



Meeting Minutes

August 8, 2015 (9:00AM – 12:00PM)
Florida Department of Transportation, District 4 Auditorium

The Southeast Florida Transit Oriented Development (TOD) Working Group is an informal group of participants from various agencies and organizations whose purpose is to work together to foster the creation of TOD in Southeast Florida in a cooperative, collaborative, effective, and efficient manner.

After brief introductions and announcements, the facilitators provided an update on the TOD Readiness Tool. Mr. John Guitar from Florida East Coast Industries (FECI) presented the station area planning efforts for All Aboard Florida. Mr. James Carras of Carras Community Investment, Inc. presented information on equitable TOD and corridors of opportunity. Lastly, participants provided updates on TOD-related efforts. Mr. Guitar's and Mr. Carras' presentations are available for viewing on the TOD Working Group website at <http://www.sfrpc.com/TOD.htm>.

KEY THEMES AND TAKEAWAYS

- Facilitators are looking for a few participants to serve on a leadership committee to guide the group's efforts toward more action-oriented tasks. If you are interested in serving on the leadership committee, please contact Jessica Dimmick at jdimmick@ciiesthatwork.com or Shane Laakso at slaakso@ciiesthatwork.com.
- All Aboard Florida is developing a passenger train service that will connect Miami with Orlando. The three southern stations (Miami, Fort Lauderdale, and West Palm Beach) are under construction. All Aboard Florida plans to undertake TOD projects with a mix of retail, office, and residential uses within each station area. Challenges in the planning of the Miami station TOD included design complexities related to building over the train station and lender restrictions requiring higher amounts of parking based on traditional parking ratios.
- Equitable TOD is the precept that investments in and along public transportation corridors should benefit all income levels in the adjoining communities, with improved access to quality housing, jobs, education, and support services. Achieving equitable TOD requires strategic planning and collaboration between all types of organizations. Inclusion of low income and minority groups is critical.
- New rail systems can pose both an opportunity and a threat to social equity. The improved infrastructure has the potential to allow people to live without the expense of owning a

personal vehicle. However, TOD can also raise property values and lead to gentrification. Plans and policies should incentivize developers to build attainable housing, including developments with residential units that accommodate a mix of income levels.

- Planners can use a variety of policy and funding tools such as land acquisition funds, incentive based zoning, and community land trusts, among others, to enable equitable TOD.
- The draft 2040 Regional Transportation Plan, which contains a Regional Transit Vision, will be presented to the Southeast Florida Transportation Council (SEFTC) for adoption in October. The regional transit vision identifies regionally significant destinations within the three counties and future bus and rail transit connections. Planners and other TOD partners can use the regional transit vision to support local TOD planning decisions, TOD investments, and future transit service development.

ANNOUNCEMENTS

Facilitators thanked the South Florida Regional Planning Council for hosting the TOD Working Group website, available at <http://www.sfrpc.com/TOD.htm>. The website contains information about the TOD Working Group, TOD related research and reports, meeting materials, and other information.

Facilitators shared *A Synthesis of Roles and Responsibilities in Planning and Implementing TOD in Southeast Florida* with the group. This report is a synthesis of the roles and responsibilities research that the group requested in earlier group meetings. Facilitators requested participants review this report in preparation for the next TOD Working Group meeting, where the group will discuss the findings and recommendations.

The TOD Working Group's primary role to date has been an outlet for sharing information about TOD. Several participants have voiced a desire to undertake more action-oriented tasks to further the group's goal of fostering the creation of TOD in Southeast Florida. In response, the facilitators developed a work plan and shared it with the group in February 2015. Facilitators at the August 2015 meeting introduced the possible creation of a leadership committee for the Working Group. The leadership committee would help focus the group on an appropriate path forward towards achieving TOD. Individuals interested in serving on the leadership committee should contact a member of the facilitation team. The leadership committee will meet monthly in between the quarterly Working Group meetings.

The facilitators provided an update on the Southeast Florida TOD inventory and map, which are undergoing final revisions. The online map identifies potential TOD station areas and provides links to relevant planning documents. The facilitators will post a link to the online map and accompanying inventory documents on the website soon. Facilitators asked participants to explore the online interface in advance of the next meeting.

