MIDTOWN TRI-RAIL STATION SITING STUDY

OCTOBER 2018

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WYNWOOD BUSINESS IMPROVEMENT DISTRICT

MIDTOWN TRI-RAIL STATION SITING STUDY

1. Introduction

This Midtown Tri-Rail Station Siting Study was commissioned by the Wynwood Business Improvement District (BID) to identify and address the future mobility needs of the Wynwood/Midtown/Edgewater district.

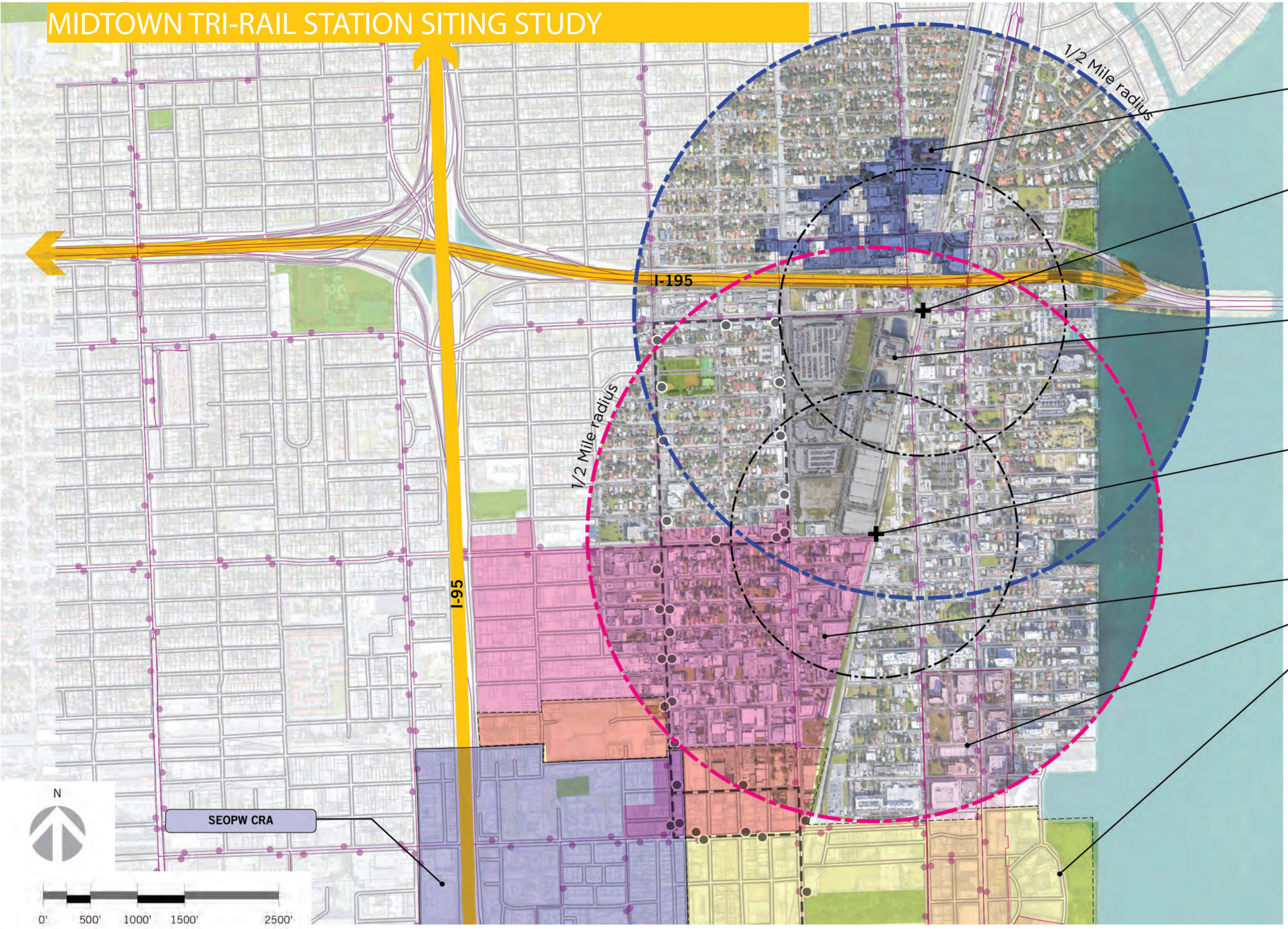
The intent of the Study was to explore demographic characteristics and development capacities within potential Transit Station Area sheds (areas within a ½ mile radius of a transit station) to help identify possible transit station locations along the existing FECI Corridor near Midtown Miami. The two Station Area Locations being explored in this Study are located at the intersections of NE 36th (near the Design District), and NE 29th Streets, (near Wynwood/Edgewater), along the FECI Corridor.

1. The first Study objective was to compare 2015 Census population and employment data for each potential transit station area and formulate snapshots of the current (2018) population and employment.

2. The second Study objective was to identify the future development capacity (maximum build-out) within each potential transit station area.

A summary of this Study is provided at the end of the document.

