



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

CHARRETTE SERIES 1

WELCOME



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

CHARRETTE AGENDA

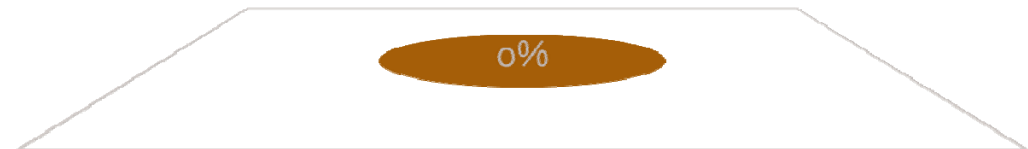


- Welcome and overview of charrette (5 minutes)
- Virtual introductions (10 minutes)
- Context (30 minutes)
 - SMART Kendall Drive
 - Transit Oriented Development (TOD)
- Charrette Exercise – Transit Oriented Development Design (90 minutes)
- Prepare for Report Out (10 minutes)
- Report Out (20 minutes)
- Review and next steps (15 min)

ATTENDANCE TEST



A. Press the “A” button to log your attendance for a head count



1

VIRTUAL INTRODUCTIONS



Question #1:

What best describes your perspective and interest in this charrette? (Choose one)

- A. Resident - I live on or near Kendall Drive
- B. Business – I work, own and/or manage a business on or near Kendall Drive
- C. Development – I develop or manage property on or near Kendall Drive
- D. Health care – I work or represent a medical facility on or near Kendall Drive
- E. Education – I work or am a student at a higher education campus on or near Kendall Drive
- F. Other – please write down your interest on a card and hand to facilitator



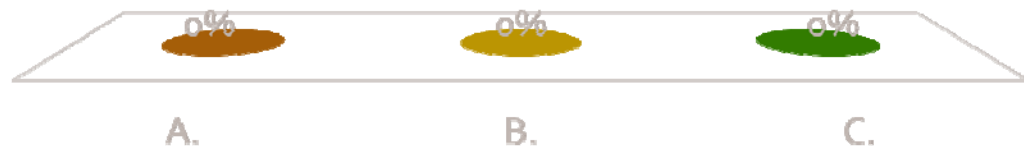
VIRTUAL INTRODUCTIONS



Question #2:

Do you live within a half-mile north or south of Kendall Drive?

- A. Yes
- B. No
- C. Not sure



VIRTUAL INTRODUCTIONS



Question #3:

Do you work within a half-mile north or south of Kendall Drive?

- A. Yes
- B. No
- C. Retired / don't work
- D. Not sure

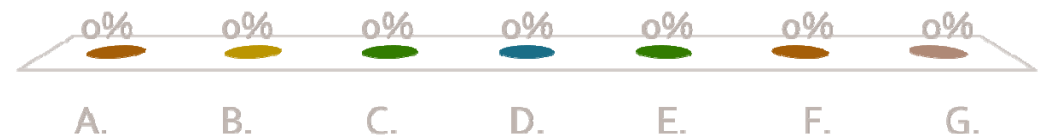


VIRTUAL INTRODUCTIONS



Question #4:
If you work, how do you typically travel to work?

- A. Drive alone in a car
- B. Drive / ride with others in carpool
- C. Bus
- D. Bus, drive or bike/walk to Metrorail
- E. Walk
- F. Bike
- G. Other



VIRTUAL INTRODUCTIONS



Question #5:

If you work, how long does it typically take to travel to work?

- A. Less than 20 minutes
- B. 20 to 40 minutes
- C. 40 to 60 minutes
- D. Over 60 minutes

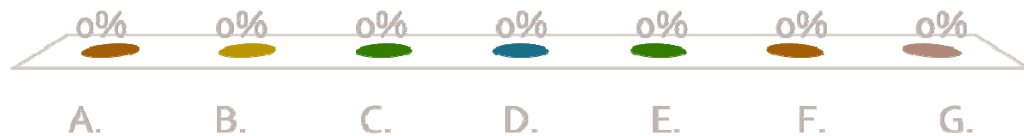


VIRTUAL INTRODUCTIONS



Question #6:
***How do you typically travel to shop?
(choose one)***

- A. Drive alone in a car
- B. Drive / ride with others
- C. Bus
- D. Bus, drive, or bike/walk to Metrorail
- E. Walk
- F. Bike
- G. Other



VIRTUAL INTRODUCTIONS



Question #7:
How long does it typically take for you to travel to shop?

- A. Less than 20 minutes
- B. 20 to 40 minutes
- C. 40 to 60 minutes
- D. Over 60 minutes



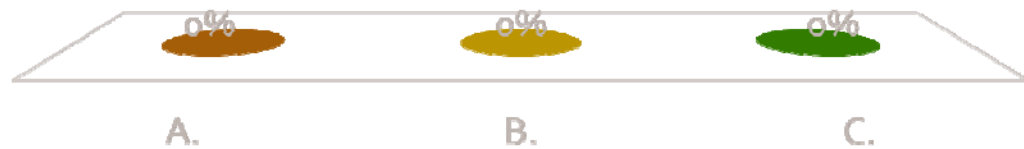
VIRTUAL INTRODUCTIONS



Question #8:

Are you aware of the Strategic Miami Area Rapid Transit (SMART) Plan?

