



SMART PLAN

LAND USE SCENARIO PLANNING & VISIONING UPDATE

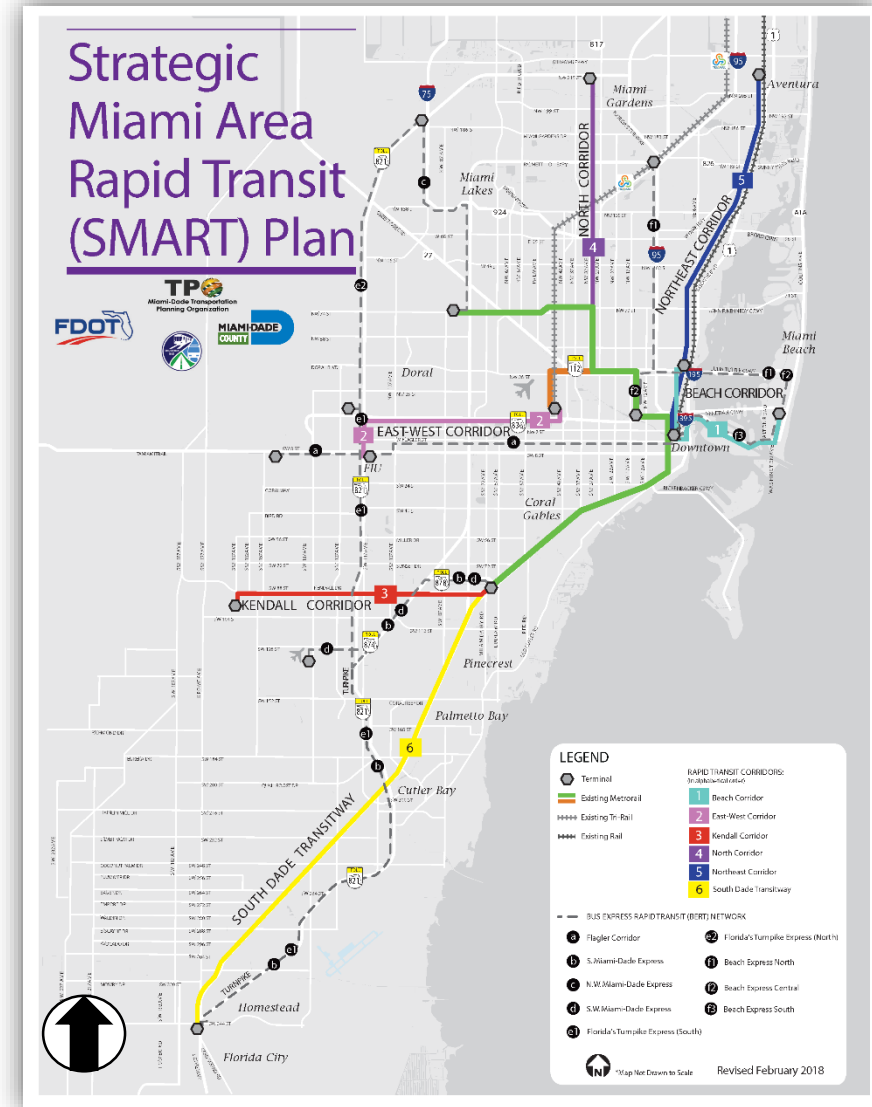
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Mobility Management and Implementation

AUGUST 10, 2018

Strategic Miami Area Rapid Transit (SMART) Plan

Rapid Transit Corridors

Corridor Name	Corridor Length (miles)	NEPA Lead Agency
Beach Corridor	9.7	DTPW
East-West Corridor	11	DTPW
Kendall Corridor	10	FDOT-6
Northeast Corridor (Tri-Coastal Link)	13.5	FDOT-4, DTPW
South Corridor	20	DTPW

