



WESTGATE CRA

MOBILITY PLAN FRAMEWORK & STRATEGIES



September 15, 2025

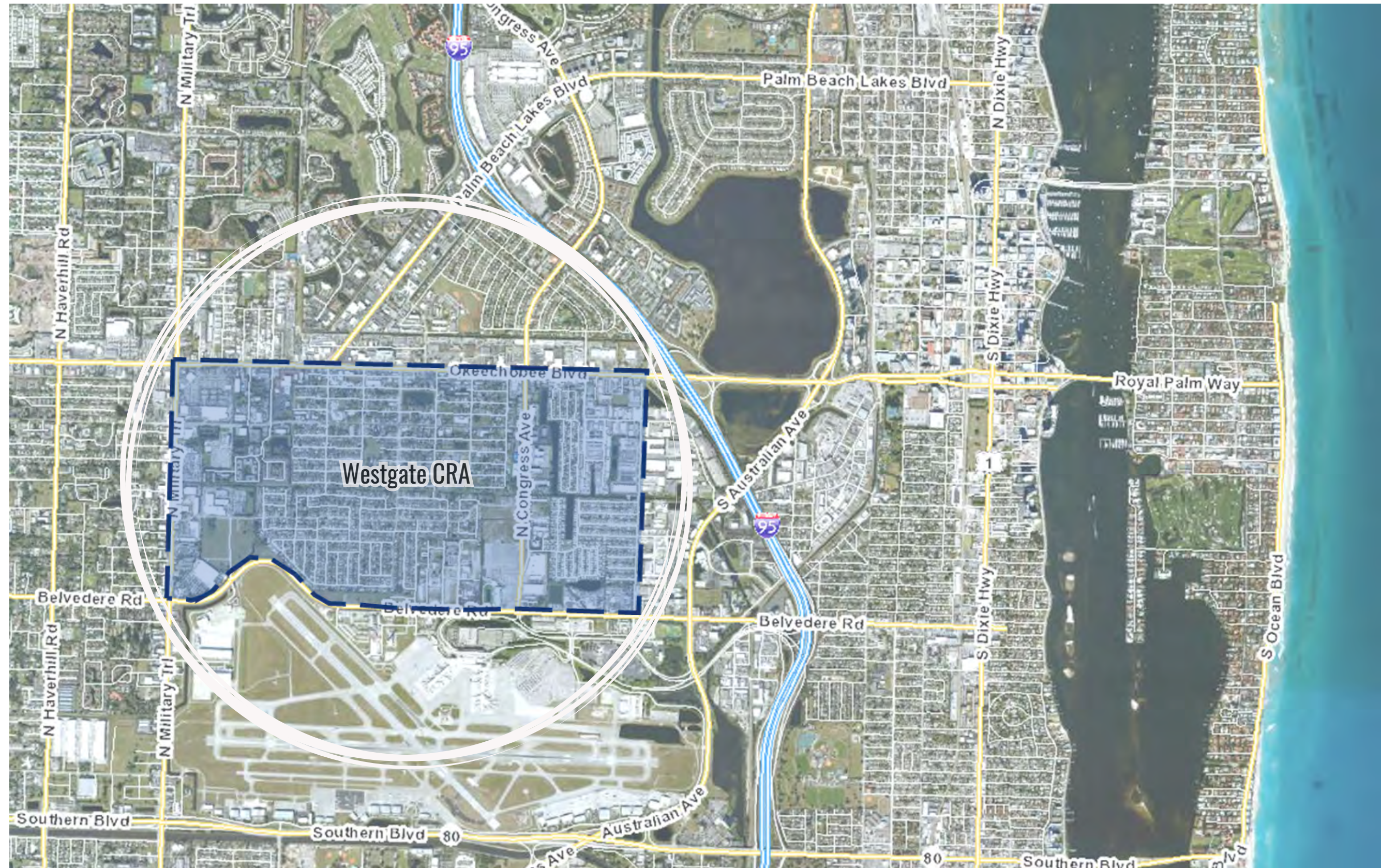
WESTGATE CRA

Our History

- North & South Westgate Estates platted in 1921, one of the oldest subdivisions in PBC
- 'Western gateway' to City of West Palm Beach
- De-annexed in 1930's following the Great Depression due to infrastructure challenges (C51 basin) - area has remained unincorporated since
- CRA created in 1989 by BCC to correct infrastructure deficiencies and encourage investment - only CRA in unincorporated PBC
- 1,300 ac or 2 sq miles
- Bounded by Okeechobee Blvd. to north, N. Florida Mango Rd. to east, Belvedere Rd. to south & N. Military Trail to west

Westgate by the Numbers (ACS 2024)

- 11,540 population
- 63% Hispanic
- 35.75 median age = workforce population
- \$63,409 MFI
- 3,479 households
- 49.5% renter occupied



DENSITY BONUS INTITIATIVE

Westgate 2040 Residential Build-Out Projections

- 185 acres+ susceptible to higher density redevelopment including non-residential uses that could be converted to residential over time
- CRA projecting demand for **+/-3,000** residential units over 15-20 year horizon based on population growth rates

