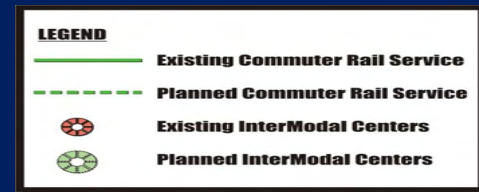




Transit Oriented Development & Mobility
November 13, 2025

Origins and Vision of TOD

Tri-Rail & Coastal Link discussions date back to 2005



North county Tri-Rail location still undecided

Transportation, city
officials look at the RCA
Center as a possible spot.

By NICOLE JANOK
Palm Beach Post Staff Writer

The residents of Garden Woods can breathe a sigh of relief.

The Tri-Rail station proposed near them, at the corner of PGA Boulevard and Alternate A1A, will not be built.

Instead, city and transportation officials are eyeing a slice of the recently approved RCA Center, a 30,000-square-foot development adjacent to The Gardens mall.

Project developer, Catalumino Construction and Development, has until March 16 to submit revised plans for the RCA Center, to allow for a passenger Tri-Rail station at the southwest corner of the lot on PGA Boulevard and Alternate A1A.

Early last year, Catalumino was asked to submit proposals for both areas.

But the council decided to narrow their site search to the RCA Center after Garden Woods residents voiced concerns about traffic and noise.

"Yeah that's pretty good," Garden Woods resident Roger Blangy said. "I'm so glad we cleared that up."

Since talks of a Tri-Rail station began, Blangy has sent petitions and letters to city and transportation officials on behalf of the neighborhood.

Last month, the Treasure Coast Regional Planning Council and city planners met with Catalumino to discuss the RCA Center redesign, said Kim DeLaney, growth manager and coordinator for the regional council.

The group plans to meet again in a few weeks to finalize the designs.

Once the planning council and the South Florida Regional Transit

See TRI-RAIL, 22 ▶



MEMORANDUM

To: Members of the Palm Beach Gardens City Council
Re: Transportation Oriented Development (TOD) Mini-Charrette
Date: January 18, 2005

The Treasure Coast Regional Planning Council on behalf of the South Florida Regional Transportation Authority and the Palm Beach County Metropolitan Planning Organization invites you to participate in a special two hour overview session designed for your community. The session will focus on the possibilities and values of a TOD as an integral part of your city's economic development strategies.

Experts in TOD efforts from across the country will take time out from a week-long charrette focused on downtown West Palm Beach to review the specific TOD elements in your community. They will explain how these factors can contribute to the sound economic development principles that would meet a wide variety of community needs.

The session will take place at the D & D Center on Clematis St. in downtown West Palm Beach. The focus will be on Palm Beach Gardens and Jupiter on Monday, January 24, 2005 from 2-4PM.

We hope you can join us for this informative event.

"Bringing Communities Together" • Est. 1976
1000 West Ocean Boulevard, Suite 100, Palm Beach, FL 33480



Palm Beach Gardens TOD: Bold Visions

PALM BEACH GARDENS TOD MASTER PLAN



FINAL DRAFT
SEPTEMBER 2018

TREASURE COAST REGIONAL PLANNING
INDIAN RIVER - ST. LUCIE - MARTIN

prepared by

Treasure Coast Regional Planning Council

Michael Busby, Executive Director
Thomas Lasham, Deputy Executive Director
Kim Delaney, Director of Strategic Development and Policy
Stephanie Heist, Intergovernmental/Stormwater Coordinator
Dana P. Little, Urban Design Director

Lauren Moss Clark, Urban Designer
Steven Felt, Architect
Andrew Georgiadis, Architect
Dodi Buckmaster Glas, Planning Director
Thomas Lavash, Economic Analyst
Ricardo Lopez, Architect
Thomas Moravsky, Economic Analyst
Elaine Sabol, Urban Designer
Danael Siemens, Landscape Architect
Jose J. Vazquez, Architect

in coordination with

The City of Palm Beach Gardens (City), South Florida Regional Transportation Authority (SFRTA), Florida Department of Transportation (FDOT), Palm Beach Transportation Planning Agency (PB TPA), South Florida Regional Planning Council (SFRPC), and adjacent municipalities

for the
City of Palm Beach Gardens



As illustrated in the image above, the recommended site of the future Palm Beach Gardens Tri-Rail station is identified as Option A - to the west of the FEC rail corridor, south of PGA Boulevard, and adjacent to the "PGA Station" development at the eastern terminus of Design Center Drive. The City's approvals for this development site include requirements for the station to be accommodated with access through the site and parking to be funded through station development activity. The image illustrates a TOD development pattern that is consistent with the TOD policy as adopted by the SFRTA.



Noted Parcels within the Study Area

- | | |
|---|------------------------------------|
| 1A. Recommended Station Location (Option A) | 4. The Gardens Mall |
| 1B. Alternate Station Location (Option B) | 5. Downtown at the Gardens |
| 2. "PGA Station" | 6. FPL Campus (Future Development) |
| 3. "Legacy Place" | 7. "Loehmann's Plaza" |



Challenges of TOD in PBG



- Transitioning from suburban to urban land use patterns
- Funding challenges (Station costs, O&M, staff)
- Lack of workforce housing
- Lack of a grid network
- Lack of proper codes
- But many opportunities also to build something unique & be a model for other small cities



A spiral ramp up with a 5-degree incline takes pedestrians to the bridge.



Station & Parcel 5B Site Transformation (looking west)



Station & Parcel 5B Site Transformation (looking west)



Station & Parcel 5B Site Transformation (looking west)



Station & Parcel 5B Site Transformation (looking west)



Station & Parcel 5B Site Transformation (looking west)



Station & Parcel 5B Site Transformation (looking west)



Station & Parcel 5B Site Transformation (looking west)



Station & Parcel 5B Site Transformation (looking west)



Loehmann's Site Transformation (looking west)



Loehmann's Site Transformation (looking west)



Loehmann's Site Transformation (looking west)



Loehmann's Site Transformation (looking west)



Loehmann's Site Transformation (looking west)



Loehmann's Site Transformation (looking west)



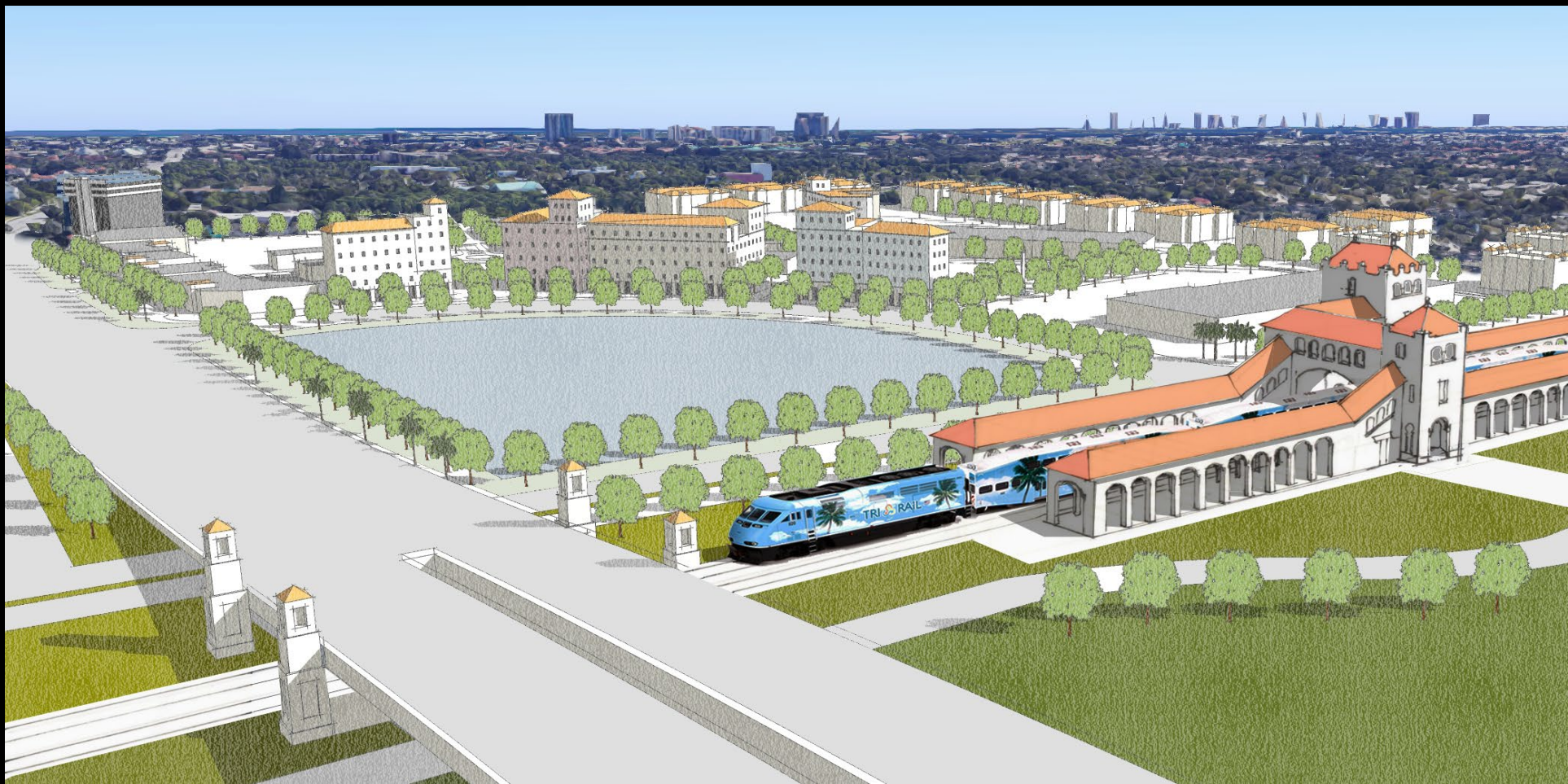
Loehmann's Site Transformation (looking west)



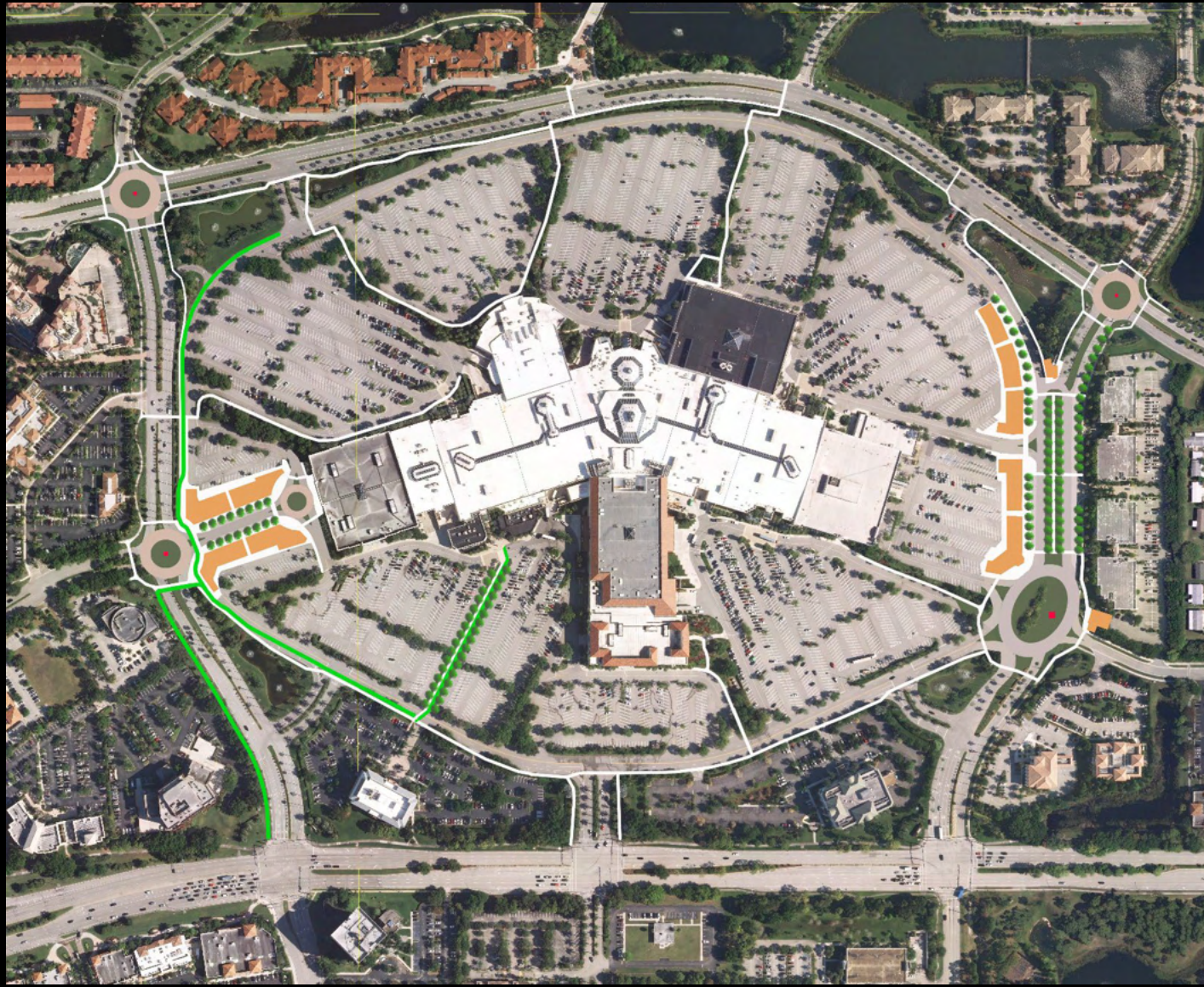
Legacy Place, Transformation



Legacy Place, Transformation



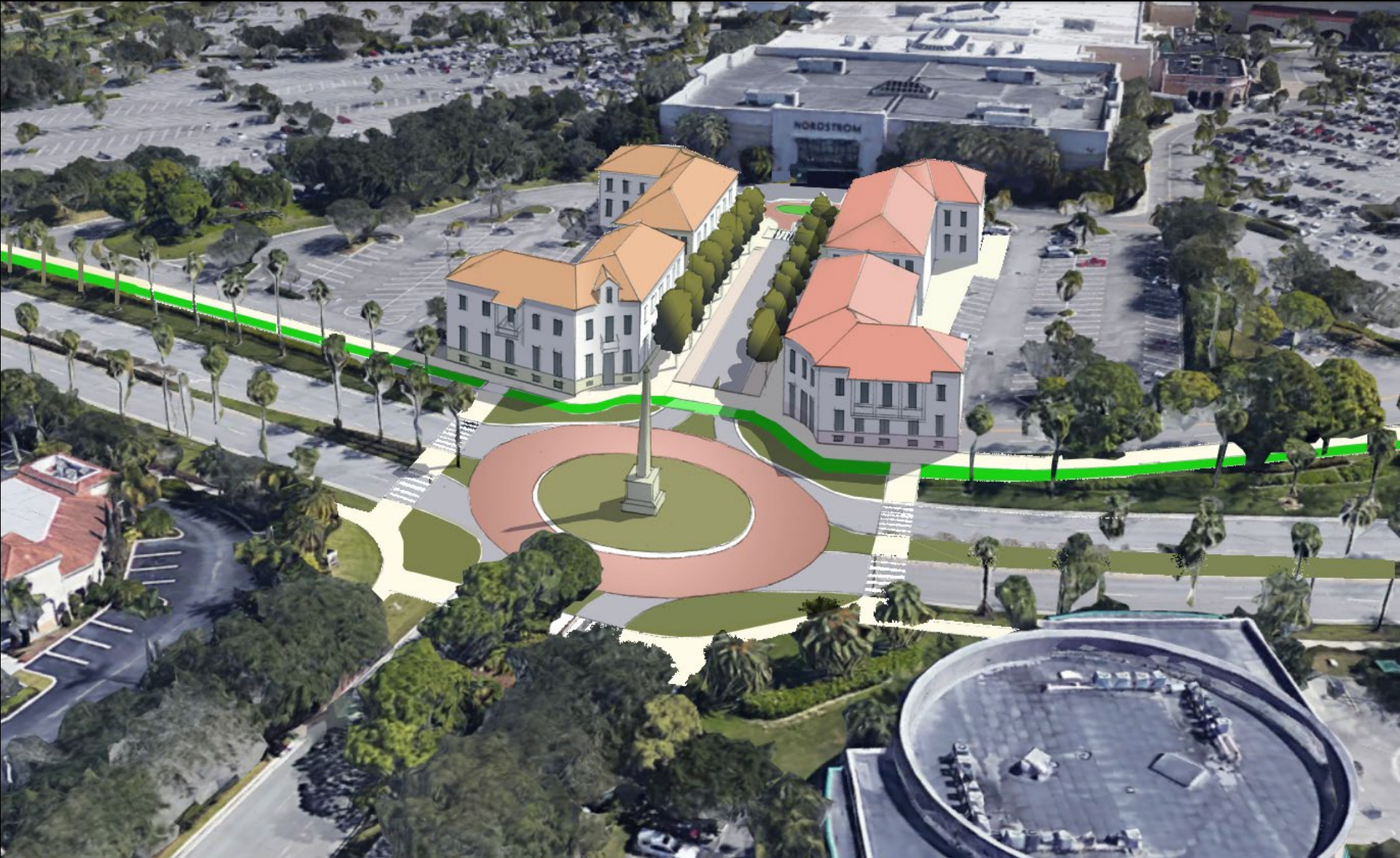
Legacy Place, Transformation



The Gardens Mall Access - Transformation



Kyoto Gardens Drive Extension



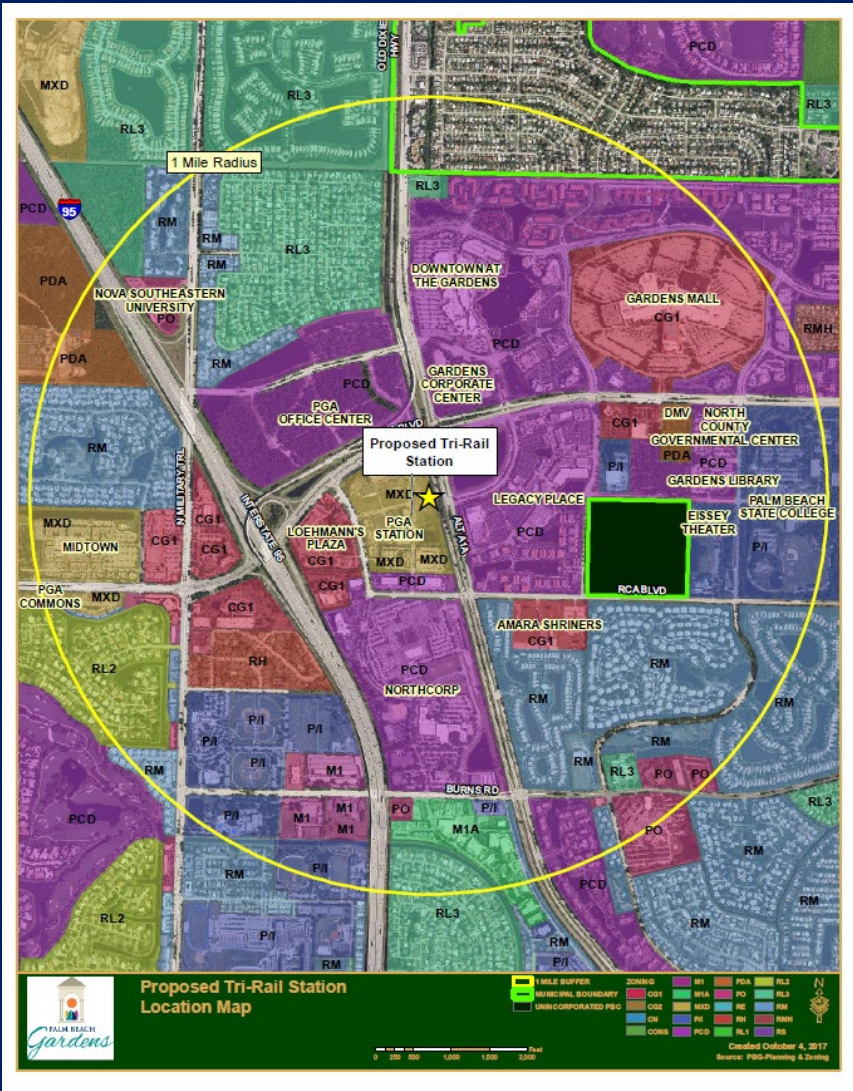
Kyoto Gardens Drive Extension

Establishing the TOD

Palm Beach Gardens and Treasure Coast Regional Planning Council – **consistent partners in leading local efforts**

November 2020 – TOD Master Plan report and Comprehensive Plan Future Land Use Element Text Amendment Objective and Policies adopted by City Council – Ord. 10, 2020

November 2022 – Land Development Regulations adopted – Ord. 10, 2022



Public Participation

PALM BEACH GARDENS TRI-RAIL STATION

Residents envision Tri-Rail station at PGA Blvd.: 'This could be a hub'

By Sarah Peters
Palm Beach Post Staff Writer

PALM BEACH GARDENS — A future Tri-Rail station on PGA Boulevard would likely be at the center of redevelopment projects and might relieve commuters sitting in bottlenecks on I-95.

Residents hunched over maps and sketched out their ideas for such a station, on the south side of the road near Alternate A1A, at a workshop hosted by the city and the Treasure Coast Regional Planning Council Thursday at City Hall.

Midtown resident Jimmy Colamore said the station could anchor a downtown the city has never had.

"The one word I haven't heard is 'destination,'" he said. "This could be a hub. This could be the place to go."

ON FACEBOOK

Keep up with The Post's complete coverage of Palm Beach Gardens on its Facebook page dedicated to the city. On Facebook, search for Palm Beach Gardens News.

Their ideas included:

- A bike-share program with racks at the station and around the city.

- An elevated pedestrian bridge on Alternate A1A.

