



**TOWN OF LAKE PARK
PLANNING & ZONING BOARD MEETING
MINUTES
AUGUST 6, 2012
7:00 P.M.**

CALL TO ORDER

The Planning & Zoning Board Meeting was called to order at 7:00 p.m. by Chair Judith Thomas.

ROLL CALL

Chair Judith Thomas	Present
Vice-Chair Robin Maibach	Present
Natalie Schneider	Excused
Anthony Bontrager	Present
Mason Brown	Not Present
Jim Lloyd, 1 st Alternate	Present

Also present were Nadia DiTommaso, Community Development Director; Debbie Abraham, Planner; and Kimberly Rowley, Board Secretary.

APPROVAL OF AGENDA

Chair Thomas asked for a motion to approve the Agenda as submitted. Board Member Lloyd made a motion to approve the Agenda as presented, and the motion was seconded by Board Member Bontrager. The vote was as follows:

	Aye	Nay
Judith Thomas	X	
Robin Maibach	X	
Anthony Bontrager	X	
Jim Lloyd	X	

The Motion carried 4-0 and the Agenda was unanimously approved.

APPROVAL OF MINUTES

Chair Thomas requested a motion to approve the Minutes of the July 2, 2012, Planning & Zoning Board Meeting as submitted. Board Member Bontrager made a motion to approve the Minutes, and the motion was seconded by Board Member Lloyd. The vote was as follows:

	Aye	Nay
Judith Thomas	X	
Robin Maibach	X	
Anthony Bontrager	X	
Jim Lloyd	X	

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The Motion carried 4-0 and the Minutes of the July 2, 2012, Planning & Zoning Board Meeting were unanimously approved as submitted.

PUBLIC COMMENTS

There were no public comments.

PRESENTATION

TRANSIT ORIENTED DEVELOPMENT
Kim Delaney, Strategic Development Coordinator
Treasure Coast Regional Planning Council (TCRPC)

Ms. Kim Delaney, Strategic Development Coordinator for the Treasure Coast Regional Planning Council (TCRPC), introduced herself and thanked the Planning & Zoning Board Members for allowing her the opportunity to make her Transit Oriented Development presentation. Ms. Delaney explained that the TCRPC is a four-County Agency covering Palm Beach, Martin, St. Lucie & Indian River Counties, and that they collaborate with the South Florida Regional Planning Council, which is a three-County Agency including Miami-Dade, Broward & Monroe Counties, for a total representation of approximately 6 million people in the seven-County region. Ms. Delaney stated that the TCRPC has become specialized in the transportation/land use relationship, and particularly in Transit Oriented Development (TOD). This presentation is an overview/introduction into transit oriented development, and a summarization of some major passenger rail transportation projects that are currently underway in the region. Ms. Delaney stated that the Town of Lake Park, specifically on 10th Street south of Park Avenue, is a possible location for an additional Tri-Rail Station, and that the end of the year is the goal for a recommendation for a new location. Ms. Delaney's Power Point Presentation *What is Transit-Oriented Development & Why does it Matter for the Town of Lake Park?* is attached hereto and made a part of these Minutes.

Upon conclusion of Ms. Delaney's presentation, Chair Thomas questioned the location of the maintenance facility. Ms. Delaney explained that the site being considered and analyzed by the FDOT is an FDOT owned property which crosses three municipalities, including West Palm Beach, Mangonia Park and Riviera Beach. Whichever site is chosen, measures will be taken to minimize the impact of noise, utilizing vegetative barriers and noise walls.

Chair Thomas mentioned that a daily problem exists around 7:00 a.m. each day with a very long, slow moving morning train which blocks up to 5 railroad crossings and impacts Town

81 residents. Ms. Delany stated that the FDOT is currently working on a variety of solutions to
82 the problem of long, slow moving trains which impact residential areas.

