



## TEXT AMENDMENT AMENDMENT ROUND 07-1

---

**BCC TRANSMITTAL HEARING, APRIL 18, 2007**

### I. General Data

---

**Project Name:** Transit Oriented Development Text Amendment

**Request:** Text amendment to the Transportation Element, and the Future Land Use Element, of the Comprehensive Plan

**Project Manager:** Jorge Perez, AICP

**Staff Recommendation:** Staff recommends *approval* based on the findings and conclusions presented in this report.

**Motion:** To *transmit* the proposed amendment.

### II. Item Summary

---

**Summary:** To hold a public hearing on the proposed text amendment to:

- 1) Revise Policy 1.2-d of the Transportation Element to allow Transit Oriented Developments to be approved when roads and intersections operate at up to 30% above a D Level of Service (LOS).
- 2) Revise Policy 2.4-d of the Future Land Use Element to further define the elements that qualify a development as Transit-Oriented, including: site planning, parking, mix of uses, master planning, and certain uses.

The specific proposed revisions are reflected in Exhibit 1, which will become the exhibit of the adopted ordinance.

**ULDC:** Currently, all fixed-route station areas are located within incorporated Palm Beach County. Municipalities wishing to create a Station Area Master Plan would adopt their transit-oriented Land Development Regulations prior to Master Plan approval by Palm Beach County. There will be no impacts to Palm Beach County's ULDC as a result of this amendment.

T:\planning\AMEND\07-1\reports\bcctran\07-1\_bcctran\_revTOD.doc

### **III. Hearing History**

---

**Local Planning Agency:** Scheduled for 4/13/07

**Board of County Commissioners Transmittal Public Hearing:**

**The Department of Community Affairs:**

**Board of County Commissioners Adoption Public Hearing:**

### **IV. Background/History**

---

Palm Beach County provides its residents and visitors with several types of public transportation- from on-demand service to rail transit, there are various alternatives to automobile use. Within the county's municipalities, there are six (6) Tri-Rail stations serving the east portion of the county.

Currently, rail transit operates largely as a "park and ride" facility, where users' end destinations are far from the Tri-Rail stations. The proposed text amendment seeks to promote the placement of development that is located within walking distance from the Tri-Rail station, to further integrate these stations with the neighborhoods in which they are located. A mix of commercial, office and residential uses in close proximity to the stations means that more residents will have the option of either living near their transit stop, using Tri-Rail for entertainment, and/or taking more desirable jobs anywhere along Tri-Rail stations. The placement and mix of uses near rail stations is expected to ultimately reduce car trips on roads near the train stops. In the shorter term, the language proposed would allow these uses to impact the adjacent road network up to 30% above the adopted Level of Service (LOS). Additionally, the amendments proposed here are in conjunction with amendments proposed or adopted in other jurisdictions served by Tri-Rail, ensuring a system-wide approach to integrating rail transit with land uses.

It is important to note the FDOT Strategic Intermodal System has been recently expanded to include all roadways connecting to Tri-Rail stations (termed "short connectors"), which has moved regulatory concurrency to FDOT. FDOT is currently developing appropriate concurrency criteria to address TOD projects developed at Tri-Rail stations that may impact these connectors.

## V. Data and Analysis

---

### A. Consistency with the Comprehensive Plan

The following objective and policies from the Transportation Element are relevant to the proposed amendment:

**Policy 1.1-h:** The County shall maintain a level of service, for the purpose of concurrency management, that requires mass transit services be available to accommodate a minimum of ½% of the total trip demands.