MIDTOWN TRI-RAIL STATION SITING STUDY



DESIGN DISTRICT

POTENTIAL
36th STREET
STATION
LOCATION

MIDTOWN MIAMI

POTENTIAL
29th STREET
STATION
LOCATION

WYNWOOD NRD-1

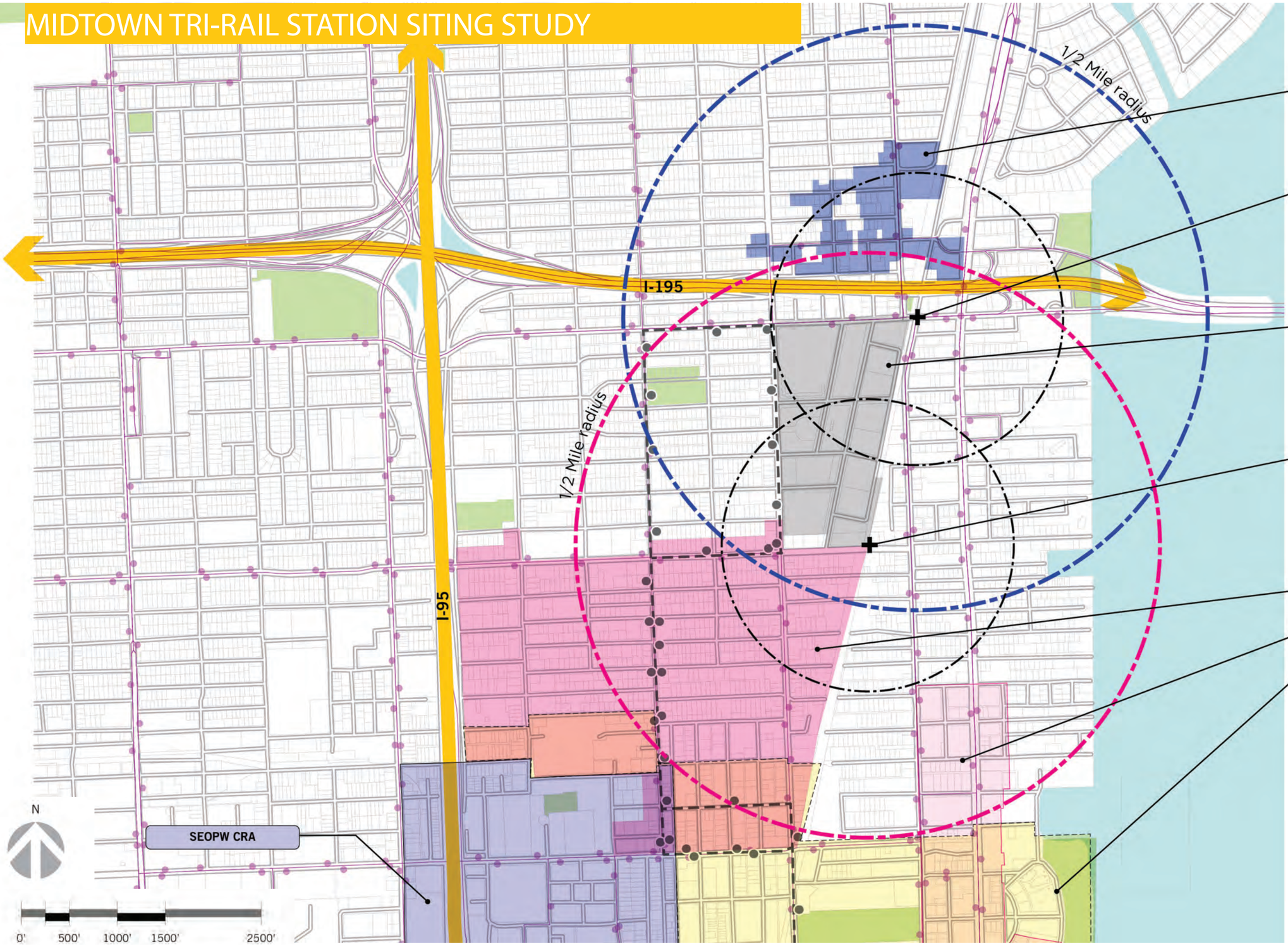
MIAMI DDA

OMNI CRA

LEGEND

- TROLLEY WYNWOOD ROUTE
- TROLLEY STOPS
- BUS ROUTES
- BUS STOPS
- MUNICIPAL PARK BOUNDARY

MIDTOWN TRI-RAIL STATION SITING STUDY



DESIGN DISTRICT

POTENTIAL **36th STREET** STATION LOCATION

MIDTOWN MIAMI

POTENTIAL **29th STREET** STATION LOCATION

WYNWOOD NRD-1

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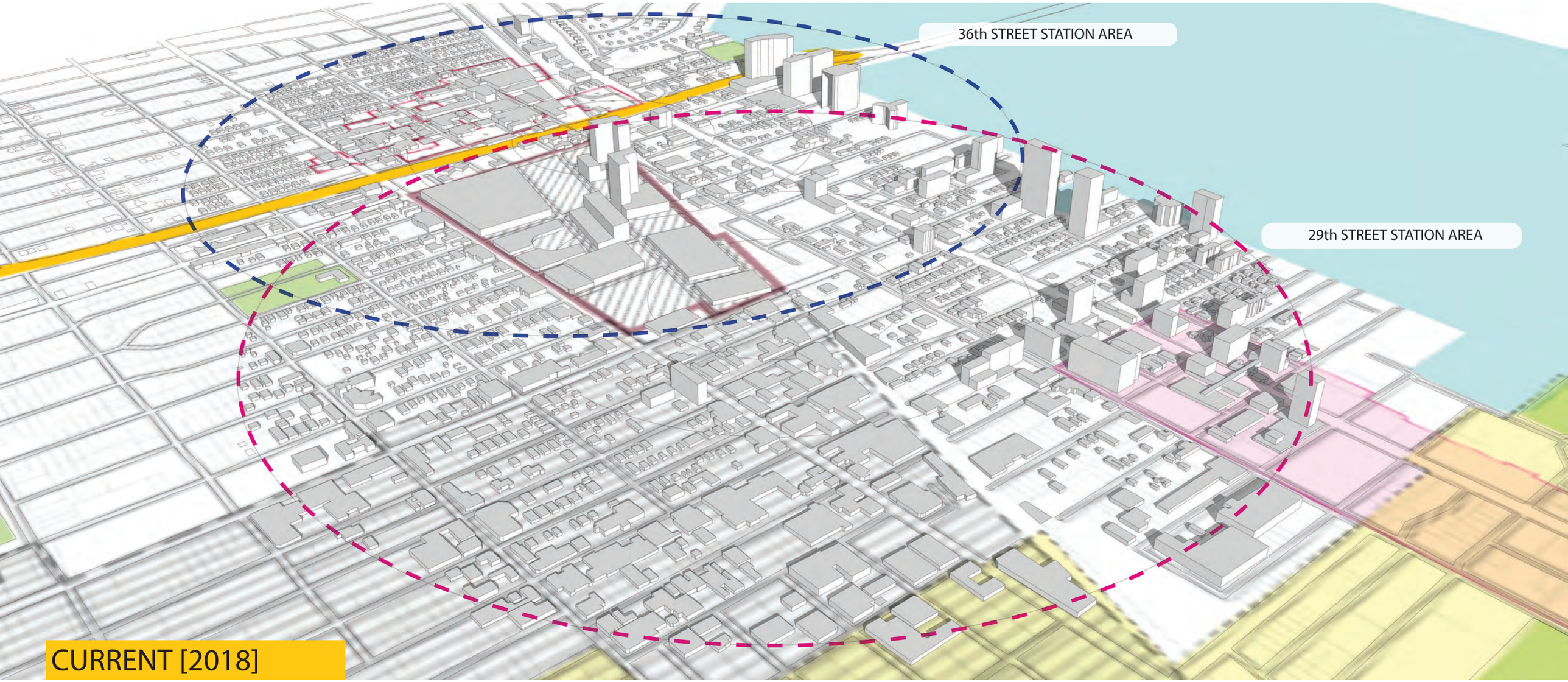
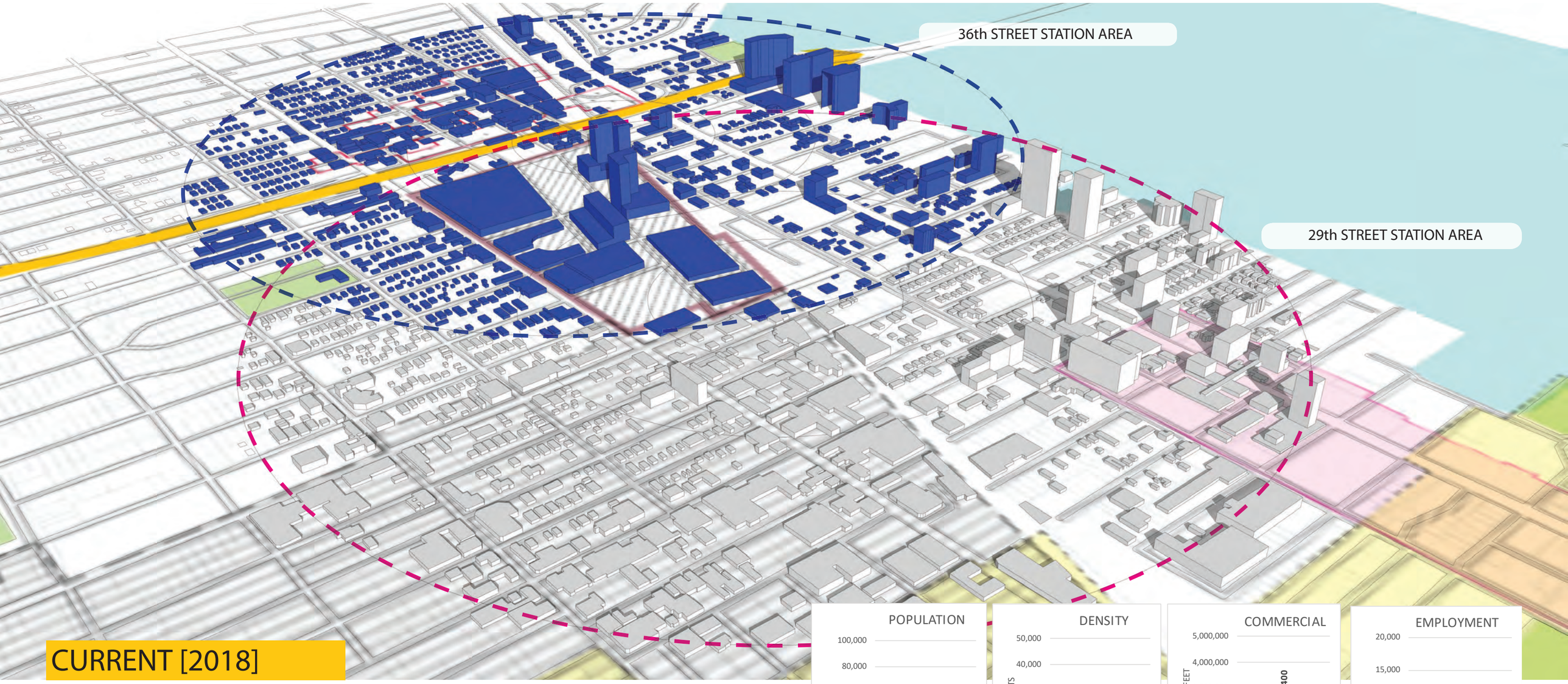


