Transit Oriented Development
A Public Charrette to Explore Transit and Redevelopment in Lake Worth

June 21, 2008
Treasure Coast Regional Planning Council

A Multi-Agency Process...
Palm Beach MPO

... that includes the Community!
Lake Worth has a Long Tradition of Planning

What is TOD …

*Transit Oriented Development*

- Walkable “villages” located at & around transit stations in a ¼ to ½ mile ring
- Contains broad mix of uses (such as residential, office, retail, entertainment, civic/cultural)
- Tie-into local transit (Palm-Tran, trolley)
- Densities appropriate to context
- More compact than surrounding areas
- Built around civic plazas & community spaces
- Appropriate treatment of parking (shared, reduced & structured)
TOD vs. TAD

- Transit Oriented Development vs. Transit Adjacent Development
  - Auto-oriented uses
  - Large surface parking lots
  - Suburban office campuses
  - Big-box format retail
  - Pedestrian unfriendly

SFECC Service Concepts

- An integrated network
  - Tri-Rail, local transit and new SFECC services working in unison
- Combination of local & express services
  - Balance travel speed with local access
- Regional services converge at downtown West Palm Beach

Passenger Rail Service IS Coming to the FEC
Tri-Rail Improvements

Ridership is up Nearly 30% in the Last Year!!

for second straight year

According to Tri-Rail president and CEO Mary McClement, ridership has increased 27% in the last year, with an average of 10,000 passengers per day.

Since the completion of a second track on the 72-mile South Florida rail corridor in March 2006, Tri-Rail ridership is up more than 31 percent.

The highest single rider-
Congestion or Mobility
Congestion or Mobility

52 extra hours per year are spent stuck in traffic by the average S. Fla. Commuter

(up from 30 hours in 1990)

South Florida’s congestion costs, based on wasted time and fuel, was approximately $2.6 Billion in 2002

Texas Trans. Inst., 2004 Urban Mobility Study
Congestion or Mobility

For Every $1 Spent on Transit, there is an $8 Return
(in increased productivity, reduction of fuel consumption, increased land values, and reduced road construction)
Cambridge Systematics
Transit Oriented Developments

Job Growth Near TODs is Typically 2 to 4 Times Faster Than Non-Transit Locations

“A metropolitan economy, if its working well, is constantly transforming many poor people into middle class people… Cities don’t lure the middle class, they create it.” Jane Jacobs

Transit Oriented Developments

Many Cities See 15%-25% Higher Premiums Paid for Residential Units Near Transit
In 2002 it was estimated that because of congestion in South Florida, 221 Million Gallons of excess fuel was consumed. 

Texas Trans. Inst., 2004 Urban Mobility Study

TOD’s Help to Provide a 30% Reduction in Overall Energy Consumption
A Paradigm Shift

Bicycling in U.S. is Risky Business
The US has never encouraged cycling as a practical mode of travel, and as a result, biking to work is a rare and hazardous activity, with four times the fatality rate of some European countries. A Rutgers University study shows how that can change.
So What Does This Mean for Lake Worth?

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Study Area

- CSX Rail Line
- FEC Rail Line
- Tri-Rail Station
- PBCC Park of Commerce
- Distinct Neighborhoods

What is a TOD?

A Complete Urban Neighborhood
(with trains!)
Elements Of Competitive And Livable Urban Neighborhoods

• Public spaces, parks and plazas
• A variety of quality housing opportunities
• Great neighborhoods/great streets
• Transportation and mobility
• Civic and Cultural institutions
• Educational Opportunities
• Convenient shopping and entertainment
• Proper parking strategies
• Commitment to Good Design

“Livability is an economic imperative”
Robert Solow
Nobel prize-winning economist

Public Spaces, Parks, and Plazas
Public Spaces, Parks, and Plazas

Wonderful parks

Do you need more?
A Variety of Housing Opportunities

A Word On Density

• 9 – 25 units/acre = can support rail
• > 55 units/acre = auto trips and non-auto trips are equal
The “D” Word
Stands for DESIGN

9 Units to the Acre

"D" Stands for DESIGN

57 du/ac

72 du/ac

42 du/ac

88 du/ac
15 to 20 Units to the Acre

25 to 40 Units to the Acre
Great Streets

Need to be Walkable and Valuable

You'll look up and down streets. Look 'em over with care.
About some you will say, "I don't choose to go there."
With your hand full of beans and your shoes full of feet,
you're too smart to go down any not-so-good street.

And you may not find any you'll want to go down.
In that case, of course,
you'll head straight out of town.
Streets as Public Rooms

Great Streets

You Have Some Great Streets
Great Streets?
Detailing is Important

Strong Employment Base
Convenient Shopping and Services

Educational Institutions
Civic and Cultural Facilities

Incredible Destinations!

How best to link the TOD District?
A Reputation for Quality Architecture

Still some challenges
“The right to access every building in the city by private motorcar in an age when everyone owns such a vehicle is actually the right to destroy the city.” Lewis Mumford, 1961

Proper Parking Strategies
Contextually Sensitive Structured Parking ~ IF it’s needed

The *Forgotten* Modes of Mobility
We Have a Great History of Rail Transit

- Chicago’s “L”
- New York
- Boston
- Philadelphia

New Generation of Transit Developments

- Orenco, Portland
- Mockingbird Station, Dallas
- Eastside Village, Plano
- Clarendon, Virginia
- Midtown, Atlanta
SFECC Station “Typology”

City Center
Grand Central Station, NYC

Town Center
Mockingbird Station, Dallas, TX

Neighborhood Station
Beverly, NJ

Employment Center Station
Medical Center, Dallas, TX

SFECC Station “Typology”

Local Park-n-Ride
Orlando, FL

Regional Park-n-Ride

Airport / Seaport

Special Event Venue
Each New TOD is Unique to its Context

Different Sizes
Different Scales
Varying Uses

What Will Yours Be?

(and how will it influence future redevelopment in the area?)

The Public Process
What to Expect Today…

Controlled Chaos

The Public Process: Planning for the Future
DAY 1: 10:00am to 3:00pm
Kids have some of the best ideas
DAYS 2 through 7: Shuffleboard Building

We work all day ...
… and into the night

Precision
DAY 7, 6:00pm: Presentation of “Work in Progress” at Shuffleboard Building

Charrette Rules

• Sign Your Name
• No Speeches
• Argue With Your Pencils
• No Idea is a Bad Idea
• Assign a Presenter
• Do Not Think About Money (just for today!)
• HAVE FUN!!!
SO....

Let’s GO!!!