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1. INTRODUCTION

The Strategic Miami Area Rapid Transit Plan (The SMART Plan) intends to expand transit options in Miami-Dade County along six (6) critical corridors, as highlighted below:

- **Beach Corridor**: Highest tourist demand in region with major employment centers.
- **East-West Corridor**: Heaviest commuter travel for international, state and local businesses.
- **Kendall Corridor**: One of the most congested arterial roadways with the highest demand.
- **North Corridor**: Key regional mobility linkage for access to jobs, stadium and educational facilities.
- **Northeast Corridor**: High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- **South Corridor**: Experiencing the fastest population growth in Miami-Dade County.
1st Series of Charrettes (see Attachment 1 for complete report)

The Saturday, November 4, 2017, meeting was held between 9 am and Noon at the Historic Hampton House. The second charrette on Wednesday, November 8, 2017, was held between 6 pm and 9 pm at the Stadium Hotel located in the North end of the Corridor. Members of the public in attendance numbered 15 and 33 at the first and second charrettes, respectively, excluding all staff and consultants working on the North Corridor project. (Sign-up sheets are not provided to protect the privacy of the participants.) Prior to the charrettes, meetings were held with stakeholders, who included:

- Commissioner Barbara Jordan, Miami-Dade County District 1
- Commissioner Jean Monestime, Miami-Dade County District 2
- Mayor Oliver Gilbert III, City of Miami Gardens
- Opa-Locka Community Redevelopment Agency
- City of Opa-Locka

They were briefed of the upcoming meetings and provided answers/responses to their questions/comments.

A meeting with the Study Advisory Committee (SAC) was held before the charrettes, while stakeholder meetings were being held. The intent of the SAC is to provide essential technical and policy guidance on project issues. They were also briefed on the upcoming charrettes and the efforts in preparing for them. One SAC suggestion was to participate in a radio “talk show” to accompany other elements of the outreach program. Such an interview was conducted with a TPO representative at station FM 105 (HOT 105). Other efforts to encourage attendance included use of the TPO’s Facebook page and Website, flyer drop-offs at establishments along the corridor, and two USPS mailings to 1000 households and 250 businesses near the meeting sites.
Sessions
The following sessions were conducted at each charrette:

- **Session 1: Introductory Presentation**
  This presentation can be found at the end of this appendix.

- **Session 2: Gain the Community’s Perspective: A listening session**
  
  ✓ **Goal:** to understand how the participants feel about their community.
  
  - This was a discussion of how they see the corridor and issues important to them.
  - Done in a large group.
  - The most important issues were recorded on large table paper and “voted” on to prioritize them.
• **Session 3: Develop Concepts of Various Levels of Development**
  
  ✓ Goal: to locate land uses in the corridor.
  ▪ Attendees were split into groups to discuss various levels of development
  ▪ Attendees defined what they like most and like least.
    ○ Existing condition
    ○ Allowable land uses under current code
    ○ Future land uses as minimum requirement for each mode
    ○ What are appropriate land uses—Height, Mix of Uses, etc.

• **Session 4: Closing Presentation**
  
  ✓ Conducted visual preference survey on the options
  ✓ Explained results
  ✓ Presented overview of the next round of charrettes

During each charrette, the attendees worked at tables noting on maps their concepts of land use developments in the corridor. The public’s input was summarized, in graphics like those below (Figure 1), to prepare for the land use visioning aspect of the project.
Figure 1: Example mark-up by citizens at the 1st Series of Charrettes
Also, in the 1st round of Charrettes, each participant was provided with a hand-held device (a “clicker”) to participate in a Visual Preference Survey on the density of development. A set of 15 images was provided, and each attendee rated from 1 (low) to 9 (high) their preferences. The average scores for each density were as follows:

- Low  4.0
- Medium 6.4
- High  5.6

Charrette participants generally preferred the visuals for medium and high-density conditions. And through individual group discussions, common themes emerged. Generally, there was a notable desire for more entertainment/lifestyle amenities in the future with land uses changed to allow or encourage these amenities. “Medium” density was noted to be appropriate, and several “focal” areas for future development were noted. Specific stations for additional focus in the land use planning process included Opa-Locka, Miami-Dade College -North Campus, Carol City (at NW 183rd Street), and 79th Street/82nd Street.

The participants, particularly those at the November 8th charrette, also referenced existing plans in North Corridor that defined the stations and elevated Metrorail in the corridor.

This input, and the follow-up work of the TPO, SAC and the consultant, is to be presented at the second round of charrettes to be held between mid-May and mid-June.
WHY ARE WE DOING THIS

- This Study Is Parallel To The Transit Study

- This Study Is About Land Use…
  - Not Transit

- Because Land Use and Transit are Linked
WHAT IS LAND USE

- The Rules That Tell Us:
  - How Much of What
  - Can Go Where

- Local Governments in Control
  - Transit: National
  - Land Use: Local
TIMES and LOCATIONS – PHASE I

- Charrette Time and Locations
  - November 4, 2017
    - Historic Hampton House
    - 9 am – Noon
  - November 8, 2017
    - Stadium Hotel
    - 6 pm – 9 pm
CHARRETTE PROCESS

- Ample opportunity to provide input/feedback
- Two phases
  - 1: November, 2017
  - 2: March, 2018
- Two meetings in each phase
  - North
  - South
- Phase 1: Lifestyle
  - What do you want the corridor to look like?
- Phase 2: Location and urban design
  - What should the station areas look like?
  - Station Area Massing/Scale
  - Parcel Accessibility
QUESTIONS TO CONSIDER

- Think about where you live
- What does your neighborhood look like?
- What do you want it to look like?
- What Would Make It Better?
  - Jobs?
    - What Kind?
    - Where?
  - Schools?
TRANSPORTATION AND LAND USE

- Both Very Connected
- How Much Of Each Do We Need
- Why
  - Naturally Happens
  - Federal Transit Administration Scores it That Way
WHAT IS LAND USE

- The Difference Between
WHAT IS LAND USE

- Each Use Served By A Different Level of Transit

- Our Existing Level of Uses Hasn’t Attained the Level Of Transit That Many Desire
HOW ARE WE GOING TO DO THIS

- You tell us what the community should look like in the future,
  - Housing
  - Jobs
  - Shopping
  - Parks
WHAT WE WILL ACHIEVE

- Determine the level of transit that can be supported today and tomorrow under the existing codes

- Analyze alternative development scenarios and the degree of support for various transit modes.
  - Begin with the community’s vision gained through charrettes

- Define the steps and processes to achieve the final vision
  - Comprehensive Plan Policies
  - Zoning Code Changes
LAND USE COMPARISONS

- Land use scenarios (Density)
  - Low
  - Medium
  - High
TRANSPORTATION AND LAND USE ARE LINKED

- Historically, cities formed around natural and man-made grids

Rivers | Railroads/Street Cars | Expressways
IT’S ABOUT THE MONEY

- FTA Funding
  - Transit funding is highly competitive
  - Federal Transit Administration evaluates based on (each rated on 5 point scale)
    - Land use
    - Mobility
    - Environment
    - Congestion relief
    - Economic development
    - Affordable housing
    - Cost Effectiveness
WANTS vs NEEDS

- Federal Transit Administration (FTA) Perspectives……..

  ✓ What is *wanted* must be *needed* or the project fails to attain financial assistance

  ✓ Totally locally-funded projects are not constrained by FTA rules
FTA FUNDING

- Transit funding is highly competitive
  - Federal Transit Administration evaluation is based on (rated on “5 point” scale)
    - Land use
    - Mobility
    - Environment
    - Congestion relief
    - Economic development
    - Affordable housing
    - Cost Effectiveness
FTA SCORING

- Each category rated on “5-point” scale
  - (Must meet an average of “3-points” minimum)
  - (Need “4- or 5-points” to be highly competitive)

✓ Compared against projection of existing conditions

✓ Key measurements
  - Ridership and Vehicle-Miles Traveled
  - (STOPS) (a new model)
## FTA Land Use Breakpoints:

<table>
<thead>
<tr>
<th>Rating</th>
<th>Station Area Development</th>
<th>Parking Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Employment served by system²</td>
<td>Avg. Population density (persons/square mile)³</td>
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<tr>
<td>High</td>
<td>&gt; 220,000</td>
<td>&gt; 15,000</td>
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<td>140,000-219,999</td>
<td>9,600 - 15,000</td>
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<tr>
<td>Medium</td>
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<td>5,760 – 9,599</td>
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<tr>
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<td>2,561 – 5,759</td>
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<tr>
<td>Low</td>
<td>&lt;40,000</td>
<td>&lt; 2,560</td>
</tr>
</tbody>
</table>

![Bar Chart](chart.png)
The North Corridor
THE DETAILS

- 13-mile corridor

- Anchors
  - North: Hard Rock Stadium and planned Unity Station
  - South: Miami Intermodal Center

- Key destinations: Miami-Dade College, North Campus; Miami International Airport; Hard Rock Stadium; Calder Casino; and Miami Jai Alai.

- Character: Low-density urban/suburban
DEMOGRAPHICS

- 120,000 residents (9,000 people per square mile)
  - 36,000 households.
  - 24,000 jobs (primarily filled by employees living outside the corridor)
    - Fewer than 1,000 workers who live in the corridor also work in the corridor
    - Generates approximately 100,000 employment trips regionally.
    - Workers within the corridor primarily originate from Hialeah, City of Miami, Sweetwater, or the Fontainebleau area
    - Resident workers primarily work in Downtown Miami, Aventura, Miami Beach, and Doral’s industrial/warehouse districts.
  - Linked Jobs (+/- 49,000)
WHO WORKS HERE

- Employment
- Who is coming, going, or staying?
- +/- 20% in and out
WHERE ARE PEOPLE GOING

Where Residents Work

Where Workers Live

Legend:
- 5 - 15 Jobs/Sq.Mile
- 16 - 47 Jobs/Sq.Mile
- 48 - 99 Jobs/Sq.Mile
- 100 - 173 Jobs/Sq.Mile
- 174 - 268 Jobs/Sq.Mile
HOW ARE WE ALLOCATED

- Miami-Dade County: 53%
- Miami Gardens: 32%
- Opa-Locka: 8%
- Miami: 5%
- Hialeah: 1%
- Miami Springs: 2%
EXISTING LAND USE

- Miami-Dade 53% (low-density residential, institutional, industrial commercial)
- Miami Gardens 32% (low-density residential, commercial, institutional)
- Opa-Locka 8% (low-density residential, industrial, commercial)
- Miami 5% (low-density residential, commercial, preserved lands)
- Hialeah 2% (industrial)
- Miami Springs 1% (transient residential)
VACANT LAND

✓ Vacant land 8.2% (Approximately 575 acres)
  ▪ All vacant land within the Corridor is unprotected, allowing for future development.
  ▪ No other category of land use composes more than 5% of the overall corridor; notably, Parks and Open Space falls within this category.
PROJECTING THE FUTURE
(existing plans)

- Employment projected to increase approximately 200% by 2040 (30,815 to 89,976) (Medium Ranking)

- Population is projected to increase 43% by 2040 (111,908 to 159,878) (12,000 / SqM) (Medium High Ranking)

- Moving in the right direction to achieve balance, but.....
WHAT DO YOU LIKE

- So, before we begin - Everyone have a clicker?
  - When asked--Press any button.
  - When answering, point to computer at the front of the room.
  - Look at the following slides. Each represents a level of intensity.
    - Tell us: *How much do you like what you see?*
WHAT DO YOU LIKE

- Look at these pictures
- Use the Key Pad to vote on how much you like each
How did you hear about this meeting?

A. Flyer
B. Postcard
C. Radio
D. Newspaper
E. Email
F. Facebook
G. Word of Mouth
H. Other
What does it look like where you currently live?

A. A
B. B
C. C
D. D
E. E
F. F
G. G
H. H
I. I
Rate on a scale of 1 (low) - 9 (high)
Rate on a scale of 1 (low) - 9 (high)
Rate on a scale of 1 (low) - 9 (high)
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Rate on a scale of 1 (low) - 9 (high)
Rate on a scale of 1 (low) - 9 (high)
BREAK OUT SESSION

- Discuss Questions
- Report Back
15-Minute BREAK
QUESTIONS TO CONSIDER

- Think about where you live

- What does your neighborhood look like?

- What do you want it to look like?

- What Would Make It Better?
  - Jobs?
  - What Kind?
  - Where?
  - Schools?
15-Minute BREAK
Individual Group Presentations
NEXT STEPS

- We Refine The Information
- Use the ESRI Tool
- Next Charrettes – March or April
- Conversation about Station Areas
ESRI 3D Model
ESRI 3D MODEL

- **Input**
  - Concentrated areas of future growth
  - Identification of suitable/potential (re)development locations
    - Underutilized parcels
    - Vacant parcels
ESRI 3D MODEL

- Output:
  - Conceptual massing along corridor
  - New land use and implications:
    - Population
    - Employment
    - Land Use
      - Typology
      - Including mixed-use
Thank you !!!

We’ll keep in touch.
APPENDIX 2
SMART PLAN/NORTH CORRIDOR
CHARRETTE FEBRUARY 23RD AND 27TH, 2019

Prepared for:
Miami-Dade Transportation Planning Organization

Prepared by:
The Corradino Group

FEBRUARY 23RD AND 27TH 2019

The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

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SMART Plan/North Corridor Charrettes
2nd Round
February 23rd and 27th, 2019

1. INTRODUCTION

The Strategic Miami Area Rapid Transit Plan (The SMART Plan) intends to expand transit options in Miami-Dade County along six (6) critical corridors, as highlighted below. Another component of the SMART Plan will be a network of Express Buses, known as Bus Express Rapid Transit (BERT), which will connect the SMART rapid transit corridors on limited-access facilities, promoting the active expansion of South Florida’s Express Lanes network with implementation of six (6) identified BERT express lane concepts.

- **Beach Corridor**: Highest tourist demand in region with major employment centers.
- **East-West Corridor**: Heaviest commuter travel for international, state and local businesses.
- **Kendall Corridor**: One of the most congested arterial roadways with the highest demand.
- **Northeast Corridor**: High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- **North Corridor (highlighted in red)**: Key regional mobility linkage for access to jobs, Hard Rock Stadium and educational facilities.
- **South Corridor**: Experiencing the fastest population growth in Miami-Dade County.
The North Corridor runs along NW 27th Avenue, extending from the Miami Intermodal Center at Miami International Airport to NW 215th Street, near the Miami-Dade/Broward County line. This roadway is one of the few continuous north-south arterial corridors in Miami-Dade County. This corridor is also ripe for potential infill and redevelopment opportunities, such as transit oriented developments (TOD), which would be further supported by a new rapid transit service. The TPO Governing Board selected for the corridor on December 6, 2018, an elevated fixed-guideway system. The county plans to seek proposals to create a TOD on 14 county-owned acres at Northwest 215th Street and 27th Avenue in Miami Gardens. And, the Opportunity Zone federal legislation will likely spur additional development/redevelopment in the corridor.¹

¹ The Federal Opportunity Zone Program is a new community and economic development tool that aims to drive long-term private investment into low-income communities throughout the country.
The Miami-Dade TPO is also coordinating with the Broward MPO to determine potential options for extending this future service farther north to create a truly regional rapid transit route.

At the core of each corridor initiative is a set of two charrettes – one at the early part of the analysis and the second towards the end. In the North Corridor, the first set was held on November 4th and 8th, 2017. The second round was held on Saturday, February 23rd, and Wednesday, Feb 27th, 2019. Efforts to encourage attendance included use of the TPO’s Facebook page and Website, flyer drop-offs at establishments along the corridor, and USPS mailings to 1000 households and 250 businesses near the meeting sites.

