Transit Oriented Development
A Public Charrette to Explore Transit and Land Use in Palm Beach Gardens

March 21, 2009
Treasure Coast Regional Planning Council

A Multi-Agency Process...

... that includes the Community!
A Word of Thanks to Our Sponsors

Treasure Coast Regional Planning Council

Fun Facts
• One of eleven RPC’s
• Four counties
• 50 Municipalities
• 1.8 million people
• 3700 square miles
A Bird’s Eye View of Florida

Why Should I Care about TOD and Transit?
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)

Congestion or Mobility

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

Passenger Transit on the FEC Corridor
SFECC Overview

• Focus on **NORTH-SOUTH** mobility issues
• 85-mile study area centered on the FEC Alignment
  - Encompasses Tri-Rail and future FEC alternatives
  - Addresses EAST-WEST and other feeder connections
  - An integrated network

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**Palm Beach County**

**Broward County**

**Miami-Dade County**
Florida East Coast Railway

- Mostly a 100-Foot Corridor
  - One or Two Main Line Tracks
  - 26 Daily Freight Trains
- Links Regional CBDs
  - Miami
  - Fort Lauderdale
  - West Palm Beach
- Traverses Core of Communities East of the Interstate Corridor
  - Re-establishing the link around which they were formed

East-West Connections

One-seat-ride or timed-transfer, depending on mode.

Purpose:
- To connect western origins and major destinations (downtowns and airports)
- To build on previous investments in Tri-Rail
**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

**Why Worry About Land Use?**
Ridership & System Viability

- Increases potential riders – especially "choice riders" around stations
- Allows transit to replace auto trips
- System becomes safer & more attractive with "natural surveillance"

Funding & FTA Ratings

- Increases federal land use rating (FTA)
  - Since 1997, the FTA has reviewed land use when evaluating new funding applications.
  - Regions compete with each other for funding.
  - Land use is becoming more important.
### 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)
SFECC Station “Typology”

City Center

Town Center

Neighborhood Station

Employment Center Station

SFECC Station “Typology”

Local Park-n-Ride

Regional Park-n-Ride

Airport / Seaport

Special Event Venue
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

Design Features of a Well-Planned TOD
Design Features Of Well-Planned TODs

• **Demographic Suitability**
  - Population, households & employment within 1/2-mile radius around station & in larger transit shed

• **Streets and Blocks**
  - Primary focus on pedestrians; cars are secondary
  - Streets narrow enough to cross easily on foot
  - Continuous sidewalks
  - Blocks of 400-600 LF
  - ADA accessibility

Design Features Of Well-Planned TODs

• **Good Mixture of Buildings and Uses**
  - Mix of retail, office, restaurants, residential and others
  - Creates 18 hours of daily activity
  - “Eyes on the Street” provides natural surveillance
Design Features Of Well-Planned TODs

**Building Design & Placement**

- Properly located buildings create walkable streets
- Active uses along ground floors; residential & office above
- Continuous “pedestrian itinerary” without large tracts of vacant land or surface parking lots
- Building fronts face other fronts; transition at rear property lines; windows & doors at street edge

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**Design Features Of Well-Planned TODs**

- **Proper Parking Placement & Treatment**
  - Adequate parking, but not an oversupply
  - Shared & structured parking (design & economics)
  - Located to create pedestrian patrons for businesses

- **Additional Considerations**
  - Tie-in with local transit (bus, trolley, other)
  - Public open space
  - Civic & cultural uses
The Evil TAD

• Disconnected roadway network
• Extensive surface parking lots
• Inefficient stormwater drainage
• Lack of connectivity between sites
• Pedestrians are left in “no man’s land”
• Each parcel is single-use
• Parcels don’t logically connect

The Successful TOD

• Roadway grid with good connectivity
• Parking is shielded from pedestrians
• Stormwater is clustered & efficient
• All parcels interconnected per master plan
• Pedestrians have clear, defined pathways
• Uses are mixed vertically and horizontally
• Parcels are interconnected by grid & design

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

A Paradigm Shift
A Paradigm Shift

In 2002 it was estimated that because of congestion in South Florida, 221 Million Gallons of excess fuel was consumed. 