**Policy 1.2-d:** The Board of County Commissioners finds that under certain limited circumstances dealing with transportation facilities, countervailing planning and public policy goals may come into conflict with the requirement that adequate public facilities be available concurrent with the impacts of such development. The Board of County Commissioners further finds that under certain circumstances, lower level of service standards for specific roadway segments and intersections are appropriate. Consequently, this policy provides for lower transportation facilities level of service standard for certain purposes on roadway segments and intersections:

1. For the public purpose of allowing public and private schools (whose primary purpose is to provide kindergarten, elementary, or high school education) to be constructed, the level of service standard permitted on affected segments and intersections shall be up to 30% above the LOS D volume on those segments and intersections.
2. There is a public purpose to allowing hospital (as defined in Article 1 of the Unified Land Development Code) and hospital-related uses to be constructed or expanded on the original campus or on parcels contiguous to the campus which shall provide interconnectivity. In these cases, the level of service standard permitted on affected segments and intersections shall be up to 30% above the LOS D volume on those segments and intersections. Any project utilizing this exception and significantly impacting Strategic Intermodal System (SIS) facilities shall be required to address its impacts on SIS facilities pursuant to ULDC.

**Policy 1.2-m:** The City of West Palm Beach Transportation Concurrency Exception Area (TCEA) is hereby established and designated as shown on TE Map 15.1 and TE Map 15.2 in the Map Series (additional maps of the TCEA can be found in the Support Document Figures TE-S 6.1 and TE-S 7.1), subject to: 1) the City maintenance of a residential/non-residential ratio minimum, 2) City participation/ support of motor vehicle capacity increases as indicated in the City's TCEA and the applicable portions of Section II.A.6.d.6 of the Support Document, and 3) the following sub-policies: *[9J-5.0055(6)]*

1. Palm Beach County shall evaluate the annual reports of the City of West Palm Beach's Traffic Management System (TMS) and the Buildable Areas Monitoring Table and other appropriate materials as provided by the TCEA policies identified in the various elements of the City's Comprehensive Plan, and determine conformance with the TCEA policies of the City's and the

County's Comprehensive Plans and Section II.A.6.d.6 of the County's Support Document.

By May 2000, the City shall develop a Traffic Management System (TMS) for the purpose of monitoring motor vehicle operations within the Downtown. The City shall prepare an annual report to determine the necessary measures to effectively manage vehicular traffic operations and evaluate the Traffic Management System. The City shall distribute the report to the Florida Department of Community Affairs, Palm Beach County, and other interested agencies, within three months of the anniversary of the effective date of the TCEA. Based on the results of the traffic monitoring report, the City will pursue strategies including, but not limited to, the following:

- a. change motor vehicle signalization devices;
  - b. promote public transit services;
  - c. encourage transportation mode options
  - d. implement an employer-based Transportation Demand Management (TDM) activities;
  - e. develop a centrally-managed system of strategically located parking facilities; and
  - f. facilitate capital projects and street modifications in keeping with the Transportation Vision
2. Five years from the effective date of the City's TCEA, the City shall achieve a built ratio of residential to non residential development of no less than the 1995 ratio of .33 (the baseline ratio). If the built ratio is lower than .33 at that time, no building permits shall be issued for new development (not including renovation) in downtown which represent a ratio lower than the next baseline, until such time that a recalculation of built units and floor space yields at least a built ratio of .33.

Every two years ("reporting period") following the fifth year from the effective date of the City's TCEA, the City shall increase its baseline ratio by .03 until the baseline ratio is .46 by the year 2010. Thereafter, .46 will be the baseline ratio, If the baseline ratio is not met by the end of each reporting period, then no building permits shall be issued for new development in downtown which represent a ratio lower than the next baseline ratio, until such time that a recalculation of built units and floor space yields at least the baseline ratio. This annual report shall be based on total built units as of one month prior to the end of the reporting period.

3. In the event Palm Beach County determines that the City has not complied with the TCEA policies of the City's and the County's Comprehensive Plans and Section II.A.6.d.6 of the County's Transportation Element Support Document, the County's Comprehensive Plan policies creating the TCEA will be re-evaluated.
4. In the event the City seeks to reduce the number of lanes on Okeechobee Boulevard from Tamarind Avenue to Dixie Highway, a CRALLS designation will be required.

**Policy 1.2-o:** The Unified Land Development Code (ULDC) shall contain provisions to exempt developments located within urban infill, urban redevelopment, existing urban service, or downtown revitalization areas which pose only special part-time demands on the transportation system from the transportation concurrency requirements.