The Saturday meeting was at the Betty T. Ferguson Recreational Complex, at the north end of the corridor. The second charrette was held at the Miami Dade College North Campus, farther south. Members of the public in attendance numbered 16 and 55 at the first and second charrettes, respectively, excluding all staff and consultants working on the North Corridor project. (Sign-up sheets are not provided to protect the privacy of the participants.)

A meeting with the Study Advisory Committee (SAC) was held before the charrettes. The SAC provides technical and policy guidance on project issues. SAC members were also briefed on the upcoming charrettes and the efforts in preparing for them. The Charette presentation materials are included in Appendix A.
2. CHARRETTE FORMAT

The agenda for each charrette follows. Presentation materials are in Appendix B. The presentation is available on Facebook Live (https://www.facebook.com/miamidadetpo/videos/309651483081304/).

1. Open house / Welcome and Introductions
2. Conversation (Facebook Live)
   - Why are we here and what are we doing?
   - Land Use and Transportation: Why are they inseparable?
3. Scenarios (Facebook Live)
   - Transit Oriented Development
   - Typologies
4. The Preferred Scenario
   - Growth
5. Bringing it all Together
   - Economic Mobility / First Mile Last Mile
6. Studio
   - Polling exercise
   - Break out tables – station area development
7. Closing Remarks

In moving through the agenda, the objective was to understand what people want by using Preferred Land Use Scenario (PLUS)² to convert appropriate land use scenarios to development typology³ and to suggest regulatory changes and strategies.
3. DISCUSSION ITEMS

At the February 23rd charrette the following issues were presented by the attendees:

1) There is a need for better mass transit.
2) Residents feel land-locked because of traffic in the area associated with Hard Rock Stadium events.
3) A link to Broward County should be a priority; the North Corridor should be part of a regional transit system.
4) There can be no guideway transit without development and development cannot occur without water and sewer improvements.
5) What agency and funding source(s) will be used?
6) The application for this project must prove it can be maintained (clean, secure, adequate capacity).
7) Maintenance of the bus system, in terms of mechanical issues, cleanliness, and, especially, on-time performance, is also an issue.
8) The project must bring “quality” retail, “quality” employment, and “quality” affordable housing.
9) Concern was expressed about fares and wait times for the guideway system.
10) Protect the community.

Create first/last mile connections to stations from neighborhoods at the edge of the corridor which have a very low impact on the community.

11) Interest in bicycle modes of first/last mile connectivity is not high because the area is considered too dangerous for bicycle use.
12) There was hesitation to place employment or population in areas that were already developed.

---

2 That transportation option, the social impacts, environmental impacts, and costs of which are most acceptable at the local jurisdiction level and then supported by the Federal Transportation Administration

3 The classification of (usually physical) characteristics commonly found in buildings and urban places, such as intensity of development from natural or rural to highly urban.
At the February 27th charrette the following issues were presented by the attendees:

1) Green space under the guideway would be preferred.
2) Concern was expressed that jobs accompanying the guideway transit system will not be “quality” jobs, nor will there be “quality” retail destinations.
3) The existing transit system is inadequate. The buses are antiquated, don’t make schedule, take too long to reach destinations, and don’t go where needed.
4) Concern that “eminent domain” may be a part of this project.
5) There was less emphasis, compared to that expressed at the February 23rd charrette, on first/last mile improvements to connect to the transit guideway, and more emphasis on jobs and housing needs.
6) Two residents, who have lived in the corridor for many years, found it difficult to think about changing the character of their corridor: they like their neighborhood as it is, just want to see homes improved. However, they said they could accept growth in other areas (not existing neighborhoods).
7) The Lego exercise illustrated greater need for development in the Opa-Locka station area.
The results of the Lego Exercise are:

**North Corridor Charrette Trends and Findings of Lego Exercise**

- Opa-Locka had similar growth patterns for both Charrettes
  - Opa-Locka saw the most allocation of Lego blocks at both charrette events
  - At the 2nd Charrette, every Micro Analysis Zone (MAZ) in Opa-Locka, except for one, had growth allocated
  - Most employment was allocated to Opa-Locka station area for both Charrettes
- Both Charrettes elected for employment growth over population growth
- The 1st Charrette resulted in more First and Last Mile (FLM) discussions.
  - The 1st Charrette had over seven times FLM stickers than the 2nd charrette
  - At the 1st Charrette, Freebees were the most common sticker used (18) followed by Roundabouts and Car Share (tied at 16)
  - At the 2nd Charrette, Buses were the most common sticker (2) used
- The 2nd Charrette had more MAZs populated than the 1st Charrette, but still less than half were filled at both Charrettes

We learned from the 2017 charrettes, and an examination of codes, that a metropolitan (medium) intensity typology is preferred. It:

- Is planned to serve a more-local community
- Contains moderate-to-smaller sized businesses
- Consists of low-scale structures
- Has connected streets and pedestrian linkages
- Is designed so that walking between destinations is direct, and short
- Has wide and landscaped sidewalks
- Places mid-rise buildings at nodes or along arterials
CHARRETTE AGENDA

1. Open house / Welcome and Introductions
2. Conversation (Facebook Live)
   • Why are we here and what are we doing?
   • Land Use and Transportation, why are they inseparable?
3. Scenarios (Facebook Live)
   • Transit Oriented Development
   • Typologies
4. The Preferred Scenario
   • Growth
5. Bringing it all Together
   • Economic Mobility / First Mile Last Mile
6. Studio
   • Polling exercise
   • Break out tables – station area development
7. Closing Remarks
CONVERSATION

- Good News
- What is the SMART PLAN
- Why are we here
- The Corridor
- Station Areas
- The Steps
- Locally Preferred Alternative
Good News!

- Locally Preferred Alternative (LPA) – Suggests Elevated Fixed Guideway Transit System
- Land Use Supports LPA
- Analysis Consistent With Previous Studies
What is the SMART Plan

- Approved by TPO Governing Board in 2016
  - Six rapid transit corridors from People’s Transportation Plan
  - Nine (9) Bus Express Rapid Transit (BERT) Corridors

- Land Use Scenario and Visioning Studies
  - Conducted by TPO

- Rapid Transit Corridor Alternatives Studies
  - Conducted by FDOT
    - Kendall Corridor
    - North Corridor
    - Northeast Corridor
  - Conducted by DTPW
    - Beach Corridor
    - East/West Corridor
    - South Corridor
Why We Are Here – SMART Plan Purpose

- From a functional and APPROVAL perspective
- To make them more WINNABLE
- It is CRITICAL to our quality of life

Land Use integrated around transit is critical

TPO is studying land use for ALL six (6) SMART Plan corridors

Because:
Why We Are Here – SMART Plan Purpose

• The implementation of rapid transit projects, is Discretionary and COMPETITIVE

• FEDERAL STANDARDS

• To WIN we need to compete by THEIR RULES
The Corridor

• 13-mile corridor

• Anchors
  ✓ North: Hard Rock Stadium and planned Unity Station
  ✓ South: Miami Intermodal Center

• Key destinations: Miami-Dade College, North Campus; Miami International Airport; Hard Rock Stadium; Calder Casino; and Miami Jai Alai.

• Character: Low-density urban/suburban

• 2015 Population = 67,500

• 2015 Employment = 75,250
Station Areas

- County Line
- Stadium
- Carol City
- Palmetto
- Opa-Locka
- MDC
- 95
- 79/82
- MLK
- Brownsville

The same as before + 95th Street
The Steps

• Understand what people want:
  ✓ Can the land attain the target capacity today or in the future?
  ✓ Using LPA, work with public to convert appropriate land use scenario to development typology
  ✓ Suggest regulatory changes and strategies
The Vision

• Preferred Typologies (first round of charrettes) +
• Transit improvements (LPA) +
• Land Use Scenarios +
• Land Use policies (that fit the typology) +
• Economic mobility +
• Accessibility – First mile / Last mile

= Quality of Life
SCENARIOS

• Transit-Oriented Development
• Typologies
What is Transit Oriented Development

Non-Transit Oriented Development
Land uses not organized around transit

Transit Oriented Development
Land uses organized around transit
Transit Oriented Development

The Stations
Transit Oriented Development

• With multimodal access from various distances
What is Transit Oriented Development?

- \(\frac{1}{4}\) to \(\frac{1}{2}\) mile around stations
- Interconnected by complete streets and First Mile / Last Mile guidelines
- Mix of symbiotic land uses of moderate to high densities
- Providing opportunity
Examples of TODs

- Dadeland
Examples of TODs

• City of Miami
Examples of TODs

• Midtown
Preliminary Design Typologies

Urban Center Districts from the first round of charrettes

- Community
- Metropolitan
- Regional
We learned from the last charrette and an examination of codes, that a metropolitan (medium) intensity typology is preferred for most locations.
Typology Character - Metropolitan

• Planned to serve a more localized community
• Moderate to smaller sized businesses
• Low-scale structures
• Some mid-rise at nodes or along arterials
Typology Character - Metropolitan

- 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
Typology Character - Metropolitan

- Reductions from parking requirements shall be authorized
- Consistent, moderate setbacks
- Average FAR: greater than 1.5 in the core not less than 0.5 in the edge
- Max. Densities Dwellings per Gross Acre: 125
The Preferred SCENARIO

• The Goal
• Growth Trend
• Growth Trend With SMART Plan
What Population and Employment Do We Need To Support The LPA

- What land use breakpoints support various levels of transit
  - FTA guidance (population / employment)

<table>
<thead>
<tr>
<th>Rating</th>
<th>Employment served by system ²</th>
<th>Avg. Population density (persons/square mile) ³</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>&gt; 220,000</td>
<td>&gt; 15,000</td>
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<td>Medium-High</td>
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<td>9,600 - 15,000</td>
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<tr>
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<td>&lt; 2,560</td>
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Source: FTA’s New Starts Final Interim Policy Guidance, Land Use, Page 13 (June 2016)
Trending Growth - Population

- Within North Corridor
- 2015 Baseline: 67,506
- 2040 Trend: 103,464
- 45% Growth
- About 15,200 additional dwelling units
- Highest growth at Carol City, 79th Street, and 95th street
• Within North Corridor
• 2015 Baseline: 18,254
• 2040 Trend: 30,182
• 40% Growth
• Highest at Stadium and 79th Street

<table>
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<th>Station Areas</th>
<th>2015</th>
<th>2040</th>
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<tr>
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<td>2,572</td>
<td>3,955</td>
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<td>Palmetto</td>
<td>1,824</td>
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<td>729</td>
<td>1,176</td>
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<td>79/82</td>
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<td>4,408</td>
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<td>MLK</td>
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<td>3,694</td>
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<td>Brownsville</td>
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<td>2,801</td>
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<td>Station Area Totals</td>
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<td>30,182</td>
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<td>OUTSIDE STATION AREAS</td>
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<td>Corridor Totals</td>
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<td>87,648</td>
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Growth Trend in North Corridor with SMART PLAN

• Growth between 2015 and 2040 + Additional SMART Plan Growth within North Corridor

• Based on Preferred Scenario
  • Add an additional 31,200 Population
    • 30% higher than 2040
    • 100% higher than today
    • (13,565 Dwelling units)
  • Add an additional 50,544 Employment
    • Nearly 2x higher than 2040
    • Over 4x higher than today
Ridership Analysis

• Combined average weekday boardings of the current Metrorail system is 68,600  *(source: DTPW February 2018 ridership reports)*

• 30% of North Corridor transit total project ridership is made by persons living in zero-car households
  
  ✓ Indication of transit-dependent ridership
  
  ✓ 21% of all corridor households currently have annual incomes below the poverty level
Results

• Understand the target land use by modal alternative
  ✓ FTA Breakpoints
    ▪ 120,000 population / 220,000 employment

• Can the land attain the target capacity today or in the future?
  ✓ Today = No!
    ▪ 103,000 population / 87,000 employment
  ✓ Future = Yes !! (Preferred Scenario)
    ▪ 134,667 population / 258,588 employment
BRINGING IT ALL TOGETHER

- Economic Mobility
- First Mile / Last Mile Mobility
Economic Mobility

- Government-owned parcels
Economic Mobility

Site Development Characteristics by Station

- Site size
- Frontage
- Acreage
- Site ownership (public, private, gov., utilities)
- Proximity to commercial amenities
- Proximity to commercial amenities
- Market conditions
Economic Mobility

- Livability
  - Generate Pedestrian Activity
  - Improve Public Safety
  - Improve Housing Choice

- Sustainability
  - Encourage Transit Ridership
  - Reduce Auto Dependency
  - Concentrate Development

- Economic Generation
  - Create Jobs
  - Promote Small Business
  - Increase Tax Revenue
First Mile / Last Mile

• To Make It All Work We Need Multi-Modal Access
First Mile / Last Mile

FLM extends the range of Transit Supportive Area

FLM facilitates access in the Transit Core

FLM facilitates mobility in Transit Neighborhood

This makes rapid transit more effective
Access
• Ability to meet a person’s daily needs:
  ✓ Minimum of travel and cost,
  ✓ Stronger relationship to urban design and land use, and
  ✓ Satisfying needs with minimization of travel.

Mobility
• The ability to get around by a variety of means:
  ✓ Need to travel is assumed,
  ✓ No minimization of travel,
  ✓ Lower the time and cost,
  ✓ Ensure convenience, safety, security, and
  ✓ Be as enjoyable as possible.
Modal Groups

- Pedestrian Modal Group
- Vehicular Modal Group
- Bike, Board and Skate Modal Group
- Transit Modal Group
TOD Station Area FLM Tool Kit

- Land Use Planning
- Land Development Regulations
- Re-Platting Decisions
Pedestrian Mode FLM Tool Kit

- Adequate Sidewalks
- Enhanced Crosswalks
- Diagonal Crossings
- Midblock Crosswalks
- Signal Operations
- Pedestrian Lighting
- Pedestrian Path Network
- Barrier Bridges - including station pedestrian access to both sides of corridor
- Pedestrian Amenities
- Way Finding
Bike, Skate, & Board Mode FLM Tool Kit

- Bike, Board & Skate Continuous Path
- Vehicular Travel Lane Width
- Shared ROW & Bicycle Boulevards
- Signal Operations
- Transit Station Bicycle Storage
- Transit Station Bicycle Sharing
- Transit Station Bicycle Station
- Station Area Short-Term Bicycle Parking
- Board & Skate Access - *seating and smooth ramp*
Vehicular Group FLM Tool Kit

- Person Trip Capacity Methodology
- Transit Station Pick-Up & Drop Off Area
- Station Area Pick-Up & Drop-Off Spaces
- Station Cars
- Plug-In Electric Station Cars
- Neighborhood Electric Vehicle (NEV) Station Cars
- Car Share Parking Policies & Fees
- AV Infrastructure
- Station Parking Capacity, Design, and Convertibility in TOD
Polling Exercise
1. Did you attend the first SMART Plan Charrette series in November 2017?

A. Yes, I attended

B. No, I did not attend
2. What is your primary interest in the North Corridor?

A. I live here
B. I work here
C. I shop here
D. I own property here
E. I go to school
F. None of the above
3. Which of the existing/proposed station area do your activities take place?

A. Brownsville Station
B. Dr. Martin Luther King, Jr. Station
C. NW 79th/82nd Street*
D. NW 95th Street*
E. Miami Dade College-North Campus*
F. Ali Baba Avenue (Opa-locka)*
G. NW 163rd Street (Palmetto)*
H. NW 183rd Street* (Carol City)
I. (Hard Rock) Stadium*
J. NW 215th Street (County Line)*

*Proposed station areas identified by FDOT PD&E study
4. What uses does your neighborhood need?

A. Residential
B. Employment
C. Shopping
D. Restaurant
E. Entertainment
5. Which of these types of transit-oriented developments is most appealing?