83
84 Chair Thomas stated that the proposed station location would actually be a Transit Adjacent
85 Development (TAD), rather than a TOD, because of the amount of improvements needed in
86 order to make it a transit oriented facility, and that it would require an awful lot of
87 investment by the Town in order to make it work. Chair Thomas expressed concern about
88 where the economic development/partnership for funding would come from. There was
89 discussion regarding the rail station in Boca Raton, economic development and how the
90 Town might capitalize and benefit from a train location within the Town.

91
92 Mayor James DuBois addressed the Planning & Zoning Board and stated that there was a
93 discussion a few weeks ago with the TCRPC in which they became aware that the Town has
94 a number of projects on the Palm Beach County 5-Year Road Improvement Project being
95 Old Dixie Highway from Northlake Boulevard to Park Avenue and Silver Beach Road
96 between Congress Avenue and Old Dixie Highway. Another discussion that the Town has
97 been having for many years is the extension of Park Avenue, that, along with a potential rail
98 station, a charter school, an Army Center moving in, and a \$8-\$12 million Bond that the
99 Town committed to approximately 12 years ago in order to redevelop Park Avenue, all of
100 which indicate that an investment in the future development of the Town has already been
101 made. The Mayor stated that the transit oriented development would enhance the Town's
102 residential and industrial areas, as well as the Park Avenue commercial areas. The Mayor
103 stated that he believes that a rail station would be a tremendous opportunity for the Town
104 and that the Planning & Zoning Board's attention to the details now and early preparation
105 for the next wave of improvements is vitally important. He stated that a possible rail station
106 in the Town of Lake Park would enhance the future development of the Town's residential
107 and commercial development and that he is excited about what is coming ahead in the next
108 5-10 years.

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110 **COMMENTS FROM THE COMMUNITY DEVELOPMENT DIRECTOR**

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112 There were no comments from the Community Development Director.

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114 **ADJOURNMENT OF MEETING**

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116 Before the Meeting adjourned, Chair Judith Thomas introduced and welcomed the new
117 Town Planner, Debbie Abraham.

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119 Chair Thomas called for a motion to adjourn. Vice-Chair Maibach made a motion to
120 adjourn the meeting, and the motion was seconded by Board Member Schneider. Therefore,
121 the meeting was adjourned at 8:04 p.m.

127 Respectfully Submitted,

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132 Kimberly Rowley

133 Planning & Zoning Board Secretary

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136 ***PLANNING & ZONING BOARD APPROVAL:***

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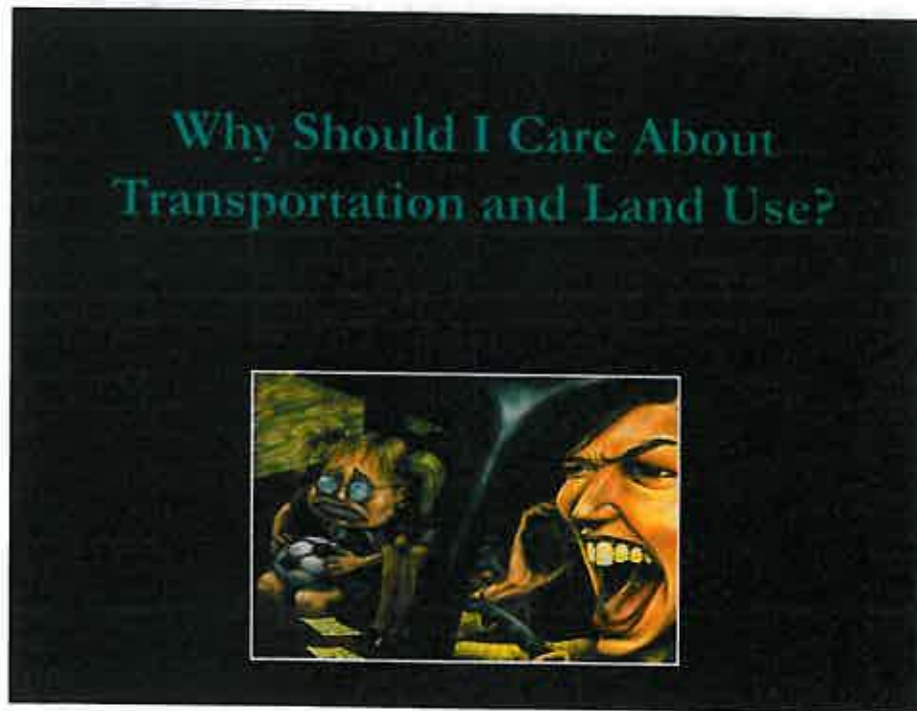
Judith Thomas, Planning & Zoning Board Chair


