



# APPENDIX 1 SMART PLAN/NORTH CORRIDOR CHARRETTE NOVEMBER 4<sup>TH</sup> AND 8<sup>TH</sup> 2017

Prepared for:  
Miami-Dade Transportation Planning Organization



Prepared by:  
**THE CORRADINO GROUP**

NOVEMBER 4<sup>TH</sup> AND 8<sup>TH</sup> 2017

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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.

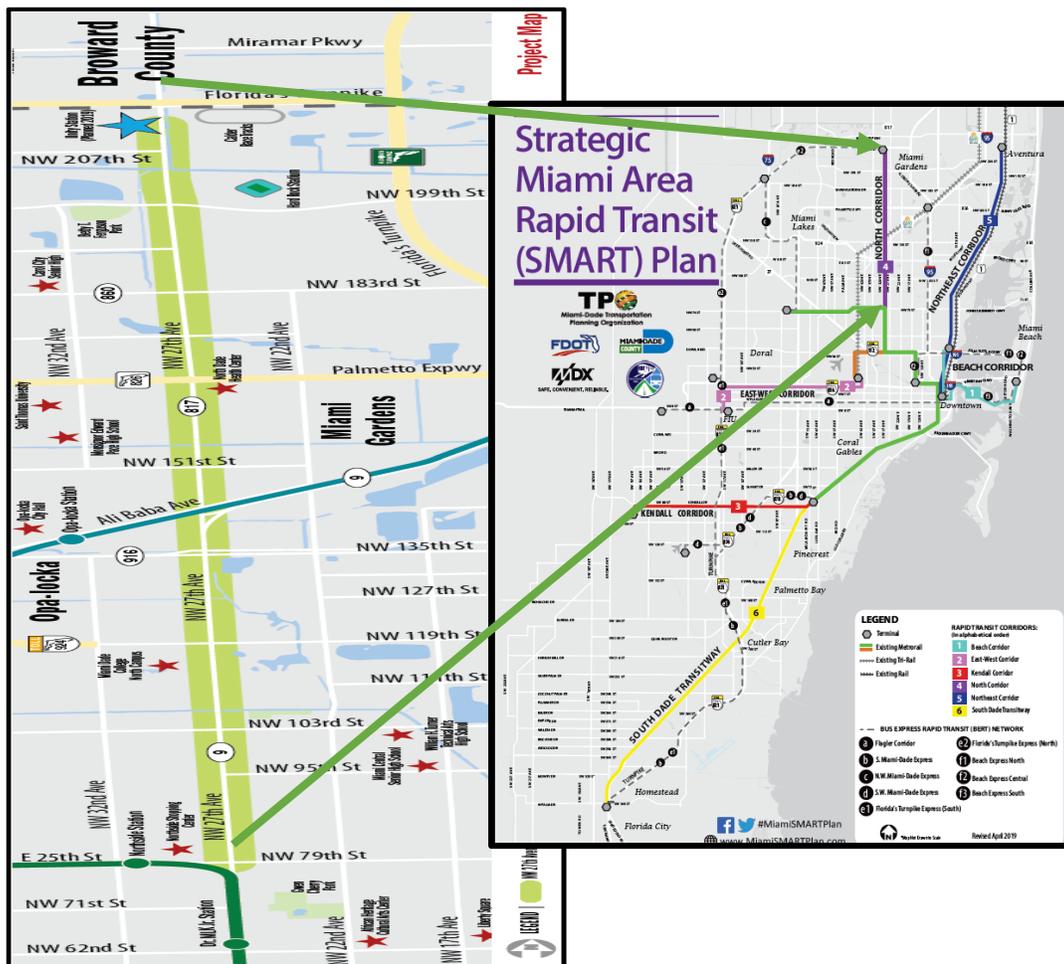
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# 1. INTRODUCTION

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.

**TPO**  
Miami-Dade Transportation  
Planning Organization

**SMART**  
STRATEGIC MIAMI AREA RAPID TRANSIT (SMART)  
IMPLEMENTATION PLAN CHARRETTE  
NORTH CORRIDOR

JOIN YOUR NEIGHBORS TO HELP INFLUENCE FUTURE  
DEVELOPMENT IN YOUR COMMUNITY

Saturday, November 4, 2017, from 9 a.m. to Noon  
Historic Hampton House - 4240 NW 27 Ave, Miami, FL 33142

Wednesday, November 8, 2017, from 6 p.m. to 9 p.m.  
Stadium Hotel - 21485 NW 27 Ave, Miami Gardens, FL 33056

Únete a tus vecinos para contribuir al  
desarrollo de tu comunidad

Historic Hampton House  
4240 NW 27 Ave, Miami, FL 33142  
Sábado, 4 de noviembre de 2017, de 9 a.m. al mediodía

Stadium Hotel - 21485 NW 27 Ave,  
Miami Gardens, FL 33056  
Miércoles, 8 de noviembre de 2017, de 6 a 9 p.m.

La participación pública se solicita sin tener en cuenta la raza, el color, el origen  
nacional, la edad, el sexo, la religión, la discapacidad o el estado familiar. Las personas  
que requieren adaptaciones especiales según la Ley de Estadounidenses con  
Discapacidades (ADA) o personas que requieren servicios de traducción, deben de  
contactar a Paulette Summers al 786-810-3921 o a pauletmes@mgmiami.com, al  
menos siete días antes de la reunión pública.

Para más información, por favor visite:  
[www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com)  
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Vin pran pa ansanm ak vwazen w yo pou  
ede chanje jan y ap fè devlopman nan  
zòn nan pi devan

Historic Hampton House  
4240 NW 27 Ave, Miami, FL 33142  
Samdi, 4 novanm 2017, a 9 a.m. pou midi

Stadium Hotel - 21485 NW 27 Ave,  
Miami Gardens, FL 33056  
Mèkredi, 8 novanm 2017, 6è pou 9è diswa

Nou mande patisipasyon pou bayon an nan desizyonasyon ras, koule yo moun, peyi  
kote moun soti, la moun, fwa gason, relyyon, andajap ouyem silyasyon fann.  
Moun ki mande pou akomodasyon espesyal sou Ameriken ki gen andajap (ADA), ni  
moun ki bezwen sèvis tradiksyon, yo deve kontakte Paulette Summers nan 786-810-3921  
o via Pauletmes@mgmiami.com, omwen sèt pou anvwa retyenyon piblik la.

Pou plis enfòmasyon, tanpri vizite:  
[www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com)  
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**TPO**  
 Miami-Dade Transportation Planning Organization  
 111 NW 1<sup>st</sup> Street,  
 Suite 520  
 Miami, FL 33128

Meeting No. 2	Reunión No. 2	Dezyèm Reyunyon
<b>Stadium Hotel</b> 21485 NW 27 Ave, Miami Gardens, FL 33056 6 p.m. to 9 p.m. November 8, 2017	<b>Stadium Hotel</b> 21485 NW 27 Ave, Miami Gardens, FL 33056 8 de noviembre de 2017, de 6 p.m a 9 p.m.	<b>Stadium Hotel</b> 21485 NW 27 Ave, Miami Gardens, FL 33056 8 novanm 2017 6 p.m. pou 9 p.m.
Meeting No. 1	Reunión No. 2	Premye Reyunyon
<b>Historic Hampton House</b> 4240 NW 27 Ave, Miami, FL 33142 9 a.m. to Noon November 4, 2017	<b>Historic Hampton House</b> 4240 NW 27 Ave, Miami, FL 33142 4 de noviembre de 2017, 9 a.m. a mediodía	<b>Historic Hampton House</b> 4240 NW 27 Ave, Miami, FL 33142 4 novanm 2017 9 a.m. pou midi

**For more Information Please visit:**  
[www.MiamiSMARTplan.com](http://www.MiamiSMARTplan.com)  
 #MiamiSMARTPlan

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services, should contact Paulette Summers at 786-510-3921 or Psummers@mrgmiami.com, at least seven days prior to the public meeting.

## 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**

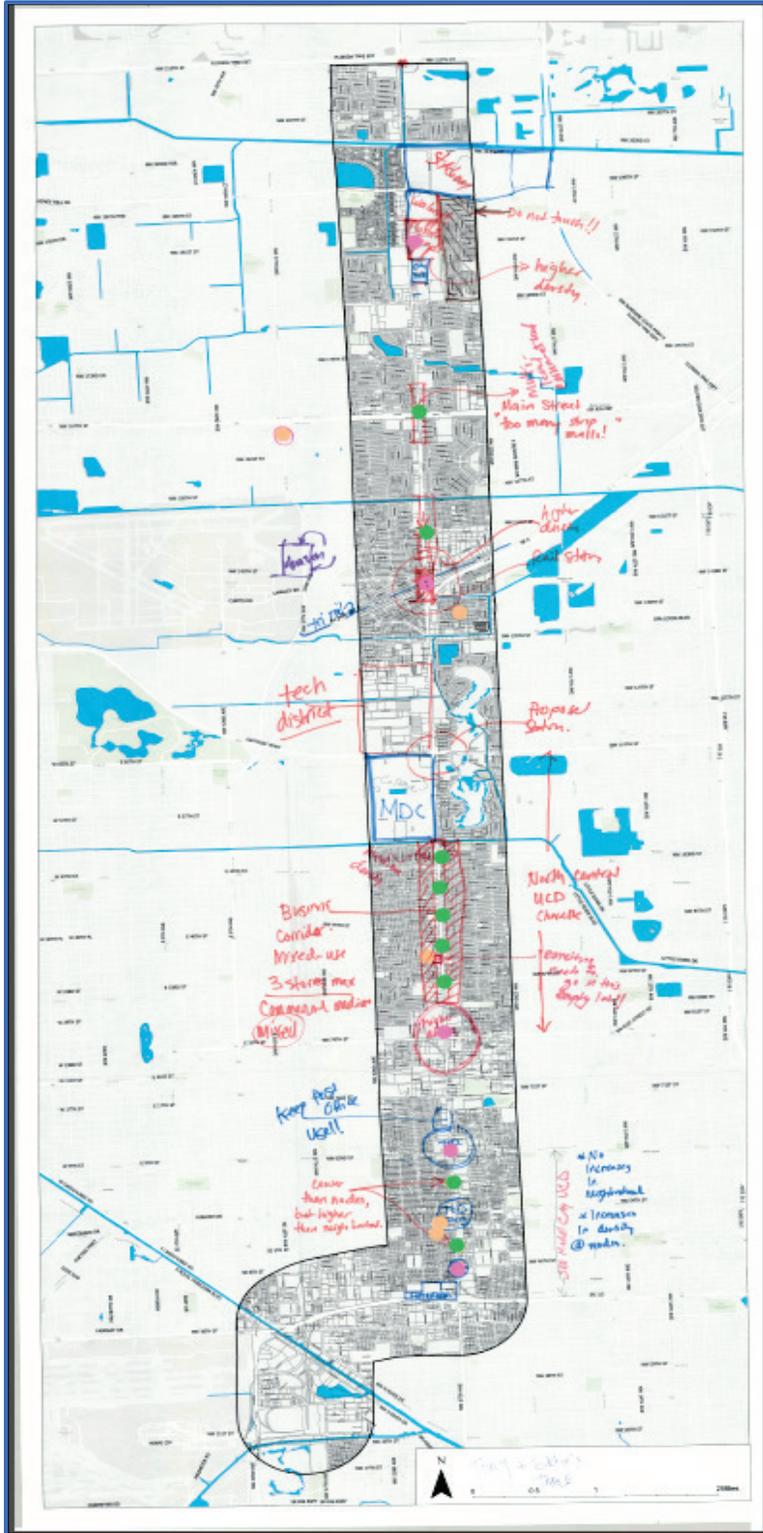
- ✓ Goal: to understand how the participants feel about their community.
  - This was a discussion of how they see the corridor and issues important to them.
  - Done in a large group.
  - The most important issues were recorded on large table paper and "voted" on to prioritize them.



- **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 1<sup>st</sup> Series of Charrettes



Also, in the 1<sup>st</sup> 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 183<sup>rd</sup> Street), and 79<sup>th</sup> Street/82<sup>nd</sup> Street.

The participants, particularly those at the November 8<sup>th</sup> 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.

# **NORTH CORRIDOR LAND USE**

**CHARRETTES  
NOVEMBER 4 & 8, 2017**



# 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

<b>Meeting No. 1</b> Historic Hampton House 4240 NW 27th Ave, Miami, FL 33142 9:00am - Noon November 4, 2017	<b>Reunión No. 2</b> Historic Hampton House 4240 NW 27th Ave, Miami, FL 33142 4 de noviembre de 2017, de 6 a 9 p.m.	<b>Premye Reinyon</b> Historic Hampton House 4240 NW 27th Ave, Miami, FL 33142 4 novanm 2017 6è pou 9è diswa
<b>Meeting No. 2</b> Stadium Hotel 21485 NW 27 Ave, Miami Gardens, FL 33056 6:00pm - 8:00pm November 8, 2017	<b>Reunión No. 2</b> Stadium Hotel 21485 NW 27 Ave, Miami Gardens, FL 33056 8 de noviembre de 2017, de 9 a 11 a.m.	<b>Dezyèm Reinyon</b> Stadium Hotel 21485 NW 27 Ave, Miami Gardens, FL 33056 8 novanm 2017 9 è pou 11 di maten

SMART VISIONING STUDY TEAM  
 4055 NW 97 AVENUE  
 MIAMI, FL 33178  
 WWW.MIAMIDADETPO.ORG

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 Miami-Dade Transportation  
 Planning Organization

# 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 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:

Rating	Station Area Development		Parking Supply	
	Employment served by system <sup>2</sup>	Avg. Population density (persons/square mile) <sup>3</sup>	CBD typical cost per day <sup>4</sup>	CBD spaces per employee <sup>5</sup>
High	> 220,000	> 15,000	> \$16	< 0.2
Medium-High	140,000-219,999	9,600 - 15,000	\$12 - \$16	0.2 – 0.3
Medium	70,000-139,999	5,760 – 9,599	\$8 - \$12	0.3 – 0.4
Medium-Low	40,000-69,999	2,561 – 5,759	\$4 - \$8	0.4 – 0.5
Low	<40,000	< 2,560	< \$4	> 0.5



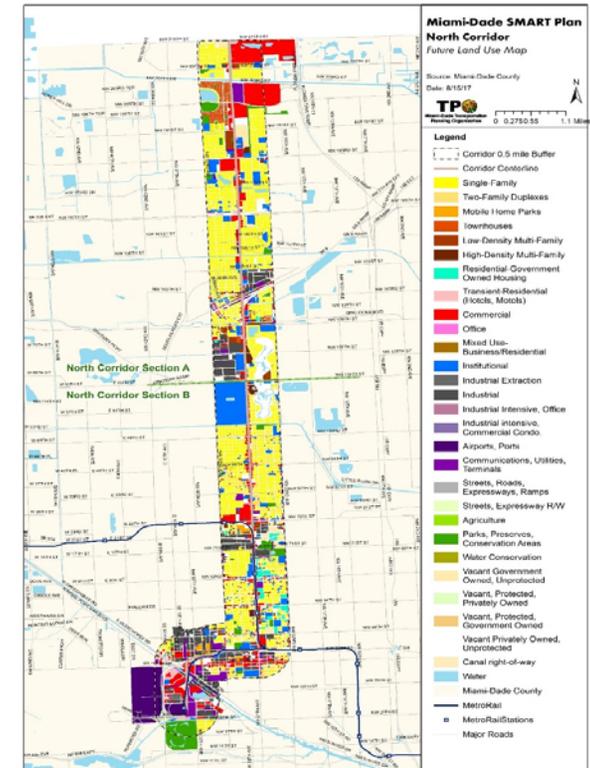


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# The North Corridor

# 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

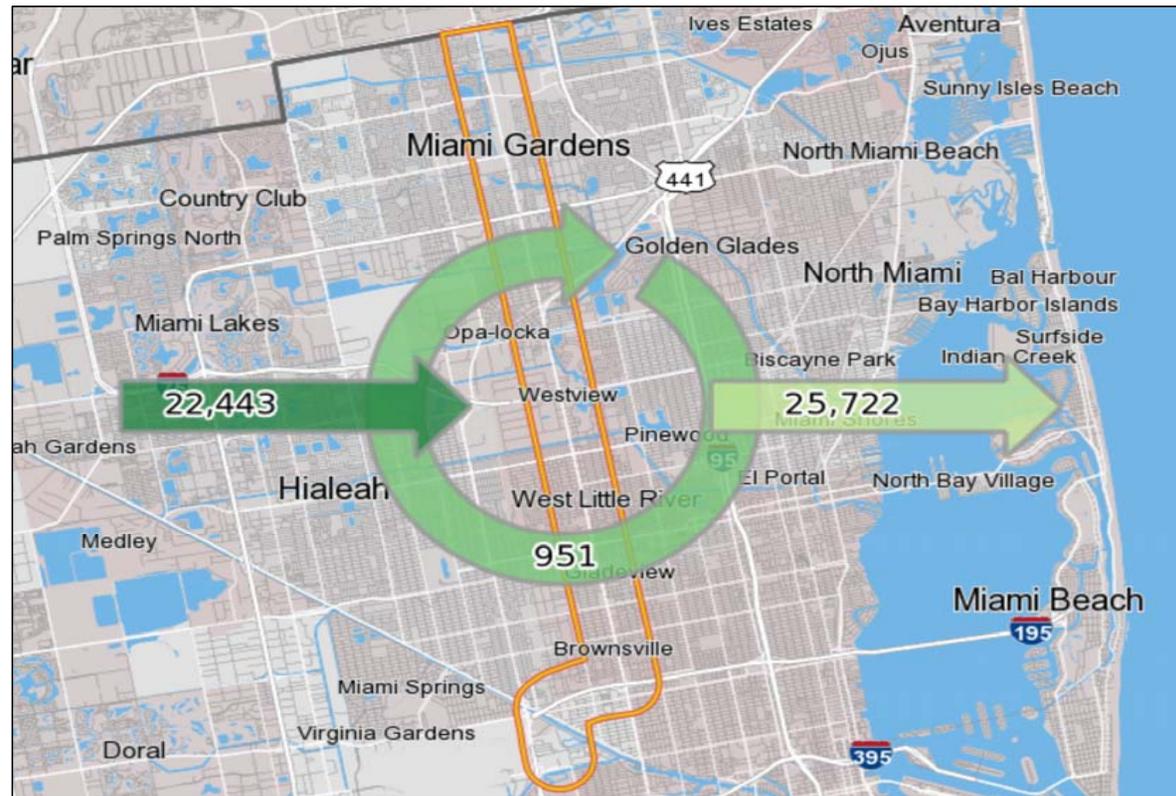


# DEMOGRAPHICS

- 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)

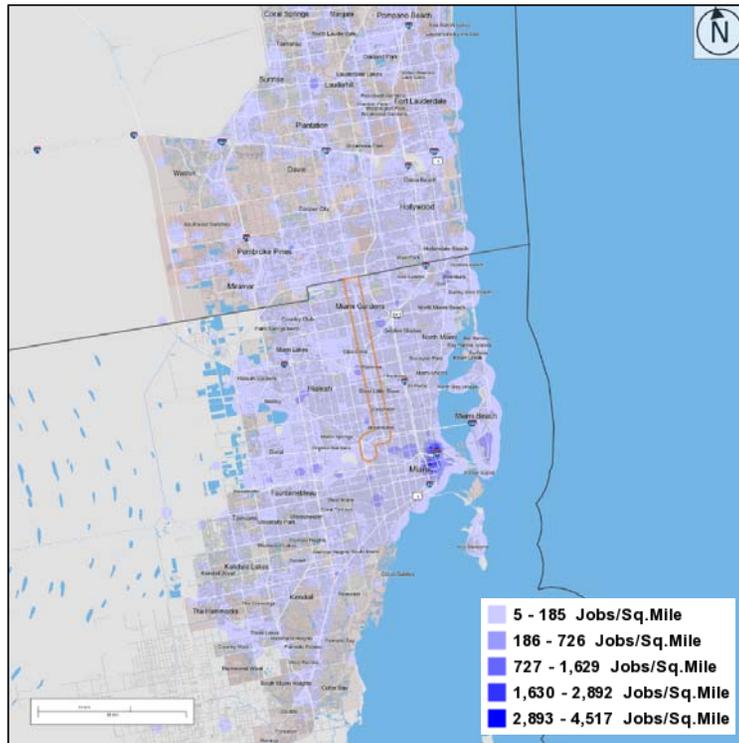
# WHO WORKS HERE

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

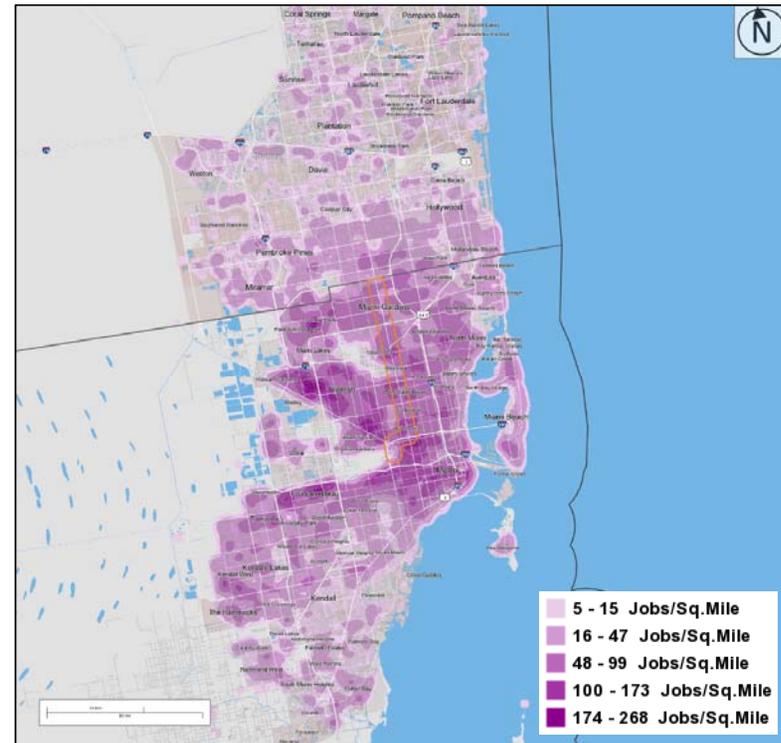


# WHERE ARE PEOPLE GOING

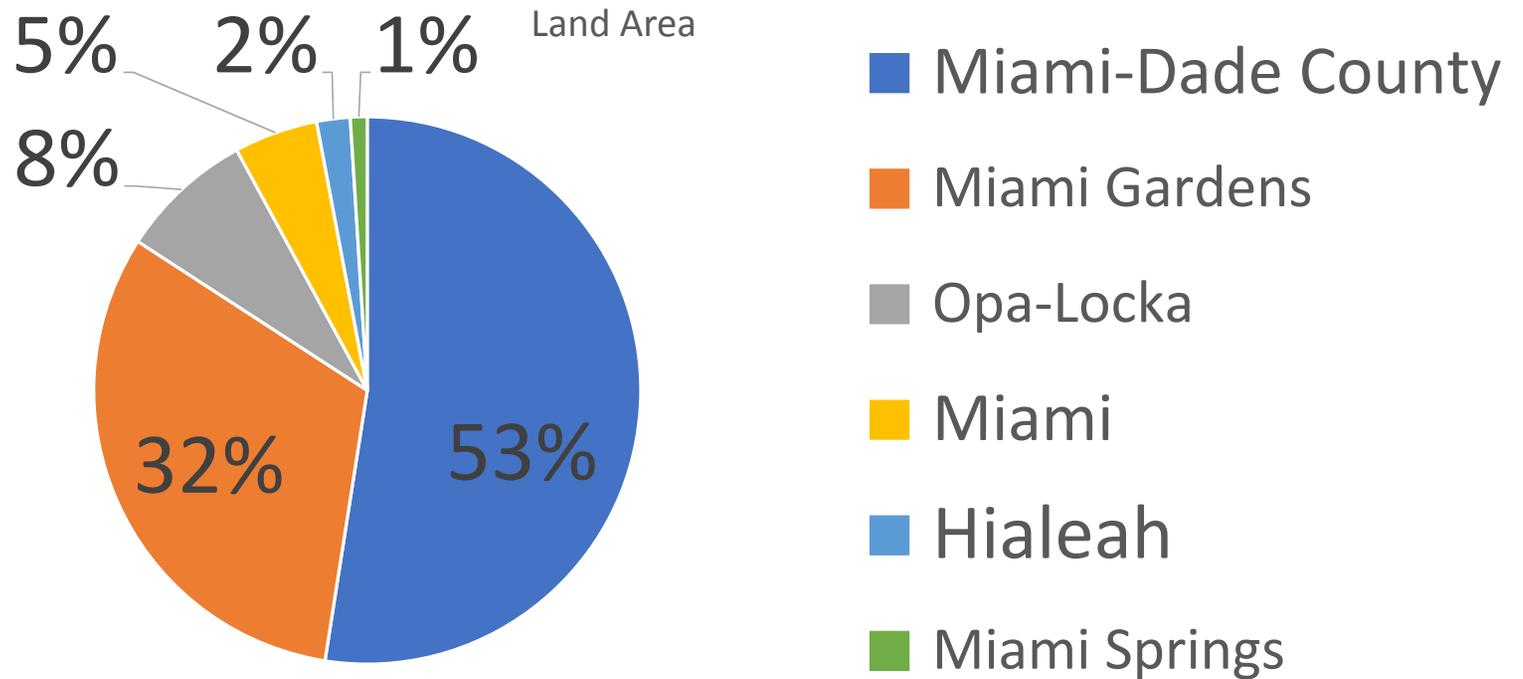
## Where Residents Work



## Where Workers Live

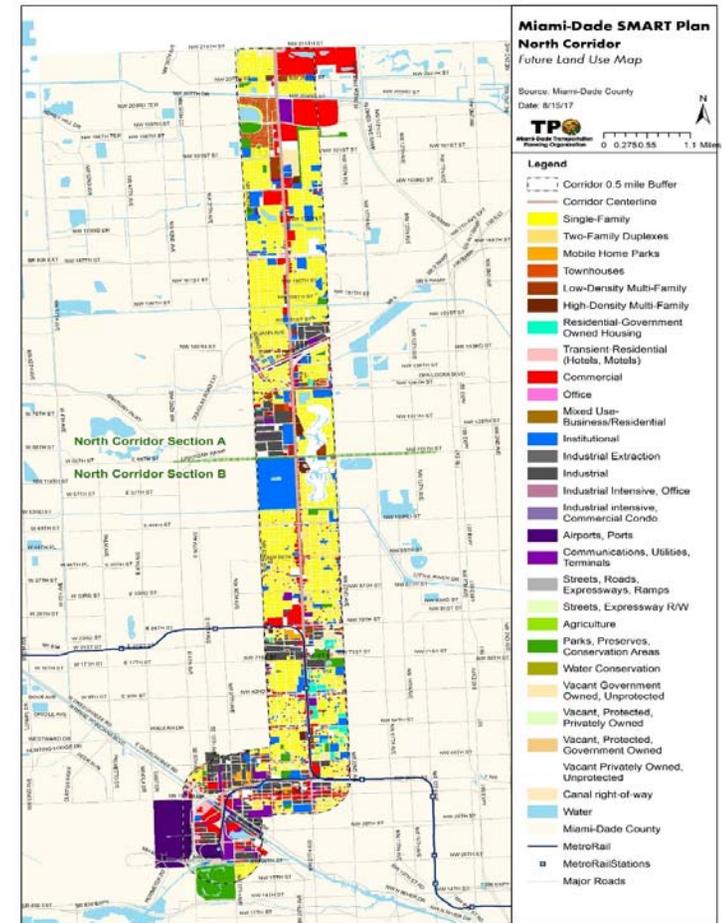


# HOW ARE WE ALLOCATED



# 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

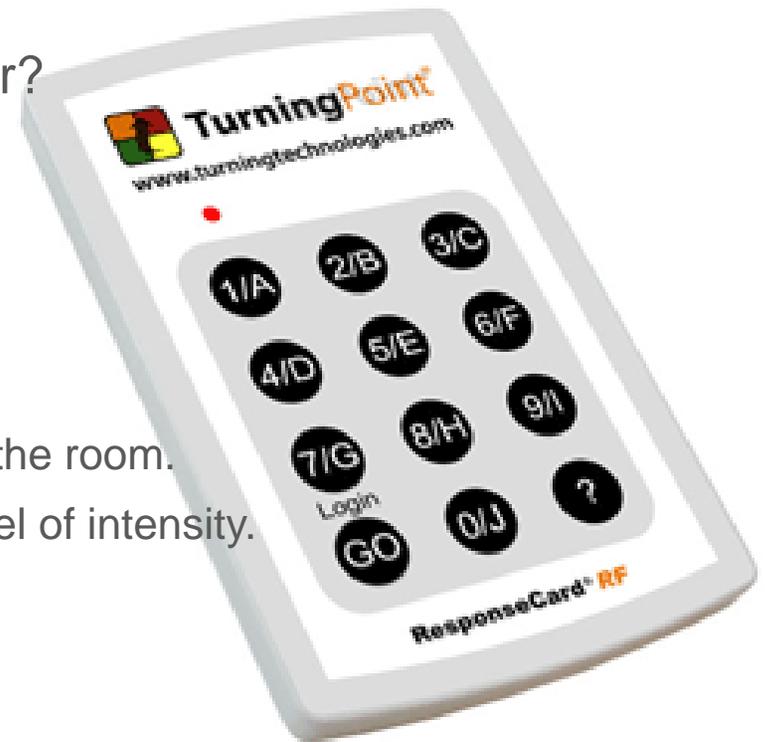
- ✓ Vacant land 8.2% (Approximately 575 acres)
  - All vacant land within the Corridor is unprotected, allowing for future development.
  - No other category of land use composes more than 5% of the overall corridor; notably, Parks and Open Space falls within this category.

# 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?

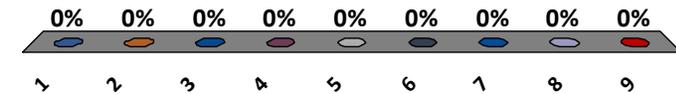
- A. Flyer
- B. Postcard
- C. Radio
- D. Newspaper
- E. Email
- F. Facebook
- G. Word of Mouth
- H. Other

# What does it look like where you currently live?

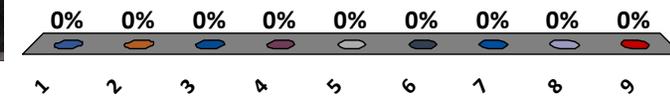
- A. A
- B. B
- C. C
- D. D
- E. E
- F. F
- G. G
- H. H
- I. I



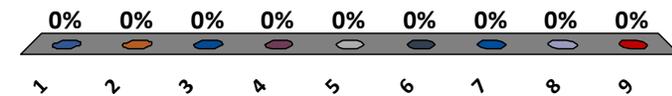
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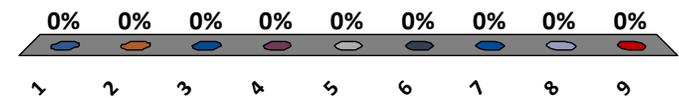
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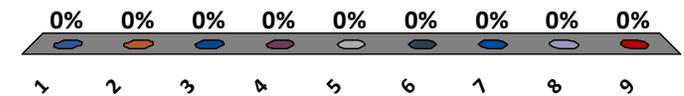
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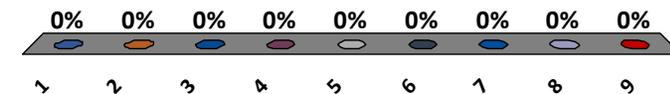
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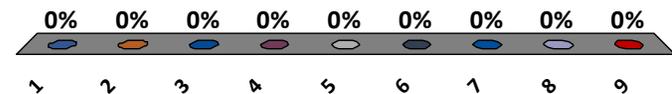
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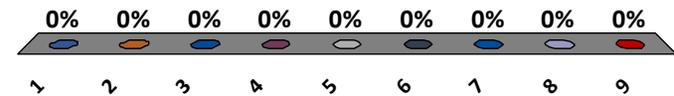
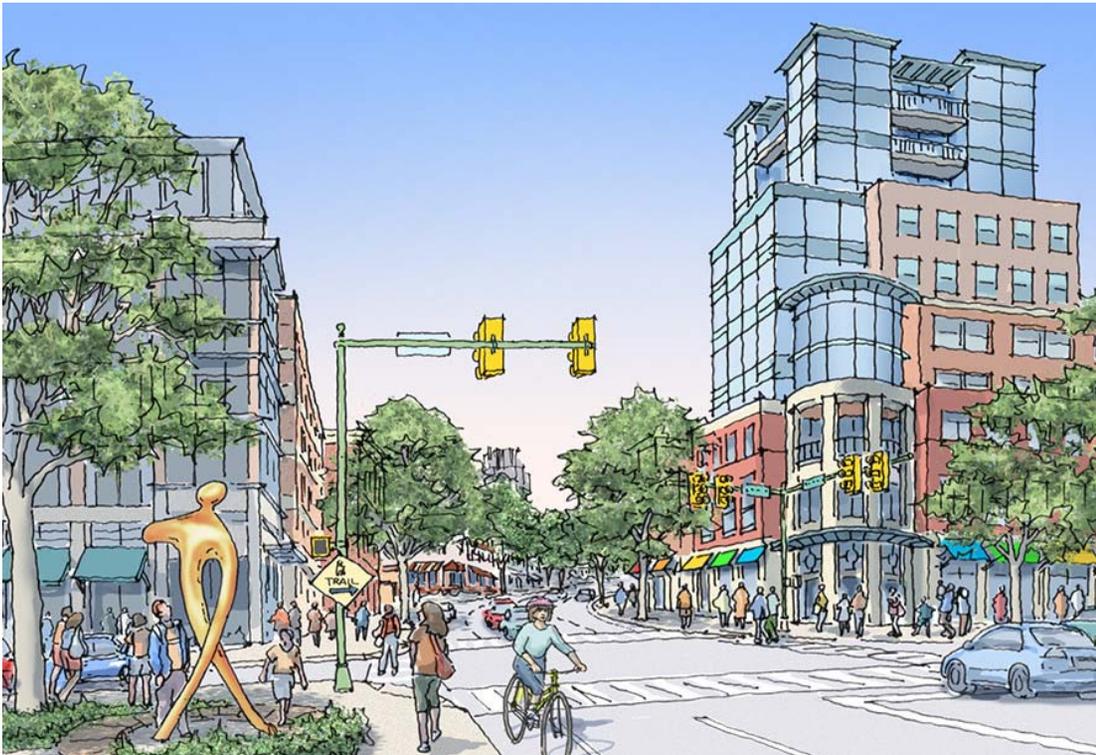
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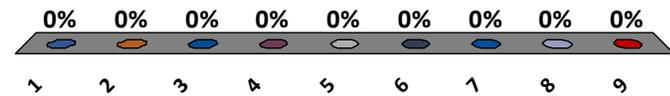
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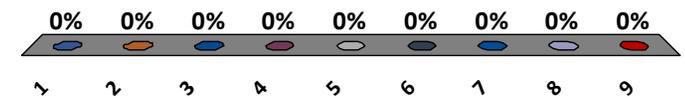
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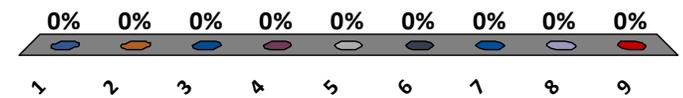
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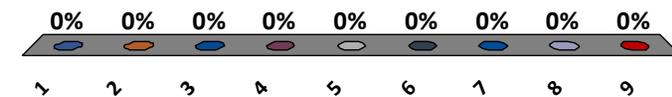
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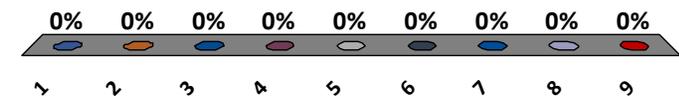
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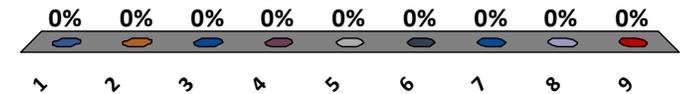
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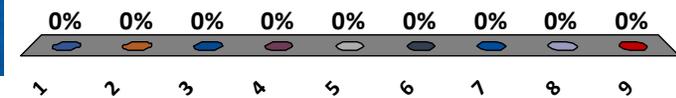
# Rate on a scale of 1 (low) - 9 (high)



# Rate on a scale of 1 (low) - 9 (high)



# Rate on a scale of 1 (low) - 9 (high)



# 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**



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# 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

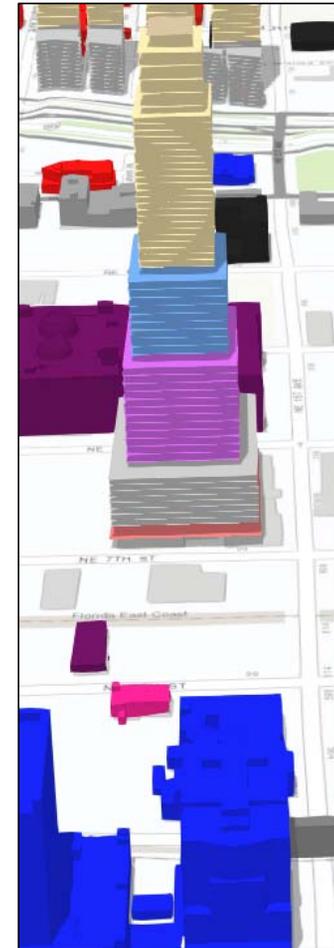
- Input

- ✓ Concentrated areas of future growth
- ✓ Identification of suitable/potential (re)development locations
  - Underutilized parcels
  - Vacant parcels



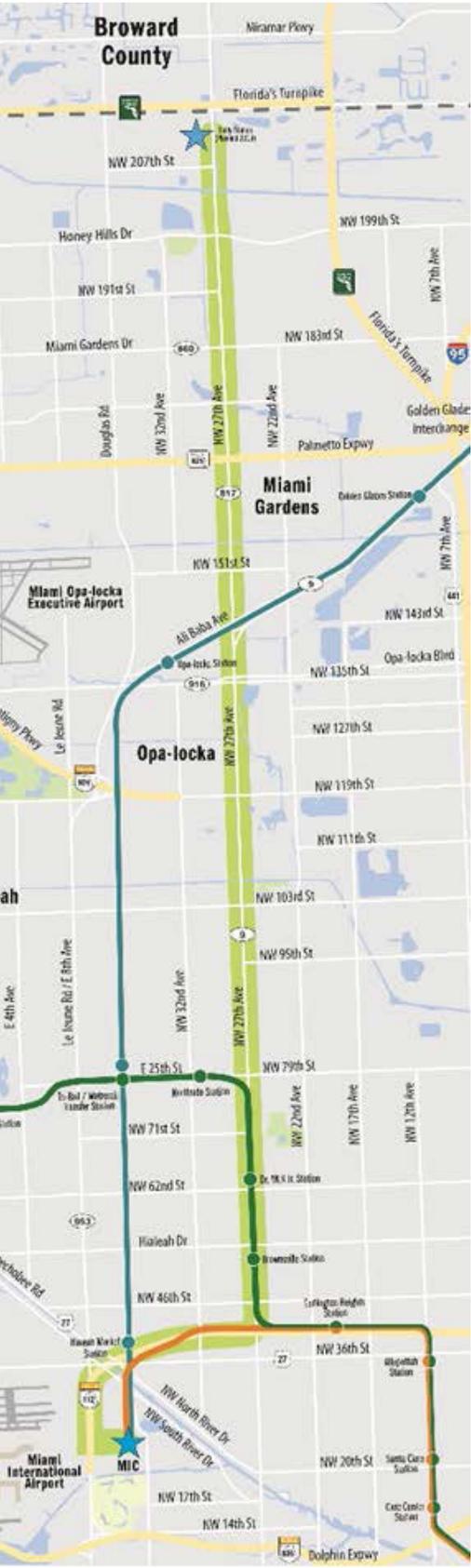
# ESRI 3D MODEL

- 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 23<sup>RD</sup> AND 27<sup>TH</sup>, 2019

Prepared for:  
Miami-Dade Transportation Planning Organization



Prepared by:

## THE CORRADINO GROUP

FEBRUARY 23<sup>RD</sup> AND 27<sup>TH</sup> 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.

# CONTENTS

- 1. INTRODUCTION .....3
- 2. CHARRETTE FORMAT .....6
- 3. DISCUSSION ITEMS .....3
- 4. PRESENTATION .....10

# SMART Plan/North Corridor Charrettes

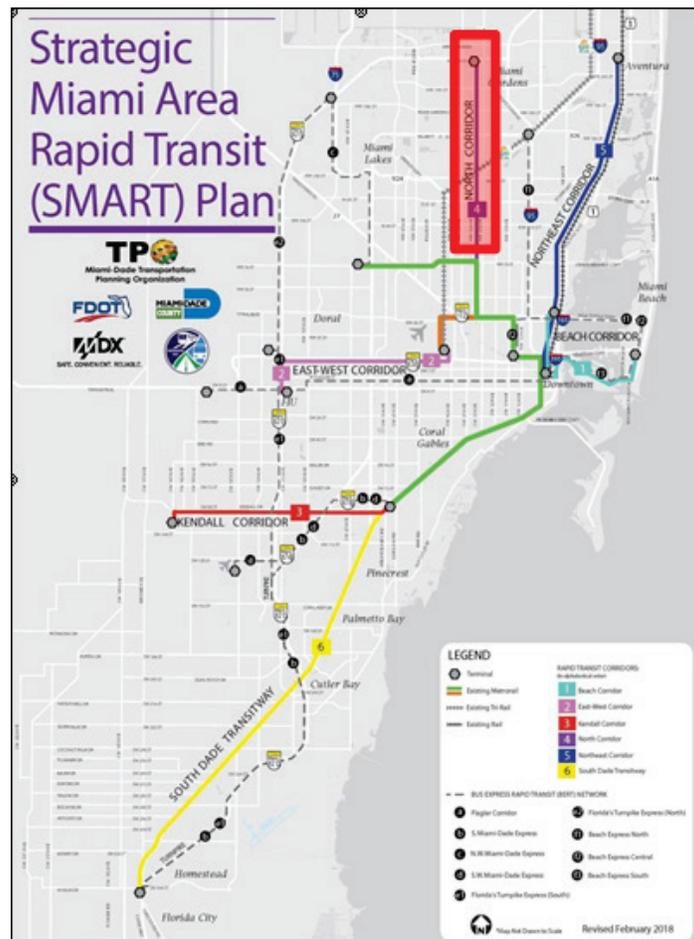
## 2<sup>nd</sup> Round

### February 23<sup>rd</sup> and 27<sup>th</sup>, 2019

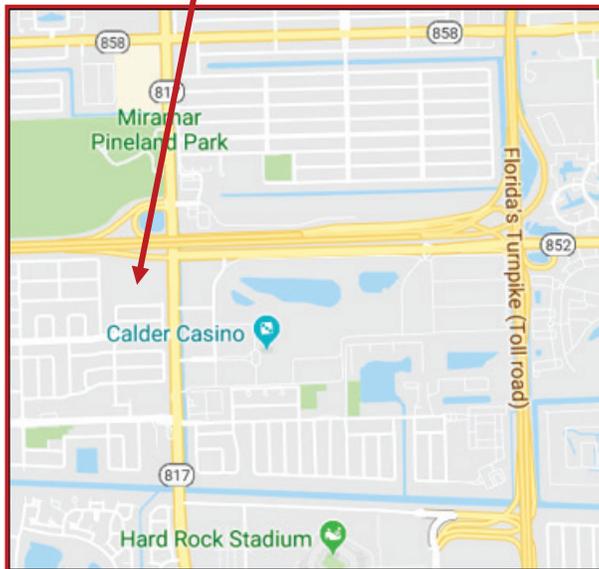
## 1. INTRODUCTION

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 215<sup>th</sup> Street and 27<sup>th</sup> Avenue in Miami Gardens. And, the Opportunity Zone federal legislation will likely spur additional development/redevelopment in the corridor.<sup>1</sup>



<sup>1</sup> 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 4<sup>th</sup> and 8<sup>th</sup>, 2017. The second round was held on Saturday, February 23<sup>rd</sup>, and Wednesday, Feb 27<sup>th</sup>, 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.