The facilitators presented an update on the TOD Readiness Tool. The tool allows the user to analyze a station area using 20 measures to determine how ready an area is for TOD. Planners can use the analysis from the tool to develop strategies to increase readiness for TOD. The User Guide outlines the process for using the tool and the methodology behind the tool. The Excel-based worksheet allows users to evaluate the 20 measures and automatically creates a summary sheet of station area TOD

readiness, based on the worksheet inputs. The facilitators will post the TOD Readiness materials to the Working Group website soon.

The next meeting will be held on Friday November 6, 2015. The meeting location is to be determined.

ALL ABOARD FLORIDA STATION AREA PLANNING – JOHN GUITAR, FLORIDA EAST COAST INDUSTRIES

A full recording of Mr. Guitar's presentation is available on the Southeast Florida TOD Working Group [website](#), under *Meeting Materials*.

Presentation

About Florida East Coast Industries

Florida East Coast Industries (FECI) is the parent company to several real estate, transportation, and infrastructure businesses, of which All Aboard Florida (AAF) is one. AAF owns and operates Class-A office buildings and business parks across Florida, and provides real estate services to third-party owners and related party joint ventures.

FECI's assets date back to the era of Henry Flagler and include 351 miles of rail. Many cities have grown up around the FEC corridor. The company determined that reintroducing passenger rail along this corridor could be a great opportunity for several reasons. The State of Florida and its cities are growing. Florida is the second most visited state in the US, and needs to provide transportation options to large numbers of travelers. Traffic volumes on I-95 are reaching capacity limits, and the company saw a need to provide other alternatives.

All Aboard Florida Future Intercity Transit Service

When complete, AAF will operate 32 trains per day, 16 each way, between Miami and Orlando. A trip from Miami to Orlando will take approximately three hours. Four stations are proposed: Miami, Fort Lauderdale, West Palm Beach, and Orlando. The Federal Railroad Administration issued the [Final Environmental Impact Statement](#) on August 4, 2015.

At each station, AAF plans to provide retail, office and residential development. AAF conducted outreach to potential residential and office tenants to better understand what they are looking for. Connecting to employment centers is a key goal because it expands employers' hiring options and provides workers with alternative housing options.

AAF is designing each station to reflect the unique aspects of each place, recognizing that the station architecture and design will be the first thing visitors experience when they take the train.

Miami AAF Station Area

The City of Miami has experienced incredible growth in its urban core. FECI owns almost nine acres of underutilized land at the original terminus of Flagler's railroad - the site of the Miami station TOD. Existing transit service includes Metrorail and Metromover. Once completed, the development will also include stations for All Aboard Florida and Tri-Rail.

The rail line at the Miami station will be elevated 50 feet above the street to avoid conflicts with the roads in downtown. Three buildings will be constructed above these active rail tracks, and will contain retail, office, and residential uses. AAF anticipates that large numbers of people will use the station, which will support the retail component of the development. Fitting this large amount of development onto a relatively small site was a challenge for the station designers and engineers. Constructing a building on top of an active railway created further complications. The station will have two entrances leading to ground level retail, as well as office and residential entrances and service access. The station will use elevator-driven parking because traditional ramping utilizes too much space.

When considering options for residential products, AAF looked at examples from Chicago, New York, Washington DC, and Denver station areas. Residential units in the Miami station development will be small - 70 percent of the units will be one bedrooms or studios. AAF expects that residents will spend a lot of time in the amenity areas, which will include a 2.2 acre park.

AAF studied other stations from around the county to understand what makes successful retail at a station. The Miami AAF station will include 60,000 square feet of retail at the mezzanine level with food options and convenience items.

Three different buildings will contain office space, and two of those buildings are under construction today. The office space is almost 50 percent leased. AAF heard that companies want office space near transit so they can be connected to talent and other offices. AAF would like to build more office space, but parking requirements and the difficulty of building over the rail line have restricted the amount of office space they can develop at the Miami station.

Station Area Development Status

The three southern stations (Miami, Fort Lauderdale, and West Palm Beach) are currently under construction. Miami's station area TOD component is also under construction. In West Palm Beach and Fort Lauderdale, the TOD components of the station areas are in the final planning stages. AAF anticipates starting Phase 1 construction at these station areas by the end of 2015. AAF also anticipates that the first trains will arrive in October or November of 2016, and they will start providing service between March and September 2017 along the Miami to West Palm Beach segment, with future expansion to Orlando at a later date. Phase 3 of Sunrail will connect with AAF's rail line at the Orlando airport, which will provide service into downtown Orlando.