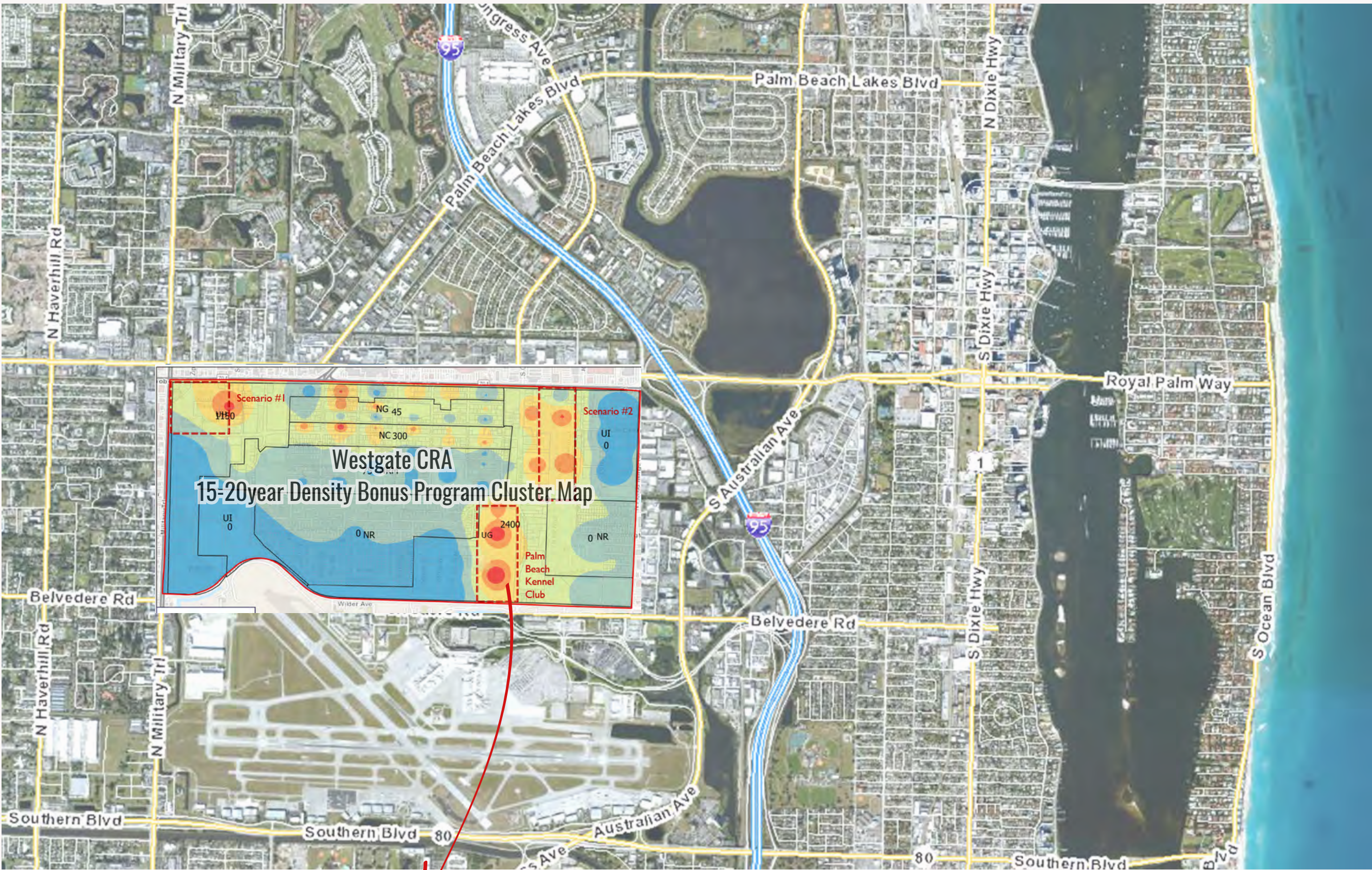


2024-2029 Population Growth Rate	
Area	Growth Rate
Westgate CRA District	1.53%
Westgate CRA District – 1-mile radius	1.32%
Zip code 33409 (West Palm Beach)	0.74%
Palm Beach County	0.47%
Florida	0.93%
USA	0.38%

- Density cluster framework considers large, underutilized sites – PBKC/Congress Ave., Cross County Mall, mobile home parks, Okeechobee Blvd. at Wabasso Dr., Westgate Ave. infill = **higher density residential &TOD/TOC**

Traffic Impacts

- 5,445 net new daily trips; 840 am peak hour + 403 pm peak hour trips
- Assumed 10% internal trip capture
- Considered 33% trip credit from existing square footage anticipated to convert from a non-residential use to a residential use
- **No roadway links are expected to exceed LOS D service volumes**



