



# **E: Land Use & Economic Development Report**

# OKEECHOBEE BLVD & SR 7 MULTIMODAL CORRIDOR STUDY



## LAND USE AND ECONOMIC DEVELOPMENT REPORT





# Introduction

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# DEFINITIONS AND ACRONYMS

Ad Valorem - Assessed taxable value of a property

Market Score - The areas future development scoring standard

Park-and-Ride - Station location with ample parking to allow for users to park and utilize transit

Potential New Residential - Concept identified residential building footprint square footages divided by standard unit size of 1,300 square feet

Potential New Commercial - Concept identified mixed use(first floor) or commercial building footprints based on suggested uses

Potential New Employment - Commercial square footage by industry standard of 225 square feet

Potential Total Parking - Proposed and existing parking for concepts

Preferred Alternative - Locally preferred alignment and transit form

Proposed Buildings - Potential footprints identified currently in the station areas

Proposed Intersection - Concept emphasis on safer and more walkable intersection

Proposed Streetscape - Concept emphasis on walkable and bikeable improvements

Underutilized - Building value is below industry standard of 40% of total value of a property

AMI – Area Median Income

BIPOC – Black, Indigenous, and people of color

CIP – Capital Improvement Program

CBD - Central Business District

ESL – English as a Second Language

ETOD – Equitable Transit-Oriented Development

FAA – Federal Aviation Administration

HTF – Housing Trust Fund

NOAH – Naturally-Occurring Affordable Housing

QAP – Qualified Allocation Plan

TOD – Transit-Oriented Development

TPA - Transportation Planning Agency

UDO – Unified Development Ordinance

# LAND USE & ECONOMIC DEVELOPMENT

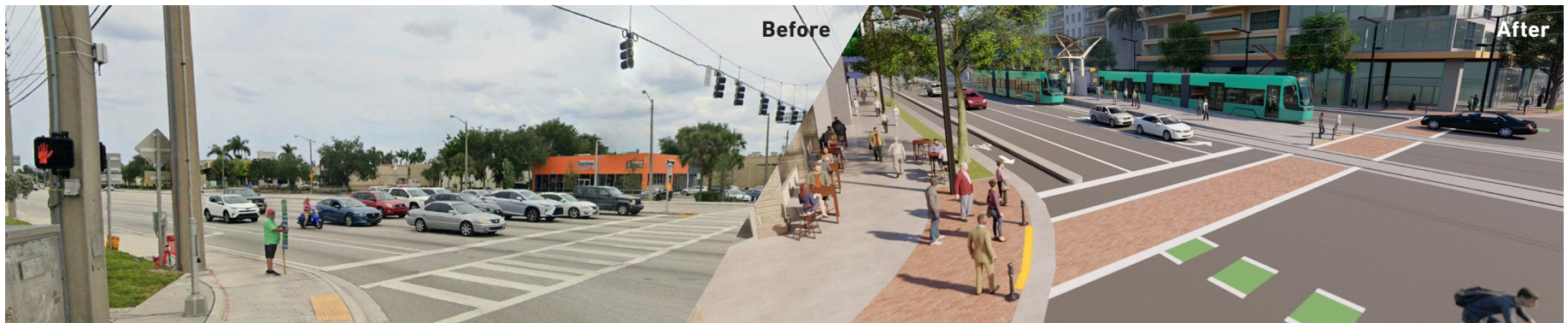
## Introduction

As a catalyst to conducting the transit and roadway alternatives analysis, the Palm Beach Transportation Planning Agency (TPA) is evaluating land use characteristics and market demand to determine a feasible level of economic development along the study corridor. To do that, The land use and economic development station area summaries focuses on developing conceptual station area plans to forecast and analyze the economic and land use impacts of redevelopment within the half mile station areas. The following pages summarizes the existing conditions, analysis and proposed 17 station areas on the Okeechobee & SR-7 study corridor. A station typology was applied based on a vision for each station area as identified by stakeholders during public planning efforts. The visions describe future areas of change, access and connectivity improvements, and the future urban form of the station area, the also include future economic impact of the proposed stations.

This Land Use and Economic Development Report includes the deliverables and analysis performed during the Land Use and Economic Development Analysis that include:

- Station Typologies
- A Quantitative Station Area Analysis
- A Qualitative Station Area Analysis
  - Station Area Plans
  - Station Economic and Residential Projections
- Appendix A - Station Area Economic Evaluations
- Appendix B - Station Area Evaluation Matrix
- Appendix C - Land Use and Economic Development Workshop Materials
- Appendix D - Land Use and Economic Development Presentation

## Military Trail Station Area



# Transit Supportive Neighborhood Elements



**The neighborhood is safe, connected, and supports walking and bicycling.**

- People feel like getting around by foot or bicycle is convenient, safe, and comfortable.
- Public spaces are active and vibrant
- Bicycle parking and storage is ample and secure.



**Opportunities for people of different backgrounds and incomes.**

- Access to goods in services are within a short walking or bicycling distance
- Public space is active for much of the day.
- Transit routes are seen as a reliable means of movement.



**There is a complete network of streets and paths.**

- Walking and bicycling routes are short, direct, and varied.
- Motor vehicles can utilize a network rather than relying on major arterials



**The community is accessible by a short transit ride.**

- The development is in or near an existing urban area.
- Traveling through the area or city is convenient.



**There is nearby, high-quality public transportation.**

- High-quality transit is accessible by foot or by bike.
- Reliability of frequent transit vehicles.
- 



**Transportation Demand Management.**

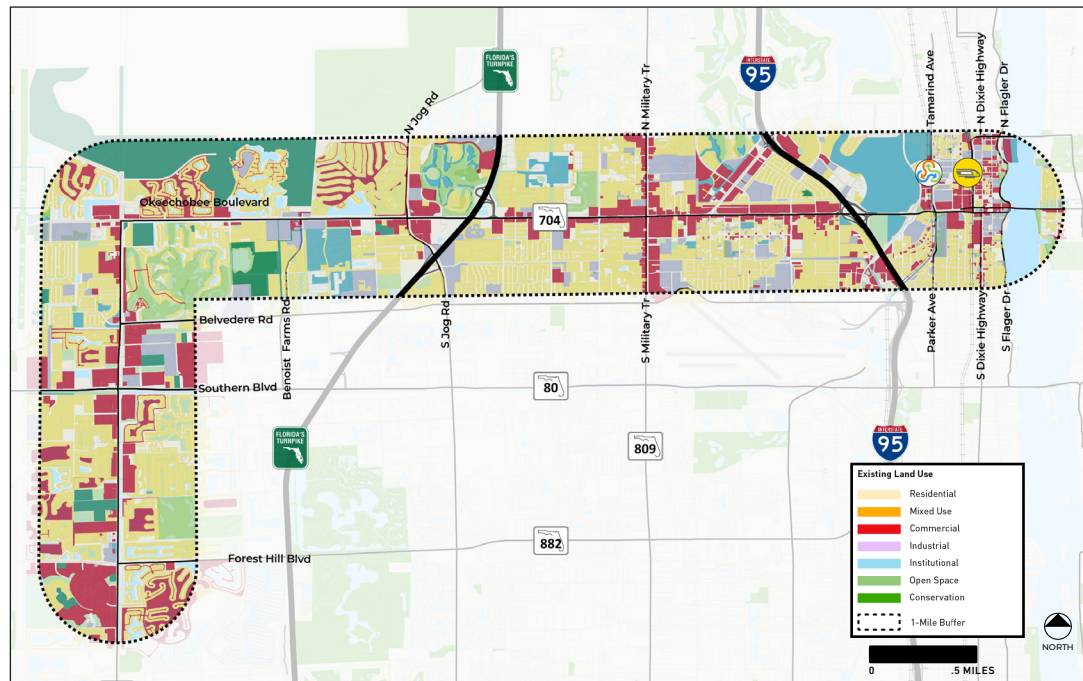
- Use of the land is not tied to standardized parking requirements and is separate from leases.
- Property developers and managers are required to provide transportation demand management solutions.

## Land Use

Today, most people travel the corridor by single-occupant vehicles and many people felt there are too many cars on the road already. The existing land uses along the study corridor are primarily suburban neighborhoods and strip development commercial areas. Further, many of these people feel they have no option but to drive due to the community design around the roadways. Without a more efficient mode of transportation along the corridor such as transit and transit supportive investments in walking and bicycling, future redevelopment and growth will only add to the number of vehicles driving every day.

The corridor has many opportunities for both development and re-development to support transit investments. For example, the southeast corner of Okeechobee Blvd. and SR 7 could include in its redevelopment a park-and-ride facility to encourage suburban commuters from the west to take transit instead of driving. Additionally, neighborhoods with more people living in them and with more jobs have the greatest potential to support enhanced multimodal transportation for people walking, bicycling and using transit. Typically, more mixed-use and medium to higher density residential developments is commonplace for using existing along the corridor. Likewise, underused parcels offer spaces to shift the region's built environment toward more walkable, bikeable and transit-friendly transportation.

### Land Use



### Station Area Plans

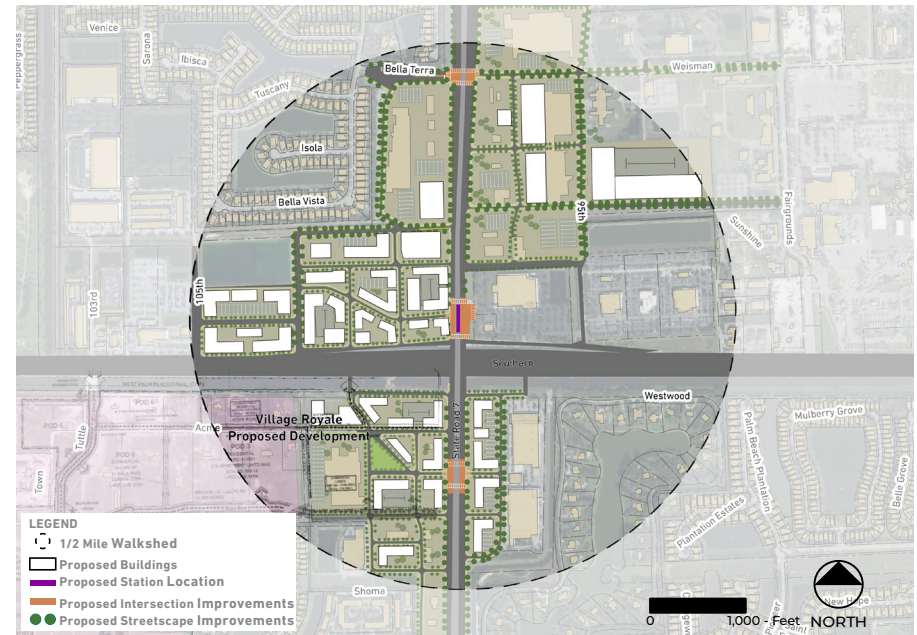
The redevelopment potential of station areas that would be served by LRT along Okeechobee Blvd and SR 7 was identified for stations along the proposed route. By concentrating intentional, transit-supportive development around transit stations, vibrant community spaces and neighborhoods could develop that people want to live in and visit around LRT stations. In these areas, walkable, mixed-use development patterns convert car-centric spaces into compact and engaging places that welcome pedestrians and cyclists.

To visualize how these stations might look, 17 station area conceptual plans were created along the study corridor. These plans use context-sensitive design to make sure the right amenities are in the right place for a particular station type. Land use scenarios for each station area reflect infrastructure and development necessary to support transit ridership and opportunities for economic development or redevelopment.







The proposed Okeechobee & SR-7 stations have different forms, functions, and characteristics within their respective communities and the larger region. The typologies and station area summaries reflect these differences. In addition, the station areas are in varying stages of “readiness” to become successful TODs. Some are more suburban in character, while others are more urban. Others serve to support major regional destinations and are as fully developed as they will ever be.

As the project moves from planning to design to construction and finally to operation, the creation of transit-supportive communities will also progress as described in the TOD Timeline. Taking the next step to move the TOD station area visions from planning to implementation can be enhanced by developing a cohesive, regional strategy to support local actions.

### Station Area Summary Example:



### Station Area Projections

 <b>Potential New Residential</b> 1,256 Homes 190 Affordable	 <b>Potential New Commercial</b> 2,026,085 SF	 <b>Estimated Ad Valorem Tax Revenue</b> \$785,233,250
 <b>Potential New Employment</b> 9,005 Jobs	 <b>Potential Total Parking</b> 5,885 Spaces	 <b>Development Market Score</b> HIGH

\*Assumes 15% of the overall new residential





# Station Typologies

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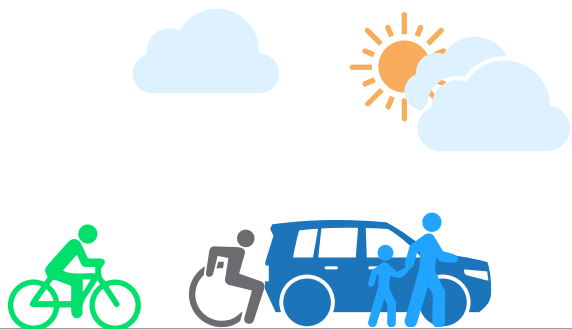
# STATION TYPOLOGIES

As a catalyst to conducting the transit and roadway alternatives analysis, the Palm Beach Transportation Planning Agency (TPA) is evaluating land use characteristics and market demand to determine a feasible level of economic development along the study corridor. To do that, transit-oriented development (TOD) typologies are a useful tool to classify and organize the land around stations into context-appropriate development patterns along the corridor.

## Station Typologies

Station typologies examine development patterns around a station area typically within  $\frac{1}{4}$  to  $\frac{1}{2}$ -mile (a five- to ten-minute walk) of a transit stop and are categorized by the existing and future land use around each station. The identified typology allows for the creation and grouping of projects into TOD districts to create active and interesting spaces where all users can live, work and play.

Proposed typologies along the Okeechobee Blvd & SR 7 corridor were developed using guidelines for each station typology to reflect planning principles established in local and county future land use planning approaches and the Palm Beach County Comprehensive Plan.



**As part of an overall study examining roadway and transit alternatives analysis, Health Impact Assessment and Land Use and Economic Development Analysis, this study also engaged the public and key stakeholders for their input to guide the development of these station typologies.**



## Okeechobee & SR7 Typologies

The Okeechobee Blvd & SR 7 corridor proposed transit stations were evaluated and categorized into five unique typologies based on existing land use patterns, housing demand, commercial development and station access.

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

The size and function of five different station areas can help balance market demand and allow for unique spaces to develop along the transit corridor. All station typologies propose pedestrian and bicycling improvements as part of their development patterns.

# CORRIDOR STATION LOCATIONS & TYPOLOGIES

## Central Business District

- Rosemary Square
- Tamarind Ave

## District/Town Center

- Congress Ave
- Military Trail
- Okeechobee Blvd & SR 7
- Lime Dr / Wellington Mall

## Commercial Center

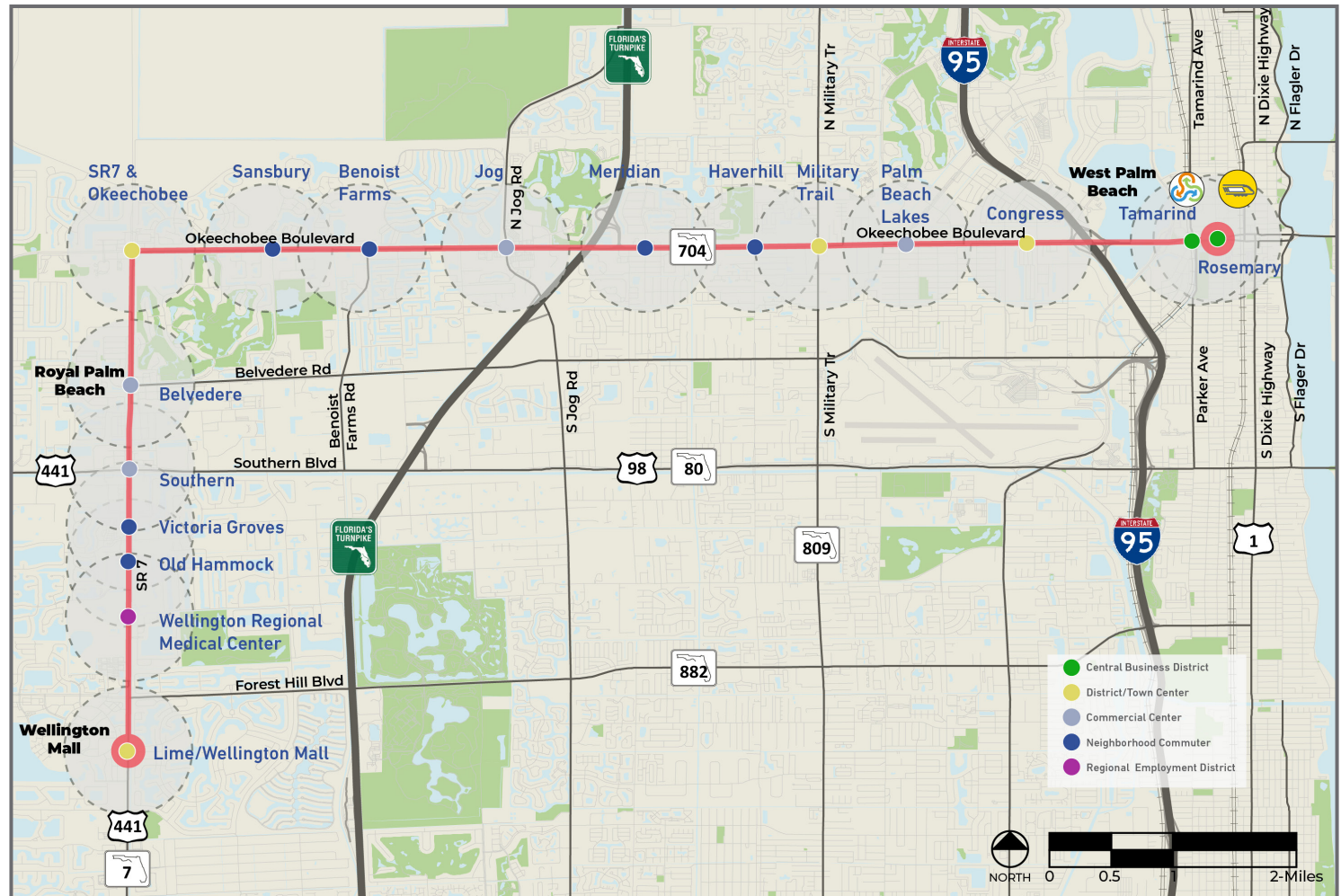
- Palm Beach Lakes Dr
- Jog Rd
- Belvedere Rd
- Southern Blvd

## Neighborhood Commuter

- Haverhill Rd
- Meridian Rd
- Benoist Farms Rd
- Sansbury Way
- Victoria Groves Blvd
- Old Hammock Way

## Regional Employment District

- Wellington Regional Medical Center



# TOD STATION TYPOLOGIES

TYOLOGY	DESCRIPTION	MIX OF LAND USE	STATION TYPE
<b>CENTRAL BUSINESS DISTRICT</b>	Dense Core Areas with High-Rise Buildings and Active Public Open Space. Stations are Primarily Based near Transit Access, such as Transfers or Multimodal hubs	Civic, Entertainment, Institutional, Office, Retail and Residential	Walk-Up Station, Park & Ride (with Structured Parking)
<b>DISTRICT/TOWN CENTER</b>	Walkable Area of Multiple Blocks Serving as Cultural + Commercial Hubs for various Neighborhoods. Stations are Primarily Based near Transit Access, such as Transfers or Multimodal hubs	Civic, Entertainment, Institutional, Office, Retail and Residential	Walk-Up, Ride-Up, Park & Ride, Public Private Partnership Parking Structures
<b>COMMERCIAL CENTER</b>	Walkable Commercial Areas of Multiple Blocks with a Range of Commercial Types - Aging to New Strip Commercial, Office, Shopping Malls, Big Box etc.	Entertainment, Office, Retail, and Residential	Park & Ride, Public Private Partnership Parking Structures
<b>NEIGHBORHOOD COMMUTER</b>	Walkable Areas of Residential with Small Commercial Nodes of 1 - 2 Blocks	Commercial nodes, Retail and Stabilized Residential	Walk-Up, Ride-Up
<b>REGIONAL EMPLOYMENT DISTRICT</b>	Walkable Areas of Multiple Blocks with offices, light industry, institutional, or medical campuses	Office Park, Institutional, Light Industry and Medical Campuses	Ride-Up, Park & Ride (with Structured Parking)

# TOD STATION TYPOLOGIES

TYOLOGY	HOUSING TYPES		COMMERCIAL/ EMPLOYMENT TYPES	
<b>CENTRAL BUSINESS DISTRICT</b>	High-Density Mixed Use and Multi-Family	25+ du/ac	Civic, Institutional, Prime Office, and Retail	MAX. 10 FAR
<b>DISTRICT/TOWN CENTER</b>	Low-Moderate Mixed-Use, Multi-Family with Single Family Attached and Detached	15-25 du/ac	Limited Office (less than 250K), Concentrated Retail (greater than 50K)	1-6 FAR
<b>COMMERCIAL CENTER</b>	Multi-Family, Single Family Attached (Appropriate on the fringe)	8-15 du/ac	Limited Office (less than 250K), Concentrated Retail (greater than 50K)	1-6 FAR
<b>NEIGHBORHOOD COMMUTER</b>	Single Family Attached/Detached with Mixed-Use Multi-Family	4-8 du/ac	Neighborhood Retail (less than 50K sqft)	N/A
<b>REGIONAL EMPLOYMENT DISTRICT</b>	Clusters of Moderate to High Density Multi-Family with Single-Family Attached at fringe	8-25 du/ac	High-Density Office or Institutional with Mixed-Use Retail	Varies

SCALE/DENSITY			PEDESTRIAN FACILITY	BICYCLE FACILITY TYPE	VEHICULAR ACCESS	INTERSECTING MOBILITY
Max Building Height	Block Size	Block Network	Sidewalk Widths			
10+ Stories	Less than 1 AC	Largely existing	12+ Feet	Shared Lanes, Traditional Bike Lanes, Buffered Bike Lanes, Separated Bike Lanes	Major Local Roads and Minor Arterials	Major destinations accessible with circulators, micromobility, walking, & bicycling
3-10 Stories	1/2 - 2 AC	Some existing, may require some new streets	8+ Feet	Buffered Bike Lanes, Separated Bike Lanes, Shared-Use Paths and Regional Trail	Urban Collector and Minor Arterial	Accessible connections to local bus service, micromobility, walking, & bicycling
2-6 Stories	2-6 AC	Will require new street connections	6+ Feet; Fill in sidewalk gaps	Buffered Bike Lanes, Separated Bike Lanes, Regional Trail	Major Arterials	Regional destinations accessible with express local bus, circulators and ride-sharing
2-4 Stories	1/2 - 1 AC	Largely existing, may require minor connections	6+ Feet; Fill in sidewalk gaps	Buffered Bike Lanes, Separated Bike Lanes, Regional Trail	Local Road, Urban Collector	Accessible local bus connections, walking and bicycling
Varies	Varies	Some existing, may require some new streets	6+ Feet; Fill in sidewalk gaps	Buffered Bike Lanes, Separated Bike Lanes, Regional Trail	Major and Minor Arterials	Regional destinations accessible with express local bus, circulators and ride-sharing



# TOD Station Typologies

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# CENTRAL BUSINESS DISTRICT

The Central Business District typology has the highest density with a mixture of land uses including office, retail and multi-family residential. This typology is generally located in downtown and are seen as regional destinations.