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143 DATE:

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2010 Most Congested Regions in US
Southeast Florida Rankings
#7 in Travel Delay
140 Million hours lost per year
#8 in Congestion Costs
\$3.2 Billion wasted per year

SOURCE: FHWA 2010 Urban Mobility Report (Oct 2010)

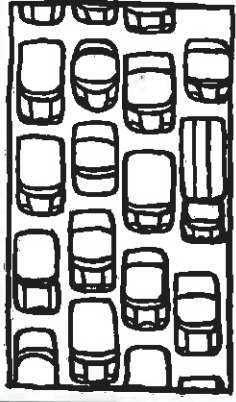


Report: I-95 In Fla. Most Dangerous Roadway In Country
662 Fatal Accidents, 765 Total Fatalities
Occurred On I-95 From 2004 To 2008

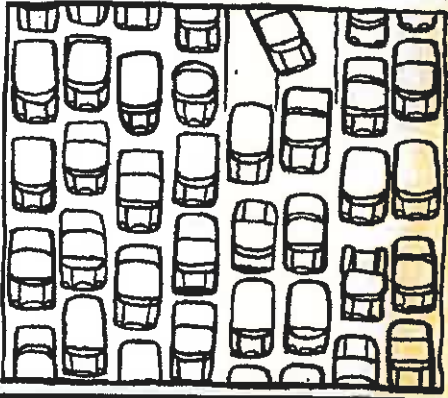
Congestion or Mobility?

INTERSTATE IMPROVEMENT PLAN...