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.
Tri-Rail Improvements

Ridership Just Keeps Climbing!

3 million ride Tri-Rail for second straight year

It was another record-setting year for Tri-Rail in 2017. The Metrorail-Palm Beach commuter rail carried more than 3.9 million passengers last year, a 10.2 percent increase over 2016. It was the second consecutive year that Tri-Rail topped the 3 million mark in ridership.

After a 10.2 percent increase in ridership last year, according to the Florida Department of Transportation, mass transit moves 14 times as many people per mile as private vehicles. 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 ridership growth rate was 12.6 percent in 2007. Since then, ridership has continued to climb at a steady pace, with an average annual growth rate of 5.1 percent over the past five years.

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"Let our advance worrying become advance thinking and planning."
-- Winston Churchill

Predictability?

High gas prices lead to surge in mass transit

"Let our advance worrying become advance thinking and planning."
-- Winston Churchill
Why Transit?

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)

SOURCE: Cambridge Systematics

Our Demographics Are Changing …
So What Does This Mean for Palm Beach Gardens?

Study Area
Where Should Your Train Station Go?

How Can It Accommodate Other Modes?

- Cars
- Buses & Trolleys
- Bikes & Pedestrians

How Can Surrounding Land Uses & Patterns Complement the Station?
Transit Corridor?

How Can We Connect the Pieces?

- 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

Elements of Competitive and Livable Neighborhoods and Cities

“Livability is an economic imperative”

Robert Solow
Nobel prize-winning economist
Regional Destinations

How Do They Interconnect?
Public Art & Public Spaces

How Should These Be Incorporated?

Gathering Spaces

Where Should These Occur Near Transit Stations & Along Corridors?
Great Streets

Walkability and Detailing
Increase Value

Streets as Public Rooms

- Landscaping
- Buildings
- Lighting
- Parking
- Wide Sidewalks
- Bus Stops

The Details Of The Street
Beautified Public Streets

Can They Be More Transit-Supportive?

How to Address the Street?
The Less Connected, The Bigger The Streets.
The More Connected, the Smaller the Streets.

Prevailing Myth:
People Don’t Bike Through the City
Prevailing Myth: No One Rides Transit

Palm-Tran Carries Nearly 1 Million Riders Per Month
Who Benefits from a Station in Palm Beach Gardens?

Residents & Special Events

Bringing Patrons into the City & Providing Regional Access for Residents
Lodging & Hospitality

1100 Rooms in the Immediate Study Area!

Educational Institutions

Palm Beach Gardens Community High School
A Diversified Economy & The Workforce

Study Area Uses (today):
At least 20,000+ jobs
(> 8,000 retail / restaurant)

Successful Economic Regions (especially Biotech)

Seattle

Research Triangle

Have Successful Transit
Local Employers

The Need to Diversify?

Opportunities for Sites to Evolve
Going Green

400 cars = 8 Buses = 1 Commuter Rail

Taking Transit to Work is the Best Way to Reduce Household Carbon Footprint
Science Applications International Corporation (2007)

Contextually Sensitive Structured Parking
We Have a Great History of Rail Transit

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

And the Newer Systems:
Charlotte, Denver, Memphis, Virginia, Washington, DC, Maryland, Seattle, Sacramento, Portland, New Orleans, San Diego, San Francisco … and more …

New Generation of Transit Developments

• Orenco, Portland
• Mockingbird Station, Dallas
• Eastside Village, Plano
• Clarendon, Virginia
• Midtown, Atlanta
Each New Station & TOD is Unique to its Context

Different Sizes
Different Scales
Varying Uses

What Will Yours Be?
(and how will it connect to destinations and influence land uses in the area?)

The Public Process
What to Expect Today…

Controlled Chaos

The Public Process: Planning for the Future
DAY 1: 10 am – 3 pm
The Citizens’ Ideas

Kids have some of the best ideas
DAYS 2 through 7: Public Design Studio
Gardens Mall (Community Room)

Public Design Studio

The Gardens Mall – Community Room
We work all day ...

... and into the night
DAY 7 (Friday) - 6:00 pm:
Presentation of “Work in Progress” at Palm Beach Community College
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!!!

When I Say GO….

Ready...

Set...

Let’s GO!!!