



AGENDA

**VILLAGE COUNCIL/COMMUNITY REDEVELOPMENT AGENCY (CRA),
AND PLANNING & ZONING TRI-BOARD WORKSHOP SESSION
VILLAGE HALL COUNCIL CHAMBERS
226 CYPRESS LANE
JANUARY 26, 2023 AT 6:30 PM
(IMMEDIATELY FOLLOWING THE VILLAGE COUNCIL REGULAR MEETING)**

COUNCIL/BOARD MEMBERS

- ☐ Mayor Bev Smith
- ☐ Vice Mayor Doug Gunther
- ☐ Council Member Patti Waller
- ☐ Mayor Pro Tem Joni Brinkman
- ☐ Council Member Gary Ready
- ☐ Board Member Marta Padron, Lake Worth District
- ☐ Board Member Fabiana DesRosiers, Congress Avenue District
- ☐ Chairman Johnnie Tieche
- ☐ Vice Chair Richard Hughes
- ☐ Board Member Kim Gehrman
- ☐ Board Member Larry Saingilus
- ☐ Board Member Peter Braun
- ☐ Board Member Ralph Lashells

ADMINISTRATION

- ☐ Village Manager Michael Bornstein
- ☐ Assistant Village Manager Kim Glas-Castro
- ☐ Director of PZB Iramis Cabrera
- ☐ Village Clerk Kimberly Wynn
- ☐ Village Attorney Glen Torcivia
- ☐ Village Attorney Susan Garrett
- ☐ Consultant Bonnie Landry & Associates

If a person decides to appeal any decision made by this Board concerning any considered matter, they will need a record of the proceeding. For such purposes, they may need to ensure that a verbatim record of the proceedings is available. The recording includes the testimony and evidence upon which the appeal is to be based.

CALL TO ORDER

ROLL CALL

ORDER OF BUSINESS

1. **Village Visioning Joint Workshop:** The Village Council, Community

Redevelopment Agency Board and Planning & Zoning Board will have a joint session to the vision for the development, redevelopment, and economic growth of Palm Springs with the Village Consultant, Bonnie C. Landry and Associates, P.A. (BCLA).
Staff: Iramis Cabrera, PZB Director

ADJOURNMENT

NEXT MEETING

Village of Palm Springs

Title VI/Nondiscrimination Policy

I. Policy Statement:

The Village of Palm Springs values diversity and welcomes input from all interested parties, regardless of cultural identity, background, or income level. Moreover, the Village believes the best programs and services result from careful consideration of the needs of all its communities and when those communities are involved in the decision-making process. The Village does not tolerate discrimination in any of its programs, services, or activities. Pursuant to Title VI of the Civil Rights Act of 1964 and other federal and state authorities, the Village will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, or family status.

II. Persons with Disabilities:

Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA) and related federal and state laws and regulations forbid discrimination against those who have disabilities. These laws require federal-aid recipients and other government entities to take affirmative steps to reasonably accommodate those with disabilities and ensure that their needs are equitably represented.

The Village will make every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The Village will also make every effort to ensure that its advisory committees, public involvement activities and all other programs, services and activities include representation by communities with disabilities and disability service groups.

The Village encourages the public to report any facility, program, service, or activity that appears inaccessible to those who are disabled. Also, the Village will provide reasonable accommodation to individuals with disabilities who wish to participate in public involvement events or who require special assistance to access facilities, programs, services, or activities. Because providing reasonable accommodation may require outside assistance, the Village asks that requests be made at least three (3) business days prior to the need for accommodation. Questions, concerns, comments, or requests for accommodation should be made to the Village ADA Officer:

Name: Ashley Saingilus
Address: 226 Cypress Lane, Palm Springs, FL 33461
Email: asaingilus@vpsfl.org
Phone: (561) 584-8200 Ext. 8419

III. Complaint Procedures:

The Village has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when found. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability or family status in any Village program, service or activity may file a complaint with the Village Title VI/Nondiscrimination Coordinator:

Name: Janette Piedra, Human Resources Manager
Address: 226 Cypress Lane, Palm Springs, FL 33461
Email: jpiedra@vpsfl.org
Phone: (561) 584-8200 Ext. 8421



Village of Palm Springs

Executive Brief

AGENDA DATE: January 26, 2023

DEPARTMENT: Planning, Zoning & Building

ITEM #1: Village Visioning Joint Workshop

SUMMARY: In 2022, the Village facilitated a series of exercises to determine the vision for the development, redevelopment, and economic growth of Palm Springs. This included, but was not limited to, community surveys, a mapping exercise, a mobility master plan and a visual preference survey seeking input on future land uses, density, intensity, and building heights for the Village. Bonnie C. Landry and Associates, P.A. (BCLA) was selected to lead the Village's completion of this visioning process. The result will be a final Village Vision comprised of a narrative outlining the community's long-term goals and strategic objectives as well as scenario graphics to illustrate the final preferred vision. The focus of the project will be on areas outside of the "Historic Village" and properties that were recently annexed into the Village. Once the vision process has been completed, the consultant will recommend changes to the Comprehensive Plan and Land Development Regulations to facilitate this vision.

