Agenda Item # R - 1

Village of Royal Palm Beach
Village Council
Agenda Item Summary

Agenda Item:

PRESENTATION AND RECEIPT OF THE RESULTS OF THE STATE ROAD 7 CORRIDOR STUDY PREPARED BY THE TREASURE COAST REGIONAL PLANNING COUNCIL (TCRPC); BY DANA LITTLE, URBAN DESIGN DIRECTOR OF THE TCRPC.

Issue:

In June 2021, the Village of Royal Palm Beach (Village) entered into an interlocal agreement with the Treasure Coast Regional Planning Council (TCRPC) to conduct a series of public outreach efforts, explore potential redevelopment scenarios along the SR-7 corridor, and make land use and zoning recommendations for the corridor. In addition, the Palm Beach Transportation Planning Agency (TPA) partnered with the Village and TCRPC to fund an interconnectivity component of the study to review enhanced bicycle/pedestrian connections within the Village as well as future connections to the proposed premium transit service.

The results of this planning effort will assist the Village and the TPA in visualizing potential future redevelopment along the SR-7 corridor that meets market demands for housing and mixed-use development, is supportive of future enhanced transit systems, and improves the overall built environment. Each section of this corridor study is dedicated to one of these components and a summary of implementation steps is also provided.

Please find attached the State Road 7 Corridor Study and Village of Royal Palm Beach Interconnectivity Study dated February 3, 2023.

Recommended Action:

Staff is recommending Village Council receive the results of the State Road 7 Corridor Study and Interconnectivity Study.

Initiator:	Village Manager	Agenda Date	Village Council
P&Z Director	Receive	2-16-2023	Action

VILLAGE OF ROYAL PALM BEACH
STATE ROAD 7 CORRIDOR STUDY

PREPARED FOR THE VILLAGE OF ROYAL PALM BEACH

DRAFT

FEBRUARY 2023

PREPARED BY THE TREASURE COAST REGIONAL PLANNING COUNCIL

SUPPLEMENTAL FUNDING PROVIDED BY THE PALM BEACH TRANSPORTATION PLANNING AGENCY

TABLE OF CONTENTS

MAYOR AND VILLAGE COUNCIL

Fred Pinto, Mayor

Selena Samios, Vice Mayor

Jeff Hmara, Councilman

Jan Rodusky, Councilwoman

Richard Valuntas, Councilman

PREPARED BY

TREASURE COAST TCRPC REGIONAL PLANNING COUNCIL

Bringing Communities Together · Est. 1976

PREPARED FOR:

SUPPLEMENTAL FUNDING PROVIDED BY:

ABBREVIATIONS & TERMS COMMONLY USED IN THIS REPORT:

Palm Beach TPA LRTP	Palm Beach TPA Long-Range Transportation Plan
TCRPC	Treasure Coast Regional Planning Council
TPA	Palm Beach Transportation Planning Agency

LINKS

http://newsroom.fpl.com/2017-11-15-Florida-Power-Light-and-Audubon-Florida-launch-Solar-Sanctuary-program-to-promote-pollinators-and-preserve-wildlife-habitat-at-new-solar-power-plant-sites

https://www.flawildflowers.org/flower-friday-stachytarpheta-jamaicensis/

https://hort.ifas.ufl.edu/treesandpowerlines/southeast_florida.shtml

https://gardeningsolutions.ifas.ufl.edu/design/types-of-gardens/butterfly-gardens.html

https://gardeningsolutions.ifas.ufl.edu/plants/trees-and-shrubs/palms-and-cycads/coontie.html

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VILLAGE OF ROYAL PALM BEACH

Like many communities in South Florida, the Village of Royal Palm Beach is experiencing increasing pressure for residential and mixed-use development. Incorporated in 1959 and with a current full-time population of approximately 40,000, the Village is predominantly residential and is mostly built out. The eastern boundary of the Village is essentially defined by US-441/SR-7 and the primary southern boundary is Southern Boulevard/SR-98. Both major arterial corridors are almost exclusively commercial in their use and do not reflect the walkable, neighborhood scale of the interior of the Village.

According to the Florida Department of Transportation, the Average Annual Daily Trip (AADT) counts for SR-7 and Southern Boulevard are 51,000 trips and 72,659 trips respectively, confirming both corridors as significant travel and commuter facilities. The volume of traffic in conjunction with the wide rights-of-way present challenges for integrating new redevelopment into the existing fabric of the Village. To ease congestion and provide for a more sustainable transportation system in the future, the Palm Beach Transportation Planning Agency (TPA) is in the process of developing Transit-Supportive Land Use and Premium Transit Corridor analyses for SR-7 and Okeechobee Boulevard. These studies are looking at supportable transit systems including the potential for future light-rail service connecting Royal Palm Beach and other western communities to downtown West Palm Beach.

In June 2021, the Village of Royal Palm Beach (Village) entered into an agreement with the Treasure Coast Regional Planning Council (TCRPC) to conduct a series of public outreach efforts, explore potential redevelopment scenarios along the SR-7 corridor, and make land use and zoning recommendations. In addition, the TPA partnered with the Village and TCRPC to fund an interconnectivity component of the plan to review enhanced bicycle/pedestrian connections within the Village as well as future connections to the proposed premium transit service.

The results of this planning effort will assist the Village and the TPA is visualizing potential future redevelopment along the SR-7 corridor that meets market demands for housing and mixed-use development, is supportive of future enhanced transit systems, and improves the overall built environment. Each chapter of this master plan report is dedicated to one of these components and summarized in the following pages.

FUTURE REDEVELOPMENT

As the demand for housing continues to grow in South Florida, the pressure for change is not limited to the coastal communities. While new western Palm Beach County developments such as Westlake and Avenir are taking advantage of large-scale green-field opportunities, existing communities such as the villages of Wellington and Royal Palm Beach are contemplating the redevelopment of older commercial centers into residential and mixed-use projects. Often the existing Land Use and Zoning requirements prohibit residential or mixed-use programs and therefore there are policy and regulatory changes needed. This is the case in the Village of Royal Palm Beach where most potential redevelopment sites along the SR-7 corridor currently prohibit residential uses.

One important example of this condition is the Tuttle Royale project. Located within the Village immediately south of Southern Boulevard and ¼ mile west of SR-7, this mixed-use project was originally approved as a master plan in 2018 and is partly completed and undergoing detailed site plan approvals. The 200-acre master plan calls for nearly 1,000 units of housing in multi-family and single-family formats as well as a mixed-use town center. To accommodate the desired program, privately initiated Land Use and Zoning amendments to create new text designations have been proposed to the Village for approval.

Master Plan of Tuttle Royal

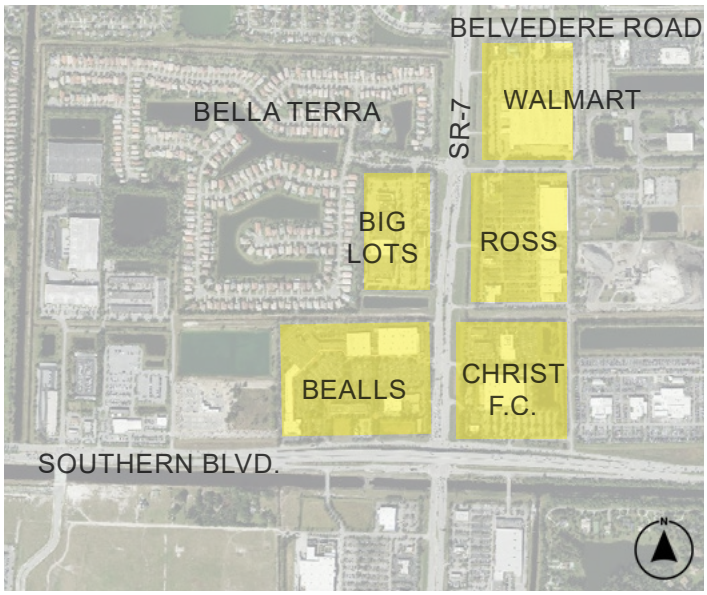
By proposing a significant amount of housing within close proximity to SR-7 and potential future premium transit service, the proposed connections between Tuttle Royale and the corridor were reviewed as part of the connectivity analysis of this report. The Tuttle Royale experience highlighted the need to consider similar regulatory revisions on other commercial parcels within the Village, especially on SR-7.

Existing Conditions along the SR-7 corridoor. Image: Village of Royal Palm Beach

FUTURE REDEVELOPMENT

An initial assessment of this study was to consider the potential redevelopment opportunities along the SR-7 corridor. The maps below identify many of the existing major non-residential parcels and their current uses. With the changing in-person retail environment, some attrition in the amount of retail space is expected. Some parcels are more likely to redevelop in the future than others. Retail centers with strong anchors such as Walmart or Target are less likely to convert than others with a more modest tenant mix or with failing businesses. Christ Fellowship Church, at the N.E. corner of Southern Boulevard and SR-7, however, is not likely to redevelop any time soon so was not considered as one of the redevelopment test sites.

It should be noted that while there are a few residential communities, like Bella Terra, that are adjacent to the SR-7 corridor, this study is in no way contemplating any redevelopment or disruption of existing neighborhoods.



Regal Cinemas located along SR-7 in Royal Palm Beach

Bealls located along SR-7 in Royal Palm Beach

FIRST AND LAST MILE IMPROVEMENTS

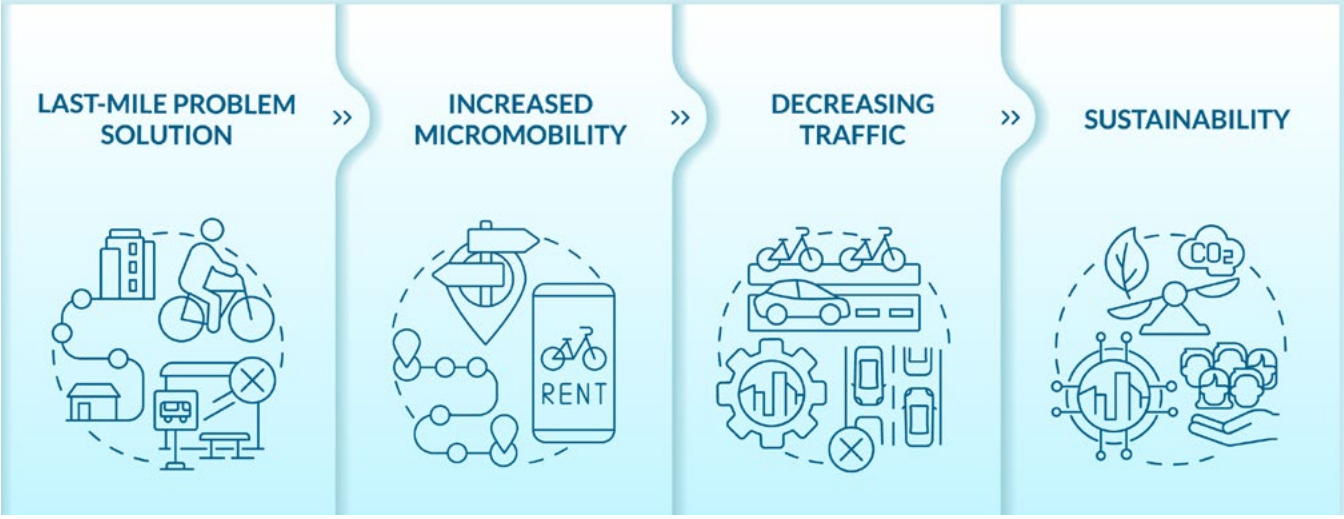
SUPPORTING TRANSIT THROUGH GOOD URBAN DESIGN

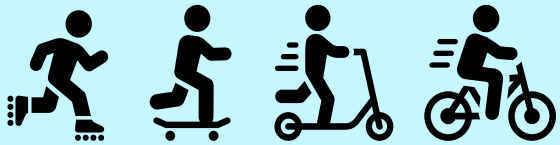
The planning term, “First Mile, Last Mile” refers to that critical first or last segment one traverses using transit. Studies and experience have shown that when the bicycle, and pedestrian conditions within a mile of transit stops are of the highest quality, the result is improved transit ridership. In some cases, there may be a need for additional transit or tram connections to frequent destinations. In other cases, simple improvements such as the provision of transit shelters, better sidewalk connectivity, and shade trees may be all that is needed to make that first mile, last mile connection suitable.

Intersection of Tuttle Blvd. and Erica Blvd.

FIRST AND LAST MILE IMPROVEMENTS

In the case of Royal Palm Beach, the TPA requested that TCRPC review the bicycle, pedestrian, and mobility connections throughout the Village in addition, the connections between Tuttle Royale and SR-7 were examined for opportunities as this area builds out. The proposed connection review and recommendations are in Chapter II of this report. However, in addition, each test site and concept plan provided herein was developed with these connections as a priority.





BICYCLE/ PEDESTRIAN NETWORK

FUTURE ENHANCEMENTS AND CONNECTIONS

As overall connectivity is so important to the health and vitality of a community, the Village of Royal Palm Beach and the TPA requested an assessment of the existing Bicycle/Pedestrian Improvement Plan, including recommendations for future connections to be provided. For the most part the village roadway network is continuous and well-connected, especially in the older areas of the community, despite the many watercourses and drainage canals that segment the village. In cooperation with, and with assistance from the TPA, the village has done a remarkable job of retrofitting sidewalks and bicycle facilities throughout much of the community. In particular, the village has prioritized connections between neighborhoods, schools, and parks. TCRPC analyzed the existing Bicycle/Pedestrian Improvement Plan, the current and proposed projects, and worked with staff to identify other possible connections and improvements. These analyses and recommendations can be found in Chapter II of this report.

As part of the Village of Royal Palm Beach's endeavor to be both greener and to better serve the community, the public now has the ability to access bicycles as part of a ride-share program offered by the Parks & Recreation Department. The "On Bike Share" Program is now available at Commons Park. There are currently 14 bikes available on two different bicycle racks at the park.

Photo Credit: Village of Royal Palm Beach

Image of the FPL Pathway with recent pedestrian lighting improvements.

VILLAGE OF ROYAL PALM BEACH
CURRENT BICYCLE/ PEDESTRIAN IMPROVEMENT PLAN.

TEST SITES

IDENTIFY POTENTIAL REDEVELOPMENT SITES

To solicit feedback from the community on the appropriate scale, use, and development pattern for future redevelopment, the TCRPC team developed conceptual designs for four different commercially zoned parcels along SR-7 in Royal Palm Beach. In conjunction with village staff, these parcels were selected because they may not be performing economically at the level of other centers, their site offers particular and unique opportunities, or there may have been the subject of redevelopment inquiries in the past. One obvious test site is the Weldon Property at the S.E. corner of SR-7 and Okeechobee Boulevard. This vacant 52-acre site might be mistaken as a preserve area as it is undeveloped at a major intersection. However, the site has a Commercial Future Land Use designation as well as a General Commercial zoning designation, so it is only a matter of time before this site is developed. In addition, considering the location of the Weldon Property, its redevelopment could play a major role in the north-south/east-west connection of the planned future transit service on SR-7 and Okeechobee Boulevard. Each of the development concepts is presented in detail in Chapter III of this report.

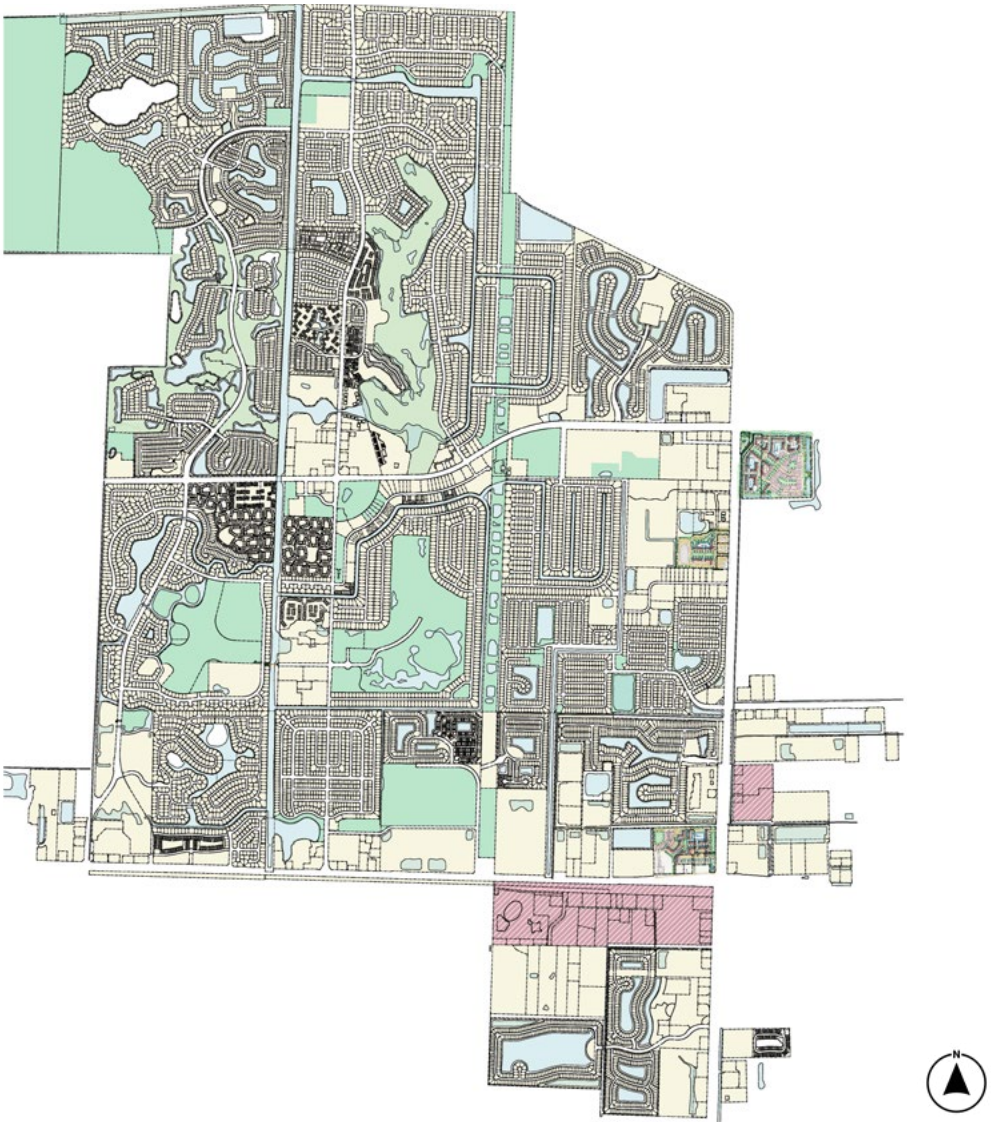
Concept sketch of the Weldon Property

The Weldon Property (+/- 52 acres) Okeechobee Blvd and SR-7

KEY RECOMMENDATIONS AND IMPLEMENTATION

SUMMARY OF RECOMMENDATIONS

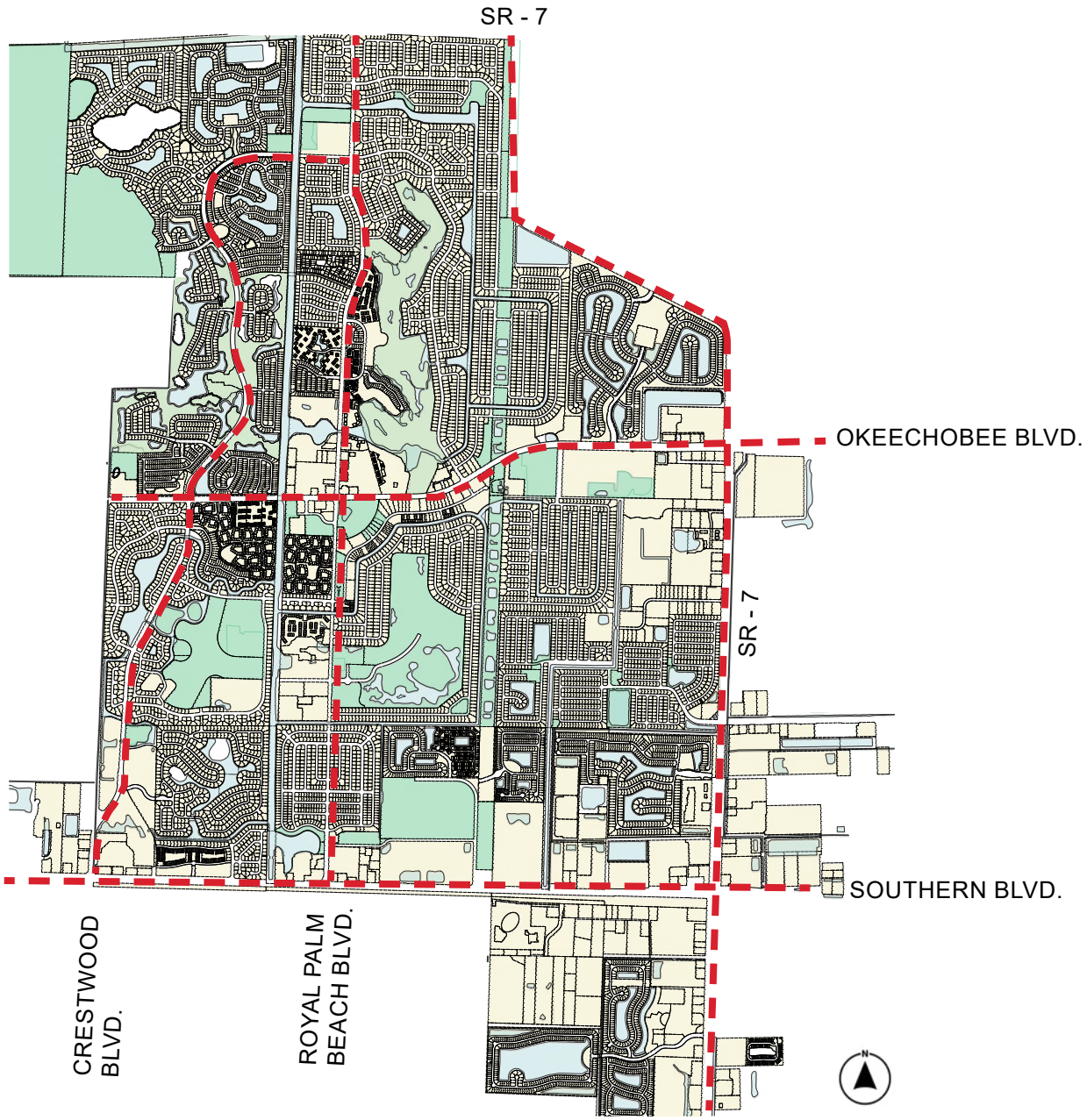
To stay ahead of the regulatory requests of future redevelopment projects, and to advance the concepts and suggestions of this study, the village has requested that TCRPC provide specific land use, zoning, and policy recommendations. These recommendations are borne out of the input received from the public during workshops and interviews; the planning principles illustrated in the design concepts; an overall need for greater connectivity to reduce vehicular pressure on the corridors; an understanding of transit-supportive policies and "First Mile Last Mile" connections; and generally accepted best practices from other communities. If implemented strategically and in a manner best suited for the village, future land use and zoning policy can serve as leverage for the village to implement the best possible redevelopment projects on the SR-7 corridor.



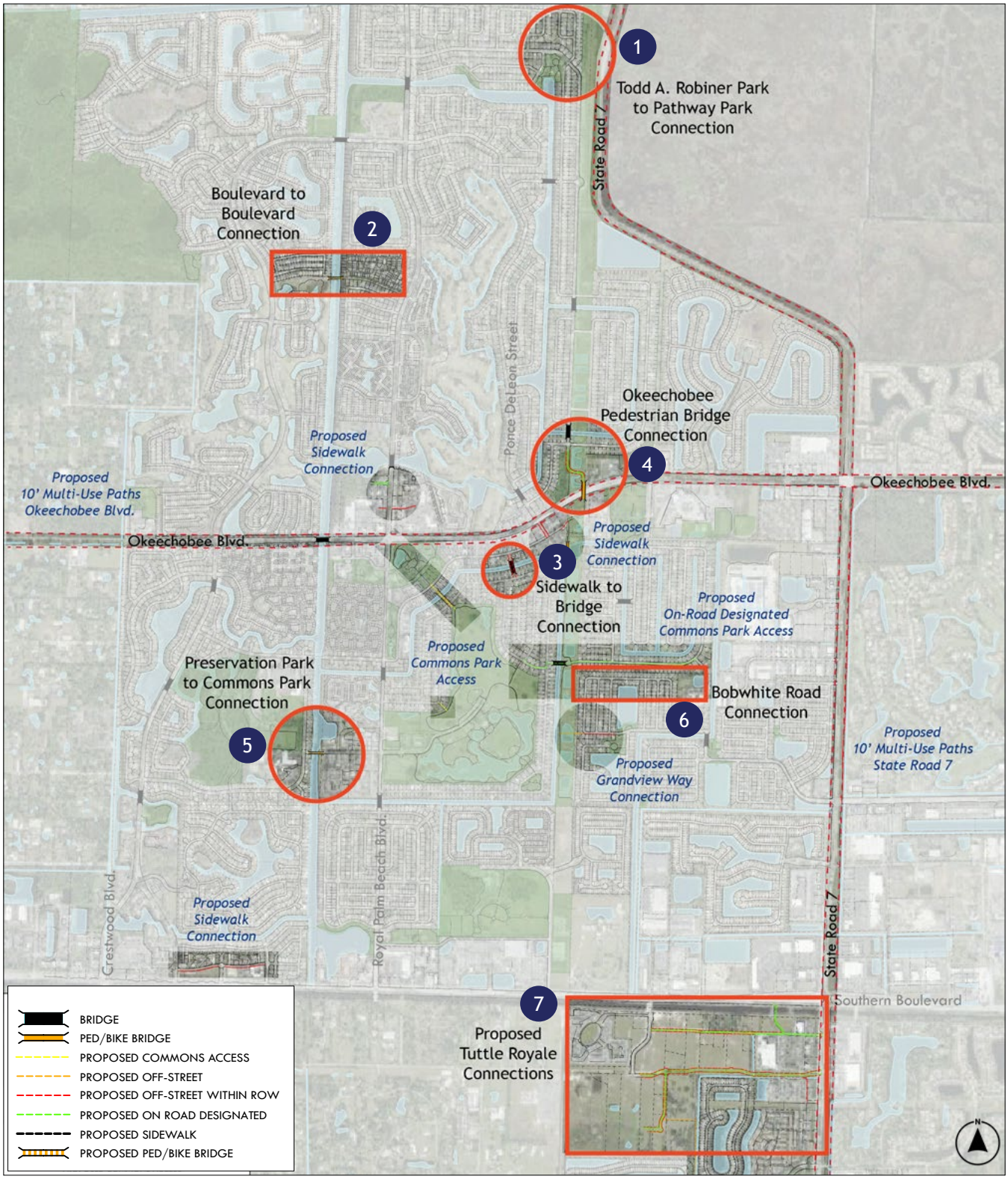
ROYAL PALM BEACH CONNECTIVITY

The Village of Royal Palm Beach has for years continued to develop and implement a robust multi-modal connectivity plan that includes the provision of sidewalks and bicycle facilities. These improvements have been designed to incorporate the network of Village parks, schools and recreational centers.

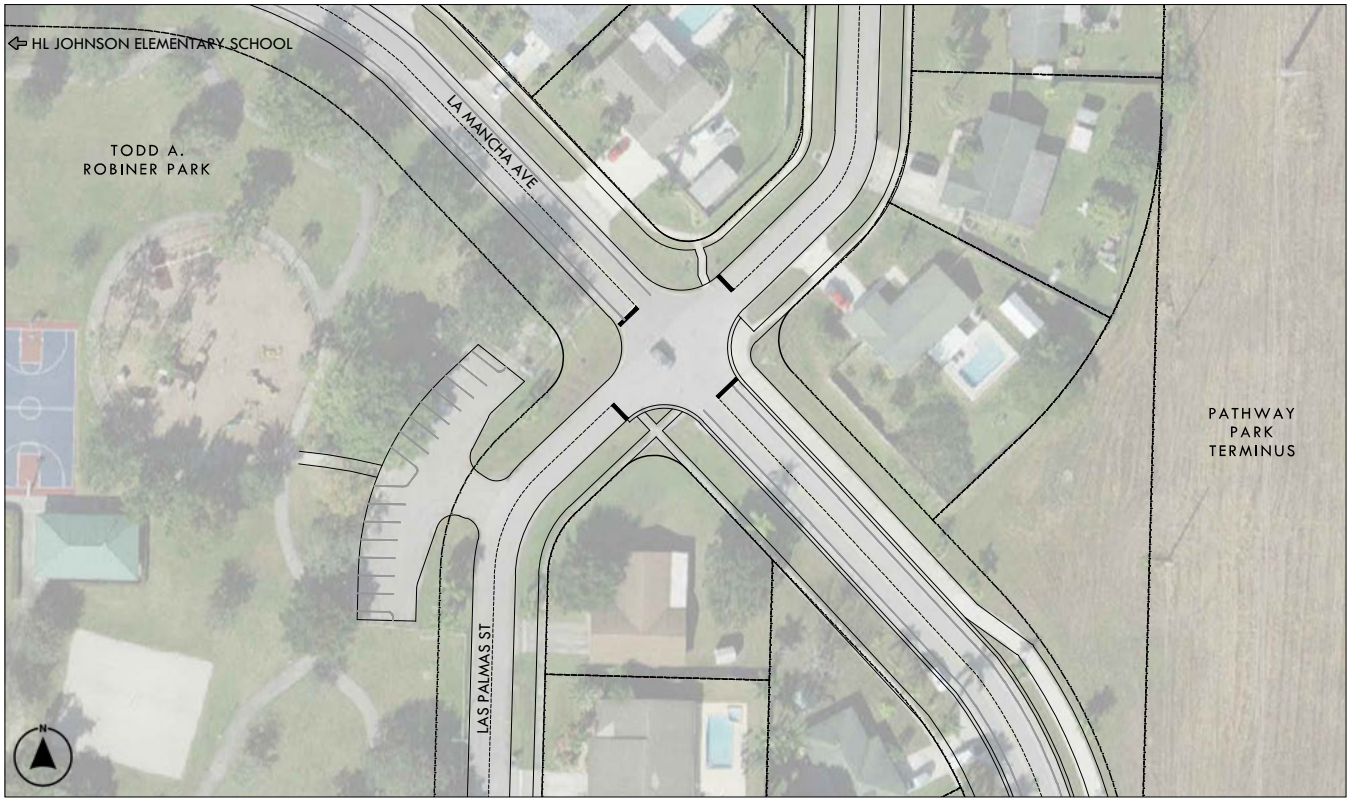
In an effort to continue those improvements, and in consideration of the "First Mile - Last Mile" concepts for future enhanced transit, the TCRPC team has analyzed potential new roadway, sidewalk, and cycleway connections throughout the Village. The map below illustrates the Village limits, neighborhoods, parks, schools, and the network of canals and watercourses. The following pages outline a series of recommended connectivity improvements including the overall Interconnectivity Plan which serves as a legend for project locations.



RECOMMENDED INTERCONNECTIVITY PLAN



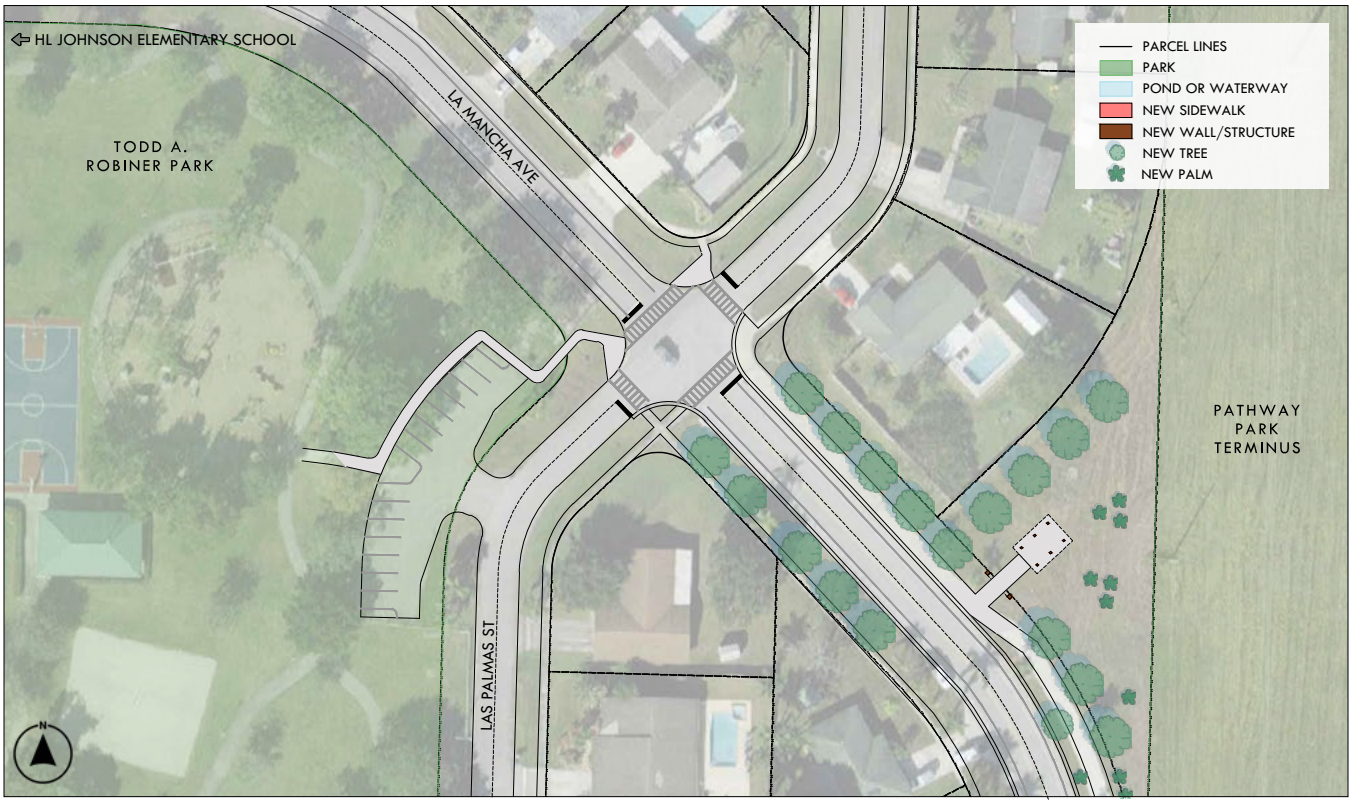
TODD A. ROBINER PARK TO PATHWAY PARK CONNECTION 1



EXISTING CONDITIONS

Existing conditions of Todd. A. Robiner Park, where currently the sidewalks do not connect and pedestrian access is not formally identified.

TODD A. ROBINER PARK TO PATHWAY PARK CONNECTION 1



RECOMMENDED IMPROVEMENTS

This proposed connection includes new shade trees along La Mancha Avenue, a pavilion at Pathway Park Terminus (part of the Pathway Park improvements as well), and a new pathway connection in Todd A. Robiner Park.

The vertical structures at Veterans Park might serve as an example of the type of new pavilion at Pathway Park. These structures are functional, memorable, and quite unique to the Village of Royal Palm Beach.

Entrance into Veterans Park marked with detailed wooden structures. Similar iconic structures could mark the gateway entrances to pathway park.

BOULEVARD TO BOULEVARD CONNECTION

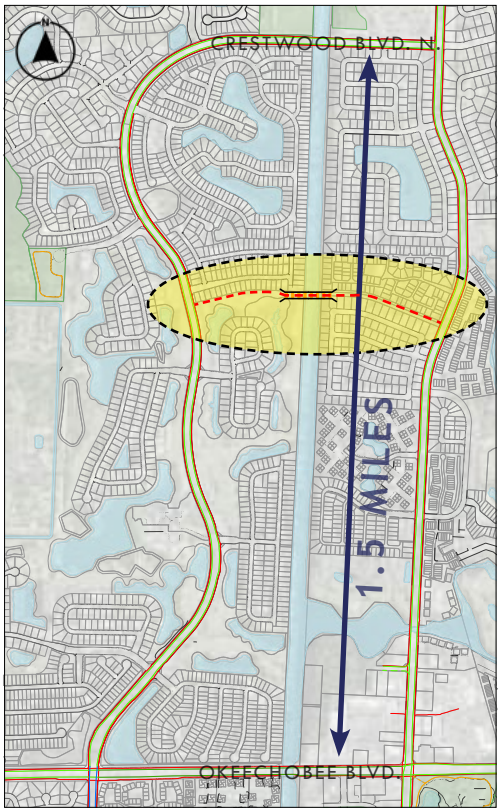
2

EXISTING CONDITIONS

The diagram to the right illustrates that there is a distance of nearly 1.5 miles between Crestwood Boulevard to the north and Okeechobee Boulevard to the south. It would be ideal to be able to create another connection between the N-S alignment of Crestwood Boulevard and Royal Palm Beach Boulevard to the east.

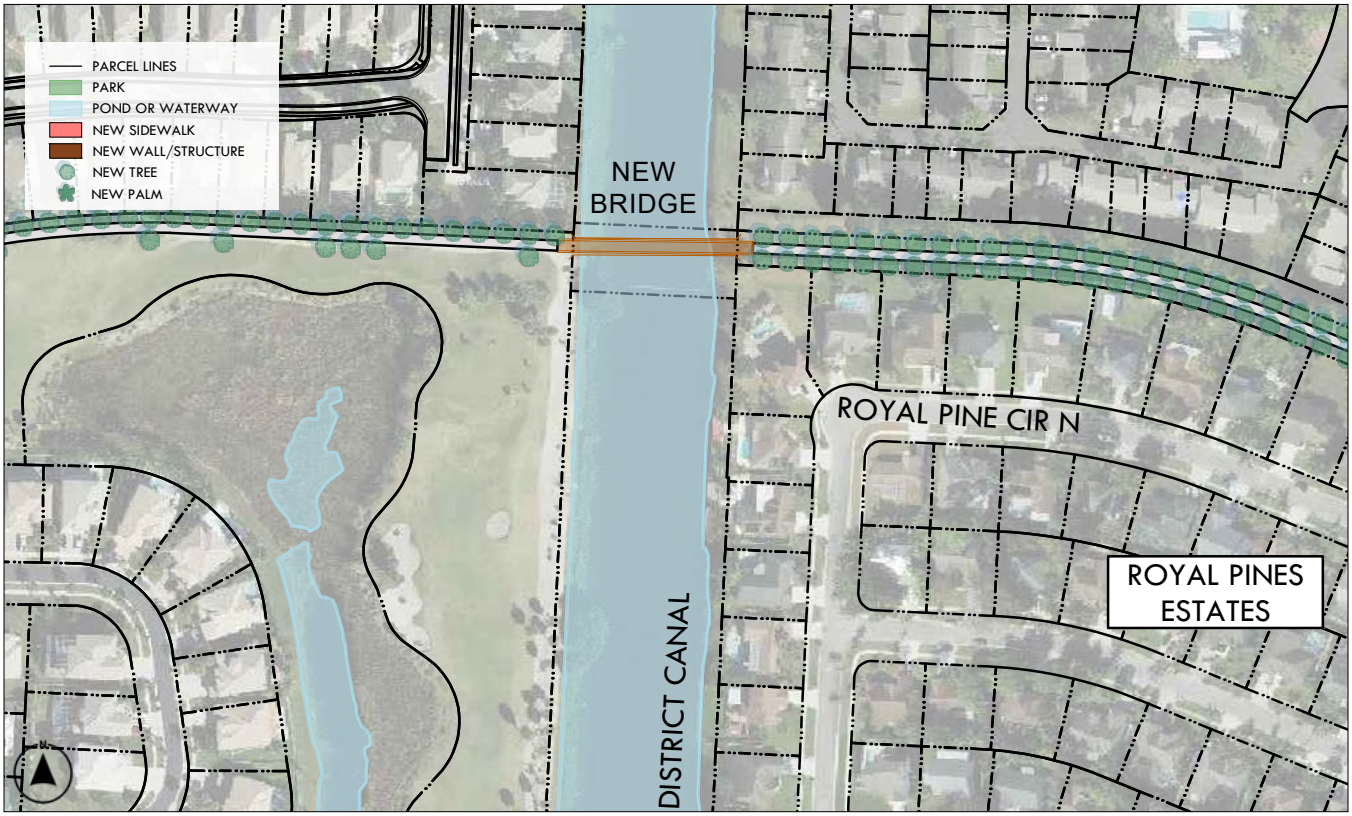
The existing easement between the backs of the homes in Huntington Woods neighborhood and the backs of the homes in the Royal Pines Estates neighborhoods extending up to Royal Palm Beach Boulevard. This area provides ample space to add a 10' multi-purpose pathway that could then connect, via a pedestrian bridge, to the golf course in the Saybrook neighborhood and from there to Crestwood Boulevard.

The connection would dramatically improve pedestrian and bicycle interconnections between all the neighborhoods north of Okeechobee Boulevard.