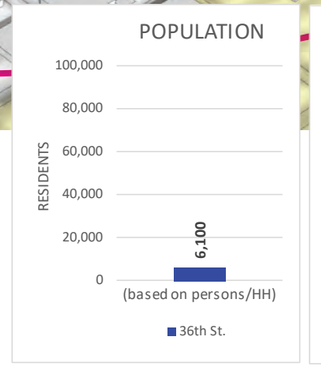
CURRENT [2018]

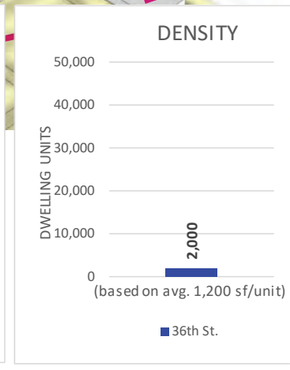
MIDTOWN TRI-RAIL STATION SITING STUDY

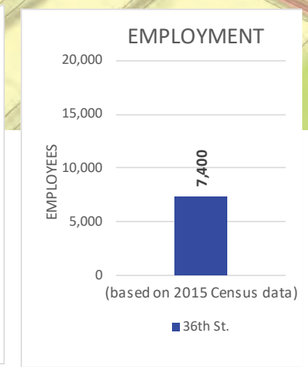


CURRENT [2018]

36th STREET STATION AREA







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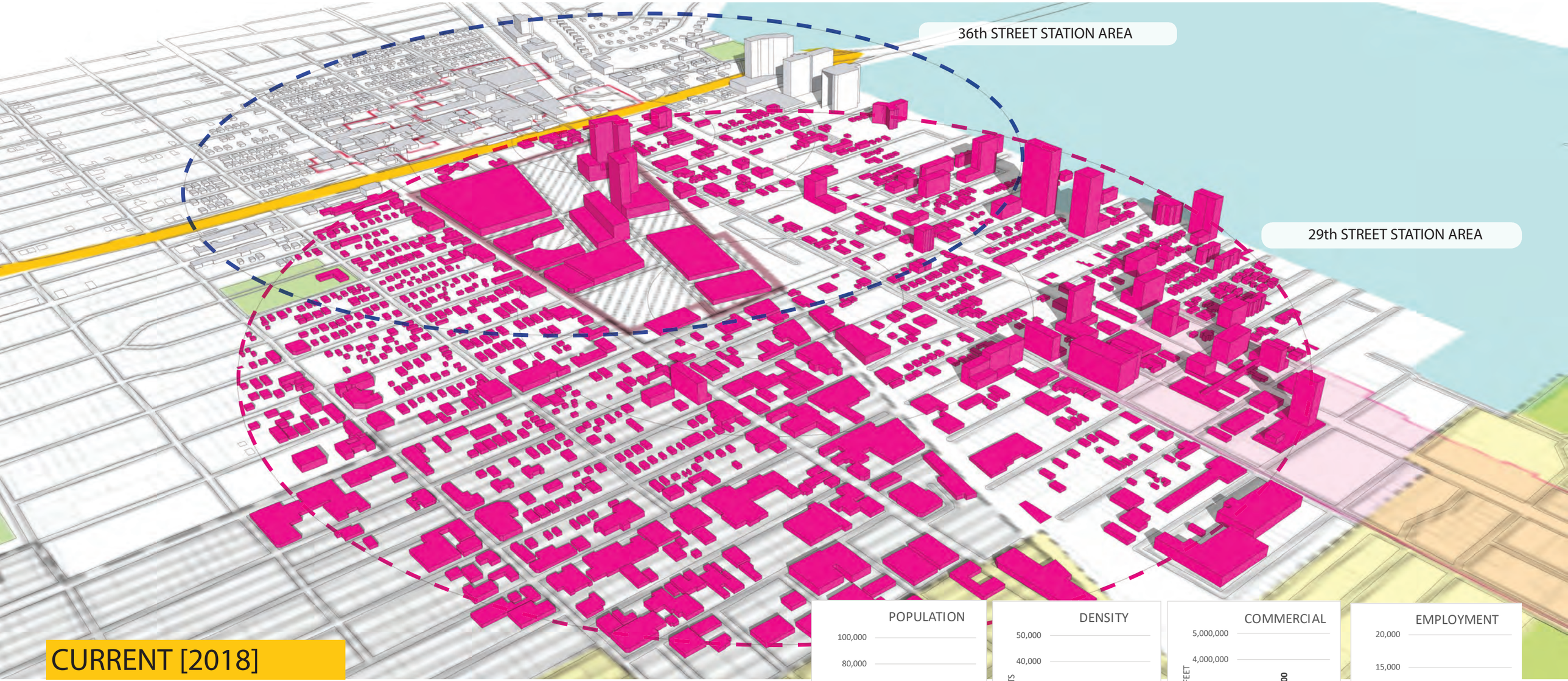
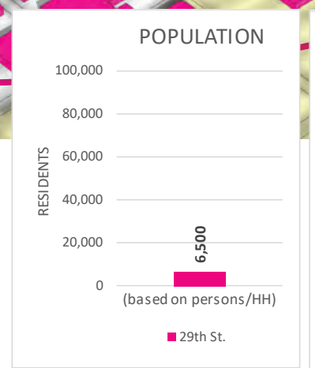
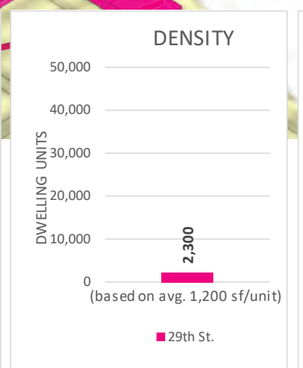
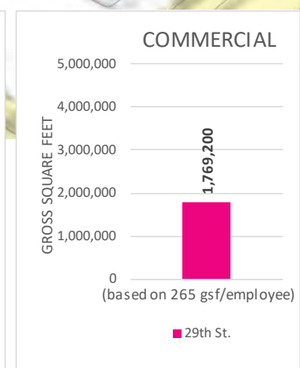


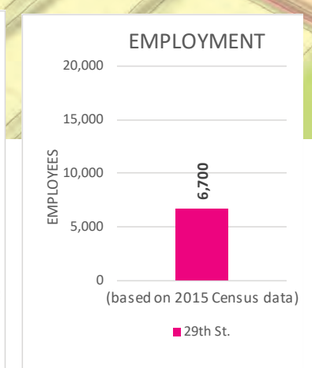
CURRENT [2018]

