



CITY OF WESTLAKE
Engineering Department
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STAFF MEMORANDUM

DATE: 2/23/2021
PETITION NO.: SPR-2020-16
DESCRIPTION: Review of Site Plan for Crossings of Westlake (Pod M-2)
Dead-End Streets
APPLICANT: Cotleur and Hearing
OWNER: Minto PBLH, LLC
REQUEST: Applicant (Minto PBLH, LLC) is requesting approval of the Site Plan for Crossings of Westlake (Pod M-2)

Discussion

The Crossings of Westlake (Pod M-2) proposes 130 attached single-family (townhome) units on 15.57 acres. Pod M-2 is centrally located within Westlake, adjacent to the future Town Center, east of Town Center Parkway South and north of Persimmon Boulevard East, as shown in the graphics below.

Location Maps





POD M-2



Review Criteria – Dead-End Streets

The code sections for dead-end streets have not been adopted by the City at this time. Therefore, the interim code is utilized for review of dead-end streets. According to this interim code, Article 3, Section 2(A)(1)(c)(1)(a), the following criteria apply to dead-end streets:

“No more than 20-percent of all TND streets may be dead-end streets, such as cul-de-sacs and T-turnarounds. The maximum length for dead-end streets shall be 900 feet...”

The purpose of this requirement is to increase connectivity for vehicular and pedestrian traffic. The longer the dead-end condition is, the longer total distance a vehicle or pedestrian will need to travel. The result of maintaining connectivity is less distance traveled for each trip.

Palm Beach County Fire Rescue also reviews these applications to ensure that they have adequate space for their truck movements. They have no objection to the plan.

Dead-End Streets in Current Application

The plan is designed with 80-percent of the development ending in a dead-end condition. These dead-end streets each have an approximate length of 100-feet.

City Engineer’s Review of Conditions for Current Application

The plan meets the criteria for length of dead-end streets and is significantly under the maximum length allowed (maximum 900-feet allowed, 100-feet provided). The subject plan does not meet the review criteria for number of dead-end streets (20-percent required, 80-percent provided). However, if additional connections were included, the resulting vehicle or pedestrian travel time would not change significantly. Therefore, the City Engineer has no objection to the site plan as configured.

Conclusion

The subject plan does not meet the criteria for number of dead-end streets per the Interim Unified Land Development Code. However, elimination of these dead-ends would not significantly decrease the travel time for vehicles and pedestrians. Also, Palm Beach County Fire Rescue has no objection to the plan. Therefore, the City Engineer recommends that the plan be approved in the current configuration.

Exhibit 'B'
ORCHARDS OF WESTLAKE PHASE 1
TOPOGRAPHICAL SURVEY

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Exhibit 'C'
ORCHARDS OF WESTLAKE PHASE 1
PLAT

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