**TP**  
Miami-Dade Transportation  
Planning Organization

**SMART**  
**STRATEGIC MIAMI AREA RAPID TRANSIT (SMART)**  
**CHARRETTE FOR THE NORTH CORRIDOR**

**JOIN YOUR NEIGHBORS TO SHAPE  
FUTURE TRANSIT-ORIENTED DEVELOPMENTS**

Saturday, February 23, 2019 from 10:00 am to Noon  
**Betty T. Ferguson Recreational Complex - Birds of Paradise Room**  
3000 NW 199th Street, Miami Gardens, FL 33056

Wednesday, February 27, 2019 from 6 pm to 8 pm  
**Miami Dade College North Campus - Conference Center**  
11380 NW 27th Avenue, Bldg 3000, 2nd Floor, Miami, FL 33167

For more information please visit:  
[www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com) #MiamiSMARTPlan

Únete a tus vecinos para dar forma a futuros  
desarrollos orientados al tránsito

Sábado 23 de febrero de 2019 de 10:00 am al mediodía  
**Betty T. Ferguson Recreational Complex**  
**Birds of Paradise Room**  
3000 NW 199th Street, Miami Gardens, FL 33056

Miércoles, 27 de febrero de 2019 de 6 a 8 pm  
**Miami Dade College North Campus**  
**Conference Center - Bldg 3000, 2nd Floor**  
11380 NW 27th Avenue, Miami, FL 33167

*La participación pública se solicita sin tener en cuenta la raza, el color, el origen nacional, la edad, el sexo, la religión, la discapacidad o el estado familiar. Las personas que requieren adaptaciones especiales según la Ley de Estadounidenses con Discapacidades (ADA) o personas que requieren servicios de traducción, deben de contactar a Chelsea Brandon al 305-594-0735 o a cbrandon@corrado.com, al menos siete días antes de la reunión pública.*

Para más información, por favor visite:  
[www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com) #MiamiSMARTPlan

Vin Pran Pa Ansanm Ak Vwazen W Yo Pou  
Fòmè pwochen transpò Oryante Developman

Samedi, 23 fevriye 2019, 10:00 pou pou midi  
**Betty T. Ferguson Recreational Complex**  
**Birds of Paradise Room**  
3000 NW 199th Street, Miami Gardens, FL 33056

Mèkredi, 27 fevriye 2019 6è pou 8è diswa  
**Miami Dade College North Campus**  
**Conference Center - Bldg 3000, 2nd Floor**  
11380 NW 27th Avenue, Miami, FL 33167

*Nou mande patispasyon popilasyon an san diskriminasyon ras, koule po moun, peyi kote moun soti, laj moun, fi oswa gason, relijyon, andikape oubyen sifityasyon fanmi. Moun ki mande pou akomodasyon espesyal sou Ameriken ki gen andikap (ADA), ni moun ki bezwen sèvis tradiksyon, yo dwe kontakte Chelsea Brandon nan 305-594-0735 oswa cbrandon@corrado.com, omwen sèt jou anvan reyinyon piblik la.*

Pou plis enfòmasyon, tanpri vizite:  
[www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com) #MiamiSMARTPlan

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)<sup>2</sup> to convert appropriate land use scenarios to development typology<sup>3</sup> and to suggest regulatory changes and strategies.

### 3. DISCUSSION ITEMS

At the February 23<sup>rd</sup> 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.

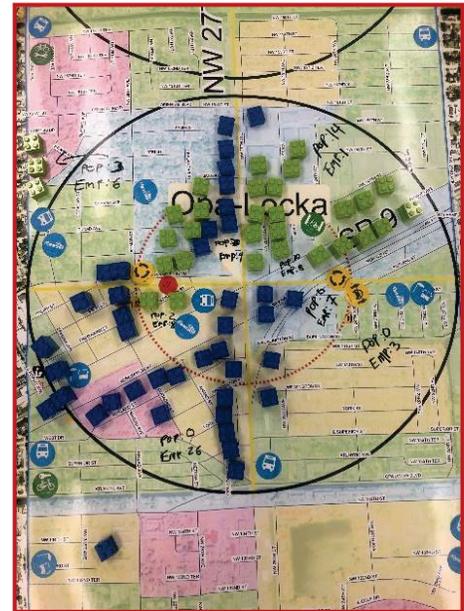


<sup>2</sup> That transportation option, the social impacts, environmental impacts, and costs of which are most acceptable at the local jurisdiction level and then supported by the Federal Transportation Administration

<sup>3</sup> 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 27<sup>th</sup> 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 23<sup>rd</sup> 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



# Strategic Miami Area Rapid Transit (SMART) Plan

## NORTH CORRIDOR LAND USE SCENARIO AND VISIONING PLANNING

**SATURDAY, FEBRUARY 23, 2019**

**10:00AM – 12:00PM**

**WEDNESDAY, FEBRUARY 27, 2019**

**6:00PM – 8:00PM**



Miami-Dade Transportation  
Planning Organization

[www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com)

#MiamiSMARTPlan

# 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

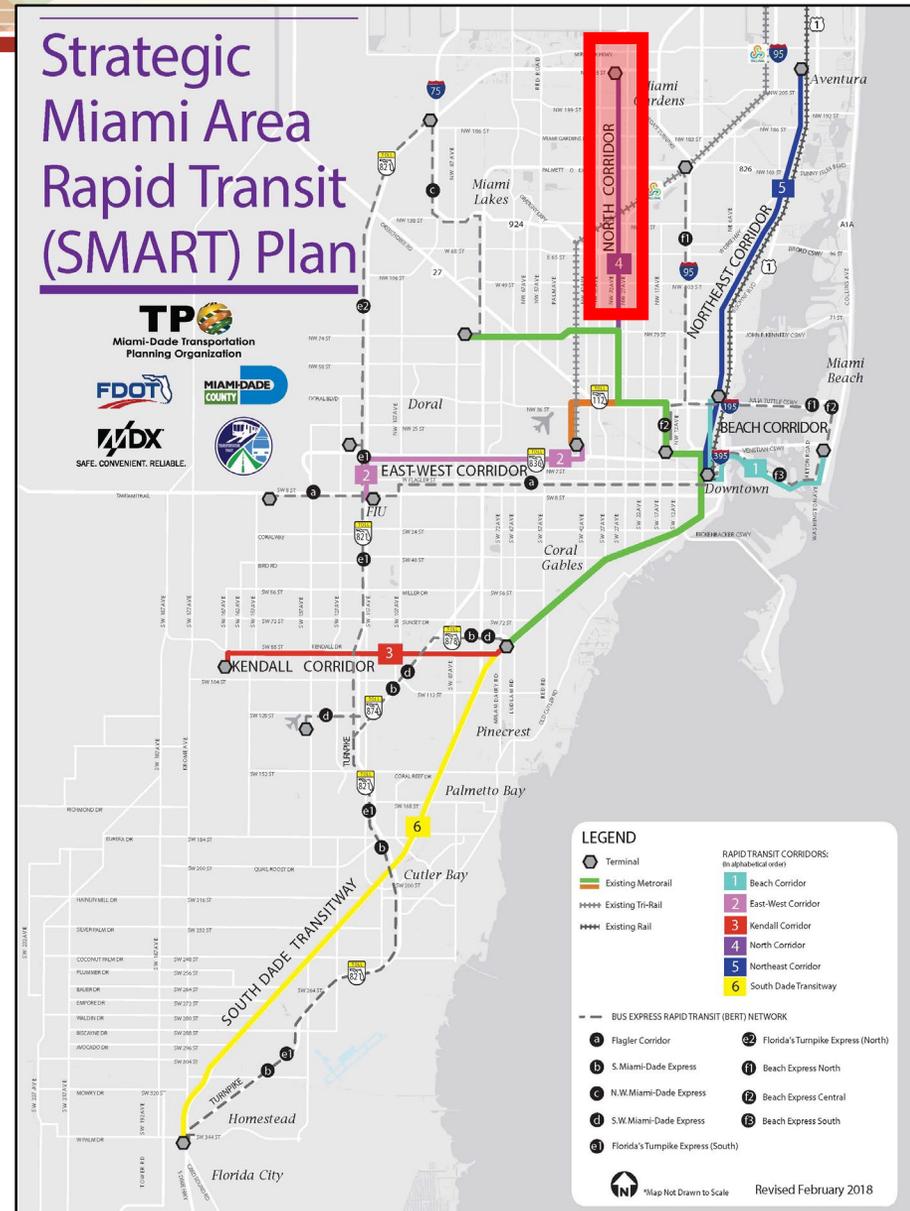
# Good News!

- 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

Land Use integrated around transit is critical

- From a functional and **APPROVAL** perspective

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

- To make them more **WINNABLE**

Because:

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

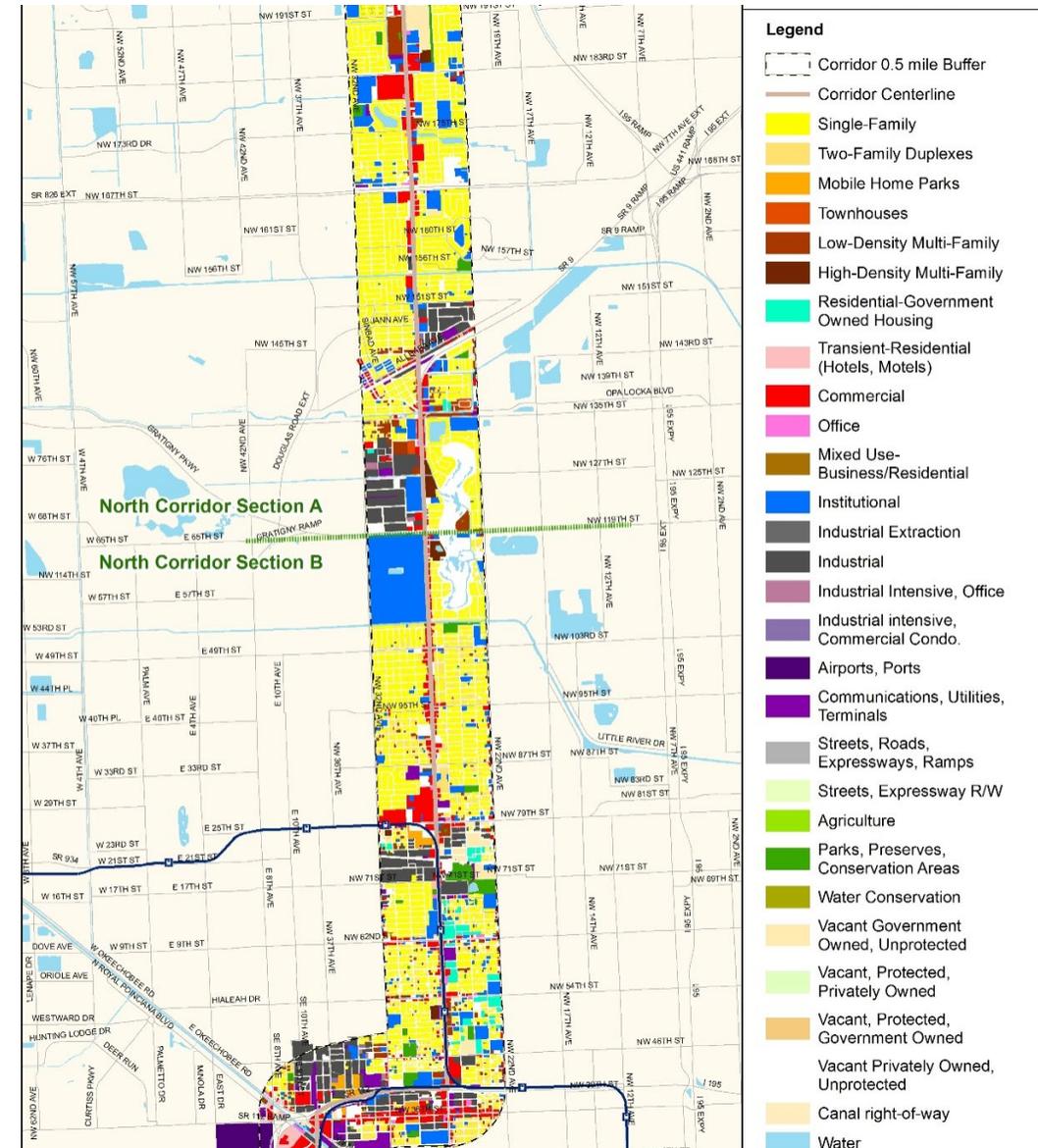
# Why We Are Here – SMART Plan Purpose

- The implementation of rapid transit projects, is Discretionary and COMPETITIVE
- FEDERAL STANDARDS
- To WIN we need to compete by THEIR RULES



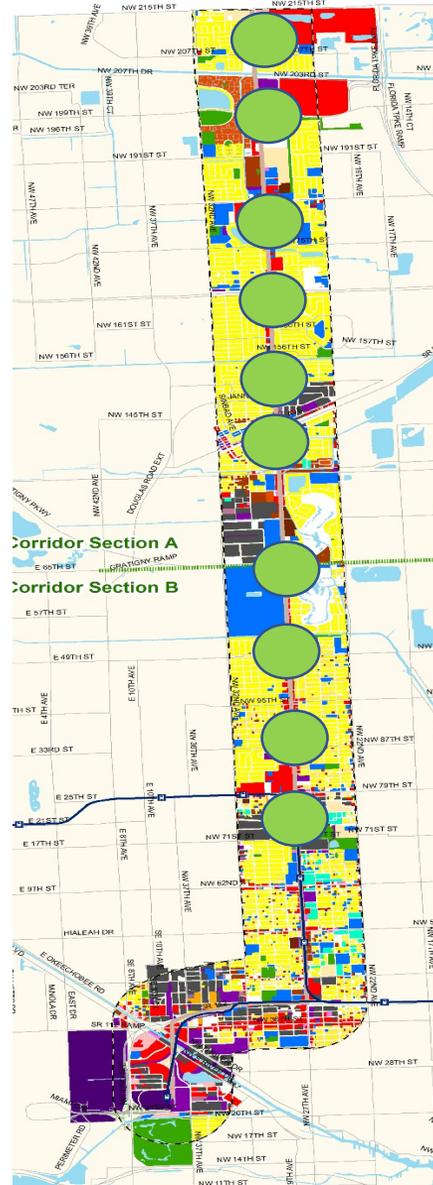
# The Corridor

- 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

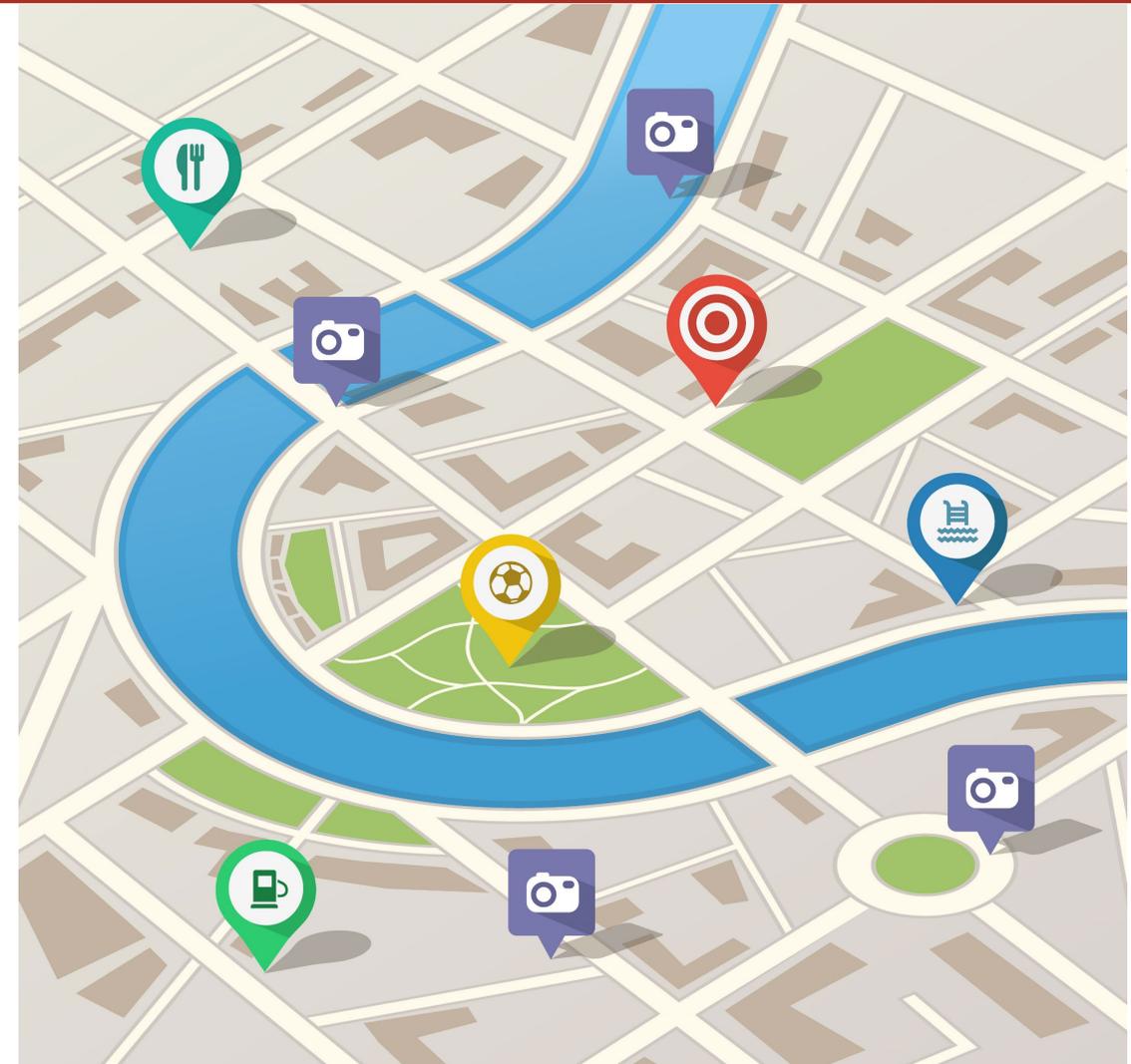
- County Line
- Stadium
- Carol City
- Palmetto
- Opa-Locka
- MDC
- 95
- 79/82
- MLK
- Brownsville



The same as before  
+  
95<sup>th</sup> 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

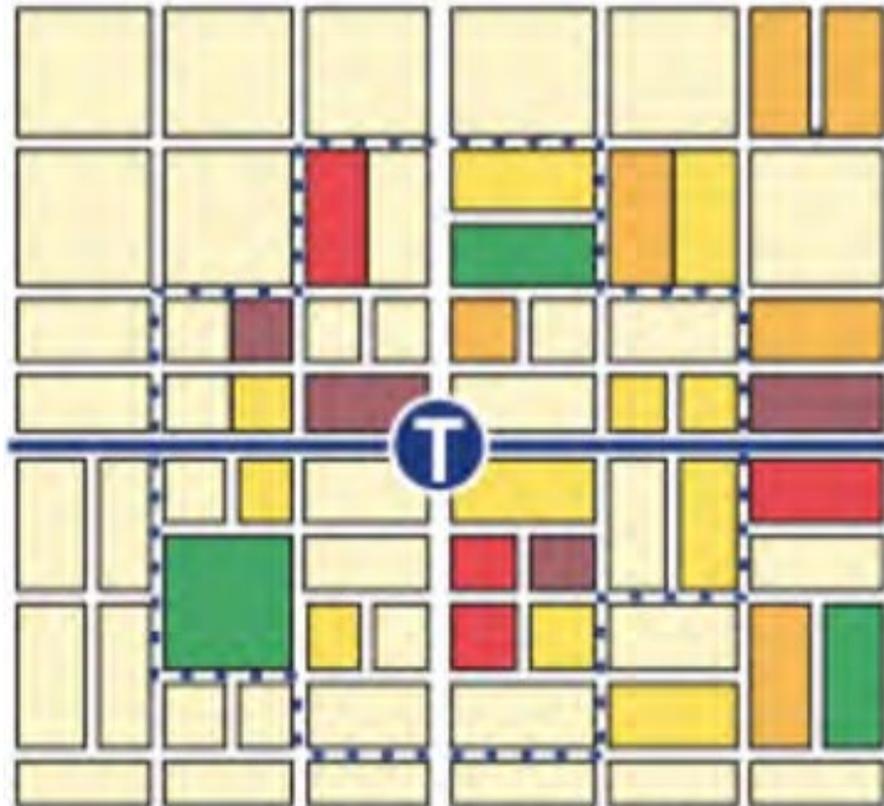
= Quality of Life



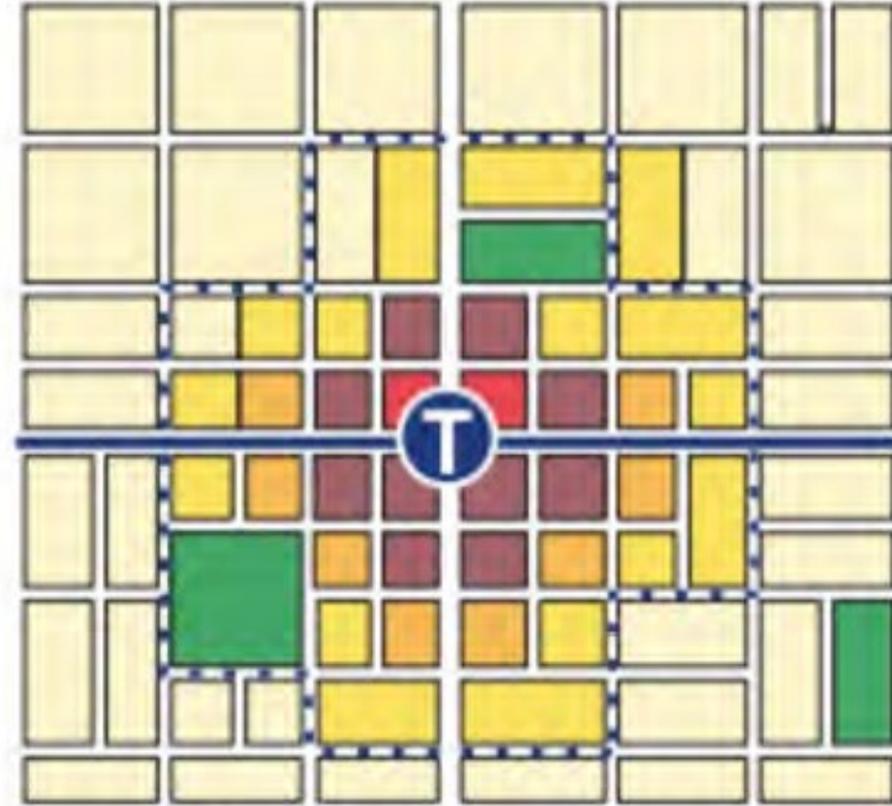
# SCENARIOS

- Transit-Oriented Development
- Typologies

# What is Transit Oriented Development



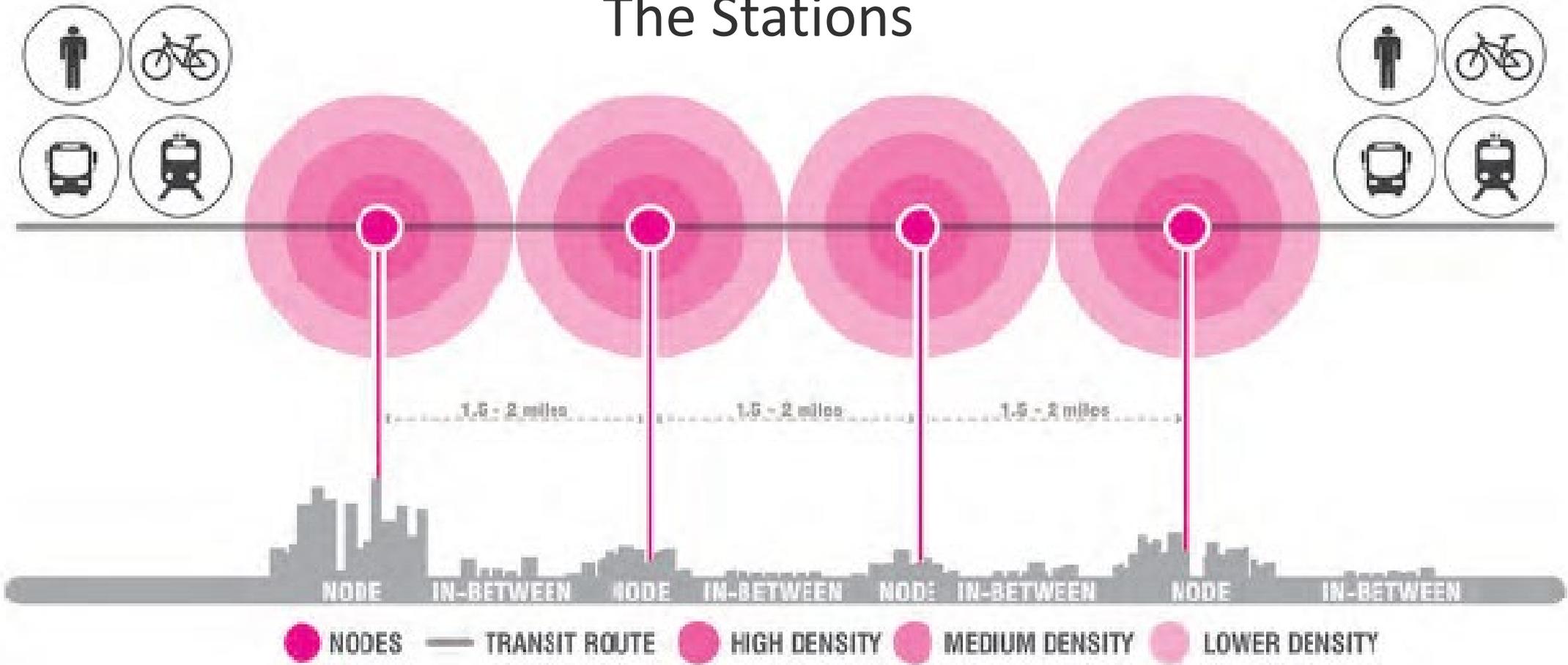
**Non-Transit Oriented Development**  
Land uses not organized around transit



**Transit Oriented Development**  
Land uses organized around transit

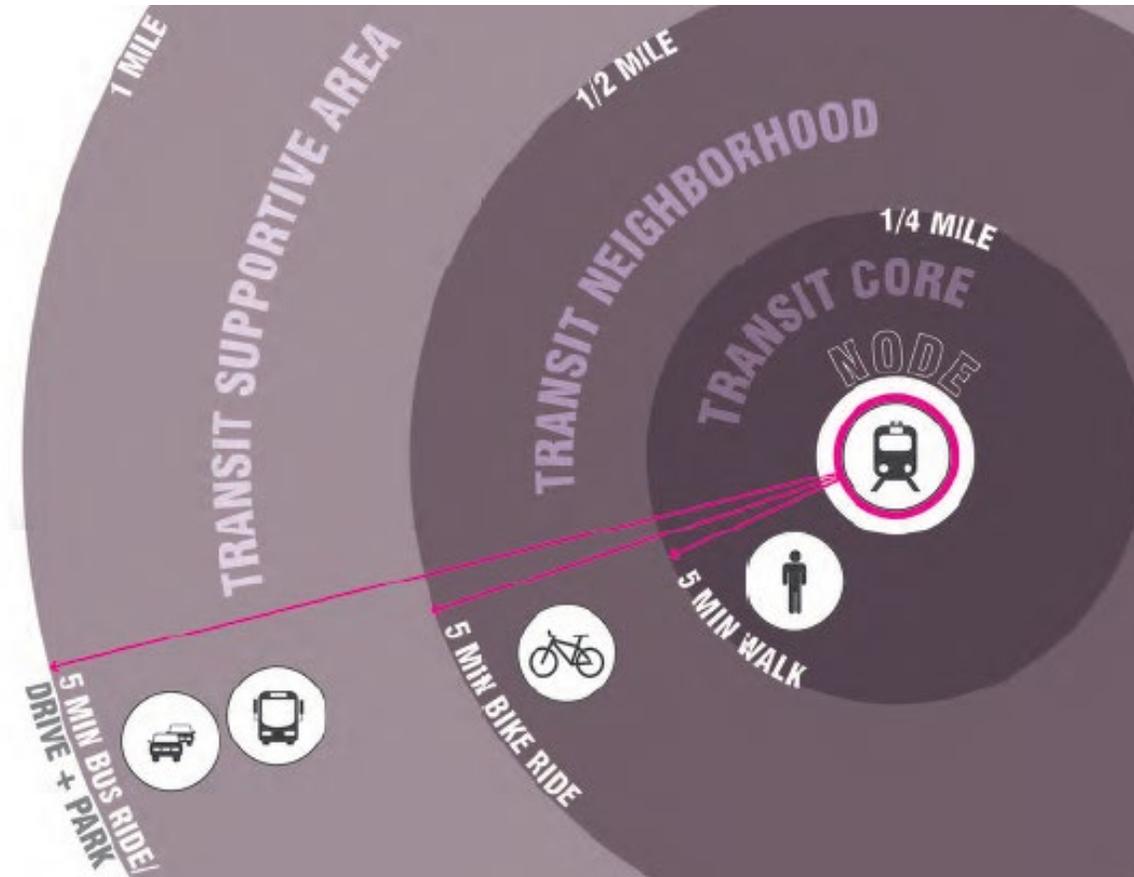
# Transit Oriented Development

## The Stations



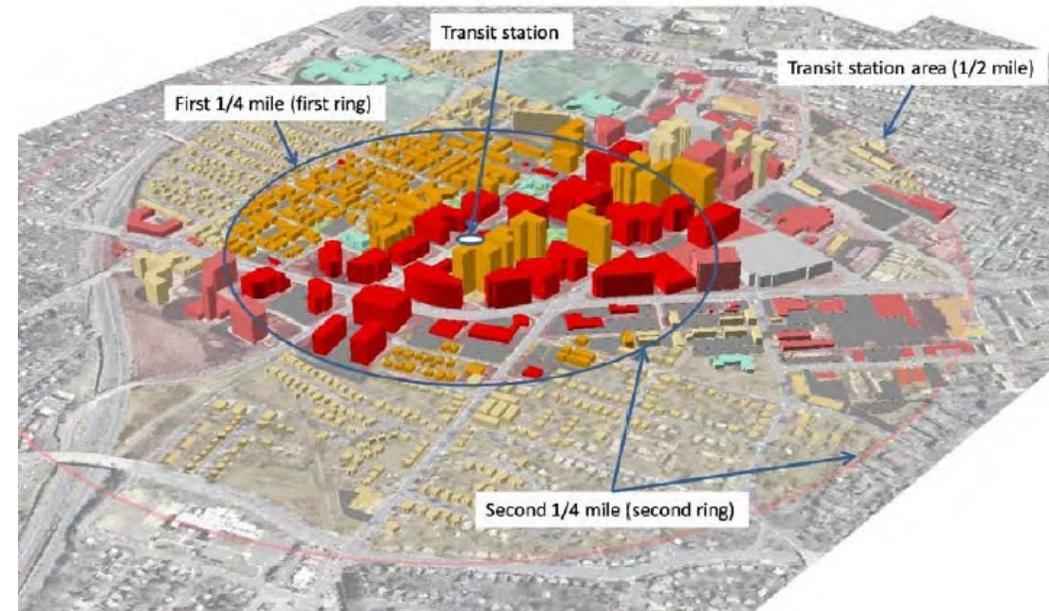
# Transit Oriented Development

- With multimodal access from various distances



# What is Transit Oriented Development?

- $\frac{1}{4}$  to  $\frac{1}{2}$  mile around stations
- Inter connected 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



# Typologies

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



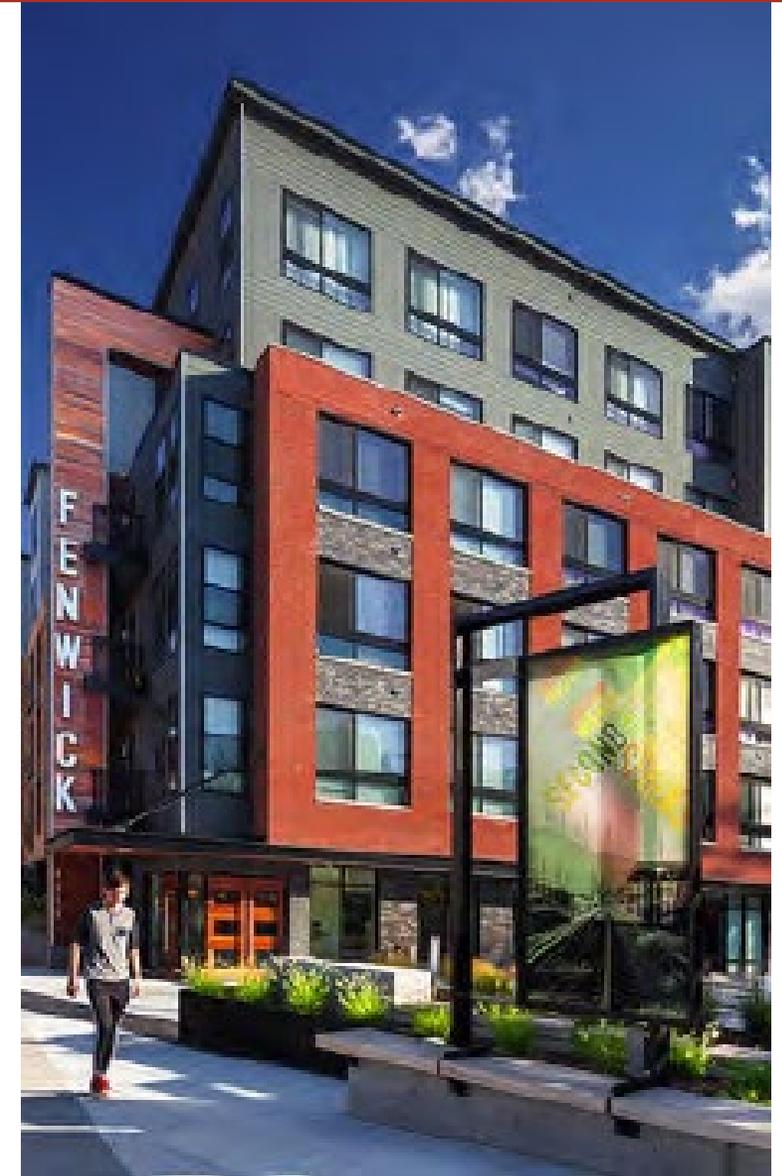
# Typology Character - Metropolitan

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



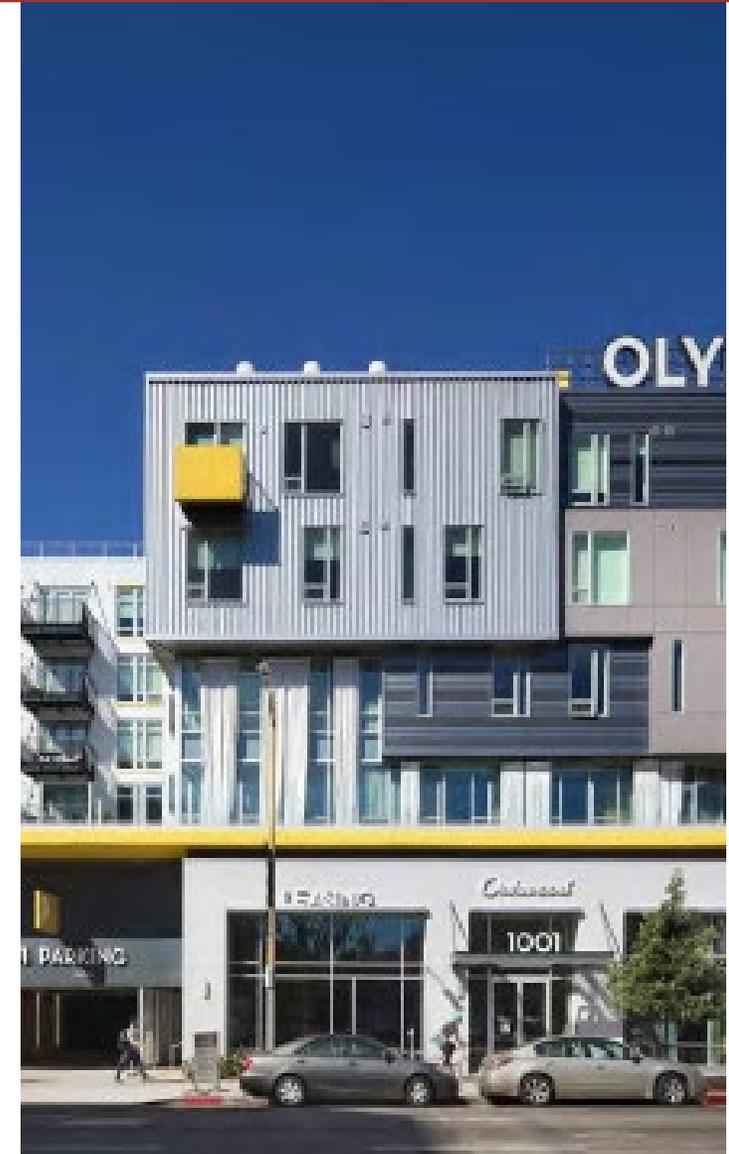
# Typology Character - Metropolitan

- 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)

	Station Area Development	
Rating	Employment served by system <sup>2</sup>	Avg. Population density (persons/square mile) <sup>3</sup>
High	> 220,000	> 15,000
Medium-High	140,000-219,999	9,600 - 15,000
Medium	70,000-139,999	5,760 – 9,599
Medium-Low	40,000-69,999	2,561 – 5,759
Low	<40,000	< 2,560

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, 79<sup>th</sup> Street, and 95<sup>th</sup> street



# Trending Growth - Employment

- Within North Corridor
- 2015 Baseline: 18,254
- 2040 Trend: 30,182
- 40% Growth
- Highest at Stadium and 79<sup>th</sup> Street

Station Areas	2015	2040
County Line	286	764
Stadium	1,839	4,570
Carol City	2,572	3,955
Palmetto	1,824	3,459
Opa Locka	2,568	3,516
MDC	1,196	1,839
95	729	1,176
79/82	2,752	4,408
MLK	2,554	3,694
Brownsville	1,934	2,801
<b>Station Area Totals</b>	<b>18,254</b>	<b>30,182</b>
<b>OUTSIDE STATION AREAS</b>	<b>57,000</b>	<b>57,466</b>
<b>Corridor Totals</b>	<b>75,254</b>	<b>87,648</b>

# Growth Trend in North Corridor with SMART PLAN

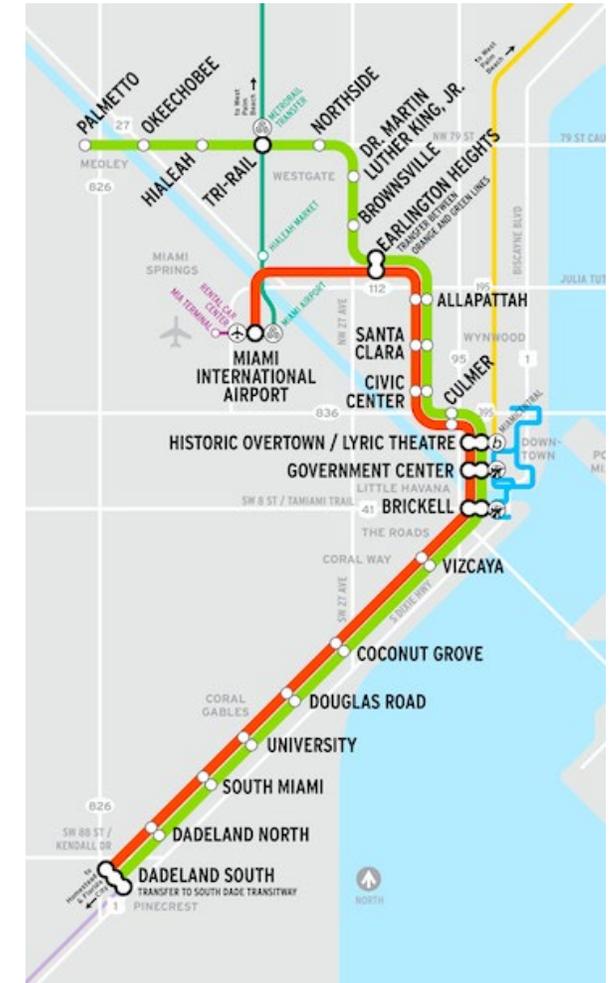
- Growth between 2015 and 2040 + Additional SMART Plan Growth within North Corridor
- Based on Preferred Scenario
  - Add an additional 31,200 Population
    - 30% higher than 2040
    - 100% higher than today
    - (13,565 Dwelling units)
  - Add an additional 50,544 Employment
    - Nearly 2x higher 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

Existing Metrorail System Map



# 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

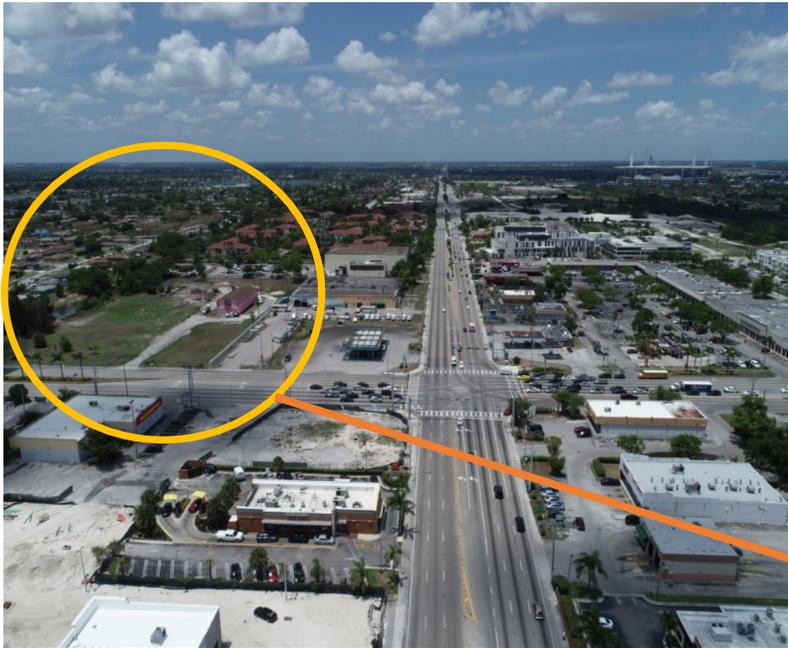


# BRINGING IT ALL TOGETHER

- Economic Mobility
- First Mile / Last Mile Mobility

# Economic Mobility

- Government-owned parcels



PARCEL NUMBER	OWNER	LOCATION ADDRESS	ACREAGE
47	CITY OF OPA LOCKA	Opa-locka, 33054-0000	1.499840585
48	CITY OF OPA-LOCKA	Opa-locka, 33054-0000	0.038287641
49	CITY OF OPA LOCKA	Opa-locka, 33054-0000	0.036732253
50	CITY OF MIAMI GARDENS	Unincorporated County, 33142-0000	4.55423101
51	CITY OF MIAMI GARDENS	18800 NW 28 PL, Miami Gardens, 33056-3100	3.67233898
52	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	1.714919342
53	CITY OF MIAMI GARDENS	2775 NW 183 ST, Miami Gardens, 33056-3529	2.849142406
54	CITY OF MIAMI GARDENS	20601 NW 32 AVE, Miami Gardens, 33056-0000	0.009993
55	CITY OF MIAMI GARDENS	11815 NW 23 AVE, Miami Gardens, 33056-0000	0.16408003
56	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	36.59337255
57	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	2.489457705
58	CITY OF MIAMI GARDENS	3000 NW 179 ST, Miami Gardens, 33056-3547	1.733576746
59	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	0.100277668
60	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	0.017090058
61	CITY OF NORTH MIAMI BEACH	17715 NW 29 CT, Miami Gardens, 33056-4025	0.176273578
62	MIAMI DADE EXPRESSWAY AUTHORITY	3624 NW 37 AVE, Unincorporated County, 33142-4904	0.139292175
63	MIAMI DADE EXPRESSWAY AUTHORITY	3631 NW 37 PL, Unincorporated County, 33142-4936	0.304244518
64	MIAMI DADE EXPRESSWAY AUTHORITY	3804 NW 28 ST, Unincorporated County, 33142-5607	1.944655382
65	MIAMI DADE EXPRESSWAY AUTHORITY	4000 NW 26 ST, Unincorporated County, 33142-6730	0.345391326
66	MIAMI DADE EXPRESSWAY AUTHORITY	3906 NW 36 ST, Hialeah, 33142-4920	1.439682043
67	MIAMI DADE EXPRESSWAY AUTHORITY	3972 NW 36 ST, Hialeah, 33142-0000	0.237075832
68	MIAMI DADE EXPRESSWAY AUTHORITY	Unincorporated County, 33142-0000	0.193864868
69	MIAMI DADE EXPRESSWAY AUTHORITY	3642 NW 37 AVE, Unincorporated County, 33142-4904	0.280759511
70	MIAMI DADE EXPRESSWAY AUTHORITY	3737 NW 36 ST, Miami, 33142-4915	0.428866138
71	MIAMI DADE EXPRESSWAY AUTHORITY	3711 NW 36 ST, Miami, 33142-0000	0.121643185
72	MIAMI DADE EXPRESSWAY AUTHORITY	3711 NW 36 ST, Miami, 33142-4915	0.136006139
73	MIAMI DADE EXPRESSWAY AUTHORITY	3701 NW 36 ST, Miami, 33142-4915	0.163102587
74	MIAMI DADE CITY EXPRESSWAY AUTHORITY	Miami, 33142-4913	0.523624587
75	MIAMI DADE EXPRESSWAY AUTHORITY	3632 NW 37 AVE, Unincorporated County, 33142-4904	0.135111682
76	MIAMI DADE EXPRESSWAY AUTHORITY	3155 NW 40 ST, Unincorporated County, 33142-5109	0.197879178
77	MIAMI-DADE COUNTY, EXPRESSWAY AUTHORITY	3638 NW 37 AVE, Unincorporated County, 33142-4904	0.047812717
78	MIAMI DADE EXPRESSWAY AUTHORITY	3640 NW 37 AVE, Unincorporated County, 33142-4904	0.047843081
79	MIAMI DADE EXPRESSWAY AUTHORITY	3636 NW 37 AVE, Unincorporated County, 33142-4904	0.06403361
80	MIAMI DADE CITY EXPRESSWAY AUTHORITY	3685 NW 36 ST, Unincorporated County, 33142-4913	0.858523721
81	MIAMI DADE EXPRESSWAY AUTHORITY	Unincorporated County, 33142-4905	0.746025441
82	MIAMI DADE COUNTY, EXPRESSWAY AUTHORITY	3916 NW 32 AVE, Unincorporated County, 33142-5010	0.351560781
83	MIAMI DADE EXPRESSWAY AUTHORITY	3920 NW 32 AVE, Unincorporated County, 33142-5010	0.388148677
84	MIAMI DADE CO. EXPRESSWAY AUTHORITY	4030 NW 32 AVE, Unincorporated County, 33142-5002	0.938642524
85	MIAMI DADE EXPRESSWAY AUTHORITY	Unincorporated County, 33142-0000	0.210569391
86	MIAMI DADE EXPRESSWAY AUTHORITY	3907 NW 35 AVE, Unincorporated County, 33142-5025	0.969702921

