South Dade
TRANSITWAY CORRIDOR

SMART Plan South Dade Transitway Corridor

Land Use Scenario & Visioning Planning

FINAL REPORT
OCTOBER 2019

TPO
Miami-Dade Transportation Planning Organization

Calvin, Giordano & Associates, Inc.
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Miami-Dade Transportation Planning Organization

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SMART Plan South Dade Transitway Corridor
Land Use Scenario and Visioning

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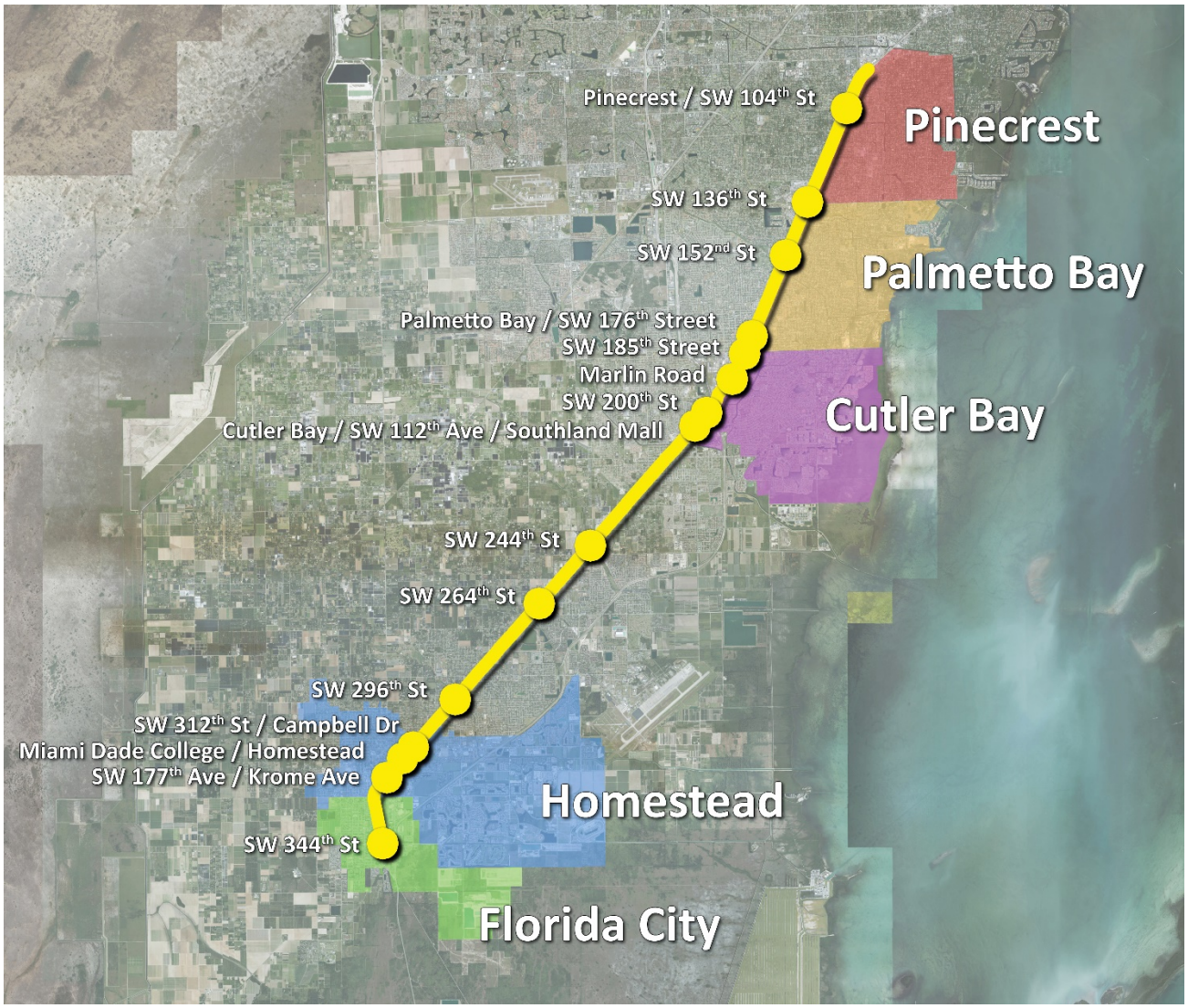
EXECUTIVE SUMMARY

Transportation Planning Organization Vision

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



EXECUTIVE SUMMARY

The Strategic Miami Area Rapid Transit (SMART) Plan is intended to help achieve county and community population and employment goals through the development of transit supportive land uses. Recognizing that these uses play a critical role in the success of major rapid transit investments, the Miami-Dade Transportation Planning Organization (TPO) was tasked with examining this interrelationship to complement the Plan rapid transit initiative.

In furtherance of this goal, on April 21, 2016, the Miami-Dade Transportation Planning Organization (TPO) Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan. The SMART Plan called for the study of six rapid transit corridors (Beach Corridor, East-West Corridor, Kendall Corridor, North Corridor, Northeast Corridor and **South Corridor (South Dade Transitway)** in addition to eight Bus Express Rapid Transit (BERT) corridors. When completed they will significantly improve transportation mobility throughout Miami-Dade County.

Purpose and Overview

The purpose of this Study is to develop a Land Use Scenario & Visioning Plan for the South Dade Transitway Corridor (formerly known as South Dade Busway) of the SMART Plan and to provide the technical basis for the development of transit supportive land uses for the South Dade Transitway Corridor. The goal of this project is to facilitate the movement of a greater number of passengers than currently exists to and from South Miami-Dade to the urban core of Downtown Miami.

The limits of the Study extend for approximately 20 miles from SW 344th Street on the south terminus to the Dadeland South Metrorail Station along the Transitway. Portions of Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, Village of Pinecrest and Miami-Dade County are within its limits. It should be noted that the southern portion of Miami-Dade County has the fastest population growth in the County and is projected to experience a 50 percent increase in population and 65 percent increase in employment by 2040.

In addition to this Study, the Miami-Dade Department of Transportation and Public Works (DTPW) has conducted and completed a companion study entitled the "South Dade Transitway Rapid Transit Corridor Project" in order to determine and document the feasibility of improving the facility. The DTPW study focused on the engineering analysis, ridership, transit alternatives and environmental evaluation.

Locally Preferred Alternative

On Thursday, August 30, 2018, the Miami-Dade TPO Governing Board selected Bus Rapid Transit (BRT) as the Locally Preferred Alternative (LPA) transit mode for the corridor. It was determined this mode was the most cost effective for the corridor at the time. As part of the motion to select BRT, the Governing Board further directed the TPO Executive Director to take any and all necessary steps and actions in order to accomplish the conversion of the

South Dade Transitway from BRT to at-grade Metrorail upon reaching an average weekday ridership of 35,000 daily trips on the South Dade Transitway.

Once completed, BRT will provide rail-like travel time, 15 iconic stations, level boarding through all doors, and pre-paid fares for speedy access. BRT will also provide enhanced safety features and other upgrades along dedicated lanes with multi-layered service lines.

South Dade Transitway Land Use Scenario & Visioning Plan Process

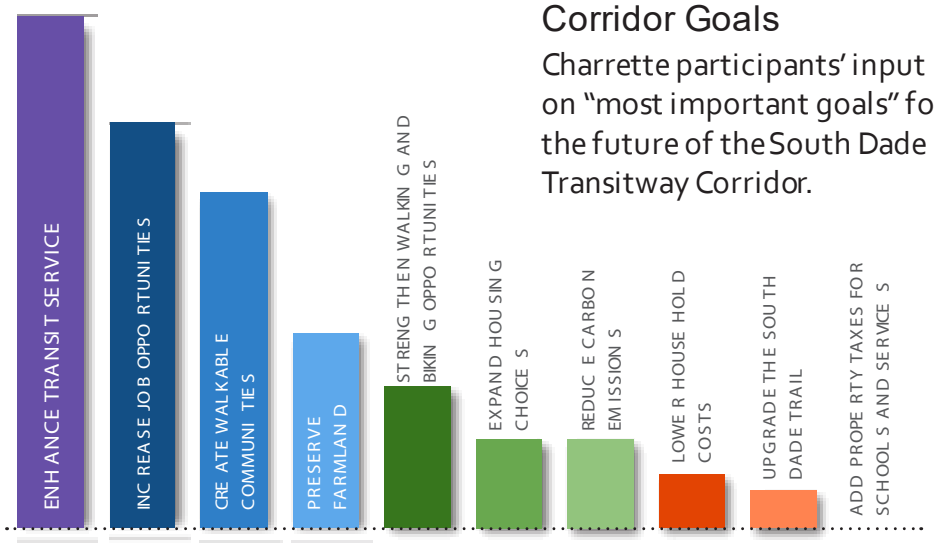
Over the course of the Study four distinct tasks were undertaken.

The first task in the process was to convene a Study Advisory Committee (SAC), whose members included a variety of stakeholders including representatives from each municipality and agency and community stakeholders. The SAC met six times during the study period and was invaluable to its successful completion. In addition, one Agency Workshop was held in October 2018.

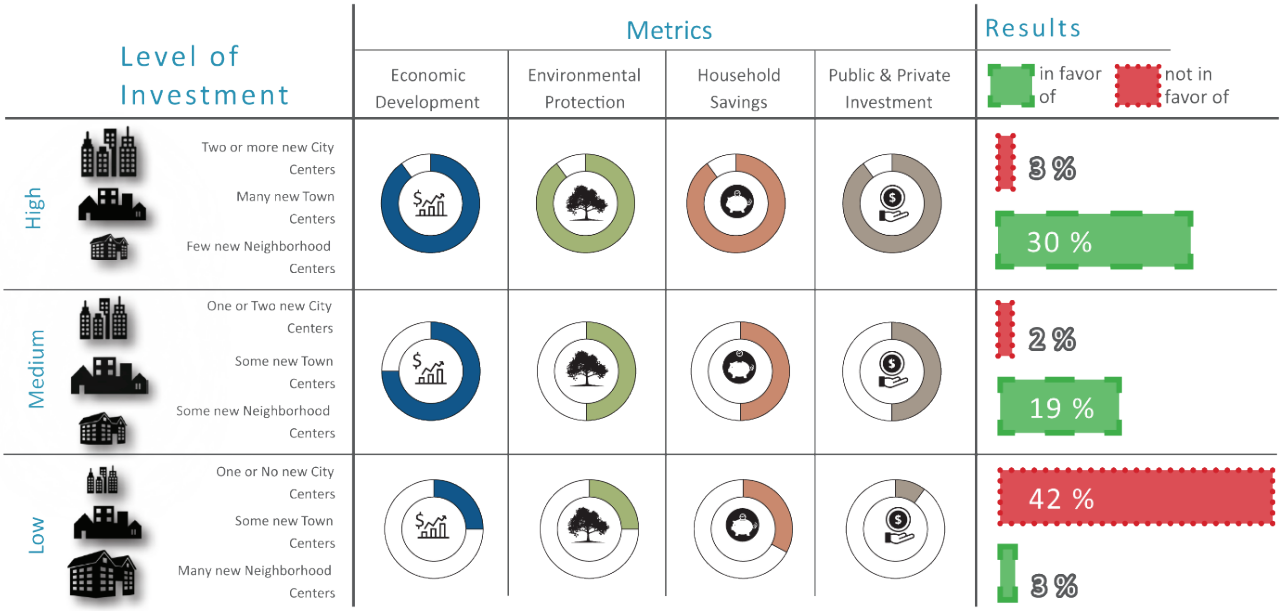
The second task involved a series of Charrettes that were conducted for the South Dade Transitway Corridor. The Charrette series was conducted in December 2017 and consisted of three interactive planning sessions where the community collaborated on creating a land use vision for the corridor. The Charrettes were held:

- Saturday, December 2 at Town of Cutler Bay Town Hall
- Wednesday, December 6 at Village of Pinecrest Evelyn Greer Park
- Thursday, December 14 at Florida City Youth Activity Center

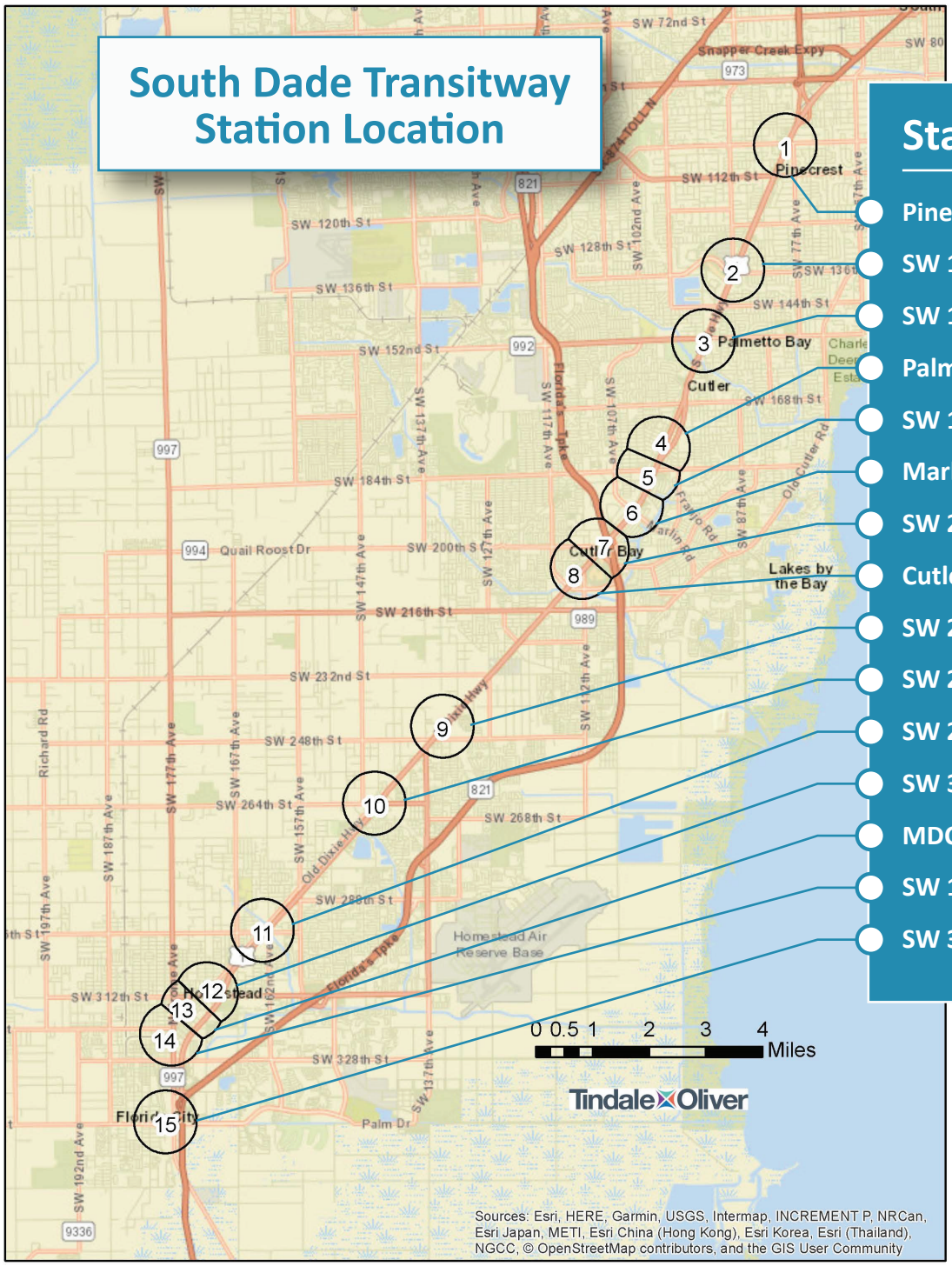
Over 100 people participated in the three events.



Charrette participants also indicated their support for different levels of public and private investment in Corridor improvement, and the potential effect of these variations on several types of metrics.

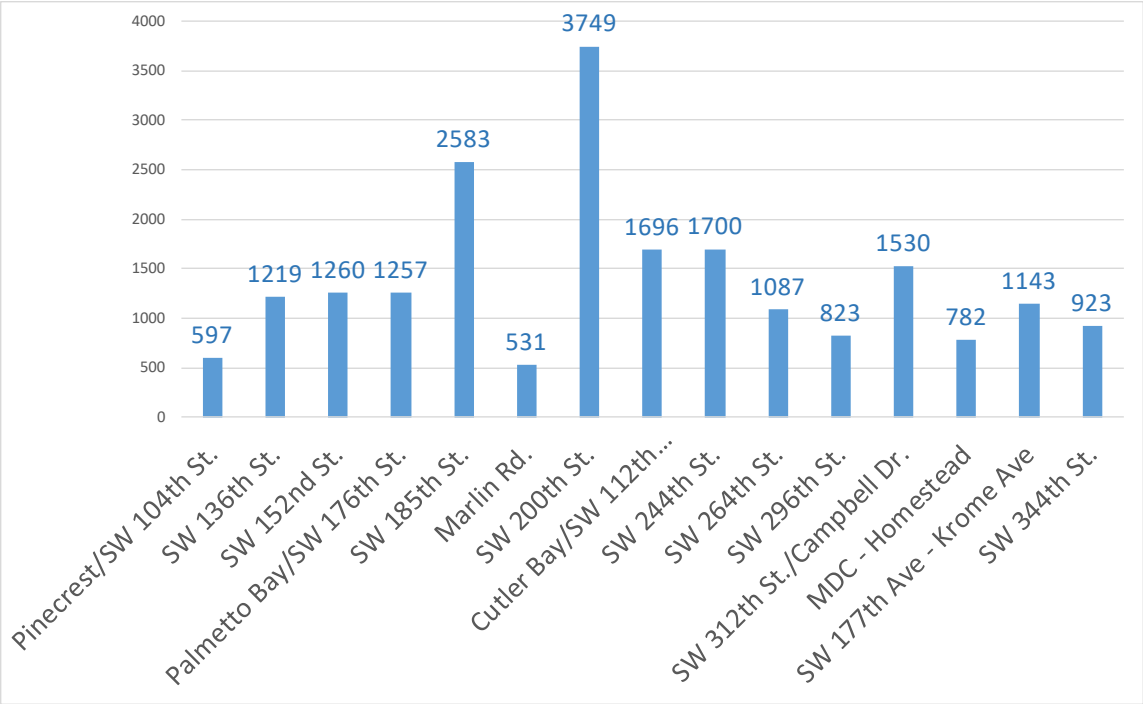


A third task included modeling for population and employment estimates for the Year 2040 at each of the 15 BRT stations and along the whole length of the corridor. These estimates were completed and refined over the course of this Study. These estimates were the basis for determining whether land uses in the Station Areas were enough to achieve the overall ridership goals. Station Area forecasts under the three land use scenarios were initially developed and analyzed. Land use information (population and employment) from 2015 was used as the base for this study. The adopted Long-Range Transportation Plan (LRTP) 2040 land use forecast was used for determining trends in population and employment growth. Incremental growth is the additional growth beyond the trend forecast for 2040 and was tested as part of this study to determine its effect on transit ridership.



* The recommended location of this Station differs from the proposed location at SW 168th Street in the DTPW Rapid Transit Study due to the focus of each Study.

Average Weekday Boardings for Preferred Vision Scenario



The fourth task required a thorough review of the Comprehensive Plans of the corridor municipalities and Miami-Dade County, and any previous planning studies undertaken in order to determine whether they contained transit supportive goals, objectives or policies that would permit future ridership numbers to be attained.

Generally, this Study finds that several of the governmental entities having jurisdiction over land and land uses within the South Dade Transitway Corridor are already well positioned to support transit-oriented development without making drastic alterations to either their adopted policy foundation or land use pattern. These include, Palmetto Bay, Cutler Bay, and Miami-Dade County.

However, there are some exceptions. Some municipalities, such as Pinecrest, Homestead, and Florida City, are less aligned with the current Miami-Dade County CDMP or may not fully reflect current community aspirations relative to the pattern of future growth, the need for broader mobility, and the character of community development.

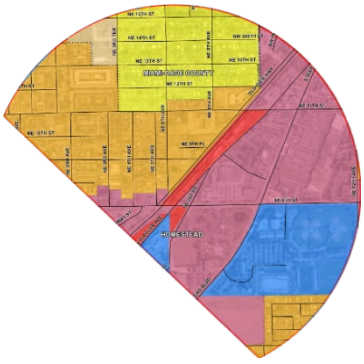
While each of the 15 Station Areas that were studied along the South Dade Transitway Corridor meet or greatly exceed expectations for the Preferred Employment Vision the same cannot be said for Population. As further outlined in Chapter 7 – Conclusions and Recommendations, six of the 15 Station Areas do not attain the Preferred Population Vision. Below is a list of recommendations for each of the Station Areas that do not meet or exceed the Preferred Population Vision for the Corridor.

Station 3 – SW 152 Street

Although much of the west portion of the Station Area is currently within the public domain there is currently a lack of developable area, except in the area designated Office/Residential. Minimal Residential land is available for development. To the east, Palmetto Bay has substantial redevelopment potential within the Business and Office Land Use Designation for both business and residential uses. Miami-Dade County should consider revisiting parcels designated Office/Residential in order to in order to provide for more housing opportunities.

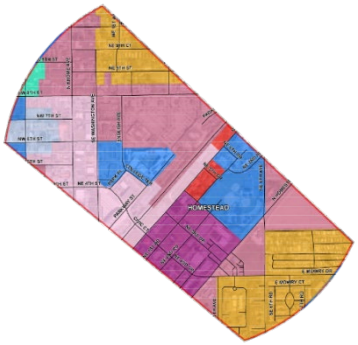
Station 6 – Marlin Road

Changes may be needed to Land Uses. Population Preferred Vision goal is not met. Miami-Dade County should consider revisiting parcels designated Industrial and Office in order to provide for more housing opportunities. Or, as development occurs in the Mixed Use area the percent residential may be greater than 50% thereby alleviating the need for re-designation in the Industrial and Office area.



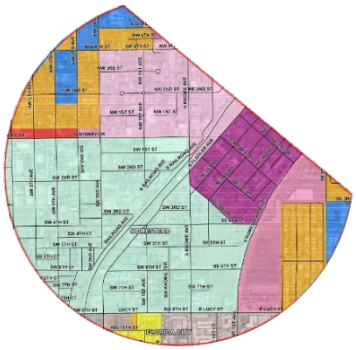
Station 12 – SW 312 Street/Campbell Drive

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Homestead should consider revisiting parcels designated Light Commercial for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.



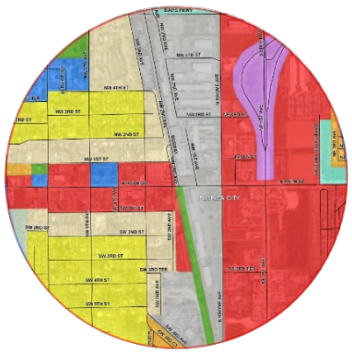
Station 13 – Miami-Dade College – Homestead

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Homestead should consider revisiting parcels designated Light Commercial for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.



Station 14 – SW 177 Avenue/Krome Avenue

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Homestead should consider revisiting parcels designated Planned Urban Development and increase the number of maximum permitted units for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.



Station 15 – SW 344 Street/Terminus

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Florida City should consider increasing densities for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

This Study recommends general land use policy changes that, if adopted, will permit increases in non-residential intensities and therefore employment opportunities within certain Station Areas along the South Dade Transitway Corridor and offers guidance to those municipalities wishing to achieve the aspirational population and employment goals found within this documdent.

Chapter 1
INTRODUCTION

SMART Plan
South Dade Transitway Corridor
Land Use Scenario and Visioning Planning

A Place starts with a Vision.
As a community, what do we want to be?
How do we want to grow?
Where do we want to grow?

The first step on the path to achieving a *Place* Vision is planning for the mix of land uses and the densities and intensities of homes and workplaces. The second step is to put the necessary regulations in place that will guide the location and extent of those places to accomplish the community goals. The third step is to guide design and quality, so the Places we create to live, work and play are vibrant and enduring.

With a Plan, effective tools and community support, the Vision happens!

CHAPTER 1 – INTRODUCTION

a. What is the SMART Plan

The Strategic Miami Area Rapid Transit (SMART) Plan is intended to help achieve county and community population and employment goals through the development of transit supportive land uses. Recognizing that these uses play a critical role in the success of major rapid transit investments, the Miami-Dade Transportation Planning Organization (TPO) was tasked with examining this interrelationship to complement the Plan rapid transit initiative. The projects associated with this initiative are intended to significantly improve transportation mobility throughout Miami-Dade County, providing a world-class transit system that will support economic growth and competitiveness and link the County more effectively to the local, regional and national transportation network.

In furtherance of this goal, on April 21, 2016, the TPO Governing Board officially adopted and endorsed the proposed SMART Plan. The Plan called for the study of six rapid transit corridors (Beach Corridor, East-West Corridor, Kendall Corridor, North Corridor, Northeast Corridor and **South Corridor (South Dade Transitway)** in addition to the eight Bus Express Rapid Transit (BERT) corridors that are being proposed (Figure 1-1).

All six individual corridor studies will evaluate the implementation of a cost-effective rapid transit system and infrastructure improvement along each transit corridor as part of an overall interconnected rapid transit network.

b. Purpose and Organization of this Report

<u>Purpose</u>

The purpose of the Land Use Scenario and Visioning Study is to develop a Land Use Scenario Plan for the South Dade Transitway Corridor of the SMART Plan. This study provides the technical basis for the development of and subsequent recommendations for transit supportive land uses for the South Dade Transitway Corridor around the Station Areas. With the inevitable population and job growth in the fastest growing area of Miami-Dade County, planning for how this growth will occur and the types of places created will determine the effects of these increases.

The study documented in this report has sought to respond to the following **Objectives**, posed by the TPO:

1. How do the recommended land use scenarios support the forecasted ridership for the South Corridor?

2. What land use policy and regulations changes can be recommended for the corridor to address the community's overall vision, goals, and objectives, while supporting transit in the South Corridor?
3. What are the impacts of the Land Use Scenario Plans to the comprehensive plans at the county and municipal levels?
4. What actions may be necessary to achieve implementation of the plan?

Organization

The report is organized into the following Chapters, which cover the various areas of project.

Chapter 1 – Introduction

This Chapter discusses the project objectives, the purpose and organization of the report and provides a summary of the process.

Chapter 2 – Land Use Scenarios Development and Testing

This Chapter describes the Scenario Development process, reflecting the Locally Preferred Alternative that resulted from public review of several alternatives, the identification of Redevelopment Opportunities and the evaluation of Transit Ridership. The content of this Chapter addresses project **Objective 1**.

Chapter 3 – Corridor Series – Public Involvement

This Chapter describes the Charrette series and process to evaluate a variety of land use scenarios as part of a future transit investment along the South Corridor. The Charrette series was conducted in December 2017 and consisted of interactive planning sessions where the community collaborated on creating a land use vision for the corridor. This Chapter seeks to address project **Objective 2**.

Chapter 4 – Preferred Vision Scenario

This Chapter includes modeling for population and employment estimates for the Years 2040 at each of the 15 BRT stations and along the whole length of the corridor. These estimates were the basis for determining whether land uses in the Station Areas were enough to achieve the overall ridership goals. The content of this Chapter addresses project **Objective 1.**

Chapter 5 – Land Use Policy Review

This Chapter summarizes the general characteristics of each of the communities along the South Dade Transitway corridor and provides a general review of the adopted land use policies of the incorporated municipalities involved as well as Miami-Dade County, to determine their strength toward transit supportive uses. Additionally, a summary of the corridor's Charrette process is included. The content of this Chapter addresses project **Objectives 2 and 3**.

Chapter 6 – Identification of Opportunities and Constraints

This Chapter profiles basic existing conditions of the 15 station areas along the corridor; a review of the adopted Future Land Use pattern is included, along with a determination of whether this pattern is supportive of the population and employment goals for each station. This Chapter seeks to address project **Objective 2.**

Chapter 7 – Conclusions and Recommendations for Implementation

This Chapter summarizes the study conclusions and offers recommendations for potential steps and actions that may be necessary in order to achieve the projected population and employment metrics for each Station Area. Therefore, the content of this Chapter addresses project **Objective 4.**

c. Miami-Dade Transit History (Highlights)

In 1969, the Miami Urban Area Transportation Study (MUATS) concluded that rapid transit would be feasible and desirable (at a time when the population of then Dade County equaled 800,000).

In 1977, the U.S. Department of Transportation (DOT) committed $575 million in funds as its share to construction Stage I of the Metrorail from Dadeland to NW 67th Street (with the County population at 1,400,000).

In 1984-85, Metrorail opened to the public (with the County population at 1,750,000).

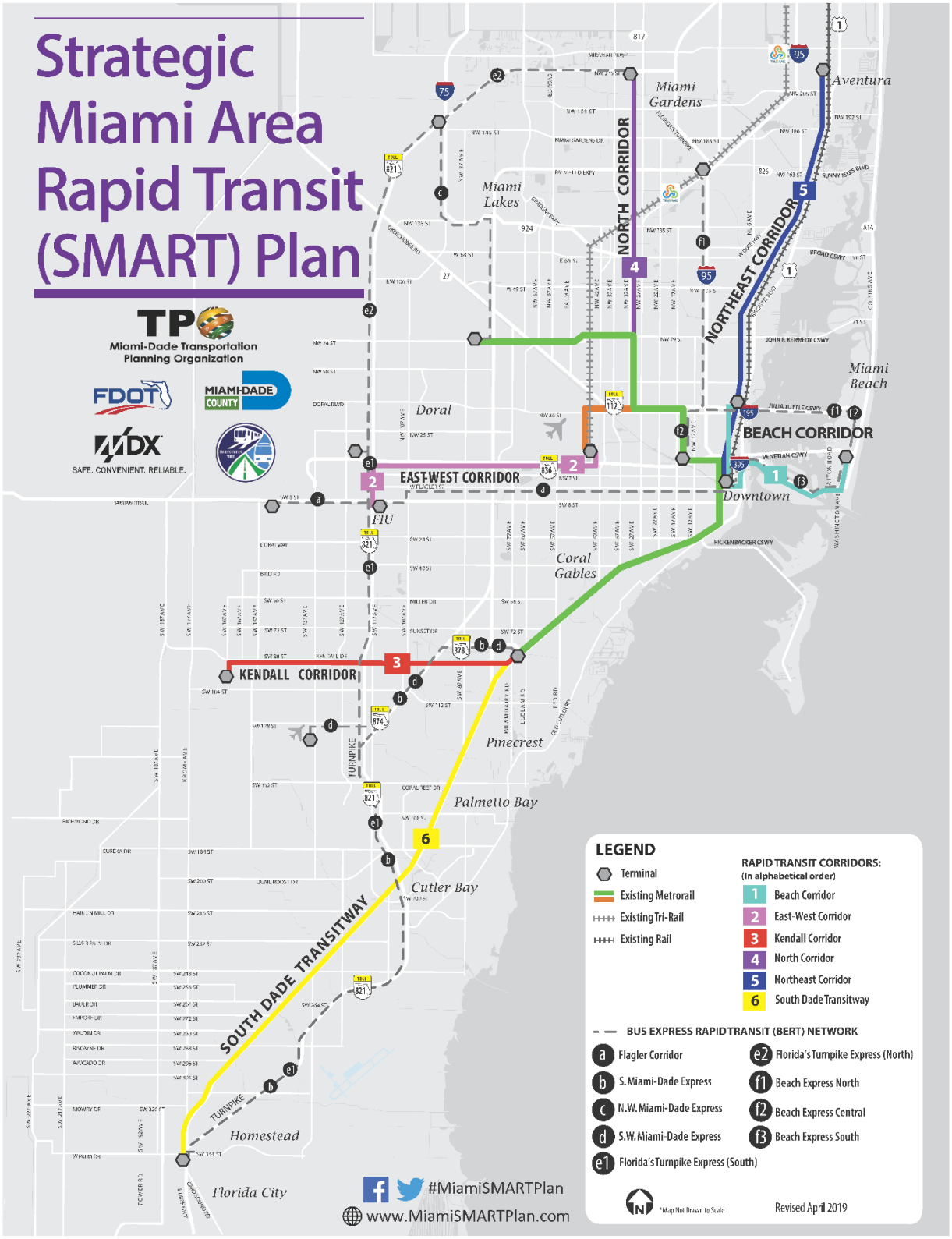
In 1986, Metromover opened Downtown. In 1994, the system expanded to the Omni and Brickell.

In 2002, with Miami-Dade County's population at 2,530,000, voters approved a half penny sales surtax to demonstrate a local commitment to mass-transit expansion. This local commitment confirmed the desire and dedication of Miami-Dade County to seek and implement alternative transportation methods, at all levels of the community. This dedicated funding source is available to match State and Federal funds for the implementation of this Plan.

On April 21, 2016, with the County's population standing at 2,700,000, the TPO Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan.

On August 30, 2018, following the recommendation of the Miami-Dade Department of Transportation and Public Works (DTPW) Study for the South Dade Transitway Rapid Transit Corridor Project, the TPO Governing Board selected Bus Rapid Transit as the Locally Preferred Alternative. The TPO also voted to revisit this modal option once ridership reaches 35,000 boardings per day.

Figure 1-1. SMART PLAN Proposed Rapid Transit and Bus Express Rapid Transit Corridors



d. Context of the South Dade Transitway

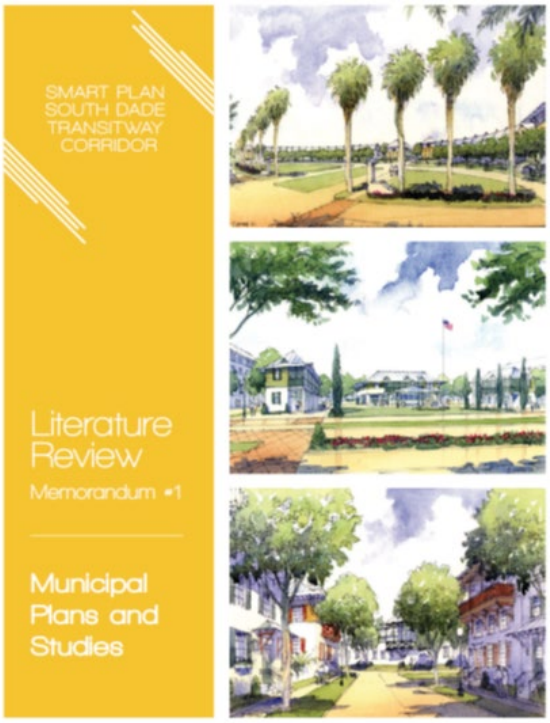
The overall purpose of this project is to facilitate the movement of passengers to and from South Miami-Dade to the urban core of Downtown Miami and, also within the Corridor.

Unique among the SMART Plan corridors, the South Corridor follows the South Dade Transitway, with an existing dedicated right-of-way for the exclusive use of buses. The Transitway corridor is the location of what was once the old Florida East Coast (FEC) Railroad corridor right-of-way (Flagler Railroad). The first phase of the Busway was opened to transit in February 1997, while the final segment opened in December 2008. Today, there are approximately 18,000 daily transit boardings, removing many cars from South Dixie Highway (US-1). However, there is potential for many more riders to make use of transit along this corridor.

The Corridor encompasses a wide range of types of places and socioeconomic conditions. The communities surrounding the Transitway are experiencing the fastest population growth in Miami-Dade County – it is projected that the southern portion of Miami-Dade County will experience a 50 percent increase in population and 65 percent increase in employment by 2040. Along the corridor there are already numerous signs of increased investment with many new multifamily developments underway. Yet there are also scattered spots where there is a lack of investment and neglect.

The Transitway Corridor spans a key commercial spine in southern Miami-Dade County. There are multiple malls and commercial areas along the corridor which have been designated as "Activity Centers," where redevelopment that complements the Transitway is already supported (e.g., Dadeland Mall, The Falls, and the Southland Mall). Additionally, the Jackson South Community Hospital and Miami- Dade College Homestead Campus are adjacent to the corridor. Numerous community features have been identified within the project area including local parks, schools, religions centers, community centers, public lands, civic centers, government buildings, and a cultural center.

e. Summary of Process



The first step involved reviewing prior and current planning efforts to build on past insights and ensure consistency with current efforts. The Consultant team reviewed numerous national, regional, and countywide plans and studies for guidelines and best practices relevant to this study (Appendix A.).

At the same time, scheduling and preparation for an early round of public charrettes (Chapter 3) was underway. The charrettes were held at locations spread along the corridor with the goal of introducing local residents to the study process and soliciting input about their impressions and reactions towards various notions of development intensification around the transit stations.

Based on the input received at those interactive public sessions, several land use scenarios were then developed consistent with a range of possible futures, including Heavy Rail Transit (HRT) and Bus Rapid Transit (BRT) in the corridor.

The land use scenarios were tested for their effect on transit ridership when compared with the adopted 2040 population and employment forecast for the corridor (Chapter 2). Detailed modeling took place in order to develop all final Station Area population and employment projections (Chapter 4 and Appendix B.).

At this point, following the recommendations of a separate study effort, the TPO Governing Board selected BRT as the transit mode for the corridor. As a result, the development intensity added in the final recommended land use scenario is consistent with BRT's commensurate ability to attract investment around the stations, relative to HRT. The team also developed the corresponding forecasted ridership that this land use scenario supports.

The next step involved examining the adopted land use policies for all the affected jurisdictions along the corridor (Chapter 5): first, to ensure the final recommendations would be consistent with each community's vision and goals; and second, to determine how well (or not) those adopted policies support the potential additional intensification being considered (Chapter 6). Finally, general policy changes and recommendations were identified, where needed to support additional intensification, as the basis for an implementation strategy (Chapter 7).

Summary of Process*

Project Coordination and Management
- Identify stakeholders and key participants
- Establish a Study Advisory Committee (SAC)

Literature Review and Data Gathering
- Coordinate work with other consultants and ongoing related projects
- Compile and review studies and task work orders
- Review best practices used nationwide and data from TPO, RER, FDOT & DTPW

Visioning Planning
- Develop an overarching vision for the South Dade Transitway Corridor
- Utilize and refine the results of the scenario planning efforts
- Develop a series of station area plans
- Prepare an assortment of visualization products to enhance and communicate to the community/stakeholders

Corridor Charrettes
- Hold charrettes (3 at different locations) along the corridor
- Assemble corridor inventory data
- Prepare Charrette Report

Land Use Strategies Evaluation
- Assess geographies/units of analysis
- Evaluate and assess possible variables for scenario evaluation
- Evaluate and select variables and strategies
- Identify possible constraints
- Assist SAC in selecting criteria

Land Use Scenario Development and Testing
- Create a scenario development framework to support vision and ridership demand
- Test and evaluate scenarios
- Identify need for potential Comprehensive Plan changes

Development of Recommendations & Final Report for the Land Use Scenarios
- Document study issues and findings
- Make recommendations for approval by SAC, TPO Board and Subcommittees

* As Outlined in Project Scope of Work

STUDY ADVISORY COMMITTEE

Another important and initial step in the process was to convene a Study Advisory Committee (SAC), whose members included a variety of stakeholders including representatives from each municipality and stakeholder agencies:

- Town of Cutler Bay
- Florida City
- City of Homestead
- Village of Palmetto Bay
- Village of Pinecrest
- The Falls Mall
- Redland Village
- Southland Mall
- Florida Department of Transportation (FDOT)
- Florida's Turnpike Enterprise (FTE)
- Miami-Dade Department of Regulatory and Economic Resources (RER)
- Miami-Dade Department of Transportation and Public Works (DTPW)
- Miami-Dade Expressway Authority (MDX)

The SAC met six times during the course of the study and was invaluable to its successful completion. The SAC's role was to engage with the consultant team to:

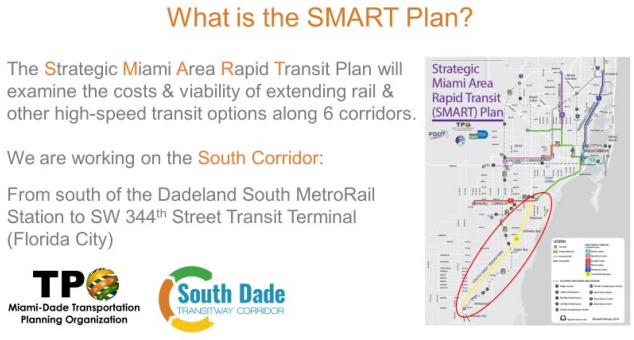
- Review parcel data
- Review and discuss land use strategies
- Provide a technical basis for development of transit supportive land uses
- Help to develop land use scenarios to support the South Dade Transitway Corridor
- Review and agree on distinct scenarios for testing
- Ratify a final recommended scenario

In addition to the consultant team for this study, members of the DTPW consultant team conducting the Rapid Transit Study to determine the recommended transit mode in the corridor attended all meetings, at which they provided updates on the progress of their study.

A summary of each SAC meeting follows. Complete meeting minutes for all SAC meetings are included in Appendices D. through J.

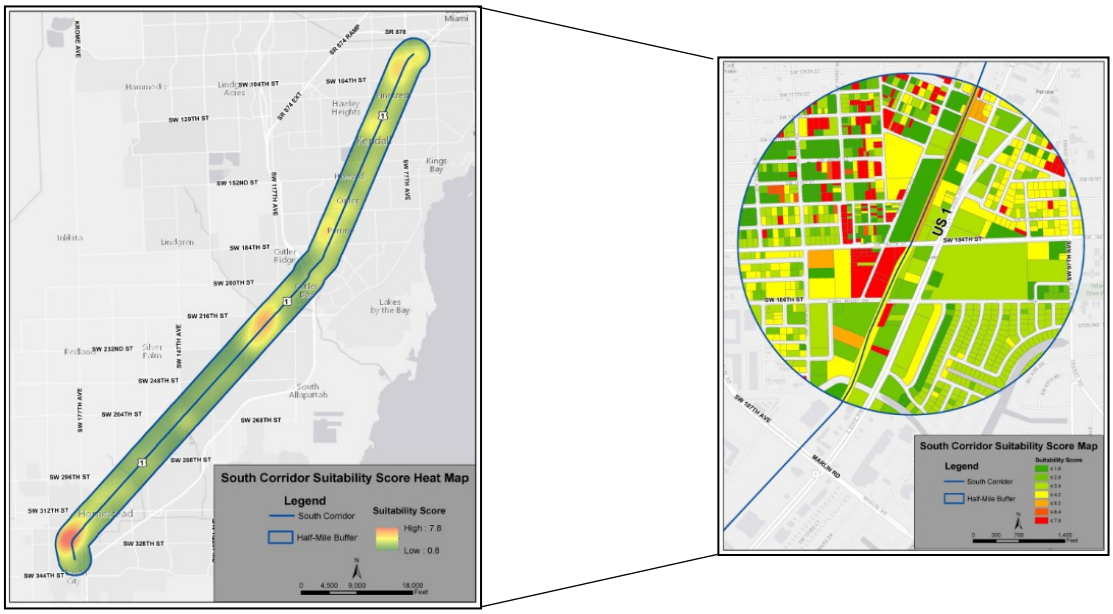
Meeting #1 – Monday, October 2, 2017

This was an orientation meeting to familiarize the committee members and consultant team members with each other, to review the elements of the study, and to discuss opportunities for outreach to civic groups through presentations. It was noted that the study would examine how increasing development densities around the stations would affect transit ridership in the corridor, and that such increases in density were necessary if substantial investments in transit infrastructure were expected.



Meeting #2 – Monday, November 6, 2017

At this meeting, a GIS tool and data layers were introduced that enabled assigning a redevelopment suitability score to every property parcel in the study area given a specific combination of factors or criteria. The goal was to use this tool to identify areas most likely to attract redevelopment near the transit stations. Members were asked to review the initial scores assigned to parcels in their jurisdictions and to identify any parcels whose assigned score may need to be reconsidered.



While the committee did note that the study may recommend intensification in an already heavily congested corridor, the future growth in population and employment is projected to occur regardless of development form. As a result, the discussion returned to the notion that guided intensification around transit stations is the most transit-supportive way to provide capacity for that future growth, and that transit (and transit supportive infrastructure) is the only viable investment option remaining to improve mobility in the corridor.

Examples of the flyers for upcoming charrettes were distributed at this meeting.

Meeting #3 – Thursday, March 15, 2018

Key results of public charrettes held in December of 2017 were presented at this meeting:

- Of the three levels of proposed station area intensity –Neighborhood, Town, and City—the majority of charrette attendees preferred "Town".
- Enhancing transit service was the most popular goal for the corridor.

Refer to Chapter 3 for additional details about the charrette series.

Three land use scenarios based on the charrette results were presented at this meeting as well. The mode selection study underway by DTPW is based on the growth in population and employment used in preparation of the 2040 Long Range Transportation Plan (LRTP). The three scenarios involved additional growth in population and employment in each of the fourteen station areas selected by the DTPW study team. The amount of additional population (beyond the 2040 Trend forecast) summed for all stations ranged from around 20,000 people in Scenario #1 to 46,000 people in Scenario #3. Additional employment ranged from around 15,000 to 51,000 jobs. Incremental growth distribution ranged from relatively even in the first scenario, to predominantly in the northern half of the corridor in the second, to predominantly in the southern half in the third.

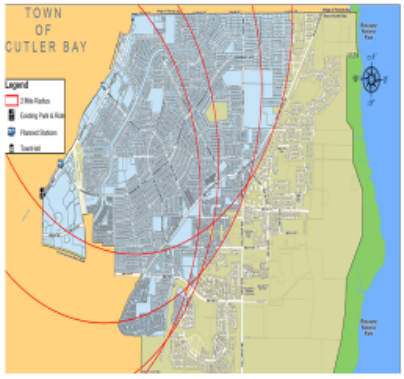
Both the proposed extra employment and extra population in the three scenarios would have an economic development benefit; the former providing job opportunities with shorter trip lengths for corridor residents; the latter providing incentives for new employers to locate in the corridor and access a growing labor market.

Meeting #4 – Tuesday, June 26, 2018

At this meeting, information was presented on three SMART demonstration projects proposed in Cutler Bay, Pinecrest, and Palmetto Bay.

Town of Cutler Bay: Cutler Bay Express

- Direct Connections to South Dade Transitway and Metrorail
- Congestion relief and parking relief at Dadeland South
- Funding request:
  - $192,000 per year
  - 2019-2021 (State Fiscal Match)
  - $192,500 annual local match
  - Funding Source: FDOT Service Development Grant



TPO Miami-Dade Transportation Planning Organization

South Dade TRANSITWAY CORRIDOR

In addition, a modified third scenario (greatest incremental growth, predominantly southern half of the corridor) was presented in which three of the proposed stations were removed from the pattern of fourteen used for the first two scenarios. The third scenario was conducted to analyze the impacts of fewer but higher density and intensity stations.

Following these scenario analyses a fifteenth station was added at Krome Avenue within the City of Homestead.

The Committee reviewed the method for distributing the incremental growth chosen for the station areas amongst the Micro-Analysis Zones (MAZs) used for travel demand modeling.

Within each station area, the incremental growth was distributed to the MAZs proportional to the amount of parcel area within the MAZ that scored highly as suitable for redevelopment.

Also reviewed were preliminary ridership forecasts that indicated additional daily ridership varying from less than one thousand for Scenario #1 modeled with BRT, to more than six thousand for Scenario #3 modeled with heavy rail, when compared to the same mode modeled with the 2040 Trend land use forecast.

A future Economic Mobility and Accessibility task was discussed. This would involve a review of first and last mile infrastructure gaps and opportunities within the station areas and, identify high priority transit hub stations, and provide more detail about Transit-Oriented Development (TOD) development around the stations.

Agency Workshop – Tuesday, October 30, 2018

The primary purpose of the Agency Workshop was to gain input from the various agencies through the interactive SMART Vision Studio. The SMART Vision Studio was designed to get input on and to refine the population and preferred vision scenario.

Members in attendance offered their insight on refining the preferred vision for the South Corridor. After a description of the interactive exercises, participants took part in the two map-based exercises. The overall map of the South Corridor was divided into four segments for the purpose of the exercises Segment maps were provided, showing the preferred vision scenario's station locations with a half-mile boundary and the planning analysis areas, known as MAZs, intersecting each station area's half-mile boundary. The

MAZs are geographic units used by planners to model the various South Corridor Vision scenarios by assigning population and employment to these areas and running computer models based on the values. After 30 minutes of participation and discussion, a representative from each table reported back the results of discussion for their segment of the South Corridor.

Meeting #5 – Thursday, March 7, 2019

The meeting began with a recap of the Agency Workshop in October. The 15 stations were again revisited to visualize possible future populations and job opportunities. The Preferred Vision Scenario was discussed concentrating on the total incremental changes of 24,000 additional population within half mile circles and additional 20,000 employment.

An explanation of the in-depth analysis of the three top stations in terms of ridership was given. And finally, a presentation involving mobility and connectivity issues for each of the 15 stations was shown.