- A meandering bike lane from the Midtown complex to Kyoto Gardens Drive to Alternate A1A to the station.

- A boardwalk or nature paths around the man-made lake next to the PGA Boulevard flyover.

- A high-rise hotel.

- An elevator system connected with the flyover.

- Trolley or shuttle service

connecting the station to Downtown at the Gardens, the North County Courthouse and Palm Beach State College.

- Affordable housing for police, firefighters, hospital employees and educators.

The planning council will present a work in progress at 6 p.m., Nov. 2 at City Hall, 10500 North Military Trail.

It's estimated the population of South Florida will reach 7 million by 2040, said Kim DeLaney, the council's director of strategic development and policy.

Palm Beach Gardens already has determined that PGA Boulevard won't be more than six lanes, so more transportation choices are warranted, DeLaney said. Traffic that relies heavily on roads is more prone to delay, she said.

Station continued on B4



Gardens residents and planners discuss Tri-Rail station on PGA Boulevard during a last Regional Planning Council workshop at Thursday. SARAH PETERS / THE PALM BEACH POST

been talk of i-Rail north for t planners say e for the north- l Aboard Flori- he has sped up n.

rently stretches international Airs at 45th Street Park. More than le ride Tri-Rail eLaney said.

esidents to con- nials and emp- lawing up their age 65 or older st growing seg- alm Beach Gar- tion. People in 80s are becom-

ing trapped in their neighborhoods when they can't drive, DeLaney said. Jonathan Paul, a mobility consultant for the city, said a lot of people won't bike or walk to the grocery store because they're afraid of getting hit by a car. He's looking at how to make roads and sidewalks more compati-

ble for people and bicyclists.

Palm Beach Gardens alone provides enough commuters to justify the extension of Tri-Rail farther north, DeLaney said. There are 23,000 jobs and 7,500 Palm Beach State College students in the area surrounding the station.

Some local governments buy shared electric bikes or subsidize Uber rides to get to train stations, Paul said.

BBX Capital and Stiles Corporation plan to build a hotel and medical offices next to the future station. That development has space for extra parking in the plan, if and when the station is built, said Natalie Crowley, the city's planning and zoning director.

The development and redevelopment of huge swaths of property surrounding the station remains a question mark. Florida Power & Light plans roughly 1 million square feet of office space on the north side of PGA Boulevard.

Palm Beach Gardens officials haven't approved a site plan, Crowley said.

speters@pbtpost.com

You are cordially invited to participate in a
TOD Design Workshop



When: Thursday, October 19, 2017

Where: Palm Beach Gardens
Emergency Operations Center
10500 N. Military Trail

Time: 7:30 a.m. - 9:30 a.m.

Other: This workshop style meeting is designed to inform and engage the business community in the design and ideas of mobility, transportation, and land uses around the future Tri-Rail Station. A separate public workshop for city residents will take place that evening beginning at 6:00 p.m.

Registration is free and the workshop is open to the public; however, please e-mail Allyson Black at ablack@pbgtf.com to R.S.V.P. by October 16th.

You are cordially invited to participate in a
TOD Design Workshop



Mobility in the Gardens

The City of Palm Beach Gardens and Treasure Coast Regional Planning Council invite you to participate in a Transit Oriented Design (TOD) Workshop funded by the South Florida Regional Transportation Authority. This workshop will include discussion of recent studies and information on transportation and developments around the future Tri-Rail Station Area for the City of Palm Beach Gardens. Light refreshments will be provided.

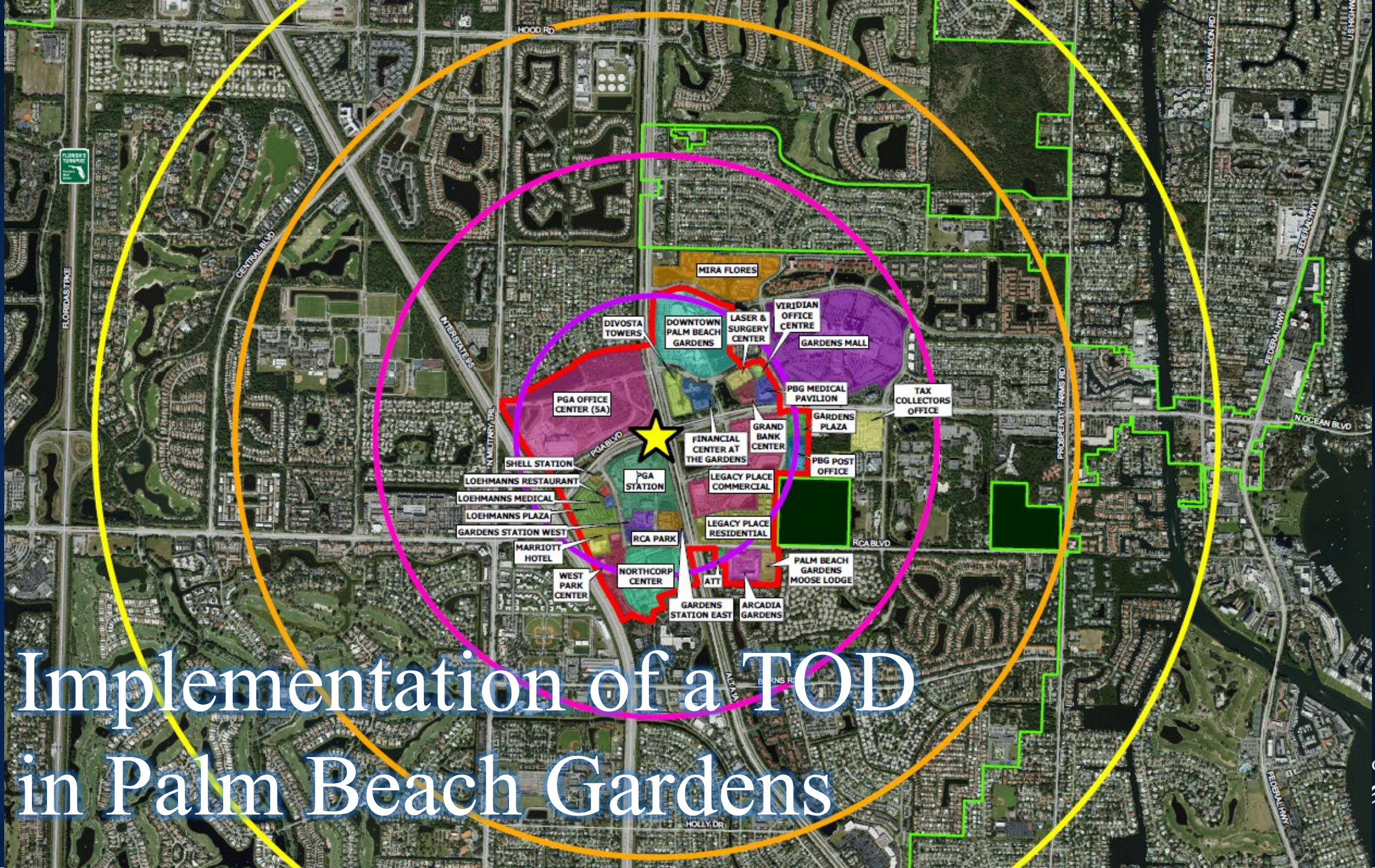
Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

When: Thursday, October 19, 2017

Where: Palm Beach Gardens
Emergency Operations Center
10500 N. Military Trail

Time: 6:00 p.m. - 8:00 p.m.

Other: This workshop style meeting is designed to inform and engage the public in the design and ideas of mobility, transportation, and land uses around the future Tri-Rail Station.



Implementation of a TOD in Palm Beach Gardens

PGA Office Center



NextEra
Energy/FPL

86 acres Master
Plan approved for
993,000 SF total

Resiliency -
Category 5
Hurricane rated &
500-year flood

Phase I is OPEN
and includes 6-
story 280,000 SF
800-1000
employees

Phase 2 approved
for 6-story building
with approx.
500,000 and up to
additional 1,000
employees

PALM BEACH
Gardens



PGA Station



Redevelopment:

396 MF units (40
workforce)

200K SF office
Site Plan

Approved and
residential under
construction

PALM BEACH
Gardens



Gardens Station/PGA Station



Redevelopment:
Demolish
existing office
building

13 stories
Proposal for 625
MF units (63
units workforce)

PALM BEACH
Gardens



Project: Downtown Palm Beach Gardens



- Redeveloped to Mixed Use
- 280 MF units
- 174 Hotel keys



Project: Downtown Palm Beach Gardens



- 116,862 SF
LifeTime recently opened
- Existing retail redevelopment with a significant public art component



Mira Flores



Redevelopment:
Greystar

Demolish 32
Garden Style
apartments

Proposal for 8-
story
363 MF units
36 units restricted
for workforce

PALM BEACH
Gardens

Legacy Place



Redevelopment:

Demolish stand
alone two
restaurant
buildings

Proposal for 450
MF units
45 units restricted
for workforce
housing

PALM BEACH
Gardens

Workforce Housing

- Housing, Land Use, and Transportation are highly interdependent
- WFH is a critical component of an economically viable City and TOD
- TOD Policies provide density bonuses for provision of workforce housing and financial incentives

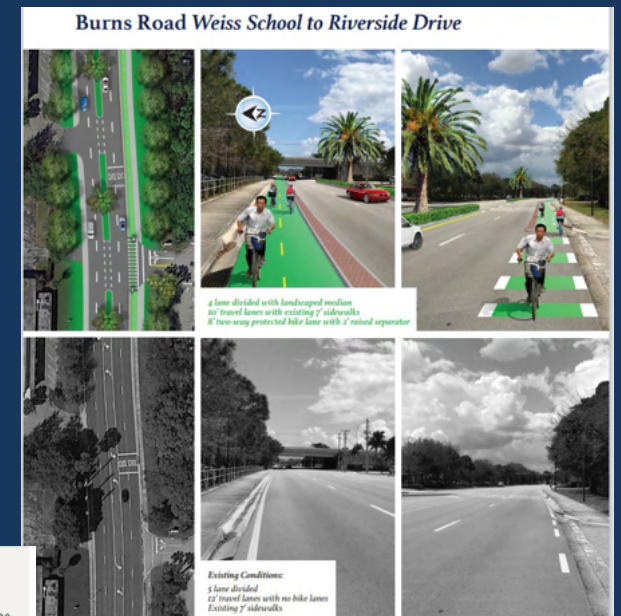
| Project | Total Units | WFH Units | Status |
|--------------------------------------|-------------|-----------|--------------------|
| Solera | 136 | 14 | Open |
| PGA Station | 396 | 40 | Under Construction |
| Mira Flores | 363 | 36 | Under Review |
| PGA Station Ph. II (Gardens Station) | 625 | 63 | Under Review |
| The Quaye | 230 | 23 | Under Review |
| Hilltop | 400 | 40+ | On the horizon |
| TOTAL | 2,150 | 216+ | |

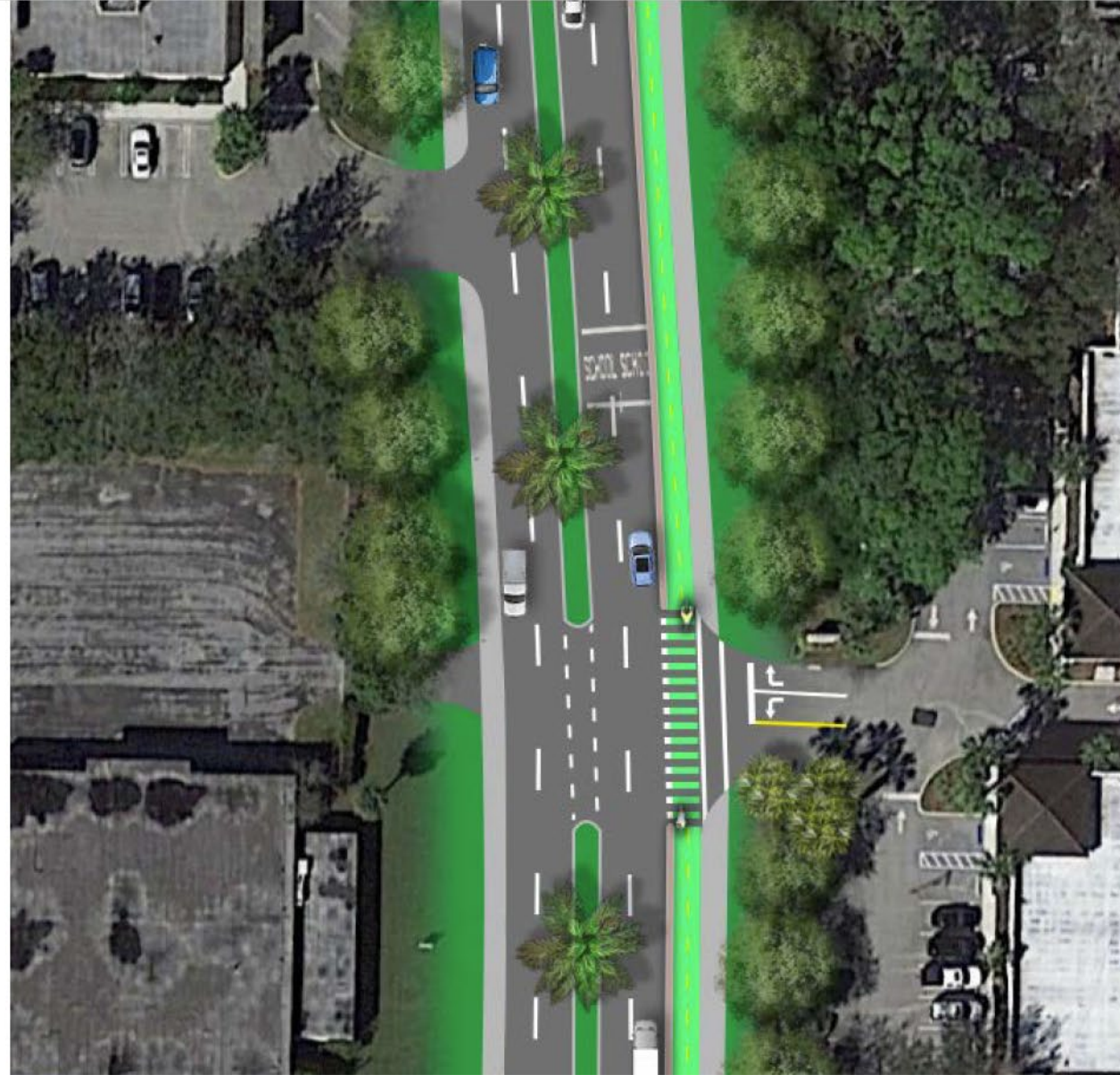
2019 – Mobility Plan and Fee

- In 2019, City Council adopted
 - Ord. 16, 2019, approving a Mobility Plan and Fee. The plan included a list of improvements.
 - Ord. 19, 2019, approving a Land Development Regulations Amendment to codify a Mobility Fee Schedule for areas of the City

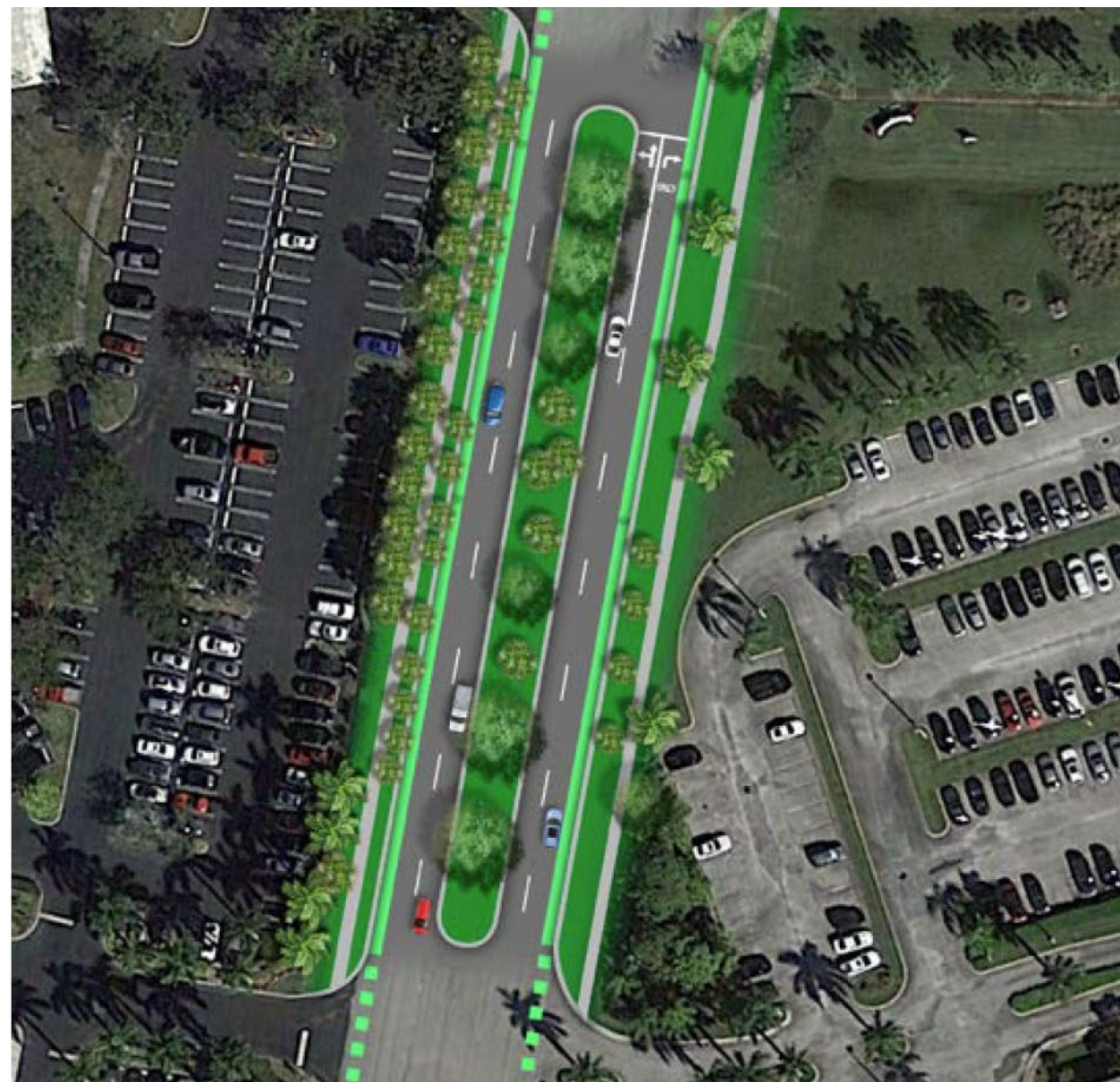
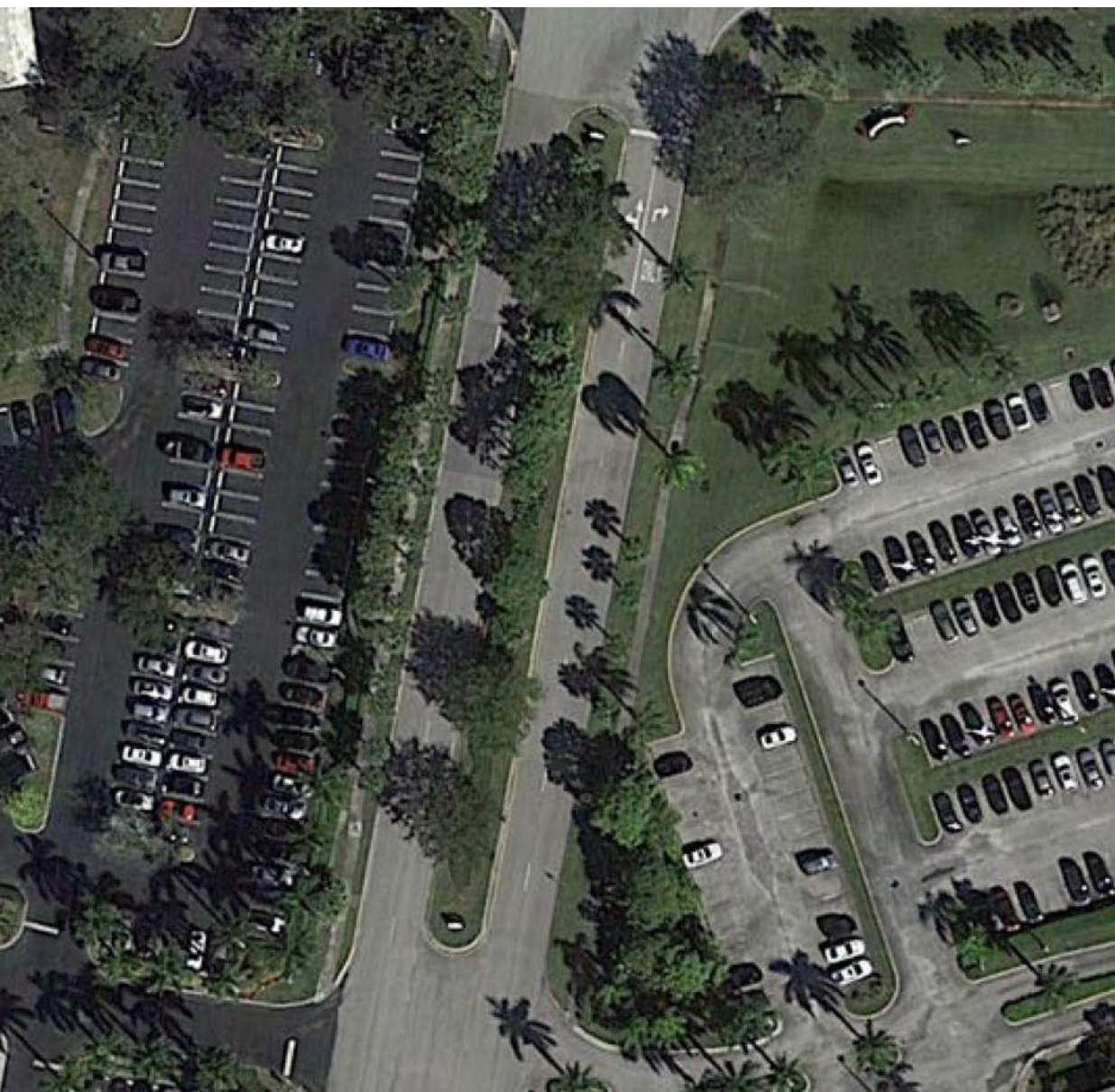


| | | | | | | |
|----|----------|----------------|---------------|------|--|-----------|
| 25 | Burns Rd | Military Trail | Alternate AIA | 0.90 | Reduce travel lanes to 10' in width through pavement marking removal and restripe. Add 4' bike lanes from Military Trail to Weiss School, provide a 10' two-way protected bike lane with 8' for bikes and a raised 2' wide concrete barrier on north side of road between Weiss School and Riverside Drive. Includes green pavement markings | 2020-2030 |
|----|----------|----------------|---------------|------|--|-----------|









