

Southeast Florida TOD Working Group

Meeting Summary

September 29, 2014 (1:30PM – 3:00PM); Broward MPO Board Room

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

✓	Kevin Fischer	Broward County
	Sara Forelle	Broward County
✓	Pete Schwarz	Broward County Planning Council
	Deanne Von Stetina	Broward County Planning Council
✓	John Ramos	Broward County Transit
✓	James Cromar	Broward MPO
✓	Peter Gies	Broward MPO
	Jim Carras	Carras Community Investment
	Jason King	Dover, Kohl & Partners
✓	Kenneth Garcia	Dover, Kohl & Partners
✓	Eric Dumbaugh	Florida Atlantic University
	Amie Goddeau	Florida Department of Transportation, D4
✓	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, D6
	Lisa Colmenares	Florida Department of Transportation, D6
✓	Christopher Dube	Florida Department of Transportation, D6
	Blake Drury	GAI Consultants
	Jessica Josselyn	Kittelson Associates
	Marcela Cambor	Marcela Cambor Consultant
	Garett Rowe	Miami-Dade County Planning (RER)
✓	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
✓	Khurshid Mohyaddhin	Palm Beach County Planning
✓	Nick Uhren	Palm Beach MPO
✓	Fred Stubbs	Palm Tran
	Chuck Cohen	Palm Tran
	Whit Blanton	Renaissance Planning Group
✓	Jessica Dimmick	Renaissance Planning Group
✓	Rob Piatkowski	Renaissance Planning Group
✓	Marianne Winfield	Smart Growth Partnership
	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

- Welcome and Introductions
- Roundtable - Attendee's Reports
- Brief review and presentation of Models of Collaboration research
- Presentation of results from Roles and Responsibilities Survey effort
- Discussion and feedback on Roles and Responsibilities
- Interim location for TOD Clearinghouse and Map webpage
- Future Meetings
 - Establish meeting schedule and lengths
 - Topics for next meeting

NEXT STEPS

- Continue the discussion on TOD roles and responsibilities in South Florida
- Present results from the roles and responsibilities exercise
- Continue updating the stations and plans inventories and map and respond to TOD Working Group questions/requests
- Identify host location for the TOD Clearinghouse and Interactive Map Website
- FDOT D4 presentation on TOD Readiness Tool
- Continue to provide information sharing opportunities
- Invite Miami-Dade Transit to share their TOD experiences
- Developer panel on experiences with TOD development
- Invite Florida East Coast Industries to discuss their station area planning in South Florida
- Establish a regular meeting schedule - perhaps quarterly meetings ranging from 3 - 4 hours with a later start time
- Integrate municipalities and the private sector into the Working Group
- Consider demonstration projects to highlight challenges and how they can be overcome

KEY DISCUSSIONS

1. Roundtable

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

- Miami-Dade Transit (Nilia Cartaya) – MCT is currently working on a lot of RFPs for TOD, including one near Broward County at NW 27th Ave. and NW 215th Street.
- Miami Dade County (Jess Linn) – Miami Dade County is working with and preparing for the All Aboard Florida station in Downtown Miami and updating land use throughout the County to support TOD.

