



# CITY COUNCIL MEETING

## City of Greenacres, Florida

Monday, June 16, 2025 at 6:00 PM

City Hall Council Chambers | 5800 Melaleuca Lane

### AGENDA

#### Mayor and City Council

Chuck Shaw, Mayor

Susy Diaz, Deputy Mayor

John Tharp, Councilmember, District I

Peter Noble, Councilmember District II

Judith Dugo, Councilmember, District III

Paula Bousquet, Councilmember, District V

#### Administration

Andrea McCue, City Manager

Christy Goddeau, City Attorney

Glen J. Torcivia, City Attorney

Tanya Earley, City Attorney

Quintella Moorer, City Clerk

#### CALL TO ORDER AND ROLL CALL

#### PLEDGE OF ALLEGIANCE

#### AGENDA APPROVAL

#### COMMENTS FROM THE PUBLIC FOR AGENDA ITEMS ONLY

#### SPECIAL BUSINESS

1. **Presentation:** Educational Scholarship Award. - Deputy Mayor Susy Diaz and Education Advisory Committee Member.
2. **Proclamation:** Parks and Recreation Month, July 2025 and Parks and Recreation Professionals Day, July 19, 2025. - Michele Thompson, Director of Community Recreation Services.
3. **Presentation:** Historical Society Member Certificates. - Brett Brown, President, Greenacres Historical Society.

#### CONSENT AGENDA

4. **Official City Council Meeting Minutes:** City Council Meeting Minutes, June 2, 2025. - Quintella Moorer, City Clerk.
5. **Resolution 2025-28:** Approving the Professional Service Agreement between the City of Greenacres and Kimley-Horn and Associates, Inc. to provide professional services for the development of a Comprehensive Parks Master Plan; authorizing the appropriate City Officials to execute the agreement; providing for an effective date. - Monica Powery, Director of Purchasing.
6. **Memorial Justice Assistance Grant (JAG) Funds:** In compliance with the State of Florida Rule 11D-9, F.A.C. , the City of Greenacres approves the distribution of \$293,033 of Federal Fiscal Year 2024 Edward Byrne Memorial Justice Assistance Grant.

- 7. Ratification Approval for the Public Safety Officers/Firefighters Retirement Board of Trustees:** Ratification of Kyle Morejon to serve another four-year (4) term. Andrea McCue, City Manager.

## **REGULAR AGENDA**

- 8. PUBLIC HEARING: Ordinance 2025-04: Second Reading:** Amending the Code of Ordinances at Article I, in General; Article 3, District Regulations; and Article 4 Supplemental District Regulations; all of Chapter 16, Zoning Regulations, to add and revise definitions related to Live Entertainment; clarify the standards and criteria associated with Live Entertainment Permits and Mobile Food Dispensing Vehicles; and clarify permitted uses; and for other purposes; providing for repeal of conflicting ordinances; providing for severability; and providing for inclusion in code. - Millie Rivera, Planner.
- 9. Safe Streets for All Safety Action Plan Adoption.** - Andrea McCue, City Manager.

## **DISCUSSION ITEM**

10. Meeting Cancellations. - Councilmember Peter Noble.
11. Strategic Planning - Mayor Shaw.
12. Charitable Contributions. - Christy Goddeau, City Attorney.

## **COMMENTS FROM THE PUBLIC ON NON-AGENDA ITEMS**

## **CITY MANAGER'S REPORT**

- 13.** Community and Recreation Services Report.
- 14.** Development and Neighborhood Services Report.
- 15.** Economic Development Report.
- 16.** Finance Report.
- 17.** Fire Rescue Report.
- 18.** Information Technology Report.
- 19.** Palm Beach Sheriff's Office, District 16 Report.
- 20.** Public Works Report.
- 21.** Purchasing Report.
- 22.** Youth Programs Report.

## **CITY ATTORNEY'S REPORT**

## **MAYOR AND CITY COUNCIL REPORT**

## **ADJOURNMENT**

## **Future City Council Meetings**

July 21, 2025.

August 4, 2025.



**Meeting Records Request**

Any person requesting the appeal of a decision of the City Council will require a verbatim record of the proceedings and for that purpose will need to ensure that such verbatim record is made. Pursuant to FS. 286.0105, the record must include the testimony and evidence upon which the appeal is to be based. The City of Greenacres does not prepare or provide such verbatim record.

**Notice of Council Meetings and Agendas**

The first and third Monday of each month are regular meeting dates for the City Council; special or workshop meetings may be called, whenever necessary. Council Agendas are posted on the City's website on the Friday prior to each Council meeting. A copy of the meeting audio and the complete agenda may be requested at [CityClerk@greenacresfl.gov](mailto:CityClerk@greenacresfl.gov) or 561-642-2006.

**Americans with Disabilities Act**

In accordance with the provisions of the Americans with Disabilities Act (ADA), this document can be made available in an alternate format upon request. Special accommodations can be provided upon request with three (3) days advance notice of any meeting, by contacting City Clerk Quintella Moorer at Greenacres City Hall, 5800 Melaleuca Lane, Greenacres, Florida. Phone No. 561-642-2006. Hearing Assistance: If any person wishes to use a Listen Aid Hearing Device, please contact the City Clerk prior to any meeting held in the Council Chambers.

CITY OF GREENACRES  
Council Agenda Memorandum  
2025.06MT06.002

TO: Mayor and City Council  
FROM: Susy Diaz, Deputy Mayor  
RE: **2025 Educational Scholarship Awards Presentation**  
DATE: June 2, 2025

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I am honored to announce that at the May 19<sup>th</sup> City Council meeting the City Council approved the ratification of the Education Advisory Boards Scholarship Committee's recommendation for eleven (11) \$1,500 Educational Scholarships. This year the city was very fortunate to have a resident step up and provide a \$1,500 donation for a STEM (Science, Technology, Engineering, and Math) award.

I would also like to take this opportunity to thank the Education Advisory Committee for their dedication and service to the amazing students residing in our community; Chair Cassius Johnson, Vice-Chair Martiza Sime, Ms. Patty Persichilli, Ms. Laurie Kuntz, and Ms. Bree Lukosavich. I would also like to acknowledge and thank our two (2) student liaisons, Ms. Melissa Valdes-Rodriquez, SGA President at John I. Leonard High School, and Ms. Leliani Sanchez, Youth Programs - Cool Zone participant and student at L.C. Swain Middle School.

I would also like to thank the city's Education Advisory Committee representative, Ms. Tiana Garcia, and Administrative Services Coordinator, Ms. Marise Aviles from the Community & Recreation Services Department.

It is now my honor and privilege to announce the 2025 Educational Scholarship award recipients:

Jahmyah Gayle – John I. Leonard High School  
Denise Padgett Memorial Scholarship Award - Athletic Excellence

Brianda Olguin Salas – John I. Leonard High School  
Norman Rose Memorial Scholarship Award – Outstanding Community Service

Carolyn Lucky - North Broward Preparatory School  
New STEM Award

Samuel Rojas Molano – Suncoast High School  
Youth Programs Award

Harea Arapi  
John I. Leonard High School

Yocelin Santiso  
John I. Leonard High School

Brandon Butzberger  
Palm Beach Atlantic

Jenea Dieujuste  
John I. Leonard High School

Elaine Rodriguez  
Florida Atlantic University

Jose Escalante Diaz  
Palm Beach State College

Perla Tavira-Cruz  
University of Florida



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Susy Diaz, Deputy Mayor  
Education Advisory Committee Representative



## CITY COUNCIL MEETING

### City of Greenacres, Florida

Monday, June 02, 2025, at 6:00 PM

City Hall Council Chambers | 5800 Melaleuca Lane

## MINUTES

### Mayor and City Council

Chuck Shaw, Mayor

Susy Diaz, Deputy Mayor

John Tharp, Councilmember, District I

Peter Noble, Councilmember District II

Judith Dugo, Councilmember, District III

Paula Bousquet, Councilmember, District V

### Administration

Andrea McCue, City Manager

Christy Goddeau, City Attorney

Glen J. Torcivia, City Attorney

Tanya Earley, City Attorney

Quintella Moorer, City Clerk

### CALL TO ORDER AND ROLL CALL

Mayor Shaw called the meeting to order at 6PM. Ms. Moorer called the Roll. All Councilmembers were present.

### PLEDGE OF ALLEGIANCE

### AGENDA APPROVAL

Motion made by Councilmember Dugo, Seconded by Deputy Mayor Diaz to approve the agenda with the removal of Item 1. and include a Discussion item regarding Information Technology. Voting Yea: Deputy Mayor Diaz, Councilmember Noble, Councilmember Tharp, Councilmember Dugo, and Councilmember Bousquet.

### COMMENTS FROM THE PUBLIC FOR AGENDA ITEMS ONLY

None.

### SPECIAL BUSINESS

- 1. Presentation:** Legislative Update. - The Honorable State Representative Debra Tendrich, District 89.

Item was removed.

- 2. Presentation:** Safe Streets for All Safety Action Plan. - Kim DeLaney, Director of Strategic Development and Policy for Treasure Coast Regional Planning Council.

Ms. DeLaney provided an overview of the Safe Streets for All Safety Action Plan, she mentioned high level points and highlighted the traffic study findings, revealing the number of accidents. She showed renderings and viewpoints from drivers.

She highlighted the various public engagement activities that occurred around the City.

Ms. DeLaney highlighted the catalog of improvements which included suggestions for transit, traffic calming, design, street trees and bicycle elements.

She reviewed key recommendations for roadway improvements, to roads such as Forest Hill Boulevard, Jog Road, Purdy Lane and Sherwood Forest Boulevard to just highlight a few. The improvements would include widening lanes, bike lanes, transit shelters and traffic calming to slow cut-through traffic.

Ms. DeLaney continued to highlight all other road improvements.

Mayor Shaw questioned the effectiveness of speed tables. Ms. DeLaney praised the use of speed tables.

Councilmember Dugo enjoyed the presentation.

Deputy Mayor Diaz asked what could be done with Sherwood Forest Blvd as it was already being developed. Ms. DeLaney started adopting the plan, engaging the community and ensuring a clear plan.

The Council thanked Ms. DeLaney for the presentation.

## CONSENT AGENDA

**3. Official City Council Meeting Minutes:** City Council Meeting Minutes, May 19, 2025. - Quintella L. Moorer, City Clerk.

**4. Resolution 2025-21:** Authorizing the appropriate City Officials to execute an agreement with the Florida Department of Transportation (FDOT) Highway Lighting, Maintenance and Compensation Agreement State Road 802 (Lake Worth Road) and State Road 882 (Forest Hill Boulevard); providing for an effective date. - Carlos Ceden, Director of Public Works.

Voting Yea: Deputy Mayor Diaz, Councilmember Noble, Councilmember Tharp, Councilmember Dugo, and Councilmember Bousquet.

## REGULAR AGENDA

**5. PUBLIC HEARING: Ordinance 2025-07: Second Reading:** Amending Chapter 16, Zoning Regulations; Article 6, Sign Regulations, to revise the provisions related to temporary signs; providing for the repeal of conflicting ordinances; providing for severability; providing for inclusion in Code; and providing for an effective date. - Millie Rivera, Planner, Development and Neighborhood Services.

Ms. Moorer read the ordinance by title.

Ms. Rivera stated no changes had taken place since the First Reading on May 19, 2025.

Staff recommended approval.

Motion made by Deputy Mayor Diaz, Seconded by Councilmember Bousquet to approve Ordinance 2025-07 on Second Reading.

Voting Yea: Deputy Mayor Diaz, Councilmember Noble, Councilmember Tharp, Councilmember Dugo, and Councilmember Bousquet.

**6. Resolution 2025-04:** Repealing Resolution 2023-41 and establishing a schedule of Fire Prevention Fees for services and functions performed pursuant to Chapter 5 Fire Prevention and protection of the City of Greenacres Code of Ordinances; and providing

for conflicts and an effective date. - Peter Tyler Wallwork, Assistant Fire Marshal, Fire Rescue.

Mr. Wallwork highlighted the fee process including the streamline process of adding the fess to the Business Tax Receipt (BTR) and the time savings. He also mentioned the increase and decrease of some fees based on the type of business.

He said the process would integrate with BTR, create fair fees and provide new inspection schedules.

Councilmember Dugo questioned the BTR process and reminders.

Deputy Mayor Diaz questioned the billing timeframe. Mr. Wallwork stated the fee would be less and based on the date of the BTR schedule. She also questioned the Atlantis fee schedule, the covered cost and was the fee equal to Greenacres.

Motion made by Deputy Mayor Diaz, Seconded by Councilmember Tharp to approve Resolution 2025-04.

Voting Yea: Deputy Mayor Diaz, Councilmember Noble, Councilmember Tharp, Councilmember Dugo, and Councilmember Bousquet.

- 7. Resolution 2025-05:** Repealing Resolution 2023-41 and establishing a schedule of Fire Prevention Fees for services provided to the City of Atlantis via Interlocal Agreement and providing for conflicts and an effective date. - Peter Tyler Wallwork, Assistant Fire Marshal, Fire Rescue.

Mr. Wallwork discussed the item with Resolution 2025-04.

Motion made by Councilmember Dugo, Seconded by Councilmember Noble to approve Resolution 2025-05.

Voting Yea: Deputy Mayor Diaz, Councilmember Noble, Councilmember Tharp, Councilmember Dugo, and Councilmember Bousquet.

#### **DISCUSSION ITEM - None.**

Information Technology. - Mayor Shaw

Mayor Shaw recommended going forward with electronic copies of documents such as Annual Reports in the future instead of printed copies and if a hard copy was required only one was provided in the Council's meeting space.

The Council agreed with electronic copies only.

#### **COMMENTS FROM THE PUBLIC ON NON-AGENDA ITEMS**

Mr. Brett Brown recommended adding a plaque to Rambo Park to know who the park was named after and why.

#### **CITY MANAGER'S REPORT**

Ms. McCue asked if the Council wanted to send a letter regarding Sherwood Forest Boulevard to the County to outline their feedback regarding the updates to the road. The Council agreed.

#### **CITY ATTORNEY'S REPORT**

No report.

**MAYOR AND CITY COUNCIL REPORT**

*Deputy Mayor Diaz* recommended increasing the senior homestead exemption as the City was one of the lowest rated amongst other cities. She felt it was a small amount to include that would make a big impact.

Ms. McCue stated Staff would review and discuss during the budget meetings.

*Councilmember Noble* recommended the Council take a portion of the summer months off such as August. The Council agreed to add the topic to the next June 16, 2025 meeting for Staff to review and make some recommendations.

**ADJOURNMENT**

7:13PM.

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**Chuck Shaw**  
Mayor

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**Quintella Moorer, MMC**  
City Clerk

**Date Approved:** \_\_\_\_\_





## ITEM SUMMARY

**MEETING DATE:** June 16, 2025

**FROM:** Monica Powery, Director of Purchasing

**SUBJECT:** Award of RFP No. 25-002 Parks Master Plan

### BACKGROUND

The City of Greenacres desires to hire an experienced and qualified firm to provide professional services for the development of a comprehensive Parks Master Plan. This will help the City develop a community supported plan that can be successfully implemented through the Capital Improvement Program (CIP) and comprehensive planning. The RFP was advertised by the City's Purchasing Department on March 6, 2025.

### ANALYSIS

The proposals were opened on April 11, 2025, with five (5) proposers responding. The attached tabulation sheet summarizes the responses received. The Selection Committee was comprised of the following City personnel: Director of Community & Recreation Services, Assistant Director Community & Recreation Services, Director of Development & Neighborhood Services, Director of Public Works, Construction Manager, and the Director of Purchasing and the Senior Buyer as the Chairs.

The first Selection Committee meeting was held on May 5, 2025 to review, discuss and shortlist the proposals received. The Committee also determined that presentations were necessary. The second Selection Committee meeting was held on June 4, 2025, Kimley-Horn and Associates, Inc. and Miller Legg & Associates, Inc. presented to the committee. Immediately after, the Selection Committee held a meeting to discuss, evaluate and rank both firms. After discussion the committee voted, Kimley-Horn and Associates, Inc. as the highest ranked firm. The attached tabulation sheet summarizes the committee's final ranking.

### FINANCIAL INFORMATION

Sufficient funds are budgeted in Capital Improvement Program 303-40-46-63-56 (CIP 303-240 Parks Master Plan).

### LEGAL

The recommendation for award is in accordance with the requirements of City policies and procedures.

### STAFF RECOMMENDATION

Approval of Resolution No. 2025-28 authorizing execution of the agreement for the duration of the project for RFP 25-002 Parks Master Plan to Kimley-Horn and Associates, Inc. If additional services are needed, then this Agreement may be extended for up to four (4) additional one (1) year terms upon mutual written consent of the parties.

**RESOLUTION NO. 2025-28**

**A RESOLUTION ADOPTED BY THE CITY COUNCIL OF THE CITY OF GREENACRES, FLORIDA, APPROVING THE PROFESSIONAL SERVICE AGREEMENT BETWEEN THE CITY OF GREENACRES AND KIMLEY-HORN AND ASSOCIATES, INC. TO PROVIDE PROFESSIONAL SERVICES FOR THE DEVELOPMENT OF A COMPREHENSIVE PARKS MASTER PLAN; AUTHORIZING THE APPROPRIATE CITY OFFICIALS TO EXECUTE THE AGREEMENT; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, The City of Greenacres is in need of an experienced and qualified firm to provide professional services for the development of a comprehensive Parks Master Plan. This will help the City develop a community supported plan that can be successfully implemented through the Capital Improvement Program (CIP) and comprehensive planning; and

**WHEREAS**, The Purchasing Department (the “Department”) issued a competitive solicitation from qualified consultants titled Request for Proposal No. 25-002 (the “RFP”); and

**WHEREAS**, the RFP was advertised in the legal notices section of the Palm Beach Post on March 6, 2025, and a notice was also sent to two thousand one hundred fifty-four (2,154) prospective proposers via DemandStar; and

**WHEREAS**, on April 11, 2025 at 3:00 p.m. EST, the RFP closed and the Purchasing Department received five (5) responses which were reviewed by staff to ensure the responses met the RFP requirements. All proposals received were determined to be both responsive and responsible; and

**WHEREAS**, the Selection Committee (the “Committee”) met on May 5, 2025 to discuss and short list the firms; Kimley-Horn and Associates, Inc. and Miller Legg & Associates, Inc. were the two firms selected for the shortlist; and

**WHEREAS**, the Selection Committee (the “Committee”) met for Presentations on June 4, 2025 immediately after, the selection committee held a meeting to discuss, evaluate and rank

**Resolution No. 2025-28 | Parks Master Plan**

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both firms. After discussing the committee voted, Kimley-Horn and Associates, Inc. as the highest ranked firm; and

**WHEREAS**, the staff recommends that the City Council approve award of the RFP to Kimley-Horn and Associates, Inc. and authorize the execution of the agreement.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREENACRES, FLORIDA, THAT:**

**SECTION 1.** The City Council hereby authorizes the Award for Parks Master Plan to Kimley-Horn and Associates, Inc.

**SECTION 2.** The City Council authorizes the appropriate City Officials to execute the Agreement.

**SECTION 3.** This Resolution shall be effective upon its adoption.

**Resolution No. 2025-28 | Parks Master Plan**

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**RESOLVED AND ADOPTED this 16th of day of June 2025**

\_\_\_\_\_  
**Chuck Shaw**, Mayor

**Attest:**

\_\_\_\_\_  
**Quintella Moorer**, City Clerk

\_\_\_\_\_  
*Voted:*  
**John Tharp**, Council Member, *District I*

\_\_\_\_\_  
*Voted:*  
**Peter Noble**, Council Member, *District II*

\_\_\_\_\_  
*Voted:*  
**Judith Dugo**, Council Member, *District III*

\_\_\_\_\_  
*Voted:*  
**Susy Diaz**, Council Member, *Deputy Mayor*

\_\_\_\_\_  
*Voted:*  
**Paula Bousquet**, Council Member, *District V*

**Approved as to Form and Legal Sufficiency:**

\_\_\_\_\_  
**Glen J. Torcivia**, City Attorney



# CITY OF GREENACRES

LIVE ▪ LEARN ▪ WORK ▪ PLAY

## Office of Administration

Andrea McCue  
City Manager

June 16, 2025

Mr. Cody Menacof  
Bureau Chief  
Office of Criminal Justice Grants  
Florida Department of Law Enforcement  
PO Box 1489  
Tallahassee, FL 32302-1489

Dear Mr. Menacof:

**Chuck Shaw**  
Mayor

**John Tharp**  
Councilmember  
District I

**Peter A. Noble**  
Councilmember  
District II

**Judith Dugo**  
Councilmember  
District III

**Susy Díaz**  
Councilmember  
District IV

**Paula Bousquet**  
Councilmember  
District V

In compliance with the State of Florida Rule 11D-9, F.A.C., the City of Greenacres approves the distribution of \$293,033 of Federal Fiscal Year 2024 Edward Byrne Memorial Justice Assistance Grant (JAG) funds for the following projects within Palm Beach County:

| Subrecipient                                    | Project Title                                     | Amount           |
|---|---|------------------|
| Palm Beach County Board of County Commissioners | Countywide Reentry Program-City of Riviera Beach  | \$240,228        |
| Palm Beach County Board of County Commissioners | Equipment for Law Enforcement Agencies Countywide | \$52,805         |
| <b>TOTAL</b>                                    |   | <b>\$293,033</b> |

Your support for our community is greatly appreciated.

