centers, resulting in increased transit ridership and non-motorized forms of travel.
4. Herald Plaza Transfer Station TOD development provides an opportunity to connect to waterfront promenade extension that connects to Downtown waterfront parks and cultural uses and reinforce east/west connections in the Arts and Entertainment District.



5.1.2.9 Downtown MiamiCentral

The Downtown MiamiCentral spans over six downtown city blocks and is a mixed-use railroad station development in the Government Center district of Downtown Miami. Right now, the station serves Brightline higher-speed intercity rail and connects to the adjacent Government Center station serving Metrorail, Metromover, and bus lines. In the future, the station will serve the Tri-Rail commuter rail. The 9-acre complex also includes 3 million square feet of residential, office, commercial, and retail development. The station was built by All Aboard Florida, a subsidiary of Florida East Coast Industries (FECI) overseeing Brightline.

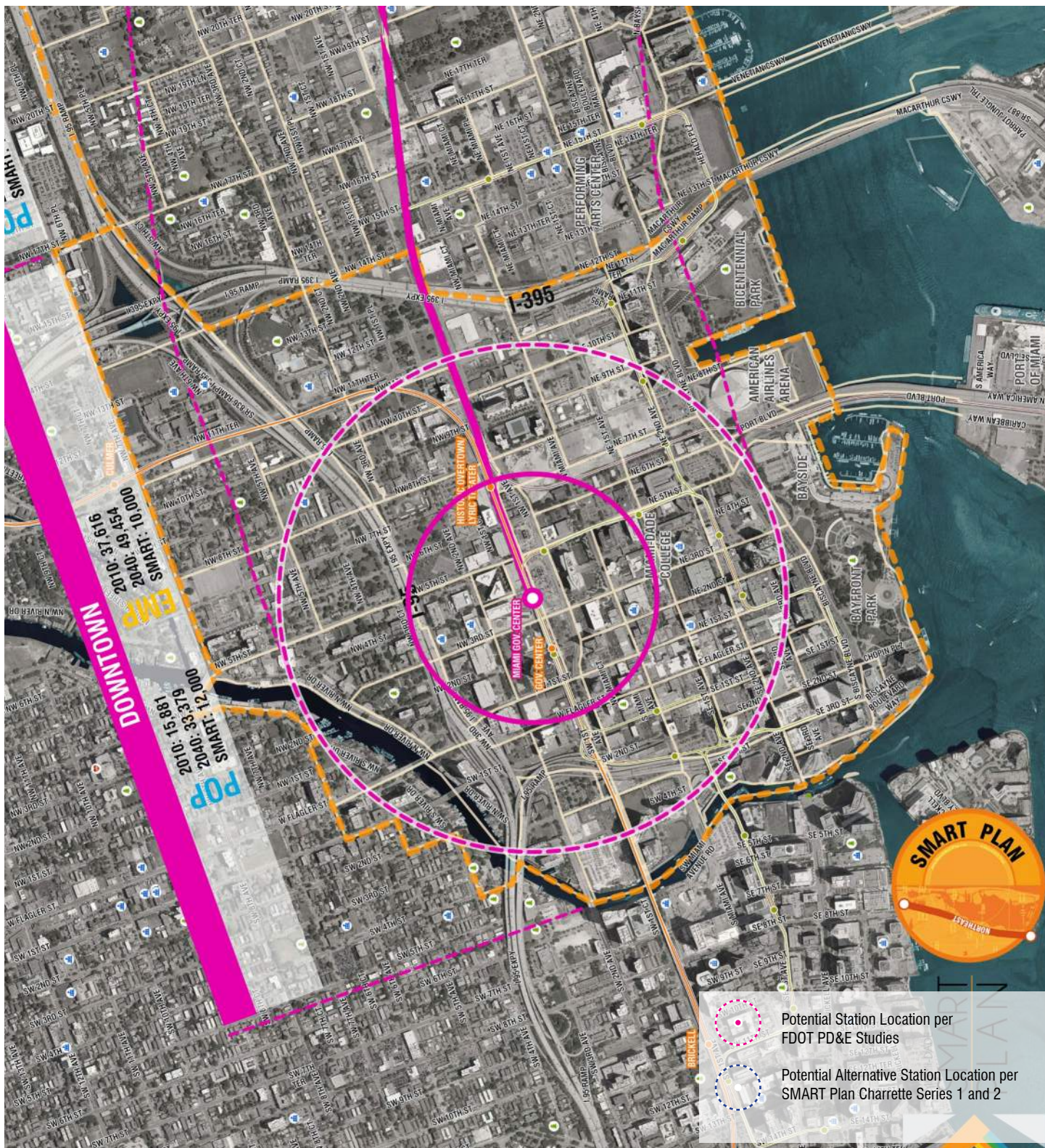
SMART PLAN Land Use and Visioning

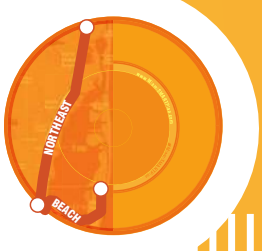
The following table summarizes the population and employment baseline and trend growth data for the Downtown Station Area Segment and the incremental growth based on the SMART Preferred Land Use Scenario and Visioning Planning. For data sources, refer to TOD Analysis - Evaluation Criteria.

POPULATION AND EMPLOYMENT SUMMARY

Downtown Station Segment Area	POP	EMP
Baseline Data and Growth		
Existing 2010	17,957	38,552
Trend 2040	40,947	51,031
Baseline Growth	22,990	12,479
SMART Plan Incremental Growth (2040 Adjusted - 2040 Baseline)		
Preferred Scenario	6,000	7,000
2040 Trend + Preferred	46,947	58,031

Figure 5-25: SMART Plan Northeast Corridor Aerial Map - Downtown





Existing Land Use - Downtown MiamiCentral

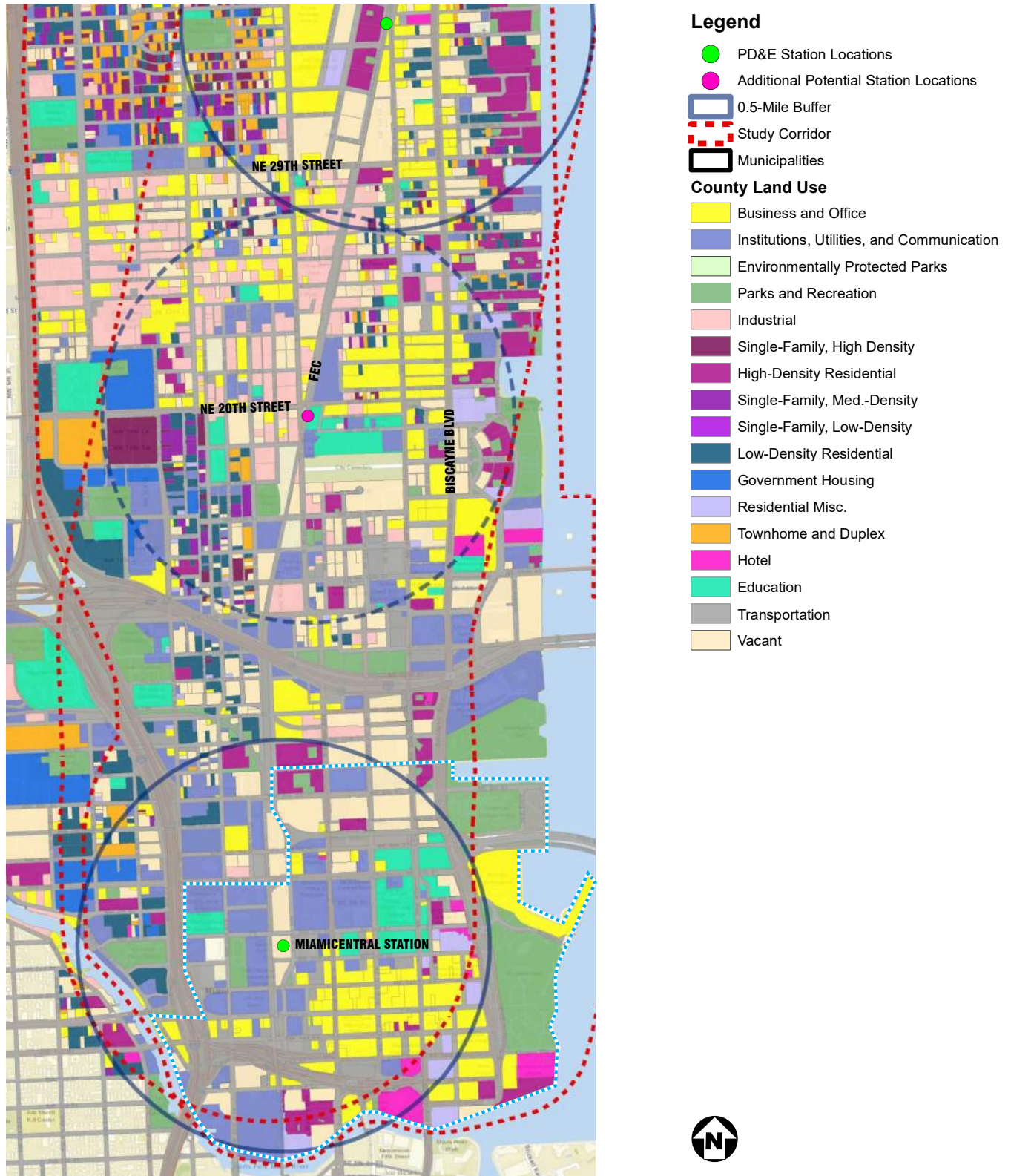
Greater Downtown Miami consists of 3.8-square miles of prime waterfront real estate in tropical Miami bounded by Interstate 95 to the west, Biscayne Bay to the east, the Julia Tuttle Causeway (I-195) to the north, and the Rickenbacker Causeway to the south. Downtown Miami is the City of Miami's urban core and Miami-Dade County's largest employment center. Over 20% of the City of Miami's population resides in Greater Downtown. Just like the entire state, Miami-Dade County and its municipalities continue to grow at a steady rate. Despite this across-the-board growth, no place in the County has experienced as much growth as Greater Downtown Miami.

