The interface between the waterway and the upland is among the most important aspects of the usability, access, and celebration of the ICW. In addition to individual waterfront uses, this interaction can be captured in a series of marina villages along the ICW, which was a strong recommendation in the charrette. These key waterfront destinations vary in size, theme, and context, which is important to allow each to be successful individually. In addition to these villages, a series of key waterfront destinations can function as water taxi stops, providing additional connectivity between the upland, the waterway, and the transportation network. Collectively, these varied waterfront destinations represent a system of access and activity along the ICW that, with proper planning and connectivity, can provide great benefit to residents, business and property owners, and visitors to Palm Beach County.

This chapter provides a detailed overview of each of the eight marina villages identified in this report. Five projects were on-going efforts at the initiation of this analysis (Jupiter, Riviera Beach, West Palm Beach, Boynton Beach, and Delray Beach), and three additional marina village opportunities were identified during the charrette (Palm Beach Gardens/North Palm Beach, Lake Worth, and Lantana). Each of the eight is analyzed regarding current conditions, planned improvements, and regulatory condition. In addition, more than a dozen recommended water taxi stop locations are analyzed for access, ancillary development, and visibility. A series of key findings and recommendations are presented at the conclusion of this chapter.
MARINA VILLAGES AND WATERFRONT DESTINATIONS

The promotion of marina villages and a variety of waterfront destinations along the ICW was a strongly voiced desire during the charrette. This chapter provides an overview of the individual marina village projects, including project summaries, regulatory frameworks, and anticipated time frames for each. In addition, the chapter also describes those water taxi stop locations between the villages that provide compelling and supportive waterfront destinations.

Palm Beach County’s historic development pattern radiated from mostly train station depot towns along the FEC Corridor, generally within a quarter-mile of corresponding settlements along the ICW. These historic enclaves evolved into full-service municipalities over the past century, with most of these waterfront communities reaching initial peaks in the 1960s, before Palm Beach County’s westward development wave began. Subsequently, as sprawling land development patterns shifted new development capital towards western raw land, many waterfront communities with historic downtowns began to decline, losing investment and population to new inland settlements in Palm Beach County and other locations in the State of Florida. The State recognized this trend in the 1970s, with the adoption of initial growth management legislation, and by the 1980s, aggressive community redevelopment legislation was adopted into Florida Statutes. Most of the ICW “marina villages” identified in this report have embraced community redevelopment initiatives. Further, given the preponderance of existing development along the ICW today, it is likely that additional marina villages that emerge over time will likely correspond with redevelopment efforts.

The concept of creating an interconnected series of marina villages along the ICW in Palm Beach County emerged indirectly through the development of the 21st Century Palm Beach County Strategic Economic Development Plan. Lauded as an enhancement to the County’s “quality of place,” an ICW plan was envisioned to help highlight the various cultural and entertainment destinations along the waterway with some form of water-based transit.

With the inception of the ICW planning effort, there were five local government efforts well-underway that focused upon the creation of “marina villages.” These complex waterfront redevelopment projects were located in Jupiter, Riviera Beach, West Palm Beach, Boynton Beach, and Delray Beach. In addition to these, several additional “marina village” opportunities were identified during the charrette in Palm Beach Gardens/North Palm Beach (termed “PGA 4 Corners”), Lake Worth, and Lantana. Additional opportunities on the horizon could include Lake Park and Boca Raton. While each village is unique to its context, all strongly celebrate their relationship to the ICW as a defining feature. Each of the marina villages is a bit different from the others, and according to the economic experts on the charrette team, they need to remain so to avoid oversaturating the market. In this chapter, an overview of each marina village is presented from a planning standpoint, including key project features, land use characteristics, regulatory framework, and timeframe. Several on-going marina village efforts are also analyzed from an economic perspective in Chapter 9: Sustainable Economics. The “marina villages” concept is complementary to
As indicated in the map above, there are eight marina villages identified in this report, all of which are located along the ICW in Palm Beach County. Other marina villages may emerge over time, and the likely new marina village opportunities are identified in the narrative of this Report.
the notion of a County-wide water taxi system, and the taxi stop network extends beyond the boundaries of the eight villages. This chapter also includes identification and analysis of the various water taxi stops identified between the villages. Similar to upland transit, the land use/transportation relationship, easily characterized as “transit-oriented development” (TOD), is critical to the success of any transit network. Accordingly, each of the villages and each of the additional water taxi stop locations (existing, pending, and recommended) are analyzed for TOD characteristics. These lists are not exhaustive; rather, they simply represent the inventory of villages and taxi stop locations that appear appropriate given today’s knowledge. Over time, additional destinations will emerge, and each should be evaluated regarding land use and transportation, contextual relationship to its surroundings, and TOD characteristics.

All transportation networks are characterized in part by a dispersion of trip attractors and generators, and the voracity of key destinations are especially important for transit to be successful. Each of the eight “marina village” concepts appears to represent enough critical mass in terms of uses, activity, and variety to warrant multi-purpose trips for users (e.g., shopping, dining, entertainment, lodging). As the marina villages are located in activity centers, each has good walkability, is included in the County’s transit network, and some are serviced by local trolleys as well. Any of these eight villages could support at least a half-day of activities for patrons, which should enable them to be attractive for multi-modal access (via water taxis or other transit), potentially overnight stays where hotel uses are available, generating increased economic yield. Further, corresponding to the adage “the whole is greater than the sum of the parts,” a more complex and intricate system of origins and destinations along the waterway, with a reliable and interesting transit network, should also enable each major destination to be individually more successful as well.

Jupiter Riverwalk and Inlet Village:

Heritage and Eco-Tourism

Project Summary: The Jupiter marina village is generally located along the eastern shoreline of the ICW, from the Jupiter Inlet west and south to the Jupiter Ridge Natural Area. Jupiter has a rich archeological history with Seminole War battle sites and the Jupiter Lighthouse. Jupiter also offers eco-tourism opportunities, such as the Aquatic Preserves of the South Indian River, which runs from Vero Beach to Jupiter. The ICW in Jupiter is also designated as an Outstanding Water in Florida, and the Loxahatchee River is designated as a Wild and Scenic River. The Town has recently purchased Fullerton Island but has not identified a final plan for the island.

The village is highlighted by the Jupiter Riverwalk, a 2.5-mile multi-purpose recreational corridor that interconnects a variety of public and private venues. The Riverwalk consists of three distinct sections:
• a “Natural Area Section,” which extends along the Jupiter Ridge Natural Area from Ocean Way north for roughly one mile;

• a “Waterway Entertainment Section,” which runs both north and south of Indiantown Road, connecting a major civic plaza below Indiantown Road, urban entertainment venues, shopping, dining, public docks, and formal public access; and

• the “Inlet Village Promenade,” which interconnects those portions south of Indiantown Road to a planned mixed-use village district fronting the ICW and its nexus with the Jupiter Inlet. The Inlet Village district maintains direct views of the historic Jupiter Lighthouse and is planned to include a mix of hotel, retail, and marine-oriented uses along with an archeological/historical center and public gathering spaces.

