

Southeast Florida TOD Working Group

Meeting Summary

June 16, 2014 (1:00PM – 3:00PM); South Florida Regional Planning Council

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

✓	Blake Drury	AECOM (Now with GAI Consultants)
	James Cromar	Broward MPO
	Peter Gies	Broward MPO
✓	Pete Schwarz	Broward County Planning Council
	Deanne Von Stetina	Broward County Planning Council
✓	John Ramos	Broward County Transit
✓	Jim Carras	Carras Community Investment (GoToMeeting)
	Jason King	Dover, Kohl & Partners
	Kenneth Garcia	Dover, Kohl & Partners
✓	Eric Dumbaugh	Florida Atlantic University
✓	Larry Hymowitz	Florida Department of Transportation, D4
	Lois Bush	Florida Department of Transportation, D4
	Scott Seeburger	Florida Department of Transportation, D4
	Jayne Pietrowski	Florida Department of Transportation, D4
	Curlene Thomas	Florida Department of Transportation, D4
	Lisa Colmenares	Florida Department of Transportation, D6
✓	Jessica Josselyn	Kittleson Associates (GoToMeeting)
✓	Garett Rowe	Miami-Dade County Planning (RER) (GoToMeeting)
✓	Jess Linn	Miami-Dade County Planning (RER)
	Wilson Fernandez	Miami Dade MPO
	Nilia Cartaya	Miami-Dade Transit
	Judy Emerson	Miami-Dade Transit
	Froilan Baez	Miami-Dade Transit
	Bret Baronak	Palm Beach MPO
	Nick Uhren	Palm Beach MPO
	Fred Stubbs	Palm Tran
	Chuck Cohen	Palm Tran
	Marcela Cambor	Seven 50 – Sustainable Communities Initiative
✓	Marianne Winfield	Smart Growth Partnership
✓	Whit Blanton	Renaissance Planning Group
✓	Rob Piatkowski	Renaissance Planning Group
✓	Karen Hamilton	South Florida Regional Planning Council
✓	James Murley	South Florida Regional Planning Council
✓	Lynda Westin	South Florida Regional Transit Agency
✓	Kim Delaney	Treasure Coast Regional Planning Council
	David Orshefsky	Urban Land Institute (ULI)
	Carla Coleman	Urban Land Institute (ULI)

AGENDA

- Introductions
- SunRail and Beyond*
 - Presentation by Blake Drury (previously AECOM, now GAI Consultants, Inc.)
- TOD in Miami-Dade County*
 - Presentation by Jess Linn (Miami-Dade RER)
- Roundtable - Attendee's Reports
- Next Meetings
 - September – Regroup and report
 - Fall - Developer panel on experiences with TOD development

** Presentations available by request (Large file sizes)*

NEXT STEPS

- Present results from the Roles and Responsibilities Questionnaire
- Continue updating the stations and plans inventories and map and respond to TOD Working Group questions/requests
- Identify a website location(s) for Interactive Map
- Coordinate/collaborate on Cypress Creek station area planning
- Continue to provide information sharing opportunities
- Invite Miami-Dade Transit to share their TOD experiences
- Invite Florida East Coast Industries to discuss their station area planning in South Florida

KEY DISCUSSIONS

The following two sections on the presentations summarize what was presented and the questions that followed. Both presentations are available by request (large file sizes)

1. SunRail and Beyond

This presentation by Blake Drury covered the lessons learned from AECOM's planning for TOD along the SunRail corridor in metro Orlando. The overarching lessons were to recognize the difference between the potential of TOD at a station area compared to what is actually being implemented due to the reality on the ground, and that it eventually becomes necessary to redirect efforts from growth management to growth facilitation. It is also important to remember that rail transit is new to Florida and it will take time for people to become accustomed to using it.

The planning effort for TOD at the station areas began long before the opening of SunRail. All of the cities along the SunRail corridor had updated their plans for their station areas by the time construction of the rail line was funded. In this regard, it is similar to the Tri-Rail Coastal Link corridor in that many cities have already planned for TOD appropriate densities and uses

near the proposed stations. After much time was devoted to planning efforts, the Florida Department of Transportation made the decision that the planning was sufficient and that efforts should switch towards implementation. The implementation efforts related to TOD involved outreach, developing metrics and implementation plans. This included the creation of a roles and responsibilities matrix (similar to the current effort underway by the TOD Working Group) which demonstrated that no single entity does everything and that coordination would be vital to the successful implementation of SunRail TOD.

