



# Strategic Miami Area Rapid Transit (SMART) Plan

## NORTH CORRIDOR LAND USE SCENARIO AND VISIONING PLANNING

**SATURDAY, FEBRUARY 23, 2019**  
**10:00AM – 12:00PM**

**WEDNESDAY, FEBRUARY 27, 2019**  
**6:00PM – 8:00PM**



Miami-Dade Transportation  
Planning Organization

[www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com)

#MiamiSMARTPlan

# CHARRETTE AGENDA

1. **Open house / Welcome and Introductions**
2. **Conversation (Facebook Live)**
  - Why are we here and what are we doing?
  - Land Use and Transportation, why are they inseparable?
3. **Scenarios (Facebook Live)**
  - Transit Oriented Development
  - Typologies
4. **The Preferred Scenario**
  - Growth
5. **Bringing it all Together**
  - Economic Mobility / First Mile Last Mile
6. **Studio**
  - Polling exercise
  - Break out tables – station area development
7. **Closing Remarks**

# CONVERSATION

- ✓ Good News
- ✓ What is the SMART PLAN
- ✓ Why are we here
- ✓ The Corridor
- ✓ Station Areas
- ✓ The Steps
- ✓ Locally Preferred Alternative

# Good News!

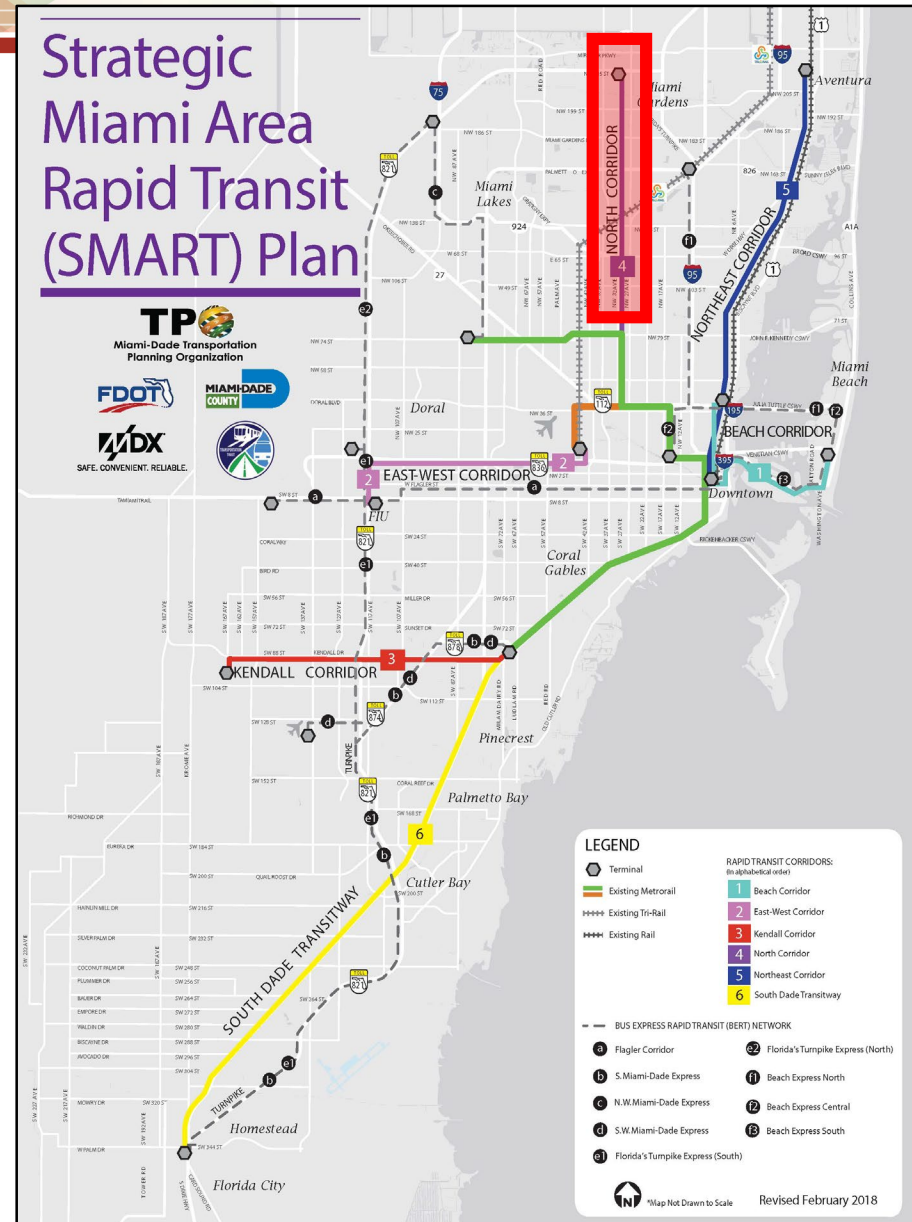
- Locally Preferred Alternative (LPA) – Suggests Elevated Fixed Guideway Transit System
- Land Use Supports LPA
- Analysis Consistent With Previous Studies





# What is the SMART Plan

- Approved by TPO Governing Board in 2016
  - Six rapid transit corridors from People's Transportation Plan
  - Nine (9) Bus Express Rapid Transit (BERT) Corridors
- Land Use Scenario and Visioning Studies
  - Conducted by TPO
- Rapid Transit Corridor Alternatives Studies
  - Conducted by FDOT
    - *Kendall Corridor*
    - ***North Corridor***
    - *Northeast Corridor*
  - Conducted by DTPW
    - *Beach Corridor*
    - *East/West Corridor*
    - *South Corridor*



# Why We Are Here – SMART Plan Purpose

Land Use integrated around transit is critical

- From a functional and **APPROVAL** perspective

TPO is studying land use for ALL six (6) SMART Plan corridors

- To make them more **WINNABLE**

Because:

