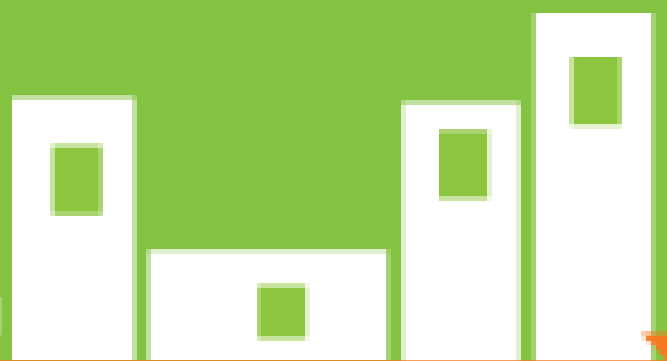


Southeast  
FLORIDA



TOD Working Group

TOD Working Group Meeting  
November 4, 2016



1

TOD INITIATIVES

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2

REGIONAL COORDINATION MODEL

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3

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1

## OVERVIEW OF 10 TOD INITIATIVES

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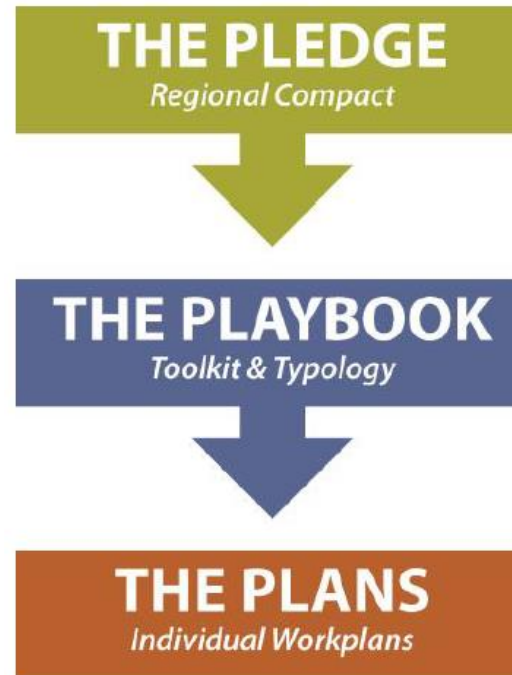
Addressing South Florida's TOD challenges

# 10 TOD IMPLEMENTATION INITIATIVES

1. Regional TOD coordination (i.e., regional compact)
2. Regional TOD goals
3. Regional premium transit system vision / plan
4. System action strategies
5. System performance monitoring
6. Technical assistance
7. Toolbox
8. Implementation funding
9. Grant funding
10. Leverage / catalyze implementation



# 1. REGIONAL TOD COORDINATION



## REGIONAL COORDINATION

- TOD crosses disciplines and jurisdictions
- Effective TOD requires concerted coordination
- Models of coordination range from TOD Committees to Regional TOD Compacts

## 2. REGIONAL TOD GOALS

### Wasatch TOD Process Goals

- Help local governments create desired livable communities and focus growth in centers.
- Foster a prosperous and livable region as outlined in the Wasatch Choice for 2040 growth principles.
- Encourage coordination of land use plans with existing or planned regional transportation.
- Reduce travel demand by enabling shorter commutes, providing more travel choices, and cultivating alternative land development strategies.
- Promote multijurisdictional collaboration and regional impact.
- Support local outreach and engagement efforts that promote broader stakeholder involvement.

### Puget Sound TOD Outcome Goals

- Attract more of the region's residential and employment growth to high capacity transit communities.
- Provide housing choices affordable to a full range of incomes near high-quality transit.
- Increase access to opportunity for existing and future residents of transit communities.

