



TEXT AMENDMENT STAFF REPORT AMENDMENT ROUND 05-1

Item Name:	Westgate CRA TCEA Modification
Element:	Transportation Element (TE)
Item Before the Board:	To hold a public hearing on a proposed amendment to the TE which will modify the existing Transportation Concurrency Exception Area (TCEA) for the Westgate-Belvedere Homes Community Redevelopment Area (Westgate CRA) to account for the recently adopted redevelopment plan.
Meeting Date:	Final Report , August 22, 2005
Project Manager:	Vinod Sandanasamy, Senior Transportation Planner
MOTION: To <i>adopt</i> the proposed amendment.	

- A. Planning Recommendation:** Staff recommends *approval* based on the assessments and conclusions presented in this report.
- B. LPA Recommendation:** Motion to recommend *approval* passed in a unanimous vote (11-0) at March 18, 2005 Public Hearing. Board discussion was minimal. One member of the public spoke in opposition to both the proposed TCEA amendment and the proposed land use changes in the Westgate CRA. He offered an alternative plan and a member of the Board suggested that he meet with Jose Sosa, Executive Director of the CRA for Westgate.
- C. BCC Transmittal Action:** Motion by Comm. Koons, seconded by Comm. Marcus, to *transmit* passed in a unanimous vote (6-0, with Comm. Greene absent) at the April 6, 2005 Public Hearing. Board discussion focused on the impact of this TCEA modification on the surrounding roadway network. Staff responded that there are a few roadway failures because of this TCEA and impacts on I-95 will be dealt with according to the ULDC requirements. Also staff stated that the impacts of this TCEA would be offset to some extent by the various mitigation measures proposed in this amendment. Responding to a question staff explained that TCEA already exists for this area and that we are now only adjusting the development densities to tailor it to the Westgate CRA's recently amended master plan. Comm. Koons highlighted some of the CRA's history and future plans.

POST TRANSMITTAL ACTION

- A. **ORC Report Findings:** None
- B. **Response to ORC Report:** None
- C. **Revisions Not Previously Reviewed:** None
- D. **BCC Adoption Action:** Motion by Comm. Newell, seconded by Comm. Aaronson, to ***adopt an ordinance*** passed in a unanimous 7-0 vote at the August 22, 2005 Public Hearing. There was minimal Board discussion on this item. One member of the public spoke with concerns for the amount of traffic in the Westgate area.

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I. SUMMARY REPORT

A. BACKGROUND

In 2002, the Westgate/Belvedere Homes Community Redevelopment Agency (W-CRA) was designated a Transportation Concurrency Exception Area (TCEA) to facilitate redevelopment activities in the community under the 9J-5 rule of the Florida Administrative Code. The Code allows exception to the transportation concurrency requirement in selected geographic areas to reverse the negative impact that transportation may have on urban redevelopment. Traffic volumes on roadways in and around Westgate exceed or will exceed in the near future the adopted Level of Service (LOS). A TCEA modification is needed to facilitate the implementation of the CRA's recently updated redevelopment plan. The Westgate CRA redevelopment plan requires for provision and improvement of infrastructure within its boundaries. These improvements include drainage, local roadways, greenways, parks and sidewalks. The infrastructure improvements are funded through Tax Increment Financing. These funds become available when a property is improved or developed, resulting in an increased tax revenue from that property which provides the funds for infrastructure improvements within the CRA. Therefore, a TCEA modification is being proposed in order to allow development and redevelopment of properties located within the Westgate CRA consistent with recently updated CRA master plan, which will in turn allow for the provision of additional infrastructure improvements in the CRA.

B. THE PROPOSED AMENDMENT

1. Amendment Intent and Summary

The intent of the amendment is to modify the Westgate CRA's TCEA in order to allow development and redevelopment of properties located within the Westgate CRA.

2. Unified Land Development Code Implications

This proposed amendment will not result in a subsequent amendment to the County's land development regulations in the Unified Land Development Code (ULDC).