The Riverwalk plan graphically illustrates the three sections of the Riverwalk as well as the other major destinations in the area. A unique feature of the Jupiter Riverwalk project is its proximity to the Atlantic Ocean. The eastern shoreline of the ICW is less than one mile from the shoreline of the Atlantic Ocean, allowing users easy pedestrian access through this portion of Jupiter to the ocean’s edge.

The Town of Jupiter envisions a water taxi operation within the Riverwalk and Inlet Village, interconnecting the project with other proximate destinations (e.g., Sawfish Bay Park, which is located along the western side of the ICW, the County’s pending Jupiter Inlet Park). Regarding an ICW water taxi, the Jupiter Riverwalk’s good variety of uses and relatively high critical mass indicate potential for several water taxi stops to bring patrons into the project from other origins within Palm Beach County. In addition to its waterfront destinations and amenities, Jupiter also has a number of significant archeological and historical assets, and the portion of ICW in Jupiter has been designated as an “Outstanding Waters of the State” as well as a portion of the “Wild and Scenic Loxahatchee River.” These characteristics add to the tourism draw and distinction quality of Jupiter’s Marina Village.

Regulatory Overview: In 1998, the Jupiter Town Council adopted the US1/Intracoastal Waterway Zoning District, which provides the regulatory framework for the Town to achieve an active, livable center with a focus on public access along the waterway. The area is designated in the Town’s Comprehensive Plan with a wide range of future land use designations, including residential, commercial, conservation, recreation, and specialty “Riverwalk” designations (see Jupiter future land use map in the Appendix). Especially important for implementation, the project area is included entirely within the Town’s existing Community Redevelopment Area.

Timeframe & Costs: The Jupiter Riverwalk is a multi-phase project
that depends on public funding as well as private development for its completion. Three phases of the Riverwalk project have been constructed and are open to the public. These include a 1,500-foot section at Mangrove Bay along with a small parking lot; a 1,000-foot section at Jupiter Yacht Club that connects Coastal Way and the marina basin; and a 1,400-foot section from Jupiter Yacht Club north, which includes a public waterfront Events Plaza, fishing platform, and parking lot below the bridge. Each of these sections provides public access to a diverse variety of natural, urban, and retail conditions along the Riverwalk.

The timing of future Riverwalk phases depend upon public funding and private development applications. Total project costs are estimated by the Town to be in the $25-30 million range, and capital improvements include construction of Riverwalk sections, public plazas, recreational amenities, water taxi stops, public docks, canoe/kayak launches, public parking, and potentially a public marina. The Town has relied on private sector participation, and the Riverwalk has become an amenity for properties abutting the facility.

More information is available on the Town’s project website: http://www.jupiter.fl.us

The Jupiter Riverwalk creates public access along the eastern edge of the ICW, including a festival space below the Indiantown Bridge.

Sawfish Bay Park, located on the western side of the ICW, will include a water taxi stop funded through the MPO to complement the Riverwalk and Inlet Village project.

The Jupiter Riverwalk has created a sense of identity along the ICW, providing an amenity for adjacent properties. This is evidenced by the signage pictured above, which denotes the location of the residential project “on the Riverwalk” on its permanent signage.

Palm Beach Gardens and North Palm Beach
**PGA 4-Corners : Restaurant/Entertainment Node**

*Project Summary:* In Palm Beach Gardens and North Palm Beach, a marina village opportunity was identified at the intersection of PGA Boulevard and the ICW. Identified with the working title “PGA 4 Corners” during the charrette, this area represents one of the few non-residential “intersections” along the ICW that has yet to be identified as a marina village by the local government. PGA 4 Corners is located just over five miles south of the southern terminus of the Jupiter Riverwalk project, with solidly residential or public recreational land uses along both sides of the waterway between these two villages. Between Jupiter and North Palm Beach (the interface of the Loxahatchee River and the northern end of the Lake Worth Lagoon), the waterway is very narrow, measuring only 250 feet from bank to bank, versus the “wide-water” views in the natural portions of the waterway. Therefore, the planning of these areas is more delicate, and care must be taken to expand the public vistas and access made available by this small-scale marina village opportunity.

Currently, the properties that constitute PGA 4 Corners are fully developed, including four restaurants - one at each corner of the intersection (Panama Hattie’s restaurant at the southeast corner; Waterway Café at the southwest corner; Seasons 52 at the northeast corner; and The River House at the northwest corner). While three of the restaurant corners are immediately surrounded by existing residential neighborhoods, the northwest corner offers roughly 50 acres of mixed-use, including additional restaurants, retail, office, multi-family residential, and a working marina (Soverel Marina), which was recently acquired by a new marina operator who plans to renovate the facility.

The PGA 4 Corners concept introduces an opportunity to infill the existing suburban context with strategically placed buildings to help create a walkable, mixed-use district. The plan maintains the existing, successful restaurants and marina, suggesting new building locations that improve the relationship of the four corner properties with their residential neighbors.

- At the southwest corner, on the site currently occupied by Waterway Café, the plan suggests a new L-shaped building along the

![The four properties within PGA 4 Corners, highlighted in green in this aerial photo, represent an untapped opportunity to create a marina village in the City of Palm Beach Gardens and Village of North Palm Beach.](image)

![This diagram illustrates how infill buildings could help improve the area with properly-placed buildings, creating an attractive, walkable environment. The infill of these buildings could also yield revenue to improve the public realm with landscaping, pedestrian features, and improved public access.](image)
southwestern corner that could contain residential units along the canal. Small mixed-use buildings with residential, office, or small retail uses are also shown on this site to help define the edge along PGA Boulevard.

- At the southeast corner, on the site currently occupied by Panama Hattie’s, there is a significant change in elevation – at least 20 feet - from the PGA Bridge to the Panama Hatties property. This change in grade allows for a parking deck to be constructed on site, with upper-level buildings that could contain retail, office, or residential uses, constructed at the grade of PGA Boulevard and Ellison Wilson Road, improving the edge relationship of this property with its street frontage. The existing restaurant uses could remain; however, the buildings could be reconstructed to accommodate the parking deck. A multi-deck parking structure would provide sufficient parking for both the restaurant as well as the additional new uses, which could capitalize the costs of the additional parking.

- At the northeast corner, on the site currently occupied by the newest restaurant, Seasons 52, the plan suggests the infill of two smaller buildings at the corner of PGA Boulevard and Ellison Wilson Road to establish an edge for this property, improving the aesthetics of the corner and creating a more comfortable condition for pedestrians. These buildings are proposed as predominantly residential with a small amount of office at the corner of PGA Boulevard and Ellison Wilson Road.