### REGIONAL GOALS

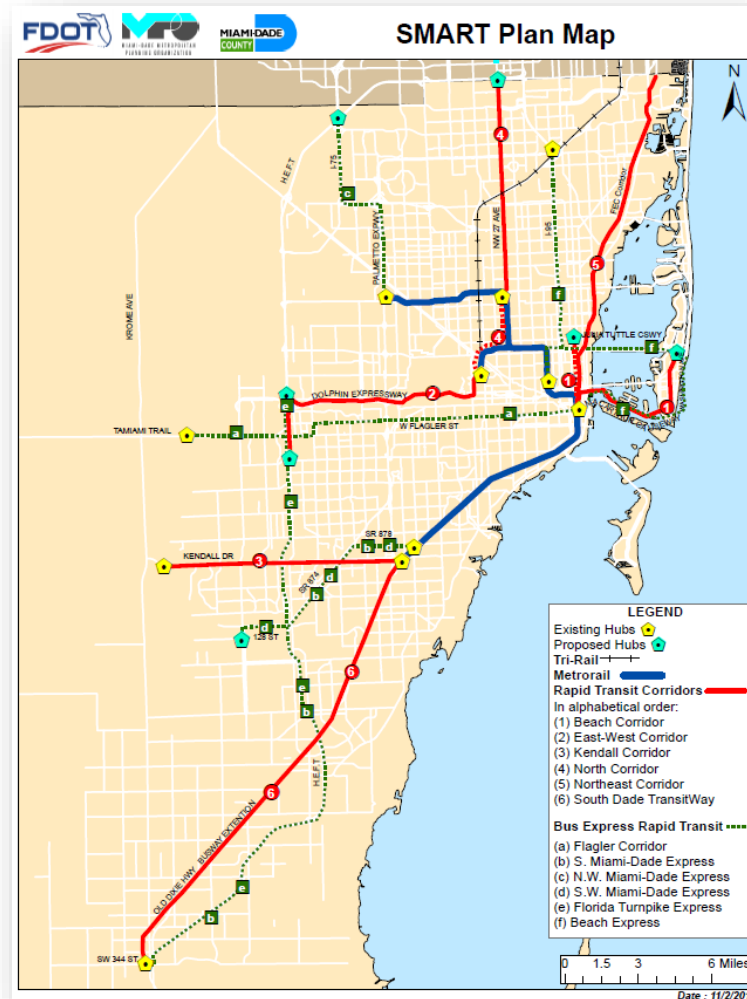
- Goals address all TODs across region
- Goals address process and outcomes
- Regional goals supplemented by corridor and local goals and objectives

# 3. REGIONAL PREMIUM TRANSIT SYSTEM VISION / PLAN

SEFTC Transit Vision



Miami-Dade Smart Plan

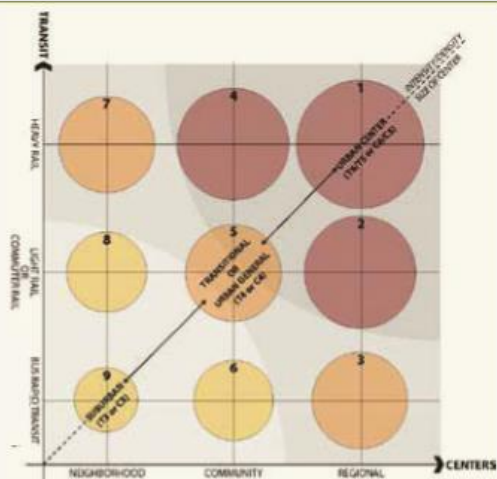


## REGIONAL VISION

- Identifies premium transit corridors and station locations
- Geographically aligns TOD coordination across disciplines and agencies
- SEFTC Transit Vision
- Miami-Dade Smart Plan
- Palm Beach LRTP Desires Plan
- Broward Mobility Hubs

# 4. REGIONAL POLICY FRAMEWORK

1. Regional Center with Heavy Rail/ High Speed Rail
2. Regional Center with Light Rail
3. Regional Center with Bus Rapid Transit
4. Community Center with Heavy Rail
5. Community Center with Light Rail
6. Community Center with Bus Rapid Transit
7. Neighborhood Center with Heavy Rail
8. Neighborhood Center with Light Rail
9. Neighborhood Center with Bus Rapid Transit

