

Transportation & Land Use Connection Speaker Panel



Valerie Neilson,
Palm Beach
Transportation
Planning Agency



Dana Little,
Treasure
Coast Regional
Planning
Council



JP Weesner,
Kittelson &
Associates



Jonathan Hopkins,
Smart Mobility
Associates



Aileen Bouclé,
Miami-Dade TPO



Rick Vogel,
The Related
Companies



Chelsea Reed,
Mayor,
City of Palm Beach
Gardens



John L. Renne,
Florida
Atlantic
University

PalmBeachTPA.org/meetings-events/todpanel

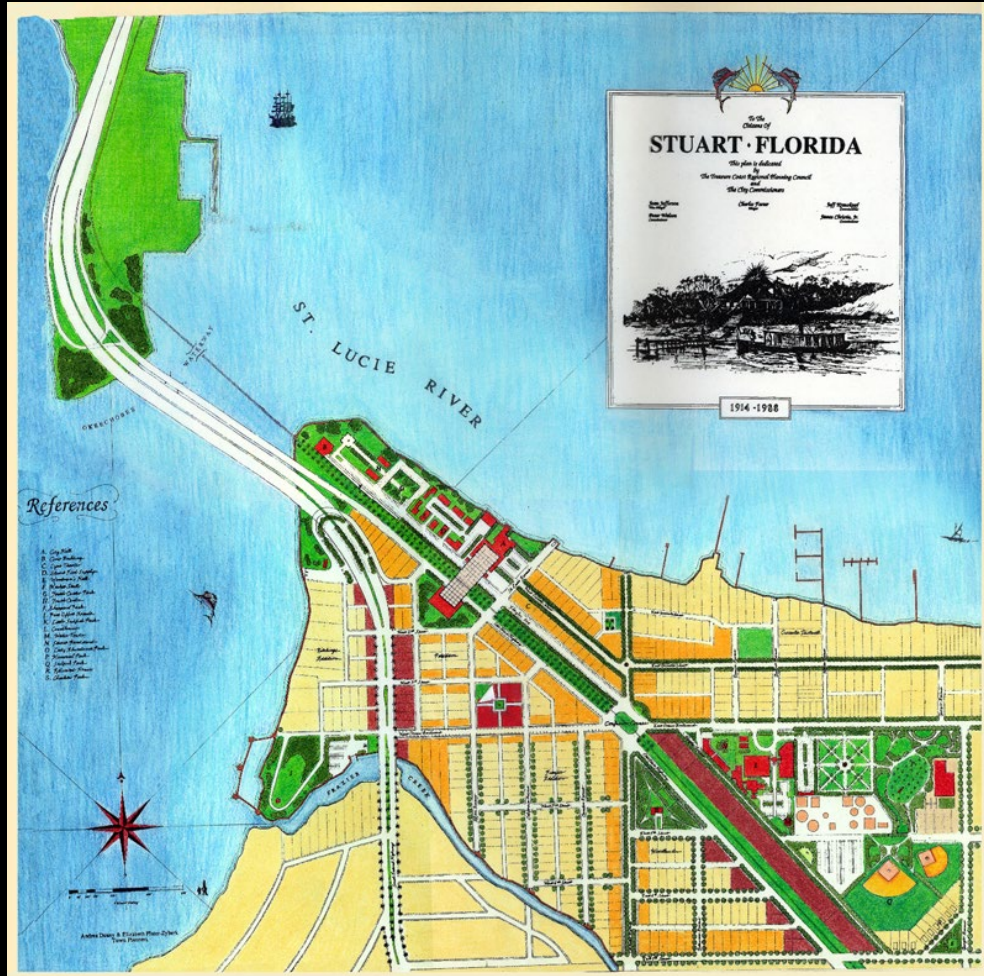
Transportation and Land Use Connection
Transit-Oriented Development (TOD) in the Region



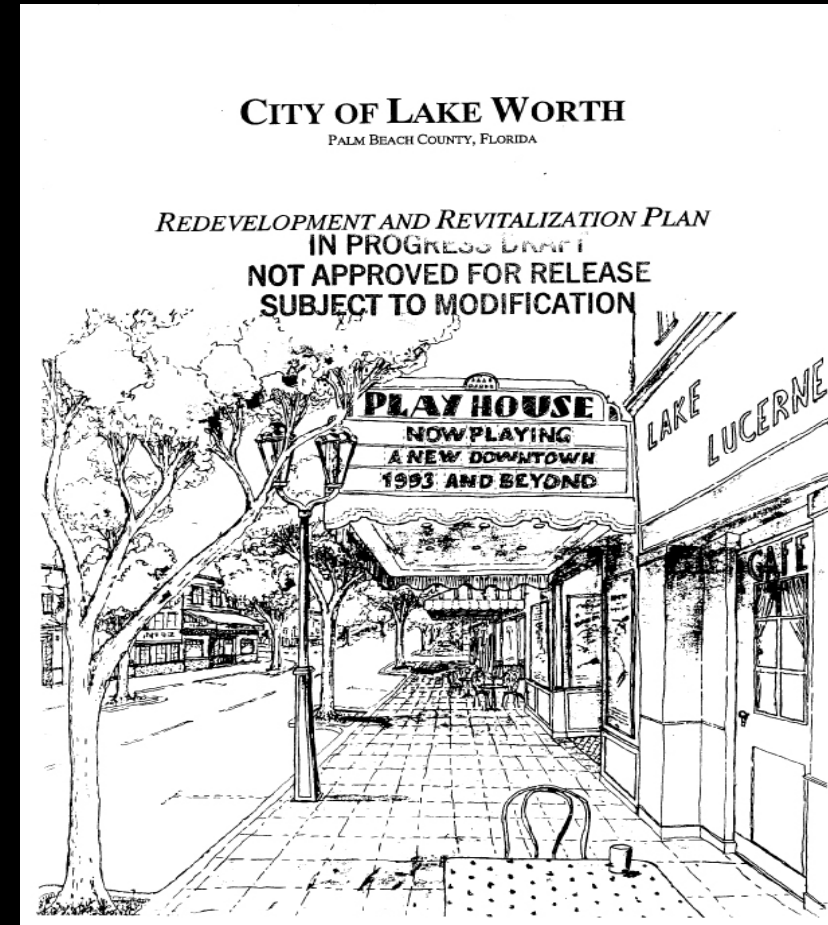
Friday, May 5, 2023

Treasure Coast Regional Planning Council

Over 30 Years of Urban Design Assistance



Downtown Stuart ~ 1987



Downtown Lake Worth ~1992

Proposing TOD's Since Before There Was Such A Term

*The "Father" of
the Florida
East Coast
Railroad (FEC)*



Henry Flagler

1889:
St Augustine

1894:
West Palm Beach

1896:
Miami

1912:
Key West

1960's

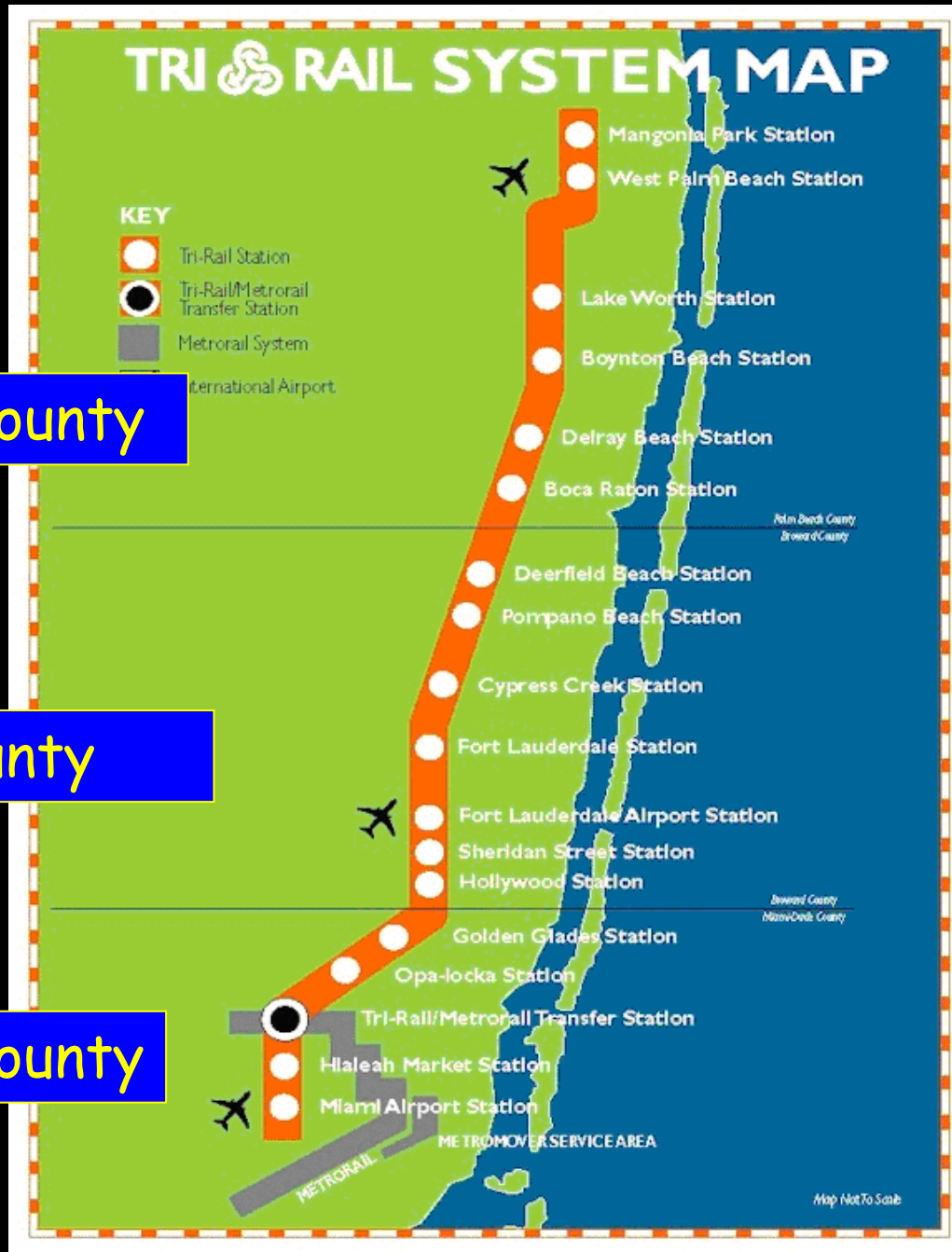
**NO MORE
PASSENGERS**

Florida
East Coast
Railway

The East Coast of Florida
is Paradise Regained.

Florida East Coast
Steamship Co.
KEY WEST-MIAMI LINE
MIAMI-NASSAU LINE

A historical map of Florida is shown, with a large yellow beam of light shining down on the state. The map includes various cities and the railway route. The text is overlaid on the map, with a red border around the central text box. The Florida East Coast Railway logo is in the bottom left, and the Florida East Coast Steamship Co. logo is in the bottom right.



Palm Beach County

Broward County

Miami-Dade County

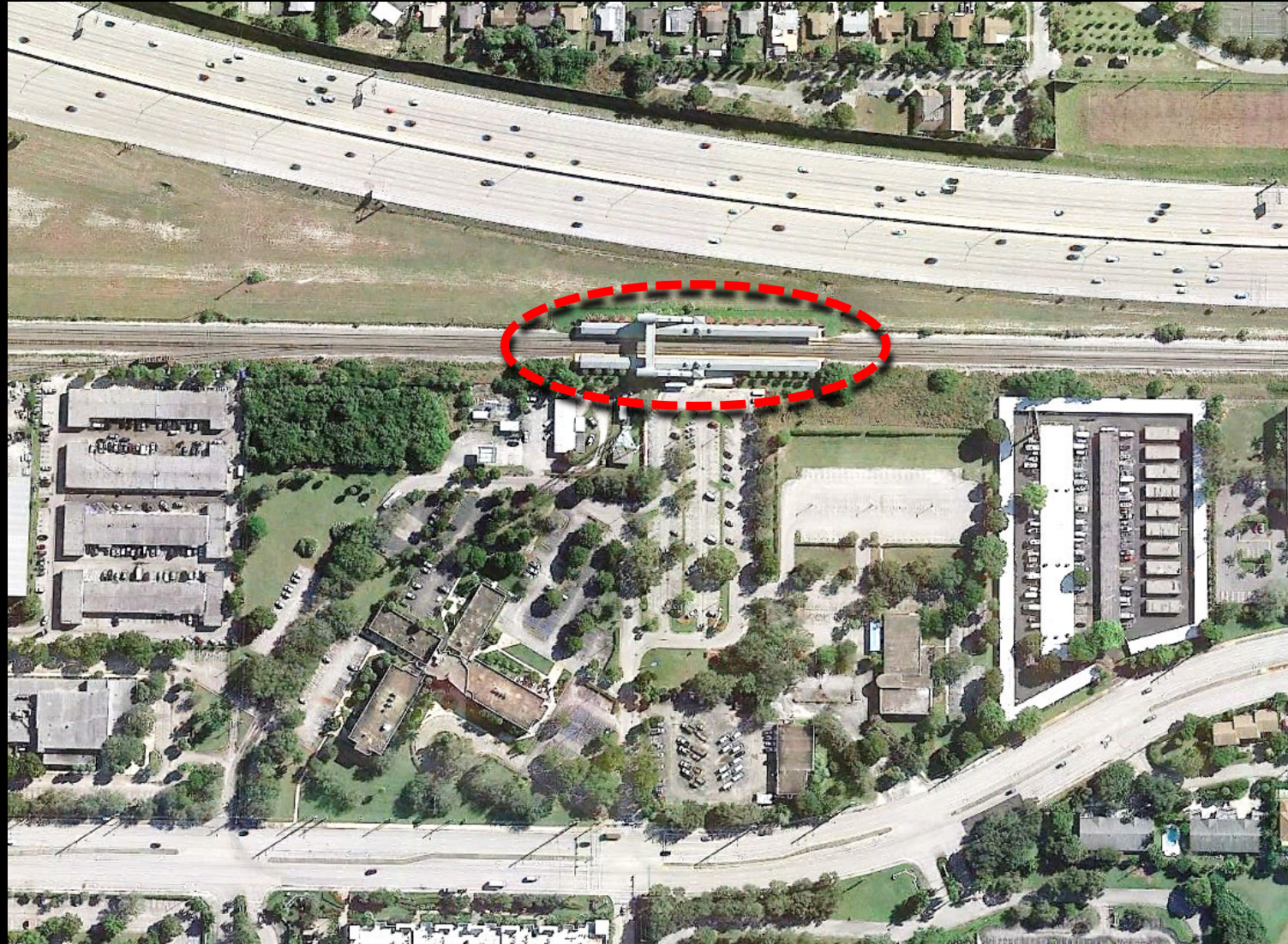
Established
in 1987

Runs on
SFRC

18 Stations

Miami to
Mangonia
Park

A Noble Effort...



But Not TOD

A Noble Effort...



But Not TOD

What is Transit-Oriented Development (TOD)?

Good Urbanism



Connected to Transit

It Takes More Than Just Tracks and Stations

Well Designed and Appropriate Land
Uses are Critical



Elements of TOD

- Development clustered around a Transit Station or along a Transit Corridor – radius depends on context
- Mixed-Use with Higher Density & Intensity than Surrounding Area
- Walkable & Bike-Friendly
- Controlled Parking
- Strong Intermodal Connections with Design focused on Pedestrian Flow



TOD vs. TAD



- Transit Oriented Development

vs.

- Transit Adjacent Development



- Auto-oriented uses
- Large surface parking lots
- Suburban office campuses
- Big-box format retail
- Pedestrian unfriendly

TOD



Winter Park, Florida

TAD



Pompano Beach, Florida

SFECC – 2008 (FDOT)



West Palm Beach ~ TOD

Palm
Beach
Gardens



Jupiter ~ TOD



Lake Worth Beach ~ TOD



Service Started in 2018

A Game-Changer for South Florida



Miami – Aventura - Fort Lauderdale – Boca Raton
West Palm Beach – Treasure Coast – Orlando

Tri-Rail Coastal Link -2017 (FTA)



Delray Beach TOD



Oakland Park TOD



Palm Beach Gardens TOD



Hollywood Beach TOD

Corridor Mobility Planning



The More Connected a Community is, the Smaller the Streets *Can* Be.

The Less Connected a Community is, the Bigger the Streets *MUST* Be.

OKEECHOBEE BLVD & SR 7 MULTIMODAL CORRIDOR STUDY



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CONNECTING COMMUNITIES

Village of Royal Palm Beach



Regal Cinema SR-7 Corridor

Village of Royal Palm Beach



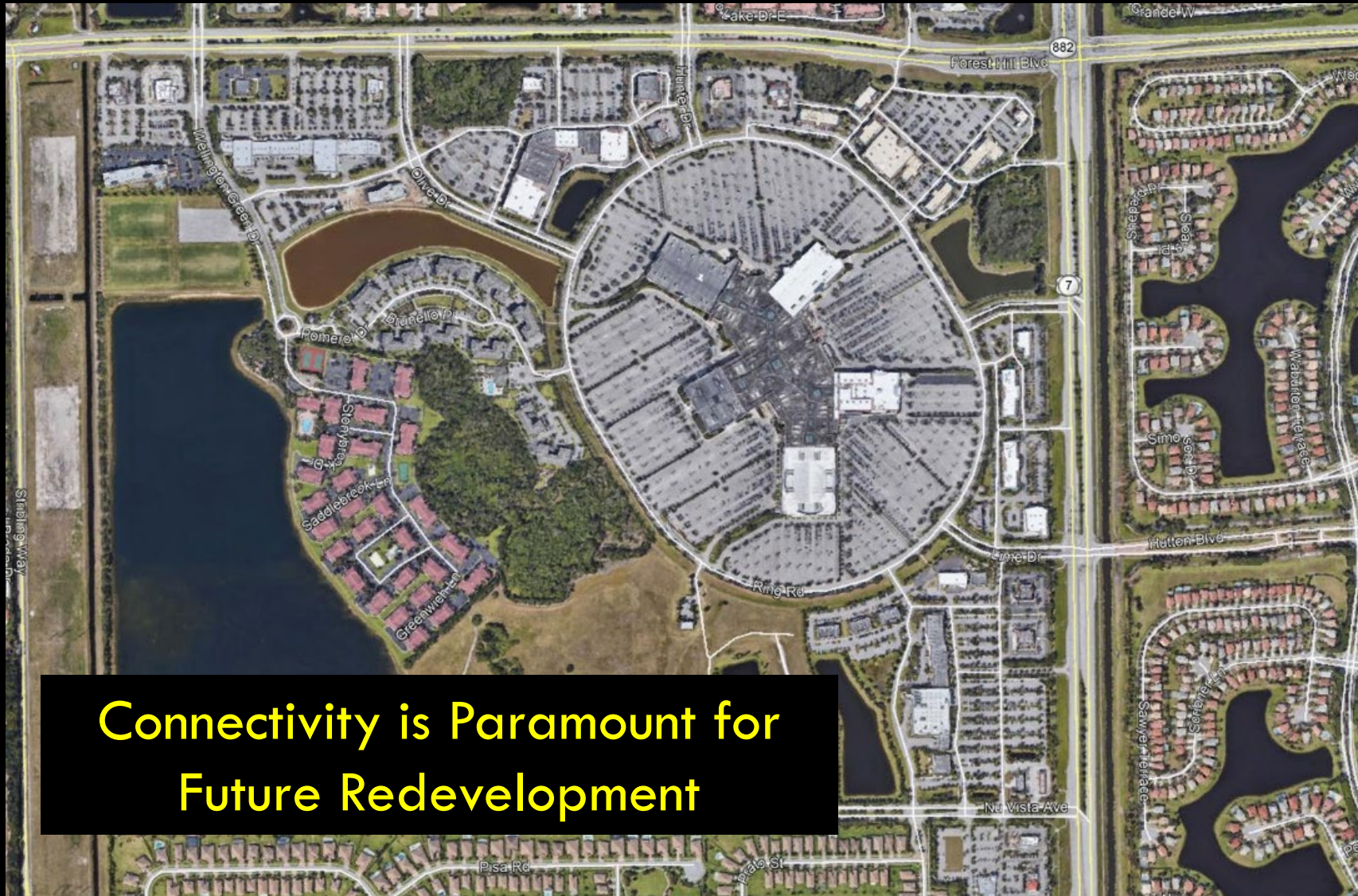
Regal Cinema SR-7 Corridor

Village of Royal Palm Beach



Regal Cinema SR-7 Corridor

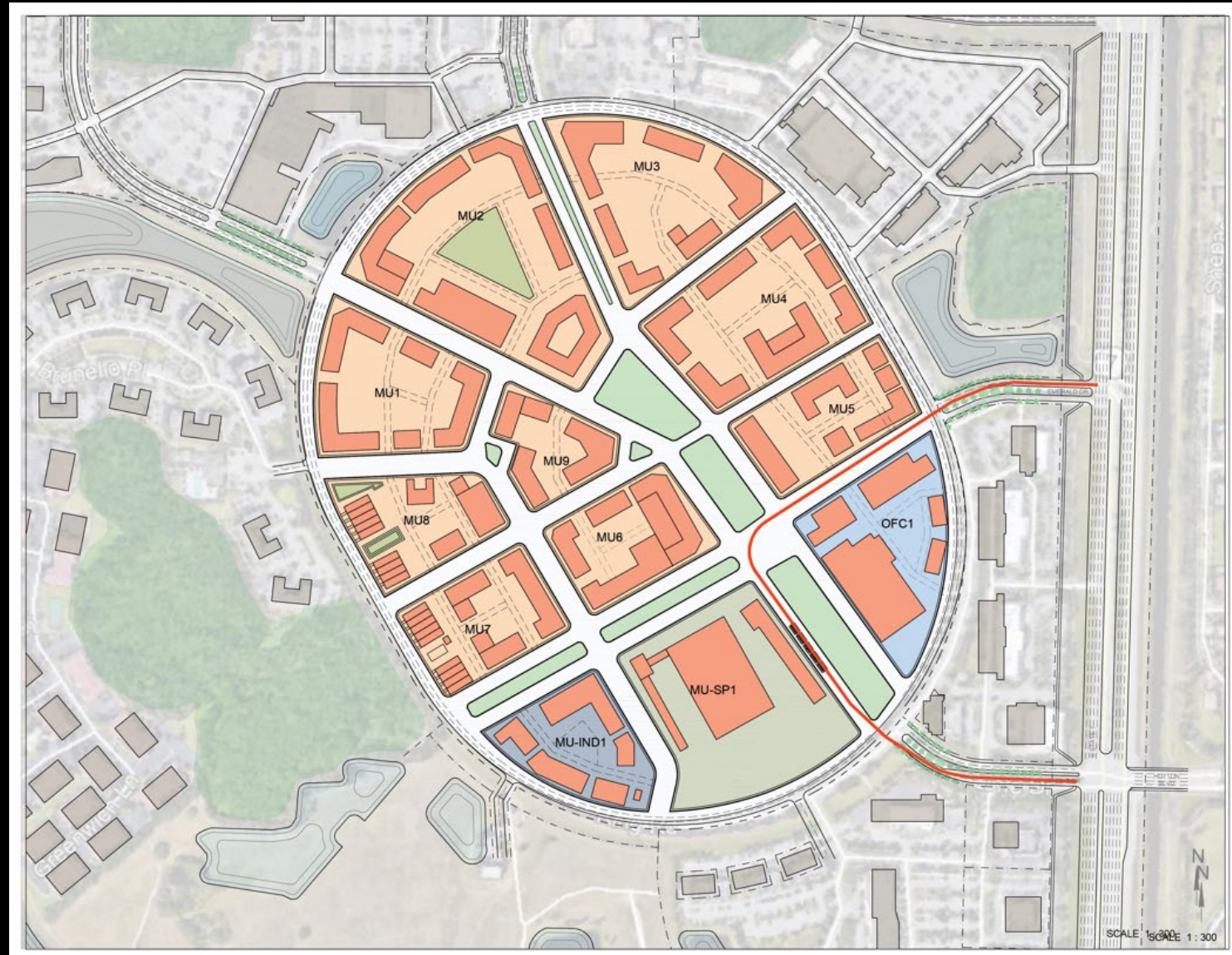
Village of Wellington



**Connectivity is Paramount for
Future Redevelopment**

Mall at Wellington Green

Village of Wellington



Mall at Wellington Green

Village of Wellington



Mall at Wellington Green

Village of Wellington



Mall at Wellington Green

Thank You!



Friday, May 5, 2023

Treasure Coast Regional Planning Council



Why TOD?

JP Weesner, PLA, NCI

Why TOD?

Chicken or Egg?

















Infrastructure is Destiny



Buy a car

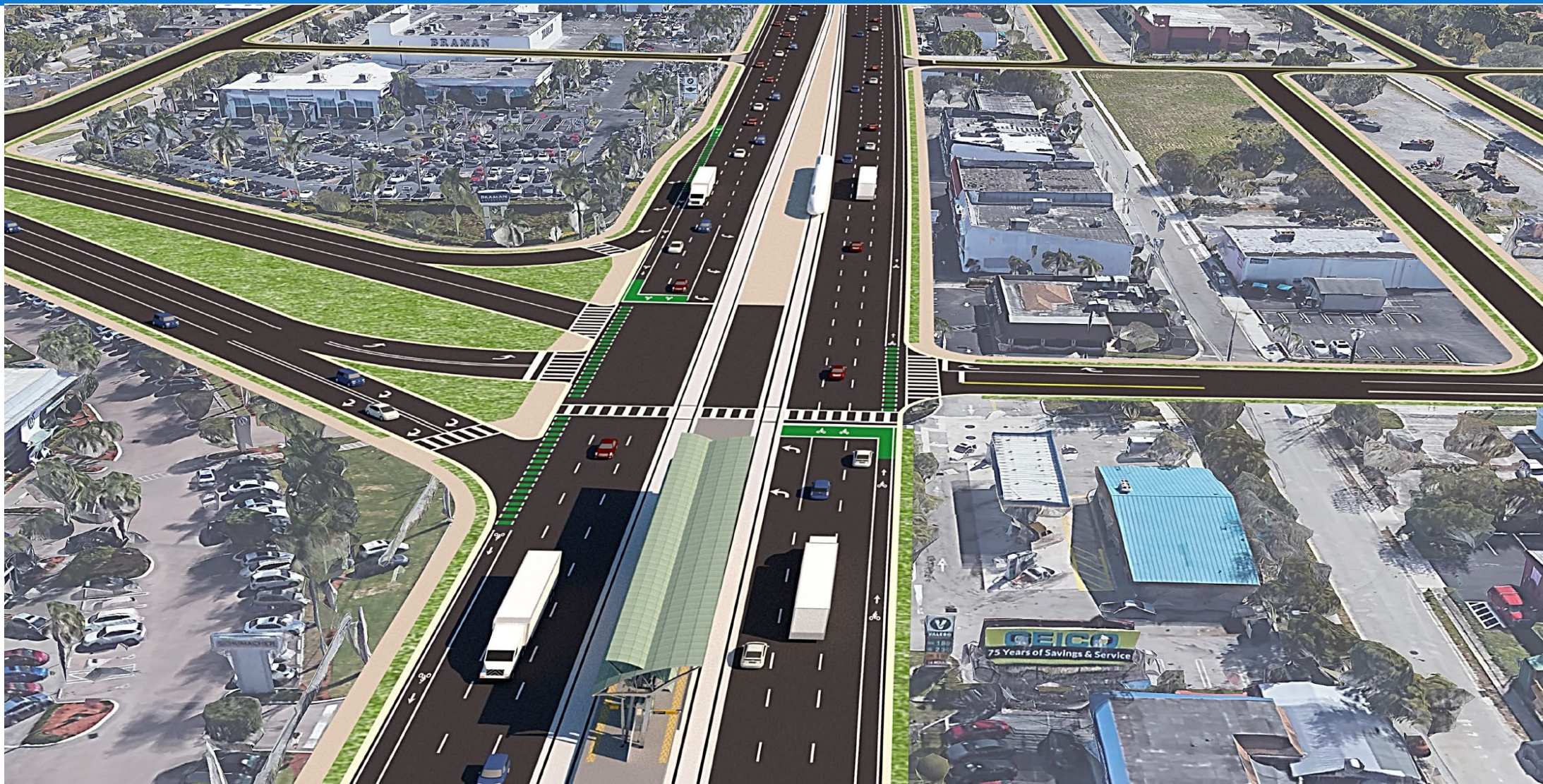
Change car's oil

Tint car's windows

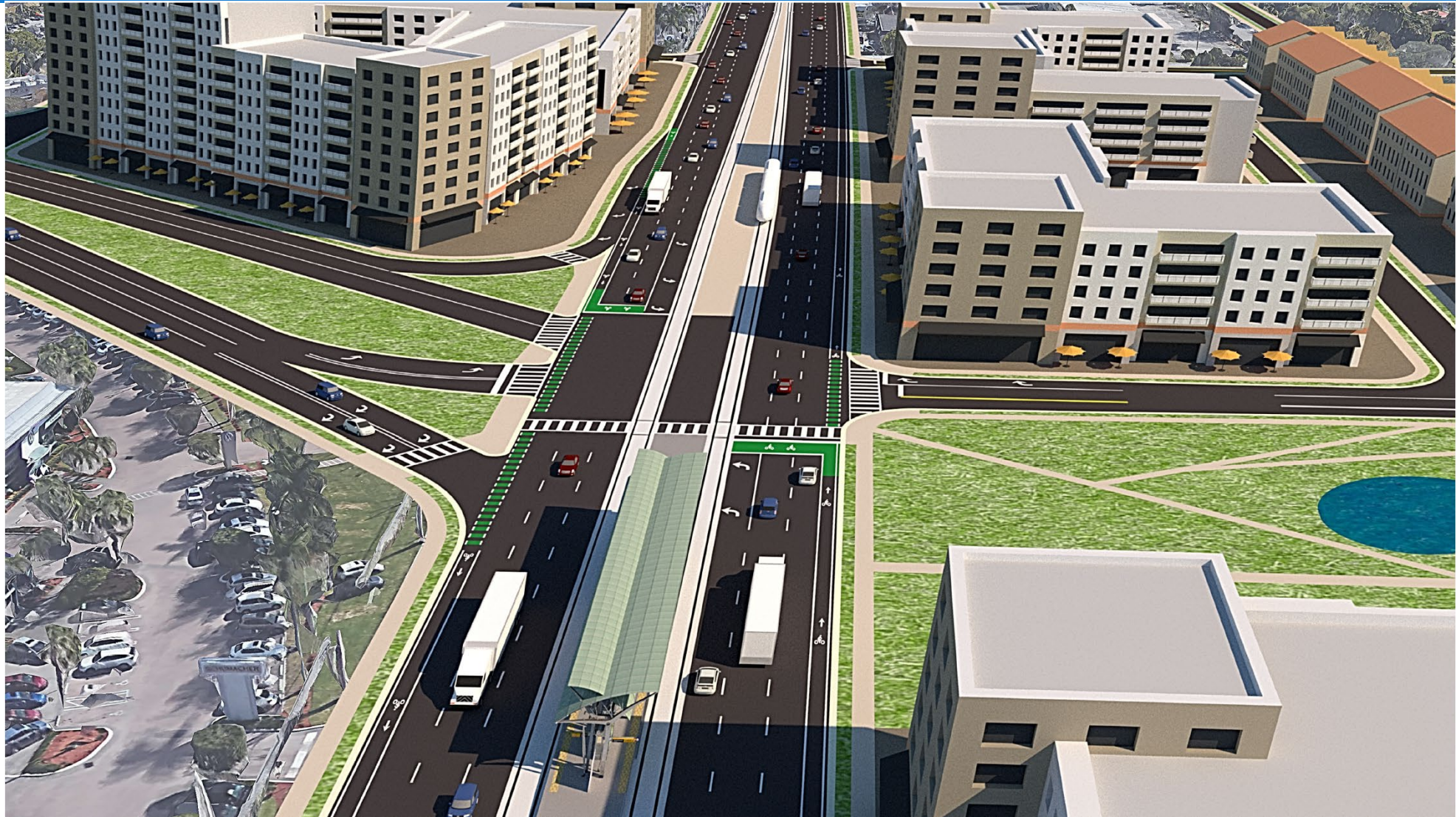
Buy a car

Fuel a car

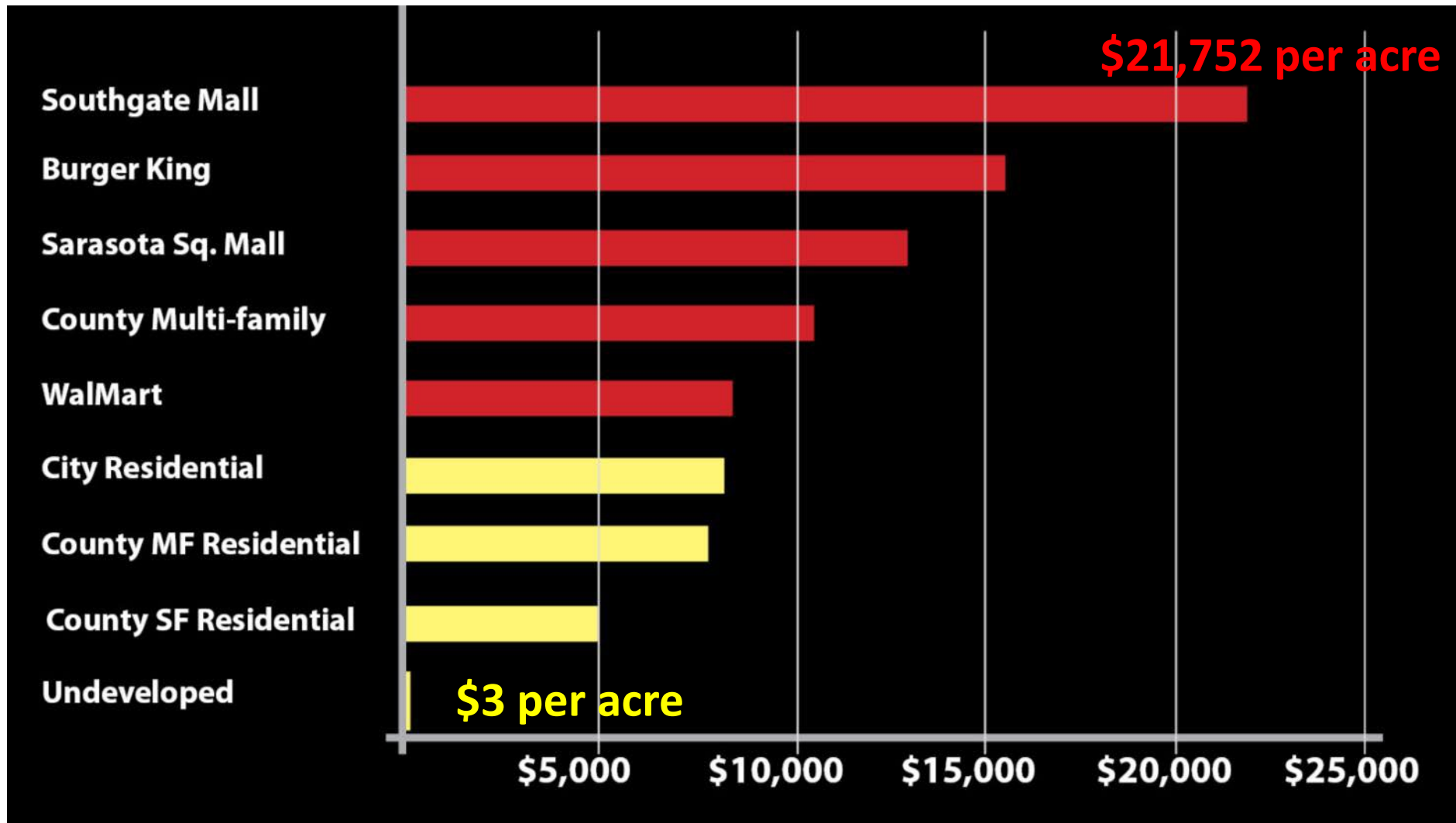
Repurpose for other modes?