C. ISSUE AND DATA/ANALYSIS SUMMARY

Complete data and analysis to support the proposed change is provided in Exhibit 2 and in Exhibit 3 (TCEA Justification Report) and is summarized in this section. Existing traffic volumes on some segments of roadway network surrounding the Westgate CRA are already approaching or exceeding Level of Service (LOS) D volumes. Some of the projected volumes also exceed LOS D thresholds. The projected volumes incorporate the limited amount of future development and/or redevelopment as desired by the CRA as delineated in the development program TCEA pool shown in Tables 2 & 2A (also see Exhibit 3 for more details). The existing and projected volumes are provided in Exhibit 3 of this report. Following are the issues associated with this amendment:

- Development and redevelopment activities which are consistent with CRA Master Plan and County's Comprehensive Plan (as being amended in Round 05-1 for FLUA) cannot be realized due to capacity restrictions on the roadway system. The TCEA will allow a limited amount of development and redevelopment consistent with CRA Master Plan and County's Comprehensive Plan.

- A scenario utilizing maximum development and redevelopment potential accounting for the proposed land use amendments being processed concurrently in this amendment round is not considered in the TCEA at this time due to anticipated major traffic impacts on the roadway network which already has some segments, including those of I-95 (a Florida Intrastate Highway System), Australian Ave. and Palm Beach Lakes Blvd. operating above the LOS D threshold volumes. Impacts from individual projects within the TCEA may not be significant on the roadway segments of I-95 and it has to be addressed pursuant to the ULDC.

D. PUBLIC AND MUNICIPAL REVIEW

- 1. Intergovernmental Plan Amendment Review Committee (IPARC):** Notification of this amendment was sent to the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) for review. The IPARC, of which Palm Beach County is a member, functions as a clearing-house for plan amendments. No comments have been received to date.
- 2. Other Notice:** At the time of the printing of this report, no comments had been received from other interested groups, or members of the public.

E. ASSESSMENT AND CONCLUSIONS

Based on the Data and Analysis, the following assessments and conclusions can be made:

1. The existing TCEA pool cannot achieve the development goals of the amended redevelopment plan approved by the BCC on January 11, 2005. The current pool does not have the capacity to accommodate the number of housing units nor the area of office space needed to implement the amended redevelopment plan. At the same time, the current pool has more commercial space and more industrial and warehouse space than what is anticipated by redevelopment plan. This amendment will adjust the pool and tailor it to the implementation of the amended redevelopment plan as projected through the year 2025.
2. Since the existing traffic volume on some of the roadway segments surrounding the Westgate CRA area have already exceeded the adopted level of service threshold, the projected traffic volumes on a few of the surrounding roadways are also expected to exceed Level of Service D. The TCEA would provide a concurrency exception to allow development and redevelopment activities within the Westgate CRA which, in turn, will allow for infrastructure improvements in the CRA through the additional tax revenue generated.
3. The development and redevelopment scenario which would be facilitated by this TCEA is in support of County goals, the Westgate CRA Master Plan, and regional and State efforts to encourage redevelopment and infill. The development facilitated by the proposed TCEA is consistent with the Revitalization and Redevelopment Overlay of the County's adopted Managed Growth Tier System which calls for infill in urban areas to take advantage of existing public facilities and services. The development facilitated by this TCEA may also help to reduce the pressure for sprawl in the western areas of the municipalities and the County.

4. Existing mass transit routes, including PalmTran, are available to provide some mitigation to the TCEA.
5. The CRA is proposing a number of measures that will mitigate the impacts of the TCEA. Those measures include inclusionary housing, multi-modal transportation, and functional mixed-use development. The attached TCEA Justification Report (see Exhibit 3) explains the various mitigation options available within the CRA. Exhibit 1 outlines these mitigation measures as conditions to this TCEA.

F. ALTERNATIVE ACTIONS

The following courses of action are available to the Board:

1. Recommendation of ***approval***;
2. Recommendation of ***approval with modifications***; or
3. Recommendation of ***denial***.

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II. EXHIBITS

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EXHIBIT 1

A. Transportation Element, Westgate-Belvedere Homes Community Redevelopment Area (Westgate CRA) Transportation Concurrency Exception Area (TCEA)

REVISIONS: To revise Policy 1.2-r designating Westgate CRA as a TCEA. The added and deleted text is shown in underlined and ~~striketrough~~ format.

