

Evaluation & Appraisal Report (EAR) Major Issue # 6 –



The Need to Develop a “Transit Ready” Community

July 3, 2007

EAR Major Issue #6 – Transit Ready

<u>Existing Comp Plan policies apply only to Indiantown Road:</u>	<u>New Policies will apply to the entire Town and also provide:</u>
Shuttle Bus program and Bicycle Master Plan	Transportation linkage systems: trains, buses, trolleys, water-taxis, boats, bicycles, pedestrians.
Incentives for pedestrian improvements.	Density Incentives for Workforce Housing along transit and adjacent to transit stations.
Parking connectivity and Shared parking	Maximums <u>and</u> minimums for calculating off-street parking spaces.
Transit facilities	Transit facilities and Design streets for people <u>and</u> cars.

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Promote Transit-Oriented Development (TOD):

- Encourage uses that support transit and transit users along transit lines
- Allow density bonuses for workforce housing near transit
- Provide pedestrian connections between station and home/work
- Develop a Transit Oriented Development (TOD) Master Plan
- Coordinate planning: Tri-Rail, PalmTran, Trolley



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**Promote Transit-Oriented Development (TOD) –
*proposed policies***

Future Land Use Policy 1.18.1 Encourage greater densities and intensities around regional transit stations.

Future Land Use Policy 1.18.2 Develop criteria which will guide the location of transit-oriented development.

Future Land Use Policy 1.18.3 Encourage Transit Oriented Development (TOD) that provides a development pattern with a mix of uses located within a ¼ mile radius of transit stations. Such uses may include but not be limited to: housing, retail, office, institutional and restaurant to provide 18 hours of daily activity.

Future Land Use Policy 1.18.4 TOD projects shall be designed utilizing the principles of traditional urban design to achieve a pedestrian friendly environment to support transit users.

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**Promote Transit-Oriented Development (TOD) –
*proposed policies - continued***

Housing Policy 1.1.5 Provide opportunities for density bonuses for the development of affordable/workforce housing in proximity to transit.

Intergovernmental Coordination Policy 2.3.3 Coordinate with Tri-Rail, the Treasure Coast Regional Planning Council (TCRPC), Palm Tran and the Palm Beach County MPO as appropriate with regard to the siting of a Tri-Rail Station and expansion of Palm Tran bus service and local trolley service in the Town.

Intergovernmental Coordination Policy 2.3.4 Coordinate with the TCRPC to encourage the development of transit supportive land uses (Transit Oriented Development - TODs) proximate to Tri-Rail stations in the Town.

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Create “Transit-Ready” Community:

Promote water taxis, public docks, bicycle facilities, pedestrian routes

Provide docking facilities, bike trails, and pedestrian paths

Discourage excess off-street parking

Design streets for people, not just for cars

Provide passenger shelters



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**Create “Transit-Ready” Community –
*proposed policies***

Transportation Policy 2.3.1 Continue to develop and encourage transportation linkage systems, including trains, buses, trolleys, water-taxis, boats, bicycles and pedestrians. Require commuter parking, docking facilities, and bicycle racks that support these multi-modal systems.

Transportation Policy 2.3.2 In the Town parking program, encourage the development of maximums for the amount of off-street parking provided, to encourage less dependency on automobiles and more shifts to other forms of transportation.

Transportation Policy 2.3.3 Encourage the development of streetscape pattern matrix to categorize and address the pedestrian feel of the different classification of Town roadways.

Transit-Oriented Development

*What Is It &
Why Does It Matter for
The Town of Jupiter?*

TREASURE COAST REGIONAL PLANNING COUNCIL



What is TOD?

Transit-Oriented Development

- 
- **Mixed-use development within a quarter- to a half-mile of a transit station**
 - **Pedestrian friendly & walkable**
 - **Significant amount of housing, especially workforce housing**
 - **Shared &/or structured parking**
 - **18 hours of activity (mix of residential, retail, office uses)**

TOD Benefits & Objectives

Increase ridership ... get people living &/or working as close as possible to transit stop

Provide convenient services (e.g., cleaners, shoe repair, child care, video rental, groceries)

- Add civic, cultural, & entertainment uses
- Multi-modal integration with other forms of transit
- Make it pedestrian-friendly & fun to use



TOD vs. TAD



- Transit Oriented Development
- vs.
- Transit Adjacent Development
 - Auto-oriented uses
 - Large surface parking lots
 - Suburban office campuses
 - Big-box format retail
 - Freight distribution/warehouse
 - Pedestrian unfriendly

