Transit Oriented Development
A Public Charrette to Explore Transit and Redevelopment in Jupiter

January 12, 2008
Treasure Coast Regional Planning Council

A Multi-Agency Process...

Palm Beach County
MPO

... that includes the Community!
Town of Jupiter Comprehensive Plan Review

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

The Need to Develop a “Transit Ready” Community

July 3, 2007

EAR Major Issue # 6 – Transit Ready

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
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, trolley)
- 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
E.A.R.
Times up well with FDOT South Florida East Coast Corridor Study

Illustrates Current Conditions
Tri-Rail Improvements

3 million ride Tri-Rail for second straight year

By DAVID REHNERS, Palm Beach Post Staff Writer

It was another record-setting year for Tri-Rail in 2007. The Orlando-Palm Beach-Miami commuter rail saw more than 3.5 million passengers last year, a 30.6 percent increase over 2006. It was the second consecutive year that Tri-Rail topped the 3 million mark in ridership.

Officials attributed the continued growth to a number of factors, including escalating gas prices and expanded service. Also, programs such as the "Go Green" campaign, held Octo-ber, have raised awareness that public transportation is a responsible choice for people who are serious about improving the environment.

According to Tri-Rail spokesperson Ronale Arnold, Wednesday was "terrific to see ridership growing and the line will receive the most riders ever this year." The Florida Department of Trans-fer and Aviation is responsible for the ridership, according to Tri-Rail.

The highest single rider-passengers were the all-time daily record of 2,482 set in June 2006 by the Miami Heat championship celebration.

Why Should I Care about TOD and Transit?
Congestion or Mobility

Pick One!!
52 extra hours per year are spent stuck in traffic by the average S. Fla. Commuter (up from 30 hours in 1990)

South Florida’s congestion costs, based on wasted time and fuel, was approximately $2.6 Billion in 2002

Texas Trans. Inst., 2004 Urban Mobility Study
In 2002 it was estimated that because of congestion in South Florida, 221 Million Gallons of excess fuel was consumed.

Texas Trans. Inst., 2004 Urban Mobility Study

TOD’s Help to Provide a 30% Reduction in Overall Energy Consumption
Congestion or Mobility

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)

Cambridge Systematics

Transit Oriented Developments

Job Growth Near TODs is Typically 2 to 4 Times Faster Than Non-Transit Locations

“A metropolitan economy, if its working well, is constantly transforming many poor people into middle class people… Cities don’t lure the middle class, they create it.” Jane Jacobs
Transit Oriented Developments

Many Cities See 15%-25% Higher Premiums Paid for Residential Units Near Transit

Transit Oriented Developments

THE DEPOT • DELRAY BEACH

7,000 Sq Ft Historic Delray Railroad Depot on 1.85 Acre lot, Zoned MIC. Unparalleled I-95 and Atlantic Ave. visibility. Unique opportunity to own this "One of a Kind" property. Price upon request.

Chris Lowry 561-523-3939.
What About Jupiter?

Potential Jupiter Tri-Rail/Transit Station Locations

Site #3: Jupiter Medical Center
(SW corner of Toney Penna Driv & Old Dixie Hwy)

Site #2: Abacoa DRI Station Site
(SW corner of Frederick Small Road & Alt. A1A)

Site #1: Abacoa Preserve Site
(NW corner of Donald Ross Road & Alt. A1A)
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

#1: Abacoa Preserve Site
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#2: Abacoa DRI Station Site
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#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)
Study Area

- Alternate AIA
- Indiantown Road
- Military Trail
- Toney Penna Drive
- Jupiter Medical Center

Study Area:

Neighborhoods and Districts

- Each Neighborhood and District has 5 min walk radius
- Each has multiple uses within 5 min. radius
- Variety of residential types throughout
- Good network of streets and hierarchy of circulation

These are relatively complete urban neighborhoods
What is a TOD?

A Complete Urban Neighborhood
(with trains!)

Elements Of Competitive And Livable Urban Neighborhoods

• Public spaces, parks and plazas
• A variety of quality housing opportunities
• Great neighborhoods/great streets
• Transportation and mobility
• Civic and Cultural institutions
• Educational Opportunities
• Convenient shopping and entertainment
• Proper parking strategies
• Commitment to Good Design

“Livability is an economic imperative”

Robert Solow
Nobel prize-winning economist
Public Spaces, Parks, and Plazas

Do you need more?
Public Spaces, Parks, and Plazas

Where are the opportunities for other parks?

A Variety of Housing Opportunities
A Variety of Housing Opportunities

A Word On Density

- 9 – 25 units/acre = can support rail
- + 55 units/acre = auto trips and non-auto trips are equal

The “D” Word

Stands for DESIGN

9 Units to the Acre
9 Units to the Acre
“D” Stands for DESIGN

57 du/ac

42 du/ac

72 du/ac

88 du/ac

15 to 20 Units to the Acre
Great Streets

Need to be Walkable and Valuable

25 to 40 Units to the Acre
Streets as Public Rooms

You'll look up and down street. Look 'em over with care. About some you will say, "I don't choose to go there."

With your hand full of beans and your shoes full of feet, you're too smart to go down any not-so-good street.

And you may not find any you'll want to go down. In that case, of course, you'll head straight out of town.

The Details Of The Street
Great Streets

The potential for Great streets is here

Great Streets

Detailing is Important Though
Toney Penna and Old Dixie

Substantial Employment Base
Convenient Shopping and Services

Educational Institutions
Incredible Neighbors!

How best to link the TOD District?

Areas for Improvement
Some thoughts on parking……

“The right to access every building in the city by private motorcar in an age when everyone owns such a vehicle is actually the right to destroy the city” Lewis Mumford, 1961

Proper Parking Strategies
Contextually Sensitive Structured Parking ~ IF it’s needed

A Reputation for Quality Design
How To Best Link Future TOD with the Rest of the Town?

We Have a Great History of Rail Transit

- Chicago’s “L”
- New York
- Boston
- Philadelphia
New Generation of Transit Developments

- Orenco, Portland
- Mockingbird Station, Dallas
- Eastside Village, Plano
- Clarendon, Virginia
- Midtown, Atlanta

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
Each New TOD is Unique to its Context

Different Sizes
Different Scales
Varying Uses

What Will Yours Be?
(and how will it influence future redevelopment in the area?)

The Public Process
What to Expect Today…

Controlled Chaos

The Public Process: Planning for the Future
DAY 1: 10:00am to 3:00pm
The Citizens’ Ideas

Kids have some of the best ideas
DAYS 2 through 7: Jupiter Town Hall

We work all day ...
… and into the night

Precision
DAY 7, 6:00pm: Presentation of “Work in Progress” at Jupiter Council Chambers

Charrette Rules

• Sign Your Name
• Choose a Scribe
• No Speeches
• Argue With Your Pencils
• No Idea is a Bad Idea
• Do Not Think About Money (just for today!)
• HAVE FUN!!!
When I Say GO....
Ready...
Set...
GO!!!
The Benefits of Bio-Science

The Town has committed to bio-science uses – The Bio-science industry needs more than just labs – it needs coffee, and housing, and support serv