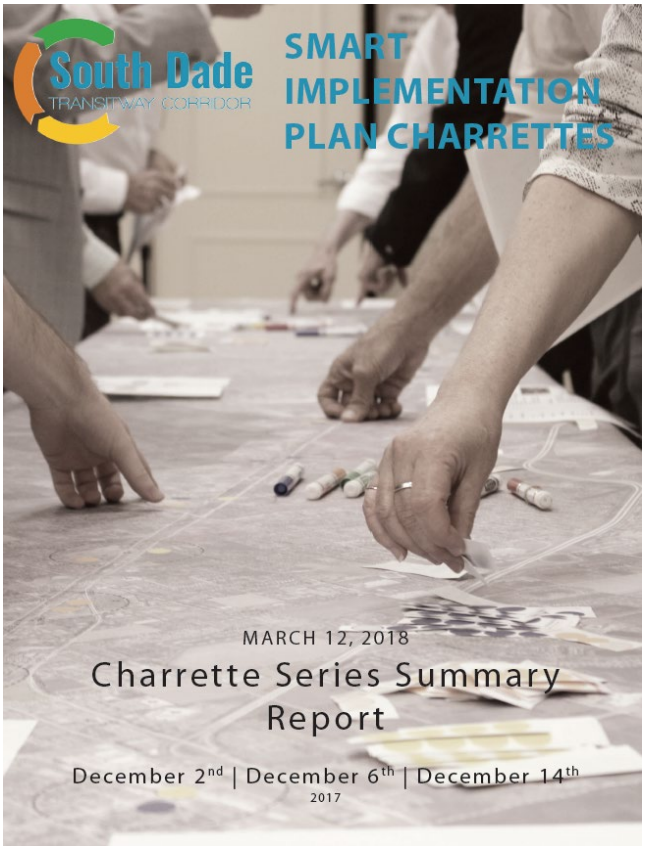
Meeting #6 – Wednesday, July 10, 2019

At this final meeting of the Study Advisory Committee a summary of the entire process was given. The draft "SMART Plan South Dade Transitway Corridor – Land Use Scenario & Visioning Planning Report" was presented to the Committee members for their review and comment. Staff provided an overview of the chapters within the report. An explanation was also given on the analysis evaluating the infrastructure, facilities, accessibility, park and rides options, etc. at the stations. The presentation illustrated how stations scored in economic analysis. It was stated that as part of the companion to this Study - Economic Mobility & Accessibility Study the three highest ranked stations were undergoing the more extensive economic analysis.

The economic and fiscal assessment was presented for each of the three stations.

CHARRETTE SERIES

Charette Dates – **Saturday, December 2, 2017**
Wednesday, December 6, 2017
Thursday, December 14, 2017



The first Charrette session for the South Corridor was held the morning of December 2nd at the Town of Cutler Bay Town Hall. Two, two-hour sessions were held that morning. The second Charrette was held the evening of December 6th at the Evelyn Greer Park Meeting Room in Pinecrest. The final Charrette was at the Florida City Youth Activity Center on December 14th.

Each charrette began with an introduction by local elected officials and then a presentation of the SMART Plan, the concepts of land use and centers, and the need for centers and a new model for development and transportation in the South-Dade region to accommodate the growing population.

Community members at the Charrettes participated in a series of keypad polling questions to determine the makeup of the participants and to have a conversation on land use and design. Charrette exercises were performed by the participants who took part in four exercises. After participation and discussion, the project team summarized the results and presented them back to the audience through a virtual tour of the corridor showing renderings of possible future station area scenarios. The final results of the Charrette Series are found in Appendix C. Generally, the highest priorities of participants were to enhance transit service, increase job opportunities, create walkable communities and preserve farmland.

Chapter 2
LAND USE SCENARIO AND VISIONING

SMART Plan

South Dade Transitway Corridor
Land Use Scenario and Visioning
Planning

CHAPTER 2. LAND USE SCENARIOS DEVELOPMENT AND TESTING

The content of this chapter addresses project **Objective 1**, as described in the introduction:

1. How do the recommended land use scenarios support the forecasted ridership for the South Corridor?

a. Scenario Development Process Overview

Three land use scenarios were initially developed and analyzed. Development of the station area forecasts under the three scenarios was affected by a number of influencing forces described below, few of them aligned.

In the exhibits that follow, the term "trend" refers to the 2040 land use forecast used as the basis for the adopted Long-Range Transportation Plan (LRTP) produced every five years by the Miami-Dade TPO. Demand forecasts used to develop the LRTP are from the Southeast Regional Planning Model (SERPM). Land use information (population and employment) from 2015 was used to develop and validate the SERPM version to be used for 2045 forecasting. Therefore, 2015 was also used as the base year for this study. "Trend growth" is the change from 2015 conditions to the 2040 projection used in the currently adopted version of SERPM. "Incremental growth" is the additional growth beyond the trend forecast, tested in this study to determine its effect on transit ridership.

The ridership forecasts produced during the mode selection process are always based on the trend growth. This set a lower bound on the amount of incremental growth to be tested: namely, a level sufficient to induce a measurable change in ridership from the trend growth scenario.

Countywide land use forecasting adheres to control totals in population and employment that remain fixed regardless of development patterns tested within the county. The SMART Plan is intended to move toward development of premium transit services in six corridors simultaneously, and the land use visioning study described herein was underway in all six concurrently. The maximum amount of extra growth tested in this corridor had to be limited to acknowledge competing growth attractors elsewhere within Miami Dade County. This set an upper bound on the amount of incremental growth to be tested. The limit set for the South Corridor was 50,000 additional population.

Another important influence on potential growth forecasts is the fact that the communities within the corridor incorporated in no small part to avoid the degree of land use intensification that tends to support increased transit ridership. The charrettes series revealed that participant attitudes toward intensification at different station areas along the corridor was not uniform. This provided guidance on where opportunities existed to concentrate the extra growth.

Station area summary statistics (2015) and forecasts (2040) described below are for a half mile radius centered on the station location, consistent with criteria the Federal Transit Administration (FTA) uses to evaluate grant applications to develop new transit service. A half mile radius circle contains just over 500 acres.

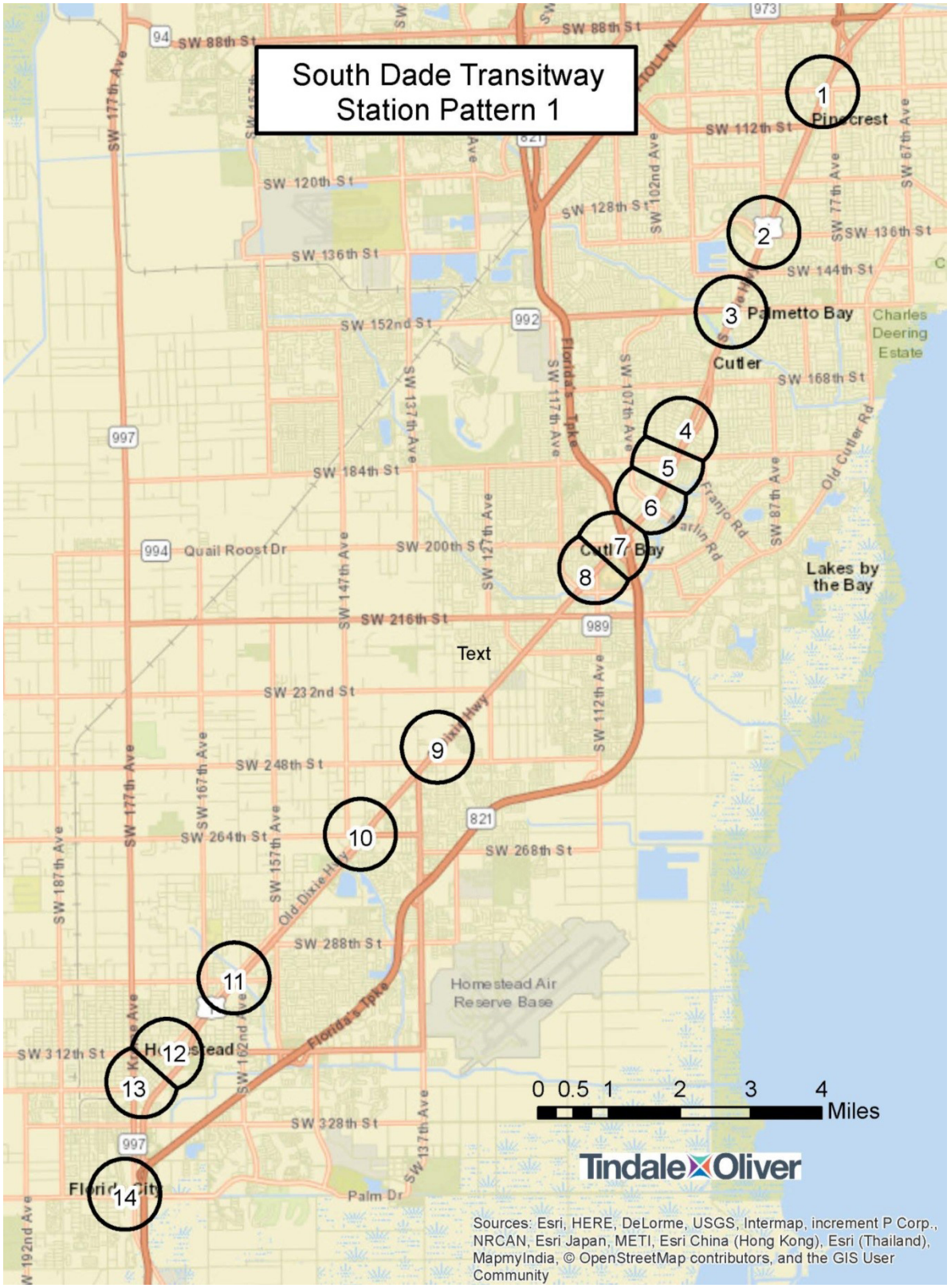
Two station patterns were initially tested. Figure 2-1 depicts the first station pattern, which contains the fourteen stations being studied at the time in the mode selection study. The second station pattern removed three of the stations. That scenario was conducted to analyze the impacts of fewer but higher density and intensity stations. Another station pattern with fifteen stations was developed much later and is described later in this report. The fifteenth station that was added is at the Homestead intermodal center located at Krome Avenue and the Transitway within the City of Homestead.

Two land use scenarios were tested on the first station pattern, named Stay the Course and Most Connected. One land use scenario named Core Centers was tested on the second station pattern.

The fourteen station areas in Pattern 1 contain 9.6 square miles.

The proximity of some stations meant that a number of station areas overlap. The overlap region between these areas was divided equally between the adjacent stations with a straight-line border.

Figure 2-1: Station Pattern 1



In the 2040 Trend scenario the total population and employment within the station areas are approximately 70,100 and 57,600 respectively (Table 2-1). This table and similar ones that follow highlight in yellow the ranges used by FTA to evaluate service proposals within which the population density and employment totals fall. In the 2040 tren, the population density at 7,271 per square mile is regarded as medium (5,800 to 9,600); total employment is Medium-Low (40,000 to 70,000). The employment measure as defined by FTA is the amount of employment accessible without a transfer. For any mode other than an extension of Metrorail into the corridor from Dadeland South, this is the total employment within the station areas within the corridor. These two metrics are part of a Land Use score (other contributors are parking supply and affordable housing concentration) that makes up 8.333 percent of the overall project score assigned by FTA.

This study looked at the effect on transit ridership of land use scenarios with more development intensity within the station areas than the 2040 Trend. The first three scenarios tested differed from the 2040 Trend and each other chiefly by the amount of additional population and employment added within the station areas. The third scenario incorporated a different station pattern than the first two, and also increased the ratio of additional employees to additional population compared to what was projected in the Trend growth or the other two scenarios.

b. Scenario One: Stay the Course

Table 2-1 shows at each station the incremental growth added to the trend growth for the Stay the Course Scenario, and the station area totals for the scenario compared with the 2015 and 2040 Trend Forecast.

This scenario added 19,900 in population and 15,300 in employment to the trend growth. The station area population and employment totals for the entire corridor are 90,000 and 72,900 respectively.

Under this scenario, the population density and total employment measures considered by FTA would both generate a medium score.

This scenario largely amplified the growth patterns contained in the 2040 Trent, including the population/employment ratio.

Figure 2-2 depicts the incremental growth proposed around each station beyond the 2040 Trend growth. The largest incremental growth in both population and employment is around the stations at Homestead/NE 2nd Drive and Cutler Bay/SW 112th Avenue/Southland Mall.

Figure 2-3 depicts the total growth in each station area when the incremental changes are added to the trend growth. The largest total growth in population is around the stations at SW 244th Street and SW 264th Street. The largest total growth in employment is around the stations at Homestead/NE 2nd Drive and Cutler Bay/SW 112th Avenue/Southland Mall.

Figure 2-4 depicts the station area population and employment totals in this Stay the Course scenario. The largest population concentrations are around the stations at SW 264th Street and SW

244th Street. The largest employment concentrations are around the stations at SW 136th Street and Homestead/NE 2nd Drive.

Table 2-1: Stay the Course Scenario, Station Area Population and Employment Totals

No.	Station Area	1/2 Mile Radius Station Area (Sq. Mi.)	Station Area Totals						Incremental Changes	
			2015		2040 Trend		Stay the Course (1)		Stay the Course (1)	
			Population	Employment	Population	Employment	Population	Employment	Population	Employment
1	Pinecrest/SW 104th St.	0.785	2,579	2,531	3,291	3,575	3,762	3,945	470	370
2	SW 136th St.	0.785	1,367	4,812	3,179	9,044	4,464	10,040	1,285	996
3	SW 152nd St.	0.785	2,672	2,246	3,161	3,771	3,662	4,165	501	394
4	Palmetto Bay/SW 176th St.	0.618	2,852	1,815	4,836	4,526	6,197	5,581	1,361	1,056
5	SW 185th St.	0.479	1,892	1,450	2,771	2,871	3,297	3,285	526	414
6	Marlin Rd.	0.631	1,244	2,191	1,914	4,037	2,491	4,482	577	445
7	SW 200th St.	0.557	5,114	830	6,792	3,613	7,622	4,164	830	551
8	Cutler Bay/SW 112th Ave/Southland Mall	0.574	3,335	1,171	3,741	4,893	6,984	7,425	3,243	2,533
9	SW 244th St.	0.785	2,779	315	11,748	1,125	14,115	2,885	2,368	1,761
10	SW 264th St.	0.785	3,856	382	12,822	1,545	14,684	2,987	1,862	1,442
11	SW 296th St.	0.785	3,089	504	3,931	1,725	4,726	2,359	794	634
12	SW 312th St./Campbell Dr.	0.641	5,442	2,210	4,468	6,526	5,207	7,093	739	567
13	Homestead/NE 2nd Dr.	0.640	3,672	1,861	3,529	7,003	7,141	9,803	3,612	2,800
14	SW 344th St.	0.785	4,353	1,797	3,888	3,362	5,623	4,709	1,735	1,347
Station Area Total		**9.64**	**44,246**	**24,116**	**70,073**	**57,614**	**89,975**	**72,923**	**19,902**	**15,309**
Population /Employment Ratio			**1.83**		**1.22**		**1.23**		**1.30**	
Average Population Density (per Sq. Mi.) or Total Employment					**7,271**	**57,614**	**9,336**	**72,923**		
FTA Rating Break Points (1000s)					**High**	>15	>220	>15	>220	
					Medium-High	9.6 - 15	140 - 220	9.6 - 15	140 - 220	
					Medium	5.8 - 9.6	70 - 140	5.8 - 9.6	70 - 140	
					Medium-Low	2.6 - 5.8	40 - 70	2.6 - 5.8	40 - 70	
					Low	<2.6	<40	<2.6	<40	

Figure 2-2: Stay the Course Scenario, Incremental Population and Employment Changes

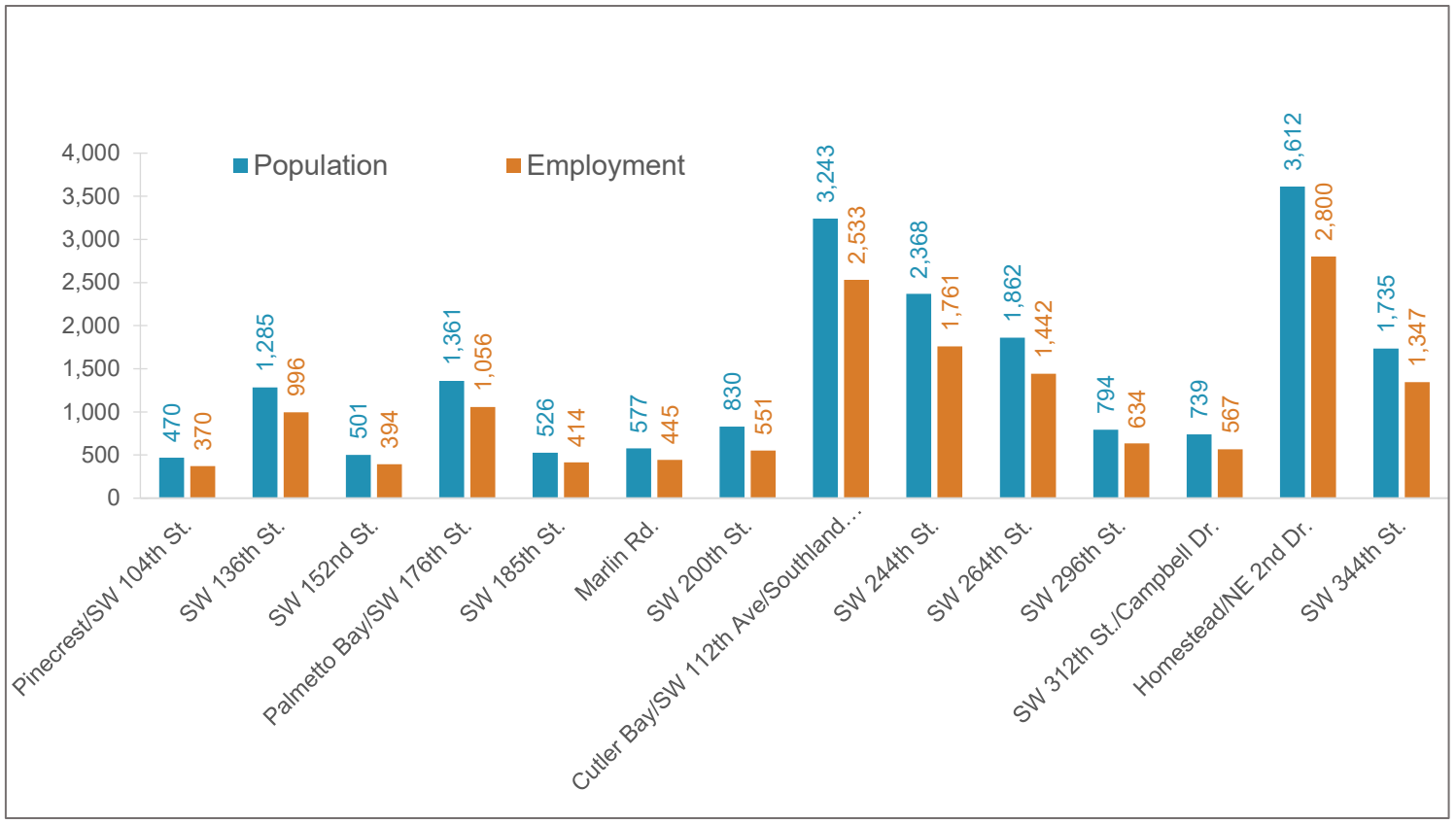


Figure 2-3: Stay the Course Scenario, Total Population and Employment Changes

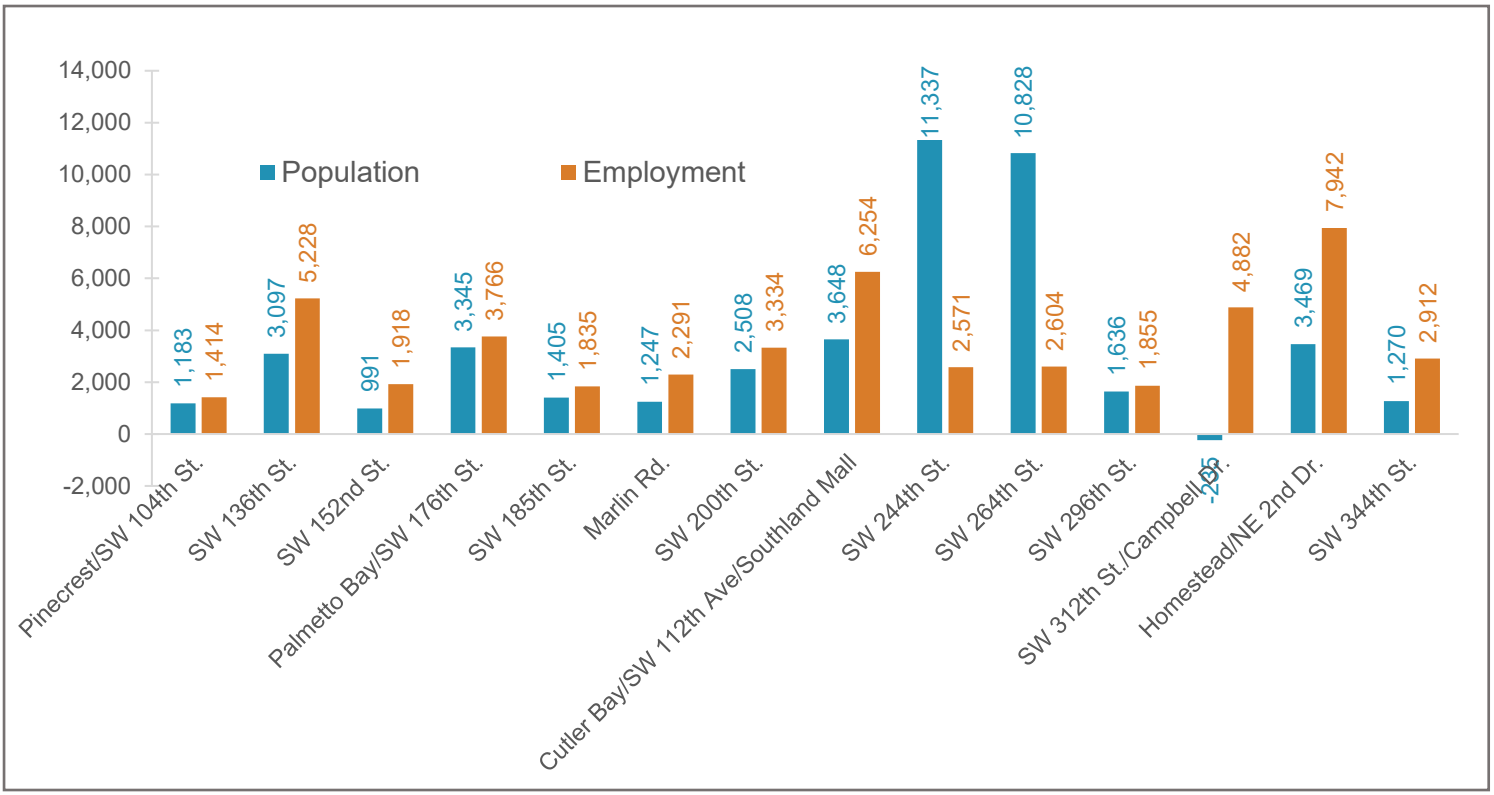
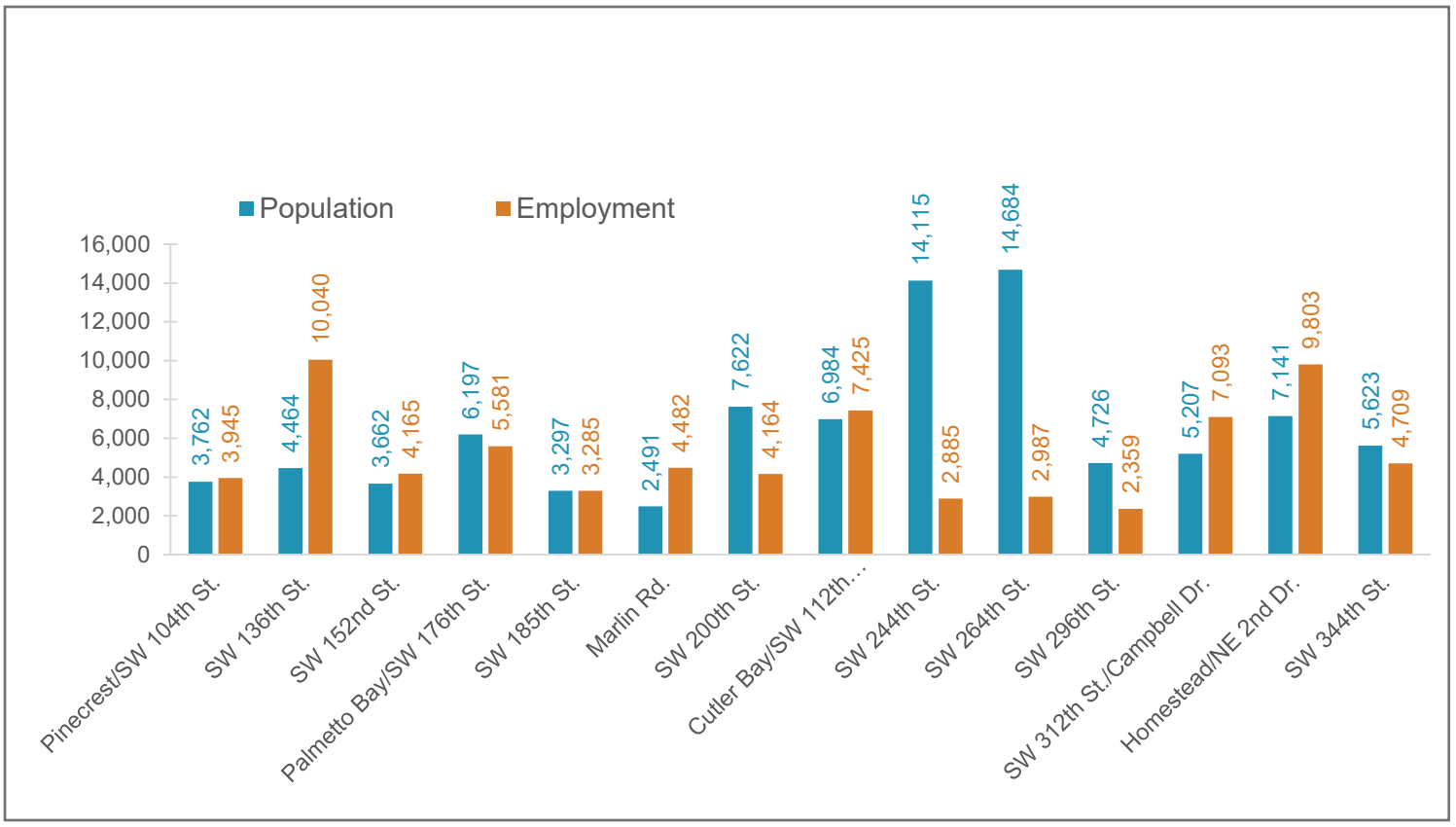


Figure 2-4: Stay the Course Scenario, Station Area Population and Employment Totals



c. Scenario Two: Most Connected

Table 2-2 shows at each station the incremental growth added to the trend growth for the Most Connected Scenario, and the station area totals for the scenario compared with the 2015 and 2040 Trend Forecast.

This scenario added 30,000 in population and 25,900 in employment to the trend growth. The station area population and employment totals for the entire corridor are 100,100 and 83,500 respectively.

Under this scenario, the population density and total employment measures considered by FTA would generate medium-high and medium scores respectively.

This scenario placed most of the incremental growth in the northern half of the corridor and slightly reduced the population/employment ratio.

Figure 2-5 depicts the incremental growth proposed around each station. The largest incremental growth in both population and employment is around the stations at Cutler Bay/SW 112th Avenue/Southland Mall and SW 136th Street.

Figure 2-6 depicts the total growth in each station area when the incremental changes are added to the trend growth. The largest total growth in population is around the stations at SW 244th Street and SW 264th Street. The largest total growth in employment is around the stations at SW 136th Street and Cutler Bay/SW 112th Avenue/Southland Mall.

Figure 2-7 depicts the station area totals in this scenario. The largest population concentrations are around the stations at SW 264th Street and SW 244th Street. The largest employment concentrations are around the stations at SW 136th Street and Cutler Bay/SW 112th Avenue/Southland Mall.

Table 2-2: Most Connected Scenario, Station Area Population and Employment Totals

No.	Station Area	1/2 Mile Radius Station Area (Sq. Mi.)	Station Area Totals						Incremental Changes	
			2015		2040 Trend		Most Connected (2)		Most Connected (2)	
			Population	Employment	Population	Employment	Population	Employment	Population	Employment
1	Pinecrest/SW 104th St.	0.785	2,579	2,531	3,291	3,575	5,458	5,536	2,167	1,961
2	SW 136th St.	0.785	1,367	4,812	3,179	9,044	6,947	12,446	3,767	3,403
3	SW 152nd St.	0.785	2,672	2,246	3,161	3,771	5,384	5,777	2,222	2,006
4	Palmetto Bay/SW 176th St.	0.618	2,852	1,815	4,836	4,526	7,446	6,884	2,610	2,358
5	SW 185th St.	0.479	1,892	1,450	2,771	2,871	3,793	3,826	1,022	955
6	Marlin Rd.	0.631	1,244	2,191	1,914	4,037	3,761	5,713	1,847	1,676
7	SW 200th St.	0.557	5,114	830	6,792	3,613	9,451	6,021	2,659	2,408
8	Cutler Bay/SW 112th Ave/Southland Mall	0.574	3,335	1,171	3,741	4,893	7,687	8,485	3,946	3,593
9	SW 244th St.	0.785	2,779	315	11,748	1,125	14,048	2,912	2,300	1,787
10	SW 264th St.	0.785	3,856	382	12,822	1,545	14,627	2,949	1,805	1,404
11	SW 296th St.	0.785	3,089	504	3,931	1,725	4,820	2,425	889	700
12	SW 312th St./Campbell Dr.	0.641	5,442	2,210	4,468	6,526	5,288	7,145	820	619
13	Homestead/NE 2nd Dr.	0.640	3,672	1,861	3,529	7,003	5,261	8,340	1,732	1,337
14	SW 344th St.	0.785	4,353	1,797	3,888	3,362	6,124	5,065	2,236	1,703
Station Area Total		**9.64**	**44,246**	**24,116**	**70,073**	**57,614**	**100,096**	**83,524**	**30,023**	**25,910**
Population /Employment Ratio			**1.83**		**1.22**		**1.20**			**1.16**
Average Population Density (per Sq. Mi.) or Total Employment					**7,271**	**57,614**	**10,387**	**83,524**		
FTA Rating Break Points (1000s)				**High**	>15	>220	>15	>220		
				Medium-High	9.6 - 15	140 - 220	9.6 - 15	140 - 220		
				Medium	5.8 - 9.6	70 - 140	5.8 - 9.6	70 - 140		
				Medium-Low	2.6 - 5.8	40 - 70	2.6 - 5.8	40 - 70		
				Low	<2.6	<40	<2.6	<40		

Figure 2-5: Most Connected Scenario, Incremental Population and Employment Changes

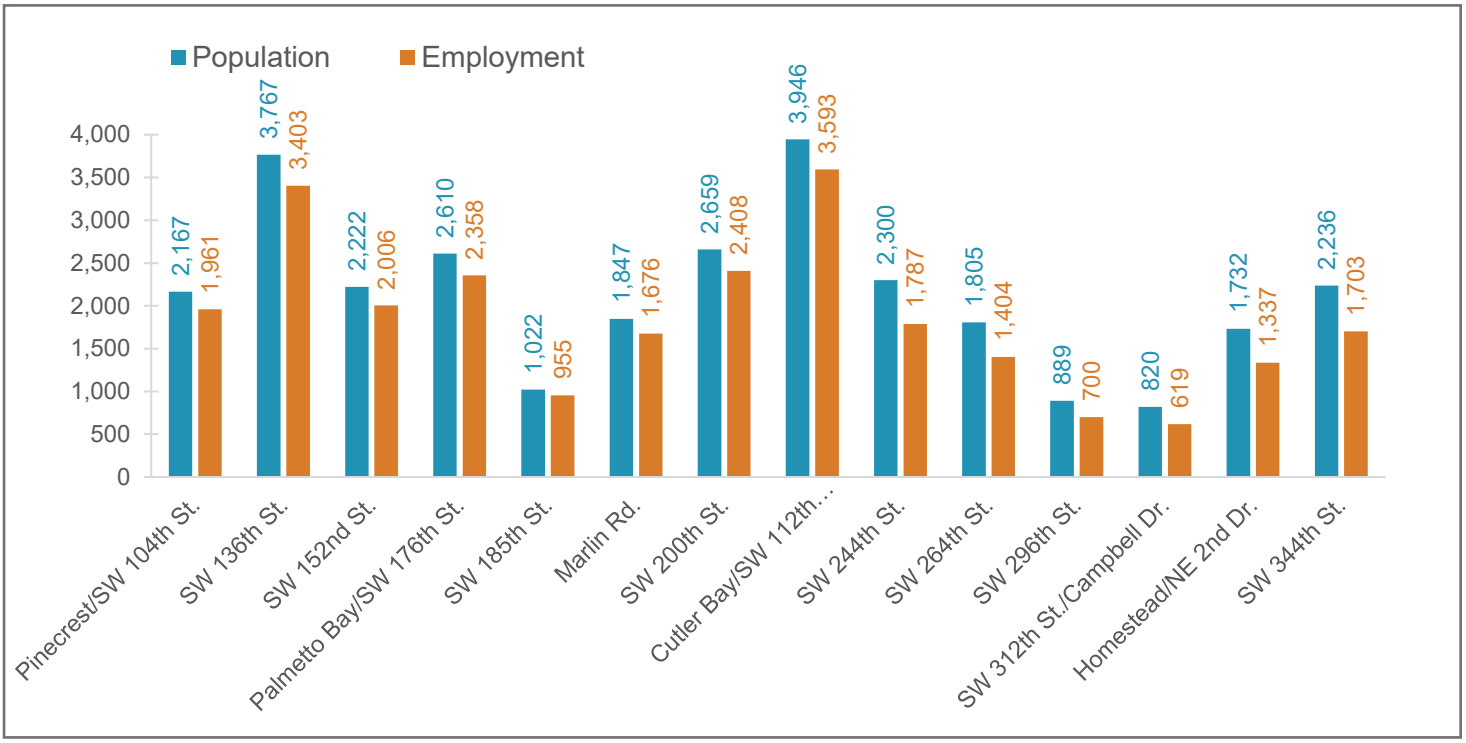


Figure 2-6: Most Connected Scenario, Total Population and Employment Changes

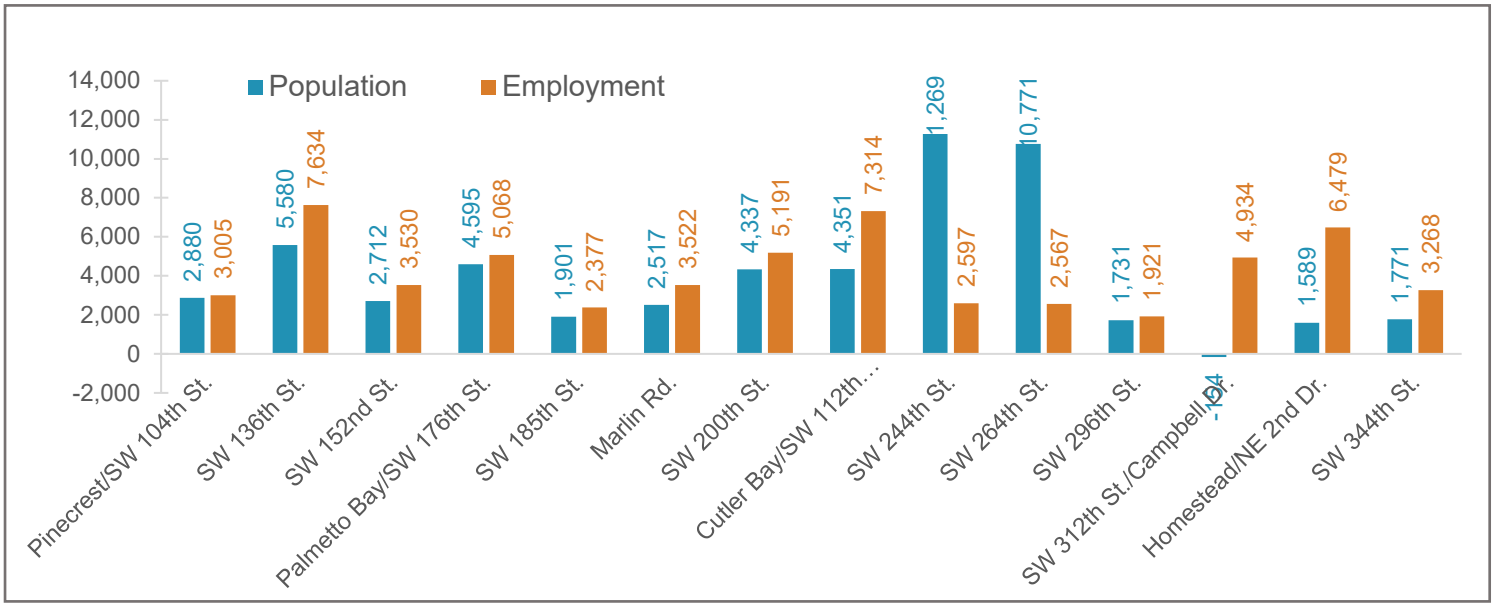
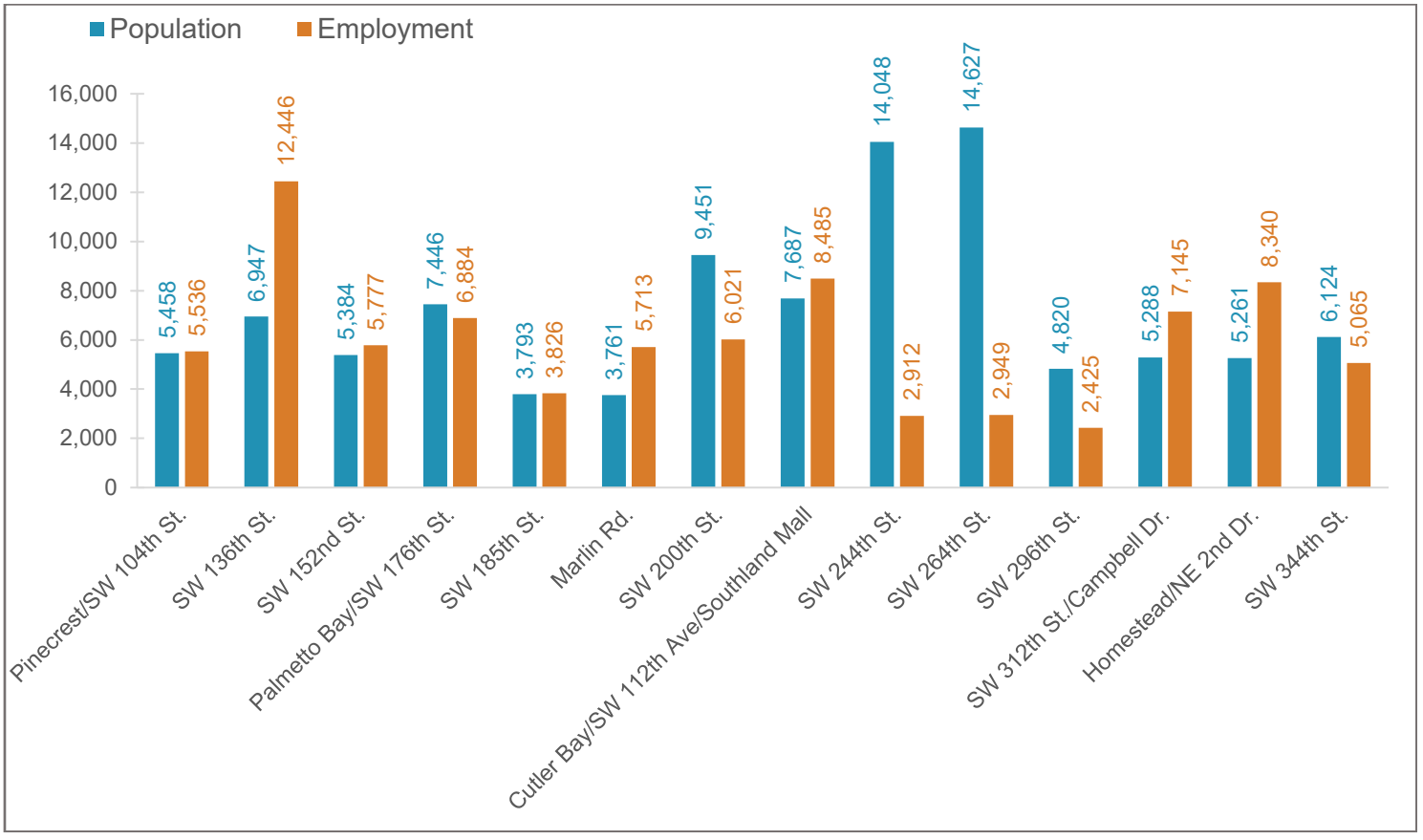


Figure 2-7: Most Connected Scenario, Station Area Population and Employment Totals



d. Scenario Three: Core Centers

The Core Centers scenario was tested on a second station pattern, that removed three of the stations:

- Marlin Road (#6);
- SW 200th Street (#7); and
- SW 312th Street/Campbell Drive (#12).

This pattern is shown in Figure 2-8 and the station numbering is consistent with Pattern 1.

In this station pattern, the total area of the eleven stations is 8.3 square miles. The 2040 Trend Scenario population and employment are 61,100 and 48,400 respectively.

In the 2040 Trend scenario with this station pattern, the population density and total employment measures considered by FTA would generate medium and medium-low scores respectively.

Table 2-3 shows at each station the incremental growth added to the trend growth for the Core Centers Scenario, and the station area totals for the scenario compared with the 2015 and 2040 Trend Forecast.

This scenario added 45,600 in population and 51,100 in employment to the trend growth. The station area population and employment totals for the entire corridor are 106,700 and 99,500 respectively.

Under this scenario, the population density and total employment measures considered by FTA would generate medium-high and medium scores respectively.

This scenario tested the effect of higher concentration of incremental growth at fewer locations along the corridor, placed most of the incremental growth in the southern half of the corridor, and slightly lowered the ration of population to employment.

Figure 2-9 depicts the incremental growth proposed around each station. The largest incremental growth in population is around the stations at SW 344th Street and SW 244th Street. The largest incremental growth in employment is around the stations at SW 344th Street and SW 296th Street.

Figure 2-10 depicts the total growth in each station area when the incremental changes are added to the trend growth. The largest total growth in population is around the stations at SW 244th Street and SW 264th Street. The largest total growth in employment is around the stations at Homestead/NE 2nd Drive and Cutler Bay/SW 112th Avenue/Southland Mall.

Figure 2-11 depicts the station area totals in this scenario. The largest population concentrations are around the stations at SW 244th Street and SW 264th Street. The largest employment concentrations are around the stations at Homestead/NE 2nd Drive and Cutler Bay/SW 112th Avenue/Southland Mall.

