To: Council Members
From: Staff
Date: January 11, 2019
Subject: Southeast Florida Transit Oriented Development Pilot Program Update

Background

This item is an update on activities conducted with grant funding from the Federal Transit Administration (FTA) Transit Oriented Development (TOD) Planning Pilot Program. In September 2015, TCRPC in partnership with the South Florida Regional Transportation Authority (SFRTA) and the South Florida Regional Planning Council (SFRPC), were awarded $1,250,000 from the FTA for activities related to the South Florida Transit Oriented Development (SFTOD) Program on the Tri-Coastal Link (TRCL) Corridor (see Attachment 1). Grant funds have been allocated to two types of planning activities:

(1) TCRPC is leading station area planning assistance in the seven selected communities: Palm Beach Gardens, Delray Beach, Oakland Park, Wilton Manors, Hollywood, North Miami Beach, and Miami. The work varies among communities, including the development of station area TOD plans, analysis of land development regulations, economic studies, and development of concepts and recommendations for local governments. Council’s work is nearing completion in five of the seven communities, and all work will be completed by June 2019.

(2) SFRPC is leading corridor-length planning work, which includes bicycle and pedestrian access, an analysis of housing equity, water and sewer capacity analysis, and the development of TOD business funding concepts. This work will also be completed by June 2019.

Analysis

The SFTOD grant program continues to provide an opportunity for Council to assist local governments with planning, transportation, and economic analysis and recommendations related to future Tri-Rail station locations as well as ongoing infill development and redevelopment activities. Because successful transit service relies heavily on the TOD land use patterns surrounding stations, the Federal funding criteria includes increased importance on TOD development potential, investment trends, and the implementation of transit-supportive
regulations and comprehensive plan policies. Accordingly, the Region’s competitiveness to secure Federal funding for the Tri-Rail Coastal Link project will be improved as the TOD characteristics of station areas are improved preceding the establishment of service.

Conclusion

Grant-funded station area planning activities are nearing completion in five of the seven recipient communities, which has produced an array of “lessons learned” to-date, which will help inform future TOD activity and advance the Region’s competitiveness, functionality, and sustainability. The SFTOD effort supports multiple aspects of the Strategic Regional Policy Plan such as Transportation Goal 7-1 which calls for a balanced and integrated transportation system, Transportation Strategy 7.1.1(3) which calls for a commuter rail system linking the coastal cities of the Region, and Future of the Region Goal 15.1 which calls for redevelopment and infill in existing urban areas and the containment of suburban sprawl.

Recommendation

For information purposes only.

Council Action – January 18, 2019

Council received a presentation by Kimberly DeLaney (copy attached).

Attachment
SOUTH FLORIDA
TOD GRANT UPDATE

Presented by Treasure Coast Regional Planning Council
in partnership with SFRTA & SFRPC

January 2019
What is Transit Oriented Development (TOD)?

TOD is …

- Development within ¼ to ½ mile of Station or along Transit Corridor (10-minute walk)
- Mixed-Use with Higher Density & Intensity than Surrounding Area
- Pedestrian & Bike-Friendly
- Controlled Parking
- Streetscapes & Site Design focused on Pedestrian Flow
TOD vs. TAD

- **Transit Oriented Development**
  - Auto-oriented uses
  - Large surface parking lots
  - Disconnected from adjacent sites; internally focused
  - Pedestrian unfriendly

- **Transit Adjacent Development**
  - Suburban office campuses
  - Big-box format retail
  - Storage facilities & industrial
Transit Oriented Development Policy
Advancing Vibrant Communities and a More Prosperous Region

SFRTA is a transit agency that provides a critical service for Southeast Florida's economy and quality of life. To fulfill our role, SFRTA needs funding to survive and grow, and one of our primary revenue sources is ticket sales. Without Transit Oriented Development (TOD) we cannot operate and make sound investments in passenger rail.

