



SMART Plan East-West Corridor Land Use Scenario & Visioning Planning

Implementation Plan Charrettes

January 2018



Presentation Outline

1. SMART Plan and Land Use Visioning Study Overview
2. Live Polling Round 1
3. Rapid Transit Corridor PD&E Study Update
4. Corridor Profile
5. Transit Oriented Development and Land Use Typologies
6. Live Polling Round 2
7. Breakout Exercises Overview

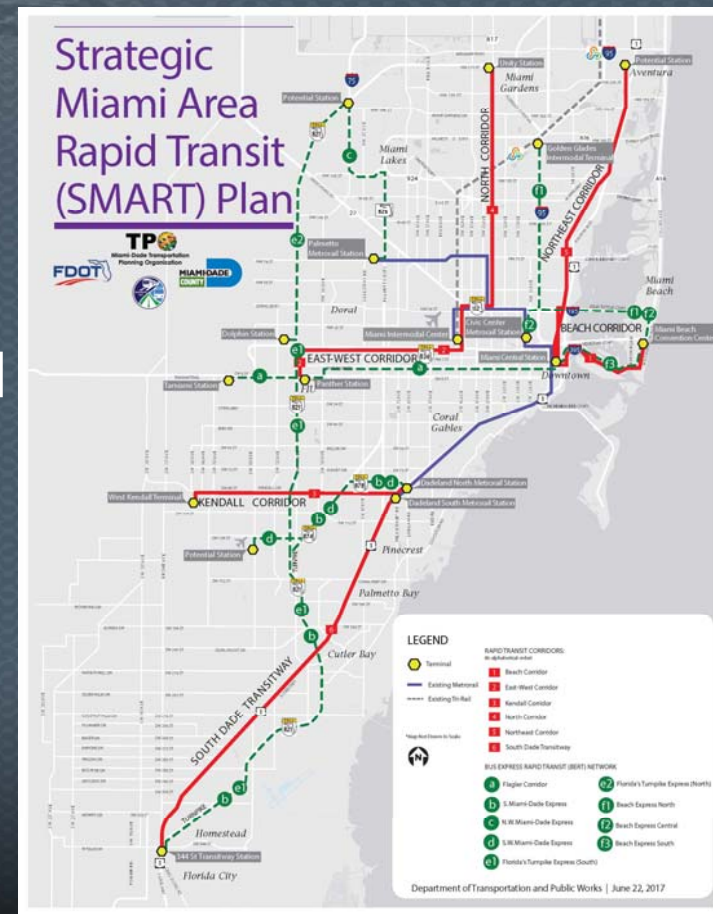


SMART Plan and Land Use Visioning Study Overview



SMART Plan Overview

- Approved by TPO Governing Board in April 2016
- Six rapid transit corridors from People's Transportation Plan
- Eight additional Bus Express Rapid Transit (BERT) Routes
- Land Use & Visioning Studies
 - Conducted by TPO
- Rapid Transit Corridor Studies
 - Conducted by FDOT and DTPW



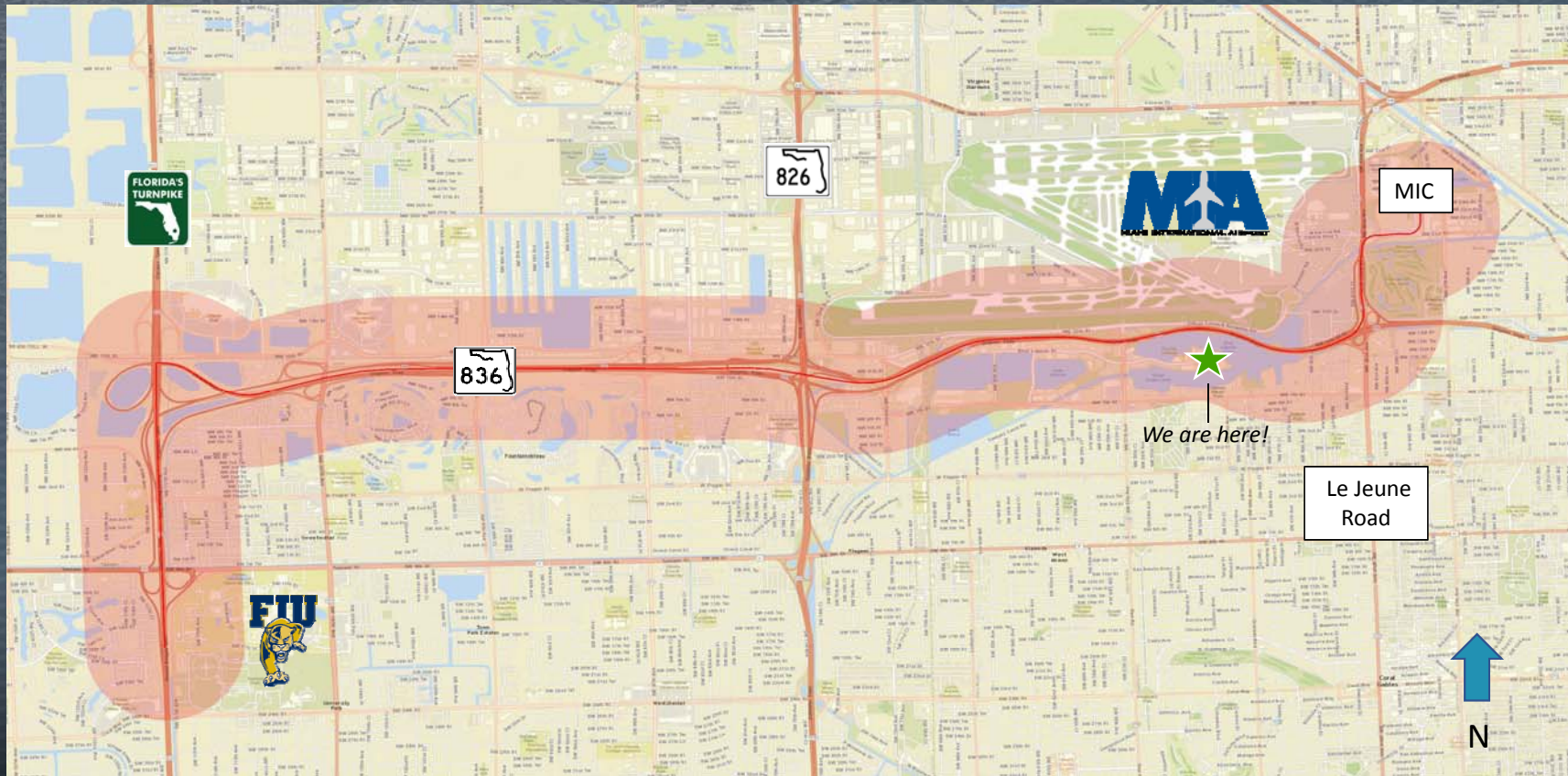


Land Use & Visioning Planning Study Purpose

- Transit supportive land use plays a critical role in the success of major rapid transit investments
- TPO is examining interrelationship of land use to complement SMART Plan rapid transit initiatives
- Achieve county and community goals through integration of land use planning and development of implementation strategies
- Study will provide technical basis for development of transit supportive land uses for the East-West Corridor