**Policy 1.2-p:** The County shall include provisions in the ULDC which may allow a project to be exempted from transportation concurrency requirements provided that the project otherwise is consistent with the adopted Comprehensive Plan and demonstrates that it will promote public transportation pursuant to ss.163.3180(5)(b) F.S, and 163.3164(28) F.S. The following criteria shall be used to determine compliance with the statute for this exception:

1. All projects must be located within the County's Urban/Suburban Tier and be adjacent to (i.e., abutting or separated only by other public or governmental rights-of-way) the Tri-County Commuter Rail Authority line, or be adjacent to a street which is served by Palm Tran; and
2. All projects shall provide a site to Tri-Rail at the project site adjacent to the Tri-Rail tracks for a station platform, ticket booth, parking for at least 400 automobiles. When a project is not adjacent to Tri-Rail, it shall provide a bus stop facility capable of handling two or more Palm Tran buses at a time with a covered waiting area of sufficient size to accommodate at least 10% of its employees; and
3. The project shall provide a financial incentive in the form of a subsidy of at least 50% of the annual ticket cost to at least 15% of the persons employed at the project site for riding Tri-Rail and/or Palm Tran to and from the project site a minimum of 200 working days per year. As an alternative, the development may provide equivalent funds directly to Palm Tran to subsidize this service; and
4. The project shall provide a ride-sharing information service to persons employed at the project site; and
5. The project shall provide emergency transportation to those employees using mass transit, ride sharing, or other alternative modes of transportation (i.e. bicycles or pedestrian); and
6. The project shall apply access management techniques along all roadways fronting the project; and
7. The project shall provide external pedestrian access to the project, as well as an internal pedestrian system, accommodating persons with disabilities, as well as persons using alternative modes of transportation to the automobile; and
8.
  - a. Projects which promote economic development through job creation shall, at a minimum, be of 200 acres in size, and create, at project build-out, an estimated 5,000 jobs at the project site; or,
  - b. Projects developed by a not-for-profit agency in order to provide essential public services shall, at a minimum, be of 20 acres in size, and create, at build-out, an estimated 2,000 jobs at the project site; and

9. The project may be a mixed-use project, incorporating residential and/or commercial components. However, in no event shall residential and/or commercial retail uses combine to comprise more than 45% of the gross floor area; and
10. The project shall not be located within the Coastal High Hazard Area.

Projects utilizing this exemption may be required to provide roadway, intersection, and/or signalization improvements to minimize their impact on the road network. They shall also provide a transportation analysis that illustrates their impact on the Florida Intrastate Highway System to ensure that those impacts are considered in the approval process.

**Policy 1.3-b:** Transportation Systems Management (TSM) strategies that include optimization of traffic signal systems, turning lanes, ridesharing and other innovative transportation system management activities shall continue to be implemented by the appropriate agencies within Palm Beach County. *[9J-5.019(4)(c)7 F.A.C.]*

**Policy 1.3-c:** The County shall coordinate transportation demand management strategies with land use strategies. Examples include density and intensity of land uses, parking supply and increasing transit attractiveness. *[9J-5.019(4)(c)6 F.A.C.]*

**Policy 1.3-d:** The County shall promote programs which reduce per capita vehicle miles traveled (VMT) and discourage single occupant vehicle trips, recognizing that these programs assist in reducing the overall air quality emissions. This can be accomplished through supporting Tri-Rail, bicycling, alternative fuels, ridesharing, alternative work hour programs, public transit, parking management and other transportation control measures. *[9J-5.019(4)(c)6 F.A.C.]*

**Policy 1.3-h:** Palm Beach County shall consider intermodal terminals and access to intermodal facilities, where applicable, in its assessment of future transportation needs within Palm Beach County. *[9J-5.019(4)(c)14 F.A.C.]*

**Policy 1.4-f(2):** The County, through the MPO, shall give priority to capacity increases required to complete the Interstate Highway System and to other projects in urban areas that integrate and improve access to multiple modes of transportation.

