Palm Beach Gardens
Citizens’ Master Plan

Preparing for Transit

March 27, 2009 ~ April 3, 2009
Treasure Coast Regional Planning Council

A Multi-Agency Process...

... that includes the Community!
A Word of Thanks to Our Sponsors

Palm Beach Gardens Citizens’ Master Plan

A Special Thanks

Palm Beach Gardens City Council

Mayor Joseph Russo
Vice-Mayor David J. Levy
Council Member Eric Jablin
Council Member Jody Barnett
Council Member Bert Premuroso

Charrette Steering Committee

Dan Clark, Chair; Joan Elias, Vice Chair; Tom Cairnes,
John Chaplik, Ed Gruvman, Michael Lane, Joel Levine, Phillip Woodall
The Charrette

Study Area
Study Area

Station Area

Where Should Your Train Station Go?

How Can It Accommodate Other Modes?

- Cars
- Buses & Trolleys
- Bikes & Pedestrians

How Can Surrounding Land Uses & Patterns Complement the Station?
How Can We Connect the Pieces?

How The Master Plan Was Created:

Public Process  (Friday, March 20 & Saturday, March 21)
Presenting
The Citizens’ Ideas
The Studio This Week

Some of What We Heard…

- Transit connections to and from the station are critical for its success
- Provide for better pedestrian/bicycle connections along the corridor
- Connect all major PGA/other destinations
- Provide redevelopment scenarios for Loehman’s Plaza and other areas
- Create better connectivity through walkable streets
- “Green” buildings and considerations for sustainability
- Create “Quiet Zones” to reduce train noise
- Protect the Garden Woods community from transit impacts
- Station should be intermodal (car, bus, trolley, bike, pedestrian)
- Consider development scenarios for large parking lots along PGA
- There should be more “Commons” style treatment of PGA
- Maintain level of excellence in Palm Beach Gardens
The Citizens’ Master Plan

Testing Ideas for the Short and Long-Term

Transit Overview
Top 5 Transit Myths

1. We don’t have enough riders to fill trains on both systems (Tri-Rail/CSX & FEC).
2. We’re are Palm Beach Gardens, we don’t need a station.
3. Grand Central Station won’t fit in Palm Beach gardens.
4. It will take forever to get train service.
5. Who’s paying for all this?

SFECC Overview

• Focus on NORTH-SOUTH mobility issues

• 85-mile study area centered on the FEC Alignment
  – Encompasses Tri-Rail and future FEC alternatives
  – Addresses EAST-WEST and other feeder connections
  – An integrated network
"Good fortune is what happens when opportunity meets with planning."
—Thomas Edison

East-West Connections

One-seat-ride or timed-transfer, depending on mode.

Purpose:
- To connect western origins and major destinations (downtowns and airports)
- To build on previous investments in Tri-Rail
**SFECC Service Concepts**

- An integrated network
  - Tri-Rail, local transit and new SFECC services working in unison
- Combination of local & express services
  - Balance travel speed with local access
- Regional services converge at downtown West Palm Beach

---

**Future System (example)**

**Passenger Transit Service IS Coming to the FEC**

**Possible Station Types**
- City Center
- Regional Park-Ride
- Airport/Seaport
- Other (no Amtrak)
- Other (with Amtrak)

---

**SFECC Station Types**

- Evaluation revolves around eight basic station types:
  - City Center
  - Town Center
  - Neighborhood
  - Employment Center
  - Local Park-Ride
  - Regional Park-Ride
  - Airport / Seaport
  - Special Event Venue
TOD vs. TAD

- Transit Oriented Development
- Auto-oriented uses
- Large surface parking lots
- Suburban office campuses
- Big-box format retail
- Pedestrian unfriendly

A Successful Urban Form will be Necessary to keep Palm Beach Gardens Economically Competitive in the Long Run

Why Transit in Palm Beach Gardens?
Ridership & Funding

High gas prices lead to surge in mass transit

House approves financial help for mass transit

By H. JOSEF HEBERT, Associated Press Writer
Thu Jun 28, 7:44 PM ET

The House approved financial help Thursday to mass transit systems facing a surge in riders because of high gas prices. But Republicans blocked Democrats from requiring oil and gas companies to drill on the millions of acres of government land and water on which they already own federal leases.

