



PARK AVENUE DOWNTOWN DISTRICT STUDY

TOWN COMMISSION
JANUARY 21, 2026

OVERVIEW AND PURPOSE



INTRODUCTION AND OBJECTIVES

COMPREHENSIVE DOWNTOWN EVALUATION

THE STUDY EVALUATES LAND USE, ZONING, INFRASTRUCTURE, MARKET CONDITIONS, AND DEVELOPMENT POTENTIAL IN LAKE PARK'S DOWNTOWN.

STRATEGIC GROWTH OBJECTIVES

FOCUS ON SUSTAINABLE GROWTH, PRESERVING TOWN CHARACTER, AND REVITALIZING AGING INFRASTRUCTURE AND LIMITED OPEN SPACES.

MULTIMODAL TRANSPORTATION & ZONING

PROMOTES WALKABILITY, DIVERSE HOUSING, MULTIMODAL TRANSPORT, AND ZONING ALIGNED WITH COMMUNITY PRIORITIES.

ACTIONABLE STUDY RECOMMENDATIONS

PROVIDES POLICY AND CODE UPDATES TO BALANCE DEVELOPMENT, ENHANCE AMENITIES, AND SUPPORT ECONOMIC VITALITY.

STUDY OVERVIEW

LAND USE AND ZONING

THE DISTRICT IS A MIX OF COMMERCIAL AND RESIDENTIAL USES WITH LOW-DENSITY BUILDINGS AND ZONING ALLOWING UP TO 48 DWELLING UNITS PER ACRE ACROSS THE DISTRICT.

INFRASTRUCTURE CHALLENGES

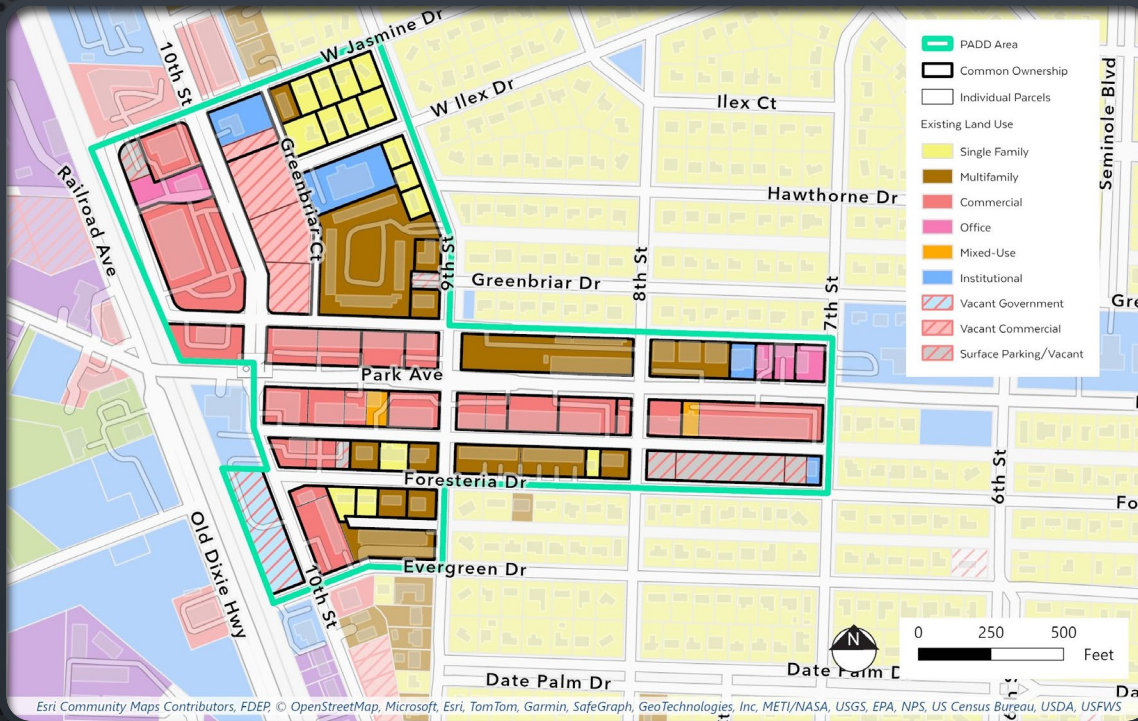
WASTEWATER CAPACITY IS LIMITED AND TRANSPORTATION CONGESTION RISKS EXIST, ESPECIALLY WITH HIGH-INTENSITY DEVELOPMENT.

ENVIRONMENTAL AND CIVIC SPACES

THE AREA IS FREE FROM WETLANDS AND FLOOD ZONES BUT HAS LIMITED CIVIC SPACES USABLE FOR RECREATION.

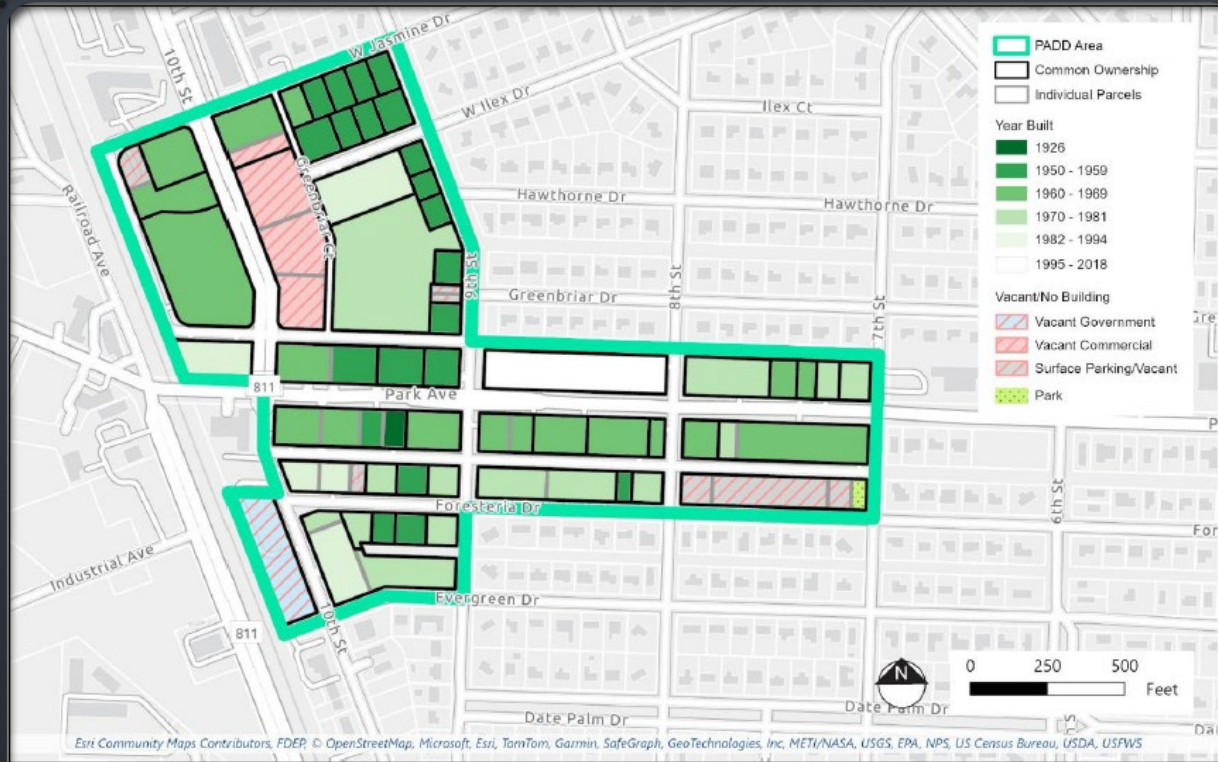
DEMOGRAPHICS AND ECONOMY

POPULATION IS YOUNGER WITH LOWER INCOME; ECONOMY CENTERS ON HEALTHCARE, PUBLIC ADMINISTRATION, AND EDUCATION SECTORS.



CURRENT LAND USE AND INFRASTRUCTURE

PARCEL CHARACTERISTICS



Map 4: Average Year Built

HOUSING TYPES AND REDEVELOPMENT

HOUSING INCLUDES SINGLE-FAMILY HOMES, DUPLEXES, AND SMALL APARTMENTS MOSTLY BUILT BETWEEN 1950 AND 1981, OFFERING REDEVELOPMENT AND INFILL OPPORTUNITIES.

TRANSITION TO SURROUNDING AREAS

SURROUNDING LOWER-DENSITY RESIDENTIAL AND INSTITUTIONAL AREAS REQUIRE THOUGHTFUL TRANSITIONS TO BALANCE DOWNTOWN DEVELOPMENT WITH NEIGHBORHOODS.

