Strategic Miami Area Rapid Transit (SMART) Implementation Plan Charrettes

Northeast Corridor
Land Use Scenario and Visioning Planning

Thursday, November 08, 2018
6:00 pm to 8:00 pm

Wednesday, November 14, 2018
6:00 pm to 8:00 pm

www.MiamiSMARTPlan.com  #MiamiSMARTPlan
SMART PLAN CHARRETTE AGENDA

Welcome & Introductions
SMART Plan Overview

1. SMART Talk (Facebook Live)
   • Why is Land Use Planning important to Transportation Projects?
   • Summary of Previous Charrettes

2. SMART Scenarios (Facebook Live)
   • Summary of Land Use Scenarios
   • Preliminary Preferred Land Use Scenario

3. SMART Studio
   • Introduction
   • Polling Clicker Exercise
   • Breakout Exercise on Preferred Land Use Scenario + Station Area Development

4. Closing Remarks
SMART Plan Overview

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

• Transit-oriented development plays an important role in the success of major rapid transit projects

• TPO is studying the direct relationship between transit and land development for all six (6) SMART Plan rapid transit corridors

• Promotes transit use and increases mobility choices for the residents, businesses and visitors along the corridor
8 AM: 30 MIN DRIVE
6 PM: 60 MIN DRIVE
[DOWNTOWN - AVENTURA]

LENGTH OF CORRIDOR
13.5 MILES

EXISTING POPULATION
152,161*

EXISTING EMPLOYMENT
116,676*

*Source: 2010 Data from the 2040 Long Range Transportation Plan
STUDY UPDATES

OTHER STUDIES

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

OUR STUDY

LAND USE SCENARIO VISIONING PLANNING

LAND USES CENTERS CORRIDORS
NORTHEAST CORRIDOR

DEVELOPMENT READINESS

Stations Located Along One of the Most Economically Vibrant Corridors

2010
152,161 population within corridor and 116,676 jobs
While the stations themselves are located in 4 cities along the corridor, when taking into account the ½ mile envelope around stations, 6 cities plus areas of unincorporated Miami-Dade County will share in the economic benefits of additional investment activity surrounding those stations.
CHARRETTE SERIES #1

First Series Charrettes
February 2018

- North Miami Beach Library – February 1st
- New World Center, Miami Beach – February 5th
- Marriot Biscayne Bay, Downtown Miami – February 10th

110 attended including 15 elected officials

Polling questions/clicker exercises

Breakout sessions
SMART Talk

vision
growth
placemaking
Why is Land Use Planning important to Transportation Projects?
Brickell / Downtown Miami 1993

Brickell / Downtown Miami 2018

change based on organic growth + market trends

Source: ISGWorld Miami Report 2018
Downtown Miami

Biscayne Corridor: Wynwood / Edgewater + Midtown Area

- Brickell
  - +25,800 UNITS; LAND AREA = +/- 762 ACRES; GROSS DENSITY = 34.14 DU/ACRE

Downtown Miami

Brickell

- +25,800 UNITS; LAND AREA = +/- 762 ACRES; GROSS DENSITY = 34.14 DU/ACRE
Brickell | today +/- 25,800 units
Brickell | today +/- 25,800 units

Land Area = +/- 762 acres / Gross Density = 33.9 gdu/ acres
Downtown Miami (CBD) | today +/- 8,112 units

Source: ISGWorld Miami Report 2018
Edgewater/Wynwood + Midtown

today +/- 11,218 units
Edgewater/Wynwood + Midtown |
2040 trend growth + SMART Plan will add +/- 32K new units within +/- 800 acres area

= Brickell +/- 25,800 housing units

Source: ISGWorld Miami Report 2018
What is VISION for Northeast SMART PLAN Transit Corridor?

An overarching vision for the Northeast Corridor based on the results of the Land Use Scenario visioning and planning efforts.

