



# THE IMPACT OF TRANSPORTATION

Affordable Housing Symposium

October 27, 2023



*Kim DeLaney, Ph.D., Director of Strategic Development and Policy, TCRPC (Moderator)*

*Jonathan Hopkins, Principal and Founder, Smart Mobility Associates*

*Brian Ruscher, AICP, Deputy Director of Multimodal, Palm Beach TPA*

*Natalie Crowley, AICP, Director of Planning and Zoning, City of Palm Beach Gardens*



# A Guide to Unsustainable Living

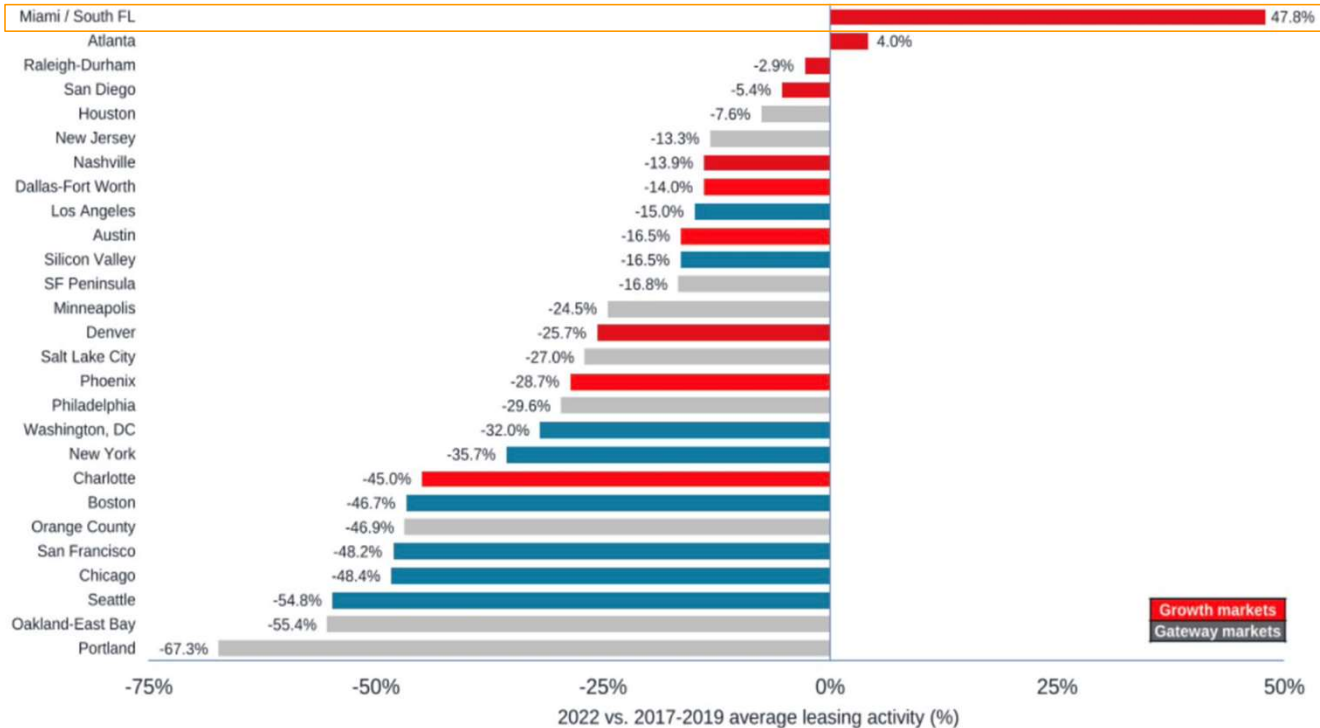
*Building a System Reliant on Sprawl*

**Jonathan Hopkins**  
CEO, Smart Mobility Associates  
Executive Director, WPBgo

October 27, 2023

# Everyone wants to be in South Florida

## South Florida and Sun Belt Markets Lead The Way in Post Covid Leasing Activity

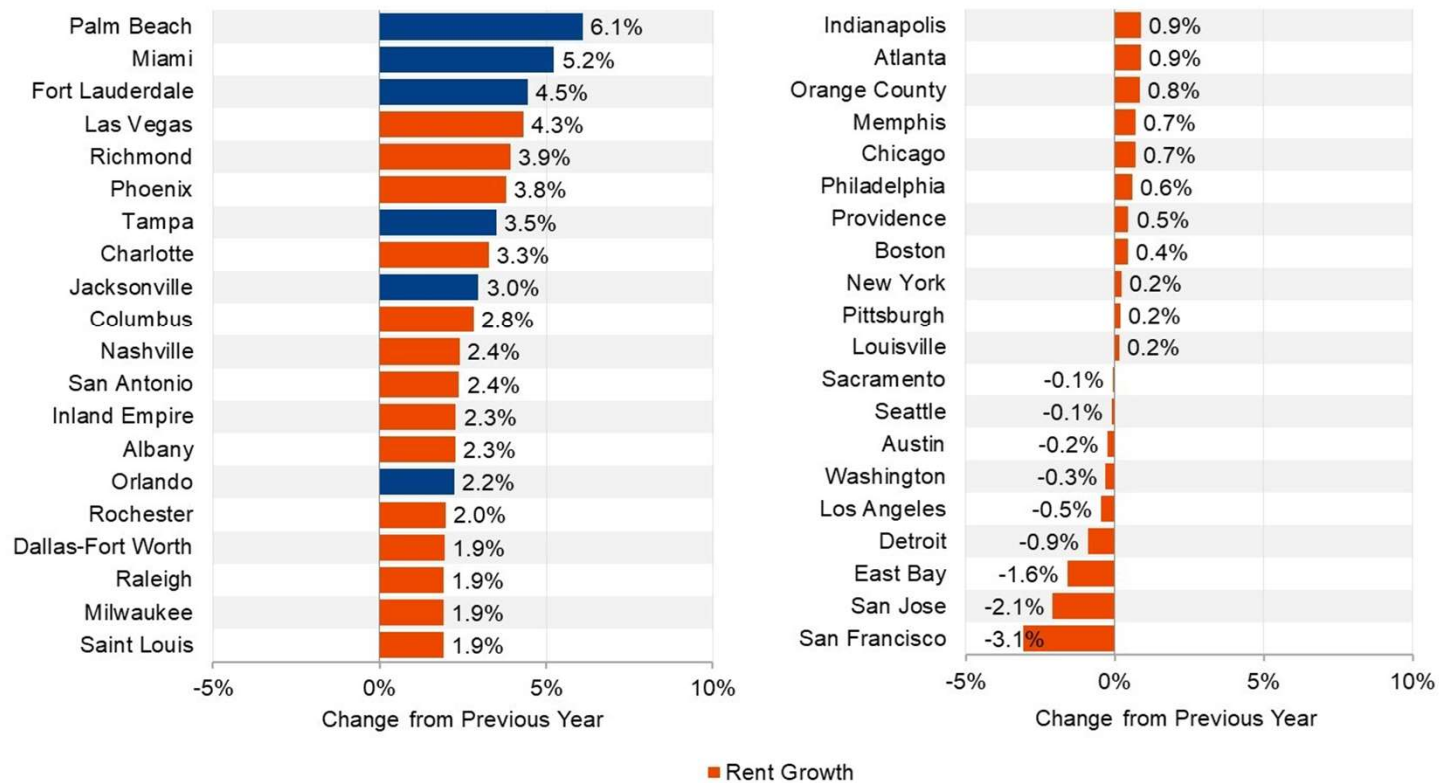


Source: JLL Research



# Everyone wants to be in South Florida

## Florida Dominates Top US Markets for Office Rent Growth



Source: CoStar, September 2023  
Note: Includes markets with 50 Million+ Square Foot inventory



# America's Divergent History of Citybuilding



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# Why do people love visiting Europe?

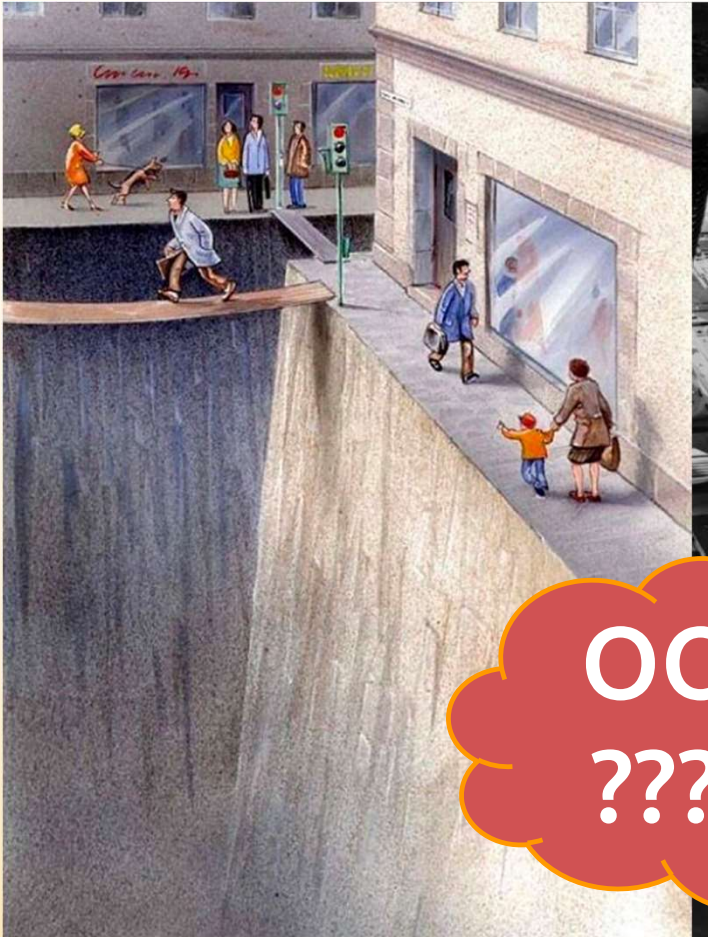


# American Cities Weren't Always So Different





# Just A Little Bit of Bait and Switch



OOPS  
??????

WE FORGOT THIS

WE BUILT THIS

WE NEVER MENTIONED THAT 25% OF THE CITY WOULD BE PARKING

WE FORGOT THIS

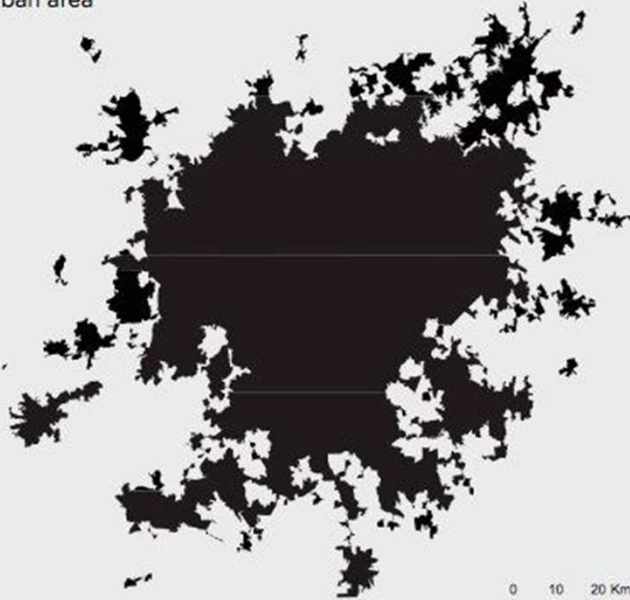
# Resulting in US Cities That Look Like This



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## ATLANTA

Urban area



Population	Urban area	Transport carbon emissions p.c
<b>5.3</b> million	<b>7,692</b> km <sup>2</sup>	<b>6.9</b> tonnes

## BARCELONA

Urban area



Population	Urban area	Transport carbon emissions p.c
<b>5</b> million	<b>648</b> km <sup>2</sup>	<b>1.16</b> tonnes

Source: LSE Cities 2014

More compact development can reduce transport emissions by an order of magnitude.

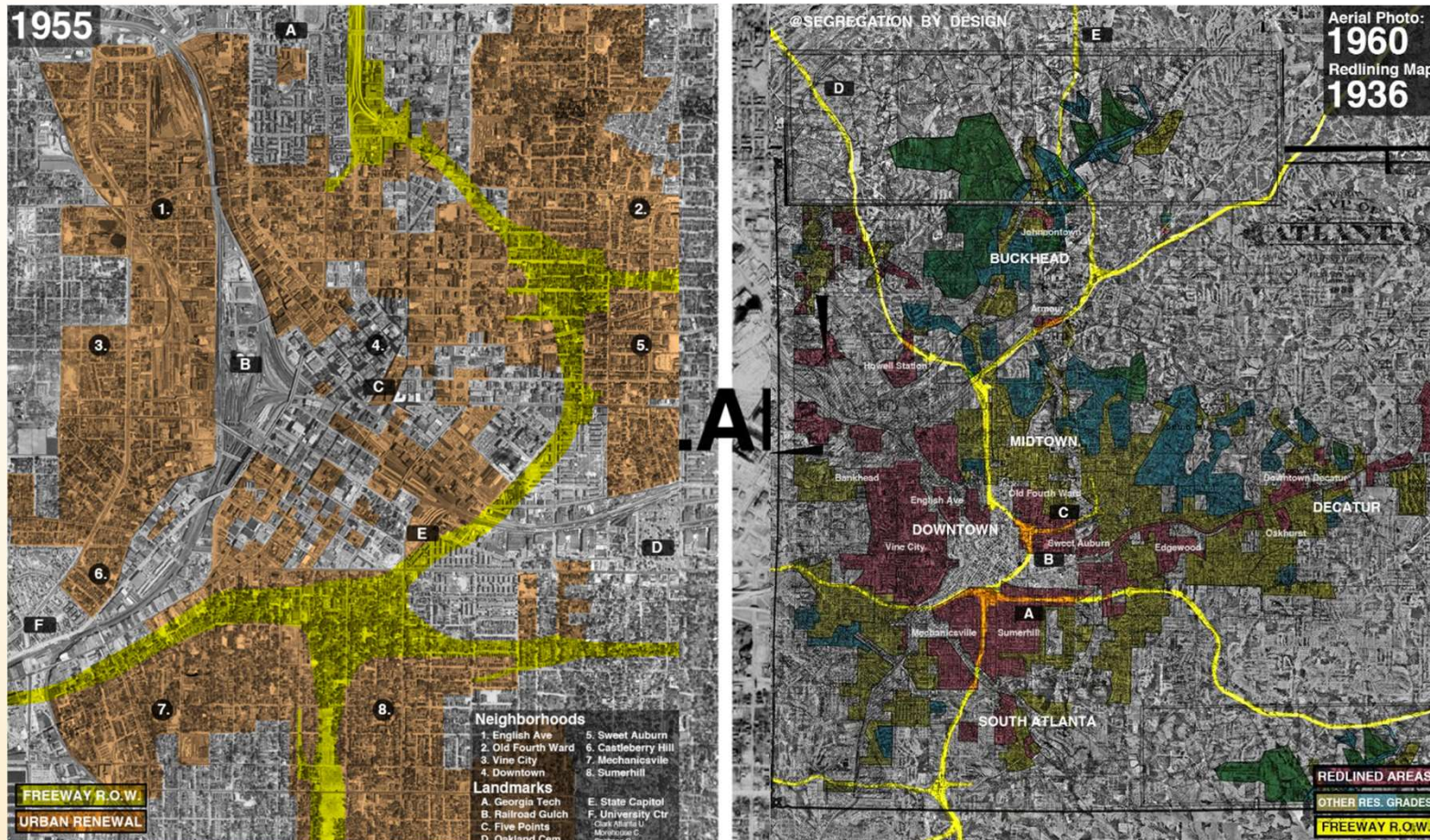


# Displacing People. Replacing Access.

Using Roads & Parking to Mandate the Need for More Roads & Parking



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Source: Segregation by Design

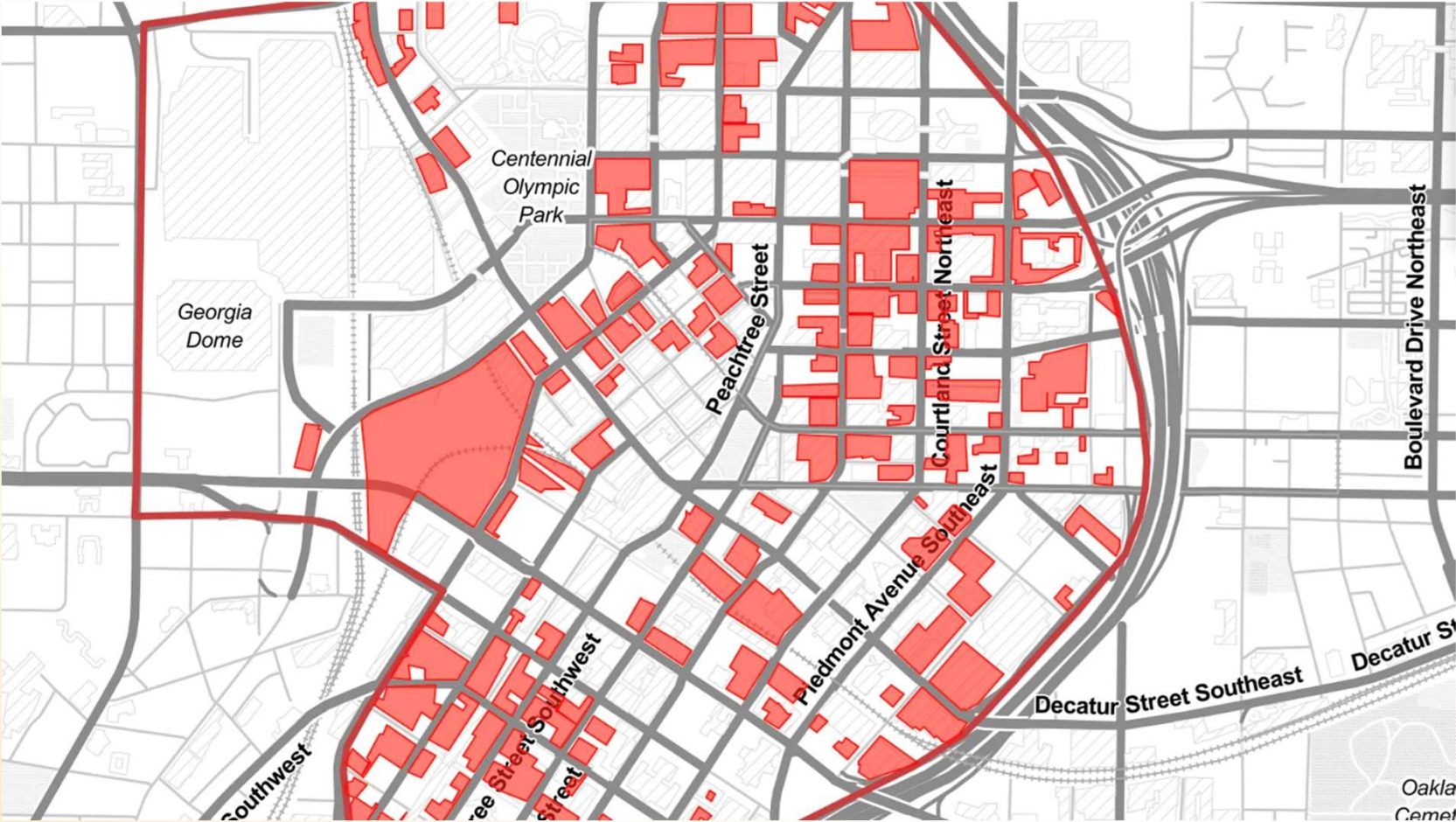


# Replacing Walking Access with Car Storage

Atlanta: 25% of space is car parking. America: 5 spaces per car, but a housing shortage.



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# This is the Norm for America. Why?



Because it's necessary for a successful economy?

Because it's necessary to attract residents who pay taxes that support the community?

Because it's a good investment?