- At the northwest corner, on the site currently occupied by The River House restaurant at the Soverel Marina, the plan suggests the retention of the existing restaurant with the expansion of the existing marine uses. Along the ICW in Palm Beach County, working waterfront uses are in short supply, and participants in the charrette strongly voiced concerns about their continued depletion. To maintain this valuable asset, the plan suggests the retention of the current working waterfront uses on the property. This includes expanding the dry storage facility to house the nearly 150 boats that are kept around the grounds. The relocation of these boats into a new storage facility would free-up a significant portion of the site for redevelopment. The charrette proposal includes new residential uses, hotel suites, marine-related services and sundries, and the continuation of a public promenade along the basin that would connect into the riverwalk.

- The restaurants operating at each of the four corners currently maintain docking facilities for use by patrons. In addition, there is a water taxi currently operating at the southeast corner. With the PGA 4 Corners, water taxi stops could be expanded to each of the four corners with increased demand from redevelopment.

There are strategic improvements necessary within
the PGA 4 Corners for the public to gain improved access to the ICW. Interconnectivity between and among properties is a critical component for successful mixed-use settings. Accordingly, there are several interconnections that could be created to enhance the success of the PGA 4 Corners. It appears there is sufficient room to formally interconnect the northern properties with the southern properties below the bridge span. Patrons currently walk between the properties and, with formalization of this space, the properties could be better and more safely interconnected, with the most available room on the western side of the ICW. In addition, the PGA bridge touchdowns limit the ability for pedestrians to access these corner properties. To improve access, the bridge could be improved with tower staircases, leading from the potential riverwalks below, up and over the bridge. These tower features could improve the appearance of the bridge itself, and the added pedestrian circulation would improve pedestrian access to the ICW, strengthening the connection of the waterway to users in the area.

Regulatory Overview: The PGA 4 Corners concept is a new idea that emerged in the charrette. Discussions with several property owners indicated interest in furthering the concept. The properties currently are within two jurisdictions (three in the City of Palm}

The recommended design and scale of the PGA 4 Corners should be appropriate for the setting, ranging from two to four-story buildings with architectural materials that correspond to a waterfront setting. This particular image illustrates new hotel suites facing the marina basin, fronting a public promenade.
Beach Gardens with Panama Hattie’s restaurant in unincorporated Palm Beach County), but all are assigned Commercial future land use designations (see 4 Corners FLU map in the Appendix). There are a variety of regulatory mechanisms the City and County could utilize if they wish to pursue the PGA 4 Corners concept. These include development of a marina village master plan; creation of a specialty overlay zone (e.g., marine/waterfront overlay zone); establishment of a special district for land development; and financing to capture revenues generated through redevelopment to reinvest in public amenities for the district. It should be noted that for this project to be successful, careful regulation will be necessary to ensure buildings front the ICW as well as the roadway, and a high degree of architectural detail. Materials should be reflective of the waterfront location of the project.

**Timeframe:** The properties identified for potential redevelopment into the PGA 4 Corners concept are all privately owned; therefore, the implementation of this concept relies on private interest in the concept. If the City of Palm Beach Gardens and Palm Beach County want to establish the types of regulatory mechanisms suggested in this report to encourage and incentivize redevelopment, it is likely a twelve- to eighteen-month timeframe would be necessary to develop and refine a master plan, comprehensive plan amendments (if needed), overlay zone, and special district designation. The public amenities envisioned for this marina village could include pedestrian facilities, public plazas, riverwalk sections, and improved public dockage with water taxi docks. Cost estimates would require more detailed planning and financial analysis.

**Riviera Beach Marine District:**

**Redevelopment Mixed-Use Marina Village and Working Waterfront**

**Project Summary:** In October 2007, the TCRPC was requested to conduct a charrette for the Riviera Beach Community Redevelopment Agency’s (CRA) existing plan. For a variety of reasons, the implementation of the existing CRA plan (known as the Inlet Harbor Plan) had come to a halt. During the charrette, the portions of the Riviera Beach waterfront south of Blue Heron Boulevard were named “Marine District North,” and “Marine District South.” A major component of the CRA plan, and indeed a significant asset to the community, is the city-owned Riviera Beach Marina and adjacent Bicentennial Park, both of which are in the Marine District South area. Although the marina needs repair and Bicentennial Park has been neglected over time, together they represent an enormous opportunity for marine- and community-related redevelopment. The Citizens’ Master Plan developed during the 2007 charrette.
illustrates a detailed plan for this area. Key features include a refurbished Bicentennial Park, a public promenade along the water's edge facing Peanut Island, new wet and dry boat storage, marine-related services and retail, restaurants and shops, residential units, and structured parking. Linking the existing community to these amenities through existing public streets and vistas was paramount to the design of this area. Additionally, the design team looked to very compact, urban waterfronts found in Europe as precedent for combining this great variety of uses in a world-class manner.

The Marine District North area (from 17th Street north to 22nd Court) includes the new Moroso boat slips being developed by Palm Beach County as well as the Rybovich Marina. Like the Marine District South, a detailed plan was created to ensure compact, multi-use, urban redevelopment that ensured connectivity of streets and public accessibility to the water.

Regulatory Overview: The Riviera Beach marina village is within the City of Riviera Beach CRA area. Currently, the statutory CRA plan is being revised to reflect the findings and recommendations of the 2007 charrette, with adoption anticipated in 2009. Concurrently, the City is amending its comprehensive plan and Land Development Regulations as well to implement the 2007 charrette plan, with completion of these documents anticipated in 2009 as well (see Riviera Beach FLU map in the Appendix for current
designations). In all of the waterfront redevelopment scenarios created for Riviera Beach, there was a no-net-loss approach to working waterfront use. Instead, special emphasis has been placed on the addition of uses to the existing working waterfront designations and design them to be compatible.

**Timeframe:** The completion of the Riviera Beach marina village is a multi-year, multi-party effort that will occur with small and large projects. By 2009, all the City’s regulatory documents should be amended, including portions of the financing mechanisms, to allow the project to be implemented. Recently the CRA issued a Request for Qualifications (RFQ) for the redevelopment of the Riviera Beach Marina, the refurbishment of Bicentennial Park, and development of surrounding areas. The CRA is currently in negotiations to select an applicant for this effort. Ultimate buildout of the marina village plan will be dependent on the success of the project’s first phase (subject of the RFQ described above); the recovery of the residential and financial markets; and residual demand for new and redeveloped uses along the waterfront. These factors will likely require a twenty-year buildout for the project.

### West Palm Beach:
**Waterfront Commons Public Celebration, Recreation, and Cultural Node**

**Project Summary:** The West Palm Beach City Commons project is one of the more ambitious public waterfront improvements along the ICW in Palm Beach County. It entails a significant reconstruction of the mile-long waterfront edge of the City that is envisioned to become a unique, world-class destination. As noted in the City’s description of the project, the Waterfront Commons is intended “to create a masterwork that is an ideal marriage of culture, art and design that will change the dynamic of our city forever.”

The focus of this marina village is enhanced public space along the water’s edge that would interconnect upland historic downtown West Palm Beach, which is already a successful, walkable, mixed-use setting, with an elaborate series of public amenities that capitalize on the wide-water views in this portion of the Lake Worth Lagoon. The core improvements would occur between Banyan Boulevard and Fern Street, with a promenade extending south to Okeechobee Boulevard. A marina village in West Palm Beach offers especially compelling opportunities for transit, as the City is currently a multi-modal hub, with Tri-Rail, Amtrak, Greyhound, Palm-Tran, an internal City trolley, and regularly scheduled water taxi service.