Sincerely,

Chuck Shaw  
Mayor, City of Greenacres

pc: Andrea McCue, City Manager  
Teri Beiriger, Finance Director



## ITEM SUMMARY

**MEETING DATE:** June 16, 2025

**FROM:** Andrea McCue, City Manager

**SUBJECT:** Public Safety Officers/Firefighters Retirement – Board of Trustees (BOT) – Ratification of Kyle Morejon

### BACKGROUND

The City's BOT; established in 1996, oversees the Retirement Plan and Trust for the City's Firefighters/Paramedics (Firefighters) and former Public Safety Officers (Officers). The BOT is comprised of five (5) members: two (2) members are appointed by the City Council, one (1) member is elected from the current Firefighters, one (1) member is elected from the current Officers in the plan, and the last member is elected by a majority of the BOT.

### ANALYSIS

Mr. Kyle Morejon term will expire on June 21, 2025. Mr. Morejon has expressed his interest in serving another four (4) year term on the BOT. Mr. Morejon was unopposed.

### FINANCIAL INFORMATION

N/A

### LEGAL

N/A

### STAFF RECOMMENDATION

Staff recommends reappointing Mr. Kyle Morejon.



## ITEM SUMMARY

**MEETING DATE:** June 16, 2025

**FROM:** Denise Malone, AICP, Development and Neighborhood Services Director

**SUBJECT:** **Ordinance 2025-04 – ZTA-25-02 – Second Reading**  
**Live Entertainment and Supplemental Regulations**

### BACKGROUND

This City-initiated request for a Zoning Text Amendment (ZTA) has been brought forth to revise and add definitions related to Live Entertainment under Article I, In General; clarify permitted uses under Article III, District Regulations; and clarify the standards and criteria associated with Live Entertainment Permits. The objective is to ensure establishments within the City operate within the limits of their permitted primary use and in a manner that protects the public health, safety, and welfare, and maintains City character. In addition, the amendment addresses provisions for Mobile Food Dispensing Vehicles regarding parking spaces, operating within the common area of residential developments, and recognizes Mobile Vendors not using a Mobile Food Dispensing Vehicle.

On April 7, 2025, the City Council approved the proposed ordinance on first reading and recommended convening a community workshop to inform and ensure commercial businesses potentially affected by the amendments were afforded additional input of the proposed changes. The workshop was subsequently held at the Community Center on May 9, 2025. For the Ordinance, revisions made between first and second reading are indicated as additions by double underline, and deletions by double strikethrough. These include refining the Live Entertainment definition, removing the term nightclub, and also removing the requirement for a surety.

### ANALYSIS

The three (3) main revisions associated with this ordinance are summarized as follows:

#### LIVE ENTERTAINMENT

Code revisions were approved in 2022, to acknowledge and allow for Live Entertainment with an approved Live Entertainment permit. Concerns have arisen regarding businesses operating without a Live Entertainment permit and/or beyond requirements such as permitted hours and raising safety issues for residents, the Palm Beach County Sheriff's Office (PBSO), and Fire Rescue. Live Entertainment is interpreted as an accessory use to a commercial establishment wherein forms of entertainment, consisting of indoor amplified or non-amplified sounds, may include live performance. The proposed revisions seek to provide further clarity and balance community desires with safety concerns.

#### RESTAURANTS

The definition of a Restaurant is clarified to address live entertainment as an accessory use with incidental sale or service of alcoholic beverages. This revision aims to address concerns related to restaurants that do not continually have kitchen facilities and preparation staff



capable of preparing and serving food during all hours of operation and/or restaurants operating past the City permitted hours of sale for alcohol.

### **MOBILE FOOD DISPENSING VEHICLES**

To accommodate expanding service patterns and modern business models, this revision aims to revise the standards related to Mobile Food Dispensing Vehicles in parking spaces; recognize Mobile Vendors not using a Mobile Food Dispensing Vehicle; and establishes standards for Mobile Food Dispensing Vehicles operating within the common area of residential developments. This revision aims to support diverse economic opportunities across businesses.

The proposed changes aim to ensure that businesses operate within the scope of their permitted uses while protecting public health, safety, and welfare, preserving the character of the City, and supporting long-term economic growth. These changes directly align with the goals, objectives, and policies of the City's Comprehensive Plan, particularly its Economic Development Element, which aims to achieve a balanced, diversified, and sustainable economic structure that maximizes long-term economic growth.

The Planning and Zoning Board recommended approval by a vote of 4-0 at their meeting on March 13, 2025. The City Council voted 4-1 to recommend approval of ZTA-25-01 on first reading on April 7, 2025.

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### **FINANCIAL INFORMATION**

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N/A.

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### **LEGAL**

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Ordinance 2025-04 was prepared in accordance with all applicable state statutes and City Code Requirements and has been reviewed for legal sufficiency.

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### **STAFF RECOMMENDATION**

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*Approval of ZTA 25-02 through Ordinance 2025-04.*

**ORDINANCE NO. 2025-04**

**AN ORDINANCE ADOPTED BY THE CITY COUNCIL OF THE CITY OF GREENACRES, FLORIDA AMENDING THE CODE OF ORDINANCES AT ARTICLE I, IN GENERAL; ARTICLE III, DISTRICT REGULATIONS; AND ARTICLE IV SUPPLEMENTAL DISTRICT REGULATIONS; ALL OF CHAPTER 16, ZONING REGULATIONS, TO DEFINE LIVE ENTERTAINMENT; TO REVISE THE DEFINITIONS OF RESTAURANTS; TO REVISE THE STANDARDS AND CRITERIA ASSOCIATED WITH LIVE ENTERTAINMENT PERMITS AND MOBILE FOOD DISPENSING VEHICLES; TO CLARIFY PERMITTED USES; AND FOR OTHER PURPOSES; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN CODE; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Greenacres City Council, as the governing body of the City of Greenacres (the “City”), pursuant to the authority vested in Chapter 163 and Chapter 166, Florida Statutes, is authorized and empowered to consider changes to its Land Development Regulations (Zoning Code);

**WHEREAS**, the Planning and Zoning Board, after notice and public hearing, has considered the proposed amendment to the Code of Ordinances, more specifically described herein, and submitted its recommendation to the City Council;

**WHEREAS**, the City Council finds that this Ordinance is necessary for the preservation of the public health, safety and welfare of the City’s residents;

**WHEREAS**, the City Council finds it periodically necessary to amend its Land Development Regulations to ensure consistency with the City’s goals, enhance regulatory clarity, and accommodate evolving community needs;

**WHEREAS**, the City Council has determined that a need exists to update and modify criteria for current trends with live entertainment; and

**WHEREAS**, the City Council deems approval of this Ordinance to be in the best interest of the residents and citizens of the City of Greenacres;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF COUNCIL OF THE  
CITY OF GREENACRES, FLORIDA, THAT:**

**SECTION 1.** Chapter 16, Zoning Regulations, Article I, In General, Division 1, of the City of Greenacres Code of Ordinances is hereby amended as follows (additions are indicated by underlining and deletions are indicated by strikethrough; additions between first and second reading are indicated by double underline, and deletions between first and second reading are indicated by double strikethrough):

**Section 16-1. Definitions.**

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

***[The following definitions shall be placed within the list of definitions in alphabetical order. All other text to remain as-is and are omitted for brevity.]***

~~Bar~~ shall mean a structure or part of a structure used primarily for the sale or dispensing of alcoholic beverages by the drink. ~~(see Lounge)~~

Live entertainment shall mean a use accessory to the principal commercial establishment ~~such as restaurants, bars, cocktail lounges, or other permitted commercial establishments~~ wherein forms of entertainment consisting of amplified or non-amplified sounds, ~~are provided indoors or outdoors.~~ Live entertainment may include live performance of one (1) or more persons, whether or not done for compensation and whether or not admission is charged, such as musical act; theatrical act, or stand-up comedy; dance; magic act; disc jockey; or similar activity. ~~This term shall not include nightclubs. (see definition for nightclub)~~

Bar and/or cocktail lounge shall mean a building or portion of a building, wherein alcoholic beverages are either sold or dispensed by the drink by the establishment and only consumed on the premises. ~~This term shall not include nightclub. (see definition for Nightclub)~~

~~Nightclub is not an allowed use within the City of Greenacres and shall mean any commercial use open after 10:00 p.m. that could reasonably be determined as a nightclub. For purposes of this Code, if any of the following conditions exist (excluding special events where a temporary use permit has been granted by the City), the establishment is a nightclub:~~

~~(a) The establishment has a dance floor or other open area (for example established by the removal or rearrangement of furniture or tables) used by patrons for dancing or for viewing of live entertainment; or~~

~~(b) If any four (4) of the following conditions exist, and no temporary use none of the factors listed in subsection (a) above are present, and no special event permit has been approved by the city, then if any four (4) of the following conditions exist, the establishment is a nightclub:~~

- ~~1. The establishment is open to the public anytime between 10:00 p.m. and 7:00 a.m. on any day of the week;~~
- ~~2. The establishment charges a cover charge, door charge, required contribution, or one (1) time membership fee which is paid at the door, or has a minimum drink requirement;~~
- ~~3. Alcohol is sold, served, and/or consumed on the premises of the establishment at any time;~~
- ~~4. Advertisements for the establishment describe specific entertainment events or engagements (e.g., "Live Dancing Tonight"; "DJ Saturday Night"; "Live Music Tonight"), unless advertised in conjunction with an approved Live Entertainment Permit;~~
- ~~5. The establishment features a platform, musical staging area, or other open area used in connection with performances or entertainment, unless utilized in conjunction with an approved Live Entertainment Permit; and/or,~~
- ~~6. It is unlawful or prohibited by the establishment for persons under the age of 21 to patronize, visit, loiter, be admitted, or allowed access anytime between 10:00 p.m. and 7:00 a.m.~~
- ~~7. The presence of security personnel, bouncers, or similar staff hired specifically for ticket sales, crowd control, ID verification, or patron management during operations.~~

~~Restaurant shall mean an establishment whose primary business is the sale of food and nonalcoholic beverages to a patron, and whose design and method of operation where the sale or service of alcoholic beverages is incidental to its operation and constitutes less than fifty (50) percent of total sales and meets~~includes all of the following criteria:

- (1) Each patron places their order at their table from an individual handheld menu, which displays or describes the food and beverages available to them. ~~During all hours of operation, restaurants shall continually have kitchen facilities and preparation staff capable of preparing and serving food. Food shall be continually available for preparation, service, and sale from the menu for the full occupant load of the establishment, including when alcoholic beverages are sold, otherwise the use may be deemed a bar and/or cocktail lounge or nightclub.~~
- (2) Food and beverages are regularly served to patrons while seated at their table by an employee of the establishment.

- (3) Preparation, service and consumption of food and beverages takes place within a completely enclosed building, accommodating at least eighty (80) percent of the establishment's permitted seating capacity.
- (4) Outside table dining is permitted in areas permanently designated for such use, and shall not exceed twenty (20) percent of the establishment's permitted seating capacity, and in no way shall permit the consumption of food or beverages within automobiles.

*Restaurant, drive-in or drive-through* shall mean any establishment whose principal business is the sale of foods, frozen desserts, or beverages to the customer in a ready-to-consume state, and whose design, method of operation, or any portion of whose business includes one (1) or all of the following characteristics:

- (1) Food and beverages are ordered from a limited menu posted in sign form within the primary food service building or on the premises.
- (2) Foods, frozen desserts, or beverages are served directly to the customer in a motor vehicle either by a carhop or by other means which eliminate the need for the customer to exit the motor vehicle.
- (3) The consumption of foods, frozen desserts, or beverages within a motor vehicle parked upon the premises, or at other facilities on the premises outside the restaurant building, is allowed, encouraged, or permitted.
- (4) The kitchen is in excess of fifty (50) percent of the total floor area.

*Special event* shall mean any organized, temporary public or private celebration or gathering of people which requires a City temporary use permit including but not limited to events related to athletic contests, carnivals, fairs, entertainment, music concert, art exhibitions, parades, fundraisers (such as religious, charitable, patriotic or philanthropic events), or the sale of merchandise, food, alcohol, or any combination of the foregoing.

**SECTION 2.** Chapter 16, Zoning Regulations, Article III, District Regulations, Division 10, Commercial General, and Division 11, Commercial Intensive of the City of Greenacres Code of Ordinances are hereby amended as follows (additions are indicated by underlining and deletions are indicated by strikethrough; additions between first and second reading are indicated by double underline, and deletions between first and second reading are indicated by double strikethrough):

***[Section 16-471 has been omitted for brevity.]***

**Section 16-472. Permitted principal uses.**

The permitted principal uses and structures in the commercial general (CG) district shall be:

***[Sections 16-472(1) through 16-472(5) have been omitted for brevity.]***

- (6) Retail package liquors, liquor store.

***[Sections 16-472(7) through 16-496 have been omitted for brevity.]***

### **Section 16-497. Permitted principal uses.**

The permitted principal uses and structures in the commercial intensive (CI) district shall be:

***[Section 16-497(1) through 16-497(5) have been omitted for brevity.]***

- (6) Retail package liquors, liquor store~~cocktail lounges and bars.~~

***[Section 16-497(7) through 16-497(30) have been omitted for brevity.]***

- (31) Bar and/or cocktail lounges.

***[Section 16-498 through 16-524 have been omitted for brevity.]***

**SECTION 3.** Chapter 16, Zoning Regulations, Article IV, Supplementary District Regulations, Division 1, Generally; and Division 6, Temporary Uses, of the City of Greenacres Code of Ordinances is hereby amended as follows (additions are indicated by underscoring and deletions are indicated by strikethrough; additions between first and second reading are indicated by double underline, and deletions between first and second reading are indicated by double strikethrough):

***[Section 16-606 through 16-608 have been omitted for brevity.]***

### **Section 16-609. Live Entertainment Permit.**

- (a) *Purpose.* The purpose of this section is to provide regulations which govern the provision of live entertainment at commercial establishments while protecting the quiet enjoyment of adjacent properties.

- (b) *Applicability of permit.*

- (1) A live entertainment permit is required for all new and existing restaurants, bars, cocktail lounges, or other permitted commercial establishments to provide ~~or use the following:~~

~~a. Outdoor live entertainment with or without amplified sound; and~~

~~b. Indoor live entertainment with or without amplified sound.~~

- (2) A live entertainment permit is valid only for the specific establishment, location, and operator of establishment to whom it is issued.
- (3) A live entertainment permit is not required for conducting a special event in accordance with section 16-718, which requires a permit for temporary uses.
- (4) Live entertainment is accessory to the principal use of the establishment and ~~cannot be~~ shall not operate as a principal use for all or portion of the establishment, nor shall it be conducted in a manner that transforms the establishment into such as a concert or night-club use.

- (c) ~~Permit requirements; submittals.~~ Applications for a permit and renewal of a permit under this section shall be made to the building division on a form provided for such purpose by the city, and shall include, along with any other such information deemed reasonably necessary by the reviewers to implement and enforce the provisions of this section, the following:
- (1) The applicant shall submit the application for live entertainment with an application fee ~~and performance surety bond in the form of a Bond, Letter of Credit, or another legal document acceptable to the City, amounts as set forth~~ in the city's fee schedule;
  - (2) The name, location, and mailing address of the property owner and tenant (if applicable) proposing to use or provide live entertainment;
  - (3) The name, mailing address, and telephone contact information of the applicant and the written authorization of the property owner(s);
  - (4) A detailed summary of the proposed live entertainment, including the days and hours of operation, a description of the entertainment type, a description of the designated area within the premises where the live entertainment will take place, the number of entertainers, noise control and compliance with the Sound Management Plan, and any other relevant details. The submission shall also include labeled photos of the existing setup within all interior patron areas, including the designated live entertainment area, demonstrating that they align with the approved Life Safety Plan;
  - (5) The name, mailing address, email address, and telephone contact information of a designated contact person, available 24/7, who shall serve as the primary point of contact for compliance, enforcement, and any other live entertainment permit-related matters;
  - (46) A location plan indicating, at a minimum, the location of the live entertainment, stage/area for entertainment, speakers, and/or location of any other equipment/facilities that will be used as a part of the live entertainment activities; and
  - (57) A Life Safety Plan consistent with the most stringent standards of the latest version of the Florida Fire Prevention Code, NFPA 101, and the Florida Building Code, detailing, at a minimum, all relevant and required safety features including but not limited to occupancy type, occupant load, fire-rated walls, exit signs, emergency lighting, travel distances, common path of travel, and the designated area dedicated to the live entertainment use; and,
  - (8) A sound management plan which sets forth the methods to be utilized to ensure compliance with the noise limitations set forth in this Code and any other requirements set forth in this Code or the city's Standard Operating Procedures (SOP) for live entertainment permitting (if adopted by the development and neighborhood services department); and,



- (d) Standards for review. When considering applications for a live entertainment permit, the city shall consider the following criteria, all of which must be satisfied in order for a live entertainment permit to be issued:
- (1) The amount and type of screening, buffering, and separation between the subject establishment and adjacent establishments and properties, including type, dimensions, and character, shall be clearly depicted on the submitted plans and must be sufficient to mitigate sound impacts on adjacent establishments and properties;
  - (2) The land and buildings which are the subject of the application must be of sufficient size, shape, type of building, and the like to ensure the proposed live entertainment can be accommodated without negative impact on adjacent establishments and properties;
  - (3) The proposed live entertainment shall be compatible with adjacent establishments, properties, and the surrounding area and shall not cause a nuisance. Compatibility shall be assessed based on hours of operation, noise levels, and other potential nuisance factors, including but not limited to odor, smoke, glare, electrical interference, and mechanical vibrations;
  - (4) Off-street parking and loading for the existing use must be adequate and designed to meet operational needs and parking regulations for the property the use is located on. The proposed live entertainment shall not generate an additional parking demand for the use;
  - (5) The establishment shall have adequate space to accommodate the proposed live entertainment to ensure compliance with the approved Life Safety Plan and to prevent any deviations from the approved Life Safety Plan;
  - (6) If an establishment has a documented history of activities that negatively impacts public safety or well-being, or is identified as a public nuisance; and,
  - (7) The applicant shall not have had a live entertainment permit denied or revoked within the past twelve (12) months.

~~Transferability.~~ A live entertainment permit may be transferred in accordance with the following provisions:

- ~~(1) When a sale or change in ownership occurs to an establishment that has an existing valid live entertainment permit, a request to transfer the permit may be made with the new business tax receipt to the planning, engineering, and gis division;~~
- ~~(2) The transfer request shall not include any proposed changes to the previously approved sound management plan. If changes are proposed, the applicant shall apply for a new live entertainment permit;~~
- ~~(3) The performance bond as required by this section shall be provided by the new holder of the business tax receipt; and,~~

- ~~(4) Upon the issuance of any new live entertainment permit, a new twelve-month period shall commence in accordance with subsection (f) below.~~
- (e) *Standard conditions of approval for all permits.* The following are standard conditions of approval for all live entertainment permits.
- ~~(1) Sound generated by or emanating from establishments that are using or providing live entertainment shall comply with the noise limitations set forth in this Code;~~
  - ~~(2) The establishment shall remain in compliance with the approved Life Safety Plan and all applicable fire and life safety regulations during all hours of operations. Hours of live outdoor entertainment shall not extend beyond 10:00 p.m. unless:~~
    - ~~a. Specific approval is received through the application and issuance of a special events permit in accordance with section 16-718, special events; or~~
    - ~~b. The applicant submits a sound management plan, certified by an acoustical engineer, which verifies that sound levels generated will remain within the standards set forth in this Code and further complies with the SOP (if any) for live entertainment permitting. A copy of the adopted SOP (if any) shall be kept on file with the city clerk and shall be available for public inspection during normal business hours.~~
  - ~~(3) For indoor live entertainment, a~~All windows and doors shall remain closed at all times during live entertainment activities, except as necessary for patron and staff momentary ingress and egress;
  - ~~(4) Compliance with the approved Life Safety Plan shall be maintained during all hours of operations;~~
  - ~~(4)(5)~~A platform, staging area, or similar feature shall not be used for any purpose other than the approved live entertainment;
  - ~~(5)(6)~~Establishments must comply with all applicable hours of operation. Once the establishment has closed for business, patrons must immediately vacate the premise and the property to prevent loitering or disturbances; and
  - ~~(6)(7)~~Such other conditions of approval to ensure the live entertainment does not negatively impact the quiet enjoyment of adjacent properties.
- (f) *Transferability.* A live entertainment permit may be transferred in accordance with the following provisions:
- (1) When a sale or change in ownership occurs to an establishment that has an existing valid live entertainment permit, a request to transfer the permit may be made with the new business tax receipt to the planning, engineering, and gis division. Failure to submit a transfer request at that time shall render the live entertainment permit null and void;
  - (2) The transfer request shall not include any proposed changes to the conditions, safeguards, or stipulations imposed during live entertainment permit approval. If

changes are proposed, the applicant shall apply for a new live entertainment permit; and,

~~(3) The surety as required by this section shall be provided by the new holder of the business tax receipt; and,~~

~~(3)(4)~~ Upon the issuance of a transferred live entertainment permit, the permit shall remain valid through September 30th of that year, at which point it must be renewed concurrently with the Business Tax Receipt renewal process, in accordance with subsection (g) below.

