

# **TRANSIT ORIENTED DEVELOPMENT DESIGN GUIDELINES**

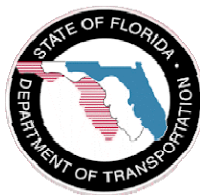
**WORKSHOP SUMMARY**

**FROM THE**

**PALM BEACH TOD DESIGN GUIDELINES WORKSHOP**

**JUNE 05, 2008**

**FLORIDA DEPARTMENT OF TRANSPORTATION**



**and**

**FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS**



## INTRODUCTION

Transit Oriented Development (TOD) Design Guidelines are being developed by the Florida Department of Transportation (FDOT) as guidance for local governments and agencies to promote and implement development that is supportive of transit investment. The guidelines will be vetted with local governments, agencies, and the public through workshops conducted throughout the state. Based on the input gained in these workshops, the guidelines will be refined; and the context, purpose, and use of the guidelines will be more thoroughly defined in a Guidance Document.

The second workshop in this series was conducted on June 05, 2008 in partnership with FDOT District Four, Treasure Coast Regional Planning Council (TCRPC), Palm Beach Metropolitan Planning Organization (PBMPO), Center for Urban and Environmental Solutions/Florida Atlantic University (CUES/FAU), and Florida Department of Community Affairs (DCA) at the Abacoa Campus of Florida Atlantic University. The workshop was attended by planners and design professionals from various regional public and private agencies.

The intent of the workshop was to gather input on the TOD Design Guidelines and to gain insight into local transit and transit oriented development initiatives. The plenary session included a presentation of the TOD Design Guidelines followed by presentations on Multimodal Quality of Service Standards and Palm Beach's TOD Experience. The work session comprised of four facilitated group discussions on the TOD Design Guidelines that were broadly based on the following questions:

- Do the station area types represent existing or future station areas in this county? How would these place types be applied within your Comprehensive Plan?
- What provisions in the Land Development Regulations support characteristics of these station area types? How might they be modified?
- Do you agree and/or disagree with the gross densities (residential/population and employment) for the station area types included in the design guidelines matrix?
- Do you agree and/or disagree with the net intensities/densities and mix of uses included in the design guidelines matrix? Also comment on the building footprint guidelines such as building height, lot coverage, and street frontage? Are these variables ample to describe intended project requirements?

- Do you agree with the parking caps for residential and non-residential uses? What are short term parking strategies to help compensate for the parking shortage created by the parking caps?
- What opportunities and barriers do you anticipate in the implementation of the guidelines?
- What are issues in your county that should be addressed in the Guidelines?

The following pages summarize the input received at the workshop, broadly based on the questions above, but categorized into the following areas to reflect the priorities and concerns of the workshop attendees:

- Station Area Types
- Local Regulatory Issues
- Densities, Intensities, and Mix of Uses
- Parking
- Opportunities and Barriers to Transit/Transit Oriented Development
- TOD Design Guidelines Document

## WORKSHOP SUMMARY

### STATION AREA TYPES

- Clarify distinction between transit oriented development (TOD), transit supportive development (TSD) and transit adjacent development (TAD)
- Station areas are focused along TriRail/MetroRail for Palm Beach
- Consider Bus Rapid Transit (BRT) stations as minimum transit threshold for TOD as opposed to a local/commuter bus hub
- Place types are applicable to Palm Beach County and surrounding areas
- Consider place types that maximize potential of existing grid road system in older cities along FEC rail corridor
- Possible TOD place types:
  - Downtown Kendall
  - Lantana Train Depot District
  - Mangonia TOD
  - West Palm Beach
- Each station should be planned and designed as a community specific place type
- Clarify application of transit based on scale, especially for smaller specific sites
- Reconsider terminology for rural place type
- Apply transit technology as a tool to vary standards for TriRail stations and Florida East Coast (FEC) rail corridor