Figure 2-8: Station Pattern 2

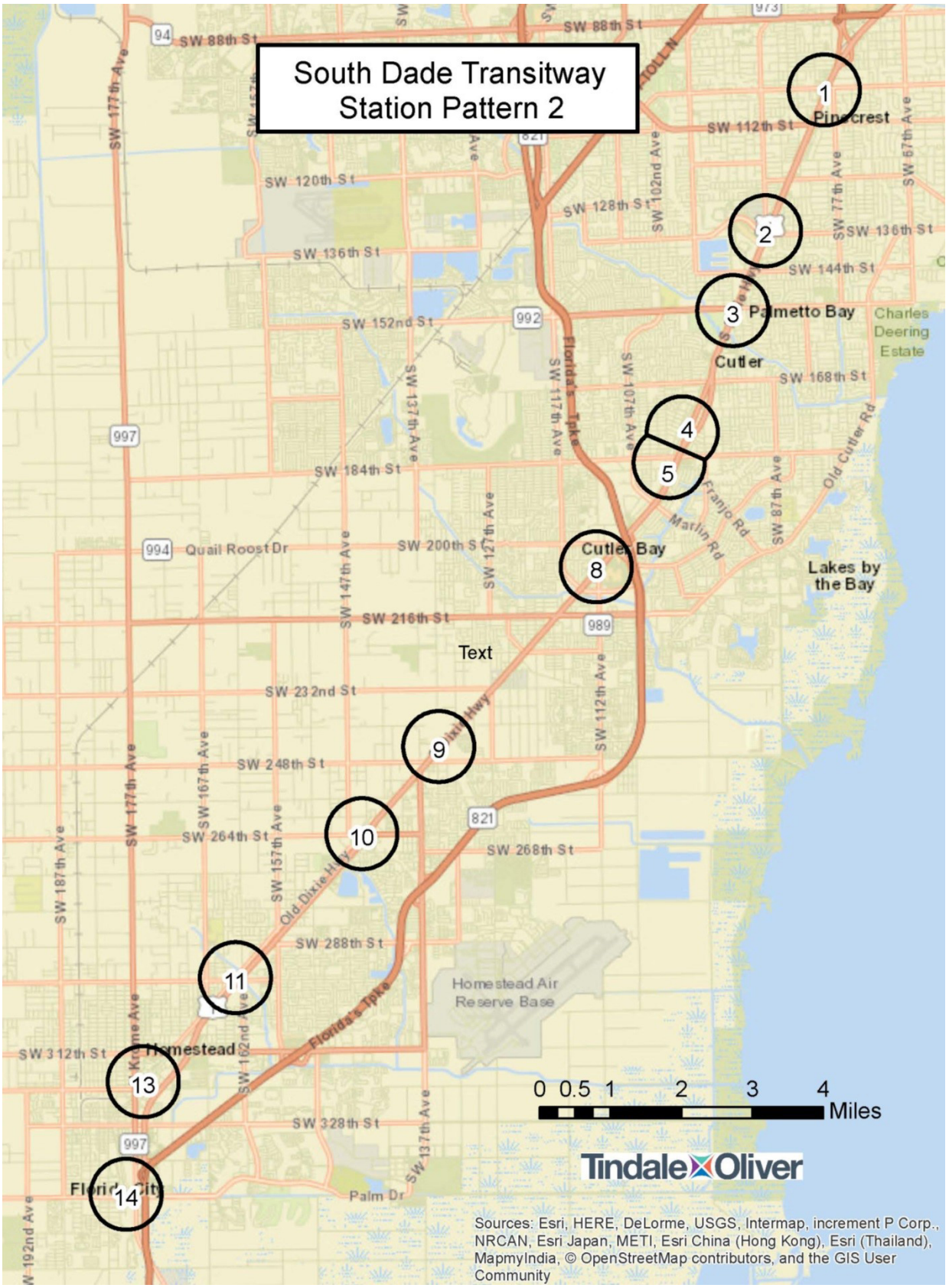


Table 2-3: Core Centers Scenario, Station Area Population and Employment Totals

No.	Station Area	1/2 Mile Radius Station Area (Sq. Mi.)	Station Area Totals						Incremental Changes	
			2015		2040 Trend		Core Centers (3)		Core Centers (3)	
			Population	Employment	Population	Employment	Population	Employment	Population	Employment
1	Pinecrest/SW 104th St.	0.785	2,579	2,531	3,291	3,575	5,610	5,844	2,319	2,269
2	SW 136th St.	0.785	1,367	4,812	3,179	9,044	5,413	11,278	2,234	2,235
3	SW 152nd St.	0.785	2,672	2,246	3,161	3,771	5,294	5,923	2,133	2,152
4	Palmetto Bay/SW 176th St.	0.618	2,852	1,815	4,836	4,526	7,043	6,747	2,207	2,221
5	SW 185th St.	0.618	2,104	1,946	3,293	3,970	5,564	6,303	2,271	2,333
8	Cutler Bay/SW 112th Ave/Southland Mall	0.785	5,291	2,204	6,901	6,713	11,526	13,179	4,625	6,466
9	SW 244th St.	0.785	2,779	315	11,748	1,125	18,309	7,424	6,561	6,299
10	SW 264th St.	0.785	3,856	382	12,822	1,545	18,018	7,057	5,196	5,512
11	SW 296th St.	0.785	3,089	504	3,931	1,725	9,001	8,387	5,070	6,662
13	Homestead/NE 2nd Dr.	0.785	4,115	2,712	4,058	9,047	10,431	15,378	6,373	6,331
14	SW 344th St.	0.785	4,353	1,797	3,888	3,362	10,512	12,024	6,624	8,662
Station Area Total		**8.30**	**35,056**	**21,265**	**61,108**	**48,403**	**106,722**	**99,544**	**45,614**	**51,142**
Population /Employment Ratio			**1.65**		**1.26**		**1.07**			**0.89**
Average Population Density (per Sq. Mi.) or Total Employment					**7,360**	**48,403**	**12,853**	**99,544**		
FTA Rating Break Points (1000s)				**High**	>15	>220	>15	>220		
				Medium-High	9.6 - 15	140 - 220	9.6 - 15	140 - 220		
				Medium	5.8 - 9.6	70 - 140	5.8 - 9.6	70 - 140		
				Medium-Low	2.6 - 5.8	40 - 70	2.6 - 5.8	40 - 70		
				Low	<2.6	<40	<2.6	<40		

Figure 2-9: Core Centers Scenario, Population and Employment Incremental Changes

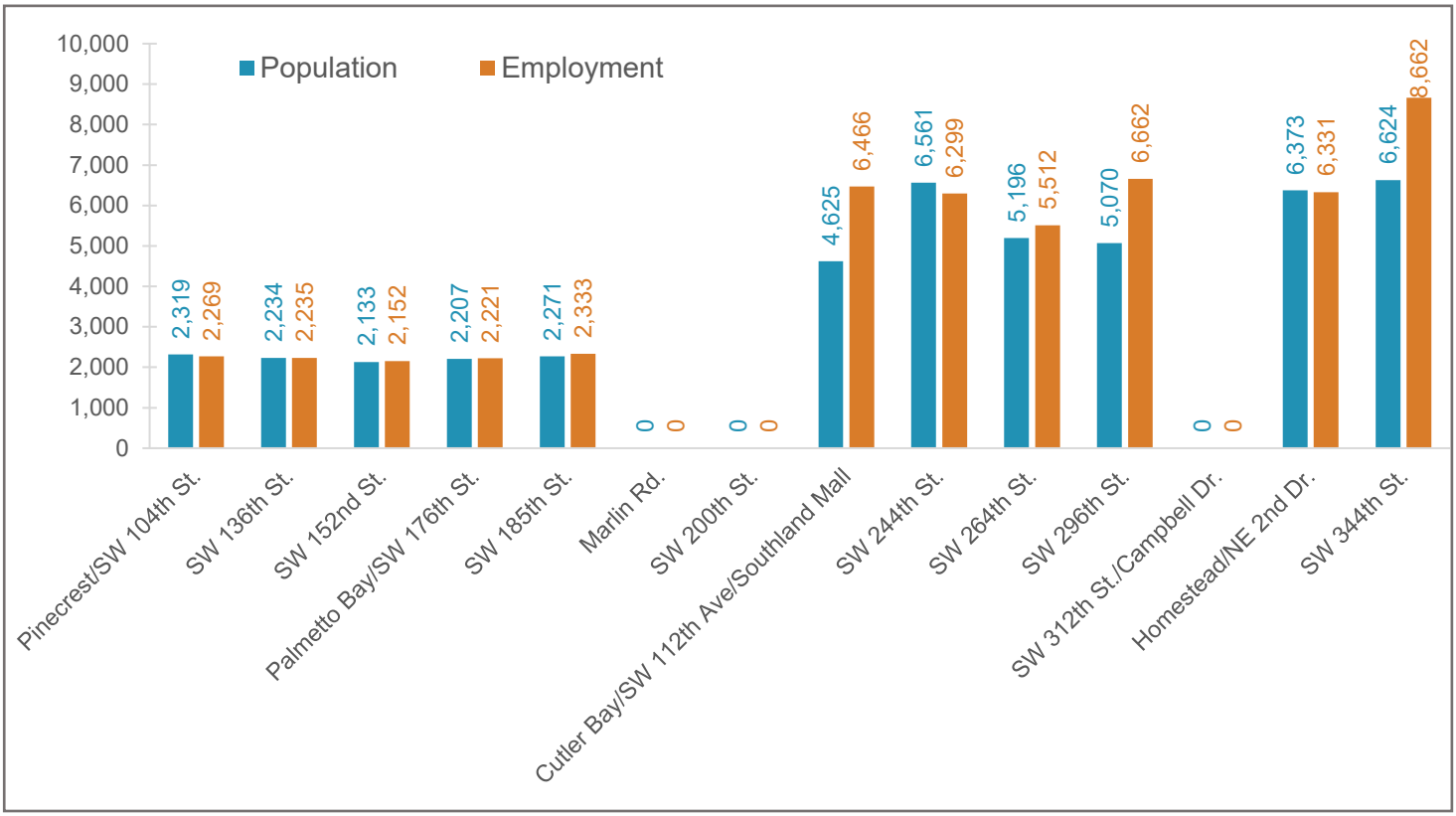


Figure 2-10: Core Centers Scenario, Total (2040 Trend plus incremental) Population and Employment Changes

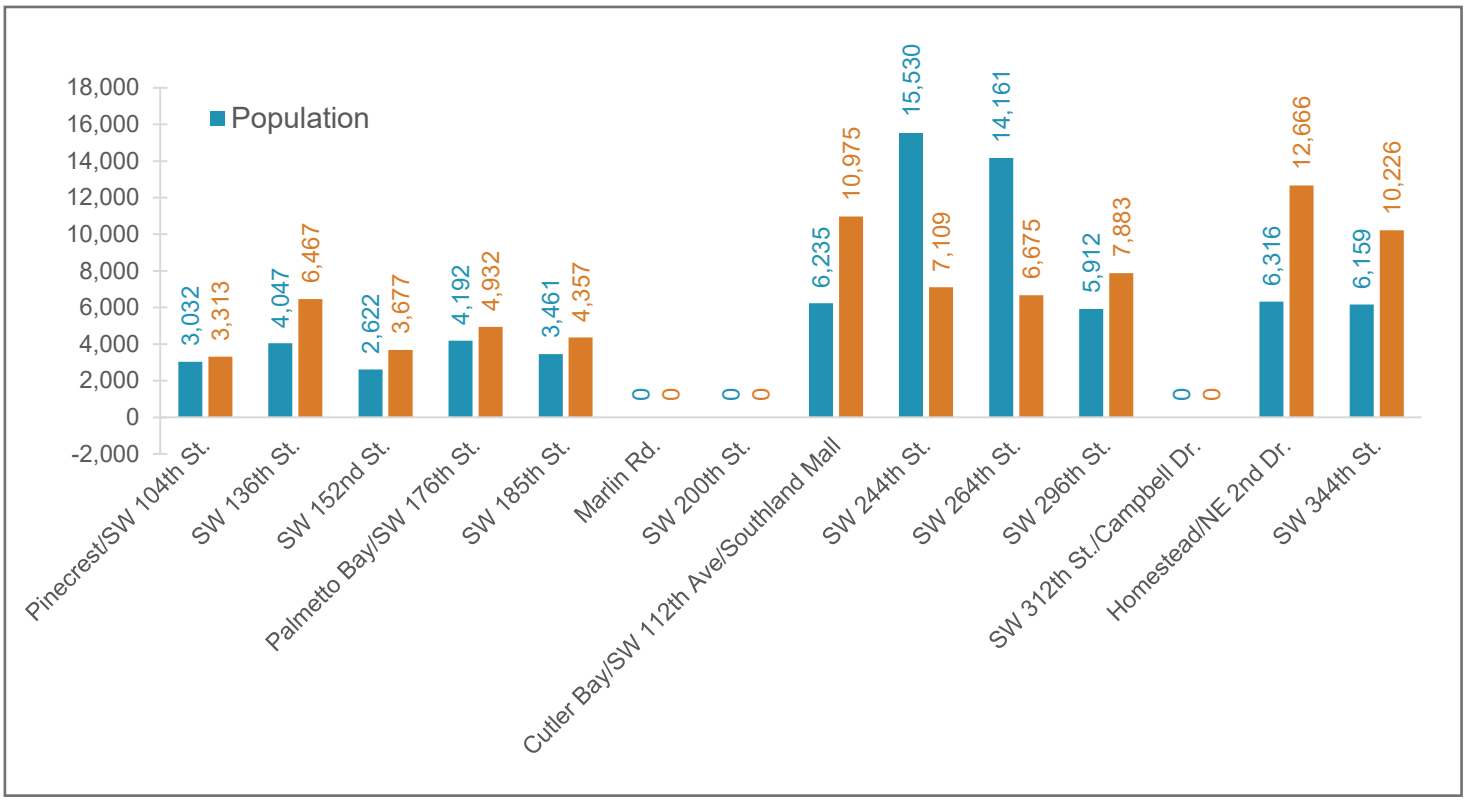
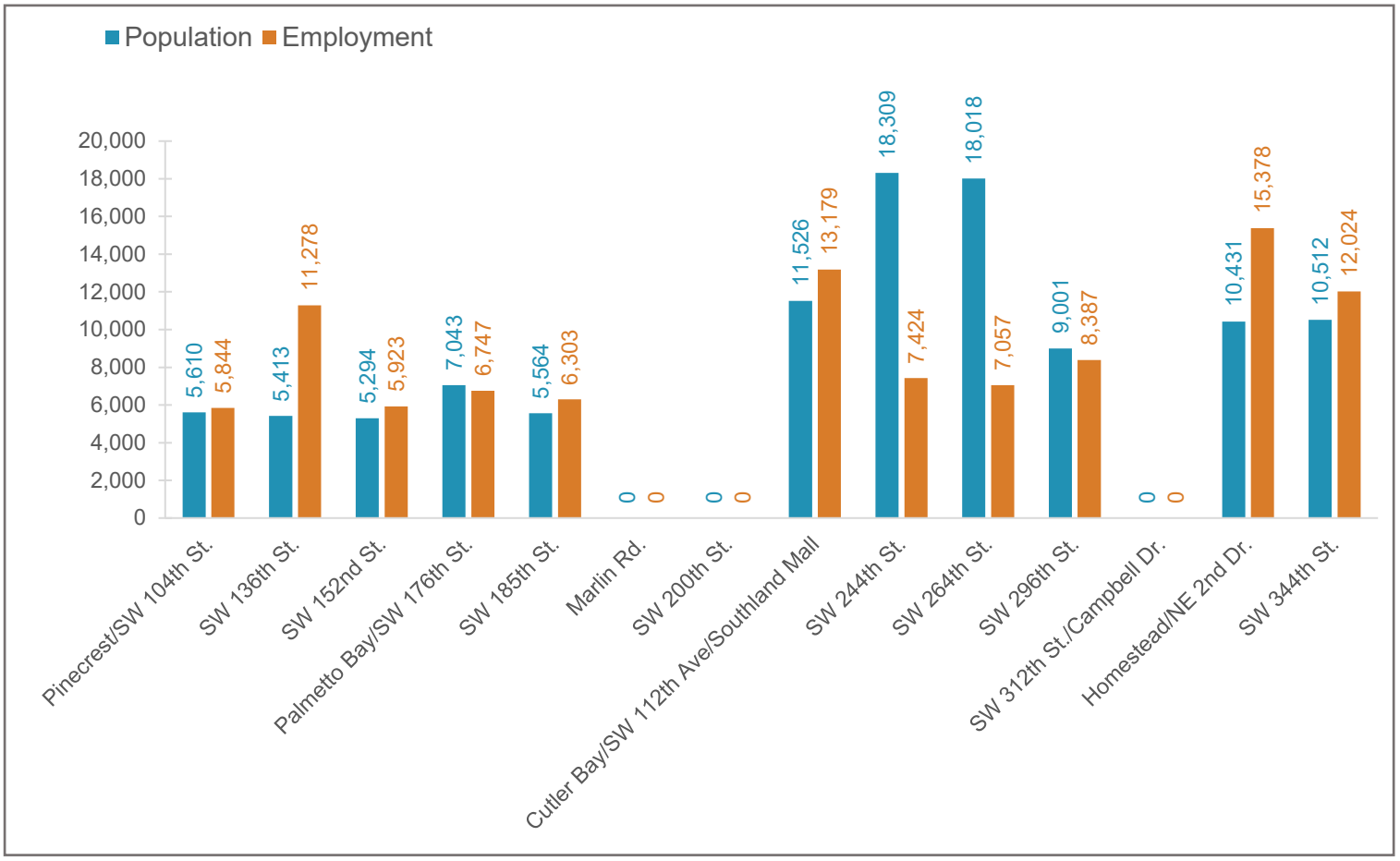


Figure 2-11: Core Centers Scenario, Station Area Population and Employment Totals



e. Redevelopment Suitability

This section describes the method used to identify the micro-analysis zones most likely to attract the development intensities proposed for the station areas. The next section describes how the information was used.

The South Corridor contains almost +/- 20,000 property parcels. Of those parcels, approximately 2,100 were identified as vacant. Vacant parcels are considered more suitable for new development, though not universally.

The data available for developed parcels included several attributes appealing as measures of redevelopment suitability. These included building age, improvement ratio (building value/land value) and Residual Floor Area Ration (RFAR), a measure of un-utilized intensity under the existing zoning. An early version of a redevelopment suitability scoring script developed scores across multiple parcel attributes and averaged them into a single redevelopment suitability score. One use of the score was to choose parcel coloring schemes based on score ranges to create a suitability "heat" map. Another was to choose a single value to separate "suitable" from "unsuitable." A new parcel attribute "Redevelop" was added to contain either a Yes or No depending on whether the suitability score exceeded or was less than the chosen threshold value.

Data gaps meant that parcels nearly identical in redevelopment suitability could yield different scores due solely to the absence of data on some parcels. These differences could potentially put them into different color ranges and also on opposite sides of the single suitability score threshold value.

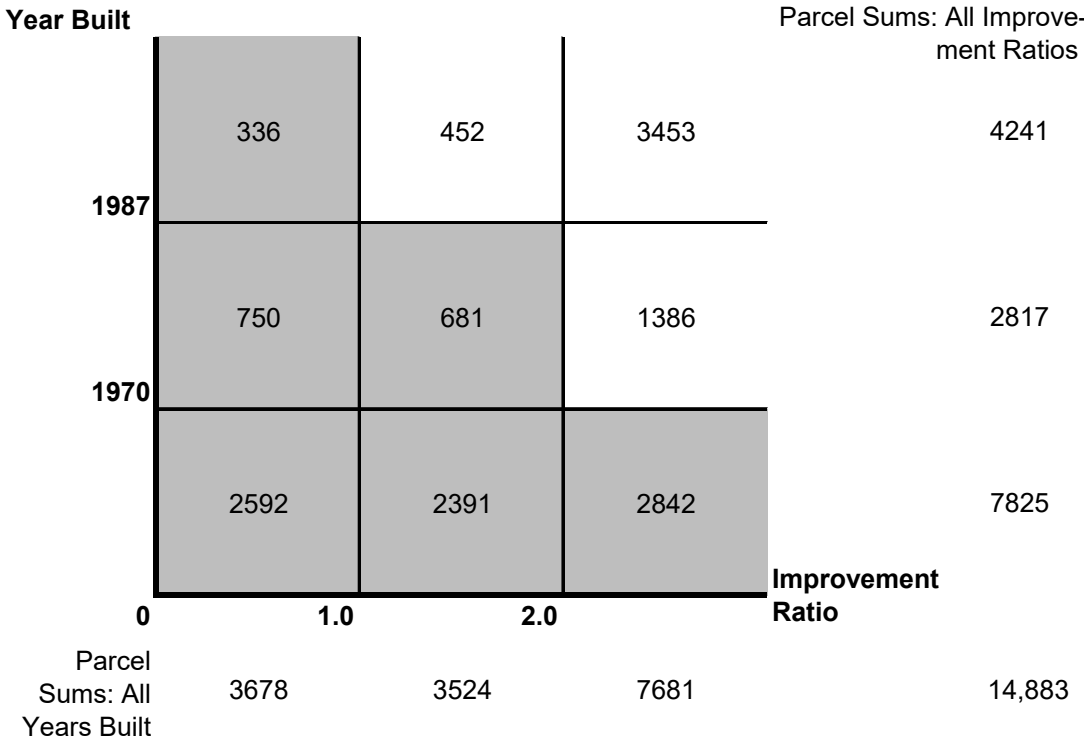
To overcome these limitations, an alternate system was used to identify parcels with an increased likelihood of redevelopment.

All vacant parcels were deemed suitable for redevelopment. The developed parcels with either missing improvement ratio data or missing building age data were ignored. The RFAR attribute was ignored. Few developed parcel records contained any data for this attribute. The remaining developed parcels, approximately 14,900 in number, were grouped according to Figure 2-12 below.

The threshold values for building age (1970 and 1987) and improvement ratio (1.0 and 2.0) proposed in the original suitability scoring script were kept. The number of developed parcels within each of the classes is displayed inside each cell in Figure 2-12.

The parcel attribute "Redevelop" was set as "Yes" for parcels that fell in the shaded data ranges in Figure 2-12, described hereafter as "suitable."

Figure 2-12: Developed Parcel Redevelopment Suitability



f. Station Area Total Growth Apportionment to Micro-Analysis Zones (MAZs)

The fourteen station areas in Pattern 1 contain all or part of over 200 micro-analysis zones (MAZs), the geographic unit used to describe land use in the Southeast Regional Planning Model (SERPM), a regional travel demand model.

Each station area's total incremental growth from Tables 2-1, 2-2, and 2-3 was distributed to the MAZs within it such that the amount of incremental growth assigned to each MAZ was proportional to the number of acres of suitable parcels within that MAZ as determined in the process described above.

Specifically, the total acreage of the parcels with the Redevelop attribute set to "Yes" within each station area was noted, as was the total acreage of those parcels within each MAZ. If an MAZ contained ten percent of the acreage suitable for redevelopment within the station area, it received ten percent of the incremental growth in population and employment assigned to that station area. This application of the same percentage to both population and employment is consistent with Transit Oriented Development (TOD) land use regulations that encourage a mixture of uses around transit stations. Any number of alternate schemes to apportion the incremental growth could have been utilized, but because all the incremental growth was placed within one half mile of the transit station, alternate apportionment schemes within that half mile radius circle would have minimal effect on the transit ridership forecasts produced for the scenario.

Stations were classified as either Neighborhood or Community, corresponding to the Neighborhood Center and Town Center typologies discussed with the public during the charrette process. No stations in any scenario qualified as a Regional station, corresponding to the City Center typology discussed in the charrettes. This station type assignment process affected both the persons-per-household (PPH) ratio used to convert the future population growth into household growth, and the distribution of employment classifications used to describe future employment growth.

Many MAZs extend outside their station area boundary. The incremental growth in population as determined above was added to the portion (proportional to area) of MAZ trend growth in population within the station area. This total growth in population within the station area was converted to household growth using a PPH ratio chosen to reflect the influence of land use regulations, transit service quality, and market forces that encourage TOD. The PPH used to convert population growth to household growth was 1.75 in Community station areas, and 2.00 in Neighborhood station areas. The distribution of employment types used to describe total employment growth is shown below (Table 2-4).

Table 2-4: Employment Type Percentages

Employment Type	Station Type	
	Community	Neighborhood
Utilities	0.0	0.0
Agriculture	0.0	0.0
Construction Office Support	2.7	1.9
Manufacturing	0.0	0.0
Wholesale	0.0	0.0
Transportation	0.7	0.5
Retail	10.7	17.9
Professional Services	35.2	20.9
Post Secondary Private Education	0.0	0.0
Health Services	16.3	19.9
Personal Services	9.0	14.9
Amusement Services	2.5	2.3
Hotels and Motels	1.3	0.7
Restaurants	12.0	16.9
Government	7.8	1.2
Public Education	1.9	2.8
Total	100.0	100.0

g. Transit Ridership Changes

The Revised MAZ data with the incremental growth apportioned as described in the previous section was modeled in SERPM for the forecast year 2040. The congested roadway travel times produced by SERPM became an input into the transit ridership forecast model.

Simplified Trips on Project Software (STOPS) developed by FTA was used to produce the transit ridership forecasts for this study, as well as for the Miami-Dade DTPW Rapid transit study mentioned earlier. STOPS was developed to provide a reliable estimator of transit ridership due to routine travel by permanent residents on "fixed guideway" (Commuter Rail, Light Rail, Streetcar, Bus Rapid Transit) transit projects.

Table 2-5 shows the preliminary ridership comparison between the 2040 Trend conditions examined in the Mode Selection study, and the three scenarios examined in this study. The 2040 Trend scenario would produce up to 25,000 total project daily trips with Bus Rapid Transit (BRT), and up to 40,000 total project daily trips with Metrorail. The Stay the Course Scenario with BRT could produce a maximum of 1,000 additional trips per day, either total, or new transit, compared to Trend with BRT. The Most Connected Scenario with rail could produce in excess of 3,000 additional daily trips total, and at least 2,000 new transit trips, compared to Trend with rail. The Core Capacity Scenario with rail could produce in excess of 6,000 additional daily trips total, and at least 4,000 new transit trips, compared to 2040 Trend with rail.

Table 2-5: Transit Daily Ridership Comparison between 2040 Trend and Three Alternatives

Trip Measure	Total		Change from 2040 Trend		
Land Use Scenario	2040 Trend		Stay the Course	Most Connected	Core Centers
Mode	Bus Rapid Transit	Heavy Rail Transit	Bus Rapid Transit	Heavy Rail Transit	Heavy Rail Transit
Total Project Trips	23-25,000	36-40,000	<1,000	+3,000	+6,000
New Transit Trips	7-11,000	16-18,000	<1,000	+2,000	+4,000

Note: Scenario ridership changes are compared to the same mode in the Trend Scenario. eg. Stay the Course + BRT vs. Trend +BRT

h. Locally Preferred Alternative

On August 30, 2018, the Miami-Dade TPO Governing Board selected BRT as the Locally Preferred Alternative (LPA) transit mode for the corridor. Subsequent to this meeting the DTPW staff added a new station to the fourteen that formed Station Pattern 1, in the area of SW 177th/Krome Avenue. This became Station Pattern 3 and is shown in Chapter 4, Figure 4-1. The fifteen station areas in the final station pattern contain just under ten square miles.

In the final station pattern, the 2040 Trend scenario total population and employment within the station areas are approximately 72,900 and 60,200 respectively (Table 4-6). In the Trend scenario, the population density at 7,317 per square mile is regarded as medium (5,800 to 9,600); total employment is medium-low (40,000 to 70,000).

Chapter 3
CHARRETTE SERIES PUBLIC INVOLVEMENT

SMART Plan
South Dade Transitway Corridor
Land Use Scenario and Visioning Planning

CHAPTER 3 - CHARETTE SERIES - PUBLIC INVOLVEMENT

The content of this Chapter addresses project **Objective 2**, as described in the introduction:

Objective 2. What land use policy and regulations changes can be recommended for the corridor to address the community's overall vision, goals, and objectives, while supporting transit in the South Corridor?

a. Charrette Series Overview

The overall focus of the charrette series was to evaluate land use scenarios as part of a future transit investment along the South Corridor.

Charrettes were conducted for the South Dade Transitway Corridor, in December 2017, and consisted of interactive planning sessions where the community collaborated on creating a land use vision for the corridor.

The first Charrette for the South Corridor was held the morning of December 2, 2017 at the Town of Cutler Bay Town Hall. Two, two-hour sessions were held that morning. The second Charrette was held the evening of December 6, 2017 at the Evelyn Greer Park Meeting Room in the Village of Pinecrest. The final Charrette was at the Florida City Youth Activity Center on December 14, 2017.

A holistic, system-wide perspective was taken to evaluate land uses along the corridor with the understanding that what happens at one location has an impact along the entire corridor. While the decisions affecting land use occur at the local level, they should be made in the context of the corridor as whole. The type of development and the places created at one station area determine if more vehicles will be created to head north or if the new place will act as a destination, drawing in people and trips that would otherwise contribute to traffic on already congested roadways.

As part of the charette process three types of centers (development types) were discussed.

What are Centers?

Centers are nodes of activity with a mix of uses that can be thought of as neighborhoods and, also as places where all the amenities, shops, offices, and residences are within walking distance. Centers are ideally suited for the areas surrounding a transit station where the trips can begin and end conveniently by foot or bike.

There are different kinds of centers with different levels of economic activity, amenities, and types of residences to live in corresponding to various levels of density and building heights.

The series of charrettes sought feedback from South Corridor community members on the types and locations of Centers that they envisioned could occur along the Corridor. Three types of Centers were introduced for this purpose: City Center, Town Center, and Neighborhood Center. Descriptions of each are provided.

City Center (regional)

What does this type of place offer?

Features
- High level of pedestrian activity and economic vitality
- Wide mix of uses in a compact format
- Most daily needs like work, shopping, and recreation are offered just a short walk away

Height
- Usually 8 to 25 stories; tallest near stations

Housing
- Multi-family housing with ground floor retail or office

Jobs & Education
- Regional employment center attracting employees from the greater area with short commutes
- Higher quality schools and more school choice than less dense areas - College campuses possible
- Job incubators and less expensive spaces for rent

Groceries
- Grocery stores and pharmacies

Shopping, Restaurants, and Entertainment
- Regional shopping destinations with national chains and brands as well as local shops
- Regional event spaces for shows, concerts, and other events
- A large number and variety of sidewalk cafes, restaurants, and bars including a mix of local and national brands
- Movie theaters

Open Spaces
- High quality public parks and squares with regularly held events
- Connecting network of trails for bike and pedestrian commuters

Town Center (Community)


What does this type of place offer?

Features
- Vibrant mix of retail, office, and residential uses and a higher percentage of residential
- Serves local residents and those from the surrounding area
- Many daily needs (work, shopping, recreation) can be met within the station area

Height
- Usually 6 to 10 stories with tallest buildings near the station

Housing
- Multi-family housing with ground floor retail or office near the station
- Attached single-family homes further from the center

Jobs & Education
- Local employment center with short commutes for employees

Groceries
- Small grocery store, farmer's markets at major intersections near farmland

Shopping, Restaurants, and Entertainment
- A large number and variety of sidewalk cafes, restaurants, and bars including a mix of local and national brands
- Local shopping destination with local stores and some national brands

Open Spaces
- Public parks and squares with regularly held events

Neighborhood Center




What does this type of place offer?

Features
- "Main Street" environment near the station with some ground floor retail and office
- Serves local residents primarily but can be a destination for people aware of the place
- Some monthly needs (like shopping) can be met within the station area

Height
- 3 to 4 stories nearest the station, transitioning to 1 to 2 stories

Housing
- Mostly single family attached or detached housing with some multi-family housing units closest to the station

Jobs & Education
- Some local jobs, primarily in the service sector

Groceries
- Corner stores and farmer's markets at major intersections near farmland

Shopping, Restaurants, and Entertainment
- A few small-scale local retail uses

Open Spaces
- Larger scale green spaces with a wide variety of uses but fewer events

Why Plan in Public?

This corridor study plays a pivotal role in shaping the future of the County and as such, the Miami-Dade TPO seeks maximum public involvement in order to create the plan. Planning in public is a vital component to the long-term success of any plan, including this 20-mile corridor plan. Having the community help create the plan ensures support long after the planners are gone. An active group of people helped to implement the plan's concepts and strategies that they themselves help to shape. By gathering a wide range of ideas and visions for the future, the plan becomes more nuanced and specific to the community.

Innovative Plan with Community Support

As a document intended to guide land use decisions across multiple jurisdictions, it is imperative that the corridor plan be created with the input and collaboration of the citizens, public officials, and staff members from all jurisdictions along the corridor. It is these localities that determine and control land use and so, ultimately will determine the successful implementation of the plan.

To achieve this goal, the Plan was created using an open planning process that includes numerous opportunities and ways for people to participate and add their ideas, concepts, and priorities to the development of the plan.

The first opportunity for people to participate was through a series of three Charrettes held across the corridor in December 2017. Recognizing the corridor's diverse nature and to ensure that Charrettes were held within a reasonable distance of all those along the corridor, one charrette was held in the north, middle, and south of the corridor.

South Corridor Charrette Locations

December 2nd - Town of Cutler Bay

December 6th - Village of Pinecrest

December 14th - Florida City

Each of the charrettes began with an introduction by elected representatives and/or TPO staff followed by a presentation on the SMART Plan South Corridor, and a series of interactive exercises to both educate participants on land use and to receive input and feedback from the community.

Interactive Exercises

- Exercise 1 - Goals for the Corridor
- Exercise 2 - Centers Preference
- Exercise 3 - Levels of Investment
- Exercise 4 - Mapping the Centers

At each charrette, community members were invited to participate in four different interactive exercises. Working with town planners, municipal and county officials and staff, and other members of the community, this was a unique opportunity for residents and stakeholders to give their input, discuss initial concerns, learn about the process, and help develop plan goals. Once participants completed all of the exercises, the results were tallied and reported back to the community as a tour along the potential future of the corridor. Three dimensional models were shown at select points along the corridor reflecting the input received moments earlier.

The following is a summary of the events and information gathered during the three charrettes. This was just the start of the public planning process and laid the groundwork for the plan development to come.

Members from the community participated in several exercises to inform the future of the South Corridor

b. The Charrettes

The first Charrette for the South Corridor was held the morning of December 2nd at the Town of Cutler Bay Town Hall. Two, two-hour sessions were held that morning. The second Charrette was held the evening of December 6th at the Evelyn Greer Park Meeting Room in Pinecrest. The final Charrette was at the Florida City Youth Activity Center on December 14th.

Each charrette began with an introduction by local elected officials, including Miami-Dade County Commissioner Daniella Levine Cava, Florida City Mayor Otis T. Wallace, and Cutler Bay Mayor Peggy Bell. Jeannine Gaslonde, the TPO project manager, and Alex David or Eric Czerniejewksi, the consultant project managers from Calvin, Giordano & Associates (CGA) then introduced the project. Victor Dover and Jason King from Dover, Kohl & Partners presented the SMART Plan, the concepts of land use and centers, and the need for centers and a new model for development and transportation in the South-Dade region to accommodate the growing population.

Community members at the Charrettes participated in a series of key pad polling questions to determine the makeup of the participants and to have a conversation on land use and design. Team members then described the charrette exercises and the participants proceeded to take part in the four exercises. After 45 minutes of participation and discussion, the project team summarized the results and presented them back to the audience through a virtual tour of the corridor showing renderings of possible future station area scenarios.

Miami-Dade County Commissioner Daniella Levine Cava addressing the audience at the Cutler Bay Charrette on December 2nd 2017

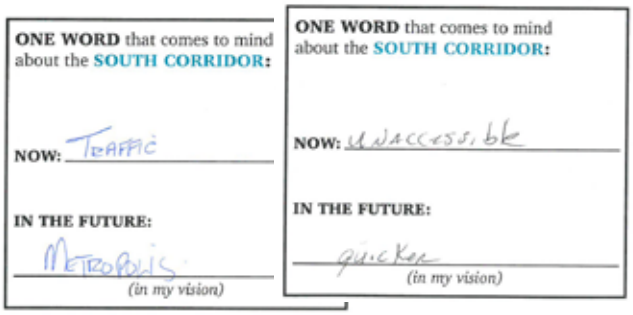
Members of the community providing feedback through the charrette exercises

Charrette participants sharing their ideas around the "big map" of the South Corridor

Jeannine Gaslonde, the TPO project manager, presenting at the Florida City Charrette on December 14th 2017

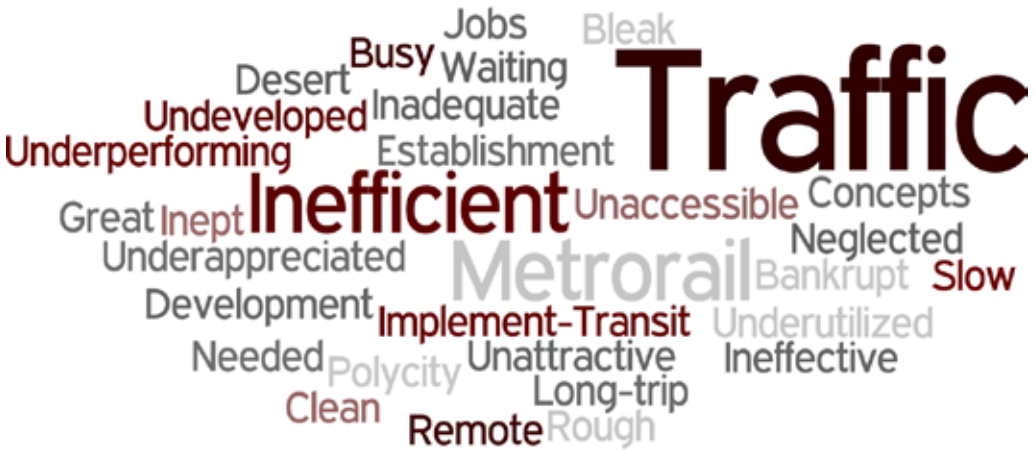
1. One-Word Cards

When the public arrived at the charrettes they received a "One-Word Card" which asked participants to list the one word that comes to mind about the South Corridor today, and one word about the South Corridor in the future. The following are the results of all the One-Word Cards received from the charrettes. Those words that appeared more often are shown larger in the images below.



Completed One-Word Cards from a SMART Plan South Corridor charrette

One Word About the South Corridor TODAY



One Word About the South Corridor in the FUTURE

2. Participant Feedback Form

The following comments were received in response to the question:

"Of the many ideas you heard, which ones seem most exciting to you?"

- Town Centers
- The idea about exiting transit and having things to do, people, and a community. It was like a light bulb went on.
- Community of one! Living and working within walking distance.
- Ideas are not moving forward into action after many years of meetings.
- More TODs or Town Centers along Transitway! A City Center or two between downtown and Florida City would be very advantageous also.
- Creating transit oriented development along the corridor. Specifically in Cutler Bay.
- Developing the rail with Town Centers along.
- Poly-center – Better transportation "friendly"
- I am excited to see residents understand the need for more dense zoning and mass transit.
- Some development on present locations – but nothing matters if the transit is not rapid and to all areas of the county.
- Leave it alone. We need a train not development.
- Southland mall station projection.
- Leave it alone
- Improving transit
- Controlled growth
- Mixed Use vertical Development
- Walkable centers at stations
- Dense development vs suburban
- Less reliance on auto travel
- Forward looking long-term plan

The following comments were received in response to the question:

"What questions or suggestions do you have?"

- People are concerned by what types of transit will be available on the South Corridor. I didn't hear much about the transit issue.
- Express route and stops at
- I am still concerned by the future of transit in South Dade. This was a good exercise in convincing the participants that transit is successful when it is implemented in concert with supportive land uses and economic development policies.
- We in Ag Land near the rail corridor want to see a Metrorail (elevated), no buses
- Underneath you could put stores, restaurants, or park-and-ride
- We do not want development (houses, apartments) because it is not compatible with farming and farm activities.
- You might put a few bridges across Dixie Highway so people could get off the train and cross over to shop or get in their car to drive home.
- We in Ag Land do not want to see high density housing in this area because it is not compatible with the farmers right to farm and it increases the traffic congestion 10 fold. People use the east-west corridors to drive through Ag Land from Dixie Highway to Krome and get angry and try to pass the slow moving tractors and plant carts using the roads. Ag Land and farming is a multibillion dollar business. We'd like to keep it that way!
- Make sure the funding is appropriated and in place for the bus/rail before you start building centers.
- Secure the safety of the community by neighborhood watch surveillance provided through donations, sponsors, programs. Self policed communities and neighborhoods.
- How will the new service be any different from old when quality of onsite, maintenance, and professionalism of staff is sorely lacking?
- Make sure transit dollars increase not decrease in our budget.
- Investing in job creation and uses in the Town Center District in Cutler Bay that will promote economic development.
- All plans should contemplate the exponential growing population. We don't need to have the same problem in 10 years.
- Improve parking area
- Improve bus running
- Better ways for people to get to the train
- We need a train system not buses! If you use buses you are not going to decrease CO2.
- Provide real rapid transit – not pretty pictures of more development
- They should not have removed the train and train tracks, The county wastes our tax dollars. Ex: Bus route. People need to live closer to their work.
- Improve Metrorail.
- Make Affordable.
- Try to increase public awareness of the meetings and SMART Plan in general.
- Leave us alone
- Everything was great
- If not heavy rail, Busway/Transitway should be used for US 1 expansion. Either build a system which works with heavy rail or claim defeat and make US 1 bigger with bus lanes on sides or center.
- Invest dollars
- How long to get zoning changes?
- How do you envision the "retail apocalypse" changing these things?

The following comments were received in response to the statement:

"Any additional comments."

- Transit needs to be put in now
- The grid lock is getting worse
- The transportation congestion in South Dade is a function of the failure or lack of an economic development policy to bring jobs to South Dade (South of Kendall Drive). Over 100,000 people a day must travel north of Kendall to go to work in spite of the fact that large numbers of vacant commercial and industrial lands have not been promoted for redevelopment.
- Great presentation. Fingers crossed!
- I don't mean to be rude, but at some point decisions have to be made. This state and county did not manage rail when they had the opportunity to do so (yes, it was a long time ago). If money does not exist for rail, then just admit it and do the best possible with Town Centers – not high-rise for Homestead/ Florida City and the Rapid Bus-type with hopefully new employment opportunities to reduce need for commuting north.
- It is imperative to increase density and mixed-use along Transitway to preserve farmland and Ag land. We very much need more green space and bike paths in South Dade. Especially important for the bike clubs and the huge increase in riders on the weekends.
- The South Corridor is in the fastest growing area of Miami-Dade County. Cutler Bay is the 7th fastest growing city in the US (Realtors.com). It makes sense to look further into the future for this growth and provide Metrorail at grade.
- The county should open regional centers that handle a wide variety of services.
- Downtown Dadeland area too crowded.
- South Miami keeps messing up their development. Bakery Center, etc.
- The County should really be careful and get more input from citizens before they act.
- Money, cost – nice effort
- Water? Energy? Electricity?
- Welfare no cars needed.
- What type of employment?
- Where are the gun ranges? Any hunting?
- w/e
- Now some land only a few yards from a station is zoned 1 house per 33,000 SF

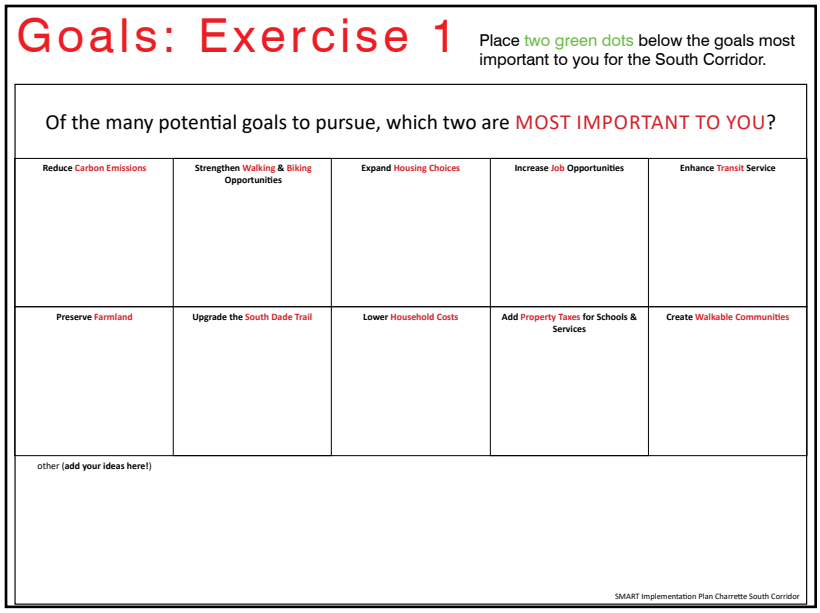
3. Charrette Exercises

A series of four interactive exercises to garner community input and frame the vision for the South Corridor led participants through an educational tour of land uses and centers, with each exercise building upon the previous and culminating in participants discussing and recording their ideas on a large map of the entire corridor. A summary of the results from the three charrettes is shown on the following pages.

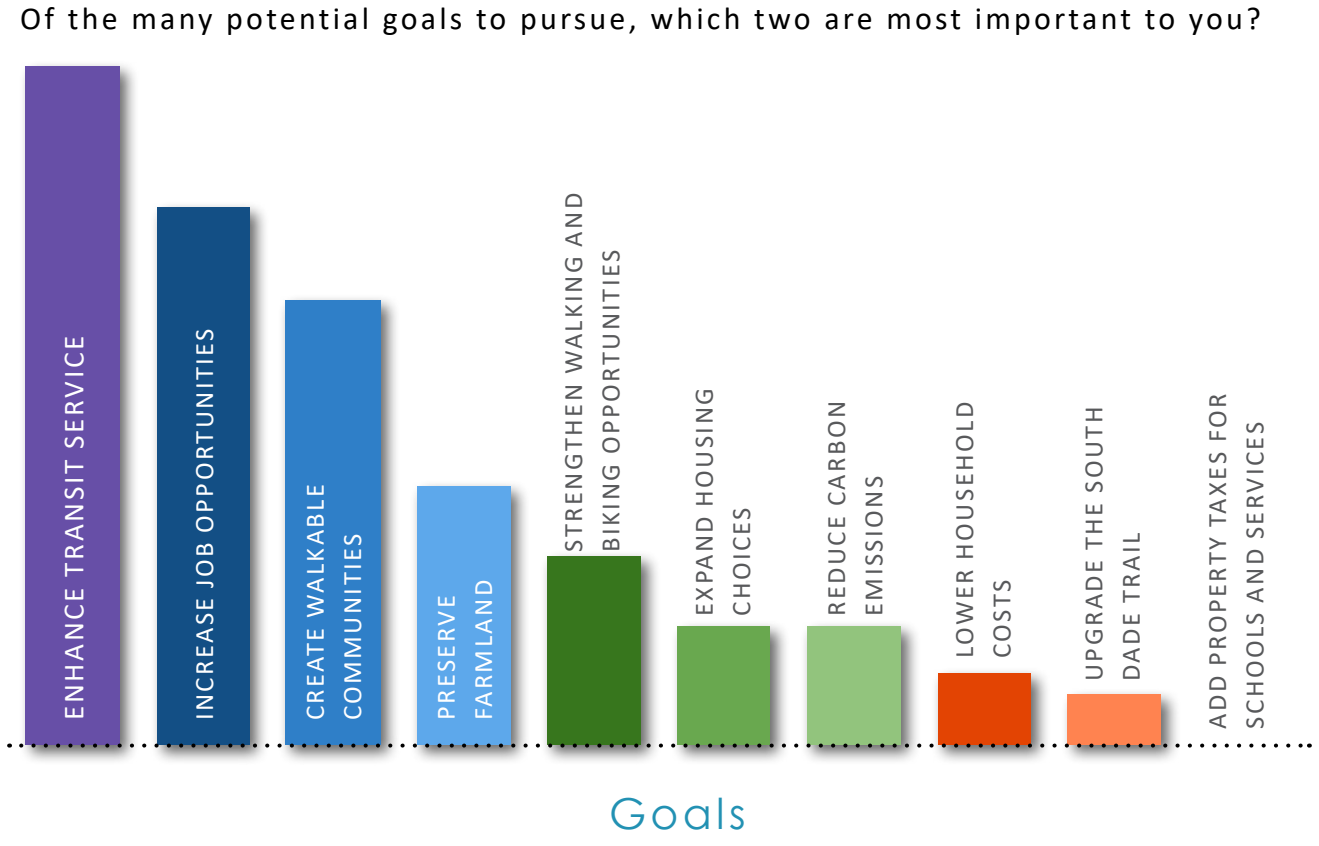
Exercise 1 - Goals for the Corridor

The first in this series of exercises was the Goals board. Participants were asked which two of ten overarching goals for the South Corridor were most important to them. Participants also had the option to write in their own goals. Written-in responses are included in the appendix.

Participant at the Goals: Exercise 1 board at the Pinecrest Charrette



Goals: Exercise 1 Board for the SMART Plan South Corridor Charrettes



Exercise 2 - Centers Preference

The second exercise had participants select the types of centers (City, Town, or Neighborhood) they would like to see more of along the South Corridor and to identify the type of center they would not like to see along the corridor. Two examples of each type of center were provided to demonstrate that there is variation even among centers of the same type. For each of the three types of centers, a list provided information about what the center types offer in terms of amenities. This showed that larger center types are not just about higher building heights and densities, but also about more amenities, jobs, and things to do within the neighborhood. With good design and planning, increased density leads to complete, more self-sufficient neighborhoods. The exercise also included descriptions of common arguments for and against centers to provide participants with a balanced point of view to make their choices.

Ultimately, the corridor would include a spread of all center types corresponding to local conditions and needs. Exercises three and four further advance this concept.

Participant voting on their preferred center types during one of the Charrettes

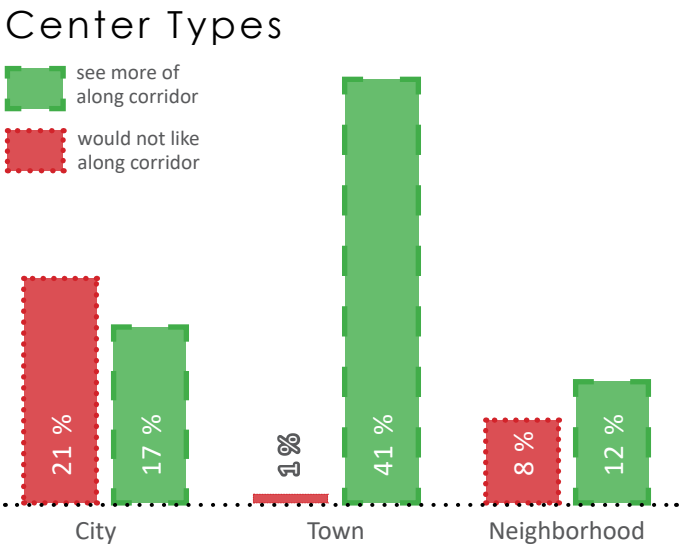
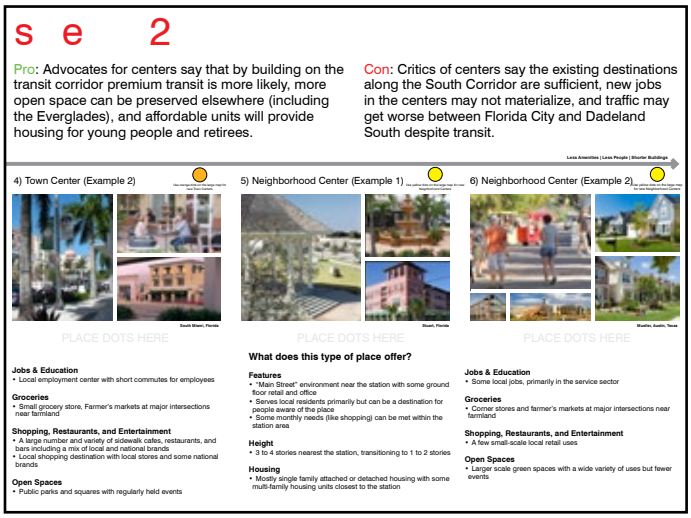


Chart of responses for City Centers, Town Centers and Neighborhood Centers



Centers: Exercise 2 Boards for the SMART Plan South Corridor Charrettes

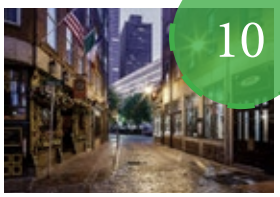
Summary of Votes for Exercise 2

see more of along corridor

would not like along corridor

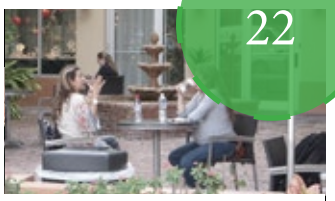
City Center (Example 1)

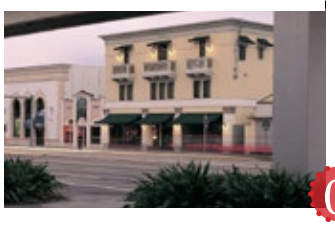

City Center (Example 2)

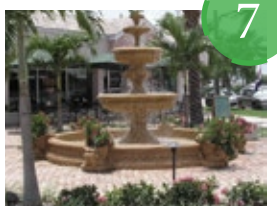
Town Center (Example 1)


Town Center (Example 2)



Neighborhood Center (Example 1)

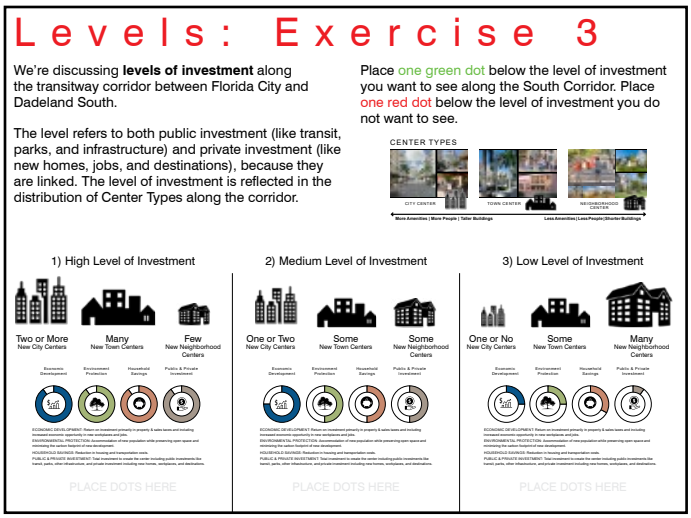



Neighborhood Center (Example 2)




Exercise 3 - LEVELS OF INVESTMENT

The level of investment refers to both public investment (like transit, parks, and infrastructure) and private investment (like new homes, jobs, and destinations), because they are linked. The level of investment is reflected in the distribution of Center Types along the corridor. Three levels of investment were presented in the exercise: High, Medium, and Low. Each level has a different spread of Center Types, as shown in the figure below. Four metrics were also provided to show the effects of each scenario on several key indicators. Descriptions of each of the metrics are also listed below. Participants were asked to select their preferred level and the level they would not like to see occur.