# Thought Exercise

*Economics, Capitalism, and City-Building*



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# Imagine we were Apple

**iPHONE 14**



**iFLIP 47**



Product Cost:	\$490	
Sale cost:		\$1,099
Profit per Unit:	\$609	
Volume:	200,000,000	

Product Cost:	\$100	\$110	\$130
Sale Cost:	\$70	\$100	\$140
Profit per Unit:	-\$30	-\$10	\$10
Volume:	250,000	10,000	1,000

# Imagine we were Apple: Ongoing costs

**iPHONE 14**



**AppleCare**  
Protection Plan

**iFLIP 47**



Fee Paid per User: \$25/yr  
Cost to Apple: \$20/yr  
Profit per User: **\$10**  
Volume: 50,000,000

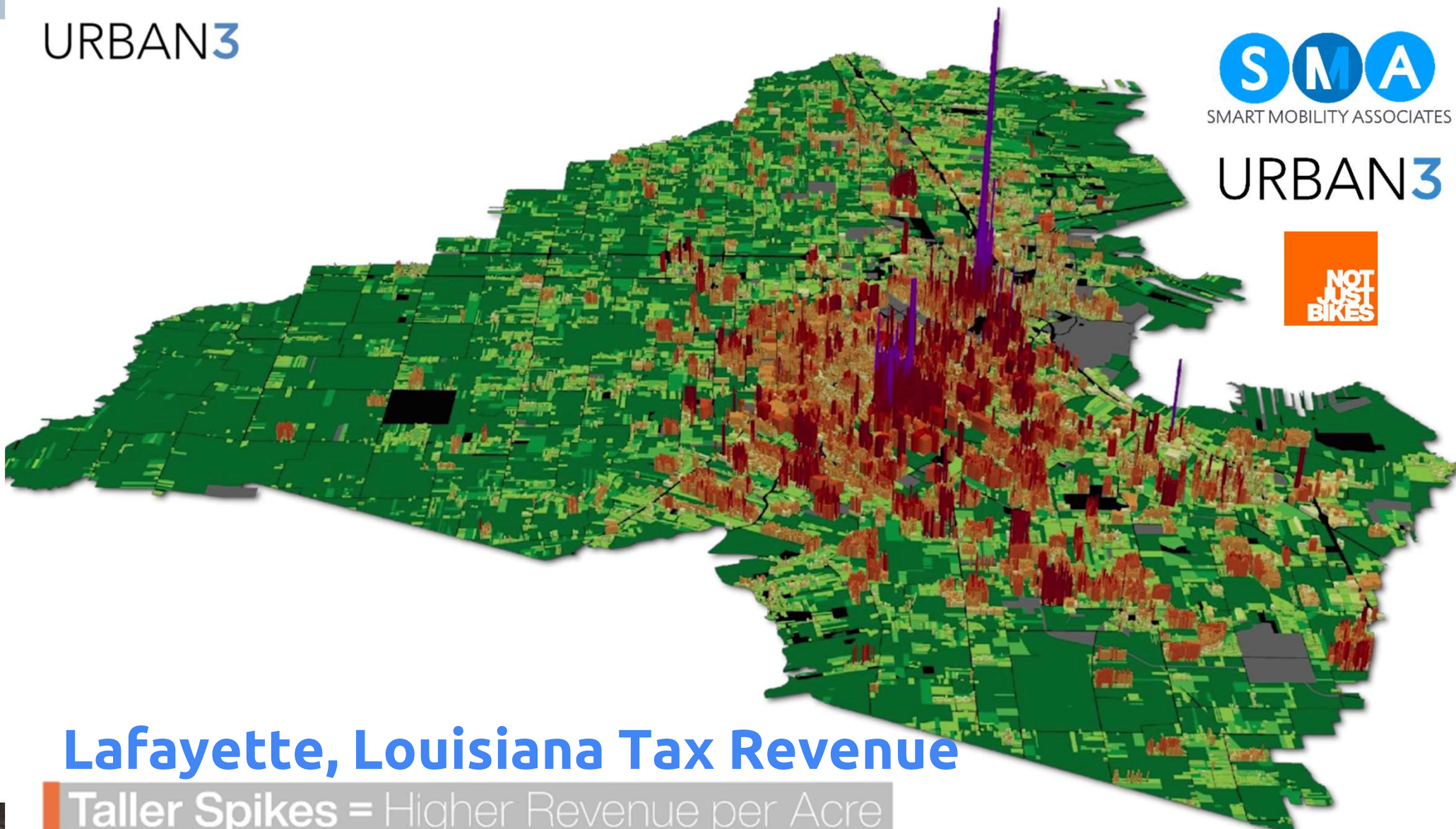
Fee Paid per User: \$25/yr  
Cost to Apple: \$45/yr  
Profit per User: **-\$20**  
Volume: 250,000



URBAN3



URBAN3



## Lafayette, Louisiana Tax Revenue

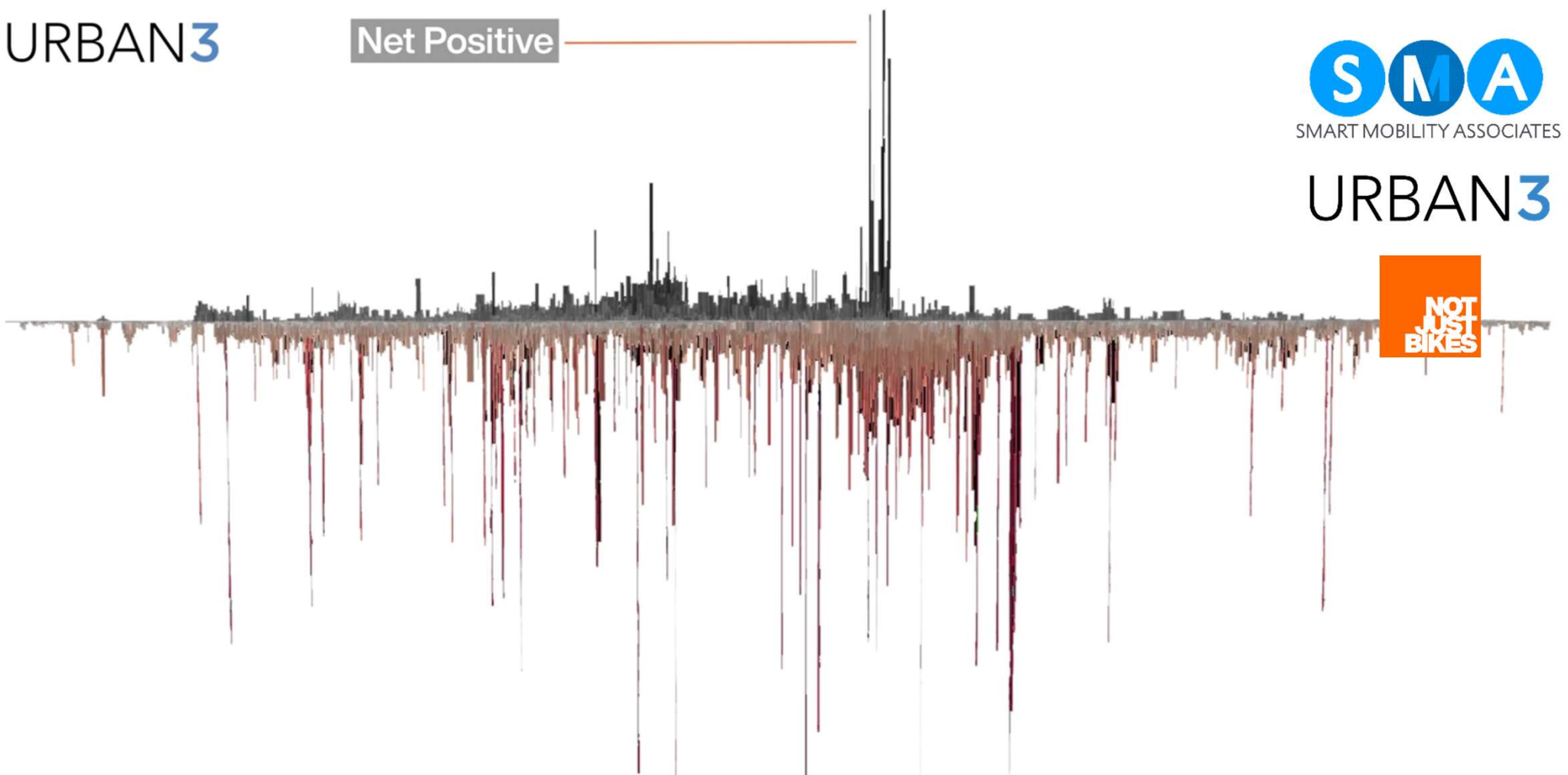
Taller Spikes = Higher Revenue per Acre

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Net Positive



URBAN3



# Lafayette, Louisiana Return on Investment

Net Negative



# In·vest·ment

/ɪn 'vest.mənt/

**CAMBRIDGE:** the act of putting money or effort into something to make a profit or achieve a result

**OECD:** government investment creates a public infrastructure that is essential for long-term economic growth and societal well-being.

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# Sub·si·dy

/'səbsədi/

**OXFORD:** A sum of money granted by the government or a public body to assist an industry or business so that the price of a commodity or service may remain low or competitive

**CAMBRIDGE:** money given as part of the cost of something, to help or encourage it to happen



This is the Norm for America. Why?



What is a **Good** Government **Investment**?

What **Makes Sense** to **Subsidize**?

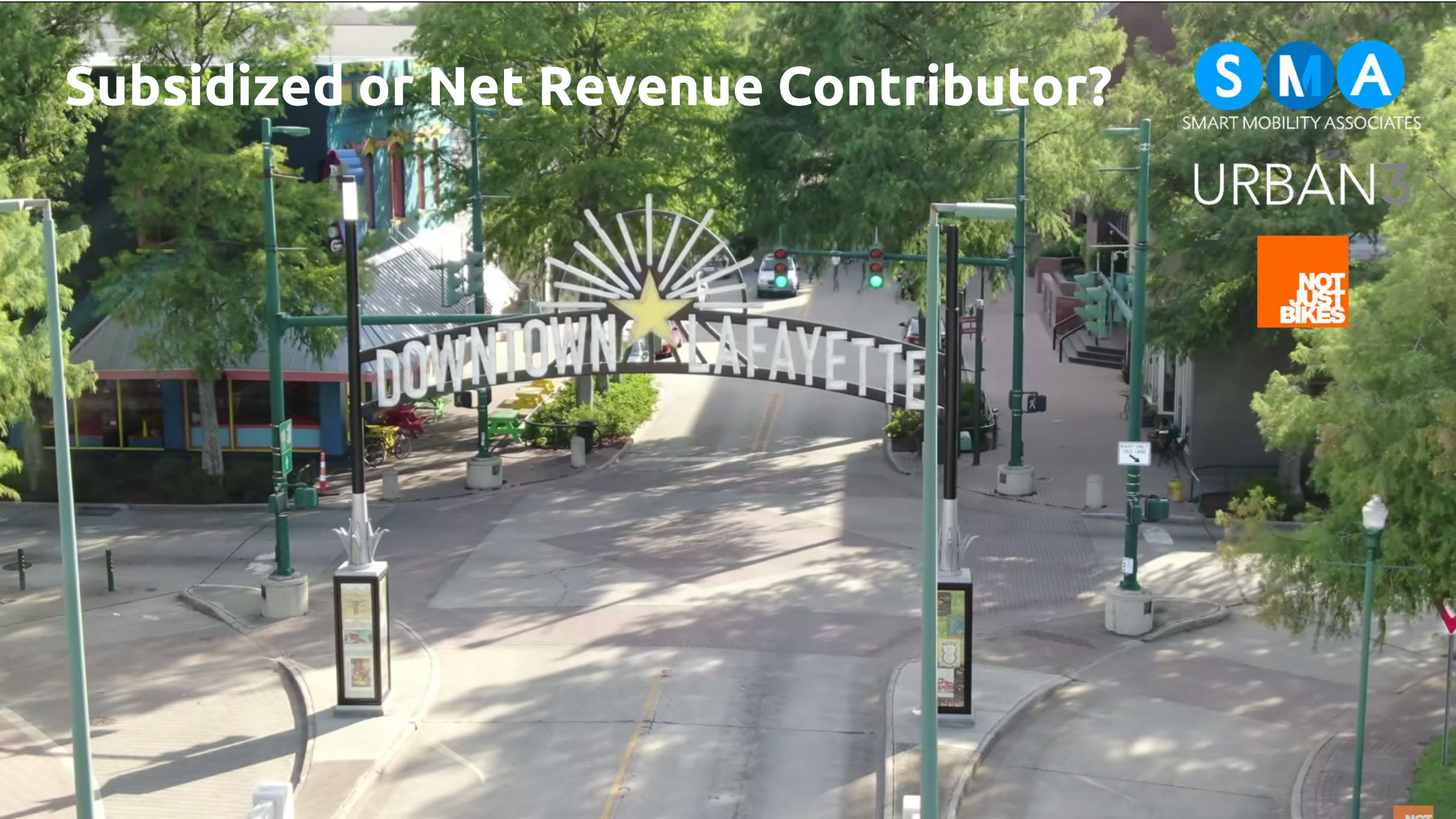


# Subsidized or Net Revenue Contributor?



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URBAN3



NOT



# Subsidized or Net Revenue Contributor?



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URBAN3





# Subsidized or Net Revenue Contributor?



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## URBAN3



Google Earth

NOT



# Subsidized or Net Revenue Contributor?



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## URBAN3





# Subsidized or Net Revenue Contributor?



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NOT



# Subsidized or Net Revenue Contributor?

NUMBER 1



NUMBER 2





# Lafayette, Louisiana Return on Investment



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LOW INCOME OR HIGH INCOME?



LOW INCOME OR HIGH INCOME?



LOW INCOME OR HIGH INCOME?



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NOT



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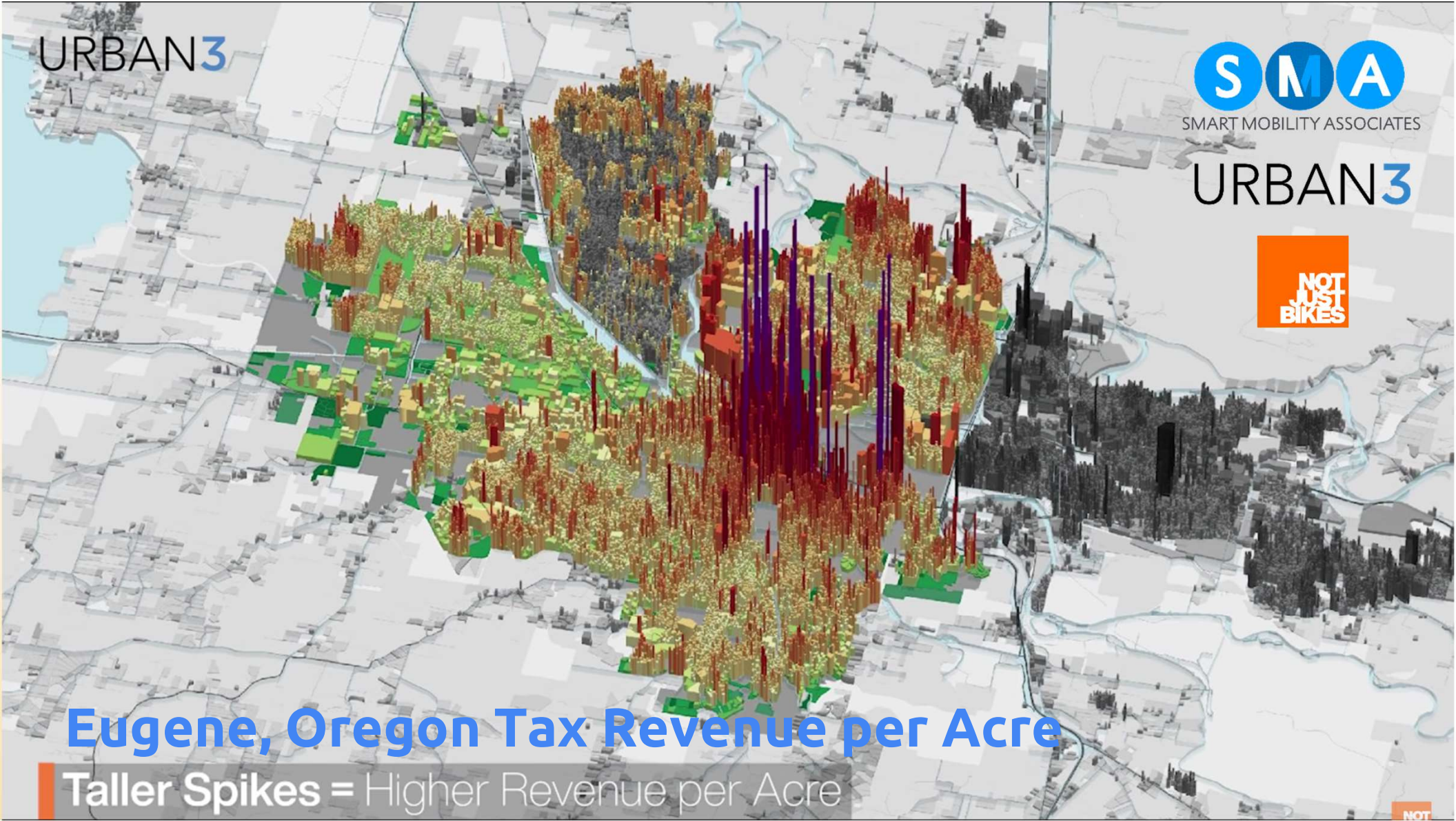
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# Eugene, Oregon Tax Revenue per Acre

Taller Spikes = Higher Revenue per Acre



NOT



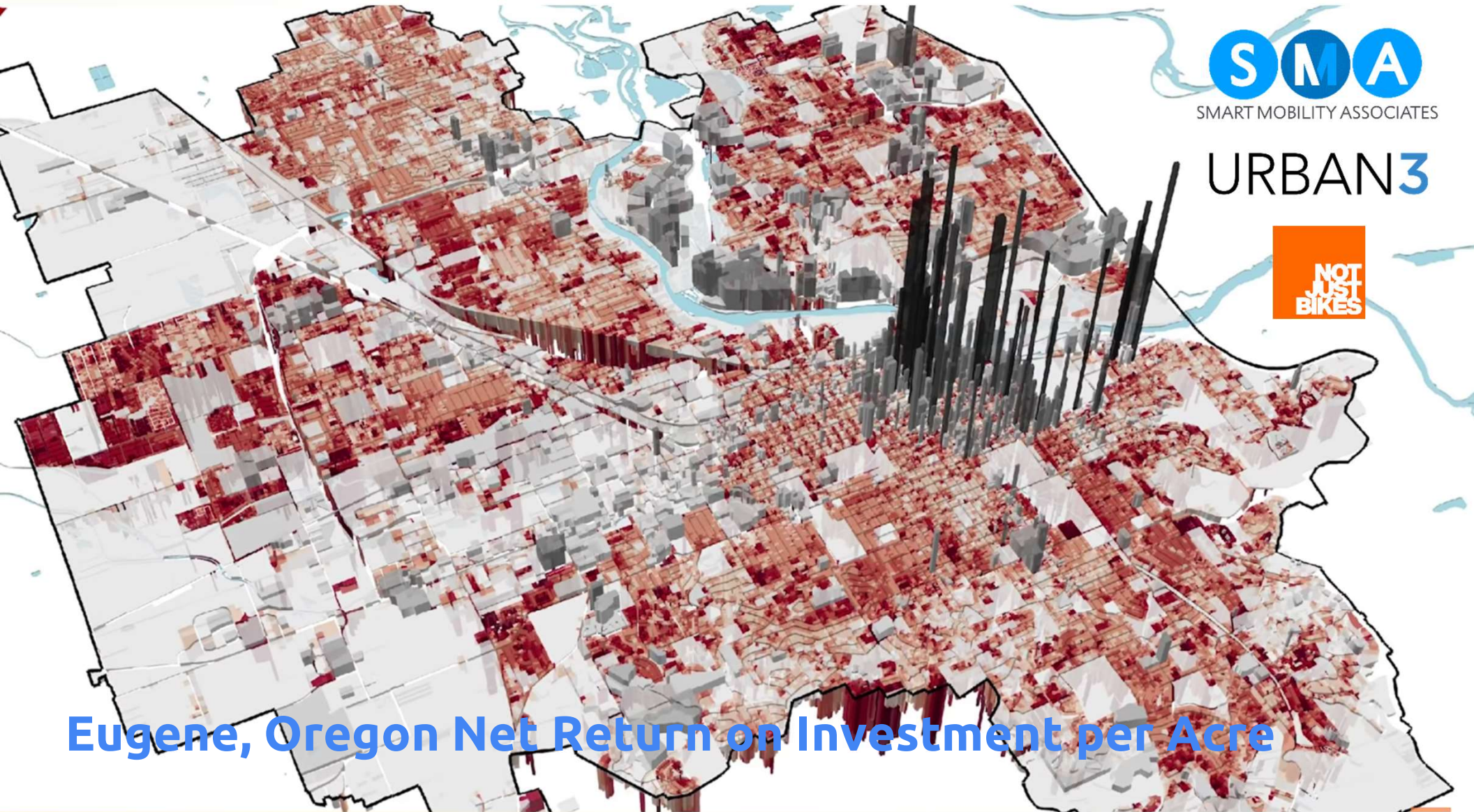


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Eugene, Oregon Net Return on Investment per Acre