This corridor vision shall consider the following elements:

- transit improvements
- station area plans
- land use policies
- design criteria
- economic mobility
- accessibility, and
- quality of life
SMART PLAN | Northeast Corridor

Approx 13.5 miles from Downtown to Aventura
AVENTURA
MT. SINAI HOSPITAL
MIAMI BEACH CONVENTION CENTER
JACKSON MEMORIAL HOSPITAL
SOUTH BEACH
NORTH MIAMI
NORTH MIAMI BEACH
79TH ST
OLETA RIVER STATE PARK
BAL HARBOUR
SURFIDE
NORMANDY SHORES
NORMANDY ISLE
BAL HARBOUR
Mt. Sinai Hospital
MIAMI BEACH CONVENTION CENTER
SOUTH BEACH
I-95
I-395
WYNWOOD/EDGEWATER
MIDTOWN
DOWNTOWN
NORTH MIAMI BEACH
ORTH MIAMI
79TH ST

VISION
Highly Urban / Highly Connected
Highly Accessible / Highly Resilient

Potential Station Location per FDOT PD&E Studies
Potential Alternative Station Location as per Charrette Series 2
SMART Scenarios

vision
growth
placemaking
TRAFFIC
Anticipated Future Roadway Deficiencies if Current Trends Continue
Can we afford to have 98% of people driving for every trip?

GROWTH TREND

3 MILLION MORE BY 2060
Source: US Census, Seven50 Report / SERPM 2060 Trend

750 A DAY MOVE TO SOUTHEAST FLORIDA
GROWTH TREND within NE Corridor

The growth between 2010 and 2040 as projected in the 2040 LRTP without the SMART Plan

Between 2010 and 2040:

• Population is projected to grow by over 110,000
• Employment is projected to grow by 47,000
• Highest POP Growth: Wynwood/Edgewater, Midtown, Downtown Miami
• Highest EMP Growth: Downtown and Aventura
### Trend Growth

**Within SMART Plan NE Corridor**

**POPULATION**

**2010 Baseline:**
- 152,161 people

**2040 Trend:**
- 262,900 people

*Data Source: 2040 LRTP*

| Station SEGMENTS          | 2010 POP | 2040 POP | Growth POP  
|---------------------------|----------|----------|-------------
| Aventura                  | 19,986   | 23,941   | 3,955       |  
| North Miami Beach         | 16,907   | 33,108   | 16,201      |  
| North Miami               | 31,601   | 33,794   | 2,193       |  
| 79th Street               | 28,009   | 43,185   | 15,176      |  
| Midtown                   | 21,414   | 43,578   | 22,164      |  
| Wynwood/Edgewater         | 18,363   | 51,915   | 33,552      |  
| Downtown                  | 15,881   | 33,379   | 17,498      |  
|  **Total**                | 152,161  | 262,900  | 110,739     |  

**Station Locations per FDOT PD&E Studies**
**Trend Growth**

Within SMART Plan NE Corridor

**EMPLOYMENT**

2010 Baseline: 116,676 people

2040 Trend: 163,576 people

Data Source: 2040 LRTP

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**Station Locations per FDOT PD&E Studies**

- Aventura NE 197th Ave
- North Miami Beach NE 163rd St
- North Miami NE 125th St
- Midtown NE 36th St
- Downtown MiamiCentral Station
- Upper East Side El Portal NE 79th St

Legend:

- EMP_2040
  - < 1
  - 1 - 300
  - 301 - 500
  - 501 - 800
  - 801 - 1000
  - > 1000
Trend GROWTH

Within SMART Plan NE Corridor

- 2040 POP Growth is 51% higher in Greater Miami than in the Northeast Station Segments
- 2040 EMP is approximately the same in Greater Miami and Northeast Station Segments
- 2040 Population Growth represents +48K new housing units

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<tr>
<th>Station SEGMENTS</th>
<th>GROWTH POP (Diff 2010 and 2040)</th>
<th>GROWTH EMP (Diff 2010 and 2040)</th>
<th># of New Dwelling Units</th>
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<td>37,525</td>
<td>24,450</td>
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<tr>
<td>79th Street</td>
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<tr>
<td>Midtown</td>
<td>73,214</td>
<td>22,450</td>
<td>31,832 du</td>
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<td>Wynwood/Edgewater</td>
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<td></td>
<td></td>
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<td>Total</td>
<td>110,739</td>
<td>46,900</td>
<td>48,147 du</td>
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SMART Plan Growth within NE Corridor