*Standards for review.* When considering applications for a live entertainment permit, the city shall consider the following:

- ~~(1) The amount and type of screening, buffering, or separation between the establishment and adjacent properties, with reference to type, dimensions, and character, shall be fully and clearly depicted on the submitted plans and must be adequate to mitigate sound impacts upon adjacent properties; and~~
- ~~(2) The land and buildings which are the subject of the application must be of sufficient size, shape, type of building, and the like to ensure the proposed live entertainment can be accommodated without negative impact on adjacent properties.~~

(g) *Issuance, renewal and revocation.*

- (1) The live entertainment permit may be issued or renewed by the development and neighborhood services director or designee. If the city issues a live entertainment permit or renews a live entertainment permit, the permit shall be in effect for twelve (12) months from the date of issuance or renewal by the city Live Entertainment Permit unless earlier revoked as stated herein. Live entertainment permits shall expire on September 30th of each year and must be renewed annually in conjunction with the Business Tax Receipt renewal, which becomes effective on October 1st, unless revoked earlier as provided herein.
- (2) A live entertainment permit must be renewed prior to its expiration on September 30th each year. The commercial establishment must apply for a renewal of the existing permit before the expiration date. After twelve (12) months, the permit or renewed permit shall expire and the commercial establishment must apply for a new permit or a renewal of the permit. A renewed permit may be granted by the city if there are no changes to the conditions for granting of the original permit including without limitation no changes in the sound management plan. If the performance surety bond submitted with the previously issued permit has expired, a new performance surety bond must be submitted with the application to renew. If a live entertainment permit expires, the City will return the surety only upon receipt of an affidavit from the commercial establishment attesting that no live entertainment has occurred or will occur, and that there have been no violations of the City Code or other applicable laws, and that there are no pending enforcement actions related to the permit. and a renewal is not sought within thirty (30) days, the city will return the performance bond to the

~~commercial establishment.~~ Establishments that have been the subject of complaints resulting in an Order issued by the City's Special Magistrate, or that have been found by a civil or criminal court to be in violation of the City Code or other applicable law(s), shall require City Council approval prior to the renewal of the permit. If City Council denies renewal, the establishment shall be prohibited from reapplying for a period of one (1) year from the date of such denial.

- (3) The city may revoke a live entertainment permit if the commercial establishment violates any terms and conditions of the permit, the sound management plan, this section, or is found in violation of other provisions of this Code which relate to the operation of the commercial establishment. If the city revokes a live entertainment permit, it shall send written notice to the commercial establishment of the revocation ~~and may retain the performance surety bond if the grounds for the revocation include a violation of the sound management plan.~~ The commercial establishment may appeal the revocation to the city's special magistrate within twenty (20) days of receipt of the notice of revocation. Such appeal will then be heard within thirty (30) days of the city's receipt of the appeal and notice of the hearing will be sent to the commercial establishment by regular first-class mail. A commercial establishment whose live entertainment permit is has been revoked (and such revocation upheld if appealed) may ~~re-apply~~ for a new live entertainment permit only after the passage of twelve (12) six (6) months after from the date of revocation with sufficient showing that all grounds for the revocation have been corrected.
- (h) Enforcement. The provisions of this section, and any conditions of approval imposed on a live entertainment permit, may be enforced through standard code enforcement procedures and the alternative citation procedures provided in chapter 2. If an establishment provides live entertainment without a permit or in violation of an establishment's permit or in violation of the requirements of this section, the violation is deemed irreparable in nature and the violator may be required to pay a fine not to exceed five thousand dollars (\$5,000.00) per violation. Each day such a violation continues to exist shall be deemed a new violation, subject to additional fines and enforcement action. ~~The city may retain the performance surety bond, in whole or in part, to pay any fines or costs assessed if the commercial establishment is found in violation.~~

***[Section 16-610 through 16-720 have been omitted for brevity.]***

### **Section 16-721. Mobile Food Dispensing Vehicles and Mobile Vendors.**

- (a) No person, natural or corporate, including ~~without limitation~~ but not limited to mobile vendors, shall conduct any business or otherwise operate from within or on the public rights-of-way within the municipal limits of the city. Specifically prohibited under this section is the sale of food of any kind, goods, wares, or merchandise from a vehicle or cart whether motorized or not, regardless of the number of wheels affixed thereto, or on foot.

- (b) Except as authorized in subsection (d), (e) and (f) of this section, mobile vendors are prohibited from operating in any capacity on private or public property in the city. The foregoing prohibition shall not apply to a mobile vendor who has voluntarily executed a vendor agreement with the city for operation in a public area which is incidental to a city special event with the terms and conditions of the vendor agreement governing the operation of the mobile vendor.
- (c) Prior to operating within the city, all mobile food dispensing vehicles must receive an annual city fire department safety inspection at a location determined by the fire department. The fire department safety inspection is for the safety of the general public to ensure the mobile food dispensing vehicle complies with all applicable federal, state, and local fire safety statutes, regulations, ordinances, and codes. There shall be no charge for the safety inspection; however, each mobile food dispensing vehicle must receive a safety inspection on an annual basis from the fire department. Failure to obtain a safety inspection prior to operating a mobile food dispensing vehicle in the city may result in an irreparable code compliance violation, which may result in fine of up to five thousand dollars (\$5,000.00) per violation.
- (d) Active construction site requirements. Mobile food dispensing vehicles, which possess an active license under F.S. § 509.241, and pass the annual city fire department safety inspection, are authorized to operate on all active construction sites within the city on a temporary basis, irrespective of the zoning category, subject to the following requirements:
- (1) Written permission shall be obtained from the developer, or property owner, for the mobile food dispensing vehicle to operate on the construction site ~~shall be obtained~~ prior to the mobile food dispensing vehicle commencing operations on the construction site. A copy shall be provided to the city upon request.
  - (2) The mobile food dispensing vehicle's food and beverage service shall only be offered to persons engaged ~~at the construction site who are engaged~~ in the construction project on site.
  - (3) The mobile food dispensing vehicle shall provide for the collection and removal of all waste related to the mobile food dispensing vehicle's operation.
  - (4) The mobile food dispensing vehicle shall be removed from the construction site when not in operation and shall not be permitted to operate on site outside the authorized hours of construction as set forth in section 7-56 of this Code.
  - (5) No operation of the mobile food dispensing vehicle may occur off the property on which the construction site is located.
  - (6) No alcohol may be sold, dispensed or provided by the mobile food dispensing vehicle.
  - (7) The mobile food dispensing vehicle shall be parked in such a way as to avoid parking in the public right-of-way; in a fire lane; blocking fire hydrant(s); blocking or parking in Americans with Disabilities Act (ADA) accessible parking spaces

and/or accessible ramps; parking in drive aisles, loading areas or "no parking" zones; and, parking in such a manner that impeded on-site circulation.

- (8) To be an "active construction site" under this provision, the parcel or property must have an active building permit for the pending construction project.
- (e) Mobile food dispensing vehicles, which possess an active license under F.S. § 509.241, and pass the annual city fire department safety inspection, are authorized to operate in ~~the commercial general (CG), land development (zoning) district and the commercial intensive (CI) zoning districts and development~~ common areas of properties owned or operated by a Homeowners Association (HOA) or Property Owners Association (POA) within Residential Low Density (RL), Residential Medium (RM), Residential High (RH), Residential Mobile Home (RMH) ~~(zoning) districts~~ subject to the following requirements:
- (1) Written permission from the property owner for the mobile food dispensing vehicle to operate at the property shall be obtained prior to the mobile food dispensing vehicle commencing operations on the property. A copy shall be provided to the city upon request.
  - (2) Only one (1) mobile food dispensing vehicle shall operate per parcel, including any property consisting of multiple parcels joined under a unity of title or governed by a single city approved site plan, except as may be permitted by a temporary use permit obtained by the property owner and issued by the city.
  - (3) Mobile food dispensing vehicles shall not operate earlier or later than those of the principal business on the property; however, in no event shall a mobile food dispensing vehicle be allowed to operate or remain on the property after 9:00 p.m. or before 7:00 a.m., unless operating during the approved hours of a temporary use permit issued for the property pursuant to section 16-718.
  - (4) A mobile food dispensing vehicle shall be removed from the property when not in operation. The property where the mobile food dispensing vehicle is located shall be thoroughly cleaned at the time of removal and all waste related to the mobile food dispensing vehicle operation shall be promptly removed from the property.
  - (5) No fluids or toxic pollutants shall be discharged from a mobile food dispensing vehicle at any time.
  - (6) Public restrooms shall be available on the property for customers of mobile food dispensing vehicle.
  - (7) A mobile food dispensing vehicle shall not be placed upon or operate from any required parking spaces. This provision shall be construed to mean that if a parcel includes a greater number of parking spaces than required pursuant to the approved site plan, or this chapter, a mobile food dispensing vehicle may be placed upon or operate from designated parking spaces equal to or lesser than the number of parking spaces that exceed those required. On-site parking requirements shall be maintained for the principal use of, as well as for

- ~~customers of the mobile food dispensing vehicle. The~~ Provided, however, in no event shall a mobile food dispensing vehicle shall not be parked in or operate from any restricted parking zones such as but not limited to fire lanes; or blocking fire hydrants; in Americans with Disabilities Act (ADA) accessible parking spaces and/or accessible ramps; on an unimproved surface (e.g., dirt, sand, vacant lot, etc.); or, in any driveway aisles, "no parking" zones, or loading-only areas.
- (8) No mobile food dispensing vehicle shall operate within five hundred (500) feet of the grounds of any childcare center/preschool facility or elementary, middle or high school between one (1) hour prior to the start of the school day and one (1) hour after dismissal at the end of the school day.
  - (9) No mobile food dispensing vehicle shall operate in such a way as would restrict or interfere with the ingress or egress of the abutting property owner or tenant; create or become a public nuisance; increase traffic congestion or delay or constitute a hazard to traffic; constitute a hazard to life or property; or, obstruct adequate access by fire/medic, police or sanitation vehicles.
  - (10) Mobile food dispensing vehicles shall not display its products off of the mobile food dispensing vehicle.
  - (11) Mobile food dispensing vehicles shall not provide or make use of tables, seats, umbrellas or similar furnishings for customers, with exception of waste receptacles.
  - (12) All mobile food dispensing vehicles must provide for their own waste collection and removal such that no waste remains on the property upon which the vehicle operated. Mobile food dispensing vehicles are prohibited from utilizing city-owned receptacles for collection or disposal of waste.
  - (13) Mobile food dispensing vehicles shall not post or utilize any advertising, except that the prices, product descriptions and name of the mobile food dispensing vehicle may be posted on the vehicle. Mobile food dispensing vehicles shall not post or utilize any freestanding advertisements, flags, balloons, streamers, flashing lights, banners, or other similar attraction devices or utilize a person(s) to advertise the mobile food dispensing vehicle. Mobile food dispensing vehicles shall not use a public address system(s) or amplified music.
  - (14) Mobile food dispensing vehicles shall not sell or dispense food to customers in a moving vehicle or otherwise engaging in drive-up sales.
  - (15) No alcohol may be sold, dispensed or provided by the mobile food dispensing vehicle.
  - (16) Mobile food dispensing vehicles operating within residential zoning districts shall only operate within designated common areas of properties owned or operated by a Homeowners Association (HOA) or Property Owners Association (POA) as defined and depicted on the approved site and development plan, for a maximum of one (1) calendar day per month within a 12-month period.



- (f) Mobile vendors, who do not utilize a mobile food dispensing vehicle, may operate within the city upon obtaining a temporary use permit pursuant to section 16-718 from the city; however, the mobile vendor shall be subject to the same requirements ~~set forth in~~ of subsection (c) annual fire department safety inspection, subsection (e) operational criteria above for mobile food dispensing vehicles (as applicable), and any other terms and conditions of the temporary use permit.

***[Section 16-722 through 16-735 have been omitted for brevity.]***

**SECTION 4. Repeal of Conflicting Ordinances.** All other ordinances or parts thereof or parts of the Code conflicting or inconsistent with this ordinance are hereby cancelled, repealed or revised to be consistent with provisions and elements of this Ordinance.

**SECTION 5. Severability.** If any section, part of a section, paragraph, sentence, clause, phrase or word of this Ordinance is for any reason held or declared to be unconstitutional, inoperative or void, such holdings of invalidity shall not affect the remaining portion of this Ordinance and it shall be construed to have been the legislative intent to pass the Ordinance without such unconstitutional, invalid or inoperative part therein, and the remainder of this Ordinance after the exclusion of such part or parts shall be deemed to be held valid as if such part or parts had not been included therein, or if this Ordinance or any of the provisions thereof shall be held inapplicable to any person, group of persons, property, kind of property, circumstances, or set of circumstances, such holdings shall not affect the applicability thereof to any other person, property or circumstances.

**SECTION 6. Inclusion in the Code.** It is the intention of the City Council, entered as hereby ordained, that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances of the City of Greenacres, Florida; that the Section(s) of this Ordinance may be renumbered or re-lettered to accomplish such intention, and that the word "Ordinance" may be changed to "Section", "Article" or another word.

**SECTION 7. Effective Date.** The provisions of this Ordinance shall become effective immediately upon adoption.

Passed on the first reading this 7th day of April, 2025.

PASSED AND ADOPTED on the second reading this 16th day of June, 2025.

*Voted:*

\_\_\_\_\_  
**Chuck Shaw**, Mayor

\_\_\_\_\_  
**Susy Diaz**, Deputy Mayor, *District IV*

**Attest:**

*Voted:*

\_\_\_\_\_  
**Quintella Moorer**, City Clerk

\_\_\_\_\_  
**John Tharp**, Council Member, *District I*

*Voted:*

\_\_\_\_\_  
**Peter Noble**, Council Member, *District II*

*Voted:*

\_\_\_\_\_  
**Judith Dugo**, Council Member, *District III*

*Voted:*

\_\_\_\_\_  
**Paula Bousquet**, Council Member, *District V*

**Approved as to Form and Legal Sufficiency:**

\_\_\_\_\_  
**Glen J. Torcivia**, City Attorney

ZTA-25-02 (Ordinance 2025-04)  
Date: March 07, 2025

Revised: 03/13/2025 6/16/2025  
04/07/2025



## **I. Project Description:**

**Applicant:** City of Greenacres

**Request:** City-initiated Zoning Text Amendment (ZTA) to add and revise definitions related to Live Entertainment; clarify the standards and criteria associated with Live Entertainment Permits and Mobile Food Dispensing Vehicles; and clarify permitted uses.

**Project Manager:** Millie Rivera, Planner

## **II. Proposed Zoning Code Amendments:**

### **Overview of Proposed Code Text Amendments:**

- **For Chapter 16**
  - **Article I, In General**
    - **Definitions (Section 16-1)**
      - Revised definition of *Lounge* to include Bar and/ or *Cocktail Lounge* for consistency throughout the Code. Clarified alcoholic beverages are to be consumed on the premise of which sold and that the term shall not include restaurants or nightclubs.
      - Added definition for *Live Entertainment*, which shall mean an accessory use to a commercial establishment wherein forms of entertainment, consisting of amplified or non-amplified sounds, may include live performance of one (1) or more persons. This term shall not include nightclubs.
      - Clarified the definition of *Restaurant* with respect to the permitted accessory use of live entertainment and where the sale or service of alcoholic beverages is incidental to the service of the establishment.
      - Added definition for *Special Event*, which shall mean any organized, temporary public or private celebration or gathering of people which requires a City temporary use permit.
  - **Article III, District Regulations**
    - **Commercial General – Permitted Principal Uses (Section 16-472)**
      - Added Liquor Store to the permitted use Retail Package Liquors for clarity.
    - **Commercial Intensive – Permitted Principal Uses (Section 16-497)**
      - Added Liquor Store to the permitted use Retail Package Liquors for clarity.
      - Reorganized the permitted use Bar and/or Cocktail Lounges from the permitted use Retail Package Liquors due to these being two different uses.
  - **Article IV, Supplementary District Regulations**
    - **Live Entertainment Permit (Section 16-609)**

- Clarifies performance standards and approval criteria for Live Entertainment Permits, including operational requirements regarding noise and public safety.
- **Mobile Food Dispensing Vehicles and Mobile Vendors (Section 16-721)**
  - Clarifies standards for Mobile Food Dispensing Vehicles and Mobile Vendors, including the establishment of criteria for operation within the common areas of residential developments.

### **III. Staff Analysis:**

#### ***Background:***

This Zoning Text Amendment (ZTA) is at the request of the City’s Development and Neighborhood Services Department to modify regulations in Chapter 16. The amendments focus on enhancing the Supplemental Regulations related to Live Entertainment and Mobile Food Dispensing Vehicles with the overarching goal of promoting a harmonious, diverse, and sustainable economic structure. The proposed changes aim to ensure that businesses operate within the scope of their permitted uses while protecting public health, safety, and welfare, preserving the character of the City, and supporting long-term economic growth. Specifically, the amendment revises and adds definitions related to Live Entertainment under Article I, In General to better align with contemporary business models and operational practices; revises the permitted uses in applicable zoning districts under Article III, District Regulations Modifies to reflect updated definitions and clarify where specific uses are allowed; and clarifies the standards and criteria for Live Entertainment under Article IV, Supplementary District Regulations. The amendment also clarifies the standards and criteria for Mobile Food Dispensing Vehicles and Mobile Vendors and establishes standards for Mobile Food Dispensing Vehicles operating within the common area of residential developments to support diverse economic opportunities across businesses. The amendment is consistent with applicable State and Federal laws and supports the goals, objectives, and policies of the City’s Comprehensive Plan—particularly those aimed at fostering a balanced and sustainable local economy.

#### ***Analysis:***

The three (3) main amendments are as follows:

#### **LIVE ENTERTAINMENT**

Code revisions were approved in 2022, to acknowledge and allow for Live Entertainment with an approved Live Entertainment permit. Concerns have arisen regarding businesses operating without a Live Entertainment permit and/or beyond requirements such as permitted hours and raising safety issues for residents, the Palm Beach County Sheriff’s Office (PBSO), and Fire Rescue. Live Entertainment is interpreted as an accessory use to a commercial establishment wherein forms of entertainment, consisting of indoor amplified or non-amplified sounds, may include live performance. The proposed revisions seek to provide further clarity and balance community desires with safety concerns; ensuring such establishments comply with all relevant local, state, and federal regulations.

#### **RESTAURANTS**

The definition of a Restaurant is clarified to address live entertainment as an accessory use with incidental sale or service of alcoholic beverages. This revision aims to address concerns related to restaurants that do not continually have kitchen facilities and preparation staff capable of preparing and serving food during all hours of operation and/or restaurants operating past the City permitted hours of sale for alcohol.

### **MOBILE FOOD DISPENSING VEHICLES**

To accommodate expanding service patterns and modern business models, this revision aims to revise the standards related to Mobile Food Dispensing Vehicles in parking spaces; recognize Mobile Vendors not using a Mobile Food Dispensing Vehicle; and establishes standards for Mobile Food Dispensing Vehicles operating within the common area of residential developments.

#### ***Development Review Committee Staff Comments:***

The proposed Zoning Text Amendment was reviewed by the Development Review Committee on March 13, 2025, and recommended approval.

### **IV. Zoning Text Amendment Criteria:**

#### **A. *The need and justification for these changes:***

The proposed Zoning Text Amendment is necessary to address the evolving demands of the City's commercial and entertainment industries, particularly when it comes to Live Entertainment. The 2022 Code revisions highlighted the need for more precise criteria; therefore, the amendment will address gaps and inconsistencies in the Code, ensuring that definitions, standards, and criteria are explicit, detailed, and reflect current trends and operations. These updates will improve zoning enforcement and ensure consistency with community expectations. The amendment will promote accurate business classification, reduce conflicts between users, and support the City's economic diversity while remaining compliant with State and Federal law.

#### **B. *The relationship of the proposed amendments to the purpose and objectives of the City's Comprehensive Plan, and whether the proposed change will further the purposes of the City's Zoning Code regulations and other City codes, regulations and actions designed to implement the Comprehensive Plan.***

The proposed amendments are consistent with the City's Comprehensive Plan and will further the purpose of the City's Code of Ordinances. Moreover, the amendment contributes to the effectiveness of the City's Zoning Code by improving clarity, accessibility, and enforceability.

### **V. Staff Recommendation:**

***Approval*** of ZTA-25-02 through the adoption of Ordinance 2025-04.

---

## PLANNING & ZONING BOARD OF APPEALS – March 13, 2025

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The Planning and Zoning Board of Appeals on a motion made by Board Member Edmundson and seconded by Board Member Robarts, by a vote of four (4) to zero (0) recommended approval of Zoning Text Amendment **ZTA-25-02** (*Chapter 16 Supplemental Regulations and Nightclubs*) as presented by staff.

