# Westgate CRA Public Participation Plan





Task 4 Two-Part Design Charrette April 19th and 26th, 2017



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# WESTGATE AVENUE CORRIDOR PUBLIC PARTICIPATION PLAN

#### PUBLIC PARTICIPATION

Public participation is an integral part of any public municipal project as the process seeks to ensure decisions are made in the best interest of the affected residents of the community. The public often holds a diverse array of views and concerns on issues pertaining to their own specific neighborhood needs. When the public is involved in the decision-making process, such input has the potential to positively shape the final set of actions and outcomes for a project. Early and continuous public participation builds trust between government, consultants and the people they serve. Participation activities that have proven success are those that relevant, timely, and appropriate for the intended goals. Most important, public participation must be and accessible inclusive for all stakeholders. In doing special SO, consideration must be given to reaching and involving all those affected, including those with language barriers, those physically limited to attend and others who may have difficulty accessing information. It is critical that all involved in the process have a clear understanding of the ultimate goal of the process.

"This 2017 Amended Plan updates the previous plans and focuses on the following six areas: Economic Development and Redevelopment, Matket Positioning, Housing, Community Improvement, Infrastructure and Public Space Improvements and Planning for Redevelopment...The road ahead is challenging, but I believe if we work together we can successfully implement our new vision to rejuvenate the redevelopment area".

Elizée Michel, AICP, Executive Director





#### THE WESTGATE AVENUE STUDY AREA

The Westgate Avenue Study Area, as depicted on the map below, is approximately 1.5 - miles long and is bound on the east by Congress Avenue and on the west by North Military Trail and extends one block to the south and one block north to Nokolis Avenue and Cherokee Avenue, respectively.



The Westgate Corridor Streetscape Study was funded by the Florida Department of Economic Opportunity (FDEO) to develop a plan that promotes improved walkability and other multi-modal transportation opportunities, while beautifying and enhancing the area in order to attract new investment and promote economic development opportunities. The process began in January 2017 with initial research of the existing conditions, an assessment of the regulatory environment and the creation of a Geographical Information System (GIS) map series for the corridor that shows the infrastructure, traffic patterns, crash history and the build environment, among other pertinent data.

As mentioned, a critical component to the success of any governmental project is public participation from those most affected. For the Westgate Avenue Corridor Study, the Public Participation Plan utilized was a two-part planning design charrette held on April 19, 2017 and April 26, 2017 at the Westgate Recreation Center at 3691 Oswego Avenue, conveniently located just south of the Westgate Avenue Corridor in the heart of the Westgate Belvedere Homes Community Redevelopment Area (WCRA).



#### WHAT IS A DESIGN CHARRETTE?

Design charrettes are planning sessions where citizens, designers, governmental officials and others collaborate on a shared vision for the desired outcome. Charrettes provide a forum for ideas and offer the unique advantage of giving immediate feedback to the planners and designers. More importantly, it allows everyone who participates to be a mutual author of the plan.





#### WESTGATE DESIGN CHARRETTE SERIES

On April 12, 2017, a flyer was delivered via mail, internet, and by hand to stakeholders, residents and business owners of the Westgate Avenue Corridor inviting them to participate in a two-part planning design charrette to be held on April 19<sup>th</sup> and 26<sup>th</sup>, 2017. Key stakeholders, those who own businesses along the Corridor, are regular attendees at WCRA meeting or are new or potential property owners were contacts by multiple means. The charrette was to uncover visual preferences on a variety of streetscape elements, gather the issues of the Corridor and brainstorm on design alternatives. As the WCRA is comprised of a diverse demographic consisting of English, Spanish and Creole speaking residents, translators were present at both design charrette meetings.

At the initial meeting on April 19<sup>th</sup>, 21 attendees from the WCRA were present (Exhibit 2). Additionally, Palm Beach County and MPO staff also attended the session. Meeting minutes can



Activity 2 Activity 1 • Visual Preference Analysis Activity 3 •Corridor Visioning

be found in Exhibit 4. The meeting involved a series of planning exercises to engage the participants. The room was divided into three groups at three separate tables with eight-foot equipped aerials at a 100'-scale including markers, dot stickers and sticky pads to document the input (see Exhibit 5). The initial activity was a PowerPoint presentation, which is provided as Exhibit 9 to the report that showed pictures of elements of a streetscape

that the participants were asked to "Like" or "Dislike". The visual preferences presentation grouped the streetscape elements into the following categories:

- ✓ Built Environment
- ✓ Streetscape
- ✓ Street Furnishings
- ✓ Housing Style
- ✓ Commercial

- ✓ Public Art
- ✓ Sidewalks
- ✓ Residential Style
- ✓ Bike lanes
- ✓ Mobility

- ✓ Crosswalks
- ✓ Wayfinding
- ✓ Gateway
- ✓ Public Space
- ✓ Traffic Calming



The results of the PowerPoint Visual Preference Survey is provided as Exhibit 10 of this report. The results of the existing conditions exercise identified areas of concern along the Corridor. The key issues identified by the participants included the following:

- Areas that are dangerous due to illegal activity;
- Intersections where there are pedestrian and bicycle conflicts with traffic;
- Vacant and poorly maintained properties;
- Not attractive "back of house" shopping center;
- Too many convenience stores;
- High speed traffic locations,
- Drag racing;
- Poor pedestrian and bicycle connectivity; and
- Lack of adequate lighting, trash receptacles and benches.





Areas that were shared as community assets were also noted and consisted of the following:

- Westgate Community Center/athletic fields;
- Proximity to downtown West Palm Beach;
- Westgate residents with a long history of the area;
- The Community Garden; and
- Dennis Koehler Preserve.



The subsequent meeting of April 26, 2017 was attended by 19 members of the public (Exhibit 2). The format for the second meeting was a presentation by the planners and designers of the results of the visual preference survey and a proposed "Ideas Board" (Exhibit 10). The purpose of the Ideas Board was to illustrate the redesign of the Corridor based upon the results of the visual preference survey of the first design charrette. The Ideas Board depicts both the preferred streetscape elements as well as the Iand use preferences for the Corridor. There was much discussion as to the location of the core of the Corridor, or that area with the most intensive mixed use development potential. A portion of the group stated that the core should be located further east closer to Congress Avenue while others believed the most appropriate location should extend from Seminole Avenue west to the intersection of Wabasso Avenue. The Corridor Visioning Maps are found in Exhibit 7. Collaboratively, the design team, WCRA and County staff, Westgate business owners and residents refined the Ideas Board. The result of this effort is displayed and summarized below:

- ✓ Reduced traffic lanes;
- Landscaped median;
- ✓ Protected bike lanes;
- $\checkmark$  Wider sidewalk widths;
- $\checkmark$  Up-graded street lighting;
- ✓ Wayfinding signage;
- ✓ Street furniture, such as benches & trash receptacles;
- ✓ Gateway features;
- ✓ Signature intersections;
- ✓ Plazas and public gathering spaces;
- ✓ More retail and restaurants;
- ✓ Townhouses; and
- ✓ Mixed use development.

#### WESTGATE CRA - IDEAS BOARD (See Exhibit 8)



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#### THE NEXT STEP

The public participation component of the Westgate Avenue Corridor Streetscape Study was designed to reach the most affected members of the Westgate community. The attendees appeared comfortable with the setting and the designers which allowed open dialog among all. The stakeholders expressed their opinions and desires for the Westgate Avenue Corridor and their surrounding community. Additionally, the County and MPO staff that were present were engaging and offered useful information and insight. The next step in the process will be the development of two alternative streetscape designs that will be showcased to the public and the WCRA Board at the next WCRA Board meeting on June 12, 2017. At that time, the WCRA will provide their recommendation for consideration to the Palm Beach County Board of County Commissioners on a date not yet determined.







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561-355-2087

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Order Name:	Notice	Order Summary	
Order Id:	729851	Base:	\$467.84
Original Order Id:		Other Charges:	\$0.00
Copy Line:	NOTICE TO THE PUBLICWESTGATE/BELVEDERE H	Discounts:	\$0.00
Sales Rep:	PB116 R Hindmarch (P)	Agency Commission:	\$0.00
Purchase Order:		Sales Tax:	\$0.00
Pay Type: Account Group:	Billed	Total Order	\$467.84
Caller:	Mai Newton	Payment Summary No payment information available.	
Section: Reply Request:	6205 Legal Notices		
Tear Sheets:	0		

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#### NOTICE TO THE PUBLIC WESTGATE/BELVEDERE HOMES COMMUNITY REDEVELOPMENT AGENCY Community Design Charrette

The Westgate/Belvedere Homes Community Redevelopment Agency is hosting a Community Design Charrette to gather input from residents, business and property owners on the development of a conceptual streetscape plan for a renewed Westgate Avenue Corridor.

Part I of the Charrette will focus on brainstorming and design and will take place on Wednesday, April 19, 2017 from 6:00pm to 8:00pm. Part II of the Charrette will present conceptual plans and will take place on Wednesday, April 26, 2017 from 6:00pm to 8:00pm. Both Charrette sessions will be held at the Westgate Recreation Center located at 3691 Oswego, West Palm Beach, Florida 33409.

For more information call 561-640-8181 or visit the Westgate/ Belvedere Homes CRA website at www.westgatecra.org.

PUB: The Palm Beach Post 4-14, 4-16, 4-21, 4-23, 2017 #729851 Date Printed 04/12/2017 Time Printed 11:58 AM Order 729851 Page 4 of 4

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#### List of Mailing Labels on Flyers that were sent to Property Owners 2800 WESTGATE AVE LLC 3927 ASSOC

2800 WESTGATE AVE

ABBETT ENTERPRISES INC

PALM BEACH FL 33480 4108

400 SEASPRAY AVE

2934 WESTGATE AVE

3971 CHEROKEE AVE

ALIX MARIE

18 PROP LLC 525 S FLAGLER DR STE 100 WEST PALM BEACH FL 33401 5932

4201 WESTGATE AVENUE LLC 4500 BELVEDERE RD # A WEST PALM BEACH FL 33415 1357

ADM ASSOCIATES INC 3239 RAMOS CIR SACRAMENTO CA 95827 2501 AFFORDABLE HOMES OF PALM BEACH INC

WEST PALM BEACH FL 33409 4852

WEST PALM BEACH FL 33409 4803

WEST PALM BEACH FL 33409 4809

ALAS JUAN A 2793 KENTUCKY ST WEST PALM BCH FL 33406 4239

APONTE DAVID CELSO 13271 VALRICO TER PUNTA GORDA FL 33955 2409 ARREAGA BAUDILIO 5779 GYPSUM PL WEST PALM BEACH FL 33413 1243

BEAUTY AID LLC 2090 PALM BEACH LAKES BLVD # 701 WEST PALM BEACH FL 33409 6508 BECERRA RAFAEL E & 3913 CHEROKEE AVE WEST PALM BEACH FL 33409 4803

BENITEZ JOSEFINA C 2620 NOKOMIS AVE WEST PALM BEACH FL 33409 4918 BOATWRIGHT W L 2740 CHEROKEE AVE WEST PALM BEACH FL 33409 4904

BUSTOS RUBEN 6633 DOGWOOD RD WEST PALM BEACH FL 33409 6121 CADAVIECO AYLEEN & 2913 NOKOMIS AVE WEST PALM BEACH FL 33409 4819 3927 ASSOCIATES PO BOX 350155 FORT LAUDERDALE FL 33335 0155

ADAN INVESTMENT 2012 LLC 1884 N UNIVERSITY DR SUNRISE FL 33322 4125

AJ FLORIDA CAPITAL LLC PO BOX 30247 PALM BEACH GARDENS FL 33420 0247

ANESCA GERTHA M 1040 CAMEO CIR WEST PALM BEACH FL 33417 5416

B & B PROPERTIES INC 1240 F RD LOXAHATCHEE FL 33470 4927

BECKEMEYER LINDA S 3293 CHEROKEE AVE WEST PALM BEACH FL 33409 5097

BRADFORD PAULINA G 11649 57TH RD N ROYAL PALM BEACH FL 33411 8837

CAGNO SALVATORE J & 8612 YVONNE CT OAK RIDGE NC 27310 0150 CALDERON GUADALUPE 3628 NOKOMIS AVE WEST PALM BEACH FL 33409 4910 CALDERON NORBERTO B & 6765 ESCONDIDA WEST PALM BEACH FL 33406 5214

