

Southeast Florida TOD Working Group – Meeting Summary

June 7, 2013 (2 PM – 4PM); Broward MPO Board Room

People Invite - Participants with a ✓ were in attendance:
(Group is open to all interested)

✓	John Ramos	Broward County Transit
	Jim Carras	Carras Community Investment, Inc
✓	Larry Hymowitz	Florida Department of Transportation
✓	Lois Bush	Florida Department of Transportation
✓	Scott Seeburger	Florida Department of Transportation
✓	Jayne Pietrowski	Florida Department of Transportation
	Jessica Josselyn	Kittleson Associates
	Wilson Fernandez	Miami Dade Metropolitan Planning Organization
	Nilia Cartaya	Miami-Dade Transit
	Fred Stubbs	Palm Tran
✓	Sharon Cino	Renaissance Planning Group
✓	Karen Kiselewski	Renaissance Planning Group
✓	Rob Piatkowski	Renaissance Planning Group
✓	Marianne Winfield	Smart Growth Partnership
	Karen Hamilton	South Florida Regional Planning Council
✓	Lynda Westin	South Florida Regional Transit Agency
	Kim Delaney	Treasure Coast Regional Planning Council

Summary

The meeting began with an introduction of the reason for the working group and its general purpose:

To consolidate information on what the various agencies in the region are working on, what they would like to get out of the working group, where data on Transit Oriented Developments (TODs) could be archived and made available to stakeholders, and to present continued updates at the Planning Technical Advisory Committee (PTAC).

The meeting proceeded with an open discussion of what each attendee would like the Working Group to achieve as well as current TOD-related issues within the region. (The next section of the memo has details of the discussion.) Some attendees mentioned collaboration and information sharing information as a benefit, while others indicated that other coordination activities may already fulfill the need.

Following this discussion, two handouts were introduced: a chart of existing plans and participating agencies and a list of TOD areas and associated characteristics. There was a brief

discussion about how the alternative future scenario planning work focused on TOD being done under Seven50 might fit in.

After a continuation of the discussion about potential merits and drawbacks of having a TOD working group, and listing agencies that should be participating but were not in attendance, the main points of the meeting were summarized. Four topics resulted from the discussion as items for the working group to potentially address as a start.

Next Steps:

- Identify the roles and responsibilities/core responsibilities of the various agencies and groups in Southeast Florida involved in TOD
- Research and share models from other places on collaborative efforts focused on implementing TOD
- Focus on education and information sharing on TOD projects, such as a web-based portal of plans and resources
- Provide a market assessment (site development oriented) of the region's four existing premium transit corridors (Tri-Rail, WAVE, Metrorail, and FEC) building on available information to help guide investments by MPOs and others

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MEETING DISCUSSIONS

All participants provided their thoughts and opinions about the TOD Working Group and what roles and functions it could serve. These comments fell in roughly five categories:

1. Thoughts on the working group
2. Challenges
3. TOD Success
4. Resources
5. Status of TOD in the region

The items below represent statements offered by meeting participants on these topics.

1. Thoughts on the Working Group

General

- Working Group Vision: To over time evolve into a resource for communities to go to for TOD issues; a place where people can get the resources needed to attract and implement successful TOD
 - To provide information on policies: What they are, what is required, financing, zoning, education, implementation, etc.
 - What does it mean to be a successful TOD?
 - What is needed to become a successful TOD and how to achieve that

- Education, Information, Planning, Outreach

In other words, provide a business plan approach to complete TODs in various environments.

- Great to have this meeting of people from various agencies throughout the region.
- What is the focus of this group and is it necessary or will it be duplicating the efforts of other existing groups?
- It would be useful to see what is going on in other places, related to TOD
- A central source of TOD related information is needed for easy distribution to the private sector (i.e. banks and developers) and other agencies.
 - Need to have all the information and plans related to TOD packaged together
 - Function as an educational resource
- Do not yet have funding sources for the FEC and most other transit. Should we wait until funding is available?
- Need to consider the developer/investor perspective
- Need to incorporate affordable housing into TOD and deliver a good quality of life tied to availability of such housing and multiple other things
- Importance of being patient in implementing TOD

Regional Cooperation

- Different organizations are in different places in terms of transit and TOD development, so need to look for common ground from which to build
- There are many groups and agencies doing their own thing and they may not know what the others are doing
- Do not want to unknowingly repeat work efforts completed by other agencies
- There is so much information available – how can it be made useful and helpful?

