Strategic Miami Area Rapid Transit (SMART) Plan
Kendall Corridor Visioning

CHARRETTE SERIES 1
Welcome – TPO staff
Introduction of SMART Kendall Drive Vision study team
Recognition of Study Advisory Committee (SAC)
Rules of engagement
CHARRETTE AGENDA

- Welcome and overview of charrette (5 minutes)
- Virtual introductions (10 minutes)
- Context (30 minutes)
  - SMART Kendall Drive
  - Transit Oriented Development (TOD)
- Charrette Exercise – Transit Oriented Development Design (90 minutes)
- Prepare for Report Out (10 minutes)
- Report Out (20 minutes)
- Review and next steps (15 min)
A. Press the “A” button to log your attendance for a head count
Question #1: What best describes your perspective and interest in this charrette? (Choose one)

A. Resident - I live on or near Kendall Drive
B. Business – I work, own and/or manage a business on or near Kendall Drive
C. Development – I develop or manage property on or near Kendall Drive
D. Health care – I work or represent a medical facility on or near Kendall Drive
E. Education – I work or am a student at a higher education campus on or near Kendall Drive
F. Other – please write down your interest on a card and hand to facilitator
Question #2: *Do you live within a half-mile north or south of Kendall Drive?*

A. Yes
B. No
C. Not sure
Question #3:  
*Do you work within a half-mile north or south of Kendall Drive?*

A. Yes  
B. No  
C. Retired / don’t work  
D. Not sure
Question #4: If you work, how do you typically travel to work?

A. Drive alone in a car
B. Drive / ride with others in carpool
C. Bus
D. Bus, drive or bike/walk to Metrorail
E. Walk
F. Bike
G. Other
Question #5: *If you work, how long does it typically take to travel to work?*

A. Less than 20 minutes
B. 20 to 40 minutes
C. 40 to 60 minutes
D. Over 60 minutes
Question #6:

How do you typically travel to shop? (choose one)

A. Drive alone in a car
B. Drive / ride with others
C. Bus
D. Bus, drive, or bike/walk to Metrorail
E. Walk
F. Bike
G. Other
Question #7: How long does it typically take for you to travel to shop?

A. Less than 20 minutes
B. 20 to 40 minutes
C. 40 to 60 minutes
D. Over 60 minutes
Question #8: Are you aware of the Strategic Miami Area Rapid Transit (SMART) Plan?

A. Yes
B. Somewhat
C. No
CONTEXT

Miami Dade SMART Plan / Kendall Corridor Vision
Community vision for a SMART corridor
- Focus on future development intensities and patterns
- Multimodal orientation
  - Rapid transit
  - Biking and walking
  - Transit oriented development
- Provide input to Project Development and Environmental Study

Community engagement through charrettes
- Series 1 – what can this corridor be? (November 14th and 18th)
  - Preferences and aspirations
  - Scenarios
- Series 2 – what is the plan? (Spring of 2018)
  - Vision-based plans and designs
A SMART KENDALL DRIVE
Transit Oriented Development
RAPID TRANSIT SERVICE

Rapid transit provides a competitive travel option to cars in Smart Plan corridors
- Travels in preferential right of way
- Limited stops (stations)
TRANSLAT ORIENTED DEVELOPMENT

- Reorients development patterns to make rapid transit, walking and biking convenient travel options
- Generates rapid transit ridership (customers) to generate rapid transit funding

**What is the right mix and amount of transit oriented development in the Kendall Corridor?**
TOD CHARACTERISTICS

- Half-mile walkshed around station
- Interconnected pedestrian and bike network
- Clustered mix of activities
- Strong urban design
- Economic opportunities and travel choices
  - Nearby jobs conveniently accessed by transit
  - Nearby stores and restaurants accessed by transit, walking and biking

Source: FDOT TOD Framework
TOD AND TRANSIT MODES (PACKAGES)

Light Rail (1.0 to 1.5 miles)

Heavy Rail (1.5 to 2.0 miles)

Bus Rapid Transit (0.5 to 1.0 miles)