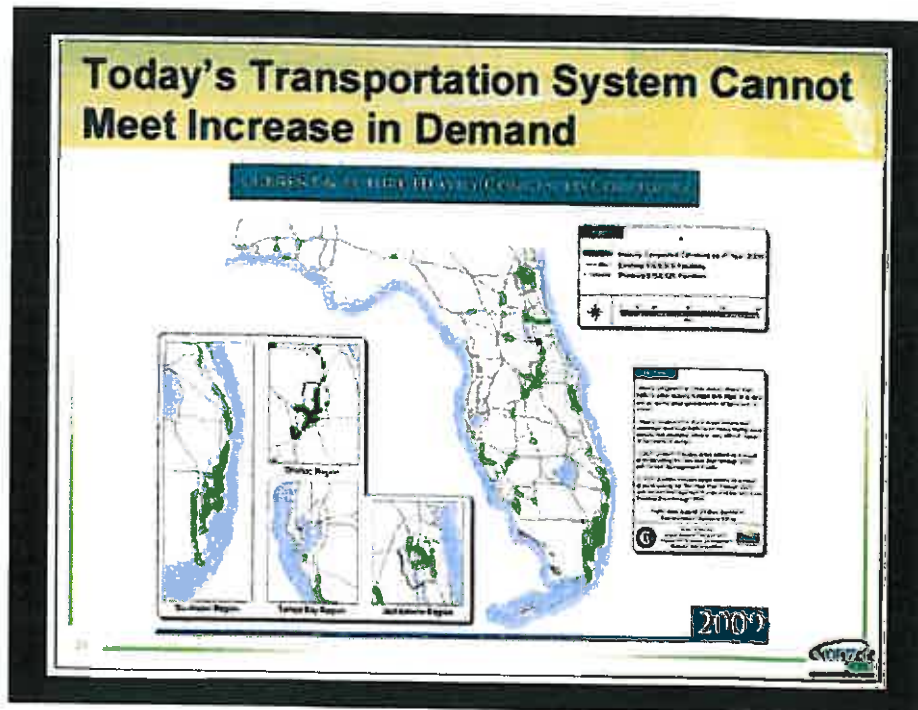
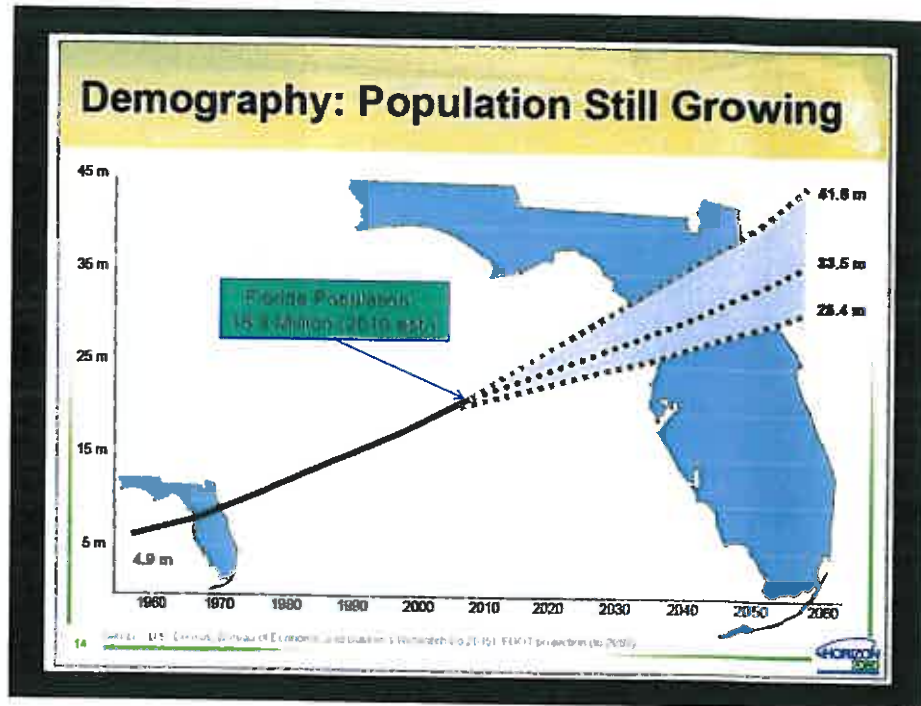
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