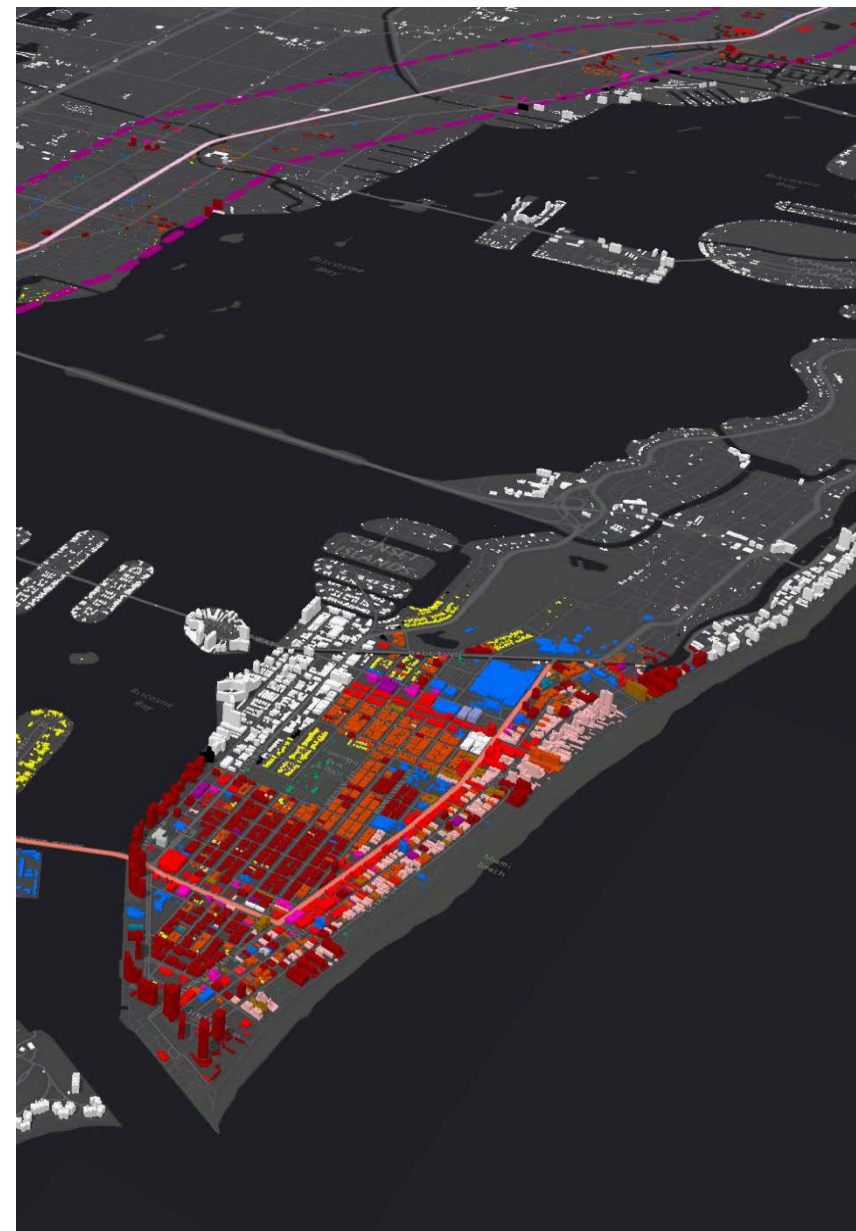
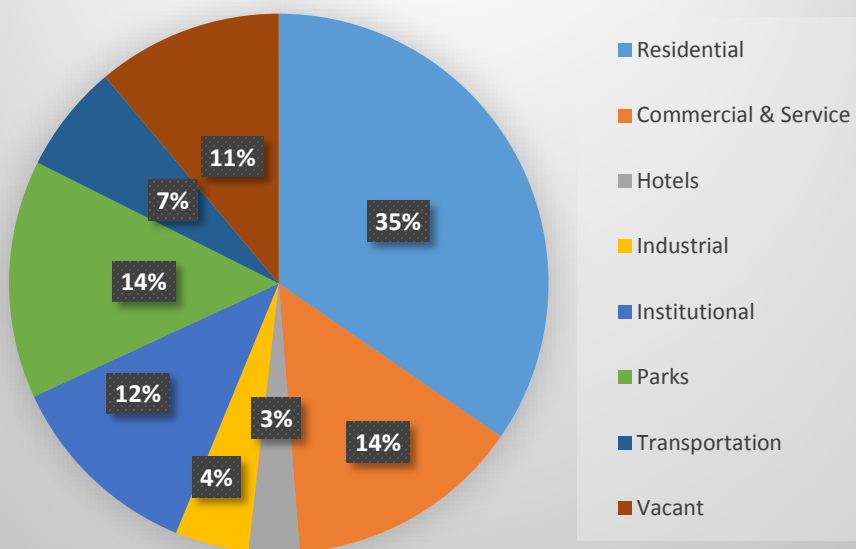


Study Process

- **Data Gathering**
- **Land Use Strategies Evaluation**
 - Identify and evaluate possible strategies and variables
- **Land Use Scenarios Development and Testing**
 - Existing (2015) and Trend (2040) scenarios
 - Multiple transit-supportive land use scenarios
- **Visioning Planning**
 - Work with SAC to craft vision for the corridor
 - Develop station area plans using visualization
- **Corridor Charrettes**
 - First series – assist in scenario development and testing
 - Second series – corridor visioning and station area plans