29th STREET STATION AREA









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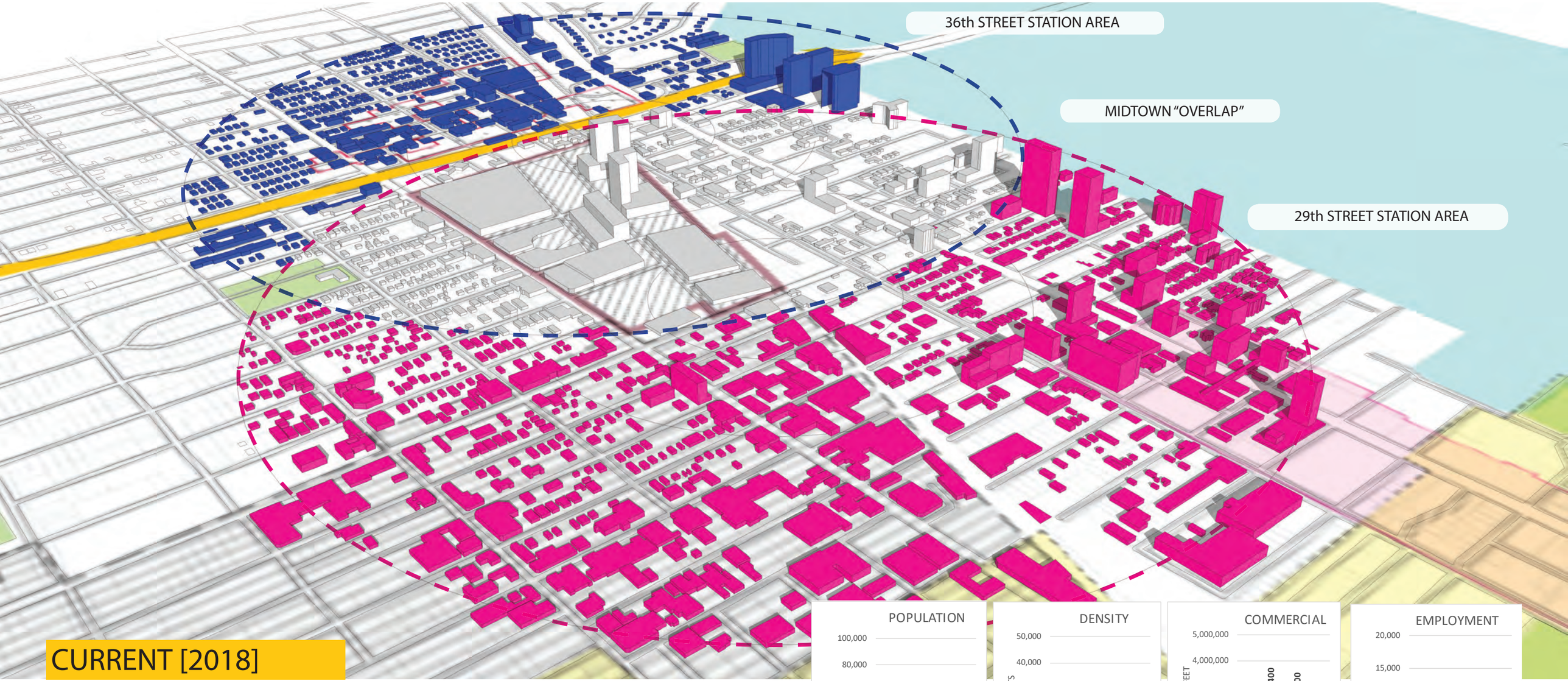
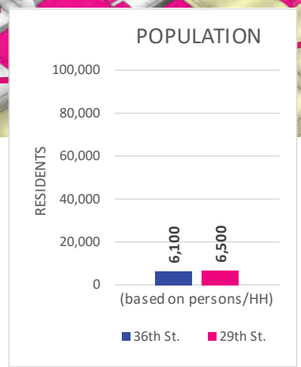
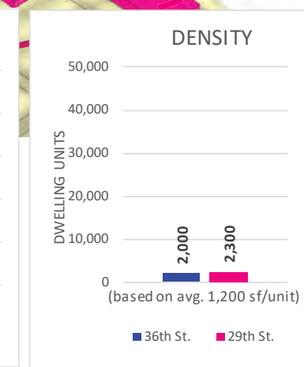
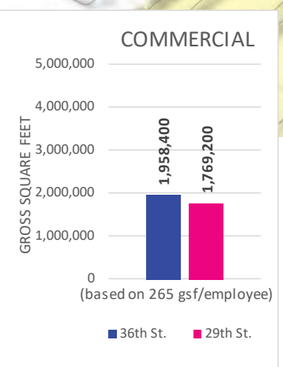


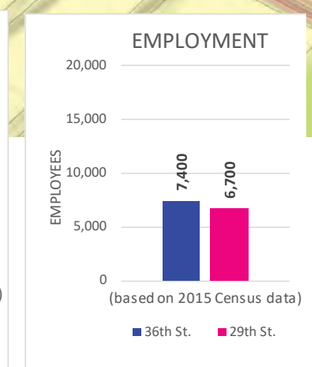
CURRENT [2018]