- It is **CRITICAL** to our quality of life

# Why We Are Here – SMART Plan Purpose

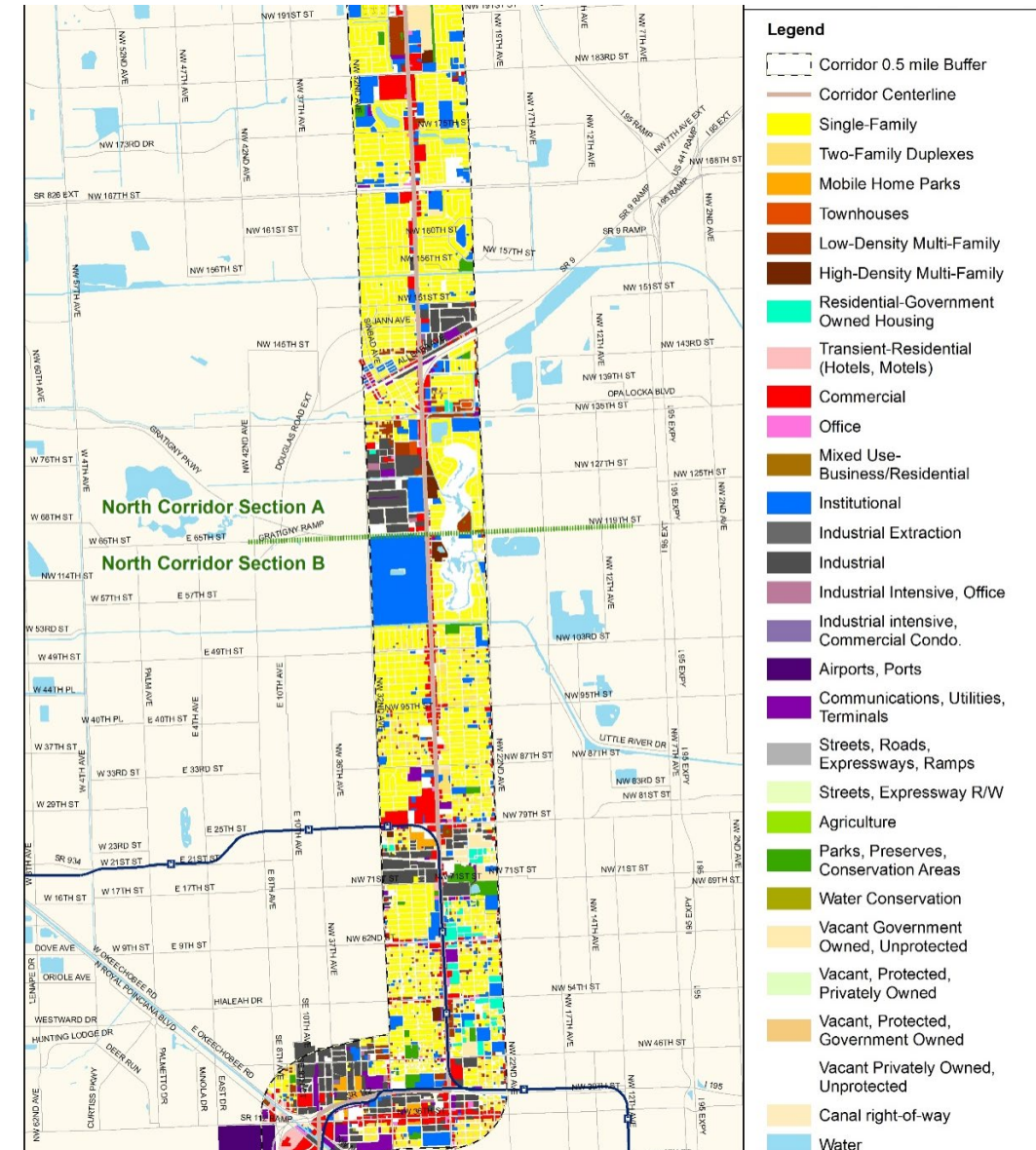
- The implementation of rapid transit projects, is Discretionary and COMPETITIVE
- FEDERAL STANDARDS
- To WIN we need to compete by THEIR RULES





# The Corridor

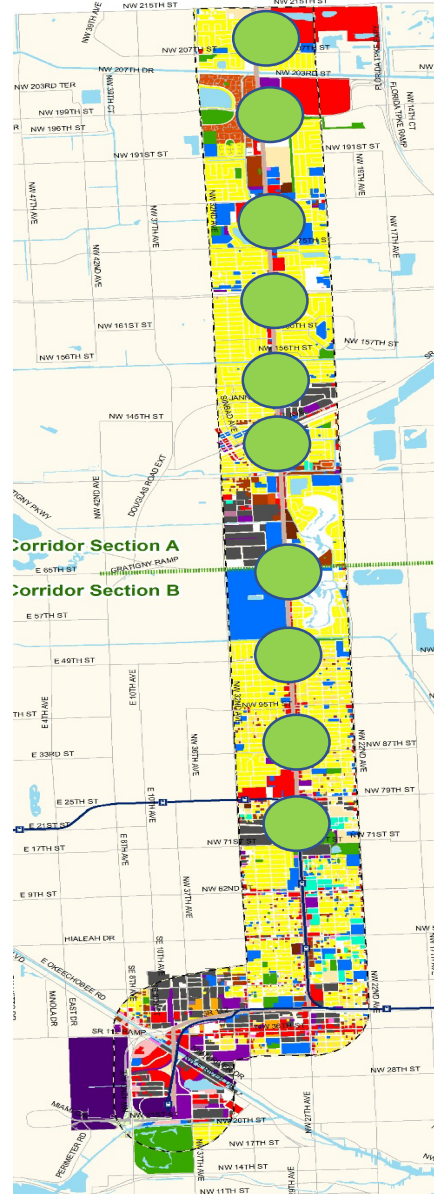
- 13-mile corridor
- Anchors
  - ✓ North: Hard Rock Stadium and planned Unity Station
  - ✓ South: Miami Intermodal Center
- Key destinations: Miami-Dade College, North Campus; Miami International Airport; Hard Rock Stadium; Calder Casino; and Miami Jai Alai.
- Character: Low-density urban/suburban
- 2015 Population = 67,500
- 2015 Employment = 75,250





# Station Areas

- County Line
- Stadium
- Carol City
- Palmetto
- Opa-Locka
- MDC
- 95
- 79/82
- MLK
- Brownsville



The same as before  
+  
95<sup>th</sup> Street

# The Steps

- Understand what people want:
  - ✓ Can the land attain the target capacity today or in the future?
  - ✓ **Using LPA, work with public to convert appropriate land use scenario to development typology**
  - ✓ Suggest regulatory changes and strategies



# The Vision

- Preferred Typologies (first round of charrettes)  
+
- Transit improvements (LPA)  
+
- Land Use Scenarios  
+
- Land Use policies (that fit the typology)  
+
- Economic mobility  
+
- Accessibility – First mile / Last mile

= Quality of Life



# SCENARIOS

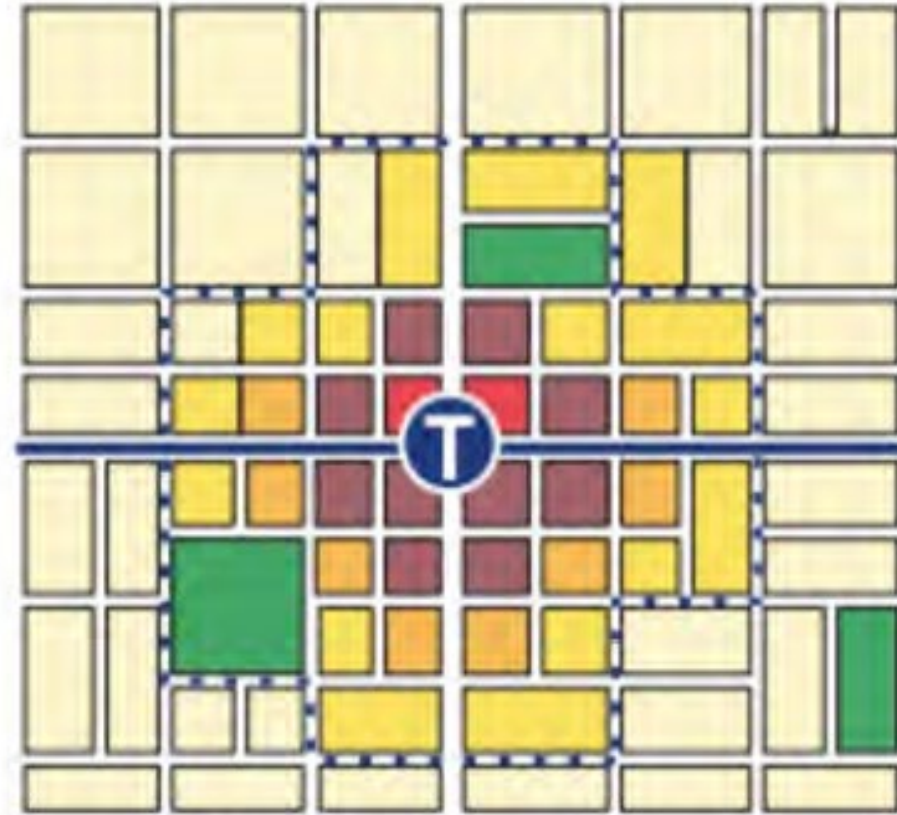
- Transit-Oriented Development
- Typologies