$1.7 Billion for 2 years

According to FHWA's "Traffic Volume Trends" report, estimated vehicle miles traveled (VMT) on all U.S. public roads for March 2008 fell 4.3 percent as compared with March 2007 levels. This is the first time estimated March levels on public roads fell since 1979. 4.1 billion miles less in March 2008 than in the previous March; this is the sharpest yearly drop for any month in FHWA history.

TIER ONE RIDERSHIP SF ECC PROJECTIONS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FEC &amp; Tri-Rail</td>
<td>135,000</td>
</tr>
<tr>
<td>Bus/Metro-Rail</td>
<td>826,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>961,000</td>
</tr>
</tbody>
</table>

(Corridor-only)

There is already substantial ridership today
The Station

Station Locations

Parcel 5A
Parcel 5B
Parcel 5B & The “Wedge”
OVER A1A
The “Wedge”

Even More Options Than We Imagined
**A Sunday Stroll**

Pedestrian Connectivity

Transit Facilities

Opportunities for Bicyclists

**General Area Assessment**

**Area Assessment**

The *Nolli* Plan

Giambattista Nolli
1701-1756

Rome

Urban Fabric
Area Assessment

Barcelona

Urban Fabric

Paris

Area Assessment

West Palm Beach

Urban Fabric
Study Area

The Urban Form of a City is Determined By Buildings, Streets, and How They Relate to One Another

Station Locations

- Visibility
- Access In
- Access Out
- Bus /Trolley Accommodations
- Relationship to Parking
- Economic Development Benefits
- Pedestrian Access (to and from station)
- Jobs/Housing within ½ Mile

Evaluation Criteria
Station Area
Best Options

Parcel 5A/"The Wedge"

“The Wedge”/A1A

Parcel 5B/"The Wedge"

FEC Corridor

Station Area
Parcel 5A/
“The Wedge”

FEC Corridor
Access to Parking Garage ~ 5A

Leaving Parking Garage ~ 5A
Access to Parking Garage ~ “Wedge”

Leaving Parking Garage ~ “Wedge”
Station Area
Parcel 5A/”The Wedge”

Program

~ 750 spaces along Kyoto Gardens Drive
~ 400 spaces at the Wedge
~ 45,000 s.f retail
Station Area
“The Wedge”/A1A

Access to Parking Garage ~ A1A
Leaving Parking Garage ~ A1A

Station Area
“The Wedge”/A1A

Program
~ 900 spaces on the Gosman site
~ 400 spaces at the Wedge
~ +/- 250,000 s.f. office with independent garage
Station Area
Parcel 5B/”The Wedge”
Access to Parking Garage ~ 5B

Leaving Parking Garage ~ 5B
Station Area
Parcel 5B

Program

~ 900 spaces on the southern end of 5B
~ 400 spaces at the Wedge
~ Transit facilities plus ancillary retail/office at station site
Station Area Best Options

- Parcel 5A/"The Wedge"
- "The Wedge"/A1A
- Parcel 5B/"The Wedge"

More on This Later!

Market Overview/Current Trends Commercial Plan
Demographic Trends: Incomes

Median Household Income 2008

<table>
<thead>
<tr>
<th>Location</th>
<th>Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S.</td>
<td>$42,000</td>
</tr>
<tr>
<td>P.B. County</td>
<td>$59,000</td>
</tr>
<tr>
<td>Study Area</td>
<td>$80,000</td>
</tr>
<tr>
<td>P.B.G. City</td>
<td>$67,000</td>
</tr>
</tbody>
</table>
Demographic Trends: Study Area