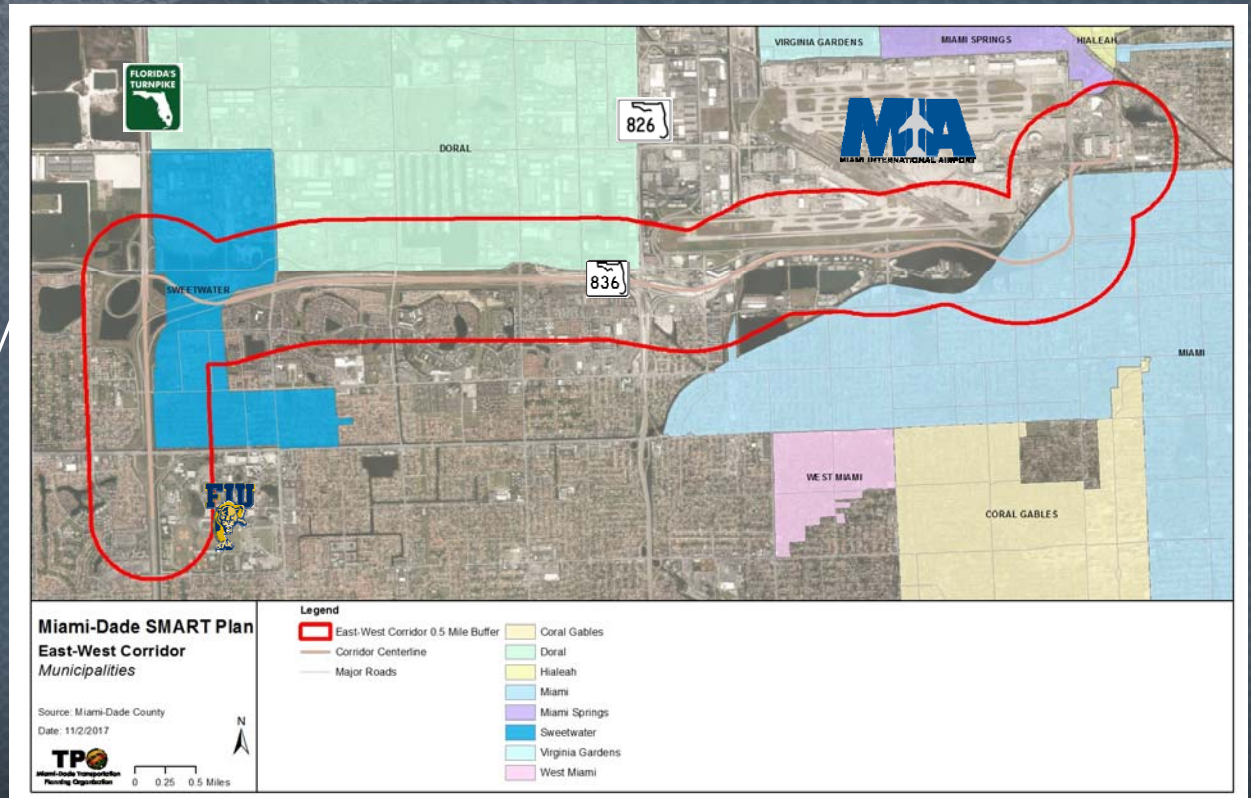
Corridor Map





Local Governments in the Corridor

- City of Doral
 - City of Miami
 - City of Sweetwater
 - Miami-Dade County
-
- Nearby Cities
 - Coral Gables
 - Hialeah
 - Miami Springs
 - Virginia Gardens
 - West Miami





Land Use & Visioning Planning Study Process

- Data Gathering
- Land Use Strategies Evaluation
 - Identify and evaluate possible strategies and variables
- Land Use Scenarios Development and Testing
 - Existing (2015) and Trend (2040) scenarios
 - Multiple transit-supportive land use scenarios
- Visioning Planning
 - Work with SAC to craft vision for the corridor
 - Develop station area plans using visualization
- Corridor Charrettes
 - *First series – assist in scenario development and testing*
 - Second series – corridor visioning and station area plans



First Charrette Series

- Charrette #1
 - Saturday January 20, 2018 @ 9am-12pm
Hilton Garden Inn Dolphin Mall
- Sunday – Field Verification
- Monday-Wednesday – Stakeholder & Agency Meetings
- Charrette #2
 - Wednesday January 24, 2018 @ 6pm-9pm
Hilton Miami Airport



Miami-Dade Transportation
Planning Organization



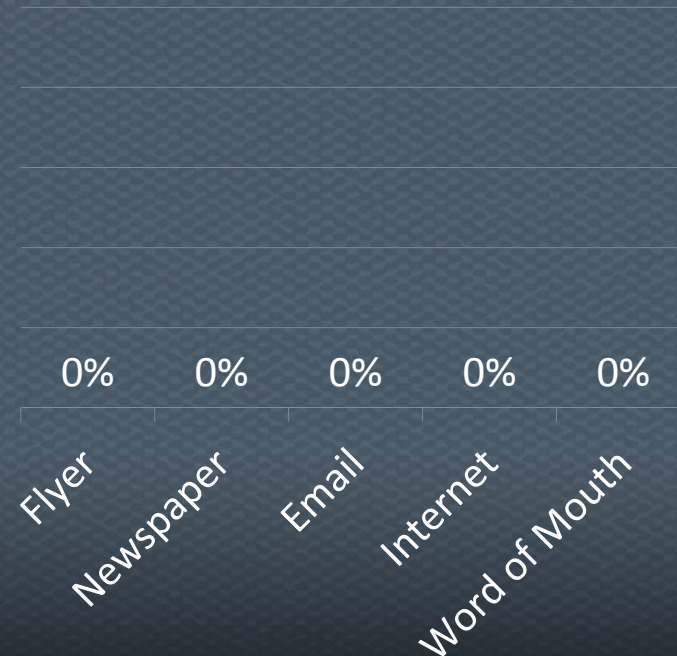
Live Polling Round One



Audience Poll

How did you hear about the meeting today?

1. Flyer
2. Newspaper
3. Email
4. Internet
5. Word of Mouth

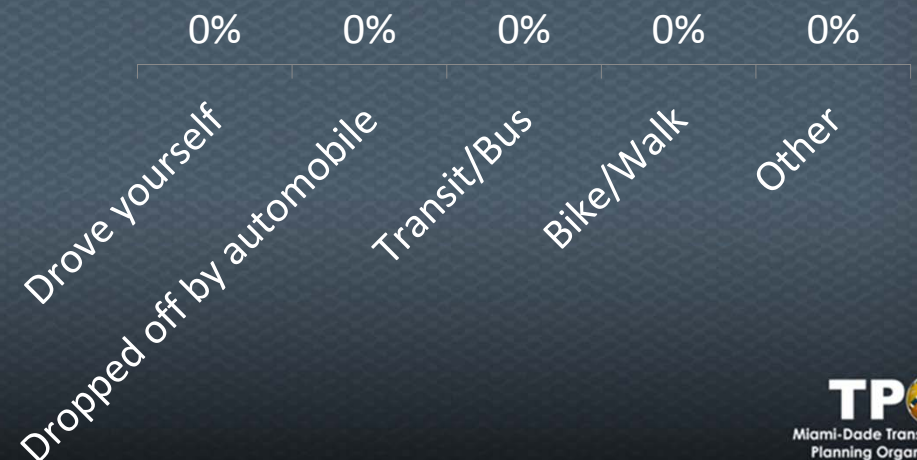




Audience Poll

How did you get to the charrette today?

1. Drove yourself
2. Dropped off by automobile
3. Transit/Bus
4. Bike/Walk
5. Other

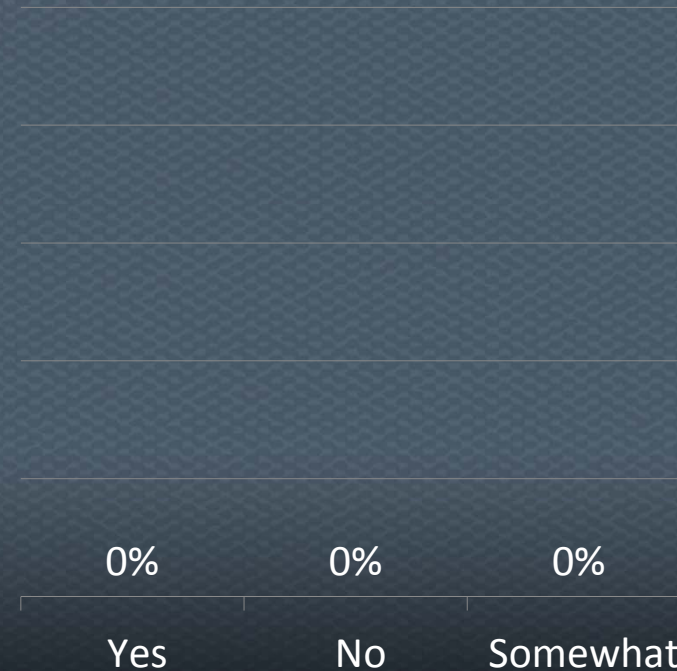




Audience Poll

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

1. Yes
2. No
3. Somewhat





Audience Poll

How do you use the corridor?