Based on LAND USE SCENARIO Development:
• ADD up to 50K in POPULATION
• ADD up to 36K in EMPLOYMENT

Considerations for allocating additional SMART Plan growth:
• Existing Land Use Planning
• Market Trends
• Solidify areas already experiencing “organic growth”
• Evaluate workforce housing opportunities
• Proximity to areas of influence / to jobs and job centers
• Potential to connect to infrastructure already and place and/or planned
• Access to quality of life / assets (ie. parks, schools, community centers, etc.)
## SMART PLAN Growth Estimates by Scenario

2040 POPULATION TOTAL = 262,900  
2040 EMPLOYMENT TOTAL = 163,576

### POPULATION DIFF 2010 and 2040: 110,739 people  
### EMPLOYMENT DIFF 2010 and 2040: 46,900 jobs

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<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>POP Increase</td>
<td>EMP Increase</td>
<td>POP Increase</td>
</tr>
<tr>
<td>Aventura</td>
<td>1,500</td>
<td>0</td>
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<tr>
<td>North Miami Beach</td>
<td>0</td>
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<td>6,000</td>
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<tr>
<td>North Miami</td>
<td>500</td>
<td>500</td>
<td>4,000</td>
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<tr>
<td>79th Street</td>
<td>0</td>
<td>0</td>
<td>2,000</td>
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<tr>
<td>Midtown</td>
<td>1,000</td>
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<td>6,000</td>
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<tr>
<td>Wynwood/Edgewater</td>
<td>0</td>
<td>0</td>
<td>12,000</td>
</tr>
<tr>
<td>Downtown</td>
<td>16,000</td>
<td>10,000</td>
<td>5,000</td>
</tr>
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</table>

**SMART Plan Total =** 19,000  
**Overall Total =** 2040 POP + SMART Plan 281,900

### EMPLOYMENT INCREASE

- Scenario 1: 17,000 (7,391 du)  
- Scenario 2: 23,000 (10,000 du)  
- Scenario 3: 20,000 (8,696 du)

### Comparison:

<table>
<thead>
<tr>
<th></th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>For Northeast</td>
<td>2,000 (870 du)</td>
<td>15,000 (6,522 du)</td>
<td>28,000 (12,174 du)</td>
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<tr>
<td>For Greater Miami</td>
<td>17,000 (7,391 du)</td>
<td>23,000 (10,000 du)</td>
<td>20,000 (8,696 du)</td>
</tr>
</tbody>
</table>
### Land Use Scenarios: STOPS Transit Boardings Estimates

- **STOPS** - Simplified ‘Trips On Project’ Software
- **STOPS** model was developed by Federal Transit Administration to support projects that seek Federal Funding

<table>
<thead>
<tr>
<th>Station Area/Segment</th>
<th>Trend 2040 – Baseline</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 Stations</td>
<td>8 Stations</td>
<td>6 Stations</td>
<td>8 Stations</td>
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<tr>
<td>Aventura</td>
<td>1,547</td>
<td>1,703</td>
<td>1,644</td>
<td>2,872</td>
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<td>North Miami Beach</td>
<td>1,261</td>
<td>1,102</td>
<td>1,347</td>
<td>1,813</td>
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<tr>
<td>NE 151 Street</td>
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<td>795</td>
<td>0</td>
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<tr>
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<td>1,977</td>
<td>2,180</td>
<td>2,052</td>
<td>2,763</td>
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<tr>
<td>79 Street</td>
<td>1,156</td>
<td>1,281</td>
<td>1,194</td>
<td>1,731</td>
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<tr>
<td>Midtown</td>
<td>2,379</td>
<td>2,072</td>
<td>2,476</td>
<td>2,328</td>
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<tr>
<td>Wynwood/Edgewater</td>
<td>0</td>
<td>1,416</td>
<td>0</td>
<td>2,000</td>
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<tr>
<td>Downtown Miami</td>
<td>4,683</td>
<td>4,383</td>
<td>5,032</td>
<td>5,046</td>
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<td><strong>Total</strong></td>
<td><strong>13,003</strong></td>
<td><strong>14,932</strong></td>
<td><strong>13,745</strong></td>
<td><strong>20,291</strong></td>
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</table>

