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**

Strategic Miami Area Rapid Transit (SMART) Plan

TPO — Miami-Dade Transportation Planning Organization
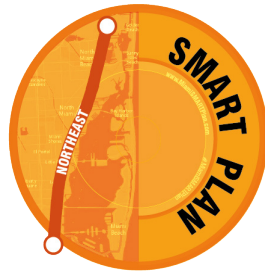
FDOT

MIAMI-DADE COUNTY

MDX — SAFE. CONVENIENT. RELIABLE.

LEGEND

| Terminal |
| Existing Metrorail |
| Existing Tri-Rail |
| Existing Rail |

RAPID TRANSIT CORRIDORS:
(In alphabetical order)

1 Beach Corridor
2 East-West Corridor
3 Kendall Corridor
4 North Corridor
5 Northeast Corridor
6 South Dade Transitway

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK

a Flagler Corridor
b S. Miami-Dade Express
c N.W. Miami-Dade Express
d S.W. Miami-Dade Express
e1 Florida's Turnpike Express (South)
e2 Florida's Turnpike Express (North)
f1 Beach Express North
f2 Beach Express Central
f3 Beach Express South

*Map Not Drawn to Scale

Revised February 2018

#MiamiSMARTPlan
www.MiamiSMARTPlan.com

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*
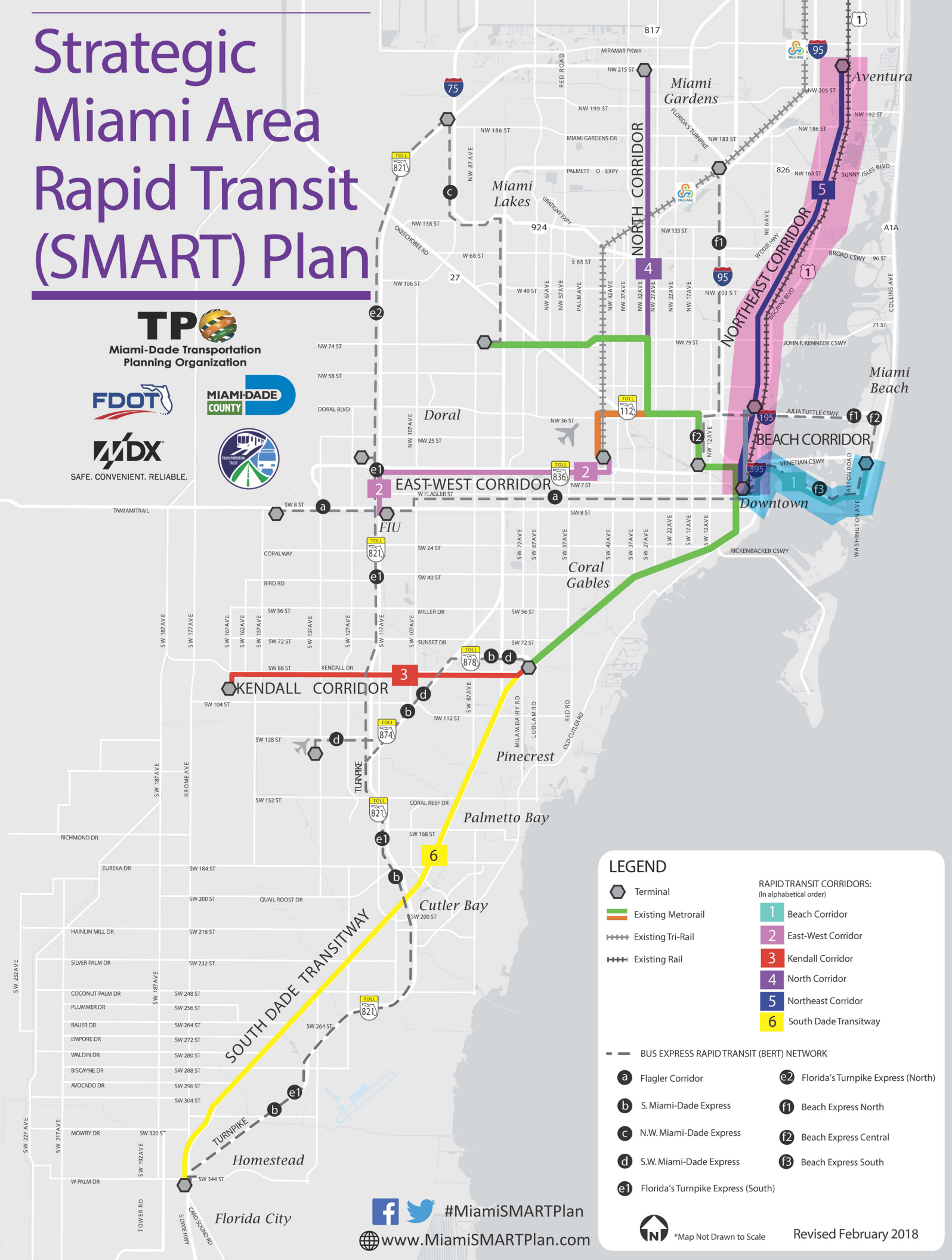
SMART Plan
Land Use Scenario & Visioning Planning
Study Purpose

- 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

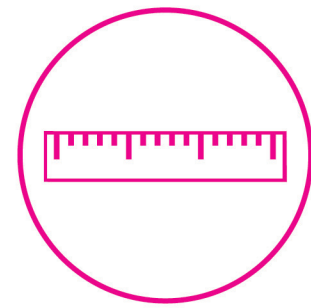- Promotes transit use and increases mobility choices for the residents, businesses and visitors along the corridor
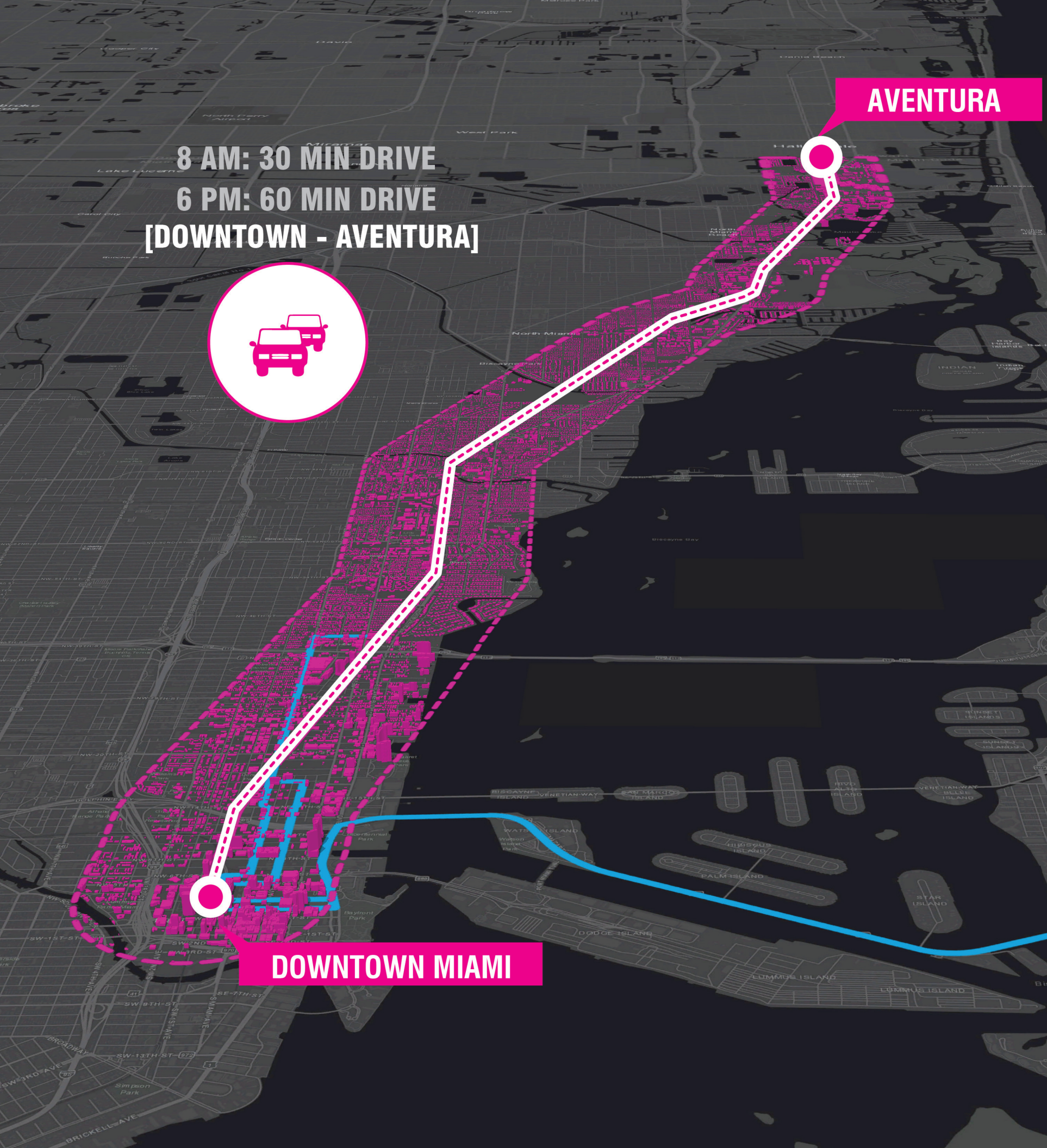
AVENTURA

8 AM: 30 MIN DRIVE
6 PM: 60 MIN DRIVE
[DOWNTOWN - AVENTURA]

DOWNTOWN MIAMI
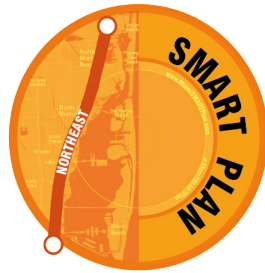
LENGTH OF CORRIDOR
13.5 MILES

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

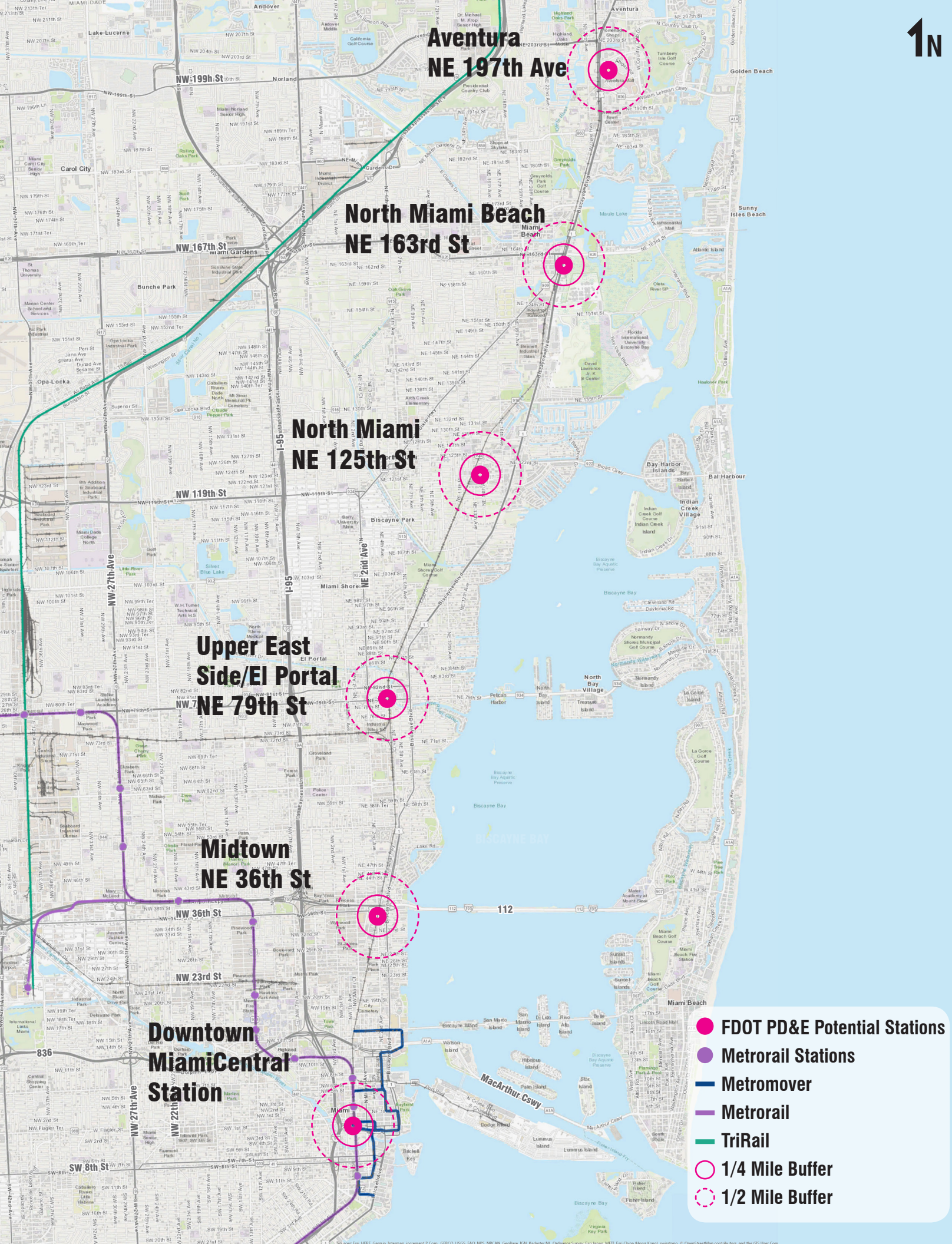**FDOT D4** TRI-RAIL COASTAL LINK STUDY

TCRPC STATION AREA PLANNING

SFRTA TRI-RAIL DOWNTOWN MIAMI LINK

OUR STUDY

LAND USE SCENARIO VISIONING PLANNING
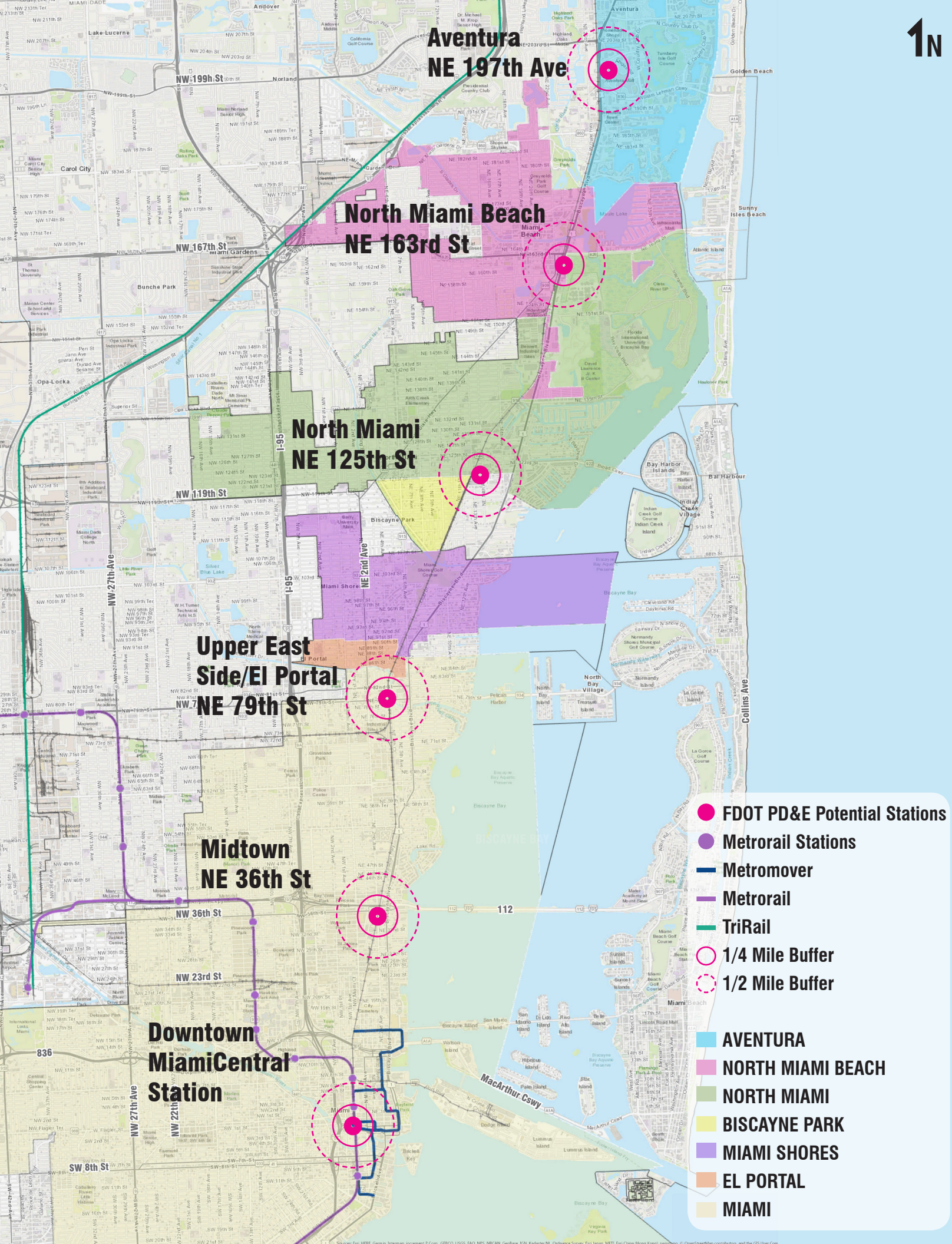
LAND USES
CENTERS
CORRIDORS

Map labels:

Aventura
NE 197th Ave

North Miami Beach
NE 163rd St

North Miami
NE 125th St

Upper East
Side/El Portal
NE 79th St

Midtown
NE 36th St

Downtown
MiamiCentral
Station

Legend:

● FDOT PD&E Potential Stations
● Metrorail Stations
— Metromover
— Metrorail
— TriRail
○ 1/4 Mile Buffer
◌ 1/2 Mile Buffer

NORTHEAST CORRIDOR

DEVELOPMENT READINESS

Stations Located Along One of the Most Economically Vibrant Corridors

2010
152,161 population within corridor and 116,676 jobs

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

Legend:
- FDOT PD&E Potential Stations
- Metrorail Stations
- Metromover
- Metrorail
- TriRail
- 1/4 Mile Buffer
- 1/2 Mile Buffer
- AVENTURA
- NORTH MIAMI BEACH
- NORTH MIAMI
- BISCAYNE PARK
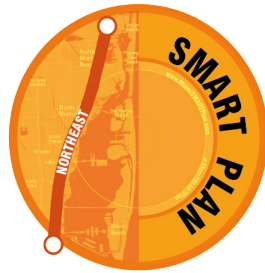- MIAMI SHORES
- EL PORTAL
- MIAMI

NORTHEAST CORRIDOR

DEVELOPMENT AREA OF INFLUENCE

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
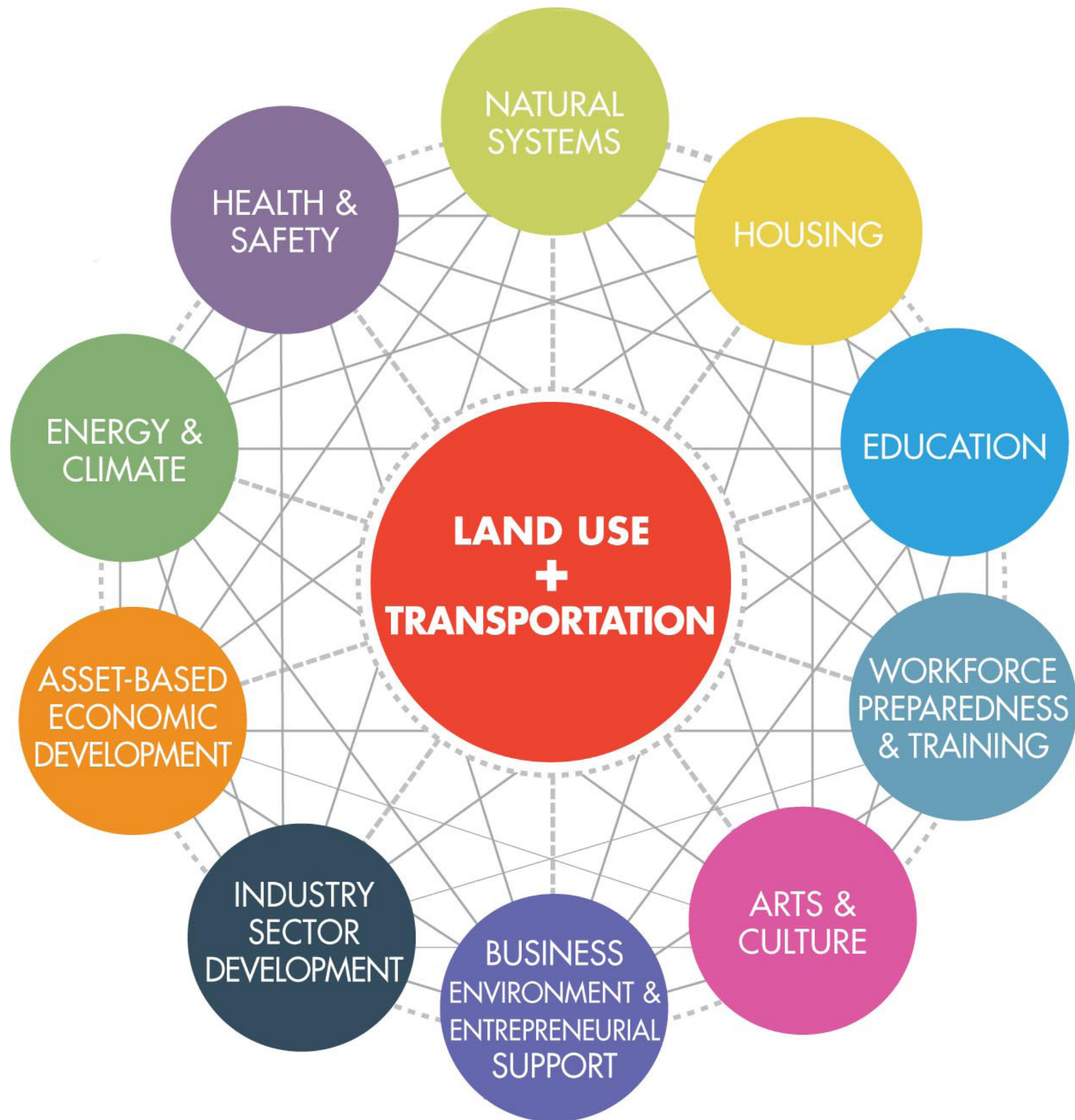
Polling questions/clicker exercises

Breakout sessions

SMART Talk

vision
growth
placemaking

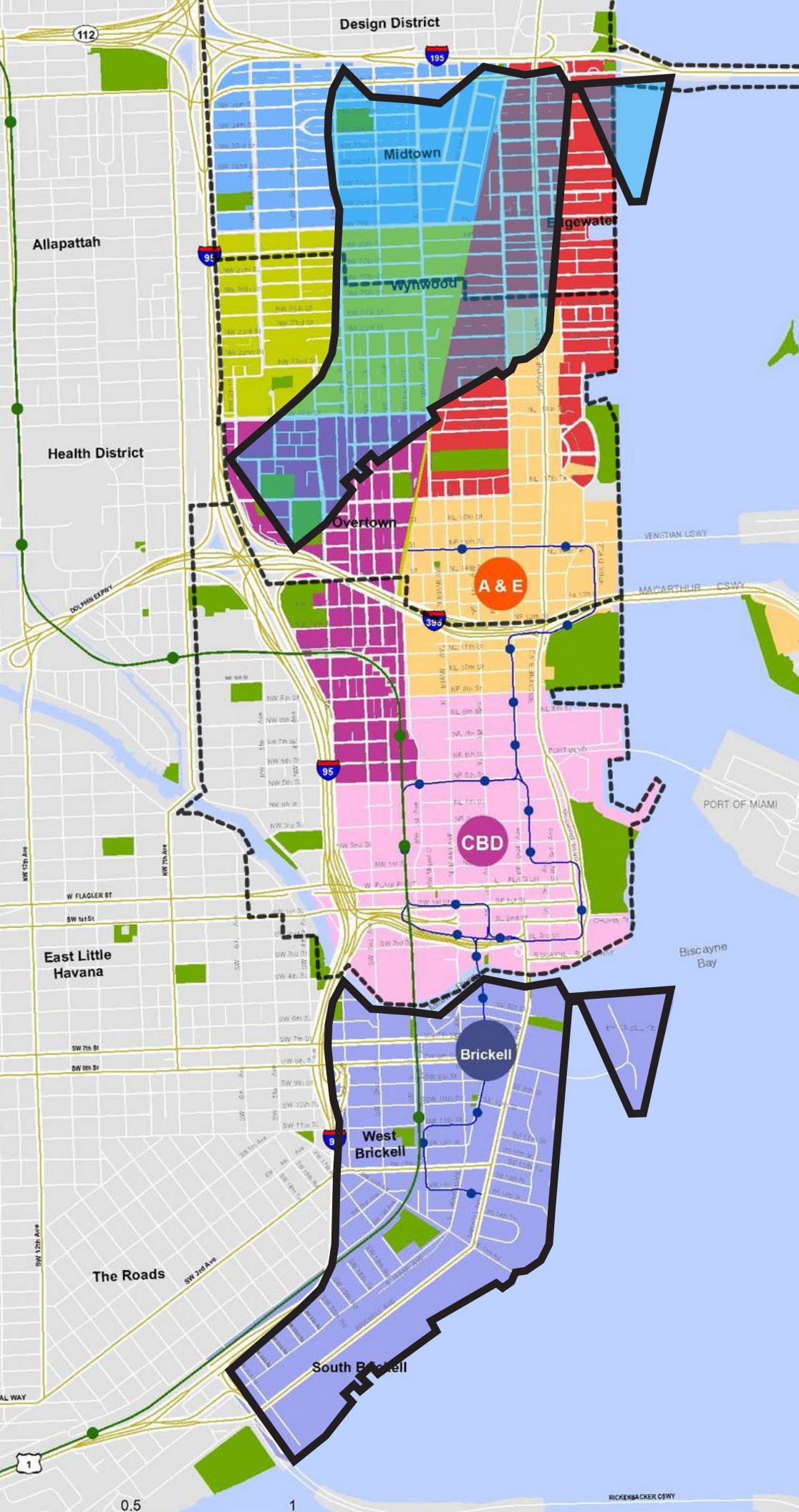# Why is Land Use Planning important to Transportation Projects?