## Key Characteristics

- **Built Environment** - Taller buildings with compact high-quality development near stations with landmarks that add to the city skyline, and mixed-uses that include commercial, institutional, retail, and multifamily residential types with continuous facades that align to the build-to-line.
- **Economic Potential** - High infill opportunities and surrounding uses will be served by multimodal transit modes.
- **Pedestrian Environment** - Highly active pedestrian-oriented environment supporting multimodal connections with defined street infrastructure, active ground floor frontages and amenities with clear wayfinding.
- **Parking** - Parking structures and opportunities for dense parking structures to support multimodal uses.
- **Parks and Open Space** - Designed urban plazas and a hierarchy of open spaces for large and small public gatherings intended to encourage interaction.







## DISTRICT/TOWN CENTER

The District/Town Center typology has medium density with mixed land-uses, including retail, small offices, single family and multi-family residential. This typology is generally located in urban areas and create vital nodes for interaction and development.

### Key Characteristics

- **Built Environment** - Moderately tall buildings developed near stations with a mix of uses that include commercial, office and multifamily residential with mixture of heights and intensities.
- **Economic Potential** - Infill opportunities and surrounding uses will be served by multimodal connections.
- **Pedestrian Environment** - Multimodal connections with defined street infrastructure, active ground floor frontages and amenities with clear wayfinding.
- **Parking** - Surface parking and low height parking structures internal to blocks and on-street parking. Public private partnerships include low height parking structures.
- **Parks and Open Spaces** - Open spaces for large and small public gatherings intended to encourage interaction with a network of open spaces and/or a centralized open space.





## COMMERCIAL CENTER

The Commercial Center Typology is situated near major arterials and serve as park and ride facilities for adjacent commercial and residential development. They have a suburban commercial mix of uses and include a mix of single family and multi-family housing types.

### Key Characteristics

- **Built Environment-** Compact, high-quality, pedestrian-oriented environment to create a place that aligns with existing development in the community and one that is not dominated by vehicles.
- **Economic Potential** - Commercial and retail businesses, with improved access that promote regional destinations.
- **Pedestrian Environment** - Well-defined zones for commercial and residential typologies with connectivity to micromobility services. The street infrastructure will facilitate medium to low footfalls in the neighborhood.
- **Parking** - Surface lot parking accessible from an adjacent roadway and connecting arterial network. Parking structures and opportunities for parking structures with public private partnerships.
- **Parks and Open Spaces** - Programmed open spaces for active uses such as paved plazas, seating areas and neighborhood parks.



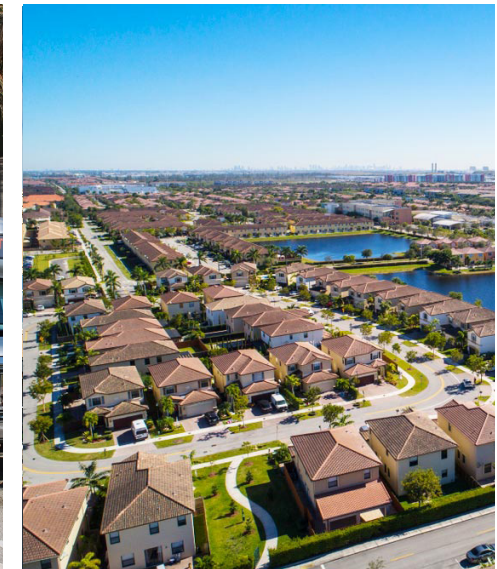


# NEIGHBORHOOD COMMUTER

The Neighborhood Commuter typology may include compact multimodal focused nodes with land uses such as suburban commercial and single family. This typology facilitates connectivity between the neighborhoods to destinations, employment hubs and urban centers by providing walkable stations closer to existing communities.

## Key Characteristics

- **Built Environment** - Neighborhood oriented environment to create a place that aligns with existing neighborhoods in the community and one that is not dominated by vehicles.
- **Economic Potential** - Infill opportunities for out parcel commercial and retail businesses.
- **Pedestrian Environment** - Well-defined zones for commercial and residential typologies with connectivity to micromobility services.
- **Parking** - Surface parking and adjacent to blocks and existing neighborhood structure. Walking or ride up connection to stations, stops and surrounding development.
- **Parks and Open Spaces** - Programmed open spaces for active community uses with seating areas and neighborhood parks.





## REGIONAL EMPLOYMENT DISTRICT

Regional Employment District are situated adjacent to multimodal facilities and serve moderately dense commercial, retail and employment hubs. These areas have attracting uses or destinations that serve as entertainment, areas of community and regional congregation.

### Key Characteristics

- **Built Environment** - Commercial based developments with high activity and access that create a place that aligns with existing development in the community.
- **Economic Potential** - Commercial and retail businesses, with improved access that promotes regional trips and destinations.
- **Pedestrian Environment** - Well-defined zones for commercial typologies with connectivity to multimodal services. The street infrastructure will facilitate employment hubs, infill and multi-family residential development.
- **Parking** - Designated surface parking and multi-level parking integrated into the station area. Surface lot parking accessible from an adjacent roadway and connecting arterial network.
- **Park and Open Spaces** - Regional green space and parks for environmental and health purposes. Public plazas and paved open spaces for programmed events.





## List of Reference Images and Sources

### 1. Central Business District

Top - Rosemary Square, West Palm Beach FL

Source: [www.eaglerockventures.com/rosemarysquare](http://www.eaglerockventures.com/rosemarysquare)

Bottom Left - Brightline Station, West Palm Beach, FL

Source: [www.gobrightline.com](http://www.gobrightline.com)

Bottom Right - Broward County Mass Transit, Ft Lauderdale, FL

Source: [www.sunny.org](http://www.sunny.org)

### 2. District/Town Center

Top - Town Center at the Preserve, Chino, CA

Source: [www.ktgy.com](http://www.ktgy.com)

Bottom Left - Worth Avenue, Palm Beach, FL

Source: [www.luxurytravelmagazine.com/news-articles/worth-avenue-palm-beach-the-ultimate-guide](http://www.luxurytravelmagazine.com/news-articles/worth-avenue-palm-beach-the-ultimate-guide)

Bottom Right - Elmwood Center, New Orleans, LA

Source: [www.lauricella.com](http://www.lauricella.com)

### 3. Commercial Center

Top - Village Shoppes, Royal Palm Beach, FL

Source: [www.bizjournals.com/southflorida/news/2018/12/05/village-shoppes-in-royal-palm-beach-sold.html](http://www.bizjournals.com/southflorida/news/2018/12/05/village-shoppes-in-royal-palm-beach-sold.html)

Bottom Left - Cobblestone Village, Royal Palm Beach, FL

Source: [www.artech.pro/projects-all/cobblestone-village](http://www.artech.pro/projects-all/cobblestone-village)

Bottom Right - The Shoppes at University Town Center, University Park, FL

Source: [www.loopnet.com/Listing/8101-8485-Cooper-Creek-Blvd-University-Park-FL/20556699/](http://www.loopnet.com/Listing/8101-8485-Cooper-Creek-Blvd-University-Park-FL/20556699/)

### 4. Neighborhood Commuter

Top - Azola West Palm Beach, West Palm Beach, FL

Source: [www.azolawestpalmbeach.com](http://www.azolawestpalmbeach.com)

Bottom Left - The Park at Broken Sound Shuttles, Boca Raton, FL

Source: [www.myboca.us](http://www.myboca.us)

Bottom Right - Suburban Miami, Miami, FL

Source: [www.neighborhoods.com/blog/urban-vs-suburban-miami-fl](http://www.neighborhoods.com/blog/urban-vs-suburban-miami-fl)

### 5. Regional Employment District

Top - Wellington Regional Medical Center, Wellington, FL

Source: [www.wellingtonregional.com](http://www.wellingtonregional.com)

Bottom Left - Downtown Dadeland, Miami, FL

Source: [www.dienerproperties.com](http://www.dienerproperties.com)

Bottom Right - University of Jacksonville, FL

Source: [www.logsdonandassociates.com](http://www.logsdonandassociates.com)





# Qualitative Station Analysis

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# QUALITATIVE STATION ANALYSIS

As a catalyst to conducting the transit and roadway alternatives analysis, the Palm Beach Transportation Planning Agency (TPA) is evaluating land use characteristics and market demand to determine a feasible level of economic development along the study corridor. To do that, The qualitative station analysis focuses on evaluating existing development patterns at each of the station locations by providing information developed in the existing conditions.

## Methodology

The Palm Beach Transportation Planning Agency (TPA) is evaluating multimodal transportation alternatives and transit supportive land uses along the Okeechobee Blvd/ SR-704 and SR-7 corridor to provide continuous, safe facilities for all modes of travel. This includes existing demographics, future/planned developments, aerial photographs of the stations, existing station photographs and future typology designations for each proposed station areas.

Each station location was analyzed based on its existing land use and development patterns. Strengths, opportunities, barriers and weaknesses were assessed and highlighted for each station area to develop the plans that will demonstrate the viability and economic potential of each station.

## Content

**THIS REPORT SUMMARIZES THE QUALITATIVE STATION ANALYSIS FOR THE CORRIDOR STUDY. THE DOCUMENT INCLUDES ELEMENTS FROM PREVIOUS EXISTING CONDITIONS REPORTS AND HAS BEEN COMPOSED TO SPECIFICALLY DISCUSS EACH STATION AREA. THE ANALYSIS IS STRUCTURED AS SINGLE PAGE SUMMARIES FOR EACH STATION. EACH PAGE INCLUDES THE FOLLOWING COMPONENTS:**

Components of each sheet include:

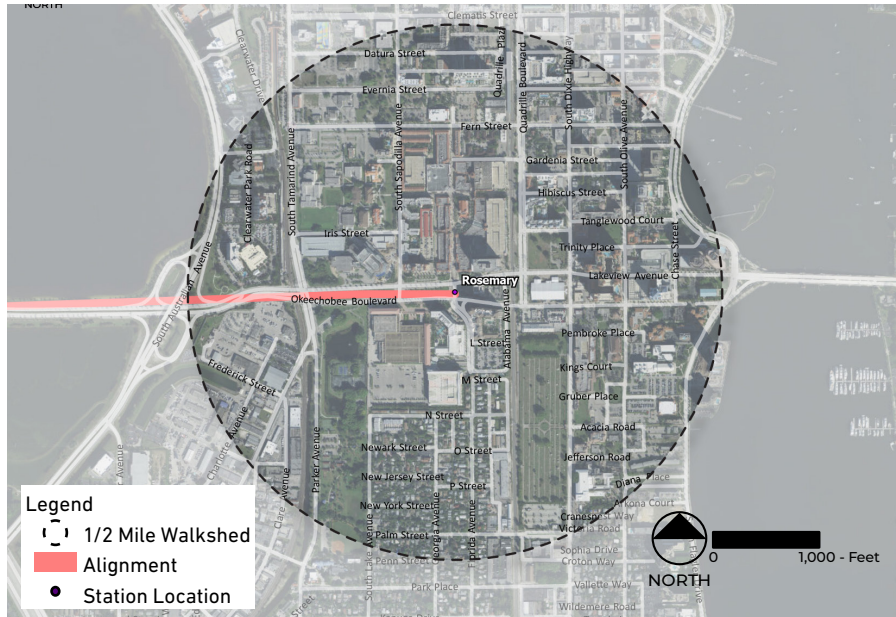
- Aerial Photograph with 1.5 -mile Walking Distance
- Birds-Eye Photography of Station Area
- Ground Level Photography of Existing Station Area
- Station Location along the Okeechobee Blvd & SR 7 Corridor
- Existing Conditions Description
- Current Station Ridership (if applicable)
- Demographics Information
- Existing Station Area Strengths and Weaknesses
- Existing Station Area Opportunities and Barriers
- Land Use and Property Control Description
- Future Typology Designation
- Existing Station Area Key Developments



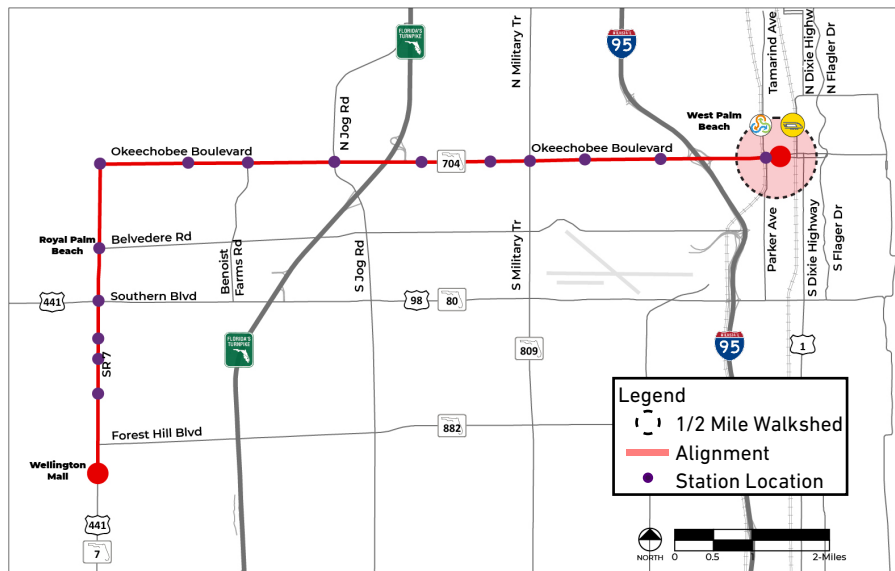


# STATION: ROSEMARY SQUARE

Typology: Central Business District



## Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
City Place, Palm Beach County Convention Center, Intermodal Transit Center

**POPULATION**  
7,000 Residents

**RIDERSHIP**  
Over 10,000 average daily boarding + alightings

**PROPOSED DEVELOPMENTS:**  
West Palm Point, Tent Site, University of Florida

**EMPLOYMENT**  
12,100 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$107,200/year

**AVERAGE BLOCK SIZE:**  
400' x 600'

### STRENGTHS

- Proximity to major roadways
- Walkable environment
- Proximity to transit hubs
- Proximity to major employment and entertainment generators

### WEAKNESSES

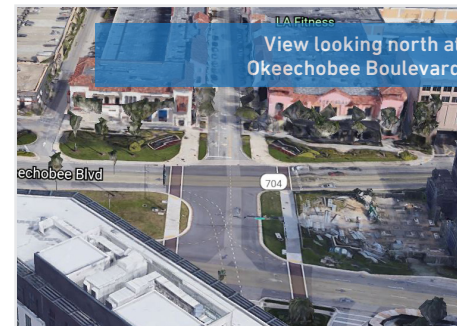
- High land prices
- Caters to mostly wealthy patrons
- Limited multimodal facilities
- Limited land to redevelop

### OPPORTUNITIES

- Infill development opportunities
- Potential to connect beach tourism
- Proximity to Downtown West Palm Beach
- Increased emphasis on redevelopment

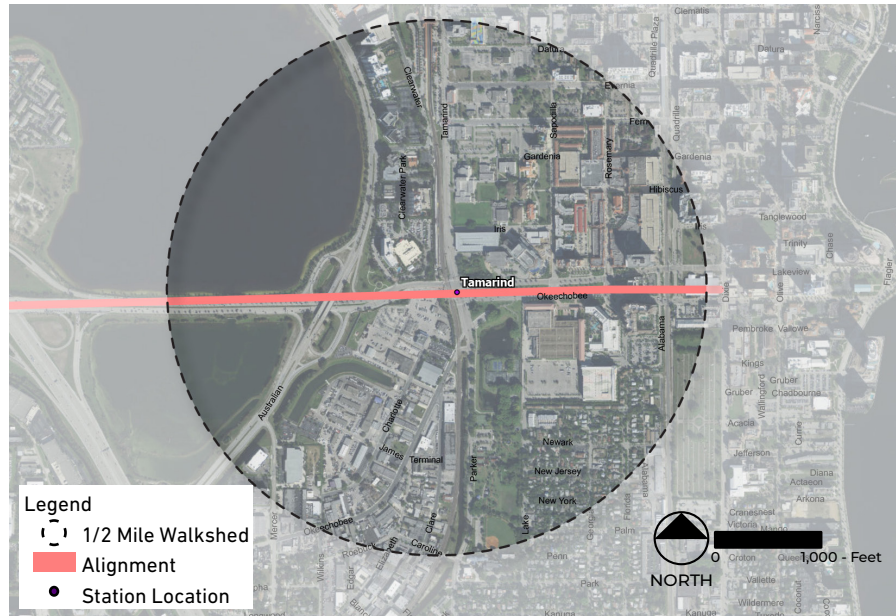
### BARRIERS

- Large and fast roadways
- Station location access
- Railroad crossings
- Okeechobee Blvd one way pairs



# STATION: TAMARIND AVENUE

Typology: Central Business District



Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
City Place, Palm Beach County Convention Center, Intermodal Transit Center

**PROPOSED DEVELOPMENTS:**  
Tamarind Avenue Streetscape, Tamarind Mixed-Use Area, University of Florida, Jefferson Terminal District, Clear Lake Trail

**POPULATION**  
7,500 Residents

**EMPLOYMENT**  
11,000 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$107,200/year

**RIDERSHIP**  
Over 10,000 average daily boarding + alightings

**AVERAGE BLOCK SIZE:**  
400' x 600'

### STRENGTHS

- Proximity to entertainment and amenities
- Proximity to transit hubs
- Access to green space
- Proximity to high density housing

### WEAKNESSES

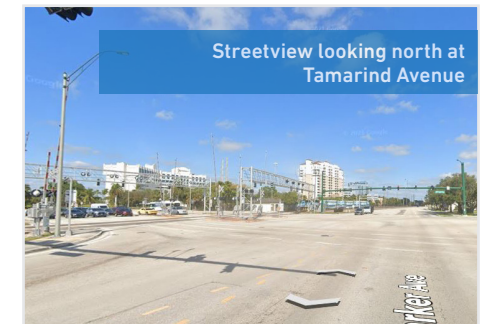
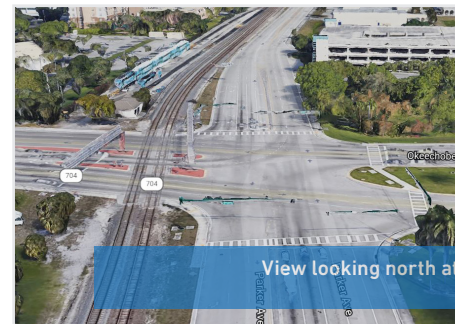
- Limited walkability and bicycle facilities
- Limited connectivity
- High land prices
- Limited land available for redevelopment

### OPPORTUNITIES

- Infill development opportunities
- Regional connections
- Increased emphasis on infill development
- Proximity to Downtown West Palm Beach

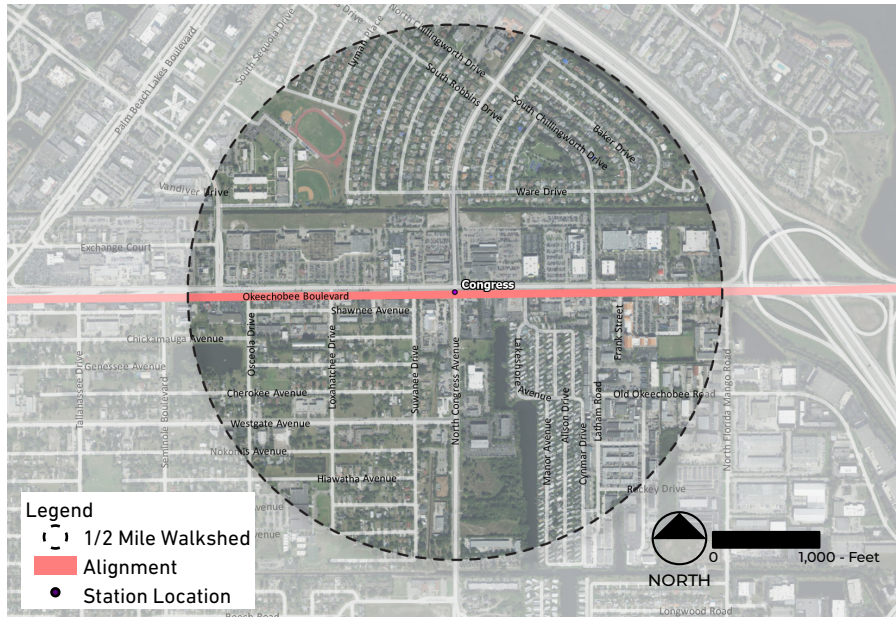
### BARRIERS

- Large and fast roadways
- Station location access
- Limited crossing opportunities
- Limited shade

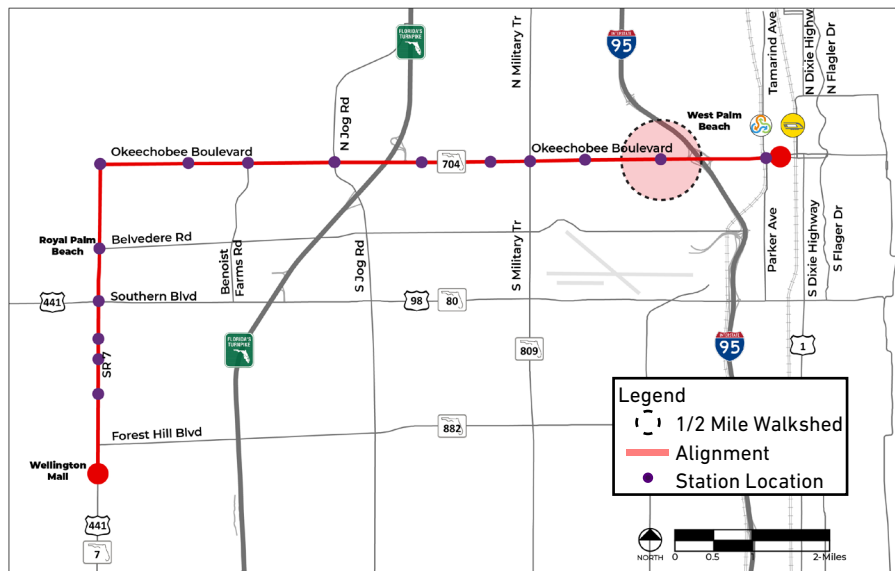


# STATION: CONGRESS AVENUE

Typology: District/Town Center



## Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Chillingworth Park, Access to Airport, Cardinal Newman High school, Westgate CRA