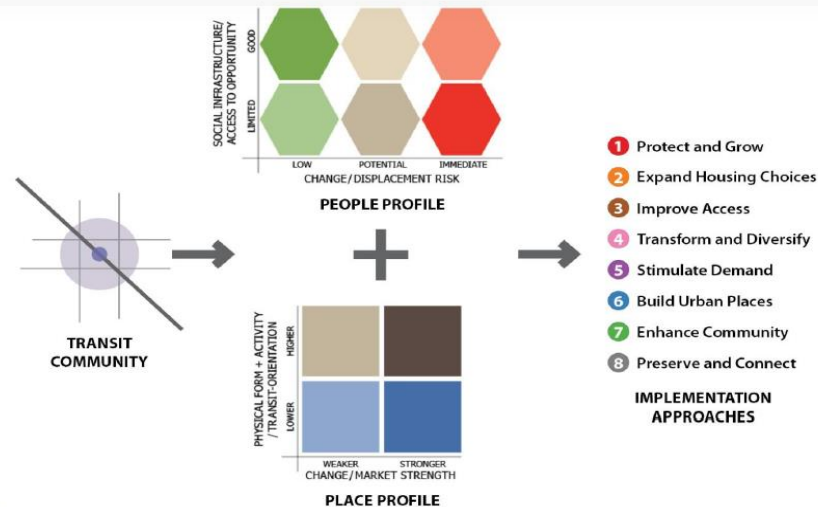


	1	2	3
	Regional Center		
	Heavy Rail	Commuter/Light Rail	Bus Rapid Transit/Bus
<b>STATION AREA MEASURES</b>			
Gross Intensity/Density			
Station Area Employment and Residential Units	70,000 - 95,000	45,000 - 70,000	23,000 - 45,000
Station Area Total Residential Units	10,000 - 15,000	5,000 - 10,000	3,000 - 5,000
Gross Residential Density (Dw/Acre)	55 - 75	35 - 55	20 - 35
Station Area Total Employment	60,000 - 80,000	40,000 - 60,000	20,000 - 40,000
Gross Employment Density (Jobs/Acre)	200 - 250	100 - 200	50 - 125
Jobs/Housing Ratio (Jobs/Residential Units)	6 : 1		
Mix of Uses			
Mix of Uses - % Residential / % Non-Residential	35% / 65%		
<b>Net Intensity/Density</b>			
Net Commercial Floor Area Ratio (FAR)	4.0 - 6.0	2.0 - 4.0	1.5 - 3.0
Net Residential Density (Dwelling Units per Acre)	85 - 115	55 - 85	30 - 55
<b>Street Network and Building Design</b>			
Grid Density - Blocks per Square Mile for Vehicular, Bicycle, and Pedestrian Street Network	> 350	> 350	> 230
Building Height (in Floors)	> 4	> 3	> 2
Maximum Lot Coverage	80% - 90%	80% - 90%	60% - 70%
Minimum Street Frontage	80% - 90%	80% - 90%	70% - 80%
<b>SITE LEVEL MEASURES</b>			
<b>Parking</b>			
Maximum Residential Parking - Spaces per Residential Unit	1	1	1.5
Maximum Non-Residential Parking - Spaces per 1,000 square feet	1	1	2
Park & Ride	No	No	No