BOULEVARD TO BOULEVARD CONNECTION

2

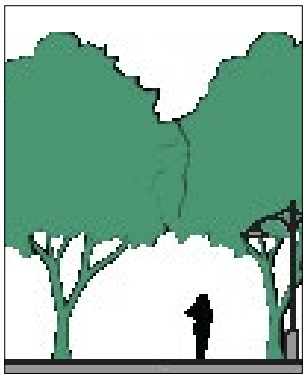


RECOMMENDED IMPROVEMENTS

The plan above illustrates the location of the new pathway and bridge connections.

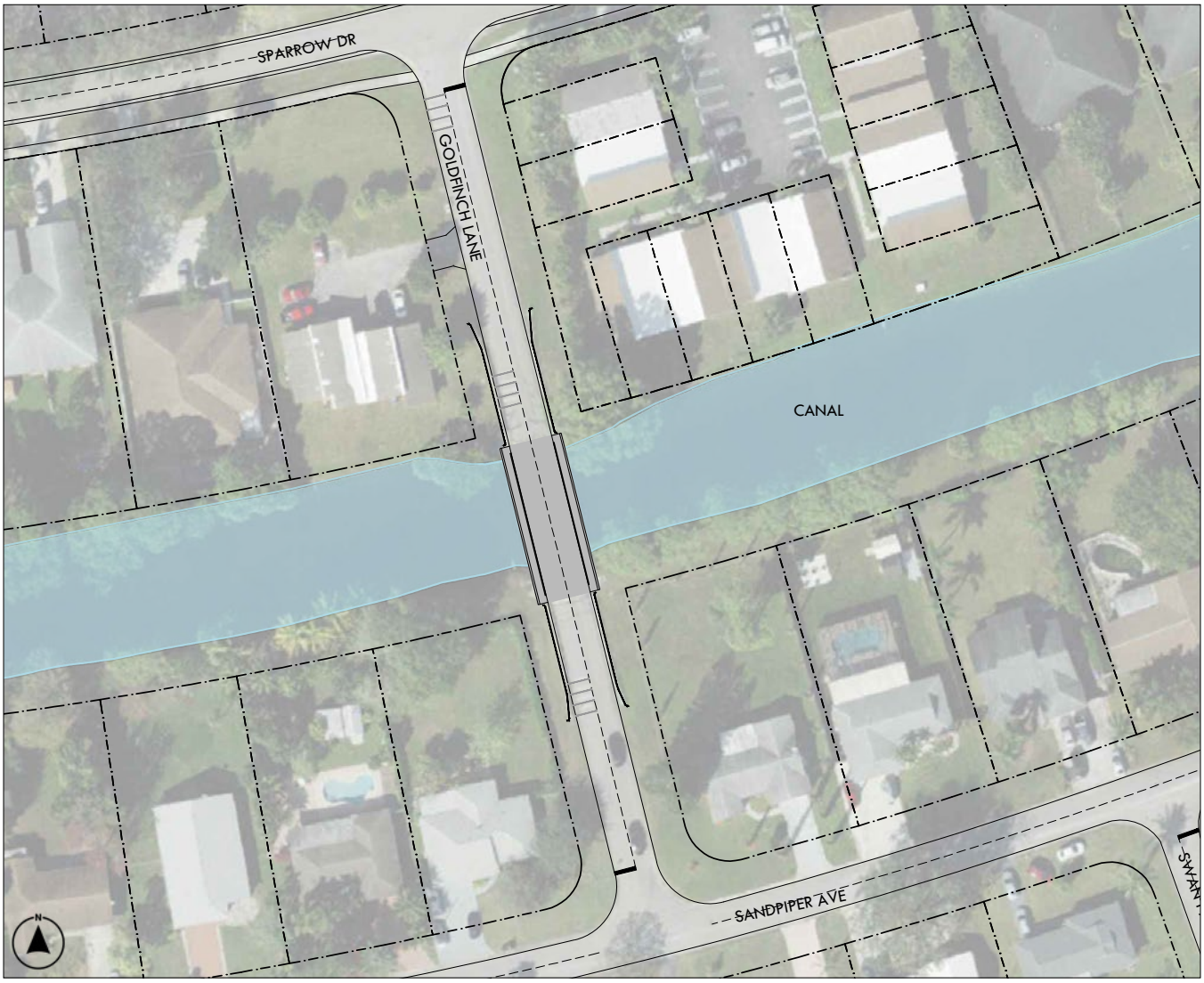
The Village of Royal Palm Beach has a great tradition of providing pedestrian and multi-purpose bridges over many of its watercourses. If detailed properly, the new pathway could provide an important connection between the two boulevards and not invade the privacy of the existing homeowners.

The images to the right illustrate the existing golf course pathway, a cross-section through the new pathway with additional shade trees, and a beautiful vista to the golf course from one of the existing vehicular bridges.



SIDEWALK TO BRIDGE CONNECTION

3



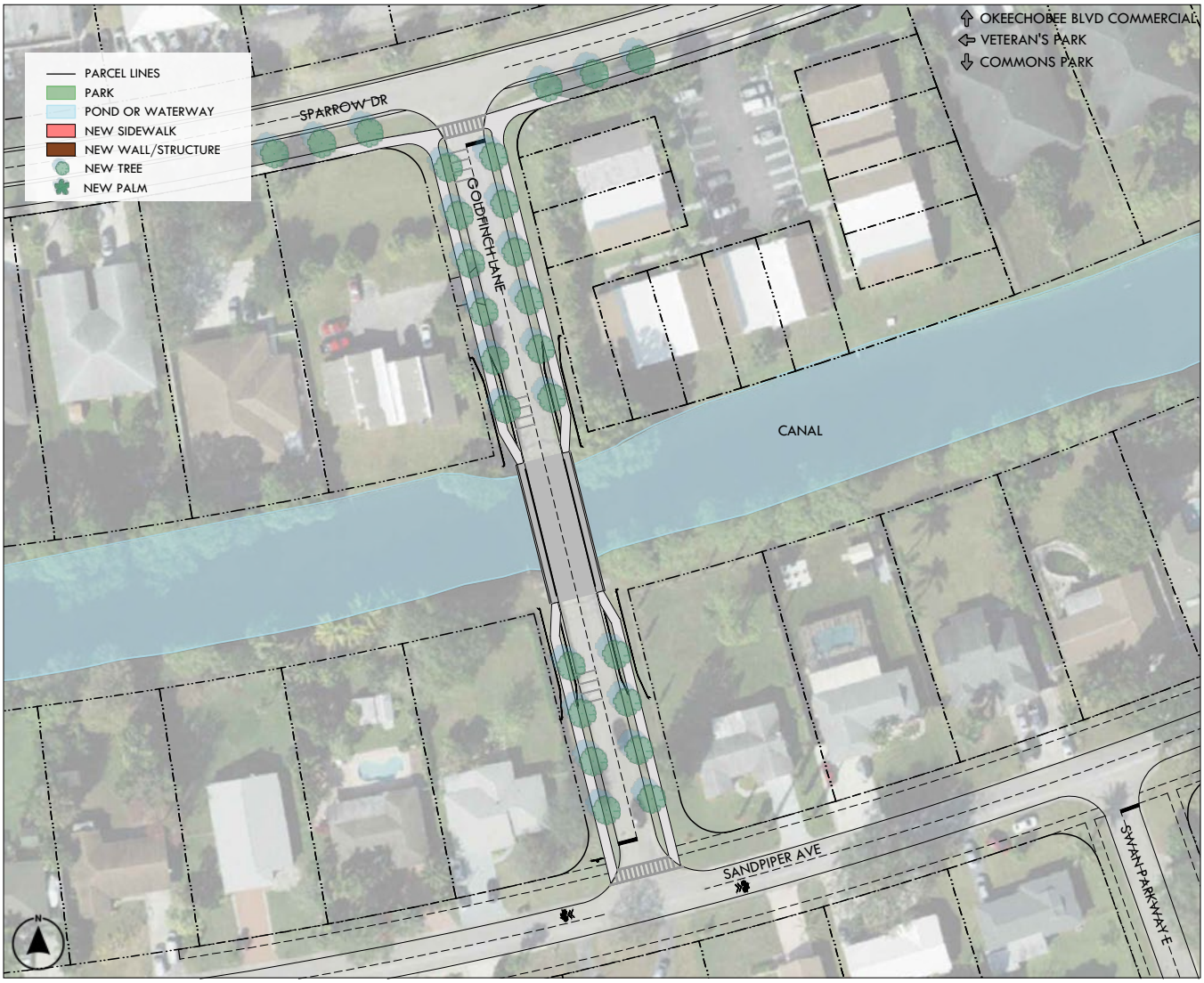
EXISTING CONDITIONS

The plan above shows the existing conditions of the vehicular bridge on Goldfinch Lane south of Sparrow Drive in The Willows neighborhood. There are existing sidewalks along Sparrow Drive but they do not connect to or across the Goldfinch Lane bridge.

There are many examples in the Village, see right, where pedestrian and cyclist connections have been prioritized.

SIDEWALK TO BRIDGE CONNECTION

3



RECOMMENDED IMPROVEMENTS

The recommended improvements, illustrated in the plan above, include extending the sidewalks along Goldfinch Lane north and south of the bridge. There are available right-of-way for sidewalks in the neighborhood to the south, if constructing sidewalks is desired by the community. There are adequate right-of-ways to construct the sidewalks as well as provide shade trees.

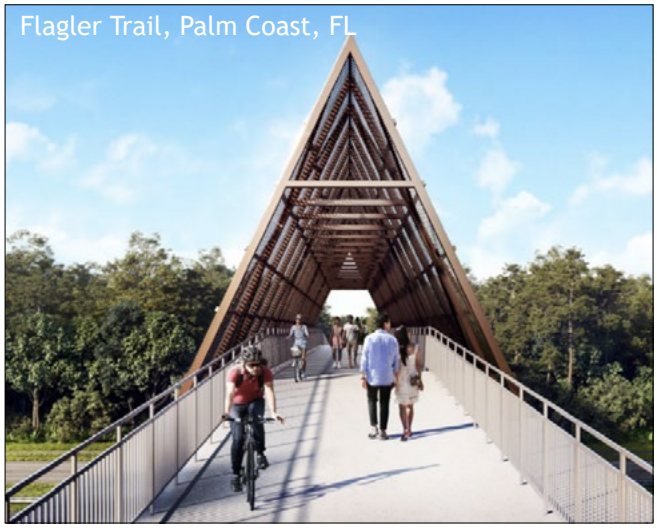
Interestingly a sidewalk exists on both sides of the bridge itself however they are not connected to anything. This project will complete the pedestrian connections across the waterway.

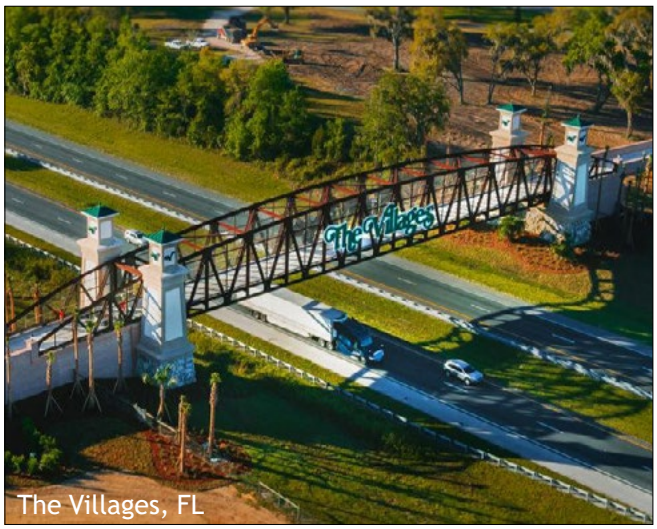
OKEECHOBEE PEDESTRIAN BRIDGE

RECOMMENDATIONS

4

Peachtree Corners, GA


Flagler Trail, Palm Coast, FL



The Villages, FL


Coral Gables, FL


South Miami, FL

The Village has expressed a desire for a pedestrian bridge crossing Okeechobee Boulevard connecting the north and south sides of Pathway Park. Currently Okeechobee Boulevard is a six-lane facility at this location, it is curving southward and is adjacent to the popular local restaurant The Brass Ring. A well designed pedestrian bridge would provide continuity to Pathway Park and possibly make non-motorized access to The Brass Ring and adjacent businesses more feasible.

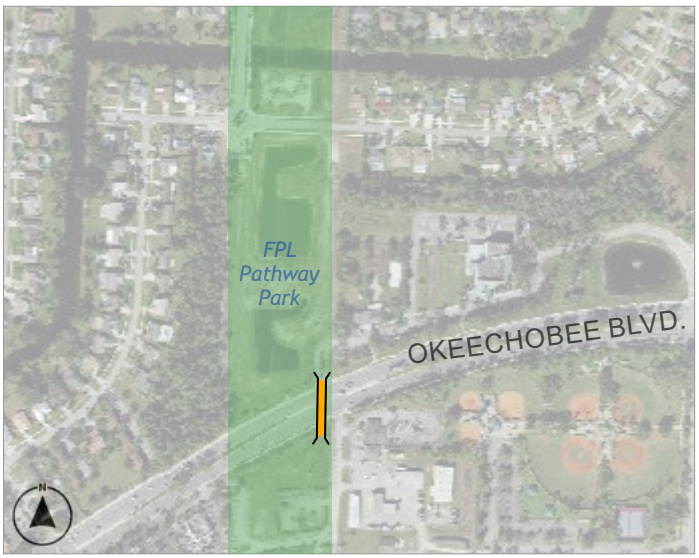
OKEECHOBEE PEDESTRIAN BRIDGE

4

Pedestrian bridge example

Entry Arch at Royal Palm Beach Boulevard.

Pedestrian bridges can be designed in such a way as to become civic icons and landmark structures as opposed to just a functional means of crossing busy roads. The Village might take cues from other civic structures within its jurisdiction for design details. The entry arch at Royal Palm Beach Boulevard is an example of an existing civic structure.



Recommended location of the pedestrian bridge along Okeechobee Blvd. as seen in the Recommended Interconnectivity Plan.

The images above show the existing pedestrian path terminus near the proposed location of the Pathway Park pedestrian bridge connection at Okeechobee Boulevard.

PRESERVATION PARK TO COMMONS PARK CONNECTION

5

EXISTING CONDITIONS

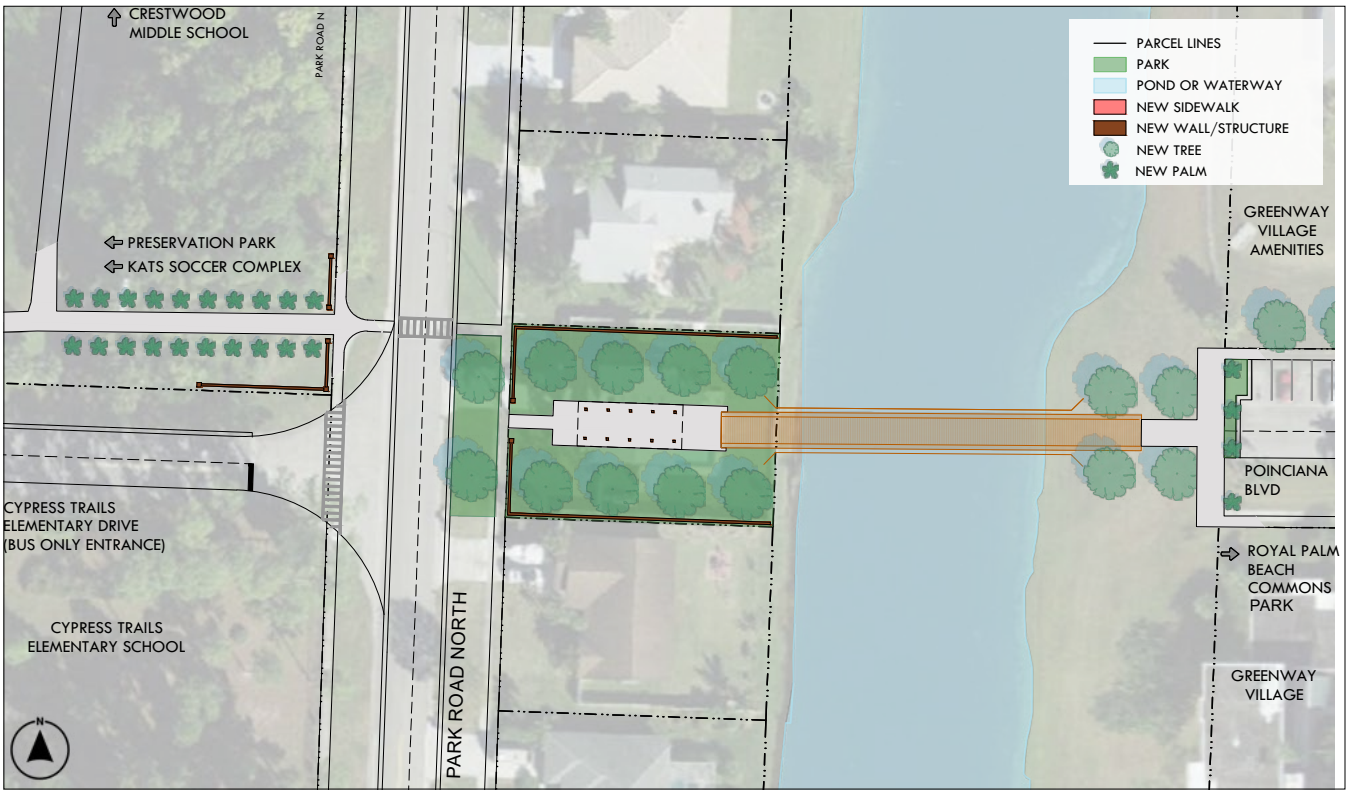
Two of the Village of Royal Palm Beach's most prominent parks, Preservation Park and Commons Park, are separated by a waterway and a row of homes.

Not only a beautiful amenity for the community, Preservation Park is also part of the Cypress Trails Elementary School and Crestwood Middle School campuses. While probably a longer range proposal, the possibility of connecting these two important parks and also facilitating children's access to schools should be considered.

Existing pavilion located in Commons Park
Image: Village of Royal Palm Beach

PRESERVATION PARK TO COMMONS PARK CONNECTION

5



RECOMMENDED IMPROVEMENTS

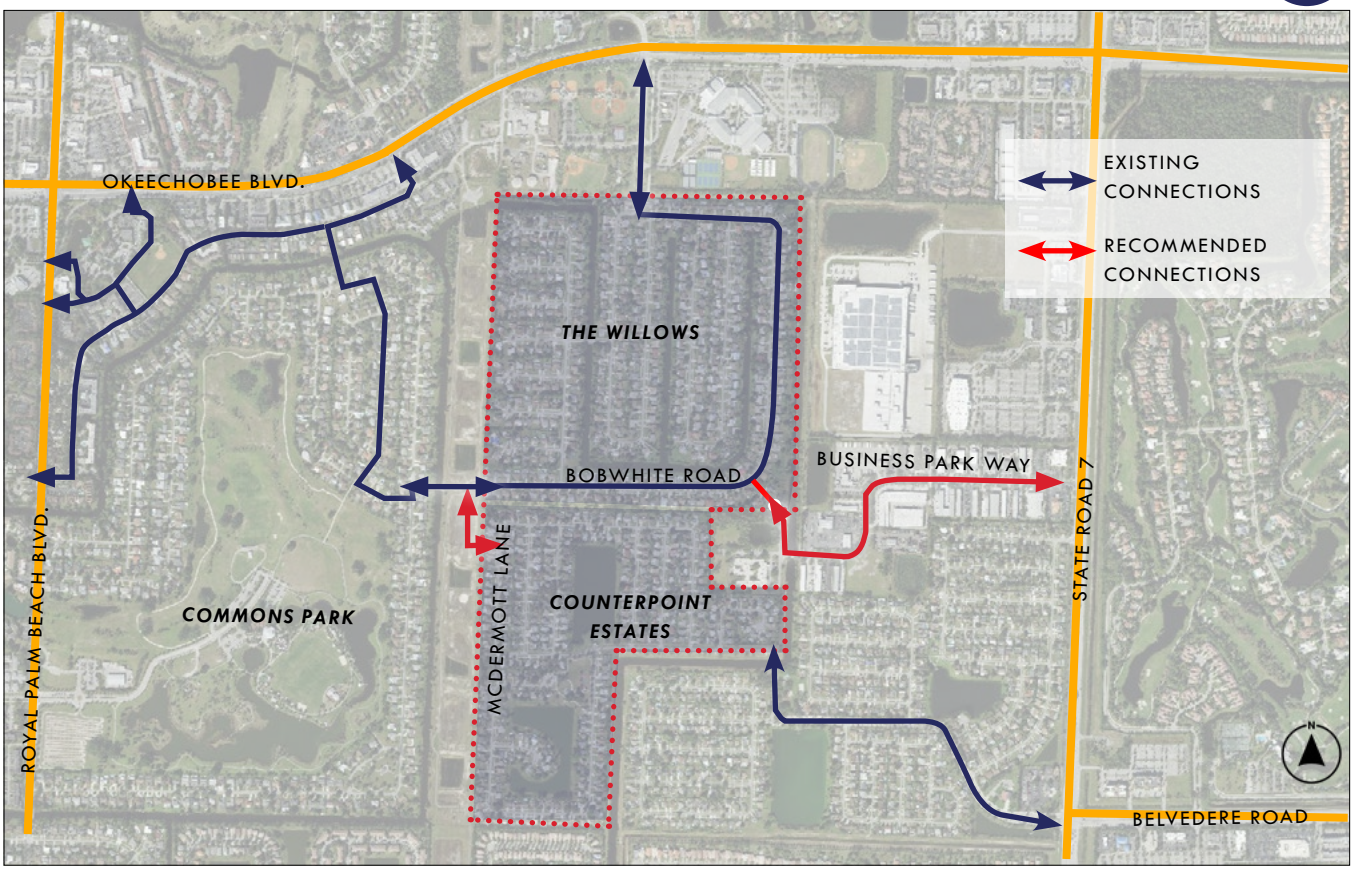
The plan above illustrates the recommended connection between the two parks. Poinciana Boulevard terminates on the east side of the waterway south of Greenway Village. On the west side of the waterway, Cypress Trails Elementary Drive terminates along Park Road N. A row of existing homes separates Park Road N from the waterway.

This proposal illustrates the removal of one of the houses to allow for the creation of a small neighborhood park and makes the connection via a pathway and pedestrian bridge to Poinciana Boulevard to the east. The home that is removed in this illustration is directly across from Poinciana Boulevard. In fact the connection could be made at any of the nearby homes should they ever become available for purchase by the Village. The recommendation is for the Village to purchase a home from a willing seller. Neither condemnation nor unwilling acquisition is part of this recommendation.

Existing Pedestrian Bridge located in Commons Park
Image: Village of Royal Palm Beach

BOBWHITE ROAD CONNECTION

6



RECOMMENDED CONNECTIONS

Due to the FPL easement and system of watercourses throughout the Village, some neighborhoods have a limited number of points of access. This is the case in the Willows and Counterpoint Estates neighborhoods illustrated above. The Willows has a northern access point to Okeechobee Boulevard at Wildcat Way and Bobwhite Road connects westward to Sandpiper Avenue on the west side of Pathway Park. Counterpoint Estates to the south has only one point of access at the Belvedere Road extension.

The Bobwhite connection recommendation includes the connecting of Bobwhite Court to Business Park Way which would give The Willows access to SR-7 without using Okeechobee Boulevard. In addition, this recommendation also includes the connection of McDermott Lane to Bobwhite Road through Pathway Park. This would require the acquisition of a parcel or the granting of an easement on private property in Counterpoint Estates. Like the Preservation Park to Commons Park connection, the Bobwhite connection to Counterpoint Estates is likely a longer range proposition.

The inclusion of these proposed connections have the added benefit of increasing access to the future SR-7 premium transit service that is currently being studied by the Palm Beach Transportation Planning Agency. The more direct and pleasant the route to a transit stop location the more riders the service will likely generate.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

DESIGN CONCEPT

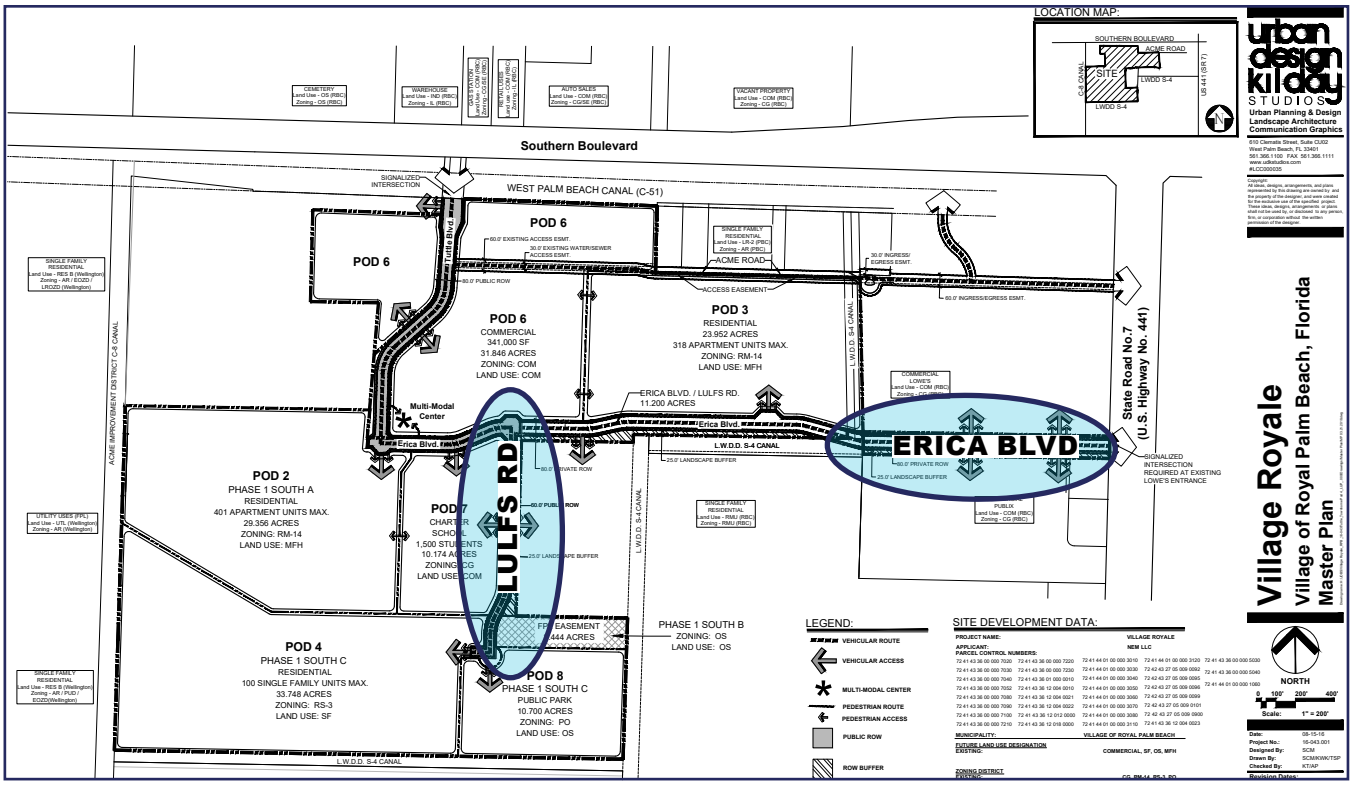
7

The mixed-use residential and commercial project Tuttle Royale is located south of Southern Boulevard and approximately 1/4 mile west of SR-7. The project is partially completed with The Point at Southern Boulevard apartment complex occupied on the western edge of the project.

Two of the primary roads in the project include Tuttle Boulevard which connects the project to Southern Boulevard to the north, and Erica Boulevard which is the primary east-west connection to SR-7 to the east. Tuttle Boulevard is completed and the TCRPC was asked to review the design cross sections for Erica Boulevard and Lulfs Road to ensure that the proposed roadways were multi-modal and "complete streets".

The map below shows the master plan for Tuttle Royale and the locations of Erica Boulevard and Lulfs Road. A review and recommended revisions to the roadway cross sections are provided on the following pages which include three-dimensional views of each.

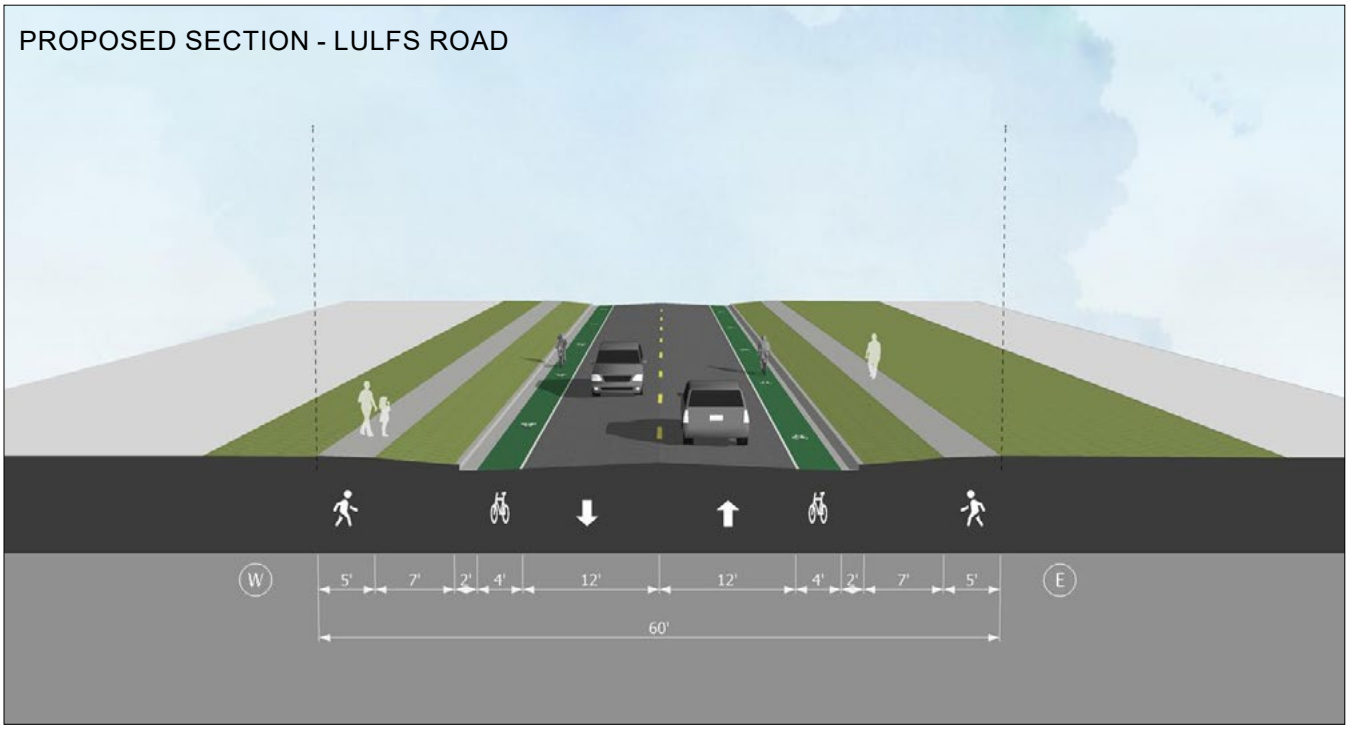
The proper design of these roadways is essential to encourage non-motorized mobility. While the Erica Boulevard connection to SR-7 is clearly important to support future premium transit, so to is the Lulfs connection to Erica Boulevard. Making safe and pleasant bicycle and pedestrian passage from the new neighborhoods to transit on the corridor must be of paramount importance.



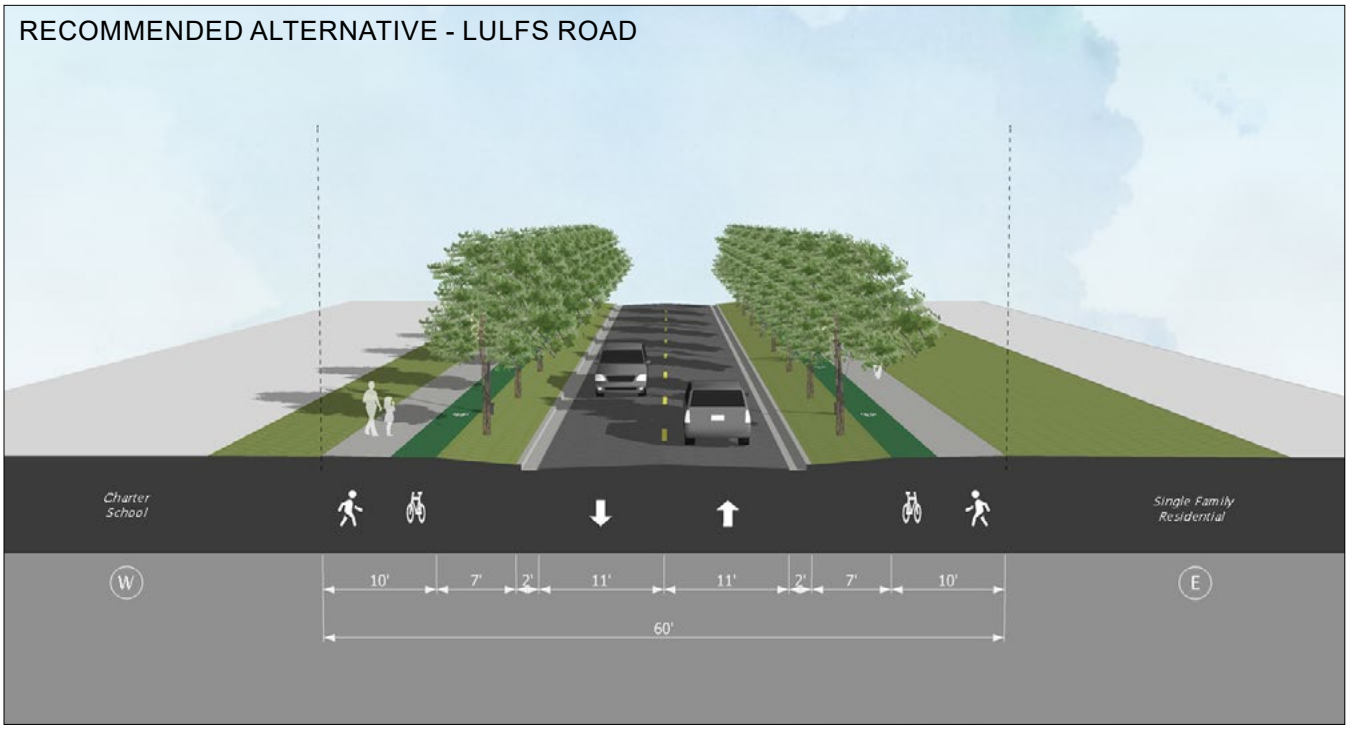
Current master plan for Tuttle Royale with street section location areas identified in blue.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

7



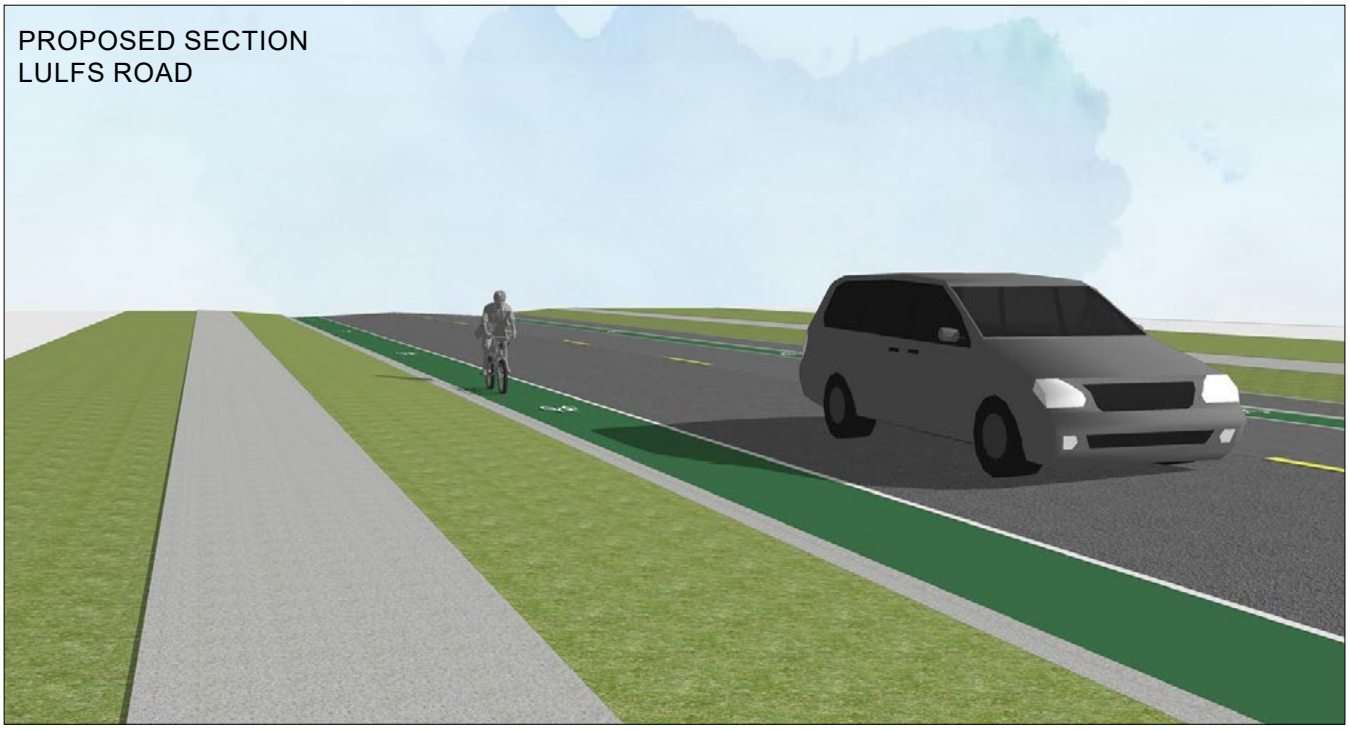
The current planned conditions for Lulfs Road is a right-of-way of 60' with 12' wide travel lanes, a 4' bicycle lane adjacent to each lane, and 5' wide sidewalks.