POPULATION AND ECONOMIC INSIGHTS

AREA	POPULATION	MEDIAN INCOME	UNEMPLOYMENT RATE
PADD	517	\$50,323	9.1%
Lake Park	9,005	\$69,274	5.1%
Palm Beach County	1,507,453	\$81,115	3.2%

ECONOMIC INSIGHTS

- LOCAL BUSINESSES INCLUDING GROCERY STORES AND RESTAURANTS, SUPPORT THE LOCAL ECONOMY.
- MARKET GROWTH IN THE PADD IS LIMITED WITHOUT STRATEGIC INVESTMENT, WITH LOW DEMAND FOR RETAIL, RESIDENTIAL, OFFICE, AND HOSPITALITY USES.
- PROJECTED RETAIL DEMAND IS MODEST, ABOUT 2,754 SQ FT BY 2029.
- EMPHASIS SHOULD BE ON INFILL, REDEVELOPMENT, AND ADAPTIVE REUSE OF COMPLIANT BUILDINGS.
- PALM BEACH COUNTY'S GROWTH OFFERS THE PADD CHANCES FOR FOCUSED DEVELOPMENT, SMALL-SCALE RETAIL EXPANSION, AND SOME HOUSING AND HOTEL OPPORTUNITIES.

REGULATORY FRAMEWORK AND PARCEL CHARACTERISTICS

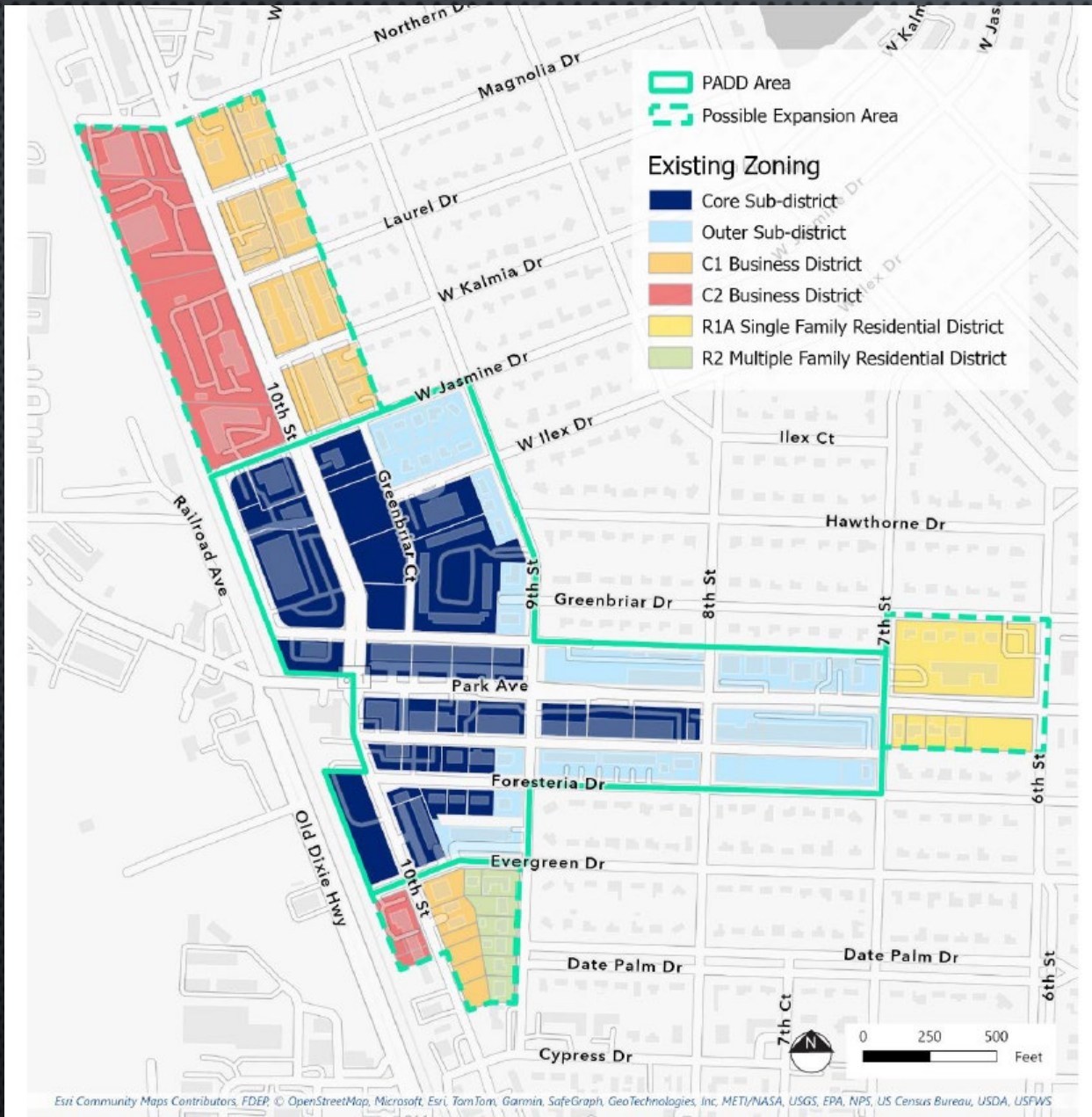
ZONING SUBDISTRICTS AND HEIGHT LIMITS

THE CORE SUBDISTRICT ALLOWS BUILDINGS UP TO 12 STORIES, WITH POSSIBLE WAIVERS FOR 16 STORIES WITH PUBLIC PARKING.

THE OUTER SUBDISTRICT LIMITS BUILDINGS TO 4 STORIES TO PROTECT NEIGHBORHOOD CHARACTER.

DENSITY AND PARCEL SIZES

DENSITY CAPS ARE SET AT 48 DWELLING UNITS PER ACRE ACROSS THE DISTRICT; MOST PARCELS ARE UNDER ONE ACRE, LIMITING LARGE DEVELOPMENTS UNLESS PARCELS ARE COMBINED.



VARIATION IN ZONING STANDARDS

JURISDICTIONS HAVE DIVERSE ZONING RULES FOR MIXED-USE AND DOWNTOWN DISTRICTS REFLECTING LOCAL PRIORITIES.

BUILDING HEIGHTS AND DENSITY LIMITS

BUILDING HEIGHTS RANGE FROM 2 TO 18 STORIES WITH DENSITY LIMITS BETWEEN 21 AND 70 DWELLING UNITS PER ACRE ACROSS REGIONS.

PUBLIC BENEFITS AND COMPATIBILITY

SOME DISTRICTS CONDITION DENSITY INCREASES ON PUBLIC BENEFITS LIKE OPEN SPACE TO MAINTAIN NEIGHBORHOOD COMPATIBILITY.



REGIONAL ZONING AND DEVELOPMENT STANDARDS



CAPACITY CONSTRAINTS

WASTEWATER CAPACITY CHALLENGES

CURRENT WASTEWATER INFRASTRUCTURE SUPPORTS ONLY 229 ERCs, FAR BELOW THE 1,361 REQUIRED FOR FULL BUILD OUT OF RESIDENTIAL AND COMMERCIAL USES.

TRAFFIC CHALLENGES

FULL RESIDENTIAL AND COMMERCIAL BUILDOUT CAUSES SEVERE CONGESTION, WITH TRAFFIC LOS RANGING FROM C/E TO F AT KEY INTERSECTIONS.

CONTEXT-SENSITIVE MOBILITY SOLUTIONS

RECOMMENDATIONS EMPHASIZE PRESERVING PEDESTRIAN-FRIENDLY DESIGN, AVOIDING INTERSECTION WIDENING, AND ENHANCING MULTIMODAL TRANSPORT.

COLLABORATIVE REGIONAL PLANNING

COLLABORATION WITH REGIONAL AGENCIES AND SIGNAL TIMING OPTIMIZATION SUPPORT IMPROVED NETWORK MOBILITY AND VIBRANT DOWNTOWN LIFE.

LAKE PARK // LAND USE AND HOUSING

What do you envision for the Park Avenue Downtown District?

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Kimley»Horn

COMMUNITY FEEDBACK HIGHLIGHTS

RESIDENTS OPPOSE HIGH-RISE BUILDINGS, FAVORING UP TO SIX STORIES TO PRESERVE SMALL-TOWN CHARACTER AND REDUCE CONGESTION.

SWOC ANALYSIS SUMMARY

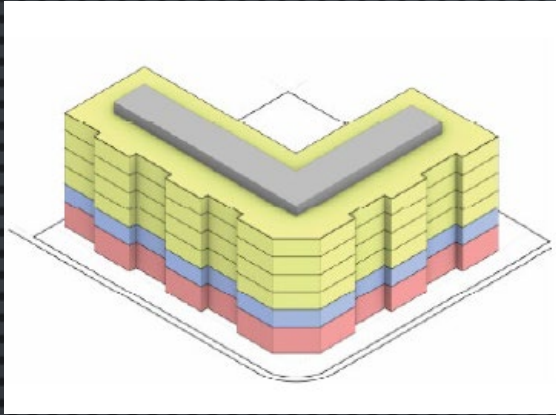
STRENGTHS INCLUDE LOCAL CHARACTER AND BUSINESSES; WEAKNESSES INVOLVE MARKET DEMAND AND INFRASTRUCTURE LIMITS.