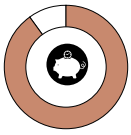
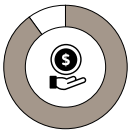
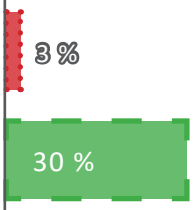
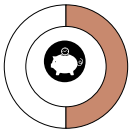
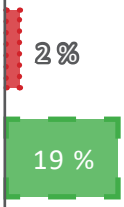
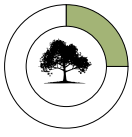
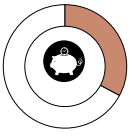
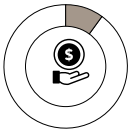
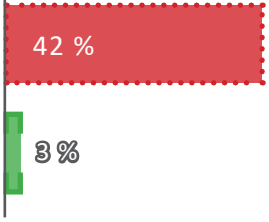
Levels of Investment Metrics

Economic Development: Return on investment primarily in property and sales taxes and including increased economic opportunity in new workplaces and jobs

Environmental Protection: Accommodation of new population while preserving open space and minimizing the carbon footprint of new development

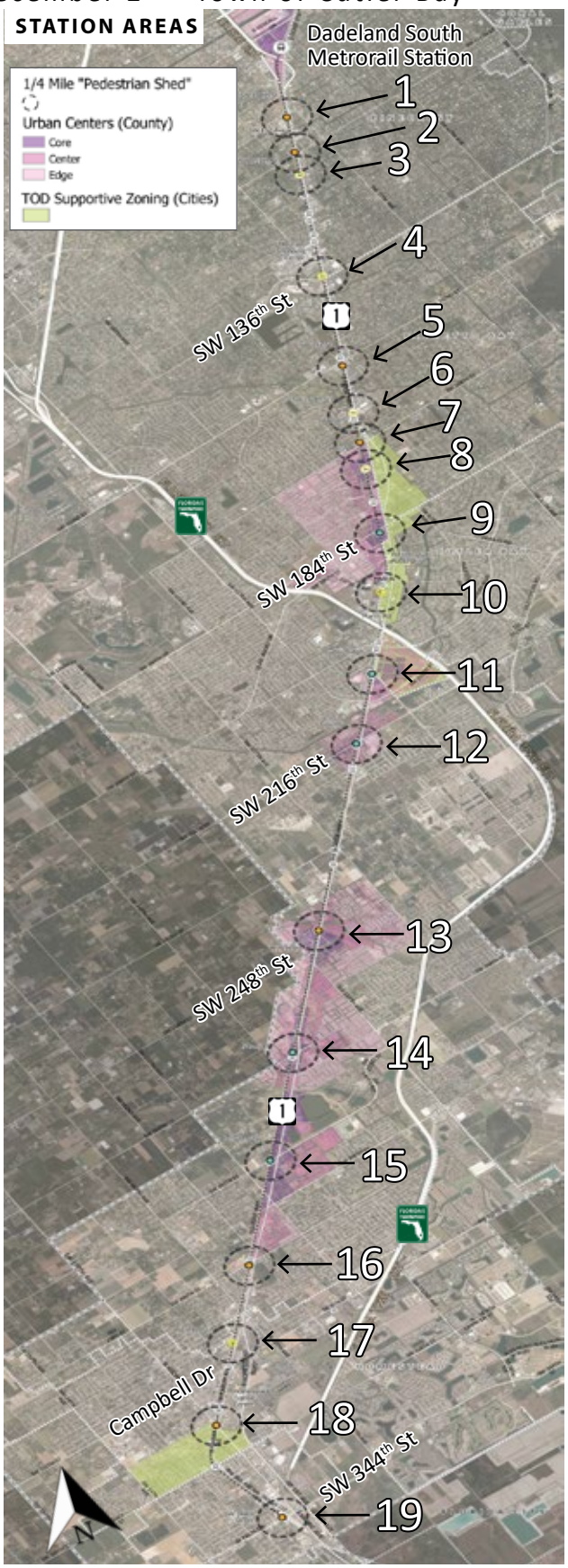
Household Savings: Reduction in housing and transportation costs

Public & Private Investment: Total investment to create the center including public investments like transit, parks, other infrastructure, and private investment including new homes, workplaces, and destinations

Level of Investment		Metrics: Economic Development	Environmental Protection	Household Savings	Public & Private Investment	Results
High	Two or more new City Centers; Many new Town Centers; Few new Neighborhood Centers					 3% in favor of; 30 % not in favor of
Medium	One or Two new City Centers; Some new Town Centers; Some new Neighborhood Centers					 2% in favor of; 19 % not in favor of
Low	One or No new City Centers; Some new Town Centers; Many new Neighborhood Centers					 42 % in favor of; 3% not in favor of

Exercise 4 - Mapping the Centers

December 2nd - Town of Cutler Bay



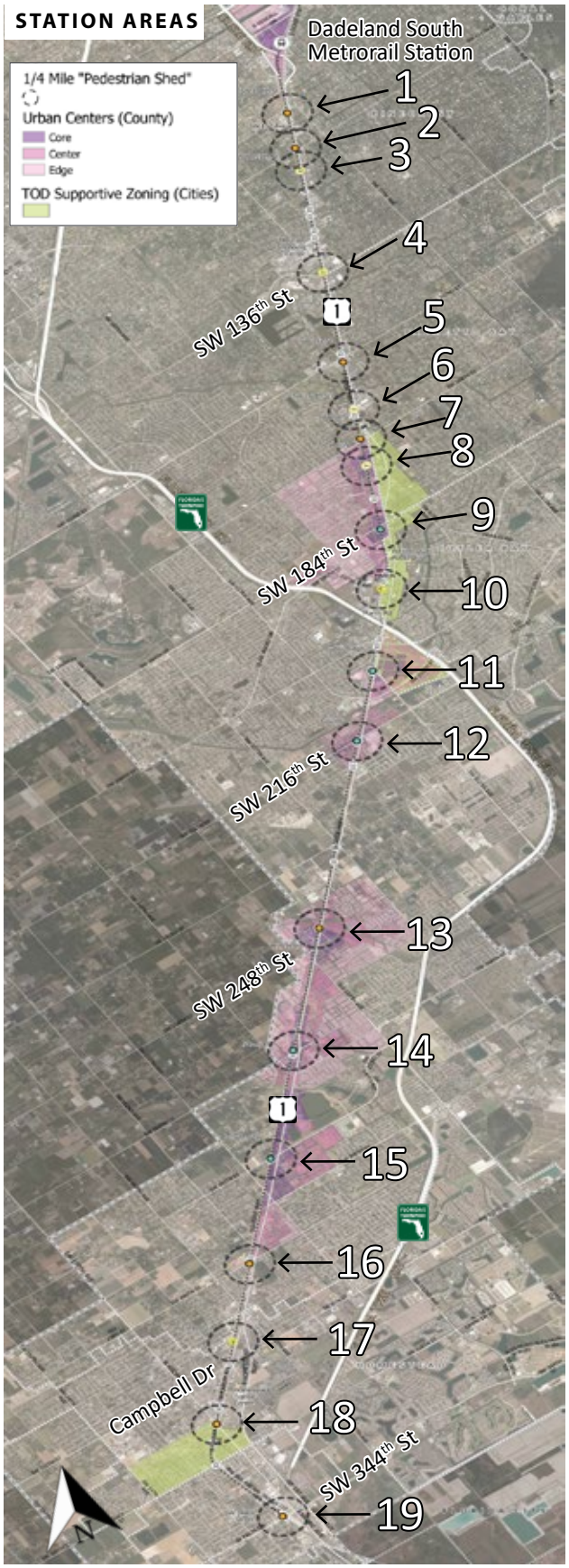
Results

CENTER TYPES

City | Town | Neighborhood

STATION AREA #1 SW 104TH ST: 0 / 1 / 2	**STATION AREA #2** SW 112 ST: 0 / 2 / 0
STATION AREA #3 SW 117 TH ST: 0 / 1 / 0	**STATION AREA #4** THE FALLS SHOPPING CENTER: 6 / 1 / 1
STATION AREA #5 SW 152 ST: 0 / 3 / 2	**STATION AREA #6** SW 160 ST: 0 / 1 / 0
STATION AREA #7 SW 168 ST: 0 / 0 / 2	**STATION AREA #8** PERRINE: 0 / 6 / 2
STATION AREA #9 PERRINE/QUAIL ROOST DRIVE: 0 / 4 / 1	**STATION AREA #10** MARLIN RD: 1 / 3 / 1
STATION AREA #11 CUTLER BAY: 12 / 4 / 0	**STATION AREA #12** GOULDS: 1 / 4 / 3
STATION AREA #13 PRINCETON: 2 / 3 / 6	**STATION AREA #14** NARANJA: 0 / 2 / 2
STATION AREA #15 LEISURE CITY: 0 / 4 / 4	**STATION AREA #16** SW 296 ST: 0 / 2 / 2
STATION AREA #17 NE 11TH ST: 0 / 2 / 1	**STATION AREA #18** HOMESTEAD TRANSIT CENTER: 5 / 1 / 2
STATION AREA #19 SW 344TH ST: 2 / 6 / 0	

December 6th - Village of Pinecrest



Results

CENTER TYPES

City | Town | Neighborhood

STATION AREA #1
SW 104TH ST
2 | 1 | 2

STATION AREA #2
SW 112 ST
4 | 2 | 2

STATION AREA #3
SW 117 TH ST
0 | 2 | 3

STATION AREA #4
THE FALLS SHOPPING CENTER
7 | 2 | 1

STATION AREA #5
SW 152 ST
4 | 2 | 2

STATION AREA #6
SW 160 ST
1 | 1 | 2

STATION AREA #7
SW 168 ST
1 | 1 | 1

STATION AREA #8
PERRINE
0 | 3 | 1

STATION AREA #9
PERRINE/QUAIL ROOST DRIVE
1 | 2 | 1

STATION AREA #10
MARLIN RD
2 | 1 | 2

STATION AREA #11
CUTLER BAY
4 | 2 | 0

STATION AREA #12
GOULDS
0 | 1 | 2

STATION AREA #13
PRINCETON
4 | 2 | 1

STATION AREA #14
NARANJA
3 | 0 | 0

STATION AREA #15
LEISURE CITY
1 | 1 | 2

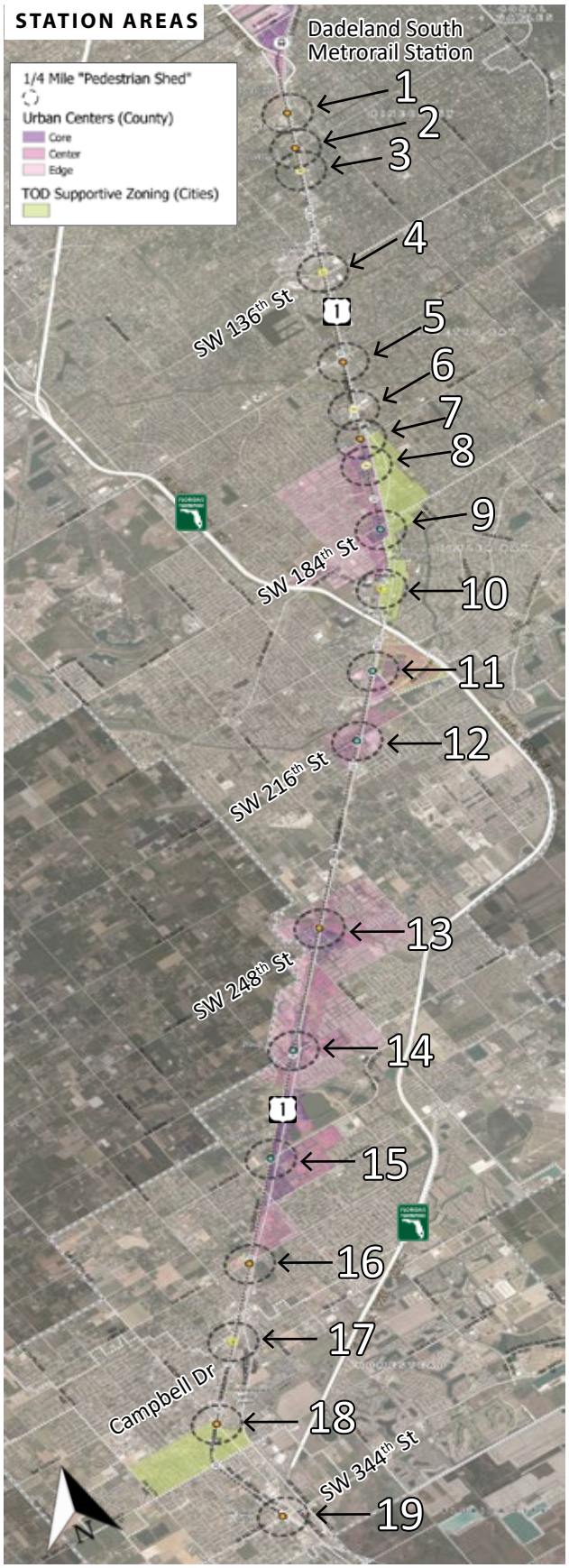
STATION AREA #16
SW 296 ST
1 | 1 | 2

STATION AREA #17
NE 11TH ST
0 | 3 | 0

STATION AREA #18
HOMESTEAD TRANSIT CENTER
2 | 3 | 0

STATION AREA #19
SW 344TH ST
1 | 0 | 1

December 14th - Florida City



Results

CENTER TYPES

City | Town | Neighborhood

STATION AREA #1
SW 104TH ST
0 | 0 | 3

STATION AREA #2
SW 112 ST
0 | 0 | 3

STATION AREA #3
SW 117 TH ST
0 | 4 | 3

STATION AREA #4
THE FALLS SHOPPING CENTER
3 | 2 | 0

STATION AREA #5
SW 152 ST
1 | 1 | 1

STATION AREA #6
SW 160 ST
3 | 0 | 1

STATION AREA #7
SW 168 ST
0 | 1 | 2

STATION AREA #8
PERRINE
1 | 1 | 2

STATION AREA #9
PERRINE/QUAIL ROOST DRIVE
0 | 4 | 0

STATION AREA #10
MARLIN RD
0 | 3 | 2

STATION AREA #11
CUTLER BAY
2 | 3 | 0

STATION AREA #12
GOULDS
0 | 5 | 1

STATION AREA #13
PRINCETON
3 | 1 | 0

STATION AREA #14
NARANJA
0 | 2 | 6

STATION AREA #15
LEISURE CITY
0 | 3 | 6

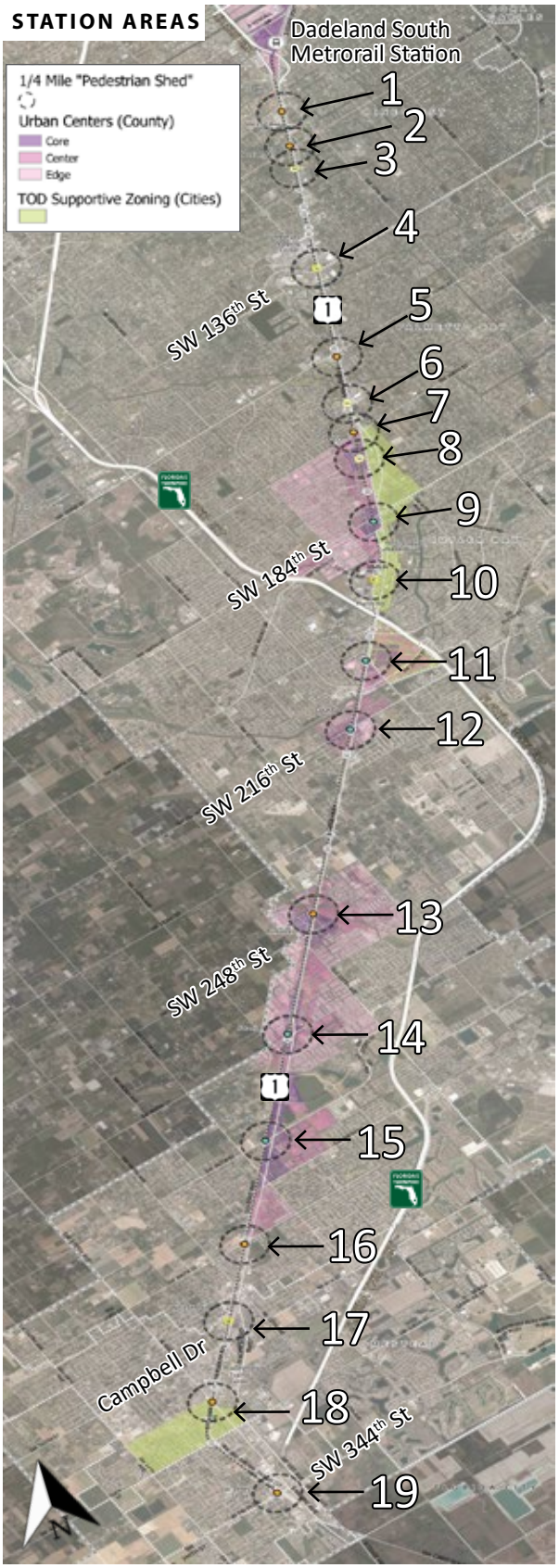
STATION AREA #16
SW 296 ST
0 | 7 | 3

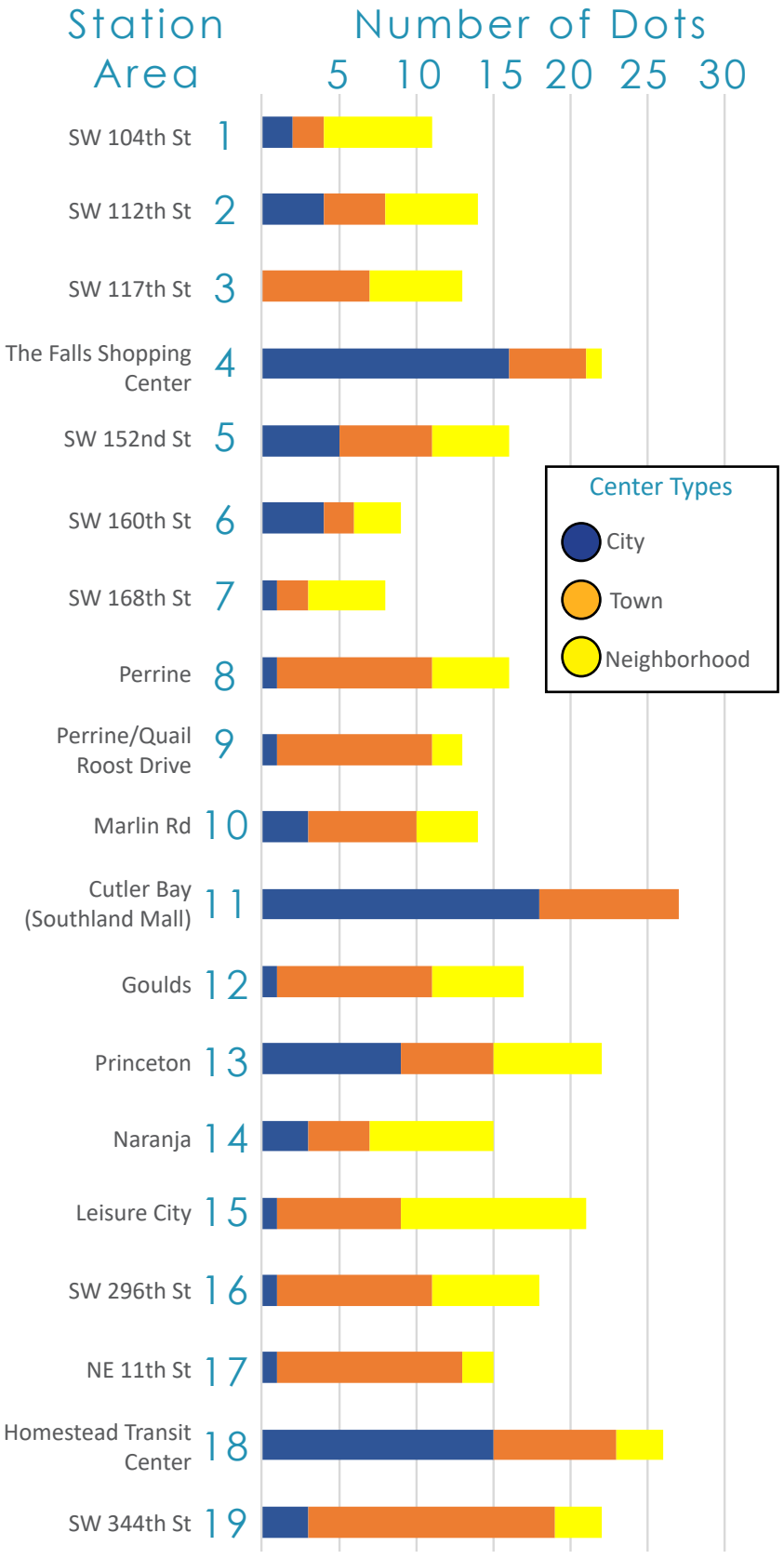
STATION AREA #17
NE 11TH ST
1 | 7 | 1

STATION AREA #18
HOMESTEAD TRANSIT CENTER
8 | 4 | 1

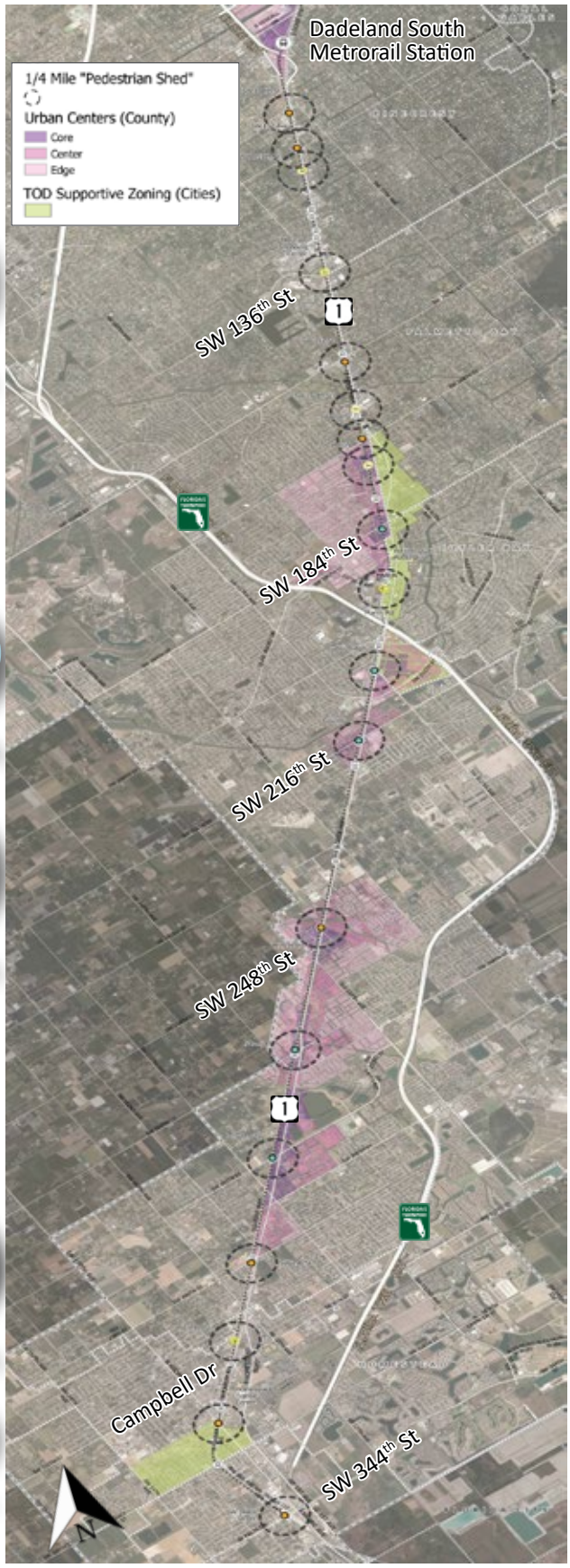
STATION AREA #19
SW 344TH ST
0 | 10 | 2

Synthesis Map





Summary of Map Comments



At Cutler Bay: There is a plan to expand that urban center west of the station

At Cutler Bay: Move station to SW 200th

At Perrine/Quail Roost Drive: There is a TOD along West side of planned station

Outside the UDB: Preserve the agricultural lands as working farms

At Marlin Rd: Need a rail station

AG Reserve: Better bike facilities for growing number of recreational bicyclists

At SW 344th St: Need a rail station

At Naranja: There is a lot of development planned and under construction

At SW 152 St: City and Town Centers in adjacent park

At Princeton: Consider a trolley that would go through the AG Reserve to bring tourists and others to farms and markets.

In-between Princeton and Goulds: Future parking for buses (BRT) around SW 127th Ave and SW 232nd Street on west side of station

At Naranja: Need affordable, but not subsidized housing

At SW 344th St: The #38 bus loops in front of the Walmart on the East side

c. Results Summary for each Charrette

At each charrette participants completed the series of four interactive exercises after the introduction presentation. The consultant team then summarized the results from the exercises and presented back to the participants what a future vision of the corridor could look like based on the level of investment selected by the participants at that charrette.

A Tour of the Corridor

A virtual "Tour of the Corridor" was prepared and presented at the end of each charrette. The "tours" consisted of a selection of station areas illustrated as developed Centers. The type of Centers shown reflect the results from the Levels of Investment - Exercise 3 and the distribution of dots representing the location and type of Centers on the Mapping the Centers - Exercise 4.

The illustrations of the station area Centers show the scale, intensity, and character of what a Center at the station area could potentially look like based on the feedback from the participants at each Charrette. These illustrations are purely conceptual in nature and do not reflect any final conclusions or recommendations.

Where transit supportive regulations are already in place, the station area illustrations show development that could occur under those standards. Where no such regulations exist, the potential development shown follows standards similar to Miami-Dade County's Urban Center zoning.

The results from each Charrette are shown on the following pages.

The station area illustrations on the following pages are purely conceptual in nature and do not reflect any final conclusions or recommendations.

Dots representing Center Type locations placed by participants at the December 2nd - Town of Cutler Bay charrette

Participants at the December 2nd - Town of Cutler Bay charrette

Presenting the results at the December 2nd - Town of Cutler Bay charrette

Alex David, consultant project manager, speaking to the charrette participants at the December 6th - Village of Pinecrest charrette

Presenting the results at the December 6th - Village of Pinecrest charrette

Participants at the December 14th - Florida City charrette

Presenting the results at the December 14th - Florida City charrette

December 2nd - Town of Cutler Bay

Results

Exercise 1 - Goals: Top 3

1. Enhance Transit Service
2. More Walking & Biking
3. Create Walkable Communities

Exercise 2 - Centers:

1. Town Centers
2. City Centers (mixed feelings)

Exercise 3 - Levels of Investment:

1. Medium

	Trend	Low Investment	Medium Investment	High Investment
Farmland/Everglades Consumed	150+ Sq. Miles	150+ Sq. Miles	50 Sq. Miles	10 Sq. Miles
Infrastructure Cost (Transportation, Water, Sewer, Utilities)	$11.1 Billion	$11.1 Billion	$8.1 Billion	$2.9 Billion
Expand Housing Choices	SF 90% / Multi 10%	SF 90% / Multi 10%	SF 65% / Multi 35%	SF 55% / Multi 45%
Increase Job Opportunities	200 to 400 Jobs	400 to 600 Jobs	2,000 to 4,000 Jobs	4,000 to 7,000 Jobs
Walkable Communities (Walk to Work, Stores, School, Transit, Parks)				
Transportation % Income Per Household for Transit Riders	32%	40%	25%	15%
Reduce Carbon Emissions				

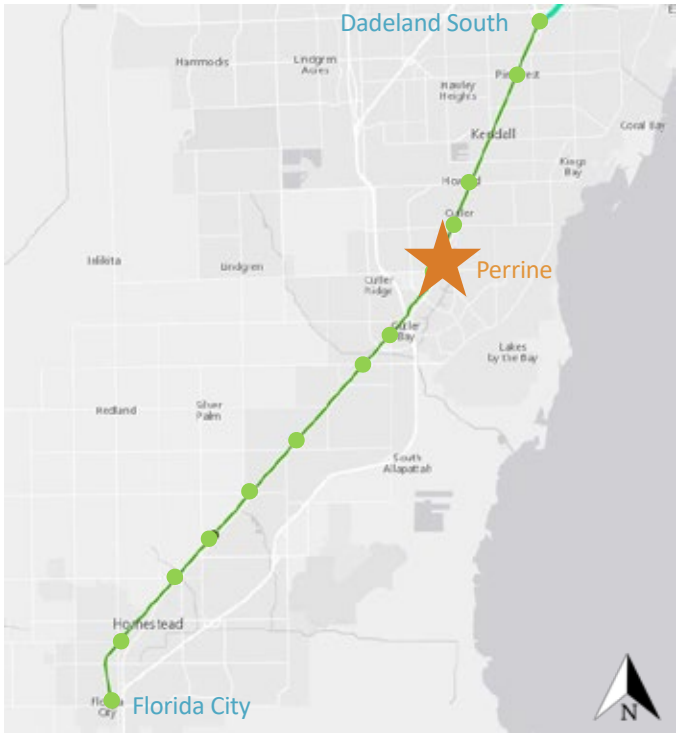
Participants at the December 2nd - Town of Cutler Bay charrette

Participants at the December 2nd - Town of Cutler Bay charrette

Perrine Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

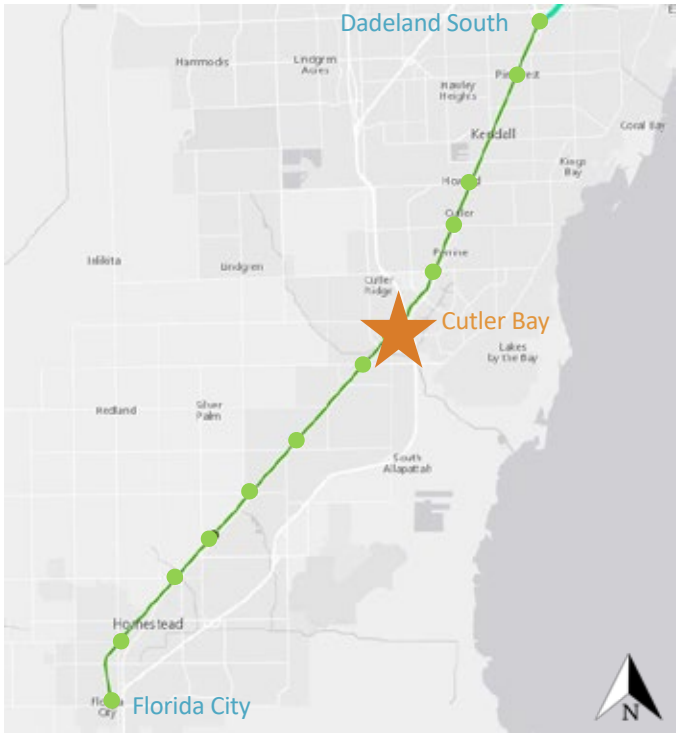
Potential Future Uses

- Restaurants
- Small Shopping Mall
- Detached Houses
- Multifamily Units
- Offices
- Pharmacy

Cutler Bay Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

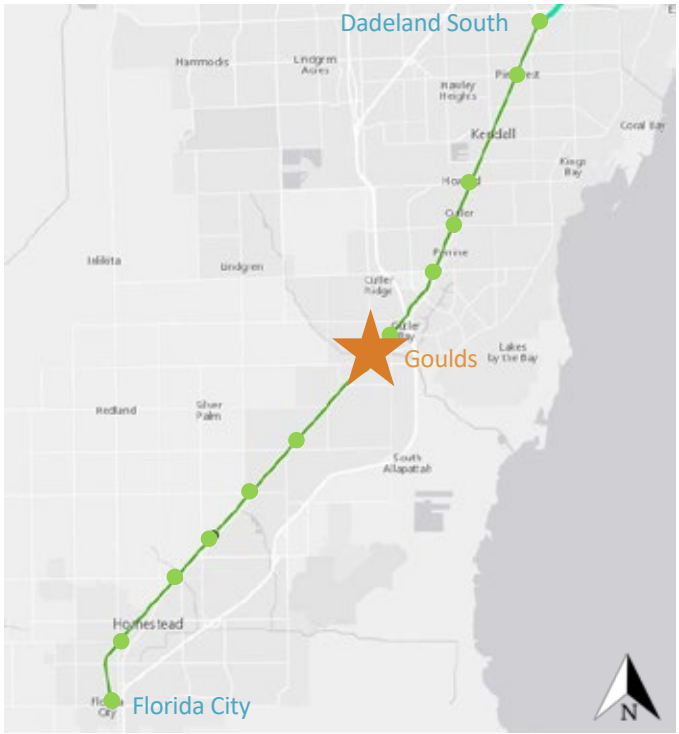
Potential Future Uses

- Civic
- Gas Station
- Motel
- Apartments
- Mid-Size Mall
- Attached Homes
- Offices
- Row of Cafes
- Luxury Hotel
- Extended-Stay Hotel

Goulds Station - High Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

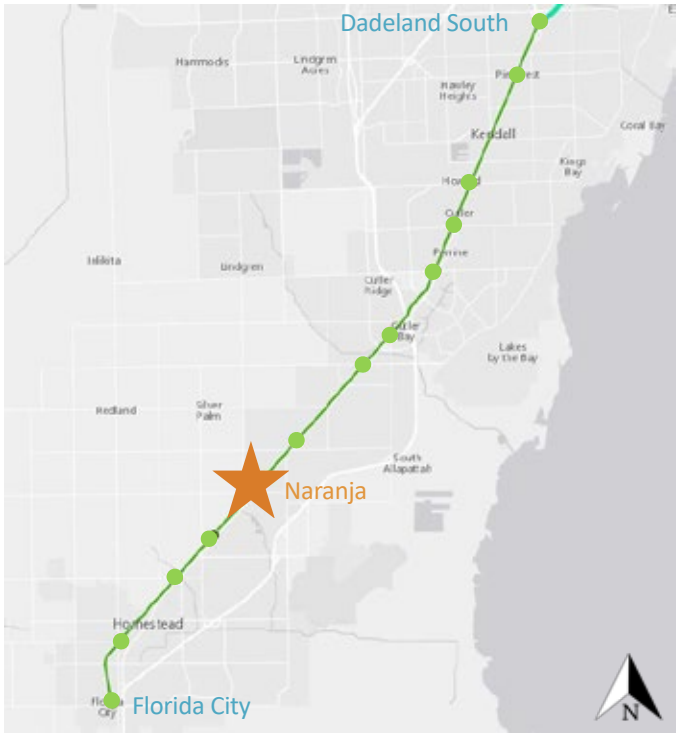
Potential Future Uses

- Motel
- Apartments
- Day care center
- Restaurants
- Detached Houses
- Workplaces
- Government Center
- Cafes
- University or College
- Luxury Residential
- Regional Shopping

Naranja Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

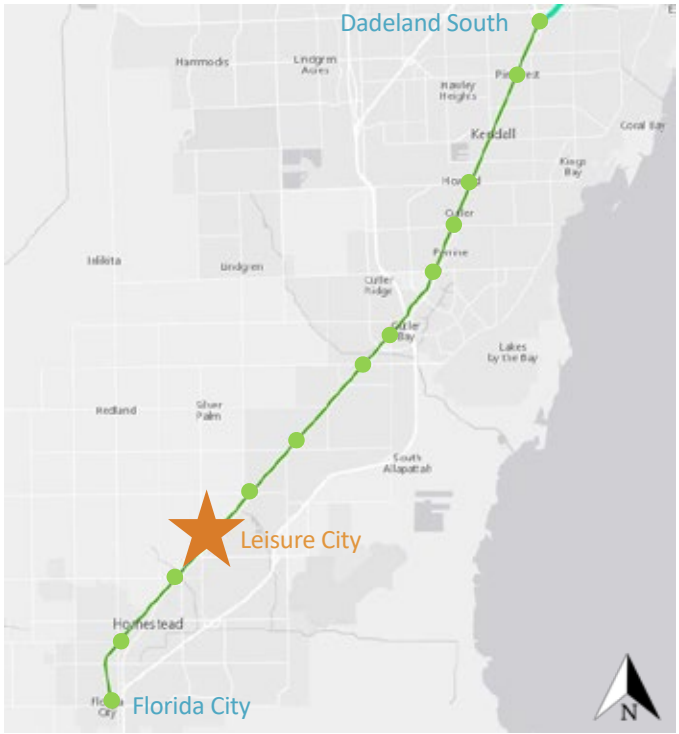
Potential Future Uses

- Hotel
- Apartments
- Day Care Center
- Cafes
- Restaurants
- Detached Houses
- Small Offices
- Shops
- Industrial Spaces
- Farmer's Market

Leisure City Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

Potential Future Uses

- Restaurants
- Shopping Mall
- Detached Houses
- Apartments
- Town Homes
- Gas Stations
- Pharmacy
- Cafes
- Multiple Squares and Plazas

December 6th - Village of Pinecrest

Results

Exercise 1 - Goals: Top 3

1. Create Walkable Communities
2. Enhance Transit Service
3. More Jobs / Protect Farms

Exercise 2 - Centers:

1. Town Centers
2. City Centers (mixed feelings)

Exercise 3 - Levels of Investment:

1. Medium-High

	Trend	Low Investment	Medium Investment	High Investment
Farmland/Everglades Consumed	150+ Sq. Miles	150+ Sq. Miles	50 Sq. Miles	10 Sq. Miles
Infrastructure Cost (Transportation, Water, Sewer, Utilities)	$11.1 Billion	$11.1 Billion	$8.1 Billion	$2.9 Billion
Expand Housing Choices	SF 90% / Multi 10%	SF 90% / Multi 10%	SF 65% / Multi 35%	SF 55% / Multi 45%
Increase Job Opportunities	200 to 400 Jobs	400 to 600 Jobs	2,000 to 4,000 Jobs	4,000 to 7,000 Jobs
Walkable Communities (Walk to Work, Stores, School, Transit, Parks)				
Transportation % Income Per Household for Transit Riders	32%	40%	25%	15%
Reduce Carbon Emissions				

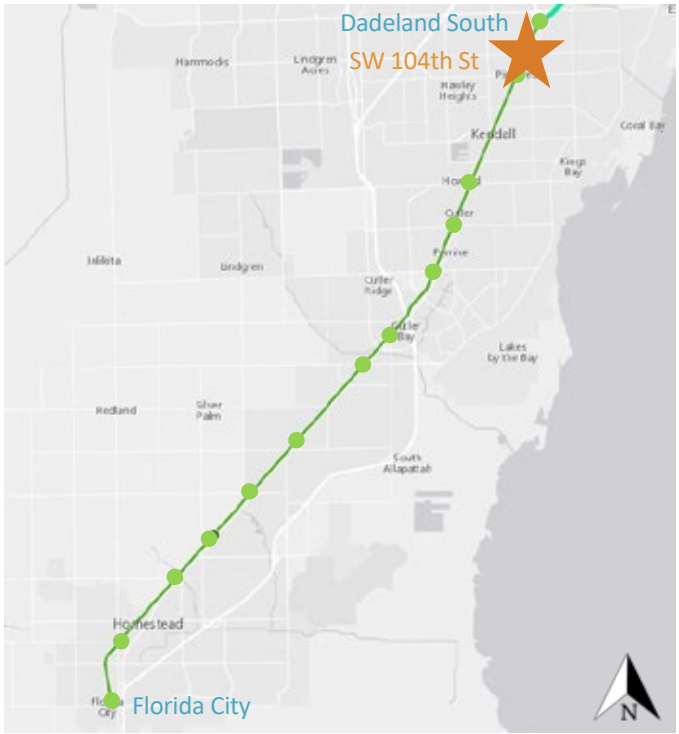
Placing dots on the "Big Map" representing where different Center Types should go

Participants at the "Big Map" Exercise

SW 104th St Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

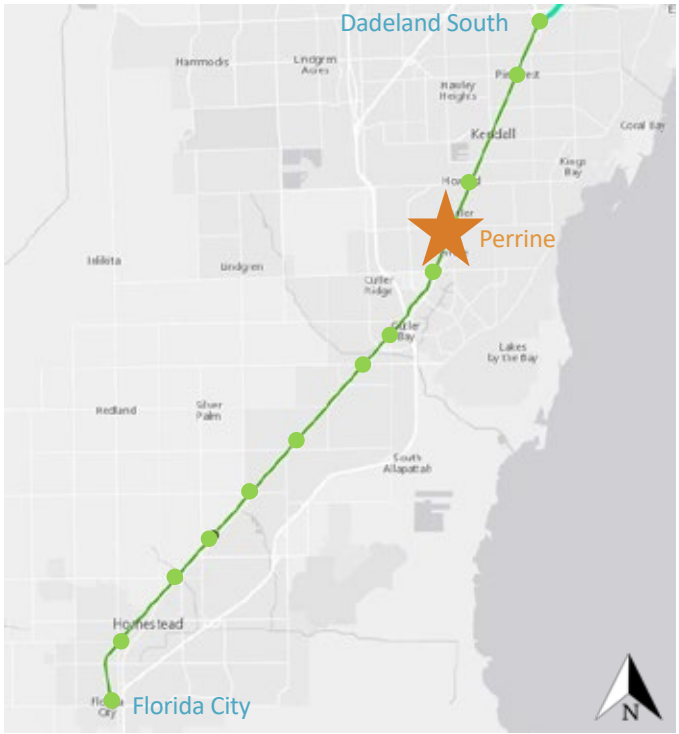
v

- Shopping Center
- Gas Station
- Detached Houses
- Apartments
- Offices
- Restaurants
- Multiple Parks
- Shops
- Grocery Store

Perrine Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

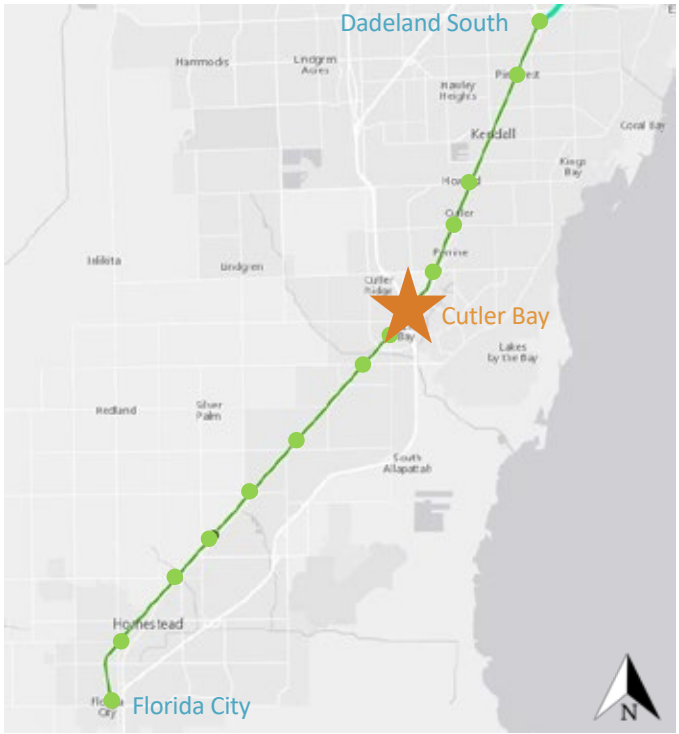
Potential Future Uses

- Restaurants
- Local Grocer
- Small Shopping Mall
- Detached Houses
- Multifamily Units
- Offices
- Pharmacy

Cutler Bay Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

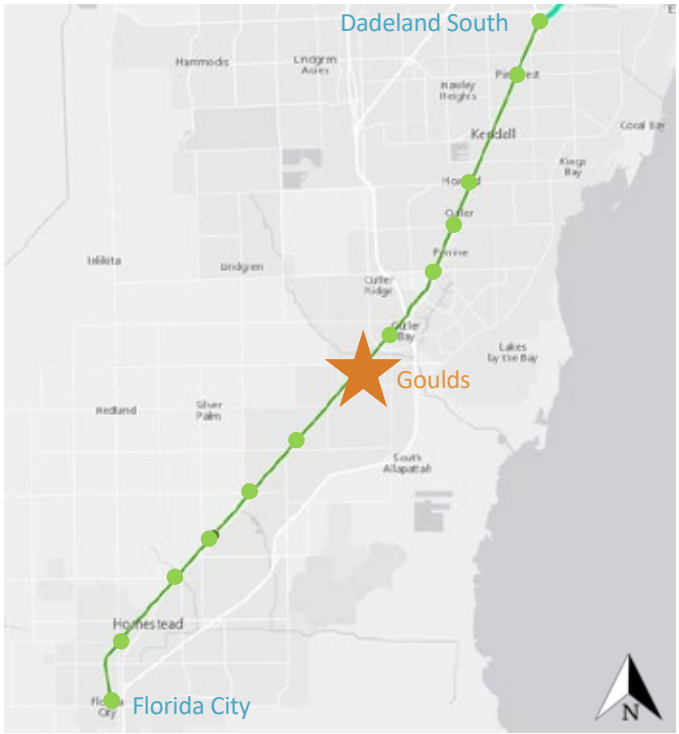
Potential Future Uses

- Civic
- Gas Station
- Motel
- Apartments
- Mid-Size Mall
- Attached Homes
- Offices
- Row of Cafes
- Luxury Hotel
- Extended-Stay Hotel

Goulds Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

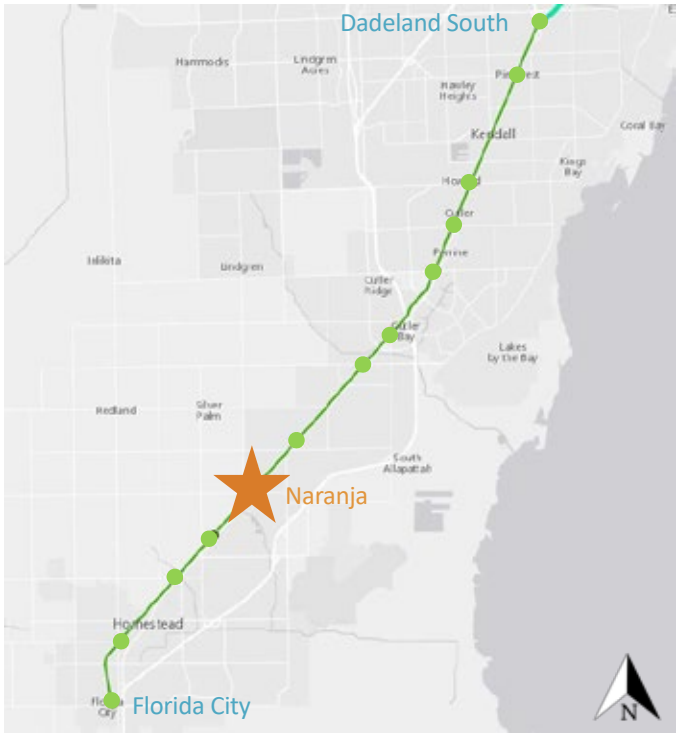
Potential Future Uses

- Motel
- Apartments
- Day Care Center
- Box Retail
- Restaurants
- Detached Housing
- Apartments
- Workplaces

Naranja Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

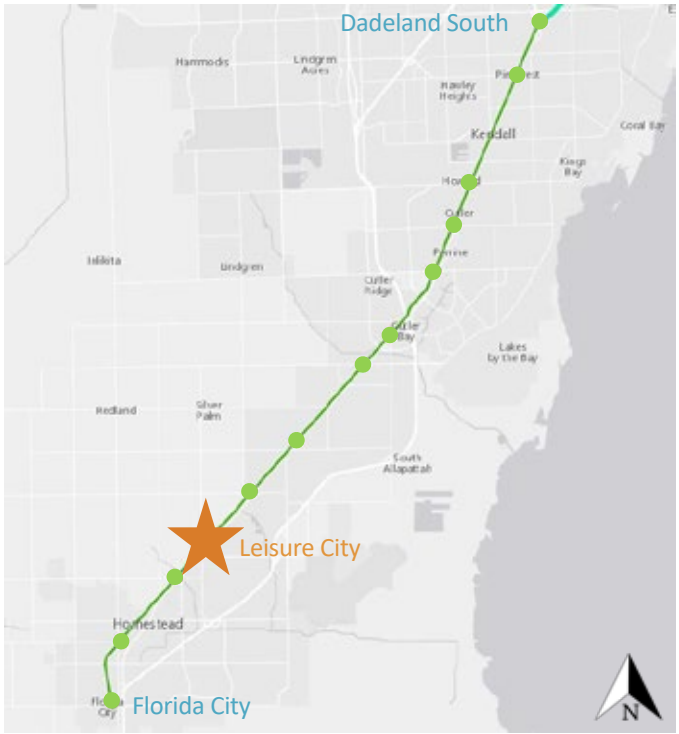
Potential Future Uses

- Hotel
- Apartments
- Day Care Center
- Cafes
- Restaurants
- Detached Houses
- Small Offices
- Shops
- Industrial Spaces
- Farmer's Market

Leisure City Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

Potential Future Uses

- Restaurants
- Shopping Mall
- Detached Houses
- Apartments
- Town Homes
- Gas Stations
- Pharmacy
- Cafes
- Multiple Squares and Plazas

December 14th - Florida City

Results

Exercise 1 - Goals: Top 3

1. Create New Jobs
2. Enhance Transit Service
3. Protect Farms

Exercise 2 - Centers:

1. Town Centers
2. Neighborhood Centers

Exercise 3 - Levels of Investment:

1. Medium-High

	Trend	Low Investment	Medium Investment	High Investment
Farmland/Everglades Consumed	150+ Sq. Miles	150+ Sq. Miles	50 Sq. Miles	10 Sq. Miles
Infrastructure Cost (Transportation, Water, Sewer, Utilities)	$11.1 Billion	$11.1 Billion	$8.1 Billion	$2.9 Billion
Expand Housing Choices	SF 90% Multi 10%	SF 90% Multi 10%	SF 65% Multi 35%	SF 55% Multi 45%
Increase Job Opportunities	200 to 400 Jobs	400 to 600 Jobs	2,000 to 4,000 Jobs	4,000 to 7,000 Jobs
Walkable Communities (Walk to Work, Stores, School, Transit, Parks)				
Transportation % Income Per Household for Transit Riders	32%	40%	25%	15%
Reduce Carbon Emissions				

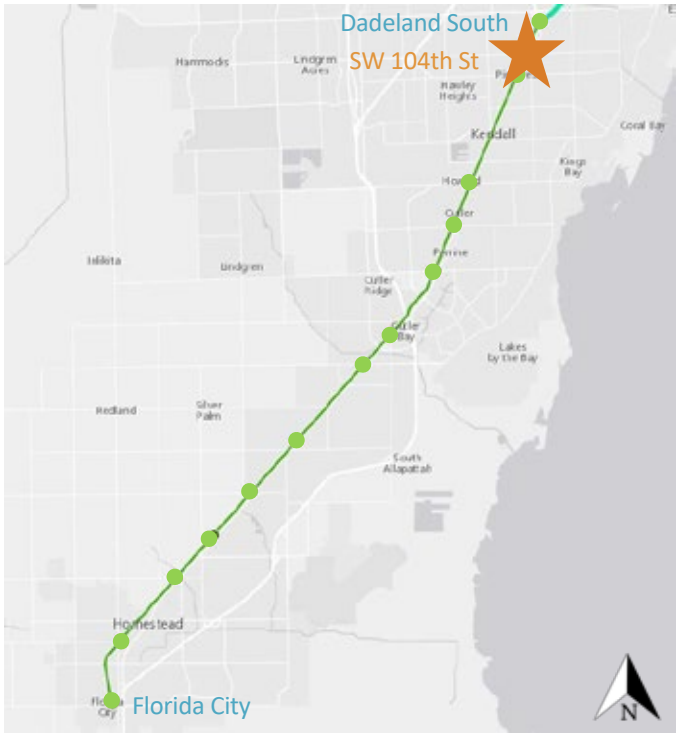
Victor Dover, Founding Principal of Dover, Kohl & Partners, presenting