Scale

- The discussion included whether it is more important to focus on several specific corridors (time and money) until they are completed or if it is important to simultaneously plan for the regional system as a whole
- Cannot do TOD everywhere which is why we need to know the regional picture (regional transit system master plan)
- Important to cover station, corridor, and system dimensions drawing on working group with membership representing various perspectives and with various strengths

Roles and Responsibilities

- Who has what roles and responsibilities?
- Need the RPCs to be involved because urban design and land use are issues in TOD planning

2. Challenges

The Private Sector

- Many land owners are corporate and have templates for what development will look like
- It is ultimately the developer that determines the design and outcome of TOD
- Need to educate developers on what TODs are, their criteria and attributes, and the intricacies involved in designing and implementing successful ones
- ULI recently published information about TODs being the most profitable type of development

Public Sector

- Many elected officials do not know what TOD is
- There is a lot of interest in TODs: depends on cities for zoning and the market conditions
- Municipalities sometimes have different aspirations than counties/DOT/transit agencies, etc. It is ultimately up to the local government as to whether TODs will be allowed or given priority
- There are many communities throughout the region, each with its own plans and policies

Market Analysis

- What are the benefits of transit for local and small businesses? How can small business owners be educated on the benefits of locating near transit?
- FEC market assessments have been done for future station areas
- Market analyses and research have limited shelf-lives
- SR 7 was a focus for redevelopment with transit

Transit

- There are many TOD type developments and TOD supportive policies in place within the region, but many are lacking the T, namely the transit element

Funding

- Need a dedicated funding source for transit much like Miami-Dade has
- Have limited funding – Need to focus on where investments can be made.

Liability

- Need to determine questions of liability. Who is responsible, the transit agency or private land owner for issues of liability and safety regarding the infrastructure and pedestrian movement from the station area to the private facility? There is also concern over the impact of public transportation vehicles to private landowners' infrastructure (i.e. driveways and parking lots)

3. TOD Success

- Southeast Florida is unique. Just because a certain type of TOD works well in another location, it does not necessarily correlate to that same TOD type working well in South Florida
- Need to focus on Southeast Florida examples of successful TOD and mixed-use to demonstrate that such projects can work here to convince banks and developers to pursue such projects
- Look at examples in the region to see why they have been successful or failed. Need to look at cities and their politics – Are they laissez faire regarding development: Deciding when development comes? Or are they more proactive in encouraging certain types of developments?
 - Plantation Midtown, South Miami, Plantation Fountains
- What are other models that are successful?
 - Denver is leveraging transportation investments
 - TOD Planning money pool: NJ Model / Portland, OR model
- Imagery, graphics, and models go a long way in presenting information and site potential
- It seems like the creative and successful projects and developments in Southeast Florida come from the city-level: CRAs, zoning, etc.
 - Requires a clear vision and dedication.
- ULI: What is Important to get Successful Development
 - Vision – Leadership – Market - Land

4. Resources

- MAP21 offers the opportunity to incentivize TOD – Through performance measure based criteria
- Funding / Incentives / Equity -- Miami-Dade County has a good TOD model to learn from
- Transit and TOD are prominent themes in Seven50 alternative future scenarios.

5. Status of TOD in the Region

General

- Smart Growth Partnership
 - Need the economic piece to pull it all together.
- SFRTA Developer Round Table
 - Developers like to see progress with public transportation projects before they invest private money into development
- For the 2040 LRTP Treasure Coast RPC and Palm Beach MPO will be selecting 3 or 4 sites along the FEC corridor to perform parcel level studies/designs
- Half-Penny Transit Tax - Perhaps revisit this for 2016
 - TOD as an educational tool for the public to promote the half-penny tax

Transit

- Current, proposed and potential transit

- Downtown Ft Lauderdale: The WAVE, Downtown Bus Transfer Station
 - Broward MPO Mobility Hubs: What makes sense for TOD and what is suited for Park and Ride
 - Some of Broward's corridors will not contain premium transit after all
- Hollywood Pines Boulevard: Only transit supportive section - from the beach to SR 7
- Tri-Rail Corridor/FEC
 - FDOT Station Area Report: SFECC Study and RTA's Station Area Report will be released together to municipalities
- City of Miramar – BCT's most successful I-95 Express park-and-ride lot is being removed from a 54 acre site

Developments

- Several DRIs were originally supposed to be TOD, however this has not been realized:
 - Lauderhill – Property was transferred to new owners and the plan changed
 - Wisteria/Metropica – Has transit along the periphery
- Sheridan Station in Hollywood was supposed to be a TOD. A senior housing project has been approved and is moving forward. Other proposed projects have all been postponed or canceled.