- A. Yes
- B. Somewhat
- C. No





CONTEXT

Miami Dade SMART Plan / Kendall Corridor Vision

Community vision for a **SMART corridor**

- Focus on future development intensities and patterns
- Multimodal orientation
 - Rapid transit
 - Biking and walking
 - Transit oriented development
- Provide input to Project Development and Environmental Study



Source: Renaissance Planning

Community engagement through charrettes

- Series 1 – what can this corridor be? (November 14th and 18th)
 - Preferences and aspirations
 - Scenarios
- Series 2 – what is the plan? (Spring of 2018)
 - Vision-based plans and designs





A SMART KENDALL DRIVE

Transit Oriented Development

RAPID TRANSIT SERVICE



Rapid transit provides a competitive travel option to cars in Smart Plan corridors

- Travels in preferential right of way
- Limited stops (stations)



TRANSIT ORIENTED DEVELOPMENT



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

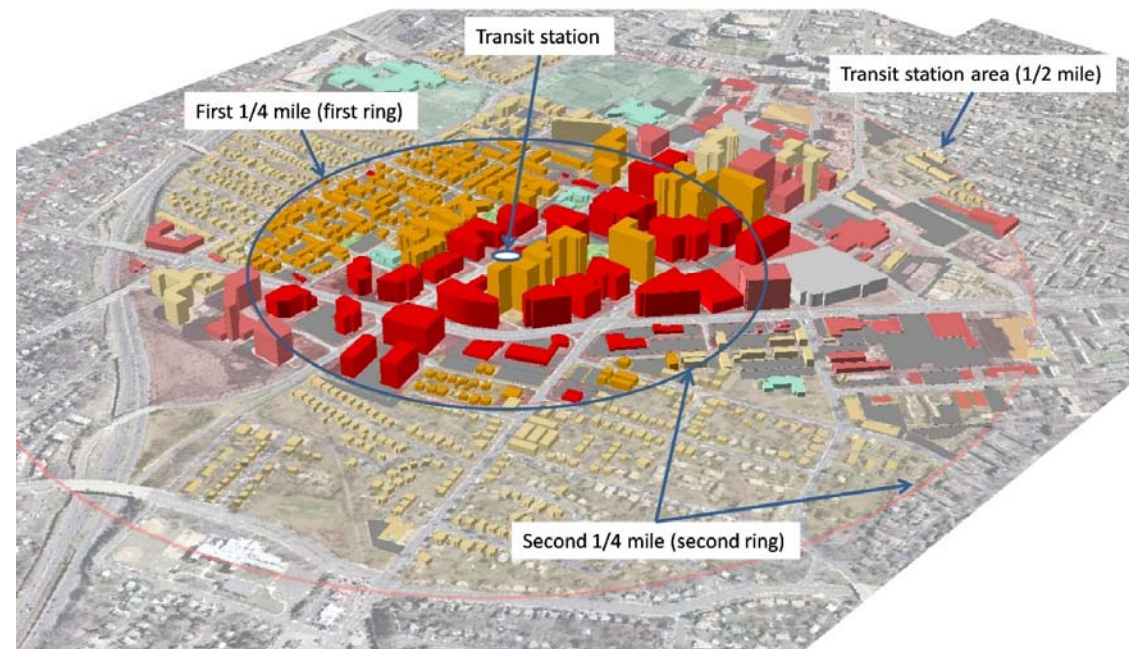
What is the right mix and amount of transit oriented development in the Kendall Corridor?