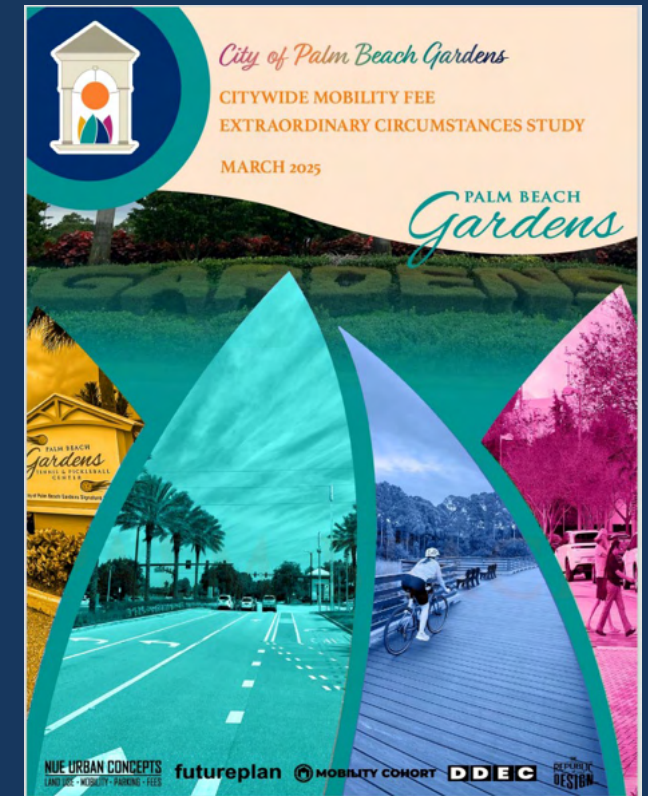


2024 – Coordination, Public Workshops & Field Data Collection

- Update to plan approved 2025
- Coordination with internal departments, including but not limited to Administration, GIS, Engineering, Police, Fire, Community Services/Streets and Stormwater & City Traffic Consultant Pinder Troutman
- Coordination with residents, business community

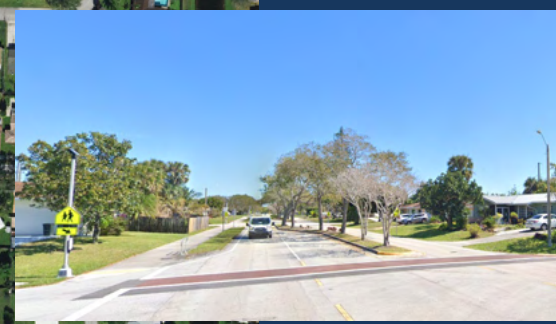


2025 Update to Citywide Mobility Plan



MOBILITY IN THE GARDENS | Palm Beach Gardens, FL - Official Website

City Projects



- Campus Drive – shared use paths and roundabout
- TPA/FDOT Grants – **\$8.8M** in construction funding grants!
 - Holly Drive (& other locations) – Enhanced flashing pedestrian crosswalks - COMPLETED
 - Kyoto Gardens Drive – Sidewalk and Bicycle lane on N. Side (Developer constructed 12' shared use path on S. Side) - COMPLETED
 - Burns Road – 2-way cycle track – first in Palm Beach County – DESIGN NEARLY COMPLETE
 - Fairchild Ave – New Sidewalk and Bicycle lane on S. Side – DESIGN RECENTLY KICKED OFF
 - Gardens Parkway – New Sidewalk and Bicycle lane on S. Side – DESIGN RECENTLY KICKED OFF
 - Lilac Street – Widen Existing Sidewalk on S. Side to Shared Use Path – FUTURE



RECOGNITION



May 4, 2022

Natalie Crowley, AICP
Director of Planning and Zoning
City of Palm Beach Gardens
10400 North Military Trail
Palm Beach Gardens, Florida 33410-4698
ncrowley@pbgfl.com

Dear Ms. Crowley

The Smart Growth Partnership (SGP) is pleased to announce that the City of Palm Beach Gardens (City) Mobility Plan has been selected for this year's prestigious Smart Growth Excellence Award in the Program, Policies and Regulations category. SGP appreciates communities and projects that have successfully used the principles of smart growth to preserve and enhance quality of life while helping to protect public health and the environment.

SGP seeks to recognize projects, policies and communities that have used approaches that involve a broad variety of stakeholders, are innovative and could be replicated elsewhere. These awards honor public-and private-sector entities that successfully use smart growth principles to improve communities environmentally, socially, and economically. Your City has demonstrated to our Board of Directors that this plan used smart growth principles by incorporating sustainable elements.

This project will be recognized at our Annual Event and you will be offered the opportunity to provide an overview of the Mobility Plan to our attendees. We will provide more information on the presentation of the award once the event is planned. In the meantime, if you would like for us to present the award to your board or officials at an event or meeting, please contact Nadia Locke at nlocke@res.us to make arrangements.

We would like to thank you for your long-term commitment to smart growth and welcome you to get more involved in our organization at <http://www.smartgrowthpartnership.org/membership>.

Sincerely,
SMART GROWTH PARTNERSHIP

A handwritten signature in blue ink, appearing to read "Nadia Locke".

Nadia Locke
Chair, Recognition Committee

A handwritten signature in blue ink, appearing to read "Donna Chen".

Donna Chen
Chair, Smart Growth Partnership



Case Study: The City of Palm Beach Gardens' Vision and Framework for a Transit-Oriented Future

Notice: This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for the contents or use thereof. The United States Government does not endorse products or manufacturers. Trade or manufacturers' names appear herein solely because they are considered essential to the objective of this report.

The City of Palm Beach Gardens, Florida, and the Treasure Coast Regional Planning Council (TCRPC)—the planning organization for the Treasure Coast region—are exhibiting leadership in advancing mobility, accessibility, and housing options in Southeast Florida.

This case study highlights the policy, public engagement, and multi-jurisdictional coordination tools leveraged to bring transit-oriented development (TOD) to housing, land use, and transportation planning in Palm Beach Gardens. Its TOD policies and plans aim to reshape existing neighborhoods and future development around transit hubs to create more walkable, vibrant, and sustainable communities. The City of Palm Beach Gardens is working to transform its suburban, car-centered community into an active and accessible hub of diversified land use and bustling urban centers.

Background and Demographics

The City of Palm Beach Gardens is in Southeast Florida along the Atlantic coast, with a population of approximately 60,000 residents. The area has experienced steady population growth over the past decade due to its popular location just north of West Palm Beach, residents' quality of life, and the area's natural and built amenities. Forecasts show incoming populations to be primarily in the 65+ age group. The primarily suburban community is characterized by single-family housing in residential communities and well-maintained recreational spaces. The City of Palm Beach Gardens is approximately 60 square miles and has a population of approximately 60,000. The City is within Palm Beach County, one of the four counties in the Treasure Coast Region: Indian River, St. Lucie, Martin, and Palm Beach, which cover 3,589 square miles with a metropolitan area population of over 2 million.

PROJECT SNAPSHOT

- A TOD Master Plan was established in 2018 to guide future development priorities.
- The City plans to build out mixed-used development around transit station areas.
- Diversifying land uses will help establish more workforce housing options.

IMPLEMENTATION HIGHLIGHTS

- The TOD Master Plan development was funded through a grant from the Federal Transit Administration (FTA).
- A comprehensive public involvement effort led to the emergence of TOD principles as an area priority.
- Openness and flexibility in local codes help promote TOD and redevelopment projects.



PALM BEACH
Gardens



www.pbgfl.gov
ncrowley@pbgfl.gov



Station Areas Overview and Transit Oriented Development (TOD) Opportunities

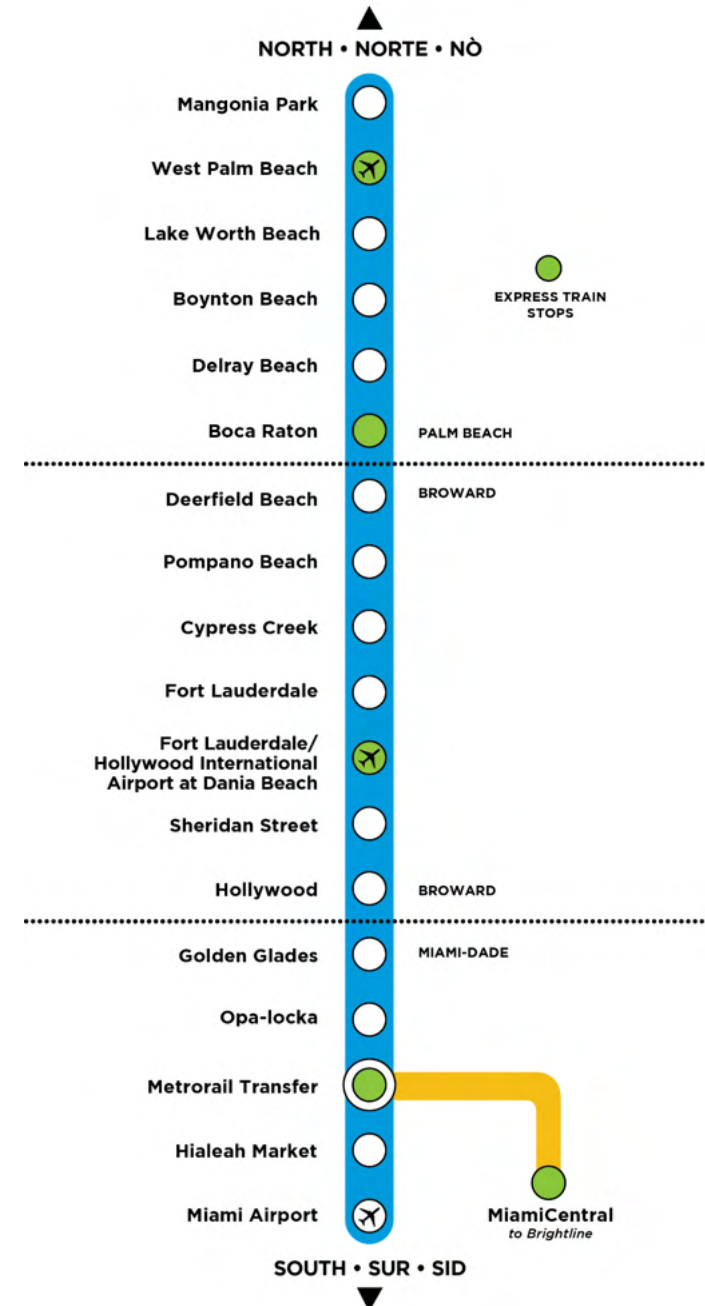
Palm Beach Gardens
Transit-Oriented Development Mobile Tour

November 13, 2025



Tri-Rail Service


- Commuter rail service since 1989
- 19 stations serving the tri-county area
 - Service to MiamiCentral Station began January 2024
- 50 weekday trains + 26 weekday trains to MiamiCentral
 - Express trains added July 2024
- 15,000+ average weekday ridership
 - Fully recovered ridership exceeding pre-pandemic levels
- Connects to all 3 international airports
- \$5 weekend fares



Transit Oriented Development (TOD)

➤ SFRTA TOD Policy (Resolution 17-01)

- **Increased Mix of Uses:** supports vibrant communities near transit stations
- **Higher Density:** averages 75 du/acre, yielding up to 40,000 units in the half-mile surrounding transit station
- **Limited or No Required Parking:** stimulates business investment, generates local revenue, and encourages people to use transit
- **Continuous Infill Pattern:** at least a half-mile from transit station



TRI-RAIL

LEGEND

- Tri-Rail
- Tri-Rail Coastal Link

PALM BEACH

BROWARD

MIAMI DADE

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Transit Oriented Development Policy

Advancing Vibrant Communities and a More Prosperous Region

SFRTA is a transit agency that provides a critical service for Southeast Florida's economy and quality of life. To fulfill our role, SFRTA needs funding to survive and grow, and one of our primary revenue sources is ticket sales. Without Transit Oriented Development (TOD) we cannot operate and make sound investments in passenger rail.

TOD is the most important factor for ridership. TOD is a mixed-use pattern of pedestrian-friendly, higher density development with reduced parking around transit stations - all factors that help generate revenues for local governments and Tri-Rail.

Local governments are the leaders to advance TOD in the region through zoning and development regulations. Although it can be challenging to balance engineering, design, and political considerations, successful TOD must embrace higher density, reduced parking, and a broad mix of uses surrounding the station at its core. Without these characteristics, TOD cannot be supported along the Tri-Rail service corridors.

TOD has many benefits to residents, businesses and local governments, but the SFRTA needs it for one reason: ridership. As a partner with local governments and the development community, SFRTA advocates zoning and land development regulations that maximize these principles.

Continuous Infill Pattern
extending at least a half-mile from transit stations that is safe, pedestrian-friendly and reduces auto-dependency.

Increased Mix of Uses
supports vibrant communities near transit stations. The greatest market flexibility occurs when few uses are prohibited rather than traditional segregation of uses.

Limited or No Required Parking
stimulates business investment, generates local revenue, and encourages people to use transit. Parking requirements may be eliminated for the best TOD market response.

Higher Density benefits ridership and local economies, especially when it averages 75 du/acre, yielding up to 40,000 units in the half-mile surrounding transit stations, and includes housing for all walks of life.

Image Source: Dan Harmon & Associates

Transit Oriented Development (TOD)

➤ TOD Readiness Study (May 2020)

- Analyzed the TOD Readiness of six stations along SFRC
- Identified SFRTA TOD opportunities
 - Short term: Boynton Beach, Cypress Creek and Boca Raton
 - Long term: Delray Beach, Sheridan Street and Hialeah Market Station

➤ SFRTA Board Resolution 23-13

- Urges municipalities to adopt TOD regulations around Tri-Rail stations

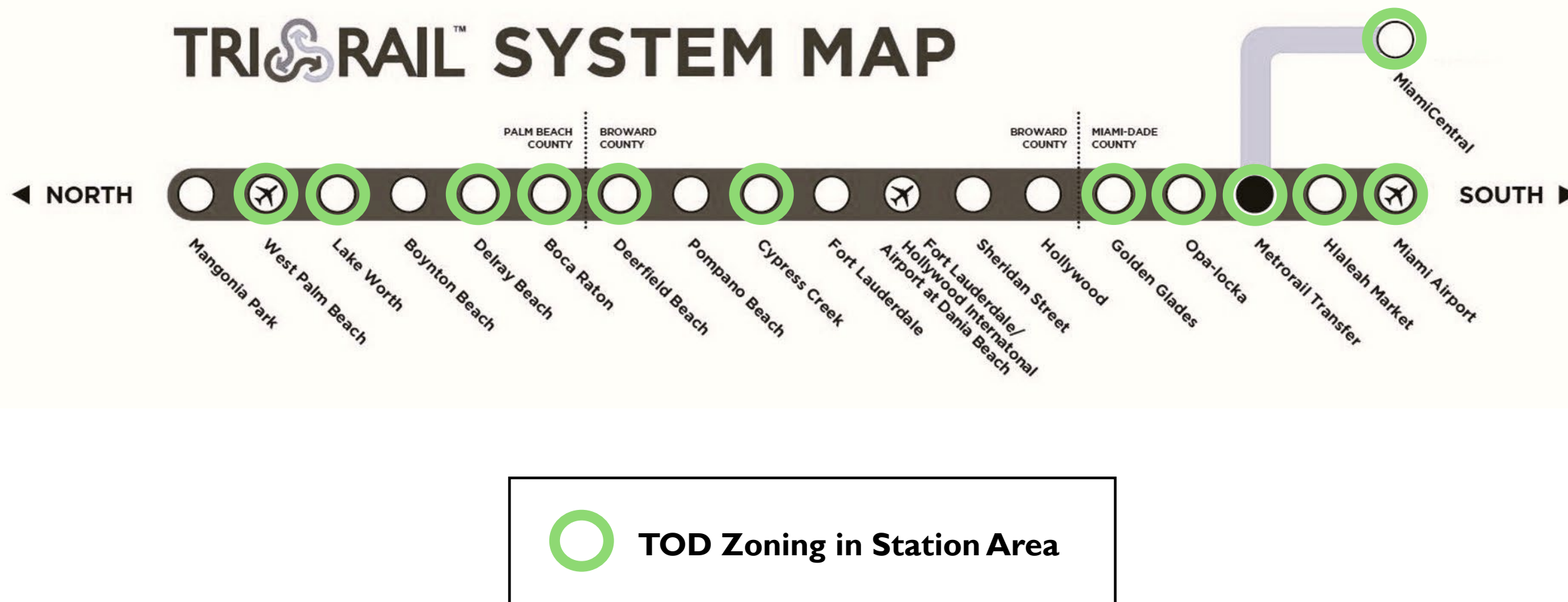
R5. MOTION TO APPROVE:

Resolution No. 23-13, directing SFRTA staff to engage with the Cities of Boynton Beach, Fort Lauderdale and any other municipality or County where SFRTA owns property near or adjacent to a Tri-Rail Station that may be developed as a TOD, to urge these governmental entities to consider changes to their land development regulations to maximize density, intensity and allowable uses for TODs at SFRTA's properties along the SFRC.