Existing Land Uses

Beach Corridor Land Use Distribution



Charrette Activities

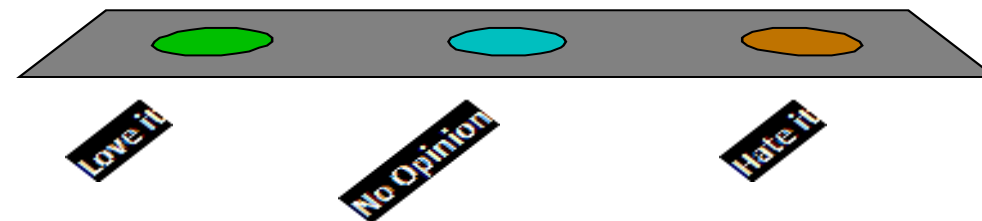
- Open House – 30 minutes
- Introductory Presentation – 30 minutes
 - Corridor and Land Use Study Overview
 - Relation to DTPW PD&E Study
 - What does density mean/ how does it look?
 - Live polling with clickers
- Land Use Exercises – 70 minutes
 - Tables focused on East area and West area
 - Corridor Vision and Priorities
 - Challenges, Opportunities, Liabilities, Assets
 - Land Use Allocation (Build Your Corridor)
- Table Reports and Next Steps – 20 minutes





Do you like this?

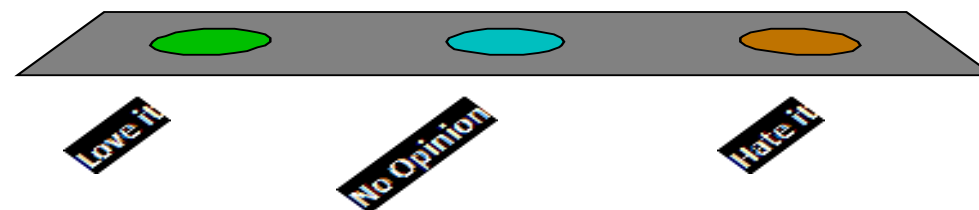
1. Love it
2. No Opinion
3. Hate it





Do you like this?

1. Love it
2. No Opinion
3. Hate it



CENTERS

Station Typologies



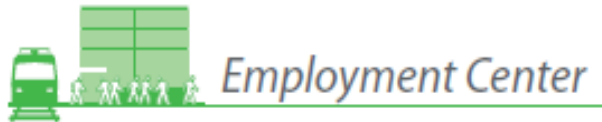
50 to 100 units/acre



30 to 50 units/acre



10 to 30 units/acre



varies



3 to 5 units/acre

Transit Oriented Development



Heavy Rail (1.5 to 2.0 miles)

Light Rail (1.0 to 1.5 miles)