TOD CHARACTERISTICS



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



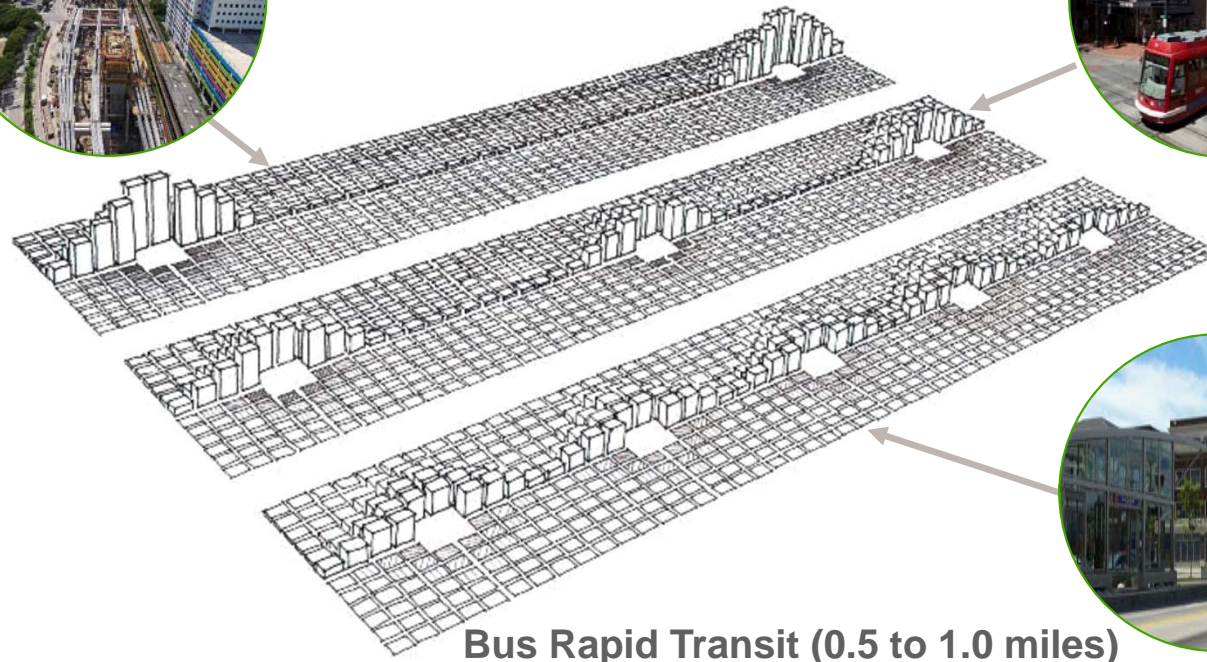
Source: FDOT TOD Framework

TOD AND TRANSIT MODES (PACKAGES)



Light Rail (1.0 to 1.5 miles)

Heavy Rail (1.5 to 2.0 miles)



Bus Rapid Transit (0.5 to 1.0 miles)

