What is Transit Oriented Development (TOD)?

**TOD is …**

- Development within ¼ to ½ mile of Station or along Transit Corridor (10-minute walk)
- Mixed-Use with Higher Density & Intensity than Surrounding Area
- Pedestrian & Bike-Friendly
- Controlled Parking
- Streetscapes & Site Design focused on Pedestrian Flow

MARCH 2013

The New Real Estate Mantra
Location Near Public Transportation
TOD vs. TAD

- **Transit Oriented Development**
  - Auto-oriented uses
  - Large surface parking lots
  - Disconnected from adjacent sites; internally focused
  - Pedestrian unfriendly

- **Transit Adjacent Development**
  - Suburban office campuses
  - Big-box format retail
  - Storage facilities & industrial
Transit Oriented Development Policy
Advancing Vibrant Communities and a More Prosperous Region

SFRTA is a transit agency that provides a critical service for Southeast Florida’s economy and quality of life. To fulfill our role, SFRTA needs funding to survive and grow, and one of our primary revenue sources is ticket sales. Without Transit Oriented Development (TOD) we cannot operate and make sound investments in passenger rail.

TOD is the most important factor for ridership. TOD is a mixed-use pattern of pedestrian-friendly, higher density development with reduced parking around transit stations - all factors that help generate revenues for local governments and Tri-Rail.

Local governments are the leaders to advance TOD in the region through zoning and development regulations. Although it can be challenging to balance engineering, design, and political considerations, successful TOD must embrace higher density, reduced parking, and a broad mix of uses surrounding the station at its core. Without these characteristics, TOD cannot be supported along the Tri-Rail service corridors.

TOD has many benefits to residents, businesses and local governments, but the SFRTA needs it for one reason: ridership. As a partner with local governments and the development community, SFRTA advocates zoning and land development regulations that maximize these principles.

- **Continuous Infill Pattern**
  - Extending at least a half-mile from transit stations that is safe, pedestrian-friendly, and reduces auto-dependency.

- **Higher Density**
  - Benefits ridership and local economies, especially when it averages 75 du/acre, yielding up to 40,000 units in the half-mile surrounding transit stations, and includes housing for all walks of life.

- **Increased Mix of Uses**
  - Supports vibrant communities near transit stations. The greatest market flexibility occurs when few uses are prohibited rather than traditional segregation of uses.

- **Limited or No Required Parking**
  - Stimulates business investment, generates local revenue, and encourages people to use transit. Parking requirements may be eliminated for the best TOD market response.

Adopted by SFRTA Governing Board, April 2017
Continuous Infill Pattern
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Image Source: Dan Harmon & Associates
1. **Downtown Miami-Link (2019)**
   Service to Miami Central
   Potential Service to Midtown

2. **Northeast Corridor**
   Miami Central to Aventura
   Corridor Studies Underway
   (Miami TPO & DTPW)

3. **Jupiter Extension**
   West Palm Beach to Jupiter
   PB TPA Leading Efforts to Advance

4. **“Central Segment”**
   Aventura to West Palm Beach
   Future Pending Project
# South Florida TOD Grant Overview

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<th>Federal Administration Transit (FTA) Grant Award: $1.25 Million</th>
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## FUNDED ACTIVITIES

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Palm Beach Gardens Station Area Plan

• Suburban to Urban Example

• Mobility is Key Challenge

• Aging Residential & Workforce Populations (versus Millennial growth) → Residential Infill

• Outdated Retail Formats by Station → Urban Conversion

• New FPL HQ & Tourism Growth → Hotel Demand
Palm Beach Gardens Station Area Plan

• Evolving Mixed-Use Center
• Vehicular Roadway Network

→ Pedestrian-Friendly Infill

• Vacant Retail Strip Center
• Gateway Entrance, Visible from I-95

• Walkable to Station & FPL HQ

→ Signature Conference Hotel
Palm Beach Gardens Station Area Plan

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Palm Beach Gardens Station Area Plan

- Auto-Dominated Roadway Network
- No Sidewalks or Bike Lanes
- Missing Connections to Outparcels & Adjacent Sites
- Speeding on Perimeter Road

→ Complete the Streets
Palm Beach Gardens Station Area Plan

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➔ Complete the Streets
Palm Beach Gardens Station Area Plan

- Older Format Retail Site
- Rising Vacancies
- Pedestrian Disconnects
  → Infill Residential & Grid

- 1.3M SF Successful Mall with 7,000 (!!) Parking Spaces
- Largest Single-Owned Parcel in Station Area
  → Mixed-Use Urban Infill
Palm Beach Gardens Station Area Plan