**POPULATION**  
3,500 Residents

**RIDERSHIP**  
Over 10,000 average daily boarding + alightings

**PROPOSED DEVELOPMENTS:**  
Affordable Infill Housing  
Redevelopment Project, Westgate Avenue Streetscape, Westgate Seminole Mixed-Use Project

**EMPLOYMENT**  
2,200 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$43,300/year

**AVERAGE BLOCK SIZE:**  
1200' x 600'

## STRENGTHS

- Proximity to I-95
- Large redevelopable parcels
- Proximity to high ridership stations
- Access to parking

## WEAKNESSES

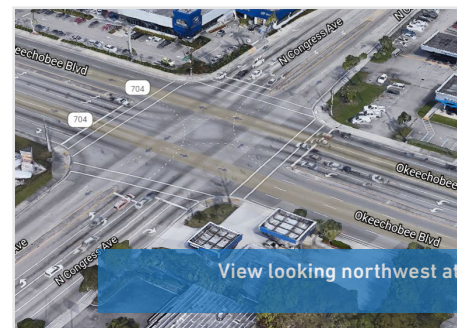
- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Drainage challenges

## OPPORTUNITIES

- Potential for multimodal/transit oriented development
- Proximity to Downtown West Palm Beach
- Increased emphasis on redevelopment

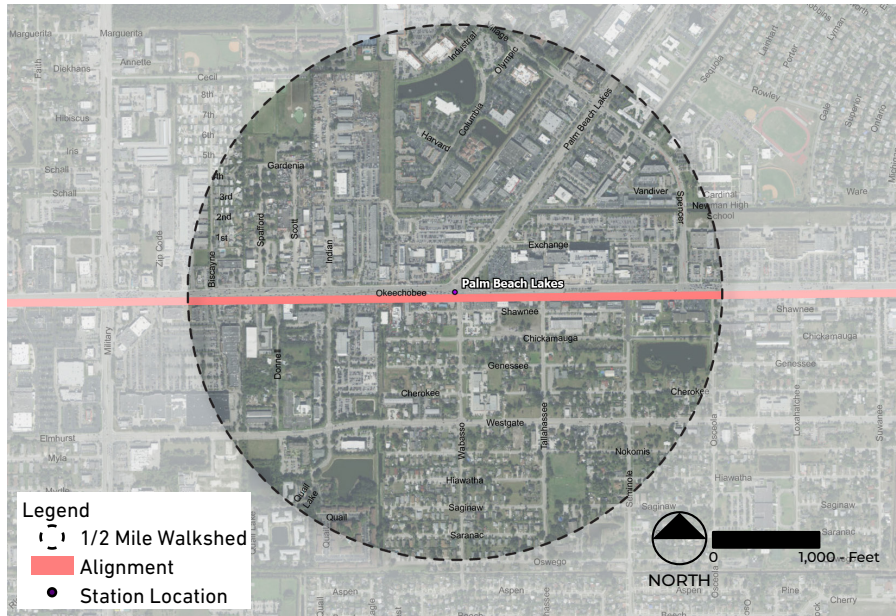
## BARRIERS

- Large and fast roadways
- Limited shade
- Limited multimodal network and connectivity
- Limited access to green space

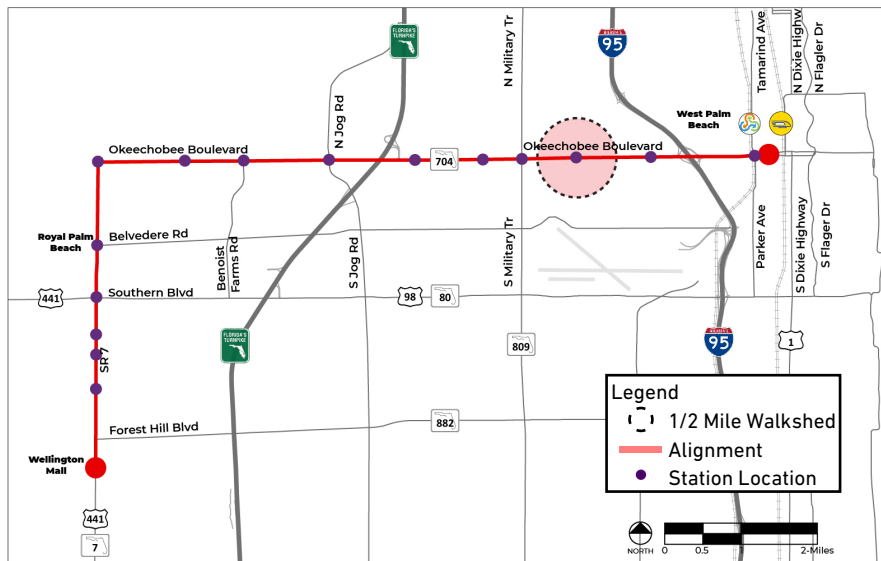


# STATION: PALM BEACH LAKES BLVD

Typology: Commercial Center



Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Access to Airport, Cardinal Newman High school, Westgate CRA, Keiser University

**PROPOSED DEVELOPMENTS:**  
Affordable Infill Housing  
Redevelopment Project, Westgate  
Avenue Streetscape, Westgate  
Seminole Mixed-Use Project

**POPULATION**  
3,700 Residents

**EMPLOYMENT**  
6,400 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$50,400/year

**RIDERSHIP**  
Over 10,000 average daily boarding + alightings

**AVERAGE BLOCK SIZE:**  
800' x 400'

### STRENGTHS

- Proximity to commercial land uses
- Proximity to high ridership stations
- Large redevelopable parcels
- Proximity to housing

### WEAKNESSES

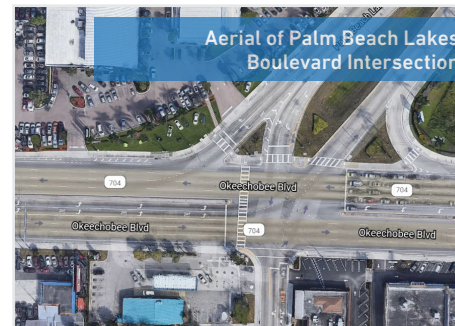
- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Low density of development

### OPPORTUNITIES

- Emphasis on development
- Potential for multimodal/transit oriented development
- Proximity to Downtown West Palm Beach

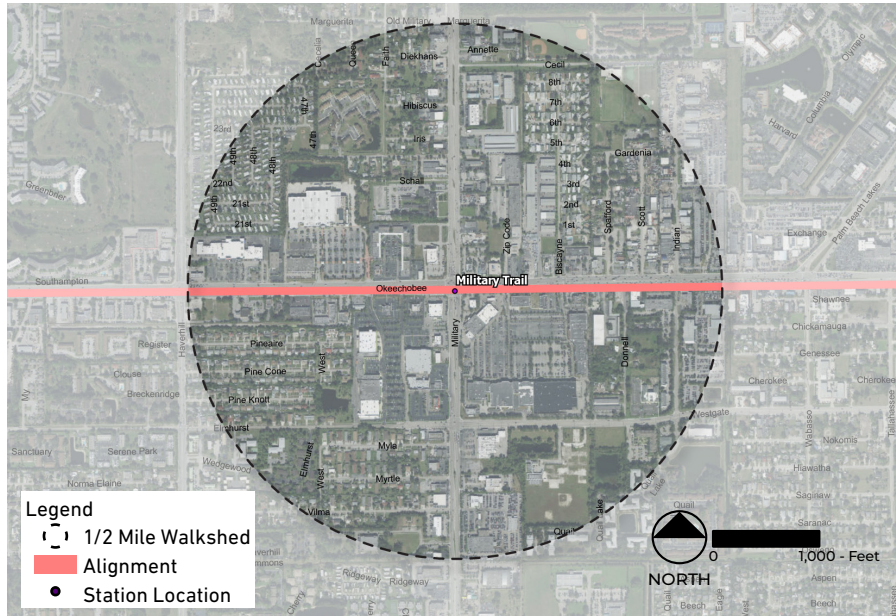
### BARRIERS

- Large and fast roadways
- Limited multimodal network and connectivity
- Limited crossing opportunities
- Limited access to green space

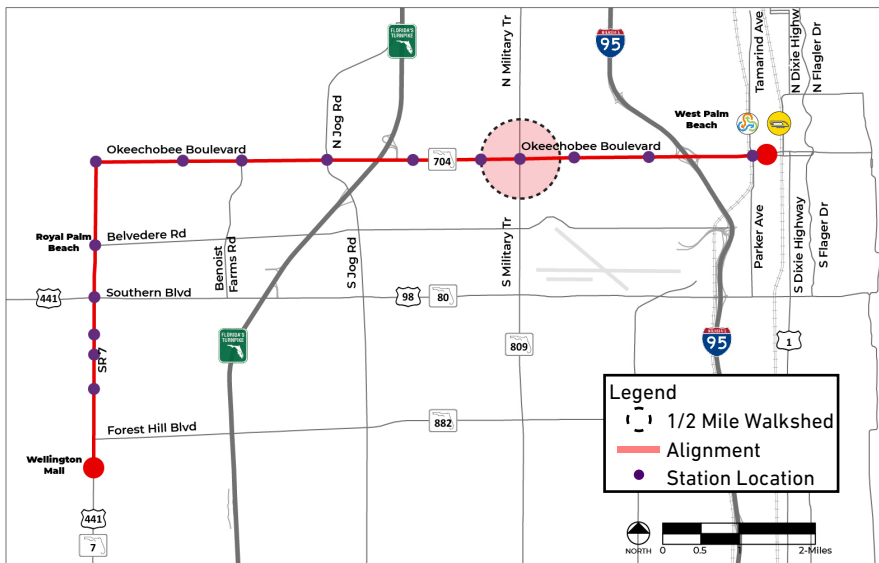


# STATION: MILITARY TRAIL

Typology: District/Town Center



## Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Mounts Botanical Gardens, Oxbridge Academy, Cross County Plaza, Century Village

**POPULATION**  
3,500 Residents

**RIDERSHIP**  
Over 10,000 average daily boarding + alightings

**EMPLOYMENT**  
3,700 Workers

**PROPOSED DEVELOPMENTS:**  
None at this time

**AVERAGE HOUSEHOLD INCOME:**  
\$44,650/year

**AVERAGE BLOCK SIZE:**  
1200' x 1200'

### STRENGTHS

- Proximity to the Turnpike
- Proximity to high ridership stations
- Large redevelopable parcels
- Proximity to commercial land uses

### WEAKNESSES

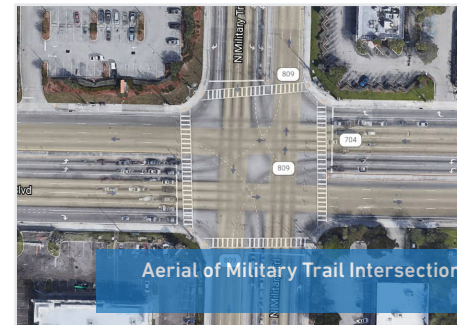
- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Low density of development

### OPPORTUNITIES

- Potential for multimodal/transit oriented development
- Proximity to vacant properties
- Increased emphasis on development

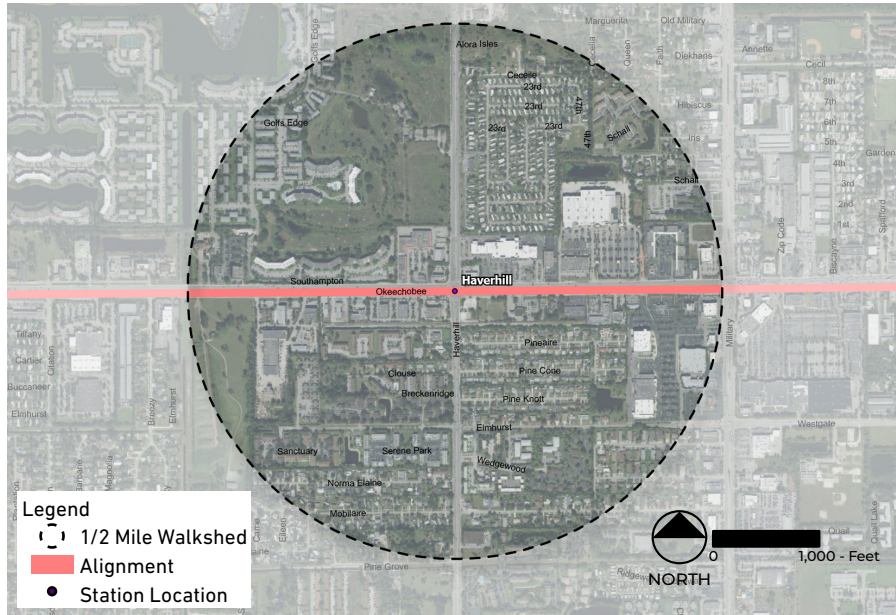
### BARRIERS

- Large and fast roadways
- Limited shade
- Limited multimodal network and connectivity
- Limited access to green space

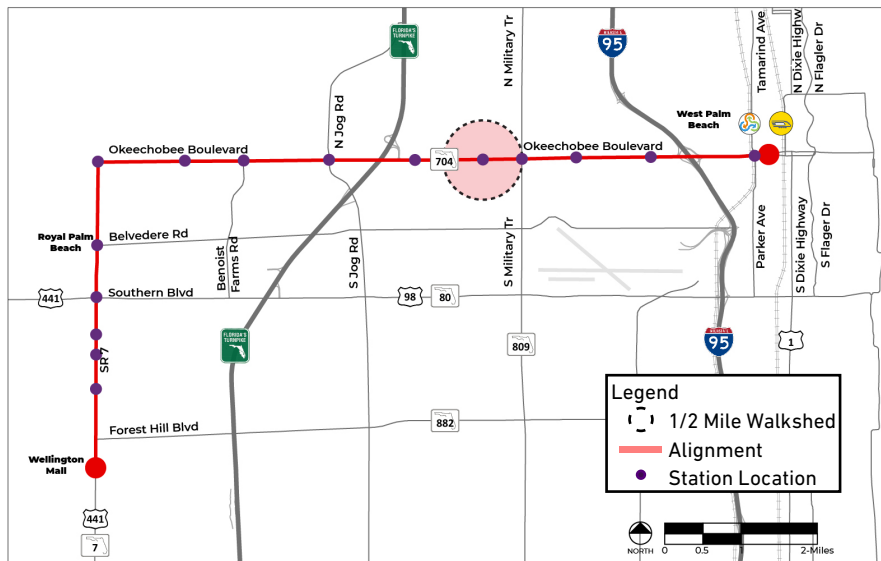


# STATION: HAVERHILL ROAD

Typology: Neighborhood Commuter



## Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
West Palm Beach Emergency Center, Century Village

**POPULATION**  
5,000 Residents

**RIDERSHIP**  
1,000 - 10,000 average daily boarding + alightings

**PROPOSED DEVELOPMENTS:**  
Reflection Bay, Fount MUPD

**EMPLOYMENT**  
1,300 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$41,450/year

**AVERAGE BLOCK SIZE:**  
500' x 1000'

### STRENGTHS

- North/ South connection
- Proximity to the Turnpike
- Proximity to neighborhoods
- Large redevelopable parcels
- Access to parking

### WEAKNESSES

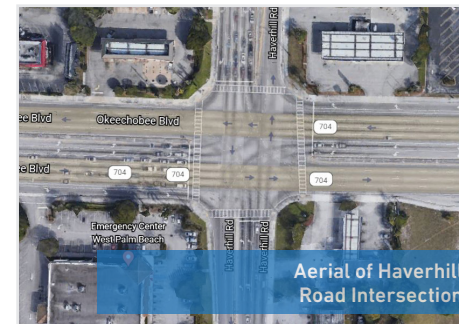
- Limited land uses
- Access to adjacent neighborhoods
- Limited active commercial developments
- Low density of development

### OPPORTUNITIES

- Proximity to housing
- Emphasis on development
- Potential for multimodal/transit oriented development
- Transit access to vulnerable communities

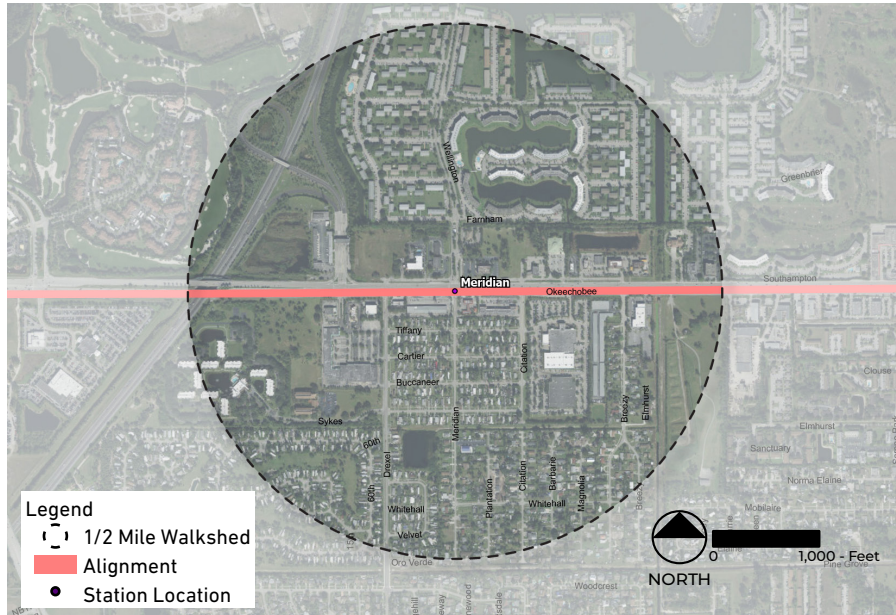
### BARRIERS

- Limited activity centers
- Limited multimodal network and connectivity
- Limited crossing opportunities
- Limited access to green space

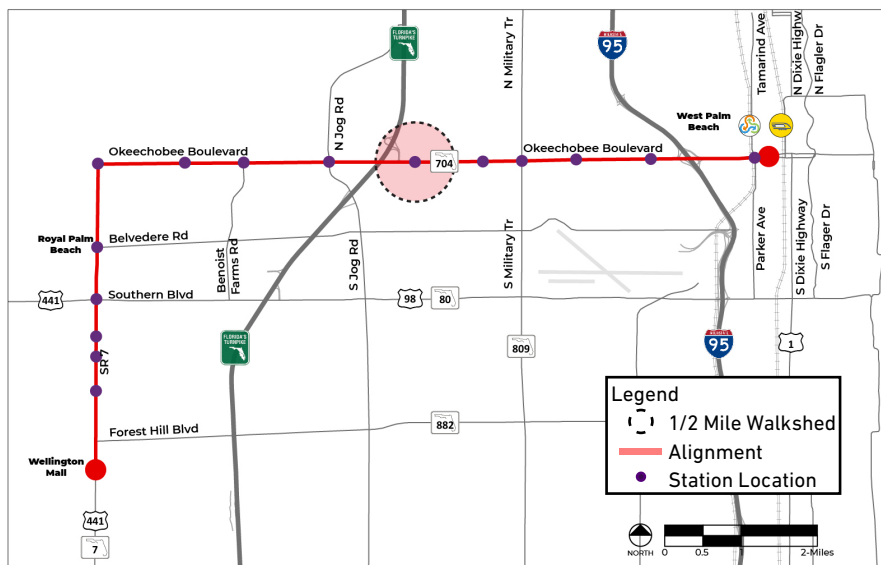


# STATION: MERIDIAN ROAD

Typology: Neighborhood Commuter



Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Century Village, Florida's Turnpike, Library

**POPULATION**  
6,700 Residents

**RIDERSHIP**  
1,000 - 10,000

**PROPOSED DEVELOPMENTS:**  
Fount MUPD

**EMPLOYMENT**  
1,200 Workers

average daily boarding + alightings

**AVERAGE HOUSEHOLD INCOME:**  
\$41,560/year

**AVERAGE BLOCK SIZE:**  
1000' x 500'

## STRENGTHS

- Proximity to the Turnpike
- Proximity to neighborhoods
- Large redevelopable parcels
- Proximity to housing
- Access to parking

## WEAKNESSES

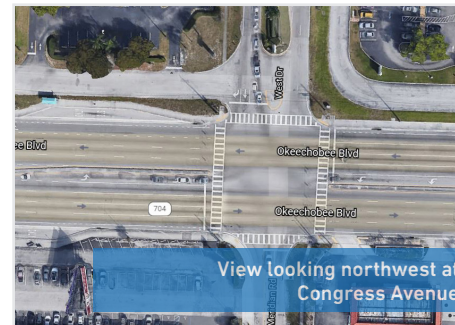
- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Low commercial elements

## OPPORTUNITIES

- Potential for multimodal/transit oriented development
- Proximity to vacant properties
- Increased emphasis on development

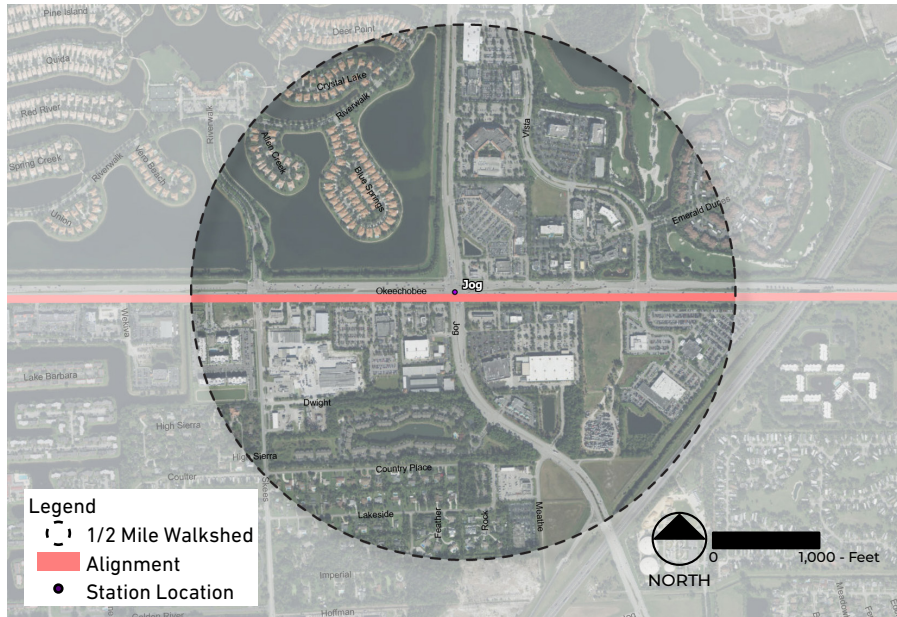
## BARRIERS

- Large and fast roadways
- Limited crossing opportunities
- Limited multimodal network and roadway network
- Limited access to activity centers

