



West Palm Beach
Downtown Development Authority
Clearlake District
Strategic Planning and Recommendations

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I. INTRODUCTION

The City of West Palm Beach established the Clearlake District (CLD) as part of the Downtown Master Plan. The District, which is bounded by 1st Street and Okeechobee Blvd to the north and south respectively, and by the Tri-Rail railroad tracks and Australian Avenue to the east and west respectively, is characterized by a mixture of high-rise office and residential buildings.

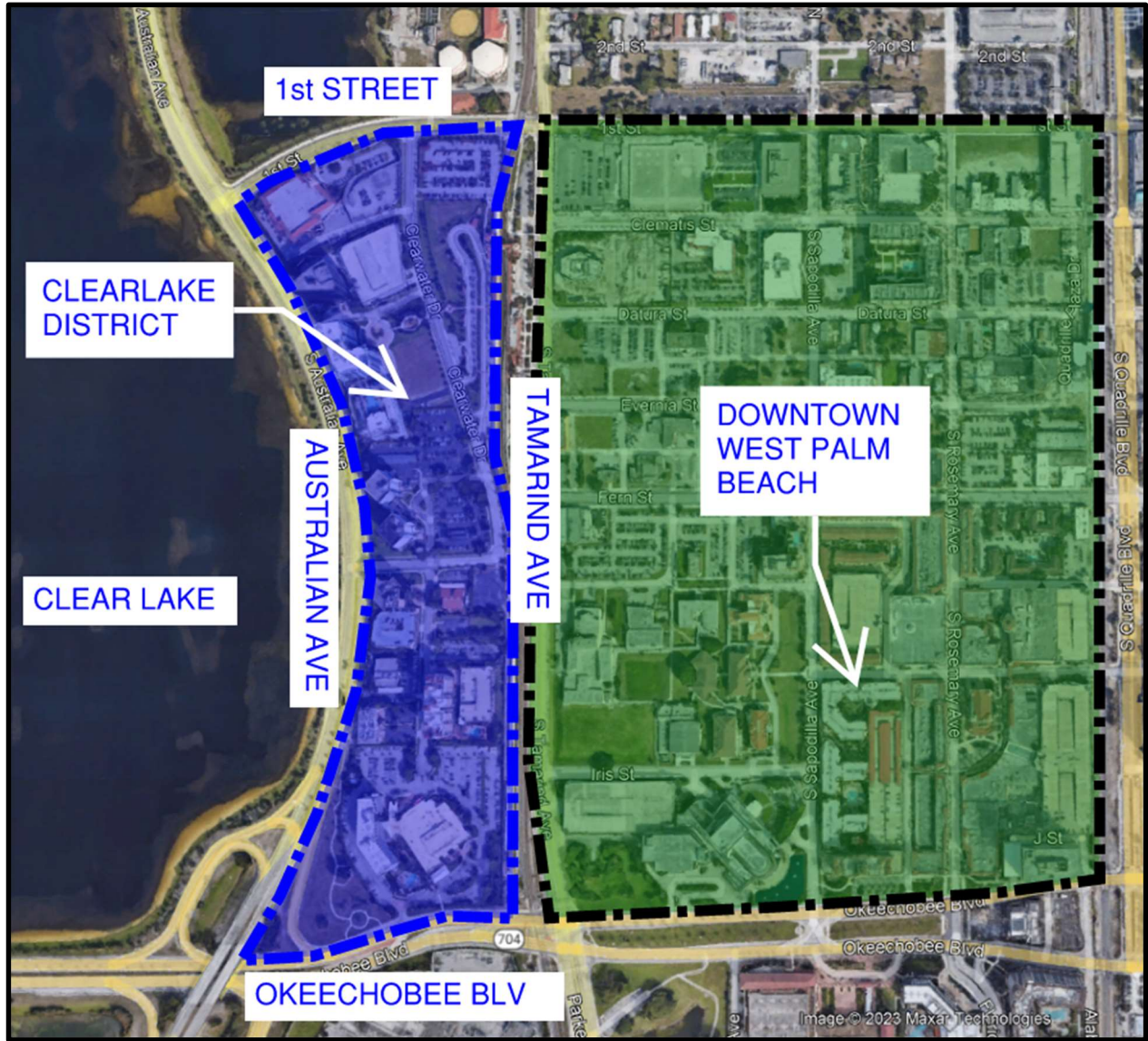


Figure 1 – Clearlake District Boundaries

The District is adjacent to other established areas of the City, including S Tamarind Avenue to the east which currently houses the Raymond F. Kravis Center for the Performing Arts and the Fourth District Court of Appeal, main thoroughfares to the north and south, and the beautiful Clear Lake to the west. It is approximately 0.5 miles long in the north-south direction by 0.2 miles wide in the east west direction.

Unlike the rest of the Downtown areas, the District does not have the historic street grid pattern, and therefore any new development is encouraged to provide a pedestrian connection between the intermodal site on the east side of the District and Australian Avenue to the west. The intent is to ameliorate the lack of character and quality of public and pedestrian areas that characterizes the rest of the Downtown West Palm Beach and to increase the quality of life for the residents in this area. Additionally, the Clearlake District's planning goals include the installation of a high percentage of tree canopy to provide shade and promote walkability and activate ground floor uses and main building entrances along Clearwater Drive.

With significant residential and office development planned and/or underway in this area, improving the quality of experience for the residents and office tenants, as well as effectively connecting the District to the rest of the Downtown core is essential to improving the area now to support future growth. The City of West Palm Beach Downtown Development Authority (DDA) wants to prime this area to facilitate future development, improve property values, quality of life and mobility through policy changes and/or infrastructure investment and public realm projects.

The City of West Palm Beach DDA has requested the ULI Leadership Institute to explore ways to implement their strategic objectives. This task is being explored as a ULI Leadership Project by Team 2 who is introduced below. Part of this task is to analyze the existing District's characteristics and identify specific, actionable areas for improvements while taking into account current market trends which might have bearing on the proposed recommendations' cost and funding. Our recommendations aim to take steps forward to make the DDA's vision for a revitalized and interconnected Clearlake District.

The intent of our analysis and recommendations is to identify and prioritize solutions to help the Clearlake District transition from its current condition, which is similar to a suburban office park, into a more urban, connected, mixed-use neighborhood in harmony with the rest of Downtown West Palm Beach.

II. TEAM BIO – Team 2



Kimberly Brown

Resilience Planning Director, Miami-Dade County

Kimberly Brown serves as Director of Resilience Planning and Implementation in the Miami-Dade County Office of Resilience. Her experience has spanned both private and public sector work including over thirteen years with Miami-Dade County. During that time, she has worked on a variety of land use and environmental efforts including facilitation of the seven-year review and update of the County’s Comprehensive Plan. Currently, her work focuses on advancement of resilience initiatives that allow the County to adapt and thrive in the face of climate-related threats. Ms. Brown also serves as Miami-Dade County’s representative on the Southeast Florida Regional Climate Change Compact Leadership Committee. She holds a Master of Arts degree in Urban and Regional Planning from the University of Florida and professional certification by the American Institute of Certified Planners (AICP).



Nick Kasper

Investment Associate, ZOM Living

Nick Kasper serves as Investment Associate for ZOM Living where he is involved in the underwriting, capitalization, asset management and disposition processes for all multifamily and senior living developments. Since joining ZOM in 2018, he has been involved in the closing of over 5,500 units with a total capitalization of nearly \$1.9 billion. Prior to ZOM, Nick worked for Duff & Phelps Real Estate Valuation team in Atlanta. Nick graduated from the University of Florida where he received Master of Science in Real Estate degree and Bachelor of Science in Finance degrees.



Kristhian Morales

Senior Civil Engineer/ Project Manager, Bowman

Kristhian Morales is a Senior Civil Engineer and Project Manager at Bowman’s Ft. Lauderdale office with over eight years of experience working in the civil engineering and land development field in the state of Florida. He currently oversees a portfolio of over 50 projects in the state of Florida ranging from commercial developments to multi-family residential and mixed uses. As part of his responsibilities, he is involved in all stages of projects, from due diligence to site entitlements, permitting, construction observation, and project close out. Additionally, as lead of an engineering team he is involved in production management, coordination with third party consultants, client management, and railroading of engineering staff. He is a graduate of Stanford University.



Irma Qureshi

Associate Attorney – Real Estate Practice, Greenberg Traurig, P.A.

Irma Qureshi is a Senior Associate in the Real Estate practice of Greenberg Traurig, P.A. at the West Palm Beach, Florida office. She handles commercial real estate transactions, including extensive review and resolution of title and survey matters, and preparation and negotiation of purchase and sale agreements, site work agreements, land use restrictions, easements, closing documentation, and association documents. She also represents clients in various forms of credit arrangements, including preparation of loan documents, comfort letters, and organizational documents. Prior to joining Greenberg Traurig, Irma was an Assistant County Attorney for Broward County, Florida, where she handled the purchase and sale of multimillion dollar properties, and the leasing of space for government offices, customer service centers, and public safety communications.



Bryan Ranaldo

SVP – Commercial Real Estate, M&T Bank.

Bryan Ranaldo is a Middle Market Commercial Real Estate Relationship Manager for M&T Bank covering the Florida Market. In his current role he specializes in Construction, Bridge, and Permanent debt financing for all commercial real estate asset classes. Originally from New York, Bryan relocated to South Florida in 2002. Since then, Bryan has held many roles within the banking industry, assisting clients with retail/consumer banking, private banking, commercial banking, commercial real estate financing, working capital financing, SBA banking, and equipment financing. Prior to joining M&T Bank’s Commercial Banking Team, Bryan served as Commercial Relationship Manager with a local community bank, where his responsibilities included growing the bank’s brand recognition in the Palm Beach market through acquisition of new and deepening of existing commercial client relationships. Sales emphasis centered around Commercial Real estate lending, working capital lending, deposit growth and treasury management sales and servicing.



Chanae Wood

*Associate, Weiss Serota Helfman Cole + Bierman P.L
M&T Bank.*

Chanae L. Wood is a municipal and land use attorney with a particular interest in issues dealing with First Amendment, medical marijuana, and hemp laws. Chanae counsels municipal clients on compliance with public records, sunshine law and ethics, and matters dealing with comprehensive planning, general municipal, procurement, utilities, administrative, and constitutional law. Chanae also assists developers and private property owners as they navigate the intricacies of the development review process. Chanae’s representation of clients often begins with pre-acquisition due diligence and extends through the permitting and legislative processes required to develop a property. Having a passion for diversity and inclusion, Chanae has been involved in the firm’s diversity and inclusion initiatives throughout her career at the firm and has served as the firm-wide Diversity, Equity, and Inclusion (“DEI”) Chair since its inception. Chanae is a frequent author and speaker on DEI matters and leverages her DEI leadership experiences to further firm efforts and provide tailored representation for clients. Prior to law school, Chanae worked for Miami-Dade County Commissioner Barbara J. Jordan as a Commission aide and for Florida State Senator Oscar Braynon, II as a legislative aide.

III. CLIENT DEVELOPMENT OBJECTIVES

- **Connectivity/Walkability/Bike Paths:** How can pedestrian and bicycle connections between the Clearlake District and the rest of Downtown West Palm Beach be improved?
- **Placemaking/Streetscaping/Ground-floor Activation:** What types of public realm improvements can be made to enhance the residential experience and quality of place for residents of the Clearlake District?
- **Mixed-Use/Shade Trees/Pocket Parks:** What changes can be made to allow development patterns within the Clearlake District be more compatible with traditional urban development patterns?

IV. CLEARLAKE DISTRICT CHARACTERISTICS AND DUE DILIGENCE

A. District Characteristics

The Clearlake District spans approximately 0.5 miles from Okeechobee Blvd to 1st street and 0.2 miles from the Tri-Rail railroad tracks to Australian Avenue and it's located within the limits of the City of West Palm Beach. It is located West of the Downtown Area. Access to District is primarily through the boundary streets with the primary internal road network consisting of Clearwater Place, Clearwater Drive, and Clearwater Park Road. Since the District is isolated from the rest of Downtown, easy and safe pedestrian and vehicular connectivity between the two areas is not currently available.

A summary of the District characteristics, demographics, income levels and employment data are provided below.

Background of Clearlake District

- **Location:** The Clearlake District is in the City of West Palm Beach, and it is located west of the Downtown area.
- **Total Acres:** The District consists of 49.3 Acres.
- **Parcels:** There are 18 parcels within the District, excluding the TOD project on the eastern boundary of the site.
- **Owners:** The owners within the District consist of 13 commercial property owners, and condo owners.
- **Uses:** The District is mixed used, but it has a suburban business park atmosphere due to the railroad tracks isolating it from Downtown West Palm Beach.