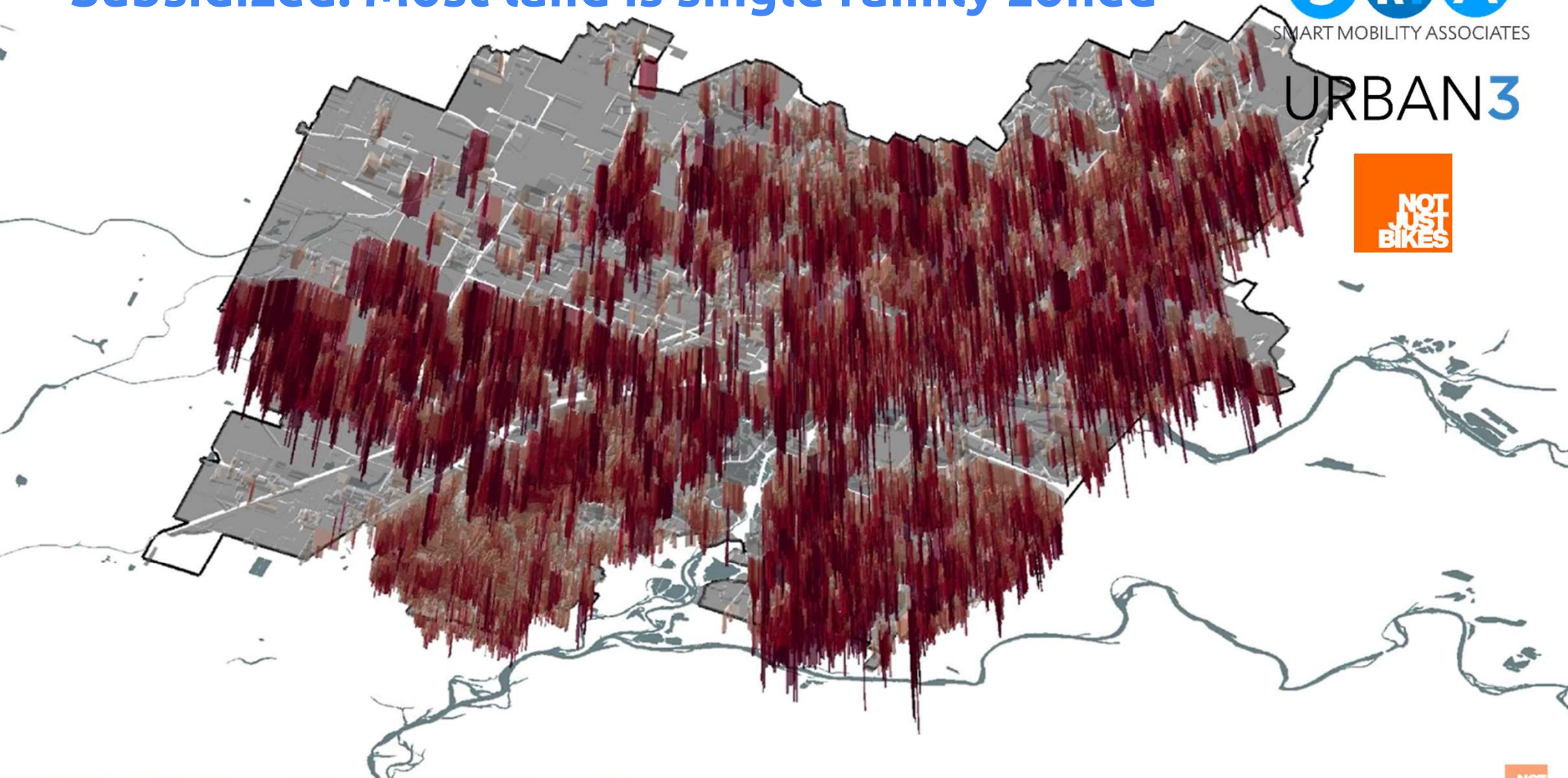


# Subsidized: Most land is single family zoned



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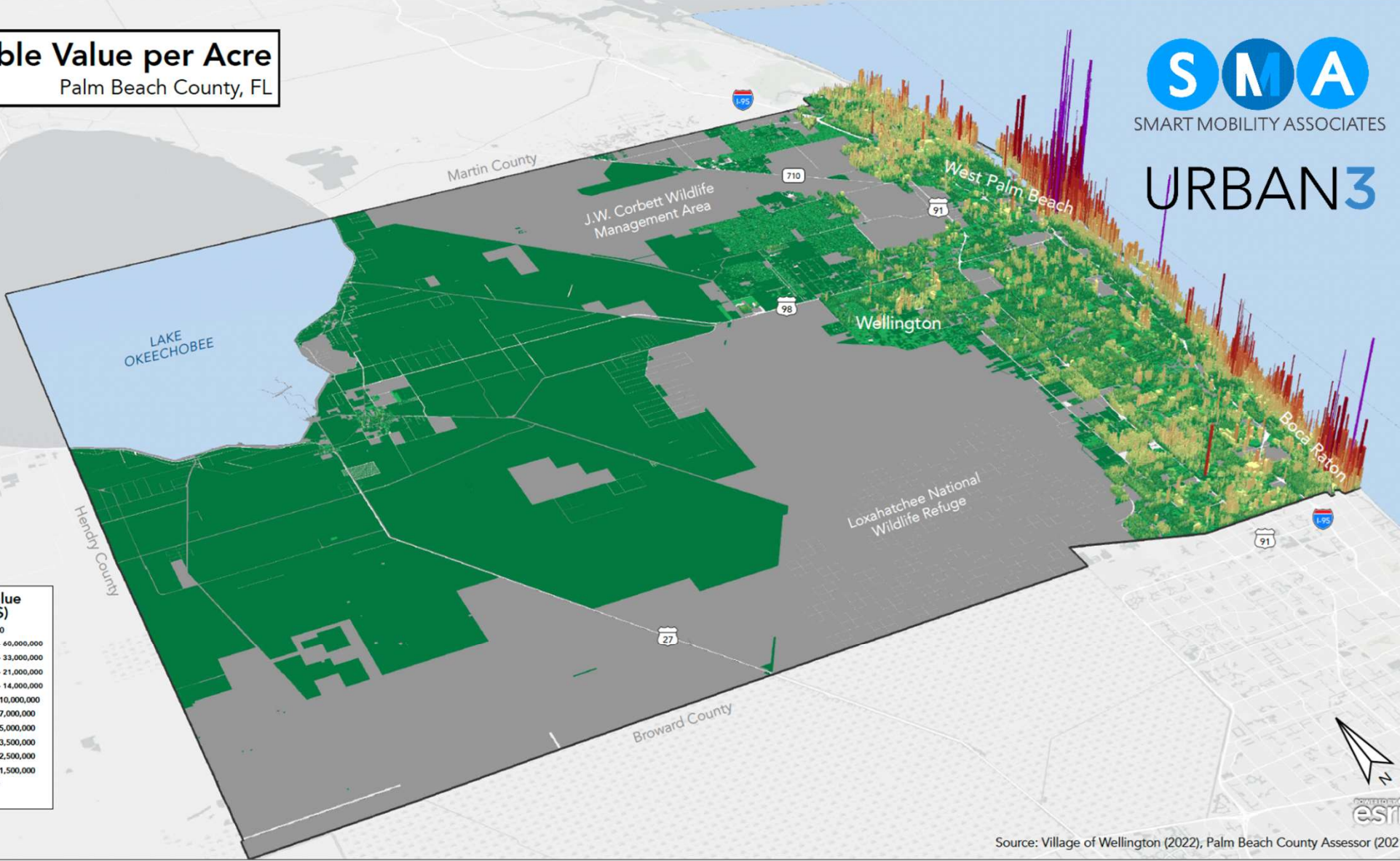
# Taxable Value per Acre

Palm Beach County, FL



# URBAN3

Taxable Value per Acre (\$)	
Dark Purple	> 60,000,000
Red-Orange	33,000,001 - 60,000,000
Orange	21,000,001 - 33,000,000
Light Orange	14,000,001 - 21,000,000
Yellow-Orange	10,000,001 - 14,000,000
Yellow	7,000,001 - 10,000,000
Light Yellow	5,000,001 - 7,000,000
Light Green	3,500,001 - 5,000,000
Green	2,500,001 - 3,500,000
Dark Green	1,500,001 - 2,500,000
Very Dark Green	1,000,001 - 1,500,000
Black	< 1,000,000
Grey	0

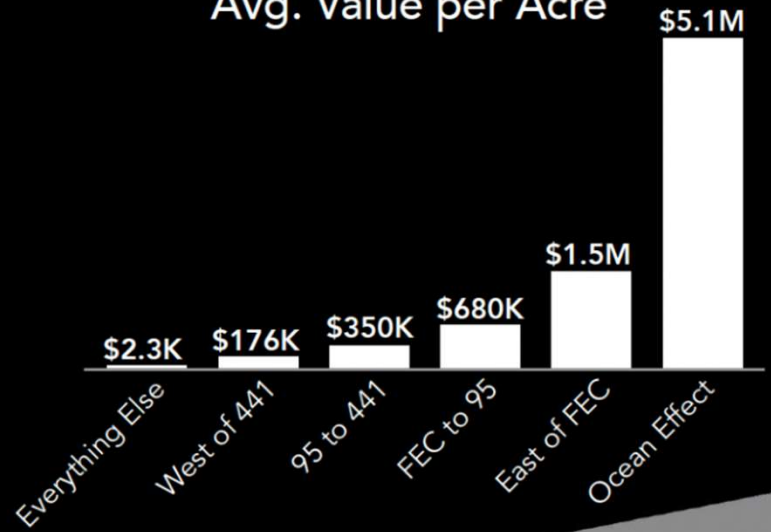


Source: Village of Wellington (2022), Palm Beach County Assessor (2021)





# Avg. Value per Acre



# Taxable Value per Acre

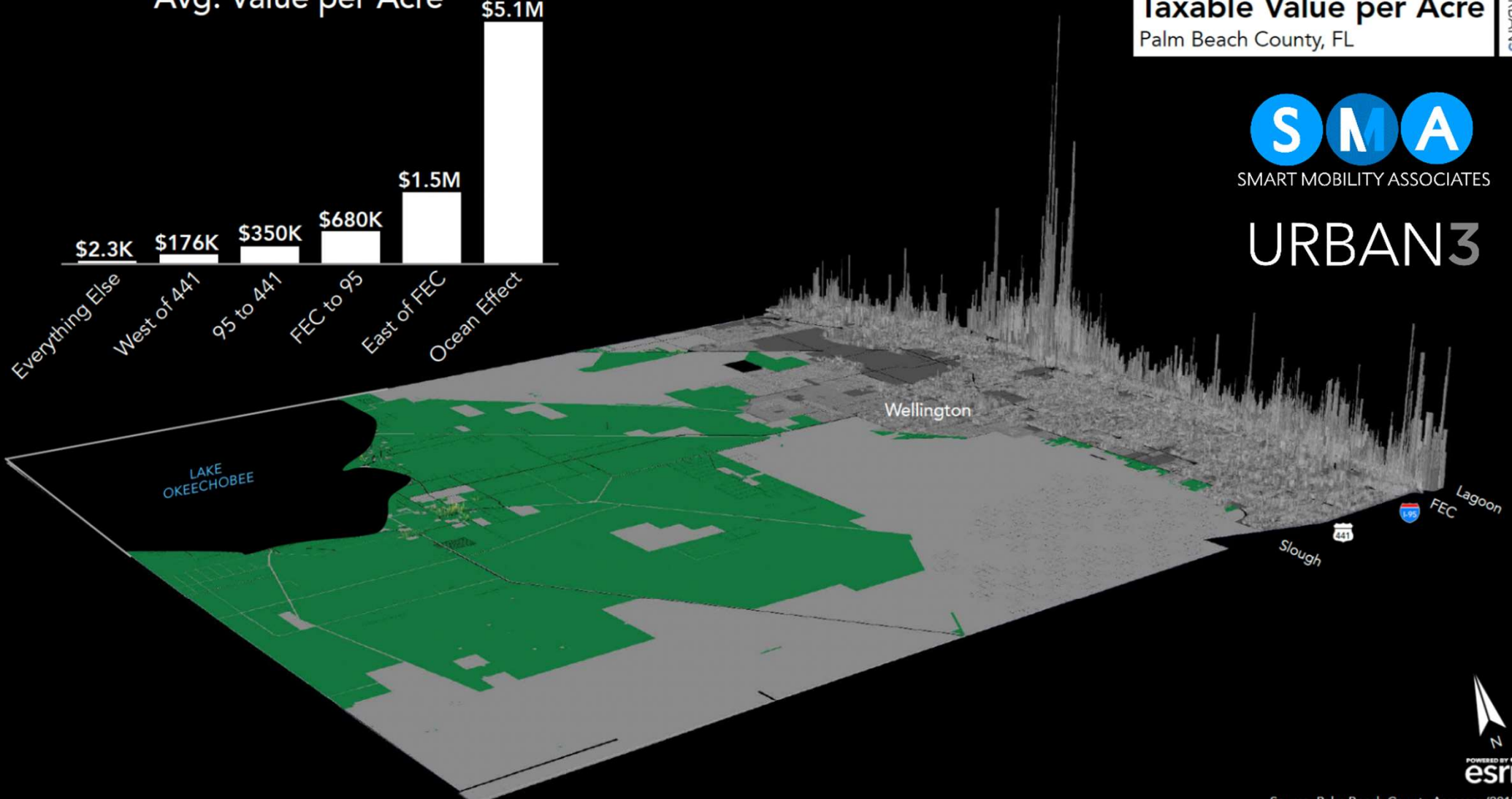
Palm Beach County, FL

URBAN3



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# URBAN3



Source: Palm Beach County Assessor (2015)



# Solving Transportation & Housing Together



## Single Family



NET ROI  
PER ACRE

-\$1,381

## Medium Density Non-Commercial



+\$1,498

## TOD / Mixed Use, All Income



+\$3,515

## Urban Mixed Use, All Income



\$10,472

Telework

SOV

Carpool

Car service

Bike

Walk

Bus

BRT

LRT

Commuter Rail



HSR



# Popular Places, Costly Choices

*Economics, Capitalism, and City-Building*



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THE WALL STREET JOURNAL.

## Sunbelt Traffic Jams Are Frustrating Drivers and Threatening Growth

Worsening congestion gums up commutes in cities like Miami, Nashville and Las Vegas

March 14, 2023



“

“We wake up earlier, but how much earlier should I have to suggest our daughter to wake up because traffic is so bad?”

Sunbelt cities are particularly vulnerable to congestion because of poor public transit.

Bad traffic hurts regional economies because people lose time they could be spending working. Shops and restaurants miss out on customers who can't reach them.

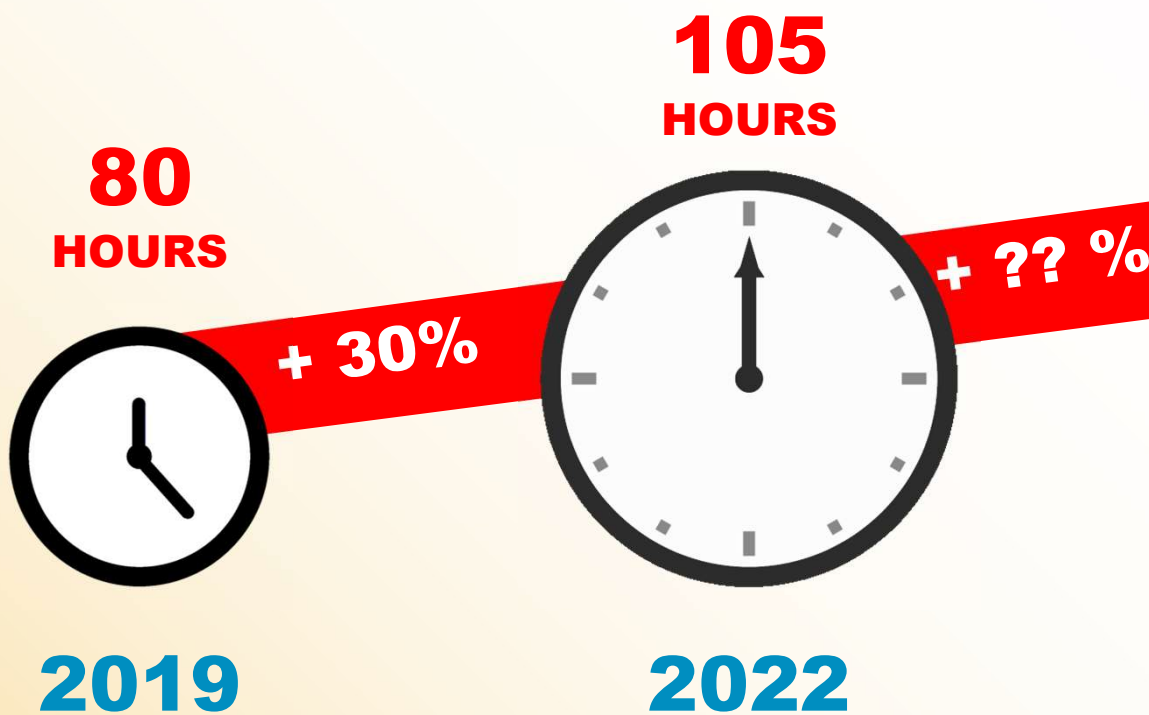
“They way underestimated their growth.”

Gridlock also threatens to make regions less competitive.

Companies are also hesitant to move operations somewhere with congested traffic [Amazon HQ2, others]

”

# Time Spent Delayed in Traffic, South Florida



- \$4.5 Billion** Regional Economic Impact
- #9** Highest in the World
- #1** Increase (+30%) in US & Canada
- \$1,733** financial Impact per Person
- \$12,000/year** Car Ownership Cost
- #4** Most Expensive State in the US for car ownership



# SOUTH FLORIDA BUSINESS JOURNAL

## South Florida least affordable rental market in U.S., report says

According to Realtor.com renters in Miami-Dade, Broward and Palm Beach counties spent **42.3%** of their income on rent during the month of February

Mar 22, 2023



South Florida median monthly rent  
\$2,349

Los Angeles: \$2,864 & New York metro:  
\$2,895

But median incomes are \$84,409 in  
Greater New York and \$82,503 in Greater  
Los Angeles

In South Florida median income is  
\$63,814

The cost of housing has risen 2x the rate  
of consumer products and wages since  
1980





# Florida is now America's inflation hotspot

The Miami-Fort Lauderdale-West Palm Beach area has the **highest inflation rate of metro areas** with more than 2.5 million residents, with a **9% inflation rate** for the 12 months ended in April.

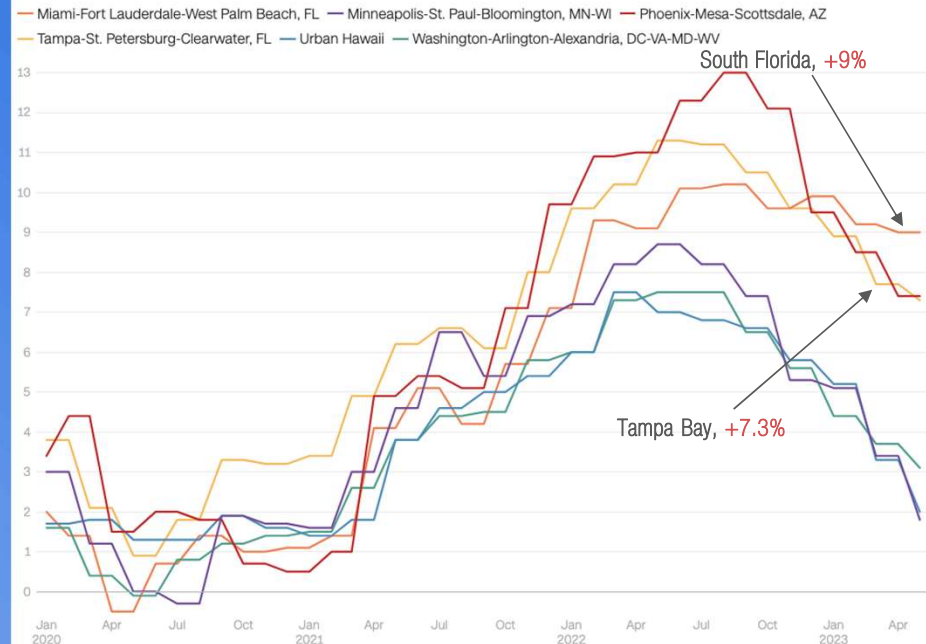
That's more than **double the national average of 4%**, according to data from the Consumer Price Index. The Tampa-St. Petersburg-Clearwater metro had the third-highest inflation rate in the country, at 7.3% for the year ended in May.

July 10, 2023



**US metro inflation hot spots and cool zones**

How inflation has trended in the metro areas with the highest and lowest rates through April and May 2023, according to Consumer Price Index data.