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Delray Beach Station Area Plan

- All-America Award-Winning City, Successful Downtown

- Detailed Analysis of 6 City-Owned Parcels for Station & TOD (1.5 ac, 200 spaces)

- Adjacent 400-Space Garage (underutilized)

- Residential Demand & Pedestrian Access Challenges

→ 4 Development Scenarios
Delray Beach Station Area Plan

“Light Touch” Scenario (A)
- 112 parking spaces
- 4 townhouses
- 5K retail

“City-Owned, Structured Parking” Scenario (B-1)
- 228 parking spaces
- 48 residential units
- 21.5K flex space
- 5K civic
Delray Beach Station Area Plan

“City-Owned, Surface Parking” Scenario (B-2)
• 146 parking spaces
• 33 residential units
• 8.5K flex space
• Roof amenities (garden, soccer, pool)

“All Parcels North of Alley” Scenario (C)
• 254 parking spaces
• 84 apartments with roof amenity
• 54K flex space, apts or live/work
Delray Beach Station Area Plan

Improving Pedestrian Conditions
Delray Beach Station Area Plan

Improving Pedestrian Conditions
Delray Beach Station Area Plan
Project Status: Oakland Park

- Staff Kickoff Meeting (April 2018)
- Due Diligence Code Review & Analysis of Site Conditions (underway)
- Public Workshop (Fall 2018)
- Station Area Analysis (Fall 2018)
- TOD Zoning Code Transmittal (Winter 2018)
Project Status:
Wilton Manors

- Due Diligence, Site Analysis & Interviews (July - Sept 2018)
- Public Planning Workshop (Oct 11, 2018)
- Work in Progress Presentation (Fall 2018)
- Market Study Transmittal (Fall 2018)
- Master Plan Report Transmittal (Winter 2018)
Project Status: Hollywood

- Due Diligence, Site Analysis & Interviews (Oct - Dec 2017)
- Public Planning Charrette (Dec 2017)
- Draft Market Analysis Submittal (June 2018)
- Master Plan Report Transmittal (June 2018)
Project Status:
North Miami Beach

- Due Diligence, Site Analysis & Interviews (Jan - March 2018)
- Station Area Workshop (March 2018)
- Work-In-Progress Presentation (March 2018)
- Draft Market Data Transmittal (May 2018)
- Draft Master Plan Report Transmittal (Sept 2018)
Project Status:
Miami

Little River Station (79th Street):
• Kickoff Public Workshop (May 2018)
• Second Public Workshop (Summer 2018)
• Station Area Plan Development (Fall/Winter 2018)

Midtown Station:
• Analysis of Various Station Locations (Summer 2018)

Downtown/Miami Central Station:
• Station Access & Mobility Analysis (Fall 2018)
SFTOD Summary: Lessons Learned Thus Far

(1) CONTINUED TOD EDUCATION NEEDED

- The Region’s understanding of TOD is evolving
- Continue outreach to elected officials, staff, investors, residents

(2) SUBURBAN TO URBAN SHIFT IN THINKING UNDERWAY

- Need to overcome existing capital investment in suburban format
- Design interventions to help transition suburban (and industrial) sites to more urban/walkable feel

(3) BELIEVE IN THE FUTURE OF TOD – DON’T AIM LOW !!!

- Need local governments to treat public sites as though stations exist
- Investments in civic realm to leverage stations & incentivize development
(4) BE SENSITIVE TO NEIGHBORHOODS

- Corridor has broad mix of existing uses, densities, neighborhoods
- Need sensitivity to individual community & cultural needs
- Retention but redesign of neighborhood-serving industrial
- Design for neighborhood transitions

(5) KEEP BUILDING THE COMPLETE STREETS NETWORK

- Need to complete the sidewalk/bikeway grid
- Detail streets to support future TOD & leverage private $

(6) TOD MEANS THINK REGIONALLY -- BUT ACT LOCALLY

- TOD isn’t a one-size-fits-all solution
- Varying market conditions, development trends, resident issues
FOR MORE INFORMATION:

Kim DeLaney, Ph.D.
Director of Strategic Development & Policy
Treasure Coast Regional Planning Council (TCRPC)
KDELANEY@TCRPC.ORG
772.221.4060 (OFFICE)
772.708.8471 (CELL)

Christina Miskis
Regional Planner
South Florida Regional Planning Council (SFRPC)
CMISKIS@SFRPC.ORG
954.985.4416 (OFFICE)
786.332.7068 (CELL)