Kennel Club (42-acre phased redevelopment program)
Phase 1 - 405 units
Phase 2 - 325 units
Phase 3 - 415 units + 120,000 sf retail
Total: 1,145 units (27 du/ac)

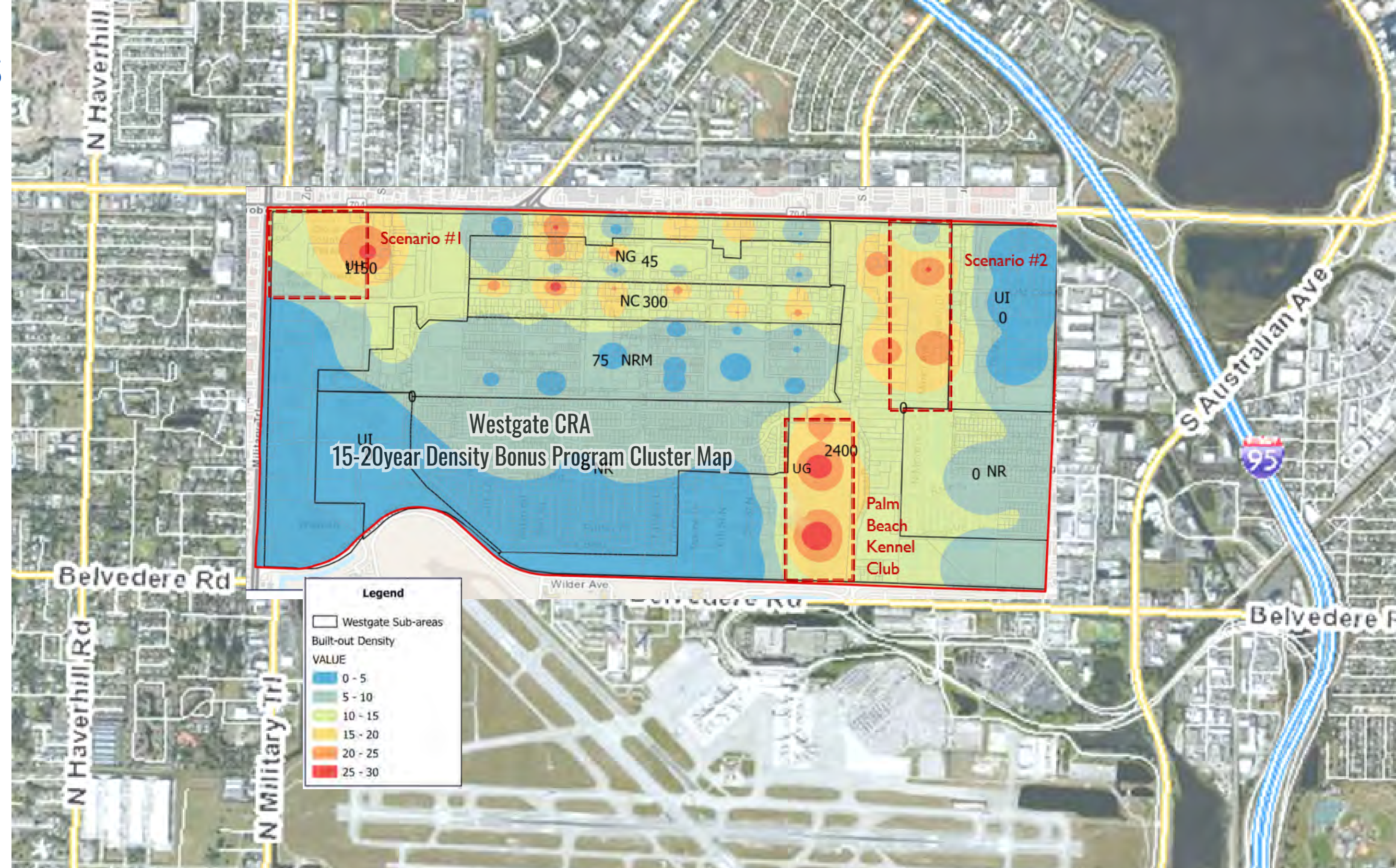
REGULATORY REDEVELOPMENT INCENTIVES

County Comprehensive Plan

- Density Bonus Program (DBP) – floating pool of density beyond FLU (8 du/ac)-- no FLU amendment = expedited entitlements to facilitate redevelopment
- Development interest means Pool is depleting - **was 1,300 units, now 623 units**
- CRA initiative to increase to support build out and housing demand underway
- Traffic Concurrency Exception Area

Unified Land Development Code (ULDC)

- Westgate Community Redevelopment Area Overlay – use regulations, form-based standards for building placement & orientation
- Reduced parking ratios for multifamily & mixed use – on-street parking on Westgate Ave.
- Reduced setbacks & landscape buffers, additional height allowances
- Implements DBP allowing for max. number of units per acre by Sub-area
 - UH - max. 120 bonus du/ac (10 stories)
 - UG - max. 150 bonus du/ac (20 stories)
 - NC - max. 50 bonus du/ac (6 stories)
 - NG - max. 30 bonus du/ac (4 stories)