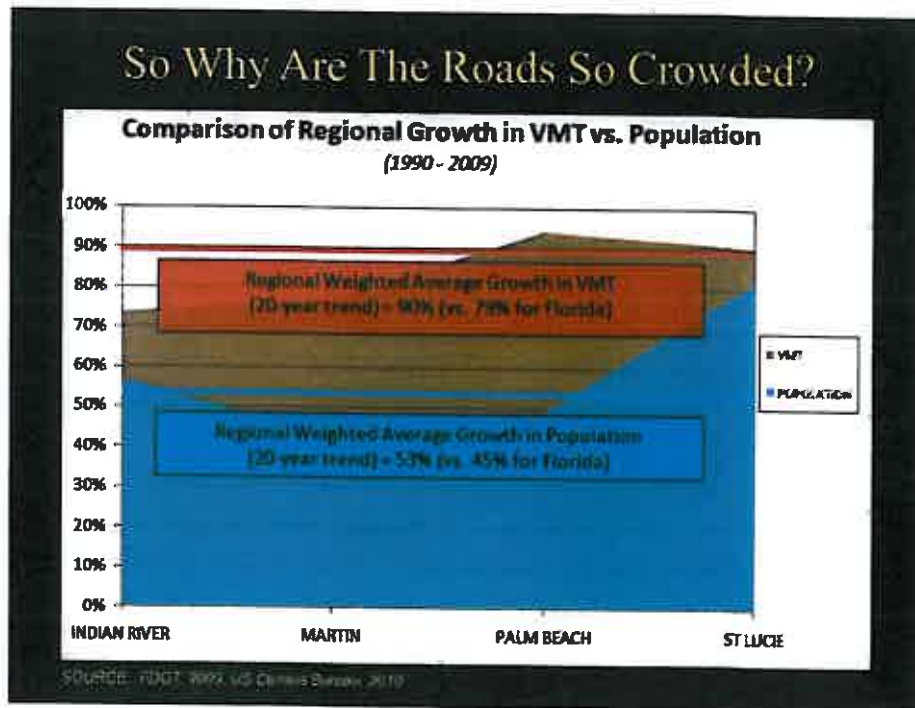
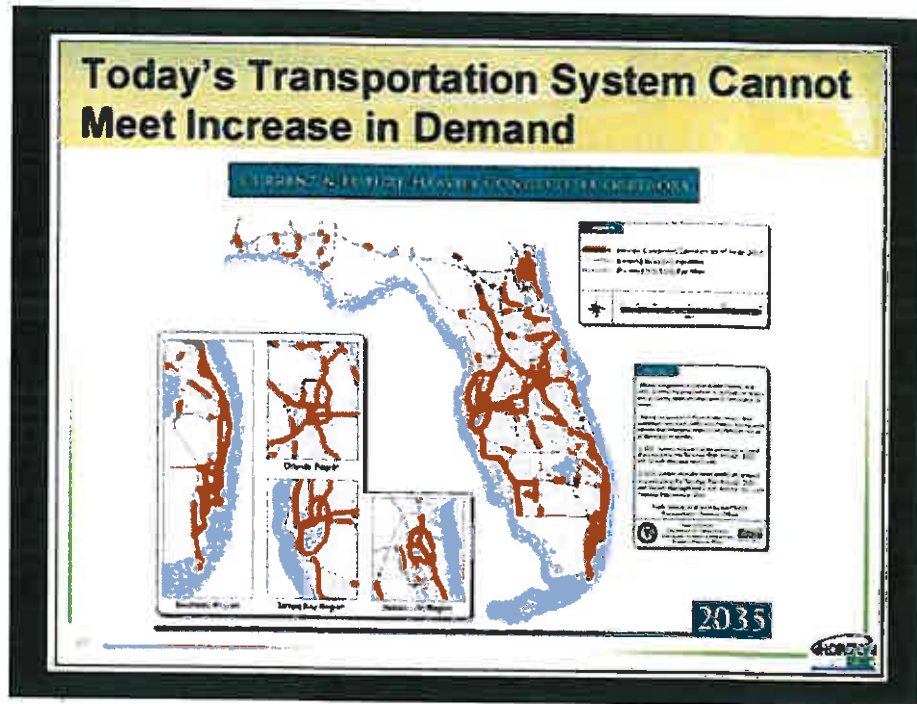