The recommendation is for 11' travel lanes. The bicycle lane should be moved from the roadway and combined with the sidewalk to form a 10' wide shared-use pathway protected by shade trees and pedestrian scaled "dark-skies" lighting on both sides. This will improve safety, comfort, and aesthetics.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

7



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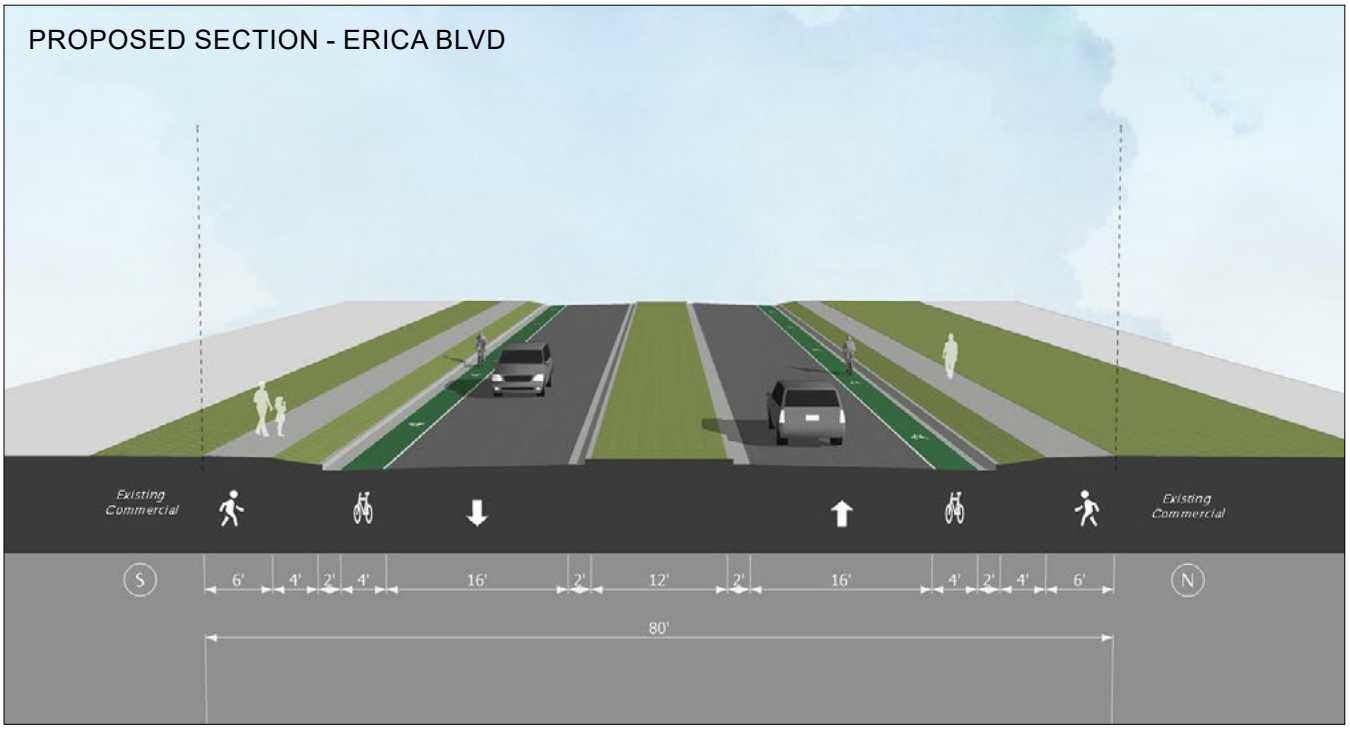
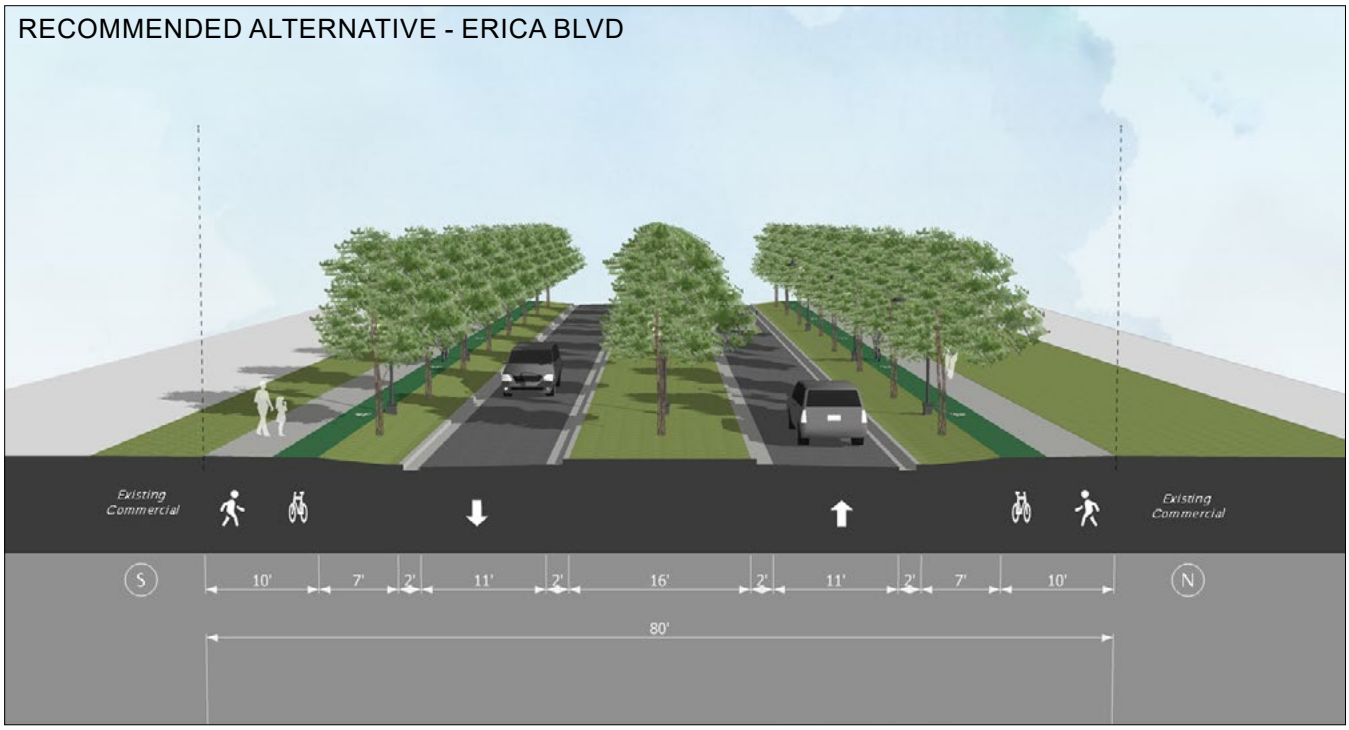
TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

7



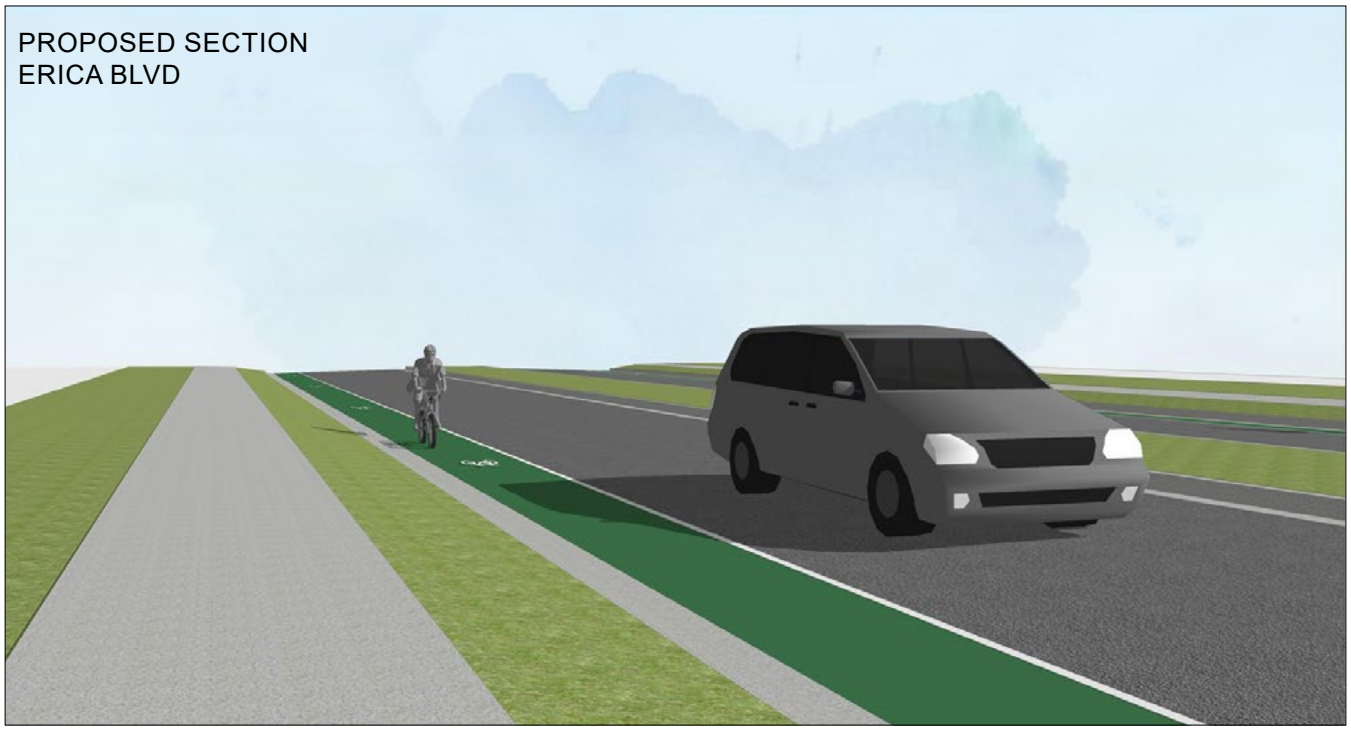
Erica Boulevard is designed to have a right-of-way of 80'. A 12' median with 16' travel lanes, 4' bicycle lanes, and 6' sidewalks are proposed.



The recommendation is for 11' travel lanes. The bicycle lane should be moved from the roadway and combined with the sidewalks to form a 10' wide shared-use pathway protected by shade trees and pedestrian scaled "dark-skies" lighting. The enhanced median and parkway strips will allow for significant canopy shade trees. Combined these recommendations will improve safety, comfort, and aesthetics for this important neighborhood entrance.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

7



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CANALS TO PARKS

CANAL ACCESS AND KAYAK LAUNCH AREAS

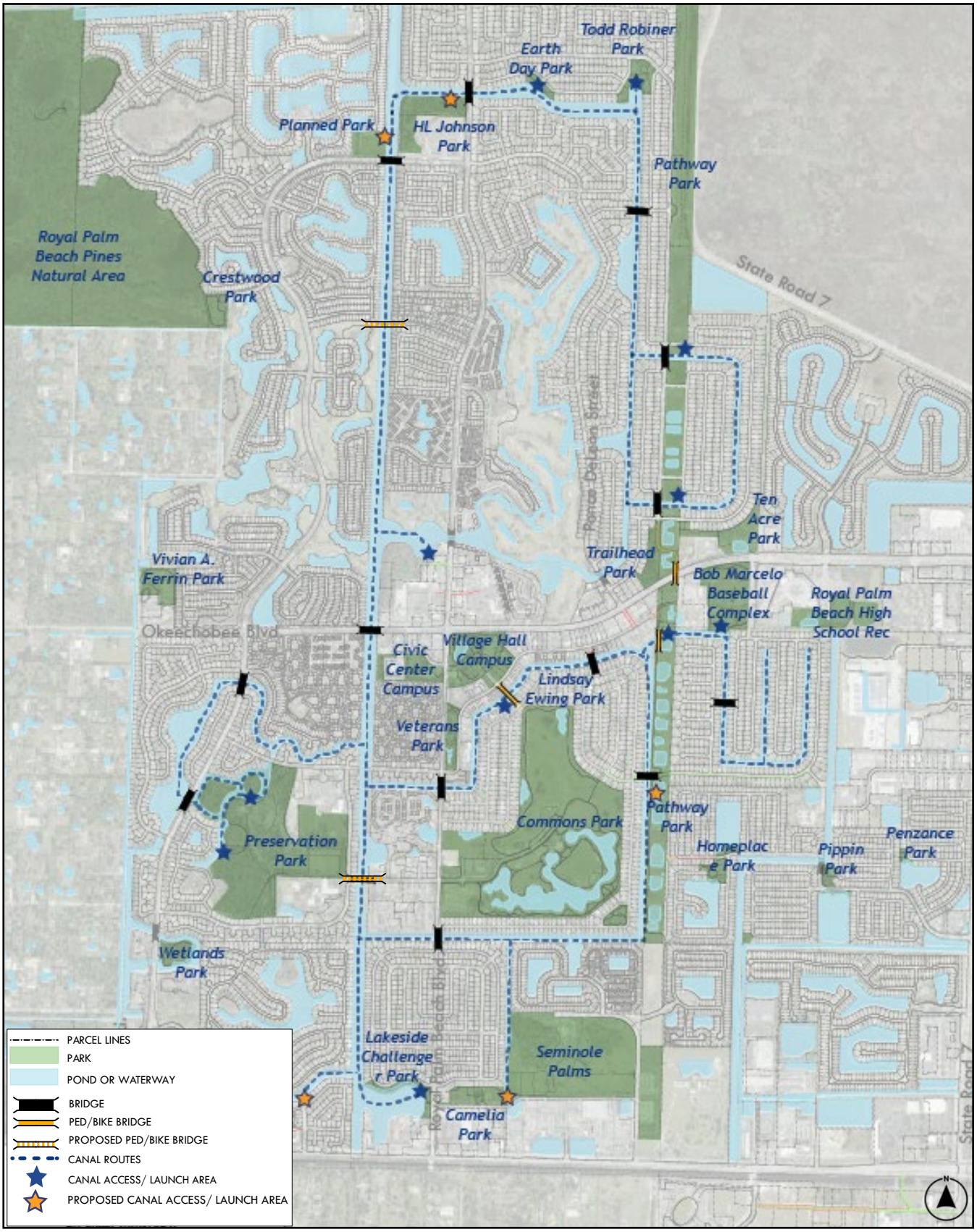
In addition to the amazing park system in the Village of Royal Palm Beach, there is also a network of watercourses that provides additional recreational opportunities for the community.

In developing the Interconnectivity Plan and looking for opportunities to better link the bicycle and pedestrian networks with the parks system, the TCRPC team also considered a map that would identify the linkages and opportunities to connect the parks and watercourses. The following plan is the Blue Trail Network which identifies all of the existing and some proposed amenities and connections between the parks and watercourses.

Existing parks, canal routes, existing and proposed bridges, and locations with canal access and kayak launches are located on this plan. This plan is helpful in diagramming the contiguity and connectivity of the park and waterway network and mapping out recreational routes and excursions. The plan also serves as a guide for future improvements that can be undertaken "opportunistically" as projects occur along the canals or in the parks.

Existing Kayak Launch located in Commons Park
Image: Erdman

BLUEWAY TRAIL NETWORK



PATHWAY PARK

EXISTING CONDITIONS

The Village of Royal Palm Beach owns land with a very N-S pathway system as part of an FPL transmission easement corridor. The 3.7 mile corridor has continuous pathways, extends the full length of the Village, and is a tremendous asset. While this feature is frequently used and beneficial to the community, limitations on plantings (namely shade trees) due to the electric utility lines leaves the area lacking in shade. The following pages discuss a variety of planting options including FPL's association with Audubon Florida. Cross sections through the corridor are also provided illustrating improvement zones and pavilion designs. It is recommended the corridor be promoted to "park" status, as part of the improvements. This report identifies this proposed new park area Pathway Park.

The recommended improvements for Pathway Park are not location specific at this time. More analysis of the utility constraints as well as a public discussion regarding specific improvements at particular locations and planting species types and arrangements should be undertaken and projects brought forward.

Current image of proposed Pathway Park.

Image: Village of Royal Palm Beach

PATHWAY PARK NETWORK MAP

Existing Pavilion located in Commons Park
Image: Village of Royal Palm Beach

PATHWAY PARK

IMPROVEMENT IMPLEMENTATION RESOURCES

FLORIDA POWER & LIGHT AND AUDUBON FLORIDA

The Solar Sanctuary is a recent effort creating a passive park with a thriving sanctuary. "FPL and Audubon Florida launched the Solar Sanctuary program to promote pollinators and preserve wildlife and habitat at new solar power plant sites." Press release link: http://newsroom.fpl.com

This new partnership aims to transform thousands of acres of solar-generating property into thriving sanctuaries with dedicated conservation areas.

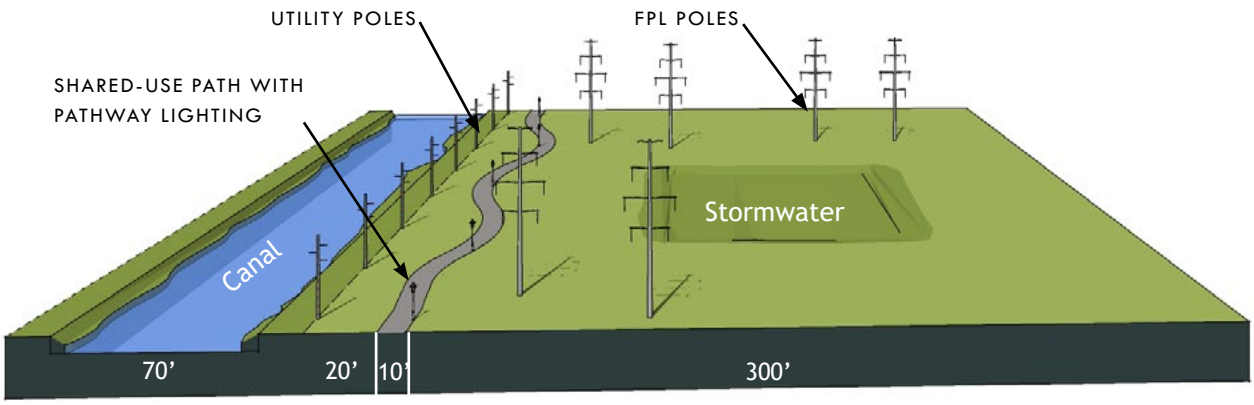
Florida Wildflower Foundation, Florida Native Plant Society, Wildlife Habitat Council and other groups worked with FPL and Audubon to enhance eight solar energy sites helping to conserve and create habitats benefiting birds, butterflies and other wildlife.

The segment of the FPL easement in the Village of Royal Palm Beach know as Pathway Park is a candidate to incorporate similar improvements and create habitats. Resources such as Audubon Florida, Florida Wildflower Foundation, Florida Native Plant Society, and Wildlife Habitat Council are critical in implementing a successful improvement plan for Pathway Park.

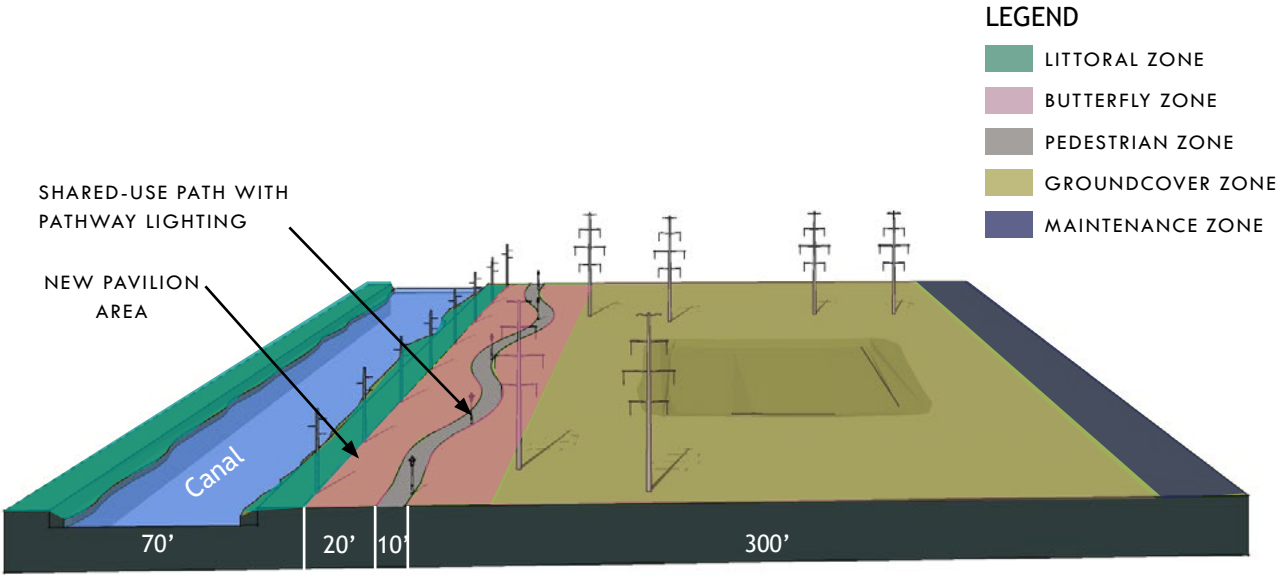
Some enhancements implemented in FPL's pilot pollinator program are:

- Creating pollinator-friendly habitat areas to provide ample food sources for insects, songbirds and hummingbirds
- Planting vine species to provide a food source for native and migratory hummingbird species
- Planting native vegetation as a buffer near property edges, which will provide food sources and nesting habitat for a variety of songbirds such as bluebirds, and wintering sparrows
- Preserving wetlands and surface waters to provide habitat for a variety of wetland-dependent wildlife species such as frogs, snakes, turtles, and wading birds
- Protecting existing gopher tortoise habitat, including burrows
- Planting native groundcover and shrubs to provide additional food and shelter for birds and wildlife

PATHWAY PARK



EXISTING PATHWAY PARK SECTION (SOUTH OF OKEECHOBEE BLVD.)



PATHWAY PARK IMPROVEMENT ZONE DIAGRAM

Pathway Park, which is owned by the Village, has the unique opportunity for enhancements that not only would provide a network for pedestrians to traverse the community, but would potentially provide a network for pollinators to thrive.

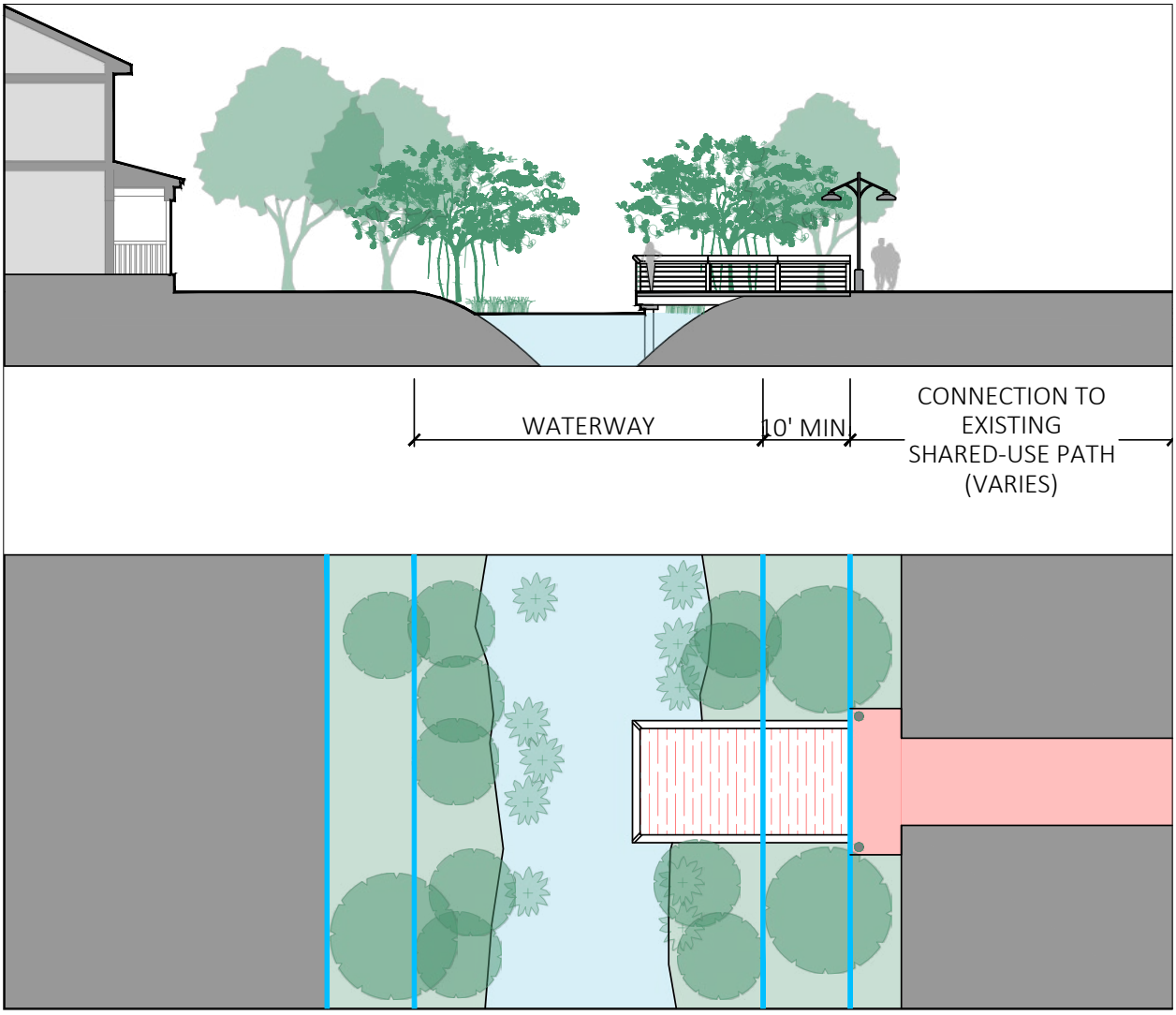
The pathway can be enhanced with small shade trees, such as sweet acacia and consistent with FPL's right tree-right place program. The canal banks can be enhanced with larger trees that are water tolerant such as cypress, live oak, and red maple. A native plant catalog can be found at the end of this chapter page 40.

Locations for new pavilions and vertical interventions should take advantage of cross-streets and connections to parks and schools.

For the South Florida tree list regarding the FPL Right Tree Right Place Program, use the following link: https://hort.ifas.ufl.edu/treesandpowerlines/southeast_florida.shtml

PATHWAY PARK

LITTORAL ZONE



Littoral Plantings along the canal can be functional and aesthetic improvements, providing buffering, habitat, water quality benefits, and stormwater reduction.

There may be a reach along the pathway where lighting is desired and areas where no lighting is preferred.

As stated before, improvements to Pathway Park should be driven by community input regarding species and intervention locations and types.

Stormwater park with pavilion located in the Palm City CRA in Martin County and a part of the Ripple Project. More information on the Ripple Project can be found here: https://www.martin.fl.us/Ripple

PATHWAY PARK

PEDESTRIAN/BUTTERFLY ZONE


Pathway Park Butterfly Ramble


Butterfly Garden


Public Art


Butterfly Garden Signage

Wayfinding


Public Art


Butterfly Garden

Images: Cashiers Greenway Ramble located in Cashiers, NC.

PATHWAY PARK

GROUND COVER ZONE - NATIVE PLANT CATALOG OF IMPROVEMENTS

FIREBUSH

CORAL BEAN

STERILE LANTANA

FLORIDA TICKSEED

MILK WEED

BLUE PORTER WEED

PATHWAY PARK

GROUND COVER ZONE - NATIVE PLANT CATALOG OF IMPROVEMENTS

DWARF PALMETTO

COONTIE

WILD IRIS

EASTERN GAMAGRASS

PATHWAY PARK

TREE PLANTINGS - NATIVE PLANT CATALOG OF IMPROVEMENTS

SWEET ACACIA TREE

CYPRESS TREE

YELLOW TRUMPET TREE

RED MAPLE TREE

RECOMMENDATIONS

Rendered concept for the Village Shoppes on 441 depicting a six story mixed-use building with activated uses on the ground floor.

CONCEPTUAL REDEVELOPMENT SCHEMES

As part of the Village of Royal Palm Beach SR-7 Corridor Study, TCRPC developed a series of conceptual redevelopment plans for four sites along the corridor. The redevelopment concepts illustrate new buildings, blocks and roadways, and public open spaces.

The following map identifies each of the redevelopment concept areas: The Weldon Parcels at SR-7 and Okeechobee Boulevard; the Regal Cinema site; the Coral Sky Plaza site; and the Village Shoppes plaza at SR-7 and Southern Boulevard. These concepts are intended to test densities and intensities of potential future redevelopment as well as illustrate traditional design principles. In addition, these designs seek to enhance overall connectivity in the area and to future premium transit on SR-7.

Pedestrian and dog-friendly sidewalks.

Image: CNU

CONCEPTUAL REDEVELOPMENT LOCATION KEY

WELDON PARCELS

VACANT LAND DEVELOPMENT CONCEPT

1

WELDON PARCELS

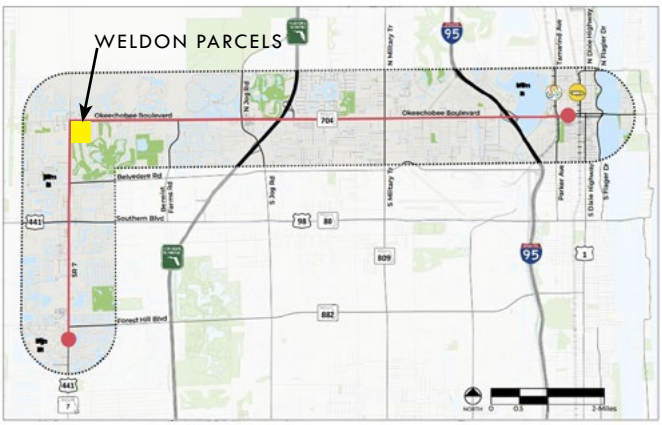
- 52.47 ACRES VACANT
- COM FLU – GC ZONING
- 52.47 ACRES
- 1,246 DU +/- 1,130,000 SF
- .49 FAR
- 24 DU/ACRE GROSS DENSITY
- 2-5 STORY BUILDING HEIGHTS

The site at the SE corner of SR-7 and Okeechobee Boulevard, know as the Weldon Parcels, is a collection of large vacant parcels in a critical location on the corridor. Not only is the site large enough to develop a complete neighborhood, its location is very important to the planned future premium transit service connecting SR-7 and Okeechobee Boulevard from the Mall at Wellington Green to downtown West Palm Beach.

The Palm Beach Transportation Planning Agency (TPA) is currently developing plans for the future premium transit service on the corridors. Integrating transit and bicycle/ pedestrian connections to the corridor are essential at this location to take full advantage of the transit service.

The plan at the middle right is the concept design for the parcels. The plan is provided at a larger scale with detailed description on the following page.

The map to the lower right illustrates the TPA Okeechobee Boulevard SR-7 transit study area connecting downtown West Palm Beach and the Mall at Wellington Green, with the Weldon Parcels highlighted at the key mid node.



WELDON PARCELS

1

The drawing above illustrates the concept plan for the Weldon Parcels. Okeechobee Boulevard is at the top of the page and SR-7 is to the left. The plan locates two primary entries along SR-7 and two connections to Okeechobee Boulevard. The design illustrates three-to-five story residential and mixed-use buildings with the rendered roofs. Three-story attached townhouse units are identified as the platted lots. This particular scheme includes three mid-block parking garages and on-street parallel parking throughout.

There is a defined system of streets and blocks all with ample sidewalks. There is also a series of neighborhood greens and open spaces.

The image to the right shows mixed-use buildings on Military Trail in Jupiter, Florida. The is the same condition proposed for this site facing SR-7. The following pages include street sections and three-dimensional diagrams that illustrate existing conditions and proposed design concepts.

WELDON PARCELS

1

EXISTING CONDITIONS

City Of Royal Palm Beach
Existing Conditions
View Looking North (Near the intersection of SR-7 & Okeechobee Boulevard)

CONCEPT

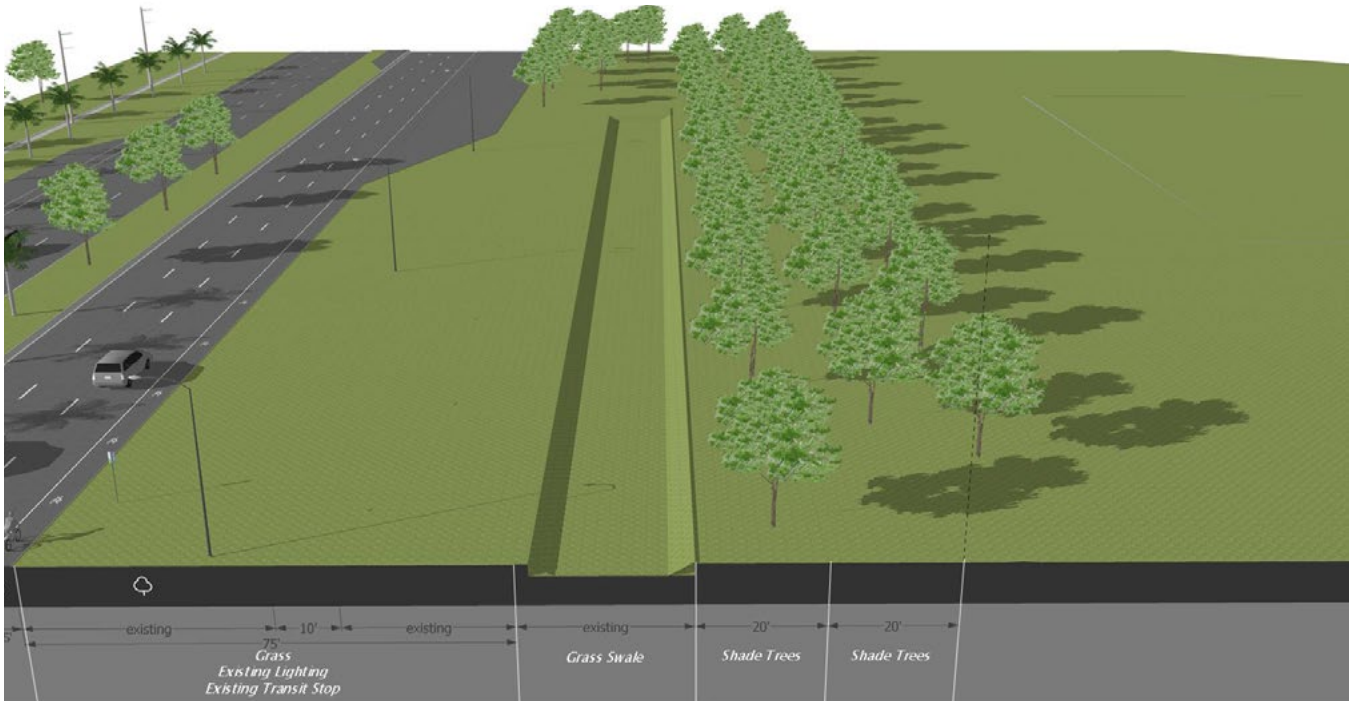
City Of Royal Palm Beach
Conceptual Diagram of SR-7
Conceptual Development Site at the corner of SR-7 and Okeechobee Blvd.

WELDON PARCELS

1

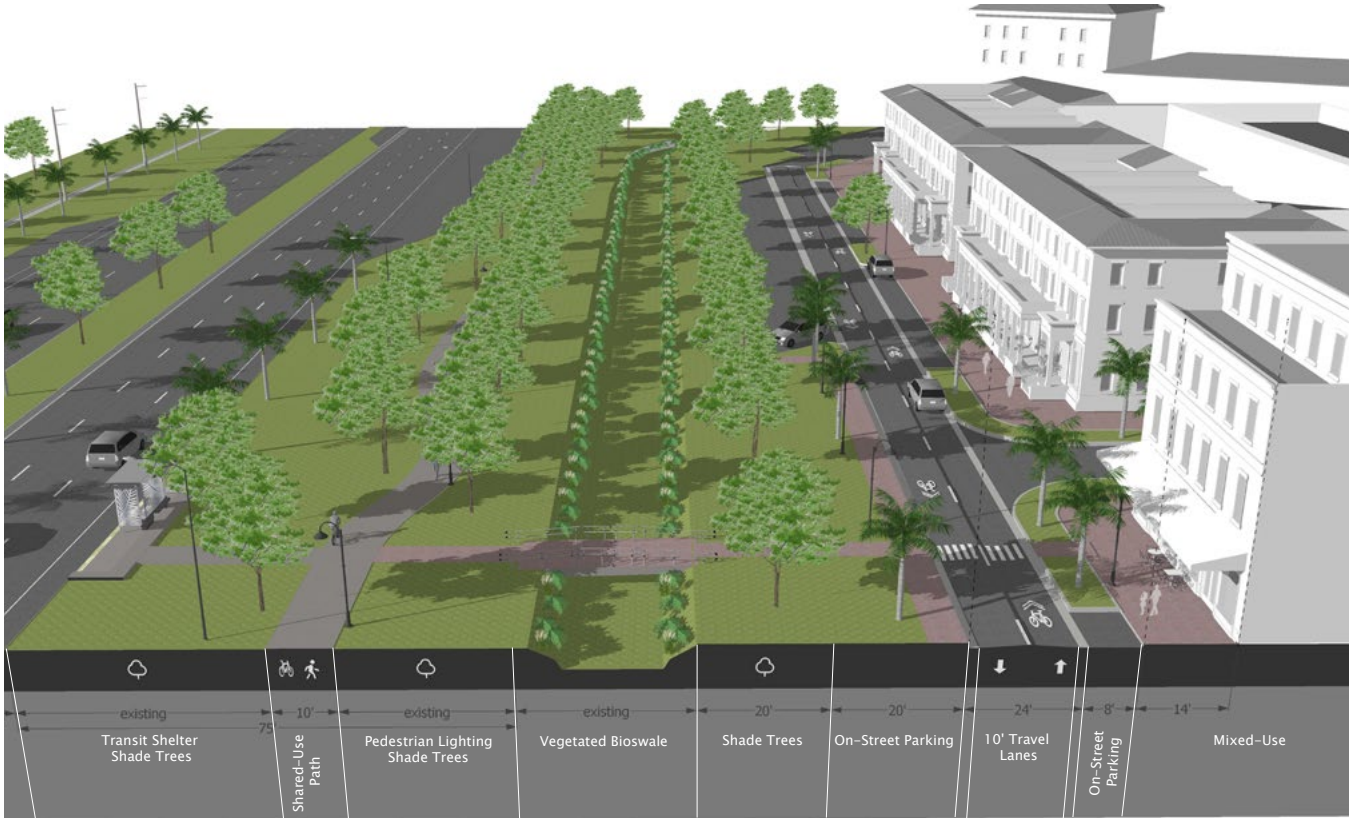
EXISTING

City Of Royal Palm Beach
Existing Conditions
View Looking North (Near the intersection of SR-7 & Okeechobee Boulevard)



CONCEPT

City Of Royal Palm Beach
Conceptual Diagram of SR-7
Conceptual Development Site at the corner of SR-7 and Okeechobee Blvd.



WELDON PARCELS

CONCEPT

1

City Of Royal Palm Beach

Conceptual Diagram of SR-7

Conceptual Development Site at the corner of SR-7 and Okeechobee Blvd.

REGAL CINEMA
REDEVELOPMENT CONCEPT

2

REGAL CINEMA
- 23.5 ACRES
- 258 DU
- .3 FAR
- 11 DU/ACRE GROSS DENSITY
- NET AREA 13 ACRES
- 20 DU/ACRE NET DENSITY
- 3-5 STORY BUILDING HEIGHTS

A conceptual redevelopment design was also created for the Regal Cinema site which is located 1/2 mile south of Okeechobee Boulevard on the west side of SR-7 immediate east of the Aldi distribution center. The 23.5 acre site does not include the retail out parcels facing SR-7 but does include half of the retention lake to the north. The existing conditions, seen on the plan below, show the cinema building at the westernmost edge of the site with a vast surface parking lot between the cinema and the out parcels. The initial design concept is to keep the cinema but replace the surface parking with mixed-use redevelopment and structured parking.

The conceptual site plan, shown on the following page, also includes a large public green that would be a gathering place for residents within the redevelopment site, shoppers and diners, and residents of Royal Palm Beach. The central green is proposed to have one-way vehicular traffic with on-street parking on both sides of the street. The three-five story residential and mixed-use buildings face the central park with wide sidewalks, shade trees, and outdoor seating. The new green is on axis with the existing primary entrance from SR-7 and the new residential and mixed-use buildings on the north side of the green conceal the new parking structure behind them. The following pages are a series of existing and proposed diagrams of the Regal Cinema design concept.

