Mobility in the Gardens
Transit-Oriented Development Workshop

Opening Presentation
October 19, 2017 (7:30 AM)
A Multi-Agency Approach ...

... that includes the Community
Regional Planning Councils

Fun Facts

- Public Agencies
- Two of 10 RPCs Statewide
- Specialists in Visioning, Economic Development, Redevelopment Planning & Complete Streets
- Provide Technical Assistance to Local Governments & Agencies
Florida Population: 20.6 Million (2017 est.)
Florida

FIGURE 02
2040 REGIONAL POPULATION

2040 REGIONAL POPULATION
7.0M

MIAMI-DADE 3.3M

BROWARD 2.0M

PALM BEACH 1.7M

SOUTHEAST FLORIDA
REGIONAL TRANSPORTATION PLAN 2040
Miami-Dade • Broward • Palm Beach
Welcome to PGA Boulevard!

Look… We have arrived!

ROAD RAGE
Aggressive driving is America’s car sickness du jour. But is there a cure for thinking everyone else on the road is an idiot?

SOCIETY
The New Millennium
2 FREE RIDES
DOWNLOAD APPS AND ENTER PROMO CODE

Get a ride in minutes.

Expanded Private Options
Expanded Mobility Choices
The Evolving Urban Market: Millennials + Empty Nesters

Millennials prefer cities to suburbs, subways to driveways

CONSUMER | 03-04-2014

The Future of Retirement Communities: Walkable and Urban

Walkability, though, is much more than a hip marketing pitch. It’s linked to better health, social engagement and higher property values.
What Are The Planned Transit Systems?
The “Father” of the Florida East Coast Railroad (FEC)

Henry Flagler
Royal Poinciana Hotel: 1894
Royal Poinciana Hotel: 1894
Established in 1987

Runs on CSX RR Tracks

Miami to Mangonia Park

Daily Ridership +/- 14,000

Palm Beach County

Broward County

Miami-Dade County
Current Condition

**Tri-Rail**
(Miami-Mangonia Park on the CSX)

**Amtrak**
(Miami-Jacksonville on the CSX)

**No Passenger Service on the FEC**
Miami – Fort Lauderdale – West Palm Beach
1. Miami-Link Segments
   1A: Service into Downtown Miami
       TIMING: Spring 2018
   1B: Downtown Miami to Aventura
       TIMING: Planning 2018
       Service 2022?

2. Jupiter Extension Segment
   West Palm Beach to Jupiter
   TIMING: Planning 2018
   Service TBD

3. Central Segment(s)
   West Palm Beach to Aventura
   TIMING: Planning TBD
   Service TBD
Mobility in the Gardens
Transit-Oriented Development Workshop

Jonathan Paul
Principal
NUE Urban Concepts
Congestion: Can we build our way out of it?

Katy Freeway – Houston TX

- 26 Lanes Wide
- 12 main lanes
- 8 feeder lanes
- 6 managed lanes

Result:

- Slower Travel Speed
- Worse Congestion
- Increase in Crashes
- Induced Demand
What happens when widening roads is no longer feasible?

VS

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Safety or Speed:

Can a Community choose?

VISION ZERO

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Ever Evolving Concurrency

2005:
- Proportionate Share
- Multi-Modal Transportation District

2007:
- Urban Service Area
- Proportionate Fair-Share

2009:
- Dense Urban Land Area
- Mobility Fee
- Proportionate Fair Share Tightened

2011:
- Concurrency Optional
- Eliminate Dept. Community Affairs
- Impact Fee Credit

2013:
- Mobility Fee Preferred
- Proportionate Share Restricted
- Deficient Road Exclusion

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Plan for Mobility

IT IS TIME TO BE SMART
Moving towards 21st Century Mobility
Integrating Mobility & Land Use

Designing a transportation system for all Users

Planning for land uses that support Mobility
Local governments must apply revenue they collect from alternative funding systems to implement the needs upon which the revenue collection was based and mobility fees must comply with the dual rationale nexus test (Florida Statute 163.3180 (5) (1))

1st Test (Need) Needed improvements are tied to the growth of new development.