TOD READINESS STUDY OF SELECT STATION AREAS

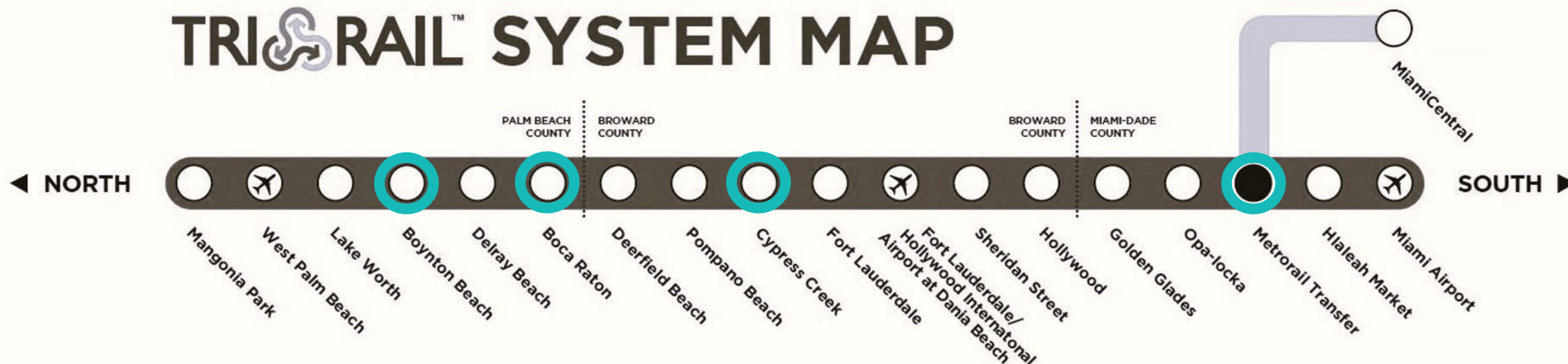


Tri-Rail Station Areas with TOD Zoning





TRI RAIL SYSTEM MAP

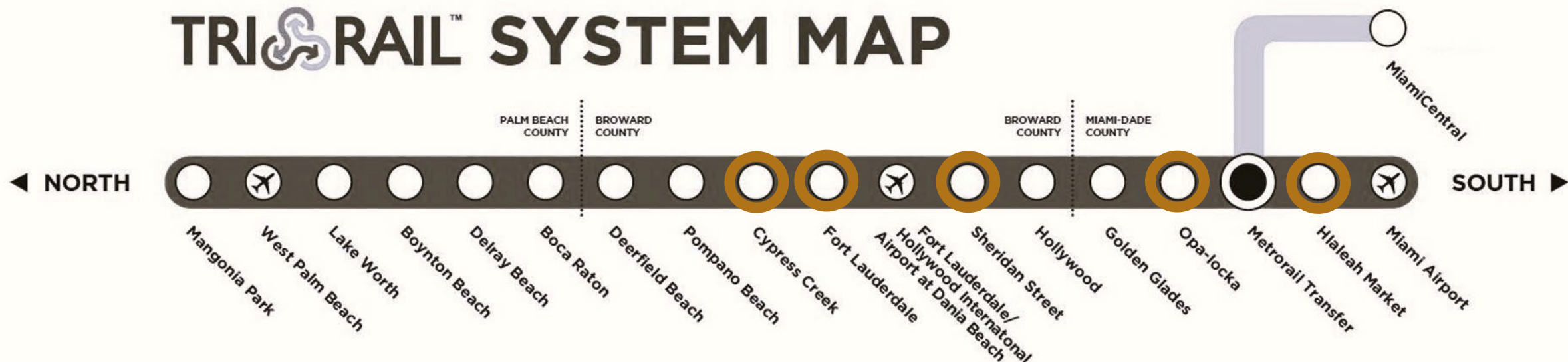


SFRTA-owned Parcels



FDOT-owned Stations with TOD Opportunities

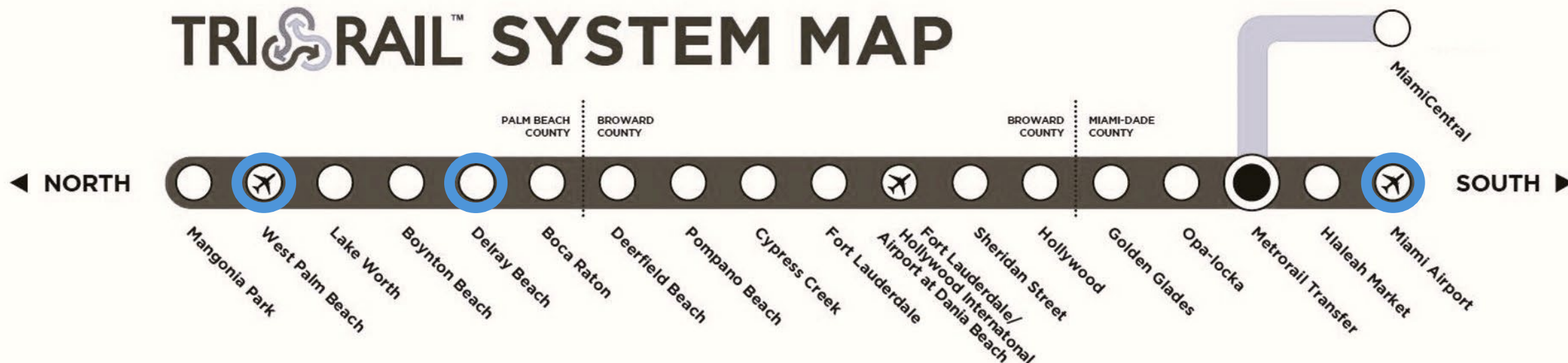
TRI RAIL SYSTEM MAP



FDOT-owned Parcels



TRI RAIL SYSTEM MAP

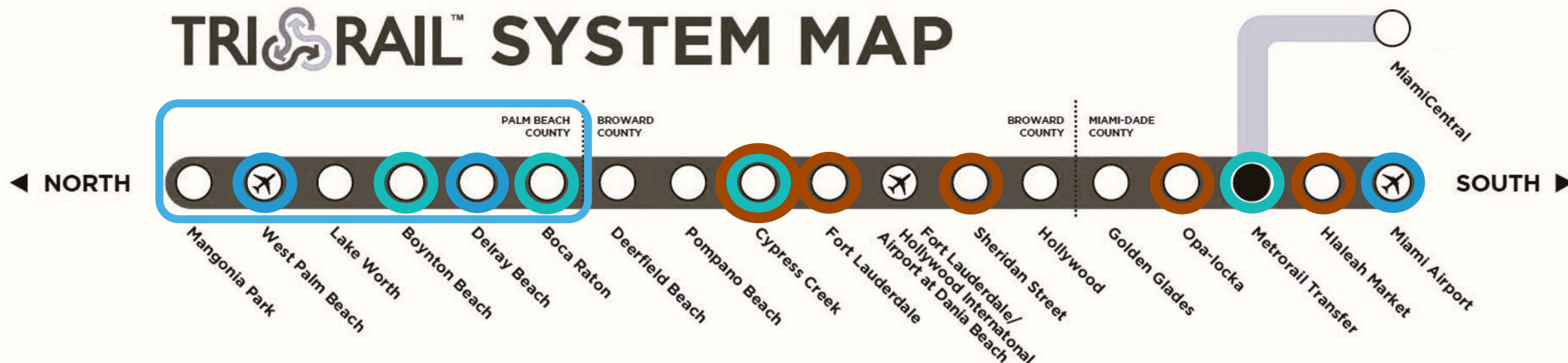


County-owned Parcels



Summary: Stations with TOD Opportunities

TRISM RAIL SYSTEM MAP



SFRTA-owned Parcels

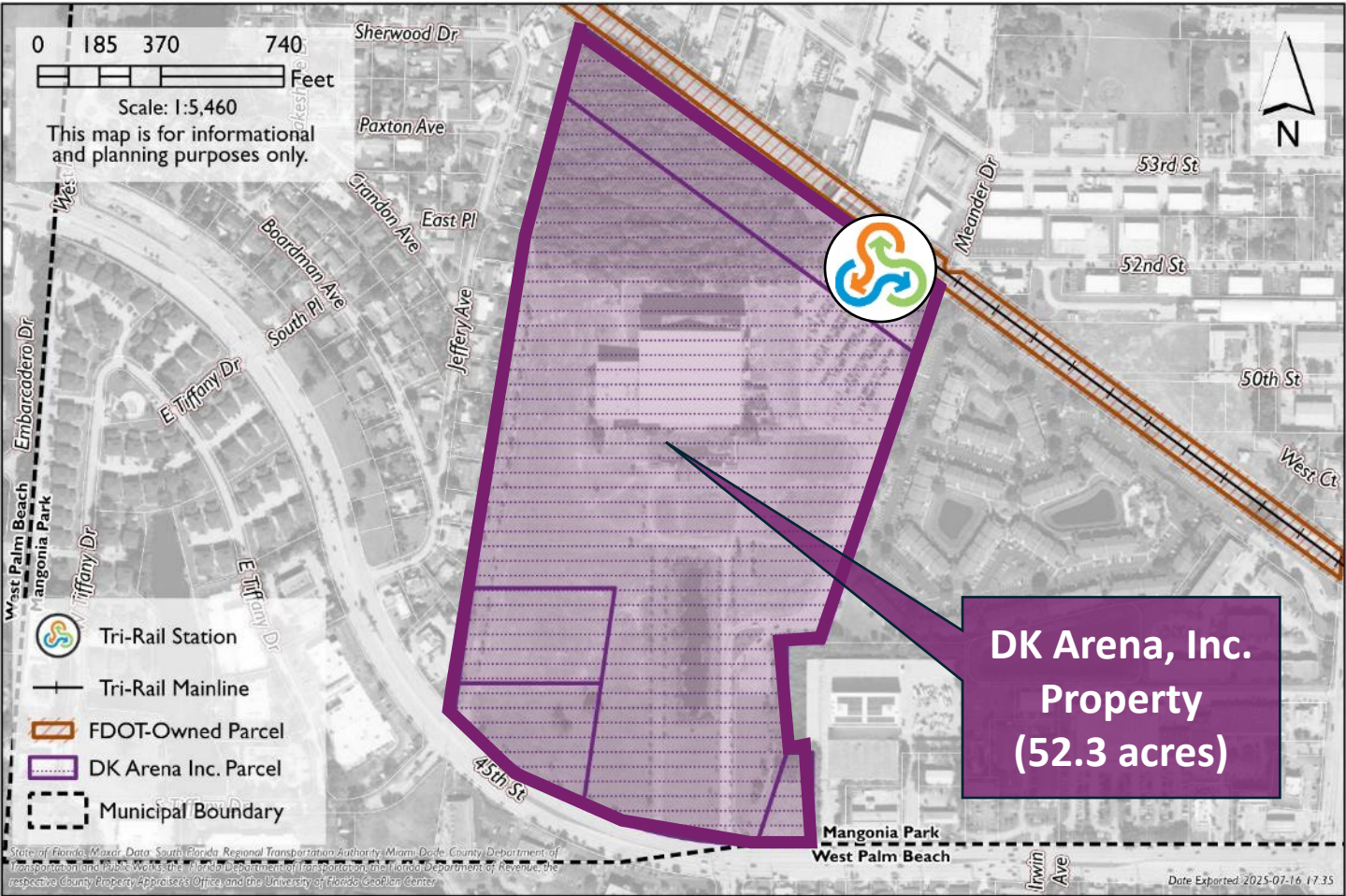


FDOT-owned Parcels



County-owned Parcels

| STATION OVERVIEW | |
|------------------------------|---|
| FY 25 Ridership Rank (of 19) | 223,527 / 1 th |
| TOD Zoning | No |
| Multimodal Connections | <ul style="list-style-type: none"> Palm Tran |



Mangonia Park Station TOD?

THE REAL DEAL
REAL ESTATE NEWS

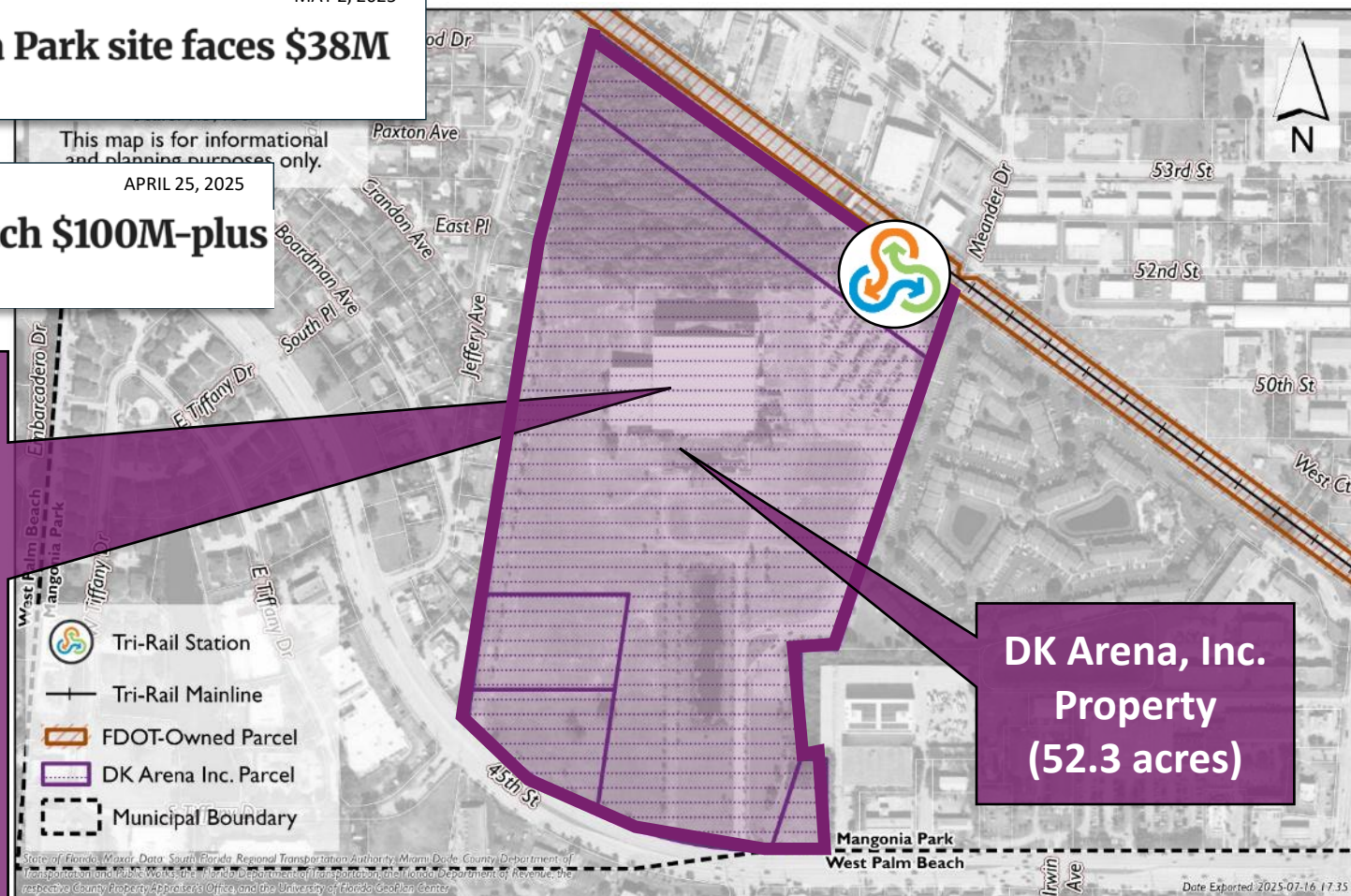
MAY 2, 2025

Down for the count? Don King's Mangonia Park site faces \$38M foreclosure

THE REAL DEAL
REAL ESTATE NEWS

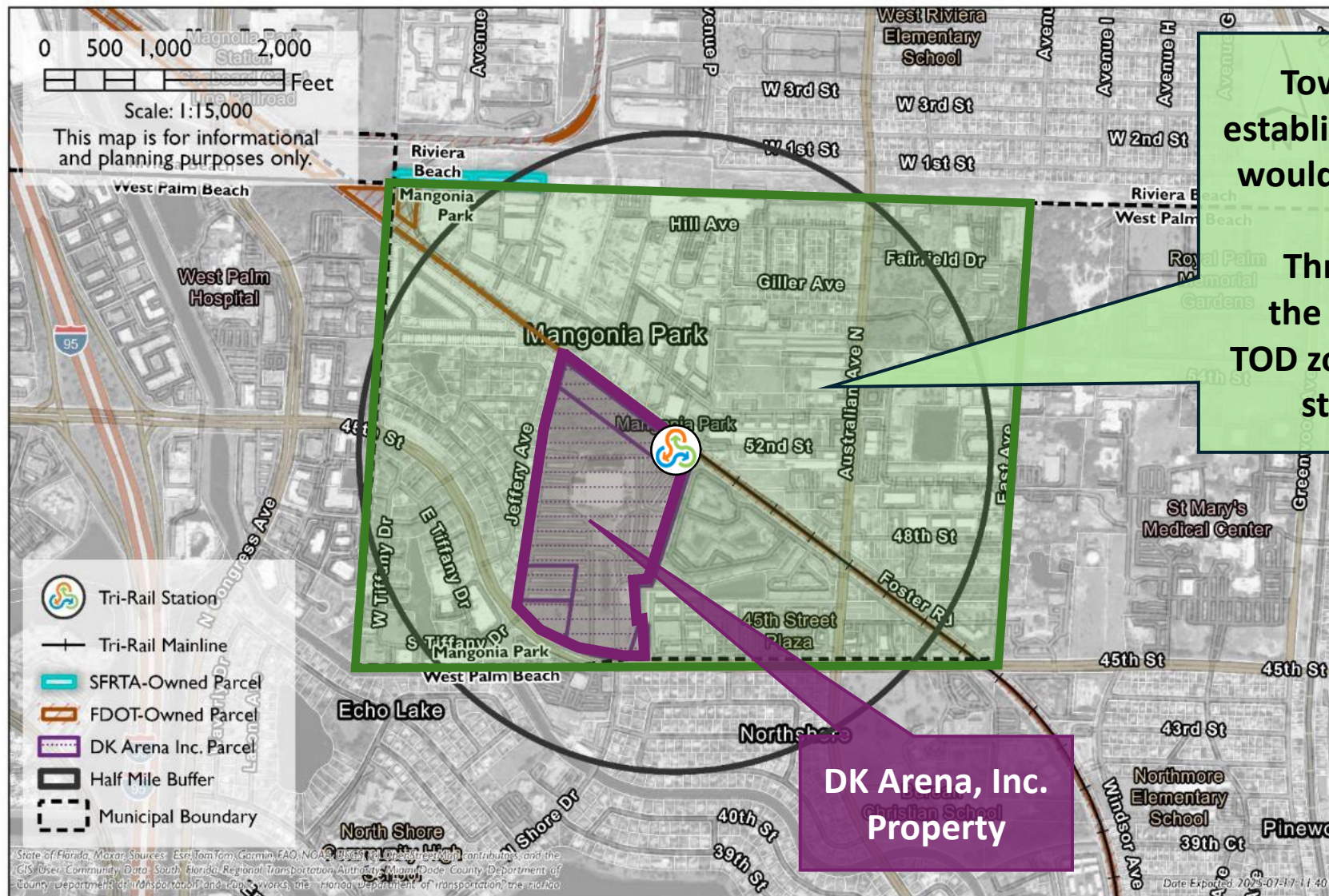
APRIL 25, 2025

Can Don King's 52-acre Palm Beach County site fetch \$100M-plus offers?





Mangonia Park Station Area



Town is pursuing the establishment of a CRA that would include the station.

Through a CRA Plan, the Town can advance TOD zoning and prioritize a station easement.