2030




STANZER
© 2008 CINCINNATI, OHIO
2005





The Big Questions:
How Will We Settle the Next
10 (or 20) Million Floridians?
... And How Will They Move?



A Paradigm Shift

Predictability?

Self Serve Cash or Credit

Regular ARM 9

Plus LEG 9

Plus First Born 9

Regular 270¢

Plus 321¢

V-Power 422¢

"Let our advance worrying become advance thinking and planning."
-- Winston Churchill

Is Green on the Agenda?



Taking Transit to Work is the Best Way
to Reduce Household Carbon Footprint


Source: Application International Corporation (2007)

Why Transit?

For Every \$1 Spent on Transit,
There is an \$8 Return

(in increased productivity, reduction of fuel consumption,
increased land values, and reduced road construction)

SOURCE: Cambridge Systematics



Successful (& Sustainable) Economic Regions



Seattle

Research Triangle

Have Successful Transit

Competitive States

Texas
Denton Rapid Rail
Dallas Fort Worth Metroplex
San Antonio
Austin
Houston
Legend:
● 2010-2015 Construction
● 2015-2020 Construction
● 2020-2025 Construction
● 2025-2030 Construction
● 2030-2035 Construction
● 2035-2040 Construction
● 2040-2045 Construction
● 2045-2050 Construction
● 2050-2055 Construction
● 2055-2060 Construction
● 2060-2065 Construction
● 2065-2070 Construction
● 2070-2075 Construction
● 2075-2080 Construction
● 2080-2085 Construction
● 2085-2090 Construction
● 2090-2095 Construction
● 2095-2100 Construction

North Carolina
Raleigh-Durham
Charlotte
Wilmington
Greenville
Spartanburg
Asheville
Winston-Salem
Raleigh-Durham
Charlotte
Wilmington
Greenville
Spartanburg
Asheville
Winston-Salem

Massachusetts
MBTA Commuter Rail System
Boston
Worcester
Springfield
Plymouth
Dorchester
Norfolk
Suffolk
Middlesex
Essex
Hampshire
Hampden
Berkshire
Worcester
Springfield
Plymouth
Dorchester
Norfolk
Suffolk
Middlesex
Essex
Hampshire
Hampden
Berkshire

Maryland
MARC
Baltimore
Washington D.C.
Annapolis
Frederick
Hagerstown
Columbia
Pikesville
Beltsville
Gaithersburg
Rockville
Silver Spring
Bethesda
Farmingdale
Greenbelt
College Park
Bowie
Beltsville
Gaithersburg
Rockville
Silver Spring
Bethesda
Farmingdale
Greenbelt
College Park
Bowie

Have Expanding Transit

Global Competitors ~ Lots of Transit

China - Rail Map
China's HSR Network by 2012
Legend:
● High-Speed Rail
● Conventional Rail
● Metro
● Light Rail
● Tram

European Union - Rail Map
Legend:
● High-Speed Rail
● Conventional Rail
● Metro
● Light Rail
● Tram

Japan - Rail Map
Legend:
● Shinkansen
● Conventional Rail
● Metro
● Light Rail
● Tram

France - Rail Map
Legend:
● TGV
● Conventional Rail
● Metro
● Light Rail
● Tram

Germany - Rail Map
Legend:
● ICE
● Conventional Rail
● Metro
● Light Rail
● Tram

What is TOD ...

Transit Oriented Development

- Walkable "villages" located at & around transit stations in a ¼ to ½ mile ring
- Contains broad mix of uses (such as residential, office, retail, entertainment, civic/cultural)
- Tie-into local transit (Palm-Tran, trolleys)
- Densities appropriate to context
- More compact than surrounding areas
- Built around civic plazas & community spaces
- Appropriate treatment of parking (shared, reduced & structured)