---

## CITY COUNCIL ACTION First Reading – April 7, 2025

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The City Council on a motion made by Councilmember Dugo and seconded by Councilmember Noble, by a vote of four (4) to one (1) with Councilmember Diaz dissenting recommended approval of Zoning Text Amendment **ZTA-25-02** (*Chapter 16 Supplemental Regulations and Nightclubs*) through Ordinance 2025-04 on first reading.

The City Council recommended convening a community workshop to inform and ensure commercial businesses potentially affected by the amendments were afforded additional input of the proposed changes. The workshop was subsequently held at the Community Center on May 9, 2025. For the Ordinance, revisions made between first and second reading are indicated as additions by double underline, and deletions by double strikethrough. These include refining the Live Entertainment definition, removing the term nightclub, and also removing the requirement for a surety.

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## CITY COUNCIL ACTION Adoption Hearing – June 16, 2025

---

### Attachments:

1. Ordinance 2025-04

# **Business Impact Estimate**

Proposed ordinance's title/reference:

## **Ordinance No. 2025-04**

**AN ORDINANCE ADOPTED BY THE CITY COUNCIL OF THE CITY OF GREENACRES, FLORIDA AMENDING THE CODE OF ORDINANCES CHAPTER 16, AT ARTICLE I, IN GENERAL; ARTICLE III, DISTRICT REGULATIONS; AND ARTICLE IV SUPPLEMENTAL DISTRICT REGULATIONS; ALL OF CHAPTER 16, ZONING REGULATIONS, TO DEFINE LIVE ENTERTAINMENT; TO REVISE THE DEFINITIONS OF RESTAURANTS; TO REVISE THE STANDARDS AND CRITERIA ASSOCIATED WITH LIVE ENTERTAINMENT PERMITS AND MOBILE FOOD DISPENSING VEHICLES; TO CLARIFY PERMITTED USES; AND FOR OTHER PURPOSES; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN CODE; AND PROVIDING FOR AN EFFECTIVE DATE.**

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. This Business Impact Estimate may be revised following its initial posting.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

The proposed ordinance is a City-initiated amendment designed to serve a public purpose by adding definitions for Live Entertainment, revising the definitions for restaurants, clarifying the standards and criteria related to Live Entertainment Permits and Mobile Food Dispensing Vehicles, and clarifying permitted uses.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

The proposed ordinance does not impose any new fee or cost and is not expected to have a direct economic impact on private for-profit businesses or the City's regulatory costs.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

The proposed ordinance would require all businesses within the City to comply with land development regulations related to the proposed standards and criteria established for Live Entertainment Permits and Mobile Food Dispensing Vehicles.

4. Additional information the governing body deems useful (if any):

Not applicable.



# SAFE STREETS FOR ALL ACTION PLAN

PREPARED FOR THE CITY OF GREENACRES

DRAFT

JUNE 2025





GREENACRES CITY COUNCIL

Chuck Shaw, Mayor

John Tharp, Councilmember District I

Peter A. Noble, Councilmember District II

Judith Dugo, Councilmember District III

Susy Diaz, Deputy Mayor, District IV

Paula Bousquet, Councilmember District V

GREENACRES STAFF

Andrea McCue, City Manager

Carlos Cedeno, Public Works Director

Denise Malone, Director of Development & Neighborhood Services

FUNDED BY



A SAFE STREETS FOR ALL GRANT FUNDED PROJECT

PREPARED BY



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### ABBREVIATIONS & TERMS COMMONLY USED IN THIS REPORT:

|           |   |
|-----------|---|
| AADT      | Annual Average Daily Traffic              |
| FDOT      | Florida Department of Transportation      |
| TCRPC     | Treasure Coast Regional Planning Council  |
| FHWA      | Federal Highway Administration            |
| PBC       | Palm Beach County                         |
| PB TPA    | Palm Beach Transportation Planning Agency |
| Palm Tran | Palm Tran Public Transportation           |
| PBCSD     | Palm Beach County School District         |

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, please contact [cityclerk@greenacresfl.gov](mailto:cityclerk@greenacresfl.gov) or call (561) 642-2000. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.



# I. EXECUTIVE SUMMARY

## PURPOSE

The City of Greenacres is a vibrant, thriving city in central Palm Beach County advancing its branding as “a good place to live.” With a population nearing 45,000 people in its six square mile jurisdiction, the City is known as a desirable family-oriented community with well-established neighborhoods, popular schools, extensive parks and recreational facilities, and an array of local and national commercial establishments. Greenacres residents tend to represent larger, younger families on average as compared to Palm Beach County with more modest incomes. This translates into more children, especially elementary school-age and younger, and more transit riders per capita versus other municipalities. The City’s central location also creates a busy transportation network, with an array of high-speed State and County roadways that bisect the City carrying high volumes of commuters. This produces a high rate of crashes across the transportation network between vehicles, bicyclists, and pedestrians.

To address these safety challenges and advance Greenacres’ sustainability, livability, and desirability, the City commissioned the development of a Safety Action Plan to assess conditions, engage the community and stakeholders, evaluate alternatives, and provide recommended actions to improve the transportation network. The Plan includes a detailed “catalog of improvements” that illustrates various types of interventions that can be applied by the City independently and collaboratively through partnerships. An “Arrive Greenacres” roadway typology is included that identifies desired design approaches for a dozen roads of various sizes along with a “Bike Greenacres” premium bicycle network. Finally, the Plan includes a series of “Complete Streets Micro-Improvements” for implementation of strategic quick victories to add safety, traffic calming, and placemaking within the City’s transportation network.



**Figure 1** Existing and improved conditions where Sherwood Forest Blvd. meets Biscayne Drive at the heart of the Bike Greenacres premium bicycle network - an opportunity to safely connect the City’s schools, parks, neighborhoods, and destinations.



**Figure 2** The Greenacres traveling public reflects the diverse composition of the community.

## PROCESS

To develop the Safety Action Plan, an extensive stakeholder and public engagement process was undertaken that included meetings and workshops with City staff, City planning and zoning board, adjacent local governments, partner agencies, and the community. Field work was conducted to catalog and evaluate the existing conditions of the transportation network and adjacent properties. A review of background documentation was undertaken with consideration of City, County, and State planned roadway modifications. The process also utilized a quantitative assessment of location criteria to highlight areas of emphasis. Along with public input, these criteria considered the locations of residential development; schools; parks, community facilities, and other destinations; transit stops and routes; and high-crash locations to inform recommended improvement locations.





I. EXECUTIVE SUMMARY

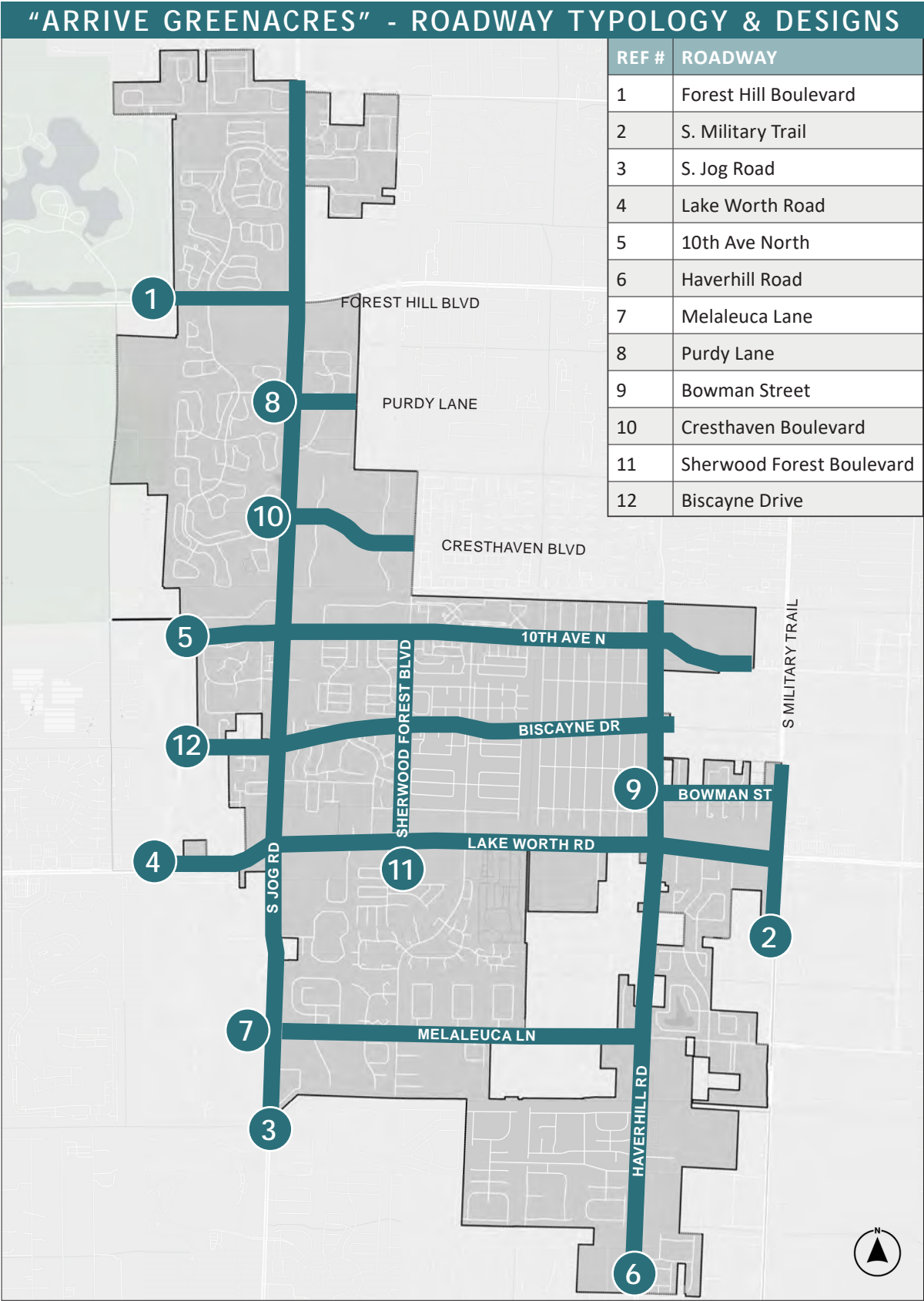


Figure 3 Map depicting location of key roadways included in "Arrive Greenacres" typology

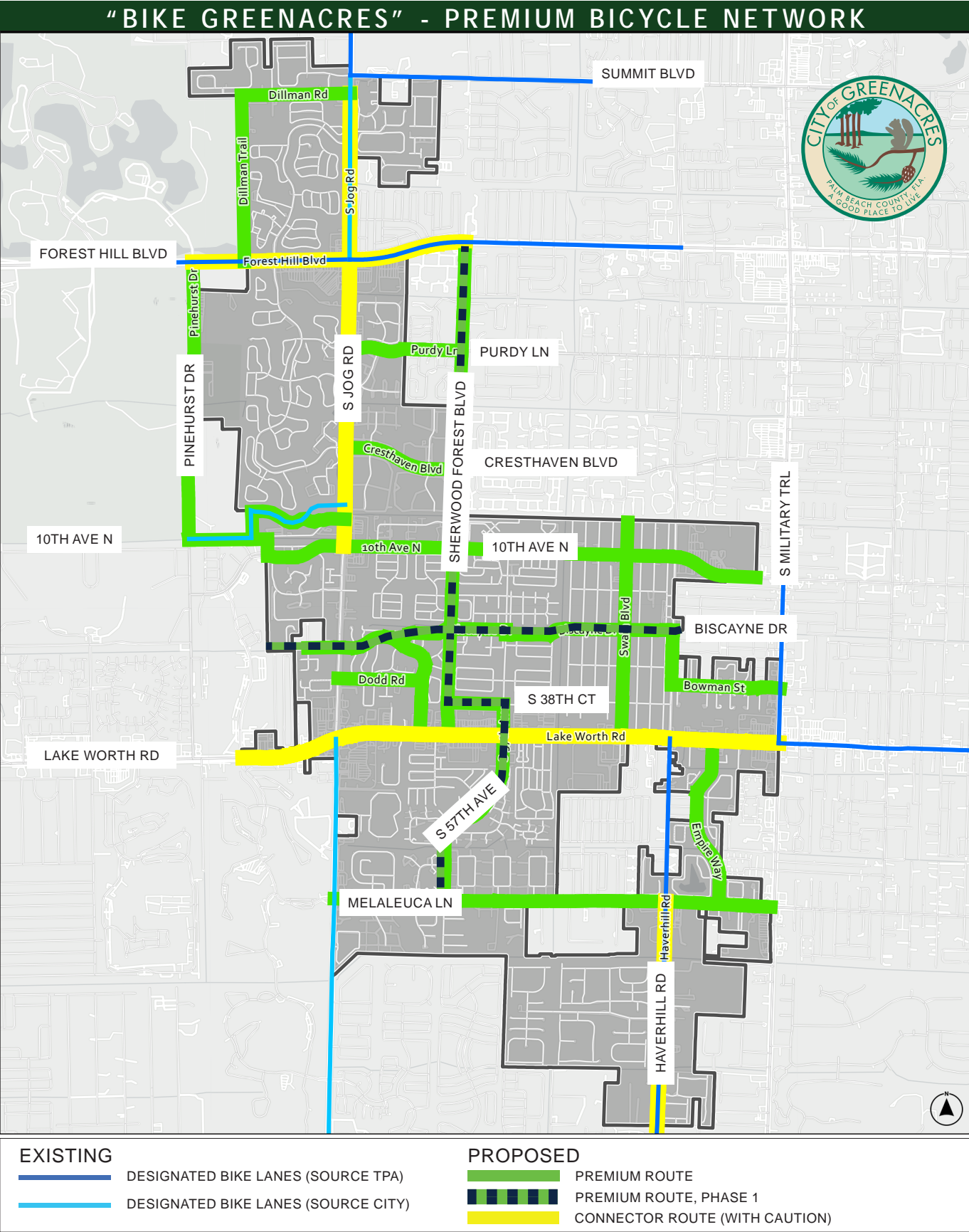


Figure 4 "Bike Greenacres" map indicating 25-mile bicycle network map.





# I. EXECUTIVE SUMMARY

## ROADWAY DESIGN APPROACH & COMPLETE STREETS “MICRO-PROJECTS”

To implement the safety action vision, the Plan includes a Catalog of Improvements that details various types of roadway improvements appropriate for the Greenacres context. A recommended design approach is detailed for each of the dozen roads in the Arrive Greenacres typology with long-term phased projects to implement over time opportunistically with regular maintenance, resurfacing, and other infrastructure projects. Additionally, a series of Complete Streets “Micro-Projects” are provided for quick victories in neighborhoods and near schools to improve safety, access, and connectivity in the transportation network.

Examples of each of the following types of interventions are included in the Catalog of Improvements:

### Roadway Realm

- Traffic calming elements
- Bicycle elements
- Transit elements

### Non-Motorized Travel Realm

- Pedestrian zone
- Furnishing zone
- Recreational elements
- Frontage zone
- Intersection elements
- Landscape improvements



**Figure 6** Above, typical safety interventions as detailed in the Catalog of Improvements

## RECOMMENDED SAFETY ACTIONS



**Figure 5** Recommended improvements at the intersection of 10th Avenue North and Swain Boulevard.





# I. EXECUTIVE SUMMARY

## SUMMARY OF FINDINGS & RECOMMENDATIONS

The safety challenges of the City's transportation network are perpetual and widespread. Because the City is positioned between major arterials (e.g., I-95, Florida Turnpike) and population centers, the roadway network is burdened with high volumes of fast-moving commuter traffic, which creates safety conflicts for residents traversing the community internally. The volume of vehicles moving through, but not to Greenacres, has created a widespread distribution of crashes across the transportation network, now approaching 1,500 crashes annually. To improve safety, connectivity, and access, the Plan recommends a strategic series of deliberate roadway enhancements that include traffic calming, multimodal enhancements, improved accessibility, and a premium bicycle network. A summary of the key recommendations is provided in Figure 8. By remedying safety deficiencies and improving the transportation network over time, the City can complete its streets and enhance its ability to be "A Good Place to Live" - and Learn, Work, and Play - today and for the generations that follow.



**Figure 7** Recommended improvements for Biscayne Drive, which is a central east/west spine of the Bike Greenacres network.

## SUMMARY OF KEY RECOMMENDATIONS

1. ADOPT THE SAFETY ACTION PLAN AS A POLICY GUIDANCE DOCUMENT.
2. ADOPT "ARRIVE GREENACRES" TYPOLOGY AND ROADWAY IMPROVEMENT DESIGN CONCEPTS AS ASPIRATIONAL DESIGN STANDARDS.
3. ADOPT "BIKE GREENACRES" BICYCLE NETWORK PLAN AND PRIORITIZE SHERWOOD FOREST BOULEVARD/S 57TH AVENUE AND BISCAYNE DRIVE AS PHASE 1 PREMIUM ROUTES.
4. INITIATE COMPREHENSIVE PLAN AMENDMENTS TO REFERENCE SAFETY ACTION PLAN, "ARRIVE GREENACRES" ROADWAY TYPOLOGY, AND "BIKE GREENACRES" BICYCLE NETWORK.
5. INITIATE ZONING CODE AMENDMENTS TO ADD STANDARDS FOR ROADWAY DESIGNS AND PROPERTY FRONTAGE, LANDSCAPING, AND CONNECTIVITY AS CONCEPTUALIZED IN ROADWAY TYPOLOGY.
6. ESTABLISH GREENACRES SAFETY ACTION TASK FORCE FOR ANNUAL REVIEW OF SAFETY DATA, LAND USE AND TRANSPORTATION PATTERNS, AND IMPLEMENTATION APPROACH.
7. INITIATE TRANSPORTATION PLANNING PROTOCOL WITH PALM BEACH COUNTY, INCLUDING ANNUAL MEETING SCHEDULE TO REVIEW 5-YEAR ROAD PLAN.
8. INITIATE AMENDMENT TO COUNTY FIVE-YEAR ROAD PLAN TO REVISE SHERWOOD FOREST BOULEVARD PROJECT AS DETAILED IN THE TYPOLOGY.
9. INITIATE TRANSPORTATION PLANNING PROCESS WITH FDOT REGARDING LAKE WORTH ROAD, INCLUDING ROAD SAFETY AUDIT AND CORRIDOR DESIGN.
10. INITIATE DISCUSSIONS WITH PALM-TRAN TO ACCELERATE INSTALLATION OF TRANSIT SHELTERS AND BENCHES AT HIGH-RIDERSHIP STOPS.
11. ADOPT PHASED IMPLEMENTATION APPROACH WITH SHORT-TERM, MID-TERM, AND LONG-TERM PROJECT PRIORITIES AS DETAILED IN THIS PLAN.
12. DEVELOP 5-YEAR FUNDING STRATEGY INCLUDING ANTICIPATED GRANT AVAILABILITY AND CORRESPONDING CANDIDATE PROJECTS

**Figure 8** Summary of key recommendations





## II. BACKGROUND

### INTRODUCTION

The City of Greenacres, Florida was founded by Lawrence Carter Swain in 1923, becoming officially incorporated as “Greenacres City” in 1926. In the 1920’s, Palm Beach County was thriving as an influx of wealthy people moved in to enjoy the coast. However, Mr. Swain saw a need for a community designed for the middle class. He slowly started accumulating land, which is today known as the “Original Section” of the City of Greenacres.

Once officially incorporated in 1926, “Greenacres City,” as it was called at the time, chose the slogan “A Good Place to Live,” which remains the tag-line for the City to this day.