1. Live on or near corridor
2. Work / attend school on or near corridor
3. Live and work / attend school on or near corridor
4. Travel corridor regularly
5. Travel corridor occasionally / other

0%	0%	0%	0%	0%
Live on or near corridor	Work / attend school on or near corridor	Live and work / attend school on or near corridor	Travel corridor regularly	Travel corridor occasionally / other

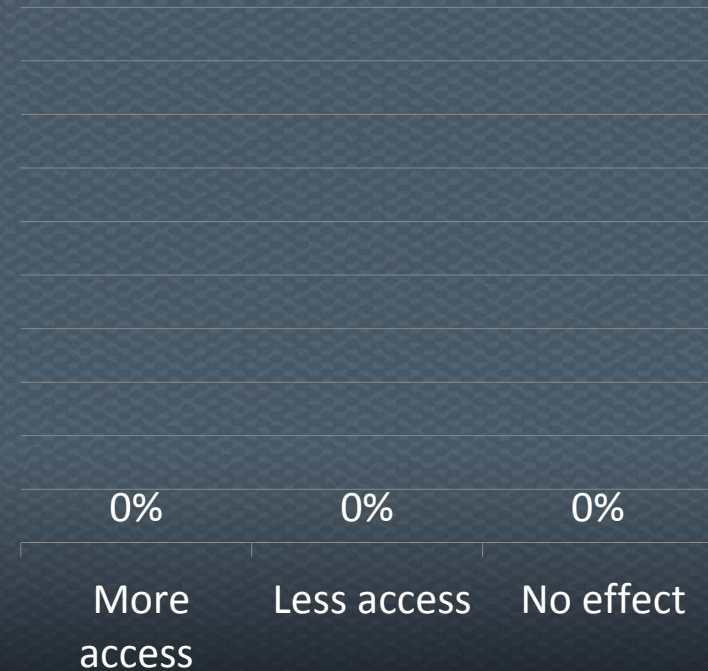




Audience Poll

How do you think rapid transit in the East-West Corridor would affect your access to jobs?

1. More access
2. Less access
3. No effect

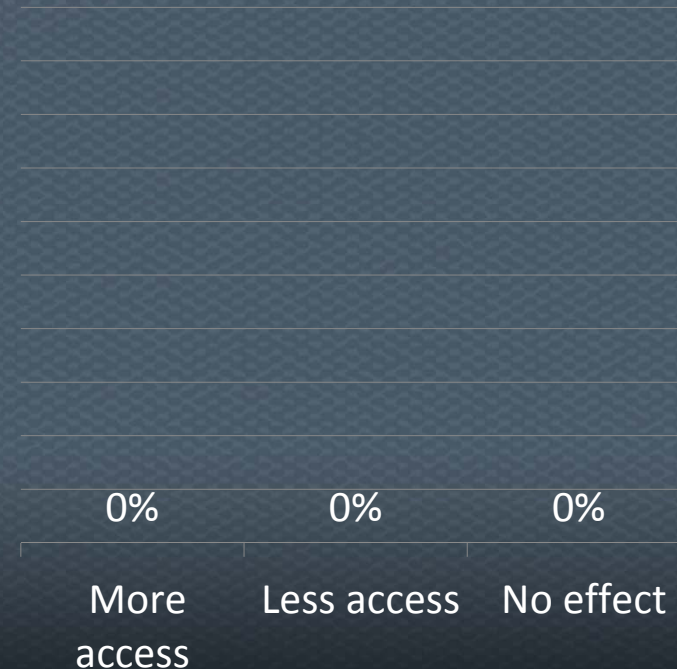




Audience Poll

How do you think rapid transit in the East-West Corridor would affect your access to shopping and recreation?

1. More access
2. Less access
3. No effect

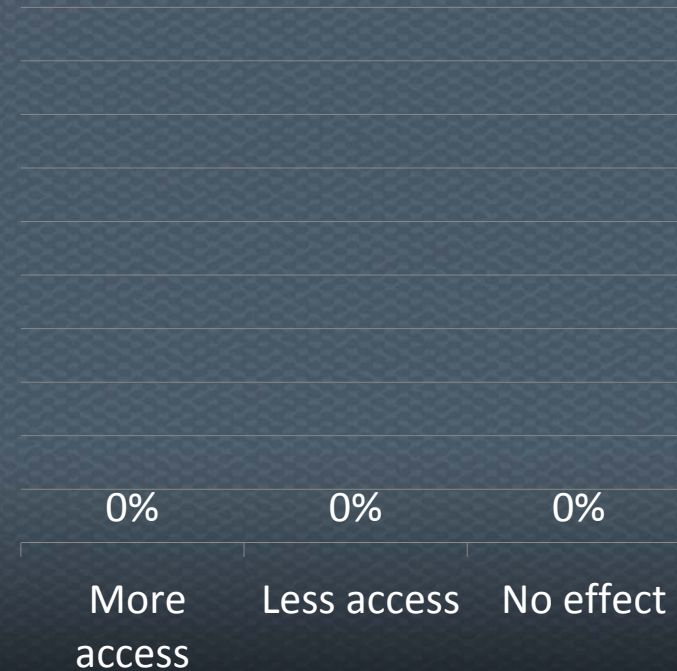




Audience Poll

How do you think rapid transit in the East-West Corridor would affect your access to schools?

1. More access
2. Less access
3. No effect

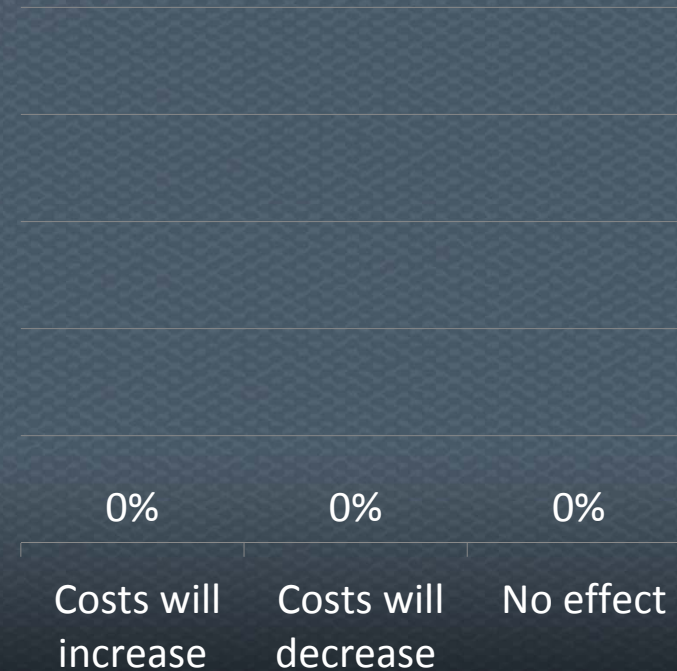




Audience Poll

How do you think rapid transit in the East-West Corridor would affect housing costs?

1. Costs will increase
2. Costs will decrease
3. No effect

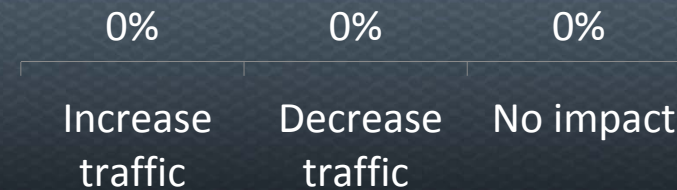




Audience Poll

How do you think rapid transit in the East-West Corridor would affect traffic?

1. Increase traffic
2. Decrease traffic
3. No impact





East-West Rapid Transit Corridor PD&E Study



Rapid Transit Corridor Study - Project History

1992

East-West
Corridor Study
Initiated

1998

FTA Record of
Decision

2012

Airport Link
Opens for
Service

2015

SR 836
Mainline
Construction
Begins

2017

SR 836/SR 826
Interchange Complete
PD&E Study Begins
LU&VP Study Begins





Rapid Transit Corridor Study – Project Scope

Project Goals

- ▶ Provide additional transportation option to accommodate increasing population
- ▶ Provide an alternative to vehicular travel and bus transit service in the most traveled corridor in the County
- ▶ Improve connections to the two major economic engines of the region, Miami International Airport and Downtown Miami
- ▶ Provide connections to regional transit service: Tri-Rail, AMTRAK, and Metrorail



Heavy Rail Transit (HRT)



Commuter Rail



Connected and Autonomous Vehicle (CAV)



Rapid Transit Service (RTS)



Rapid Transit Corridor Study – Project Update

Current Activities

- Completed preliminary project definition (Phase 1)
- Identification of potential alignments
- Finalization of study scope

Next Steps

- Data collection
- Development of technical methodology
- Identification of Tier 1 Alternatives