A. Community  
B. Metropolitan  
C. Regional
6. The primary way I commute is by:

A. My Personal Car
B. Carpool
C. Car Service (Lyft, Uber, etc.)
D. Transit (Bus or Rail)
E. Riding my Bike
F. Walking
G. Other
7. How far do you typically travel to work:

A. 5 miles or less
B. 6-10 miles
C. More than 10 miles
8. How far do you typically travel to shop:

A. 5 miles or less
B. 6-10 miles
C. More than 10 miles
9. How frequently do you ride transit?

A. Daily
B. Few times a week/month
C. Never
10. If you ride transit, what is your favorite part of the experience?

A. Speed
B. Cost
C. Convenience
D. Non-Applicable
11. What is your least favorite part of the experience?

A. Cleanliness
B. Crowds
C. Reliability
D. Other
E. Non-applicable
Breakout Exercise

• 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?
✓ First Mile / Last Mile - Transit Accessibility
3 Breakout Groups

• Zone 1: Brownsville, MLK, 79th/82nd, and 95th

• Zone 2: MDC, Opa-Locka, and Palmetto

• Zone 3: Carol City, Stadium, and County Line
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.
Where Should Housing and Jobs be Located

• LEGO Exercise

✓ Each brick represents the potential incremental growth (SMART PLAN Growth) of people and jobs
✓ Green 100 People
✓ Blue 100 Jobs
Housing for Approximately 100 People
Jobs for Approximately 100 People
First Mile / Last Mile, Mobility Improvements

- Sticker Exercise
- Multi-Modal Treatments You Would Like To See
Mobility Improvements

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

• Facilitators will further explain this process
Closing Remarks

• LPA - Elevated Fixed Guideway
• Land Use Supports LPA
  ✓ Is Realistic
  ✓ Fits Preferred Typology
• Analysis Consistent With Previous Studies
• After Decades This Project is Real and Winnable
Closing Remarks

• Next Steps
  ✓ Using LPA, work with public to convert appropriate land use scenario to development typology
  ✓ Finalize preferred land use scenario
  ✓ Ridership forecast with preferred alternative
  ✓ Identify regulatory changes needed to carryout preferred alternative
  ✓ Final SAC meeting
  ✓ Complete by June 30, 2019
THANK YOU!
APPENDIX 3
SMART PLAN/NORTH CORRIDOR
DISTRIBUTING POPULATION AND
EMPLOYMENT

Prepared for:
Miami-Dade Transportation Planning Organization

Prepared by:
The Corradino Group

JUNE 2019

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2. METHODOLOGY ....................................................................................................................... 4
SUMMARY

This is one of several documents prepared for the North Corridor of the SMART Plan. It presents the method and results of distributing population and employment to support transit. In doing so population and employment projections were allocated at the Micro Analysis Zone (MAZ) level in the 10 station areas within the North Corridor (Figure S-1). Forecasting population and employment that will be served by this project is an essential component of determining the viability and sustainability of a transportation system. The Federal Transit Administration (FTA) bases its ratings on these quantitative measures to justify federal investment in the project. The projections reflect achievable population and employment growth within a half a mile of each proposed station.

Once the “target” MAZ population and employment data were assigned, each MAZ was reexamined to ensure the allocation remained compatible with current and future land uses. In cases where MAZ population or employment numbers were not compatible, data were shifted to other areas while adhering to the targets for each station area.

FIGURE S-1: SMART PLAN/North CORRIDOR
1. DISTRIBUTING POPULATION and EMPLOYMENT in the NORTH CORRIDOR STATION AREAS

Population and employment projections were allocated at the Micro Analysis Zone (MAZ) level in the 10 station areas within the North Corridor Figure 1). Forecasting population and employment that will be served by this project is an essential component of determining the viability and sustainability of a transportation system. The Federal Transit Administration (FTA) bases its ratings on these quantitative measures to justify federal investment in the project. The projections reflect achievable population and employment growth within a half a mile of each proposed station.

FIGURE 1: SMART PLAN/North CORRIDOR

2. METHODOLOGY

Allocating population and employment to the Micro-Analysis Zones (MAZs) in the North Corridor station areas focused on five main sources of information:

1. Existing land uses and densities
2. Future land uses and zoning (developable land)
3. Growth projections from previous models (population and employment)
4. Public input gathered through two charrettes
5. Staff and TPO review and input

This allocation process began by reviewing the 2040 Long Range Transportation Plan (LRTP) population and employment forecasts for MAZs in the North Corridor. Station areas were assigned typologies, based on two charrettes. Based on input from each series of two charrettes, population and employment data were adjusted to align with the resulting land use densities/intensities. Population and employment targets for each station area were determined in a collaboration between the TPO staff and consultant team (Tables 1 and 2). In reviewing these tables the data highlighted with “arrows” ( ) are those on which to focus. The HIGH Preferred Land Use Scenario (PLUS) population and employment columns reflect the input from the 1st series of charrettes, while the “target” data are those responding to the public input at the 2nd series of charrettes. The latter are for the preferred transit scenario – and elevated system along the center on NW 27th Avenue.
Each station area’s population and employment were then distributed among the MAZs within the station area. The distribution was determined through assessment of available land and potential development, with higher densities of population and employment in MAZs closer to potential station areas.

Once the “target” MAZ population and employment data were assigned, each MAZ was reexamined to ensure the allocation remained compatible with current and future land uses. In cases where MAZ population or employment numbers were not compatible, data were shifted to other areas while adhering to the targets for each station area. The allocation by MAZ for each station is depicted in Figures 1-10.

### NORTH CORRIDOR POPULATION BREAKDOWN

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>2015</th>
<th>2040 TREND</th>
<th>Low Scenario</th>
<th>Medium Scenario</th>
<th>High Scenario</th>
<th>HIGH DIFFERENCE (FROM 2040)</th>
<th>Preferred Scenario</th>
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### NORTH CORRIDOR EMPLOYMENT BREAKDOWN

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79th/83rd STREET STATION
APPENDIX 4
SMART PLAN/NORTH CORRIDOR LAND USE ALTERNATIVES AND GROWTH REALLOCATION
APPENDIX 4
SMART PLAN/NORTH CORRIDOR
LAND USE ALTERNATIVES AND
GROWTH REALLOCATION

Prepared for:
Miami-Dade Transportation Planning Organization

Prepared by:
The Corradino Group
JUNE 2019

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1. LAND USE SCENARIOS AND GROWTH REALLOCATION

The ridership estimates for the North Corridor were based on 2040 LRTP (Trend) for which the land use in the Corridor, and in the station areas, was adjusted and generally made denser, to support fixed-guideway transit. Land use scenarios were paired with transit technologies by the Florida Department of Transportation’s Project Development & Environment Team, as follows:

- Lower Scenario – Bus rapid transit (BRT)
- Medium Scenario – At-grade heavy rail transit (HRT)
- High Scenario – Elevated HRT
- Preferred Scenario – Similar to the “High Scenario”, using public input of two charettes.

All local land use plans for cities in the corridor, plus the Miami-Dade plan provide more growth in the Corridor and station areas than in the existing, 2040 land uses, but at differing levels. The methods and rules for increasing the densities in the Corridor and station areas are explained in detail in another report. In every case, the land use decisions were made by careful analysis of appropriate changes conducted by the Corridor study land use planners.

One of the requirements for this analysis is that, while the Corridor and station areas would be made denser, the control totals, in terms of total households, population, and employment for Miami-Dade County in 2040, were to be held constant. So, for all scenarios, the total of each of these variables across the county is the same (there are very small differences due to rounding in the calculations).

It also is important to note that the changes in the distribution of population and employment were accomplished by adjusting only the distribution of the growth between 2015 and 2040. The data for 2015 were not changed.

By maintaining the County population and employment totals, while places in the Corridor and station areas are made denser, the 2015 – 2040 growth for some places outside the must decrease. In this report, this is called Reallocation. The places are known as Micro-Analysis Zones (MAZs).

2. METHOD

The Reallocation process shifts growth in persons, households, and employment in MAZs and Districts outside the Corridor to MAZ’s/Traffic Analysis Districts in the Corridor. The process relies on a factor to be applied to the LRTP forecast of 2040 growth. A factor of 1.00 means there is no change in LRTP growth. A factor of 0.00 means that no growth is projected to occur between 2015 and 2040. Factors are calculated for each Traffic Analysis Districts and are applied to each MAZ inside each Traffic Analysis Districts. The growth changes for each Traffic Analysis Districts are normalized so that the sum of the reductions in growth outside the Corridor are equal to the sum of the growth increases inside the Corridor.
The formula for the growth reduction factor is:

\[
\text{Factor} = \left(\frac{1}{D^2}\right) \times \frac{\text{original growth}}{\text{Total Miami-Dade Growth}}
\]

Revised 2040 data = Original data - Factor x (original growth)

- \(D\) = Distance from the Corridor to each District outside the Corridor
- \(\text{Original growth} = (\text{Pop40} - \text{Pop15})\) from the Southeast Florida Regional Planning Model/Version 7 (SERPM7) (or HH or EMP)
- \(\text{Total Miami-Dade Growth} = \text{Sum of all growth for all MAZ's}\)
- \(\text{Original data} = \text{Pop40} \) (or HH40 or EMP40)

In summary, growth reduction factors are greater in Districts near, but outside, the Corridor, and in more-dense Districts. Again, the factors are normalized so that within Miami-Dade County the 2040 control totals do not change.

The distance factor is derived from what are known as skims\(^1\) in the highway network of the SERPM7 model. The SERPM7 skims are based on Traffic Analysis Zones (TAZ’s), but the process described above requires District-to-District skims. They are produced by taking the following steps:

- Begin with TAZ-to-TAZ distance skims from SERPM7.
- Condense to Districts as follows:
  - \(\text{Sum the skims from every TAZ in a District to every TAZ in the Corridor. Call this sum } SS_D\).
  - \(\text{Count the number of TAZ-} \text{TAZ interchanges from every District to TAZ’s in the Corridor. Call this sum } CD\).
  - \(\text{Calculate the average District-Corridor skim, } DD, \text{ for each District } D, \text{ as } DD = \frac{SS_D}{CD}\)

The primary output of the reallocation process is a file of each MAZ’s 2040 population, households, and total employment. This file becomes the basis for travel demand modeling and ridership forecasting using STOPs and SERPM7 models.

In summary, growth is reduced for MAZ’s outside the station areas and Corridor. In this process, certain MAZ’s were designated for no reduction in growth on a case-by-case basis. Growth outside Miami-Dade County was not adjusted. Growth in MAZ’s outside the planning Districts in the Corridor and station areas was subject to reallocation. The proportion of reallocation is inversely proportional to the square of the distance between the Corridor Districts and the District containing each MAZ.

The reallocation process initially dealt with only total employment; however, after the initial reallocation, 2040 employment was estimated for in 16 categories.

---

\(^1\) A highway \textit{skim} provides travel time, distance, cost, or a combination thereof (called Generalized Costs) for each origin-destination zone-pair.
The North Corridor comprises four Transportation Analysis Districts, each of which includes many MAZs. The change in the District-level 2015-2040 growth is illustrated in Table 1. More detailed information on the changes in growth, for each scenario, is presented in the following sections.

<table>
<thead>
<tr>
<th>District</th>
<th>Low Scenario</th>
<th>Medium Scenario</th>
<th>High Scenario</th>
<th>Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pop</td>
<td>Households</td>
<td>Emp</td>
<td>Pop</td>
</tr>
<tr>
<td>3</td>
<td>(10,181)</td>
<td>(3,724)</td>
<td>1,536</td>
<td>(2,737)</td>
</tr>
<tr>
<td>7</td>
<td>2,758</td>
<td>256</td>
<td>4,004</td>
<td>8,027</td>
</tr>
<tr>
<td>9</td>
<td>2,853</td>
<td>539</td>
<td>3,729</td>
<td>6,245</td>
</tr>
<tr>
<td>14</td>
<td>(222)</td>
<td>(764)</td>
<td>(639)</td>
<td>2,141</td>
</tr>
<tr>
<td>Total</td>
<td>(4,752)</td>
<td>(3,673)</td>
<td>8,830</td>
<td>13,676</td>
</tr>
</tbody>
</table>

2.1 Low Scenario

The data in Table 1 show that the Low-Growth scenario assumes smaller population growth in the Corridor Traffic Analysis Districts (TADs) than in the 2040 LRTP, particularly in TADs 3 and 14. So, increased growth was placed in other TADs outside the Corridor, as well as in the Corridor, to maintain the overall county LRTP control totals. In the graphics that follow, green areas represent increased growth, red areas represent decreased growth (deeper red indicates more significant growth reduction), and a white color represents an area with neither an increase nor decrease, i.e., no change in growth. While TAD 14 is forecast to experience a small decrease in employment growth, overall employment in the Corridor increases by 8830. Figure 1 shows the changes in TAD population and Figure 2 shows the changes in MAZ population. Figures 3 and 4 show changes in TAD and MAZ employment, respectively.
Figure 1 – TAD Change in Pop Growth – Low Scenario
Figure 2 – MAZ Change in Pop Growth - Low Scenario
Figure 3 – TAD Change in EMP Growth – Low Scenario
2.2 Medium Scenario
The Medium-Growth scenario assumes higher growth in the Corridor than in the 2040 LRTP Trend, as shown in Table 1. However, households and population growth in Traffic Analysis District 3 decrease moderately. In this case, the decrease in TAD 3 growth is compensated by increases in TADs 7, 9, and 14, so there are no increases outside the Corridor. Figures 5 and 6 illustrate changes in TAD and MAZ population, respectively. Figure 7 shows the changes in TAD employment and Figure 8 shows the changes in MAZ employment.

Figure 5 – TAD Change in Pop Growth – Med Scenario

![TAD Change in Pop Growth – Med Scenario]
Figure 6 – MAZ Change in Pop Growth – Med Scenario
Figure 7 – TAD Change in EMP Growth – Med Scenario
Figure 8 – MAZ Change in EMP Growth – Med Scenario
2.3 High Scenario
The data in Table 1 indicate the High-Growth scenario has greater growth in all Traffic Analysis Districts in the Corridor than in the 2040 LRTP Trend. Thus, there are no increases outside the Corridor. Figure 9 shows the changes in TAD population and Figure 10 shows the changes in MAZ population. Figures 11 and 12 show the changes in TAD and MAZ employment, respectively.

Figure 9 – TAD Change in Pop Growth – High Scenario
Figure 10 – MAZ Change in Pop Growth – High Scenario
Figure 11 – TAD Change in EMP Growth – High Scenario
Figure 12 – MAZ Change in EMP Growth – High Scenario
3. SUMMARY OF RIDERSHIP ANALYSIS

The scenarios testing process produced year 2040 weekday linked project trips as follows (Table 2):

- Low Scenario / Curbside BRT: 2,532 daily project trips.
- Medium Scenario / Metrorail At-Grade: 25,284 daily project trips.
- High Scenario/ Metrorail Elevated: 29,910 daily project trips.

It is noteworthy that Metrorail (Orange and Green Lines, combined) averages 68,000 weekday unlinked trips (Source: DTPW February 2018 Ridership Reports).

Approximately one-third of the North Corridor High-Scenario total 2040 projected ridership is forecast to be made by persons living in zero-car households. This is an indication of the transit-dependent ridership. It reflects that 21% of all corridor households currently have annual incomes below the poverty level. These data are important to the Federal Transit Administration’s determination of a project’s qualification for funding.