	Station Area Development		Parking Supply	
Rating	Employment served by system <sup>2</sup>	Avg. Population density (persons/square mile) <sup>3</sup>	CBD typical cost per day <sup>4</sup>	CBD spaces per employee <sup>5</sup>
High	> 220,000	> 15,000	> \$16	< 0.2
Medium-High	140,000-219,999	9,600 - 15,000	\$12 - \$16	0.2 - 0.3
Medium	70,000-139,999	5,760 - 9,599	\$8 - \$12	0.3 - 0.4
Medium-Low	40,000-69,999	2,561 - 5,759	\$4 - \$8	0.4 - 0.5
Low	<40,000	< 2,560	< \$4	> 0.5

# 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

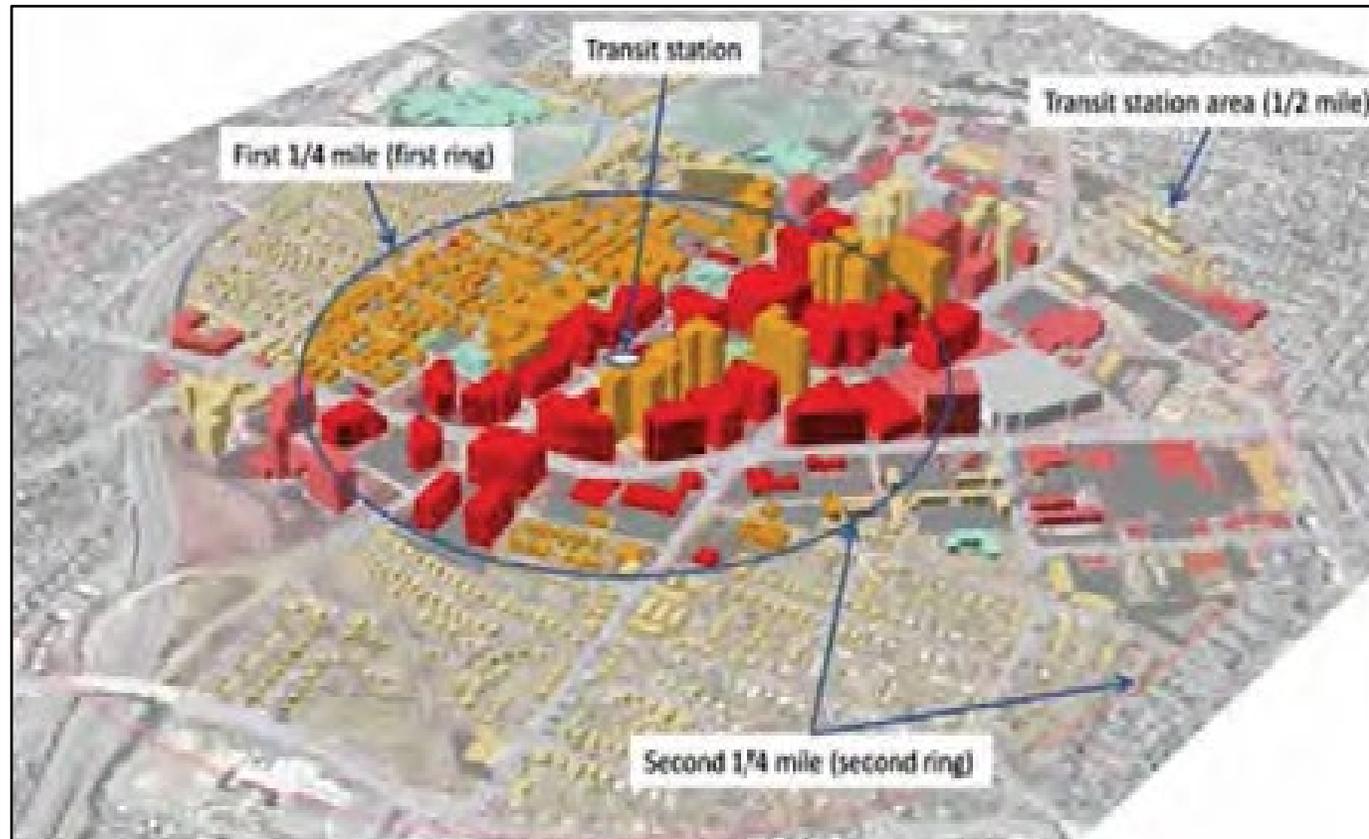
Transit Hub  
Evaluation Criteria  
by Station

- 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

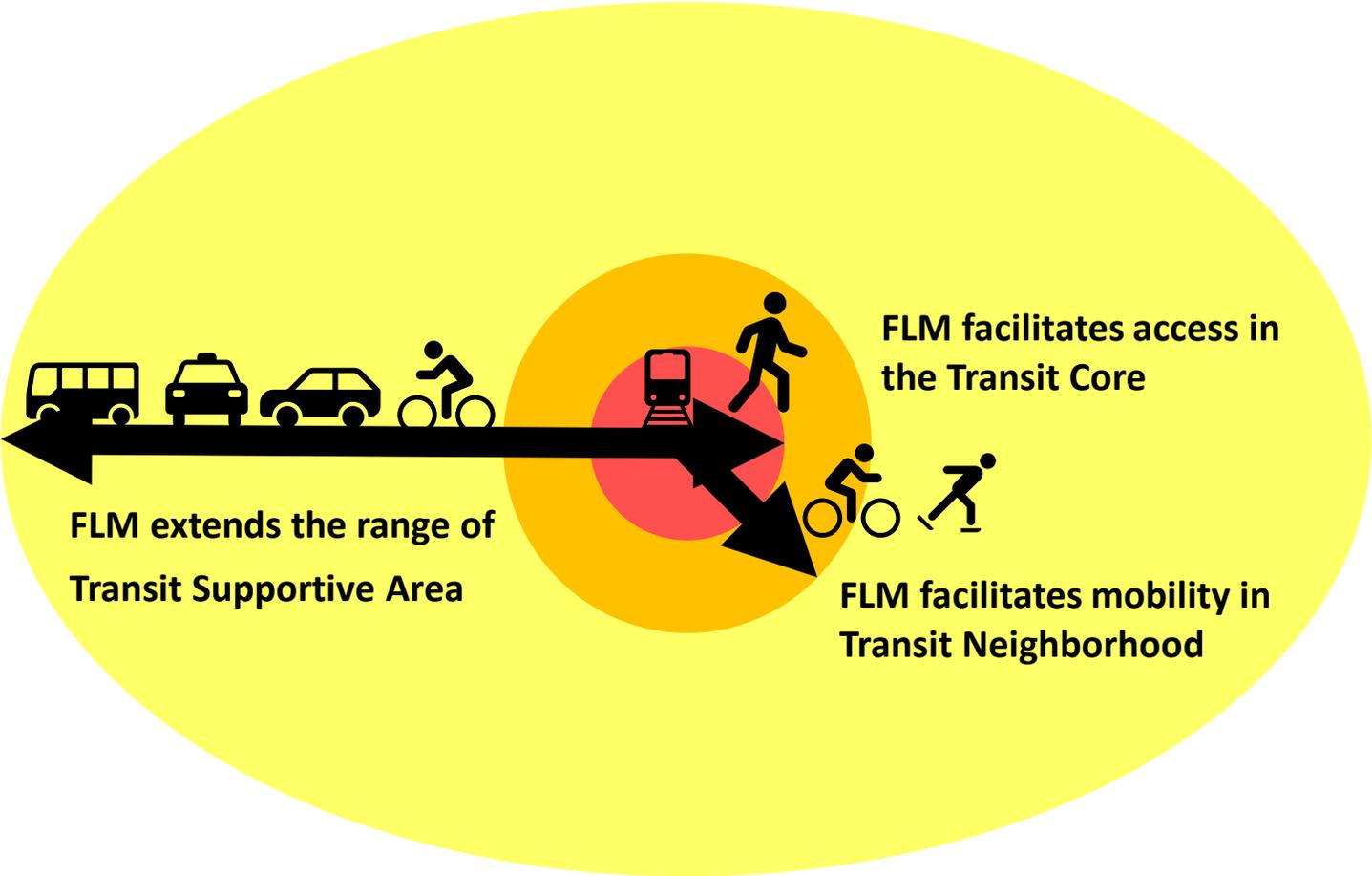


# First Mile / Last Mile

- To Make It All Work We Need Multi-Modal Access



# First Mile / Last Mile



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



## Transit



## Modal Group



## Bike, Board and Skate Modal Group

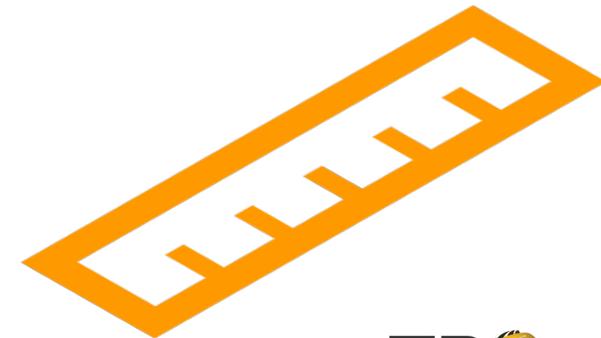
# TOD Station Area FLM Tool Kit

- Land Use Planning
- Land Development Regulations
- Re-Platting Decisions



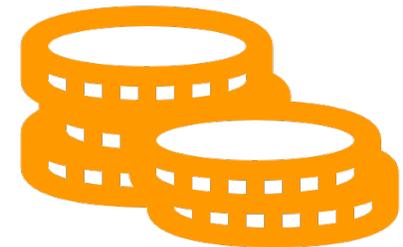
## Pedestrian Mode FLM Tool Kit

- 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





Q&A



# 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 79<sup>th</sup>/82<sup>nd</sup> Street\*
- D. NW 95<sup>th</sup> 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, 79<sup>th</sup>/82<sup>nd</sup>, and 95<sup>th</sup>
- 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



STICKERS



# 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



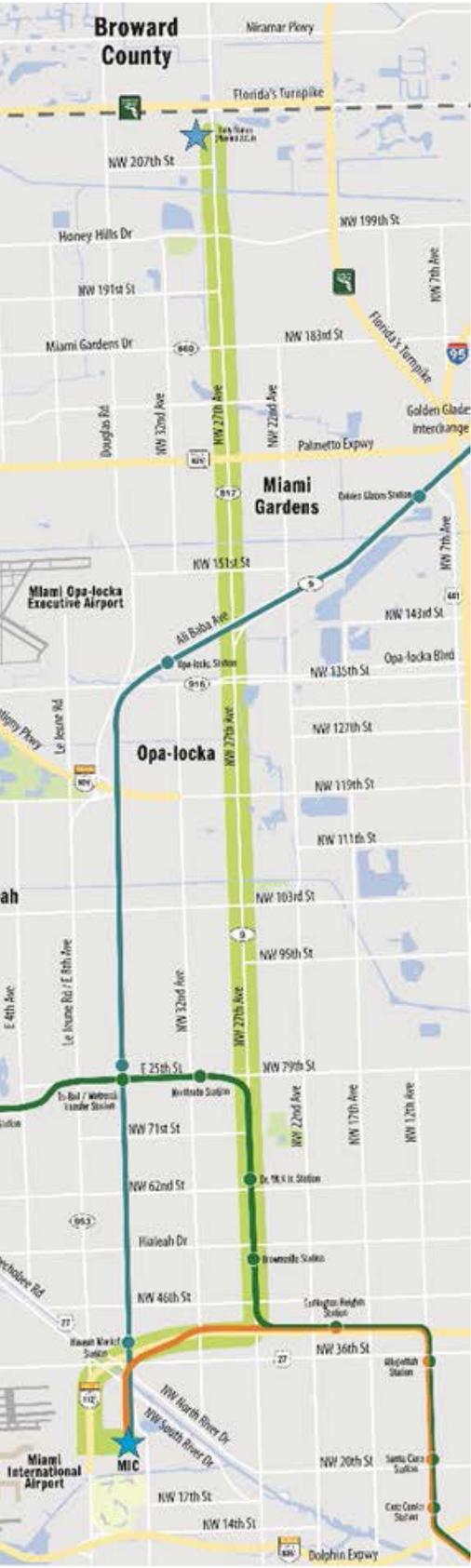
# Closing Remarks

- 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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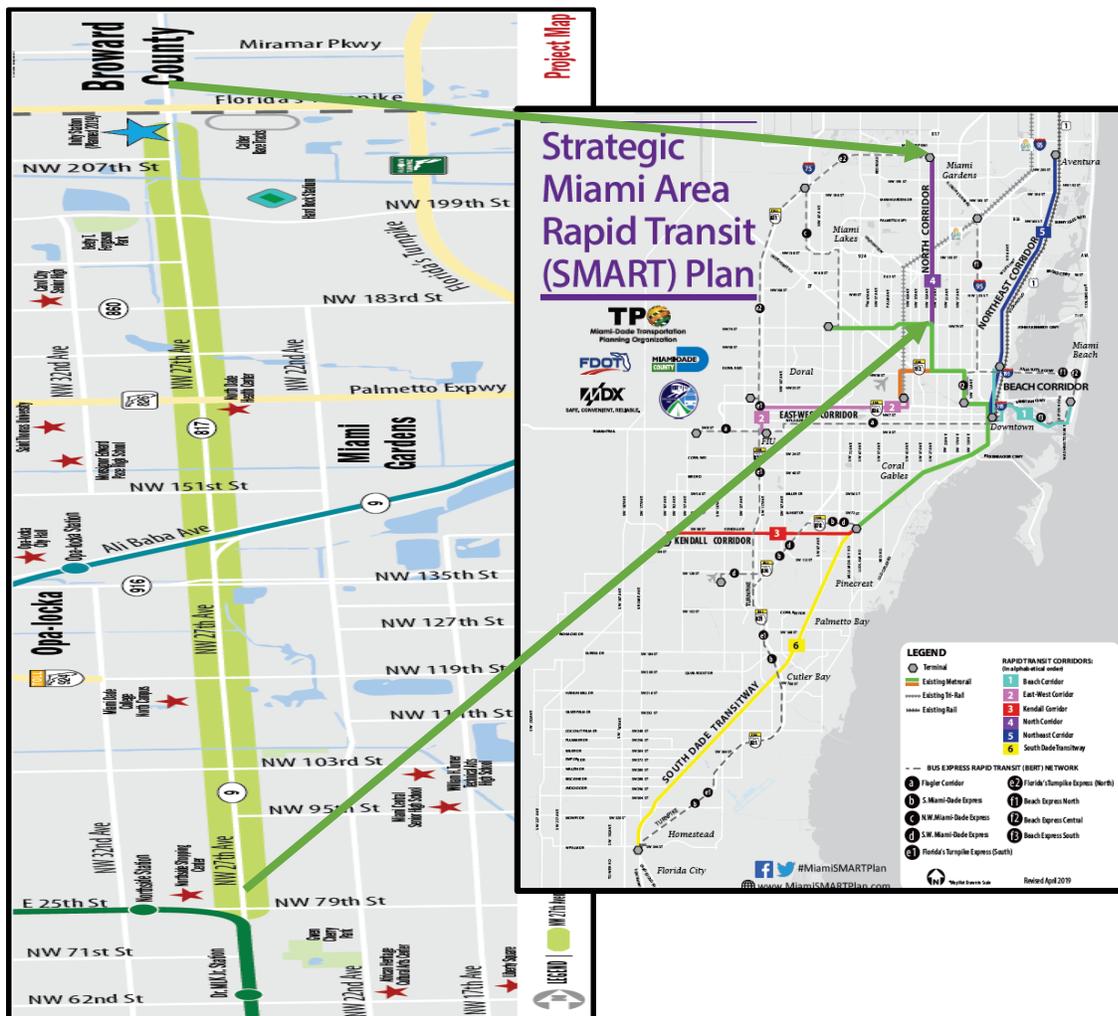
2. METHODOLOGY.....4

## 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 1<sup>st</sup> series of charrettes, while the "target" data are those responding to the public input at the 2<sup>nd</sup> series of charrettes. The latter are for the preferred transit scenario – and elevated system along the center on NW 27<sup>th</sup> 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.

<b>NORTH CORRIDOR POPULATION BREAKDOWN</b>							
Station Areas	2015	2040 TREND	Low Scenario	Medium Scenario	High Scenario	HIGH DIFFERENCE (FROM 2040)	Preferred Scenario
County Line	3,864	4,436	8,874	11,732	14,591	10,155	12,000
Stadium	5,222	5,438	10,418	12,655	14,891	9,453	15,000
Carol City	10,772	32,463	13,057	15,561	18,066	-14,397	21,000
NW 163rd St.	7,028	9,336	9,263	10,788	12,317	2,981	10,000
Opa Locka	6,457	7,267	9,873	11,731	13,589	6,322	12,000
MDC	4,556	6,960	6,946	9,586	10,872	3,912	8,000
95	9,139	10,270	-	10,972	12,694	2,424	12,500
79/82	7,183	11,115	10,707	12,794	14,880	3,765	15,000
MLK	4,959	6,231	6,845	8,069	9,293	3,062	7,000
Brownsville	8,326	9,948	10,355	11,919	13,484	3,536	12,000
<b>Grand Total</b>	<b>74,055</b>	<b>110,851</b>	<b>95,784</b>	<b>115,807</b>	<b>134,677</b>	<b>31,213</b>	<b>124,500</b>

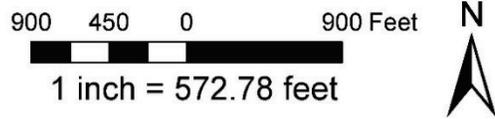
<b>NORTH CORRIDOR EMPLOYMENT BREAKDOWN</b>						
Station Areas	2015	2040	Low Scenario	Medium Scenario	High Scenario	Preferred Scenario
County Line	286	764	1,670	2,727	4,033	6,000
Stadium	1,839	4,570	4,663	7,354	10,680	10,000
Carol City	2,572	3,955	5,444	7,829	10,482	12,000
NW 163rd St.	1,824	3,459	3,945	5,637	7,631	4,000
Opa Locka	2,568	3,516	7,237	9,558	12,265	16,000
MDC	1,196	1,839	3,603	5,364	7,053	5,000
95	729	1,176	-	5,671	7,605	4,500
79/82	2,752	4,408	4,704	6,405	8,137	10,000
MLK	2,554	3,694	2,871	4,122	5,786	4,000
Brownsville	1,934	2,801	3,687	5,155	7,064	4,500
<b>Station Area Totals</b>	<b>18,254</b>	<b>30,182</b>	<b>37,824</b>	<b>59,822</b>	<b>80,736</b>	<b>76,000</b>
<b>OUTSIDE STATION AREAS</b>	<b>57,466</b>	<b>57,466</b>	<b>57,466</b>	<b>57,466</b>	<b>57,466</b>	
<b>Corridor Totals</b>	<b>75,720</b>	<b>87,648</b>	<b>95,290</b>	<b>117,288</b>	<b>138,202</b>	
Brickell			120,386	120,386	120,386	
<b>Grand Totals</b>			<b>215,676</b>	<b>237,338</b>	<b>258,588</b>	

# COUNTY LINE STATION



**Legend**

-  1/2 Mile Radius
-  MAZ Boundaries

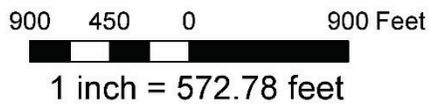


# STADIUM STATION



**Legend**

-  1/2 Mile Radius
-  MAZ Boundaries

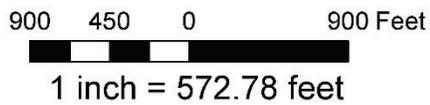


# CAROL CITY STATION



**Legend**

-  1/2 Mile Radius
-  MAZ Boundaries

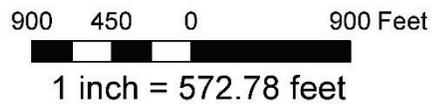


# NW 163RD STREET STATION



**Legend**

-  1/2 Mile Radius
-  MAZ Boundaries

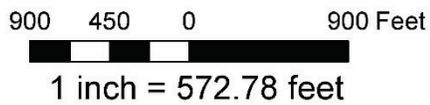


# OPA LOCKA STATION

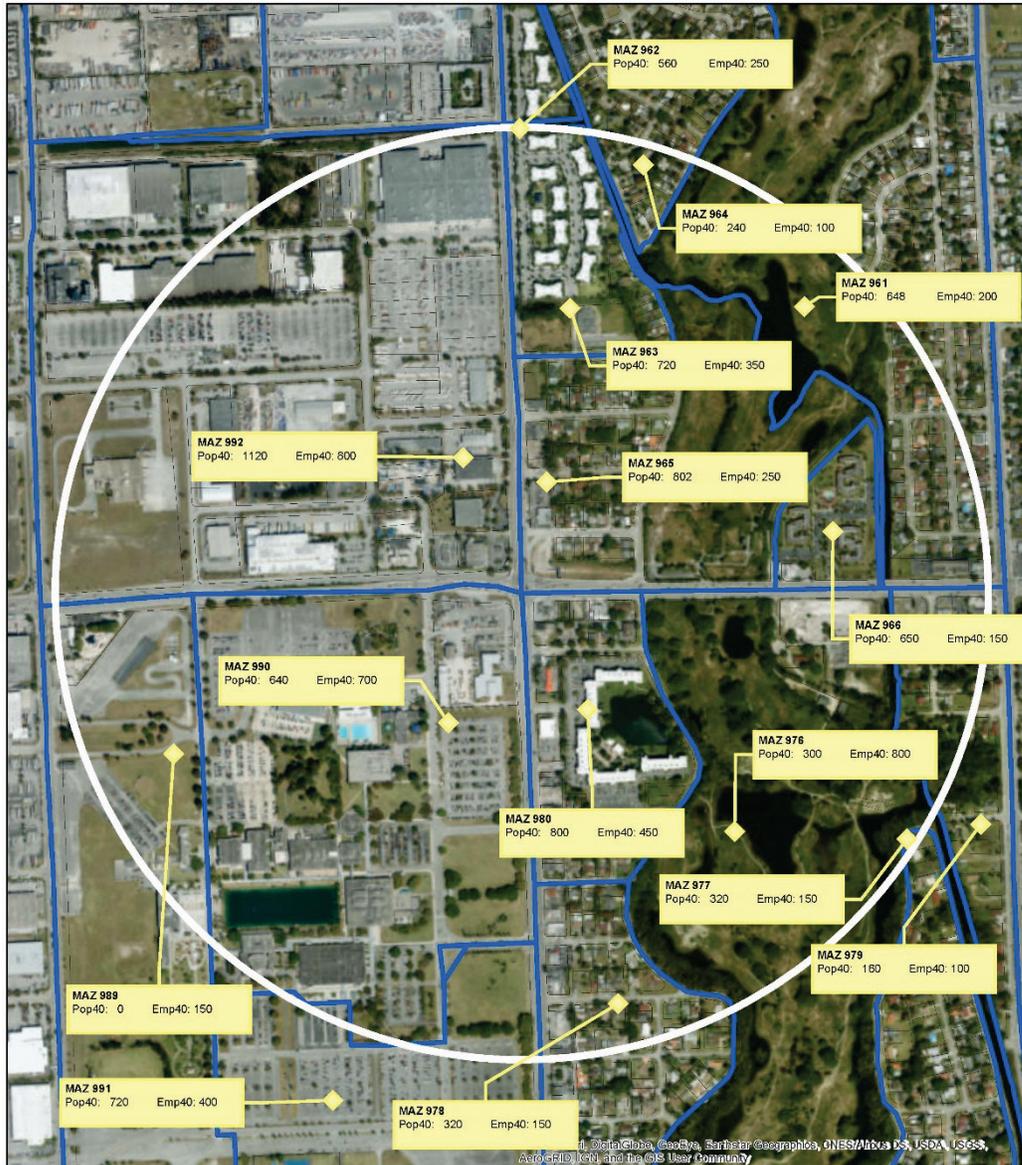


**Legend**

-  1/2 Mile Radius
-  MAZ Boundaries

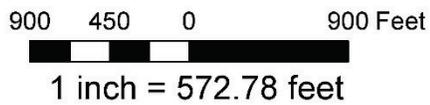


# MDC STATION

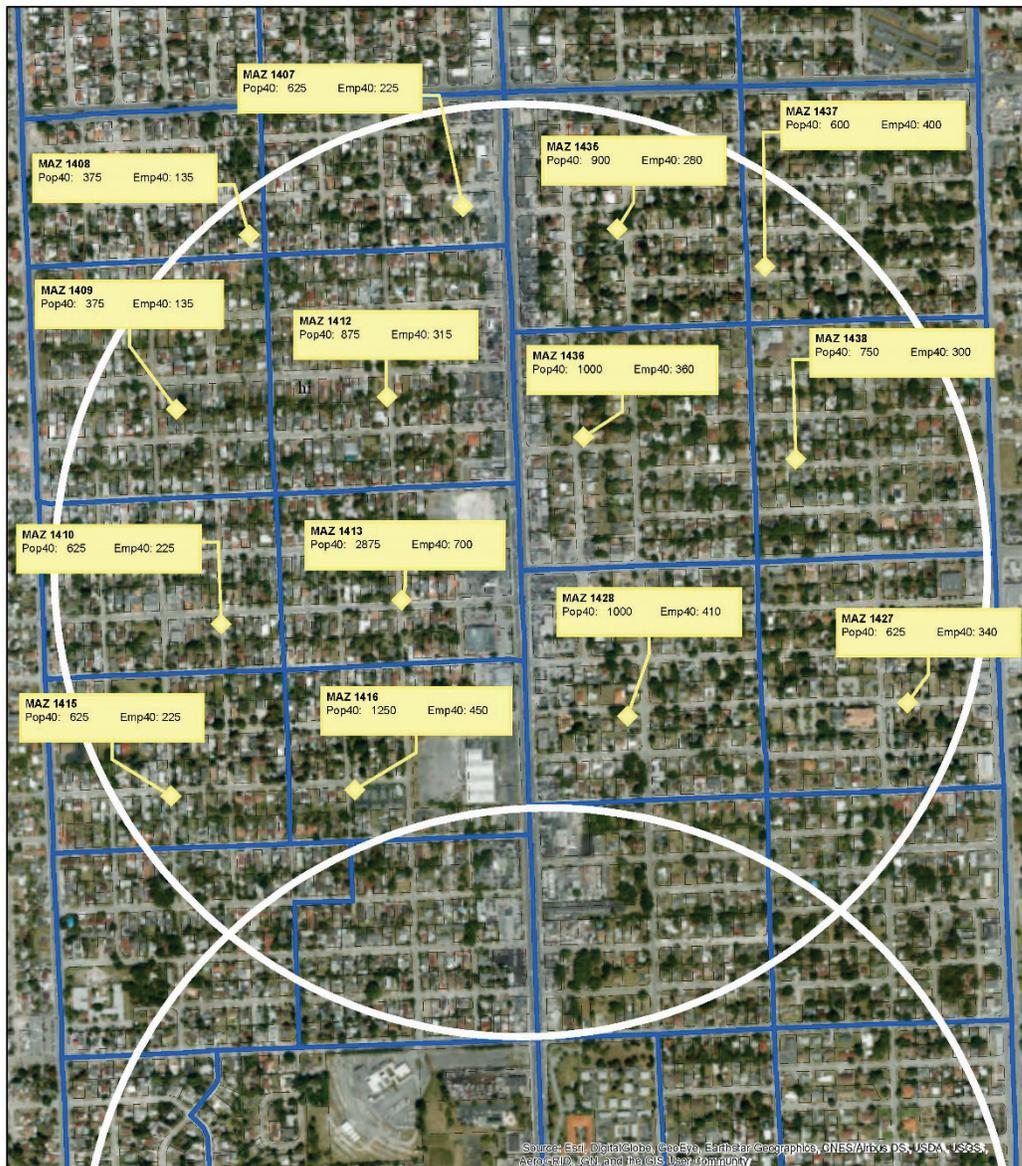


**Legend**

-  1/2 Mile Radius
-  MAZ Boundaries

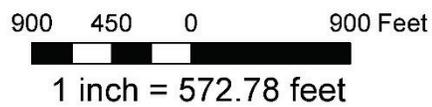


# 95th STREET STATION



**Legend**

-  1/2 Mile Radius
-  MAZ Boundaries

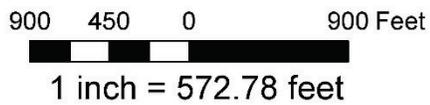


# 79th/83rd STREET STATION



**Legend**

- 1/2 Mile Radius
- MAZ Boundaries

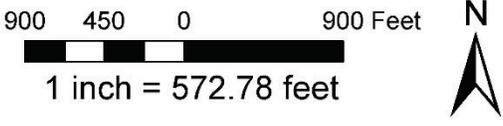


# BROWNSVILLE STATION



**Legend**

- 1/2 Mile Radius
- MAZ Boundaries





# 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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- 4. PREFERRED LAND USE SCENARIO ..... 19

## 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<sup>1</sup>. 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:

$$\text{Factor} = (1/D^2) \times (\text{original growth}) / (\text{Total Miami-Dade Growth})$$
$$\text{Revised 2040 data} = \text{Original data} - \text{Factor} \times (\text{original growth})$$

- D = Distance from the Corridor to each District outside the Corridor
- Original growth = (Pop40-Pop15) from the Southeast Florida Regional Planning Model/Version 7 (SERPM7) (or HH or EMP)
- Total Miami-Dade Growth = Sum of all growth for all MAZ's
- Original data = 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*<sup>1</sup> 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:
  - Sum the skims from every TAZ in a District to every TAZ in the Corridor. Call this sum  $SS_D$ .
  - Count the number of TAZ-TAZ interchanges from every District to TAZ's in the Corridor. Call this sum  $C_D$ .
  - Calculate the average District-Corridor skim,  $DD$ , for each District  $D$ , as  $D_D = SS_D / C_D$

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.

---

<sup>1</sup>A highway *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.

District	Low Scenario			Medium Scenario			High Scenario			Preferred Scenario		
	Pop	Households	Emp	Pop	Households	Emp	Pop	Households	Emp	Pop	Households	Emp
3	(10,181)	(3,724)	1,536	(2,737)	(1,207)	7,772	4,598	1,294	15,079	5,078	1,164	16,741
7	2,798	256	4,004	8,027	2,276	9,275	12,720	3,848	13,747	11,397	3,312	10,662
9	2,853	539	3,729	6,245	1,542	7,364	9,607	2,534	11,534	5,613	1,359	13,510
14	(222)	(744)	(439)	2,141	26	1,953	4,294	727	5,073	789	(481)	1,176
<b>Total</b>	<b>(4,752)</b>	<b>(3,673)</b>	<b>8,830</b>	<b>13,676</b>	<b>2,637</b>	<b>26,364</b>	<b>31,219</b>	<b>8,403</b>	<b>45,433</b>	<b>22,877</b>	<b>5,354</b>	<b>42,089</b>

## 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 2 – MAZ Change in Pop Growth - Low Scenario

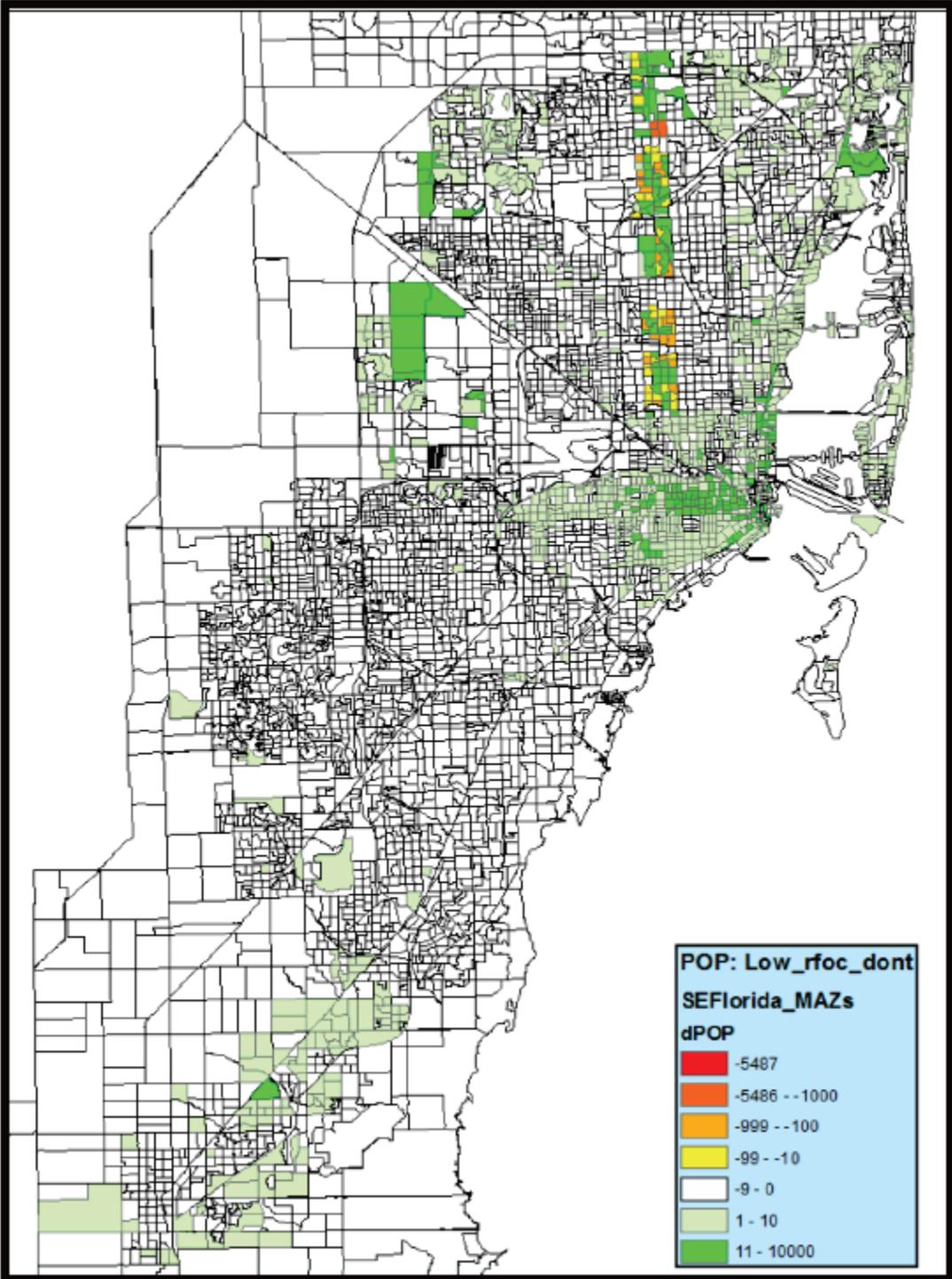


Figure 3 – TAD Change in EMP Growth – Low Scenario

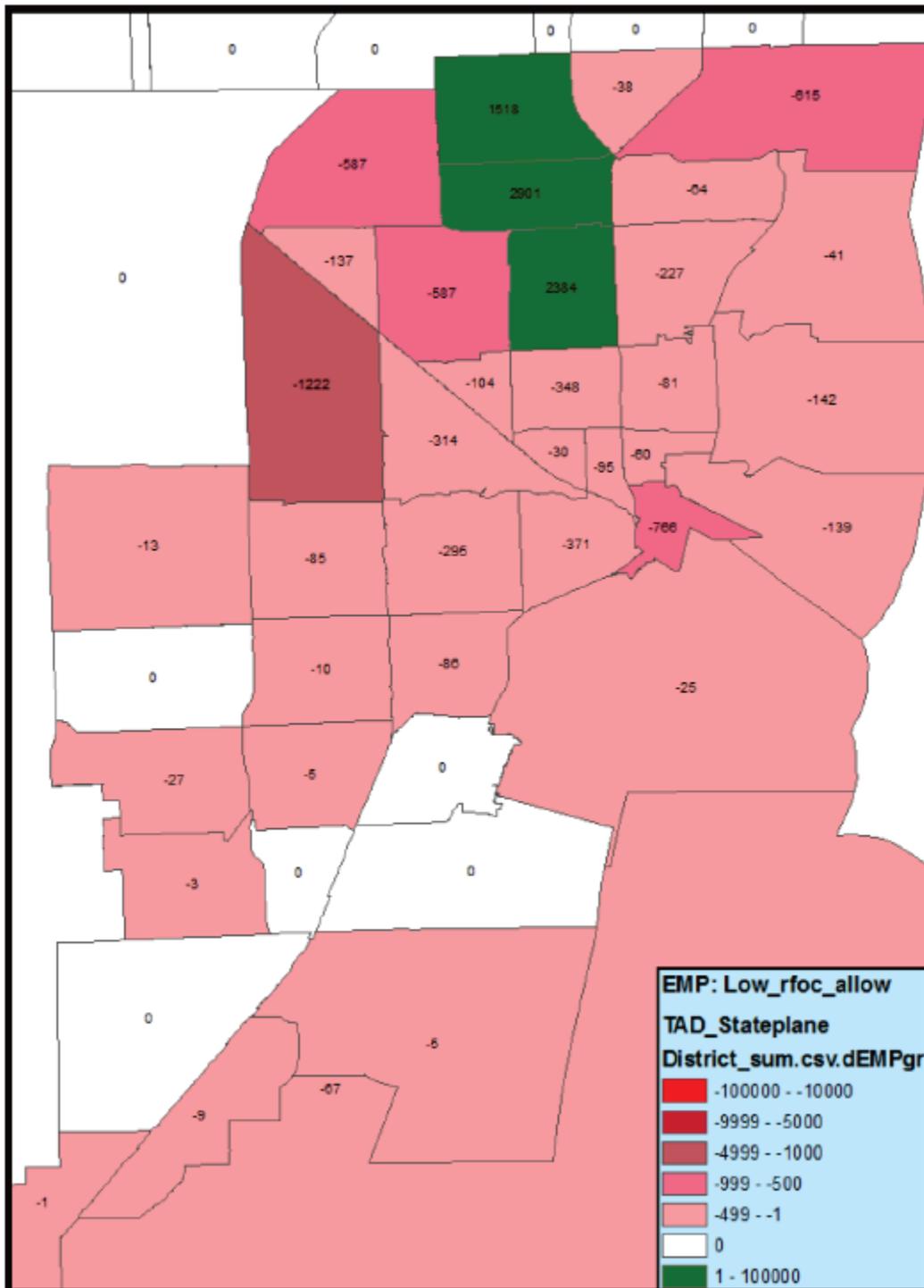
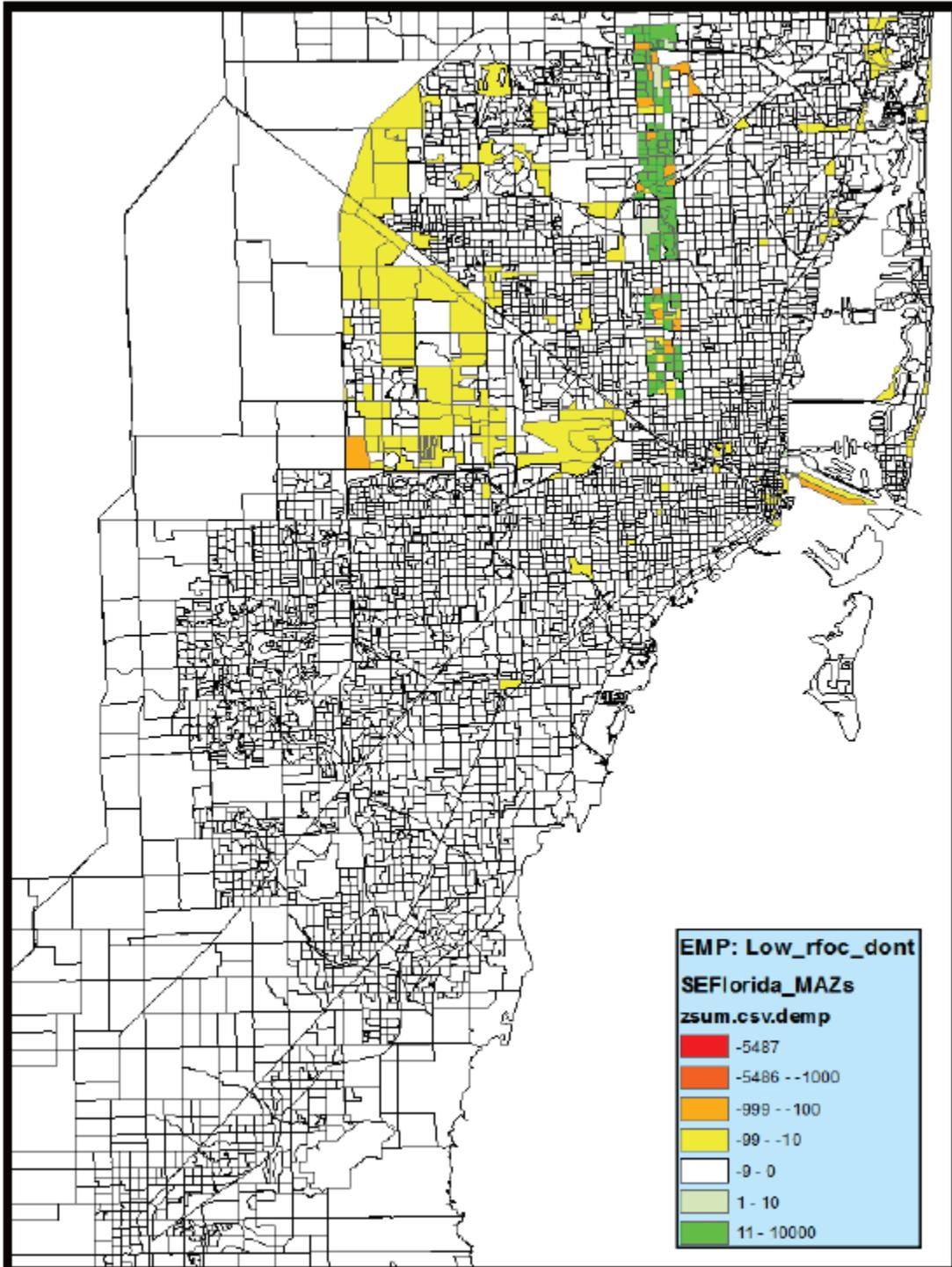