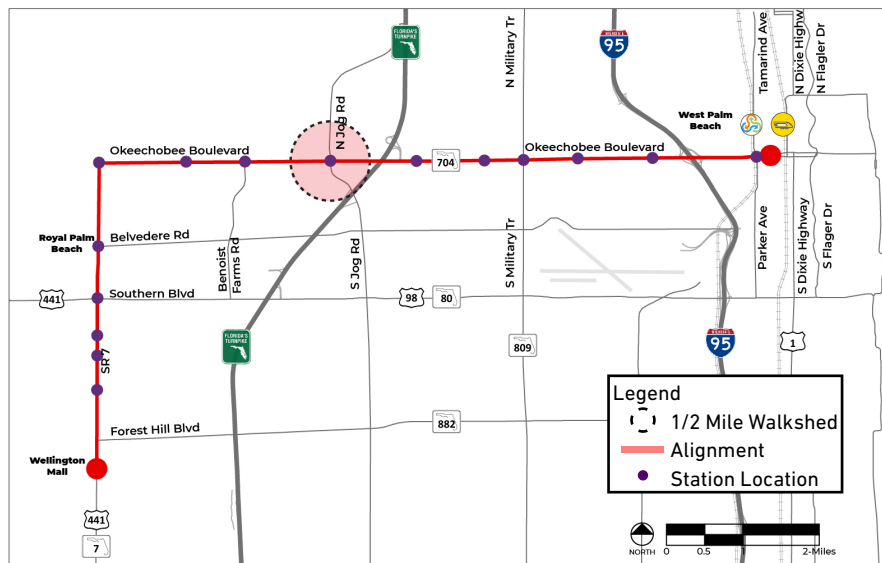


# STATION: JOG ROAD

Typology: Commercial Center



Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Keiser University, Riverwalk,  
Palm Beach County Building  
Department

**PROPOSED DEVELOPMENTS:**  
Luma Apartments

**POPULATION**  
2,000 Residents

**EMPLOYMENT**  
3,535 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$64,300/year

**RIDERSHIP**  
10,000 average daily boarding + alightings

**AVERAGE BLOCK SIZE:**  
1200' x 850'

### STRENGTHS

- Commuter supportive land uses
- Proximity to activity center
- Proximity to high ridership stations
- Large redevelopable parcels

### WEAKNESSES

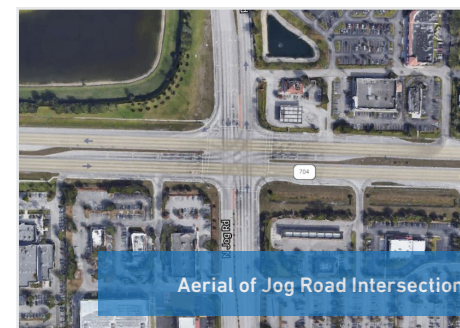
- Development challenges due to wetlands/drainage
- Auto focused environment
- Limited multimodal facilities
- Gated Communities

### OPPORTUNITIES

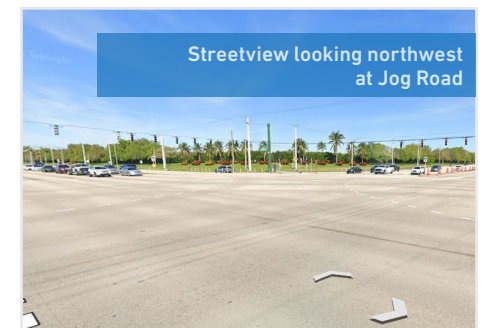
- Proximity to the Turnpike
- Emphasis on development
- Potential for multimodal/transit oriented development
- Proximity to commercial land uses

### BARRIERS

- Large and fast roadways
- Limited multimodal network and roadway network
- Limited crossing opportunities
- Limited access to green space



Aerial of Jog Road Intersection



Streetview looking northwest at Jog Road

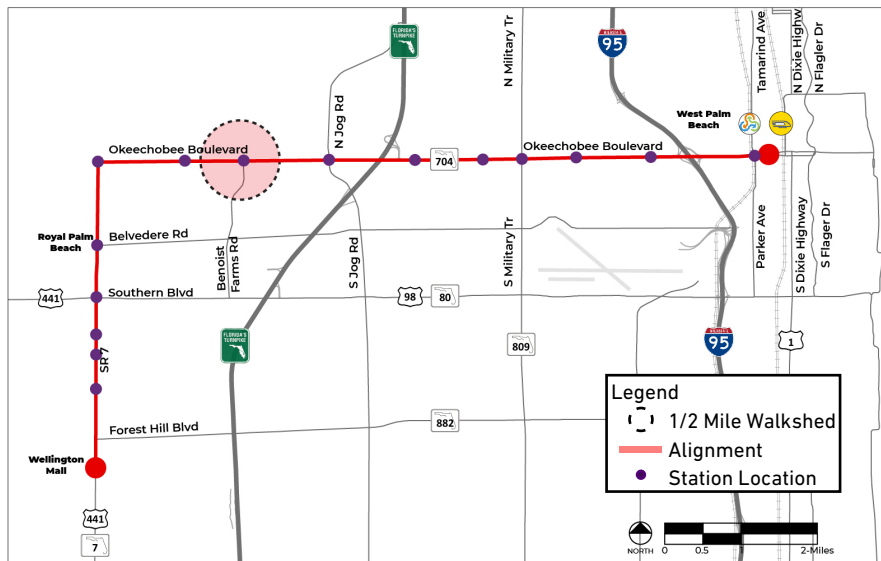


# STATION: BENOIST FARMS ROAD

Typology: Neighborhood Commuter



## Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Renaissance Charter School, Turning Points Academy, Berean Christian School

**POPULATION**  
3,131 Residents

**RIDERSHIP**  
1,000 - 10,000  
average daily boarding + alightings

**EMPLOYMENT**  
530 Workers

**PROPOSED DEVELOPMENTS:**  
Azola Apartments, Grace Fellowship

**AVERAGE HOUSEHOLD INCOME:**  
\$62,040/year

**AVERAGE BLOCK SIZE:**  
1200' x 400'

## STRENGTHS

- Proximity to planned redevelopments
- Proximity to schools
- Large redevelopable parcels
- Proximity to existing park-and-ride

## WEAKNESSES

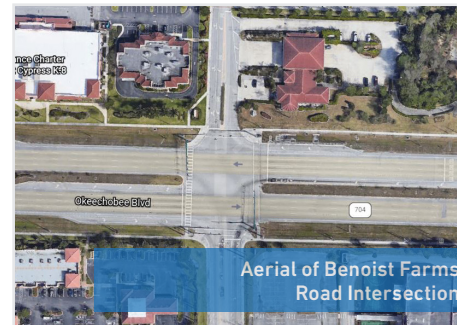
- Development challenges due to wetlands/drainage
- Auto focused environment
- Limited multimodal facilities
- Gated Communities

## OPPORTUNITIES

- Potential commuter elements
- Proximity to young riders
- Emphasis on development

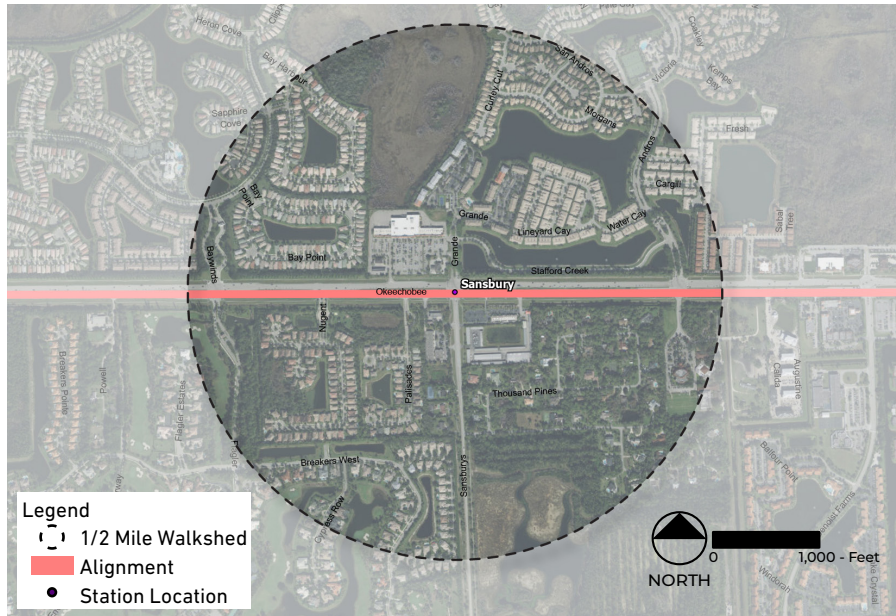
## BARRIERS

- Large and fast roadways
- Limited crossing opportunities
- Limited roadway network
- Complex intersection dynamics

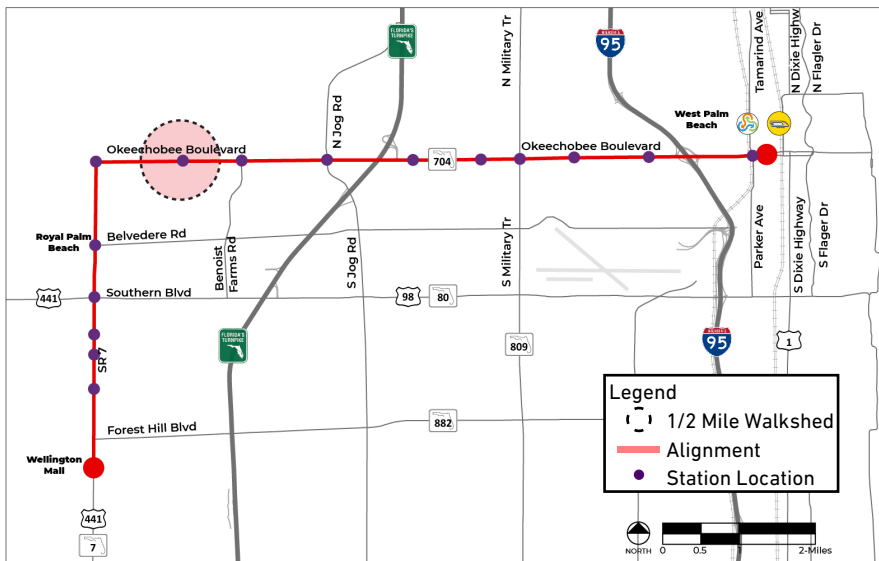


# STATION: SANSBURY WAY

Typology: Neighborhood Commuter



## Station Location within Overall Study Corridor



## Existing Station Area Summary



**KEY LANDMARKS:**  
Cobblestone Village



**POPULATION**  
2,600 Residents



**RIDERSHIP**  
1,000-10,000 average daily boarding + alightings



**PROPOSED DEVELOPMENTS:**  
None at this time



**EMPLOYMENT**  
312 Workers



**AVERAGE HOUSEHOLD INCOME:**  
\$82,000/year



**AVERAGE BLOCK SIZE:**  
700' x 600'

### STRENGTHS

- Commuter supported land uses
- Proximity to schools
- Large redevelopable parcels
- Proximity to regional routes

### WEAKNESSES

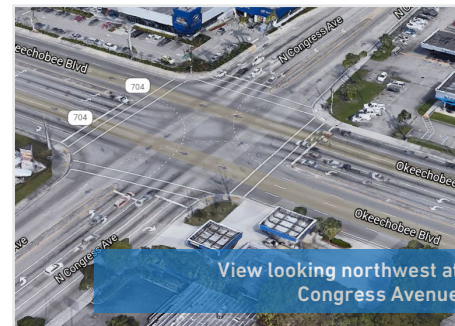
- Limited land uses
- Auto focused environment
- Limited commercial uses
- Low density of development

### OPPORTUNITIES

- Proximity to housing
- Emphasis on development
- Developable land
- Proximity to grocery store

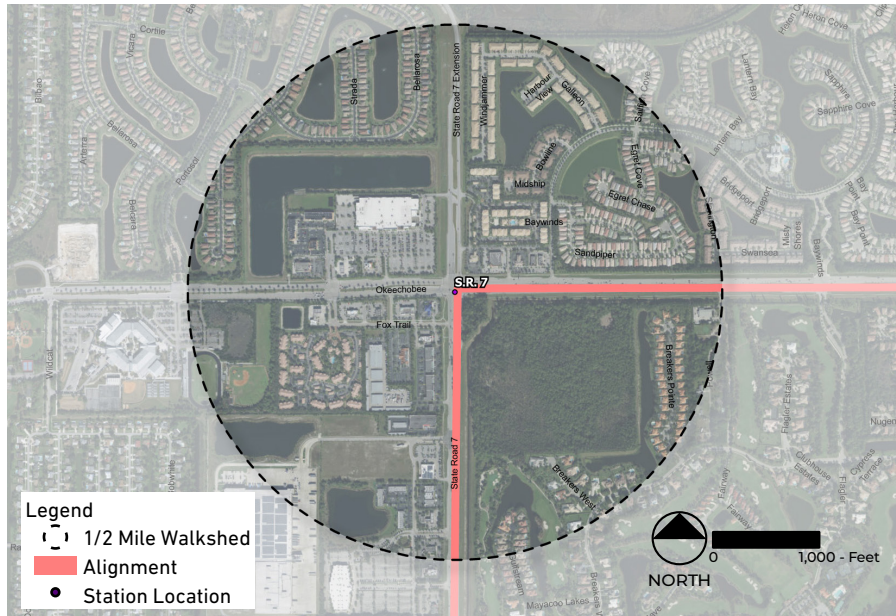
### BARRIERS

- Large and fast roadways
- Limited roadway network
- Limited crossing opportunities
- Limited multimodal network

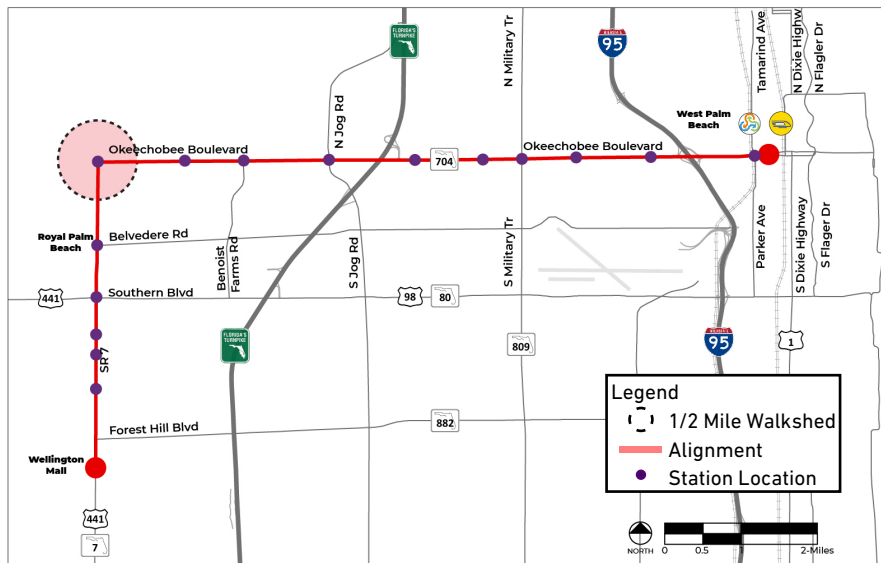


# STATION: STATE ROAD 7

Typology: District/Town Center



Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Cobblestone Village, Royal Palm Beach High School

**POPULATION**  
2,400 Residents

**RIDERSHIP**  
1,000 - 10,000  
average daily boarding + alightings

**PROPOSED DEVELOPMENTS:**  
None at this time

**EMPLOYMENT**  
1,030 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$88,000/year

**AVERAGE BLOCK SIZE:**  
1500' x 850'

### STRENGTHS

- Proximity to regional routes
- Proximity to high ridership stations
- Large redevelopable parcels
- Proximity to commercial land uses

### WEAKNESSES

- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Limited access to surrounding neighborhoods

### OPPORTUNITIES

- Potential for multimodal/transit oriented development
- Proximity to vacant properties
- Emphasis on development

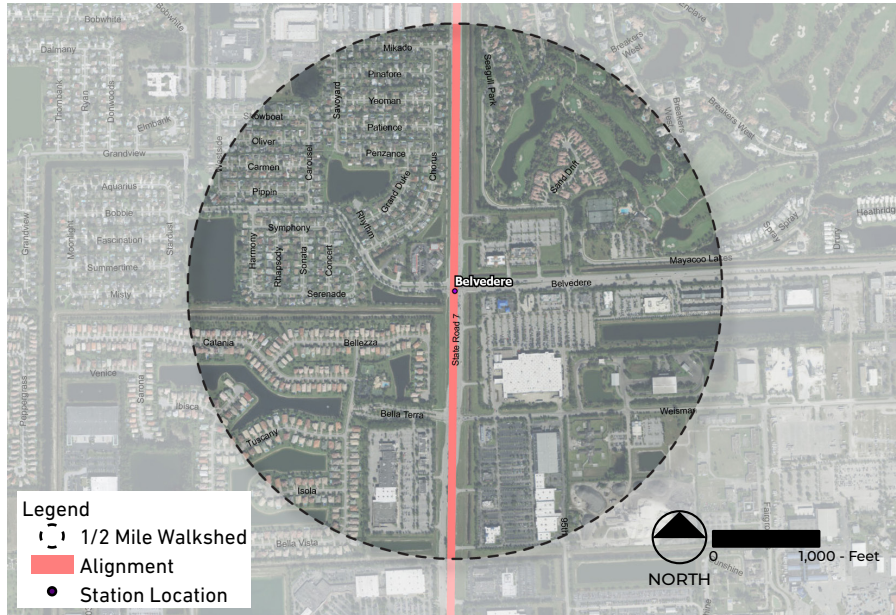
### BARRIERS

- Large and fast roadways
- Limited shade
- Limited multimodal network and connectivity
- Intersection complexities

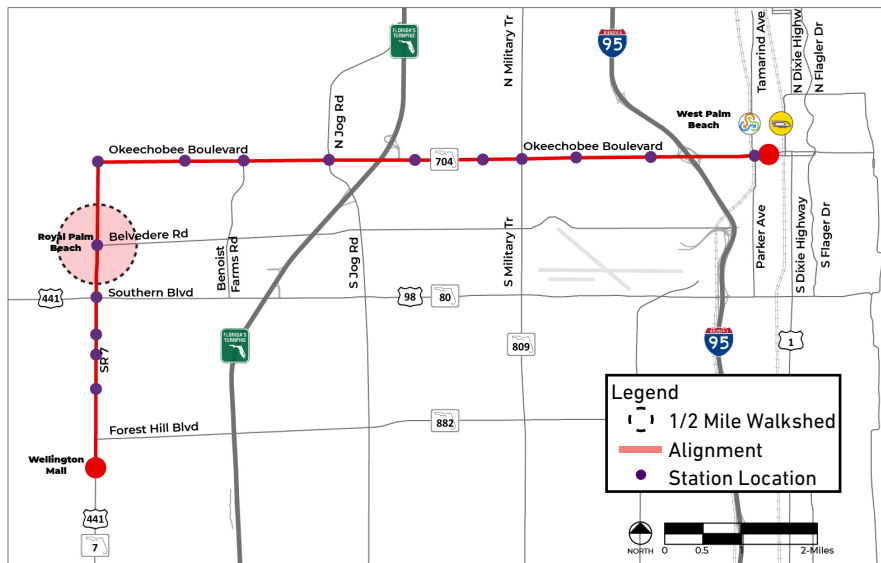


# STATION: BELVEDERE ROAD

Typology: Commercial Center



## Station Location within Overall Study Corridor



## Existing Station Area Summary



**KEY LANDMARKS:**  
South University



**POPULATION**  
2,000 Residents



**RIDERSHIP**  
Over 10,000 average daily boarding + alightings



**PROPOSED DEVELOPMENTS:**  
None at this time



**EMPLOYMENT**  
2,000 Workers



**AVERAGE HOUSEHOLD INCOME:**  
\$127,500/year



**AVERAGE BLOCK SIZE:**  
900' x 600'

## STRENGTHS

- Proximity to commercial land uses
- Proximity to high ridership stations
- Large redevelopable parcels

## WEAKNESSES

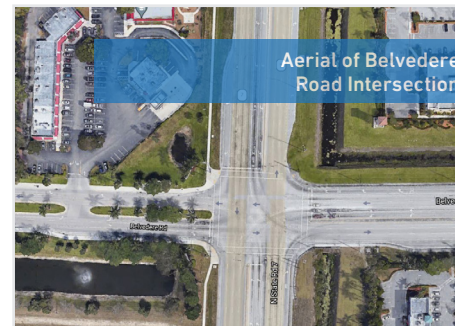
- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Low density of development

## OPPORTUNITIES

- Proximity to housing
- Emphasis on development
- Potential for multimodal/transit oriented development

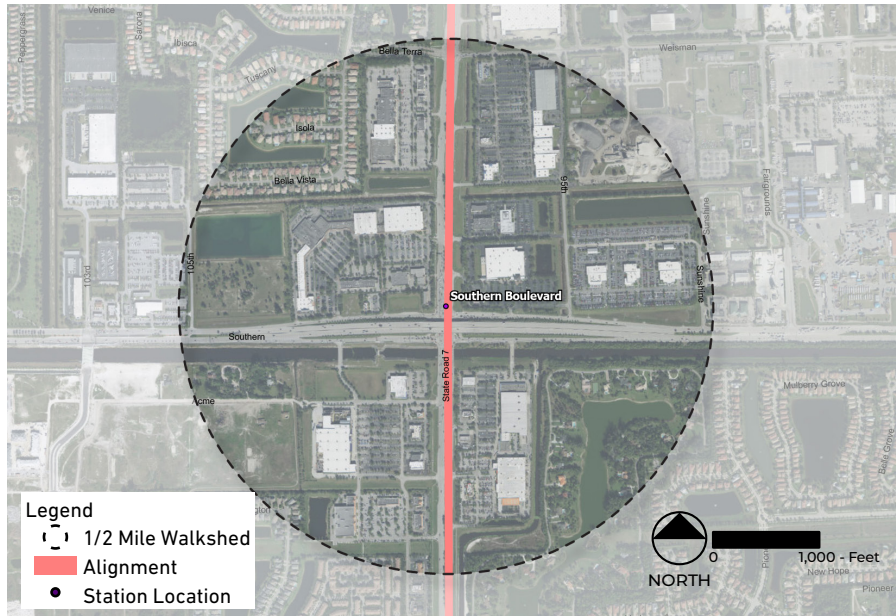
## BARRIERS

- Large and fast roadways
- Limited multimodal network and connectivity
- Limited crossing opportunities
- Limited access to green space