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Household Autos Owned</th>
<th>Low Scenario</th>
<th>Medium Scenario</th>
<th>High Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Curb BRT (Type 3)</td>
<td>AG Metrorail</td>
<td>Elevated Metrorail</td>
</tr>
<tr>
<td>Home-Based Work</td>
<td></td>
<td>Build</td>
<td>Build</td>
<td>Build</td>
</tr>
<tr>
<td>0-car</td>
<td>379</td>
<td>2,160</td>
<td>2,496</td>
<td></td>
</tr>
<tr>
<td>1-car</td>
<td>477</td>
<td>4,307</td>
<td>5,204</td>
<td></td>
</tr>
<tr>
<td>2+cars</td>
<td>643</td>
<td>5,694</td>
<td>6,874</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,499</td>
<td>12,161</td>
<td>14,574</td>
<td></td>
</tr>
<tr>
<td>Home-Based Other</td>
<td></td>
<td>Build</td>
<td>Build</td>
<td>Build</td>
</tr>
<tr>
<td>0-car</td>
<td>254</td>
<td>4,595</td>
<td>5,140</td>
<td></td>
</tr>
<tr>
<td>1-car</td>
<td>277</td>
<td>2,382</td>
<td>2,851</td>
<td></td>
</tr>
<tr>
<td>2+cars</td>
<td>304</td>
<td>2,164</td>
<td>3,104</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>835</td>
<td>9,141</td>
<td>11,095</td>
<td></td>
</tr>
<tr>
<td>Non-Home-Based</td>
<td></td>
<td>Build</td>
<td>Build</td>
<td>Build</td>
</tr>
<tr>
<td>0-car</td>
<td>62</td>
<td>2,193</td>
<td>2,449</td>
<td></td>
</tr>
<tr>
<td>1-car</td>
<td>59</td>
<td>548</td>
<td>723</td>
<td></td>
</tr>
<tr>
<td>2+cars</td>
<td>77</td>
<td>791</td>
<td>1,069</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>198</td>
<td>3,532</td>
<td>4,241</td>
<td></td>
</tr>
<tr>
<td>All Trip Purposes</td>
<td></td>
<td>Build</td>
<td>Build</td>
<td>Build</td>
</tr>
<tr>
<td>0-car</td>
<td>694</td>
<td>8,948</td>
<td>10,085</td>
<td></td>
</tr>
<tr>
<td>1-car</td>
<td>813</td>
<td>7,237</td>
<td>8,778</td>
<td></td>
</tr>
<tr>
<td>2+cars</td>
<td>1,024</td>
<td>9,099</td>
<td>11,047</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2,531</td>
<td>25,284</td>
<td>29,910</td>
<td></td>
</tr>
</tbody>
</table>

2 A linked passenger trip is a trip from origin to destination on the transit system. Even if a passenger must make several transfers during a one-way journey, the trip is counted as one linked trip on the system. Unlinked passenger trips count each boarding as a separate trip regardless of transfers.
4. PREFERRED LAND USE SCENARIO

As shown in Table 1, the Preferred Land Use Scenario was developed following public input received at the 2\textsuperscript{nd} charrette. It assumes higher growth in all TADs in the Corridor than in the 2040 LRTP Trend. Thus, there are no increases outside the Corridor. This scenario is similar to the High-Growth scenario. Figure 13 shows the changes in TAD population and Figure 14 shows the changes in MAZ population. Figure 15 shows the changes in TAD employment and Figure 16 shows the changes in MAZ employment.

### NORTH CORRIDOR POPULATION BREAKDOWN

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>2015</th>
<th>2040 TEND</th>
<th>Low Scenario</th>
<th>Medium Scenario</th>
<th>High Scenario</th>
<th>HIGH DIFFERENCE (FROM 2040)</th>
<th>Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Line</td>
<td>3,864</td>
<td>4,436</td>
<td>8,874</td>
<td>11,732</td>
<td>14,591</td>
<td>10,155</td>
<td>12,000</td>
</tr>
<tr>
<td>Stadium</td>
<td>5,222</td>
<td>5,438</td>
<td>10,418</td>
<td>12,655</td>
<td>14,891</td>
<td>9,453</td>
<td>15,000</td>
</tr>
<tr>
<td>Carol City</td>
<td>10,772</td>
<td>12,463</td>
<td>13,057</td>
<td>15,561</td>
<td>18,066</td>
<td>-14,397</td>
<td>21,000</td>
</tr>
<tr>
<td>NW 163rd St.</td>
<td>7,028</td>
<td>9,336</td>
<td>9,263</td>
<td>10,788</td>
<td>12,317</td>
<td>2,981</td>
<td>10,000</td>
</tr>
<tr>
<td>Opa Locka</td>
<td>6,457</td>
<td>7,267</td>
<td>9,873</td>
<td>11,731</td>
<td>13,589</td>
<td>6,322</td>
<td>12,000</td>
</tr>
<tr>
<td>MDC</td>
<td>4,556</td>
<td>6,960</td>
<td>8,946</td>
<td>9,586</td>
<td>10,872</td>
<td>8,900</td>
<td>10,000</td>
</tr>
<tr>
<td>95</td>
<td>9,139</td>
<td>10,270</td>
<td>-</td>
<td>10,972</td>
<td>12,694</td>
<td>1,724</td>
<td>12,000</td>
</tr>
<tr>
<td>79/82</td>
<td>7,183</td>
<td>11,115</td>
<td>10,707</td>
<td>12,794</td>
<td>14,880</td>
<td>3,765</td>
<td>15,000</td>
</tr>
<tr>
<td>MLK</td>
<td>4,959</td>
<td>6,231</td>
<td>8,485</td>
<td>8,069</td>
<td>9,293</td>
<td>3,062</td>
<td>7,000</td>
</tr>
<tr>
<td>Brownsville</td>
<td>8,326</td>
<td>9,948</td>
<td>10,355</td>
<td>11,919</td>
<td>13,484</td>
<td>3,536</td>
<td>12,000</td>
</tr>
<tr>
<td>Grand Total</td>
<td>74,055</td>
<td>110,851</td>
<td>95,784</td>
<td>115,807</td>
<td>134,677</td>
<td>31,213</td>
<td>124,500</td>
</tr>
</tbody>
</table>

### NORTH CORRIDOR EMPLOYMENT BREAKDOWN

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>2015</th>
<th>2040</th>
<th>Low Scenario</th>
<th>Medium Scenario</th>
<th>High Scenario</th>
<th>Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Line</td>
<td>286</td>
<td>764</td>
<td>1,670</td>
<td>2,727</td>
<td>4,033</td>
<td>6,000</td>
</tr>
<tr>
<td>Stadium</td>
<td>1,839</td>
<td>4,570</td>
<td>4,663</td>
<td>7,354</td>
<td>10,680</td>
<td>10,000</td>
</tr>
<tr>
<td>Carol City</td>
<td>2,572</td>
<td>3,955</td>
<td>5,444</td>
<td>7,829</td>
<td>10,482</td>
<td>12,000</td>
</tr>
<tr>
<td>NW 163rd St.</td>
<td>1,824</td>
<td>3,459</td>
<td>3,945</td>
<td>5,637</td>
<td>7,631</td>
<td>4,000</td>
</tr>
<tr>
<td>Opa Locka</td>
<td>2,568</td>
<td>3,516</td>
<td>7,237</td>
<td>9,558</td>
<td>12,265</td>
<td>16,000</td>
</tr>
<tr>
<td>MDC</td>
<td>1,196</td>
<td>1,839</td>
<td>3,603</td>
<td>5,364</td>
<td>7,053</td>
<td>5,000</td>
</tr>
<tr>
<td>95</td>
<td>729</td>
<td>1,176</td>
<td>-</td>
<td>5,671</td>
<td>7,605</td>
<td>4,500</td>
</tr>
<tr>
<td>79/82</td>
<td>2,752</td>
<td>4,408</td>
<td>4,704</td>
<td>6,405</td>
<td>8,137</td>
<td>10,000</td>
</tr>
<tr>
<td>MLK</td>
<td>2,554</td>
<td>3,694</td>
<td>2,871</td>
<td>4,122</td>
<td>5,786</td>
<td>4,000</td>
</tr>
<tr>
<td>Brownsville</td>
<td>1,934</td>
<td>2,801</td>
<td>3,687</td>
<td>5,155</td>
<td>7,064</td>
<td>4,500</td>
</tr>
<tr>
<td>Station Area Totals</td>
<td>18,254</td>
<td>30,182</td>
<td>37,824</td>
<td>59,822</td>
<td>80,736</td>
<td>76,000</td>
</tr>
<tr>
<td>OUTSIDE STATION AREAS</td>
<td>57,466</td>
<td>57,466</td>
<td>57,466</td>
<td>57,466</td>
<td>57,466</td>
<td></td>
</tr>
<tr>
<td>Corridor Totals</td>
<td>75,720</td>
<td>87,648</td>
<td>95,290</td>
<td>117,288</td>
<td>138,202</td>
<td></td>
</tr>
<tr>
<td>Brickell</td>
<td>120,386</td>
<td>120,386</td>
<td>120,386</td>
<td>120,386</td>
<td>120,386</td>
<td></td>
</tr>
<tr>
<td>Grand Totals</td>
<td>215,676</td>
<td>237,338</td>
<td>258,588</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
By reviewing Tables 3 and 4, it can be seen that the changes in population and employment with the input from the second series of charrettes are associated with a decrease in population in the station areas from to 134,667 to 124,500. Similarly, employment declined from 80,736 to 76,000. In turn ridership declined from the scenario prior to the February 2019 charrette – from 29,910 linked trips to 28,570 (Table 5).

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Household Autos Owned</th>
<th>Post 1st Charrettes</th>
<th>Post 2nd Charrettes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Home-Based Work</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-car</td>
<td></td>
<td>2,496</td>
<td>2,439</td>
</tr>
<tr>
<td>1-car</td>
<td></td>
<td>5,204</td>
<td>5,301</td>
</tr>
<tr>
<td>2+cars</td>
<td></td>
<td>6,874</td>
<td>6,676</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>14,574</td>
<td>14,416</td>
</tr>
<tr>
<td><strong>Home-Based Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-car</td>
<td></td>
<td>5,140</td>
<td>4,475</td>
</tr>
<tr>
<td>1-car</td>
<td></td>
<td>2,851</td>
<td>2,892</td>
</tr>
<tr>
<td>2+cars</td>
<td></td>
<td>3,104</td>
<td>2,873</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>11,095</td>
<td>10,240</td>
</tr>
<tr>
<td><strong>Non-Home-Based</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-car</td>
<td></td>
<td>2,449</td>
<td>2,148</td>
</tr>
<tr>
<td>1-car</td>
<td></td>
<td>723</td>
<td>769</td>
</tr>
<tr>
<td>2+cars</td>
<td></td>
<td>1,069</td>
<td>998</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>4,241</td>
<td>3,915</td>
</tr>
<tr>
<td><strong>All Trip Purposes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-car</td>
<td></td>
<td>10,085</td>
<td>9,062</td>
</tr>
<tr>
<td>1-car</td>
<td></td>
<td>8,778</td>
<td>8,961</td>
</tr>
<tr>
<td>2+cars</td>
<td></td>
<td>11,047</td>
<td>10,546</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>29,910</td>
<td>28,569</td>
</tr>
</tbody>
</table>
Figure 13 – TAD Change in Pop Growth – Preferred Scenario
Figure 14 – MAZ Change in Pop Growth – Preferred Scenario
Figure 15 – TAD Change in EMP Growth – Preferred Scenario
Figure 16 – MAZ Change in EMP Growth – Preferred Scenario
APPENDIX 5
SMART PLAN/NORTH CORRIDOR
STUDY ADVISORY COMMITTEE MEETING

Prepared for:
Miami-Dade Transportation Planning Organization

Prepared by:
The Corradino Group

OCTOBER 24, 2017

The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The Preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
AGENDA

- Study Purpose
- Study Process
- Charrette Process
- Transportation and Land Use
- North Corridor Description
  - What can we accommodate today and in the future
  - ESRI 3D Model, the Visualization Tool
- North Corridor PDE Overview
- Planning and Technical Feedback
- Next SAC Meeting
QUESTIONS We’d Like You to Address at the end of the presentation

- Are there specific parcels on which to focus?
- Given your knowledge of the various communities and neighborhoods, are there:
  - Specific people or businesses with whom we should be speaking?
  - Special or specific concerns/perceptions of which we should be aware?
- Are there existing grants/grant applications for affordable housing, economic development, Main Street development, etc., beyond FTA that should be pursued?
Study Process
STUDY PURPOSE

- Land use and transit must be supportive of one another to attain funding

- Define future land uses
  - Community input
  - Alternative development scenarios

- Determine degree of support alternative land use scenarios provide for various modes of transit
SCOPE of SERVICES

- Task 1: Project Coordination
- Task 2: Literature Review
- Task 3: Land Use Strategy Evaluation
- Task 4: Land Use Scenario Evaluation and Testing
- Task 5: Strategies
- Task 6: Visioning Planning
- Task 7: Charrettes
KEY ISSUES

- Transportation is typically implemented by regional, state or national government

- Land Use is implemented by local governments

- Land Use scenarios must be supportive of mode

- Understand that the two fundamental policy tools that form the vision of a municipality:
  - Comprehensive plan
    - Land use element and the transportation element
  - Zoning code
    - Height, setbacks, position

- Examine *land use* and *zoning* as they relate to transportation in the North Corridor.
THE STEPS

 Determine the level of transit that can be supported today and tomorrow under the existing codes

 Analyze alternative development scenarios and the degree of support for various transit modes.
  ✓ Begin with the community’s vision gained through charrettes

 Define the steps and processes achieve the final vision
  ▪ Comprehensive Plan Policies
  ▪ Zoning Code Changes
Charrette Process
CHARRETTTE PROCESS

- Ample opportunity to provide input/feedback
- Two phases
  - 1: November, 2017
  - 2: March, 2018
- Two meetings in each phase
  - North
  - South
- Phase 1: Lifestyle
  - What do you want the corridor to look like?
- Phase 2: Location and urban design
  - What should the station areas look like?
  - Station Area Massing/Scale
  - Parcel Accessibility
- Informs transit selection
  - What level of transit will this support?
  - Visualized with ESRI 3D modeling tool
TIMES and LOCATIONS – PHASE I

- Charrette Time and Locations
  - November 4, 2017
    - Historic Hampton House
    - 9 am – Noon
  - November 8, 2017
    - Stadium Hotel
    - 6 pm – 9 pm
CHARETTE AGENDA

- Introductory presentation
- Attendees interaction on land use densities (low, medium, high)
- Attendees participate in visual preference survey
- Closing presentation
Transportation and land use are linked

What is your vision?
- Community character
- Quality of life
- Quality of place

What mode of transit achieves that?
THE POTENTIAL MODES

Bus Rapid Transit                  Light Rail                             Heavy Rail
LAND USE COMPARISONS

- Land use scenarios (Density)
  - Low
  - Medium
  - High

- Visual preference survey
  ✓ Three graphics representing each Land Use scenario, for each mode
Transportation and Land Use
TRANSPORTATION AND LAND USE ARE LINKED

- Historically, cities formed in locations with good access to transportation
MIAMI: A NEW CITY

- Miami
  - Regionally: Initially a product of the railroad
  - Locally: Really developed in an automobile era
  - Current reality: Not designed for transit
FTA HAS RULES

- Federal Transit Administration (FTA) Perspectives……..