2nd Test (Benefit) New development that pays the fees receive a benefit from the payment.

3rd Test (Rough Proportionality) Mobility Fee equals person trip impact of new development
Mobility Plans & Mobility Fees

- A Mobility Plan serves as the basis for establishing a Mobility Fee
- A Mobility Fee can be used to fund the Improvements in a Mobility Plan

**LAND USE**
- Downtown
- Transit Oriented Development
- Multimodal
- Oriented Development
- Mixed-Use
- Density
- Intensity
- Urban Design
- Climate Change
- Vision, Goals, Objectives & Policies

**TRANSPORTATION**
- Multimodal Improvements
- Mobility, Connectivity & Accessibility
- Walking, Biking & Non-Motorized Travel
- Transit (Bus, Trolley, Rail, Water Taxi)
- Car & Bicycle Sharing
- Innovative Parking Strategies
- Reduce Greenhouse Gases
- Performance Measures

**FUNDING**
- Mobility Fees
- Community Redevelopment Agency
- Downtown Development Authority
- Infrastructure Sales Tax
- Special Infrastructure Assessments
- Bonds
- Federal, State, County & Transit Funding
- Parking Revenues
- Gas Taxes

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MOBILITY

Ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) manner

ACCESSIBILITY

Ease at which people reach, enter and use modes (walk, bike, transit, vehicle) of travel and the ease at which they reach and enter their destination

CONNECTIVITY

Number of route options people have to move from place to place and the directness (distance) of those route options to reach their destination. A gridded network of streets provides a high level of connectivity, whereas cul-de-sacs & freeways do not
Springhills developers are suing county
The developers of Springhills filed suit late Thursday afternoon against Alachua County, alleging that meetings were held in violation of Florida’s open meeting laws and that the county tried to get the developers to pay for more road improvements...
Published June 22, 2007
http://www.gainesville.com/article/20070622/LOCAL/706220036/0/search

County rejects Springhills changes
CINDY SWIRKO
Sun staff writer
Published: Friday, May 4, 2007 at 6:01 a.m.
Proposed changes to the Springhills development were unanimously denied by the Alachua County Commission Thursday night, capping for the time-being several years of negotiations and debate that have in recent weeks become especially contentious.

The commission held another marathon meeting in which last-minute offers were presented and squabbling broke out between commissioners and Springhills attorney Patrice Boyes.

Thursday's meeting was a continuation of a Tuesday public hearing attended by about 1,200 residents at which presentations were given by the county's Growth Management Department and the Springhills developer, the Pennsylvania Real Estate Investment Trust.

Alachua County is showing its anti-business leanings
PATRICE BOYES
Published: Saturday, March 10, 2007 at 6:01 a.m.
Last Modified: Friday, March 9, 2007 at 10:29 p.m.

I am beginning to understand why our community has been dubbed "anti-business."

Newberry Village debate a preview of constitutional amendment battle
A proposal to let voters decide if regulatory changes should be made to allow a mixed-use development on Newberry Road will be considered by the Alachua County Commission Tuesday.
Published May 21, 2007
http://www.gainesville.com/article/20070521/LOCAL/705210136/

Public vote proposed on Newberry Village
An opponent of the proposed Newberry Village mix of homes and shops submitted a formal settlement offer Monday in which he agreed to drop his legal action if the county lets voters decide if the project should be approved.
Published February 20, 2007
http://www.gainesville.com/article/20070220/LOCAL/702200324/

Residents unite against increased traffic
The traffic tipping point may have been reached in Alachua County with two recently formed groups vowing to exert political or legal muscle to curb developments that will add more cars to several area roads.
Published January 23, 2007
http://www.gainesville.com/article/20070123/LOCAL/701230304/

Regulating area retail a tough balancing act
As Tracey Harrison and Lurel Pentjahn of Gainesville strolled through The Oaks Mall a week before Christmas, they had a wish — for more stores in Gainesville.
Published December 30, 2006
http://www.gainesville.com/article/20061230/LOCAL/612300311/

Residents unite against increased traffic

By CINDY SWIRKO
Sun staff writer
Published: Monday, January 22, 2007 at 6:01 a.m.
Last Modified: Sunday, January 21, 2007 at 11:25 p.m.