TOD is the most important factor for ridership. TOD is a mixed-use pattern of pedestrian-friendly, higher density development with reduced parking around transit stations - all factors that help generate revenues for local governments and Tri-Rail.

Local governments are the leaders to advance TOD in the region through zoning and development regulations. Although it can be challenging to balance engineering, design, and political considerations, successful TOD must embrace higher density, reduced parking, and a broad mix of uses surrounding the station at its core. Without these characteristics, TOD cannot be supported along the Tri-Rail service corridors.

TOD has many benefits to residents, businesses and local governments, but the SFRTA needs it for one reason: ridership. As a partner with local governments and the development community, SFRTA advocates zoning and land development regulations that maximize these principles.

**Continuous Infill Pattern**
- Extending at least a half-mile from transit stations that is safe, pedestrian-friendly, and reduces auto-dependency.

**Higher Density**
- Benefits ridership and local economies, especially when it averages 75-80 density, yielding up to 40,000 units in the half-mile surrounding transit stations, and includes housing for all walks of life.

**Increased Mix of Uses**
- Supports vibrant communities near transit stations. The greatest market flexibility occurs when few uses are prohibited rather than traditional segregation of uses.

**Limited or No Required Parking**
- Stimulates business investment, generates local revenue, and encourages people to use transit. Parking requirements may be eliminated for the best TOD market response.
TOD Baseline Components

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extending at least a half-mile from transit stations that is safe, pedestrian-friendly and reduces auto-dependency.

**Increased Mix of Uses**
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*Image Source: Dan Harmon & Associates*
1. **Downtown Miami-Link (2019)**
   Service to Miami Central
   Potential Service to Midtown

2. **Northeast Corridor**
   Miami Central/Midtown to Aventura
   Corridor Studies Underway
   (Miami-Dade County & Miami TPO)

3. **Jupiter Extension**
   West Palm Beach to Jupiter
   PB TPA Leading Efforts to Advance
   Station Planning Underway

4. **“Central Segment”**
   Aventura to West Palm Beach
   Future Pending Project
## South Florida TOD Grant Overview

**Federal Administration Transit (FTA) Grant Award:** $1.25 Million  
**Completion Date:** June 2019

### FUNDED ACTIVITIES

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Project Status:
Palm Beach Gardens

- Staff Kickoff Meeting (June 2017)
- Public Charrette (October 2017)
- Draft Plan Submittal (July 2018)
- Final Report & Adoption (September 2018)

½ Mile Radius
Palm Beach Gardens Station Area Plan

- Suburban to Urban Example
- Mobility is Key Challenge
- Aging Residential & Workforce Populations (versus Millennial growth)
  ➔ Residential Infill
- Outdated Retail Formats in Station Area
  ➔ Urban Conversion
- New FPL site, Lifestyle Retail & Tourism Growth
  ➔ Hotel Demand
Palm Beach Gardens Station Area Plan

- Evolving Mixed-Use Center
- Vehicular Roadway Network

→ Pedestrian-Friendly Infill

Downtown at the Gardens
Palm Beach Gardens Station Area Plan

- Vacant Retail Strip Center, Walkable to station & future FPL
- Gateway Entrance, Visible from I-95

→ Signature Conference Hotel

Loehmann’s Plaza
Palm Beach Gardens Station Area Plan

- 1.3M SF Successful Mall with 7,000 (!!) Parking Spaces
- Largest Single-Owned Parcel near Station

→ Mixed-Use Urban Infill

The Gardens Mall
Palm Beach Gardens Station Area Plan

The Gardens Mall
Project Status: Delray Beach

- Staff Kickoff Meeting (June 2017)
- Public Charrette (August 2017)
- Draft Plan Submittal (December 2017)
- Final Report & Adoption (July 2018)
Delray Beach Station Area Plan