36th STREET STATION AREA
29th STREET STATION AREA

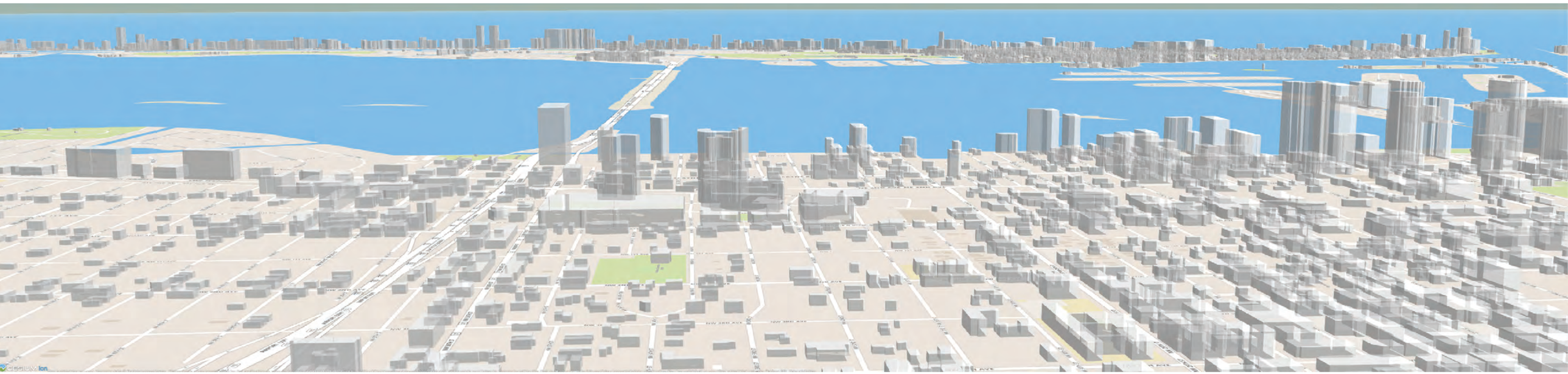




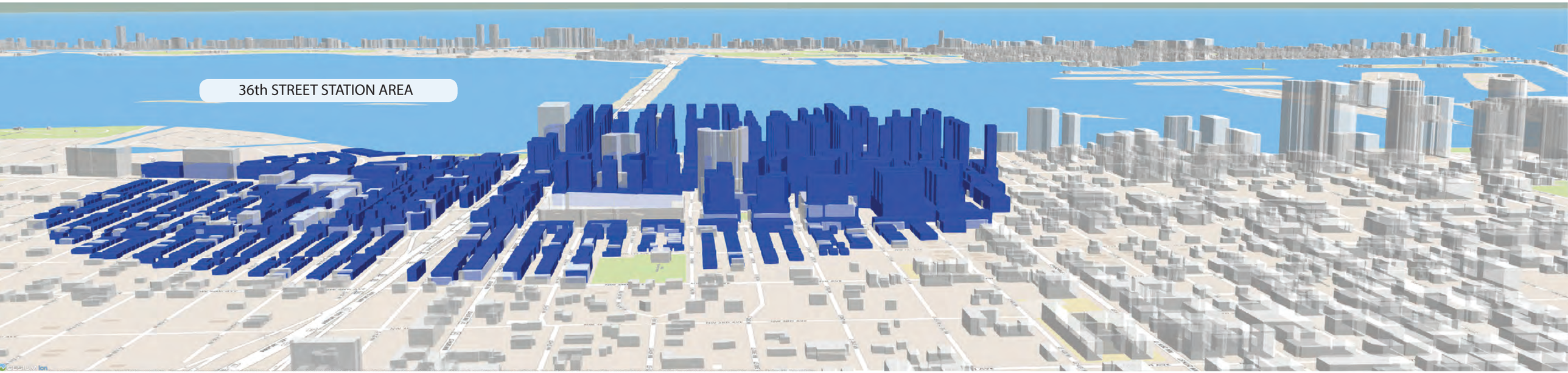




MIDTOWN TRI-RAIL STATION SITING STUDY

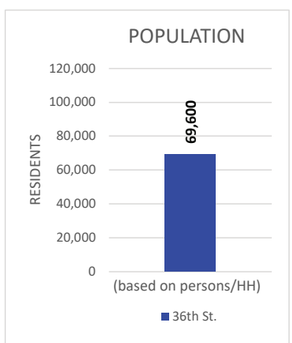


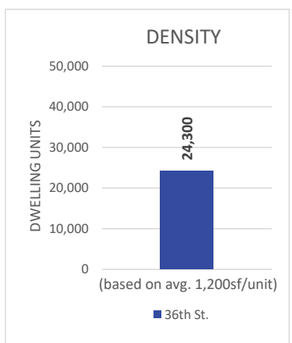
CURRENT [2018]

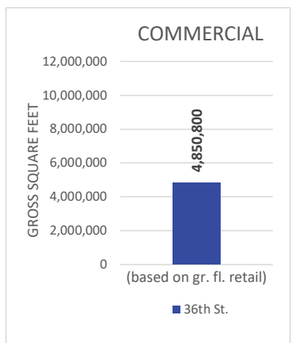


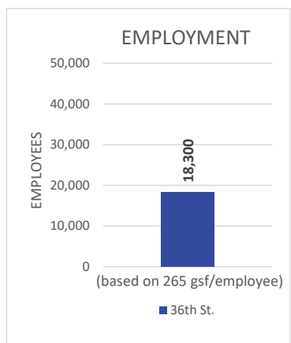
BUILD-OUT [MAX]

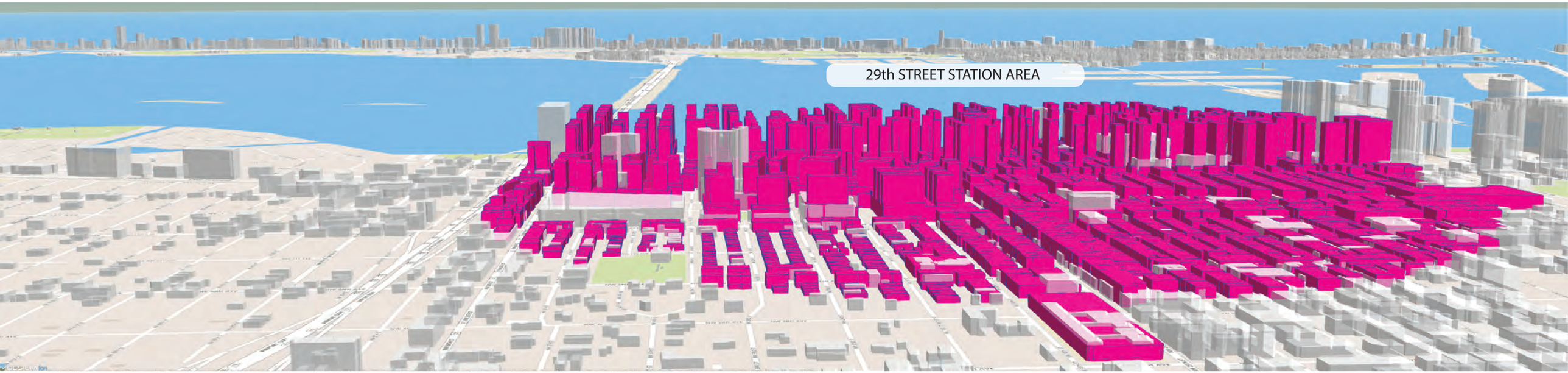
36TH STREET STATION AREA





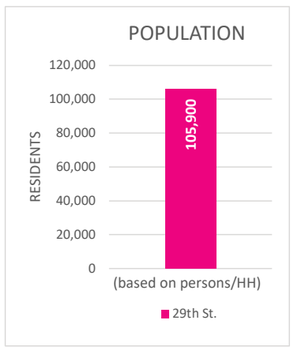


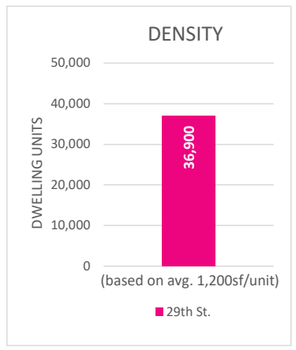


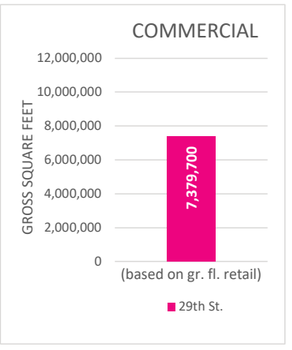


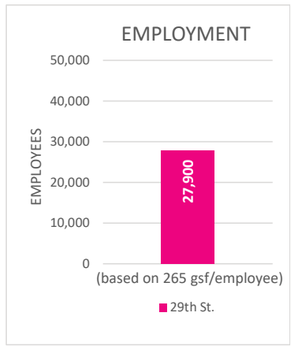
BUILD-OUT [MAX]

29TH STREET STATION AREA









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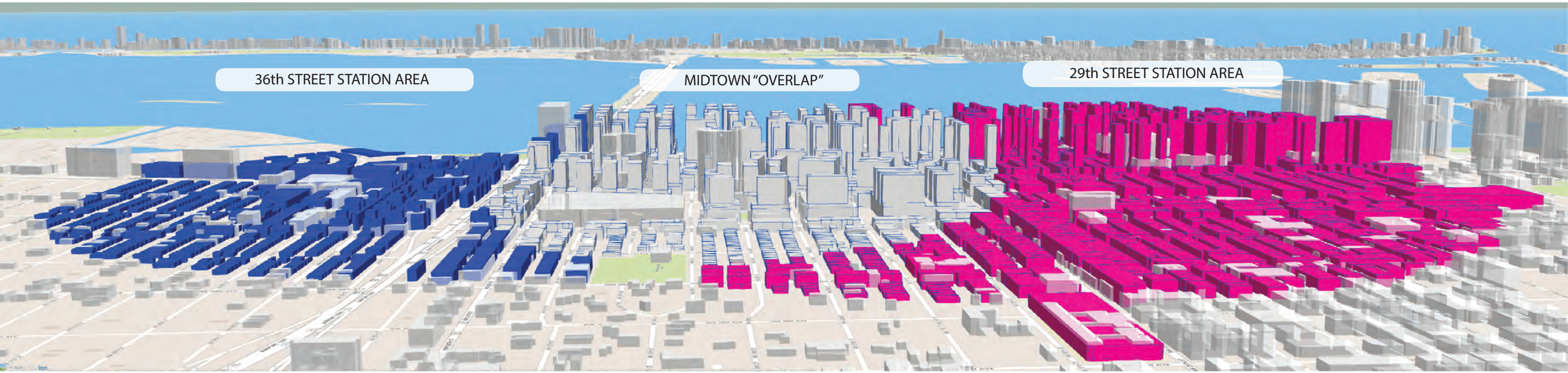