Revised Policy 1.2-r: The Westgate-Belvedere Homes Community Redevelopment Area (Westgate CRA) Transportation Concurrency Exception Area (TCEA) is hereby established and designated. Contiguous with the boundaries of the CRA, the TCEA is bounded by Okeechobee Boulevard on the north side, Florida Mango Road on the east side, Belvedere Road on the South side, and Military Trail on the West side. ~~The TCEA will be limited to 96 dwelling units; 402,756 square foot of commercial retail use; 350,680 square foot of general office use; 350,680 square foot of warehouse use; and 424,797 square foot of industrial use.~~ The TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total pm peak hour trips identified in the Table TE-6 of this policy. A proposed project must be recommended for approval by the Community Redevelopment Agency to be eligible to benefit from this pool. Any project utilizing this TCEA and significantly impacting Interstate 95 shall be required to address its impacts pursuant to ULDC. By August 2010, the TCEA may be modified by the BCC if the CRA achieves the developments shown in Table TE-6. The TCEA may be revisited if the CRA fails to provide County an annual report by March 31 of each year starting in year 2004, showing that the development approvals utilizing this TCEA have not exceeded the pool limitation of this Policy. Beginning December 30th, 2006, The CRA shall submit an annual report to the County's Planning Director to demonstrate compliance with the conditions set forth in this policy. Upon review by the Planning Director and the County Engineer, the annual report will be submitted to the Board of County Commissioners (BCC) for consideration. In the event that any of the conditions below is not met, the BCC may amend or rescind any or all of this policy. The conditions are:

1. Development approvals utilizing the TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips and total p.m. peak hour trips set by Table TE-6. No building permits shall be issued for new development when the applicable maximum allowable limit for that development is reached.

TABLE TE-6
WESTGATE/BELVEDERE HOMES CRA –TCEA
MONITORING TABLE

<u>Allowable Land Use Intensities</u>	<u>Residential/ Rental Units</u>	<u>Hotel Rooms</u>	<u>Industrial</u>	<u>Office</u>	<u>Other Non- Residential</u>
<u>Planned Land Use Totals¹</u>	<u>2937</u>	<u>200</u>	<u>572,633</u>	<u>1,137,785</u>	<u>2,819,577</u>
<u>Allowable variance +/- (%)</u>	<u>15%</u>	<u>25%</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>
<u>Maximum Allowable</u>	<u>3377</u>	<u>250</u>	<u>629,896</u>	<u>1,251,563</u>	<u>3,101,535</u>
<u>Minimum Allowable</u>	<u>2496</u>	<u>150</u>	<u>515,369</u>	<u>1,024,006</u>	<u>2,537,619</u>
<u>Allowable Vehicle Trips</u>		<u>Daily Traffic</u>		<u>PM Peak Hour Traffic</u>	
<u>Planned Land Use Net New Trips</u>		<u>3538</u>		<u>345</u>	

Allowable Land Use Ratios	Residential/Office	Residential/Other Non-Residential (Incl. Industrial)
Maximum Allowable Ratios ²	<u>3.30</u>	<u>1.11</u>
Minimum Allowable Ratios ²	<u>1.99</u>	<u>0.67</u>

¹ Includes existing development

² Residential units divided by 1000 sft of Office or Other Non-Residential uses.