Source: US Bureau of Labor Statistics  
Graphic: Alicia Wallace, CNN

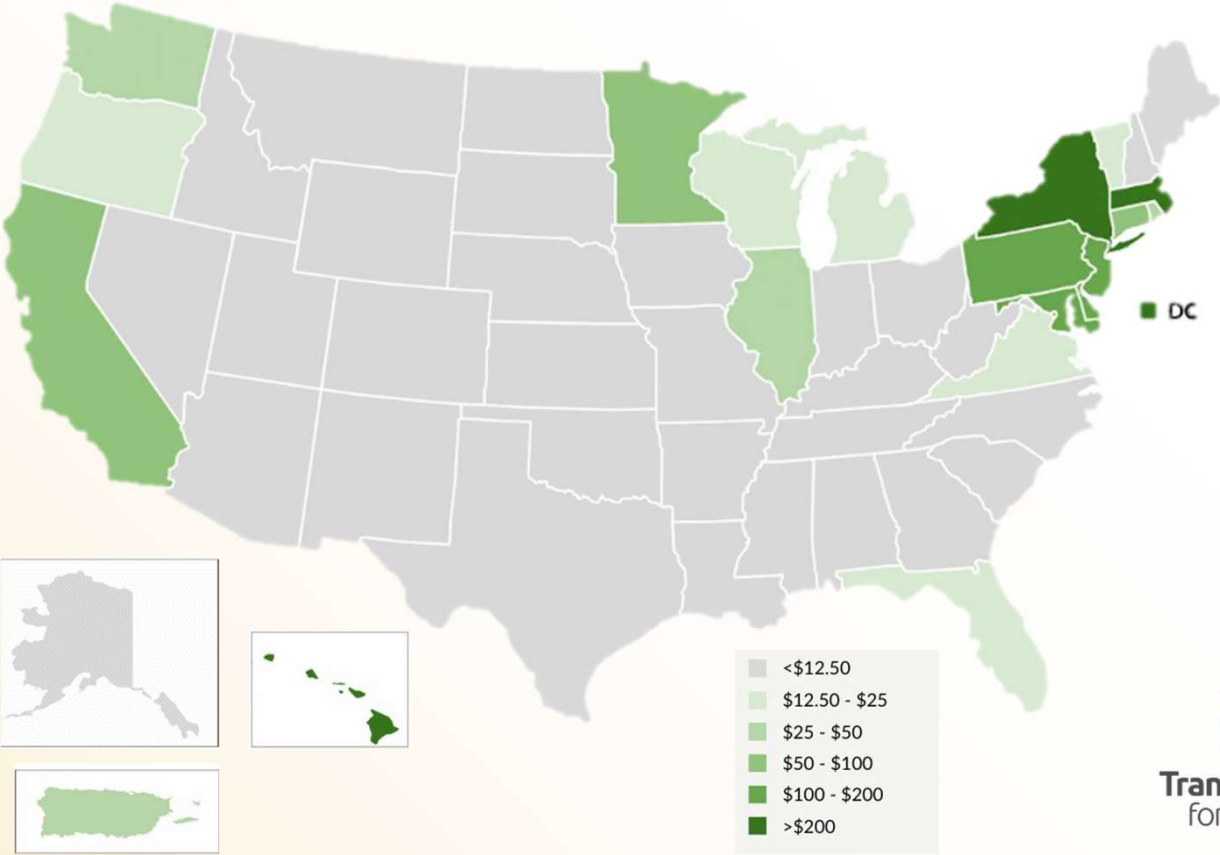




# High transport cost burden corresponds with high housing cost burden in places with low transit investment

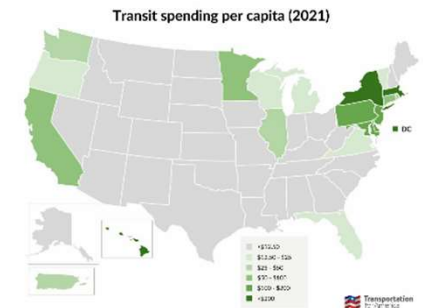
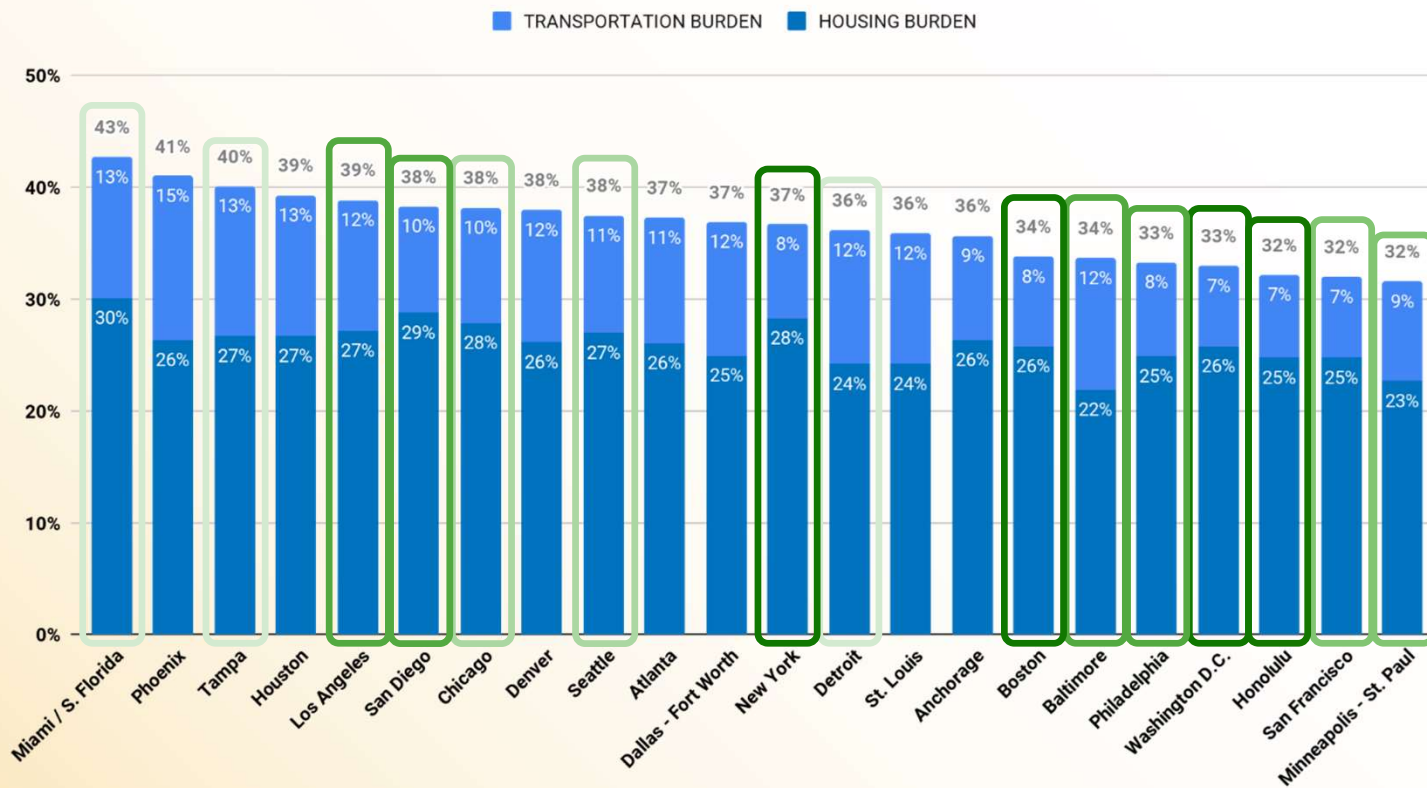


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# High transport cost burden corresponds with high housing cost burden in places with low transit investment

HOUSING + TRANSPORTATION BURDEN BY METRO AREA



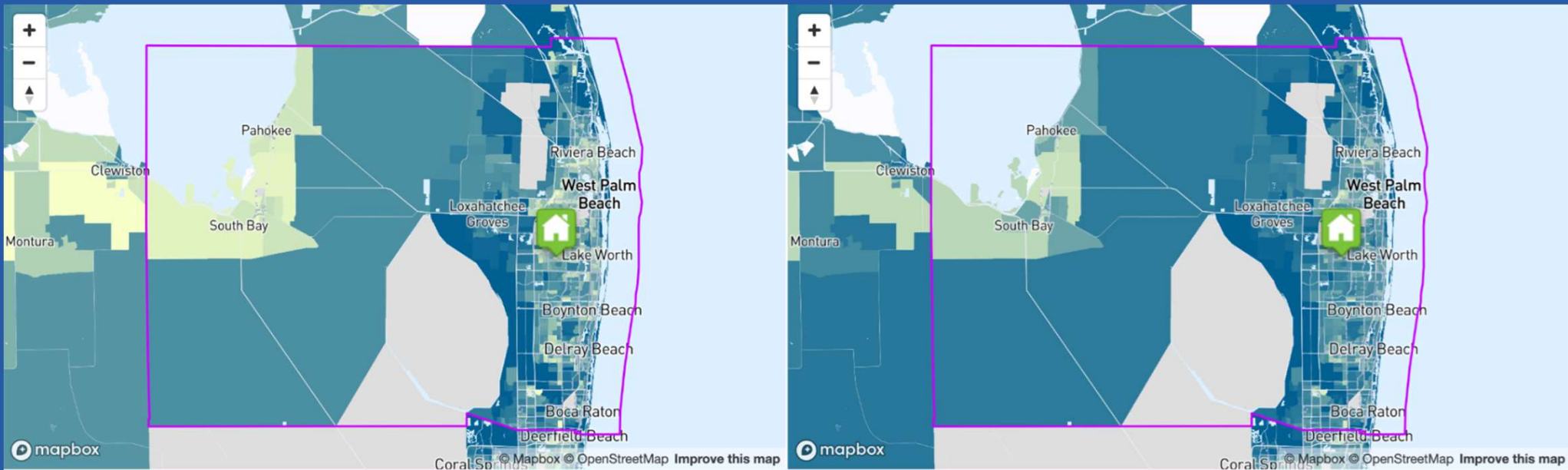
Source: Consumer Expenditure Surveys, U.S. Bureau of Labor Statistics, September, 2022



# Our very high housing + transpo burden



## PALM BEACH COUNTY



Housing Share:

**37%**

Housing Burdened: >30%

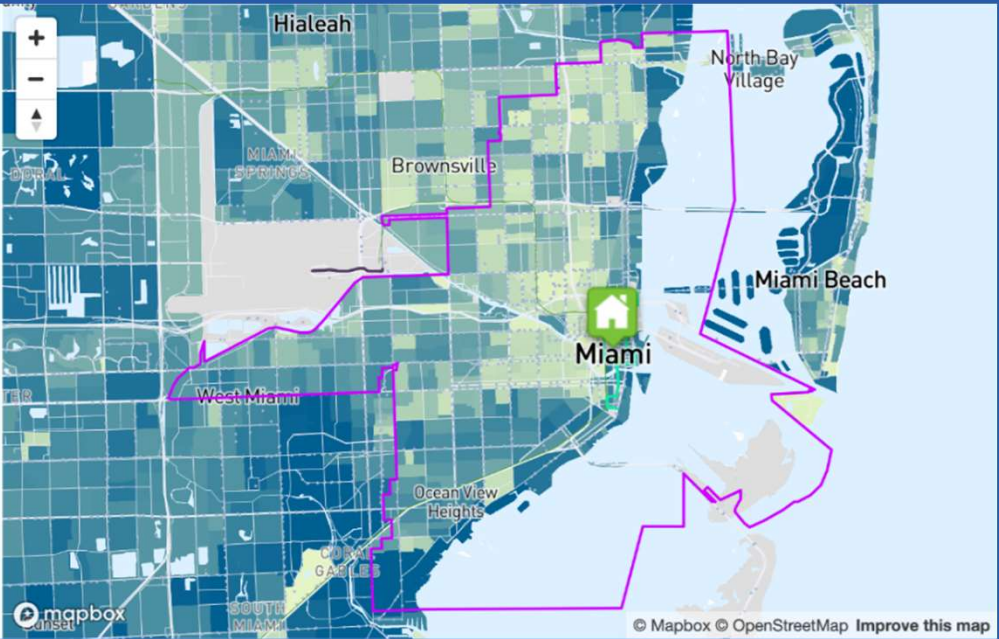
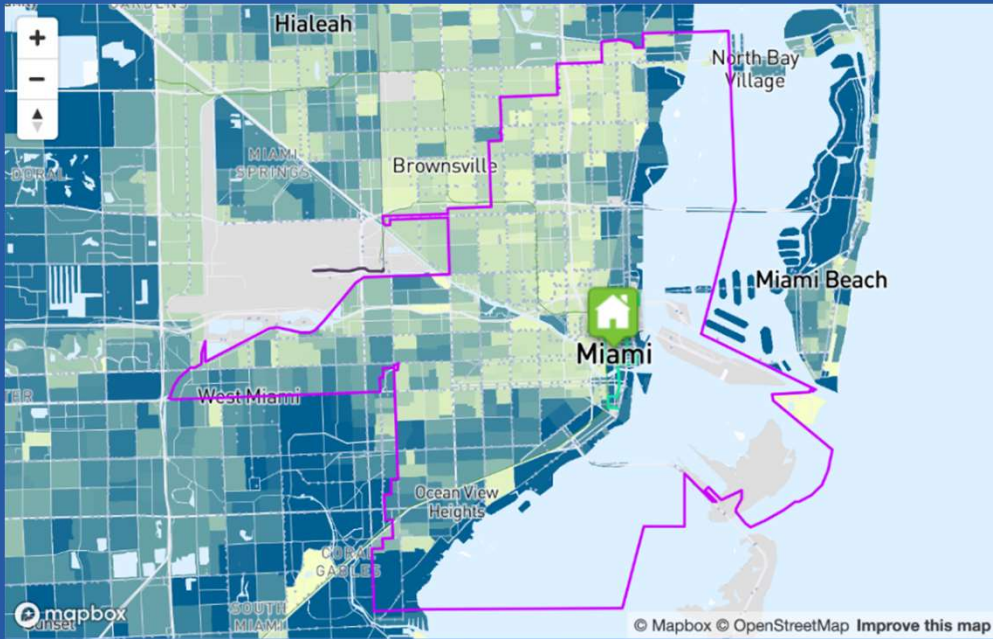
Housing + Transpo Share:

**60%**

H+T Burdened: >45% (Low Income)  
>55% (All Others)

# Our very high housing + transpo burden

## CITY OF MIAMI



**Housing  
Share:**

**31%**

Housing Burdened: >30%

**Housing +  
Transpo Share:**

**48%**

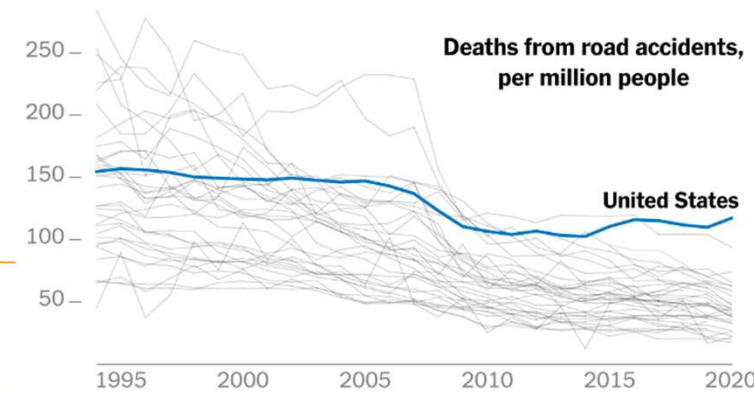
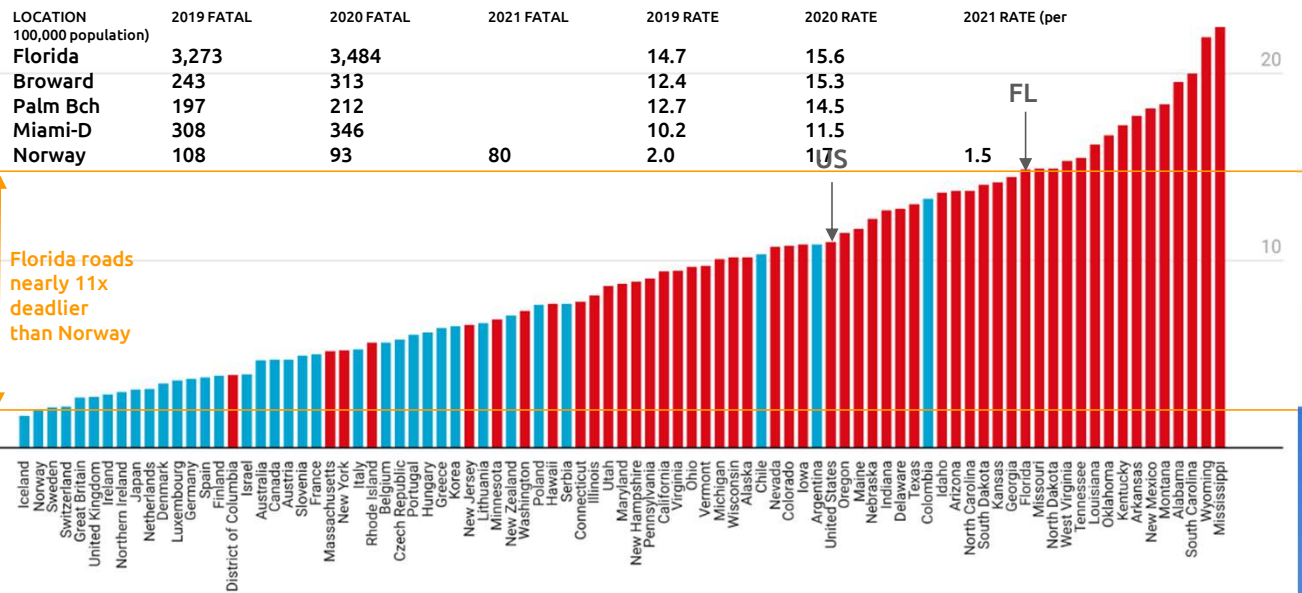
H+T Burdened: >45% (Low Income)  
>55% (All Others)



# And with deadly consequences

## Per Capita Traffic Fatalities in OECD and US States

The United States as a whole has a per capita traffic fatality rate of about twice the OECD average, and five times more deadly than leading countries. Data is traffic fatalities per 100,000 people.



US states shown in Red. OECD countries in Blue. US traffic deaths per 100,000 created using 2015-2019 NHTSA data and 2019 B01003 5-year estimate from the American Community Survey.

Chart: The League of American Bicyclists • Source: IRTAD, NHTSA, and ACS • Created with Datawrapper

“Compared with automobile travel, intercity and commuter passengers have about 1/20<sup>th</sup>, urban rail passengers about 1/30<sup>th</sup>, and bus passengers about 1/60<sup>th</sup> the fatality rate per 100 million passenger-miles”



# What Should We Do?



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## In Summary...



Cost growth for residents... **unsustainable**

Long term government ROI... **unsustainable**

Growing traffic... **unsustainable & unreliable**

Roadway deaths... **inexcusable & tragic**

Quality of Life... **decreasing**



What Should  
We Do?



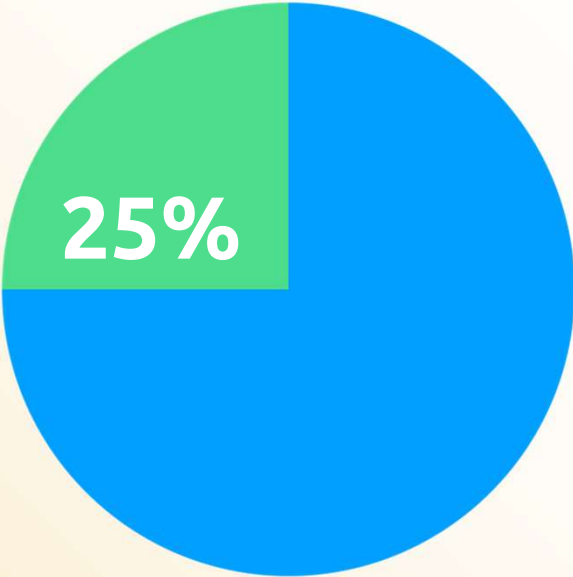


# Rapid Change in What People Want

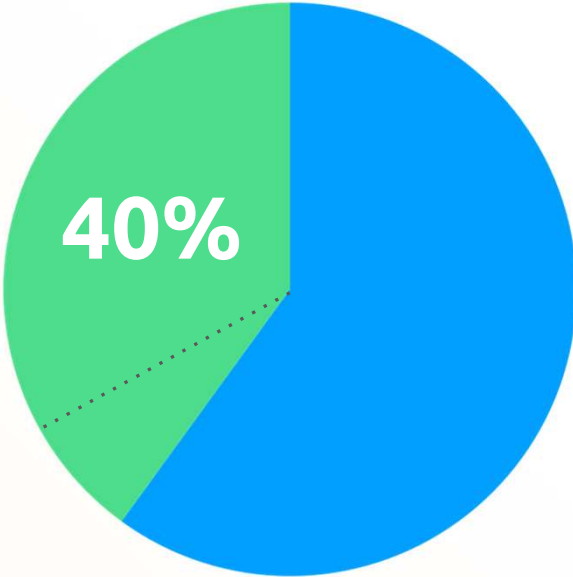


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Percentage of people who want a car-free method of getting to Downtown WPB



2019



2021

# Stop subsidizing the unprofitable

Build for connectivity & access, and provide transportation options to match



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# A Guide to Unsustainable Living