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

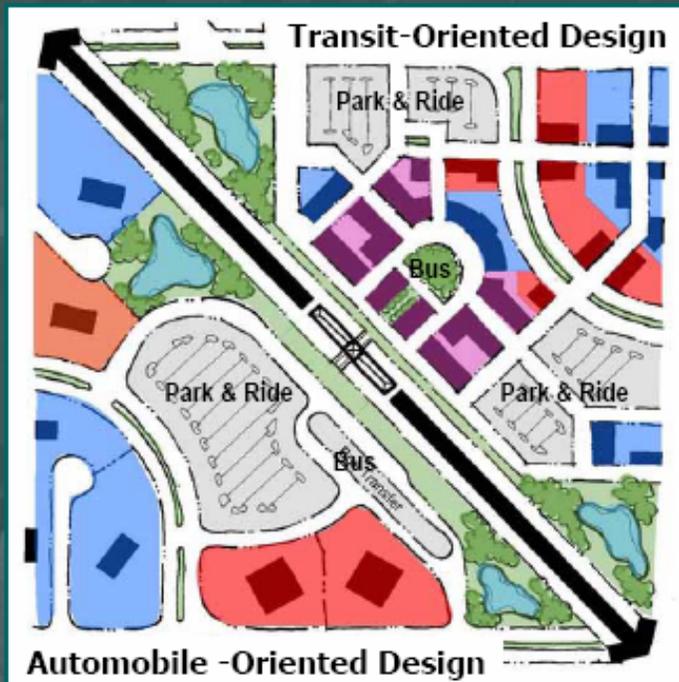


Design Features Of Well-Planned TODs

- **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



Auto or Development Oriented?



- Both designs:
 - ▶ Same land uses
 - ▶ Same transit
 - Rail station
 - 800 Park & Ride
 - 12 Bus Transfer
 - ▶ Same cost
- One encourages TOD at the station
- One separates the station from the community

TOD => Higher Property Values

- Dallas:
 - 53% TOD office property premium 1997-2001
 - 39% increase in TOD residential rents
- San Jose:
 - TOD premium 23% on commercial rents
- Chicago:
 - \$36K premium to live within 500 ft. of station
- Pleasant Hill HART:
 - \$5K within 1 mile of station pay 10% "Proximity Value Premium"
- Denver:
 - \$10,000/unit premium on sale of Englewood apartment complex

Overall, TOD's are becoming the fastest-appreciating properties in metro regions across the US, averaging 15-30% premiums over comparable non-transit sites

Every TOD is unique,
varies by context,
and reflects its market...

TOD Typology



Urban Downtown
Grand Central Station, NYC



Urban Neighborhood
Mockingbird Station, Dallas, TX



Suburban Town Center
Market Commons, Arlington, VA



Streetcar Suburb
The Crossings, Mountain View, CA

**Why is TOD
Important for
the Town of Jupiter,
Palm Beach County,
& the Region?**

Ridership & System Viability

- **Increases potential riders – especially “choice riders” around stations**
- **Allows transit to replace auto trips**
- **System becomes safer & more attractive with “natural surveillance”**