Participants discussing Center Type locations at the December 14th - Florida City charrette

SW 104th St Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

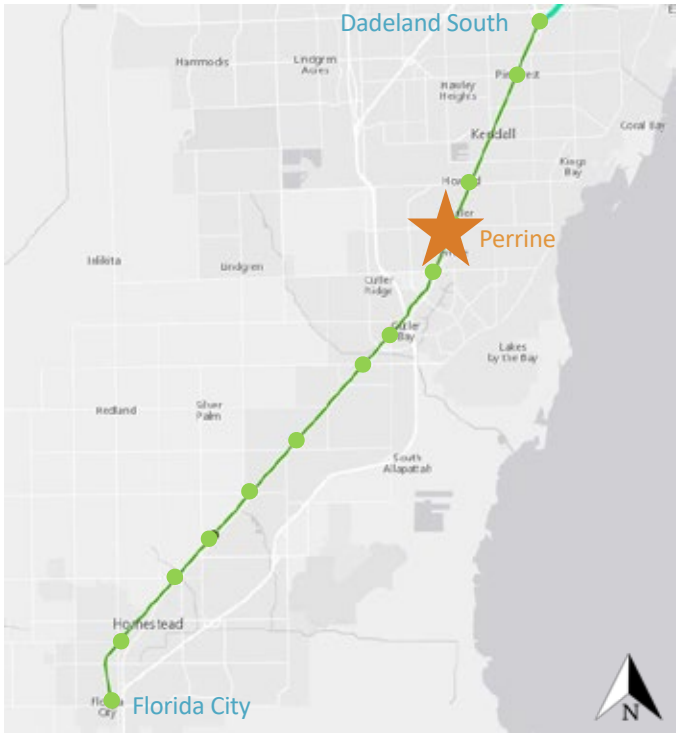
Potential Future Uses

- Shopping Center
- Gas Station
- Detached Houses
- Apartments
- Offices
- Restaurants
- Multiple Parks
- Shops
- Grocery Store

Perrine Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

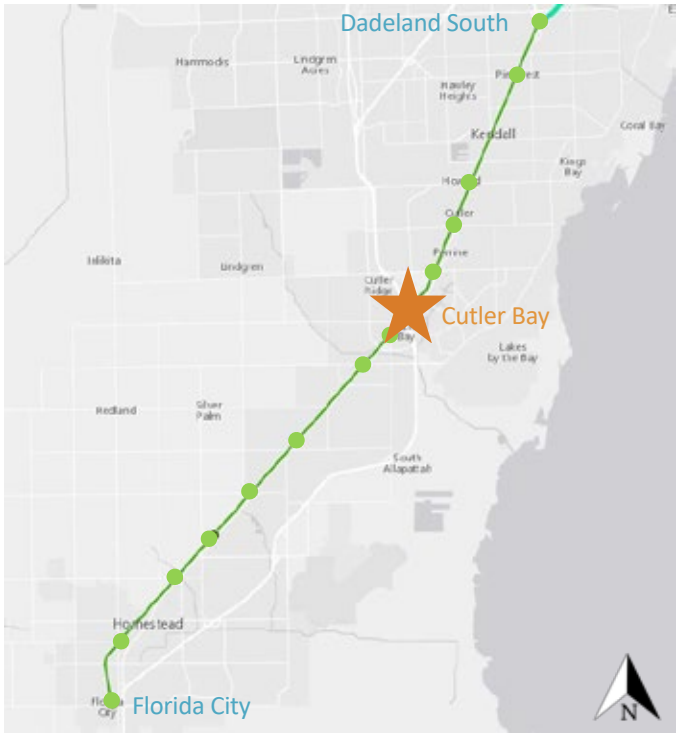
Potential Future Uses

- Restaurants
- Local Grocer
- Small Shopping Mall
- Detached Houses
- Multifamily Units
- Offices
- Pharmacy

Cutler Bay Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

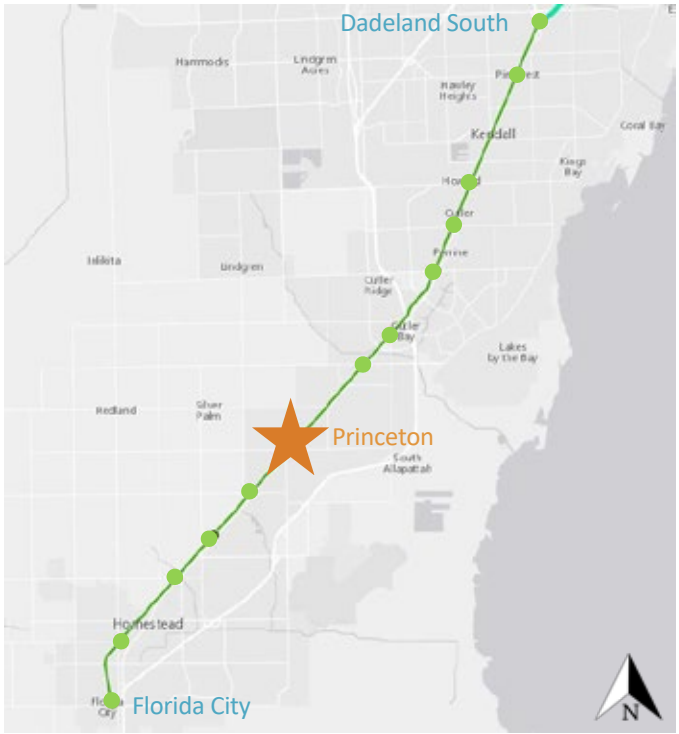
Potential Future Uses

- Civic
- Gas Station
- Motel
- Apartments
- Mid-Size Mall
- Attached Homes
- Offices
- Row of Cafes
- Luxury Hotel
- Extended-Stay Hotel

Princeton Station - High Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

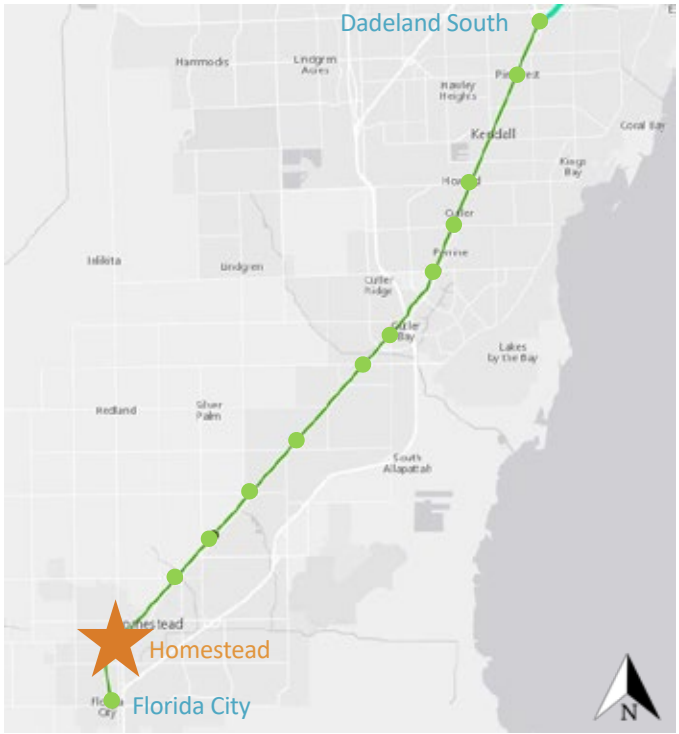
Potential Future Uses

- Redland Market Village
- Gas Station
- Restaurants
- Convenience Store
- Apartments
- Workforce Housing
- School
- Public Square
- Offices
- Retail
- Variety of Dining and Shopping

Homestead Station - High Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

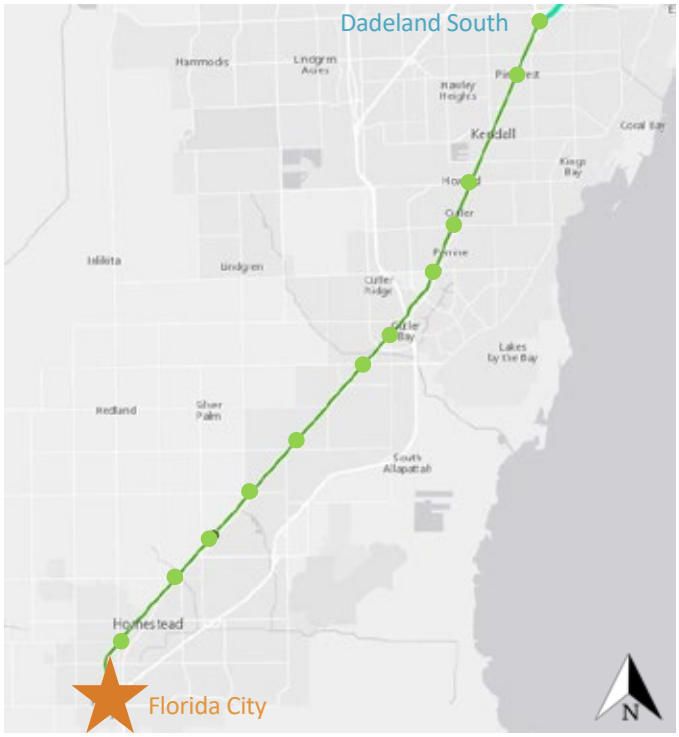
Potential Future Uses

- Restaurants
- Single Family Homes
- Downtown Retail Shops
- Government Center
- Small Offices
- Bars
- Retail
- School
- Car Shops
- Multiple Parks and Squares
- Apartments
- Town Homes
- Grocery Store

Florida City Station - Moderate Investment Possible Future

Conceptual rendering for discussion purposes only. Does not reflect a current or future plan.

South Dade Transitway



Existing Conditions

Potential Future Uses

- Restaurants
- Single Family Homes
- Government Center
- Shopping Center
- Industrial/Warehouse
- Offices
- Apartments
- Retail

Chapter 4
PREFERRED VISION SCENARIO

SMART Plan
South Dade Transitway Corridor
Land Use Scenario and Visioning Planning

CHAPTER 4. PREFERRED VISION SCENARIO

The content of this chapter addresses project **Objective 1**, as described in the introduction:

Objective 1. How do the recommended land use scenarios support the forecasted ridership for the South Corridor?

a. Preferred Vision Scenario

The final scenario that was tested focused on an incremental growth range that recognized BRT's more moderated ability to attract investment around the 15 stations (Figure 4-1) when compared to rail. The preliminary version involved a reduction from the 2040 Trend in the areas around the stations at SW 244th Street and SW 264th Street, whose 2040 Trend population forecasts had seemed too high.

The method described above for apportioning a station area's incremental growth to the MAZs that compose it was reviewed and adjustments were made based on local development regulations and the current development's proximity to buildout potential. The preliminary version involved a total incremental population of approximately 16,600 and total incremental employment of approximately 17,900. The station area summary is shown in Table 4-1.

Figure 4-1: Station Pattern 3

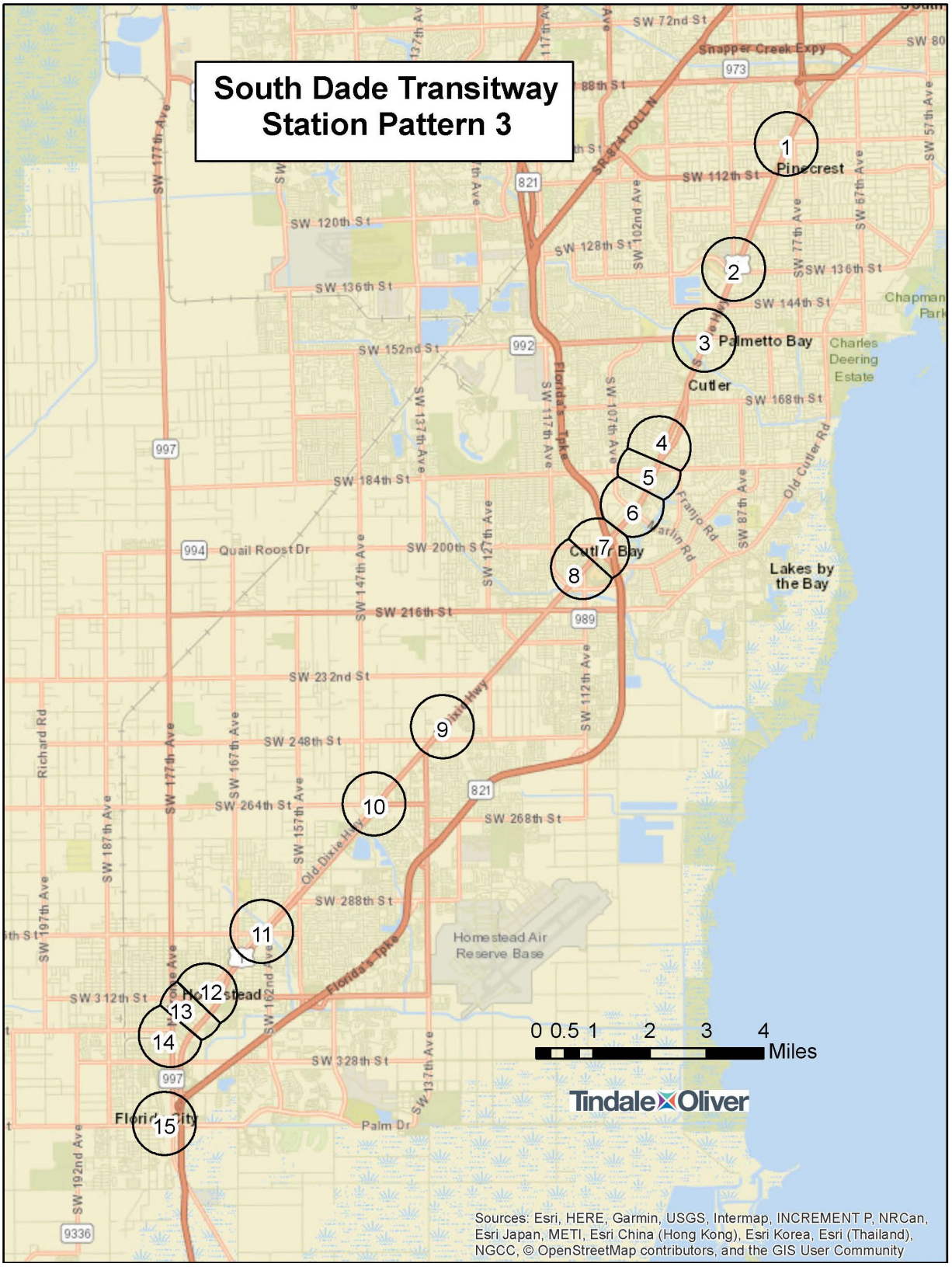


Table 4-1: Preliminary Preferred Vision Scenario

No.	Station Area	1/2 Mile Radius Station Area (Sq. Mi.)	Station Area Totals						Incremental Changes	
			2015		2040 Trend		Preferred Vision (4)		Preferred Vision (4)	
			Population	Employment	Population	Employment	Population	Employment	Population	Employment
1	Pinecrest/SW 104th St.	0.785	2,579	3,144	3,291	3,575	4,324	4,781	1,033	1,206
2	SW 136th St.	0.785	1,367	6,954	3,179	9,044	5,705	9,637	2,526	593
3	SW 152nd St.	0.785	2,672	3,143	3,161	3,771	4,226	4,404	1,065	633
4	Palmetto Bay/SW 176th St.	0.618	2,852	3,799	4,836	4,526	7,209	5,034	2,373	508
5	SW 185th St.	0.479	1,892	2,305	2,771	2,871	4,468	3,477	1,697	606
6	Marlin Rd.	0.631	1,244	3,800	1,914	4,037	4,592	5,629	2,678	1,592
7	SW 200th St.	0.557	5,114	2,089	6,792	3,613	8,514	4,036	1,722	423
8	Cutler Bay/SW 112th Ave/Southland Mall	0.574	3,335	2,347	3,741	4,893	7,280	6,613	3,539	1,720
9	SW 244th St.	0.785	2,779	252	11,748	1,125	4,836	2,588	(6,912)	1,463
10	SW 264th St.	0.785	3,856	584	12,822	1,545	7,179	2,799	(5,643)	1,254
11	SW 296th St.	0.785	3,089	669	3,931	1,725	7,291	3,284	3,360	1,559
12	SW 312th St./Campbell Dr.	0.555	5,550	2,688	4,023	4,915	6,105	6,410	2,082	1,495
13	MDC - Homestead	0.411	1,589	2,818	2,033	5,023	4,325	6,494	2,292	1,471
14	SW 177th Ave - Krome Ave	0.642	4,837	2,566	4,773	6,172	7,492	7,446	2,719	1,274
15	SW 344th St.	0.785	4,353	2,101	3,888	3,362	6,005	5,455	2,117	2,093
Station Area Total		**9.96**	**47,110**	**39,261**	**72,905**	**60,197**	**89,553**	**78,087**	**16,648**	**17,890**
Population /Employment Ratio			**1.20**		**1.21**		**1.15**			**0.93**
Average Population Density (per Sq. Mi.) or Total Employment				**7,317**	**60,197**	**8,988**	**78,087**			
FTA Rating Break Points (1000s)				**High**	>15	>220	>15	>220		
				Medium-High	9.6 - 15	140 - 220	9.6 - 15	140 - 220		
				Medium	5.8 - 9.6	70 - 140	5.8 - 9.6	70 - 140		
				Medium-Low	2.6 - 5.8	40 - 70	2.6 - 5.8	40 - 70		
				Low	<2.6	<40	<2.6	<40		

At the October 30, 2018 Agency Workshop, attendees participated in a hands-on exercise that allowed them to distribute each station area's incremental growth (represented by LEGO bricks) on the Micro-Analysis Zones (MAZs) around the station locations as they saw appropriate. The details of this effort are described in Appendix H.

The workshop incremental growth placements were reviewed and compared with the incremental growth assignment to each MAZ that formed the preliminary version of the Preferred Vision Scenario. Only upward changes were made to the preliminary version based on workshop input. The resulting change to incremental population was concentrated, and confined to the MAZ that contains the Southland Mall. Upward adjustments in incremental employment were more scattered.

The resulting station area totals are shown in Table 4-2.

The workshop-generated adjustments changed the scenario to add approximately 19,200 in population and approximately 19,700 in employment to the trend growth. The station area population and employment totals for the entire corridor are approximately 92,100 and 79,900 respectively.

Table 4-2: Preferred Vision Scenario Incorporating Agency Workshop Adjustments

No.	Station Area	1/2 Mile Radius Station Area (Sq. Mi.)	Station Area 2040 Totals						Incremental Changes	
			2015		2040 Trend		Preferred Vision (4)		Preferred Vision (4)	
			Population	Employment	Population	Employment	Population	Employment	`	Employment
1	Pinecrest/SW 104th St.	0.785	2,579	3,144	3,291	3,575	4,324	4,781	1,033	1,206
2	SW 136th St.	0.785	1,367	6,954	3,179	9,044	5,705	9,743	2,526	699
3	SW 152nd St.	0.785	2,672	3,143	3,161	3,771	4,226	4,404	1,065	633
4	Palmetto Bay/SW 176th St.	0.618	2,852	3,799	4,836	4,526	7,209	5,205	2,373	679
5	SW 185th St.	0.479	1,892	2,305	2,771	2,871	4,468	3,861	1,697	990
6	Marlin Rd.	0.631	1,244	3,800	1,914	4,037	4,592	5,629	2,678	1,592
7	SW 200th St.	0.557	5,114	2,089	6,792	3,613	9,541	4,726	2,749	1,113
8	Cutler Bay/SW 112th Ave/Southland Mall	0.574	3,335	2,347	3,741	4,893	8,774	6,619	5,033	1,726
9	SW 244th St.	0.785	2,779	252	11,748	1,125	4,836	2,708	(6,912)	1,583
10	SW 264th St.	0.785	3,856	584	12,822	1,545	7,179	2,799	(5,643)	1,254
11	SW 296th St.	0.785	3,089	669	3,931	1,725	7,291	3,284	3,360	1,559
12	SW 312th St./Campbell Dr.	0.555	5,550	2,688	4,023	4,915	6,105	6,410	2,082	1,495
13	MDC - Homestead	0.411	1,589	2,818	2,033	5,023	4,325	6,494	2,292	1,471
14	SW 177th Ave - Krome Ave	0.642	4,837	2,566	4,773	6,172	7,492	7,446	2,719	1,274
15	SW 344th St.	0.785	4,353	2,101	3,888	3,362	6,005	5,750	2,117	2,388
Station Area Total		**9.96**	**47,110**	**39,261**	**72,905**	**60,197**	**92,074**	**79,859**	**19,169**	**19,662**
Population /Employment Ratio			**1.20**		**1.21**		**1.15**			**0.97**
Average Population Density (per Sq. Mi.) or Total Employment					**7,317**	**60,197**	**9,241**	**79,859**		
FTA Rating Break Points (1000s)				**High**	>15	>220	>15	>220		
				Medium-High	9.6 - 15	140 - 220	9.6 - 15	140 - 220		
				Medium	5.8 - 9.6	70 - 140	5.8 - 9.6	70 - 140		
				Medium-Low	2.6 - 5.8	40 - 70	2.6 - 5.8	40 - 70		
				Low	<2.6	<40	<2.6	<40		

Under this scenario, the population density and total employment measures considered by FTA would both generate medium scores.

The final adjustments were made by TPO staff and staff from the Miami-Dade Regulatory and Economic Resources (RER) department. Minor incremental growth assignments to MAZs at the edge of the station area were shifted toward the center. Further adjustments were made to individual MAZs to ensure they exceeded the 2045 forecasts. The increase in population for the entire corridor moved the final resulting population density up one category (Medium to Medium-high) in the FTA ranking scheme.

As shown in Table 4-3, these adjustments changed the scenario to add approximately 24,500 in population and approximately 19,700 in employment to the trend growth, along with changes in the distribution of station area incremental totals to the MAZ level. The station area population and employment totals for the entire corridor are approximately 97,400 and 79,900 respectively.

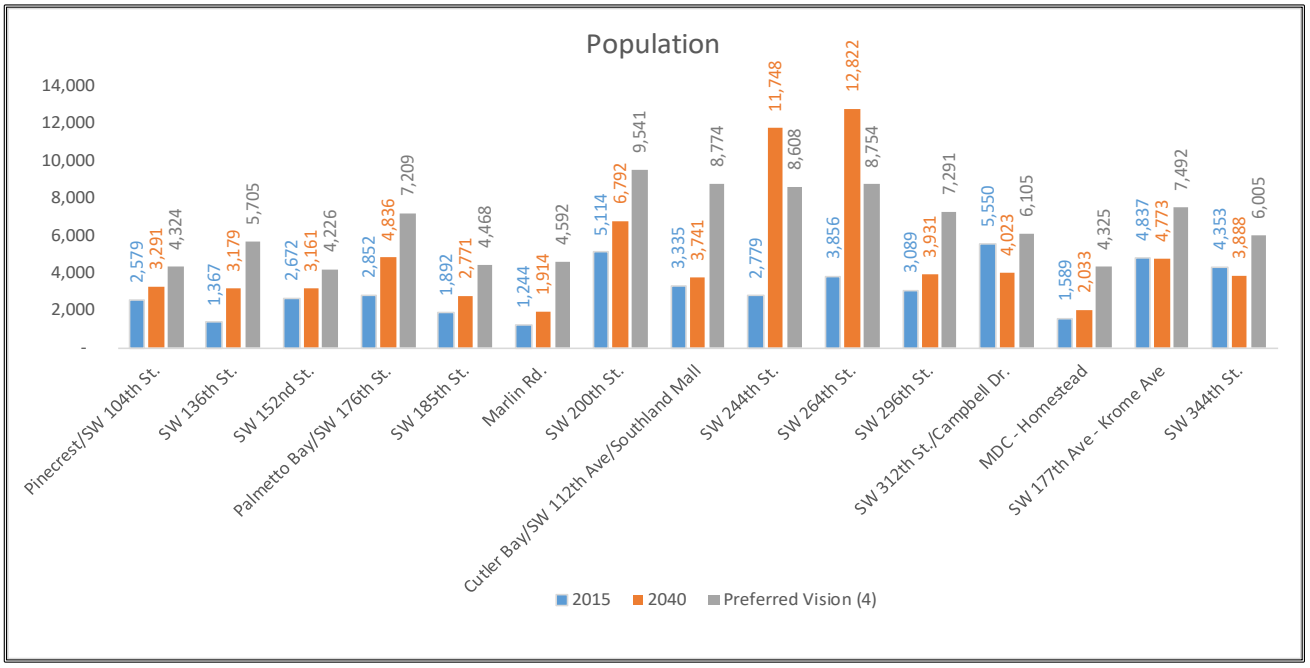
Under this scenario, the population density measure considered by FTA would generate a medium-high score, and the total employment measure would generate a medium score.

Figures 4-2 and 4-3 depict the station area totals in this scenario, compared to the 2040 Trend and the 2015 base year. The largest population concentrations are around the stations at SW 200th Street and SW 112th Avenue. The largest employment concentrations are around the stations at SW 136th Street and SW 177th Avenue.

Table 4-3: Final Preferred Vision Scenario

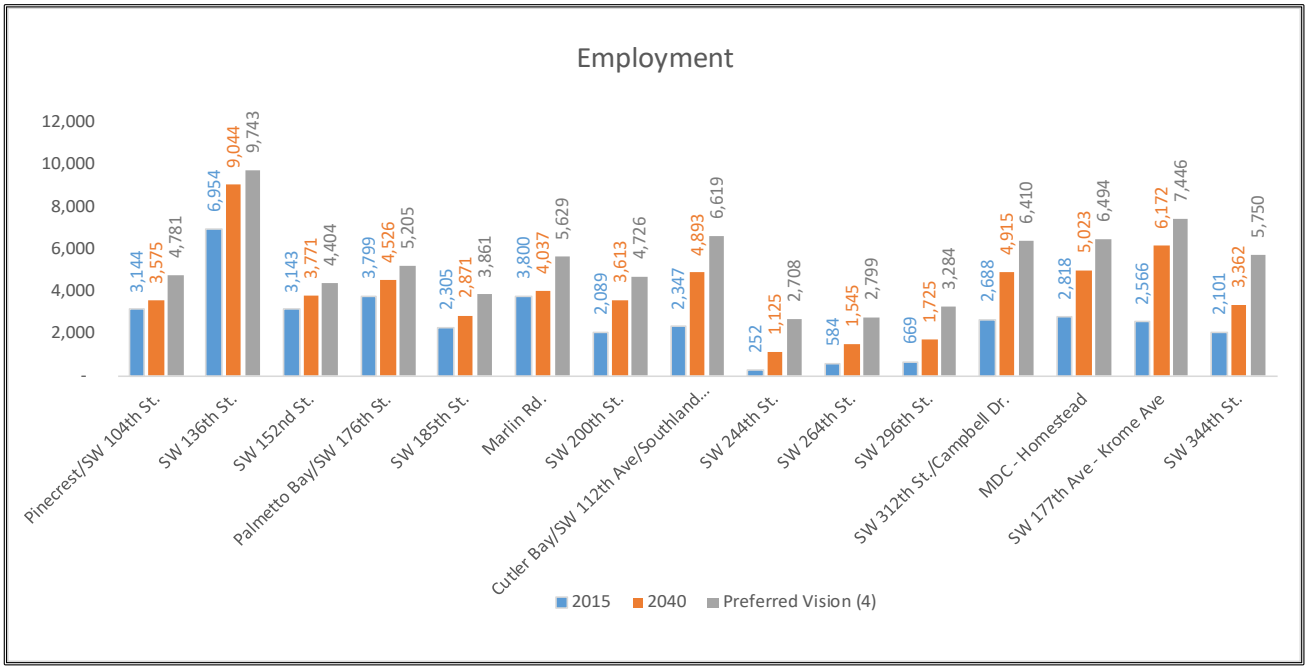
No.	Station Area	1/2 Mile Radius Station Area (Sq. Mi.)	Station Area Totals						Incremental Changes	
			2015		2040 Trend		Preferred Vision (4)		Preferred Vision (4)	
			Population	Employment	Population	Employment	Population	Employment	Population	Employment
1	Pinecrest/SW 104th St.	0.785	2,579	3,144	3,291	3,575	4,324	4,781	1,033	1,206
2	SW 136th St.	0.785	1,367	6,954	3,179	9,044	5,705	9,743	2,526	699
3	SW 152nd St.	0.785	2,672	3,143	3,161	3,771	4,226	4,404	1,065	633
4	Palmetto Bay/SW 176th St.	0.618	2,852	3,799	4,836	4,526	7,209	5,205	2,373	679
5	SW 185th St.	0.479	1,892	2,305	2,771	2,871	4,468	3,861	1,697	990
6	Marlin Rd.	0.631	1,244	3,800	1,914	4,037	4,592	5,629	2,678	1,592
7	SW 200th St.	0.557	5,114	2,089	6,792	3,613	9,541	4,726	2,749	1,113
8	Cutler Bay/SW 112th Ave/Southland Mall	0.574	3,335	2,347	3,741	4,893	8,774	6,619	5,033	1,726
9	SW 244th St.	0.785	2,779	252	11,748	1,125	8,608	2,708	(3,140)	1,583
10	SW 264th St.	0.785	3,856	584	12,822	1,545	8,754	2,799	(4,068)	1,254
11	SW 296th St.	0.785	3,089	669	3,931	1,725	7,291	3,284	3,360	1,559
12	SW 312th St./Campbell Dr.	0.555	5,550	2,688	4,023	4,915	6,105	6,410	2,082	1,495
13	MDC - Homestead	0.411	1,589	2,818	2,033	5,023	4,325	6,494	2,292	1,471
14	SW 177th Ave - Krome Ave	0.642	4,837	2,566	4,773	6,172	7,492	7,446	2,719	1,274
15	SW 344th St.	0.785	4,353	2,101	3,888	3,362	6,005	5,750	2,117	2,388
Station Area Total		**9.96**	**47,110**	**39,261**	**72,905**	**60,197**	**97,421**	**79,859**	**24,516**	**19,662**
Population /Employment Ratio			**1.20**		**1.21**		**1.22**			**1.25**
Average Population Density (per Sq. Mi.) or Total Employment				**7,317**	**60,197**	**9,777**	**79,859**			
FTA Rating Break Points (1000s)			**High**	>15	>220	>15	>220			
			Medium-High	9.6 - 15	140 - 220	9.6 - 15	140 - 220			
			Medium	5.8 - 9.6	70 - 140	5.8 - 9.6	70 - 140			
			Medium-Low	2.6 - 5.8	40 - 70	2.6 - 5.8	40 - 70			
			Low	<2.6	<40	<2.6	<40			

Figure 4-2: Station Area Population Totals for 2015, 2040 Trend and Preferred Vision



The final set of revised MAZ contents was used with SERPM and STOPS to produce the ridership forecast using BRT as the chosen mode and the Preferred Vision land use scenario.

Figure 4-3: Station Area Employment Totals for 2015, 2040 Trend and Preferred Vision



b. Final Results

The results of the ridership forecast are shown in Table 4-4. Following the adoption of BRT as the LPA in the corridor, the consultant team for the Miami-Dade DTPW Rapid Transit study continued to refine the operating plan. One of the advantages of any form of bus transit over rail is its flexibility, and the team leveraged this by superimposing different BRT services within the corridor, leading to an average weekday ridership forecast in the region of 31,000 to 33,000, an increase over the range projected with the original operating plan. The effect of the incremental growth in population and employment contained in the Preferred Vision Scenario is an increase in ridership of eight to nine percent.

Table 4-4: Daily Transit Ridership Comparison between 2040 Trend and Preferred Vision

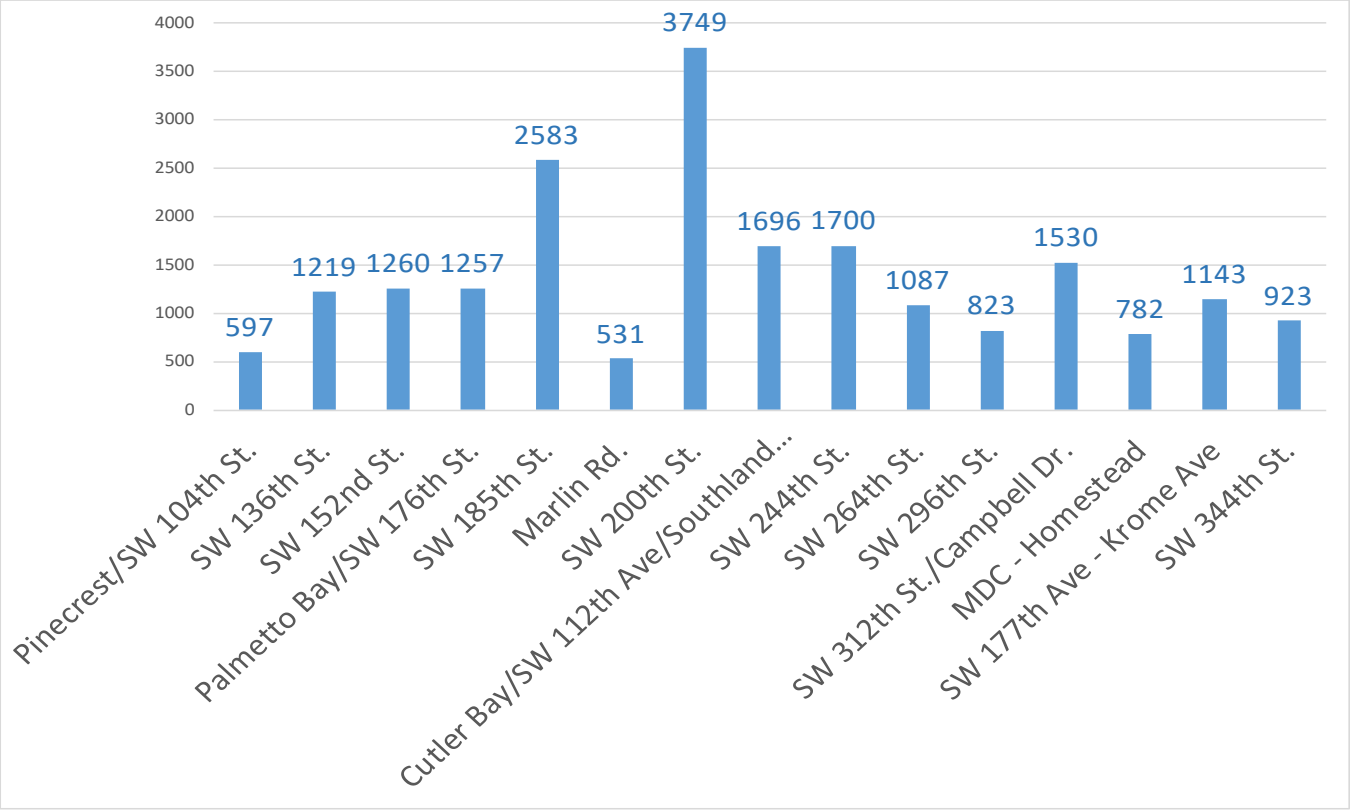
Trip Measure	Land Use Scenario	Mode	Total Project Trips	New Transit Trips
Total	2040 Trend	Bus Rapid Transit	31K - 33K	8K - 10K
Percent Change from 2040 Trend	Preferred Vision	Bus Rapid Transit	9%	8%

Table 4-5 contains one portion of the STOPS model output containing the average weekday boardings by station for BRT in 2040 and the Preferred Vision Scenario land use. Figure 4-4 depicts the boardings by station from the table.

Table 4-5: STOPS Model (Table 2)

Year>>>		Year 2015					Year 2040				2040 Preferred Alt.			2040LOW-RevHwy	
Alternative>>		2016		Busway (type 0) OLD OP PLAN	Busway w/ Homestd PNR (type 0) OLD OP PLAN	Busway w/ Homestead MM (type 0)		Busway (type 0) OLD OP PLAN	Busway w/ Homestd PNR (type 0) OLD OP PLAN	Busway w/ Homestead MM (type 0)		Busway w/ Homestd PNR (type 0) OLD OP PLAN	Busway w/ Homestead MM (type 0)		Busway (type 0) OLD OP PLAN
Station ID	Description	Count	No-Build	Build	Build	Build	No-Build	Build	Build	Build	NoBuild	Build	Build	NoBuild	Build
1B000101&M	SW 344 RTS			587	400	562		870	638	818		715	923		972
1B00102a&M	Homestead Multimodal			-	295	667		-	453	841		621	1,143		
1B000102&M	NE 2 DR/CIVIC CT RTS			381	234	-		646	391	-		447	-		854
1B00102b&M	MDC - Homestead					417				445			782		
1B000103&M	SW 312 RTS			416	497	522		822	891	1,352		1,096	1,530		963
1B000104&M	SW 296 RTS			453	397	408		780	696	669		797	823		853
1B000105&M	SW 264 RTS			391	456	514		776	905	984		1,014	1,087		972
1B000106&M	SW 244 RTS			474	554	799		1,110	1,262	1,756		1,234	1,700		1,337
1B000107&M	SW 112 RTS			631	662	845		1,035	1,077	1,439		1,293	1,696		1,364
1B000108&M	SW 200 ST RTS			1,894	1,829	2,481		2,746	2,666	3,185		3,132	3,749		3,219
1B000109&M	Marlin Rd RTS			310	384	339		417	519	426		636	531		461
1B000110&M	SW 184 RTS			1,644	1,728	1,801		2,136	2,211	2,406		2,373	2,583		2,338
1B000111&M	SW 168 RTS			759	777	1,006		917	930	1,216		958	1,257		997
1B000112&M	SW152 RTS			672	583	1,049		794	718	1,233		730	1,260		864
1B000113&M	SW 136 RTS			630	604	752		916	883	1,078		993	1,219		1,100
1B000114&M	SW 104 RTS			321	285	467		393	352	549		395	597		423
1B000115&M	Southland Mall			80	78	153		90	86	197		99	205		100
1B000116&M	DADELAND SOUTH RTS			6,342	6,371	7,895		8,641	8,720	10,715		8,914	10,942		9,285
Total				15,985	16,134	20,677		23,089	23,398	29,309		25,447	32,027		26,102

Figure 4-4: Average Weekday Boardings for Preferred Vision Scenario



Chapter 5
LAND USE POLICY REVIEW

SMART Plan
South Dade Transitway Corridor
Land Use Scenario and Visioning Planning

CHAPTER 5. LAND USE POLICY REVIEW

The content of this Chapter addresses project **Objectives 2 and 3**, as described in the introduction:

Objective 2. What land use policy and regulations changes can be recommended for the corridor to address the community's overall vision, goals, and objectives, while supporting transit in the South Corridor?

Objective 3. What are the impacts of the Land Use Scenario Plans to the comprehensive plans at the county and municipal levels?

We begin this review by understanding the geographic, jurisdictional, and demographic composition of the corridor

a. General Community and Corridor Characteristics

South Corridor Municipal Characteristics/Demographics

The South Dade Transitway Corridor runs adjacent to or through the following jurisdictions (Figure 5-1):

Village of Pinecrest

The Village of Pinecrest is the northernmost municipality along the length of the corridor. On the northeast, the Village adjoins the Dadeland South Metrorail Station, which is the current southern terminus of the Metrorail system and the inception of the South Dade Transitway (formerly known as the Miami-Dade Busway). Pinecrest was incorporated in 1996. Today, the Village has an estimated resident population of approximately 19,651. The 7.5-square-mile Village has a mostly suburban character, predominantly large single-family lots. All commercial uses within the Village boundaries abut South Dixie Highway and are low in scale.

Village of Palmetto Bay

The Village of Palmetto Bay is located to the south and adjacent to the Village of Pinecrest. It was incorporated in 2002 and has an estimated resident population of 24,710. The historic nature of this 8.45-square-mile municipality has been suburban, but recently the Village has been experiencing a transformation along its South Dixie Highway Corridor, in particular where the so-called Franjo Activity Center regulations are being implemented to increase densities and intensities to support transit-oriented development.

Town of Cutler Bay

The 10.29-square-mile Town of Cutler Bay is located south and adjacent to the Village of Palmetto Bay. The Town was incorporated in 2005, and today has an estimated resident population of

45,101. The Town is typically suburban in nature, but it does provide a varied mix of housing types. There are two commercial corridors within the Town boundaries: the historic Old Cutler Road on the eastern side of the Town and the main corridor of South Dixie Highway. The Town has been very proactive in preparing for transit-supportive development along the South Dixie Highway corridor, specifically in its Town Center District located in and around the current Southland Mall area. Of all the jurisdictions, this local vision will provide for the highest densities and intensities along the South Dade Transitway Corridor.

City of Homestead

The City of Homestead was incorporated in 1913 and is the second oldest municipality in Miami-Dade County. It is located approximately 10 miles south of the Town of Cutler Bay and has an estimated resident population of 69,907. The 15.61-square-mile city is bisected by the Florida Turnpike, which separates the historic western core of Homestead, including downtown, from the City's larger, newer subdivisions to the east. This medium-sized City has a variety of land uses within its boundaries to service the needs of its residents.

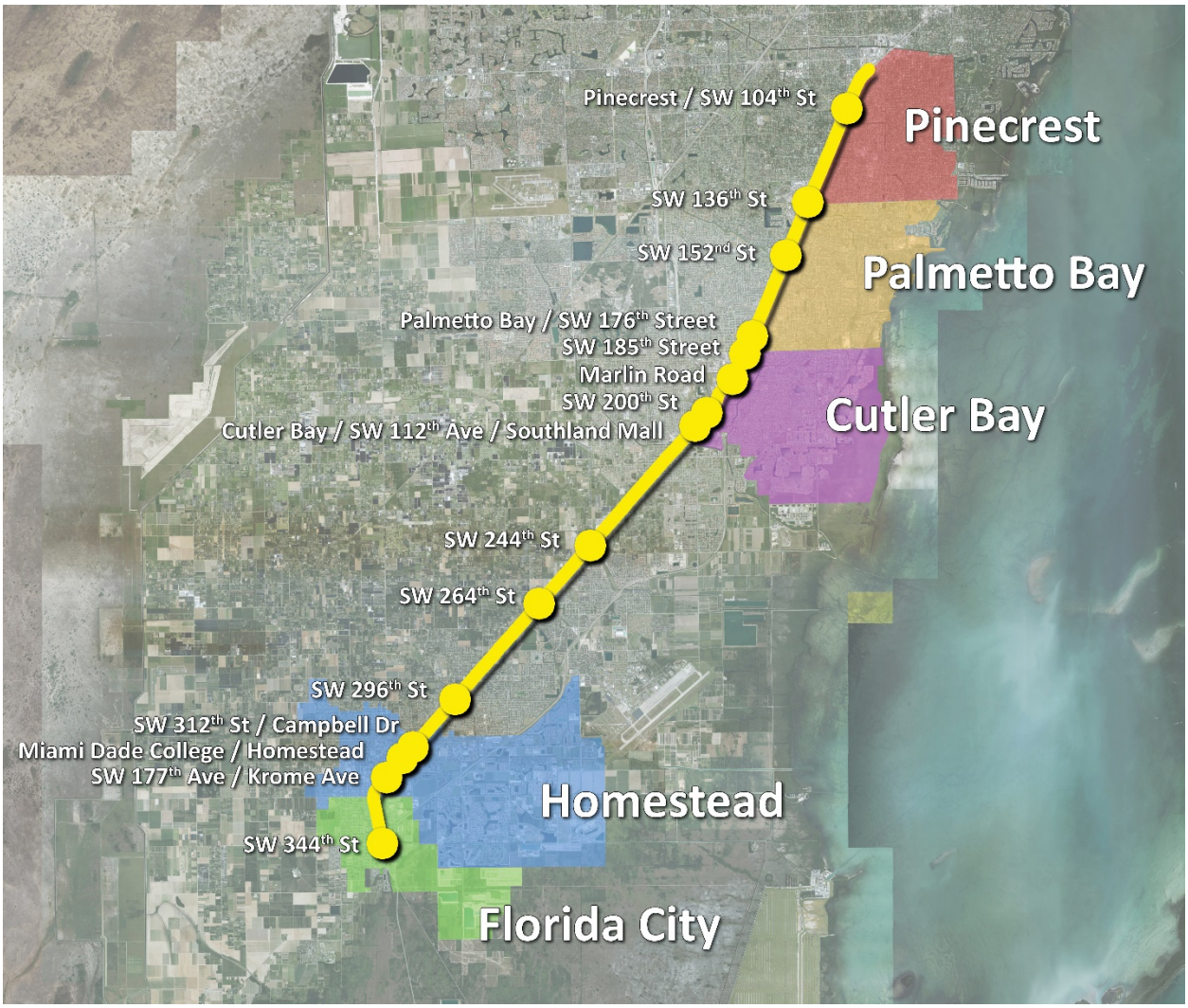
City of Florida City

The 6-square-mile Florida City was incorporated in 1914 and is the third oldest municipality in Miami-Dade County. It is south of and adjacent to the City of Homestead, and serves as the main gateway into Everglades National Park and the Florida Keys. Today, the City has an estimated resident population of 12,155. The City's main commercial corridors are South Dixie Highway and SW 344th Street (which is more local retail-oriented than South Dixie Highway). The South Dade Transitway terminates at SW 344th Street

Miami-Dade County

Those sections of Miami-Dade County that surround the South Dade Transitway are widely diverse, encompassing an array of land use types including single-family, multi-family, industrial, retail and agricultural uses. The corridor includes several unincorporated named communities such as the historic Goulds, Princeton, Naranja and Leisure City. Estimates indicate that there is a significant imbalance in the residents-to-jobs equation in this part of the corridor, with approximately 326,000 residents to 87,000 employees within a two-mile radius of the corridor, (approximately a 4:1 ratio, while throughout the County the ratio is 2:1). One of the goals of this study is to create more balanced land uses.

Figure 5-1 Corridor Municipalities Map



b. Land Use

This section contains a review of the adopted municipal and Miami-Dade County Comprehensive Plans conducted by the Consultant team as part of this study. The purpose of the review was to determine the degree to which each Plan may include transit-supportive Goals, Objectives or Policies to for the development/redevelopment of the Station Areas. The review was all-inclusive, but the tables shown below contain only those policies that were deemed related and relevant to the purpose

It must be noted that certain communities along the corridor originally incorporated precisely with a goal (among others) of avoiding a degree of future land use intensification that tends to support increased transit ridership. However, growth pressures are already pushing the envelope of regulations in many of these locations. The charrettes (Appendix b.) revealed that current community attitudes toward the notion of intensification varies widely from station area to station area. This helped provide guidance in identifying opportunities to concentrate the projected/tested extra growth at locations that may not only have an existing regulatory foundation, but also more acceptability.

1. Village of Pinecrest Comprehensive Development Master Plan Update (adopted October 18, 2016)

Element Key

FLU	Future Land Use Element
TRA	Transportation Element
HOU	Housing Element
IGC	Intergovernmental Coordination Element
CCHNG	Climate Change Element

Assessment Key

☒	Inconsistent or lacking
☑	Consistent, no changes needed
✓	Consistent but needs work (e.g., update)

General Comment: Consistency between the Future Land Use Map and the Zoning Map is high. The Village policies generally do not encourage the type of compact, vertically or horizontally integrated mixed-use development at intensities that would be transit-supportive.

Note: The text of policies marked with an * have been abbreviated. See Comprehensive Development Master Plan for complete Objectives and Policies.