BUILD-OUT [MAX]

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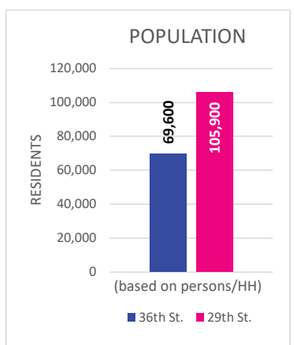
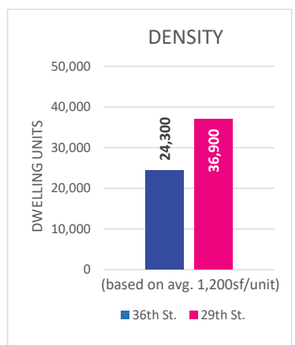
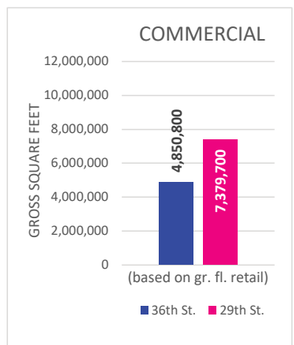
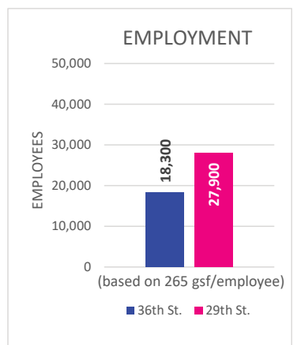
29TH STREET STATION AREA









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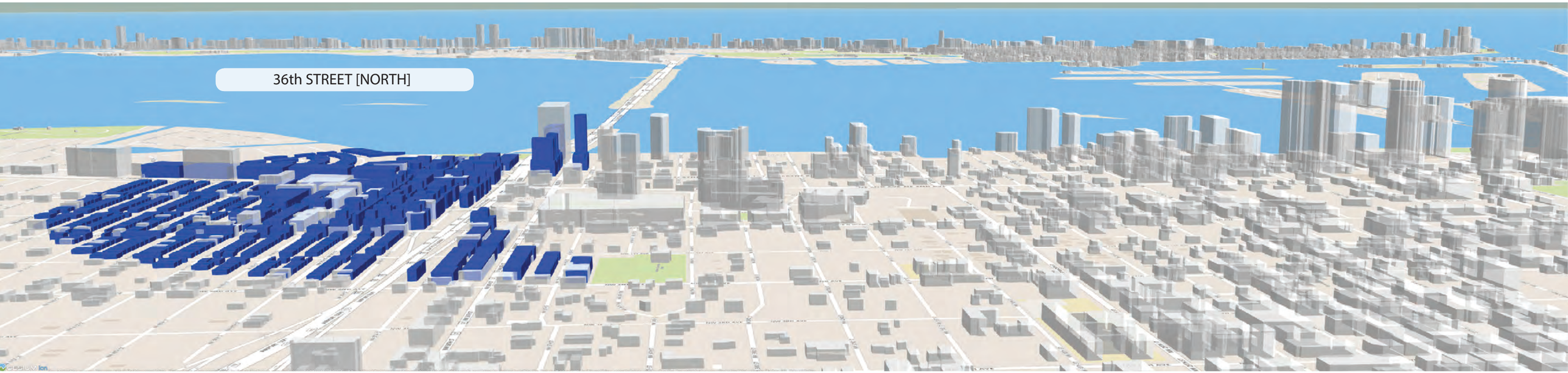
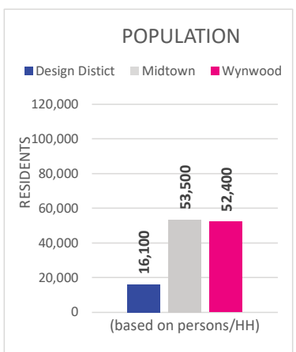
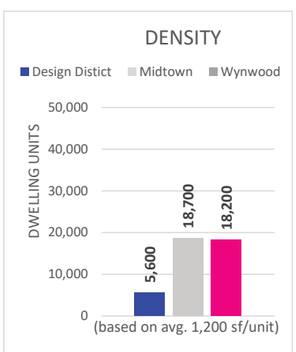
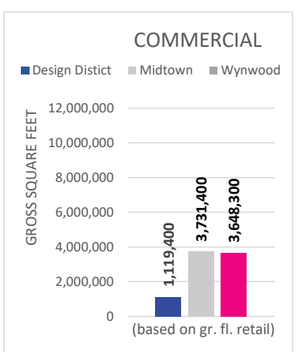


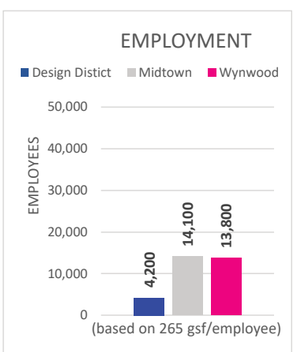
BUILD-OUT [MAX]

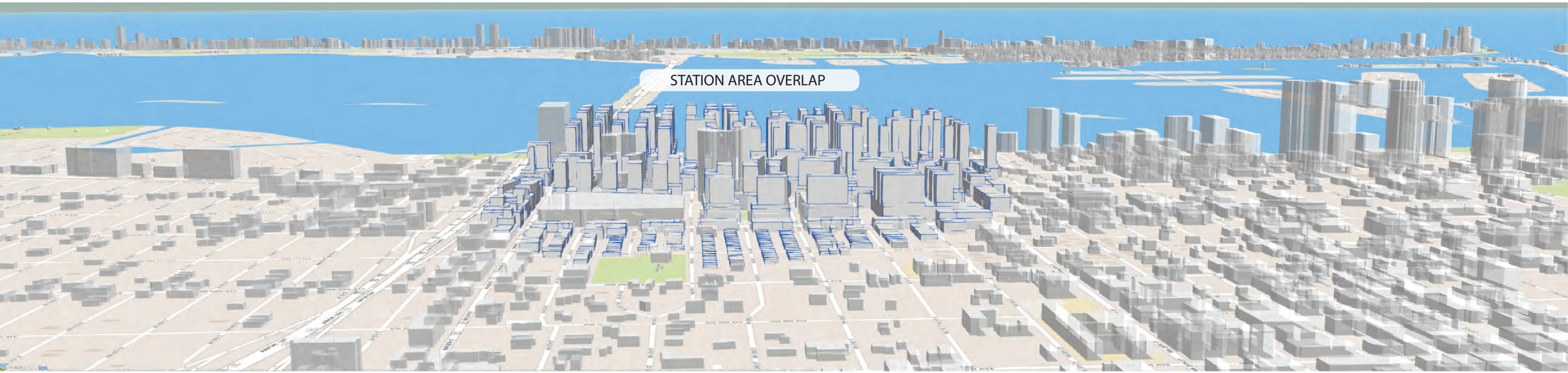
36TH STREET / NORTHERN "CRESCENT"
[DESIGN DISTRICT]





