





# NORTH CORRIDOR

## LAND USE SCENARIO & VISIONING PLANNING



*"Provide mobility options for Miami-Dade County residents and visitors and promote economic competitiveness by investing in the County's transportation infrastructure while protecting the environment and maximizing the efficiency of the existing transportation system."*

### PROJECT GOALS

-  Develop a Land Use Scenario Plan that will provide the basis for transit-supportive land uses. The relationship between transit and land use plays an important role in the success of major transit investments.
-  Enhance connectivity with local and other regional transit systems that improves transportation system efficiency.
-  Realize economic opportunities within the project corridor through transit oriented development.
-  Improve access to regional attractions in Miami-Dade and Broward counties.



#### Data Gathering

- Identified stakeholders and key participants
- Coordinated work with other related projects
- Compiled and reviewed related studies
- Reviewed best practices used nationwide
- Reviewed data from TPO and partner agencies



#### Public Outreach

- Created a Study Advisory Committee (SAC) with public and private stakeholders, and representatives from each municipality that met five (5) times during the process, providing invaluable guidance to the project
- Two Planning Charrette Series were held in November 2017 and January 2019 providing convenient opportunities for the community to participate. During these sessions, participants created a land use vision for the corridor.



#### Land Use Strategies

- Developed a vision for the North Corridor
- Utilized and refined the results of the scenario planning efforts
- Assessed possible scenarios as a result of a detailed scenario development, evaluation, and selection process where the land use supports the LPA
- Developed a series of station area plans
- Identified possible constraints



#### Scenario Building

- Created a land use scenario development framework to support vision and ridership demand
- Tested and evaluated scenarios
- Identified need for potential Comprehensive Plan changes
- Prepared an assortment of visualization products to enhance and communicate results

**These steps help the TPO in studying the relationship between transit and land use**

### Why We Are Here—SMART Plan Purpose

Land Use integrated around transit is important:

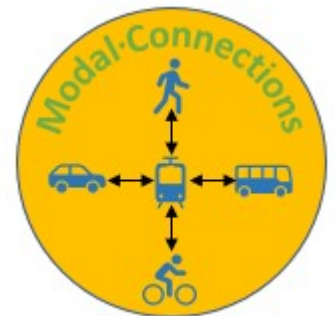
- **From a functional and feasible perspective**

TPO is studying land use for ALL six SMART Plan corridors:

- **To support the County's Transit Vision**

Because:

- **It is vital to our quality of life**



First/Last Mile Connections:

- Extend the range of Transit Supportive Areas
- Facilitate access in the Transit Core
- Facilitate mobility in Transit Neighborhoods

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## North Corridor Station Area

Stretching approximately 10-miles from the Miami-Dade/Broward County line to NW 75 Street along NW 27 Avenue, the North Corridor will create an important transit link between north and central Miami-Dade County, as well as south Broward County to the north. The area is centrally located and connected with access to the Florida's Turnpike, Palmetto Expressway, Gratigny Expressway, and Airport Expressway. On December 6, 2018, by Resolution #52-18, the Miami-Dade TPO Governing Board selected an elevated fixed guideway transit system as the Locally Preferred Alternative (LPA) for the North Corridor. The LPA was then refined to select Elevated Heavy Rail on October 31, 2019 by Resolution #55-19.



### PREFERRED TECHNOLOGY WHAT IS HRT? ELEVATED HEAVY RAIL TRANSIT SYSTEM



Heavy Rail, also known as rapid rail, subway, or metro, consists of high-capacity, higher-speed trains operating on separate right-of-way. Heavy-rail stations are generally spaced farther apart than light-rail stops, especially on the outer segments of lines. HRT is intended to move a lot of people quickly and efficiently.



### TYPOLGY

Metropolitan (Medium) intensity is the preferred typology identified by the community

### Preferred Land Use Scenario Based on LPA

An increase of **13,600** in Population



- **10%** higher than in 2040
- **65%** higher than today

An increase of **45,800** in employment



- Over **2x** higher than in 2040
- Nearly **4 x** higher than today

### The project proposed stations are:

- ◆ NW 215<sup>th</sup> Street (Unity Station Terminal)
- ◆ Hard Rock Stadium
- ◆ NW 183<sup>rd</sup> Street
- ◆ NW 163<sup>rd</sup> Street (Palmetto)
- ◆ Ali Baba Avenue
- ◆ Miami-Dade College
- ◆ NW 97<sup>th</sup> Street
- ◆ NW 83<sup>rd</sup> Street