Redevelop Land Closer to Transit?

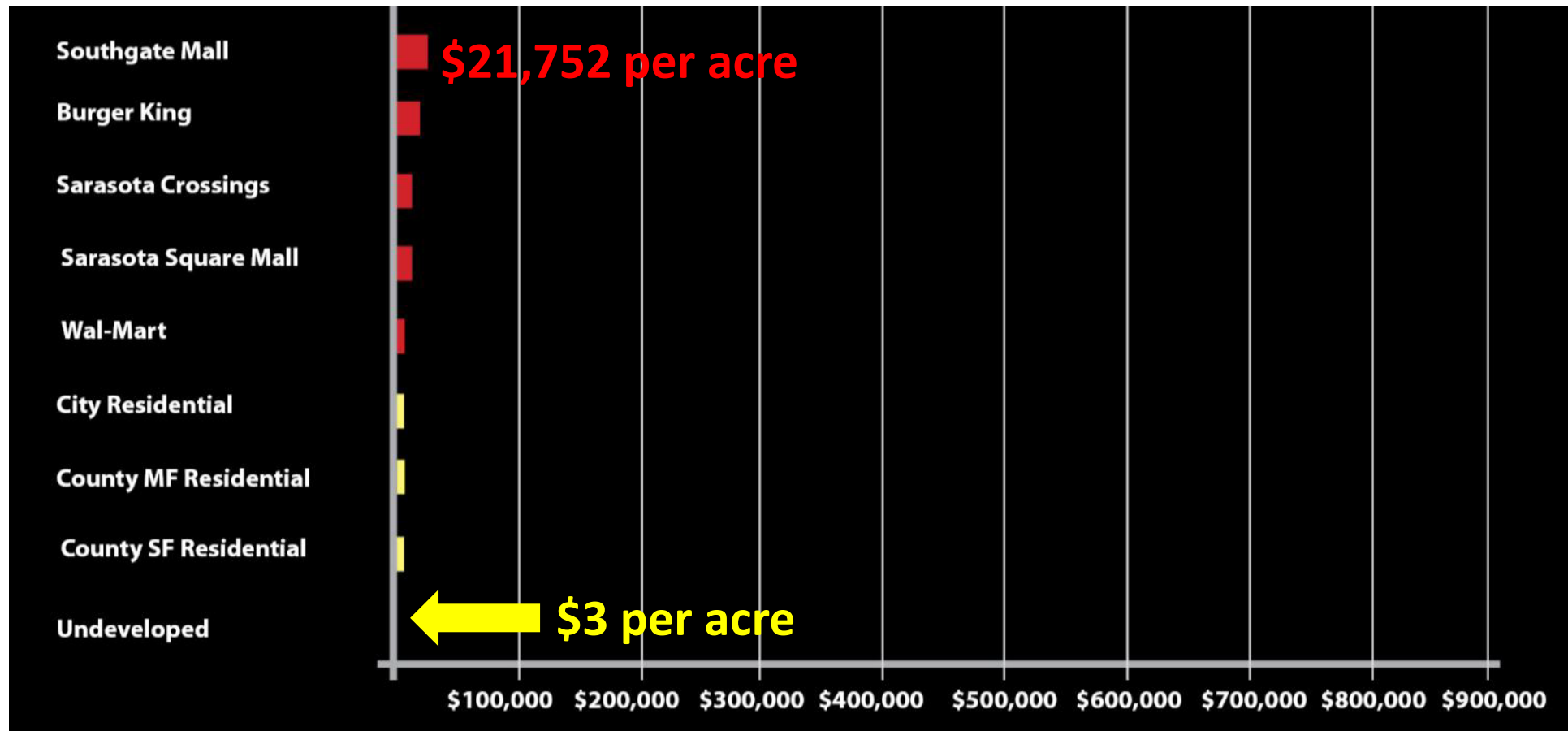


Tax Yield and Development Types (\$ per acre)



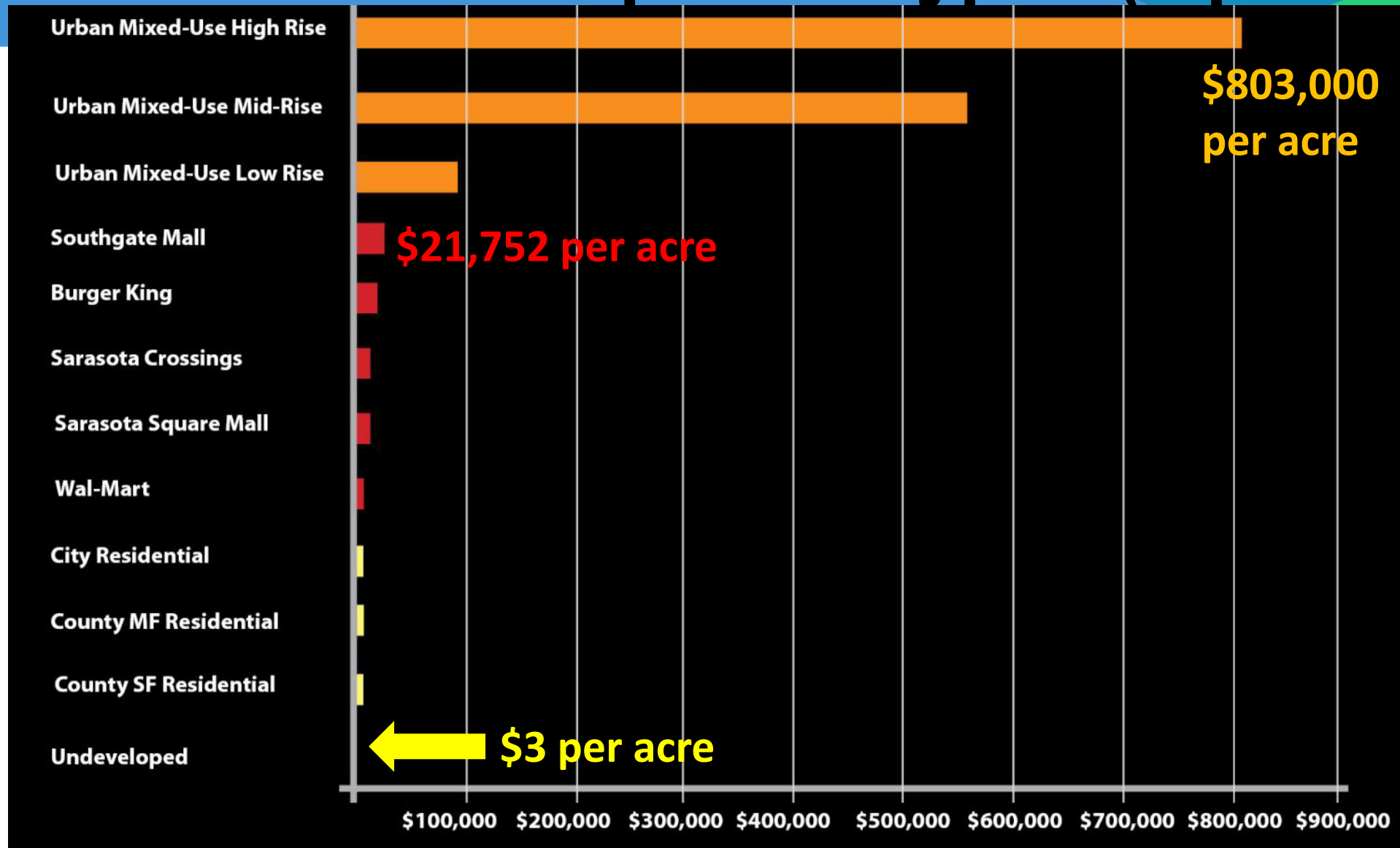
Source: Sarasota County, Peter Katz (fmr Smart Growth Director),
Presentation to the Sarasota County Board of County Commissioners, September 2009

Tax Yield and Development Types (\$ per acre)



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Tax Yield and Development Types (\$ per acre)



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What this means....

1 Acre

moderate mixed-use high-rise



*Source: Sarasota County, Peter Katz (fmr. Smart Growth Director),
Presentation to the Sarasota County Board of County Commissioners,
September 2009*

21 Acres

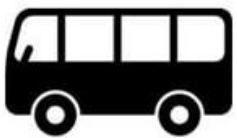
 Super Walmart

34 Acres

 Southgate Mall

Why TOD?

Future Reliability within the Corridor



Moving People - Spatial Implications



TOD CONSTRUCTION PROJECTS



TOD Projects completed since 2010

NUMBER OF
PROJECTS

29

CONSTRUCTION
VALUE

\$991
million

Projects currently under construction

NUMBER OF
PROJECTS

12

CONSTRUCTION
VALUE

\$774
million

Projects currently under construction

NUMBER OF
PROJECTS

31

CONSTRUCTION
VALUE

\$1,116
million



DEBARY Volusia County



**\$55 million property
with 289 units**

LONGWOOD Seminole County



**\$30 million property
with 208 units**

CHURCH STREET STATION Orange County



**\$133 million property
with 28 stories:**

- 198.8K SF Office
- 240 Residential Units
- Retail

POINCIANA Osceola County



\$8.9M land targeted for workforce and affordable housing

What's in it for cities?



Image Source: Station House. <http://epochlivingstationhouse.com/gallery>

Case Study

Station House TOD – Lake Mary Station

2015 Value: Prior to TOD Completion

\$8M

2015 Assessed Value

\$133K

2015 Gross Tax Amount

2016 Value: Post TOD Completion

\$25M

2016 Assessed Value

\$414K

2016 Gross Tax Amount

Source: Seminole County Tax Appraiser, 2015 & 2016

What's in it for cities?

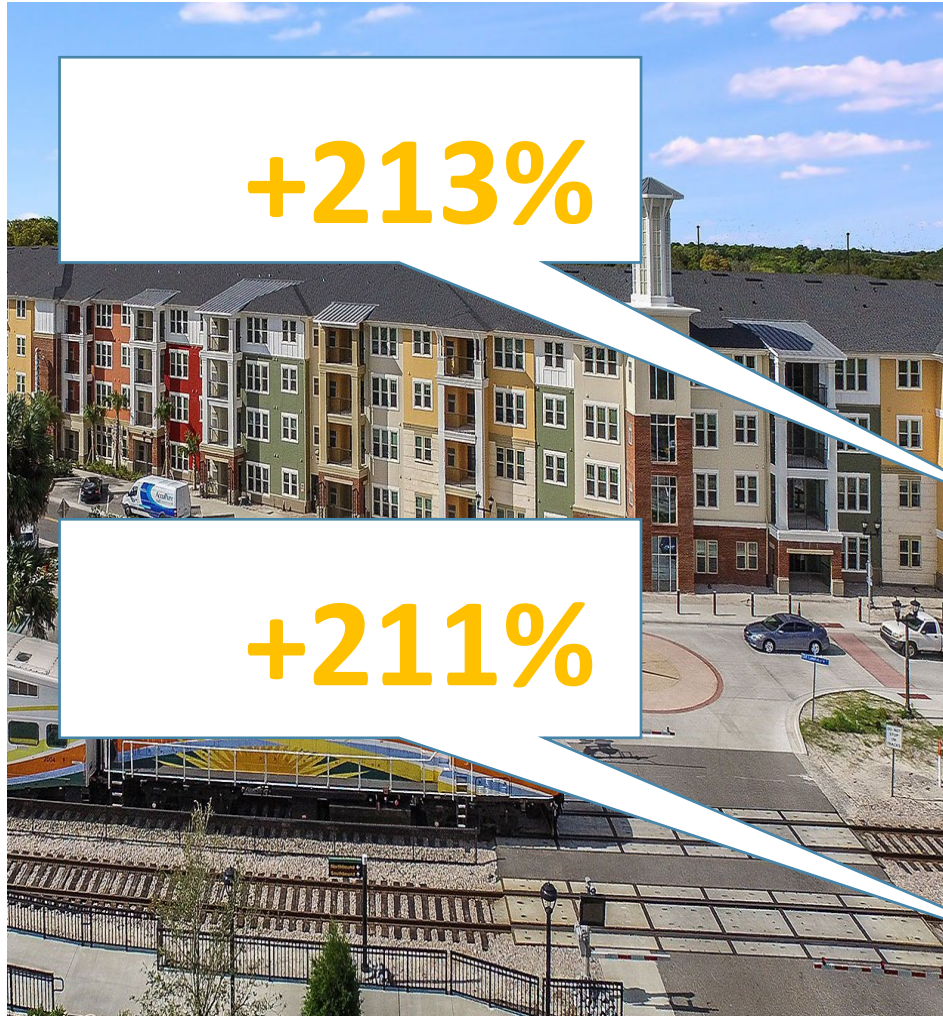


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PROPERTY VALUE GROWTH

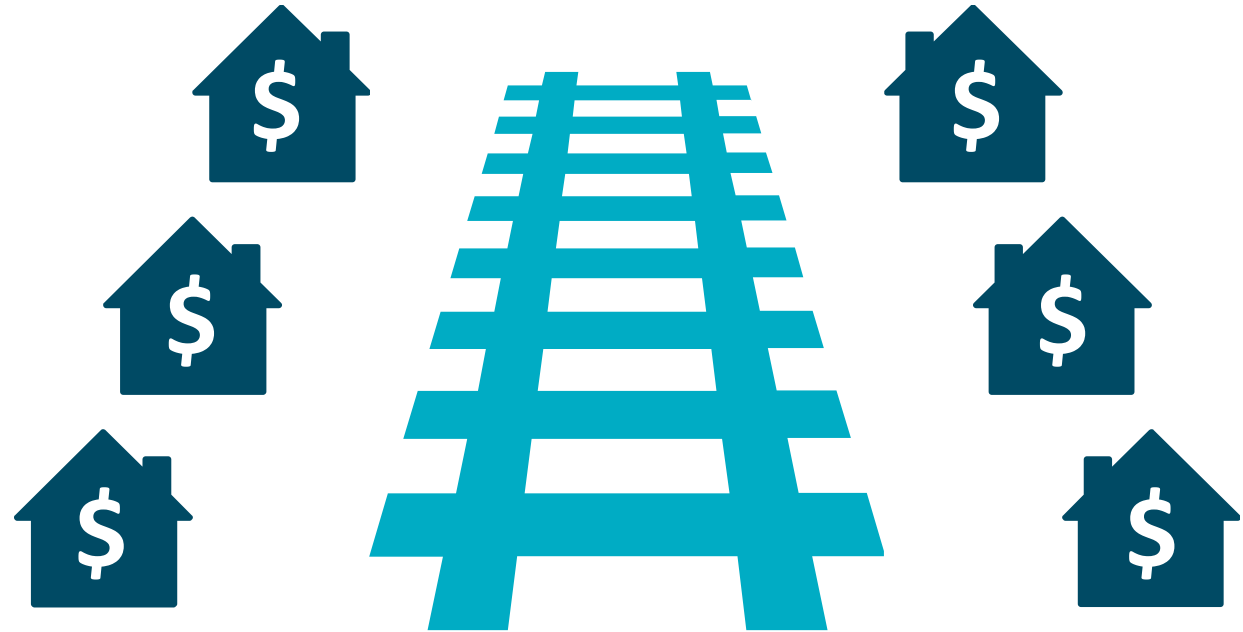


7 years after SunRail opened, the state and federal partners have seen every dollar they invested to build the system return four dollars to the local economy in the form of property value growth.

SunRail's sixteen station areas experienced

\$2.4 BILLION
dollars (or close to 63%)

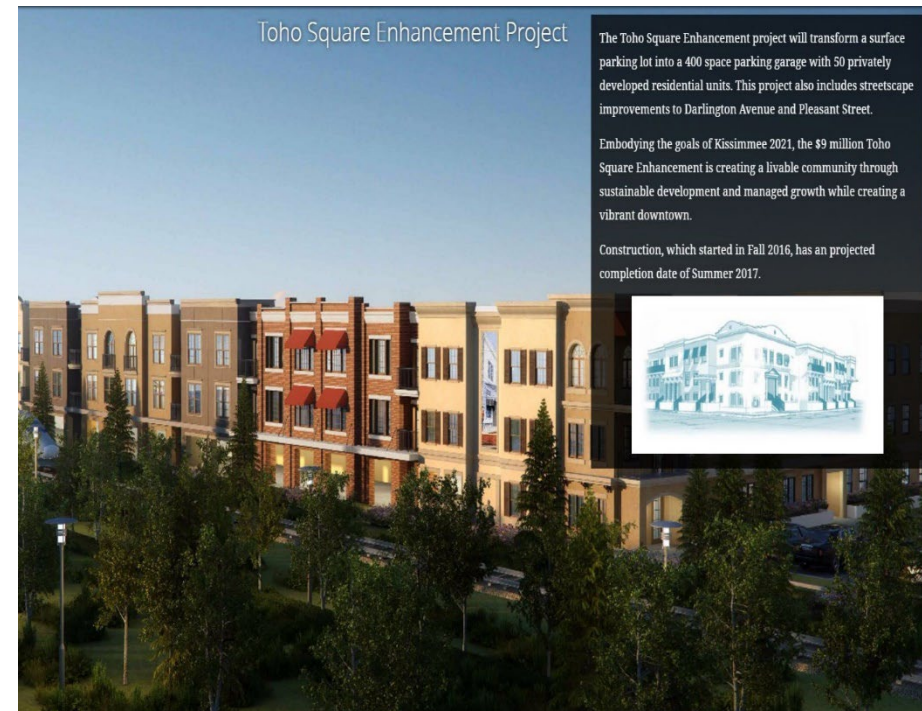
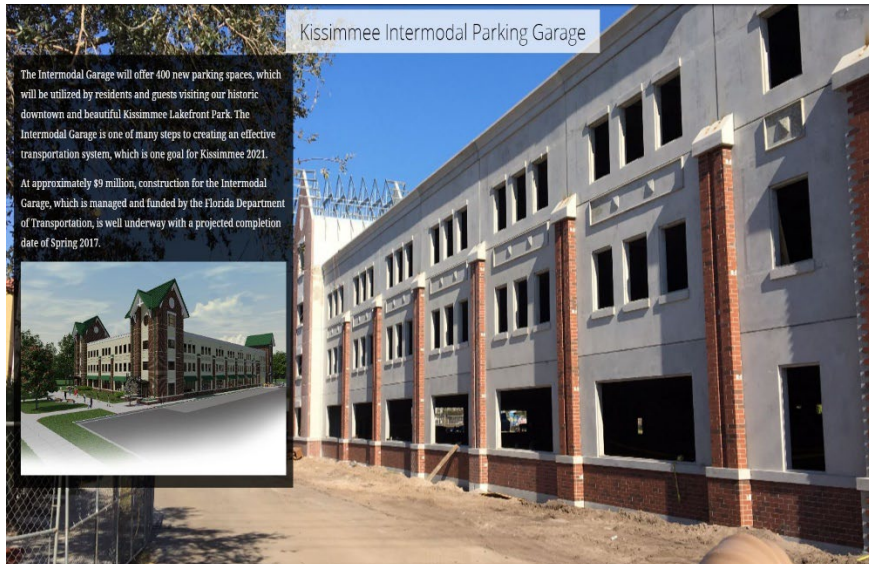
in cumulative property value growth, outpacing their control areas by 22.9%.



KISSIMMEE CASE STUDY

Kissimmee has already leveraged SunRail Investment

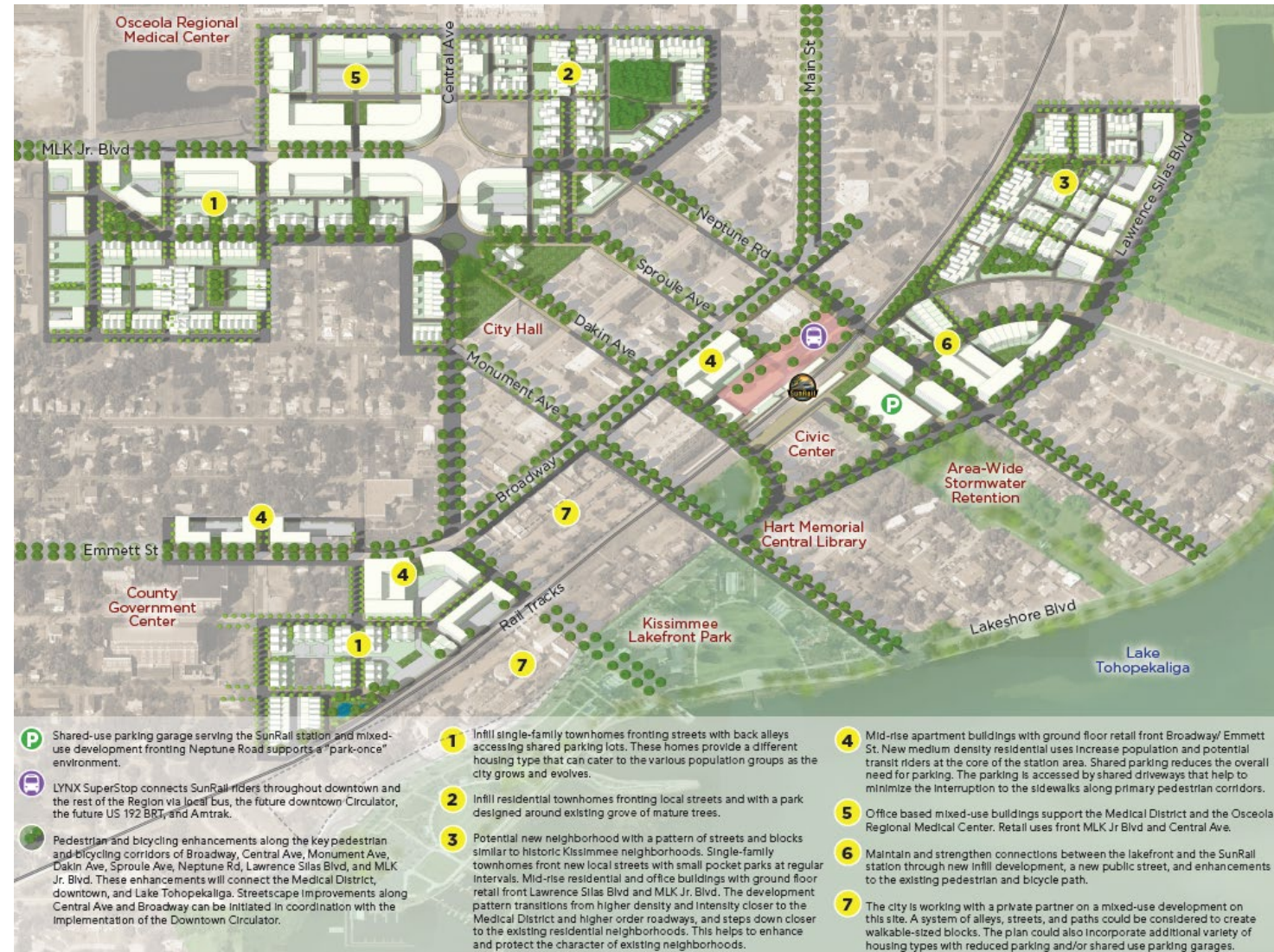
- New 400 Space Shared Use Parking Garage
- Mixed Use TOD – Toho Square
- Waterfront park improvements



TRANSIT SUPPORTIVE LAND USE ASSESSMENT (PHASE 2)

EXAMPLE: KISSIMMEE STATION

- Illustrative station area concepts to demonstrate best practices
- Concepts based on existing conditions and local plans
- Concepts show potential infrastructure investments and development potential
- Evaluated potential development potential and economic impact



LEVERAGE COMMUNITY INVESTMENTS

Connect and support existing and new public investments

Understand and compliment forthcoming private development

PAST PLANS & PROJECTS

The City of Kissimmee has been working with regional and local partners on various downtown revitalization efforts, many of which align with encouraging transit-oriented development and economic development around the Kissimmee station area. This station area multimodal mobility assessment builds on the findings and recommendations of these previous efforts.

DOWNTOWN KISSIMMEE CRA MASTER PLAN

Adopted in 2012, the master plan outlines a series of strategies to redevelop downtown Kissimmee into a vibrant, mixed-use destination. These solutions include streetscaping, connectivity, housing, land use, pedestrian, bicycling, and economic redevelopment opportunities. The plan has five key principles and a number of goals and key action items to achieve them. The principles include improving access to downtown; strengthening the downtown's role as the economic engine of the county; promoting increased density and diversity of housing; enhancing the design of the public realm; and repositioning the downtown into a livable urban center. Each of these goals is supported by and can enable the SunRail station's success.



MASTER STORMWATER RETENTION PROJECT

The city recently invested in a downtown stormwater retention project relieving that need for individual parcels to have on-site stormwater mitigation. This supports future development to have higher densities and intensities that support transit. The stormwater pond is designed as part of a park, and serves as a connection from the SunRail station and the lakefront.



CITY OF KISSIMMEE & OSCEOLA COUNTY BICYCLE AND PEDESTRIAN MASTER PLANS

Adopted in 2010, the city's bicycle and pedestrian master plan lists strategies to complete and improve the pedestrian and bicycle network in the city. This plan complements and is supported by the Osceola County Pedestrian and Bicycle Master Plan, which was adopted in 2013. Both plans support the SunRail station by strengthening existing and creating new pedestrian and bicycle connections to the station. Specifically, the plans recommend the creation of a robust network of bike lanes, multi-use paths, shared lanes, trails, and other facilities within downtown Kissimmee and connecting downtown to local and regional destinations.



VINE STREET REDEVELOPMENT AREA & OVERLAY DISTRICT DEVELOPMENT MANUAL

The city is working to encourage high-density mixed-use development along Vine Street in downtown. This has resulted in the creation of the Vine Street Overlay District and adoption of design guidelines in 2011. The city is also working to establish a CRA for Vine Street. In addition to providing guidance for streetscaping and development, the manual provides recommendations for transit-oriented development along Vine Street to support future premium transit. Vine Street is located approximately three quarters of a mile from the proposed SunRail station and borders downtown Kissimmee. As the proposed US 192 bus rapid transit is implemented and the corridor redevelops, Vine Street will become an important destination for SunRail riders.