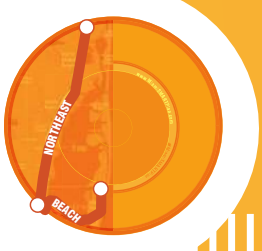
The urban core of Greater Downtown consists of three neighborhoods: the Brickell Financial District, the Central Business District (CBD), and the Arts & Entertainment District. The MiamiCentral Station is located at the center of the CBD. Greater Downtown consists of the urban core in addition to Edgewater, Midtown, Wynwood, and historic Overtown. Over 65% of all Greater Downtown residents live within the urban core with 45% living in Brickell, 15% in the CBD, and 6% in the A&E District. Outside of the urban core and within Greater Downtown, Edgewater is the most populated neighborhood with 15% of the population. Wynwood has the smallest portion of residential population with only 2% of all Greater Downtown residents. The residential density by Census Block Group is concentrated in Midtown, Brickell, and the CBD. In Midtown, the densest block group has a density of 900 people per square mile. Brickell's densest block group has a density of 850 people per square mile. The CBD's densest block group has a density of 450 people per square mile. Population continues to grow steadily in Greater Downtown Miami. The population has increased by nearly 3,700 people since 2016 estimates, or a 4% growth in two years. This equates to over 1,500 people moving to Downtown a year. Greater Downtown has grown by over 38% since 2010. Most of this growth can be attributed to recent development, which has added thousands of housing units to the market. As more residential units are delivered, Downtown increases its capacity for population growth with most of the growth projected for the CBD and the Arts & Entertainment District. Because of this, it is estimated that the Greater Downtown Miami will reach a population of over 109,000 people by 2021. This equates to a 19% change in population, or a 3.5% compounded annual rate of growth (CAGR).

Within the newly constructed MiamiCentral Station, Brightline is a privately developed, operated, and maintained high-speed rail service that commenced service in January 2018. Brightline provides high-speed connections to Miami, Ft. Lauderdale, and West Palm Beach. The MiamiCentral Station is Brightline's grand station in Downtown Miami with onsite retail, office, and residential space. Service to Orlando and Tampa are currently in the works.

Tri-Rail's Downtown Miami Link is currently scheduled to open in mid 2021, and is an extension of the current Tri-Rail commuter train into Downtown Miami being developed alongside Brightline's Miami Central Station. The service will provide a direct connection between Downtown and dozens of South Florida communities along the I-95 corridor currently served by Tri-Rail. The Miami Downtown Development Authority (DDA) joined private, public, and non-profit leaders to provide the necessary funding to bring Tri-Rail directly into Downtown Miami's Central Station.

Figure 5-26: Existing Land Use within City of Miami Station Area





Future Land Use - Downtown MiamiCentral

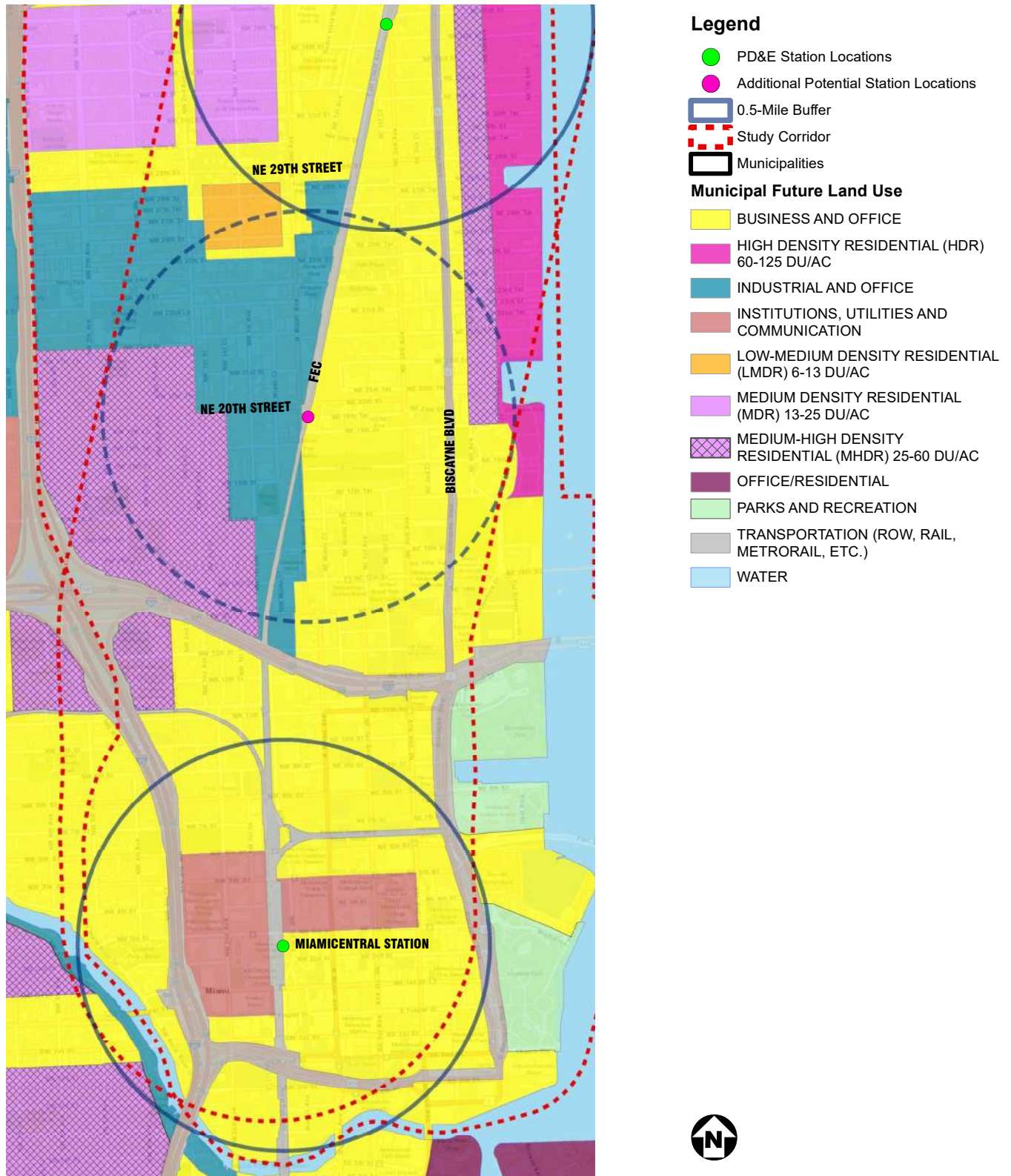
Figure 5-27 indicates Future Land Use designations within Station Area radius. The table below summarizes the estimated land area and percentage of land area for each FLUM District designation located within the 1/2-mile Station Area radius. Within the Station Area boundaries, there are five (5) Future Land Use (FLU) designations.

The Future Land Use designations as indicated herein support the SMART Plan growth projections for transit oriented development within the identified 1/2-mile Station Area radius.

FLUM DISTRICT LAND AREA

FLUM District	Area_AC	% of Total Area
Business and Office	236.42	56%
Industrial and Office	5.85	1%
High Density Residential (HDR) 60-125 DU/AC	42.03	10%
Low-Medium Density Residential (LMDR) 6-13 DU/AC	42.44	10%
Medium Density Residential (MDR) 13-25 DU/AC	43.35	10%
Medium-High Density Residential (MHDR) 25-60 DU/AC	45.15	11%
Parks and Recreation	5.14	1%
Total Land Area within 1/2-mile Station Area Radius	420.37	100%

Figure 5-27: Future Land Use within City of Miami Station Area





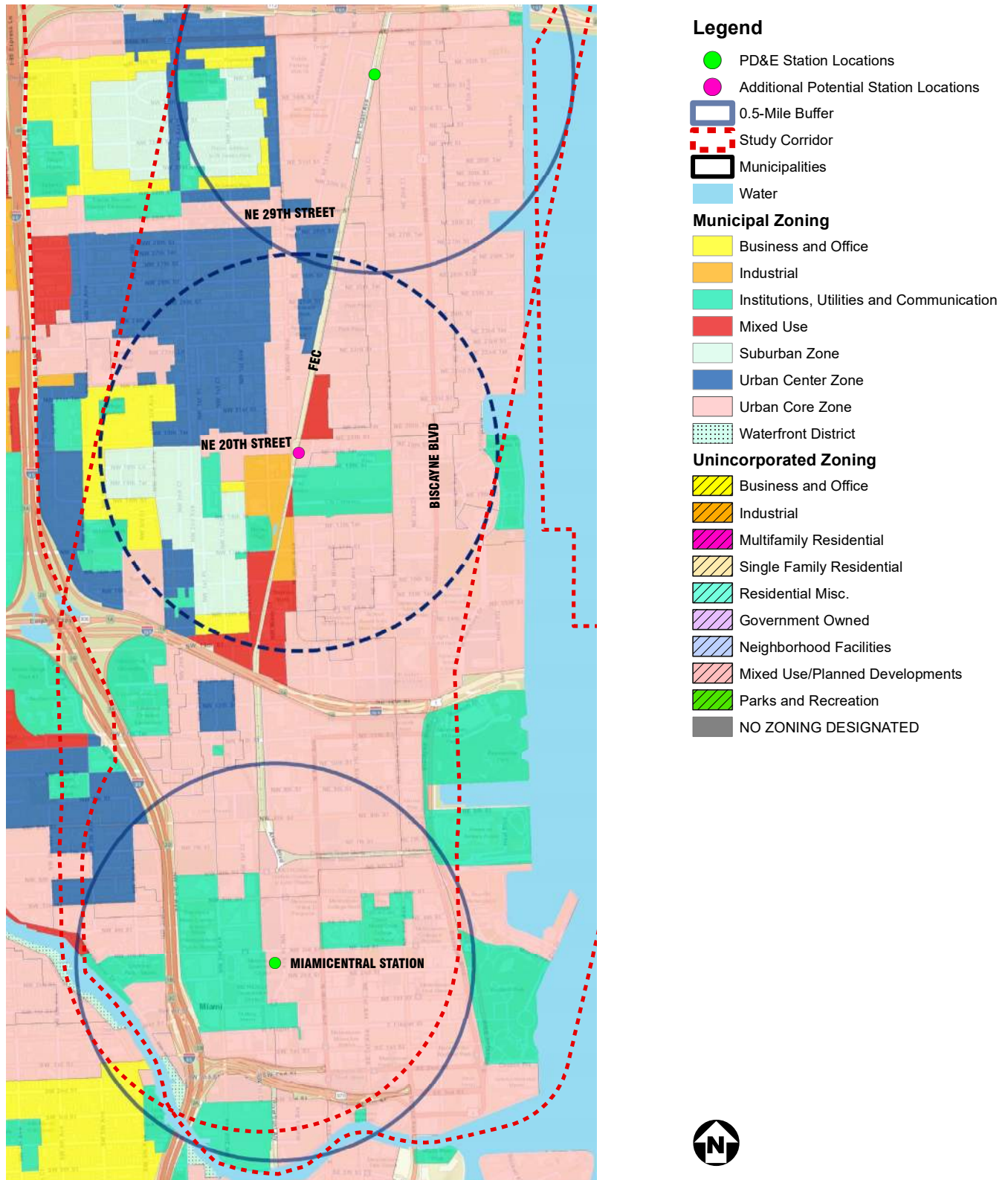
Zoning - Downtown MiamiCentral

There are six (6) base zoning districts within the identified 1/2-mile Station Area radius. Under Miami 21 Code, zoning establishes standards and procedures for new development or redevelopment in the City. The table below shows the listing of applicable zoning districts. **About 71% of the land area within the Station Area allows mixed use representing approximately 357 acres of land area.**

ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
Business and Office	4.77	1%
Institutions, Utilities & Communications	101.56	20%
Mixed Use	0.68	0%
Urban Center Zone	9.70	2%
Urban Core Zone	331.00	66%
Waterfront District	9.11	2%
Unincorporated	45.75	9%
Total Land Area within 1/2-mile Station Area Radius	502.57	100%

Figure 5-28: Zoning within City of Miami Station Area





Proposed Station Vision and Typology

Table 5-19: Station Area Vision - Downtown MiamiCentral

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> • MiamiCentral Station - Brightline commenced service in May 19, 2018 • Located within CRA • Station serves multiple modes of transit • Pedestrian friendly environment • High density developments underway / planned • Redevelopment opportunities especially west of I-95 	<ul style="list-style-type: none"> • World-class destination with pedestrian friendly environment • Work and Live in Downtown Miami • Minimize automobile dependency • Multiple transit options 	<ul style="list-style-type: none"> • SMART Plan growth analysis indicates the potential for continued population and employment growth in the area resulting in increased densification

Table 5-20: Characteristics of a Regional Urban Center

Station Typology	Regional Urban Center (RUC)
Land Use Mix	<p>The County's Comprehensive Development Master Plan (CDMP) designation of the area as the County's only Regional Urban Center (RUC) consists of lands within the established Rapid Transit Zone (RTZ).</p> <p>The CDMP calls for the highest level of development density and intensity within the Regional Urban Center, which is anchored by the Government Center Metrorail/Metromover Station. These standards implement CDMP policies calling for coordination of land uses and transportation facilities to promote transit-oriented development, attract transit ridership, and establish a more compact and efficient urban form within the Urban Development Boundary in this high-density, high-intensity area.</p> <p>Uses shall be permitted either alone or as mixed uses in horizontal or vertical integration. "Vertical integration" means any combination of categories of uses in the same building. "Horizontal integration" means any combination of parcels or buildings and structures with different primary uses within the same development.</p>
Street and Block Pattern	<ul style="list-style-type: none"> • Connecting streets and pedestrian linkages • Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between destinations in the center are direct, and distances are short. • Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> • Required off street parking may be located within one-mile of the boundaries of the RUC • Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations
Buildings & Building Heights	<ul style="list-style-type: none"> • The maximum building height shall be the maximum allowed by Miami-Dade Aviation Department (MDAD) in accordance with the zoning regulations for Miami International Airport provided in chapter 33.
Density and Intensity	<ul style="list-style-type: none"> • The CDMP calls for the highest level of development density and intensity within the RUC. • The floor area ratio, lot coverage, and maximum square footage of buildings to be developed shall not be limited • Maximum Densities Dwellings per Gross Acre: 500 du/ac.
Open Space	<ul style="list-style-type: none"> • The minimum open space requirement shall be 15 percent (15%) of the gross development area.

(Source: Adopted 2020-2030 CDMP Updated June 2018)

Summary - Downtown MiamiCentral

1. Downtown Miami is envisioned as a world-class destination with a transit-oriented and pedestrian-friendly transportation system that enhances the environment and culture of Downtown Miami by minimizing automobile dependency.
2. Government Center Station serves Downtown Miami and has the highest projected employment density along the corridor and highest projected ridership. The Station has significant TOD development potential due to abundance of commercial land uses. Government Center Station Segment Area also has among the highest projected population density along the corridor.
3. The multiple transit options at Government Center will maximize the feasibility of doing business, working, and living downtown and ensure that employees, residents, and visitors can select the transportation options that best fit their needs. Tri-Rail Coastal Link and Brightline (All Aboard Florida) will provide direct regional connections to Downtown Miami.
4. Comprehensive Plan / Zoning Support in place to allow TOD development.



5.1.2.10 Conclusions

Within the SMART Plan Northeast Corridor, each identified station area segment has a unique geographic and regulatory context. The Preferred Land Use Scenario and Visioning Planning analysis considers the existing and proposed land use policies within the corridor as adequate to support SMART Plan growth and therefore support the forecasted ridership for the corridor. The following summarizes key aspects that address each community's overall vision, goals, and objectives while supporting transit in the Northeast Corridor.

1. Transit supportive land use and zoning is in place for Aventura, North Miami Beach, and Miami. El Portal and North Miami are in the process of updating future land use and zoning to support increase in density and intensity while preserving existing residential neighborhood character.
2. The Station Area characteristics for all identified station areas will require First Mile/Last Mile connectivity enhancements to support TOD development.
3. For all Station Areas, the Station Area Vision as identified during the Charrette Series 1 and Charrette Series 2 aligns with identified Station Typologies.

5.2 Beach Corridor Preferred Land Use Scenario and Land Use Policy Recommendations

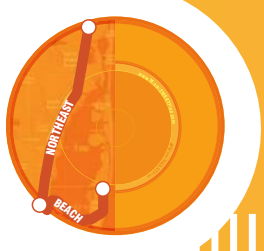
5.2.1 Beach Corridor Preferred Land Use Scenario

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, including staff from the City of Miami Beach to obtain input for the Beach Corridor preferred land use planning and visioning scenario. The following factors were considered during the Preferred Land Use Scenario development:

- Preferred Land Use Scenario and Visioning Planning charrette conducted in Downtown Miami and Miami Beach in February 2018
- Locally Preferred Alternative for Beach Corridor PD&E selected by TPO Governing Board in January 2020
- Transit-readiness in the City of Miami Beach

The Beach Corridor land use scenario was developed from Build Scenarios from the Northeast Corridor. In the overlap area, the Beach Corridor land use scenario focuses most population growth in the Wynwood/Edgewater Station Area Segment. Furthermore, the SMART Plan population and employment growth is concentrated along the North Miami Avenue corridor within the overlap area.

- Midtown/Design District
 - ◆ Accounts for an elevated Metromover connection with three proposed stations, as well as a commuter rail station as identified in the Northeast Corridor.
 - ◆ Opportunities for growth and redevelopment along North Miami Avenue with the proposed Metromover connection.
- Wynwood/Edgewater
 - ◆ Accounts for an elevated Metromover connection with four proposed stations, as well as a potential in-fill commuter rail station along the Northeast Corridor.
 - ◆ Opportunities for growth and redevelopment along North Miami Avenue, with the proposed Metromover connection, and near the proposed Herald Plaza transfer station.
- Downtown Miami
 - ◆ MiamiCentral Station to serve as a regional hub with integrated mobility options (commuter rail, Brightline, and Tri-Rail).
 - ◆ An expanded Metromover system providing connectivity from Brickell to Design District with a single transfer.
 - ◆ Single transfer trip to Miami Beach.
 - ◆ Opportunities for growth and redevelopment with enhanced premium transit connections.
- Miami Beach
 - ◆ Enhanced mobility options within Miami Beach and premium transit connections to Downtown Miami, Wynwood and Design District.
 - ◆ Some redevelopment anticipated near transit nodes, but no additional population or employment from SMART Plan is projected.



The Preferred Land Use Scenario combines the LPA for the Beach Corridor with the Northeast Corridor preliminary Build Scenarios. The socio-economic data projections associated with the Preferred Land Use Scenarios are summarized in **Table 5-21** and key characteristics are summarized below.

- Metromover service for the Design District with extension of existing Metromover system from School Board Station to NW 41 Street
- Elevated rubber tire vehicle for the Beach Corridor Trunkline from existing Downtown Metromover Omni Station to 5 Street/Washington Avenue
- Bus/Trolley in dedicated lanes for the Miami Beach extension from Washington Avenue/5 Street to the Miami Beach Convention Center
- Enhanced mobility options within Miami Beach
- Transit connections to Downtown Miami, Wynwood/Edgewater and Midtown
- Transit accessibility to the MiamiCentral Station
- Some redevelopment near transit nodes, but no net additional growth projected

Table 5-21: Beach Corridor

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
Total	192,241	153,065	26,500	15,000	218,741	168,065

5.2.1.1 Testing of Preferred Land Use Scenario

The Preferred Land Use Scenario was evaluated using the FTA’s STOPS model ridership estimates and FTA’s Land Use Criteria for New Starts projects. While transit ridership criteria are applicable both at system level and station area level, land use criteria are applicable at the corridor level only.

STOPS Ridership Estimates

The STOPS model estimates for the Preferred Land Use Scenario considered the following:

- Six potential commuter rail station locations, as identified in the Northeast PD&E study and an infill station in Wynwood/Edgewater.
- Seven Metromover extension station locations are provided in the overlap area from Downtown Miami to Midtown/Design District.

- Three trunkline station locations are provided along the McArthur Causeway/5 Street.
- Five potential bus/trolley station locations for the Miami Beach extension along Washington Avenue from 5 Street to the Convention Center as identified by Miami-Dade DTPW.

The STOPS forecasts summarized in **Tables 5-22, 5-23, and 5-24** indicate high transit ridership levels. In comparison to the 2040 Trend Land Use Scenario, the Beach Corridor Preferred Land Use Scenario indicates a 16 percent increase in system boardings. These results were presented during the SAC Virtual Workshop held on May 7, 2020, for input.

Table 5-22: STOPS Boarding Estimates for Metromover Extension

Station Location	2040 Trend	Preferred Scenario
N Miami Avenue and NW 40 Street	1,411	1,471
N Miami Avenue and NW 34 Street	1,407	1,859
N Miami Avenue and NW 29 Street	2,519	2,919
N Miami Avenue and NW 26 Street	343	527
N Miami Avenue and NW 22 Street	201	710
N Miami Avenue and NW 16 Street	1,051	1,360
Total	6,932	8,846
Boardings per Station	1,155	1,474

Table 5-23: STOPS Boarding Estimates for Trunkline Elevated Rubber Tire Vehicles

Station Location	2040 Trend	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
Total	26,380	30,058
Boardings per Station	6,595	7,515



Table 5-24: STOPS Boarding Estimates for Dedicated Lanes for Bus/Trolley

Station Location	2040 Trend	Preferred 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
Total	1,029	1,180
Boardings per Station	206	236

FTA Land Use Criteria

The employment and population density associated with the Preferred Land Use Scenario were compared with the FTA's New Starts Land Use criteria outlined in **Table 5-25** below, and the resulting ratings are summarized in **Table 5-26**. The Preferred Land Use Scenario results in a Medium-High rating for employment and a High rating for population density. Overall, Medium-High or High ratings reaffirm the Beach Corridor's strong suitability for premium transit service.