Increased connectivity results in more system ridership
SCENARIO 1: INTOWN DOWNTOWN

SCENARIO 2A and 2B: THE SHIFT(*)

SCENARIO 3: HIGHLY CONNECTED

(*) SCENARIO 2A:
- Potential FEC Station in Midtown
- Potential Connection to Miami Beach with Stations every 0.5 miles

(*) SCENARIO 2B:
- Potential FEC Station in Wynwood
- No FEC Station in Midtown
INTOWN DOWNTOWN

MIAMI CENTRAL: LIVE, WORK AND PLAY

- Potential FEC Station in Midtown
- Growth is focused in Greater Downtown Miami
- Modest additional growth along rest of the corridor
- Downtown is Regional Center for residential (market rate and workforce housing) and employment
- Miami Central Station connects to Metrorail Green Line and Orange Line and Metromover

**Approved Projects**
- Mapping Development Projects
- Metromover – Line and Station
- Metrorail – Line and Station
- Potential Connector to Beach
- Potential Connector to Beach
- Employment – Gov’t / Entertainment / Retail / Cultural
- Residential – Market Rate
- Residential – Affordable / Workforce
- Station Segment Area Boundaries (based on MAZ)
SCENARIO 2A:

- Potential FEC Station in Midtown
- Potential Connection to Miami Beach with stations every 0.5 miles
- Center of gravity of population growth shifts from Downtown Miami to Wynwood/Edgewater
- Mixed use/residential district in Edgewater along Biscayne Bay and inland
- Catalytic projects include MANA Wynwood and Health District growth to the west
- Downtown remains Employment Hub
- Moderate growth along rest of the corridor
SCENARIO 2B:

- Potential FEC Station in Wynwood
- No FEC Station in Midtown
- Center of gravity of population growth shifts from Downtown Miami to Wynwood/Edgewater
- Mixed use/residential district in Edgewater along Biscayne Bay and inland
- Catalytic projects include MANA Wynwood and Health District growth to the west
- Downtown remains Employment Hub
- Moderate growth along rest of the corridor
• Growth spread out along the corridor
• Aventura as an employment center besides Downtown
• North Miami Beach mixed use redevelopment
• Midtown for residential (market rate and workforce housing)
**SMART PLAN GROWTH - SCENARIO 1**

- **AVENTURA / 197 Street:**
  - Employment-oriented Development
  - Major Retail & Office Center
  - Aventura Mall - Anchor plus Aventura Medical District potential at 211 Street with mixed use Development Potential
  - Ojus Urban District with mixed-use and growth absorption potential

**NORTH MIAMI BEACH / 163 Street:**

- Potential for both population and employment growth with large scale projects in NMB CRA
- Zoning/Land Use ready
- FIU Biscayne Bay Campus and Sole Mia - important anchor developments and catalytic projects;

**NORTH MIAMI / 125 Street:**

- NM TOD Station Area Plan shows mixed-use growth around Johnson-Wales as anchor/culinary district
- Trend will change with Zoning changes

**Upper East Side / El Portal at 79 Street:**

- Mixed-use growth potential
- Within CRA area
- Underutilized parcels provide redevelopment opportunities
- Little Haiti/Little River opportunity to accommodate growth
Preliminary Preferred Land Use Scenario
### Preliminary Preferred Land Use Scenario

**POPULATION within Station Segments**

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<tr>
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<th>2010 POP</th>
<th>2040 POP</th>
<th>Growth POP (DIFF between 2010 &amp; 2040)</th>
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- **Potential Station Location per FDOT PD&E Studies**
- **Potential Alternative Station Location as per Charrette Series 2**
Preliminary Preferred Land Use Scenario