- Broward MPO (James Cromar) – Broward MPO is continuing the Speak Up Broward initiative. James presented at Rail~Volution on the topic of preparing for and developing TOD-like development in locations where there is not yet a premium transit service (*Can you OD without the T?*). Along the lines of this presentation, the MPO is looking into what they can do to facilitate TOD recognizing that they do not yet have the desired transit in place.
- SFRPC (Jim Murley) – SFRPC is currently reviewing a DRI for All Aboard Florida. Almost everything in the Miami area is revolving around transit. There are over 18,000 residential units proposed in the Miami area.
- FDOT D4 (Scott Seeburger) – FDOT District 4 is conducting a pilot study as a precursor to the Mobility Hubs PD&E study for transit infrastructure. The pilot study includes a preliminary assessment of a few hubs, and the selection of a hub for further examination of transit infrastructure needs and stakeholder roles and responsibilities. The District is also looking into the feasibility of limited stop service along Broward Boulevard, and will provide to BCT preliminary recommendations on the extents of service, potential stop locations, and cost.
- Broward County (Kevin Fischer) – Broward County is beginning the update of the County's Land Use Plan and Comprehensive Plan. This effort will integrate land use planning with transportation. The County will make sure that the land use code and zoning code support TOD.
- Palm Beach County (Khurshid Mohyaddhin) – Palm Beach County started planning for TOD about 20 years ago. The County is working on offering benefits to encourage TOD in the County's cities. The County wants to place more effort on creating transit oriented corridors along existing and planned bus transit routes.
- Broward County Transit (John Ramos) – The market has a major influence on where TOD occurs. The Lauderhill DRI and was originally planned to be TOD because of its optimal location for TOD. However, the market did not support TOD at that location, and the site will be developed as a mall with a transit center. When BCT looks to integrate bus transit into a development like a mall, they use the Miramar Town Center as a model. The Miramar Town Center was served by fixed route bus and I-95 express, but when the market began improving, the regional express service had to be removed. Metropica in Sunrise presents another opportunity for integrating transit with a new development. BCT is working with the developer and the City to develop a transit hub there. Outside of those projects, BCT is looking at providing the small "T" (local bus service) for TOD.
- Palm Tran (Fred Stubbs) – Palm Tran has a new 18 bay intermodal center in downtown West Palm Beach located next to the Tri-Rail station. Palm Tran negotiated to sell the center's air rights for TOD through an RFP process. Palm Tran is looking to coordinate with All Aboard Florida to integrate their West Palm Beach station with Palm Tran bus service. Palm Tran will also coordinate with SFRTA to integrate Palm Tran bus service with Tri-Rail Coastal Link.

- Palm Beach MPO (Nick Uhren) – The Palm Beach MPO has met with developers to discuss the development of air rights in West Palm Beach above the intermodal center. The MPO wants to encourage cross-access and pedestrian orientation of any development at the site.
- Smart Growth Partnership (Marianne Winfield) – Smart Growth Partnership provides information on TOD, including different programs and plans that agencies and local governments can use. The Partnership shares TOD information with communities across the U.S.
- Broward MPO (Peter Gies) – The Broward MPO is pursuing multimodal infrastructure improvements, such as implementing bike lanes and sidewalks. These investments focus on connecting gaps in the bicycle and pedestrian facility networks. The MPO is working to implement supportive infrastructure in TOD areas.
- Dover, Kohl & Partners (Kenneth Garcia) – The Seven50 effort has wrapped up. Dover, Kohl & Partners is interested in staying in the conversation on TOD.
- Broward County Planning Council (Pete Schwarz) – Broward County Planning Council is updating the County's Comprehensive Plan. The Council is looking at how to encourage Multimodal-Oriented Transit (a concept to take TOD to “the next level”), which includes implementing Complete Streets, strengthening TOD land use categories, and implementing transit service at levels supportive of TOD.
- FDOT D6 (Christopher Dube) – FDOT D6 continues to support MDT and other transit operators. Future plans for the Golden Glades interchange park-and-ride facility originally included mixed use redevelopment. However, the park-and-ride facility is currently heavily used, and there is a large demand for its current function. Also noteworthy, the Miami Intermodal Center is almost ready to open.
- FDOT D4 (Larry Hymowitz) – FDOT D4 is preparing a TOD Readiness Assessment and will share the draft version at the next meeting. The District is also drafting an RFP for a permanent location for the TOD Clearinghouse.
- FAU (Eric Dumbaugh) - FAU is launching the results of a recent survey showing that the majority of the population desires to live in urban areas and have access to transit.
- Renaissance Planning Group (Jessica Dimmick) – FTA has announced 20 million dollars for TOD planning associated with rapid transit. FTA has also released a joint development circular on how to use FTA funds for joint development.

2. Models of Collaboration

Rob Piatkowski (Renaissance Planning Group) presented a brief overview of lessons from the regions of Atlanta, Minneapolis/St. Paul and Seattle on roles and responsibilities in planning and implementing TOD. Renaissance presented more detailed information from the Models of Collaboration research effort at a prior meeting. This brief refresher showcased the most relevant regional collaborative efforts at TOD implementation. The meeting packets included the Models of Collaboration report, which provides the full results of the peer research effort.