Table 3: TOD Place Type Targets - Regional Center

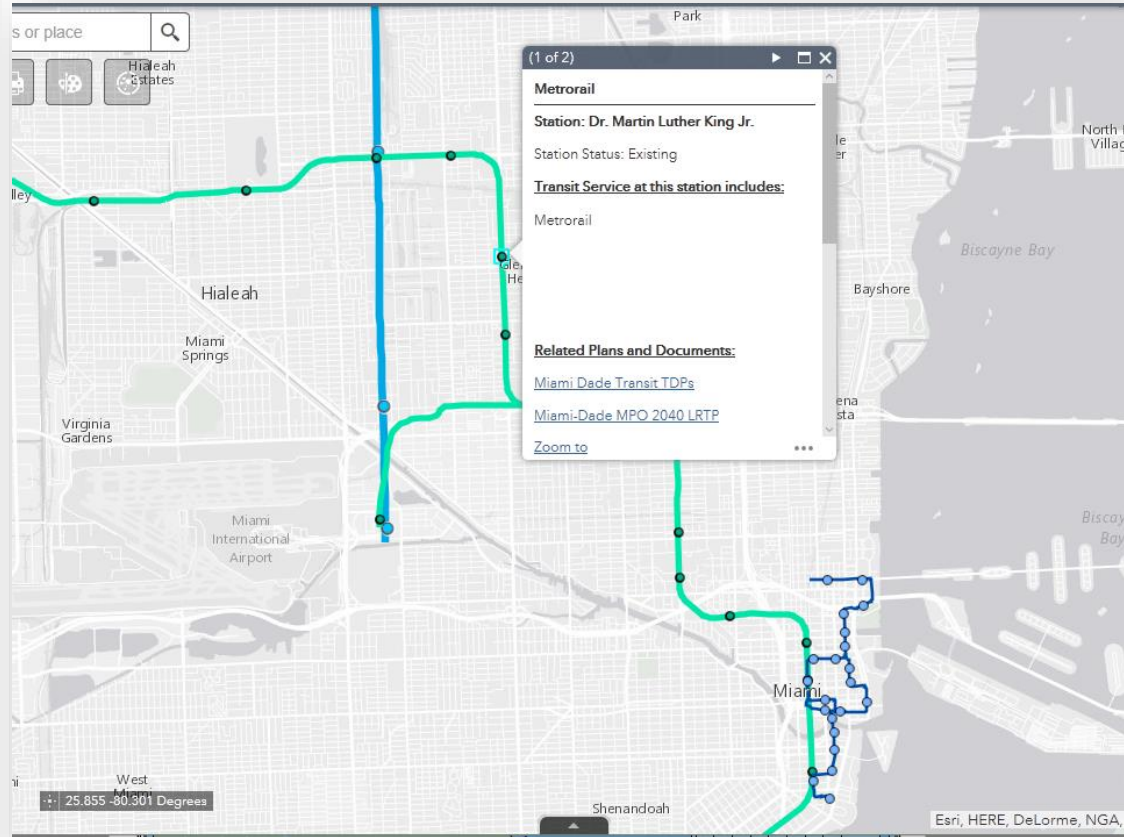
## POLICY FRAMEWORK

- Provides consistency across many processes impacting successful TODs
- Ensures TOD elements effectively mesh
- FDOT TOD Guidelines provides a start





# 5. SYSTEM PERFORMANCE MONITORING



## PERFORMANCE MONITORING

- Tells the region's TOD story
- Tracks progress towards TOD goals
- FDOT D4 TOD Inventory provides a start

# 6. TECHNICAL ASSISTANCE

## Understanding Opportunities for Transit Oriented Development: An Analysis of Readiness

### What is the TOD Readiness Tool?

Achieving transit oriented development (TOD) around a transit station is an evolutionary process with many factors driving readiness for TOD to take place. The TOD readiness tool:

- Provides planners with a **simple assessment** of readiness for any area - urban or rural, large or small, with or without existing or proposed transit service (below)
- Helps planners **determine strategies** to increase readiness in response to the assessment (see back page)

The following 20 measures assess how 'ready' an area is for TOD to happen. The goal is not necessarily to achieve full circles for every measure, but rather to understand the strengths and weaknesses of the area and build upon them. The accompanying **User Guide** describes how to evaluate each measure. The measures are sensitive to the different station area place types as defined in the **Framework for TOD in Florida**<sup>1</sup>.

**LEGEND:**

- Conditions in earliest stage of development
- Conditions moving towards TOD
- Conditions supportive of TOD

### Station Area

Station Area Name: *Delray Station*  
 Station Area Type: *Community Center*  
 Future Transit Type: *Commuter Rail*