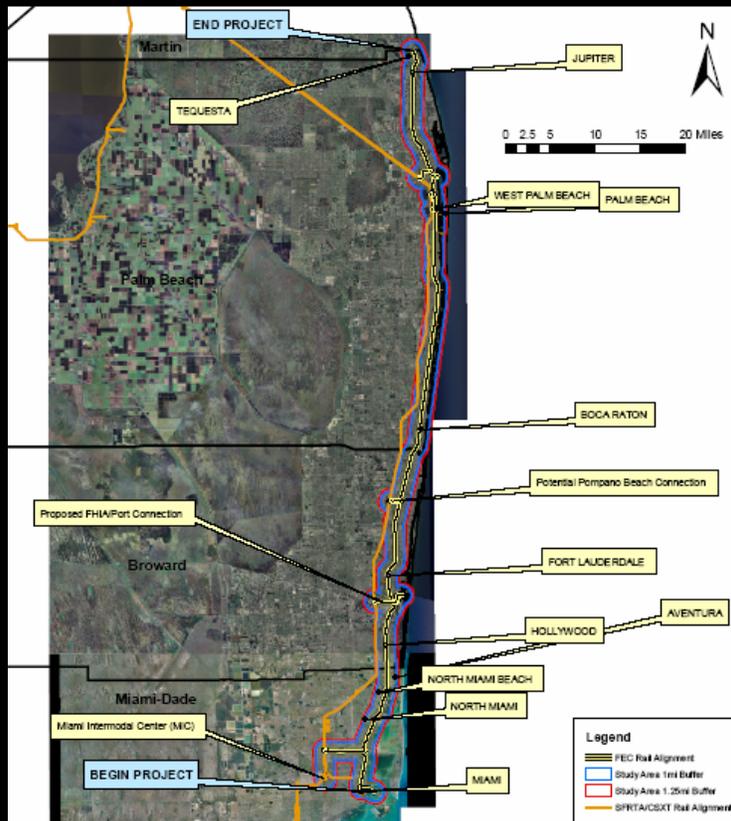


Money & FTA Ratings

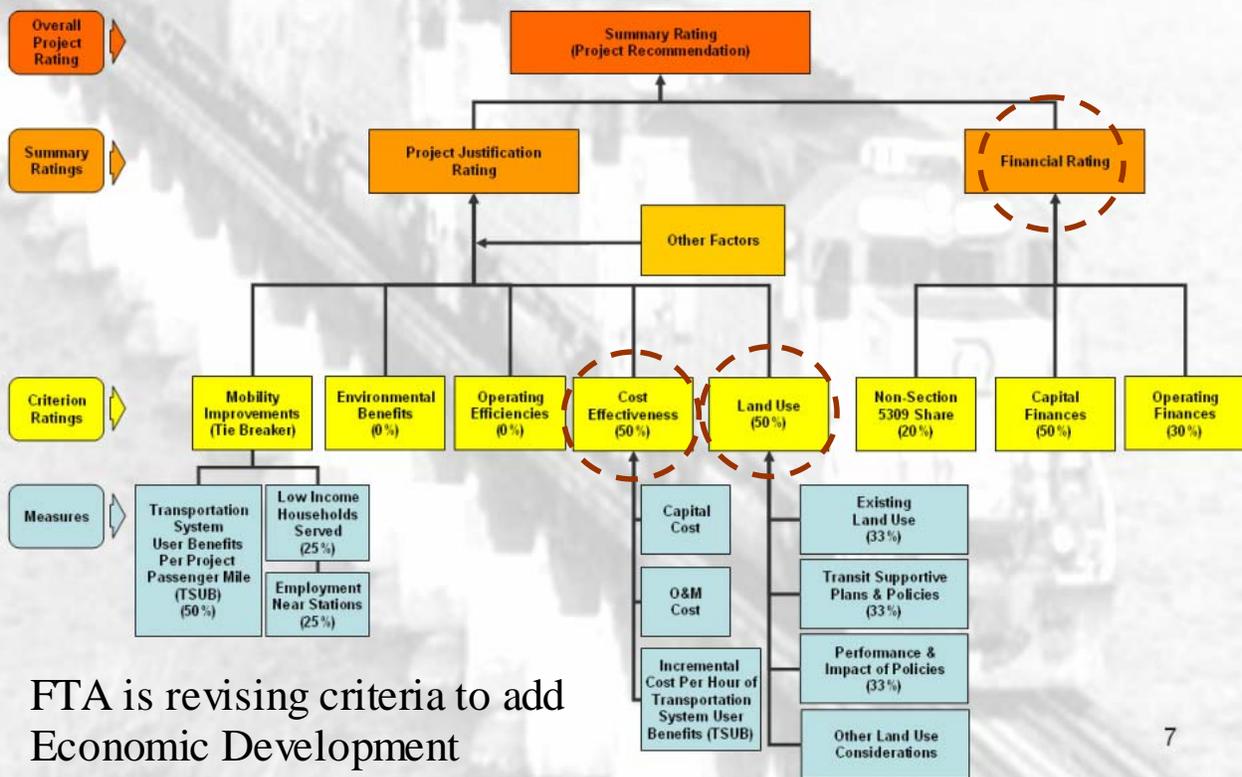
- **Increases potential (FTA* rating points) for funding system expansion**
- **Increases FTA land use rating**
 - Since 1997, the FTA has reviewed land use when evaluating new funding applications.
 - Regions compete with each other for funding.

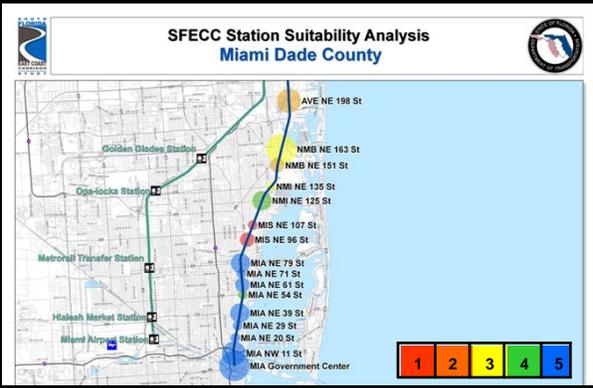
*FTA = Federal Transit Administration

South Florida East Coast Corridor Study (a.k.a. FEC Corridor)