TOD INTENSITY AND SPACING

Rapid transit technology and cost influence TOD spacing and TOD intensities

Source: National Transit Institute, Transit Oriented Development Training Course
TOD and Multimodal Travel

- TOD encourages transit ridership
- TOD promotes biking and walking to opportunities within the TOD area
- Less reliance on cars encourages even more ridership

Source: Renaissance Planning
TRANSIT ORIENTED DEVELOPMENT
Types and Targets
TOD FRAMEWORK

- Heavy rail
- Light rail
- Bus rapid transit

Source: Florida Department of Transportation TOD Framework
HEAVY RAIL TOD TYPES
REGIONAL

Jobs rich

~20+ stories

COMMUNITY

Jobs oriented mix

~10 to 20 stories

NEIGHBORHOOD

Homes oriented mix

~6 to 12 stories
LIGHT RAIL TOD TYPES
REGIONAL
Jobs rich
~10 to 20 stories

COMMUNITY
Jobs oriented mix
~5 to 10 stories

NEIGHBORHOOD
Homes oriented mix
~2 to 5 stories

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BUS RAPID TOD TYPES

[Diagram showing various transit types and their relationships]

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REGIONAL

Jobs rich
~10 to 20 stories

COMMUNITY

Jobs oriented mix
~4 to 6 stories

NEIGHBORHOOD

Homes oriented mix
~2 to 4 Stories

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EXISTING KENDALL CORRIDOR PATTERNS

Corridor already has transit supportive development intensities and patterns

Clustered mix of multifamily housing and shopping

Employment and retail-rich Dadeland North and South

Employment rich Baptist Medical Center
EXISTING TRANSIT RIDERSHIP VS. TARGETS

- Ridership targets influenced by cost of rapid transit
- Low to high ranges for each technology based on Federal Transit Administration statistics
- Existing Kendall ridership close to low end of bus rapid transit range (around 70%)
TOD jobs and dwelling units influence ridership

Corridor has nearly enough homes to support bus rapid transit

Additional jobs needed for bus rapid transit

Significant increases in jobs and homes needed for light rail and heavy rail transit

EXISTING JOBS AND HOUSES VS. TOD TARGETS

<table>
<thead>
<tr>
<th></th>
<th>Number of Jobs</th>
<th>Number of Dwelling Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Rail</td>
<td>183,000</td>
<td>75,000</td>
</tr>
<tr>
<td>Light Rail</td>
<td>141,000</td>
<td>52,000</td>
</tr>
<tr>
<td>BRT Target</td>
<td>73,500</td>
<td>32,000</td>
</tr>
<tr>
<td>Existing</td>
<td>41,650</td>
<td>28,360</td>
</tr>
</tbody>
</table>

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Charrette Exercise

Purpose, structure and outcomes
CHARRETTE EXERCISE

- Part 1 – Preferences and aspirations
  - What changes can improve the quality of life and sense of community in the Kendall Drive Corridor?

- Part 2 – Transit oriented development design
  - Tools
    - Corridor base map and summary statistics
    - TOD types “tiles” to place on map
  - Design process
    - Determine which TOD types best meet preferences
    - Locate TOD types along the corridor
    - Record reasons behind and challenges for your design
  - Report out
Series of statements to gauge preferences and aspirations

The quality of life along Kendall Drive would improve by:

- For each statement, choose the option you agree with and see the collective responses
- Use the results of the statements to guide the TOD design
Question #9: The quality of life along Kendall Drive would improve by:

quickly reaching jobs in the corridor by rapid transit.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #10: The quality of life along Kendall Drive would improve by:

quickly reaching health care and educational opportunities in the corridor by rapid transit.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #11: *The quality of life along Kendall Drive would improve by:*

quickly reaching *stores and restaurants* in the corridor by rapid transit.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #12: The quality of life along Kendall Drive would improve by:

easily and safely reaching **jobs** by walking or riding a bike.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #13: *The quality of life along Kendall Drive would improve by:*

easily and safely reaching *stores and restaurants* by walking or riding a bike.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #14: The quality of life along Kendall Drive would improve by:

having more pedestrian and bicycle connections to walk or bike to a nearby transit station.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #15: *The quality of life along Kendall Drive would improve by:*

having more pedestrian and bicycle connections to walk or bike to nearby *jobs, stores, restaurants, etc.*