3. TOD Roles and Responsibilities in Southeast Florida

At the first TOD Working Group meeting in June 2013, the group expressed interest in identifying, discussing, and clarifying the roles and responsibilities of the various entities who are involved in planning and implementing TOD in the Southeast Florida region. FDOT initiated a survey effort amongst the TOD Working Group participants to understand the participants' perspectives on what the roles and responsibilities in planning and implementing TOD are. The survey results of this effort are summarized in the TOD Roles & Responsibilities Survey Results Technical Memorandum. Jessica Dimmick presented an overview of the results from the survey effort and provided participants with copies of the tech memo. After the presentation, the group engaged in a facilitated discussion. The facilitators showed the group a prewritten list of various roles in planning and implementing TOD. The participants used this list as a basis for discussion.

Local Government Representation in the TOD Working Group

Several Working Group participants asked why cities are not included in the Working Group. Local governments have land use authority, and they are most closely involved in the actual development process. The Working Group participants said that Cities are key to the TOD planning and implementation process and should be included in future discussions. The group acknowledged the tradeoff of including individual Cities in the Working Group and keeping the size of the group manageable. The group did not conclude how best to incorporate the municipalities, but recognized that the Cities need to be included in some way.

Private Sector Representation in the TOD Working Group

Working Group participants also suggested the private sector and the market aspect are missing from the conversation, including developers and lenders. In many cases, the market ultimately determines where TOD should go. Planners and government agencies can improve an area's potential for TOD by investing in supportive infrastructure, but TOD won't happen without market support. Developers will only undertake TOD projects in the areas where they think the market will support it.

Land Ownership and Availability

Ownership and availability of land are also important in determining where TOD should go. Land acquisition is missing from the list of roles and responsibilities. Simply put, development cannot occur without land. Land acquisition is often a missing piece in public sector TOD discussions, and it can be considered a threshold for the feasibility of a TOD. Participants acknowledged that a champion and promoter for TOD is another key component for achieving TOD successfully.

The group clearly expressed a desire to incorporate developer/market voices and municipality/land use voices into the Working Group conversation.

Transit Increases the Potential for TOD

The group stressed the importance of having transit service in place. One participant noted, "If Tri-Rail Coastal Link was in place, we wouldn't be in this room having this discussion because

TOD would be occurring around the rail stations.” Others explained several challenges to providing higher levels of transit service. Some residents do not want transit routes running through their neighborhoods, and they also do not want dense or mixed use TOD in their neighborhood. Local opposition makes it very difficult for transit providers to route buses effectively, because there are other criteria, including safety, turning radii, and bus operations that also constrain bus routing possibilities.

All Aboard Florida and Miami Central as Regional TOD Opportunities

Florida East Coast Industries (FECI) is about to become the nation’s largest private transit operator once All Aboard Florida service is underway. FECI will build one of, if not the, largest TOD in the country here in South Florida. The Working Group recognized the Miami Central All Aboard Florida TOD project as a good opportunity for TOD in the region. The Working Group participants said they are interested to see how FECI undertakes this TOD and what lessons might result. Some participants said it may also be a good opportunity to build off of the work FECI and others have done. A few participants felt that the All Aboard Florida project was very ambitious and that it will be difficult for TOD to realize at all three stations. The Working Group reiterated interest in having FECI present their TOD efforts to the Working Group, although some participants expressed concern that FECI may not want to do so.

Participants also noted the region is under heavy growth pressure and is expected to add 3 million new residents by 2060. The region’s mode split needs to change to accommodate this growth. Seven50 sets the long term stage for accommodating this growth. One participant said we must recognize that Broward and Miami-Dade Counties are different and that the different transit agencies each have their own purpose. Several Working Group participants noted the complexity of planning for and implementing TOD, and reiterated the need for more effective coordination amongst the various agencies and stakeholders to achieve TOD. The TOD Working Group is meant to be a venue for enhanced coordination, and participants indicated a need to more clearly define achievable outcomes for the group and a set a direction for moving forward.