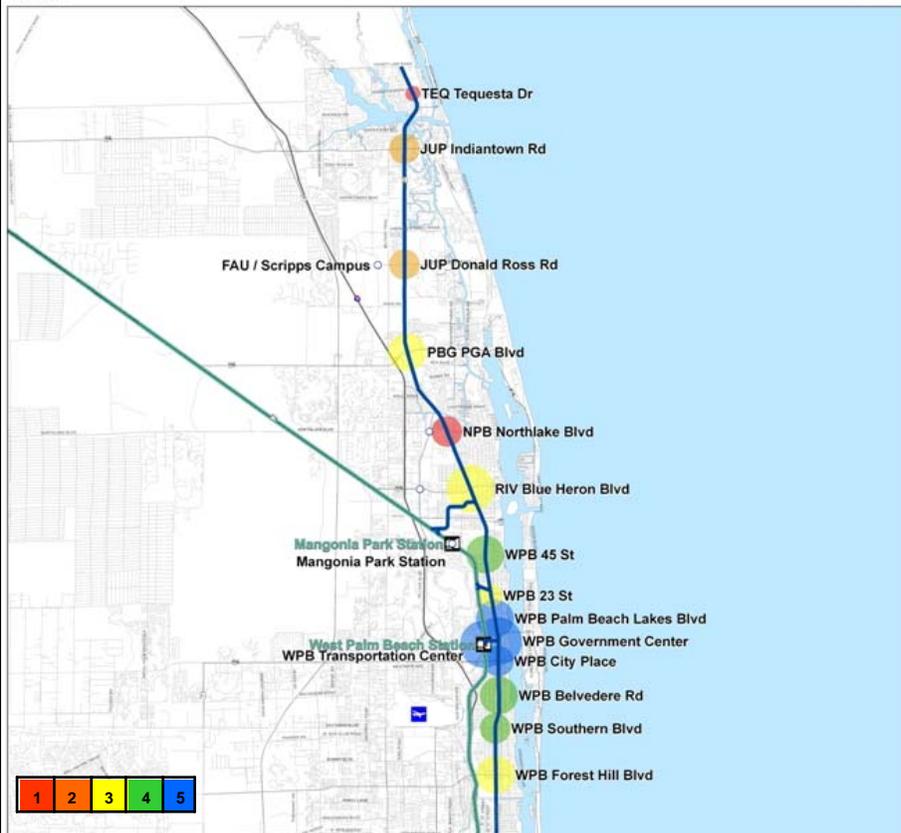
FTA New Starts Evaluation & Rating Framework







SFECC Station Suitability Analysis Palm Beach County

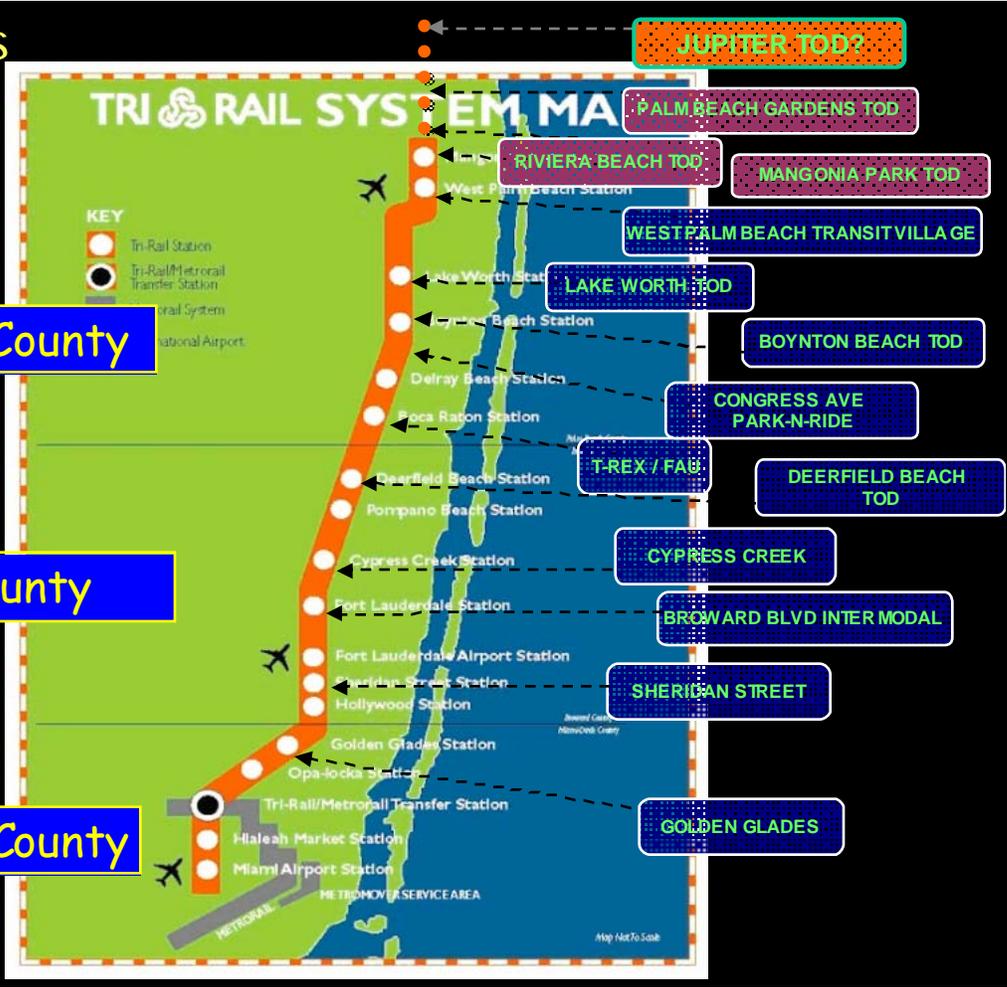


Tri-Rail TODs (as of 2007)