The focus of today's meeting will be a brief summary of the prior workshop activities and common themes. Ms. Landry will lead a discussion of the preferred vision that will include general considerations for the desired building form (mass, scale, and height).

Finally, Ms. Landry will provide a list of sample locations to be considered for the next stage of the process, 3D imaging. The follow-up meeting will include images of the selected locations and intersections to understand how this new vision will fit with the "Historic Village" adjacent to the focus area.

FISCAL IMPACT:

There is no direct fiscal impact as a result of this discussion, but it is envisioned that a clear vision for future redevelopment will facilitate investment in the Village.

ATTACHMENTS:

1. Technical Memo #1 - Summary of Existing Data/Plans
2. Village of Palm Springs Street Map
3. Village of Palm Springs Historic Map

2023

Village of Palm Springs

Technical Memo #1



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INTRODUCTION

Palm Springs is a village in Palm Beach County, Florida with a population of approximately 26,890. The Village is situated adjacent to Greenacres, Lake Worth Beach, Lake Clark Shores, and West Palm Beach. The village has direct access to Palm Beach International Airport.

HISTORY OF PALM SPRINGS

Incorporated in 1957, the location of the village land was formerly a dairy farm operated by Mr. William A. Boutwell which started out as a 5-acre farm and expanded to about 700 acres prior to his retirement in 1956. In 1957, Moore Associates Development Group of Miami created a plan to develop a new community. That same year, State Representative Ralph Blank, Jr. of Palm Beach County introduced a bill to charter the Village of Palm Springs in the middle of Florida's second land boom. The bill was passed unanimously.



Source: FDOT

To transform the pastures into land suitable for development, work crews shifted millions of tons of muck and sand to enhance both drainage and landscape appearances. Another early project was the creation of a water and sewage system, which cost approximately \$1.5 million. By August 1958, about 800 homes had been built. Rapid population growth necessitated the construction of four schools in and near Palm Springs between 1959 and 1970, beginning with Palm Springs Elementary School in September 1959.

In the first few years of its existence, the village government functioned in the remodeled dairy barn, located at 153 Henthorne Drive, one of the only structures remaining in the original townsite pre-dating the establishment of Palm Springs in 1957. This building served as the first village hall sharing space with Christ Community Church. The building is currently known as Comunidad de Fe Rca, a Spanish-speaking Reformed Church.

The Village built its first permanent village hall in February 1960, an 8,000 sq ft building. That same year, the first Census conducted since the establishment of Palm Springs, recorded a population of 2,503 people.

The population and boundaries grew significantly in the 1990s. To accommodate the growth, the Village built a new village hall in 2003, which was three times the size of the original structure, a two-story, 24,000 square foot building. The original village hall was demolished shortly after the current village hall was completed.

VILLAGE DEMOGRAPHICS

The Village of Palm Springs is diverse. Six-eight% of the population speaks a language other than English at home, with the most common language being Spanish at 55.2%. Home ownership in the Village is 43.9%, which is lower than the state average of 66.2%. The average household size is 3.11%.

According to the Palm Beach County Affordable Housing Needs Assessment February 2021, more than half of Palm Beach County workers are working in low-wage service industry jobs with hourly rate. This trend leads to the majority of Village residents, 66%, being housing cost burdened, the highest in Palm Beach County. Housing cost-burdened is defined by the percent of household income that is used to pay for housing costs. According to federal housing program guidelines, housing costs should not exceed 30% of a household income in order to be affordable.

Source: U.S. Census

COMMUNITY REDEVELOPMENT AGENCY

The Village of Palm Springs Community Redevelopment Agency (CRA) was established in September of 2019 with two CRA areas consisting of 512 acres. The Lake Worth District encompasses approximately 291 acres located along Lake Worth Avenue from canal edge/village boundary on the east to Military Trail/village boundary on the west, distance of 1.85 miles. Congress Avenue District encompasses an area of approximately 221 acres along Congress Avenue from approximately Lilian Road on the south to Summit Boulevard on the north, a distance of 1.47 acres.

job development and economic growth; enhancing public safety; increasing and maintaining workforce housing; and enhancing the partnership with Palm Beach County.