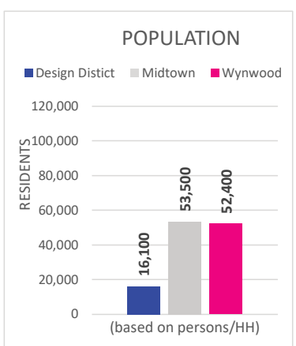


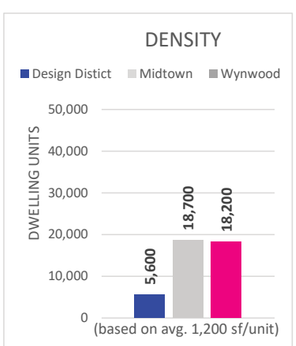


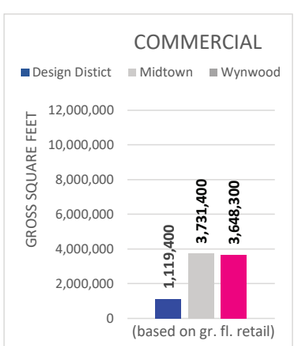


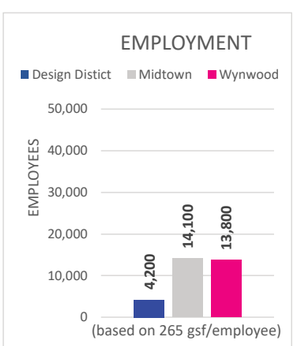
BUILD-OUT [MAX]

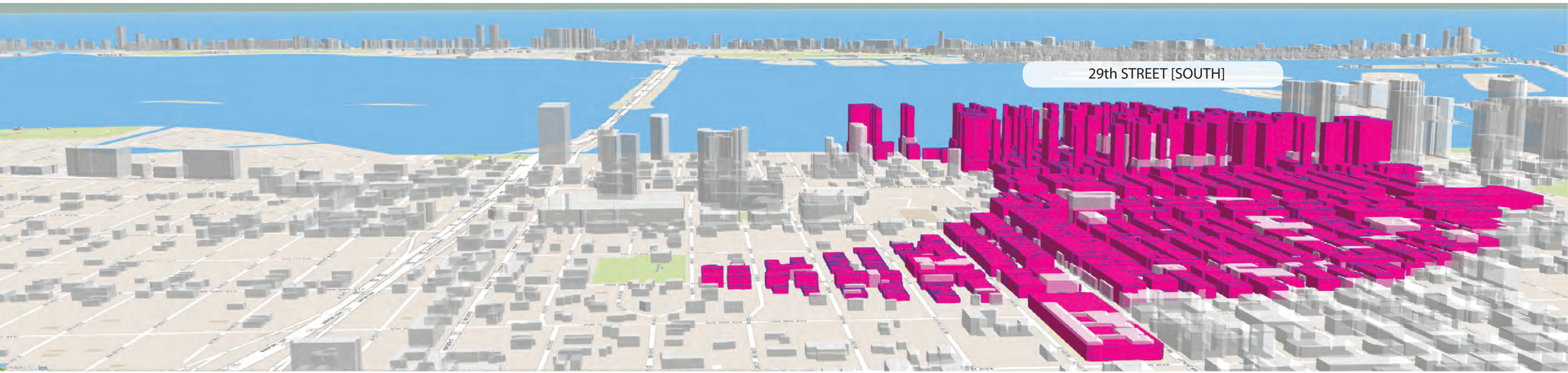
STATION AREA OVERLAP / CENTRAL "EYE"
[MIDTOWN]





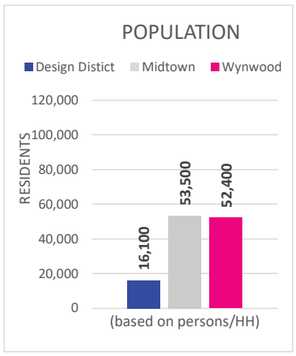


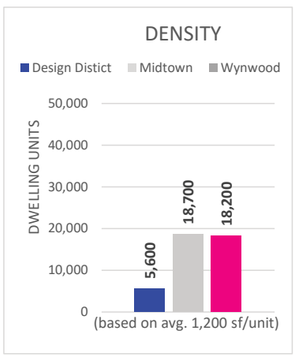


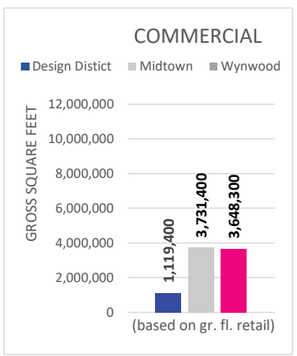


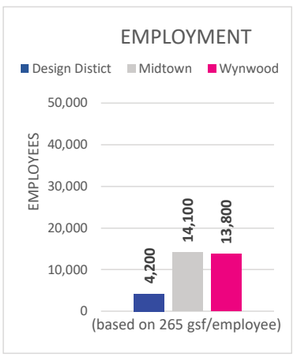
BUILD-OUT [MAX]

29TH STREET / SOUTHERN "CRESCENT"
[WYNWOOD/EDGEWATER]









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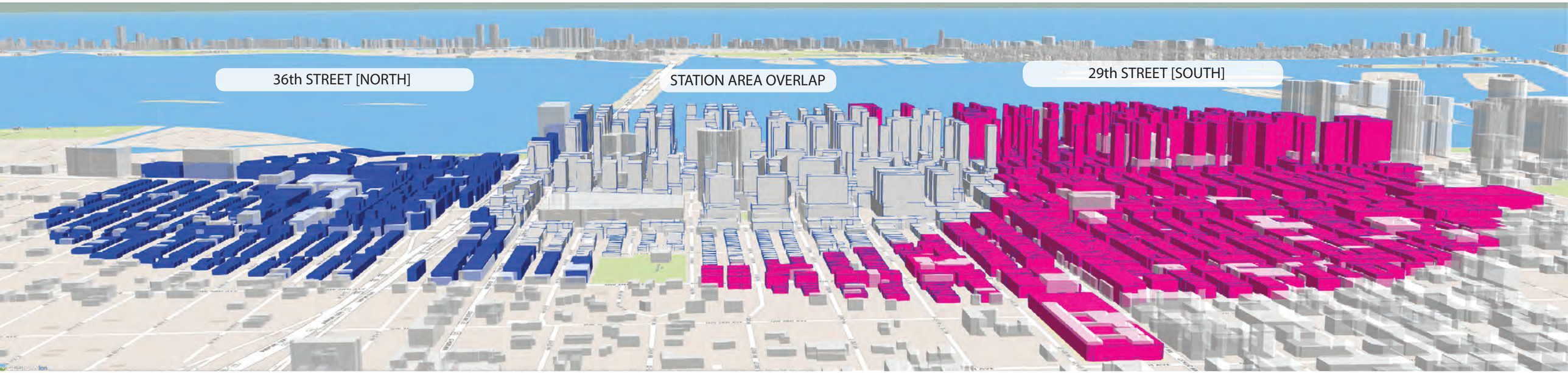
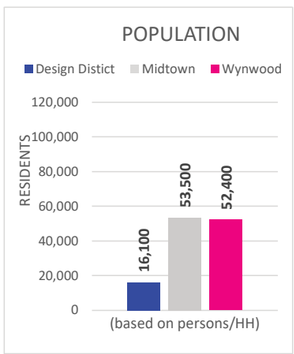
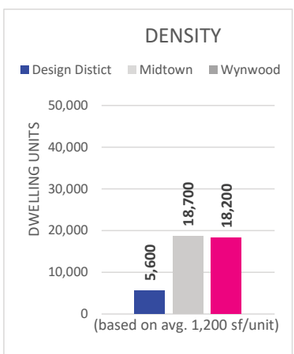
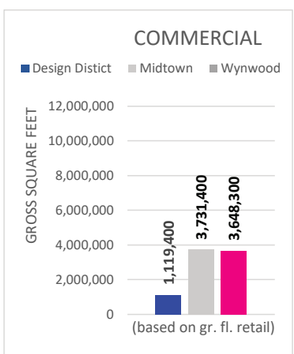


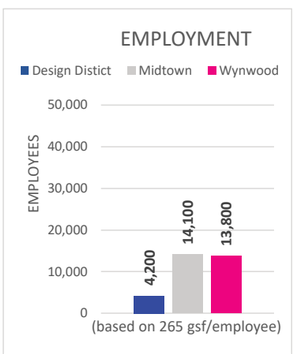
BUILD-OUT [MAX]

36TH STREET / NORTHERN "CRESCENT" [DESIGN DISTRICT]
STATION AREA OVERLAP / CENTRAL "EYE" [MIDTOWN]
29TH STREET / SOUTHERN "CRESCENT" [WYNWOOD/EDGEWATER]









2. Methodology_Current [2018]

The first step was to establish **Current [2018]** conditions **based on the 2015 Census data**.