**Policy 1.4-h:** The County shall discourage the use of dead-end streets, loop streets, and oversized blocks in favor of through-streets and shorter blocks; provide cut-throughs for pedestrian access to transit; and promote landscaping of rights-of-way. *[9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]*

**Policy 1.5-c:** Palm Tran shall continue to provide and plan for bus service to Tri-Rail stations and to major traffic generators and attractors in the County. *[9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]*

**Policy 1.5-d:** The County (through Palm Tran) shall consider increasing the number of park-and-ride facilities and increasing the number of buses connecting to Tri-Rail as means to encourage greater use of mass transit. *[9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]*

**Policy 1.5-j:** The County (through Tri-Rail and its coordination with the MPO) shall continue to design and implement a program of incentives to encourage the use of rail

modes of transportation. The measurement of the success would be through increased usage of the rail modes of transportation.

**Policy 1.5-k:** Tri-Rail and Palm Beach County (through participation on Tri-Rail's governing board) shall regularly coordinate and analyze all reviews of ridership, revenues and costs, and user characteristics relative to the operations of Tri-Rail to determine the feasibility of expanding service.

**Policy 1.5-l:** Palm Beach County shall seek to achieve consistency and coordination between the South Florida Rail Corridor's Double Track Master Plan and this Comprehensive Plan. *[9J-5.019(4)(c)11 F.A.C.]*

**Policy 1.9-j:** As development occurs, the County shall improve pedestrian linkages between residential and non-residential developments as well as connections within neighborhoods by: 1) increasing the number and quality of pedestrian paths or sidewalks; 2) eliminating physical barriers; and 3) locating transit stops within easy walking distance to all residences. *[9J-5.019(4)(c)5 F.A.C.]*

**Policy 1.9-k:** The County shall encourage the design of mixed use and multi-use developments and planned developments to be of a pedestrian scale and design by incorporating transit stops and sidewalk connections that follow the accepted general threshold for pedestrian access: 1) approximately five minutes walking time or 2) one quarter mile of distance walked. *[9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)9 F.A.C.]*

**Policy 1.9-l:** For new residential developments, the County shall encourage cut-through linkages for pedestrian and bicycle access to transit. The County shall also encourage developers of new master plans to include specific circulation planning for pedestrian and bicycle access. *[9J-5.019(4)(c)5 F.A.C.]*

**Policy 1.13-m:** By January 2000 the County shall consider adopting Transit Oriented Development (TOD) guidelines that will be consistent with the County's growth management efforts. *[9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]*

## **B. FUTURE LAND USE ELEMENT**

**Policy 1.2-l:** The Unified Land Development Code shall be amended to require that new development or redevelopment of non-residential uses within the Urban/Suburban Tier strengthen the relationship among buildings and their relationship to the street, where appropriate. This shall be accomplished to increase transit accessibility, pedestrian orientation, and promote creation of community spaces through consideration of the elements listed below.

1. Utilize building mass, placement, and orientation, build-to lines and setbacks to increase walkability, provide spatial definition along streets, and create squares or greens at a human scale;
2. Create a distinct sense of identity and delineate the pedestrian system within and along public spaces and streets thereby encouraging pedestrians to walk between stores and other uses. This may be accomplished by placing human-scaled elements, such as light fixtures, casual seating, gathering spaces, water features, statuary, and landscaping;
3. Link the commercial center to adjacent land uses, provide convenient access to transit stops and off-site pedestrian and bicycle systems; and,

4. For new commercial areas, the amount of parking in the front of the building shall be limited to strengthen the relationship of the building to the street; provide for the dispersal of parking shared between adjacent businesses; and, reduce the number of curb cuts and expansive surface parking areas.

**Policy 2.4-d:** By December 2007, the Planning Division shall develop criteria to encourage Transit Oriented Developments to be located within a reasonable walking distance of a fixed transit node to increase the use and efficiency of mass transit.

### **C. DATA AND ANALYSIS**

As indicated in the report, the proposed change will allow for a lower traffic level of service standard for the construction of Transit Oriented Development (TOD) in areas where otherwise construction would not be permitted due to traffic constraints.

The proposed amendment will modify Transportation Element Policy 1.2-d to establish a lower level of service for roadways and intersections that might be affected by the construction of TOD projects. Specifically, the policy will establish a lower level of service standard up to 30% over the Level of Service D for affected intersections, for the purpose of allowing TOD developments to be constructed.