COMMUNICATING WHAT ITS IN FOR CITIES

150%

Property Tax increase with TOD patterns*

\$4M

Kissimmee Station

\$3.2M

Tupperware Station

\$3M

Meadow Woods Station

* Source: National Association of Realtors (2008, December 9). *Public Transit Boosts Property Values, If Conditions are Right.*
<http://www.reconnectingamerica.org/assets/Uploads/cpatransport2.pdf>


Example: Kissimmee Station

Potential Property Value and Tax Revenue Increase with Redevelopment as Mixed Use

	Property Value*	Annual Property Tax*	Increase in Annual Property Tax**	
			Per Acre	Entire Station Area
2015 Value	\$1,510,600	\$29,310		
Potential if Redeveloped	\$83,778,240	\$1,630,360	\$43,980	\$1,600,940

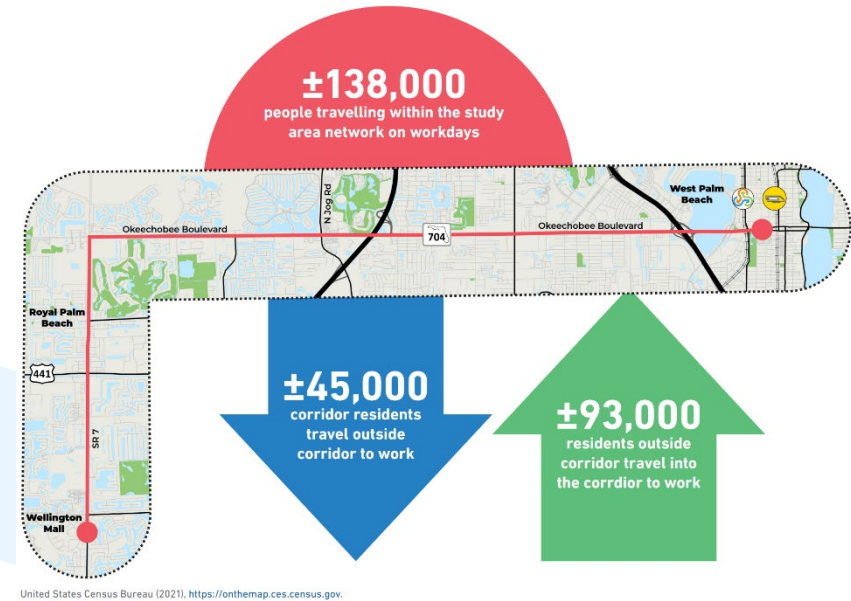
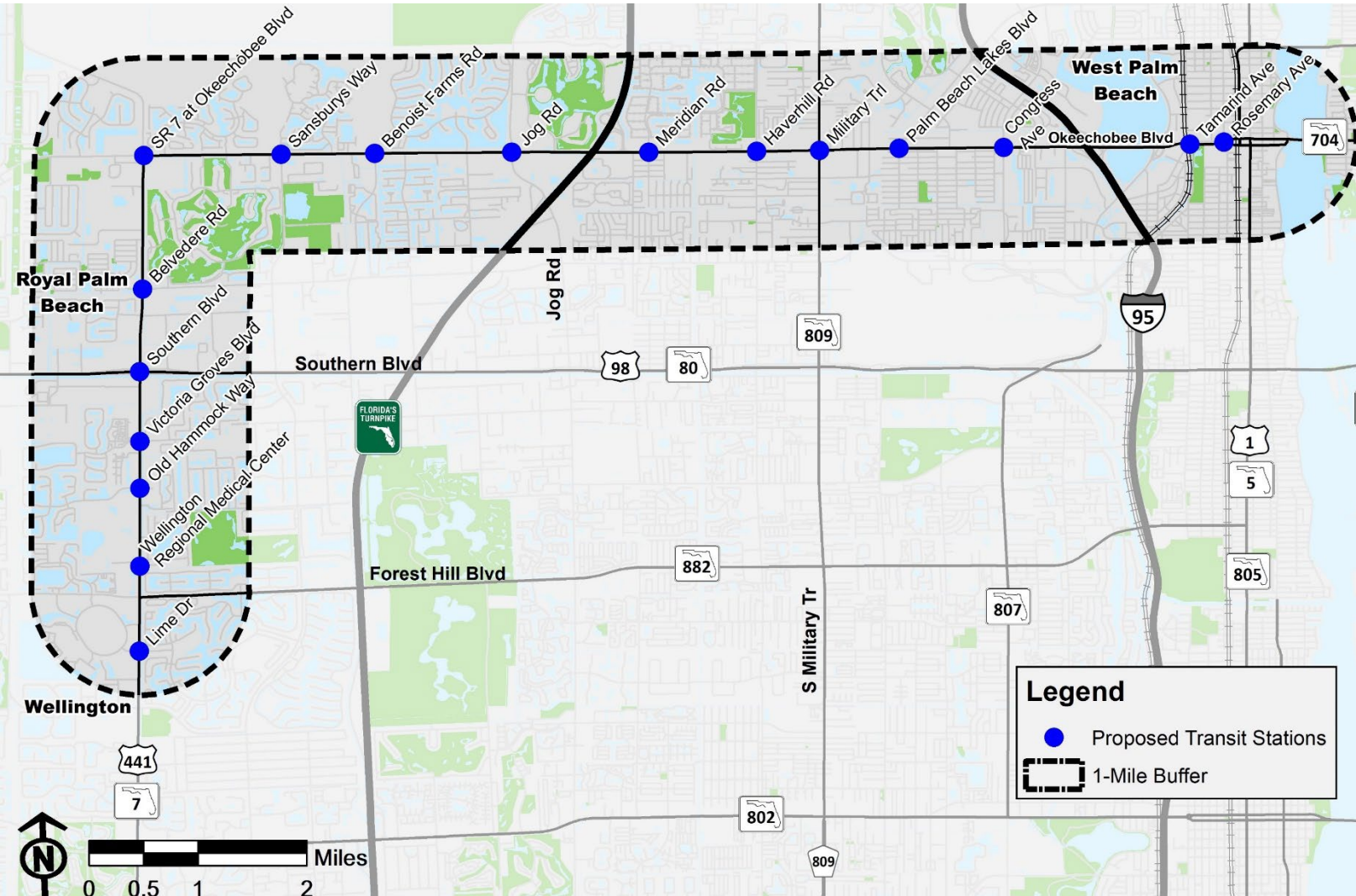
Potential Property Value and Tax Revenue Increase with "Transit Premium"

Change in Assessed Value	Taxable Value Per Acre	Total Property Tax Per Acre	Increase in Annual Property Tax	
			Per Acre	Entire Station Area
10% Increase	\$2,531,760	\$49,270	\$48,460	\$1,763,950
50% Increase	\$3,452,400	\$67,180	\$66,380	\$2,416,080
100% Increase	\$4,603,200	\$89,580	\$88,770	\$3,231,240
150% Increase	\$5,754,000	\$111,970	\$111,160	\$4,046,400



Okeechobee Blvd & SR-7 Example

A Growing Corridor with Competing Demands



2015
76,000
Residents



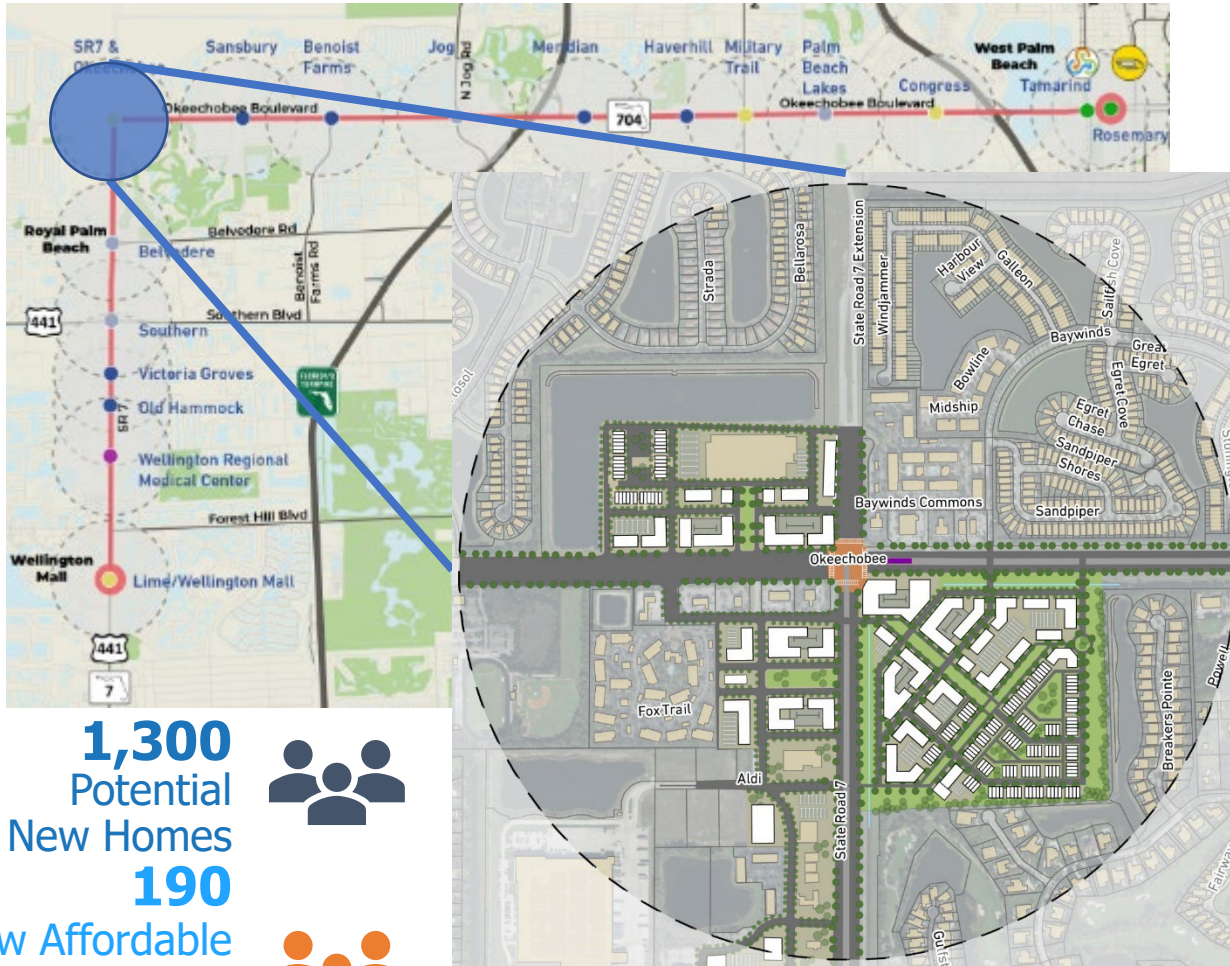
2045
96,000
Residents

67,000
Jobs



78,337
Jobs

Station Area Planning – State Road 7



1,300
Potential
New Homes

190
New Affordable
Homes
*(based on 15% of
overall homes)*



5,600
Potential New
Jobs



\$632 million
Additional ad
valorem



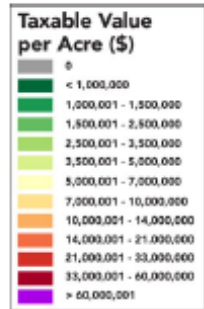
Park-and-Ride
(surface or structured parking)

Station

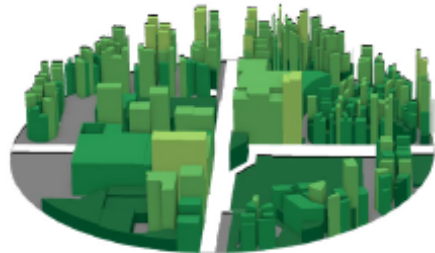
**Mixed Use
Development**



Station Area Planning - State Road 7

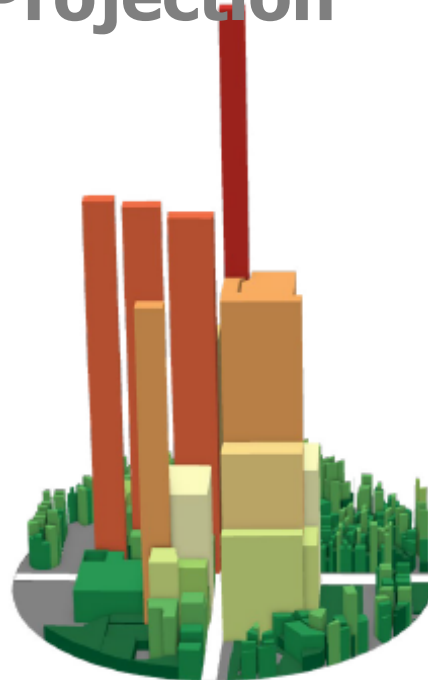


Revenue Projection



Current Value:
\$395M

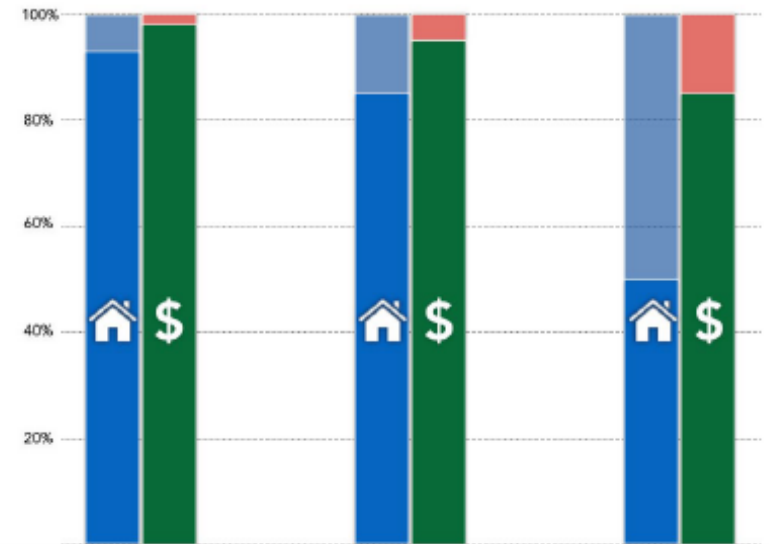
Low Concept (-10%):
+\$569M



Concept:
+\$632M

High Concept (+10%):
+\$687M

Affordable Housing Potential



	7%	15%	50%
Affordable Units	90	193	645
Value Added	\$632M	\$617M	\$549M
Subsidy Needed	-\$13M	-\$29M	-\$97M

Subsidy Needed: Market value reduction by percentage of included affordable housing

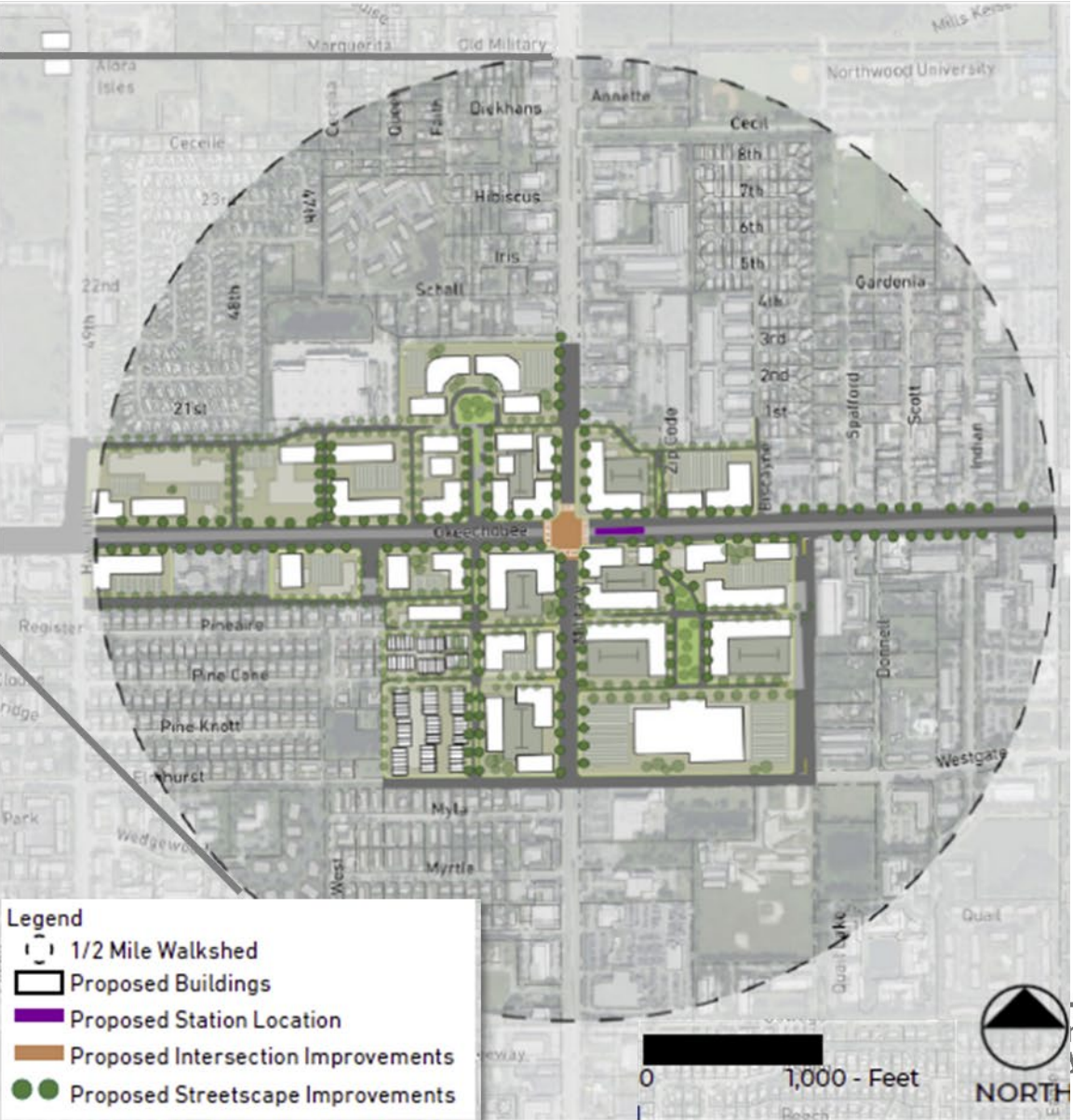
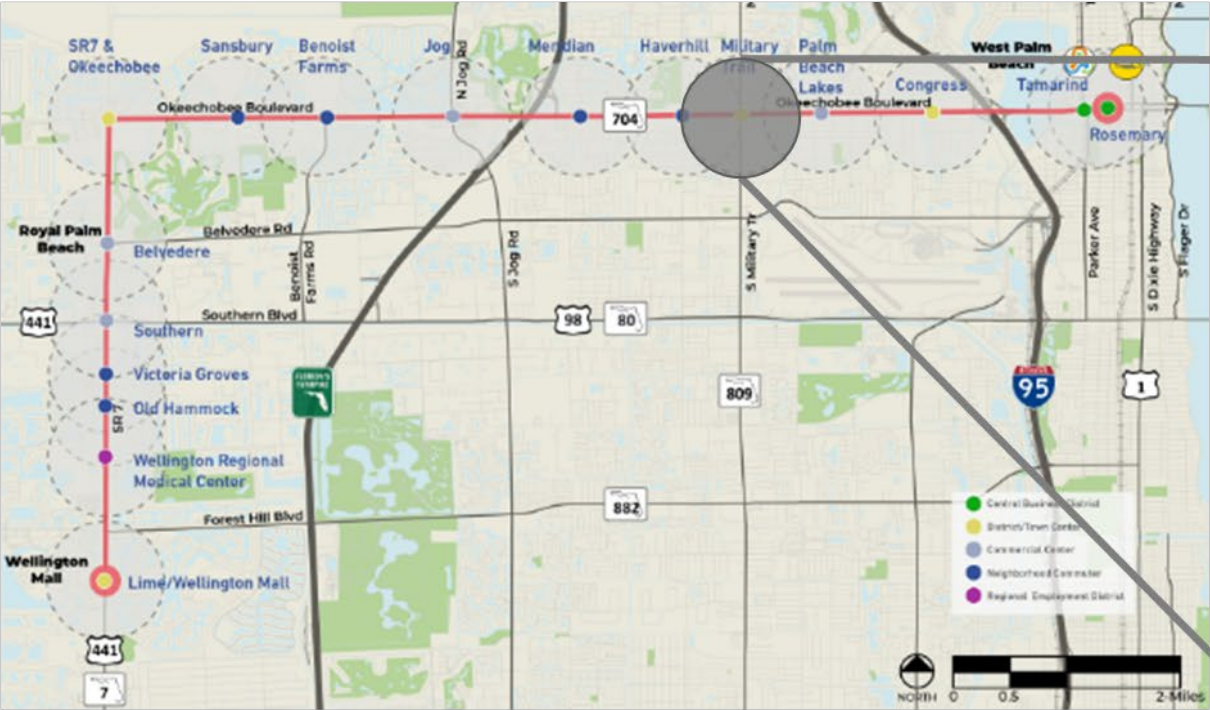
SR-7 Station Area



SR-7 Station Area



Station Area Planning – Military Trail



1,100
Potential New Homes



13,200
Potential New Jobs



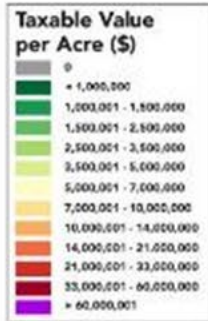
76
New Affordable Units
(based on AMI assumptions)



\$647 million
Additional ad valorem



- Legend**
- 1/2 Mile Walkshed
 - Proposed Buildings
 - Proposed Station Location
 - Proposed Intersection Improvements
 - Proposed Streetscape Improvements



Revenue Projection



Current Value:
\$496M

Low Concept (-10%):
+\$582M



Concept:
+\$647M

High Concept (+10%):
+\$711M

Affordable Housing Potential



Subsidy Needed: Market value reduction by percentage of included affordable housing

Military Trail Station Area



Military Trail Station Area





SMART MOBILITY ASSOCIATES

Land Use & Mobility Options

*How TOD can promote enhanced
transit and mobility options*

Jonathan Hopkins

Presenter/Moderator | CEO, SMA

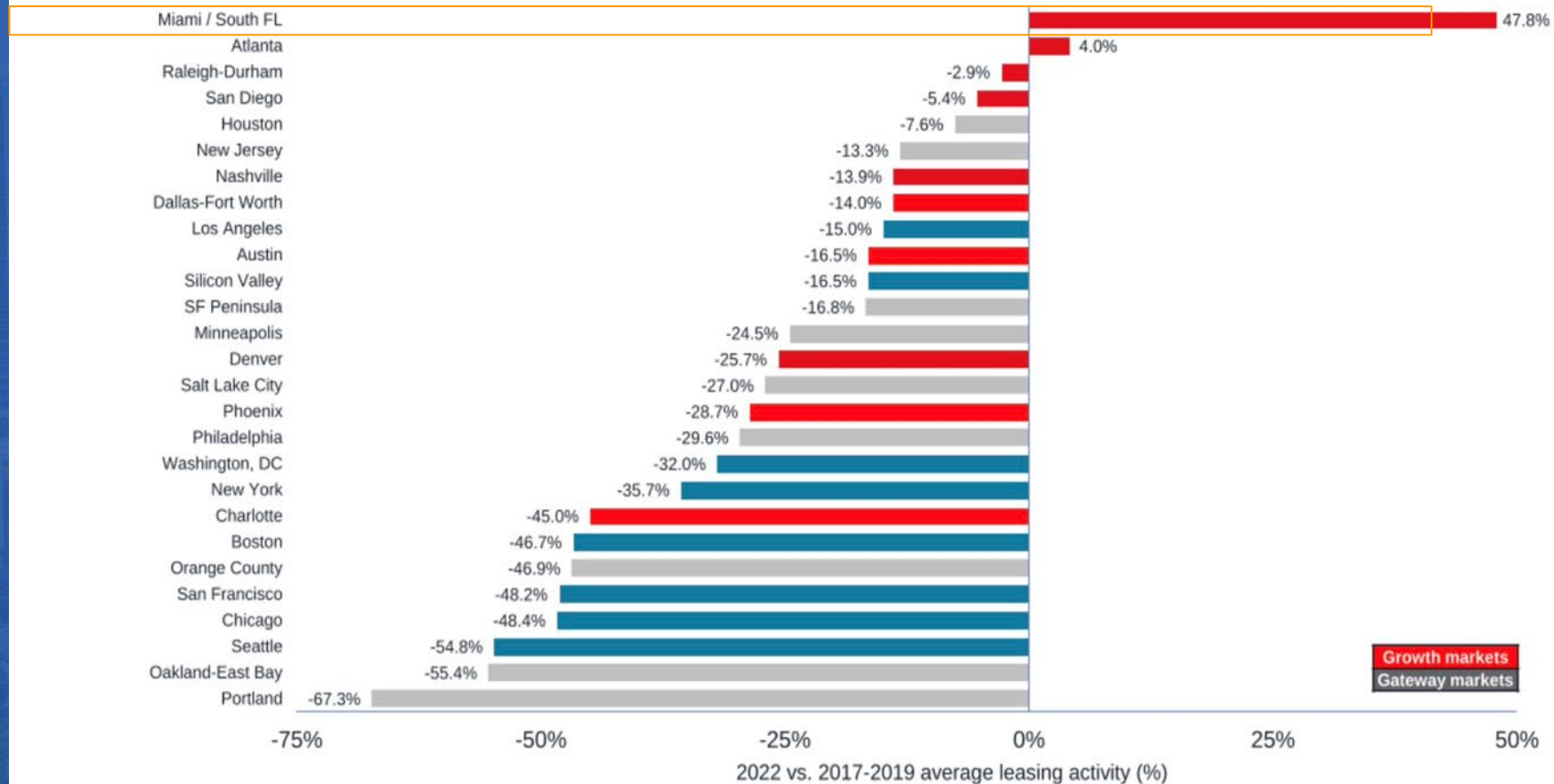
May 5, 2023

Everyone wants to be in South Florida



SMART MOBILITY ASSOCIATES

South Florida and Sun Belt Markets Lead The Way in Post Covid Leasing Activity



Source: JLL Research



THE WALL STREET JOURNAL.

Sunbelt Traffic Jams Are Frustrating Drivers and Threatening Growth

Worsening congestion gums up commutes in cities like Miami, Nashville and Las Vegas

March 14, 2023



“We wake up earlier, but how much earlier should I have to suggest our daughter to wake up because traffic is so bad?”

Sunbelt cities are particularly vulnerable to congestion because of poor public transit.

Bad traffic hurts regional economies because people lose time they could be spending working. Shops and restaurants miss out on customers who can't reach them.

“They way underestimated their growth.”

Gridlock also threatens to make regions less competitive.

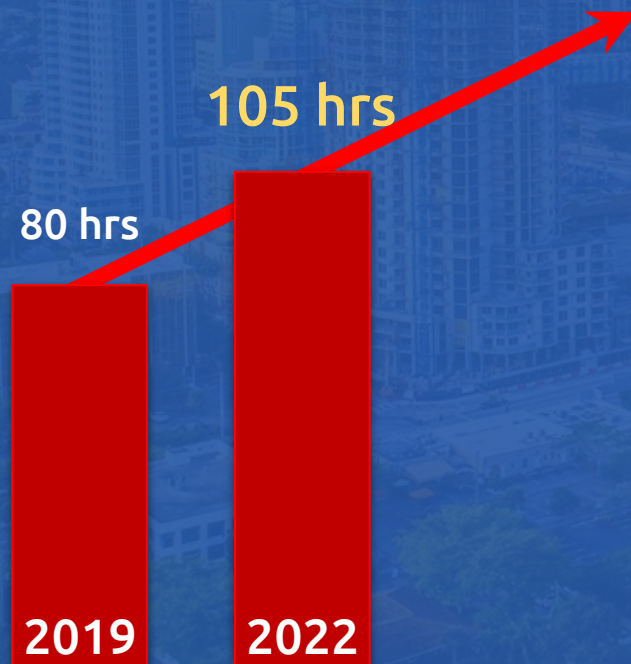
Companies are also hesitant to move operations somewhere with congested traffic [Amazon HQ2, others]

It's getting costly out there!



- Housing & Transportation are the top 2 household costs
- Inflation is putting a further squeeze on residents
- Our inaction adds **\$1,733 of costs per year per resident**, or **\$4.5 billion annually for the region**
- National cost of car ownership: **\$10,728**. Two person household: **\$21,456**.
- Miami & Orlando spend the highest share of household income on autos in the country: **14% of income**. Lowest are Seattle, Minneapolis, DC, SF (7.5% to 9.4%)
- Impacts competitiveness for **employer relocation decisions** (e.g. value of Amazon HQ2: **\$6.5 billion** in construction, **50,000 jobs**, total payroll **\$10 billion to \$13 billion**)
- Impacts competitiveness for **tourism** (Value: **\$11.1 billion in Miami-Dade** & **\$11.4 billion in Broward**)
- Impacts quality of life for all residents

Hours spent in traffic, urban area



SOUTH FLORIDA BUSINESS JOURNAL



South Florida least affordable rental market in U.S., report says

According to Realtor.com renters in Miami-Dade, Broward and Palm Beach counties spent **42.3%** of their income on rent during the month of February

Mar 22, 2023



South Florida median monthly rent
\$2,349

Los Angeles: \$2,864 & New York metro:
\$2,895

But median incomes are **\$84,409** in
Greater New York and **\$82,503** in Greater
Los Angeles

In South Florida median income is
\$63,814

The cost of housing has risen **2x** the rate
of consumer products and wages since
1980

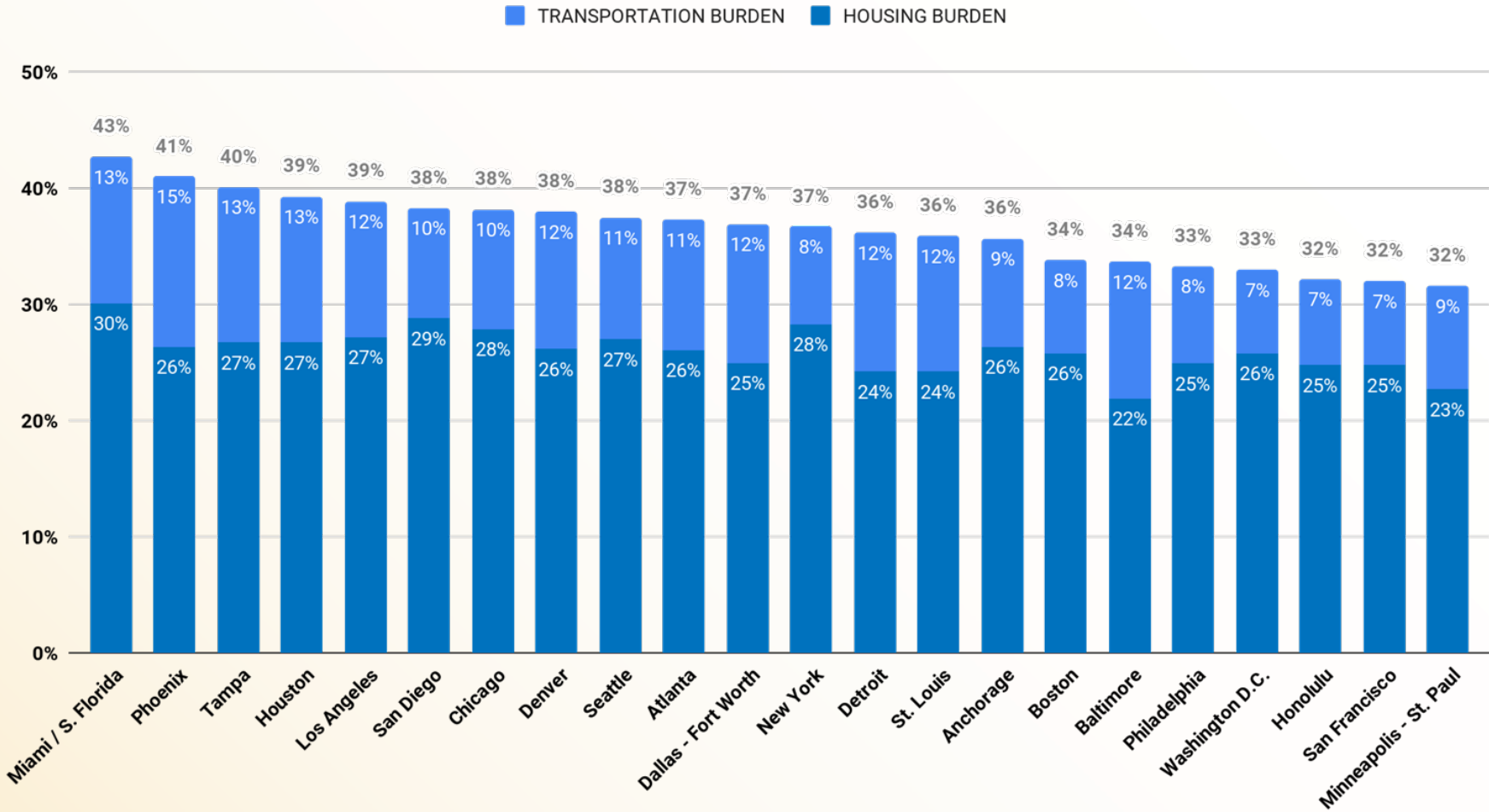


South Florida is a Leader...in unbearable costs



SMART MOBILITY ASSOCIATES

HOUSING + TRANSPORTATION BURDEN BY METRO AREA



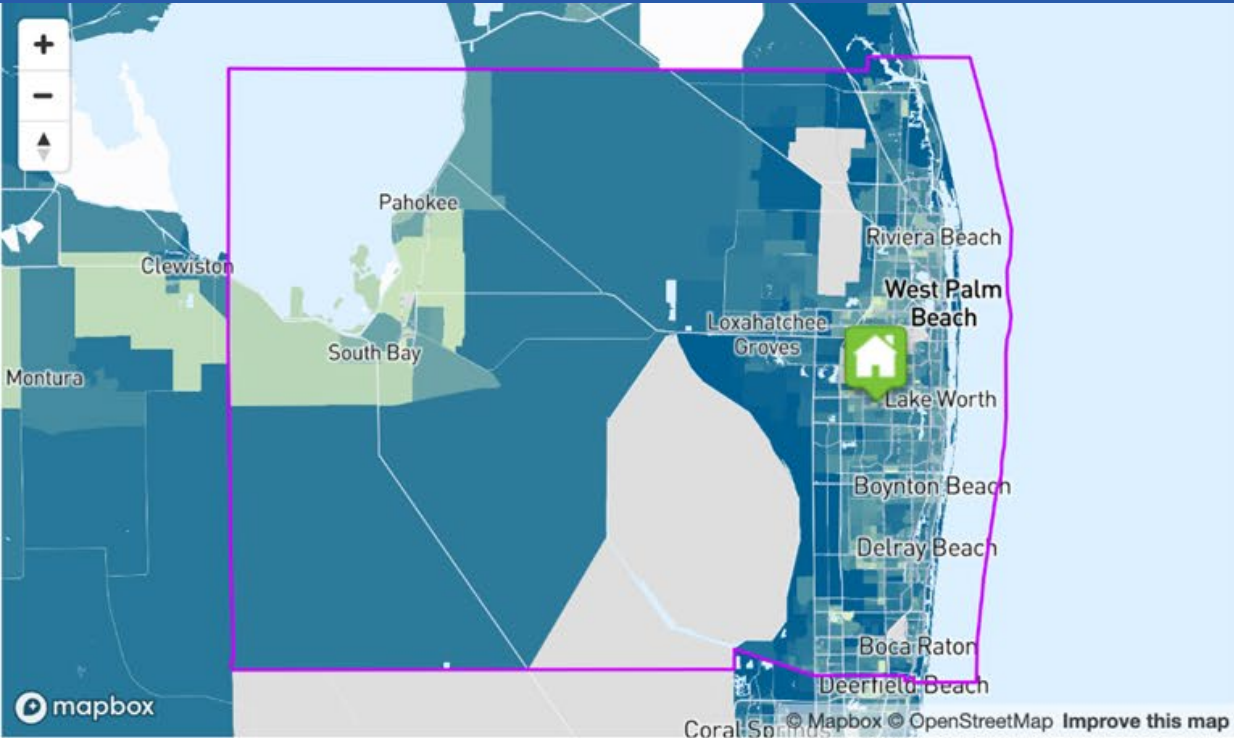
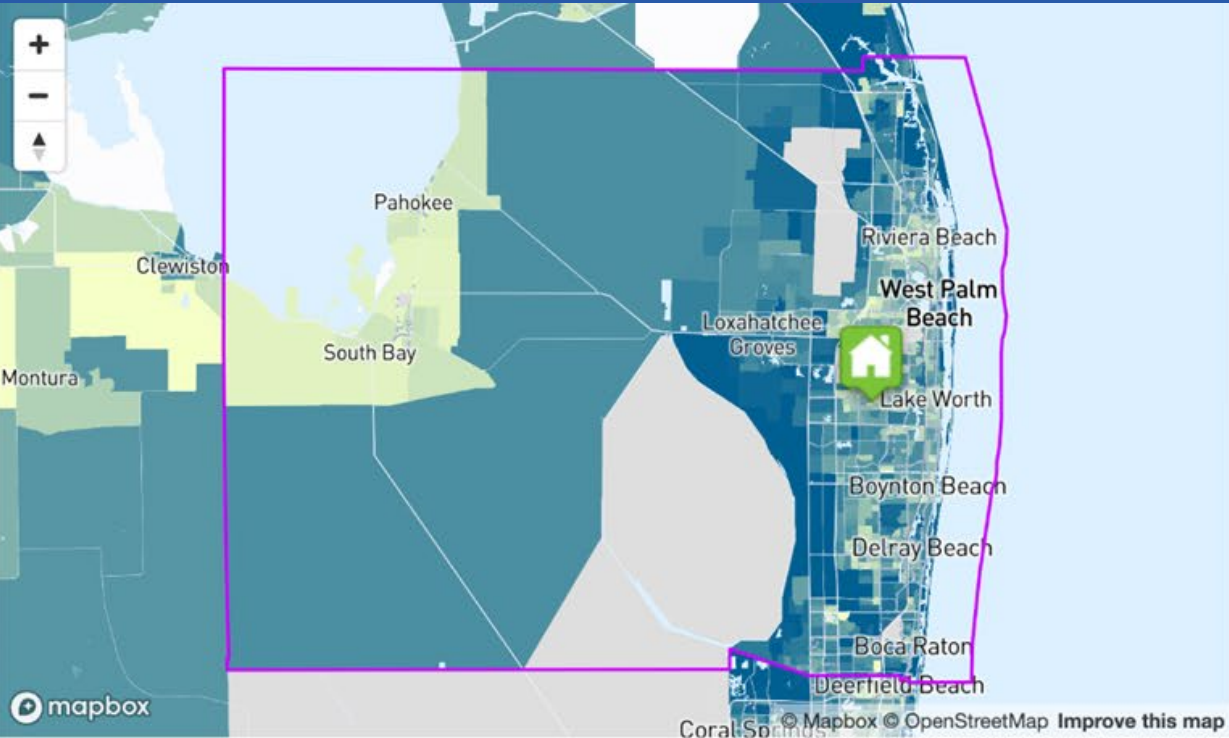
Source: Consumer Expenditure Surveys, U.S. Bureau of Labor Statistics, September, 2022

