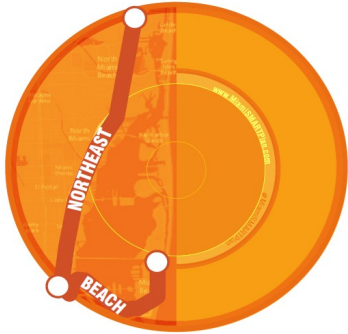




# NORTHEAST CORRIDOR

## LAND USE SCENARIO & VISIONING PLANNING

### PROJECT GOALS



-  The goal of the Land Use Scenario and Visioning Planning Study is to integrate transportation and land use planning to maximize the effectiveness of transit investments in the corridor.
-  The purpose of the SMART Plan is to 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.



#### 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 February 2018 and November 2018 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 Northeast 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:

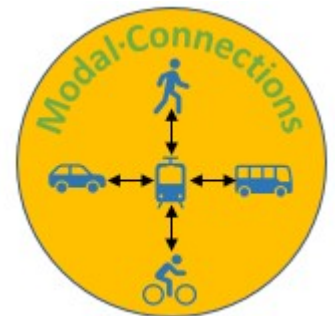
- **From a functional and feasible perspective**

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

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

Because:

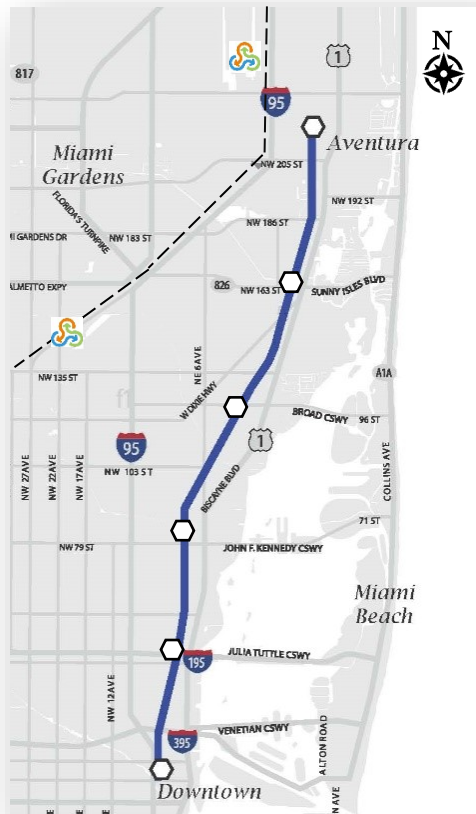
- **It is vital to our quality of life**



First/Last Mile Connections:

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

# NORTHEAST CORRIDOR LAND USE SCENARIO & VISIONING PLANNING



## Northeast Corridor Station Areas

The limits of the Northeast Corridor are from Downtown Miami to the City of Aventura along the existing FEC railway for an approximate length of 14.5 miles. The municipalities within the corridor are Miami, El Portal, Miami Shores, Biscayne Park, North Miami, North Miami Beach, and Aventura. The Project Development and Environmental (PD&E) study has so far identified the transit mode (commuter rail), alignment (existing FEC railroad) and preliminary station locations. However, the PD&E study is currently on hold until negotiations with FEC Railway for securing track access are complete along with identifying funding sources for operations and maintenance. This project would be the southernmost part of the planned Tri-Rail Coastal Link commuter service. The proposed stations that are the basis of the population, employment and ridership projections shown here are:

- ◆ Aventura
- ◆ NE 79 St./El Portal
- ◆ Wynwood/Edgewater
- ◆ North Miami Beach
- ◆ Midtown/Design District
- ◆ Downtown Miami
- ◆ North Miami

## PREFERRED TECHNOLOGY WHAT IS COMMUTER RAIL?

Commuter Rail (e.g. Tri-Rail) often runs on rail lines also used by freight and long distance passenger service (CSX, FEC). Compared to Heavy Rail (eg. Metrorail) it involves longer service lines and less frequent service. It moves passengers between communities rather than within them.



The Preferred Land Use Scenario for the Northeast Corridor is the result of scenario development, evaluation, and selection process. Population and employment growth is distributed along the corridor to the expected trend (2040) growth. Downtown remains a regional center for residential and employment activities.

### Preferred Scenario (PS) Socioeconomic Data Summary

Projected Population:

**262,000** (2040) to **307,000** (PS)

An increase of **44,500** in population or **16% higher** than in 2040



Projected Employment:

**158,000** (2040) to **188,000** (PS)

An increase of **30,000** in employment or **18% higher** than in 2040



Projected 2040 and Preferred Scenario Average Weekday Corridor Boardings :

**11,400 — 15,500**

**36 %** increase in total boardings with Preferred Land Use Scenario



The series of Charrettes identified the below three types of Urban Centers suitable for development around the proposed stations:

Regional	Metropolitan	Community
		
<p>➔ <b>Downtown MiamiCentral Station</b></p>	<p>➔ <b>Midtown/Design District</b> ➔ <b>City of North Miami Beach at NE 163 Street</b> ➔ <b>City of Aventura at NE 197 Street</b></p>	<p>➔ <b>City of North Miami at NE 125 Street</b> ➔ <b>El Portal/ City of Miami at NE 79 Street</b></p>