Construction of development that supports the use of rail transit may cause additional traffic impacts (where volumes are at or above capacity). When those impacts affect roadways and intersections that are working at capacity or over capacity, the development must seek a modified LOS from the Board of County Commissioners. Requesting an amendment to lower the LOS for roadways and intersections, affected by a TOD, is a lengthy process and can delay the construction schedule, or lead to auto-oriented development. The proposed amendment attempts to address the need to provide this essential public service.

Regarding impacts of specific developments, the impact will not be quantified until a specific TOD project comes through the concurrency system for specific approvals. The proposed policy, therefore, is general in nature so that TOD Station Area Master Plans can utilize it in order to provide an essential public service.

## **VI. Public And Municipal Review**

---

**Intergovernmental Plan Amendment Review Committee (IPARC):** Notification of this amendment was sent to the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) for review on January 26, 2007. IPARC, of which Palm Beach County is a participating member, functions as a clearing-house for plan amendments. Additionally, county staff held meetings in February of 2007 to receive further input from IPARC members. In addition to staff conversations at several meetings, staffs from the Town of Lantana, the Village of Wellington, and the Florida Department of Transportation (FDOT) submitted written comments regarding the importance of increased cooperation between Palm Beach County and the municipalities where the first TOD Station Area Master Plans would be located.

**Other Notice: N/A**

## **VII. Assessments and Conclusions**

---

The Palm Beach County Comprehensive Plan currently recognizes that schools and hospitals are essential services that must be provided in centrally located areas. Transportation and transit facilities are also elements that are essential to support the growth the county has experienced in recent years. The proposed text amendment would encourage pedestrian-friendly, sustainable projects to be built on or around Tri-Rail stations, up to a time when the Level of Service (LOS) of nearby roads are 30% above the minimum LOS. It is expected that the proposed provisions will result in jobs, residences and shopping destinations located within walking distance of the Tri-Rail stations, indirectly reducing vehicular trips and increasing the ridership of transit systems throughout the county.

### **Attachments**

---

Proposed Text Revisions (Exhibit 1)

11

TCRPC DRAFT Study of Land Uses Around Tri-Rail stations

## Exhibit 1

---

### A. Transportation Element, Lower Traffic LOS for Transit Oriented Development

**REVISIONS:** To change language in Policy 1.2-d in order to establish a lower level of service standard on intersections for transit oriented developments. The text changes are shown in underlined for new text and ~~strike through~~ for text proposed to be deleted.

\* \* \* \* \*

1. **REVISED Policy 1.2-d:** The Board of County Commissioners finds that under certain limited circumstances dealing with transportation facilities, countervailing planning and public policy goals may come into conflict with the requirement that adequate public facilities be available concurrent with the impacts of such development. The Board of County Commissioners further finds that under certain circumstances, lower level of service standard for specific roadway segments and intersections are appropriate. Consequently, this policy provides for lower transportation facilities level of service standard for certain purposes on roadway segments and intersections:

1. For the public purpose of allowing public and private schools (whose primary purpose is to provide kindergarten, elementary, or high school education) to be constructed, the level of service standard permitted on affected segments and intersections shall be up to 30% above the LOS D volume on those segments and intersections.
2. There is a public purpose to allowing hospital (as defined in Article 1 of the Unified Land Development Code) and hospital-related uses to be constructed or expanded on the original campus or on parcels contiguous to the campus which shall provide interconnectivity. In these cases, the level of service standard permitted on affected segments and intersections shall be up to 30% above the LOS D volume on those segments and intersections. Any project utilizing this exception and significantly impacting Strategic Intermodal System (SIS) facilities shall be required to address its impacts on SIS facilities pursuant to ULDC.
3. **ADDITION** For the public purpose of allowing Transit Oriented Development to be constructed, the level of service standard permitted on affected segments and intersections shall be up to 30% above the LOS D volume on those segments and intersections. Transit Oriented Development shall be those areas planned according to a Station Area Master Plan as this term is outlined in Policy 2.4-d.