STATION OVERVIEW

**FY 25 Ridership
Rank (of 19)**

328,806
4th

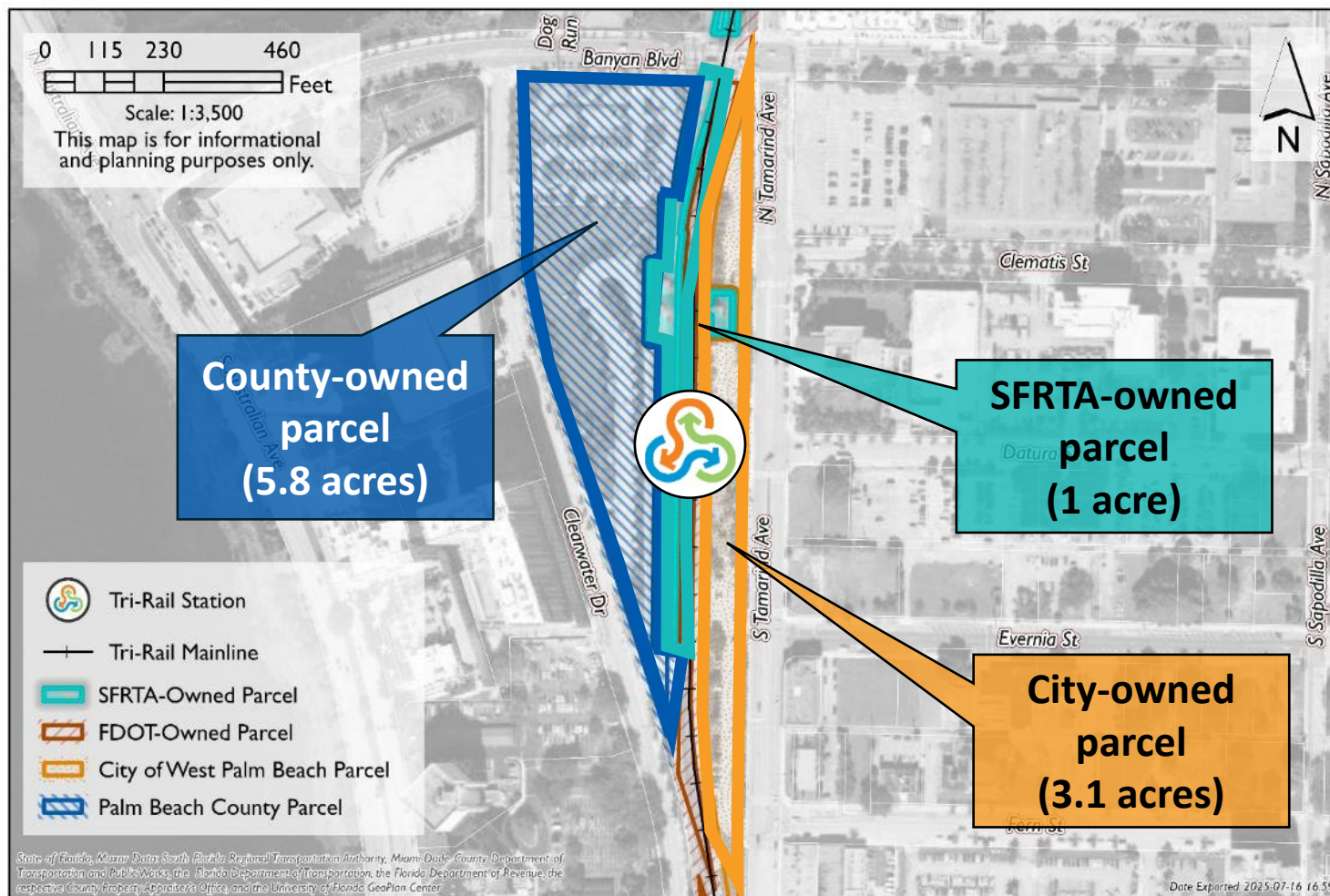
TOD Zoning

Yes

**Multimodal
Connections**

- Palm Tran
- Amtrak
- Greyhound
- RideWPB(Circuit)
- BrightBike
- Brightline*

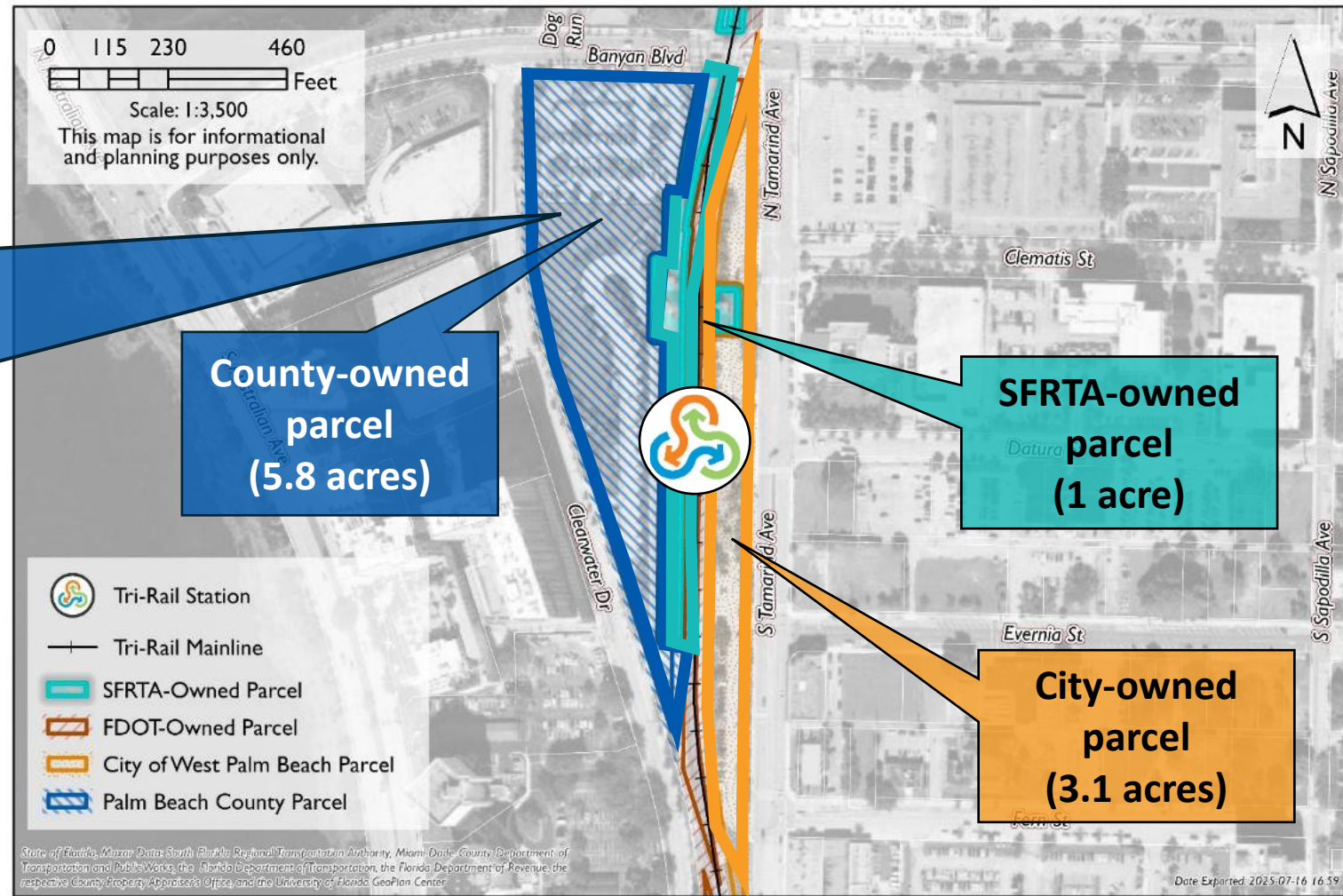
*3 blocks east of Tri-Rail



SFRTA ON TRACK FOR EXCELLENCE West Palm Beach Station TOD

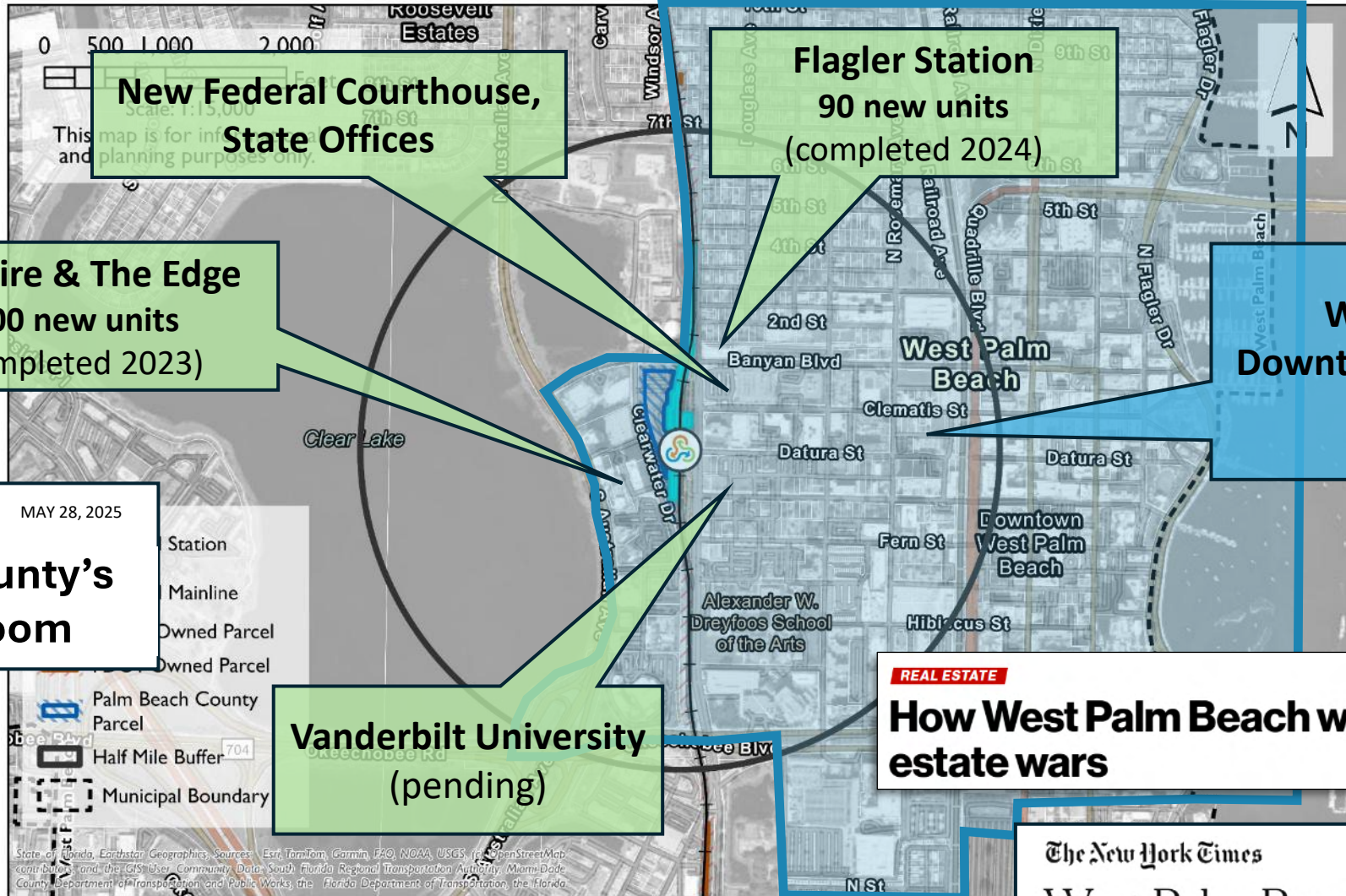


- County issued RFP in early 2012
- June 2012: Transit Village LLC (mixed-use development) selected
- 986 units (40 workforce, 165 micro-units)
- **STATUS: Litigation underway between County and developer**





West Palm Beach Station Area



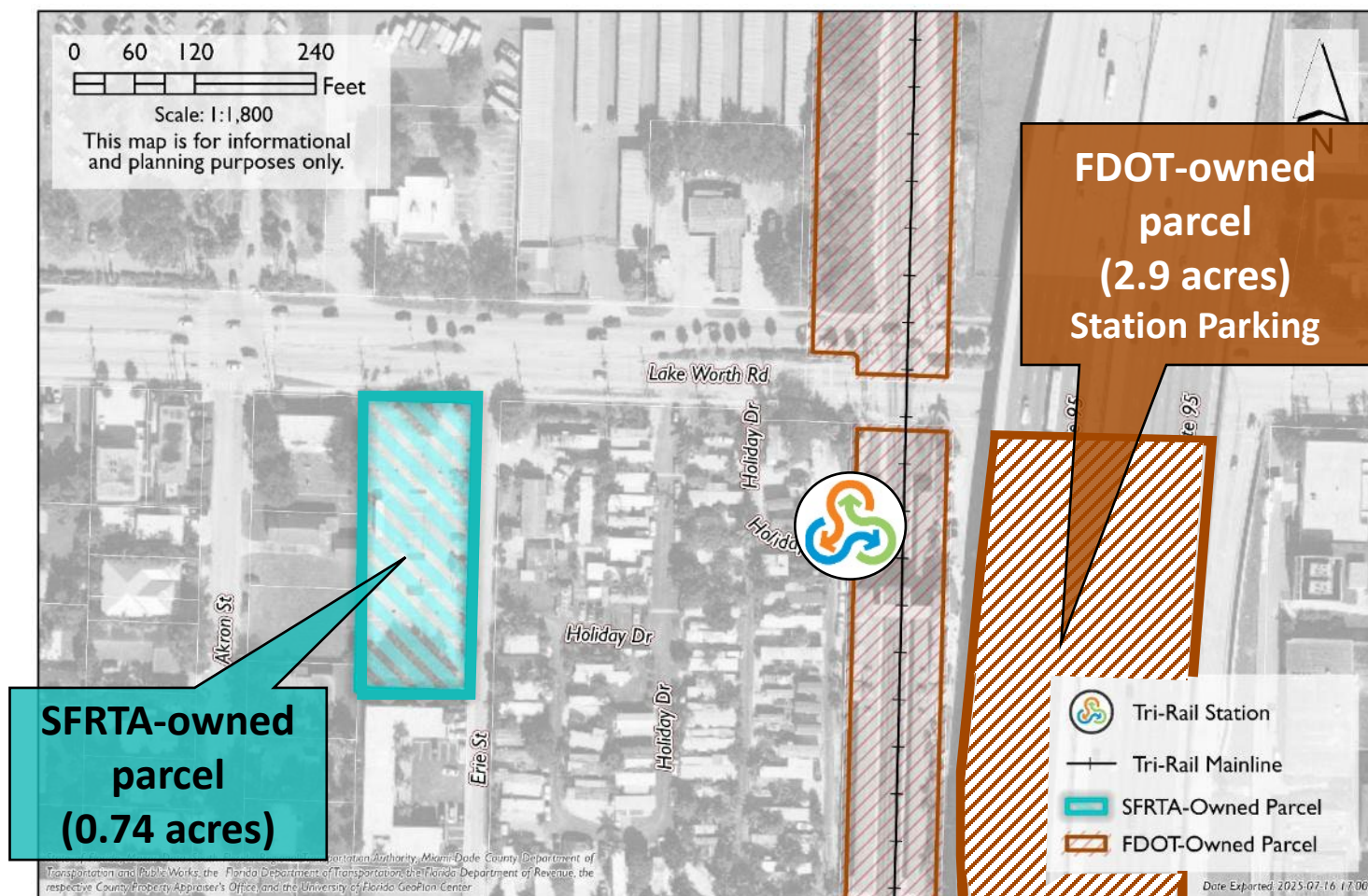
12 NEWS MAY 28, 2025
Palm Beach County's billion-dollar boom

REAL ESTATE AUGUST 6, 2024
How West Palm Beach won COVID's real estate wars

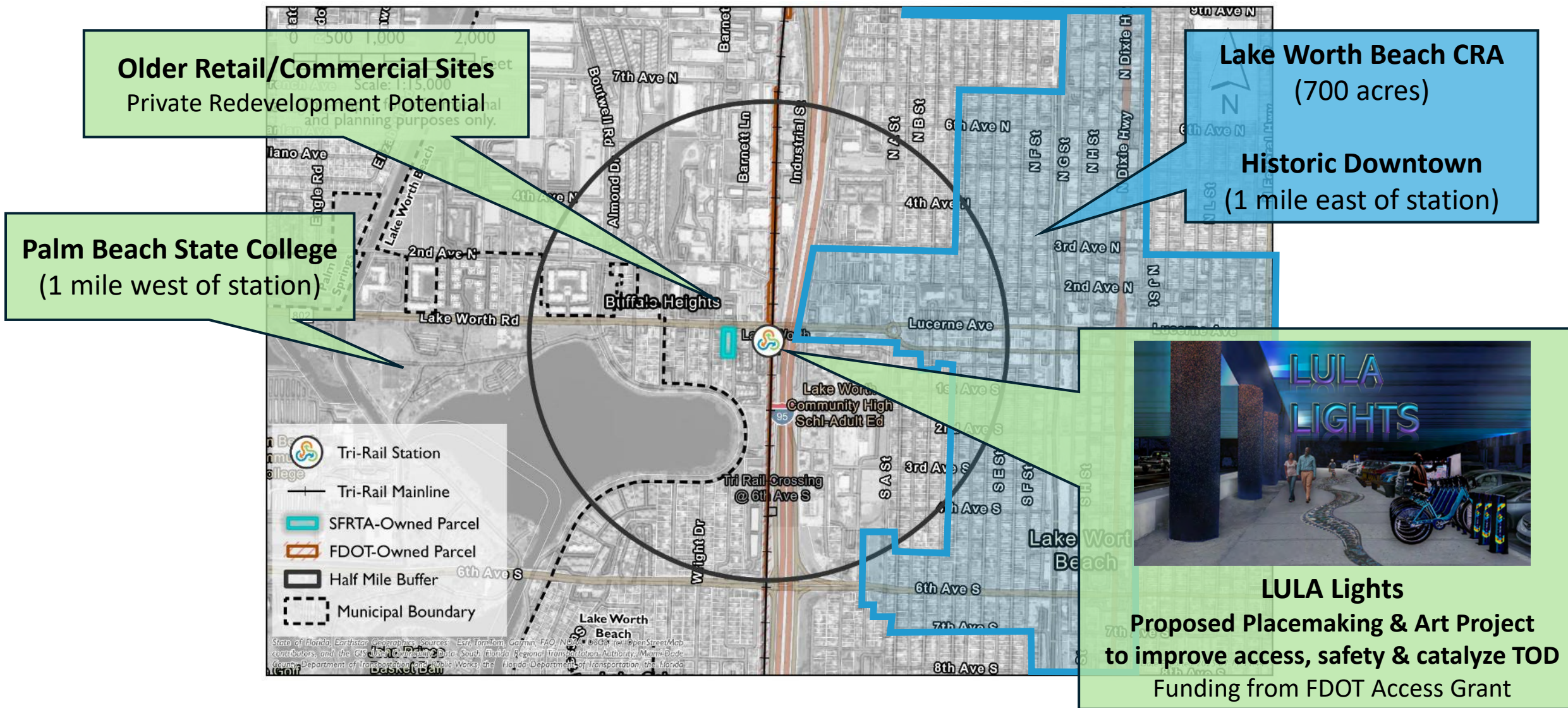
The New York Times JULY 16, 2025
West Palm Beach Moves Upmarket

STATION OVERVIEW

| | |
|-------------------------------------|--|
| FY 25 Ridership Rank (of 19) | 261,417 8 th |
| TOD Zoning | Yes |
| Multimodal Connections | <ul style="list-style-type: none"> • Palm Tran • Circuit Shuttle |



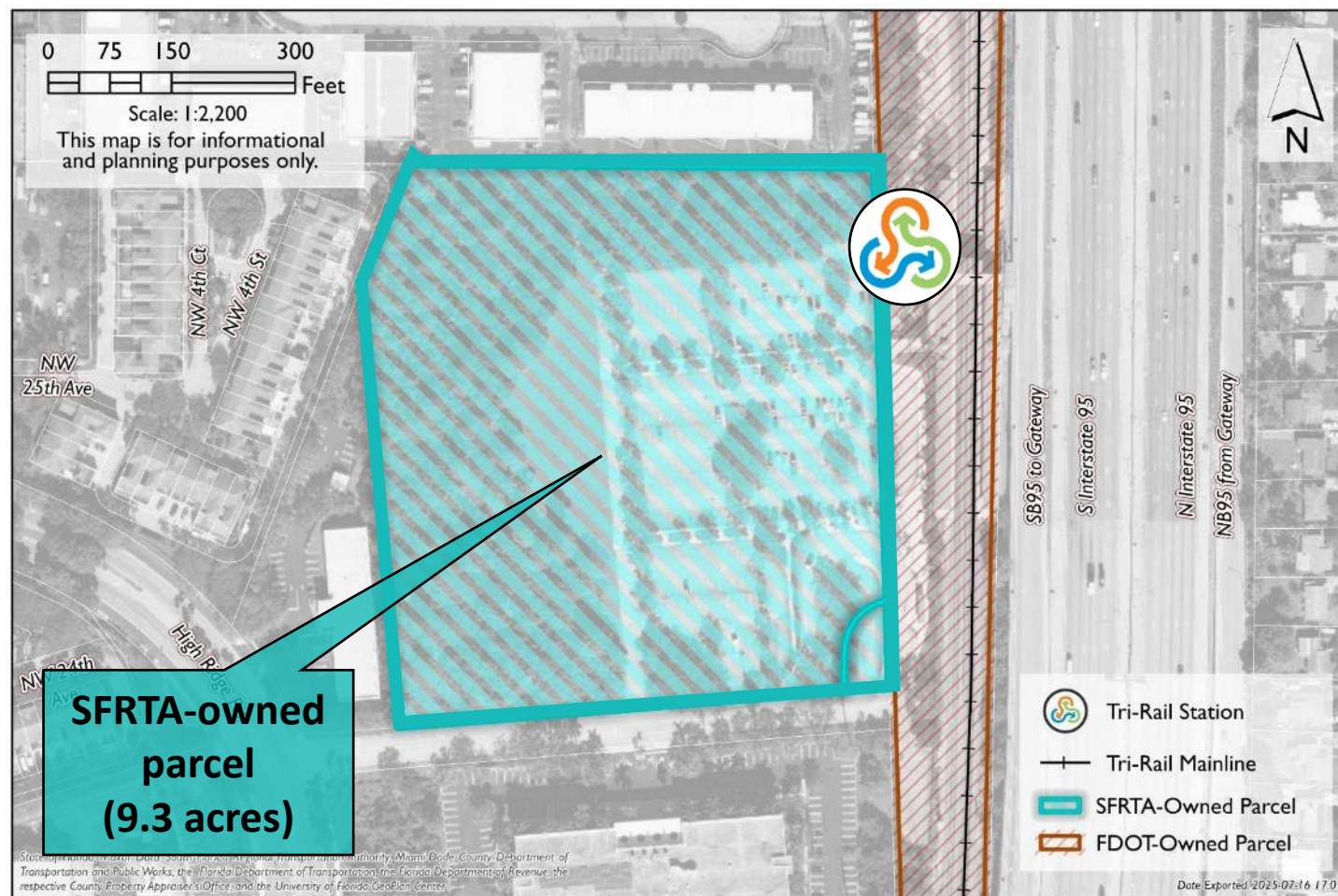
Lake Worth Beach Station Area





Boynton Beach Station

| STATION OVERVIEW | |
|-------------------------------------|-----------------------------|
| FY 25 Ridership Rank (of 19) | 198,167 13 th |
| TOD Zoning | No |
| Multimodal Connections | Palm Tran |



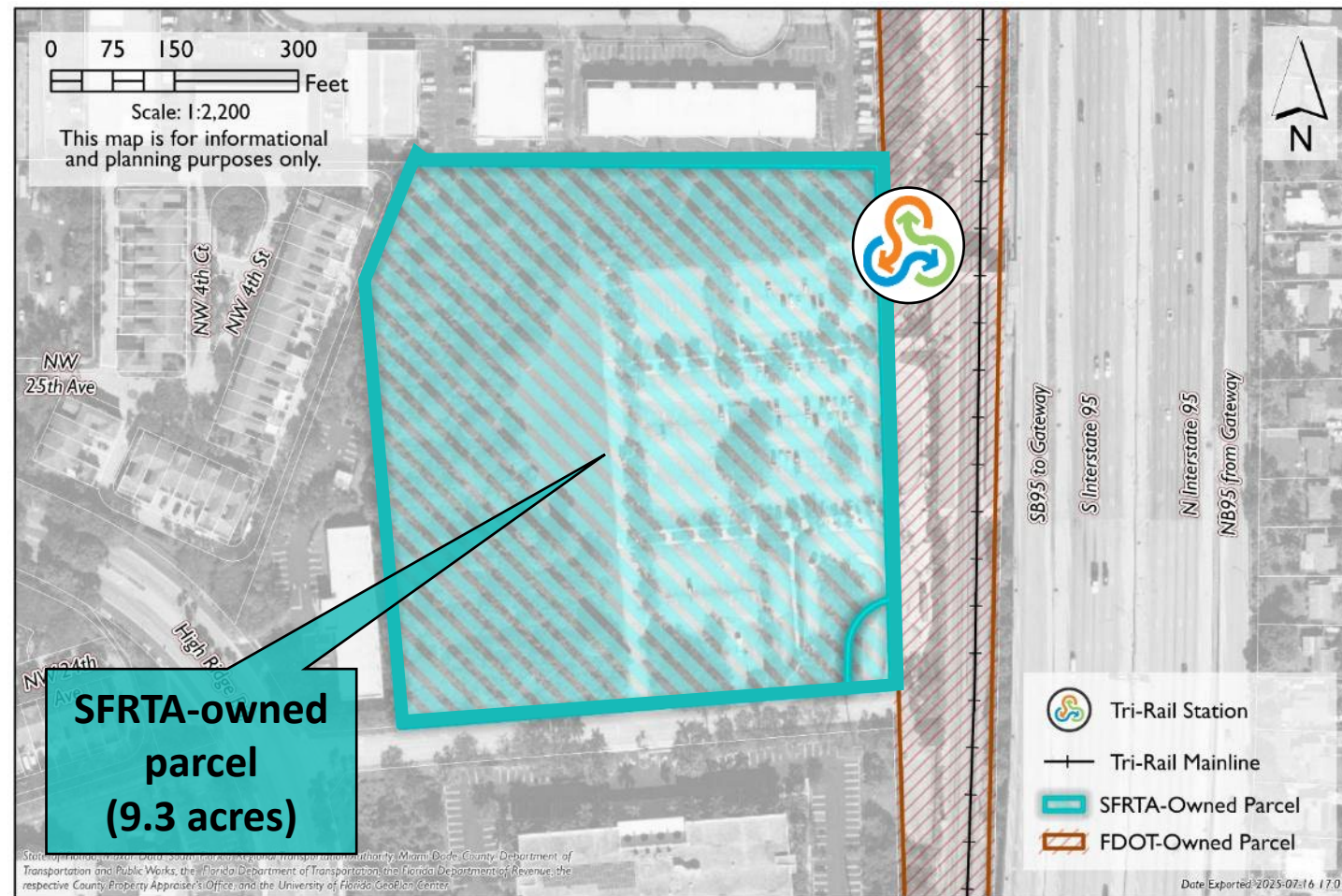
SFRTA ON TRACK FOR EXCELLENCE Boynton Beach Station TOD