LAND USE + TRANSPORTATION

NATURAL SYSTEMS

HEALTH & SAFETY

HOUSING

ENERGY & CLIMATE

EDUCATION

ASSET-BASED ECONOMIC DEVELOPMENT

WORKFORCE PREPAREDNESS & TRAINING

INDUSTRY SECTOR DEVELOPMENT

BUSINESS ENVIRONMENT & ENTREPRENEURIAL SUPPORT

ARTS & CULTURE

Brickell / Downtown Miami 1993

Freedom Tower

Brickell / Downtown Miami 2018

Freedom Tower

change based on organic growth + market trends

Source: ISGWorld Miami Report 2018

Biscayne Corridor:
Wynwood / Edgewater + Midtown Area

Downtown Miami

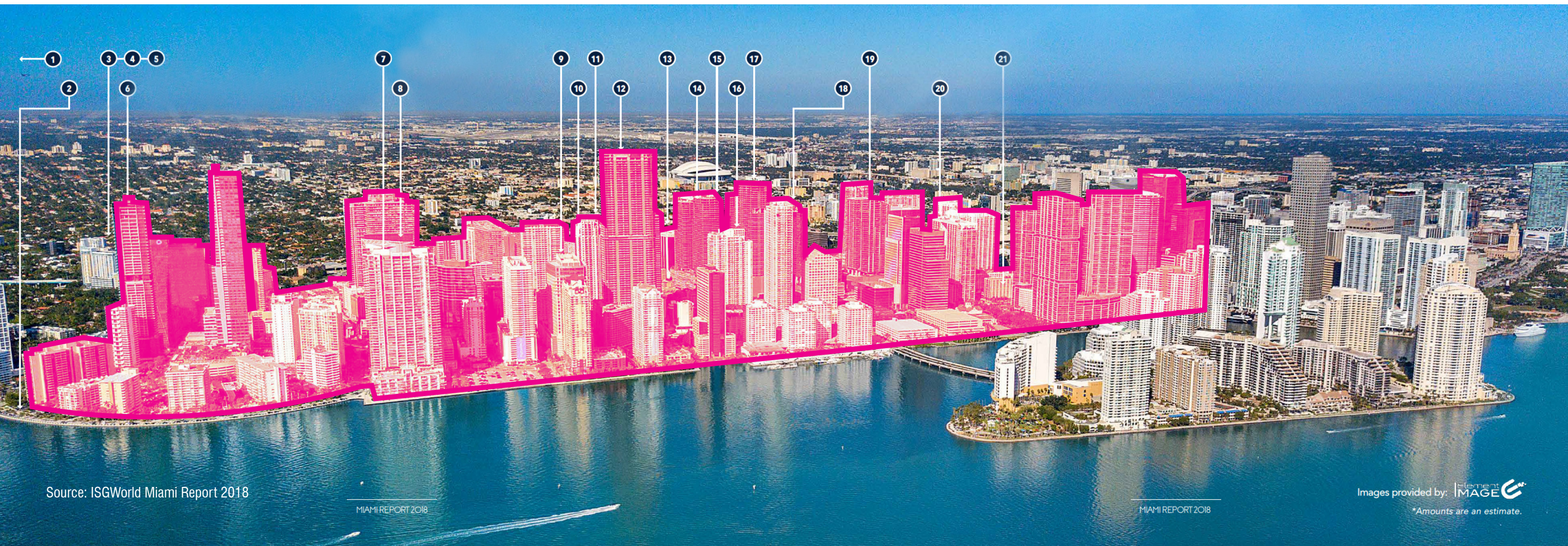Brickell | +25,800 UNITS; LAND AREA = +/- 762 ACRES; GROSS DENSITY = 34.14 DU/ACRE
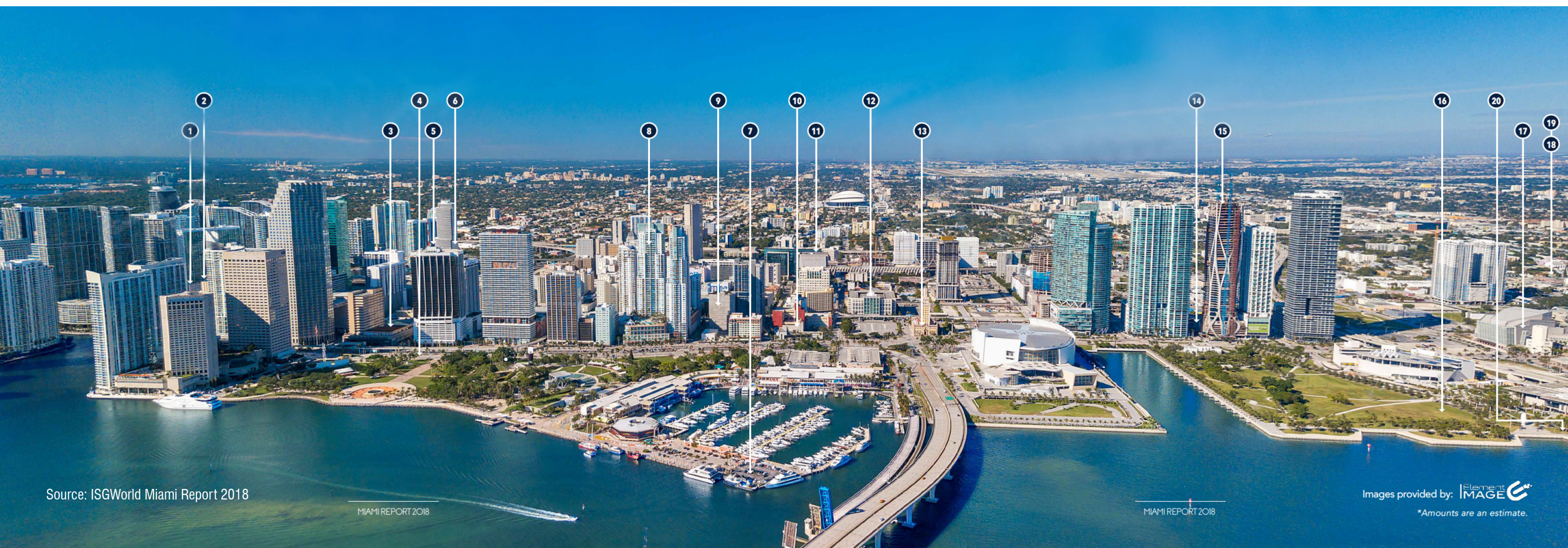
Brickell | today +/- 25,800 units
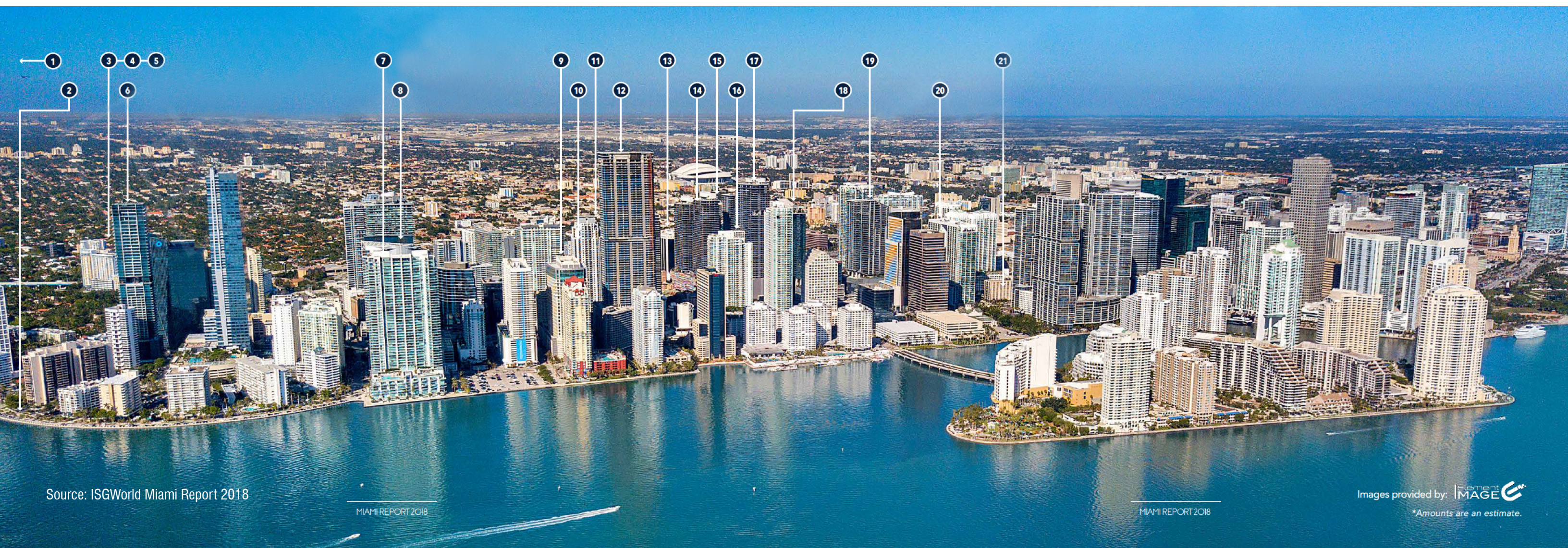
Brickell | today +/- 25,800 units

Land Area = +/- 762 acres / Gross Density = 33.9 gdu/acres

Downtown Miami (CBD) | today +/- 8,112 units

Edgewater/Wynwood + Midtown |

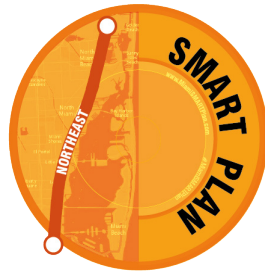## today +/- 11,218 units

Edgewater/Wynwood + Midtown |

2040 trend growth + SMART Plan will add +/- 32K new units within +/- 800 acres area

 = Brickell +/- 25,800 housing units

# 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
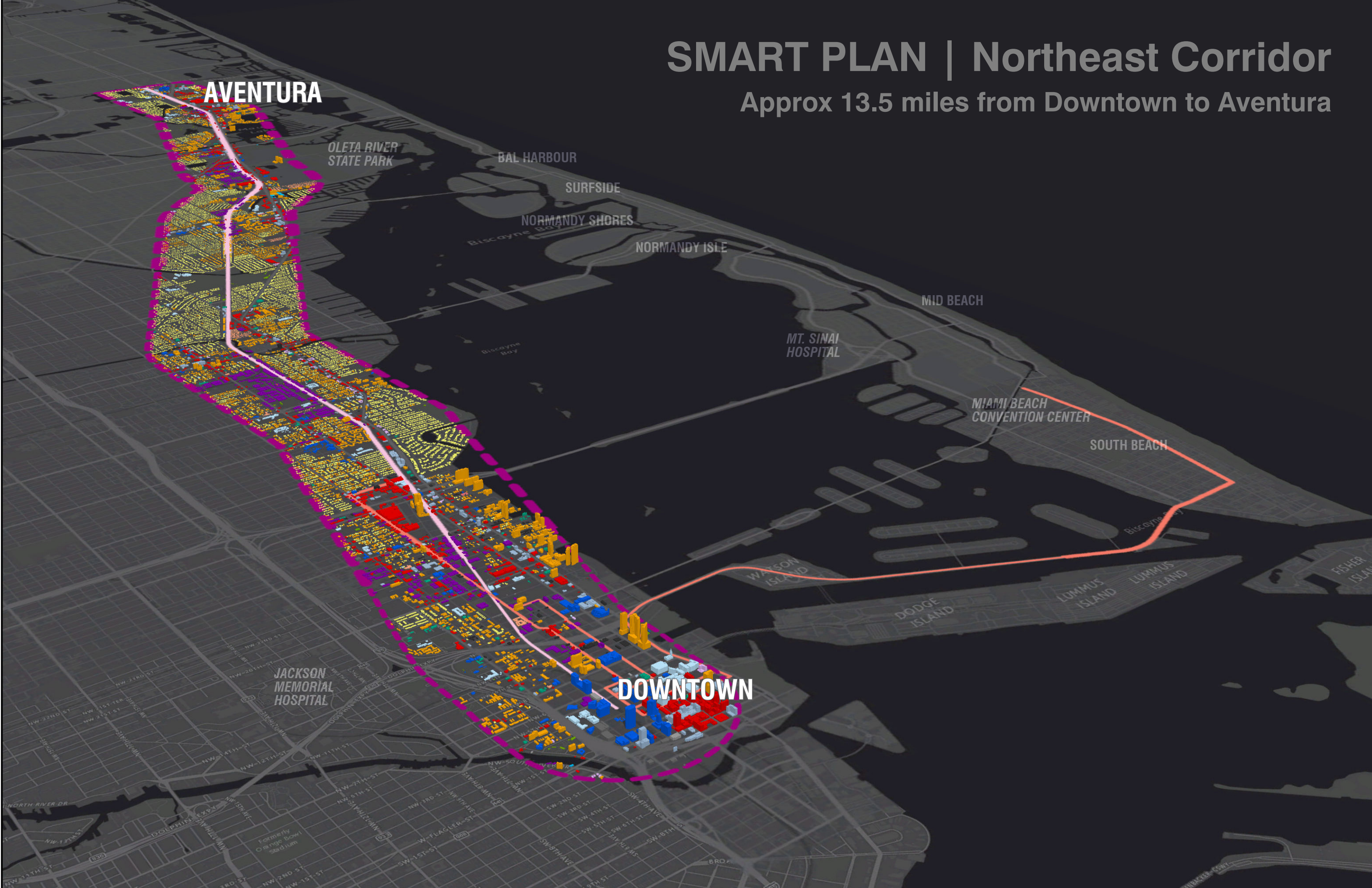
AVENTURA

OLETA RIVER
STATE PARK

BAL HARBOUR

SURFSIDE

NORMANDY SHORES

NORMANDY ISLE

Biscayne Bay

Biscayne Bay

MID BEACH

MT. SINAI
HOSPITAL

MIAMI BEACH
CONVENTION CENTER

SOUTH BEACH

WATSON
ISLAND

LUMMUS
ISLAND

LUMMUS
ISLAND

FISHER
ISLAND

DODGE
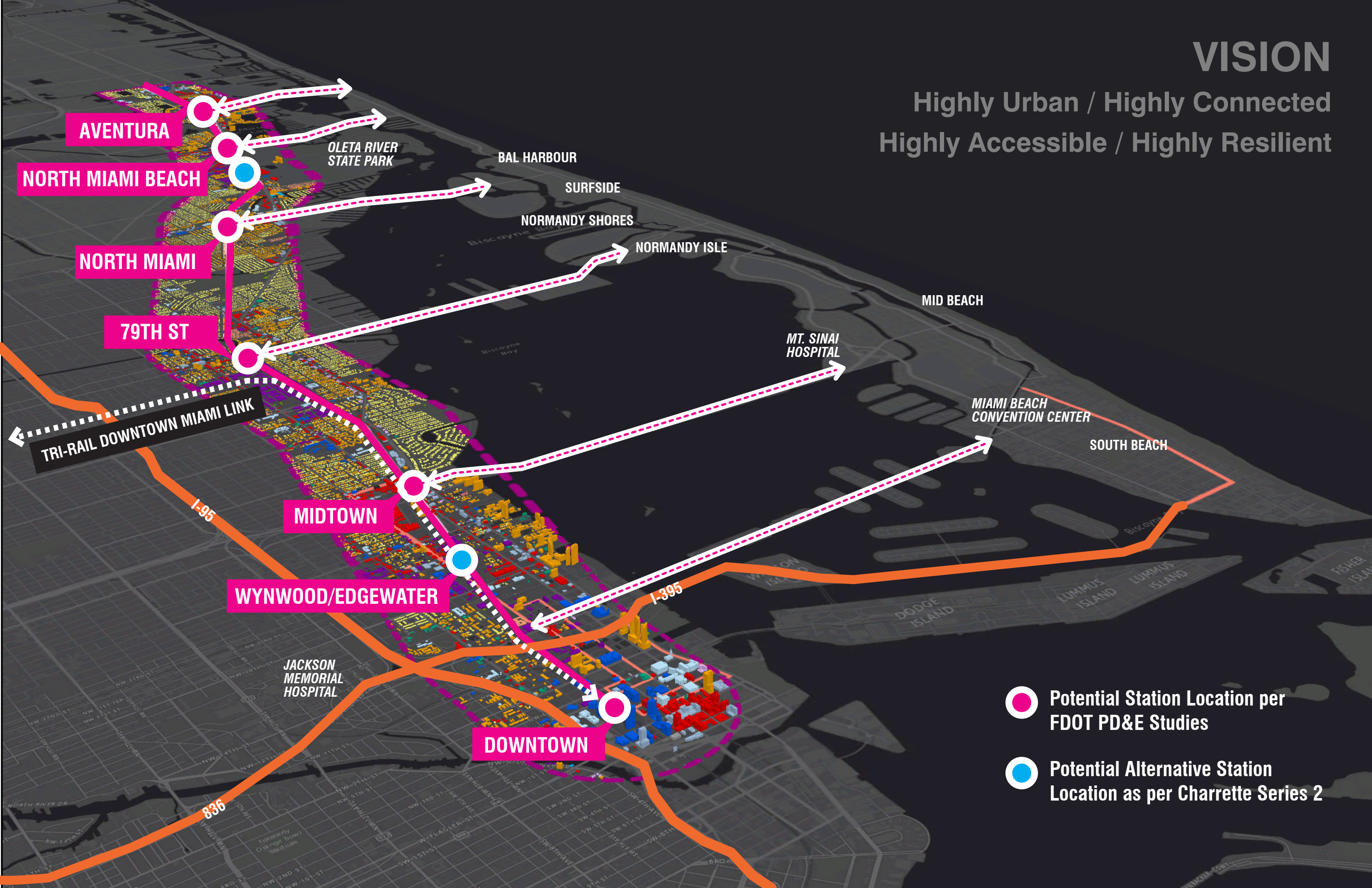ISLAND

JACKSON
MEMORIAL
HOSPITAL

DOWNTOWN

VISION

Highly Urban / Highly Connected
Highly Accessible / Highly Resilient

AVENTURA

NORTH MIAMI BEACH

NORTH MIAMI

79TH ST

MIDTOWN

WYNWOOD/EDGEWATER

DOWNTOWN

TRI-RAIL DOWNTOWN MIAMI LINK

OLETA RIVER STATE PARK

BAL HARBOUR

SURFSIDE

NORMANDY SHORES

NORMANDY ISLE

Biscayne Bay

MID BEACH

MT. SINAI HOSPITAL

MIAMI BEACH CONVENTION CENTER

SOUTH BEACH

JACKSON MEMORIAL HOSPITAL

Biscayne Bay

DODGE ISLAND

LUMMUS ISLAND

FISHER

I-95

I-395

836

Potential Station Location per FDOT PD&E Studies

Potential Alternative Station Location as per Charrette Series 2

SMART Scenarios
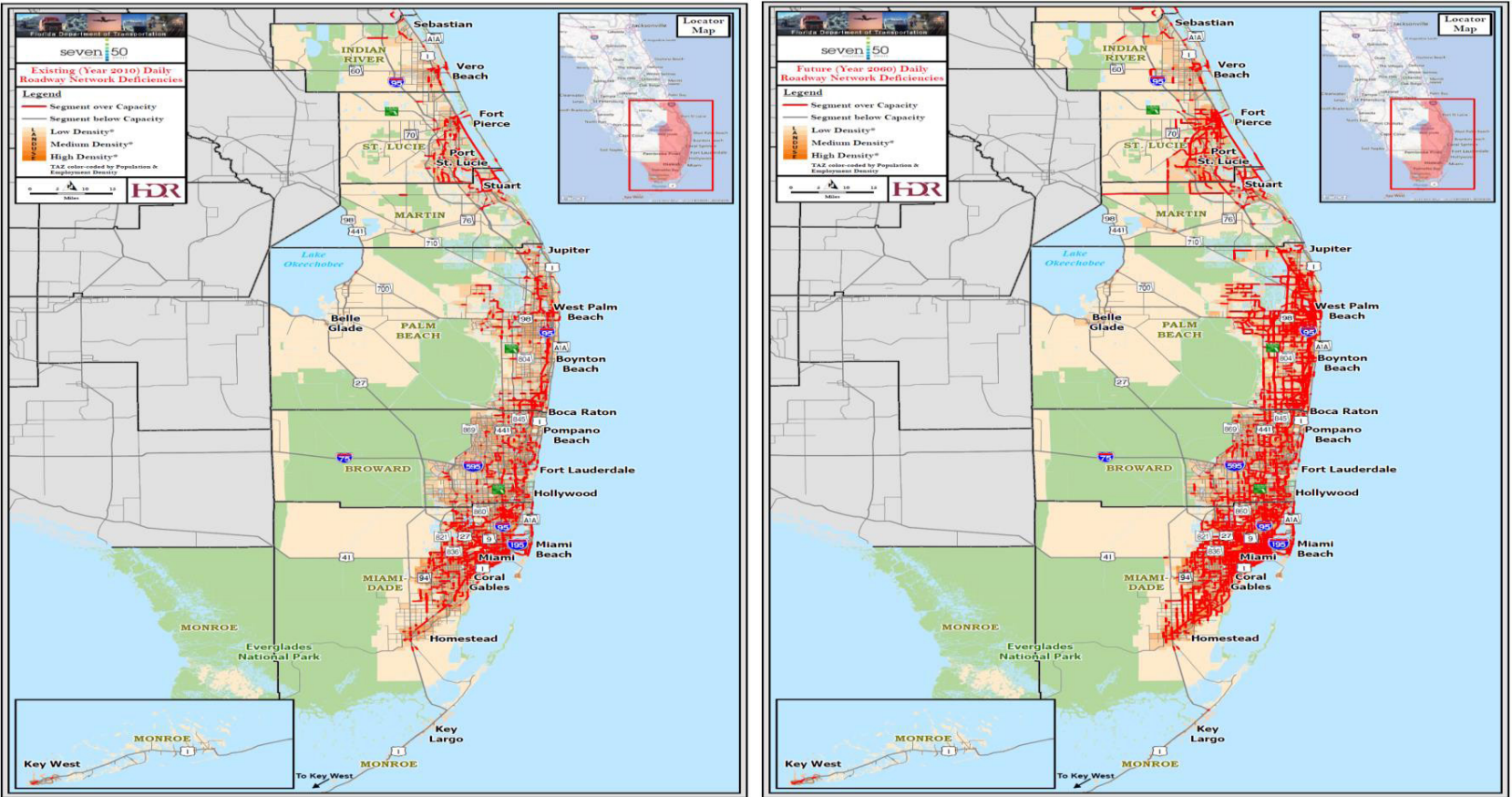
vision
growth
placemaking

GROWTH TREND

3 MILLION MORE 👤👤👤👤👤👤👤 BY 2060

Source: US Census, Seven50 Report / SERPM 2060 Trend

750 👤 A DAY MOVE TO SOUTHEAST FLORIDA

TRAFFIC

Anticipated Future Roadway Deficiencies if Current Trends Continue

Can we afford to have 98% of people driving for every trip?