CARDE JOSE L & 123 SHERWOOD DR ROYAL PALM BEACH FL 33411 8210

CARTER ROBERT K & BONNIE E TRUST 108 PEPPER TREE CRES ROYAL PALM BEACH FL 33411 2842 NOKOMIS AVE WEST PALM BEACH FL 33409 4818

**CARDENAS EVARISTO &** 

CASTILLO ORESTES A & PO BOX 16711 WEST PALM BEACH FL 33416 6711

CITATION LAND LLC 1855 INDIAN RD STE 207 WEST PALM BCH FL 33409 4793

COSTANZO JEFFREY 1601 PLANTATION LN WEST PALM BEACH FL 33417 4441 WEST PALM BEACH FL 33409 5078

CROSS COUNTY OWNER LLC 266 BROADWAY STE 501 BROOKLYN NY 11211 6499

CLINICS CAN HELP INC

2560 WESTGATE AVE

DESIGNS BY R & S INC 7040 SEMINOLE PRATT & WHITNEY RD STE 25-144 LOXAHATCHEE FL 33470 5714

EDUCATION DEVELOPMENT CENTER INC 2300 PARKER AVE WEST PALM BEACH FL 33401 7832

FEA MINISTRIES INC PO BOX 1065 HOBE SOUND FL 33475 1065

FERRER MARIA & 1216 LOXAHATCHEE DR WEST PALM BEACH FL 33409 5037 DOCAMPO HEBER 1432 FAIRGREEN RD WEST PALM BEACH FL 33417 5401

FAITH CATHEDRAL WORSHIP CENTER INC 2620 WESTGATE AVE WEST PALM BEACH FL 33409 4956

FERNANDEZ MAXIMO 3120 CAROL AVE LAKE WORTH FL 33461 2018

FLEITES VIOLETA 4025 WINDHAM RD WEST PALM BCH FL 33406 3251 CANNON GAROLD D & 1200 OSCEOLA DR WEST PALM BEACH FL 33409

CAREY REAL ESTATE HOLDINGS LLC 1801 INDIAN RD STE 103 WEST PALM BEACH FL 33409 4604

CHAMBERS RANSFORD J & 1710 FOREST LAKES CIR WEST PALM BEACH FL 33406 5788

CONCENTRIC VISION INVESTMENTS CORP PO BOX 220631 WEST PALM BEACH FL 33422 0631

DALLAND PROPERTIES 3200 NW 84TH AVE SUNRISE FL 33351 8912

DORCENT FEBONIQUE 2403 WESTGATE AVE WEST PALM BEACH FL 33409 5079

FARGHALI MOUSTAFA & 3146 VIA POINCIANA APT 214 LAKE WORTH FL 33467 1981

FERNANDEZ MICKEY 2633 WESTGATE AVE WEST PALM BEACH FL 33409 4955

FLEUR DE LYS INVESTMENTS INC 4469 BARCLAY FAIR WAY LAKE WORTH FL 33449 8111 FLOHR RINNA B TRUST 7030 DEVON WAY BERKELEY CA 94705 1723

FRASCO SAL J 139 SPARROW DR # 4A ROYAL PALM BEACH FL 33411 1630

FUENTES MARGARITA 2614 NOKOMIS AVE WEST PALM BEACH FL 33409 4918

GILLES CILAS P & 4208 SHELBY RD N

WEST PALM BEACH FL 33407

GOURDET CLERDA 5610 MIDDLECOFF DR WEST PALM BEACH FL 33413 1239

39 WEST PALM BEACH FL 33406 5788

JUDITH R TRUST

202 S HAMPTON DR

JUPITER FL 33458 8111

HARRIS CHARLES E &

2720 NOKOMIS AVE

**GRANDVILL LLC** 

**GROUP LLC** 

1336 70TH ST

GULFSTREAM GLASS INC 2933 WESTGATE AVE WEST PALM BEACH FL 33409 5093

HODGES LARRY W TR HUTCHINSON WILLOUGHBY R &

PO BOX 17679 WEST PALM BEACH FL 33416 7679

JASMINE OF PALM BEACH LTD 1806 N FRANKLIN ST TAMPA FL 33602 2234 JAY201 LLC 1855 INDIAN RD STE 202 WEST PALM BEACH FL 33409 4793

JMJ WESTGATE LLC 305 S ANDREWS AVE STE 710 FORT LAUDERDALE FL 33301 1853 JNVS INVESTMENT LLC 2565 WESTGATE AVE WEST PALM BEACH FL 33409 5077 FOY JAY G & 1094 TRAILWAY LN WEST PALM BEACH FL 33417

FRITZ HOWARD D 458 NE WILLOW BEND TER LEE FL 32059 4990

GALVEZ HUMBERTO & 3004 CLYDE RD WEST PALM BEACH FL 33405 1310

GORE LINDA E 2951 NOKOMIS AVE WEST PALM BEACH FL 33409 4819

GUILLEN ELBA C 1702 WABASSO DR WEST PALM BEACH FL 33409 4838

HARVEST INVESTMENT INTERNATIONAL INC 9200 BELVEDERE RD STE 109 WEST PALM BEACH FL 33411 3632 INNOCENT MAXI 2916 NOKOMIS AVE WEST PALM BEACH FL 33409 4820

JGS OF PALM BEACH INC 4757 DORCHESTER MEWS WEST PALM BEACH FL 33415 1336

JOHNSON MARJORIE & 2635 WESTGATE AVE WEST PALM BEACH FL 33409 4955

FLORES LUIS O & 2620 NOKOMIS AVE WEST PALM BEACH FL 33409 4918

FRIENDLY US REALTY LLC 9200 BELVEDERE RD STE 103 ROYAL PALM BEACH FL 33411 3606

ROTAL PALIVI DEACH FL 33411 300

WEST PALM BEACH FL 33409 5001

GLOBAL INVESTMENT PROPERTY

**BROOKLYN NY 11228 1625** 

1710 FOREST LAKES CIR APT B

WEST PALM BEACH FL 33409 4920

**FUSCHINI SANDRA** 

3175 CHEROKEE AVE

K & F ENTERPRISES OF USA INC 4579 BLUE PINE CIR LAKE WORTH FL 33463 7235

KILBAS STANLEY J REV TRUST 12204 SAG HARBOR CT UNIT 2 WELLINGTON FL 33414 5527

LEGLER LINDA 2943 NOKOMIS AVE WEST PALM BEACH FL 33409 4819 KANE STEPHEN P 1437 CHOBEE ST OKEECHOBEE FL 34974 0239

KRANZ ALEXANDER J & 189 BENT TREE DR PALM BCH GDNS FL 33418 3599

LOGAN DIANNE E 2835 NOKOMIS AVE WEST PALM BEACH FL 33409 4817

LUCAS BRUCE S 2746 WESTGATE AVE WEST PALM BEACH FL 33409 5056

MARVIN MELANIE & 2525 NOKOMIS AVE WEST PALM BEACH FL 33409 5029 INC 8951 ALEXANDRA CIR RIVIERA BEACH FL 33404

MARITIME FINANCIAL INVESTMENTS

MATEO LUCIO & 627 ASPEN RD WEST PALM BEACH FL 33409 6101

MCDONALD SCOTT 2617 NOKOMIS AVE WEST PALM BEACH FL 33409 4900 MCLEOD ROBIN G TRUST 17275 TANGERINE BLVD LOXAHATCHEE FL 33470

MEDRANO ENRIQUE 1305 SUWANEE DR WEST PALM BEACH FL 33409 5089 MERCADO CARLOS G & 4797 DURHAM ST WEST PALM BEACH FL 33417 5949

NEW COUNTRY MOTOR CARS 358 BROADWAY STE 403 SARATOGA SPRINGS NY 12866 7153 NGUYEN NHUT 3346 CHEROKEE AVE WEST PALM BEACH FL 33409 5098

NOSS LLC PO BOX 30247 PALM BEACH GARDENS FL 33420 0247 OJITO MAYRA & 2609 CHEROKEE AVE WEST PALM BEACH FL 33409 4901 KCSA PROPERTIES LLC 4050 WESTGATE AVE STE 105 WEST PALM BEACH FL 33409 4732

LABRADOR JUAN TRUST 891 CHASE RD WEST PALM BCH FL 33415 3615

LONGWELL MARK W 2678 CEDARCREST RD WEST PALM BEACH FL 33415 8213

MARTINEZ ARMANDO & 1501 SUWANNEE DR WEST PALM BEACH FL 33409 5302

MCDONALD RALPH S 2617 NOKOMIS AVE WEST PALM BEACH FL 33409 4900

MECCA PETER C TRUST 14903 HORSESHOE TRCE WELLINGTON FL 33414 4053

MI PAIS EXPRESS INC 3301 BROADWAY WEST PALM BEACH FL 33407 4837

NOKOMIS 2834 LAND TRUST 125 S STATE ROAD 7 STE 104236 WELLINGTON FL 33414 4385 OLIVER SERGIO MIGUEL 2610 NOKOMIS AVE WEST PALM BEACH FL 33409 4918 OPPORTUNITY INC OF PALM BEACH CO 1713 QUAIL LAKE DR WEST PALM BEACH FL 33409 4607

PANTOJA SUSY M 1699 FOREST LAKE CIR # C WEST PALM BEACH FL 33406 5790

PGBMPB LLC 486 OTTER LN N JUPITER FL 33458 8362 OTALORA JORGE E & 325 LAS PALMAS ST ROYAL PALM BEACH FL 33411 1029

PEREZ GEORGE 2612 NOKOMIS AVE WEST PALM BEACH FL 33409 4918

PITTS JOSEPH D 184 BENT TREE DR PALM BEACH GARDENS FL 33418 3597

**RAMDEHOLL JAMWANT &** 

LAKE WORTH FL 33467 1131

8567 PINTO DR

PRONTO ENTERPRISES 6765 ESCONDIDA WEST PALM BEACH FL 33406 5214

RHA 2 LLC 3505 KOGER BLVD STE 400 DULUTH GA 30096 7672 RIVAS VIRGILIO H 164 PONCE DE LEON ST ROYAL PALM BEACH FL 33411 1213

RIVERA WILLIE A 2623 CHEROKEE AVE WEST PALM BEACH FL 33409 4901 RODRIGUEZ MARGARITA 2943 CHEROKEE AVE WEST PALM BEACH FL 33409 4803

ROSE HENRY H & 2414 CHEROKEE AVE WEST PALM BEACH FL 33409 5010 ROTUNDO MARGERY A & 8609 YVONNE CT OAK RIDGE NC 27310 0150

S & L PROPERTIES I 8803 COBBLESTONE POINT CIR BOYNTON BEACH FL 33472 S&P CAPITAL CORPORATION PO BOX 210576 WEST PALM BEACH FL 33421 0576

SAINT FORT MYRLANDE 2947 NOKOMIS AVE WEST PALM BEACH FL 33409 4819 SAINT JUSTE AMENIDE 3253 CHEROKEE AVE WEST PALM BEACH FL 33409 5097 PALM BEACH INVESTORS ASSN LLC TRU 125 S STATE ROAD 7 STE 104236 WELLINGTON FL 33414 4385 PEREZ MANUEL & 1027 N PARK CIR WEST PALM BEACH FL 33405 3426

PRICE JAMES 13378 SW 144TH PKWY OKEECHOBEE FL 34974 8828

REYES BRIGET 1501 OSCEOLA DR WEST PALM BEACH FL 33409 5033

RIVERA PIEROLA PEDRO M & 732 IBIS WAY NORTH PALM BEACH FL 33408 4706

ROMAN SONNY 3285 CHEROKEE AVE WEST PALM BEACH FL 33409 5097

ROWIZ INTERNATIONAL INC 2001 N OCEAN BLVD APT 901 FORT LAUDERDALE FL 33305 3754 S&P CAPITAL CORPORATION PO BOX 210576 WEST PALM BEACH FL 33421 0576