GROWTH AND POLICY BALANCE

POLICIES SHOULD BALANCE GROWTH WITH COMMUNITY VALUES, ENHANCE AMENITIES, AND SUPPORT INCREMENTAL DEVELOPMENT.

PUBLIC INPUT AND STRATEGIC ASSESSMENT

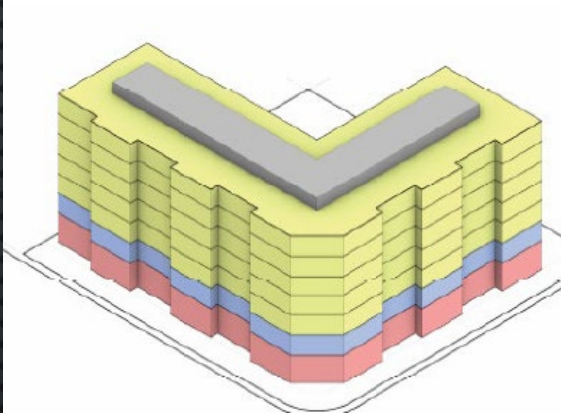
DEVELOPMENT SCENARIOS



COMPARATIVE ANALYSIS OF BUILDING HEIGHTS AND DENSITIES

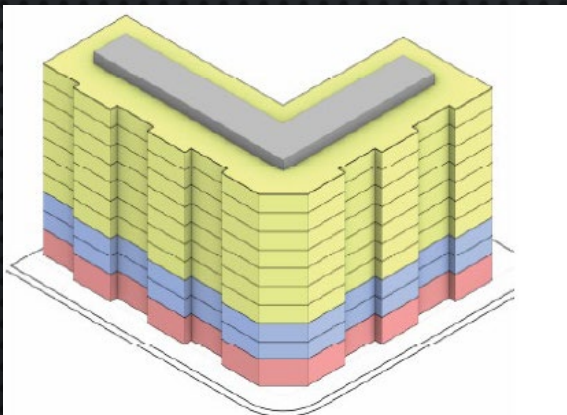
SCENARIO 1: SIX-STORY BUILDING

PROPOSES SIX-STORY BUILDINGS WITH 48 UNITS PER ACRE, ALIGNING WITH REGULATIONS AND NEIGHBORHOOD COMPATIBILITY.



SCENARIO 2: SEVEN-STORY BUILDING

INCREASES HEIGHT TO SEVEN STORIES WITH 60 UNITS PER ACRE, SLIGHTLY EXCEEDING DENSITY CAP WHILE MAINTAINING HUMAN SCALE.



SCENARIO 3: TEN-STORY BUILDING

FEATURES TEN-STORY STRUCTURES WITH 100 UNITS PER ACRE AND FAR OF 5.0, SURPASSING DENSITY LIMITS AND RAISING INFRASTRUCTURE DEMANDS.

INSIGHTS ON DENSITY AND HEIGHT

MAXIMUM DENSITY CAN BE ACHIEVED WITH LOWER HEIGHTS, SUGGESTING REVISION OF HEIGHT REGULATIONS FOR COMMUNITY ALIGNMENT.

POLICY AND CODE RECOMMENDATIONS

OVERVIEW OF AMENDMENT OBJECTIVES



COMPREHENSIVE PLAN AMENDMENTS

INTRODUCES POLICY PROMOTING COMPACT, PEDESTRIAN-FRIENDLY REDEVELOPMENT ALONG PARK AVENUE CORRIDOR.

LAND DEVELOPMENT CODE UPDATES

REFINES ZONING REGULATIONS AND PROPERTY STANDARDS, ENSURING ALIGNMENT WITH THE COMPREHENSIVE PLAN AND COMMUNITY VISION.

SUSTAINABLE MOBILITY AND STREETSCAPES

ENHANCES STREETSCAPES AND SUPPORTS ALTERNATIVE TRANSPORTATION OPTIONS LIKE TRANSIT AND WALKABILITY FOR GREATER CONNECTIVITY.

ECONOMIC VITALITY AND COMMUNITY BALANCE

AMENDMENTS BALANCE GROWTH WITH NEIGHBORHOOD CHARACTER WHILE INCENTIVIZING ECONOMIC DEVELOPMENT THROUGH FLEXIBLE RULES.

PARK AVENUE DOWNTOWN DISTRICT POLICIES

DENSITY AND INFILL

REVISE DENSITY PROVISIONS AND PROMOTE INFILL DEVELOPMENT TO SUPPORT SUSTAINABLE COMMUNITY GROWTH AND DIVERSE HOUSING OPTIONS.

BUILDING HEIGHT AND COMPATIBILITY

REDUCE BUILDING HEIGHT LIMITS IN CORE AREAS AND ELIMINATE WAIVERS TO MAINTAIN NEIGHBORHOOD COMPATIBILITY AND TRANSPARENCY.

OPEN SPACE AND PUBLIC REALM

ENHANCE PUBLIC SPACES WITH CIVIC PLAZAS, TOWN-OWNED RECREATION AREAS, AND ART INSTALLATIONS TO ENRICH COMMUNITY ENGAGEMENT.

MOBILITY AND BOUNDARY EXPANSION

PRIORITIZE MULTIMODAL INFRASTRUCTURE AND EXPAND DISTRICT BOUNDARIES TO SUPPORT COHESIVE GROWTH AND NEIGHBORHOOD TRANSITION.

PROPOSED DOWNTOWN FUTURE LAND USE POLICY

POLICY ELEMENT	DETAILS
Density	Outer: 48 du/acre Core: 60 du/acre
FAR	0.75 for non-residential uses
Subdistricts	Core (high intensity), Outer (transition)
Design Focus	Walkability, mixed-use, architectural cohesion

MOBILITY AND PUBLIC SPACE POLICIES

MULTI-MODAL TRANSPORTATION INTEGRATION

POLICIES SUPPORT DIVERSE TRANSPORTATION OPTIONS INCLUDING E-BIKES, SCOOTERS, AND TRADITIONAL VEHICLES TO ENHANCE MOBILITY.

PRESERVING WALKABILITY

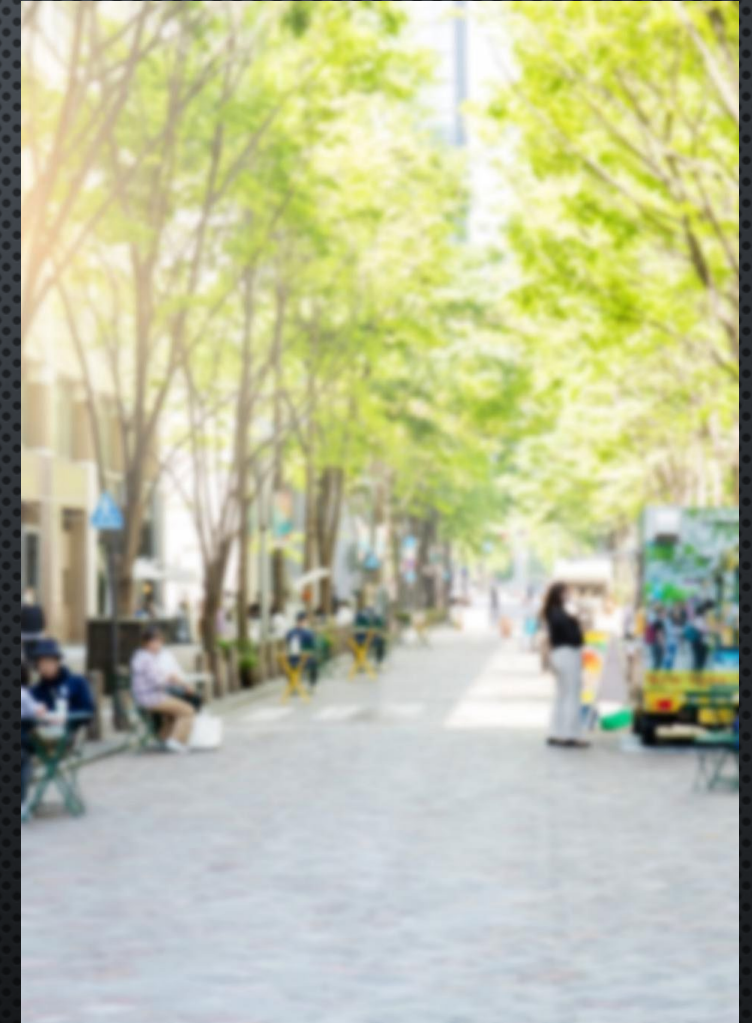
DEVELOPMENT LEVERAGES STREET GRIDS AND ALLEYS TO MAINTAIN WALKABILITY AND REDUCE TRAFFIC IMPACTS IN DOWNTOWN AREAS.