2. Beginning with the March 31, 2010 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved office space shall remain between the maximum and minimum allowable ratios identified in Table TE-6.
3. Beginning with the March 31, 2010 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved other non-residential space shall remain between the maximum and minimum allowable ratios identified in Table TE-6.
4. By January 2008, the CRA Board shall adopt a inclusionary housing policy that require all major residential development (proposing more than 10 dwelling units) that do not participate in the bonus density program to set aside at least 10% of their development for occupancy by very low income (less than or equal to 50% of the County's median annual adjusted gross income) households and low income (more than 50% but less than or equal to 80% percent of the County's median annual adjusted gross income) households, and 10% for moderate income (more than 80% but less than or equal to 120% percent of the County's median annual adjusted gross income) households. Units meeting this requirement shall include no more than 40% renter occupied units for low income and very low income households and no more than 30% renter occupied units for moderate income households. The remaining units must be owner occupied. The renter occupied units must continue to be attainable for a period of at least 20 years, and the owner occupied units must continue to be attainable for a period of at least 10 years. Attainability shall be assured through deed restrictions on these properties.
5. The CRA Board shall implement its inclusionary housing policy that requires developers participating in the bonus density pool to set aside 40% of the density bonus units for very low and low income households. The annual report starting March 31, 2008 must also show the number of the density bonus units for very low and low income households created annually through the bonus density pool.
6. By January 2008, the CRA Board shall implement an incentive program that rewards developers who mix two or more uses on one site for trip internalization.
7. By January 2010, the CRA shall establish a local transit circulator service that runs through the CRA to transport visitors and resident to the main commercial corridors.
8. By January 2008, the CRA shall undertake a detailed transit study to develop a local transit connector to downtown West Palm Beach.
9. The CRA shall continue to coordinate with the County Engineering Department to improve the sidewalk network and street features to create safe, balanced, livable streets that can be used for all forms of travel including non-vehicular modes of travel.
10. By January 2007, the CRA shall obtain rights to use property for the development of the greenway and shall complete the design of the greenway alongside the L-2 Canal. The design should show how the bike/walking path will connect the residential neighborhoods to the commercial corridors.
11. By January 2007, the CRA shall develop a parking plan that will incorporate shared parking, parking garage and parking reduction programs tailored to encourage businesses, residents and visitors to use alternative mode of transportation by locating

- parking away from pedestrian and bike pathways, providing incentives for bikers and carpoolers, and by designing an environment that reduces dependency on automobiles.
12. The CRA Board in coordination with the County should evaluate the feasibility of extending Westgate Ave. from Haverhill Road to Jog Road. The CRA Board should coordinate with County to implement the recommendations of the feasibility study for the eastern extension of Westgate Ave up to Old Okeechobee Road.

EXHIBIT 2

SUPPORT DATA AND ANALYSIS

The TCEA modification is being proposed in order to allow development and redevelopment of properties located within the Westgate CRA consistent with recently updated CRA master plan, which will in turn allow for the provision of additional infrastructure improvements in the CRA.

The 2002 TCEA was based on the 1991 CRA master plan and its related land use assumption which followed a “Euclidian” or “use-based” zoning approach. It encouraged an increase in commercial and industrial developments in separate areas and limited housing development to 96 dwelling units (see Table 1 below).

Table 1

Existing Westgate TCEA Pool

	Dwelling Units	Commercial Retail	General Office	Office Warehouse	Industrial
TCEA Pool	96	402,756	350,680	350,680	424,797

On January 11, 2005, the BCC approved an amendment to the 1991 plan. The amended redevelopment plan follows smart growth principles and “form-based” zoning that use appealing urban design and mixed-use development to achieve urban revitalization. The plan promotes pedestrian friendly compact mixed-use developments and it presupposes higher land use intensity/density resulting in a stronger output of housing. Those additional units will provide needed attainable housing for the County’s low-to moderate-income population.

A development program has been prepared in conjunction with the redevelopment plan as a tool to facilitate the implementation of the plan. The development program forecasts the type and the intensity of uses that will be most suitable for redeveloping the area on a short- and long-term basis. The following table summarizes the development program and the TCEA pool required to accommodate the plan.

Table 2

Proposed Modifications to the Westgate TCEA

	Existing Development and Existing TCEA Pool	2025 Development	Proposed Changes
Single family Residential (units)	1924	1,622	-302
Multi-family Residential (units) (Apartments)	429	1,315	886
General Office (sft)	832,680	1,137,785	305,105
Commercial/ Retail (sft)	2,439,756	2,351,060	-88,696
Hotel (rooms)	0	200	200
Industrial (sft)	748,692	572,633	-176,059
Warehouse (sft)	615,685	468,517	-147,168

The following table provides details about short and long term plans based on the development program.