### LOCAL REGULATORY ISSUES

- Broward County has transit oriented development (TOD) and transit oriented corridors (TOC) in zoning
- Delray Beach applied an overlay district to facilitate transit oriented development
- Counties with TOD implementation mechanisms:
  - Miami Dade – Minimum densities in Transportation Concurrency Exception Area (TCEA)
  - Broward – TCEA impact fees

## Palm Beach

- Downtown Kendall adopted an overlay ordinance for TOD
- Possible to plan and implement TODs as comprehensive plan future land use category
- Palm Beach will require comprehensive plan amendment and land development regulation update to include TOD categories
- Suggest strategies to transition to higher densities such as progressive/dynamic zoning and density bonuses
- Clarify procedures for applying/implementing TOD guidelines, especially coordination with DCA or FDOT
- Consider some development/tax relief for suburban communities

**DENSITIES, INTENSITIES, AND MIX OF USES**

- Apply ridership as a threshold for transit oriented development
- Represent as number of units rather than density
- Represent density as population per acre for residential and employment, eliminate dwelling units per acre from gross density indicators
- Clarify density/intensity adjustments for station areas that are smaller than ¼ mile radius
- Consider higher density/intensity standards (too low!)
- Jobs to housing ratio is a challenge along FEC rail corridor
- Encourage strategic partnerships with target industries within TODs
- Modify allowable uses to support bike/pedestrian infrastructure
- Lower density/intensity for Rural/T2 place type
- Reconsider mix of uses/jobs housing balance for Urban Core in order to accommodate existing downtowns
- Provide flexibility in the choice and application of variables
- Define more qualitative criteria such as green/open space, pedestrian/bike facilities, and transit facilities
- Provide for seasonal variation in population and employment densities

- Allow for higher household size in Rural/T2 category
- Considering lowering density/intensity standards in order to improve public acceptance of guidelines
- Include form based or bulk constraints instead of Floor Area Ratio (FAR)
- Flexible standards for publicly owned sites in order to accommodate market/real estate constraints
- Define master plan considerations such as bike/pedestrian/transit routes, roadway design, building location, footprint, facades, etc.
- Clarify standards/guidelines for special building types such as hotels, institutional buildings, etc.

## **PARKING**

- Parking caps/limits are critical in TODs
- Consider additional parking in T1
- Parking caps/maximums are desirable
- Consider alternative parking strategies such as flex parking, shared parking and unbundled parking
- Consider more stringent parking caps/maximums in Urban Core
- Differentiate between surface, on-street, and structured parking standards
- Minimize surface parking in all place types
- Clarify parking component of net intensity
- Reconcile TOD parking standards (generally minimal) with Florida specific parking requirements (generally higher)

## **OPPORTUNITIES AND BARRIERS TO TRANSIT/TRANSIT ORIENTED DEVELOPMENT**

- Funding for transit is a critical consideration for realizing TODs
- Timing transit with TOD and flexible phasing of development is important, establishing an effective transportation/transit system first is key to TOD success
- Implementation mechanism for TOD is critical
- Acceptance of TOD standards in development community is important
- Education of public and public officials about TODs is a key objective

- Opportunities:
  - Multimodal Quality of Service Standards
  - Connectivity
  - Enhanced Bus Service
  - Green Building/Leadership in Energy and Environmental Design (LEED) Standards
  - High quality development
- Issues/Barriers:
  - Traffic performance standards
  - Coastal High Hazard limitations
  - Market issues, especially current real estate concerns
  - Government funding for transit
  - Compromises in development approval process

## **TOD DESIGN GUIDELINES DOCUMENT**

- Emphasize the ‘guidance’ role of the document as opposed to ‘regulation’ for development
- Represent Transit Transect Index differently
- Consider performance measures for TOD in order to add intelligence to guidelines
- Consider SmartCode format to illustrate guidelines
- Consider a form based code approach to guidelines, especially in illustrating guidelines
- Document sources and references for variables, ranges, and indicators
- Include more pictures in the document to illustrate standards
- Include additional chapters to further define qualitative considerations for bike, pedestrian and transit facilities
- Include a chapter with suggested comprehensive plan language