BOYNTON GROVE
Conceptual Rendering

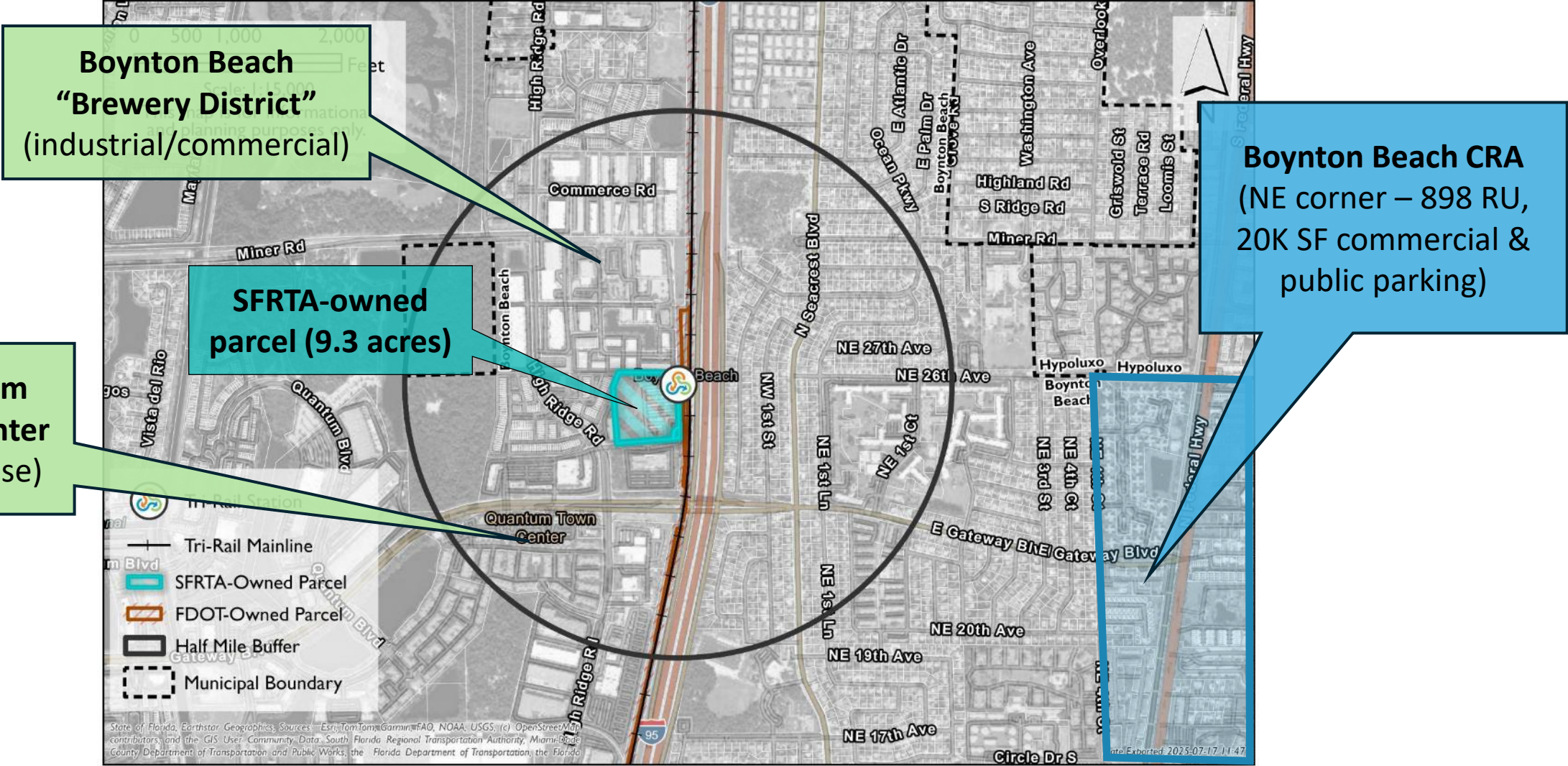
Boynton
GROVE



- SFRTA issued RFP - June 2023
- One proposal received (250 residential units)
- Proposal not advanced
- **STATUS: Re-issue RFP in 2026**



Boynton Beach Station Area



Delray Beach Station Area



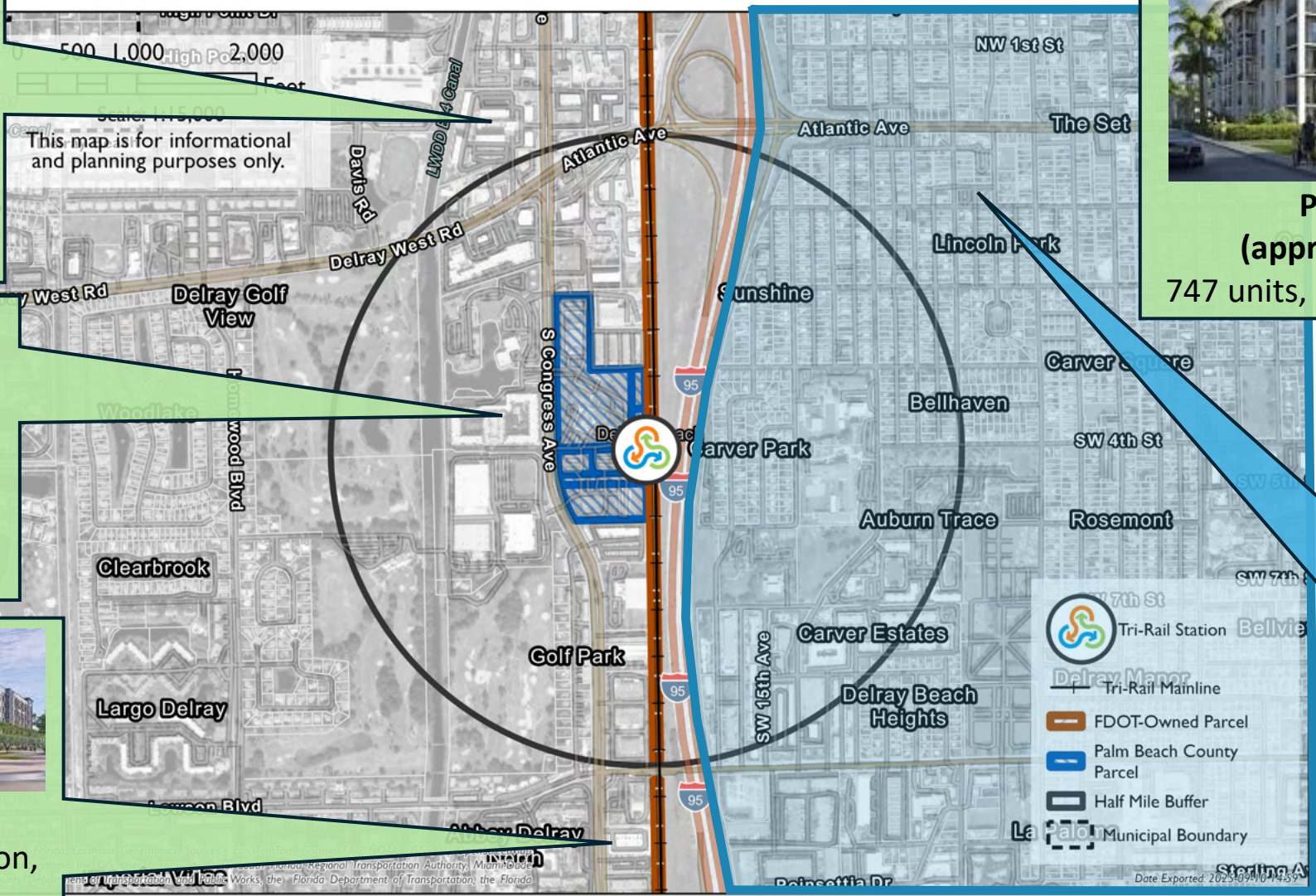
Aura Delray Beach
(2024, 292 units)



Congress Grove
(2013, 369 units)



Alexan Delray
(under construction,
267 units)

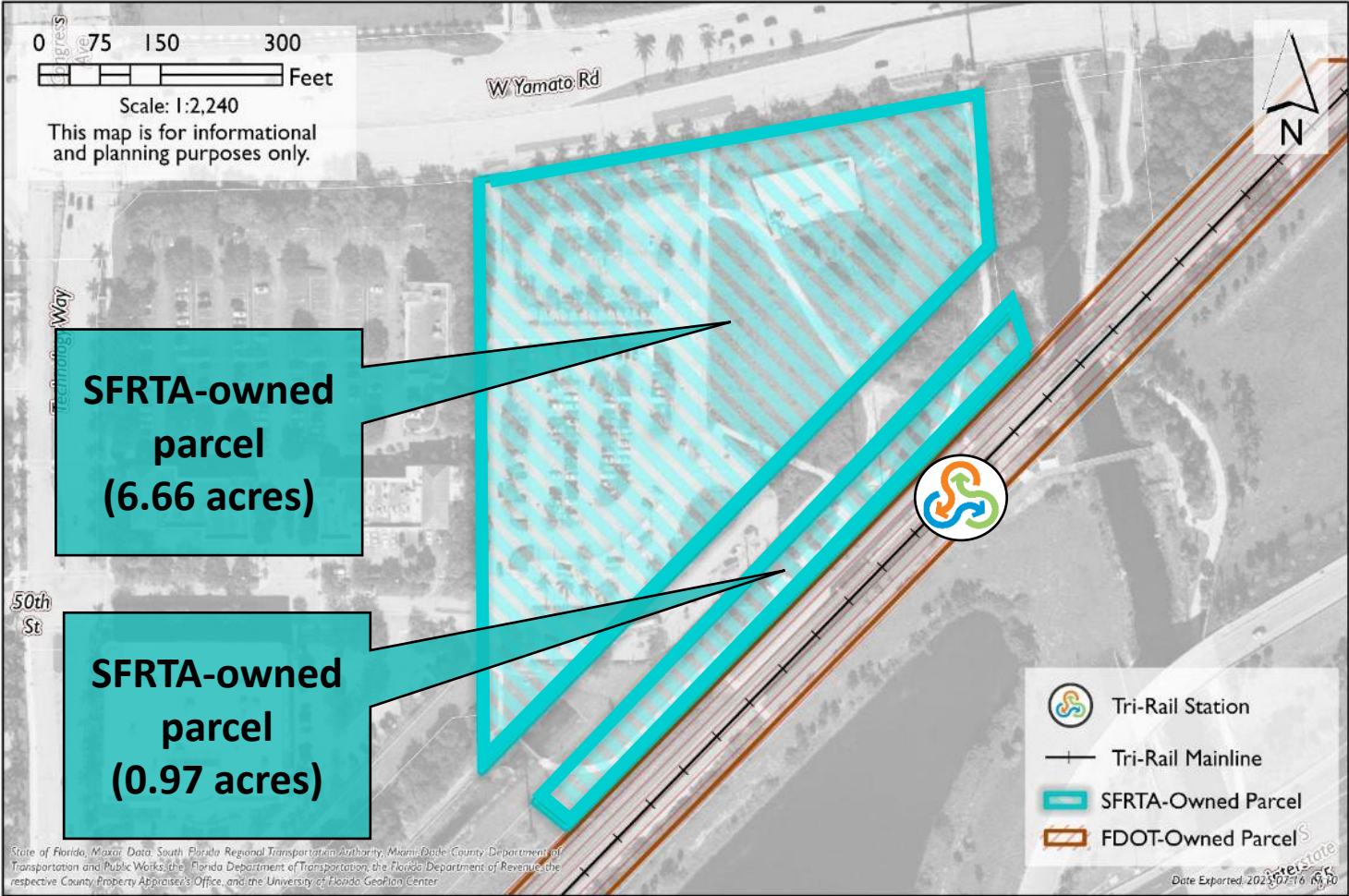


Parks at Delray
(approx. 2 miles south)
747 units, 10% workforce housing

Delray Beach CRA
(1,900 acres)

Atlantic Avenue
(core downtown)
is 1.5 miles east
of station

| STATION OVERVIEW | |
|------------------------------|--|
| FY 25 Ridership Rank (of 19) | 292,209 6 th |
| TOD Zoning | Yes |
| Multimodal Connections | <ul style="list-style-type: none"> • Palm Tran • The Park at Broken Sound Shuttles • Boca Raton Innovation Campus (BRIC) Shuttle/TREX |





Boca Raton Station TOD (*Link of Boca*)



SUNSentinel
Boca Raton's new shopping, housing community nears construction at Tri-Rail station
JUNE 25, 2025

- The Boca Raton station is an active mixed-use TOD project with national recognition
- 340 units (34 affordable, 17 workforce), 30K SF retail, 159 Tri-Rail parking spaces
- **Groundbreaking anticipated early 2026**

FRONT PAGE | MUNICIPAL | 1 min. Read

JANUARY 14, 2025

Boca OKs First 'Transit-Oriented Housing'



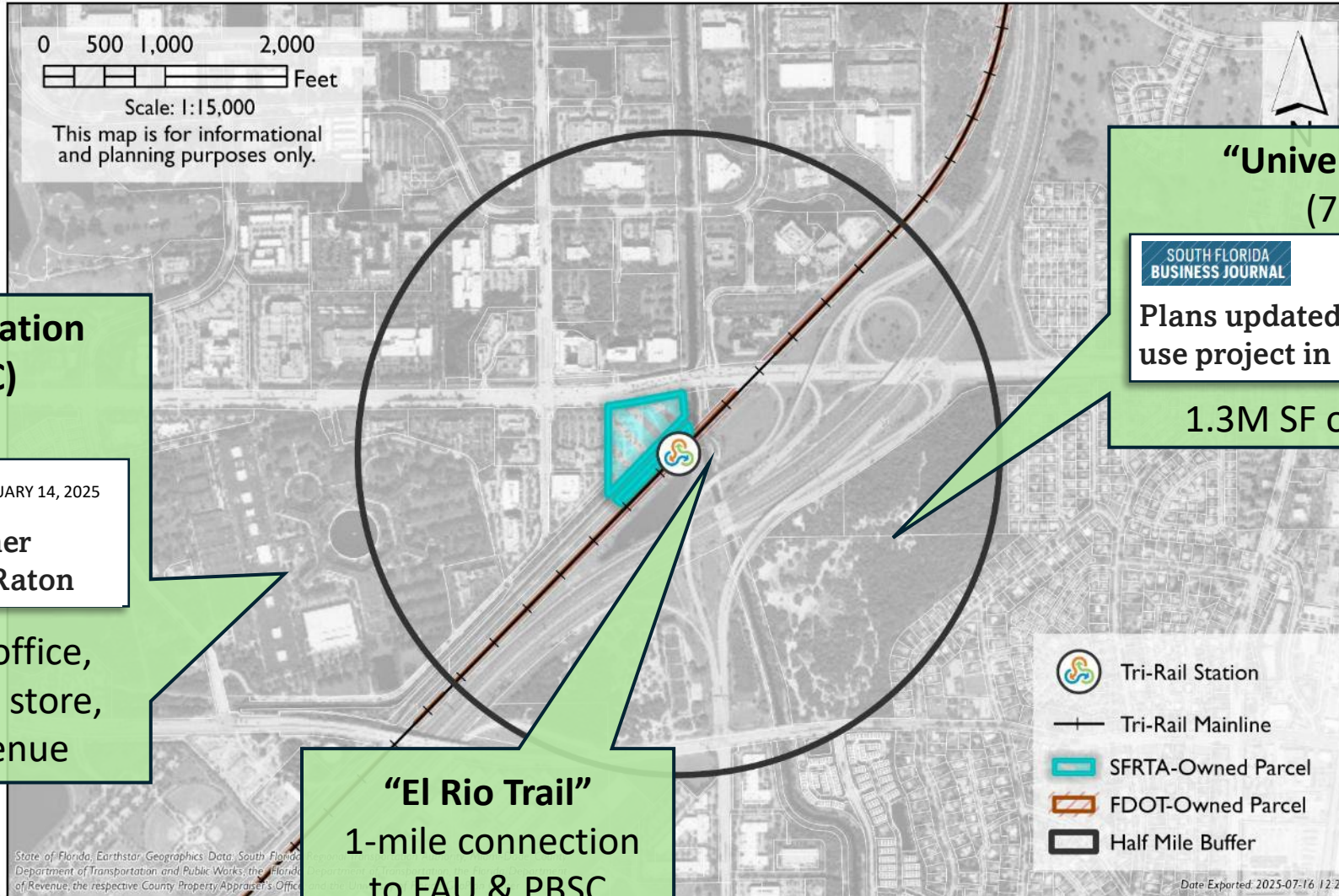
JANUARY 22, 2025

DOT's first-ever transit-oriented development loan lands in Boca Raton to add housing near Tri-Rail





Boca Raton Station Area



Mission

In collaboration with partners, deliver a safe, convenient, and effective service that serves as South Florida's multimodal backbone.

Vision

Connect communities, deliver exceptional service, and provide safe, reliable transportation options.





TOD and TOC: Policies and Implementation

Transit-Oriented Communities

TOCs vs. TODs

Differences

- District vs. Site
- City/County vs. Area/Corridor
- Infrastructure vs. Building
- System Nodes vs. Station Connections

Similarities

- Mix of Uses
- Walkability/Bikeability
- Non-auto Mobility/Car-light/Car-free Options
- Capital Infrastructure and Private Development Investments
- Transit Design and Urban Design Matters in Placemaking



Source: Seattle DOT

Context Classification for TOC

FLORIDA
EVERGLADES



BELLE GLADE



WELLINGTON



MILITARY
TRAIL



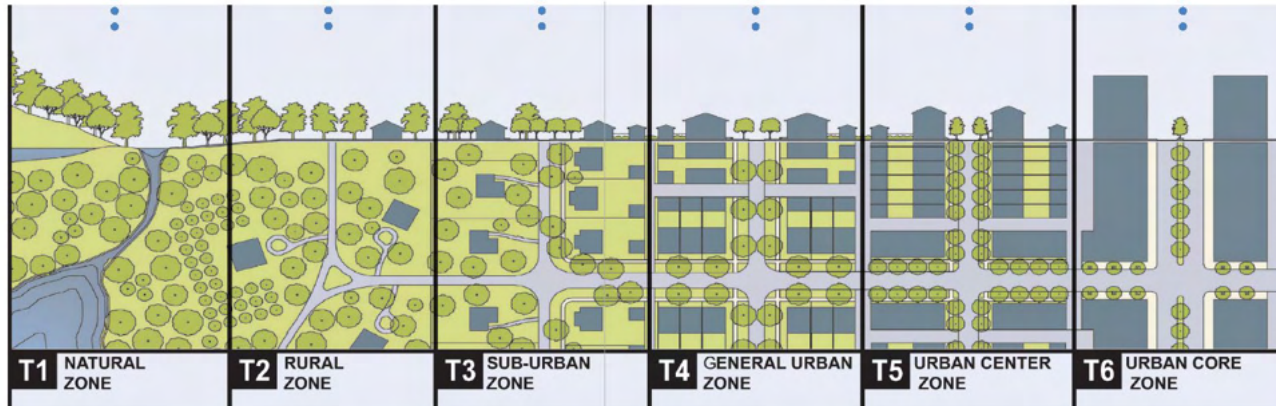
DELRAY
BEACH



DOWNTOWN
WEST PALM BEACH



LESS DENSE MORE DENSE



RURAL

T1 - T2

Rural transects are characterized by low to very low densities, large swathes of open space, and mixed-street patterns, often dominated by a few primary streets. Belle Glade and the areas in west Palm Beach County are typical rural transects. TOC may be disruptive for these areas, but small-scale development with first and last-mile multimodal connections around central station areas may be appropriate.

EXAMPLE: BELLE GLADE

1:32,000 SCALE



SUBURBAN

T3 - T4

Suburban transects often have large setbacks, greater amounts of open space, and looping, often disconnected street patterns. Wellington is typical of a suburban context, with a large proportion of land use dedicated to single-family residential. In this context, TOC is suited for smaller-scale mixed use, two-to-three story building heights, and space dedicated for parking.

EXAMPLE: WELLINGTON

1:32,000 SCALE



URBAN

T5 - T6

Urban transects are characterized by strongly defined street grid network, minimal to no setbacks, and a large-scale, dense development patterns, as seen in the diagram to the right. Downtown West Palm Beach is a prime example of urban development patterns in Palm Beach County. TOC in this context is suitable for large, mixed-use developments, multimodal connections, and minimal parking requirements.

