

PARCEL L — MULTI-FAMILY

The Avery at Westlake

Master Site Plan Review (MP-2026-01)

Justification Statement

March 20, 2026

Revised April 20, 2026 / May 12, 2026 / June 10, 2026/June 25, 2026

Introduction

The Applicant, Eastwind Development on behalf of Minto PBLH, LLC, is requesting Master Site Plan approval of a portion of Parcel L for a new 360-unit multi-family residential community in the City of Westlake, to be known as The Avery at Westlake. The proposed project provides additional housing diversity within the City and will operate as a market-rate rental community. This portion of Parcel L is located south of Town Center Parkway North, north of Town Center Parkway South, and abutting Kingfisher Boulevard at its eastern frontage. The development tract (Parcel L-3) will be subdivided by metes and bounds, consistent with the recorded plat for the Town Center East area.

Background

The Minto Westlake site is located east and west of Seminole Pratt Whitney Boulevard, south of 60th Street North, north of 50th Street North, east of Mead Hill Drive and 44th Street North, east of 190th Terrace North, and west of 140th Avenue North. Per the Comprehensive Plan, the 3,788.60-acre property has Future Land Use Atlas (FLUA) designations of R1, R2, DTMU (Downtown Mixed Use), Civic, OS&R, and SE Overlay.

Minto Westlake is roughly co-extensive with the Seminole Improvement District (SID), a legislatively created special district with the authority to provide public infrastructure and services and to operate district facilities. SID provides drainage, water, and wastewater services for the subject property and owns canal right-of-way and/or easement for access and drainage from the subject site running approximately four miles south to the C-51 Canal.

Historic and Recent Planning and Zoning Entitlements

Prior to the City's incorporation, Palm Beach County issued several Development Orders to Minto permitting development on Minto's property that is now within the City of Westlake. Specifically, the County approved Resolution 2014-1646 (as later amended by 2014-1892) rezoning the Westlake property, and Resolutions 2014-1647 and 2014-1648 approving Hotel and College/University uses on the Westlake property. At that same time, Palm Beach County revised its Comprehensive Plan and Unified Land Development Code to facilitate development of the Westlake property pursuant to Ordinances 2014-030 and 2014-031. To address the County's traffic concurrency requirements related to the approved density and intensity, Minto entered into a Proportionate Fair Share Agreement with Palm Beach County dated October 29, 2014.

Subsequent to incorporation, Minto proceeded with the development of its property pursuant to the County Development Orders and the Interim Code. The City then adopted its own Comprehensive Plan and implementing Land Development Regulations. Most of the conditions of approval contained in the County Development Orders have either been completed or are superseded by the City's Comprehensive Plan, Land Development Regulations, and state law. As a result, on December 1, 2021, Minto notified the City of Westlake of its intention to proceed under § 163.3167(5), Florida Statutes, to complete development of its density and intensity vested by the Proportionate Fair Share Agreement and state law, pursuant to the City's Comprehensive Plan and Land Development Regulations. A complete, updated list of approved entitlements within the City is attached for additional reference.

Subject Request

The Applicant is requesting approval of a portion of Parcel L consisting of 360 multi-family apartment homes on an 18-acre development tract (Parcel L-3). Parcel L has a Downtown Mixed Use Future Land Use designation and a Town Center zoning designation. The overall density of Parcel L (66.938 ac) is 5.38 DU/AC, well below the 16 DU/AC maximum allowable density established by the Comprehensive Plan. The 18-acre apartment development tract itself will be developed at approximately 20 DU/AC (which is below the maximum allowable when considered against the broader Parcel L Downtown Mixed Use density allowance).

The Avery at Westlake will be a gated apartment community offering a variety of unit sizes from 1 to 3 bedrooms: 122 one-bedroom units, 186 two-bedroom units, and 52 three-bedroom units, for a total of 650 bedrooms. The development consists of six (6) four-story residential buildings and two (2) three-story residential buildings, with one of each three-story building located along the north and south edges of the property to provide a sensitive transition to adjacent areas. Twelve (12) detached garage buildings, each containing six (6) single-car garages (72 garage stalls in total), are located along the east and west boundaries of the property and will be available to lease as a supplemental amenity to residents.