20 MEASURE ASSESSMENT		
EXISTING CONDITIONS	READINESS	READINESS ASSESSMENT
<b>POLICY</b> <b>Compelling Vision:</b> A clearly articulated adopted vision of the scale, intensity, character, amenities, and locale of development is a paramount first step towards TOD. <b>Supportive Regulations:</b> Land use and land development regulations that control densities, land use mix, pedestrian-oriented design and parking strategies are the regulatory 'teeth' to implement the vision. <b>Predictable and Consistent Political and Development Context:</b> <input type="checkbox"/> Cities with a consistent and receptive approach towards development and a predictable timeline for approval and permitting processes are more attractive to developers. <b>Affordable Housing Policies:</b> <input type="checkbox"/> Policies to maintain a diverse housing stock with workforce housing increases access to transit and ridership potential. <b>Public Investment:</b> Capital program planning, infrastructure investments and related financial incentives ensure adequate capacity for higher density development and demonstrate public sector commitment.	<i>Establish a vision for the area</i>	
	<i>Revise zoning districts</i>	
	<i>Shorten the development approval process</i>	
	<i>Strengthen workforce housing policies</i>	
	<i>Increase capital improvement funding and incentives</i>	
<b>Recent Development Activity:</b> Proposed, under construction, and new residential, mixed-use and commercial	<i>Entice developer interest</i>	

## TECHNICAL ASSISTANCE

- Station area planning and implementation support
- Training and workshops
- Application of TOD Readiness Tool in Delray Beach

# 7. TOOLBOX

**Understanding Opportunities for Transit Oriented Development: An Analysis of F**

**What is the TOD Readiness Tool?**

Achieving transit oriented development (TOD) around a transit station is an evolutionary process with many factors driving readiness for TOD to take place. The TOD readiness tool:

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**LEGEND:**

- Conditions in earliest stage of development
- Conditions moving towards TOD
- Conditions supportive of TOD

**Station Area**

Station Area Name: *ENTER NAME*  
 Station Area Type: 0  
 Future Transit Type: 0

**20 MEASURE ASSESSMENT**

EXISTING CONDITIONS		READINESS	READINESS ASSESSMENT
<b>POLICY</b>	<b>Compelling Vision:</b> A clearly articulated adopted vision of the scale, intensity, character, amenities, and locale of development is a paramount first step towards		→
	<b>Supportive Regulations:</b> Land use and land development regulations that control densities, land use mix, pedestrian-oriented design and parking strategies are the regulatory 'teeth' to implement the vision.		→
	<b>Predictable and Consistent Political and Development Context:</b> Cities with a consistent and receptive approach towards development and a predictable timeline for approval and permitting processes are more attractive to developers.		→
	<b>Affordable Housing Policies:</b> Policies to maintain a diverse housing stock with workforce housing increases access to transit and ridership potential.		→
	<b>Public Investment:</b> Capital program planning, infrastructure investments and related financial incentives ensure adequate capacity for higher density		→

**READINESS ASSESSMENT**

READ ME FIRST | **Assessment Form** | Summary Sheet | Definitions | Scores | Graphs | IndScores | Thresholds | RedPotential

## TOOLBOX

- Provides planners with off the shelf technical support
- D4 TOD Readiness Tool

# 8. IMPLEMENTATION FUNDING

- Portion of MPO discretionary funding available for TOD supportive projects
- Applicants must demonstrate support of regional vision and TOD goals
- Technical support provided to generate list of needed projects



# 9. GRANT FUNDING

- HUD grants
  - Puget Sound
    - \$5 million
    - Funded Growing Transit Communities (GTC) program
  - Wasatch
    - \$5 million
    - Funded toolbox and technical assistance programs
- Catalyst projects
  - Puget Sound – redevelopment in two regionally significant transit hubs



# 10. LEVERAGE / CATALYZE IMPLEMENTATION

- Not a focus in cohort regions
- Potential strategies
  - Market feasibility analysis (corridor and station area)
  - Simplify development review
  - Provide financial / other incentives



## 2

# REGIONAL TOD COORDINATION / COMPACT MODEL

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Status and Next Steps

# PURPOSE OF TOD COORDINATION

- Coordinate TOD across disciplines
  - Transportation
  - Growth management / land use
  - Infrastructure
  - Economic development
  - Private development
  - Equity (affordable housing, access to opportunities)
- Coordinate TOD decisions across agency and organization levels
  - Elected officials
  - Professional staff
  - Other stakeholders
- Coordinate TOD across geography (TOD occurs within transit corridors)
  - Three counties and MPOs
  - Two RPCs
  - Multiple localities
  - Multiple interests