East-West Corridor Profile



Corridor Aerial



Corridor Length – Approx. 9 miles east-west

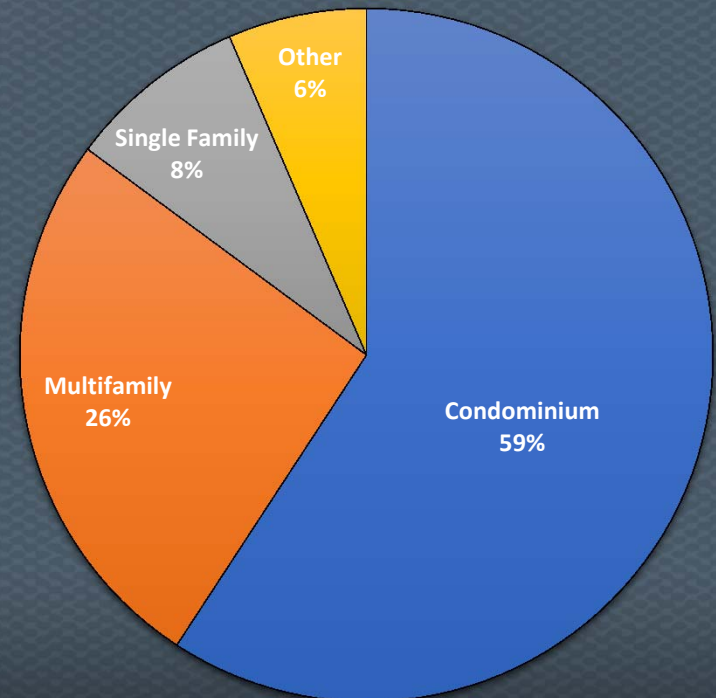
Le Jeune Road





Corridor Profile – 2015 Demographics

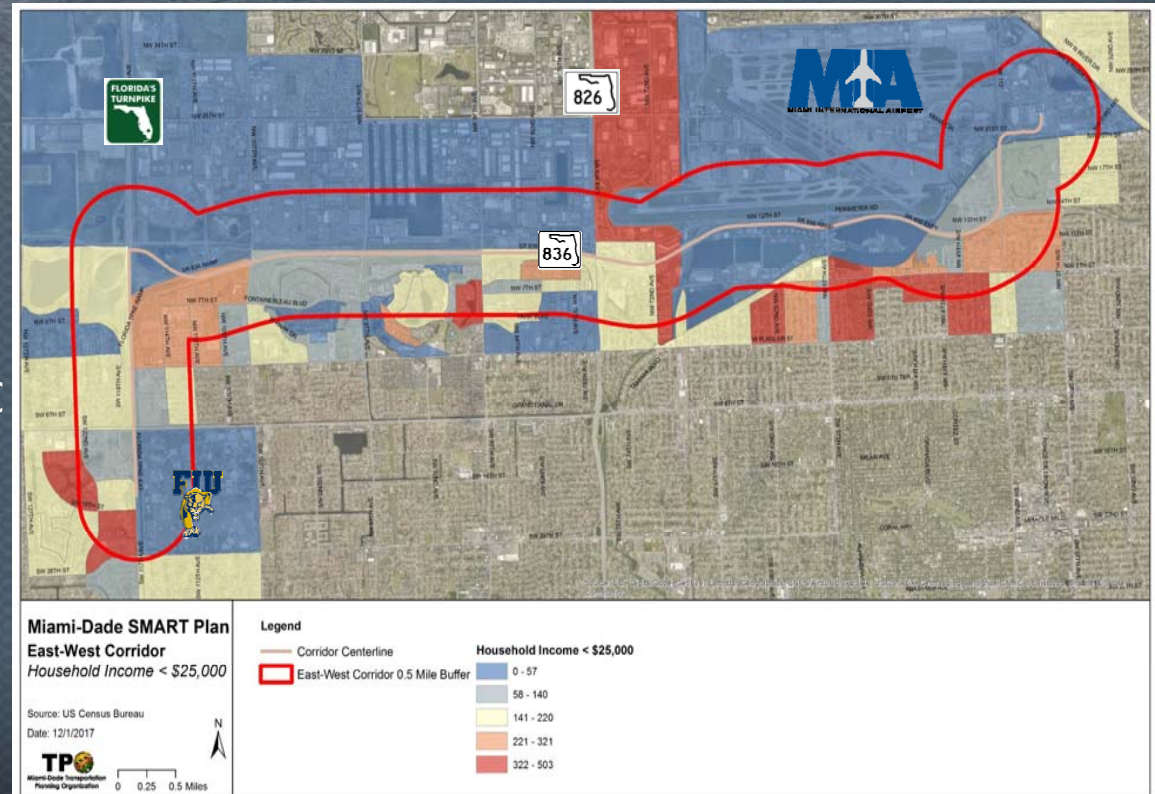
- Population = 118,000 people
- 89% of dwelling units are occupied
 - 54% renter-occupied
 - 46% owner-occupied
- Median Age = 41
 - 25% under 21
 - 15% over 65





Corridor Profile – 2015 Demographics

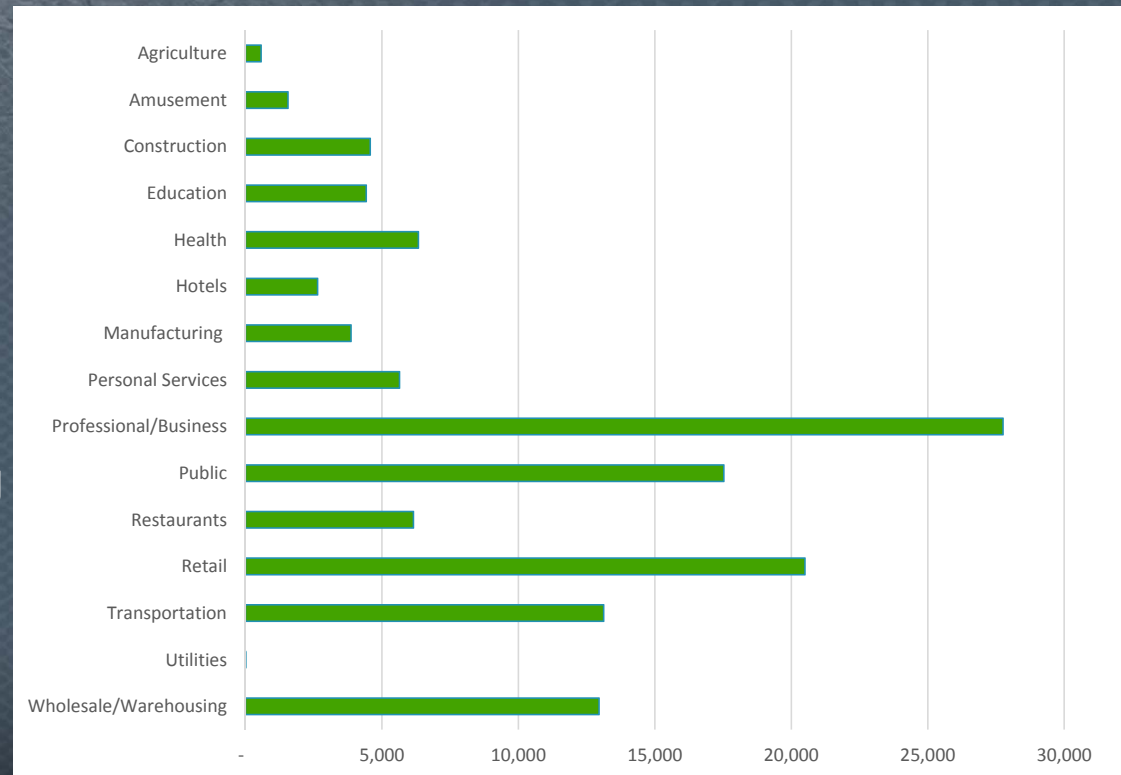
- Composition by Race
 - 94% White
 - 1.4% Black
 - 1.2% Asian
 - 3.4% Other
- Ethnicity = 93% Hispanic
- Average Household Income = \$38,000
- 22% below poverty level