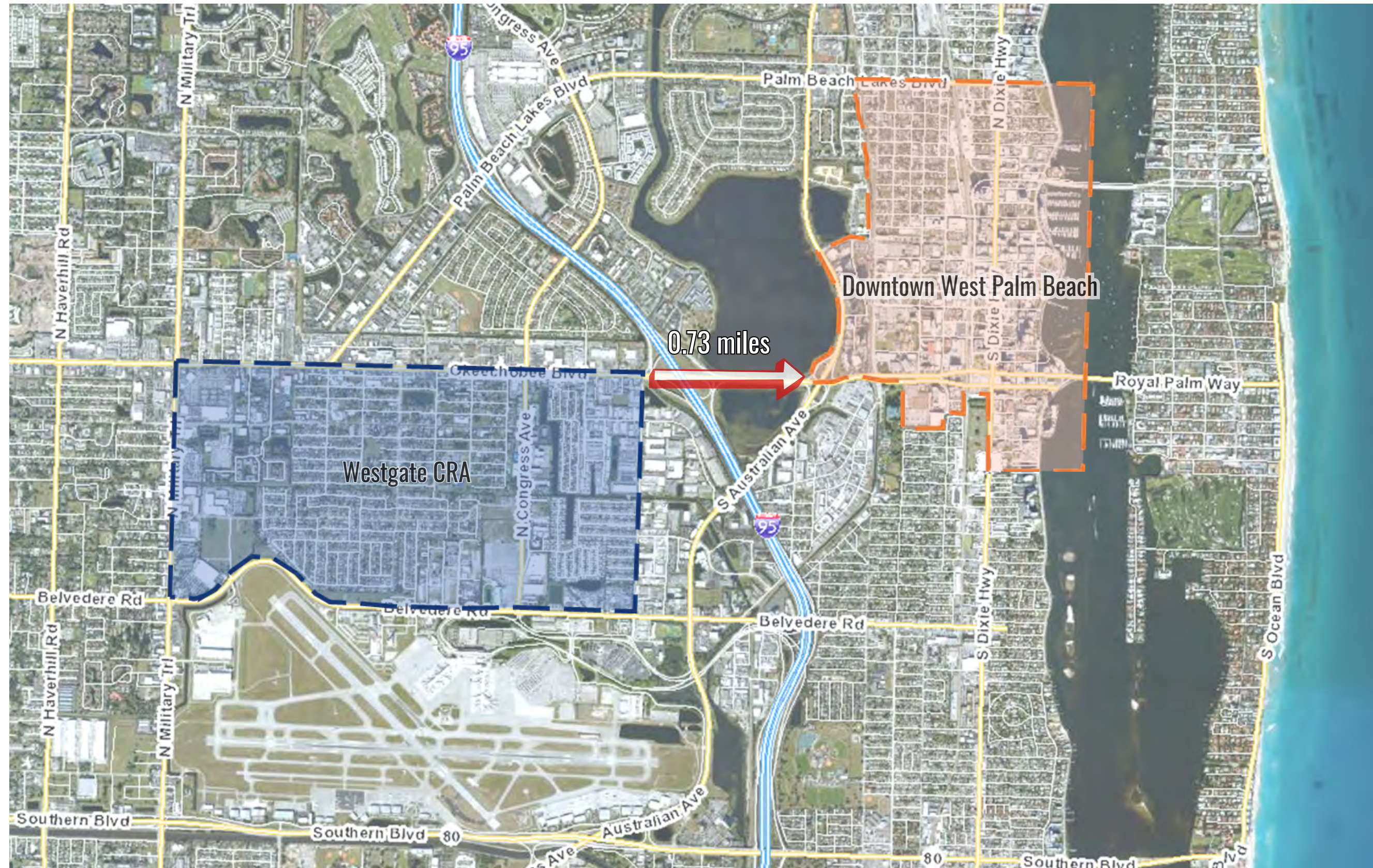
CRA MOBILITY PLAN FRAMEWORK

Mobility Goals:

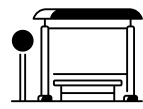
- ➡ Responsible, sustainable growth
- ➡ Safe, well-connected roadway network
- ➡ Solutions-oriented collaboration

Growth-Based Mobility Implementation:

- support redevelopment in density clusters
- implement programmatic mitigation strategies
- start with short-term cost feasible projects
- increase intensity of project and program implementation to align with:
 - redevelopment pace
 - traffic congestion triggers
 - CMTF priority projects
 - City of WPB projects
- 'Dream Big' mobility projects-- require interjurisdictional collaboration + layered funding sources



Short Term (≤ 5 years)



Land development codes – TOD/TOC
design, parking reforms/reductions



\$450,000

'Public Transportation' – for TDM program & on-demand pilot launch

\$555,000

‘Technical Assistance & Engineering/Construction Coordination’ –

\$1,005,000

for planning, engineering feasibility, design, implementation

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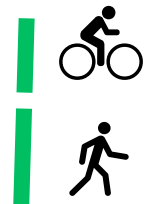
WESTGATE CRA MOBILITY STRATEGIES

TRAFFIC MITIGATION

Mid Term (5-10 years)



Increased Palm Tran frequency and reduced headways for important links – #44 (Congress Ave., PBIA)



Continued sidewalk/bike lane improvements – Congress Avenue, Belvedere Rd.