STATION AREA
INTENSITY AND
SPACING

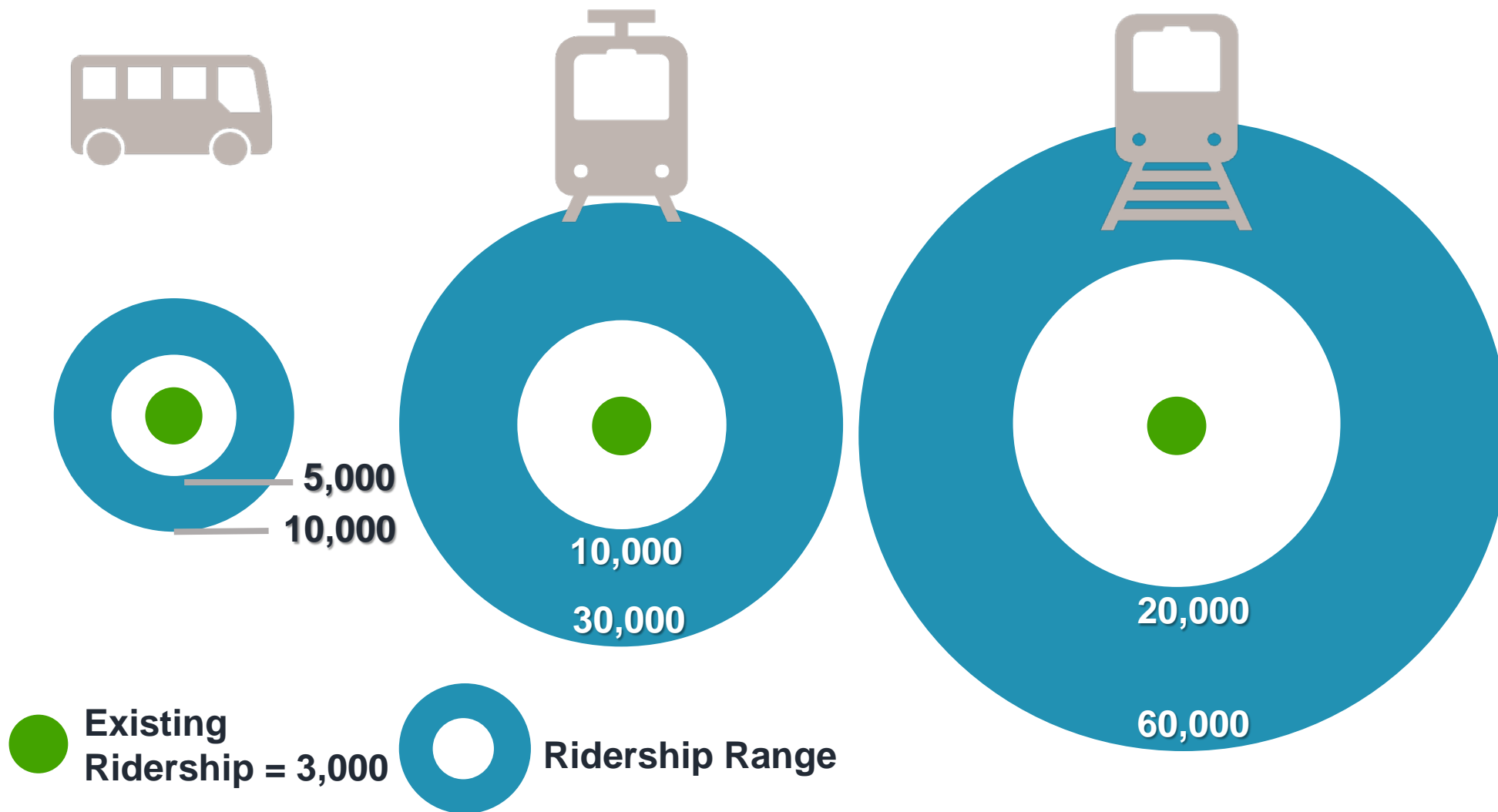
Rapid transit
technology and cost
influence station
spacing and station
area intensities

Source: National Transit
Institute, Transit Oriented
Development Training Course



Bus Rapid Transit (0.5 to 1.0 miles)

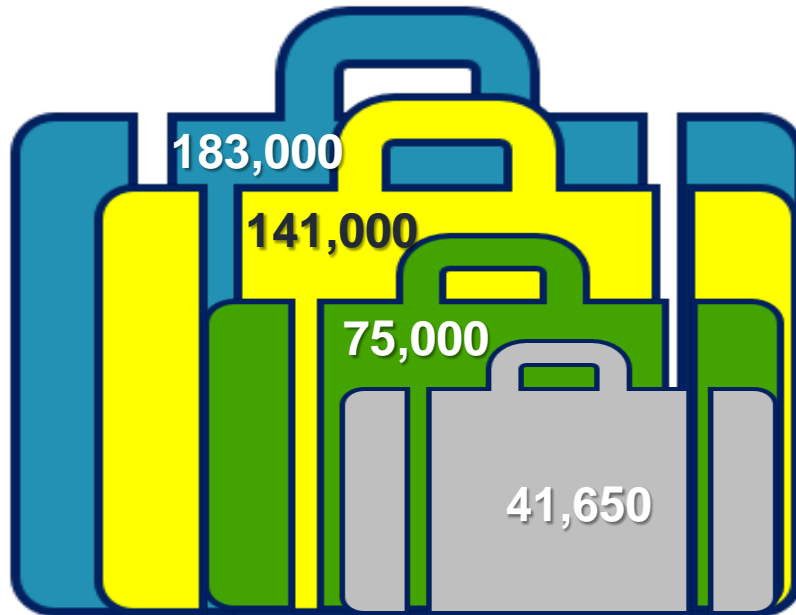
EXISTING TRANSIT RIDERSHIP VS. TARGETS



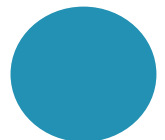
- Ridership targets influenced by cost of rapid transit
- Low to high ranges for each technology based on Federal Transit Administration statistics