Palm Beach County

Broward County

Miami-Dade County



A Bird's Eye View
of the
Town of Jupiter

Potential Jupiter Tri-Rail/Transit Station Locations

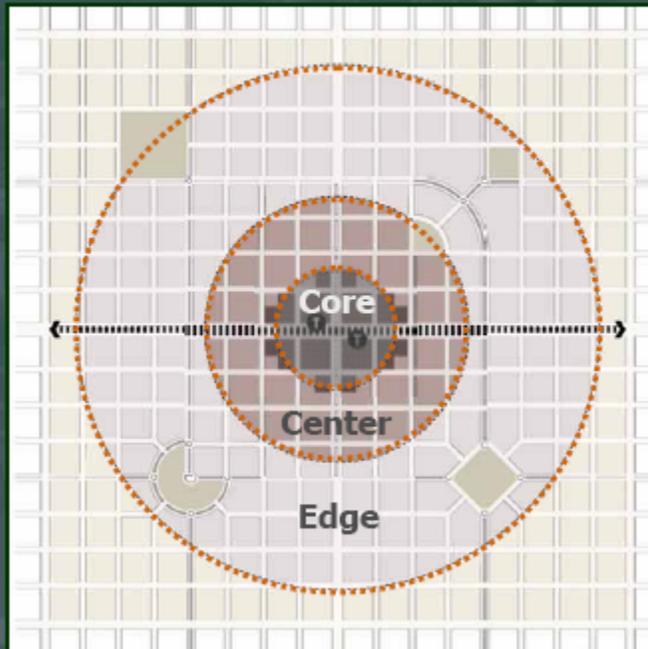


Site Evaluation Criteria

1. Ability to Accommodate Station
2. TOD Potential at Station
3. Potential of TOD District (TOD District has ½-mile radius; TOD Area has 1.5-mile radius)
4. Density & Scale of Potential TOD District (existing and future)
5. Proximity to Major Destinations
6. Multi-Modal Interconnectivity
7. Station Visibility & Accessibility
8. Consideration of Comp Plan Regulations
9. Consideration of LDRs
10. Other Planning Considerations