*Building a System Reliant on Sprawl*

**Jonathan Hopkins**  
CEO, Smart Mobility Associates  
Executive Director, WPBgo

October 27, 2023



# Palm Beach TPA

Transportation Possibilities

Brian Ruscher, AICP



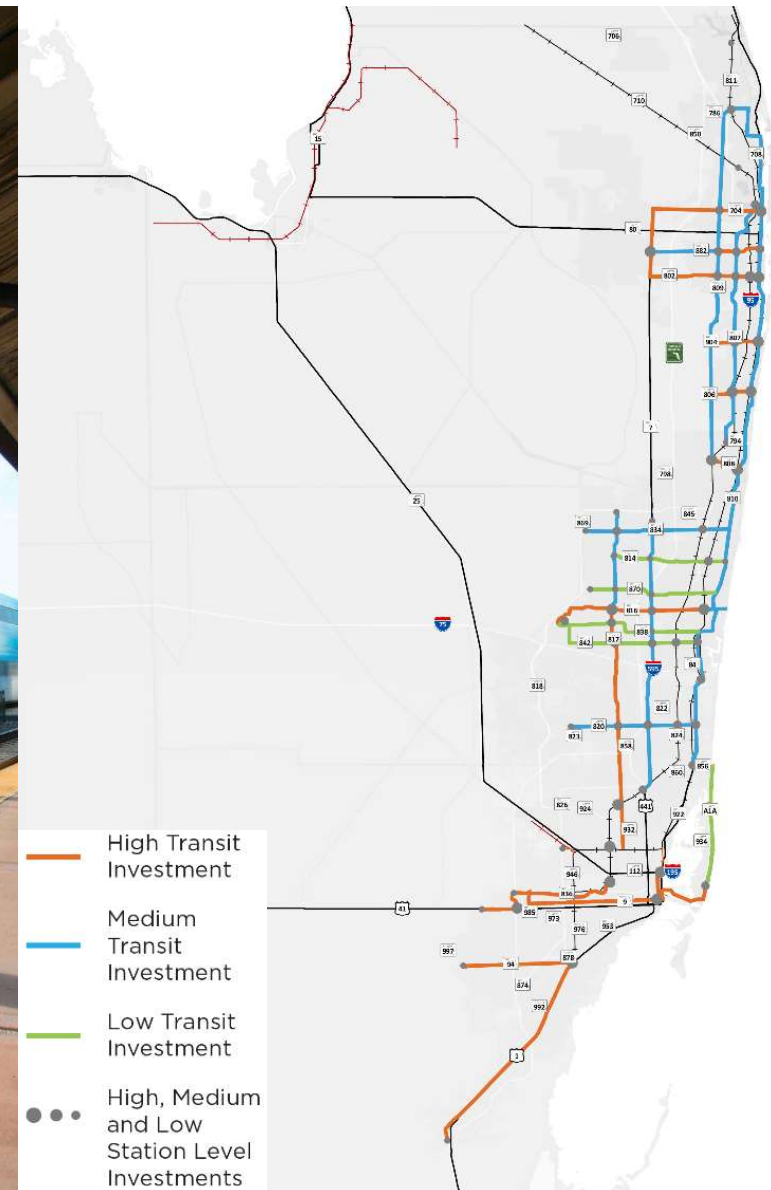
# Regional Transportation Vision

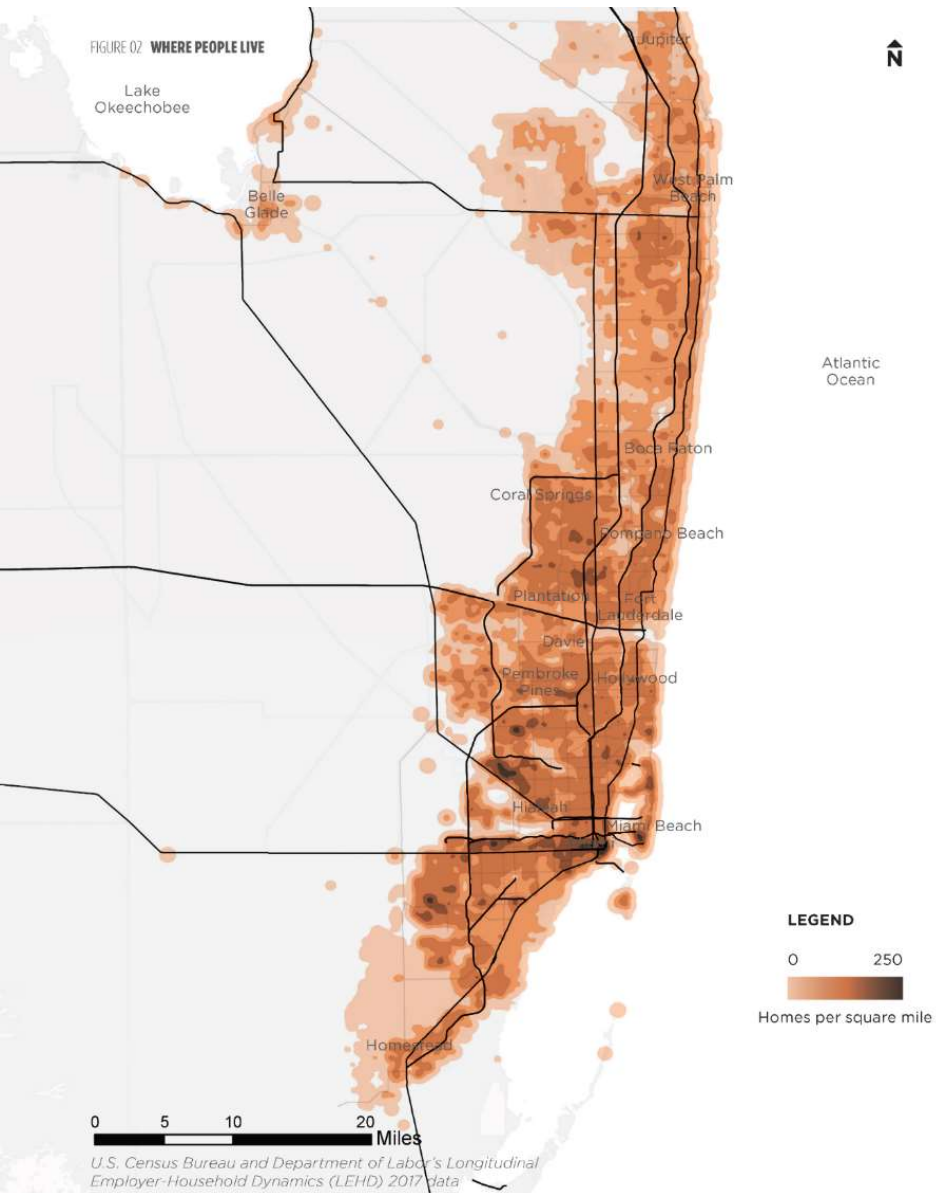
## One Connected Region

Palm Beach - 561 Plan

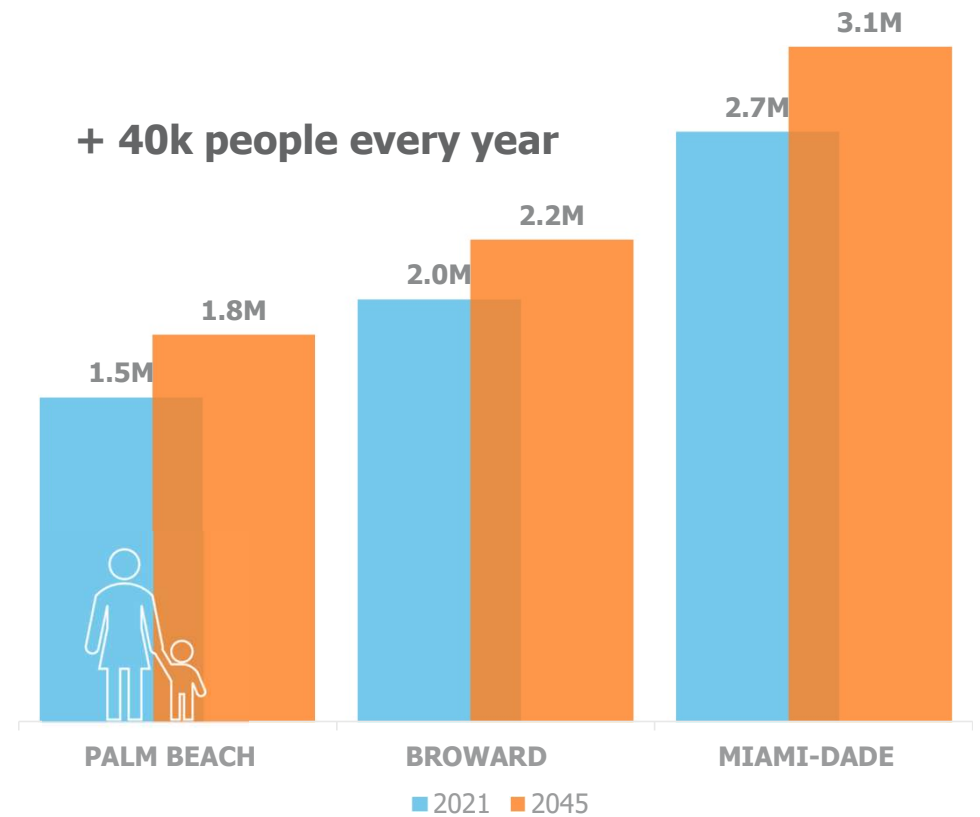
Broward – Vision 2100

Miami-Dade – SMART Plan





# Regional Growth



Source: BEBR Medium Growth Projections, 2022 release

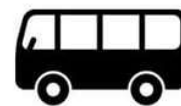
# Geometry Limitations



**Complete Streets** - safe access for transportation users of all ages and abilities

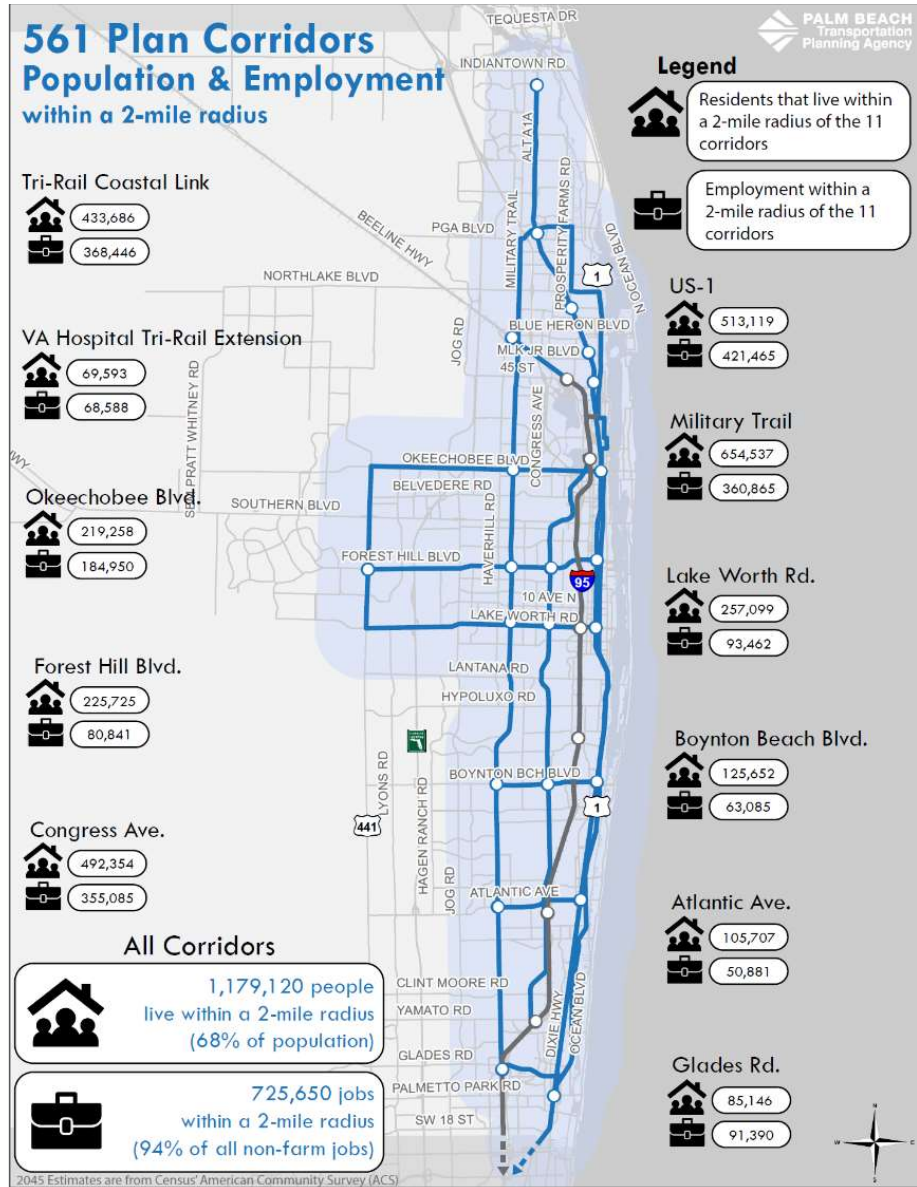
**Safety** – commitment to zero traffic-related fatalities and serious injuries

**Transportation Options** – Grow walking, bicycling, and transit ridership to maximize efficiency and enhance prosperity





# 561 Plan Corridors



# Transportation & Housing Affordability

Percent of household income spent on:

## Palm Beach County

**37%**



housing

no more than 30% considered affordable

**23%**



transportation

no more than 15% considered affordable

## Florida Average

**31%**



housing

**24%**

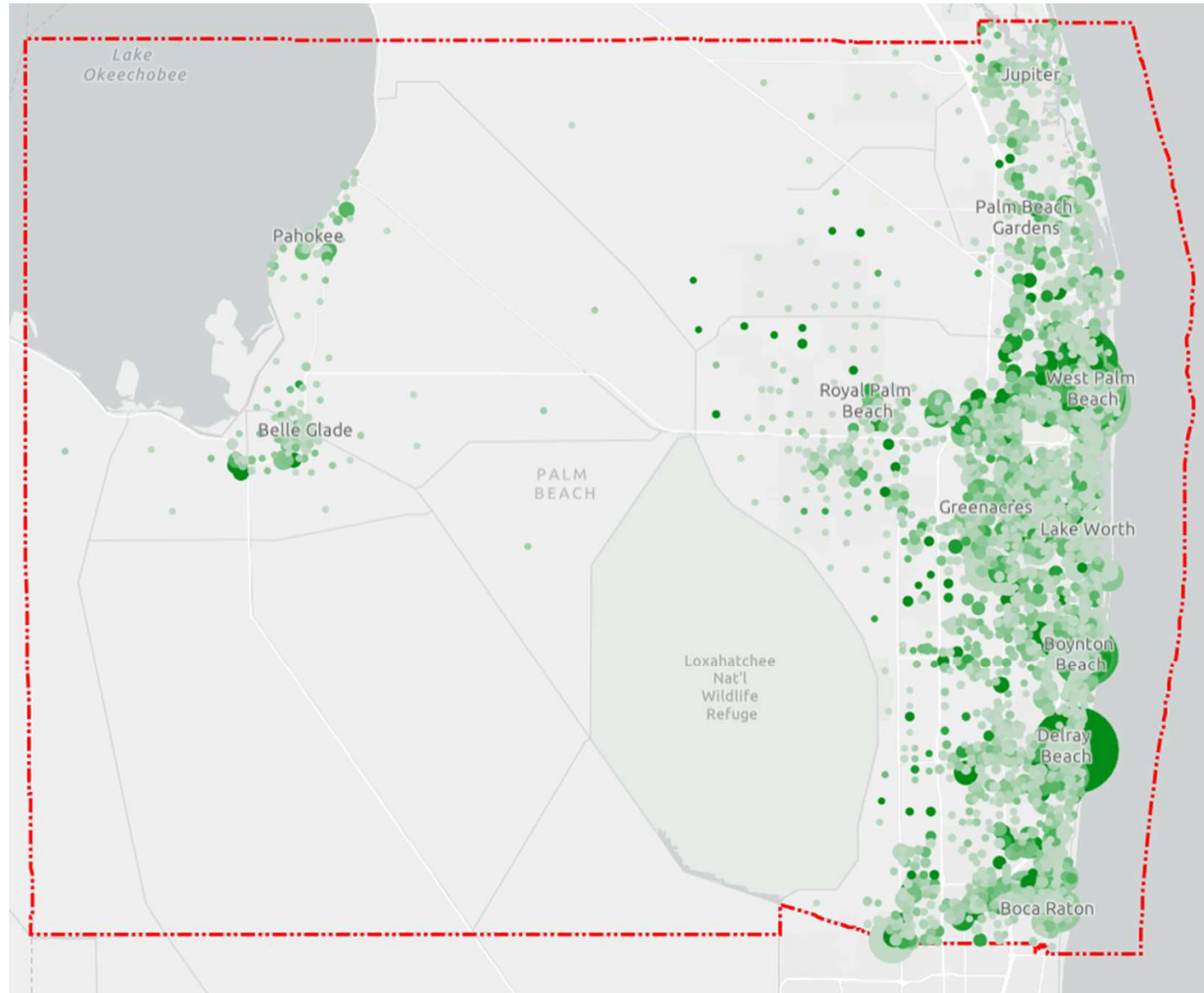


transportation

Source: Housing and Transportation (H+T) Affordability Index 2022 update

# 2050 Model

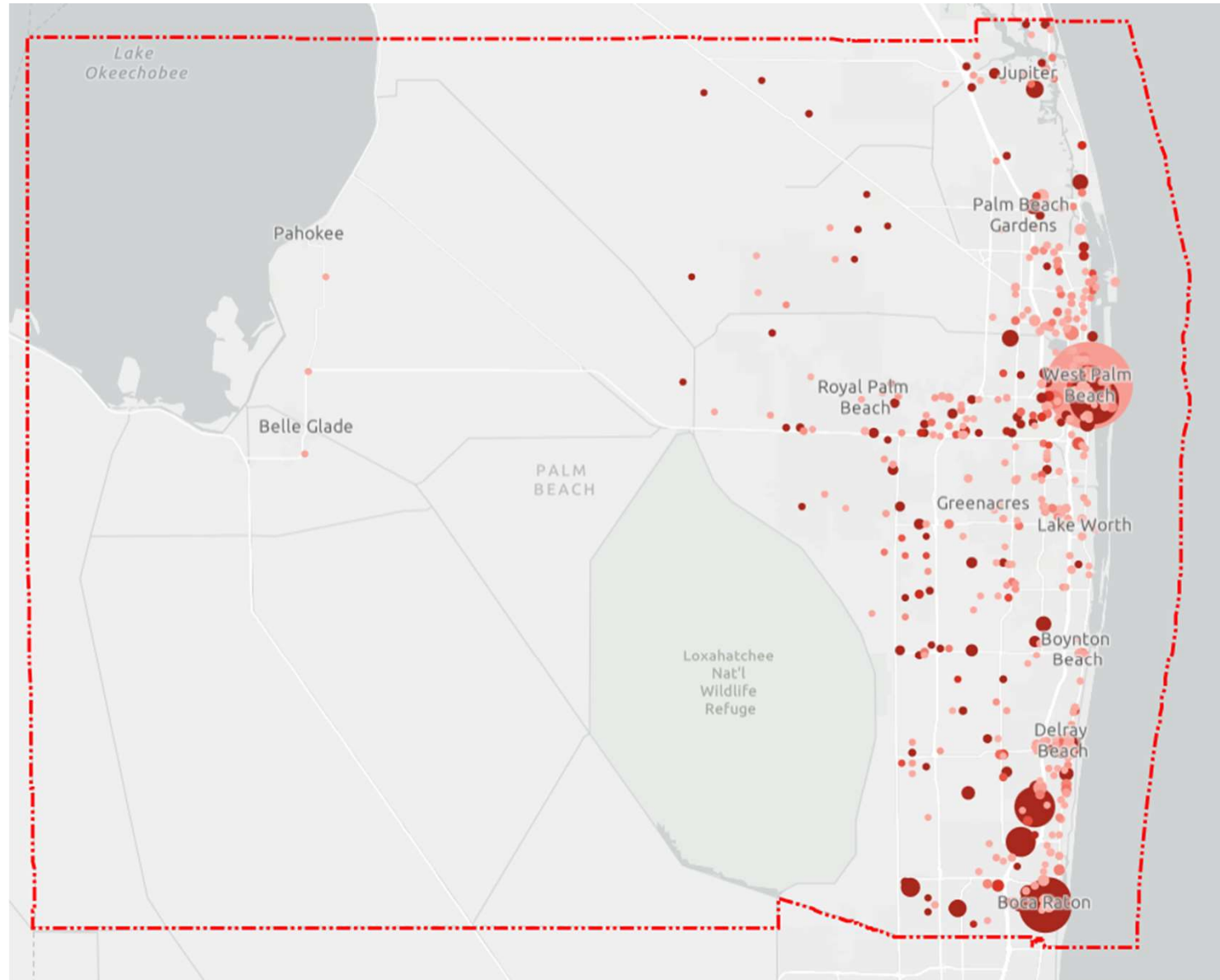
- Population Density





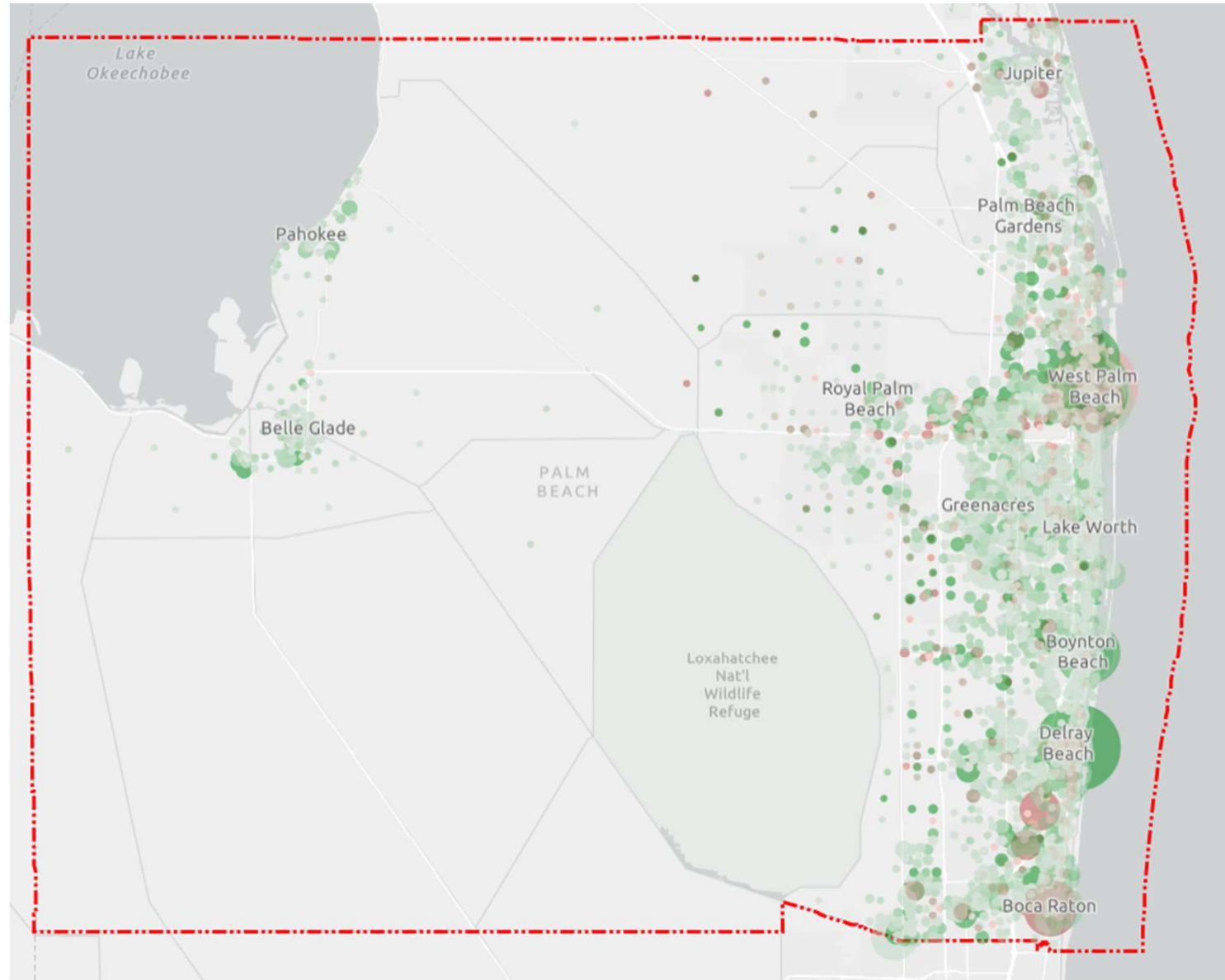
# 2050 Model

## ■ Employment Density



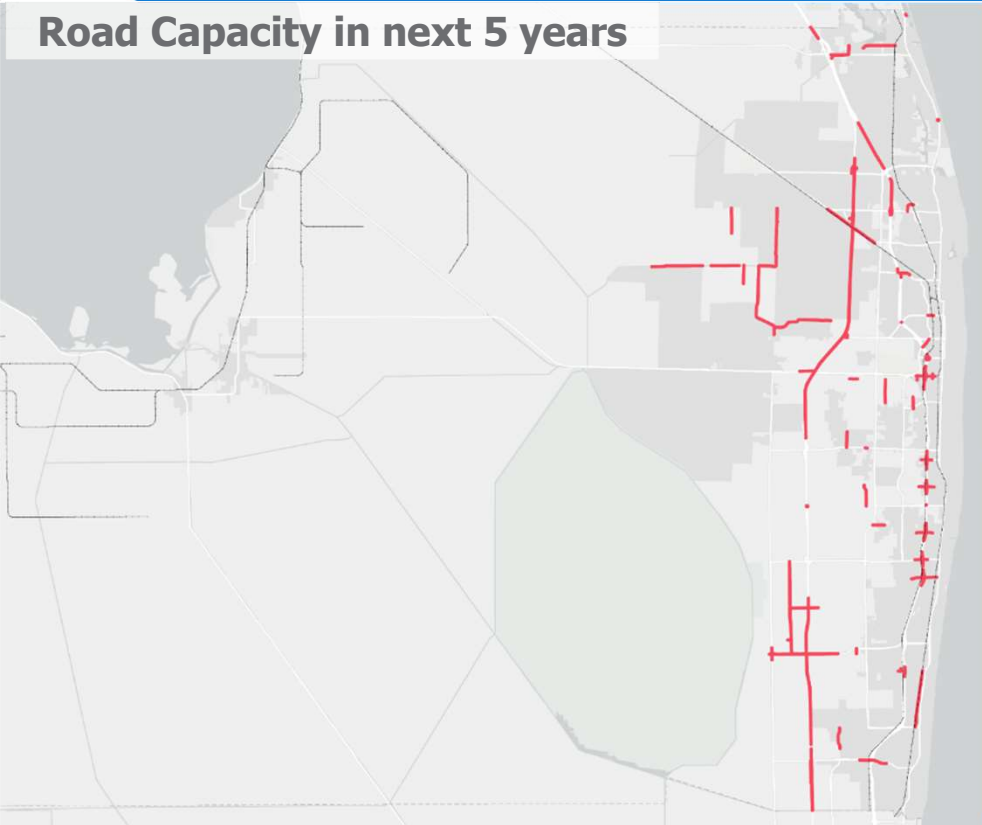
# 2050 Model

- Employment + Population Density

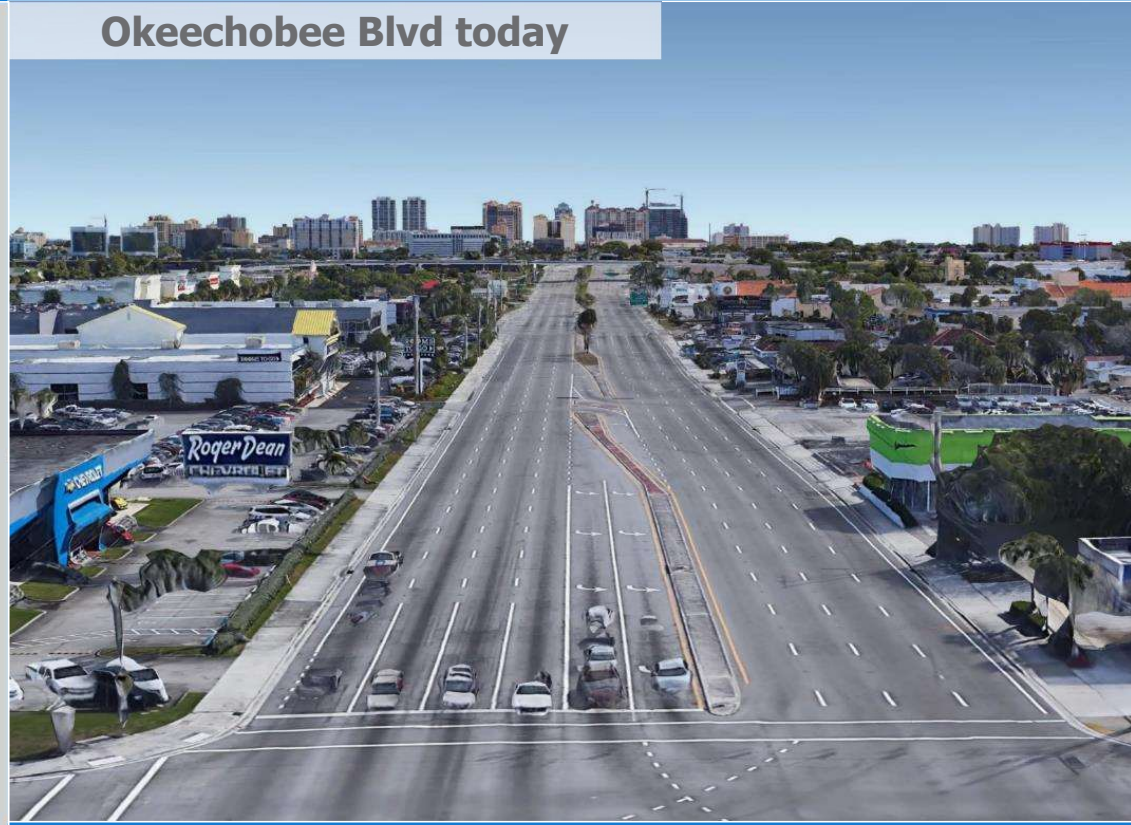


# Today's Priorities...

Road Capacity in next 5 years



Okeechobee Blvd today



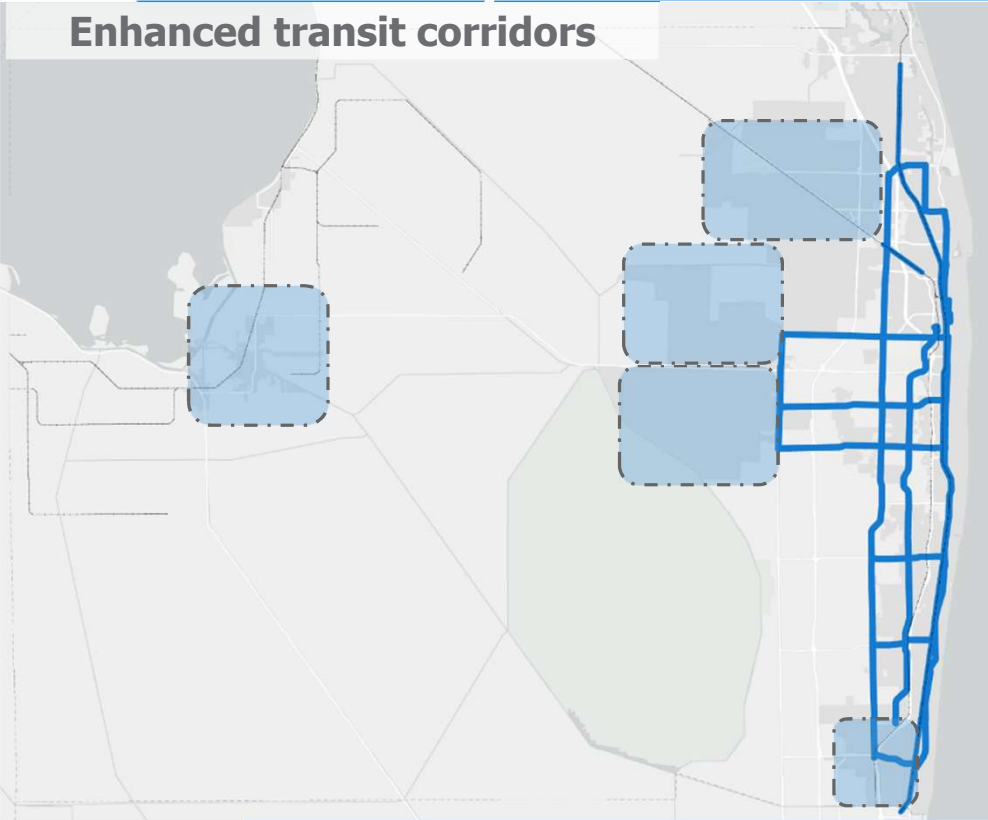
- Build-out roadway network
- Vehicle speed
- **\$1.7 Billion** in roadway capacity for next 5 years

- **~200 lives** lost per year
- Worsening congestion



# Future potential...

## Enhanced transit corridors

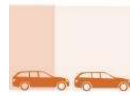


## Okeechobee Blvd in 2035? 2050?



- Invest in moving people/goods differently
- Prioritize safety & convenience for everyone
- Transportation & land use connection
- Tradeoffs

# Policies Should Enhance Mobility



PRIVATE MOTOR VEHICLES  
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES  
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY  
7,500/HR



DEDICATED TRANSIT LANES  
4,000–8,000/HR



SIDEWALK  
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL  
10,000–25,000/HR

# OKEECHOBEE BLVD & SR 7

## MULTIMODAL CORRIDOR STUDY

Completed December 2022



**PALM BEACH**  
Transportation  
Planning Agency



# Why a Multimodal Corridor Study?

2045 TPA Long Range  
Transportation Plan

Palm Tran Transit  
Development Plan

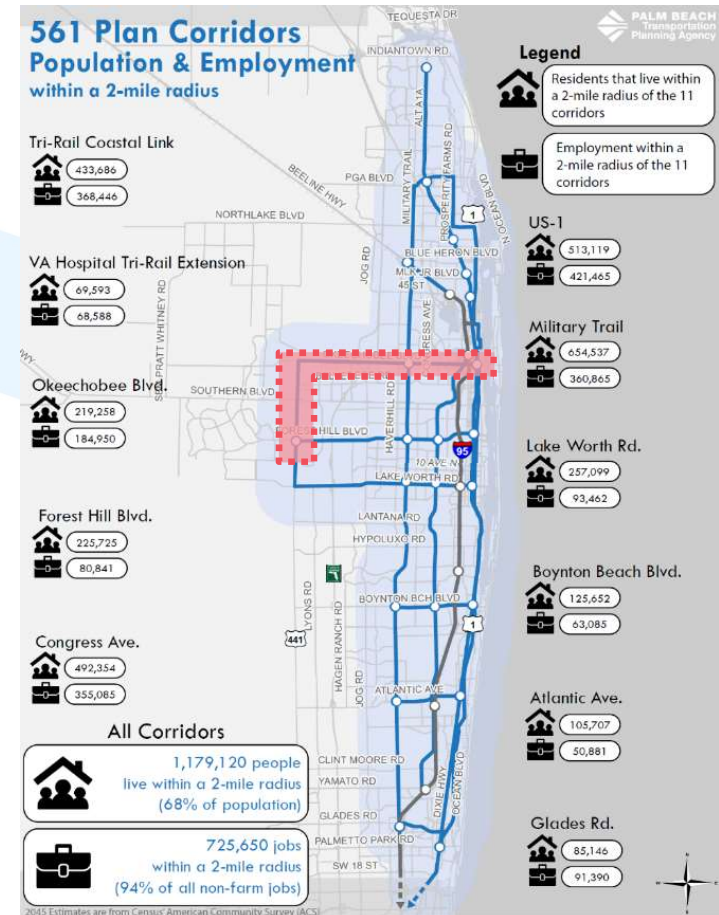
→ **561 Plan  
Corridors**

In 2045, these corridors will account for...

**94% of all non-farm jobs**

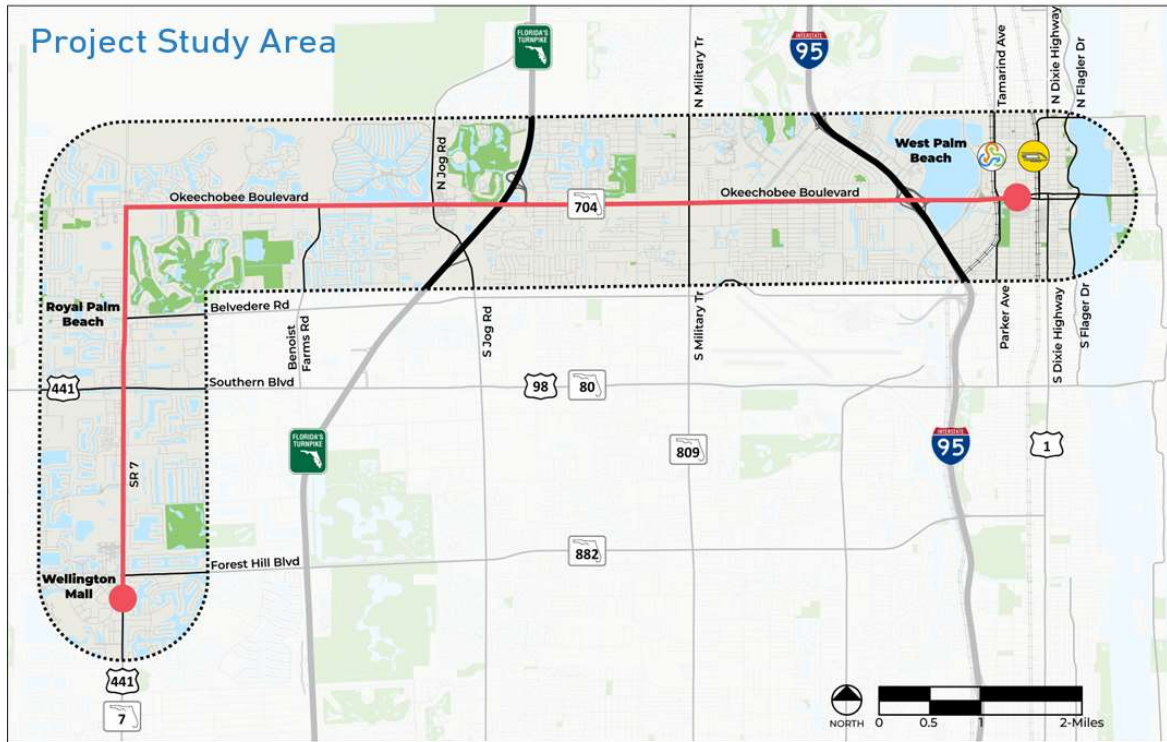
And within 2 miles of these corridors...

**68% of the population**



# Okeechobee Blvd & SR 7 Multimodal Corridor Study

A planning study that envisions a multimodal future for this 13.5-mile corridor



Shared Use Paths  
Crosswalk to Access Median Station  
LRT Tracks in Median  
Park-and-Ride Lots Close to Stations  
Separated Bike Lanes  
Transit Oriented Design





# Premium + Enhanced Transit

Frequent limited stop service, branded vehicles and stations, level boarding, off-board fare payment, transit signal priority

## Light Rail Transit (LRT)



Primarily operates in dedicated rail lanes

## Bus Rapid Transit (BRT)



Primarily operates in dedicated bus lanes

## BRT Lite



Primarily operates in mixed traffic



# Transit-Oriented Development + Corridors

Connected Streets

Walkable & Multimodal

Strategic Mixed-Use Infill

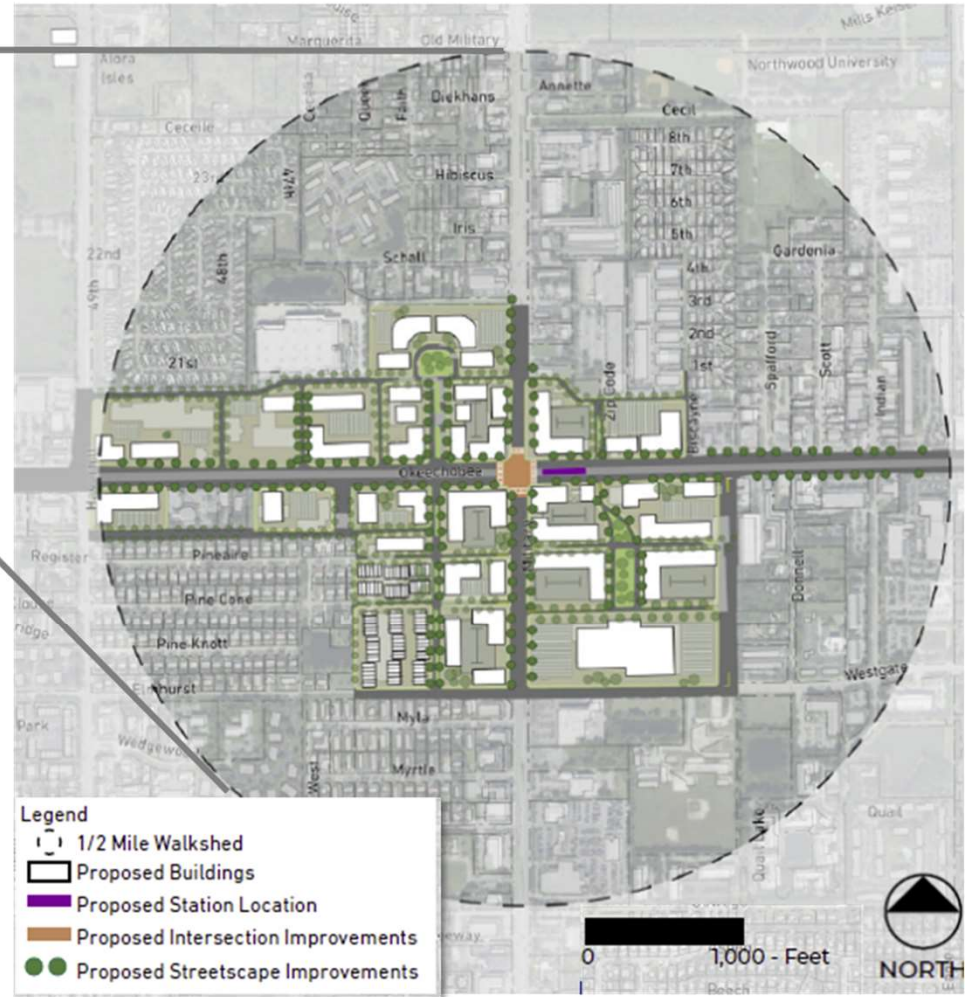
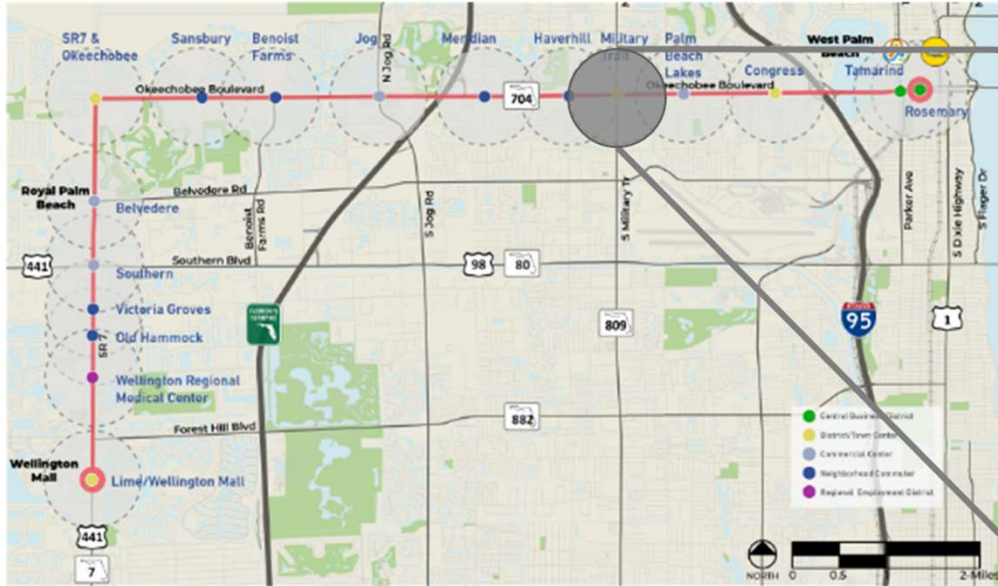
Within 1/2-mile of Station

Robust Open Space/Parks

Stormwater Considerations



# Station Area Planning – Military Trail



**1,100**  
Potential New Homes



**76**  
New Affordable Units  
*(based on AMI assumptions)*



**13,200**  
Potential New Jobs



**\$647 million**  
Additional ad valorem







# Military Trail Station Area



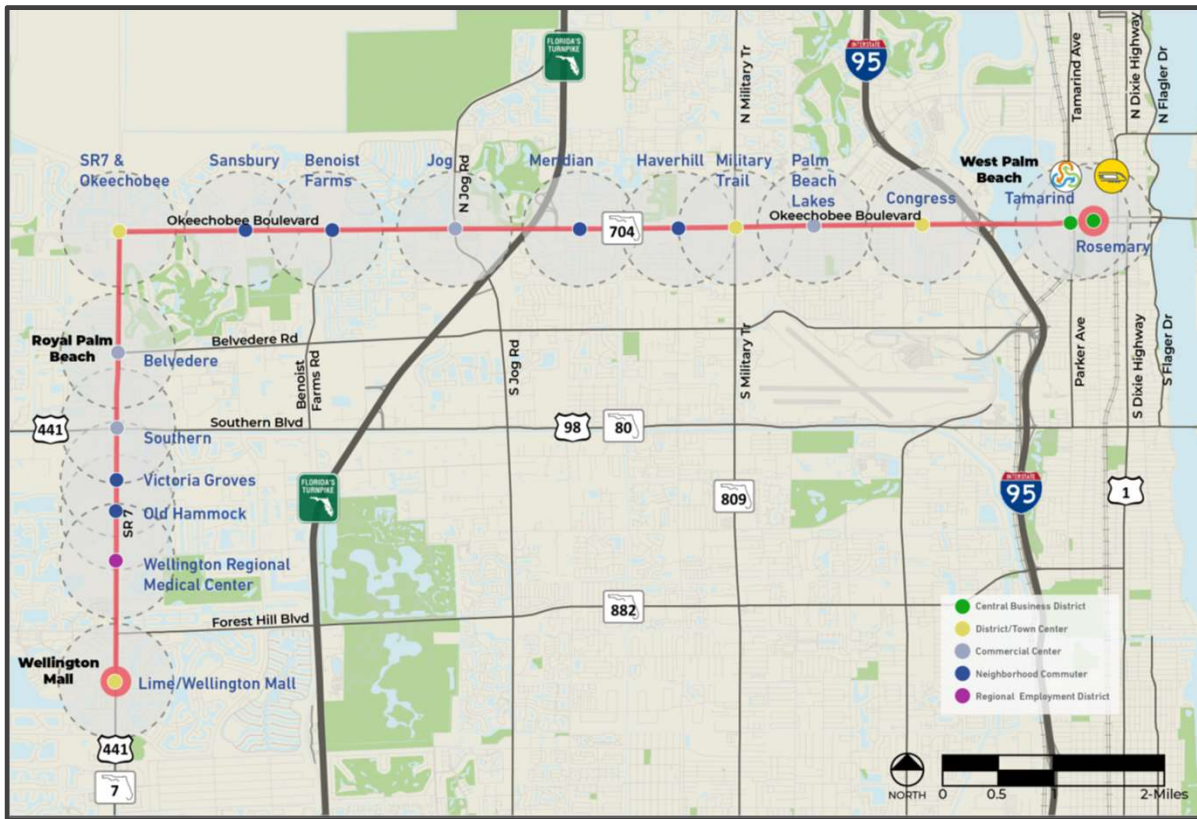




# Military Trail Station Area



# Potential for Okeechobee Blvd and SR 7?



**17K**  
Market



**1.2K**  
Affordable



**72K**  
Jobs



**15M**  
Sq Ft.



**40K**  
Parking



**10B**  
Ad Valorem









**PALM BEACH**  
Transportation  
Planning Agency

# VISION 2050

Guiding transportation in Palm Beach County



How can travel be safer, more efficient and more connected?