PUBLIC SPACE ENHANCEMENTS

REDEVELOPMENT INCLUDES CIVIC SPACES, POCKET PARKS, SHADED SEATING, AND ROOFTOP TERRACES TO ENRICH COMMUNITY INTERACTION.

CATALYTIC PUBLIC-SERVING USES

TOWN-OWNED PROPERTIES WILL HOST RECREATION FACILITIES AND TRANSIT HUBS TO SUPPORT MOBILITY AND COMMUNITY NEEDS.



LAND DEVELOPMENT CODE AMENDMENTS

DEVELOPMENT STANDARDS FOR CORE AND OUTER SUBDISTRICTS

REGULATION	CORE SUBDISTRICT	OUTER SUBDISTRICT
Max Height	7 stories + 4 stories structured parking (optional)	4 stories
Density	60 du/acre	48 du/acre
Active Ground Floor	60% GFA	30% GFA
Building Coverage	90% maximum	70% maximum

ARCHITECTURAL AND STREETSCAPE REQUIREMENTS



COHESIVE ARCHITECTURAL STYLES

PREFERRED STYLES INCLUDE MEDITERRANEAN REVIVAL AND MIAMI MODERN, PROMOTING FLEXIBILITY WITH COMPLEMENTARY DESIGNS APPROVED BY AUTHORITIES.

BUILDING MASS AND FACADE DESIGN

BUILDINGS MUST AVOID MONOLITHIC FORMS USING STEP-BACKS AND HORIZONTAL BREAKS FOR FACADES LONGER THAN 200 FEET FOR VISUAL INTEREST.

PEDESTRIAN-ORIENTED STREETSCAPE

GROUND-LEVEL DESIGN EMPHASIZES ACTIVE USES, PEDESTRIAN ENTRANCES, PLANTING ZONES, BENCHES, TREE WELLS, AND BIKE RACKS FOR WALKABILITY.

LANDSCAPING AND BUFFERS

AT LEAST 10% OF LOT AREA MUST BE LANDSCAPED WITH BUFFERS ADJACENT TO SINGLE-FAMILY DISTRICTS, INCLUDING PLANTING AND FURNISHING ZONES.

INFRASTRUCTURE AND MOBILITY COORDINATION

DEVELOPER INFRASTRUCTURE RESPONSIBILITIES

DEVELOPERS MUST BUILD OR FUND UTILITIES AND ROADWAYS, WITH OVERSIZED INFRASTRUCTURE BENEFITING PUBLIC PROJECTS.

MOBILITY STANDARDS AND COORDINATION

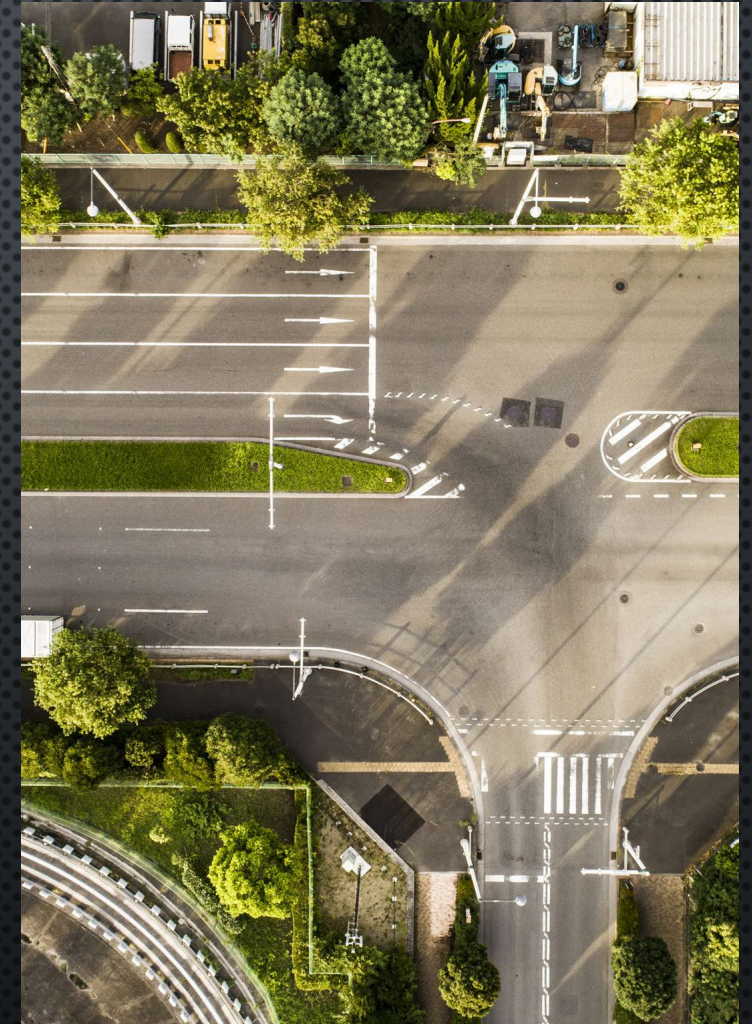
COORDINATION WITH REGIONAL AGENCIES MITIGATES TRAFFIC IMPACTS AND IMPROVES CONNECTIVITY ACROSS THE TOWN.

MULTIMODAL TRANSPORTATION PLAN

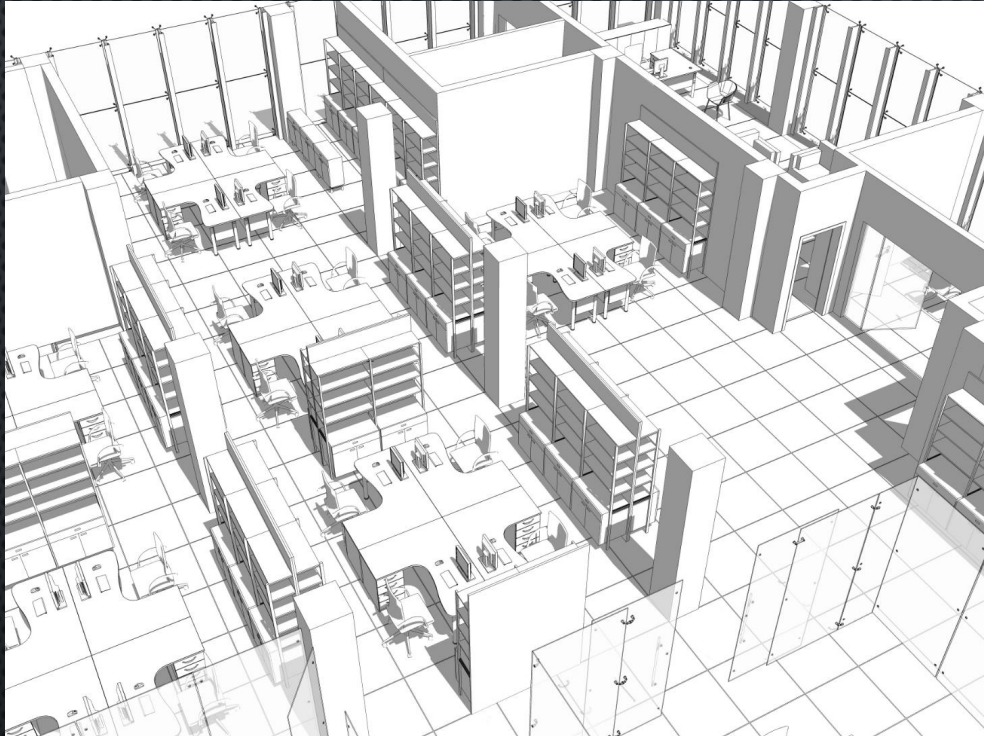
THE MOBILITY PLAN PROMOTES MICRO-MOBILITY, LAST-MILE TRANSIT, AND PROTECTED BIKE LANES FOR BETTER URBAN MOBILITY.

RECREATION SPACE REQUIREMENTS

DEVELOPMENTS MUST ALLOCATE AT LEAST 10% OF SITE AREA FOR PARKS, PLAZAS, OR ACTIVE AND PASSIVE AMENITIES.



WAIVER PROVISIONS AND PUBLIC BENEFIT CRITERIA



STRUCTURED WAIVER PROCESS

THE LDC AMENDMENTS CREATE A STRUCTURED WAIVER PROCESS ALLOWING FLEXIBILITY WHILE PROTECTING PUBLIC INTERESTS.

PUBLIC BENEFIT REQUIREMENTS

WAIVERS REQUIRE CLEAR PUBLIC BENEFITS LIKE ACCESSIBLE OPEN SPACE, SURPLUS PARKING, OR INFRASTRUCTURE IMPROVEMENTS.

REVIEW AND DOCUMENTATION

APPLICANTS SUBMIT DETAILED PLANS AND JUSTIFICATIONS, REVIEWED BY MULTIPLE COMMUNITY DEPARTMENTS AND BOARDS.

