



**CITY OF WESTLAKE**  
**Engineering Department**  
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## STAFF MEMORANDUM

**DATE:** 4/22/2022  
**PETITION NO.:** ENG-2021-17  
**DESCRIPTION:** Review of Plat for Cresswind Palm Beach (Pod P-1) Phase 4  
**APPLICANT:** Cotleur & Hearing  
**OWNER:** KH Westlake, LLC  
**REQUEST:** Owner (KH Westlake, LLC) is requesting approval of the Plat for Cresswind Palm Beach (Pod P-1) Phase 4

### Final Recommendation

The Office of the City Engineer has reviewed the documents associated with the application referenced above and recommends approval by the Council. The Seminole Improvement District's Engineering Department approved the subject referenced plat on April 4, 2022, and approval by the Board of Supervisors is scheduled for May 9, 2022.

### Discussion

Phase 4 of Pod P-1 (Cresswind of Palm Beach) will contain 135 dwelling units and 47.4785 acres of land. Pod P-1 is situated in the central portion of the TTD, east of Seminole Pratt Whitney Road, south of Town Center Parkway, and north of Persimmon Boulevard. Pod P-1 has a Residential 2 land use designation and R-2 TTD/TND zoning designation and is approved for 195.14 acres and 651 single family detached homes, as described in the Final Master Plan. The subject request is for Phase 4 only and depicted in the graphics below.

### Location Maps





POD P, PHASE 4 & 5

Pod P-1 is an active adult community and will include a variety of single-family products with three different lot sizes. Phase 4 of the development proposes 40-foot, 50-foot, and 60-foot-wide lots with a depth of 135 feet. The community will have a net density of 3.38 dwelling units per acre. To enhance diversity and character of the community, varying lot sizes are interspersed with each other. The homes will front on a series of lakes and greenspaces. All drainage and water management systems will be owned and operated by SID. It is proposed that Pod P-1 runoff be directed to on-site inlets and storm sewer and the connected to the Master Drainage System for water quality treatment and attenuation.

The Legal Description of the Plat can be found in Exhibit A. Replications of the plat and topographical survey can be found in Exhibits B and C.

## Review Criteria

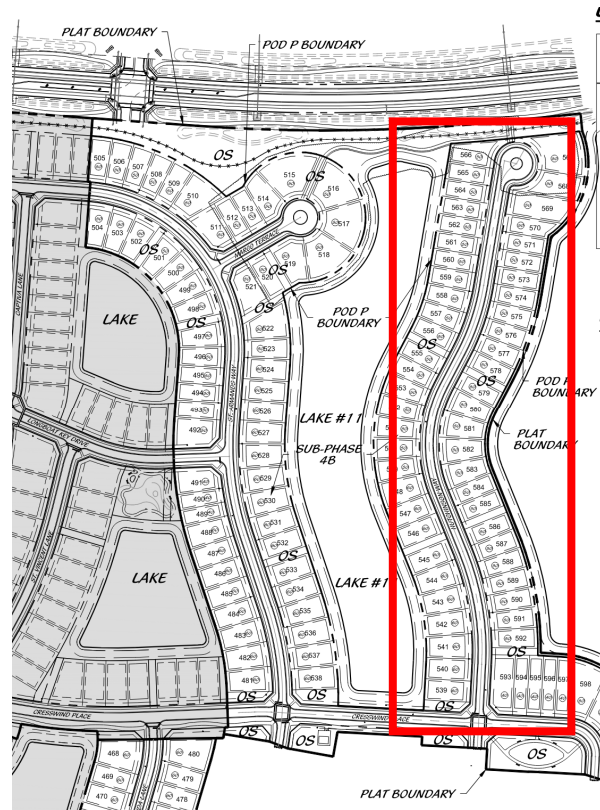
Plats shall be prepared in accordance with the provisions of Chapter 177 F.S., as amended, and the City of Westlake Land Development Regulations. The plat was reviewed for clarity, legibility, and conformance with this statute and City requirements. The plat provides a graphic depiction of the legal description through geometric data. The data includes but is not limited to parcel, block, tract, right-of-way, street and associated names, easement, permanent reference monuments and permanent control points, and interior excepted parcels. Other requirements such as paper size, line work, layout of sheet and required content including the subdivision name, title, legal description, key map, vicinity map, north arrow, scale, and legend are verified in the Engineering Department review.

