



MEMORANDUM

AGENDA ITEM #VI.D

DATE: FEBRUARY 26, 2018

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: UPDATE ON REGIONAL TRANSIT ORIENTED DEVELOPMENT INITIATIVES

Council staff is involved with regional transit oriented development (TOD) initiatives in partnership with the South Florida Regional Transportation Authority and the Treasure Coast Regional Planning Council. TOD is an integral tool to realize the Seven50 vision of a sustainable and resilient future for South Florida: prosperous, vibrant communities connected by an efficient multi-modal transportation network.

SFRTA (TRI-RAIL) TOD OUTREACH PROGRAM

On April 28, 2017, the South Florida Regional Transportation Authority (SFRTA) Governing Board approved Resolution #17-01 adopting the SFRTA Transit Oriented Development (TOD) Policy. The Policy addresses the Governing Board's direction for the SFRTA to pursue a TOD strategy with local governments. The Policy also describes the SFRTA's guiding interest in encouraging station-area TOD, its benefits, and the basic elements needed to create a successful TOD. The Policy is attached.

The South Florida Regional Planning Council, as staff to the SFRTA, and in partnership with the Treasure Coast Regional Planning Council, began outreach in August 2017 to local governments that have Tri-Rail stations located on the existing South Florida Rail Corridor (SFRC). The objectives of these meetings are to: 1. Introduce the SFRTA TOD Policy and gather input from municipalities and planning agencies, 2. Gather information on any current and planned TOD supportive land development regulations, and 3. Establish ongoing coordination to advance mutually beneficial TOD opportunities.

The Outreach program, which is almost complete, includes meeting with 18 local municipalities as well as Miami-Dade, Broward, and Palm Beach Counties, Miami-Dade Transportation Planning Organization, Broward Metropolitan Planning Organization, Palm Beach Transportation Planning Agency, and the Florida Department of Transportation, Districts 4 and 6.



South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
954.985.4416 Phone, 954.985-4417 FAX
www.sfregionalcouncil.org

So far, staff has met with:

- the Cities of Fort Lauderdale, Hollywood, Oakland Park, Dania Beach, Deerfield Beach, Boynton Beach, Pompano Beach, Miami, Hialeah, Opa-locka, Miami Springs, Miami Gardens, Delray Beach, Boca Raton, and West Palm Beach;
- the planning staff in Miami-Dade, Broward and Palm Beach Counties;
- and FDOT Districts 4 and 6.

On March 27, 2018, a forum will be held at the SFRTA to share trends, challenges, and opportunities of Transit Oriented Development along the South Florida Rail Corridor.

SFRTA/FTA SOUTH FLORIDA TOD STUDY (SFTOD)

The Council is providing planning assistance for the South Florida TOD Study for the potential future Coastal Link Corridor that would connect the historic downtowns along the FEC corridor. Funding is provided by a grant from the Florida Transit Administration through the South Florida Transportation Authority. Grant activities include Bicycle/Pedestrian Planning Study, Housing Equity Study, Infrastructure Capacity Study, and a TOD Business Fund Study. These activities are on-going.

The Council's partner, the Treasure Coast Regional Planning Council is conducting station area planning work for seven (7) local governments that applied to the technical assistance program and provided matching funds.

MIAMI-DADE SMART PLAN LAND USE AND VISIONING

Council staff is serving on the Study Advisory Committees for two of the Land Use and Visioning studies being conducted for the Miami-Dade Smart Plan's Rapid Transit Corridors: the Northeast/Beach and North Corridor.

Recommendation

Information Only

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.

LEGEND

- Tri-Rail
- Tri-Rail Coastal Link

PALM BEACH

BROWARD

MIAMI
DADE

Continuous Infill Pattern

extending at least a half-mile from transit stations that is safe, pedestrian-friendly and reduces auto-dependency.

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.

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.

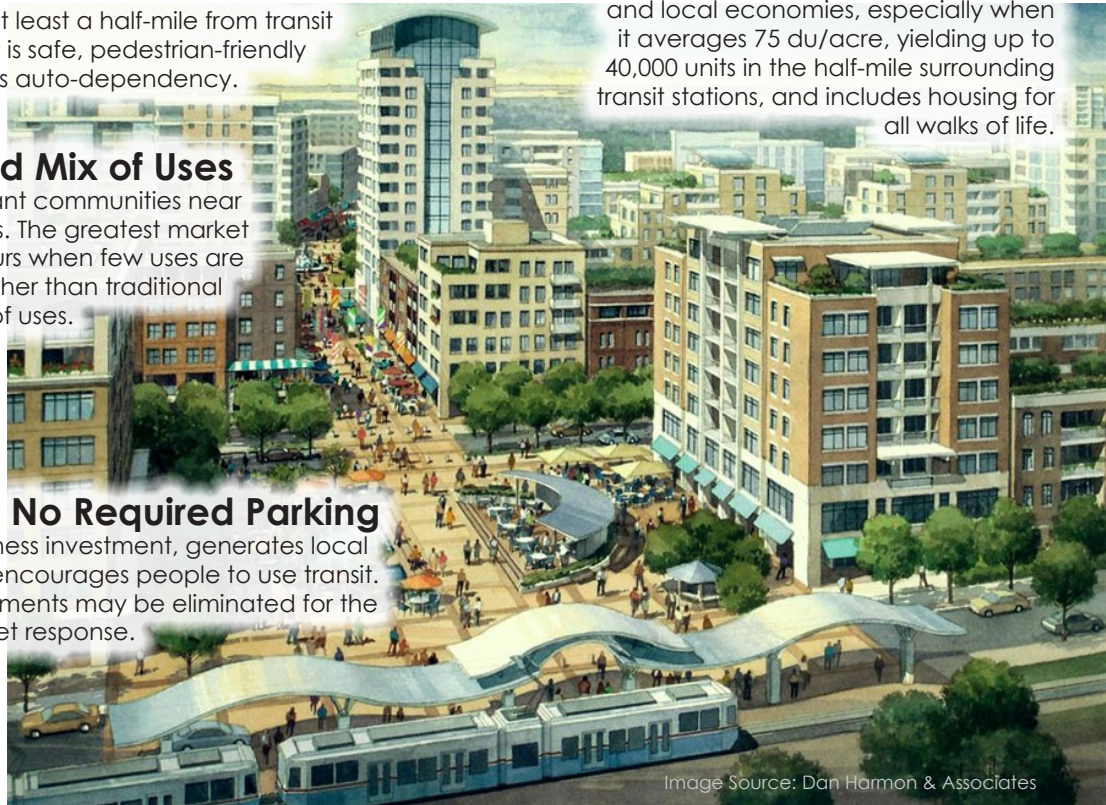


Image Source: Dan Harmon & Associates

SAVE THE DATE

REGIONAL DEBRIEF

Tuesday, March 27, 2018

10 AM - Noon

A forum to share trends, challenges, and opportunities of Transit Oriented Development along the South Florida Rail Corridor

[SFRTA, 801 NW 33rd St., Pompano Beach, FL 33064]

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