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
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

0% 0% 0%
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
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

0% 0% 0%

More access     Less access     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

0% 0% 0%

More access Less access 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

0% 0% 0%

More access Less access 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

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<td>Costs will decrease</td>
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<tr>
<td>No effect</td>
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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

- Auxiliary lanes in each direction from NW 107th Ave to NW 87th Ave
- Auxiliary Lanes between NW 72nd Ave to NW 57th Ave
- New Collector-Distributor road between NW 57th Ave to NW 45th Ave
- NW 27th Ave Interchange Improvements - Diverging Diamond Interchange (DDI)
- NW 57th Ave Interchange Improvements - Diverging Diamond Interchange (DDI)
- Relocation of existing westbound exit of NW 37th Ave
- SR 836 Toll Plaza removed/replaced with All Electronic Tolling (AET)
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

**Options:**

- 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
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

### Legend
- **Corridor Centerline**
- **East-West Corridor 0.2 Mile Buffer**
- **Major Roads**
- **Miami-Dade County**

### Existing Zoning
- **General Use**
  - Industrial or Commercial
  - Residential (SF or MF)
  - Mixed Use
  - Other
- **Special Use**
  - Agriculture
  - Commercial
  - Environmental
  - General Use
  - Industrial
  - Institutional and Public Administration

www.miamismartplan.com  East-West Corridor Land Use Scenario & Visioning Planning  #MiamiSMARTPlan
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

Approx. 0.5 mile
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 160 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.

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**162 Dwelling Units Per Acre (Net)**

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

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**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.
Understanding Density

45+ STORIES = 150 DU/ACRE

3 STORIES = 150 DU/ACRE
Understanding Density

30 DU/ACRE

30 DU/ACRE

30 DU/ACRE

Source: Illustration redrawn by Vicky Cheng and adapted from Rogers (1999, p62)

Figure 1.15 Same density in different layouts: (a) multi-story towers, (b) medium-rise buildings in central courtyard forms, (c) parallel rows of single-story houses
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):

1. 0%
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3. 0%
4. 0%
5. 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)

(1) (2) (3) (4) (5)
Visual Preference Survey

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Visual Preference Survey

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

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

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

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Visual Preference Survey

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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

<table>
<thead>
<tr>
<th>Lower Density</th>
<th>Moderate Density</th>
<th>Higher Density</th>
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<tbody>
<tr>
<td><strong>Blue Chips</strong></td>
<td><strong>Red Chips</strong></td>
<td><strong>White Chips</strong></td>
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<tr>
<td><strong>Residential Types</strong></td>
<td><strong>Residential Types</strong></td>
<td><strong>Residential Types</strong></td>
</tr>
<tr>
<td>Low-Rise Multifamily</td>
<td>Mid-Rise Multifamily</td>
<td>High-Rise Multifamily</td>
</tr>
<tr>
<td>2-4 stories with apartment/condos, single or double-loaded residential units with some on-site parking in surface lots or structures</td>
<td>4-5 stories with apartment/condos, single or double-loaded commercial and residential units, off-street parking in surface lots or structures</td>
<td>7+ stories, typically in the form of a tower, single or double-loaded commercial units with lobby entrance, off-street parking in surface lots or structures</td>
</tr>
<tr>
<td><strong>Employment Types</strong></td>
<td><strong>Employment Types</strong></td>
<td><strong>Employment Types</strong></td>
</tr>
<tr>
<td>Low-Rise Office/Commercial</td>
<td>Mid-Rise Office/Commercial</td>
<td>High-Rise Office/Commercial</td>
</tr>
<tr>
<td>1-3 stories with lobby entrance to upper floors, office or retail spaces with mix of tenant types, including limited large-bay retail/office use, some surface parking in surface lots</td>
<td>2-5 stories, with lobby entrance to upper floors, office with potential ground floor retail, parking in structure or below ground</td>
<td>6+ stories with lobby entrance to upper floors, office with potential ground floor retail, parking in structure or below ground</td>
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**Miami Lakes** | **South Beach** | **Downtown Coral Gables**
TOD Station Area Example

**MARKET STATION TOD**

**EXISTING**

- 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 Real Incentive 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
- Plaza, Civic Spaces, Public Gathering Places Linked to Existing Park
- Urban Character, Where You Are Connected to Attractions and Activity
- High Footprint 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

Haleah TOD © 2017 PLURIBUS DESIGN
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Stay Informed!
Thank You for joining us today!
Your involvement is very important!