  - What is *wanted* must be *needed* or the project fails to attain financial assistance

  - Totally locally-funded projects are not constrained by FTA rules
FTA FUNDING

FTA Funding
- Transit funding is highly competitive
- Federal Transit Administration evaluation is based on (rated on “5 point” scale)
  - Land use
  - Mobility
  - Environment
  - Congestion relief
  - Economic development
  - Affordable housing
  - Cost Effectiveness
FTA SCORING

- Each category rated on “5-point” scale
  - (Must meet an average of “3-points” minimum)
  - (Need “4- or 5-points” to be highly competitive)

- Compared against projection of existing condition

- Key measurements
  - Ridership and Vehicle-Miles Traveled
  - (STOPS) (a new model)
FTA LAND USE FOCUS

- Existing corridor and station areas:
  - Development
  - Character
  - Pedestrian facilities
  - Parking
  - Affordable housing within 1.2 miles of stations
FTA BREAKPOINTS

- How we will be measured

<table>
<thead>
<tr>
<th>Rating</th>
<th>Station Area Development</th>
<th>Parking Supply</th>
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<td>Employment served by system$^2$</td>
<td>Avg. Population density (persons/square mile)$^3$</td>
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<td>&gt; 15,000</td>
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<tr>
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<td>9,600 - 15,000</td>
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<td>Medium</td>
<td>70,000-139,999</td>
<td>5,760 – 9,599</td>
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<tr>
<td>Medium-Low</td>
<td>40,000-69,999</td>
<td>2,561 – 5,759</td>
</tr>
<tr>
<td>Low</td>
<td>&lt;40,000</td>
<td>&lt; 2,560</td>
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</tbody>
</table>

Source: Federal Transit Administration
The North Corridor
WHAT ARE WE

- 13-mile corridor
- Anchors
  - South: Miami Intermodal Center
  - North: Dolphin Stadium and planned Unity Station
- Character: Low-density urban/suburban
- Key areas: Portions of Miami, Miami Springs, Hialeah, Opa-Locka, Miami Gardens, and unincorporated Miami-Dade County.
- Key destinations: Miami-Dade College, North Campus; Miami International Airport; Hard Rock Stadium; Calder Casino; and Miami Jai Alai.
DEMOGRAPHICS

- 120,000 residents
- 36,000 households
- 30,000 jobs (primarily filled by employees living outside the corridor)
  - Fewer than 1,000 workers who live in the corridor also work in the corridor
  - Generates approximately 100,000 employment trips regionally.
  - Workers within the corridor primarily originate from Hialeah, City of Miami, Sweetwater, or the Fontainebleau area
  - Resident workers primarily work in Downtown Miami, Aventura, Miami Beach, and Doral’s industrial/warehouse districts.

 ✓ Linked Jobs (+/- 49,000)
EMPLOYMENT

- Inflow-Outflow analysis
THE FUTURE IF NOTHING IS DONE

- Employment projected to increase approximately 200% by 2040 (30,815 to 89,976)

- Population is projected to increase 43% by 2040 (111,908 to 159,878)

- Moving in the right direction to achieve balance, but....
EXISTING LAND USE

✓ The North Corridor’s area includes:
  ▪ Unincorporated Miami-Dade 53% (low-density residential, institutional, industrial commercial)
  ▪ Miami Gardens 32% (low-density residential, commercial, institutional)
  ▪ Opa-Locka 8% (low-density residential, industrial, commercial)
  ▪ Miami 5% (low-density residential, commercial, preserved lands)
  ▪ Hialeah 2% (industrial)
  ▪ Miami Springs 1% (transient residential)

✓ Vacant land 8.2% (Approximately 575 acres)
  ▪ All vacant land within the Corridor is unprotected, allowing for future development.
  ▪ No other category of land use composes more than 5% of the overall corridor; notably, Parks and Open Space falls within this category.
THE PDE

- John Lafferty, WSP
ESRI 3D Model
ESRI 3D MODEL

- Input
  - Concentrated areas of future growth
  - Identification of suitable/potential (re)development locations
    - Underutilized parcels
    - Vacant parcels
  - Other Considerations?
SUITABILITY ANALYSIS

Factors

- **Vacant**: If Yes, then =9; If no, then =0
- **Land Use**: If Undeveloped, then =9; If Transportation, Communications and Utilities or Parks and Open Space, then =5; All else =1
- **Year Built**: Before 1970, then =9; If between 1970 and 1987, then =5; If built after 1987, then =1
- **Improvement Ratio**: If Ratio = 0, then 0; if Ratio ≤ 1, then =9; if Ratio 1 ≤ 2, then =3; all else, =1
- **RFAR**: If ≤ 0: then =0; RFAR >0 and RFAR ≤ 1, then =1; if RFAR >1 and RFAR ≤ 2, then 3; if RFAR >2 and RFAR ≤ 3, then =5; if RFAR >3 and RFAR ≤ 4, then = 7; if RFAR > 5, then =9; else, =0

- Current weight: all 20%

- The higher the final score, the more suitable for redevelopment consideration
- Cutoff points?
ESRI 3D MODEL

- Output:
  - Conceptual massing along corridor
  - New land use and implications:
    - Population
    - Employment
    - Land Use
      - Typology
      - Including mixed-use
ESRI 3D MODEL: WILL HELP SHAPE THE NARRATIVE

Scenario Building
- 1 Baseline
- 3 Scenarios

Model Run
- What is the output (population, employment)?
- How does this affect transit numbers?

Scenario Refinement
- Refine based on model results, additional input

Develop Station Areas
- Scale, Form
- Refinement of uses
- Station Typology
ESRI STORY MAPS: FORMING THE NARRATIVE
QUESTIONS

- 3D Land Use Model Metrics
  - Suitability Analysis Metrics and Weight Scales

- In your opinion, what are some potential station area locations that should be considered? Are more suitable than others and why?

- Are there existing initiatives (economic, development assistance, etc.) of which we should be aware?

- Businesses – Are there land use conditions impacting business development of which we should be aware?
QUESTIONS

- Are there specific parcels on which to focus?
- Given your knowledge of the various communities and neighborhoods, are there:
  - Specific people or businesses with whom we should be speaking?
  - Special or specific concerns/perceptions of which we should be aware?
- Are there existing grants/grant applications for affordable housing, economic development, Main Street development, etc., beyond FTA that should be pursued?
The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The Preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
SMART PLAN
NORTH CORRIDOR

LAND USE REFINEMENT & REALLOCATION PROCESS

STUDY ADVISORY COMMITTEE (SAC)
FEBRUARY 8TH, 2018
AGENDA

- Introduction
- Overview of Land Use Refinement Process
- Review of Scenario Development – Population + Employment Calculations
- Review of Growth Reallocation Process
- Discussion of Next Steps
  - ESRI
  - Charrettes
  - 3rd SAC Meeting
LAND USE REFINEMENT PROCESS

STEP 1
Define Baseline Land Use

STEP 2
Update Future Land Use

STEP 3
Refine Future Land Use

STEP 4
Apply Travel Demand Models

STEP 5
Reallocate Growth

STEP 6
Prepare ESRI Input Data

STEP 7
ESRI Produces POP/EMP Data

STEP 8
Apply Travel Demand Models

STEP 9
Repeat Steps 7 & 8 for Various Future Land Use Scenarios

Next Steps
LAND USE REFINEMENT PROCESS

- Merged **charrette results** with **urban design**
  - Station location preferences
  - Buildout magnitude (or lack thereof)
  - Characteristics and location of development
    - Keep single-family areas intact; less industrial; develop along 27th Ave.
    - Work with plans that have already been developed
CHARRETTE FINDINGS

- Varied responses across all groups
- Generally, to reference pre-existing charrette and other adopted plans in North Corridor (such as Brownsville)
- Generally “medium” density is appropriate
- Desire for more entertainment/lifestyle amenities
- Several “focal” areas identified: i.e. Opa-Locka, MDC-North, Carol City, 79th Street/82nd Street
CHARRETTE “TURNING POINT”

- Clickers – Indication of Visual Preference
- Images – Rate 1 to 9
- Each image corresponded to a type
- Average scores for each density:
  - Low 4.0
  - Medium 6.4
  - High 5.6
- Scores in each category very consistent (did not vary much from the average)

Top to Bottom: Low, Medium, High Densities
LAND USE REFINEMENT PROCESS

- Design process – parcel-by-parcel basis
  - Begin with “Station Centers”
  - Determine “ripple effect” – how big are the ripples, and where are they located spatially
    - Station Center
    - Primary
    - Secondary
    - Tertiary
    - Field (Population Only)
    - 27th Ave (Employment Only)
Land Use Refinement Process
SCENARIO: NEIGHBORHOOD

- Similar to today
- Allows 2 – 4 stories; average closer to 2-3 stories
- Small businesses close to where people live
- More similar to Classic Main Street Development
- Little parking on the perimeter
- Walkable, bikeable
- Mixed-use
- Small cores of community centers adjacent to low-density residential
SCENARIO: TOWN CENTER

- Moderate height (4-6 stories)
- Increased number of residential units
- Greater mix of employment and services as compared to regular neighborhood (i.e. office space)
- Mixed-use
- More retail opportunities and allowable uses
- Walkable
- Small and moderate activity nodes of community and town mixed-use centers adjacent to low-medium to medium residential
- Lifestyle (Live/Learn/Work/Play) activity cores with connections to surrounding, less dense neighborhoods
SCENARIO: CITY CENTER

- Most urban of the three scenarios
- 6 stories and above
- Higher variation of services and employment options, such as office space
- Higher variations in business sizes
- Residential/Commercial mixed-use
- Regional and town center activity nodes of adjacent to medium to high density residential/multifamily
- Lifestyle (Live/Learn/Work/Play) activity cores with connections to surrounding, less dense neighborhoods
SCENARIO DEVELOPMENT: POPULATION & EMPLOYMENT

- **POPULATION** FROM OUR VISIONING
  - **Determined densities (dwelling units/acre)** for each group of parcels
    - Station Centers – 25 DU/ac to 60 DU/ac
    - Primary Parcels – 13 DU/ac to 25 DU/ac
    - Secondary Parcels – 6 DU/ac to 13 DU/ac
    - Tertiary Parcels – 2.5 DU/ac to 6 DU/ac
    - Field Parcels (Population Only) – 2.5 DU/ac, or 2040 projected
  - **Calculated acreage** of parcels affected
    - Multiplied DU/ac x Acreage = total DU (or, households)
    - Multiplied DU total to SERPM persons per household for population count
### Scenario Development: Population

#### Population Breakdown

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>SERPM pop15</th>
<th>SERPM pop40</th>
<th>Neighborhood POP</th>
<th>Town Center POP</th>
<th>City Center POP</th>
<th>Neighborhood DIFFERENCE (FROM 2040)</th>
<th>Town Center DIFFERENCE (FROM 2040)</th>
<th>City Center DIFFERENCE (FROM 2040)</th>
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<tbody>
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<td>3,864</td>
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<td>12,963</td>
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<td>Grand Total</td>
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<td>122,070</td>
<td>-5,617</td>
<td>11,630</td>
<td>28,877</td>
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## SCENARIO DEVELOPMENT: EMPLOYMENT

### EMPLOYMENT BREAKDOWN

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>SERPM pop15</th>
<th>SERPM pop40</th>
<th>Neighborhood EMP</th>
<th>Town Center EMP</th>
<th>City Center EMP</th>
<th>Neighborhood DIFFERENCE (FROM 2040)</th>
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<td>6,481</td>
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<td><strong>7,003</strong></td>
<td><strong>22,745</strong></td>
<td><strong>41,901</strong></td>
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<td><strong>58,985</strong></td>
<td><strong>58,985</strong></td>
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<td><strong>58,985</strong></td>
<td><strong>58,985</strong></td>
<td><strong>58,985</strong></td>
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<td>Corridor Totals</td>
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<td><strong>129,891</strong></td>
<td><strong>129,891</strong></td>
<td><strong>129,891</strong></td>
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<td><strong>Grand Totals</strong></td>
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<td><strong>231,121</strong></td>
<td><strong>250,277</strong></td>
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</table>
## Scenario Development: Population & Employment

### TOTAL POPULATION (STATION-WIDE) & EMPLOYMENT (CORRIDOR-WIDE)

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<th>SUMMARIES</th>
<th>Sum of SERPM pop15</th>
<th>Sum of SERPM pop40</th>
<th>Neighborhood</th>
<th>Town Center</th>
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<th>Neighborhood (FROM 2040)</th>
<th>Town Center Difference (FROM 2040)</th>
<th>City Center Difference (FROM 2040)</th>
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<tbody>
<tr>
<td><strong>Population (Station-Wide)</strong></td>
<td>58,365</td>
<td>93,193</td>
<td>87,576</td>
<td>104,823</td>
<td>122,070</td>
<td>-5,617</td>
<td>11,630</td>
<td>28,877</td>
</tr>
<tr>
<td><strong>Employment w/o Brickell</strong></td>
<td>64,682</td>
<td>87,990</td>
<td>94,993</td>
<td>110,735</td>
<td>129,891</td>
<td>7,003</td>
<td>22,745</td>
<td>41,901</td>
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<tr>
<td><strong>Employment w/ Brickell</strong></td>
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<td>215,379</td>
<td>231,121</td>
<td>250,277</td>
<td>127,389</td>
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</table>

- **Land Use Refinement Process**
- **Scenario Development (Population & Employment)**
- **Growth Reallocation Process**
- **Next Steps**
GROWTH REALLOCATION PROCESS

**Input**
- Micro Analysis Zone file with 2015 and 2040 data
- File with revised Micro Analysis Zone data for the Corridor
- Southeast Florida Regional Planning Model (SERPM 7.0) Traffic Analysis Zone – Traffic Analysis Zone distance matrix (skims)

**Output**
- Micro Analysis Zone file with revised 2040 data

---

**Population**
- 2015: 250,000
- 2040: 600,000

**Employment**
- 2015: 120,000
- 2040: 160,000
All processes work on **growth**; 2015 data not touched

County-level 2040 data control totals are maintained

Broward & Palm Beach not touched

Designated areas are not touched (e.g. airport(s), Port of Miami)
Land Use Refinement Process
Scenario Development (Population + Employment)
Growth Reallocation Process
Next Steps

### Neighborhood

<table>
<thead>
<tr>
<th>POPULATION REALLOCATION BY TRAFFIC ANALYSIS DISTRICTS (TAD)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhood</strong></td>
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### Town Center

<table>
<thead>
<tr>
<th>POPULATION REALLOCATION BY TRAFFIC ANALYSIS DISTRICTS (TAD)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Town Center</strong></td>
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<td></td>
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</table>

### City Center

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<thead>
<tr>
<th>POPULATION REALLOCATION BY TRAFFIC ANALYSIS DISTRICTS (TAD)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City Center</strong></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

### Maps

- **Neighborhood**
- **Town Center**
- **City Center**

These maps illustrate population reallocation by traffic analysis districts (TAD) for different centers: Neighborhood, Town Center, and City Center.
POPULATION REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)

Land Use Refinement Process
Scenario Development (Population+Employment)
Growth Reallocation Process
Next Steps
EMPEYMENT REALLOCATION BY TRAFFIC ANALYSIS DISTRICTS (TAD)

Neighborhood

Town Center

City Center

Land Use Refinement Process
Scenario Development (Population + Employment)
Growth Reallocation Process
Next Steps
EMPLOYMENT REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)

Land Use Refinement Process
Scenario Development (Population+Employment)
Growth Reallocation Process
Next Steps
Next Steps

- Scenario Ridership Analysis
- 3rd SAC Meeting
- ESRI 3D Tool Analysis
- Charrettes – Second Round
QUESTIONS/COMMENTS?
APPENDIX 7
SMART PLAN/NORTH CORRIDOR
STUDY ADVISORY COMMITTEE MEETING - JUNE 2018
APPENDIX 7
SMART PLAN/NORTH CORRIDOR
STUDY ADVISORY COMMITTEE MEETING

Prepared for:
Miami-Dade Transportation Planning Organization

Prepared by:
The Corradino Group

JUNE 28, 2018

The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The Preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
AGENDA