Demographic Trends: Incomes
Demographic Trends:
*Population Growth 2020*

**Study Area**
- 16,200 persons

**Palm Beach Gardens City**
- 24,000 persons

Demographic Trends:
*New Household Growth 2020*

**Study Area**
- 6,800 Households

**Palm Beach Gardens City**
- 9,800 Households
Projected Age Distribution

By 2013, more than 44% of the City will be 55 and over

Demographic Trends: Existing Land Use

City of Palm Beach Gardens

Palm Beach Gardens Transit – Oriented Development Charrette
Demographic Trends: Employment

Residential (23%)

Open Space:
Conservation, Parks/Recreation, Public, Agricultural (55%)

Demographic Trends:
New Jobs in Palm Beach County

2016: 105,000 Jobs
2020: 260,000 Jobs
Demographic Trends:
Office Demand from Job Growth 2020

City of Palm Beach Gardens 1.4 million sf
Palm Beach County 16 million sf

Demographic Trends
Additional Supportable Retail Development 2008

1,200 Neighborhood Retail
3,000 Electronics
12,000 Lawn & Garden
16,200 Restaurants
62,600 Grocery Stores
111,400 Discount Dept. & Warehouse Clubs
229,000 sf Total New Supportable Retail 2008
Demographic Trends

Additional Supportable Retail Development 2008

<table>
<thead>
<tr>
<th>Type</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Retail</td>
<td>1,200</td>
</tr>
<tr>
<td>Electronics</td>
<td>3,000</td>
</tr>
<tr>
<td>Lawn &amp; Garden</td>
<td>12,000</td>
</tr>
<tr>
<td>Restaurants</td>
<td>16,200</td>
</tr>
<tr>
<td>Grocery Stores</td>
<td>62,600</td>
</tr>
<tr>
<td>Discount Dept. &amp; Warehouse Clubs</td>
<td>111,400</td>
</tr>
</tbody>
</table>

Total New Supportable Retail 2008: 229,000 sf

$67 million additional sales potential 2008

Demographic Trends:

Future New Retail Demand

<table>
<thead>
<tr>
<th>Year</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>301,500</td>
</tr>
<tr>
<td>2020</td>
<td>828,000</td>
</tr>
</tbody>
</table>
Market Study

Why a Market Overview?

- Understand current market conditions & near-term opportunities for TOD potentials
- Identify “drivers” of demand for real estate
- Translate demographic & employment forecasts into local (study area & city-wide) demand for various uses (housing, retail/restaurants, office/biotech)

City Demographics

- Since 2000, Palm Beach Gardens’ population increased by 12,100 — to **49,900 residents in 21,300 households**
- City expected to add 24,000 new residents in 9,800 new households (units) by 2020 — suggesting annual demand for **820+ new housing units every year**
- Current median HH incomes: $67,000 (above the County average); expected to jump to $78,000 by 2013
- Discretionary HH spending on retail totals $19,800 per year (below national average because of high number of retirees)
Economic Profile

- Current job base: **29,500** (4.5% of County’s total 652,300 jobs but only 3.8% of the County’s population)
  - Primary job sectors: Services & Retail
- Biotech jobs expected to comprise only 10% of new jobs
- Palm Beach County added 109,000 new jobs in past 5 years; 105,000 new jobs expected next 8 years (state forecasts)
- If City maintains its fair-share, **4,700 +/- new jobs by 2016** — enhancing market opportunities for office, biotech, & retail space city-wide

Market Potential: Housing

- City contains **21,300** housing units
- City issues average of **375 multi-family and 480 single-family permits** annually — 7.5% of County’s total
- Timing of market recovery and absorption of existing vacant units will determine demand for new housing opportunities
- Growth forecasts suggest **800+ new housing units** annually city-wide through 2020
- Keys to determining TOD potentials: land assembly, zoning/density levels, competition with other station locations
Market Potential: Retail

- Current City-wide retail inventory: **5.6 million SF** (7.5% of County inventory)

- Palm Beach Gardens serves as a *regional retail destination* drawing residents of northern & western Palm Beach & Martin counties and beyond

- City-wide HH retail spending supports 1 million SF, reinforcing City’s role as regional retail destination