**Table 2a
Short and Long Term Development Goals**

	Existing Land Use	TCEA Pool	Existing & TCEA	2010 Potential	2025 Potential	2010 Pool	2025 TCEA Pool
Single family Residential	1,924		1,924	1,635	1,622	-289	-302
Multi-family Residential	333	96	429	1,126	1315	793	982
General Office	482,000	350,680	832,680	878,675	1,137,785	396,675	655,785
Commercial/Retail	2,037,000	402,756	2,439,756	2,068,190	2,351,060	31,190	314,060
Hotel	-	-	0	100	200	100	200
Industrial	323,895	424,797	748,692	402,765	572,633	78,870	248,738
Warehouse	265,005	350,680	615,685	329,535	468,517	64,530	203,512

ULDC REVIEW CRITERIA AND ANALYSIS

Article 15 of the Palm Beach County Land Development Code specifies three Determination Criteria that shall be addressed when designating a Transportation Concurrency Exception Area (TCEA). The criteria analyzed below reflect the County’s analysis which relied upon a detailed analysis (see Exhibit 3 – TCEA Justification Report) provided by the Westgate CRA.

Criteria:

A. The designation of a Transportation Concurrency Exception Area must be supported by data and analysis which:

(1) Demonstrate that the TCEA is compatible with and furthers the various portions and elements of the County Comprehensive Plan. When in a municipality, it shall also demonstrate that the TCEA is compatible with and furthers the various portions and elements of the local government's Comprehensive Plan.

Staff Analysis/Comment: The Westgate-Belvedere Homes Community Redevelopment Area (Westgate CRA) TCEA is being proposed in order to allow development and redevelopment activities in the CRA consistent with and/or provide support for the following directives, policies, and objectives of County’s Comprehensive Plan:

Introduction and Administration Element:

The Goals, Objectives and Policies presented in the Plan Elements reflect the directives of the citizenry and the Board of County of Commissioners. These directives, which are discussed in greater detail in the Land Use Element, are:

- Redirect growth to the East where services and facilities can be provided and encourage the revitalization/redevelopment of the coastal communities,

Future Land Use Element:

Policy 1.2.2-b: The Planning, Zoning, and Building Department shall continue to work with other local governments and appropriate agencies to develop programs consistent with, but not limited to, the Front Porch Florida Initiative, which create safe, livable communities by improving the functional relationship among land uses through design, improving infrastructure and/or services, and providing a range of housing and economic opportunities for urbanized areas.

SUB-OBJECTIVE 1.2.4 Westgate/Belvedere Homes Community Redevelopment Area Overlay (WCRAO)

The Westgate/Belvedere Homes Community Redevelopment Area Overlay was created to encourage development and redevelopment of the Westgate area. The special land use provisions for the Overlay are designed to arrest deterioration of property values, and preserve affordable housing and complement the efforts to prepare and implement a community redevelopment plan for the Westgate area.

Policy 1.2.4-a: The Westgate Community Redevelopment Area Overlay shall be depicted on the FLUA. The area is bounded on the south by Belvedere Road, on the north by Okeechobee Boulevard, on the east by Florida Mango Road and on the west by Military Trail.

Policy 1.2.4-b: The Board of County Commissioners has the authority within the WCRAO to approve residential densities higher than those shown on the Future Land Use Atlas for areas designated residential. These additional units must be obtained from a density pool of 300 bonus units assigned to the Westgate/Belvedere Homes Area by this Element. A proposed residential project must be recommended for approval by the Community Redevelopment Agency to be eligible to receive bonus units from the density pool. The pool of units may be increased through amendments to the Comprehensive Plan text.

Policy 1.2.4-c: The total amount of acreage shown as Commercial on the Future Land Use Atlas, at the time of Plan adoption may be increased 20 percent, through the rezoning process, without an amendment to the FLUA. The Board may approve a zoning change from an Industrial or Residential zoning district to a Commercial zoning district using this provision, once the CRA determines that the proposed change is eligible. The 20 percent increase may be further increased through amendments to the Comprehensive Plan text.