Our very high housing + transpo burden



SMART MOBILITY ASSOCIATES

PALM BEACH COUNTY



Housing Share:

37%

Housing Burdened: >30%

Housing + Transpo Share:

60%

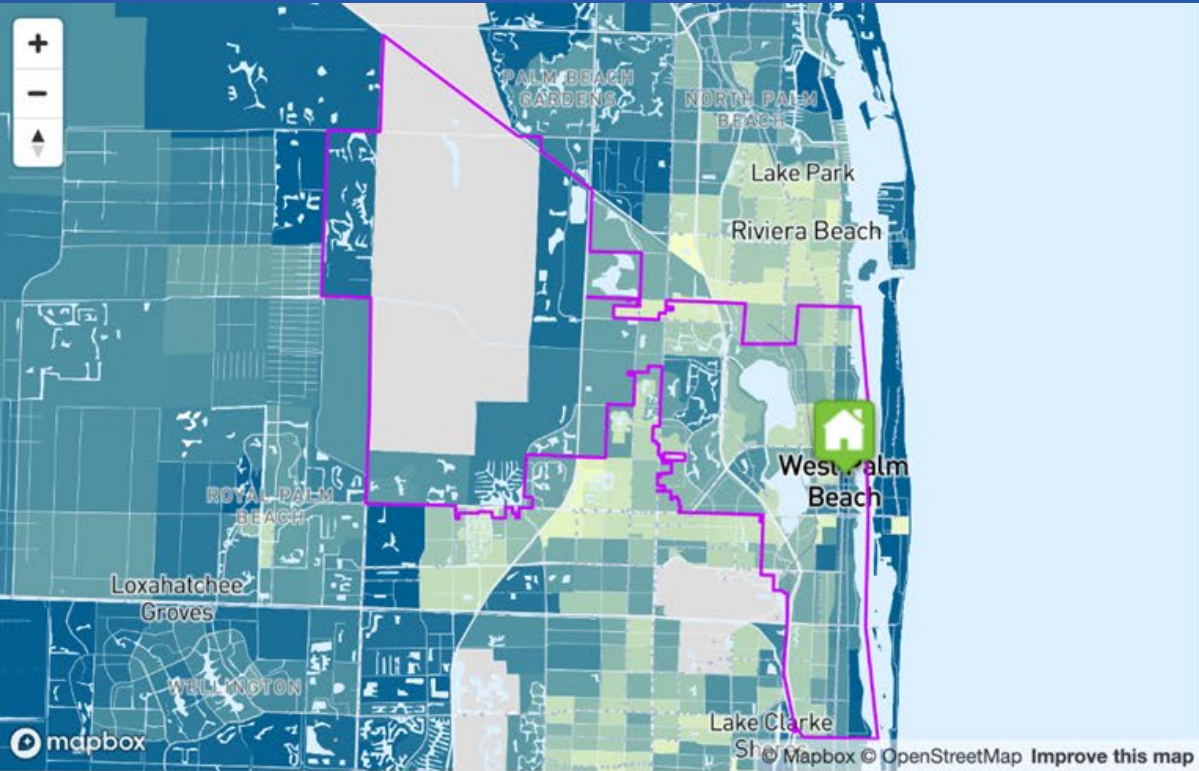
H+T Burdened: >45% (Low Income)
>55% (All Others)

Our very high housing + transpo burden



SMART MOBILITY ASSOCIATES

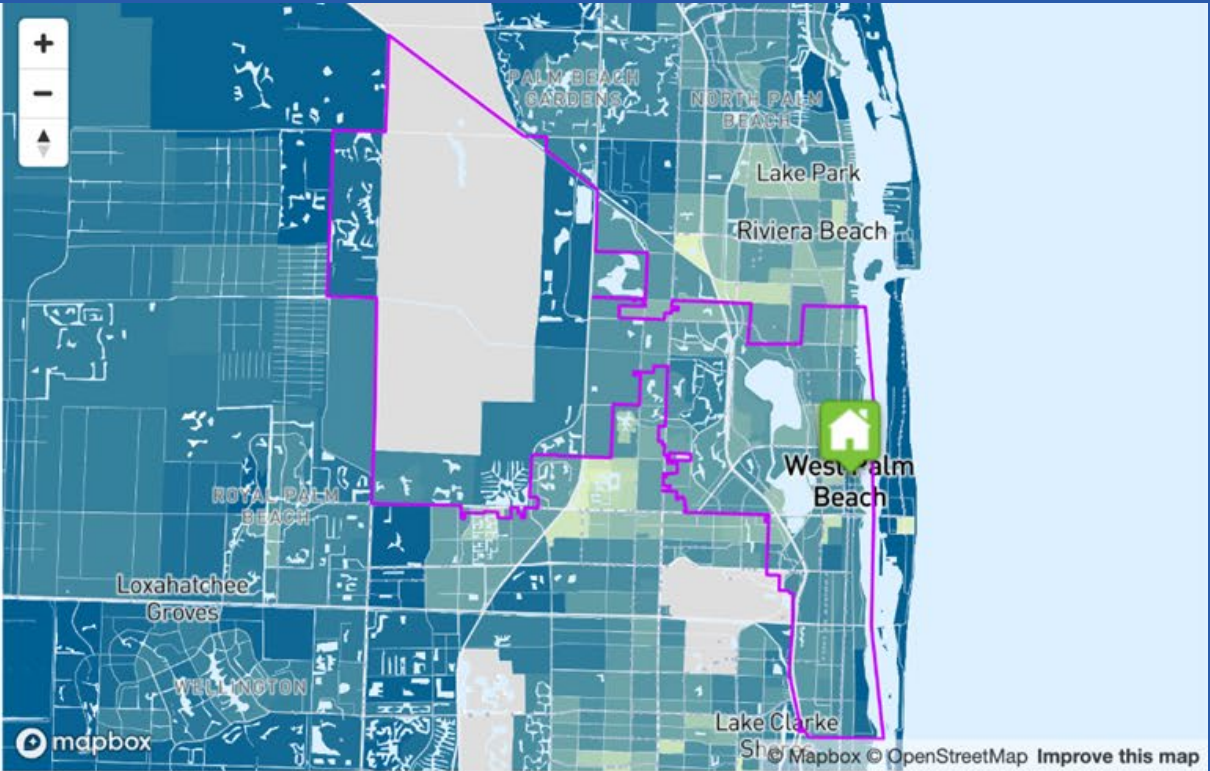
WEST PALM BEACH



Housing Share:

33%

Housing Burdened: >30%



Housing + Transpo Share:

55%

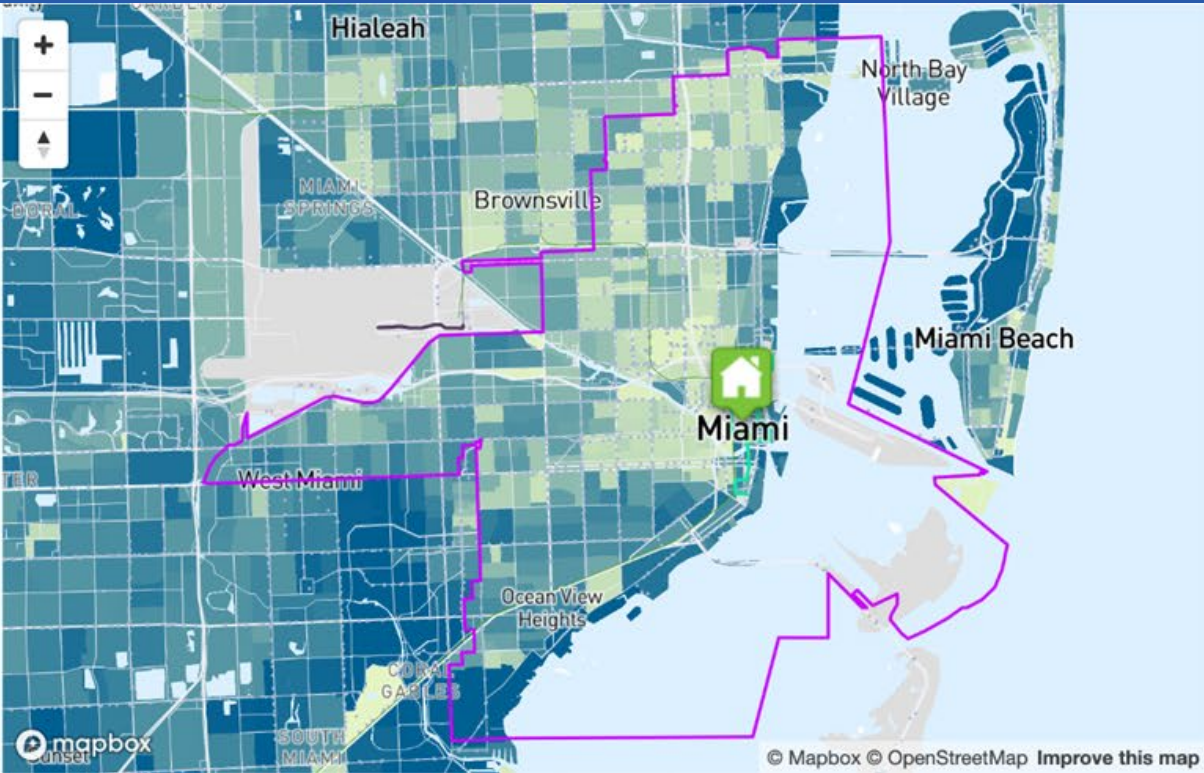
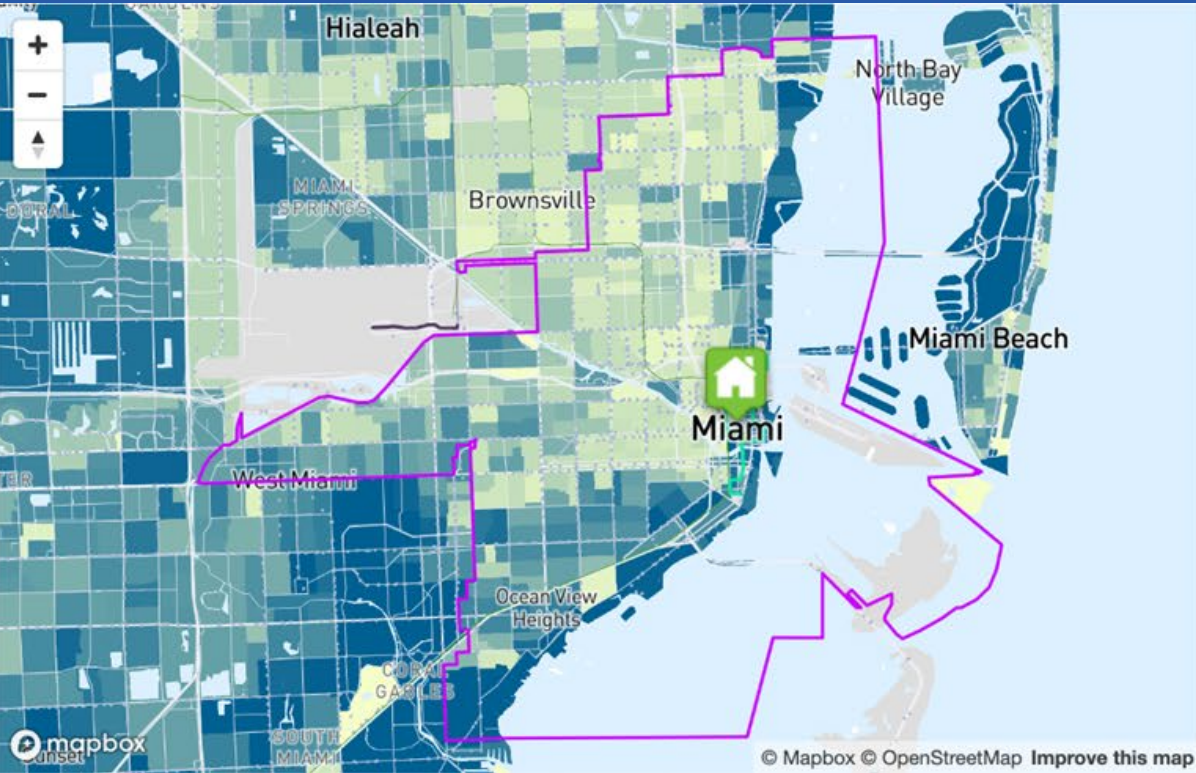
H+T Burdened: >45% (Low Income)
>55% (All Others)

Our very high housing + transpo burden



SMART MOBILITY ASSOCIATES

CITY OF MIAMI



Housing Share:

31%

Housing Burdened: >30%

Housing + Transpo Share:

48%

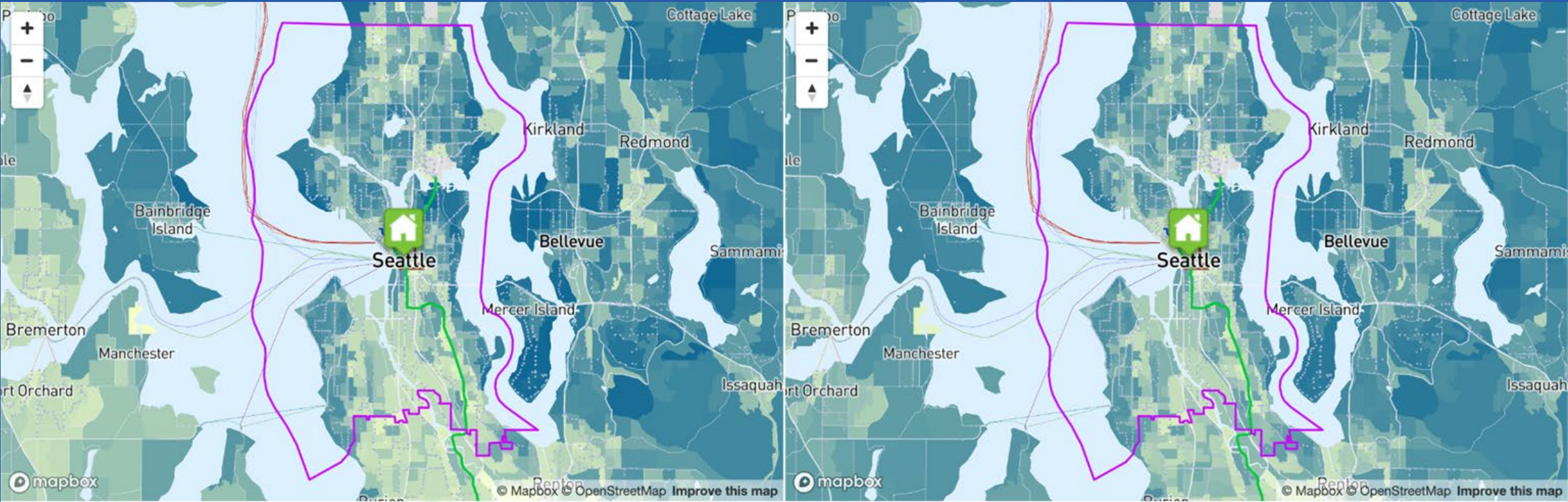
H+T Burdened: >45% (Low Income)
>55% (All Others)

Our very high housing + transpo burden



SMART MOBILITY ASSOCIATES

SEATTLE



Housing Share:

29%

Housing Burdened: >30%

Housing + Transpo Share:

42%

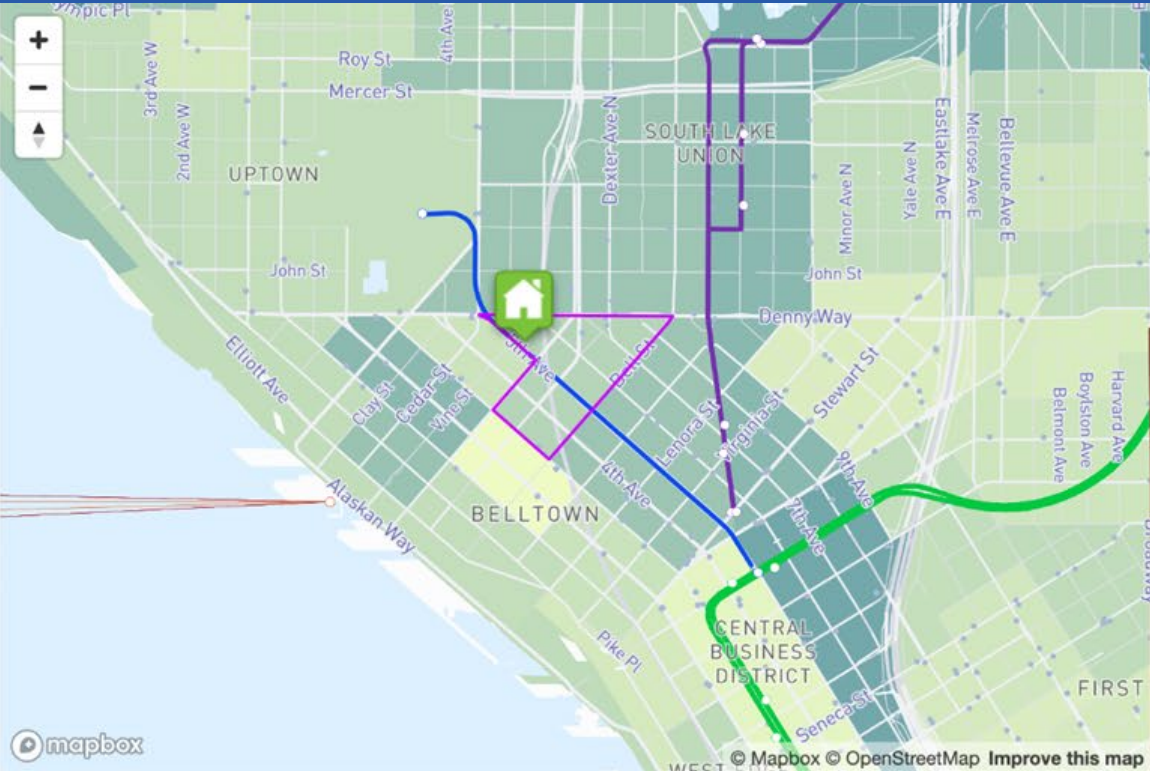
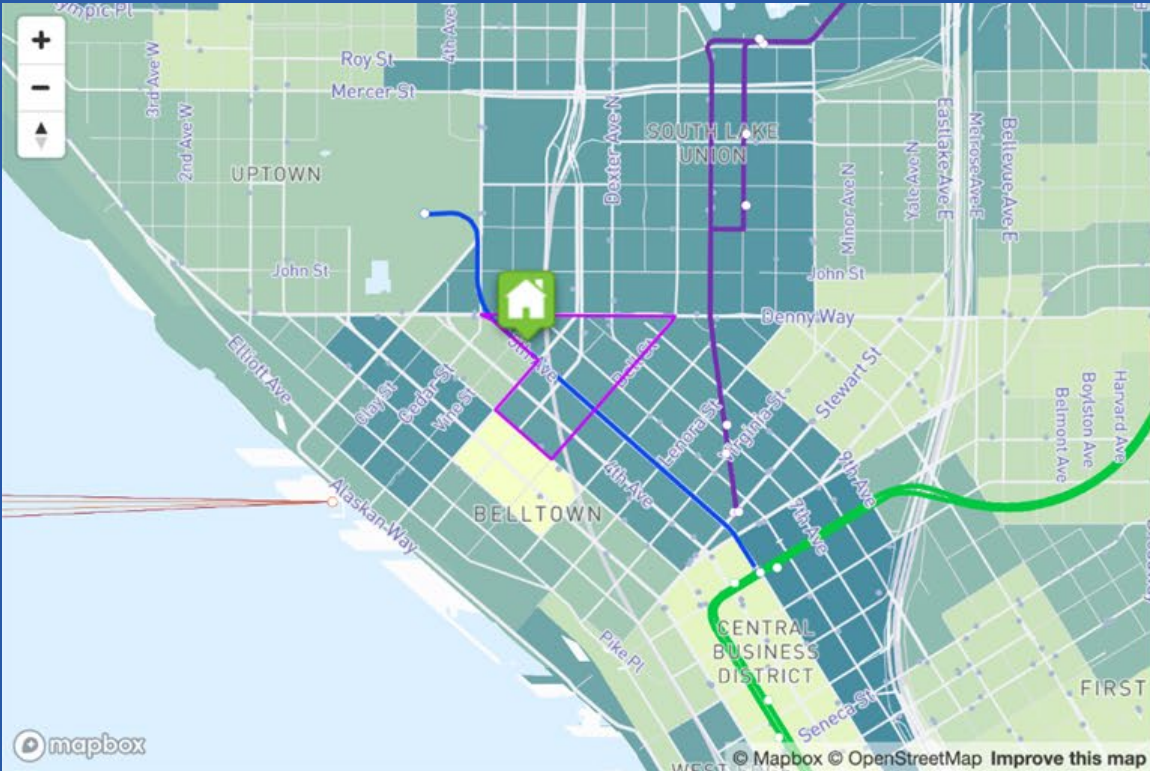
H+T Burdened: >45% (Low Income)
>55% (All Others)

Our very high housing + transpo burden



SMART MOBILITY ASSOCIATES

DOWNTOWN SEATTLE



Housing Share:

31%

Housing Burdened: >30%

Housing + Transpo Share:

37%

H+T Burdened: >45% (Low Income)
>55% (All Others)

Two Enemies One Solution?

*High costs + high congestion
impacts solved by one
approach?*



SMART MOBILITY ASSOCIATES



The Seattle Times

“The best transportation plan is a good land-use plan.”

Is this the future of transit? A look at Vancouver, B.C. — a city that figured it out years ago

April 19, 2018



— ‘This is an absolute mantra of TransLink.’

The mantra boils down to: What’s the point of spending billions on a transit system if people can’t live near it?

‘There’s different attitudes about density, that’s for sure,’ said Kevin Desmond, CEO of TransLink, the agency in charge of transit and roads in Metro Vancouver.

‘But if you’re going to manage congestion, which is getting worse and worse, you’ve got to get people nearer to transit.’

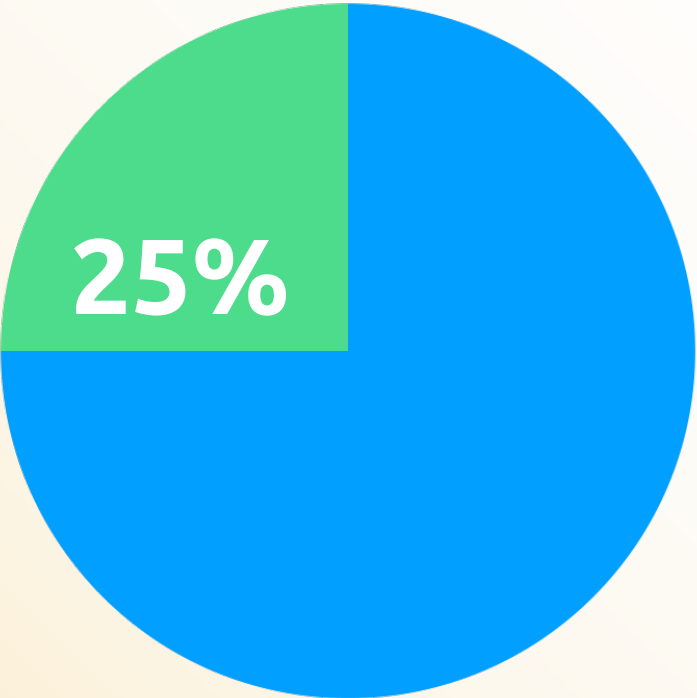
”

Rapid Change in What People Want

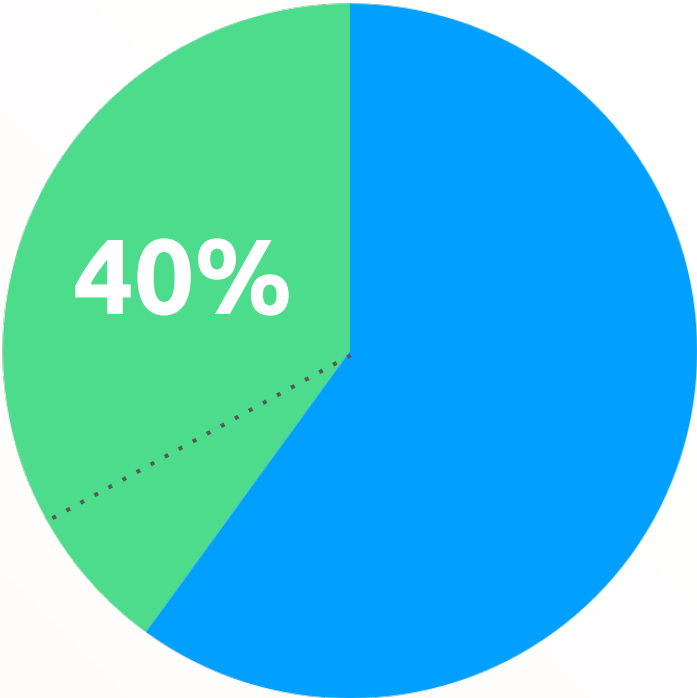


SMART MOBILITY ASSOCIATES

Percentage of people who want a car-free method of getting to Downtown WPB



2019



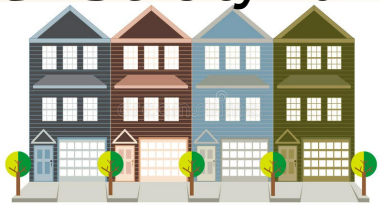
2021

Solving Transportation & Housing Together

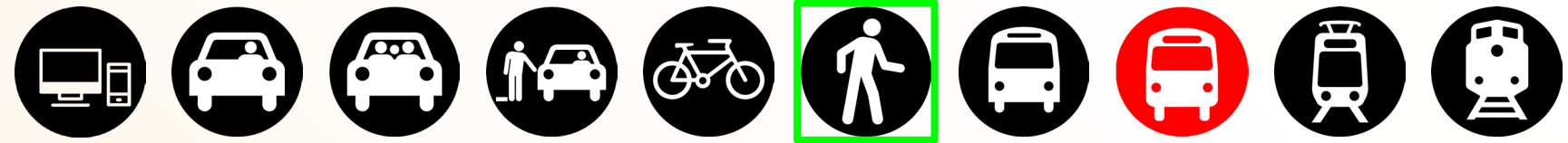
Single Family



Medium Density Non-Commercial



TOD Mixed Use, All Income



Urban Mixed Use, All Income

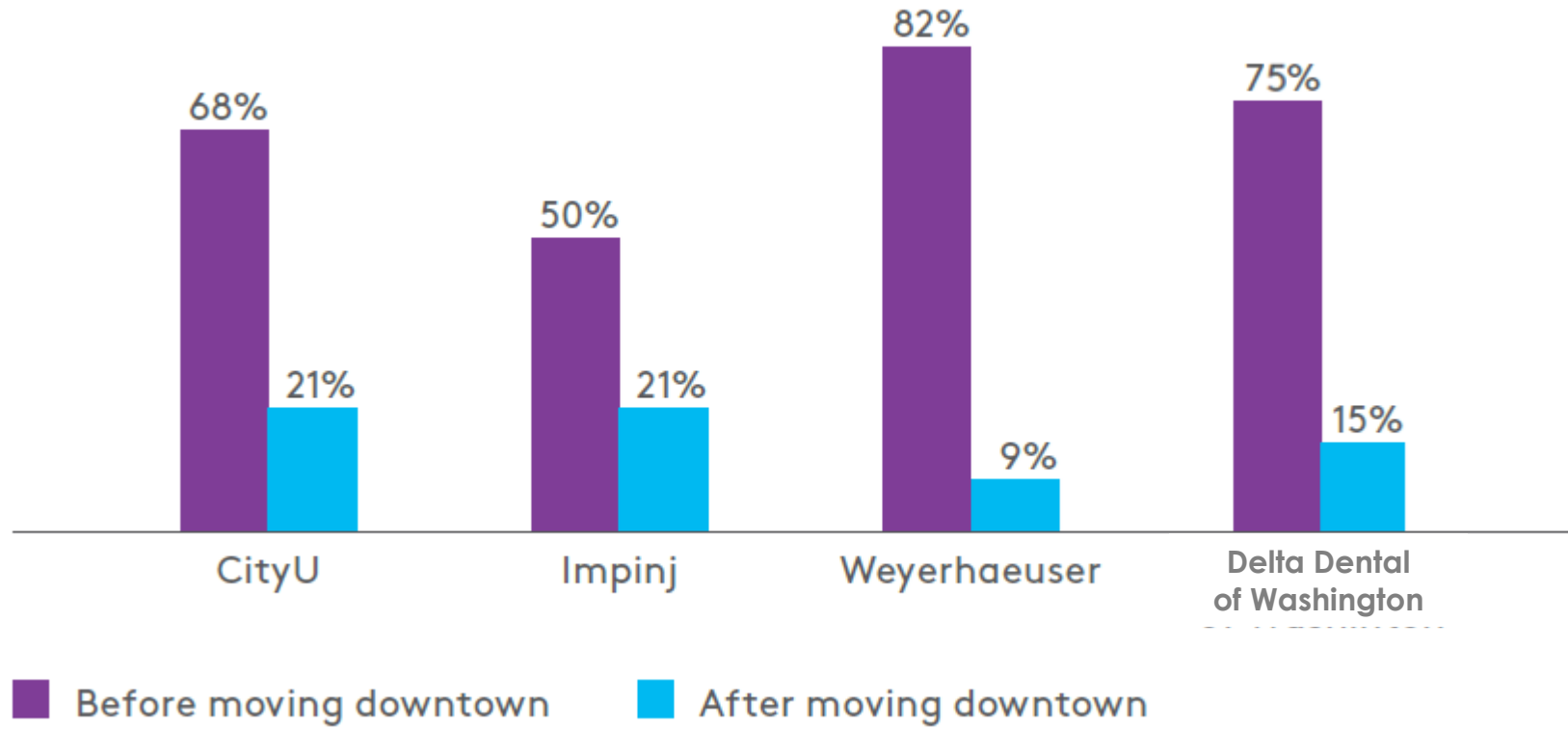


Telework SOV Carpool Car service Bike Walk Bus BRT LRT Commuter Rail HSR

Employers Respond

Enabling employers to choose density helps fix our geometry

Drive-alone Employee Rate Reductions





SMART MOBILITY ASSOCIATES

Land Use & Mobility Options

*How TOD can promote enhanced
transit and mobility options*

Jonathan Hopkins

CEO@SMA.LLC
360-957-5468



Miami-Dade Transportation
Planning Organization

Moving Beyond Transit Oriented Developments (TOD) to Transit Oriented Communities (TOC)