EXAMPLE: DOWNTOWN WEST PALM BEACH

1:32,000 SCALE



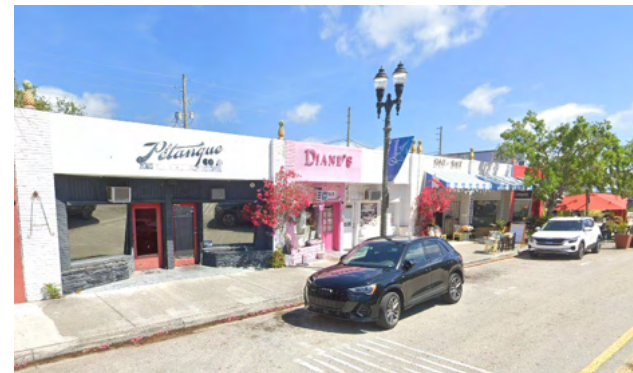


Transit-Oriented Communities

| | |
|-------------------------|---|
| Urban Form | <u>Influencing Factors</u> Zoning and Density Land Use Diversity Urban & Street Design Destination Accessibility Distance and Quality of Transit |
| Complete Streets | |
| Mobility Hubs | |

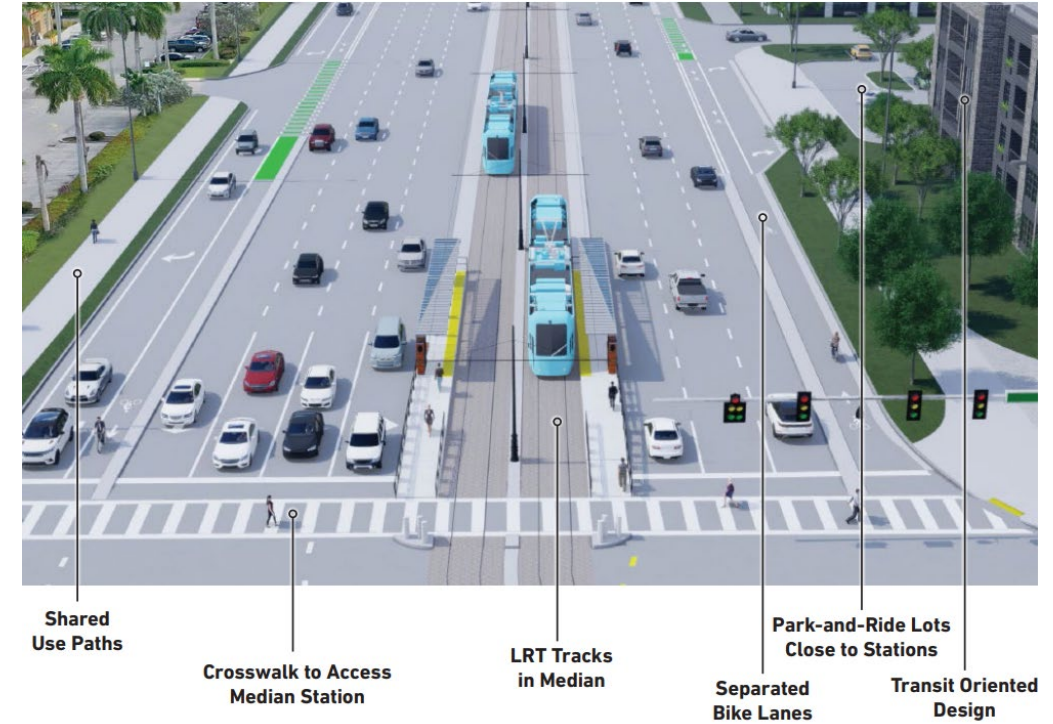
TOC Framework – Urban Form

| Key Elements | Metrics |
|--|--|
| Zoning and Density | Density (du/ac); Intensity (FAR) and Lot Coverage; Height; Parking; Open Space |
| Land Use Diversity | Mix of Uses; Residential Use Types; Attainable Housing; Vertical Mix Use |
| Urban Design | Street Level Activation; Urban Design Elements |
| Development Context and Constraints | Vacant and Underutilized Land; Adaptive Reuse; Publicly Owned Land; Stormwater Accommodations; LOS, Impact Fees, Concurrency |



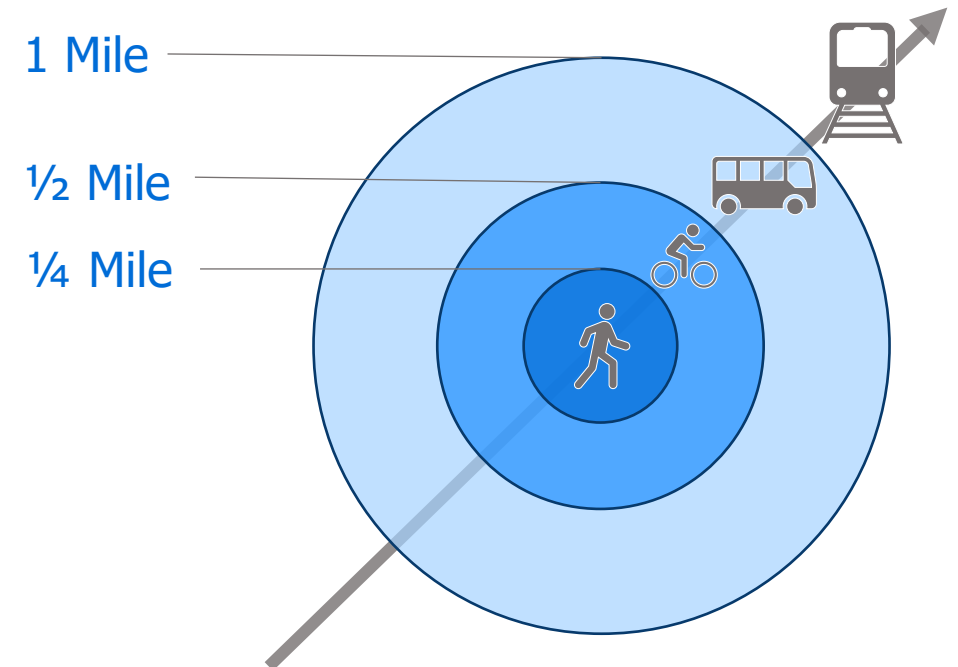
TOC Framework – Complete Streets

| Key Elements | Metrics |
|----------------------------------|--|
| Design | Roadway and Corridor Characteristics; Sidewalks and Pedestrian Facilities; Bicycle Facilities; Streetscapes; Parks and Open Space; Parking |
| Destination Accessibility | Wayfinding; Block Dimensions and Intersection Density; Crossing Locations; Transit and Mobility Hub Connections |
| Development Constraints | Pedestrian and Bicycle Network Gaps (First/Last Mile); Obstacles and Barriers; Conflict Areas |



TOC Framework – Mobility Hubs

| Key Elements | Metrics |
|-----------------------------------|--|
| Destination Accessibility | Micromobility; Bikeability and Walkability; Rideshare and Kiss-N-Ride; Shared Parking; Curbside Access/Management; Transit Service |
| Quality of Transit Service | Transit Service Frequency; Transit Service Type; On-Demand Service; First/Last Mile Connections to Transit |



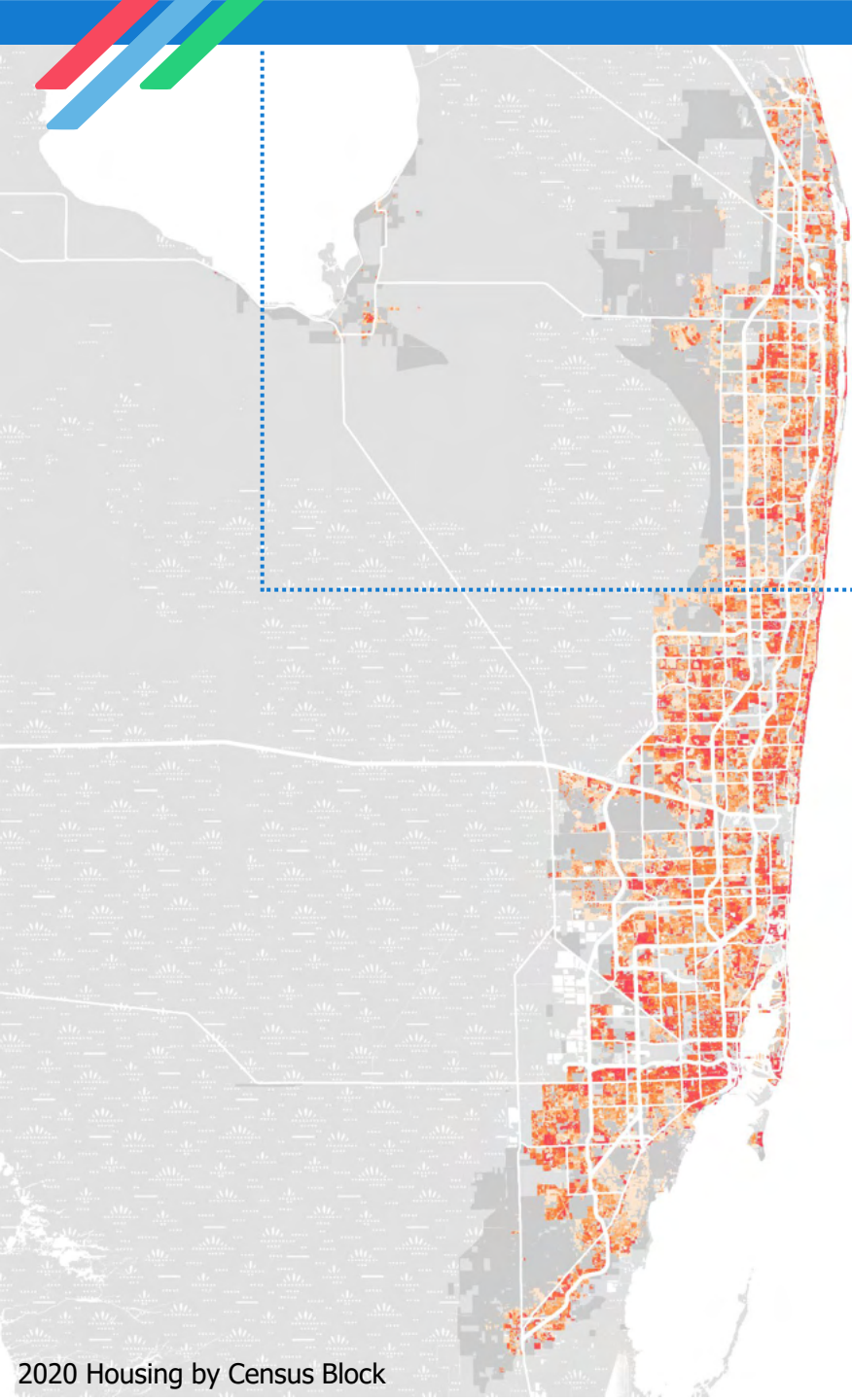
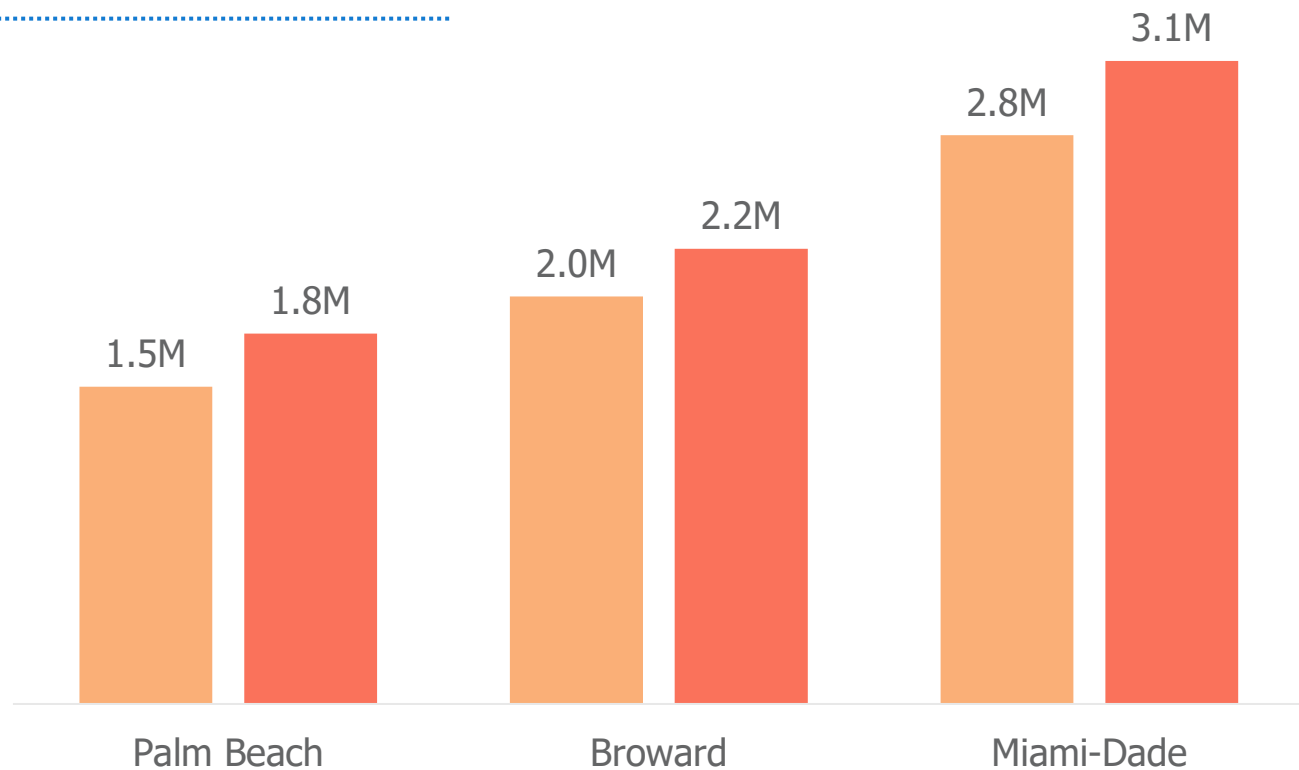


Corridors and Services

**Making TOCs a
local reality**

Population Growth

Palm Beach County is expected to grow by 230,000+ people, reaching 1.8 million residents by 2050.



Housing & Transportation Costs



Palm Beach County: 35%

Florida Average: 25%

no more than 30% considered affordable



Palm Beach County: 20%

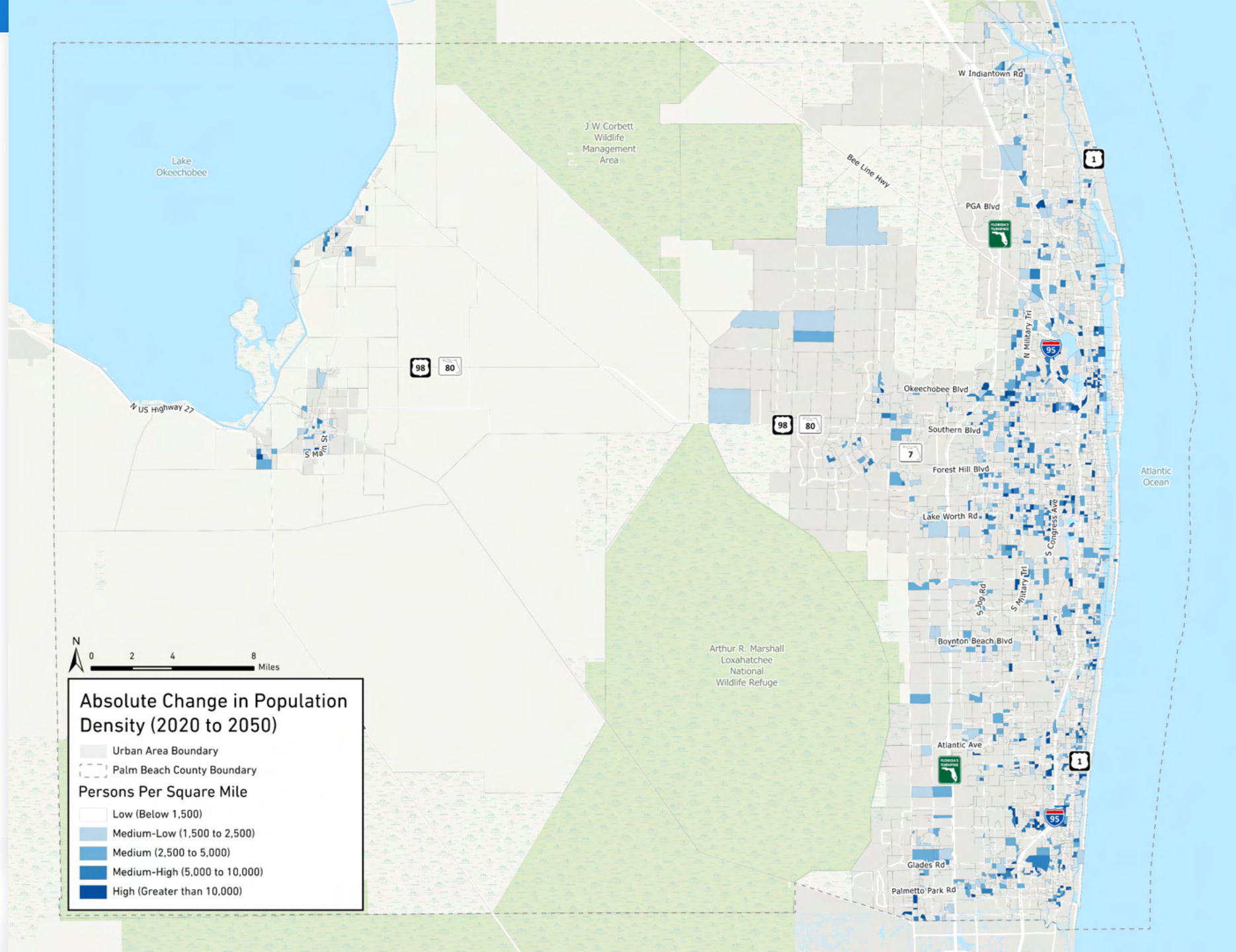
Florida Average: 25%

no more than 15% considered affordable

Why Transportation and Affordable Housing Are Inextricably Tied



Density Growth by 2050





What is needed?

(Premium Transit)