## Proposed Waiver

Chapter 5, Article 5.7, Section 2(D)(1)(r) of the City of Westlake Land Development Regulations (LDRs) states the following:

*Dead-end streets shall not exceed nine hundred (900) feet in length, or one thousand two hundred fifty (1,250) feet in length with a mid-block pedestrian pass through. The dead-end length shall be measured from the dead-end to the centerline of the roadway of the nearest intersection.*

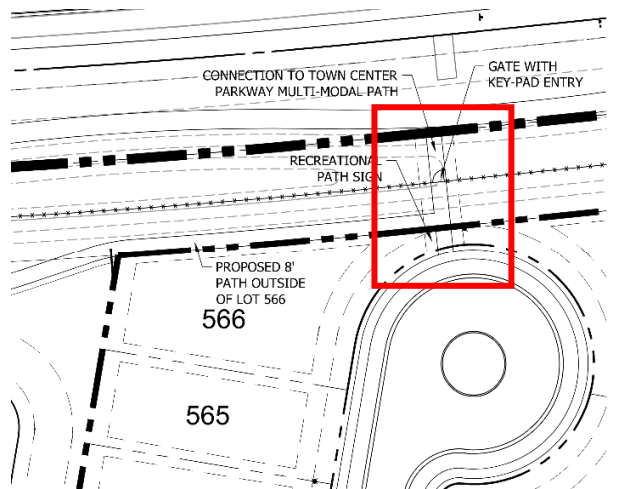
The subject application has a dead-end street with an approximate length of 1,660 feet. There is no mid-block pedestrian crossing proposed. This dead-end street is Hutchinson Way, circled in the image below.



The intent of this section of the LDRs is to promote development with less total travel time for residents. The longer block lengths cause both longer vehicular and pedestrian travel time for residents to reach a cross street.

#### Applicant Request

To alleviate the longer pedestrian travel time caused by the block length of Hutchinson Way, the applicant has proposed a pedestrian connection to the pathway at Town Center Parkway. This proposed connection is shown in the image below.



## Basis of Waiver Review

The Engineering Department reviewed the waiver with the following considerations:

### **Consideration #1: Is the waiver allowed per the City's LDRs?**

Chapter 5, Article 5.2, Section 1 states the following:

*The City may grant a waiver from the literal or strict enforcement of the provisions of this Chapter so long as such waiver does not negatively impact the health, safety, and welfare of the residents of the City, nor impede the function or operation of SID's facilities and duties. When the waiver is sought in connection with an application that requires Administrative approval, the City Manager may grant the waiver. When the waiver is sought in connection with an application that requires City Council approval, only the City Council may grant the waiver. When the facility to be impacted by a waiver will be a SID-Authorized Facilities, the City will not grant a waiver from SID standards without prior SID approval, and will accept a waiver approved by SID as sufficient.*

The subject waiver does not negatively impact the health, safety or welfare of the residents of the City, or impede the function or operation of SID's facilities and duties. The waiver is presented to City Council because it is connected to the plat approval.

### **Consideration #2: Is the increased vehicular travel time significant?**

The increase in vehicular travel time is not significant for normal travel. Palm Beach County Fire Rescue has reviewed the application and has approved it.

### **Consideration #3: Is the increased pedestrian travel time significant?**

It is assumed that the most frequent destinations for the residents to travel to from their house are the mail kiosk and Town Center Parkway. The distance to the mail kiosk is approximately the same with or without a mid-block crossing required by the LDRs. However, the distance to the multi-modal pathway on Town Center Parkway is substantially shorter with the proposed pedestrian connection gate on the north side of Hutchinson Way.

## Conclusion

Four (4) reviews of the plat occurred, which resulted in an acceptable plat. The review was done for compliance with Chapters 177, 5J-17, Florida Statutes, and the City of Westlake's codes and ordinances. All comments have been adequately addressed and the plat is in compliance.

The proposed waiver of block length, along with additional pedestrian connections to the multi-modal pathway system, was reviewed by the Engineering Department. These additional pedestrian connections are a benefit to the residents.

We therefore recommend that the plat be approved for recording and the accompanying waiver be approved.