Corridor Profile – 2015 Demographics

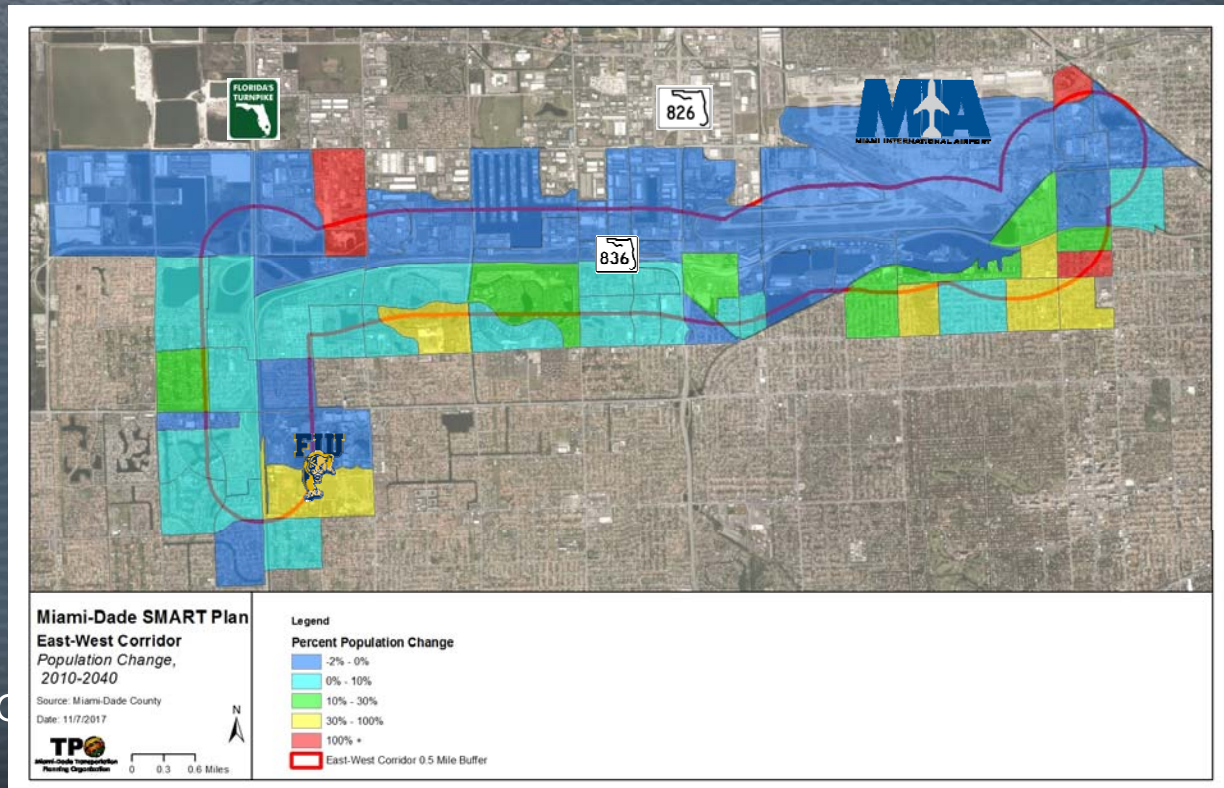
- Employment = 128,000
- Largest Sectors are:
 - Professional/Business
 - Retail
 - Public Government
 - Transportation
 - Wholesale/Warehousing





2040 Projected Growth

- Population = 144,000
 - 22% change from 2015
- Employment = 151,000
 - 18% change from 2015
- Major Growth Areas
 - Le Jeune s. of SR 836
 - NW 57th n. of Flagler
 - Fontainebleau Blvd.
 - NW 107th n. of SR 836
 - Miami-Dade Fair & Expo





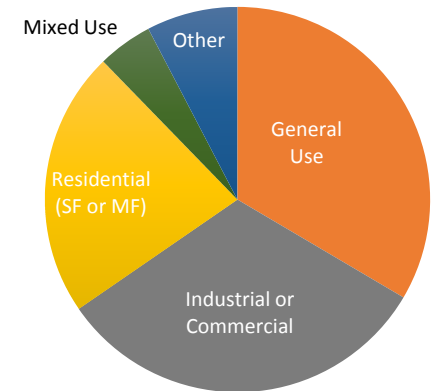
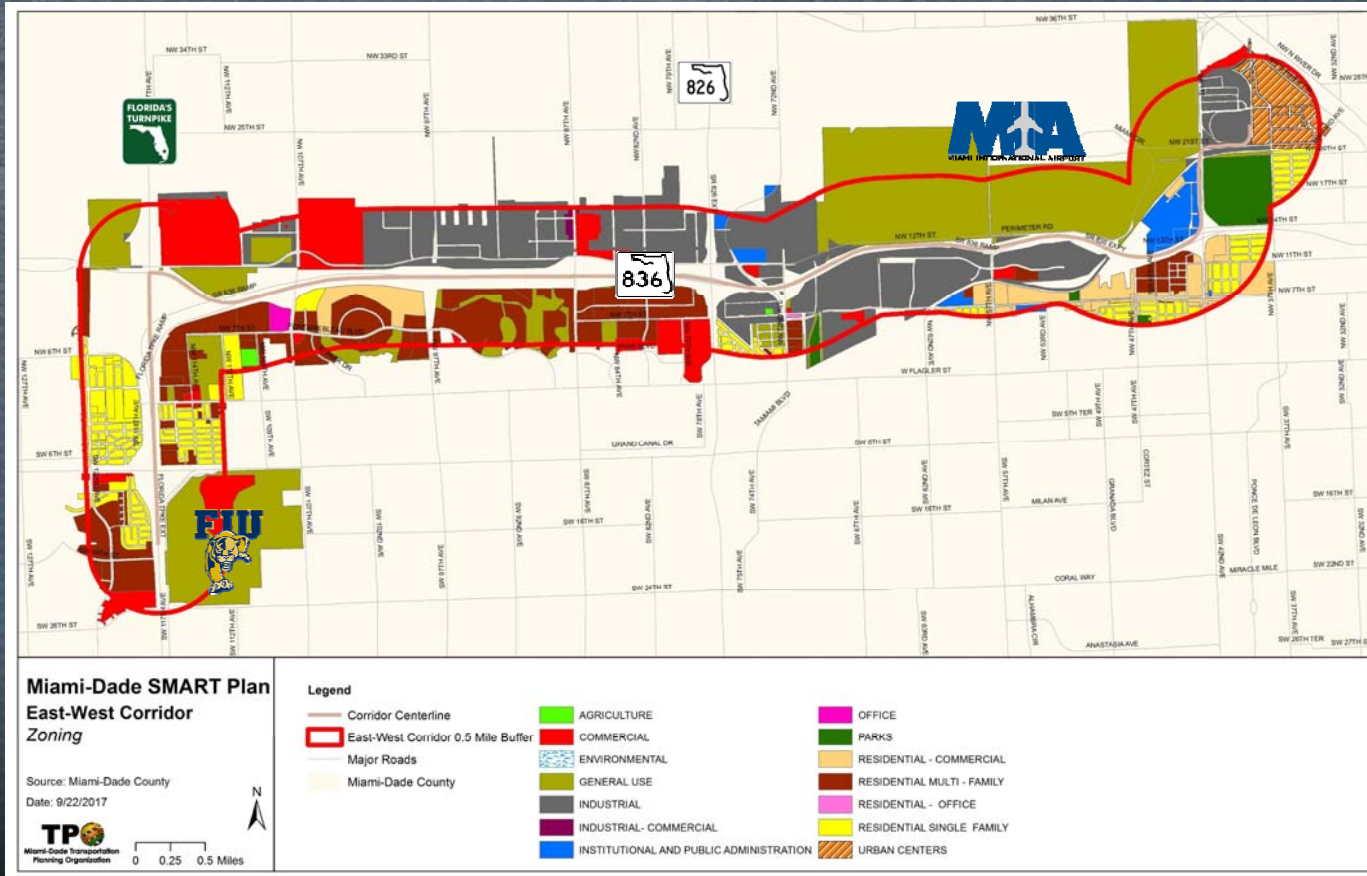
Corridor Profile - Activity Centers

- MIA / MIC / Palmer Lake Area
- Blue Lagoon Area
- Corporate Center Drive Area
- Mall of the Americas Area
- NW 87th Avenue Area
- International Mall & Dolphin Mall Area
- FIU / University City Area
- Off-Corridor
 - Downtown Doral
 - Downtown Coral Gables
 - Hialeah Market Station Area