Transportation Element:

Policy 1.2-k: The Palm Beach County Board of County Commissioners shall allow for the designation of Transportation Concurrency Exception Areas (TCEAs) within Palm Beach County consistent with the requirements of Rule 9J-5.0055(6), F.A.C. as specified in the Unified Land Development Code (ULDC). TCEAs allow an exception from the concurrency requirements for transportation facilities if the proposed development is

consistent with the adopted local government comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization.

(2) Provide justification for the size and boundary of the TCEA for consistency with the purpose of promoting the stated purpose of a TCEA.

Staff Analysis/Comment: Consistent with the provisions of Rule 9J-5.0055(6)2, the proposed TCEA is a designated urban redevelopment area through its designation as a CRA. The boundaries of the proposed TCEA are contiguous with the boundaries of the CRA.

Also, consistent with the requirement of the above-referenced Rule, the proposed TCEA is within an existing urban service area (attached Figure 1) which does not contain more than 40 percent developable vacant land. Based upon the information obtained from the Palm Beach County Property Appraiser's office, currently vacant land (approximately 174 acres) amount only about 13% of total land (approximately 1300 acres) of the proposed TCEA.

(3) Identify the impacts on other local governments, if any.

Overcapacity roadway network will be a constraint on development of properties within the Westgate CRA. This TCEA will allow the Westgate CRA to develop and redevelop consistent with the Westgate CRA Master Plan.

This TCEA will not apply to properties in the area which are outside Westgate CRA. Most of these properties are located within the City of West Palm Beach, and are either developed or have development approvals. The additional traffic resulting from the TCEA designation may potentially restrict development and redevelopment activities on the north side of Okeechobee Boulevard (within City of West Palm Beach). However, due to overcapacity segments of Okeechobee Boulevard west of Palm Beach Lakes Boulevard, some of this development and redevelopment may already be facing concurrency obstacles regardless of the proposed TCEA.

- B. To implement the TCEA, the local government's comprehensive plan must contain guidelines and policies which specify programs to meet the transportation needs of the TCEA. The guidelines may contain a wide range of strategies that include: timing and staging plans, parking control and pricing policies, Transportation System Management (TSM), Transportation Demand Management (TDM), incentives to promote public transit, and the utilization of creative financing tools for the provision of transportation services and facilities.**

Staff Analysis/Comment: Westgate Community Redevelopment Study Area Overlay included in the PB County Comprehensive Land Use Plan includes a provision that allows an additional twenty percent (20%) of the area that was designated as commercial in the Land Use Plan at the time of plan adoption, to be re-zoned for commercial Mixed-Use development. This was included to aid in the redevelopment of the CRA area. Any reductions in density and intensity will be inconsistent with the intent of redevelopment of the area and urban infill, as described in the Future Land Use Sub-Objective 1.2.4.

Westgate Avenue, which is the receiving area for the bonus density and the main commercial corridor inside the CRA area, is designated for Mixed-use Commercial. It is anticipated that the incorporation of the Mixed-Use area as an area eligible to receive the bonus density units would moderate the intensity of commercial uses and would provide the opportunity for the small-scale retail, commercial and office uses that are considered to be appropriate. The CRA has indicated that it will pursue a strategy that would allot limited prime land for retail uses (commercial nodes) and dedicate other commercial areas for low-trip uses like warehouses, light industrial uses, and offices. This action would further the redevelopment goals as stated in the Comp Plan.

The CRA periodically reviews its plan and those of other entities that impact the area. As redevelopment unfolds and the community grows, the need to support and encourage public transportation grow as well. The Westgate CRA is in the Redevelopment and Revitalization Overlay of the Urban/Suburban Tier and the area is served by various Palm Tran bus routes. Palm-Tran, in coordination with Tri-Rail, is working on implementation of the Palm Beach County Bus/Rail interface Plan. One of the proposed modifications calls for additional peak hour service (from hourly to half hourly) through the metropolitan West Palm Beach area. That additional service runs through Westgate Avenue and Cherry Road which are the two major East/West streets in the CRA area.