# What is Transit Oriented Development

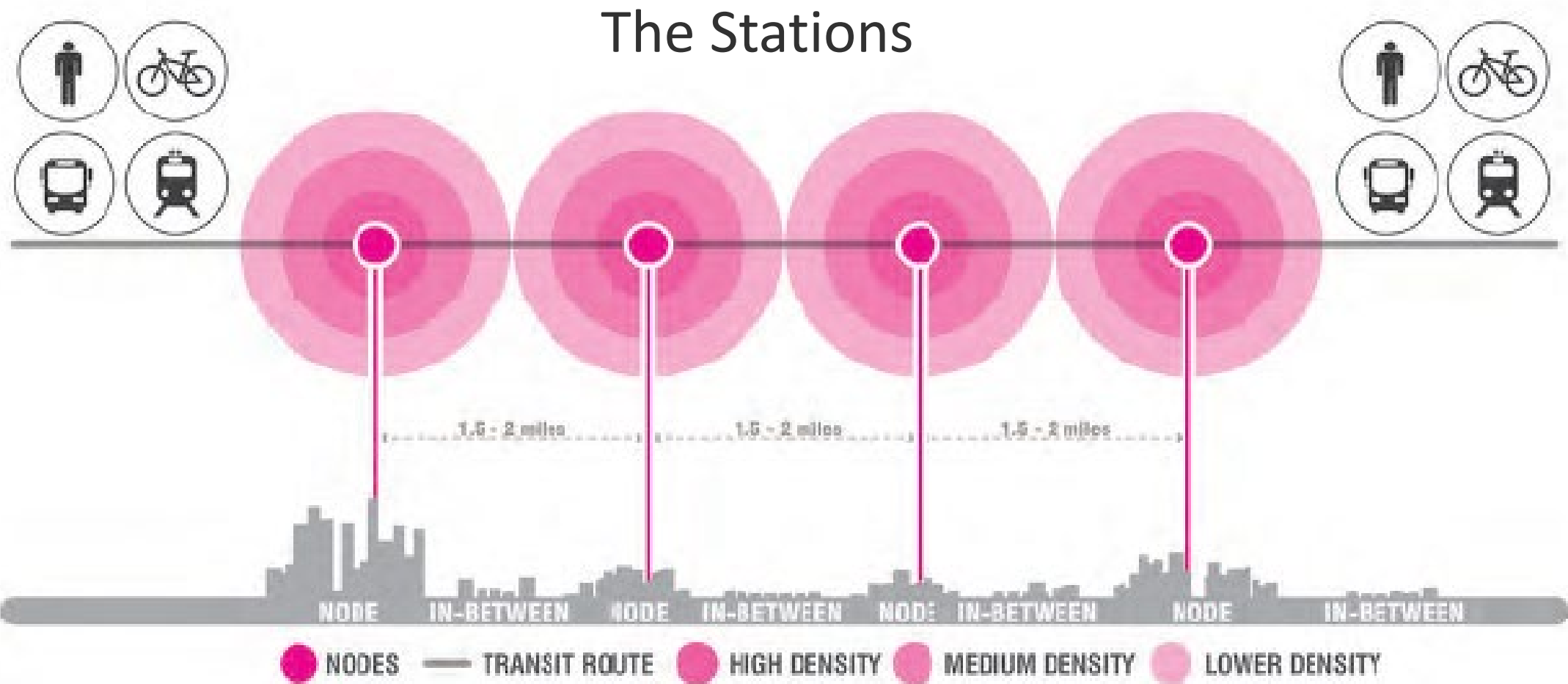


**Non-Transit Oriented Development**  
Land uses not organized around transit



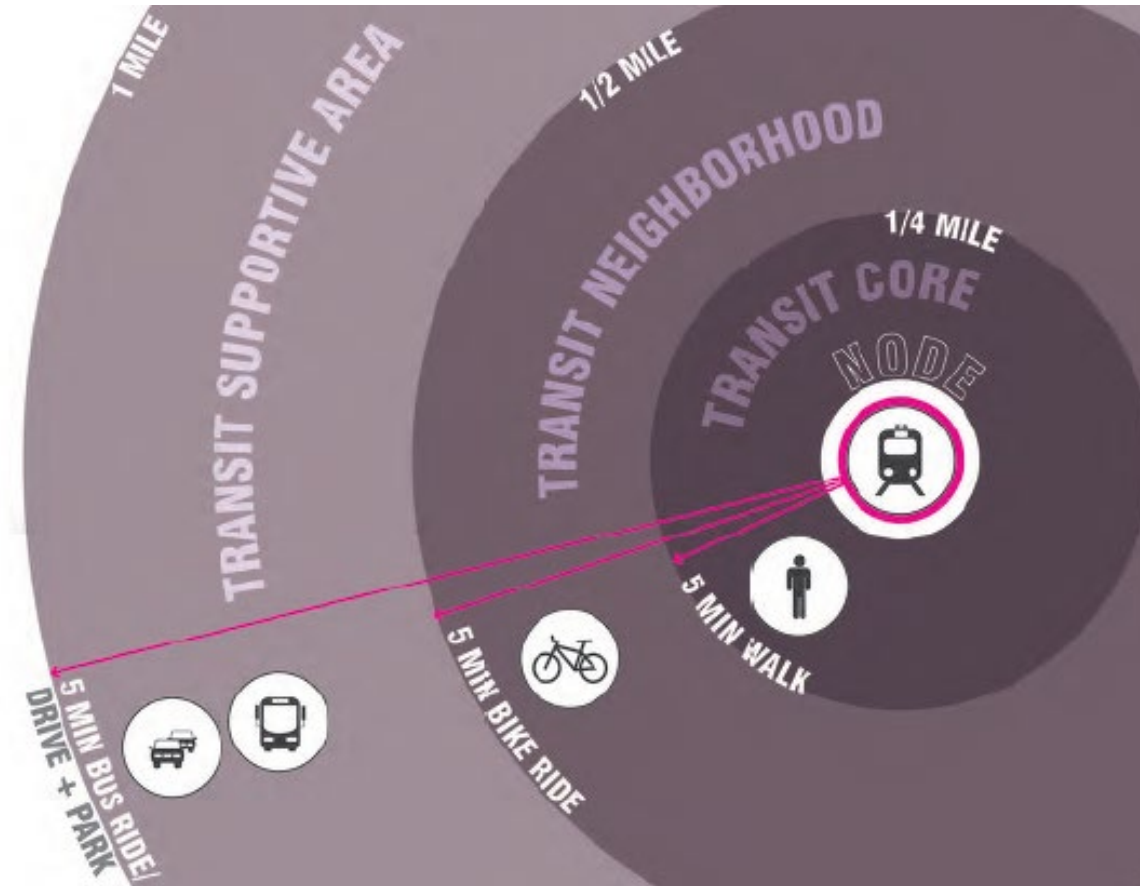
**Transit Oriented Development**  
Land uses organized around transit