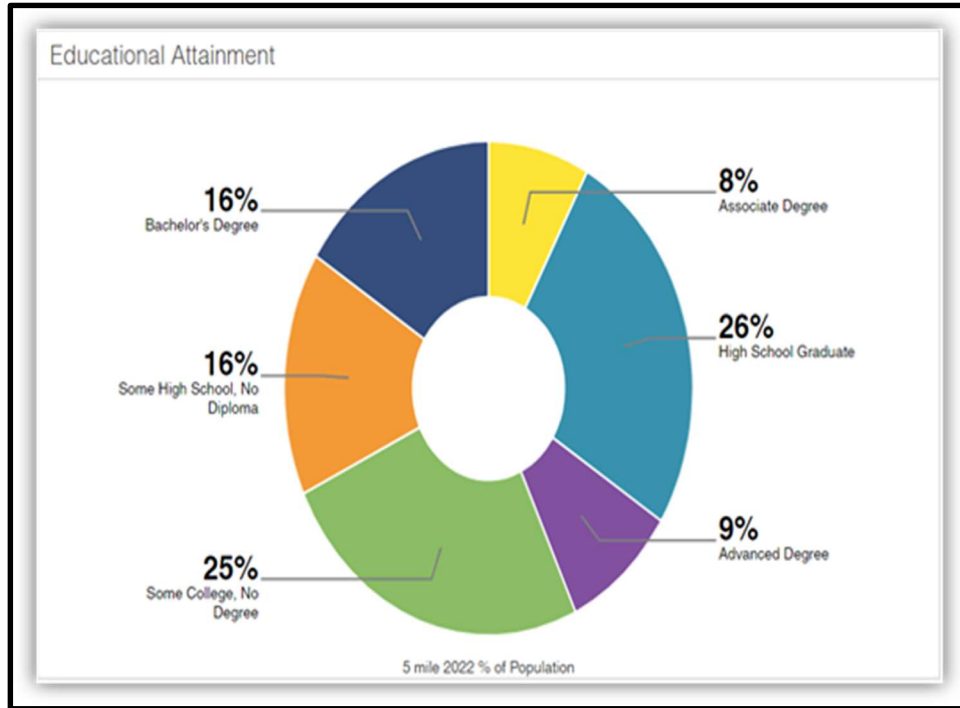


Figure 3 – Demographics of Downtown

INCOME / POPULATION	5 MILE RADIUS
Avg. Household Income	\$73,499
Median Household Income	\$51,288
2022 Population	203,920
2027 Population Projection	213,516
Annual Growth 2022-2027	0.9%
Median Age	39.4

Figure 4 – Income Data

Daytime Employment			
Radius	2 mile		
	Employees	Businesses	Employees Per Business
Service-Producing Industries	72,509	7,592	10
Trade Transportation & Utilit...	9,125	1,170	8
Information	3,141	133	24
Financial Activities	9,692	1,189	8
Professional & Business Se...	13,097	1,994	7
Education & Health Services	8,677	1,549	6
Leisure & Hospitality	14,037	619	23
Other Services	4,040	701	6
Public Administration	10,700	237	45
Goods-Producing Industries	4,073	585	7
Natural Resources & Mining	81	25	3
Construction	2,620	430	6
Manufacturing	1,372	130	11
Total	76,582	8,177	9

Figure 5 – Daytime Employment Data

B. Due Diligence

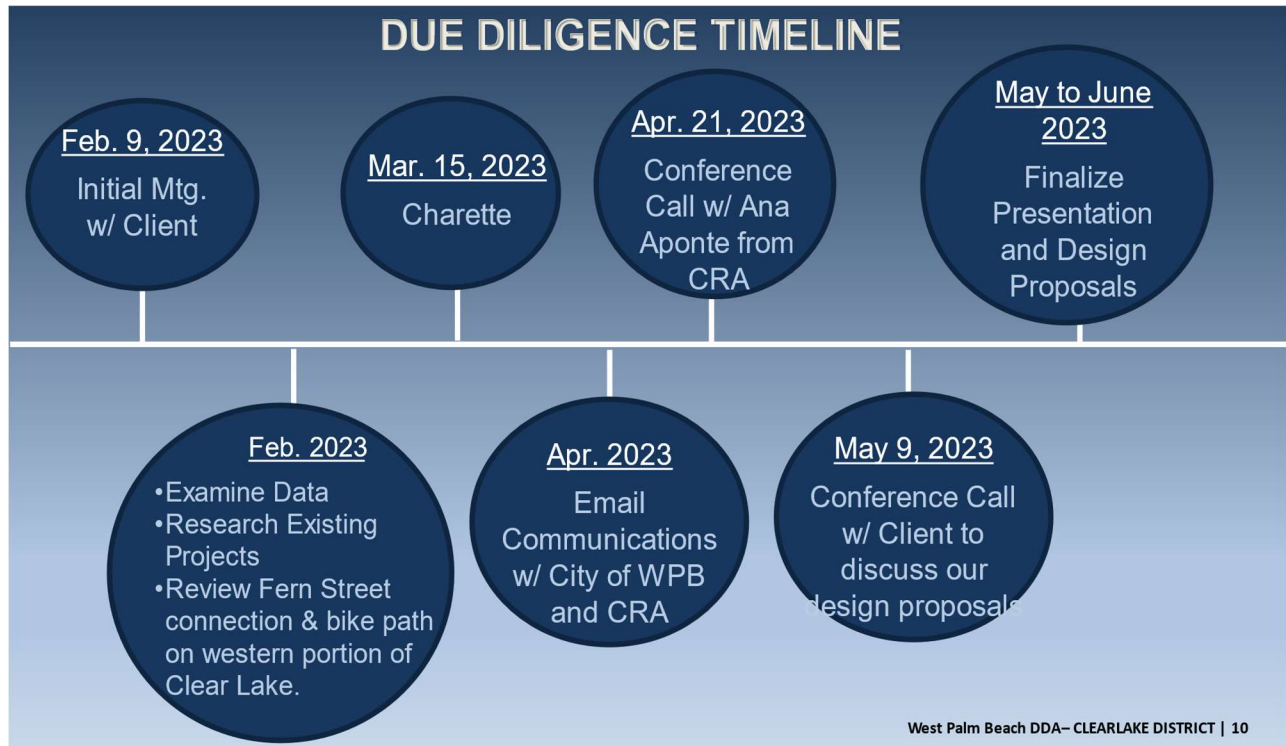


Figure 6 – Due Diligence Timeline

Site Visit

On February 9, 2023, the ULI team met with Raphael Clemente, Executive Director of the West Palm Beach DDA, to officially kicked off the project and discuss the DDA's goals to connect the Clearlake District to Downtown West Palm Beach and to make the site more attractive for tenants and residents through ground-floor activation, green spaces, improved pedestrian and vehicular interconnectivity, and the creation of public spaces and improved streetscaping. The team walked the entire length of the site to collect necessary data to analyze the existing conditions of the site and start preparing recommendations.

At this meeting the team learned about the background of the District, including its history and the planned and currently approved projects within the site. The team also discussed the site's potential, some recent political roadblocks, and the current momentum to improve the District.

Charrette & Outreach

On March 15th, 2023, with the assistance of Mr. Clemente, the project team participated in a stakeholders meeting attended by various developers and property owners well known in the District, including Sympatico Real Estate, Wexford Real Estate Investors, and the Related Group.

During the meeting, the team discussed plans for various proposed projects on the site, including the Transit Village Development, which is a mixed-used project with 1,000 residential units. The scope of the proposed projects put an emphasis on the needs for infrastructure improvements to support the future density being added to the District. Attendees also provided feedback on specific problem areas in the Site and their vision for the District. They expressed concerns about increase traffic on the internal roadways, the lack of amenities and green spaces, and the benefits of connecting the District and the greater Downtown areas through Fern Street.

Research and Data Collection

After the Charrette, the team reviewed the Downtown Master Plan, the City's Capital Improvement Program, the budgets for the DDA and the CRA, the City's right-of-way maps, and other public documents to determine the development planning initiatives and funding sources available for our proposed improvements to the Site. Additional research and data collection was conducted by meeting with City staff and CRA members to understand the zoning regulations, the initiatives for the District, and the proposed connection to Fern Street. We also conducted an analysis of current market data to assist with determining the highest and best use for future site development projects. The data was synthesized, and the team worked on preparing recommendations to the DDA.

V. ZONING ANALYSIS

A. Future Land Use and Zoning Designations

The properties located within the Clear Lake District (the “District”) are designated Urban Central Business District (UCBD)¹ on the City’s Future Land Use Map in the Comprehensive Plan. While the vast majority of the properties in the District are designated Clear Lake District (CLD-25) on the City’s zoning map, a few properties² are designated as Community Planned Developments (“CPD”) and are governed by regulations specific to those parcels. Yet, in general, the District is characterized by a mixture of high-rise office and residential buildings. The properties zoned CLD-25 are governed by the DMP Element in the Comprehensive Plan, and the DMP Urban Regulations, which is codified in Article IV of the City’s Zoning Land Development Regulations (“ZLDRs”).

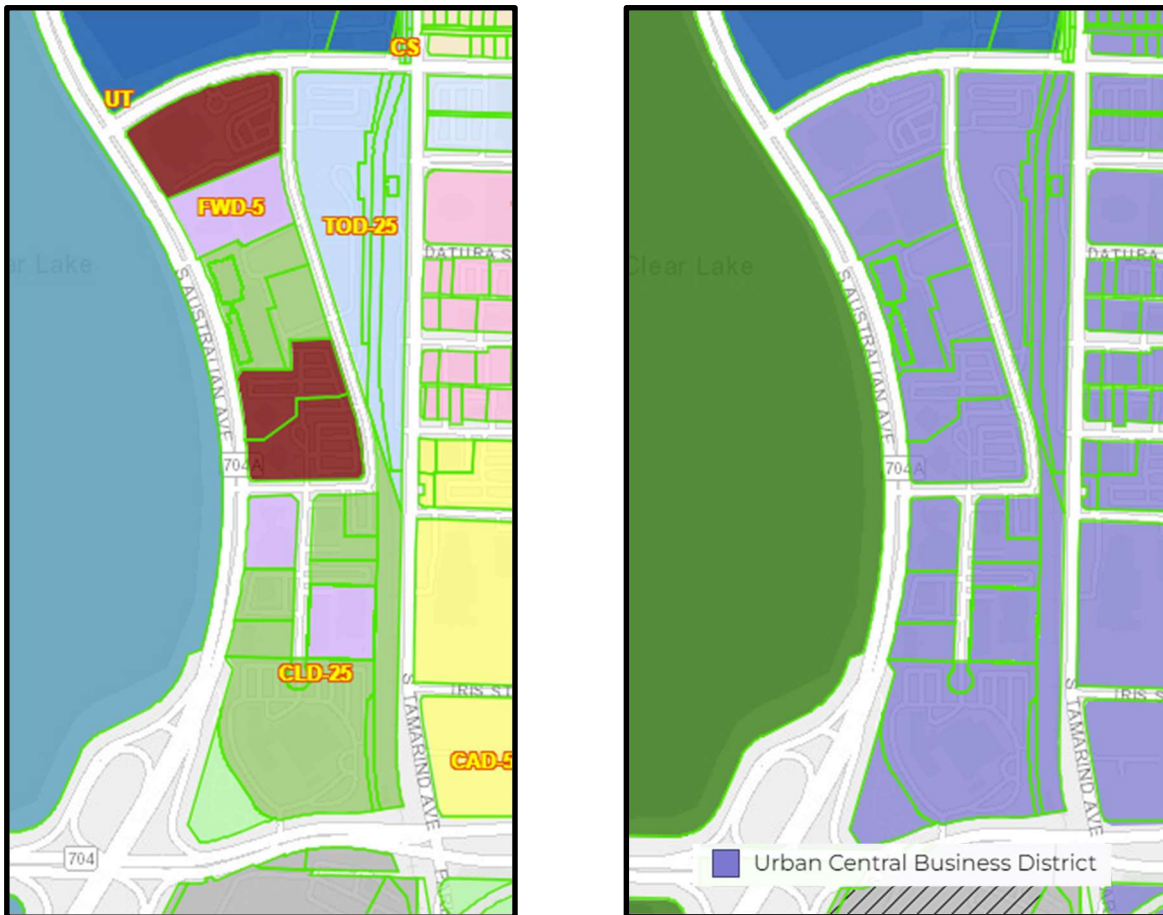


Figure 7 – Zoning and Future Land Use Maps

¹ The density and intensity applicable to the UCBD are set forth in policies 3.1.1 and 3.1.3 of the DMP, and do not conflict with the regulations further discussed above.

² The properties identified by the following parcel ids are designated CPD on the City’s zoning map: 74434321220111103, 74434321120000010, 74434321110000031, 74434321210000010, and 74434321110000041.

The DMP Urban regulations were designed to create a sustainable Downtown. The City has identified in Section 94-116 of the LDRS that the District does not share the historic street grid pattern of the Downtown. Therefore, the City has craftily created regulations that encourage interconnectivity between the intermodal site on the east side of the District and Australian Avenue to the West. The DMP Urban regulations enable flexible building design by encouraging a variety of uses, heights, and forms. Permitted uses in the CLD include Ground Floor Residential, Multi-family Dwelling, Live Work Ground Floor Retail, Office, Hotel, and Restaurant.³ The following Table, provided in the DMP urban regulations, includes the development standards applicable to the CLD.