Table 5-1 Village of Pinecrest Comprehensive Development Master Plan

Element	GOP ID #	Supportive Comprehensive Plan Policies	Direct (D) or Indirect (I) Support	Comments	Status
FLU	Obj 1-1.2	The Future Land Use Map shall allocate land area to accommodate a variety of commercial uses along the east side of the Pinecrest Parkway corridor--the only area within the Village which has over time accommodated commercial development.	I	No mixed-use districts except North Pinecrest Business Alternative District (NPBAD), which applies to specific properties on the US-1 Corridor. These properties coincide with potential transit station areas. No residential use in the commercial districts, except townhouses are permitted in the RU-5 district. NPBAD allows up to 12 units per acre. Maximum FAR is .4 The Zoning Code allows for: Residential multi-family low-medium density = RU-4L 23 units per net acre Residential multi-family medium-high density = RU-4M 36 units per net acre Residential multi-family high density = RU-4 50 units per net acre	☑
FLU	Policy 1-2.1.3	The maximum range of density and/or intensity (FAR) stated in the Comprehensive Plan and in the Land Development Regulations shall be constrained by quantitative and qualitative criteria included in the Comprehensive Plan and Land Development Regulations. *	I		☑
FLU	**Policy 1-2.2.2**	The following table denotes the Future Land Use Map designations for	D	Article 4. - Zoning District Regulations	☑

		multi-family residential development by density Residential Multi-Family Low-Medium Density (RU-4L): 23 du/ac Residential Multi-Family Medium-High Density (RU-4M): 36 du/ac Residential Multi-Family High Density (RU-4): 50 du/ac*			
FLU	**Policy 1-2.2.3**	... The maximum floor area ratio for multifamily development shall be 0.40 at one (1) story and shall be increased by 0.11 for each additional story. *	I	FAR of .4 is relatively low.	✓
FLU	Obj. 1-2.3	Except in the Office (R-5) land use designation, the Village shall not allow residential development to occur in areas designated for commercial development since the Village has a relatively limited amount of land adaptive to commercial development and it is imperative to the economic stability of the Village to maintain its existing commercial core. […]*	I	Mixed-use development would not be permitted	✓
TRA	GOAL 2-1	Develop and maintain an integrated multi-modal transportation system in the Village of Pinecrest … Stress multi-modal mobility that offers transportation and transit services to all residents and tourists in the most efficient, convenient, accessible, and affordable manner possible. *	I	The Village has implemented a People Mover to connect residents to Metrobus. The Village has also developed a Multimodal Transportation Analysis and Master Plan, a Safe Routes to School Study Implementation Project and other bicycle and pedestrian improvement studies and plans.	☑

TRA	Obj. 2-1.1	Develop an integrated multi-modal transportation system that emphasizes safe and convenient movement of pedestrian and non-motorized and motorized vehicles. *	I	The Village has implemented a People Mover to connect residents to Metrobus. The Village has also developed a Pinecrest Parkway (US 1) Bicycle/Pedestrian Mobility Plan, a Safe Routes to School Study Implementation Project and other multi-modality improvement studies and plans.	☑
TRA	Policy 2-1.2.1	The Village shall provide land use and other strategies to promote the use of bicycles and pedestrian movement. *	I		☑
TRA	Policy 2-1.3.1	The Village shall coordinate roadway and transit service improvements with the needs of the South Dade Transit Way and future public transit related facilities.	D		☑
TRA	Policy 2-1.3.4	The Land Development Regulations shall include a mandatory site plan review during which all development shall be reviewed for impacts on transit… so that the Village maintains a compact linear commercial core easily accessible to the Miami-Dade rail system and South Dade Transit Way system. *	D		☑
TRA	Policy 2-1.4.1	Coordinate policies and projects with the future land use element to encourage land uses that promote public transportation along the Pinecrest Parkway corridor… In considering land uses, the Village shall consider the two types of	D		☑

		transit facilities in the area; the multi-modal Metrorail stations and the South Dade Transit Way. The higher intensity development should be focused around these facilities. *			
TRA	Policy 2-1.5.2	The Village shall continue to coordinate with Miami-Dade County to address pedestrian access and crossing of Pinecrest Parkway at the Dadeland North and Dadeland South MetroRail Stations and at the South Dade Transit Way locations. *	D		☑
TRA	Obj. 2-1.8	Promote multi-modal transportation circulation elements that will improve access to and from Pinecrest and other parts of Miami-Dade County from the intrastate highway.	I	The Village has implemented a People Mover to connect residents to Metrobus. The Village has a Multimodal Transportation Analysis and Master Plan, a Safe Routes to School Study Implementation Project and other bicycle and pedestrian improvement studies and plans.	☑
TRA	Obj. 2-1.9	Encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the Transportation network.	D	The Village has implemented a People Mover to connect residents to Metrobus.	☑
TRA	Policy 2-1.9.1	Future transit facilities in the Village of Pinecrest shall incorporate provisions to enhance ease of transfer with other modes (e.g., park-ride garages and lots, bicycle lockers and racks, pedestrian walkways, taxi and jitney stands.) This shall be done in conjunction with MD DTPW.	D		☑

HOU	Policy 3-1.3.3	The Village shall continue to provide land use designations and zoning districts on the Future Land Use Map respectively, to ensure that single family, duplex, and multi-family housing units are allowed within the Village that create opportunities for life-cycle housing and aging-in-place.	D	The Village may wish to update to permit mixed-use development which would contain a range of uses.	☒
IGC	Policy 7-1.3.1	The Land Development Regulations shall include performance standards ensuring that the location, scale, timing, and design of development shall be coordinated with public facilities and services in order to prevent the proliferation of urban sprawl. *	I		☑
CCHG	Policy 10-1.3.3	Improve pedestrian and bicycle mobility and connectivity throughout the Village of Pinecrest while avoiding loss of mature street trees as feasible.	I	The Village has also developed a Multimodal Transportation Analysis and Master Plan, a Safe Routes to School Study Implementation Project and other bicycle and pedestrian improvement studies and plans.	☑

2. Village of Palmetto Bay Comprehensive Plan (adopted February 2015)

Element Key

FLU	Future Land Use Element
TRA	Transportation Element
HOU	Housing Element
IGC	Intergovernmental Coordination Element

Assessment Key

- ☒ Inconsistent or lacking
- ☑ Consistent, no changes needed
- ✓ Consistent but needs work (e.g., update)

General Comment: Consistency between the Future Land Use Map and the Zoning Map is high. The Village policies do encourage compact, vertically or horizontally integrated mixed-use development of the type and intensity that would be transit-supportive.

Note: The text of policies marked with an * have been abbreviated. See Comprehensive Plan for complete Objectives and Policies.

Table 5-2 Village of Palmetto Bay Comprehensive Plan

Element	GOP ID #	Supportive Comprehensive Plan Policies	Direct (D) or Indirect (I) Support	Comments	Status
FLU	**Policy 1.1.1**	Business and Office (BO): ...accommodates the full range of sales service activities.... The floor area ratio (FAR) is 0.4 for the first story, plus 0.11 for each additional story up to six (6) stories.... The maximum density allowed shall be 13.0 units per gross acre. Franjo Activity Center (FAC): This designation encourages development or redevelopment that seeks to facilitate multi-use and mixed-use projects that encourage mass transit, reduce the need for automobile travel… Total densities and intensities of development within the Franjo Activity Center shall be as follows: **Residential Land Uses** – 5,661 dwelling units, of which 1,246 are to be held in reserve by the Village to be allocated by the Village at the time of site plan approval;	D	The FAR and building heights allocated to this district are modest relative to the intensity of development desired in a transit-oriented area The FAC does encourage and support higher density and intensity uses that will be transit supportive. The regulations pertaining to this zoning district are being updated. See DUV Assessment dated July 2017 by Dover, Kohl & Partners and Marcela Camblor & Associates.	✓

		Commercial/Office/Retail – 1,500,000 square feet, of which 500,000 square feet are held in reserve to be allocated by the Village at the time of site plan approval. **Urban Open Space/ Recreation Uses** with a level of service within the FAC of .25 acres per 1,000 residents within the FAC. **Community facilities** will continue to be permitted with the FAC designation. Industrial uses and those uses which are determined to be detrimental to the goals of the FAC Master Plan are prohibited. *			
FLU	Policy 1.2.2	Utilize creative, yet proven, land development techniques in the new Land Development Code that will allow developers to generate the unique mixed-use character expressed in the community charrettes and the future land use designations for the Franjo Road/U.S. 1 Commercial Area and Palmetto Bay Village Center focus areas.	I		☑
TRA	Policy 2A.1.2	Palmetto Bay recognizes five "rapid transit stations" and two "community urban centers" serving the South Dade Busway that are illustrated as locations for future transit-oriented development. The Village will continue to exempt development applications from traffic concurrency requirements that lie	D	It is unclear whether the village has implemented (or continued) to implement this policy. DIVISION 30-30 does not include language to exempt certain development applications from traffic concurrency requirements.	☒

		within one-quarter (1/4) mile of one of these rapid transit stations or community urban centers provided that they include office, hotel, or residential land uses and are designed in such a manner to support convenient use of the transit corridor.*			
TRA	Policy 2A.2.5	Coordinate with officials at Miami-Dade Transit, the Miami-Dade MPO, and FDOT to ensure that safe, continuous pedestrian and bicycle linkages are within all future projects within one-quarter (1/4) mile of transit stops located within the Village to connect residents and visitors with public transit for completing higher order trips.	D	It is unclear whether the village has achieved this policy.	✓
TRA	Policy 2A.4.6	Coordinate with the Miami-Dade County MPO for the implementation of the Miami-Dade County Grade Separation Feasibility Study and the US 1 Intersection Improvements Study.	D	The proposed BRT upgrade to the Transitway does not contemplate grade separation.	☒
TRA	Obj. 2B.1	Increase utilizations of transit service by local residents, employees, and visitors to help reduce motor vehicle use and traffic congestion.	D	It is unknown if the Village has tracked improvements or outcomes. The Village should consider adding indicators or performance measures.	✓
TRA	Policy 2B.1.2	Continue to coordinate with members of Miami-Dade Transit and the Citizens' Independent Transportation Trust to implement public transportation improvements identified in the People's Transportation Plan. Funding for these	D		☑

		improvements will come from the half-cent sales tax referendum approved by Miami-Dade County voters in 2002.			
TRA	Policy 2B.2.4	Provide incentives, such as increased allowable density or reduced parking requirements, to developers of all residential, commercial, and/or general office land uses within identified mixed-use land use categories that place public transit facilities within their parcels.	D		☑
TRA	Policy 2C.1.4	Continue to coordinate with Miami-Dade County and the Miami-Dade TPO to support redevelopment of the portion of southwest Palmetto Bay located along the South Dade Busway as a transit-oriented center. The extents of the transit-oriented center are illustrated as Franjo Activity Center. *	D		✓
HOU	Policy 3.1.4	Support the provision of affordable housing in close proximity to regional transit corridors and nearby shopping opportunities.	D		✓
IGC	Policy 8.2.3	Coordinate with officials at Miami-Dade Transit, the Miami-Dade TPO, and FDOT to ensure that safe, continuous pedestrian and bicycle linkages are within all future projects within one-quarter (1/4) mile of transit stops located within the Village.*.	D		☑

IGC	Policy 8.2.11	Continue to coordinate with Miami-Dade County and the Miami-Dade County Metropolitan Planning Organization (MPO) to support redevelopment of the portion of southwest Palmetto Bay located along the South Dade Bus way as a transit-oriented center. *	D		✓

3. Town of Cutler Bay Growth Management Plan (adopted April 28, 2008)

Element Key

FLU	Future Land Use Element
HOU	Housing Element
IGC	Intergovernmental Coordination Element
TRA	Transportation Element

Assessment Key

☒ Inconsistent or lacking

☑ Consistent, no changes needed

✓ Consistent but needs work (e.g., update)

General Comments: The Land Development Regulations (LDRs) are clearly and explicitly tied to the Comprehensive Plan policies related to transit-friendly development. The densities and intensities in the zoning categories that allow transit-friendly development are sufficiently high to support BRT. The site design and architectural design standards are clear and detailed enough to provide guidance regarding the expected quality of development. One area of the LDRs that the Town could clarify and improve is in regard to the provision of affordable housing, which is not really well addressed. Consistency between the Future Land Use Map and the Zoning Map is high.

Note: The text of policies marked with an * have been abbreviated. See Growth Management Plan for complete Objectives and Policies.

Table 5-3 Town of Cutler Bay Growth Management Plan

Element	GOP ID #	Supportive Comprehensive Plan Policies	Direct (D) or Indirect (I) Support	Comments	Status
FLU	**Policy FLU-1C**	The Town's Land Development Regulations shall conform to, and implement, the use, intensity and density	D		☑

		standards prescribed for the land use districts provided on the Future Land Use Map and detailed in Table FLU-1. **Mixed Use** Density and Intensity – US-1 Corridor Mix of uses, with residential uses comprising no less than 20 percent and no greater than 80 percent of the total floor area of a vertical mixed-use building, and no less than 20 percent and no more than 80 percent of the buildings on a development site or block face. Floor Area Ratio (FAR) of 2.5 multi-family residential at up to 75 units per gross acre. Maximum building height of 72 feet, with no more than three stories, 35 feet adjacent to residentially zoned areas. Architectural features can exceed maximum height limitations. **Town Center** Densities and Intensities **Core** A maximum building height, of 18 stories, floor area ratio of 3.8 and density of 250 units per gross acre. Architectural features can exceed maximum height limitations. **Center** Floor Area Ratio of 2.5, 150 units per gross acre. Maximum building height of 15 stories.			

		Architectural features can exceed maximum height limitations. **Edge** Floor Area Ratio of 1.0, 50 units per gross acre. Maximum building height of eight stories. Architectural features can exceed maximum height limitations. *			
FLU	Policy FLU-2A	Development and redevelopment in the Town Center shall provide for the development of a well-designed and compatible area that provides attractive places to live, work and shop and that is accessible via the full range of transportation options, including transit, automobiles, bicycles, and pedestrians.	D		☑
FLU	Policy FLU-2B	The Town shall implement improved multi-modal transportation access to, from and within the Town Center.	D	ARTICLE IX provides standards for linkages/connectivity through multimodal infrastructure improvements.	✓
FLU	Policy FLU-3A	Areas designated mixed-use shall contain commercial, office, residential, community, institutional and recreation and open space uses integrated vertically or horizontally, in accordance with Policy FLU-1C.	D		☑
FLU	Policy FLU-5B	Development and redevelopment in the Town shall provide for pedestrian friendly street design, an interconnected street network and hierarchy to reduce congestion and improve traffic flow, design that			☑

		promotes the use of non-motorized transportation modes, connectivity to transit, and a range of uses in a compact area to reduce the need for external trips.			
FLU	Policy FLU-13C	The Town shall support the location of employment centers, offices, and retail uses proximate to residential areas through the implementation of the Town Center and Mixed-Use land use districts, in accordance with this Plan.	I	The Town Center district is coded to accommodate the higher overall intensity of development required to support the town. It is expected that the district may be expanded over time to meet the growth in demand for downtown facilities and services. The transit corridor district provides for the location of transit-oriented uses.	☑
HOU	Policy H1-1B	In order to discourage sprawl and encourage housing in areas with the necessary infrastructure and services, including proximity to mass transit, retail, community services, and employment centers, the Town shall allow residential development in appropriate locations in the Town Center and Mixed-Use Districts.	D		☑
HOU	Policy H1-1C	The Town shall encourage housing proximate to transit and employment centers by allowing residential development at appropriate densities along transit corridors.	D		☑
HOU	Policy H2-1F	The Town shall encourage housing, including affordable, workforce, elderly and special needs housing, proximate to	D	There is no explicit encouragement for the provision of affordable, workforce, elderly or special needs housing in proximity to	✓

		transit and employment centers by providing adequate locations for mixed-use development and allowing residential development at appropriate densities along transit corridors.		transit and employment centers, but the TRC and TC zoning districts do allow densities that make such housing more feasible.	
HOU	Policy H2-2D	In consideration of a developer's provision of affordable, workforce, elderly or special needs housing, the Town shall consider granting up to a 20 percent density increase. *	I	There are no affordable, workforce, elderly or special needs housing provisions, either through density bonuses or through required allocations.	☒
IGU	Policy IC-2F	The municipalities will seek to coordinate with Miami-Dade County to create an overlay district in order to promote development through the use of air rights over the South Dade Busway.	D		☑
IGU	Policy IC-3I	The Town shall coordinate with and support the TPO and Miami-Dade DTPW in its efforts toward multi-modal transportation planning. *	D		✓
TRA	Goal 1	Provide for the citizens of Cutler Bay, a safe, convenient, accessible and efficient transportation system.	D	The Town has developed bicycle routes and improved its sidewalk system; it has established a trolley system and will soon undertake a pilot project to provide Freebee on demand rides.	☑
TRA	Policy T1-1I	To provide an incentive for development in designated charrette areas, where higher, Transit Oriented Densities are encouraged, the Town shall work with the County and the State to seek	I		✓

		alternative means of capacity; including advocacy of a transit impact fee.			
TRA	Policy T1-1T	The Town shall work with Miami-Dade County Transit to implement transit service improvements where warranted throughout the town and along the US-1 Busway, including but not limited to Signal Prioritization, Minimal Headways, Special Use Lanes, and other Transportation Demand Management, Transportation Systems Management, Tolling and High Occupancy Vehicle approaches that may be practical.	D		✓
TRA	Policy T1-2B	The Town shall work with The Florida Department of Transportation, Miami-Dade County Public Works Department and Miami-Dade Transit to implement parking strategies in the charrette areas and along the Busway to provide incentive for the further development of transit friendly urban design.	I		☑
TRA	Policy T1-2J	The Town supports the implementation of an extension of the Metrorail System between Dadeland and Florida City on the US-1 Busway, and therefore supports a funding shift from primarily roadway projects to a more alternative mode/transit mobility programming.	D	Language regarding Metrorail could be updated; or it could remain to reflect aspirational future. Nomenclature for the busway should be updated.	☑

TRA	Policy T1-2M	The Town will work with Miami-Dade Transit to decrease bus headways mid-day to 30 minutes or less.	I		☑
TRA	T1-2N	Cutler Bay shall support County plans for the higher level of transit service along on the Busway, including the examination of High Occupancy Toll lanes, or development of the Metrorail. The Town will advocate for a transit impact fee.	D	Policy should be amended to reflect current plans.	☑
TRA	Policy T1-3F	The Town shall coordinate with Miami-Dade Transit for improved pedestrian facilities within ¼ mile of all transit stations, and areas of transit-oriented densities. The Town strongly supports a pedestrian overpass on US-1 to the busway and will work with the appropriate agencies to implement this project.	D		☑
TRA	Policy T1-4A	The Town shall develop regulations that promote Transit Oriented Development (TOD) in the charrette areas, and around existing and future transit and express bus stations, where appropriate. The regulations shall promote infill development with the appropriate transit sufficient densities around Busway transit stations.	D	Sec. 3-59 TRC and Sec. 3-60 TC Districts incorporate regulations to promote Transit Oriented Development	☑

4. EAR-Based Amendments to the City of Homestead Comprehensive Plan Update (adopted June 7, 2011)

Element Key

FLU	Future Land Use Element
TRA	Transportation Element
HOU	Housing Element

Assessment Key

☒	Inconsistent or lacking
☑	Consistent, no changes needed
✓	Consistent but needs work (e.g., update)

General Comments: The City of Homestead has a variety of future land use designations and zoning categories that may be considered transit-friendly, although (significantly) none of them are explicitly transit-oriented development categories. Other than one Planned Urban Neighborhood (SWPUN), none of the four mixed-use zoning districts is currently designated on the Zoning Map. Therefore, consistency between the Future Land Use Map and the Zoning Map is weak and relative to the goals and policies that encourage mixed-use land use patterns.

The City could also benefit from reviewing the density and intensity caps for the mixed-use land use designations and zoning categories to ensure that –particularly where land may fall within the potential transit station area(s)— the regulations are flexible enough to ensure potential development can follow current best practices in transit-oriented development districts.

Other topics that are not sufficiently addressed or that could be refined for improved consistency with the Comprehensive Plan policies include: vehicular, bicycle and pedestrian circulation; linkages and safety; affordable housing (particularly definitions, identification of areas where it is encouraged or required, standards for its development, etc.)

Note: The text of policies marked with an * has been abbreviated. See Comprehensive Plan for complete Objectives and Policies.

Table 5-4 City of Homestead EAR-Based Amendments to the Comprehensive Plan

Element	GOP ID #	Supportive Comprehensive Plan Policies	Direct(D) or Indirect(I) Support	Comments	Status
FLU	Policy 1.1	Encourage development and redevelopment by providing flexibility in site development standards, such as minimum lot size and other parameters.	I	Minimum lot size is not the most efficient tool in providing flexibility. Height, density and intensity bonuses could be considered.	☒
FLU	**Policy 2.1**	**Downtown Mixed Use (DMU)**: Permitted uses include light commercial,	I	The densities, intensities and building heights of the zoning categories that apply to land	☒

		institutional and residential uses (up to 15 units per gross acre). This land use designation is appropriate in the higher intensity traditional center of Homestead, including the Historic Downtown Business District along Krome Avenue and the area around the Miami-Dade Community College Homestead campus… Lot coverage in the Downtown Mixed-Use designation shall not exceed 90% of the parcel to be developed. Maximum building height shall not exceed 70' or 6 stories. However, PUDs shall be regulated by Policy 1.11. **Technology Mixed Use (TMU)**: Permitted uses include clean, light industry such as computer research, development, manufacturing and service, software development, telecommunications, testing and calibration. Lot coverage in the Technology Mixed Use designation shall not exceed eighty-five (85) percent of the parcel of land to be developed. Maximum building height shall not exceed 70' or six (6) stories. However, PUDs shall be regulated by Policy 1.11. **Planned Urban Neighborhood (PUN)**...encourages compact, mixed-use development comprised of residential and non-		located within the potential station area(s) are generally modest; none of the category descriptions includes wording related to transit-oriented or transit-supportive development.	

		residential land uses. Development within a PUN should emphasize … integration of pedestrian and bicycle facilities, convenient access to public transit, and an urban form characterized by close-knit neighborhoods and sense of community. A PUN … be oriented to support a mix of uses generally within a 1/4 -mile walk of each other, thereby promoting a compact urban form… the maximum gross residential density for a PUN shall not exceed 20 du/ac for a single residential parcel and 15 du/ac as the average residential density.*			
FLU	Policy 2.3	Discourage the proliferation of urban sprawl in the City's future land development pattern.	I	These categories are intended to provide for compact, mixed-use development that discourages sprawl, but none except PUN is currently represented on the Zoning Map or are implementable.	☒
FLU	Policy 2.11	Actively promote higher densities, mixed-use development and transit-oriented design in the downtown, the CRA, the Southwest Neighborhood, along the South Dade Express Busway and in other appropriate areas.	D	With the exception of the SWPUN, the zoning districts that make up the zoning of downtown and CRA are not mixed-use districts. By contrast, the zoning categories that could achieve Policy 2.11 are not reflected on the current Zoning Map.	✓
FLU	Policy 3.2	Foster the redevelopment and infill of the downtown, CRA, Southwest Neighborhood and along the South Dade Express Busway.	D	The current designations are generally traditional single-use low intensity zoning categories, which may offer little flexibility and opportunity for creative redevelopment and infill.	✓
FLU	Obj. 7	Continue to encourage the redevelopment of blighted areas, particularly in the Downtown Historic District	I	CRA boundaries include the designated SWPUN, as well as portions of the potential station area(s).	☑

		and adjacent neighborhoods, through the efforts of the Community Redevelopment Area. *			
FLU	Policy 12.6	Encourage smart growth strategies that naturally combat global warming such [as] transit-oriented mixed-use development, pedestrian-oriented design, increased street connectivity and higher densities in appropriate locations.	I	All of these zoning categories are intended to provide for compact, mixed-use development consistent with smart growth principles, but none except PUN is currently represented on the Zoning Map.	✓
TRA	Policy 1.1	Improve pedestrian and vehicular linkages from U.S. 1 to the Historic Business District.	D		✓
TRA	Obj. 3	Promote traffic and transit improvements which enhance regional access to and from other parts of Miami-Dade County.	D		✓
TRA	Policy 3.2	Coordinate with Miami-Dade County Transit and the MPO in order to facilitate ongoing operations of South Miami-Dade Busway stops within the City.	D	The City has been successful in its coordination efforts	☑
TRA	Policy 3.3	Coordinate with Miami-Dade Transit and the MPO to promote east-west connections to the busway system.	I		✓
TRA	Policy 4.3	Provide a pedestrian network for all major destinations within the City including schools, public institutions, the Downtown District and areas containing or generating pedestrian traffic.	I		✓
TRA	Policy 4.6	Provide an integrated bicycle system consistent with the Parks Master Plan and Exhibit 3 in the Future Land Use Element that includes east-	D	DIVISION 9. - COMMERCIAL DEVELOPMENT STANDARDS generally set out the requirements for pedestrian and bicycle features for the	✓

		west corridors within the City that intersect with the South Miami-Dade Busway.		City's various commercial district overlays. However, the standards are not consistent from one district to the next. There is no reference in the standards of any of these districts, direct or indirect, to the policy of building the referenced alternate bicycle system.	
TRA	Policy 4.8	Use all financial resources available and work with FDOT, TPO, Miami-Dade County Transit and Public Works Department to implement the improvements indicated on the Future Transportation Map (Exhibit 3) and improve and expand transit service, including the South Miami-Dade Busway.	I		✓
TRA	Policy 4.13	Create programs that will promote the use of public transportation.	D	The City has implemented a trolley system which connects to the South Dade Transitway.	☑
TRA	Policy 5.3	Coordinate with [the] Future Land Use Element to encourage land uses which promote public transportation in designated public transportation corridors.	D		✓
TRA	Policy 5.4	Examine the feasibility of implementing a Transportation Concurrency Area by the year 2012 along US-1 to promote mixed-use development along the busway.	D	It is unclear if the City has done this.	☒
HOU	Policy 1.14	Increase the supply of affordable housing by permitting density bonuses in designated areas, allowing accessory units and mixed land uses ...*	I	The Code does not appear to include regulations or incentives (such as bonuses in the mixed-use zoning districts), other than Sec. 30-696.61, directly linked to, or	✓

				supportive of, affordable housing development.	
HOU	**Policy 2.2**	Continue to provide residential land use categories on the City's FLUM… that allow up to ten (10) dwelling units per gross acre, allow residential development within the Downtown Mixed Use (up to fifteen (15) dwelling units per gross acre) and Planned Urban Neighborhood (up to twenty (20) dwelling units per gross acre).*	I	The densities, intensities and building heights of the mixed-use zoning categories are generally modest.	✓

5. City of Florida City Comprehensive Development Master Plan (adopted November 27, 2007) and Zoning Ordinance

Element Key

FLU	Future Land Use Element
TRA	Transportation Element
HOU	Housing Element
EC	Economic Element

Assessment Key

☒	Inconsistent or lacking
☑	Consistent, no changes needed
✓	Consistent but needs work (e.g., update)

General Comment: Consistency between the Future Land Use Map and the Zoning map is weak relative to the goals and policies of encouraging a more urban and intense mix of uses in the downtown area. The future land use categories that would achieve this do not translate to the FLUM, nor do they have a correspondence in the Zoning Ordinance or the Zoning Map. The terms "transit," "mixed-use development," "transit-oriented development," or "transit-supportive development" are not referenced in any section of the Zoning Ordinance. The land where the Busway terminal is located today is designated a combination of Commercial and Low-Medium Density Residential future land use categories. Both designations are designed to provide for low-intensity development, and do not encourage compact, vertically or horizontally integrated mixed-use development. The maximum residential density in any base zoning district is 15 du/net acre; the maximum possible residential density that can be granted by the City Commission in planned mixed use districts 35 du/acre, conditional on certain items. None of the established districts in the Zoning Ordinance explicitly encourages vertically integrated mixed-use development with residential above ground-floor level commercial or office.

Note: Policies with an * have been abbreviated. See Comprehensive Development Master Plan for complete Objectives and Policies.

Table 5-5 Florida City Comprehensive Development Master Plan

Element	GOP ID #	Supportive Comprehensive Plan Policies	Direct (D) or Indirect (I) Support	Comments	Status
FLU	Policy 3c	The City shall pursue the "pioneer village" concept as part of planning for an urban activity center downtown. *	I	There is a Town Centre Mixed-Use future land use category listed in the Comprehensive Plan but no land currently designated Town Centre Mixed-Use on the City's Future Land Use Map.	☒
FLU	Policy 5b	Provide for a variety of building densities within all land use categories.	I		☑
FLU	Policy 8b	The City shall allow for a mix of land uses downtown that will encourage development of an urban activity center proximate to the downtown terminal of the South Miami-Dade Busway. *	D	There is a Town Centre Mixed-Use future land use category but no land designated Town Centre Mixed-Use. There are no "Town Center" or "Urban Activity Center" zoning categories in the City's Zoning Ordinance, or districts designated in the Zoning Map.	☒
FLU	Policy 8c	The Community Mixed-Use future land use category shall be available. It shall provide for mixed-use opportunities to improve the efficiency of land use. *	I	Only two Community Mixed-Use land use categories currently exist on the City's Future Land Use Map and are away from the potential station area. The land where the current bus terminal exists is designated Commercial and is surrounded by districts meant for low-intensity development and provide limited flexibility to support a mixed-use, urban activity center.	☒

				There is no equivalent zoning category to Community Mixed-Use.	
FLU	Obj. 13	Make use of innovative land development regulations that direct growth to occur in the areas best capable of handling it. *	I	The land development regulations could be updated to include mixed-use districts, transit-oriented development zoning, urban design guidelines, etc.	✓
FLU	Obj. 14	Development of a mixed-use urban activity center in the downtown area designed to support the South Miami Busway terminal. *	D	There is a Town Centre Mixed-Use future land use category listed in the Comprehensive Plan, but no land currently designated on the City's Future Land Use Map. There are no "Town Center" or "Urban Activity Center" zoning categories in the City's Zoning Ordinance or designated in the Zoning Map.	☒
FLU	Policy 14a	The downtown urban activity center shall be defined as Redland Road on the west, Krome Avenue on the east, SW 1st. Street on the south and NW 1st Street on the north. *	D	There are no "Downtown Urban Activity Center" designated on the Future Land Use Map. The Town Centre Mixed-Use future land use category is listed in the Comprehensive Plan, but no land is currently designated. There are no "Town Center" or "Urban Activity Center" zoning categories in the City's Zoning Ordinance, or districts designated in the Zoning Map.	☒
FLU	Policy 14d	The City shall consider the success of the South Miami-Dade Busway in all future land use, zoning district, site plan and other zoning decisions. *	D		✓
FLU	Policy 15a	The following future land use categories contained	I	There is no land currently designated High Density	☒

		on the Town's Future Land Use Map (FLUM)… **High Density Residential** allowing between 0 and 25 dwelling units per acre to support transit opportunities... **Town Centre Mixed-Use** urban core providing commercial, office, services, community facilities and high density residential. Maximum residential density shall be 25 dwelling units per acre, except that a maximum of up to 35 dwelling units per acre may be permitted by the City Commission. The non-residential floor area ratio (FAR) for development in this category shall be within a range of .75 to 2.0.*		Residential on the City's Future Land Use Map. There is no land currently designated Town Centre Mixed-Use on the City's Future Land Use Map. There is only one PUD district designated on the Zoning Map.	
TRA	Obj. 1	Develop a multi-modal transportation system that facilitates travel by transit, walking, bicycling, automobile and any other feasible means.	I	Neither Chapter 46 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES, Chapter 50 - SUBDIVISIONS, or APPENDIX A - FRANCHISES Chapter 62 - ZONING, appear to include requirements or standards.	☒
TRA	Policy 1d	The City should prepare a transportation and transit plan to accommodate its expected population growth. The study should be multi-modal in nature and include integration of the Busway into the City's transportation system. *	D	Unknown if implemented	✓
TRA	Policy 1e	The City encourages the development of an intermodal facility as part	D		☑

		of the Busway extension project.			
TRA	Policy 2c	The City shall permit and encourage densities and intensities within the downtown to support an intermodal transportation system. *	D	The maximum residential density in any base zoning district is 15 du/net acre; the maximum possible residential density in planned mixed use districts 35 du/acre, conditional on certain items. The City may wish to consider establishing minimum densities, and perhaps revisit the density caps within the station area.	✓
HOU	Policy 3e	When making land use decisions the City shall consider the proximity and other accessibility factors between housing and employment centers and public transportation. *	D		☑
HOU	Policy 3i	When considering proposed land use amendments to increase residential density, the City shall consider a percentage of the units attributable to the increased density for affordable housing. The appropriateness shall be based on the property's proximity to transit facilities and employment centers. *	I	No specific incentives are included in the Zoning Ordinance. Workforce housing is not defined or mentioned.	✓
EC	Policy 3b	The Downtown Master Plan called for in Future Land Use Element Policy 14b shall include recommendations for the types of businesses that should be targeted for location in the downtown. *	I		☒

6. Miami-Dade County Comprehensive Development Master Plan (CDMP) (adopted October 2, 2013 as amended through September 27, 2018)

General Comment: Consistency between the Future Land Use Map and the Zoning map is high, particularly in the context of adopted goals and policies that encourage a more urban and intense mix of uses in transit corridors and urban centers.

Notes: The text of policies marked with an * have been abbreviated. See Comprehensive Development Master Plan for complete Objectives and Policies.

The wording of Policies LU-7F, LU-7G, LU-9F and LU-9V provided below comes from Ordinance 19-07, adopted by the Miami-Dade County Board of County Commissioners on January 24, 2019. (refer to section c. of this Chapter for more details).

Element Key

FLU	Future Land Use Element
TRA	Transportation Element
CHD	Community Health and Design

Assessment Key

☒	Inconsistent or lacking
☑	Consistent, no changes needed
✓	Consistent but needs work (e.g., update

Table 3-6 Miami-Dade County Comprehensive Development Master Plan

Element	GOP ID #	Supportive Comprehensive Plan Policies	Direct (D) or Indirect (I) Support	Comments *(No comments are incorporated into this section)*	Status
FLU	Policy LU-1A	High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.	I		☑
FLU	Obj. LU-7	Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented	D		☑

		development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.			
FLU	Policy LU-7A	Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and nonresidential land uses and activities in nodes around rapid transit stations... Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.*	D		☑
FLU	Policy LU-7B	It is the policy of Miami-Dade County that both the County and its municipalities shall accommodate new development and redevelopment around rapid transit stations that is well designed, conducive to pedestrian, bicycle and transit use, and architecturally attractive. *	D		☑
FLU	Policy LU-7E	Land uses that are not conducive to public transit ridership...should not be permitted to locate or expand within 1/4 mile of rail rapid transit stations.	D		☑

FLU	Policy LU-7F	Residential development around existing and proposed rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should have a minimum intensity of 1.5 FAR within 1/4-mile walking distance from within 700 feet, and 1.0 FAR between 1/4 and 1/2 mile walking distance from the station...*	D		☑
FLU	Policy LU-7G	Miami-Dade County should partner with the Transportation Planning Organization (TPO) and affected municipalities to establish a systematic program that will produce transit-oriented development (TOD) plans for the areas within ¼ to ½ mile around all Metrorail, the Miami Intermodal Center (MIC) and Strategic Miami Area Rapid Transit (SMART) Plan rapid transit corridor stations. Transit-oriented development is a mix of land uses that promotes transit use and decreases the dependence on automobiles... Priority for station development or improvement shall be for	D		☑

		those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with Policy LU-7F.*			
FLU	Policy LU-7H	The Department of Regulatory and Economic Resources shall review land development regulations to identify reforms that would invite, and not impede, transit-oriented development in the station areas, by the year 2020.	D		☑
FLU	Policy LU-7I	Miami-Dade County will continue to review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors, and continue to update its land development regulations to remove impediments and promote transit-oriented development.	D		☑
FLU	Policy LU-9F	Miami-Dade County shall formulate and adopt zoning or other regulations to implement the policies for development and design of Metropolitan and Community Centers established in the CDMP through individual ordinances for each urban center. By 2025, Miami-Dade County shall complete area plans for station locations along the six rapid transit corridors	D		☑

		identified in the Strategic Miami Area Rapid Transit (SMART) Plan.			
FLU	Policy LU-9R	Miami-Dade County shall conduct a study to address minimum requirements for off-street parking and shared parking in transit corridors and areas with mixed use developments.	I		☑
FLU	Policy LU-9V	By 2020, Miami-Dade County shall adopt form-based zoning regulations to implement the mixed-use development provisions for the areas within the Rapid Transit Activity Corridors. Such regulations, shall at a minimum, address compatibility with adjacent land uses, use of alternate modes of transportation, and connectivity between land uses and transit.	D		☑
FLU	Policy LU-12E	Miami-Dade County shall continue to investigate and seek opportunities to incentivize infill development…Such incentives may include, but not be limited to, joint development agreements at transit stations and transit centers, … **Mixed Use Development** Mixed-Use Developments Located Within: Major Corridors: FAR from 1.0 to 1.5; Max Residential Density 36 du/ac Neighborhood Activity Nodes: FAR from 0.75 to 1.0; Max Residential Density 18 du/ac **Urban Centers**	D		☑

		Regional Activity Centers: FAR greater than 4.0 in the core, no less than 2.0 in the edge; Max Density in du/gross ac 500 Metropolitan Urban Centers: FAR greater than 3.0 in the core, no less than 0.75 in the edge; Max Density in du/gross ac 25 Community Urban Centers: FAR greater than 1.5 in the core, no less than 0.5 in the edge; Max Density in du/gross ac 125*			
TRA	Policy TE-1A	As provided in this section and the Mass Transit Subelement, the County shall promote mass transit alternatives to the personal automobile, such as rapid transit (i.e. heavy rail, light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services.	D		☑
TRA	TE-1F	Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the Mass Transit Subelement.	D		☑
TRA	TE-3B	Miami-Dade County shall analyze planned land use patterns and intensities in planned rapid and premium transit station areas and shall identify transportation and land use plan changes needed to improve	I		☑

		interrelationships. This analysis shall address, at a minimum, the existing Metrorail corridor, the planned initial segment of the East-West corridor, the planned North corridor, and the South Miami-Dade Busway corridor as well as rapid and premium transit corridors listed in the Mass Transit Subelement. *			
TRA	MT-5D	The County shall promote increased affordable housing development opportunities within proximity to areas served by mass transit.	D		☑
TRA	MT-8C	In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.	D		☑
CHD	CHD-1G	Promote coordination between jurisdictions in the planning and implementation of bicycle, trail, transit, pedestrian and other alternative transportation modes to establish continuous networks that support healthy communities	I		☑

c. Miami-Dade Comprehensive Development Master Plan Amendment – SMART Corridor

At its public hearing on January 24, 2019, the Board of County Commissioners adopted Ordinance 19-07 (Application No. CDMP20180014) which support the Goals, Objectives and Policies of the Comprehensive Development Master Plan and the County vision to promote transit supportive and land uses along all SMART Plan Corridors. The intent of the Ordinance is to:

- Concentrate activity along key corridors
- Create areas where life is not auto centric
- Link well with local and regional public transportation; and,
- Optimize land use efficiency while preserving open space.

The amendments associated with this Application provided for an increase in density and intensity for mixed-use projects only within the unincorporated area extending up to one-half mile of the centerline of each transit corridor (Table 5-7).

The Application excluded areas zoned Urban Centers (UC) (Figures 5-2 and 5-3). These are areas designated Rapid Transit Activity Corridors (RTAC). Mixed-use development projects located within one-quarter mile of the centerline of the corridor are permitted up to 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed-use development projects located at a distance between one-quarter to one-half-mile of the centerline of the corridor would be permitted up to 36 units per acre and up to 1.5 Floor Area Ratio.

In its supporting analysis, the Miami-Dade County Department of Regulatory and Economic Resources (DRER) reviewed development and redevelopment potential within the South Dade Transitway Corridor based on several factors including current use of land, age of structures and the ratio of structure to land.

This analysis indicated that the combined land area of the parcels could support the following development under the amendment, versus what could be developed under the prior densities and intensities:

Table 5-7 Miami-Dade County Development Potential Comparison

Type of Development	Prior Potential Development	Amended Potential Development *
Retail	2,405,833 sq. ft.	3,149,028 sq. ft.
Industrial	1,227,739 sq. ft.	
Professional Office	302,714 sq. ft.	2,462,266 sq. ft.
Potential Employment	8,613 employees	16,220 employees
Single-family Residential	1,181 units	
Townhouse Residential	659 units	
Multifamily Residential	397 units	13,960 units
Potential Residential Population	6,452 total residents	29,637 total residents

* Based on Ordinance 19-07 (Application No. CDMP20180014)

The amendments associated with this application were reviewed as part Land Use Scenario and Visioning Planning Study.

Figure 5-2. Land Use Amendment Areas

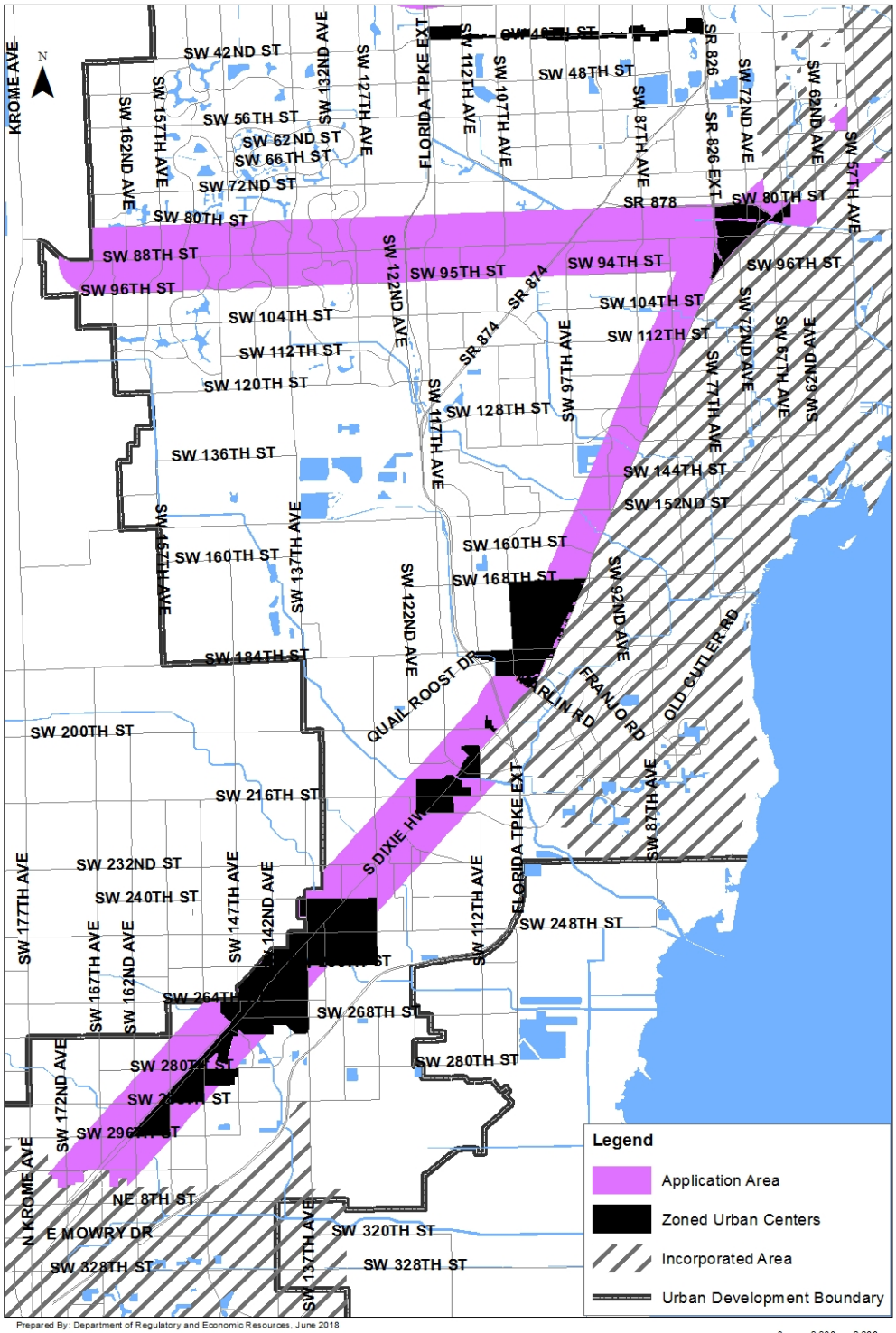


Figure 1-2: Application Areas (South)

d. CHARRETTE AREA PLANS AND AREAS DESIGNATED URBAN CENTERS

During the late 1990's and early 2000's, Miami-Dade County embarked on a series of public workshops (Charrettes) in various southern Miami-Dade County communities, to help each community develop its own, unique vision for the future.

Based on the outcome of the Charrettes, six designated Urban Centers were established along the South Corridor to form the basis for future growth and development. They are as follows:

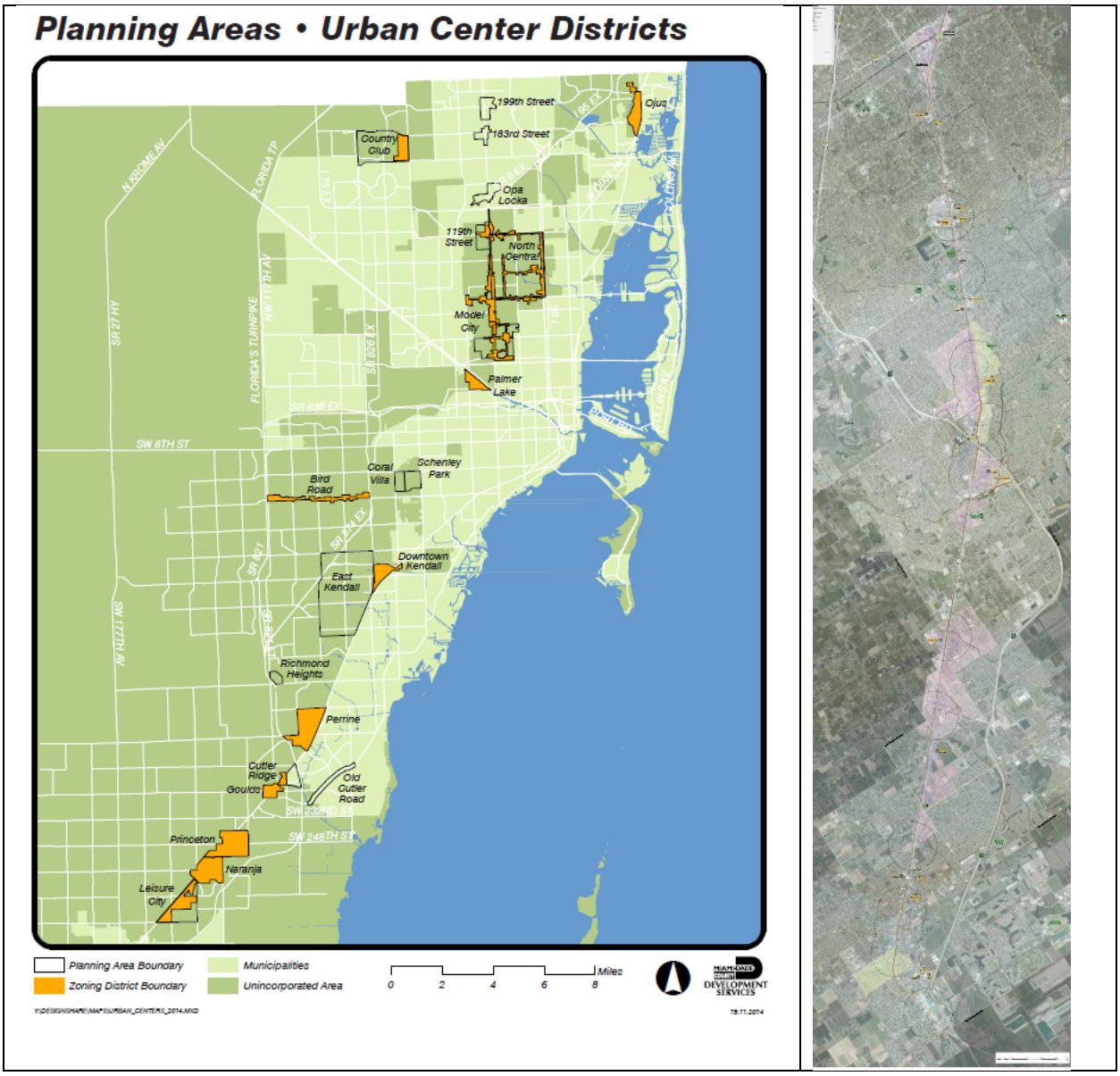
- Perrine Community Urban Center (PECUC) District
- Cutler Ridge Metropolitan Urban Center District
- Goulds Community Urban Center (GCUC) District
- Princeton Community Urban Center (PCUC) District
- Naranja Community Urban Center (NCUC) District
- Leisure City Community Urban Center District (LCUC)

Each Urban Center has been codified and all land development regulations may be found in Chapter 33, Zoning Code of Miami-Dade County.

Urban Centers will continue to permit higher densities of up to 125 du/acre for Community Urban Centers and up to 250 du/acre for Metropolitan Urban Centers. Priority for Station development or improvement shall be given to municipalities that have established minimum standards in accordance with the proposed amendments.

The land development regulations associated with each Urban Center were reviewed as part Land Use Scenario and Visioning Planning Study.

Figure 5-3. Urban Centers



Chapter 6
IDENTIFICATION OF OPPORTUNITIES AND CONSTRAINTS

SMART Plan
South Dade Transitway Corridor
Land Use Scenario and Visioning Planning

CHAPTER 6. IDENTIFICATION OF OPPORTUNITIES AND CONSTRAINTS

The content of this Chapter addresses project **Objective 2**, as described in the introduction:

Objective 2. Recommend land use policy and regulations changes for the corridor that addresses the community overall vision, goals, and objective while supporting the transit in the South Corridor.