# Transit Oriented Development



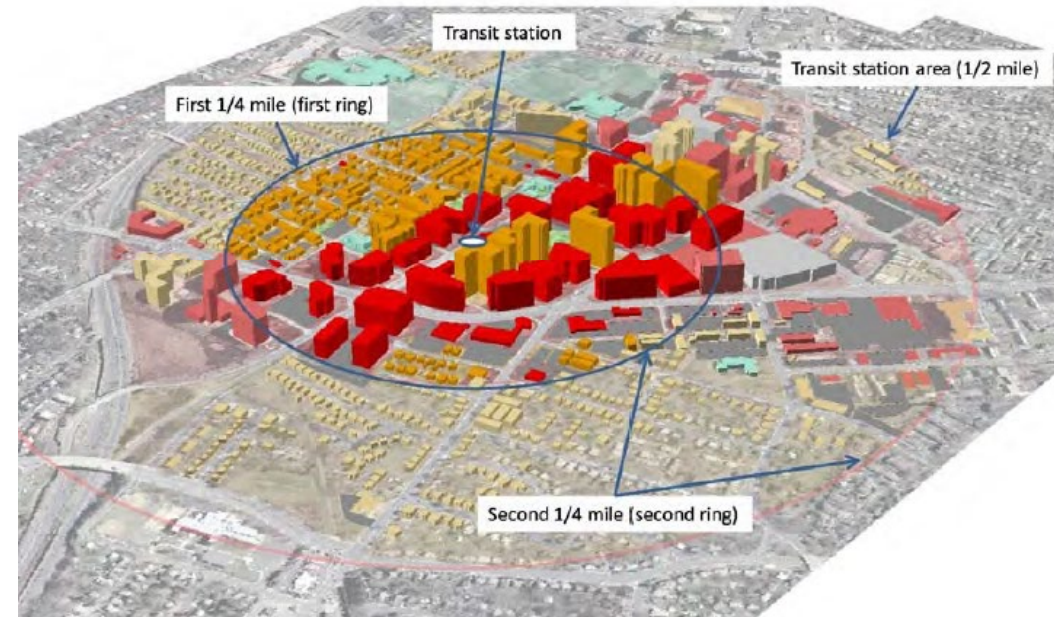
# Transit Oriented Development

- With multimodal access from various distances



# What is Transit Oriented Development?

- $\frac{1}{4}$  to  $\frac{1}{2}$  mile around stations
- Inter connected by complete streets and First Mile / Last Mile guidelines
- Mix of symbiotic land uses of moderate to high densities
- Providing opportunity





# Examples of TODs

- Dadeland





# Examples of TODs

- City of Miami





# Examples of TODs

- Midtown

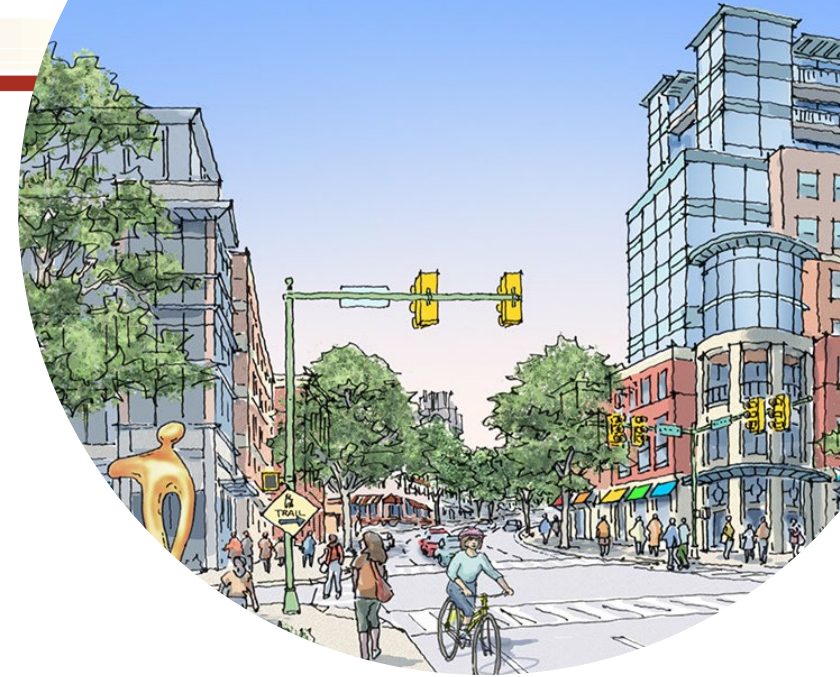




# Preliminary Design Typologies

Urban Center Districts from the first round of charrettes

- Community
- Metropolitan
- Regional





# Typologies

- We learned from the last charrette and an examination of codes, that a metropolitan (medium) intensity typology is preferred for most locations.