SAUNCHES NOEL TRUST 3891 CLASSIC CT WEST PALM BEACH FL 33417 1195 SB ENTERPRISES LLC 18653 VENTURA BLVD STE 189 TARZANA CA 91356 4103

SHAHANSHAN SYEDA F 21774 RAINBERRY PARK BOCA RATON FL 33428 1740

SMITH RICHARD J & SHEILA M TRUST 702 MARSHALL RD WEST PALM BEACH FL 33413 3344

TENDER LOVE & CARE CHILD DEV CTR 1859 SEMINOLE BLVD WEST PALM BEACH FL 33409 4948

THIRTY NINE TWENTY ONE ASSOC 2125 S ANDREWS AVE FORT LAUDERDALE FL 33316 3431

TOMASEVSKAJA JANINA 1804 SE HIDEAWAY CIR PORT ST LUCIE FL 34952 4813 TRANHOLZ LLC 7444 GREENVILLE CIR LAKE WORTH FL 33467 7139

VAN AKEN THERESA EST

2720 CHEROKEE AVE

THOMPSON & THOMAS PA

1801 INDIAN RD # 100

SCHOOL BOARD OF PALM BEACH

3300 FOREST HILL BLVD C-110 WEST PALM BEACH FL 33406 5813

3017 EXCHANGE CT STE C

SOUTHERN ENGINEERING &

LAKE WORTH FL 33465 4244

WEST PALM BEACH FL 33409 4902

WEST PALM BEACH FL 33409 4604

WEST PALM BEACH FL 33409 4032

COUNTY FL

SILC RUDOLPH W

CNSTRCTN LLC

**TERRY BOBBY &** 

2644 CHEROKEE AVE

PO BOX 4244

TUM VYTHIYA TRUST & 6 SUNNINGDALE CIR WEST PALM BEACH FL 33401

VEGA SECUNDINO R JR &

VASQUEZ AGUSTINA R 3301 CHEROKEE AVE WEST PALM BEACH FL 33409 5097

2033 QUAIL DR WEST PALM BEACH FL 33409 4882

WEST PALM BEACH FL 33409 4904

VELAZQUEZ GREGORIO G 2616 NOKOMIS AVE WEST PALM BEACH FL 33409 4918 VELEZ BLANCA I & 2647 CHEROKEE AVE WEST PALM BEACH FL 33409 4901 SHAD ARCADE INC 1464 FAIRWAY CIR WEST PALM BEACH FL 33413 3329

SKN INVESTMENTS LLC 11784 VALENCIA GARDENS AVE PALM BEACH GARDENS FL 33410 2932

SUAREZ CARLOS 104 SAN JUAN DR PALM SPRINGS FL 33461 2014

THEODOSSAKOS DEMITRIOS 6410 BREVARD AVE WEST PALM BEACH FL 33405 4410

TOLEDO SONIA 2637 WESTGATE AVE WEST PALM BEACH FL 33409 4955

TROPEANO FRANK & 2091 INDIAN RD WEST PALM BEACH FL 33409 3219

VAN REETH MELANIE A & 2525 NOKOMIS AVE WEST PALM BEACH FL 33409 5029

VELASQUEZ TRANQUILINO 2804 NOKOMIS ST WEST PALM BEACH FL 33409 4818

VELEZ RAMY OM 1732 S CONGRESS AVE UNIT 114 PALM SPRINGS FL 33461 2198 VILLEGAS ISAELA 1217 EDGEHILL RD WEST PALM BEACH FL 33417 5605

WENDYS THRIFT SHOP INC 1580 MAYPOP RD WEST PALM BEACH FL 33415 5539

WESTGATE CENTRE LLC 631 US HIGHWAY 1 STE 402

NORTH PALM BEACH FL 33408 1980

WEISE LISA 2605 CHEROKEE AVE WEST PALM BEACH FL 33409 4901

WEST PALM BEACH APARTMENTS WEST LC PO BOX 33420 PALM BEACH GARDENS FL 33420

WESTGATE DUPLEXES LLC PO BOX 30247 PALM BEACH GARDENS FL 33420 0247

WESTGATE LLC 17272 67TH CT N LOXAHATCHEE FL 33470 3239 WESTGATE NEW TESTAMENT CHURCH 1200 TALLAHASSEE DR WEST PALM BEACH FL 33409 4940 WELLS FARGO BANK NA TR 1661 WORTHINGTON RD STE 100 WEST PALM BEACH FL 33409 6493

WESTGATE AVE INVESTMENT LLC 513 S OLIVE AVE WEST PALM BEACH FL 33401 5907

WESTGATE I & II CORP PO BOX 13177 NORTH PALM BEACH FL 33408 7177

WESTGATE ONE LLC 2350 NE 202ND ST MIAMI FL 33180 1840

WESTGATE PLAZA APARTMENTS LTD 3050 BISCAYNE BLVD STE 300 MIAMI FL 33137 4143 WILBURN PAUL L & 2408 NOKOMIS AVE WEST PALM BEACH FL 33409 5157 WILLIAMS JAMES A 221 ALEMEDA DR LAKE WORTH FL 33461 1602

WPB 1800 LLC 15801 BISCAYNE BLVD STE 203 MIAMI FL 33160 4601 YAEGGY OTTO F & 1307 SEMINOLE BLVD WEST PALM BEACH FL 33409 4952 YOUNG ETHEL M EST 2226 F RD LOXAHATCHEE FL 33470 4736

#### THE LIST OF RESIDENTS AND BUSINESS OWNERS INVITED

#### <u>Residents, Property & Business Owners Contacted Directly</u> (One week preceding Charrette Part I) Businesses on Westgate Avenue

#### Visited:

Mr. Santos, convenience store owner Oberto, grocer (Dos Hermanos) Eduardo, used car lot (Delta Car Trade) Bruce, auto repair (Westgate Auto) La Tapatilla, grocery store Wade, business owner (Palm Beach Plumbing Parts) Garrold, property owner

#### Called:

Kathy, property owner Melanie Marvin, resident Jean Toussaint, resident John Sawyers, resident Mickey Fernandez, business owner (Mi Pais Express) Mr. Theodosakus, property owner Mr. Goodhue, property owner Vince Campi, property owner Bob Carter, property owner Rico Cartier, property owner Melanie Marvin, resident/former Board member Vince Campi, property owner John Sawyers, resident Manuel Evceda, resident Huong Griffin, resident Onix Santana, resident Jean Toussaint, property owner James Hailey, resident

#### THE LIST OF GOVERNMENT STAFF INVITED

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# Westgate Avenue Streetscape Community Design Charrette

SIGN IN SHEET

April 19, 2017

PLEASE PRINT

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# Westgate Avenue Streetscape Community Design Charrette

**SIGN IN SHEET** 

April 19, 2017

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# Westgate Avenue Streetscape Community Design Charrette

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# Westgate Avenue Streetscape Community Design Charrette

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# WESTGATE AVENUE STREETSCAPE COMMUNITY DESIGN CHARRETTE

**SIGN IN SHEET** 

April 26, 2017

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### WESTGATE AVENUE STREETSCAPE COMMUNITY DESIGN CHARRETTE

**SIGN IN SHEET** 

April 26, 2017

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# WESTGATE AVENUE STREETSCAPE COMMUNITY DESIGN CHARRETTE

**SIGN IN SHEET** 

April 26, 2017

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Patter Pitts	11213 Elison Wilson Rd NPB 33408		
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#### WESTGATE AVE CRA Westgate Ave Charrette Part I

Westgate Recreation Center

3691 Oswego Avenue

#### West Palm Beach, FL 33409

6:00 pm – 8:00 pm

#### 1. Welcome and Introduction of the Team members and Project

#### 2. Charrette Activities

- a. Visual Preference Analysis
  - Gathering the collective opinion of the community based on choosing design options that residents would like to see in the future design concept of Westgate Ave Corridor
  - ii. Residents rate each image presented under the categories of build environment, public Art, residential type, street furnishing, streetscape, street lighting, commercial, mobility, bike lanes, way findings, crosswalk, gateway, public space, sidewalk, and traffic calming.

#### b. Existing Conditions Inventory

- i. Residents and city/county officials are broken up into groups and write down the existing conditions on the presented printed aerial maps.
- ii. Existing conditions:
  - 1. Babbling brook- needs to be maintained or eliminated
  - 2. Many ethnic convenient stores
  - 3. Okeechobee has no identity
    - a. Lack of gateway to Westgate
  - 4. Speeding in school zones
  - 5. Congress Ave is not bike/ pedestrian friendly
  - 6. Illegal Parking/loadng issue
    - a. Seminole Blvd/Westgate Ave
  - 7. Shopping cart dumping (Quail Rd/Westgate Ave)
  - 8. High crime
    - a. (Quail Rd/Westgate Ave)
    - b. Tallahassee Dr. to Seminole Blvd
    - c. Loxahatchee Dr/ Westgate Ave
  - 9. Traffic accident risk
    - a. (Quail Rd/Westgate Ave)
  - 10. Vacancies
    - a. (Oswego Ave/Wabasso Dr.)

- b. Seminole Blvd to Osceola
- 11. Lack of lighting
  - a. Seminole Blvd to Osceola
- 12. Walkers
  - a. Quail Rd to Wabasso Dr.
- 13. Entire Westgate Corridor
  - a. Lack of sidewalks
  - b. Lake of bike lanes
  - c. Drag racing
  - d. Lack of shade

#### c. Corridor Visioning

- i. Residents and city/county officials are broken up into groups and write down his or her suggestions of what they envision Westgate to become.
- ii. Suggestions:
  - 1. Gateway
    - a. Congress Ave/ Westgate Ave
    - b. Wabasso Dr. / Okeechobee Blvd
    - 2. Uses Placement
      - a. Comm/Mixed use at the ends (Congress/Seminole, Wabasso/ Military) and residential/mixed use in the middle (Seminole Blvd/ Wabasso)
    - 3. Residential
      - a. Single family development preffered
      - b. Townhouses
      - c. No high rise apartments
      - d. Multifamily (Quail Rd/ Westgate Ave)
    - 4. Utilites
      - a. Place utilities underground
    - 5. Traffic calming
      - a. No speed bumps
      - b. Round abouts
        - i. Osceola Dr. /Westgate Ave
    - 6. City comparisons
      - a. Lake Worth
      - b. Northwood
    - 7. Destinations
      - a. Create Micro brewery as destination
      - b. Bakery
      - c. BBQ restaurant
      - d. Drive through coffee shop
      - e. Sculpture garden (Tallahassee Dr./ Genessee Ave)
      - f. Retail (Small shops)

- 8. Security
- 9. Lighting on the water
- 10. Create greenway with dog park
- 11. Babbling Brook
  - a. Eliminating or maintaining
- 12. Public place gathering
  - a. Tallahassee Dr. & Seminole
- 13. Entire Westgate Ave
  - a. Better lighting
  - b. Side walks
  - c. Bike lanes
- 14. Signage
  - a. Corner Okeechobee/ Congress Ave
  - b. Congress/ Westgate Ave

#### d. Next step

- i. WGI will create an idea board for the Westgate Corridor using the results and conclusions from the visual preference survey, existing conditions inventory, and corridor visioning maps.
- ii. Westgate Ave Charrette Part II, April 26, 2017 Westgate Recreation Center 3691 Oswego Avenue West Palm Beach, FL 33409 6:00 pm – 8:00 pm





#### WESTGATE AVE CRA Westgate Ave Charrette Part II

Westgate Recreation Center

3691 Oswego Avenue

#### West Palm Beach, FL 33409

6:00 pm – 8:00 pm

#### 1. Welcome and Introduction of Team Members

#### 2. Results from the Visual Preference Survey

- a. Residential Style
  - i. Residents want angled roofs
  - ii. Flat roofs appear institutional
- b. Built Environment
  - i. Residents do not want graffiti on exterior
- c. Public Art
  - i. Encourages activity
  - ii. Creates a "youthful look"