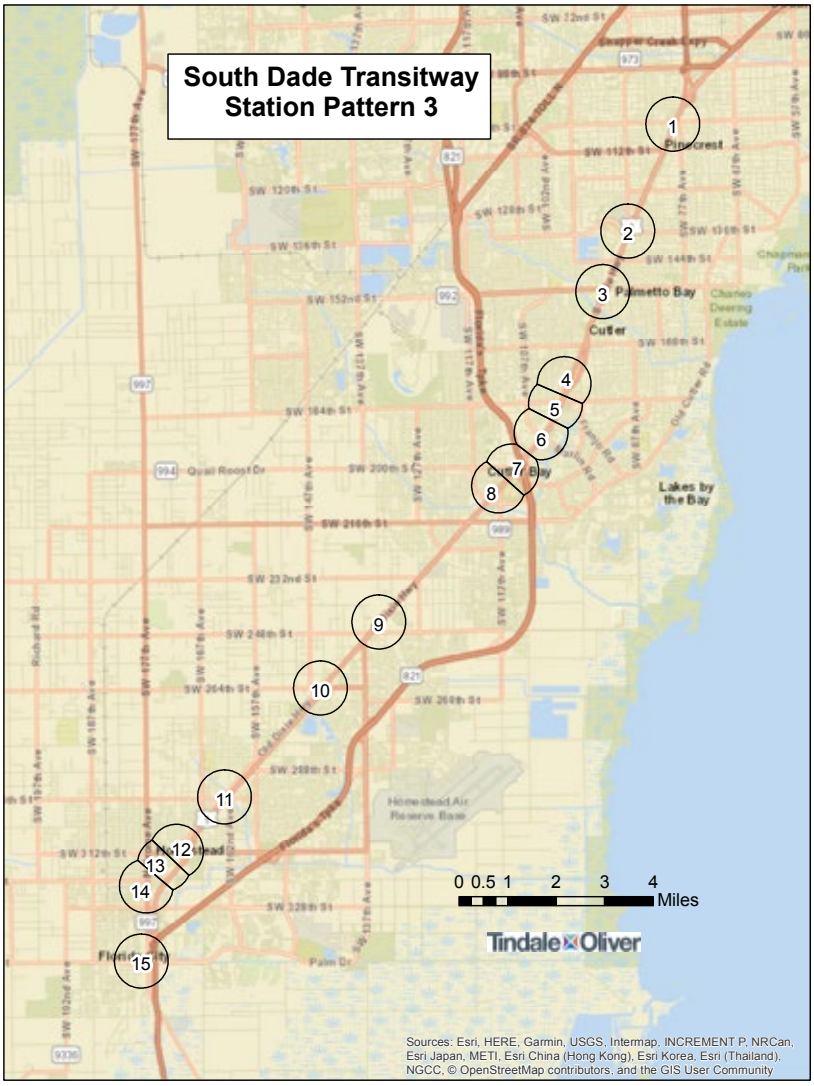
a. Station Area Profiles

The Study began with land use and redevelopment potential (suitability) analyses along the entire length of the 20-mile corridor (+/- 20,000 parcels). This section of the Report will provide a general overview of each Station and its environs. The proposed Station locations were based on the recommendations found in the DTPW "SOUTH CORRIDOR RAPID TRANSIT PROJECT Preliminary Engineering & Environmental Report" dated August 24, 2018. The Rapid Transit Study was conducted by the Miami-Dade County DTPW and recommended Bus Rapid Transit as the LPA. Based on this LPA the following Station locations were selected:

Table 6-1. South Cooridor Locations

No.	Station Area
1	Pinecrest/SW 104th St.
2	SW 136th St.
3	SW 152nd St.
4	Palmetto Bay/SW 176th St.
5	SW 185th St.
6	Marlin Rd.
7	SW 200th St.
8	Cutler Bay/SW 112th Ave./ Southland Mall
9	SW 244th St.
10	SW 264th St.
11	SW 296th St.
12	SW 312th St./Campbell Dr.
13	MDC - Homestead
14	SW 177th Ave. - Krome Ave.
15	SW 344th St.

Figure 5-1. Station Pattern 3 Final Station Selections



The Land Use designations shown in the Station Profiles are based on the most current municipal and county Comprehensive Plans available as of September 2019.

Additionally, the applicable Urban Centers District Regulations were reviewed to determine any density and intensity impacts at: Station 4/Perrine Urban Center, Station 7/Cutler Ridge, Station 9/Princeton, Station 10/Naranja, and Station 11/Leisure City.

Current population and employment and future population and employment estimates (demographics) were produced after extensive review of Micro Analysis Zone (MAZ) data and obtaining data from the Southeast Florida Regional Planning Model (SERPM). Further modifications were based on overall development potential and the combined knowledge of TPO Staff and consultant team. Finally, the land uses and land development regulations were reviewed for each municipality and Miami-Dade County and, based on overall development potential of

each land use designation population and employment were calculated for the Station Area. This information was then translated to into employment and population figures and compared to the Preferred Vision Population and Employment. The comparisons show that in all Station Areas the Preferred Vision Employment goals have been met or exceeded while that is the case only nine Station Areas with respect to population. In this exercise several assumptions were made, including 2.12 persons per household which is the countywide average and not dependent on unit type. This allows easy comparison to other SMART Corridors. Additionally, the buildable square footage for non-residential uses is based on allowable FAR by jurisdiction. Dependent on the municipality this information is derived from the either municipal/County Comprehensive Plan or Land Development Regulations. With respect to and because of the numerous types of non-residential uses a factor of 400 sq. ft. per employee was used to calculated total number of employees within a land use designation. Mixed Use or similar districts (e.g. Palmetto Bay Franjo Activity Center, Cutler Bay Town, Miami-Dade County Urban Centers) are typically unique and designed for specific areas with varying degrees of densities and intensities. Lastly, and as stated previously, the suitability of land for development was reviewed and it was determined that generally corridor wide lands were suitable for development or redevelopment.

Areas analyzed by this exercise include the area within one-half mile of the center point of the proposed Station Area. Exceptions include Stations 4, 5, 6, 7 and 8 and 12, 13 and 14. These station groups have station center points less than one-mile separation and therefore have had their Station Areas truncated. In addition, MAZ's that fall both inside and outside of the one-half mile radius have population and employment apportioned based on the percent area within the station area.

Additional constraints will be the subject of the subsequent companion Economic Mobility and Accessibility Study.

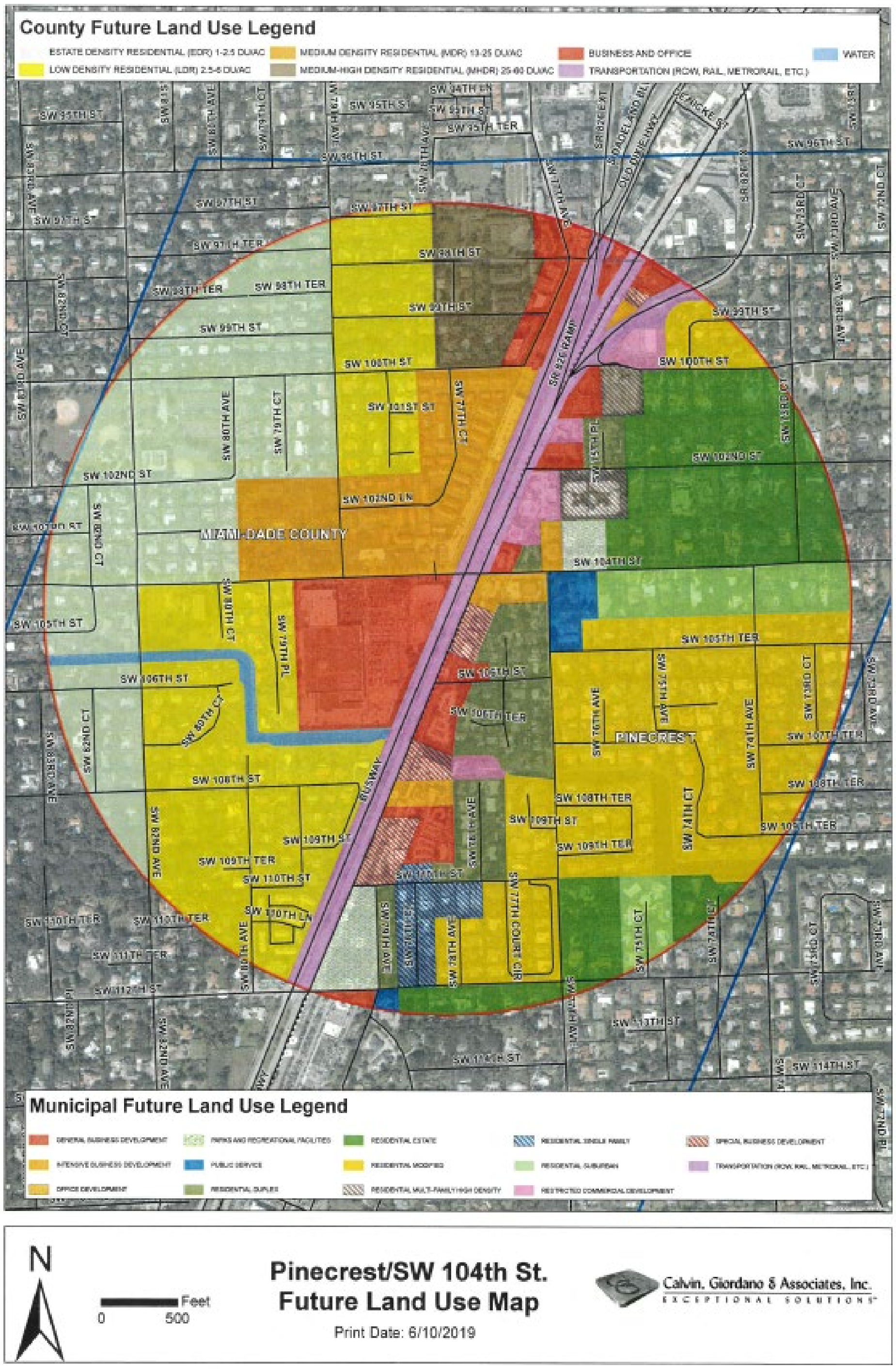
Station Area Profile: STATION 1
Pinecrest/SW 104th Street

Quick Facts

Location:	Transitway/South Dixie Highway/SW 104th Street
Jurisdiction(s):	Village of Pinecrest/Miami-Dade County
Total Acreage:	502 acres (0.785 sq. mi.)
Population (2015):	2,579
Population Preferred Vision:	4,324
Employment (2015):	3,144
Employment Preferred Vision:	4,781
Existing Relevant Plans:	Pinecrest CDMP/Miami-Dade County CDMP

Description

The unincorporated area to the west of the South Dade Transitway consists of Estate, Low, Medium and Medium-High Density Residential areas and with mainly strip commercial. The southwest corner of the intersection of SW 104th Street and the Transitway contains the only large parcel (+/- 18 acres) and is developed with big box type uses. Several smaller commercial buildings are under construction on the site. To the east in the Village of Pinecrest, South Dixie Highway/Pinecrest Parkway frontage parcels contain mainly commercial and business type uses and are relatively shallow. Farther to the east Parks, Public Service and Estate, Duplex, Suburban and Single-Family uses are predominant.



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 6,821
Total Potential Employment = 5,614

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

Station Area Profile: STATION 2

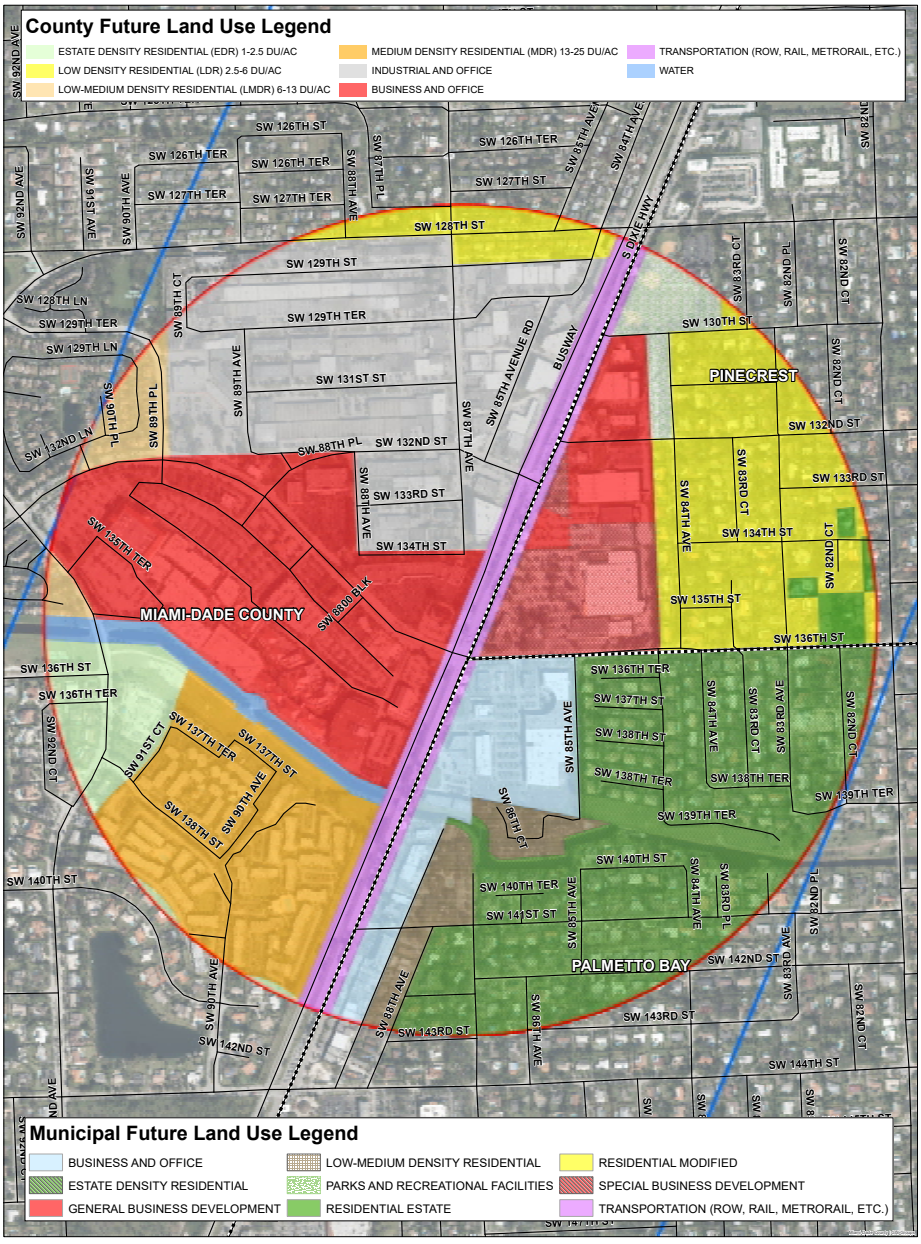
SW 136th Street

Quick Facts

Location:	Transitway/South Dixie Highway/SW 136th Street
Jurisdiction(s):	Village of Pinecrest/Village of Palmetto Bay/ Miami-Dade County
Total Acreage:	502 acres (0.785 sq. mi.)
Population (2015):	1,367
Population Preferred Vision:	5,705
Employment (2015):	6,954
Employment Preferred Vision:	9,743
Existing Relevant Plans:	Pinecrest CDMP/Palmetto Bay Comprehensive Plan/ Miami-Dade County CDMP

Description

This Station Area is only one of two spanning three jurisdictions. The unincorporated area to the west of the South Dade Transitway consists of industrial and commercial uses. The southwest corner of the intersection of the Transitway and SW 136th Street contains The Falls Mall and numerous outparcels and is designated Business and Office. Additionally, there is Medium Density Residential within the Station Area. To the northwest is a light industrial area and several commercial parcels which is designated Industrial and Office. The Village of Pinecrest lies to the northeast and includes a commercial shopping center and several big box retailers designated General and Special Business Development. Farther to the east lies Estate and Modified Estate Residential development. To the southeast is the Village of Palmetto Bay and another shopping center which, is designated Business and Office on its Future Land Use Map.



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 4,302
Total Potential Employment = 18,988

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

Station Area Profile: STATION 3
SW 152nd Street

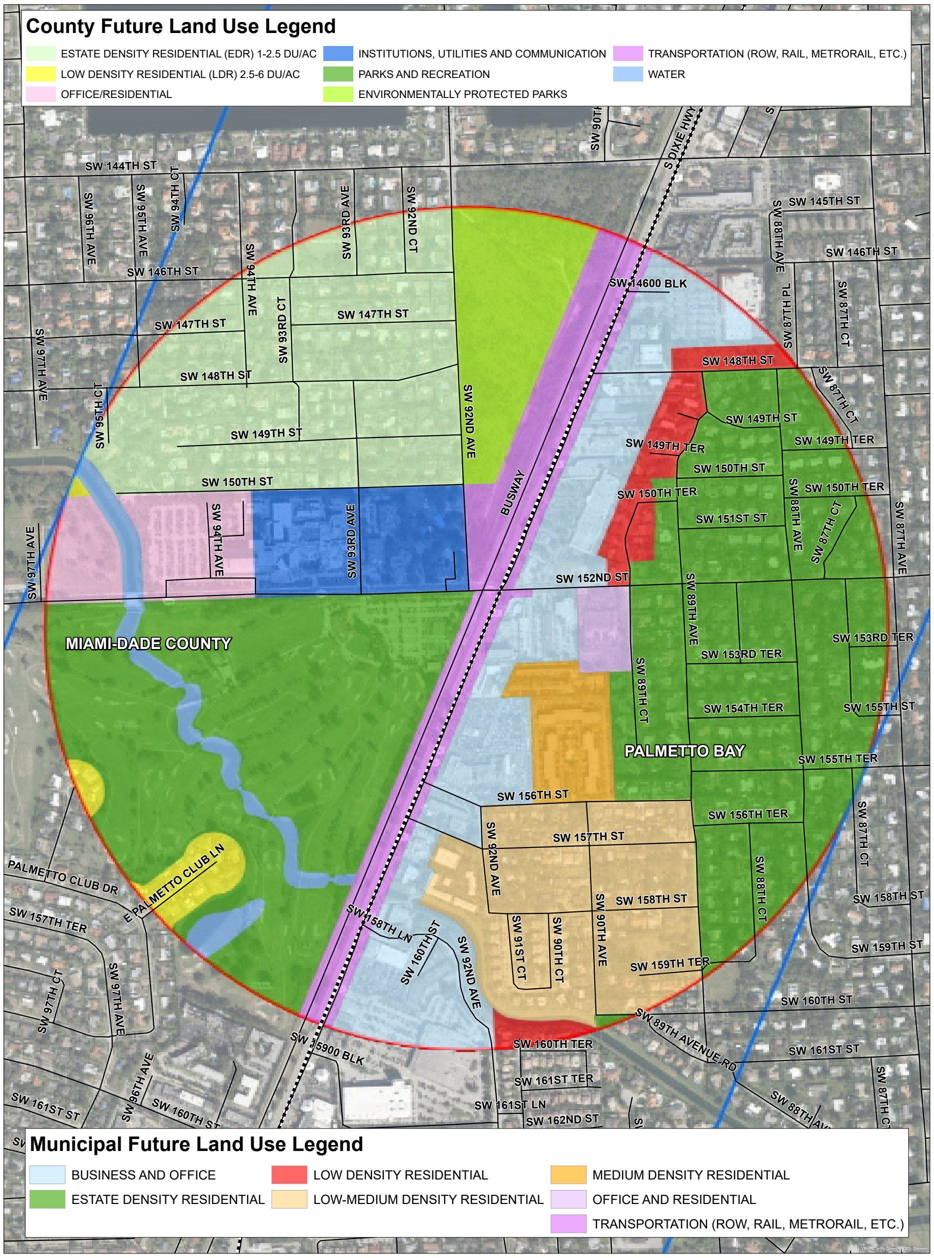
Quick Facts

Location:	Transitway/South Dixie Highway/SW 152nd Street
Jurisdiction(s):	Village of Palmetto Bay/Miami-Dade County
Total Acreage:	502 acres (0.785 sq. mi.)
Population (2015):	2,672
Population Preferred Vision:	4,226
Employment (2015):	3,143
Employment Preferred Vision:	4,404
Existing Relevant Plans:	Palmetto Bay Comprehensive Plan/ Miami-Dade County CDMP

Description

This Station Area includes unincorporated area to the west of the South Dade Transitway which consists of Parks and Recreation (Palmetto Golf Course), a small portion of Low Density Residential, Institutional/Utility/Communications (Jackson South Medical Center, Coral Reef Branch Library and Coral Reef Fire Station), Office/Residential, Environmentally Protected Parks (Rockdale Pineland Preserve) and Estate designated lands. The east half of the Station Area within the Village of Palmetto Bay consists of strip shopping centers, other retail and automotive uses along the South Dixie Highway corridor designated Business and Office. Farther to the east Estate and Low Medium Residential uses predominate. Overall there is currently a lack of developable area, except in the area designated Office/Residential to the west as much of the remainder is currently within the public domain. Minimal Residential land is available for development. But to the east, Palmetto Bay has substantial redevelopment potential within the Business and Office Land Use Designation for both business and residential uses. Miami-Dade County may wish to revisit parcels designated Office/Residential in order to in order to provide for more housing opportunities.

IDENTIFICATION OF OPPORTUNITIES AND CONSTRAINTS



N

0 500 Feet

SW 152nd St.
Future Land Use Map
Print Date: 6/10/2019

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 2,894
Total Potential Employment = 8,340

WHAT DOES THIS MEAN?

Changes are needed to Land Uses.
Population Preferred Vision goal is not met.
Miami-Dade County may wish to revisit parcels designated Office/Residential in order to provide for more housing opportunities.

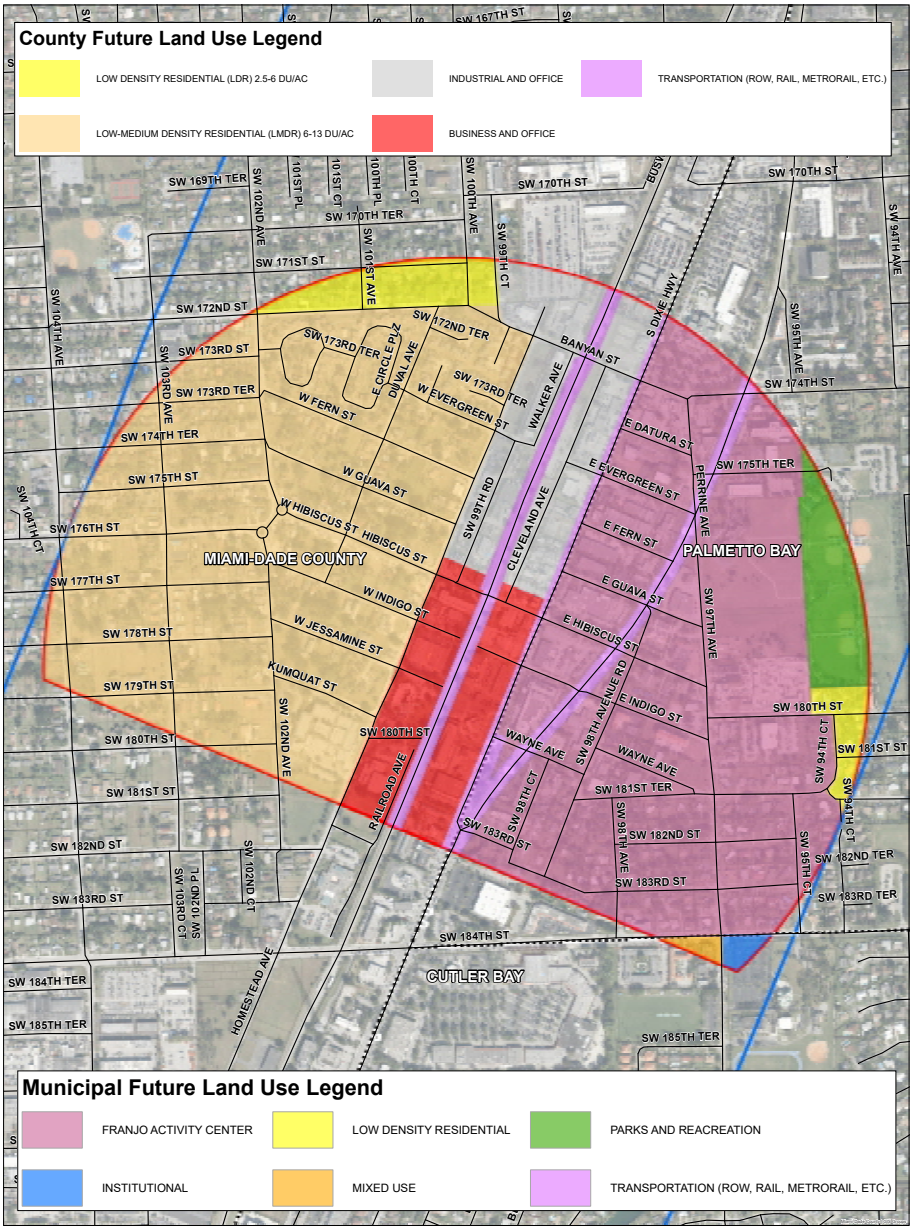
Station Area Profile: STATION 4
Palmetto Bay/SW 176th Street

Quick Facts

Location:	Transitway/South Dixie Highway/SW 176th Street
Jurisdiction(s):	Village of Palmetto Bay/Miami-Dade County
Total Acreage:	396 acres (0.618 sq. mi.)
Population (2015):	2,852
Population Preferred Vision:	7,209
Employment (2015):	3,799
Employment Preferred Vision:	5,205
Existing Relevant Plans:	Palmetto Bay Comprehensive Plan/ Miami-Dade County CDMP

Description

This Station Area includes unincorporated area both to the east and west of the South Dade Transitway and consists of Low and Low-Medium Density Residential, Business and Office and Industrial and Office Uses. The Palmetto Bay municipal boundary does not adjoin the Busway but is parallel to it along southbound South Dixie Highway. Land Use Designations include Parks and Recreation, small areas of Mixed Use, Institutional and Low Density Residential, and the Franjo Activity Center (FAC). The FAC designation provides for a maximum 5,661 residential dwelling units and up to 1,500,000 of commercial/office/retail uses within its boundaries and provides the most redevelopment potential in terms of population and employment.



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population =15,334
Total Potential Employment = 8,508

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

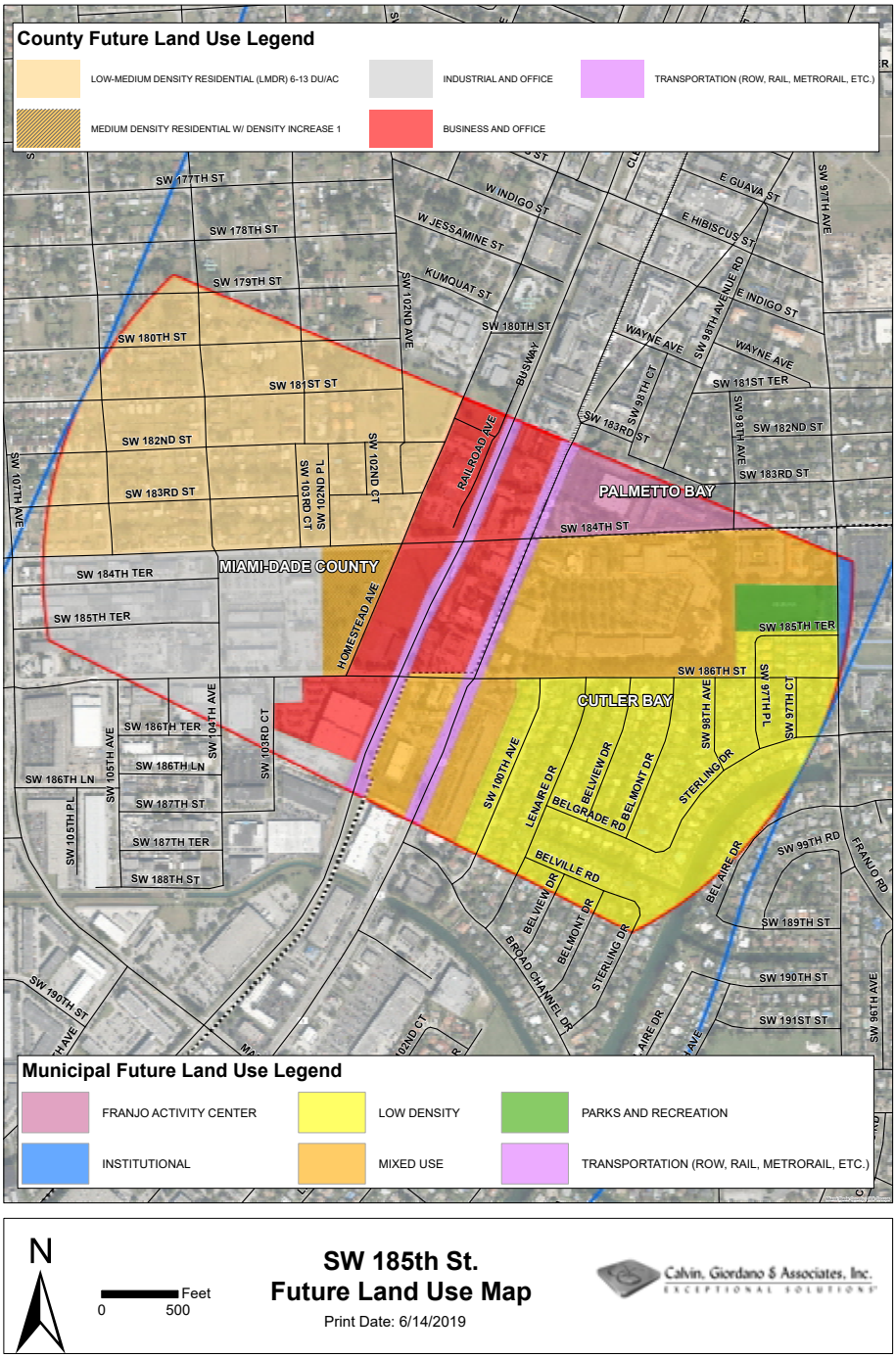
Station Area Profile: STATION 5
SW 185th Street

Quick Facts

Location:	Transitway/South Dixie Highway/SW 185th Street
Jurisdiction(s):	Village of Palmetto Bay/Town of Cutler Bay/ Miami-Dade County
Total Acreage:	307 acres (0.479 sq. mi.)
Population (2015):	1,892
Population Preferred Vision:	4,468
Employment (2015):	2,305
Employment Preferred Vision:	3,861
Existing Relevant Plans:	Palmetto Bay Comprehensive Plan/Cutler Bay Growth Management Plan/Miami-Dade County CDMP

Description

This Station Area is only one of two spanning three jurisdictions. The unincorporated area west of the South Dade Transitway consists of Low-Medium Density Residential and Medium Density Residential w/ Density Increase 1, Business and Office and Industrial and Office Uses. Light Industrial and Single-Family residential predominant west of the South Dixie Highway corridor. Palmetto Bay lies to the northeast of the intersection of South Dixie Highway and SW 184th Street. Parcels within the Station Area are designated Franjo Activity Center. Lastly, Cutler Bay lies southeast of the intersection of South Dixie Highway and SW 184th Street. Lands are designated Mixed Use, Low Density and Parks and Recreation. Although the threshold for residential may range from 20% to 80%, a 50% split of residential to non-residential was used for calculation purposes. Overall there are currently numerous infill and redevelopment opportunities.



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 7,921
Total Potential Employment = 13,288

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

Station Area Profile: STATION 6

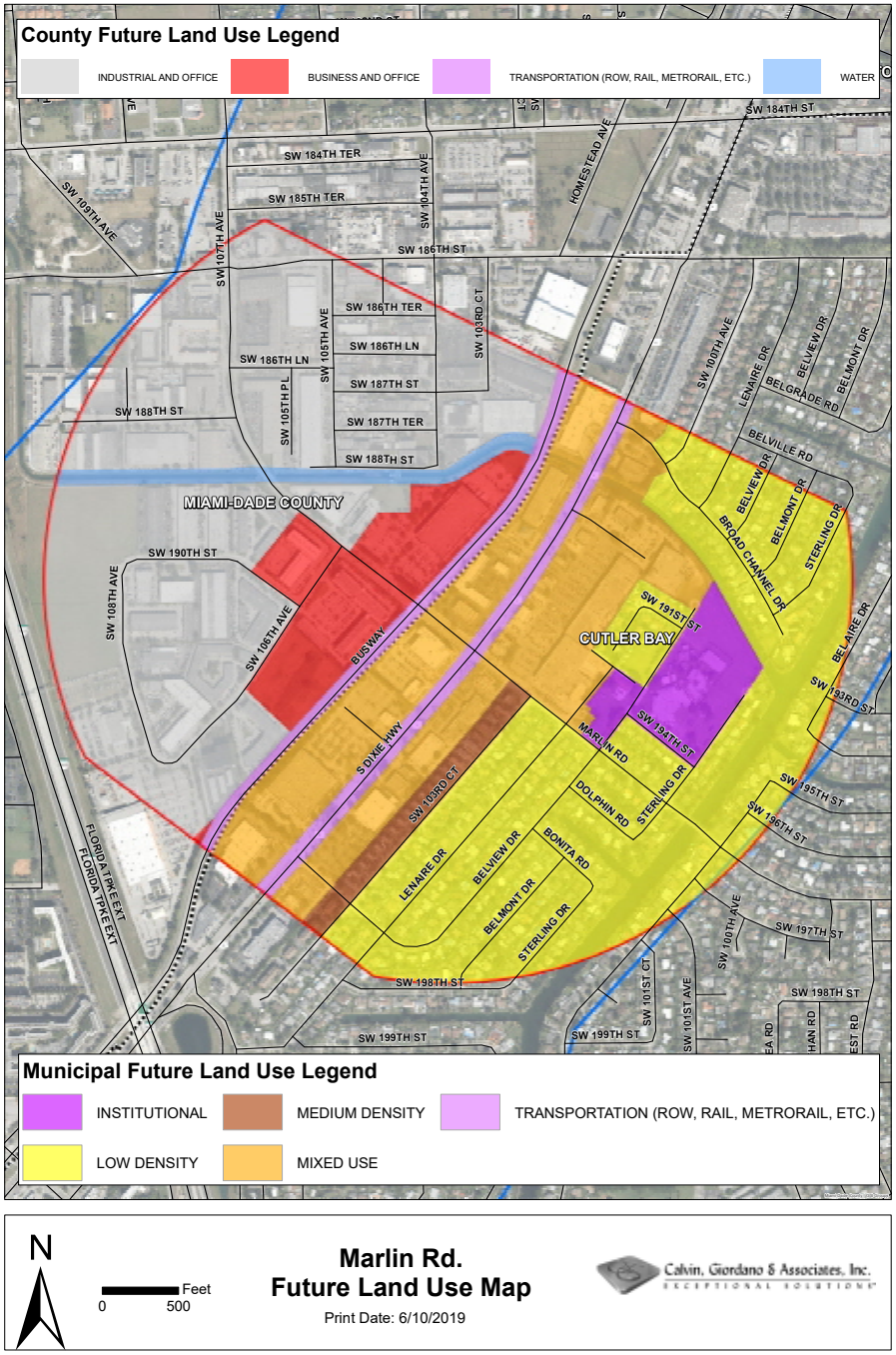
Marlin Road

Quick Facts

Location:	Busway/South Dixie Highway/Marlin Road
Jurisdiction(s):	Town of Cutler Bay/Miami-Dade County
Total Acreage:	404 acres (0.631 sq. mi.)
Population (2015):	1,244
Population Preferred Vision:	4,592
Employment (2015):	3,800
Employment Preferred Vision:	5,629
Existing Relevant Plans:	Cutler Bay Growth Management Plan/ Miami-Dade County CDMP

Description

This Station Area includes unincorporated area to the west of the Transitway. Most of the parcels are Industrial and Office with uses considered light industrial. vacant land is available for new development in this area while opportunities for redevelopment existing at greater intensities. Additionally, lands along South Dixie Highway and Marlin Road are designated Business and Office. Cutler Bay lies east of the Transitway. Lands are designated Mixed Use, Low and Medium Density and Institutional. The Town has envisioned redevelopment opportunities of greater densities and intensities in the area designated Mixed Use along South Dixie Highway. Although the threshold for residential may range from 20% to 80%, a 50% split of residential to non-residential was used for calculation purposes.



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Marlin Rd.
Future Land Use Map

Print Date: 6/10/2019

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 3,480
Total Potential Employment = 21,702

WHAT DOES THIS MEAN?

Changes may be needed to Land Uses. Population Preferred Vision goal is not met. Miami-Dade County may wish to revisit parcels designated Industrial and Office in order to provide for more housing opportunities. Or, as development occurs in the Mixed Use area the percent residential may be greater than 50% thereby alleviating the need for re-designation in the Industrial and Office area.

Station Area Profile: STATION 7

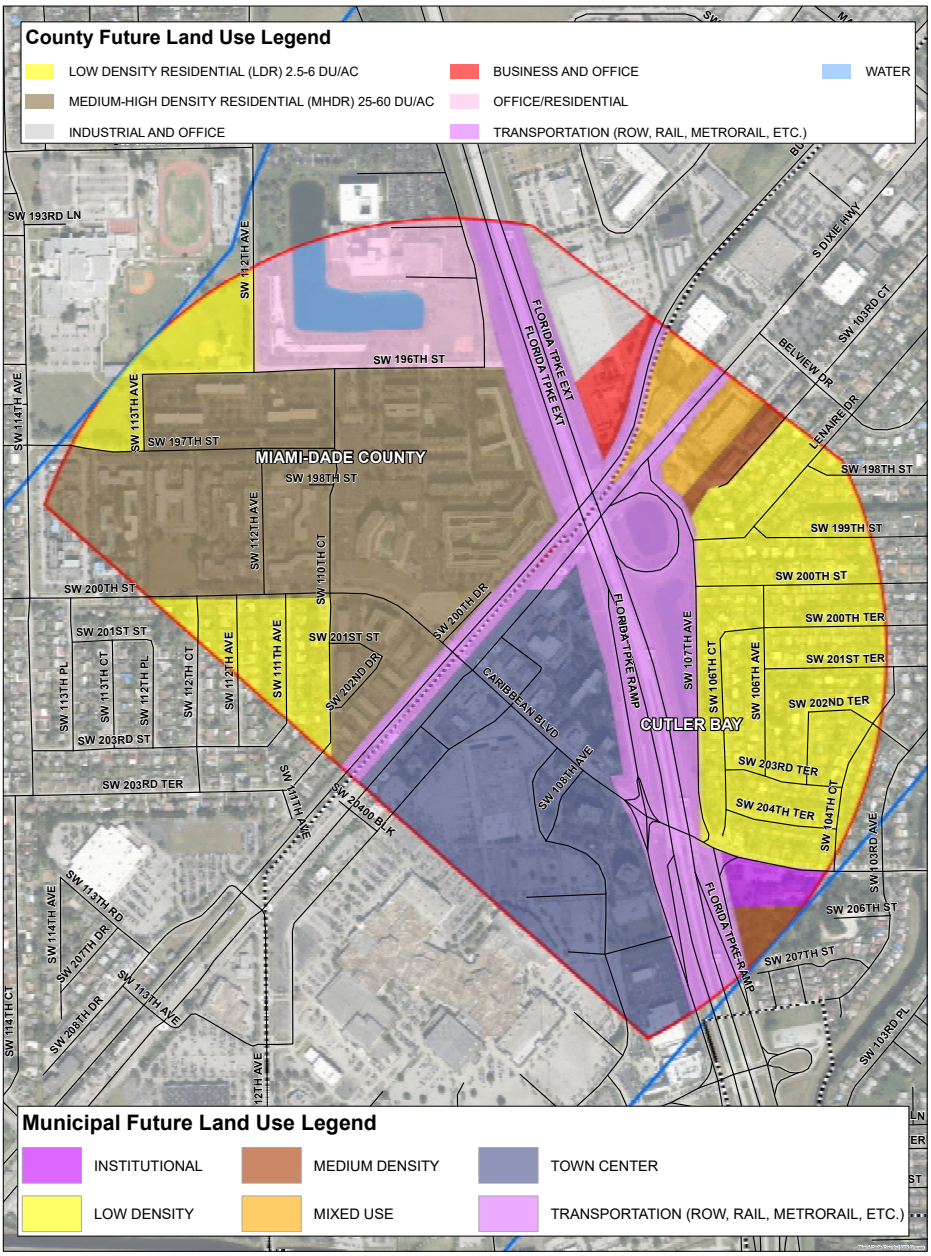
SW 200th Street

Quick Facts

Location:	Busway/South Dixie Highway/SW 200th Street
Jurisdiction(s):	Town of Cutler Bay/Miami-Dade County
Total Acreage:	356 acres (0.557 sq. mi.)
Population (2015):	5,114
Population Preferred Vision:	9,541
Employment (2015):	2,089
Employment Preferred Vision:	4,726
Existing Relevant Plans:	Cutler Bay Growth Management Plan/ Miami-Dade County CDMP

Description

This Station Area is bisected by the Florida Turnpike (SR 821) and South Dixie Highway. The unincorporated area to the west of the South Dade Transitway consists mainly of Low and Medium-High Density Residential, with small areas of Office/Residential, Industrial and Office and Business and Office. To the east of the Transitway is Cutler Bay with land uses designated Low and Medium Density and Mixed Use. Additionally, a portion of the Station Area is within the Town Center designation. Although currently occupied by Southland Mall this area is envisioned for high density (Ranging from 50 to 250 DU's/Acre) and intensity (Ranging from 0.5 to 3.0 FAR) development. The threshold for residential may range from 20% to 80%, a 50% split of residential to non-residential was used for calculation purposes.



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 25,807
Total Potential Employment = 12,580

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

Station Area Profile: STATION 8

SW 112th Avenue/Southland Mall

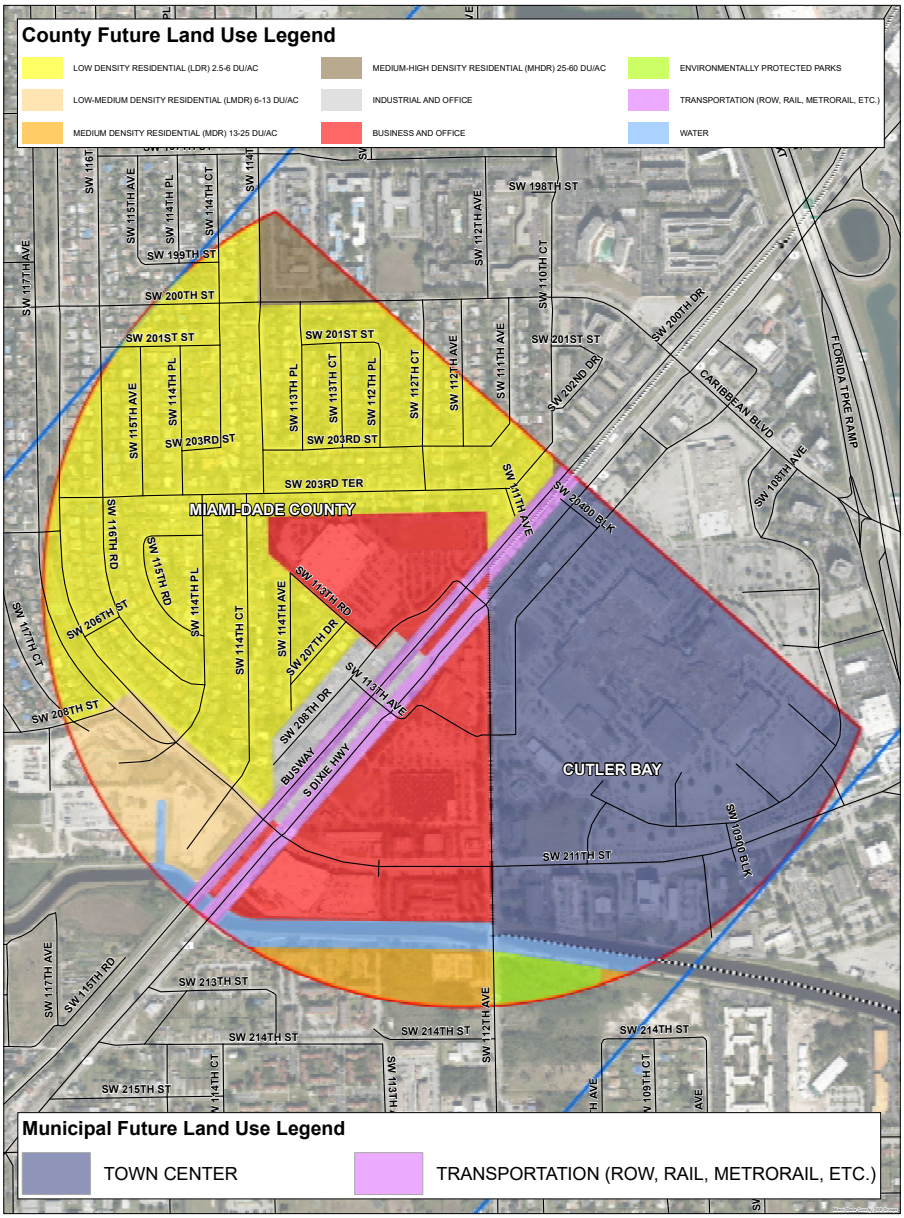
Quick Facts

Location:	Busway/South Dixie Highway/SW 112th Avenue
Jurisdiction(s):	Town of Cutler Bay/Miami-Dade County
Total Acreage:	367 acres (0.574 sq. mi.)
Population (2015):	3,335
Population Preferred Vision:	8,774
Employment (2015):	2,347
Employment Preferred Vision:	6,619
Existing Relevant Plans:	Cutler Bay Growth Management Plan/ Miami-Dade County CDMP

Description

This Station Area consists of unincorporated area to the northwest and south of the South Dade Transitway and Cutler Bay to the southeast. The majority of the land in the unincorporated area is designated either Low Density Residential or Business and Office. Other uses are Low-Medium, Medium and Medium-High Density.

The portion of Cutler Bay within the Station Area is designated Town Center. Although currently occupied by Southland Mall this area is envisioned for high density (Ranging from 50 to 250 DU's/Acre) and intensity (Ranging from 1.0 to 3.0 FAR) development. The threshold for residential may range from 20% to 80%, a 50% split of residential to non-residential was used for calculation purposes. This area was also part of the original Cutler Ridge Metropolitan Urban Center.



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Cutler Bay/SW 112th Ave/ Southland Mall Future Land Use Map

Print Date: 6/10/2019

Calvin, Giordano & Associates, Inc. EXCEPTIONAL SOLUTIONS

OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 14,221
Total Potential Employment = 21,911

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

Station Area Profile: STATION 9
SW 244th Street

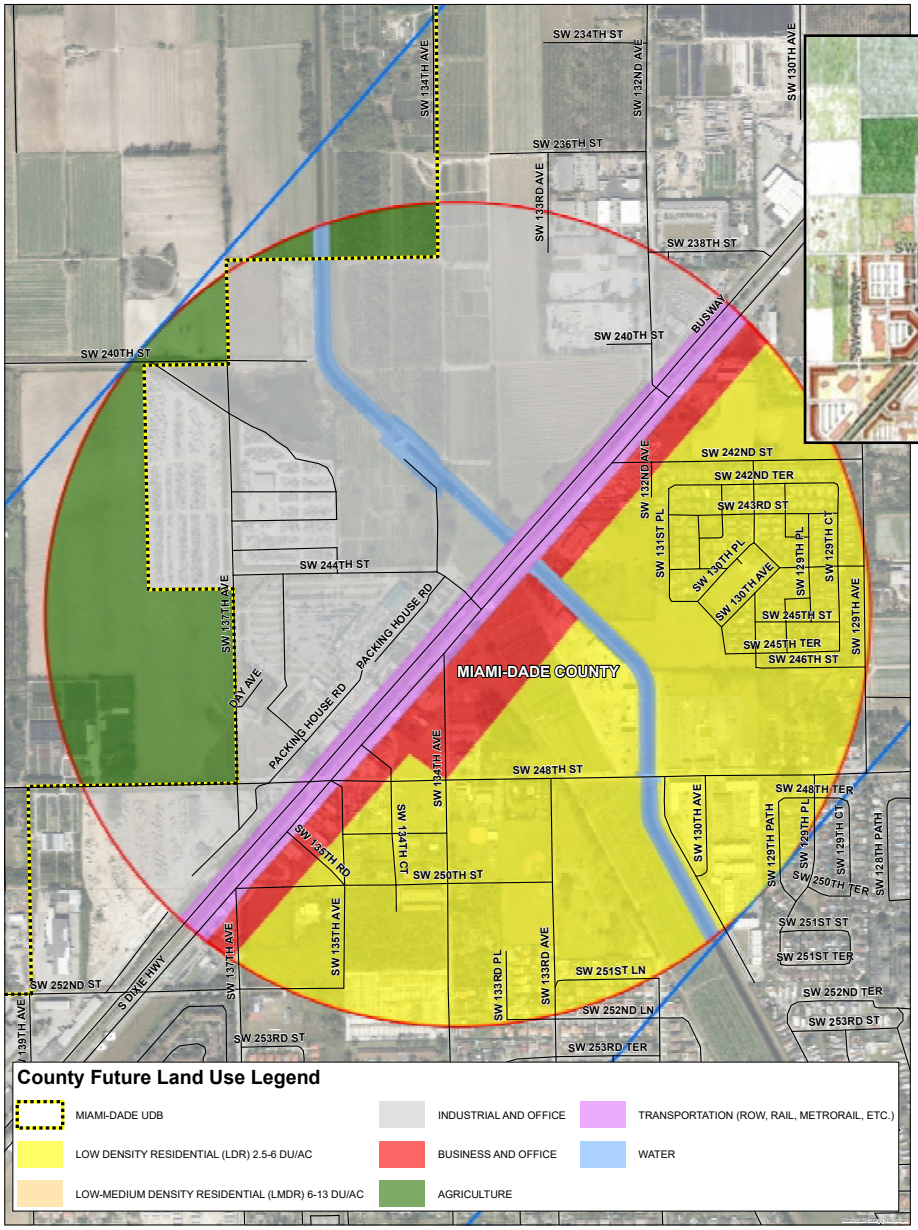
Quick Facts

Location:	Busway/South Dixie Highway/SW 144th Street
Jurisdiction(s):	Miami-Dade County
Total Acreage:	502 acres (0.785 sq. mi.)
Population (2015):	2,779
Population Preferred Vision:	4,836
Employment (2015):	252
Employment Preferred Vision:	2,708
Existing Relevant Plans:	Miami-Dade County CDMP

Description

This Station Area lies wholly within unincorporated Miami-Dade County. Several western and northern portions are outside of the Urban Development Boundary (UDB). These areas are designated Agriculture and are not part of this analysis. The unincorporated area to the west of the South Dade Transitway within the UBD is designated Industrial and Office. Properties abutting South Dixie Highway to the east are designated Business and Office while the remainder are designated Low Density Residential. Much of the Area is vacant and/or underdeveloped.

The majority of this Station Area falls within the Princeton Community Urban Center. Urban Centers are overlay districts which form the pattern of development, densities, intensities and uses. In these cases, the urban center development standards supersede land use. Therefore, potential population and employment are based on maximum potential at buildout under the urban center regulations. In the evaluation of these areas the Center Density and Land Use Plans were reviewed in conjunction with the Future Land Use Plan Designations.