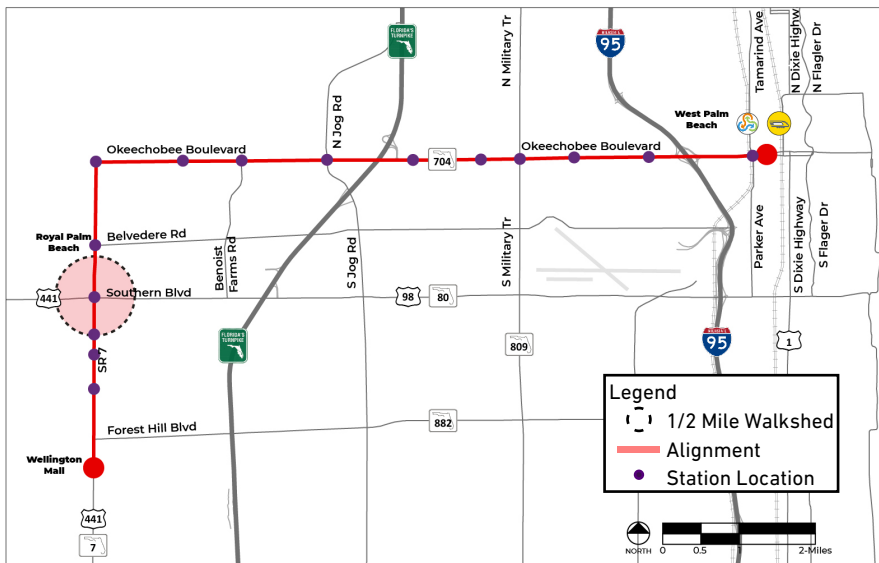


# STATION: SOUTHERN BLVD

Typology: Commercial Center



## Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
Westshore Shopping Plaza, Village Shoppes, Coral Sky Plaza Shoppes, Commons at Royal Palm Beach

**POPULATION**  
813 Residents

**RIDERSHIP**  
1,000 - 10,000  
average daily boarding + alightings

**EMPLOYMENT**  
2,500 Workers

**PROPOSED DEVELOPMENTS:**  
SR 80 Bridge Replacement, Tuttle Royal, The Point

**AVERAGE HOUSEHOLD INCOME:**  
\$125,000/year

**AVERAGE BLOCK SIZE:**  
1300' x 1000'

### STRENGTHS

- Proximity to developing TOD
- Proximity to regional route
- Large redevelopable parcels
- Proximity to retail and commercial land uses
- Access to parking

### WEAKNESSES

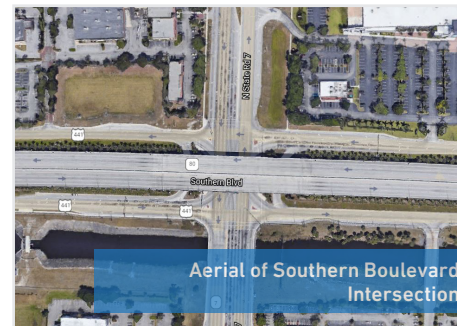
- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Limited access to residential developments

### OPPORTUNITIES

- Potential for multimodal/transit oriented development
- Proximity to developable properties
- Emphasis on development

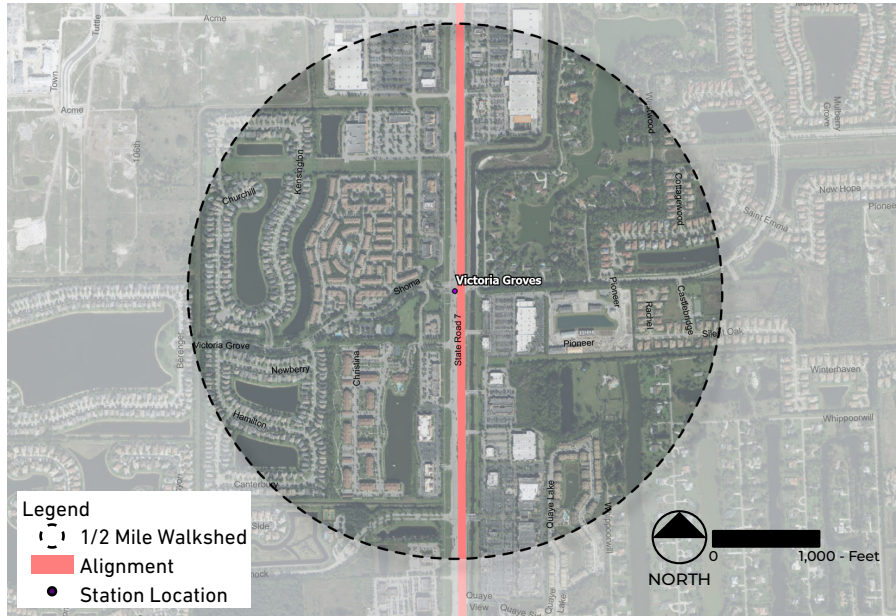
### BARRIERS

- Large and fast roadways
- Limited shade and green space access
- Limited multimodal network
- Limited roadway network

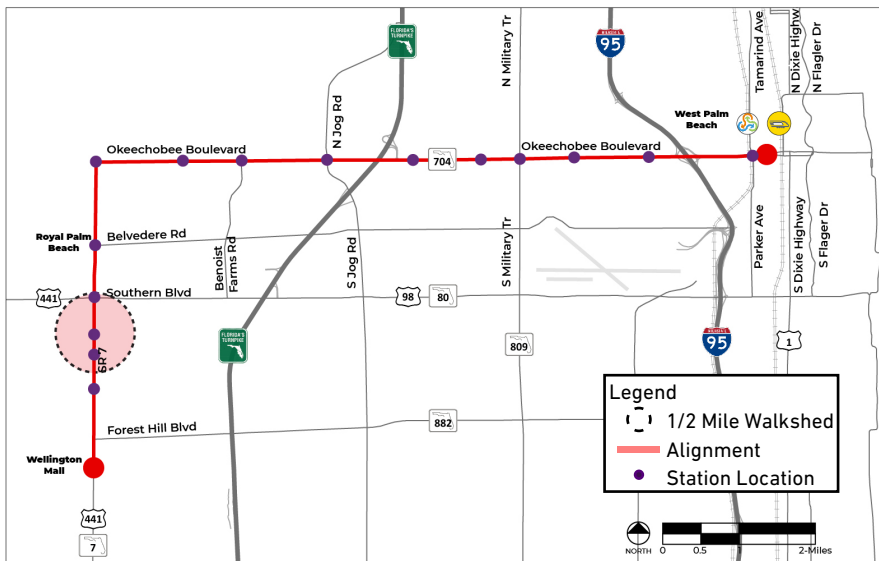


# STATION: VICTORIA GROVES BLVD

Typology: Neighborhood Commuter



## Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
 Westshore Shopping Plaza,  
 Village Shoppes, Coral Sky  
 Plaza Shoppes, Commons at Royal  
 Palm Beach

**PROPOSED DEVELOPMENTS:**  
 None at this time

**POPULATION**  
 2,800 Residents

**EMPLOYMENT**  
 1,200 Workers

**AVERAGE HOUSEHOLD INCOME:**  
 \$103,900/year

**RIDERSHIP**  
 1,000 -  
 10,000  
 average  
 daily boarding +  
 alightings

**AVERAGE BLOCK SIZE:**  
 500' x 300'

## STRENGTHS

- Proximity to residential developments
- Proximity retail and commercial land uses
- Redevelopable parcels

## WEAKNESSES

- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Limited access to residential developments

## OPPORTUNITIES

- Proximity to housing
- Increased emphasis on development
- Potential for multimodal/transit oriented development
- Proximity to commuters

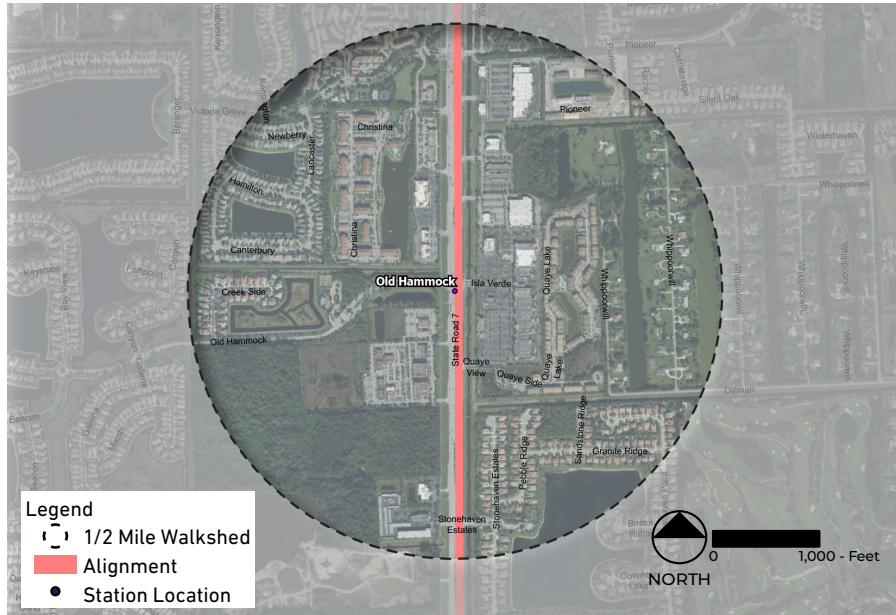
## BARRIERS

- Limited developable land
- Limited multimodal network and connectivity
- Limited crossing opportunities
- Limited access to green space



# STATION: OLD HAMMOCK WAY

Typology: Neighborhood Commuter



## Existing Station Area Summary

**KEY LANDMARKS:**  
Westshore Shopping Plaza, Village Shoppes, Coral Sky Plaza Shoppes, Commons at Royal Palm Beach, The Shoppes at Isla Verde

**POPULATION**  
1,900 Residents

**RIDERSHIP**  
1,000 - 10,000  
average daily boarding + alightings

**EMPLOYMENT**  
1,400 Workers

**PROPOSED DEVELOPMENTS:**  
Lotis

**AVERAGE HOUSEHOLD INCOME:**  
\$125,500/year

**AVERAGE BLOCK SIZE:**  
1200' x 600'

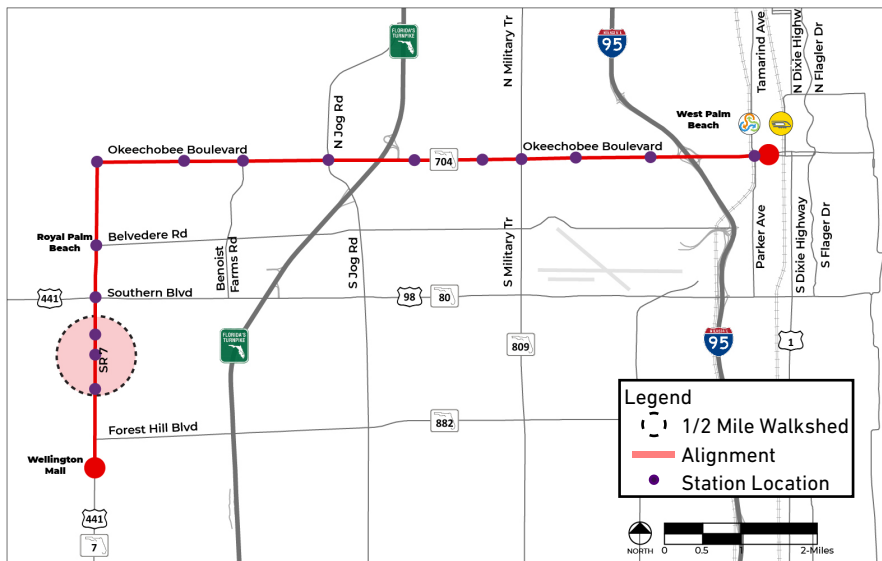
### STRENGTHS

- Proximity to residential developments
- Proximity to existing transit stations
- Large redevelopable parcels
- Proximity to commercial land uses

### WEAKNESSES

- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Limited access to residential developments

## Station Location within Overall Study Corridor

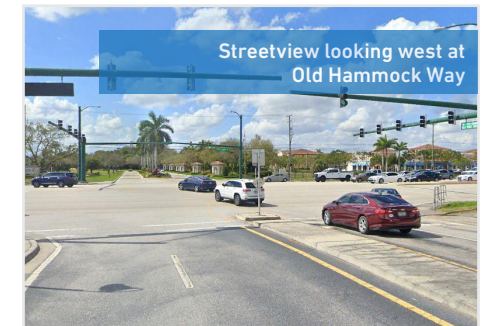
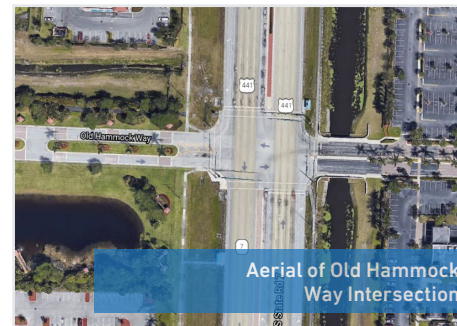


### OPPORTUNITIES

- Access to commercial land uses
- Potential for multimodal/transit oriented development
- Proximity to redevelopable properties
- Emphasis on development

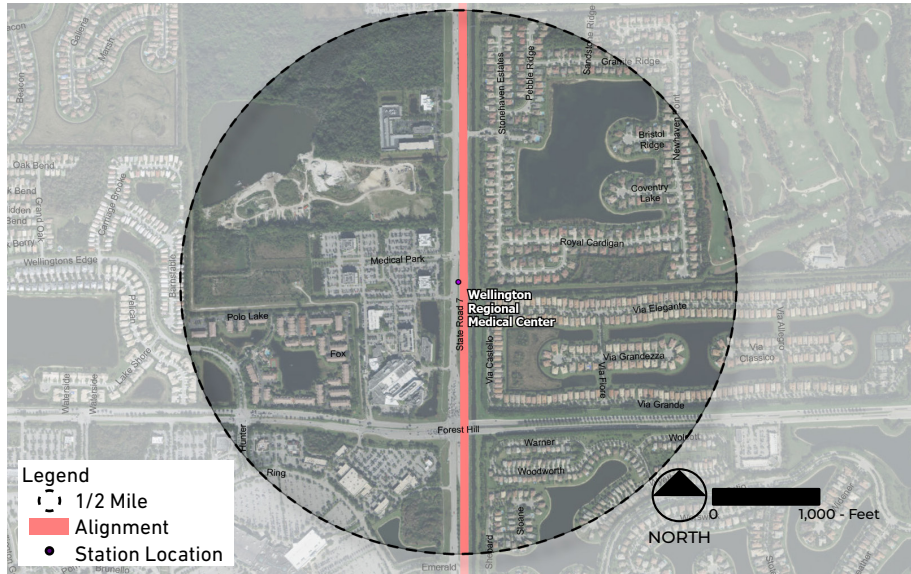
### BARRIERS

- Large and fast roadways
- Limited shade
- Limited multimodal network and connectivity
- Limited access and connections east-to-west

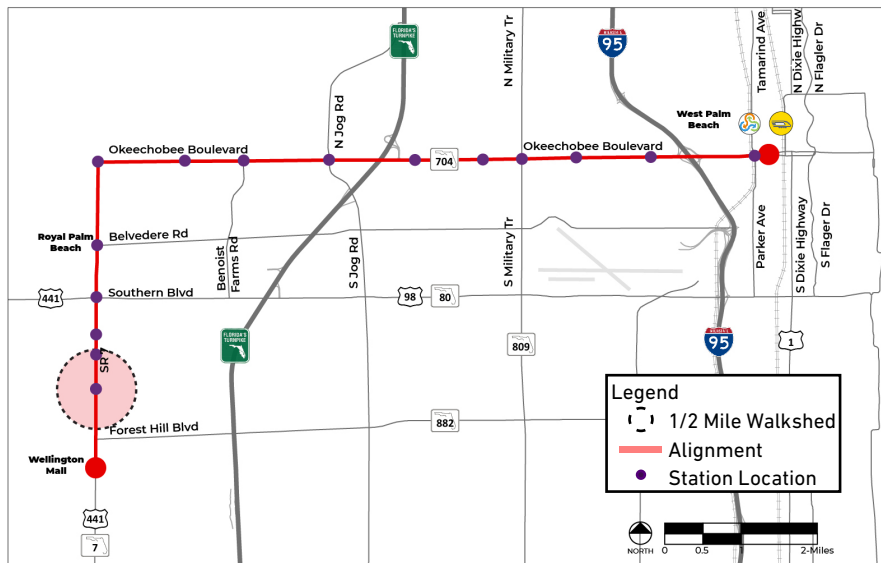


# STATION: WELLINGTON REGIONAL MEDICAL CENTER

Typology: Regional Employment Generator



Station Location within Overall Study Corridor



## Existing Station Area Summary

**KEY LANDMARKS:**  
The Shoppes at Isla Verde,  
Wellington Regional Medical  
Center

**POPULATION**  
2,000 Residents

**RIDERSHIP**  
1,000 -  
10,000  
average  
daily boarding +  
alightings

**PROPOSED DEVELOPMENTS:**  
Lots

**EMPLOYMENT**  
3,800 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$136,000/year

**AVERAGE BLOCK SIZE:**  
1600' x 600'

### STRENGTHS

- Proximity to commercial and medical land uses
- Proximity to regional routes
- Large redevelopable parcels
- Access to parking

### WEAKNESSES

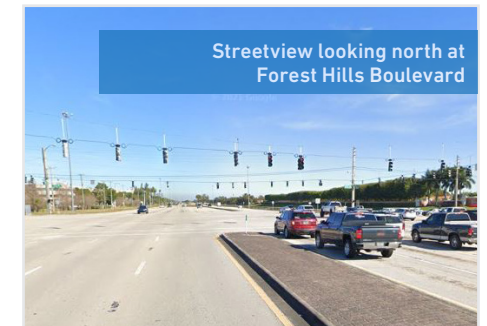
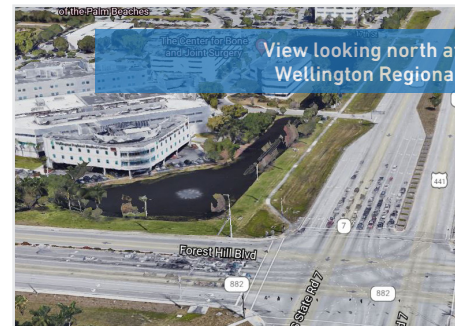
- Limited land uses
- Auto focused environment
- Limited multimodal facilities and access to existing facilities
- Eastern residential developments

### OPPORTUNITIES

- Proximity to redeveloping parcels
- Emphasis on development
- Potential for multimodal/transit oriented development
- Access to commuters and workers

### BARRIERS

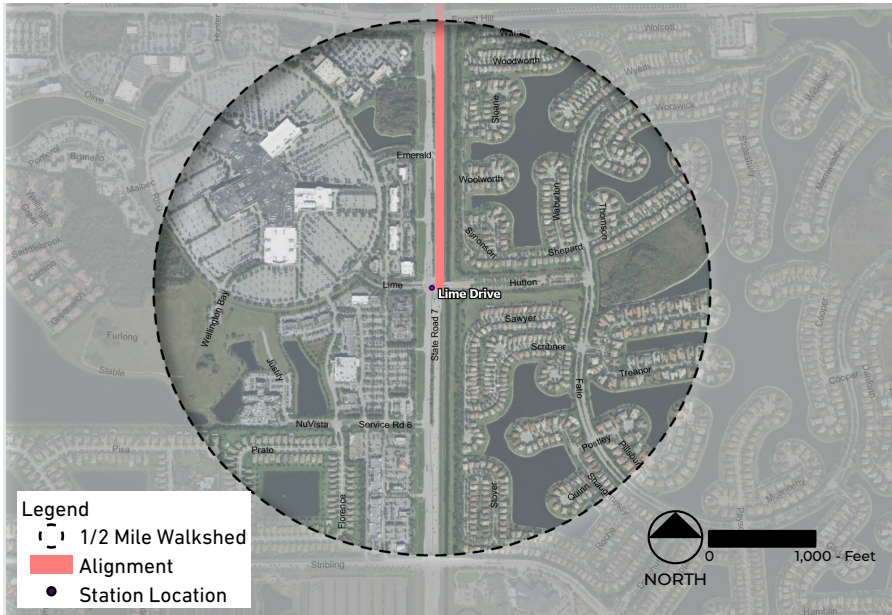
- Large and fast roadways
- Limited multimodal network and connectivity
- Limited crossing opportunities
- Proximity to major intersection





# STATION: LIME DRIVE

Typology: District/Town Center



## Existing Station Area Summary

**KEY LANDMARKS:**  
Wellington Regional Medical Center, Wellington Green Mall

**POPULATION**  
1,900 Residents

**RIDERSHIP**  
Over 10,000 average daily boarding + alightings

**PROPOSED DEVELOPMENTS:**  
Mall at Wellington Green Redevelopment

**EMPLOYMENT**  
4,000 Workers

**AVERAGE HOUSEHOLD INCOME:**  
\$136,500/year

**AVERAGE BLOCK SIZE:**  
1200' x 500'

### STRENGTHS

- Proximity to the Transit Hub
- Proximity to high ridership stations
- Large redevelopable parcels
- Proximity to commercial land uses

### WEAKNESSES

- Limited land uses
- Auto focused environment
- Limited multimodal facilities
- Limited right-of-way opportunities

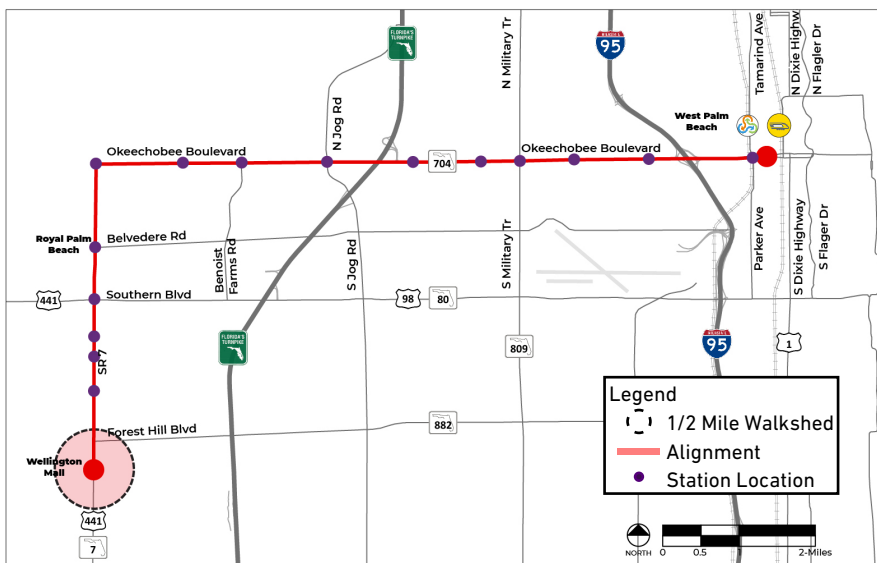
### OPPORTUNITIES

- Potential for multimodal/transit oriented development
- Proximity to vacant properties
- Increased emphasis on development

### BARRIERS

- Large and fast roadways
- Limited shade
- Limited multimodal network and roadway connectivity
- Limited access and connections east-to-west

## Station Location within Overall Study Corridor



**Intentionally Blank**



# Station Area Summaries Methodology

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# STATION AREA SUMMARIES

As a catalyst to conducting the transit and roadway alternatives analysis, the Palm Beach Transportation Planning Agency (TPA) is evaluating land use characteristics and market demand to determine a feasible level of economic development along the Okeechobee Blvd. & SR-7. To do that, The land use and economic development station area summaries focuses on developing conceptual station area plans to forecast and analyze the economic and land use impacts of redevelopment within the half mile station areas.