Current challenges faced by the CRA are the result of the unprecedented national pandemic which significantly impacted office, retail and restaurant uses. Although businesses are beginning to recover, customer confidence is down. This is compounded by the decrease of disposable income resulting from high inflation. Also trending from the pandemic, a shortage of local workers, as the brick and mortar businesses compete for workers who seek the increase of remote work opportunities.

STUDIES AND PLANS

PUBLIC ENGAGEMENT SURVEY SUMMARY – JAN/MAR 2021

More than 125 responses

- Like small town feel
- Other assets noted safe secure, quiet community, police presence, library, and parks
- Need to fix traffic concerns, provide more opportunities for home ownership, and improve overall local economy

Noted high percentage of residents never use public transportation

MARKET ASSESSMENT OF THE CRA – SEPT 2021

In 2021, the Community Redevelopment Agency conducted a market assessment focused on the two Community Redevelopment Agency (CRA) areas of Lake Worth District and Congress Avenue District. Both districts were characterized as typical suburban, commercial development. The area is anchored by Home Depot on the west and east adjacent to Palm Beach State College

- Congress Avenue District is generally north of Forest Hill Blvd and Lake Worth Road, allows up to 75 feet height with mixed use. While much of the land is commercially zoned, there are two parcels on North Congress Avenue that are zoned industrial.
- Lake Worth Road District, between Military Trail and E-4Keller Canal, allows 3 stories with up to 19 upa

The study aimed to promote investment and facilitate revitalization of these areas. Some goals of the assessment included:

- **Preserving** the unique character and multiculturalism (garden place)
- **Enhancing** public and open spaces (community gatherings)
- **Exposing and promoting opportunity sites** as catalyst for positive improvements (strategic redevelopment)
- **Investing in road improvements** and streets for an enhanced pedestrian experience (walkable/ bikeable places)
- **Capitalizing on job creating** projects (business incubators for entrepreneurs)

The Market Assessment was presented on November 9, 2021, to the Planning and Zoning Advisory Board.

The CRA Vision is “Vibrant and safe corridors that meet the needs of residents and visitors while maintaining the unique small-town atmosphere of the Village of Palm Springs.

Question: *How will this vision mesh with overall Village Vision?*



CREATING AN IDENTITY

For both CRA areas by looking at branding and partnering with existing businesses to highlight the uniqueness of the village.

Congress Avenue– coordinate future streetscaping and creating complete streets with sewer project – grant opportunities through CDBG for sewer and FDOT for streets.

Branding strengthened by logo and wayfinding signage.

Utilize website to map local businesses and nearby assets (even if outside of the CRA boundary such as Palm Beach State College.)

Improved bus shelter stations (partner with PB TPO and Palm Tran)

Be inclusive of other languages represented (Spanish and Creole)

FY 2023 PROJECTS

1. Sanitary sewer along Congress Avenue (partner with PB County)
2. Expand community policing and address blight
3. Incentives such as façade improvement program
4. Ensure completion of Lake Worth Road Improvements (FDOT – RRR Project?)
5. Promote/market CRA Districts
6. Consider recommended Goals, Objectives, and Policies in the Comprehensive Plan update.

The plan is the result of a series of workshops conducted from November 2020 through May 2021. Much of the data was sourced from the Palm Beach Transportation Planning Agency (TPA).

MOBILITY PLAN VISION

Walking and Bicycling in Palm Springs is to be safe, convenient, comfortable and a key part of viable transportation options to connect people to places for short distances; connect people to transit and other shared mobility options; foster recreational and economic development opportunities; improve personal health and the environment; and elevate quality of life.

MOBILITY GOALS

Integration: Integrate walking and biking into community planning (livability, health, environment, economic development)

Network: Integrate walking and biking into community planning (safe, comfortable and attractive network connect people of all ages and inclusive of all neighborhoods)

Maintenance: Maintain the walk/bike network so it is reliable and safe mobility alternative

Programs: to promote safety and encourage walking and biking (education, encouragement, enforcement)

First and Last mile: Integrate bike/ped facilities with Transit to increase ridership for long trips and biking/walking for neighborhood trips.

The distance of how far someone will travel by foot varies by age, gender, ambulatory status and even cultural biases. Average walking distance is ½ mile but varies by terrain, weather, time of day, built environment, land use, etc.

Plan evaluated how far peds would walk to get to destination, the environmental factors that influence route, distance, and mode choice

Plan evaluated bicyclists who commute via bike and the environmental factors that influence route, distance and mode choice.