Table 5-25: FTA New Starts Land Use Criteria

Rating	Employment served by system	Average population density (persons/square mile)
High	>220,000	>15,000
Medium-High	140,000-219,999	9,600-15,000
Medium	70,000-139,999	5,760-9,599
Medium-Low	40,000-69,999	2,561-5,759
Low	<40,000	<2,560

Table 5-26: Evaluation of Beach Corridor Scenarios per FTA Land Use Criteria

Scenario	Employment		Population Density (persons/square mile)	
	Employment	Rating	Population Density	Rating
Trend	153,000 (overlap and Beach)	Medium-High	20,500 (overlap and Beach)	High
Beach Corridor Scenario	168,000 (overlap and Beach)	Medium-High	23,400 (overlap and Beach)	High

5.2.2 Beach Corridor Land Use Policy Recommendations

The SMART Plan Land Use Policy Recommendations for the Beach Corridor summarizes the analyses, issues and findings undertaken as part of this study in order to assess the level of readiness for TOD within the corridor. The study focuses on the PD&E locally preferred alternative (see **Figure 2-13**) and SMART Plan “Overlap Area” from Midtown to Downtown Miami across the Macarthur Causeway to Miami Beach terminating at the Miami Beach Convention Center.

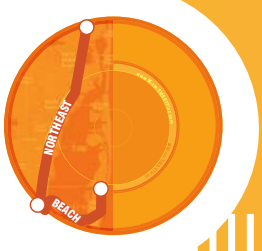
The commuter rail station within the Florida East Coast Railway (FEC) Corridor for the Northeast Corridor, along with the PD&E Study Locally Preferred Alternative (LPA) for the Beach Corridor offer catalytic opportunities for growth in the Urban Neighborhood Districts of Midtown, Wynwood/Edgewater and Downtown Miami, including the re-development potential of the North Miami Avenue Corridor. These transit facilities will enhance the interconnectivity among distinct mixed-use Neighborhood Sub-Districts: Midtown Miami, Design District, Wynwood, Edgewater, Arts and Entertainment District, and Downtown Miami.

This area in the City of Miami is characterized by relatively high density; a mix of residential, office, cultural, retail and other uses such as entertainment, with an active public realm within walking distance of all transit stations.

The Miami Beach Urban District, an already developed mixed-use urban environment, is one of the premier destinations for tourism in the Greater Miami Area. It is distinguished by the largest concentrated collection of Art Deco, which was designated a National Register District in 1979, attractive medium and high-density neighborhoods, a vibrant entertainment district, with regional cultural assets and a newly modernized Convention Center. The Miami Beach Urban District is characterized by its well-defined urban pattern configuration of small blocks within easy walking distance to the LPA station locations. In this area, the resulting set of challenges originate from the aspects of preservation of Historic buildings, urban form and scale.

As documented in the SMART Plan Charrette Chapter, the first community charrette sessions for this Corridor were designed to solicit feedback on the degree of desire and readiness for TOD in the Midtown Area, Downtown Miami and Miami Beach, with participants mapping the locations for TOD opportunities and constraints, and identifying actions that could potentially stimulate investment and/or improvements. Discussions were framed by a set of criteria identified as essential components of transit-oriented development: physical suitability, plans in place, local regulatory framework, and existing market trends

Once the PD&E study identified the transit mode(s), alignment, and station locations, the project team held a SAC Virtual Workshop to discuss and obtain feedback regarding the results of the land use scenario analysis that focuses on the Beach/Northeast SMART Plan Corridor “Overlap Area” (Downtown Miami to Midtown Miami) and the Beach Urban Area segment terminating at the Miami Beach Convention Center.



The analysis of the land use scenario plans and the resulting land use policy recommendations took into consideration the following key aspects:

- How the recommended land use scenarios support the forecasted ridership for the Beach Corridor;
- Recommendations for land use policy and regulations changes for the corridor in order to address the community's overall vision, goals, and objectives, while supporting transit in the Beach Corridor;
- Identify the impacts of the Land Use Scenario Plans to the comprehensive plans at county and municipal level; and,
- Implementation of the plan highlighting any necessary actions.

5.2.2.1 TOD Analysis Evaluation Criteria

Table 5-27 summarizes the TOD Analysis Criteria and findings for each of the proposed two (2) place types station areas defined by Urban Neighborhood Districts and corresponding Sub-Districts.

1. Neighborhood Characteristics: The analysis considers the general proposed location of the stations as identified by the Tri-Rail Station Area Opportunity Plan and the PD&E studies for the Beach Corridor and “Overlap Area” of the Northeast/Beach Corridors. The locational aspects of the station areas were analyzed to determine the degree in which the quantity and quality of access, amenities, and services within the district are sufficient to support transit-oriented development (TOD). The evaluation criteria include an analysis of the existing urban form (block and street grid), pedestrian access, bicycle access, and transit service frequency.

2. Neighborhood Area Vision: This evaluation criteria reviews the community’s vision for the Station Areas as documented in the SMART Plan Charrette reports and considers identified opportunities for redevelopment within the Beach/Northeast SMART Plan Corridor “Overlap Area” and the Beach Corridor. The Station Area Centers or Districts are defined as the land area within a 1/2-mile radius of the potential stations as identified by the PD&E studies locally preferred alternatives. Yet it is not enough for development to be near transit. TOD must be shaped by and for the communities in which they are built. TOD is more than mixed-use development or a multi-building development project. Each TOD may look different and have a different primary function, but successful TOD shares a set of planning and design principles. These principles shape the land use, circulation, urban form and overall performance. This analysis considers the District Area’s capacity to attract ridership and serve transit-dependent populations or high-density population/employment centers while providing connectivity to the overall multimodal transportation network. The District Area Vision also considers the proposed Urban Center Typology for each Station Area as defined in the Miami-Dade County’s Adopted 2020-2030 Comprehensive Development Master Plan (CDMP), updated in June 2018, as well as a District Typology for neighborhoods as defined in Reconnecting America and the Center for Transit-Oriented Development TOD 202 Station Area Planning.

Diversified Urban neighborhoods that are organized along a well-connected street network are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. Three scales of centers are planned: Regional, Metropolitan and Community. Yet another categorization that occurs at the level of Urban Neighborhood District may be occurring in Midtown, Wynwood/Edgewater and Miami Beach, where transit is often less a focal point for activity than it is in the station “center” category, and where stations may be located at the edge of two or more distinct neighborhoods. Many districts in Miami and Miami Beach were developed at the time, where streetcars were the connective tissue of mobility that defined the street patterns, and are suitable for investment in a new rapid transit system. Densities are usually higher immediately adjacent to the primary transit stations but spread more evenly throughout the half-mile radius.

3. Supportive Land Use and Transit-Oriented Development (TOD) Potential: The analysis provides an overview of the land use and zoning regulations stipulated by each municipality currently mapped within a half-mile radius of each identified station location. This analysis assesses whether the current regulatory environment allows for the development of land uses and building forms typically seen in TOD (such as vertical mixed-use development, multi-family housing, live-work housing, etc.), and the degree to which the regulations allow for development that is walkable and sustainable. Based on evaluations of comprehensive plans and coordination with local jurisdictions, in addition to analysis of potential density and intensity of development within the Station Area Centers or Districts, land use regulatory consistency has been documented to assess the TOD-readiness of each Station Area. The TOD potential readiness criteria evaluate the physical and infrastructure framework of the Station Area to assess the level of readiness to support new development and determines the potential capacity for new development. Criteria include: plan in place, transit-supportive zoning, developable land (vacant and underutilized), ownership fragmentation, and if special district (in place).



5.2.2.2 TOD Analysis Summary

Table 5-27: SMART Plan TOD Analysis Summary

ANALYSIS CRITERIA	STATION DISTRICT SEGMENT		
	Miami Beach		
	City of 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 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.

● 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.

5.2.2.3 Miami Beach Urban District /Convention Center

Please refer to section 5.1.2.7 through 5.1.2.9 for a discussion of the Beach/Northeast Corridor overlap station area segments including Midtown/Design District, Wynwood/Edgewater, and Downtown MiamiCentral. The Urban Neighborhood District of Miami Beach contains six Historic Districts, four of which are in the National Register. The PD&E locally preferred alternative is positioned on the edges of these districts which have grown into attractive medium and high-density mixed-use neighborhoods, with a vibrant entertainment zone enhanced by regional cultural assets and a newly modernized Convention Center.

The Convention Center District is supported by Lincoln Road , a world-famous shopping street in Miami Beach that has seen the most accelerated growth in the City since the establishment of a CRA in 1992 that has funded infrastructure improvements to attract better businesses, as well a newly improved Convention Center Facility that hosts major national and international events throughout the year and an internationally renowned Cultural Facility -The New World Center and Park.

SMART PLAN Land Use and Visioning

The following table summarizes the population and employment baseline and trend growth data for the Urban Districts of Miami Beach and the incremental growth based on the SMART Plan Preferred Land Use Scenario and Visioning Planning. For data sources, refer to TOD Analysis - Evaluation Criteria.