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
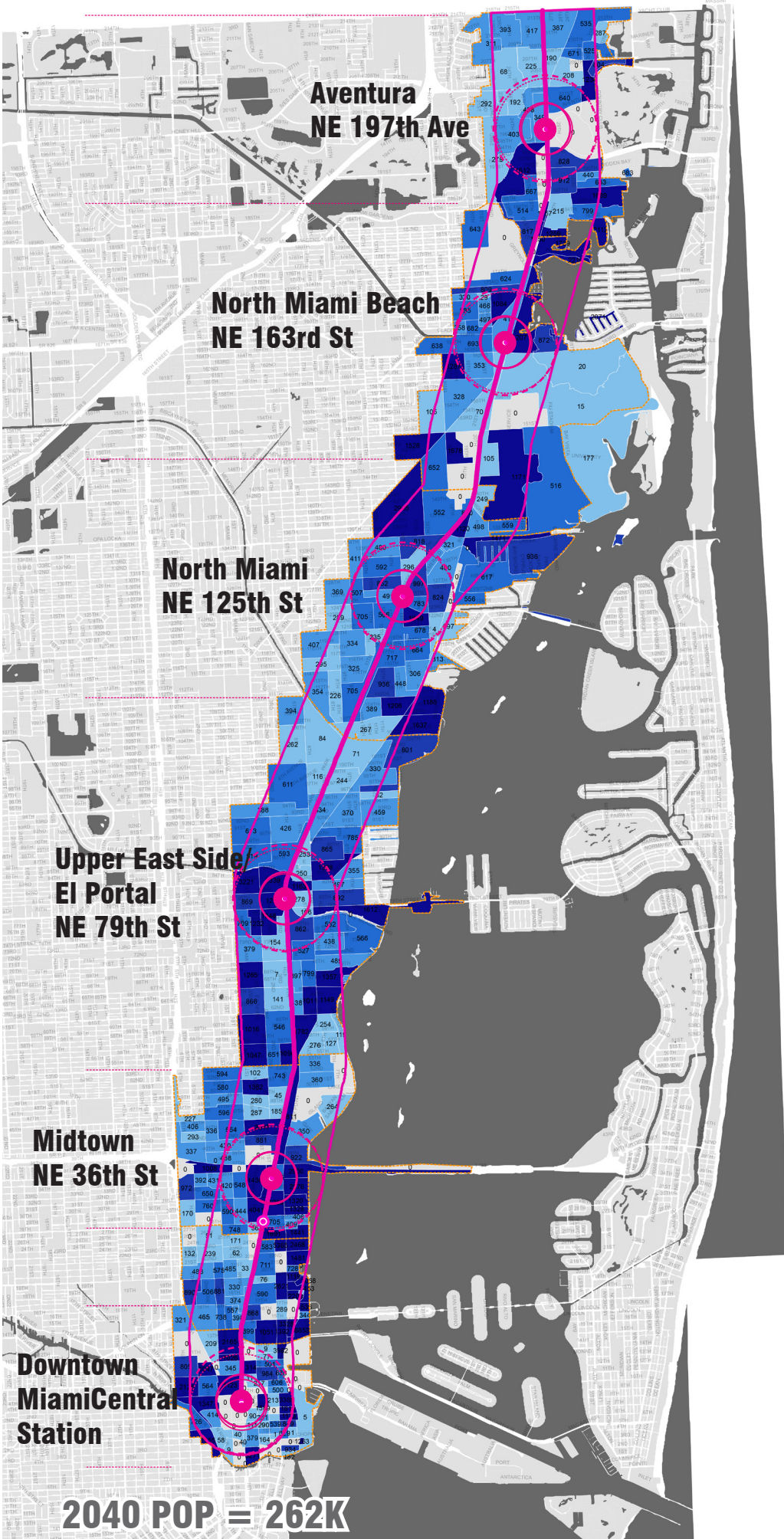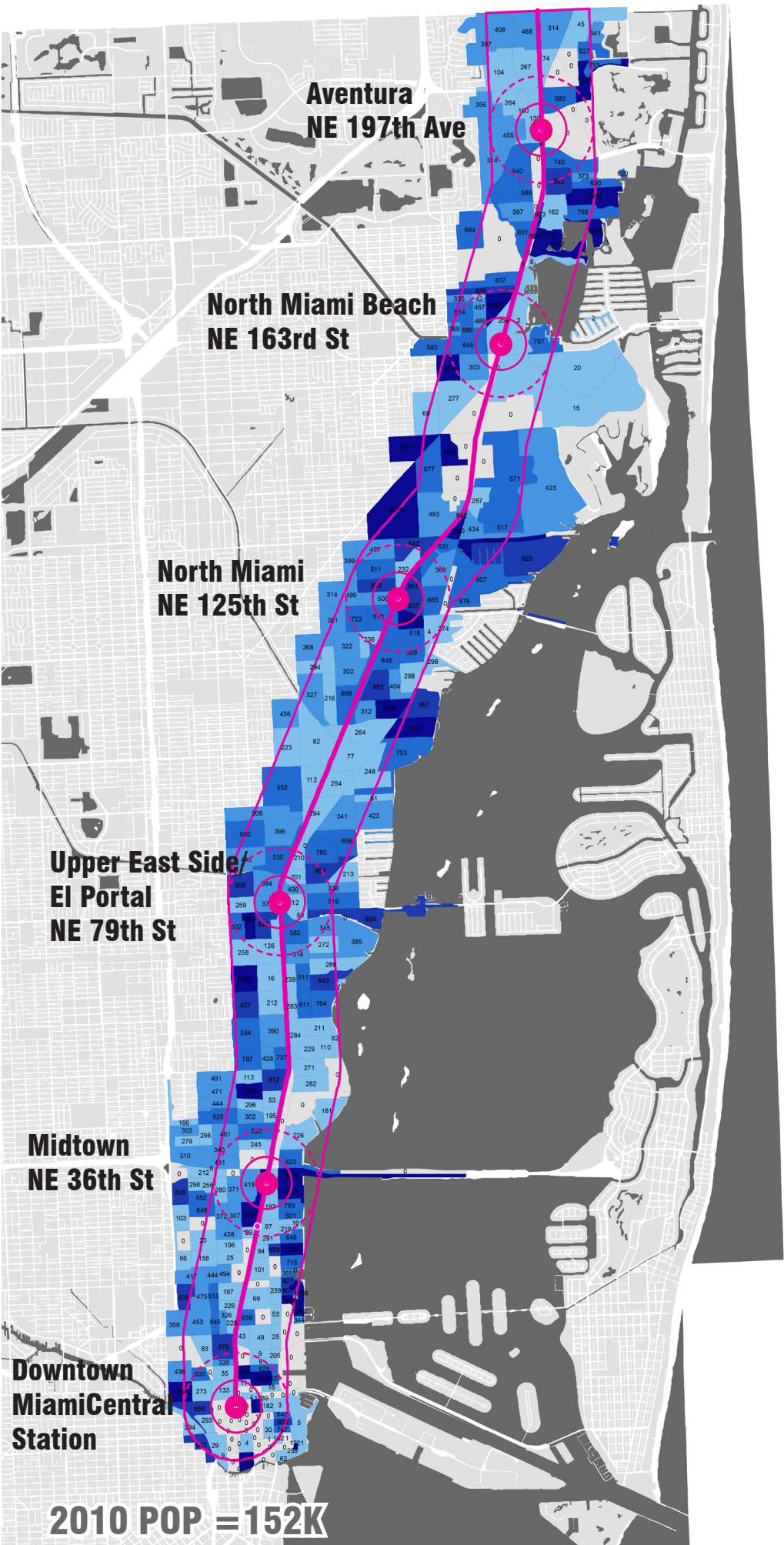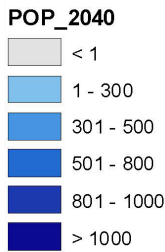
Trend Growth

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 (DIFF between 2010 & 2040)
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

POP_2040

- < 1
- 1 - 300
- 301 - 500
- 501 - 800
- 801 - 1000
- > 1000

Trend Growth
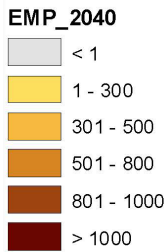
Within SMART Plan
NE Corridor

EMPLOYMENT
**2010 Baseline:**
116,676 people

2040 Trend:
163,576 people

Data Source: 2040 LRTP

Station SEGMENTS	2010 EMP	2040 EMP	Growth EMP (DIFF between 2010 & 2040)
Aventura	20,056	30,043	9,987
North Miami Beach	14,459	19,103	4,644
North Miami	9,799	14,607	4,808
79th Street	10,480	15,491	5,011
Midtown	14,232	20,001	5,769
Wynwood/Edgewater	10,034	14,877	4,843
Downtown	37,616	49,454	11,838
Total	116,676	163,576	46,900

Station Locations per FDOT PD&E Studies

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

Legend
< 1
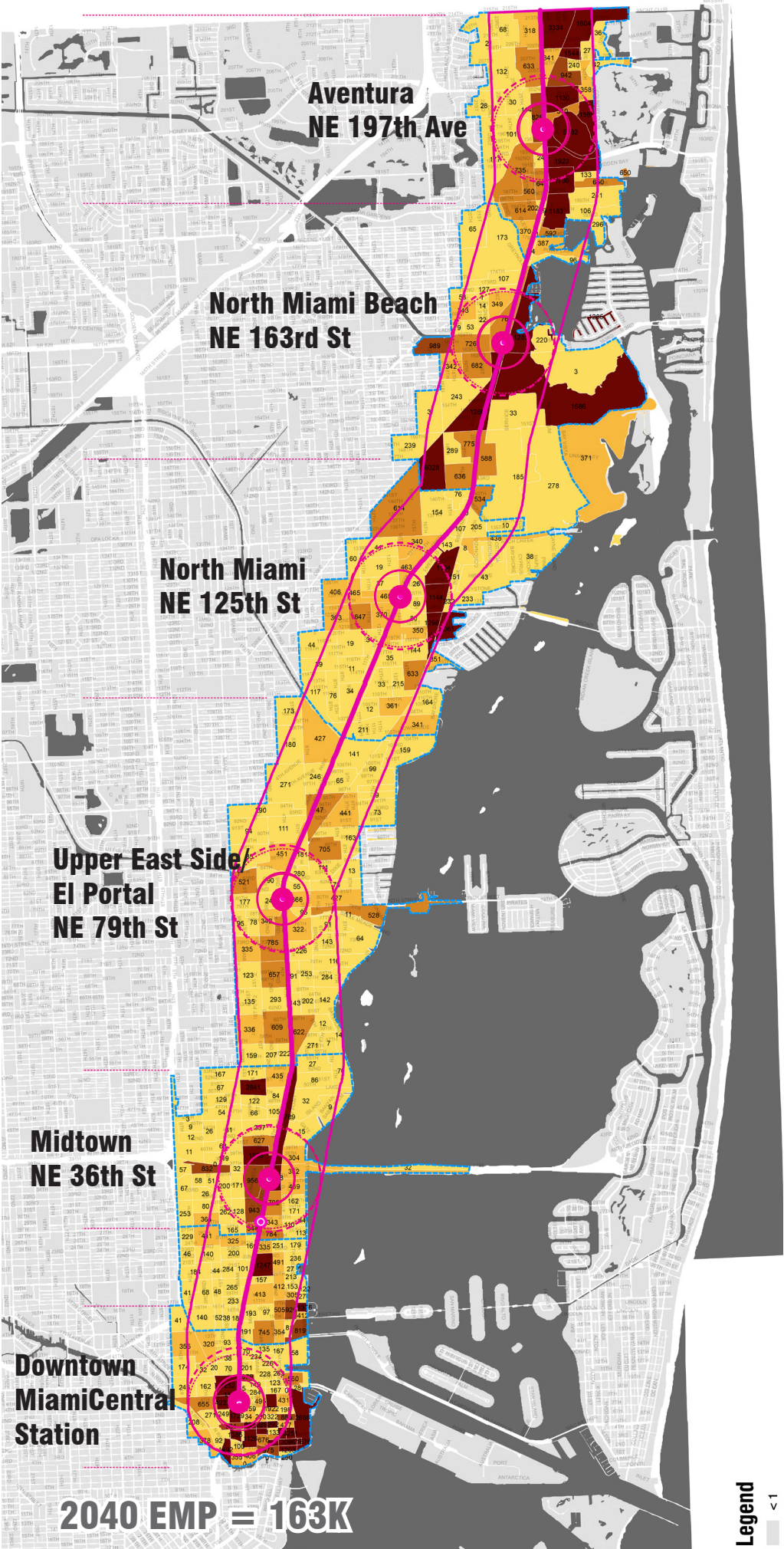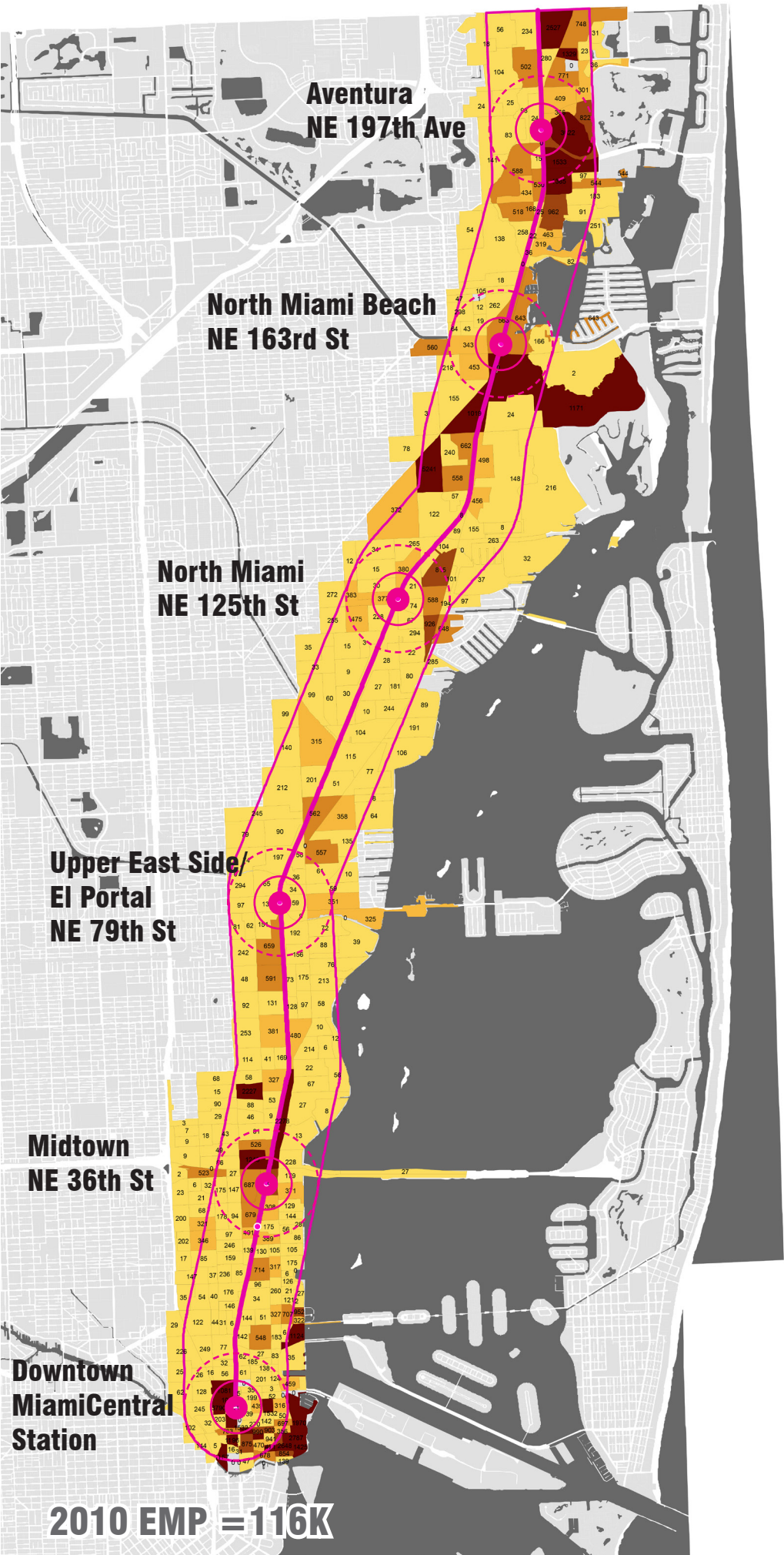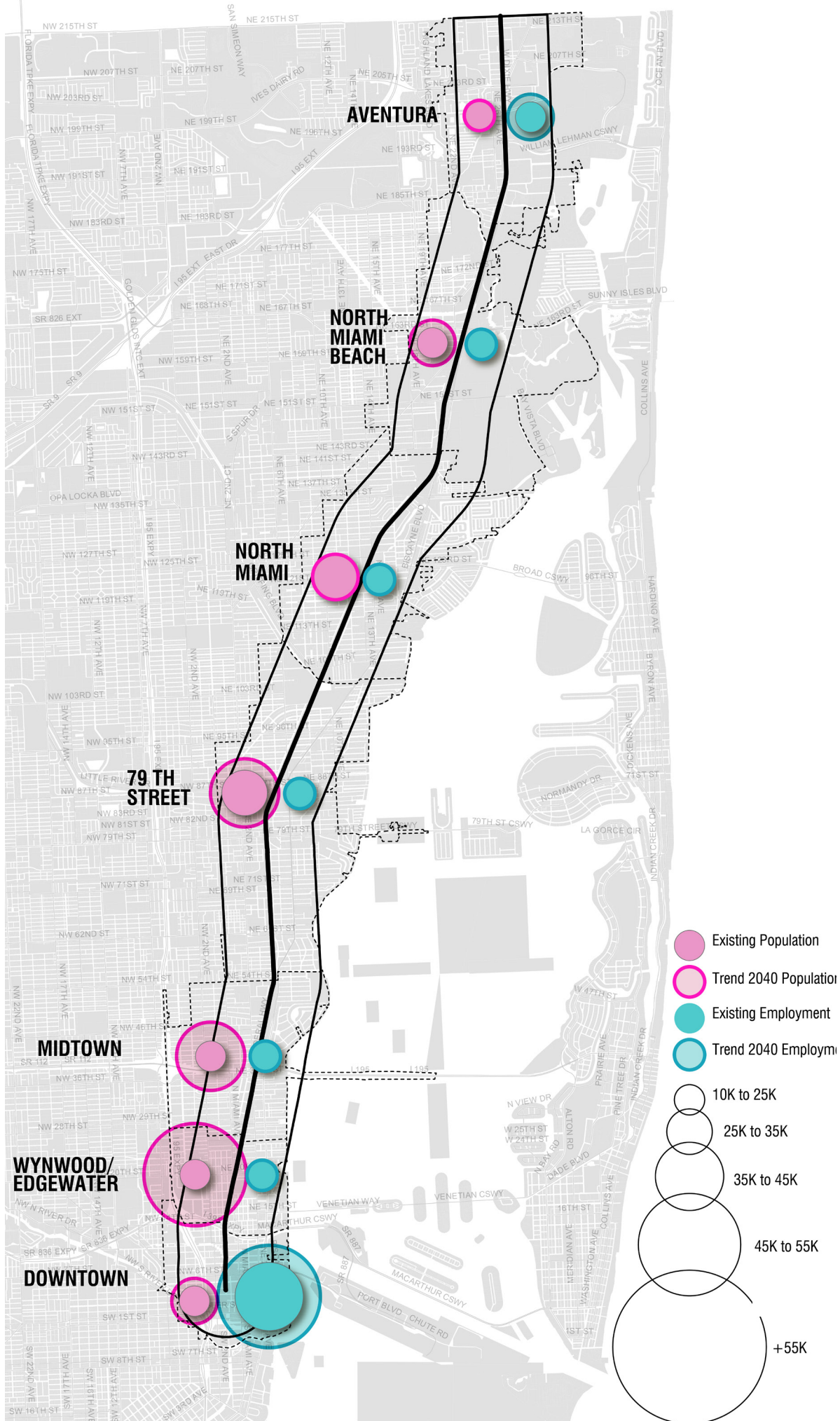
Trend GROWTH