Key project components include the following:

- Creation of a vast “City Commons” public space along the water’s edge that would interconnect upland historic downtown West Palm Beach, which is already a successful, walkable, mixed-use setting, with an elaborate series of public amenities that capitalize on the wide-water views in this portion of the Lake Worth Lagoon. The core improvements would occur between Banyan Boulevard and Fern Street, with a promenade extending south to Okeechobee Boulevard. A marina village in West Palm Beach offers especially compelling opportunities for transit, as the City is currently a multi-modal hub, with Tri-Rail, Amtrak, Greyhound, Palm-Tran, an internal City trolley, and regularly scheduled water taxi service.

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West Palm Beach’s Waterfront Commons project envisions a substantial public space where Clematis Street terminates at the water’s edge, with a mile-long promenade interconnecting a variety of public spaces and access points along the ICW.
plaza, with terracing, public pavilions, public plazas, limited concessions, and a “great lawn” as a setting for public events, festivals, and concerts.

- Reconfiguration of the four-lane Flagler Drive west to create a sizable green space on the water’s edge.

- Enabling a public vista of the waterfront’s mile-wide views from Clematis Street through the Centennial Park interactive water fountain by “uncorking the bottle” with the removal of the current public library building.

- Establishment of a mile-long public promenade along the ICW for pedestrians and bicyclists, with highly detailed landscaping, lighting, rest areas, public art and interconnections with upland parks and plazas.

- Flexible performance spaces.

- Extensive public art and carefully detailed landscaping areas and water gardens to create multi-sensory experiences for users.

- Installation of three new public day docks that could accommodate water taxis and public use, with one of the docks designed as “park space” over water to accommodate people and special events on the dock itself.

- Re-creating a public beach and addition of related recreational activities (e.g., canoe/kayak and paddleboat rentals, cabanas, sand sports).

- Creation of an environmentaly-focused “South Cove” area with a pedestrian arboretum, Trinity Park (a passive park) and the potential addition of several man-made tidal islands and artificial reefs with dredge hole restoration similar to Snook Island.

**Regulatory Overview**: The West Palm Beach Waterfront Commons is entirely within the West Palm Beach City limits, and the project is identified in the City’s Downtown Master Plan, Comprehensive Plan, Downtown/City Center CRA Plan, and supported in the City’s pending land development regulations. The project entails substantial permitting with the various regulatory agencies to enable the modification of the sea wall, construction of the beach, dredge hole restoration.
and island creation, and dock construction. Additional coordination will be necessary with Palm Beach County, the Palm Beach MPO, and FDOT to enable the reconstruction of Flagler Drive.

**Timeframe:** The West Palm Beach Waterfront Commons is currently under construction. Two of the three City docks will be completed by February 2009. It is anticipated that the balance of the project will be substantially complete by December 31, 2009.

Total design and construction estimates for the project are $29.5 million. $20.5 million in funding has been appropriated through CRA bonds. In addition, the Waterfront Commons project has approximately an additional $9 million in grant awards or other funding from FDOT, FIND, SFWMD, MPO, and Show Management Group on behalf of the Palm Beach Boat Show.

More information is available on the City’s project website:

To enhance the existing water taxi service in West Palm Beach, the City’s marina village will include three new day docks available for public use.
Located along the proposed promenade is the County’s South Cove Restoration Project, which would fill dredge holes to create islands similar to the highly successful Snook Island project in Lake Worth.

The proposed South Cove Restoration Project, illustrated in the images above and below, would create a new habitat in the Lagoon, replacing current dredge hole “dead zones” and creating an environmental amenity with access limited to canoes, kayaks, and small, shallow boats.

Fulfilling a very strong charrette sentiment, the proposed South Cove restoration project would replace an environmental negative (dredge holes) with an environmental positive (islands of native materials), creating a public amenity for recreation and eco-tourism that also provides immediate and direct environmental benefit for the Lagoon.
Lake Worth - Jewel Cove: Eco-Tourism and Public Recreation Node

Project Summary: Lake Worth was the location of the second new marina village identified in the charrette. While the other marina villages tend towards urban activity, Lake Worth and West Palm Beach tend towards a more recreational edge along the ICW. Uniquely, the City of Lake Worth controls most of the property fronting the ICW in the vicinity of the Lake Avenue Bridge, including the old Lake Worth Bridge (converted to fishing piers on both sides of the waterway) along with the Lake Worth Municipal Golf Course and Bryant Park. The public lands along the ICW under the City’s control are highlighted in green in the City of Lake Worth map. These areas are envisioned as a new marina village, “Jewel Cove,” carrying forward the City’s original name (Jewel) from the early 1900s.

Lake Worth is a community known for its somewhat bohemian downtown and culturally diverse community. The central spine of the core city, running east/west from Dixie Highway to the Lake Worth Bridge, contains a beautifully restored historic downtown with public buildings and plazas, bound by a pair of one-way streets (Lake Avenue runs eastbound while Lucerne Avenue runs westbound). Interestingly, Lake and Lucerne Avenues interconnect Palm Beach Community College (west of I-95), traverse through a heavily populated residential and mixed-use district, bound the historic downtown, and ultimately terminate at the Lake Worth Bridge, which provides a direct connection to public beach access and a public pool. The area is well-populated with bicyclists and pedestrians, and the fine grain of local streets combined with the urban pattern of buildings and spaces makes Lake Worth a highly pedestrian-friendly setting.

Lake Worth is also a community well-serviced by existing and planned transit. The Lake Worth Tri-Rail station is located on Lake Avenue, an FEC station is planned at Lake/Dixie Highway, and Dixie Highway, which carries Palm-Tran’s busiest bus route, parallels the ICW roughly a half-mile to the west. Until recent budget cuts, the City also historically operated a local trolley, which may be resuscitated in a form of expanded Palm-Tran service in the future to meet the City’s high transit needs. In sum, the easy interconnectivity for residents, downtown patrons, and college students to access both the ICW as well as the ocean is unparalleled in Palm Beach County.

During the charrette, it became clear the central core of the City of Lake Worth provided for a significant destination along the ICW. In addition to the City’s forward-thinking preservation of its considerable waterfront, the City also maintains portions of the original Lake Worth Bridge for public access and fishing. The waters off the coast have also become home to Snook Island, a component of the County-led restoration effort to restore the Lake Worth Lagoon. Completed in 2008, Snook Island is an environmental enhancement where off-shore dredge holes (created when the Lagoon was dredged to form the golf course) were filled, allowing the formation of islands, installation of rock materials for oyster habitat, and planting of native vegetation (chiefly mangroves). In this effort, Snook Islands have
converted dredge hole “dead zones” into an environmental amenity with habitat quality for the Lagoon as well as eco-tourism destination.