Aileen Bouclé, AICP

Miami-Dade TPO Executive Director

May 5, 2023

Miami-Dade County

- GDP: \$140.5B (2020)
- Employment: 1.5M (2020)
- Miami-Dade County DTPW
- FDOT District Six
- Florida's Turnpike Enterprise
- Miami-Dade Expressway Authority
- SFRTA/Tri-Rail
- Brightline



Metrorail, Metromover, Metrobus & Express Bus

Demographics

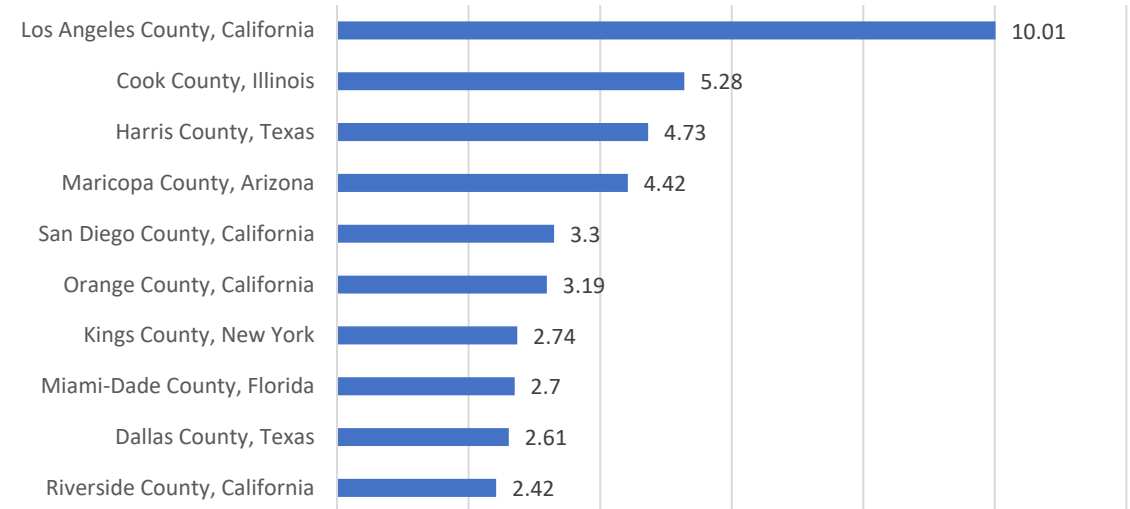
Miami-Dade County Population

- 8th most populous county in the nation & most populous in the State of Florida
- 2020 population ~ 2.7 million residents, resulting in a population growth of 8.2% from the last census in 2010
- 3.5 million residents forecasted by 2045
- Population 69.1% Hispanic, 17.3% Black & 13.6% Non-Hispanic White
- Majority Minority Population

Source: ACS, US Census Bureau

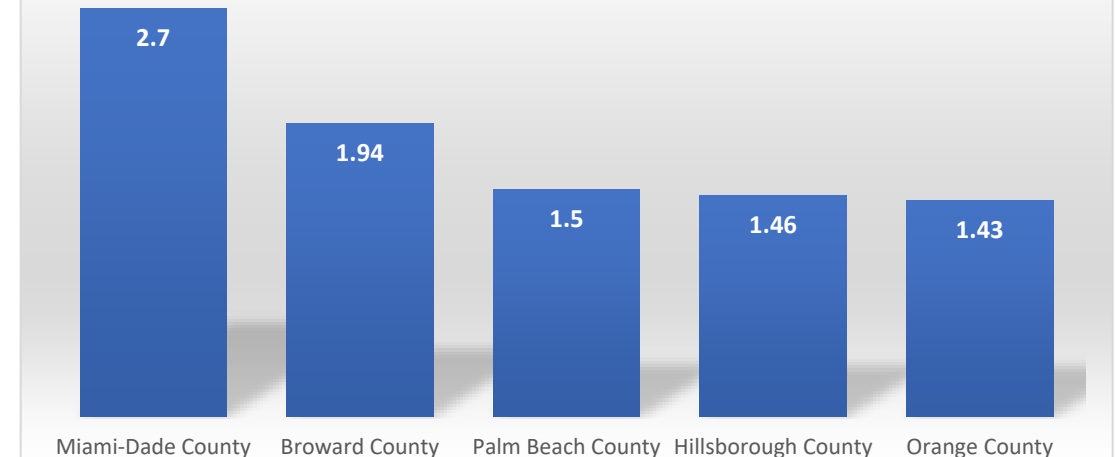
Most Populous Counties in US (in millions)

Source: US 2020 Census



Most Populous Counties in Florida

Source: US 2020 Census



Miami-Dade Transportation
Planning Organization

SMART Program SMART Region

Six (6) Rapid Transit Corridors

- ✓ Beach
- ✓ East-West
- ✓ Kendall
- ✓ North
- ✓ Northeast
- ✓ South

(1) Project Development & Environment Phase

(2) Implementation Plan for each corridor

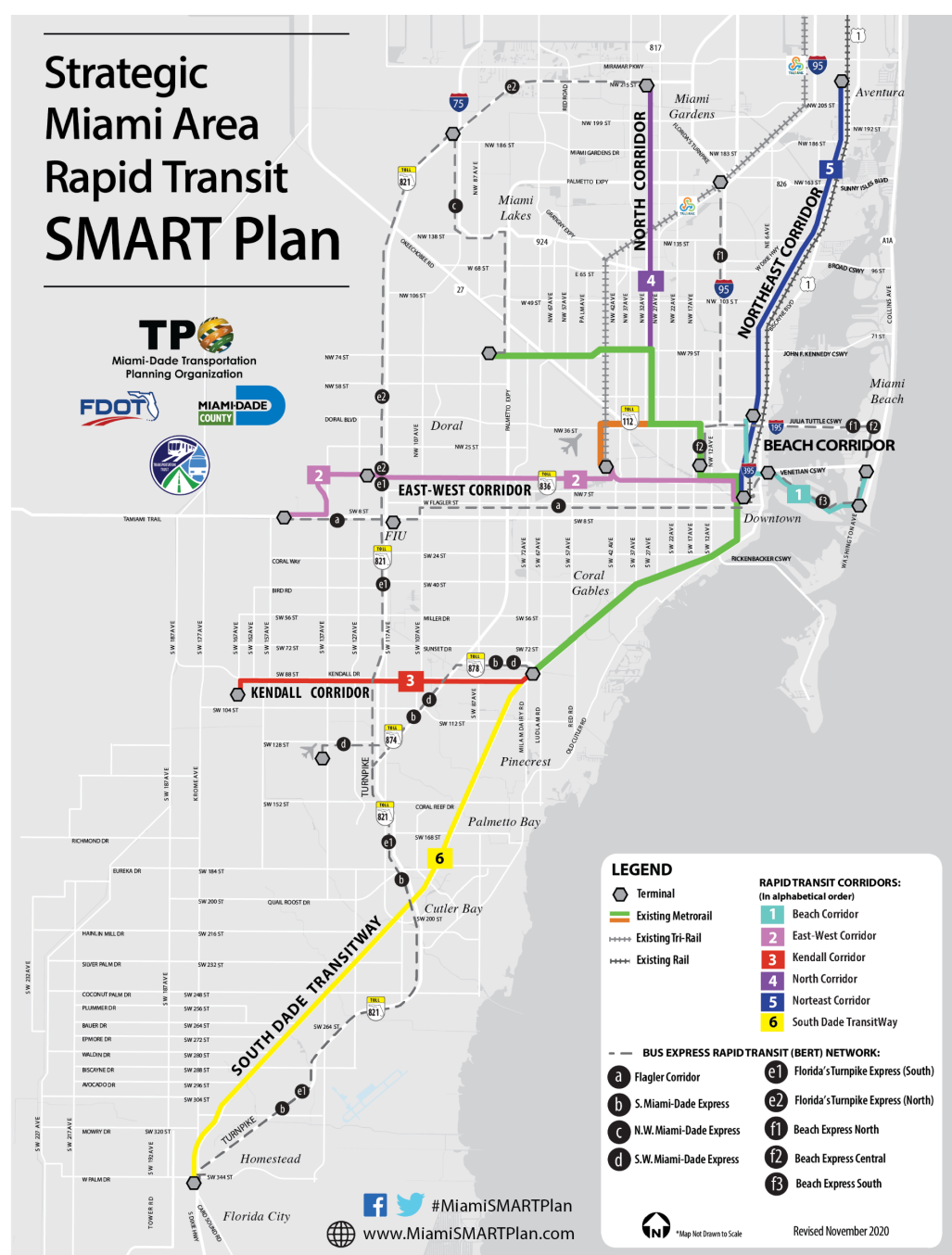
Six (6) Bus Express Rapid Transit Corridors

- ✓ Beach Express
- ✓ Flagler Street
- ✓ Florida's Turnpike
- ✓ NW Miami-Dade Express
- ✓ S Miami-Dade Express
- ✓ SW Miami-Dade Express

Over 90 miles of express bus network

Supported by the TPO Governing Board, Miami-Dade County, municipalities, state and multiple entities

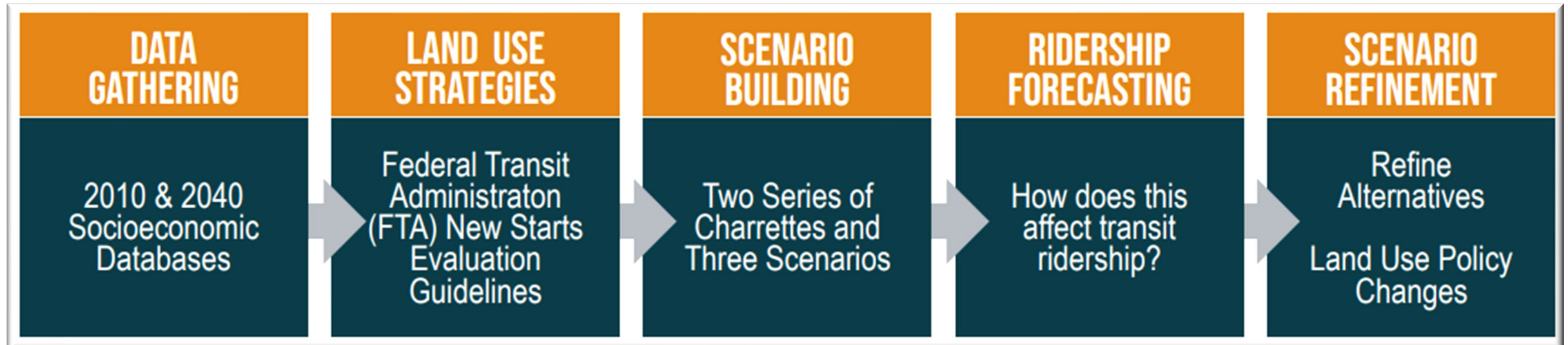
Strategic Miami Area Rapid Transit SMART Plan



Concurrent Activities



Land Use Scenario Planning – The Process



Land Use Strategies

Station Area Intensity and Spacing



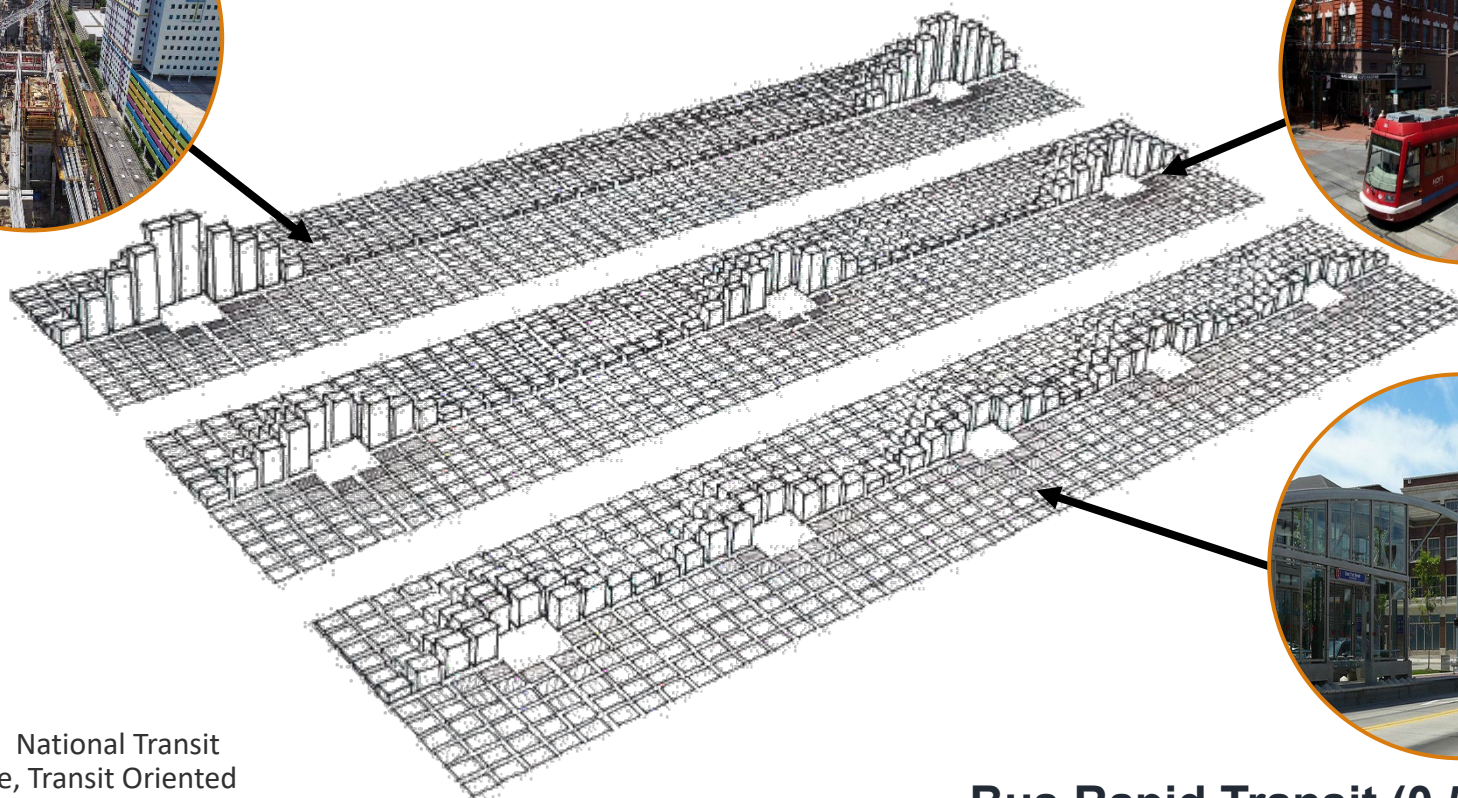
Heavy Rail (1.5 to 2.0 miles)



Light Rail (1.0 to 1.5 miles)



Bus Rapid Transit (0.5 to 1.0 miles)

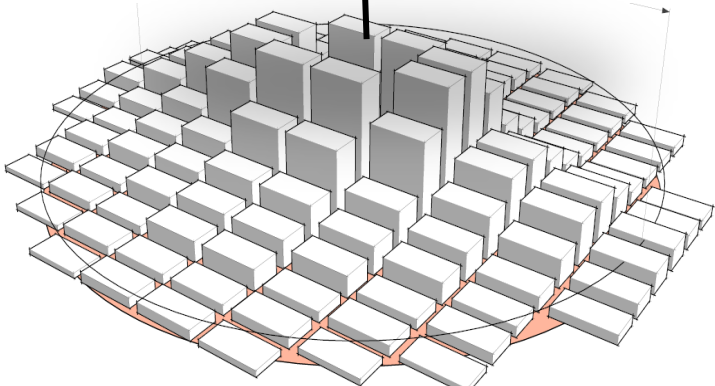


- Source: National Transit Institute, Transit Oriented Development Training Course

REGIONAL



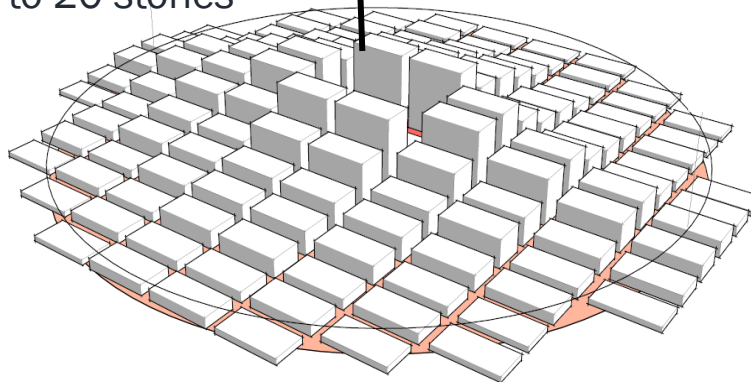
~20+ stories



METROPOLITAN



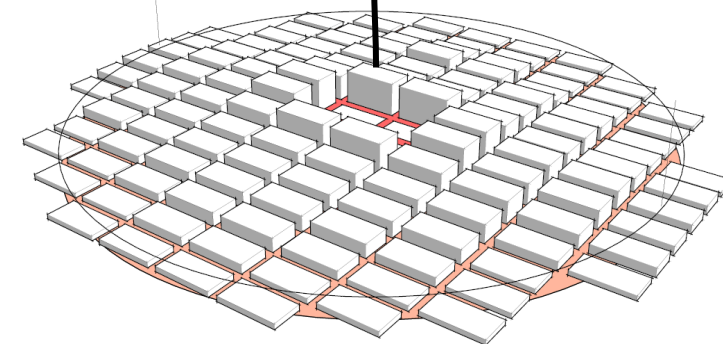
~10 to 20 stories



COMMUNITY



~6 to 12 stories



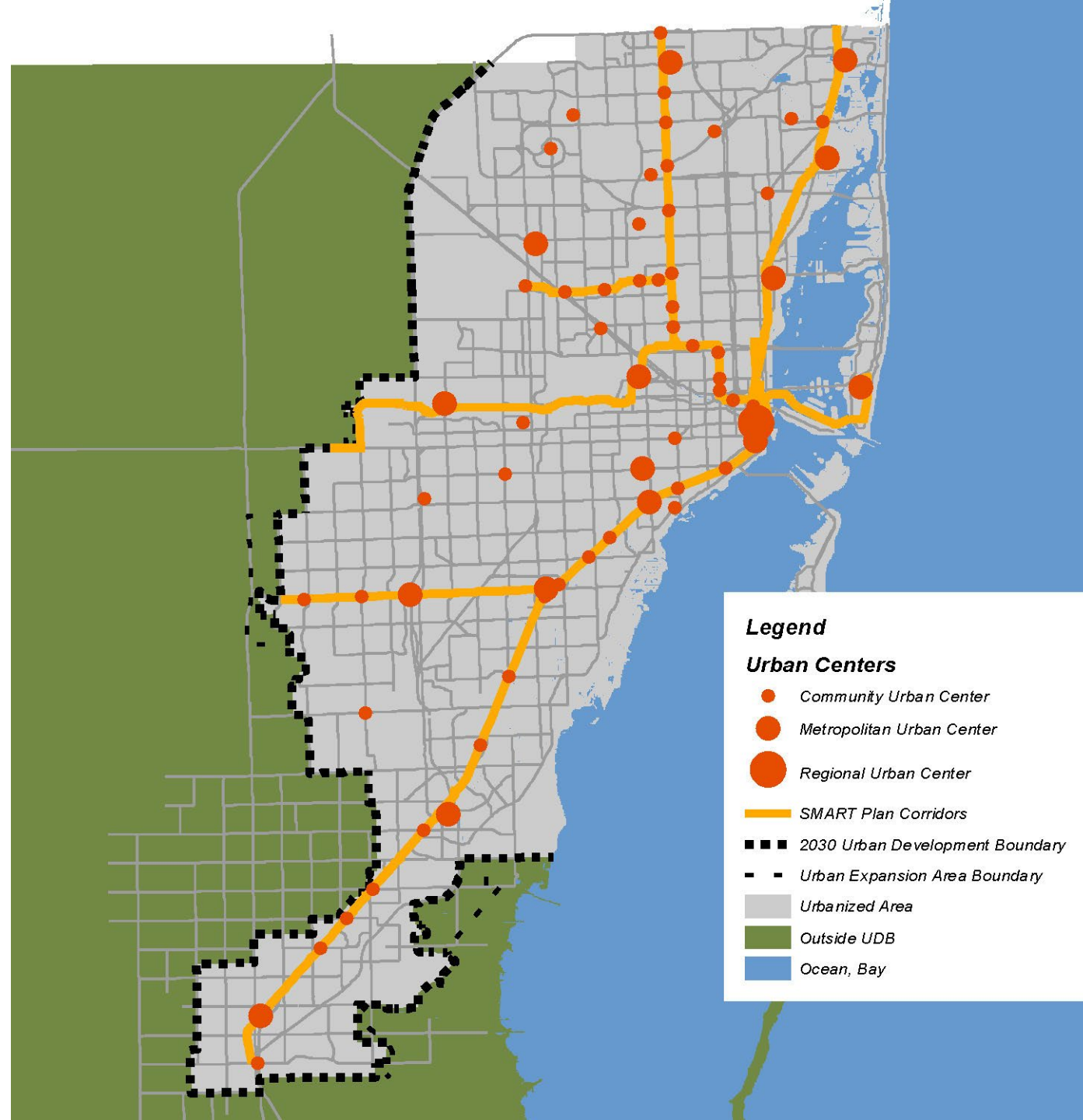
TOC Policy in Miami-Dade County

Urban Centers

Intensity Standards for Urban Centers

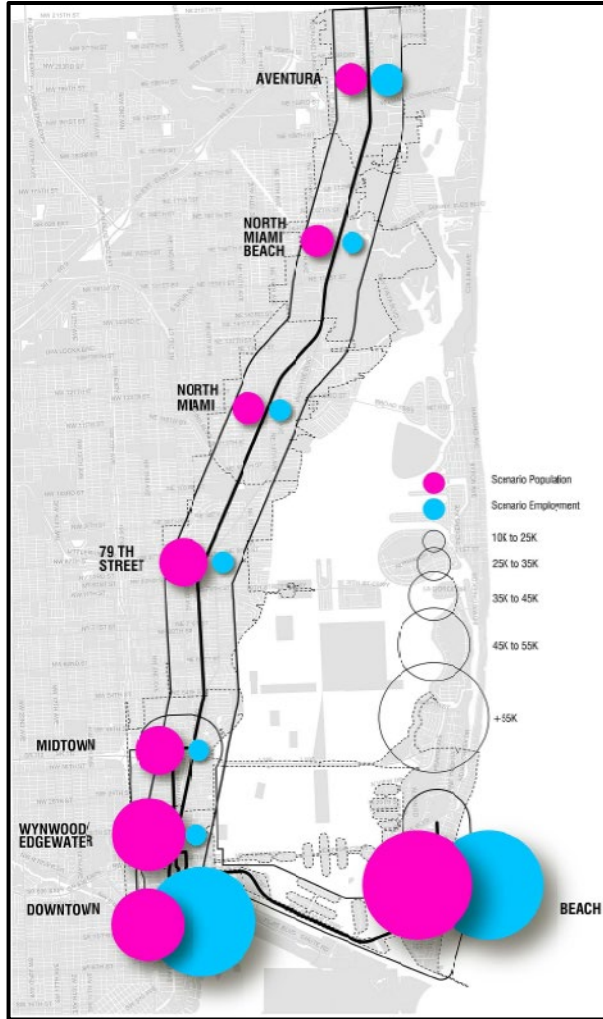
Urban Center Type	Maximum Allowed Density	Minimum Required FAR	Maximum Height (Stories)
Community	125	>1.5 in the core* >0.5 in the edge*	15
Metropolitan	250	>3.0 in the core* >0.75 in the edge*	25
Regional	500		Airport zoning controls

* Core and edge areas established by CDMP policy

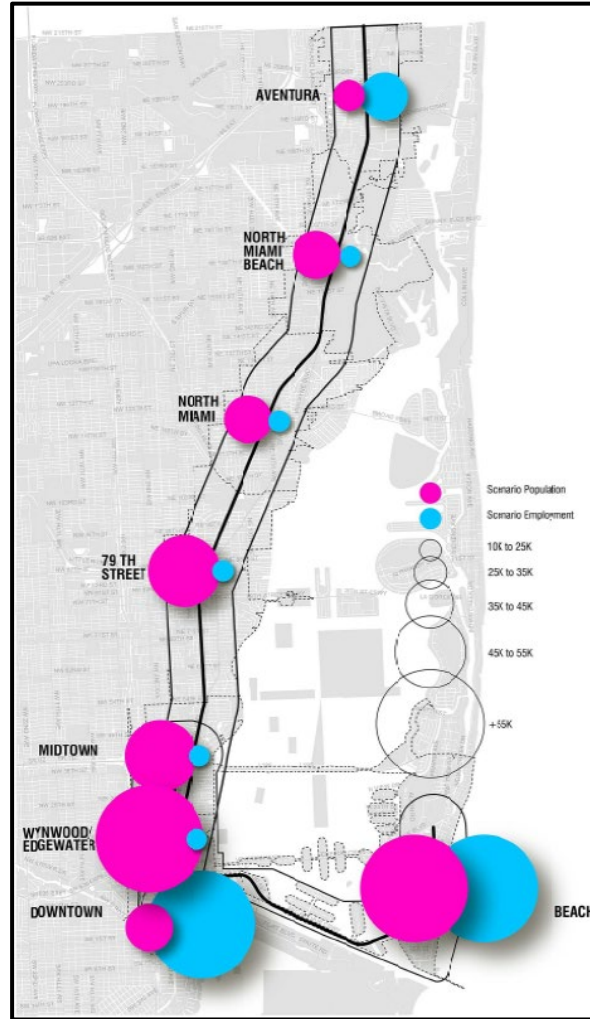


Scenario Building

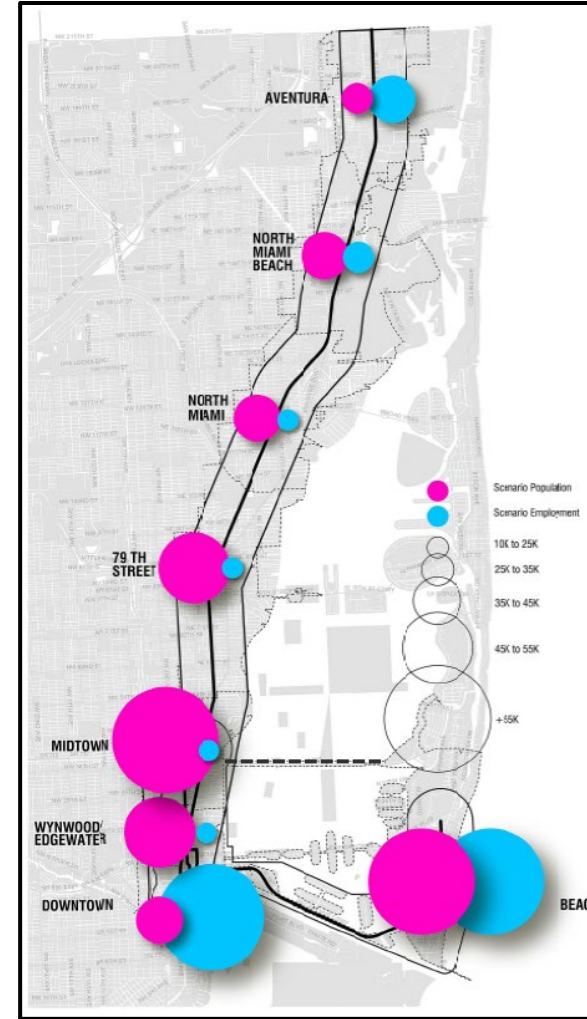
Transit-Oriented Population & Employment Forecast Station Level (Northeast Corridor)



1 – In Town (Downtown)