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**

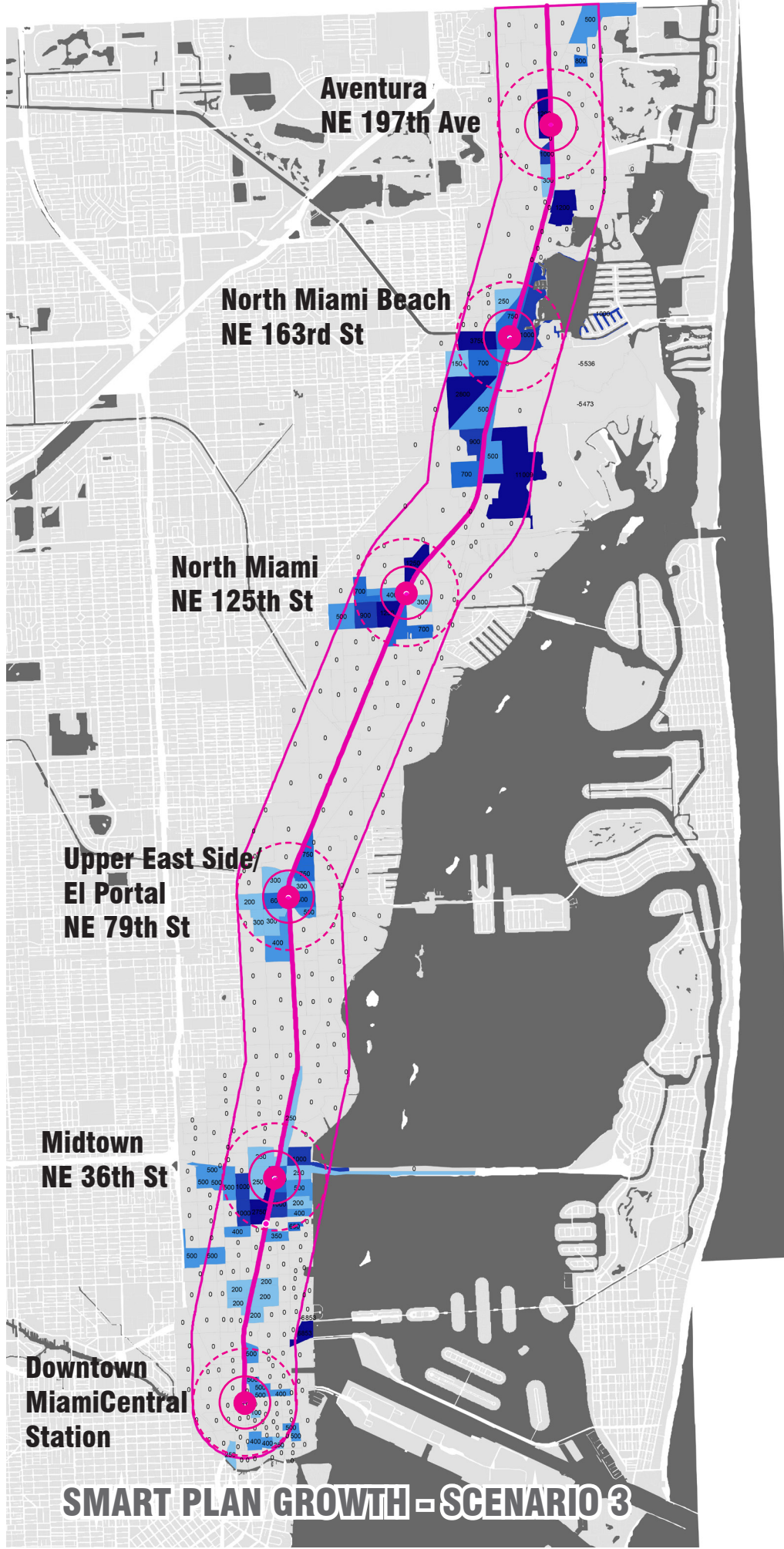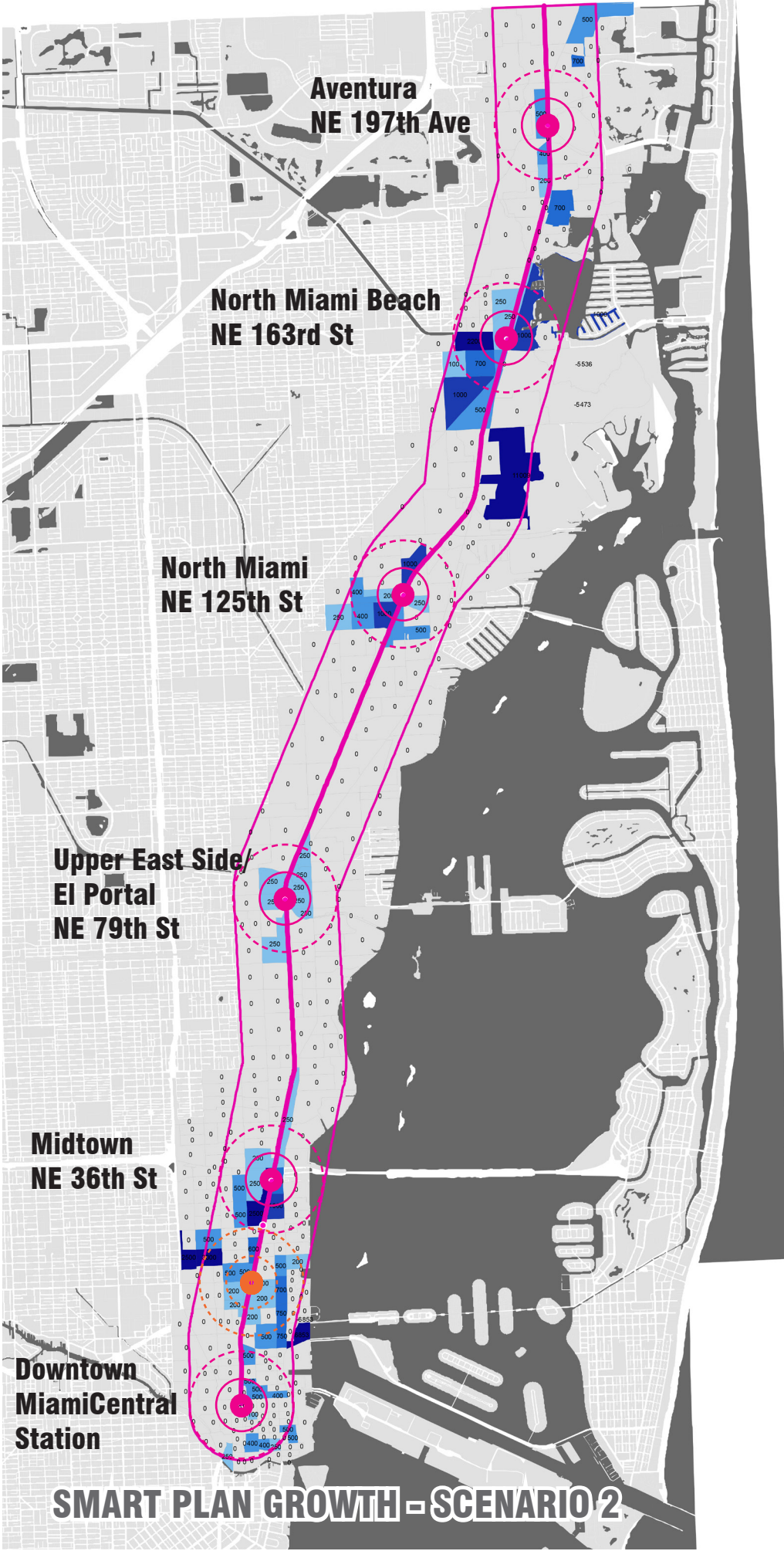| Station SEGMENTS	GROWTH POP (Diff 2010 and 2040)	GROWTH EMP (Diff 2010 and 2040)	# of New Dwelling Units
Aventura North Miami Beach North Miami 79th Street	37,525	24,450	16,315 du
Midtown Wynwood/Edgewater Downtown	73,214	22,450	31,832 du
Total	110,739	46,900	48,147 du

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.)**

POPULATION

Aventura
NE 197th Ave

North Miami Beach
NE 163rd St

North Miami
NE 125th St

Upper East Side/
El Portal
NE 79th St

Midtown
NE 36th St

Downtown
MiamiCentral
Station

SMART PLAN GROWTH - SCENARIO 1

Aventura
NE 197th Ave

North Miami Beach
NE 163rd St

North Miami
NE 125th St

Upper East Side/
El Portal
NE 79th St

Midtown
NE 36th St

Downtown
MiamiCentral
Station

SMART PLAN GROWTH - SCENARIO 2

Aventura
NE 197th Ave

North Miami Beach
NE 163rd St

North Miami
NE 125th St

Upper East Side/
El Portal
NE 79th St

Midtown
NE 36th St

Downtown
MiamiCentral
Station

SMART PLAN GROWTH - SCENARIO 3

EMPLOYMENT

Aventura
NE 197th Ave

North Miami Beach
NE 163rd St

North Miami
NE 125th St

**Upper East Side/
El Portal**
NE 79th St

Midtown
NE 36th St

**Downtown
MiamiCentral
Station**

SMART PLAN GROWTH - SCENARIO 1

Aventura
NE 197th Ave

North Miami Beach
NE 163rd St

North Miami
NE 125th St

**Upper East Side/
El Portal**
NE 79th St

Midtown
NE 36th St

**Downtown
MiamiCentral
Station**

SMART PLAN GROWTH - SCENARIO 2

Aventura
NE 197th Ave

North Miami Beach
NE 163rd St

North Miami
NE 125th St

**Upper East Side/
El Portal**
NE 79th St

Midtown
NE 36th St

**Downtown
MiamiCentral
Station**

SMART PLAN GROWTH - SCENARIO 3

SMART PLAN Growth Estimates by Scenario

2040 POPULATION TOTAL = 262,900   POPULATION DIFF 2010 and 2040: 110,739 people
2040 EMPLOYMENT TOTAL = 163,576   EMPLOYMENT DIFF 2010 and 2040: 46,900 jobs

Station SEGMENTS		Scenario 1		Scenario 2		Scenario 3	
		POP Increase	EMP Increase	POP Increase	EMP Increase	POP Increase	EMP Increase
Northeast	Aventura	1,500	0	3,000	6,000	5,000	10,000
Northeast	North Miami Beach	0	0	6,000	4,000	12,000	8,000
Northeast	North Miami	500	500	4,000	2,000	6,000	4,000
Northeast	79th Street	0	0	2,000	1,000	5,000	3,000
Greater Miami	Midtown	1,000	500	6,000	1,000	13,000	2,000
Greater Miami	Wynwood/Edgewater	0	0	12,000	4,000	2,000	1,000
Greater Miami	Downtown	16,000	10,000	5,000	7,000	5,000	7,000
SMART Plan Total =		19,000	11,000	38,000	25,000	48,000	35,000
Overall Total = 2040 POP + SMART Plan		281,900	174,576	300,900	188,576	310,900	198,576

Comparison:	Scenario 1		Scenario 2		Scenario 3	
For Northeast	2,000 (870 du)	500	15,000 (6,522 du)	13,000	28,000 (12,174 du)	25,000
For Greater Miami	17,000 (7,391 du)	10,500	23,000 (10,000 du)	12,000	20,000 (8,696 du)	10,000

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

Station Area/ Segment	Trend 2040 – Baseline		Scenario 1	Scenario 2	Scenario 3
	6 Stations	8 Stations	6 Stations	8 Stations	6 Stations
Aventura	1,547	1,703	1,644	2,872	2,722
North Miami Beach	1,261	1,102	1,347	1,813	2,397
NE 151 Street	0	795	0	1,738	0
North Miami	1,977	2,180	2,052	2,763	2,600
79 Street	1,156	1,281	1,194	1,731	1,568
Midtown	2,379	2,072	2,476	2,328	2,869
Wynwood/Edgewater	0	1,416	0	2,000	0
Downtown Miami	4,683	4,383	5,032	5,046	5,336
Total	**13,003**	**14,932**	**13,745**	**20,291**	**17,492**

+6%   +36%   +35%
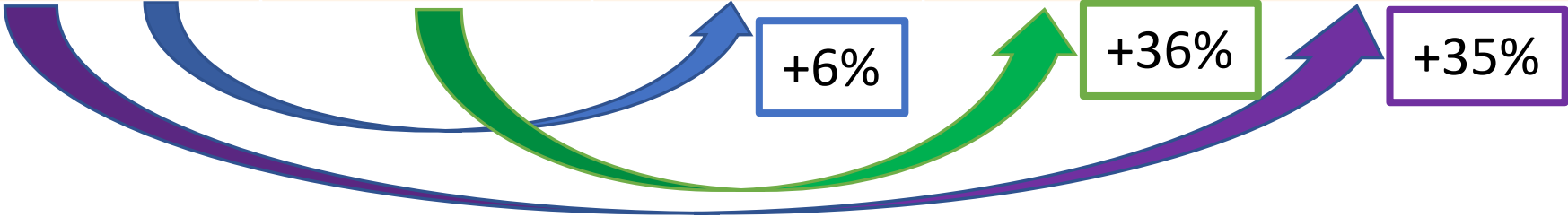
Increased connectivity results in more system ridership

SMART PLAN

SCENARO 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
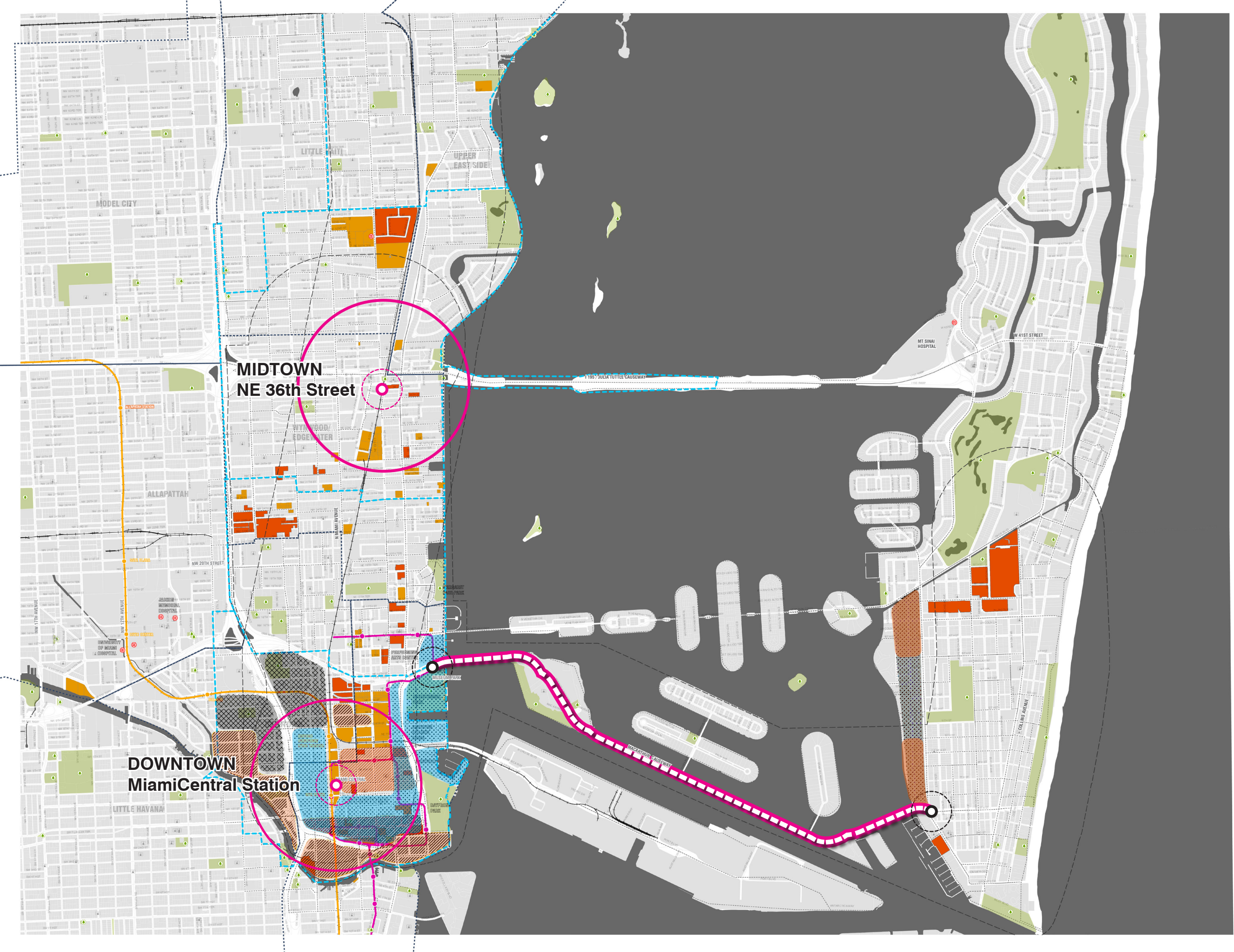- No FEC Station in Midtown

MIDTOWN

WYNWOOD / EDGEWATER

DOWNTOWN

- Approved Projects
- Mapping Development Projects
- Metromover – Line and Station
- Metrorail – Line and Station
- Potential Connector to Beach
- Potential Connector to Beach
- Potential Connector to Beach
- Employment – Gov't / Entertainment / Retail / Cultural
- Residential – Market Rate
- Residential – Affordable / Workforce
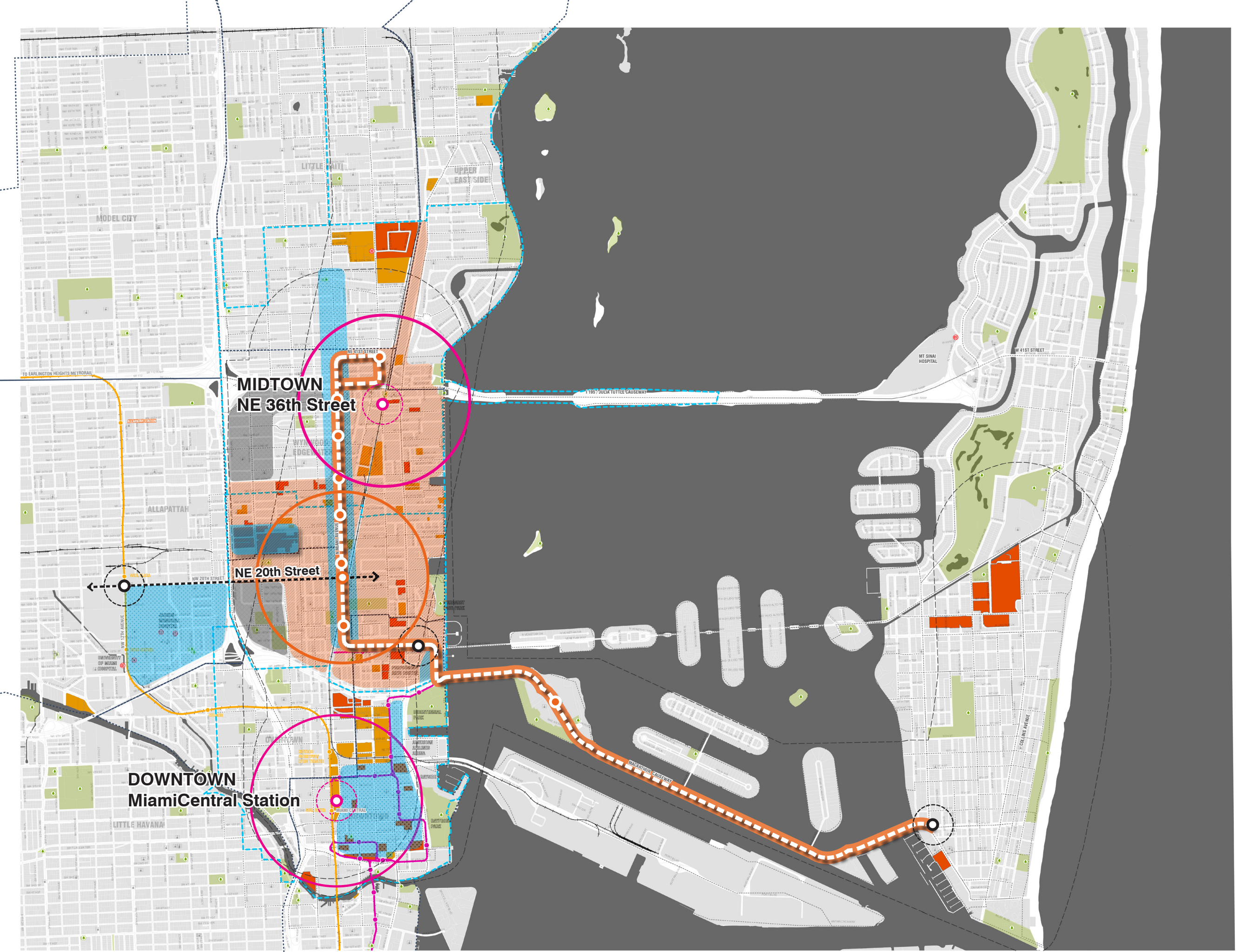- Station Segment Area Boundaries (based on MAZ)
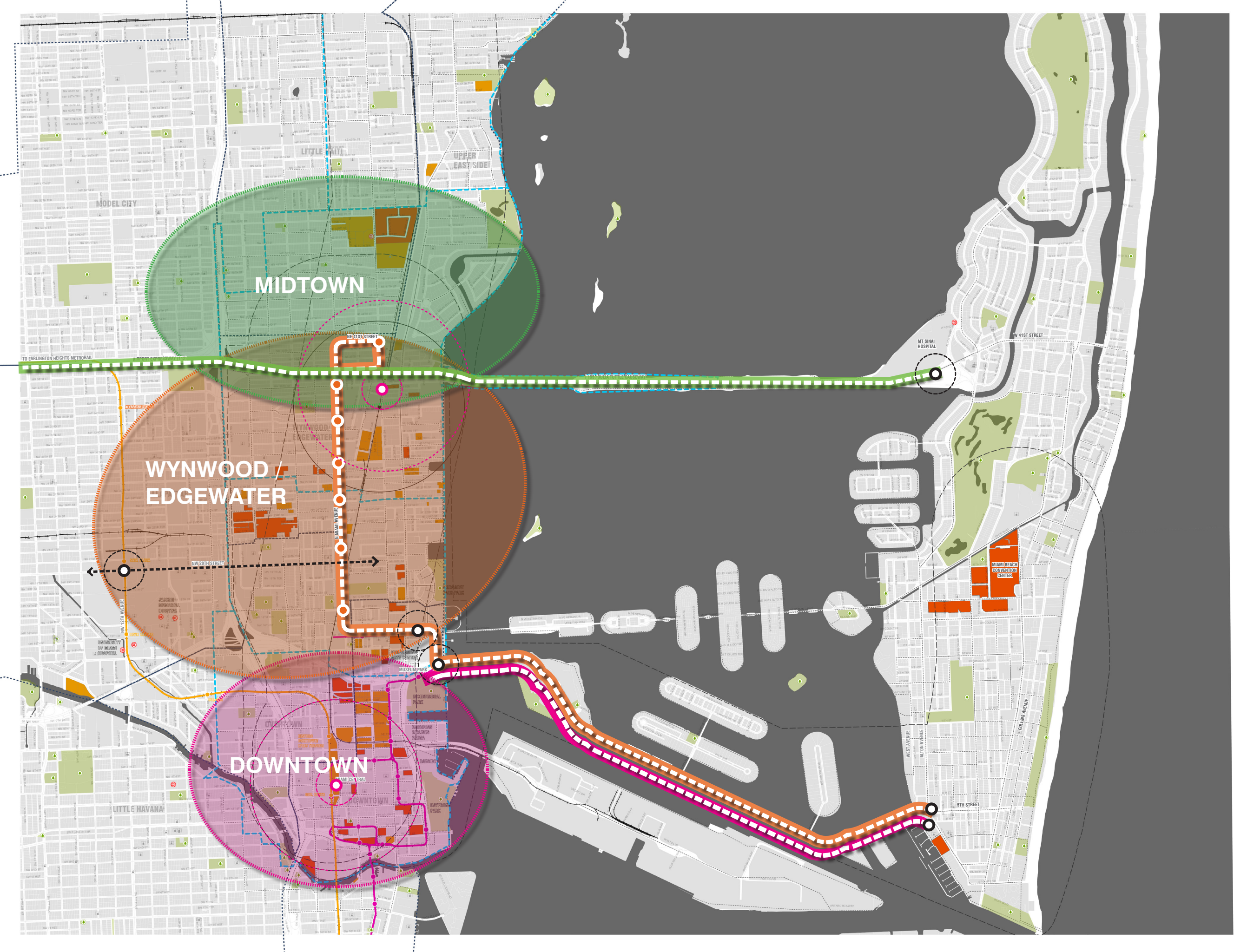
INTOWN
DOWNTOWN