TOD INTENSITY AND SPACING

Rapid transit technology and cost influence TOD spacing and TOD intensities

Source: National Transit Institute, Transit Oriented Development Training Course

TOD AND MULTIMODAL TRAVEL



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



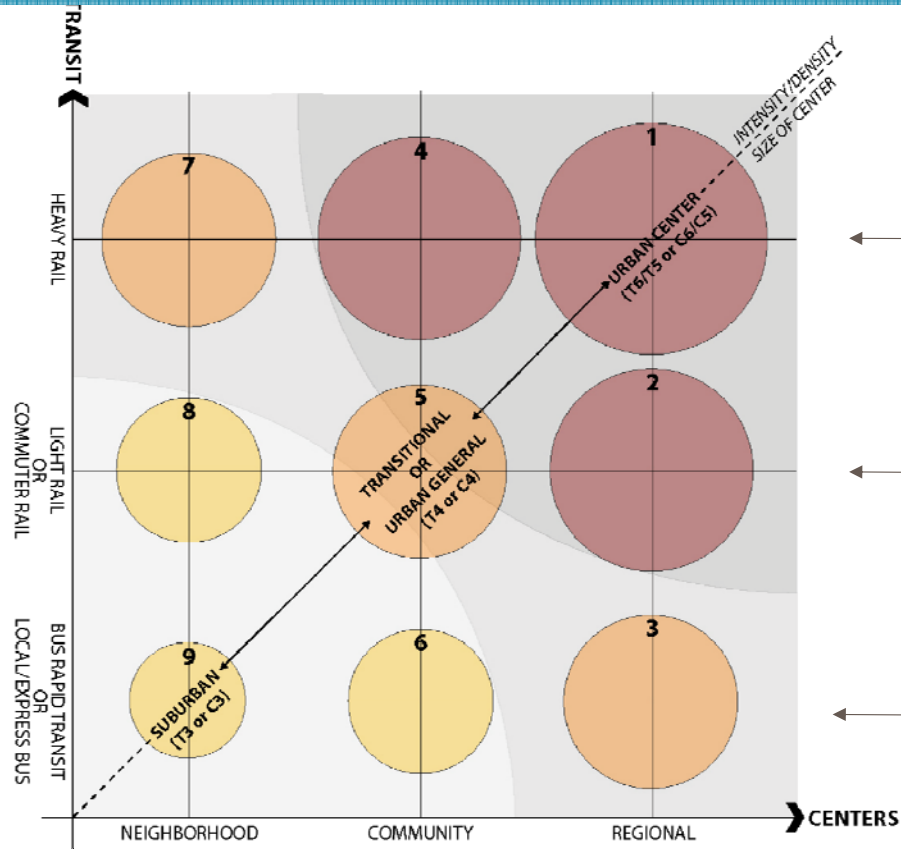
Source: Renaissance Planning



TRANSIT ORIENTED DEVELOPMENT

Types and Targets

TOD FRAMEWORK



Heavy rail

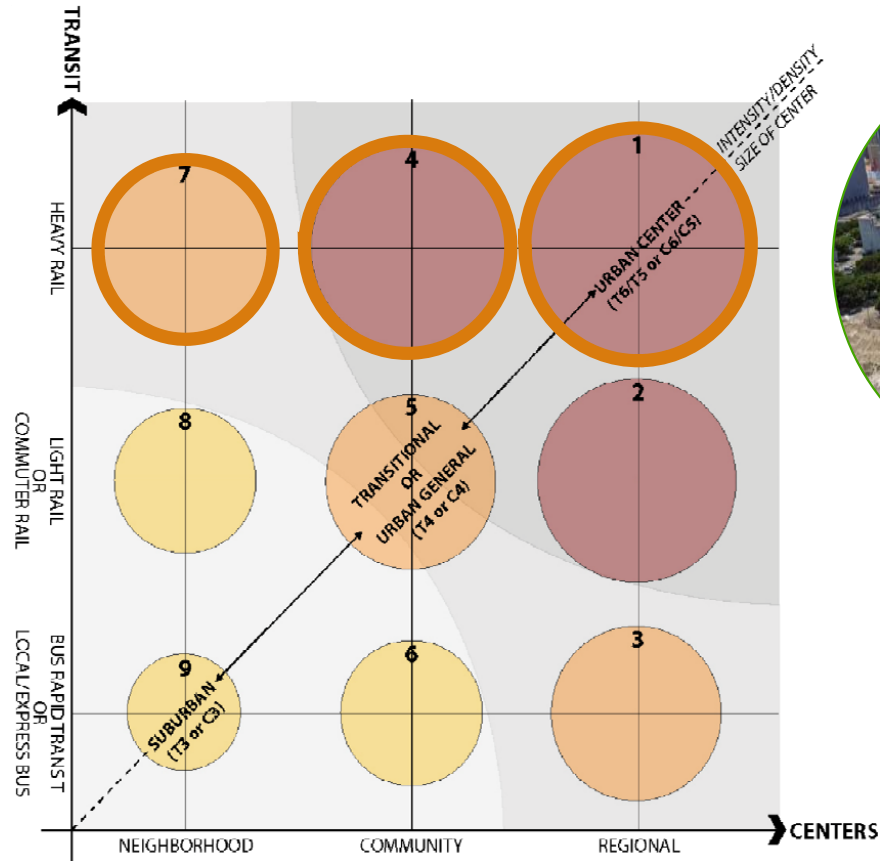
Light rail

Bus rapid transit



Source: Florida Department of Transportation TOD Framework

HEAVY RAIL TOD TYPES



REGIONAL

COMMUNITY

NEIGHBORHOOD



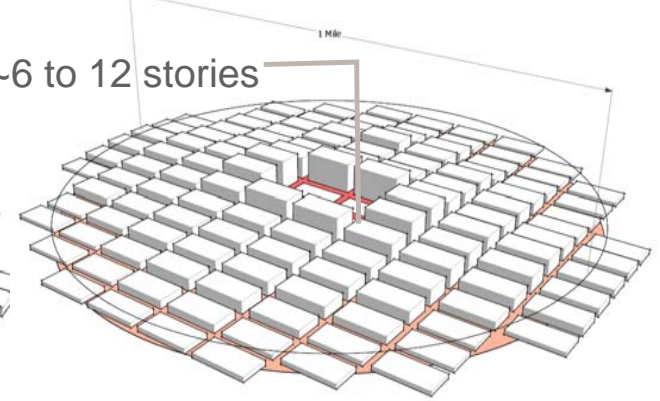
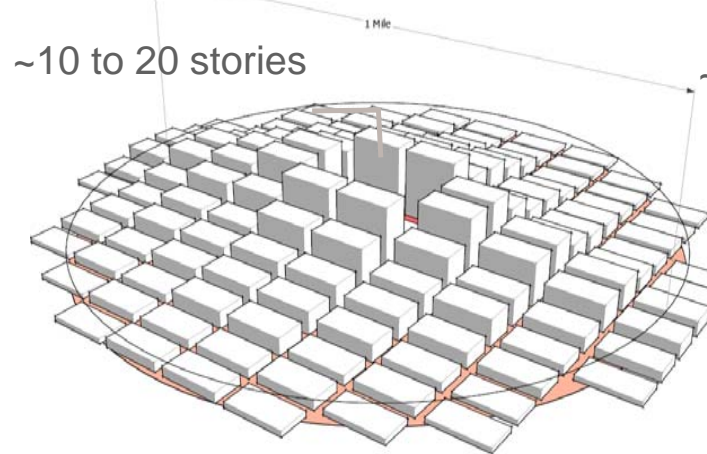
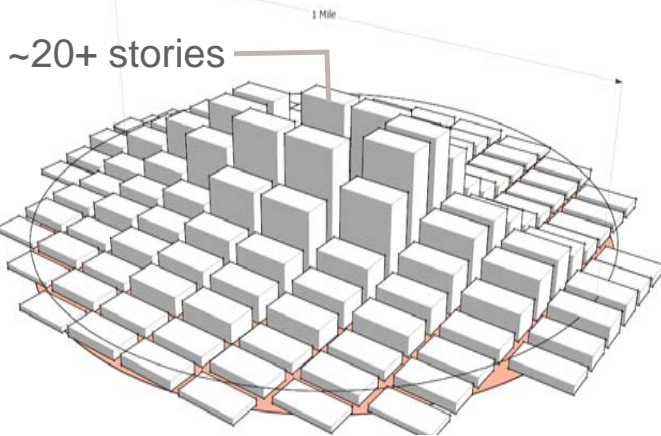
Jobs rich