PROGRESS OVERVIEW
PD&E

LAND USE VISIONING
  ♦ SCENARIOS RECAP
  ♦ RIDERSHIP RESULTS + OBSERVATIONS

ECONOMIC MOBILITY
  ♦ APPROACH
  ♦ EXISTING CONDITIONS
  ♦ GOVERNMENT-OWNED PROPERTIES
  ♦ NEXT STEPS

QUESTIONS AND COMMENTS

NEXT STEPS
PD&E PROGRESS OVERVIEW
## PD&E Project Milestone Schedule

<table>
<thead>
<tr>
<th>Summer 2016</th>
<th>Fall 2016</th>
<th>Winter 2016</th>
<th>Spring 2017</th>
<th>Summer 2017</th>
<th>Fall 2017</th>
<th>Winter 2017</th>
<th>Spring 2018</th>
<th>Summer 2018</th>
<th>Fall 2018</th>
<th>Winter 2018</th>
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<tr>
<td>Notice to Proceed / Project Initiation</td>
<td>Agency / Public Kick-Off Meeting</td>
<td>Corridor or Informational Workshops</td>
<td>Identify Viable Alternatives</td>
<td>Alternatives Public Workshops</td>
<td>Identify Recommended Alternative</td>
<td>Public Workshop</td>
<td>Selection of Locally Preferred Alternative</td>
<td>Draft Engineering/Environmental Reports</td>
<td>FTA Class of Action (NEPA)</td>
<td>We are here</td>
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</table>

*PAC*
LAND USE VISIONING
PROGRESS OVERVIEW
SCENARIO: NEIGHBORHOOD (Low Growth)

- Similar to today
- Allows 2 – 4 stories; average closer to 2-3 stories
- Small businesses close to where people live
- More similar to Classic Main Street Development
- Little parking on the perimeter
- Walkable, bikeable
- Mixed-use
- Small cores of community centers adjacent to low-density residential
- (Low, paired with BRT)
SCENARIO: TOWN CENTER (Medium Growth)

- Moderate height (4-6 stories)
- Increased number of residential units
- Greater mix of employment and services as compared to regular neighborhood (i.e. office space)
- Mixed-use
- More retail opportunities and allowable uses
- Walkable
- Small and moderate activity nodes of community and town mixed-use centers adjacent to low-medium to medium residential
- Lifestyle (Live/Learn/Work/Play) activity cores with connections to surrounding, less dense neighborhoods
- Medium, paired with At-Grade rail)
SCENARIO: CITY CENTER (High Growth)

- Most urban of the three scenarios
- 6 stories and above
- Higher variation of services and employment options, such as office space
- Higher variations in business sizes
- Residential/Commercial mixed-use
- Regional and town center activity nodes of adjacent to medium to high density residential/multifamily
- Lifestyle (Live/Learn/Work/Play) activity cores with connections to surrounding, less dense neighborhoods
- (High, paired with Elevated rail)
# Land Use Visioning Scenario Recap

by Corridor

<table>
<thead>
<tr>
<th>CORRIDOR-WIDE SUMMARIES</th>
<th>2015</th>
<th>2040 TREND</th>
<th>LOW</th>
<th>MED</th>
<th>HIGH</th>
<th>LOW DIFFERENCE (FROM 2040)</th>
<th>MED DIFFERENCE (FROM 2040)</th>
<th>HIGH DIFFERENCE (FROM 2040)</th>
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<td>110,851</td>
<td>95,784</td>
<td>115,807</td>
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*Data reflects different station area combinations*
# LAND USE VISIONING SCENARIO RECAP

Population by Station Area

## NORTH CORRIDOR POPULATION BREAKDOWN

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>2015</th>
<th>2040 TREND</th>
<th>LOW POP</th>
<th>MEDIUM POP</th>
<th>HIGHPOP</th>
<th>LOW DIFFERENCE (FROM 2040)</th>
<th>MED DIFFERENCE (FROM 2040)</th>
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<tbody>
<tr>
<td>County Line</td>
<td>3,864</td>
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<td>9,336</td>
<td>9,263</td>
<td>10,788</td>
<td>12,317</td>
<td>-73</td>
<td>1,452</td>
<td>2,981</td>
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<td>7,267</td>
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<tr>
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<td>-4,796</td>
<td>12,345</td>
<td>31,213</td>
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</table>
LAND USE VISIONING SCENARIO RECAP
Employment by Station Area

**NORTH CORRIDOR EMPLOYMENT BREAKDOWN**

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>2015</th>
<th>2040 TREND</th>
<th>LOW EMP</th>
<th>MEDIUM EMP</th>
<th>HIGH EMP</th>
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<th>MED DIFFERENCE (FROM 2040)</th>
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<td>Palmetto</td>
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<td>3,945</td>
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<tr>
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<td>3,516</td>
<td>7,237</td>
<td>9,558</td>
<td>12,265</td>
<td>3,721</td>
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<tr>
<td>MDC</td>
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<td>1,839</td>
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<td>7,053</td>
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<td>697</td>
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<td>-</td>
<td>2,626</td>
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<td>-</td>
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<tr>
<td>95</td>
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<tr>
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<tr>
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<tr>
<td>Grand Totals</td>
<td>217,806</td>
<td>237,338</td>
<td>258,588</td>
<td>129,698</td>
<td>149,230</td>
<td>170,480</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Neighborhood

Town Center

City Center

POPULATION REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)
EMPLOYMENT REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)

Neighborhood

Town Center

City Center

EMP: NC_low
SEFlorida_MAZs
zsum.csv.demp

EMP: NC_Med
SEFlorida_MAZs
zsum.csv.demp

EMP: NC_HI
SEFlorida_MAZs
zsum.csv.demp

EMPLOYMENT REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)
RIDERSHIP APPROACH

- THREE 2040 MODEL ALTERNATIVES
  - TRANSIT ALTERNATIVES/PD&E
    - BUS RAPID TRANSIT
    - METRORAIL AT-GRADE
    - METRORAIL ELEVATED
  - LAND USE SCENARIOS: POP + EMP
    - LOW/Neighborhood
    - MEDIUM/Town Center
    - HIGH/City Center
Ridership Observations

- **BRT is like an upgraded #297 (Orange Max)**
  - Connecting NW 27 Ave / 207 to MIA
  - 20% faster and 20% more frequency and extended to 215th Street
  - New off-peak service
  - But, no diversion to MDC North Campus (adds 2 block walk), skips several neighborhoods
  - Competes against faster local bus that serves a large capture area to the south
  - BRT projected to carry 2,500 riders in 2040
- **Metrorail is more transformative and generates much higher levels of ridership**
  - 40% faster than either BRT or Orange Max
  - Direct service to Miami CBD and surrounding areas saves about 11 minutes of perceived time:
  - Additional 20 minutes of benefit for being full rail fixed guideway
  - Metrorail options carry 26,000-31,000 projected daily riders in 2040
LAND USE GROWTH REALLOCATION APPROACH DID NOT CHANGE COUNTY-WIDE POP & EMP

TESTING PRODUCED YEAR-2040 WEEKDAY LINKED TRIPS*

LOW SCENARIO (BRT)
- 2,515 DAILY PROJECT TRIPS

MEDIUM SCENARIO (METRO AT-GRADE)
- 25,851 DAILY PROJECT TRIPS

HIGH SCENARIO (METRO ELEVATED)
- 30,791 DAILY PROJECT TRIPS

COMBINED AVERAGE WEEKDAY UNLINKED TRIPS OF THE CURRENT METRORAIL SYSTEM IS 68,600

(SOURCE: DTPW FEBRUARY 2018 RIDERSHIP REPORTS)

<table>
<thead>
<tr>
<th>Auto Ownership</th>
<th>Low Scenario Curb BRT</th>
<th>Medium Scenario At-Grade Metrorail</th>
<th>High Scenario Elevated Metrorail</th>
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</thead>
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<tr>
<td>0 cars</td>
<td>682</td>
<td>9,604</td>
<td>11,052</td>
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<tr>
<td>1 car</td>
<td>825</td>
<td>7,207</td>
<td>8,729</td>
</tr>
<tr>
<td>2+ cars</td>
<td>1,007</td>
<td>9,040</td>
<td>11,010</td>
</tr>
<tr>
<td>Total</td>
<td>2,515</td>
<td>25,851</td>
<td>30,791</td>
</tr>
</tbody>
</table>

Vs. 2040: +4388 +11,908 +14629

* A linked passenger trip is a trip from origin to destination on the transit system. Even if a passenger must make several transfers during a one-way journey, the trip is counted as one linked trip on the system. Unlinked passenger trips count each boarding as a separate trip regardless of transfers.
LAND USE VISIONING

NEXT STEPS

- ANALYSIS OF MODELING OUTPUTS
  - RE-DESIGNATION OF LAND USE FOR SPECIFIC PARCELS
    - Increase residential and employment densities
    - Improve local jobs-to-housing ratio
  - HOLD CHARRETTES AFTER LPA DECISION
LAND USE VISIONING

QUESTIONS AND DISCUSSION
ECONOMIC MOBILITY PROGRESS UPDATE
CASE STUDIES / DEVELOPMENT

- **DENVER (COLORADO)**
  - “WHAT NOT TO DO” – TRANSIT-JOB DISCONNECT, NOT A HOLISTIC APPROACH

- **CHARLOTTE (NORTH CAROLINA)**
  - STATION BRANDING, INNOVATIVE ZONING, UTILIZING LOCAL POTENTIALS

- **ANACOSTIA (WASHINGTON, D.C.)**
  - EQUITY, REVITALIZING UNDERDEVELOPED NEIGHBORHOODS WITH TRANSIT-RICH DEVELOPMENT

- **FRUITVALE (SAN FRANCISCO)**
  - TRANSIT-VILLAGE APPROACH, ACCESSIBILITY, DEVELOPER-CENTRIC ECONOMIC INCENTIVES

- **TRI-RAIL (SOUTHEAST FLORIDA)**
  - STATION AREA TYPES, MARKET AND ECONOMIC ANALYSIS
ECONOMIC MOBILITY

CASE STUDIES / FINANCING

- WASHINGTON, DC-SILVER LINE (Special Assessment District)
- LOS ANGELES, CA-RED LINE (Special Assessment District)
- SEATTLE, WA-SLU STREETCAR (Special Assessment District)
- HOUSTON, TX-BRT (TIF)
- DALLAS, TX-RAIL CORRIDOR (Value Capture)
- PITTSBURGH, AUSTIN, PASADENA-PARKING (Benefit District)

OVERVIEW

PROGRESS

OVERVIEW

LAND USE VISIONING

ECONOMIC MOBILITY

QUESTIONS AND COMMENTS

NEXT STEPS
## Existing Conditions

### Traffic, Level of Service (LOS)

<table>
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<th>Segment</th>
<th>Peak</th>
<th>Grade</th>
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## Existing Conditions

### Population

### North Corridor Population Breakdown

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>2015</th>
<th>2040 Trend</th>
<th>Low Pop</th>
<th>Medium Pop</th>
<th>High Pop</th>
<th>Low Difference (From 2040)</th>
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## EXISTING CONDITIONS

### Employment

#### NORTH CORRIDOR EMPLOYMENT BREAKDOWN

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EXISTING CONDITIONS

WORKER INFUX AND OUTFUX

OVERVIEW

ECONOMIC MOBILITY

QUESTIONS AND COMMENTS

NEXT STEPS
EXISTING CONDITIONS

ASSISTED LIVING/AFFORDABLE HOUSING
MICRO-EXPLORING THE NORTH CORRIDOR

- BROWNSVILLE TRANSIT VILLAGE
  - AFFORDABLE HOUSING TOWERS
  - DIRECT CONNECTION TO STATION
- PELICAN COVE
  - APARTMENT COMPLEX AT INTERSECTION OF MIAMI GARDENS DRIVE
  - DEVELOPMENT FOreshADOWING ("WALKING DISTANCE TO...")
- SPATIALLY-STRATEGIC DEVELOPMENT
  - COUNTY LINE PARK-AND-RIDE
  - STADIUM AND CAROL CITY (MIAMI GARDENS) ECONOMIC CENTERS
  - MIAMI-DADE COLLEGE
  - CONNECTIONS TO MIC, DOWNTOWN
  - CBDs
- VACANT PARCELS
- GOVERNMENT-OWNED PARCELS
GOVERNMENT-OWNED PARCELS

ECONOMIC MOBILITY APPROACH

OVERVIEW

LAND USE VISIONING

ECONOMIC MOBILITY

QUESTIONS AND COMMENTS

NEXT STEPS
# Economic Mobility

## Development Site Characteristics

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<th>County Line</th>
<th>Site Size</th>
<th>Frontage</th>
<th>Acreage</th>
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<th>Proximity to Anchor Institutions</th>
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### ECONOMIC MOBILITY

#### EVALUATION CRITERIA

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<td>PROMOTE SMALL BUSINESS</td>
<td>INCREASE TAX REVENUE</td>
<td>STRENGTHEN LOCAL ECONOMIES</td>
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ECONOMIC MOBILITY

NEXT STEPS

- MONITOR PD&E
- LAND USE VISIONING
  - ANALYSIS OF MODELING OUTPUTS
- ECONOMIC DEVELOPMENT
  - MARKET ANALYSIS
  - RE-DESIGNATION OF LAND USE FOR SPECIFIC PARCELS
    ✓ Increase residential and employment densities
    ✓ Improve local jobs-to-housing ratio
  - TOD DESIGN
  - IMPLEMENTATION PLAN
- SAC COMMITTEE
  ✓ Feedback
ECONOMIC MOBILITY

QUESTIONS AND DISCUSSION
STUDY ADVISORY COMMITTEE

THANK YOU!
prepared for:

miami-dade transportation planning organization

prepared by:

the Corradino group

January 23, 2019

The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The Preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
AGENDA

- Introductions
- Study Update
- The LPA
- Scenario Development
- Preferred Scenario
- Economic Mobility Status
- Next Steps
- Discussion
Study Update

- Development of preferred land use scenario
- Planning for the next series of charrettes
- Initiation of Economic Mobility and Access study
Why We Are Here

- Land Use and Transportation are Inextricably Linked

- Consider:
  - The location, intensity, and form of various land use variables and strategies, in multiple scenarios,
  - All tested to achieve the ridership required to support various modes/alternatives being tested in the PDE.
Why We Are Here

- What population and employment will be needed in the corridor to support the Locally Preferred Alternative?

- How does the community want to grow around this future investment?