The traffic tipping point may have been reached in Alachua County with two recently formed groups vowing to exert political or legal muscle to curb developments that will add more cars to several area roads.

Two proposed developments spurred the formation of the citizen groups: Newberry Village prompted Save Newberry Road, while SpringHills led to the Coalition for Responsible Growth.

Resident Brad Stith is co-president of Save Newberry Road and has filed legal action against a comprehensive plan amendment and other regulatory action taken by the County Commission that would enable Newberry Village to move forward. Bill Wrighton is also co-president.
Florida’s 1st Mobility Plan & Fee
Alachua County

Mobility
ALACHUA COUNTY’S PLAN TO EFFECTIVELY LINK LAND USE AND TRANSPORTATION

Overview
Alachua County is preparing amendments to its Comprehensive Plan which propose to reduce vehicle miles travelled and greenhouse gas emissions per capita by providing for enhanced transportation mobility options in conjunction with land use changes that bring services closer to residents and provide for development densities and intensities that are transit supportive.

Key features of this plan include:
1. An alternative concurrency management system that will enable new development to comply with transportation concurrency obligations through the payment of a mitigative transportation fee.
2. Provisions and incentives for Transit Oriented Developments and Traditional Neighborhood Developments that will facilitate a reduction in vehicle miles travelled per capita.

3. A financially viable multimodal infrastructure plan to accommodate future growth and transportation demands within the Urban Cluster Boundary in an efficient and eco-friendly way.

LAND USE: THE COMMUNITY OUR CHILDREN WILL INHERIT

Traditional Neighborhood Development (TND)
Traditional Neighborhood Development (TND) is a mix-use design that allows for increased walkability and provides for a higher density footprint for transit. This plan will include the location of park and ride lots for transit, which will reduce the need for automobile use.

SUSTAINABILITY: THE HOW AND WHY OF MOBILITY CHOICES

Mobility Choices
The Mobility Plan creates more mobility options for residents and visitors alike. The plan includes incentives for areas that are designed to be walkable and bikeable.

Wind Use
The Mobility Plan provides for commercial, office, civic and institutional uses within walking and biking distance to encourage the use of renewable energy development.

Greenhouse Gas
The Mobility Plan is consistent with the County’s Energy Conservation Strategies resulting in a reduction of greenhouse gas emissions from transportation. The plan includes an alternative network of transportation and ensures that development patterns are key for reducing energy use and increasing transportation options.

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Celebration Pointe
Transit Oriented Development

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Reimagining (aka Road Diets)
21st Century Mobility

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Walking
Cycling
E-Mobility
Transit
Ride/Car Sharing
Personal Car

Moving
People
Not Just Cars

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Person vs Vehicular Utilization
The capacity of car-oriented streets and multimodal streets. These two diagrams illustrate the potential capacity of the same street space when designed in two different ways. In the first example, the majority of the space is allocated to personal motor vehicles, either moving or parked. Sidewalks accommodate utility poles, street light poles, and street furniture, narrowing the clear path to 5 feet or less, which reduces its capacity.

**Hourly Capacity of a Car-Oriented Street**

- 3,000/h x 2 = 6,000 people/h
- 1,600/h x 3 = 4,800 people/h

**Total Capacity:** 10,800 people/h

In the multi-modal street, the capacity of the street is increased by a more balanced allocation of space between the modes. This redistribution of space allows for a variety of non-mobility activities, such as seating and resting areas, bus stops, as well as trees, plantings, and other green infrastructure strategies. The illustrations show the capacity for 10 foot-wide facilities by different modes at peak conditions with normal operations.

**Hourly Capacity of a Multi-Modal Street**

- 8,000/h x 2 = 16,000 people/h
- 7,000/h x 1 = 7,000 people/h
- 720/h x 12 = 720 people/h
- 1,600/h x 1 = 1,600 people/h

**Total Capacity:** 25,320 people/h
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Personal e-Mobility

Hoverboards

UniCycle

Skateboard

Segways

OneWheel

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Rail Transit

[Map and images of a train system]
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Autonomous Vehicles & Transit

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Mobility in the Gardens
Transit-Oriented Development Workshop

Natalie Crowley, AICP
Director of Planning & Zoning
City of Palm Beach Gardens
Mobility in the Gardens
Transit-Oriented Development Workshop

So How Can These Pieces Fit Together As TOD ???
What is Transit Oriented Development (TOD)?