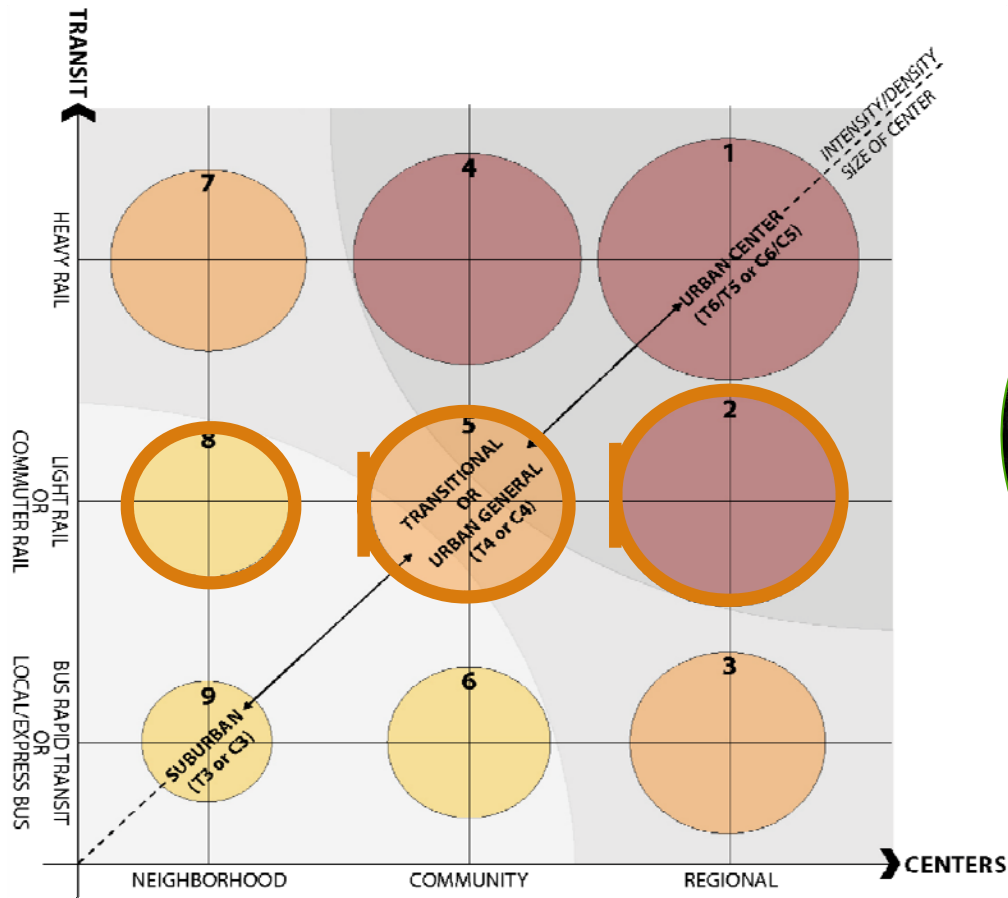
Jobs oriented mix



Homes oriented mix



LIGHT RAIL TOD TYPES



REGIONAL



Jobs rich

Jobs oriented mix

COMMUNITY



Homes oriented mix

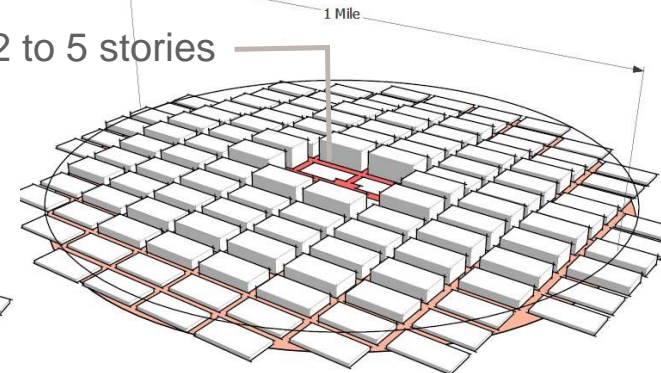
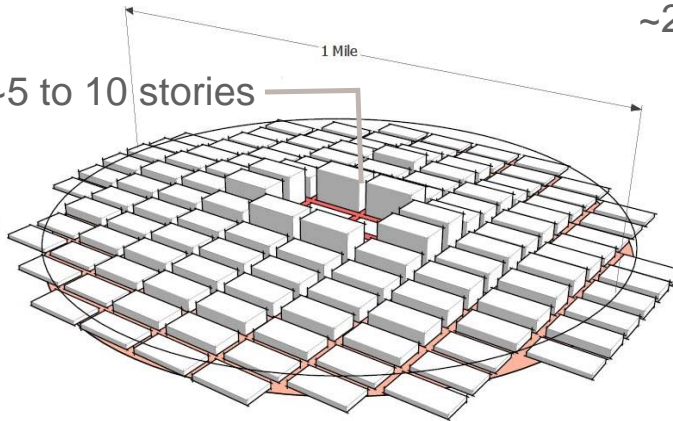
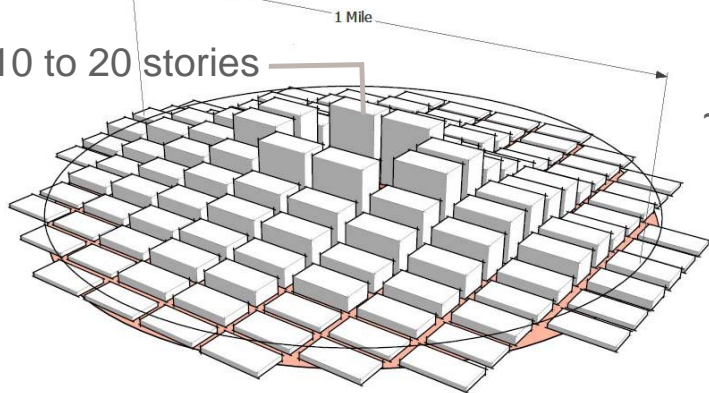
NEIGHBORHOOD