EXISTING JOBS AND HOUSES VS. TOD TARGETS

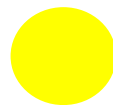
Number of Jobs



Number of Dwelling Units



Heavy Rail Target



Light Rail Target



BRT Target



Existing

Station area jobs and dwelling units influence ridership

Corridor has nearly enough homes to support bus rapid transit

Additional jobs needed for bus rapid transit

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

ESRI 3D Land Use Analysis Tool – Overview

- Uses ESRI ArcGIS Pro platform
- Some data provided by RER
- Change land uses based on various factors at parcel level
- Symbolize in 3D through defined building prototypes
- Site suitability analysis
- Scenario management provides flexibility working with multiple alternatives



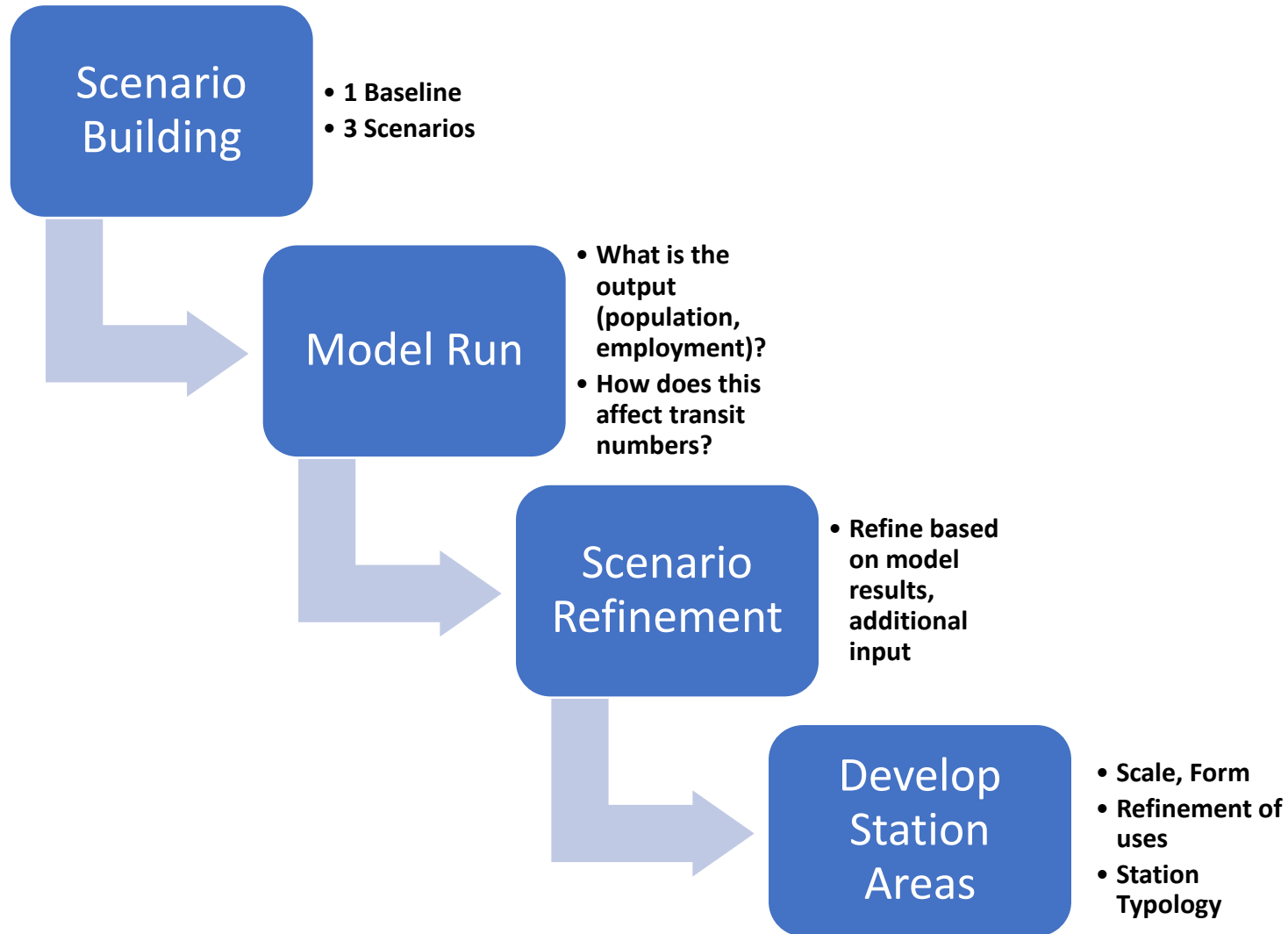
Redevelopment Suitability Score

How it's Done

- Single Numerical Score that reflects a parcel's suitability for development/redevelopment.
- Composed of five scores on parcels, attributes connected to redevelopment suitability.
- Assigns relative weights for each of the five components.



Land Use Scenario Development and Testing



THANK YOU!