Despite facing several devastating hurricanes over the years (1926 and 1928), Greenacres continued to grow and thrive as a city - briefly losing its municipality status in 1947 but then being quickly reincorporated. In the 1960s, a City Hall complex and Community Hall were built. In the 1970s, Greenacres’ own police and fire department were officially established and up and running.<sup>1</sup>

By the 1980s, Greenacres was the seventh largest municipality overall in Palm Beach County and the fastest growing. This growth led to the construction of a new City Hall, a Public Safety Complex, and recreational facilities. In the 1990s, growth continued to surge as the City experienced both infill development and expansion through the annexation of land in unincorporated Palm Beach County. This is also around the time in which “City of Greenacres City” officially had its name changed to today’s “City of Greenacres.”<sup>2</sup>

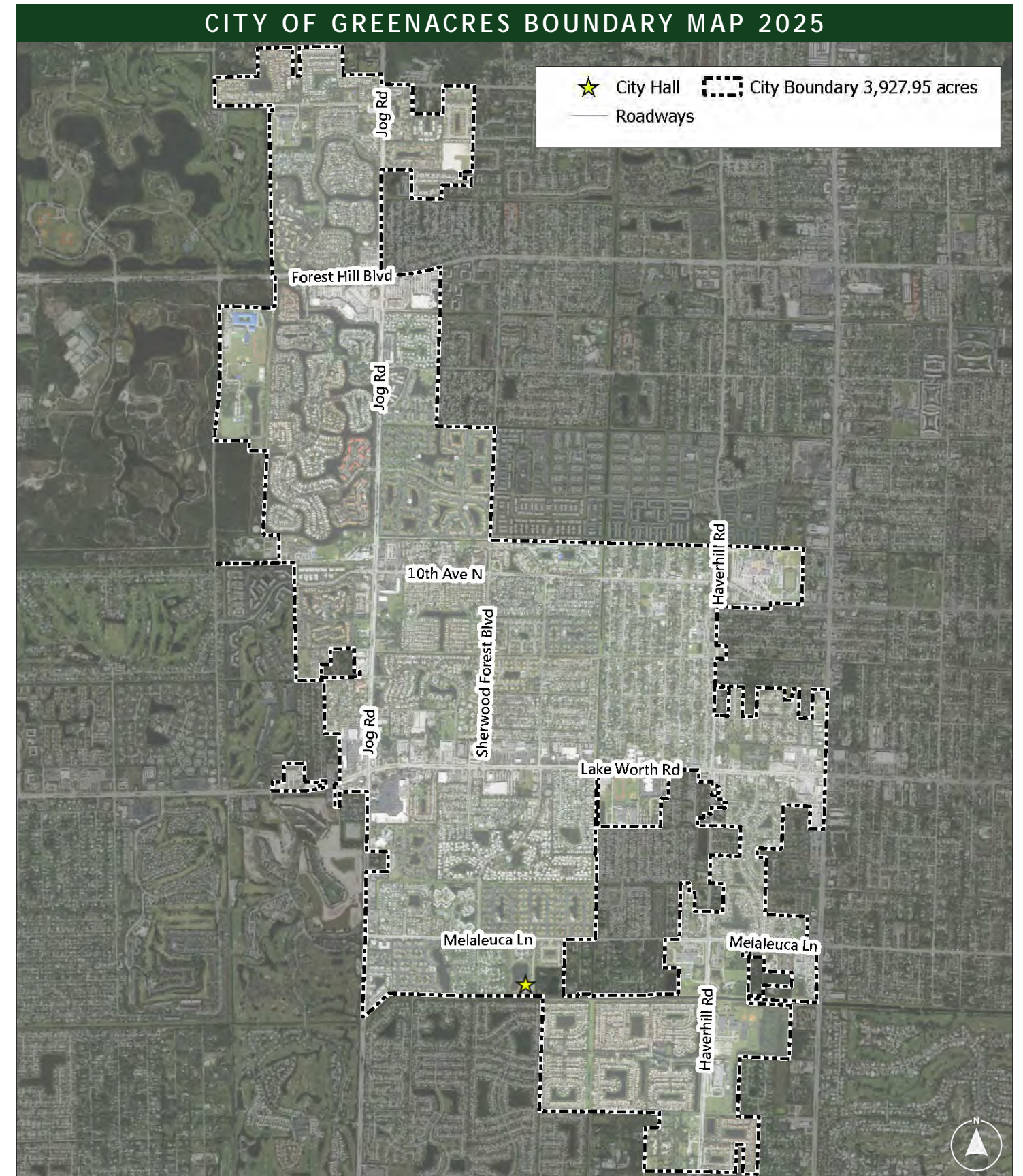
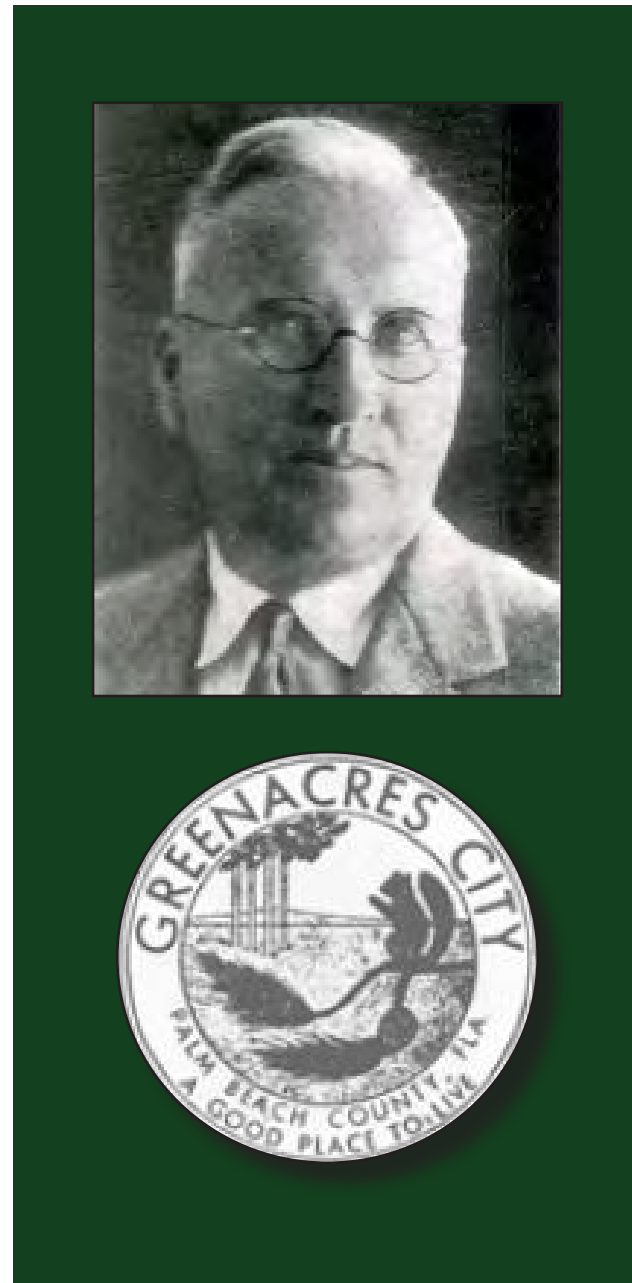
<sup>1</sup> <https://greenacresfl.gov/community/page/greenacres-historical-events>

<sup>2</sup> <http://www.pbchistoryonline.org/page/greenacres>

**Figure 9** Top right, 1923 Lawrence C. Swain

**Figure 10** Bottom right, City Seal from 1945

**Figure 11** Far right, boundary map of City of Greenacres





## II. BACKGROUND

### INTRODUCTION

The City of Greenacres' Comprehensive Plan was originally adopted in 1989 and has since been adapted to meet the ever-changing needs of the City. In addition to the Comprehensive Plan, the City of Greenacres has also undertaken regular efforts to improve the City's long-term planning.

In the 2000s, City officials worked hard to create a long-term vision for the City, culminating in the improvement of parks, a new Public Safety Station and Municipal Complex, and construction of the Community Center on Swain Boulevard. This long term-visioning also contributed to increased programming and activities for residents to enrich their lives in the community.

In 2019, the City took these efforts further with the creation of a Vision and Strategic Action Plan. This outlined several strategy areas for Greenacres including economic development prosperity, sustainability and mobility, community connectivity, and market positioning. This is further complimented by the City's Comprehensive Plan (revised in 2024) and a partnership with the Urban Land Institute in 2024 to create a vision for the downtown. These recent efforts, more fully described below, are designed to tailor to the City's continued growth and goal to remain true to their slogan of Greenacres as, "A Great Place to Live, Learn, Work, and Play."

### 2019 STRATEGIC ACTION PLAN

In 2019, the City of Greenacres undertook the task of creating a Vision and Strategic Action Plan for the City. The strategic plan was developed based on market analysis, economic development assessment, and stakeholder input. The plan presents five strategy areas aimed at supporting economic development in the City. These include economic development prosperity, redevelopment facilitation, sustainability and mobility, community connectivity, and market positioning. The Safety Action Plan helps implement this prior effort, with recommendations that are aligned to help advance the "strategic areas" emphasized at its core.

### URBAN LAND INSTITUTE - VISION FOR A DOWNTOWN

To meet the needs of the City's growing population and the desire to keep true to Greenacres' slogan of "A Good Place to Live," the Urban Land Institute (ULI) led a visioning process in 2023/24 for a new downtown area in Greenacres. The primary goals of this effort were to identify a site for downtown and provide guidance to the City for successful redevelopment. The process focused on the Swain Boulevard corridor as the new downtown area, home to the Community Center, incoming infrastructure improvements, historical significance, and a central location. The effort provided recommendations regarding branding, place-making, transportation, public art, and expanded community facilities.

**Figure 12** Right, cover from City of Greenacres Vision for a Downtown

**Figure 13** Top right, Greenacres Community Center

**Figure 14** Bottom right, cover page from the City of Greenacres 2019 Vision & Strategic Plan





# II. BACKGROUND

## DEMOGRAPHIC ANALYSIS

### INTRODUCTION



As the 8th largest city in Palm Beach County, the City of Greenacres is a full-service municipality with a population of 44,000 people per the 2024 population estimates. Spanning just over 6 square miles, the City is centrally positioned in the County, roughly 20 miles north of Boca Raton, 20 miles south of Tequesta, and slightly west of the midpoint between Lake Okeechobee and the Atlantic Ocean.

### POPULATION CHARACTERISTICS

While Palm Beach County’s population is older on average than the state of Florida, Greenacres’ population is considerably younger. With a balanced distribution of men and women in the City, the median age of Greenacres residents is 38 years, considerably younger than the state’s median of nearly 43 years or the County’s median age that is approaching 46 years. Consistent with these statistics, more than 26% of the City’s population is aged 19 years and younger, considerably higher than the County’s roughly 21% of residents in this age cohort. Within the youngest age bracket, the City’s population is expanding more rapidly in the 9 years and younger range versus the County’s tendency towards older children. This is consistent with the general lower price of housing in Greenacres and the inclusion of 5 public elementary schools among the 9 public schools nestled within the City Limits.

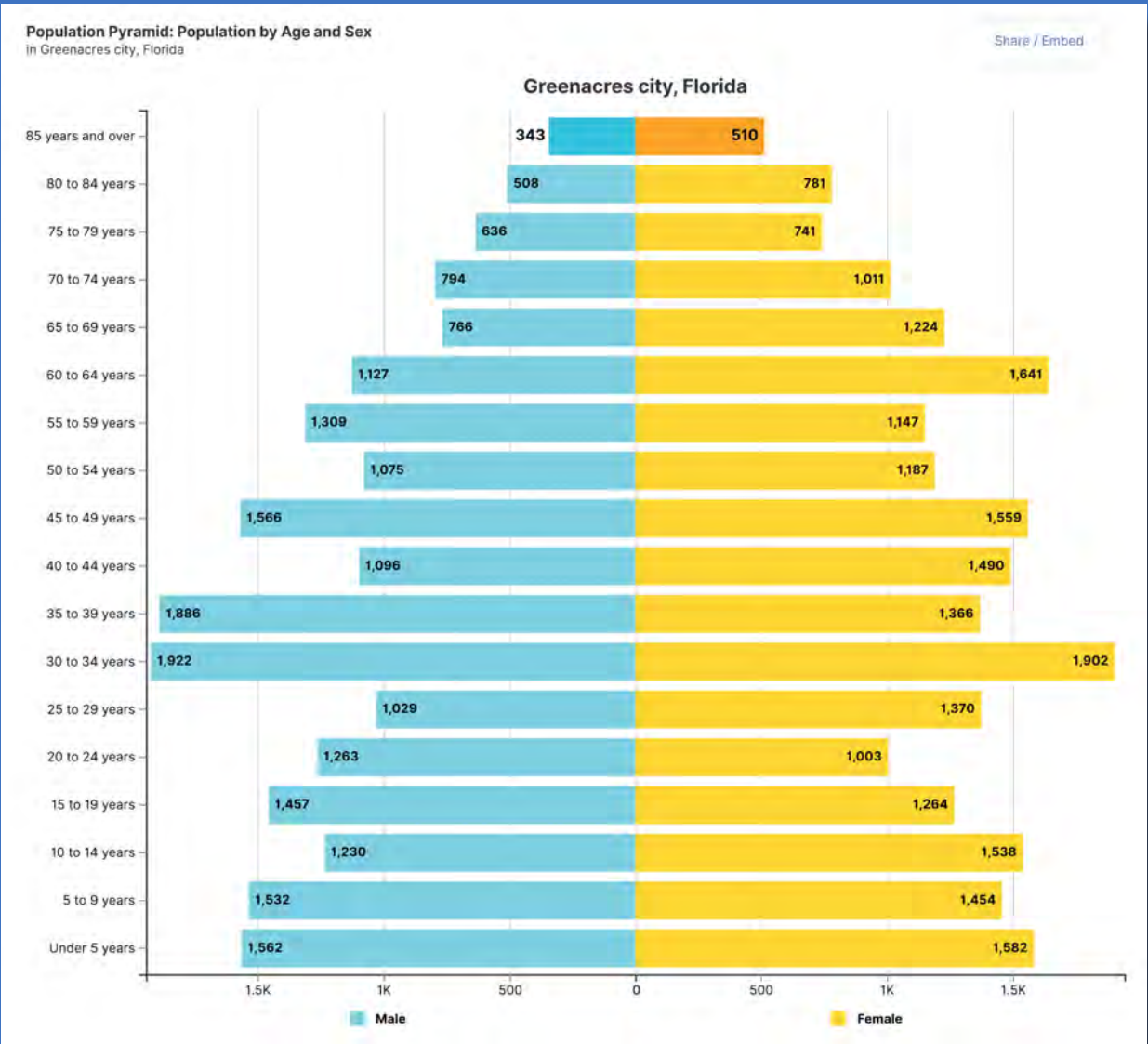
Greenacres age demographics are consistent with the community’s vitality and the high activity levels of the City’s population, with lots of school-aged children attending the dozen Greenacres schools. In recent years, the City has considerably expanded its community and recreational programming to serve this younger population segment. For transportation impacts, these statistics also point towards the high volumes of non-motorized travelers in the City. Greenacres has thousands of school-aged children walking, riding, and rolling to and from City schools twice per day on sidewalks and corridors that also carry an above-average number of babies in strollers and toddlers on training wheels. These statistics also reinforce the need for safer streets, as this exposed segment of the traveling public is less visible and much more vulnerable than the drivers that circulate through the City’s streets.



Figure 15 Above, Greenacres is a city for all ages.

Figure 16 Right, City demographic data from the American Communities Survey, www.census.gov.

## AVERAGE AGE: GREENACRES



### Age and Sex

45.6 ± 0.1

Median Age in Palm Beach County, Florida

42.8 ± 0.2

Median Age in Florida

### Age and Sex

38.0 ± 2.2

Median Age in Greenacres city, Florida

42.8 ± 0.2

Median Age in Florida





## II. BACKGROUND

### DEMOGRAPHIC ANALYSIS

#### HOUSEHOLD SIZE

Given the younger age characteristics of the Greenacres population, with more school-aged children than the typical Palm Beach County community, it is not surprising to find the City also has larger household sizes than typically found in the County or across the state. While the average Florida household contains 3.03 people per unit, with 3.09 persons per dwelling unit on average across Palm Beach County, Greenacres households tend to be 10% larger on average, containing 3.35 persons per unit. Data on these statistics is provided in Figure 18 and Figure 19. For Greenacres, larger household sizes translate into increased population densities in the City’s neighborhoods, especially in the more densely developed Original Section and near the City’s schools, where housing values tend to be more affordable. With a higher concentration of young children in the City, and closer proximity of larger household sizes closer to schools, this data amplifies the need for safety improvements in and near the City’s neighborhoods where more individuals would be expected to be on foot, bicycle, scooter, and stroller along the roadway network.



**Figure 17** Above, students riding home from school in the Original Section.

**Figure 18** Right, upper image, demographic data related to City average household size from [www.census.gov](http://www.census.gov).

**Figure 19** Right, lower image, demographic data related to County average household size from [www.census.gov](http://www.census.gov).

#### AVERAGE HOUSEHOLD SIZE: GREENACRES

##### Families and Household Characteristics

**3.35** ± 0.14

Average Family Size in Greenacres city, Florida

**3.03** ± 0.01

Average Family Size in Florida

DP02 | 2023 American Community Survey 5-Year Estimates

##### Total Households by Type of Households in Greenacres city, Florida

Married-couple family household - 42.6%

Male householder, no spouse present, family household - 18.1%

Female householder, no spouse present, family household - 33.3%

0% 5% 10% 15% 20% 25% 30% 35% 40%

#### AVERAGE HOUSEHOLD SIZE: PALM BEACH COUNTY

##### Families and Household Characteristics

**3.09** ± 0.06

Average Family Size in Palm Beach County, Florida

**3.03** ± 0.01

Average Family Size in Florida

DP02 | 2023 American Community Survey 1-Year Estimates

##### Total Households by Type of Households in Palm Beach County, Florida

Married-couple family household - 48.0%

Male householder, no spouse present, family household - 16.9%

Female householder, no spouse present, family household - 28.4%

0% 5% 10% 15% 20% 25% 30% 35% 40% 45%





II. BACKGROUND

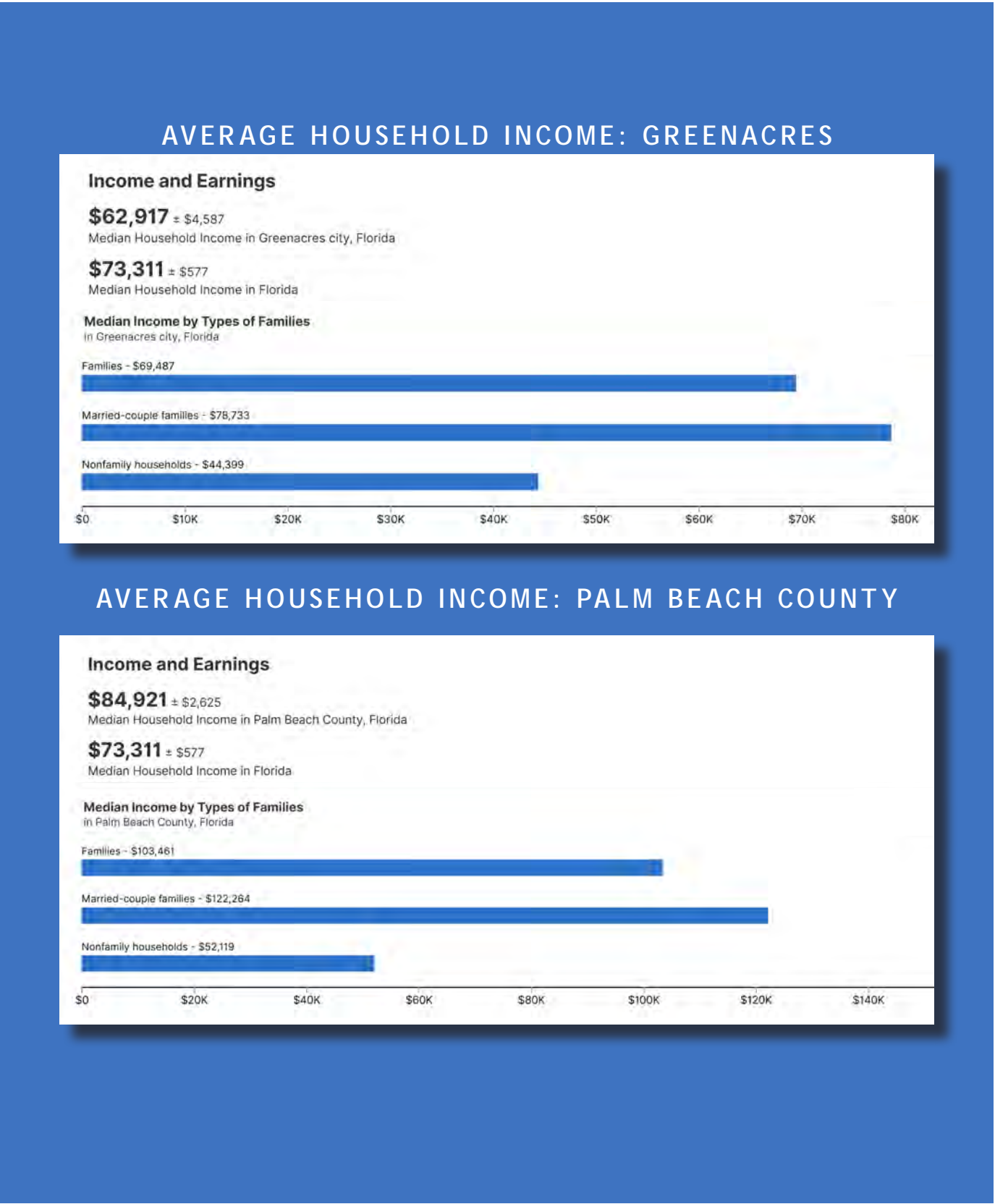
ACS DATA  
AVERAGE HOUSEHOLD INCOME



Throughout the City’s history, Greenacres has been known as a “good place to live,” with a keen focus on creating quality, stable neighborhoods for families. Consistent with this family focus, the City’s income demographics reflect the relative affordability of its residential housing stock, especially as compared to the County overall. The City of Greenacres has average household incomes of \$62,917, 16% lower than the average Florida household incomes and fully 35% less than Palm Beach County’s \$84,921. With a generally younger population that tends towards more modest incomes, Greenacres residents would be expected to have greater multi-modal demands, with more transit riders along with pedestrians and cyclists. The increased volume of “exposed users” on the transportation network, combined with high volumes of fast-moving traffic through the City, creates inherent vulnerability for those users, raising the priority for safety interventions and a need to rethink how the City is connected.



**Figure 20** Above left, cyclist on Haverhill Road.  
**Figure 21** Above right, pedestrian jaywalking on 10th Avenue North.  
**Figure 22** Right upper image, demographic data related to City average household income from [www.census.gov](http://www.census.gov).  
**Figure 23** Right bottom image, demographic data related to County average household income from [www.census.gov](http://www.census.gov).