The presentation included a series of eight lessons on planning and design considerations for TOD, which are listed below. For more detail, please see the presentation available by request.

1. Sell the business community on the benefits of TOD
2. Understand the benefits of transit to a developer
 - i. Teach cities and counties about what the benefits are to developers so they can better market to and attract developers.
 - TOD offers a more efficient site - stormwater infrastructure, reduced parking requirements.
 - There are differences between the development and uses encouraged by the various types of transit. For example, commuter rail stations will induce different retail and other uses compared to a light rail or streetcar station.
3. Don't let the project get in the way of the system
 - i. Need to draw boundaries
 - ii. What improvements are needed in the project area?
4. Sell the people who sell to the community
5. Speak the language of elected officials
 - i. Construction leads to jobs
6. Remember that public investment drives private development
 - i. Show examples of successful places and the public investments that catalyzed them
7. Focus on complete neighborhood development
 - i. Pedestrian oriented development is the foundation for a successful TOD
 - ii. More intersections for more developable locations
 - iii. TOD should lead to good neighborhood design - even if the transit does not arrive, the resulting neighborhood will be much improved
8. Joint development is more difficult than it's made out to be
 - i. There are very few developers that pursue many of these plans. This is partially due to the complex requirements resulting from the use of FTA funds.

The questions posed by the members of the Working Group covered a broad range of topics. The responses have been summarized below:

- AECOM's TOD planning effort for the SunRail corridor was not part of a HUD grant. However, along the SunRail corridor, some HUD category 2 grants were used to improve station areas, although this funding came after the AECOM TOD contract began. Efforts were made to not duplicate what was being done by the HUD grant work.
- The TOD Metrics were compiled to support the community involvement team with quantifiable data as to the extent of TOD activity within the vicinity of each SunRail station. A "Frankenstein" of metrics were selected based on what data could be found and tracked. This included employment, residential and destination metrics. When considering the destination metric, the team consulted LEED-ND standards to determine what is good to have in a neighborhood (i.e. grocery store, dry cleaner, etc.). The metrics did not focus on issues of gentrification as the aim was to measure potential and not the process of implementation. The metrics were not compared to a national standard but were established as a baseline with which to compare future values to. This allows each station area to gauge how it is improving over time while avoiding presenting some station areas in a negative or discouraging manner.
- When comparing the market response prior to the opening of SunRail to after, it seemed that the stations made the good areas better in terms of market response. However, other areas that were not doing as well prior to the opening of SunRail are not seeing the same level of improvement.
- Some developments are focusing on reverse commutes. For instance, Lake Mary is doing well in this regard.
- ULI Conference - There was a panel on SunRail and All Aboard Florida.
- One of the challenges was how to get government to think more like a developer. The transit station areas need to be differentiated from nearby areas that are beyond the transit station. This is because transit, by itself, is not enough to convince developers to invest in an area. If all else is equal, transit can be the tipping point to choose one location over another, but otherwise, transit may not attract as much development as initially envisioned. More incentives are needed to differentiate the transit areas from other areas to further encourage development in station areas. This may include permitting higher densities and intensities in the station area compared to other areas.
- Infrastructure/regulations versus market conditions - The market is holding back some station areas even if regulations have been reduced. Once a couple of TOD projects get built, it can help spur developments at other locations.
- The first TOD projects along the SunRail corridor coming online are multifamily projects and those that are more urban style.

2. *TOD in Miami-Dade County*

The second presentation was given by Jess Lynn of Miami-Dade County Planning (RER). This presentation on the topic of TOD in Miami-Dade County was originally for the APA Naples Conference.

Miami-Dade County's comprehensive planning encourages TOD through a number of ways. Miami-Dade County has an urban growth boundary controlled by the Board of County Commissioners who tend to be slow/cautious in moving it. Within this area, there is a focus on urban centers along Metrorail, the South Miami-Dade Busway, Tri-Rail, and premium bus routes. The urban centers are designated in the Comprehensive Plan and have area plans and/or special zoning districts that allow for higher densities. The County has authority over the designated Rapid Transit Areas. For the most part, TOD in the county has occurred since the construction of Metrorail.