# PURPOSE OF COORDINATION – CONSISTENCY AND CONTINUITY

- Coordinate TOD policies and planning
  - Incorporate TOD consistently across processes
    - Land use plans and regulations
    - Private market analysis and development proposals
    - Site reviews
    - Infrastructure planning and construction
  - Consider TOD during independent process reviews
    - Review existing processes / conditions
    - Project checklists
- Coordinate TOD resources and funding
  - Staffing support
  - Funding support



# COORDINATION MODEL: REGIONAL TOD COMPACT (PUGET SOUND)



## Growing Transit Communities Compact

### Preamble

VISION 2040 was approved as the central Puget Sound region's plan for sustainable development following a broad-based, collaborative planning process. Central Puget Sound region voters also approved a series of high-capacity light rail and transit projects—a commitment of approximately \$25 billion—that will serve the region's most densely populated and diverse communities for decades to come. These investments present a once-in-a-lifetime opportunity to shape the region's urban form and ensure that transportation improvements support sustainable development and foster vibrant, healthy neighborhoods for all.

**Whereas** the central Puget Sound region has adopted VISION 2040, with the following vision statement:

*Our vision for the future advances the ideals of our people, our prosperity, and our planet. As we work toward achieving the region's vision, we must protect the environment, support and create vibrant, livable, and healthy communities, offer economic opportunities for all, provide safe and efficient mobility, and use our resources wisely and efficiently. Land use, economic, and transportation decisions will be integrated in a manner that supports a healthy environment, addresses global climate change, achieves social equity, and is attentive to the needs of future generations.*

and;

**Whereas** the central Puget Sound region is expected to add 1.3 million people and 1.1 million jobs by the year 2040;  
and

### Puget Sound Regional TOD Compact

- Larger regional goals
  - Economic development
  - Resource protection
- TOD benefits
  - Travel choices
  - Compact development
  - Access to opportunities
- Compact agreements, commitments and understandings

# REGIONAL TOD COMPACT CONSIDERATIONS

- Is a Regional TOD compact needed for TOD coordination?
  - TOD Working Group
  - Existing organizations / committees
- Scope of compact?
  - TOD only
  - Multimodal, including TOD
- Relationship with existing agencies / processes?
  - Compact overlap / duplicate
  - Unique function requiring a unique organization



# REGIONAL TOD COMPACT DISCUSSIONS

- Broward MPO
- Palm Beach MPO
- Miami-Dade MPO
- SFRPC
- TCRPC (TBD)
- October TOD Leadership Committee meeting
- Regional Climate Change Compact leadership



# REGIONAL TOD COMPACT DISCUSSION HIGHLIGHTS

- Coordination needed, but Compact may not be best current solution
  - Overlap with existing TOD initiatives and discussions
    - Added level of coordination and effort
  - Too soon
    - Premium transit still far off (outside TriRail in northern MPOs)
  - Too late
    - Smart Plan underway in Miami-Dade
    - TriRail and TriRail Coastal planning done or underway
- Lack of clarity on purpose and effectiveness
  - What is TOD and what does it include?
  - TOD focus too narrow? – broader multimodal focus instead?
  - TOD a regional issue?



# TOD COORDINATION MODELS

Coordination Model	Disciplines	Decision Making Levels	Geography	Policy and Planning	Funding and Resources
TOD Working Committee	High	Low	High	Moderate	Low
SEFTC TOD / Multimodal Committee	Low to moderate	Moderate	High	Low to moderate	Moderate
Regional Climate Change TOD Committee	Moderate	High	High	Low to moderate	Moderate
Regional Compact	High	High	High	High	High

## MODEL HIGHLIGHTS

- TOD Working Group – limited decision making and funding ability
- SEFTC – indirect connections with non-transportation agencies and interests
- Regional Climate Compact – broader mission impairs TOD focus

# REGIONAL TOD COORDINATION – NEXT STEPS

- Meet with TCRPC
- Develop and test up to three coordination models against coordination goals
  - Alternative 1: Coordination among existing organizations
  - Alternative 2: Regional compact
  - Alternative 3: Variation of 1 and 2
- Present models to Leadership Committee
- Present models to Working Group
- Recommend TOD Coordination Model