II. BACKGROUND

ROADWAY JURISDICTION

The City of Greenacres contains a multi-modal transportation network that includes facilities under the jurisdiction of the City, county, and state. The transportation network is ingrained in a rich land use context that contains both suburban and urban uses and patterns. The primary transportation network includes several categories of roadways: (1) principal and minor arterials, which are the largest roadways carrying the highest volumes of traffic; (2) major and minor collectors, which are smaller roadways connecting internal districts to the arterials; and (3) neighborhood streets, which are the smallest roadways, dispersing traffic within neighborhoods to individual parcels. A map of roadway jurisdiction is provided in Figure 25.

FUTURE LAND USE

The City’s future land use designations reflect a mix of predominately residential use which constitutes nearly 75% of the City, followed by commercial/mixed-use properties that represent just under 13% of the total land area. Greenacres strong commitment to parks and recreation is evidenced by the more than 125 acres of land dedicated to this use. A future land use summary and map are provided in Figure 24 and Figure 26.

ZONING

Complementing the City’s future land use designations, the City’s zoning map, provided in Figure 27, indicates the predominance of residential use within the City limits. Commercial zoning districts are concentrated along major county and state roads, while City streets provide the greatest access to and within residential neighborhoods. The zoning map helps illustrate the broad distribution of park and recreational facilities across the City, which highlights their proximity to neighborhoods as well as the separation between parks, recreational facilities, and Greenacres residents.

| Future Land Use                    | Acres           |
|------------------------------------|-----------------|
| RESIDENTIAL LOW DENSITY            | 733.48          |
| RESIDENTIAL MEDIUM DENSITY         | 1,672.60        |
| RESIDENTIAL HIGH DENSITY           | 232.10          |
| RECREATION OPEN SPACE              | 126.15          |
| COMMERCIAL                         | 394.13          |
| MIXED USE                          | 59.73           |
| PUBLIC INSTITUTION                 | 258.60          |
| No FLU (Canals & Rights-of-way)    | 57.78           |
| <b>Total Future Land Use Acres</b> | <b>3,534.57</b> |

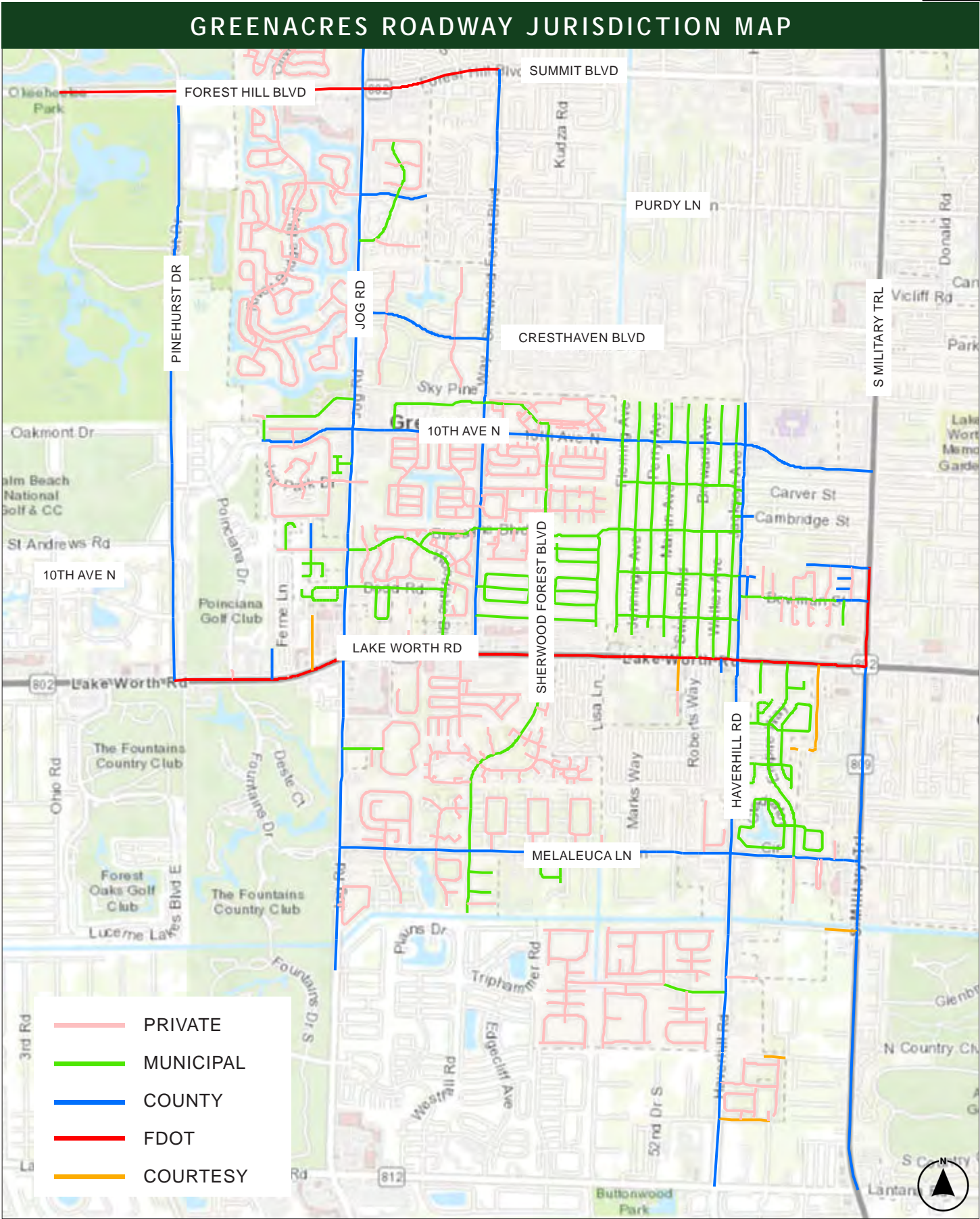
*Source: Greenacres GIS, 2024*

Figure 24 Above, distribution of future land use by category

Figure 25 Right, map of right-of-way jurisdiction

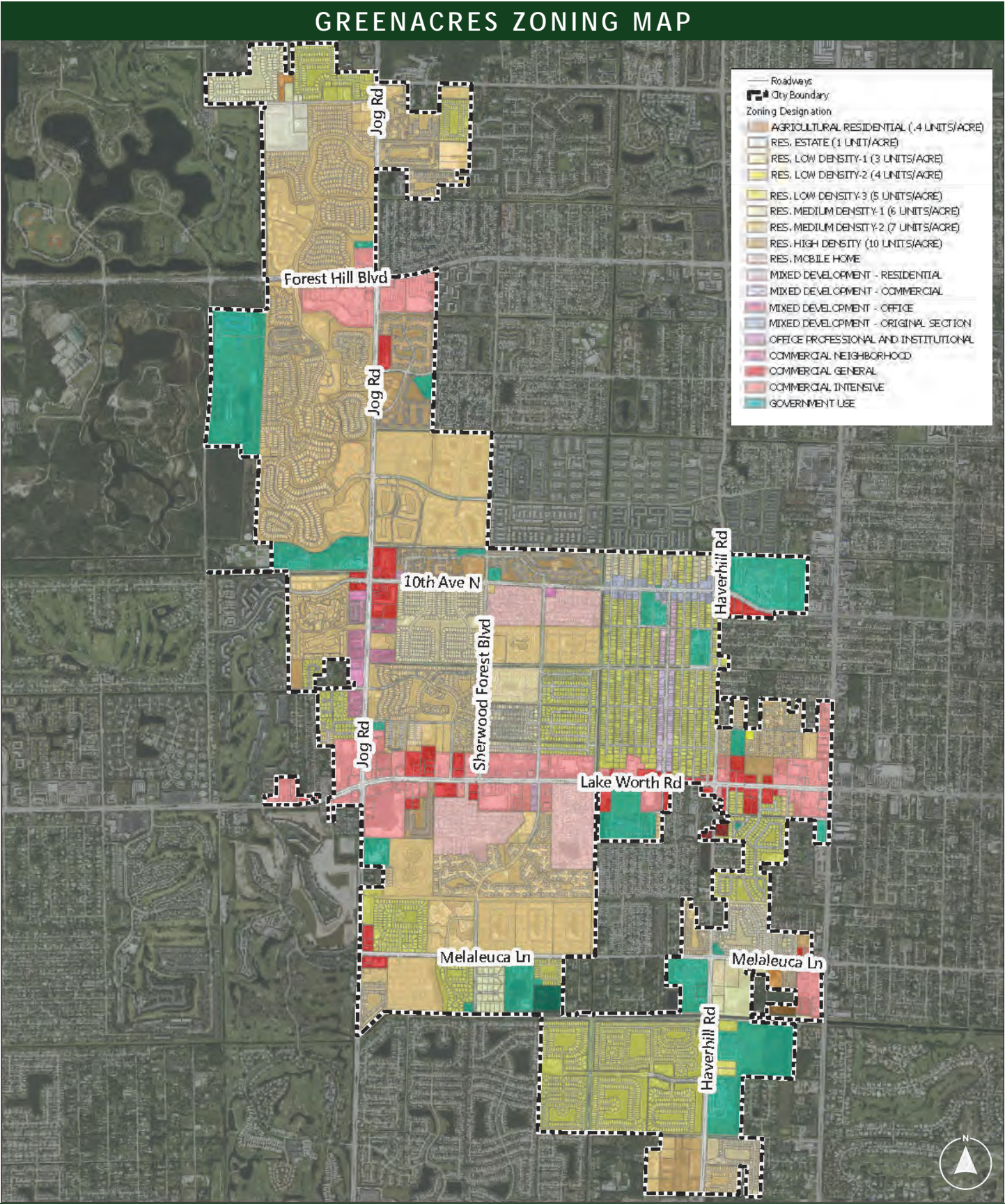
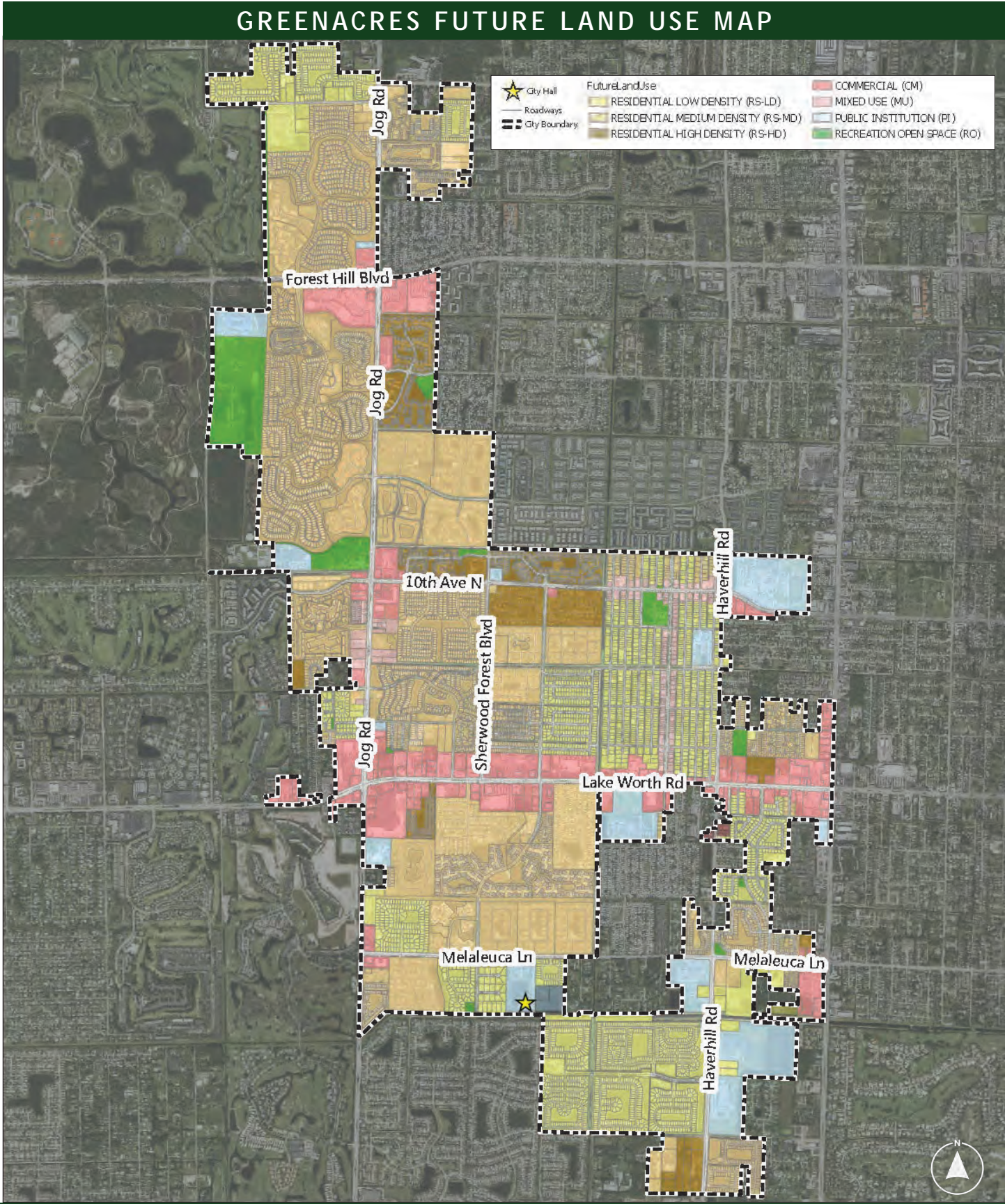
Figure 26 Next page left, Future Land Use Map of Greenacres

Figure 27 Next page right, Zoning Map of Greenacres





II. BACKGROUND





## II. BACKGROUND

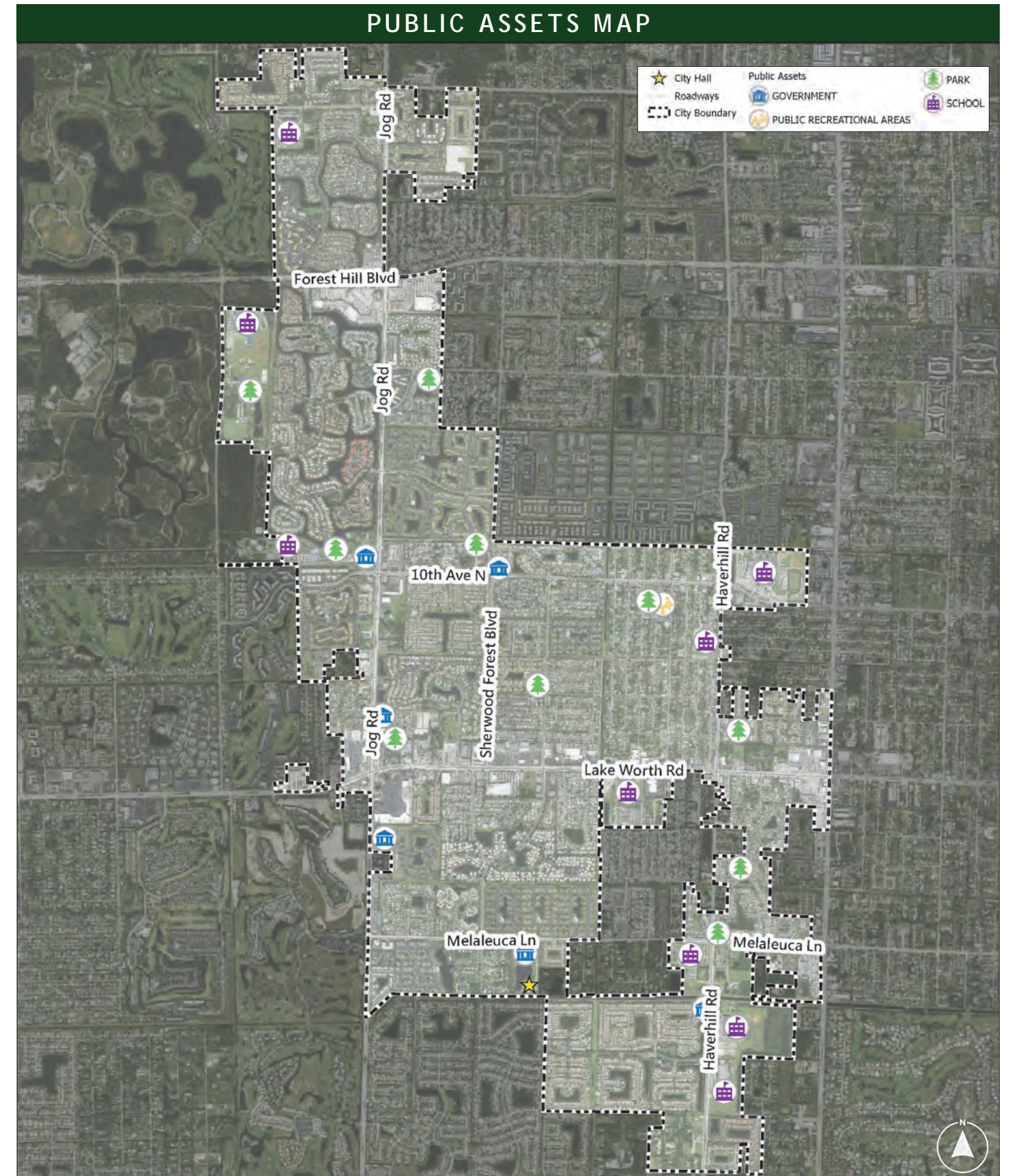
### PARKS & PUBLIC ASSETS

Among the many factors that add to Greenacres desirability is its considerable inventory and distribution of public assets. Greenacres contains a dozen schools within the City Limits, 9 of which are public schools along with 3 private schools. The City boasts 125 acres of parks and recreational property, including a full-service community center on Swain Boulevard, as well as a Greenacres branch of the County library system and a US Post Office. The City Hall campus, which includes municipal and other governmental functions, is adorned with public art and a wooded walking trail. Additionally, the City contains a full-time Women, Infants and Children (WIC) center, which adds to the services and resources conveniently available to City residents.



**Figure 28** Above, image of lake trail at City Hall

**Figure 29** To the right, Public Assets Map





## II. BACKGROUND

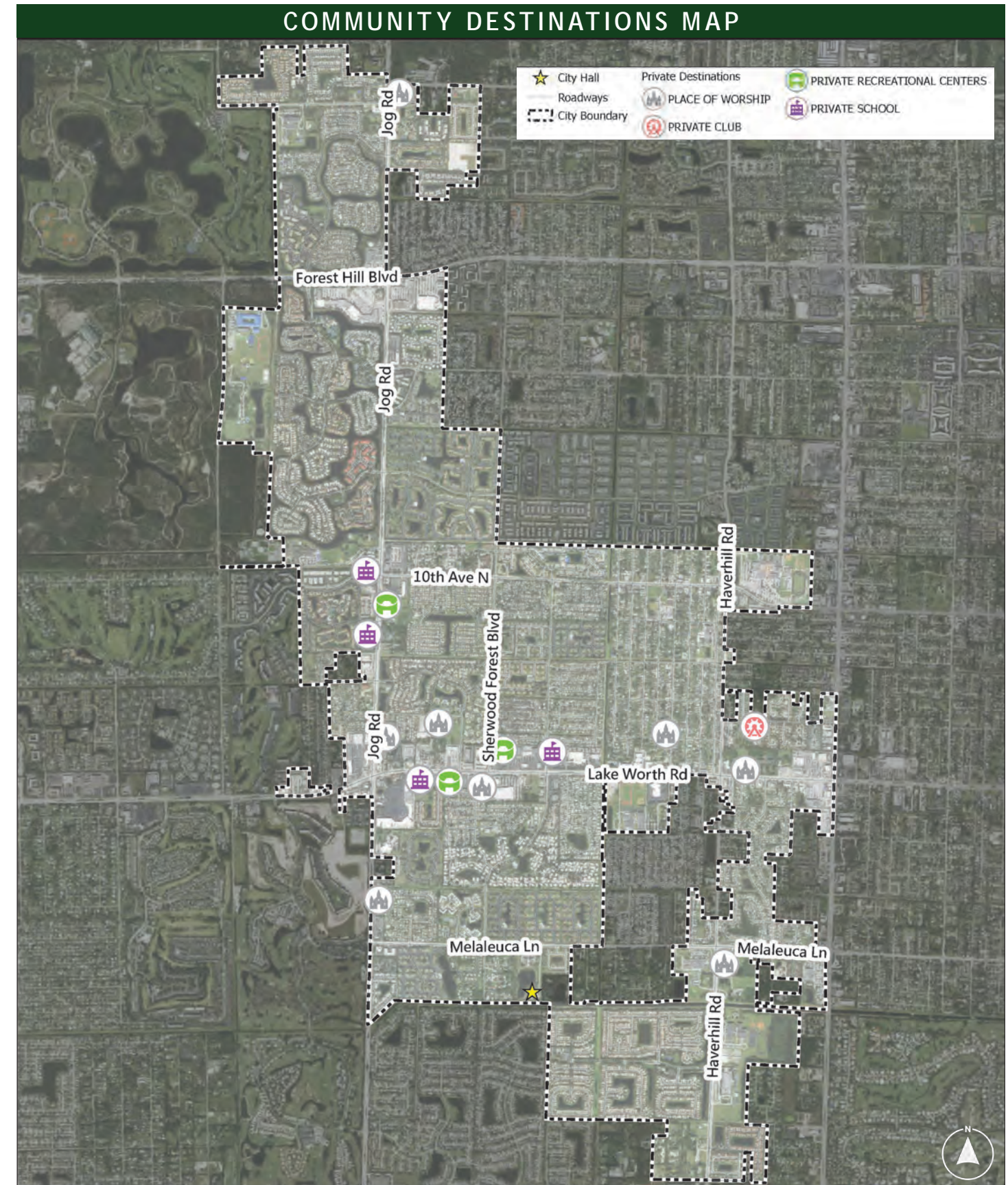
### OTHER COMMUNITY DESTINATIONS

Adding to the public destinations throughout the community and as illustrated in Figure 31, Greenacres also contains an array of private destinations that add to its livability. The City has a variety of places of worship, many of which are walking distance from neighborhoods. Commercial and professional centers contain both national franchise, regional, and local “mom and pop” businesses that cater to Greenacres residents. Many communities try to accomplish a mix of land uses that establishes a “15-minute city,” wherein the basic needs of daily life are ideally and potentially attainable within a 15-minute travel distance (see Figure 30). With the range of goods, services, and experiences available throughout the community, most of the daily needs for residents appear available within 15 minutes of most homes in the City, underscoring the importance of improving connectivity within the City to allow Greenacres residents to benefit from this proximity.