REGAL CINEMA

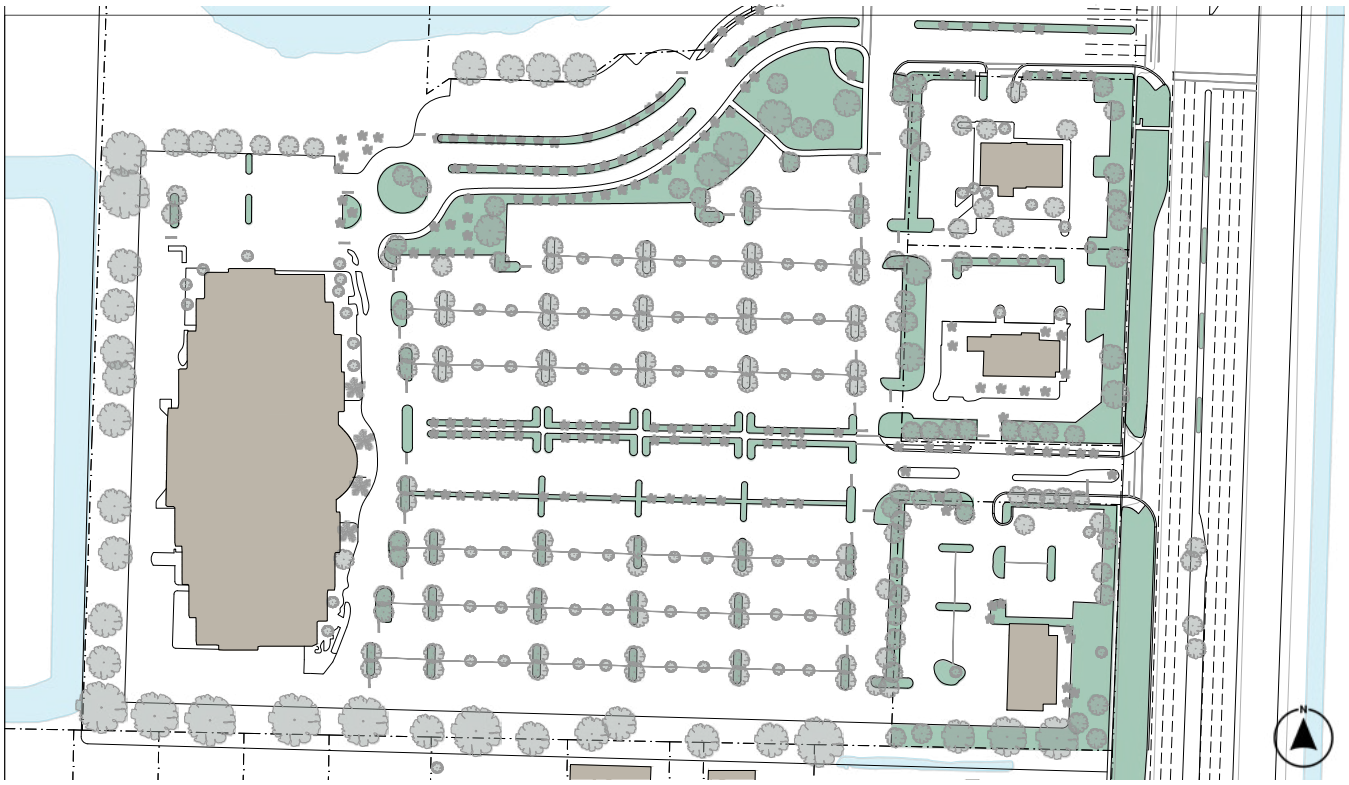
REDEVELOPMENT CONCEPT SKETCH

2

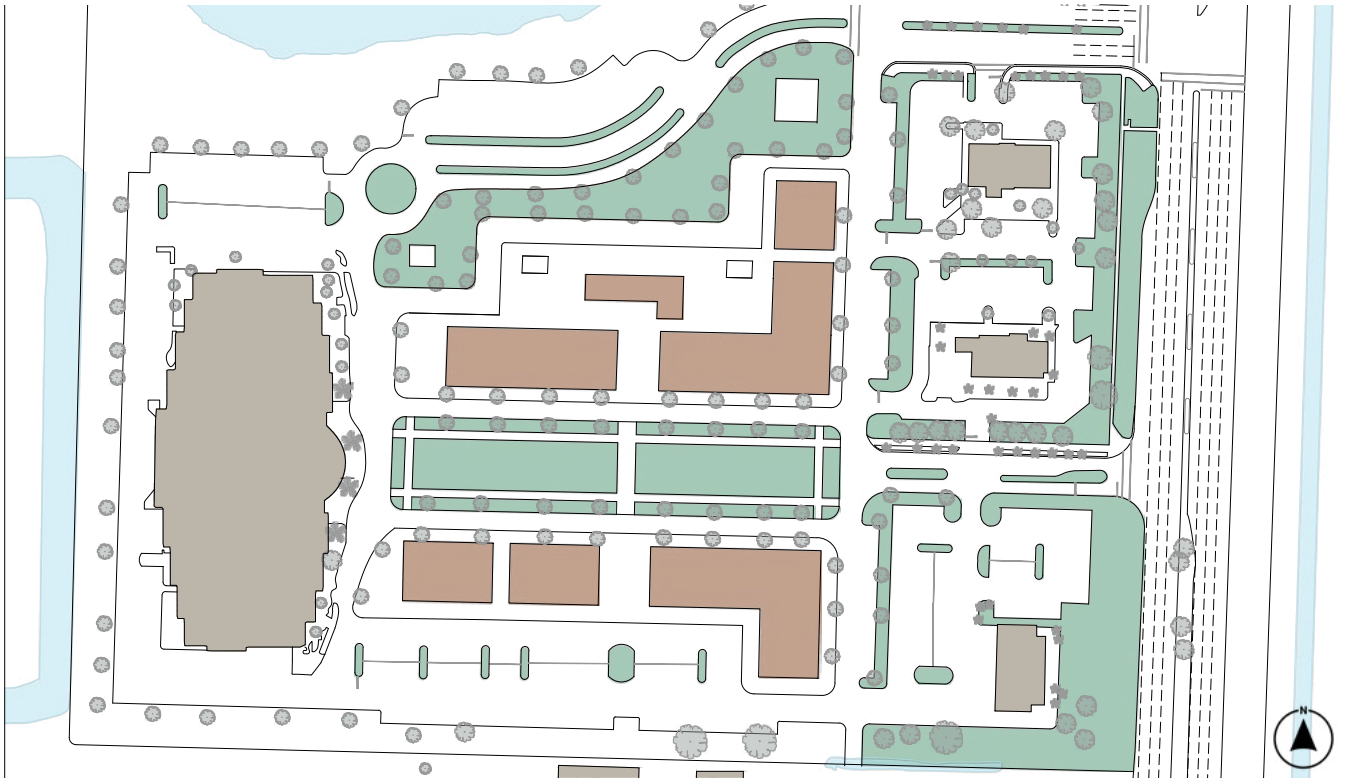
REGAL CINEMA

EXISTING CONDITIONS

2



REDEVELOPMENT CONCEPT



REGAL CINEMA

EXISTING CONDITIONS

2

REDEVELOPMENT CONCEPT

REGAL CINEMA

EXISTING CONDITIONS

2

REDEVELOPMENT CONCEPT

REGAL CINEMA
CONCEPT RENDERINGS

2

CORAL SKY PLAZA
REDEVELOPMENT CONCEPT

3

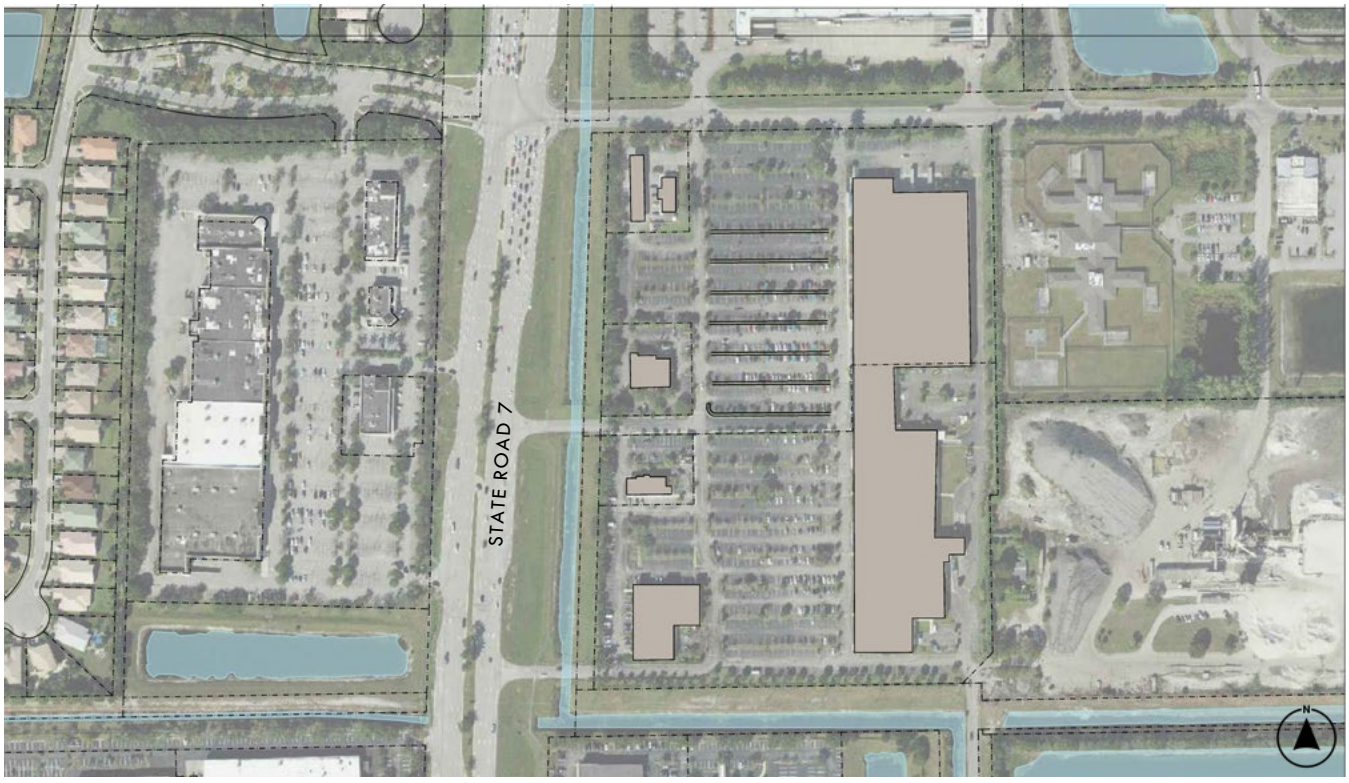
CORAL SKY PLAZA

- SITE: 25.02 ACRES
- THREE URBAN BUILDINGS
- 7 STORIES (CIVIC SPACE INCENTIVE)
- 230 DU EACH
- TOTAL 690 DU
- TOTAL SF: 1,089,000
- 1.0 FAR
- 27.6 DU/ACRE GROSS DENSITY
- 20% OPEN SPACE

The Coral Sky Plaza, see below, is also an example for redevelopment on the SR-7 corridor. Located .4 miles north of Southern Boulevard on the east side of SR-7, this site includes one of the four out parcels facing SR-7 as well as a BJ's Wholesale Club and Bed, Bath and Beyond as two of its anchors. Considering its current tenant mix, this site may not be likely to fully redevelop in the near future. However, considering its proximity to Walmart to the north and the potential for significant residential and mixed-use development, the TCRPC team felt this location warranted creation of a redevelopment scenario.

Like the Regal Cinema concept plan, this proposal keeps the out parcels intact except the one out parcel that is part of the unified ownership of the plaza is designed to become a significant green space to the south. The actual retail center itself is replaced by three five-to-seven story urban buildings facing a linear park buffering the new residential and mixed-use building fronts from the backs of the existing out parcels.

The proposed design concept for the Coral Sky Plaza is illustrated on the following page.

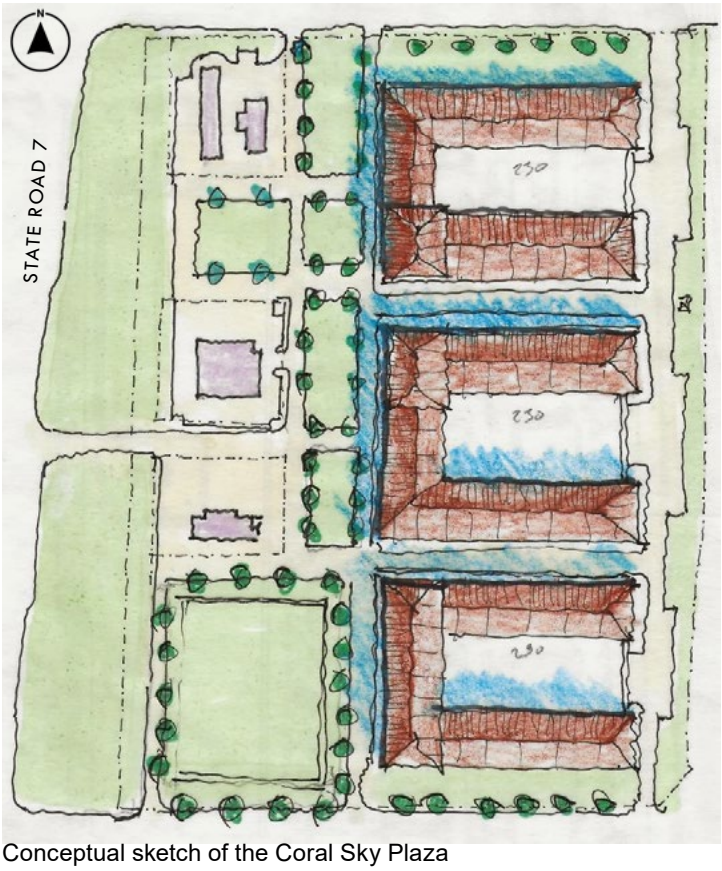


CORAL SKY PLAZA
REDEVELOPMENT CONCEPT

3

The image to the right is a conceptual sketch for a redevelopment design for the Coral Sky Plaza. Note the out parcels to the north along SR-7 remain but are separated from the new development by a linear park. The three "U" shaped buildings have interior, or mid-block parking garages topped with amenity decks. This is a typical urban building type found in regional downtown redevelopment which is successful at maintaining three active street fronts, concealing the parking, and works well within a traditional street and block network.

The image below is of the 610 Clematis Street project in West Palm Beach which is a good example of this building type. Note the interior courtyard area with residential units looking onto the amenity deck.



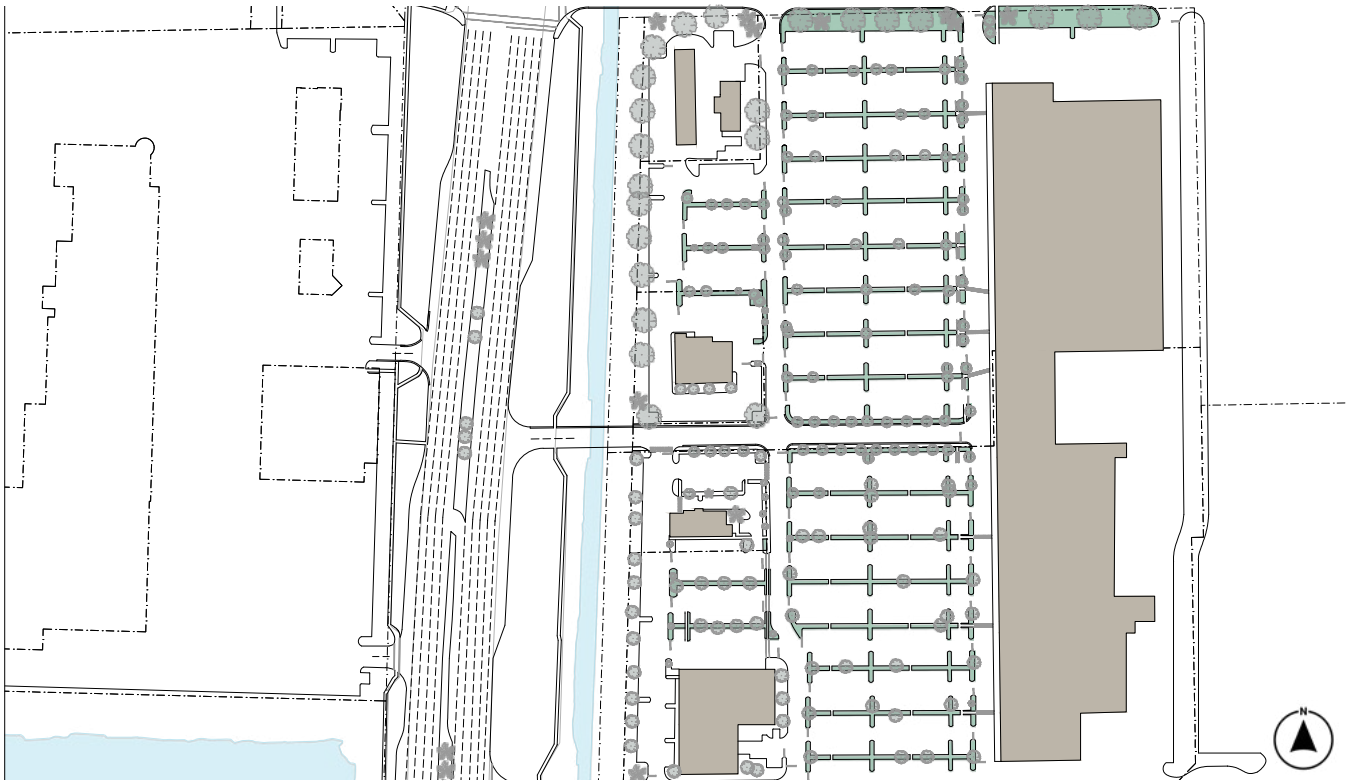
Conceptual sketch of the Coral Sky Plaza


This is an example of the proposed building type for Coral Sky Plaza which has a mid-block parking garage and amenity deck.

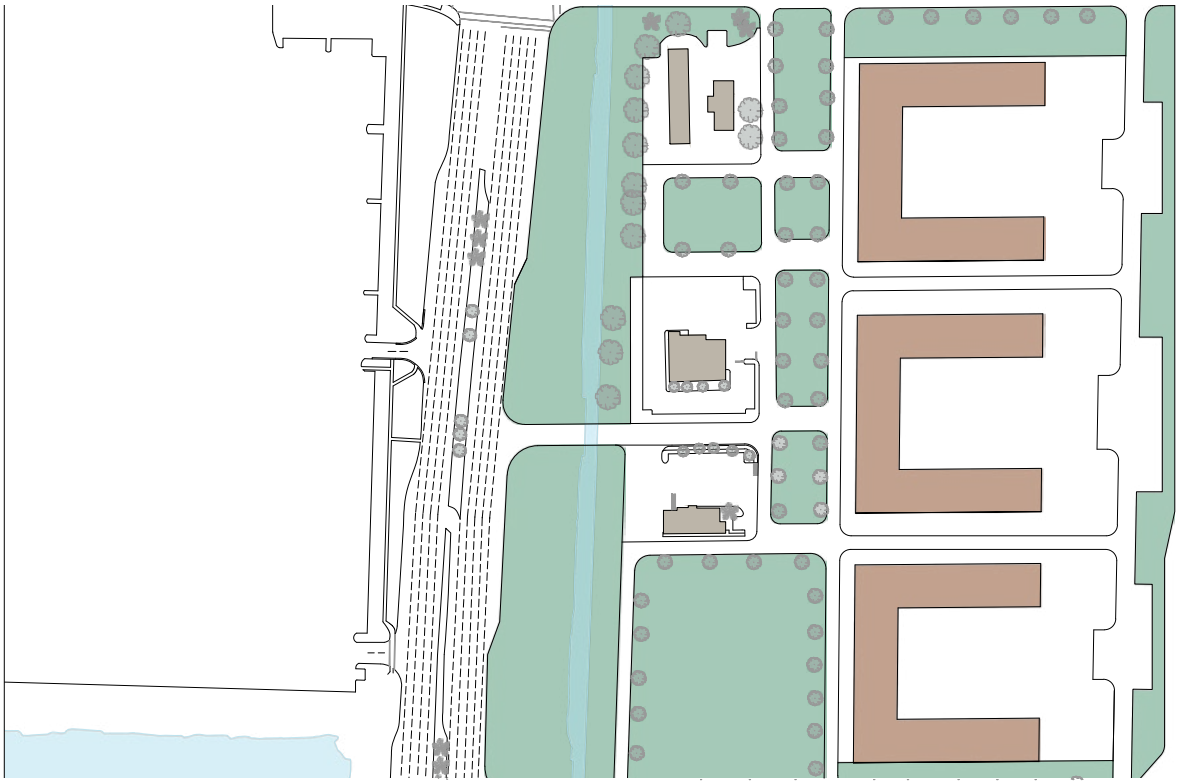
CORAL SKY PLAZA

3

EXISTING CONDITIONS



REDEVELOPMENT CONCEPT



VILLAGE SHOPPES
REDEVELOPMENT CONCEPT

4

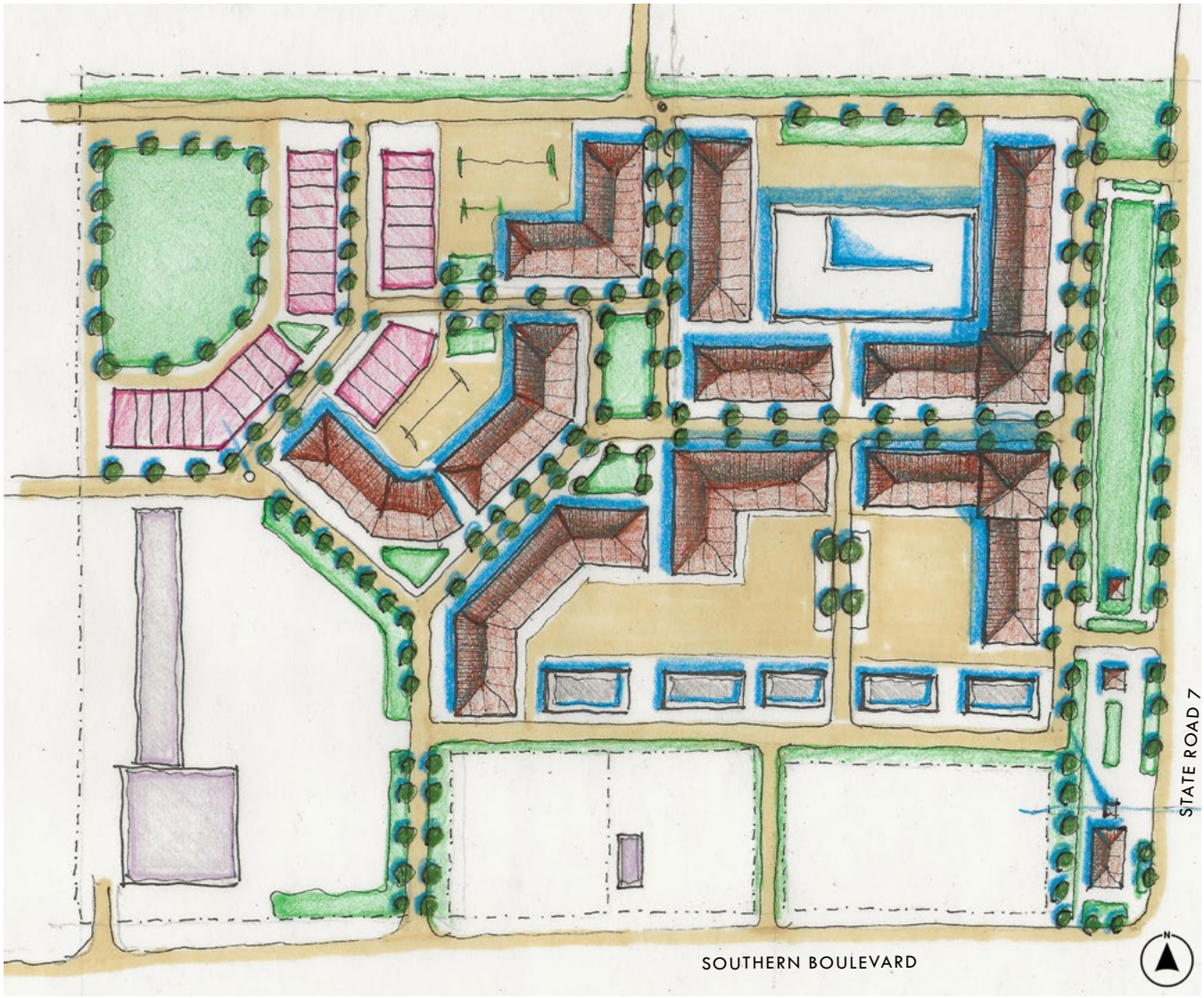
VILLAGE SHOPPES
- SITE: 31.48 ACRES
- 500 DU
- .65 FAR
- 15.8 DU/ACRE
- 3-5 STORY BUILDING HEIGHTS

The Village Shoppes plaza is at the NW corner of Southern Boulevard and SR-7 and is anchored by a Bealls department store and a Burlington clothing store. The southern edge of the site contains two FDOT out parcels and a Taco Bell out parcel that are not part of the unified ownership considered in the redevelopment concept. The original direct access to the plaza from Southern Boulevard was replaced with a frontage road during the widening of Southern Boulevard and the bridging over SR-7 in 2008. This site was considered as a redevelopment concept due to its limited visibility and potential viability as a retail-only use, the opportunity to create better connections to adjacent parcels, and most importantly its proximity to the proposed future premium transit system under consideration by the Palm Beach Transportation Planning Agency (TPA).

The existing conditions of the site are shown in the image below. SR-7 is to the right and the elevated Southern Boulevard running east-west is at the bottom of the image. The site is accessible from the northbound (left turn) and southbound direction on SR-7 and the westbound direction on the Southern Boulevard frontage road. The proposed design concept is illustrated on the following page.

VILLAGE SHOPPES
REDEVELOPMENT CONCEPT

4



Concept plan for the Village Shoppes.

The image above is the proposed redevelopment design concept for the Village Shoppes. A new frontage road or boulevard condition is proposed along SR-7 with a parkway treatment separating the new mixed-use and residential development from the corridor. The two existing entries to the plaza are retained as entries to the new development. A main street entry condition is created with buildings framing the new central east-west street. A small green is at the end of that street where a transition occurs from three-to-five story buildings to three story townhouses at the western edge of the site.

New roadway connections are proposed westward to 105th Avenue N and northward to the Big Lots plaza along SR-7. Existing retail along Southern Boulevard is retained.

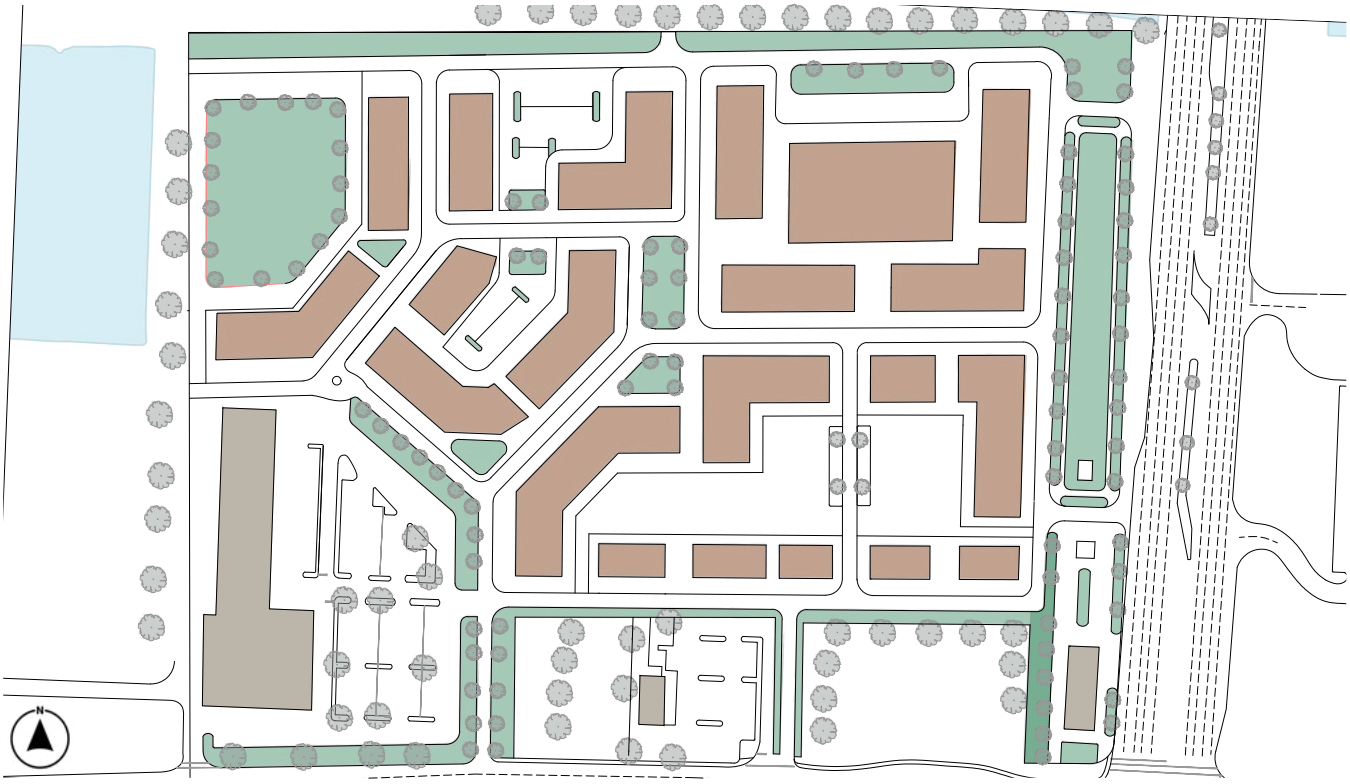
The parkway fronting SR-7 is intended to also provide better bicycle and pedestrian connections to a future transit stop. The southern end of the parkway is shown as a transit plaza where transit services and shelters might occur.

VILLAGE SHOPPES

4

EXISTING CONDITIONS

REDEVELOPMENT CONCEPT



VILLAGE SHOPPES

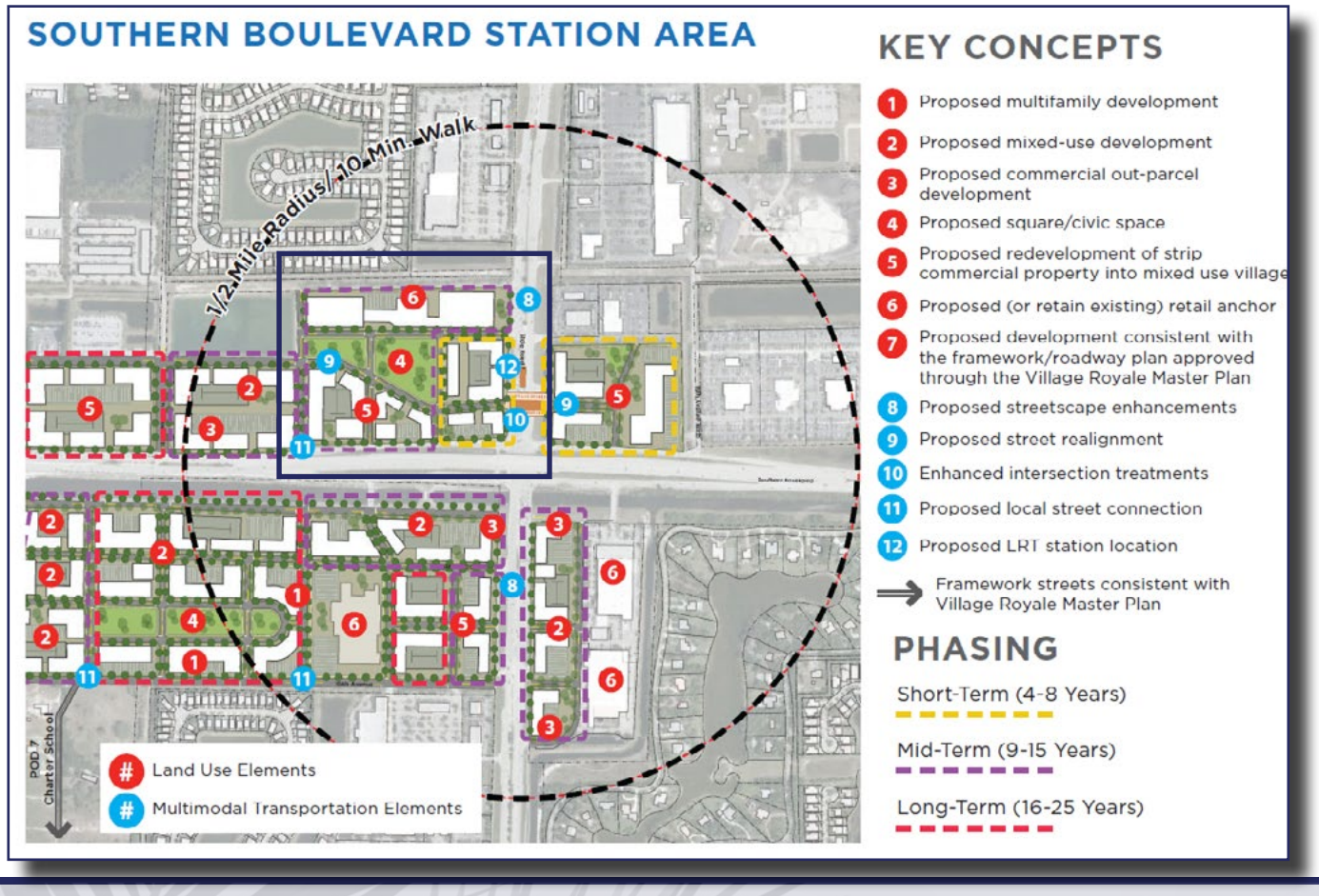
REDEVELOPMENT CONCEPT

The Okeechobee Boulevard & SR-7 Multi-Modal Corridor Study being developed by the TPA is an essential piece of work for the long-term sustainability of central Palm Beach County. Connecting the western communities to downtown West Palm Beach with premium transit that attracts "choice riders" (those that can choose to drive or take transit) is vital to relieve congestion on these corridors.

The Land Use Analysis component of the TPA study looked at the key locations for future transit stops. A station within the proximity of the SR-7 corridor and Southern Boulevard is one of those locations. The TPA team created a transit-supportive redevelopment concept for the Village Shoppes (image below) which is consistent with the design intent and principles provided in this report.

Top/Bottom images: Okeechobee Blvd. and SR-7 Multimodal corridor study

Image credit: Palm Beach TPA



VILLAGE SHOPPES
CONCEPT RENDERINGS

4

Concept rendering for the Village Shoppes showing new redevelopment facing SR-7 along the new parkway.

Detailed rendering of the Village Shoppes focusing on the proposed frontage road and parkway facing SR-7.

A NEW FUTURE LAND USE CATEGORY & ZONING DISTRICT

COMMERCIAL CORRIDOR MIXED-USE (CCMU) - LAND USE AND ZONING

- MINIMUM SITE SIZE: 15 ACRES
- FAR: .75 (MAX FAR 1 WITH INCENTIVES)
- NO % RATIOS OF USES
- MAX HEIGHT: 5 STORIES (MAX HEIGHT 7 STORIES WITH INCENTIVES)
- OPEN SPACE: 20% MIN AS USABLE SPACE
- MAX DENSITY: 25 D/U ACRE (UP TO 30 WITH INCENTIVES)

In order to implement the redevelopment recommendations found in this report, a new Future Land Use Category - Commercial Corridor Mixed-Use (CCMU) and a new Zoning District - Commercial Corridor Redevelopment (CCR) should be created to provide an option for the parcels zoned exclusively by commercial on SR-7 to pursue more sustainable redevelopment.

Similar to the Mixed-Use Social Future Land Use and Zoning Categories developed for Tuttle Royale, the new designations would be available in a wider variety of contexts. In addition to the key regulatory elements listed above, these new categories need to include the following considerations:

~ No required maximum or minimum use percentages or ranges within the FLU category;

~ The creation of a Regulating Plan the identifies Primary street(s);

~ Street and Block Standards that articulate different block and alley types and also provide maximum block perimeter dimensions to enhance walkability;

~ Improved methods for measuring building height (by number of floors and to obvious points in elevation);

~ Detailed Sidewalk Standards that ensure newly created streets are wide enough to be walkable, multi-functional, and amenitized with shade trees and streetscaping;

~ Parking locations and garage concealment;

~ Open Space Configurations with graphic examples of meaningful open space types;

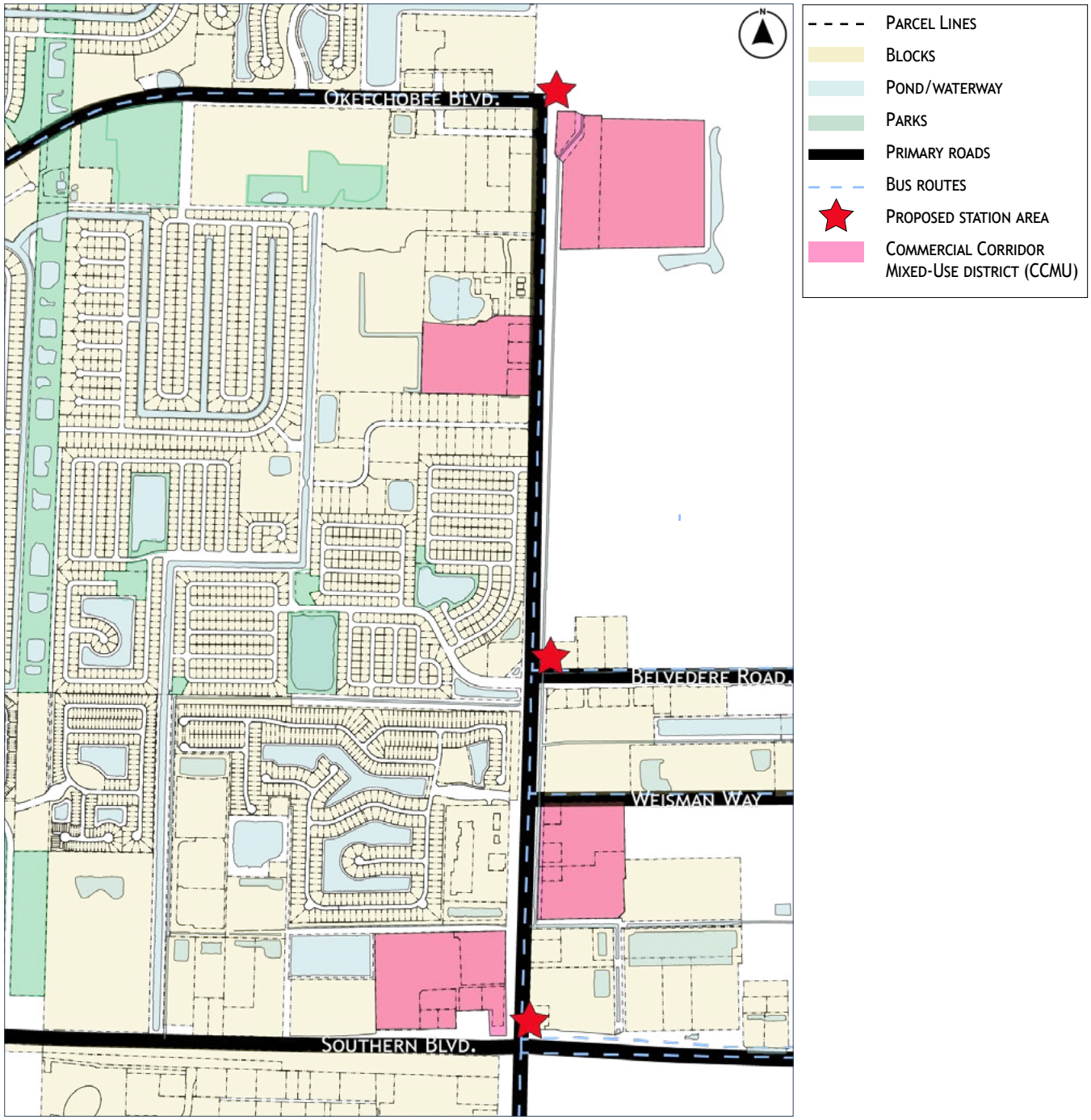
~ Thoroughfare Types for the creation of new streets and alleyways;

~ Frontage Type standards to help ensure the greatest functional and aesthetic impact of new buildings.

A NEW FUTURE LAND USE CATEGORY AND ZONING DISTRICT

Below is an example of a new Regulating Plan. In this case for the Village of Royal Palm Beach, the Regulating Plan would supplement the existing Zoning Atlas and identify Primary Streets, locations suitable for the new Land Use and Zoning. The primary roadway network is identified in black, and the proposed station areas are marked with a star. Code recommendations for the Commercial Corridor Mixed-Use District (CCMU) can be found on the following pages of this report.

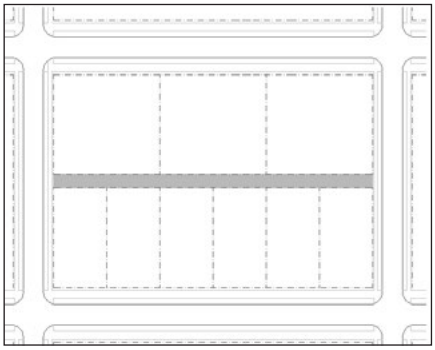
FIGURE 01 REGULATING PLAN



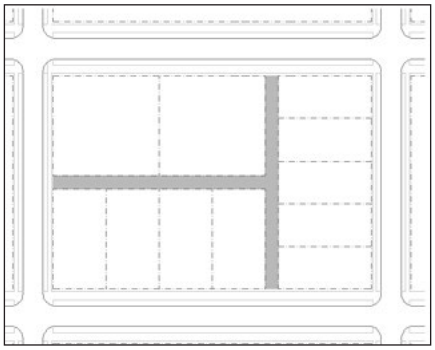
STREET AND BLOCK STANDARDS

As commercial properties on SR-7 pursue redevelopment as residential or mixed-use projects, it is vital that they develop new street and block systems. This is especially true if the proposed redevelopment sites are larger in size. Due to its extraordinary width and numerous travel lanes, SR-7 is an exceptionally difficult corridor to redevelop in a manner that is well-connected and transit-supportive. It is essential that the internal and external connectivity of new redevelopment projects be held to the highest standard. Creating streets and blocks that are walkable, create public spaces, and are disciplined in how buildings are arranged is paramount to successful redevelopment. The diagram below illustrates different block types, ideally with alleyways, and how traditionally they are arranged.