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

MIDTOWN
NE 36th Street

DOWNTOWN
MiamiCentral Station

Legend:
- 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)

SMART
SHIFT

SHIFTING THE CENTER OF
GRAVITY AND GROWTH

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
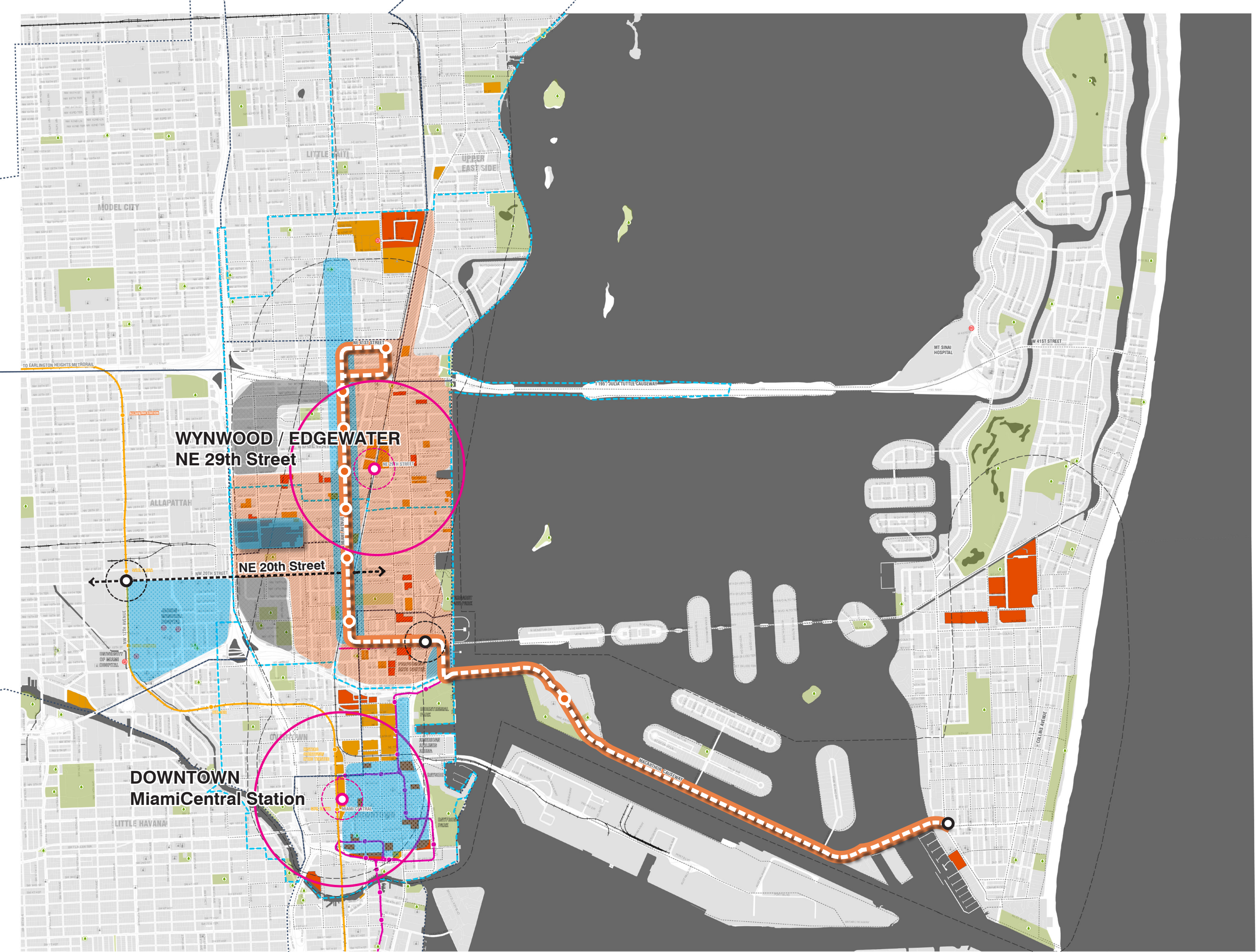
MIDTOWN
NE 36th Street

NE 20th Street

DOWNTOWN
MiamiCentral Station

Legend:
- 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)

SMART
SHIFT
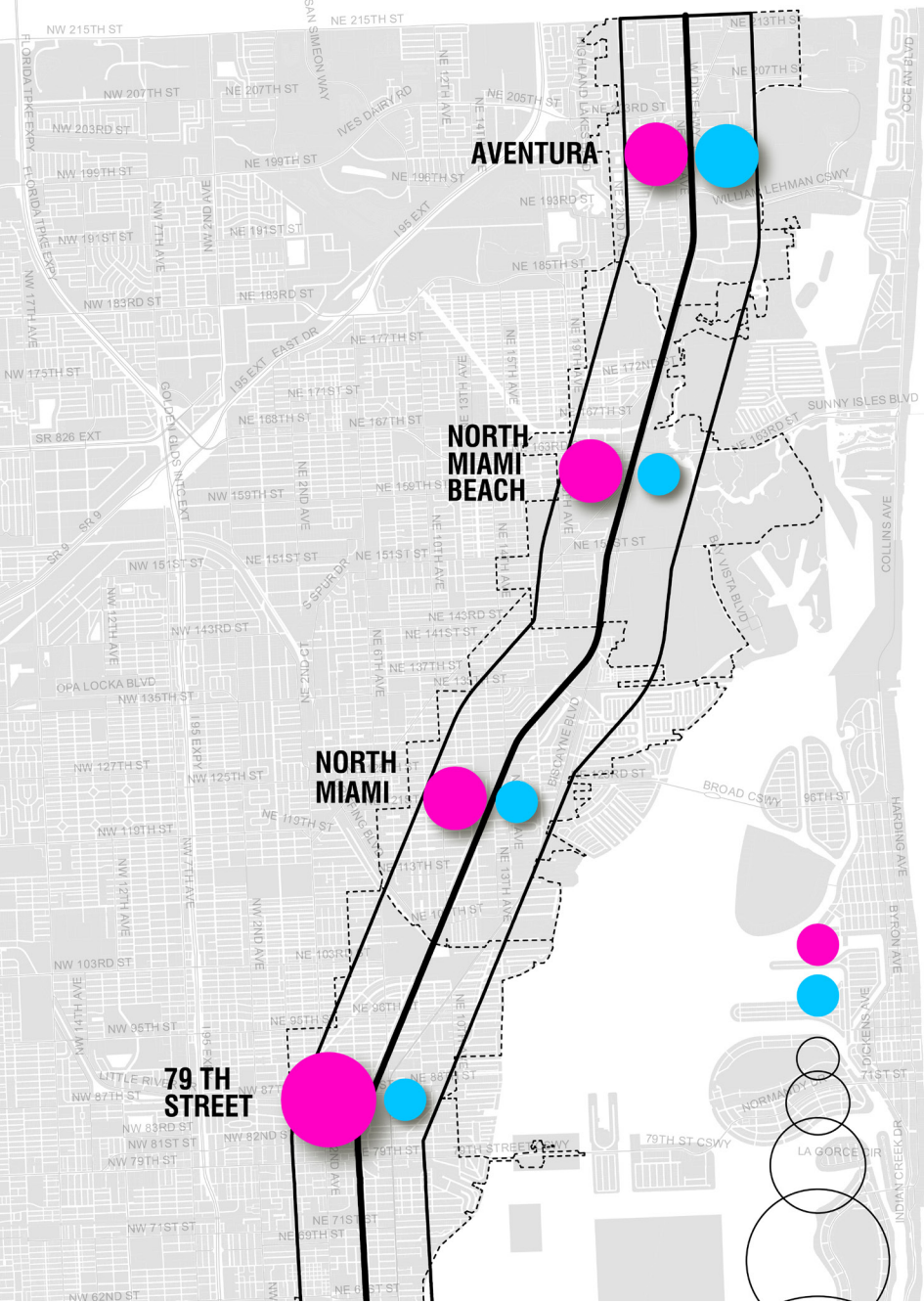
SHIFTING THE CENTER OF
GRAVITY AND GROWTH

WYNWOOD / EDGEWATER
NE 29th Street

NE 20th Street

DOWNTOWN
MiamiCentral Station

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)

SMART
MID TOWN BEACH

HIGHLY CONNECTED

MIDTOWN
NE 36th Street

DOWNTOWN
MiamiCentral Station

- 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)

Legend:
- Approved Projects
- Mapping Development Projects
- Metromover – Line and Station
- Metrorail – Line and Station
- Potentential Connector to Beach
- 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)

SMART PLAN GROWTH - SCENARIO 1

SMART PLAN GROWTH - SCENARIO 2

SMART PLAN GROWTH - SCENARIO 3

Legend:
- Scenario Population
- Scenario Employment
- 10K to 25K
- 25K to 35K
- 35K to 45K
- 45K to 55K

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
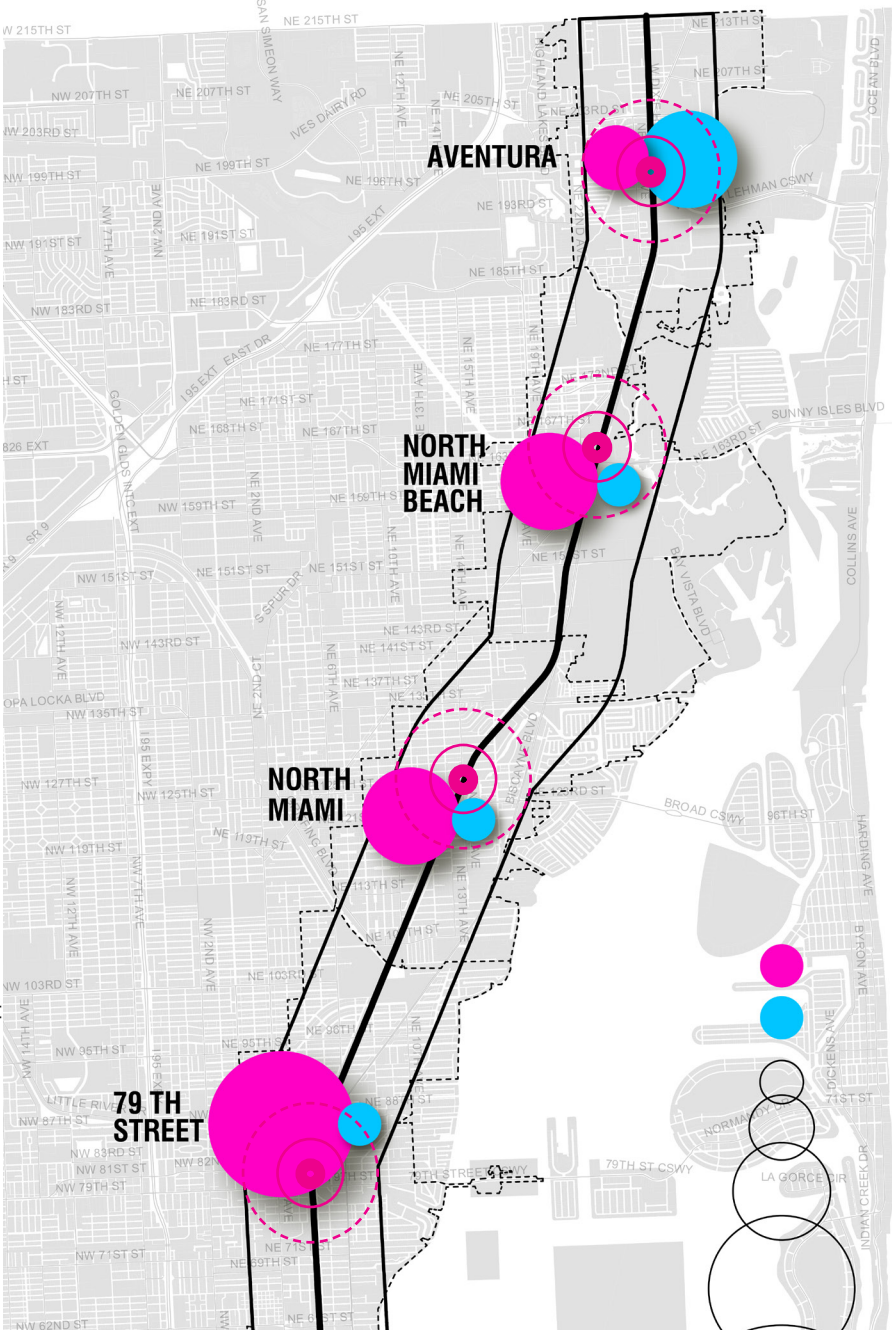
NORTH MIAMI BEACH / 163 Street

- 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
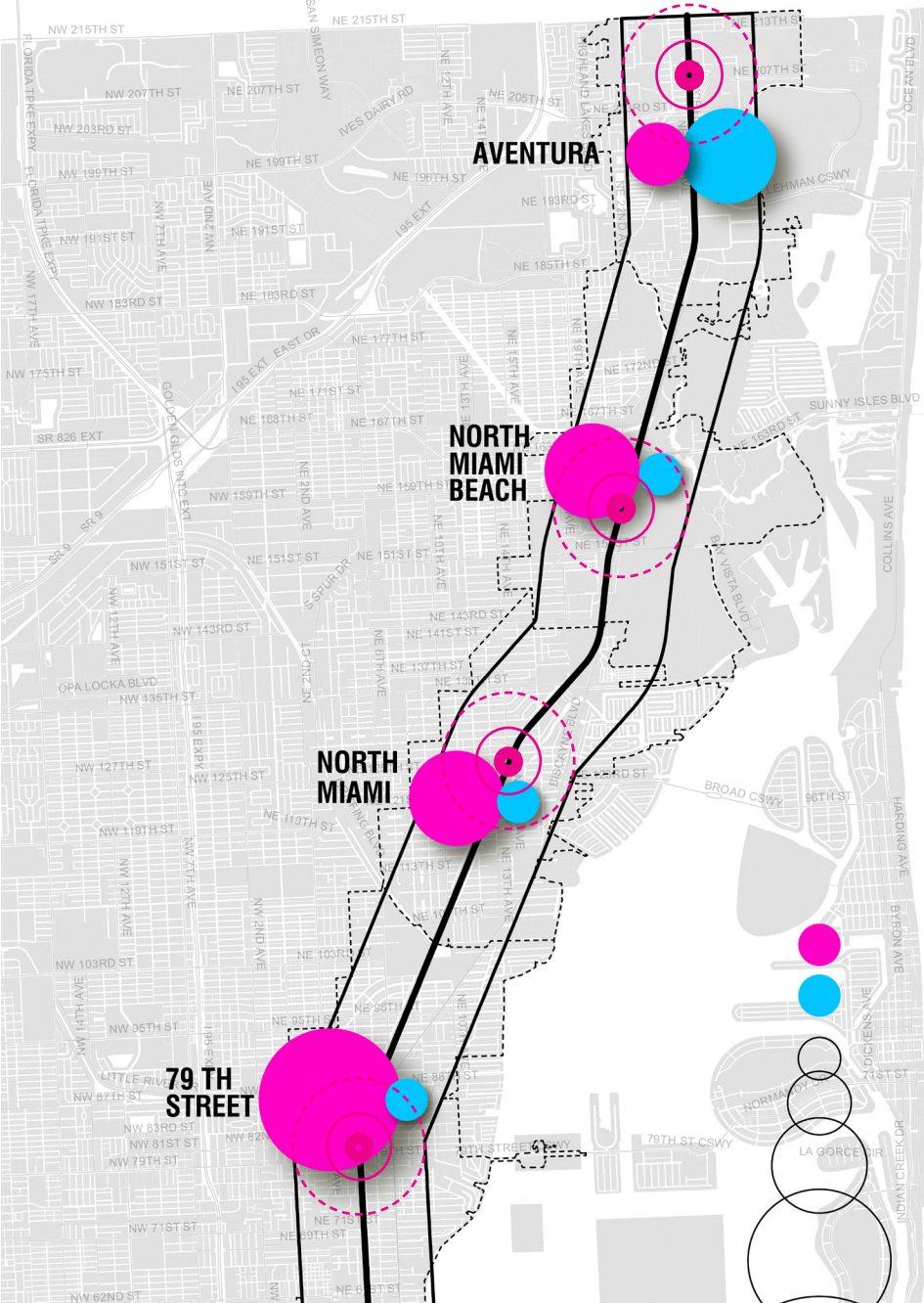
Upper East Side / El Portal at 79 Street:

- Mixed-use growth potential
- Within CRA area
- Underutilized parcels provide redevelopment opportunities
- Little Haiti/Little River opportunity to accomodate growth

Preliminary Preferred
Land Use Scenario

Preliminary Preferred Land Use Scenario
POPULATION
within Station Segments

AVENTURA - POP
2010: 19,986
2040: 23,941

NORTH MIAMI BEACH
2010: 16,907
2040: 33,108

NORTH MIAMI
2010: 31,601
2040: 33,794

79TH ST
2010: 28,009
2040: 43,185

MIDTOWN
2010: 21,414
2040: 43,578

WYNWOOD/EDGEWATER
2010: 18,363
2040: 51,915

DOWNTOWN
2010: 15,881
2040: 33,379

| Station SEGMENTS	2010 POP	2040 POP	Growth POP (DIFF between 2010 & 2040)
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

● 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

AVENTURA - POP
2010: 6,385
2040: 8,119
SMART: 3,000

NORTH MIAMI BEACH
2010: 7,140
2040: 20,806
SMART: 10,000

NORTH MIAMI
2010: 12,491
2040: 13,427
SMART: 4,000

79TH ST
2010: 12,181
2040: 21,633
SMART: 3,000

MIDTOWN
2010: 9,606
2040: 27,921
SMART: 8,000

WYNWOOD/EDGEWATER
2010: 11,452
2040: 32,184
SMART: 10,000

DOWNTOWN
2010: 14,334
2040: 30,994
SMART: 12,000

Station SEGMENTS	2010 POP	2040 POP	A Growth POP (DIFF between 2010 & 2040)	B SMART Growth POP	2040 POP + SMART Growth	C* New Dwelling Units
Aventura	19,986	23,941	3,955	3,000	26,941	3,024
North Miami Beach	16,907	33,108	16,201	10,000	43,108	11,392
North Miami	31,601	33,794	2,193	4,000	37,794	2,693
79th Street	28,009	43,185	15,176	3,000	46,185	7,903
Midtown	21,414	43,578	22,164	8,000	51,578	13,115
Wynwood/Edgewater	18,363	51,915	33,552	10,000	61,915	18,936
Downtown	15,881	33,379	17,498	12,000	45,379	12,825
Total	152,161	262,900	110,739	50,000	312,900	69,887

* SMART adds an Additional 21,740 New Dwelling Units

● Potential Station Location per FDOT PD&E Studies

● Potential Alternative Station Location as per Charrette Series 2

Preliminary Preferred Land Use Scenario
EMPLOYMENT
within Station Segments
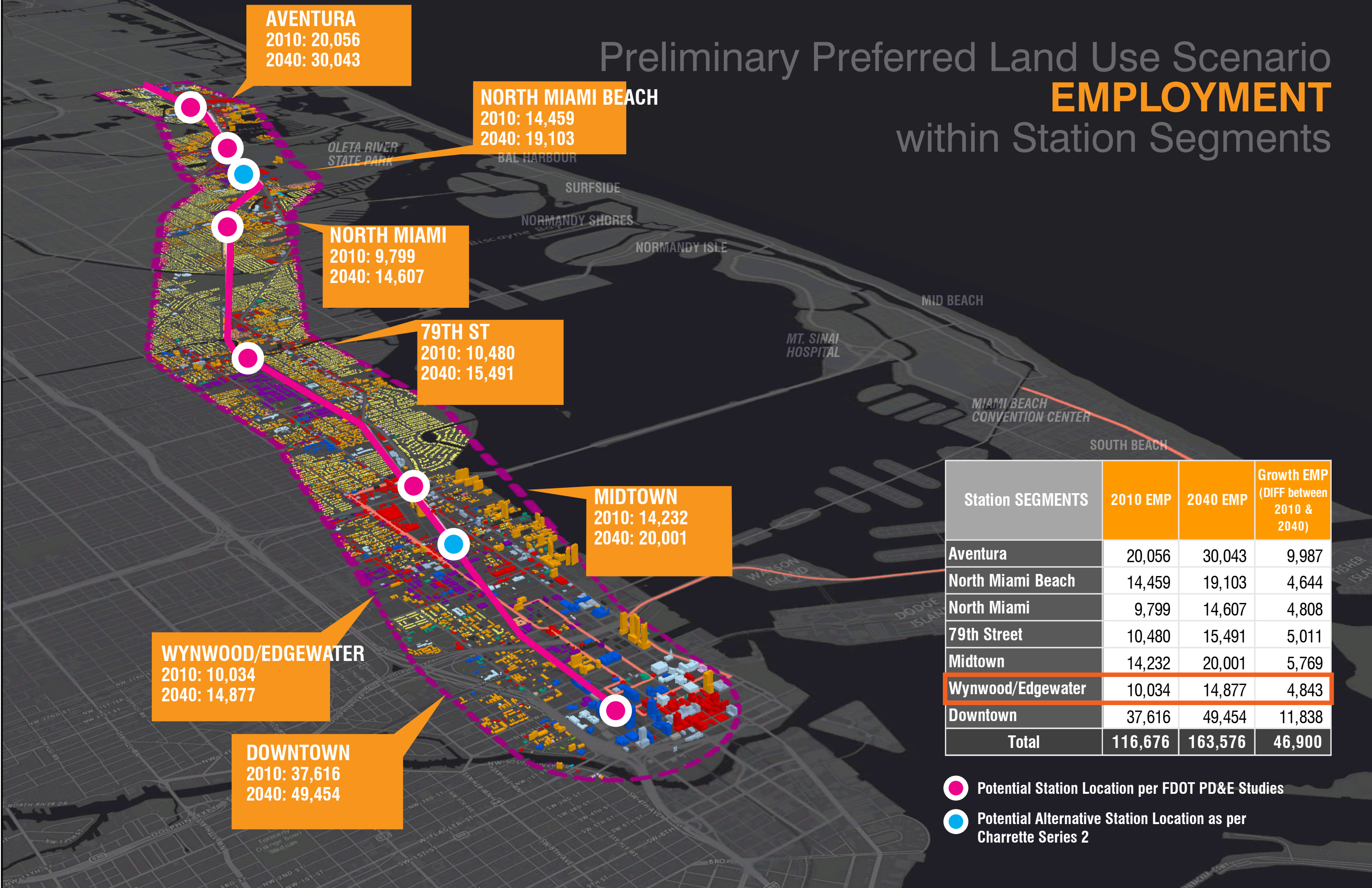
AVENTURA
2010: 20,056
2040: 30,043