Discussion

Train Connections

Richard Lorber noted that Tri-Rail Coastal link will provide service at intermediate stations between the four AAF stations. Mr. Lorber asked if AAF is interested in partnering to develop TOD at the Coastal Link stations. John Guitar replied that AAF will likely be interested in developing TOD at some stations using the knowledge and experience gained from their efforts with AAF.

Additionally, AAF is looking to connect with the WAVE streetcar. AAF is interested in redeveloping the area surrounding their Fort Lauderdale station, including the bus terminal. Safety is a major issue in that area, particularly pedestrian safety for crossing Broward Boulevard, which will need to be addressed.

Jessica Josselyn stated that SEFTC will add a section about AAF into the 2040 Regional Transportation Plan.

Steve Mackey asked about potential changes to existing freight train routes along the FEC corridor. Partners have discussed moving freight routes to the western CSX corridor, which will require two rail crossovers. The southern crossover is currently under construction and will allow a Miami downtown Tri-Rail link. The northern crossover could be completed as early as 2018. Ultimately, freight trains are anticipated to travel west to the CSX line in Miami and then cross back east when the train is north of downtown West Palm Beach.

AAF is still working on train schedules and operations for the passenger service. AAF is considering working with the Miami Heat to have special event trains. Train capacity and impacts to bridge crossings (such as at the New River) are some factors that AAF is considering as they develop the train schedules.

The AAF stations will have multiple options for car and bike sharing, such as Car2Go, Zipcar, bike share, Avis, electric car charging stations, and shuttles.

Parking

Karen Hamilton noted the parking ratios within the development programs seem high, and may work contrary to the goal of removing traffic from the road. AAF struggled with decisions about parking. AAF did reduce parking from the typical suburban ratios, but lenders required these more traditional parking ratios as part of the development financing package. As the area densifies, AAF hopes that tenants' reliance on cars will lessen and parking demand will decrease.

Steve Mackey noted that some developers are repurposing parking garages for other uses, and suggested that AAF consider the potential for conversion in the early planning and design stages.

Lynda Westin noted that AAF has been a great partner with the South Florida Regional Transit Authority (SFRTA). SFRTA is researching case studies of parking at 2nd and 3rd generation TOD sites. Some TOD areas start with slightly reduced parking and are permitted to reduce parking requirements over time. Mr. Guitar clarified that AAF's current developments provide one space per residential unit. AAF hopes to provide 0.25 spaces per unit in future phases.

Richard Lorber indicated that people will want public parking at the North Miami Beach Tri-Rail Coastal Link station area. To get political support for Coastal Link and TOD, the station area will need to offer public parking for area residents to access the transit service. This is the case for many cities trying to plan for Tri-Rail Coastal Link service.

Participants noted that a communication gap exists between developers and most financiers. Most financiers are not familiar with TOD, and they perceive developments with reduced parking to have a greater risk. Participants suggested the group consider conducting outreach to lenders and residents to inform them of the benefits of TOD.

Environment

Sara Forelle asked whether AAF considered sea level rise in its station area planning efforts. AAF is pursuing LEED certification for all of its stations. Additionally, one goal of introducing the passenger rail service is to reduce the number of vehicles on the road, which reduces emissions. The system is designed to link with other transit services to more effectively capture riders and reduce car trips. Richard Lorber commented that the rail corridor is built along some of the highest ground in the state, which is another selling point for future development.

Karen Hamilton asked about environmental and remediation/contamination issues that AAF may have encountered in the development process. John Guitar stated that AAF has not encountered heavy contamination or adverse issues.

Affordability and Neighborhood Preservation

The group discussed the cost of the proposed housing. Residential units in the Miami station area development will rent for \$1,800 to \$2,700 a month. While this is not “affordable” for most people, it is more affordable for the area when compared to the existing high-end housing. The residential product is a step back from a true luxury product. Additionally, the cost of the housing is influenced by the high cost of building over a rail line (due to issues such as separating the vibrations of the train from residential units above).