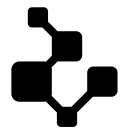
Ongoing improvements to connections to Intermodal Station/PBIA



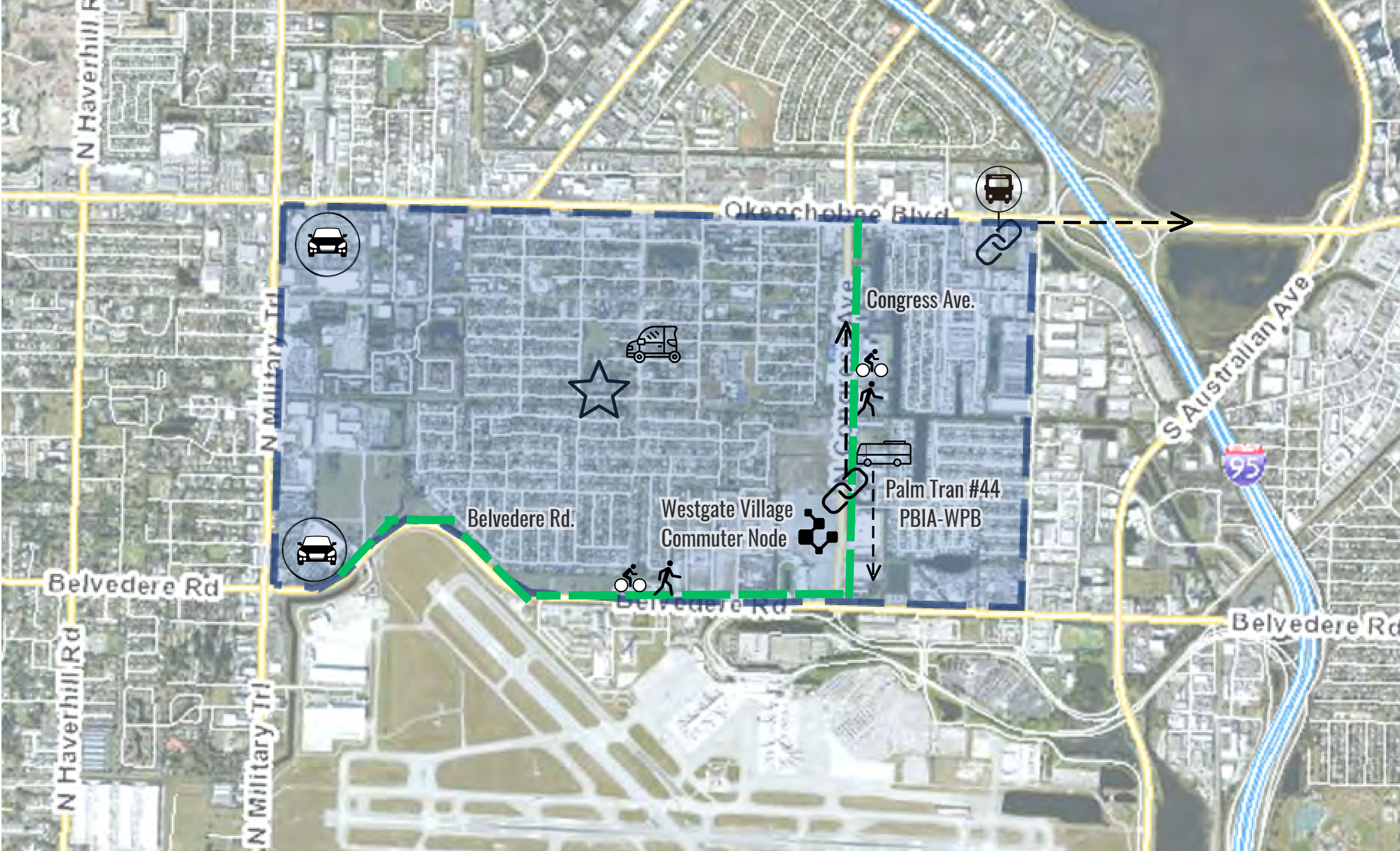
Potential temporary Park & Ride locations--shared tenant parking – Cross County Mall, Walmart Plaza



Ongoing TDM programming and on-demand service– CRA-wide



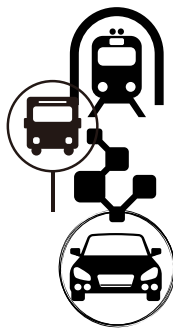
Potential 'Westgate Village' commuter node



WESTGATE CRA MOBILITY STRATEGIES

TRAFFIC MITIGATION

Long Term (10-15+ years)



Potential transit hub locations -
Cross County Mall Commuter Node
(integrated Park & Ride), Wabasso
Dr. at Okeechobee Blvd., Old
Congress Ave. 'sliver'



'Dream Big' project: create
Okeechobee Blvd. reliever road by
culverting PBC-owned L-2 canal
segment – future connections to
Australian Ave., Centerpark Dr.,
Mercer Ave.