#### 3. Existing Conditions

- a. Presented Existing Conditions Summary Map:
  - i. Military Trail Ave to Tallahassee Dr.
    - 1. Back facade of Cross County shopping center not attractive
    - 2. High crime & illegal dumping
    - 3. Vacant & abandoned homes
    - 4. Traffic accidents
    - 5. High speed traffic
    - 6. School bus stop
    - 7. Auto centric commercial
    - 8. Two convenient stores
    - 9. Need for better pedestrian connections
  - ii. Tallahassee Dr. to Congress Ave
    - 1. Crime areas
    - 2. Five convenient stores
    - 3. Auto centric area
    - 4. High vacancies
    - 5. High speed traffic/ drag racing
  - iii. Westgate Ave (Entire corridor)

- 1. Lack of sidewalk
- 2. Lack of streetlights
- 3. Lack of bike lanes
- 4. Poor connectivity
- iv. Additional Comments
  - 1. Possible bus stop south of Wabasso Dr.
  - 2. Major school bus issues

#### 4. Recommendations

- a. Small town Feel
  - i. Pedestrian Friendly
  - ii. Residential
    - 1. Apartments
    - 2. Mixed-Use
    - 3. Townhomes
  - iii. Commercial
    - 1. 2-3 story mixed-use
    - 2. Local businesses
    - 3. Public open space
  - iv. Street improvements
    - 1. Sidewalks & bike lanes
    - 2. Signage
    - 3. Median
    - 4. Street lights
    - 5. Benches & Trash cans
    - v. Neighborhood Character
      - 1. Murals
      - 2. Artsy bike racks
      - 3. Fun bus stops
      - 4. Artistic intersections

#### 5. Idea Board

- a. Presented Westgate corridor ideas board:
  - i. Military Trail to Wabasso Dr.
    - 1. Dual front commercial/ public art
    - 2. Neighborhood signage/wayfinding
    - 3. Gateway (Indian Rd/Westgate Ave)
    - 4. Light retail with townhomes
    - 5. Connection to proposed greenway
  - ii. Wabasso Dr. to Seminole Blvd
    - 1. Gateway (Wabasso Dr. / Okeechobee Blvd)
    - 2. Intersection improvements (Wabasso Dr. /Westgate Ave, Seminole Blvd/Westgate Ave)

- 3. Signature Intersection (Tallahassee Dr. / Westgate Ave)
- 4. Proposed Mixed Use (Higher density area)
- iii. Seminole Blvd to Congress Ave
  - 1. Proposed townhomes with small retail
  - 2. Gate way (Congress Ave/ Westgate Ave)
- iv. Westgate Ave (Entire corridor)
  - 1. Signature neighborhood sidewalk
  - 2. Reduced traffic lanes
    - a. Landscaped median & bike lanes
  - 3. Upgraded streetscape
    - a. Street lighting
    - b. Benches
    - c. Street trees
    - d. Trash receptacles

#### v. Additional Comments

- 1. Seminole Blvd to Loxahatchee should be commercial:
  - a. Due to being closer to downtown
  - By being located closer to the elementary school, parents who drop his or her child at school can eat and relax close by without hassle
  - c. Traffic due to buses on the east side of the corridor so must cut on Congress
- 2. Extend commercial to Loxahatchee (using idea board designated commercial area)
- 3. Commercial should be located at the end and residential in the middle
  - a. Ties together with major road Palm Beach Lakes Blvd
- 4. Wabasso and Congress
  - a. Should stand out
  - b. Change of landscaping and wayfinding
  - c. Addition of street tress to make it nice to walk
- 5. Neighborhood linkage
  - a. Should provide a different paving and wayfinding to stand out
- 6. Gateway preferences
  - a. Congress gateway
    - i. Through Seminole Blvd
    - ii. Congress gateway should have an angled/arched gateway to distract from adjacent gas stations

#### vi. Next steps

1. WGI will provide two Westgate Ave Corridor streetscape example plans. The date of the presentation of the plans will be TBD until further notice.



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# WESTGATE CRA - EXISTING CONDITIONS





BACK OF SHOPPING CENTER - NOT ATTRACTNE

HIGH SPEED TRAFFIC





MAP KEY



POOR CONNECTIVITY (NO SIDEWALKS, LIGHTING, RECEPTACLES, STREET TREES, OR BIKE LANES)



AUTO CENTRIC COMMERCIAL

. . . . . GOOD AREAS 

**CRIME AREAS** 















# WESTGATE CRA - IDEAS BOARD



# CHARACTER PHOTOS



MIXED-USE CORE (RETAIL ON IST FLOOR/ RESIDENTAIL ABOVE)



NEIGHBORHOOD ART



PROTECTED BIKE LANES



STREET LIGHTING



SIGNATURE INTERSECTION



PLANTED MEDIAN



PUBLIC OPEN SPACE



TOWNHOMES WITH SMALL RETAIL

NEIGHBORHOOD SIGNAGE



# MAP KEY





Agenda			
<ul> <li>Welcome</li> <li>Introduction to the Project</li> </ul>			
Charrette Activities			
Visual Preference Survey     Group Mapping - Existing Conditions Inventory			
<ul> <li>Group Mapping – Corridor Visioning</li> </ul>			
- Wrap Up			
	TTH LAW	GL man	















































































്റ	orridor Visioning – suggestions
U	Sondor Visioning - Suggestions
. · :	Should there be multi-use development (commercial & residential)?
<u></u>	Where should retail stores be along the corridor?
- 3	Should there be residential areas?
	Apartments/ townhomes?
	Single family?
- )	Where should Neighborhood gateways be?
ו 1	Would you like to see restaurants and cafes along the corridor?
- 0	Outside seating other public spaces?
- 1	Would you like to have larger identified bike lanes? Wider sidewalks? Street parking?

X		× 1	WGL	
	Wednesday, April 26, 2017 from 6-8pm			
	"Part II: Presentation of Conceptual Plan"			
	PLEASE JOIN US FOR -			
	Thank you!			



		WWGL	
Next Steps			
<ul> <li>Recommendations &amp; Ideas Boa</li> </ul>	ard		
<ul> <li>Existing Conditions</li> <li>Summary Map</li> <li>Feedback</li> </ul>			
<ul> <li>Welcome</li> <li>Results from the Visual Prefere</li> </ul>	nce Survey		
Agenda			



























#### Existing Conditions Inventory







# RECOMMENDATIONS & IDEAS BOARD

















Th	ank you	1					
	Questi	ons?					
		Comments?					
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# Westgate Avenue Corridor PROPOSED STREETSCAPE PLAN







### Contents

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# Background

The Westgate Belvedere Homes Community Redevelopment Agency (Agency) was established in 1988 by the Board of County Commissioners (BCC) as a special district for the redevelopment of the Westgate Belvedere Homes Redevelopment Area (WCRA) that was subsequently established in 1989. The Agency was created pursuant to Chapter 163, Part III of the Florida Statutes, which outlines a comprehensive program providing the legal framework and financing mechanisms available to a local government for addressing the slum and blighted conditions of an area. Therefore, the purpose of the Agency is to revitalize the physical environment and economy of the district. The resulting document, the 1989 WCRA Redevelopment Plan, was primarily a physical plan concentrating on land use issues, infrastructure requirements, transportation, and the methods of financing improvements to address those needs.

The WCRA consists of approximately 1,300 acres (approximately two square miles) bounded by Okeechobee Boulevard to the north, Belvedere Road to the south, North Military Trail to the west and Florida Mango to the east. One of the primary reasons for the establishment of the WCRA was to assist Palm Beach County (PBC) in providing funding and implementation specific to infrastructure improvements including water, sewer, drainage, street improvements and sidewalks. The focus of the initial as well as the amended 2005 Community Redevelopment Plan that followed was to provide the infrastructure improvements necessary to stimulate redevelopment and set a foundation for quality development. To date the Agency has completed \$30.9 million dollars in public infrastructure improvements. With much of the infrastructure work completed, focus of the Agency and the directives of the draft updated 2017 Plan shifts towards vertical improvements and economic development.

In July 2016, the Agency was awarded a Technical Assistance Grant by the Department of Economic Opportunity to further a study on a streetscape design for the Westgate Avenue Corridor, which is envisioned to be the main commercial corridor for the WCRA. The area is approximately 1.5-miles in length and is bound on the east by Congress Avenue and on the west by North Military Trail, extending one block to the south and one block north by Nokolis Avenue and Cherokee Avenue, respectively. WGI has been retained to prepare a Westgate Avenue Corridor



Neighborhood map

Study (Study) that involves an evaluation and analysis of the existing conditions and is based upon the Agency's vision for the corridor with input from local stakeholders and government staff. The goal for the Study is to promote improved walkability and other multi-modal transportation opportunities, in addition to beautify, enhance, and create an environment that will attract new investment and foster economic growth within the project area.

The Study consists of the following five tasks:

- Task 1 Existing Conditions Report
- Task 2 GIS Map Series
- Task 3 Regulatory Assessment
- Task 4 Stakeholder Meetings
- Task 5 Proposed Streetscape Plan and Prese ntation

Task 1, the Existing Conditions Report, consisted of the identification of existing utilities, land uses as identified in

the PBC Property Appraiser Use Code, a windshield survey of structural conditions and the physical assessment of infrastructure conditions along the Westgate Avenue Corridor. **Task 2**, involved the production of a Geographical Information System (GIS) Map Series that resulted in the following maps:

- Utilities Map;
- · Land Use Map;
- Future Land Use Map;
- Zoning Map;
- WCRA Sub-Area Zoning Overlay Map;
- Visual Map;
- Structure Age Map;
- Structure Mass and Setback Map;
- Parcel Conditions Map;
- Traffic and Crash Data Map; and
- Crash Map.



Existing Lands Use map created in Task 1

Task 3 was a Regulatory Assessment Report that evaluated the regulatory framework that governs the redevelopment of land within the Westgate Avenue Corridor Study Area. The regulatory framework included an analysis of the WCRA's Community Redevelopment Plan, which is currently under review and tentatively scheduled for adoption in late summer/ early fall 2017, the PBC Comprehensive Plan and the PBC Unified Land Development Code (ULDC). As part of the assessment, the goals, objectives and policies within each of the documents were evaluated in order to identify the impacts on redevelopment along the Westgate Avenue Corridor. The evaluation identified the successes and opportunities within each assessment area, the challenges and opportunities for improvement, and lastly the next steps needed to successfully implement the plan. Assessment areas included key topics that impacted redevelopment potential along the Westgate Avenue Corridor, including infrastructure, the built environment, housing, and streetscape. The Regulatory Assessment Report will serve as a guide and point of discussion, as redevelopment efforts for the Westgate Avenue Corridor continue to move forward.

Public participation is an integral part of any governmental project as the process seeks to ensure decisions are made in the best interest of the affected residents of a community. The public involvement component of the Westgate Avenue Streetscape Study was orchestrated during **Task 4** and

consisted of a two-part planning design charrette held on April 19, 2017 and April 26, 2017 at the Westgate Recreation Center at 3691 Oswego Avenue, conveniently located just south of the Westgate Avenue Corridor in the heart of the WCRA. The charrette process provided a forum for ideas and offered the unique advantage of giving immediate feedback to the planners and WCRA staff. In order to determine what participants "like" or "dislike," a visual preferences survey was conducted that consisted of the following elements:

- · Built environment
- Streetscape
- Street furnishings
- Housing style
- Commercial
- Public art
- Sidewalks
- Residential style
- Bike lanes
- Mobility
- Crosswalks
- Wayfinding
- Gateway
- Public space
- Traffic calming



Charrette pictures

Collaboratively, the design team, WCRA and County staff created an Ideas Board with key elements described below:

- Reduced Traffic Lanes;
- Landscaped median;
- · Protected bike lanes;
- Wider sidewalk widths;
- Up-graded street lighting;
- Wayfinding signage;
- · Street furniture, such as benches & trash receptacles
- Gateway features;
- Signature intersections;
- Plazas and public gathering spaces;
- More retail and restaurants;
- · Townhouses; and
- Mixed use development.