Figure 4 – MAZ Change in EMP Growth – Low Scenario



## 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

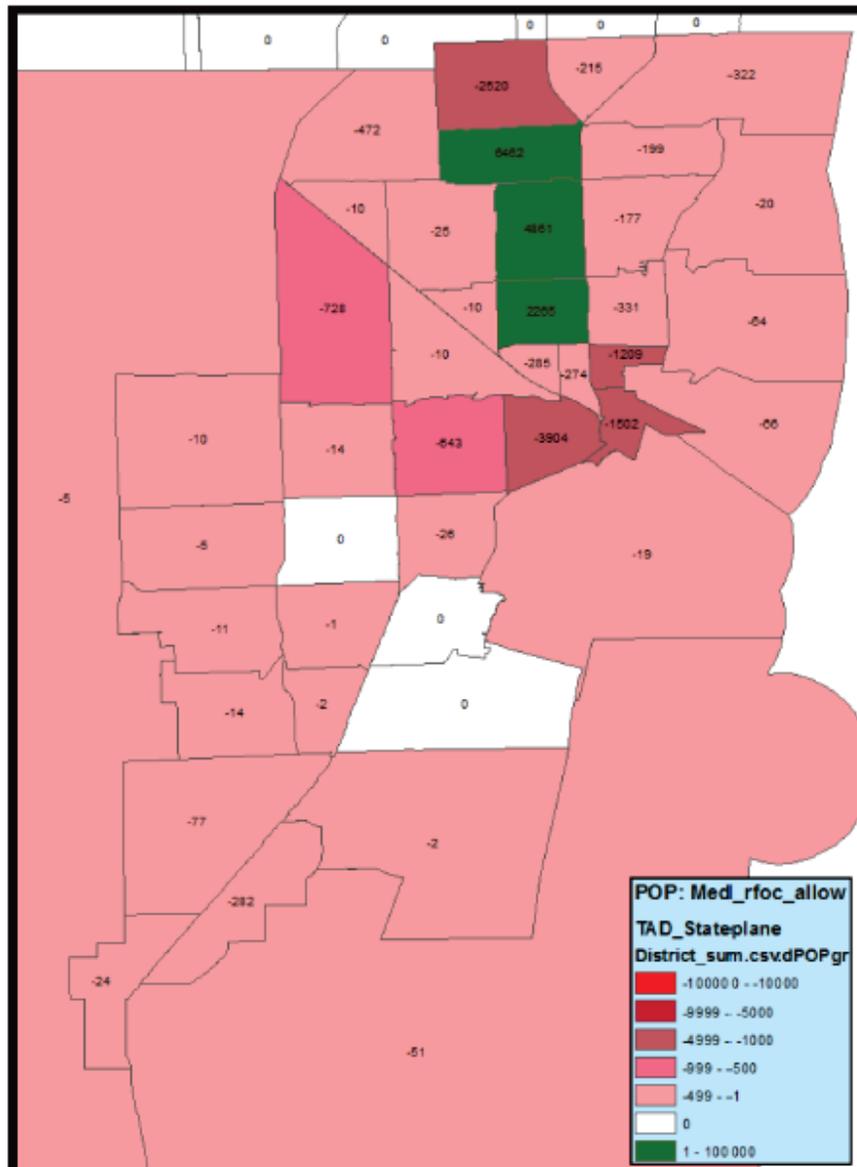


Figure 6 – MAZ Change in Pop Growth – Med Scenario

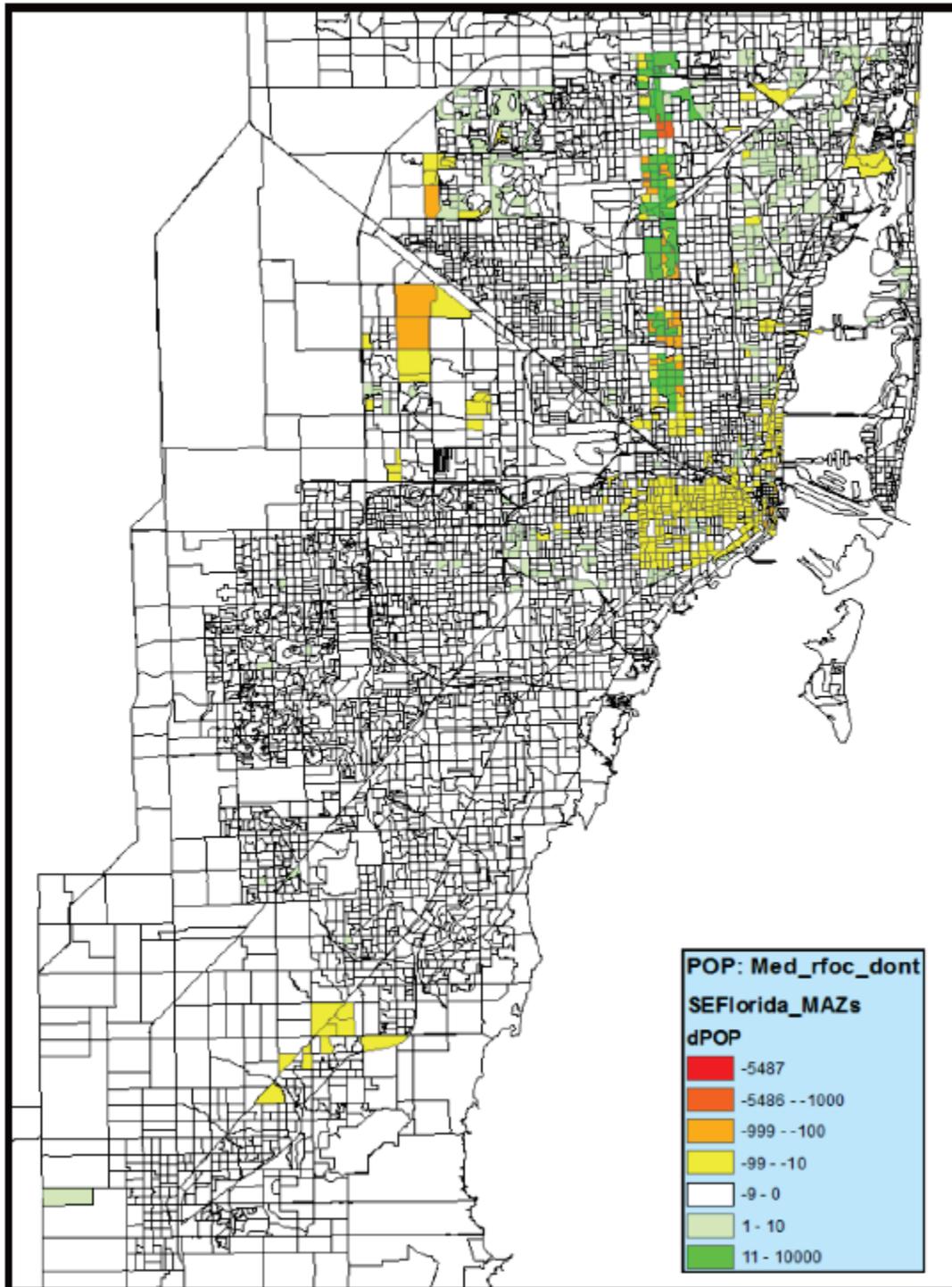


Figure 7 – **TAD** Change in EMP Growth – Med Scenario

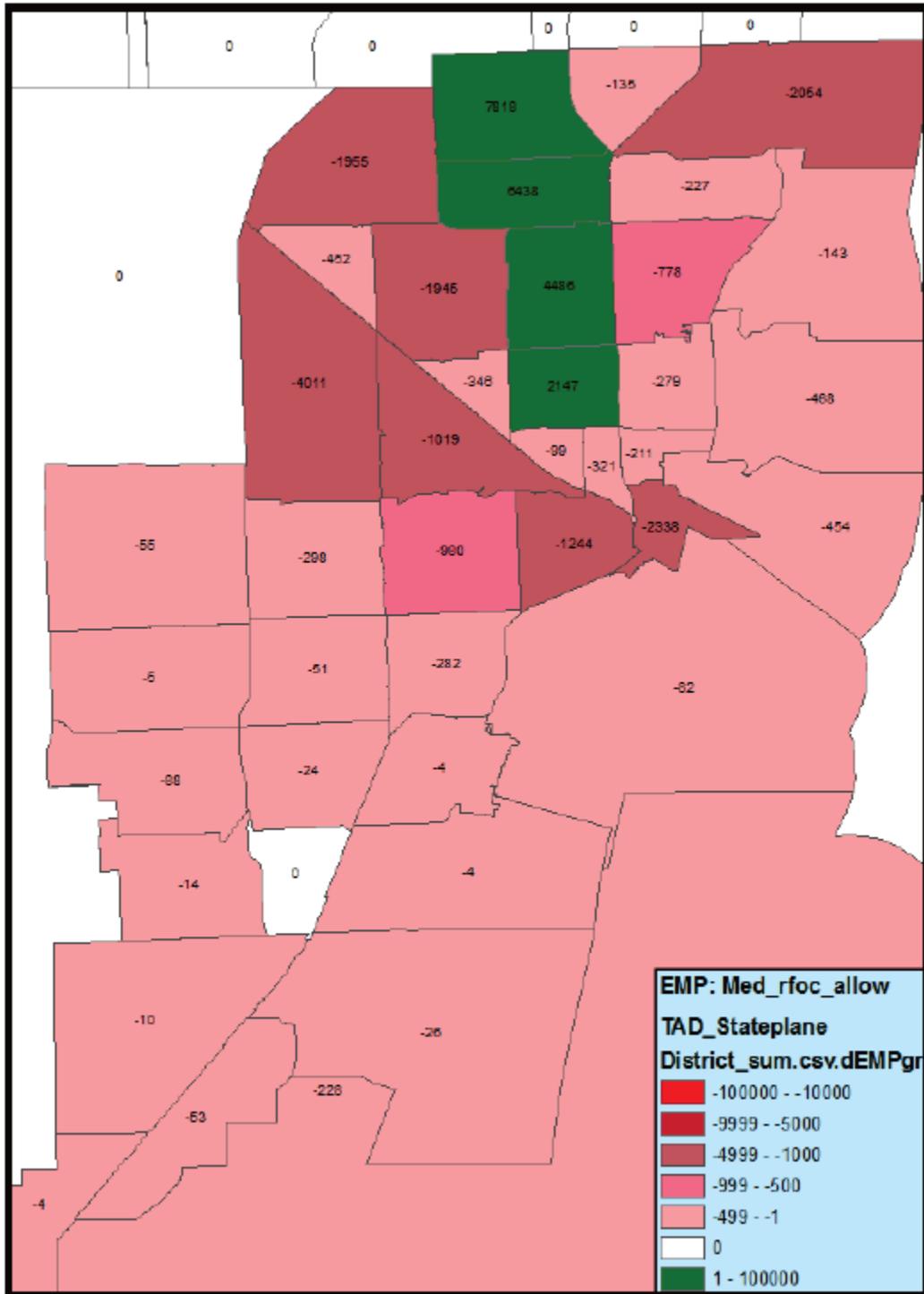
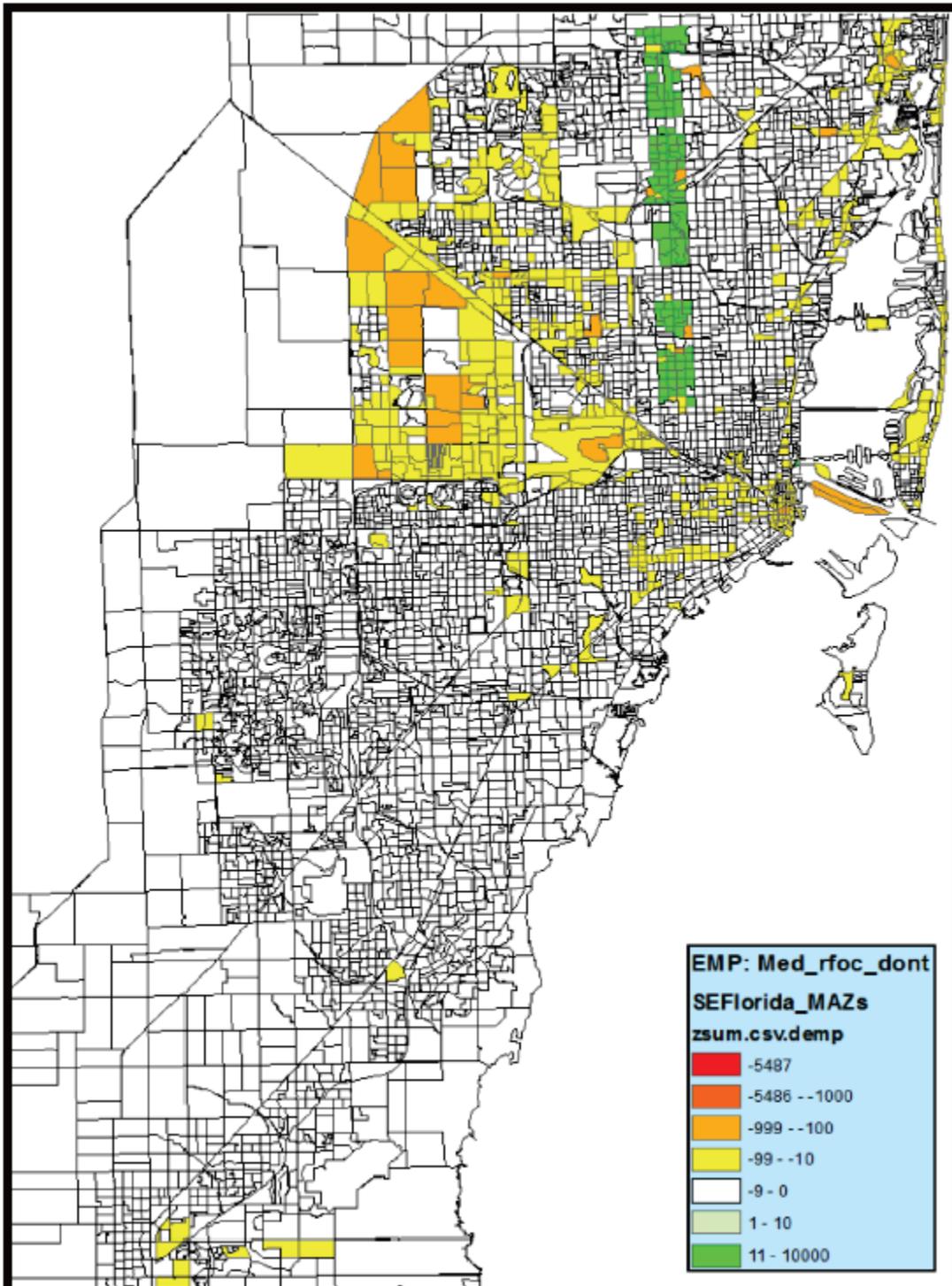


Figure 8 – **MAZ** Change in EMP Growth – Med Scenario



### 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

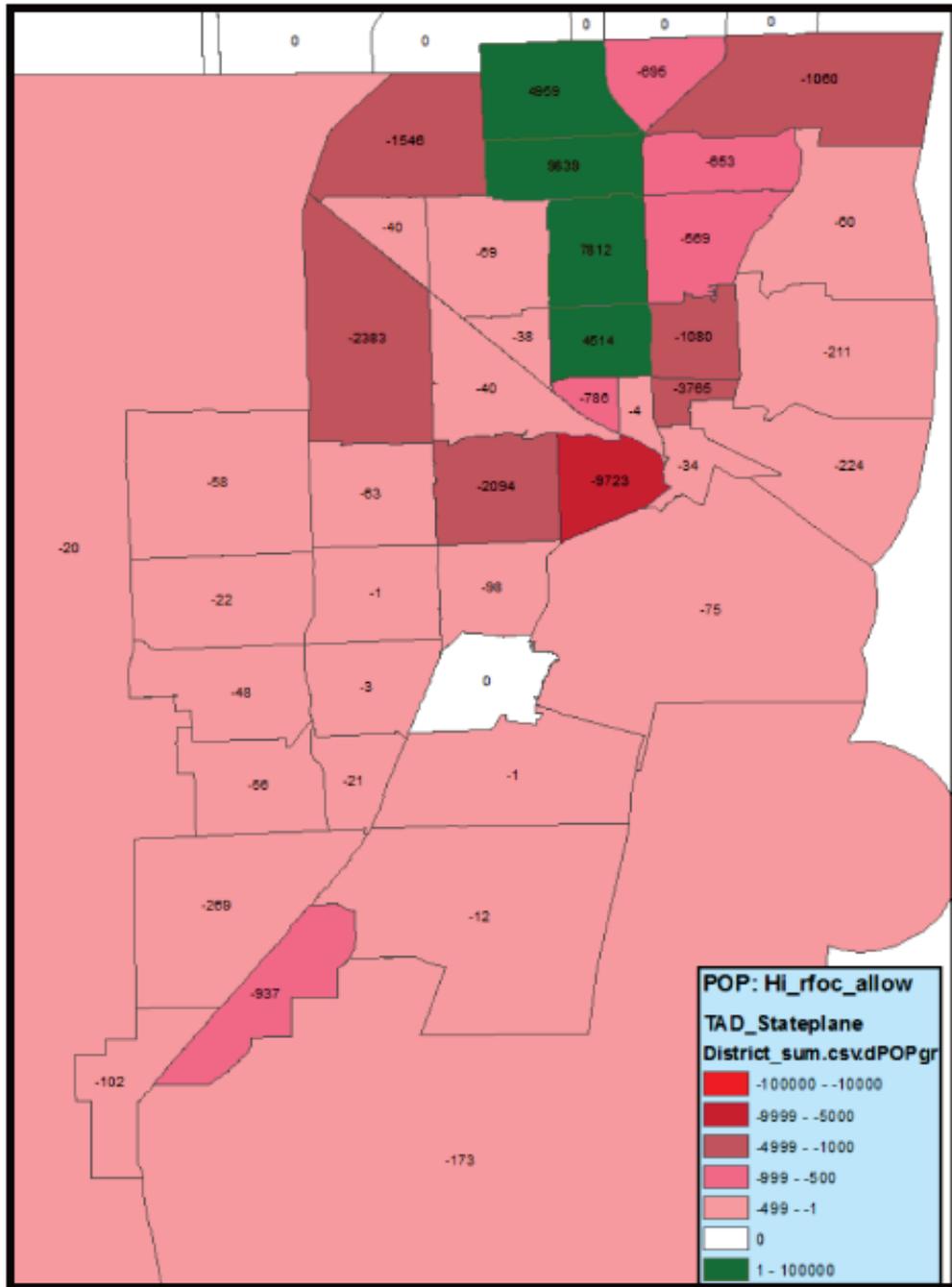


Figure 10 – MAZ Change in Pop Growth – High Scenario

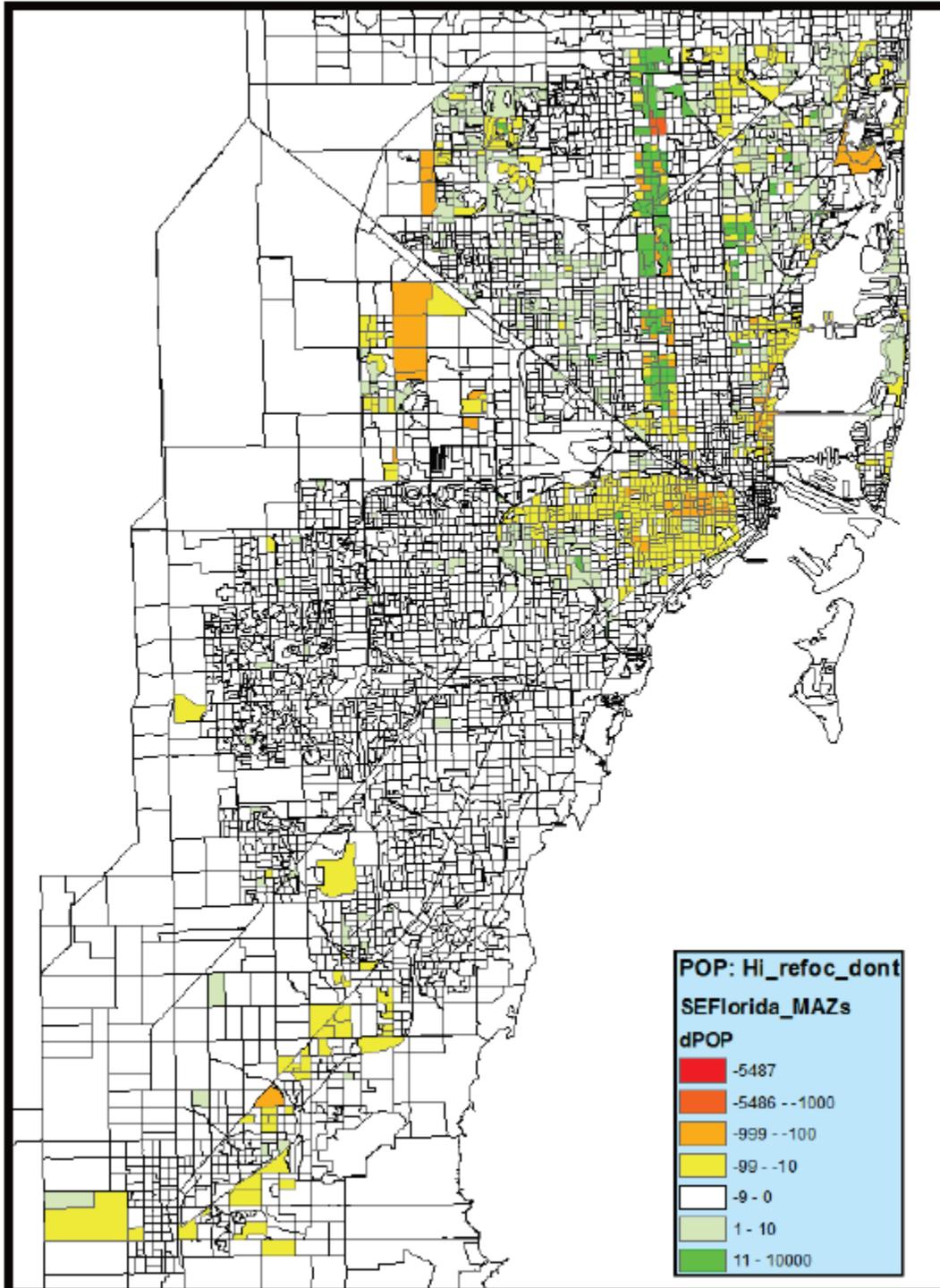


Figure 11 – TAD Change in EMP Growth – High Scenario

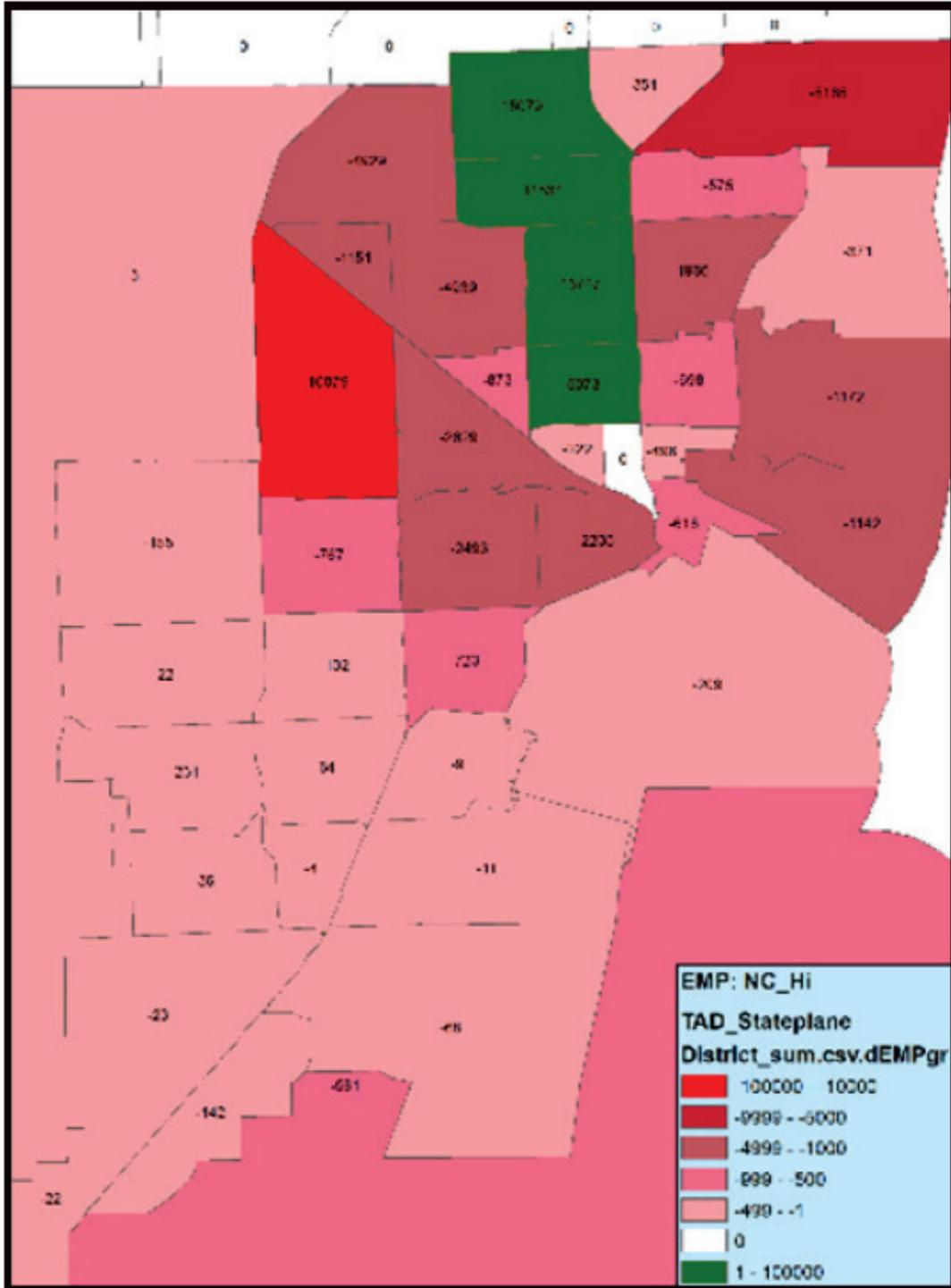
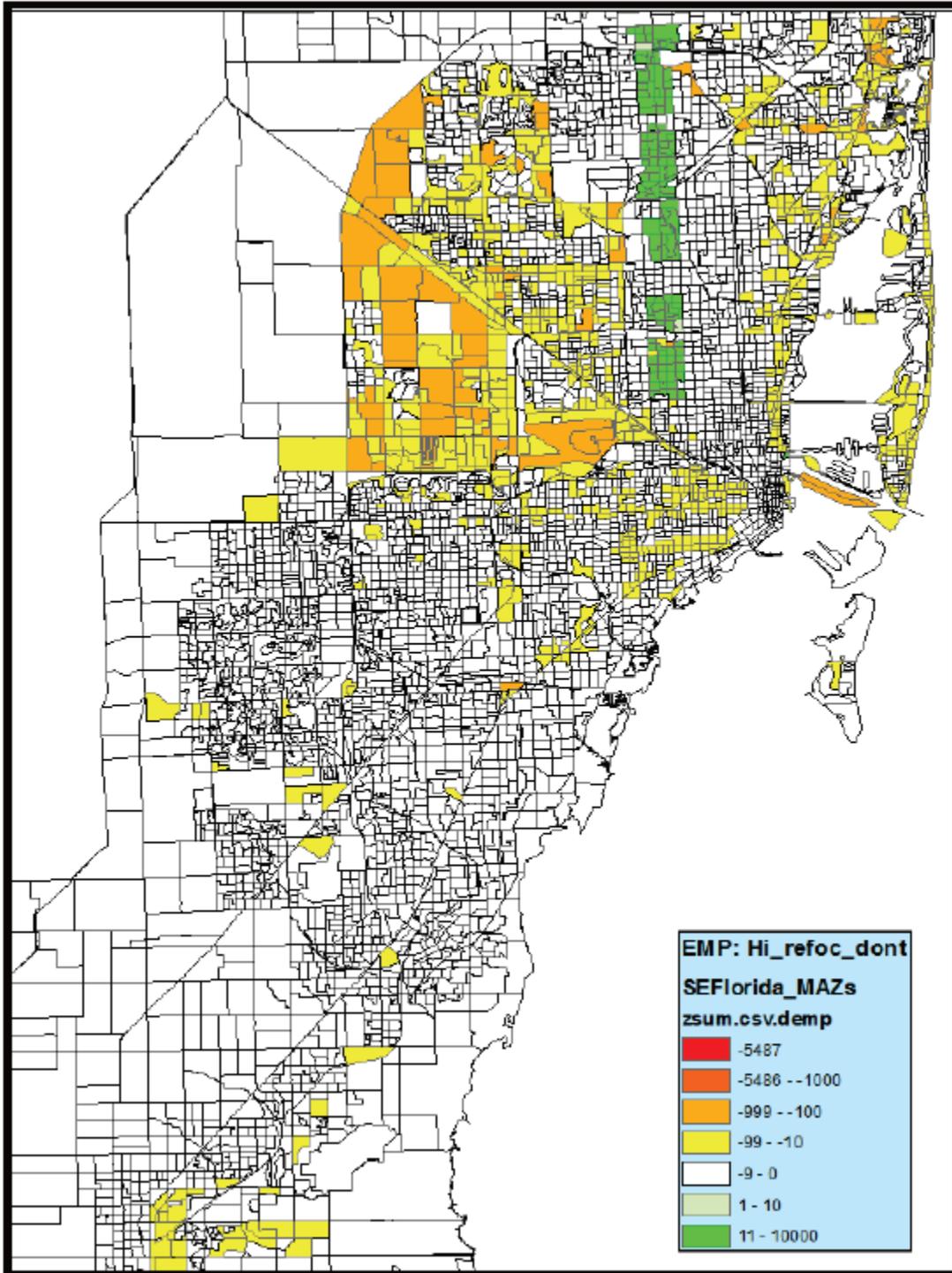


Figure 12 – MAZ Change in EMP Growth – High Scenario



### 3. SUMMARY OF RIDERSHIP ANALYSIS

The scenarios testing process produced year 2040 weekday linked project trips<sup>2</sup> 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.

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

<sup>2</sup> 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<sup>nd</sup> 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							
Station Areas	2015	2040 TREND	Low Scenario	Medium Scenario	High Scenario	HIGH DIFFERENCE (FROM 2040)	Preferred Scenario
County Line	3,864	4,436	8,874	11,732	14,591	10,155	12,000
Stadium	5,222	5,438	10,418	12,655	14,891	9,453	15,000
Carol City	10,772	32,463	13,057	15,561	18,066	-14,397	21,000
NW 163rd St.	7,028	9,336	9,263	10,788	12,317	2,981	10,000
Opa Locka	6,457	7,267	9,873	11,731	13,589	6,322	12,000
MDC	4,556	6,960	6,946	9,586	10,872	3,912	8,000
95	9,139	10,270	-	10,972	12,694	2,424	12,500
79/82	7,183	11,115	10,707	12,794	14,880	3,765	15,000
MLK	4,959	6,231	6,845	8,069	9,293	3,062	7,000
Brownsville	8,326	9,948	10,355	11,919	13,484	3,536	12,000
<b>Grand Total</b>	<b>74,055</b>	<b>110,851</b>	<b>95,784</b>	<b>115,807</b>	<b>134,677</b>	<b>31,213</b>	<b>124,500</b>

NORTH CORRIDOR EMPLOYMENT BREAKDOWN						
Station Areas	2015	2040	Low Scenario	Medium Scenario	High Scenario	Preferred Scenario
County Line	286	764	1,670	2,727	4,033	6,000
Stadium	1,839	4,570	4,663	7,354	10,680	10,000
Carol City	2,572	3,955	5,444	7,829	10,482	12,000
NW 163rd St.	1,824	3,459	3,945	5,637	7,631	4,000
Opa Locka	2,568	3,516	7,237	9,558	12,265	16,000
MDC	1,196	1,839	3,603	5,364	7,053	5,000
95	729	1,176	-	5,671	7,605	4,500
79/82	2,752	4,408	4,704	6,405	8,137	10,000
MLK	2,554	3,694	2,871	4,122	5,786	4,000
Brownsville	1,934	2,801	3,687	5,155	7,064	4,500
<b>Station Area Totals</b>	<b>18,254</b>	<b>30,182</b>	<b>37,824</b>	<b>59,822</b>	<b>80,736</b>	<b>76,000</b>
<b>OUTSIDE STATION AREAS</b>	<b>57,466</b>	<b>57,466</b>	<b>57,466</b>	<b>57,466</b>	<b>57,466</b>	
<b>Corridor Totals</b>	<b>75,720</b>	<b>87,648</b>	<b>95,290</b>	<b>117,288</b>	<b>138,202</b>	
Brickell			120,386	120,386	120,386	
<b>Grand Totals</b>			<b>215,676</b>	<b>237,338</b>	<b>258,588</b>	

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 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).

<b>Table 5: Ridership Comparison</b>				Post 1st Charrettes	Post 2nd Charrettes
Purpose	Household Autos Owned				
<b>Home-Based Work</b>					
	0-car			2,496	2,439
	1-car			5,204	5,301
	2+cars			6,874	6,676
	<b>Total</b>			<b>14,574</b>	<b>14,416</b>
<b>Home-Based Other</b>					
	0-car			5,140	4,475
	1-car			2,851	2,892
	2+cars			3,104	2,873
	<b>Total</b>			<b>11,095</b>	<b>10,240</b>
<b>Non-Home-Based</b>					
	0-car			2,449	2,148
	1-car			723	769
	2+cars			1,069	998
	<b>Total</b>			<b>4,241</b>	<b>3,915</b>
<b>All Trip Purposes</b>					
	0-car			10,085	9,062
	1-car			8,778	8,961
	2+cars			11,047	10,546
	<b>Total</b>			<b>29,910</b>	<b>28,569</b>

Figure 13 – TAD Change in Pop Growth – Preferred Scenario

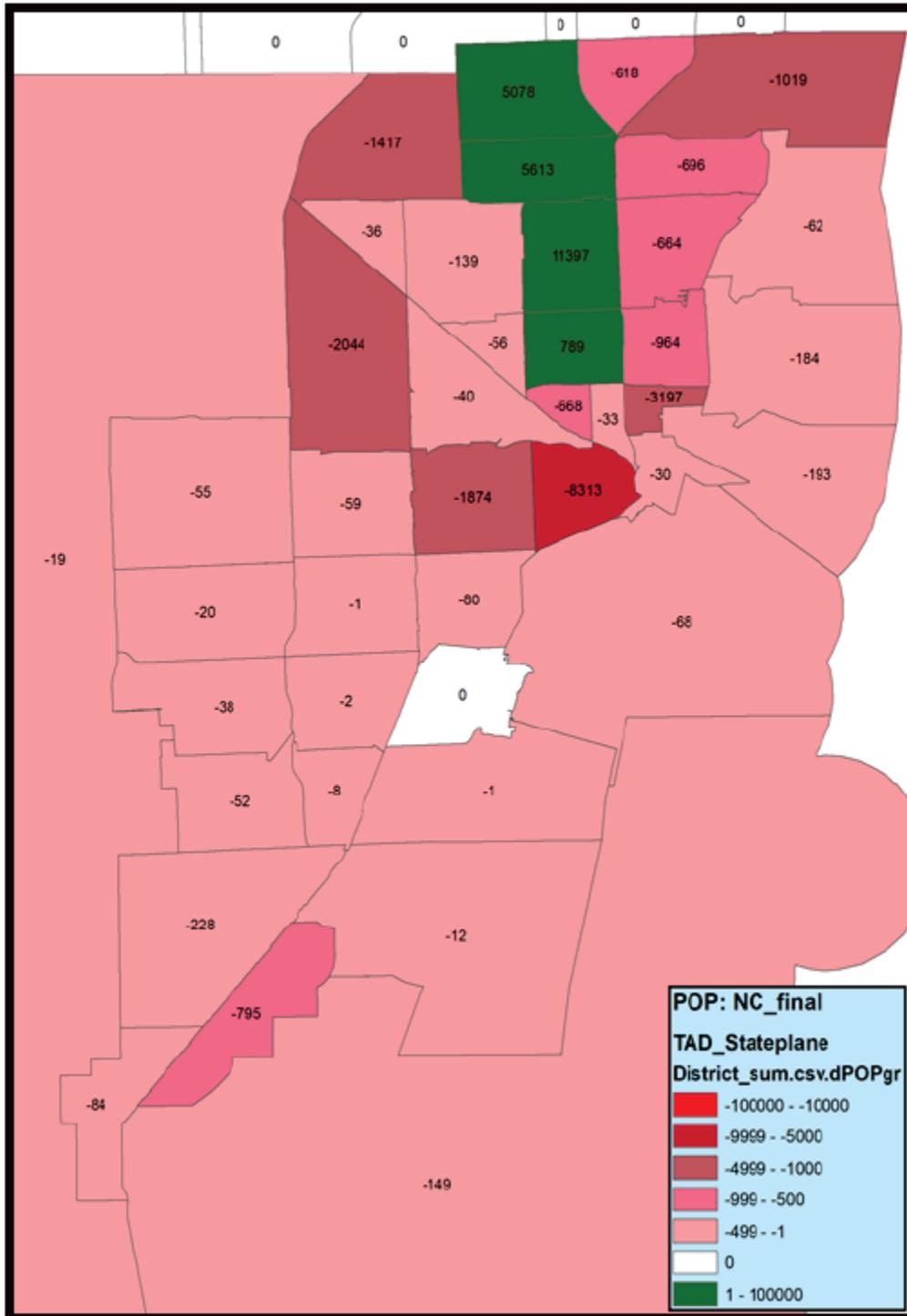


Figure 14 – MAZ Change in Pop Growth – Preferred Scenario

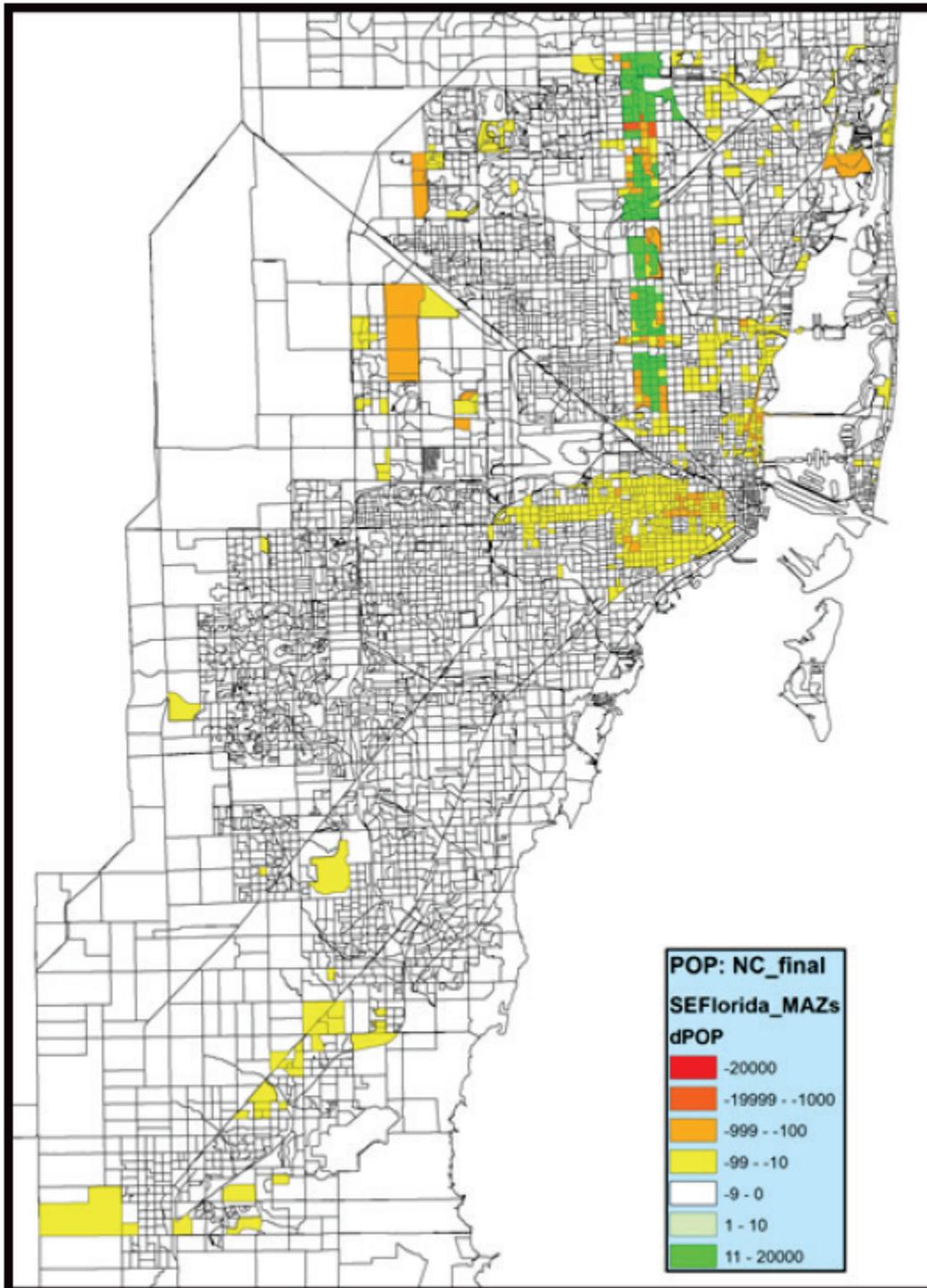


Figure 15 – TAD Change in EMP Growth – Preferred Scenario

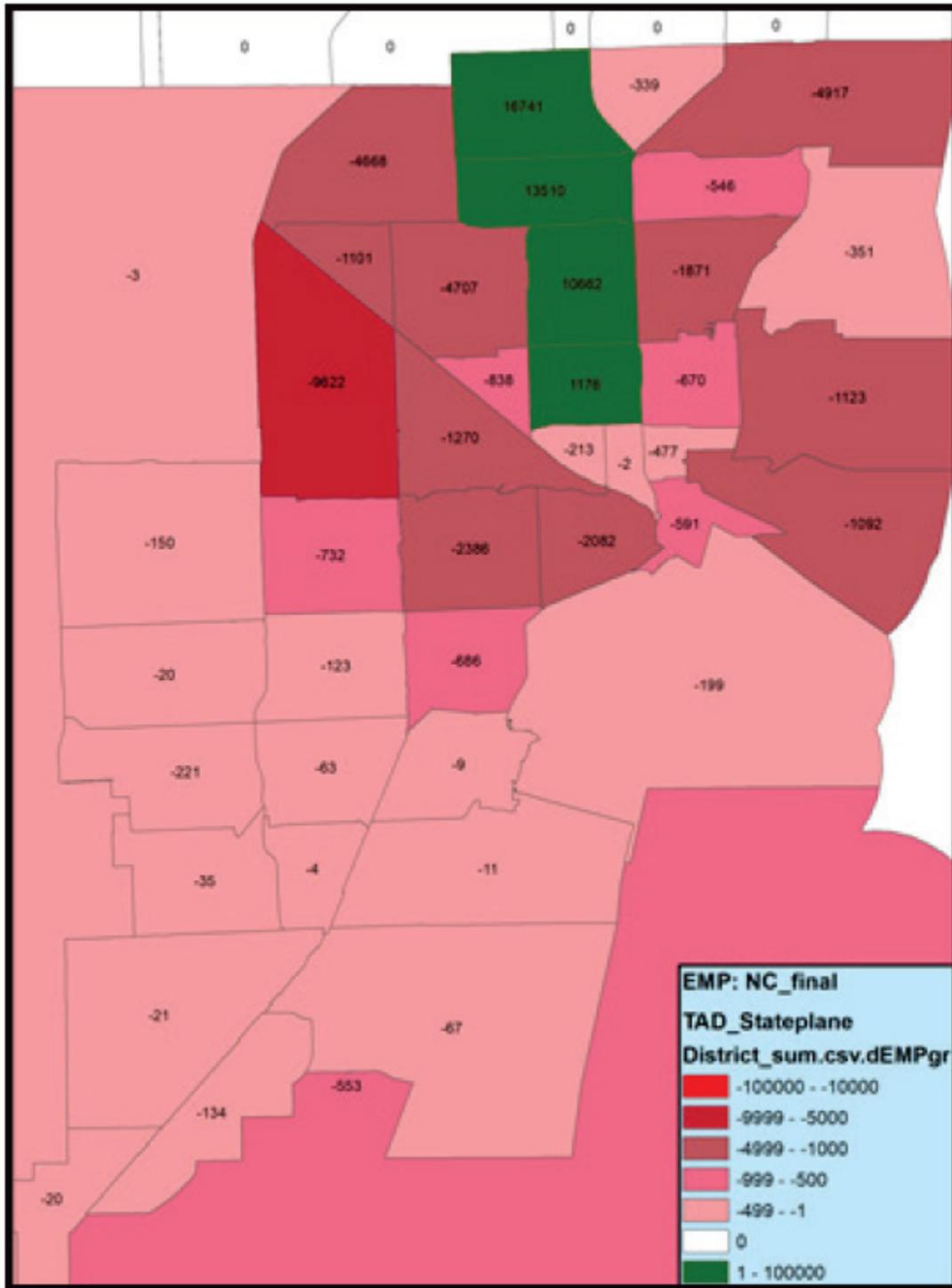
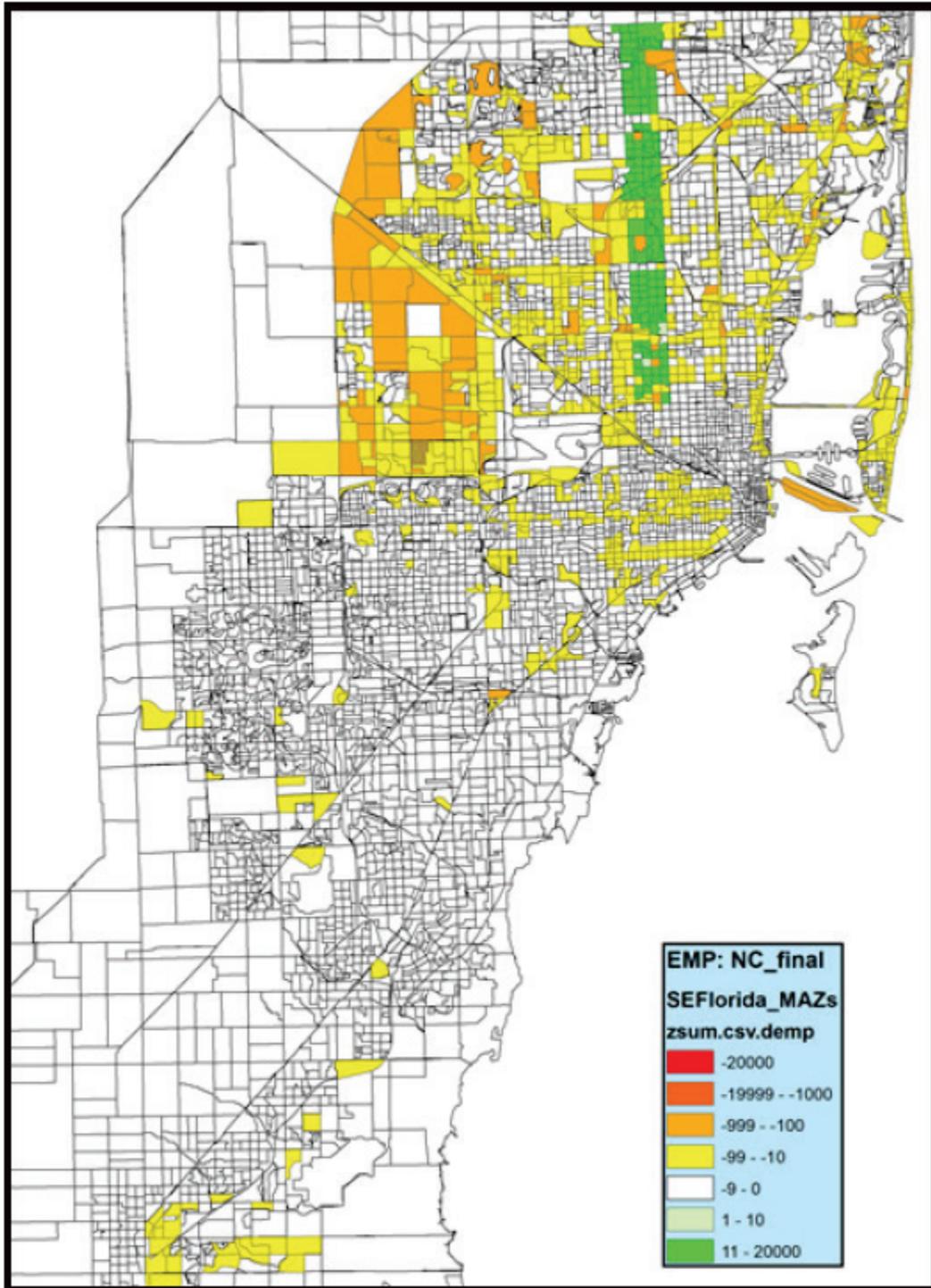
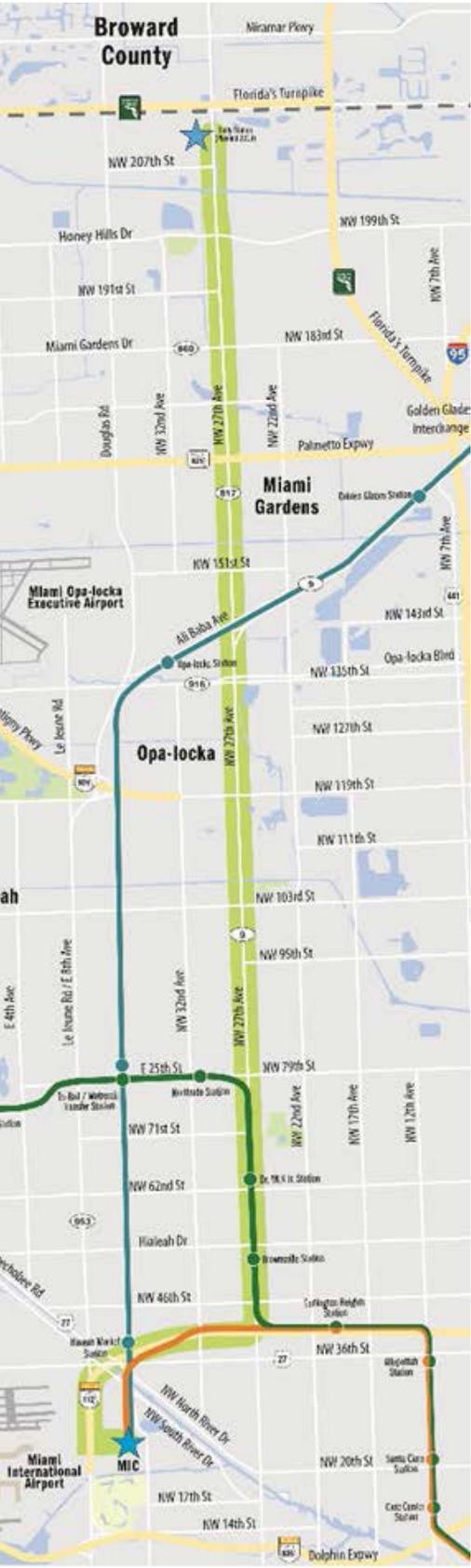