POPULATION AND EMPLOYMENT SUMMARY

Miami Beach Station Segment Area	POP	EMP
Baseline Data and Growth		
Existing 2010	47,195	47,567
Trend 2040	63,369	68,733
Baseline Growth	16,174	21,166
SMART Plan Incremental Growth (2040 Adjusted - 2040 Baseline)		
Preferred Scenario	0	0
2040 Trend + Preferred	63,369	68,733



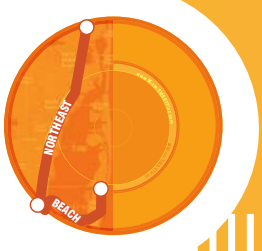
Figure 5-29: SMART Plan Beach Corridor Aerial Map



Figure 5-30: Historic Districts and Sites of the City of Miami Beach



LOCAL HISTORIC DISTRICTS		NATIONAL REGISTER HISTORIC DISTRICTS		LOCAL HISTORIC SITES	
Espanola Way Historic District	Palm View Historic District	Miami Beach Architectural District	1 Old City Hall Historic Site	8 Dade Blvd Fire Station Historic Site	
Altos del Mar Historic District	Collins Waterfront Historic District	Normandy Isles Historic District	2 21st St Recreation Center Historic Site	9 PineTree Dr Historic Roadway	
North Beach Resort Historic District	North Beach Waterway Historic District	North Shore Historic District	3 Congregation Beth Jacob Historic Site	10 Flagler Memorial and Monument Island Historic Site	
Ocean Drive/Collins Avenue Historic District	Flamingo Waterway Historic District	Collins Waterfront Architectural District	4 Venetian Causeway Historic Site	11 60th St Fire Station Historic Site	
Museum Historic District	Morris Lapidus/Mid 20th Century Historic District		5 Miami Beach Woman's Club Historic Site	12 28th St Obelisk and Pumping Station Historic Structure	
Ocean Beach Historic District	North Shore Historic District		6 Sunset Island Bridges Historic Structures	13 1600 Lenox Ave Historic Site	
Harding Townsite Historic District	Normandy Isles Historic District		7 The Bath Club Historic Site	14 36 Ocean Dr Historic Site	
				15 1700 Alton Rd Historic Site	



Existing Land Use - Miami Beach Urban District

The Miami Beach Urban Neighborhood District consists of 3.3-square miles of prime waterfront real estate located on the Southern Area of the City of Miami Beach bounded by Biscayne Bay and Alton Road to the west, the Convention Center District to the north, the Atlantic Ocean to the east and Government Cut on the south. The Miami Beach Urban District is distinguished by having the largest concentrated collection of Art Deco Buildings in the country, a Historic District designated in the National Register in 1979.

This unique mixed-use urban environment complemented with white sand beaches is one of the premier destinations for tourism in the Greater Miami Area. The City of Miami Beach attracts about 6 million visitors a year.

Unlike Miami-Dade County and its municipalities that continue to grow at a steady rate, Miami Beach has experienced moderate infill development balancing issues of preservation, resiliency and quality of life for its residents, with economic growth.

Over 30% of the land area of the mixed-use district is comprised of medium density zone (25 du/acre to 60 du/acre) and a high density zone (60 du/acre to 125 du/acre) in the land area fronting the waterfront on West Avenue and South Point, which are the most populated mixed-use residential/districts. About 26% of the land area is designated as lower density zone, which is mostly centered in The Flamingo Park Historic Neighborhood.

Ground floor retail and commercial activities throughout the urban district are well defined in an urban pattern configuration of small blocks within easy walking distance to the proposed station locations. Moving forward, an enhancement of the pedestrian environment that would include wider sidewalks and dedicated bicycle paths, will improve the mobility opportunities within the Urban Neighborhood District.

From a market perspective, the greatest challenge lies in the reinvestment opportunities along the three mixed-use corridors in this district- 5th Street, Washington Avenue and Alton Road- which face a set of challenges that originate from the aspects of resiliency and preservation of historic buildings, urban form and scale. The recent zoning change that lowered or excluded parking standards in order to reduce automobile traffic and promote multi-modal transportation in Washington Avenue, has attracted several investment opportunities in hospitality uses. The City has committed to construct municipal parking garages as part of their capital improvement program through both public and public-private partnerships to help alleviate some of the initial parking shortfall while simultaneously evaluating future local transit alternatives to improve mobility solutions in their long-range plan. The consideration of land use changes that would incentivize office uses in the future in these corridors, would be important to the success of further enhancing the market dynamics already in place while balancing the quality of life issues of the existing residential community.

Important to note is that a significant number of acres in this Urban District are dedicated to parks and recreation areas such as Flamingo Park, Lummus park, and South Pointe Park, that are enjoyed by not only the City residents, but by all Miami-Dade residents as well as visitors.

Figure 5-31: Existing Land and Use within City of Miami Beach Urban District Area





Future Land Use - Miami Beach Urban District

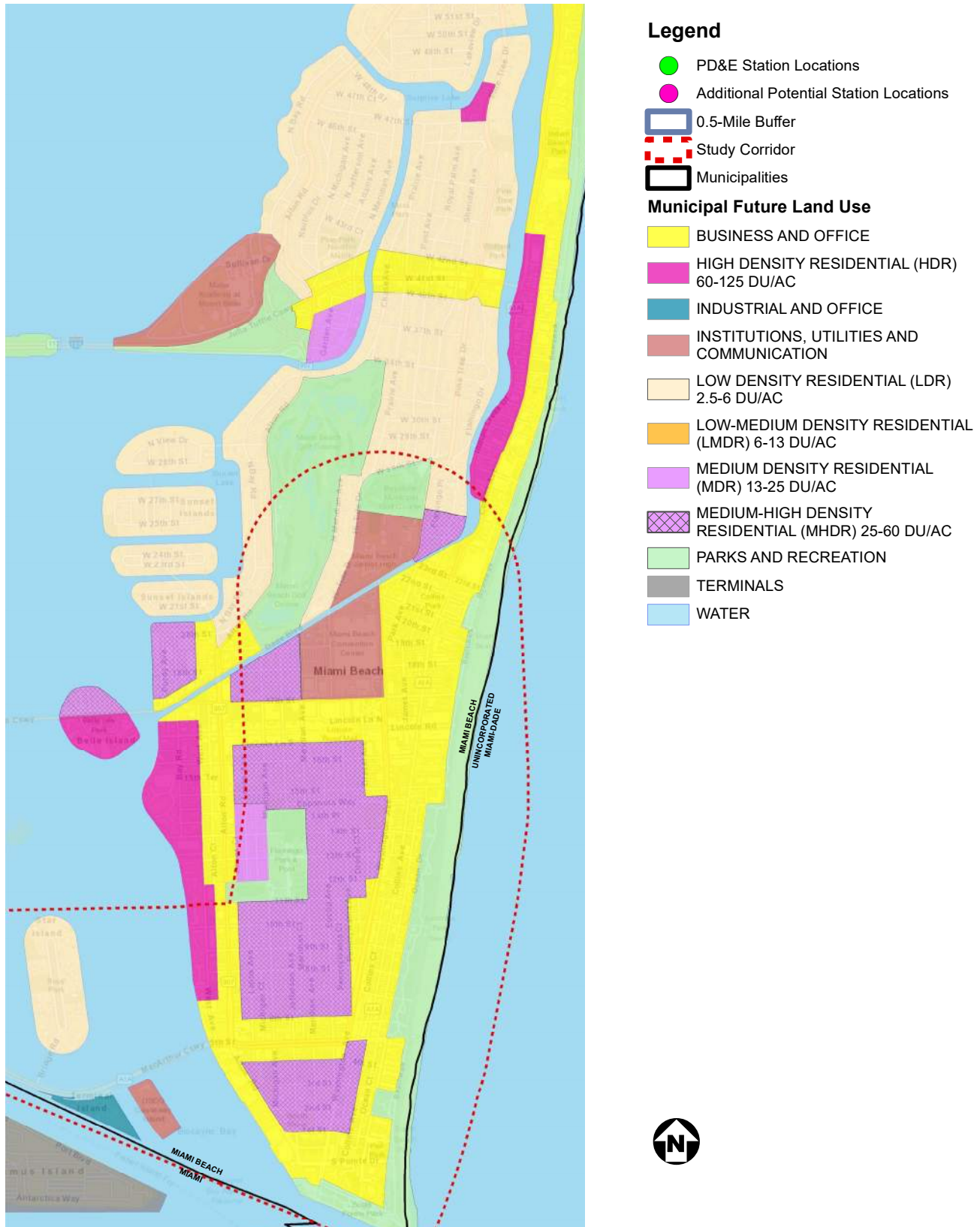
Figure 5-32 indicates Future Land Use designations within the Urban District. The table below summarizes the estimated land area and percentage of land area for each FLUM District designation located within the 1/2-mile Station Districts including the bus/trolley extension from Washington Avenue and 5th Street to the Miami Beach Convention Center. Within the District Area boundaries, there are twenty-eight (28) Future Land Use (FLU) designations.

The Future Land Use designations, as indicated herein, support the SMART Plan growth projections for transit-oriented development within the identified 1/2-mile Station District radii.

FLUM DISTRICT LAND AREA

FLUM District	Area_AC	% of Total Area
Commercial, Low Intensity	2.31	0.2 %
Commercial, Medium Intensity	88.37	5.9 %
Commercial, High Intensity	81.42	5.5 %
Comm. Perfor. Standard, Intensive Lmt'd Mixed Use	23.96	1.6 %
Commercial Perfor. Standard, General Mixed Use	61.65	4.1 %
Comm. Perfor. Standard, Intensive Mixed Use	3.30	0.2 %
Comm. Perfor. Standard, Intensive Phased Bayside	22.85	1.5 %
Marine Recreational	1.96	0.1 %
Mixed Use Entertainment	81.40	5.4 %
Parking	15.38	1.0 %
Public Facility	40.81	2.7 %
Public Facility Convention Center	89.75	6.0 %
Public Facility, Educational	53.41	3.6 %
Public Facility, Hospital	0.74	0.0 %
Residential Multifamily, Low Intensity	258.34	17.3 %
Residential Multifamily, Medium Intensity	60.02	4.0 %
Residential Multifamily, High Intensity	84.04	5.6 %
Residential Mixed Use Performance Standard	12.46	0.8 %
Residential Office	12.07	0.8 %
Recreation And Open Space	274.64	18.4 %
Residential Perfor. Standard, Medium-Low Density	9.47	0.6 %
Residential Performance Standard, Medium Density	20.88	1.4 %
Residential Perfor. Standard, Medium-High Density	25.10	1.7 %
Residential Performance Standard, High Density	40.90	2.7 %
Single Family Residential	118.88	8.0 %
Special Public Facilities Educational Standard	7.15	0.5 %
Townhome Residential	2.38	0.2 %
Total Area (Acres)	1493.64	100 %