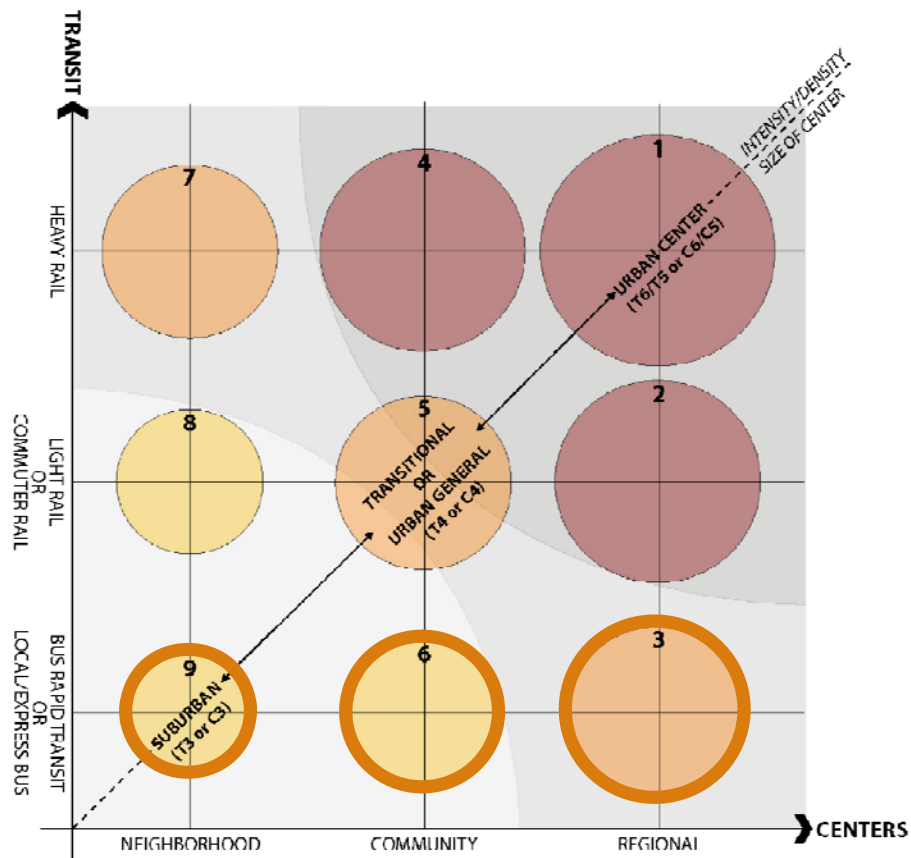
~2 to 5 stories

~10 to 20 stories

~5 to 10 stories



BUS RAPID TOD TYPES



REGIONAL



Jobs rich

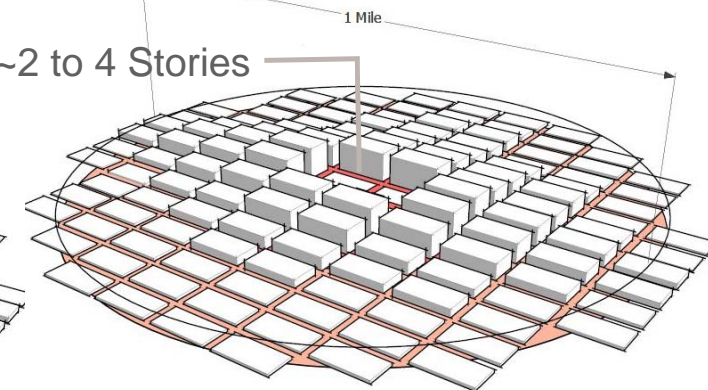
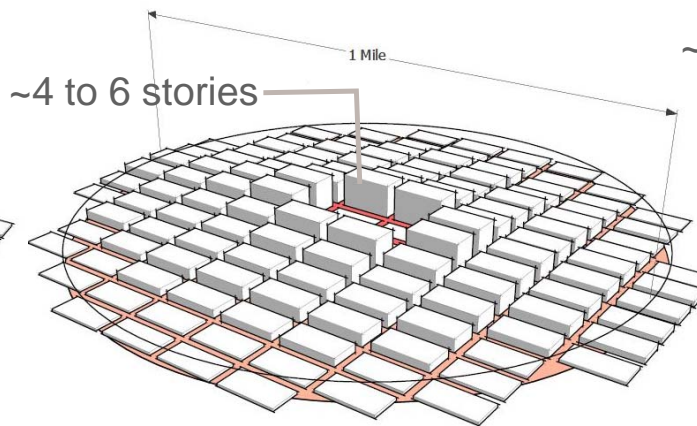
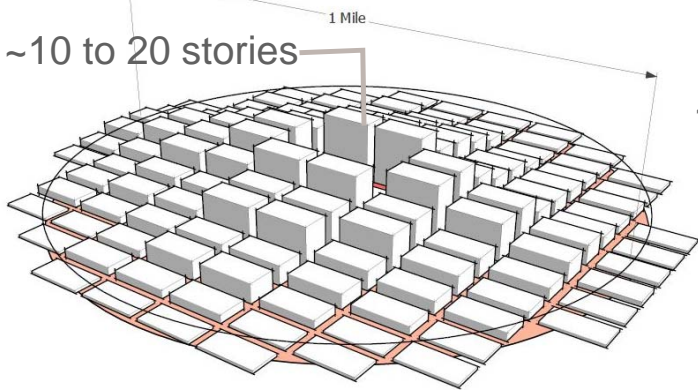
Jobs oriented mix