The County and local Metropolitan Planning Organization (MPO) staff that were present were engaging and offered useful information and insight. The County Planning staff suggested a shade tree program along key entrance corridors, in particular, Wabasso Drive. This street intersects with Okeechobee Boulevard and transitions into Palm Beach Lakes Boulevard on the north side of Okeechobee Boulevard. Wabasso Drive also serves as a cut-through to Military Trail and residents complain about the high speed of vehicular traffic. The County Planning staff suggested the shade tree program along Wabasso Drive to reduce speed and also help to re-position the street as a neighborhood serving corridor.

Additionally, on May 8, 2017, the WCRA team met with County Planning, Engineering and Land Development departments to discuss potential cross sections of the Westgate Corridor. Two alternatives for the corridor east and west of Wabasso Drive

#### WESTGATE CRA - IDEAS BOARD



Ideas Board for the Westgate Ave. corridor based on findings from the Charrettes

were offered for discussion purposes only. Referred to as either "Planners Design" or the more conservative, "Practical Design". County staff was supportive of the idea of a modification to the existing road cross section provided for in each design, but directed attention to stormwater management, maintaining a minimum of 16 feet for landscaped medians, and a travel lane width of not less than 11 feet. Additionally, Engineering staff mentioned that Fire Services may request a minimum of 20 feet for the travel lane width.

Also shown in this final report, Task 5 provides two alternative streetscape designs that incorporate the opinions and desires of the residents, property owners and other key stakeholders that participated in the design charrette while respecting the regulatory authority of PBC who owns and maintains the road.





Conceptual streescape sections from the meeting with Palm Beach County personel on May 8, 2017

### **Evaluation of WCRA Vision of the Corridor**

The approved WCRA Plan determined that one of the major issues was the poor drainage and excessive flooding of the Westgate Estates neighborhoods. As such, the BOCC assisted the WCRA in securing bond financing for an Infrastructure Improvement Program. The improvements included retrofitting of the storm-water drainage system, replacement of the sewer septic system, construction of sidewalks and pavement of streets in the South Westgate Avenue area, among other improvements. As the Community Redevelopment Plan is an evolving document that must be re-evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives, in 2005 the Westgate CRA updated its Redevelopment Plan to include a broader vision of the community and reflect current trends in land use planning, zoning practice, and urban design. The 2005 Plan set the stage for redevelopment and economic development while still devoting a large amount of effort and resources to continual infrastructure improvements. Envisioned as the CRA's downtown commercial district in the 2005 plan, and continues to be today, the Westgate Avenue Corridor is to be a "redeveloped commercial area, with a plaza at the intersection of Westgate Avenue and Seminole Road with mixed use buildings close to the sidewalk, parking located at the rear, with smaller offces or residential apartments on the second or third stories. The plaza itself becoming a community gathering area."<sup>1</sup> The intent of this vision has shaped land acquisition, as well as design and property development regulations within the WCRA Overlay Sub-area for the corridor.

By the end of 2016, the Agency had updated most physical infrastructure services and facilitated the construction of more than 150 housing units through bond financing, Tax Increment



Infilltarion stream

Financing (TIF), Community Development Block Grants (CDBG), Neighborhood Stabilization Programs, Florida State Grants, Federal Emergency Management Agency (FEMA) funds, PBC grants and bank loans. However, the economic development activities proposed for the commercial corridors, especially Westgate Avenue did not materialize due to the economic downturn of 2008 and the lack of availability of increment revenue dollars to attract quality developers. The Agency redirected efforts to sponsoring community activities and events, creating public/private partnerships to build affordable housing and to continue improving infrastructure through state and federal grant programs. In recent years as real estate and financial markets began to show signs of recovery, property values have slowly begun to rise in the redevelopment area.

The draft 2017 Amended Plan updates its predecessor and focuses on the following six areas:

- 1. Economic Development and Redevelopment;
- 2. Market Positioning;
- 3. Housing;
- 4. Community Improvement;
- 5. Infrastructure and Public Space Improvements; and
- 6. Planning for Redevelopment.

In this updated plan, the WCRA has shifted from a focus on infrastructure improvements to economic development and vertical redevelopment. The plan provides a framework to develop programs and strategies to incentivize developers to first and foremost redevelop Westgate Avenue as envisioned in the 2005 Amended Plan. Also the plan is to attract development and investment in other important commercial corridors in an effort to increase the tax base, revitalize the area, and improve job opportunities for residents of the Westgate CRA.

<sup>1</sup> 2005 Amended WCRA Plan



Dennis P. Koehler Preserve
# Impact of Existing Streetscape, Land Use and Zoning on Redevelopment

The design components of a streetscape form the visual image of a community and sets the framework for the character, development potential and interaction of people within a neighborhood. A streetscape encompasses both the natural and built environment and with a successful design, the melding of the two can foster economic opportunities, promote safety, improve the quality of life for residents and visitors and further the overall vision for the area. The existing Westgate Avenue streetscape, as well as uses along the corridor, have been analyzed in order to identify elements that affect redevelopment opportunities within the area. As part of the analysis, existing WCRA Zoning Overlay and Design Regulations found in the ULDC were reviewed in order to determine which policies either promote or deter economic redevelopment opportunity.

## Existing Streetscape

The Westgate Avenue Corridor is a 5-lane curb and gutter design (for drainage conveyance), with raised sidewalks on both sides of the street and crosswalks present at five out of seven of the intersections in the study area. There are nine bus stops along the corridor, with one bus shelter located on the south side of Westgate Avenue, east of Wabasso Avenue in front of the Westgate Plaza retirement facility. Parking facilities that are provided are privately owned and serve adjacent commercial uses. There is no dedicated bike lane present on Westgate Avenue. Sidewalks run its length on both sides of the street at a width of six feet. Sidewalk connections to the cross streets within the study area are limited to the following:

Indian Road north of Westgate on the west side of the street;

• Wabasso Avenue, one block south and north on the east and west side of the street, respectively;

• Osceola Drive, south and north on the east and west side of the street extending to Oswego Avenue and Okeechobee Boulevard, respectively;

• Loxahatchee Road, south and north on the east and west side of the street extending to Saranac Avenue and Okeechobee Boulevard, respectively; and

• Suwanee Road, south and north on the east and west side of the street extending to Oswego Avenue and Okeechobee Boulevard, respectively.



View down Westgate Ave.

#### **Existing Streetscape Hindrances**

With previous intentions on being a reliever roadway for traffic on Okeechobee Boulevard, the existing Westgate Avenue Corridor acts more as a vehicular thoroughfare than a local street as a means of moving vehicles through the Westgate neighborhood with limited interaction with the built environment. This dynamic creates challenges related to economic redevelopment and positive visual attributes along the corridor. The following are identified as current streetscape elements that represent obstacles to economic redevelopment:

 The existing roadway configuration of four lanes and a center shared turn lane create an environment in which vehicles move at high rates of speed along the roadway. The speed limit of 40 mph and the lack of curvature along Westgate Avenue further lends itself to high rates of speed, at times in the form of illegal drag racing. The roadway had previously been envisioned to connect from Haverhill Road, east to an ultimate connection with Australian Avenue as a means to move traffic to downtown West Palm Beach. This connection is no longer on PBC's Thoroughfare Map and Westgate Avenue is intended to end its current configuration at Congress Avenue, as it is no longer warranted. The "passerby" nature of the roadway limits economic growth and opportunity, as people currently utilize the corridor as a means to travel through the Westgate Area, as opposed to visiting any of the services located there.

• The existing pedestrian network along Westgate Avenue is inadequate, consisting of a sidewalk system with no buffer from passing vehicles. The existing sidewalk system increases the potential for pedestrian and vehicular conflicts, as there is not adequate separation provided between the sidewalk and the roadway, especially at such high vehicle speeds. The lack of foot travel and pedestrian connectivity further restricts economic development opportunity, as it continues to support the vision of Westgate Avenue as a vehicular thoroughfare. In order to cross the street pedestrians must cross five lanes of traffic safely. While the amount of traffic on the road is not extensive, the limited number of pedestrian crossings, limited markings and identification to motorists, coupled with the high rate of speed, creates an unwelcoming and dangerous pedestrian experience. Further, the lack of buffer within the pedestrian network does not create an appealing or safe environment for residents or visitors to the area with no ability to have street trees for shade or other landscaping for aesthetics.

• The absence of a bike lane along Westgate Avenue restricts opportunity for multi-modal transportation along

the corridor. Without a bike lane, transportation is limited to vehicular traffic and a sidewalk system that lacks adequate separation and buffering from adjacent vehicles. As with the inadequate pedestrian sidewalk system, the absence of a bike lane furthers the image of Westgate Avenue as a vehicular thoroughfare and fails to attract those who utilize other forms of transportation. The fact that the roadway has been designed to be dominated by motorists reinforces the fact that this antiquated design for the road is only positive for those driving through it, not for the business owners or residents who call this area home.

• The majority of properties along Westgate Avenue have direct access off of the roadway, which limits the ability for meaningful streetscape elements that promote economic opportunity as demonstrated at the commercial centers located on the north and south sides of Westgate Avenue and Military Trail.

• The corridor lacks the landscaping, particularly shade trees, that are typical in successful streetscape designs and which promote interaction between pedestrians and surrounding businesses. Landscape creates an inviting environment and encourages pedestrian interaction with the built environment as well as shade for walking.

• Westgate Avenue does not have a median in its current configuration, further promoting the corridor as a vehicular thoroughfare. The inclusion of a median within the streetscape design would provide traffic calming for vehicles traveling along the roadway. Currently, the lack of traffic calming mechanisms along the roadway stifle economic growth opportunity, as it continues to promote vehicles traveling at high rates of speed and discourages pedestrian interaction with the built environment.

• Connectivity with the Westgate Avenue neighborhood is not complete, as it is limited to certain areas within the study area. The inclusion of adequate sidewalk and pedestrian connections would promote interaction between residential and nonresidential uses along Westgate Avenue.

#### **Existing Uses**

The uses along a neighborhood's main corridor can drive how residents and visitors interact with the community. A diverse stock of uses ensures the viability and continued evolution of a community.

An inventory of existing land uses along the Westgate Avenue Corridor were identified and a structural conditions survey was conducted by windshield and provided in Exhibit 1 of this report. The analysis concluded that there were five primary uses along the Corridor, those being:

- 1) Commercial centers;
- 2) Small grocery stores;
- 3) Motor repair and sales;
- 4) Residential buildings; and
- 5) Office/warehouse.

The buildings were given a structural condition score, with ratings of poor, fair, good and very good. Those labeled in poor condition, were seen as uninhabitable with consideration for demolition. Buildings rated as fair were in need of building structure improvements to meet minimum building code standards. Those in good condition require only maintenance improvements and those as very good, which only two properties were identified as such, do not require building enhancements. The following information summarizes notable uses along the Corridor.

**Congress Avenue to Seminole Boulevard:** This segment contains seven commercial properties, three of which are vacant. The remaining four include two convenience stores, a 14,539 square feet single-story multi-tenant office building and a 23,825 square feet multi-tenant office warehouse. Single-tenant parcels are generally small, with properties typically less than one-half acre in size, while several tenant properties of

two acres or larger. Structures are antiquated, with all seven facilities constructed prior to 1990. The three vacant structures total 9,104 square feet. There is a total of 9,104 square feet of vacant space within three small office buildings.