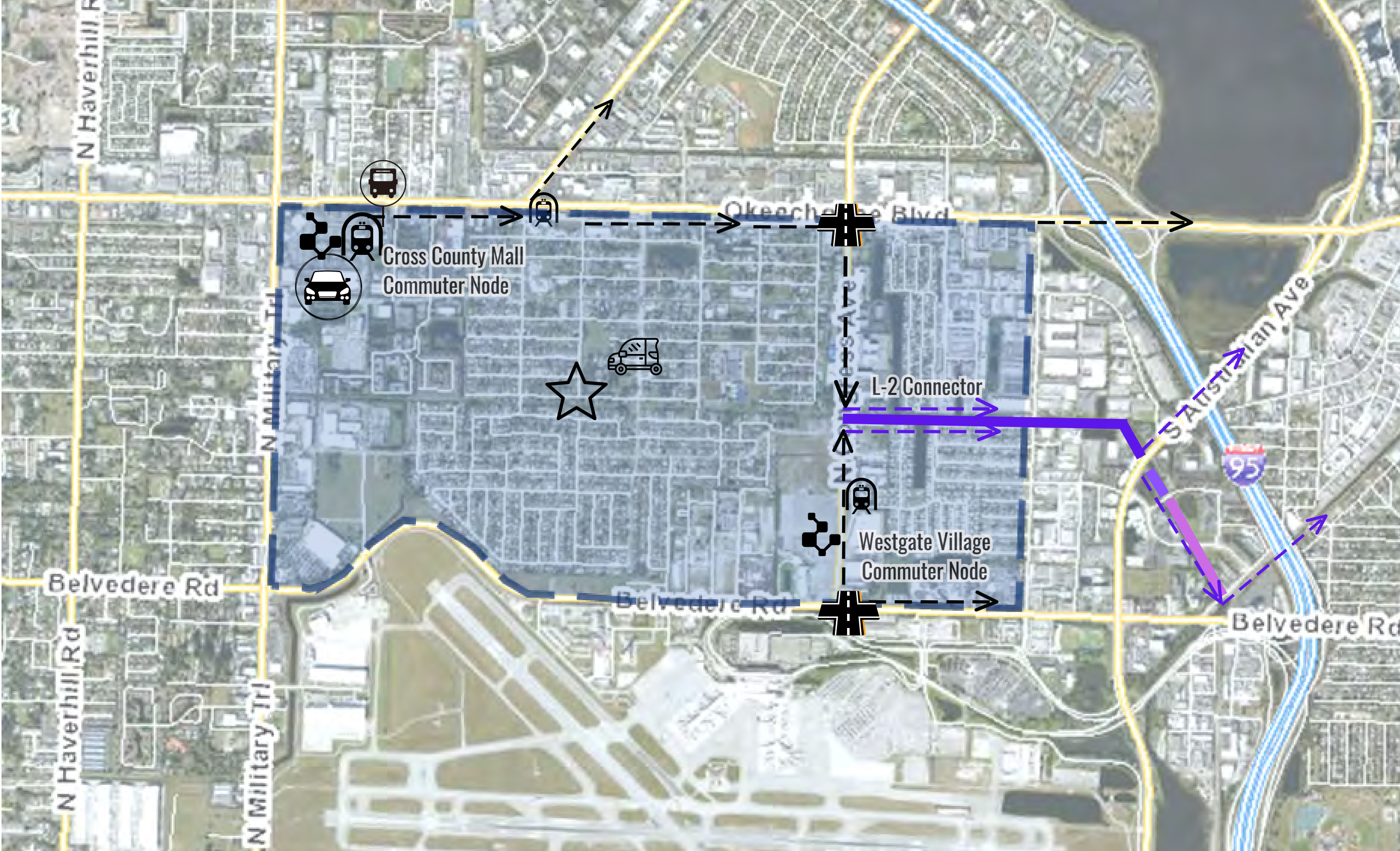


Ongoing TDM programming and
on-demand service – CRA-wide



Intersection improvements in
partnership with PBC:

- Okeechobee Blvd. & Congress
Ave. (WBL turn lane)
- Belvedere Rd. & Congress Ave.
(SBL turn lane)



WPB + WESTGATE CRA

An Opportunity to Collaborate

CRA MODE SPLIT (Westgate CRA ACS 2024):