Figure 16 – **MAZ** Change in EMP Growth – Preferred Scenario





# 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.

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# **NORTH CORRIDOR LAND USE**

**STUDY ADVISORY COMMITTEE  
FIRST MEETING  
OCTOBER 24, 2017**



# 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

# 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
- 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

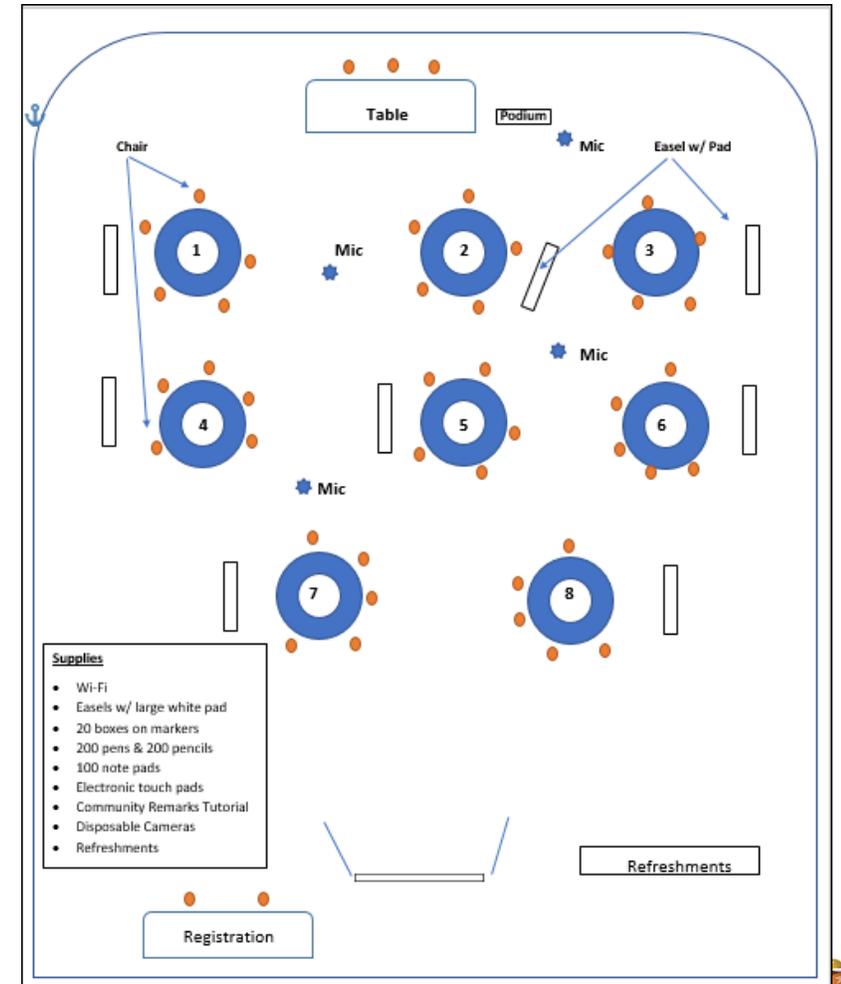
<p><b>Meeting No. 2</b> Stadium Hotel 21485 NW 27 Ave, Miami Gardens, FL 33056 6:00pm - 8:00pm November 8, 2017</p>	<p><b>Reunión No. 2</b> Stadium Hotel 21485 NW 27 Ave, Miami Gardens, FL 33056 8 de noviembre de 2017, de 9 a 11 a.m.</p>	<p><b>Dezyèm Reyinyon</b> Stadium Hotel 21485 NW 27 Ave, Miami Gardens, FL 33056 8 novanm 2017 9 è pou 11 di maten</p>
<p><b>Meeting No. 1</b> Historic Hampton House 4240 NW 27th Ave, Miami, FL 33142 9:00am - Noon November 4, 2017</p>	<p><b>Reunión No. 2</b> Historic Hampton House 4240 NW 27th Ave, Miami, FL 33142 4 de noviembre de 2017, de 6 a 9 p.m.</p>	<p><b>Premye Reyinyon</b> Historic Hampton House 4240 NW 27th Ave, Miami, FL 33142 4 novanm 2017 6 è pou 9è diswa</p>

SMART VISIONING STUDY TEAM  
4055 NW 97 AVENUE  
MIAMI, FL 33178  
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**TP**  
Miami-Dade Transportation  
Planning Organization

# CHARETTE AGENDA

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



# THIS IS A LAND USE STUDY

- 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

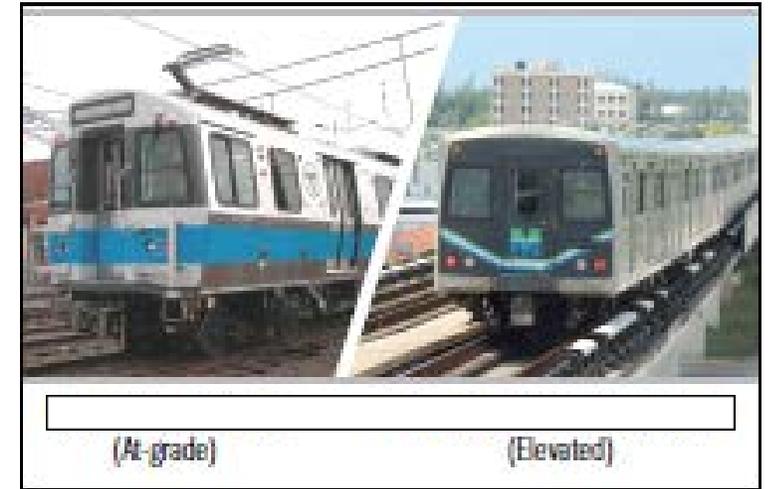
Bus Rapid Transit



Light Rail



Heavy Rail



# LAND USE COMPARISONS

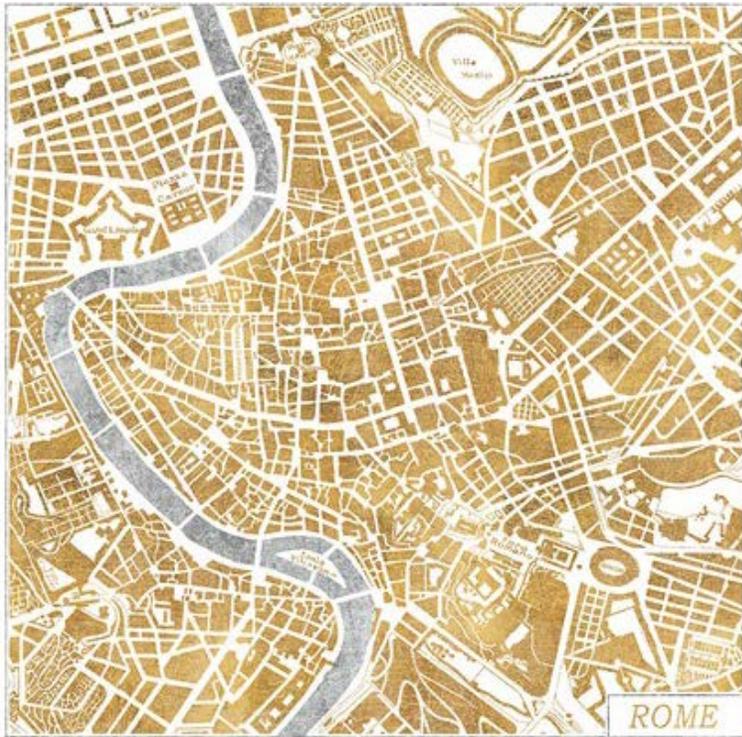
- Land use scenarios (Density)
  - Low
  - Medium
  - High
- Visual preference survey
  - ✓ Three graphics representing each Land Use scenario, for each mode

# Transportation and Land Use

# TRANSPORTATION AND LAND USE ARE LINKED

- Historically, cities formed in locations with good access to transportation

Rivers



Railroads/Street Cars

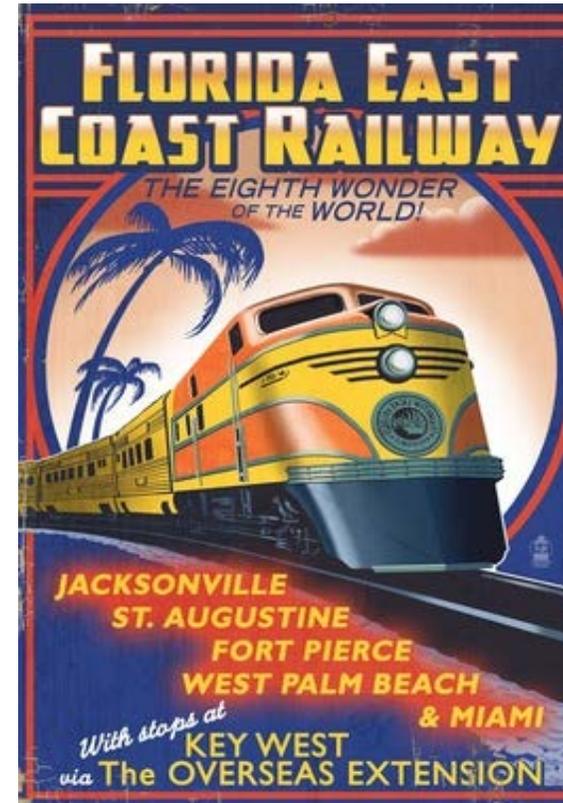


Expressways



# 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



## Highways



# 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

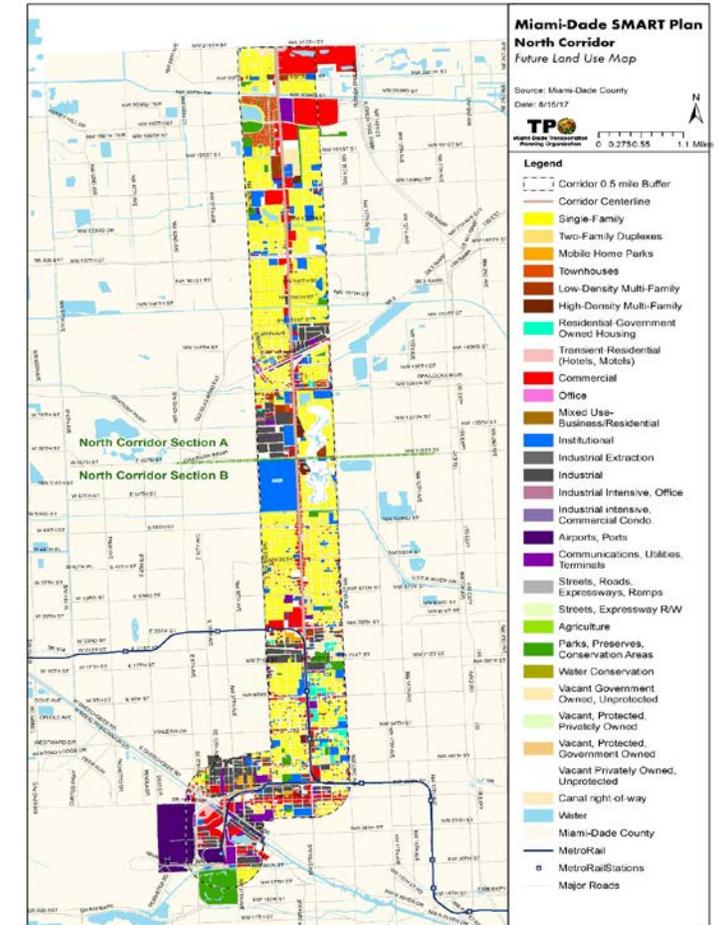
Rating	Station Area Development		Parking Supply	
	Employment served by system <sup>2</sup>	Avg. Population density (persons/square mile) <sup>3</sup>	CBD typical cost per day <sup>4</sup>	CBD spaces per employee <sup>5</sup>
High	> 220,000	> 15,000	> \$16	< 0.2
Medium-High	140,000-219,999	9,600 - 15,000	\$12 - \$16	0.2 – 0.3
Medium	70,000-139,999	5,760 – 9,599	\$8 - \$12	0.3 – 0.4
Medium-Low	40,000-69,999	2,561 – 5,759	\$4 - \$8	0.4 – 0.5
Low	<40,000	< 2,560	< \$4	> 0.5

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.

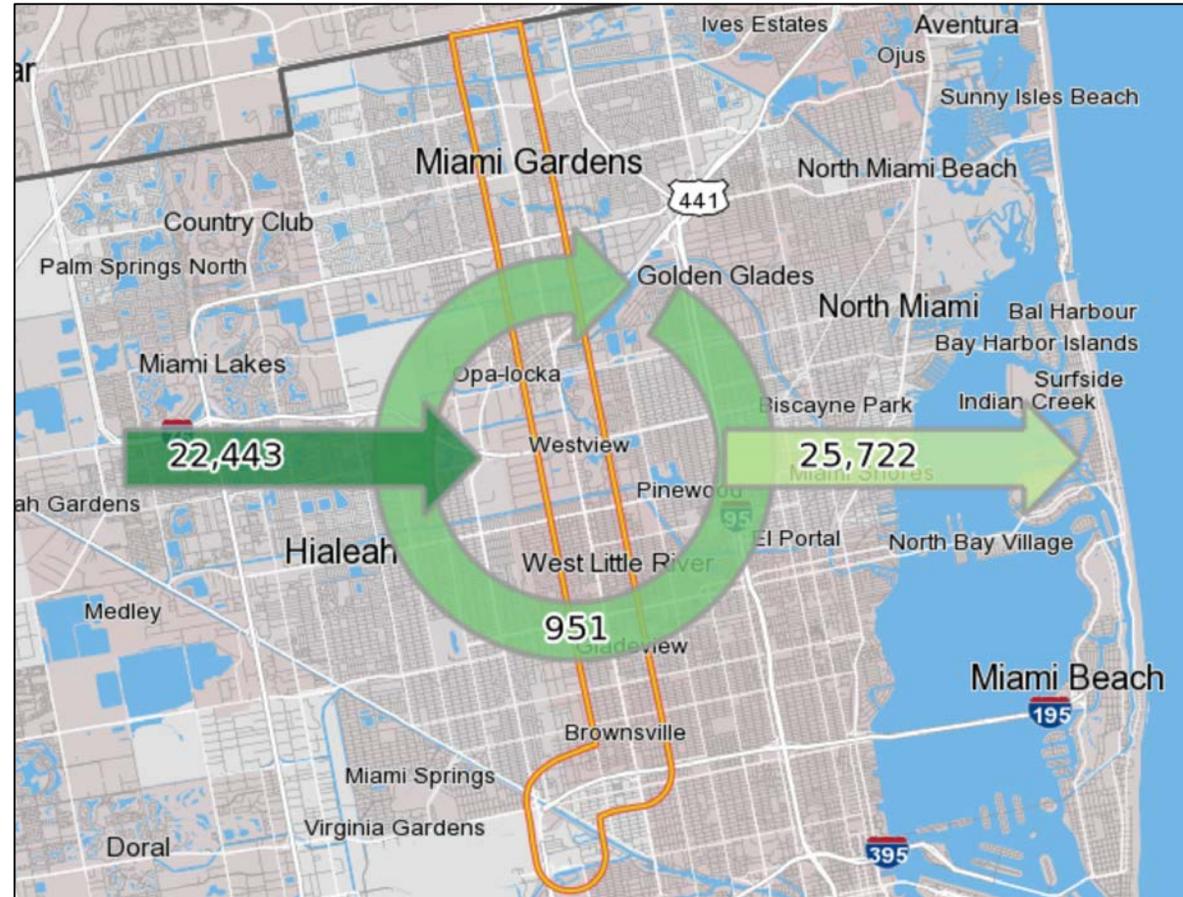


# DEMOGRAPHICS

- 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)

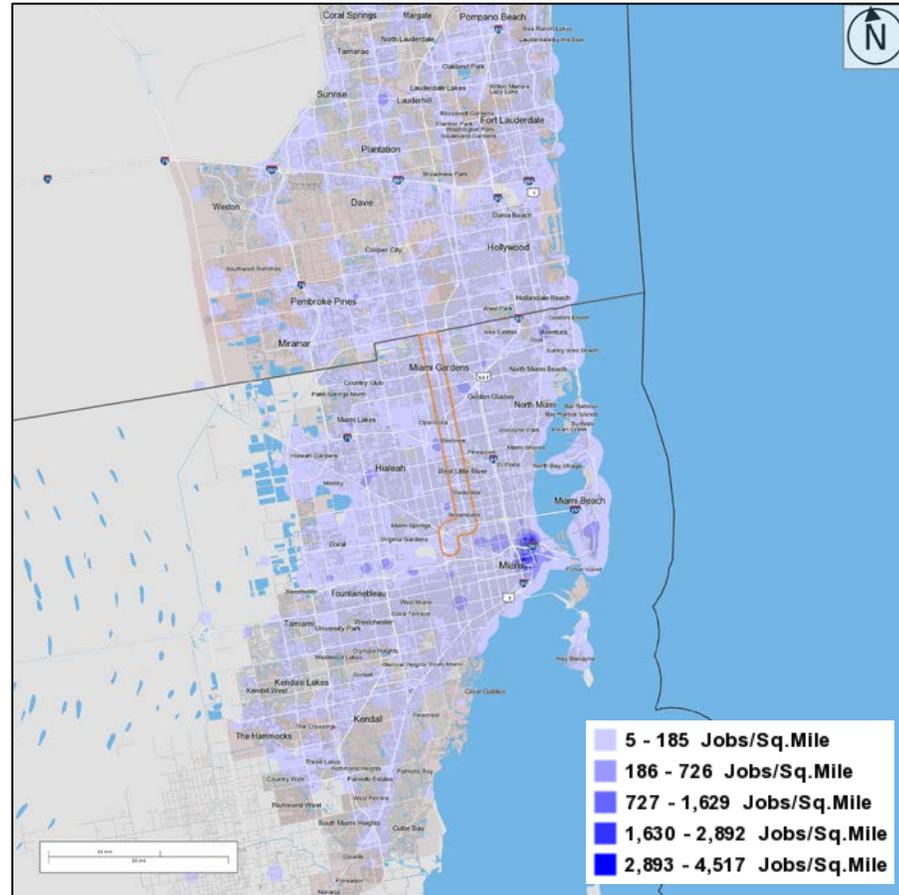
# EMPLOYMENT

- Inflow-Outflow analysis

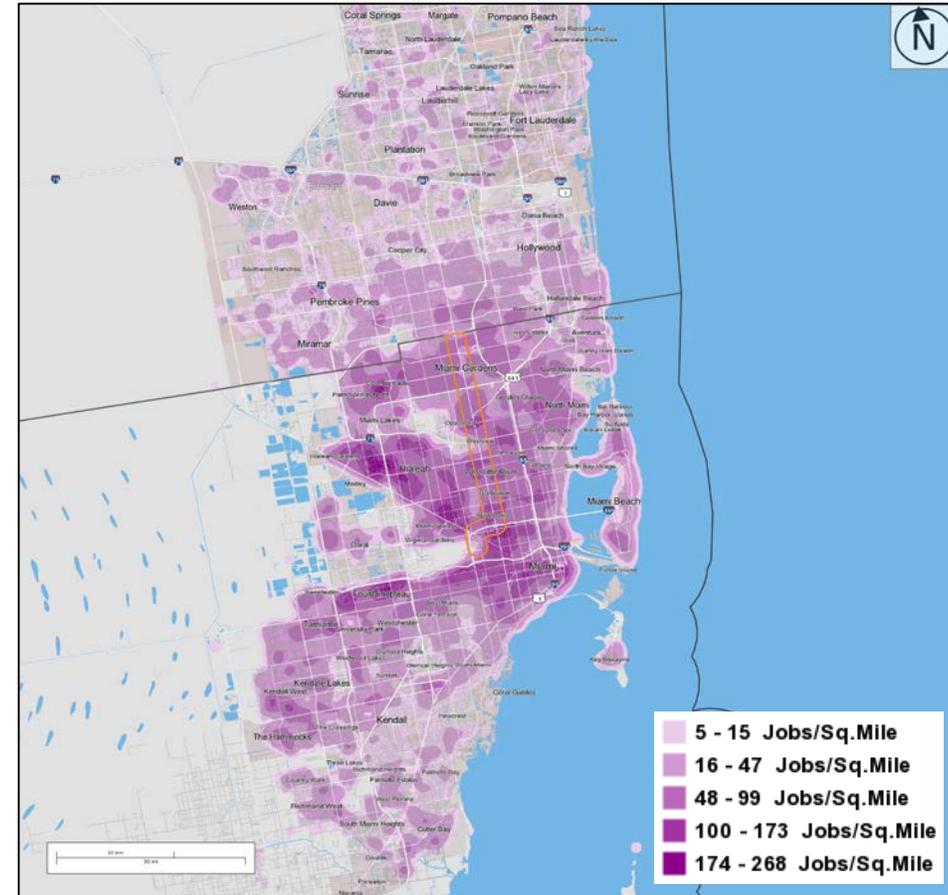


# EMPLOYMENT

## Where Residents Work



## Where Workers Live



# THE FUTUER 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?



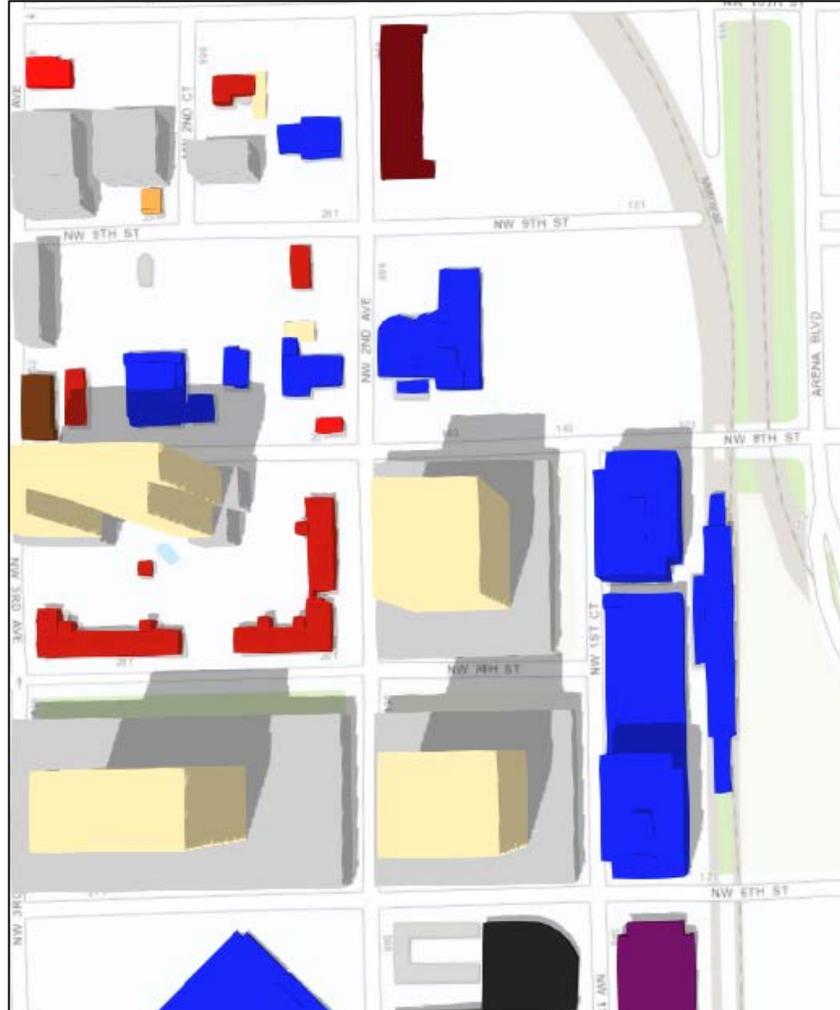
# SUITABILITY ANALYSIS

## ■ Factors

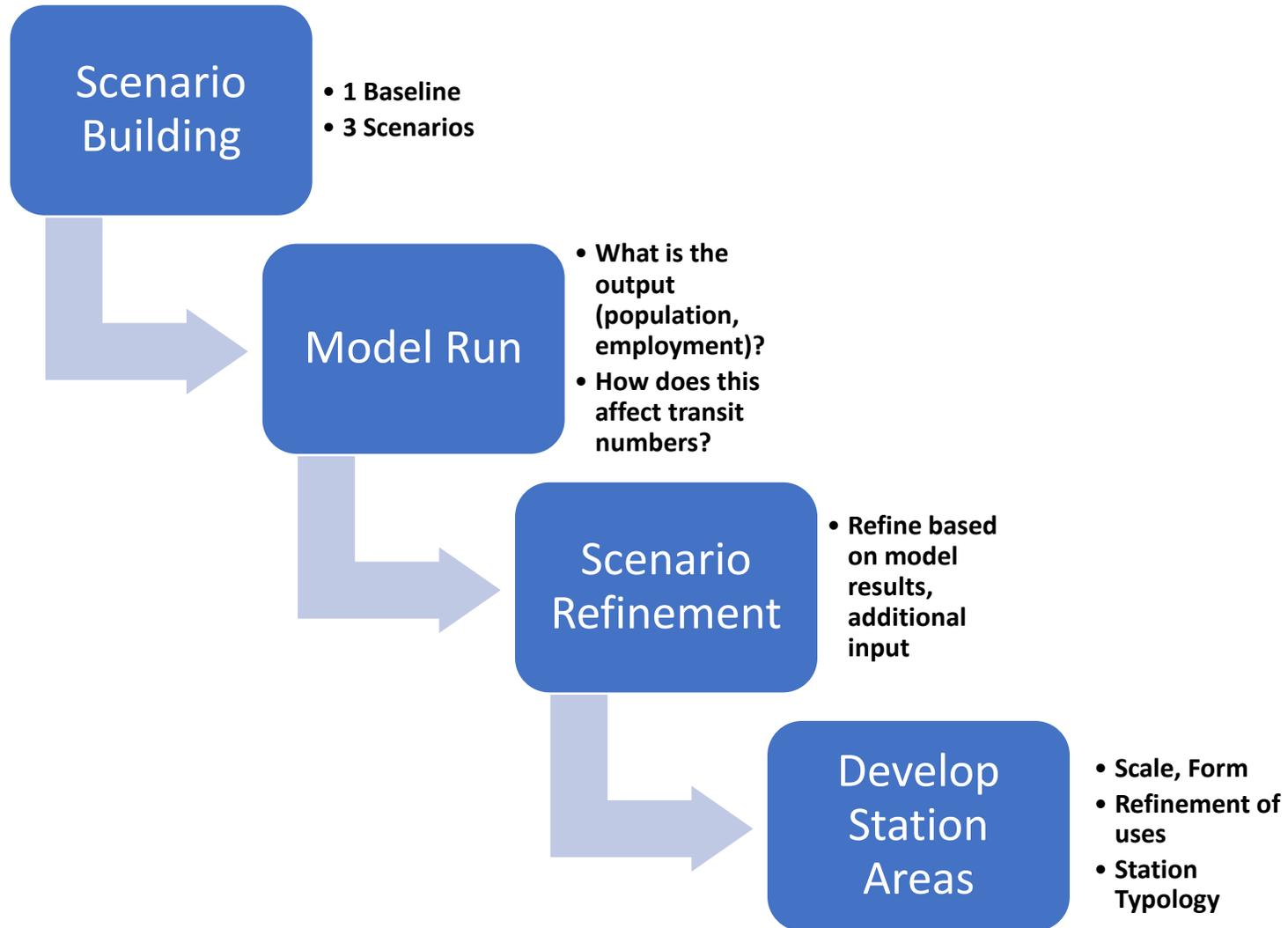
- **Vacant:** If Yes, then =9; If no, then =0
- **Land Use:** If Undeveloped, then =9; If Transportation, Communications and Utilities or Parks and Open Space, then =5, All else =1
- **Year Built:** Before 1970, then =9; If between 1970 and 1987, then =5; If built after 1987, then =1
- **Improvement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

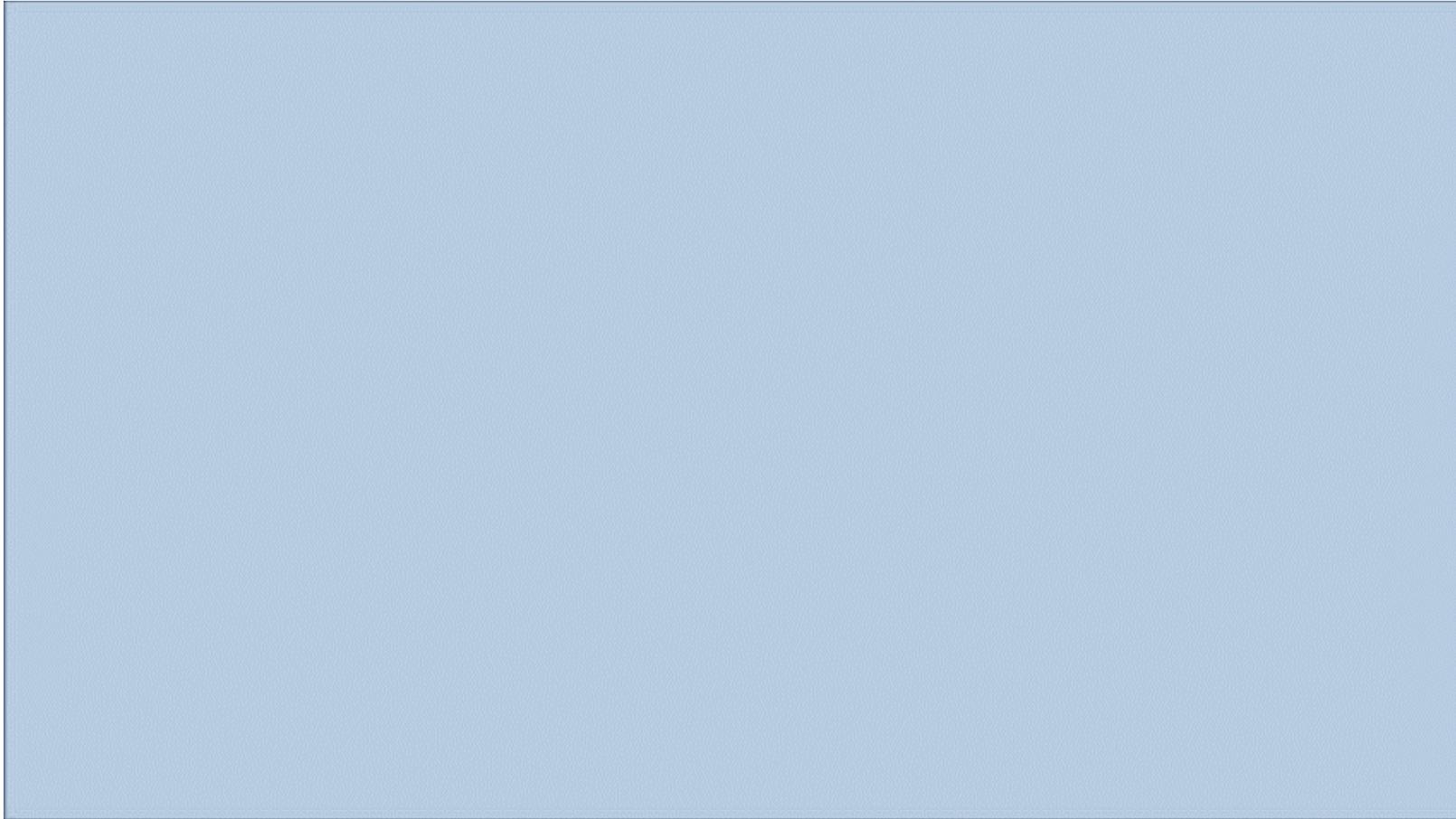
- Output:
  - ✓ Conceptual massing along corridor
  - ✓ New land use and implications:
    - Population
    - Employment
    - Land Use
      - Typology
      - Including mixed-use



# ESRI 3D MODEL: WILL HELP SHAPE THE NARRATIVE



# ESRI STORY MAPS: FORMING THE NARRATIVE

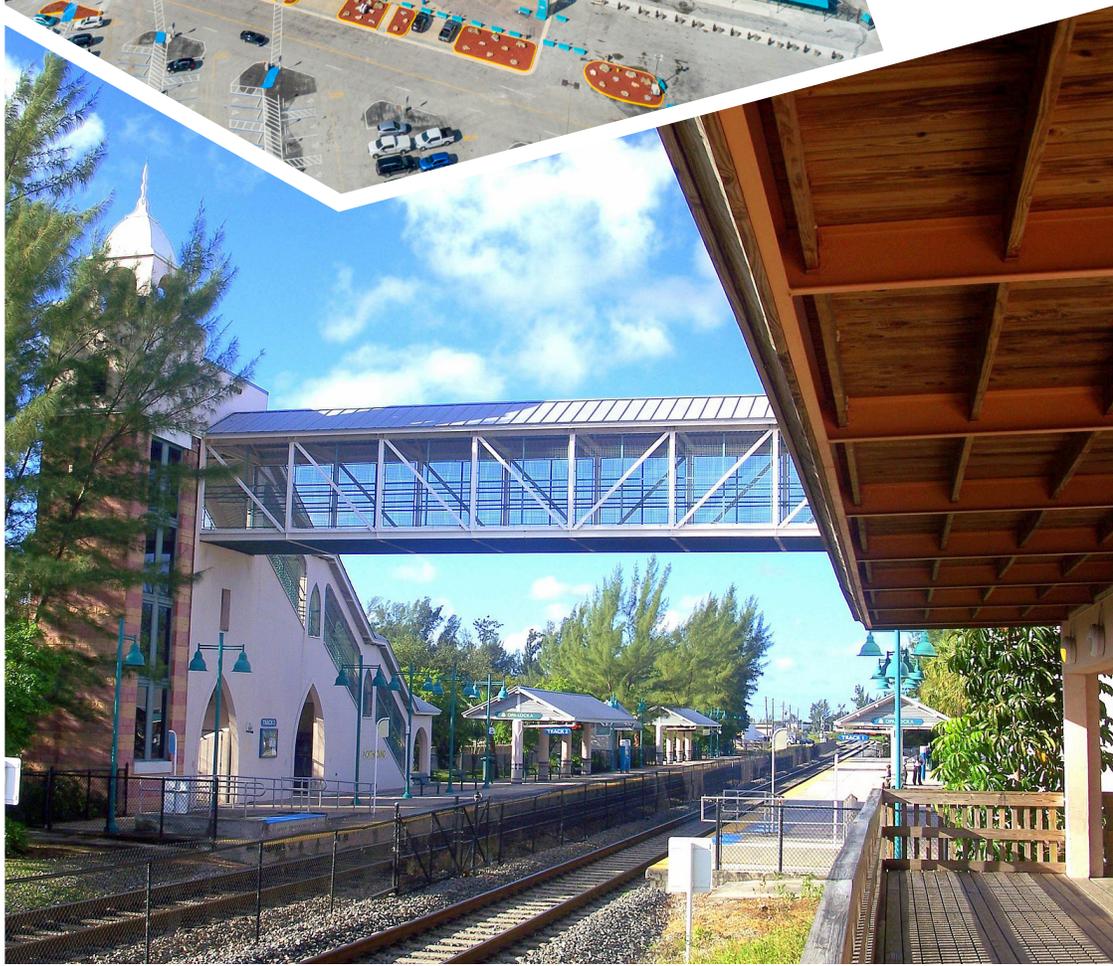
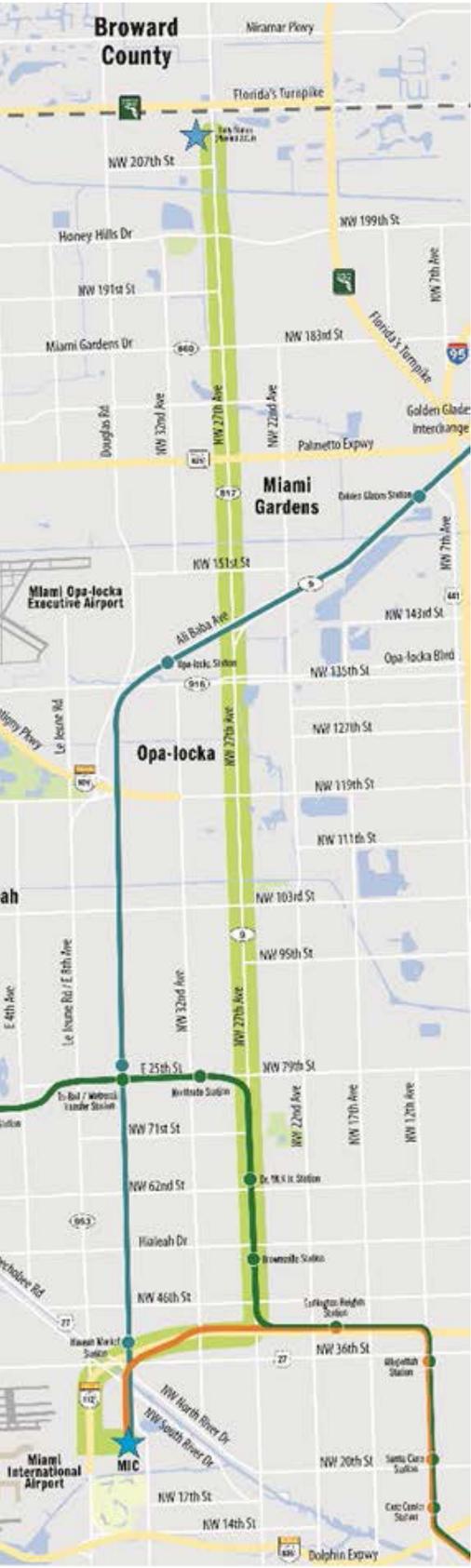


# QUESTIONS

- 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?