Corridor Profile – Existing Zoning



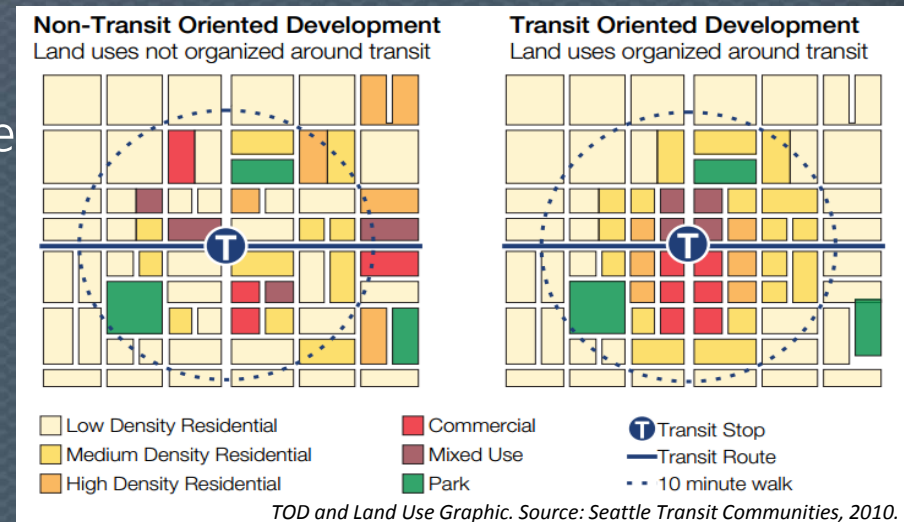


Transit-Oriented Development and Land Use Typologies



Transit Communities

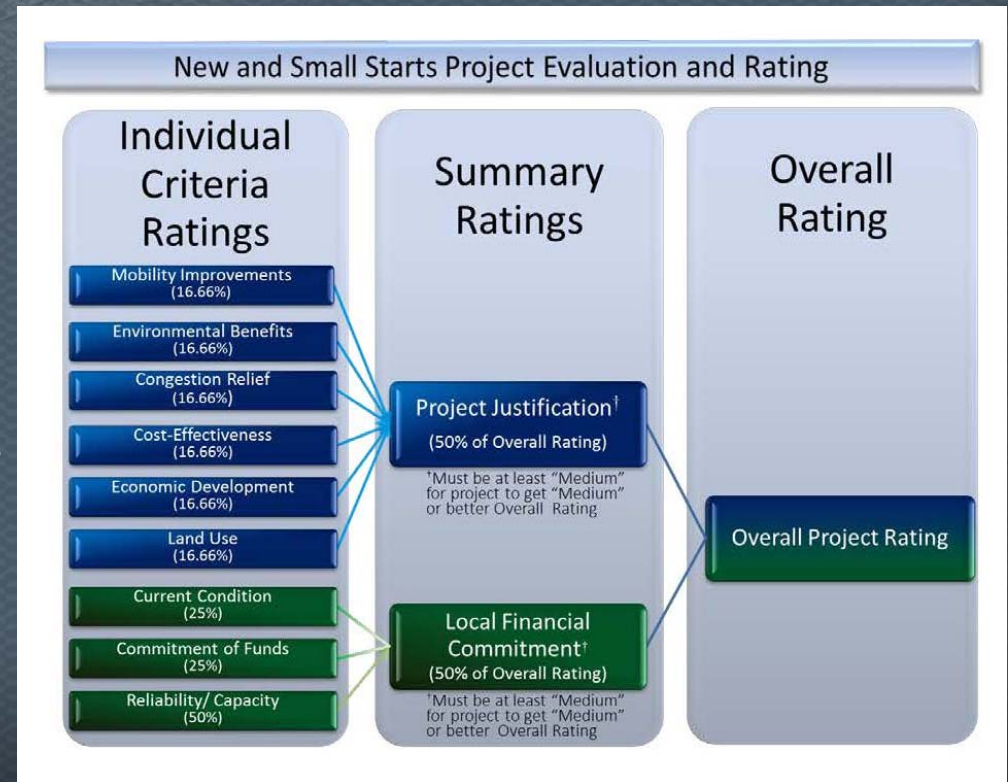
- Successful transit communities depend on:
 - Investment in transit
 - Appropriate zoning for higher densities
 - Investment in livability components
- Benefits of transit communities
 - Lower household costs
 - Improved public health
 - Support diversity
 - Enhance business districts
 - Reduce carbon footprint
 - Preserve regional open space and natural resources





FTA New Starts Project Evaluation and Ratings

- Project Justification Criteria
 - Mobility Improvements
 - Environmental Benefits
 - Congestion Relief
 - Cost-Effectiveness
 - Economic Development
 - Land Use
- Land Use factors affecting ratings
 - Station area character
 - Population density
 - Availability of affordable housing
 - Employment served by system
 - Parking supply – corridor & CBD
 - Potential for development / redevelopment

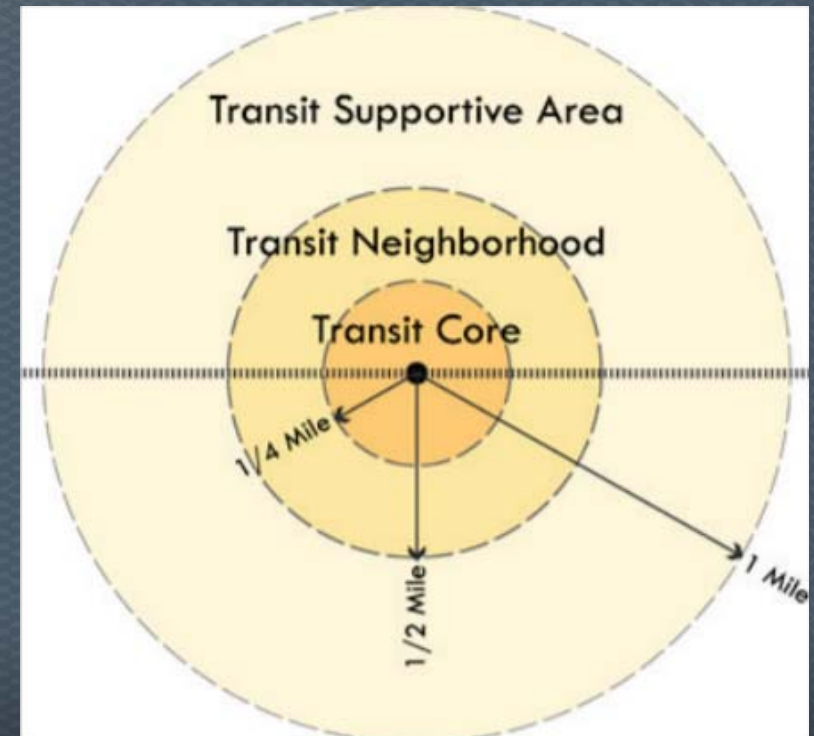




What is Transit Oriented Development (TOD)?

- Moderate to high density areas within one-half mile of a transit station
- Characterized by an urban form oriented to pedestrians to promote walking to stations and other land uses within station areas
- Station Area – One-half mile radius around transit station
 - Transit Core – First quarter-mile
 - Transit Neighborhood – Second quarter-mile
- Transit Supportive Area – One-mile around transit station

One-quarter mile and one-half mile distances represent a 5-10 minute walk, which is amount most people are willing to walk to a destination

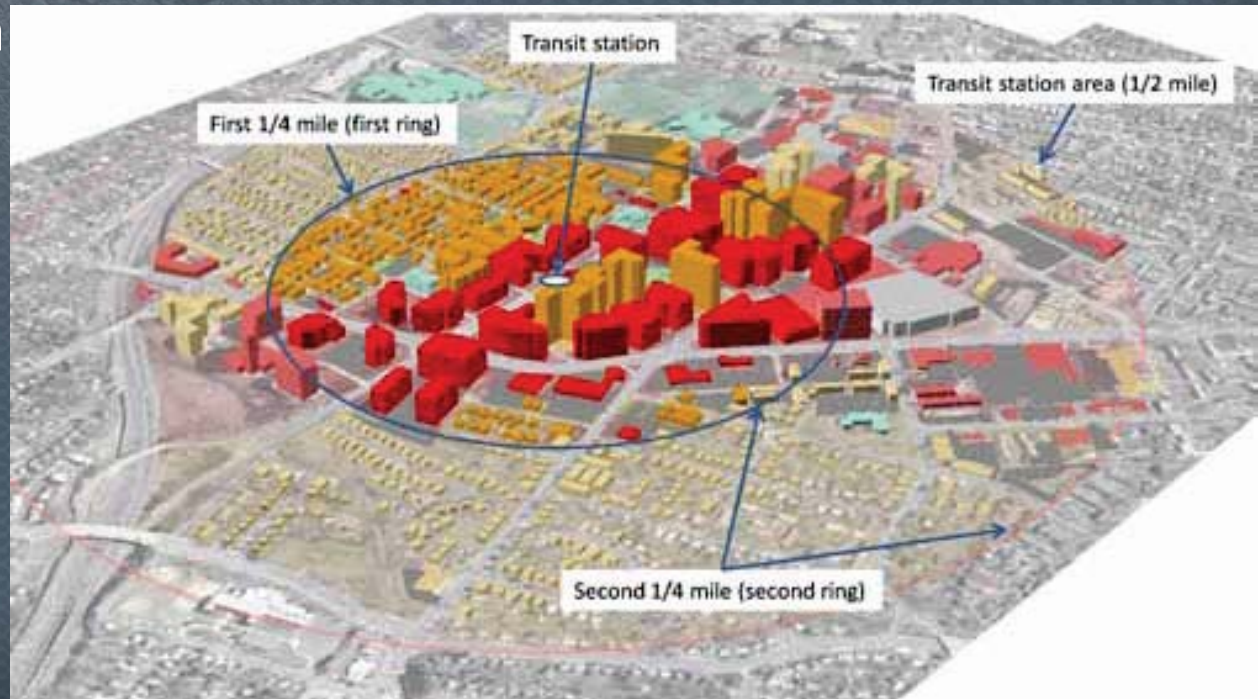


Source: A Framework for TOD in Florida



TOD in Practice

- Ballston Metro Station
Arlington County, VA
- Part of the Rosslyn-Ballston Corridor