**POPULATION** (SMART Growth add 50K max)

within 1/2-mile radius Station Area

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* SMART adds an Additional 21,740 New Dwelling Units

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Preliminary Preferred Land Use Scenario

EMPLOYMENT within Station Segments

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</table>

Potential Station Location per FDOT PD&E Studies
Potential Alternative Station Location as per Charrette Series 2
## Preliminary Preferred Land Use Scenario

### POPULATION Summary

<table>
<thead>
<tr>
<th>Station Area within 1/2 Mile Radius</th>
<th>2010 POP (TOTALs)</th>
<th>2040 POP (TOTALs)</th>
<th>Growth POP (DIFF between 2010 and 2040)</th>
<th>SMART Growth</th>
<th>New Dwelling Units (C+D) div 2.3</th>
<th>2040 POP + SMART Total (B+D)</th>
<th>TOTAL Dwelling Units (F div. 2.3)</th>
<th>GROSS Density Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aventura</td>
<td>6,385</td>
<td>8,119</td>
<td>1,734</td>
<td>3,000</td>
<td>2,058 DU</td>
<td>11,119</td>
<td>4,834 DU</td>
<td>8 gdu/acre</td>
</tr>
<tr>
<td>North Miami Beach</td>
<td>7,140</td>
<td>20,806</td>
<td>13,666</td>
<td>10,000</td>
<td>10,290 DU</td>
<td>30,806</td>
<td>13,394 DU</td>
<td>22 gdu/acre</td>
</tr>
<tr>
<td>North Miami</td>
<td>12,491</td>
<td>13,427</td>
<td>936</td>
<td>4,000</td>
<td>2,146 DU</td>
<td>17,427</td>
<td>7,577 DU</td>
<td>13 gdu/acre</td>
</tr>
<tr>
<td>79th Street</td>
<td>12,181</td>
<td>21,633</td>
<td>9,452</td>
<td>3,000</td>
<td>5,414 DU</td>
<td>24,633</td>
<td>10,710 DU</td>
<td>18 gdu/acre</td>
</tr>
<tr>
<td>Midtown</td>
<td>9,606</td>
<td>27,921</td>
<td>18,315</td>
<td>8,000</td>
<td>11,441 DU</td>
<td>35,921</td>
<td>15,618 DU</td>
<td>26 gdu/acre</td>
</tr>
<tr>
<td>Wynwood/Edgewater</td>
<td>11,452</td>
<td>32,184</td>
<td>20,732</td>
<td>10,000</td>
<td>13,362 DU</td>
<td>42,184</td>
<td>18,341 DU</td>
<td>30 gdu/acre</td>
</tr>
<tr>
<td>Downtown</td>
<td>14,334</td>
<td>30,994</td>
<td>16,660</td>
<td>12,000</td>
<td>12,461 DU</td>
<td>42,994</td>
<td>18,693 DU</td>
<td>31 gdu/acre</td>
</tr>
<tr>
<td>Total (1/2 mile radius Station Area ONLY)</td>
<td>73,589</td>
<td>155,084</td>
<td>81,495</td>
<td>50,000</td>
<td>57,172 DU</td>
<td>205,084</td>
<td>89,167 DU</td>
<td></td>
</tr>
<tr>
<td>All NE Corridor (*)</td>
<td>152,161</td>
<td>262,900</td>
<td>110,739</td>
<td>50,000</td>
<td>69,887 DU</td>
<td>312,900</td>
<td>136,043 DU</td>
<td></td>
</tr>
</tbody>
</table>

(*) All Station Segments inclusive of Station Areas (1/2-mile radius area)
## Preliminary Preferred Land Use Scenario

