

## 1. Policy Statement

The Palm Beach Transportation Planning Agency (TPA) promotes the identification, planning, and implementation of Transit-Oriented Communities (TOCs) along priority transit corridors and station areas. TOCs are critical to enhancing regional mobility, supporting economic development, promoting housing choice, and reducing dependence on personal vehicles. This policy framework provides guidance to local governments for integrating TOC principles into their plans and codes.

## 2. What are Transit-Oriented Communities?

A Transit-Oriented Community (TOC) is a compact, walkable, mixed-use area generally located within a reasonable non-driving trip of an existing or planned high-capacity transit station or mobility hub. TOCs are designed to support multimodal transportation options—including premium bus, commuter rail, bus rapid transit (BRT), or on-demand services—while encouraging inclusive housing, economic vibrancy, and place-based design. A TOC is home to many Transit-Oriented Development, either along a corridor or within an entire jurisdiction.

## 3. TOC Considerations

A TOC typically represents intentional development patterns, mobility integrated into the community, and people-centered design. A TOC designation is not prescriptive, but should reflect the intent to align with the TPA's 561 Plan and include:

### Urban Form

TOCs support compact, mixed-use environments that enable people to live, work, shop, and access services within the same area. These places feature a well-integrated mix of residential, commercial, and recreational uses that foster activity throughout the day. Buildings are oriented toward the street, ground-floor uses are active and engaging, and the public realm is scaled for people rather than vehicles. The built form should reflect context—ranging from dense downtown districts to more modest, corridor-oriented neighborhood centers—while reinforcing walkability and supporting future transit investment.

### Complete Streets

TOCs are built around safe, convenient, and accessible transportation options for all users, especially those walking, biking, or using mobility devices. Streets should incorporate a continuous and connected network of sidewalks, protected or buffered bike lanes, crosswalks, shade elements, lighting, and wayfinding. These design features ensure seamless access between homes, jobs, destinations, and transit services. A TOC designation should align with a local commitment to Complete Streets principles, whether through adopted policy, design standards, or planned improvements.

### Mobility Hub Proximity

TOCs are centered around transit—not just physically, but functionally. Designation is appropriate for areas located within a comfortable walking distance—typically up to a ½-mile—from an existing or planned high-capacity transit station or mobility hub. These hubs may include Tri-Rail, enhanced or express bus, BRT corridors, Brightline, or on-demand microtransit services identified in the TPA's 561 Plan and 2050 Long Range Transportation Plan. Successful TOCs not only provide access to transit, but actively support and benefit from it through high ridership potential, land use efficiency, and reduced reliance on single-occupancy vehicles.



## 4. TOC Typologies

TOC implementation should reflect local conditions and be consistent with the six typologies developed in coordination with the Treasure Coast Regional Planning Council:

- Central Business District
- District/Town Center
- Urban Neighborhood
- Commercial Center
- Neighborhood Commuter
- Regional Employment/Special District

Each typology defines the scale, intensity, and design elements necessary to support successful TOC outcomes.



## 5. Key Elements (The 5 D's)

The 5 D's is a planning framework that can be used to evaluate and guide the creation of vibrant, walkable, and transit-friendly communities. Collectively, the 5 D's inform the 3 TOC components of urban form, complete streets, and mobility hubs. The 5 D's consist of the following and are in no particular order:



**Density:** The level of development intensity, including population, housing, and employment, within a given area that reflects local needs. Higher densities generally encourage more transit use by reducing the need for car trips and increasing the frequency of transit services.



**Diversity of Land Uses:** The mix of land uses such as residential, commercial, and recreational spaces within a neighborhood. A diverse mix of uses provides more opportunities for people to walk, bike, and use transit, reducing the need for car trips.



**Design:** The physical characteristics of the street network, including street connectivity, pedestrian and bicycle infrastructure, and quality of the public realm. A well-designed neighborhood with good connectivity and amenities encourages walking and biking, making transit more accessible.



**Destination Accessibility:** The ease with which people can reach destinations such as work, shops, and recreational facilities, by various modes of transportation. Higher destination accessibility reduces the need for car trips and encourages transit use.



**Distance of Transit:** The proximity of homes, workplaces, and other destinations to transit stops and stations. Shorter distances to transit increase the likelihood of people choosing transit over driving.