Plan evaluated how far someone would bike/walk to transit stop and the environmental factors that affect that choice.

Providing multi-modal mobility options benefits many facets of the community assets such as:

- Access for people of all abilities and economic status
- Clean Environment – less cars on road = reduction of pollution and global warming
- Economy – with transportation choices, businesses benefit from a greater pool of staff who can get to work (rail, transit, safe biking and walking)
- Quality of life/safety – health benefits of walking and biking; less traffic = less stress in commute
- Funding – Planning for mobility positions in the Village for potential FDOT funding to improve mobility choices

Safety was an overall theme. Safety and zero injuries or fatalities is the goal. To that end, the plan references FDOT's Vision Zero program. The Vision Zero approach prioritizes traffic safety as a public health issue. The traditional approach to traffic safety was more reactive and considered that traffic deaths and severe injuries were the inevitable side effects of transportation. Designers would analyze crash data and look for intersections that trend with the most serious injuries and deaths. These intersections were modified in efforts to reduce serious injury and death. The crashes were recorded as "accidents." In reality, crashes can be prevented with proper and thoughtful transportation planning and design. Vision Zero acknowledges that many factors contribute to safe mobility - roadway design, traffic speeds, human behaviors, technology, and policies.



EVALUATIONS AND OBSERVATIONS

The study area included key intersections evaluated by number of lanes, speed limits ranging from 30 mph to 45 mph, and traffic volume analyses (manual counts). Intersection capacity and Level Of Service (LOS) for roadways were evaluated by using Highway Capacity Manual (HCM) modeling performed during morning and afternoon peak hour traffic conditions comparing 2020 data to projected 2030 conditions.

Items of note, intersections with future LOS of F included:

- Military Trail/Gun Club Road
- Kirk Road and Gun Club Road

Also noted, a significant lack of adequate bicycle facilities in Palm Springs. (substandard width and not buffered). For new construction, FDOT recommends a 7-foot buffered bicycle lane. Some municipalities are using paint to further distinguish the bicycle from the motorized vehicle lane.

Some designs protected the bicyclist by designing a street furniture zone or on-street parking to separate the bicyclist from the travel lane.



The report observed that the Village's pedestrian infrastructure is underutilized because some of it lacks safe, comfortable and convenient paths. The plan evaluated pedestrian facilities using the Level-of-Transportation Stress (LTS) model. The model ranks the facilities with ranges from LTS 1 (suitable for children under 10) to LTS 4 (uncomfortable for most able-bodied adults). Palm Beach TPA used half levels to drill down

even further into 7 levels of same model. They looked at presence of sidewalks, posted vehicular speeds, number of lanes and Traffic volume for vehicles. A similar approach was used for evaluating bicycle facilities with the addition of commercial and residential driveway cuts. Facilities included shared lanes, wide curb lanes, dedicated bike lanes, buffered bike lanes, bike paths, multimodal lanes. The end goal is to build an improved multi-modal network based upon user need.

The plan highlighted the Village's program of shared-use paths to connect people to parks. The aim is to expand existing sidewalks to 8' wide to foster multi-modal use.

PROJECTS FOR CONSIDERATION

The final draft of the Transportation/Mobility Master Plan identified a total of thirty-three (33) recommended projects, including six (6) traffic operational intersection improvements, eight (8) traffic calming improvements, the need for safety studies in six (6) high crash locations, twelve (12) bike and pedestrian network extensions and/or complete street improvements and

The projected budgetary costs by the Village's consulting engineering and planning firm to complete all 33 projects totals \$4,643,700.

The study recommended operational changes which focused on the following intersections:

- Davis Road and Lake Worth Road
- Lakewood Road and Military Trail
- Lake Worth Road (pedestrian signalization)
- Kirk Road and Lakewood Road
- Davis Road and 2nd Avenue North
- Kirk Road and Park Lane

Recommendations included converting stop signs to traffic signals, installing pedestrian signaled crossing options and conducting feasibility for converting traffic signals to roundabouts. Cost of the improvements were estimated.

The Plan also recommended traffic calming to reduce speeding in neighborhoods such as radar-detecting signage, speed tables and traffic circles. The Planning and Zoning Board met in September 2021 and offered some comments on traffic calming. They did not like the speed table approach but rather to focus on speed enforcement (speeding tickets) and perhaps rumble strips especially near Palm Springs Elementary school to remind drivers about the school zone which may be more effective than the existing signage. At intersection of Congress Avenue and Greenbriar Drive/Greenwood Plaza they preferred signage on the mast arms for directional signage than the existent paint and striping. (would need engineer review to see if mast arm can support the additional signage)

Having this list of projects positions the Village for FDOT funding through its membership on the Palm Beach Transportation Planning Agency (TPA). TPA funding opportunities include but are not limited to Transportation Alternatives Program (3-year cycle), Transportation Improvement Program (5-year cycle), Congestion Management Process (updated annually).