TABLE IV-12: BUILDING REQUIREMENTS — CLD-25					
(a) FAR					
All Lots	7.00				
(b) HEIGHT					
25 stories or 308' whichever is less; 25 (308')					
(c) SETBACKS					
STREET DESIGNATION/SIDE/REAR	STORIES				
	TYPICAL SETBACKS		CONDITIONAL SETBACKS		
	GROUND TO 25 (308')		GROUND TO 25 (308')	ABOVE 5 (68')	ABOVE 7 (92')
	MINIMUM	MAXIMUM	RESIDENTIAL USES ON GROUND FLOOR MINIMUM	PARKING USES ONLY MINIMUM	MINIMUM
Avenue	16'	40'	23'	31'	—
Secondary	12'	50'	19'	27'	—
Side Interior	15' or NFPA	—	15' or NFPA	—	20**
Abutting CSX	15'	—	22'	—	—
Rear	10'	—	5'	—	—
*0' for lots with lot frontages < 110'. Also, 0' for portions of facades that abut existing buildings on adjacent lots.					
(d) MAXIMUM BUILDING FOOTPRINT					
STORIES	LOT AREA				
	<50,000SF	50,000SF—80,000SF		>80,000SF	
Podium: Ground	87%	84%		82%	
Podium: 2 to 5 (68')	90%	87%		85%	
Podium: 6 to 7 (92)*	90%	60%		55%	
Tower: 8 to 25 (308')	90%	55%		50%	
*Parking uses may exceed maximum building footprint in compliance with conditional setback.					
(e) FOOTPRINT LENGTH					
Maximum	350 feet				
(f) MINIMUM OPEN SPACE					
TYPE	LOT AREA				
	<50,000SF	50,000SF—80,000SF		>80,000SF	
Public	—	3%		5%	
Semi-Public	When residential uses on ground floor: Walk-up gardens shall be provided.				
Private	25%	25%		25%	
(g) MINIMUM ACTIVE USES					
STREET DESIGNATION	GROUND FLOOR			LINERS: 2 TO 5 STORIES (68')	
Avenue	60%			60%	
Secondary	30%			—	
Abutting CSX	—			30%	
(h) MINIMUM TRANSPARENCY FOR ACTIVE USES ON GROUND FLOOR					
STREET DESIGNATION	PERCENTAGE OF TRANSPARENCY				
Avenue	50%				
Secondary	30%				
(i) MINIMUM ACTIVE USE LINER DEPTH					
ACTIVE USE	GROUND FLOOR			LINERS: 2 TO 5 STORIES (68')	
Commercial	25'			20'	
Residential	15'			15'	

Figure 8 – Clearlake District Development Standards

³ Section 94-105 of the LDRs include a list of prohibited uses within the DMP area.

Additionally, properties developments in the CLD are *encouraged* to have:

- (1) Limited building footprints, footprint separation and side setbacks to provide a view of corridors and opportunities for pedestrian connectivity across the District, especially between the intermodal transit site and the subject property;
- (2) Building amenities and entrances located on the ground floor fronting Clearwater Drive to increase visual connections to the waterfront and enhance the quality of the public space at the ground floor;
- (3) Active uses on all building facades fronting urban open space designations and on side setbacks wherever possible.
- (4) Ground floor active uses fronting all pedestrian pathways;
- (5) Shared pedestrian pathways between adjacent lots in lieu of fences separating lots;
- (6) Variations in building heights to promote a diverse skyline;
- (7) Towers oriented toward Clearwater Drive, whenever possible;
- (8) Use of generous terraces and balconies to integrate indoor space with outside environment and to maximize water views is encouraged.⁴

If ground floor residential uses are included in a CLD development, they must be raised a minimum of 18 inches above the sidewalk elevation. Additionally, required setbacks must provide pedestrian pathways to promote pedestrian connections to the water and the intermodal side and to provide view corridors.⁵

VI. Existing Site Conditions

A. Site Conditions and Typical Features

As previously mentioned, the existing Clearlake District is comprised primarily of a mix of hospitality, residential, office, public open spaces and transportation uses. One of the anchor tenants on the site is the West Palm Beach Marriot hotel located along the southern boundary of the site adjacent to Okeechobee Blvd and flanked by a large park with public art at the entrance of to the District. The West Palm Beach Marriot is of significant importance to the District because it is located in close proximity to Downtown and in particular the Raymond F. Kravis Center for the Performing Arts and the Palm Beach County Convention Center. Additional tenants include the Montecito and Edge condo buildings, which are the main residential anchors on the site; office uses interspersed throughout such as the Wells Fargo Office and Clearlake Plaza buildings, and the bus and Tri-Rail train station at the NE corner of the site near 1st Street.

A recurring point during the team's site visit, which was reinforced by the feedback we received from the stakeholders during the charrette, was that some of the buildings are currently either partially vacated or underutilized. Due to the suburban office park nature of the District as it currently exists, there are a lot of open-air surface parking lots to support the existing uses. However, due to the lack of occupancy in some of the existing office buildings, a lot of the parking lots are sparsely used. This results in a lot of impervious, paved areas throughout the District with unmaintained pavement and very small amounts of shade trees and vegetation, which do not necessarily align with the future vision and functionality of the District. As the District redevelops with more class-A level office, modern multi-family residential structures, and hospitality uses, the existing parking lots will be out of sync with the more urban style massing proposed

⁴ ZLDRS, Sec. 94-116.

⁵ *Id.*

for future development. Future structures will adopt a zero lot-line setback to provide ground-level amenities and building lobbies abutting the right-of-way with parking provided via parking structures contained within the proposed buildings.

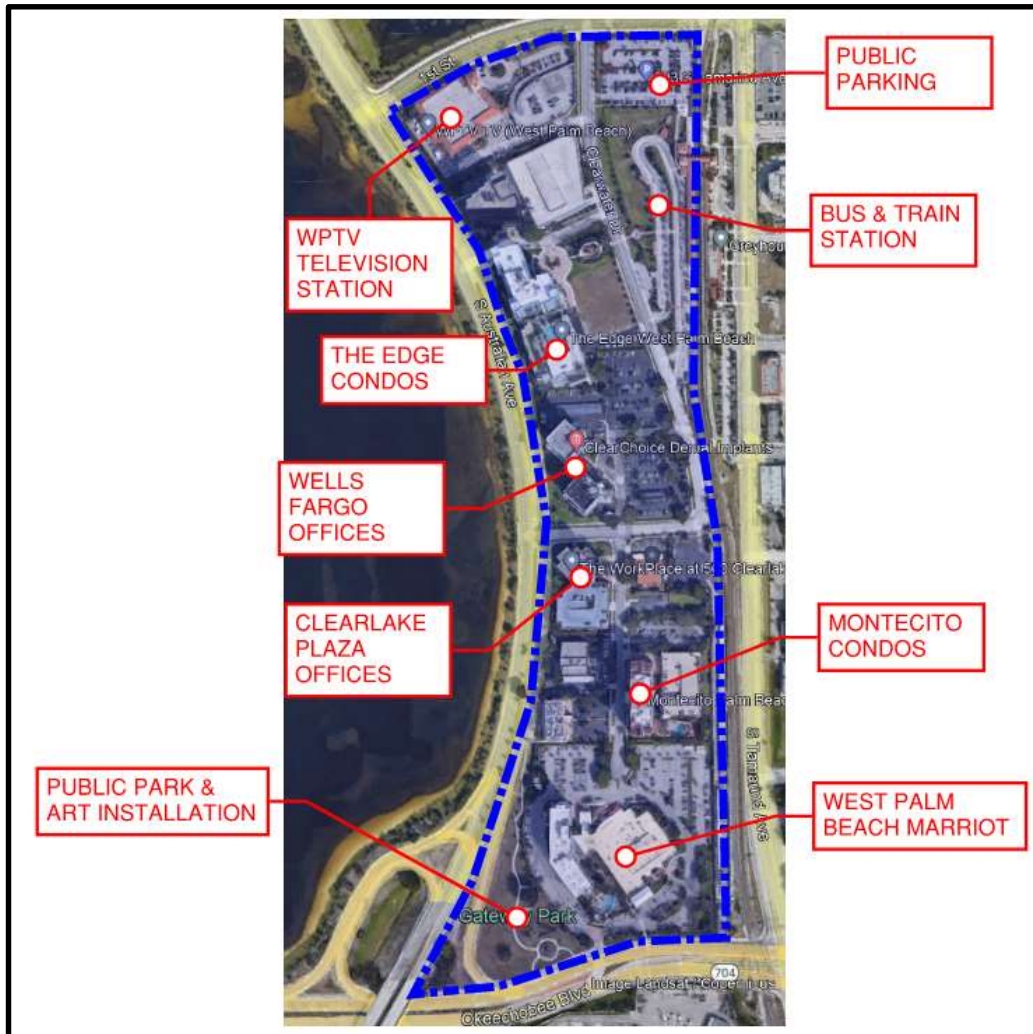


Figure 9 – Anchor Tenants

Another point of notice during the team’s visit was the noticeable isolation of the Clearlake District from the rest of Downtown. Since the site is bordered on the east boundary by the existing Tri-Rail railroad tracks, the overall site ends up providing only two direct points of pedestrian and vehicular access to Downtown via 1st Street (to the north) and Okeechobee Blvd (to the south). Neither of these options are particularly convenient for pedestrian residents or workers who are located closer to the center of the District and even for those who reside or work near the north and south limits of the District, the walking options to Downtown are not convenient or safe in their current conditions. Another option for access to the Downtown area is available via the pedestrian overpass bridge located at the Tri-Rail train station. However, this overpass is enclosed and can function as a trap for pedestrians during off-peak hours, creating an unsafe condition and discouraging pedestrian travel at this location.

The images below provide a capture of the existing conditions for the pedestrian crossings at 1st Street and Okeechobee Blvd. Both of these crossings are located at heavily trafficked intersections throughout the day, with vehicles making turning movements from Tamarind Avenue at relatively high speeds without much concern for pedestrian safety. In a typically sunny or rainy Florida day, there's also a lack of protection from the elements as there are no shade trees or site features to provide similar protection.