## 6. Context and Character

Community context and character are primarily influenced by land use, transportation, and natural features. The relationship of buildings to the street (in terms of ratio of building height to street width, setbacks, and in ground-floor uses) influence the built environment.

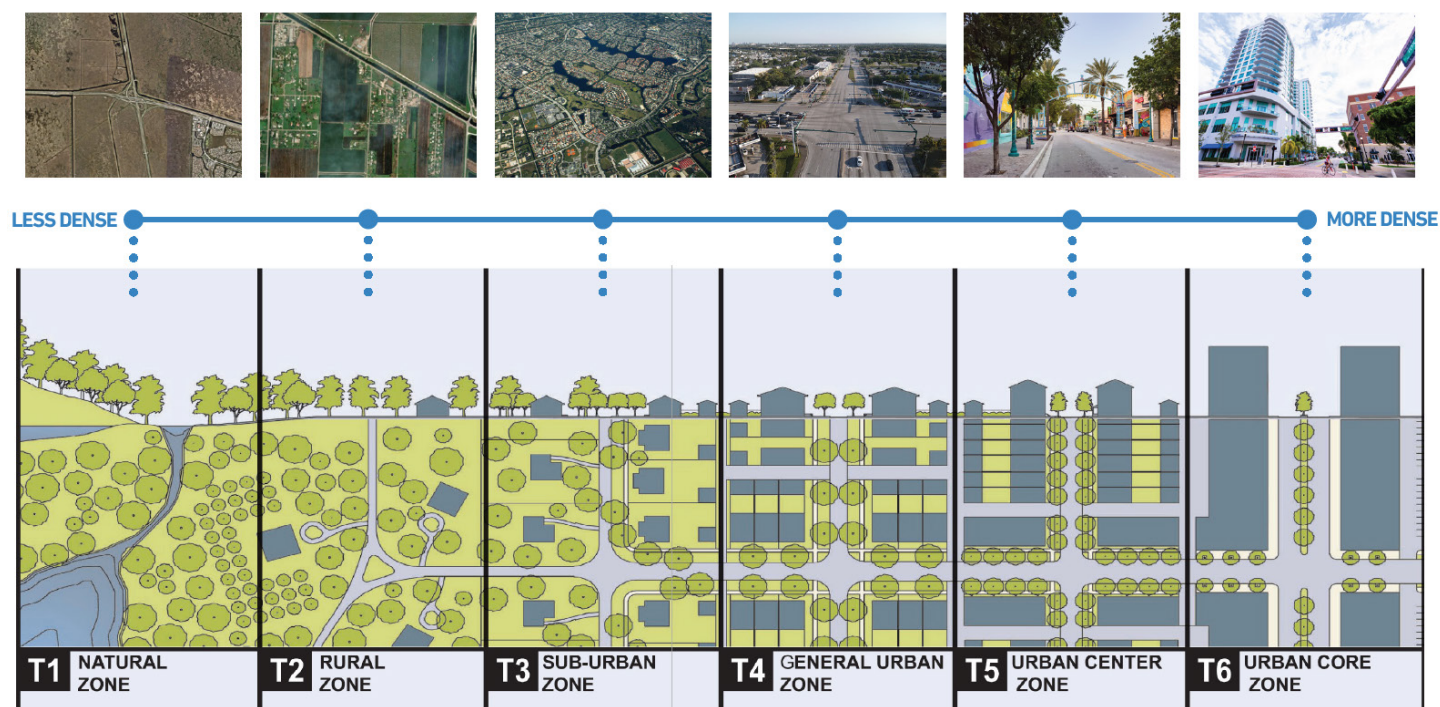
TOC aims to create a compact, quality, and walkable development form characterized by mixed-use development and a well-connected multimodal transportation network. While the design principles are consistent, TOC scale and characteristics can be responsive to local contexts and needs.

Development patterns vary across a spectrum from natural and rural to dense and urban following a concept called the “Transect”.

TOC is typically thought of as the most urban end of the transect, where it may take the form of very high-density, mixed-use development with minimal setbacks and parking, active ground-floor uses, and a connected multimodal network. The emphasis is on vertical growth, walkability, and strong integration with premium transit.