- Retail tenants include major national anchors & chains as well a mix of boutique local businesses

---

Market Potential: Retail

- Significant challenges in the retail industry include: bankruptcies, oversaturation in suburban locations, and consolidations/mergers ~ which will limit near-term opportunities

- City-wide growth in rooftops, incomes, spending & employment could generate significant demand: **up to 800,000 SF thru 2020** (not location-specific)
General Market Observations

• Overall, City has established reputation for high quality of life & high-quality development

• TOD development potentials will require detailed market & financial feasibility studies

• Importance of assembling contiguous parcels providing sufficient frontage, visibility & parking is critical for success

• Further oversaturation of retail at TOD should be limited to avoid cannibalizing 6 existing town centers

Demographic Trends: 95% Developed
Demographic Trends

City of Palm Beach Gardens

Developed Land Area: 95%
Undeveloped Land Area: 5%

Demographic Trends: 95% Developed
Demographic Trends: 95% Developed

Commercial Trends: Retail Development
Annual Expenditures Average U.S. Family 2007

- Housing: 32%
- Food: 13%
- Transportation: 18%
- Apparel: 4%
- Entertainment: 5%
- Other: 25% (Health, Pension, Insurance, Education)

Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette

Gibbs Planning Group
Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette

Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette
Commercial Trends

Ornamental Design

Merchandise Emphasis

Palm Beach Gardens Transit – Oriented Development Charrette

Treasure Coast Regional Planning Council
Commercial Trends

Ornamental Design
$ 250. sf/yr Sales

Merchandise Emphasis
$ 600. sf/yr Sales

Palm Beach Gardens Transit – Oriented Development Charrette
Treasure Coast Regional Planning Council

Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette
Treasure Coast Regional Planning Council
Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette

Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette
Commercial Trends: All Center Types

- Open Air Mixed Use
- Power Center
- Regional Enclosed Mall
- Open Air Pedestrian Only
- Open Air with Street

Commercial Trends: Power Center
Commercial Trends: *Regional Enclosed*

![Image of Regional Enclosed Commercial Development]

Commercial Trends: *Open Air no Street*

![Image of Open Air no Street Commercial Development]
Commercial Trends: *Open Air w/street*

Commercial Trends: *Street Mixed Use*
Commercial Plan: TOD’s
Commercial Trends: *TOD’s*

Palm Beach Gardens Transit – Oriented Development Charrette

Treasure Coast Regional Planning Council
Commercial Plan

Commercial Trends: *Cottonwood Mall*

Palm Beach Gardens Transit – Oriented Development Charrette

Treasure Coast Regional Planning Council
Commercial Trends: Cottonwood Mall

Commercial Trends
Commercial Plan: Naples 5th Ave.

Commercial Trends: Naples 5th Ave.
Commercial Trends: *Street Mixed Use*
Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette

Commercial Plan

Palm Beach Gardens Transit – Oriented Development Charrette
Commercial Plan

Palm Beach Gardens Transit – Oriented Development Charrette

St. Andrews, 18th Hole with City Street
Commercial Trends
Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette

Treasure Coast Regional Planning Council
Commercial Plan

6 Existing Town Centers

Mid-Town
PGA Commons
Legacy Place
Garden's Mall
Downtown at the Gardens
Loehman's Plaza

Palm Beach Gardens Transit – Oriented Development Charrette
Treasure Coast Regional Planning Council
Commercial Plan: **PGA Blvd.**

Commercial Plan: **Historic Pattern**
Commercial Plan  *New Typology*

Palm Beach Gardens Transit – Oriented Development Charrette  Treasure Coast Regional Planning Council

Commercial Trends

Palm Beach Gardens Transit – Oriented Development Charrette  Treasure Coast Regional Planning Council
Commercial Trends

Up to 40,000 cars/day

Middle School

On Street Parking

Commercial Plan: PGA Frontage
Commercial Plan 6 Existing Town Centers

- Mid-Town
- PGA Commons
- Legacy Place
- Loehman’s Plaza
- Downtown at the Gardens
- Garden’s Mall