Valerie Neilson asked about the existing neighborhoods, including Overtown, and their response to the Miami station. AAF worked with the Community Redevelopment agency (CRA) to integrate the development with the existing neighborhood. AAF will have a food program with space for vendors and food trucks and will offer a program to train people on how to run and operate a food truck. AAF’s community outreach and education efforts will include a musical education component to capitalize on the jazz and musical history of the area. AAF is also working to activate a farmers market on the weekend at Sawyers Walk to bring fresh produce to the area, which is currently a food desert. AAF hopes to include a grocery store in its development program.

Kim Delaney asked about station area development in Fort Lauderdale and West Palm Beach. AAF owns three acres adjacent to the future West Palm Beach station. Proposals for the area include 15,000 to 16,000 square feet of ground level retail and 275 to 300 apartments. The West Palm Beach station area will include connections to Clematis Street. Currently, AAF is not planning the same type of cultural elements as they are providing in Miami. The station area in Fort Lauderdale consists of six acres on both sides of the tracks. AAF is reviewing options for residential and office components with ground level retail and a parking garage. TOD planning for the Fort Lauderdale and West Palm Beach stations is not as far along as in Miami.

One participant asked if AAF has determined whether a TOD premium exists for rents. John Guitar stated that AAF has looked at TOD premiums, but it is hard to derive exact price data. For example, apartments in LODO in Denver have a 30 percent higher absorption rate than in downtown Denver, but it is difficult to determine if the higher rates are driven by transit or the new buildings.

TOD AND EQUITY – JIM CARRAS, CARRAS COMMUNITY INVESTMENT, INC.

A full recording of Mr. Carras’ presentation is available on the Southeast Florida TOD Working Group [website](#), under *Meeting Materials*.

Presentation

Equity can be defined as “fair and just inclusion.” Equitable TOD is the precept that investments in and along public transportation corridors should benefit everyone in the adjoining communities. The goal is to improve access to quality housing, jobs, education, and support services, especially for low and moderate income facilities and minorities who live in segregated communities.

Federal Context

The Partnership for Sustainable Communities between HUD, DOT, and EPA promotes six livability principles that are key issues related to equitable TOD, including providing more transportation choices, expanding location- and energy-efficient housing choices, and improving economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, and other basic services.

The U.S. Supreme Court recently ruled on a related issue. The Court ruled that policies that segregate minorities in poor neighborhoods, even if they do so unintentionally, violate the Fair Housing Act.¹ In response to this court decision, HUD released a new rule requiring all federal fund recipients, particularly of CDBG and public housing funds, to “affirmatively further fair housing” by taking meaningful actions to address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity.²

Achieving Equitable TOD

Transportation is a key linkage to economic development and affordable housing. In order to achieve equitable TOD, we must break down the traditional silos of economic development, transportation, community development, workforce development, land use planning, and housing, and bring them all together. Equitable TOD requires a clear alignment of private, non-profit, and public sectors. Equitable TOD makes it less challenging for low income residents to access job opportunities.

East Central Florida Regional Planning Council – An Example of Planning for Equitable TOD

The East Central Florida Regional Planning Council (ECFRPC) completed a fair housing and equity assessment for the six initial Sunrail stations in the Greater Orlando area.

Using HUD data, ECFRPC identified racially and ethnically concentrated areas of poverty (RCAPs and ECAPs) – census tracts where more than 50 percent of the population is non-white (RCAP) or more than 40 percent of individuals live at or below the poverty line (ECAP). ECFRPC examined the proximity of the RCAPs and ECAPs to the six Sunrail stations. Many are located outside the half-mile station area typically used in TOD planning, but within two or three miles from the rail stations. Connections to the rail stations from this two- and three-mile distance are critical to providing access to employment centers throughout the region.

Historically, developers are the greatest de facto beneficiaries of public investment in transit in the US, because real estate values increase in station areas. This history continues today. Planners need

¹ <http://www.theatlantic.com/business/archive/2015/06/supreme-court-inclusive-communities/396401>

² <https://www.hudexchange.info/programs/affh>

to understand the economics around transit station development, so that the return on public investment can include low and moderate income families and address issues of segregation of poverty.

ECRPC examined 14 community indicators across categories of demographics, economics, education, neighborhoods, and transportation, and created a model with an 'opportunity index'. This data is useful in planning purposes to address equity along the rail stations.