**Seminole Boulevard to Wabasso Drive:** This segment contains seven commercial properties, four of which of are single-tenant facilities; church, convenience store and building contractor. The remaining three properties include a vacant 2,200 square feet retail building and two multi-tenant office warehouse facilities; 9,600 square feet and 23,491 square feet. Single-tenant parcels are somewhat larger than those in the Congress Avenue to Seminole Boulevard segment, ranging in size from 0.33 to 0.97 acres in size. Multiple tenant properties range between one and two acres. Structures are antiquated, with all seven facilities constructed prior to 1990. There is a total of 4,120 square feet of vacant space within two facilities; a vacant 2,200 square feet retail building and one bay in the 1750 office building.

Wabasso Drive to Donnell Road: This segment contains 15 commercial properties, 12 of which of are single-tenant facilities, including vehicle sales and service (5), building contractor (4), convenience store (1), real estate (1) and a planned day care center. The remaining three properties include 2 multi-tenant office facilities (17,925 square feet and 20,175 square feet) and a 27,578 square feet two-story multi-tenant office warehouse facility. Multi-tenant properties range in size from 1.6 to 2.7 acres in size and were constructed more recently, during the 2000 -2006 period, than those along other Corridor segments. Vacant space (27,348 square feet) is confined to two facilities; the proposed Opportunity Day Care which is currently undergoing a conversion from a rental apartment complex and Midpoint Commerce Center Condominium, which has recently emerged from bankruptcy. Each of the 10 units have been purchased and two (6,446 square feet) are currently occupied.



Exisitng conditions along Westgate Ave.



#### **Hindrances of Existing Uses**

The existing uses along the Westgate Avenue Corridor do not encompass the diversity necessary to foster successful reinvestment within the community. The lack of diversity in uses, high vacancy rates and absence of meaningful spaces along the corridor further stifle economic activity. The following are identified as current use elements that represent obstacles to economic redevelopment.

• Vacant Land: Along the entirety of the corridor are vacant pockets of land. The lack of viable uses on tracts of land that directly front Westgate Avenue contribute to an image of economic distress within the area. Vacant land along the corridor lends itself to negative activity, such as illegal parking and dumping of undesirable materials.

• **High Vacancy Rates:** Of the developed structures, the vacancy rate for commercial uses is high as many structures are outdated, in need of repair and suffer from the Westgate Corridor conditions.

• Underutilized Buildings: Many of the buildings that front Westgate Avenue are dilapidated and severely underutilized. Previous uses that may have once been viable have been boarded up and do not represent a positive contribution to economic activity along the corridor. The image portrayed to potential new investment is that of economic stress and does appeal to users who are looking to invest in new businesses.

• Lack of Use Diversity: The uses are primarily that of low density residential, small commercial uses, with several office and institutional uses located along the corridor. While there are several larger developments and bigger tracts of land, the majority of uses are isolated to small sites. The non-residential uses that exist are intended to serve the residents of the surrounding community and are not a point of attraction for visitors to the area. A more diverse stock of nonresidential uses has the potential to attract the population from surrounding areas, which would aid in spurring economic development along the corridor.

• Housing: Aside from several multi-family apartment developments that are existing within the Westgate Area, the majority of the housing options along the corridor are older single-family units. Of the multi-family that exists in the area, the majority are restricted to affordable housing. The accommodation of a variety of housing options, such as medium density residential and mixed use, offers choices to residents in the area, while attracting potential new residents. The addition of new residents will spur development by attracting economic investment to the corridor.

As part of the analysis, existing WCRA Zoning Overlay and Design Regulations within the ULDC were reviewed in order to determine which policies either promote or deter economic redevelopment opportunity.





# WCRA Zoning Overlay & Design Regulations Review

As part of the analysis, existing WCRA Zoning Overlay and Design Regulations within the ULDC were reviewed in order to determine which policies either promote or deter economic redevelopment opportunity.

ULCD REGULATION REQUIRMENT.	ECONOMIC IMPACT	SUMMARY
<b>[3.B.14.B.1.a]</b> The addition of parking that does not meet the location requirements of this Section that is included in the expansion of a non-conforming structure shall be permitted subject to BCC approval of a Class A Conditional Use.	HINDERS	While the ULDC does allow for expansion of parking for non-conforming structures, it is subject to BCC approval as a Class A Conditional Use. This process creates constraints related to timing and cost of the application and can hinder redevelopment opportunity. This approval should be allowed through an expedited administrative process requiring WCRA approval rather than BCC.
<ul> <li>[3.B.14.B.1.b] The WCRA Plan encourages rehabilitation of existing commercial and residential properties to prevent and eliminate slums and urban blight, to promote physical and economic revitalization of the neighborhoods and commercial areas, and to improve the visual appearance of existing structures and the overall experience of the area. Uses permitted by right and uses subject to DRO approval therefore may exceed the allowable percentages of Table 1.F.1.G, Nonconformities – Percentage (1) and Approval Process for Maintenance, Renovation and Natural Disaster Damage Repair, provided all the standards below are met:</li> <li>1) Exterior Building and Site Elements Improvements: A minimum 25 percent of the total maintenance, renovation, or natural disaster damage repair improvement value shall be dedicated to exterior building and site elements. Of that percentage, a minimum of ten percent shall be dedicated to façade improvements abutting the ROW and a minimum ten percent shall be dedicated to landscape improvements;</li> </ul>	PROMOTES	The WCRAO ULDC regulations recognize the importance of allowing nonconforming uses that were developed prior to the adoption of current zoning requirements to expand. By allowing nonconforming uses to be rehabilitated and expanded beyond the limitations within Article 1, economic redevelopment activity is promoted and viable structures, uses and businesses are preserved to the greatest extent possible.

ULCD REGULATION REQUIRMENT.	ECONOMIC IMPACT	SUMMARY
2) Limitation: The total maintenance, renovation, or natural disaster damage repair improvements for the proposed use(s) may be allowed only if the proposed improvements will not cause an increase in building square footage or generate additional parking unless the additional parking requirements or design is required to bring the site into compliance with the ULDC to the greatest extent possible; and,		The WCRAO ULDC regulations recognize the importance of allowing nonconforming uses that were developed prior to the adoption of current zoning requirements to expand. By allowing nonconforming uses to be rehabilitated and expanded beyond the limitations within Article 1, economic redevelopment activity is promoted and viable structures, uses and businesses are preserved to the greatest extent possible.
<b>3) Certification of Improvements:</b> The detailed justification statement of compliance to the above standards and calculations of the improvements, including the total improvement value for the project, shall be signed and sealed by the architect of record for the project, and shall be reviewed and certified by the Westgate CRA for compliance with this section prior to submittal to the Building Division.	PROMOTES	
<b>[3.B.14.C.2.c] NC Neighborhood Commercial</b> Intended to be the key focal point of the redevelopment area, with provisions allowing for or requiring mixed use development with more intense commercial uses.	PROMOTES	The Westgate Avenue Corridor is located within the NC Sub-Area, which promotes economic redevelopment and supports a diversity of commercial uses at varying intensities.
[3.B.14.D.2.b] Class A Conditional Uses on Lots Two Acres or Less A DOA or new application for a Class A Conditional Use, with a Gross Land Area of two acres or less, may be approved as a Class B Conditional Use.	PROMOTES	This policy spurs economic growth by simplifying the approval process for certain uses within the WCRAO.
<b>[3.B.14.E.1.a]</b> In the NRM, NG and NC Sub-areas, non-residential uses shall only be permitted if all permitted residential density is utilized, but in no case shall it be less than one unit. Density shall be calculated as standard density, or maximum density for PDDs, TDDs, and projects meeting the requirements of FLUE Policy 2.2.1-e of the Plan, whichever is greater.	HINDERS	The NC Sub-Area requires a mixed-use component for development between Loxahatchee Drive and Wabasso Drive. The minimum residential and maximum non-residential percentages can be waived, if all permitted residential density has been utilized and if no Density Bonus Pool units are available. The current requirement for this Sub- Area for both residential and nonresidential is 25% minimum and 75% maximum. While the objective to encourage a mix of uses along Westgate Avenue represents good planning principles, it can be seen as a deterrent to potential developers, who would like to bring viable nonresidential uses, with no program for a residential component, to the Westgate Area.

ULCD REGULATION REQUIRMENT.	ECONOMIC IMPACT	SUMMARY
[3.B.14.E.1.b] Projects that vertically integrate a minimum of 20 percent of a site's approved (includes allowed density and any density bonus units) residential density with commercial uses may be allowed to utilize up to 100 percent of both the site's commercial intensity and residential density.	PROMOTES	This policy allows for bonus density options for developers who vertically integrate projects. This policy aids in economic growth, as it offers opportunities for developers to diversify their projects and maximize development potential.
<ul> <li>[3.B.14.F.1.a] NRM, NG and NC Side Setback Reduction A building in the NRM, NG and NC sub- areas may be built along the interior side property line with a zero setback, subject to the following:</li> <li>1) No windows, doors or other openings are permitted. No portion of the building, including roof eaves, gutters and soffits may encroach onto adjacent property.</li> <li>2) No form of opening, attachment, or any item or method of construction requiring maintenance other than cleaning and painting when visible, shall be permitted.</li> <li>3) A maintenance easement is granted allowing for a minimum of two feet for access to any portion of a structure left exposed and requiring limited maintenance.</li> <li>4) Height shall be limited to a maximum of 35 feet for properties in the NRM and NG sub-areas abutting existing single-family uses.</li> </ul>	PROMOTES	The ability to modify development regulations to build to the property line is beneficial to development opportunities within the WCRAO.
[3.B.14.F.2.a – c] Build to Line, Minimum Building Frontages Allows for modifications to development regulations.	PROMOTES	As with Policy 3.B.14.F.1.a, the regulations set forth in these policies allows for flexible design regulations, promoting economic growth along the corridor.
<b>[3.B.14.H.1.a] Density Bonus Pool</b> Notwithstanding the provisions of Art. 5.G, Density Bonus Programs, an additional 1,300 residential units are available in the WCRAO in accordance with Plan Policy 1.2.3-b, and the following: NC Sub- Area = 50 du/acre	PROMOTES	This policy promotes a reduction in the amount of surface parking that is required for uses of certain sizes, given on-street parking is provided fronting the building. This fosters economic development, as it promotes viable streetscape design by capitalizing on on-street parking options. In addition, it allows developers and business owners to maximize the land area with more meaningful spaces, as opposed to asphalt needed for excessive parking.

ULCD REGULATION REQUIRMENT.	ECONOMIC IMPACT	SUMMARY
[3.B.14.I.1.b] Parking Exemption in the NC Sub Area Projects on lots less than 10,000 square feet in size shall be exempt from onsite parking requirements if fronting on a street with on-street parking.	PROMOTES	This policy promotes a reduction in the amount of surface parking that is required for uses of certain sizes, given on-street parking is provided fronting the building. This fosters economic development, as it promotes viable streetscape design by capitalizing on on-street parking options. In addition, it allows developers and business owners to maximize the land area with more meaningful spaces, as opposed to asphalt needed for excessive parking.
<ul> <li>[3.B.14.1.1.c] Allowable Reductions in Required On-site Parking The required amount of on-site parking may be reduced in accordance with any of the following provisions. These provisions may be applied cumulatively.</li> <li>1) UG, UH, NRM, NG and NC Deviations Deviations in the required parking specified in Table 6.A.1.B, Minimum Off Street Parking and Loading Requirements shall be permitted for mixed-use or residential projects in the UG, UH, NRM, NG or NC Sub-areas as specified in Table 3.B.14.I, WCRAO Mixed Use Parking Deviations.</li> <li>2) Curbside Parking On street parking available along the frontage, side or rear lot lines that directly abuts the subject lot may be applied toward the parking requirements of the uses on the lot. Applicable spaces shall be calculated by taking the total linear distance of parking spaces and abutting the site's lot lines and dividing by the average length of spaces.</li> <li>3) Connections to Adjacent Parking Parking areas connecting to adjoining or future adjoining lots shall be granted a five percent reduction in the amount of required parking. This five percent reduction shall be deducted from the final calculated parking requirement, after all other eligible reductions are taken into consideration.</li> </ul>	PROMOTES	As with Policy 3.B.14.I.1.b, this policy takes advantage of alterative parking choices that include on-site parking and cross parking/shared parking options. Economic redevelopment is spurred as developers can take advantage of additional land area that would otherwise be utilized for excessive parking.