Princeton Community Urban Center

OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 19,307
Total Potential Employment = 9,801

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

Station Area Profile: STATION 10
SW 264th Street

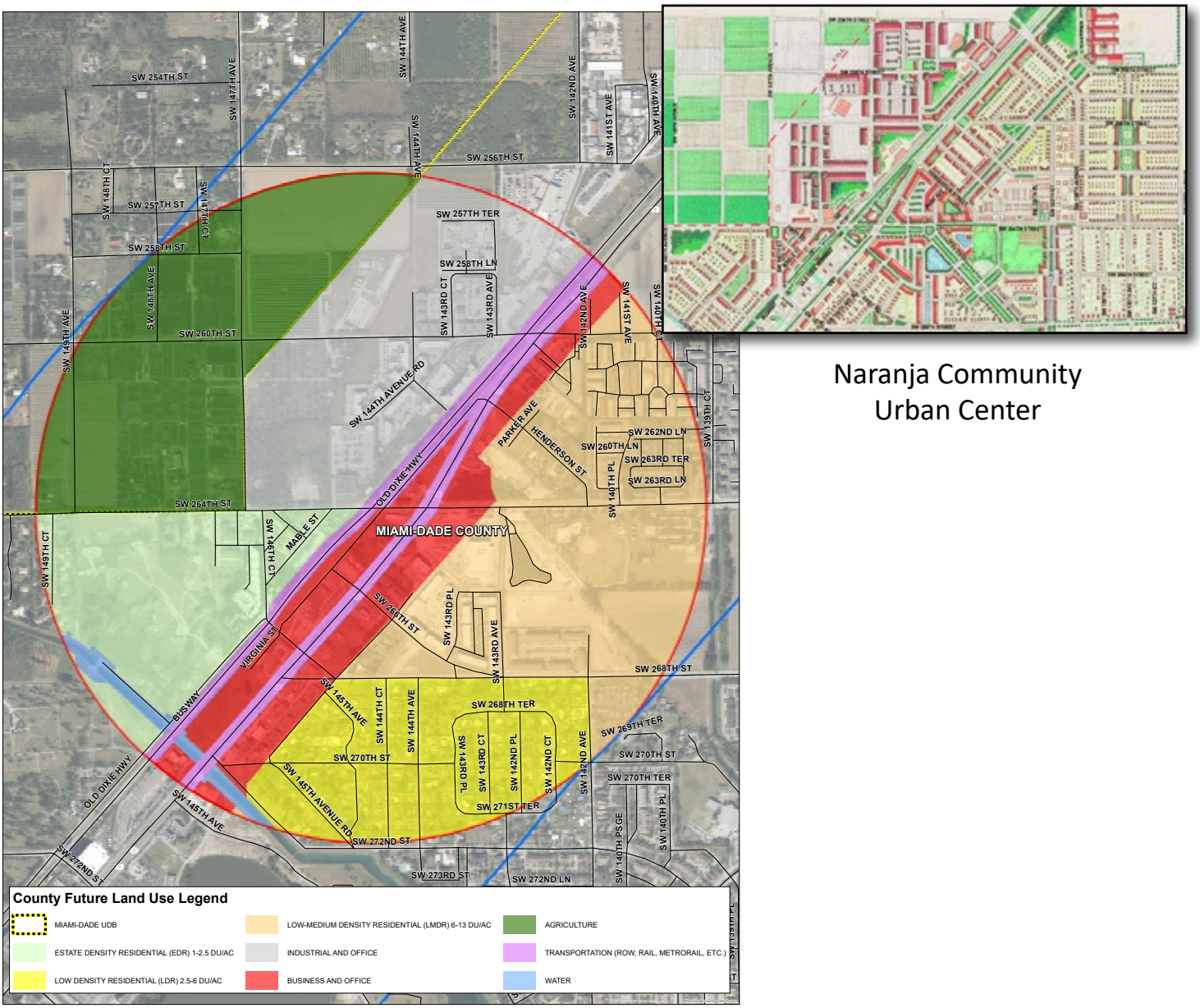
Quick Facts

Location:	Busway/South Dixie Highway/SW 264th Street
Jurisdiction(s):	Miami-Dade County
Total Acreage:	502 acres (0.785 sq. mi.)
Population (2015):	3,856
Population Preferred Vision:	7,179
Employment (2015):	584
Employment Preferred Vision:	2,799
Existing Relevant Plans:	Miami-Dade County CDMP

Description

This Station Area lies wholly within unincorporated Miami-Dade County. Much of the northwestern quadrant lies outside of the Urban Development Boundary (UDB). This area is designated Agriculture and is not part of this analysis. The area to the west of the South Dade Transitway within the UBD is designated Industrial and Office or Estate Density Residential. Properties within both areas have been developed in keeping with the Naranja Community Urban Center development regulations which allow higher density and intensity uses. Lands abutting South Dixie Highway both to the east and west are designated Business and Office while the remainder is designated Low and Low-Medium Density Residential. Much of the Area to the west remains vacant and/or underdeveloped but as development occurs will be governed by the Naranja Community Urban Center development regulations.

The majority of this Station Area falls within the Naranja Community Urban Center. Urban Centers are overlay districts which form the pattern of development, densities, intensities and uses. In these cases, the urban center development standards supersede land use. Therefore, potential population and employment are based on maximum potential at buildout under the urban center regulations. In the evaluation of these areas the Center Density and Land Use Plans were reviewed in conjunction with the Future Land Use Plan Designations.



Naranja Community Urban Center

OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 16,578
Total Potential Employment = 7,877

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

Station Area Profile: STATION 11
SW 296th Street

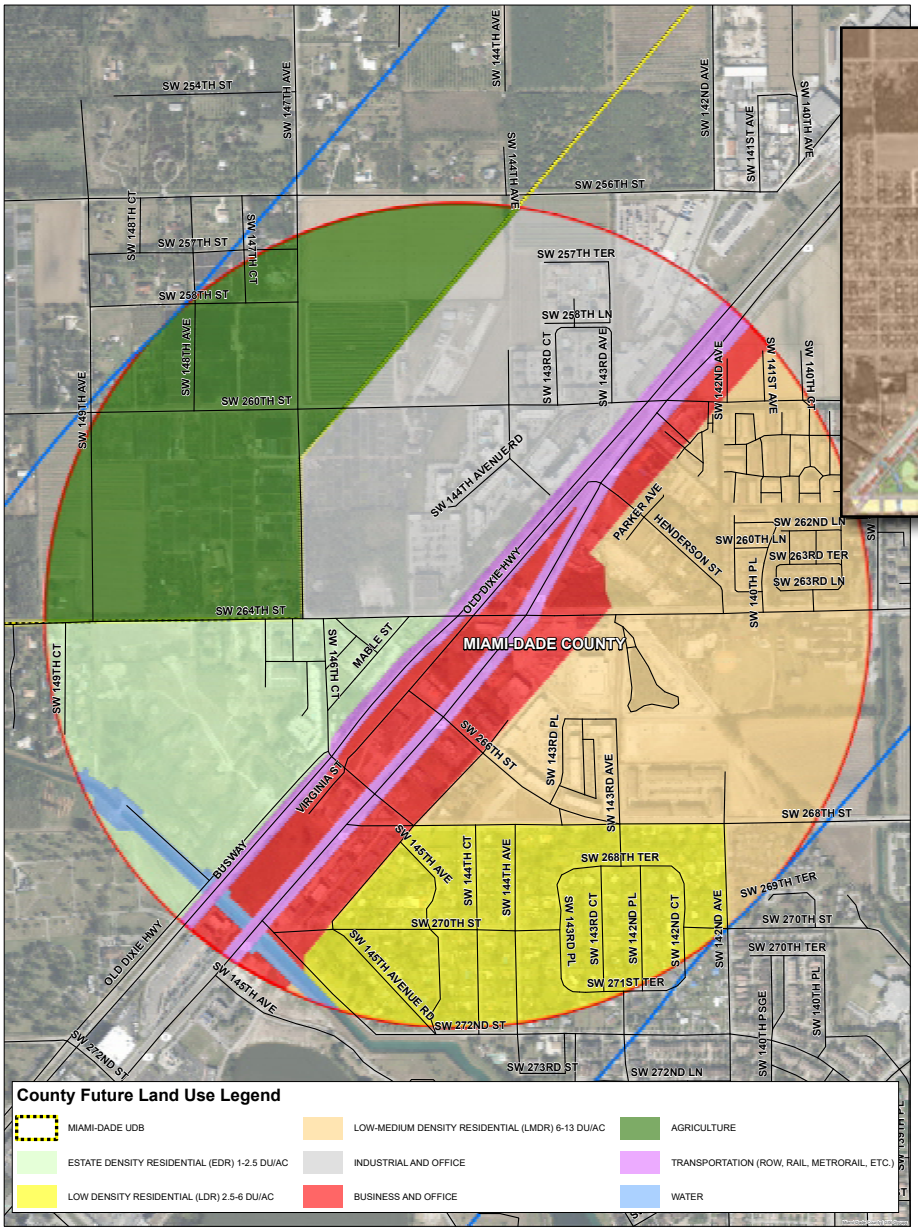
Quick Facts

Location:	Busway/South Dixie Highway/SW 296th Street
Jurisdiction(s):	Miami-Dade County
Total Acreage:	502 acres (0.785 sq. mi.)
Population (2015):	3,089
Population Preferred Vision:	7,291
Employment (2015):	669
Employment Preferred Vision:	3,284
Existing Relevant Plans:	Miami-Dade County CDMP

Description

This Station Area lies wholly within unincorporated Miami-Dade County just north of the City of Homestead. Much of the area west of the South Dade Transitway is designated Low Density Residential except for small pockets of Estate Density Residential. Properties along both South Dixie Highway and the Transitway are designated Business and Office. To the east are Low Density and Low-Medium Density Residential. Much of the area is developed with single-family residential.

A portion of the northeast quadrant of this Station Area falls within the Leisure City Community Urban Center and the majority of this area is owned by the Homestead Housing Authority. Urban Centers are overlay districts which form the pattern of development, densities, intensities and uses. In these cases, the urban center development standards supersede land use. Therefore, potential population and employment are based on maximum potential at buildout under the urban center regulations. In the evaluation of these areas the Center Density and Land Use Plans were reviewed in conjunction with the Future Land Use Plan Designations.



Leisure City
Community Urban
Center

OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 7,335
Total Potential Employment = 7,056

WHAT DOES THIS MEAN?

No changes needed to Land Uses. Population and Employment Preferred Vision goals met.

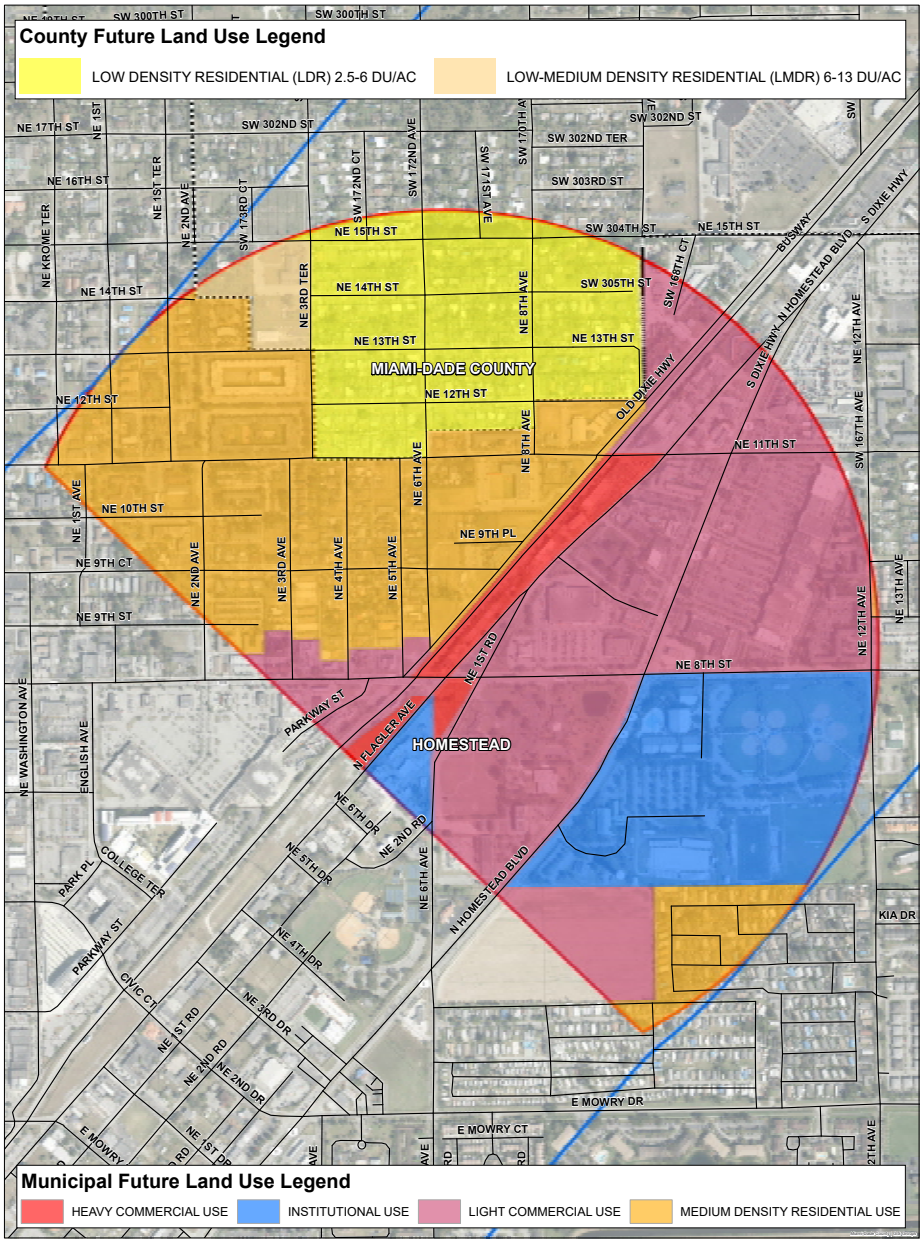
Station Area Profile: STATION 12
SW 312th Street/Campbell Drive

Quick Facts

Location:	Busway/SW 312th Street/Campbell Drive
Jurisdiction(s):	City of Homestead/Miami-Dade County
Total Acreage:	355 acres (0.411 sq. mi.)
Population (2015):	5,550
Population Preferred Vision:	6,105
Employment (2015):	2,688
Employment Preferred Vision:	6,410
Existing Relevant Plans:	Homestead Comprehensive Plan/ Miami-Dade County CDMP

Description

This Station Area is divided by the South Dade Transitway and South Dixie Highway. In Homestead the Transitway is not adjacent to South Dixie Highway and is separated by mainly Light and Heavy Commercial uses. The unincorporated area to the north of the South Dade Transitway consists mainly of Low and Low-Medium Density Residential. The area within the City of Homestead and west of the Transitway is made up of mainly of Medium Density Residential comprising of single- and multi-family homes with some Light Commercial along Campbell Drive. Campbell Drive is main artery which connects the Historic Downtown Homestead to the more recently developed areas of Homestead which lie east of the Florida Turnpike. To the east of the Transitway within the City large areas of Light Commercial and Institutional (Harris Field and Homestead Utilities).



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 3,155
Total Potential Employment = 12,310

WHAT DOES THIS MEAN?

Changes are needed to Land Uses. Population Preferred Vision goal is not met.
The City of Homestead may wish to revisit parcels designated Light Commercial for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

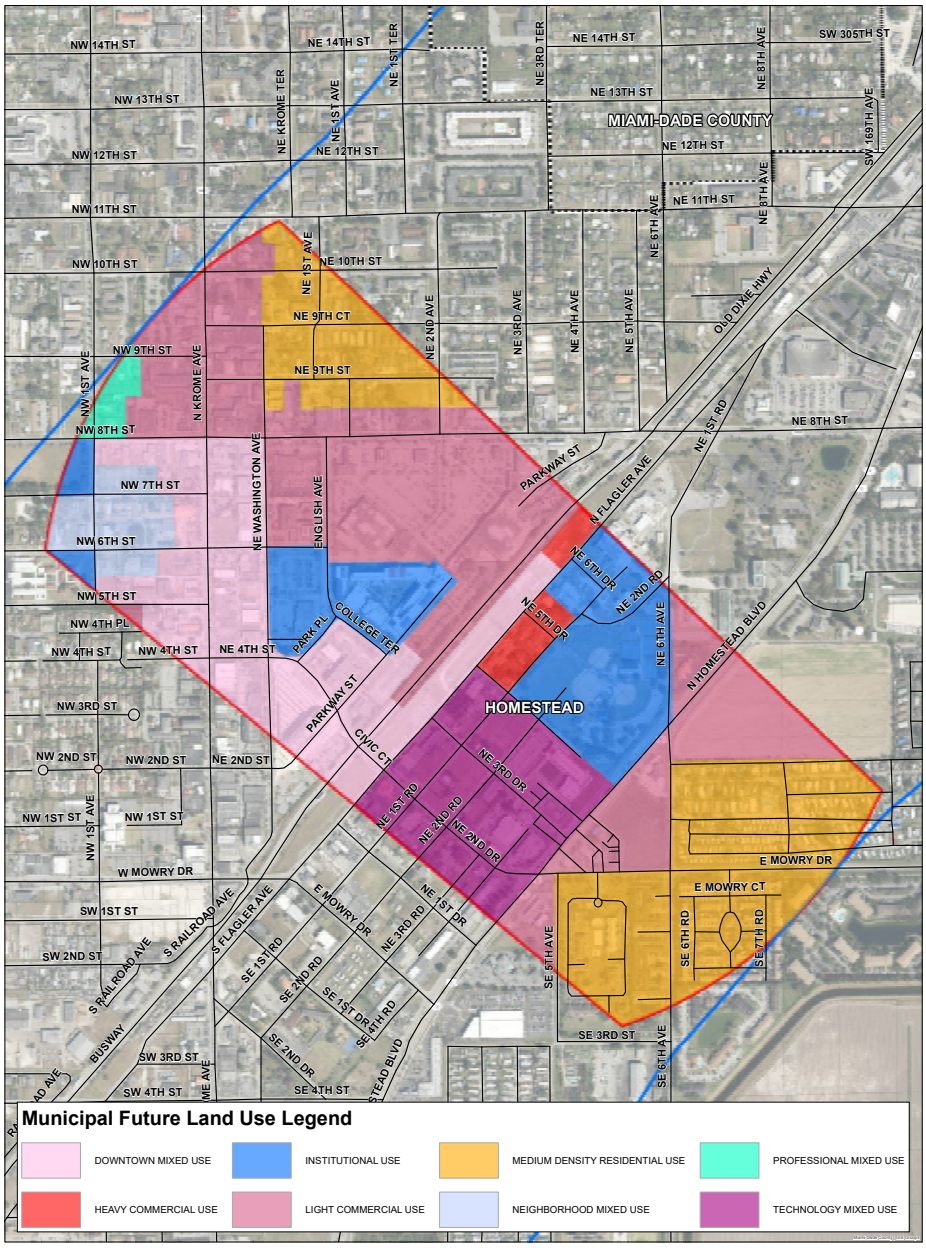
Station Area Profile: STATION 13
Miami-Dade College- Homestead

Quick Facts

Location:	Busway/Miami-Dade College-Homestead
Jurisdiction(s):	City of Homestead
Total Acreage:	355 acres (0.411 sq. mi.)
Population (2015):	1,589
Population Preferred Vision:	4,325
Employment (2015):	2,818
Employment Preferred Vision:	6,494
Existing Relevant Plans:	Homestead Comprehensive Plan

Description

This Station Area is noteworthy for its diverse mix of land uses. Institutional Land Uses include Homestead Utilities, J.D. Redd Park and Miami-Dade College. Lands designated Mixed Use include Downtown, Professional and Technology. Other areas are designated Light Commercial and Medium Density.



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 2,404
Total Potential Employment = 72,283

WHAT DOES THIS MEAN?

Changes are needed to Land Uses. Population Preferred Vision goal is not met.
The City of Homestead may wish to revisit parcels designated Light Commercial for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

Station Area Profile: STATION 14
SW 177th Avenue/Krome Avenue

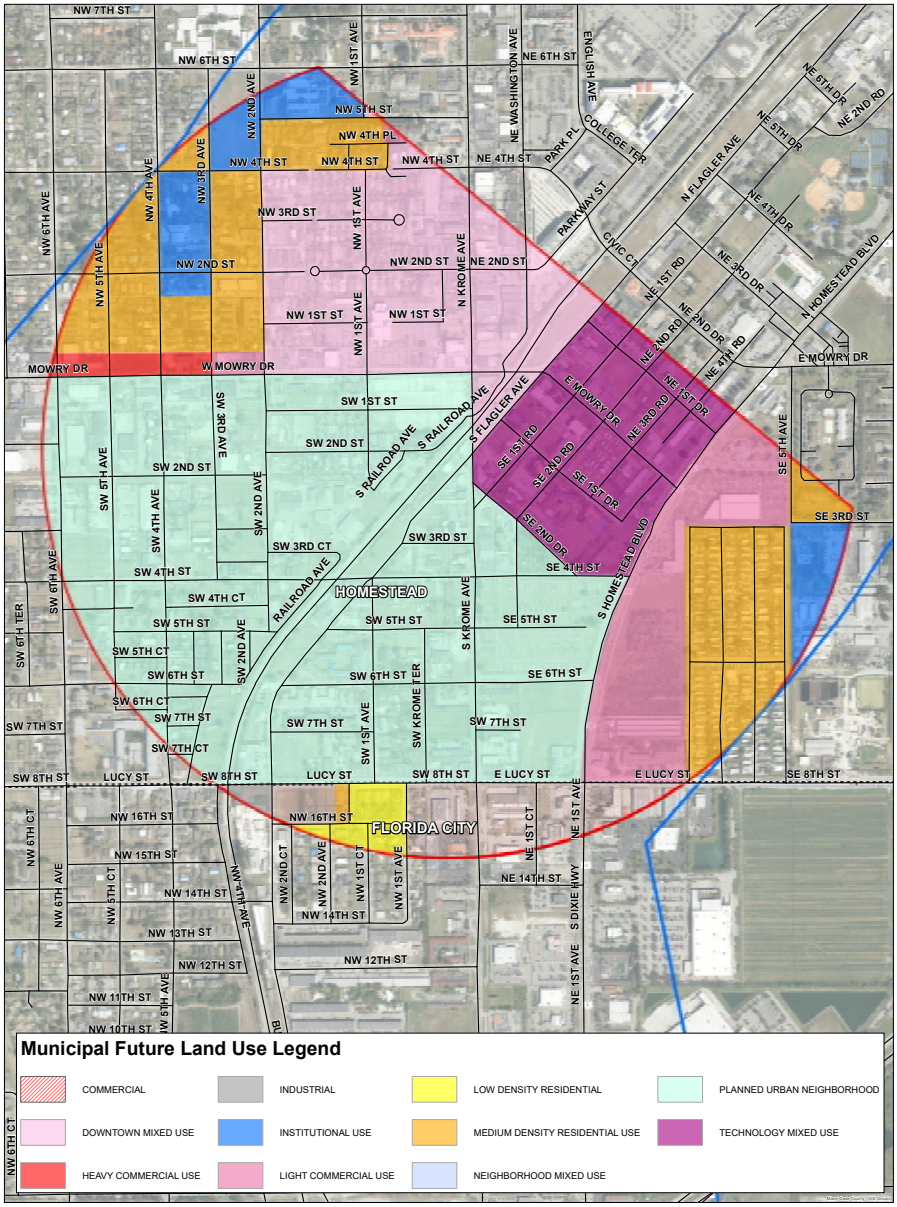
Quick Facts

Location:	Busway/South Dixie Highwway/SW 177th Avenue/ Krome Avenue
Jurisdiction(s):	City of Homestead/City of Florida City
Total Acreage:	411 acres (0.642 sq. mi.)
Population (2015):	4,837
Population Preferred Vision:	7,492
Employment (2015):	2,566
Employment Preferred Vision:	7,446
Existing Relevant Plans:	Homestead Comprehensive Plan/Florida City CDMP

Description

This Station Area contains much of the historic downtown Homestead is noteworthy for its diverse mix of land uses. Over 40% (184 acres) of this Station Area is designated Planned Urban Neighborhood (PUN) and the 184 acres is approximately 50% of the entire PUN. The PUN allows for the following Density/Intensity of Land Uses:

Land Use	Minimum	Maximum
Residential	900 DU	3,000 DU
Commercial	1,000,000 sq. ft.	107,800,000 sq. ft.
Office	100,000 sq. ft.	2,300.000 sq. ft.
Industrial	500,000 sq. ft.	6,000,000 sq. ft.
Civic/Government	100,000 sq. ft.	500,000 sq. ft.
Recreation and Open Space	5 acres	20 acres



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 5,731
Total Potential Employment = 100,057

WHAT DOES THIS MEAN?

Changes are needed to Land Uses. Population Preferred Vision goal is not met.
The City of Homestead may wish to revisit parcels designated Planned Urban Development and increase the number of maximum permitted units for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

Station Area Profile: STATION 15

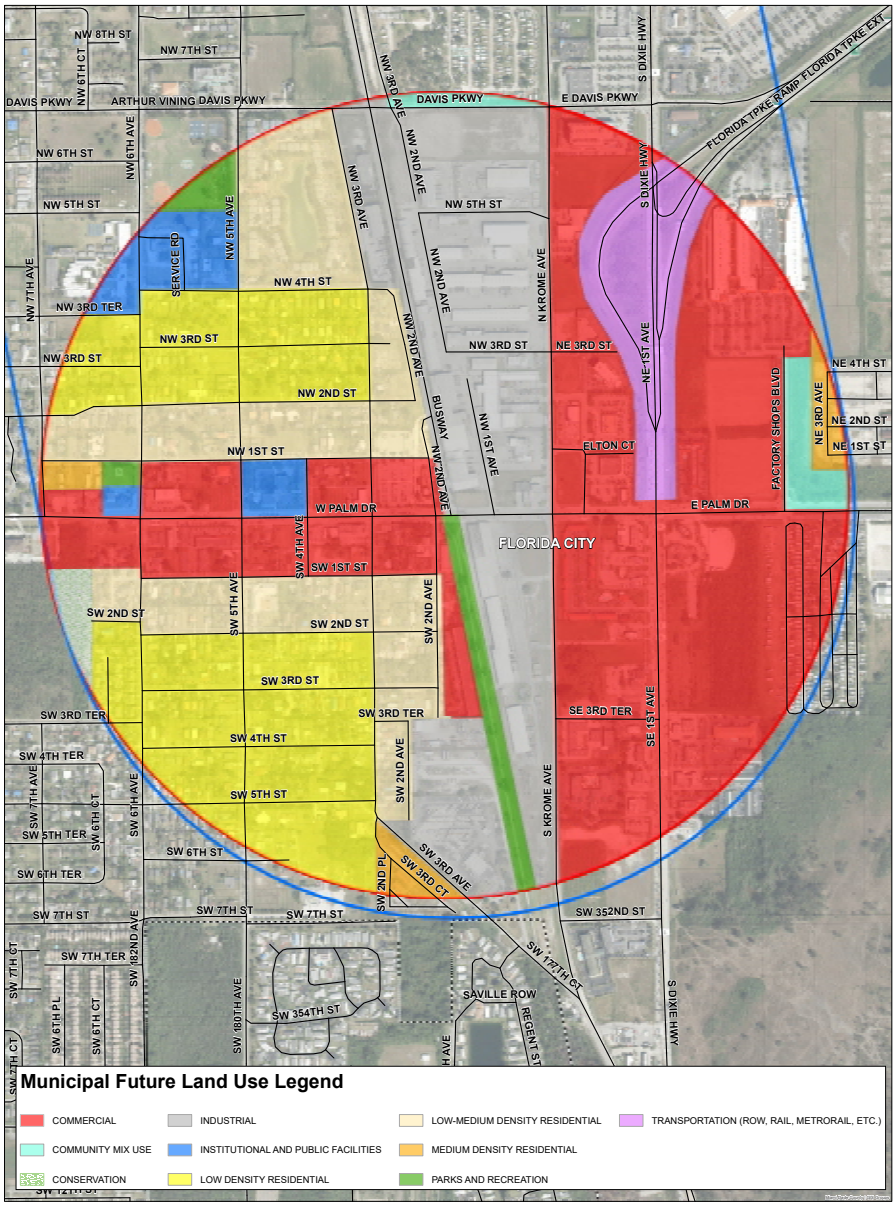
SW 344th St/Terminus

Quick Facts

Location:	Busway/SW 344th Street
Jurisdiction(s):	City of Florida City
Total Acreage:	502 acres (0.785 sq. mi.)
Population (2015):	4,353
Population Preferred Vision:	6,005
Employment (2015):	2,101
Employment Preferred Vision:	5,750
Existing Relevant Plans:	Florida City CDMP

Description

This Station Area is the Terminus of the South Dade Transitway at SW 344 Street in Florida City. The majority of the area east of the Busway is designated either commercial and industrial use. The area designated industrial includes several produce packing houses including the important Florida City State Farmers Market.



OUTCOME:

Based on current Densities and Intensities under Land Use designations for the Station Area:

Total Potential Population = 3,243
Total Potential Employment = 12,294

WHAT DOES THIS MEAN?

Changes are needed to Land Uses. Population Preferred Vision goal is not met. Increase densities for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

Chapter 7
CONCLUSIONS AND RECOMMENDATIONS FOR IMPLEMENTATION

SMART Plan
South Dade Transitway Corridor
Land Use Scenario and Visioning Planning

CHAPTER 7 – CONCLUSIONS AND RECOMMENDATIONS

The Land Use Scenario and Visioning Planning Study was conducted with the goal to develop a Land Use Scenario Plan for the South Dade Transitway Corridor of the SMART Plan. While the completion of this study is an important milestone, it is by no means the end of the process. On the contrary, the study is a foundation for additional efforts (some of which are ongoing), as well as a springboard for potential action by the various stakeholders involved in the South Dade Transitway Corridor process to bring the Vision reflected in this study to fruition.

The previous chapters in this report answered three of the key questions posed by the TPO:

1. How do the recommended land use scenarios support the forecasted ridership for the South Corridor?
2. What land use policy and regulations changes can be recommended for the corridor to address the community's overall vision, goals, and objectives, while supporting transit in the South Corridor?
3. What are the impacts of the Land Use Scenario Plans to the comprehensive plans at the county and municipal levels?

The content of this chapter seeks to answer the final objective:

4. What actions may be necessary to achieve implementation of the plan?

The answers provided here pertain to planning and regulatory actions that the local governments and Miami-Dade County may need to take to create transit-supportive land use patterns.

a. General Conclusions

As described in Chapter 3, many of the local governments that have jurisdiction over land within the South Dade Transitway Corridor are already well positioned to support transit-oriented development without making drastic alterations to either their adopted policy foundation or land use pattern.

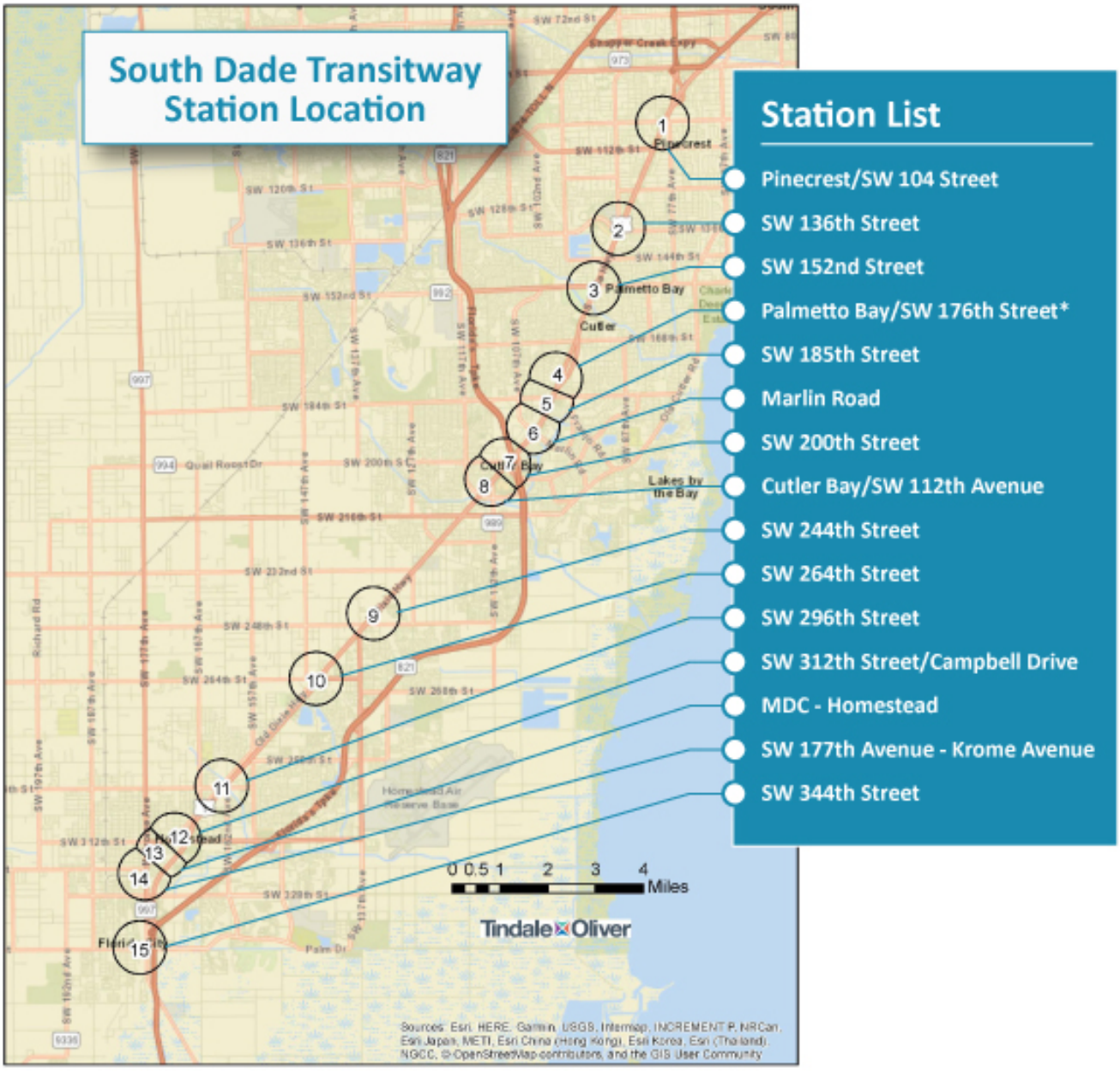
However, there are some exceptions. As described below, a few of the local comprehensive plans are older (some prior to 2011, when major changes were introduced to Chapter 163 of the Florida Statutes), less aligned with the current Miami-Dade County CDMP, or less attuned to state-of-the-art planning practices or major changes that have occurred in the national, regional and local landscapes since their last major update. The policies of these older plans may not fully reflect current community aspirations relative to the pattern of future growth, the need for broader mobility, and the character of community development.

In some instances, the adopted FLUM of a jurisdiction may not be fully consistent with written transit-supportive policy; as described in Chapter 3, sometimes those inconsistencies can have an impact on the jurisdiction's ability to meet the population or employment targets for a specific station.

In other cases, the local government may need to look at the alignment between the Comprehensive Plan, including the FLUM, and the land development code and zoning map as the challenge to resolve in achieving the Preferred Vision population and employment targets.

Even where the policies and land use patterns are aligned, specific conditions may create a challenge to achieve those targets, or the solution may be beyond a simple land use policy response. These instances are an exception, as noted below.

b. Station Area Opportunities and Constraints



* The recommended location of this Station differs from the proposed location at SW 168th Street in the DTPW Rapid Transit Study due to the focus of each Study.

Station 1 – Pinecrest/SW 104th Street

The proposed long-range land use pattern for this Station Area is established in the respective FLUM of the Village of Pinecrest's and Miami-Dade County's CDMPs. These jurisdictions' policies already support an incremental intensification of development, both to serve improved transit service along the present Busway as well as to benefit from it. These two comprehensive plans were updated after 2011. The Pinecrest CDMP in particular, dating back to 2016, is well aligned with the County vision as well as more recent aspirations of the community.

The existing development pattern offers several opportunities for future redevelopment and intensification along the US-1 corridor to meet (and exceed) the Preferred Vision population and employment targets, without undertaking drastic regulatory modifications. Specific nonresidential zoning districts in or immediately adjacent to the station core could be reviewed for their capacity to add residential to the mix of permitted uses, as well as emphasizing strong compatibility and transitional standards. Established residential areas surrounding the core Station Area are expected to remain and will need to be protected and enhanced for long-term sustainability.

The Station Area has a reasonably complete existing sidewalk network, but new sidewalk connections will be needed within the proposed Station Area to reach the platform location as well as potentially along specific road segments east of US-1, along with improvements for even safer street crossings. There are also opportunities for significant improvement to the bicycle network, both bike lanes and bike paths, connecting to the future station as well as to the existing South Dade Trail.

Station 2 – SW 136th Street

The land located inside the 10-minute walk perimeter of this Station Area is regulated by three different jurisdictions. The FLUMs of Miami-Dade County (west of US-1) and the Villages of Pinecrest and Palmetto Bay establish the long-term vision for this area. The adopted land use policies for this Station Area allow intensification that could significantly exceed the Preferred Vision employment projection without changes to land use policy.

A major land use nonresidential asset, the Falls Mall, is located within the Station Area. While this major land use is viable and not likely to disappear in the short-term, in the mid- or long-term it could evolve as similar centers are doing in other parts of the country. This offers opportunities for future mixed-use redevelopment that achieves the Preferred Vision resident population projection.

Like Pinecrest's, the Palmetto Bay CDMP is relatively recent (2015), and many policies related to development along the US-1 corridor are consistent with, and directly support a more transit-oriented vision.

This Station Area also presents extensive opportunities for enhancement of the sidewalk and bicycle infrastructure to improve multimodality. In and around the core Station Area, both bike paths and bike lanes could be added to connect both sides of South Dixie Highway to the station as well as to the South Dade Trail. Together with the existing parcelization pattern, the presence of the Cutler Drain Canal represents a constraint to providing additional north-south connectivity, but this is mitigated by the existing Busway and US-1 spines.

Station 3 – SW 152nd Street

This Station Area is unique in that it contains many relatively fixed, or "given," land assets which pose a challenge for intensification to the degree that could match the Preferred Vision population projection. These "givens" include the Palmetto Golf Course, the Jackson South Medical Center, the Coral Reef Branch Public Library and Fire Station, and the Rockdale Pineland Preserve.

In addition, the Station Area contains significant areas of established low-density residential neighborhoods which will remain. The best opportunities for population densification are represented by potential redevelopment of areas of nonresidential use (lands designated Business and Office and Office/Residential) as mixed-use developments. This could require both Miami-Dade County and Palmetto Bay to revisit the designation of various parcels in this area.

With so many community and regional destinations located within this Station Area, there are numerous needs to enhance and expand the pedestrian and bicycle connectivity network.

Station 4 – Palmetto Bay/SW 176th Street

This Station Area is located in unincorporated Miami-Dade County and to the east Palmetto Bay. The Station Area is part of the designated Franjo Activity Center (FAC) which provides for significant intensification. The development and redevelopment capacity provided by this designation mean this Station Area could not just easily meet but greatly exceed the Preferred Vision population and employment projections without any changes to land use policy or land use patterns.

This area has a well-developed network of sidewalks both inside and outside of the Station Area boundary. A few additional segments could enhance pedestrian connectivity within the Station Area core. There are significant opportunities for improving bicycle connectivity.

Station 5 – SW 185th Street

The land located inside the 10-minute walk perimeter of this Station Area is regulated by three different jurisdictions. The FLUMs of Miami-Dade County, the Village of Palmetto Bay and the Town of Cutler Bay establish the long-term vision for this area. The adopted land use policies for this Station Area allow intensification that could significantly exceed the Preferred Vision employment projection without changes to land use policy.

A portion of the Station Area is within the designated Franjo Activity Center (FAC), which provides for significant intensification. Another portion of the Station Area is designated Mixed Use within the Cutler Bay Growth Management Plan. In addition, there are a variety of potential redevelopment opportunities given the existing land use pattern.

The development and redevelopment capacity provided by this designation mean this Station Area could not just easily meet but greatly exceed the Preferred Vision population and employment projections without any changes to land use policy or land use patterns.

This area has a well-developed network of sidewalks, with only scattered additional segments needed to close existing gaps. There are, however, significant opportunities for improving bicycle connectivity.

Station 6 – Marlin Road

The proposed long-range land use pattern for this Station Area is established in the respective FLUM of the Town of Cutler Bay's GMP and Miami-Dade County's CDMP. These jurisdictions' policies already support an incremental intensification of development, so the Preferred Vision employment projection could be easily met without land use policy modification. The opportunities for residential densification exist, but not to the degree that to reach the projected population. However, the potential is very close. Minor modification of the Mixed-Use policy or a reconsideration of the Industrial and Office designation could accomplish the objective.

While the east side of the Station Area has a generally well-developed network of sidewalks, there are various gaps within the Station Area 5-minute walk core and on the west side of the corridor. only scattered additional segments needed to close existing gaps. There are significant opportunities to improve bicycle connectivity. The C-100 canals meander through this area, creating some constraints for connectivity.

Station 7 – SW 200th Street

The proposed long-range land use pattern for this Station Area is established in the respective FLUM of the Town of Cutler Bay's GMP and Miami-Dade County's CDMP. These jurisdictions' policies already support an incremental intensification of development, so the Preferred Vision employment projection could be easily met without land use policy modification.

This Station Area, bisected by both the Florida Turnpike and South Dixie Highway, has a significant land asset in the presence of Southland Mall, which is partially located within this Station Area and Station Area 8. While this major land use is viable and not likely to disappear in the short-term, in the mid- or long-term it could evolve as similar centers are doing in other parts of the country. The area is designated as Town Center on the Cutler Bay FLUM. The Town Center designation is envisioned for high-density and high-intensity mixed-use development.

Established residential areas to the west of the Corridor are likely to remain and should be preserved and enhanced for long-term sustainability.

Portions of this area station are well connected by existing sidewalks, but areas within the future Town Center will need significant pedestrian connectivity improvements (both sidewalks and pedestrian amenities). There are also significant opportunities to create bicycle connectivity to other parts of the community that already have an established bicycle network.

Station 8 – SW 112th Avenue / Southland Mall

The proposed long-range land use pattern for this Station Area is established in the respective FLUM of the Town of Cutler Bay's GMP and Miami-Dade County's CDMP. These jurisdictions' policies already support an incremental intensification of development, so the Preferred Vision employment projection could be greatly exceeded without land use policy modification.

Like Station 7, this Station Area is bisected by both the Florida Turnpike and South Dixie Highway. A significant part of the Southland Mall land is partially located within this Station Area. While it is to be expected that this major land use will continue for the foreseeable future, in the longer-term it could evolve as similar centers are doing in other parts of the country. This is envisioned in the Town of Cutler Bay FLUM, which designates the area as Town Center, creating opportunities for high-density and high-intensity mixed-use development.

Established residential areas to the northwest of the Corridor are likely to remain and should be preserved and enhanced for long-term sustainability.

The northwest portions of this Station Area have good pedestrian sidewalk connectivity through some of the residential areas. The site of the future Town Center (Southland Mall) will need significant pedestrian connectivity improvements, as will do areas running southwest along the

South Dixie Highway/US-1 corridors. There are also significant opportunities to create bicycle connectivity to other parts of the community that already have an established bicycle network.

Station 9 – SW 244th Street

This Station Area is located within unincorporated Miami-Dade County in its entirety, with a portion of the land within the Station Area actually falling outside the UDB.

However, the southeastern half of the Station Area is within the designated Princeton Community Urban Center, an overlay district which supersedes the underlying land use. The development and redevelopment capacity provided by this designation mean this Station Area could not just easily meet but greatly exceed the Preferred Vision population and employment projections without any changes to land use policy or land use patterns.

Because this area is sparsely developed, the opportunities for pedestrian connectivity must be strategically considered. Some existing residential areas already have a complete internal sidewalk infrastructure, but need to be better connected to the larger area framework. There are significant opportunities for enhanced bicycle connectivity.

Station 10 – SW 264th Street

Like Station 9, this Station Area is falls entirely within unincorporated Miami-Dade County, with significant portions of the land vacant, in agricultural use and outside of the UDB.

Much of the remainder of the Station Area is within the designated Naranja Community Urban Center, an overlay district which supersedes the underlying land use. The development and redevelopment capacity provided by this designation mean this Station Area could not just easily meet but greatly exceed the Preferred Vision population and employment projections without any changes to land use policy or land use patterns.

The area has some sectors that present good pedestrian and bicycle connectivity, but improvements will need to be made to complete a network.

Station 11 – SW 296th Street

This Station Area is also located wholly within unincorporated Miami-Dade County. The existing and future proposed character of much of the area is already residential. A portion of the northeast quadrant of this Station Area falls within the Leisure City Community Urban Center and the majority of this area is owned by the Homestead Housing Authority

Given the amount of existing developed and vacant residential acreage, the area will easily be able to achieve the Preferred Vision population projection. The development potential for employment is along the South Dixie Highway Corridor, which is designated Business and Office.

The overlay district supersedes the low-density and low-intensity underlying designations, making policy modifications unnecessary.

This area has moderately developed network of sidewalks, but there are scattered gaps and areas with no sidewalks. There are significant opportunities for improving bicycle connectivity. The presence of the C-100 canal creates constraints for connectivity.

Station 12 – SW 312 Street/Campbell Drive

This Station Area is mainly within the City of Homestead. The surrounding uses are of low density and intensity with a relatively large amount of vacant land. The northwestern quadrant is mainly residential. Although there is a relatively connected street grid pattern to the west, the Area lacks that to the east. Other than Campbell Drive there are only two roadways connecting east and west of the Transitway within a 10-minute walk. Although the commercial land use designations provide adequate capacity to exceed the Preferred Employment Vision the lower residential densities do not provide the capacity necessary for transit supportive residential uses.

Station 13 – Miami-Dade College-Homestead

This Station Area is within the City of Homestead. The land uses immediately surrounding the Station Area are Institutional (Miami-Dade College – Homestead) and a variety of Mixed-Use land uses. Although these Mixed Uses permit adequate capacity for non-residential uses, again densities of 10 DU/AC are inadequate to support transit. Although north/south connectivity is adequate east/west is not. There are only two roadways connecting east and west of the Transitway within a 5-minute walk of the station. The Commercial and Mixed Use designations provide an overabundance of capacity to greatly exceed the Preferred Employment Vision the lower residential densities do not provide the capacity necessary for transit supportive residential uses and should be reexamined by the City.

Station 14 – SW 177th Avenue/Krome Avenue

This Station Area is within the City of Homestead. The land uses immediately surrounding the Station Area are a variety of Mixed-Use land uses and lands designated Planned Urban Neighborhood (PUN). Although these Mixed Uses permit adequate capacity for non-residential uses, again densities of a maximum of 15 DU/AC in the Downtown Mixed Use are inadequate to support transit. While the Planned Urban Neighborhood permits a maximum of approximately 116M sq. ft. of non-residential uses within its 356-acre area the maximum number of units permitted is only 3,000. The City may wish to reconsider this mix to provide for transit supportive residential. The Station is sited on the south side of Historic Downtown Homestead therefore connectivity is greater along the corridor.

Station 15 – SW 344th Street/Terminus

This Station Area is the terminus of this corridor and is within Florida City. The eastern half of the area is almost exclusively designated Commercial or Industrial. While the Commercial area has large vacant tracts the area designated industrial includes several produce packing houses including the important Florida City State Farmers Market.

There is a lack of connectivity between the east and west portions of the Station Area. The only east/west connectivity is via SW 344 Street/Palm Drive which is only one of two connections within the 10-minute walk radius.

The Commercial and Industrial designations provide an overabundance of capacity, which fully developed, would allow employment that greatly exceeds the Preferred Employment Vision. The lower residential densities do not provide the capacity necessary for transit supportive residential uses and should be reexamined by the City. As the terminus, there is the opportunity to accomplish attaining the residential capacity to ensure the increased viability of the City for many years.

c. Recommendations

While each of the 15 Station Areas that were studied along the South Dade Transitway Corridor meet or greatly exceed expectations for the Preferred Employment Vision the same cannot be said for Population. Below is a list of recommendations for each of the Station Areas that do not meet or exceed the Preferred Population Vision for the Corridor.

Station 3 – SW 152 Street

Although much of the west portion of the Station Area is currently within the public domain there is currently a lack of developable area, except in the area designated Office/Residential. Minimal Residential land is available for development. To the east, Palmetto Bay has substantial redevelopment potential within the Business and Office Land Use Designation for both business and residential uses. Miami-Dade County should consider revisiting parcels designated Office/Residential in order to in order to provide for more housing opportunities.

Station 6 – Marlin Road

Changes may be needed to Land Uses. Population Preferred Vision goal is not met. Miami-Dade County should consider revisiting parcels designated Industrial and Office in order to provide for more housing opportunities. Or, as development occurs in the Mixed Use area the percent residential may be greater than 50% thereby alleviating the need for re-designation in the Industrial and Office area.

Station 12 – SW 312 Street/Campbell Drive

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Homestead should consider revisiting parcels designated Light Commercial for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

Station 13 – Miami-Dade College – Homestead

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Homestead should consider revisiting parcels designated Light Commercial for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

Station 14 – SW 177 Avenue/Krome Avenue

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Homestead should consider revisiting parcels designated Planned Urban Development and increase the number of maximum permitted units for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

Station 15 – SW 344 Street/Terminus

Changes are needed to Land Uses. Population Preferred Vision goal is not met. The City of Florida City should consider increasing densities for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

(END)