Key Issues and Challenges

Equitable TOD requires strategic planning and collaboration between all types of organizations. The TOD Working Group can be the genesis of a silo-breaking collaborative planning effort with developers, different public agencies, at local, county, and state levels.

Thinking about what will entice developers to build affordable housing is crucial. This applies also to mixed income housing. Research shows that moving from a low opportunity area to a high opportunity area increases the likelihood that the next generation will stay out of poverty.

Inclusion of low-income and minority groups is important in the plan-making process. Planners must think about how to gain their trust and assure them that the effort to come to a workshop or meeting is going to be worthwhile.

New rail systems pose both an opportunity and a threat for social equity in a region. The improved infrastructure has the potential to allow people to live without the expense of owning a personal vehicle. However, TOD can raise property values and lead to gentrification. A question for stakeholders is, "Who will have access to the affordable transportation options provided by transit?" Stakeholder organizations need to address key issues to facilitate equitable development within a TOD area, from the one-half mile core out to three miles from the core.

A key component of creating affordable TOD is ensuring that strategic plans incorporate the ideas of all stakeholders through coordination and collaboration. Plans and policies should also entice developers to build affordable housing, including developments with a mix of incomes. Stakeholders can plan ahead for TOD by using strategies such as land acquisition and housing incentives to help achieve affordable housing in station areas. Mr. Carras argued that local governments in South Florida do not yet have equitable TOD policies within their planning documents

Key Policy Recommendations

Stakeholders should weave equity into the TOD planning process and there are many opportunities to do so. Recommended policies can include:

- Incorporating affordable housing into existing or planned neighborhoods.
- Promoting development strategies that offer long-term affordability and a range of housing choices available to all income levels.
- Preventing displacement of marginalized populations who wish to remain.
- Providing incentives for affordable housing in urban centers and along transit-served corridors.
- Considering both transportation and housing costs when evaluating affordable housing needs. Research suggests that no more than 45 percent of income spent on combined transportation and housing costs is considered affordable. These costs include rent,

mortgage, taxes, insurance, vehicle cost, and fuel. South Florida has the highest combined housing and transportation cost in the nation.

Example Strategies for South Florida

The market will not automatically produce equitable or mixed-income TOD. Real estate and housing markets aim to produce the highest return on investment. It is the public sector's role to ensure that TOD benefits are equitably distributed. Several tools are available to assist local governments in doing so, including:

- TOD Land Acquisition Funds
 - Land acquisition should be done prior to the arrival of transit and in advance of the development of TOD.
 - Some opportunities in Southeast Florida still exist where prices are low; however, as prices increase around station areas, land acquisition funds become less viable.
 - The City and County of Denver, in partnership with other organizations, established a successful land acquisition fund to purchase buildings and lots prior to the arrival of transit.
 - When considering land for acquisition, stakeholders should look beyond the one-half mile radius immediately around the station.
- Land Banks can be used to purchase small and fragmented lots for assemblage into larger parcels for TOD.
- Incentive Housing Zones and Incentive Based Zoning
 - Incentive based zoning rewards developers for meeting affordable housing objectives with density bonuses or floor-area bonuses.
 - The Town of Jupiter recently passed incentive based zoning that requires any new commercial development to pay into an affordable housing fund.
 - Broward County, the City of Davie, and the City of Plantation have incentive zoning, but the Commissions placed a moratorium on the regulations during the recession.
- Community Redevelopment Agencies
 - CRAs are funded through tax increment financing.
 - In some California CRAs, 20 percent of all new units in the CRA district must be affordable.
- Community Land Trusts are a good option for creating equitable housing in lower density areas. In a community land trust, the trust owns the land while the resident owns the improvements on the land.

Funding is a key component of creating equitable TOD. Key funding sources include:

- Low income housing tax credits
- New Market tax credits
- Communities with Block Grants can apply for Section 108 funds

Moving forward, Mr. Carras recommended that stakeholders **form a regional working collaborative** to explore, structure and advocate detailed strategies to address affordable housing.

Discussion

Kim Delaney recalled that some TOD literature says that in true TOD, housing costs may reasonably account for up to 50 percent of household income because the transportation costs are so low, and

asked whether any literature on this figure exists. HUD officially adopted the 30 percent figure for housing costs. The Center for Neighborhood Technology adopted a 45 percent figure for housing and transportation cost combined. Mr. Carras did not know of any literature referencing the 50 percent figure.