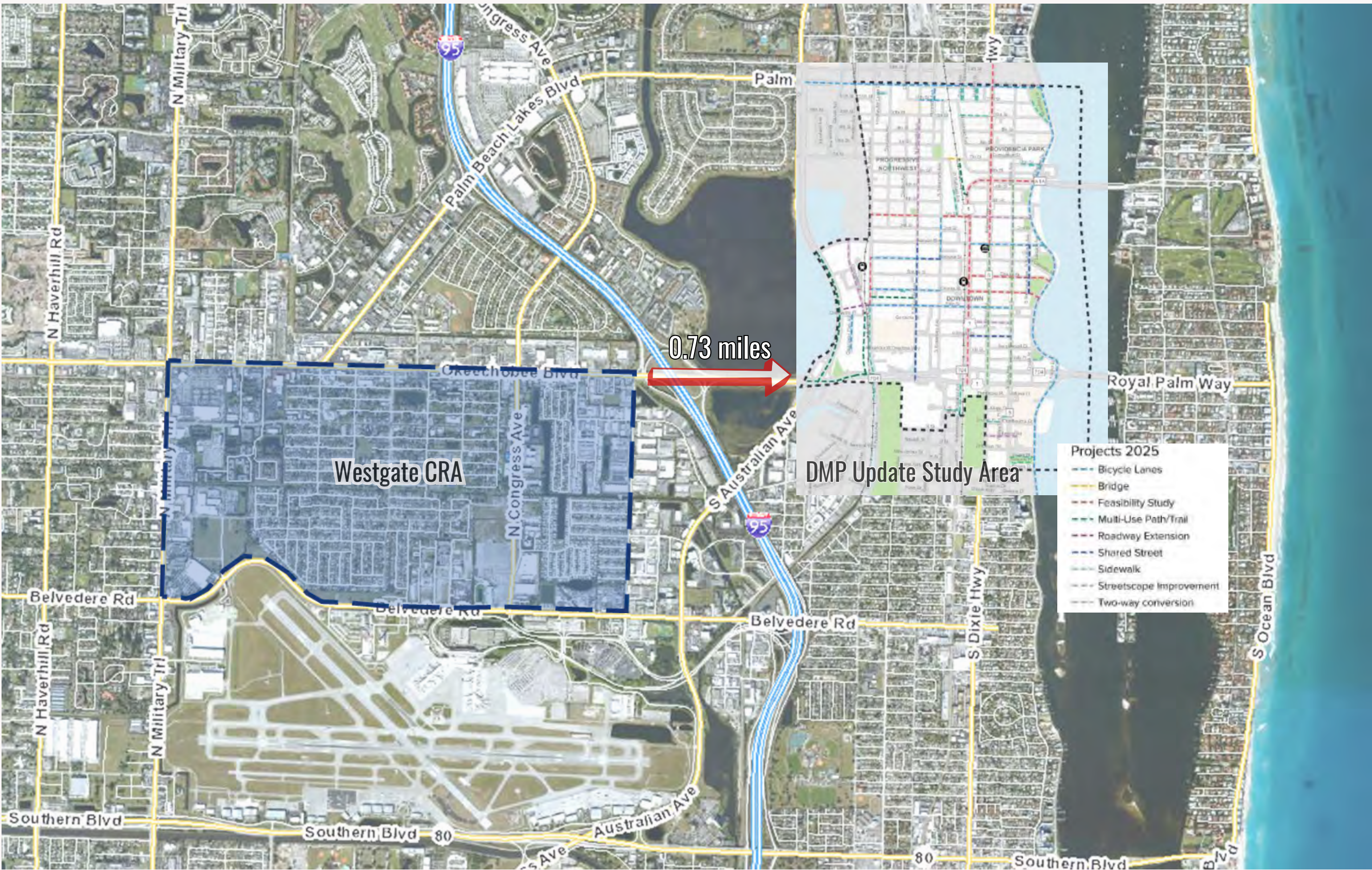
- 77% drive alone
- 15.3% carpool
- 4.1% public transit
- 1.7% walk
- 27.9% commute in 15min. and under
- 44.5% commute in 15 - 30min.

DOWNTOWN WEST PALM BEACH MODE SPLIT (DMPU 2025):

- 69.5% drive alone
- 15.1% carpool
- 1.2% public transit
- 9.8% walk
- 35+% trips are under 5 miles
- 70% of trips are take under 20min.
- Nearly 50% are traveling for work, home & shopping

WHERE ARE WESTGATE COMMUTERS GOING?:

- ➡ 72.5% commuters travel ≤ 30 minutes
- ➡ ~20% traffic trips exit the CRA and use Okeechobee Blvd. EB to I-95, Australian Ave., and employment in downtown WPB, and beyond. (CRA Traffic Impact Analysis 2025)