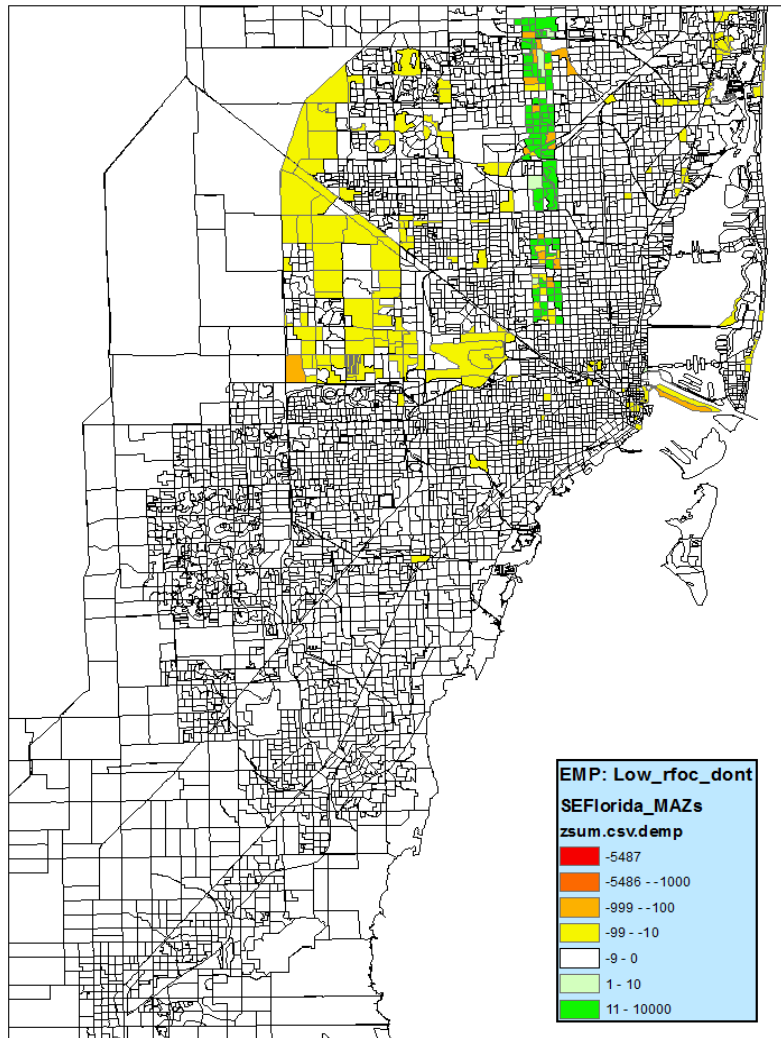
2 – SMART Shift



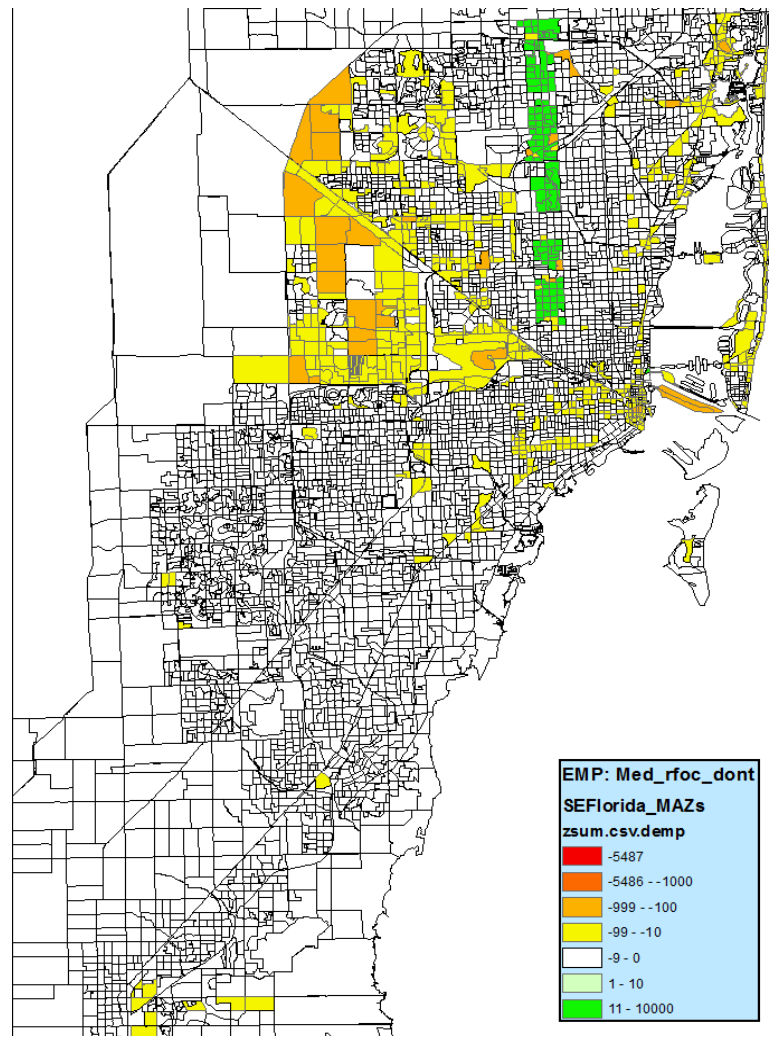
3 – Highly Connected

Ridership Forecasting

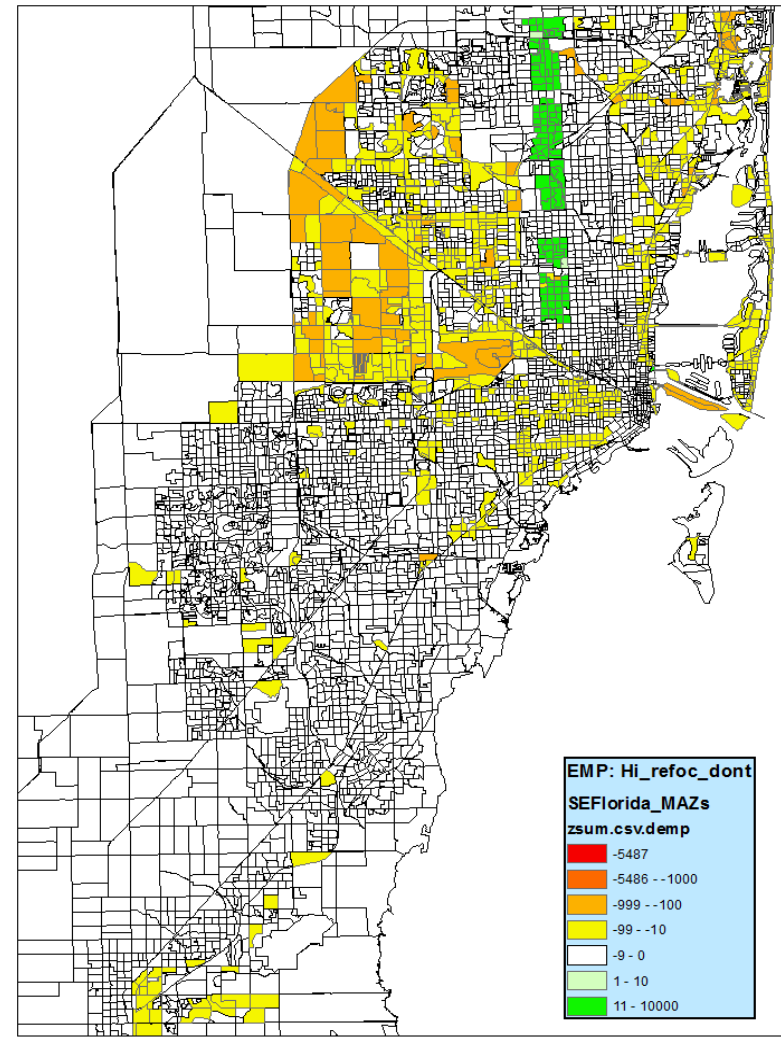
Employment Reallocation by Traffic Analysis District (North Corridor)



Neighborhood

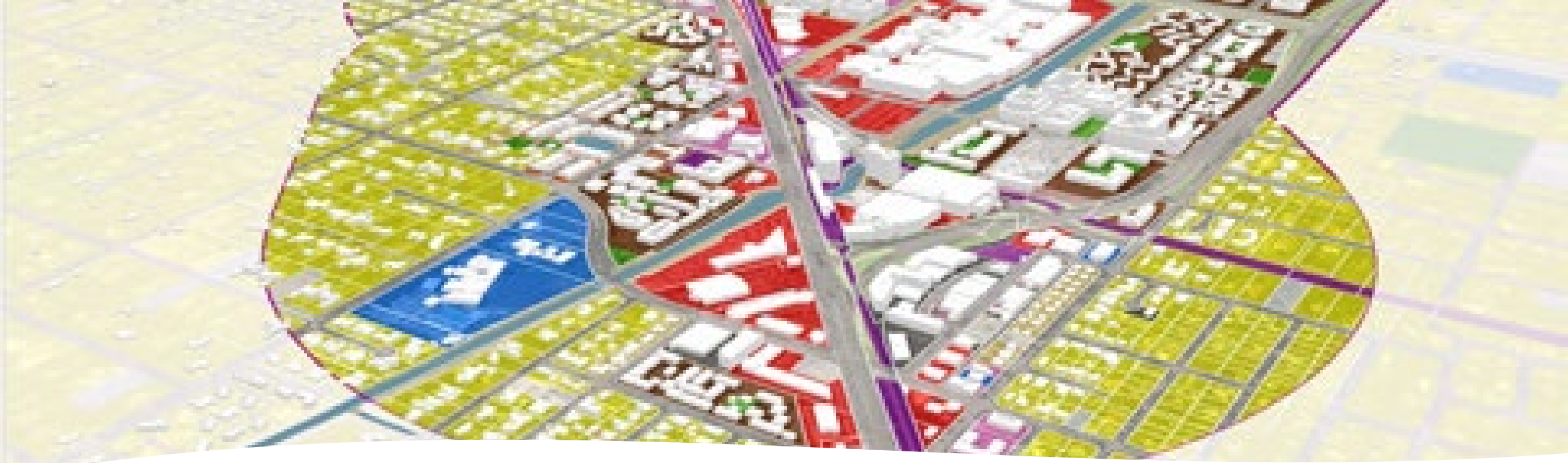


Town Center



City Center





North Corridor Preferred Land Use Scenario



An increase of **13,600** in Population
10% higher than in 2040



An increase of **45,800** in employment
Over **2x** higher than in 2040

Northeast Corridor Preferred Land Use Scenario



An increase of **44,500** in population
16% higher than in 2040



An increase of **30,000** in employment
18% higher than in 2040

Land Use and Transportation

- ✓ Integration of land use and transportation serve as the foundation of a sustainable community
- ✓ Expansion of RTZ – BCC Ordinance No. 22-106

Approved _____ Mayor Amended Agenda Item No. 7(C)
Veto _____ 9-1-22
Override _____

ORDINANCE NO. O-22-106

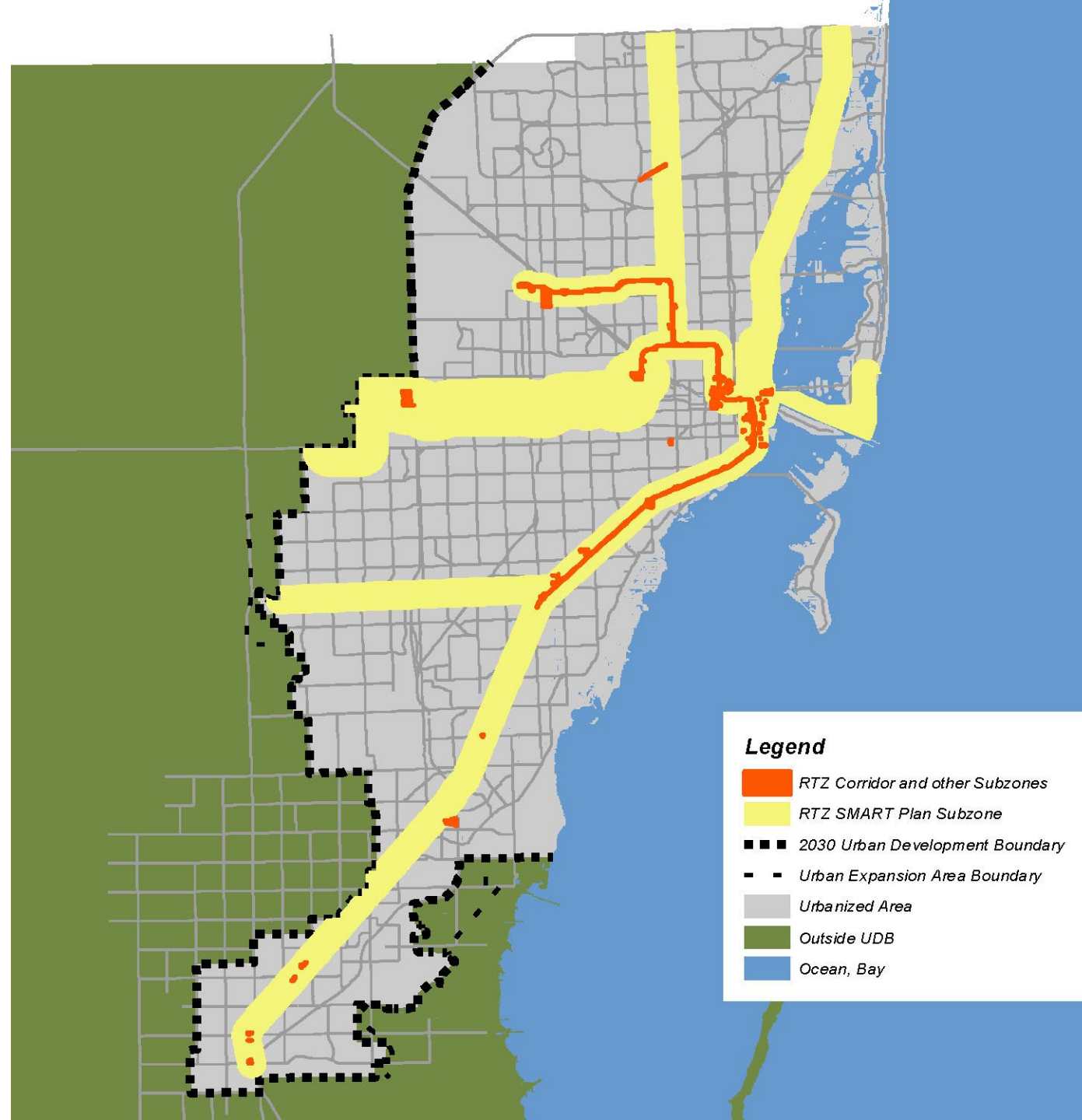
ORDINANCE RELATING TO THE RAPID TRANSIT SYSTEM-DEVELOPMENT ZONE IN THE INCORPORATED AND UNINCORPORATED AREAS; AMENDING CHAPTER 33C OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA (“CODE”); PROVIDING FOR EXPANSION OF THE RAPID TRANSIT ZONE TO INCLUDE ALL METRO RAIL CORRIDORS NOT ALREADY INCORPORATED THEREIN, THE PALMETTO METRO RAIL STATION, THE MIAMI INTERMODAL CENTER, THE SOUTH DADE TRANSITWAY, ALL PLANNED SMART PLAN CORRIDORS, AND CERTAIN COUNTY-OWNED AND PRIVATE PROPERTIES ADJACENT OR NEARBY THERETO; PROVIDING APPLICABILITY TO INCORPORATED AREAS; REVISING PERMITTED USES IN THE RAPID TRANSIT ZONE (“RTZ”) DISTRICT TO PERMIT ADDITIONAL RECREATIONAL AND SUPPORT FACILITY USES AND MICROMOBILITY FACILITIES; CREATING STANDARD PROCEDURES SECTION TO CONSOLIDATE PROVISIONS THAT ARE COMMON TO ALL SUBZONES AND NON-METRO RAIL DEVELOPMENT AREAS; CREATING SMART CORRIDOR SUBZONE AND PALMETTO STATION SUBZONE OF THE RTZ DISTRICT AND PROVIDING USES, REGULATORY FRAMEWORK, SITE PLAN REVIEW STANDARDS, AND PROCEDURES FOR ZONING APPROVAL; REVISING REQUIREMENTS



TOC Policy in Miami-Dade County

2022 RTZ SMART Corridor Subzone

This year the RTZ was expanded to include all areas within 1/2 or 1 mile of the SMART corridors



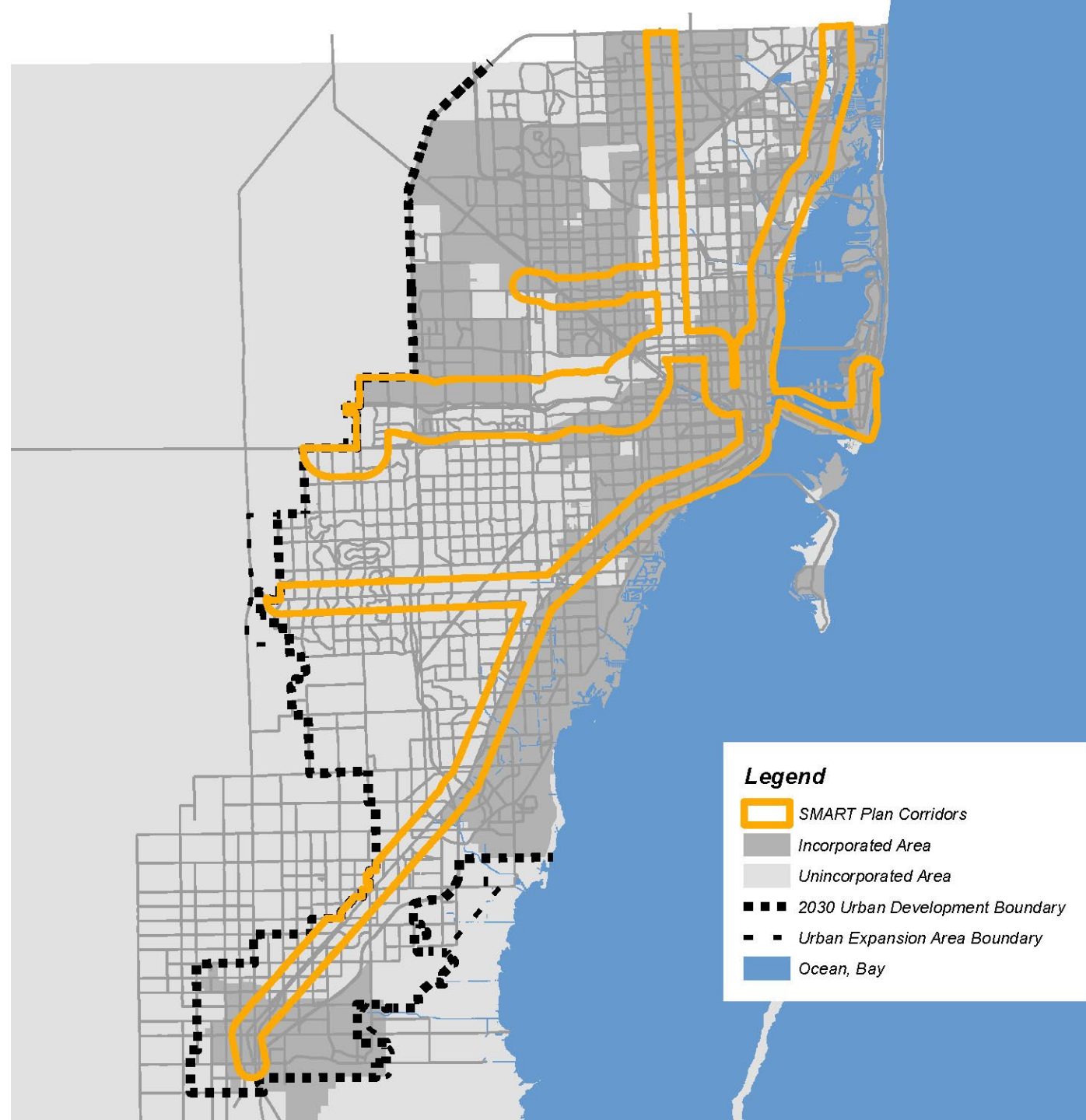
TOC Policy in Miami-Dade County

2022 RTZ SMART Corridor Subzone

The SMART Corridor Subzone
applies to both incorporated
and unincorporated areas

Within two years,
municipalities are required to
adopt land development
regulations that implement
the applicable SMART
Corridor minimum
development intensity

RAPID TRANSIT ZONE



TOC Policy in Miami-Dade County

2022 RTZ SMART Corridor Subzone

RTZ Intensity Standards for SMART Corridor outside of Urban Centers or other RTZ subzones

SMART Corridor proximity	Maximum Allowed Density	Floor Area Ratio Range	Maximum Height (Stories)
1/4 mile	60	1.0 to 2.0	8
Between 1/4 mile and 1/2 mile	36	1.0 to 1.5	6
Between 1/2 mile and 1 mile	18	0.5 to 1.25	4



The applicable Urban Center CDMP intensity applies to Urban Centers that coincide with the SMART Corridor subzone

TOC Policy in Miami-Dade County

2022 RTZ SMART Corridor Subzone

Developments with more than 4 residential units are required to provide 12.5% workforce housing, the of pricing which is restricted to households whose income is up to 140% of the most recent median family income for the county





MIAMI-DADE TOD/TOC PROGRAM

Miami-Dade County currently has a total of **29** TOD/TOC Projects:

- 15 completed TOD/TOC projects
- 2 under construction
- 10 in planning/development stages
- 2 in procurement

Focus on sustainability and environmentally friendly TOCs:

- ❖ LEED certification
- ❖ Solar Power
- ❖ EVTOL





EQUITABILITY IN TODs/TOCs

- TODs/TOCs in Miami-Dade County are equitable and inclusionary, benefitting residents of all ages and incomes.
- County has 6 completed affordable housing projects – 1,400 units
- County has 10 affordable housing projects planned or in progress – 3,200 units

TODs/TOCs include:

Affordable Housing

Military Housing

Children (aged out of foster care)

Workforce Housing

Elderly Housing

Student Housing



LINK AT DOUGLAS

- Mixed-use residential, commercial, and retail at Douglas Road Metrorail Station
- Completed:
 - Core-22-story tower, 312 residential units w/ ground floor retail
 - Cascade- 37-story tower, 374 residential units w/ 75,000 sq. ft. of open space and 700 space garage
- Future:
 - 330-unit residential tower w/ ground level retail
 - 359-unit residential tower
 - Station enhancements include lighting upgrades, elevator, and escalators rehab, new tiles, and painting

DOWNTOWN MIAMI

DOUGLAS ROAD STATION
MIAMI METROLINK
◀ 1-Minute Walk



BROWNSVILLE TRANSIT VILLAGE

- 5.2-acre joint development project featuring affordable housing units and retail space
- Community programs available on site:
 - Community center
 - Computer lab
 - Exercise room
 - Literacy training, health, and nutrition classes





Miami-Dade Transportation
Planning Organization

THANK YOU!

**Aileen Bouclé, AICP
Executive Director**

MiamiDadeTPO.org



#MiamiSMARTProgram



Miami-Dade Transportation
Planning Organization

A wireframe illustration of a cityscape with various skyscrapers and buildings, rendered in a light blue color against a dark blue background. The buildings have different heights and shapes, some with grid patterns on their facades.

Private Sector Perspective

How TODs and TOCs attract Economic Development

May 5, 2023

International Case Studies in Successful TOD

Qianhai Economic Zone, Shenzhen PRC



Qianhai Economic Zone, Shenzhen PRC

地块A,B PARCEL A & B

办公 OFFICE	539,800 sqm	(41%)
酒店/住宅 HOTEL/RES	168,000 sqm	(13%)
零售 RETAIL	469,400 sqm	(35%)
枢纽 TRANSIT	150,000 sqm	(11%)

1,327,200 sqm

地块C,D PARCEL C & D

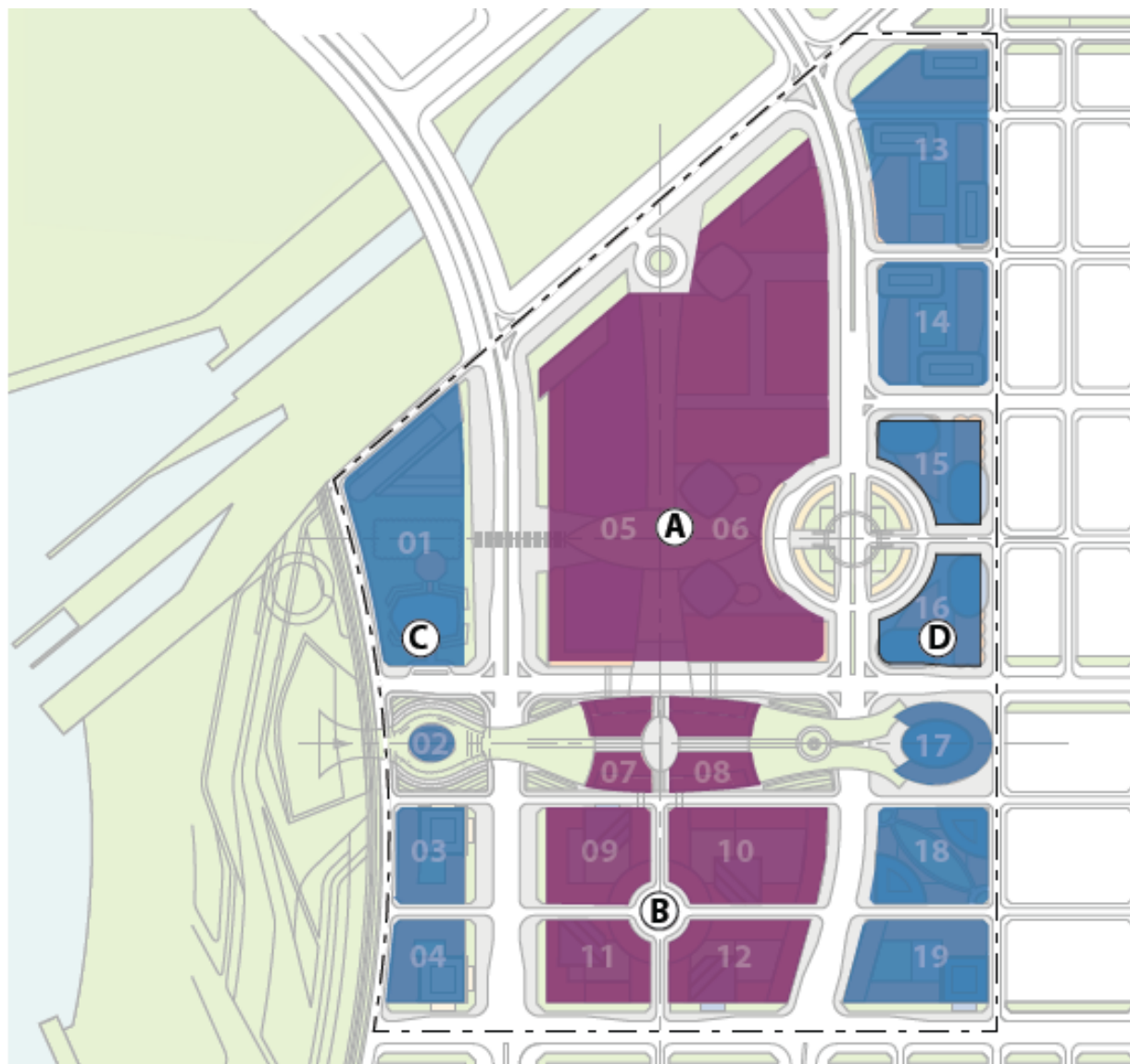
办公 OFFICE	712,000 sqm	(52%)
酒店/住宅 HOTEL/RES	452,600 sqm	(33%)
零售 RETAIL	212,200 sqm	(15%)

1,376,800 sqm

总计 GRAND TOTAL

办公 OFFICE	1,251,800 sqm	(46%)
酒店/住宅 HOTEL/RES	620,600 sqm	(23%)
零售 RETAIL	681,600 sqm	(25%)
枢纽 TRANSIT	150,000 sqm	(6%)

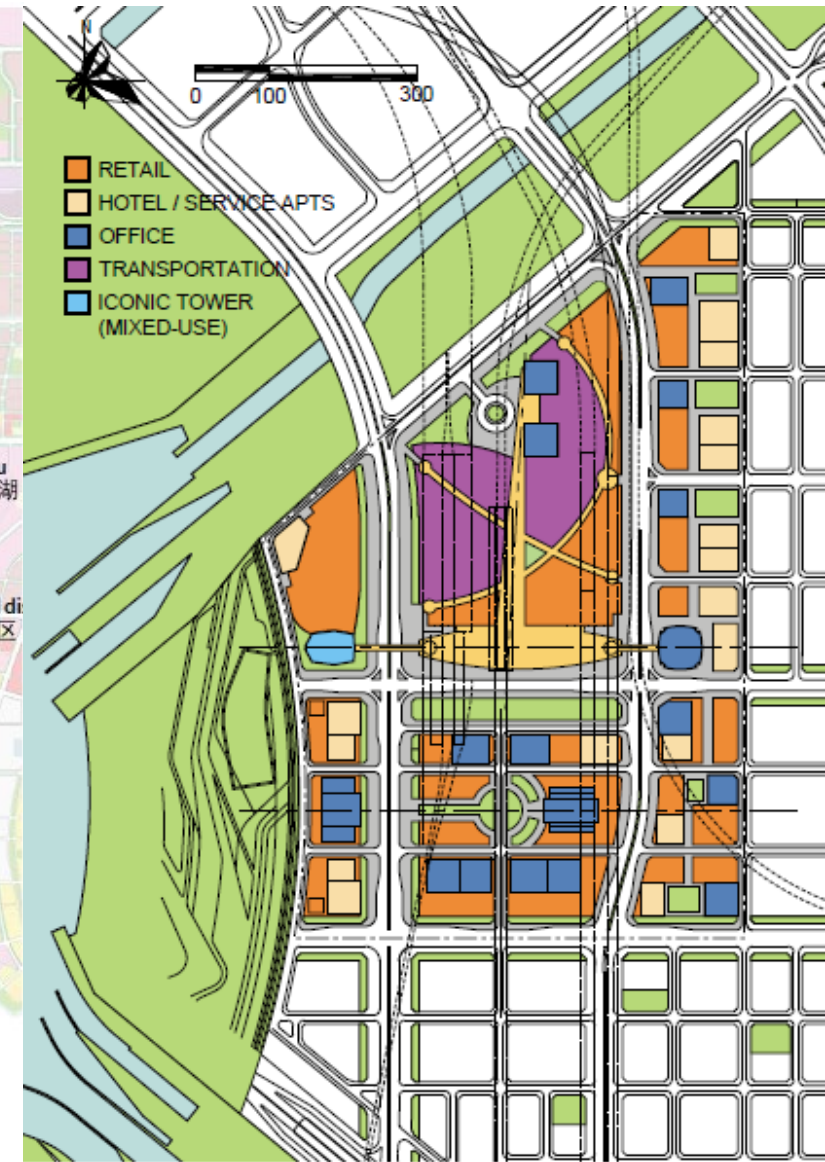
2,704,000 sqm



Qianhai Economic Zone, Shenzhen PRC

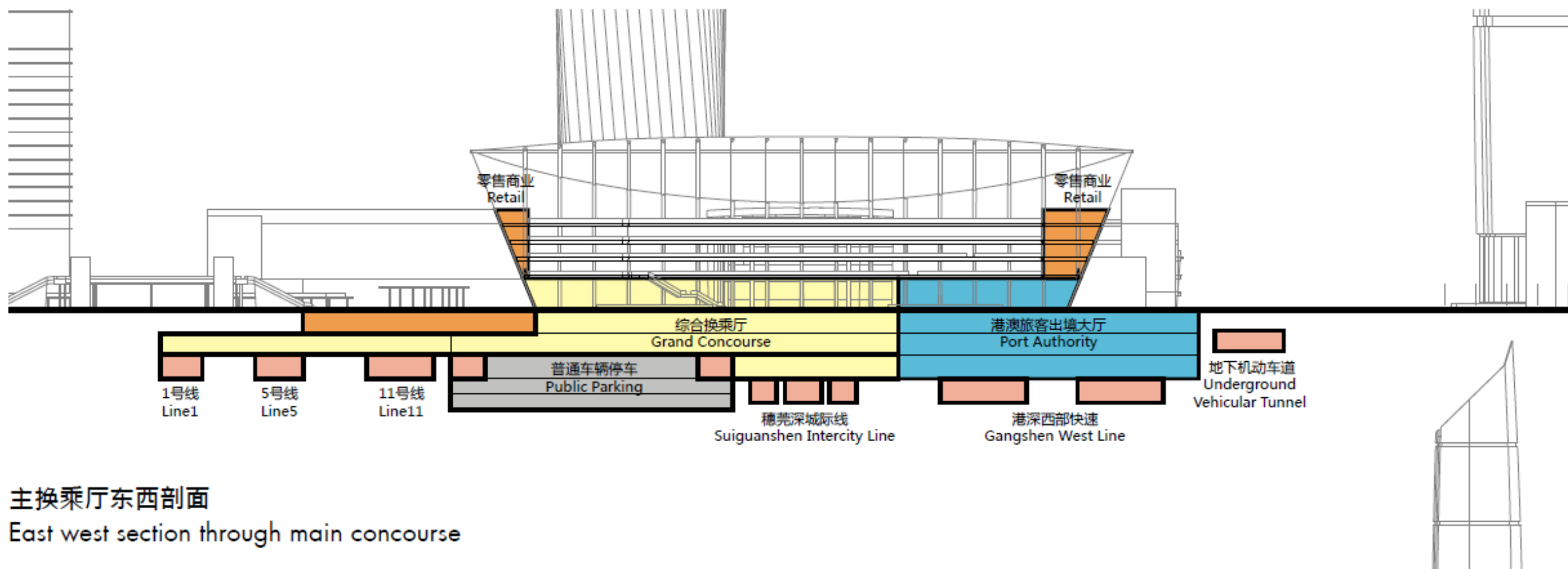
The Ultimate in Mass Transit Connectivity

- High Speed Rail to Hong Kong
- High Speed Rail to Beijing
- Airport Express Train (2 airports)
- 5 Regional Train Lines
- Shenzhen Intercity Rail System