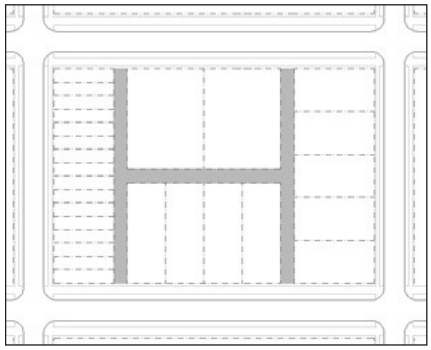
FIGURE 02 BLOCK STANDARDS



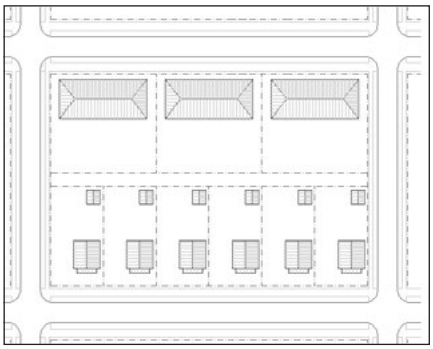
I BLOCK TYPE



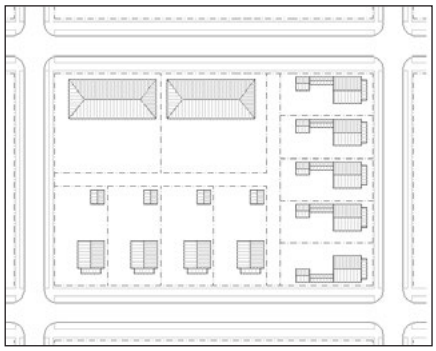
T BLOCK TYPE



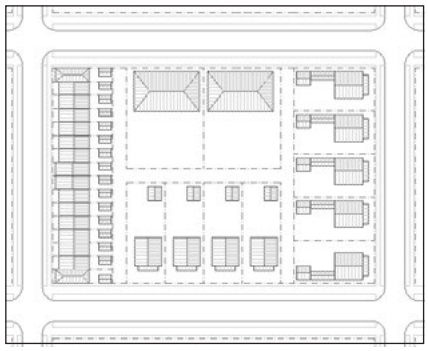
H BLOCK TYPE



I BLOCK TYPE
CHARACTER EXAMPLE



T BLOCK TYPE
CHARACTER EXAMPLE



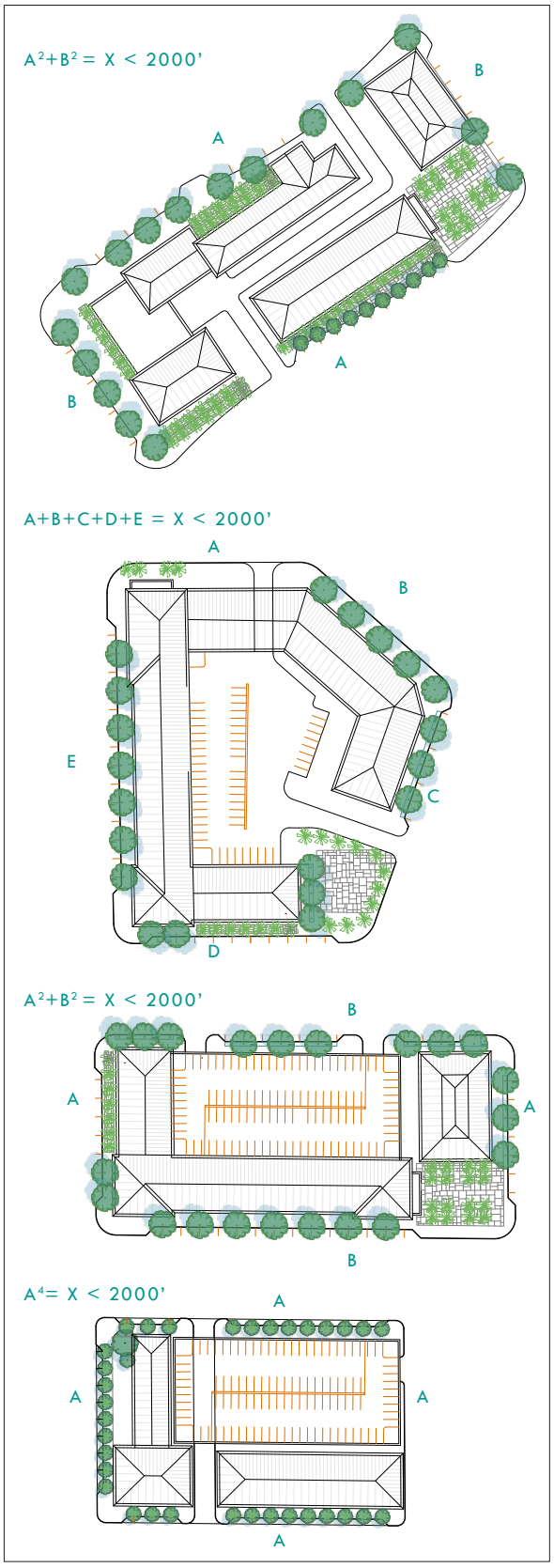
H BLOCK TYPE
CHARACTER EXAMPLE

BLOCK STANDARDS

The block types and how buildings are arranged on them, as illustrated on the previous page, is very important. So too is the block size. The creation of very large or "super" blocks breaks down the permeability and walkability of a project. Worse yet is the lack of any street and block structure, just the random placement of buildings within parking lots as so many suburban "pod" projects are developed.

The diagram below illustrates differing block configurations and how the sum of their fronts are measured. The typical block perimeter dimension in downtown West Palm Beach is approximately 1,500' to 1,750'. In downtown Delray Beach the typical block perimeter dimension is approximately 1,850'. In no circumstance should new blocks in redevelopment projects exceed 2,000' in their overall perimeter dimension.

FIGURE 03 BLOCK PERIMETER DIAGRAM



MEASURING BUILDING HEIGHT

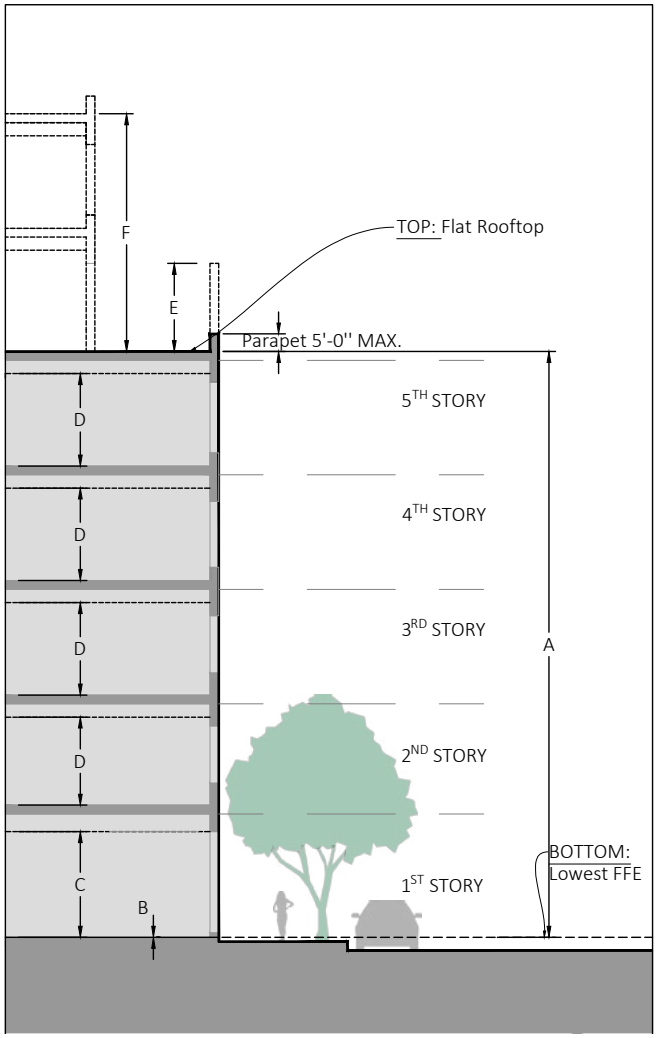


FIGURE 04 MEASURING BUILDING HEIGHT

FIGURE 05 BUILDING HEIGHT

A	Maximum Number of Stories	5 Stories
B	Ground Floor Finish Level	18'' min.
C	Ground Story Height	10'min. / 18' max.
D	Upper Story Height	8'min. / 12' max.
E	Parapet Height[1]	Existing zoning applies
F	Maximum Benefit Height	2 Stories

[1] Structures for the housing of elevators, stairways, skylights, or similar facilities are permitted if necessary to conceal rooftop utilities. May be erected no more than forty (40) percent above the measured building height of the building on which such structures are located.

The height of buildings shall be measured in and regulated by the number of stories. Increasing the maximum number of stories allowed in the CCMU district may not be approved as a variance, but may be accomplished through a Public Benefit Height Incentive. Stories are measured from the floor to the bottom of the lowest structural member that supports the story above, see Figure 04.

- The ground story of commercial or mixed-use buildings shall be 10 feet to 18 feet tall.
- The ground story of residential buildings shall be from 9 feet to 14 feet tall.
- Each story above the ground story in all buildings must be from 8 feet to 12 feet tall; any upper story taller than 12 feet will count as two stories for the purpose of measuring building height.
- Mezzanines that exceed 15% of the floor area are counted as stories for the purpose of measuring height.

Regulating building height by the number of stories, rather than the number of feet, results in a built scale that is predictable to both lay-people and potential developers. Limiting overall building height solely by it's height in feet can inadvertently encourage developers to maximize building height, and then subdivide into as many stories as possible. Conversely, limiting building height by the number of stories results in authentic architectural variation among buildings and higher, more desirable ceiling heights. The study area has an existing zoning of Commercial General (CG) and Maximum Building Height of Thirty-two (32) feet and not more than two (2) stories.

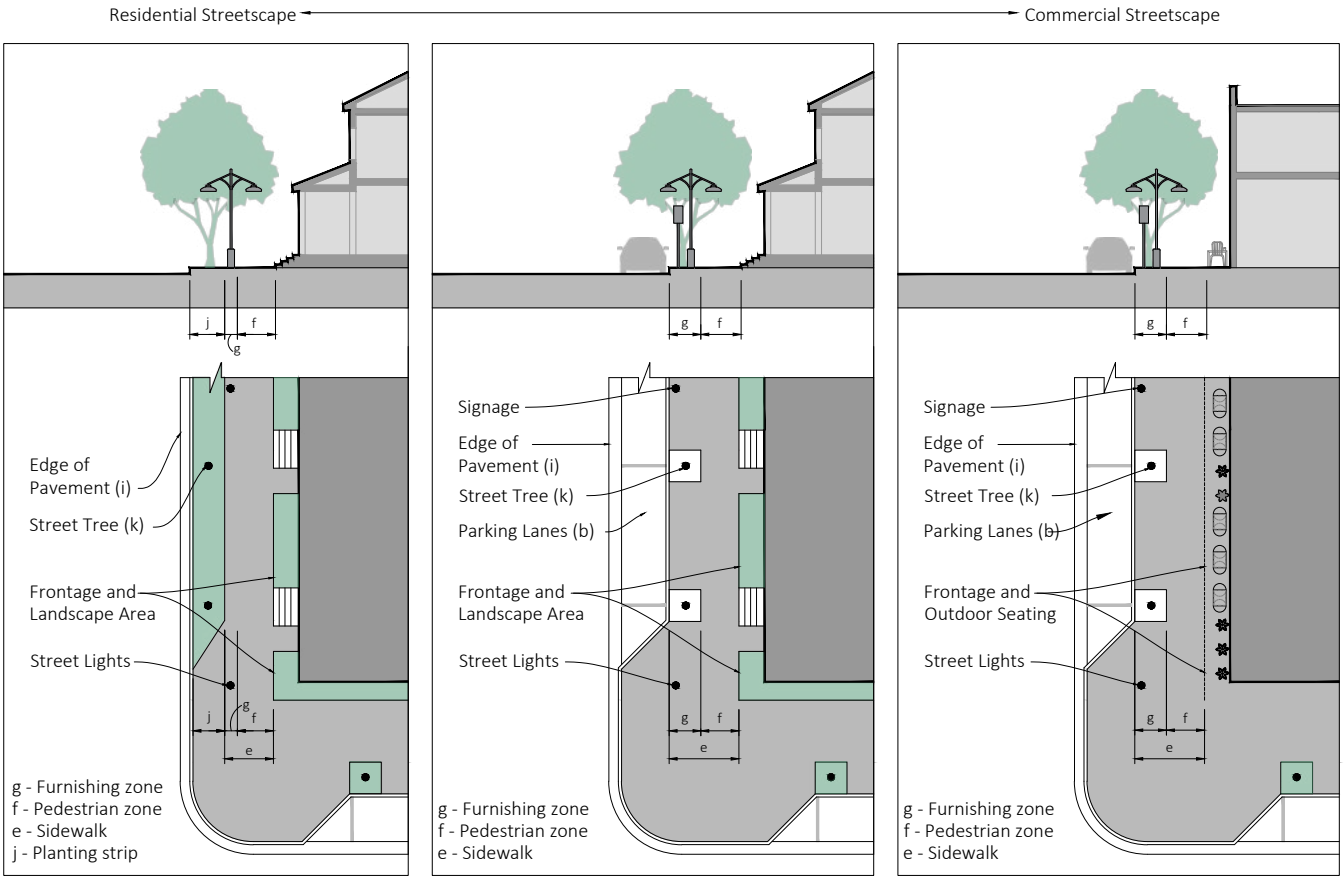
SIDEWALK STANDARDS - COMMERCIAL AND RESIDENTIAL

STREETSCAPE

As new mixed-use and residential projects are developed it is important that complete sidewalk networks are created. Just as important as the walkable scale of a street and block system are amply wide and well-adorned sidewalks. Sidewalks should be treated or designed slightly differently depending upon their context.

The diagram below illustrates a spectrum of sidewalk conditions from strictly residential streets to commercial/mixed-use streets. In each example there is a furnishing/planting zone and pedestrian zones within the overall sidewalk. As a rule of thumb sidewalks should always be as wide as possible.

FIGURE 06 STREETSCAPE DIAGRAM



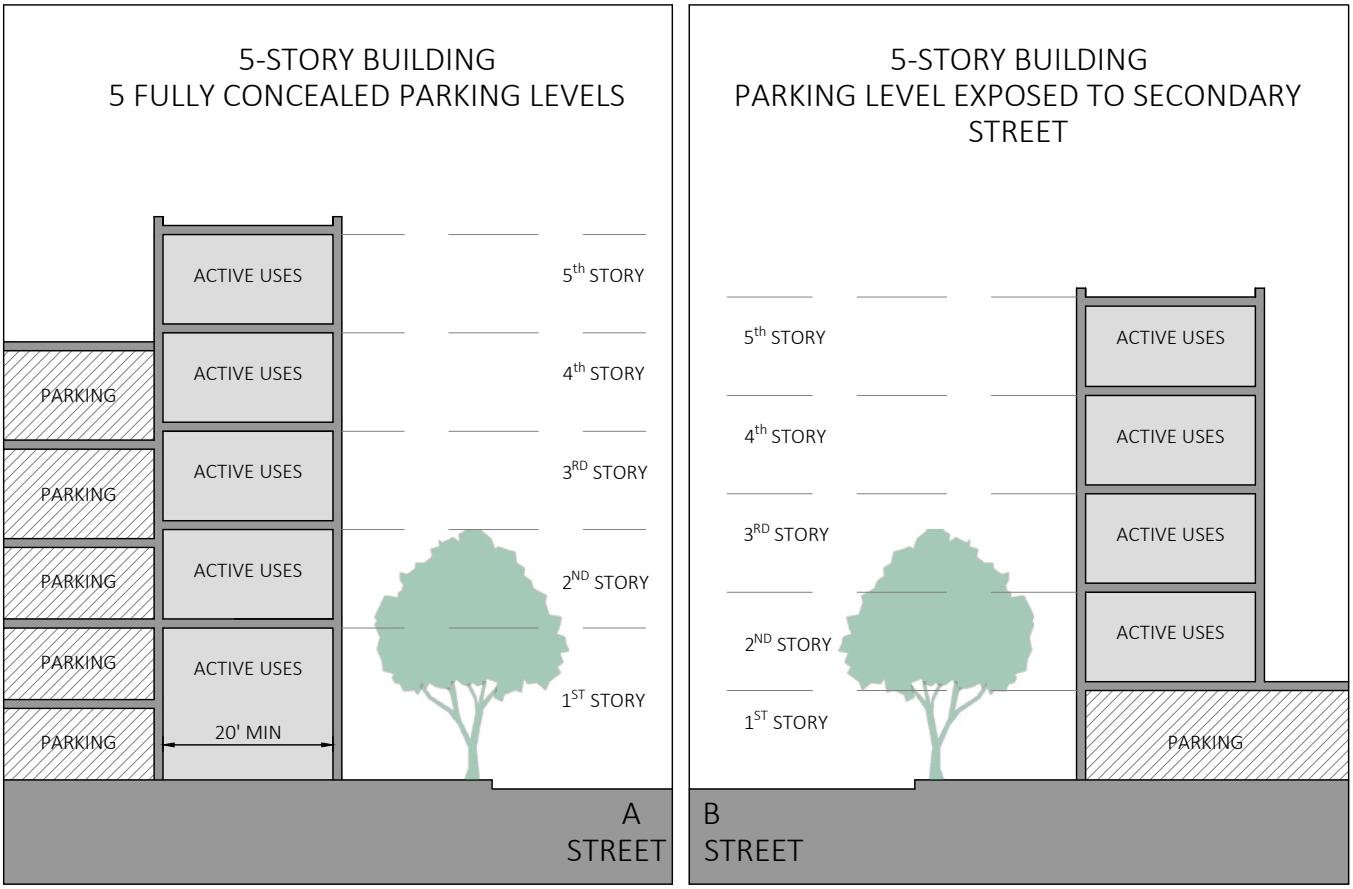
CONCEALED AND EXPOSED PARKING LEVELS

Each parking garage level exposed to a street or civic open space shall be counted as a story for the purposes of measuring height. Parking levels fully concealed from view by a habitable story and active use are not counted as stories for the purpose of measuring height, see Figure 07.

The concealing of parking garages, especially on streets designated as Primary Streets is critical to maintaining a cohesive walkable environment. In fact, streets designated as Primary should outright prohibit the exposure of parking levels to the public right-of-way.

As the State Road 7 corridor redevelops with a greater balance of uses, there may be opportunities to reduce or re-imagine current parking rates and configurations. This will especially be the case once the well-connected premium transit service imaged by the Palm Beach TPA is operational. The ability to reduce on-site parking requirements, and the subsequent reduction in development costs (particularly where structured parking is concerned) can assist in the creation of more affordable housing on the corridor.

FIGURE 07 CONCEALED & EXPOSED PARKING

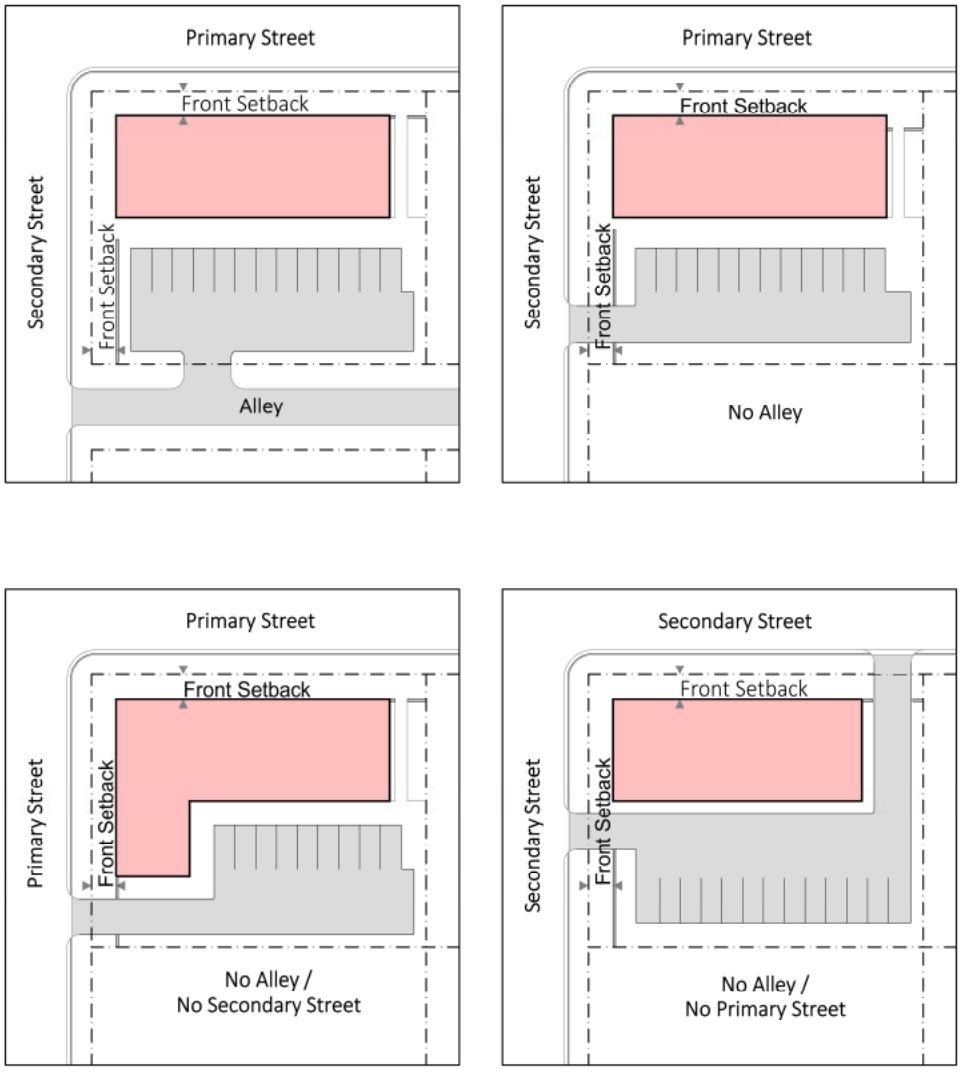


SURFACE PARKING LOCATIONS

The provision of adequate vehicle parking is an essential component of maintaining healthy and vibrant business environments. The quantity and location of on-site parking requirements can also become a detriment to pedestrian environments and the quality of a place. Conventional standards of front-loaded parking lots, and the requirement of an over-abundance of parking spaces, has resulted in the degradation of the public realm and made the pedestrian and non-motorized environments challenging. Buildings located closer to the street are easier to access by transit users and other pedestrians and bicyclists.

Updates to the LDRs should specifically identify the appropriate locations of parking areas – namely to the back and to a limited extent, the side of buildings. Parking standards should also recognize the inherent efficiencies of a single or inter-connected parking lot(s) serving multiple uses and businesses and allow a reduction in the number of required spaces in that case..

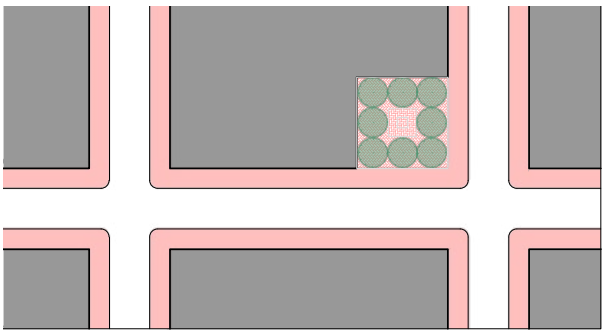
FIGURE 08 PARKING LOCATIONS



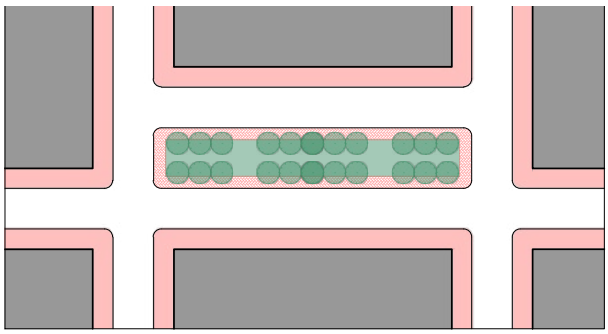
OPEN SPACE CONFIGURATIONS

This plan recommends that the open space requirements be more clearly defined as usable civic open space in the form of parks, greens, and public squares. The included alternative civic open space configurations diagram is a potential tool to more clearly define how future development civic open space requirements should be delivered.

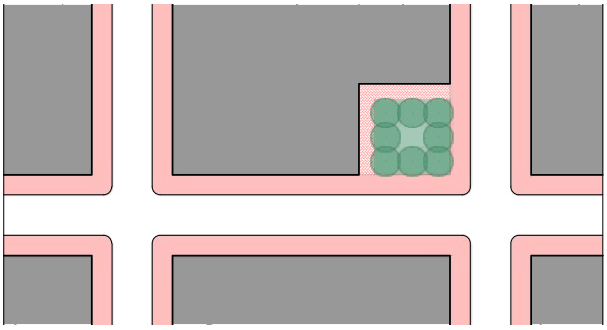
The new CCR zoning regulations should require some percentage of usable civic open space and incentivize the provision of more open space area through height and density bonuses.



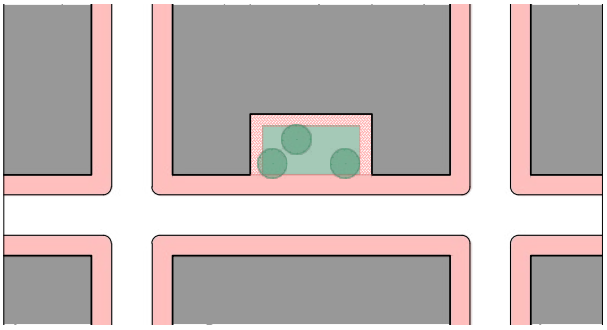
PLAZA



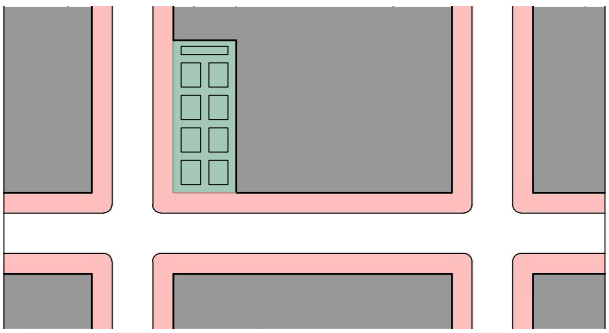
SQUARE



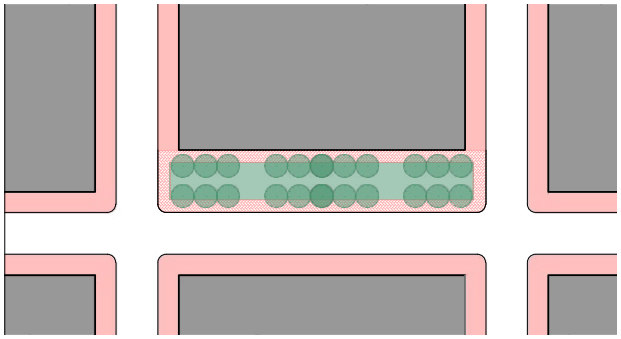
GREEN



COURTYARD



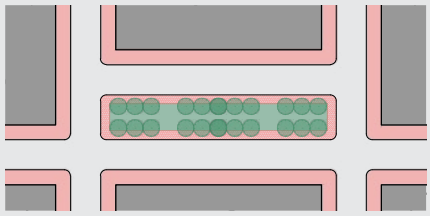
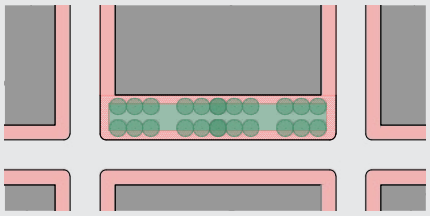
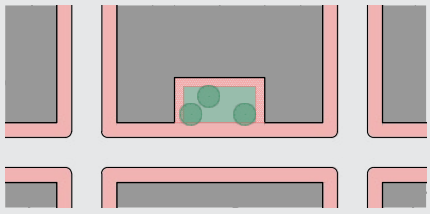
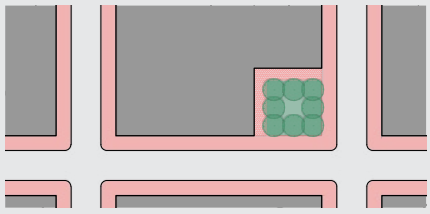
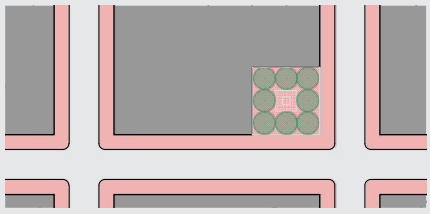
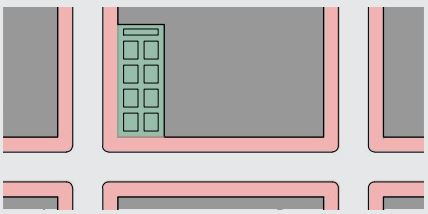
COMMUNITY PLAYGROUND



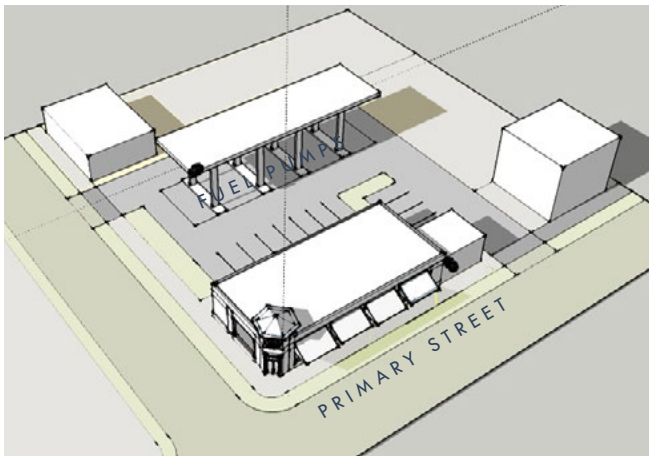
ATTACHED GREEN

OPEN SPACE CONFIGURATIONS

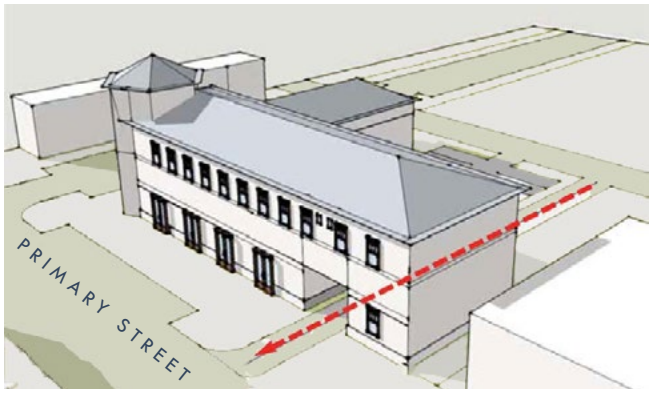
FIGURE 09 OPEN SPACE CONFIGURATIONS DIAGRAM

	SIZE	DESCRIPTION	ILLUSTRATION
SQUARE	≥ 10,000 sf	A square adjoins streets on at least three sides. Squares may be up to 50% hardscaped, with formal landscaping and shade trees. Squares accommodate both passive uses and community gatherings.	
ATTACHED GREEN	2,000 to 6,000 sf	An attached green spans the entire length of a block. Attached greens shall be at least 30 feet wide and are appropriate on the short end of a block. Attached greens are primarily lawns with formally arranged landscaping and shade trees.	
COURTYARD	Courtyard space ratio of height to width: Min. = 1:1 Max. = 1.5:1	An uncovered area for pedestrians partly or wholly enclosed by buildings or walls and used primarily for supplying access, light, and air to abutting buildings.	
GREEN	1,000 to 5,000 sf	A continuous area for pedestrians which is open from the ground level to the sky for its entire width and length, the primary feature of which is a landscaping scheme that incorporates garden elements including trees, palms, shrubs, or ground cover, as well as water elements including a fountain or pond.	
PLAZA	1,000 to 43,000 sf	Fronts on the street and is directly accessible to the public at all times for use by the public for passive recreational purposes. The ground level of the plaza shall be constructed principally of hard-surfaced materials. An existing unimproved area between or next to a building or buildings shall not qualify. Should not be near another plaza.	
PLAYGROUND	There is no minimum or maximum size	An open space designed and equipped for the recreation of children, and should be fenced and may include an open shelter. Playgrounds may be included in parks and greens.	

DRIVE-THROUGH BUILDINGS & GAS STATIONS

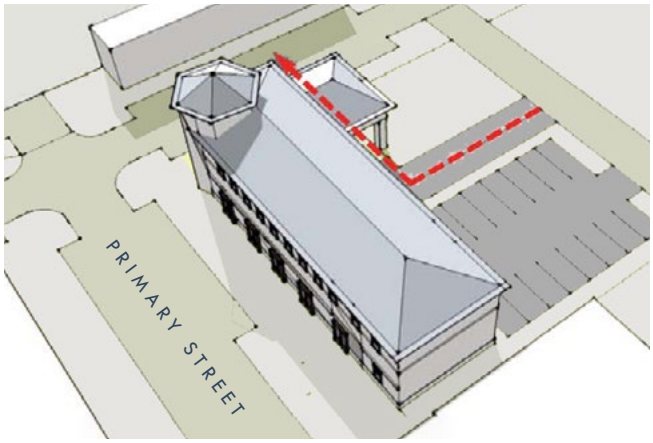


"REVERSE" GAS STATION



DRIVE-THROUGH CONFIGURATION 1

Circulation and stacking travel through the building. Cars enter from the rear of the lot and exit to the primary street.



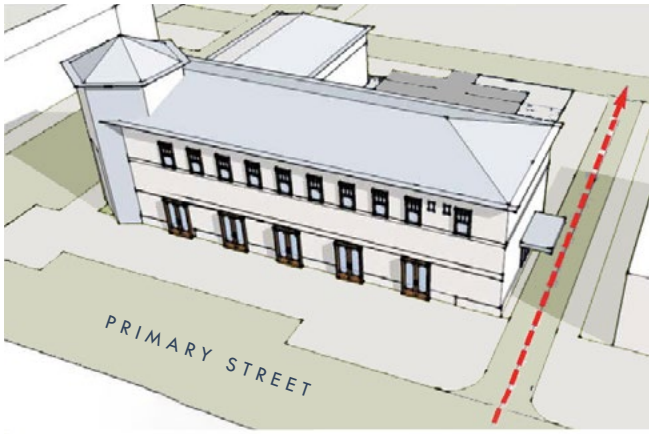
DRIVE-THROUGH CONFIGURATION 2

Drive-through stacking occurs in the rear of the lot. Circulation is from the rear of the lot, exiting to a non-primary street.

The provision of the commercial drive-through environments in CCMU and CCR district should be prohibited along Primary Streets unless provided as illustrated.

The following diagrams illustrate different ways drive-throughs can be accommodated in an urban environment.

Limiting drive-through access from Primary Streets (as defined in the Regulating plan) and only allowing access from side streets or driveways will lessen the impact to the public realm from the drive-throughs. In addition, fuel pumps at filling stations should be located to the interior of the site and screened from view from the Primary Street.



DRIVE-THROUGH CONFIGURATION 3

Circulation and stacking occurs along the side of the building. Cars enter from the rear of the lot, exiting to the primary street.

THOROUGHFARE TYPES

The following diagrams illustrate the recommended thoroughfare types for the CCMU and CCR districts and provide design recommendations for these streets.

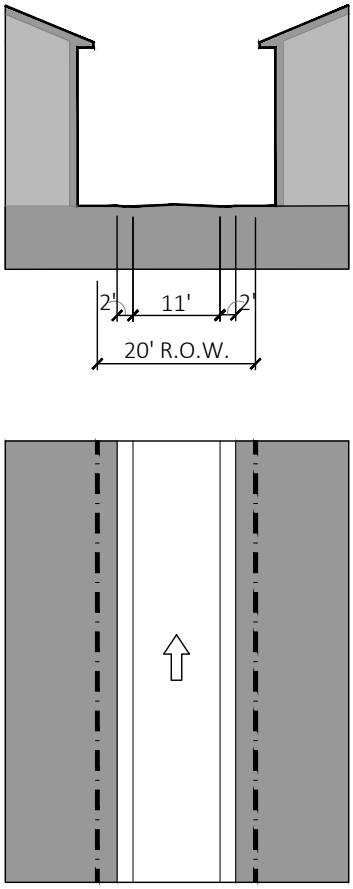
As discussed earlier in this report, the provision of an interconnected street and block network is essential to providing an urban redevelopment that is walkable and transit-supportive. This section provides descriptions of different thoroughfare types so their appropriate application can be monitored. Street sections for each of the types are provided so their functional and design intent are clear.