Figure 5-32: Future Land Use within City of Miami Beach Urban District Area





Zoning - Miami Beach Urban District

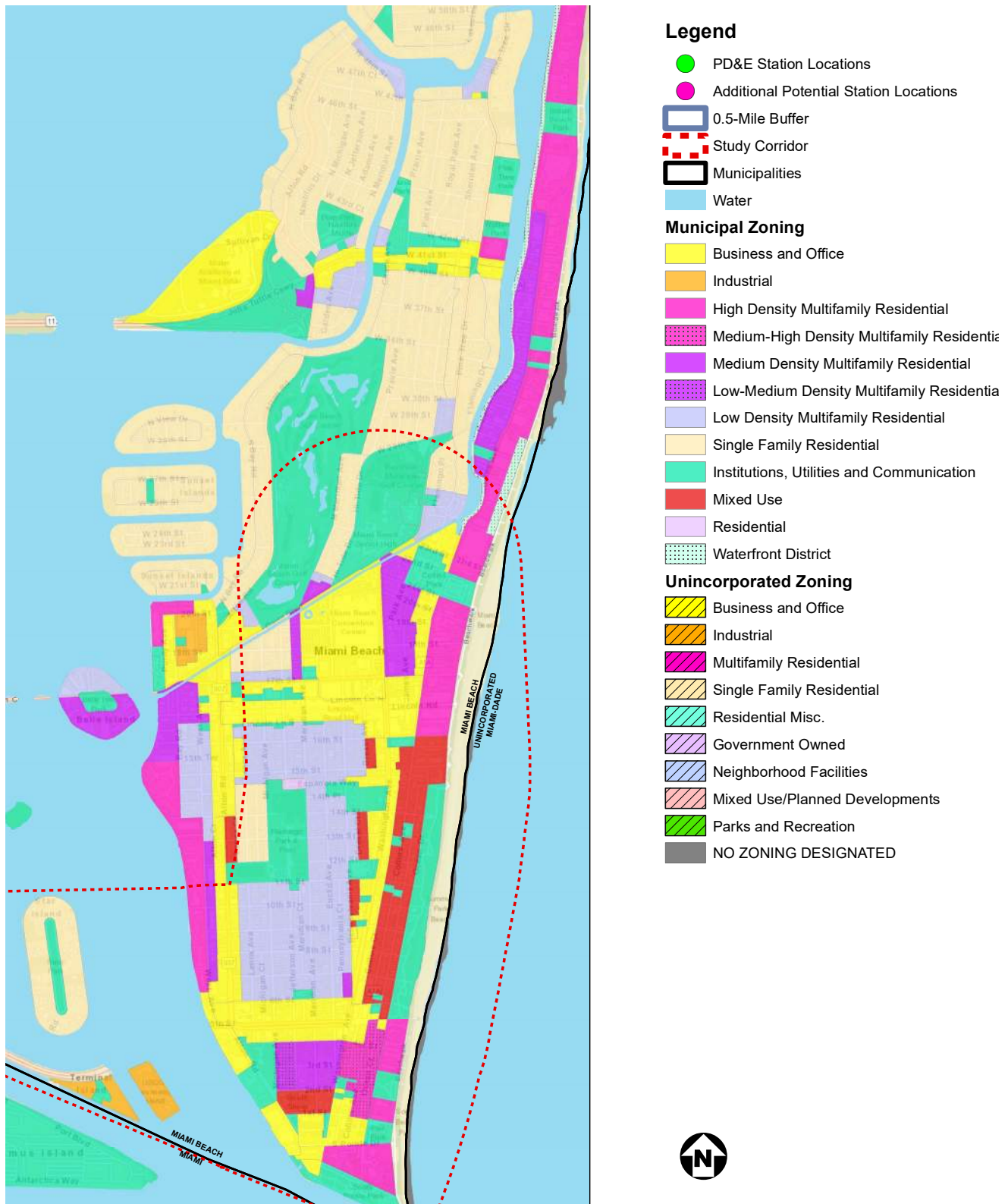
There are twenty-nine (27) base zoning districts within the identified 1/2-mile Station District radius. The table below shows data for the listing of applicable zoning districts.

Over 44% of the land within the Station District Area has a zoning designation that allows mixed use development representing approximately 921 acres of land area.

ZONING DISTRICTS

Zoning District	Area_AC	% of Total Area
Convention Center District (CCC)	72.94	6.2 %
Commercial, Low Intensity (CD-1)	1.69	0.1 %
Commercial, Medium Intensity (CD-2)	71.36	6.0 %
Commercial, High Intensity (CD-3)	65.18	5.5 %
Commercial Limited Mixed-Use (CPS-1)	18.41	1.6 %
Commercial General Mixed-Use (CPS-2)	49.79	4.2 %
Commercial Intensive Mixed Use (CPS-3)	2.73	0.2 %
Commercial Intensive Phased Bayside (CPS-4)	17.85	1.5 %
Government Use (GU)	289.19	24.4 %
Hospital District (HD)	0.59	0.1 %
Marine Recreational (MR)	1.79	0.2 %
Mixed Use Entertainment (MXE)	63.93	5.4 %
None	9.56	0.8 %
Multifamily, Low Intensity (RM-1)	207.30	17.5 %
Multifamily, Medium Intensity (RM-2)	48.65	4.1 %
Multifamily, High Intensity (RM-3)	65.52	5.5 %
Residential Mixed-Use (RMPS-1)	10.07	0.8 %
Residential Office (RO)	10.05	0.8 %
Residential Medium Low Density (RPS-1)	7.65	0.6 %
Residential Medium Density (RPS-2)	16.86	1.4 %
Residential Medium High Density (RPS-3)	20.27	1.7 %
Residential High Density (RPS-4)	27.16	2.3 %
Residential Single Family (RS-2)	9.82	0.8 %
Residential Single Family (RS-3)	30.17	2.5 %
Residential Single Family (RS-4)	54.58	4.6 %
Special Public Facility Education (SPE)	5.79	0.5 %
Townhome Residential (TH)	1.93	0.2 %
Waterway District (WD-1)	1.93	0.2 %
Waterway District (WD-2)	2.09	0.2 %
Total Area (Acres)	1184.86	100%

Figure 5-33: Zoning within City of Miami Beach Urban District Area





Proposed Station Vision and Typology Miami Beach Urban District

Table 5-28: Station Area Vision - Miami Beach Urban District

District Area Today	District Area Station Vision	District Area Station Analysis
<ul style="list-style-type: none"> Miami Beach Urban District has the population and employment density to support transit. Located within CRA District serves multiple modes of transit Pedestrian friendly environment High density developments underway / planned at 5th Street and Alton National and Local Historic Districts Pedestrian access issues crossing Alton Road and 5th Street Underutilized parcels in Washington Avenue present redevelopment and infill development opportunities 	<ul style="list-style-type: none"> World-class destination with pedestrian friendly environment for local community and visitors Improve east-west greenway system for dedicated bike connections Transit connections Downtown Miami, Wynwood/ Edwater and Midtown provides redevelopment opportunities on Washington Avenue Improved mobility options within Miami Beach Promote Workforce Housing Incentives Promote Office Use Incentives 	<ul style="list-style-type: none"> Mixed use growth potential. SMART Plan analysis shows some redevelopment near transit nodes, but no net additional growth.

Table 5-29: Characteristics of an Urban Neighborhood District/Employment District

Station Typology	Urban Neighborhood District/Employment District
Land Use Mix	<p>Diversified Urban Neighborhood Districts are encouraged to become multimodal hubs for future urban development intensification in Miami-Dade County, which encompass compact and well defined urban neighborhoods with no clear center. These Urban Neighborhood districts are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically.</p> <p>Urban neighborhood centers are primarily residential mixed with local-service retail and special Employment Districts such as entertainment /hospitality uses.</p> <p>Such neighborhood districts shall be characterized by physical cohesiveness, and direct accessibility by mass transit service, which are well connected to Regional and Urban Centers and high quality urban design.</p> <p>The core of the neighborhood districts should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the stations , which may be located at the edge of two district neighborhoods.</p> <p>Both large and small businesses are encouraged in these neighborhoods.</p> <p>Uses in Urban Neighborhood Districts / Employment Districts may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces.</p>
Street and Block Pattern	<ul style="list-style-type: none"> • Connecting streets and pedestrian linkages • Size of blocks and network of streets and pedestrian accessways should be designed so that walking routes between neighborhoods are direct and distances are short. • Increased width and landscaped sidewalks
Parking	<ul style="list-style-type: none"> • Shared parking and parking reductions are encouraged • Reductions from parking requirements shall be authorized where there are shared uses or accessible municipal parking structures • Required off-street parking and public garages may be located in the district
Buildings & Building Heights	<ul style="list-style-type: none"> • The maximum building heights for developments in the district will vary by district characteristics- from high-rise to medium height structures (30 -15 stories) stepping down to small scale neighborhoods
Density and Intensity	<ul style="list-style-type: none"> • Average Floor Area Ratios (FAR): greater than 1.5 in the urban neighborhood districts and not less than 0.5 in the small scale neighborhoods • Maximum Densities Dwellings per Gross Area: 150 du/ac.
Open Space	<ul style="list-style-type: none"> • A minimum of 15 percent (15%) of the lot area shall be reserved for open space.



Summary – Miami Beach Urban District

Many urban neighborhoods like the City of Miami Beach, were developed at the time where streetcars were central to the mobility of the city that defined the street patterns and are now suitable for new rapid transit systems.

1. The Station near 5th Street and Alton Road has high potential for TOD with higher densities that spread more evenly throughout the half-mile radius.
2. Transit connections to Downtown Miami, Wynwood/Edgewater and Midtown will promote ridership.
3. The amount of commercial and office parcels in the future land use and zoning districts with reduced parking requirements, which promote multi-modal transportation, indicate potential for TOD within a 10-minute walk of the corridor along Washington Avenue and in the Convention Center District.
4. Enhanced mobility options within Miami Beach will be supportive of TOD development.
5. Transit-supportive plans and policies are in place in the District.

5.2.2.4 Conclusions

Within the SMART Plan Beach Corridor, the identified Beach/Northeast SMART Plan Corridor “Overlap Area” and the Miami Beach Urban District segment have distinct physical and regulatory context. The Preferred Land Use Scenario and Visioning Planning analysis considers the existing and proposed land use policies within the Corridor as adequate to support SMART Plan growth and therefore support the forecasted ridership for the corridor. The following summarizes key aspects that address each community’s overall vision, goals, and objectives while supporting transit in the Beach Corridor.

1. Transit supportive land use and zoning is in place for the Midtown District, Wynwood/Edgewater , North Miami Avenue Corridor, Downtown Miami and Miami Beach.
2. The Station Area and District characteristics for all identified station centers and Urban Areas will require First Mile/Last Mile connectivity enhancements to support TOD development.
3. Enhanced mobility options within Miami Beach will be necessary.
4. Miami Beach and Downtown Miami have the employment density to support transit.



CHAPTER 6

SUMMARY AND RECOMMENDATIONS



SUMMARY AND RECOMMENDATIONS

This report documents Land Use Scenario and Visioning Planning for the Beach and Northeast SMART Plan Corridors in Miami-Dade County. The two corridors were studied together because the study areas overlap between Downtown Miami and Midtown Miami. The purpose of land use visioning is to integrate transportation and land use planning, whereby to maximize the effectiveness of transit investments in these SMART Plan corridors.