## Methodology

The Palm Beach Transportation Planning Agency (TPA) is evaluating multimodal transportation alternatives and transit supportive land uses along the Okeechobee Blvd./ SR-704 and SR-7 corridor to provide continuous, safe facilities for all modes of travel. This includes existing demographics, future/planned developments, aerial photographs of the stations, existing station photographs and future typology designations for each proposed station areas.

The seventeen station location were developed based on the information and analysis found in Tasks 4.1 Typologies and Task 4.2 Qualitative Station Area Assessment. Station area concepts were developed to blend and enhance the current vacant or underutilized parcels within the half mile walksheds to forecast the potential improvements within the station areas. Based on the conceptual development a 10% increase and deduction were applied to create a range of development scenarios to show potential development yields.

## Content

**THIS DOCUMENT INCLUDES ELEMENTS FROM THE EXISTING CONDITIONS REPORT AND QUALITATIVE ANALYSIS REPORT. THE LAND USE AND ECONOMIC DEVELOPMENT ANALYSIS IS ORGANIZED AS A SINGLE PAGE SUMMARY AND INCLUDES THE FOLLOWING COMPONENTS:**

- Illustrative Urban Design Vision
- Example Photos of Potential Illustrative Visions
- Land Use Implications and Suggestions
- Key Housing Projections
- Key Commercial Projections
- Key Employment Projections
- Key Revenue Projections
- Key Parking Projections



# STATION AREA PLANNING

## What is Transit-Oriented Development?

Transit-oriented development (TOD) is pedestrian oriented, compact, mixed-use development that is centered on quality public transit. It typically includes a mix of housing, office, retail, neighborhood amenities, and other uses within walking distance of a transit station.

## Station Area Plans

Station area plans for the proposed transit alternative were developed based on existing and future characteristics identified along the Okeechobee and SR 7 corridor. An existing conditions analysis were compiled to highlight key consideration for the select station areas. These station area plans outline the goals and strategies for future development around the proposed light rail stations. Additionally, station area plans examined current vacant and underutilized parcels within the half-mile walksheds as a foundation for the potential improvements within the station areas.

As part of this study, 17 station area plans were developed. Station areas were defined based on a half-mile walkshed representing the approximate area that may be accessed within a ten-minute walk of each station. Site specific station area plans illustrate the potential of future TOD outcomes, outlining a new street network and opportunities for developments and open spaces. The station area plans also recommend/suggest how enhanced multimodal features such as dedicated bicycle lanes and shared use paths may be developed to facilitate connectivity to the proposed light rail facility.

Furthermore, station area plans include specific station typologies\* that were formulated based on existing and future land use. This ensures preservation of existing neighborhood characteristics as well as helps balance market demand to allow for appropriate development within station areas. The five station typologies include a Central Business District/Town Center, Commercial Center, Neighborhood Center, and Regional Employment District. All in all, the principles and guidelines within these station area plans have been developed to align with the community's vision and to enhance the way residents access multiple destinations throughout the corridor.

\* Task 4.1 Station Typologies outlines and identifies current and proposed conditions at each station area

## Priorities of TOD



### WALK

DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING

**OBJECTIVE A.** The pedestrian realm is safe, complete, and accessible to all.

**OBJECTIVE B.** The pedestrian realm is active and vibrant.

**OBJECTIVE C.** The pedestrian realm is temperate and comfortable.



### BICYCLE

PRIORITIZE NONMOTORIZED TRANSPORT NETWORKS

**OBJECTIVE A.** The cycling network is safe and complete.

**OBJECTIVE B.** Cycle parking and storage is ample and secure.



### CONNECT

CREATE DENSE NETWORKS OF STREETS & PATHS

**OBJECTIVE A.** Walking and cycling routes are short, direct, and varied.

**OBJECTIVE B.** Walking and cycling routes are shorter than motor vehicle routes.



### TRANSIT

DEVELOP NEARBY HIGH-QUALITY PUBLIC TRANSPORT

**OBJECTIVE A.** High quality transit is accessible by foot



### MIX

PLAN FOR MIXED USES, INCOME, & DEMOGRAPHICS

**OBJECTIVE A.** Opportunities and services are within a short walking distance of where people live and work, and the public space is active over extended hours.

**OBJECTIVE B.** Diverse demographics and income ranges are included among local residents.



### DENSIFY

OPTIMIZE DENSITY & MATCH TRANSIT CAPACITY

**OBJECTIVE A.** High residential and job densities support high-quality transit, local services, and public space activity.



### COMPACT

CREATE REGIONS WITH SHORT TRANSIT COMMUTES

**OBJECTIVE A.** The development is in, or next to, an existing urban area.

**OBJECTIVE B.** Traveling through the city is convenient.



### SHIFT

INCREASE MOBILITY BY REGULATING PARKING & ROAD USE

**OBJECTIVE A.** The land occupied by motor vehicles is minimized.

# ECONOMIC DEVELOPMENT, AFFORDABLE HOUSING AND LAND USE

## Economic Parameters

An economic analysis was conducted within the overall study area to understand the unique market conditions within each station walkshed. Utilizing the parameters defined in the Qualitative Station Area Assessment, the potential revenues were estimated for commercial, residential, and mixed use typologies throughout the corridor based on average unit prices in the current market (2021).

Affordable housing parameters were calculated using 80% of Area Mean Income (AMI) in order to identify the affordable rate for low income households. The unique characteristics of each station walkshed were also considered in order to define affordability for each community.

The analysis included an assessment of current market conditions to estimate the average market price of various typologies within each station walkshed. These values were converted to price per square foot and then applied to the parameters of each new construction outlined in the Qualitative Station Area Assessment. The final result consisted of the forecasted taxable revenue, as well as the distinct residential and commercial values for each building.

## Affordable Housing

In order to assess affordable housing possibilities, an “Affordable Housing Rate” was developed for each station. This rate was calculated using 80% of AMI within each station and reflects the economic impact of affordable housing increases at 1% intervals. Each rate is unique to each station and the market conditions within each walkshed. The models primarily utilize a rate of 7% affordable units, but 15% and 50% models are also included to demonstrate the range of Affordable Housing possibilities.

Based on detailed and location-specific household data of the corridor, the study developed an understanding of neighborhood propensities for new housing. The potential market for new housing in the demonstration areas, and specifically affordable housing, was determined by the correlation of a number of factors—including, but not limited to: household mobility rates, income, lifestyle characteristics and housing preferences, the location of the study area, and the current housing market context. From the station area plans, a set of economic development scenarios were developed based on projected market for TOD.

## Land Use Impacts

The station typologies (on the following page) were based on a review of current and future land use data for all relevant jurisdictions within the study area. Based on those typologies and the economic development parameters, high level urban design plans were generated to show how redevelopment could occur over time at each station area. Major elements of each plan include:

- Future building footprints (including appropriate orientation to the street)
- Parking density (garage parked vs. surface parked)
- Parking location (integrated with a building or behind the proposed building)
- New streets and street connections
- Intersection improvements to facilitate walking and biking within each station area
- Potential locations for stormwater/green/open space





# Station Area Summaries

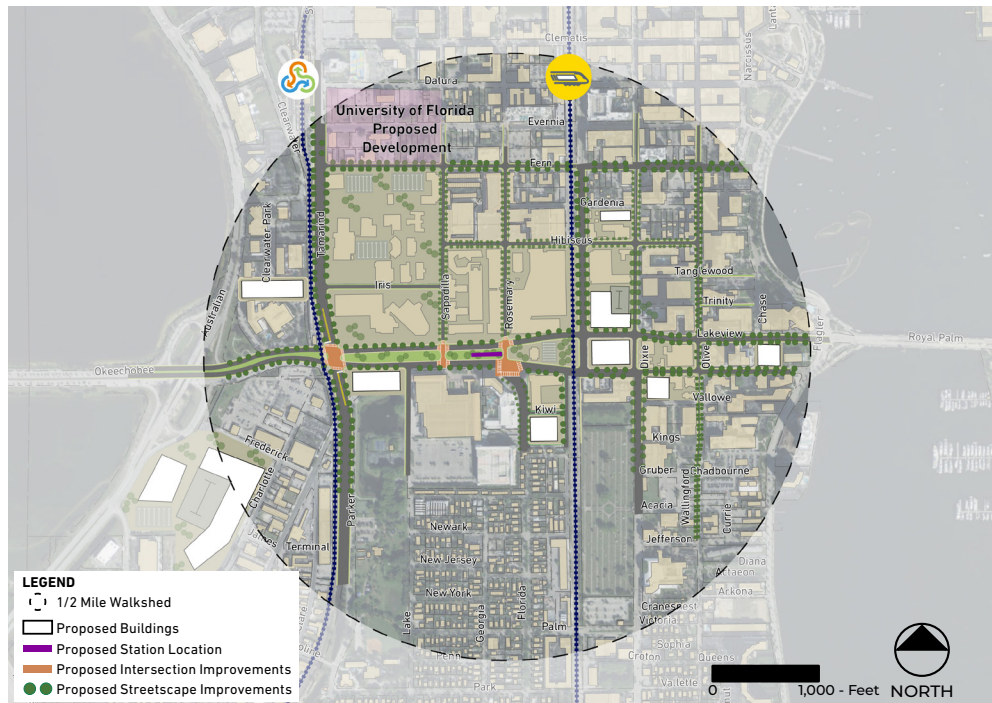
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# STATION: ROSEMARY SQUARE

Typology: Central Business District



## Key Considerations & Future TOD Vision

- Support opportunities for urban infill redevelopment within existing narrow blocks
- Establish multimodal connections to Downtown West Palm Beach, Palm Beach Atlantic University, Palm Beach County Convention Center, and future UF Campus
- Capitalize on location and access to Downtown West Palm Beach, Transit Oriented Village, Tri-Rail/Amtrak and Brightline
- Infill and capitalize on downtown West Palm Beach's capital investments and current land development practices
- Already developed in a transit-oriented fabric, this station area provides a fairly "TOD-ready" location with existing densities and access to existing forms of rail

### Figure 1: 4 Station Area Projections





# STATION: TAMARIND AVENUE

Typology: Central Business District









## Key Considerations & Future TOD Vision

- Support opportunities for urban infill redevelopment within existing narrow blocks
- Establish multimodal connections to Downtown West Palm Beach, Palm Beach Atlantic University, Palm Beach County Convention Center, and future UF Campus
- Capitalize on location and access to Downtown West Palm Beach, Transit Oriented Village, Tri-Rail/Amtrak and Brightline
- Infill and capitalize on downtown West Palm Beach's capital investments and current land development practices
- Already developed in a transit-oriented fabric, this station area provides a fairly "TOD-ready" location with existing densities and access to existing forms of rail



Conceptual Vision  
(Okeechobee Blvd near Tamarind Ave)

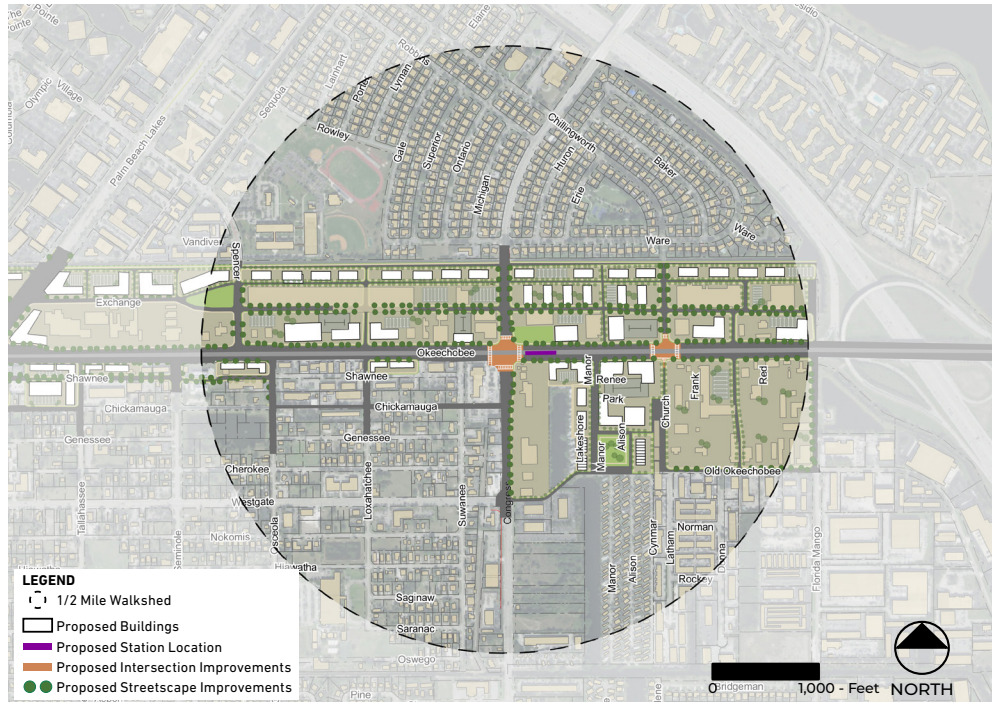
## Station Area Projections

 <b>Potential New Residential</b> 389 Homes 58 Affordable Units*	 <b>Potential New Commercial</b> 101,178 SF	 <b>Estimated Ad Valorem Tax Revenue</b> \$214,778,300
 <b>Potential New Employment</b> 450 Jobs	 <b>Potential Total Parking</b> 1,836 Spaces	 <b>Development Market Score</b> HIGH

\*Assumes 15% of the overall new residential

# STATION: CONGRESS AVENUE

Typology: District/Town Center



## Key Considerations & Future TOD Vision

- Support opportunities for infill development and redevelopment of existing big box retail
- Connect development and station to the surrounding neighborhoods and amenities such as West Gate, Palm Beach Lakes and Cardinal Newman High School
- Develop secondary connections to Palm Beach International Airport
- Create multimodal connections to major regional access routes
- Create park and ride developments to support regional travelers utilizing I-95

### Station Area Projections

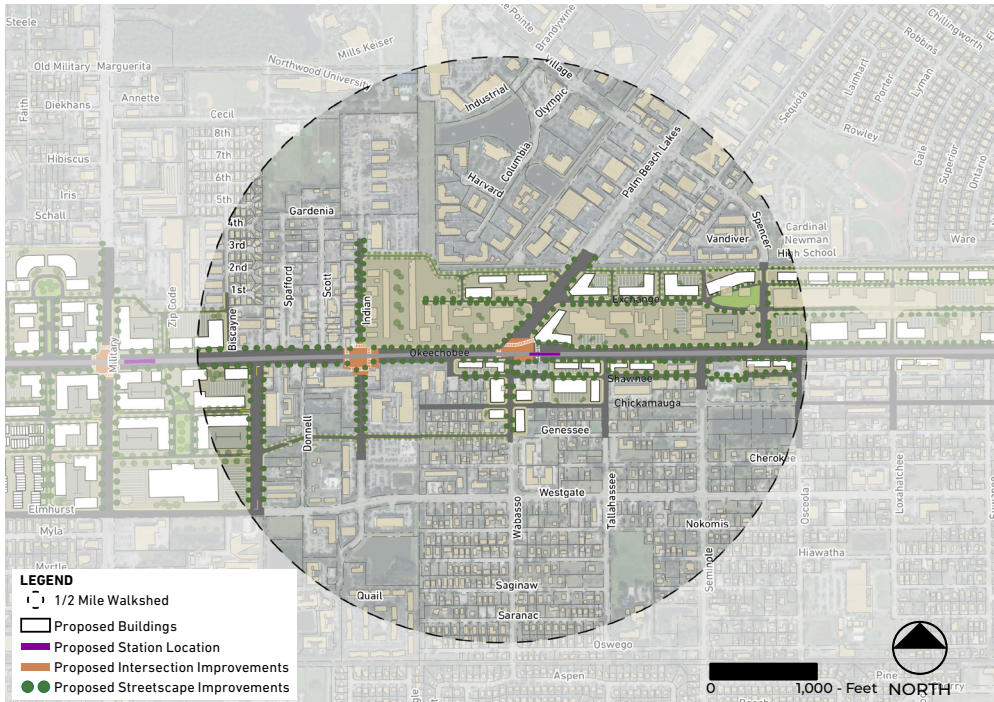
<p><b>Potential New Residential</b> 858 Homes 130 Affordable Units*</p>	<p><b>Potential New Commercial</b> 608,384 SF</p>	<p><b>Estimated Ad Valorem Tax Revenue</b> \$430,302,500</p>
<p><b>Potential New Employment</b> 2,704 Jobs</p>	<p><b>Potential Total Parking</b> 2,949 Spaces</p>	<p><b>Development Market Score</b> HIGH</p>

\*Assumes 15% of the overall new residential



# STATION: PALM BEACH LAKES BLVD

Typology: Commercial Center



## Key Considerations & Future TOD Vision

- Activate Palm Beach Lakes Boulevard intersection with new commercial uses.
- Redevelop and realign the Palm Beach Lakes Boulevard intersection to be more walkable and safe for users.
- Support redevelopment and infill developments of existing big box retail and car dealerships
- Create connections to the West Gate community and new access points for the community to access the station area and surrounding TOD
- Connect regional amenities such as Cardinal Newman High School, West Gate Community, Palm Beach Lakes and Palm Beach International Airport



**Conceptual Vision**  
(Okeechobee Blvd near Palm Beach Lakes Blvd)

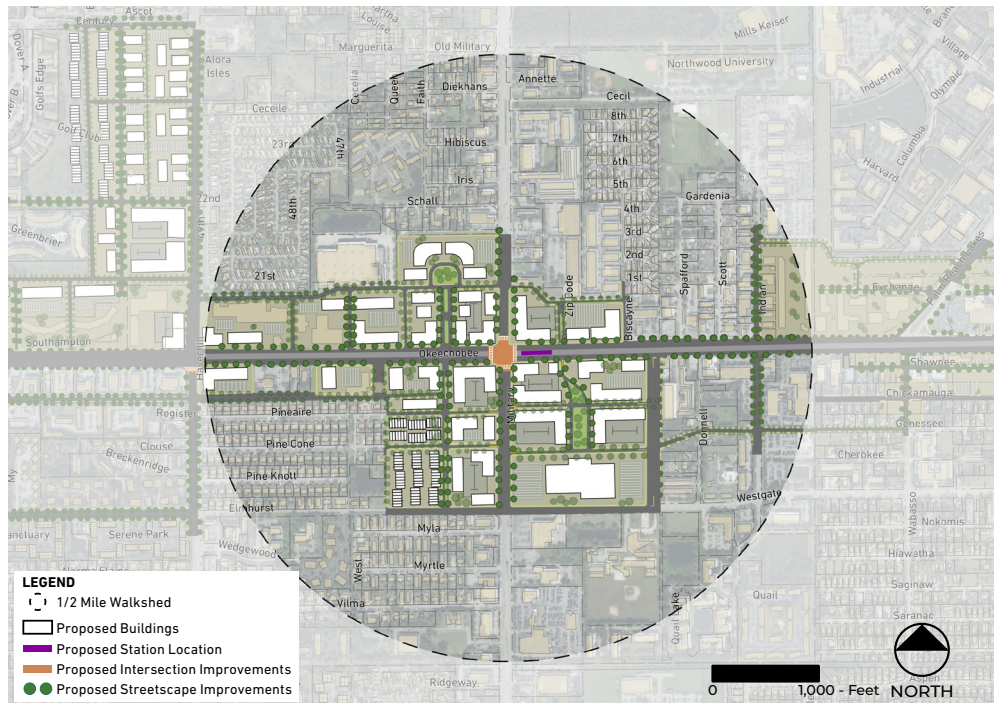
## Station Area Projections

<b>Potential New Residential</b> 230 Homes 35 Affordable Units*	<b>Potential New Commercial</b> 797,224 SF	<b>Estimated Ad Valorem Tax Revenue</b> \$261,075,400
<b>Potential New Employment</b> 3,453 Jobs	<b>Potential Total Parking</b> 3,317 Spaces	<b>Development Market Score</b> MEDIUM

\*Assumes 15% of the overall new residential

# STATION: MILITARY TRAIL







Typology: District/Town Center



## Key Considerations & Future TOD Vision

- Support opportunities for infill redevelopment and redevelopment of big box retailers within the stations area
- Capitalize on the high ridership routes and transfers along Military Trail
- Connect and enhance regional routes and connections
- Develop TOD based around new commercial and mixed use opportunities along Military Trail and Okeechobee Boulevard, with an emphasis on stepping down and matching the local development patterns
- Enhance and create secondary connections along Westgate Avenue and new network developed along the north and south sides of the station area

## Station Area Projections

 <b>Potential New Residential</b> 1,086 Homes 163 Affordable Units*	 <b>Potential New Commercial</b> 2,960,453 SF	 <b>Estimated Ad Valorem Tax Revenue</b> \$621,270,750
 <b>Potential New Employment</b> 13,158 Jobs	 <b>Potential Total Parking</b> 9,531 Spaces	 <b>Development Market Score</b> HIGH