Qianhai Economic Zone, Shenzhen PRC

3 - 交通枢纽 TRANSPORTATION HUB

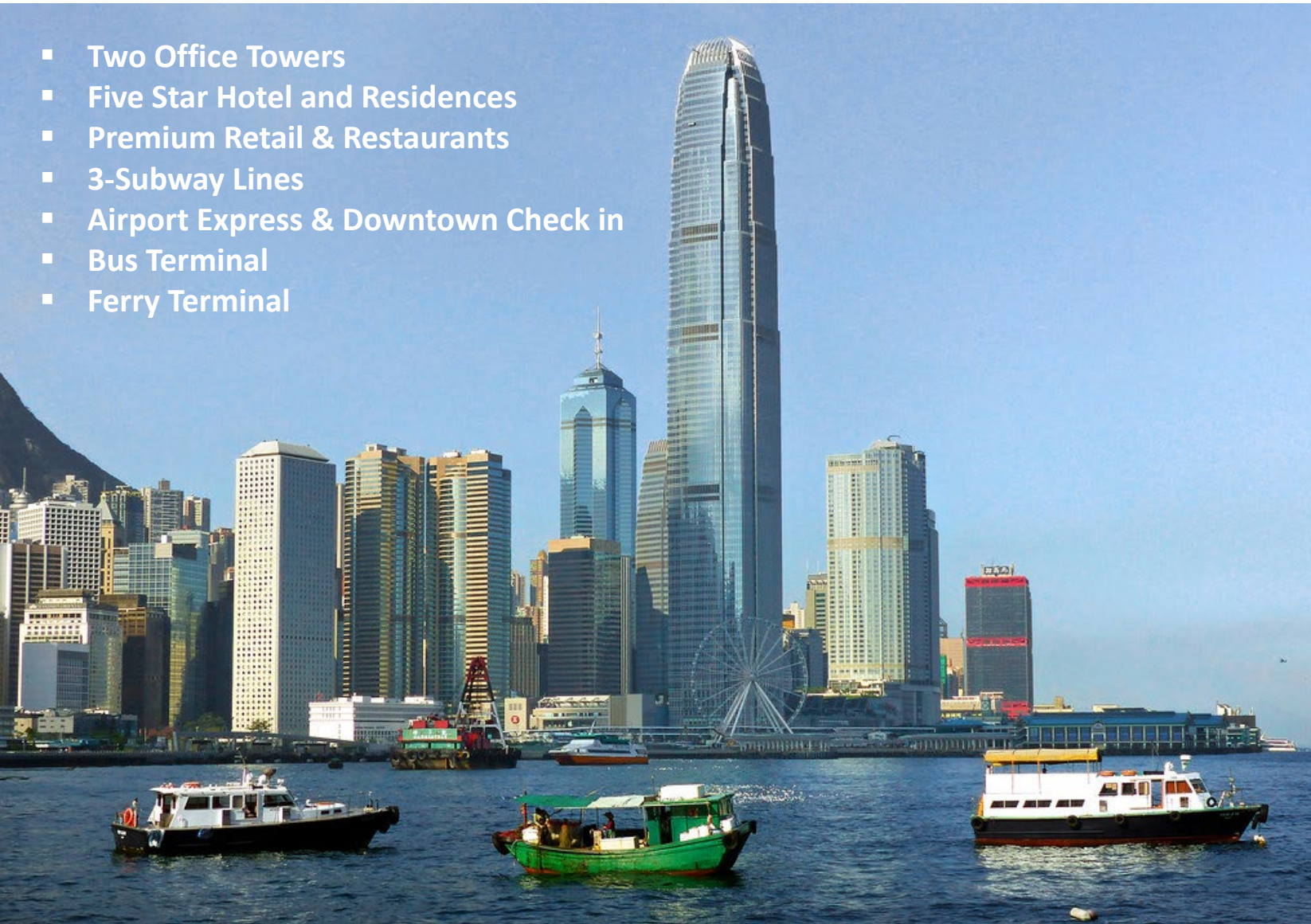


主换乘厅东西剖面

East west section through main concourse

International Finance Center and Central Station, Hong Kong

- Two Office Towers
- Five Star Hotel and Residences
- Premium Retail & Restaurants
- 3-Subway Lines
- Airport Express & Downtown Check in
- Bus Terminal
- Ferry Terminal



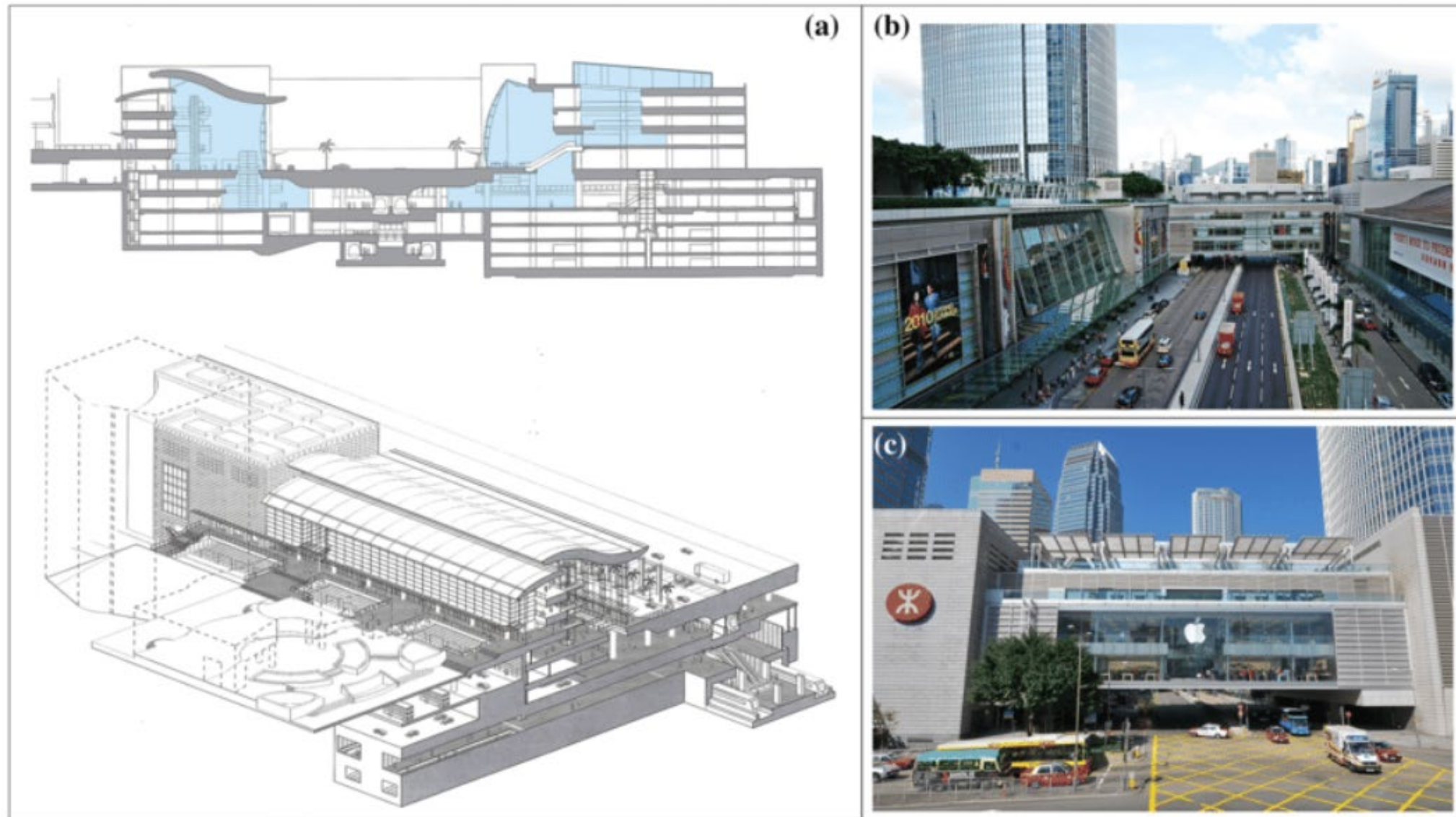
(CC BY-SA) WING via CTBUH

International Finance Center and Central Station, Hong Kong

(a) IFC and Hong Kong Station—a comprehensive traffic interexchange. Section showing station, road and superstructure.

(b) Traffic transition in the central part of the IFC complex.

(c) The opening allows vehicles to enter the complex



World Trade Center Transportation Hub, New York City

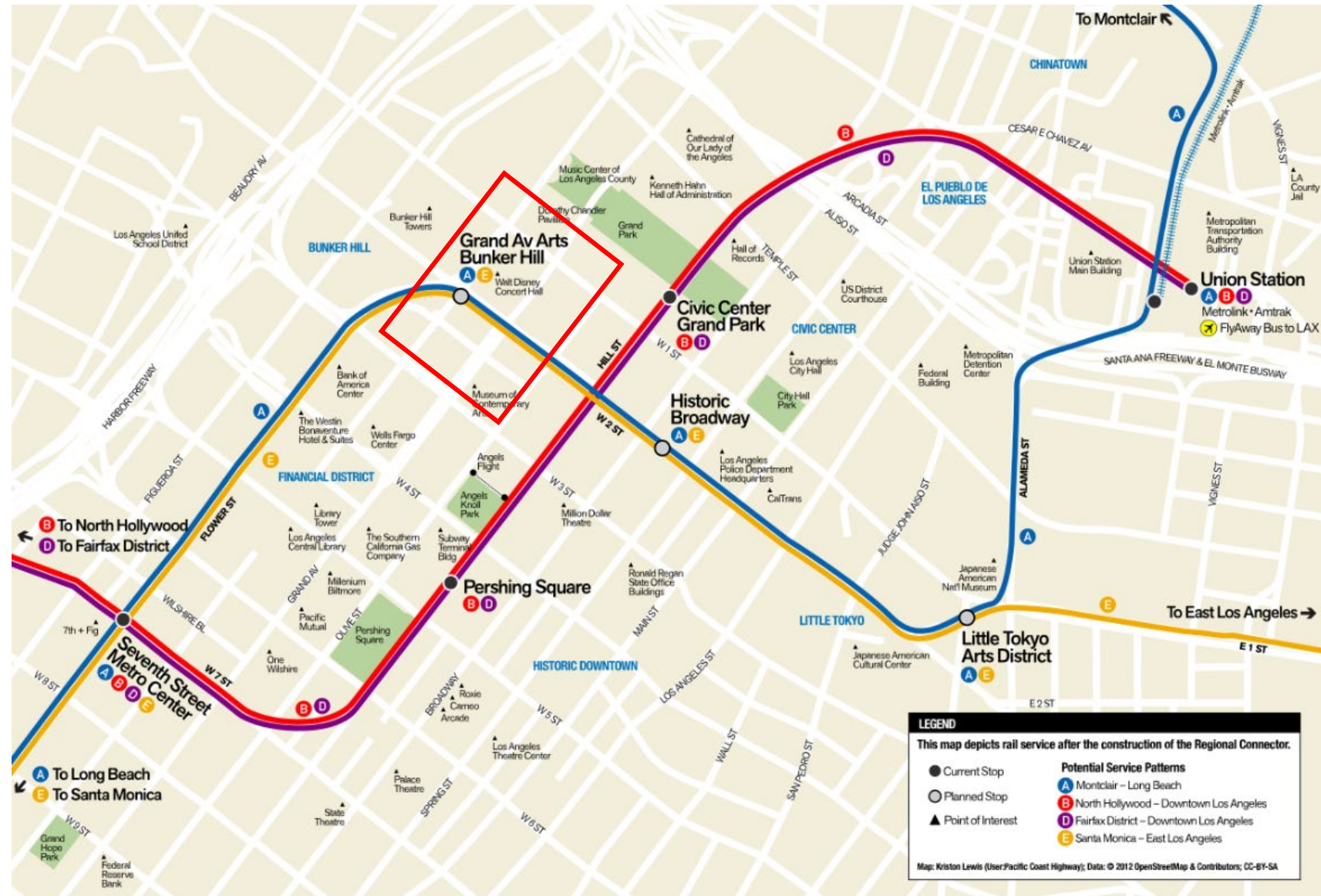




The Grand Avenue Project and Regional Connector, Los Angeles CA



TOD at a Global Scale – The Grand Avenue Project, Los Angeles CA





Grand Park
Memorial fountain & a
performance
lawn

LA Law Library

Colburn School

Blue Ribbon Garden

Fire Hot Yoga

The Broad
Contemporary museum
with many works

Comtesse du barry



What Attracts Developers to TOD Projects?

Transit Oriented Development - Incentives and Benefits to Developers

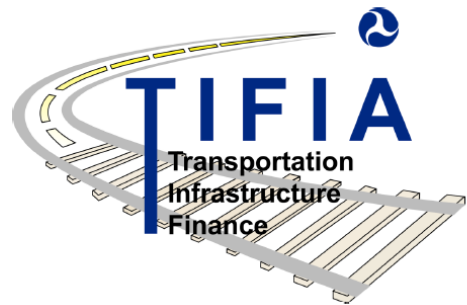
- **As of Right Increased Density**
 - 1.5x to 6x density bonus
 - Maximize allowable building heights
- **Flexible Mixed-Use Zoning**
 - Allow the market to determine program
 - Equivalencies in product type
- **Development Incentives**
 - Expedited Approvals Process
 - Reduction in Impact Fees
- **Reduction in Parking Requirements**
 - As low as 1.5 space/1,000 sf of office
 - Allow developer to determine parking
- **Access to Low Cost Financing**
 - Federal and State Transportation Grants
 - TIFIA/RRIF Financing



RRIF and TIFIA Infrastructure Funding Programs

Direct loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government as well as credit guarantees by the Federal Government to secure third party debt

Railroad Rehabilitation & Improvement Financing (RRIF)



***Transportation
Infrastructure
Finance and
Innovation
Act (TIFIA)***

	RRIF	TIFIA
Project Types	<ul style="list-style-type: none"> • Economic development • Related infrastructure and activities 	<ul style="list-style-type: none"> • Public infrastructure and related activities • Joint development
Project Eligibility	<ul style="list-style-type: none"> • Incorporates private investment • Is physically or functionally related to a passenger rail station or multimodal station that includes rail service • Has a high probability of the applicant commencing the construction contracting process within 90 days of loan execution • Has a high probability of reducing the need for financial assistance under other federal programs related to the rail facility or service by generating revenue exceeding costs 	<ul style="list-style-type: none"> • Located within walking distance of, and accessible to, one or more of: <ul style="list-style-type: none"> ◦ Fixed guideway transit facility ◦ Passenger rail station ◦ Intercity bus station ◦ Intermodal facility

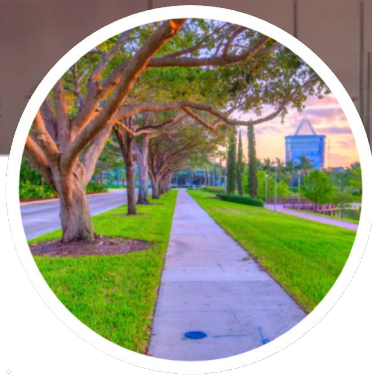
A wireframe illustration of a city skyline on the left side of the slide, showing various skyscrapers and buildings in a light blue color against a dark blue background.

Private Sector Perspective

How TODs and TOCs attract Economic Development

May 5, 2023

A VISION COMING TO FRUITION





1/2 mile
Radius



PGA Station



Elevated View east at intersection of Design Center Drive and RCA Center Drive





CITY OF PALM BEACH GARDENS
WORKFORCE HOUSING PROGRAM

FINAL

Prepared by:



830-13 North A1A, Suite 402
Ponte Vedra Beach, FL 32082
800 213-PLAN (7526); Rgray@spginc.org

February 2020



Workforce Housing Report

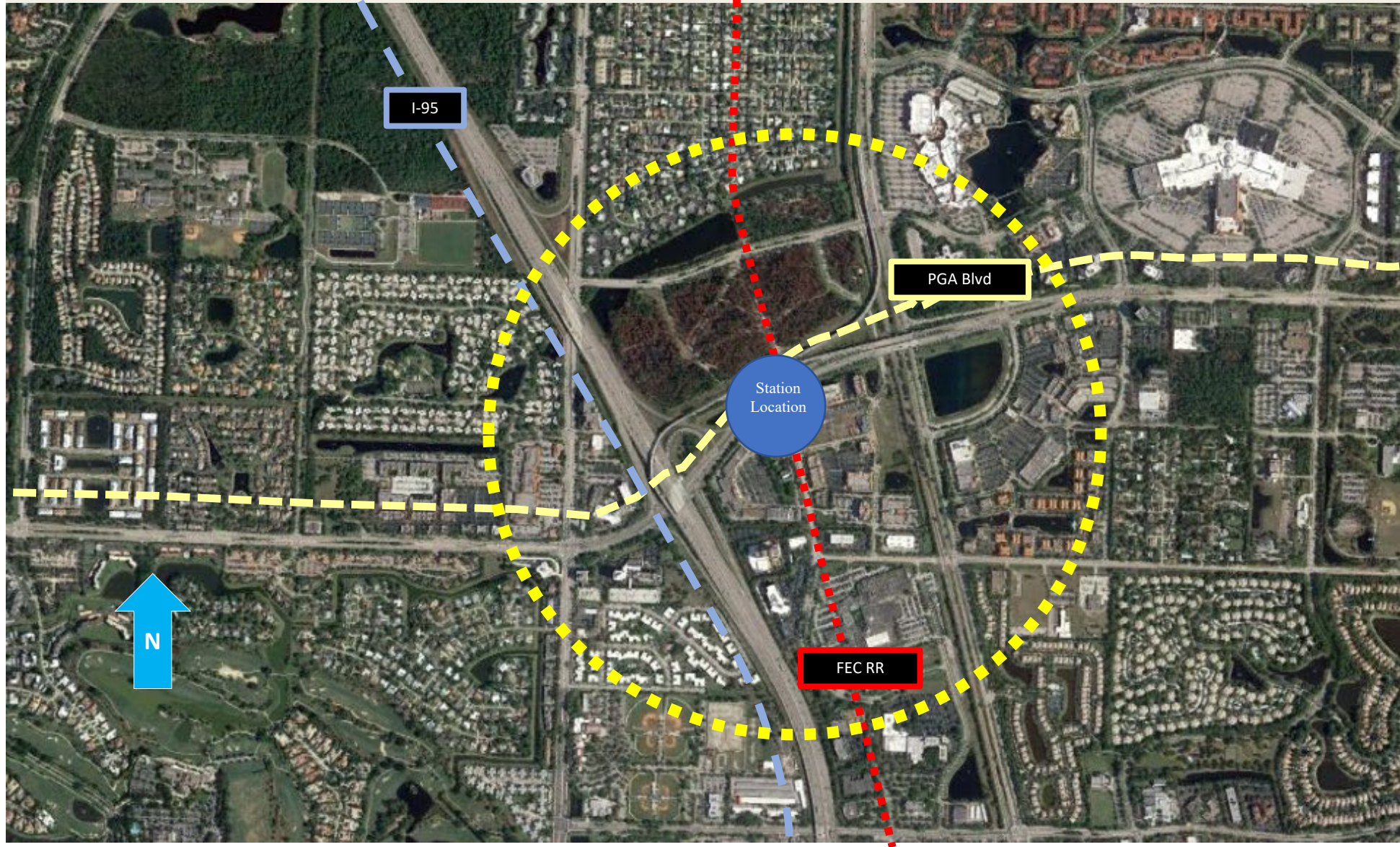
October 2020

Prepared by:

City of Palm Beach Gardens
Planning and Zoning Department
10500 North Military Trail
Palm Beach Gardens, Florida 33410

In consultation with:

Strategic Planning Group
830-13 A1A North
Suite 402
Ponte Vedra Beach, FL 32082



1/2 mile
Radius



Downtown Palm Beach Gardens





aloft

OFFICE

RETAIL

RETAIL







Florida Power & Light





4 lane divided with landscaped median
10' travel lanes with existing 7' sidewalks
8' two-way protected bike lane with 2' raised separator



Palm Beach Gardens Mobility -> TOD



Mobility Improvements

EXISTING

Kyoto Gardens Drive

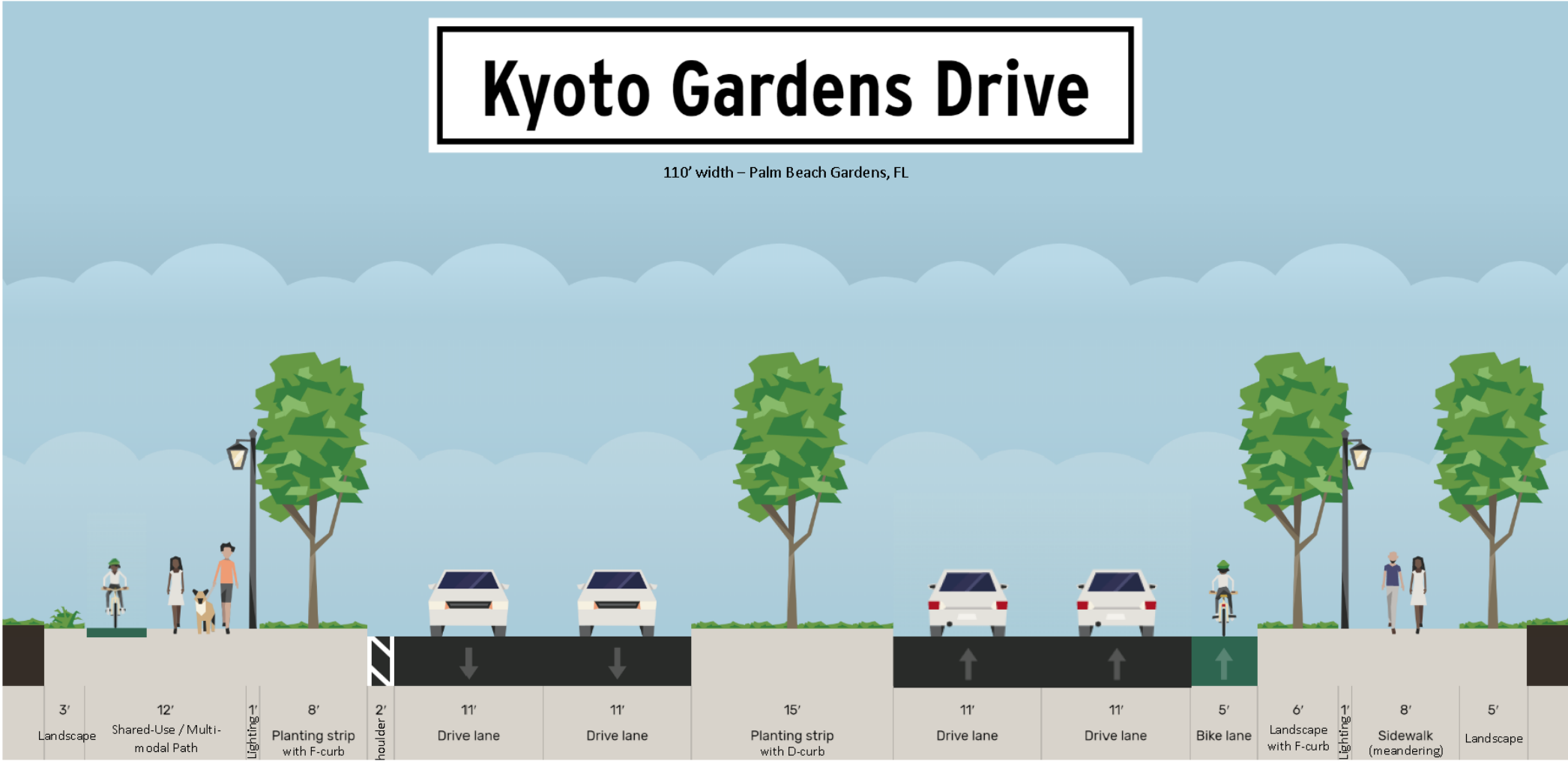
110' width – Palm Beach Gardens, FL



PROPOSED

Kyoto Gardens Drive

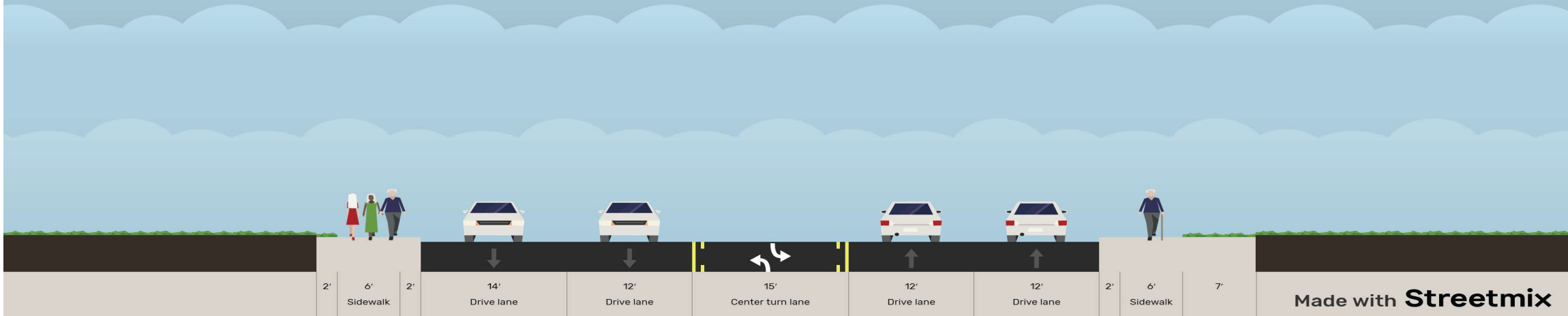
110' width – Palm Beach Gardens, FL



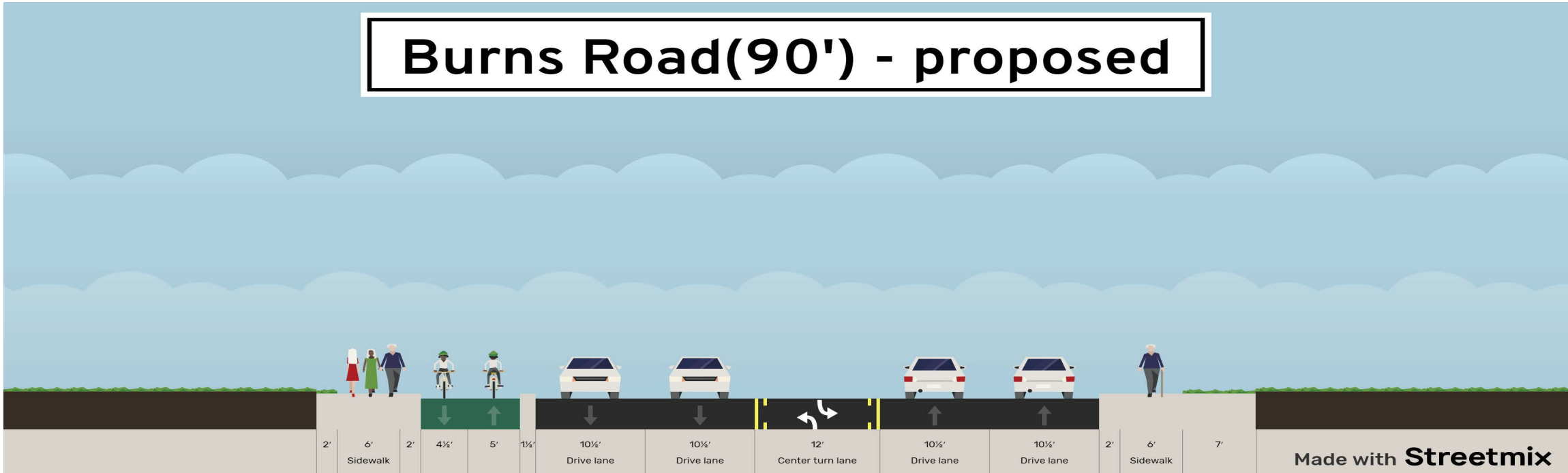
Improvements on South Side to be constructed by adjacent property owner (NOT PART OF THIS PROJECT)

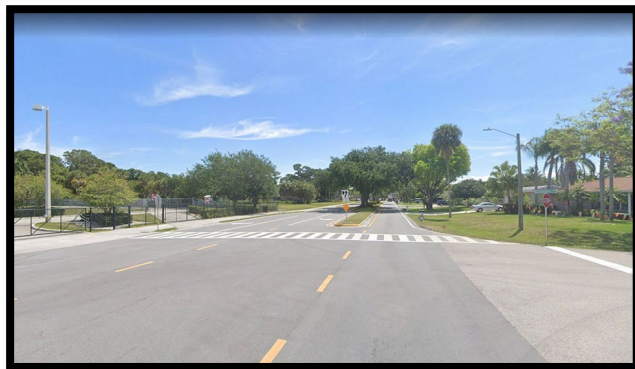
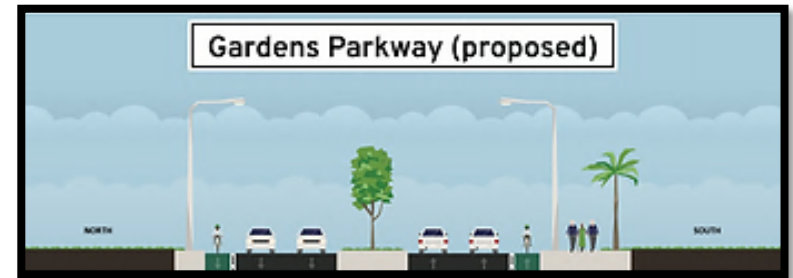
Transportation Alternatives Grant Area (Improvements on North Side)

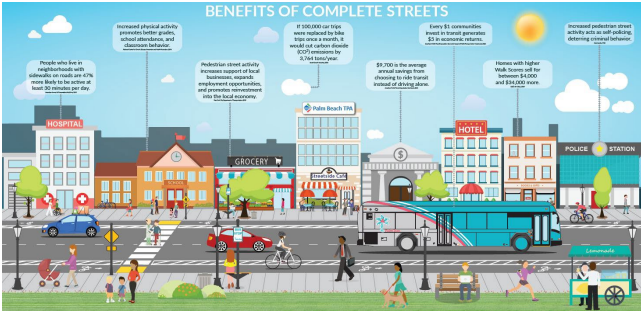
Burns Road(90') - existing



Burns Road(90') - proposed



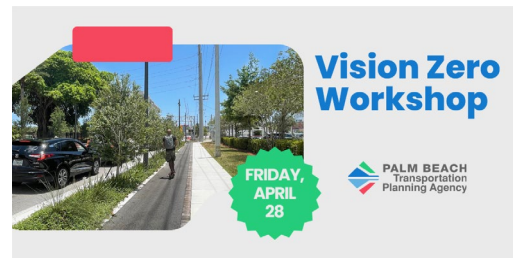




Toolbox

- Partners:

- TPA
- Treasure Coast Regional Planning Council
- FDOT
- County
- SFRTA
- Brightline



- Policy

- Vision Zero
- Complete Streets





• 50% + Greenspace



EQUITABLE TRANSIT ORIENTED COMMUNITIES

John L. Renne, Ph.D., AICP
Professor and Director,
Florida Atlantic University

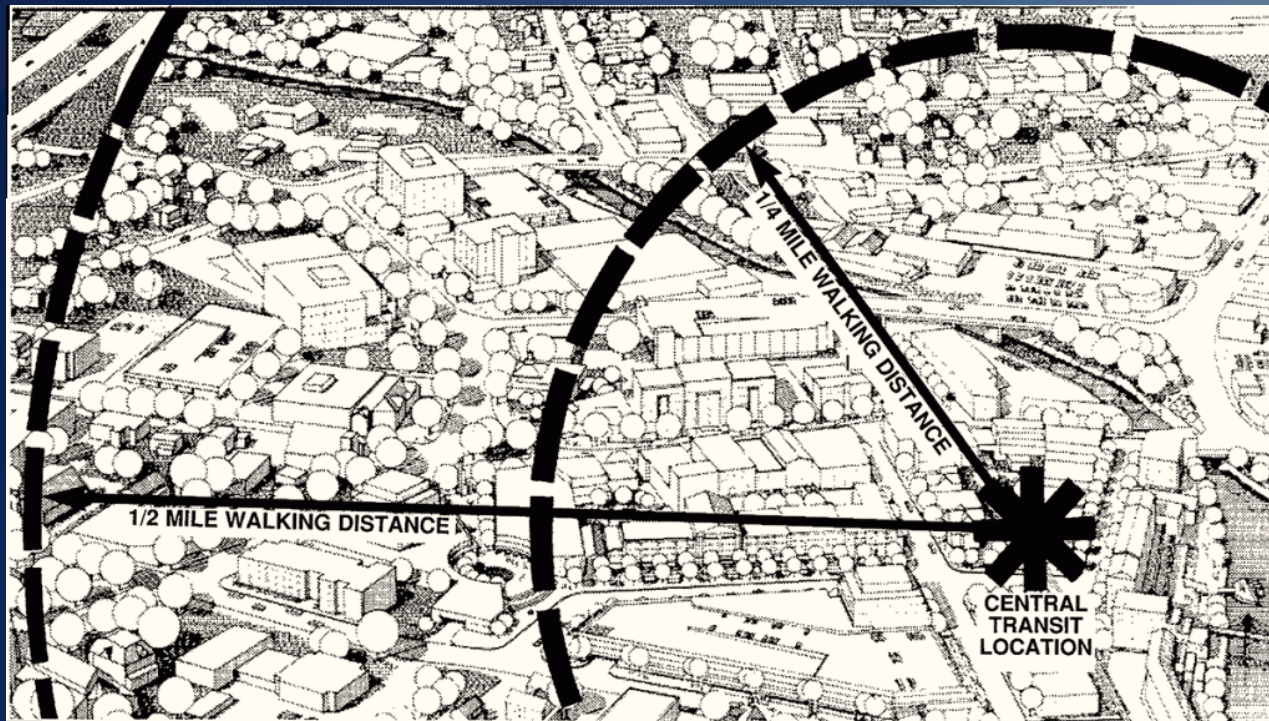
Co-Founder and Managing Director,
Priority Funds, LLC

Honorary Research Associate,
University of Oxford



What is a Transit Oriented Community?