SPECIFIC WAIVER TYPES

WAIVERS INCLUDE PARKING REDUCTIONS, HEIGHT INCREASES FOR FEATURES, PARKING EXCLUSIONS, AND LANDSCAPING ADJUSTMENTS.

ECONOMIC DEVELOPMENT STRATEGIES

WORKFORCE DEVELOPMENT

ALIGN EDUCATION PROGRAMS WITH INDUSTRY NEEDS TO BUILD A SKILLED WORKFORCE THAT SUPPORTS ECONOMIC GROWTH.

BUSINESS INCENTIVES

PROVIDE INCENTIVES TO BUSINESSES OFFERING SALARIES ABOVE MEDIAN INCOME TO STIMULATE INVESTMENT AND JOB CREATION.

PROPERTY IMPROVEMENT GRANTS

OFFER GRANTS FOR REHABILITATING BUILDINGS THAT HAVE NOT BEEN IMPROVED IN OVER 25 YEARS TO ENHANCE URBAN INFRASTRUCTURE.

COLLABORATIVE PARTNERSHIPS

FOSTER PUBLIC-PRIVATE PARTNERSHIPS AND SUPPORT BUSINESS IMPROVEMENT DISTRICTS TO BOOST DOWNTOWN FUNCTIONALITY AND COMMERCE.

SUMMARY

KEY TAKEAWAYS AND IMPLEMENTATION

MODERNIZING REGULATIONS

AMENDMENTS AIM TO UPDATE LAND USE POLICIES AND DEVELOPMENT STANDARDS TO SUPPORT SUSTAINABLE AND COMPATIBLE GROWTH.

STRUCTURED WAIVER PROCESSES

WAIVER PROCESSES ARE LINKED TO PUBLIC BENEFITS TO ENSURE BALANCED DEVELOPMENT OUTCOMES.

IMPLEMENTATION AND ENGAGEMENT

IMPLEMENTATION INVOLVES PUBLIC REVIEW, STAKEHOLDER ENGAGEMENT, AND FORMAL ADOPTION BY AUTHORITIES.

ENHANCING DOWNTOWN LIVABILITY

FOCUS ON CONNECTIVITY, ECONOMIC RESILIENCE, AND PRESERVING DOWNTOWN CHARACTER.

COMP PLAN TEXT

Objective 12

Redevelopment of the Historical Downtown Area: A Downtown Future Land Use Classification is established to facilitate the redevelopment of the historical Park Avenue downtown and the immediate surrounding area. This land use category encourages a dense, vibrant, walkable mixed-use downtown that combines residences, businesses, and civic spaces., and that is This district shall be well-integrated into the surrounding neighborhoods and maintain the community's traditional scale and quaint charm, while promoting the redevelopment of infill parcels. This land use classification is also intended to facilitate development that complements a future tri-rail station.

Policy 12.1

The Downtown Land Use classification is implemented by the Park Avenue Downtown District (PADD) zoning district. The Downtown Future Land Use shall provide for the development or redevelopment of compact residential and non-residential or mixed-use buildings to complement the existing buildings. Residential uses shall be designated as permitted by right within the district, subject to compliance with applicable development standards and design criteria.

New development shall be designed to respect and complement the Mainstreet character, scale, and form of existing buildings in the surrounding area through building form and placement. Replication of outdated commercial architectural styles is not required; instead, compatibility shall be achieved through thoughtful design that reinforces the community's established identity.

The Town shall encourage the use of specific architectural styles that reflect the desired character of the district, as identified in the zoning district. These styles shall promote visual cohesion and enhance the aesthetic quality of the built environment.

Policy 12.2

Within section 3.4.3 "Future Land Use Classification System" the Downtown Land Use provides for a density of 48 du/acre and a FAR of 3.0 across the entire contiguous area.

The Commission may approve a project greater than 48 du/acres so long as the average density of development within the entire contiguous Downtown Land Use area does not exceed 48 du/acre, and is consistent with the policies contained herein and meets the land development regulations. The land development regulations shall provide for a maximum FAR of 3.0 for non-residential uses. Development of sites within the Downtown Land Use may exceed the maximum 3.0 FAR, so long as the average FAR

for the entire Downtown Land Use area does not exceed 3.0, is consistent with the policies contained herein and as provided in the land development regulations.

The Downtown Land Use classification is implemented by the Park Avenue Downtown District (PADD) zoning district. The zoning district shall have at least two subdistricts reflected on the Zoning map.

The Core District is the central commercial core with the most intense building development within the downtown district, with a mix of uses including multifamily residential, office uses and ground floor active uses, is allowed. The greatest development intensity should be oriented towards 10th Street, to create a signature mixed-use corridor.

The Outer District is intended to function as a transition zone between the Core District and land area outside of the PADD. Development should respect the scale of the pedestrian streets along Park Avenue, Foresteria Drive, and 9th Street.

Each individual site plan or project within the Park Avenue Downtown District (PADD) must follow the specific rules for density (the number of dwelling units per acre) and intensity (the amount of building area compared to the size of the lot) that apply to its location, as established for the district and listed in the following table:

<u>Subdistrict</u>	<u>Core</u>	<u>Outer</u>
<u>General District Description</u>	<u>Parcels fronting 10th Street and Park Avenue, west of 8th Street.</u>	<u>Parcels serve as a transition zone between the Core and adjacent residential uses outside of the PADD.</u>
<u>Maximum Density</u>	<u>60 du/acre</u>	<u>48 du/acre</u>
<u>Maximum Intensity</u>	<u>FAR of 0.75 for non-residential development.</u>	<u>FAR of 0.75 for non-residential development.</u>

Policy 12.3

The land development regulations developed to implement the Downtown Land Use and PADD zoning district shall provide for compatibility of adjacent land uses by establishing criteria to address buffering and to control the height and intensity of structures to mitigate the impacts of development on adjacent zoning districts, particularly single-family districts.

The Town shall ensure that development within the Downtown Land Use and is compatible with adjacent land uses, particularly low-density and single-family residential neighborhoods. To achieve this, the Land Development Code (LDC) shall include clear and enforceable standards addressing:

- Appropriate transitions in building height, massing, and intensity;
- Buffering techniques such as landscaping, setbacks, and building step-downs;
- Context-sensitive design strategies, such as architectural treatments, that protect neighborhood character and minimize adverse impacts.

These standards shall guide the design and placement of new development to ensure it is appropriately scaled and integrated with surrounding uses.

Policy 12.4

Development and redevelopment shall be supported by publicly accessible civic spaces, usable open space, walkable and bikeable streets, and served by varied forms of public and private transportation.

Given the PADD's limited land area and existing development pattern, usable open space should focus on urban amenities that enhance the pedestrian experience and provide visual and social relief within the built environment such as pocket parks, shaded seating areas, courtyards, rooftop terraces, or activated streetscape zones designated for public use.

Policy 12.5

~~Development shall provide for and accommodate various alternative mobility and micro-mobility options, consistent with policies of the Transportation Element, to achieve the safe interconnectivity of vehicular, pedestrian, and other non-motorized movement, and promote sustainability.~~

All new development and redevelopment within the PADD shall support a safe, efficient, and sustainable multi-modal transportation network. Development shall:

- Leverage the existing street grid and alley network for access, parking, and service functions to reduce traffic impacts and preserve walkability;
- Incorporate site planning and traffic mitigation strategies—such as access management, shared parking, and transportation demand management (TDM)—to address cumulative transportation impacts; and
- Accommodate alternative mobility and micro-mobility options consistent with the Transportation Element and the adopted CRA Master Plan and Mobility Plan;
- Recognize the mobility fee as a key tool to fund infrastructure improvements and reduce automobile dependency.
- Enhance on-site connectivity and safety through internal circulation networks, cross-block passages, minimized curb cuts, and on-street parking;

Policy 12.6

The Town shall prioritize catalytic public-serving uses on town-owned properties such as recreation, civic space, transit or public parking ~~continue to pursue a proposed train station location immediately adjacent to the Downtown future land use area,~~ in support of its redevelopment and mobility goals.

Optional New Policies

Waivers and Public Benefit

Policy X.X: The Town may grant waivers for development in the PADD only when a clearly defined public benefit is provided, consistent with the provisions of the Land Development Code (LDC). Public benefits may include, but are not limited to, the provision of publicly accessible recreation or open space, surplus public parking, or the construction of infrastructure with capacity exceeding the needs of the proposed development. All such waivers shall be evaluated based on established criteria to ensure transparency, equity, and alignment with community goals.

Infrastructure

Policy X.X: All necessary infrastructure improvements, including but not limited to utilities, shall be constructed or funded by the developer as a condition of development approval. Developers may elect to construct infrastructure with capacity exceeding the needs of their project to meet the requirements of a waiver. When such overbuilt infrastructure provides measurable benefit to the broader community—such as serving future development or relieving existing deficiencies—it may be considered a public benefit, subject to criteria established in the Land Development Code (LDC).