TOD is …

• Development within \(\frac{1}{4}\) to \(\frac{1}{2}\) mile of Station or along Transit Corridor (10-minute walk)

• Mixed-Use with Higher Density & Intensity than Surrounding Area

• Pedestrian & Bike-Friendly

• Controlled Parking
  – Reduced or Eliminated per Use
  – Shared Parking or Structured
  – Building Frontage along Lots
The New Real Estate Mantra
Location Near Public Transportation

Access to public transit tied to property values
NAR helps pay for study advocating transit-oriented development
BY TEKE WIGGIN, THURSDAY, MARCH 21, 2013.
Inman News®

Real Estate Tip: Buy Near Transit
By Tom Lisi | 03/25/2013 – 12:01 pm

Development soars along Metro Rail

Home buyers are moving closer to public transit

The Housing-Value Bonus for Rail Transit:
10, 20, Even 50 Percent

MARCH 2013
Overall: TODs are the Most Valuable Real Estate
+42% Average Increase in Value in the “Transit Shed”
Accomplishing TOD in the Region

- **Local Governments** have land use authority
- TOD benefits for local governments:
  - Increased Revenues
  - Higher Intensity Development
  - Improved Mobility
  - Expanded Economic Productivity
  - Safer, Healthier Communities
Accomplishing TOD in the Region

- **SFRTA** has transportation authority

- **TOD benefits for SFRTA**
  - Increased Ridership
  - Increased Revenues
  - Public/Private Opportunities
  - Reduced Parking Demand
  - Improved Access & Connectivity
Accomplishing TOD in the Region

• Regional Cooperation is the Key

• TOD benefits for the Region
  ➢ Generates Greater Investment
  ➢ Improved Livability & Resilience
  ➢ Expanded Economic Competitiveness
  ➢ More Vibrant Communities
  ➢ A More Prosperous Region

TOD in South Florida: Advancing Vibrant Communities & A More Prosperous Region
Transit Oriented Development Policy
Advancing Vibrant Communities and a More Prosperous Region

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

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

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

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

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

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

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

**Higher Density**
Benefits ridership and local economies, especially when it averages 75 dwelling units per acre, yielding up to 45,000 units in the half-mile surrounding transit stations, and includes housing for all walks of life.
TOD Key Components

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

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

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

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

Complete Streets are streets for everyone.

They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities.
What Are the Elements That Make a *Street Complete*?
Parking behind (or within) building
(With max. standards to limit size and account for shared use)

On-street parking
(Makes street more pedestrian friendly)

Active ground-floor uses:
(large display windows, public entrances, Building “fronts” on the street)

Establish Realms
(pedestrian, vehicle, parking)

Pedestrian amenities:
(crosswalks, wide sidewalks, street trees, awnings)

Narrow, traffic calmed streets:
(Enhance and promote walkability)

ALTA Engineering
Place-Making Elements
Attention to Details
Attention to Details
Regional Destinations

How Do They Interconnect?
Beautified Public Streets

Can They Be More Transit-Supportive?
A Diversified Economy & The Workforce

Study Area Uses (today):
At least 23,000+ jobs
(80+% Drive Alone to Work)
Palm Beach Gardens Central Business District

23,000 +/- jobs

Source: InfoGroup 2013. Map prepared by Palm Beach MPO (Rev.2/5/2014)
Successful Economic Regions

Are Interconnected
Economic Considerations

• Test market support for various uses — housing, retail & supporting services, workplace (office, R&D/flex), hospitality

• Analyze Financial Feasibility

Opportunities and Constraints

• Understand market conditions
• Identify “drivers” of demand for economic growth
Economic Considerations

Demographics: “Drivers” of Real Estate Demand

City has 54,700 residents in 25,600 households (3.8% of Palm Beach County)