What transportation investments should be our priority?

Get involved at  
**[PalmBeachTPA.org/LRTP](https://PalmBeachTPA.org/LRTP)**



# Thank You!

Brian Ruscher, Deputy Director of Multimodal  
[Bruscher@PalmBeachTPA.org](mailto:Bruscher@PalmBeachTPA.org)



**Natalie Crowley, AICP**  
**Transit Oriented Development, Mobility, Housing**  
**October 27, 2023**



# Origins and Vision of TOD

**LEGEND**

-  Existing Commuter Rail Service
-  Planned Commuter Rail Service
-  Existing InterModal Centers
-  Planned InterModal Centers

Tri-Rail & Coastal Link discussions date back to 2005

## North county Tri-Rail location still undecided

Transportation, city officials look at the RCA Center as a possible spot.

By MIDDLE JAROK  
Palm Beach Post Staff Writer

The residents of Garden Woods can breathe a sigh of relief. The Tri-Rail station proposed near them, at the corner of PGA Boulevard and Alternate A1A, will not be built.

Instead, city and transportation officials are eyeing a slice of the recently approved RCA Center, a 30,000-square-foot development adjacent to The Gardens mall. Project developer, Cataltumo Construction and Development, has until March 16 to submit revised plans for the RCA Center, to allow for a passenger Tri-Rail station at the southwest corner of the lot on PGA Boulevard and Alternate A1A.

Early last year, Cataltumo was

asked to submit proposals for both areas.

But the council decided to narrow their site search to the RCA Center after Garden Woods residents voiced concerns about traffic and noise.

"Yeah that's pretty good," Garden Woods resident Roger Blangy said. "I'm so glad we cleared that up."

Since talks of a Tri-Rail station began, Blangy has sent petitions and letters to city and transportation officials on behalf of the neighborhood.

Last month, the Treasure Coast Regional Planning Council and city planners met with Cataltumo to discuss the RCA Center redesign, said Kim DeLaney, growth manager and coordinator for the regional council.

The group plans to meet again in a few weeks to finalize the designs.

Once the planning council and the South Florida Regional Transit

See TRI-RAIL, 22 ▶



### MEMORANDUM

To: Members of the Palm Beach Gardens City Council  
 Re: Transportation Oriented Development (TOD) Mini-Charrette  
 Date: January 18, 2005

The Treasure Coast Regional Planning Council on behalf of the South Florida Regional Transportation Authority and the Palm Beach County Metropolitan Planning Organization invites you to participate in a special two-hour overview session designed for your community. The session will focus on the possibilities and values of a TOD as an integral part of your city's economic development strategies.

Experts in TOD efforts from across the country will take time out from a week-long charrette focused on downtown West Palm Beach to review the specific TOD elements in your community. They meet a wide variety of community needs.

The session will take place at the D & D Center on Clematis St. in downtown West Palm Beach. The focus will be on Palm Beach Gardens and Jupiter on Monday, January 24, 2005 from 2-4PM.

We hope you can join us for this informative event.

"Bringing Communities Together" - Est. 1976  
 1000 West Ocean Boulevard, Suite 100, Palm Beach, FL 33480



# Origins and Vision of TOD

## PALM BEACH GARDENS TRANSIT-ORIENTED DEVELOPMENT CHARRETTE THE CITIZENS' MASTER PLAN

prepared by

TREASURE COAST REGIONAL PLANNING COUNCIL

With and for the citizens of the City of Palm Beach Gardens

March 20 - 27, 2009

Acknowledgements

City Council

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

Steering Committee Members

Dan Clark, Chair; Joan Elias, Vice Chair; Donna Brosemer; Tom Cairnes; John Chaplik;  
Gregory Gibson; Ed Gruvman; Michael Lane; Joel Levine; Phillip Woodall



This master plan document represents the citizens' ideas and vision for the future of a transit station and its integration into the City of Palm Beach Gardens. The designs, illustrations, and graphics included within this report are meant to convey that vision and are conceptual by nature.

RESOLUTION 76, 2010

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA EXPRESSING SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION'S SOUTH FLORIDA EAST COAST (SFECC) CORRIDOR PROJECT FROM JUPITER TO MIAMI AND ITS AFFILIATED REGIONAL AND COUNTY TRANSPORTATION AGENCIES; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT TO ENHANCE MOBILITY IN THE SOUTHEAST FLORIDA REGION; PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

WHEREAS, the Florida East Coast (FEC) Railway corridor was historically operated as a passenger rail line along Florida's east coast, traversing the South Florida Region; and

WHEREAS, cities along Florida's east coast historically developed around 1 stations along the FEC railroad; and

WHEREAS, modern cities along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, the public policy Eastward Heli, developed by the Governor's Commission for a Sustainable South Florida, provides guidance for improving quality of life and managing growth, including the redevelopment of eastern Miami-Dade and Palm Beach Counties; and

WHEREAS, improved mobility is highly desired in the Southeast Florida Region and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Southeast Florida Region; and

WHEREAS, the reintroduction of passenger service along Florida's east coast would provide jobs and economic stimulus for Florida's residents and businesses; and

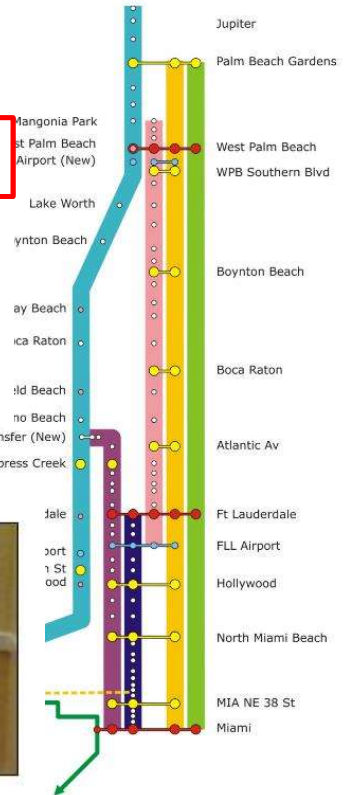
WHEREAS, the reduction of Vehicle Miles Traveled (VMT) and changes to distribution of trips by transportation mode would reduce fuel consumption and amounts of pollutants emitted in the Southeast Florida Region; and

WHEREAS, an integrated system of transit services is needed for existing and future travel markets, including long-distance travel served by the South Florida Corridor (SFC)/Rail Commuter Rail System, medium-distance travel served by transit in the eastern FEC Railway Corridor, and local transit in the urban centers local circulator services; and

Page 1 of 3

Table 6.7 - Summary of Station Related Decisions

County/ Municipality	Summary of Station Related Decisions
Town of Jupiter	A charrette was led by TCRPC in January 2008 to consider station locations. Three locations were identified: Indiantown Road (Local Park-Ride), Toney Penna Drive (Town Center) and Frederick Smalls Road (Employment Center). Of the three the most important to the community is Toney Penna. Subsequent discussions in the community have reintroduced Donald Ross Road as a possible preferred alternative to the Frederick Smalls location for an Employment Center Station serving the Scripps Campus. The Town has amended its comprehensive plan to reflect the Toney Penna Town Center station and engaged TCRPC for further planning of the Toney Penna Corridor in anticipation of a station. The other two locations have not been formally adopted.
City of Palm Beach Gardens	A charrette was led by TCRPC in March 2009. A site was identified in the charrette for a Regional Park-Ride station immediately north of the PGA Boulevard bridge over the FEC railroad. The charrette resulted in a plan for this station showing two potential locations for station parking. Results of the charrette have yet to be formally adopted by the city.
Village of North Palm Beach	A Local Park-Ride location was identified by the study team at or to the north of Northlake Boulevard. This location has not been endorsed by the community.
Town of Lake Park	The team met on several occasions with the town planner and manager, who are in strong support of a Town Center station at Park Avenue. The Town Council adopted a resolution in support of the project that also endorsed a station location in the vicinity of Park Avenue.
City of Riviera Beach	A charrette was led by TCRPC in October 2007. Though the SFECC project was not a main focus of the charrette nonetheless a station site was identified in the charrette at West 13th Street. City and Community Redevelopment Agency staff are in support of a station in the vicinity of 13th Street.
City of West Palm Beach	A charrette was led by TCRPC in January 2010 to consider all station location options within the City and develop a consensus around a station and CSX/FEC track connection at 23rd Street in Northwood. Plans were developed for seven station locations in the City (Belvedere Rd, 45th St, 23rd St, Government Center, Okeechobee Blvd, Southern Blvd, and Forest Hill Blvd). The charrette report has not yet been submitted to the City, as there was a need for further detailed impact studies before proceeding.



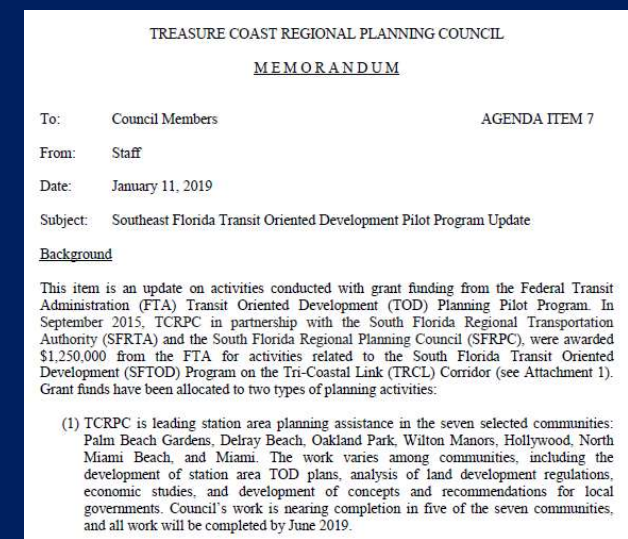
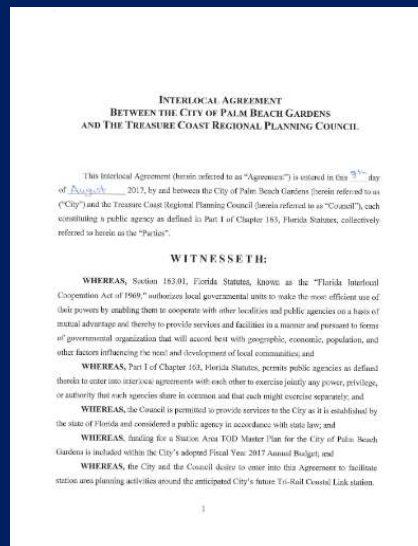
Citizen presenting at the public workshop

TREASURE COAST REGIONAL PLANNING COUNCIL  
Indian River - St. Lucie - Martin - Palm Beach



# Origins and Vision of TOD

- 2017 – Palm Beach Gardens was approved for \$150K of federal grant funding through SFRTA to develop a Station Area Master Plan, in partnership with TCRPC
- Several public meetings and workshops





# Palm Beach Gardens TOD: Bold Visions

PALM BEACH GARDENS TOD MASTER PLAN



FINAL DRAFT  
SEPTEMBER 2018



As illustrated in the image above, the recommended site of the future Palm Beach Gardens Tri-Rail station is identified as Option A - to the west of the FEC rail corridor, south of PGA Boulevard, and adjacent to the "PGA Station" development at the eastern terminus of Design Center Drive. The City's approvals for this development site include requirements for the station to be accommodated with access through the site and parking to be funded through station development activity. The image illustrates a TOD development pattern that is consistent with the TOD policy as adopted by the SFRTA.



Noted Parcels within the Study Area

- |   |                                    |
|---|------------------------------------|
| 1A. Recommended Station Location (Option A) | 4. The Gardens Mall                |
| 1B. Alternate Station Location (Option B)   | 5. Downtown at the Gardens         |
| 2. "PGA Station"                            | 6. FPL Campus (Future Development) |
| 3. "Legacy Place"                           | 7. "Loehmann's Plaza"              |

TRIPLEX COAST REGIONAL PLAN  
Indian River - St. Lucie - Martin

prepared by

Treasure Coast Regional Planning Council  
Michael Biola, Executive Director  
Thomas Laubach, Deputy Executive Director  
Karin Doherty, Director of Strategic Development and Policy  
Stephanie Heist, Intergovernmental/Economic/Community Coordinator  
Dana F. Little, Urban Design Director  
Lauren Moss Clark, Urban Designer  
Steven Fort, Architect  
Andrew Georgiadis, Architect  
Dodd Bookmaster Glas, Planning Director  
Thomas Lerech, Economic Analyst  
Ricardo Lopez, Architect  
Thomas Mastaglio, Economic Analyst  
Elaine Sobel, Urban Designer  
Danae Swanson, Landscape Architect  
Jose J. Vazquez, Architect

in coordination with

The City of Palm Beach Gardens (City), South Florida Regional Transportation Authority (SFRTA), Florida Department of Transportation (FDOT), Palm Beach Transportation Planning Agency (PB TPA), South Florida Regional Planning Council (SFRPC), and adjacent municipalities

for the  
City of Palm Beach Gardens





# Challenges of TOD in PBG

- Transitioning from suburban to urban land use patterns
- Funding challenges (Station costs, O&M, staff)
- Lack of workforce housing
- Lack of a grid network
- Lack of proper codes
- But many opportunities also to build something unique & be a model for other small cities



A spiral ramp up with a 5-degree incline takes pedestrians to the bridge.

# Establishing the TOD

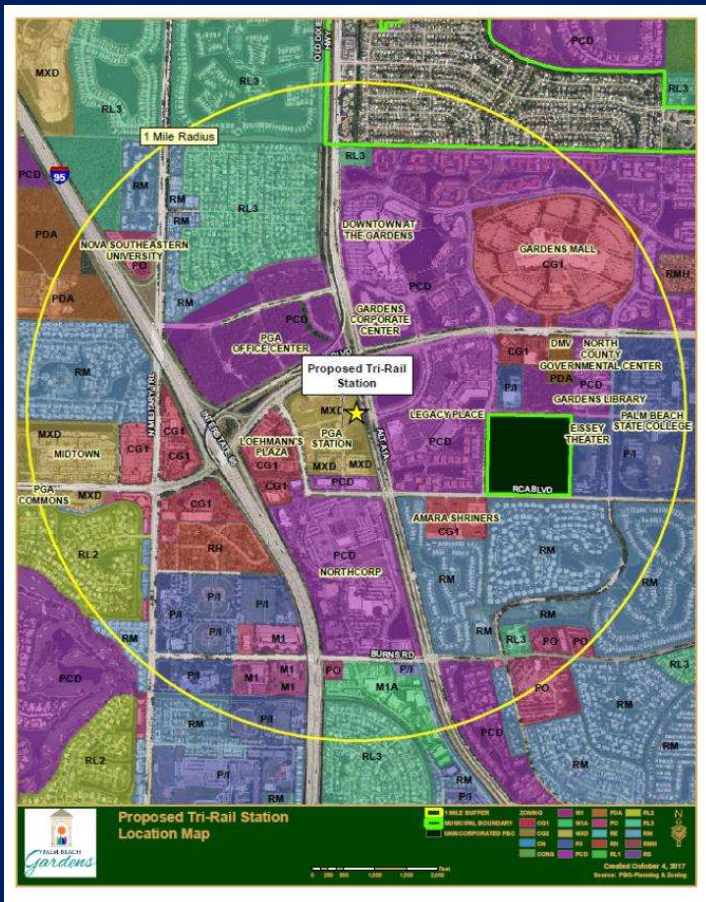
Palm Beach Gardens and Treasure Coast Regional Planning Council – **consistent partners in leading local efforts**

June 2018 – TOD Master Plan presented to City Council

September 2018 – TOD Master Plan report finalized

November 2020 – TOD Master Plan report and Comprehensive Plan Future Land Use Element Text Amendment Objective and Policies adopted by City Council – Ord. 10, 2020

November 2022 – Land Development Regulations adopted – Ord. 10, 2022





# Public Participation

PALM BEACH GARDENS TRI-RAIL STATION

## Residents envision Tri-Rail station at PGA Blvd.: 'This could be a hub'

By Sarah Peters  
Palm Beach Post Staff Writer

PALM BEACH GARDENS — A future Tri-Rail station on PGA Boulevard would likely be at the center of redevelopment projects and might relieve commuters sitting in bottlenecks on I-95.

Residents hunched over maps and sketched out their ideas for such a station, on the south side of the road near Alternate AIA, at a workshop hosted by the city and the Treasure Coast Regional Planning Council Thursday at City Hall.

Midtown resident Jimmy Colamore said the station could anchor a downtown the city has never had.

"The one word I haven't heard is 'destination,'" he said. "This could be a hub. This could be the place to go."

### ON FACEBOOK

Keep up with The Post's complete coverage of Palm Beach Gardens on its Facebook page dedicated to the city. On Facebook, search for Palm Beach Gardens News.

Their ideas included:

- A bike-share program with racks at the station and around the city.

- An elevated pedestrian bridge at Alternate AIA.

- A meandering bike lane from the Midtown complex to Kyoto Gardens Drive to Alternate AIA to the station.

- A boardwalk or nature paths around the man-made lake next to the PGA Boulevard flyover.

- A high-rise hotel.

- An elevator system connected with the flyover.

- Trolley or shuttle service

connecting the station to Downtown at the Gardens, the North County Courthouse and Palm Beach State College.

- Affordable housing for police, firefighters, hospital employees and educators.

The planning council will present a work in progress at 6 p.m., Nov. 2 at City Hall, 10500 North Military Trail.

It's estimated the population of South Florida will reach 7 million by 2040, said Kim DeLaney, the council's director of strategic development and policy.

Palm Beach Gardens already has determined that PGA Boulevard won't be more than six lanes, so more transportation choices are warranted, DeLaney said. Traffic that relies heavily on roads is more prone to delay, she said.

Station continued on B4



Gardens residents and planners discuss rail station on PGA Boulevard during a first Regional Planning Council workshop at Thursday. SARAH PETERS / THE PALM BEACH POST

able for people and bicyclists.

Palm Beach Gardens alone provides enough commuters to justify the extension of Tri-Rail farther north, DeLaney said. There are 23,000 jobs and 7,500 Palm Beach State College students in the area surrounding the station.

Some local governments buy shared electric bikes or subsidize Uber rides to get to train stations, Paul said.

BBX Capital and Stiles Corporation plan to build a hotel and medical offices next to the future station. That development has space for extra parking in the plan, if and when the station is built, said Natalie Crowley, the city's planning and zoning director.

The development and redevelopment of huge swaths of property surrounding the station remains a question mark. Florida Power & Light plans roughly 1 million square feet of office space on the north side of PGA Boulevard.

Palm Beach Gardens officials haven't approved a site plan, Crowley said.

speters@pbpost.com

You are cordially invited to participate in a  
**TOD Design Workshop**



You are cordially invited to participate in a  
**TOD Design Workshop**



### Mobility in the Gardens

The City of Palm Beach Gardens and Treasure Coast Regional Planning Council invite you to participate in a Transit Oriented Design (TOD) Workshop funded by the South Florida Regional Transportation Authority. This workshop will include discussion of recent studies and information on transportation and developments around the future Tri-Rail Station Area for the City of Palm Beach Gardens. Light refreshments will be provided.

Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

When: Thursday, October 19, 2017

Where: Palm Beach Gardens  
Emergency Operations Center  
10500 N. Military Trail

Time: 6:00 p.m. - 8:00 p.m.

Other: This workshop style meeting is designed to inform and engage the public in the design and ideas of mobility, transportation, and land uses around the future Tri-Rail Station.

When: Thursday, October 19, 2017

Where: Palm Beach Gardens  
Emergency Operations Center  
10500 N. Military Trail

Time: 7:30 a.m. - 9:30 a.m.

Other: This workshop style meeting is designed to inform and engage the business community in the design and ideas of mobility, transportation, and land uses around the future Tri-Rail Station. A separate public workshop for city residents will take place that evening beginning at 6:00 p.m.

Registration is free and the workshop is open to the public; however, please e-mail Allyson Black at ablack@pbgof.com to R.S.V.P. by October 16th.

Registration is free and the workshop is open to the public; however, please e-mail Allyson Black at ablack@pbgof.com to R.S.V.P. by October 16th.



# Public Participation

## PALM BEACH GARDENS

### Tri-Rail depot city's chance to transform

Transit-oriented plan would become the way to attract millennials.

By Sarah Peters  
Palm Beach Post Staff Writer

PALM BEACH GARDENS — City officials should capitalize on a future Tri-Rail station by developing office space, hotels and new housing for millennials around it, a planning expert says.

The Tri-Rail station will sit near the Florida East Coast tracks at PGA Boulevard and Alternate AIA. The commuter train service stretches from Miami and stops at 45th Street in Mangonia Park, but plans have been in the works to extend the service to Jupiter.