Design Criteria

Policy X.X: The Town shall support the enhancement of alleyways as shared spaces that may accommodate both parking and safe pedestrian activity.

Policy X.X: The Town shall prioritize opportunities to adapt downtown alleyways for additional parking where appropriate, ensuring convenient access to businesses and supporting overall downtown functionality.

Policy X.X: The Town shall require development within the Core Sub-district to incorporate streetscape improvements to enhance walkability, including a planting and furnishing zone. Other elements which enhance the streetscape are encouraged, such as awnings and canopies projecting over the sidewalk.

Policy X.X: The Town shall require that development along 10th Avenue and Park Avenue provide active ground floor uses.

Policy X.X: The Town shall continue to establish provisions for Live/Work units by encouraging such use in the Core and Inner Sub-districts of the PADD.

Economic Development:

Policy X.X: The Town shall support the economic viability of Downtown by prioritizing education and workforce development, supporting local business development, and exploring ways to reduce costs for businesses through the following strategies:

- Align education and workforce programs with target industry needs to better enable the workforce to meet the needs of potential City businesses.
- Identify strategies to incentivize development in the PADD for new businesses generating jobs with an average salary of at least 15% or higher than the current median income in the Town.
- Assist local businesses in creating a Business Improvement District or Mainstreet organization to further enhance the PADD.
- Encourage communication, collaboration, awareness, and partnerships between the public and private sectors.
- Implement building improvement grants for buildings that have not been improved (rehabilitated or beautified) in 25 or more years.

Parking

Policy X.X: The Town shall enhance accessibility to Downtown and support local businesses through increased parking options by utilizing town-owned properties to provide additional parking, pursuing public-private partnerships to build structured parking, and encouraging the development of on-street parking along Park Avenue and all cross-streets where right-of-way is available within the PADD.

Policy X.X: The Town shall conduct a Parking In-Lieu Fee Study that allow flexibility in meeting parking requirements within Downtown, including the establishment of a Payment in Lieu of Parking Program consistent with the Downtown Parking Master Plan. This program will enable developers to contribute to a dedicated fund for public parking and mobility improvements in lieu of providing required on-site parking spaces.

Transportation

Policy X.X: The Town shall coordinate with Palm Beach County and the Palm Beach Transportation Planning Agency (TPA) to identify and support intersection and roadway improvements that enhance overall mobility and connectivity by expanding transportation options without compromising the character of the Town's downtown or its right-of-way constraints.

Policy X.X: The Town shall coordinate with Palm Beach County and the Palm beach Transportation Planning Agency (TPA) to continue collaborations on a regional commuter rail.

Policy X.X: The Town shall coordinate with Palm Beach County to implement signal timing optimization and intersection management strategies to improve traffic flow and reduce delays, particularly within the Core and Inner Sub-districts where there are higher intensities and densities.

Policy X.X: The Town shall continue to implement and periodically update its Mobility Plan to enhance overall mobility and reduce car dependency through pedestrian and bicycle facility improvements.

Policy X.X: The Town shall encourage safe, convenient, and effective motorized and alternative means of transportation and transit systems by utilizing funds from the Town's mobility-fee to implement the following strategies:

- Pursue opportunities to introduce micro-mobility options such as e-bikes, electric scooters, and shared bicycles.
- Explore the potential for a "Last Mile" local circulator between the potential train station and points of interest to enhance connectivity to the Downtown.
- Continue to pursue the creation of the Lake Park Legacy Loop, a pedestrian/bike route that connects points of interest in Lake Park.
- Prioritize the construction of protected bike lanes.

LDC TEXT

Sec. 78-70(b)(7): Waivers

- a. Purpose and intent. The intent of this section is to provide for waivers for certain development standards for site plans within the PADD district, provided an applicant meets or exceeds the waiver criteria set forth ~~herein under subsection b. below~~, as determined by the town commission, to establish clear criteria and procedures for granting development waivers in the PADD, ensuring that such waivers are only approved when a clearly defined public benefit is provided, consistent with the goals of the Comprehensive Plan and this Code.
- b. Applicability. These regulations apply to all development proposals within the PADD that seek relief from specific development standards through a waiver process.
- c. Eligibility for waivers. Waivers may be granted only when the proposed development provides a clearly defined public benefit as determined by the community development director. The waiver must not compromise public health, safety, or welfare, and must remain consistent with the intent of the underlying zoning regulations.
- d. Evaluation criteria. Waiver requests shall be evaluated based on the following:
 1. Further the purpose and intent of the PADD, including the architectural and site design elements
 2. Nexus and proportionality of the public benefit to the requested waiver;
 3. Permanence and accessibility of the public benefit;
 4. Consistency with the Comprehensive Plan, CRA Master Plan, and Mobility Plan;
 5. Equity and transparency in the application of waiver provisions;
 6. Design quality and contribution to community character including compatibility with the style and characteristics of surrounding structures
- e. Application and review process. Applications for a waiver shall be submitted together with a site plan to the community development department. Applicants seeking a waiver must submit:
 1. A written justification to identify the land development regulations from which the applicant seeks a full or partial waiver, explain the reason for each waiver requested, and the extent to which the requested waiver, if granted, would depart from the land development regulations established by this section, and an analysis demonstrating how the benefit exceeds minimum code requirements;
 2. A site plan which is sufficient to identify the land which is subject of the waiver request, and showing the proposed public benefit if on site;
 3. Any additional documentation required by the Community Development Department.
- f. Review and approval. Upon the determination of the community development department that the site plan and waiver application complete, community development shall schedule the site plan and waiver applications for consideration by the planning and zoning board and the town commission.
- g. Conditions and mitigation. The commission may impose conditions or limitations upon the waivers it grants to ensure that the spirit and intent of the PADD. Additionally, the commission may require mitigation on or off site in exchange for the granting of waivers, or as a public benefit.
- h. Waivers permitted. Review criteria. ~~In order for a waiver to be approved, the town commission shall find that the application furthers the purpose and intent of the PADD, meets the architectural and site design elements of the PADD, is compatible with the style and characteristics of surrounding structures, provides a public benefit in exchange for each waiver requested and complies with the standards below~~
 1. Off-street parking waiver. Up to ten percent of the number of parking spaces for a specific property and use or uses, as required by 78-70-3 78-70-4 may be waived upon the town commission's determination that:

(a) The subject property complies with ADA requirements, respective loading requirements for certain uses, and no property shall have less than five parking spaces; and

(b) There is a sufficient number of off-street parking spaces in the town's adopted Downtown Parking Master Plan to accommodate the waiver request; and

(c) A parking needs analysis for the proposed property and its use or uses demonstrates that up to ten percent less of the parking spaces required pursuant to Table 78-70-3 78-70-4 would be sufficient. The parking needs analysis shall be prepared by a Florida registered engineer or architect, certified (AICP) planner who has the demonstrated qualifications and expertise to perform such an analysis; or

(d) The proposed use is an adaptive re-use within an existing structure and there is insufficient space on site to accommodate all of the required parking, provided that a parking needs analysis pursuant to subsection 1.(c) above is submitted and parking is available pursuant to subsection 1.(b) above.

2.Height waiver. The town commission may waive up to a 20 percent increase in the height of a building for architectural features, provided:

(a) The increased height enhances the structure's architectural features and the commission finds that doing so would improve building aesthetics and massing. Examples of these architectural features include parapets, shielding mechanical equipment, cooling towers, elevator shafts, and other elements; and

(b) The increased height would not negatively impact the light, air flow, and aesthetics of abutting single-family dwellings or single-family dwellings across a street or alleyway.

OPTIONAL:

3. Structured parking waiver. For structures in the Core Sub-District, up to four three levels (maximum of 40 feet) of structured parking may be excluded from the maximum height of a structure, even if active liner uses are proposed, upon the town commission's determination that all of the following conditions exists:

(a) The applicant is proposing structured parking to meet the code required parking. In addition to meeting the required parking, an applicant seeking a structured parking waiver shall provision public parking equivalent to a minimum of ten percent of the required parking. This public parking shall be located on the ground floor of the structured parking area, be free of charge, and marked and reserved for public use in perpetuity.

(b) Pursuant to a review of shadow studies, the additional height would not significantly impact the light, air flow, and aesthetics of any abutting single-family dwellings or multifamily dwellings or those that are located across a street or alleyway in a manner that creates substantial negative or detrimental impacts, as determined by staff, or as determined by the town commission. This waiver shall not be combined with an off-street parking waiver under subsection 1. above.

4. Landscaping species waiver. The commission may grant a waiver of a particular species of vegetation, hedges, or trees, or the quantity, quality, or height requirements of the species required herein where there is a conflict with the requirements of another public agency, or public or private utility, provided the commission finds that public's interest is better served by accepting the public agency, or utility's landscaping species.