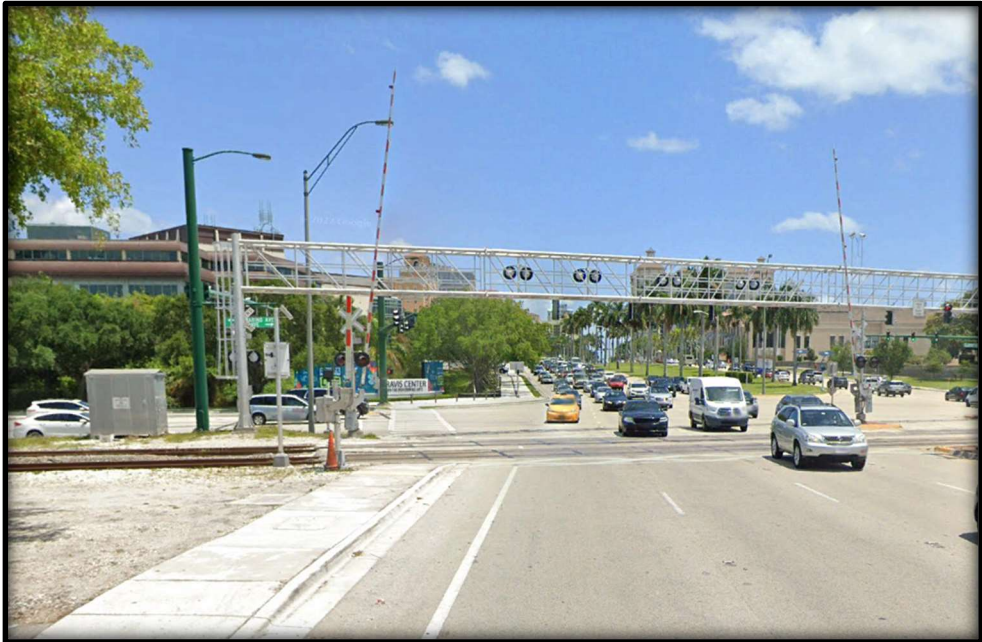


Figure 10 – Okeechobee Blvd Pedestrian Crossing

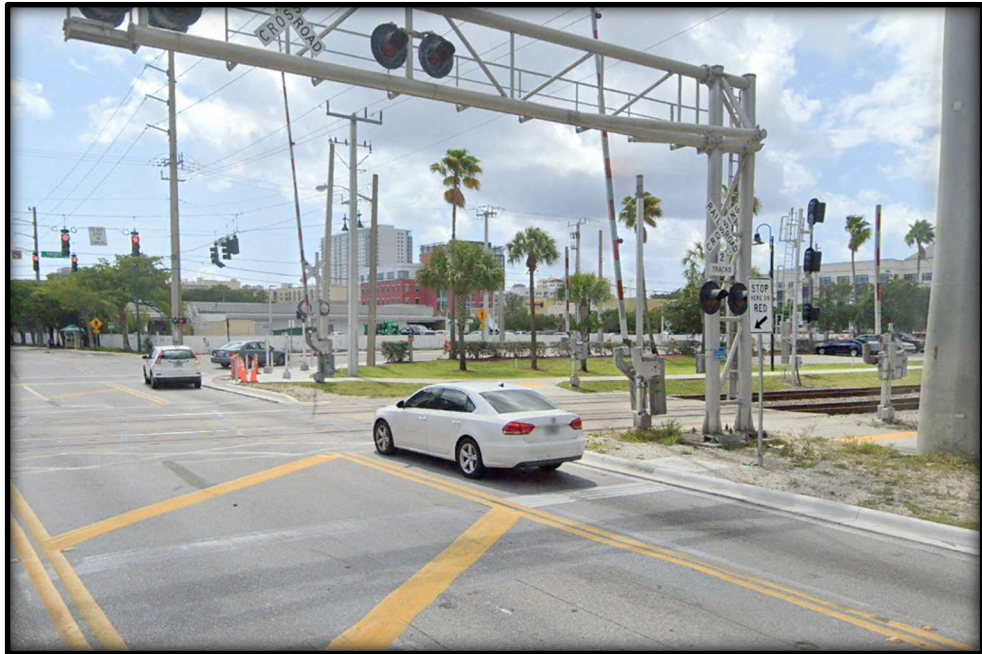


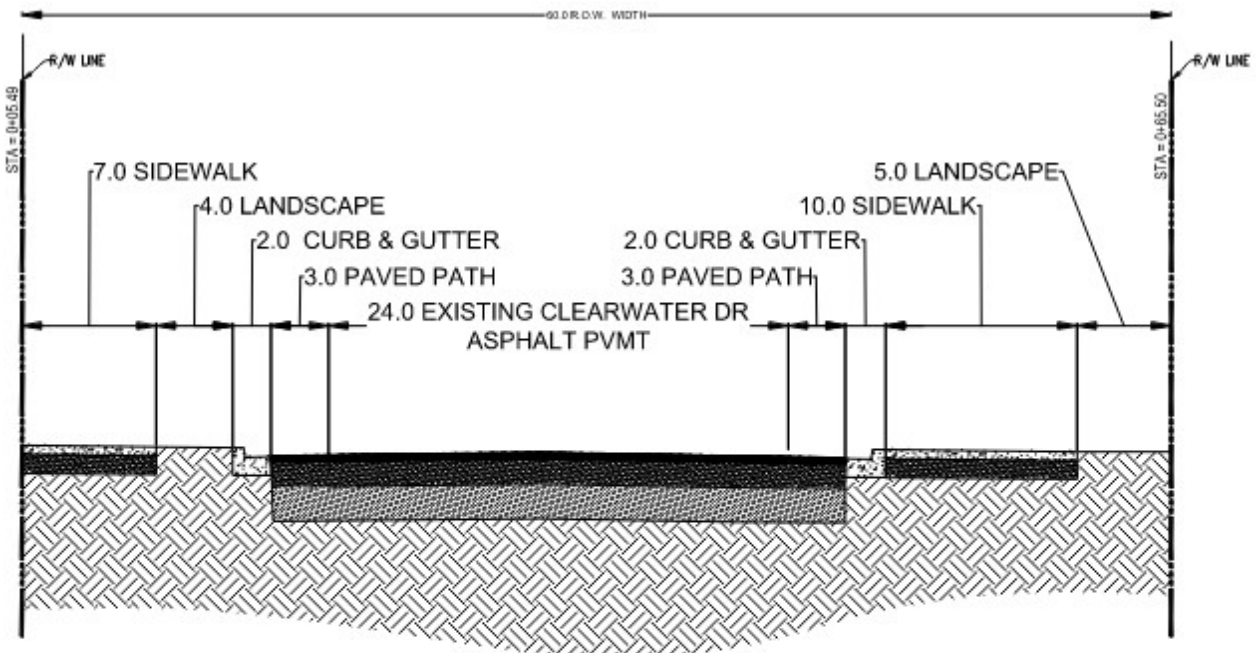
Figure 11– 1st Street Pedestrian Crossing

There are a variety of architectural styles present throughout the District including various high-rise office and residential buildings. However, due to the varying age of the buildings, some of the office buildings are starting to look dated and lack the urban modern style more prominent within the Downtown area of the City. This is not necessarily a problem, as urban development thrives with varied architectural styles and features, but when combined with the suburban style site planning present throughout the District, it helps to further differentiate the District from Downtown.

B. Street Sections

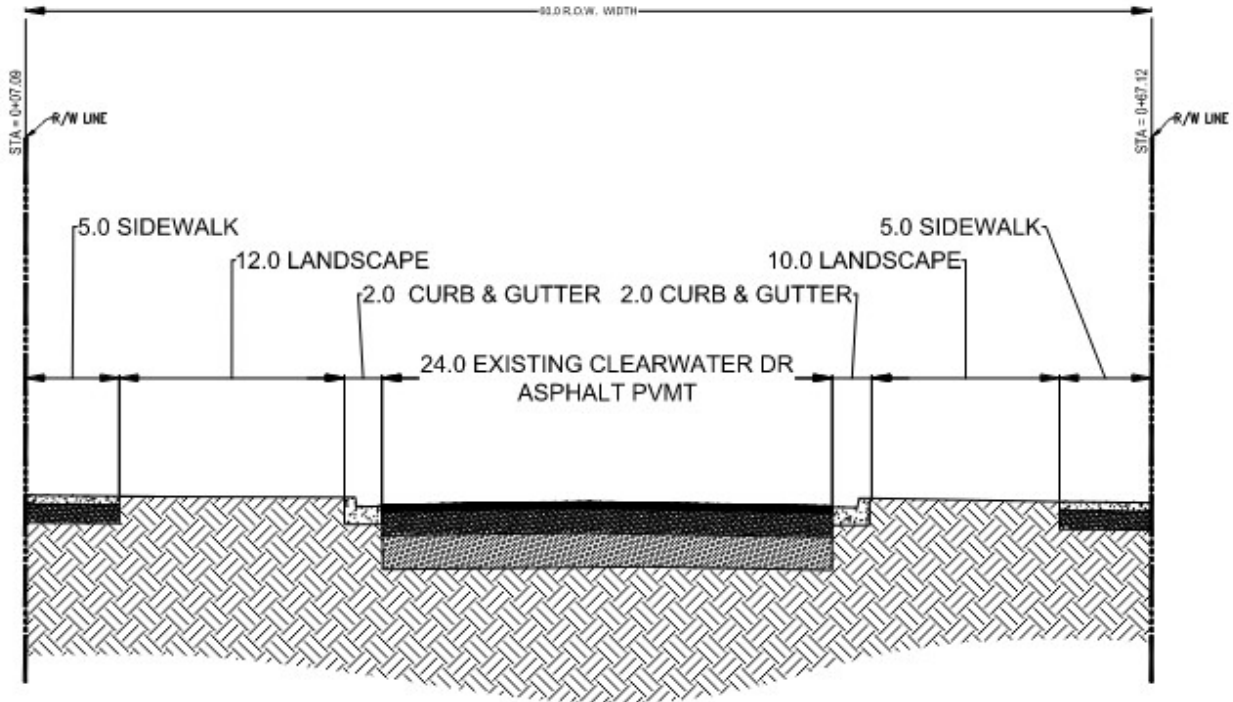
The suburban character of the District that distinguishes and separates it from the Downtown area is reinforced by unused, unattractive surface parking lots throughout and a suburban street layout.

The primary streets are characterized by a lack of on-street parking, narrow pedestrian pathways, and sparse landscaping, which discourages pedestrian travel. Below are typical sections of the existing rights-of-way at Clearwater Drive and Clearwater Place which highlight these design features.



EXISTING-1 EXISTING CLEARWATER DR. PROFILE VIEW
 HORIZONTAL SCALE: 1"=30'
 VERTICAL SCALE: 1"=3'

Figure 12– Clearwater Drive Cross-Section



EXISTING-2 CLEARWATER PL PROFILE VIEW
 HORIZONTAL SCALE: 1"=30'
 VERTICAL SCALE: 1"=3'

Figure 13– Clearwater Place Cross-Section

The primary streets do not conform to the historic grid pattern found in the Downtown areas of the City. Additionally, they are characterized by wide travel lanes and narrow pedestrian sidewalks with landscape areas which are sparsely vegetated. This discourages walkability and bike usage throughout the District by both current residents and office workers, which was a point of contention during the stakeholder’s meeting. Additionally, the suburban feel of the site is reinforced by buildings placed to be setback quite far from the public rights-of-ways, with lots of surface parking which is underutilized and uninviting to passers-by.

TYPICAL MASSING



West Palm Beach DDA- CLEARLAKE DISTRICT | 15

Figure 14- Typical Building Massing and Layout



Figure 14- Typical Parking Lot Layout

C. Public Open Spaces



Figure 15– Public Open Space at entrance to the District

The principal public space available to the residents is located at the entrance to the District at the intersection of Okeechobee Blvd and Australian Ave. It provides buffering between the busy travel ways and the West Palm Beach Marriot. However, due to its isolated placement it is not convenient for existing residents to travel to the open space on foot. Additionally, since it is located abutting two of the busiest street into the Downtown area, the park is noisy throughout the day and it lacks inviting features such as shaded areas, water bodies, or recreational spaces for residents and workers alike.

VII. MARKET ANALYSIS

A. Submarket Overview - Multifamily

Multifamily Market

Driven by strong regional migration and job growth, the multifamily market in West Palm Beach has intensified greatly in recent years. Relative to 2017, total unit inventory has expanded by 18.6% and vacancy rate is averaging at 6.7% over that same time frame. Apartment owners are in an advantageous position, having experienced 32% growth in asking rents across all building classes since 2020 and an average of 10.3% rent growth over the last 3 years. Encouraged by this strong demand, West Palm has captured significant capital inflows for multifamily assets in this submarket.

Rents & Occupancy

West Palm Beach has seen astounding rental growth over the last 10 years, at a cumulative 73.6% growth during this time frame. Alongside this appreciation in rent, vacancy has trended downwards, from a high

of 9.3% in 2020 to 6% today. Forecasted increases in deliveries noted below will result in an increased vacancy to just over 10% in 2025, with an eventual leveling off by 2027. Rents are currently around \$2,230/month, which is a marginal 0.1% increase from a year ago. As additional deliveries continue to hit the market, rent growth is forecasted to level off, with only slight increases through the next several years. This asset class will continue to be in need throughout West Palm Beach CBD as employers continue to relocate into the area.

Absorption & Deliveries

In keeping with the general trend for West Palm Beach, over the past 12 months approximately 660 units were delivered, and 400 units have absorbed, resulting in a slight uptick in vacancy to the 6.7%. Approximately 2,600 units are currently under construction, which represents an approximate 13.4% expansion of inventory. West Palm Beach has a proven demand for rental product that is deeply tied to the sustained migration favoring this region, with recently delivered product experiencing strong lease up, in some instances reaching 10% of new supply per month. This continued demand will most likely result in similar projects being developed within our Clearlake District project.

B. Submarket Overview - Office

Office Market

The West Palm Beach CBD submarket continues to offer some of the strongest fundamentals in Florida, owing in large part to its attractive climate and quality of life alongside a favorable business tax environment and access to skilled labor. The CBD has some of the highest rents in the country, with strong tenant demand coupled with limited new development driving rents for top-quality product. This market growth has historically been driven by financial services and law firm tenants looking for proximity to Palm Beach Island. Some of the most notable corporate tenants that have announced relocations to the City of West Palm Beach include Elliott Management, Goldman Sachs, BlackRock, Point72 and North American Development Grp.

Rents & Occupancy

The Palm Beach CBD is the core submarket for Palm Beach County. It features over 5.8MM SF of office space, of which over 3MM SF is Class-A space. Overall submarket occupancy is 89.8%, across all levels of product quality, which has risen by almost 400 bps from its 8-year low during 2020 of 85.9%. This strong recovery from the Pandemic has driven rental rates in this submarket, with a cumulative rent increase of close to 26% over the past three years. With respect to Class-A product, office rents have grown at an average of 6.44% since 2017, reaching a high point of \$67.22 PSF currently. Occupancy of Class-A tracks with the overall submarket, having risen by 670 bps from its low-point during the Pandemic to 87.3% today. Of note, the upcoming One Flagler development is driving rents to new highs, with asking rents estimated to range between \$62 and \$76 PSF, well above current submarket rents. 360 Rosemary is also driving office lease rates in this submarket, with numerous leases executed at over \$45 PSF NNN and in some instances reaching up to \$60 PSF NNN. Currently, 100% occupied, this property took less than 12 months to fully lease-up.

Absorption & Deliveries

With limited new product delivered in recent years (just under 300K SF since 2016), the Palm Beach CBD has seen healthy rent increases. Currently, about 600,000 SF is under construction, representing a 10% expansion in inventory. This increase in inventory is set to hit the market over the next 12-24 months resulting in an uptick in vacancies to a forecast high of around 15%, before leveling back off somewhere around 12% by 2025. Part of this new SF inventory under construction is the notable Class-A project known as 360 Rosemary, which has experienced significant preleasing prior to completion. An additional notable project, One West Palm is currently underway and will contribute approximately 210K SF of that 600K SF projected total. Additional, larger projects under way include, One Flagler, a trophy asset in the CBD being developed by The Related Companies and slated for delivery in 2024.

C. Submarket Overview – Retail

Market Summary-Greater West Palm Beach

Vacancy in the West Palm Beach retail submarket is 3.6% and has increased by 0.6% over the past 12 months. Rents are around \$27.00/SF, which is an 8.7% increase from where they were a year ago. In the past three years, rents have increased a cumulative 22.2%. About 19,000 SF is under construction, representing a minimal 0.1% expansion of inventory. In the past year there have been 58 sales and the market sale price are now \$319/SF, noticeably higher than its trailing three-year average of \$280/SF.