FIGURE 26 DESCRIPTION OF THOROUGHFARE TYPES

Type	Description	Preferred ROW	Design Speed
Alley	A roadway which provides a secondary means of access to abutting properties, and not intended for general traffic circulation.	20'	Not Applicable
Urban Street Type I	A roadway with two travel lanes, dedicated bike lanes, on-street parking, a wide pedestrian and furnishing zone on both sides of the street. Furnishing zone includes street trees, and pedestrian scale lighting. Design speeds greater than 25 mph would require a protected bike lane.	90'	25 mph
Urban Street Type II	A roadway with two travel lanes, on-street parking, a pedestrian and furnishing zone on both sides of the street. Furnishing zone includes street trees on one side, and pedestrian scale lighting on both sides.	66'	25 mph
Two-Way Street w/ Green or Square	A roadway with two travel lanes, on-street parking, and a wide pedestrian zone on at least one side of the street. Furnishing zone includes street trees on one side, and pedestrian scale lighting on both sides.	69'	25 mph
One-Way Street w/ Green or Square	A roadway with one travel lane, on-street parking on both sides, and a wide pedestrian zone on at least one side of the street. The furnishing zone includes street trees on one side, and pedestrian scale lighting on both sides.	61'	25 mph
Residential Street w/ Green	A roadway with two travel lanes, sidewalks, and on-street parking on one side. Furnishing zone includes street trees on one side, and pedestrian scale lighting on both sides.	56'	25 mph

THOROUGHFARE TYPES

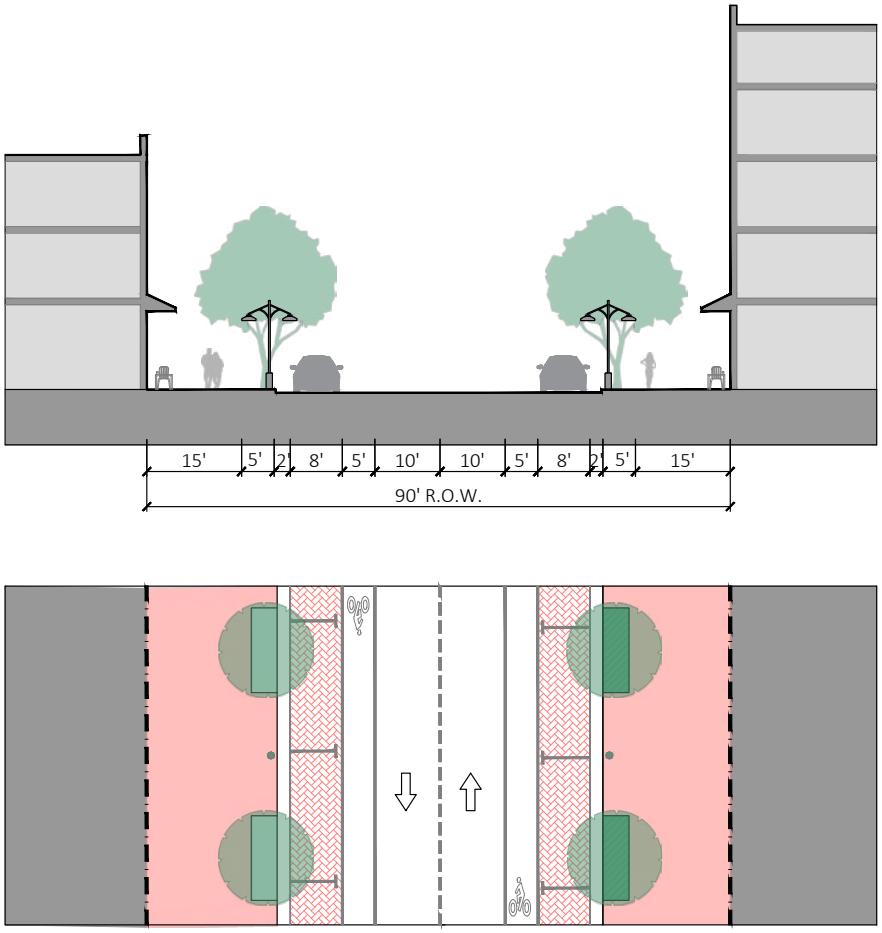
FIGURE 26 ALLEY



Type	
Vehicular travel lanes	11 feet paved 1-way traffic
Parking Lanes	Not required
Bike Facility	Not required
Preferred R.O.W.	20 feet
Pavement Width	11 feet
Sidewalk	Not required
Road Edge Treatment	Valley gutter
Planter Strip	Not required
Planting	Not required
Low Impact Development	Permeable surface

THOROUGHFARE TYPES

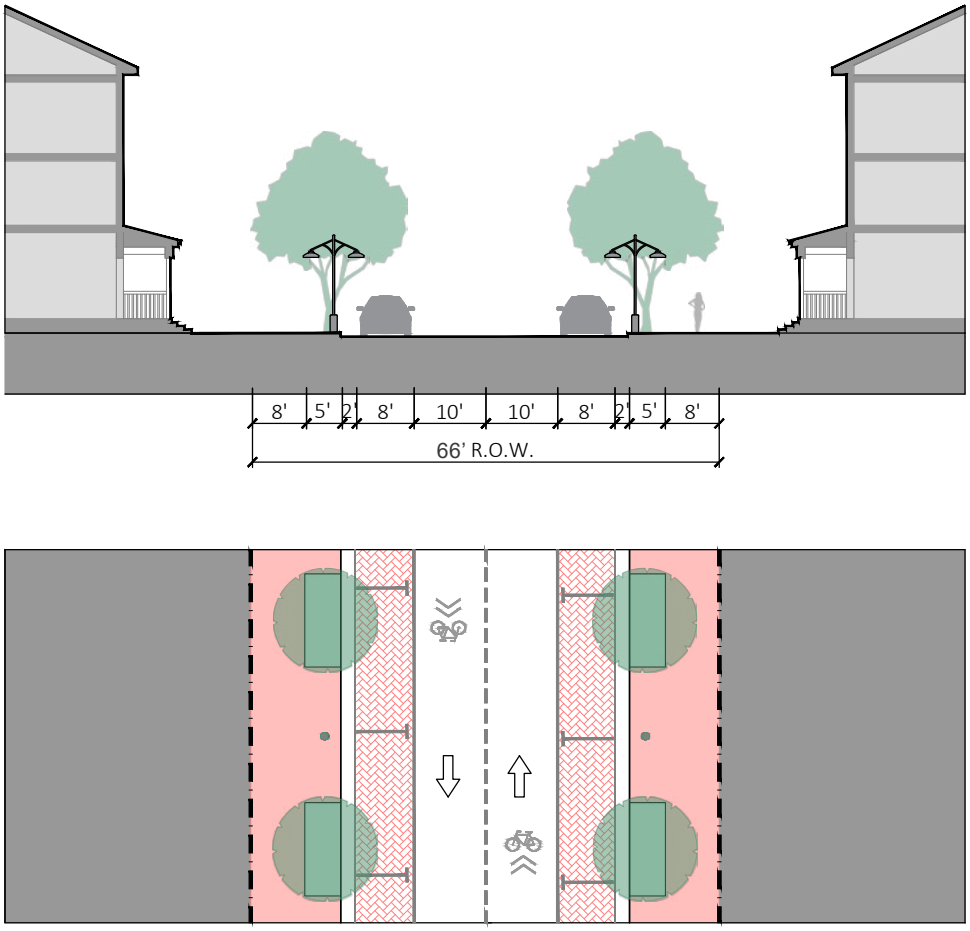
FIGURE 10 URBAN STREET TYPE I



Type	
Vehicular travel lanes	10 feet
Parking Lanes	8 feet parallel on both sides
Bike Facility	5' bike lane
Preferred R.O.W.	90 feet
Pavement Width	46 feet
Sidewalk	15 feet each side
Furnishing Zone	5 feet each side
Median	Not required
Road Edge Treatment	Curb & gutter
Planting	Shade trees 30 feet on center, may occur in tree wells within the furnishing zone or within the parking lanes
Low Impact Development	Tree box filter, permeable surface at on-street parking

THOROUGHFARE TYPES

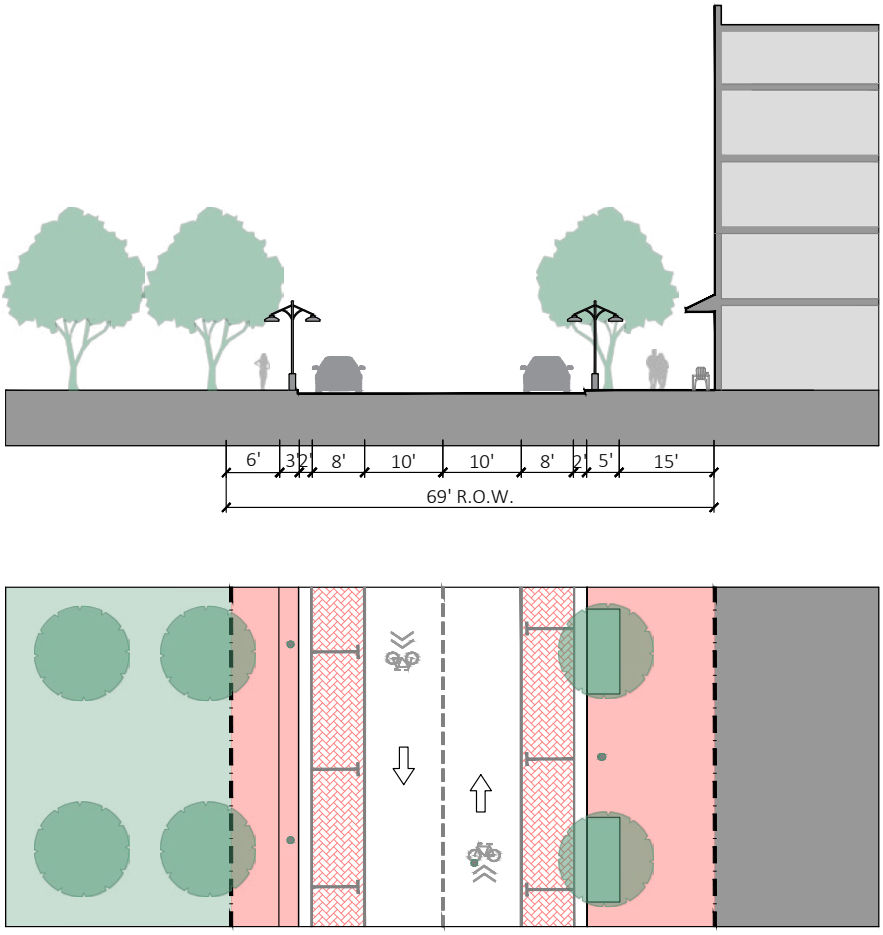
FIGURE 11 URBAN STREET TYPE II



Type	
Vehicular travel lanes	10 feet
Parking Lanes	8 feet parallel on both sides
Bike Facility	Sharrow
Preferred R.O.W.	66 feet
Pavement Width	36 feet
Sidewalk	8 feet each side
Furnishing Zone	5 feet each side
Median	Not required
Road Edge Treatment	Curb & gutter
Planting	Shade trees 30 feet on center, may occur in tree wells within the furnishing zone or within the parking lanes
Low Impact Development	Tree box filter, permeable surface at on-street parking

THOROUGHFARE TYPES

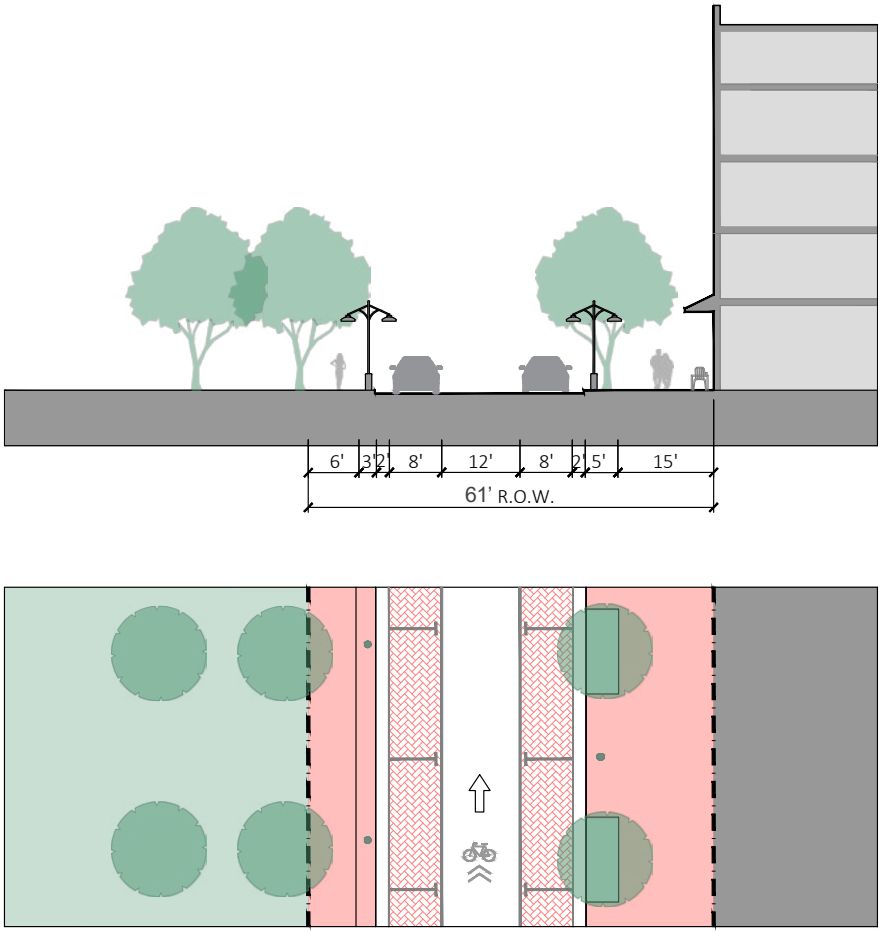
FIGURE 12 TWO-WAY STREET WITH GREEN OR SQUARE



Type	
Vehicular travel lanes	10 feet
Parking Lanes	8 feet parallel on both sides
Bike Facility	Sharrow
Preferred R.O.W.	69 feet
Pavement Width	36 feet
Sidewalk	6 feet along green, 15 feet along building
Furnishing Zone	3 feet along green, 5 feet along building
Median	Not required
Road Edge Treatment	Curb & gutter
Planting	Shade trees 30 feet on center, may occur in tree wells within the furnishing zone or within the parking lanes
Low Impact Development	Tree box filter, permeable surface at on-street parking

THOROUGHFARE TYPES

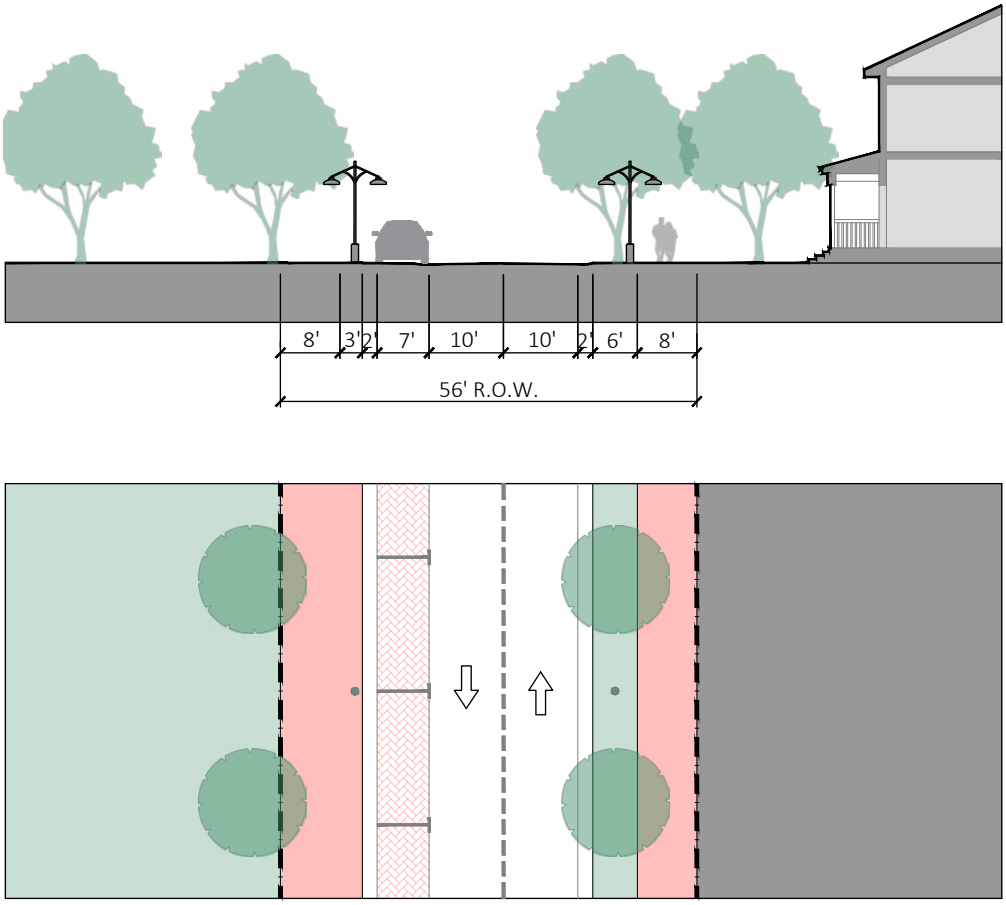
FIGURE 13 ONE-WAY STREET WITH GREEN OR SQUARE



Type	
Vehicular travel lane	12 feet (one-way)
Parking Lanes	8 feet parallel on both sides
Bike Facility	Sharrow
Preferred R.O.W.	61 feet
Pavement Width	28 feet
Sidewalk	6 feet along green, 15 feet along building
Furnishing Zone	3 feet along green, 5 feet along building
Median	Not required
Road Edge Treatment	Curb & gutter
Planting	Shade trees 30 feet on center, may occur in tree wells within the furnishing zone or within the parking lanes
Low Impact Development	Tree box filter, permeable surface at on-street parking

THOROUGHFARE TYPES

FIGURE 14 RESIDENTIAL STREET WITH GREEN



Type	
Vehicular travel lane	12 feet (one-way)
Parking Lanes	8 feet parallel on one side
Bike Facility	Sharrow
Preferred R.O.W.	50-60 feet (dimensioned at 56')
Pavement Width	27 feet
Sidewalk	8 feet each side
Furnishing Zone	3 feet along green, 6 feet along houses
Median	Not required
Road Edge Treatment	Curb & gutter
Planting	Shade trees 30 feet on center, may occur within landscape strip located in the furnishing zone or within the parking lanes
Low Impact Development	Tree box filter, permeable surface at on-street parking

FRONTAGE TYPES

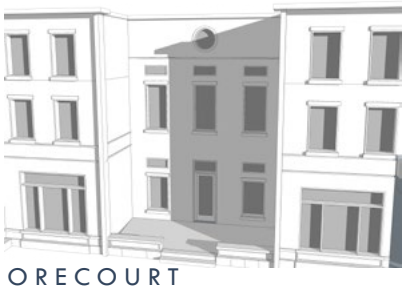
This compendium of building Frontage Types are assigned to Primary Streets identified on the Regulating Plan. Not all frontages are appropriate for all streets. As an example, a storefront frontage type would not be appropriate on a strictly residential street just as a porch type would not be appropriate on SR-7. By controlling the frontages types, along with the suggested street section changes, the public realm will be improved as redevelopment occurs. The following pages illustrate a variety of frontage types. As the new zoning regulations are developed, specific frontage types can be assigned to the appropriate areas; or, the appropriate frontage types might be assigned through project development.

FIGURE 15 FRONTAGE TYPES MATRIX

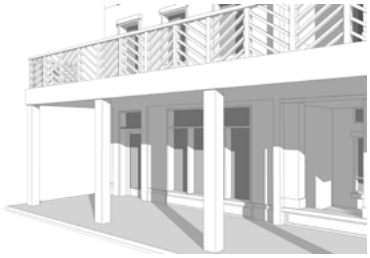
PORCH

STOOP

BRACKETED BALCONY



FORECOURT

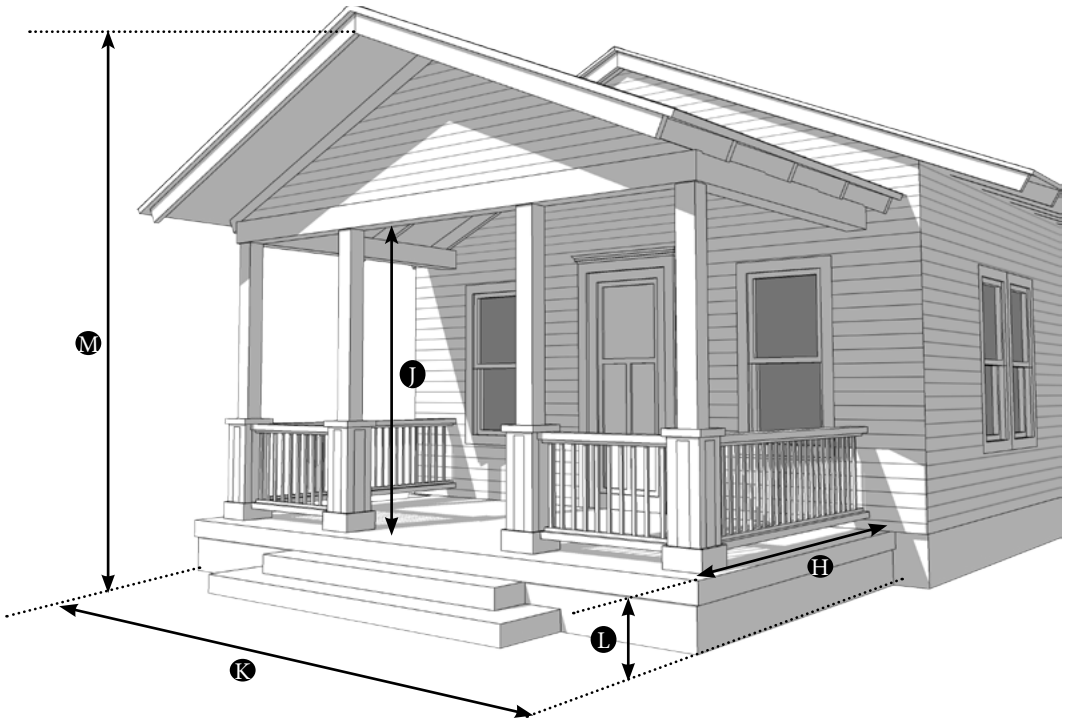


ARCADE

SHOPFRONT

FRONTAGE STANDARDS

FIGURE 16 PORCH FRONTAGE



Description
A porch is an open-air structure attached to a building forming a covered entrance large enough for comfortable use as an outdoor room. Front porches may be screened.

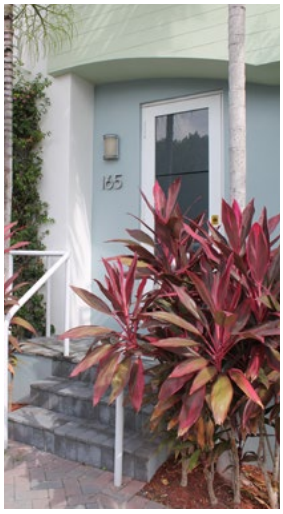
Dimensions		
Depth	6 feet min. *8 feet preferred*	H
Height, clear	8 feet min.	J
Width, length of facade	40% min.	K
Finish level above finished grade	21 inches min.	L
Height, stories	2 stories max.	M
Set back from curb	Not applicable	-

FRONTAGE STANDARDS

FIGURE 17 STOOP FRONTAGE

Description
A stoop is a small staircase leading to the entrance of a building that may be covered. The elevation of the stoop is necessary to ensure privacy for residential uses in the ground story of buildings. Stoops should provide sufficient space for a person to comfortably pause before entering or after exiting the building.

Dimensions		
Depth	5 feet min.	H
Height, clear	8 feet min.	J
Width, clear	4 feet min.	K
Finish level above finished grade	21 inches min.	L
Height, stories	1 story max.	M
Set back from curb	Not applicable	-



FRONTAGE STANDARDS

FIGURE 18 BRACKETED BALCONY FRONTAGE

Description

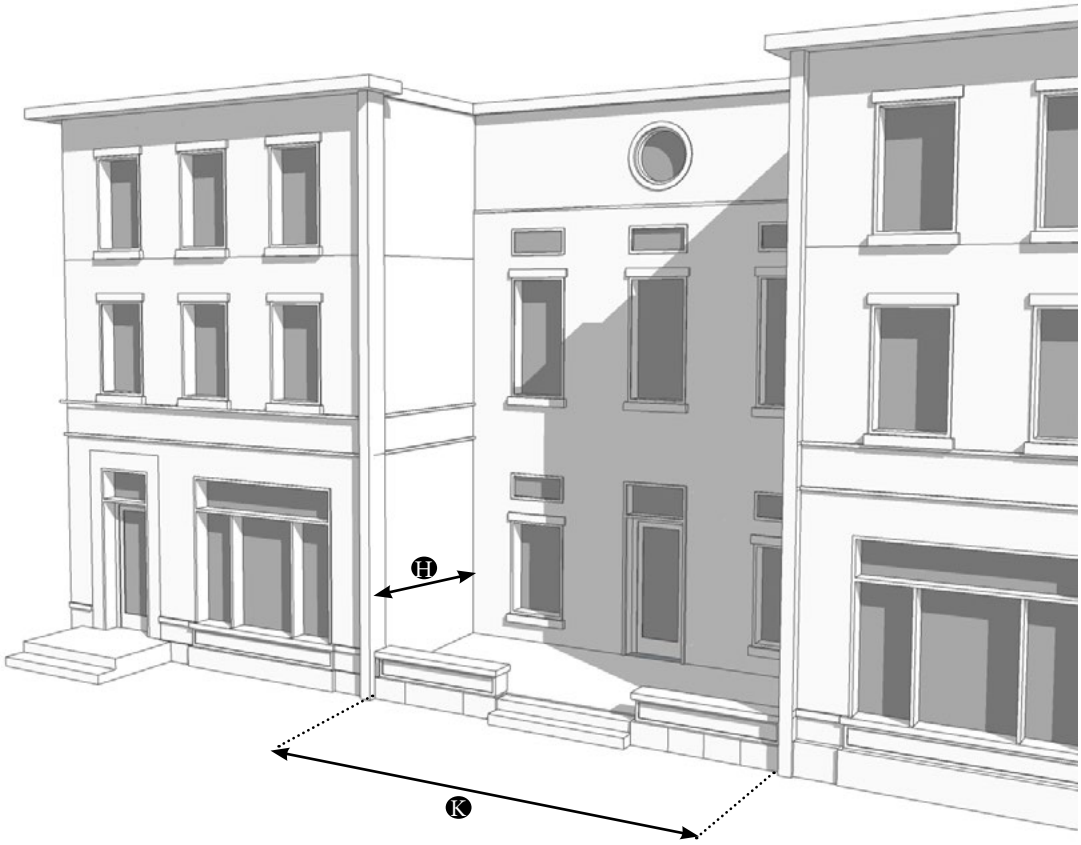
A bracketed balcony is a second-story balcony, that creates a semi-public space overlooking the street above a main entry or unit. Bracketed balconies are typically associated with buildings with commercial uses in the ground story; however, bracketed balconies may be used with residential uses and in combination with a storefront or a stoop.

Dimensions

Depth	5 feet max.	H
Height, ground level clear	10 feet min.	J
Width	4 feet min.	K
Finish level above finished grade	Not applicable	-
Height, stories	Not applicable	-
Set back from curb	Not applicable	-

FRONTAGE STANDARDS

FIGURE 19 FORECOURT FRONTAGE



Description

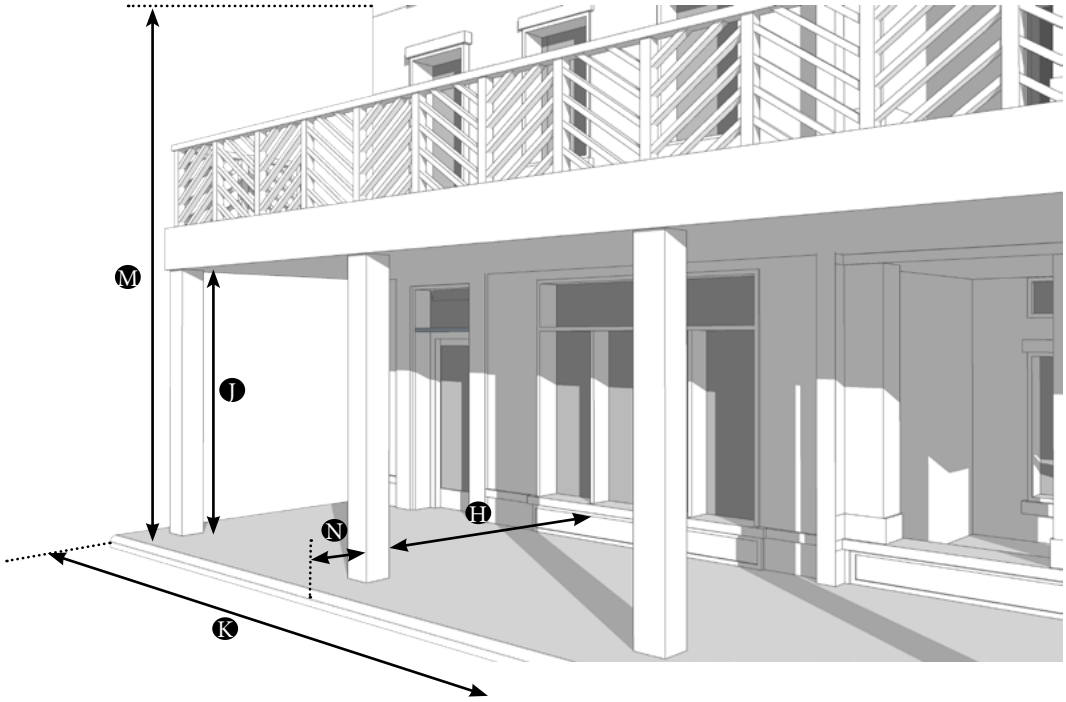
A forecourt is an open area in front of the main building entrance(s) designed as a small garden or plaza. Low walls or balustrades no higher than three feet six inches in height when solid may enclose the forecourt. Forecourt walls are constructed of similar material as the principal building or are composed of a continuous, maintained hedge. A forecourt may afford access to one or more first floor residential dwelling units or incorporate storefronts for commercial uses. Forecourts are typically associated with multifamily, mixed-use, and commercial buildings.

Dimensions

Depth, clear	20 feet max.	H
Height, clear	Not required	-
Width, length of facade	12 feet min. / 50% of facade max.	K
Finish level above finished grade	Not required	-

FRONTAGE STANDARDS

FIGURE 20 ARCADE FRONTAGE



Description

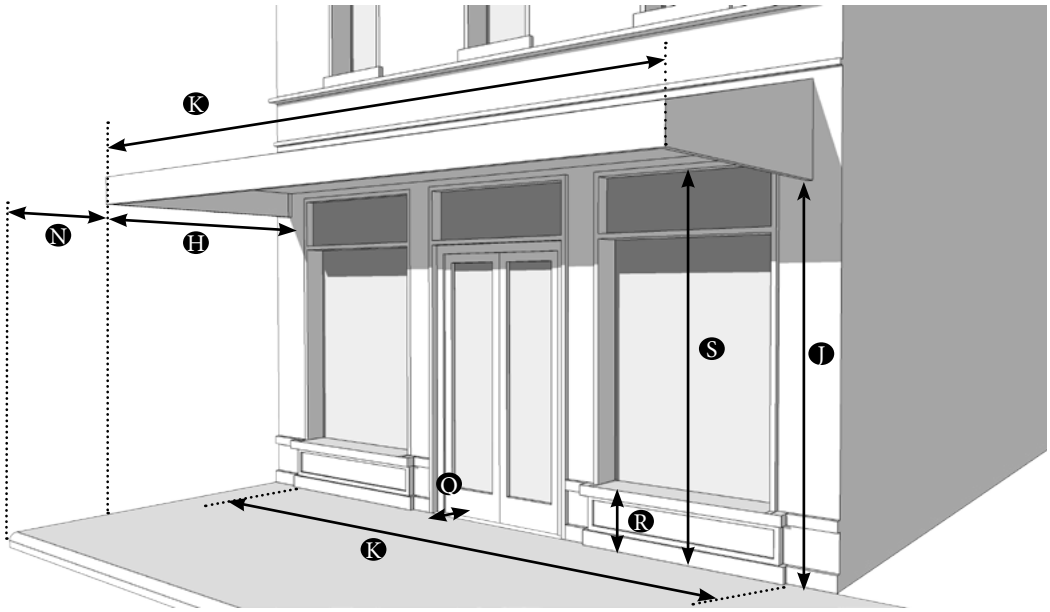
An arcade is a covered, unglazed, linear hallway attached to the front of a building, supported by columns or pillars. The arcade extends into the public right-of-way, over the streetscape area, creating a shaded environment ideal for pedestrians. This frontage type is typically associated with commercial uses. Arcades shall remain open to the public at all times. In the case where an arcade encroaches into the public right-of-way, a right-of-way maintenance agreement may be required.

Dimensions

Depth, clear	8 feet min.	H
Height, ground level clear	10 feet min.	J
Width, length of facade	70% min.	K
Finish level above finished grade	at sidewalk level	-
Height, stories	2 stories max.	M
Set back from curb	2 feet min. / 4 feet max.	N

FRONTAGE STANDARDS

FIGURE 21 SHOPFRONT FRONTAGE



Description		
The shopfront is a frontage type along the sidewalk level of the ground story, typically associated with commercial uses. Shopfront are frequently shaded by awnings or arcades.		
Dimensions		
Width, length of facade	70% min.	K
Door recess	10 feet max.	C
Storefront base	1 foot min. / 3 feet max.	R
Glazing height	8 feet min.	S
Optional Awning		
Depth	3 feet min.	H
Height, ground level clear	8 feet min.	J
Width, length of facade	70% min.	K
Set back from curb	2 feet min.	N

VILLAGE OF ROYAL PALM BEACH

There has been a concerted effort to engage the public through the development of this plan and recommendations. At the beginning of the process TCRPC conducted over 20 individual interviews with elected officials, staff, residents and business owners. There has been ongoing communication and coordination with the Palm Beach Transportation Planning Agency (TPA) and their transit planning efforts for Okeechobee Boulevard and SR-7.

The TPA is also a funding parter in this effort with the Village of Royal Palm Beach. The TPA assisted with the Interconnectivity Analysis developed to further enhance internal bicycle/pedestrian connections within the Village and future connections to transit.

On Wednesday, November 17, 2021 a public workshop was held at the Royal Palm Beach Cultural Center. The event was widely advertised, was lived streamed for virtual viewing and participation, and the presentation has been made available for download on the Village's website. Those interested have been encouraged to reach out to TCRPC and Village staff with any questions or concerns.

Workshop image Wednesday, November, 17th 2021

A Work-In-Progress presentation and workshop was held on Thursday, June 23rd, 2022. In-person attendance was greater than the first workshop and again this event was live-streamed for virtual viewing and participation.

At the writing of this report, additional public workshops and presentations will be scheduled for final review and coordination of this report.

Workshop image Thursday, June 23rd, 2022

In addition to the forthcoming public presentation for project review and potential adoption, TCRPC will continue to work with the TPA to ensure continued coordination with the Okeechobee Boulevard - SR7 Multi-modal Corridor Study to promote premium transit on these corridors.

VILLAGE OF ROYAL PALM BEACH
INTERCONNECTIVITY STUDY

PREPARED FOR THE PALM BEACH TRANSPORTATION PLANNING AGENCY

DRAFT
FEBRUARY 2023

PREPARED BY THE TREASURE COAST REGIONAL PLANNING COUNCIL

PREPARED FOR:

MAYOR AND VILLAGE COUNCIL

Fred Pinto, Mayor

Selena Samios, Vice Mayor

Jeff Hmara, Councilman

Jan Rodusky, Councilwoman

Richard Valuntas, Councilman

Valerie J. Neilson, AICP
Executive Director, Palm Beach TPA

Brian Ruscher, AICP
TPA Deputy Director of Multimodal

TPA EXECUTIVE COMMITTEE

Chair, Robert S. Weinroth
Mayor, Palm Beach County

Vice Chair, Chelsea S. Reed
Mayor, City of Palm Beach Gardens

Member, Joel Flores
Mayor, City of Greenacres

Member, Maria Marino
Commissioner, Palm Beach County

Member, Michael J. Napoleone
Councilman, Village of Wellington

ABBREVIATIONS & TERMS COMMONLY USED IN THIS REPORT:

Palm Beach TPA LRTP	Palm Beach TPA Long-Range Transportation Plan
TCRPC	Treasure Coast Regional Planning Council
TPA	Palm Beach Transportation Planning Agency

LINKS

http://newsroom.fpl.com/2017-11-15-Florida-Power-Light-and-Audubon-Florida-launch-Solar-Sanctuary-program-to-promote-pollinators-and-preserve-wildlife-habitat-at-new-solar-power-plant-sites

https://www.flawildflowers.org/flower-friday-stachytarpheta-jamaicensis/

https://hort.ifas.ufl.edu/treesandpowerlines/southeast_florida.shtml

https://gardeningsolutions.ifas.ufl.edu/design/types-of-gardens/butterfly-gardens.html

https://gardeningsolutions.ifas.ufl.edu/plants/trees-and-shrubs/palms-and-cycads/coontie.html

INTRODUCTION

In addition to the amazing park system in the Village of Royal Palm Beach, there is also a network of watercourses that provides additional recreational opportunities for the community.

In developing the Interconnectivity Plan and looking for opportunities to better link the bicycle and pedestrian networks with the parks system, the TCRPC team also considered a map that would identify the linkages and opportunities to connect the parks and watercourses. The following plan is the Blue Trail Network which identifies all of the existing and some proposed amenities and connections between the parks and watercourses.

Existing parks, canal routes, existing and proposed bridges, and locations with canal access and kayak launches are located on this plan. This plan is helpful in diagramming the contiguity and connectivity of the park and waterway network and mapping out recreational routes and excursions. The plan also serves as a guide for future improvements that can be undertaken “opportunistically” as projects occur along the canals or in the parks.

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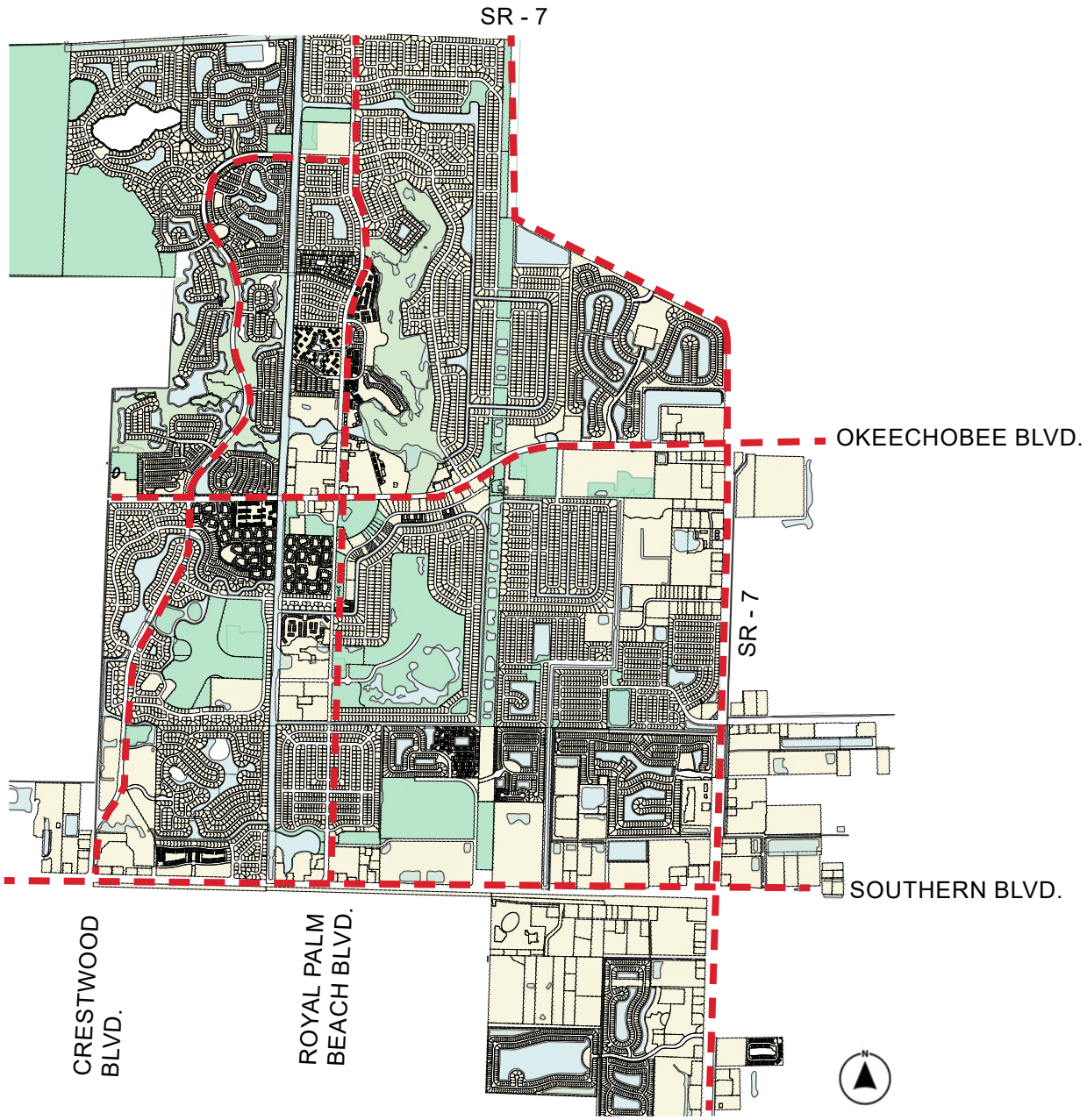
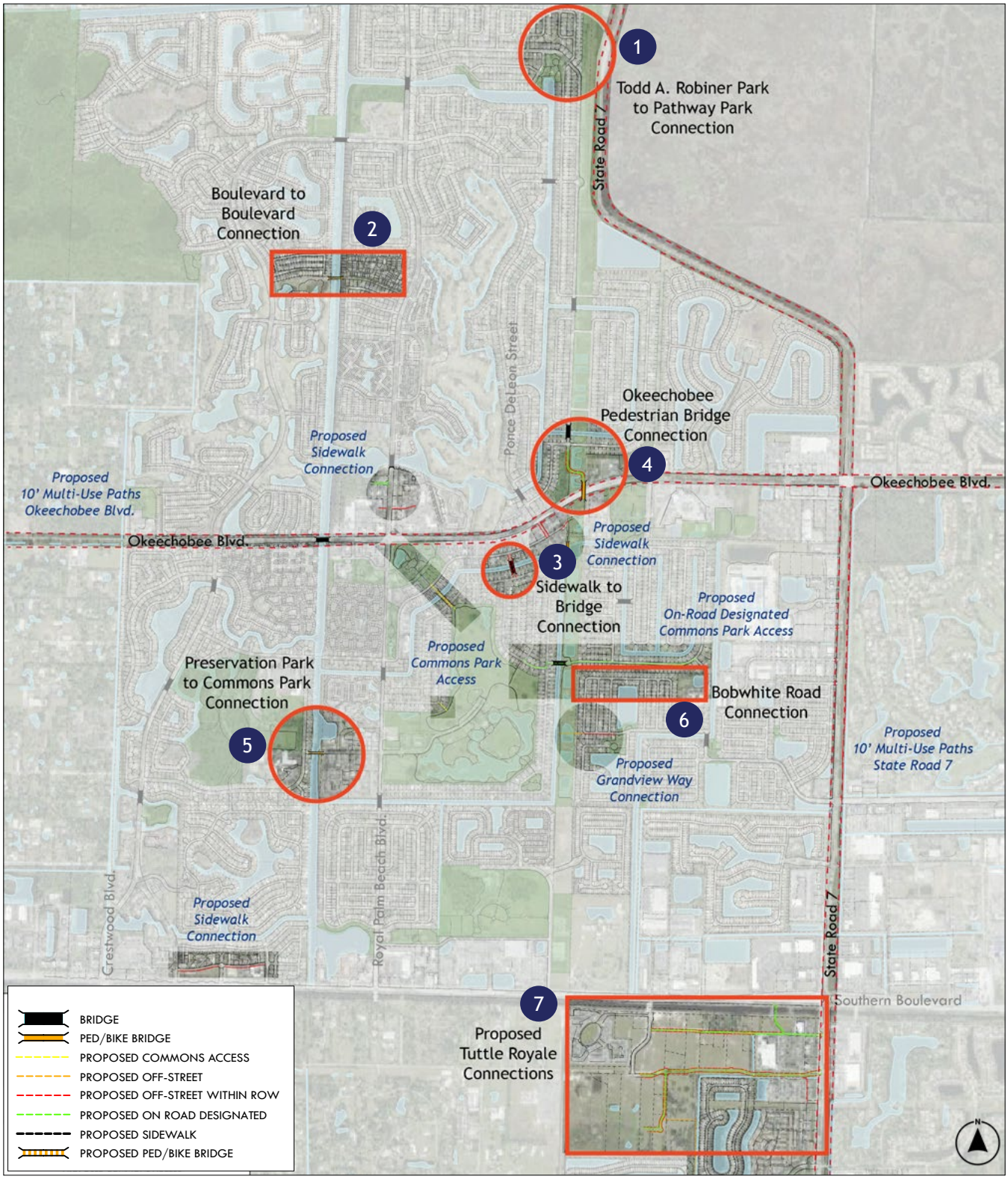
ROYAL PALM BEACH CONNECTIVITY

The Village of Royal Palm Beach has for years continued to develop and implement a robust multi-modal connectivity plan that includes the provision of sidewalks and bicycle facilities. These improvements have been designed to incorporate the network of Village parks, schools and recreational centers.