TOD vs. TAD



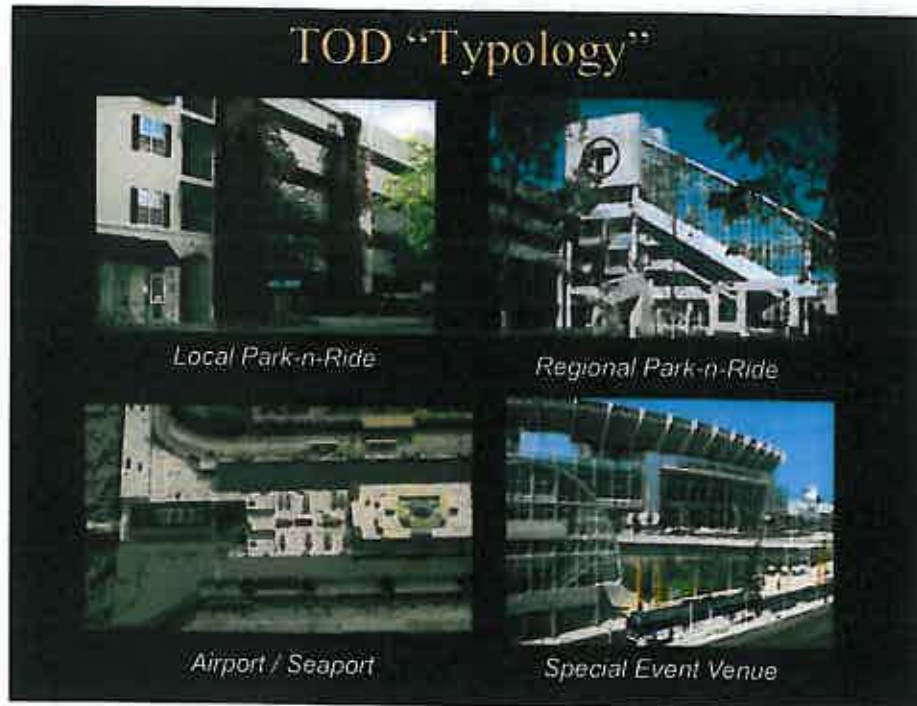
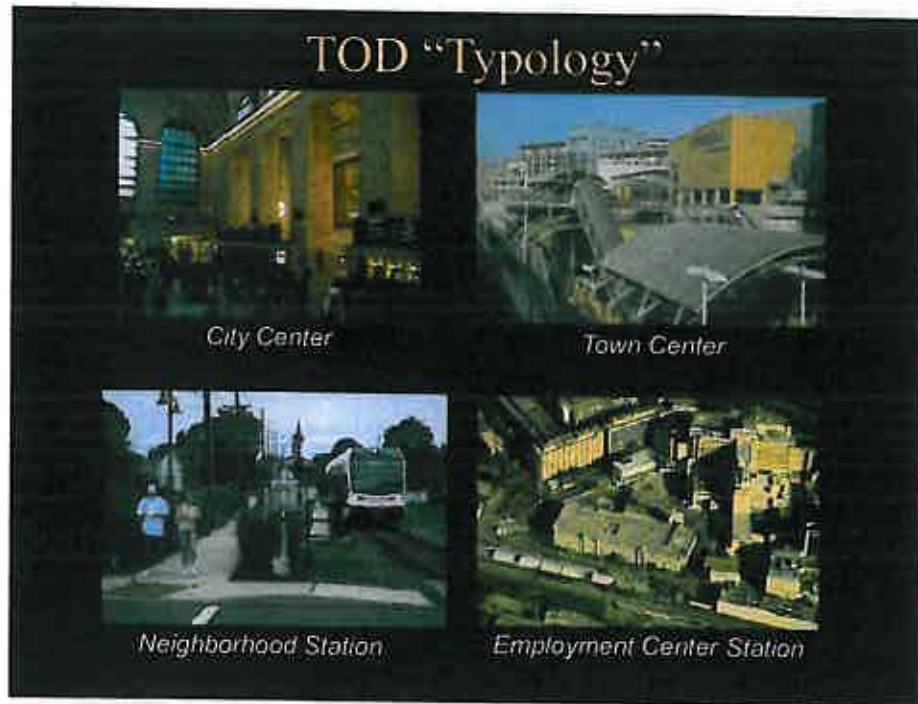
- Transit Oriented Development

vs.