Commercial Plan

Palm Beach Gardens Transit – Oriented Development Charrette
Mobility
(Transit, Streets, Bikes, Pedestrians)

Transportation
Neighborhood Connections (825 DU)

Pedestrians
Pedestrian Realm

Bicycles
Pedicabs

Orlando, Miami Beach, Ft. Lauderdale, St. Petersburg

Neighborhood Electric Vehicles

Tampa, Orlando, Key West, Tavares
Shuttles

Transit
West Palm Beach Trolley

Hours of Operation:
Sunday - Wednesday 11 am - 9 pm
Thursday - Saturday 11 am - 11 pm

Route Length 2 Miles
Monthly Ridership 25-30,000

http://www.cityofwpb.com/trolley.htm
Coral Gables Trolley

Route Length 2.75 Miles
Original projections 20,000
Monthly Ridership 80,000

Boynton Beach Trolley

Route Length
Monthly Ridership 13,500

http://www.boyntonbeachtrolley.com/
Tour of the Corridor

The Citizens’ Master Plan

Testing Ideas for the Short and Long-Term
The Master Plan

The “Green Quad”

Palm Beach Community College

The Master Plan

County Facilities
The Master Plan

County Facilities

The Master Plan

A Community Sculpture Garden
The Master Plan

County Facilities

Taming the Corridor

Detailed Street Sections
Taming the Corridor

Detailed Street Sections

The Master Plan

Legacy Place
The Master Plan

- Complete the Streets with Strategic Infill
- Activate PGA

Legacy Place

The Master Plan

NORTHCORP Center
The Master Plan

NORTHCORP Center

625,000 sf (existing)

987,000 sf (proposed)
(Regional Bio-Tech Hub)

Parcel 5B
The Master Plan

• Complete the Streets with Strategic Infill
• Provide other Public open Space Opportunities

Parcel 5B

The Master Plan

Loehman’s Plaza

Program
~ 707,700 sf
Regional Work Place
~ Structured, surface, and on-street parking
~ Plazas and greens
Loehman’s Plaza

Parcel 5A
Parcel 5A

Proposed Program
~ 450,000 sf R&D
~ 450,000 sf office
~ 45,000 sf retail
~ 260 room hotel
~ 15 buildings (2-6 floors)
~ 5 garages (836 spaces)

TOD or TAD?

Parcel 5A (TCRPC Alternate)

Proposed Program
~ 450,000 sf R&D
~ 450,000 sf office
~ 45,000 sf retail
~ 260 room hotel
~ 16 buildings (2-4 floors)
~ 2 garages (1,600 spaces)
Station Area
Parcel 5A

~“A” and “B” Streets
~ Well-Defined Public
  Open Space
~ Walkable Streets

Parcel 5A (TCRPC Alternate)
What are the Opportunities?

The Master Plan

- Complete the Streets with Strategic Infill
- Activate PGA
Transit Station Evaluation

Station Evaluations

Parcel 5A/"The Wedge"

Parcel 5B/"The Wedge"

“The Wedge”/A1A
### Station Location Findings

<table>
<thead>
<tr>
<th>Visibility</th>
<th>5A</th>
<th>WEDGE</th>
<th>5B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto Access In</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto Access Out</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus/Trolley Accommodations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relationship to Parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economic Development Benefits</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Access (to/from Platform)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jobs/Housing within half-mile</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Station Location Findings

<table>
<thead>
<tr>
<th>Visibility</th>
<th>5A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto Access In</td>
<td>FAIR</td>
</tr>
<tr>
<td>Auto Access Out</td>
<td>GOOD</td>
</tr>
<tr>
<td>Bus/Trolley Accommodations</td>
<td>POOR</td>
</tr>
<tr>
<td>Relationship to Parking</td>
<td>GOOD</td>
</tr>
<tr>
<td>Economic Development Benefits</td>
<td>FAIR</td>
</tr>
<tr>
<td>Pedestrian Access (to/from Platform)</td>
<td>FAIR (?)</td>
</tr>
<tr>
<td>Jobs/Housing within half-mile</td>
<td>GOOD</td>
</tr>
</tbody>
</table>
### Station Location Findings