LAND USE DISCUSSION AND MARKET ASSESSMENT – NOV 2021

Over the past few years, the Village Council has been directing that any request for a FLU map amendment should be accompanied by a site plan so that the council has a vision of how the site might develop. Many of the applications have been for planned developments which provide a flexibility in design. Waivers offer relief from the code and are more discretionary. Most of the waivers requested were to provide less than the minimum lot area required by straight zoning. There have been concerns that converting vacant commercial to residential reduces the available commercial needed to provide services to residents forcing them to shop outside of the Village. (focus on furniture stores, specialty foods, clothing and appliances.) Based upon the market assessment, and a population of 25,215 this provides 54 acres of commercial land per capita. But the study says this is a bit misleading with some regional commercial businesses which serve the region rather than just the Village (Home Depot, lake Work Drive-in). Therefore, it was recommended that future market studies use economic and spending factors rather than population to evaluate commercial needs.

The most important commercial corridors are Congress and Lake Worth Road. From a CRA perspective, it is important to preserve the commercial land uses for the CRA to meet their objectives to promote new/expanding businesses and to create jobs.

Also discussed the conflict between policy (legislative) decisions = Land Use vs quasi-judicial matters such as site planning. It is important to note that when looking at site specific requests, the action to approve or deny must be based upon facts and findings.

P.A.R.K. – FEB 2022

At the February 2022 Council and P&Z Joint Workshop, the staff facilitated the PARK activity asked the attendees about what should be (P)reserved, (A)dded, (R)emoved and (K)ept out of the Village of Palm Springs.

To summarize, the results included Preserving the Small Town Feel; Adding a Downtown Corridor; Removing Eyesores; and Keeping out Incompatible uses.



BRANDING, MARKETING, AND PROMOTION IDENTITY – APR 2022

Creating a brand sets the foundation for how residents, commuters, and visitors feel and think about a place. By utilizing and capitalizing on community input and recent asset mapping, the CRA is now in a position to implement branding and placemaking for the distinct Lake Worth Road and Congress Avenue districts, which stretch roughly 1.47 miles and 1.85 miles respectively.

VISUAL PREFERENCE –APR 2022

In April 2022, Council and Board viewed a series of photos to gain their visual preference as to how they would like to see development of properties outside of the Historic Village. The Council and Board members ranked their preferences from “Strongly Dislike” to “Great Example”. The overall preference was a lower intensity of 10.66 upa over the least preferred of 131 UPA with more than 4 stories.

The following is a summary of the results:

MULTI-FAMILY RESIDENTIAL

Multi-Family Residential ranking highest was Barefoot Cove; density 10.66 upa Wisdom Village Crossing in Ft. Lauderdale.



Gated townhouses in Hypoluxo, FL



Villagio del Mar 4.21 upa in Hypoluxo, FL

Highest height limit favored was 3 stories. Architectural features with interesting facades indicate that design standards should be considered. High rises were not favored.

INFILL IN THE “HISTORIC VILLAGE”

Highest rank was single family zero lot line homes with just under 6 upa.



Whispering Pines in Royal Palm Beach

MIXED USE PREFERENCE

Preferred a small intensity of 15 upa



Focus on Commercial Office and Restaurant Legacy Place in PBG

PUBLIC STREETS

Preferred wide pedestrian walks separated by Landscape and Parking Enhanced Crosswalk and Bike Lanes Street Trees / Banners / Decorative Lighting Public Art / Banners +0.72



Least Favored - Chicane transition into 1-Lane Travel to Reduce Speeds Traffic Calming -1.9

NATIONAL COMMUNITY SURVEY (NCS) – JAN 2023

In late 2022, the Village facilitated a community survey with the results reported at the January 12, 2023 meeting. The National Community Survey (The NCSTM) report is about the “livability” of Palm Springs. A livable community is a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live. The report included a sample of 175 residents collected between August 12 to October 7, 2022. These responses were compared to NRC’s database of more than 600 communities whose residents were evaluated with the same kinds of topics. The following are the key findings:

Strengths: Safety, economy, diversity and parks. Nine out of 10 residents say they feel safe in their neighborhoods, with the majority of those surveyed stating that the Village Police meets their needs. Ninety two percent valued economic opportunities. Those polled felt that Palm Springs welcomes those of diverse backgrounds. Parks and recreation are important, and the majority of those polled were satisfied with these services.