D. Submarket Overview – Downtown West Palm Beach CBD Retail

Vacancy in the West Palm Beach CBD retail submarket is 1.1% and has decreased 0.6% over the past 12 months. During this period, 21,000 SF has been absorbed, and 6,100 SF has delivered. Rents are around \$39.00/SF, which is an 8.0% increase from where they were a year ago. In the past three years, rents have increased a cumulative 20.0%. About 15,000 SF is under construction, representing a minor 0.6% expansion of inventory. In the past year there have been 15 sales. Sales have averaged \$550/SF, and the estimated value for the submarket as a whole is \$394/SF. The market forecast shows very little in the way of new deliveries for the next few years. As a result, very low vacancy combined with steady increasing rent trends is to be expected within the CBD for the next several years. The expectation is that there will be continued strategic development within this asset class and within our District to support anticipated residential and office build-out.

Below is comparison between market of West Palm Beach vs Submarket of West Palm CBD:

AVAILABILITY	SUBMARKET	MARKET	INVENTORY	SUBMARKET	MARKET
Market Rent/SF	\$38.58 ↓	\$33.70 ↓	Existing Buildings	288 ↓	5,402 ↓
Vacancy Rate	1.1% ↓	3.4% ↓	Inventory SF	2.5M ↓	81.2M ↓
Vacant SF	27.8K ↓	2.8M ↓	Average Building SF	8.8K ↓	15K ↓
Availability Rate	1.2% ↓	4.7% ↓	Under Construction SF	15K ↓	638K ↓
Available SF	31.4K ↓	3.8M ↓	12 Mo Delivered SF	6.7K ↓	487K ↓
Sublet SF	0 ↓	296K ↓			
Months on Market	5.7	8.7			
DEMAND	SUBMARKET	MARKET	SALES	SUBMARKET	MARKET
12 Mo Net Absorption SF	21.4K ↓	633K ↓	12 Mo Transactions	15 ↓	238 ↓
6 Mo Leasing Probability	43.2%	35.0%	Market Sale Price/SF	\$393 ↓	\$354 ↓
			Average Market Sale Price	\$3.5M ↓	\$5.3M ↓
			12 Mo Sales Volume	\$26.7M ↓	\$964M ↓
			Market Cap Rate	5.4% ↓	5.6% ↓

Figure 16– Market Comparison

E. Clearlake District and Surrounding Projects

Continued widescale growth and development is pushing the city's growth west to create a new neighborhood around Clear Lake, a freshwater lake on the western edge of Downtown West Palm Beach and just north of Okeechobee Blvd. This growth is spurred not only by the Brightline passenger train station a few blocks to the East, but also the promise of the University of Florida establishing a graduate school campus Downtown.

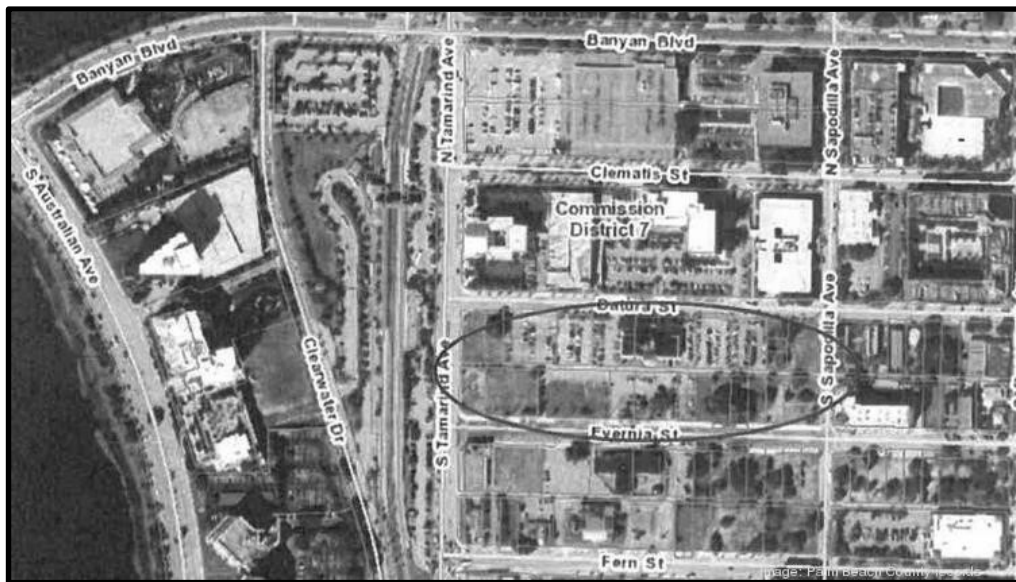


Figure 17– Potential Location of UF Graduate Campus

The proposed UF Graduate School campus is slated to be developed on two parcels just to the East of our District. The classes would be for graduate students in financial services, financial technology, and artificial

intelligence. State lawmakers recently set aside \$100 million towards the development of the campus, with additional private donations nearly matching the pending state appropriation. Palm Beach County and City of West Palm Beach approved plans for the new campus, which would offer executive, professional, and graduate degrees that focus on business, law, and engineering. UF estimates that 1,000 graduate students would study on campus full time. Early plans for the project have discussed up to 1MM SF of space in Downtown West Palm Beach, with first phase consisting of 83K SF for academics, 146K SF for residential units and 81K SF for other partnership properties. The project would be built along Tamarind Avenue between and very near the future Transit Oriented Village, which offers stations for Tri Rail, public buses, and trolleys.

With recent growth having been tied to office space in Downtown CBD, demand to house the population working in the new Downtown office buildings has grown substantially. Additionally, with the prospect of the new UF Campus, it is conceivable there could be a significant demand for housing for these students.

Our District, just to the West of the proposed UF Site and Downtown West Palm Beach is an attractive location for developers looking to repurpose the current properties within this District with friendly zoning codes to allow for up to 25 story residential towers. Current projects within the District consist of a new Mixed-Use project with ground floor retail and a large, proposed Transit project, both noted on following slides. The future plan for the District is to continue to create a residential neighborhood, with some commercial component within the District as the prospect of the UF Campus combined with perceived continued residential shortages makes existing properties appealing for redevelopment within the District. Additionally, the area around Clear Lake is appealing for residential development as it has easy access to the Interstate, is removed from Downtown traffic, is one block from Tri-Rail, and within walking distance to a new Brightline Train station.

The Square:

Located just to the East of our project and the proposed UF Graduate campus is a large a project formerly known as City Place, now rebranded as “The Square”. The Square is a roughly 82-acre mixed-use community developed in ‘2000. The project consists of a modern high-rise business and residential District, peppered with high-end restaurants.



Figure 18– The Square

There are current plans to transform this project to include the addition of two new high-rise office and residential towers, with early phase zoning approvals ongoing. Recent facelifts to the project include curb less paver streets with additional landscaping and greenspace. The two new towers (East Tower & West Tower) would each add 430K SF of office space, on the northeast corner of South Rosemary Avenue and Hibiscus Street. The projects would replace an existing AMC Movie Theatre and Restaurant. The East Tower specifically would include 20K SF of retail and dining. The West Tower would have from 35K-50K SF of retail and dining space. In addition, there are early-stage plans for a 364-unit Apartment tower on the site of the closed Macy's store within this project, along with an eight-story hotel to be built adjacent and above an existing Cheesecake Factory. All projects within the newly minted project called, "The Square" represent a very large investment into the immediate market by one of the largest developers in the US.

F. Financial Considerations

We have examined a multitude of funding sources available for the improvements we have recommended, along with the funding sources for similar projects (see **Section IX** for funding sources for similar projects).

West Palm Beach CRA

The West Palm Beach CRA's primary goal is to foster redevelopment efforts within certain Districts. The CRA is funded through Tax Increment Financing.

We anticipate that the CRA will be the primary funding source for the proposed improvements within the Clearlake District. The scale of the new development within The Clearlake District is a target area for the CRA, and additional detail from the CRA's Strategic Finance Plan can be found in **Exhibit B**.

Palm Beach County \$0.01 Sales Surtax

In order to fund infrastructure repairs, restorations and replacements, Palm Beach County currently has a \$0.01 sales surtax. This funding source has been used for streetscape projects similar in scope to what we have proposed (see **Exhibit A**). This surtax was enacted in 2017 and runs out the earlier of 12/31/2026 or \$16M in cumulative funding (est. 2025).

West Palm Beach DDA

The DDA offers funding for leasehold improvements that business will occupy, covering 25% of project costs up to \$75,000. These are meant to assist with ground floor activation.

While this is not directly related to what we have proposed, we foresee this being an important funding source enhance the ground floor commercial space.

Federal Funding Sources

Federal funding sources may be available for improvements within the Clearlake District. The most likely sources of federal funding are as follows:

- Transportation Alternatives Program:
 - Administered through FDOT, the grant is received through a competitive application process.

- Limit of \$1 million on the grant application.
- Infrastructure Investment and Jobs Act
 - \$2.6B was given to Florida for public transportation projects.
 - Grant opportunities and applications will be administered through FDOT.

When federal funding is in place, there are certain requirements that make projects more expensive & difficult to manage. Additionally, the timing is an important consideration when using federal funding. The receipt of funding may occur several years after the application.

We have explored the use of community development block grant funding (“CDBG”) within the District. However, we do not believe the use of these funds will be applicable here. CDBG funding can be used to fund infrastructure improvements, but they must be associated with a national objective. This can include low-income housing (defined as 50% or more of the people must have an income at 80% AMI or less). The current census tract is not currently eligible. Given 1) the lack of affordable/workforce housing requirement in the existing zoning and 2) project economics do not permit developers to utilize maximum density, we do not expect the demographics in the applicable census tract to meet these criteria in the future.

G. Road Impact Fees vs. Mobility Fees

Current road impact fees are allocated in a large geographic area. Road impact fees associated with a development in the Clearlake District could currently be used to fund roadway improvements in Lake Worth.

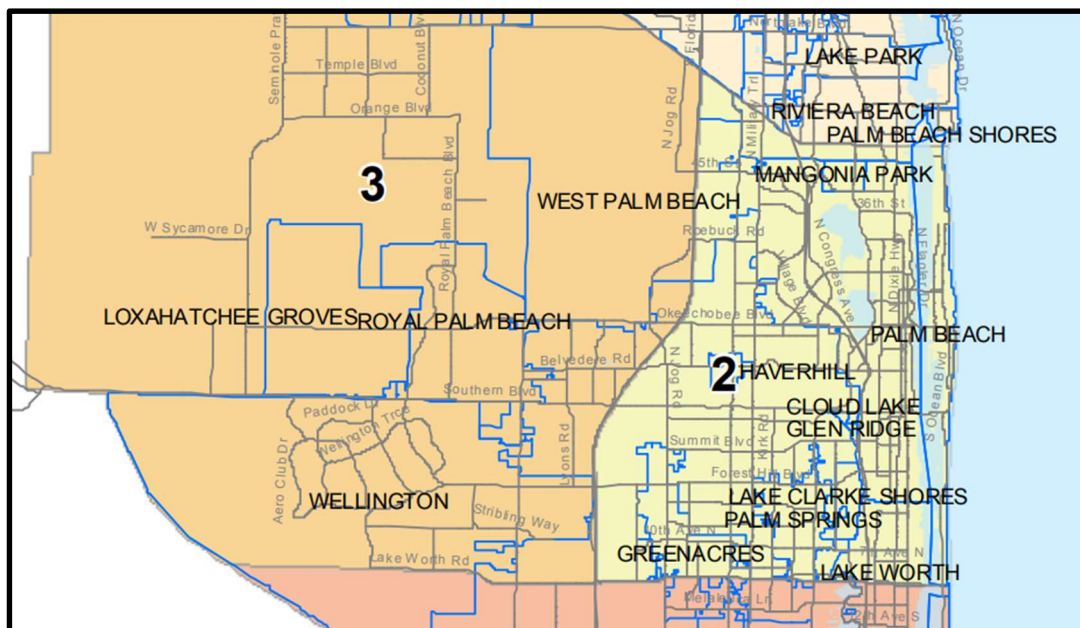


Figure 19– Palm Beach County Road Impact Fee Zones

Given the numerous residential units planned within the District, it can be assumed that on average, the users of the District will live closer to the improvements within the District.

We recommend that the county explore transitioning from the current road impact fee to a mobility fee. A mobility fee must be linked to a mobility plan. West Palm Beach's mobility plan is currently being updated; once finalized (est. 2024), we recommend revisiting this transition.

A mobility fee can be more broadly applied and used compared to an impact fee. For example, mobility fees typically fund public transit projects (bicycle lanes, sidewalks, trails and roadways), rather than to road maintenance/expansion. We believe these types of projects will be more applicable to the transportation patterns of future residents within the Clearlake District.

There is currently a lawsuit between the county and Palm Beach Gardens, which recently adopted a mobility fee. The impletion of a mobility may face legal headwinds from the County.

VIII. RECOMMENDATIONS

A. Clearlake District Vision Plan

The Clearlake Vision Plan is reflective of input received from community stakeholders, staff of the City of West Palm Beach and Downtown Development Authority, as well as, countless hours of research by the Project Team. The Clearlake Vision Plan, as depicted on Figure 20, addresses the following tasks identified for this Project:

1. Changes to the Downtown Master Plan to allow development patterns within the Clearlake District to be more compatible with traditional urban development patterns;
2. Public realm/built environment improvements to enhance the residential experience and quality of place for residents in the Clearlake District.
3. Improvements to pedestrian and bicycle connectivity between the Clearlake District and the rest of Downtown West Palm Beach.