A. Strongly agree  
B. Agree  
C. Neither agree or disagree  
D. Disagree  
E. Strongly disagree  
F. Not sure
Question #16: *The quality of life along Kendall Drive would improve by:*

*modifying shopping centers* to become more *walkable and transit friendly.*

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #17: The quality of life along Kendall Drive would improve by:

redeveloping shopping centers to become more walkable and transit friendly and have a mix of homes and jobs as well as shopping.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #18: The quality of life along Kendall Drive would improve by:

modifying apartment and condominium complexes to become more walkable and transit friendly.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #19: The quality of life along Kendall Drive would improve by:

redeveloping apartment and condominium complexes to become more walkable and transit friendly and have a greater mix of offices and stores as well as homes.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #20: The quality of life along Kendall Drive would improve by:

modifying single family neighborhoods to become more walkable and transit friendly.

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #21: **The quality of life along Kendall Drive would improve by:**

*redeveloping single family neighborhoods* to become more walkable and transit friendly *and have a greater mix of multifamily homes, offices and stores.*

A. Strongly agree
B. Agree
C. Neither agree or disagree
D. Disagree
E. Strongly disagree
F. Not sure
Question #22: The quality of life along Kendall Drive would improve most by:
(choose one)

A. Adding a **moderate** number of jobs, stores, and houses to support **bus rapid transit**
B. Adding a **moderate to high** number of jobs, stores and houses to support **light rail rapid transit**
C. Adding a **high** number of jobs, stores, and houses to support **heavy rail rapid transit**
D. Not sure
E. None
TOD DESIGN EXERCISE OVERVIEW

- Purpose of exercise
  - Design a preferred development pattern supporting rapid transit
  - Identify the opportunities and challenges of the preferred development pattern

- Outcomes
  - TOD designs for the 3 development packages
  - Inform three land use scenarios that will lead to corridor vision

- Steps
  - Move to table with your preferred development package (Question 25)
  - Each group places TOD types "tiles" on the Kendall corridor following design rules
  - Facilitators will support each group
  - Groups report out designs
ORGANIZE BREAKOUT GROUPS

- Break out by your development package preference

- Follow color-coded development packages
  - Moderate intensity (Yellow tables)
  - Moderate to high intensity (Green tables)
  - High intensity (Blue tables)

- Need at least one group for each development package
  - May need volunteers to switch to packages with low numbers of participants
TOD DESIGN REPORT OUT

- Design highlights
  - Factors and challenges for locating of Community/Regional TOD tiles
  - Factors and challenges for locating Neighborhood TOD tiles

- No more than 5 minutes per presentation

- Avoid repeating factors and challenges presented by previous groups
Question #23: *Given what you’ve heard and done today, the quality of life along Kendall Drive would improve most by:* (choose one)

A. Adding a *moderate* number of jobs, stores, and houses to support **bus rapid transit**

B. Adding a *moderate to high* number of jobs, stores and houses to support **light rail rapid transit**

C. Adding a *high* number of jobs, stores, and houses to support **heavy rail rapid transit**

D. Not sure

E. None

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NEXT STEPS

- Study Advisory Committee meeting #2 (January)
  - Review November charrettes
  - Review scenarios emerging from charrettes
  - Review suitability analysis
- Study Advisory Committee meeting #3 (February / March)
  - Review and affirm Kendall Corridor Vision
  - Provide guidance on 2nd charrette series
- 2nd charrette series (March / April)
  - Affirm vision
  - Develop TOD concepts
- Study Advisory Committee meeting #4 (March / April)
  - Review input from 2nd charrette series
  - Review and endorse recommendations
Thank You!

Your feedback is important!

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