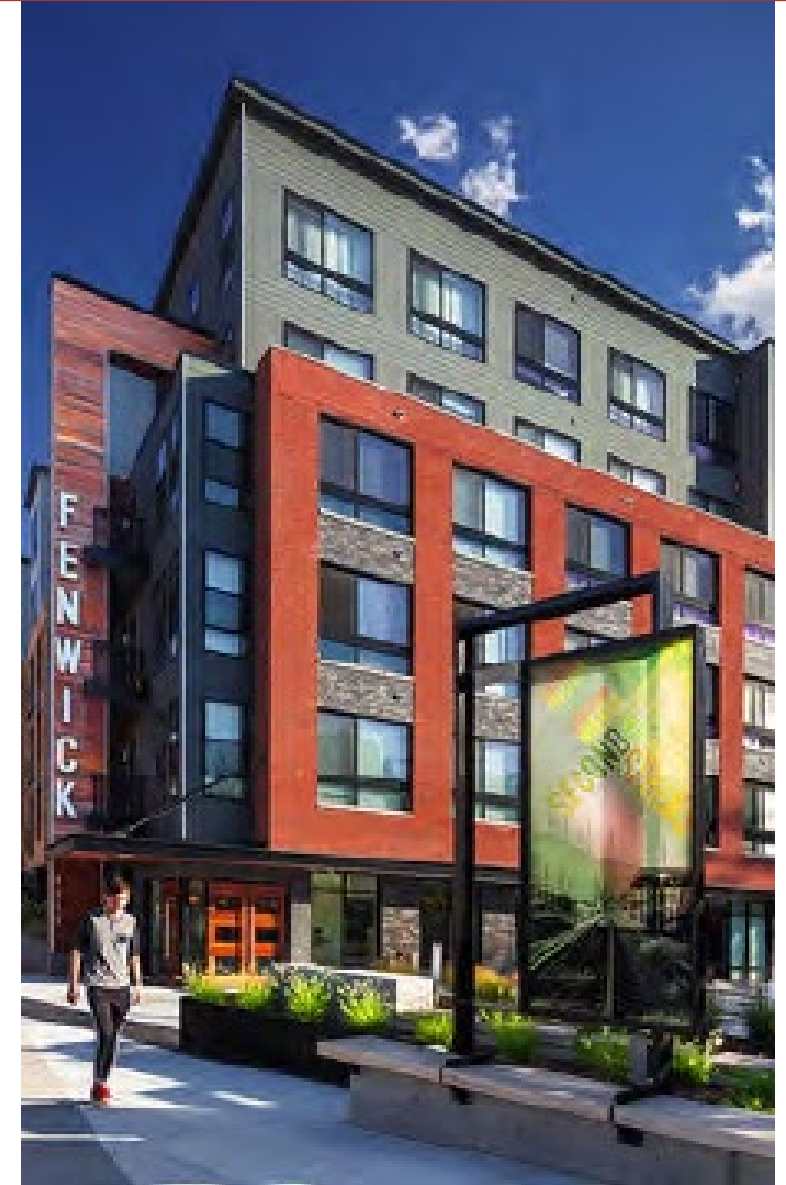
# Typology Character - Metropolitan

- Planned to serve a more localized community
- Moderate to smaller sized businesses
- Low-scale structures
- Some mid-rise at nodes or along arterials



# Typology Character - Metropolitan

- 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



# Typology Character - Metropolitan

- Reductions from parking requirements shall be authorized
- Consistent, moderate setbacks
- Average FAR: greater than 1.5 in the core not less than 0.5 in the edge
- Max. Densities Dwellings per Gross Acre: 125





# The Preferred SCENARIO

- The Goal
- Growth Trend
- Growth Trend With SMART Plan

# What Population and Employment Do We Need To Support The LPA

- What land use breakpoints support various levels of transit
  - ✓ FTA guidance (population / employment)

|             | Station Area Development                 |  |
|-------------|--|--|
| Rating      | Employment served by system <sup>2</sup> | Avg. Population density (persons/square mile) <sup>3</sup> |
| 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  |

Source: FTA's New Starts Final Interim Policy Guidance, Land Use, Page 13 (June 2016)

# Trending Growth - Population

- Within North Corridor
- 2015 Baseline: 67,506
- 2040 Trend: 103,464
- 45% Growth
- About 15,200 additional dwelling units
- Highest growth at Carol City, 79<sup>th</sup> Street, and 95<sup>th</sup> street



# Trending Growth - Employment

- Within North Corridor
- 2015 Baseline: 18,254
- 2040 Trend: 30,182
- 40% Growth
- Highest at Stadium and 79<sup>th</sup> Street

| Station Areas                | 2015          | 2040          |
|------------------------------|---------------|---------------|
| County Line                  | 286           | 764           |
| Stadium                      | 1,839         | 4,570         |
| Carol City                   | 2,572         | 3,955         |
| Palmetto                     | 1,824         | 3,459         |
| Opa Locka                    | 2,568         | 3,516         |
| MDC                          | 1,196         | 1,839         |
| 95                           | 729           | 1,176         |
| 79/82                        | 2,752         | 4,408         |
| MLK                          | 2,554         | 3,694         |
| Brownsville                  | 1,934         | 2,801         |
| <b>Station Area Totals</b>   | <b>18,254</b> | <b>30,182</b> |
| <b>OUTSIDE STATION AREAS</b> | <b>57,000</b> | <b>57,466</b> |
| <b>Corridor Totals</b>       | <b>75,254</b> | <b>87,648</b> |



# Growth Trend in North Corridor with SMART PLAN

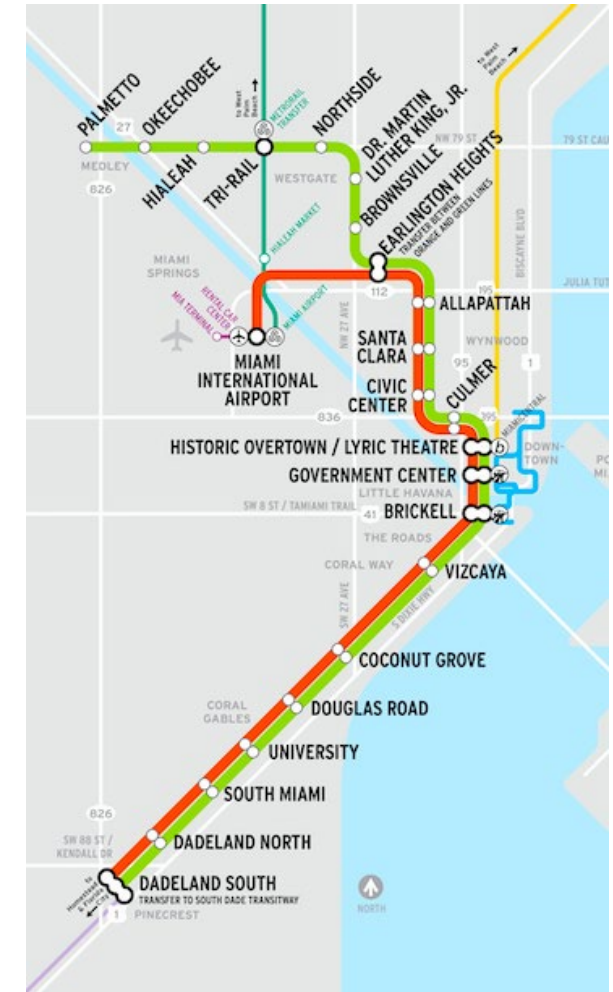
- Growth between 2015 and 2040 + Additional SMART Plan Growth within North Corridor
- Based on Preferred Scenario
  - Add an additional 31,200 Population
    - 30% higher than 2040
    - 100% higher than today
    - (13,565 Dwelling units)
  - Add an additional 50,544 Employment
    - Nearly 2x higher than 2040
    - Over 4x higher than today



# Ridership Analysis

- Combined average weekday boardings of the current Metrorail system is 68,600 (*source: DTPW February 2018 ridership reports*)
- 30% of North Corridor transit total project ridership is made by persons living in zero-car households
  - ✓ Indication of transit-dependent ridership
  - ✓ 21% of all corridor households currently have annual incomes below the poverty level

Existing Metrorail System Map



# Results

- Understand the target land use by modal alternative
  - ✓ FTA Breakpoints
    - 120,000 population / 220,000 employment
- Can the land attain the target capacity today or in the future?
  - ✓ Today = No!
    - 103,000 population / 87,000 employment
  - ✓ Future = Yes !! (Preferred Scenario)
    - 134,667 population / 258,588 employment