\* \* \* \* \*

### B. Future Land Use Element

\* \* \* \* \*

2. **REVISED Policy 2.4-d:** ~~DELETE By December 2007, the Planning Division shall develop criteria to encourage Transit Oriented Developments to be located within a reasonable walking distance of a fixed transit node to increase the use and efficiency of~~

~~mass transit.~~ **ADDITION** The County shall encourage Transit Oriented Development (TOD) that shall provide an alternative mixed-use development pattern within a ¼ mile radius of rail or light rail transit nodes. Transit Oriented Development may be allowed in all commercial, residential and institutional land use categories in the Urban/Suburban Tier. This pattern is an alternative to piecemeal, parcel-based development, and shall allow for a wide range of commercial and institutional uses, functionally integrated with residential uses, and shall include a concentrated area for retail, professional offices and services, cultural, and housing opportunities. Incorporated areas seeking to make use of revised Policy 1.2-d(3) of the Transportation Element shall do so by implementing the following strategies as part of their respective Comprehensive Plans and Land Development Regulations to the satisfaction of Palm Beach County.

A. TOD projects shall employ the following strategies:

1. Promote the optimum use of transit nodes by assuring the orderly development of land in Transit Oriented Development areas and improving access for pedestrians and vehicles alike.
  2. Accommodate the needs of residents and workers in the vicinity of Transit Oriented Development areas.
  3. Provide for the incidental shopping needs of transit riders at transit nodes.
  4. Create a “park once” environment for all Transit Oriented Development, by providing retail commercial uses and professional office/services that contribute to a self-sufficient community, and that are directly linked to other Transit Oriented Developments.
- B. TOD Projects shall be designed utilizing the principles of traditional urban design addressing Streets and Blocks, Parking, Buildings, Mix of Uses, and a TOD Station Area Master Plan as described below:

1. Streets and Blocks. Properties developed as transit-oriented developments shall include a continuous public street network whereby streets are:
  - a. Designed with the inclusion of sidewalks and bicycle/pedestrian amenities to encourage walking and bicycle use;
  - b. Provide for efficient connections between buildings and the public realm. Said connections shall be accomplished by using the following: lighting for pedestrians/bicycles, weather protection at transit stops, sidewalks, covered corridors, raised pavers through parking lots, bollards, architectural elements, pocket parks/open space, and the like;
  - c. New sidewalks shall meet ADA requirements, and provide year-round functional connections to improved Rights-of-Way;
  - d. Designed for on-street parking and other traffic calming measures;

- e. Provide for flexibility in land development regulations in order to create a pedestrian-friendly urban environment between buildings and roads;
  - f. Provide for public and private landscaping in order to create microclimates that further encourage pedestrian activity within transit areas and nodes;
  - g. Designed to accommodate feeder buses and trolleys. The perimeter of individual blocks shall not exceed 1800 linear feet, and individual block faces shall not exceed 600 feet, exclusive of alleyways serving primarily deliveries and garbage collection purposes.
  - h. Stand-alone automobile uses such as fueling stations, car and truck washes, and large parking lots are discouraged, unless designed in a manner to support adjacent development and providing clear, efficient pedestrian connection to adjacent roads and sidewalks. This provision shall not deem existing auto-oriented uses as non-conforming if said uses were legally conforming on the effective date of this chapter.
2. Parking. To maximize pedestrian circulation, off-street surface parking areas within transit-oriented developments shall be limited to not more than ten percent of the gross developable area. Surface parking areas shall be located either mid-block (behind buildings) or in small parking lots. Large expanses of surface parking are prohibited. This goal may be achieved through the following strategies:
- a. Establish land development regulations providing for maximum parking allotments and maximum surface parking allotments, in order to encourage use of transit;
  - b. Allow for the reduction in current parking requirements in order to maximize usable floor space in proximity to transit areas and nodes;
  - c. Encourage shared parking lots for those uses which are likely to demand parking spaces at different times of day;
  - d. Structured parking lots are encouraged whenever they are located mid-block, behind buildings, and/or lined with uses friendly to pedestrians and/or residential uses.
3. Buildings. The placement and design of buildings in transit-oriented developments is critical to the success of the pedestrian environment. The fronts of buildings and their main entrances shall be placed along streets to enhance the walkable pedestrian environment, and building fronts shall face other building fronts. All buildings shall contain no fewer than two stories of occupiable space. In mixed-use buildings, ground floor occupiable space shall be dedicated predominately for active uses, including retail or office uses, while upper floors shall contain predominately office and residential uses.