"It is the most important station in the extension by virtue of ridership and the destination quality that you have," Kim DeLaney, director of strategic devel-

opment and policy for the Treasure Coast Regional Planning Council, told the Palm Beach Gardens City Council.

DeLaney presented an update on development and redevelopment opportunities around the station to the council June 7. The regional planning council will transmit a final report in the next two months and give a council workshop if requested.

PGA Boulevard has long been designated as a train station along the FEC corridor, and the city received a \$120,000 Federal Transit Administration grant last summer to plan for it.

Tri-Rail plans to capitalize on track improvements being made by Brightline to eventually expand its high-speed passenger train service to Orlando. Brightline's double-tracking from 15th Street in West Palm Beach

Tri-Rail continued on B4



Kyoto Gardens Drive Extension

Kyoto Gardens Drive could be extended to The Gardens Mall, a traffic circle added with housing framing the road, said Kim DeLaney of the Treasure Coast Regional Planning Council.

B4 THE PALM BEACH POST REAL NEWS STARTS HERE 208807

### Tri-Rail

continued from B1

to State Road 528 in Cocoa will create extra capacity for other users, DeLaney said.

With the advancement of Brightline, Tri-Rail could be extended north within the next five to six years, Palm Beach Gardens Director of Planning & Zoning Natalie Crowley said.

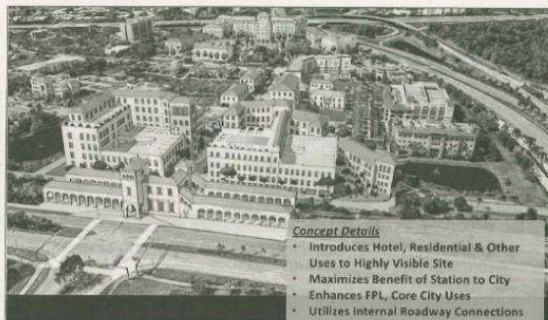
There are 23,000 jobs, give or take, in the city's central business district, DeLaney said. The district is roughly defined as Gardens Parkway south to Burns Road and Shady Lakes Drive east to the Intracoastal Waterway. Development should be focused within a quarter to half mile — or 10-minute walk — from the station, she said.

Retail, office space and other workplaces are currently separated from the residential development in that area, DeLaney said.

On the whole, the city is a major employer for both the county and the region, with 40,000 jobs and 3,000 registered businesses.

The city has 15,000 people coming in to work every day and only about 2,300 going out, she said. And that's not helping the city's traffic concerns. As cities grow, they need to figure out how to move people other than in their cars alone, she said.

Most of the city's 2 million square feet of future office



Station & Parcel 5B Site Transformation (looking west)

This rendering shows how the area around a Tri-Rail station along the FEC tracks at PGA Boulevard and Alternate AIA could be developed. TREASURE COAST REGIONAL PLANNING COUNCIL

- Concept Details
- Introduces Hotel, Residential & Other Uses to Highly Visible Site
  - Maximizes Benefit of Station to City
  - Enhances FPL, Core City Uses
  - Utilizes Internal Roadway Connections

space is out west in Avenir, so city officials may need to come up with some strategies to encourage development around the station, DeLaney said.

One exception is BBX Capital Real Estate's PGA Station project, almost 200,000 square feet of new office space, a parking garage and a hotel next to the future train station. The station is also near where Florida Power & Light plans a future campus that could host 4,000 employees on 80 acres.

There are 1,600 hotel rooms in the city with 75 percent occupancy, indicating the ability to finance more, DeLaney said. The former

Loehmann's Plaza is a key site, with visibility from Interstate 95 and proximity to the train station, she said. It "creates a really ripe opportunity to position that site for a hotel going forward," DeLaney said.

The city's housing market is very healthy, with few seasonally-owned units, she said. The city's average hous-

ing prices are significantly higher than Palm Beach County.

A transit-oriented development program could allow the city to introduce 1,900 to 2,400 new housing units over 30 years, DeLaney said.

That may require strategies to speed up financing in the core area, she said. Most of Palm Beach Gar-

6/19/2018



Loehmann's Site Transformation (looking west)

Expert planners suggested Loehmann's Plaza be redeveloped into a hotel and housing. The recommendation was included in a report by the Treasure Coast Regional Planning Council.

dens' new housing is single-family detached homes. The city has about 12 percent of the county's new single-family home construction but only 4 percent of the new multifamily units such as townhouses, condos and apartments.

"That data corresponds to why the population is tending to remain older and the city is losing its ability to attract younger employees," DeLaney said. "There aren't many options for those employees to live in the city, so if they have to drive to get here, they're choosing to work in other locations."

The Loehmann's Plaza site could lend itself to residential development around a 200- to 400-room hotel with ancillary meeting space and restaurants, DeLaney said.

The Gardens Mall has about 7,000 parking spaces, with spaces available even on

Black Friday and Christmas Eve, she said. Kyoto Gardens Drive could be extended the mall and new residential units and sidewalks could frame the street. That would also make it more pedestrian-friendly so that people don't have to cut through hedges if they're walking the mall for coffee or lunch as they're doing now.

PGA Commons developer Joel Channing said he agreed with the concept of transit-oriented development because it's economical, helps certain problems, such as a shortage of housing for the city's workforce.

"What really needs to be added is moderate-density housing. That will bring more employees as town grows," Channing said.

speters@pbpost.com  
Twitter: @Speters09



# Public Participation

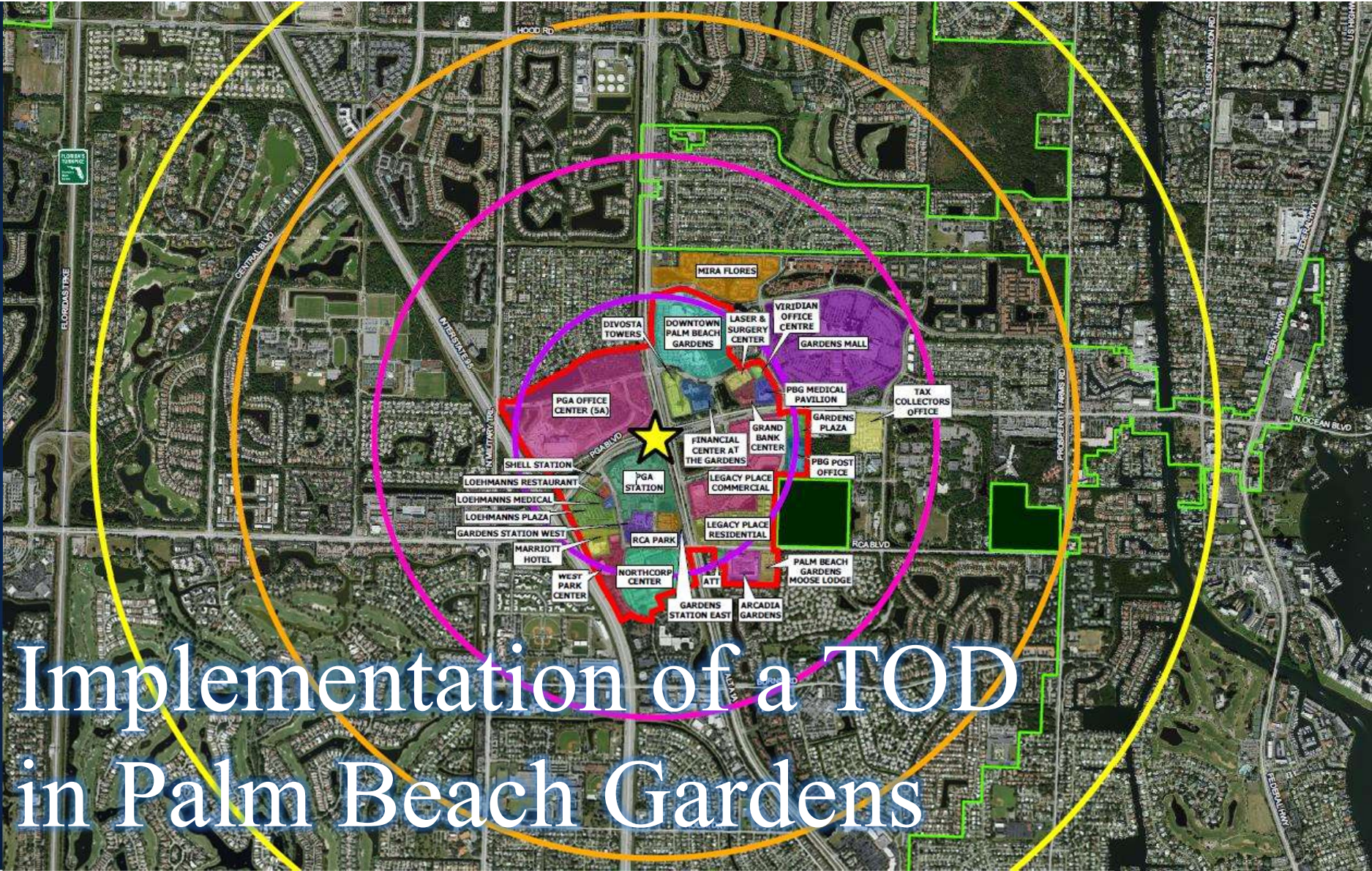




# Brightline







# Implementation of a TOD in Palm Beach Gardens



# PGA Office Center



NextEra  
Energy/FPL

86 acres Master  
Plan approved for  
993,000 SF total

Resiliency -  
Category 5  
Hurricane rated &  
500-year flood

Phase I is OPEN  
and includes 6-  
story 280,000 SF  
800-1000  
employees

Phase 2 approved  
for 6-story building  
with approx.  
500,000 and up to  
additional 1,000  
employees

PALM BEACH  
*Gardens*







# PGA Station



Redevelopment:

396 MF units (40  
workforce)

200K SF office  
Site Plan

Approved and  
residential under  
construction

PALM BEACH  
*Gardens*









# Gardens Station/PGA Station



Redevelopment:  
Demolish  
existing office  
building

13 stories  
Proposal for 625  
MF units (63  
units workforce)

PALM BEACH  
*Gardens*











# Legacy Place



Redevelopment:

Demolish stand  
alone two  
restaurant  
buildings

Proposal for 450  
MF units  
45 units restricted  
for workforce  
housing

PALM BEACH  
*Gardens*



# Project: DiVosta Towers



- Approved in 2017
- 2 – 11 story buildings
- 223,943 SF professional office
- Public art fountain with a bird motif



# Downtown Palm Beach Gardens



- Redeveloped to Mixed Use
- 280 MF units
- 174 Hotel keys



PALM BEACH  
*Gardens*

# Downtown Palm Beach Gardens



- 116,862 SF LifeTime recently opened
- Existing retail redevelopment with a significant public art component



# Mira Flores



Redevelopment:  
Greystar

Demolish 32  
Garden Style  
apartments

Proposal for 8-  
story  
363 MF units  
36 units restricted  
for workforce

PALM BEACH  
*Gardens*









# Workforce Housing

- Housing, Land Use, and Transportation are highly interdependent
- WFH is a critical component of an economically viable City and TOD
- TOD Policies provide density bonuses for provision of workforce housing and financial incentives

Project	Total Units	WFH Units	Status
Solera	136	14	Open
PGA Station	396	40	Under Construction
Mira Flores	363	36	Under Review
PGA Station Ph. II (Gardens Station)	625	63	Under Review
The Quaye	230	23	Under Review
Hilltop	400	40+	On the horizon
TOTAL	2,150	216+	



# WORKFORCE HOUSING 'TOOLKIT'



INTENSITY BONUS



DENSITY BONUS



HOUSING TRUST FUND

Agency	Year	Fee Type	Amount
Mobility	2018	Waiver	\$479,371
Parks and Rec	2018	Waiver	368,660
Police	2018	Waiver	31,544
Fire	2018	Waiver	47,992
Public Buildings	2018	Waiver	21,302
<b>Total</b>			<b>\$948,869</b>

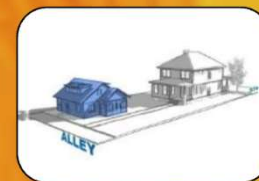
IMPACT FEE WAIVERS OR CREDITS

Mobility	\$479,371
Parks and Rec	368,660
Police	31,544
Fire	47,992
Public Buildings	21,302
<b>Total</b>	<b>\$948,869</b>

BUILDING PERMIT FEE WAIVERS OR CREDITS



EXPEDITED PERMITTING



ADUs



COMM. CONT. TAX CREDIT



DOWN PAYMENT AND RENTAL MOVE-IN ASSISTANCE



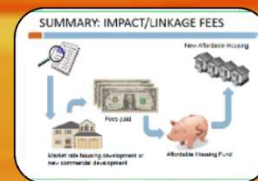
SINGLE-FAMILY REHABILITATION



MULTIFAMILY REHAB



P3 & CORPORATE GRANTS



LINKAGE FEE



INCLUSIONARY ZONING

**NOT RECOMMENDED**  
**RECOMMENDED FOR FUTURE**  
**RECOMMENDED**



MANUFACTURED HOUSING



SHIP



COMMUNITY LAND TRUST

RESOLUTION 66, 2020

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, APPROVING THE WORKFORCE HOUSING PROGRAM AND STUDY PREPARED BY STRATEGIC PLANNING GROUP AND CITY OF PALM BEACH GARDENS PLANNING AND ZONING DEPARTMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the City of Palm Beach Gardens has a strong and thriving economy that offers employment opportunities in a variety of industries and professions; and

WHEREAS, middle-income workers and families are finding it increasingly difficult to purchase or rent a home in or close to the communities where they work; and

WHEREAS, City staff has engaged Strategic Planning Group to study the needs for workforce housing in the City of Palm Beach Gardens and provide recommendations; and

WHEREAS, City staff has analyzed these recommendations and provided an analysis of the recommendations for consideration by the City Council; and

WHEREAS, the City Council deems approval of this Resolution to be in the best interests of the health, safety, and welfare of the residents and citizens of the City of Palm Beach Gardens and the public at large.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, that:

SECTION 1. The foregoing recitals are hereby affirmed and ratified.

SECTION 2. The City of Palm Beach Gardens Workforce Housing Program is hereby approved.

SECTION 3. This Resolution is approved subject to strict compliance with the Exhibits listed below, attached hereto and made a part hereof as Exhibit "A":

1. Workforce Housing Report, City of Palm Beach Gardens, prepared by *City of Palm Beach Gardens Planning and Zoning Department*, dated October 2020.
2. Workforce Housing Program, City of Palm Beach Gardens, prepared by *Strategic Planning Group*, dated February 2020.

SECTION 4. This Resolution shall become effective immediately upon adoption.

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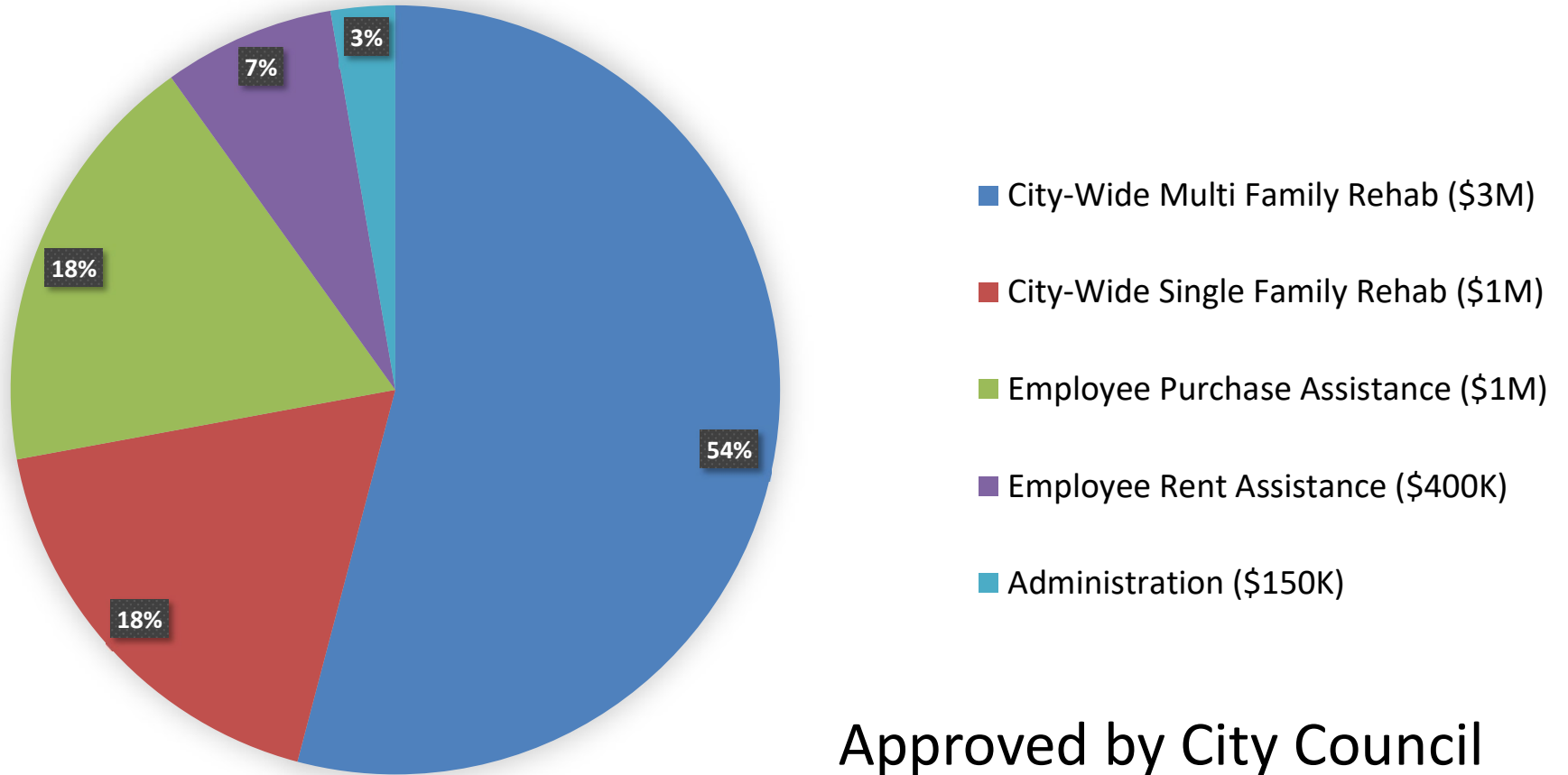


ORDINANCE 4, 2023

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, AMENDING CHAPTER 78. LAND DEVELOPMENT REGULATIONS. AT SECTION 78-57. TARGETED EXPEDITED PERMITTING PROGRAM. BY REPEALING SUBSECTIONS (a), (b), AND (c), READOPTING SAME, AS REVISED, AND BY ADOPTING NEW SUBSECTION (d); FURTHER AMENDING CHAPTER 78. BY ADOPTING NEW SECTION 78-59. WORKFORCE AND AFFORDABLE HOUSING PROGRAM; FURTHER AMENDING CHAPTER 78. AT SECTION 78-99. EXEMPTIONS AND CREDITS. BY REPEALING SUBSECTIONS (b), (c), AND (d), READOPTING SAME, AS REVISED, AND BY ADOPTING NEW SUBSECTION (e); FURTHER AMENDING CHAPTER 78. AT SECTION 78-141. RESIDENTIAL ZONING DISTRICT REGULATIONS. BY AMENDING TABLE 10: PROPERTY DEVELOPMENT REGULATIONS—RESIDENTIAL ZONING DISTRICTS AND BY ADOPTING NEW NOTE 11 TO TABLE 10; FURTHER AMENDING CHAPTER 78. AT SECTION 78-154. PUD—PLANNED UNIT DEVELOPMENT OVERLAY DISTRICT. BY REPEALING SUBSECTIONS (g)(1), (g)(2), AND (g)(4), READOPTING SAME, AS REVISED, AND BY AMENDING TABLE 13: PUD RESIDENTIAL DENSITY LIMITS; FURTHER AMENDING CHAPTER 78. AT SECTION 78-155. PCD—PLANNED COMMUNITY DEVELOPMENT OVERLAY DISTRICT (PCD). BY REPEALING SUBSECTIONS (e)(1) AND (g), READOPTING SAME, AS REVISED, AND BY AMENDING TABLE 15: MAXIMUM RESIDENTIAL DENSITY IN PCDS; FURTHER AMENDING CHAPTER 78. AT SECTION 78-157. MXD—MIXED USE DEVELOPMENT DISTRICT. BY REPEALING SUBSECTION (a) AND READOPTING SAME, AS REVISED; FURTHER AMENDING CHAPTER 78. AT SECTION 78-159. PERMITTED USES, MINOR AND MAJOR CONDITIONAL USES, AND PROHIBITED USES. BY ADOPTING NEW SUBSECTION (j)(78) AND AMENDING TABLE 21: PERMITTED, CONDITIONAL, AND PROHIBITED USE CHART; FURTHER AMENDING CHAPTER 78. AT SECTION 78-181. USES. BY REPEALING SUBSECTION (c)(8), READOPTING SAME, AS REVISED, AND BY ADOPTING NEW SUBSECTION (c)(9); FURTHER AMENDING CHAPTER 78. AT SECTION 78-222. TRANSIT ORIENTED DEVELOPMENT (TOD) OVERLAY DISTRICT. BY REPEALING SUBSECTION (f)(5), AND READOPTING SAME, AS REVISED; PROVIDING THAT EACH AND EVERY OTHER SECTION AND SUBSECTION OF CHAPTER 78. LAND DEVELOPMENT. SHALL REMAIN IN FULL FORCE AND EFFECT AS PREVIOUSLY ADOPTED; PROVIDING A CONFLICTS CLAUSE, A SEVERABILITY CLAUSE, AND AUTHORITY TO CODIFY; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.



## Fund Allocation: \$5.55 Million



Approved by City Council  
Resolution 61, 2023



PALM BEACH  
*Gardens*



[www.pbgfl.com](http://www.pbgfl.com)  
[ncrowley@pbgfl.com](mailto:ncrowley@pbgfl.com)





Questions ?



Thank You!