The proposed user groups include new residents of Westlake who are under contract for a home in one of Westlake's neighborhoods and need a comfortable rental setting while their home is under construction; persons employed at Westlake's expanding nonresidential and commercial uses; and, importantly, residents associated with the regional winter equestrian community. Given the shortage of quality multi-family residential in the western community and the proximity of the project to the Wellington equestrian district, it is anticipated that a meaningful share of the project's residents will be associated with the Wellington Winter Equestrian Festival, the Adequan Global Dressage Festival, and related winter equestrian competitions.

A neighborhood clubhouse is proposed with access to a large pool and pool-deck area. A two-court pickleball area is located on the south boundary of the property adjacent to an open green-space recreation area. A dog park and playground are located on the north side of the property. Two large open green-space areas with pavilions are located centrally on the north side and south side of the property, providing additional open green space, with a further open green space provided on the north boundary, providing ample recreation space for the use of tenants. Recreation acreage is detailed in the Recreation Data table on Sheet SP1 of 9 and is summarized in the Waiver Request.

Parcel L will maintain densely planted landscape buffers, in excess of minimum code requirements, along all project boundaries.

All buffers are consistent with the existing Development Order and exceed the minimum requirements of the City's Comprehensive Plan, consistent with the requirements of FLU Policy 1.6.4.

Site Design and Pedestrian Connectivity

The project's primary entrance is thoughtfully aligned with the western entrance of the Westlake Adventure Park along Kingfisher Boulevard, establishing a strong visual and functional connection to one of the community's recreational assets. This alignment creates a deliberate axial relationship terminating at the centrally located community clubhouse and recreation facility, which serves as a prominent focal point and visual anchor for residents upon arrival. The clubhouse is strategically positioned to ensure convenient and equitable access, with all residential units located within a comfortable walking distance, thereby reinforcing walkability and promoting daily social interaction, including routine pedestrian trips to a centralized mail pickup and delivery location within the clubhouse.

A comprehensive internal pedestrian circulation system is integrated throughout the site, providing both functional connectivity and opportunities for passive recreation. Seven- and ten-foot-wide multi-modal sidewalks are provided at the project entrance, establishing a strong connection to adjacent City roadways and the Westlake pathway network. Seven-foot-wide internal sidewalks connect each residential building to the community clubhouse, recreation areas, and open spaces, promoting walkability and convenient access throughout the site. Clearly defined crosswalks are incorporated within parking areas to provide safe and direct pedestrian movement between buildings and amenities.

Future pedestrian connections are provided along the western boundary of the site, where four (4) potential connection locations are identified to allow integration with the future Town Center East mixed-use development as that parcel develops. The Applicant will construct on-site sidewalks up to the western boundary; pedestrian gates at the western boundary will be installed only at such time as a connection is warranted and the Town Center East development plan is determined. Off-site continuations west of the Parcel L-3 boundary are the responsibility of the future Town Center East developer, in coordination with the Master Developer (Minto PBLH, LLC) and the City.

Architecture

The development is designed within a neo-traditional architectural framework that incorporates elements of Mediterranean Revival style, combining classical influences with modern apartment functionality. The composition maintains overall symmetry; entrances are emphasized with projecting volumes and arched openings, creating a clear sense of hierarchy. Buildings feature hipped roofs with multiple ridgelines (a characteristic element of Mediterranean architecture) paired with light stucco exteriors in neutral tones. Repeated vertical bays of windows and stacked balconies establish a consistent rhythm across the façade, while arched openings — particularly at standout building elements — reinforce the Mediterranean influence. Decorative gables with subtle color accents add visual interest and break up the massing, while the overall design balances traditional stylistic cues with the practical needs of contemporary multi-family housing.

Drainage

All drainage and water management systems within Minto Westlake will be owned and operated by SID. On-site runoff will be directed to on-site inlets and storm sewer and connected to the Master Drainage System for water-quality treatment and attenuation. Legal positive outfall is available via connection to the Master Drainage System, which discharges to the SID canal system. The Site Plan, Water Management plan, and Plat have been closely coordinated with SID.

Community Identity Monument and Access

The Applicant is proposing a residential parcel entry monument sign at the one main entrance off Kingfisher Boulevard. This monument will be placed in the median similar to the positioning of the Westlake Adventure Park sign. The sign is double-sided and will be consistent with those used at the secondary community entrances. Two (2) Exit-Only / emergency-access driveways are provided at the southwest and northwest corners of the site, fronting Town Center Parkway South and Town Center Parkway North respectively. These secondary access points are configured for emergency-services and resident-egress use only; the northwest access also provides service access for waste-management vehicles servicing the on-site trash compactor. Both secondary access points are equipped with Click2Enter and Knox-key switch hardware compatible with Palm Beach County Fire Rescue equipment. Directional informational signage will be provided consistent with the requirements of the Westlake Sign Code.