TOC form varies across the Transect from urban to suburban. Density decreases, building heights lower, and setbacks are slightly larger to integrate with existing neighborhood character. While walkable, mixed-use is still a goal, the scale and intensity of uses are reduced. The street network remains pedestrian-oriented, but may also accommodate on-street parking or a wider roadway to transition to surrounding areas. 6. Context and Character

### Different Contexts within Palm Beach County



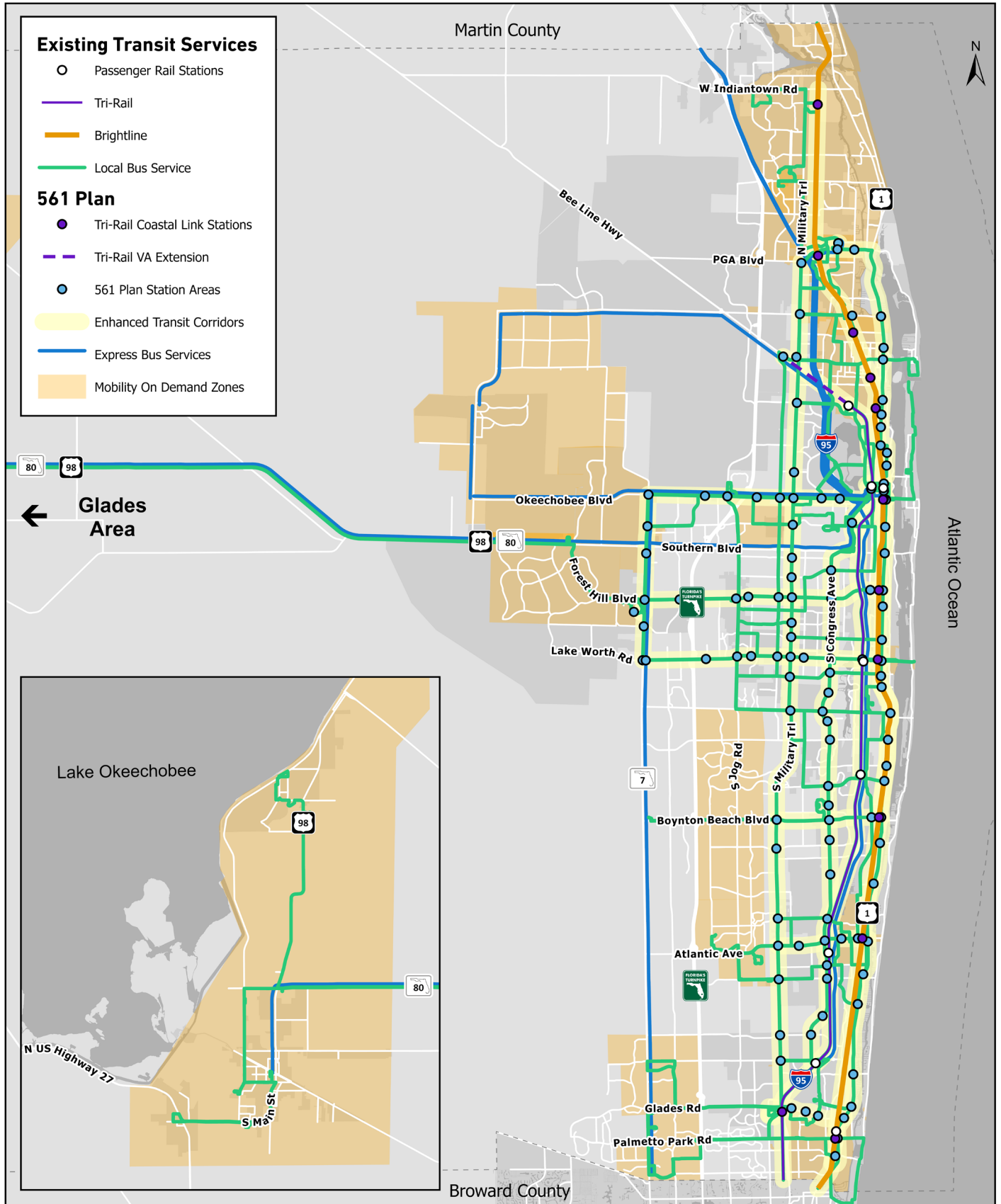
## 7. Implementing the 561 Plan

The Palm Beach TPA encourages local governments to incorporate the 561 Plan into their comprehensive plans to align land use and mobility strategies with regional transit investments. The TPA offers technical assistance, data, and mapping resources to help communities identify priority corridors, station areas, and development typologies consistent with the TOC Framework. Municipalities can collaborate with the TPA to update future land use maps, adopt supportive policies, and implement zoning and regulatory changes that enable compact, multimodal development along the 561 network. By integrating the 561 Plan into local planning efforts, jurisdictions can position themselves for future funding opportunities, support transit ridership, and ensure coordinated, context-sensitive growth.