### EMPLOYMENT Summary

<table>
<thead>
<tr>
<th>Station Area within 1/2 Mile Radius</th>
<th>Employment</th>
<th>2010 EMP</th>
<th>2040 EMP</th>
<th>Growth EMP (DIFF between 2010 and 2040)</th>
<th>SMART Growth EMP</th>
<th>2040 EMP + SMART Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aventura</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Miami Beach</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Miami</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>79th Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midtown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wynwood/Edgewater</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>31,601</strong></td>
<td><strong>36,000</strong></td>
<td><strong>139,652</strong></td>
</tr>
<tr>
<td><strong>All NE Corridor (*)</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>46,900</strong></td>
<td><strong>36,000</strong></td>
<td><strong>199,576</strong></td>
</tr>
</tbody>
</table>

(*) All Station Segments inclusive of Station Areas (1/2-mile radius)

New Office
New Retail
New Hotel
New Medical (SF)
THANK YOU

GET INVOLVED AND STAY INFORMED

www.MiamiSMARTPlan.com

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Rich Denis
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richard@iscprgroup.com
SMART Studio

vision
growth
placemaking
• understanding relationship between land use and transit
• what is transit oriented development (TOD)?
TOD Framework: 1/4-mile and 1/2-mile areas

Figure 13: Transit Types and Station Spacing
**TOD Framework:** 1/4-mile and 1/2-mile areas

- Half-Mile Walkshed around Station
- Interconnected pedestrian and bike network
- Clustered mix of activities and Strong urban design
- Economic opportunities and travel choices
  * Nearby jobs conveniently access by transit
  * Nearby stores and restaurants accessed by transit, walking and biking
**3 STATION AREA TYPOLOGIES WITHIN NORTHEAST CORRIDOR**

**URBAN CENTERS(*)**

<table>
<thead>
<tr>
<th>REGIONAL</th>
<th>METROPOLITAN</th>
<th>COMMUNITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Downtown Miami Central Station</td>
<td>2. Midtown at NE 36th Street</td>
<td>5. City of North Miami at NE 125th Street</td>
</tr>
</tbody>
</table>

(*) STATION LOCATIONS AND TYPOLOGIES are based on Potential Station Locations as identified by FDOT PD&E Studies and the 2013 Miami-Dade County Adopted Components of the Comprehensive Development Master Plan.
NORTHEAST CORRIDOR: STATION LOCATIONS per FDOT PD&E and Tri-Rail Coastal Link and per SCENARIOS 1, 2 and 3 with Alternative Station Locations per Charrette #1

Station Locations per FDOT PD&E Studies

Alternative Station Locations per Charrette Series 1 Input
# Station Area Character Based on Typology

## Urban Centers

<table>
<thead>
<tr>
<th>LAND USE MIX</th>
<th>REGIONAL</th>
<th>METROPOLITAN</th>
<th>COMMUNITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Concentration and variety of uses and activities</td>
<td>• Concentration and variety of uses and activities</td>
<td>• Planned to serve a more localized community</td>
<td></td>
</tr>
<tr>
<td>• 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</td>
<td>• Mix of uses with heavy emphasis on higher density multifamily residential areas within walking distance from the centers</td>
<td>• Moderate to smaller sized businesses</td>
<td></td>
</tr>
<tr>
<td>• Both large and small businesses are encourage</td>
<td>• Commercial uses located on key mixed-use and main streets</td>
<td>• Low-scale structures</td>
<td></td>
</tr>
<tr>
<td>• Moderate to high intensity</td>
<td>• Both large and small businesses are encourage</td>
<td>• Some mid-rise at nodes or along arterials</td>
<td></td>
</tr>
<tr>
<td>• Destination for surrounding neighborhoods</td>
<td>• Moderate to high intensity</td>
<td>• Mid to high rise</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STREET AND BLOCK PATTERN</th>
<th>REGIONAL</th>
<th>METROPOLITAN</th>
<th>COMMUNITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Connecting streets and pedestrian linkages</td>
<td>• Connecting streets and pedestrian linkages</td>
<td>• Connecting streets and pedestrian linkages</td>
<td></td>
</tr>
<tr>
<td>• 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.</td>
<td>• 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.</td>
<td>• 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.</td>
<td></td>
</tr>
<tr>
<td>• Increased width and landscaped sidewalks</td>
<td>• Increased width and landscaped sidewalks</td>
<td>• Increased width and landscaped sidewalks</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKING</th>
<th>REGIONAL</th>
<th>METROPOLITAN</th>
<th>COMMUNITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Shared parking encourage</td>
<td>• Shared parking encourage</td>
<td>• Shared parking encourage</td>
<td></td>
</tr>
<tr>
<td>• Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations</td>
<td>• Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations</td>
<td>• Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate development sites and near transit stations</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>REGIONAL</th>
<th>METROPOLITAN</th>
<th>COMMUNITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Buildings and their landscape shall be built to the sidewalk edge.</td>
<td>• Buildings and their landscape shall be built to the sidewalk edge.</td>
<td>• Consistent, moderate setbacks</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DENSITY AND INTENSITY</th>
<th>REGIONAL</th>
<th>METROPOLITAN</th>
<th>COMMUNITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Average FAR: greater than 4.0 in the core not less than 2.0 in the edge</td>
<td>• Average FAR: greater than 3.0 in the core not less than 0.75 in the edge</td>
<td>• Average FAR: greater than 1.5 in the core not less than 0.5 in the edge</td>
<td></td>
</tr>
<tr>
<td>• Max. Densities Dwellings per Gross Area: 500</td>
<td>• Max. Densities Dwellings per Gross Area: 250</td>
<td>• Max. Densities Dwellings per Gross Area: 125</td>
<td></td>
</tr>
</tbody>
</table>
STATION AREA CHARACTER
REGIONAL
# Station Area Character Based on Typology: Regional