Source: A Framework for TOD in Florida



Understanding Scale

- Dolphin Mall footprint overlaid on downtown Coral Gables





Understanding Scale

- Metropica development at Sawgrass Mills Mall

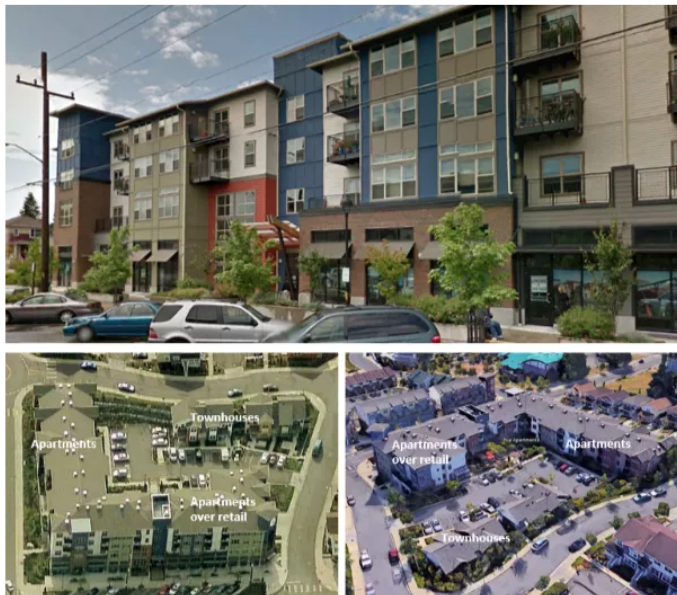




Understanding Density

59 Dwelling Units Per Acre (Net)

Notable features: The whole block site transitions from four-story buildings with ground level retail to townhomes that rise only one level above the street at the northwest corner of the site. While the L-shaped, mixed-use apartment building is over 100 dwelling units per net acre, the surface parking area and townhouse building bring the block's average density down to 59 units per net acre.



NIA APARTMENTS AND TOWNHOUSES IN WHITE CENTER, (KING COUNTY)

162 Dwelling Units Per Acre (Net)

Notable features: A 6-story, mixed-use apartment building in the very urban, First Hill neighborhood.



APARTMENTS OVER GROUND-LEVEL RETAIL IN SEATTLE'S FIRST HILL NEIGHBORHOOD, (GGLO / GOOGLE EARTH).

205 Dwelling Units Per Acre (Net)

Notable features: This mixed-use project now under construction features 41 studio apartments averaging only 430 square feet. The trend in smaller units in urban areas results in a much higher density count than would be assumed in looking at this four-story building. It replaces two single-family homes and features only eight parking spaces but will be within walking distance of a future light rail station.



STUDIO APARTMENTS OVER GROUND-LEVEL RETAIL IN SEATTLE'S ROOSEVELT NEIGHBORHOOD, (WEINSTEIN A+U)



Understanding Density

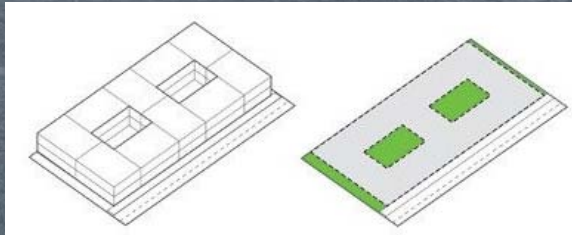


45+ STORIES = 150 DU/ACRE

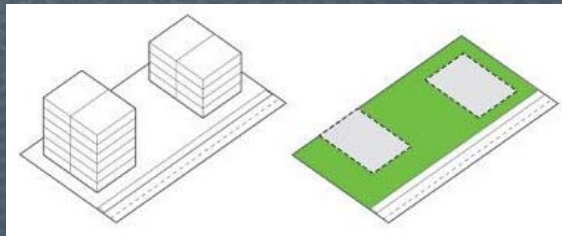


3 STORIES = 150 DU/ACRE

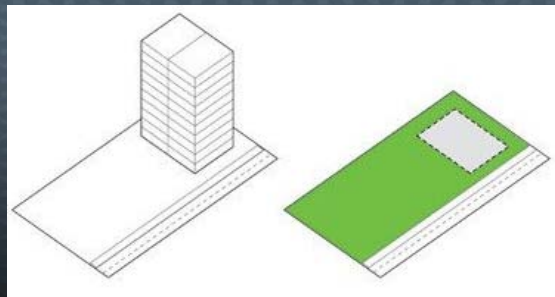
Understanding Density



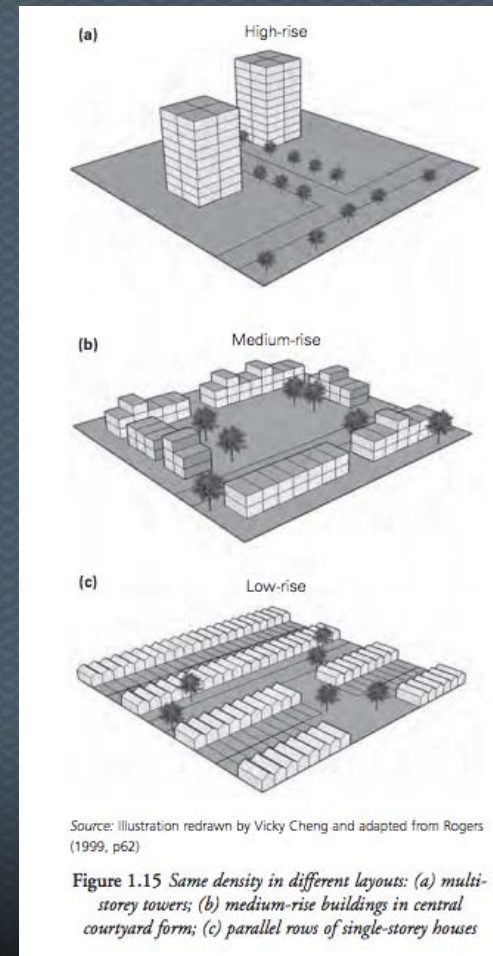
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DU/ACRE