The CRA's proximity to the Tri-Rail line and the additional peak hour service by Palm-Tran, will be helpful as alternative transportation modes become more popular. In light of that, the Board of the CRA just issued a Request for Proposal (RFP) for a traffic consultant who, among other things, will conduct a feasibility study regarding possible connection/extension of the trolley service from downtown WPB to the Westgate commercial corridor. This service is anticipated to compliment the pedestrian friendly open-market atmosphere that the CRA wants its commercial corridor to embrace. It should increase pedestrian traffic without a corresponding increase in vehicular traffic.

The redevelopment plan charrette's most significant project was the concept of creating a long, linear park that ran through the community from one end to the other. The linear park, called "The Greenway" would follow the L-2 Canal at Florida Mango Road and extend to the West, connecting with a north-south canal, located west of Golfview Heights. The Greenway will provide a pathway for school children to walk or bike to the elementary school on the L-2 Canal or to visit the Westgate Community Center. The Greenway will also provide a safe pathway for residents to walk and bike to Military, Congress and Florida Mango, three of the major business centers with the CRA.

The CRA is working with County Departments to develop a parking plan that will locate the parking in the back and limit curb cuts in the front of the businesses to make it safer for pedestrians using the front sidewalks and arcades. The parking plan will also incorporate shared parking, parking garage and parking reduction programs tailored to encourage businesses, residents and visitors to use alternative mode of transportation by locating parking away from pedestrian and bike pathways, providing incentives for bikers and carpoolers, and by designing an environment that reduce dependency on automobiles.

The CRA will improve the infrastructure and construct trails that will provide for bicycle transportation. Included in the 'TCEA Justification Report' is a map that depicts the routes, trails and sidewalks that bicycle travelers can use. The redevelopment plan suggests that bicycle pathways be established along Cherry Road and Seminole Road, connecting in the future to the Greenway along the L-2 Canal. Furthermore, the CRA will

promote the Palm Tran's "Bikes on Buses" program to encourage residents to combine bicycle with public transportation uses to reduce their dependency on automobiles. Additionally, the CRA has included in its TCEA goals that will require bike racks at businesses to encourage bicycle travel.

A fundamental objective of the redevelopment plan is to improve pedestrian connectivity, and to de-emphasize vehicular mobility in favor of alternative modes of transport. The CRA is actively improving the pedestrian system. The development of sidewalks is an integral part of the infrastructure improvement in the North Westgate area. Staff will work with the County to improve existing sidewalks and install missing links that will make the sidewalk network more utilitarian.

The CRA is collaborating with the County to extend Westgate Ave. east to Old Okeechobee Road and west to Jog Road. These extensions will provide some relief for Okeechobee Blvd and move traffic more effectively in and out of the Westgate CRA. The County is currently preparing feasibility study for the eastern extension. The CRA will work with the County to study the feasibility of the western extension also.

- C. The guidelines and policies and programs to implement the TCEA must demonstrate by supporting data and analysis, including short and long range traffic analysis, that consideration has been given to the impacts of the proposed development within the TCEA on the Florida Intrastate Highway System.**

Staff Analysis/Comment: The attached TCEA Justification Report (see Exhibit 3) provides a detailed summary of data and traffic analysis. Based on the detailed analysis, I-95, Florida Turnpike and SR-80 (Southern Blvd.) are the three Florida Intrastate Highway System (FIHS) roadways in the area. I-95 is currently operating below adopted level of service and is projected to operate as such. However, any project impacting I-95 will be required to address its impacts consistent with the Palm Beach County Traffic Performance Standards. Also I-95, currently operating upto 30% over-capacity, is only projected to be 4% over capacity in year 2025 due to programmed widening. Florida Turnpike and SR-80 are projected to operate within LOS D capacity in 2025.

EXHIBIT 3

**Westgate CRA – TCEA Justification Report
(Upon request to Westgate CRA, available to general public at a cost)**

EXHIBIT 4

Letters in Support or Opposition

W.G.H.N.A.

(Westgate / Golfview Heights Neighborhood Association) two

Palm Beach County Board Of County Commissioners
301 North Olive Ave.
12th Floor
West Palm Beach, FL 33401

Wednesday, April 6, 2005

Honorable Members of the Board:

The purpose of this letter is to express residents' concerns with the proposed future land use amendments, the extension of the TCEA (traffic control exception area) guidelines, and Bonus Density Pool extension from 300 to 1300.