The presence of the Snook Island project and its success evolved into a marina village theme for Lake Worth as an eco-tourism and recreational jewel along the ICW, hence the name “Jewel Cove.” As highlighted in the photo to the right, the areas both north and south of the Lake Worth Bridge are recommended for improvement and expanded public access. Each of these areas is detailed below.

- At the northwest portion of the “Jewel Cove” marina village is the Lake Worth municipal golf course, abutted to the east by the Snook Island restoration project (highlighted in blue). The remnant portion of the old Lake Worth bridge is scheduled for restoration, with the addition of an elevated boardwalk to bring users around the end of the pier to the southernmost Snook Island.

As has been noted in this charrette report, there was very strong interest expressed by the public during the charrette regarding the expansion of opportunities for recreational access and eco-tourism. Accordingly, Snook Island is one of the typical restoration projects for which expanded public access is recommended. As illustrated in the images in this section, the ICW Plan recommends the installation of rustic camping platforms in appropriate locations on Snook Island, most of which would be accessible only by canoe or kayak. These platforms, which could be managed by the City or operated on a first-come/first-serve honor system, could be constructed of natural and renewable
A casual, open-air structure adjacent to a civic plaza is recommended for the remnant portion of the eastern span of the old Lake Worth bridge. In the image above, the recommended scale and design of the structure are illustrated, complete with public docks along the ICW and a riverwalk that could extend below the new bridge, connecting the eastern portion of “Jewel Cove.”

materials in a “light imprint” design such that no impacts upon the environmental qualities of Snook Island would occur. In addition, the image indicates an opportunity to extend pedestrian access from the remnant bridge span, past the first Snook Island, to southerly portions of the islands.

- The southwest portion of “Jewel Cove” is comprised of Bryant Park, a significant City recreational facility that includes a band shell with seating, boat ramps, playground, heart trail, pavilions, and other active recreational amenities. This quadrant of the proposed marina village could easily include a water taxi stop location.

- The northeast portion of the “Jewel Cove” marina village is the remnant eastern portion of the Lake Worth Bridge span. Currently, the span provides for approximately 80 parking spaces and an informal public access point to the ICW. Given the extreme shortage of public lands along the ICW, the eastern bridge span seems highly underutilized, offering a redevelopment opportunity to the City.

As illustrated in the image on the following page, the recommended pattern for redevelopment on the eastern bridge remnant would allow for the beautification of the site with a formal civic plaza at the western end of the bridge. This location secures the most valuable and desired portion of the bridge permanently for the public. With a pavilion and appropriate landscaping, this potential Jewel Plaza could become a desired setting for weddings and other events, with an ICW backdrop allowing desired “mile-wide” views. Adjacent to the plaza is the recommended location for a commercial venture, which could be ground-leased by the City.

Recommended uses could include restaurant and waterfront-oriented retail (e.g., bait and tackle shop, leasing of canoes/kayaks). Given the informal nature of the area, it would be recommended as a casual, open-air structure, positioned like the plaza to maximize waterfront views, with corresponding public docking facilities. Lease revenues from the restaurant could be used to construct the civic plaza, install landscaping, and otherwise beautify the remnant bridge portion. A water taxi dock could also be integrated into this site, providing County-wide...
The southeast portion of “Jewel Cove” includes the most limited improvements of the four quadrants in this marina village. As illustrated in the aerial sketch above, the land area between A1A and the water’s edge is very narrow, with an apparent dredge hole located offshore. The physical facilities recommended for this portion of Jewel Cove would be geared to promote eco-tourism and recreational activity, including a relatively small structure extending from the bridge pavilion with day docks; moderately-sized buildings constructed at the immediate corner of Lake Worth Bridge and A1A; creation of an island with native planting in place of the dredge hole; and limited development otherwise. If packaged and developed in a public/private approach with the City, uses in this quadrant could share parking located due north on the old bridge remnant.

**Regulatory Overview:** The Jewel Cove marina village concept reinforces much of the current City and County planning and enhancement activities currently underway within the area. The regulatory directives and enhancement activities on the western side of the waterway are self-evident. The City owns and maintains the uplands on the western edge of the waterway (Bryant Park and the City’s municipal golf course), both of which have recreational future land use and zoning designations. Within the waterbody, the Snook Island project, supported by a multitude of public agencies, has been completed with additional enhancements (such as the riverwalk connection) pending.

On the eastern side of the ICW, however, more extensive work will be necessary to adjust the regulatory provisions applicable to these properties and enable their redevelopment in the manner identified in this report. The current future land use and zoning designations on the western properties are mixed-use office and recreation (see Lake Worth future land use map in the Appendix), with private...
ownership of the southeast property. Ownership and access for the southeast property will need to be addressed for the recommended island to be constructed (in place of the dredge hole). In addition, additional access and an interlocal agreement may be necessary to enable the City to permit commercial use on the bridge remnant.

Generally, given the scope and magnitude of the potential Jewel Cove marina village, special efforts will need to be spearheaded by the City to establish and maintain the public/public and public/private partnerships that will be necessary for the project’s implementation. In addition to the inter-agency cooperation that will be necessary (City, County, FDOT, FDEP, and other regulatory and permitting agencies), coordination with other stakeholder entities, such as environmental groups, the boating industry, and citizens for the successful redevelopment of the sites.

**Timeframe:** Some components of the Jewel Cove concept are already underway. Snook Island was recently completed, and plans are in motion to extend a riverwalk to the southern-most island. Bryant Park, on the southwestern quadrant, is already a nicely developed waterfront park with public amenities and event space. However, the concepts proposed for the eastern side of the ICW need further analysis for their implementation. The conversion of the old Lake Worth Bridge remnant to an improved recreational...
facility with limited commercial utility may require modification to the terms of ownership. In addition, the proposed riverwalk below the bridge and construction of off-shore islands will likely require several years for a lead agency to design and permit these improvements.

**Lantana - “The Public Point”**

**Old Florida Fishing Village**

*Project Summary:* The third new marina village opportunity identified during the charrette is the Lantana “Public Point,” located at the western touchdown of the Lantana Bridge on the west side of the ICW. The tip of the actual peninsula of land is fully public, owned by the Town of Lantana and maintained as two heavily utilized public parks and boat ramps, with adjacent commercial, mixed-use, public, and residential uses to the west. The municipal website celebrates the Town’s “old fishing village” character, and the quaint scale of the core downtown area provides a distinct feel, unlike the other marina villages described in this plan. The scale of the area is most comparable to the Jupiter Inlet Village portion of the Jupiter marina village, at the extreme northern end of the marina villages described in this chapter.

As indicated in the Town’s Downtown Master Plan concept (above to right), the future plans for the area suggest a traditional urban pattern of streets and blocks, with enhanced public activity and historic preservation at the point. Key uses identified in the plan include:

- Enhancement to Bicentennial and Sportsman’s Parks, with a maritime museum, pavilions, gardens, boardwalks, and day docks;
- Historic preservation and renovations, including reconfiguration of the Old Key Lime Fish House and retention of existing historic structures;
- Focused efforts to retain the character of existing structures in the area, consistent with an “old fishing village” theme; and
- Mixed-use blocks to the west of the peninsula, on both sides of Dixie Highway, with a potential FEC passenger transit station abutting Dixie Highway.