2015 Census Data

	Population	Households	
36th Street Station Area:	5,952	1,980	(avg. household size 3.00)
29th Street Station Area:	6,339	2,206	(avg. household size 2.87)

	Employment	Commercial	
36th Street Station Area:	7,173	1,900,845 sf	(265 gsf/employee)
29th Street Station Area:	6,480	1,717,200 sf (gsf)	(265 gsf/employee)

A **1% growth projection** for both Population and Employment were added to the 2015 Census data to establish a Current [2018] baseline (1% was selected as an average between the projected Miami-Dade County and City of Miami growth projections).

Current [2018] Baseline Data

	Population	Households	
36th Street Station Area:	6,100	2,000	(avg. household size 3.00)
29th Street Station Area:	6,500	2,300	(avg. household size 2.87)

	Employment	Commercial	
36th Street Station Area:	7,400	1,958,400	(265 gsf/employee)
29th Street Station Area:	6,700	1,769,200 (gsf)	(265 gsf/employee)

3. Methodology_Build-Out [Maximum]

The next step was to establish a **Build-Out [Maximum]** development capacity based on physical conditions and Miami 21 Zoning codes. Each Station Areas was assessed based on the **physical characteristics** of its parcels (i.e. Number of Lots, Total Lot Area, Average Lot Size, Existing Built Area), the **allowable development capacity** based on zoning codes (i.e. maximum allowable Intensity (gross floor area), maximum allowable Density (dwelling units), maximum allowable Height (stories), and the **"buildability"** of each parcel based on zoning code restrictions (i.e. Lot Coverage, Setbacks, Parking ratios, etc.).

Build-Out [Maximum] Data

Existing Built Area (in gross square feet) was sourced from the Miami-Dade County Property Appraiser's website. **Maximum Allowable Area** (gross square feet) was extrapolated by taking each Lot by Transect Area and filtering them through the maximum allowable Density, Intensity and Height allowed under the Miami 21 zoning code. **Projected Buildable Area** (in gross square feet) was deduced by "building out" average sized Lots within each Transect Area, within each Station Area, using a standard typology subject to buildability constraints. The standard typology includes ground floor retail (T5 & T6 parcels), parking liners (T5 & T6 parcels) parking (including 30% parking reduction) and 1,200 square foot average dwelling units.

Build-Out Residential Intensity

	Existing Built Area	Maximum Allowable Area	Projected Buildable Area
36th Street Station Area:	11,850,042	80,847,425	48,321,886
29th Street Station Area:	14,351,312 (gsf)	122,995,778 (gsf)	72,027,552 (gsf)

To produce the Build-Out [Maximum] Population (residents), Households (dwelling units), Employment (employees) and Commercial (gross square feet) data sets, the Projected Buildable Area was established using similar formulas to those used for the 2018 "Current" baseline data.

Build-Out [Maximum] Data

	Population	Households	Commercial	Employment
36th Street Station Area:	69,600	24,300	4,850,800	18,300
29th Street Station Area:	105,900	36,900	7,379,700	27,900

	Population	Households	Commercial	Employment
North (Miami Design District):	16,100	5,600	1,119,400	4,200
Central (Midtown Miami):	*53,500*	*18,700*	*3,731,400*	*14,100*
South (Wynwood/Edgewater):	52,400	18,200	3,648,300 (gsf)	13,800

MIDTOWN TRI-RAIL STATION SITING STUDY

4. Sheet Descriptions

Sheet 1: Cover

Sheets 2-3: CONTEXT
These Sheets identify the two selected Transit Station locations (36th Street and 29th Street) in two-dimensional, plan view and identifies development context relevant to each Station (i.e. Special Area Plans, Special Districts, Neighborhood Redevelopment Areas, Development Authorities and Community Redevelopment Agencies).

Sheets 4-7: CURRENT [2018]
These Sheets identify the two selected Transit Station locations (36th Street and 29th Street) in three-dimensional, axonometric view and identifies each Station Areas' current Population, Density, Commercial and Employment data sets.

Sheets 8-11: BUILD-OUT [MAX]
These Sheets identify the two selected Station locations (36th Street and 29th Street) in three-dimensional, axonometric view and identifies each Station Areas' future potential build-out Population, Density, Commercial and Employment data sets.

Sheets 12-15: BUILD-OUT [MAX]
These Sheets divide the two selected Station locations (36th Street and 29th Street) into three separate "Sections" – Northern "crescent" (generally the Design District), Central "eye" shaped overlap (generally Miami Midtown) and Southern "crescent" (generally Wynwood/Edgewater) and identifies each Section's potential future build-out Population, Density, Commercial and Employment data sets. The importance of these Sheets is to more clearly identify the disparity in each data set between the northern Design District Transit Station Area shed and the southern Wynwood District Transit Station Area shed.

Sheet 16: Back Cover

5. Summary

As stated in the introduction, **the main objective of this Study is to compare and contrast demographic and development capacity within potential transit station sheds** (areas within a ½ mile radius of a transit station) **for the purpose of identifying an optimal transit station location along the existing FECI Corridor near Midtown Miami.**

As the data contained in this Study suggests, there exists significantly higher development capacity in the vicinity of NE 29th Street than NE 36th Street. And, for the purpose of providing the greatest economic development benefits at the lowest cost to the public sector, **a higher development capacity provides a sound statistical basis for siting a Midtown Tri-Rail Station nearer to NE 29th Street** (closer to Wynwood/Edgewater/Midtown) than to NE 36th Street (Design District/Midtown).

Current [2018] data sets of existing Population, Households, Commercial and Employment for each Station Area show that the number of residents and employees are within 5% of each other. This similarity **demonstrates a statistical equivalency between the number of existing residents and employees within each Station Area.**

Build-Out [Maximum] data sets for future potential Population, Households, Commercial and Employment **demonstrate that the 29th Street Station Area has a 50% higher future potential development capacity** than the 36th Street Station Area. A further breakdown of the Station Area sheds shows that there is a significant overlap between the two Station Areas (generally the area including and surrounding Midtown) and that if this overlap area is minimized (i.e. moving the northern station further north or southern station further south) the disparity in development capacity would increase exponentially.

By example, if the overlap area from each Station Area shed is excluded, **the southern portion of the 29th Street Station Area has 300% higher future potential development capacity than its equivalent northern portion of the 36th Street Station Area.** This development capacity difference suggests the need for a review of existing public and private investments in our mobility solutions, including a potential new Transit Station, to adequately serve the rapidly growing needs of the community South of 29th Street.

In conclusion, for a proposed transit system to be economically viable, **new Transit Stations** should be sited to serve existing populations and workforces and, more importantly, as is consistent with the goals of the City and County's Comprehensive Plan and Zoning Codes, **should be sited in communities with a high level of mixed-use projects, limited parking requirements and higher densities to help catalyze investment and support the highest level of infill growth.**

“MIDTOWN” TRI-RAIL STATION SITING STUDY

OCTOBER 2018

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