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Variety of uses and activities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>Both large and small businesses are encourage</td>
</tr>
<tr>
<td></td>
<td>Destination for surrounding neighborhoods</td>
</tr>
<tr>
<td></td>
<td>Potential job center</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street and Block Pattern</th>
<th>Connecting streets and pedestrian linkages</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>Increased width and landscaped sidewalks</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking</th>
<th>Shared parking encourage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Reductions from parking requirements shall be authorized</td>
</tr>
</tbody>
</table>

| Building | Buildings and their landscape shall be built to the sidewalk edge. |

<table>
<thead>
<tr>
<th>Density and Intensity</th>
<th>Average FAR: greater than 4.0 in the core not less than 2.0 in the edge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max. Densities Dwellings per Gross Area: 500</td>
</tr>
</tbody>
</table>
STATION AREA CHARACTER
METROPOLITAN
# Metropolitan Station Area Character

## Land Use Mix
- Concentration and variety of uses and activities
- Mix of uses with heavy emphasis on higher density multifamily residential areas within walking distance from the centers
- Commercial uses located on key mixed-use and main streets
- Both large and small businesses are encourage
- Moderate to high intensity
- Mid to high rise

## Street and Block Pattern
- 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
- Shared parking encourage
- Reductions from parking requirements shall be authorized

## Building
- Buildings and their landscape shall be built to the sidewalk edge.

## Density and Intensity
- Average FAR: greater than 3.0 in the core not less than 0.75 in the edge
- Max. Densities Dwellings per Gross Area: 250
## Station Area Character

### Community

| Land Use Mix | Planned to serve a more localized community  
|             | Moderate to smaller sized businesses  
|             | Low-scale structures  
|             | Some mid-rise at nodes or along arterials  
| Street and Block Pattern | 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 | Shared parking encourage  
|         | Reductions from parking requirements shall be authorized  
| Building | Consistent, **moderate setbacks**  
| Density and Intensity | **Average FAR:** greater than 1.5 in the core not less than 0.5 in the edge  
|          | **Max. Densities Dwellings per Gross Area:** 125
SMART Studio
Breakout Exercise

Breakout into (3) three groups to discuss following:

1. 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?

2. TOD + Station Areas ‘Table-Talk’
   - What does housing for +200-people look like?
   - What does space for +200-jobs look like?
   - First Mile / Last Mile - Transit Accessibility

Closing Remarks
(3) Breakout Groups

1. Zone 1: Downtown Miami to NE 61st Street
2. Zone 2: NE 61st to NE 135th Street
3. Zone 3: NE 135th Street to Aventura
WHERE SHOULD HOUSING AND JOBS BE LOCATED?