Interjurisdictional Cooperation: City of West Palm Beach and Westgate CRA

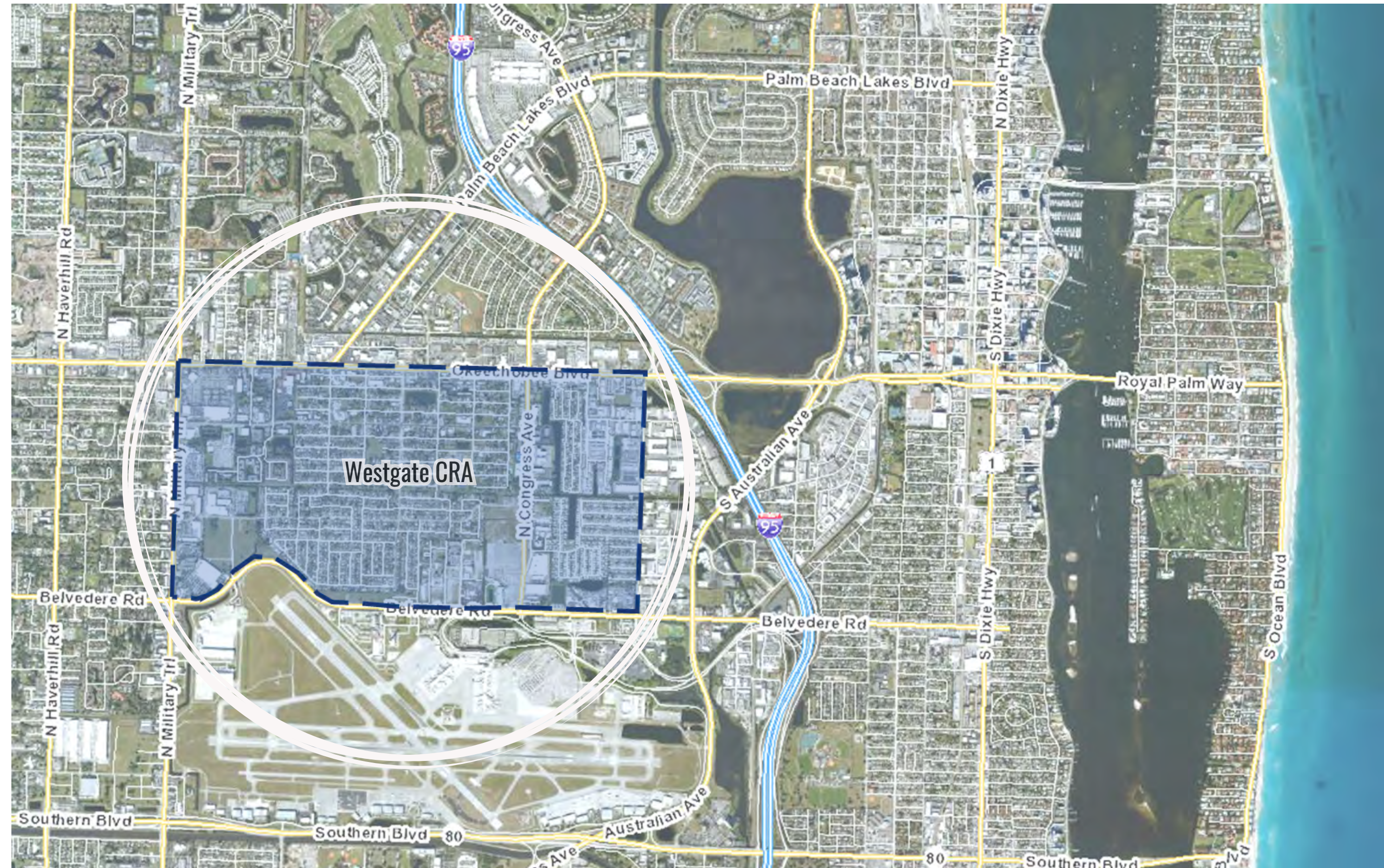
- ➡ Joint Feasibility Study
- ➡ Connect Mobility Plans
- ➡ Align land use policies and regulations

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MOBILITY STRATEGIES + COUNTY & PUBLIC INPUT = CRA MOBILITY PLAN

Next Steps for the Westgate CRA:

- Preliminary feasibility, cost analysis for identified projects – explore funding opportunities
- Study engineering viability and cost feasibility of L-2 Canal Connector project (traffic congestion bypass route from Congress Ave. to Australian Ave.) + N. Florida Mango Rd. sidewalks/streetlights– underway
- Community input for Westgate CRA Mobility Plan – 1st meeting in October 2025
- Launch on-demand service pilot (1 vehicle in Q1 FY26) – underway
- Initiate TDM programming – large employers, existing MF + new MF development (Q1 FY 26)
- Sidewalk/streetlight improvements on Wabasso Dr.; sidewalks on Cherry Rd. – planning, design, possible PBTPA TAP funding
- Sidewalk/streetlight improvements on N. Florida Mango Rd. planning, design, possible PBTPA TAP funding
- Density bonus initiative approval – BCC Feb. 2026
- Collaborate with PBC Engineering and Planning on CMTF-identified projects impacting Westgate
- Palm Tran collaboration to improve bus stops and shelters along strong ridership routes
- Palm Tran collaboration on future improvements to route #44 frequencies and headways
- Collaborate with PBC PZB, PBTPA & WPB on TOD design and regulations
- Belvedere Rd. & Congress Ave. intersection improvements planning phase



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