Homes oriented mix

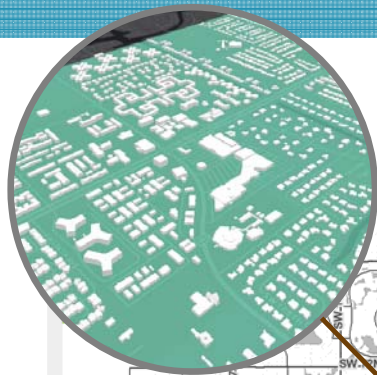
COMMUNITY



NEIGHBORHOOD

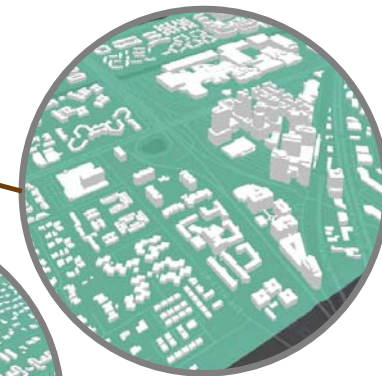


EXISTING KENDALL CORRIDOR PATTERNS

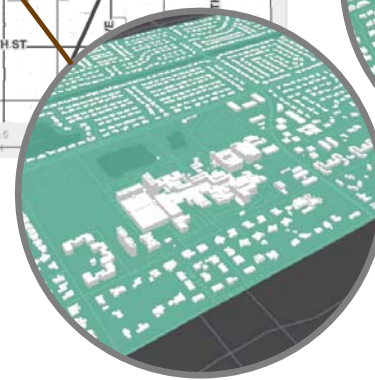


Clustered mix of multifamily housing and shopping

Corridor already has transit supportive development intensities and patterns

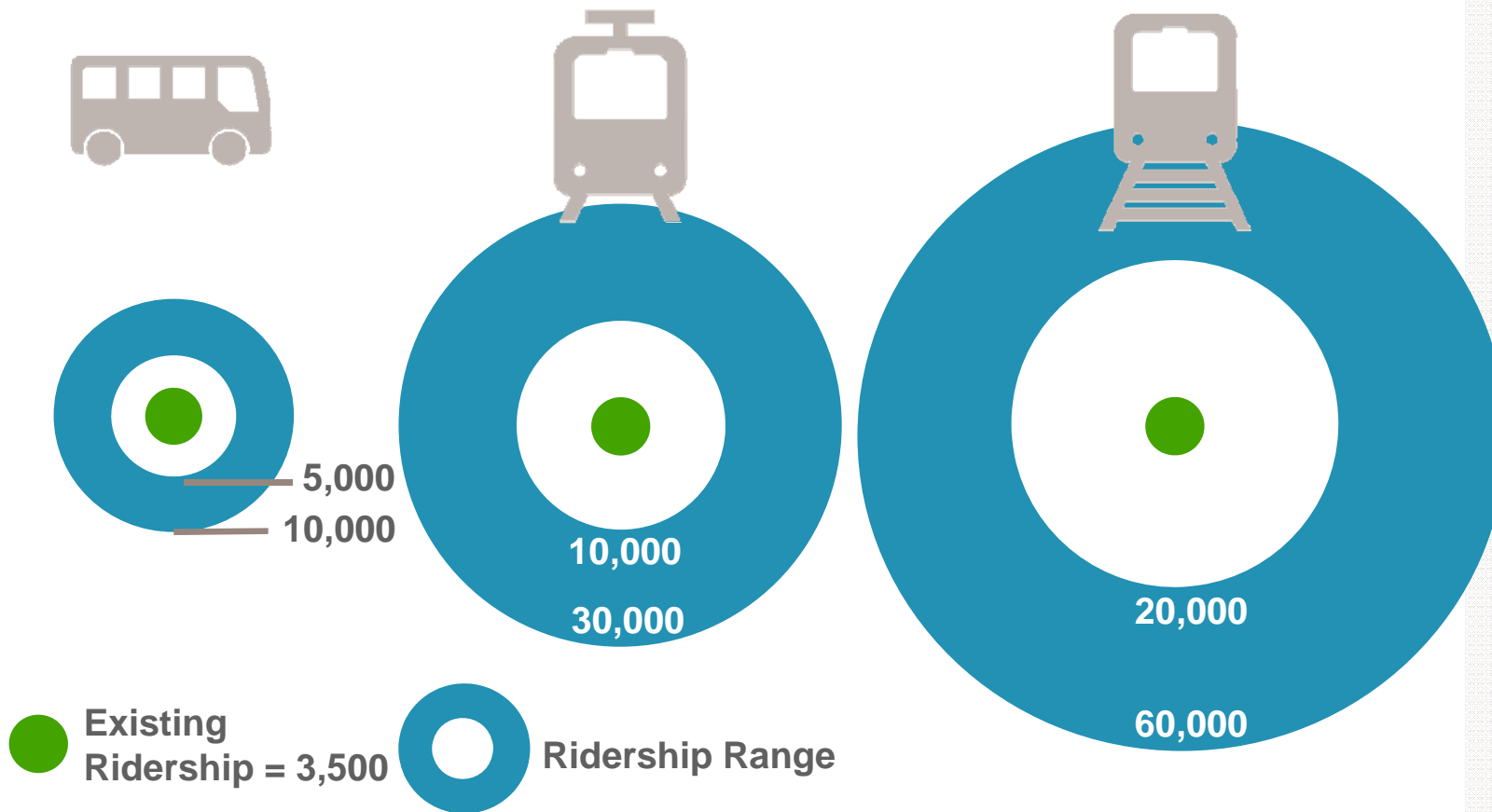


Employment and retail-rich Dadeland North and South



Employment rich Baptist Medical Center

EXISTING TRANSIT RIDERSHIP VS. TARGETS



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

EXISTING JOBS AND HOUSES VS. TOD TARGETS



Number of Jobs



Number of Dwelling Units



● Heavy Rail Target ● Light Rail Target ● BRT Target ● Existing

TOD jobs and dwelling units influence ridership

Corridor has nearly enough homes to support bus rapid transit

Additional jobs needed for bus rapid transit

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



Charrette Exercise

Purpose, structure and outcomes

CHARRETTE EXERCISE



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

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



- Series of statements to gauge preferences and aspirations

The quality of life along Kendall Drive would improve by:

- For each statement, choose the option you agree with and see the collective responses
- Use the results of the statements to guide the TOD design

PREFERENCES AND ASPIRATIONS



Question #9: *The quality of life along Kendall Drive would improve by:*

quickly reaching **jobs** in the corridor by rapid transit.

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #10: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #11: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES



Question #12: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #13: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES



Question #14: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #15: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #16: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #17: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #18: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #19: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #20: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #21: *The quality of life along Kendall Drive would improve by:*