- Transit Adjacent Development



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



Design Features of a Well-Planned TOD

Design Features Of Well-Planned TODs

- **Demographic Suitability**

- Population, households & employment within ½-mile radius around station & in larger transit shed

- **Streets and Blocks**

- Primary focus on pedestrians; cars are secondary
- Streets narrow enough to cross easily on foot
- Continuous sidewalks
- Blocks of 400-600 LF
- ADA accessibility



Design Features Of Well-Planned TODs

• Good Mixture of Buildings and Uses

- Mix of retail, office, restaurants, residential and others
- Creates 18 hours of daily activity
- “Eyes on the Street” provides natural surveillance



Design Features Of Well-Planned TODs

• Building Design & Placement

- Properly located buildings create walkable streets
- Active uses along ground floors; residential & office above
- Continuous “pedestrian itinerary” without large tracts of vacant land or surface parking lots
- Building fronts face other fronts; transition at rear property lines; windows & doors at street edge



Design Features Of Well-Planned TODs

• Proper Parking Placement & Treatment

- Adequate parking, but not an oversupply
- Shared & structured parking (design & economics)
- Located to create pedestrian patrons for businesses

• Additional Considerations

- Tie-in with local transit (bus, trolley, other)
- Public open space
- Civic & cultural uses



TOD



Winter Park, Florida





“FEC/Amtrak” Proposal (FDOT) *Intercity Passenger Rail*



FEC/AMTRAK CORRIDOR PROJECT

EXISTING STATIONS (FEC/Amtrak)

- Jacksonville
- Tallahassee
- Gainesville
- Orlando
- Tampa
- Fort Lauderdale
- Miami



“Tri-Rail” Existing Service (SFRTA) *Regional Commuter Rail*



TRI RAIL SYSTEM MAP

Palm Beach County


Broward County

Miami-Dade County




“SF East Coast Corridor Study” (FDOT)

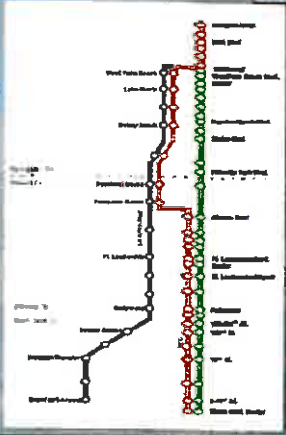
Regional Commuter Rail



Study Process – Refined LPA



- **Base Scenario (Full-Build; Horizon Year 2035)**
 - Maintains Existing Tri-Rail service
 - Provides FEC Local and Flagler Flyer
 - Headways (peak/off-peak)
 - FEC Local: 30/60
 - Flagler Flyer: 30/60
 - Number of stations
 - FEC Local: 30
 - Flagler Flyer: 31
 - Total SFEC stations: 36
 - Crossover Connections
 - Northwood and Pompano
- **Supports System Master Plan Vision**



“Fast Start” Proposal (SFRTA)

Regional Commuter Rail



SFRTA'S FAST START PLAN OPERATIONS PLAN

“Modified” Tri-Rail Service

Mangonia Park – Miami Airport
26 weekly trains
10 stations

Mangonia Park – Downtown Miami
24 weekly trains
10 stations

New FEC Service

Jupiter – Downtown Miami
6 weekly trains
10 stations

Downtown Fort Lauderdale – Downtown Miami
26 weekly trains
10 stations





“All Aboard Florida” Proposal (FEC Industries)

Intercity Commuter Express Rail

100% PRIVATE

6,000 CONSTRUCTION JOBS FOR FLORIDIANS

50 MILLION TRAVELERS

\$6+ BILLION

3 MILLION CARS OFF THE ROAD

ALL ABOARD FLORIDA

ALL ABOARD FLORIDA's route from Tampa to Florida's other major cities is a part of the Florida East Coast Corridor and the direct rail corridor is a first-class private rail service for state and federal.

This private service operating and maintaining passenger rail service will be running in 2015, at no cost to Florida taxpayers.

Access to major international airports, seaports and existing commuter rail systems like Metrolink and SunRail.



TRANSPORTATION COAST REGIONAL PLANNING COMMISSION
TCRPC
REGIONAL PLANNING COMMISSION

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