Sec. 78-70(g): Landscaping Requirements

- ~~(3) *Properties along 10th Street.* New development, substantial renovation or redevelopment shall provide a minimum five foot landscape strip directly abutting 10th street, and a minimum six foot sidewalk. Should there be insufficient public right of way to accommodate the landscaping and/or sidewalk, the property owner shall provide an easement on its property for the installation of the landscape strip and sidewalk improvements. Materials within the 5 foot landscape strip shall be consistent with the aesthetics established along the 10th Street corridor.~~
- (3) *Properties within the Core Sub-District.* New development, substantial renovation or redevelopment shall provide a minimum of six-foot planting and furnishing zone along the primary frontage, in addition to a minimum six-foot sidewalk, which includes tree wells with grates combined with hardscaped areas for benches, bike racks, trash receptacles, and streetlights or signs, in accordance with the following standards:
- a. Planting and furnishing zones must be configured to maintain ADA compliance.
 - b. Planting and furnishing zone location and design must be coordinated with existing and future utilities.
 - c. Minimum width of 6 ft. min. for understory trees; 10 ft. min. for canopy trees.
 - 1. Canopy (shade) trees shall be provided in the planting strip of the streetscape spaced at not more than 40 foot spacing. Trees are required to be planted in either a continuous planting strip or in tree wells using structural soil. A root barrier shall be provided when the planting strip is less than 10 feet in width.
 - 2. Understory tree spacing at an average of 20 feet on-center, or fraction thereof.
 - d. Any street furniture or other vertical features such as benches or vertical landscape barriers must be distanced from the curb a minimum of 2 feet.
 - e. Should there be insufficient public right-of-way to accommodate the landscaping and/or sidewalk, the property owner shall provide an easement on its property for the installation of the planting and furnishing zone and sidewalk improvements.

Sec. 78-70(h): Architectural Requirements

All nonresidential and mixed-use structures shall meet the design regulations of chapter 78, article XII and this section. Supplemental regulations associated with the PADD's architecture shall be applicable to multi-family and attached residential, mixed use and nonresidential development and include the following elements:

- (1) An overall, unified design and character and compatibility with surrounding structures aesthetics that respects historic context by encouraging adaptive reuse;
- (2) Preferred architectural styles shall include Mediterranean Revival along Park Avenue, modern designs or Miami Modern along 10th Street, or any architectural style complimentary of those listed herein that has been approved by the town commission's approval of a site plan;
- (3) Building massing that addresses the street by meeting a minimum frontage occupation of 60%, creating a pedestrian-oriented environment. Frontage occupation refers to the amount of the front building face that meets the minimum setback;
- (4) Ground level retail space or other ground level amenities which are of interest to pedestrians and serve the surrounding neighborhoods, with primary pedestrian entrances oriented to face the street with a six foot wide walkway connecting to the public sidewalk;
- (5) No blank walls, dead spaces, or features that hinder the pedestrian experience;
- (6) A single, large, dominant building mass shall be avoided. Multiple smaller buildings or multiple volumes over a single podium are encouraged over fewer large buildings. Changes in mass must be provided, related to entrances, the integral structure, and the organization of interior spaces and activities.
 - a. Features such as porches, chimneys, cornices, windows and doors must be proportional to other features of the building as well as the overall building form.
 - b. Additions, connective wings, and outbuildings shall be secondary to the primary building form.
 - c. Horizontal rhythm should be established by the organization of the building facade into horizontal bands which provides human scale and proportion to the facade.
 - d. Vertical rhythms should be established in the facade through alignment of windows, openings, pilasters, and columns.
- (7) Roof form shall include height variation and articulation which reflects the mass and architecture of the building below. Additional elements such as parapets may be used to

achieve variations in roof form. Roof forms that overwhelm the mass of the primary building form and complicated rooflines are to be avoided.

- (8) The use of common features such as parapet or clay tile roofs, the particular shape of windows and doors, and ornamentation;
- (9) A variety of protective features, attentive to the South Florida climate, such as arcades and awnings, building overhangs, landscaping, and the size, location, and shape of windows and doors, including architectural detailing of the same;
- (10) The use of textured or smooth stucco, roof tiles, painted window frames, and stucco moldings.
- (11) Tones of white, creams, and pastels should be considered for colors.
- (12) For proposed structures in the Core and Inner sub-districts adjacent to existing buildings requiring the minimum 15 foot interior side yard building setback, the space on the ground floor shall be utilized to create a public or private plaza, or midblock connection.
- (13) Buildings over four stories shall be designed to provide at least one building step-back beginning on the fifth floor when adjacent to a public right-of-way or single family residential. Step-backs shall serve to soften the facades and better integrate them into the surrounding area and shall be deemed acceptable by staff and by the town commission. Minimum step-back depth shall be 20 feet and may incorporate outdoor living or other features.
- (14) ~~Buildings over four stories shall incorporate a horizontal break in the facade after 200 feet of continuous facade length. The facade separation shall be a minimum break of 40 feet or other dimension that serves to adequately soften the facade and provide architectural air flow.~~
- (15) Maximum allowable projections and encroachments of architectural elements.

Elements	Front, Street Side, and Rear Setbacks		Interior Side Setback	0 ft. setback (no setback)
	Setback = 10 ft. or less	Setback = greater than 10 ft.		
Bay Windows	3 feet ⁵	3 feet ⁵	3 feet	Upper floor only, 3 ft. into a public right-of-way ²
Balconies	6 feet ⁵	6 feet ⁵	3 feet	Upper floor only, 3 ft. into a public right-of-way ²
Awnings ⁴	6 feet	6 feet	3 feet	24 in. from the face of the curb ²
Stoops	6 feet	6 feet	3 feet	Not Permitted
Stairs	6 feet	8 feet	3 feet	Not Permitted
Porches ¹	6 feet	8 feet	3 feet	Not Permitted
Roof eaves, chimneys, and ramps	May encroach into all setbacks			Roof Eaves only, 3 ft. into a public right-of-way ²
Cornice ³	May encroach into all setbacks			1 ft. into a public right-of-way ²

Notes:

1. The encroachment of porches shall only be permitted in conjunction with residential units.
2. Right-of-way encroachments shall be a minimum of 11 feet above the sidewalk.
3. A cornice line shall project a minimum of 2 inches from the front elevation of the structure.
4. The placement of awnings shall take into consideration the overall composition of the facade. Awnings shall be designed to fit between vertical architectural elements or features including but not

Table 78-70-1: Permitted and Special Exception Uses

TABLE 78-70-1 PERMITTED AND SPECIAL EXCEPTION USES PARK AVENUE DOWNTOWN DISTRICT			
NOTES P = Permitted, may be subject to additional standards. SE = Special Exception Use, Town Commission Approval Required.			
USE CATEGORY	Outer Sub District	Core Sub District	Additional Standards
I. RESIDENTIAL			
Apartment/Townhouse/Dwelling Unit	SE P	SE P	1
Townhouse	P	P	
Duplex	P	P	
Multiplex	P	P	
Single family Subdivision	P	SE	
I a. MIXED RESIDENTIAL/COMMERCIAL			
Airbnb's/Bed and Breakfast Inn, within existing single family structure	P	P	2
Live-work unit - studio	SE P	SE P	3
Live-work unit - apartment	SE P	SE P	3
II. BUSINESS AND PROFESSIONAL OFFICES			
Business Office	P	P	
Offices for Medical and Dental Practices	P	P	
III. PERSONAL SERVICES			
Barbershop, Beauty Salon, or aesthetician, or spa	P	P	
Dry Cleaning and/or Laundry, Drop-off and Pickup Only	SE	SE	6
Financial Institutions, including Banks and Credit Unions	SE	P	7
Gymnasium, Spa, and Health Club	SE P	P SE	
Gymnasium, public	P	P	
Parking Lot or Structure, Public or Private	SE P	P	8
Printing, Blueprinting, and Related Services	P	P	
Studios, including for Art, Dance, Drama, Interior Design, Music, Photography, Film, Tailoring	P	P	5
IV. RETAIL AND COMMERCIAL			
Art Gallery	P	P	
Bakery	P	P	4
Bicycle or Scooter, Sales and Rental	P	P	9
Coffee Shop	P	P	
Consignment Shop	P	P	
Craft Distillery	SE P	P	19
Deli, café	P	P	
Department Store, including Apparel, Housewares, Dry Goods, Notions, Jewelry, Home Furnishings, etc.	P	P	
Distillery	SE P	P	20

Fruit and Vegetable Market	P	P	10
Grocery Store, Specialty	P	P	11
Hotel or Inn	SE P	SE P	12
Ice Cream Parlor	P	P	
Mail, Shipping and Packing Stores (Private)	P	P	
Microbrewery	SE P	P	13
Brewery	SE P	P	
Brewpub	SE P	P	
Restaurant, General	SE P	P	14
Restaurant, Specialty	SE P	P	15
Retail, including Apparel, Beauty Supplies, Boutiques, Electronics, Flowers, Gifts, Hobby Supplies, Jewelry, Office Supplies, Music Media, Musical Instruments, etc.	P	P	
Small scale food and beverage production	SE P	P	16
Wineries	SE P	P	21
V. RECREATION			
Athletic court, Outdoor	SE	SE	
Entertainment, Indoor	SE P	SE P	
Theater, Indoor	SE P	P	
VI. CIVIC USES			
Government Offices	P	P	17
Schools, Post-Secondary	SE	SE	18
Train Stations and Accessory Uses	SE P	SE P	22