6.1 Northeast Corridor

The limits of the Northeast Corridor are from Downtown Miami to City of Aventura along the existing FEC railway for an approximate length of 14.5 miles. The PD&E study has so far identified the transit mode (cc commuter passenger rail), alignment (existing FEC railroad), and six preliminary station locations in Miami-Dade County. However, the PD&E study is currently 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.

The population within a half-mile buffer along the corridor is estimated to grow from 152,000 in 2010 to 263,000 in 2040, a 73 percent increase. Similarly, employment is estimated to grow from 112,000 in 2010 to 158,000 in 2040, a 52 percent increase. With population centers such as Downtown Miami, Overtown/Wynwood, Midtown Miami, North Miami, North Miami Beach, and Aventura, and an existing rail corridor, the Northeast Corridor is in one of the most transit ready areas in Miami-Dade County.

6.1.1 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 obtaining public input for the development of land use scenarios. Through “live polling” and breakout sessions, the participants provided input on the existing land use mix and 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 uses that the participants would like to see enhanced within the Northeast Corridor. See Section 4.1 for additional information on the first series of charrettes.

The second series, consisting of two charrettes, was conducted to obtain public input for the preliminary preferred land use scenario. These charrettes also included a social media component that allowed the public to join the charrettes via Facebook. During a “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 accessing transit. Overall, the charrette input indicated broad support for premium transit along the Northeast Corridor and transit-oriented development (TOD). See Section 4.2 for additional information on the second series of charrettes.

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 and technical material, 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 among different corridor studies. In addition to the technical committee meetings, 13 meetings were conducted with municipal staff and elected officials to brief the study process and obtain input. Additional information on the stakeholder meetings is presented in Section 4.3.

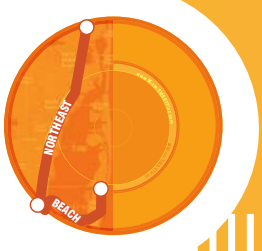
6.1.2 Land Use Scenarios Development

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. In addition to the three build scenarios, socioeconomic data projections for year 2040 from the SERPM Version 7 were considered as the Baseline Trend Scenario (i.e., growth without implementation of the SMART Plan). The overlap area between the Northeast and Beach Corridors, and potential alignments of Beach Corridor were key factors in alternatives testing.

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 with two SMART transit corridors (Northeast and Beach) connecting Downtown Miami with major population centers and destinations. The other station areas were assumed to experience modest growth beyond the Trend Growth. Overall, the Scenario 1 results in a net population increase of 19,000 and a net employment increase of 11,000 (beyond the Baseline Trend Scenario) along the Northeast Corridor by 2040.
2. **Build Scenario 2 “SMART Shift”** – This scenario shifts the core of SMART Plan growth from Downtown Miami to the neighboring Wynwood/Edgewater areas. Under the Scenario 2, Wynwood/Edgewater was envisioned to experience significant SMART Plan growth, including a mixed use/residential district in Edgewater along Biscayne Bay and the Health District expansion. Downtown Miami will remain the employment hub and other station areas will experience moderate growth beyond the Trend Growth. Overall, the Scenario 2 estimates to result in a net population increase of 41,900 and a net employment increase of 28,500 (beyond the Baseline Trend Scenario) along the Northeast Corridor by 2040.
3. **Build Scenario 3 “Highly Connected”** – This scenario envisions growth spread out along the corridor, and 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 non-residential developments in Aventura. North Miami and Upper East Side/El Portal were envisioned to experience community scale growth with some densification. Overall, the Scenario 3 estimates to result in a net population increase of 45,100 and a net employment increase of 32,000 (beyond the Baseline Trend Scenario) along the Northeast Corridor by 2040.

See Section 3.1 for additional information on the preliminary land use scenarios.



Preferred Land Use Scenario

The preliminary land use scenarios were vetted through the Study Advisory Committee (SAC) meetings and working meetings with TPO staff. In addition, FTA's Land Use Criteria for evaluating New Starts applications and ridership estimates developed using FTA's 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 key features of the Preferred Land Use Scenario include: growth generally spread out along the corridor; Downtown Miami remains as the regional center for residential and employment growth; Aventura continues to grow as an employment center; a mixed use residential district in Edgewater; mixed use development in North Miami Beach; and the potential for an in-fill station in Wynwood/Edgewater.

Overall, the Preferred Land Use Scenario estimates to 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. The STOPS model forecasts estimate the Northeast Corridor commuter rail service to attract approximately 15,500 boardings on a typical weekday in 2040, which is a 35 percent increase over the Trend Scenario. Further, the STOPS model forecasts the Metromover extension in the overlap area to attract approximately 8,800 boardings on a typical weekday in 2040, which is a 26 percent increase over the Trend Scenario. 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. See Section 5.1.1 for additional information.

6.1.3 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. This analysis focused on the station area: identified as the land area within a half-mile radius of each identified station location in the FDOT PD&E study. In addition, a determination was made if the station area vision aligns with the station typology.












As summarized in **Table 5-27**, 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.










See Section 5.1.2 for additional information, including station area analysis.

6.1.4 Northeast Corridor Transit Oriented Development Analysis Summary

Table 6-1 summarizes the TOD analysis for station areas along the Northeast Corridor. The factors considered include supportive land use and TOD potential, neighborhood characteristics, and neighborhood area vision.

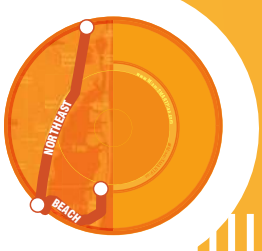
Table 6-1: SMART Plan TOD Analysis Summary

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.



6.1.5 Northeast Corridor Station Area Recommendations and Land Use Vision

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

Aventura

The Metropolitan Urban Center station typology is recommended for the Aventura station area as this area will continue to serve as an important Employment Center. **Table 6-2** provides a summary of the station area vision characteristics for Aventura.

Table 6-2: Station Area Vision - Aventura

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Major retail and office land uses Aventura Mall is the main activity anchor Ojus has redevelopment plan in place Pedestrian access issues Causeway connection issues Traffic congestion 	<ul style="list-style-type: none"> Aventura as a Major Employment Center within the corridor Growing Aventura “Medical District” at Hospital location Mixed use developments Enhanced livability with public plazas and neighborhood parks Pedestrian bridge over US 1 connecting the station with the Aventura Mall Connection to Park and Ride (PNR) at Ives Dairy Road 	<ul style="list-style-type: none"> Employment-oriented developments will continue to drive the future growth Ojus Urban Area District development with mixed use + residential growth absorption SMART Plan density analysis shows potential for 4,000+ new dwelling units within Station Area, within Ojus Urban District (Per code, density max at 52 du/acre)

North Miami Beach

The Metropolitan Urban Center station typology is recommended for the North Miami Beach station area as this location has designated mixed-use areas with significant potential for TOD. **Table 6-3** provides a summary of the station area vision characteristics for North Miami Beach.

Table 6-3 Station Area Vision – North Miami Beach

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Located within North Miami Beach CRA Strong east-west and north-south connectivity Underutilized parcels present opportunities for redevelopment and infill development Causeway connection to Sunny Isles Pedestrian access is a potential issue Community assets include Oleta River State Park; East Greynolds Park 	<ul style="list-style-type: none"> Downtown redevelopment Public gathering and civic spaces Transform into walkable and mixed-use district Access to regional open space / recreation at Oleta River State Park FIU Biscayne Bay Campus and Sole Mia are among important anchor developments and catalytic projects Emerging music recording and entertainment district 	<ul style="list-style-type: none"> SMART Plan growth analysis indicates the potential for both population and employment growth in the area with the likelihood of large-scale projects Potential for new station at NE 151 Street - noted as Alternative Station Location per SMART Plan Charrette input

North Miami

The Community Urban Center station typology is recommended for the North Miami Station Area. **Table 6-4** provides a summary of the station area vision characteristics for North Miami.

Table 6-4 Station Area Vision – North Miami

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Located within North Miami CRA Underutilized parcels present redevelopment and infill development opportunities Existing and Future low-density residential uses within Station Area Pedestrian access issues Near Florida Power & Light (FP&L) Facility 	<ul style="list-style-type: none"> Downtown redevelopment - TOD envisioned as a 'gateway' to North Miami Mixed use and high-density residential development envisioned for the area along major corridors: along NE 125 Street and Biscayne Blvd Johnson & Wales University as an anchor - emerging culinary arts district PNR opportunities Trend will change if zoning changes 	<ul style="list-style-type: none"> Recent North Miami TOD Mobility Hub workshops focused on NE 125 Street, shows limited growth. Trend will change with zoning changes within the Station Area.

El Portal/City of Miami

The Community Urban Center station typology is recommended for the El Portal/City of Miami Station Area. **Table 6-5** provides a summary of the station area vision characteristics for El Portal/City of Miami.

Table 6-5 Station area Vision – El Portal/City of Miami

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Located within CRA Underutilized parcels present redevelopment and infill development opportunities Pedestrian access issues Little River / South Florida Water Management District (SFWMD) canal connectivity issues 	<ul style="list-style-type: none"> Improve pedestrian connectivity Improve the outlook of 79 Street Mixed-use development along NE 2 Avenue Transit Hub - redevelopment opportunities for mixed use development depending on final Station Location. See City of Miami or El Portal locations as identified in the SMART Plan Charrettes Refer to Resiliency Study by City 	<ul style="list-style-type: none"> Mixed use growth potential. SMART Plan analysis shows +6,000 new units within Station's 1/2-mile radius surrounded by low density neighborhoods Little Haiti / Little River areas to accommodate growth

Midtown

The Metropolitan Urban Center station typology is recommended for the Midtown/NE 36 Street Station Area as this location has high potential for TOD. There are comprehensive plans (future land use) and zoning support in place for TOD development within the Station Area. **Table 6-6** provides a summary of the station area vision characteristics for Midtown.



Table 6-6 Station Area Vision – Midtown

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> • Located with CRA • Good pedestrian access • Mixed-use developments and mid/ high- density residential developments • Station Area covers the Miami Design District and Omni areas • Strong infill and redevelopment opportunities • Proximity to elevated I-195 expressway 	<ul style="list-style-type: none"> • Increase mixed-use development with high-density residential in Station Area • Strong pedestrian connectivity between Design District and Midtown Miami • Streetscape improvements • Multi-modal systems connecting to Downtown Miami and Miami Beach (e.g., Metrorail, Metromover, bus) • Metromover extension will support increased growth • Existing low-density neighborhoods will experience more growth above trend 	<ul style="list-style-type: none"> • SMART Plan growth analysis indicates the potential for both population and employment growth in the area with continued development of large-scale projects • Potential for new station at NE 29 Street – Noted as alternative station location per SMART Plan Charrette input

Wynwood/Edgewater

The Urban Neighborhood District station typology is recommended for the Wynwood/Edgewater Station Area as this neighborhood district has high potential for mixed-use development with future land use and zoning support already in place. **Table 6-7** provides a summary of the station area vision characteristics for Wynwood/Edgewater.