**Figure 30** Above-left, diagram illustrating ideal resources available in a 15-minute city

**Figure 31** To the right, map indicating location of community destinations within Greenacres





## II. BACKGROUND

### PEDESTRIAN FACILITIES

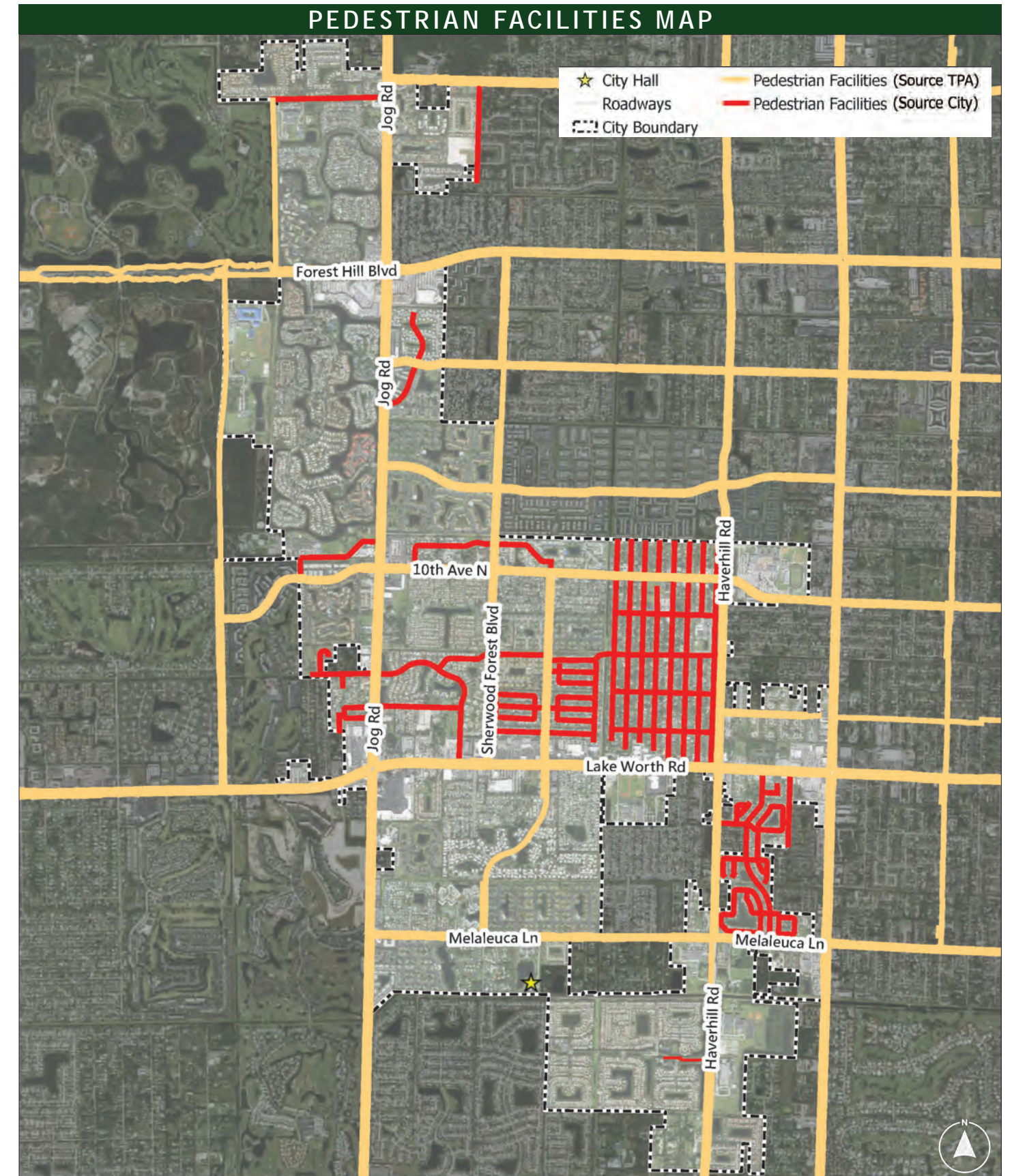
The City's pedestrian network is extensive and contains a mix of smaller sidewalks and several wider multi-use paths (see Figure 33). County and state roads tend to contain mostly 5-6-foot sidewalks, many of which parallel grassed utility strips located between the edge of sidewalk and roadway curbs. City streets tend to contain 4-5-foot sidewalks, with the greatest sidewalk concentration in the City's Original Section. The Dillman and Ferreri Park Trail, located in the northwest quadrant of Greenacres, provide wider, grade-separated shared-use paths bringing users near the County's Okeeheelee Park, located north of Forest Hill Boulevard, and Samuel J. Ferreri Community Park, which is located along Jog Road.

As visible in the pedestrian facilities map, the City's network is somewhat gridded, with generally half-mile spacing between major corridors except for the primarily unincorporated area between Sherwood Forest Boulevard and Haverhill Road where there are roughly one-mile blocks without internal sidewalk connections from Summit Boulevard south to 10th Avenue North. Although a drainage canal is positioned in the center of these blocks, Lake Worth Drainage District regulations currently preclude the installation of a pedestrian trail along the canal banks. Through redevelopment, there could be opportunities to introduce new pedestrian connections through the City along other municipal roadways to add to pedestrian connectivity over time.



**Figure 32** Above, image of kids walking from school along Biscayne Drive

**Figure 33** To the right, Pedestrian Facilities Map





## II. BACKGROUND

### BICYCLE FACILITIES

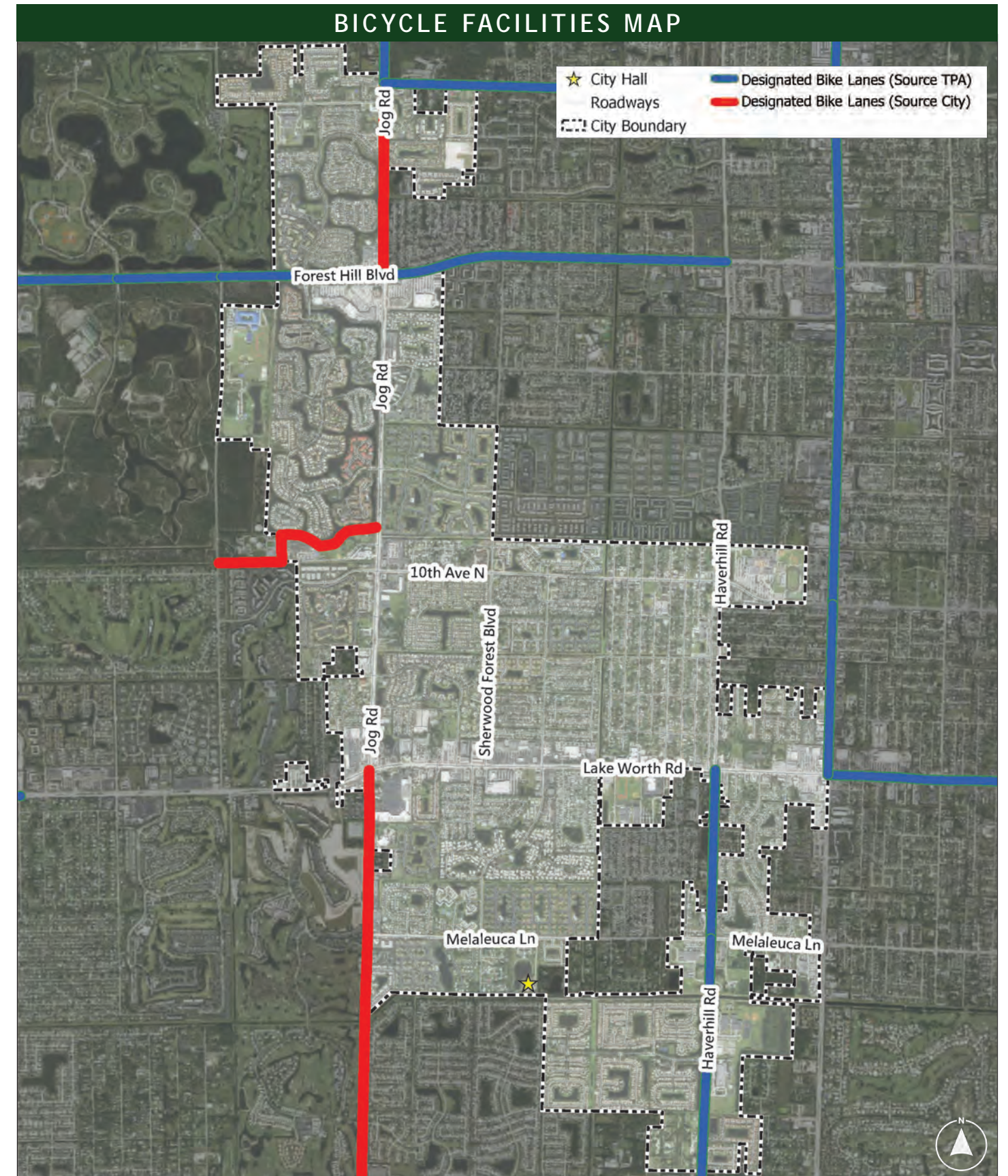
Unlike the City's pedestrian network, the City's bicycle network has severe deficiencies, with a lack of consistent and connected bicycle facilities available to residents (see Figure 35). The few roadways that contain bicycle lanes are disconnected, with isolated segments along Summit Boulevard, Jog Road, Forest Hill Boulevard, S. Military Trail, and Haverhill Road. There are unmarked paved shoulders along most county and state roads; however, these facilities offer no protection for cyclists who, instead, tend to ride on sidewalks to distance themselves from fast-moving traffic. With the high crash rates in the city limits and population demographics, it is desired that routine resurfacing of county and state roads will include appropriate modifications to address this bicycling deficiency over time, either with the inclusion of bicycle lanes or wider sidewalks and shared-use paths, to improve the safety and functionality of these corridors.

The introduction of a formal bicycle network, with the delineation of premium corridors, offers a significant safety enhancement for the City of Greenacres. Given typical design speeds of 25 MPH, many City streets are eligible for sharrow markings, which could function safely and appropriately if complemented by appropriate traffic calming to slow cut-through traffic traveling between county and state arterials.



**Figure 34** Above, image of cyclist on narrow Lake Worth Road sidewalk.

**Figure 35** To the right, Bicycle Facilities Map.





# III. CATALOG OF IMPROVEMENTS

## OVERVIEW

To develop a Greenacres Safety Action Plan, a Catalog of Improvements has been developed to improve the safety, accessibility, mobility, and connectivity of the City’s transportation network. Considering the land use composition of the City, the Catalog provides examples of various interventions for the different types of roadways in Greenacres, designed to improve the motorized and non-motorized realms that comprise the transportation network.

Since the early 2000s, the idea of a transportation network as a series of “complete streets” has become a national trend and industry standard. A core principle in the design of Complete Streets is the equal and equitable consideration of all members of the traveling public, including motorists as well as pedestrians, cyclists, transit riders, and other non-motorized users. Florida adopted an official Complete Streets policy

in 2014, followed by the adoption of design guidelines 2018 reinforced by complementary supportive actions at the county and local level. Most recently, the Palm Beach Transportation Planning Agency adopted updated Complete Streets design guidelines in 2023.

To better calibrate land use/transportation planning, FDOT established a “Context Classification” that differentiates rural, suburban, and urban land use conditions by density, scale, and composition (see Figure 36). Rather than a “one size fits all” approach to transportation planning, the land use context is integral to help put “the right street in the right place.” Design of transportation systems that better correspond to the land use conditions in which they exist, and respectively, the types of travelers in those conditions, enables networks that have greater safety, connectivity, accessibility, and functionality.

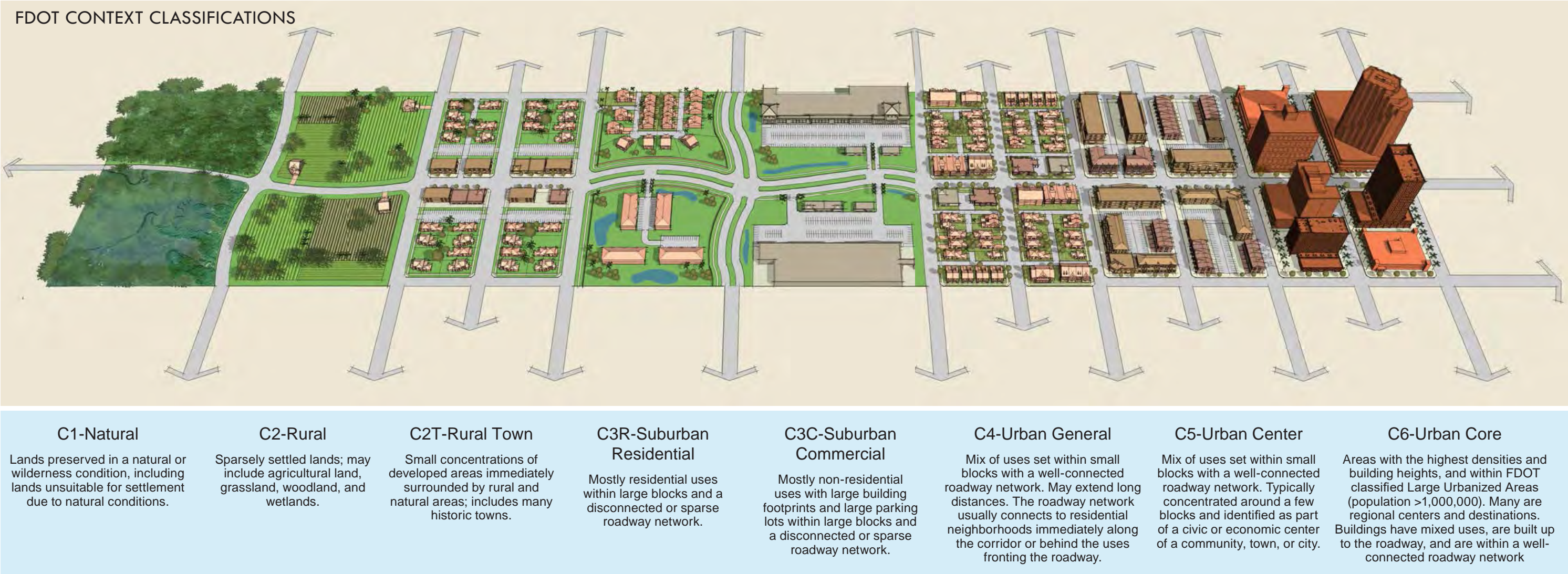


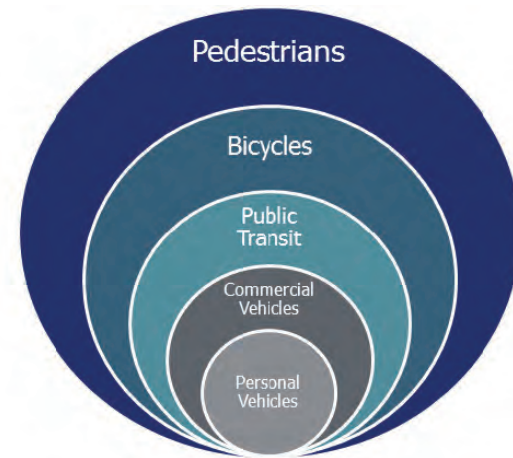
Figure 36 Overview of Context Classifications, Florida Department of Transportation Context Classification Guide, October 2024



### III. CATALOG OF IMPROVEMENTS

#### LAND USE CONTEXT

The consideration of land use context and the design approach for both motorized and non-motorized travelers is a foundational component of well planned transportation networks. The different types of travel modes provide different levels of protection for those travelers, with personal vehicles offering the greatest personal protection while bicyclists and pedestrians have the greatest exposure (see Figure 39). Awareness of this safety challenge elevates the need to consider roadway design differently in modern transportation systems.



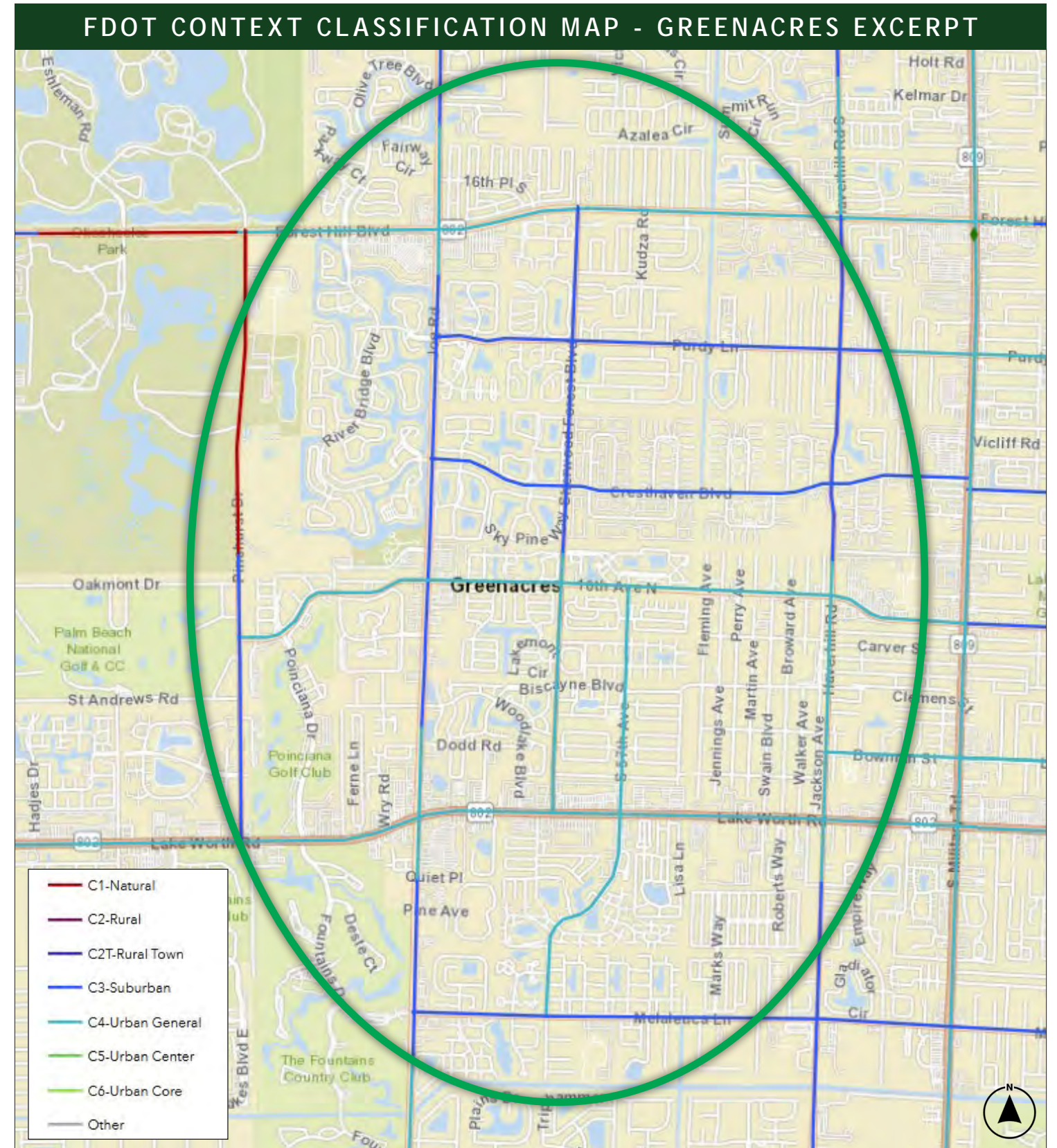
**Figure 39** Travel modes and exposure risk diagram

Land development patterns in the City of Greenacres are a mix of suburban and urban. FDOT assigns context classifications to select roadways in the transportation network. As depicted in the excerpt from the FDOT Context Classification Map, FDOT has classified most roadways in the City as C3 (Suburban) or C4 (Urban General), with a C1 (Natural) classification assigned to Pinehurst Drive where it is adjacent to Okeeheelee Park (see Figure 40).