LEGO EXERCISE

Each panel represents the projected natural growth of population and employment within the shaded area for 2040. The darker the gradient color, the greater the number of jobs and people in that area.

Each brick represents the potential incremental growth (SMART PLAN Growth) of people and jobs.

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

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.

Each brick represents the potential **incremental growth** (SMART PLAN Growth) of people and jobs.
Mobility Improvements

FIRST MILE/ LAST MILE - TRANSIT ACCESSIBILITY

STICKERS EXERCISE

First/Last mile solutions for station areas and surrounding communities
Mobility Improvements

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

Pedestrian Improvements

- **Reduce Speed Limits**
  - Improves the safety of all roadway users

- **Shade**
  - Makes a more comfortable environment

- **Bulb-Out**
  - Narrows the distance of crossing the street

- **Stop sign**

- **Sidewalks**
  - Increase pedestrian’s safety

- **Speed table**
  - Improve safety of crossing

- **Crosswalks**

- **Pedestrian connection**
  - Increase convenience of walking to destinations

Transit Infrastructure

- **Bus**
  - Provide alternative modes of transportation

- **Trolley**
  - Provide alternative modes of transportation

- **Metro**
  - Provide alternative modes of transportation

- **Transit shelter**
  - Improve the experience of transit

- **Freebee**
  - Provide alternative modes of transportation

- **Taxi**
  - Provide alternative modes of transportation

- **Golf cart**

Bicycle Infrastructure

- **Greenway**
  - A path for biking and walking that is separate from the street

- **Bike share**

- **Bike lane**
  - An on-street space for biking

- **Bike repair station**

- **Bike parking**

- **Bike boulevard**
  - Streets that prioritize biking

- **Car share**
  - An automated way to rent a vehicle by the hour, the day, or overnight

- **Lane repurposing**
  - Improves the safety of all roadway users

- **Electric charging station**

- **Roundabout**

Automobile Infrastructure

- **Two-way street**

- **One-way street**

- **Median**

- **On-street parking**
LIVE POLLING
(11 QUICK QUESTIONS)
Audience Poll

Q1 - Which Zone do you live in and/or work in?:

1. Zone 1: Downtown Miami to NE 61st Street
2. Zone 2: NE 61st to NE 135th Street
3. Zone 3: NE 135th Street to Aventura
4. I do not live or work in these Zones
Audience Poll

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

A. Yes
B. Somewhat
C. No
Audience Poll

Q3 - Did you attend the first SMART Plan Charrette Series?

A. Yes, I attended.
B. No, I did not attend.
C. I wasn’t aware of the meeting.
Audience Poll

Q4 - What is your primary interest in the Northeast Corridor?

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

Q5 - How long have you lived or worked along the Northeast Corridor?

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

Q6 - What is your age?

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

Q7 - The primary way I commute is by:

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

Q8 - I also get around using….Select up to three.

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

Q9 - What best describes your perspective and interest in this charrette? (Choose one)

1. Resident
2. Business
3. Development
4. Healthcare
5. Education
6. Government / PortMiami
7. Other
Audience Poll

Q10 - Which potential station location* do you live close to? (Choose one)

1. Aventura at NE 197th Street*
2. North Miami Beach at NE 163rd Street*
3. North Miami at NE 125th Street*
4. Upper East Side / El Portal at NE 79th Street*
5. Midtown at NE 36th Street*
6. Downtown at MiamiCentral Station
7. None of the above

* Potential Station Locations identified by FDOT PD&E Studies
Audience Poll

Q11 - Which potential station location* do you work close to? (Choose one)

1. Aventura at NE 197th Street*
2. North Miami Beach at NE 163rd Street*
3. North Miami at NE 125th Street*
4. Upper East Side / El Portal at NE 79th Street*
5. Midtown at NE 36th Street*
6. Downtown at MiamiCentral Station
7. None of the above

* Potential Station Locations identified by FDOT PD&E Studies
THANK YOU

GET INVOLVED AND STAY INFORMED

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