NORTH MIAMI BEACH
2010: 14,459
2040: 19,103

NORTH MIAMI
2010: 9,799
2040: 14,607

79TH ST
2010: 10,480
2040: 15,491

MIDTOWN
2010: 14,232
2040: 20,001

WYNWOOD/EDGEWATER
2010: 10,034
2040: 14,877

DOWNTOWN
2010: 37,616
2040: 49,454

Station SEGMENTS	2010 EMP	2040 EMP	Growth EMP (DIFF between 2010 & 2040)
Aventura	20,056	30,043	9,987
North Miami Beach	14,459	19,103	4,644
North Miami	9,799	14,607	4,808
79th Street	10,480	15,491	5,011
Midtown	14,232	20,001	5,769
Wynwood/Edgewater	10,034	14,877	4,843
Downtown	37,616	49,454	11,838
Total	116,676	163,576	46,900

● Potential Station Location per FDOT PD&E Studies

● Potential Alternative Station Location as per Charrette Series 2

Preliminary Preferred Land Use Scenario
EMPLOYMENT (SMART Growth add 36K max)
within 1/2-mile radius Station Area
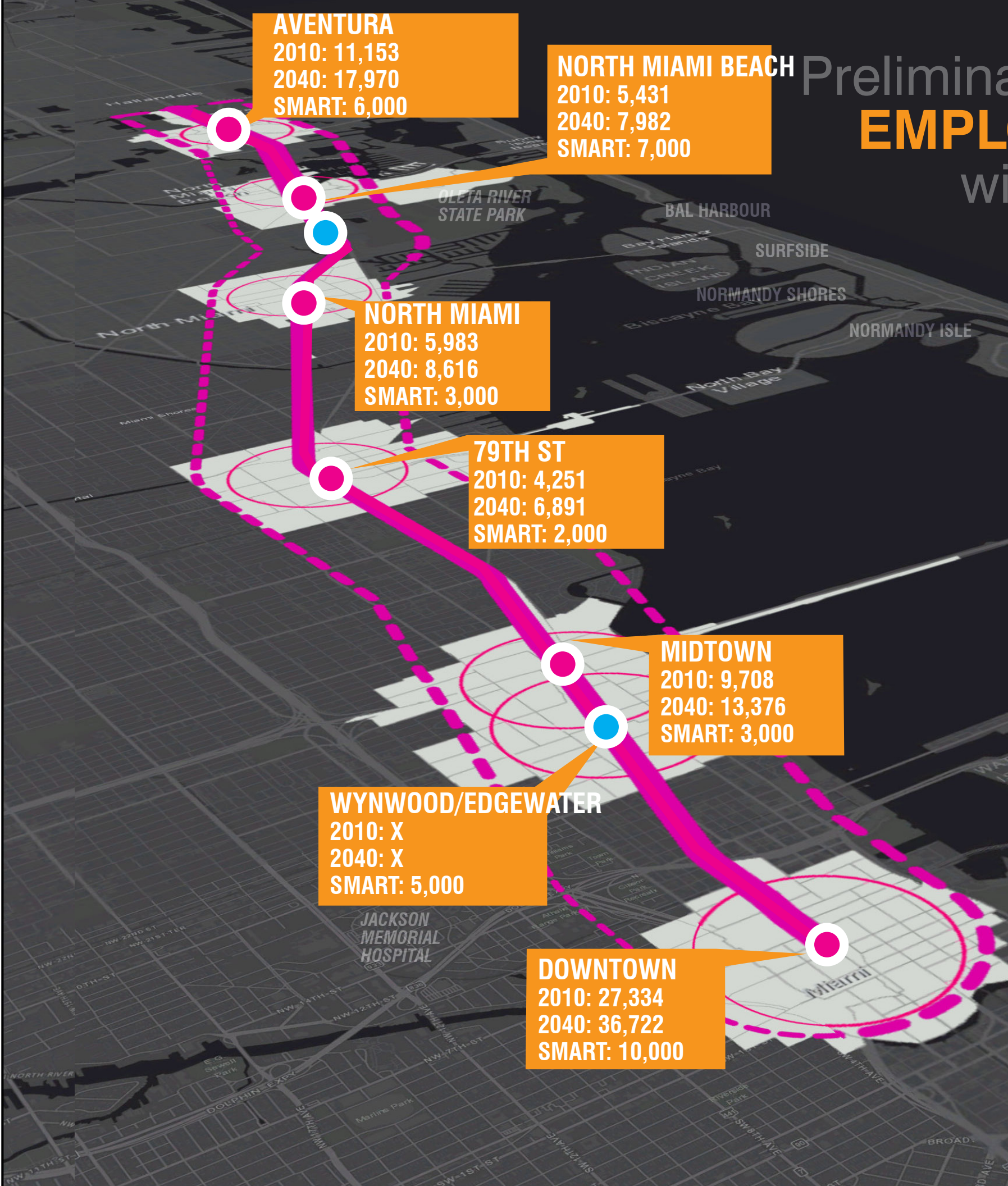
AVENTURA
2010: 11,153
2040: 17,970
SMART: 6,000

NORTH MIAMI BEACH
2010: 5,431
2040: 7,982
SMART: 7,000

NORTH MIAMI
2010: 5,983
2040: 8,616
SMART: 3,000

79TH ST
2010: 4,251
2040: 6,891
SMART: 2,000

MIDTOWN
2010: 9,708
2040: 13,376
SMART: 3,000

WYNWOOD/EDGEWATER
2010: X
2040: X
SMART: 5,000

DOWNTOWN
2010: 27,334
2040: 36,722
SMART: 10,000

Station SEGMENTS	2010 EMP	2040 EMP	Growth EMP (DIFF between 2010 & 2040)	SMART Growth EMP	2040 EMP + SMART Growth
			A	**B**	**C***
Aventura	20,056	30,043	9,987	6,000	36,043
North Miami Beach	14,459	19,103	4,644	7,000	26,103
North Miami	9,799	14,607	4,808	3,000	17,607
79th Street	10,480	15,491	5,011	2,000	17,491
Midtown	14,232	20,001	5,769	3,000	23,001
Wynwood/Edgewater	10,034	14,877	4,843	5,000	19,877
Downtown	37,616	49,454	11,838	10,000	59,454
Total	116,676	163,576	46,900	36,000	199,576

* SMART adds New SF Aea for Office / Retail / Hotel / Medical

● Potential Station Location per FDOT PD&E Studies

● Potential Alternative Station Location as per Charrette Series 2

Preliminary Preferred Land Use Scenario
POPULATION Summary

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

Preliminary Preferred Land Use Scenario
EMPLOYMENT Summary

Station Area within 1/2 Mile Radius	Employment				
	A	**B**	**C**	**D**	**E**
	2010 EMP	**2040 EMP**	**Growth EMP (DIFF between 2010 and 2040)**	**SMART Growth EMP**	**2040 EMP + SMART Total**
Aventura	11,153	17,970	6,817	6,000	23,970
North Miami Beach	5,431	7,982	2,551	7,000	14,982
North Miami	5,983	8,616	2,633	3,000	11,616
79th Street	4,251	6,891	2,640	2,000	8,891
Midtown	9,708	13,376	3,668	3,000	16,376
Wynwood/Edgewater	8,191	12,095	3,904	5,000	17,095
Downtown	27,334	36,722	9,388	10,000	46,722
Total	72,051	103,652	31,601	36,000	139,652
All NE Corridor (*)	116,676	163,576	46,900	36,000	199,576

(*) 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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SMART Studio

vision
growth
placemaking

TRANSIT COMMUNITIES
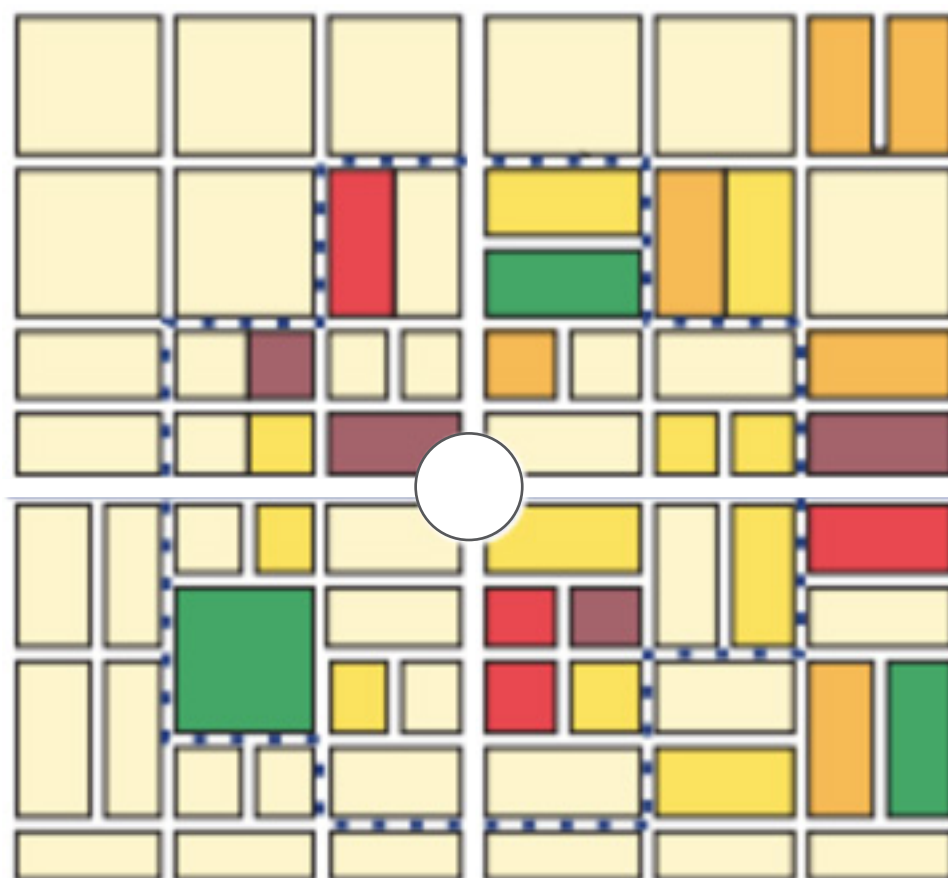
Non-Transit Oriented Development
land uses not organized around transit
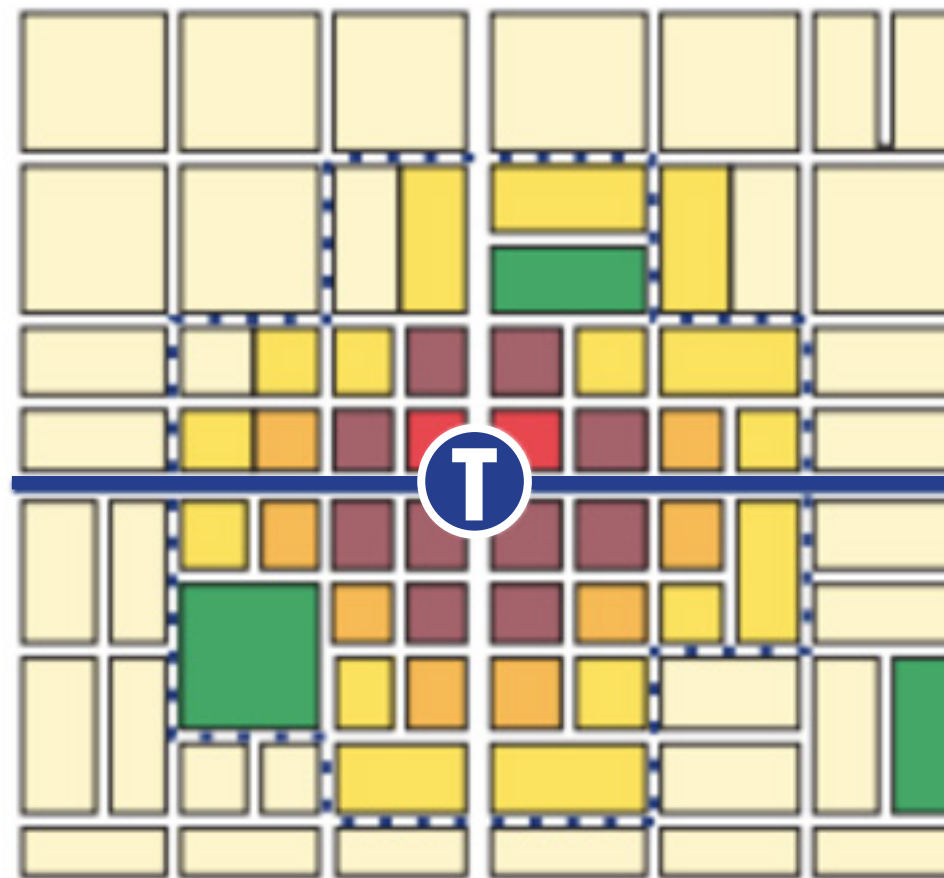
Transit Oriented Development
land uses organized around transit

Legend:
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Park
- T Transit Stop
- — Transit Route
- ··· 10 minute walk

- understanding relationship between land use and transit
- what is transit oriented development (TOD)?

TOD Framework: 1/4-mile and 1/2-mile areas

Service Area: 1/2 mile to 5 miles
COMMUTER OR HEAVY RAIL
Station Spacing: 5 miles to 15 miles
Optimal Travel Shed: 5 miles to 100 miles

Service Area: 1/4 mile to 5 miles
LIGHT RAIL
Station Spacing: 1 mile to 2 miles
Optimal Travel Shed: 5 miles to 50 miles

Service Area: 1/4 mile to 1 mile
BUS RAPID TRANSIT OR LOCAL/EXPRESS BUS
Station Spacing: 1/2 mile to 1 mile
Optimal Travel Shed: 5 miles to 20 miles
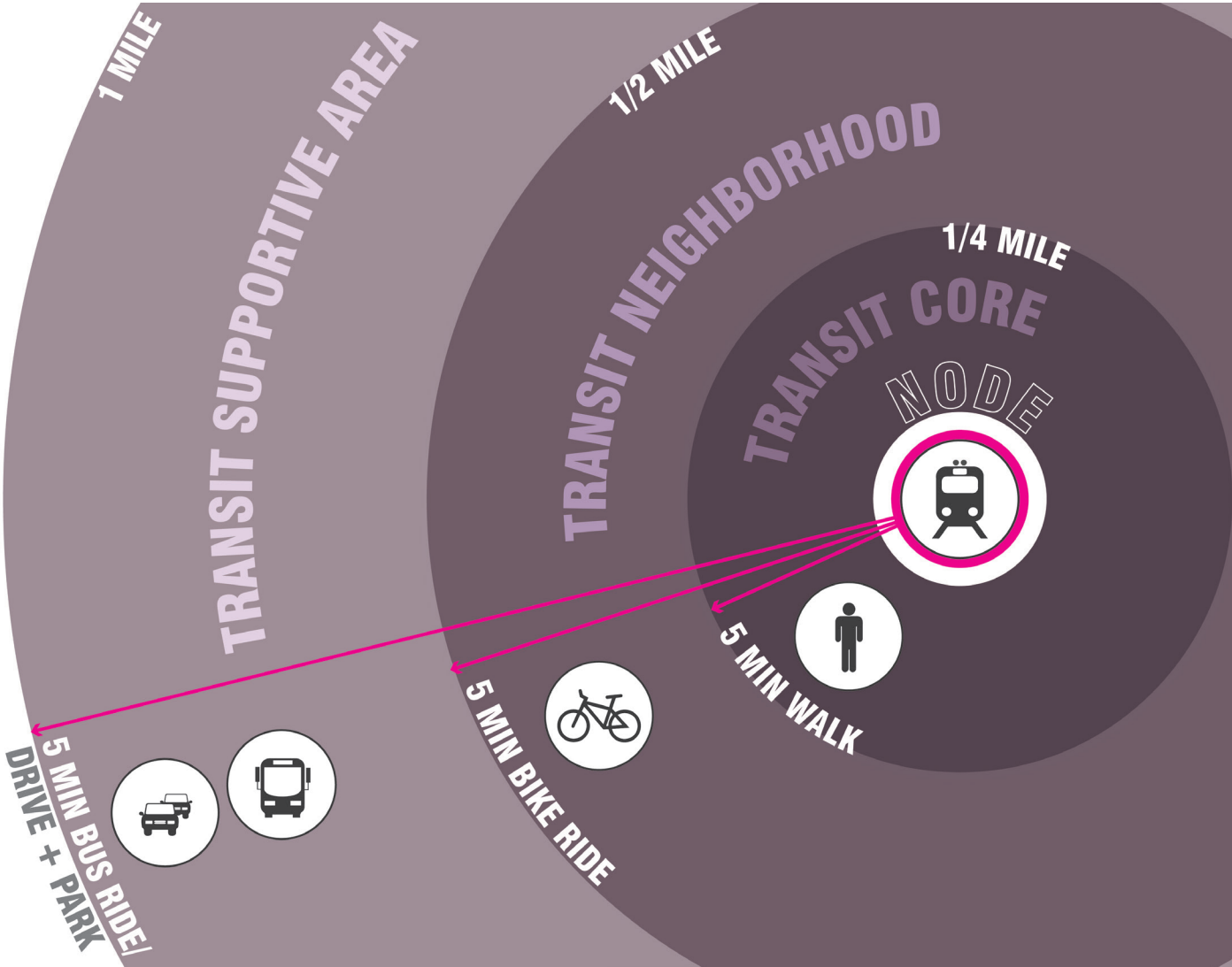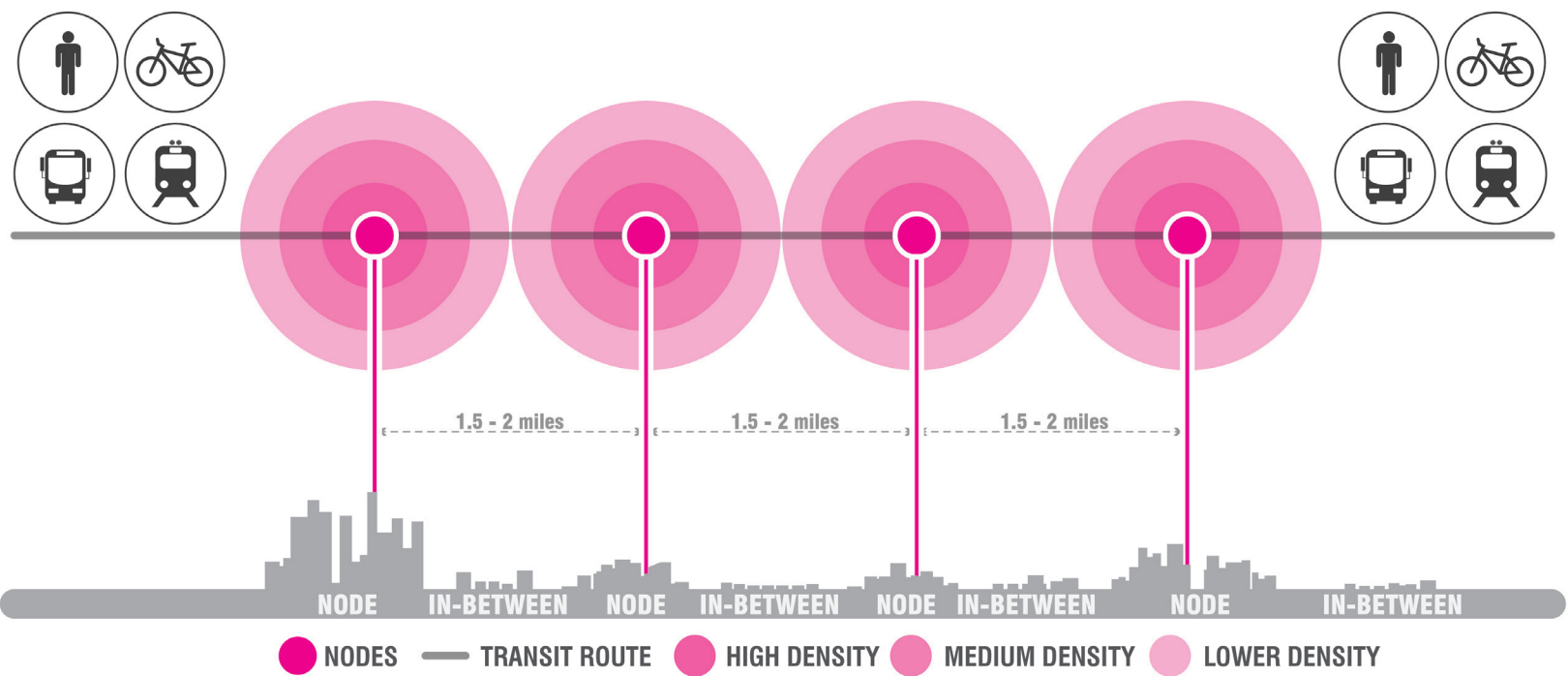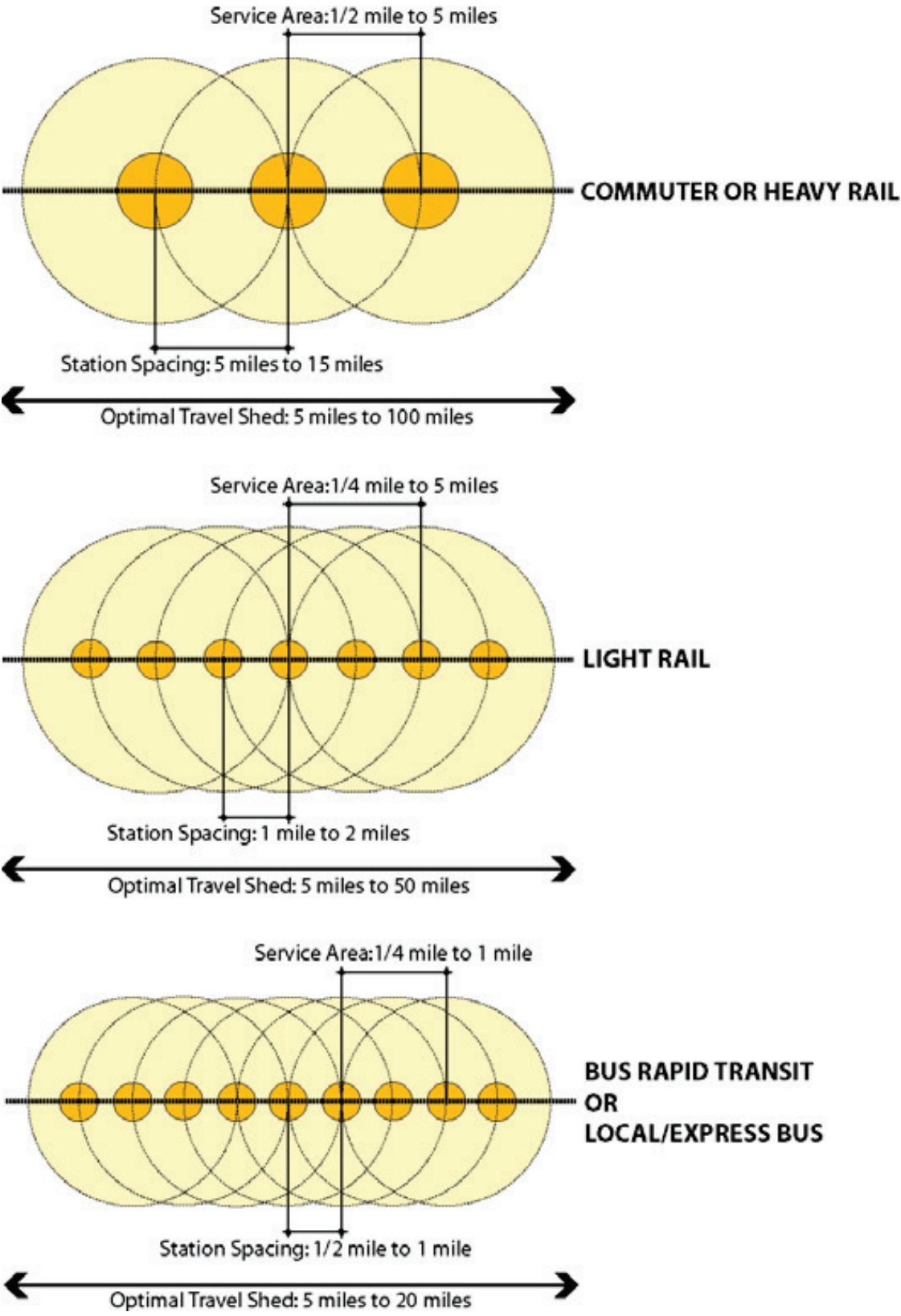
Figure 13: Transit Types and Station Spacing