Figure 20 – Clearlake District Vision Plan

1. Recommendation No. 1

Enhance vehicular access to the Clearlake District as follows:

- a. Extend Fern Street straight through to Australian Avenue and provide an enhanced pedestrian crossing at Tamarind Avenue.
- b. Consider minor adjustment to Clearwater Drive to allow for 90-degree connection.
- c. Close Clearwater Place and relocate traffic signal on Australian Avenue to new Fern Street intersection and provide enhanced pedestrian crossing.
- d. Add a new vehicular access point on Australian Avenue between Okeechobee Boulevard and Fern Street.

In the 1920s, prominent city planner, John Nolen developed a master plan for the City of West Palm Beach that envisioned a connected grid of streets. This street pattern is evident in Downtown West Palm Beach, however, connectivity between the Downtown and Clearlake District is severed by the rail line in the 1920s that now supports Tri-Rail and Amtrak service. John Nolen’s plan envisioned connection of Fern Street between Lake Worth and Clear Lake. The Project Team strongly recommends extending Fern Street straight through from Tamarind Avenue to Australian Avenue as envisioned in this original plan.

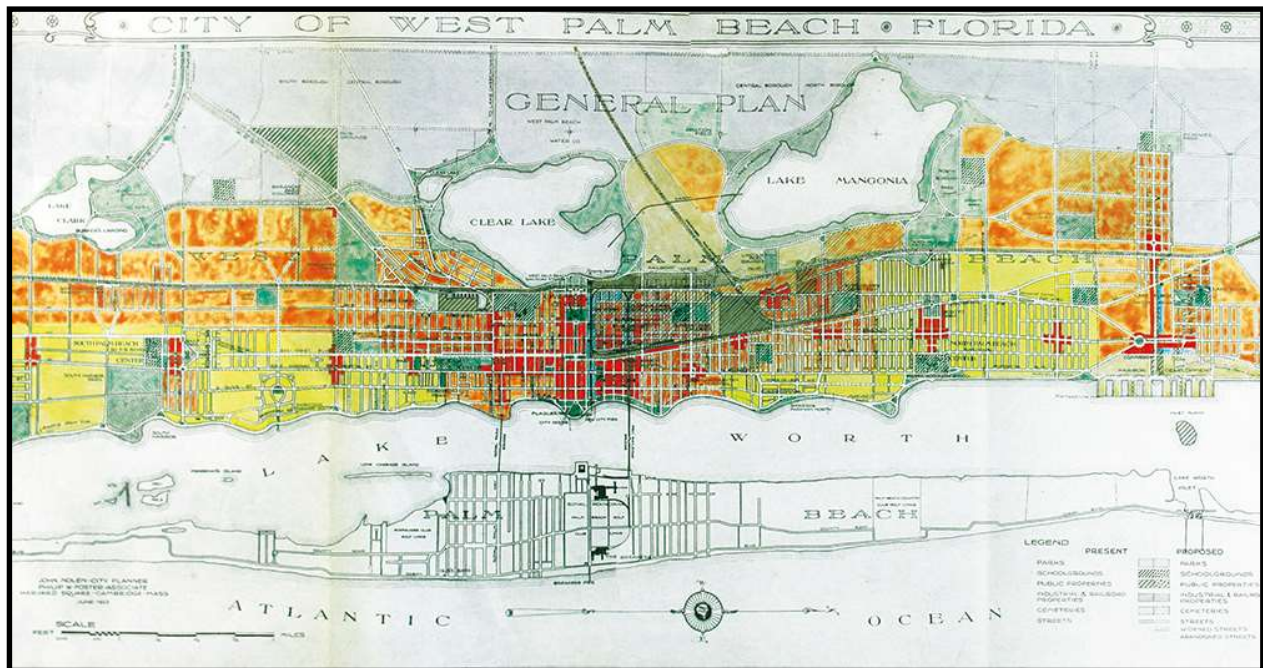


Figure 21 – John Nolen Plan for West Palm Beach

In 2015, the City retained the services of HDR Engineering to evaluate the feasibility of the Fern Street extension. The report considered two alternatives; a straight through alignment that terminated at Clearwater Drive (“Alternative 1”) and a curved alignment that connects at Clearwater Place (“Alternative 2”). Alternative 1 was recommended in the HDR report due to its lower overall cost, less impacts to the railroad track, and fewer environmental impacts. The alternative that is currently advancing, as depicted in

Figure 3 below, more closely aligns with Alternative 2 of the HDR report. The road alignment currently advancing would require acquisition of three properties totaling 0.87 acres. Cars turning from Clearwater Drive onto the new Clearwater Place connection will only be permitted to turn right since the proposed alignment does not allow for sufficient queuing on Clearwater Place.

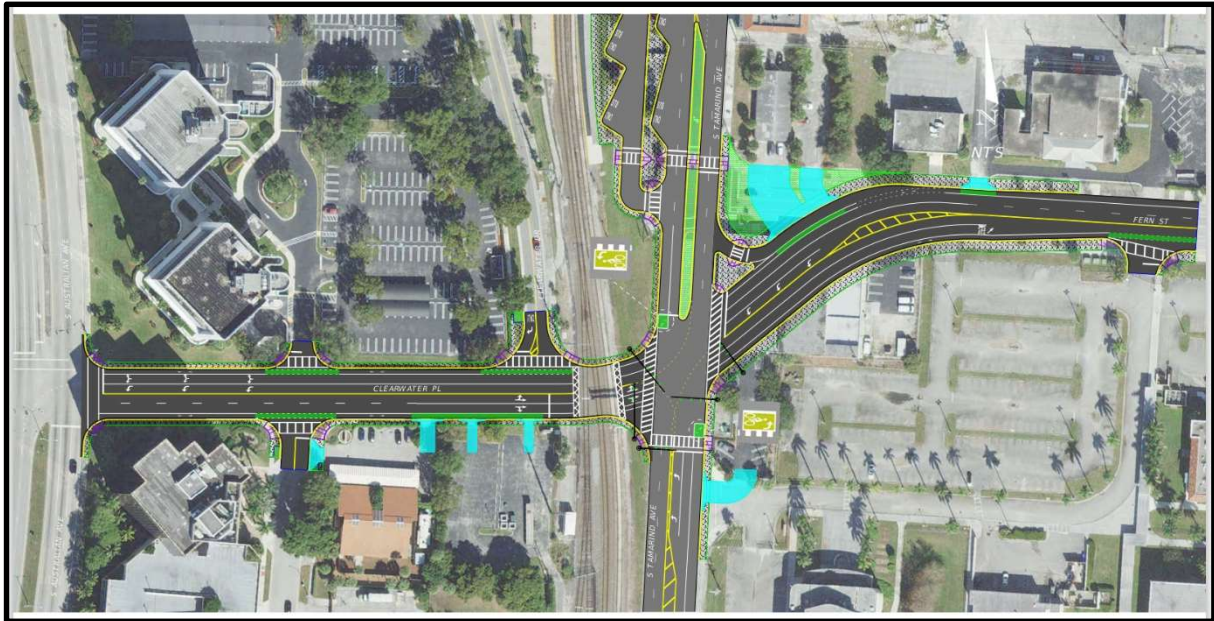


Figure 22 – Conceptual Plan for Fern Street Alignment developed by HDR, Inc.

The Team proposes an alternative to the Fern Street crossing that builds on Alternative 1 from the HDR report. Rather than terminating Fern Street at Clearwater Drive, the Team proposes extending Fern Street to the theoretical intersection with Clearwater Park Road in Phase 1 and to Australian Avenue in Phase 2 (see diagrams below). Each phase of the proposed Fern Street crossing is described in more detail below:

Phase 1 – The first phase of the Fern Street extension would include $\pm 25,000$ SF in private property acquisition from the Wexford site. This alternative would allow for abandonment of the portions of Clearwater Drive located south of new Fern Street and portions of Clearwater Place located east of the proposed northern extension of Clearwater Park Road (see Figure 4). This would allow for $\pm 21,800$ SF to be returned to Wexford for a net loss of $\pm 3,200$ SF to Wexford Real Estate in Phase 1. It should also be noted that the proposed right-of-way abandonment would allow for unification of two Wexford properties that are currently bifurcated by Clearwater Drive (shown as properties 1 and 2 on Figure 23). This would provide a substantial benefit for future development potential of these properties.



Figure 23: Proposed Phase I Fern Street Alignment

Phase 2 – The extension of Fern Street to Australian Avenue, as depicted on Figure 24, would impact one building located on the Wexford property. The building was constructed in 1982 and has current lease agreements through 2028.⁶ The site was recently redesignated to Clearlake District, permitting up to 25 stories, and preliminary plans have been developed for the site showing demolition of the northernmost building.⁷ Phase 2 would require acquisition of $\pm 13,800$ SF from Wexford. This alignment would allow for the abandonment of the portions of Clearwater Place located west of Clearwater Park Road which would return $\pm 6,350$ SF to Wexford for a net impact of $\pm 7,450$ SF. Phase 2 would also

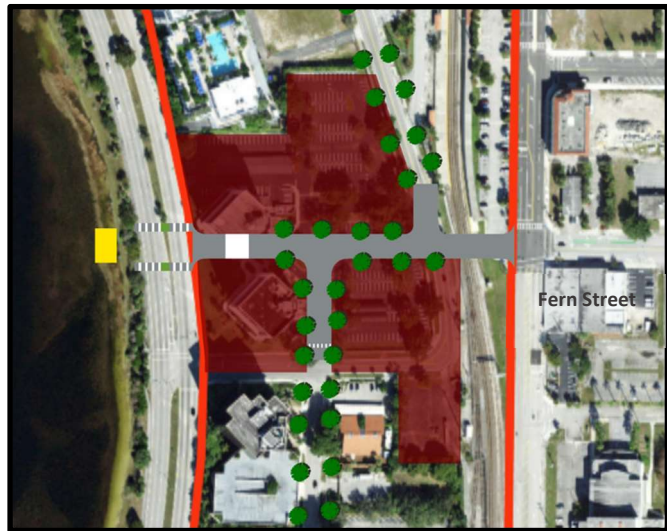


Figure 24: Proposed Phase II Fern Street Alignment

include a traffic signal at the intersection of Australian Avenue and Fern Street and removal of the current traffic signal at Australian Avenue and Clearwater Place. The City of West Palm Beach should work with the property owner to develop an appropriate schedule for right-of-way acquisition and demolition of the northernmost building. Deconstruction and recovery of materials should be considered to the extent practicable.

⁶ [ULI](#) Based on information provided by Wexford Real Estate during the stakeholder meeting.

⁷ South Florida Business Journal. "Firm of Dolphins billionaire owner Ross, partners plan mixed-use development at Reflections office park". March 9, 2023

The alignment of Fern Street straight across allows for connection with Clearwater Drive in a manner that could allow for left turn from Clearwater Drive onto Fern Street. A minor adjustment to Clearwater Drive to allow for a 90-degree connection with Fern Street would help to facilitate full maneuvering at the intersection. The new Fern Street alignment will allow for Clearwater Place to be closed with right-of-way being returned to adjacent property owners. This will allow for relocation of traffic signalization currently located on Australian Avenue at Clearwater Place to the new Fern Street intersection. Following the realignment, there will be no vehicular access point on Australian Avenue between Okeechobee Boulevard and Fern Street. It is recommended that the City seek opportunities to allow for an additional vehicular access point with connection through to Clearlake Park Place.

2. Recommendation No. 2

Improve public open space within the Clearlake District by pursuing a land swap with the owner of the Marriott property to allow for relocation of Gateway Park to a more favorable location. Revise land development regulations to require adjacent properties to have active ground floor uses fronting the new Clear Lake Park.

The City of West Palm Beach owns a ±1.61 acre of land located at the corner of Okeechobee Boulevard and Australian Avenue known as Gateway Park, as identified on Figure 25. The property currently includes walking paths and an art installation. Given its awkward location at the intersection of two heavily traveled roadways, the greenspace has been rarely used and serves little purpose as a gateway to the Clearlake District. It is recommended to relocate the park to the northeast corner of the Marriott property which is currently utilized for parking. The art installation currently located at Gateway Park should be relocated to the new park location.

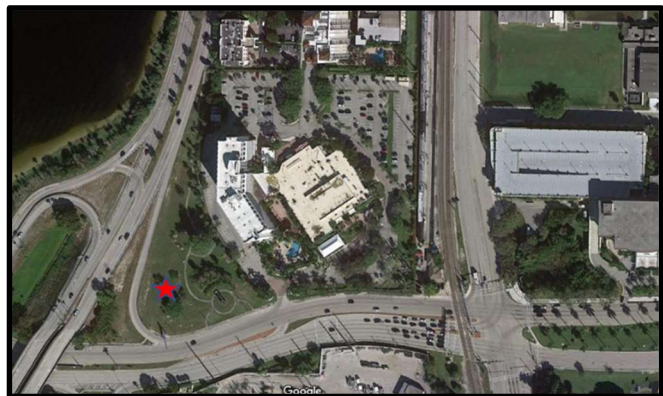


Figure 25: Current Gateway Park Location

There is a current redevelopment plan for the Marriott site that has been permitted. The property owner would benefit greatly from enhanced access to the Kravis Center. Therefore, they would be expected to have a strong interest in helping to facilitate a land swap of the current 1.61-acre greenspace to a more favorable location and may be willing to help finance a pedestrian overpass crossing Tamarind Avenue. As depicted in Figure 26, it is recommended that a pedestrian overpass be developed that would connect the new park to the Kravis Performing Arts Center and Dryfoos School of the Arts. The new park should include outdoor event space and art exhibitions that can support programming at these facilities. The pedestrian overpass is discussed in more detail in



Figure 26: Proposed Clearlake Park Location

programming, the City's land development regulations for the Clear Lake District should be amended to require "active" ground floor uses for properties fronting the new park.

