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

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#MiamiSMARTPlan
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 + 95th 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

The Stations
Transit Oriented Development

• With multimodal access from various distances
What is Transit Oriented Development?

- ¼ to ½ 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
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)

<table>
<thead>
<tr>
<th>Rating</th>
<th>Employment served by system $^2$</th>
<th>Avg. Population density (persons/square mile)$^3$</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>&gt; 220,000</td>
<td>&gt; 15,000</td>
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<tr>
<td>Medium-High</td>
<td>140,000-219,999</td>
<td>9,600 - 15,000</td>
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<tr>
<td>Medium</td>
<td>70,000-139,999</td>
<td>5,760 – 9,599</td>
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<tr>
<td>Medium-Low</td>
<td>40,000-69,999</td>
<td>2,561 – 5,759</td>
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<tr>
<td>Low</td>
<td>&lt;40,000</td>
<td>&lt; 2,560</td>
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</table>

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, 79th Street, and 95th street
Trending Growth - Employment

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

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

- 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

Transit Hub Evaluation Criteria by Station
First Mile / Last Mile

- To Make It All Work We Need Multi-Modal Access
First Mile / Last Mile

FLM extends the range of Transit Supportive Area

FLM facilitates access in the Transit Core

FLM facilitates mobility in Transit Neighborhood

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
- Bike, Board and Skate Modal Group
- Transit 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
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 79th/82nd Street*
D. NW 95th 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, 79th/82nd, and 95th

• 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
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!