4. Future Working Group Actions and Meeting Topics

TOD Clearinghouse

The TOD Clearinghouse will function as a regional TOD presence where people can go to get TOD information. It will include a Southeast Florida TOD webpage and the Google Map of stations and plans. The TOD Clearinghouse may also include staff to provide technical assistance and undertake outreach activities. A temporary host for the webpage, database and map is needed until a permanent location can be found. SFRPC expressed a willingness to house the Google Map and perhaps incorporate it into their Seven50 Google Map. FAU also expressed interest in serving the function of regional TOD Clearinghouse.

Working Group Purpose

Several participants voiced a desire to clarify the purpose of the Working Group and identify clear objectives the group should work towards. Some participants noted that many different

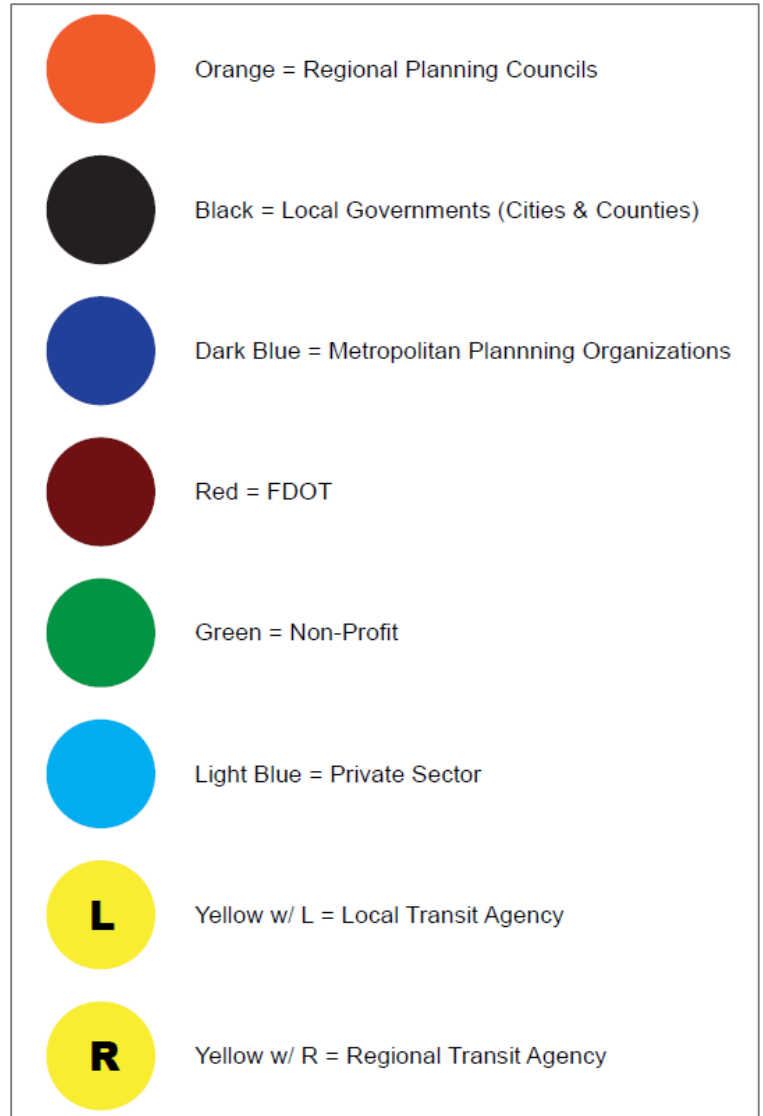
parties are undertaking different efforts, all in pursuit of TOD in Southeast Florida, but many are unaware of what others are doing. The TOD Working Group can serve as a forum for regional TOD coordination wherein the various parties update others on their efforts and learn about the efforts of others. The issue of the group's size arose, and some participants thought keeping the group somewhat small can help to keep it productive. Some participants expressed a desire for the Group to have clear, achievable goals which support the overall mission of fostering TOD throughout the region. The group agreed that the broad purpose of the Working Group is to spur discussion and collaboration, the group held differing opinions on how best to move forward.