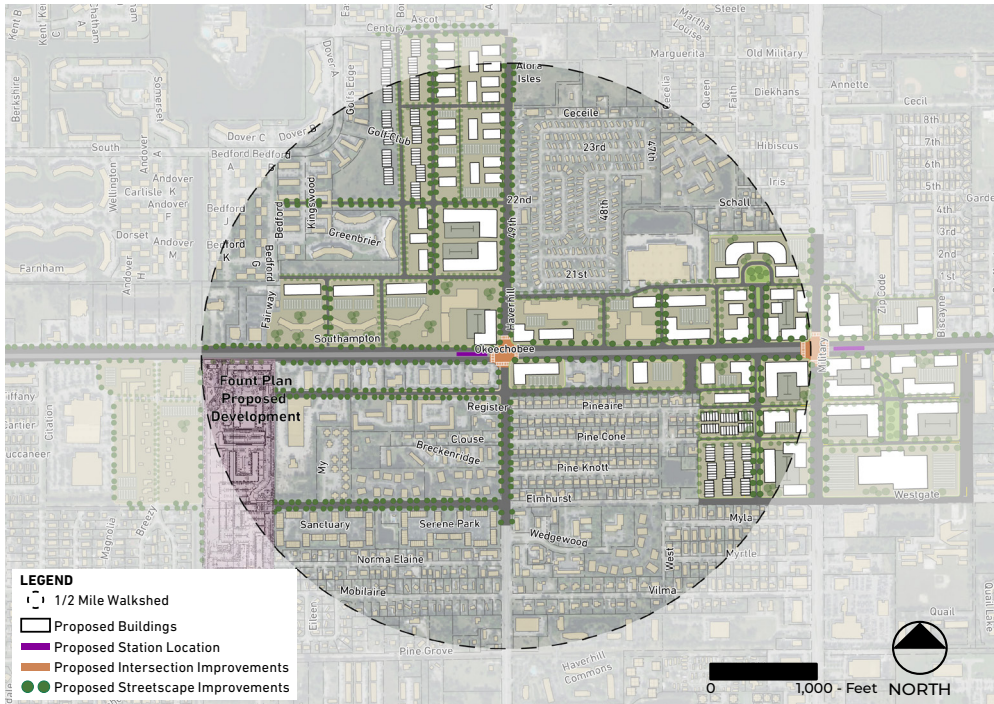
\*Assumes 15% of the overall new residential



**Conceptual Vision**  
(Okeechobee Blvd at Military Trail)

# STATION: HAVERHILL ROAD

Typology: Neighborhood Commuter









## Key Considerations & Future TOD Vision

- Continue and capitalize on denser TOD development at the Military Trail Station
- Support and develop residential infill development to match existing developments to the north
- Capitalize on infill development opportunities within and at the big box retail sites along the north side
- Match and support infill development to the local community to the south of the proposed station area
- Connect secondary network to the Military Trail station to create a more connected network off of Okeechobee Boulevard along Westgate Avenue and Elmhurst Road



**Conceptual Vision**  
(Okeechobee Blvd near Haverhill Rd)

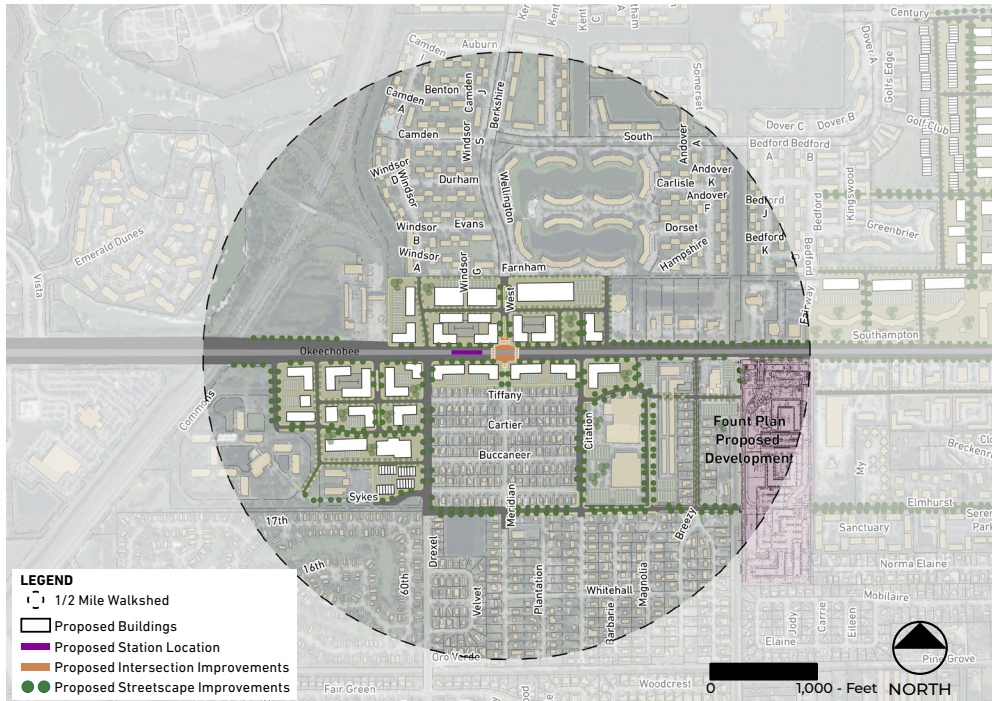
## Station Area Projections

 <b>Potential New Residential</b> 1,257 Homes 88 Affordable Units*	 <b>Potential New Commercial</b> 587,276 SF	 <b>Estimated Ad Valorem Tax Revenue</b> \$522,569,900
 <b>Potential New Employment</b> 2,610 Jobs	 <b>Potential Total Parking</b> 3,300 Spaces	 <b>Development Market Score</b> MEDIUM

\*Assumes 15% of the overall new residential

# STATION: MERIDIAN ROAD

Typology: Neighborhood Commuter



## Key Considerations & Future TOD Vision

- Connect and enhance regional connections via the Florida Turnpike. With easy access to and from the Florida Turnpike, park-and-ride at this station will increase passenger activity for this location
- Develop vacant area southwest of the station will present a strong opportunity for large scale mixed-use development.
- Enhance secondary connections adjacent to Okeechobee to create a more complete network using Sykes Road to Elmhurst Road
- Support commercial and mixed use infill development adjacent to the proposed station area
- Encourage and match development to local scale to the south of the proposed station area

## Station Area Projections

<b>Potential New Residential</b> 808 Homes 121 Affordable Units*	<b>Potential New Commercial</b> 807,446 SF	<b>Estimated Ad Valorem Tax Revenue</b> \$342,656,341
<b>Potential New Employment</b> 3,589 Jobs	<b>Potential Total Parking</b> 3,331 Spaces	<b>Development Market Score</b> HIGH

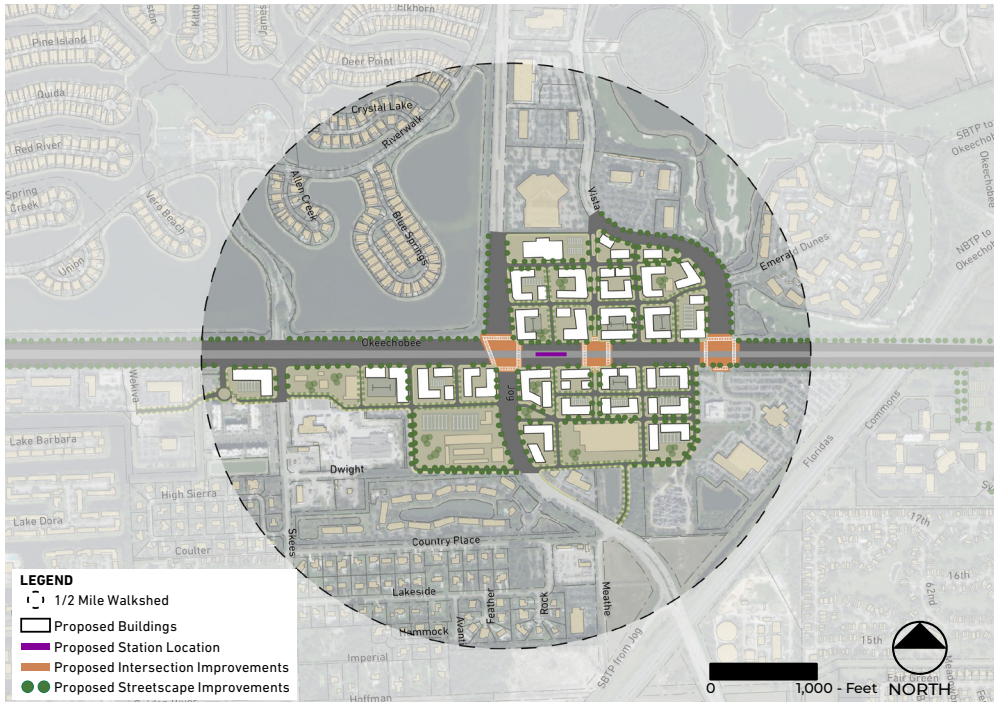
\*Assumes 15% of the overall new residential



**Conceptual Vision**  
(Okeechobee Blvd at Meridian Rd)

# STATION: JOG ROAD

Typology: Commercial Center









## Key Considerations & Future TOD Vision

- Connect and enhance regional connections via the Florida Turnpike. With easy access to and from the Florida Turnpike, park-and-ride at this station will increase passenger activity for this location
- Support commercial and mixed use infill development adjacent to the proposed station area
- Enhance regional connections to local destinations and amenities along Jog Road
- Match and support ongoing mixed use developments along the south side of Okeechobee Boulevard
- Develop a dense multimodal network and development to the northwest in underutilized properties



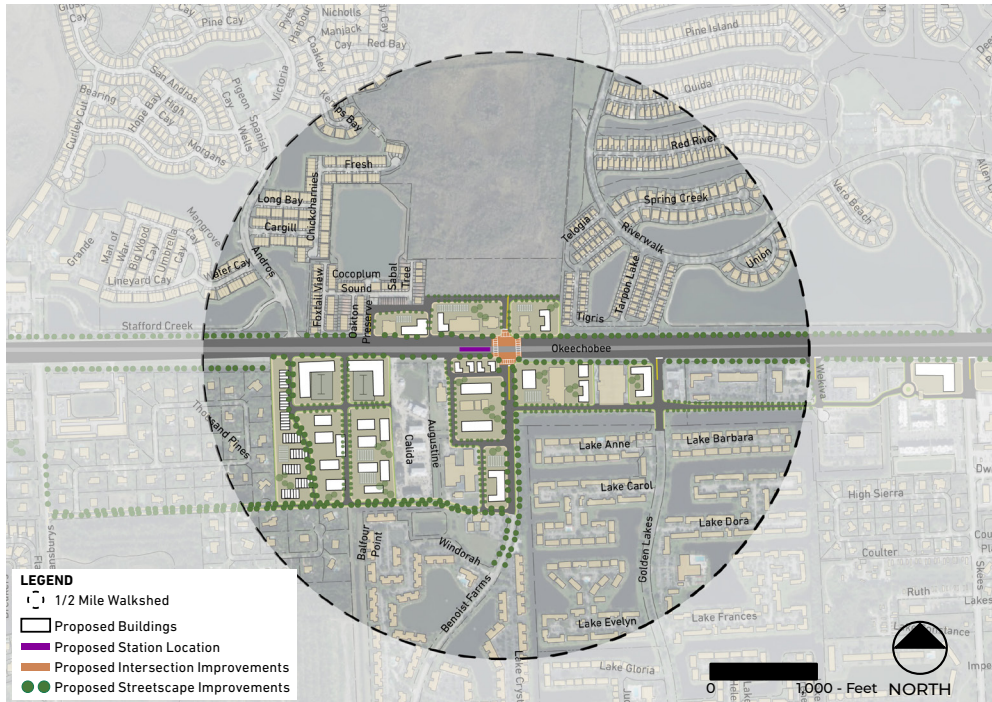
## Station Area Projections

 <b>Potential New Residential</b> 1,505 Homes 226 Affordable Units*	 <b>Potential New Commercial</b> 1,398,861 SF	 <b>Estimated Ad Valorem Tax Revenue</b> \$740,795,850
 <b>Potential New Employment</b> 6,217 Jobs	 <b>Potential Total Parking</b> 3,640 Spaces	 <b>Development Market Score</b> HIGH

\*Assumes 15% of the overall new residential

# STATION: BENOIST FARMS ROAD







Typology: Neighborhood Commuter



## Key Considerations & Future TOD Vision

- Support opportunities for rural infill redevelopment within the existing rural development patterns
- Enhance the current park-and-ride locations to capitalize on high commuter ridership opportunity
- Develop commercial and mixed use opportunities around the proposed station to meet the needs of the local community and riders
- Match community development patterns with new residential developments to the southwest of the proposed station.
- Create secondary network opportunities to enhance and complete the station area along Thousand Pines Drive

## Station Area Projections

 <p><b>Potential New Residential</b> 422 Homes 63 Affordable Units*</p>	 <p><b>Potential New Commercial</b> 561,667 SF</p>	 <p><b>Estimated Ad Valorem Tax Revenue</b> \$255,222,350</p>
 <p><b>Potential New Employment</b> 2,496 Jobs</p>	 <p><b>Potential Total Parking</b> 1,553 Spaces</p>	 <p><b>Development Market Score</b> LOW</p>

\*Assumes 15% of the overall new residential

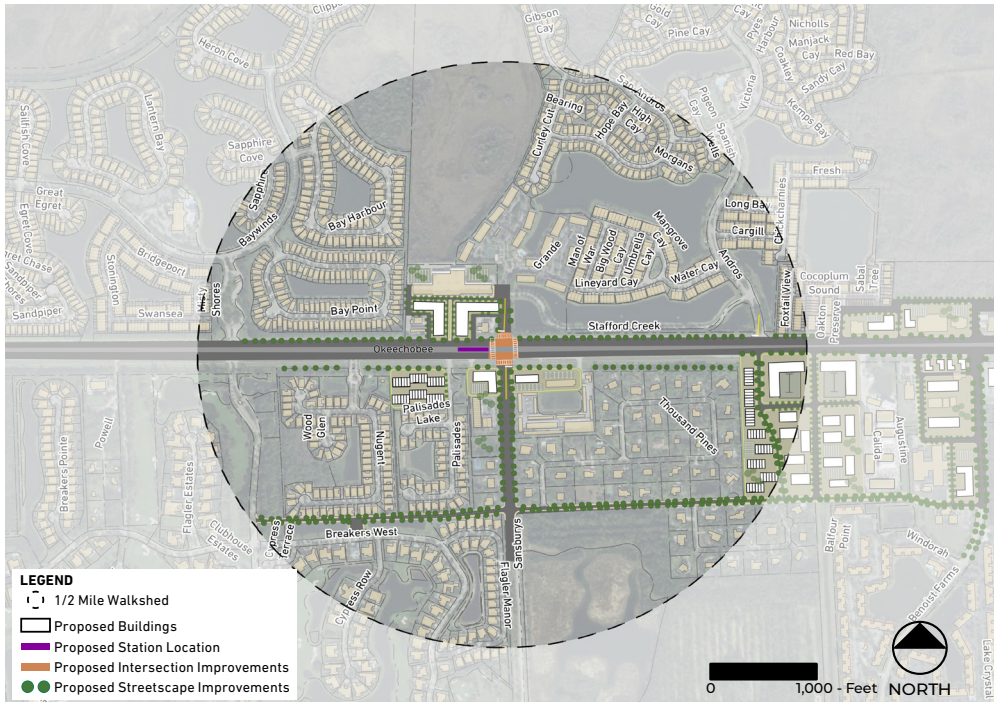


**Conceptual Vision**  
(Okeechobee Blvd near Benoist Farms Rd)



# STATION: SANSBURY WAY

Typology: Neighborhood Commuter



## Key Considerations & Future TOD Vision

- Support and create infill development surrounding the Publix, with mixed use active street frontage developments
- Develop park-and-ride locations to capitalize on high commuter ridership opportunity
- Develop commercial and mixed use opportunities around the proposed station to meet the needs of the local community and riders
- Match community development patterns with new residential developments to the southeast of the proposed station
- Create secondary network opportunities to enhance and complete the station area along Thousand Pines Drive



**Conceptual Vision**  
(Okeechobee Blvd near Sansbury Way)

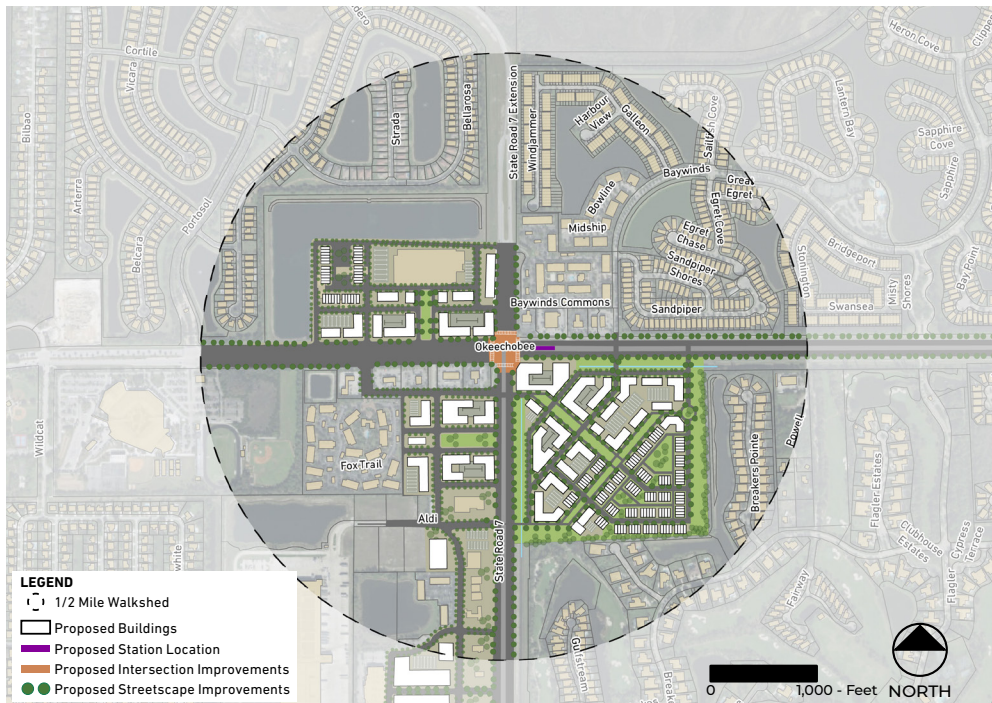
## Station Area Projections

<p><b>Potential New Residential</b> 217 Homes 33 Affordable Units*</p>	<p><b>Potential New Commercial</b> 199,325 SF</p>	<p><b>Estimated Ad Valorem Tax Revenue</b> \$80,719,250</p>
<p><b>Potential New Employment</b> 886 Jobs</p>	<p><b>Potential Total Parking</b> 641 Spaces</p>	<p><b>Development Market Score</b> LOW</p>

\*Assumes 15% of the overall new residential

# STATION: STATE ROAD 7







Typology: District/Town Center



## Key Considerations & Future TOD Vision

- Develop new mixed use walkable development southeast of the station area, with multimodal connections and direct access to the proposed station area
- Support infill development and development of underutilized areas northwest of the station area
- Develop destinations and amenities such as parks, green ways, active store frontages to enhance and support ridership
- Create park-and-ride locations to support commuter ridership from the western communities
- Enhance regional connections along State Road 7
- Create secondary networks adjacent to Okeechobee Boulevard and State Road 7

## Station Area Projections

 <p><b>Potential New Residential</b> 1,291 Homes 194 Affordable Units*</p>	 <p><b>Potential New Commercial</b> 1,027,694 SF</p>	 <p><b>Estimated Ad Valorem Tax Revenue</b> \$632,017,500</p>
 <p><b>Potential New Employment</b> 5,568 Jobs</p>	 <p><b>Potential Total Parking</b> 4,152 Spaces</p>	 <p><b>Development Market Score</b> HIGH</p>

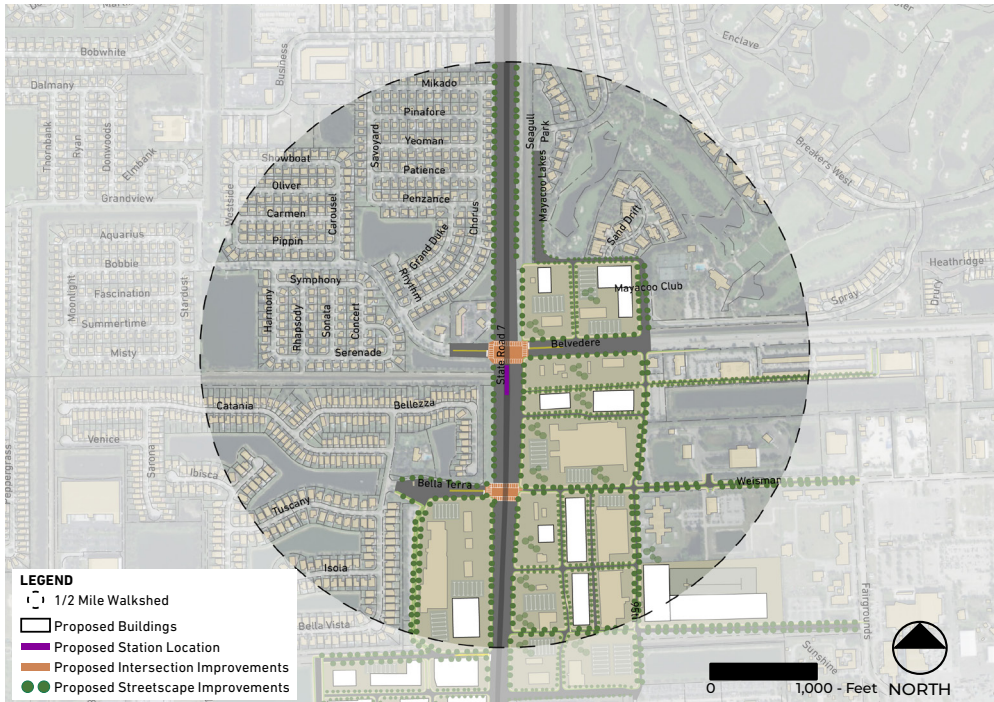
\*Assumes 15% of the overall new residential



**Conceptual Vision**  
(Okeechobee Blvd at State Road 7)

# STATION: BELVEDERE RD

Typology: Commercial Center



## Key Considerations & Future TOD Vision

- Create opportunities for infill development of currently underutilized spaces within the proposed study area
- Develop new local commercial and mixed use developments to support the surrounding neighborhoods
- Create new multimodal connections from the proposed station to connect the surrounding neighborhoods
- Develop connections and enhancements to the current amenities= and destinations such as South University, West Palm Beach and ITHINK Financial Amphitheater
- Enhance local and regional connections along Belvedere Road and the recommended new secondary roadway network at 95th Avenue and the newly created network to the west