ULCD REGULATION REQUIRMENT.	ECONOMIC IMPACT	SUMMARY
<b>[3.B.14.I.2] Redevelopment Loading Option</b> To further development of WCRAO smaller parcels in the NRM, NG, NC, UG or UI sub-areas that promote the form based code principles of the WCRA Plan, the WCRA Executive Director may authorize the use of access aisles or other similar location on a site with structures less than 25,000 square feet in size, to also be used as loading areas	PROMOTES	Subject to certain requirements, the WCRA Executive Director can waive the requirements for a separate loading zone, and instead allow businesses to utilize access aisles or similar areas, further promoting the utilization of space along the corridor in the most meaningful and viable way possible.
<ul> <li>[3.B.14.J.1.a – b] Foundation Planting</li> <li>A. Build to Line Required foundation planting along any facade with a required build to line may be deleted.</li> <li>B. Foundation Planting Deviations The following deviations shall be permitted subject to DRO approval of an ALP: <ol> <li>The width of side foundation planting areas may be reduced from eight to five feet in width for buildings with a ten-foot side setback if the overall volume of reduced planting area, at installation, be increased in height by 25 percent.</li> <li>Side foundation planting may be relocated for buildings using a zero side setback.</li> <li>Side foundation planting may be relocated on site or the equivalent required landscaping within the site, be increased in height by 25 percent if the applicant can demonstrate that proposed building heights will adversely limit sunlight and viability of planting area.</li> </ol> </li> <li>[3.B.14.J.2] Perimeter Buffer Width Reductions A required R-O-W or incompatibility buffer width may be reduced by up to 50 percent in the NRM,</li> <li>NG, NC, UG and UI Sub-areas for commercial or mixed use projects, provided that a minimum five foot wide planting areas is provided with</li> </ul>	PROMOTES	The policies related to the modification of foundation plantings, perimeter buffer, ROW planting and parking lot landscape requirements recognize the possible site constraints that exist for parcels along the Westgate Avenue corridor. Due to the existing configuration of lots, which are often times small in size, landscape cannot be required at the same standards as other areas in the County. The submittal of alternative landscape considerations allows the County to review sites on an individual basis.

ULCD REGULATION REQUIRMENT.	ECONOMIC IMPACT	SUMMARY
no encroachments, and that all other code requirements are met, unless indicated otherwise. A side interior perimeter buffer shall not be required when a zero side setback is used.		
<b>[3.B.14.J.3] R-O-W Planting Reductions</b> Shrubs and hedges shall not be required for any R-O-W buffer along the Westgate Avenue corridor from Congress Avenue to the L-10 Canal, provided that required trees are planted 20 feet on center. This provision may also be used along the frontage of any mixed use project in the NRM, NC, NG and UG Sub-areas.	PROMOTES	
<b>[3.B.14.J.4] Parking Lots</b> Side interior perimeter buffers are not required where adjacent to a surface parking lot that shares a common border with and is interconnected to an adjacent surface parking lot, subject to DRO approval.		

# **Draft Alternative Streetscape Design Plans**

Prior to 2002 Westgate Avenue was a two-lane roadway, whereby the County expanded it as a capital improvements project with the intent that it would act as a reliever for traffic congestion along Okeechobee Blvd at Palm Beach Lakes Blvd and the I-95 interchange. Today, Westgate Avenue is a five-lane designated urban collector roadway with signalized intersections at Congress Avenue, Loxahatchee Drive, Wabasso Drive, Indian Road and at North Military Trail. (Figure 1)

The two proposed alternative streetscape plans for the Westgate Avenue corridor are designed to work as a catalyst to the redevelopment of the corridor and the WCRA as a whole. The main distinguishing feature of the two proposed plans is the relocation of the existing curb and gutter in Option 1, which allows for a greater sidewalk and bike lane width and the preservation of existing curb and gutter in Option 2. A similar feature of both alternative streetscape designs is the utilization of the "road diet" technique. A road diet, which is also called

a lane reduction or road re-channelization, is a technique in transportation planning whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements and increase pedestrian safety.

The alterative design elements decided upon were common themes heard at the April 19, 2017 and April 26, 2017 neighborhood design charrette meetings and as such are the backbone to both streetscape designs. They include the following:

- Traffic calming features,
- · Medians and mid-block crosswalks;
- Dedicated bike lanes;
- Landscaped medians;
- · Larger sidewalks and
- The overall desire to have a clean and safe walkable/ bikeable community



Talahassee Dr. to Loxahatchee Dr.

Westgate Ave. existing conditions

The Westgate Avenue corridor is made up of two distinct areas: East of Wabasso Drive to Congress Avenue and west of Wabasso Drive to Military Trail. The portion from Wabasso Drive to Congress Avenue is situated within the heart of the neighborhood and is surrounded by a grid of single family residential streets. This portion is anticipated to become the center of the neighborhood commercial area that will support local retail, restaurants and new residential units in mixeduse buildings and townhouses. It is at this location that the Westgate Avenue Corridor is envisioned to be a "towncenter", and the proposed designs reinforce this by adding a landscaped median, reducing the travel lanes in width and number and adding dedicated bike lanes.

The section between Wabasso Drive and Military Trail is surrounded by multifamily developments and the back of house of several car dealerships and big box retailers. Additionally, this part of the Westgate Avenue corridor is highly traveled and is often utilized as a cut through from Military Trail to Palm Beach Lakes. The proposed redesigns of this area enhances the pedestrian area and incorporates landscaping to buffer the back-of-house feel and beautify the corridor.



Loxahatchee Dr. to Congress Ave.

## Proposed Plan: Version 1

This plan widens the sidewalks and lessens the vehicular areas in both the east and west sections of the corridor.

#### Military Trail to Wabasso Drive

The proposal is a reduction to the four lanes of traffic and center turn lane to two 11-foot wide travel lanes with a center 12foot wide dual turn lane. Additionally, a five-foot wide dedicated bike lane with a two-foot wide painted buffer is proposed both east and west bound. Here the pedestrian area is a total of 14-foot wide includes a of six-foot sidewalk with an eight-foot planting area. The expansive planting space allows for larger trees in addition to providing a buffer to the existing back-ofhouse of the shopping center, room for a covered bus shelter in each block, improved protection of the pedestrian sidewalk and overall beautification of the corridor.



Version 1 - Military Trail to Wabasso

#### Wabasso Drive to Congress Avenue

The proposal is a 10-foot wide pedestrian area - six feet for the sidewalk and 4 feet for a planting strip with street lighting and shade trees. The planting strip would include native ground covers and small to medium size trees which will serve as a protective buffer between the pedestrians and vehicular traffic. Adjacent to the pedestrian area is a five-foot wide dedicated bike lane with a three-foot wide painted buffer to protect from the neighboring through lane. Based upon conversations with Palm Beach County roadway engineers, the through lanes are proposed at a width of 12-feet (plus the eight feet of paving for the bike lane) for a total of 20 feet) to accommodate emergency vehicles. The plan proposes mid-block pedestrian crossings in addition to crossings at the intersections to provide safe crossing opportunities and shady pedestrian refuge. A 16-foot wide landscaped median is also proposed, serving as both a traffic calming device and corridor beautification. This planted median will accommodate dedicated turn lanes at the intersections.



Version 1 - Wabasso to Congress Ave.

# VERSION 1



Indian Road to Tallahassee Dr.



# VERSION 1



Loxahatchee Dr. to Congress Ave.



#### Proposed Plan: Version 2

This plan retains the existing curb and gutter locations and instead is designed as a road diet. The lane widths have been reduced and pedestrian amenities have been added for protection and to create an environment more inviting to cyclists and walkers.

#### Military Trail to Wabasso Drive

The proposal maintains the existing six-foot wide sidewalks and the four traffic lanes with a dual turn lane. While the number of lanes themselves have not been reduced, the travel lanes have been brought down to 11' wide and the dual turn lane has been reduced to 10'. The width reductions have allowed for the addition of two five foot wide dedicated bike lanes. The introduction of a "public realm" easement provides for an additional 10 feet of public access to allow for expansive public space for street furniture, plaza areas and public art. This easement is proposed as a requirement of future development.



Version 2 - Military Trail to Wabasso

#### Wabasso Drive to Congress Avenue

Again maintaining the six foot sidewalks and existing curbs, this plan reduces the travel lanes to two 11-foot wide lanes with an eight-foot parallel parking area and a five-foot wide dedicated bike lane in each direction. A 16-foot wide planted median has been added to help calm traffic, provide shade and beautify the corridor. As with Version 1, this plan also proposes protected mid-block pedestrian crossings further adding to the pedestrian orientation of the corridor.



Version 2 - Wabasso to Congress Ave.

# VERSION 2







Indian Road to Talahassee Dr.



8' Parallel Parking

<sup>5&#</sup>x27; Dedicated Bike Lane

## VERSION 2





anted Median

Mid Block Ped. Crossing



# **Summary and Recommendations**

Westgate Avenue has historically served as a neighborhood commercial corridor. Prior to 1995, Westgate Avenue was largely zoned neighborhood commercial (CN), but through a CRA-initiated corridor wide rezoning effort, many property owners voluntarily opted to rezone their parcels to General Commercial (CG), allowing for more intense commercial land uses along this priority redevelopment corridor. Additionally, following the adoption of the 2005 Plan, the County amended the ULDC to expand and update CRA Zoning Overlay regulations to encourage new infill redevelopment and development within the WCRA. Special consideration to implement new urbanisminspired form-based design and property development regulations was afforded to priority areas within the WCRA. The WCRA falls within the Comprehensive Master Plan and Zoning Overlay regulations of the County's Urban Redevelopment Area (URAO). The URAO was created to promote infill redevelopment and discourage sprawl by redirecting growth and investment where resources already exist within unincorporated Palm Beach County.

Based on geographical areas referred to as "Sub-areas", development is required to comply with regulations that include additional design standards and redevelopment incentives. The development objectives of each CRA Sub-area are intended to encourage specific uses, architectural typologies, and built form while discourage others in accordance with the vision of the 2005 Plan. Certain Sub-areas were anticipated to remain virtually unchanged, while other areas such as Westgate Avenue in the Neighborhood Commercial (NC) Sub-area, are the focus of very specific visionary goals and the key focal point of the redevelopment area. The NC Sub-area maintains provisions allowing for, or requiring, mixed use development with more intense commercial uses.

Several other important elements are provided in the WCRA's Overlay regulations, including the development review procedures, which require applicants to receive a recommendation letter from the WCRA Board of Commissioners prior to submittal to Palm Beach County Zoning Division. This requirement grants the WCRA some regulatory oversight in regards to uses and aesthetics. The Agency reviews applications for all development within its boundaries including requests for

zoning map amendments, use approvals, site plan amendments, variances, and density bonus units for consistency with WCRA overlay regulations and the intent of the Redevelopment Plan. Heavily form-based, the overlay regulates site configuration, building placement and orientation, access, uses by floor, and building design including the requirement for galleries or arcades and plazas and squares for redevelopment projects on Westgate Avenue and elsewhere. The overlay also allows for increases in residential density (20-150 dwelling units per acre), an increase in the floor area ratio, and height increase and significant deviations from parking requirements; all of which can greatly impact the success of an infill redevelopment project.

Palm Beach County's Comprehensive Plan recognizes the Westgate CRA and the Community Redevelopment Plan in Sub-Objective 1.2.3. of the Future Land Use Element (FLUE). Within this sub-objective, the policy assigned a fixed number of bonus density units which could be increased via amendments to the Comprehensive Plan text. Through the bonus density pool, the CRA has been afforded the ability to allow residential densities higher than those designated on the County's Future Land Use Atlas (FLUA). Additional units for a residential project must be drawn from a designated WCRA "bonus density pool" of 1,300 units. The project must receive a recommendation of approval from the CRA Board to be eligible.