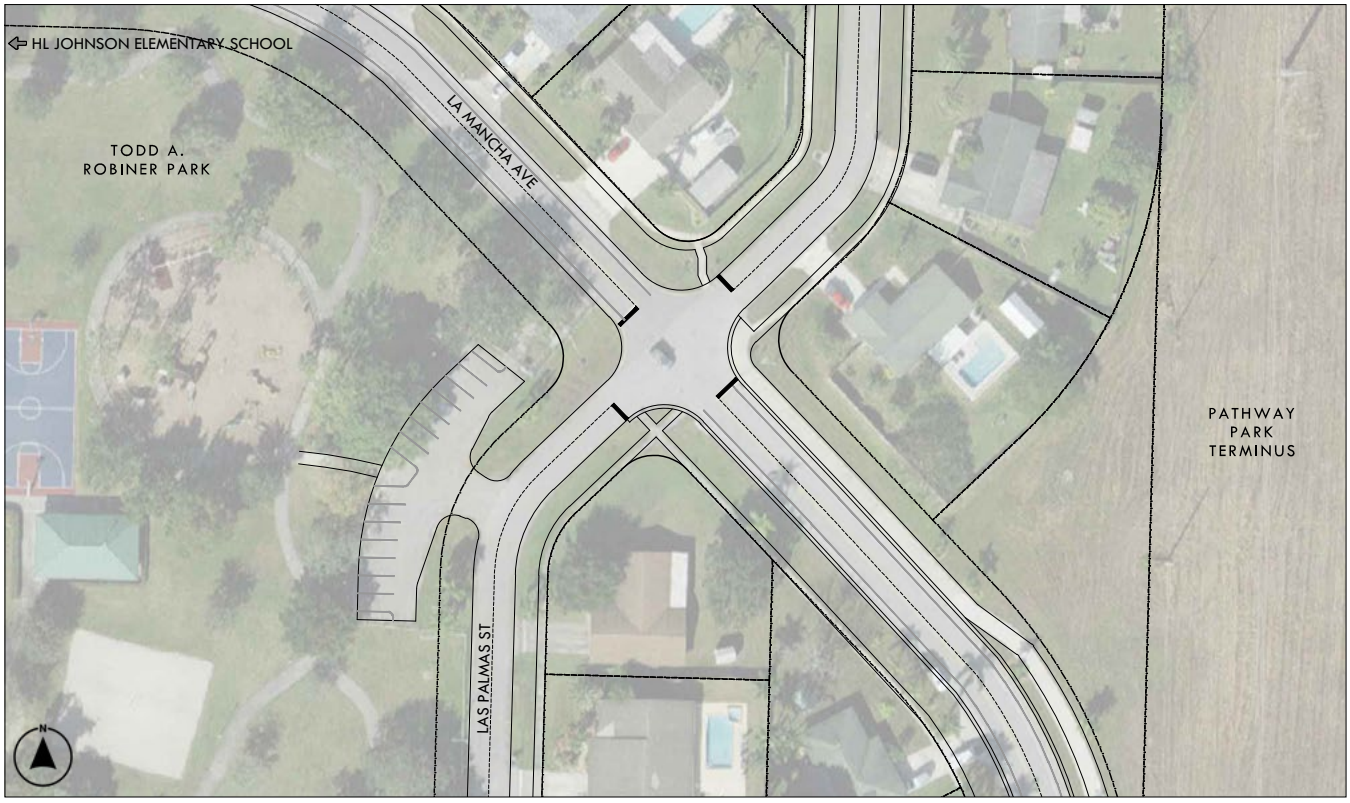
In an effort to continue those improvements, and in consideration of the "First Mile - Last Mile" concepts for future enhanced transit, the TCRPC team has analyzed potential new roadway, sidewalk, and cycleway connections throughout the Village. The map below illustrates the Village limits, neighborhoods, parks, schools, and the network of canals and watercourses. The following pages outline a series of recommended connectivity improvements including the overall Interconnectivity Plan which serves as a legend for project locations.



RECOMMENDED INTERCONNECTIVITY PLAN



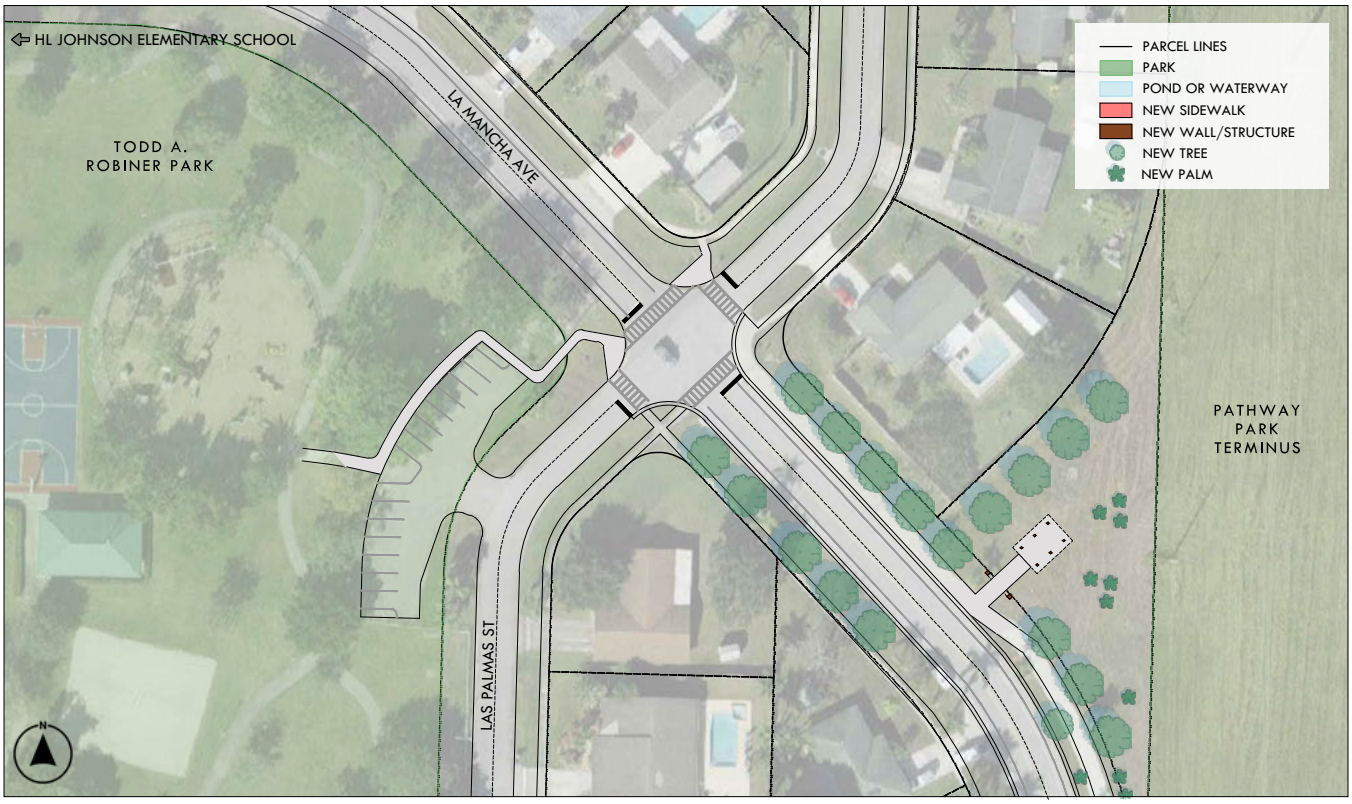
TODD A. ROBINER PARK TO PATHWAY PARK CONNECTION 1



EXISTING CONDITIONS

Existing conditions of Todd. A. Robiner Park, where currently the sidewalks do not connect and pedestrian access is not formally identified.

TODD A. ROBINER PARK TO PATHWAY PARK CONNECTION 1



RECOMMENDED IMPROVEMENTS

This proposed connection includes new shade trees along La Mancha Avenue, a pavilion at Pathway Park Terminus (part of the Pathway Park improvements as well), and a new pathway connection in Todd A. Robiner Park.

The vertical structures at Veterans Park might serve as an example of the type of new pavilion at Pathway Park. These structures are functional, memorable, and quite unique to the Village of Royal Palm Beach.

Entrance into Veterans Park marked with detailed wooden structures. Similar iconic structures could mark the gateway entrances to pathway park.

BOULEVARD TO BOULEVARD CONNECTION

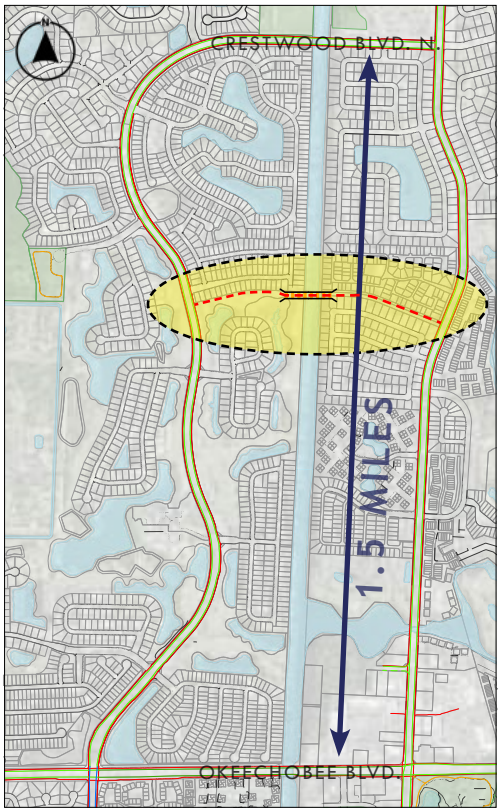
2

EXISTING CONDITIONS

The diagram to the right illustrates that there is a distance of nearly 1.5 miles between Crestwood Boulevard to the north and Okeechobee Boulevard to the south. It would be ideal to be able to create another connection between the N-S alignment of Crestwood Boulevard and Royal Palm Beach Boulevard to the east.

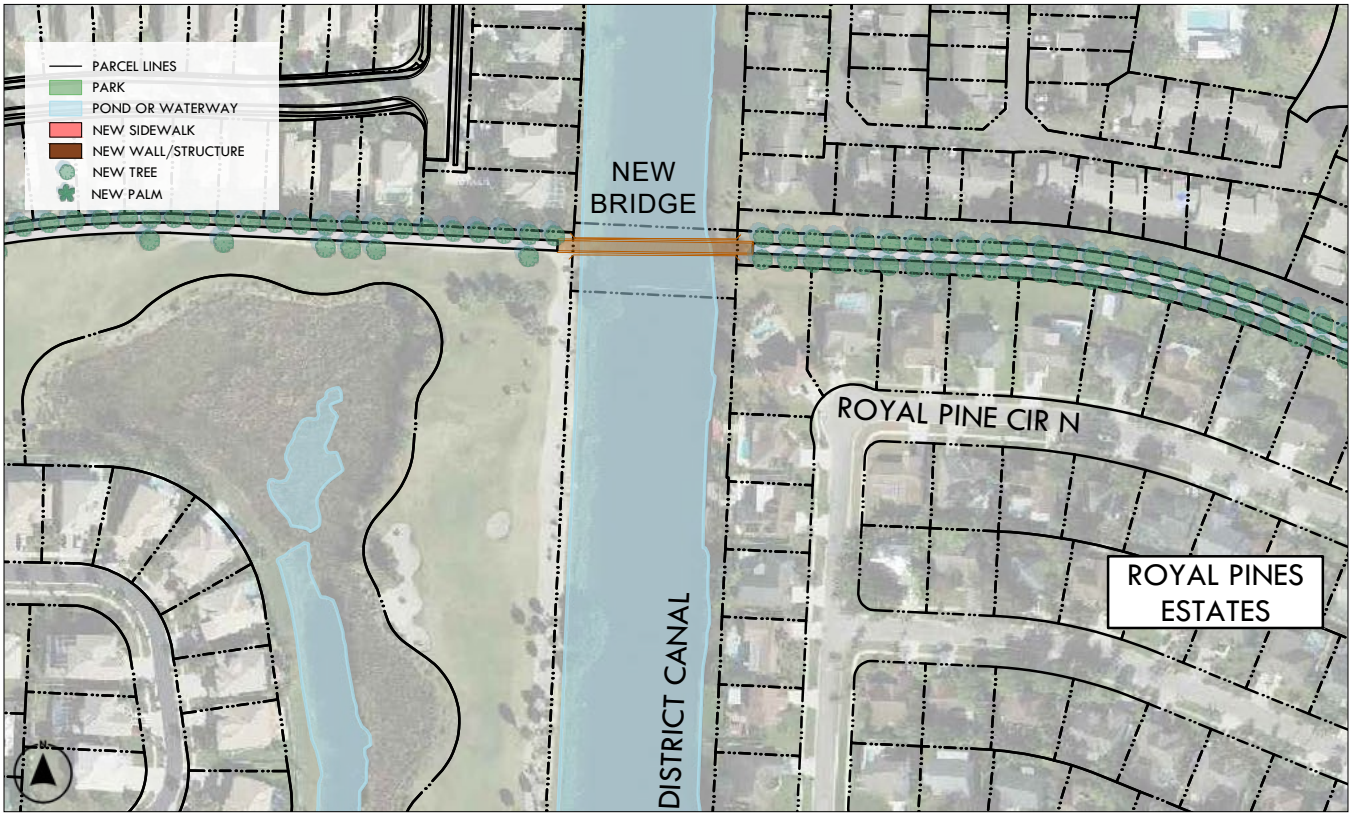
The existing easement between the backs of the homes in Huntington Woods neighborhood and the backs of the homes in the Royal Pines Estates neighborhoods extending up to Royal Palm Beach Boulevard. This area provides ample space to add a 10' multi-purpose pathway that could then connect, via a pedestrian bridge, to the golf course in the Saybrook neighborhood and from there to Crestwood Boulevard.

The connection would dramatically improve pedestrian and bicycle interconnections between all the neighborhoods north of Okeechobee Boulevard.



BOULEVARD TO BOULEVARD CONNECTION

2

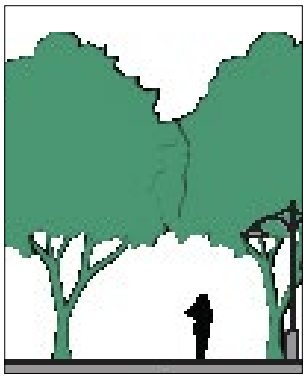


RECOMMENDED IMPROVEMENTS

The plan above illustrates the location of the new pathway and bridge connections.

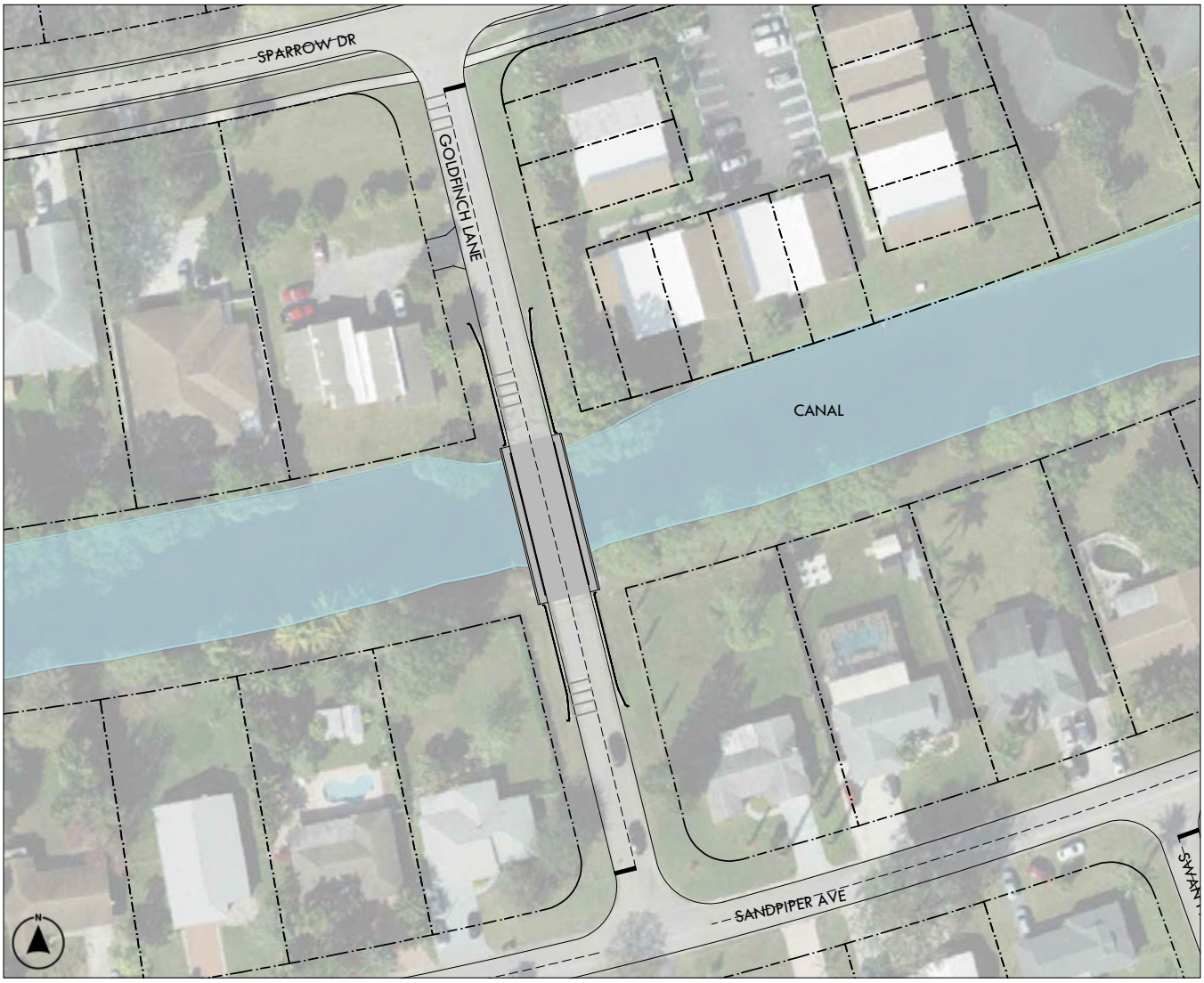
The Village of Royal Palm Beach has a great tradition of providing pedestrian and multi-purpose bridges over many of its watercourses. If detailed properly, the new pathway could provide an important connection between the two boulevards and not invade the privacy of the existing homeowners.

The images to the right illustrate the existing golf course pathway, a cross-section through the new pathway with additional shade trees, and a beautiful vista to the golf course from one of the existing vehicular bridges.



SIDEWALK TO BRIDGE CONNECTION

3



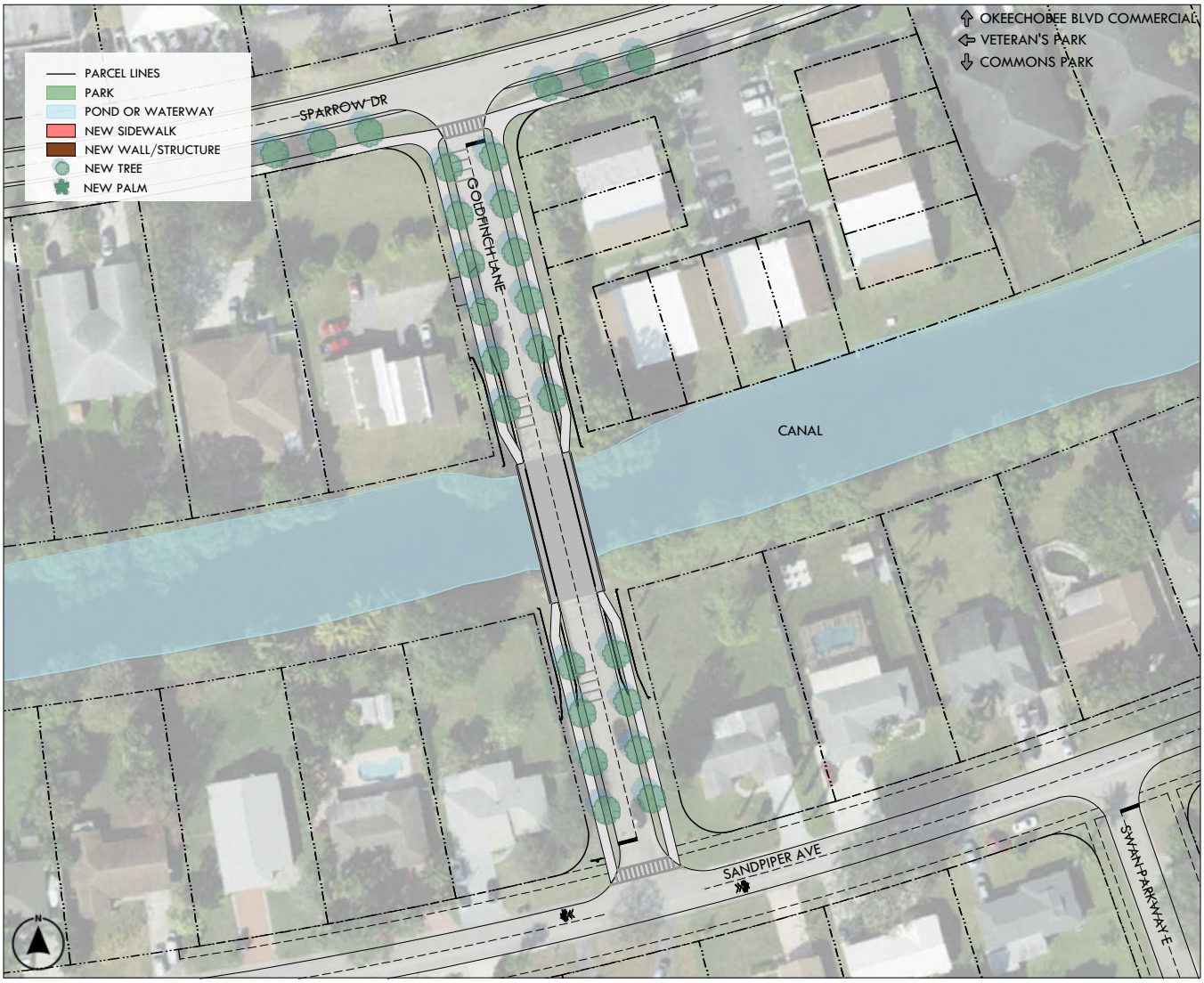
EXISTING CONDITIONS

The plan above shows the existing conditions of the vehicular bridge on Goldfinch Lane south of Sparrow Drive in The Willows neighborhood. There are existing sidewalks along Sparrow Drive but they do not connect to or across the Goldfinch Lane bridge.

There are many examples in the Village, see right, where pedestrian and cyclist connections have been prioritized.

SIDEWALK TO BRIDGE CONNECTION

3



RECOMMENDED IMPROVEMENTS

The recommended improvements, illustrated in the plan above, include extending the sidewalks along Goldfinch Lane north and south of the bridge. There are available right-of-way for sidewalks in the neighborhood to the south, if constructing sidewalks is desired by the community. There are adequate right-of-ways to construct the sidewalks as well as provide shade trees.

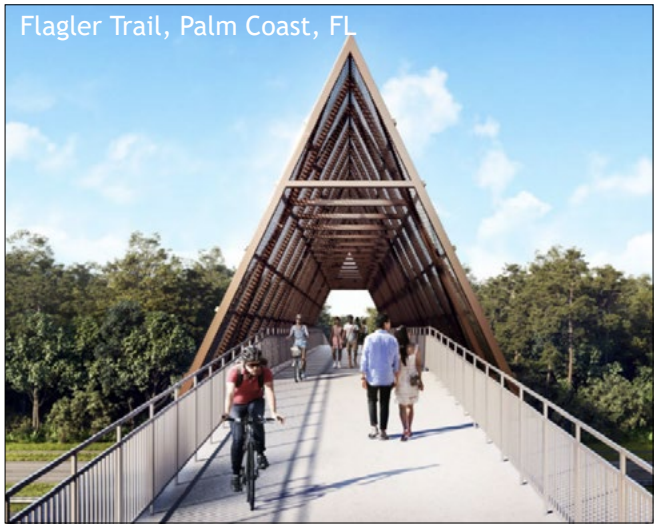
Interestingly a sidewalk exists on both sides of the bridge itself however they are not connected to anything. This project will complete the pedestrian connections across the waterway.

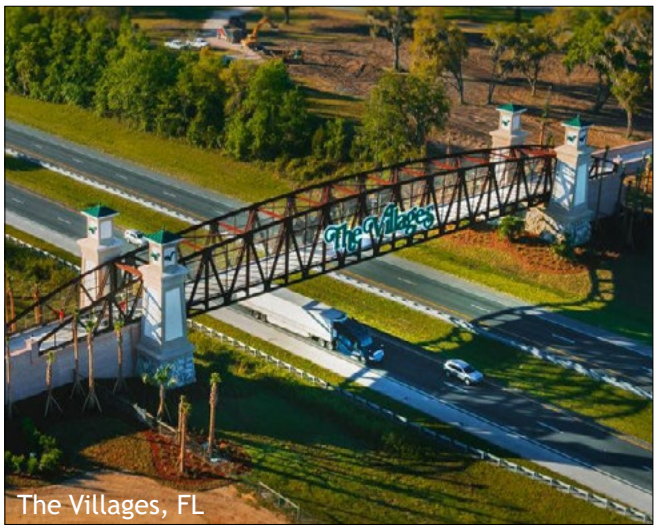
OKEECHOBEE PEDESTRIAN BRIDGE

RECOMMENDATIONS

4

Peachtree Corners, GA


Flagler Trail, Palm Coast, FL



The Villages, FL


Coral Gables, FL


South Miami, FL

The Village has expressed a desire for a pedestrian bridge crossing Okeechobee Boulevard connecting the north and south sides of Pathway Park. Currently Okeechobee Boulevard is a six-lane facility at this location, it is curving southward and is adjacent to the popular local restaurant The Brass Ring. A well designed pedestrian bridge would provide continuity to Pathway Park and possibly make non-motorized access to The Brass Ring and adjacent businesses more feasible.

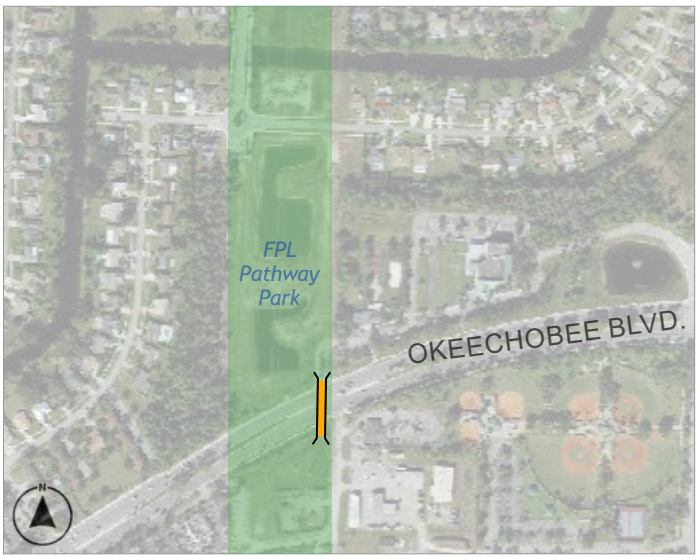
OKEECHOBEE PEDESTRIAN BRIDGE

4

Pedestrian bridge example

Entry Arch at Royal Palm Beach Boulevard.

Pedestrian bridges can be designed in such a way as to become civic icons and landmark structures as opposed to just a functional means of crossing busy roads. The Village might take cues from other civic structures within its jurisdiction for design details. The entry arch at Royal Palm Beach Boulevard is an example of an existing civic structure.



Recommended location of the pedestrian bridge along Okeechobee Blvd. as seen in the Recommended Interconnectivity Plan.

The images above show the existing pedestrian path terminus near the proposed location of the Pathway Park pedestrian bridge connection at Okeechobee Boulevard.

PRESERVATION PARK TO COMMONS PARK CONNECTION

5

EXISTING CONDITIONS

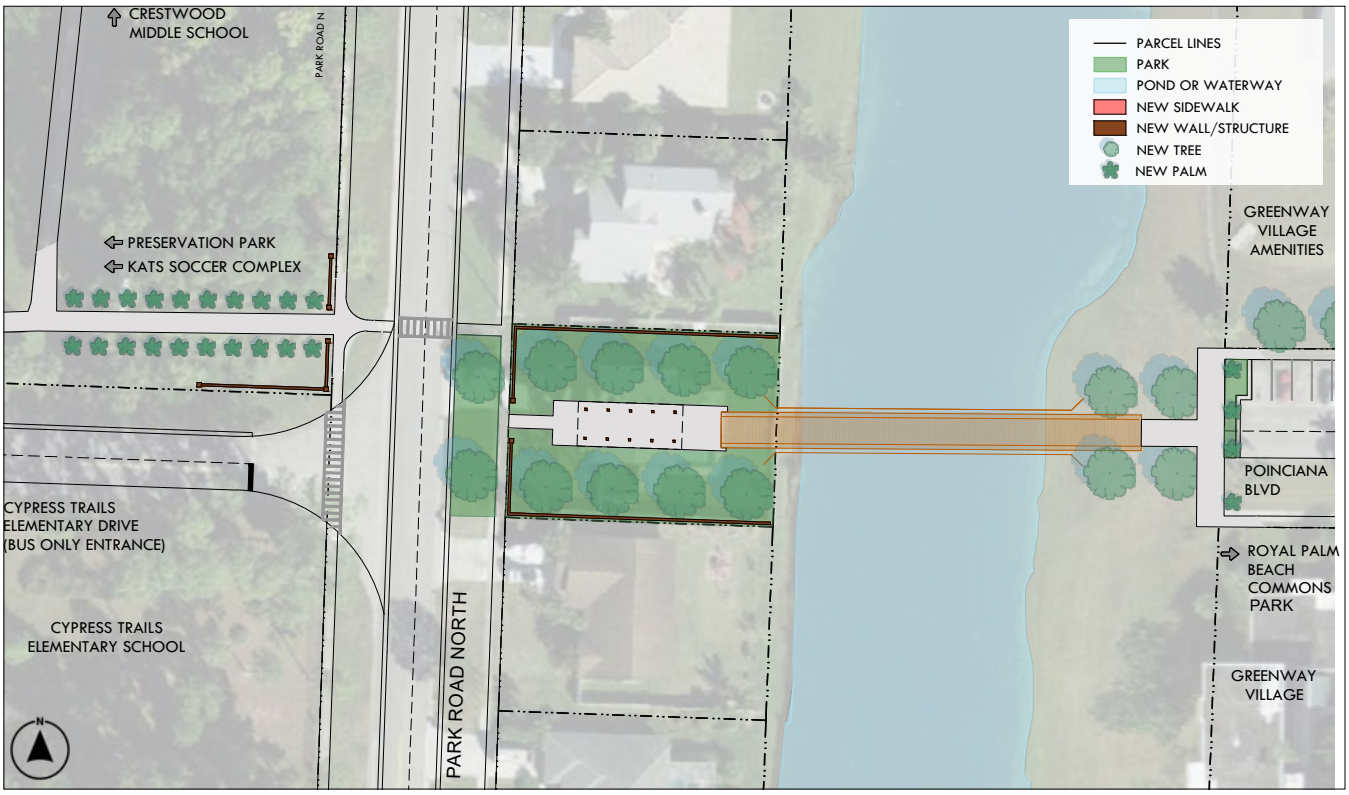
Two of the Village of Royal Palm Beach's most prominent parks, Preservation Park and Commons Park, are separated by a waterway and a row of homes.

Not only a beautiful amenity for the community, Preservation Park is also part of the Cypress Trails Elementary School and Crestwood Middle School campuses. While probably a longer range proposal, the possibility of connecting these two important parks and also facilitating children's access to schools should be considered.

Existing pavilion located in Commons Park
Image: Village of Royal Palm Beach

PRESERVATION PARK TO COMMONS PARK CONNECTION

5



RECOMMENDED IMPROVEMENTS

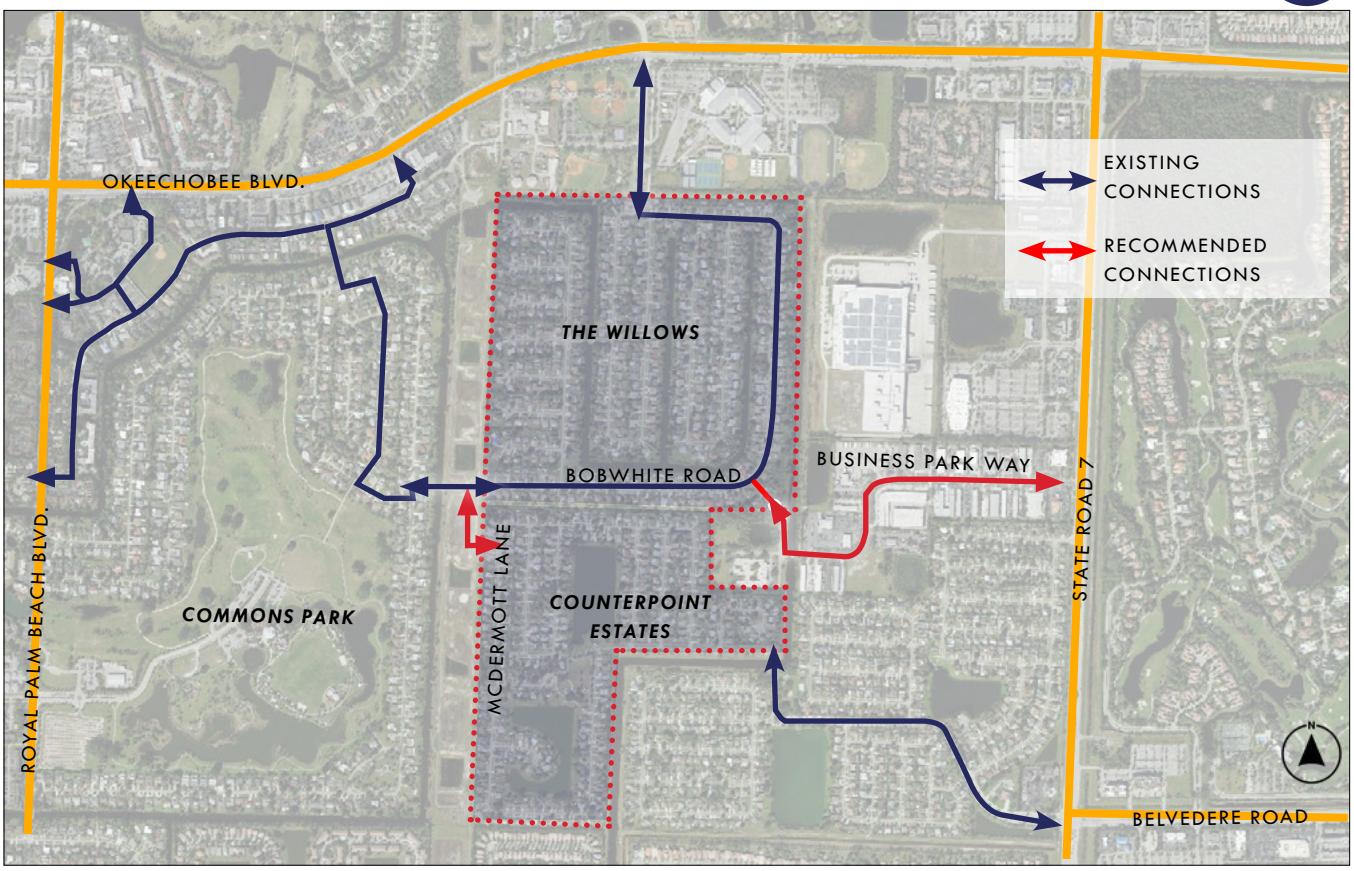
The plan above illustrates the recommended connection between the two parks. Poinciana Boulevard terminates on the east side of the waterway south of Greenway Village. On the west side of the waterway, Cypress Trails Elementary Drive terminates along Park Road N. A row of existing homes separates Park Road N from the waterway.

This proposal illustrates the removal of one of the houses to allow for the creation of a small neighborhood park and makes the connection via a pathway and pedestrian bridge to Poinciana Boulevard to the east. The home that is removed in this illustration is directly across from Poinciana Boulevard. In fact the connection could be made at any of the nearby homes should they ever become available for purchase by the Village. The recommendation is for the Village to purchase a home from a willing seller. Neither condemnation nor unwilling acquisition is part of this recommendation.

Existing Pedestrian Bridge located in Commons Park
Image: Village of Royal Palm Beach

BOBWHITE ROAD CONNECTION

6



RECOMMENDED CONNECTIONS

Due to the FPL easement and system of watercourses throughout the Village, some neighborhoods have a limited number of points of access. This is the case in the Willows and Counterpoint Estates neighborhoods illustrated above. The Willows has a northern access point to Okeechobee Boulevard at Wildcat Way and Bobwhite Road connects westward to Sandpiper Avenue on the west side of Pathway Park. Counterpoint Estates to the south has only one point of access at the Belvedere Road extension.

The Bobwhite connection recommendation includes the connecting of Bobwhite Court to Business Park Way which would give The Willows access to SR-7 without using Okeechobee Boulevard. In addition, this recommendation also includes the connection of McDermott Lane to Bobwhite Road through Pathway Park. This would require the acquisition of a parcel or the granting of an easement on private property in Counterpoint Estates. Like the Preservation Park to Commons Park connection, the Bobwhite connection to Counterpoint Estates is likely a longer range proposition.

The inclusion of these proposed connections have the added benefit of increasing access to the future SR-7 premium transit service that is currently being studied by the Palm Beach Transportation Planning Agency. The more direct and pleasant the route to a transit stop location the more riders the service will likely generate.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD
DESIGN CONCEPT

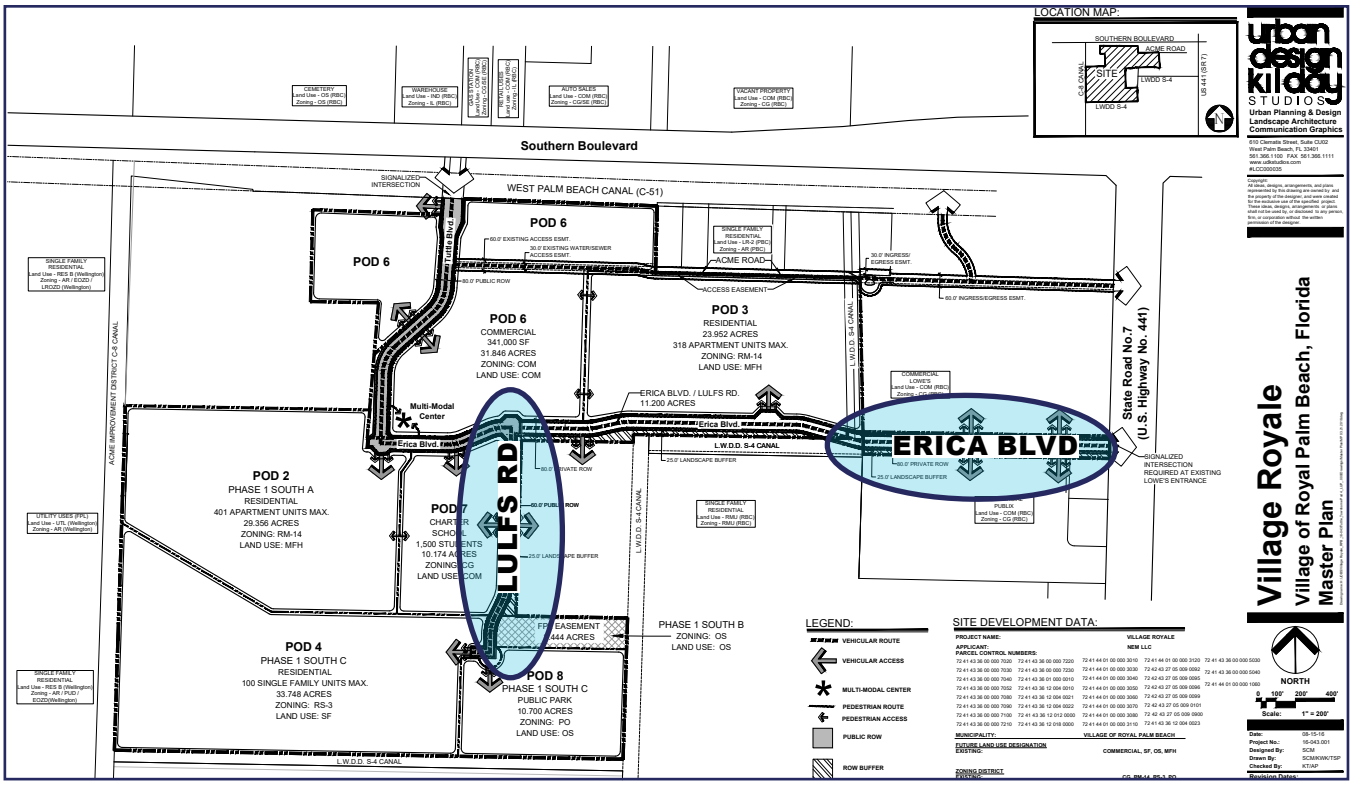
7

The mixed-use residential and commercial project Tuttle Royale is located south of Southern Boulevard and approximately 1/4 mile west of SR-7. The project is partially completed with The Point at Southern Boulevard apartment complex occupied on the western edge of the project.

Two of the primary roads in the project include Tuttle Boulevard which connects the project to Southern Boulevard to the north, and Erica Boulevard which is the primary east-west connection to SR-7 to the east. Tuttle Boulevard is completed and the TCRPC was asked to review the design cross sections for Erica Boulevard and Lulfs Road to ensure that the proposed roadways were multi-modal and "complete streets".

The map below shows the master plan for Tuttle Royale and the locations of Erica Boulevard and Lulfs Road. A review and recommended revisions to the roadway cross sections are provided on the following pages which include three-dimensional views of each.