- How do we get there from here?
North Corridor PD&E Study update

- LPA for “elevated fixed guideway transit system” was issued by TPO Governing Board on December 6, 2018
- FDOT currently preparing the NEPA checklist
- FDOT awaiting correspondence from DTPW indicating which additional two transit technologies are to be analyzed.
THE STEPS

- Understand what people want:
  - ✓ Mode
  - ✓ Form

- Understand the target land use by modal alternative
  - ✓ FTA Breakpoints

- Can the land attain the target capacity today or in the future?
  - ✓ Low, Medium, High land use scenarios
  - ✓ MAZ analysis through LRTP Model, for each modal alternative

- Using LPA, work with public to convert appropriate land use scenario to development typology

- Suggest regulatory changes and strategies
KEY ISSUES

- Transportation is typically implemented by regional, state or national government

- Land Use is implemented by local governments

- Transportation and Land Use are inextricably linked

- Land Use scenarios must be supportive of mode to gain FTA approvals

- The land use (population and employment) relationship to transportation in the North Corridor must be defined

- Because the LPA has been selected: We know the land use intensities needed to support it
Preliminary Design Typologies

Urban Center Districts
- Community
- Metropolitan
- Regional
FTA Breakpoints

- What land use breakpoints support various levels of transit
  - FTA guidance (population / employment)

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<th>Avg. Population density (persons/square mile)</th>
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Source: FTA’s New Starts Final Interim Policy Guidance, Land Use, Page 13 (June 2016)
Land Use Refinement Process

- Merged **charrette results** with **urban design**
  - Station location preferences

- Buildout magnitude (or lack thereof)

- Characteristics and location of development
  - Keep single-family areas intact; less industrial; develop along 27th Ave.
  - Work with plans that have already been developed

- Land use scenarios, built upon 2040 trends
Land Use Refinement Process

- Design process – parcel-by-parcel basis
  - Begin with “Station Centers”
  - Determine “ripple effect” – how big are the ripples, and where are they located spatially
    - Station Center
    - Primary
    - Secondary
    - Tertiary
    - Field (Population Only)
    - 27thAve (Employment Only)
Preferred Scenario Development: Population & Employment

- TOTAL POPULATION (STATION AREAS) & EMPLOYMENT (CORRIDOR-WIDE)

✓ Must exceed 120,000 Population / 220,000 Employment
Preferred Scenario Development: Population & Employment

- **POPULATION** FROM OUR VISIONING
  - Determined densities (dwelling units/acre) for each group of parcels
    - Station Centers – 25 DU/ac to 60 DU/ac
    - Primary Parcels – 13 DU/ac to 25 DU/ac
    - Secondary Parcels – 6 DU/ac to 13 DU/ac
    - Tertiary Parcels – 2.5 DU/ac to 6 DU/ac
    - Field Parcels (Population Only) – 2.5 DU/ac, or 2040 projected

- Calculated acreage of parcels affected

- Multiplied DU/ac x Acreage = **total DU (or, households)**

- Multiplied DU total to South East Regional Planning Model (SERPM) persons per household for **population count**
Methodology

- All processes work on growth; 2015 data not touched
- County-level 2040 data control totals are maintained
- Broward & Palm Beach not touched
- Designated areas are not touched (e.g. airport(s), Port of Miami)
Methodology

- Understand the target land use by modal alternative
  - FTA Breakpoints
    - 120,000 population / 220,000 employment
- Can the land attain the target capacity today or in the future?
  - Today = No!
    - 87,000 employment / 103,000 population
  - Future = Yes !! (High Scenario)
    - 258,588 employment / 134,667 population
## 2040 POPULATION - LPA Scenario

### NORTH CORRIDOR POPULATION BREAKDOWN

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<th>Station Areas</th>
<th>2015</th>
<th>2040 Trend</th>
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</tr>
<tr>
<td>MLK</td>
<td>2,554</td>
<td>3,694</td>
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</tr>
<tr>
<td>Brownsville</td>
<td>1,934</td>
<td>2,801</td>
<td>7,064</td>
<td>4,263</td>
</tr>
<tr>
<td>Station Area Totals</td>
<td>18,254</td>
<td>30,182</td>
<td>80,736</td>
<td>50,554</td>
</tr>
<tr>
<td>OUTSIDE STATION AREAS</td>
<td>57,000</td>
<td>57,466</td>
<td>57,466</td>
<td></td>
</tr>
<tr>
<td>Corridor Totals</td>
<td>75,254</td>
<td>87,648</td>
<td>138,202</td>
<td>50,554</td>
</tr>
<tr>
<td>Brickell</td>
<td></td>
<td></td>
<td>120,386</td>
<td></td>
</tr>
<tr>
<td>Grand Totals</td>
<td></td>
<td></td>
<td>258,588</td>
<td></td>
</tr>
</tbody>
</table>
Scenario development: Population & Employment

- TOTAL POPULATION (TOTAL STATION AREAS) & EMPLOYMENT (CORRIDOR-WIDE)
  - Must exceed 120,000 Population / 220,000 Employment

<table>
<thead>
<tr>
<th>SUMMARIES</th>
<th>FTA Breakpoints - High, (LPA Scenario)</th>
<th>Preferred Scenario</th>
<th>Difference (From Trend)</th>
<th>Difference (From FTA)</th>
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</thead>
<tbody>
<tr>
<td>POPULATION (STATION-WIDE)</td>
<td>58,365</td>
<td>12,000 per station (120,000 total)</td>
<td>134,667</td>
<td>31,213</td>
</tr>
<tr>
<td>EMPLOYMENT w/o Brickell</td>
<td>64,682</td>
<td></td>
<td>129,891</td>
<td>50,544</td>
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<tr>
<td>EMPLOYMENT w/ Brickell</td>
<td>220,000, total</td>
<td></td>
<td>258,588</td>
<td>162,287</td>
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</table>
### Land Use Visioning Scenario Recap

- **Micro-Analysis Zones (MAZs)**
- **Projections for Population and Employment Land Use Scenarios** shown at **MAZ, Station Area, and Corridor** levels
- **Example Below**

#### North Corridor Population Breakdown

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>SERPM pop15</th>
<th>SERPM pop40</th>
<th>LOW POP</th>
<th>MEDIUM POP</th>
<th>HIGH POP</th>
<th>LOW DIFFERENCE (FROM 2040)</th>
<th>MED DIFFERENCE (FROM 2040)</th>
<th>HIGH DIFFERENCE (FROM 2040)</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Line</td>
<td>1,804</td>
<td>4,438</td>
<td>8,034</td>
<td>13,932</td>
<td>19,892</td>
<td>4,438</td>
<td>4,297</td>
<td>10,135</td>
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<tr>
<td>Stadium</td>
<td>5,222</td>
<td>5,438</td>
<td>10,418</td>
<td>12,555</td>
<td>14,891</td>
<td>4,980</td>
<td>7,317</td>
<td>9,633</td>
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</table>

#### North Corridor Employment Breakdown

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>SERPM EMP15</th>
<th>SERPM EMP40</th>
<th>LOW EMP</th>
<th>MEDIUM EMP</th>
<th>HIGH EMP</th>
<th>LOW DIFFERENCE (FROM 2040)</th>
<th>MED DIFFERENCE (FROM 2040)</th>
<th>HIGH DIFFERENCE (FROM 2040)</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Line</td>
<td>716</td>
<td>4,570</td>
<td>4,661</td>
<td>7,354</td>
<td>10,680</td>
<td>91</td>
<td>2,784</td>
<td>6,110</td>
</tr>
<tr>
<td>Stadium</td>
<td>1,819</td>
<td>4,570</td>
<td>4,661</td>
<td>7,354</td>
<td>10,680</td>
<td>91</td>
<td>2,784</td>
<td>6,110</td>
</tr>
</tbody>
</table>

#### Corridor-Wide Summaries

<table>
<thead>
<tr>
<th></th>
<th>Sum of SERPM pop15</th>
<th>Sum of SERPM pop40</th>
<th>LOW</th>
<th>MED</th>
<th>HIGH</th>
<th>Low Difference (FROM 2040)</th>
<th>Med Difference (FROM 2040)</th>
<th>High Difference (FROM 2040)</th>
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<tbody>
<tr>
<td><strong>Population</strong></td>
<td>74,055</td>
<td>110,851</td>
<td>95,784</td>
<td>115,807</td>
<td>134,677</td>
<td>-4,796</td>
<td>12,345</td>
<td>31,213</td>
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<tr>
<td><strong>Employment</strong></td>
<td>~75,951</td>
<td>~88,108</td>
<td>217,806</td>
<td>237,338</td>
<td>258,588</td>
<td>129,698</td>
<td>149,230</td>
<td>170,480</td>
</tr>
</tbody>
</table>
RIDERSHIP ANALYSIS

- Combined average weekday boardings of the current metrorail system is 68,600 (Source: DTPW February 2018 Ridership Reports)
- ~30% of North Corridor Transit Total Project ridership is made by persons living in zero-car households
  - Indication of transit-dependent ridership
  - 21% of all corridor households currently have annual incomes below the poverty level

LAND USE HAS SIGNIFICANT IMPACT ON RIDERSHIP

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Auto Ownership</th>
<th>2040 Trend (Elevated Metrorail)</th>
<th>Preferred Scenario</th>
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<tr>
<td>Home-Based Work</td>
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<tr>
<td>0 cars</td>
<td>2,182</td>
<td>2,753</td>
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<tr>
<td>1 car</td>
<td>3,674</td>
<td>5,187</td>
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<tr>
<td>2+ cars</td>
<td>4,594</td>
<td>6,863</td>
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<tr>
<td>Total</td>
<td>10,449</td>
<td>14,803</td>
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<tr>
<td>Home-Based Other</td>
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<td></td>
</tr>
<tr>
<td>0 cars</td>
<td>4,293</td>
<td>5,608</td>
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</tr>
<tr>
<td>1 car</td>
<td>2,267</td>
<td>2,829</td>
<td></td>
</tr>
<tr>
<td>2+ cars</td>
<td>2,164</td>
<td>3,079</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>8,724</td>
<td>11,516</td>
<td></td>
</tr>
<tr>
<td>Non-Home Based</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 cars</td>
<td>1,945</td>
<td>2,692</td>
<td></td>
</tr>
<tr>
<td>1 car</td>
<td>415</td>
<td>712</td>
<td></td>
</tr>
<tr>
<td>2+ cars</td>
<td>498</td>
<td>1,069</td>
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</tr>
<tr>
<td>Total</td>
<td>2,858</td>
<td>4,473</td>
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<tr>
<td>Total</td>
<td>8,419</td>
<td>11,052</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>1 car</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6,357</td>
<td>8,729</td>
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</tr>
<tr>
<td></td>
<td>7,256</td>
<td>11,010</td>
<td></td>
</tr>
<tr>
<td></td>
<td>22,032</td>
<td>30,791</td>
<td></td>
</tr>
</tbody>
</table>
Next steps

- Charrettes – Second Round
  - ✔ Using LPA, work with public to convert appropriate land use scenario to development typology
  - ✔ Finalize preferred land use scenario
  - ✔ Ridership forecast with preferred alternative
  - ✔ Identify regulatory changes needed to carryout preferred alternative
  - ✔ Final SAC meeting
  - ✔ Complete by June 30, 2019
CHARRETTE TIMES AND LOCATIONS

- Charrette #1
  **Saturday February 23, 2019**
  10:00 am-12:00 pm
  - Betty T. Ferguson Recreational Complex
  - Birds of Paradise Room
  - 3000 NW 199 Street
  - Miami Gardens, FL, 33056

- Charrette #2
  **Wednesday February 27, 2019**
  6:00 pm-8:00 pm
  - Miami-Dade College North Campus
  - Conference Center
  - Building 3000, 2nd Floor
  - 11380 NW 27th Avenue
  - Miami, FL, 33167
ECONOMIC MOBILITY
**ECONOMIC MOBILITY**

- **MICRO-EXPLORING THE NORTH CORRIDOR**
  - BROWNSVILLE TRANSIT VILLAGE
    - AFFORDABLE HOUSING TOWERS
    - DIRECT CONNECTION TO STATION
  - PELICAN COVE
    - APARTMENT COMPLEX AT INTERSECTION OF MIAMI GARDENS DRIVE
    - DEVELOPMENT FORESHADOWING (“WALKING DISTANCE TO…”)

- **SPATIALLY-STRATEGIC DEVELOPMENT**
  - COUNTY LINE PARK-AND-RIDE
  - STADIUM AND CAROL CITY (MIAMI GARDENS) ECONOMIC CENTERS
  - MIAMI-DADE COLLEGE
  - CONNECTIONS TO MIC, DOWNTOWN
  - CBDs

- **VACANT PARCELS**
- **GOVERNMENT-OWNED PARCELS**
ECONOMIC MOBILITY APPROACH

- GOVERNMENT-OWNED PARCELS
ECONOMIC MOBILITY

Site Development Characteristics by Station

- SITE SIZE
- FRONTAGE
- ACREAGE
- SITE OWNERSHIP (PUBLIC, PRIVATE, GOV., UTILITIES)
- PROXIMITY TO COMMERCIAL AMENITIES
- PLANNED INVESTMENT NEARBY
- MARKET CONDITIONS
ECONOMIC MOBILITY

Transit Hub Evaluation Criteria By Station

Livability
- Generate Pedestrian Activity
- Improve Public Safety
- Improve Housing Choice

Sustainability
- Encourage Transit Ridership
- Reduce Auto Dependency
- Concentrate Development

Economic Generation
- Create Jobs
- Promote Small Business
- Increase Tax Revenue
<table>
<thead>
<tr>
<th>Station Area</th>
<th>Observations</th>
</tr>
</thead>
</table>
| County Line    | *Low performance in Livability category  
                *Strong performances in Sustainability and Economic Generation  
                *In the Economic Generation category, low performance  
                for the Promotes Small Business criterion |
| Stadium        | *Performs at a **low** level in the Livability category while recognizing  
                it will generate pedestrian activity  
                *Strong performances in Sustainability and Economic Generation  
                recognizing in Economic Generation the low performance for the  
                Promotes Small Business criterion |
| Carol City     | *Acceptable performance (overall score of at least 70) in all categories  
                *Strongest in the Sustainability category |
| Palmetto       | *Low performances in the Livability and Economic Generation categories  
                *Acceptable performance in the Sustainability category |
| Opa-Locka      | *Strong performances in Sustainability and Economic Generation categories  
                *Acceptable performance in the Livability category |
| MDC            | *Acceptable performances in all categories  
                *Highest ratings by criterion are: Gen. Ped Activity; Encourage Transit;  
                Reduce Car Dependency; Strengthen Local Economy |
<p>| NW 103rd St.   | *Low performances in every category &amp; almost every criterion |
| NW 95th St.    | *Low performances in every category &amp; almost every criterion |
| NW 79th/82nd Sts. | *Acceptable performance in Sustainability category, but relatively weak overall |</p>
<table>
<thead>
<tr>
<th>STATION AREA</th>
<th>LIVABILITY</th>
<th>SUSTAINABILITY</th>
<th>ECONOMIC GENERATION</th>
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<tr>
<td>COUNTY LINE</td>
<td>LOW</td>
<td>STRONG</td>
<td>STRONG</td>
</tr>
<tr>
<td>STADIUM</td>
<td>LOW</td>
<td>STRONG</td>
<td>STRONG</td>
</tr>
<tr>
<td>CAROL CITY</td>
<td>ACCEPTABLE</td>
<td>STRONG</td>
<td>ACCEPTABLE</td>
</tr>
<tr>
<td>PALMETTO</td>
<td>LOW</td>
<td>ACCEPTABLE</td>
<td>LOW</td>
</tr>
<tr>
<td>OPA-LOCKA</td>
<td>ACCEPTABLE</td>
<td>STRONG</td>
<td>STRONG</td>
</tr>
<tr>
<td>MDC</td>
<td>ACCEPTABLE TO STRONG</td>
<td>ACCEPTABLE TO STRONG</td>
<td>ACCEPTABLE</td>
</tr>
<tr>
<td>103</td>
<td>LOW</td>
<td>LOW</td>
<td>LOW</td>
</tr>
<tr>
<td>95</td>
<td>LOW</td>
<td>LOW</td>
<td>LOW TO ACCEPTABLE</td>
</tr>
<tr>
<td>79/82</td>
<td>LOW</td>
<td>ACCEPTABLE</td>
<td>LOW TO ACCEPTABLE</td>
</tr>
</tbody>
</table>
ECONOMIC MOBILITY
NEXT STEPS

- LAND USE VISIONING
  - ANALYSIS OF MODELING OUTPUTS
- ECONOMIC DEVELOPMENT
  - MARKET ANALYSIS
  - RE-DESIGNATION OF LAND USE FOR SPECIFIC PARCELS
    - Increase residential and employment densities
    - Improve local jobs-to-housing ratio
  - TOD DESIGN
- SAC COMMITTEE
  - FEEDBACK
Economic Mobility

Next Steps

- Final Report
- First/Last Mile
- Station Area Accessability
Discussion
APPENDIX 9
SMART PLAN/NORTH CORRIDOR STUDY ADVISORY COMMITTEE MEETING

Prepared for
Miami-Dade Transportation Planning Organization

Prepared by:
The Corradino Group

JUNE 25, 2019

The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

The Preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
AGENDA

▪ Introductions
▪ PD&E Update
▪ Land Use Preferred Scenario
▪ Land Use Policy Recommendations
▪ Ridership Analysis
▪ Economic Mobility and Accessibility Update
▪ Next Steps
▪ Discussion
AGENDA

- Purpose of this Land Use Vision
  - Assure Population and Employment was sufficient to meet FTA guidance
  - Developed scientifically at the MAZ Level – Tested With the Model
  - Analyzed from an economic development perspective
  - Policy recommendations made for implementation
North Corridor PD&E Study
North Corridor PD&E Study