The first area plan was for downtown Kendall (Dadeland North and South) which was prepared in 1998 with the zoning implemented the following year in 1999. The area plan emphasizes an improved building form and a pedestrian friendly orientation. The implementation of this plan, and its building out, is a work in progress and a piecemeal effort. It has been successfully built up over the years as envisioned. The South Miami-Dade Busway was opened in 1997 and has been successful with high levels of service. The Naranja Urban Center is located along this transit facility. To date, this urban center still has large vacant properties although increasing the allowable densities has attracted developer interest. This urban center currently consists of affordable housing developments.

In addition to the Comprehensive Plan designated urban centers, Miami-Dade Transit plans for and pursues joint development projects. There are several successful joint development examples in the County and many lessons have been learned over the years relating to the implementation of joint development.

- Dadeland South: This station area had a market ready for development. Interest was shown by developers based on their analysis showing that land values were high, there was existing successful retail, no vacant properties, it was affluent, and businesses wanted to stay east. This led to the alternative development being built at the location resulting in TOD.
- Dadeland North: Consists of vertical big-box store development.
- Government Center: This is a transit-*integrated* development. The County government building was built at the same time as the Metrorail and the station was incorporated into the building itself.

The majority of joint development in Miami-Dade is affordable housing. There are tax credits available for locating near transit which encourages affordable housing TOD.

- Brownsville TOD: This station area's TOD is an affordable housing project.

However, not all of the developments in the station areas and urban centers have been transit oriented. Some developments, such as those in Overtown, are only transit adjacent - located

near transit but not designed in relation to it. This disconnect between the transit and development occurs for a number of reasons, one of which is the push and pull between the different partners involved in TOD joint developments. The transit agency considers safety, operations, bus access and people while the developer has other priorities which may compete with those of the transit agency. In some instances, the agency is eager for the project to be completed for additional income and so design considerations may not receive the necessary priority. There are also not many developers that have experience doing this kind of development. When RFPs are put out, there are few responses. This can then result in the choice of either turning down the one developer replying to the RFP and the site gets no development, or to continue with the developer and get a poorly designed, transit adjacent development. Furthermore, some stations are not well suited for TOD such as if they were designed as commuter rail locations for people driving to them.

Upcoming projects include NW 215th St and NW 27th Ave. This site has been purchased and will be turned into TOD. Another joint development property is owned by FDOT and is located next to MIC. This site has the requisite zoning in place and allows for up to 250 dwelling units per acre. However, there are height restrictions in place by the FAA.

Other topics and lessons from the presentation include:

- Transit does not create the market, but it can help. It makes a good area better, but does not (by itself) create a market in an area which did not have one before transit. Other pieces must fall into place as well.
- Developers do approach the transit agency when ready and Miami-Dade Transit has had a few examples of this.
- Miami does not have many large employers and the downtown CBD has relatively little office space.

3. Roundtable

Several participants provided information about recent events, ongoing projects or upcoming meetings.

- Jim Murley provided a briefing on the previous week's Seven50 workshop on the implementation of Seven50: Housing Plan, TOD, Policy Link. They have a large amount of data that will be added to the online database. It is hoped that there will be a network to keep the information flowing.
- John Ramos discussed his experience with the Cypress Creek Tri-Rail Station. The conceptual drawings from the presentation on the TOD site given at the prior TOD Working Group meeting do not fit with the reality of the site. Conceptual drawings are good for demonstrating what TOD can look like, but not for site specific. There have been three different property managers and two different owners of this site in recent years and with all of them, little progress has been made on improving transit access. The reality of what can be done on the site is limited. BCT would like to run buses on the private road through the property but is not allowed.

- Metropica and the City of Sunrise downtown - Broward County Transit is working with the developer on providing transit access to the site. Transit access may be provided on the first floor of a parking deck as in Miramar.
- The Realtor Association is doing outreach with 20 mayors related to the benefits of smart growth
- It was suggested that the TOD Working Group reach out to Miami-Dade Transit on their TOD experiences for the next Working Group meeting
- Broward County will be redoing their Comprehensive Plan. For further information and to receive updates, send your contact information to: PlanningCouncil@Broward.org
- Florida East Coast Industries should be invited to a TOD Working Group meeting towards the end of the year to discuss their station area planning work at the All Aboard Florida Stations. It is important to understand the magnitude of TOD at their three stations and how that relates to the regional market-share of TOD.