*In its Downtown Master Plan, the Town of Lantana proposes a mixed-use, traditional infill pattern west of the peninsula, with continued public waterfront access at the tip with Bicentennial and Sportsman’s Parks. The plan image is from the Town of Lantana website.*

*The old fishing village theme of Lantana’s marina village is well-represented by the thatched roof of the Old Key Lime Fish House. The roofline of the newer Moorings at Lantana (mixed-use development) is visible in the background.*
The Lantana Bridge provides access to the barrier island, which should provide a convenient population of affluent patrons for Lantana’s ultimate redevelopment.

Beyond the Downtown Master Plan boundaries identified in the Town’s plan, the boundaries of a marina village in this location could easily extend west to US1, which is less than a third of a mile from the tip of the peninsula. The Lantana marina village could also extend north to include The Moorings, which is a relatively new mixed-use waterfront project, and south for several blocks.

Although a water taxi stop has not yet been identified in this location, the ongoing redevelopment efforts seem to position this area as a strong candidate for water taxi service. The mix of uses, urban building patterns, and good visibility through the park properties to the ICW are characteristics that should allow taxi service to operate successfully in this location. The neighborhoods are small-scale pedestrian-friendly, with improved walkability possible through redesigns and enhancements such as those suggested in the Downtown Master Plan. In addition, a potential future FEC transit station along Dixie Highway can provide enhanced multi-modal interconnectivity for the area, along with other transit, enabling easy access to and from this destination.

Regulatory Overview: The properties within and adjacent to the proposed Lantana marina village are a mix of public, commercial, residential, and mixed-use future land use designations (see Lantana future land use map in the Appendix). The “Public Point” is owned by the Town and maintained as a public park, with additional enhancements identified in the Town’s Downtown Master Plan. The Town has also developed Downtown Design Guidelines, intended to preserve the quaint scale, genuine architecture, and mix of uses promoted in the Downtown Master Plan. Continued redevelopment per the Town’s plan, as well as the evaluation of an extended marina village district, will require additional planning analysis, which may include amendments to the Town’s Comprehensive Plan and land development regulations.

Timeframe: The Town has already developed a Downtown Master Plan, which includes many improvements that will enhance the marina village. Consideration of these and other improvements (e.g., a water taxi dock, a broader redevelopment plan) will require consideration by the Town Council for their funding and implementation.

Visible in the aerial photo above is the relatively compact area west of the “public point” which is Lantana’s core downtown area, located within easy walking distance to the park properties at the tip of the peninsula.

Boynton Beach - Mixed-Use Marina: Urban Working Waterfront and Entertainment Node

Project Summary: The Boynton Beach marina village has been a component of the City’s community redevelopment efforts for more than a decade. The Boynton Beach CRA Plan identifies a series of sub-districts within its broad 1,700 acre area. The City’s marina village is located on the western side of the ICW, between Boynton Beach Boulevard and Ocean Avenue, roughly 1.3 miles from the Boynton Beach inlet. This roughly thirty-acre area is well into its transformation into a mixed-use, family-friendly redevelopment node which capitalizes on its waterfront setting and access. Boynton Beach Boulevard includes I-95 access within one mile of the marina village, and Ocean Avenue provides a bridge crossing over the ICW to access the barrier island.
The key components of the Boynton Beach marina village include:

- **Boynton Harbor Marina** (formerly Two Georges Marina), which was purchased by the CRA along with an adjacent waterfront parcel. This public marina provides commercial dockage for fishing and diving, fuel docks, public plaza, marina facilities, a dive shop, public access to the ICW, and the critical opportunity for working waterfront uses to continue.

- The “Boynton Beach Promenade” project, a public, multi-agency restoration and enhancement effort that includes a significant restored mangrove preserve, stormwater enhancements, and an artistically shaded walkway to the water’s edge, seating, and passive recreational space as well as a special events venue.

- An upland environmental enhancement, Mangrove Park, which includes a stormwater retention pond, public park, and is adjacent to the mangrove preserve.

- A concentration of higher-density, multi-story mixed-use projects (some existing, some pending) which could provide several thousand residential units in the core area.

The Boynton Beach marina village includes fairly strong intermodal connectivity. The CRA operates a local trolley service with several routes, two of which utilize the marina village as a transfer location. The trolley, as well as Palm-Tran, offer connectivity to the Boynton Beach Tri-Rail station which is located several miles away. In addition, Ocean Avenue, at the southern edge of the marina village, is a potential future FEC passenger transit station, located only a few blocks from the marina village. The general area surrounding the marina village is in a state of flux, with several mixed-use redevelopment projects on hold given recent market fluctuations. When those projects are completed, the area will contain a significant population density within a relatively compact area. The roadway network is envisioned to become more urban in its appearance with taller buildings, streetscape improvements, and reconstruction (see CRA concept plan on next page).
Regulatory Overview: The entire Boynton Beach marina village project is within the boundaries of the Boynton Beach CRA, which is the lead agency for its implementation. The properties are currently designated “mixed-use” and “mixed-use core” in the City’s Comprehensive Plan, and zoning regulations permit development up to 150 feet in height and 80 dwelling units per acre, the highest permissible height and density among the seven marina villages.

Timeframe: The Boynton Beach marina project is well underway with a likely twenty-year build-out. The City’s forward-thinking acquisition of several key waterfront parcels ensures the project will contain significant public waterfront access as well as the working waterfront uses. With several private redevelopment projects recently completed, the market’s recovery will dictate the timing for the continued infill and redevelopment of private parcels to complete the urban envelope. As the development momentum moves west across Federal Highway, the Ocean Avenue parcel, which the CRA has identified as a TOD district in its Downtown Master Plan, could be catalyzed by progress on the FEC Corridor study. In this location, the CRA could partner with the property owner and/or other public agencies (e.g., FDOT, MPO) to construct a parking structure that could provide park-and-ride support for the City’s trolley, Palm-Tran, the future FEC passenger transit station, and the marina village.

More information is available at the Boynton Beach CRA’s website:

http://www.boyntonbeachcra.com/

Delray Beach: Waterfront “All America City” Urban Residential and Entertainment Node

Project Summary: Delray Beach is one of Florida’s pre-eminent redevelopment success stories, with a twenty-five history of award-winning infill and redevelopment in the City’s downtown area. Since 1985, the CRA has worked to rebuild neighborhoods, create a sustainable downtown, promote economic development, and preserve the heritage of Delray Beach. Implementing a master plan developed through the TCRPC charrette process, the City’s redevelopment efforts are broad and varied, with Delray Beach offers a wide range of activities - retail, dining, lodging, arts, and entertainment - in its well-established downtown waterfront district. Waterfront dining in Delray Beach is pictured above.