Sustained annual growth since 2010

• 1,960 new households in next 5 years
• $110,000+ average HH incomes

How does growth translate into demand for new housing? What types of units?
• Ages 65+ = almost 65% of 5-year population growth
• More Millennials ???
Economic Considerations

The City’s Economy

City’s households spend $27,000+/year on retail & restaurants Testament to economically vibrant, healthy City:

• $1.3 billion in annual store sales
• Inflow of $443 million in retail spending every year

39,600 employees citywide = 6% fair share of County

• 29% Retail
• 44% Services
• 15% Financial Services
• 3% Manufacturing

Initial Observations
Economic Considerations

**Housing**

- **30,500 units** includes 2,700 for “seasonal” use
- “True vacancy”: <5% (stabilized housing market)
- Increasing values, recovery from recession
- Annual housing starts: **400 units/year** (2017 – 2022)
  
  220 housing starts in past 10 years

- How many new units can be supported?
- What unit types – single family, townhouse, duplex, condo?
- Impacts of increase in retirees and elderly age cohorts?
- Accommodation of rental for “essential services” & others?
- How to attract Millennials?

*Initial Observations*
Municipality: Palm Beach Gardens, FL

Traditional measures of housing affordability ignore transportation costs. Typically a household’s second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. Location Matters. Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

Location Efficiency Metrics
Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

| 0% | Percent of location efficient neighborhoods |

Neighborhood Characteristic Scores (1-10)
As compared to neighborhoods in all 955 U.S. regions in the Index

- **Job Access**: 6.5
  - High access to a variety of jobs
- **AllTransit Performance Score**: 2.2
  - Car-dependent with limited access to public transportation
- **Compact Neighborhood**: 3.1
  - Low density and limited walkability

Housing Costs % Income

<table>
<thead>
<tr>
<th>Block Group: 120990078141</th>
<th>74%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tract: 12099007814</td>
<td>61%</td>
</tr>
<tr>
<td><strong>Municipality:</strong> Palm Beach Gardens, FL</td>
<td><strong>47%</strong></td>
</tr>
<tr>
<td><strong>County:</strong> Palm Beach, FL</td>
<td><strong>40%</strong></td>
</tr>
<tr>
<td>CBSA: Miami-Fort Lauderdale-West Palm Beach, FL</td>
<td><strong>39%</strong></td>
</tr>
</tbody>
</table>

Average Housing + Transportation Costs % Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- 27% Housing
- 47% Transportation
- 26% Remaining Income
Traditional measures of housing affordability ignore transportation costs. Typically a household’s second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. **Location Matters.** Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

**Transportation Costs**

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.

- **$12,705**
  - Annual Transportation Costs
- **1.76**
  - Autos Per Household
- **22,042**
  - Average Household VMT

**Housing Costs**

- Average Monthly Housing Cost: $1,922
- Median Selected Monthly Owner Costs: $1,924
- Median Gross Monthly Rent: $1,406

**Effects on Workforce Sustainability?**
Economic Considerations

Workplace / Office

- Inventory = 3.08 million (13% of County; includes NPB)
- Strengthening market in past 3 years
  - 281,700 SF vacant space
  - Declining vacancies = 14% (2014) to 9% (2016)
  - Annual net absorption averages 93,000 SF/year
  - At this pace, 2.8 years to achieve stabilized occupancies (93%)

- If City maintains its 6% share of County jobs = 4,900 new jobs in next 8 years

- How many will be office jobs?
- What are impacts on demand for new office space?
Economic Considerations

Supporting Retail

• City is a major regional retail destination
• 2.27 million SF retail in four major projects
  • The Gardens Mall 1.4 million SF
  • Downtown at the Gardens 340,000 SF
  • Legacy Place 425,000 SF
  • Loehman’s Plaza 105,000 SF

• Major redevelopments opportunities
  Downtown at the Gardens, Loehman’s Plaza

• Consideration of pedestrian-oriented modifications
• Lifestyle centers shifting to increased housing
• Additions of other uses – hotels, office
• Repositioning of traditional mall formats

Initial Observations
Economic Considerations

Hotel/Lodging

Profile includes **2,100+ rooms** in 14 properties:
- 12+% of 16,900 rooms countywide

Solid improvement in market performance
- 68% occupancy (2011) jumped to 75% (2016)
- 6-year average = 72.5%

Performance metrics exceed capital market thresholds
Additions to supply = 3 proposed hotels likely to meet near-term demand

Initial Observations
Economic Considerations

This Data Will Serve as the Building Blocks for Informing Master Plan Concepts
With which generation do you belong?