The Village will utilize this initial survey as a benchmark for future outreach. The Village will administer subsequent surveys every 3-4 years.

CONCLUSIONS

Over the past few years, the Village has provided outreach to the community to learn about its assets; what needs to be improved, and how to move the village in that direction. Development potential still exists in the “Historic Village” area without changing densities there because the general analysis shows that build out potential (maximum density/intensity) has not been reached. However, the look of this buildout needs improvement which can be achieved through improving the codes and regulations.

Providing more standards for development and redevelopment would ensure that the density, scale, and massing would complement the existing neighborhood character. There were comments about focusing on the traditional commercial corridors as potential for new housing opportunities but not at the expense of reducing nearby services and shopping to support surrounding neighborhoods. The balance of uses and compatibility among uses is the key. The Village is considering mixed-use or multi-family developments to transition and provide buffer to existing single family neighborhoods.

ACCOMPLISHED THUS FAR

CRA ESTABLISHED 2019 WITH UPDATED CRA PLAN COMPLETED IN 2021



NEW VILLAGE OF PALM SPRINGS LOGO

Before	After

NEXT STEPS

Building upon prior outreach and studies, the Village is positioned for finalizing the Vision which will ultimately result in the Village's growth and success. Based upon review of these documents, the Village has action items moving forward. The action items could be categorized in three categories: Operational, Regulatory and Built Environment.

OPERATIONAL

1. Finalize the overall Village Vision statement with particular focus outside of the "Historic Village".
2. Adopt a village-wide "Vision Zero" policy
3. Provide/Expand grants to properties owners and/or tenants to fund exterior improvements to existing buildings (Paint Up, Façade Improvement Programs)
4. Examine Code Violations to find "hot spots" of blight
5. Expand community policing in "hot spots" to address blight
6. Develop public/private partnerships for cleanup events for neighborhoods.
7. Promote/Market CRA Districts to enrich commercial corridor
8. Expand/Promote community events (Green markets, food trucks, live music, mobile vendors, outdoor movie nights, and fun runs).
9. (consider this as part of Village Vision statement)
10. Collaborate with the Palm Beach TPA fund transportation projects identified in the Multi-modal study

REGULATORY

1. Update the Village Comprehensive Plan with goals, objectives and policies which mirror the Village Vision
2. Update the land development (zoning) regulations to comply with updated Comprehensive Plan to govern development, redevelopment, or repurposing of properties
3. Consider additional Zoning overlays and Design Standards to streamline process and achieve the desired development Example: Gulfstream Road Overlay district, approved in early 2021 incorporates Key West architectural style. Compliance is elective but incentivized by density bonuses).

BUILT ENVIRONMENT

The Village should focus on projects identified in the updated CRA Plan, projects to create safe mobility choices, beautification and placemaking.

1. Sanitary sewer along Congress Avenue (partner with PB County)
2. Streetscaping of Lake Worth Road and Congress Avenue
3. Improve/Create pedestrian plaza areas with seating, art, landscaping, and locations for public events.
4. Add public art (utility box wraps, bus shelters, murals, and sculptures) through partnering with art community
5. Improve the bicycle network
6. Look for opportunities that encourage alternative modes of travel
7. Improved transit stops (bus shelters)
8. Complete and expand pedestrian connections particularly in popular gathering places within the Village

TRANSIT

Palm Tran provides a variety of routes to get folks to key services such as medical, shopping. The key to efficient use of transit is to provide safe access to transit (biking, walking); get the routes to locations people need to go; make ride comfortable and safe.

The Transportation/Mobility Master Plan included a Gap analysis (in September 2021) which revealed a significant lack of stops within a ¼ mile of sections in the Village particularly in the single-family neighborhoods. However, with the low-density land development, makes these areas an inefficient use for traditional transit by full-size buses. So, the recommendation from the study was to focus on ways to make it safer to walk or bike to the existing stops and use of micro-transit. Micro-transit models have proven successful in low-density areas to move people more efficiently than the traditional full-size bus which is more expensive to operate. Micro-transit can move people via van, car or tram. The van and car services are most often “on demand” with no fixed route but rather a defined area. This on demand model is transit very similar to a ride-share but at a lower cost to the end user. In some areas it is offered free of charge. Vans are equipped to be ADA compliant. This model is typically a shared ride service, in that the vehicle may pick-up other passengers in the area who have requested a ride.