<u>Table 78-70-2 – PADD Development Regulations</u>		
	OUTER Sub-District	CORE Sub-District
Building Height (Maximum)	4 stories (56 feet)	7 stories, 12 stories (160 feet). See 78-70(b)(7)b.3. for an additional height waiver for structured parking.
Story Height	Maximum 12 feet per story, 20 feet maximum for ground floor	Maximum 12 feet per story, 20 feet maximum for ground floor, and top floor or middle floor
Minimum Building Height	<u>None</u>	New development shall have a minimum building height of <u>2 two</u> stories.
Building Coverage	<u>70</u> -90% maximum	90% maximum
Front Setback	15 feet (Minimum)	15 feet (maximum), <u>6 feet (minimum) where planting and furnishing zone is required.</u>
Side Setback (Interior)	None 15 feet when adjacent to single-family uses districts	15 feet when adjacent to existing buildings <u>including single family buildings.</u>
Side Street Setback	None 15 feet when adjacent to single-family uses districts	<u>15 feet when adjacent to single-family uses *</u>
Rear Setback	None 15 feet when adjacent to single-family uses districts	None
Parking Standards	Parking shall be located at the rear of the site, except for townhouse driveways with preference along an alley	Parking shall be located at the rear of the site, <u>with preference along an alley</u>
Sidewalk Width (Minimum)	10 feet	10 feet
<u>Lot Size</u>	<u>None</u>	4 acre (minimum, or Outer Sub-District Regulations shall apply) <u>None</u>

<u>Density</u>	Maximum density shall be 48 dwelling units per acre. The town commission may approve a project in excess of 48 units provided that the average density for the entire contiguous Downtown Future Land Use area does not exceed 48 du/acre and the town commission finds it in keeping with the purpose and intent established for the PADD.	Maximum density shall be 48 <u>60</u> dwelling units per acre. The Town Commission may approve a project in excess of 48 units provided that the average density for the entire contiguous Downtown Future Land Use area does not exceed 48 du/acre and the Town Commission finds it in keeping with the purpose and intent established for the PADD.
<u>Minimum Active Uses on Ground Floor²</u>	<u>30%</u> of the ground floor GFA	<u>60%</u> of the ground floor GFA
<u>Minimum Active Use Liner Depth</u>	<u>15 feet</u>	<u>20 feet</u>

(*) For those yards adjacent to single-family districts, even when separated by a right-of-way, a minimum 15 foot setback is required.

NOTES

1. At least 50 percent of the building line of all new construction and any substantial repair, renovation, rehabilitation, or restoration of an existing building shall have a front setback of zero feet. Recesses in the required zero setback building line for architectural features such as doors, courtyards, store front entrances etc., are permitted as part of the overall design of the building.

2. Active use, ground floor means an active use that attracts pedestrian activity, provides direct access to the general public from the sidewalk or the public open space, and conceals uses designed for parking and other non-active uses if present. Ground floor active uses generally include, but are not limited to, retail, other commercial, office, restaurants, coffee shops, libraries, institution, educational and cultural facilities, residential, and entrance lobbies.

TABLE 78-70-378 70-4 REQUIRED OFF-STREET PARKING AND LOADING SPACES**

Use Category	Off-Street Parking for Residents, Customers and Employees, as applicable(**)	Loading Spaces Required(*)
Residential	1 space per housing unit	None
Live-work units	1 per residential component, see Table 78-70-1 (3) for commercial	None
Business and Professional Offices	1 per 500 SF	1 per 10,000 SF (1)
Personal Services	1 per 500 SF	1 per 10,000 SF
Outdoor Display	None	None
Outdoor Restaurant Seating or other facilities operated by number of seats (example, open-air patios, etc.)	1 per 3 seats	None
Restaurants	1 per 100 SF	1 per 5,000 SF
Retail and Commercial Brewery and similar indoor open areas	1 per 500 SF 1 per 500 SF	1 per 5,000 SF
Hotel/Airbnb/Bed and Breakfast Inn	1 space per rentable room, plus 1 space for each employee (maximum shift), plus 1 guest space per 3 rentable rooms	1 per 10,000 SF
Theater, Indoor	1 per 3 seats	1 per use, excluding movie theaters

NOTES

At least one loading space is required for all uses having less than minimum gross square feet.

(*) All square footage calculations are based upon the gross square feet of building area.

(**) For new development or change in use: Should a project be unable to provide all required parking on-site, the Town may consider the following options:

- 1) A maximum of 10% of required parking may be satisfied by using unallocated public parking spaces available in the *Downtown Public Parking Master Plan* identified herein.
- 2) The project may make a market rate contribution for the construction of additional public parking spaces pursuant to the *Downtown Public Parking Master Plan*, if said spaces will be available within six months of C.O.

Section 78.XX – Developer Responsibility for Infrastructure Improvements

A. General Requirement. As a condition of development approval, and prior to the issuance of a certificate of occupancy, all necessary infrastructure improvements—including but not limited to water, sewer, stormwater, electric, telecommunications, and roadway facilities—shall be constructed or funded by the developer. Infrastructure improvements must meet the minimum standards established by the Town, the County and all applicable utility providers.

B. Oversized Infrastructure as Public Benefit. Developers may elect to construct infrastructure with capacity exceeding the projected demand of their development. Such oversized infrastructure may be considered a public benefit for the purposes of qualifying for development waivers, provided that:

1. The additional capacity serves future development or addresses existing infrastructure deficiencies;
2. The improvement is consistent with the Town's Capital Improvement Plan or other adopted infrastructure plans;
3. The benefit is measurable and documented through engineering analysis or utility demand projections.

C. Evaluation Criteria. Oversized infrastructure shall be evaluated based on the following:

1. Extent of Community Benefit – The degree to which the improvement supports broader community needs beyond the subject development.
2. Alignment with Town Plans – Consistency with adopted infrastructure, mobility, or capital improvement plans.
3. Long-Term Maintenance – The ability of the utility provider to maintain the infrastructure over time.

D. Documentation and Approval. Developers seeking recognition of oversized infrastructure as a public benefit must submit:

1. Engineering plans and capacity analysis;
2. Narrative describing the public benefit;
3. Agreements with utility providers, Palm Beach County, or the Town regarding ownership and maintenance.
4. Approval of such infrastructure as a public benefit shall be at the discretion of the Town Commission, based on staff recommendation and applicable review procedures.

Sec. 78-XX – Mobility and Transportation Coordination Standards

A. Purpose. To ensure that development within the Town supports a multimodal transportation network, enhances connectivity, and aligns with regional mobility goals while preserving the character of the downtown and addressing right-of-way limitations.

B. Coordination with Regional Agencies

1. Interagency Coordination Required. All development applications that may impact regional transportation infrastructure shall be reviewed in coordination with Palm Beach County and the Palm Beach Metropolitan Planning Organization, if applicable.
2. Traffic Impact Mitigation. Applicants shall submit traffic studies, where applicable, that identify potential impacts and propose mitigation strategies consistent with the County's Unified Land Development Code (ULDC) and the Town's Mobility Plan.

C. Signal Timing and Intersection Management

1. Developer Contributions. Where warranted, developers may be required to contribute to signal upgrades or intersection improvements as a condition of approval.

D. Mobility Plan Implementation

1. Compliance Requirement. All new development and redevelopment shall demonstrate consistency with the current Mobility Plan.
2. Mobility fee revenues shall be used to implement the following strategies:
 - a. Micro-Mobility Infrastructure. Installation of docking stations or designated parking areas for e-bikes, scooters, and shared bicycles.
 - b. Last-Mile Connectivity. Feasibility studies and pilot programs for a local circulator connecting existing transit stops to key destinations in the Downtown.
 - c. Lake Park Legacy Loop. Design and phased construction of the Lake Park Legacy Loop, a continuous pedestrian and bicycle route linking parks, civic spaces, and commercial areas.
 - d. Protected Bike Lanes. Prioritization of protected bike lane construction in all applicable roadway improvement projects.

Sec. 78-XX Recreation Space

- A. All new developments within the PADD, and redevelopment that proposes more than 50% of the site to be disturbed, must provide a minimum of 10% recreation space, which includes passive or active recreation options, or both. Any landscaped area in this space may be used toward the 10% required landscape area. Recreation spaces may include a combination of:

1. Plazas, squares or courtyards
2. Parks including art parks, or dog parks
3. Playgrounds, splash pads or fountains
4. Outdoor sports courts
5. Greenways or trails
6. Indoor gym or recreation space