The availability of a bonus residential density pool acts as an incentive for infill redevelopment and new development within the WCRA area, where approximately 70% of parcels in the CRA have a CH-8 (commercial high with an underlying residential of 8 dwelling units per acre) Future Land Use (FLU) designation. Limits to the number of bonus units that can be allocated to a project range from 20 in the NRM Sub-area to 150 in the UH Sub-area. Regulations and criteria for the approval of bonus density units for a development are codified in the WCRA Overlay where 40% of bonus density units given to a project must remain affordable based on Palm Beach County average median income (AMI tiers) 60-140%. A development is not permitted to be 100% affordable. This requirement provides for a range of income levels within one development commensurate with the County's inclusionary housing policy. Thirty-three

bonus density units were approved in 2011 for Westgate Plaza, a successful affordable senior housing project, with 13 units to remain affordable; several other residential projects utilizing bonus density units have been approved by the CRA Board but have not yet been built.

Since 2001, the Westgate CRA is a designated Traffic Concurrency Exception Area (TCEA) in the Transportation Element (TE) of the County's Comprehensive Plan. The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists in turn reducing urban sprawl. Since traffic volumes on some of the roadways surrounding the WCRA were either already exceeding the adopted level of service (LOS) threshold or were projected to exceed it, the Westgate Community Redevelopment Area TCEA was created as an incentive to allow development and

redevelopment of properties located within the WCRA area. In late 2015, the WCRA initiated another amendment to the TCEA which removed the cap on individual use types to allow more flexibility. A project must receive a recommendation of approval from the WCRA Board to be considered eligible to benefit from the trip pool. Several infill development and redevelopment projects have utilized the TCEA incentive since its creation.

On June 1, 2017, staff from the Department of Economic Opportunity (DEO) conducted a comprehensive review of the subject report and proposed alternative streetscape designs for the Westgate Avenue Corridor. Subsequent comments and suggestions to the recommendations were made and have been incorporated in the subject report. It is also worth noting that DEO preferred Version 1 of the streetscape design



# WCRA Sub-Area Zoning Overlay Map

WWGI

### Recommnedations

Based upon the summary of land use and zoning opportunities for the WCRA and the comments from the DEO staff, the following recommendations are set forth below for the Westgate Avenue Corridor:

1. Dedicated minimum 10-foot wide "Public Realm Easement" along the length of Westgate Avenue Corridor. The public realm easement would be required of new development proposed along the corridor to ensure adequate public space along the streetscape that is otherwise limited due to the existing curb and gutter and sidewalk widths along the Westgate Avenue Corridor. In the UDLC, the County currently requires a utility easement along the Westgate Avenue right-of-way. It is recommended that a text amendment to the UDLC should be considered specific to this area to redefine this easement as public space that would allow street furniture, lighting and bus shelters, in addition to any required utility placement.

2. Burying of utilities along the Westgate Avenue Corridor. By undergrounding the obtrusive utility poles that are currently within the six foot sidewalks, a more intimate and neighborhood oriented streetscape can be designed. To minimize disruption to traffic, businesses and the surrounding neighborhoods, the undergrounding of the utilities should be done in concert with the reconstruction of the approved streetscape design of the Westgate Avenue Corridor.

3. Providing for mixed use development to be either vertical and/or horizontal integration of a mix of uses. The WCRA zoning overlay is premised on utilizing "smart growth and form based code principles that incorporates urban design and mixed use development to achieve infill, residential and commercial redevelopment". In reality, this mandate has been diffcult to achieve. While the CRA may consider an eventual transition from traditional mixed use and a more relaxed approach to form based code, the intent of new urbanism will be upheld by encouraging vertical or horizontal, as well as a functional integration of a mix of uses that still remain true to form based code principles. The strict design criteria in the ULDC should be re-evaluated to encourage redevelopment.

4. Creation of interactive public spaces along the Corridor. An important element to renewing the image of Westgate is to facilitate the creation of engaging and interactive public places for the community to gather. Project for Public Spaces advocates a "lighter, quicker, cheaper" approach that is based on taking small incremental steps towards building a stronger community. The benefit to adopting this approach for place-making initiatives is that it allows for a certain amount of experimentation in what works and what doesn't without the burden of large amounts of administrative effort and public investment. Projects using



this approach can be as simple as a temporary or pop-up park utilizing a CRA owned vacant or commercial parking lot.

5. The WCRA should spearhead redevelopment efforts on the WCRA-owned two acres of land located within the Westgate Avenue corridor through the issuance of a public request for qualifications (RFQ). The WCRA has assembled approximately two acres of land located within the western portion of Block 34 to be developed as a mixed use neighborhood commercial destination. Once sufficient land is assembled, a Request for Proposal to redevelop the land will be released publicly. The intent of the WCRA is to collaborate with private sector businesses, property owners, developers and others to expand the investment opportunities that implement the WCRA Master Plan and promote the welfare of the residents, employees, property and business owners and other stakeholders within the WCRA by encouraging development opportunities that expand the tax base, create jobs, enhance the urban design and add to the quality of life in the area. The fundamental goal is to position Westgate Avenue as a mixed-use, neighborhood commercial destination of a quality that not only serves the needs of the adjacent resident population but also is attractive to the downtown West Palm Beach and unincorporated County employment base and those who visit the area. Redeveloped sites should help invigorate the Westgate Avenue corridor, highlighting Its historical

heritage, adding new compatible uses that help create an identifiable sense of place as it fosters housing and/ or employment opportunities, improves access, increases the availability of goods and services, and helps create an environment that will attract other private investment capital.

6. Amend the County ULDC Regulation Requirement [3.B.14.B.1.a]. While the ULDC does allow for expansion of parking for non-confirming structures, it is subject to BCC approval as a Class A Conditional Use. This process creates constraints related to timing and cost associated with processing the application and can hinder redevelopment opportunity. This approval should be allowed through an expedited administrative process requiring WCRA approval rather than BCC

7. Amend County ULDC the Regulation Requirement [3.B.14.E.1.a]. The NC Sub-Area requires a mixed-use component for development between Loxahatchee Drive and Wabasso Drive. The minimum residential and maximum non-residential percentages can be waived, if all permitted residential density has been utilized and if no Density Bonus Pool units are available. The current requirement for this Sub-Area for both residential and nonresidential is 25% minimum and 75% maximum. While the objective to encourage a mix of uses along Westgate Avenue represents good planning principles, it can be seen as a deterrent to potential developers, who







would like to bring viable nonresidential uses, with no program for a residential component, to the Westgate Area.

8. Amend the County ULDC Regulation Requirement [3.B.14.F.2.a-c]. To avoid a conflict with the goal of promoting a pedestrian friendly corridor for Westgate Avenue, a maximum build to line should be considered along the Westgate Avenue corridor.

**9.** Undergo a comprehensive review of the WCRAO district land development regulations. The analysis should focus on the following requirements:

- · Covered bus shelters;
- · Pedestrian-friendly street lighting;
- Appropriate street trees on a site specific development program;

• Square footage limitations for buildings fronting Westgate Avenue;

- · Flexible on-site and street parking requirements;
- · Minimum and maximum build to line requirements;
- · Building height maximums; and
- Elimination of mixed use ratios.

**10.** Create a Street Tree Planting and Maintenance **Program.** The implementation of a street tree planting and maintenance program should be developed as a private/ public partnership whereas a condition of site plan approval would require a developer to pay a pre-determined amount to be held in a trust fund to ensure ongoing maintenance

of the program. This program should not be limited to only Westgate Avenue but in furthering the recommendation of County staff for a shade tree program, it should extend to key entrance corridors into the envisioned Westgate Avenue "village core".

11. A Master Plan for the entire corridor that identifies the core of the active mixed use center, streetscape elements, intersection improvements as identified on the proposed Streetscape Plan and less intense development patterns. A Master Plan for the corridor should be developed that examines the relationship of the desired future built development with the streetscape. The WCRA should implement incentives that encourage a property owner or developer to combine a mix of uses to allow for better trip internalization and enhance the public realm. The WCRA should also consider creating programs that seek to reduce or allow for credits toward impact fees. This can be accomplished through Tax Increment Financing (TIF) rebates on larger scale projects as a development incentive. It has been noted that the in-house WCRA site development assistance grant program available to qualifying commercial properties in the redevelopment area has been successfully utilized by property owners to offset renovation costs.

By creating a Master Plan for the Westgate Avenue corridor, a successful streetscape redesign can be created to improve walkability, calm traffic, underground existing







utilities, add bike lanes and enhance the Westgate corridor. This effort can improve the appearance of the corridor that will attract new investment that fosters economic vitality. The Master Plan should place as a top priority, the ongoing WCRA acquisition of parcels between Westgate Avenue and Nokomis Avenue to Tallahassee Drive to complete the block for private redevelopment to spearhead the plan's implementation.

**12. Take advantage of proximity to downtown West Palm Beach.** Much of the traffic traveling to its borders, as well as through the WCRA are going to and from the downtown. A connection, or link between the WCRA and the City of West Palm Beach (WPB) would be an important economic engine for the area. Multi-modal transportation options between the WCRA and WPB should be considered.

**13.** Implement the WCRA Place-making & Entryway Features Initiatives Program. This program is part of the ongoing WCRA effort to bring in new interest and investment, and establish a sense of recognition, arrival and place-making for the community. Key access points and intersections, including North Congress Avenue at Westgate Avenue, North Military Trail at Westgate Avenue, Wabasso Drive at Okeechobee Boulevard and Seminole Boulevard at both Okeechobee Boulevard and Westgate Avenue were identified at the two-part design charrette held on May 18th and 26th, 2017.

14. Employ Tactical Urbanism to the Westgate Avenue Corridor. Tactical urbanism is an emerging strategy that allows small-scale, short-term or low cost interventions meant to inspire long-term change. The intentions behind tactical urbanism projects are diverse with some projects intended for economic revitalization while others seek to improve pedestrian safety. The following tactical urbanism projects are suggested for Westgate Avenue and include the following:

• Pilot striping of bike lanes from Wabasso Drive and Okeechobee down to Westgate Avenue and connecting at Military Trail;

• Reduction of the posted speed limit from 40 miles per hour (MPH) to 35 MPH; and

• Intersection painting project at Westgate Avenue and Seminole Boulevard.







# Conclusion

Since the inception of the WCRA, the Westgate Avenue Corridor has been recognized for its potential of becoming the area's downtown commercial district, with mixed use buildings close to the sidewalks and parking in the rear. With much of the area consisting of vacant parcels, underutilized commercial buildings and residential homes in very poor condition, there is much opportunity to transform the area into a destination that caters to the local population. The Westgate Avenue Corridor Streetscape Plan has the potential to serve as a catalyst for economic development. For effective place-making, the Westgate Corridor should carry all modes of transportation and adhere to the "Complete Streets" principles that approach the design of an urban street as one that enables safe, convenient and comfortable travel and access for users of all ages and abilities. In its current state, the pedestrian and cyclists are common on the Corridor but due to the high vehicular speed, lack of traffic calming techniques, insufficient sidewalk widths and bike lanes, it is not multi-modal friendly, which has resulted in significant pedestrian and cyclist accidents.

The Westgate Avenue Corridor Streetscape Plan envisioned with this Study has considered two options that have been designed to reduce vehicular speed, provide protection to the pedestrian and cyclist, and incorporate street trees and landscaping. Consideration has been given to the arrangement and scale of the future built development along the street, sidewalks and other areas within the public realm by requiring a dedicated public space easement, parking in the rear or side, limited driveway access from Westgate Avenue, undergrounding of utilities, decorative street lighting, street furniture and public art that will help create a sense of place for the Westgate Avenue and the surrounding WCRA neighborhoods. The creation of a successful streetscape corridor for Westgate Avenue has the potential to attract both the local population and residents from surrounding communities. This in turn creates an environment rich in economic opportunity that promotes development investments, such as a diversity in housing types and new commercial and retail uses. Achieving this will require that all of the regulatory plans that govern the area work in unison to promote and further the ultimate vision and goals of the WCRA.