3. Recommendation No. 3

Enhance streetscaping and bicycle/pedestrian connectivity throughout the Clearlake District as follows:

- . **Construct a Greenway along Clear Lake and provide a scenic overlook at the terminus of Fern Street.**
 - a. **Construct a pedestrian overpass at the new Clear Lake Park with possible connection to the Kravis Center parking garage.**
 - b. **Work with SFRTA, FDOT and NTSB, as needed, to abandon the portion of the railroad used for the train layover facility and develop a pedestrian promenade from Fern Street to Okeechobee Boulevard on the land. Work with FPL to underground the transmission lines near the proposed pedestrian promenade to facilitate construction of the pedestrian overpass.**

Figure 27 depicts proposed streetscaping and bicycle/pedestrian connectivity improvements within the Clearlake District. As discussed in Recommendation No. 1, this includes pedestrian improvements at Tamarind Avenue/Fern Street and Australian Avenue/Fern Street. The crossing at Fern Street will be the only bicycle and pedestrian crossing along Australian Avenue between Okeechobee Boulevard and Banyan Boulevard and will provide an important connection to the Clear Lake Greenway. Therefore, the pedestrian crossing should be designed to emphasize safety and comfort for cyclists and pedestrians which might include signage, pavement markings, areas of refuge and vehicle maneuvering restrictions.

Figure 27 depicts shared-use roadways that should be designed to accommodate bicycle connectivity in the form of separated lanes (where possible) or “sharrows”. It also depicts paths that should be reserved for exclusive use by cyclists and pedestrians. Currently, the only bicycle and pedestrian access point on the east side of the Clearlake District is the pedestrian overpass located at the Tri-Rail station. It is recommended that the pedestrian crossing at the new Fern Street alignment be enhanced to emphasize safety and comfort for cyclists and pedestrians. In addition, the Project Team recommends development of a pedestrian overpass at the new Clear Lake Park (see Figure 27). On the east side of Tamarind Avenue, the pedestrian overpass would connect to the Dryfoos School of the Arts and the Kravis Center for the Performing Arts. It is recommended that the pedestrian overpass tie into the existing parking garage for the Kravis Center if feasible. The overpass design should emphasize aesthetic integrity as well as Crime Prevention Through Environmental Design (CPTED) principles to enhance pedestrian safety.

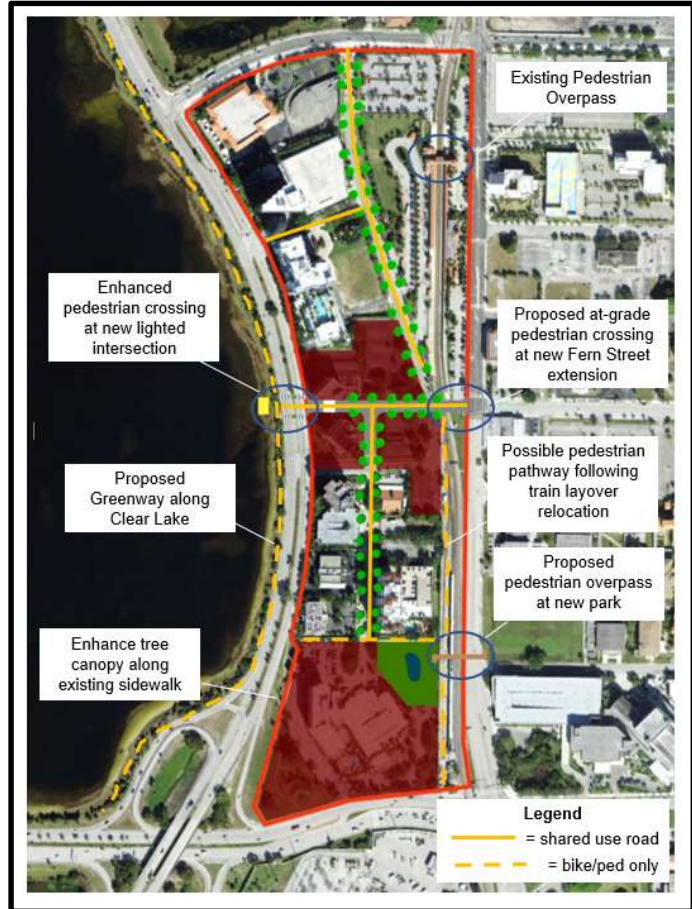


Figure 27: Bicycle/Pedestrian Connectivity Plan

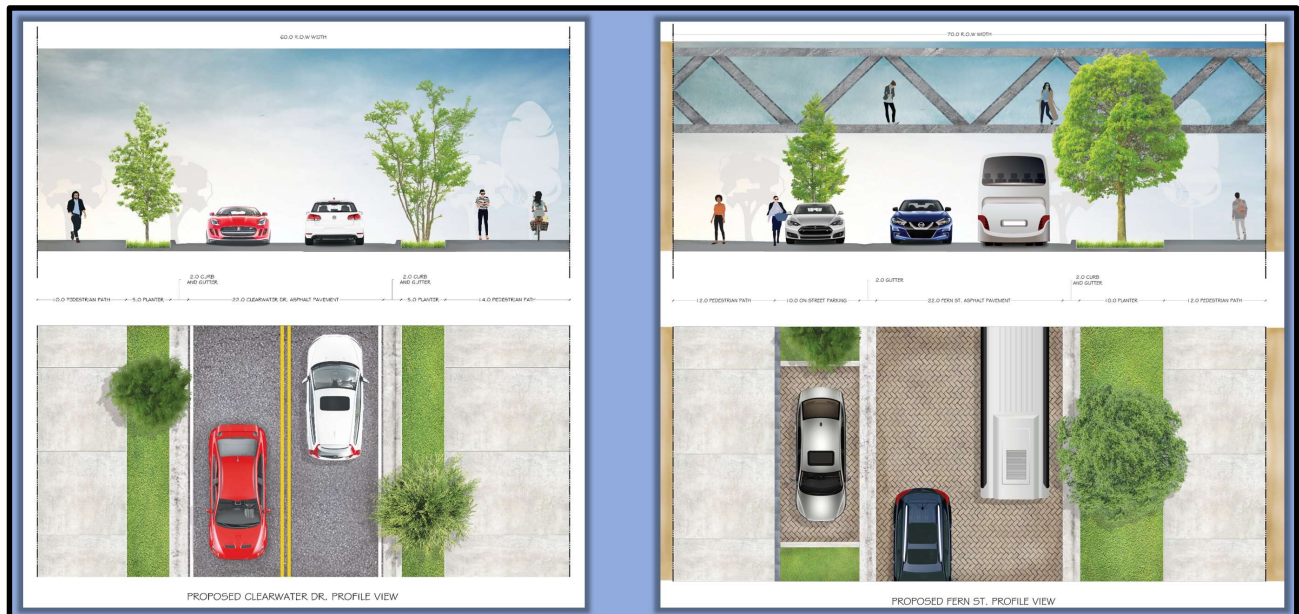


Figure 28: Proposed Primary Street Sections

Additionally, proposed improvements to Clearwater Place and the new Fern Street extension right-of-way sections are recommended to achieve a more urban style street design with 2-lane undivided vehicular lanes and ample spaces for street trees and pedestrian travel. The proposed street sections as shown in Figure 28 above, will bring the primary streets within the District in harmony with the street sections located Downtown further reinforcing the interconnectivity between the two areas and prioritizing the needs of pedestrians over vehicular traffic.

Development of a new train layover facility is underway in Magnolia Park that would allow for closure of the train layover facility within the Clearlake District. It is recommended that the City of West Palm Beach and DDA work with the South Florida Regional Transportation Authority, Florida Department of Transportation, and National Transportation Safety Board, as needed, to abandon the portion of the track currently used for the train layover facility. The area can then be used for development of a pedestrian promenade from Fern Street to Okeechobee Boulevard adjacent to the new Clear Lake park. This will also allow for development of the pedestrian overpass on the west side of Tamarind Avenue in a manner that doesn't conflict with existing electrical transmission lines if the City is unsuccessful in having them placed underground, as recommended in this report.

The City has already secured funding for an 8-foot-wide trail on the west side of Clear Lake. The trail is proposed to terminate at the sidewalk along Okeechobee Road. The Team strongly recommends prioritizing continuation of the trail on the east side of Clear Lake to improve access to the Downtown and transit stations. A scenic overlook on Clear Lake is proposed at the intersection of Australian Avenue and the proposed Fern Street extension. The scenic overlook will provide visual interest at the terminus of Fern Street and provide a place for users of the Greenway to enjoy views of Clear Lake.


B. Zoning Recommendations

Due to the flexible development standards allotted in the LDRs (as applicable to the CLD-25 zoning District), we only recommend updating the LDRs to require active ground floor uses for any properties fronting the proposed public park outlined in the proposed District Vision Plan. Otherwise, no other text amendments to the City's zoning regulations are recommended since the current development standards provide the flexibility for varied future development in line with the DDA's vision. Particularly, the FAR (7.0) allows for a significant amount of intensity within the District. The traditional incentives, such as transfer of development rights or bonuses, might not encourage different design patterns, since many CLD-25 zoned properties cannot maximize the current standards. To the extent that the Planned Development properties in the District are governed by regulations that have less flexibility than the properties designated CLD-25, then we do recommend that the property owners of such properties consider seeking an amendment to their master plans to model the CLD-25 regulations or request a rezoning to CLD-25. City staff has indicated that there is at least one property that has begun such a rezoning process. Additionally, in our discussions with Staff, we were informed that the zoning map listed on the City's website incorrectly designates some properties in the District as Flagler Waterfront District (FWD-5). Therefore, we recommend that the zoning map be updated to properly reflect the City's current makeup of the District.

IX. CASE STUDIES

A. Connectivity

CASE STUDIES – CONNECTIVITY
Pedestrian Bridge over S. Dixie Highway



Total Budget: \$6,000,000
Funding Source: Miami-Dade County transportation surtax funds

The overpass bridge structure is located at the intersection of S. Dixie Highway (US1) and Mariposa Court adjacent to the University Metrorail station, and it allows easy access for pedestrians and cyclists over the heavily traveled US1.

This project is a great example in support of the pedestrian overpass crossing Tamarind Avenue. It will provide pedestrians and cyclists with a safer alternative to crossing the heavily traveled intersection at Okeechobee Blvd. and Tamarind Avenue.

B. Street Scaping

CASE STUDIES - STREETSCAPING

Banyan Boulevard Streetscape Project

This project involved the complete rebuild of Banyan Boulevard for 1.2 miles from Australian to Flagler, which consisted of:

- Median with colorful royal poinciana trees
- Raising bike lanes
- Installing additional lighting
- Improving intersections and widening sidewalks
- Upgrading utilities and drainage improvements along the road
- Planting shade trees — mostly oaks and silver buttonwoods — and shrubs on both sides of the road.



Total Budget: \$16,758,346
Funding Source: CRA Bond; Public Works Bond

This is a model case on how the streetscaping can be improved throughout the Clearlake District. Specifically, it shows that the District can obtain the character and quality of the rest of the Downtown area by widening the sidewalks and planting shade trees along Clearwater Drive.

C. Walkability

CASE STUDIES – WALKABILITY

Broadway Avenue Improvements



- The Project converts Broadway Avenue in West Palm Beach (between 25th St. and 45th St.) from a four-lane divided roadway with a raised median to a four-lane undivided roadway with landscaping, upgraded lighting and a multiuse trail on the east side along the corridor.
- Enhances walkability and safe mobility with upgraded and midblock crosswalks, shade trees, reducing car speeds, and improving ADA complaint curb ramps.

Total Budget: \$5,461,604
Funding Source: Sales Surtax

This project shows that the Clearlake District can have a place of unity and provide pedestrian connections with the rest of the Downtown area by upgrading the crosswalks, planting shade trees, reducing car speeds along Clearwater Drive, and installing additional lighting.

D. Mobility

CASE STUDIES – MOBILITY

Clear Lake Trail and Shoreline Enhancement

- 5,300 foot long and 8-foot-wide multi-use trail, 700-foot boardwalk, and limited shoreline enhancements along western portion of Clear Lake.
- This provides a continuous connection for bicyclists and pedestrians from Palm Beach Lakes Blvd. to Okeechobee Blvd.
- Part of City's Bicycle Master Plan and Downtown Mobility Plan.

Total Budget: \$2,100,000
Funding Source: Federal Transportation Alternatives Program / Palm Beach TPA

This project is a great enhancement to Clear Lake and it supports our recommendation to continue the trail to the east side of Clear Lake, which will enhance the residential experience and quality of place for the residents in the Clearlake District.