1.5 - 2 miles   1.5 - 2 miles   1.5 - 2 miles

NODE   IN-BETWEEN   NODE   IN-BETWEEN   NODE   IN-BETWEEN   NODE   IN-BETWEEN

NODES — TRANSIT ROUTE — HIGH DENSITY — MEDIUM DENSITY — LOWER DENSITY

1 MILE
TRANSIT SUPPORTIVE AREA
1/2 MILE
TRANSIT NEIGHBORHOOD
1/4 MILE
TRANSIT CORE
NODE

5 MIN WALK
5 MIN BIKE RIDE
5 MIN BUS RIDE/ DRIVE + PARK

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 coveniently*
       access by transit
    * *Nearby stores and restaurants*
       accessed by transit, walking
       and biking
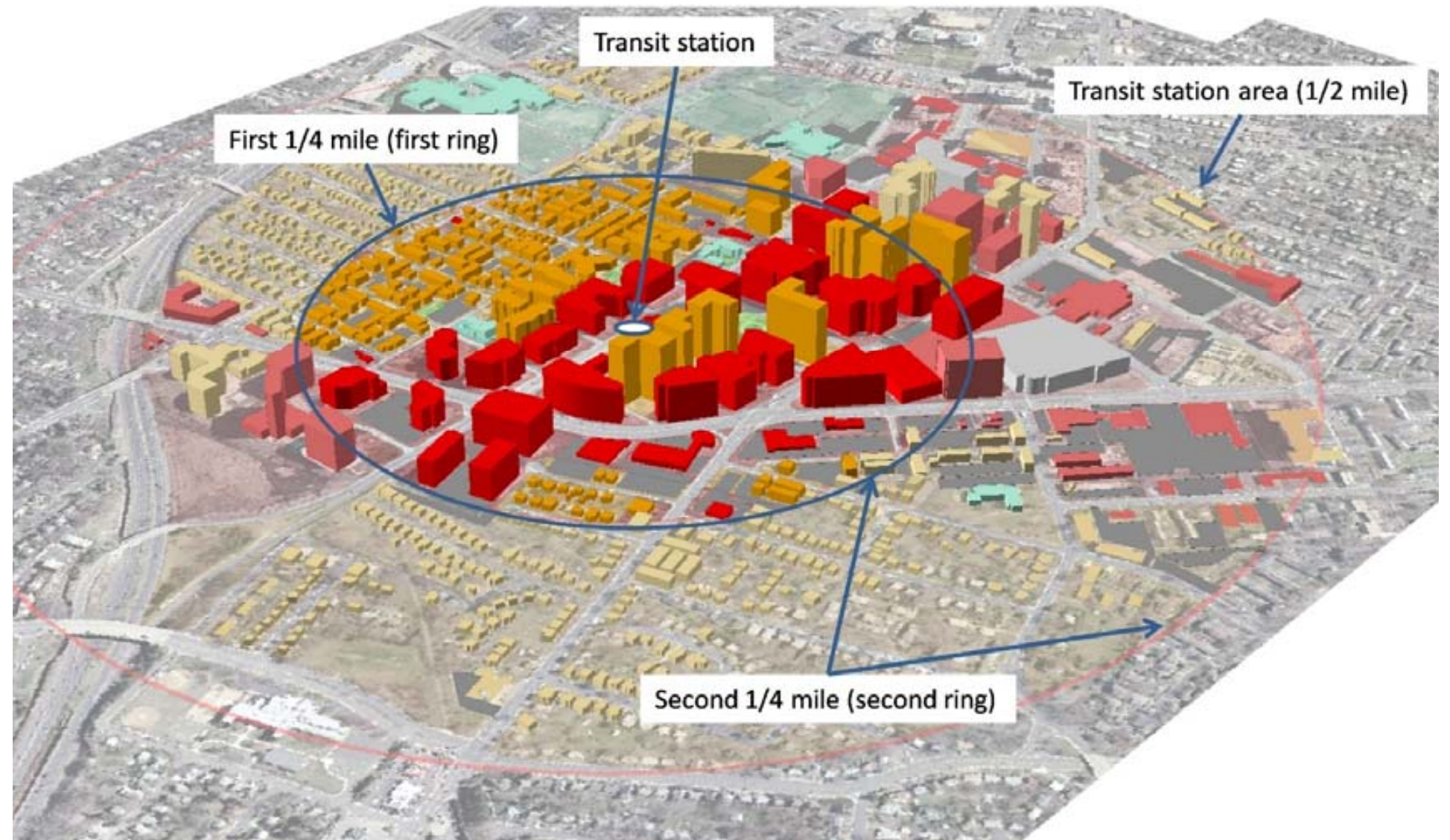
3 STATION AREA TYPOLOGIES WITHIN NORTHEAST CORRIDOR
URBAN CENTERS(*)

REGIONAL	METROPOLITAN	COMMUNITY

1. Downtown MiamiCentral Station

2. Midtown at NE 36th Street
3. City of North Miami Beach at NE 163rd Street
4. City of Aventura at NE 197th Street
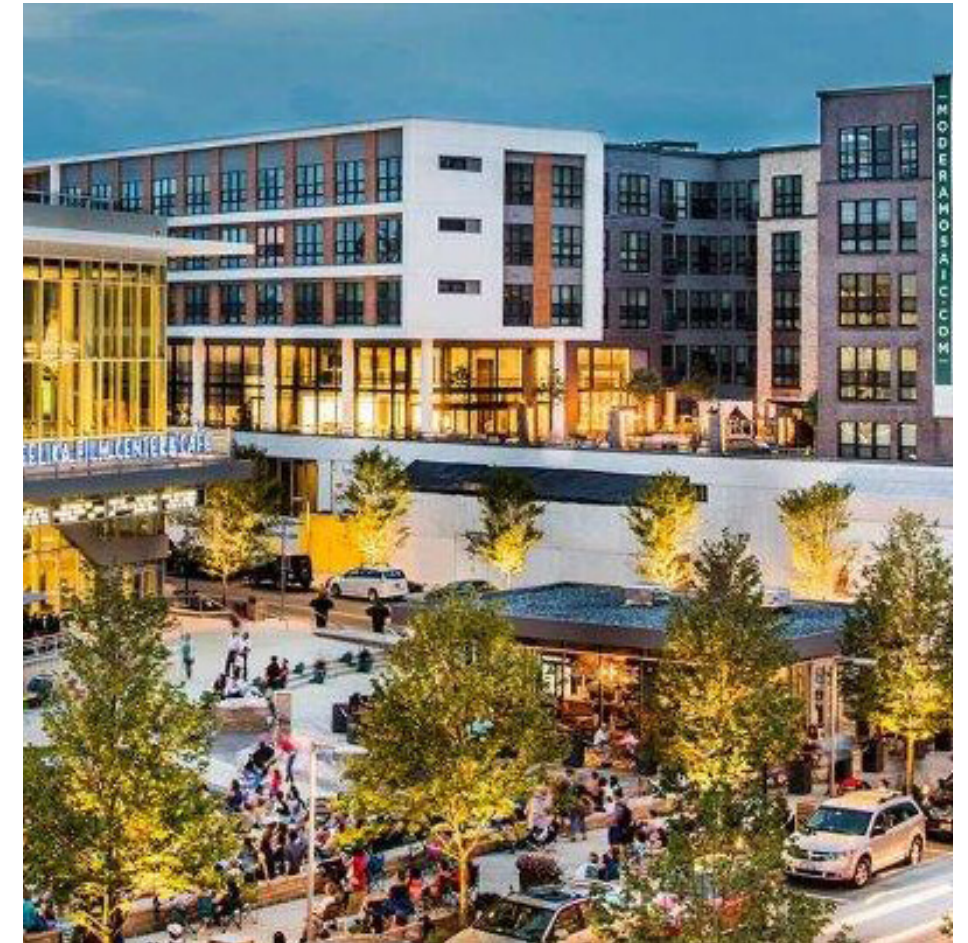
5. City of North Miami at NE 125th Street
6. Upper East Side / El Portal at NE 79th Street

(*) 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 TYPE 2 (ALT) METROPOLITAN
City of Aventura
At NE 211th Street

STATION TYPE 2 METROPOLITAN
City of Aventura
At NE 197th Street

STATION TYPE 2 METROPOLITAN
City of North Miami Beach
At NE 163rd Street

STATION TYPE 2 (ALT) METROPOLITAN
City of North Miami Beach
At NE 151st Street

STATION TYPE 3 COMMUNITY
City of North Miami
At NE 125th Street

STATION TYPE 3 COMMUNITY
City of Miami
Upper East Side / El Portal
At NE 79th Street

STATION TYPE 1 REGIONAL
Downtown MiamiCentral

STATION TYPE 2 METROPOLITAN
City of Miami
Midtown at NE 36th

STATION TYPE 2 (ALT) METROPOLITAN
City of Miami
Wynwood / Edgewater
At NE 29th or NE 20th Street

2 MILES 2.5 MILES 3 MILES 2.7 MILES 2 MILES

FDOT PD&E - POTENTIAL STATION LOCATION AND BUFFER

○ Station Locations per FDOT PD&E Studies

○ Alternative Station Locations per Charrette Series 1 Input

STATION AREA CHARACTER BASED ON TYPOLOGY
URBAN CENTERS

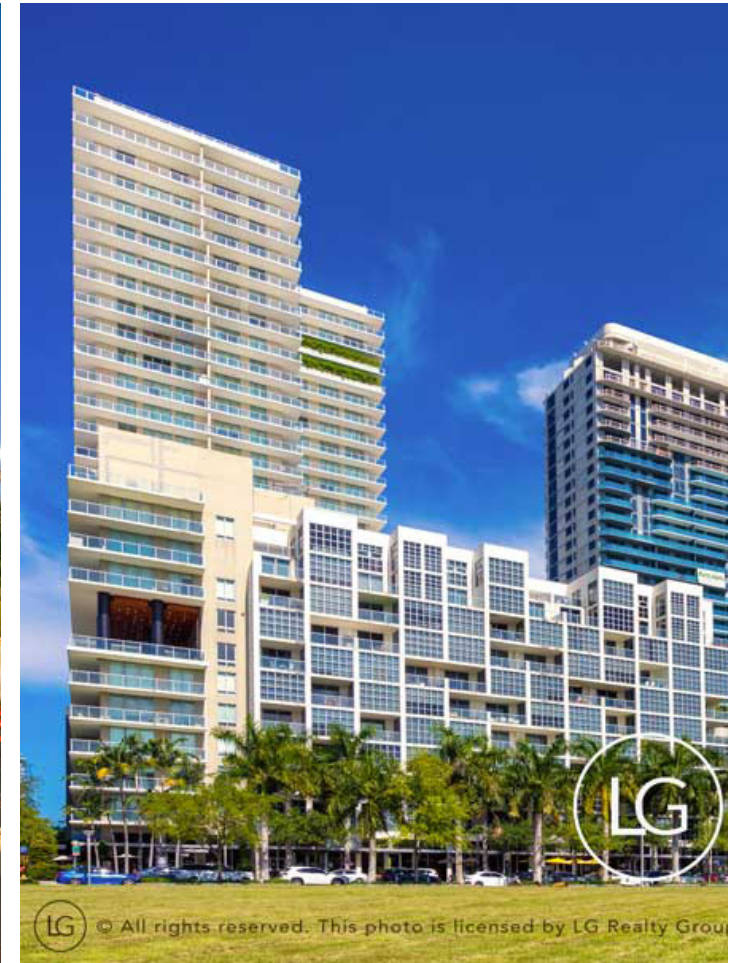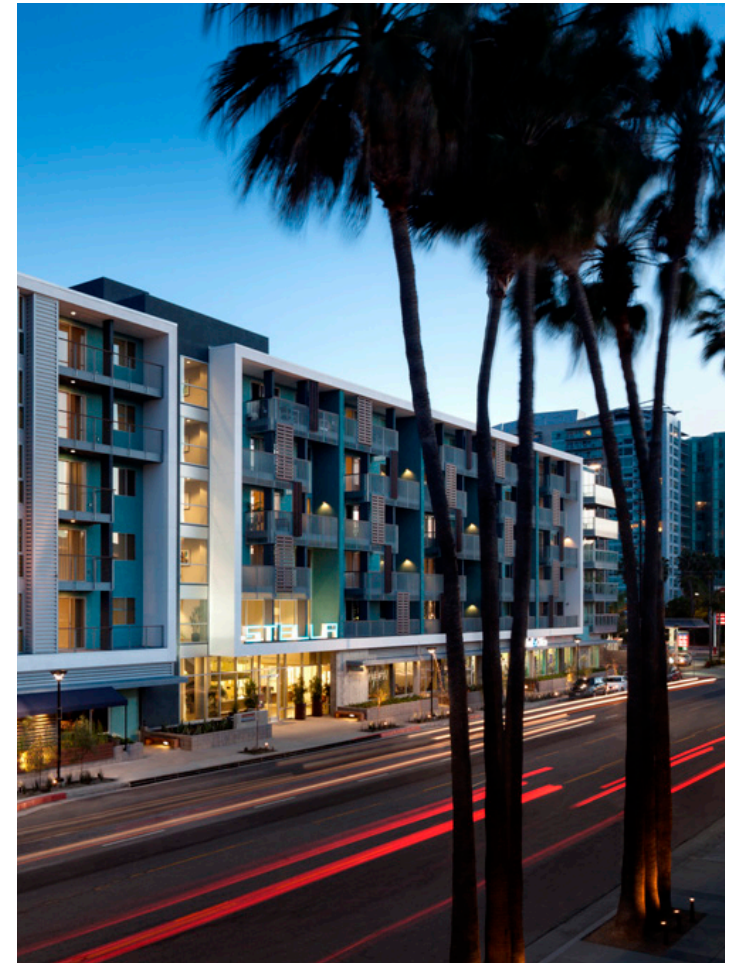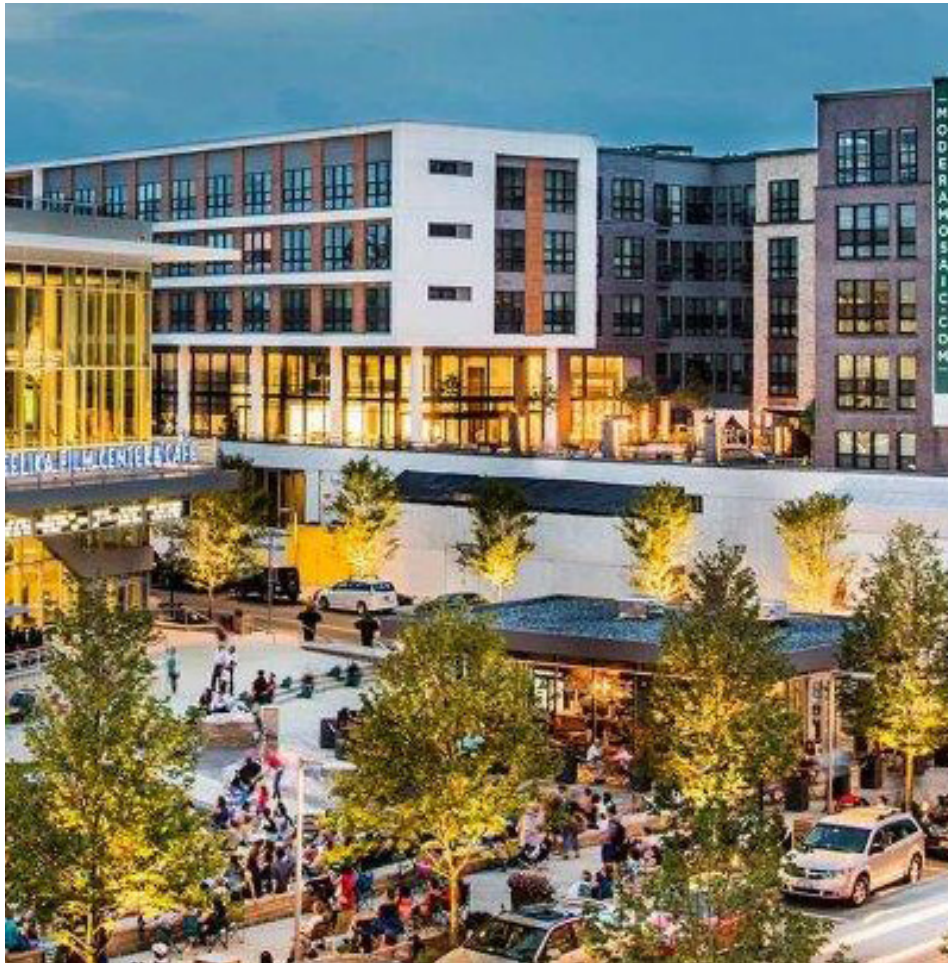|	REGIONAL	METROPOLITAN	COMMUNITY
LAND USE MIX	• Concentration and variety of uses and activities • The core of the centers should contain business, employment, civic, and/or high-or moderate density residential uses, with a variety of moderate-density housing types within walking distance from the centers • Both large and small businesses are encourage • Moderate to high intensity • Destination for surrounding neighborhoods • Potential job center	• 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	• 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	• 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	• 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 where there is complementary mix of uses on proximate developmnt sites and near transit stations	• Shared parking encourage • Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate developmnt sites and near transit stations	• Shared parking encourage • Reductions from parking requirements shall be authorized where there is complementary mix of uses on proximate developmnt sites and near transit stations
BUILDING	• Buildings and their landscape shall be built to the sidewalk edge.	• Buildings and their landscape shall be built to the sidewalk edge.	• Consistent, moderate setbacks
DENSITY AND INTENSITY	• Average FAR: greater than 4.0 in the core not less than 2.0 in the edge • Max. Densities Dwellings per Gross Area: 500	• Average FAR: greater than 3.0 in the core not less than 0.75 in the edge • Max. Densities Dwellings per Gross Area: 250	• Average FAR: greater than 1.5 in the core not less than 0.5 in the edge • Max. Densities Dwellings per Gross Area: 125

STATION AREA CHARACTER
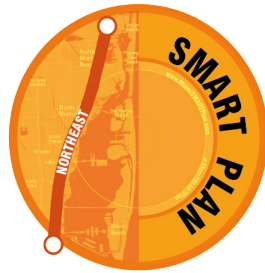## REGIONAL
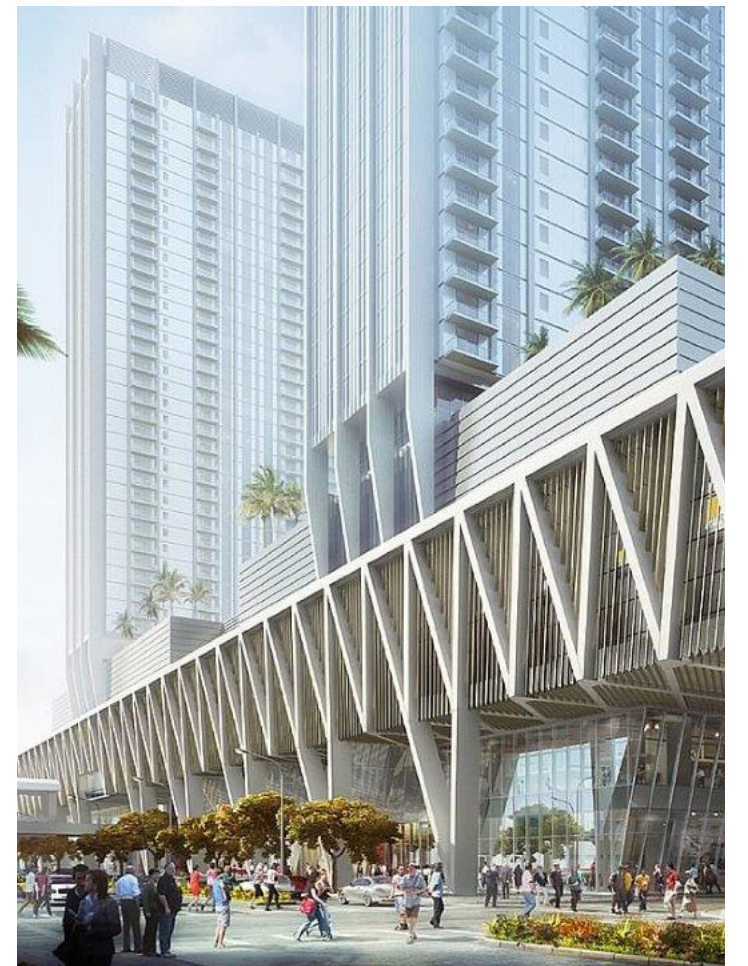
STATION AREA CHARACTER BASED ON TYPOLOGY
REGIONAL

LAND USE MIX	• Variety of uses and activities • The core of the centers should contain business, employment, civic, and/or high-or moderate density residential uses, with a variety of moderate-density housing types within walking distance from the centers • Both large and small businesses are encourage • Destination for surrounding neighborhoods • Potential job center
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 4.0 in the core not less than 2.0 in the edge • Max. Densities Dwellings per Gross Area: 500