# APPENDIX 6 SMART PLAN/NORTH CORRIDOR STUDY ADVISORY COMMITTEE MEETING

Prepared for:  
Miami-Dade Transportation Planning Organization



Prepared by:

## THE CORRADINO GROUP

FEBRUARY 8, 2018

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# SMART

**PREPARING THE LAND USE & DEVELOPMENT  
VISION OF THE NORTH CORRIDOR**

## SMART PLAN NORTH CORRIDOR

LAND USE REFINEMENT  
& REALLOCATION  
PROCESS

STUDY ADVISORY COMMITTEE (SAC)

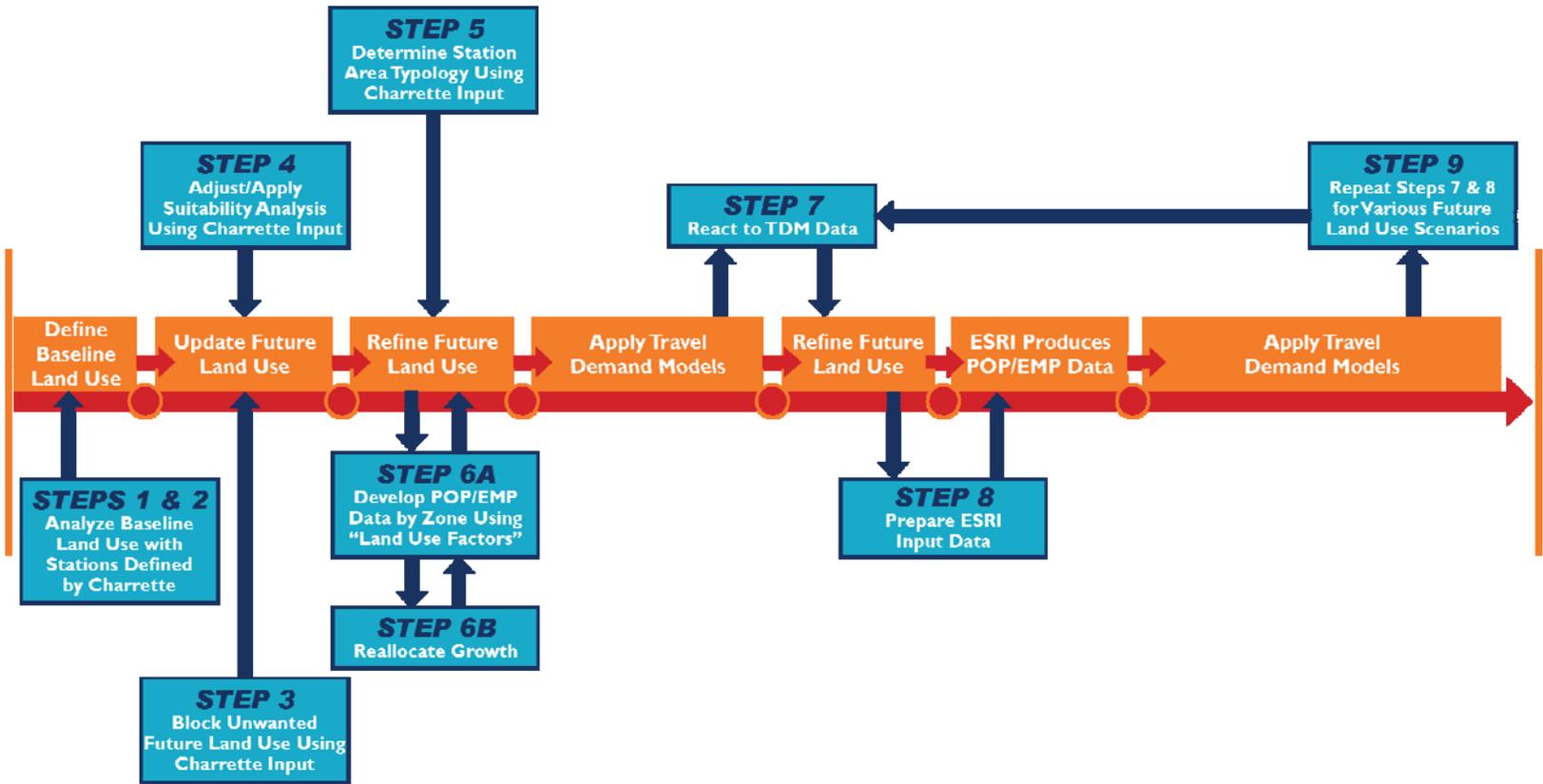
FEBRUARY 8<sup>TH</sup>, 2018

# 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
  - 3<sup>rd</sup> SAC Meeting



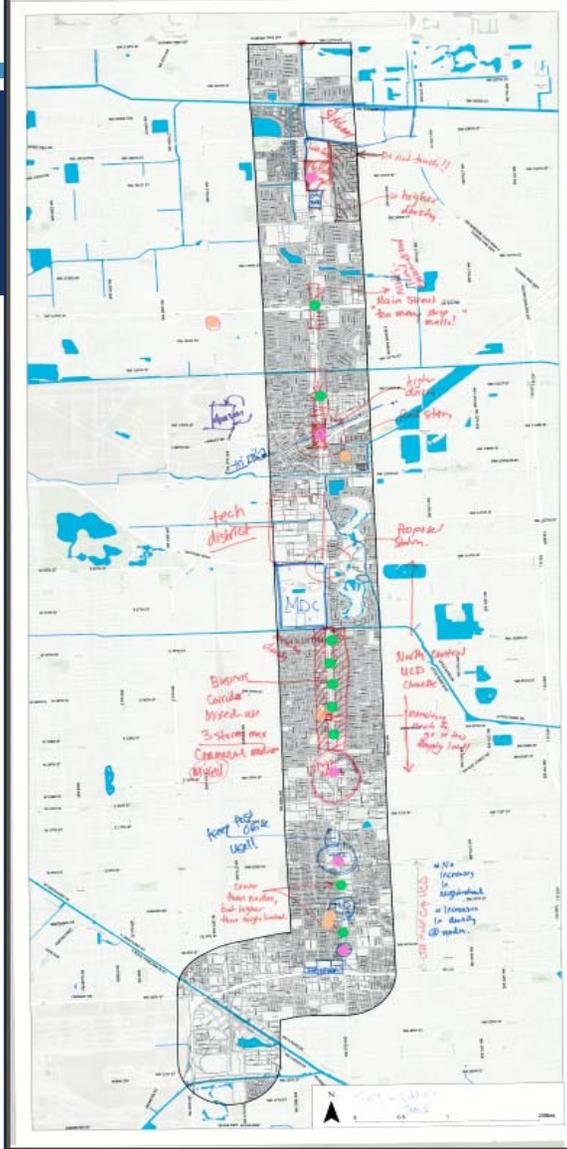
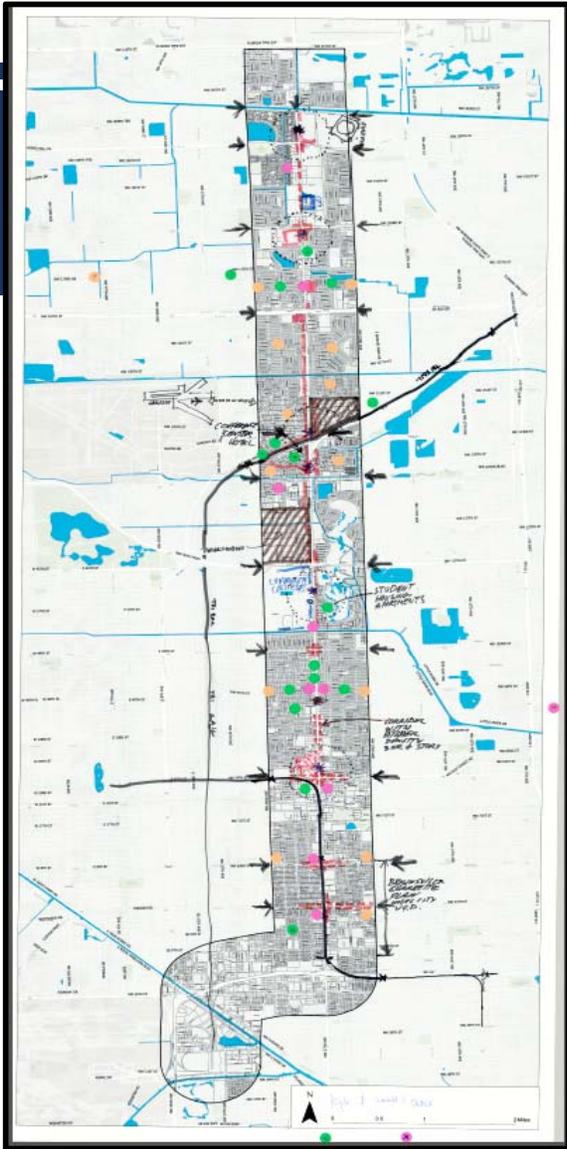
# LAND USE REFINEMENT PROCESS



# 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 27<sup>th</sup> 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, 79<sup>th</sup> Street/82<sup>nd</sup> 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)

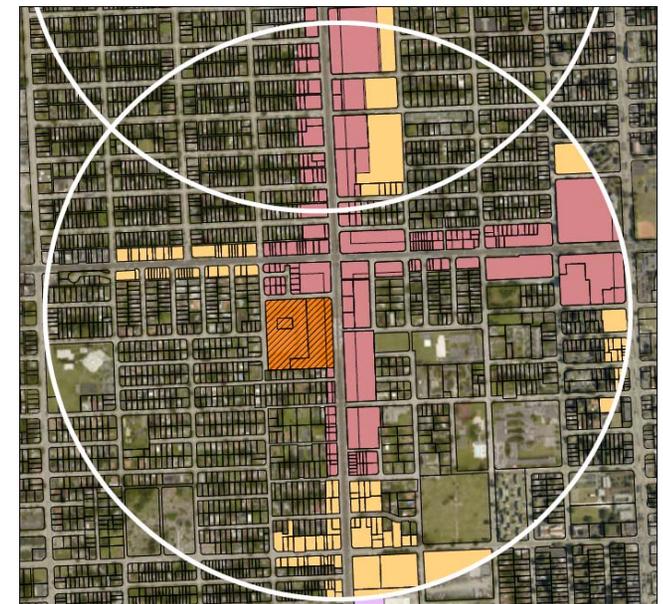


*Top to Bottom: Low, Medium, High Densities*

# 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)
    - 27<sup>th</sup> Ave (Employment Only)

Brownsville Station



Legend



\*\*Remaining Residential Parcels (2.5 DU/ac, or projected)





# 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

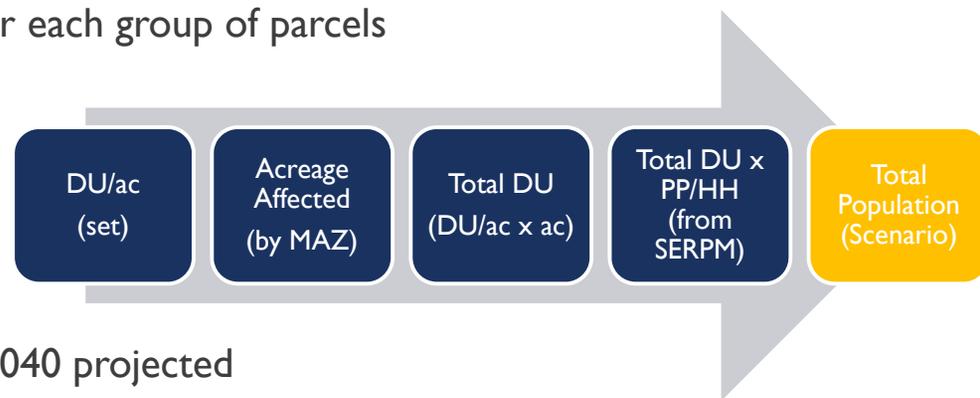
### ■ **Determined densities (dwelling units/acre)** for each group of parcels

- ✓ 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

Station Areas	SERPM pop15	SERPM pop40	Neighborhood POP	Town Center POP	City Center POP	Neighborhood DIFFERENCE (FROM 2040)	Town Center DIFFERENCE (FROM 2040)	City Center DIFFERENCE (FROM 2040)
County Line	3,864	4,436	8,874	11,732	14,591	4,438	7,297	10,155
Stadium	5,222	5,438	10,418	12,655	14,891	4,980	7,217	9,453
Carol City	10,772	32,463	13,057	15,561	18,066	-19,405	-16,901	-14,397
Palmetto	7,028	9,336	9,654	11,308	12,963	318	1,972	3,627
Opa Locka	6,457	7,267	9,873	11,731	13,589	2,606	4,464	6,322
MDC	4,556	6,960	7,794	9,053	10,313	834	2,093	3,353
79/82	7,183	11,115	10,707	12,794	14,880	-408	1,679	3,765
MLK	4,959	6,231	6,845	8,069	9,293	614	1,838	3,062
Brownsville	8,326	9,948	10,355	11,919	13,484	407	1,971	3,536
<b>Grand Total</b>	<b>58,365</b>	<b>93,193</b>	<b>87,576</b>	<b>104,823</b>	<b>122,070</b>	<b>-5,617</b>	<b>11,630</b>	<b>28,877</b>



# SCENARIO DEVELOPMENT: EMPLOYMENT

## EMPLOYMENT BREAKDOWN

Station Areas	SERPM pop15	SERPM pop40	Neighborhood EMP	Town Center EMP	City Center EMP	Neighborhood DIFFERENCE (FROM 2040)	Town Center DIFFERENCE (FROM 2040)	City Center DIFFERENCE (FROM 2040)
County Line	286	764	1,670	2,727	4,033	907	1,964	3,269
Stadium	1,839	4,570	4,663	7,354	10,680	93	2,784	6,110
Carol City	2,572	3,955	5,444	7,829	10,482	1,489	3,874	6,528
Palmetto	1,824	3,459	3,643	5,505	7,714	184	2,046	4,255
Opa-Locka	2,568	3,516	5,257	7,304	9,676	1,741	3,788	6,160
MDC	1,196	1,839	4,203	5,276	6,706	2,364	3,437	4,867
79/82	2,752	4,408	4,573	6,481	8,766	165	2,073	4,358
MLK	2,554	3,694	2,871	4,122	5,786	-824	428	2,092
Brownsville	1,934	2,801	3,687	5,155	7,064	886	2,354	4,263
<b>Station Area Totals</b>	<b>17,523</b>	<b>29,005</b>	<b>36,008</b>	<b>51,750</b>	<b>70,906</b>	<b>7,003</b>	<b>22,745</b>	<b>41,901</b>
<b>OUTSIDE STATION AREAS</b>			<b>58,985</b>	<b>58,985</b>	<b>58,985</b>			
<b>Corridor Totals</b>			<b>94,993</b>	<b>110,735</b>	<b>129,891</b>			
Brickell			120,386	120,386	120,386			
<b>Grand Totals</b>			<b>215,379</b>	<b>231,121</b>	<b>250,277</b>			



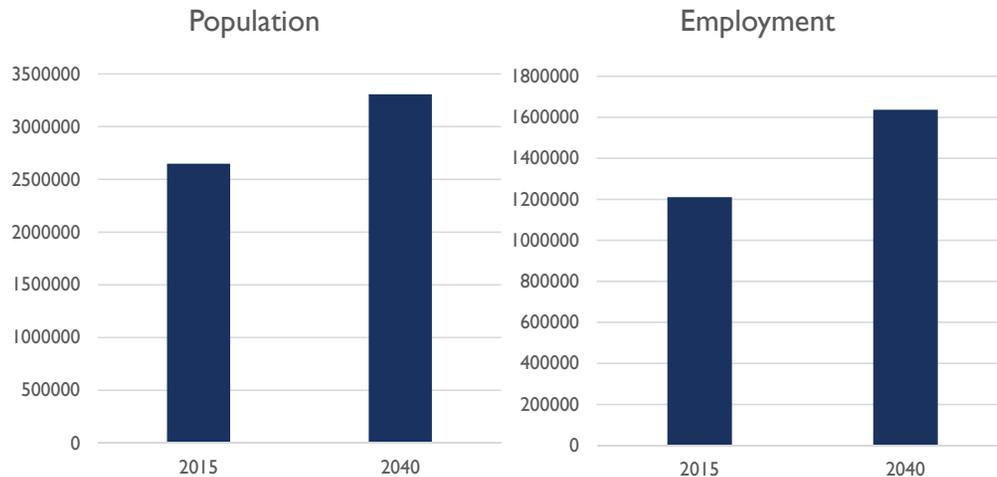
# SCENARIO DEVELOPMENT: POPULATION & EMPLOYMENT

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

SUMMARIES	Sum of SERPM pop15	Sum of SERPM pop40	Neighborhood	Town Center	City Center	Neighborhood (FROM 2040)	Town Center Difference (FROM 2040)	City Center Difference (FROM 2040)
POPULATION (STATION-WIDE)	58,365	93,193	87,576	104,823	122,070	-5,617	11,630	28,877
EMPLOYMENT w/o Brickell	64,682	87,990	94,993	110,735	129,891	7,003	22,745	41,901
EMPLOYMENT w/ Brickell			215,379	231,121	250,277	127,389	143,131	162,287



# 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



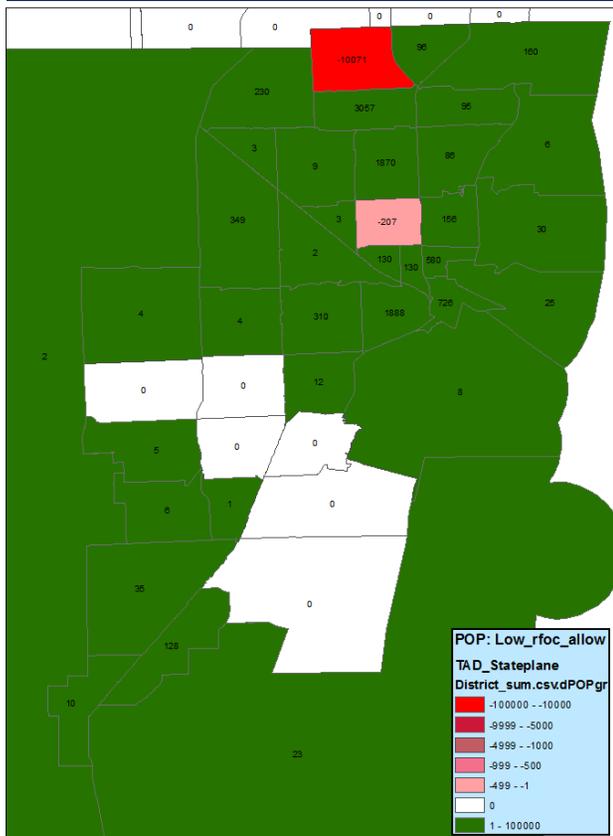
# METHODOLOGY

- 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)

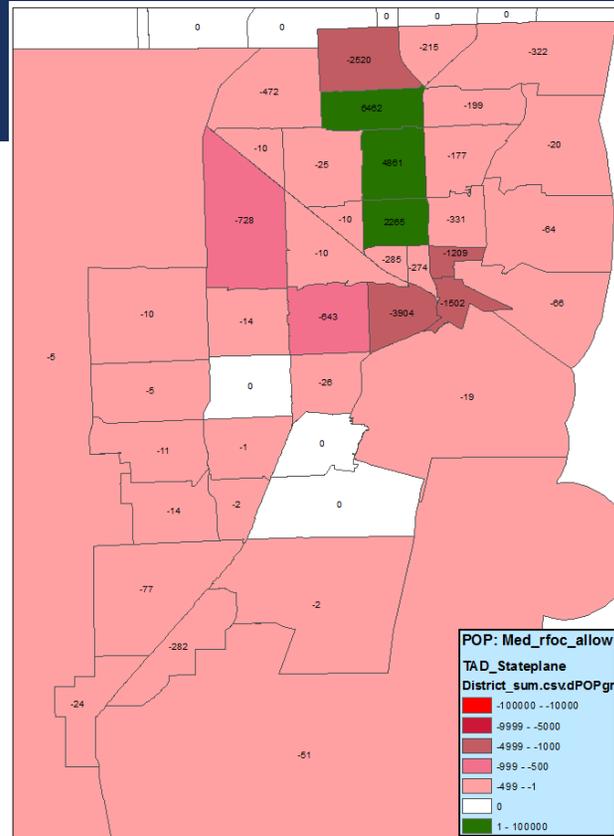


# POPULATION REALLOCATION BY TRAFFIC ANALYSIS DISTRICTS (TAD)

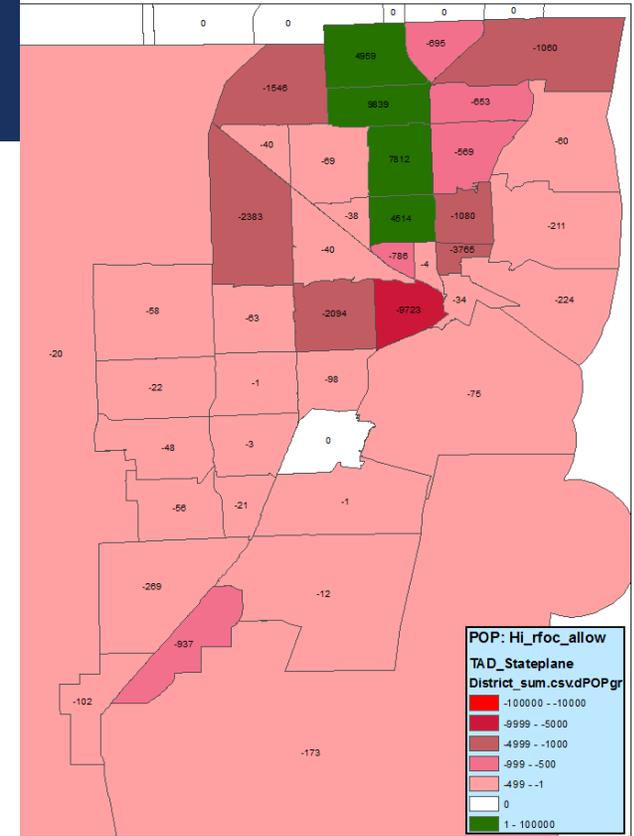
## Neighborhood



## Town Center

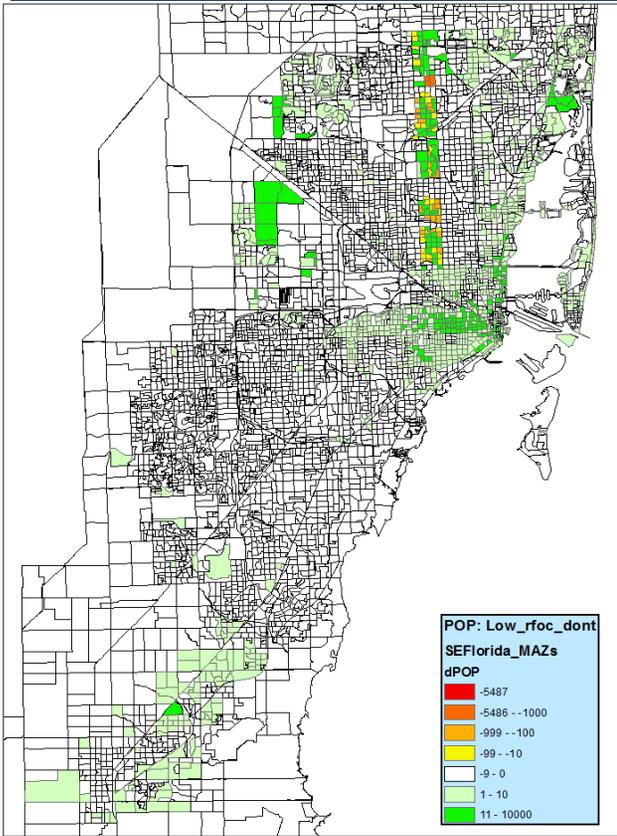


## City Center

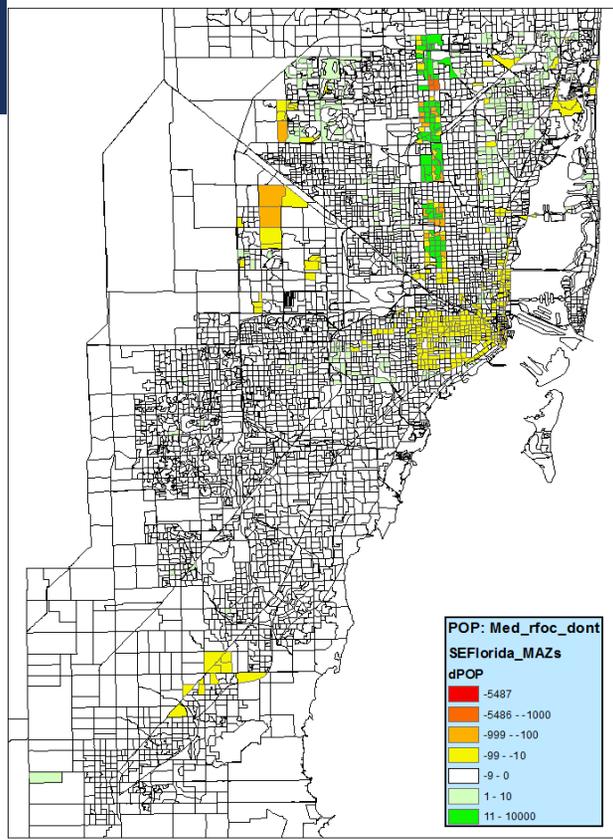


# POPULATION REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)

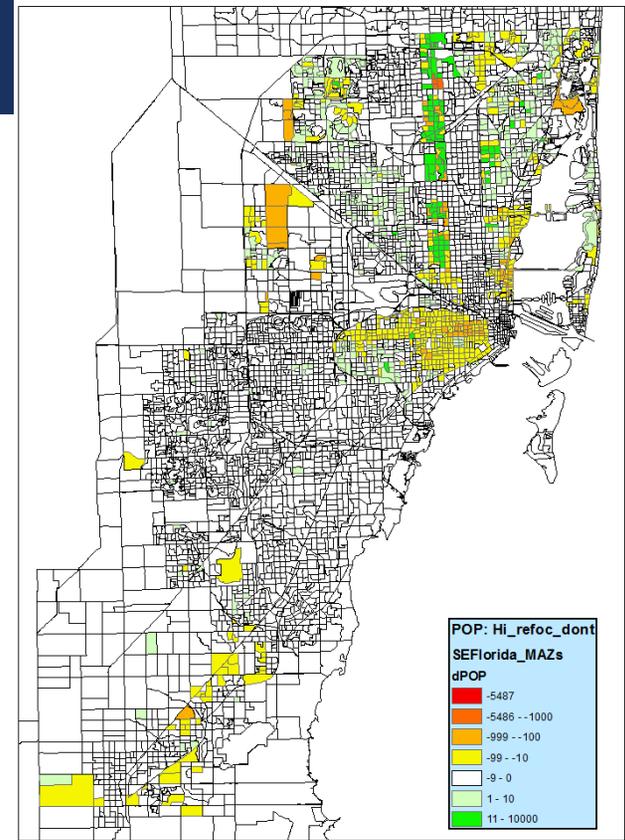
## Neighborhood



## Town Center

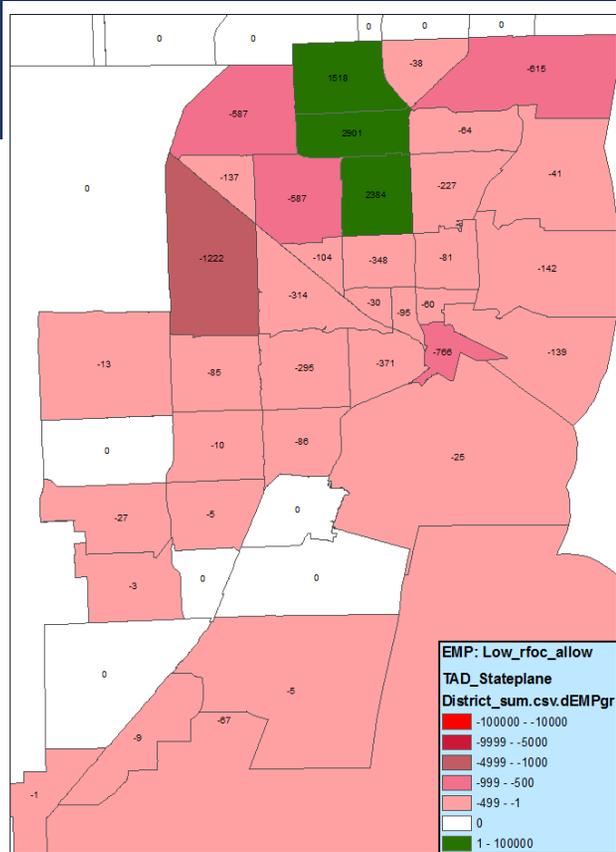


## City Center

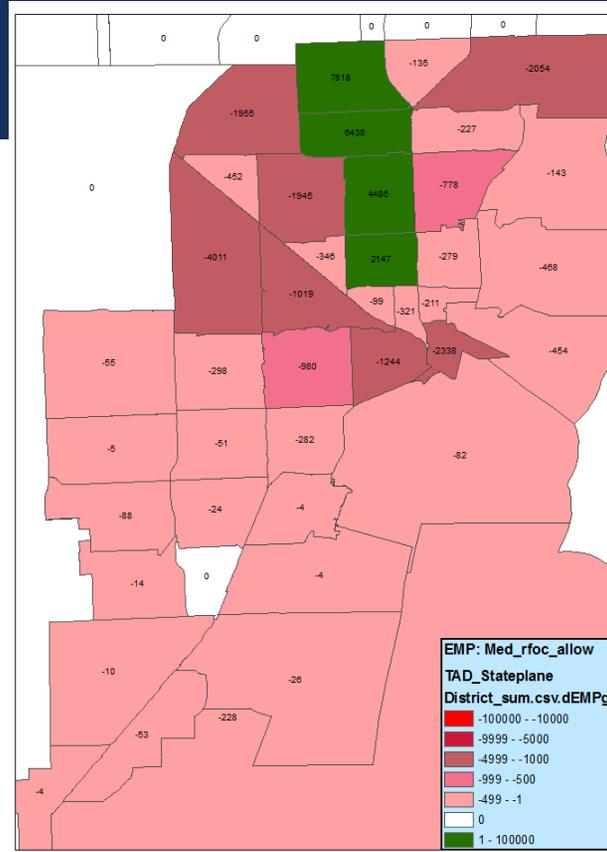


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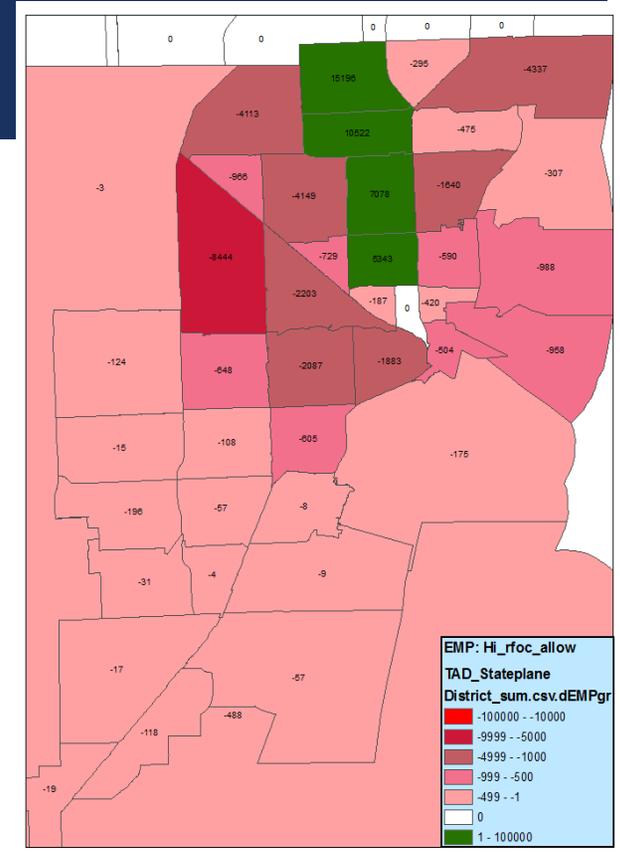
## Neighborhood



## Town Center

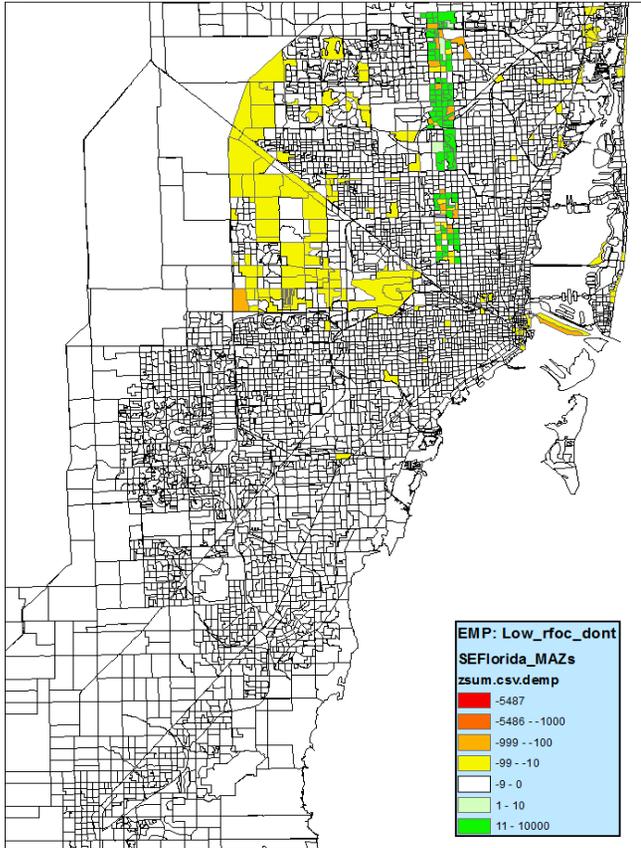


## City Center

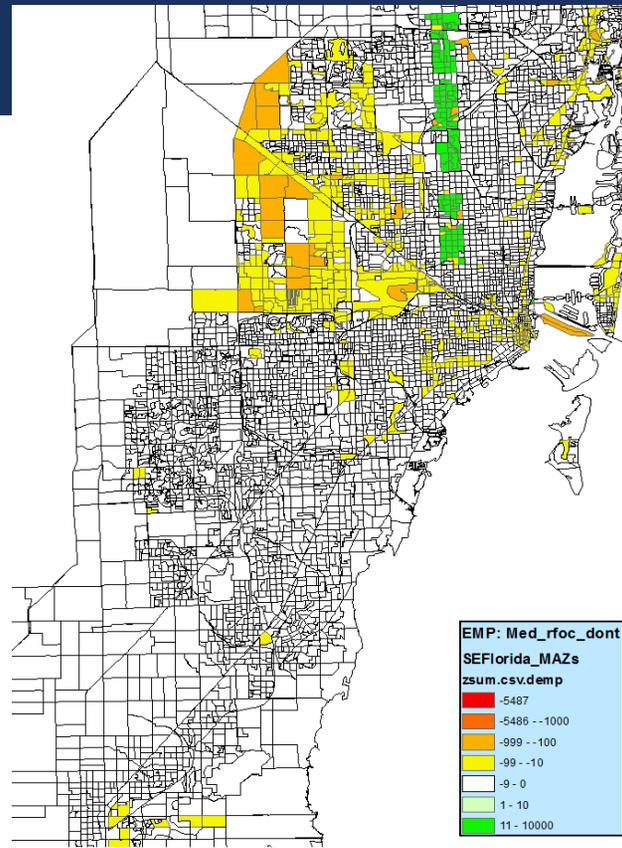


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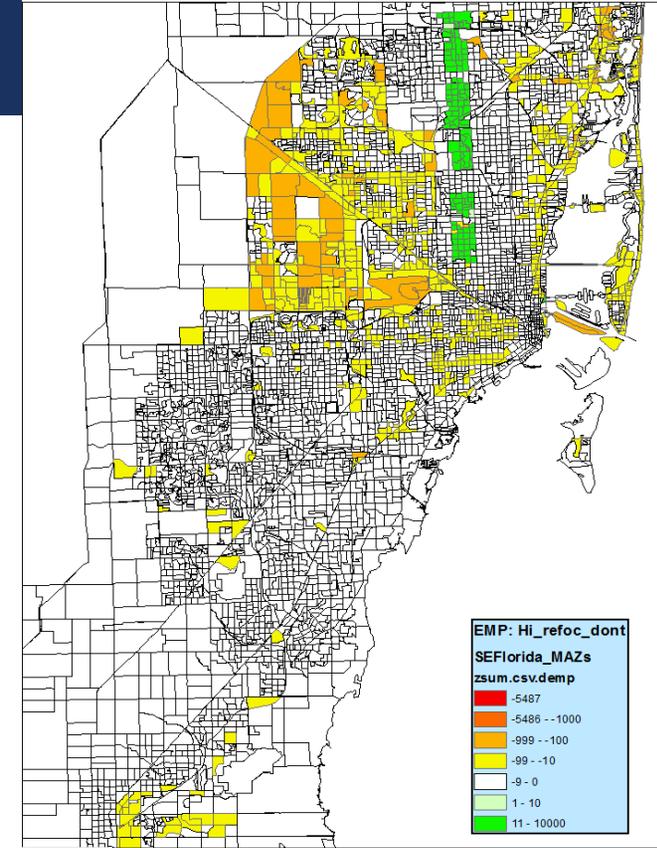
## Neighborhood



## Town Center



## City Center



Land Use  
Refinement  
Process

Scenario  
Development  
(Population +  
Employment)

Growth  
Reallocation  
Process

Next Steps

# NEXT STEPS

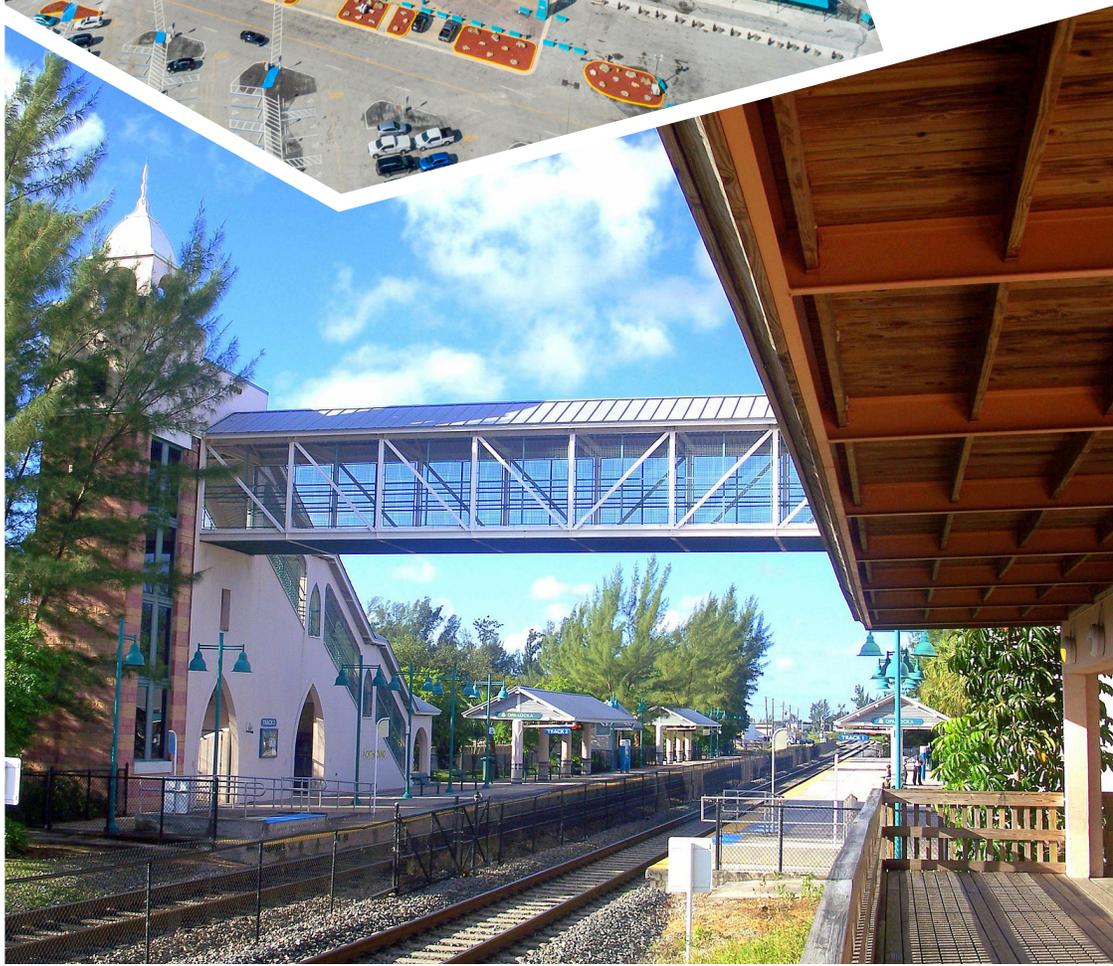
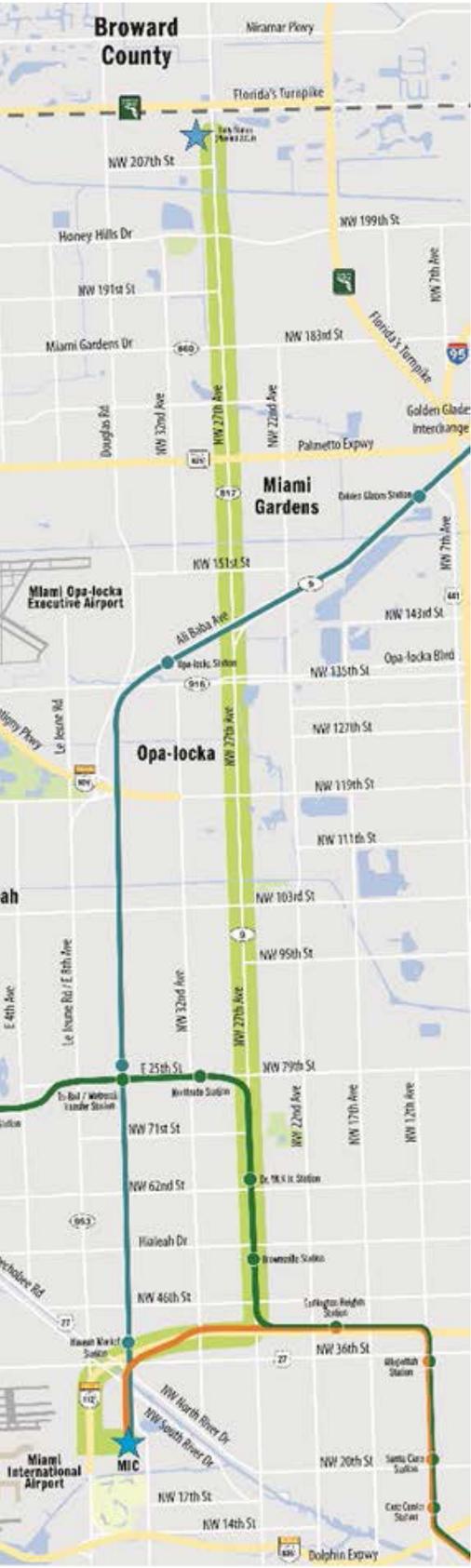
- Scenario Ridership Analysis
- 3<sup>rd</sup> SAC Meeting
- ESRI 3D Tool Analysis
- Charrettes – Second Round





# QUESTIONS/COMMENTS ?





# 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

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SMART PLAN  
NORTH CORRIDOR

# LAND USE VISIONING + ECONOMIC MOBILITY

STUDY ADVISORY COMMITTEE MEETING

**THE CORRADINO GROUP**  
**JUNE 28<sup>TH</sup>, 2018**

# 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

OVERVIEW

PROGRESS  
OVERVIEW

LAND USE  
VISIONING

ECONOMIC  
MOBILITY

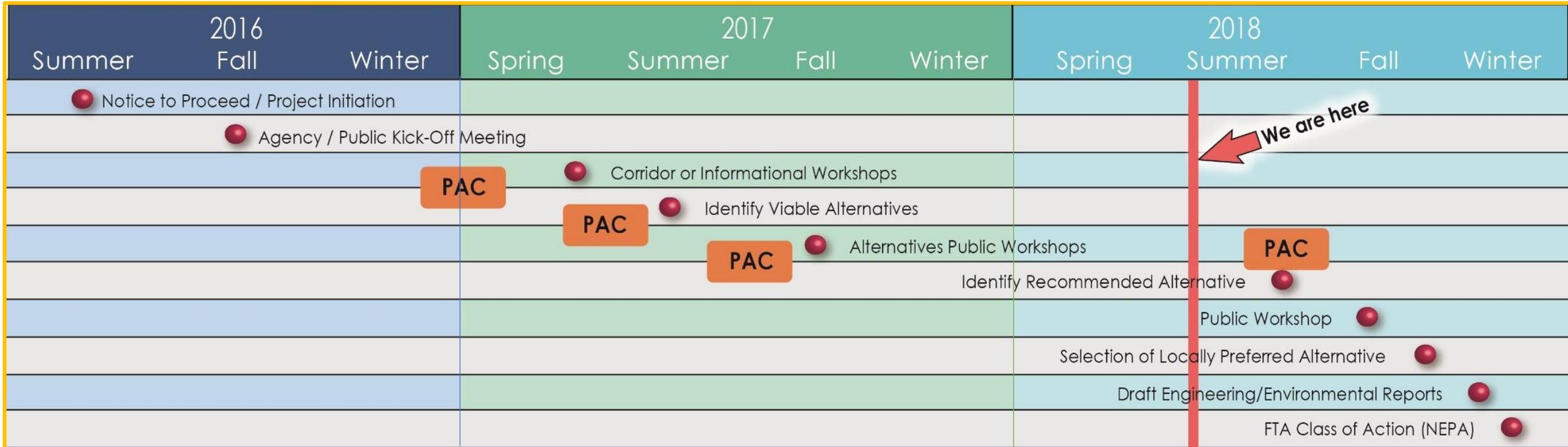
QUESTIONS  
AND  
COMMENTS

NEXT STEPS

# PD&E PROGRESS OVERVIEW



# PD&E Project Milestone Schedule



# PD&E PROJECT

## NEXT STEPS



# 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)



Harbor Boulevard at Fifth Street looking north

OVERVIEW

PROGRESS  
OVERVIEW

LAND USE  
VISIONING

ECONOMIC  
MOBILITY

QUESTIONS  
AND  
COMMENTS

NEXT STEPS

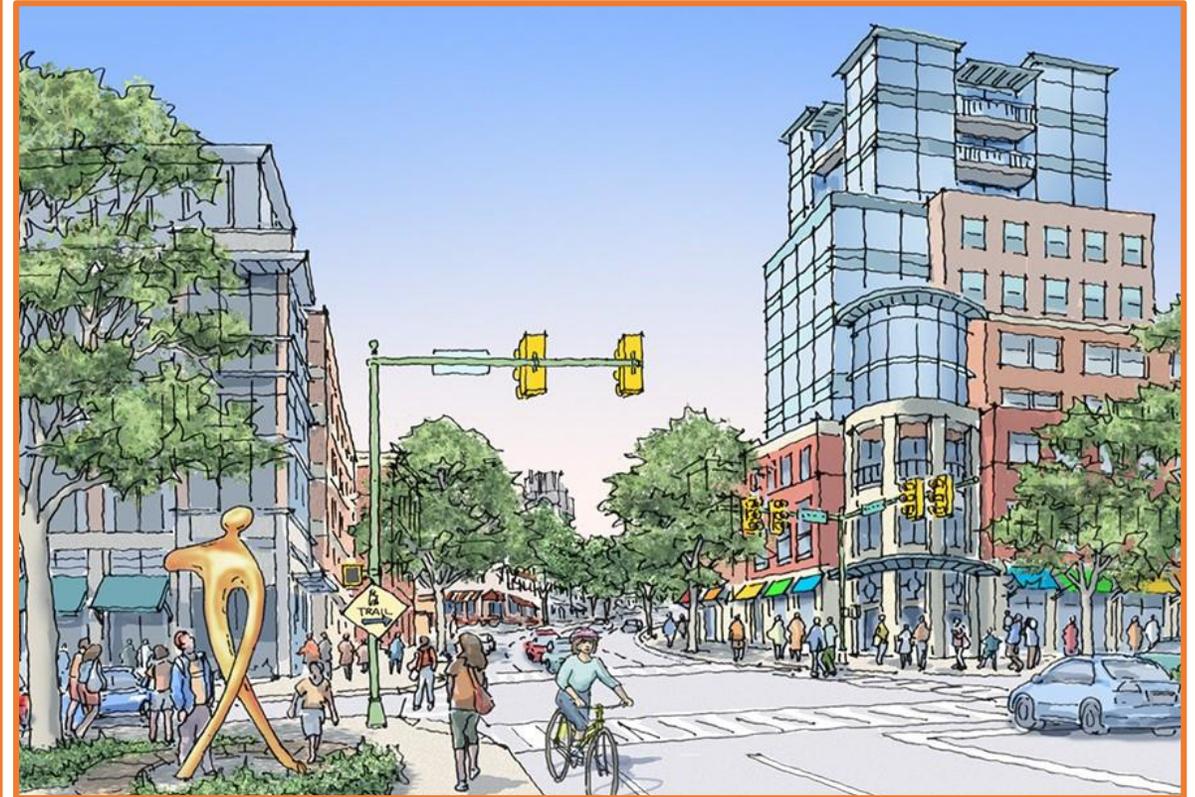
# SCENARIO:TOWN CENTER(Medium Growth)