1. Silent (1930-1945)

2. Baby Boomer (1946-1964)

3. Gen X (1965-1979)

Where do you live?

1. **Palm Beach Gardens**
2. **Somewhere Else in “Palm Beach North”**
3. **Central or Southern Palm Beach County**
4. **North of Palm Beach County**
5. **South of Palm Beach County**
My type of business is classified as …

1. **Legal, Financial, Professional Services**
2. **Real Estate, Land Development**
3. **Medical, Health, Biotech**
4. **Retail, Restaurant, Hospitality**
5. **Other**
My business establishment includes …

1. 1 employee (just me)

2. 2-10 employees

3. 11-25 employees

4. 26-50 employees

5. More than 50 employees
Where do other employees tend to live?

1. Palm Beach Gardens
2. Somewhere Else in “Palm Beach North”
3. Central or Southern Palm Beach County
4. North of Palm Beach County
5. South of Palm Beach County
How do you get to work?

1. Drive Alone
2. Carpool
3. Walk or Bike
4. Ridesharing (Uber, Lyft, etc.)
5. Take Transit
6. Other
How do most other employees get to work?

1. Drive Alone
2. Carpool
3. Walk or Bike
4. Ridesharing (Uber, Lyft, etc.)
5. Take Transit
6. Other
About The City
What would you say is the greatest strength of Palm Beach Gardens today?

1. It is a great place to live and/or work
2. There is a convenient mix of goods and services
3. It has a great location
4. All of the above
5. Something else
What would you say is the greatest challenge for the PBG Station Area today?

1. Transportation

2. Available Space (New Business +/or Expansion)

3. Workforce Availability

4. All of the Above

5. Something Else
In the City today, I think the transportation network ...

1. Has Excess Capacity
   (It is Underutilized)

2. Is At Its Capacity

3. Is Over Capacity
   (Add More Lanes)

4. Is Over Capacity
   (Add More Modes ...
   Trolley, Train, Bus,
   Bike/Ped, Hoverboard ...)

[Diagram showing 0% for all categories]
In the future station area, I think the City should prioritize …

1. *Workplace Uses (Office, R&D)*
2. *Residential Uses*
3. *Entertainment & Lifestyle Uses*
4. *Civic & Cultural Uses*
5. *Hospitality & Lodging Uses*
6. *A Mix of Uses*
To get a business associate from a future train station to my business, I would prefer …

1. To be walking or biking distance
2. To have a trolley or shuttle connection
3. To have car sharing available (e.g., ZipCar)
4. To have ridesharing available (Uber, Lyft, etc.)
5. I Like All These Options
6. I Prefer a Different Option
To accommodate “essential services” employees, I think the City should consider …

1. Housing near or with workplaces
2. Smaller unit sizes
3. Incentives for in-town employees
4. A different approach
I think the most important thing the TOD Station Area Plan can do is …

1. **Identify Connections to and from the Station**
2. **Provide a Balanced Land Development Program**
3. **Integrate Market & Economic Data to Inform City Decisions**
4. **Provide Clear Expectations for Property Owners, Investors & Residents**
5. **All of the Above**
Next Steps...

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Description</th>
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<tbody>
<tr>
<td>4th Qtr 2017</td>
<td>Economic &amp; Market Analysis Station Area Plan Development</td>
</tr>
<tr>
<td>4th Qtr 2017</td>
<td>“Work In Progress” Presentation Feedback to Refine Plan</td>
</tr>
<tr>
<td>1st Qtr 2018</td>
<td>Finalize Plans for Presentation to City Council</td>
</tr>
</tbody>
</table>
Thank You

Questions? Comments?