Another approach is to offer a smaller vehicle such a Tram (golf cart) with a fixed route within a defined area. This is helpful to visitors or residents with limited mobility who need to get from their parking space to their ultimate destination such as restaurant or shopping. Both the vans and trams must be ADA accessible. Micro-transit typically uses a smartphone application for riders to schedule customized curb-to-curb trips to pick-up riders and drop them off wherever they wish to travel within the defined areas.

PARK CONNECTOR PATHWAYS

The Park Connector Pathways system is the core of pedestrian, bicycle and First & Last mile recommendations of the Palm Springs Transportation/Mobility Master Plan. It is a network of shared-use path improvements for recreational pedestrians and bicyclists to connect the Village’s parks, and includes expanded sidewalks, from a minimum of 8 feet in width to 10 feet. Because the network focuses on building a recreational system for people of all ages, the design of these facilities is toward the lowest (best) LTS possible.

VISION ZERO



Vision Zero is a proactive approach toward traffic safety, rooted in the ethical belief that everyone has the right to move safely in their communities. It acknowledges that that project designers, policy makers, and other stakeholders share the responsibility to ensure safe transportation facilities.

The Vision Zero approach prioritizes traffic safety as a public health issue. Originating in Sweden in the 1990s, Vision Zero has become an international movement due to its overwhelming success in Europe. Crashes take a toll on the entire community extending beyond the tragedy of the involved parties. Traffic deaths and severe injuries make significant impacts to emergency response times and the community's long-term healthcare needs. To counter these factors, stakeholders must set a clear goal to achieve zero fatalities and severe injuries.

The traditional approach to traffic safety was more reactive and considered that traffic deaths and severe injuries were the inevitable side effects of transportation. Designers would analyze crash data and look for intersections that trend with the most serious injuries and deaths. These intersections were modified in efforts to reduce serious injury and death. The crashes were recorded as "accidents." In reality, crashes can be prevented with proper and thoughtful transportation planning and design. Vision Zero acknowledges that many factors contribute to safe mobility - roadway design, traffic speeds, human behaviors, technology, and policies.

APPENDIX FOR CRA MARKET ASSESSMENT

Report included SWOT analysis divided into 5 assessment categories: Real Estate (tax base residential and commercial property), Labor Market, Capital (public and private revenue and trends), Markets (demographics, retain gap, supply and demand) and Regulations (review Future land use and zoning).

Report

Strength Weakness Opportunities and Threats (SWOT)

REAL ESTATE

Strengths

- Stable residential housing market
- Current stock value appreciating
- Opportunities for residential development
- Strong commercial corridors

Weaknesses

- Commercial space outdated
- Housing stock aging

Opportunities

- Destination retail
- Demand for office space
- Workforce housing

Threats

- Residential parking requirements
- Lake Worth drainage issues – collaborate with County staff for American Rescue Plan Act funding for stormwater improvements
- Canal shoreline erosion

LABOR MARKET

Strengths

Transportation- Proximity to Palm Beach International Airport, Interstate 95, Florida Turnpike, Tri-Rail

Education- Palm Springs is home to highly regarded public schools.

Large employment centers- Oxygen Development, Fulton Holland Educational Services Center

Healthcare Industry- Proximity to JFK Medical Center

Weaknesses

Workforce Gaps

Labor Shed- Many residents leave the Village for work – 13% work in WPB

Employment Shed- Many employees commute from outside of the Village for work. Only 3.3% of jobs in Palm Springs are staff by Palm Springs residents.

Opportunities

G-Star HS of the Arts, "A" ranked school, asset to grow Film, Animation and Performing Arts

Understanding changing demographics and new workforce needs

Treats

COVID-19

Lack of citizenship among workers

Aging population

Lack of affordable housing options for essential workforce

CAPITAL

Strengths

TIF Funding

Weaknesses

Limited population growth

Over-reliance on residential tax base

Issues with water and sewer Congress Avenue CRA

Opportunities

Opportunity Zone

New Markets tax credits

CARES funding

American Rescue Act

Threats

Competition with new communities in Western PB County (Arden, West Lake)

MARKETS

Strengths

Clusters of Medical and Beauty related businesses

Moderate to high income visitor traffic

Destinations – Swap Shop, Off lease only

Weaknesses

Lack of branding

High percentage of non-U.S. Citizens

Opportunities

Diversity to be celebrated

Car Dealership draw regional market

Create a brand (medical, beauty, entertainment, and higher education)

Utilize social media to promote the Village

Hotel development due to proximity of airport

Threats

Reports of crime

Limited night-time economy

REGULATORY

Congress Avenue District, generally north of Forest Hill Blvd and Lake Worth Road, allows up to 75 feet height with mixed use