- 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

CORRIDOR-WIDE SUMMARIES	2015	2040 TREND	LOW	MED	HIGH	LOW DIFFERENCE (FROM 2040)	MED DIFFERENCE (FROM 2040)	HIGH DIFFERENCE (FROM 2040)
POPULATION	74,055	110,851	95,784	115,807	134,677	-4,796*	+12,345*	+31,213*
EMPLOYMENT	~75,951	88,108	217,806	237,338	258,588	+129,698	+149,230	+170,480

\*Data reflects different station area combinations



# LAND USE VISIONING SCENARIO RECAP

## Population by Station Area

<b>NORTH CORRIDOR POPULATION BREAKDOWN</b>								
Station Areas	2015	2040 TREND	LOW POP	MEDIUM POP	HIGHPOP	LOW DIFFERENCE (FROM 2040)	MED DIFFERNECE (FROM 2040)	HIGH DIFFERENCE (FROM 2040)
County Line	3,864	4,436	8,874	11,732	14,591	4,438	7,297	10,155
Stadium	5,222	5,438	10,418	12,655	14,891	4,980	7,217	9,453
Carol City	10,772	32,463	13,057	15,561	18,066	-19,405	-16,901	-14,397
Palmetto	7,028	9,336	9,263	10,788	12,317	-73	1,452	2,981
Opa Locka	6,457	7,267	9,873	11,731	13,589	2,606	4,464	6,322
MDC	4,556	6,960	6,946	9,586	10,872	-14	2,626	3,912
103	6,549	7,387	9,446	-	-	2,059	-	-
95	9,139	10,270	-	10,972	12,694	-	702	2,424
79/82	7,183	11,115	10,707	12,794	14,880	-408	1,679	3,765
MLK	4,959	6,231	6,845	8,069	9,293	614	1,838	3,062
Brownsville	8,326	9,948	10,355	11,919	13,484	407	1,971	3,536
<b>GrandTotal</b>	<b>74,055</b>	<b>110,851</b>	<b>95,784</b>	<b>115,807</b>	<b>134,677</b>	<b>-4,796</b>	<b>12,345</b>	<b>31,213</b>

# LAND USE VISIONING SCENARIO RECAP

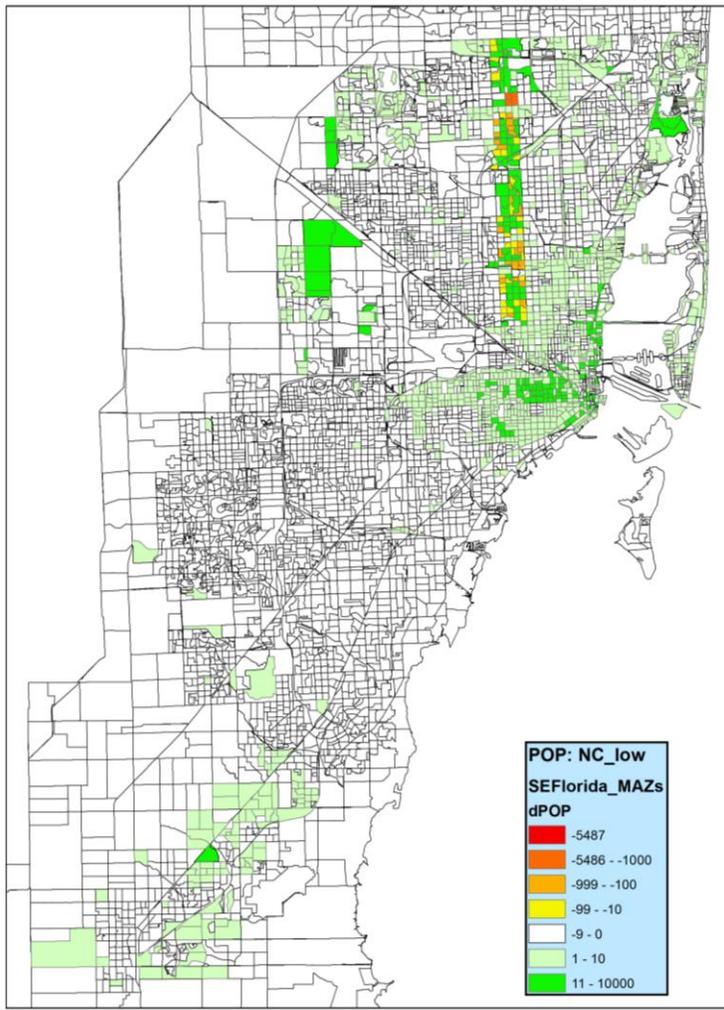
## Employment by Station Area

### NORTH CORRIDOR EMPLOYMENT BREAKDOWN

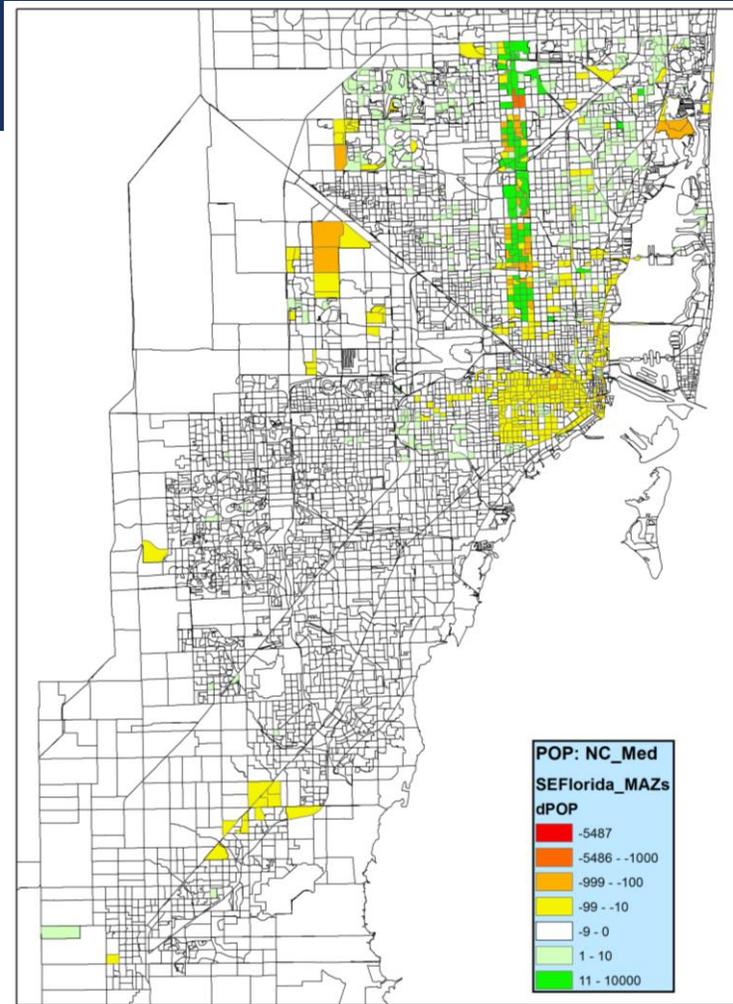
Station Areas	2015	2040 TREND	LOW EMP	MEDIUM EMP	HIGH EMP	LOW DIFFERENCE (FROM 2040)	MED DIFFERENCE (FROM 2040)	HIGH DIFFERENCE (FROM 2040)
County Line	286	764	1,670	2,727	4,033	906	1,963	3,269
Stadium	1,839	4,570	4,663	7,354	10,680	93	2,784	6,110
Carol City	2,572	3,955	5,444	7,829	10,482	1,489	3,874	6,527
Palmetto	1,824	3,459	3,945	5,637	7,631	486	2,178	4,172
Opa Locka	2,568	3,516	7,237	9,558	12,265	3,721	6,042	8,749
MDC	1,196	1,839	3,603	5,364	7,053	1,764	3,525	5,214
103	697	926	3,552	-	-	2,626	-	-
95	729	1,176	-	5,671	7,605	-	4,495	6,429
79/82	2,752	4,408	4,704	6,405	8,137	296	1,997	3,729
MLK	2,554	3,694	2,871	4,122	5,786	-823	428	2,092
Brownsville	1,934	2,801	3,687	5,155	7,064	886	2,354	4,263
<b>Station Area Totals</b>	<b>18,951</b>	<b>31,108</b>	<b>41,376</b>	<b>59,822</b>	<b>80,736</b>	<b>9,482</b>	<b>26,071</b>	<b>41,901</b>
<b>OUTSIDE STATION AREAS</b>	<b>57,000</b>	<b>57,000</b>	<b>56,044</b>	<b>57,466</b>	<b>57,466</b>			
<b>Corridor Totals</b>	<b>75,951</b>	<b>88,108</b>	<b>97,420</b>	<b>117,288</b>	<b>138,202</b>			
Brickell			120,386	120,386	120,386			
<b>Grand Totals</b>			<b>217,806</b>	<b>237,338</b>	<b>258,588</b>	<b>129,698</b>	<b>149,230</b>	<b>170,480</b>

# POPULATION REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)

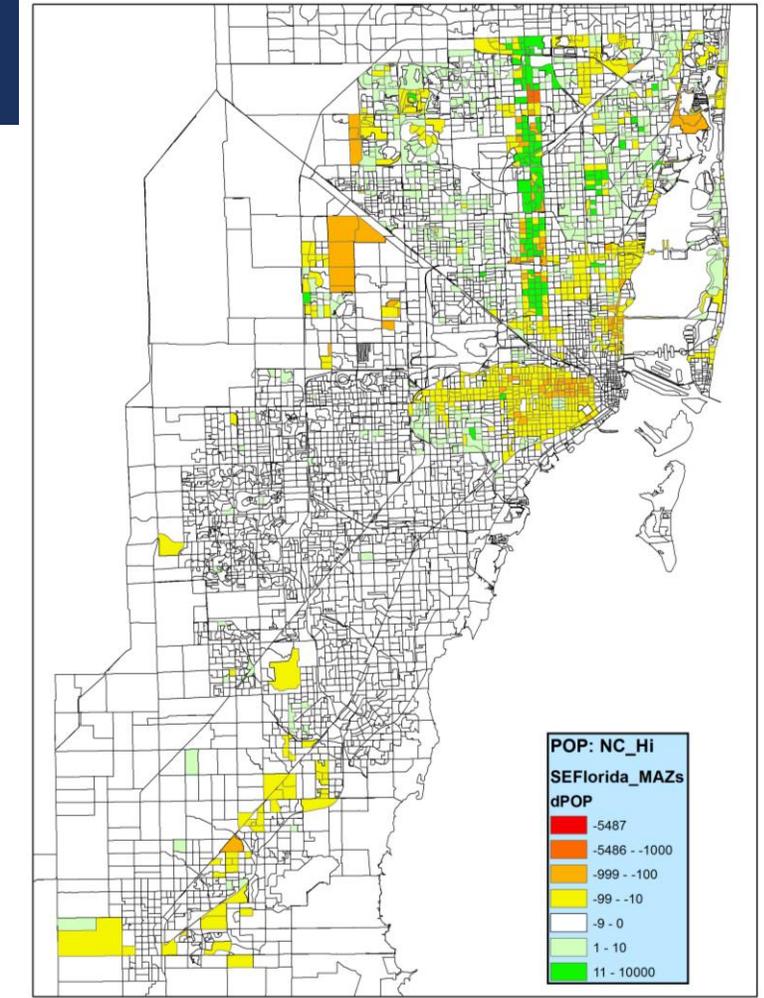
## Neighborhood



## Town Center

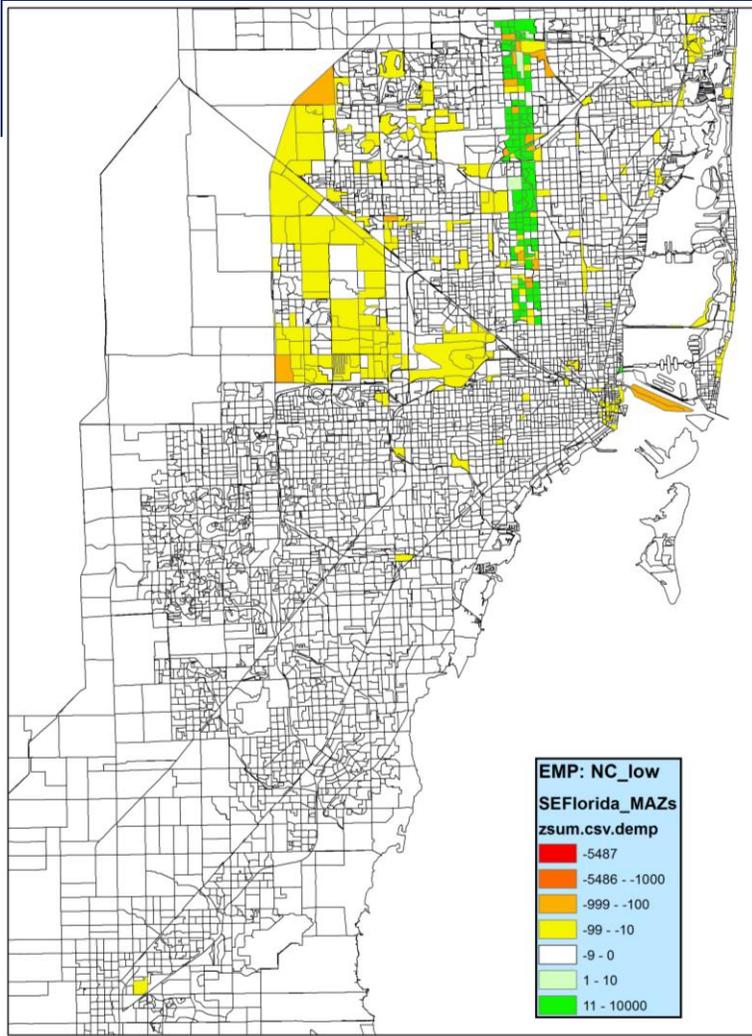


## City Center

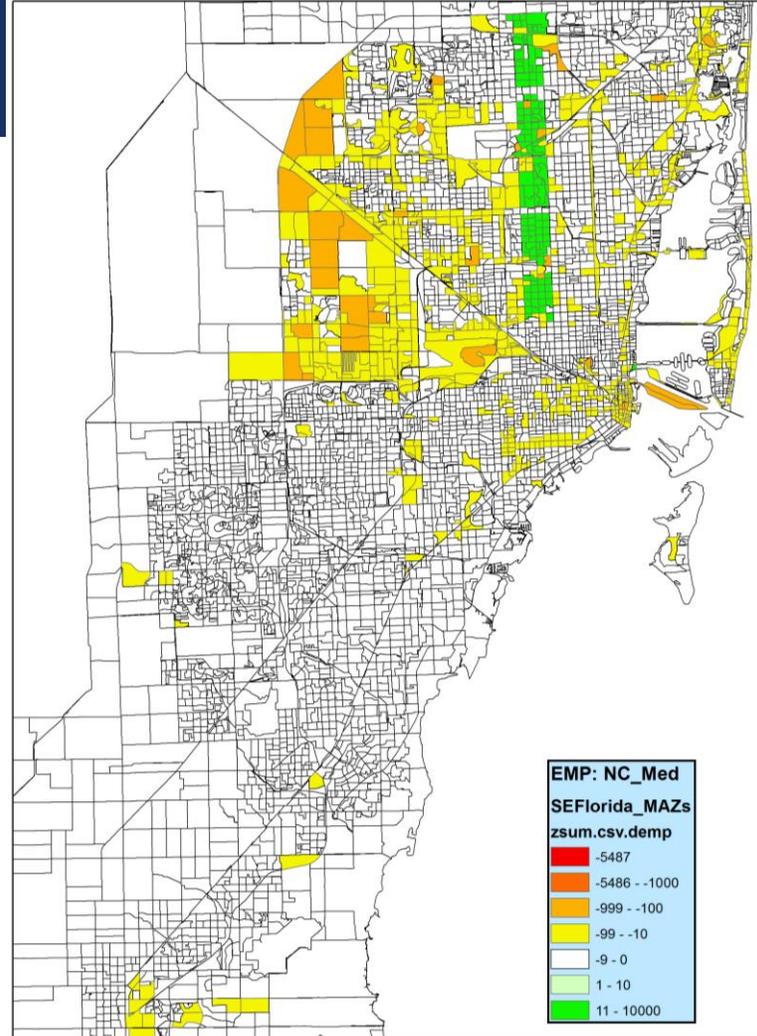


# EMPLOYMENT REALLOCATION BY MICRO ANALYSIS ZONES (MAZ)

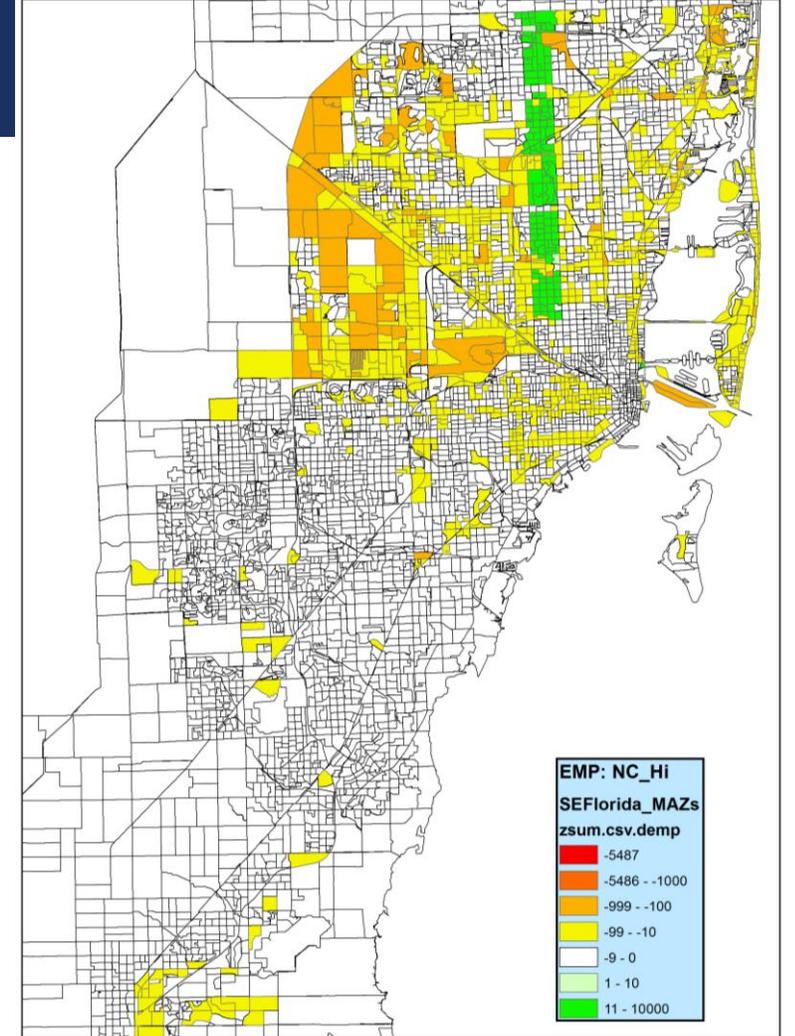
## Neighborhood



## Town Center



## City Center



# 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 215<sup>th</sup> 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

# Ridership Observations

- ◆ 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

Auto Ownership	Low Scenario Curb BRT	Medium Scenario At-Grade Metrorail	High Scenario Elevated Metrorail
0 cars	682	9,604	11,052
1 car	825	7,207	8,729
2+ cars	1,007	9,040	11,010
Total	2,515	25,851	30,791
<b>Vs. 2040</b>	<b>+4388</b>	<b>+11,908</b>	<b>+14629</b>

- ◆ COMBINED AVERAGE WEEKDAY UNLINKED TRIPS OF THE CURRENT METRORAIL SYSTEM IS 68,600 (SOURCE: DTPW)

FEBRUARY 2018 RIDERSHIP REPORTS)

\* 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



# ECONOMIC MOBILITY

## ◆ 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

OVERVIEW

PROGRESS  
OVERVIEW

LAND USE  
VISIONING

ECONOMIC  
MOBILITY

QUESTIONS  
AND  
COMMENTS

NEXT STEPS

# 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)**



# EXISTING CONDITIONS

## TRAFFIC, LEVEL OF SERVICE (LOS)

Segment		Peak	Grade
From	To	1,545	C
36th Street	41st Street	1,608	C
41st Street	46th Street	1,536	D
46th Street	54th Street	1,377	D
54th Street	75th Street	1,666	C
75th Street	87th Street	2,714	F
87th Street	103rd Street	2,218	C
103rd Street	119th Street	1,937	C
119th Street	127th Street	1,892	D
127th Street	151st Street	2,256	D
151st Street	167th Street	2,317	C
167th Street	183rd Street	2,295	C
183rd Street	199th Street	2,073	C
199th Street	203rd Street	2,076	C
203rd Street	215th Street		



# EXISTING CONDITIONS

## Population

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# EXISTING CONDITIONS

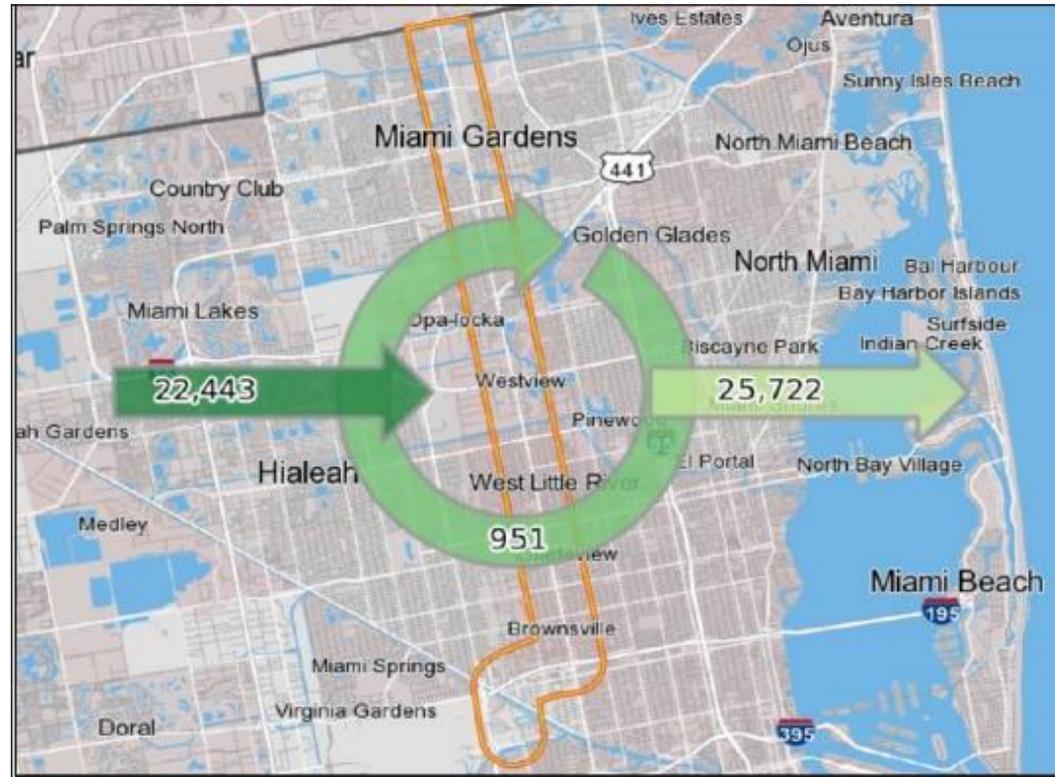
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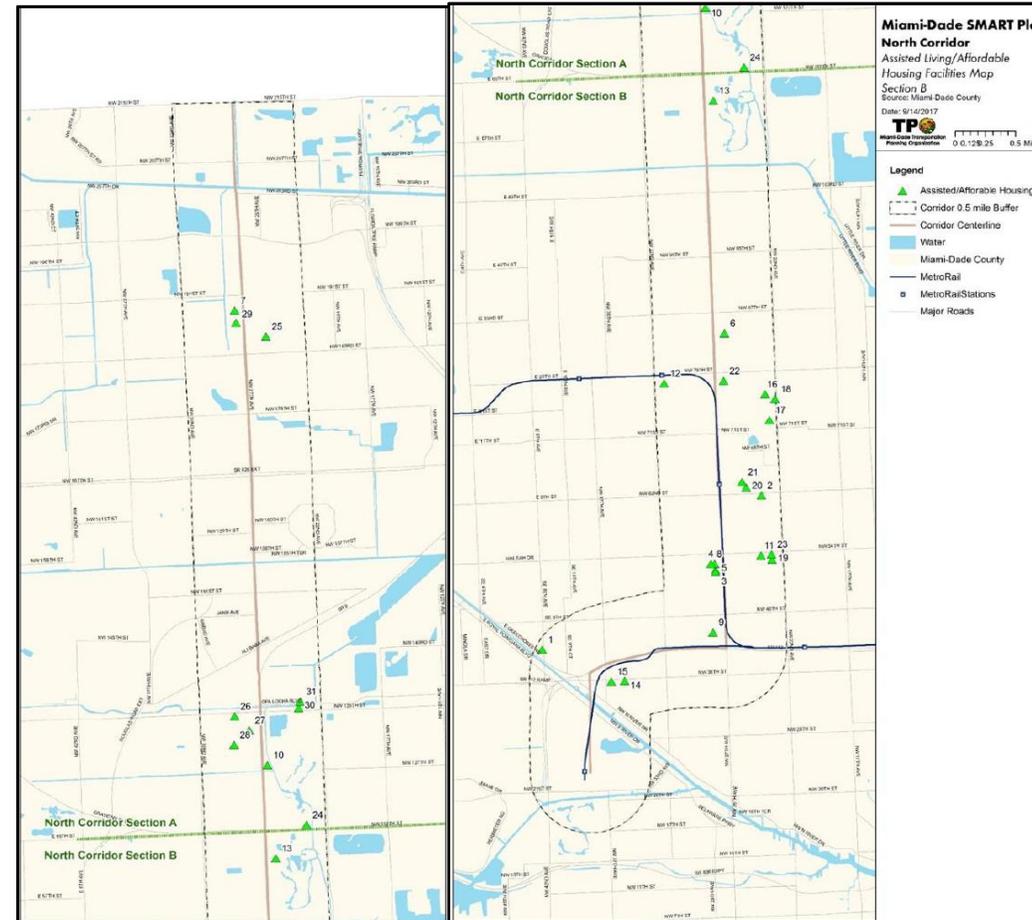
# EXISTING CONDITIONS

## WORKER INFLUX AND OUTFLOW



# EXISTING CONDITIONS

## ASSISTED LIVING/AFFORDABLE HOUSING



# 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**



BROWNSVILLE TRANSIT VILLAGE



PELICAN COVE

OVERVIEW

PROGRESS  
OVERVIEW

LAND USE  
VISIONING

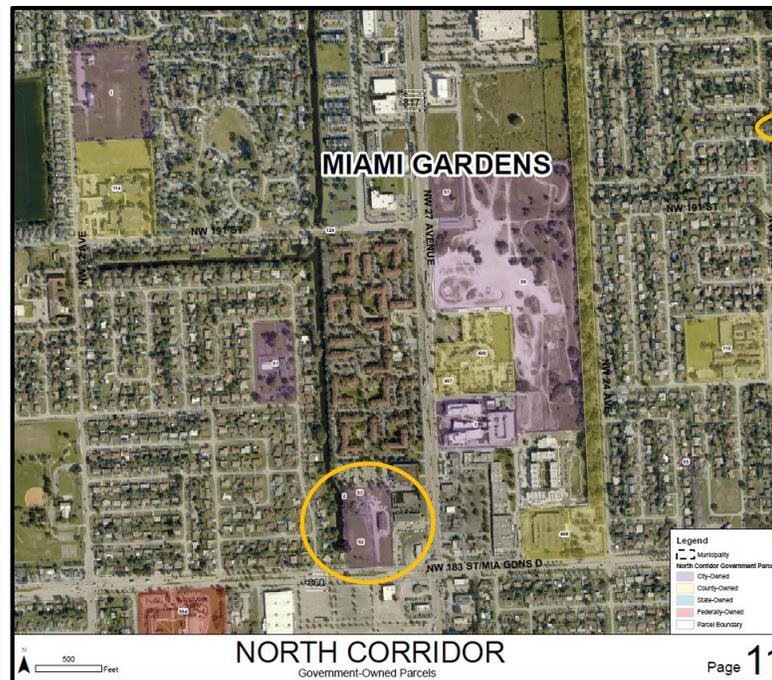
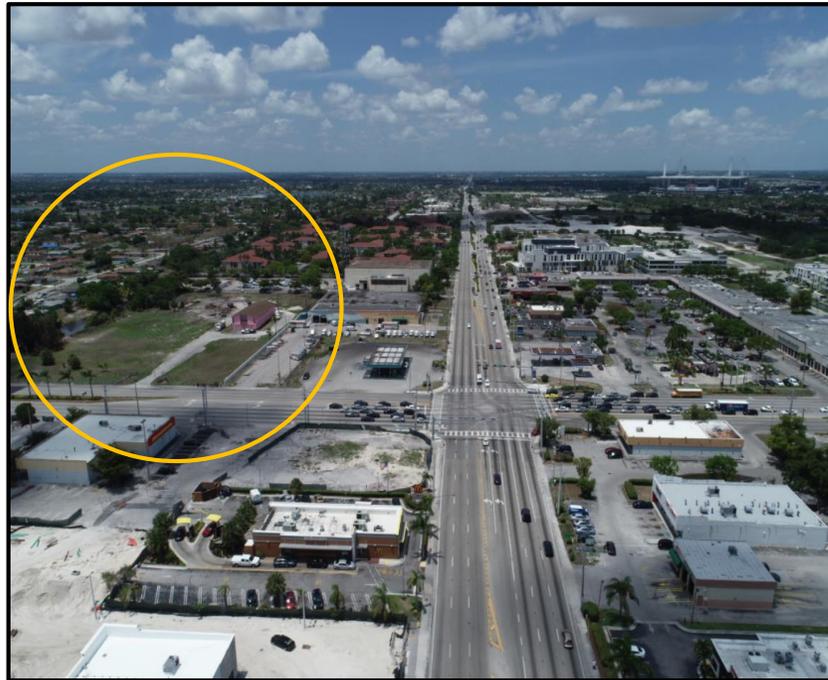
ECONOMIC  
MOBILITY

QUESTIONS  
AND  
COMMENTS

NEXT STEPS

# ECONOMIC MOBILITY APPROACH

## GOVERNMENT-OWNED PARCELS



PARCEL NUMBER	OWNER	LOCATION ADDRESS	ACREAGE
47	CITY OF OPA LOCKA	Opa-locka, 33054-0000	1.499840585
48	CITY OF OPA-LOCKA	Opa-locka, 33054-0000	0.038287641
49	CITY OF OPA LOCKA	Opa-locka, 33054-0000	0.036732253
50	CITY OF MIAMI DEPT OF P&D, ASSET MANAGEMENT DIVISION	(Unincorporated County, 33126-0000	4.55423101
51	CITY OF MIAMI GARDENS	18800 NW 28 PL, Miami Gardens, 33056-3100	3.85042788
52	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	1.714919342
53	CITY OF MIAMI GARDENS	2775 NW 183 ST, Miami Gardens, 33056-3529	2.849142406
54	CITY OF MIAMI GARDENS	20601 NW 32 AVE, Miami Gardens, 33056-0000	5.200503995
55	CITY OF MIAMI GARDENS	18515 NW 23 AVE, Miami Gardens, 33056-0000	0.16408003
56	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	36.59337255
57	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	2.489457705
58	CITY OF MIAMI GARDENS	3000 NW 179 ST, Miami Gardens, 33056-3547	1.733576746
59	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	0.100277668
60	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	0.017090058
61	CITY OF NORTH MIAMI BEACH	17715 NW 29 CT, Miami Gardens, 33056-4025	0.176273578
62	MIAMI DADE EXPRESSWAY AUTHORITY	3624 NW 37 AVE, Unincorporated County, 33142-4904	0.139292175
63	MIAMI DADE EXPRESSWAY AUTHORITY	3631 NW 37 PL, Unincorporated County, 33142-4936	0.304244518
64	MIAMI DADE EXPRESSWAY AUTHORITY	3804 NW 28 ST, Unincorporated County, 33142-5607	1.944655382
65	MIAMI DADE EXPRESSWAY AUTHORITY	4000 NW 26 ST, Unincorporated County, 33142-6730	0.345391326
66	MIAMI DADE EXPRESSWAY AUTHORITY	3906 NW 36 ST, Hialeah, 33142-4920	1.439682043
67	MIAMI DADE EXPRESSWAY AUTHORITY	3972 NW 36 ST, Hialeah, 33142-0000	0.237075832
68	MIAMI DADE EXPRESSWAY AUTHORITY	Unincorporated County, 33142-0000	0.193864868
69	MIAMI DADE EXPRESSWAY AUTHORITY	3642 NW 37 AVE, Unincorporated County, 33142-4904	0.280759511
70	MIAMI DADE EXPRESSWAY AUTHORITY	3737 NW 36 ST, Miami, 33142-4915	0.428856138
71	MIAMI DADE EXPRESSWAY AUTHORITY	3711 NW 36 ST, Miami, 33142-0000	0.121643185
72	MIAMI DADE EXPRESSWAY AUTHORITY	3711 NW 36 ST, Miami, 33142-4915	0.136606139
73	MIAMI DADE EXPRESSWAY AUTHORITY	3701 NW 36 ST, Miami, 33142-4915	0.163102587
74	MIAMI DADE CTY EXPRESSWAY AUTHORITY	Miami, 33142-4913	0.523624587
75	MIAMI DADE EXPRESSWAY AUTHORITY	3632 NW 37 AVE, Unincorporated County, 33142-4904	0.135111682
76	MIAMI DADE EXPRESSWAY AUTHORITY	3155 NW 40 ST, Unincorporated County, 33142-5109	0.197879178
77	MIAMI DADE COUNTY EXPRESSWAY AUTHORITY	3638 NW 37 AVE, Unincorporated County, 33142-4904	0.047812717
78	MIAMI DADE EXPRESSWAY AUTHORITY	3640 NW 37 AVE, Unincorporated County, 33142-4904	0.047843081
79	MIAMI DADE EXPRESSWAY AUTHORITY	3636 NW 37 AVE, Unincorporated County, 33142-4904	0.06403361
80	MIAMI DADE CTY EXPRESSWAY AUTHORITY	3685 NW 36 ST, Unincorporated County, 33142-4913	0.858532721
81	MIAMI DADE EXPRESS AUTHORITY	Unincorporated County, 33142-4905	0.746035441
82	MIAMI DADE COUNTY EXPRESSWAY AUTHORITY	3916 NW 32 AVE, Unincorporated County, 33142-5010	0.351560781
83	MIAMI DADE EXPRESSWAY AUTHORITY	3920 NW 32 AVE, Unincorporated County, 33142-5010	0.388148677
84	MIAMI DADE CO EXPRESSWAY AUTHORITY	4030 NW 32 AVE, Unincorporated County, 33142-5002	0.938642524
85	MIAMI DADE EXPRESSWAY AUTHORITY	Unincorporated County, 33142-0000	0.210569391
86	MIAMI DADE EXPRESSWAY AUTHORITY	3907 NW 35 AVE, Unincorporated County, 33142-5025	0.969702921



# ECONOMIC MOBILITY

## DEVELOPMENT SITE CHARACTERISTICS

	SITING					
	SITE SIZE	FRONTAGE	ACREAGE	SITE OWNERSHIP (PUBLIC, PRIVATE, GOV., UTILITIES)	PROXIMITY TO COMMERCIAL AMENITIES	PROXIMITY TO ANCHOR INSTITUTIONS
COUNTY LINE						
STADIUM						
CAROL CITY						
PALMETTO						
OPA-LOCKA						
MDC						
103						
95						
79/82						
MLK						
BROWNSVILLE						



# ECONOMIC MOBILITY

## EVALUATION CRITERIA

	LIVABILITY			SUSTAINABILITY			ECONOMIC GENERATION			
	GENERATE PED. ACTIVITY	IMPROVE PUBLIC SAFETY	IMPROVE HOUSING CHOICE	ECOURAGE TRANSIT RIDERSHIP	REDUCE CAR DEPENDENCY	CONCENTRATE DEVELOPMENT	CREATE JOBS	PROMOTE SMALL BUSINESS	INCREASE TAX REVENUE	STRENGTHEN LOCAL ECONOMIES
COUNTY LINE										
STADIUM										
CAROL CITY										
PALMETTO										
OPA-LOCKA										
MDC										
103										
95										
79/82										
MLK										
BROWNSVILLE										



# 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!**



# APPENDIX 8 SMART PLAN/NORTH CORRIDOR STUDY ADVISORY COMMITTEE MEETING

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.