Alex Hansen brought up the concept of location-efficient mortgages, where lending institutions would approve a higher mortgage for properties located close to transit because decreased transportation costs could be factored into the mortgage amount. Fannie Mae offered this prior to the financial crisis on a limited pilot basis. Though the concept is still around, Fannie Mae no longer offers this option. Participants remarked that this concept is useful for TOD.

Karen Hamilton articulated a conundrum in South Florida that is a unique combination of several dynamics. There is a preconception that transit is only for poor people. We believe that low income people should live in TOD areas, but these areas are too expensive to live in and gentrifying rapidly. Additionally, there is an inordinate amount of public housing in minority neighborhoods with very low access to opportunities. These forces together have resulted in a conundrum that is disturbing with no easy answers. Mr. Carras responded that the perception on who uses transit is a challenge, although this is changing with the millennial generation. Millennials do not see the safety issues in urban neighborhoods that older generations do. They instead see opportunity, excitement, and a number of different assets in urban environments, and planners need to continue to work in this same line of thought. We need to be thinking not only of Complete Streets, but of Complete Communities. Planners have traditionally focused on the physicality of places, and how places look and feel, and we need to begin to think beyond that.

Richard Lorber provided several remarks. He believes the many of the potential station areas on the FEC rail line are formerly industrial, and may not have the demand for luxury condos like those on the waterfront. Rather, the demand right around the rail stations will be for market rate rental units. Public leaders and elected officials may be critical of an affordable housing development as a flagship development right next to the station area. A strategy to include a portion of affordable units in a development is more palatable. Affordable housing projects a few blocks away from the train station are also politically viable. The design of the affordable units and exterior is important. The City of North Miami Beach is looking into the potential for providing shuttle service to connect the station to neighborhoods through mini-buses.

Mr. Carras noted that in East Central Florida, a bus line served a primarily African American community. Once the station was opened, the bus line was replaced with an on-demand service, because an analysis showed the ridership numbers were not strong enough to support fixed route service. This eliminated a previously convenient link for residents who lived two to three miles away from the new transit station to get to the station. Mr. Carras warned of the perception of future Tri-Rail Coastal Link riders as all professionals going to work or going to party in Fort Lauderdale. Planners need to think about people who are actually riding transit now.

Another participant asked, “How much gentrification will occur around the coastal link stations?” Steve Mackey said that the amount of gentrification will probably not be as large as some expect. Mr. Carras stated the conversation about equitable TOD should not focus on gentrification, but should instead focus on how transit can be used as a tool to break down social and economic barriers. Stakeholders

need to understand the real estate, development, and social dynamics one, two, and three miles around the station. Stakeholders should work to determine what will happen to property values and land uses after a station is established and how the transportation assets and associated projects will be used to break down the cycles of poverty and segregation.

Jessica Josselyn voiced support in holding the group accountable for creating “Complete Communities.”

ROUND TABLE UPDATES

Jessica Josselyn presented the SEFTC Regional Transit Vision, which is part of the 2040 Regional Transportation Plan. The draft plan is completed and will likely be adopted on October 9, 2015. The draft plan contains a two-page spread highlighting the Southeast Florida TOD Working Group. The Regional Transit Vision is simply a vision and does not consider cost, transit type, or station locations. The vision identifies regionally significant destinations within the three counties and future bus and rail transit connections between these destinations. The vision was created by a regional group, consisting of three MPOs, two FDOT districts, and transit agencies. It is a starting point for thinking about transit from a regional perspective. The transit vision can be used to support local transit and land use planning decisions.

Larry Hymowitz announced the upcoming FTP/SIS Master Plan updates and a regional workshop to be held in Miami. Larry encouraged everyone to attend, provided flyers, and mentioned the opportunity to comment online. This is an opportunity to comment on future transportation, including TOD. See <http://www.floridatransportationplan.com/regional.html> for additional information.

Kim Delaney shared that FDOT has been conducting a series of Complete Streets workshops hosted by Billy Hattaway, FDOT District 1 Secretary, and DeWayne Carver, FDOT Central Office Bicycle and Pedestrian Coordinator. The FDOT website contains a webpage on Complete Streets section (<http://www.dot.state.fl.us/rddesign/CSI/Default.shtm>), and it is a good resource. Smart Growth America assisted FDOT in developing the resources and workshops. FDOT is looking to amend its standards to incorporate potential transects based on the context of the roadway. The Complete Streets resources include information about lane elimination, lane widths, land use, and other information.