Light Rail Transit
Primarily operates in dedicated rail lanes



Bus Rapid Transit
Primarily operates in dedicated bus lanes

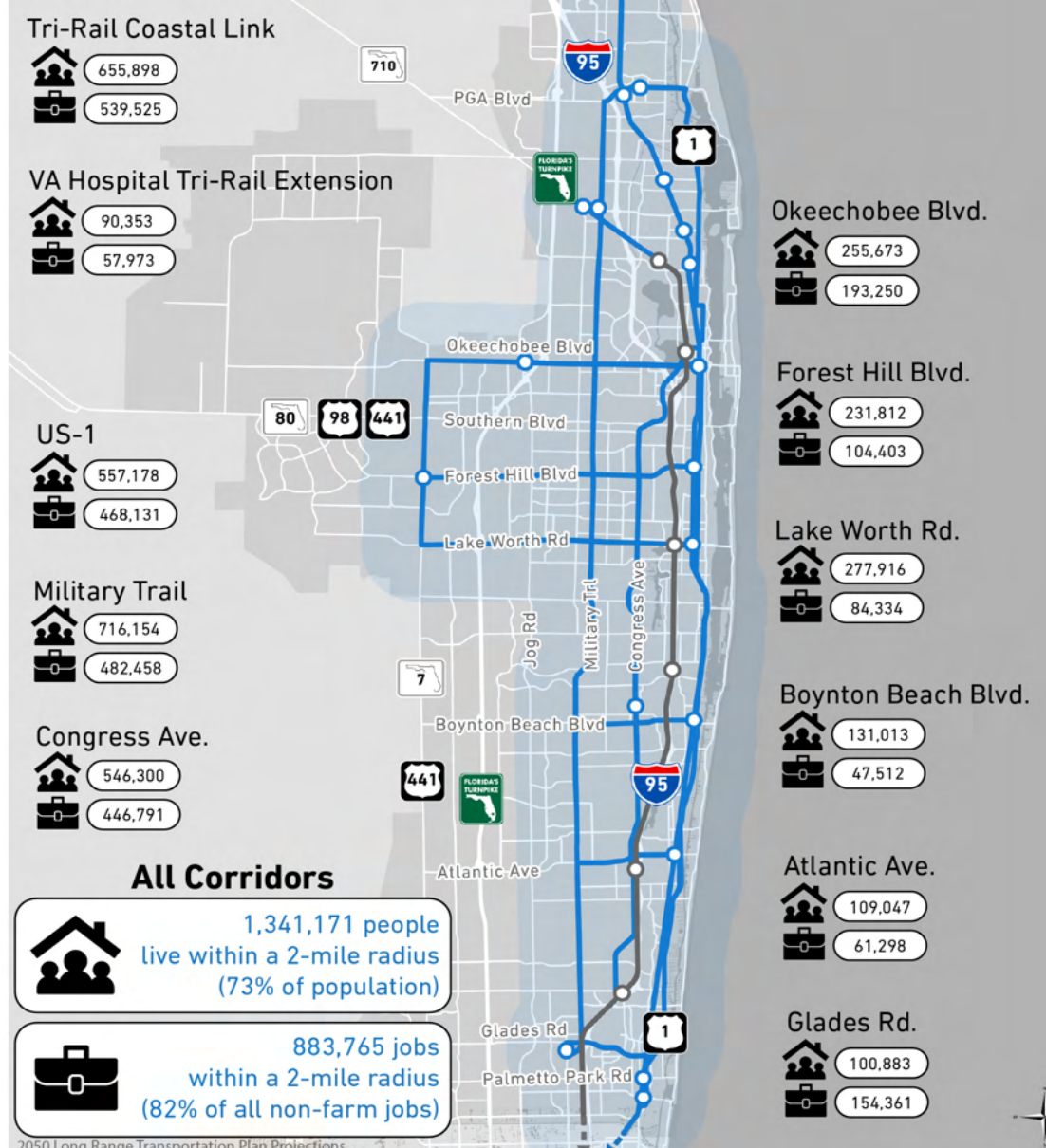


BRT Lite
Primarily operates in mixed traffic

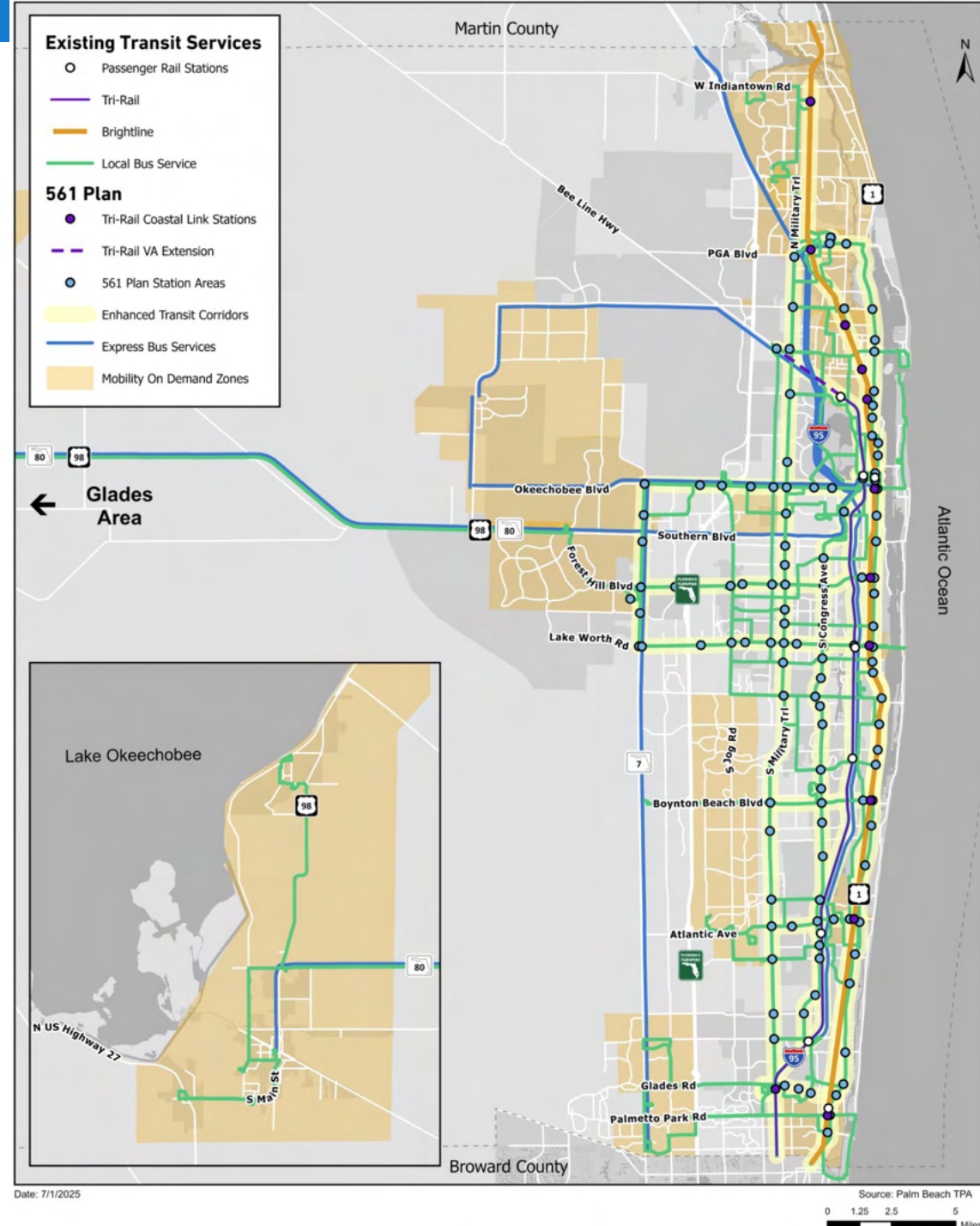
Old Faithful



561 Plan Corridors Population & Employment within a 2-mile radius



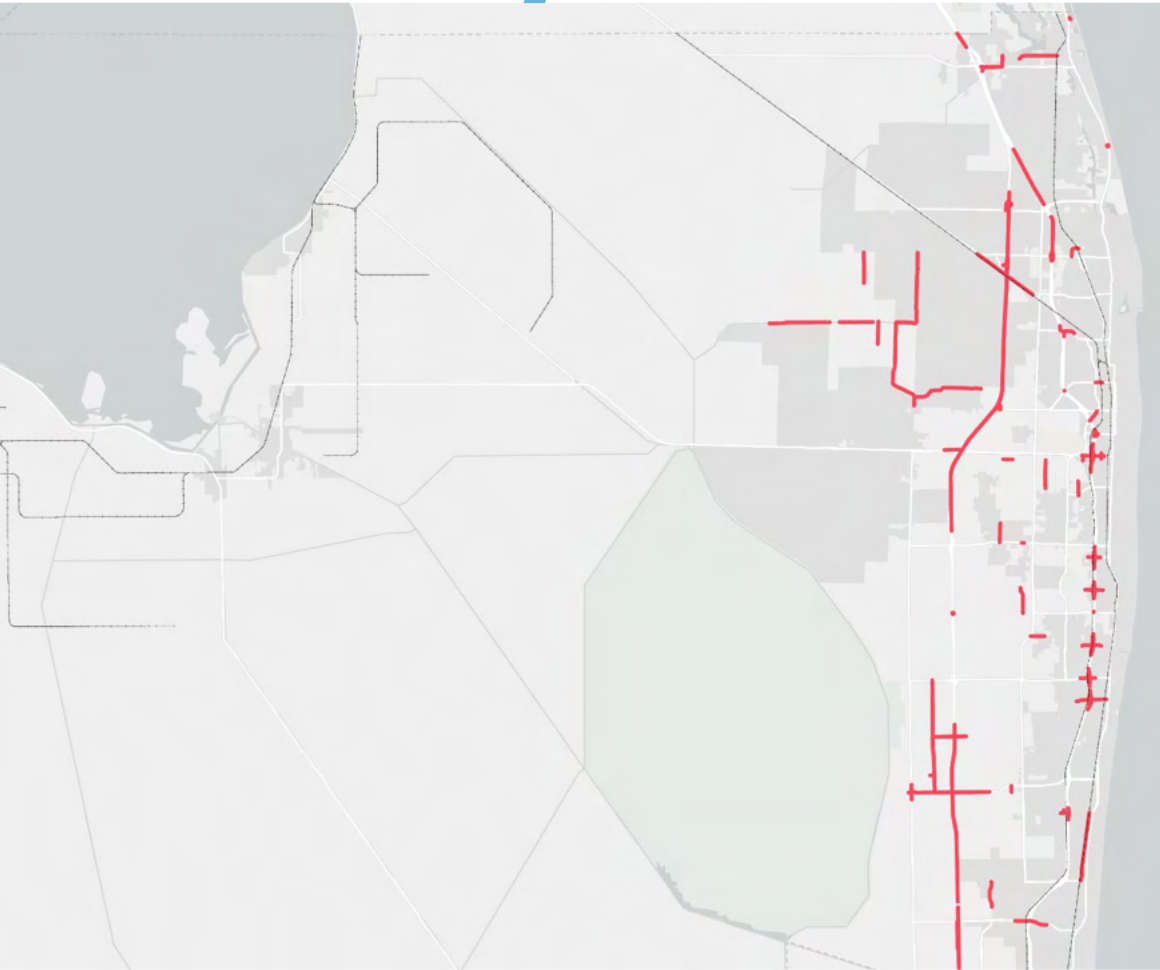
Connecting to Premium Transit





Opportunities

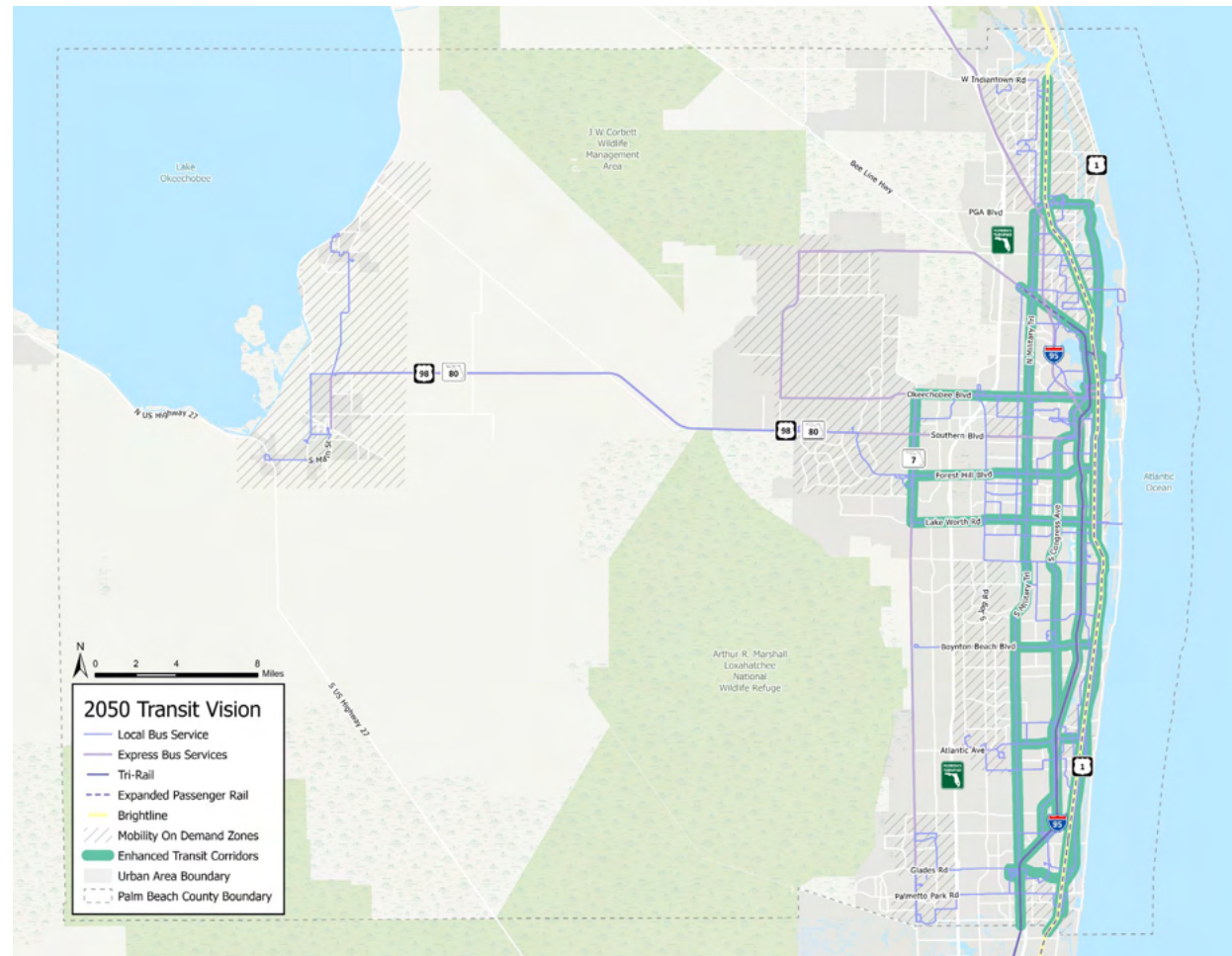
Today...



- Built-out roadway network
- Prioritizes vehicle speed
- **\$2+ Billion** in roadway capacity for next 5 years

- **1,000+ lives** lost in the past 5 years
- Growing congestion

Future...



- Invest in moving people/goods differently
- Prioritize safety & convenience for everyone

- Transportation & land use connection
- Tradeoffs

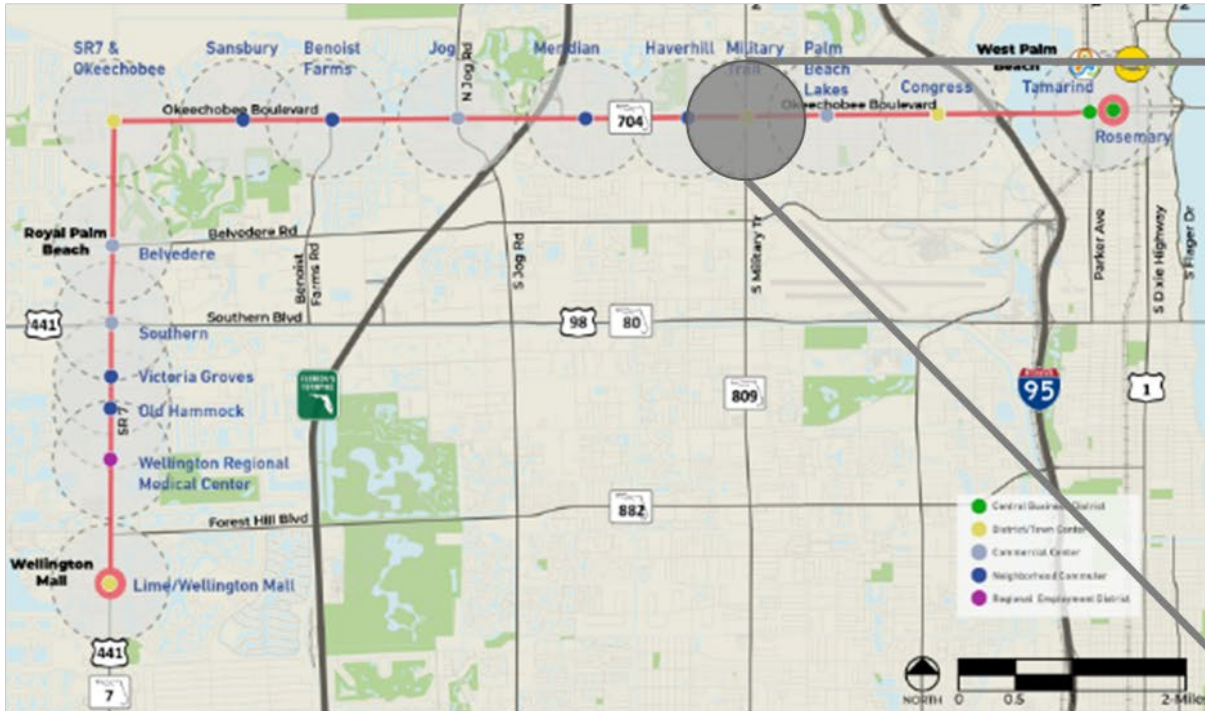
Military Trail at Okeechobee Blvd.



Military Trail Station Area Concept



Station Area Planning – Military Trl



1,100
Potential New Homes



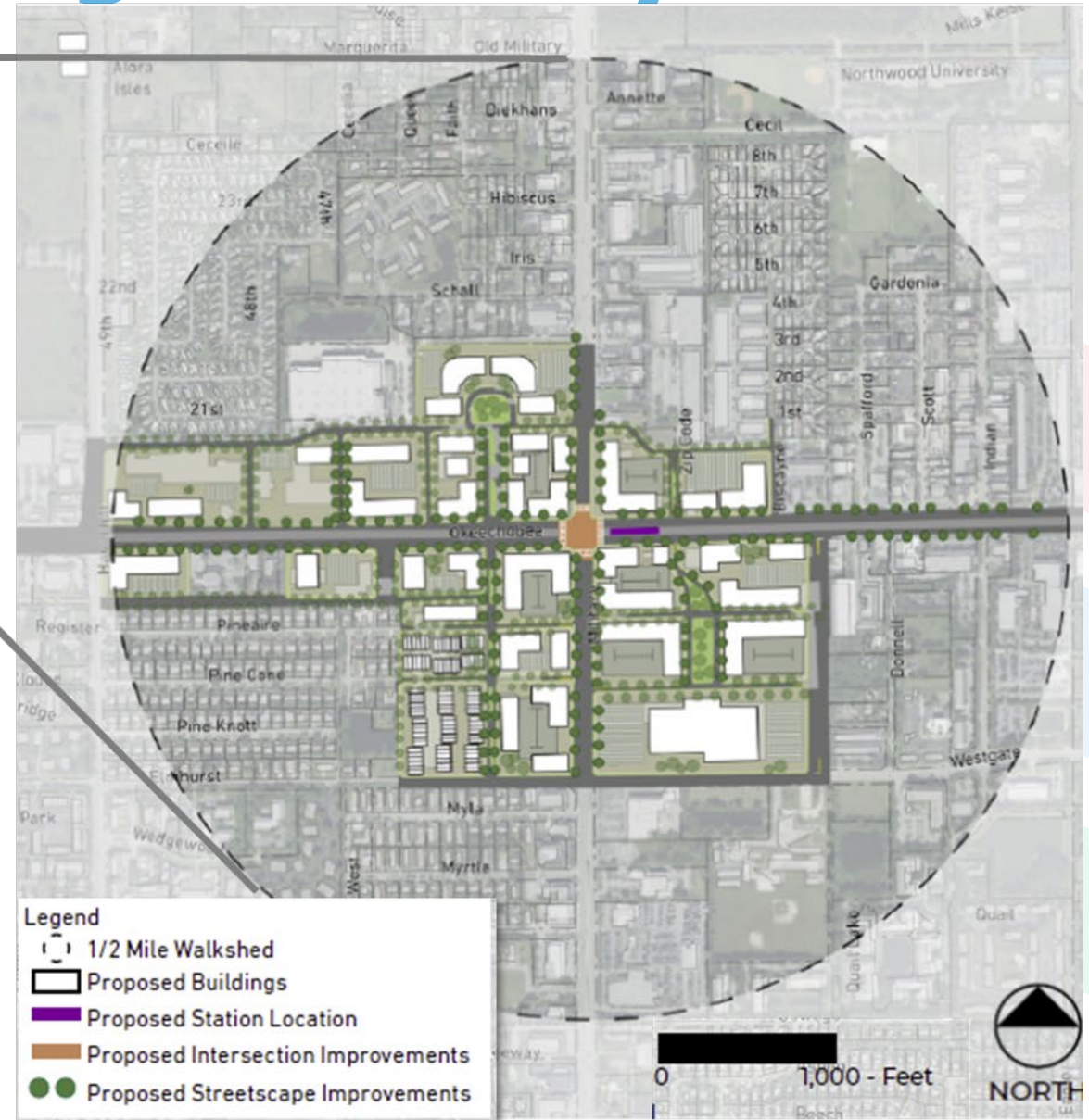
13,200
Potential New Jobs



76
New Affordable Units
(based on AMI assumptions)



\$647 million
Additional ad valorem



Learn More & Get Involved

Participate

PalmBeachMPO.org/Participate

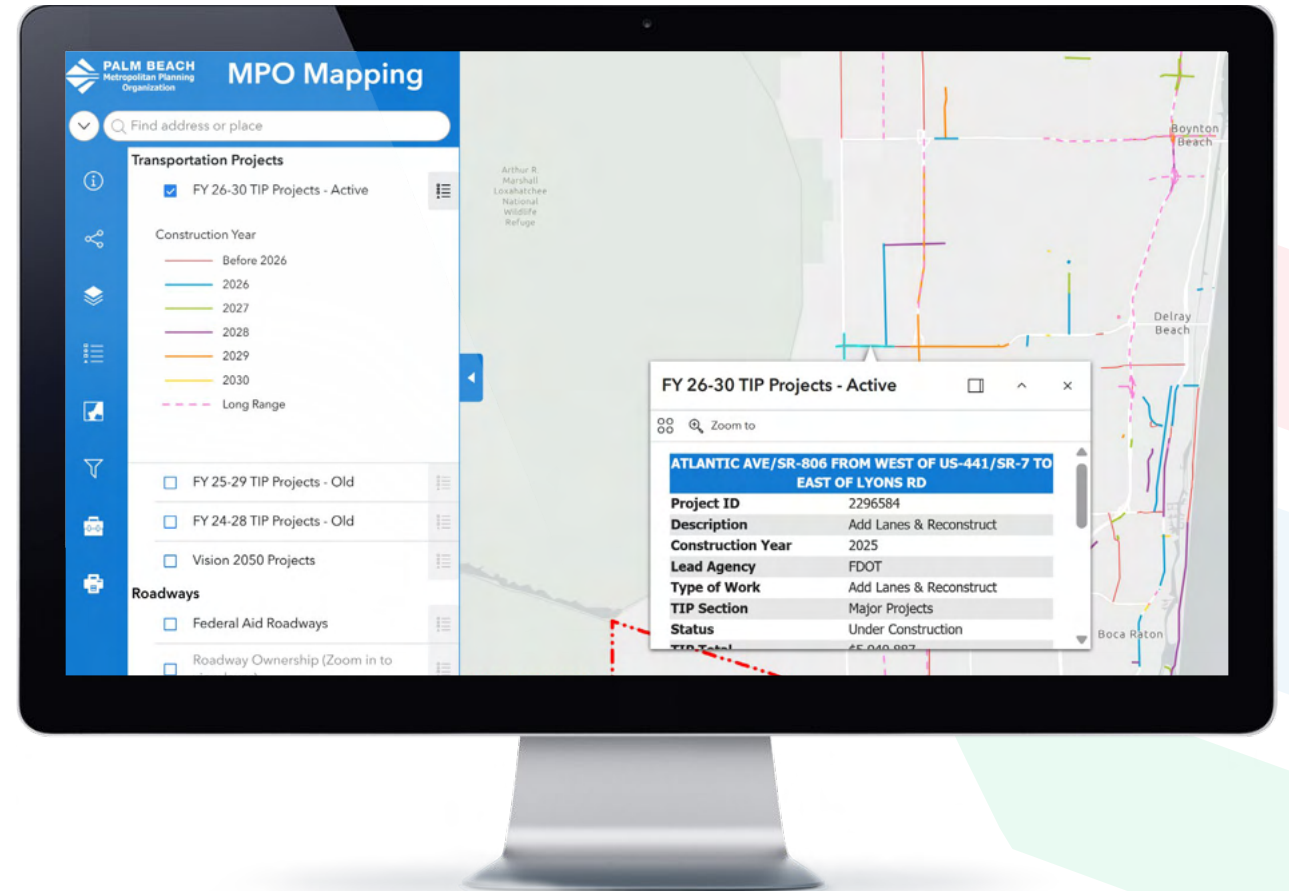
Interactive Map



PalmBeachMPO.org/Map

Resources

PalmBeachMPO.org/Resources





PALM BEACH
Metropolitan Planning
Organization



MAJOR PROJECTS

Total Funds: ~\$23.8M/Year

Funding Range: \$500K-\$5M

Eligible On Federal Aid Eligible Roads
within the Urbanized Area

Project Examples:

- Context Sensitive Roadway Projects
- Safety
- Transit Capital
- Freight

TRANSPORTATION ALTERNATIVES

Total Funds: ~\$5.1M/Year

Funding Range: \$250K-\$1.5M

Eligible On and Off Roads

Project Examples:

- Pedestrian & Bicycle Facilities
- Safety
- Safe Routes to School Capital

2026 Call for Projects Workshop: November 7, 2025 from 9-11 a.m.

Applications Due: February 13, 2026 at 5 p.m.

[**PalmBeachMPO.org/Funding**](https://PalmBeachMPO.org/Funding)



PALM BEACH
Metropolitan Planning
Organization