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# **NORTH CORRIDOR LAND USE**

**STUDY ADVISORY COMMITTEE  
JANUARY 23, 2019  
NORTH DADE REGIONAL LIBRARY**

# 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)

	Station Area Development	
Rating	Employment served by system <sup>2</sup>	Avg. Population density (persons/square mile) <sup>3</sup>
High	> 220,000	> 15,000
Medium-High	140,000-219,999	9,600 - 15,000
Medium	70,000-139,999	5,760 – 9,599
Medium-Low	40,000-69,999	2,561 – 5,759
Low	<40,000	< 2,560

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 27<sup>th</sup> 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)
    - ✓ 27<sup>th</sup>Ave (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

DU/ac  
(set)

Acreage  
Affected  
(by MAZ)

Total DU  
(DU/ac x ac)

Total DU x  
PP/HH (from  
SERPM)

Total  
Population  
(Scenario)

## ■ 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**

Land Use  
Refinement  
Process

Scenario  
Development  
(Population+  
Employment)

Growth  
Reallocation  
Process

Next Steps

# 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				
Station Areas	2015	2040 TREND	Preferred Scenario Population	DIFFERENCE (FROM 2040)
County Line	3,864	4,436	14,591	10,155
Stadium	5,222	5,438	14,891	9,453
Carol City	10,772	32,463	18,066	-14,397
Palmetto	7,028	9,336	12,317	2,981
Opa Locka	6,457	7,267	13,589	6,322
MDC	4,556	6,960	10,872	3,912
95	9,139	10,270	12,694	2,424
79/82	7,183	11,115	14,880	3,765
MLK	4,959	6,231	9,293	3,062
Brownsville	8,326	9,948	13,484	3,536
<b>Grand Total</b>	<b>67,506</b>	<b>103,464</b>	<b>134,677</b>	<b>31,213</b>

# 2040 EMPLOYMENT – LPA Scenario

## NORTH CORRIDOR EMPLOYMENT BREAKDOWN

Station Areas	2015 Trend	2040 Trend	Preferred Scenario Employment	DIFFERENCE (FROM 2040)
County Line	286	764	4,033	3,269
Stadium	1,839	4,570	10,680	6,110
Carol City	2,572	3,955	10,482	6,527
Palmetto	1,824	3,459	7,631	4,172
Opa Locka	2,568	3,516	12,265	8,749
MDC	1,196	1,839	7,053	5,214
95	729	1,176	7,605	6,429
79/82	2,752	4,408	8,137	3,729
MLK	2,554	3,694	5,786	2,092
Brownsville	1,934	2,801	7,064	4,263
<b>Station Area Totals</b>	<b>18,254</b>	<b>30,182</b>	<b>80,736</b>	<b>50,554</b>
<b>OUTSIDE STATION AREAS</b>	<b>57,000</b>	<b>57,466</b>	<b>57,466</b>	
<b>Corridor Totals</b>	<b>75,254</b>	<b>87,648</b>	<b>138,202</b>	<b>50,554</b>
Brickell			120,386	
<b>Grand Totals</b>			<b>258,588</b>	

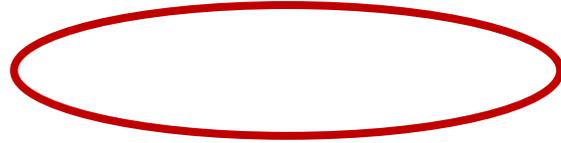
# Scenario development: Population & Employment

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

SUMMARIES	Sum of SERPM pop15	Sum of SERPM pop40	FTA Breakpoints - High, (LPA Scenario)	Preferred Scenario	Difference (From Trend)	Difference (From FTA)
POPULATION (STATION-WIDE)	58,365	103,464	12,000 per station (120,000 total)	134,667	31,213	14,667
EMPLOYMENT w/o Brickell	64,682	87,648		129,891	50,544	-
EMPLOYMENT w/ Brickell			220,000, total	258,588	162,287	38,588

# 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								
Station Areas	SERPM pop15	SERPM pop40	LOW POP	MEDIUM POP	HIGH POP	LOW DIFFERENCE (FROM 2040)	MED DIFFERENCE (FROM 2040)	HIGH DIFFERENCE (FROM 2040)
County Line	3,864	4,436	8,874	11,733	14,591	4,438	7,297	10,155
Stadium	5,222	5,438	10,418	12,655	14,891	4,980	7,217	9,453

NORTH CORRIDOR EMPLOYMENT BREAKDOWN								
Station Areas	SERPM EMP15	SERPM EMP40	LOW EMP	MEDIUM EMP	HIGH EMP	LOW DIFFERENCE (FROM 2040)	MED DIFFERENCE (FROM 2040)	HIGH DIFFERENCE (FROM 2040)
County Line	286	761	1,878	2,727	4,855	386	1,962	3,269
Stadium	1,839	4,570	4,663	7,354	10,680	93	2,784	6,110

CORRIDOR-WIDE SUMMARIES	Sum of SERPM pop15	Sum of SERPM pop40	LOW	MED	HIGH	Low Difference (FROM 2040)	Med Difference (FROM 2040)	High Difference (FROM 2040)
POPULATION	74,055	110,851	95,784	115,807	134,677	-4,796	12,345	31,213
EMPLOYMENT*	~75,951	~88,108	217,806	237,338	258,588	129,698	149,230	170,480

# RIDERSHIP ANALYSIS

- COMBINED AVERAGE WEEKDAY BOARDINGS OF THE CURRENT METRORAIL SYSTEM IS 68,600 (SOURCE: DTPW FEBRUARY 2018 RIDERSHIP REPORTS)
- ~30 PERCENT 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

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

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

- Charrette #2

**Wednesday February 27, 2019** – Miami-Dade College North Campus  
**6:00 pm-8:00 pm**  
Conference Center  
Building 3000, 2<sup>nd</sup> Floor  
11380 NW 27<sup>th</sup> 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

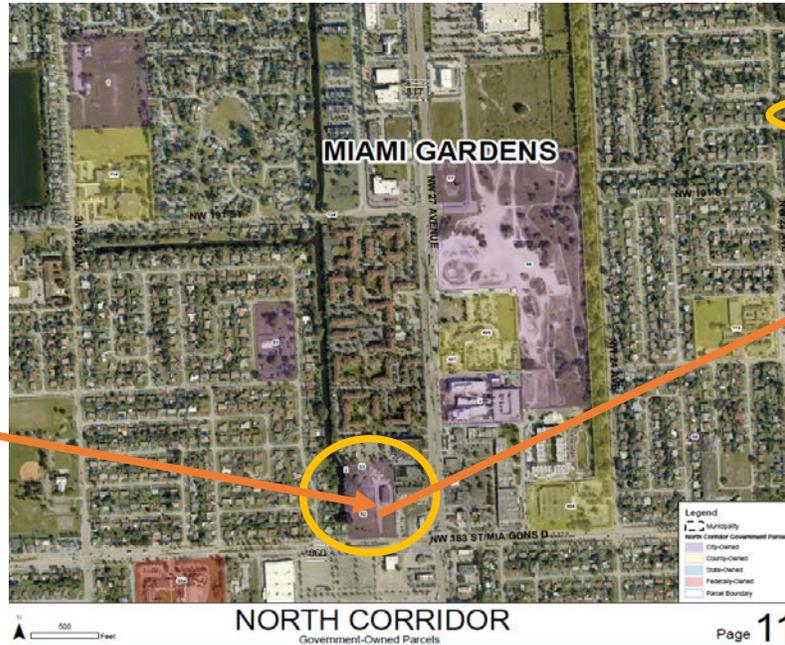
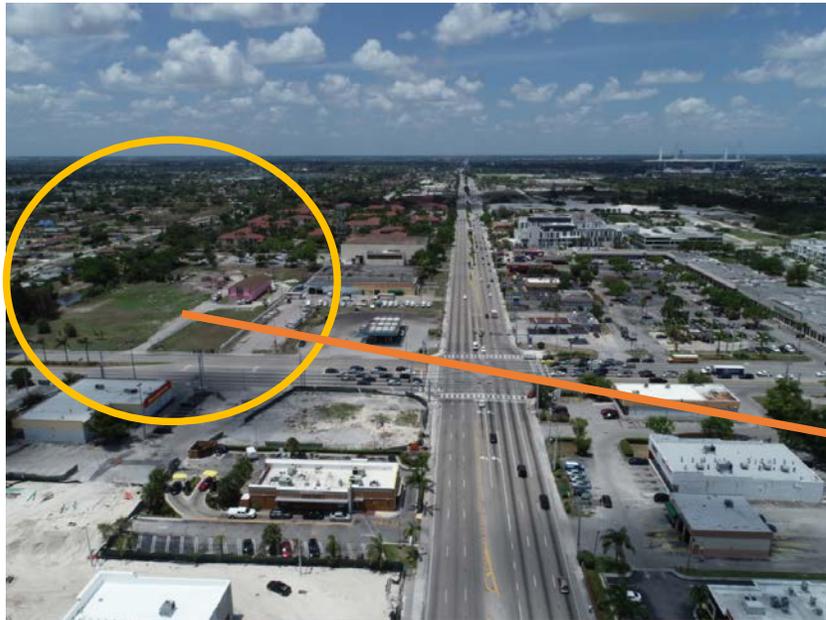
### ✓ VACANT PARCELS

### ✓ GOVERNMENT-OWNED PARCELS



# ECONOMIC MOBILITY APPROACH

- GOVERNMENT-OWNED PARCELS



PARCEL NUMBER	OWNER	LOCATION ADDRESS	ACREAGE
47	CITY OF OPA LOCKA	Opa-locka, 33094-0000	1.499840585
48	CITY OF OPA-LOCKA	Opa-locka, 33054-0000	0.038287641
49	CITY OF OPA LOCKA	Opa-locka, 33054-0000	0.056732255
50	MIAMI DADE COUNTY, ASSET MANAGEMENT DIVISION	Unincorporated County, 33126-0000	4.55423101
51	CITY OF MIAMI GARDENS	18800 NW 28 PL, Miami Gardens, 33056-8100	3.400000000
52	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	1.714919342
53	CITY OF MIAMI GARDENS	2775 NW 183 ST, Miami Gardens, 33056-3529	2.840142406
54	CITY OF MIAMI GARDEN	20601 NW 52 AVE, Miami Gardens, 33056-0000	0.000000000
55	CITY OF MIAMI GARDENS	MIAMI GARDENS, 33056-0000	0.164080003
56	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	36.59337255
57	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	2.489457705
58	CITY OF MIAMI GARDENS	3000 NW 179 ST, Miami Gardens, 33056-3547	1.733576746
59	CITY OF MIAMI GARDENS	Miami Gardens, 33056-0000	0.100276668
60	CITY OF MIAMI GARDEN	Miami Gardens, 33056-0000	0.017090058
61	CITY OF NORTH MIAMI BEACH	17715 NW 29 CT, Miami Gardens, 33056-4025	0.116273578
62	MIAMI DADE EXPRESSWAY AUTHORITY	3624 NW 37 AVE, Unincorporated County, 33142-4904	0.130202175
63	MIAMI DADE EXPRESSWAY AUTHORITY	3631 NW 37 PL, Unincorporated County, 33142-4936	0.304244518
64	MIAMI DADE EXPRESSWAY AUTHORITY	3804 NW 28 ST, Unincorporated County, 33142-5607	1.944655382
65	MIAMI DADE EXPRESSWAY AUTHORITY	4000 NW 26 ST, Unincorporated County, 33142-6730	0.345391326
66	MIAMI DADE, EXPRESSWAY AUTHORITY	3906 NW 36 ST, Hialeah, 33142-4920	1.439682043
67	MIAMI DADE, EXPRESSWAY AUTHORITY	3972 NW 36 ST, Hialeah, 33142-0000	0.237075832
68	MIAMI DADE EXPRESSWAY AUTHORITY	Unincorporated County, 33142-0000	0.193864868
69	MIAMI DADE EXPRESSWAY AUTHORITY	3642 NW 37 AVE, Unincorporated County, 33142-4904	0.280759511
70	MIAMI DADE, EXPRESSWAY AUTHORITY	3737 NW 36 ST, Miami, 33142-4915	0.428686138
71	MIAMI DADE, EXPRESSWAY AUTHORITY	3711 NW 36 ST, Miami, 33142-0000	0.121643185
72	MIAMI DADE, EXPRESSWAY AUTHORITY	3711 NW 36 ST, Miami, 33142-4915	0.136006189
73	MIAMI DADE, EXPRESSWAY AUTHORITY	3701 NW 36 ST, Miami, 33142-4915	0.163102587
74	MIAMI DADE CITY EXPRESSWAY AUTHORI	Miami, 33142-4913	0.533624587
75	MIAMI DADE, EXPRESSWAY AUTHORITY	3632 NW 37 AVE, Unincorporated County, 33142-4904	0.135111682
76	MIAMI DADE, EXPRESSWAY AUTHORITY	3155 NW 40 ST, Unincorporated County, 33142-5109	0.197879178
77	MIAMI-DADE COUNTY, EXPRESSWAY AUTHORITY	3638 NW 37 AVE, Unincorporated County, 33142-4904	0.047812717
78	MIAMI DADE EXPRESSWAY AUTHORITY	3640 NW 37 AVE, Unincorporated County, 33142-4904	0.047843081
79	MIAMI DADE EXPRESSWAY AUTHORITY	3656 NW 37 AVE, Unincorporated County, 33142-4904	0.06403561
80	MIAMI DADE CITY EXPRESSWAY AUTHORI	3685 NW 36 ST, Unincorporated County, 33142-4913	0.838533721
81	MIAMI DADE EXPRESS AUTHORITY	Unincorporated County, 33142-4905	0.746025441
82	MIAMI DADE COUNTY, EXPRESSWAY AUTHORITY	3916 NW 32 AVE, Unincorporated County, 33142-5010	0.351560783
83	MIAMI DADE EXPRESSWAY AUTHORITY	3920 NW 32 AVE, Unincorporated County, 33142-5010	0.388148677
84	MIAMI DADE CO, EXPRESSWAY AUTHORITY	4030 NW 32 AVE, Unincorporated County, 33142-5002	0.938642524
85	MIAMI DADE EXPRESSWAY AUTHORITY	Unincorporated County, 33142-0000	0.210569391
86	MIAMI DADE EXPRESSWAY AUTHORITY	3907 NW 35 AVE, Unincorporated County, 33142-5025	0.969702921

# 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 1: Evaluation Results

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

## TABLE 2: EVALUATION SUMMARY

STATION AREA	LIVABILITY	SUSTAINABILITY	ECONOMIC GENERATION
COUNTY LINE	LOW	STRONG	STRONG
STADIUM	LOW	STRONG	STRONG
CAROL CITY	ACCEPTABLE	STRONG	ACCEPTABLE
PALMETTO	LOW	ACCEPTABLE	LOW
OPA-LOCKA	ACCEPTABLE	STRONG	STRONG
MDC	ACCEPTABLE TO STRONG	ACCEPTABLE TO STRONG	ACCEPTABLE
103	LOW	LOW	LOW
95	LOW	LOW	LOW TO ACCEPTABLE
79/82	LOW	ACCEPTABLE	LOW TO ACCEPTABLE

# 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

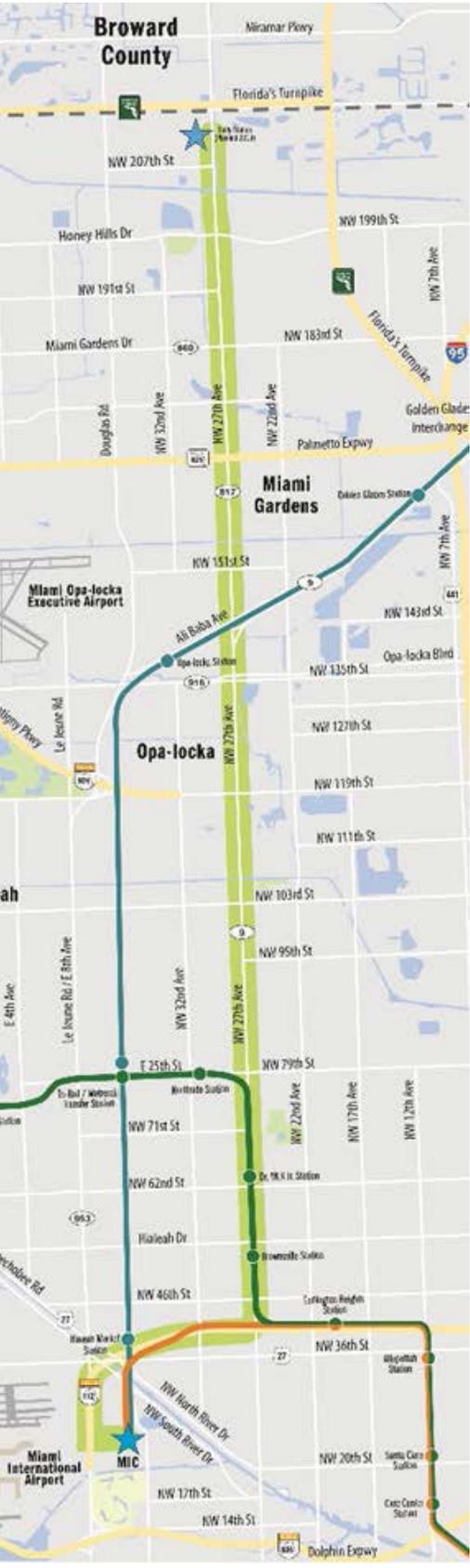


# Economic Mobility

## Next Steps

- Final Report
- First/Last Mile
- Station Area Accessibility

# 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.

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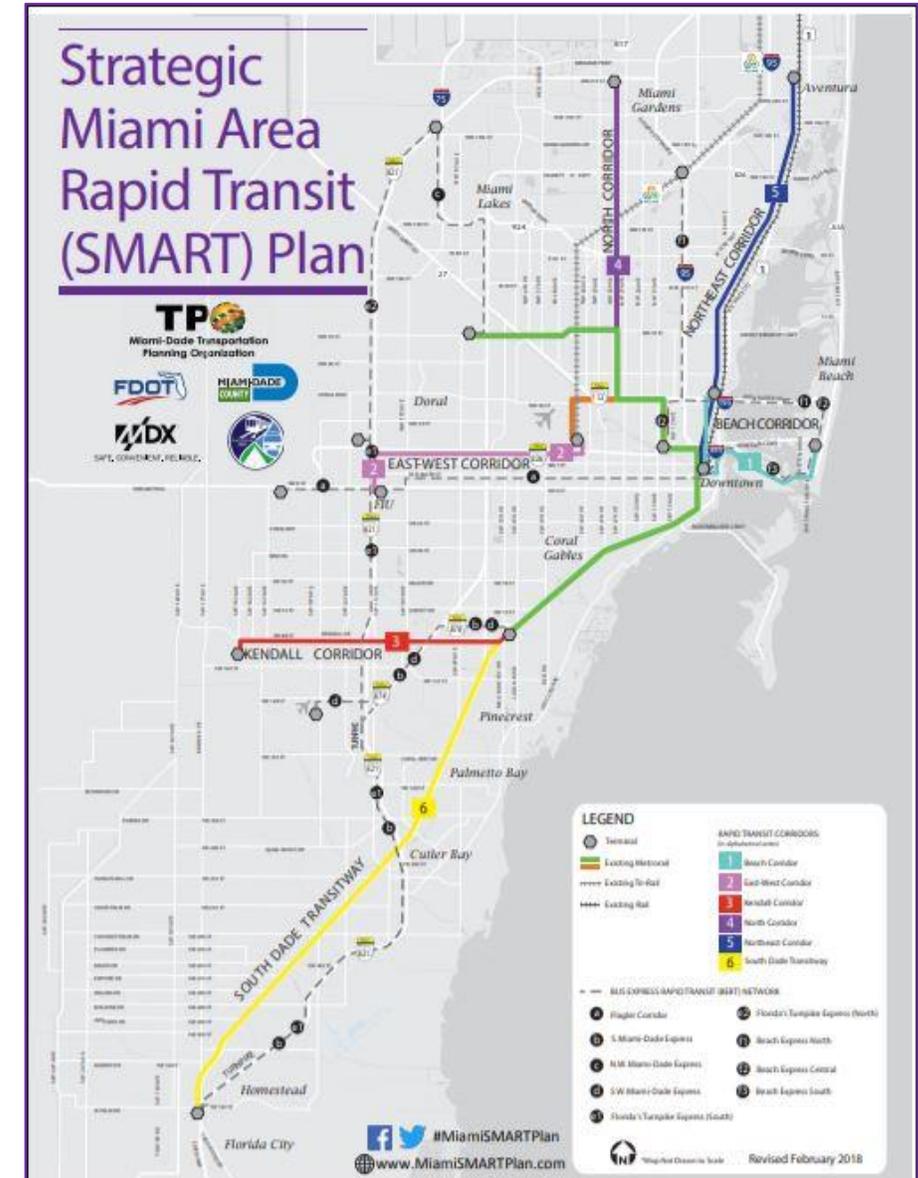
# NORTH CORRIDOR LAND USE VISIONING & ECONOMIC MOBILITY

STUDY ADVISORY COMMITTEE  
JUNE 25, 2019  
NORTH DADE REGIONAL LIBRARY



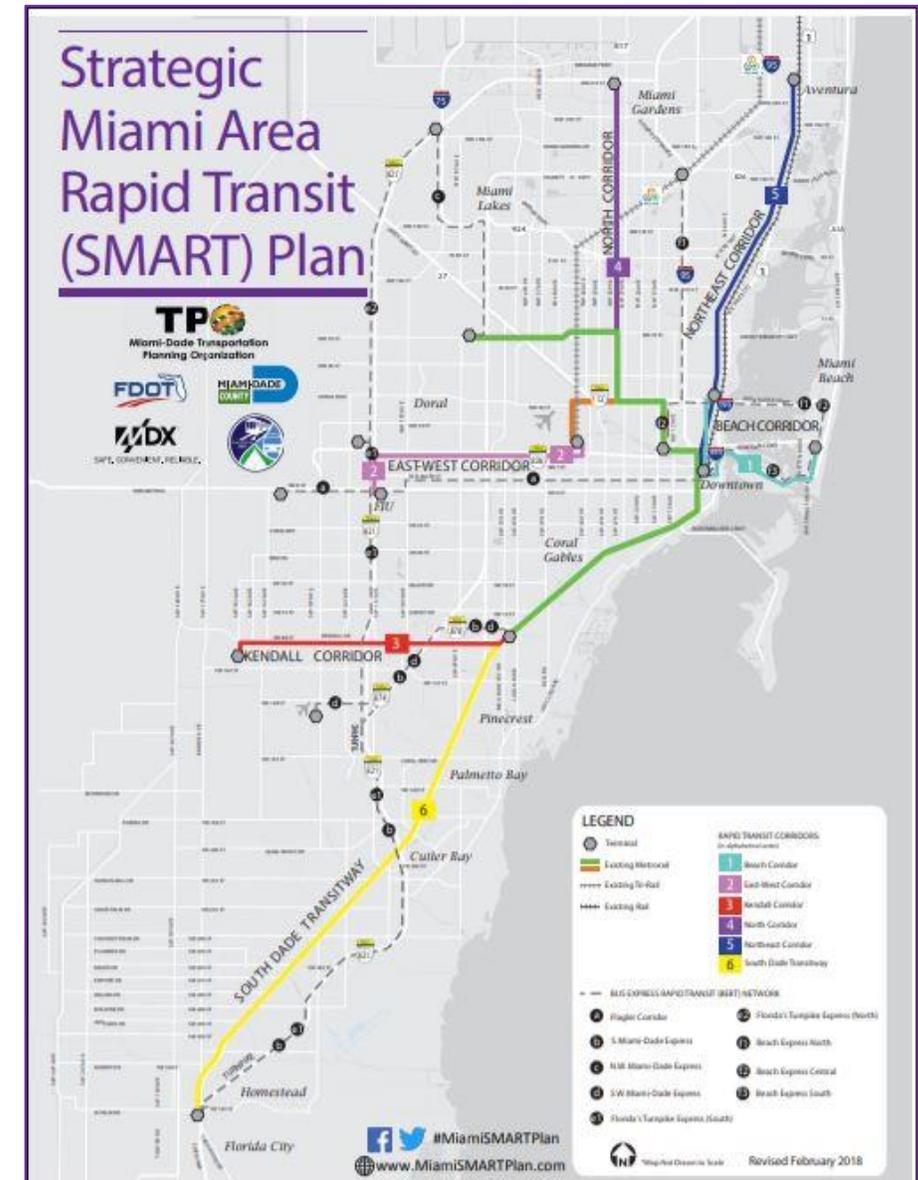
# AGENDA

- 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

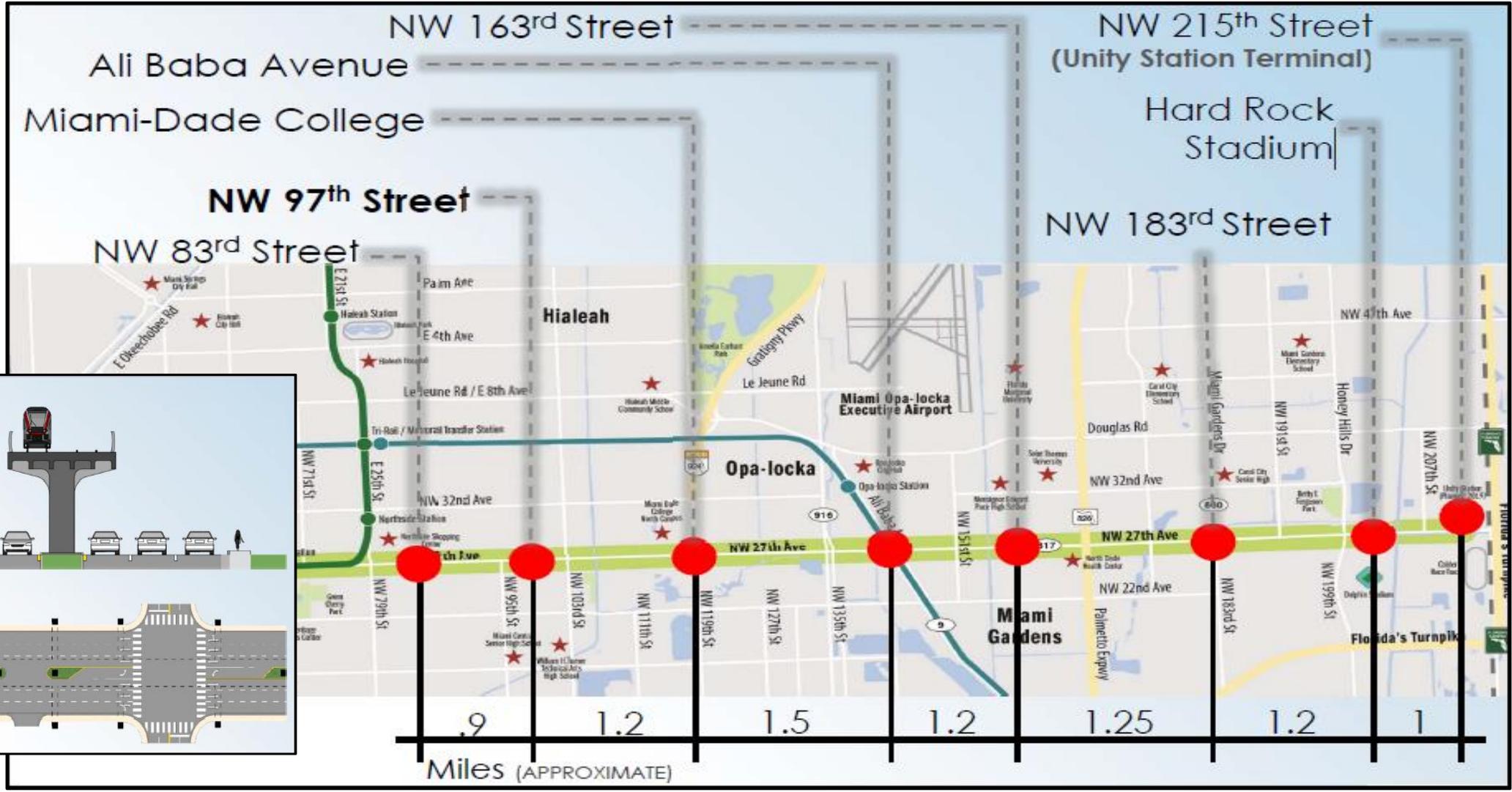
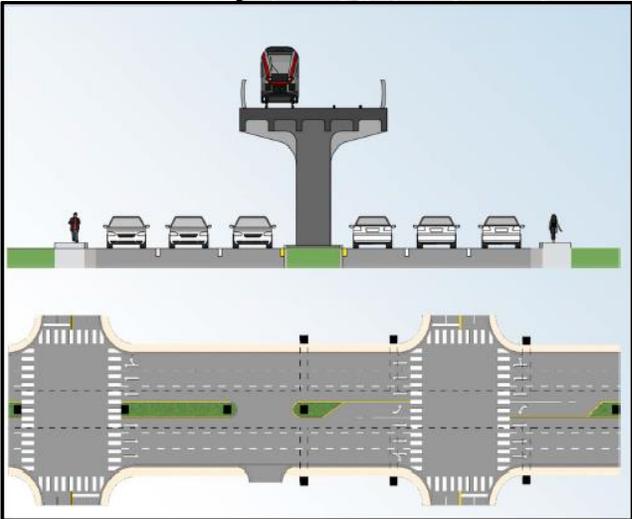
- LPA for “elevated fixed guideway transit system” was issued by TPO Governing Board on December 6, 2018
- Awaiting decision on *preferred technology* – *Exp. 9/2019*
- FTA issued class of action determination for an environmental assessment



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 27<sup>th</sup> 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

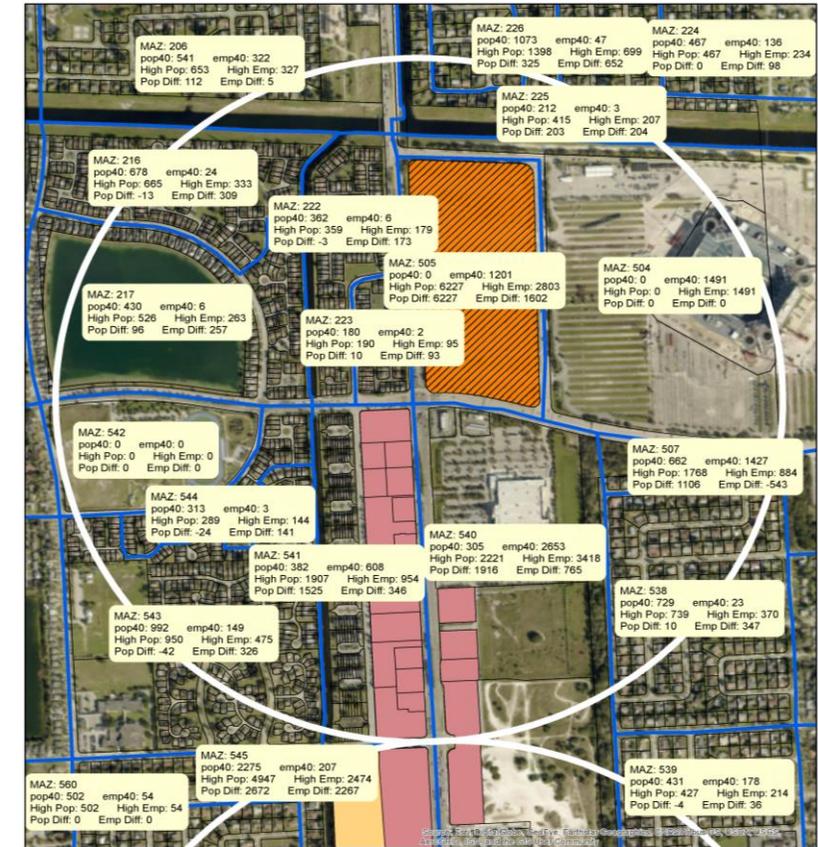
- **TOTAL Population (Station Areas) & Employment (Corridor-Wide)**
  - ✓ **Must exceed 120,000 Population / 220,000 Employment**
- **WE HAVE 2040 POP @124,500 !!! & EMP @ 253,852 !!!**



# Land Use Refinement Process

## STADIUM STATION

- 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)
    - ❖ 27<sup>th</sup>Ave (Employment Only)



# 2040 POPULATION - Preferred Scenario

## NORTH CORRIDOR POPULATION BREAKDOWN

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

# 2040 EMPLOYMENT – Preferred Scenario

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

# 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 X 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.
    - $DU \div \text{Net Housing Acres} = \text{DU/AC}$

- Future Requirements

- Future Population  $\div$  Persons Per Household = DU
    - $DU \div \text{Residential Acreage Available} = \text{DU/AC}$

Typology	Residential	Nonresidential
Regional	35% or 141.6 acres	65% or 262.9 acres
Community	45% or 182.0 acres	55% or 222.5 acres
Neighborhood	75% or 303.4 acres	25% or 101.1 acres

- Employment Must Be Converted into: Floor Area Ratio

- Current Capacity

- Net Employment Footage  $\div$  Foot Per Worker
    - Convert to Acres
    - Net Acreage  $\div$  Non-Residential Land by Typology = Average FAR

- Future Requirements

- Projected Employment X Foot Per Worker = Square Footage of Land Needed
    - Converted into Acres
    - Net Acreage  $\div$  Non-Residential Land Available by Typology = FAR

Typology	Lot Coverage
Regional	80%-90%
Community	80%-90%
Neighborhood	60%-70%

# Station by Station

Comparison				
Station Area	Existing DU/AC	Future DU/AC	Change Needed?	Additional DU/AC Needed
Brownsville	15.3	19.6	Yes	4.2
MLK	11.6	11.4	No	-
79th/82nd	11.5	40.8	Yes	29.3
95th	11.3	20.4	Yes	9.1
MDC	17.0	13.1	No	-
Opa-Locka**	35.2	32.6	No**	-
Palmetto*	50.0	14.0	No*	-
Carol City*	50.0	73.4	Yes*	23.5
Stadium*	50.0	40.8	No*	-
County Line*	50.0	19.6	No*	-

# Station by Station

Comparison				
Station Area	Existing FAR	Future FAR	Change Needed?	Additional FAR Needed
Brownsville	0.6	1.1	Yes	0.5
MLK	1.0	0.9	No	-
79th/82nd	0.5	1.1	Yes	0.6
95th	0.4	1.1	Yes	0.7
MDC	2.0	1.2	No	-
Opa-Locka**	0.6	1.7	Yes**	1.1
Palmetto*	3.9	0.8	No*	-
Carol City*	1.5	1.1	No*	-
Stadium*	1.5	1.1	No*	-
County Line*	1.9	1.4	No*	-

# 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

# PREFERRED SCENARIO RIDERSHIP ANALYSIS

- 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.

## ❖ LAND USE HAS SIGNIFICANT IMPACT ON RIDERSHIP

Purpose	Household Autos Owned	Elevated Metrorail	2040 Trend
<b>Home-Based Work</b>			
	0-car	2,439	2,021
	1-car	5,301	3,691
	2+cars	6,676	4,638
	Total	14,416	10,350
<b>Home-Based Other</b>			
	0-car	4,475	3,971
	1-car	2,892	2,295
	2+cars	2,873	2,219
	Total	10,240	8,486
<b>Non-Home-Based</b>			
	0-car	2,148	1,919
	1-car	769	422
	2+cars	998	509
	Total	3,914	2,849
<b>All Trip Purposes</b>			
	0-car	9,062	7,911
	1-car	8,961	6,408
	2+cars	10,546	7,366
	Total	28,570	21,685

# PREFERRED SCENARIO RIDERSHIP ANALYSIS

- 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

## ❖ LAND USE HAS SIGNIFICANT IMPACT ON RIDERSHIP

Purpose	Household Autos Owned	Elevated Metrorail	2040 Trend
<b>Home-Based Work</b>			
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# Economic Mobility and Accessibility

# STATION AREA EVALUATION

Table 4: EVALUATION RESULTS

Station Area	Observations
County Line	<ul style="list-style-type: none"> <li>*<b>Low</b> performance in <b>Livability</b> category</li> <li>*<b>Strong</b> performances in <b>Sustainability</b> and <b>Economic Generation</b></li> <li>*In the <b>Economic Generation</b> category, <b>low</b> performance for the <b>Promotes Small Business</b> criterion</li> </ul>
Stadium	<ul style="list-style-type: none"> <li>*Performs at a <b>low</b> level in the <b>Livability</b> category even though it will generate pedestrian activity</li> <li>*<b>Strong</b> performances in <b>Sustainability</b> and <b>Economic Generation</b> recognizing in <b>Economic Generation</b> category the <b>low</b> performance for the <b>Promotes Small Business</b> criterion</li> </ul>
Carol City	<ul style="list-style-type: none"> <li>*<b>Acceptable</b> performance (overall score of at least 70) in all categories</li> <li>*<b>Strongest</b> in the <b>Sustainability</b> category</li> </ul>
Palmetto	<ul style="list-style-type: none"> <li>*<b>Low</b> performances in the <b>Livability</b> and <b>Economic Generation</b> categories</li> <li>*<b>Acceptable</b> performance in the <b>Sustainability</b> category</li> </ul>
Opa-Locka	<ul style="list-style-type: none"> <li>*<b>Strong</b> performances in <b>Sustainability</b> and <b>Economic Generation</b> categories</li> <li>*<b>Acceptable</b> performance in the <b>Livability</b> category</li> </ul>
MDC	<ul style="list-style-type: none"> <li>*<b>Acceptable</b> performances in <b>all</b> categories</li> <li>*Highest ratings by criterion are: <b>Gen. Ped Activity; Encourage Transit; Reduce Car Dependency; Strengthen Local Economy</b></li> </ul>
NW 103rd St.	* <b>Low performances</b> in <b>every</b> category & almost every criterion
NW 95th St.	* <b>Low performances</b> in <b>every</b> category & almost every criterion
NW 79th/82nd Sts.	* <b>Acceptable</b> performance in <b>Sustainability</b> category, <b>but relatively weak overall</b>

**Table 5: OVERALL EVALUATION SUMMARY**

STATION AREA	LIVABILITY	SUSTAINABILITY	ECONOMIC GENERATION
COUNTY LINE	LOW	STRONG	STRONG
STADIUM	LOW	STRONG	STRONG
CAROL CITY	ACCEPTABLE	STRONG	ACCEPTABLE
PALMETTO	LOW	ACCEPTABLE	LOW
OPA-LOCKA	ACCEPTABLE	STRONG	STRONG
MDC	ACCEPTABLE TO STRONG	ACCEPTABLE TO STRONG	ACCEPTABLE
103	LOW	LOW	LOW
95	LOW	LOW	LOW TO ACCEPTABLE
79/82	LOW	ACCEPTABLE	LOW TO ACCEPTABLE

# 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

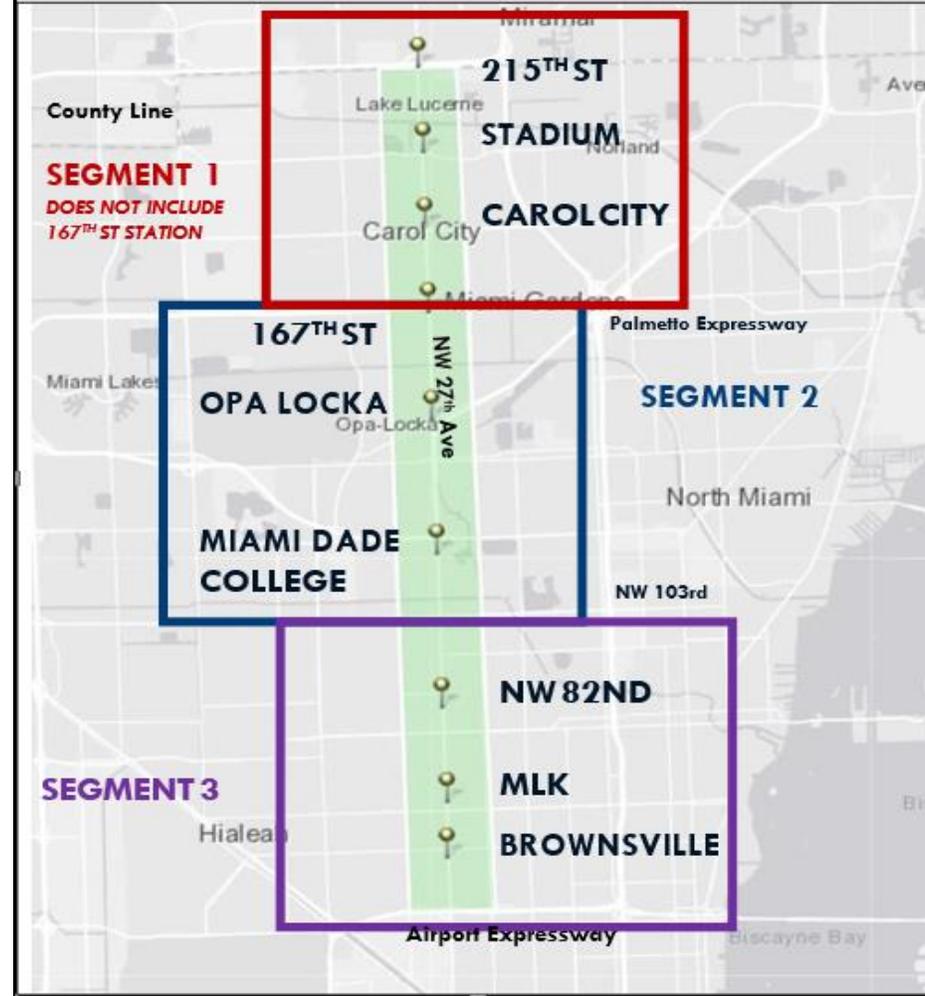
- Three of the nine MDC communities with the greatest increase in the value of existing properties, between 2018 and 2019, are touched by the North Corridor
  - ✓ Opa-Locka at +8.3%, Miami Gardens at +6.7%, Hialeah at +6.7%.
    - ❖ Those gains were even higher after factoring in new construction.
 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

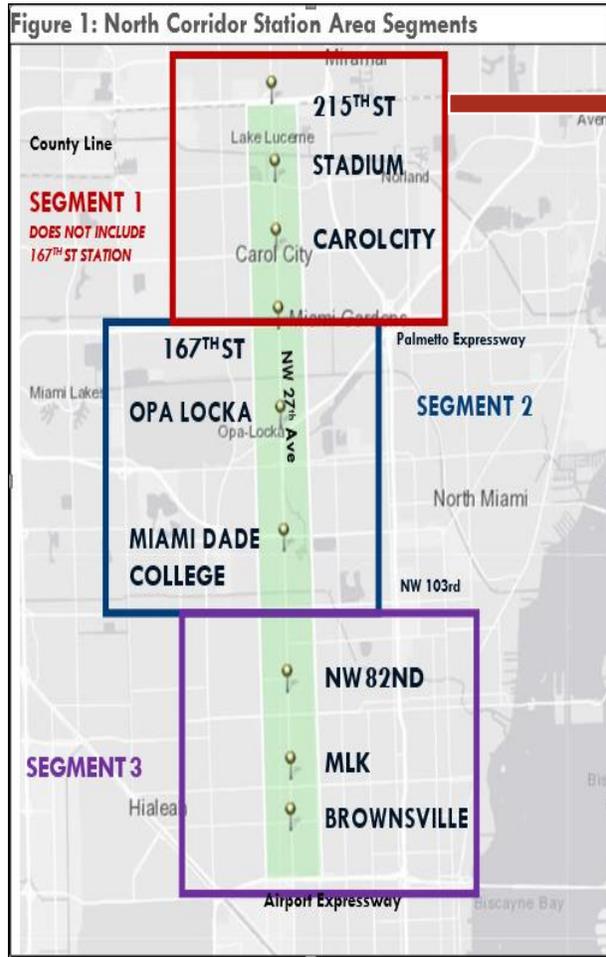
Figure 1: North Corridor Station Area Segments



# Market Expectations

## Segment 1 – Entertainment District

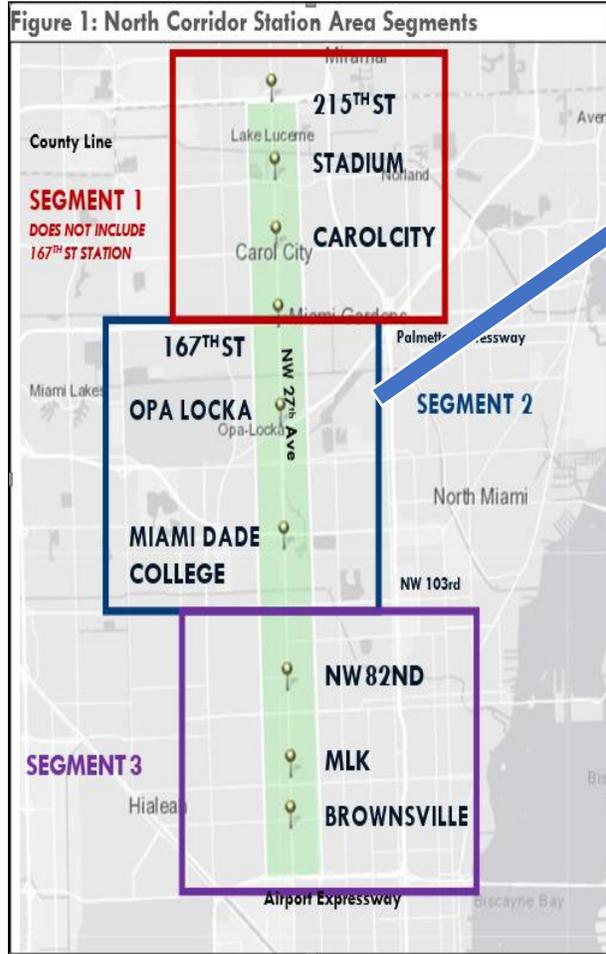
- Leverage the existing and planned sports and casino venues for a new mixed-use entertainment district.
- Create a retail/shopping cluster that includes a range of food and beverage options, as well as a hotel.
- Create a walkable, urban-style stadium district creating a year-round destination, as seen 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.



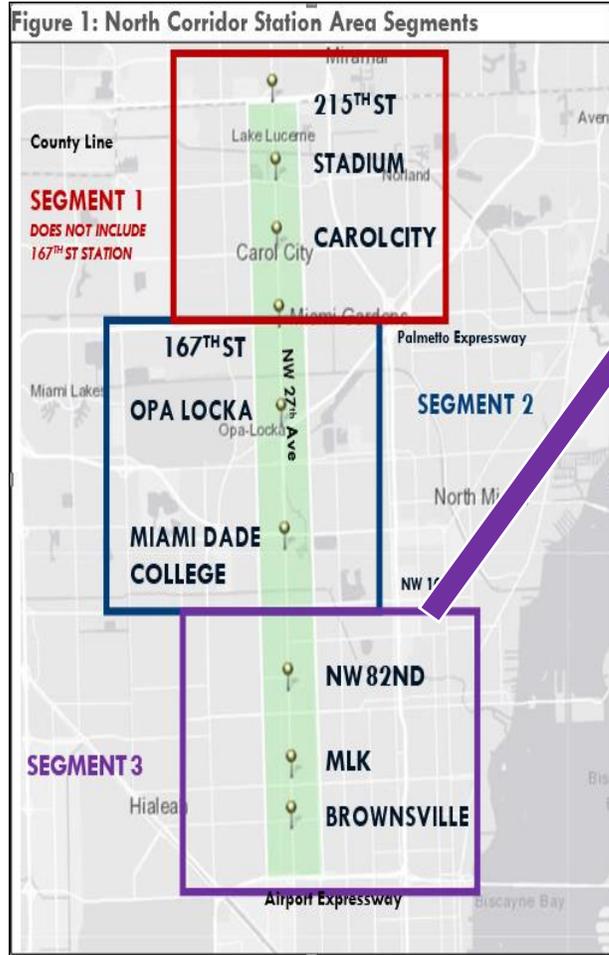
# Market Expectations

## Segment 2 – Education District

- 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

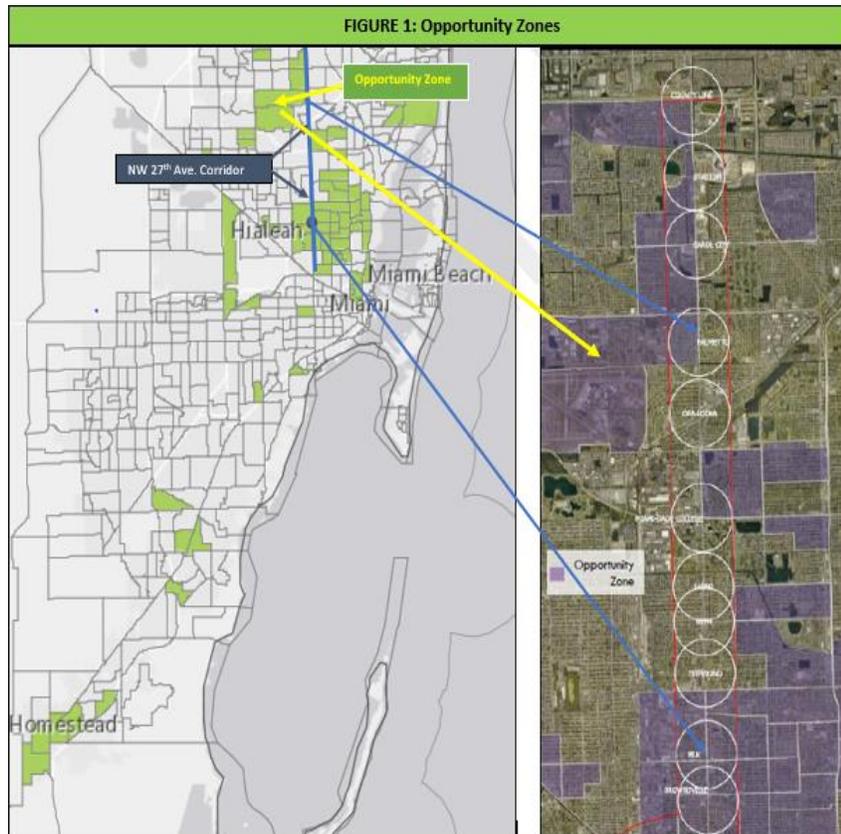


## Segment 3 – Infill Residential District

- 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