# BRINGING IT ALL TOGETHER

- Economic Mobility
- First Mile / Last Mile Mobility



# Economic Mobility

- Government-owned parcels



| PARCEL NUMBER | OWNER                                   | LOCATION ADDRESS                                  | ACREAGE     |
|---------------|---|---|-------------|
| 47            | CITY OF OPA LOCKA                       | Opa-locka, 33054-0000                             | 1.499840585 |
| 48            | CITY OF OPA-LOCKA                       | Opa-locka, 33054-0000                             | 0.038287641 |
| 49            | CITY OF OPA LOCKA                       | Opa-locka, 33054-0000                             | 0.036732253 |
| 50            | CITY OF MIAMI GARDENS                   | Unincorporated County, 33126-0000                 | 4.55423101  |
| 51            | CITY OF MIAMI GARDENS                   | 18800 NW 28 PL, Miami Gardens, 33056-3100         | 3.67213584  |
| 52            | CITY OF MIAMI GARDENS                   | Miami Gardens, 33056-0000                         | 1.714919342 |
| 53            | CITY OF MIAMI GARDENS                   | 2775 NW 183 ST, Miami Gardens, 33056-3529         | 2.849142406 |
| 54            | CITY OF MIAMI GARDENS                   | 20601 NW 32 AVE, Miami Gardens, 33056-0000        | 1.0009993   |
| 55            | CITY OF MIAMI GARDENS                   | 18515 NW 32 AVE, Miami Gardens, 33056-0000        | 0.16408003  |
| 56            | CITY OF MIAMI GARDENS                   | Miami Gardens, 33056-0000                         | 36.59337255 |
| 57            | CITY OF MIAMI GARDENS                   | Miami Gardens, 33056-0000                         | 2.489457705 |
| 58            | CITY OF MIAMI GARDENS                   | 3000 NW 179 ST, Miami Gardens, 33056-3547         | 1.733576746 |
| 59            | CITY OF MIAMI GARDENS                   | Miami Gardens, 33056-0000                         | 0.100277668 |
| 60            | CITY OF MIAMI GARDENS                   | Miami Gardens, 33056-0000                         | 0.017090058 |
| 61            | CITY OF NORTH MIAMI BEACH               | 17715 NW 29 CT, Miami Gardens, 33056-4025         | 0.176273578 |
| 62            | MIAMI DADE EXPRESSWAY AUTHORITY         | 3624 NW 37 AVE, Unincorporated County, 33142-4904 | 0.139292175 |
| 63            | MIAMI DADE EXPRESSWAY AUTHORITY         | 3631 NW 37 PL, Unincorporated County, 33142-4936  | 0.304244518 |
| 64            | MIAMI DADE EXPRESSWAY AUTHORITY         | 3804 NW 28 ST, Unincorporated County, 33142-5607  | 1.944655382 |
| 65            | MIAMI DADE EXPRESSWAY AUTHORITY         | 4000 NW 26 ST, Unincorporated County, 33142-6730  | 0.345391326 |
| 66            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3906 NW 36 ST, Hialeah, 33142-4920                | 1.439682043 |
| 67            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3972 NW 36 ST, Hialeah, 33142-0000                | 0.237075832 |
| 68            | MIAMI DADE EXPRESSWAY AUTHORITY         | Unincorporated County, 33142-0000                 | 0.193864868 |
| 69            | MIAMI DADE EXPRESSWAY AUTHORITY         | 3642 NW 37 AVE, Unincorporated County, 33142-4904 | 0.280759511 |
| 70            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3737 NW 36 ST, Miami, 33142-4915                  | 0.428866138 |
| 71            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3711 NW 36 ST, Miami, 33142-0000                  | 0.121643185 |
| 72            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3711 NW 36 ST, Miami, 33142-4915                  | 0.136006139 |
| 73            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3701 NW 36 ST, Miami, 33142-4915                  | 0.163102587 |
| 74            | MIAMI DADE CITY EXPRESSWAY AUTHORITY    | Miami, 33142-4913                                 | 0.523624587 |
| 75            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3632 NW 37 AVE, Unincorporated County, 33142-4904 | 0.135111682 |
| 76            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3155 NW 40 ST, Unincorporated County, 33142-5109  | 0.197879178 |
| 77            | MIAMI-DADE COUNTY, EXPRESSWAY AUTHORITY | 3638 NW 37 AVE, Unincorporated County, 33142-4904 | 0.047812717 |
| 78            | MIAMI DADE EXPRESSWAY AUTHORITY         | 3640 NW 37 AVE, Unincorporated County, 33142-4904 | 0.047843081 |
| 79            | MIAMI DADE EXPRESSWAY AUTHORITY         | 3636 NW 37 AVE, Unincorporated County, 33142-4904 | 0.06403361  |
| 80            | MIAMI DADE CITY EXPRESSWAY AUTHORITY    | 3685 NW 36 ST, Unincorporated County, 33142-4913  | 0.858523721 |
| 81            | MIAMI DADE EXPRESSWAY AUTHORITY         | Unincorporated County, 33142-4905                 | 0.746035441 |
| 82            | MIAMI DADE COUNTY, EXPRESSWAY AUTHORITY | 3916 NW 32 AVE, Unincorporated County, 33142-5010 | 0.351560781 |
| 83            | MIAMI DADE, EXPRESSWAY AUTHORITY        | 3920 NW 32 AVE, Unincorporated County, 33142-5010 | 0.388148677 |
| 84            | MIAMI DADE CO, EXPRESSWAY AUTHORITY     | 4030 NW 32 AVE, Unincorporated County, 33142-5002 | 0.938642524 |
| 85            | MIAMI DADE EXPRESSWAY AUTHORITY         | Unincorporated County, 33142-0000                 | 0.210569391 |
| 86            | MIAMI DADE EXPRESSWAY AUTHORITY         | 3907 NW 35 AVE, Unincorporated County, 33142-5025 | 0.969702921 |

|             | Station Area Development                 |  | Parking Supply                        |                                      |
|-------------|--|--|---------------------------------------|--------------------------------------|
| Rating      | Employment served by system <sup>2</sup> | Avg. Population density (persons/square mile) <sup>3</sup> | CBD typical cost per day <sup>4</sup> | CBD spaces per employee <sup>5</sup> |
| 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                                |

# Economic Mobility

## Site Development Characteristics by Station

- Site size
- Frontage
- Acreage
- Site ownership (public, private, gov., utilities)
- Proximity to commercial amenities
- Proximity to commercial amenities
- Market conditions



# Economic Mobility

## Transit Hub Evaluation Criteria by Station

- Livability
  - ✓ Generate Pedestrian Activity
  - ✓ Improve Public Safety
  - ✓ Improve Housing Choice
- Sustainability
  - ✓ Encourage Transit Ridership
  - ✓ Reduce Auto Dependency
  - ✓ Concentrate Development
- Economic Generation
  - ✓ Create Jobs
  - ✓ Promote Small Business
  - ✓ Increase Tax Revenue