Demonstration Projects

One participant suggested one way to move forward could be through exploration of one or more case studies of attempted TODs in the Southeast Florida region. The participant suggested selecting a demonstration project, perhaps one in each County, and exploring what worked and what didn't in the planning and implementation of these TODs. The Working Group could use these case studies as an opportunity to better understand the challenges in a specific TOD project, which may be indicative of systemic challenges in the region. Once identified, the Working Group may decide to undertake efforts to resolve these challenges. This suggestion was well received by the Group. A demonstration project would allow the Group see how the various partners coordinated on an actual project, where challenges arose, and how the process may be improved.

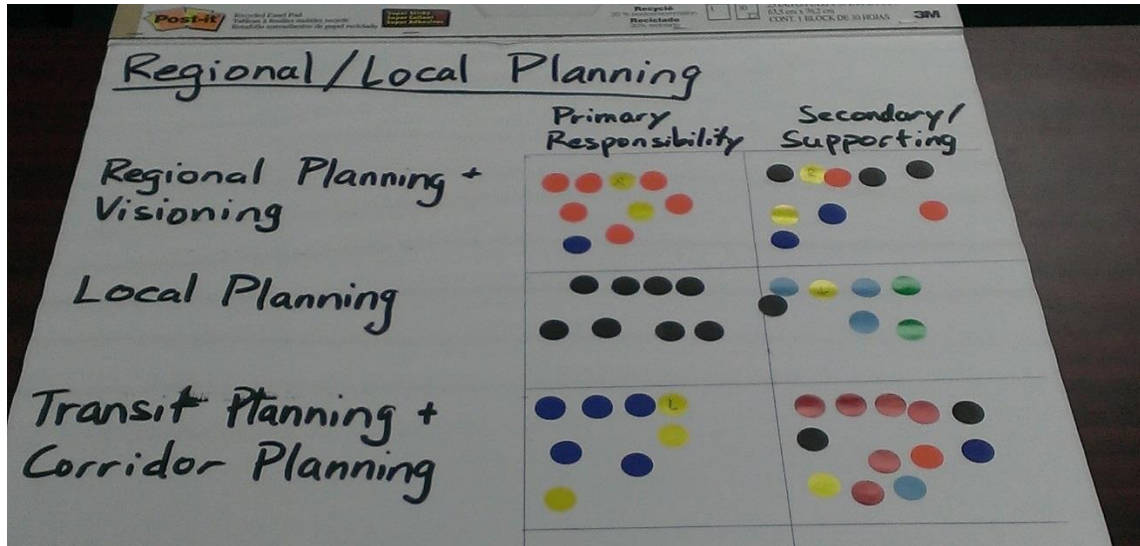
5. Roles and Responsibilities Dot Exercise

The meeting facilitators asked the TOD Working Group participants to partake in a sticky dot exercise to indicate their opinions and assumptions in the region's TOD roles and responsibilities. The facilitators reviewed the preliminary set of roles in planning and implementing TOD on six flipcharts. Participants noted that there were too many roles, which reflected the complicated nature of regional collaboration. Based on the previous discussion, the facilitators clarified that the land/site acquisition role is often missing from the conversation, and added a role of



“circulation through neighborhoods” to the Station Area Planning roles. Participants used the colored sticky dots to indicate which agencies should have primary and supporting responsibility for each role. Due to time constraints, the group was unable to discuss the results during the meeting, but indicated a desire to discuss the results at a future meeting.

The results of the sticky dot exercise are provided in the pictures below.



Office Depot

Station Area Planning

	Primary Responsibility	Secondary + Supporting
Station Area Master Plan and Design		
Land Use + Zoning Authority		
Connectivity (Bike + Pedestrian)		
Economic/Market/Housing Analysis <small>- Private sector will have done that</small>		
Infrastructure, Utilities + Parking		
Circulation through neighborhoods		

Technical Assistance

	Primary Responsibility	Secondary Supporting
Planning		
Developer Recruitment		
Research, Software, and Tools		
Grant Program		

<u>Construction</u>		Primary Responsibility	Secondary Supporting
Land/Site Acquisition <i>Land use missing from conversation Review RFPs</i>			
Station Area Supporting Infrastructure			
Station + Transit Infrastructure			
Surrounding Buildings			

<u>Funding</u>		Primary Responsibility	Secondary Supporting
Station + Transit Capital			
Station Area - Public Infrastructure			
TOD Buildings			
Station Maintenance + Operations			