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

- A. Strongly agree
- B. Agree
- C. Neither agree or disagree
- D. Disagree
- E. Strongly disagree
- F. Not sure



PREFERENCES AND ASPIRATIONS



Question #22: *The quality of life along Kendall Drive would improve most by: (choose one)*

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

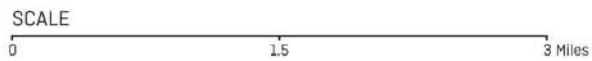
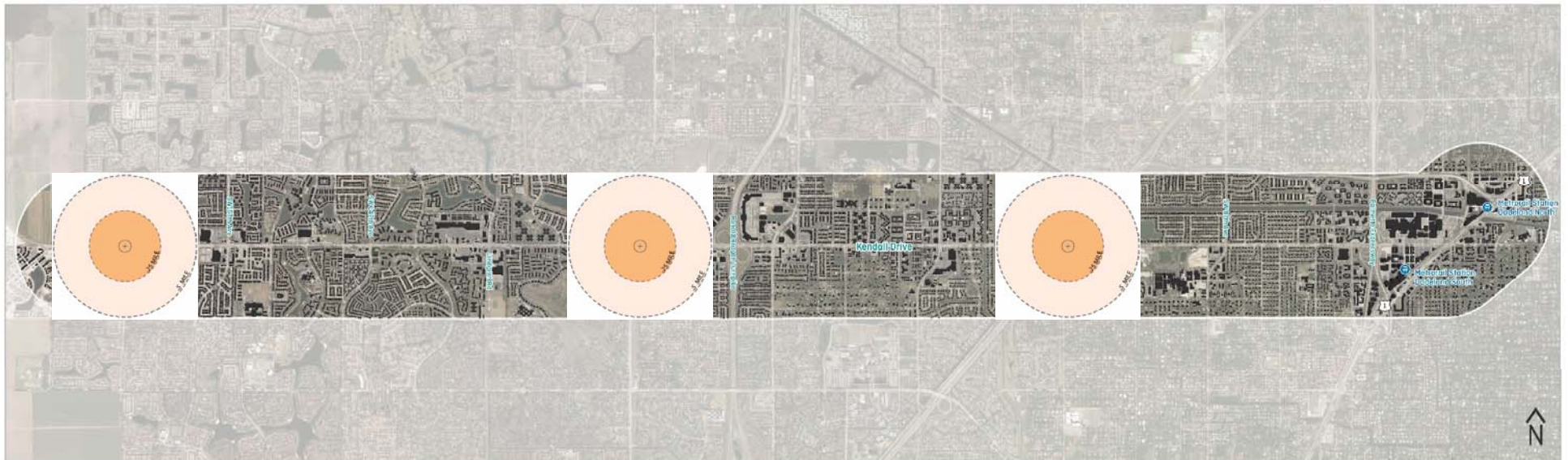


TOD DESIGN EXERCISE OVERVIEW



- Purpose of exercise
 - Design a preferred development pattern supporting rapid transit
 - Identify the opportunities and challenges of the preferred development pattern
- Outcomes
 - TOD designs for the 3 development packages
 - Inform three land use scenarios that will lead to corridor vision
- Steps
 - Move to table with your preferred development package (Question 25)
 - Each group places TOD types “tiles” on the Kendall corridor following design rules
 - Facilitators will support each group
 - Groups report out designs

TOD DESIGN EXERCISE BASE MAP AND TILES



ORGANIZE BREAKOUT GROUPS



- Break out by your development package preference
- Follow color-coded development packages
 - Moderate intensity (Yellow tables)
 - Moderate to high intensity (Green tables)
 - High intensity (Blue tables)
- Need at least one group for each development package
 - May need volunteers to switch to packages with low numbers of participants

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

- No more than 5 minutes per presentation

- Avoid repeating factors and challenges presented by previous groups

Question #23: **Given what you've heard and done today, the quality of life along Kendall Drive would improve most by :**
(choose one)

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



NEXT STEPS



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

Thank You!

Your feedback is important!

Stay Informed

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