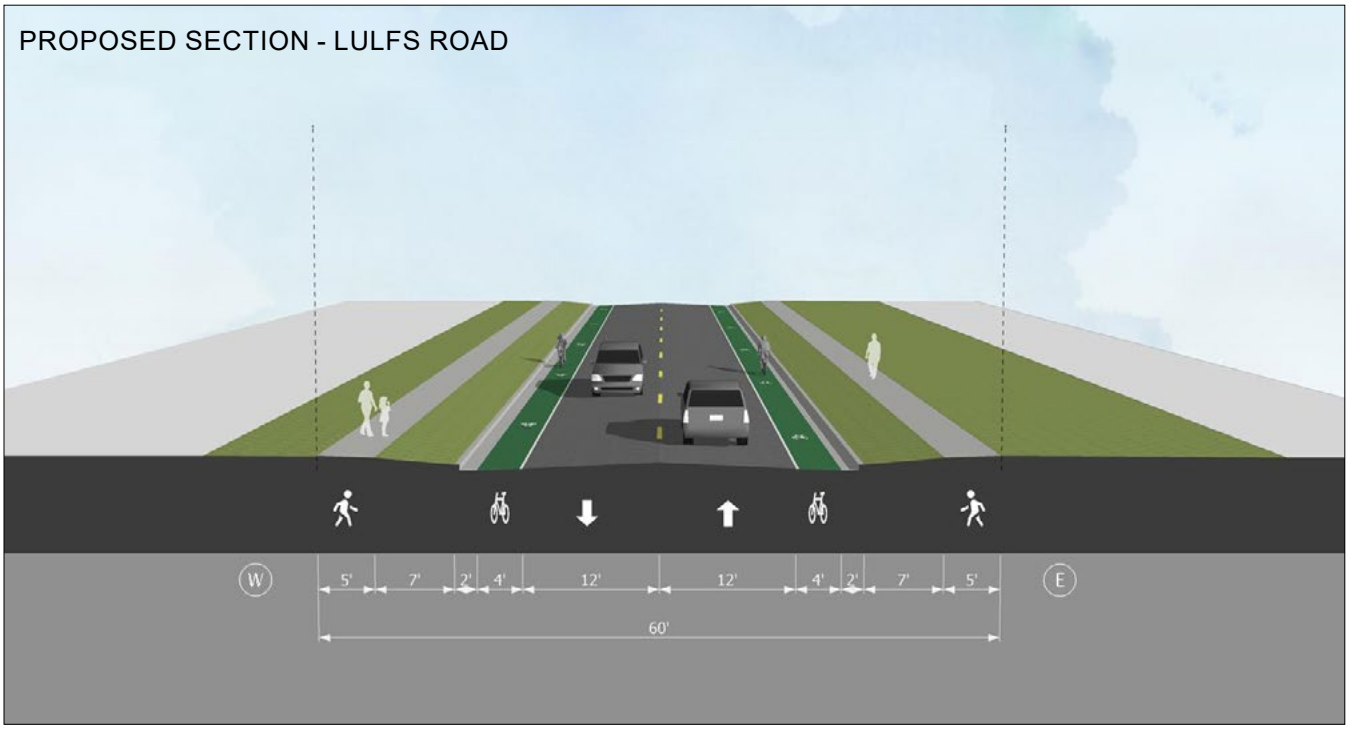
The proper design of these roadways is essential to encourage non-motorized mobility. While the Erica Boulevard connection to SR-7 is clearly important to support future premium transit, so to is the Lulfs connection to Erica Boulevard. Making safe and pleasant bicycle and pedestrian passage from the new neighborhoods to transit on the corridor must be of paramount importance.



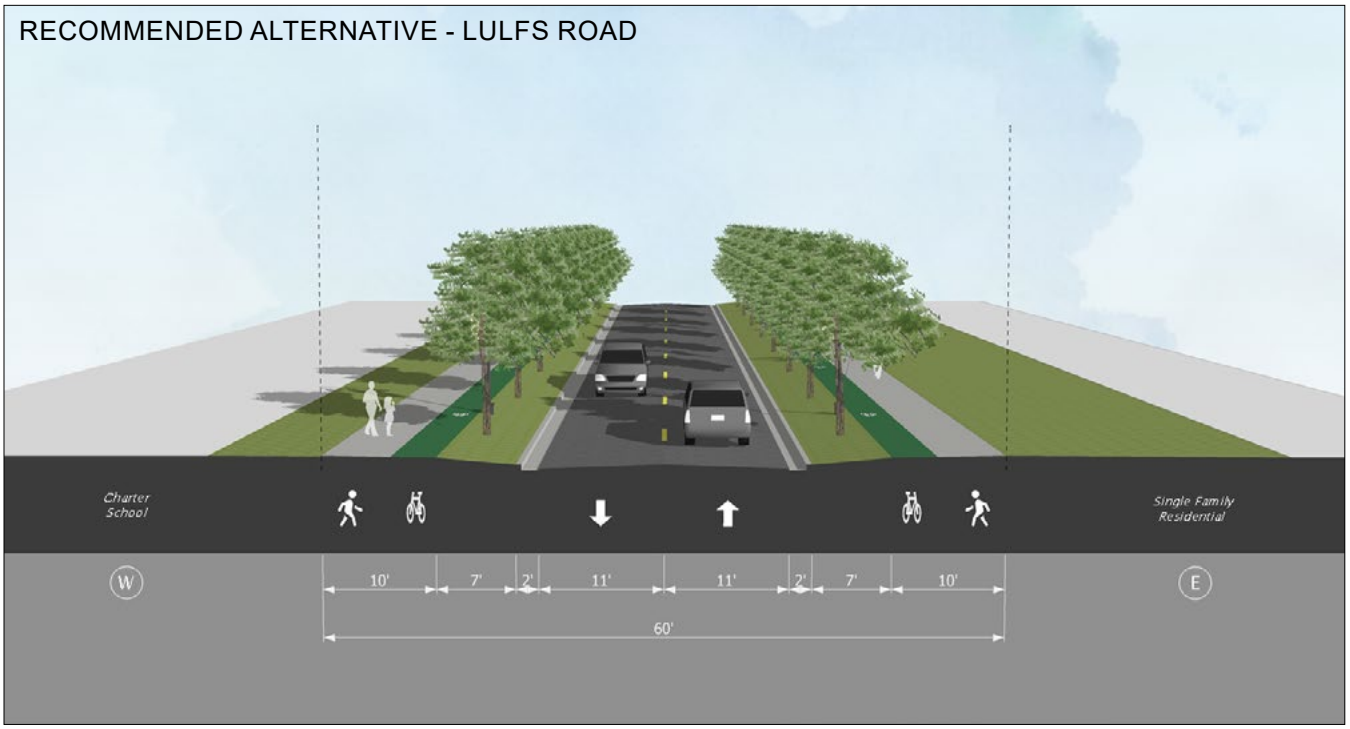
Current master plan for Tuttle Royale with street section location areas identified in blue.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

7



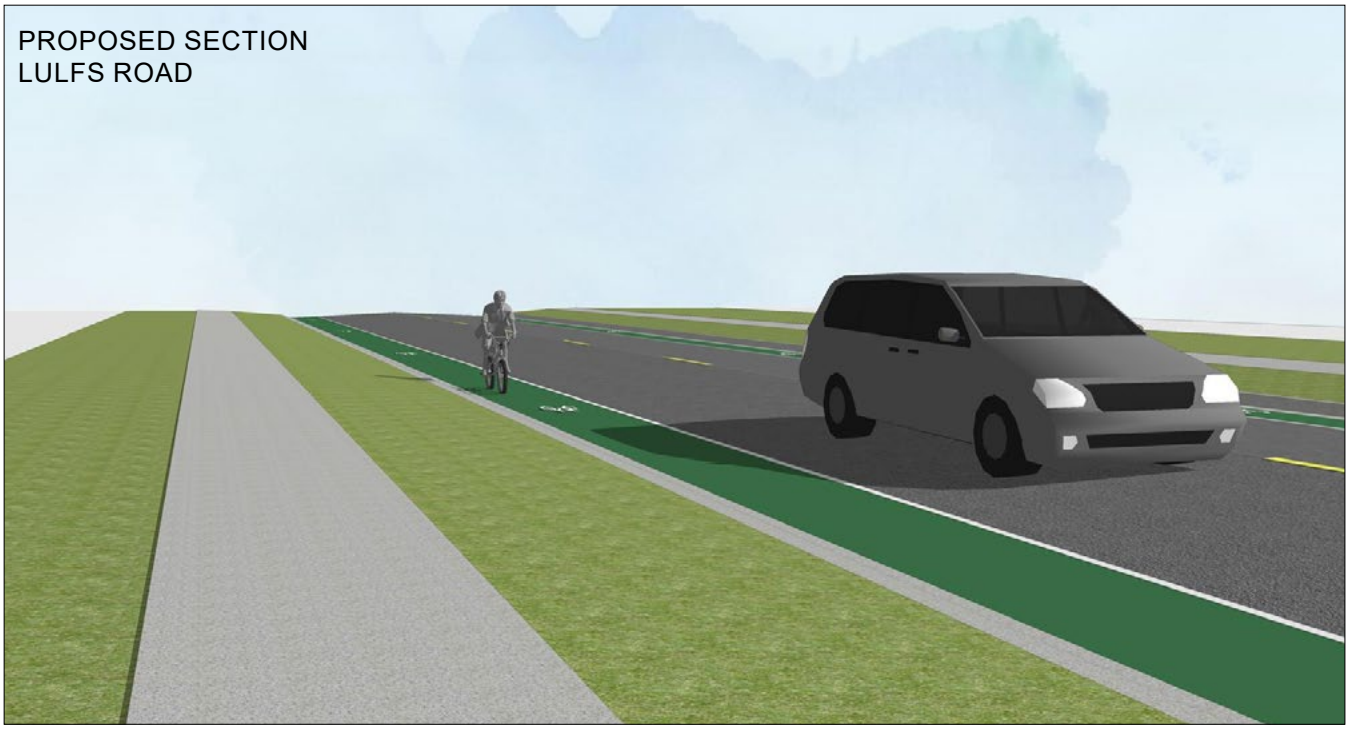
The current planned conditions for Lulfs Road is a right-of-way of 60’ with 12’ wide travel lanes, a 4’ bicycle lane adjacent to each lane, and 5’ wide sidewalks.



The recommendation is for 11’ travel lanes. The bicycle lane should be moved from the roadway and combined with the sidewalk to form a 10’ wide shared-use pathway protected by shade trees and pedestrian scaled “dark-skies” lighting on both sides. This will improve safety, comfort, and aesthetics.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

7



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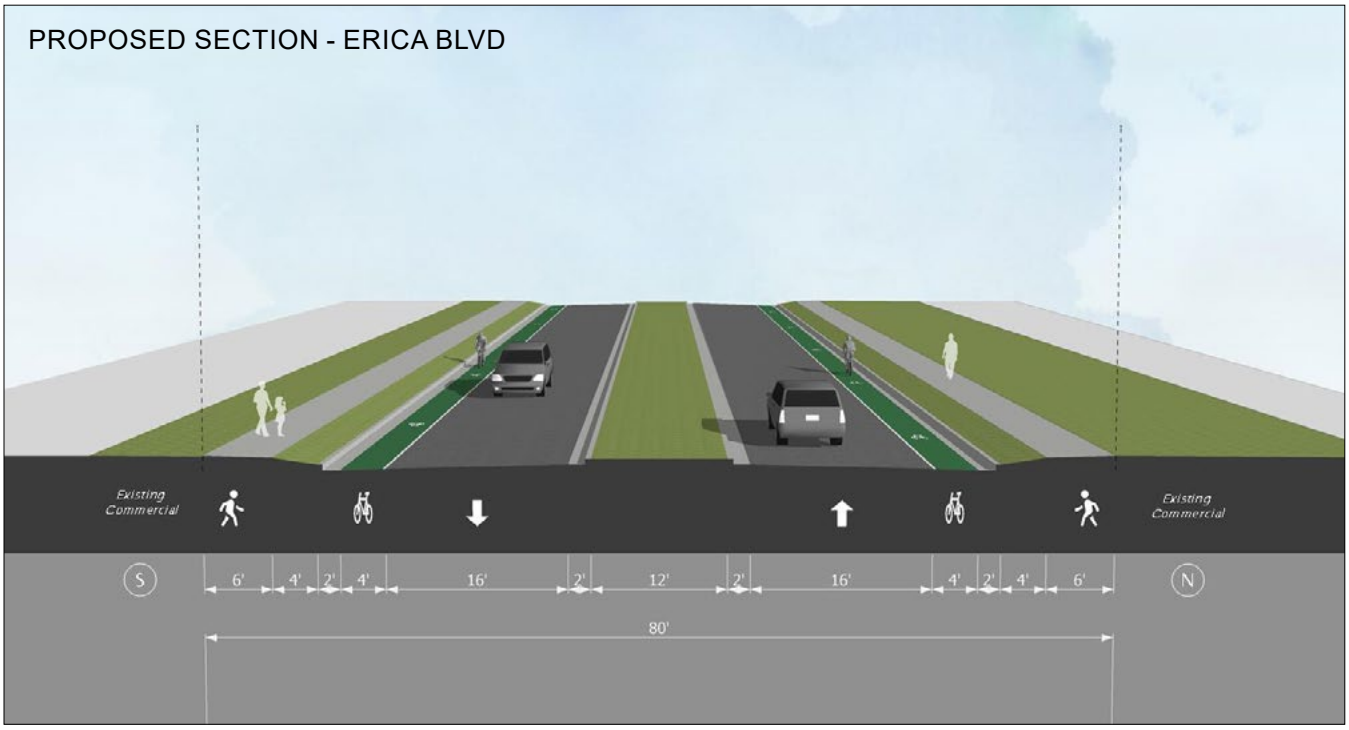
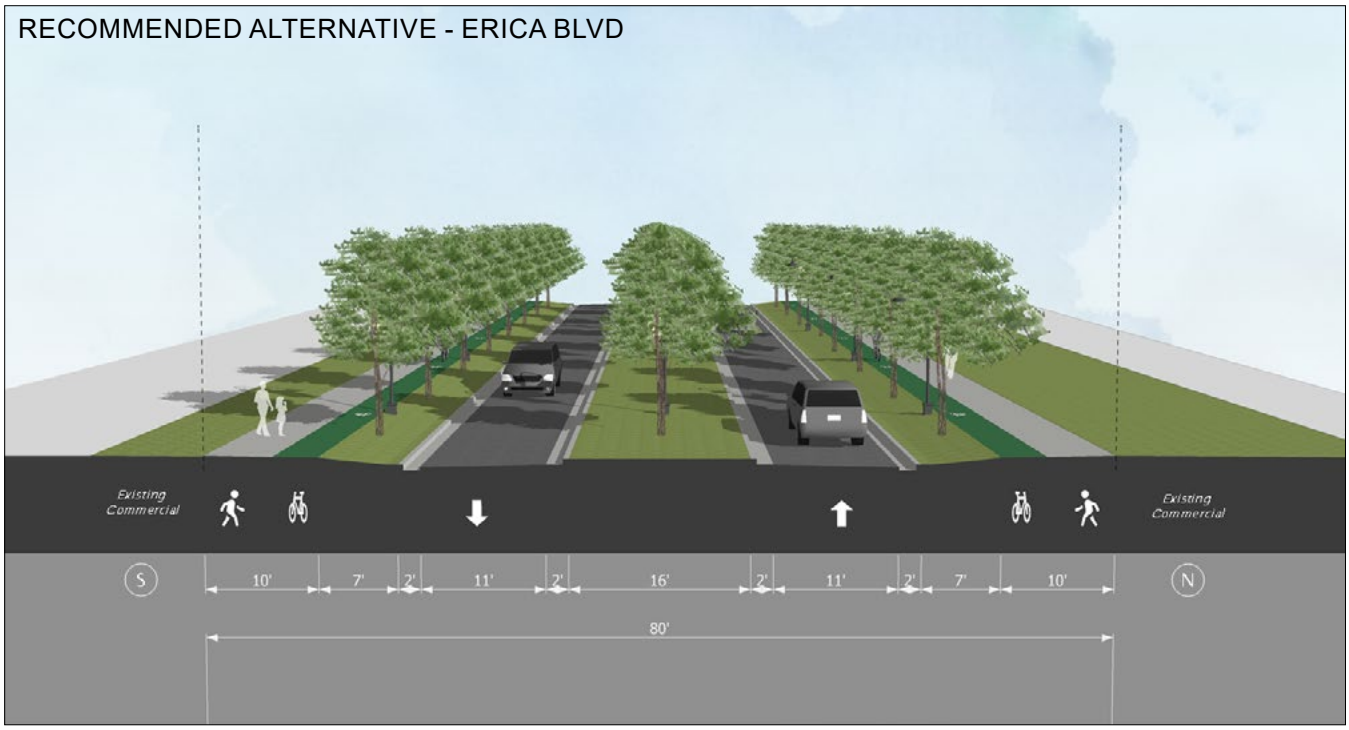
TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

7



Erica Boulevard is designed to have a right-of-way of 80'. A 12' median with 16' travel lanes, 4' bicycle lanes, and 6' sidewalks are proposed.



The recommendation is for 11' travel lanes. The bicycle lane should be moved from the roadway and combined with the sidewalks to form a 10' wide shared-use pathway protected by shade trees and pedestrian scaled "dark-skies" lighting. The enhanced median and parkway strips will allow for significant canopy shade trees. Combined these recommendations will improve safety, comfort, and aesthetics for this important neighborhood entrance.

TUTTLE ROYALE: LULFS ROAD AND ERICA BOULEVARD

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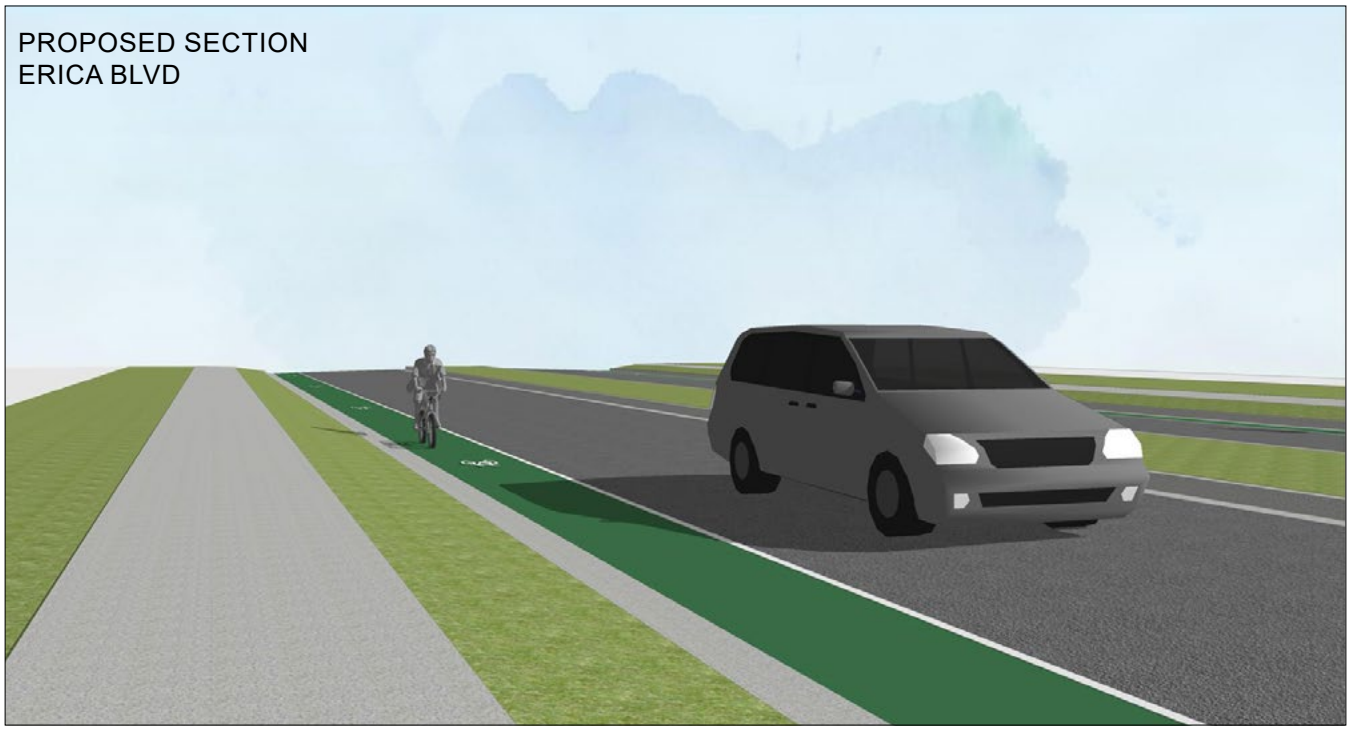

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CANALS TO PARKS

CANAL ACCESS AND KAYAK LAUNCH AREAS

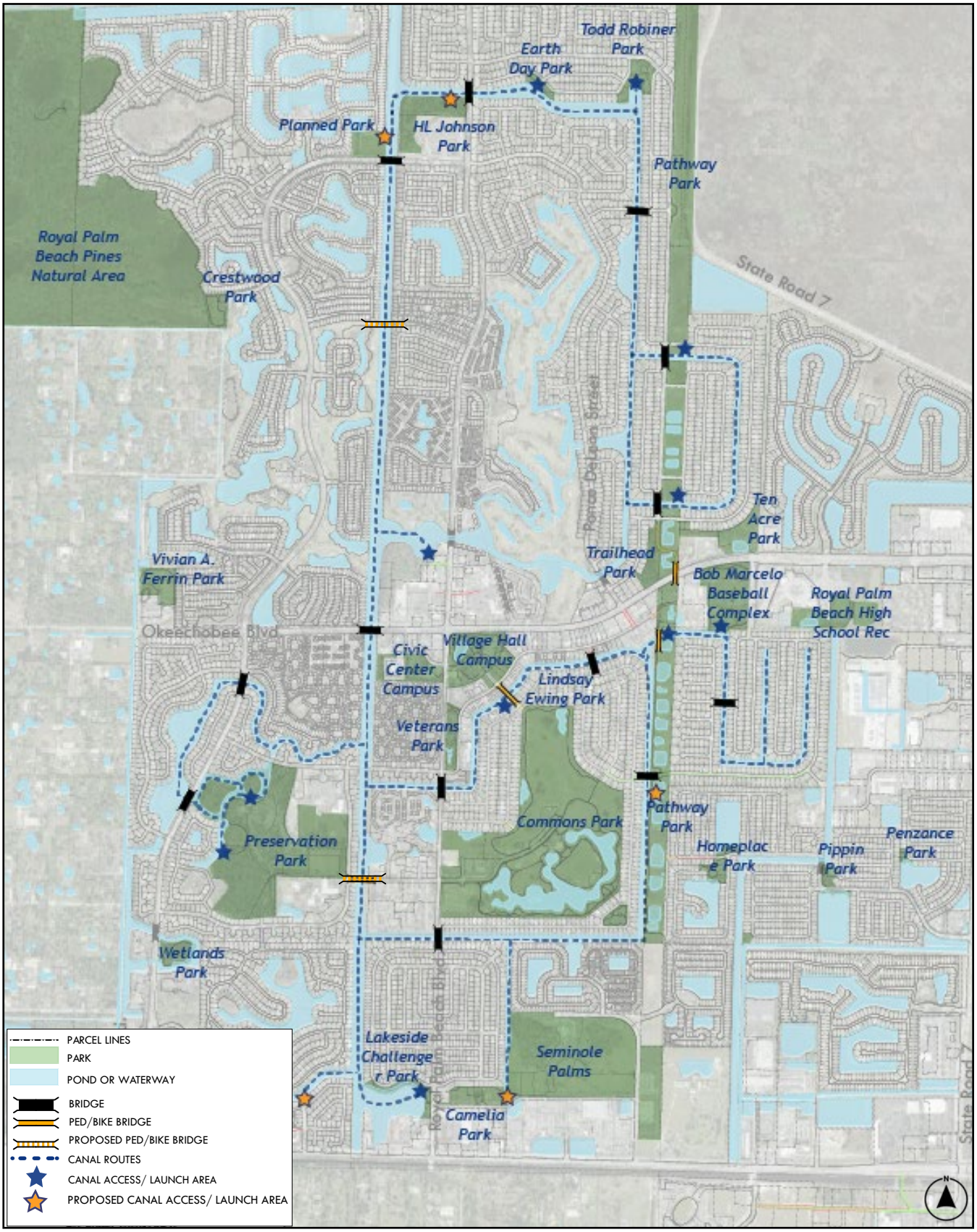
In addition to the amazing park system in the Village of Royal Palm Beach, there is also a network of watercourses that provides additional recreational opportunities for the community.

In developing the Interconnectivity Plan and looking for opportunities to better link the bicycle and pedestrian networks with the parks system, the TCRPC team also considered a map that would identify the linkages and opportunities to connect the parks and watercourses. The following plan is the Blue Trail Network which identifies all of the existing and some proposed amenities and connections between the parks and watercourses.

Existing parks, canal routes, existing and proposed bridges, and locations with canal access and kayak launches are located on this plan. This plan is helpful in diagramming the contiguity and connectivity of the park and waterway network and mapping out recreational routes and excursions. The plan also serves as a guide for future improvements that can be undertaken "opportunistically" as projects occur along the canals or in the parks.

Existing Kayak Launch located in Commons Park
Image: Erdman

BLUEWAY TRAIL NETWORK



PATHWAY PARK

EXISTING CONDITIONS

The Village of Royal Palm Beach owns land with a very N-S pathway system as part of an FPL transmission easement corridor. The 3.7 mile corridor has continuous pathways, extends the full length of the Village, and is a tremendous asset. While this feature is frequently used and beneficial to the community, limitations on plantings (namely shade trees) due to the electric utility lines leaves the area lacking in shade. The following pages discuss a variety of planting options including FPL's association with Audubon Florida. Cross sections through the corridor are also provided illustrating improvement zones and pavilion designs. It is recommended the corridor be promoted to "park" status, as part of the improvements. This report identifies this proposed new park area Pathway Park.

The recommended improvements for Pathway Park are not location specific at this time. More analysis of the utility constraints as well as a public discussion regarding specific improvements at particular locations and planting species types and arrangements should be undertaken and projects brought forward.

Current image of proposed Pathway Park.

Image: Village of Royal Palm Beach

PATHWAY PARK NETWORK MAP

Existing Pavilion located in Commons Park
Image: Village of Royal Palm Beach

PATHWAY PARK

IMPROVEMENT IMPLEMENTATION RESOURCES

FLORIDA POWER & LIGHT AND AUDUBON FLORIDA

The Solar Sanctuary is a recent effort creating a passive park with a thriving sanctuary. "FPL and Audubon Florida launched the Solar Sanctuary program to promote pollinators and preserve wildlife and habitat at new solar power plant sites." Press release link: http://newsroom.fpl.com

This new partnership aims to transform thousands of acres of solar-generating property into thriving sanctuaries with dedicated conservation areas.

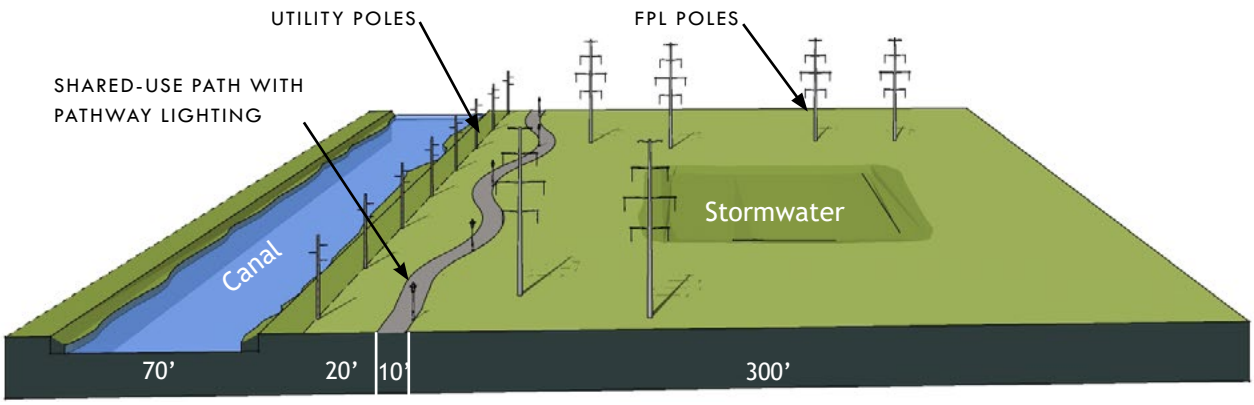
Florida Wildflower Foundation, Florida Native Plant Society, Wildlife Habitat Council and other groups worked with FPL and Audubon to enhance eight solar energy sites helping to conserve and create habitats benefiting birds, butterflies and other wildlife.

The segment of the FPL easement in the Village of Royal Palm Beach know as Pathway Park is a candidate to incorporate similar improvements and create habitats. Resources such as Audubon Florida, Florida Wildflower Foundation, Florida Native Plant Society, and Wildlife Habitat Council are critical in implementing a successful improvement plan for Pathway Park.

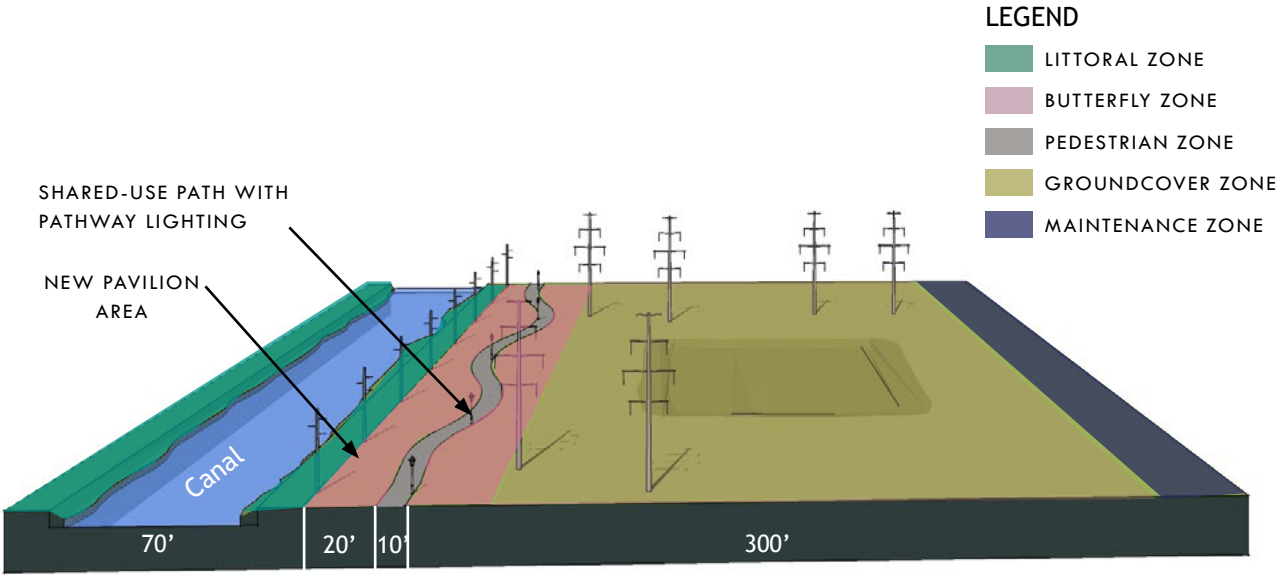
Some enhancements implemented in FPL's pilot pollinator program are:

- Creating pollinator-friendly habitat areas to provide ample food sources for insects, songbirds and hummingbirds
- Planting vine species to provide a food source for native and migratory hummingbird species
- Planting native vegetation as a buffer near property edges, which will provide food sources and nesting habitat for a variety of songbirds such as bluebirds, and wintering sparrows
- Preserving wetlands and surface waters to provide habitat for a variety of wetland-dependent wildlife species such as frogs, snakes, turtles, and wading birds
- Protecting existing gopher tortoise habitat, including burrows
- Planting native groundcover and shrubs to provide additional food and shelter for birds and wildlife

PATHWAY PARK



EXISTING PATHWAY PARK SECTION (SOUTH OF OKEECHOBEE BLVD.)



PATHWAY PARK IMPROVEMENT ZONE DIAGRAM

Pathway Park, which is owned by the Village, has the unique opportunity for enhancements that not only would provide a network for pedestrians to traverse the community, but would potentially provide a network for pollinators to thrive.

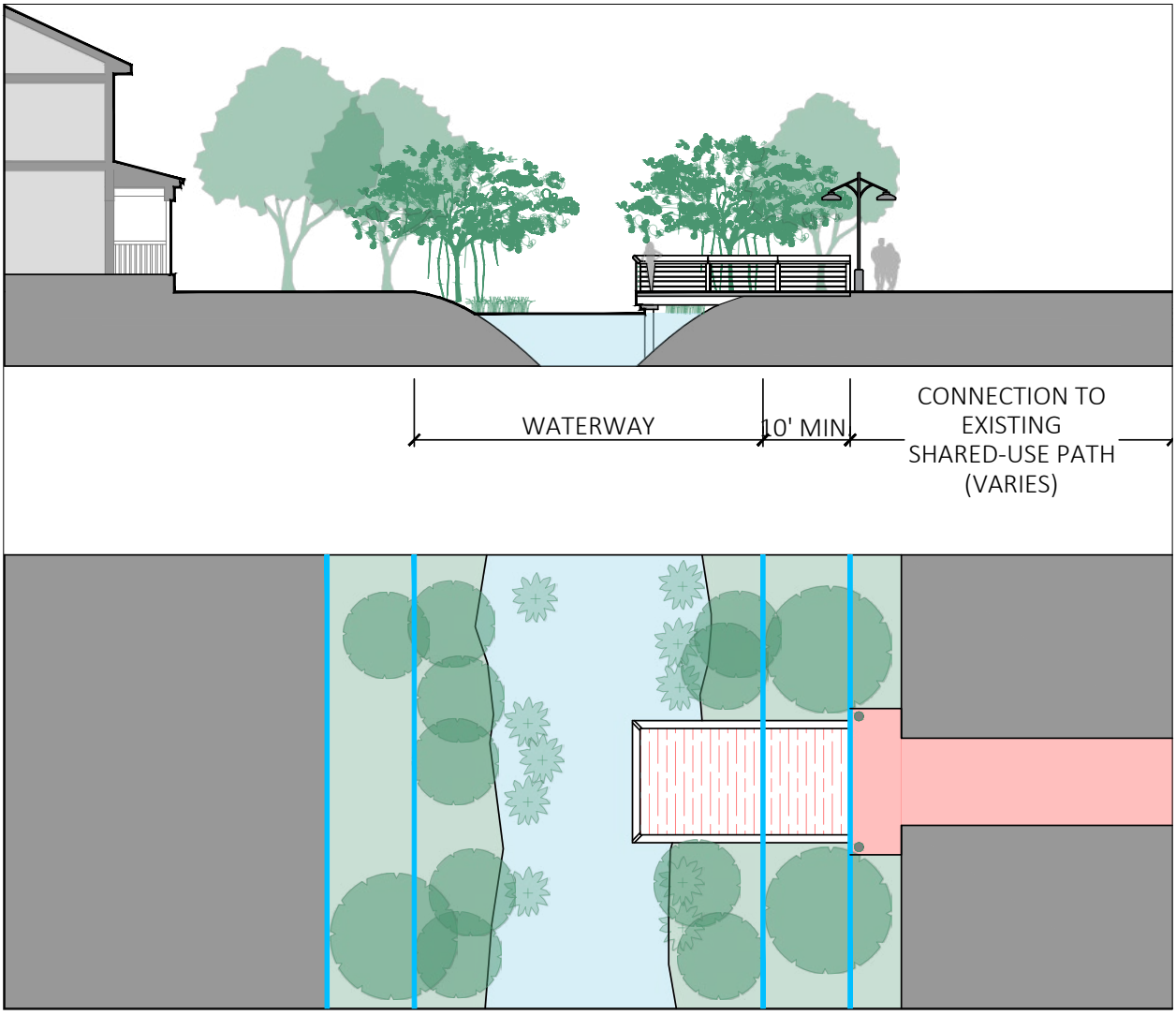
The pathway can be enhanced with small shade trees, such as sweet acacia and consistent with FPL's right tree-right place program. The canal banks can be enhanced with larger trees that are water tolerant such as cypress, live oak, and red maple. A native plant catalog can be found at the end of this chapter page 31.

Locations for new pavilions and vertical interventions should take advantage of cross-streets and connections to parks and schools.

For the South Florida tree list regarding the FPL Right Tree Right Place Program, use the following link: https://hort.ifas.ufl.edu/treesandpowerlines/southeast_florida.shtml

PATHWAY PARK

LITTORAL ZONE



Littoral Plantings along the canal can be functional and aesthetic improvements, providing buffering, habitat, water quality benefits, and stormwater reduction.

There may be a reach along the pathway where lighting is desired and areas where no lighting is preferred.

As stated before, improvements to Pathway Park should be driven by community input regarding species and intervention locations and types.

Stormwater park with pavilion located in the Palm City CRA in Martin County and a part of the Ripple Project. More information on the Ripple Project can be found here: https://www.martin.fl.us/Ripple

PATHWAY PARK

PEDESTRIAN/BUTTERFLY ZONE


Pathway Park Butterfly Ramble


Butterfly Garden


Public Art


Butterfly Garden Signage

Wayfinding


Public Art


Butterfly Garden

Images: Cashiers Greenway Ramble located in Cashiers, NC.

PATHWAY PARK

GROUND COVER ZONE - NATIVE PLANT CATALOG OF IMPROVEMENTS

FIREBUSH

CORAL BEAN

STERILE LANTANA

FLORIDA TICKSEED

MILK WEED

BLUE PORTER WEED

PATHWAY PARK

GROUND COVER ZONE - NATIVE PLANT CATALOG OF IMPROVEMENTS

DWARF PALMETTO

COONTIE

WILD IRIS

EASTERN GAMAGRASS

PATHWAY PARK

TREE PLANTINGS - NATIVE PLANT CATALOG OF IMPROVEMENTS

SWEET ACACIA TREE

CYPRESS TREE

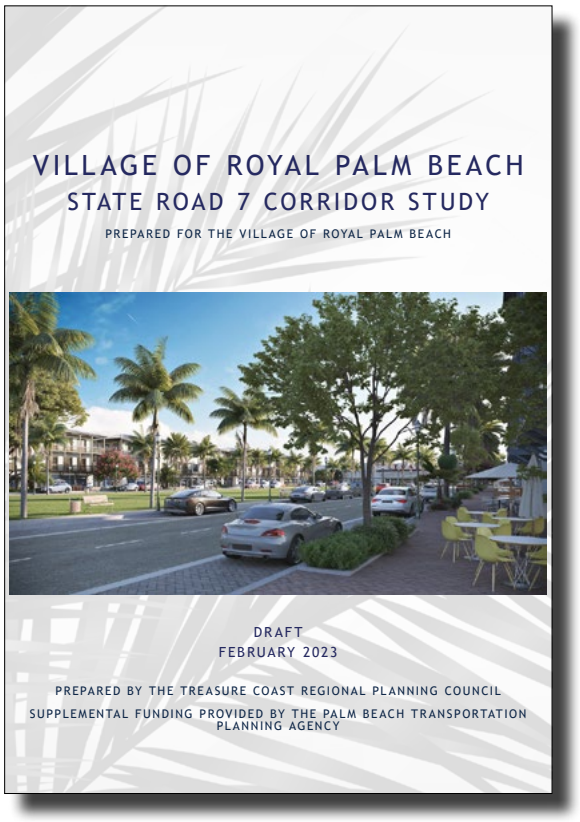
YELLOW TRUMPET TREE

RED MAPLE TREE

RECOMMENDATIONS

The interconnectivity recommendations for the Village of Royal Palm Beach provided herein cover a broad range of topics: physical sidewalk, roadway, and bridge connections; streetscape and lighting improvements; access to parks and watercourses; and landscape enhancements to provide shade and beauty. All of these components are important to create places that people can use and want to experience. The intent of this effort is to illustrate specific improvements within the context of the overall bicycle, pedestrian, and aquatic network throughout the Village.

These same principles are illustrated in the design concepts for redevelopment proposed for the SR-7 corridor that are included in the Village of Royal Palm Beach SR-7 Corridor Study report. The Treasure Coast Regional Planning Council is appreciative of the support and guidance provided by the Palm Beach Transportation Planning Agency in partnership with the Village of Royal Palm Beach.



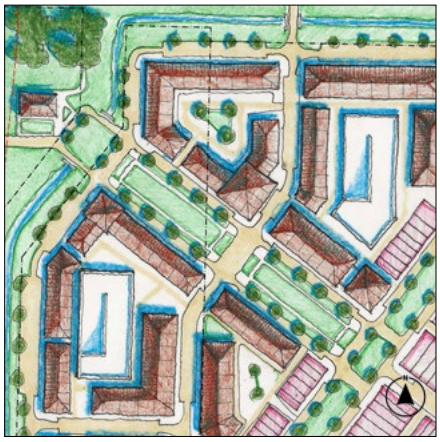


Image excerpts from the Village of Royal Palm Beach State Road 7 Corridor Study