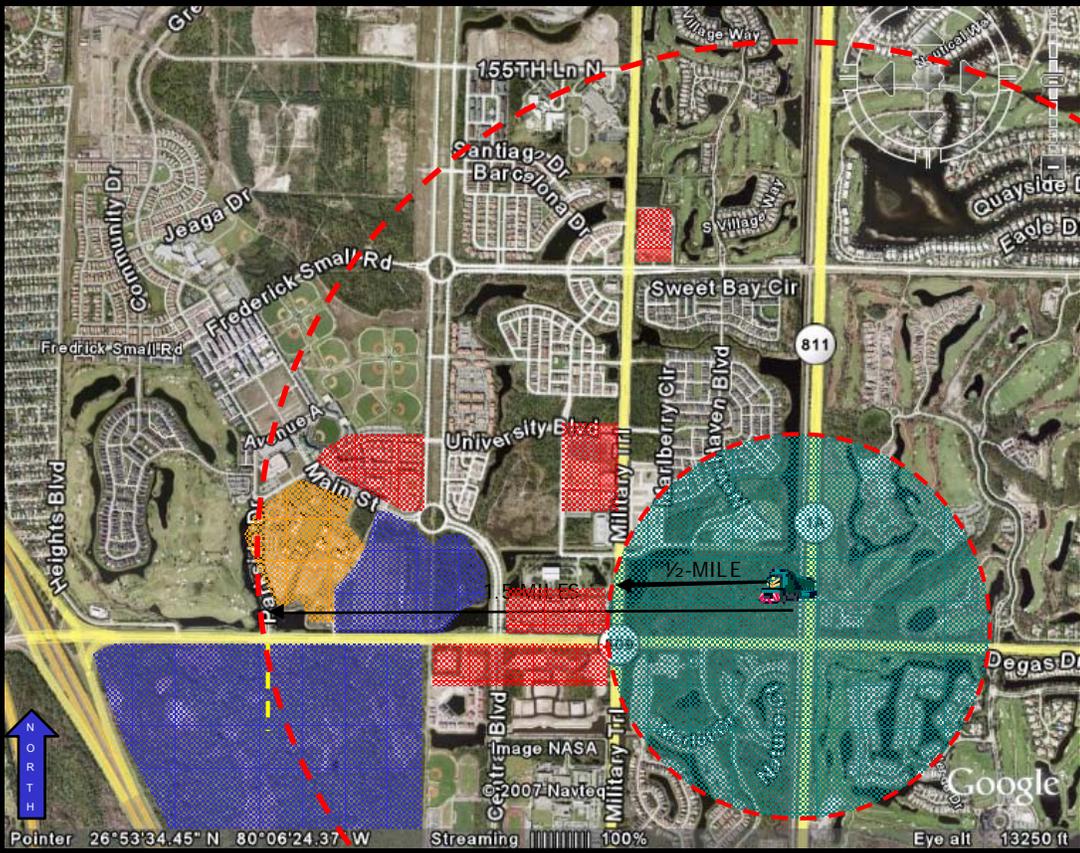
Core Center Edge

- Core:
Up to 600 ft
greatest intensity
- Center:
600 to 1500 ft
intermediate
intensity
- Edge:
1500 to 2600 ft
greater than
community average
of intensity

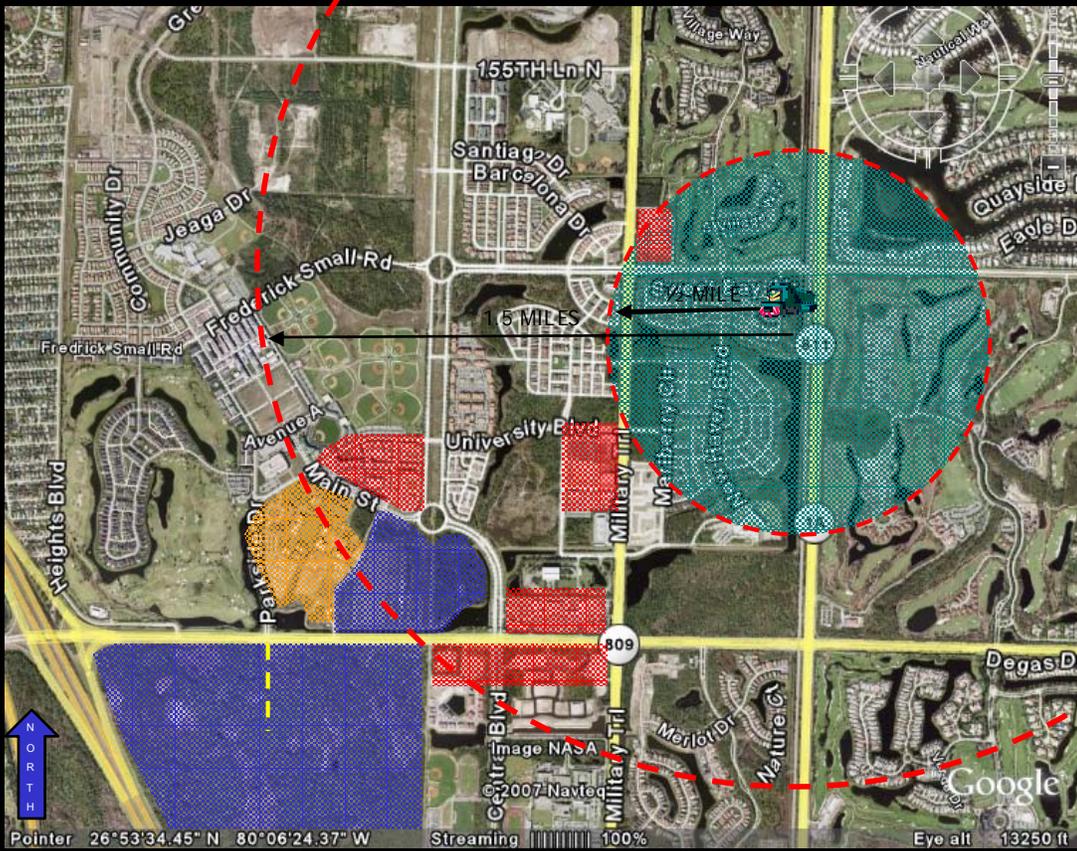


Quarter-Mile = 1320' Half-Mile = 2640'

