Transit Oriented Development
A Public Charrette to Develop A Transit Neighborhood in West Palm Beach

January 22, 2005
Treasure Coast Regional Planning Council
Our Forefathers...

...Our Current Leaders
Without their commitment:

Neighborhood and Community Groups

Palm Beach County MPO

TCRPC as Facilitator

...this would not be possible

Local Property Owners
WEST PALM BEACH
TRANSIT ORIENTED DEVELOPMENT CHARRETTE

A CITIZEN’S MASTER PLAN FOR
THE DOWNTOWN RAILSTATION DISTRICT

Charrette Dates January 22 - 28, 2005

Treasure Coast Regional Planning Council
Indian River - St. Lucie - Martin - Palm Beach
The notion of a “Charrette”

- Established a Need
- Formed a Committee
- 1 Year of Planning this Process

Tri-Rail “Double Tracking”

November 2003 Design Session
Developed a Market Study for Area

• Staubach Company conducted Market & Feasibility Study:
  • Office: 424,000 – 522,000 s.f.
  • Residential (for sale): 850 units
  • Residential (rental): 850 units
  • Residential “affordable”: 300 units
  • Retail: 50,000 – 57,000 s.f.
  • Education: 50,000 – 75,000 s.f.
  • Hotel: 50,000 s.f.
  • Arts: 5,000 – 10,000 s.f.
  • Aquatic Center (Red Cross): 80,000 – 100,000 s.f.
Pre-Charrette Interviews

• TCRPC Conducted 90 Individual Interviews with:
  • Elected Officials (County, City, SFRTA)
  • Neighborhood Leaders
  • Business Leaders
  • Chamber of Commerce
  • Downtown Development Authority
  • County and City Staff
  • Metropolitan Planning Organization
  • FDOT
  • State of Florida
  • General Services Administration (Federal Government)
  • Florida Atlantic University
  • Red Cross
The Charrette Team

• TRANSPORTATION
  Walter Kulash and Wade Walker: Glatting, Jackson, et.al.
• DEVELOPMENT ECONOMICS
  Tom Lavash: Economic Research Associates
  John Pertchik, Allen West, and Jay Koster: The Staubach Company
• RETAIL
  Robert Gibbs: Gibbs Planning Group
• TRANSIT ORIENTED DEVELOPMENT EXPERTS
  Marilee Utter: Citiventre
  G.B. Arrington: Parsons Brinkerhoff
  Shelly Poticha: Reconnecting America
• ARCHITECTS AND PLANNERS
  Seth Harry: Seth Harry and Associates
  Derrick Smith: A+S Architects
  Barry Mahaffey: Medick Architects
  Timothy Stillings: Kimley-Horn and Associates
  Shailendrah Singh: Dade County Urban Design Studio
• TREASURE COAST REGIONAL PLANNING COUNCIL
  Staff and Urban Design Consultants
Property Ownership

County (Future SFRTA)

Federal Government

State of Florida

County

Red Cross
A Closer look…

- 36 acre Study Area
  - 6.6 acres (County to SFRTA)
  - 7.5 acres County Owned
  - 7 acres Federally Owned
  - 7 acres State Owned
  - 2.3 acres Red Cross
  - 5.5 acres other ownership
What to Expect Today…

Controlled Chaos
The Public Process: Planning for the Future

DAY 1: 11:00am to 3:00pm
The Citizens’ Ideas
Why Should I Care about TOD and Transit?
ROAD RAGE

Aggressive driving is America’s car sickness du jour. But is there a cure for thinking everyone else on the road is an idiot?

ANDREW FERGUSON

TALLAHASSEE — The nation’s city planners are neglecting pedestrian safety in their design of high-speed arterial roads in busy commercial urban centers.

Associated Press

per 100,000 population on arterial roadways — the highest in the state.

Orange was right behind with 11 deaths.

They were followed by Broward. 10: Hillsbor-
Congestion or Mobility

Pick One!!
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
Congestion or Mobility

State Highway System
Supply vs. Demand

- Lane Miles-Supply (in thousands)
- DVMT-Demand (in millions)


DVMT  Lane Miles

- Red: DVMT
- Blue: Lane Miles
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
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
Local roads No. 2 on pedestrian hit list

The problem is ‘our streets are becoming speedways,’ a national survey concludes.

By MATT REED
Palm Beach Post Staff Writer

It’s getting downright dangerous to cross the street around here, and the sidewalks aren’t much safer, a report released Tuesday says.

Palm Beach County ranks as the 13th most-dangerous urban area for pedestrians in the United States, a coalition of consumer groups found in an unusual nationwide study.

Fort Pierce and the Treasure Coast ranked second worst in the nation, according to a “pedestrian fatality index” that factored in deaths, the area’s population and the number of people who walk to work there.

“The problem is not that pedestrians are walking in the wrong places, but that our local streets are becoming speedways — designed to accommodate more cars passing through, not the people who live, walk and play in their communities,” says the report, released by the Florida Consumer Action Network.

Florida is the worst state for walkers, the study found. Signs of danger are everywhere.

Drivers on Dixie Highway punch their accelerators and swing across crosswalks, oblivious of green “walk” signals nearby. Delivery vans park across downtown sidewalks, forcing people pushing strollers or using wheelchairs off curbs into six-lane boulevards.