4. Mix of Uses. Transit-oriented development provides employment opportunities, residential space, and retail areas. For projects to qualify for TOD designation, a mixture of these uses shall be located within the ¼-mile radius of the station to provide around-the-clock amenities for residents, employees, and visitors. Accordingly, in the absence of an adopted Station Area Master Plan, each individual transit-oriented development project must include a land use mix of as described below.
  - a. Not less than 30% of the total square footage of the TOD shall be dedicated to residential uses.
  - b. Residential densities shall be no less than 10 dwelling units per acre, and shall be calculated based on the total acreage of each individual project involving residential space.
  - c. Not less than 20% of the total residential units of the TOD shall be designated for workforce housing.
  - d. While Floor-Area Ratios (FAR) and lot coverage percentages are not specified in this section, buildings are encouraged to be compact in footprint and shall contain no fewer than two (2) stories in order to provide room for future expansion or new construction on the same site. Minimum FARs, where applicable, shall be defined within the respective municipality's Land Development Regulations.
  
5. TOD Station Area TOD Master Plan. A transit-oriented development shall meet the requirements contained in Policy 2.4-d, be part of a Station Area TOD Master Plan, and be developed in an interactive public process and approved by the respective local government(s) and Palm Beach County.
  - a. A TOD Station Area Master Plan shall be incorporated by reference into the Palm Beach County Comprehensive Plan through the following process. A municipality encompassing a fixed-route station shall propose a Station Area Master Plan by submitting a preliminary plan to the Florida Department of Transportation (FDOT), the Treasure Coast Regional Planning Council (TCRPC), Palm Beach County staff, and other regional and federal agencies with jurisdiction over the area of the master plan. Comments received during the preliminary proposal shall be addressed in the municipality's adoption of the Station Area Master Plan into said municipality's Comprehensive Plan and/or Land Development Regulations. A subsequent final submission, meeting all requirements of Policy 2.4-d, shall then be filed with Palm Beach County to incorporate the Station Area Master Plan by reference after due public hearings and other processes.
  - b. The TOD Station Area Master Plan shall extend at least a quarter-mile radius from the station location and graphically depict the locations of the transit station, roadways, buildings, public spaces,

and civic spaces within a half-mile radius of the transit station. This radius may be expanded according to parcel size, ownership pattern, and the presence of supporting transit modes such as: fixed-route buses, and Rapid Bus Transit (RBT).

- c. The TOD Station Area Master Plan shall include an aerial photograph depicting all uses within a one-mile radius of the station, including major employers, residential developments, institutional/educational uses, and entertainment destinations.
- d. The TOD Station Area Master Plan shall indicate a mix of residential, commercial, retail, office, flex space, public and civic spaces. Examples of public spaces shall include parks, plazas, and greens. Examples of civic spaces shall include police stations, and all other areas, enclosed or exterior, that provide public services to residents and visitors alike.
- e. The TOD Station Area Master Plan shall include a market analysis and potential aggregated development program illustrating a preferred mix of uses to assist in the evaluation of individual TOD projects within the station area.
- f. No less than 5% of the total developable square footage of the TOD shall be dedicated to usable public space such as parks, plazas, greens, etc.
- g. No less than 2% of the total square footage of the TOD shall be dedicated to civic uses, such as police stations, intermodal transfer facilities.
- h. The TOD Station Area Master Plan shall graphically demonstrate an interconnected transportation network that efficiently and effectively links rail stations, bus stops, bike paths, sidewalks, buildings and open spaces in a cohesive manner.

## **TCRPC DRAFT Study of Land Uses Around Tri-Rail stations**

---