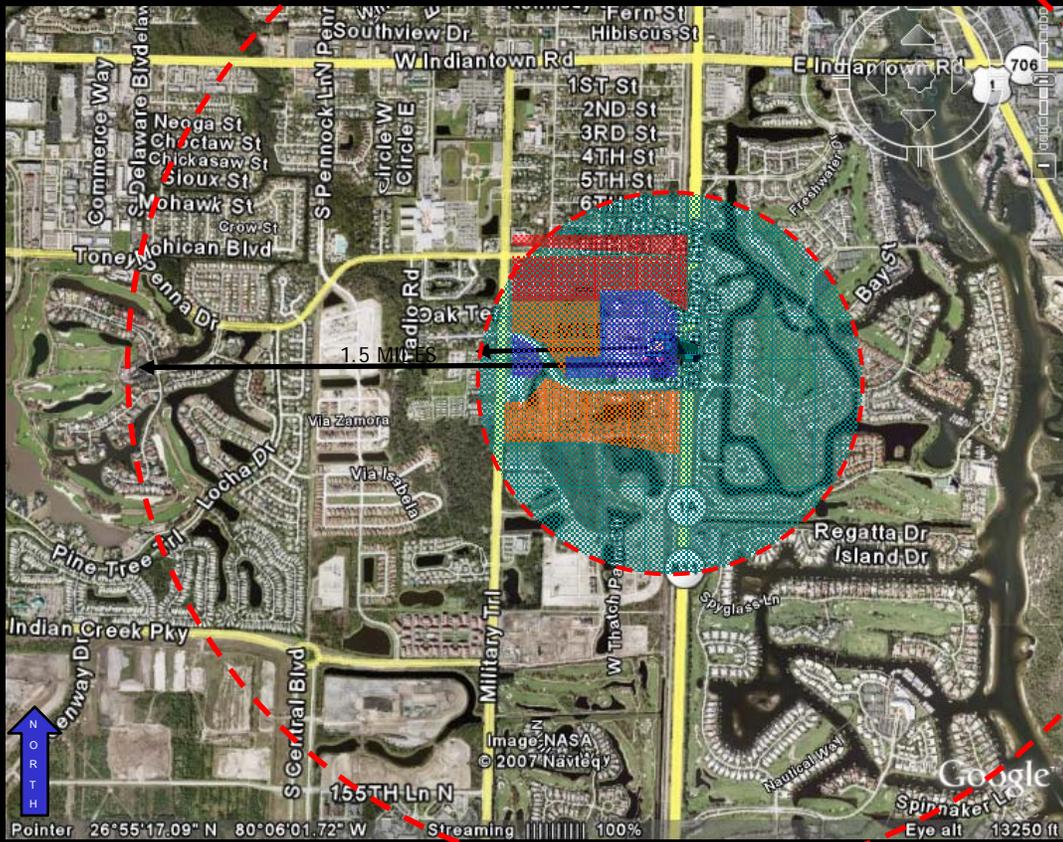
#1: Abacoa Preserve Site



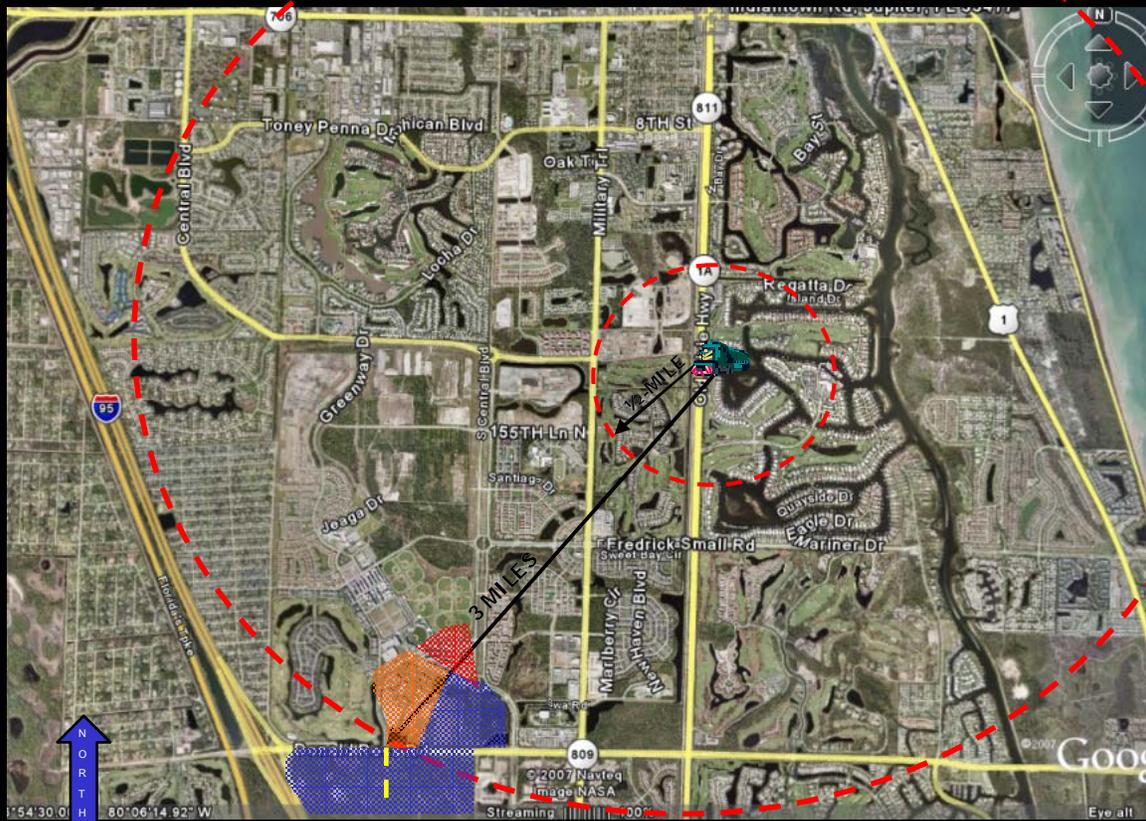
#2: Abacoa DRI Station Site



#3: Jupiter Medical Center Site



#3: Jupiter Medical Center Site



TCRPC Preliminary Findings

- None of the 3 sites provide pedestrian access to Scripps, FAU, Briger or Abacoa Town Center
- Only JMC site provides pedestrian access to major employment (JMC)