- LPA for “elevated fixed guideway transit system” was issued by TPO Governing Board on December 6, 2018
- Awaiting decision on preferred technology – Exp. 9/2019
- FTA issued class of action determination for an environmental assessment

North Corridor Video.mp4
Evaluating Technologies

Additional modes to heavy rail are:
- Metrorail
- Urban Mag-Lev
- Monorail
- AGT
Land Use Preferred Scenario
Land Use Refinement Process

- Combined two phases of charrettes: (Typology) (Location of Population/Employment)
  - Developed along 27th Ave
    - Kept single-family areas intact
    - Contained industrial
  - Worked with plans that have already been developed
- Using FTA Land Use Guidance
  - Built land use scenarios upon 2040 Pop/Emp trends
  - Maintained 2040 MDC Pop/Emp control totals
  - Left untouched Broward & Palm Beach Counties
Preferred Scenario Development: **Population & Employment**

- TOTAL Population (Station Areas) & Employment (Corridor-Wide)
  - Must exceed 120,000 Population / 220,000 Employment

- WE HAVE 2040 POP @124,500 !!! & EMP @ 253,852 !!!
Land Use Refinement Process

- Design process – on parcel-by-parcel basis
  - Begin with “Station Centers”
  - Determine “ripple effect” – how big are the ripples, and where are they located spatially
    - Station Center
    - Primary
    - Secondary
    - Tertiary
    - Field (Population Only)
    - 27th Ave (Employment Only)
## 2040 POPULATION - Preferred Scenario

### NORTH CORRIDOR POPULATION BREAKDOWN

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>2015</th>
<th>2040 TREND</th>
<th>Preferred</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Line</td>
<td>3,864</td>
<td>4,436</td>
<td>12,000</td>
</tr>
<tr>
<td>Stadium</td>
<td>5,222</td>
<td>5,438</td>
<td>15,000</td>
</tr>
<tr>
<td>Carol City</td>
<td>10,772</td>
<td>32,463</td>
<td>21,000</td>
</tr>
<tr>
<td>Palmetto</td>
<td>7,028</td>
<td>9,336</td>
<td>10,000</td>
</tr>
<tr>
<td>Opa Locka</td>
<td>6,457</td>
<td>7,267</td>
<td>12,000</td>
</tr>
<tr>
<td>MDC</td>
<td>4,556</td>
<td>6,960</td>
<td>8,000</td>
</tr>
<tr>
<td>95</td>
<td>9,139</td>
<td>10,270</td>
<td>12,500</td>
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<td>79/82</td>
<td>7,183</td>
<td>11,115</td>
<td>15,000</td>
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<tr>
<td>MLK</td>
<td>4,959</td>
<td>6,231</td>
<td>7,000</td>
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<tr>
<td>Brownsville</td>
<td>8,326</td>
<td>9,948</td>
<td>12,000</td>
</tr>
<tr>
<td>Grand Total</td>
<td>74,055</td>
<td>110,851</td>
<td>124,500</td>
</tr>
</tbody>
</table>
## 2040 EMPLOYMENT – Preferred Scenario

### NORTH CORRIDOR EMPLOYMENT BREAKDOWN

<table>
<thead>
<tr>
<th>Station Areas</th>
<th>SERPM EMP15</th>
<th>SERPM EMP40</th>
<th>Employment</th>
</tr>
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<tbody>
<tr>
<td>County Line</td>
<td>286</td>
<td>764</td>
<td>6000</td>
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<td>1,839</td>
<td>4,570</td>
<td>10,000</td>
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<tr>
<td>Carol City</td>
<td>2,572</td>
<td>3,955</td>
<td>12,000</td>
</tr>
<tr>
<td>Palmetto</td>
<td>1,824</td>
<td>3,459</td>
<td>4,000</td>
</tr>
<tr>
<td>Opa Locka</td>
<td>2,568</td>
<td>3,516</td>
<td>16,000</td>
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<tr>
<td>MDC</td>
<td>1,196</td>
<td>1,839</td>
<td>5,000</td>
</tr>
<tr>
<td>95</td>
<td>729</td>
<td>1,176</td>
<td>4,500</td>
</tr>
<tr>
<td>79/82</td>
<td>2,752</td>
<td>4,408</td>
<td>10,000</td>
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<tr>
<td>MLK</td>
<td>2,554</td>
<td>3,694</td>
<td>4,000</td>
</tr>
<tr>
<td>Brownsville</td>
<td>1,934</td>
<td>2,801</td>
<td>4,500</td>
</tr>
<tr>
<td>Station Area Totals</td>
<td>18,254</td>
<td>30,182</td>
<td>76,000</td>
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<tr>
<td>OUTSIDE STATION AREAS</td>
<td>57,466</td>
<td>57,466</td>
<td>57,466</td>
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<tr>
<td>Corridor Totals</td>
<td>75,720</td>
<td>87,648</td>
<td>133,466</td>
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<td>Brickell</td>
<td>120,386</td>
<td>120,386</td>
<td>120,386</td>
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<tr>
<td>Grand Totals</td>
<td>196,106</td>
<td>208,034</td>
<td>253,852</td>
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Land Use Refinement Process

- Transportation Planning and Land Use Planning, are Subtly Different
- The Comprehensive Plan Looks At Population and Employment in Terms of Density and Intensity
- Need to Convert Population and Employment into Land Use Relatable Numbers
  - Population to Dwelling Units Per Acre (DU/A)
  - Employment to Floor Area Ratio (FAR)
- DU/A and FAR Can be Applied and Accomplished in Any Typology (Form)
Methodology

- Residential Must Be Converted into: DU/AC
  - Current Capacity
    - Highest Residential Density Allowed $\times$ Net Housing Acres = # Dwelling Units
    - This was done for each land use which allows housing. These were then added together.
    - The total is the number of DU allowed within the station area.
    - DU + Net Housing Acres = DU/AC
  - Future Requirements
    - Future Population + Persons Per Household = DU
    - DU $\div$ Residential Acreage Available = DU/AC

- Employment Must Be Converted into: Floor Area Ratio
  - Current Capacity
    - Net Employment Footage $\div$ Foot Per Worker
    - Convert to Acres
    - Net Acreage + Non-Residential Land by Typology = Average FAR
  - Future Requirements
    - Projected Employment $\times$ Foot Per Worker = Square Footage of Land Needed
    - Converted into Acres
    - Net Acreage + Non-Residential Land Available by Typology = FAR

<table>
<thead>
<tr>
<th>Typology</th>
<th>Residential</th>
<th>Nonresidential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional</td>
<td>35% or 141.6 acres</td>
<td>65% or 262.9 acres</td>
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<tr>
<td>Community</td>
<td>45% or 182.0 acres</td>
<td>55% or 222.5 acres</td>
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<tr>
<td>Neighborhood</td>
<td>75% or 303.4 acres</td>
<td>25% or 101.1 acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Typology</th>
<th>Lot Coverage</th>
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<tr>
<td>Community</td>
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<tr>
<td>Neighborhood</td>
<td>60%-70%</td>
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# Station by Station

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Existing DU/AC</th>
<th>Future DU/AC</th>
<th>Change Needed?</th>
<th>Additional DU/AC Needed</th>
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<tbody>
<tr>
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## Station by Station

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<td>Stadium*</td>
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<tr>
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</tbody>
</table>
Land Use Policy Recommendations
Land Use Policy Recommendations

- Comprehensive Plan is Local Governments Main Policy Document
- Goals, Objectives and Policies, in Multiple Elements
  - Land Use
  - Transportation
  - Housing
- Population/Employment can be accomplished by varying intensity (Zoning) (Typology)
  - DU/A
  - FAR
  - Height
  - Open Space
Typologies (Zoning)

Neighborhood
Community
Regional
THE FUTURE

Neighborhood Center
THE FUTURE
Community Center
THE FUTURE
Regional Center
SUPPORTING PUBLIC POLICIES

Land Use Element of Comprehensive Plan

- Adopt
  - Locally Preferred Alternative
  - Station Area Plans
  - Residential Population and Unit Goals
  - Employment Goals
  - Jobs-to-Housing Ratio Goals
  - Site and Building Design Considerations
  - Block Size and Density
  - Public Spaces and Landscaping Regulations
  - Parking Regulations
  - Land Use and Economic Development Standards
SUPPORTING PUBLIC POLICIES

Transportation Element of Comprehensive Plan

- **Adopt**
  - ✓ Level-of-Service Standards for Travel by:
  - ✓ Roadway
  - ✓ Transit
  - ✓ Bicycle
  - ✓ Walking

- **Modal Prioritization:**
  - ✓ Pedestrians, followed by
  - ✓ People bicycling
  - ✓ Riders of public transit and private shuttles
  - ✓ Motorists

- **Primary Station Access Corridors Should Receive Highest Priority**
- **Safety and Security Standards at Stations and Parking Facilities**
- **Access for People with Disabilities**
- **Complete Streets Master Plan**
SUPPORTING PUBLIC POLICIES

Housing Element of Comprehensive Plan

- Housing Types
  - Diversity of Units
  - Diversity of Unit Size

- Affordable Housing
  - Minimum of 25% of All New Units
  - Target Populations Earn 60% or Less of the Area Median Income (AMI).

- Workforce Housing
  - Minimum 10% of Housing Stock
  - Households with Incomes between 60% to 120% of Area Median Income

- Elderly Housing
  - 10% of the Affordable Housing Stock

- Financial Incentives
  - Decrease in Property Tax Assessment
  - Tax Increment Financing (TIF)
  - Municipal Land Assembly & Investment
  - Redistributed CRA Funds
  - Application-fee Reductions
  - Expedited Building Permits for Affordable, Attainable and Workforce Housing Units.
Ridership
Current Metrorail average weekday boardings - 68,600 (Source: DTPW February 2018 ridership reports)

The 2040 Ridership Trend is 21,685

Projected 2040 north corridor transit ridership is 28,570 – 32% higher than without intervention.

This is only for 1-seat ride metro-rail alternative as defined by the North Corridor PD&E.

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Household Autos Owned</th>
<th>Elevated Metrorail</th>
<th>2040 Trend</th>
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<tr>
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</tr>
<tr>
<td>1-car</td>
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<td>2+ cars</td>
<td>6,676</td>
<td>4,638</td>
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<td>2+ cars</td>
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<td>Total</td>
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<tr>
<td>Total</td>
<td><strong>28,570</strong></td>
<td><strong>21,685</strong></td>
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</table>
Over 30% of North Corridor transit ridership is projected to be made by persons living in zero-car households

✓ 21% of all corridor households currently have annual incomes below the poverty level

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<tr>
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<td>21,685</td>
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Economic Mobility and Accessibility
## STATION AREA EVALUATION

### Table 4: EVALUATION RESULTS

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Observations</th>
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</table>
| County Line        | *Low* performance in *Livability* category  
|                    | *Strong* performances in *Sustainability* and *Economic Generation*  
|                    | *In the *Economic Generation* category, *low* performance  
|                    | for the *Promotes Small Business* criterion  
| Stadium            | *Performs at a *low* level in the *Livability* category even though it will generate pedestrian activity  
|                    | *Strong* performances in *Sustainability* and *Economic Generation*  
|                    | recognizing in *Economic Generation* category the *low* performance for the *Promotes Small Business* criterion  
| Carol City         | *Acceptable* performance (overall score of at least 70) in all categories  
|                    | *Strongest* in the *Sustainability* category  
| Palmetto           | *Low* performances in the *Livability* and *Economic Generation* categories  
|                    | *Acceptable* performance in the *Sustainability* category  
| Opa-Locka          | *Strong* performances in *Sustainability* and *Economic Generation* categories  
|                    | *Acceptable* performance in the *Livability* category  
| MDC                | *Acceptable* performances in all categories  
|                    | *Highest ratings by criterion are: Gen. Ped Activity; Encourage Transit; Reduce Car Dependency; Strengthen Local Economy  
| NW 103rd St.       | *Low performances in every* category & almost every criterion  
| NW 95th St.        | *Low performances in every* category & almost every criterion  
| NW 79th/82nd Sts.  | *Acceptable performance in *Sustainability* category, but relatively weak overall*  

<table>
<thead>
<tr>
<th>STATION AREA</th>
<th>LIVABILITY</th>
<th>SUSTAINABILITY</th>
<th>ECONOMIC GENERATION</th>
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<tr>
<td>CAROL CITY</td>
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<td>STRONG</td>
<td>ACCEPTABLE</td>
</tr>
<tr>
<td>PALMETTO</td>
<td>LOW</td>
<td>ACCEPTABLE</td>
<td>LOW</td>
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<td>LOW TO ACCEPTABLE</td>
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</table>
Market Conditions

- **Multifamily residential** is seeing growth
  - Over 1,200 new units projected to be delivered in the next three years

- **Private office market** is very limited
  - Primarily residential-serving

- **Industrial sector** is seeing healthy growth
  - Nearly a million square feet under development
Market Conditions

- Three of the nine MDC communities with the greatest increase in the value of *existing properties*, between 2018 and 2019, are touched by the North Corridor.
  - Opa-Locka at +8.3%, Miami Gardens at +6.7%, Hialeah at +6.7%.
    - Those gains were even higher after factoring in new construction.
    - Opa-Locka, for example, gained 29.8%.

- This positive sign may draw even more investment into the North Corridor as transit improvements are made.
Market Conditions

- Interviews with developers for this project indicate they need:
  - ✓ 10 acres minimum -- For lower-density, townhouse developments
  - ✓ 2-3 acres -- For multifamily development (minimum project size @ 100 units)
Market Expectations

Figure 1: North Corridor Station Area Segments

- **Segment 1**: Does not include 167th St Station
- **Segment 2**: Includes Opa Locka, Miami Dade College, NW 82nd
- **Segment 3**: Includes MLK, Brownsville
Market Expectations

Segment 1 – Entertainment District

- Leverage the existing and planned sports and casino venues for a new mixed-use entertainment district.
- Create a retail/shopping cluster that includes a range of food and beverage options, as well as a hotel.
- Create a walkable, urban-style stadium district creating a year-round destination, as seen at Patriots Place in Foxborough, MA.
- Provide pedestrian-only walkways, lined with retail, entertainment, and dining forming a “gateway” to the stadium, creating a distinct identity and enlivening gameday.
Create new housing and college-oriented retail and restaurants.

Feature college-oriented housing (e.g., modestly-sized rental units) and ground-floor retail anchored by college-oriented uses (e.g., bookstore, fitness facilities).

Partner with tech firms, like Tesla, which currently works with Miami-Dade to recruit low-income and minority students.
Market Expectations

Segment 3 – Infill Residential District

- Use publicly-owned parcels to support mixed-income housing to add new residential population to support quality retail including grocery and restaurant options.
- Create residential development that offers a mix of market-rate and affordable units to attract a population that reflects a more diverse range of incomes.
- Target public improvements to help transform the character of existing streets and blocks to accommodate future TOD.
ECONOMIC DEVELOPMENT

- Opportunity Zones

- North Corridor overlaps at least 14 census tracts currently designated as Opportunity Zones, with more than 20 census tracts within one mile of the proposed station areas.
  - North Corridor accounts for 20% of all Opportunity Zones in MDC.

- Intended to encourage long-term investments in low-income urban and rural communities.

- Qualified Opportunity Zone investments are limited to equity in businesses, real estate, and business assets.
NEXT STEPS

Policy Implementation

- Adopt and commit to Station Area planning
  - Including regulations to achieve target population and employment goals consistent with the North Corridor Land Use Visioning Study

- Adopt Comprehensive Plan regulations within an agreed-upon timeframe

- Provide First-and-Last Mile programs
NEXT STEPS

Implement Overall Project Recommendations

▪ Complete Appropriate Environmental Documents
▪ Develop Financial Plan
▪ Prepare, Submit and Gain Approval of an FTA Grant Application
DISCUSSION