- All-America Award-Winning City, Successful Downtown
- Detailed Analysis of 6 City-Owned Parcels for Station & TOD (1.5 ac, 200 spaces)
- Adjacent 400-Space Garage (underutilized)
- Residential Demand & Pedestrian Access Challenges

→ 4 Development Scenarios
Delray Beach Station Area Plan

“Light Touch”  
Scenario A
- 112 parking spaces
- 4 townhouses
- 5K retail

“City-Owned, Structured Parking”  
Scenario B-1
- 228 parking spaces
- 48 residential units
- 21.5K flex space
- 5K civic
Delray Beach Station Area Plan

“City-Owned, Surface Parking”  
Scenario B-2
- 146 parking spaces
- 33 residential units
- 8.5K flex space
- Roof amenities (garden, soccer, pool)

“All Parcels North of Alley”  
Scenario C
- 254 parking spaces
- 84 apartments with roof amenities
- 54K flex space, apts or live/work
Delray Beach Station Area Plan

Improving Pedestrian Conditions
Delray Beach Station Area Plan

Improving Pedestrian Conditions
**Project Status:**

**Oakland Park**

- **Staff Kickoff Meeting** (November 2018)
- **Due Diligence Code Review & Analysis of Site Conditions** (underway)
- **Public Workshop** (March 2019)
- **Station Area Analysis** (2nd Quarter 2019)
**Project Status:**
Wilton Manors

- Due Diligence, Site Analysis & Interviews (July - Sept 2018)
- Public Planning Workshop (October 2018)
- Work in Progress Presentation (February 2019)
- Market Study Transmittal (February 2019)
- Master Plan Report Transmittal (March 2019)
Project Status: Hollywood

- Due Diligence, Site Analysis & Interviews (Oct - Dec 2017)
- Public Planning Charrette (Dec 2017)
- Draft Market Analysis Submittal (June 2018)
- Final Presentation & Master Plan Report Adoption (December 2018)
Project Status: North Miami Beach

- Due Diligence, Site Analysis & Interviews (Jan - March 2018)
- Station Area Workshop (March 2018)
- Additional Station Location Identification (Oct 2018)
- Work-In-Progress Presentation (February 2019)
- Draft Master Plan Report Transmittal (February 2019)
**Project Status: Miami**

**Little River Station (79th Street):**
- Kickoff Public Workshop (May 2018)
- Second Public Workshop (Summer 2018)
- Station Area Plan Development (Winter 2018)

**Midtown Station:**
- Analysis of Various Station Locations (Fall 2018)

**Downtown/Miami Central Station:**
- Station Access & Mobility Analysis (December 2018)
SFTOD Summary: Lessons Learned Thus Far

(1) CONTINUED TOD EDUCATION NEEDED

• The Region’s understanding of TOD is evolving
• Continue outreach to elected officials, staff, investors, residents

(2) SUBURBAN TO URBAN SHIFT IN THINKING UNDERWAY

• Need to overcome existing capital investment in suburban format
• Design interventions to help transition suburban (and industrial) sites to more urban/walkable feel

(3) BELIEVE IN THE FUTURE OF TOD – DON’T AIM LOW !!!

• Need local governments to treat public sites as though stations exist
• Investments in civic realm to leverage stations & incentivize development
SFTOD Summary: Lessons Learned Thus Far

(4) BE SENSITIVE TO NEIGHBORHOODS
- Corridor has broad mix of existing uses, densities, neighborhoods
- Need sensitivity to individual community & cultural needs
- Retention but redesign of neighborhood-serving industrial
- Design for neighborhood transitions

(5) KEEP BUILDING THE COMPLETE STREETS NETWORK
- Need to complete the sidewalk/bikeway grid
- Detail streets to support future TOD & leverage private $

(6) TOD MEANS THINK REGIONALLY -- BUT ACT LOCALY & UNIQUELY
- TOD isn’t a one-size-fits-all solution; each station is unique
- Plans must be appropriate in scale, design & economics
- Varying market conditions, development trends, resident issues
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