X. CONCLUSION

This project report aimed to provide some recommendations to the City of West Palm Beach Downtown Development Authority in order to bring the Clearlake District into the harmony with the rest of the City's Downtown area and to ensure that as future development comes to the District, the needs of the current and future residents and workers in the area are not only met but exceeded by addressing three priorities.

- **Connectivity/Walkability/Bike Paths:** How can pedestrian and bicycle connections between the Clearlake District and the rest of Downtown West Palm Beach be improved?
- **Placemaking/Streetscaping/Ground-floor Activation:** What types of public realm improvements can be made to enhance the residential experience and quality of place for residents of the Clearlake District?
- **Mixed-Use/Shade Trees/Pocket Parks:** What changes can be made to allow development patterns within the Clearlake District be more compatible with traditional urban development patterns?

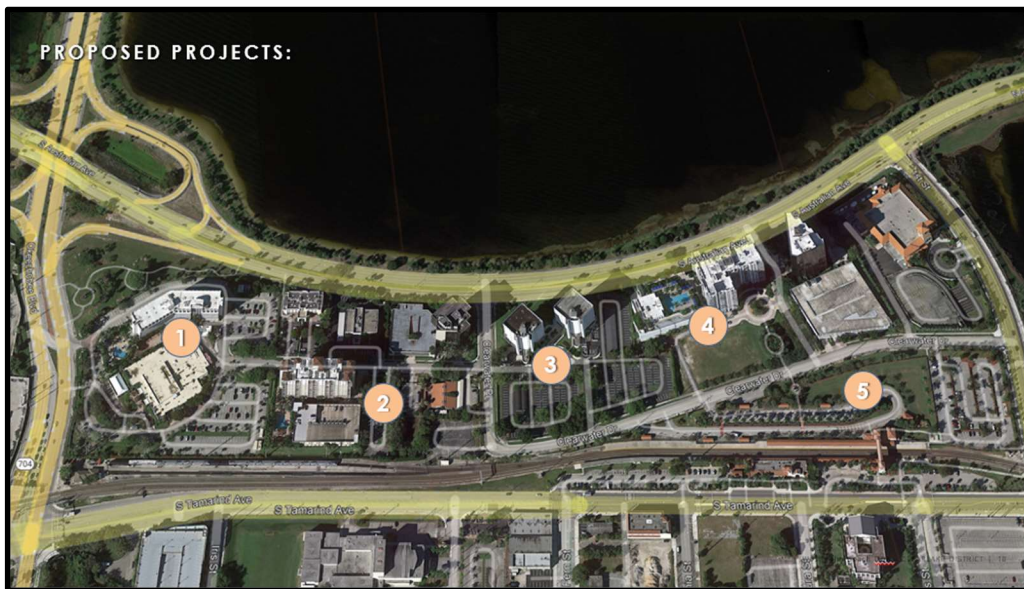
The existing Clearlake District is full of opportunities, but also lacks several key features to make it a fully successful neighborhood. Its isolated nature due to the lack of direct connectivity to Downtown is accentuated by lack of proper pedestrian amenities and street sections that emphasize the needs of vehicular transportation over pedestrian pathways. Additionally, the lack of attractive, conveniently located public spaces deters the fostering of community among its residents.

The DDA's vision for the District is not out of the bounds of possibility and by implementing the proposed recommendations, which were developed with input from existing stakeholders in the community, the DDA can bring its vision to life over the next decades by enhancing vehicle connections to the District, improving the number and quality of public open spaces, and creating streetscaping and bicycle/pedestrian pathways that serve the needs of the community. The case studies presented demonstrate that all of these improvements, while challenging, can be achieved.

We hope that the presented analysis, strategies, and funding sources can serve as a starting point and guiding path forward to bring the DDA's vision to fruition.

XI. EXHIBITS

EXHIBIT A



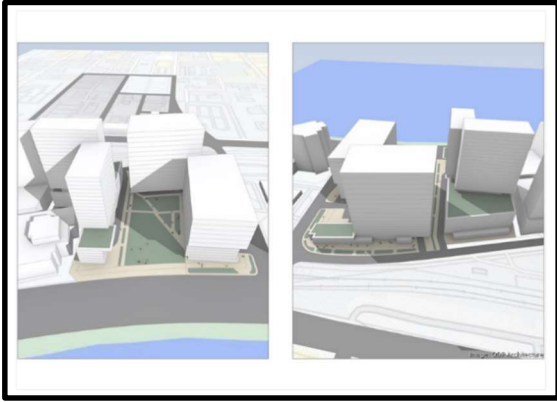
Willow Lake Holdings & London + Regional Partners – Existing Marriott

- 23-stories
- 305,863 sf new office,
- 1,054 parking spaces



500 Clearwater Park Road - Richman Group

- 23-stories
- 231 units, with unit sizes ranging from 434 to 955 square feet
- 261 parking spaces



Wexford, Related Companies, Key International

While no imminent redevelopment plans are scheduled for these sites, based on historical projects completed by new ownership, combined with favorable zoning, it is conceivable that future redevelopment will include a larger scale mixed-use project with ground floor retail. Conceptual drawings included on the top right above.



350 S Australian – Starwood, Hyperion Group, Winter Properties

-22-story mixed-use building on a 1.39-acre site, with 456-units (158 micro, 298 regular, 3 live/work) and approximately 7,000 sf of ground floor commercial.

-The project will also include 628-space parking garage and over 34,000 sf of indoor and outdoor amenities.

-Project completion slated for 2024.



Transit Village – Related Group, BH Group, Globe Invest Limited

(4) 25-story towers, 1,296,814 sf, 820 regular residential units, 42 workforce units, 166 micro units, 108 hotel units, 49,395 sf retail, 182,720 sf of office, and 2,000 parking spaces (including 250 spaces for the neighboring Tri-Rail riders).

EXHIBIT B

Clear Lake District Target Area

The Clear Lake district includes a higher density mix of hotel, office, and residential uses. Except for the projects specifically noted below, most of the properties are already developed or planned for development.

- **Goal 1: Support the location of the University of Florida (“UF”) campus.**
The CRA will continue working with the City to support the establishment of a new UF campus in downtown.
- **Goal 2: Develop a state-of-the-art transportation hub around the Historic Seaboard Train Station.**
 - **Strategy 1:** Enhance the Seaboard Train Station historic building. In conjunction with the Transit Oriented Development (“TOD”), the City and CRA recognize the importance of enhancing the Seaboard Train Station as a transportation hub to encourage transit users and ease traffic conditions in the Downtown. CRA staff continues to coordinate with the City, and other transportation providers currently located within the building, on possible improvement to this facility to accommodate all the multimodal users more efficiently.
 - **Strategy 2:** Relocate a portion of the Palm Tran operation to the Seaboard Train Station site. As part of the future mobility of the city as well as the TOD construction, Palm Beach County is exploring the relocation of some of the Palm Tran routes to the east side of the CSX tracks within the Seaboard Train Station site and along Tamarind Avenue. The CRA will assist in planning the design of this future relocation.

PROJECT TARGET AREAS

- **Goal 3: Enhance the pedestrian and bicycle infrastructure within the area.**
 - **Strategy 1:** Provide pedestrian enhancements to the east-west corridors that connect the Seaboard Train Station with the core of downtown. As higher intensity development continues to occur in this area, the mix of office and residential uses adjacent to a transit facility create a demand for appropriate pedestrian infrastructure to be in place to continue to spur redevelopment. CRA staff will study pedestrian corridors to access and connect this area with the rest of the downtown and provide appropriate shade and lighting to increase the transit rider's comfort.
 - **Strategy 2:** Improve pedestrian facilities along Tamarind Avenue. Connectivity across Tamarind Avenue from the Seaboard Train Station to the east has long been a challenge, as well as a lack of pedestrian facilities along Tamarind Avenue and adjacent to the CSX railway. The CRA has identified the section of Tamarind Avenue between Okeechobee Boulevard and Banyan Boulevard as a major infrastructure project to be designed and completed within the next several years. An initial phase of this project will include the addition of a stoplight at Datura Avenue to assist with pedestrian crossings from the Seaboard Train Station.
- **Goal 4: Extend Fern Street across the CSX railway to Australian Avenue.**

The City has long believed that an additional railroad crossing and connection across the CSX railway from Fern Street would help in alleviating traffic congestion and provide enhanced mobility options. This was confirmed by the 2018 mobility plan and the City continues to work with the FEC Railroad to obtain approval for the crossing. The CRA believes this is a critical enhancement in the Clearlake District and will analyze funding opportunities to assist in the construction.
- **Goal 5: Support Transit Oriented Development ("TOD").**

The CRA will continue support the redevelopment of the site known as the "wedge piece" abutting the Seaboard Train station to the west. Palm Beach County identified the "wedge piece" as a future Intermodal Facility and transferred this parcel to the South Florida Regional Transit Authority ("SFRTA") for future redevelopment.

The vision of the TOD is for a pedestrian friendly, neighborhood village comprised of a mix of uses, green connections, and plazas with pedestrian and transit connectivity. The uses proposed include a multimodal facility, housing (including workforce and market rate, as well as rental and homeownership), educational, office (including government/agency offices), hotel, retail, and parking. The CRA is currently working with the developer to provide incentives for the public portion of the TOD.

STRATEGIC FINANCE PLAN



West Palm Beach Community Redevelopment Agency Downtown/City Center District Strategic Finance Plan Summary Statement by Project ^{(1),(2)}

	Total	TIR Bonds Series 2019	Proposed FY 2023	Forecasted FY 2024	Forecasted FY 2025	Forecasted FY 2026	Forecasted FY 2027
Source (Revenue)							
Carryforward							
Carryforward of FY 2022 Project Appropriations	\$ 32,006,450	\$ 13,740,185	\$ 18,266,265				
Total Estimated Carryforward Balances	\$ 32,006,450	\$ 13,740,185	\$ 18,266,265				
Revenues							
Tax Increment	\$ 281,652,763	\$ -	\$ 50,336,417	\$ 52,958,712	\$ 57,189,472	\$ 59,616,353	\$ 61,551,809
Miscellaneous							
Lease/Rental Income	\$ 780,740	-	250,909	131,491	132,131	132,773	133,436
Tent Site Lease	\$ 2,081,700	-	-	-	-	1,028,000	1,053,700
Styx Properties Sale	\$ 1,026,200	-	1,026,200	-	-	-	-
Investment Earnings	\$ 1,125,000	-	275,000	250,000	225,000	200,000	175,000
Total Forecasted Revenues	\$ 286,666,403	\$ -	\$ 61,888,526	\$ 53,340,203	\$ 57,546,603	\$ 60,977,126	\$ 62,913,945
Total Sources	\$ 318,672,853	\$ 13,740,185	\$ 70,154,791	\$ 53,340,203	\$ 57,546,603	\$ 60,977,126	\$ 62,913,945
Use (Expenditures)							
Expenditures							
Operations							
Personnel/Management Services	\$ 6,142,108	\$ -	\$ 1,134,000	\$ 1,179,360	\$ 1,226,534	\$ 1,275,595	\$ 1,326,619
City Administrative Cost Allocation	\$ 8,730,677	-	1,635,558	1,689,026	1,744,284	1,801,393	1,860,416
Innovative Policing Expense	\$ 19,985,804	-	3,689,921	3,837,518	3,991,019	4,150,660	4,316,686
Tax Increment Split with Developers	\$ 32,883,152	-	5,423,943	5,600,887	6,800,427	7,489,677	7,568,218
Miscellaneous Operating Expense	\$ 3,273,644	-	623,944	633,360	652,350	671,920	692,070
Subtotal - Operations	\$ 71,015,385	\$ -	\$ 12,507,366	\$ 12,940,151	\$ 14,414,614	\$ 15,389,245	\$ 15,764,009
Debt Service	\$ 57,459,875	\$ -	\$ 11,783,975	\$ 11,421,725	\$ 11,418,725	\$ 11,418,725	\$ 11,416,725

STRATEGIC FINANCE PLAN



West Palm Beach Community Redevelopment Agency Downtown/City Center District Strategic Finance Plan Supporting Schedule - Clear Lake District Target Area Source and Use

	Total	TIR Bonds Series 2019	Proposed FY 2023	Forecasted FY 2024	Forecasted FY 2025	Forecasted FY 2026	Forecasted FY 2027
Source (Revenue)							
Tax Increment Revenue Allocation	\$ 815,410	\$ -	\$ 815,410	\$ -	\$ -	\$ -	\$ -
Carryforward Fund Balance	\$ 590,298	504,000	86,298	-	-	-	-
Total Sources	\$ 1,405,708	\$ 504,000	\$ 901,708	\$ -	\$ -	\$ -	\$ -
Use (Expenses)							
Infrastructure & Streetscape Improvements							
Palm Tran Improvements	\$ 101,708	\$ -	\$ 101,708	\$ -	\$ -	\$ -	\$ -
Fern Street Crossing	\$ 800,000	-	800,000	-	-	-	-
Tamarind Avenue Streetscape	\$ 504,000	504,000	-	-	-	-	-
Total Uses	\$ 1,405,708	\$ 504,000	\$ 901,708	\$ -	\$ -	\$ -	\$ -
Surplus/(Deficit)	-	-	-	-	-	-	-

Notes:
Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Strategic Finance Plan.