Steve Mackey asked for an update on the continuing research on reduced traffic counts in downtown West Palm Beach. This question follows up on last meeting’s discussion about traffic volume reduction on South Dixie Highway resulting from increases in residential density. The study concluded that the residential infill development has changed travel behaviors and has made conditions favorable for reducing the number of lanes on South Dixie Highway from four to three. Ms. Delaney stated that the four-to-three lane conversions are challenging, as compared to a six-to-four lane conversion, and that plans need to contain context sensitive solutions.

Alex Hansen shared that developers have been working on projects along the CSX corridor in the City of West Palm Beach. The developer of the Transit Village project will go before the Downtown Action Committee, the final approval authority on Wednesday August 12, 2015. The development is located on a challenging 6.5 acre site, immediately adjacent to the Tri-Rail station. It is located over a bus facility and Tri-Rail parking. The development will include a 300 room hotel, 420 residential units, and

50,000 square feet of non-residential uses. *Since the meeting, this development project has been approved.*

Steve Mackey announced that the City of Delray is trying to increase the development potential on a portion of the Congress Avenue corridor. The City has appointed a task force to review options for investments and recommendations for the corridor. The task force is focusing on the Tri-Rail station and envisions connecting the Congress Avenue corridor to the downtown. A TOD project at the Tri-Rail station could spur development along the rest of the corridor. Palm Beach County owns 28 acres of land surrounding the station, and the City will need to work with the County to create plans that match the city's vision. An enormous green space is currently located next to the station, which could potentially be used as a location for a multipurpose path connecting the Tri-Rail station to Atlantic Avenue. Mr. Mackey discussed with the FDOT District 4 participants the possibility for discussing this multiuse trail idea with other FDOT representatives who were not in attendance.

Richard Lorber stated that the City of North Miami Beach recently upzoned the area around the proposed Tri-Rail Coastal Link station in preparation for future transit service. Currently, developers have proposed 1,500 dwelling units around the proposed station. He also stated that developers are creating many dwelling units on the east side of Biscayne Blvd. Mr. Lorber talked about the difficult intersection adjacent to the proposed station. The City is considering pedestrian overpasses to enhance safety.

MEETING ATTENDEES

- Steve Braun, FDOT District 4
- Jim Carras, Carras Community Investment
- Kesha Davis, Broward County Transit
- Kim Delaney, Treasure Coast Regional Planning Council
- Kevin Fischer, Broward County Planning and Redevelopment Division
- Sara Forelle, Broward County Planning and Redevelopment Division
- Raymond Freeman, FDOT District 6
- John Guitar, All Aboard Florida
- Karen Hamilton, South Florida Regional Planning Council
- Alex Hansen, City of West Palm Beach
- Larry Hymowitz, FDOT District 4
- Jessica Josselyn, Southeast Florida Transportation Council (Kittelson and Associates)
- David Kemp, Town of Jupiter
- Daniel Knickelbein, Broward MPO
- Shi-Chiang Li, FDOT District 4
- Richard Lorber, City of North Miami Beach
- Lisa Maack, FDOT District 4
- Steve Mackey, Urban Land Institute (Mack Industrial)
- Larry Merritt, FDOT District 4
- Valerie Neilson, Palm Beach MPO
- David Orshefsky, Orshefsky Holdings
- Vielka Quintero, City of Hollywood
- Fazal Qureshi, FDOT District 4
- Juan Romero, Kordial
- Pete Schwarz, Broward County Planning Council
- Scott Seeburger, FDOT District 4
- Gregor Senger, FDOT District 4
- Nick Sofoul, Broward County Transit
- Fred Stubbs, Palm Tran
- Arlene Tanis, FDOT District 4
- Lynda Westin, South Florida Regional Transportation Authority
- Marianne Winfield, Smart Growth Partnership

The Southeast Florida TOD Working Group is open to anyone interested in attending. If you are interested in joining the TOD Working Group, please contact Jessica Dimmick, Renaissance Planning Group at jdimmick@ciesthatwork.com or 561-404-7261x304.