The master plan showed beautiful pictures depicting mixed type of uses for Westgate and Congress Avenues, with first floor retail stores and multi-floored apartments or condos above them. This type of uses is certainly very appealing to most of us, as it would make our area more appealing and desirable to businesses and residents alike while leaving the "old time charm" of the residential Westgate intact.

We understand, and support, the tax dollars new businesses can bring into our CRA budget, and we even support the existing commercial land uses along our CRA thoroughfares, including Okeechobee Blvd., Military Trail, Congress Avenue, Westgate Avenue, Belvedere Road and the industrial park off Church Street. These businesses are easily accessed from other county and state thoroughfares without much traffic through our residential streets. Our concern with the proposed amendments, however, is their impact to the residential community, as the proposed commercial land uses extend beyond our mayor thoroughfares.

Post Office Box 22132 West Palm Beach FL 33416

Bringing commercial opportunities to the interior of Westgate will certainly bring an increase in "nonresidential" traffic coming in and out of our residential community on a daily basis posing a threat to the pedestrian. Every speed hump we put in has resulted in an increase of high-speed traffic on parallel streets. If commercial businesses bring in more traffic, we may be renamed "humpville - an undesirable place to shop." This would be a short-lived revitalization.

If our area would not be a TCEA (the only one in Palm Beach County), our community would be already "overbuilt" and in violation of Palm Beach County Traffic Control codes. If the TCEA would not be expanded, and existing properties would be the only ones allowed to be "grand-fathered" in, the proposed future land use amendments would probably not be a threat to our quiet little neighborhood.

We are also concerned with the proposed expansion of the density bonuses. There are many vacant lots and business parks for sale already zoned for commercial use along our mayor thoroughfares. Our "bonus Density Pool" is the only one we know of in the entire state. If that does not attract new businesses, we don't know what quadrupling it will do other than attracting another super Walmart.

In summary, we, the residents of the Westgate/Golfview Heights Neighborhood Association consider that the future impact of these changes will not only erode the residential neighborly charm of this area but also create public safety issues.

In closing, we respectfully ask that if you are to approve the proposed amendments in part or in full to please have some provisions in place to:

1) ensure that new development will not pose a negative impact on our neighborhood streets; 2) limit the amount of units per acre to allow the development of townhouses to only one block from our thoroughfares to allow easy ingress and egress from those thoroughfares rather than through our single family homes; 3) new development or redevelopment that occurs as a result of the approved changes are compatible with and build upon the residential character of our community; and 4) to avoid the commercial uses to create unpleasant commercial strip environments. Hopefully, these and other provisions will help ensure that future development does not negatively impact our residential community and the overall ambiance of our community.

We thank you for your consideration to this request. If you have any questions or would like to discuss the content of this letter in greater detail, please do not hesitate to contact me at (561) 616-2549. We thank you for your cooperation and support to our desire to bring safety, and hope, to our community!

Cordially,

A handwritten signature in black ink, appearing to read 'Edward Kaye', with a stylized flourish at the end.

Edward Kaye, President

W.G.H.N.A

To Whom It May Concern:

In regards to the future land use in Westgate, I respectfully ask you not to pass and adopt changes to the land use in the proposed Westgate areas. I also oppose extending the traffic control exemption area guidelines. The impact of these changes will only erode the residential charm of the neighborhood and create safety issues.

Businesses bring tax dollars into the CRA budget but it accessed from other thoroughfares without having more traffic through our neighborhood. There are business parks already zoned commercial. Westgate Ave and Congress Ave were in the master plan so why not leave the residential Westgate intact.

A lot of the residence in Westgate, feel traffic is above what our streets were designed to handle. We need to curb the additional traffic that businesses will bring in by not amending and extending the traffic control exemption area.

Bringing commercial opportunities into Westgate will increase nonresidential traffic coming in and out of the community daily. There are a lot of kids and pedestrian safety issues. More businesses, more traffic, where will this end in a small community like ours.

Barbara Kreiner

Barbara Kreiner
Treasurer WGHNA