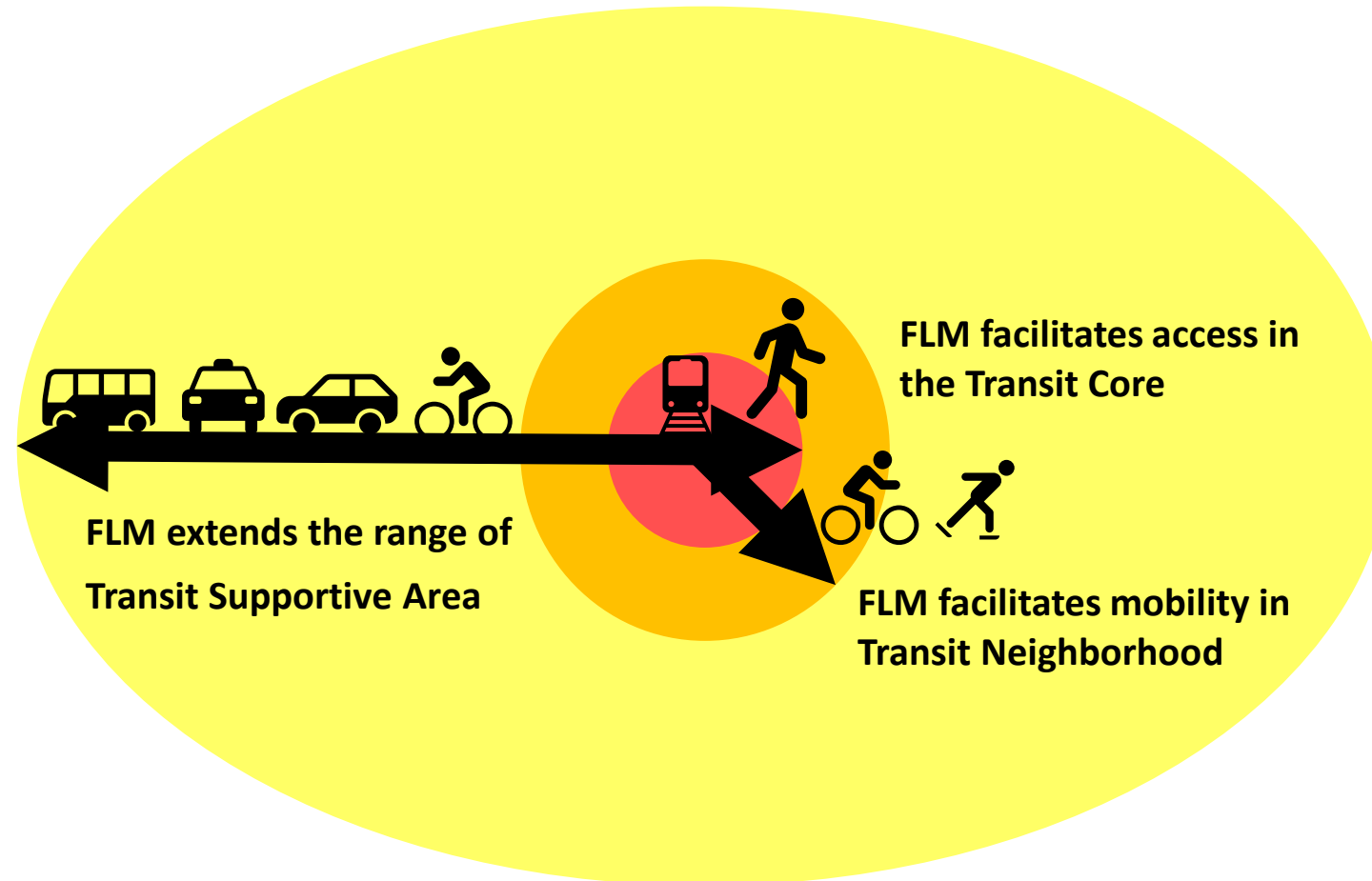


# First Mile / Last Mile

- To Make It All Work We Need Multi-Modal Access



# First Mile / Last Mile



This makes rapid transit more effective

# Access

- **Ability to meet a person's daily needs:**
  - ✓ Minimum of travel and cost,
  - ✓ Stronger relationship to urban design and land use, and
  - ✓ Satisfying needs with minimization of travel.



# Mobility

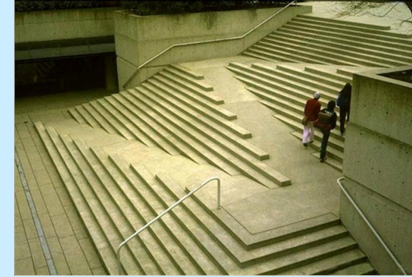
- **The ability to get around by a variety of means:**
  - ✓ Need to travel is assumed,
  - ✓ No minimization of travel,
  - ✓ Lower the time and cost,
  - ✓ Ensure convenience, safety, security, and
  - ✓ Be as enjoyable as possible.





# Modal Groups

## Pedestrian Modal Group



## Vehicular



## Modal Group



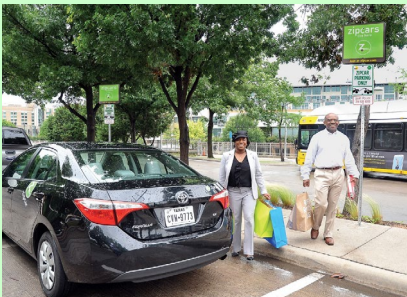
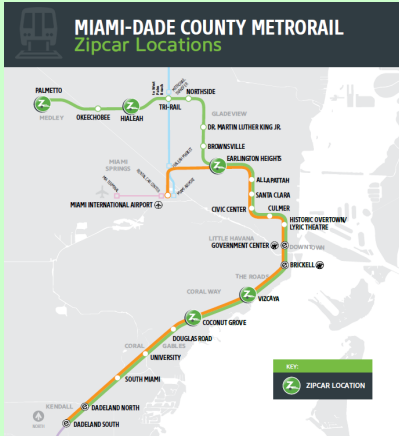
## Transit



## Modal Group



## Bike, Board and Skate Modal Group





# TOD Station Area FLM Tool Kit

- Land Use Planning
- Land Development Regulations
- Re-Platting Decisions



## Pedestrian Mode FLM Tool Kit

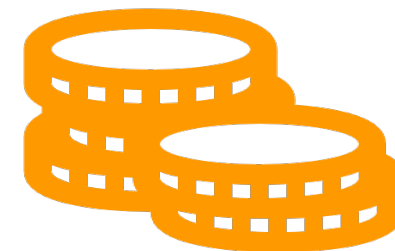
- Adequate Sidewalks
- Enhanced Crosswalks
- Diagonal Crossings
- Midblock Crosswalks
- Signal Operations
- Pedestrian Lighting
- Pedestrian Path Network
- Barrier Bridges - *including station pedestrian access to both sides of corridor*
- Pedestrian Amenities
- Way Finding





## Bike, Skate,& Board Mode FLM Tool Kit

- Bike, Board & Skate Continuous Path
- Vehicular Travel Lane Width
- Shared ROW & Bicycle Boulevards
- Signal Operations
- Transit Station Bicycle Storage
- Transit Station Bicycle Sharing
- Transit Station Bicycle Station
- Station Area Short-Term Bicycle Parking
- Board & Skate Access - *seating and smooth ramp*



## Vehicular Group FLM Tool Kit

- Person Trip Capacity Methodology
- Transit Station Pick-Up & Drop Off Area
- Station Area Pick-Up & Drop-Off Spaces
- Station Cars
- Plug-In Electric Station Cars
- Neighborhood Electric Vehicle (NEV) Station Cars
- Car Share Parking Policies & Fees
- AV Infrastructure
- Station Parking Capacity, Design, and Convertibility in TOD





Q&A





# Polling Exercise





1. Did you attend the first SMART Plan Charrette series in November 2017?

A. Yes, I attended

B. No, I did not attend



2. What is your primary interest in the North Corridor?

- A. I live here
- B. I work here
- C. I shop here
- D. I own property here
- E. I go to school
- F. None of the above



### 3. Which of the existing/proposed station area do your activities take place?

- A. Brownsville Station
- B. Dr. Martin Luther King, Jr. Station
- C. NW 79<sup>th</sup>/82<sup>nd</sup> Street\*
- D. NW 95<sup>th</sup> Street\*
- E. Miami Dade College-North Campus\*
- F. Ali Baba Avenue (Opa-locka)\*
- G. NW 163rd Street (Palmetto)\*
- H. NW 183rd Street\* (Carol City)
- I. (Hard Rock) Stadium\*
- J. NW 215th Street (County Line)\*