The map on the following page provides the 561 Network.



# 561 Plan Network Map



## 8. A Commitment of Support

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### TPA Resolution for TOC Collaboration

To support coordinated implementation of the 561 Plan, the Palm Beach TPA will provide a model resolution for local adoption that affirms a community's intent to collaborate on TOC planning and implementation. This resolution reflects a shared commitment to aligning land use, mobility, and infrastructure strategies with the TPA's regional vision. It also establishes a foundation for continued interagency coordination, resource sharing, and policy alignment, helping to prioritize TOC-related initiatives in local planning efforts.

### Model Comprehensive Plan and Land Development Regulations Language

The Palm Beach TPA will provide model comprehensive plan language and supporting land development regulations that local governments can use to advance Transit-Oriented Community (TOC) implementation. These resources will reflect the TOC typologies and planning framework outlined in the 561 Plan and are designed to be customized to local conditions and priorities. Model content will include guidance on future land use designations, context-sensitive development standards, multimodal connectivity, affordable and workforce housing incentives, and public infrastructure planning. In addition, example land development regulations—such as zoning overlays, form-based code elements, parking reform strategies, and street design standards—will help translate comprehensive plan goals into actionable development outcomes. Together, these tools support consistent, coordinated implementation across jurisdictions while allowing for local flexibility.

### Technical Assistance and Planning Support

The Palm Beach TPA is committed to supporting local governments throughout the adoption and implementation of the 561 Plan and related TOC strategies. The TPA may offer technical assistance including data analysis, GIS mapping, station area assessments, and coordination with transit providers, regional agencies, and stakeholders. Assistance may also extend to community engagement planning, policy drafting, and the integration of TOC and Transportation Demand Management (TDM) policies into local comprehensive plans and land development codes. These services are intended to reduce implementation barriers and enable jurisdictions to advance multimodal, equitable, and place-based development in alignment with the regional vision.

### Additional Resources for Policy Implementation

To support successful implementation of the 561 Plan, Transit-Oriented Communities (TOC) policies, and Transportation Demand Management (TDM) strategies, the following resources are available to local governments and partners:

**TPA Complete Streets Design Guidelines** - The TPA's adopted design guidelines offer detailed strategies for planning and retrofitting streets that prioritize safety, access, and comfort for all users, including pedestrians, bicyclists, transit riders, and motorists. These guidelines can inform the development of TOC corridors and station areas. [PalmBeachTPA.org/CompleteStreets](https://PalmBeachTPA.org/CompleteStreets)

**TPA Transportation Demand Management (TDM) Policy** - The TPA's TDM Policy outlines strategies to reduce single-occupancy vehicle travel and encourage the use of sustainable transportation options such as public transit, carpooling, bicycling, walking, and teleworking. The policy supports local governments, employers, and institutions in implementing programs that improve mobility, reduce congestion, and support healthier, more connected communities. Website: [PalmBeachTPA.org/Mobility-Planning-Resources](https://PalmBeachTPA.org/Mobility-Planning-Resources)

**League of American Bicyclists – Bicycle Friendly America Program** - This national program provides a framework and recognition system to help communities, businesses, and universities create safer, more accessible places for bicycling. The program includes best practices for bike infrastructure and education. [BikeLeague.org/BFA](https://BikeLeague.org/BFA)

**AARP Livable Communities Program** - AARP's program supports efforts to make communities more livable for people of all ages by promoting walkable streets, accessible housing, transportation options, and inclusive public engagement. TOC and TDM initiatives can align with these goals. [AARP.org/Livable](https://AARP.org/Livable)

**Centers for Disease Control and Prevention – Active People, Healthy Nation** - This initiative aims to help 27 million Americans become more physically active by promoting community design and policies that support active lifestyles through public health goals. [CDC.gov/ActivePeople](https://CDC.gov/ActivePeople)