Note: there are two North Congress Avenue parcels that are zoned industrial

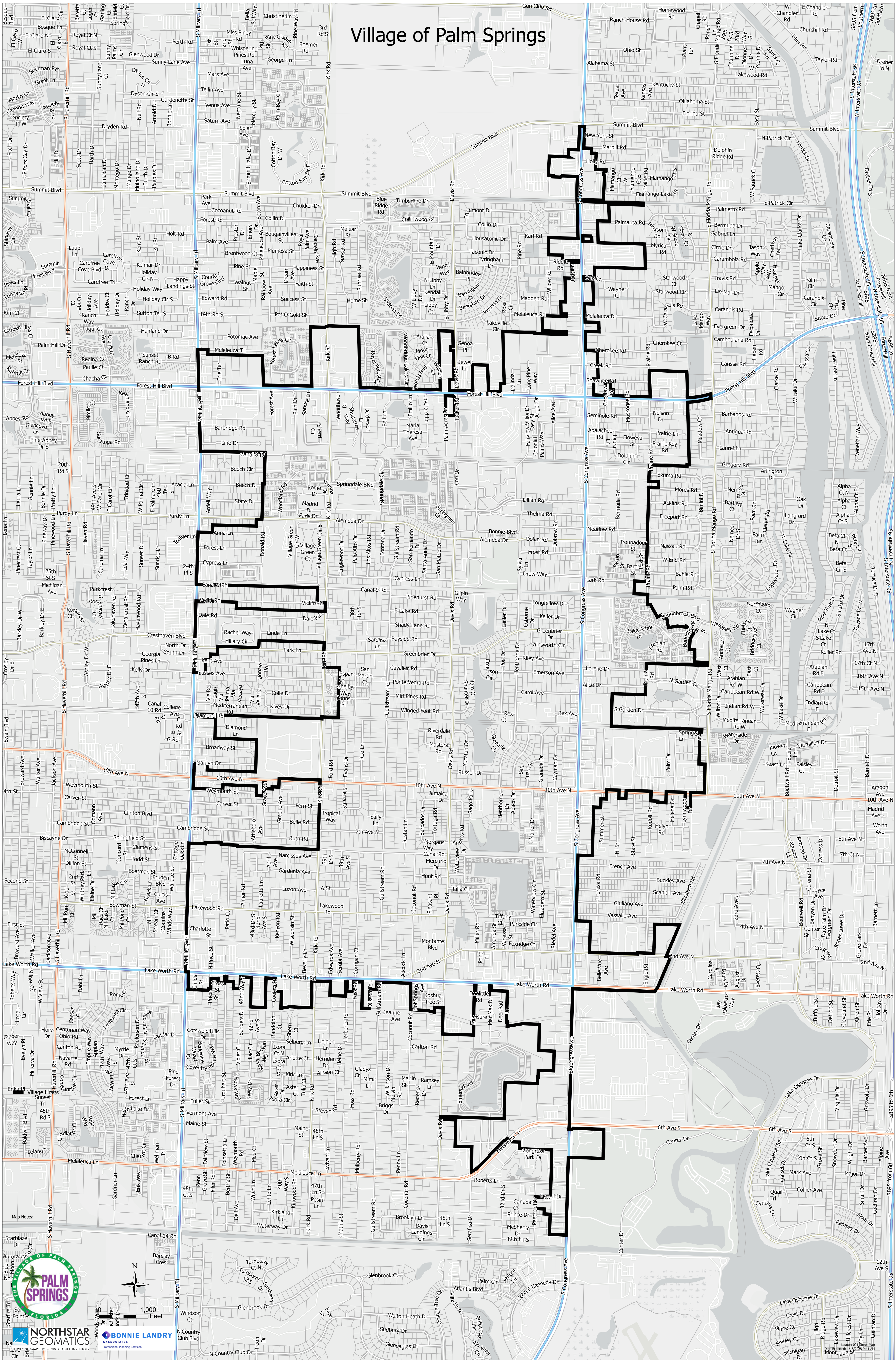
Lake Worth Road District, between Military Trail and E-4Keller Canal, allows 3 stories with up to 19 upa anchored by Home Depot on the west and east adjacent to Palm Beach State College

Consider Zoning overlays to streamline process and provides incentives to targeted industries.

Looking toward CRA future, shift from a capital improvement-based to a holistic approach toward redevelopment.

Some LDR changes about minimum lot size are recommended to facilitate development and reduce requests for waivers. It was noted that many of the planned developments requested waivers from the minimum size lot standards in the current code.

Village of Palm Springs



Village of Palm Springs Historic Village