STATION AREA CHARACTER
METROPOLITAN

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:
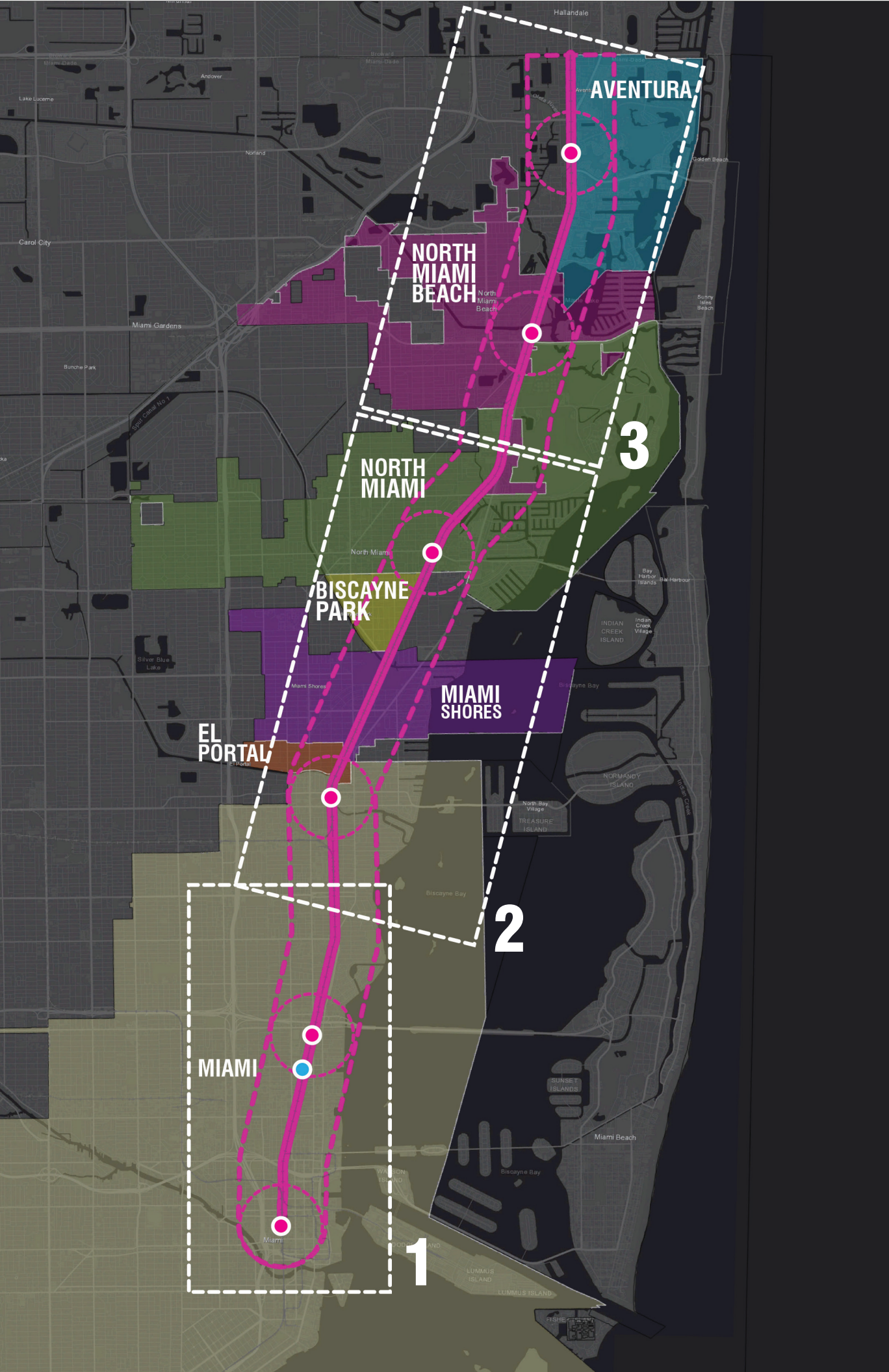
1. **LEGO Exercise**
   - *SMART Plan Growth is the additional growth in Population and Employment that could occur with improved transit.*
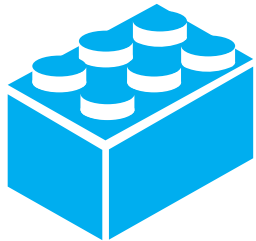   - *Where should housing and jobs be located?*

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

NE CORRIDOR POPULATION 2040
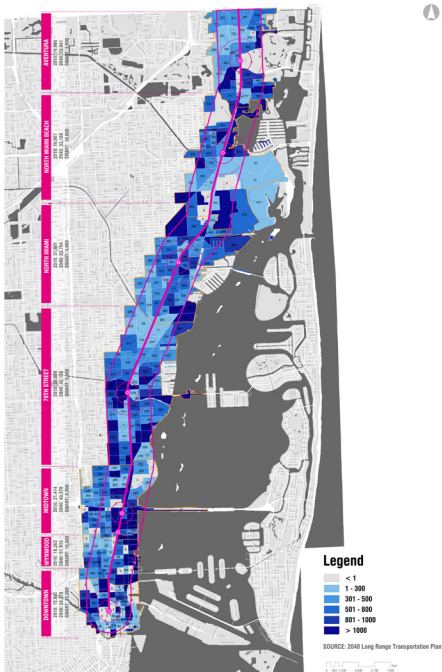
NE CORRIDOR EMPLOYMENT 2040
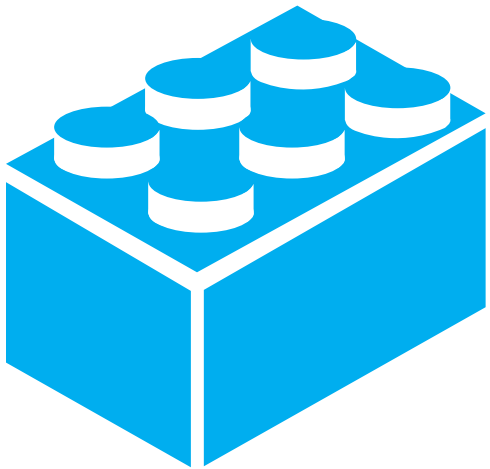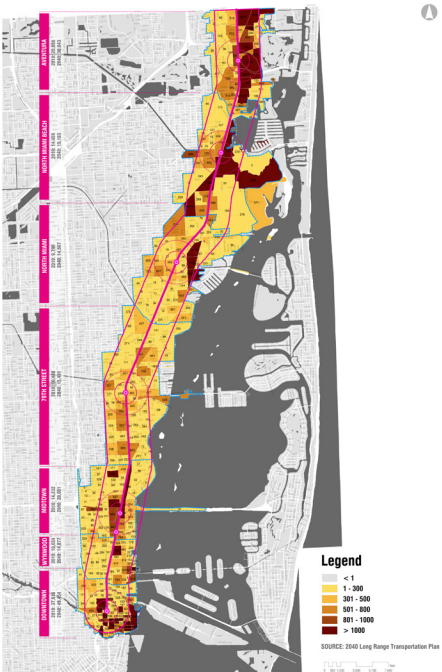
200 People

200 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

= 200 People/ 87 Units

= 200 Jobs
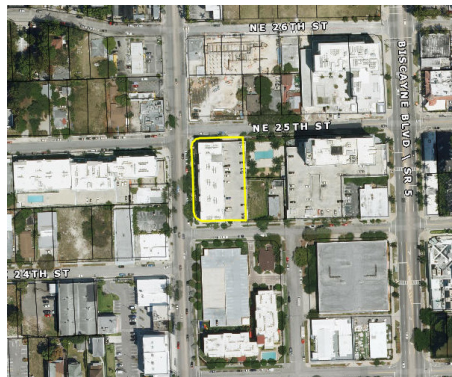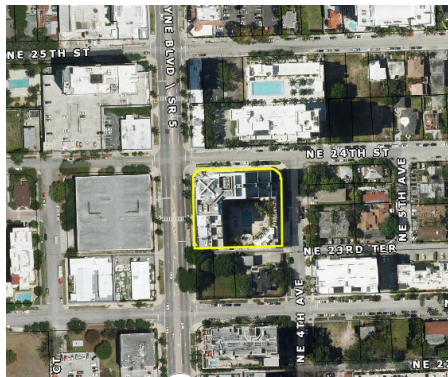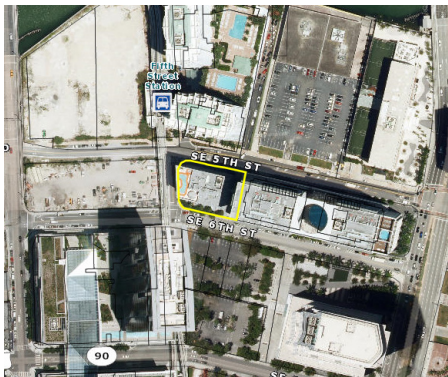
441 People/
192 Dwelling Units

274 People/
119 Dwelling Units

207 People/
90 Dwelling Units
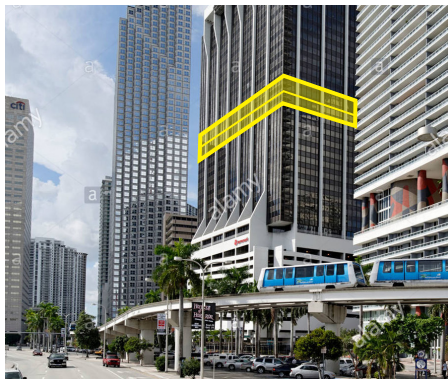
200 People/
+/- 2 Levels of tower

Mobility Improvements
FIRST MILE/ LAST MILE - TRANSIT ACCESSIBILITY
STICKERS EXERCISE

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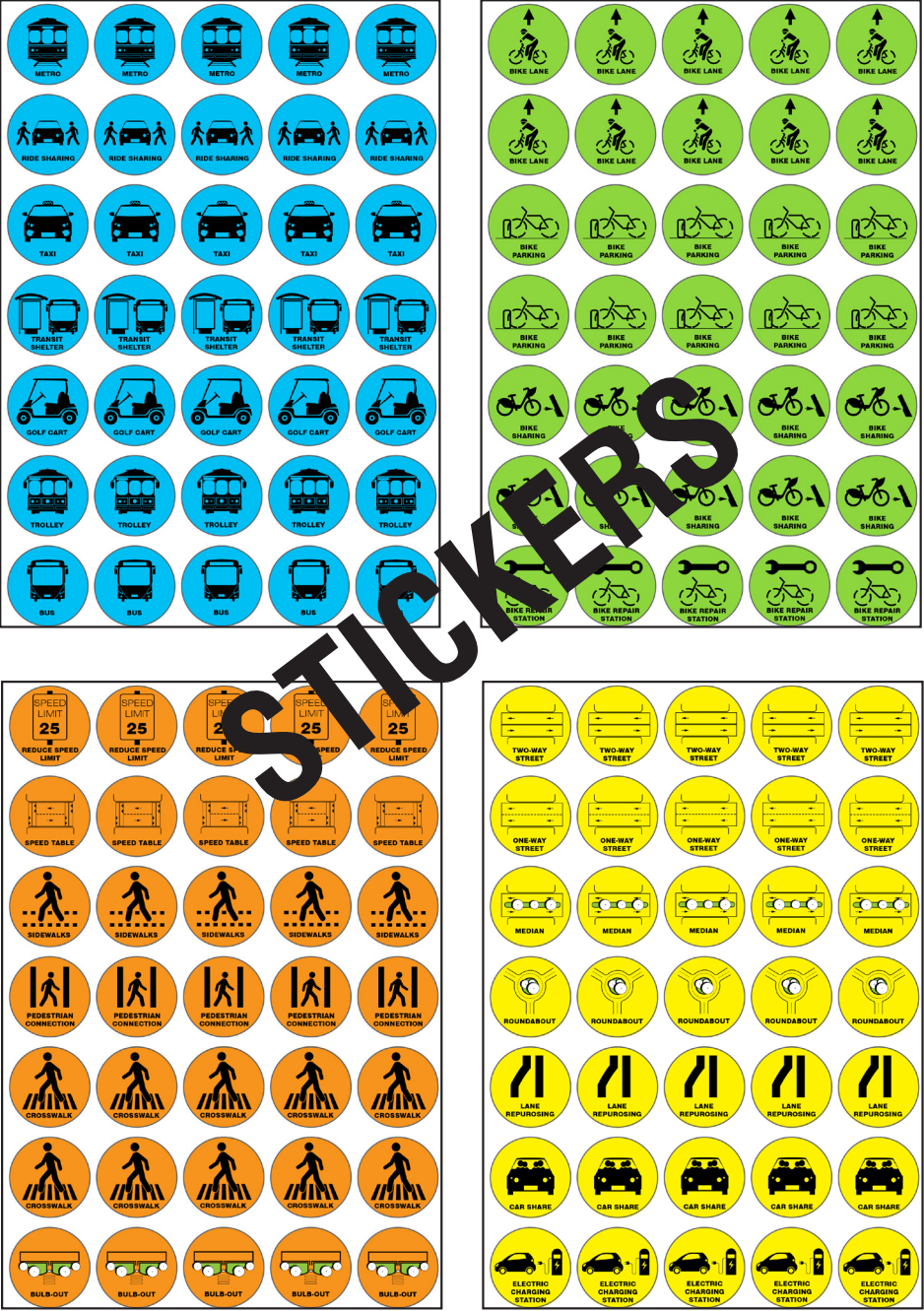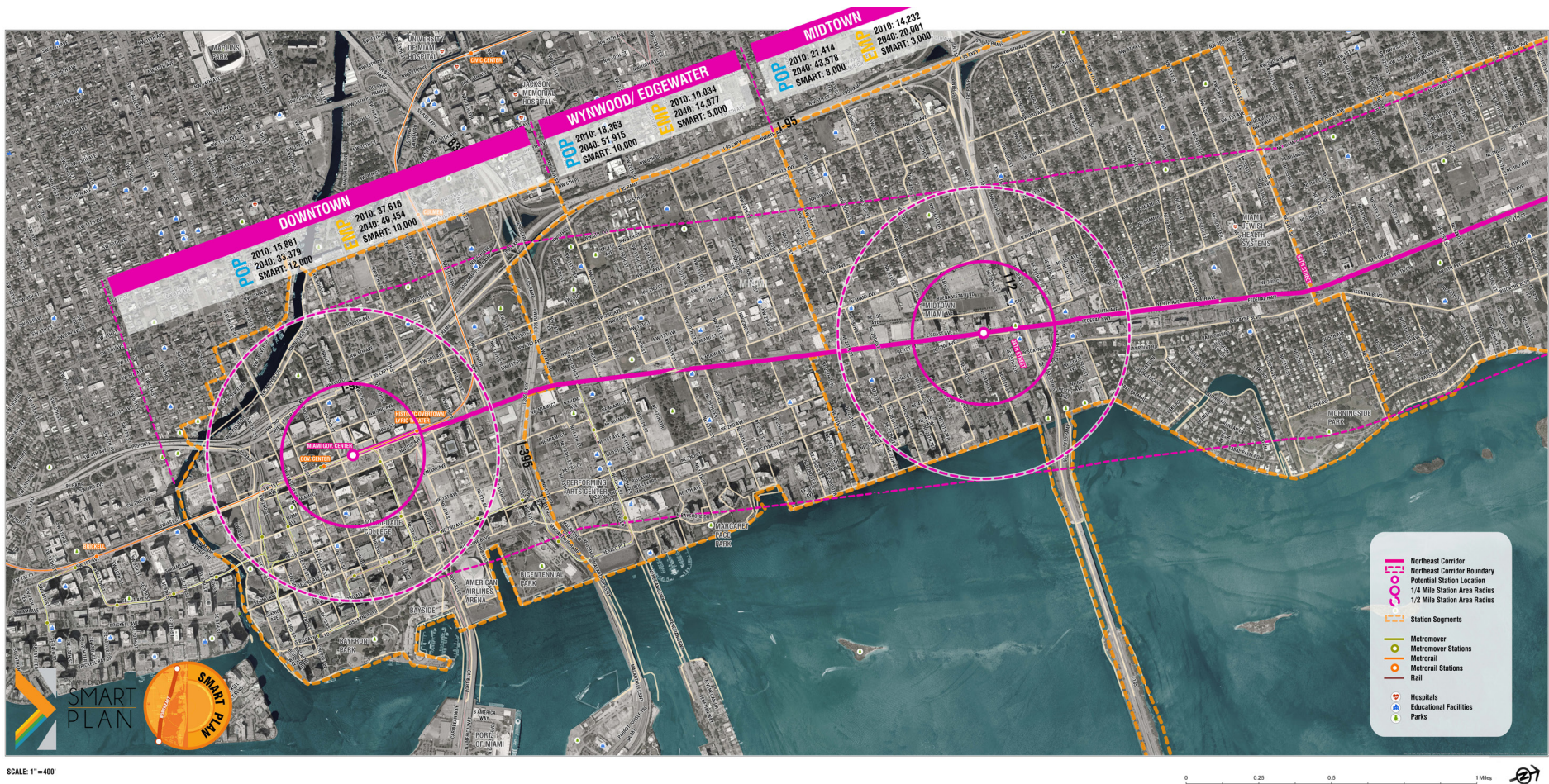
Mobility Improvements

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
Improves safety of crossing

Crosswalks

Pedestrian connection
Increase convenience of walking to destinations

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

Transit Infrastructure

Bus
Provide alternative modes of transportation

Trolley
Provide alternative modes of transportation

Metro
Provide alternative modes of transportation

Ride sharing

Transit shelter
Improve the experience of transit

Freebee
Provide alternative modes of transportation

Taxi
Provide alternative modes of transportation

Golf cart

Automobile Infrastructure

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

Two-way street

One-way street

Median

On-street parking
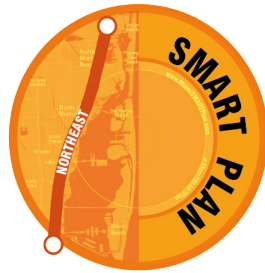
LIVE POLLING

(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
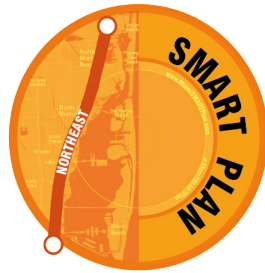4. I do not live or work in these Zones

Audience Poll

Q2 - Were you familiar with the Strategic Miami Area Rapid Transit (SMART) Plan before this meeting?
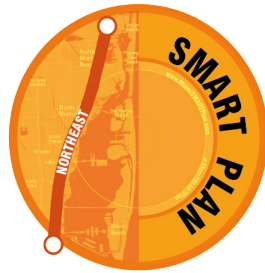
A. Yes
B. Somewhat
C. No

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
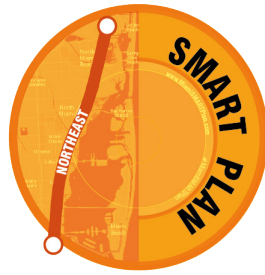
Audience Poll

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
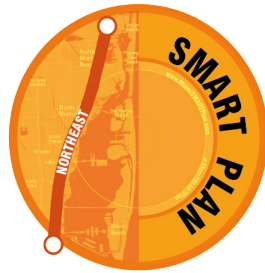
Audience Poll

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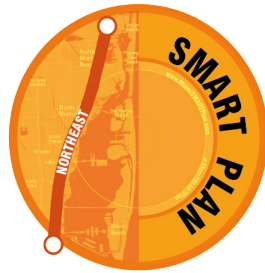
Q8 - I also get around using….Select up to three.

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
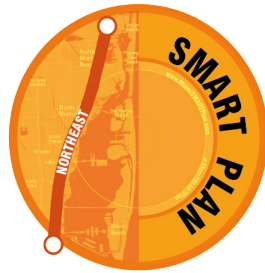5. Education
6. Government / PortMiami
7. Other

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

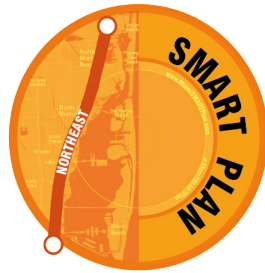*** Potential Station Locations identified by FDOT PD&E Studies**

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

www.MiamiSMARTPlan.com

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SMART PLAN

NORTHEAST
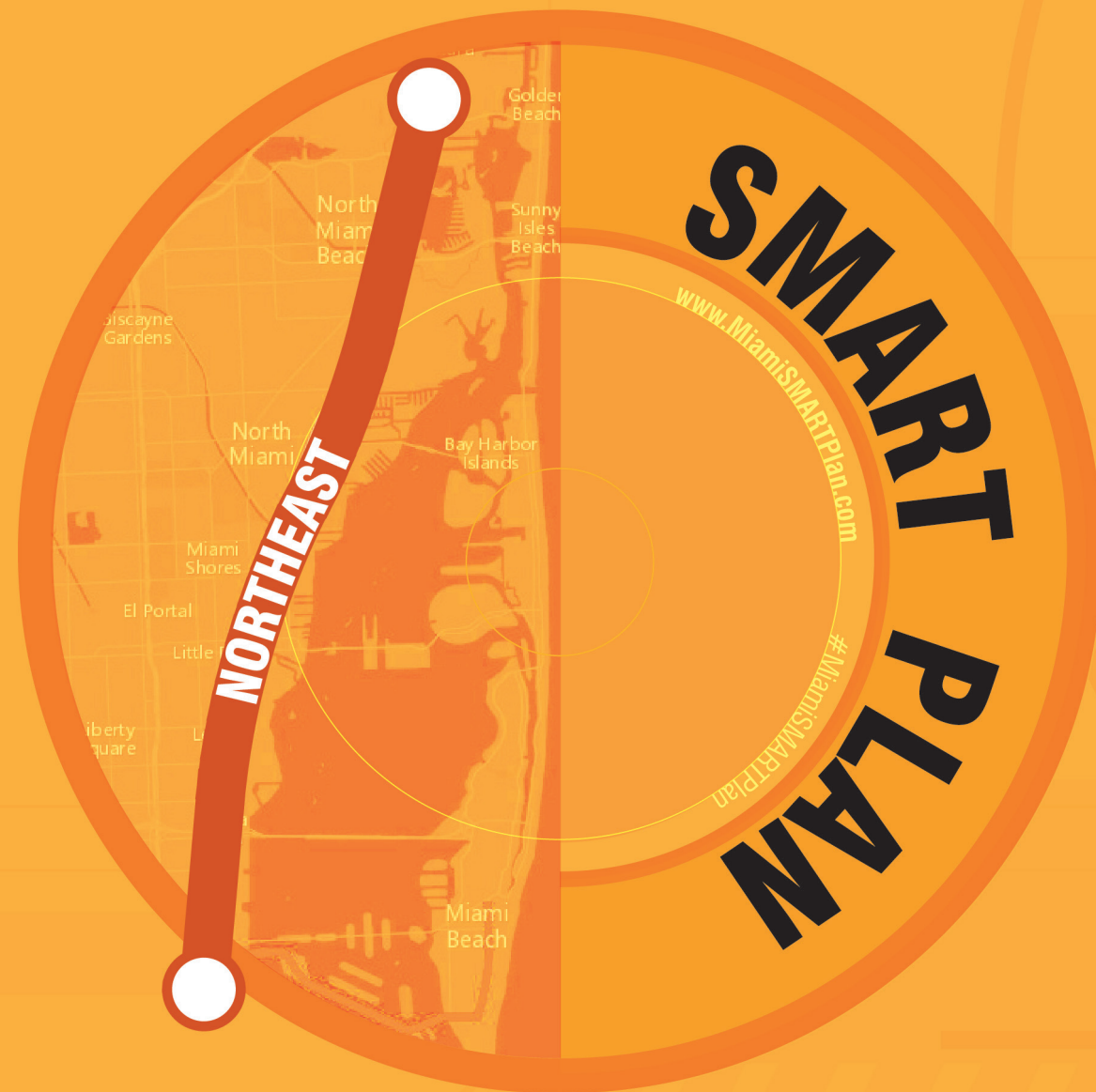
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