Table 6-7 Station Area Vision – Wynwood/Edgewater

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> • Located within two (2) CRAs • Pedestrian access issues crossing NE 2 Avenue and US 1/ Biscayne Boulevard • Deficient dedicated bike paths • Pedestrian access issues crossing between urban neighborhoods 	<ul style="list-style-type: none"> • Metromover extension provides redevelopment opportunities for higher density mixed-use development on North Miami Avenue connecting to distinct urban neighborhoods: Wynwood, Midtown, Arts & Entertainment District and Downtown Miami • Potential for Multimodal connectivity • Improve pedestrian connections to Baywalk • Improve east/west connectivity across FEC tracks • Potential for Multimodal connectivity- Improved pedestrian sidewalks /crossing across neighborhoods, dedicated bike lanes north/south connecting to Downtown / South Beach, three Metromover stations, neighborhood trolley stops and one transfer Hub at Herald Plaza. • Promote Workforce Housing Incentives- City of Miami Vision 	<ul style="list-style-type: none"> • High mixed-use growth potential. • SMART Plan analysis shows + 12,000 new units in the Neighborhood Urban District with low density neighborhoods south/ west of North Miami Avenue

Downtown MiamiCentral

The Regional Urban Center station typology is recommended for the Downtown MiamiCentral Station Area as Downtown Miami is envisioned as a world-class destination with a transit-oriented and pedestrian-friendly transportation system. **Table 6-8** provides a summary of the station area vision characteristics for Downtown MiamiCentral.

Table 6-8 Station Area Vision – Downtown MiamiCentral

Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none"> Brightline commenced service in May 19, 2018 at MiamiCentral Station Located within CRA Station serves multiple modes of transit Pedestrian friendly environment High density developments underway / planned Redevelopment opportunities especially west of I-95 	<ul style="list-style-type: none"> World-class destination with pedestrian friendly environment Work and Live in Downtown Miami Minimize automobile dependency Multiple transit options 	<ul style="list-style-type: none"> SMART Plan growth analysis indicates the potential for continued population and employment growth in the area resulting in increased densification

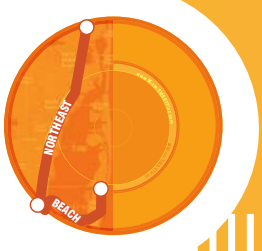
6.2 Beach Corridor

The study limits for the Beach Corridor are from Midtown Miami (at or near NE 41 Street and North Miami Avenue) to the Miami Beach Convention Center. The LPA recommended by the PD&E study for the Beach Corridor was endorsed by the Miami-Dade TPO Governing Board on January 30, 2020. The LPA identifies (1) extension of the Metromover in the median of Miami Avenue to NW 41 Street in the Design District; (2) elevated rubber tire vehicles on the Trunkline from the existing Downtown Metromover Omni Station along the MacArthur Causeway to 5 Street near Washington Avenue in Miami Beach, and (3) trolley or bus serve on dedicated transit lanes along Washington Avenue extending to the Miami Beach Convention Center. The area served by the Beach Corridor includes the Miami Beach station area/district and three station areas/districts within the Beach-Northeast overlap area (Downtown Miami, Wynwood/Edgewater, and Midtown/Design District).

The population within a half-mile buffer along the corridor in the Miami Beach station area/district 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.

6.2.1 Charrettes and Stakeholder Coordination

The charrettes and stakeholder meetings for the Beach Corridor were conducted in coordination with the effort for the Northeast Corridor. Therefore, please see Sections 6.1.1 and 4.3 for additional information.



6.2.2 Land Use Scenarios Development

Preferred Land Use Scenario

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, including staff from the City of Miami Beach to obtain input for the Beach Corridor preferred land use planning and visioning scenario.

Do the same changed on the Beach Preferred Land Use Scenario section.

The Preferred Land Use Scenario does not forecast additional population and employment for the Miami Beach station area, as the Trend Scenario already accounts for significant baseline growth by 2040. However, population and employment growth reallocations were assigned to indicate 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 5th Street. Similarly, some employment was reallocated from the Collins Avenue corridor to the areas near the Miami Beach Convention Center.

The STOPS model forecasts the Beach Corridor transit services to collectively attract approximately 40,100 boardings on a typical weekday in 2040, which is a 16 percent increase over the Trend Scenario.

The employment and population density associated with each scenario were compared with the FTA's New Starts Land Use criteria outlined in **Table 5-25** and the resulting ratings are summarized in **Table 5-26**. The Preferred Land Use Scenario results in a Medium-High rating for employment and a High rating for population density. Overall, Medium-High or High ratings reaffirm the Beach Corridor's strong suitability for premium transit service.

6.2.3 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. This analysis focused on the Urban Neighborhood District of Midtown, the Wynwood/Edgewater Districts extending to Downtown Miami, and the extension of the Beach Corridor to the Miami Beach Convention Center with proposed station locations as per the PD&E studies. In addition, a determination was made regarding whether the station area vision aligns with the District typology.

As summarized in **Table 5-27**, transit supportive land use policies are already in place in Miami and Miami Beach. All District typologies were found to be consistent with the district area visions. The District areas were found to have high TOD potential.




The underlying land use and zoning regulations within the Beach Corridor support the SMART Plan vision whereby transit enhances mobility within the corridor area and connects uses that are characterized by higher densities, pedestrian-oriented design, and mix of uses to support transit ridership and successfully leverage the place-making potential of transit investments. The current regulatory framework within the urban neighborhood districts of Midtown, the Wynwood/Edgewater Districts extending to Downtown Miami and in Miami Beach support ongoing development trends in housing, mixed use, and employment to ensure a framework for true integrated land use and transit with the potential for successful outcomes. The density, mix, and pattern of land uses around identified station locations indicate transit-supportive conditions including improved mobility, equitable development, and a significant reduction in resulting vehicle trips, vehicle miles traveled, and travel times. Additional benefits will










include improved air quality and greater pedestrian mobility. Building and sustaining a transit network that is well used and integrated into local communities is crucial for the City to be able to achieve its vision for a sustainable future.

6.2.4 Beach Corridor Transit Oriented Development Analysis Summary

Table 6-9 summarizes the TOD analysis for station areas along the Northeast Corridor. The factors considered include supportive land use and TOD potential, neighborhood characteristics, and neighborhood area vision.

Table 6-9: SMART Plan TOD Analysis Summary

ANALYSIS CRITERIA	STATION DISTRICT SEGMENT		
	Miami Beach		
	City of 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 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.

 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.



6.2.5 Corridor Station Area Recommendations and Land Use Vision

The recommendations for the Midtown, the Wynwood/Edgewater, and Downtown MiamiCentral Station Areas are summarized in Section 6.1.5, and the recommendations for the Miami Beach Station Area/District is summarized below.

Miami Beach

The Urban Neighborhood District/Employment District typology is recommended for the Miami Beach Station Area/District. Transit supportive land use and zoning policies are in place to support TOD in the Miami Beach Urban District as well as in the “Overlap Area”. **Table 6-10** provides a summary of the station area vision characteristics for Miami Beach.

Table 6-10 Station Area Vision – Miami Beach

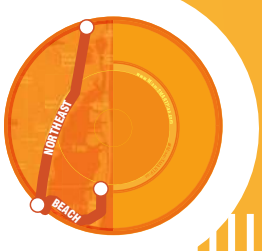
Station Area Today	Station Area Vision	Station Area Analysis
<ul style="list-style-type: none">• Miami Beach Urban District has the population and employment density to support transit.• Located within CRA• District serves multiple modes of transit• Pedestrian friendly environment• High density developments underway / planned at 5 Street and Alton Road• National and Local Historic Districts• Pedestrian access issues crossing Alton Road and 5 Street• Underutilized parcels in Washington Avenue present redevelopment and infill development opportunities	<ul style="list-style-type: none">• World-class destination with pedestrian friendly environment for local community and visitors• Improve east-west greenway system for dedicated bike connections• Transit connections to Downtown Miami, Wynwood/ Edgewater, and Midtown provides redevelopment opportunities on Washington Avenue• Improved mobility options within Miami Beach• Promote Workforce Housing Incentives• Promote Office Use Incentives• Transit investments to promote TOD and mixed-use developments to enhance land use diversification and economic resiliency	<ul style="list-style-type: none">• Mixed use growth potential.• SMART Plan analysis shows some redevelopment near transit nodes, but no net additional growth.

The background image shows a meeting room with several people. On the left, a man in a suit is looking at a whiteboard. In the center, a man in a blazer stands with his hands in his pockets. To his right, a woman in a white blazer sits at a table. Further right, another man stands with his arms crossed. The room has a drop ceiling, a fire extinguisher, and an exit sign. A large white letter 'A' is overlaid on the right side of the image.

APPENDIX A

TPO RESOLUTION FOR SMART PLAN

(Appendices Submitted Separately)



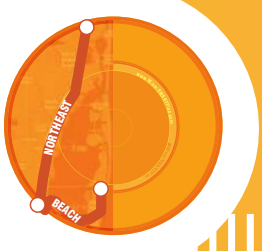
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APPENDIX B

LITERATURE REVIEW

(Appendices Submitted Separately)



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APPENDIX

C SCENARIO DEVELOPMENT AND TESTING

(Appendices Submitted Separately)



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APPENDIX D

CHARRETTE SERIES 1

(Appendices Submitted Separately)



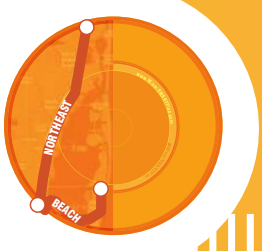
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APPENDIX

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CHARRETTE SERIES 2

(Appendices Submitted Separately)



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APPENDIX

STAKEHOLDER ENGAGEMENT

(Appendices Submitted Separately)



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An aerial photograph of Miami, Florida, with a semi-transparent orange overlay. A 3D bar chart is superimposed on the map, with bars of varying heights in yellow and teal colors. The bars are positioned over different areas of the city, including the downtown skyline and surrounding regions. A red dashed line circles a central area of the city. The text 'APPENDIX G' is prominently displayed in white, bold, sans-serif font across the lower half of the image.

APPENDIX G

LAND USE POLICY ANALYSIS

(Appendices Submitted Separately)



Miami-Dade Transportation
Planning Organization

BEACH - NORTHEAST CORRIDORS