**Conceptual Vision**  
(State Road 7 near Belvedere Rd)

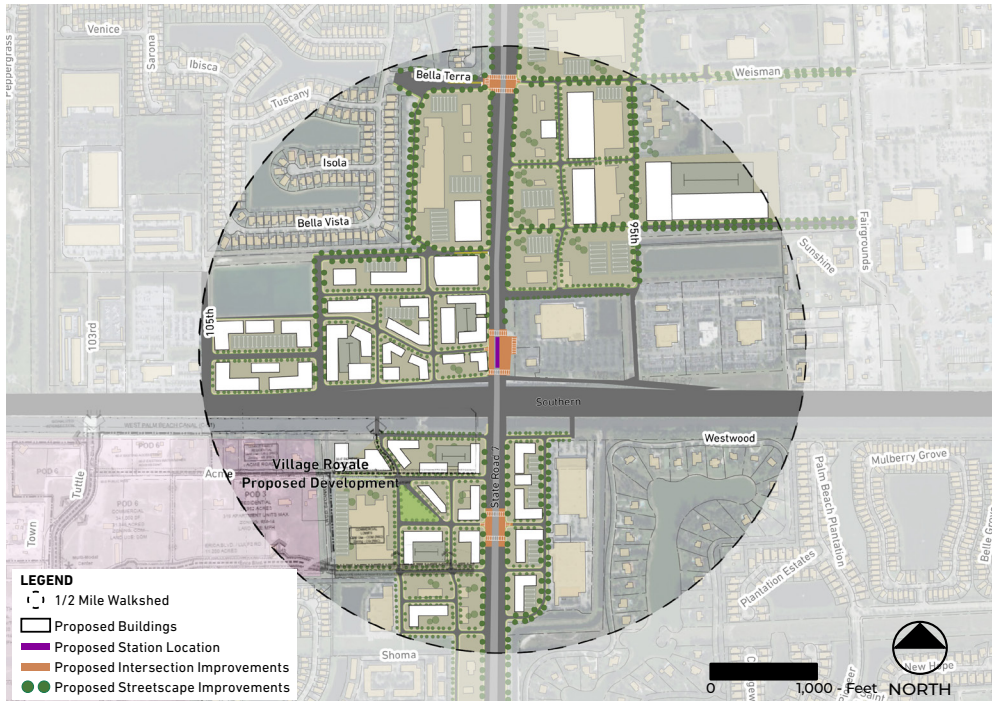
## Station Area Projections

<p><b>Potential New Residential</b> 459 Homes 69 Affordable Units*</p>	<p><b>Potential New Commercial</b> 1,140,630 SF</p>	<p><b>Estimated Ad Valorem Tax Revenue</b> \$407,626,950</p>
<p><b>Potential New Employment</b> 5,063 Jobs</p>	<p><b>Potential Total Parking</b> 3,057 Spaces</p>	<p><b>Development Market Score</b> MEDIUM</p>

\*Assumes 15% of the overall new residential

# STATION: SOUTHERN BLVD

Typology: Commercial Center



## Key Considerations & Future TOD Vision

- Capitalize on current TOD development under active construction to the west and connect it to proposed station area developments
- Support infill development and development of underutilized areas adjacent to the station area
- Develop destinations and amenities such as parks, green ways, active store frontages to enhance and support ridership
- Create park-and-ride locations to support commuter ridership from regional routes such as Southern Boulevard
- Develop connections and enhancements to the current amenities and destinations such as Expo Center at the South Florida Fairgrounds and ITHINK Financial Amphitheater

## Station Area Projections

<p><b>Potential New Residential</b> 1,256 Homes 190 Affordable Units*</p>	<p><b>Potential New Commercial</b> 2,026,085 SF</p>	<p><b>Estimated Ad Valorem Tax Revenue</b> \$785,233,250</p>
<p><b>Potential New Employment</b> 9,005 Jobs</p>	<p><b>Potential Total Parking</b> 5,885 Spaces</p>	<p><b>Development Market Score</b> HIGH</p>

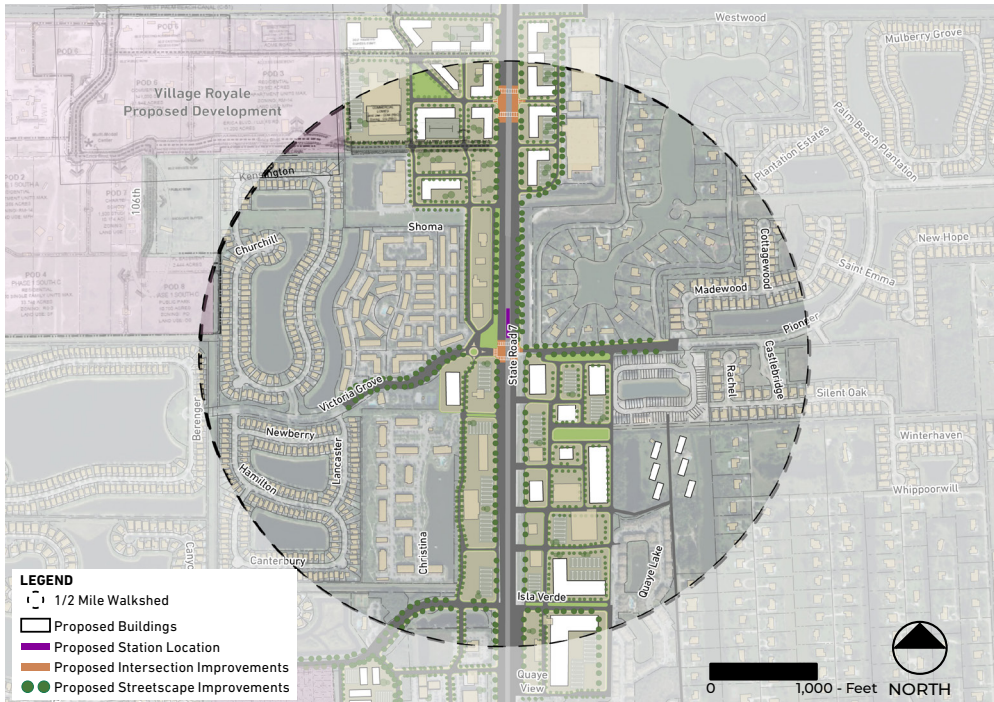
\*Assumes 15% of the overall new residential



**Conceptual Vision**  
(State Road 7 near Quadrille Blvd)

# STATION: VICTORIA GROVES BLVD

Typology: Neighborhood Commuter



## Key Considerations & Future TOD Vision

- Continue and support opportunities for rural TOD development directly adjacent to the station
- Connect and enhance the secondary network adjacent to SR7 by developing connections along the western and eastern developments
- Support infill development of underutilized areas adjacent to the station area
- Develop park-and-ride locations to capitalize on high commuter ridership opportunity
- Develop commercial and mixed use opportunities around the proposed station to meet the needs of the local community and riders



**Conceptual Vision**  
(State Road 7 near Victoria Groves Blvd)

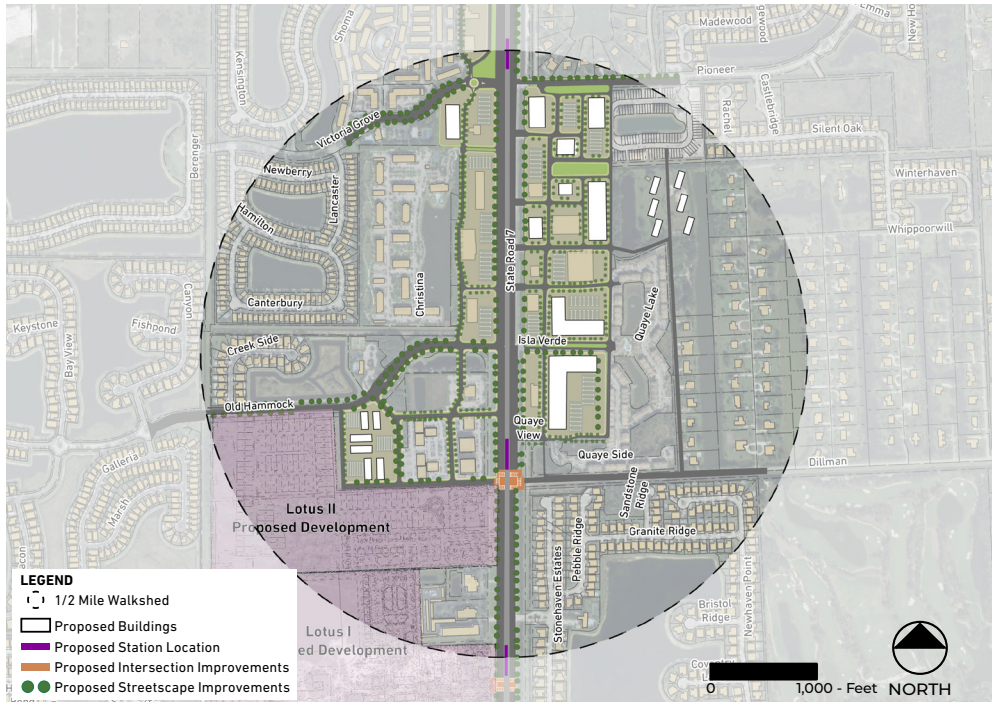
## Station Area Projections

<b>Potential New Residential</b> 102 Homes 15 Affordable Units*	<b>Potential New Commercial</b> 124,762 SF	<b>Estimated Ad Valorem Tax Revenue</b> \$55,619,500
<b>Potential New Employment</b> 554 Jobs	<b>Potential Total Parking</b> 386 Spaces	<b>Development Market Score</b> LOW

\*Assumes 15% of the overall new residential

# STATION: OLD HAMMOCK WAY

Typology: Neighborhood Commuter



## Key Considerations & Future TOD Vision

- Create connection to the active developments at the Wellington Regional Medical Center station area
- Connect and enhance the secondary network adjacent to SR7 by developing connections along the western and eastern developments
- Support infill development of underutilized areas adjacent to the station area
- Develop park-and-ride locations to capitalize on high commuter ridership opportunity
- Develop commercial and mixed use opportunities around the proposed station to meet the needs of the local community and riders

### Station Area Projections

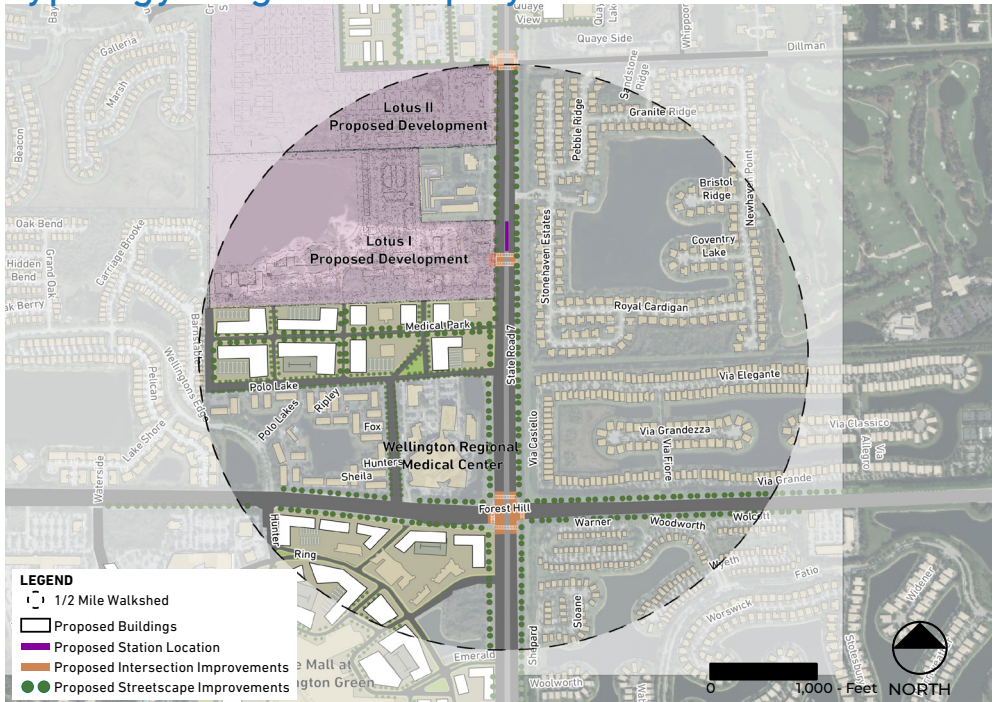
<p><b>Potential New Residential</b> 178 Homes 12 Affordable Units*</p>	<p><b>Potential New Commercial</b> 340,880 SF</p>	<p><b>Estimated Ad Valorem Tax Revenue</b> \$208,323,000</p>
<p><b>Potential New Employment</b> 1,515 Jobs</p>	<p><b>Potential Total Parking</b> 1,366 Spaces</p>	<p><b>Development Market Score</b> LOW</p>

\*Assumes 15% of the overall new residential



# STATION: WELLINGTON REGIONAL MEDICAL CENTER

Typology: Regional Employment Generator









## Key Considerations & Future TOD Vision

- Provide multimodal connectivity to the regional medical center and offices
- Capitalize on active developments and compliment current designs with further TOD development
- Emphasize crossing connections from the wellington mall to the medical center
- Concentrate retail and mixed-use development near major employment centers
- Create new crossing opportunities to surrounding neighborhoods
- Support infill development of underutilized areas adjacent to the station area



**Conceptual Vision**  
(State Road 7 at near Quaye Side)

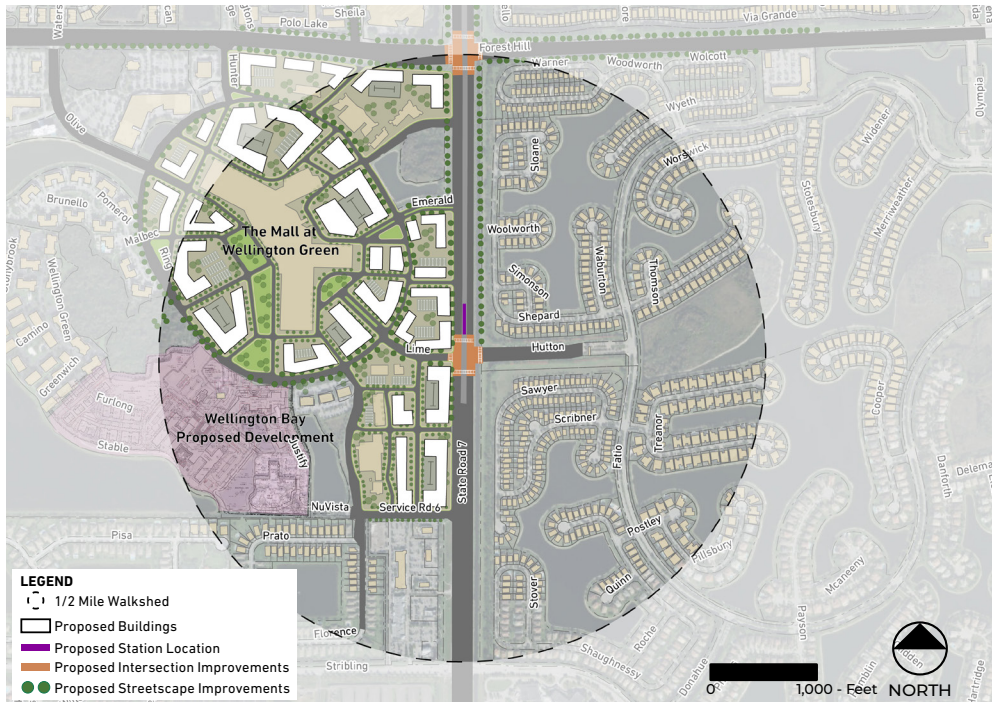
## Station Area Projections

 <b>Potential New Residential</b> 1,444 Homes 101 Affordable Units*	 <b>Potential New Commercial</b> 938,651 SF	 <b>Estimated Ad Valorem Tax Revenue</b> \$1,306,767,750
 <b>Potential New Employment</b> 4,172 Jobs	 <b>Potential Total Parking</b> 7,625 Spaces	 <b>Development Market Score</b> MEDIUM

\*Assumes 15% of the overall new residential

# STATION: LIME DRIVE

Typology: District/Town Center









## Key Considerations & Future TOD Vision

- Support opportunities for urban infill redevelopment within the Wellington Green Mall Site
- Concentrate mixed-use and multi-family development along the SR 7 corridor
- Support new infill development through new roadway connections adjacent to the corridor
- Create additional multimodal connections to existing residential areas
- Create connections to the current multimodal transfer center to the west of the proposed station
- Develop park-and-ride sites to allow for end of line users to utilize the proposed station



## Station Area Projections

 <b>Potential New Residential</b> 2,527 Homes 177 Affordable Units*	 <b>Potential New Commercial</b> 1,885,245 SF	 <b>Estimated Ad Valorem Tax Revenue</b> \$1,459,112,250
 <b>Potential New Employment</b> 8,379 Jobs	 <b>Potential Total Parking</b> 6,487 Spaces	 <b>Development Market Score</b> HIGH

\*Assumes 15% of the overall new residential



**Intentionally Blank**



## Next Steps



# WHERE DO WE GO FROM HERE?

Establishing a desired concept is only a small step towards implementing any enhancements towards a much larger series of steps in the transit development process. Many different stakeholders are currently engaged but their attention must be retained throughout a series of projects, analysis, and key questions are answered between now and implementation. The goal before establishing a desired date for launch is to work collaboratively to enhance existing service for current riders, which will generate greater ridership and demand for enhanced transit service.

Different alternatives could be realized as the community works towards accomplishing the desired concept. As service and operational enhancements generate additional ridership. There are three key steps to accomplishing the first major step towards an enhanced, dedicated service in the study area.



## Implement Projects

- Transit Signal Priority
- Enhanced Transit Shelters
- Service Enhancements consistent with the Palm Tran Transit Development Plan



## Land Use & Economic Development

- Share Recommendations with Local Stakeholders
- Re-orient land use and zoning configurations to align with TOD station areas



## Further Analyze & Refine

- FDOT to conduct detailed analysis of transit vision and alternatives
- Options to increase safe, convenient and connected walking, bicycling, and transit improvements along the corridor.

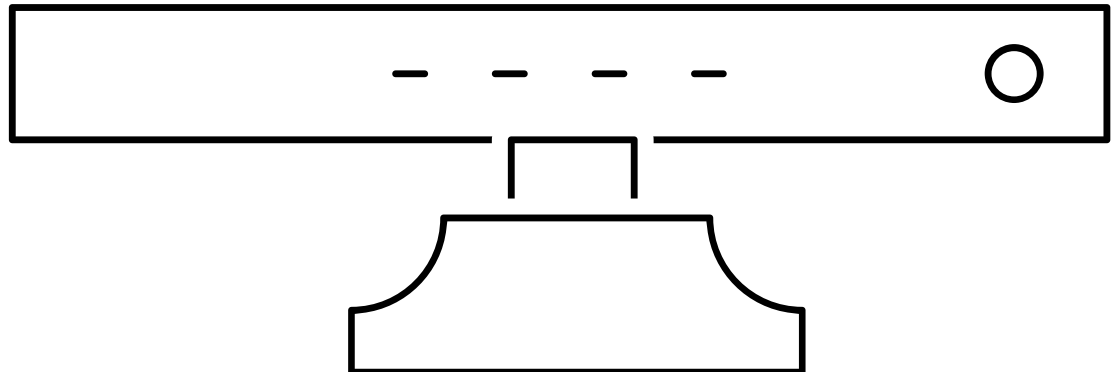
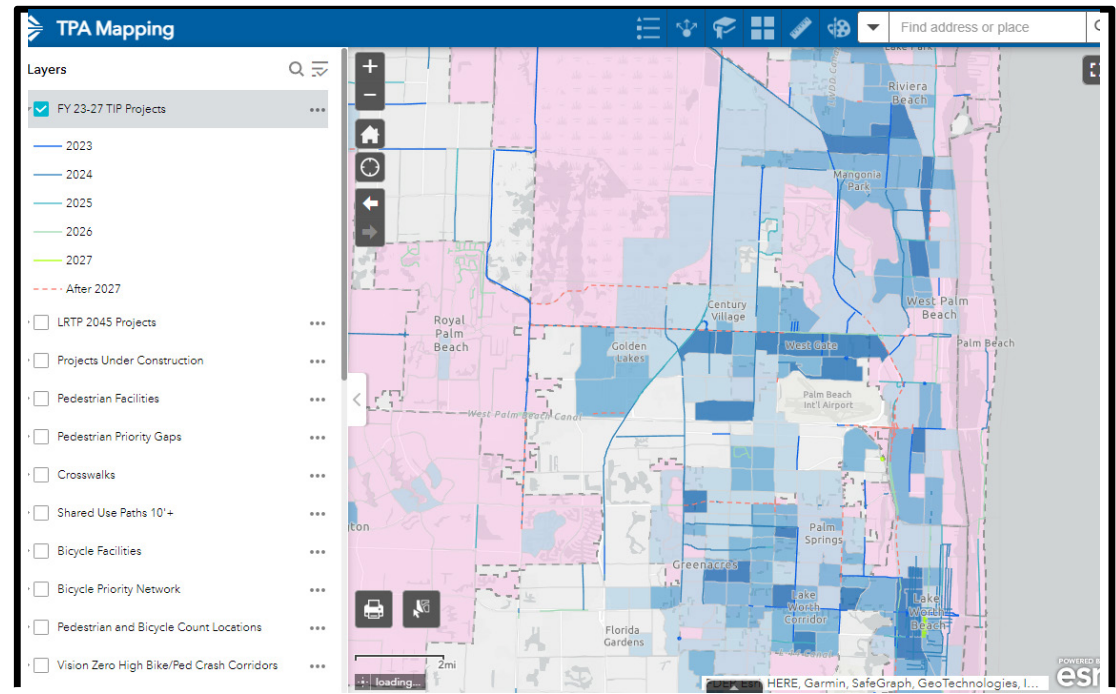
# SUCCESSFUL TOD NEXT STEPS

Two critical components of any transit-oriented development implementation strategy are

- 1) **Supportive infrastructure investment and;**
- 2) **TOD zoning and development regulations.**

These are essential tools to implement compact, walkable and bikeable development with high-quality public spaces and a vibrant mix of uses that engage transit users and community members.

The proposed station area plans are not prioritized in any way with regards to infrastructure but are intended to begin the conversations around TOD. The plans illustrate the important infrastructure ideas to support future TOD. Local municipal partners, FDOT, and Palm Tran are the most likely implementing agencies for future infrastructure improvements and should reference these station area plans as they develop their future capital investment plans or as they partner with private development and redevelopment projects.



# Funding the Vision

Funding is necessary for the vision to ultimately become a reality. Several different funding sources will be explored moving forward, to include a variety of federal, state, and local options for transit capital investments.



## Federal Resources

- Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program, which provides funding for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and BRT. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment (For more on the requirements for this program, see Appendix C.)
- Discretionary Grants Program: There are several discretionary grants that are applicable for funding transit investments to include:
- Rebuilding America Infrastructure with Sustainability and Equity (RAISE).The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).This flexibility allows USDOT and partners at the State and local levels to work directly with a host of entities that own, operate, and maintain transportation infrastructure, but otherwise cannot turn to the Federal government for support.
- Strengthening Mobility and Revolutionizing Transportation (SMART).The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.



## State Resources

- State New Starts Funding: Provides up to 50% of the non-federal match for projects that successfully obtain FTA CIG funding
- STTF
- DDR Funding for Transit Operations
- Other Capital Sources
- Legislative Earmarks



## Local Revenues

- Bonds
- Surtaxes
- Other