\*Proposed station areas identified by FDOT PD&E study

## 4. What uses does your neighborhood need?

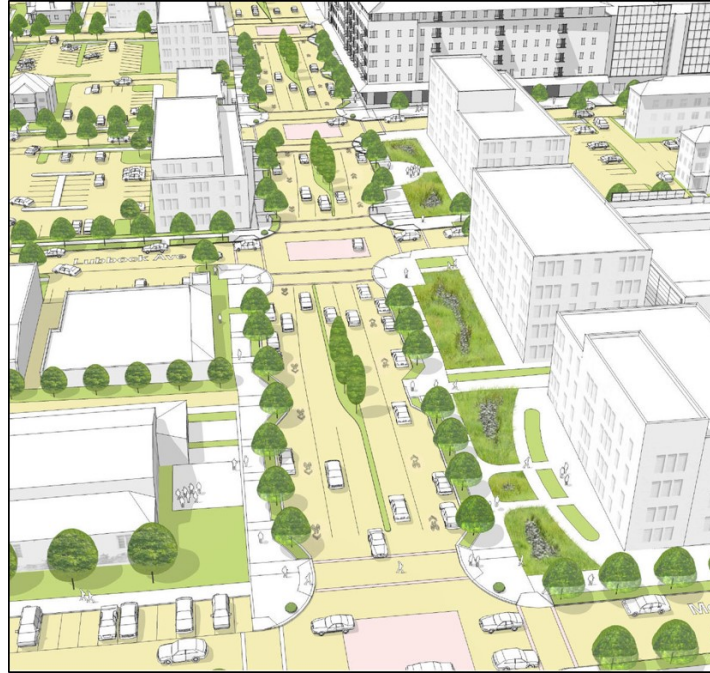
- A. Residential
- B. Employment
- C. Shopping
- D. Restaurant
- E. Entertainment

# 5. Which of these types of transit-oriented developments is most appealing?

## A. Community



## B. Metropolitan



## C. Regional







6. The primary way I commute is by:

- A. My Personal Car
- B. Carpool
- C. Car Service (Lyft, Uber, etc.)
- D. Transit (Bus or Rail)
- E. Riding my Bike
- F. Walking
- G. Other



7. How far do you typically travel to work:

A. 5 miles or less

B. 6-10 miles

C. More than 10 miles



8. How far do you typically travel to shop:

A. 5 miles or less

B. 6-10 miles

C. More than 10 miles



## 9. How frequently do you ride transit?

- A. Daily
- B. Few times a week/month
- C. Never

10. If you ride transit, what is your favorite part of the experience?

- A. Speed
- B. Cost
- C. Convenience
- D. Non-Applicable



11. What is your least favorite part of the experience?

- A. Cleanliness
- B. Crowds
- C. Reliability
- D. Other
- E. Non-applicable



# Breakout Exercise

- LEGO Exercise
  - ✓ SMART Plan Growth is the additional growth in Population and Employment that could occur with improved transit.
  - ✓ Where should housing and jobs be located?
  - ✓ First Mile / Last Mile - Transit Accessibility



# 3 Breakout Groups

- Zone 1: Brownsville, MLK, 79<sup>th</sup>/82<sup>nd</sup>, and 95<sup>th</sup>
- Zone 2: MDC, Opa-Locka, and Palmetto
- Zone 3: Carol City, Stadium, and County Line

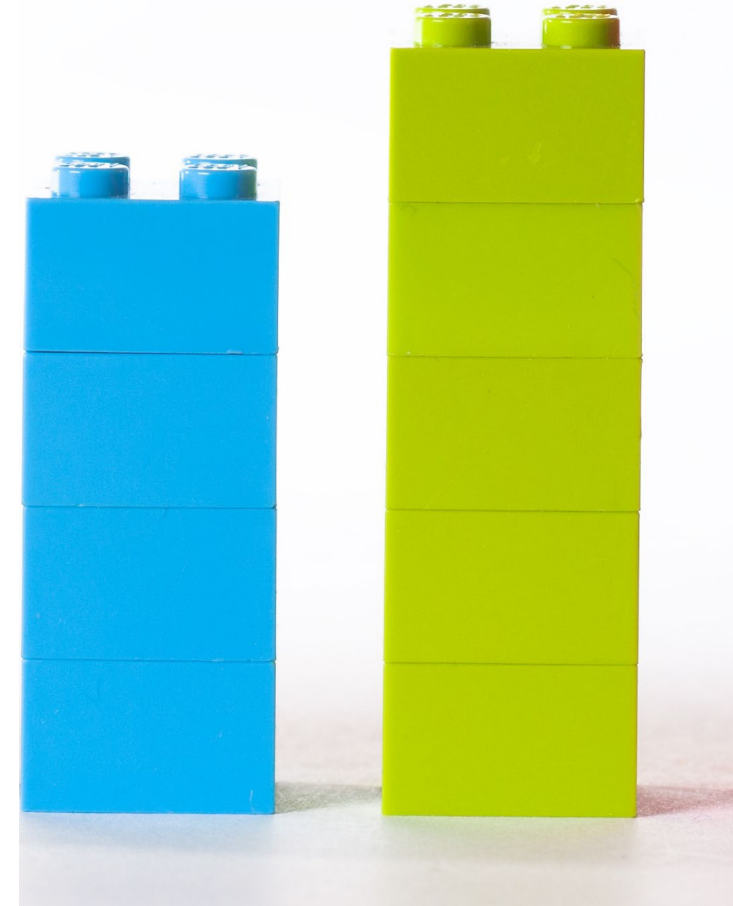
# Where Should Housing and Jobs be Located

- LEGO Exercise
- Natural Growth
  - ✓ The population and jobs in 2040 that is expected to occur based on current trends.
- Incremental Growth (SMART Plan Growth)
  - ✓ The additional growth in population and jobs that could occur with improved transit.



# Where Should Housing and Jobs be Located

- LEGO Exercise
  - ✓ Each brick represents the potential incremental growth (SMART PLAN Growth) of people and jobs
  - ✓ Green 100 People
  - ✓ Blue 100 Jobs



# Housing for Approximately 100 People



# Jobs for Approximately 100 People





# First Mile / Last Mile, Mobility Improvements

- Sticker Exercise
- Multi-Modal Treatments You Would Like To See



STICKERS

# Mobility Improvements

- Place the sticker(s) representing the mobility improvements you would like to see on the large map at the location where needed.



- Facilitators will further explain this process

# Closing Remarks

- LPA - Elevated Fixed Guideway
- Land Use Supports LPA
  - ✓ Is Realistic
  - ✓ Fits Preferred Typology
- Analysis Consistent With Previous Studies
- After Decades This Project is Real and Winnable



# Closing Remarks

- Next Steps
  - ✓ Using LPA, work with public to convert appropriate land use scenario to development typology
  - ✓ Finalize preferred land use scenario
  - ✓ Ridership forecast with preferred alternative
  - ✓ Identify regulatory changes needed to carryout preferred alternative
  - ✓ Final SAC meeting
  - ✓ Complete by June 30, 2019



THANK YOU!