Community is more holistic term and refers to the $\frac{1}{4}$ - $\frac{1}{2}$ mile area around the station as opposed to a building or specific development



What is Equitable Transit Oriented Development?

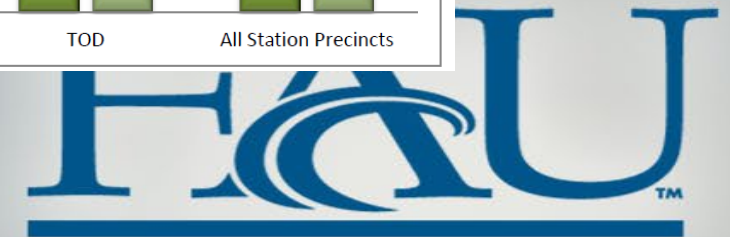
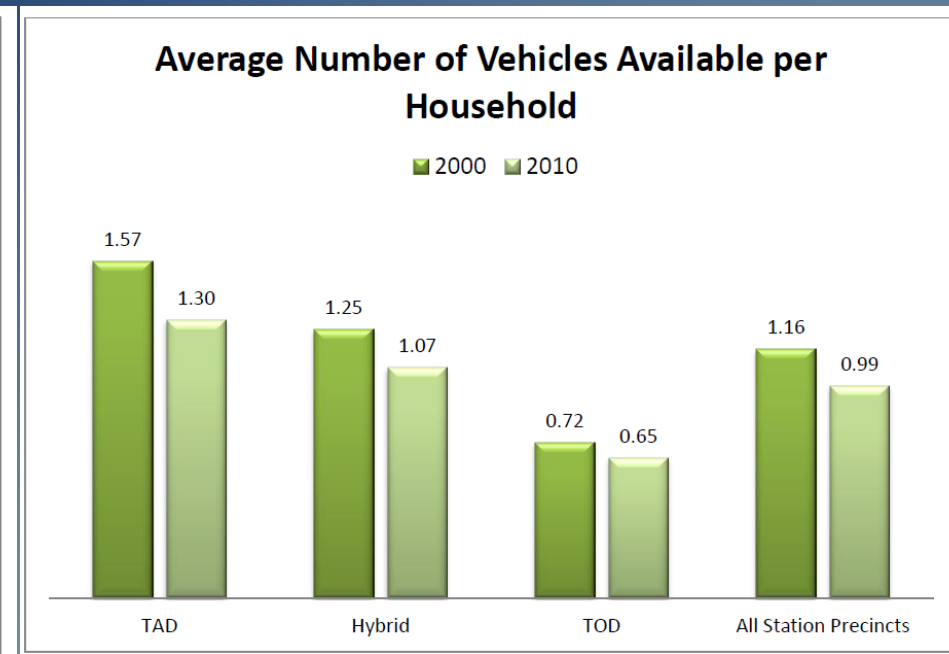
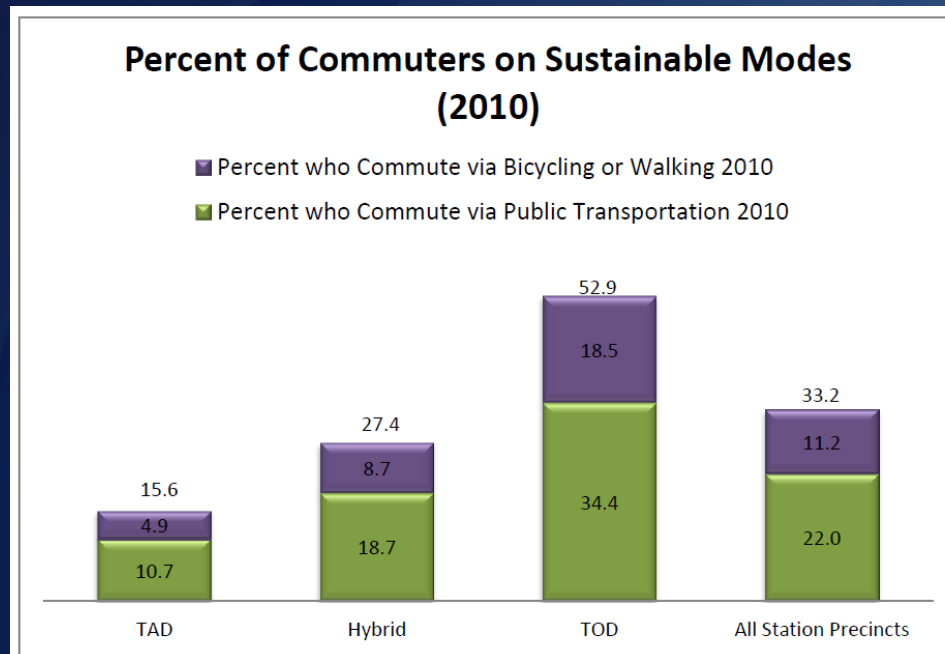
- **ETOD elevates and prioritizes investments and policies that close the socioeconomic gaps between neighborhoods**
- **ETOD projects and processes elevate community voice in decision-making processes**
- **Focuses on community-focused benefits such as affordable housing, public health, strong local businesses, and environmental sustainability**
- **ETOD can be a driver of positive transformation for more vibrant, prosperous, and resilient neighborhoods connected to opportunities throughout the city and region**

City of Chicago



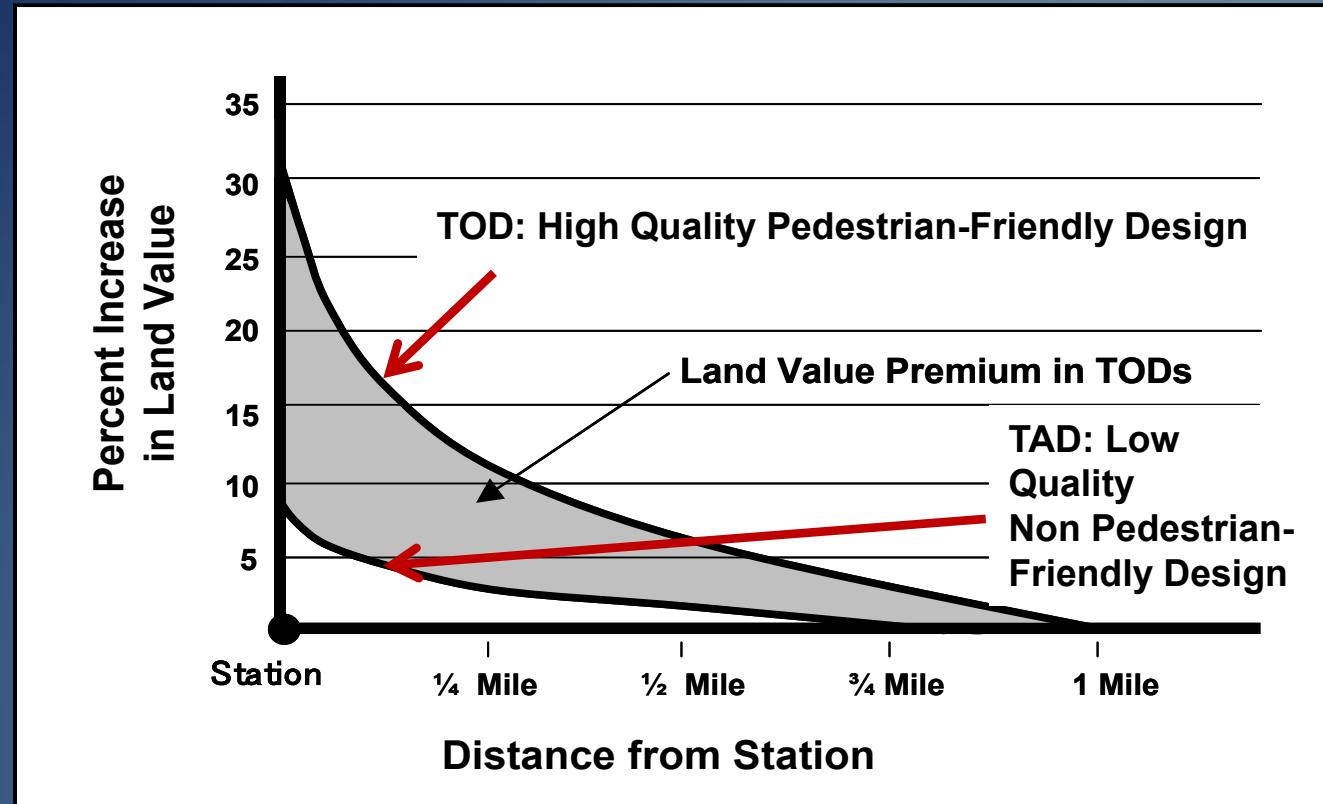
Benefits:

1. Lower rates of car use and vehicle ownership

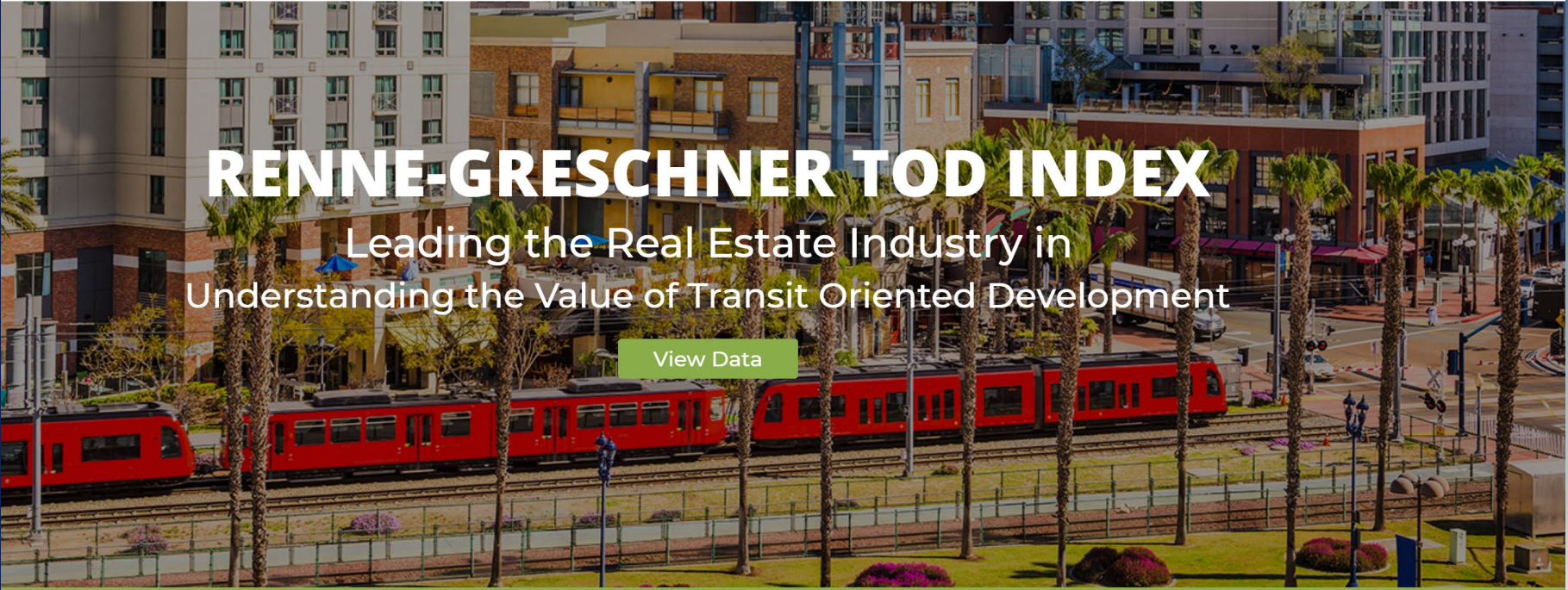


Benefits:

1. Lower rates of car use and vehicle ownership
2. Higher property values



Source: 75+ scholarly studies



RENNE-GRESCHNER TOD INDEX

Leading the Real Estate Industry in
Understanding the Value of Transit Oriented Development

[View Data](#)

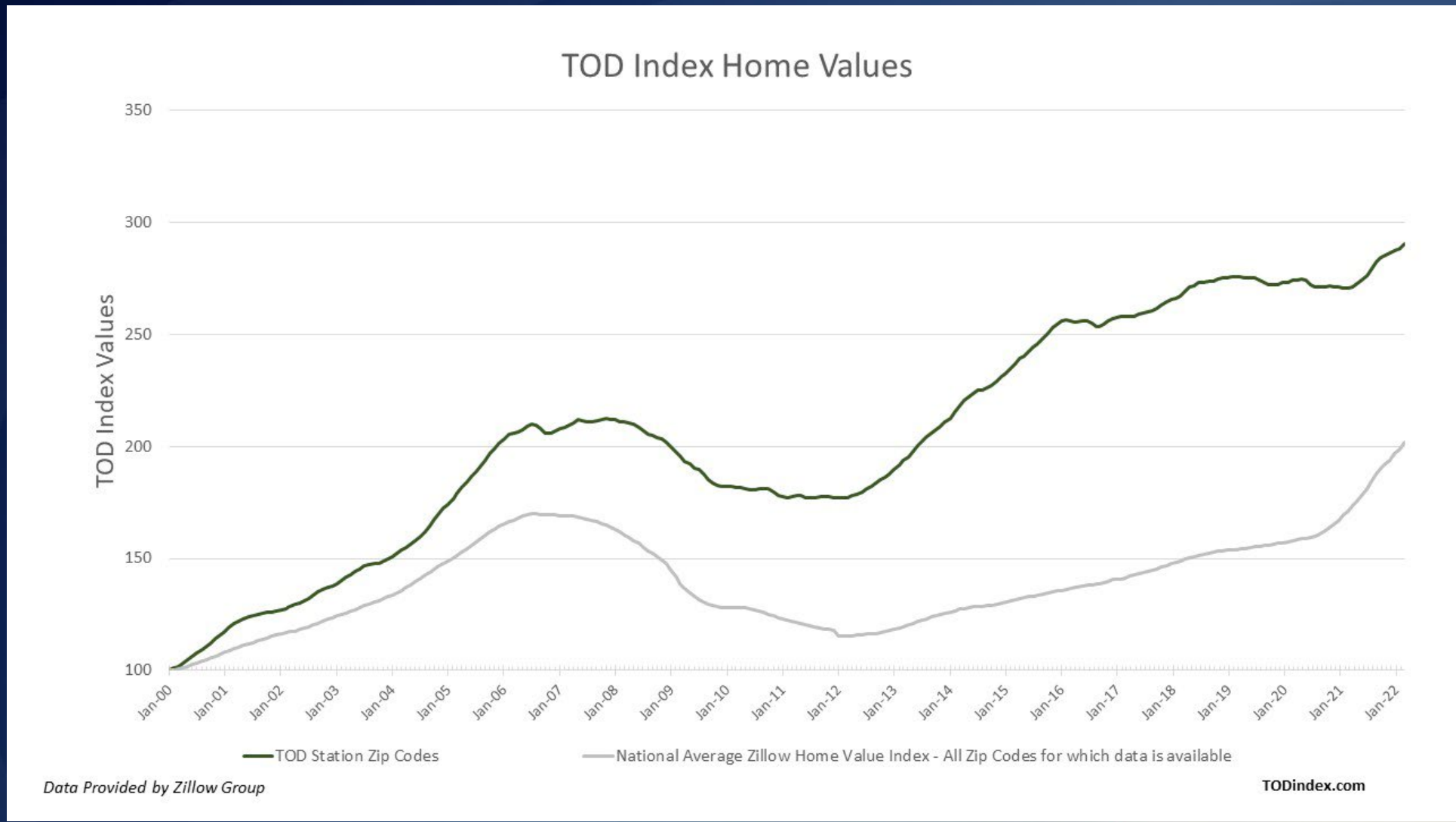
As seen in....

 **The European Financial Review**
empowering communication globally

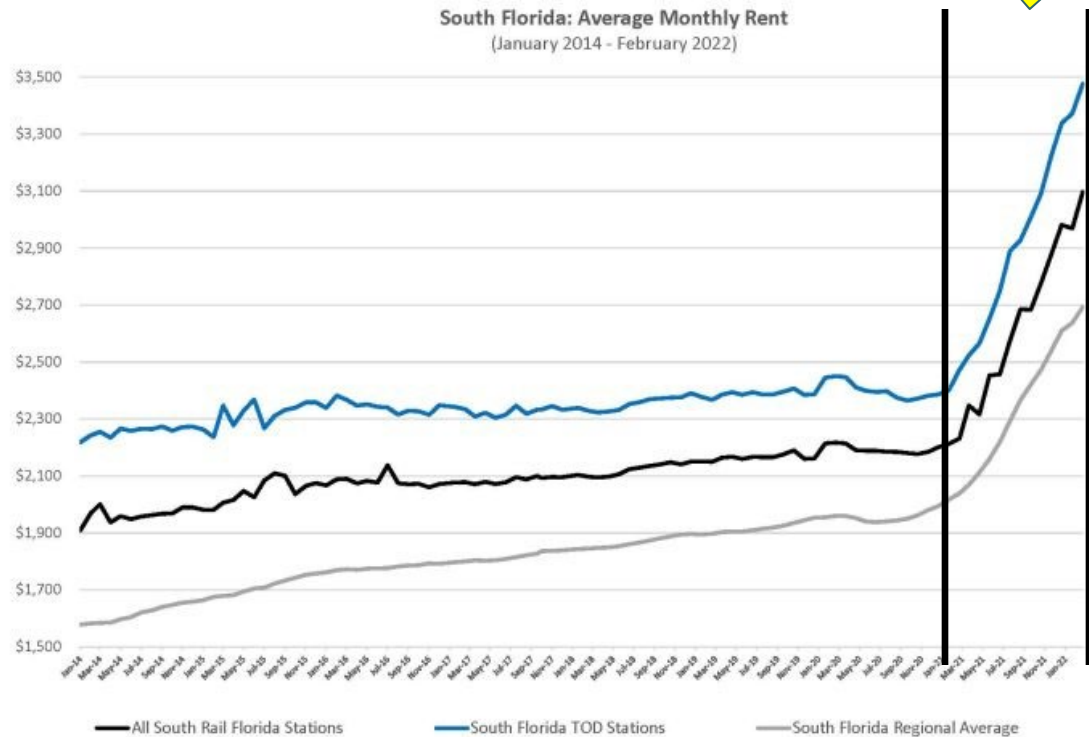
 **TRANSIT ORIENTED DEVELOPMENT INSTITUTE**



What does the national market look like?



What does the regional market look like?



Source: TODIndex.com based on Zillow Observed Rent Index (ZORI)

8% premium for walkable and dense neighborhoods during COVID

-Regional rents increased by 39%



-Rents at all South Florida train stations increased by 42%

-Rents at South Florida TOD/TOC stations increased by 47%



Transit-Induced Gentrification or Vice Versa?

A Study of Neighborhoods Around Light Rail Stations
From 1970–2010

Jyothi Chava  John L. Renne 

ABSTRACT

Problem, research strategy, and findings: In the 1990s, some cities across the United States invested significantly in expanding light rail transit (LRT) systems. As a result, transit-oriented development (TOD) near new stations became a desirable planning goal for local governments and lucrative to developers. In this study we examined evidence of gentrification in all LRT station areas before and after the opening of these new stations. We also tested the prevalence of gentrification in station areas specifically characterized as TODs. Longitudinal data across seven regions, from 1970 to 2010, demonstrated signs of gentrification in proximity to new stations compared with control areas. By 2000, the share of the White population grew near LRT stations, whereas the percentage of Black residents remained flat. From 1990 to 2010, we found signs of gentrification based on both demographic and economic indicators, including low-income populations. We also tested the relationship among built environment variables and a gentrification index, which revealed a positive correlation with walkability, density, and diversity variables. Our study did not include data to compare the differences in effectiveness between market-rate versus affordable housing, which should be part of future research.

Takeaway for practice: The results of this study should aid planners and policymakers in understanding the patterns of gentrification before and after the opening of LRT stations. Planners should be concerned with negative effects on Black and low-income residents well before LRT stations open. Our study provides evidence for the need to expand housing and job opportunities in a mixed-use environment as a critical strategy to reduce gentrification near LRT stations and in TODs.

Keywords: Black residents, gentrification, light rail transit, transit-oriented development

Planners often assume new rail stations and transit-oriented development (TOD) result in gentrification despite years of research that has yielded an empirically weak connection. In this study we present new evidence spanning 40 years examining gentrification before and after the opening of light rail transit (LRT) stations in the 1990s. The broader vantage compared with earlier studies reveals that the process of gentrification began a decade before stations opened and gentrification was especially prevalent, over time, in TODs. Conventional planning wisdom, which assumes gentrification is transit induced, could be wrong. Planners should examine the extent to which intrinsic factors, such as a location near infrastructure, access to jobs, and significant nodes such as universities, hospitals, and stadiums, attracted both gentrifiers and new LRT stations to such neighborhoods.

The underlying causes of gentrification in TODs may be more complex than previously assumed.

Nevertheless, there is a growing concern among equity advocates and activists about increasing property values in station areas, resulting in gentrification, displacement, and the exclusion of low-income and minority residents (Pollack et al., 2010; Zuk et al., 2018). Gentrification near transit stations and TODs, including the displacement of low-income residents, should also concern transportation planners because it can jeopardize transit ridership (Chava et al., 2018; Dominie, 2012; Pollack et al., 2010). Thus, there is still a need to understand the relationships of transit investments, TOD, gentrification, and impacts to Black and low-income populations more fully.

Gentrification in transit station areas has gained attention from researchers. Studies have either focused on a comparative analysis or developed models to predict indicators of gentrification. The studies that adopted a comparative analysis evaluated demographic trends within transit census tracts compared with the broader metropolitan statistical areas (MSAs) or other

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Color version available at tandfonline.com/rjpa



1970

1980

1990

2000

2010

Our Study

Measures of Gentrification

Timeline

Announcement



Figure 1: Change in the percentage of Black and White residents in transit and control census tracts

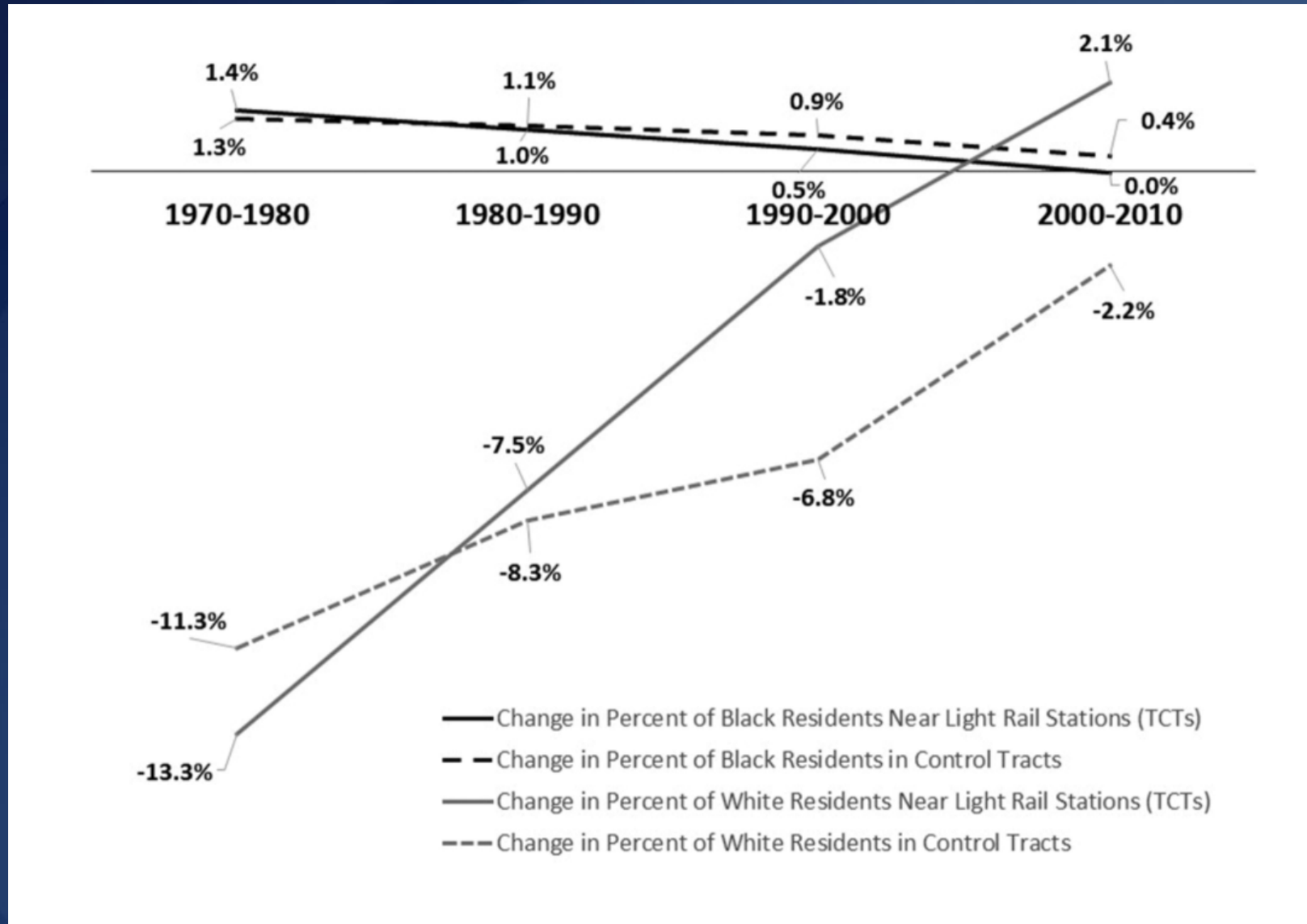


Table 3. Region-specific proportion of transit census tracts (in percentages) showing signs of gentrification by station area development type.

Region	1990–2000			2000–2010		
	TAD	Hybrid	TOD	TAD	Hybrid	TOD
Dallas	57.1	33.3	66.7	57.1	80.0	100.0
Denver	71.4	64.3	0	60.0	60.0	100.0
Los Angeles	47.8	60.0	60.0	35.6	50.0	77.8
Salt Lake City	70.4	66.7	0	58.3	83.3	0
San Diego	37.3	33.3	66.7	41.2	33.3	100.0
St. Louis	30.8	40.0	0	36.7	33.3	0

Note: After removing the anomalies and missing data values there are no data points falling under the category of transit-oriented development in Denver, Salt Lake City, and St. Louis for 1990–2000 or for 2000–2010 in Salt Lake City and St. Louis. TAD = transit-adjacent development. TOD = transit-oriented development.

Table 4. Correlation matrix of TOD variables and gentrification index.

	G_Index	Density	Walkability	Land use mix
G_Index	1.00	0.06	0.14	0.11
Density	0.06	1.00	0.48	-0.20
Walkability	0.14	0.48	1.00	-0.26
Land use mix	0.11	-0.20	-0.26	1.00





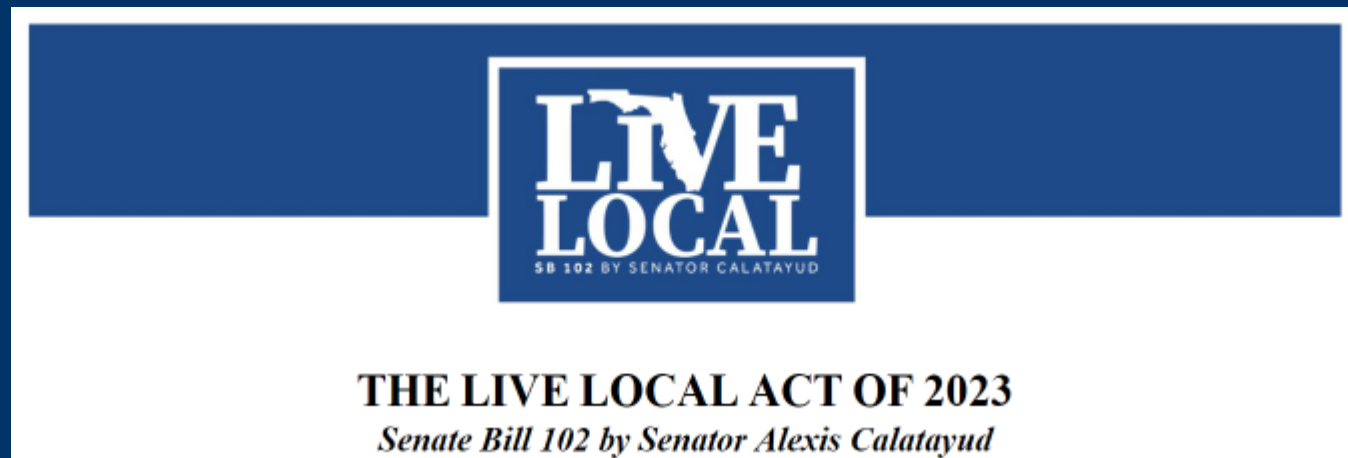
Summary

- **Rail increases land values**
- **TODs are associated with sustainable travel outcomes and other positive environmental and economic benefits**
- **Gentrification is happening, but when did it start?**
- **What can we do about better-coordinating housing and transportation policy?**



What are effective solutions?

-Ease zoning restrictions and nonprofit CLTs



THE LIVE LOCAL ACT OF 2023
Senate Bill 102 by Senator Alexis Calatayud

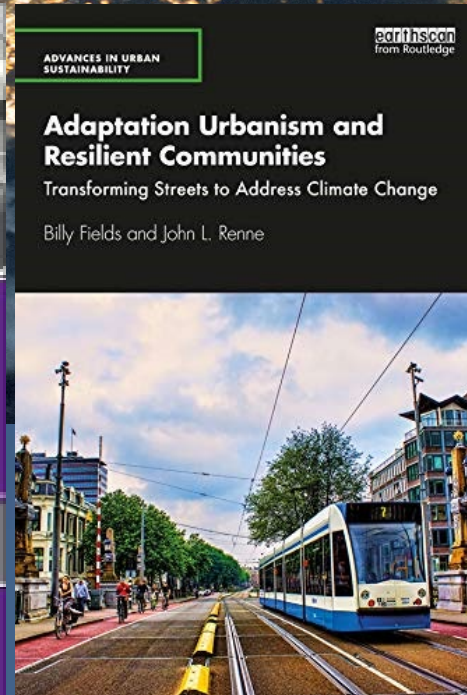
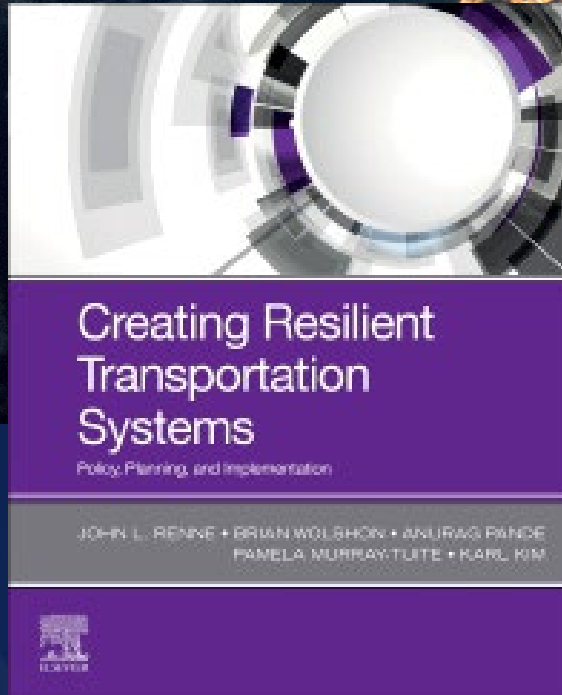
Thank You!

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Transportation & Land Use Connection Speaker Panel



Questions?



Valerie Neilson,
Palm Beach
Transportation
Planning Agency



Dana Little,
Treasure
Coast Regional
Planning
Council



JP Weesner,
Kittelson &
Associates



Jonathan Hopkins,
Smart Mobility
Associates



Aileen Bouclé,
Miami-Dade TPO



Rick Vogel,
The Related
Companies



Chelsea Reed,
Mayor,
City of Palm Beach
Gardens



John L. Renne,
Florida
Atlantic
University

PalmBeachTPA.org/meetings-events/todpanel



Thank you!

All materials will be posted online at
PalmBeachTPA.org