- JMC site has most transit-oriented residential, riders within pedestrian shed & greatest potential for redevelopment (& still provides access to southern destinations)

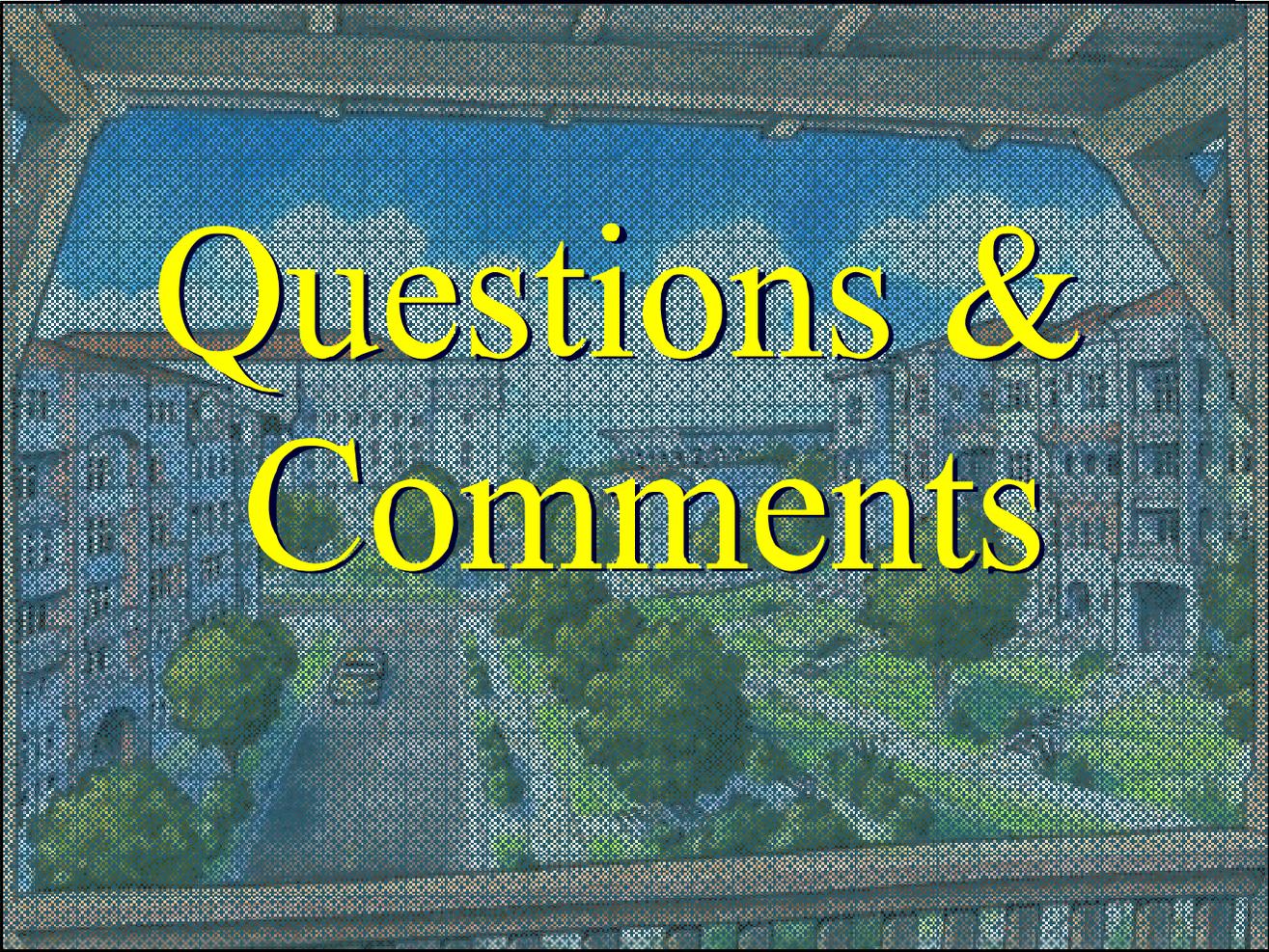
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Questions

Are greater densities and intensities supported around transit stations?

Is any more information about the three proposed Tri-Rail station locations needed?

Should staff study any additional locations for a Tri-Rail station?



Questions & Comments