Taken from the CRA’s recent Downtown Master Plan (2007), the image above indicates the type of scale and aesthetics envisioned for Federal Highway and Ocean Avenue (looking south on Federal). At build-out, this area could offer strong pedestrian and multi-modal connectivity to the marina village (left-hand foreground in the sketch) and the TOD District idealized along the southern boundary of Ocean Avenue.
programs and projects identified for the beach district, downtown core, and residential and mixed-use neighborhoods, both north and south of Atlantic Avenue, from I-95 east to the Atlantic Ocean. Delray Beach’s renaissance is considerably advanced, and it has become a state-wide and national destination for a range of activities.

Regulatory Overview: All CRA plans, comprehensive plan policies, and land development regulations are in place and being

Timeframe: Redevelopment is underway with continued infill and redevelopment anticipated over time.

More information is available at the Delray Beach CRA’s website:

http://www.delraycra.org/

Other Key Waterfront Destinations

Interspersed between the marina villages are a series of water taxi locations, some existing and some recommended by this plan, which are considered key waterfront destinations in this report. This list is not meant to be static; rather, it is an inventory of what appears to constitute best water taxi stop locations given the public input and best available data at the time of this report. These destinations provide a mobility network to the waterway for pedestrians, bicyclists, vehicular, and transit users, enabling access to the waterborne taxi system that could interconnect the entire County. Some of these additional waterfront destinations are located within appropriate transit-supportive settings (e.g., downtown Delray Beach, downtown West Palm Beach), while others may require additional planning and design to ensure their safety and success as transit nodes. On the following page, the recommended network of water taxi stop locations is illustrated. The larger shaded areas highlight the marina villages while the interspersed taxi stop locations are denoted with varied symbols (according to their status as existing, pending, or recommended). Aerial photos of each of these stand-alone destinations are included in the Appendix.

In this section, each of individual water taxi stop locations is evaluated for its context, access, and likely functionality for transit service. As additional locations are identified over time, each should be analyzed in a similar manner to determine their appropriateness for transit use.

In the north County area, most of the water taxi stops are within the Jupiter marina village, except for Jupiter’s Sawfish Park (on the west side of the ICW) and two County parks in Juno Beach (Bert Winters Park on the east side of the ICW along Ellison Wilson Road and a proposed County park also on the east side, north of Donald Ross Road). Both of the existing park properties offer lighted parking areas, and all sites are easily accessible by pedestrians, bicyclists, and vehicles. The existing parks are also embedded in fairly well-developed areas. Sawfish Park is relatively narrow with easy visibility through the park from Indiantown Road to the ICW; however, Bert Winters Park is heavily vegetated with no visibility from the abutting roadway to the water’s edge. Similar vegetative screening will likely exist at the pending County park just north of Donald Ross Road. With limited visibility, and with the absence of

In the Town of Jupiter, Sawfish Bay Park offers an excellent opportunity for a water taxi stop as well as canoe/kayak launching and broad views of the Intracoastal.
The Recommended Network of water taxi stop locations includes marina villages as well as additional stand-alone water taxi stop locations. Outside the marina villages, for the interspersed stops to function safely and effectively as transit stops, careful consideration should be given to their planning and design, particularly with regards to a mix of uses and building orientation such that natural surveillance will occur in these settings.
other uses (residential, commercial) fronting the parks, neither of these settings will offer natural surveillance from a mix of uses in the vicinity of the likely water taxi stop locations. Daytime use of water taxi stops will occur concurrent with regular recreational use of these parks, offering natural safety and observation; however, after-hours use may warrant additional surveillance by municipal patrols.

Moving south along the waterway, the next stand-alone water taxi stop location is recommended within the Town of Lake Park. There are two possible locations within the Town where a water taxi stop could work; however, the Town’s small population and geography would likely warrant only one stop in this general area. The first stop to consider is the easiest to implement – the establishment of a water taxi stop at the Lake Park Marina. This municipal marina is located east of Federal Highway, at the end of Silver Beach Road, on the western shore of the waterway, and is easy walking distance from neighboring residential and commercial uses. Recently renovated, Lake Park Marina is an active marina with good visibility and natural surveillance from neighboring residential uses. The Marina is currently the subject of a redevelopment proposal, “The Wharf at Lake Park Marina,” that entails expanded marina uses as well as the addition of restaurant, retail, office, and hotel uses, which would improve the viability of this location as a water taxi stop location. The limitation in this location will be the marina’s limited parking, which is addressed by the redevelopment proposal, and additionally, users could access the site via foot, bike, or transit.

The second Lake Park location identified by charrette participants is Kelsey Park, a well-developed public waterfront park at the eastern end of Park Avenue. This park has good visibility from neighboring uses and Federal Highway, but no docking facilities presently. Park Avenue runs west, flanked by historic residential neighborhoods, to become the Town’s main street, which provides an interesting transit opportunity. During the charrette, participants suggested a trolley (or other form of transit) travelling a route from downtown Lake Park (potentially including interconnectivity with passenger transit service on the FEC rail corridor), east to a water taxi stop in Kelsey Park. As Lake Park’s redevelopment plans progress, this area could emerge as another marina village once a greater mix of uses and critical mass is achieved. These two possible water taxi stop locations are represented in Recommended Network of Water Taxi Stop Locations map.

In central Palm Beach County, the most active water taxi stops are located near Peanut Island. To the west of the island, Riviera Beach’s water taxi stop locations
Osprey Park, a relatively recent park constructed by the City of West Palm Beach, could provide water taxi access for surrounding residents.

Delray Beach is already identified as a marine village in this report, known as a national model for successful urban downtown redevelopment. Within the core downtown, there is a water taxi operation currently in service that provides sightseeing cruises on the ICW. The ticketing for this service is located in a kiosk in Atlantic Plaza, a public waterfront plaza adjacent to Atlantic Avenue, which serves as Delray’s main street. This passive recreational setting includes pavilions, parking, and clear views through to the ICW. It is also easily accessed by pedestrians, vehicles, and transit, including the City’s trolley as well as a future FEC passenger transit station a few blocks away in the core downtown. Delray’s strong pedestrian character, intermodal service, and traditional urban form allow this water taxi stop location to function safely and effectively.
Two additional water taxi stop locations are recommended along the ICW in the vicinity of Delray Beach. The first is north of Delray in the Town of Gulfstream, north of Atlantic Avenue. This vacant property is owned by FIND and located on the western shoreline of the ICW. It is somewhat surrounded by existing residential and commercial development, limiting the visibility of the site. This site could potentially be utilized for limited service water taxi operations, especially for seasonal events, with stabilized parking on-site and dockage facilities while remaining available to FIND for spoil placement or other uses. The site's location would provide easy access to destinations north and south. Ultimately, if the site becomes developable for recreational, public, or any other use, given the limited number of water taxi stops, it would be beneficial for the site to include a permanent stop as well as public access to the waterway.