Compatibility, Land Use, and Public Benefit

The introduction of multi-family residential uses at this location represents a deliberate and appropriate evolution of Westlake's housing typologies, which to date have been predominantly limited to single-family detached homes and attached townhouse products. Diversification of housing options is essential to meeting the needs of a broader demographic — including young professionals, service employees, downsizing residents, and the seasonal equestrian workforce — while supporting the City's long-term vision for a balanced and inclusive community.

The site is ideally situated adjacent to the future Town Center East mixed-use district rather than in direct proximity to established single-family neighborhoods, thereby minimizing potential compatibility concerns. This positioning allows the proposed density to serve as a transitional and supportive land use, providing a critical residential base within walking distance of future employment centers, retail establishments, and community services. The proximity of multi-family housing to the Town Center is a key planning principle, as it helps generate consistent activity, sustain local businesses, and foster a vibrant, walkable environment. In this regard, the proposed development not only complements the planned mixed-use framework but is instrumental in helping realize its long-term economic viability and success.

Wellington Seasonal Equestrian Demand Context

The Avery at Westlake is uniquely positioned to serve the seasonal workforce and resident base associated with the Wellington Winter Equestrian Festival (WEF), the Adequan Global Dressage Festival (AGDF), and related winter equestrian competitions held principally between November and April. WEF runs approximately thirteen (13) weeks each season; the 2026 WEF season ran from December 31, 2025 through March 29, 2026, drawing more than 7,000 horses and 6,000 riders representing approximately 42 nations, with cumulative seasonal attendance in excess of 31,000 participants. AGDF draws competitors from all 50 states and 34+ additional countries. The seasonal participant base is therefore heavily international and out-of-state, in marked contrast to a conventional year-round commuter household.

Grooms, trainers, riders, owners, and support staff associated with the Wellington equestrian season exhibit parking demand patterns measurably different from typical year-round multi-family residents. A meaningful share are foreign nationals on temporary work visas (P-1, O-1, and H-2B), who arrive in the United States without personal vehicles and rely on rental cars, ride-share, or barn-provided shared transportation. Operations are centralized at the WEF and AGDF showgrounds and surrounding training barns; many grooms live in on-site grooms' quarters or are shuttled to and from the showgrounds in stable trucks and shared vans. Owners and amateur riders frequently fly into Palm Beach International Airport for individual show weeks, further suppressing per-unit vehicle ownership compared to a conventional commuter household. Seasonal-rental operators in the Wellington market commonly bundle grooms' housing with shared transportation as part of the operating model.

The Applicant has intentionally provided a higher proportion of three-bedroom units (52 units, or approximately 14% of the unit mix) precisely to accommodate this seasonal-occupancy demographic, which routinely shares housing through seasonal or annual leases. As discussed in the accompanying Waiver Request, observed parking demand for this demographic is meaningfully below the 1.5–1.75 vehicles-per-unit demand typical of conventional multi-family developments — supporting the requested parking waiver as a measured, demand-based design decision rather than as a deviation from the underlying objective of the parking regulations.

Compliance with Town Center District Standards

The proposed development complies with the Town Center district standards applicable to multi-family residential uses, as set forth in Table 3-13 (Town Center Residential Standards):

- Minimum Front Setback (5 ft): All proposed buildings significantly exceed.
- Minimum Side Road Setback (20 ft): All proposed buildings significantly exceed.
- Minimum Side Yard Setback (10 ft): All proposed buildings significantly exceed.
- Minimum Rear Yard Setback (20 ft): All proposed buildings significantly exceed.
- Maximum Building Height (100 ft): Proposed maximum building height is 49.5 ft, well below the maximum.

- Maximum Lot Coverage (50%): Proposed building lot coverage is 19.1%, well below the maximum.
- Minimum Pervious Percentage of Parcel (25%): Proposed pervious percentage is 42.5%, well in excess of the minimum.

A detailed Building Setback Table on Sheet SP1 of 9 reports the actual setback distance from each building to the relevant property line in each of four orientations, demonstrating that every structure substantially exceeds the applicable minimums.