30
DU/ACRE



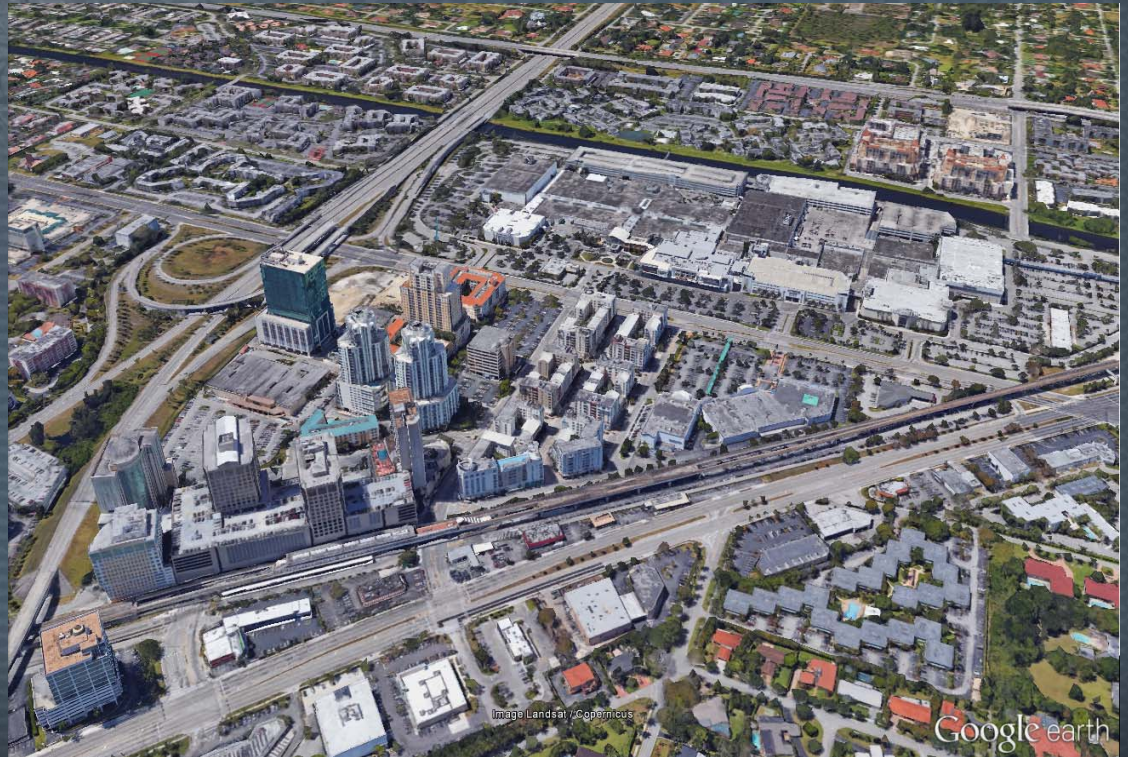
30
DU/ACRE





TOD Examples in Miami-Dade County

- Kendall (Dadeland South Metrorail)





TOD Examples in Miami-Dade County

- Jackson Memorial Hospital (Civic Center Metrorail)





TOD Examples in Miami-Dade County

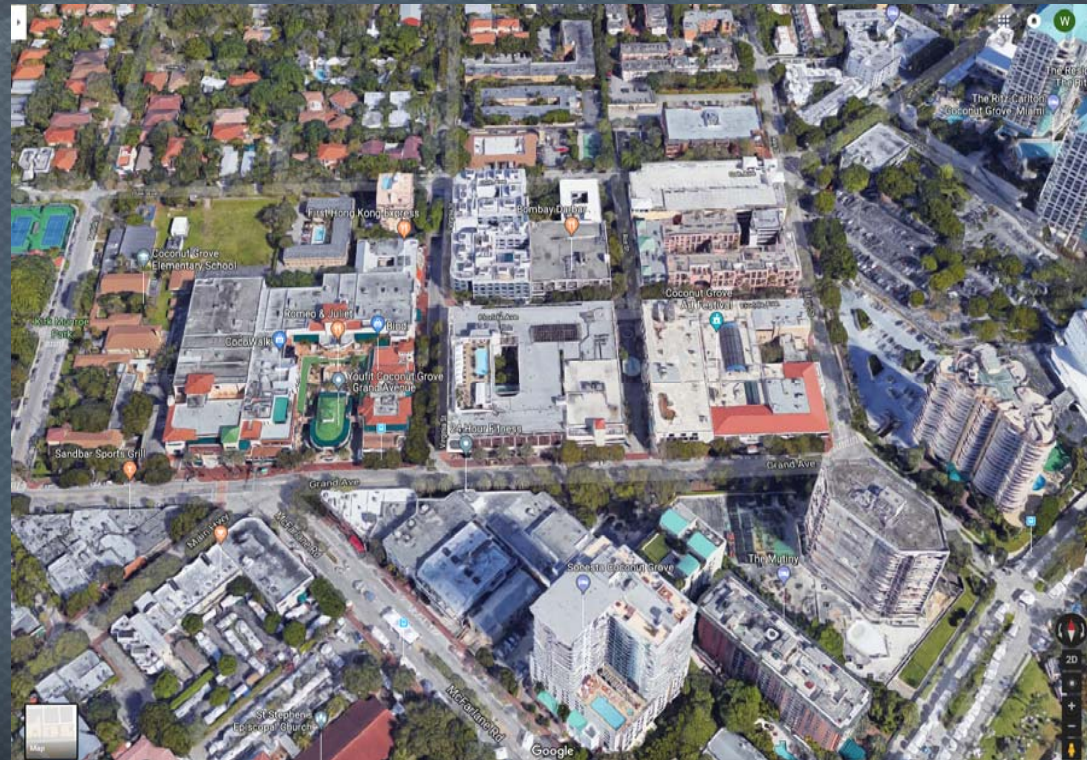
- Shops at Merrick Park Area (Douglas Road Metrorail)





TOD Examples in Miami-Dade County

- Coconut Grove





TOD Examples in Miami-Dade County

- South Beach





Live Polling Round Two



Visual Preference Survey

Please rank this image based on your preference on a scale of 1 (low) to 5 (high)



0%	0%	0%	0%	0%
(1)	(2)	(3)	(4)	(5)



Visual Preference Survey

Please rank this image based on your preference on a scale of 1 (low) to 5 (high)



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0%	0%	0%	0%	0%
(1)	(2)	(3)	(4)	(5)



Breakout Exercises Overview



Charrette Breakout Exercises

- Challenges/Opportunities/Liabilities/Assets (COLA)
- Station Area Identification
- Land Use Allocation
- Finalize corridor vision
- Report out



TOD Place Types

Transit Oriented Development Typologies

Lower Density Blue Chips

Residential Types

*Low-Rise
Multifamily*

20-75 du/acre
(55 du/acre)

2-4 stories with apartments/condos,
single- or double-loaded corridors
with lobby entrance, off-street
parking in surface/structure

Employment Types

*Low-Rise
Office/Commercial*

0.5-2.5 FAR

1-3 stories with lobby entrance to
upper floors, retail, office or mixed-use
with mix of tenant types, including
limited large-footprint retail uses;
parking in surface lots or structures



Miami Lakes

Moderate Density Red Chips

Residential Types

*Mid-Rise
Multifamily*

50-150 du/acre (110
du/acre)

4-6 stories with apartments/condos,
single- or double-loaded corridors
with lobby entrance, off-street
parking structure/below grade

Employment Types

*Mid-Rise
Office/Commercial*

2.0-5.0 FAR

3-7 stories, with lobby entrance to
upper floors, office with potential
groundfloor retail, parking in structure
or below grade



South Beach

Higher Density White Chips

Residential Types

*High-Rise
Multifamily*

75+ du/acre

7+ stories, usually in the form of a
tower, single- and double-loaded
corridors with lobby entrance, off-
street parking in structure or below
grade

Employment Types

*High-Rise
Office/Commercial*

4.0+ FAR

6+ stories with lobby entrance to
upper floors, office with potential
ground floor retail, parking in
structure or below grade



Downtown Coral Gables



TOD Station Area Example

MARKET STATION TOD EXISTING INDUSTRIAL DISTRICT

- NO 24-HOUR ACTIVITIES
- NOT ENOUGH RESIDENTIAL OPTIONS
- LIMITED USES
- LIMITED DENSITY + HEIGHT
- VERY MINIMAL OPEN SPACE
- NO ESTABLISHED IDENTITY OR CHARACTER
- UNDERUTILIZED RAIL STATION LARGELY HIDDEN FROM COMMUNITY
- NO HISTORIC CENTER OF COMMUNITY
- NO MECHANISM TO ENCOURAGE NEW USES FOR OLD STRUCTURES



FUTURE MIXED-USE TOD

- URBAN VIBRANCY WITH CIVIC SPACES, THIRD PLACES AND TRANSIT CONNECTIVITY
- AFFORDABLE HOUSING CREATED BY RELAXED PARKING & COMMUTING BY RAIL
- LIMITED, SINGLE LAND USE - HOMES OR WAREHOUSES
- MORE DENSITY, INCREASE IN HEIGHT FUNDS PUBLIC BENEFITS
- PLAZAS, CIVIC SPACES, PUBLIC GATHERING PLACES LINKED TO EXISTING PARK
- URBAN CHARACTER, WHERE YOU ARE CONNECTED TO ATTRACTIONS AND ACTIVITY
- HIGH RIDERSHIP COMMUTER RAIL FOCAL POINT OF MIXED USE, VIBRANT NEW COMMUNITY
- HISTORIC PRESERVATION CENTERED ON HISTORIC TRAIN STATION
- ADAPTIVE RE-USE OF WAREHOUSES INTO ART AND INNOVATION SPACES



HIALEAH TOD | © 2017 PLUSUBRIA DESIGN

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MARKET STATION TOD EXISTING INDUSTRIAL DISTRICT



FUTURE MIXED-USE TOD



Hialeah Transit Oriented Development zoning will transition two underutilized warehouse districts into vibrant, mixed-use, compact communities.

HIALEAH TOD | © 2017 PLUSUBRIA DESIGN

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Miami-Dade Transportation
Planning Organization



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