Moving south past the existing Atlantic Avenue site, the next site identified by participants is at the western touchdown of the Linton Boulevard bridge over the ICW in Delray Beach. Property appraiser data indicates this vacant site is owned as a government spoil area with a land use designation for open space/conservation. Although difficult to access by vehicle, the site provides easy access surrounding residential neighborhoods. While the Gulfstream site is of sufficient size to accommodate parking, parking would be more limited at this Linton Boulevard site. It nonetheless possesses good visibility and non-motorized access. Leadership by local government will be necessary to gain formal public access on this site and potentially transform it into a more developed passive recreational facility with water taxi dockage.

The southern-most water taxi stop locations identified in this report are in Boca Raton, including the Gumbo Limbo Nature Center on the east side of the ICW; a currently vacant but potential park property at the intersection of North Federal Highway and the L-15 canal; Silver Palm Park at the southeast touchdown of the Palmetto Park Road bridge over the ICW; and the Boca Raton Hotel on El Camino Real.

The Gumbo Limbo water taxi stop could serve as a destination stop, bringing visitors to this unique recreational and educational facility. The park’s limited hours of operation would limit water taxi service hours, which should keep visibility of the service high with other users of the park. The second recommended location involves a recommendation from the City of Boca Raton’s North Federal Highway Plan (developed by TCRPC in 2005). The plan recommended construction of a park in

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**Indian River - St. Lucie - Martin - Palm Beach**

**FINAL**
conjunction with a public/private redevelopment project at the southeast touchdown of the bridge over the L-51 canal (just north of Hidden Valley Road). If developed as a public park, a water taxi stop location could be integrated into the site, providing easy pedestrian access for nearby residential neighborhoods. The stop could also be serviced by transit on North Federal Highway, but the size of the property would likely limit on-site parking. Care should be taken to ensure new uses on the property front the park and will likely be residential given the size and location of the site, which would increase natural surveillance.

Further south in Boca Raton is another recommended water taxi stop at Silver Palm Park, which includes boat ramps, parking, and limited passive recreational amenities. The City has also acquired the roughly 2-acre property immediately north of the park (the former Wildflower restaurant property). This location could also provide easy pedestrian access for residents and would be accessible by transit, and with redevelopment of the northern piece, could also provide a mix of uses and parking to create a waterfront destination. The property is adjacent to Palmetto Park Road and North Federal Highway, both of which provide a mix of active uses, and the park is somewhat visible from these adjacent roadways. If planned appropriately, this node could evolve into a marina village with connectivity to surrounding commercial activities.

Finally, in southern Boca Raton, a water taxi stop is recommended at the Boca Raton Hotel, located on El Camino Real along the western side of the ICW. This upscale property includes dockage along the waterway, and charter services currently provide waterborne access for hotel guests. The dockage facilities are monitored by hotel staff, and a mix of uses exists on the site. Use of water taxi service at this location would likely be limited to hotel guests and patrons.

**Architectural and Design Considerations**

As each community further refines its vision for the marina villages, architectural and urban design expectations must be defined. Building heights and placement, building and parcel uses, parking quantities and location, and the detailing of public spaces should be clearly articulated and codified within each jurisdiction. The massing, uses, and architectural form of each village may be dramatically different from one community to the next, so it is important that each jurisdiction establishes what is appropriate for its area. That said, the following are critical elements that should be consistent for all marina villages:
Building Placement

All buildings have both fronts and backs, and under no circumstances should the front of one building be exposed to the back of another (typically this is where buildings are serviced). Buildings should always front and define public spaces, which can include streets, parks, paseos, promenades, and courtyards. When located on the water’s edge, buildings should be designed to front or otherwise meaningfully engage the waterway as well as the upland.

Parking Placement

Parking is and will continue to be essential in the marina villages. However, parking should not be the most prominent feature of a development site. Parking should be in close proximity to destinations but shielded by buildings and garden architecture wherever possible. Parking structures should be fully lined with habitable uses.

Building Height and Massing

Appropriate building height and massing will be defined by each jurisdiction. Proposed buildings should be contextually sensitive in their scale and size.

Public Access

Public access to waterfronts and marina villages should be paramount when designing these destinations. Wherever possible, these points of public access should be combined with upland public open spaces like plazas and squares.

Marine Amenities:

The redevelopment of marina village areas cannot usurp fundamental marine-related facilities. As stated earlier, any redevelopment efforts should add-to and enhance existing marine activities.

Architectural Style

Any architectural style deemed appropriate for a marina village should be applied in a manner true and consistent with the accepted compositional elements of that style. For example, the Florida Vernacular architectural style, and its traditional details, appropriate for a two- to three-story building but not a ten-story building.

Green Building Standards

There is a growing emphasis nationally and world-wide towards sustainable and green building standards which consume less energy, create lower impact upon their surroundings, integrate recycling of stormwater and other materials, and maximize the use of renewable materials. Efforts should be taken to maximize the green building composition of structures and designs within marina villages.
KEY FINDINGS AND RECOMMENDATIONS

The ICW study has identified a series of eight marina villages along the waterway with a number of interspersed waterfront destinations. Individually, these destinations provide economic opportunities, Intracoastal access, and quality of life enhancement for Palm Beach County residents and visitors. Collectively, they represent the opportunity for an interconnected series of waterfront destinations that could be interconnected both from the upland and water, creating the potential to further elevate Palm Beach County as a world-class destination. The following recommendations are intended to support and enhance the development of the marina villages and waterfront destinations for the ICW.

Organize and Support a System of Marina Villages

- Support the development of on-going marina village efforts in Jupiter, Riviera Beach, West Palm Beach, Boynton Beach, and Delray Beach.
- Encourage the analysis and development of appropriate marina villages in other locations, such as PGA 4 Corners (in Palm Beach Gardens/North Palm Beach), Lake Worth, and Lantana.
- Maintain differentiation between marina villages to prevent oversaturation of the market.
- As marina villages are established, develop common advertising and branding, particularly for villages with hospitality elements (within or nearby).
- Develop common elements within marina villages to enable identification as a “system” (e.g., signage, landscape materials, water taxi stops).
- Ensure marina villages maximize intermodal connectivity with all forms of upland transit as well as waterborne transit.
- Create incentives to retain “signature” waterfront uses and structures, such as transfers of development rights and public/private partnerships.

Develop Design Standards for Waterfront Development within Marina Villages

- Encourage mixed-use development to promote natural surveillance.
- Support proper building placement and transitions such that building fronts face other fronts.
- Require waterfront buildings to architecturally front or otherwise engage the waterway as well as the inland.
- Reduce the impact of parking, especially along the water’s edge.
- Promote buildings that are contextually sensitive to their surroundings with appropriate height and scale.
- Maintain and expand public access to and within marina villages.
- Develop building styles and uses that embrace and enhance working marine uses.
- Encourage the use of genuine architectural styles and materials.
- Promote sustainability and green building standards for structures and improvements.
Require Proper Land Use/Transportation Relationships for Individual Waterfront Destinations

- Consider transit-oriented development principles when locating and designing water taxi stop locations.
- Place special emphasis on natural surveillance of water taxi stops located in neighborhoods.
- Encourage residential units to front waterfront parks, especially those with water taxi stop locations.