<table>
<thead>
<tr>
<th>Category</th>
<th>WEDGE</th>
<th>5B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visibility</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Auto Access In</td>
<td>FAIR</td>
<td>FAIR</td>
</tr>
<tr>
<td>Auto Access Out</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Bus/Trolley Accommodations</td>
<td>GOOD</td>
<td>POOR</td>
</tr>
<tr>
<td>Relationship to Parking</td>
<td>GOOD</td>
<td>GOOD</td>
</tr>
<tr>
<td>Economic Development Benefits</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Pedestrian Access (to/from Platform)</td>
<td>GOOD</td>
<td>POOR</td>
</tr>
<tr>
<td>Jobs/Housing within half-mile</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
</tbody>
</table>

### Station Location Findings

<table>
<thead>
<tr>
<th>Category</th>
<th>WEDGE</th>
<th>5B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visibility</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Auto Access In</td>
<td>FAIR</td>
<td>FAIR</td>
</tr>
<tr>
<td>Auto Access Out</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Bus/Trolley Accommodations</td>
<td>GOOD</td>
<td>POOR</td>
</tr>
<tr>
<td>Relationship to Parking</td>
<td>GOOD</td>
<td>GOOD</td>
</tr>
<tr>
<td>Economic Development Benefits</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Pedestrian Access (to/from Platform)</td>
<td>GOOD</td>
<td>POOR</td>
</tr>
<tr>
<td>Jobs/Housing within half-mile</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
</tbody>
</table>
### Station Location Findings

<table>
<thead>
<tr>
<th></th>
<th>5A</th>
<th>WEDGE</th>
<th>5B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visibility</td>
<td>POOR</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Auto Access In</td>
<td>FAIR</td>
<td>FAIR</td>
<td>FAIR</td>
</tr>
<tr>
<td>Auto Access Out</td>
<td>GOOD</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Bus/Trolley Accommodations</td>
<td>POOR</td>
<td>GOOD</td>
<td>POOR</td>
</tr>
<tr>
<td>Relationship to Parking</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
</tr>
<tr>
<td>Economic Development Benefits</td>
<td>FAIR</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
<tr>
<td>Pedestrian Access (to/from Platform)</td>
<td>FAIR (?)</td>
<td>GOOD</td>
<td>POOR</td>
</tr>
<tr>
<td>Jobs/Housing within half-mile</td>
<td>GOOD</td>
<td>GOOD</td>
<td>FAIR</td>
</tr>
</tbody>
</table>

### Station Area
Our Recommendation…

“The Wedge”/A1A Program

- ~ 900 spaces on the Gosman site
- ~ 400 spaces at the Wedge
- ~ +/- 250,000 s.f. office with independent garage
Station Area
“The Wedge”/A1A
Station Area

The Citizens’ Master Plan
Next Steps...

City of Palm Beach Gardens
Citizens’ Master Plan

The Team
Marice Chael, Architect; Daniel Cary, Urban Designer; Marcela Camblor, Urban Designer; Roxana Vargas-Greenan, Urban Designer; Trent Greenan, Urban Designer; Bob Gibbs, Urban Retail Expert; Billy Hattaway, Transportation Engineer; Tom Lavash, Urban Economist (ERA); Steven Fett, Architect; Jose Venegas, Architect;

Arx Solutions (Computer Animations):
Ariel A. Arroyuelo, Adrian C. Ferrari, Conrado A. Arroyuelo

And a very Special Thanks to:
Palm Beach Gardens City Manager, Ron Ferris; and
Kara Irwin, Nilsa Zacarias, and Stephen Mayer

Michael Busha, Kim DeLane, Marlene Brunot, Wynsum Hatton, Diane Hodell, Dana Little
Thank You

www.tcrpc.org