Requested Waivers

The Applicant is requesting **three (3)** ~~four (4)~~ waivers in connection with this Master Site Plan, all submitted to the current City Manager pursuant to the waiver provisions of Sec. 101-197(c) of the City of Westlake Land Development Regulations (Chapter 101, Article III, Division 1). The requested waivers are summarized below and are addressed in detail in the accompanying Waiver Request.

Waiver No. 1 — Parking (Proposed Site Plan)

A waiver from the off-street parking requirements set forth in Table 111-192 of the Land Development Regulations to allow the proposed Site Plan to provide 664 parking spaces in lieu of the 708 spaces required by Code. The deficiency is forty-four (-44) spaces, or approximately 6.21% of the Code-required total. The Applicant submits, in support of this waiver, that empirical demand data — including ULI Shared Parking, ITE Parking Generation, and observed demand at comparable suburban garden-style multi-family developments — supports a per-unit demand below the Code's bedroom-based formula, particularly given the seasonal equestrian demographic the development is designed to serve. The Code's own Note 1 of the parking-by-use table expressly recognizes that "Garages may be used to meet per unit residential parking requirements," further supporting the adequacy of the proposed 664-space supply, which includes 72 detached garage stalls available for resident lease.

Waiver No. 2 — Parking (Contingency Parking Plan)

A separate, contingent waiver from the off-street parking requirements set forth in Table 111-192, applicable in the event that the Contingency Parking Plan is implemented in whole or in part. Under the Contingency Parking Plan, additional surface parking is constructed within identified portions of the recreation/amenity areas, raising the total provided supply to 703 parking spaces and reducing the residual deficiency to five (-5) spaces. The Contingency Parking Plan is included as part of this submittal so that, in the unlikely event observed parking demand exceeds the constructed 664-space supply, the Applicant is able to construct additional spaces administratively without requiring a new waiver process for the bulk of the original deficiency.

Waiver No. 3 — Bicycle Parking

A waiver from the bicycle parking requirements set forth in Sec. **111-227** of the Land Development Regulations to allow the proposed Site Plan to provide ninety-eight (98) constructed bicycle parking spaces in lieu of the 180 spaces required by Code (1 space per 2 dwelling units × 360 units). The deficiency

is eighty-two (-82) spaces. The Applicant has additionally identified eighty-two (82) reserve bicycle parking locations on the plan.

The Applicant submits, in support of this waiver, that empirical bicycle-demand data for suburban garden-style multi-family developments in auto-oriented South Florida (ULI / ITE) supports a constructed ratio of approximately 0.27 spaces per unit (98 / 360) — at the upper end of the empirically observed demand range — and that the proposed mix of 70 distributed surface racks plus 28 secured/enclosed e-bike-capable spaces in the maintenance building exceeds typical baseline standards for bicycle storage in this product type.

Waiver No. 4 — Maximum Assigned Parking (Sec. 111-192(h))

A contingent waiver from the maximum assigned parking provision of Sec. 111-192(h), to allow the seventy two (72) detached garage parking spaces proposed for resident lease to be treated as assigned parking, in the event the City elects to characterize the detached garage program as "assigned" parking under that subsection. Sec. 111-192(h) caps assigned parking at five percent (5%) of the number of spaces required for the affected use, which for this development is thirty-five (35) spaces ($5\% \times 708$). The proposed 72 detached garage stalls exceed that cap by thirty-seven (+37) spaces (5.2% over the cap). The Applicant submits, as detailed in the Waiver Request, that detached garages of the type proposed are an industry standard amenity in suburban multi-family developments and are routinely included in required parking calculations elsewhere in Palm Beach County and across Florida. The Code's own Note 1 to the parking-by-use table further confirms that garages may be used to meet per-unit residential parking requirements. The Applicant's lease structure ensures that garage stalls are leased only as a supplemental amenity to active residential lessees and that garage utilization is contractually tied to vehicle storage rather than general storage, providing the practical safeguards Sec. 111-192(h) is intended to deliver.

Conclusion

The Applicant respectfully requests approval of the Parcel L Master Site Plan for The Avery at Westlake, together with the **three (3)** ~~four (4)~~ requested waivers detailed above and in the accompanying Waiver Request. The Applicant will continue to collaborate closely with City Staff to bring this application to completion as efficiently as possible. The Applicant and the entire development team are available to answer any questions Staff might have and to provide any necessary supplemental information. Thank you for your consideration of this request.