In Palm Beach County, 31 pedestrians were hit and killed in 1995, according to state figures. The death count grew to 43 in 1996, statistics show.

Pedestrians in 1996 were as likely to die during the day as at night.

Please see WALKERS/7A.
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
Transit Oriented Developments

THE DEPOT • DELRAY BEACH

7,000 Sq Ft Historic Delray Railroad Depot on 1.85 Acre lot. Zoned MIC. Unparalleled I/95 and Atlantic Ave. visibility. Unique opportunity to own this "One of A Kind" property. Price upon request.
Chris Lowry 561-523-3939.
Today and This Week we Need Your Input and Help

To Go From This...
... and this
What We Know

• Federal Lands
• State Lands
• County Lands
• Tri-Rail, Amtrak, Greyhound, Palm Tran, City Trolley
• The Red Cross Land
What is a TOD?

An Urban Neighborhood
Elements Of Competitive And Livable Urban Neighborhoods

“Livability is an economic imperative”

Robert Solow
Nobel prize-winning economist

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

Already Many Great Examples

Without them, Cities would Not be livable
Public Spaces, Parks, and Plazas

Enormous Opportunities Still Exist
Kids in the City
A Variety of Housing Opportunities
A Variety of Housing Opportunities

The West Palm Beach Attainable Housing Task Force

A Need Is Not Being Met

Key Recommendations

Report
December 2003
“Pursuant to committee discussions and the recommendations of the Urban Land Institute (ULI), it is strongly recommended that the City cease issuing incentives for any market rate housing in the downtown area, and that all resources be directed at workforce/attainable housing units.”
The City should act to modify the current Residential Incentive Program (“RIP”) to require developers taking advantage of that program to provide a minimum amount of workforce housing in the projects which benefit from the RIP. The committee suggests that the level be from **10-30% of the total project**. The City also needs to be sure that these units do not end up as 650sf units costing upwards of $180,000.00-$200,000.00 as has been the case in the past.
What the West Palm Beach WORKFORCE earns?

- Librarian: $33,010
- Firefighter: $36,000
- Teacher: $37,022
- Nurse: $41,080
- Police officer: $44,907
### Mortgage Afforded for 80% - 120% AMI

Based on HUD guideline

<table>
<thead>
<tr>
<th>Salary</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,150 (1 person)</td>
<td>$110,000</td>
</tr>
<tr>
<td>$40,200 (2 people)</td>
<td>$135,000</td>
</tr>
<tr>
<td>$60,240 (2 people)</td>
<td>$180,000</td>
</tr>
<tr>
<td>$60,800 (4 people)</td>
<td>$190,000</td>
</tr>
</tbody>
</table>

The market rate units are not affordable for the workforce population

City of West Palm Beach Planning Department
How do other Cities handle this problem?

<table>
<thead>
<tr>
<th>City</th>
<th>Density Bonus</th>
<th>Req’d Attainable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montgomery</td>
<td>22%</td>
<td>12.5% to 15%</td>
</tr>
<tr>
<td>Cambridge, MA</td>
<td>-</td>
<td>15%</td>
</tr>
<tr>
<td>San Francisco</td>
<td>-</td>
<td>10% to 15%</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>-</td>
<td>10% to 20%</td>
</tr>
<tr>
<td>New Jersey</td>
<td>-</td>
<td>20%</td>
</tr>
</tbody>
</table>

In many Cities across America, providing Workforce housing is the cost of doing business.
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
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 head full of brains 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.
Great Streets

In Most Cases,
The Raw Material is Here
Tamarind Avenue “Situation”  22 Paces
The East-West Street Network

Clematis Street
Great Streets?
Right Of Way Improvement Plans

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

The Details Of The Street
Civic and Cultural Institutions
Educational Institutions
Convenient Shopping and Entertainment
Some thoughts on parking……

“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
“The more downtown is broken up and interspersed with parking lots and garages, the duller and deader it becomes…and there is nothing more repellent than a dead downtown.” Jane Jacobs, 1961, The Death and Life of Great American Cities
Proper Parking Strategies
If you must build structured parking, do it this way
“The International Olympic Committee said to Houston forget about hosting the 2012 games because it was ‘just too ugly’ and Boeing told Dallas it wasn’t coming because its downtown was too boring.”

Robert Yaro, The Regional Plan Association, 2003
A Commitment to Good Design
How Will We Respond?

TREASURE COAST REGIONAL PLANNING COUNCIL
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
Each New TOD is Unique to its Context

Different Sizes
Different Scales
Varying Uses

What Will Yours Be?
The Public Process
Kids have some of the best ideas
DAYS 2 through 7: The D&D Center (The Old Framesmith Shop)
We work all day ...
... and into the night
DAY 7, 7:00pm: Presentation of “Work in Progress” at The Kravis Center Ballroom “D”
Charrette Rules

• Sign Your Name
• Choose a Scribe
• No Speeches
• Argue With Your Pencils
• No Idea is a Bad Idea
• Do Not Think About Money (just for today!)
• HAVE FUN!!!
When I Say GO....

Ready...

Set...

GO!!!