- Considering the land use context for transportation facilities is a core component of Complete Streets networks such that streets can be built or retrofitted to optimize how they complement adjacent activities and can best serve all members of the traveling public, regardless of mode.
- Similar to many suburban communities, the City's roadway network has been designed to primarily accommodate vehicular needs. However, Complete Streets are proactively designed to equally accommodate the needs of all users, elevating the safety design emphasis for pedestrians, bicyclists, and transit users equally with the needs of motorists.
- Non-motorized users are the most exposed in the transportation network and have historically been given less design emphasis than motorists. Complete Streets elevates the design priority for pedestrians, bicyclists, and transit riders such that safety, accessibility, and mobility are equally and equitably considered in roadway design. Transportation facilities are intentionally designed with consideration of both the roadway and non-motorized realms.
- The catalog of improvements provided in this chapter offers a menu of best practice improvements for both the "roadway realm" and "non-motorized travel realm" along with examples of various intersection treatments to improve safety, efficiency, and flows.
- Considering the specific roadways in the City's transportation network, a roadway typology is provided in Chapter 5 that provides specific design recommendations for a select dozen Greenacres roads that represent the different types of facilities in the City. These recommendations consider land use context, roadway configuration, right-of-way, and safety challenges.

**Figure 37** The diagram above indicates the transportation design focus by degree of exposure and vulnerability.

**Figure 38** To the right, Greenacres excerpt from the FDOT Context Classification map. Source: <https://fdot.maps.arcgis.com>





III. CATALOG OF IMPROVEMENTS



Figure 40 Roadway cross-section graphic, Credit: PB TPA

To organize the elements of Complete Streets, roadway design is considered as a combination of the “roadway realm” wherein both motorized and non-motorized travel occurs, and the “non-motorized travel realm,” which the area that can accommodate street amenities and components immediately adjacent to land use frontage. The safety, comfort, convenience, and accessibility of non-motorized users can be advanced through the application of intentional design elements to better protect these users. Additionally, by raising the visibility and safety of non-motorized users, conflicts between vehicles and non-motorized users can be reduced, which raises the safety, efficiency, and functionality of roads for drivers as well. Figure 40 provides a roadway cross-section graphic depicting the relationship between the motorized and non-motorized realms along with typical design elements of each. On the following pages, typical dimensions for these realms are provided for the various roadway classifications found in the City. Additionally, best practice examples of the various design components that are appropriate to the Greenacres context are provided in this chapter.



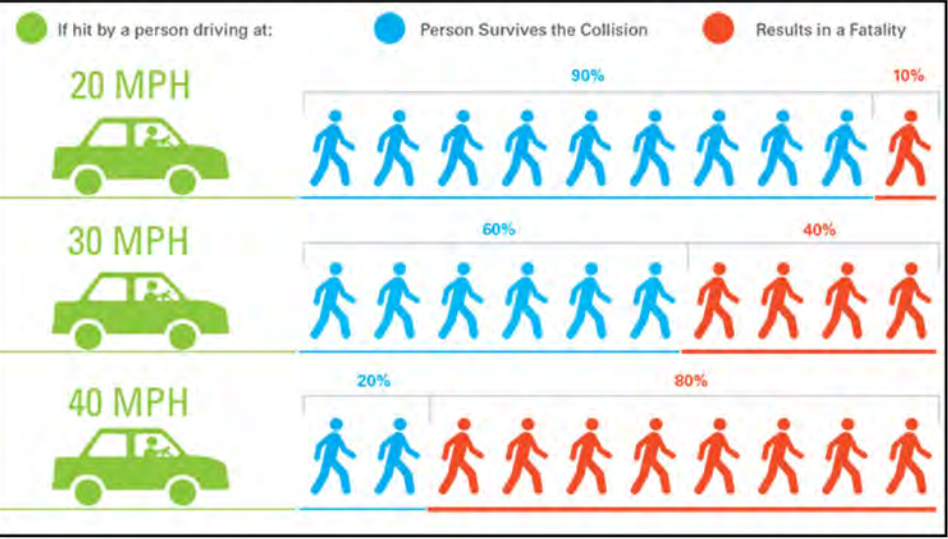


### III. CATALOG OF IMPROVEMENTS

#### TRAFFIC CALMING & DRIVER PERSPECTIVE

According to the crash data from the Palm Beach TPA, the Greenacres transportation network has been averaging nearly 1,500 crashes annually over the past five years, with crashes distributed across the entire City. Given the rush hour flows on the county and state arterial network, the City's neighborhood streets frequently are used as cut-through routes for drivers seeking alternatives. This “through traffic” creates inherent safety conflicts for Greenacres residents. There is a relationship between the speed of drivers and driver perspective, wherein faster-moving drivers tend to focus further in the distance with a narrowed field of vision. In that higher vehicle speeds result in high-injury crashes and fatalities, traffic calming is an essential component of a safer Greenacres. A depiction of vehicle speeds and driver perspective is provided in Figure 41, with the relationship between vehicle speeds and fatality rates depicted in Figure 42.

#### Vehicle Speed vs. Chance of Survival



**Figure 42** Above, diagram indicating the exponential increase of fatalities in crashes with higher vehicle speeds

**Figure 43** Images to right, younger students move less predictably on the transportation network, reinforcing the need to slow traffic especially through neighborhoods,



**Figure 41** . As driver perspective narrows with higher speeds, people adjacent to roadways become less visible, priming potential safety conflicts in the City.





### III. CATALOG OF IMPROVEMENTS

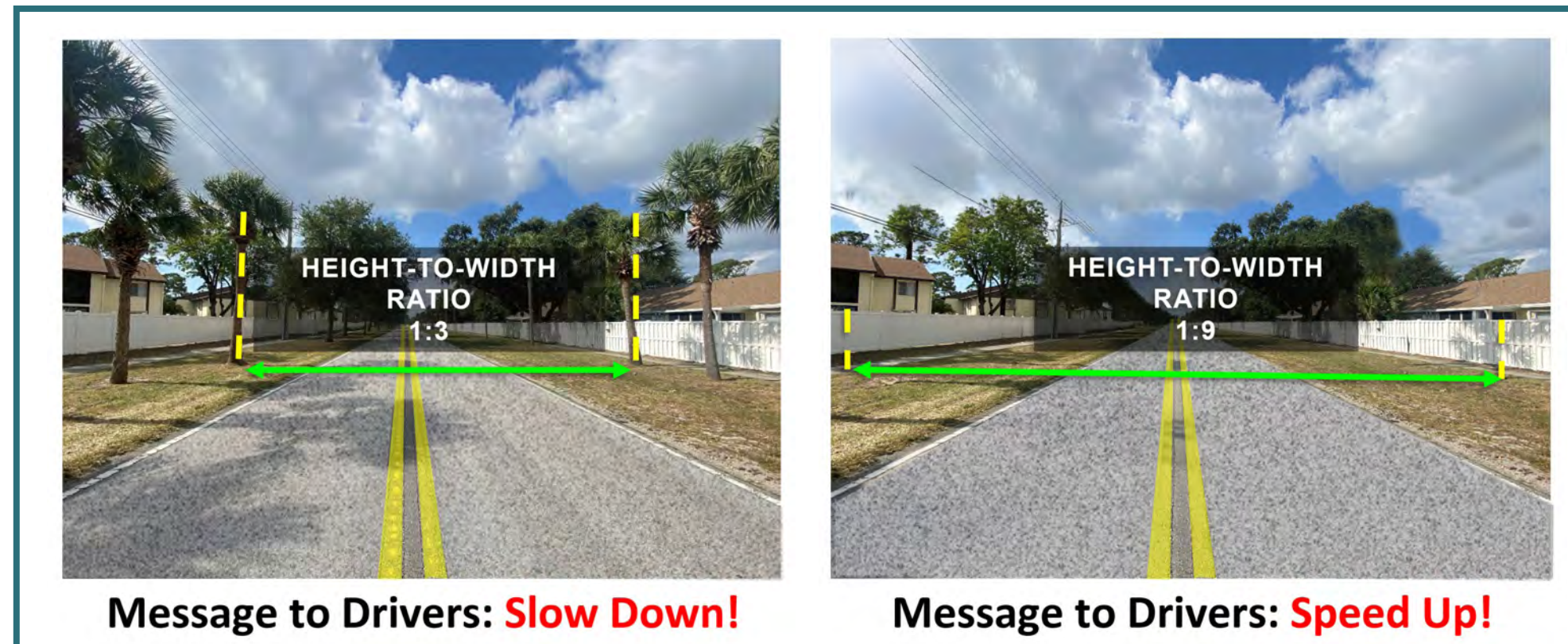
#### THE IMPORTANCE OF STREET TREES & THE “SENSE OF ENCLOSURE”

Landscape elements as a component of Complete Streets provide multiple benefits. For more than 30 years, the City of Greenacres has been designated as a “Tree City, USA” by the Arbor Day Foundation, reflecting the City’s commitment to beautification and place-making. Tree-lined roadways are signature elements of communities, raising property values, adding shade to mitigate heat effects, and providing safety by buffering pedestrians and cyclists from adjacent traffic. Trees also provide a vertical design element along roadways to help narrow driver perspective. The “height-to-width” ratio is an underlying planning principle wherein the relationship of vertical elements to the width of spaces corresponds to the sense of place and comfort of users at ground level. A ratio of 1:3 is considered the ideal relationship between these elements to enclose the space for ground-level users. This ratio creates an appropriately scaled setting for users in the “outdoor room” of roadways. Wider ratios reduce the “sense of enclosure,” leaving spaces empty and undesirable for pedestrians.

The sense of enclosure also relates to driver behavior. Smaller height-to-width ratios tend to slow drivers, who shift to a shallower focal point, closer to front of moving vehicles. Conversely, wider ratios broaden driver focus, distancing focal points which reduces driver awareness of activity along the roadway. Images illustrating the ratios as applied in a Greenacres example are provided in Figure 44 and Figure 45.



**Figure 44** . Typical street tree planting along collector roadway; Sherwood Forest Boulevard pictured as City example



**Figure 45** Height-to-width comparison of the relationship between street trees and a sense of enclosure; Sherwood Forest Boulevard modeled as typical Greenacres condition





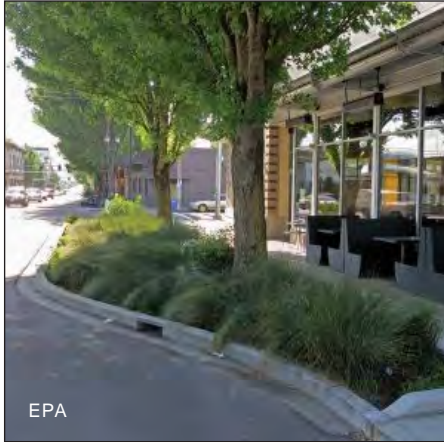
III. CATALOG OF IMPROVEMENTS

ROADWAY REALM



DESIGN ELEMENTS

BIOSWALE WITH SHADE TREES



CENTER LANDSCAPED MEDIAN WITH SHADE TREES



SOFT SHOULDER



PINCH POINT



TRAFFIC CIRCLE



PRIVACY WALL WITH PUBLIC ART



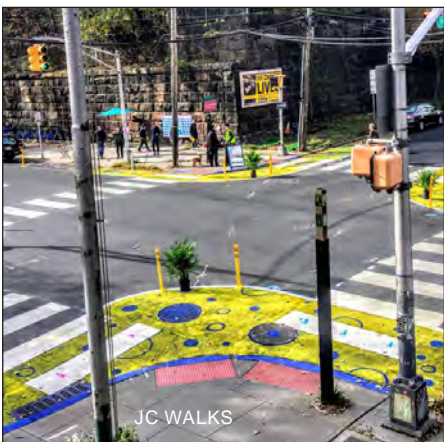
PERMEABLE ON-STREET PARKING



PERMEABLE PAVEMENT



CURB EXTENSIONS



ROADWAY REALM

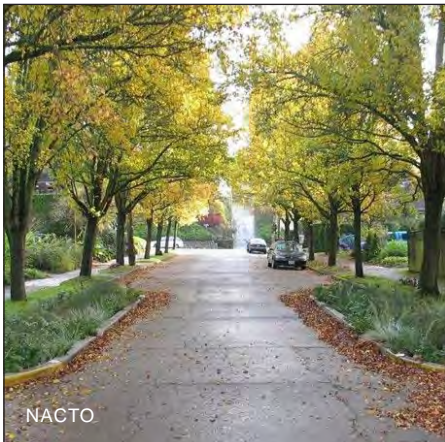


TRAFFIC CALMING ELEMENTS

SPEED HUMP



BIOSWALE BULB-OUTS



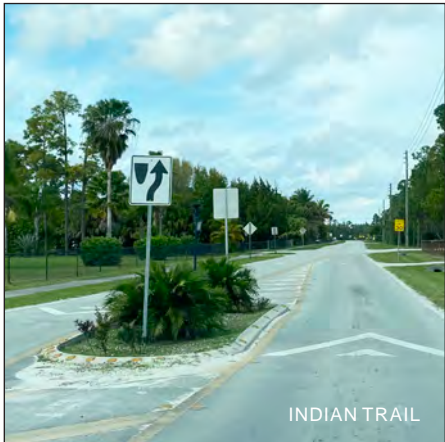
TEXTURED & LIGHTED CROSSWALKS



RUMBLE STRIPES



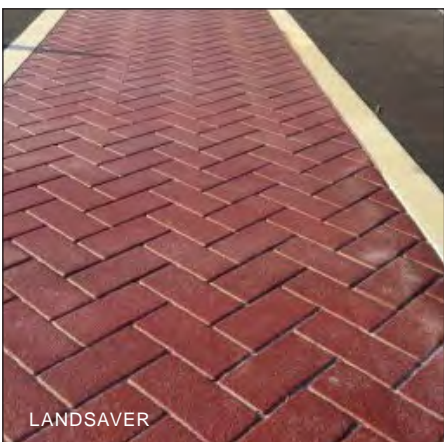
SPLITTER ISLAND (MEDIAN ISLAND)



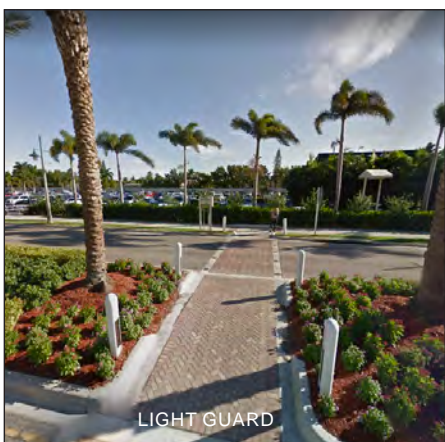
CROSSWALK WITH BIOSWALE



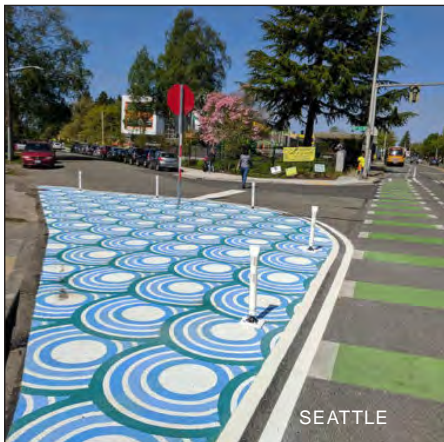
TEXTURED CROSSWALKS



LIGHT BOLLARDS



EXTENDED CURB BULB-OUT PAINTED





# III. CATALOG OF IMPROVEMENTS

## ROADWAY REALM BICYCLE ELEMENTS



BIKE RACK



THE PARK CATALOG

BICYCLE REPAIR STATION



BIKE MIAMI

BICYCLE BOX



NACTO

INTERSECTION CONDITION



PB TPA

BUFFERED BICYCLE LANE



BROWARD MPO

PROTECTED BICYCLE LANE



CITY OF BURLINGTON

DESIGNATED BICYCLE LANE



PALM BEACH TPA

SEPARATED BICYCLE LANE



AMERICAN SOCIETY OF ENGINEERS

2-WAY SEPARATED BICYCLE LANE



CAMBRIDGE

## NON-MOTORIZED TRAVEL REALM TRANSIT ELEMENTS



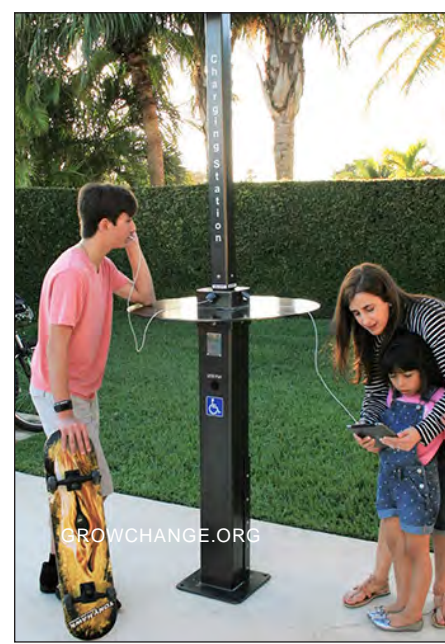
TRANSIT SHELTER, LIGHTING, SEATING & GARBAGE RECEPTACLE



PALM-TRAN

Transit provides important connections to the larger community, and transit shelters are a distinctive opportunity to showcase a community's identity. Properly designed transit shelters are typically complemented with signage, lighting, and seating. There are numerous other enhancements which may be appropriate for a transit stop, including bicycle racks, garbage receptacles, and public art. The Palm Beach TPA provides shelter guidelines in its Transit Shelter Design Guide and the City has had a number of shelters installed.

SOLAR CHARGING STATION



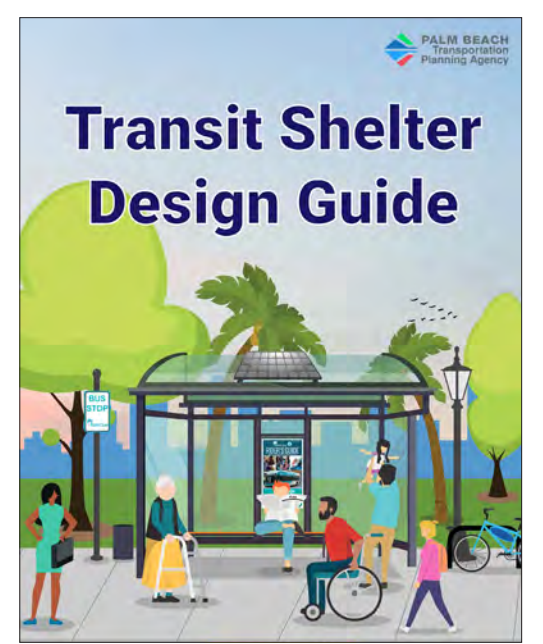
GROWCHANGE.ORG

SIMME-SEAT



SIMME SEAT

TRANSIT SHELTER DESIGN GUIDE





III. CATALOG OF IMPROVEMENTS

NON-MOTORIZED TRAVEL REALM



PEDESTRIAN ZONE

FURNISHING ZONE

SIDEWALK 6'+  
(ASPHALT/CONCRETE)



CITY OF CINCINNATI

SHARED-USE PATH 8' +  
(ASPHALT/CONCRETE)



FT. LAUDERDALE, FL

PATH LIGHTING



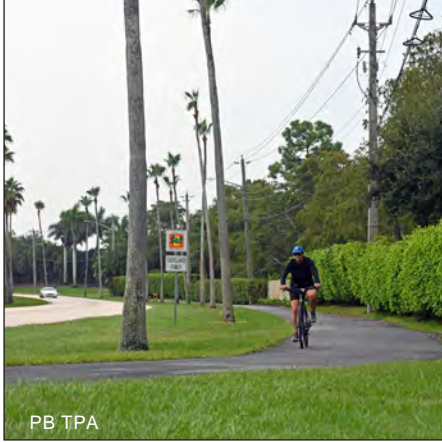
LUCEPLAN FIENILE

PATHWAY 8'+  
(ASPHALT)



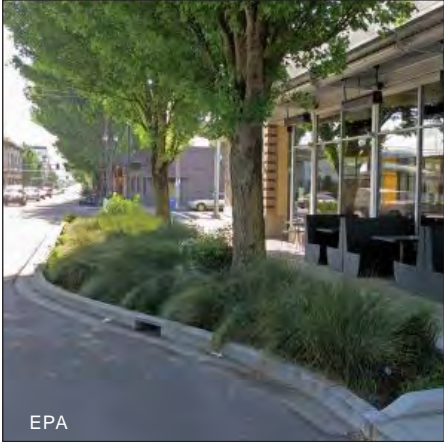
MIAMI SAFE STREETS SUMMIT

SHARED-USE PATH 10'  
(ASPHALT)



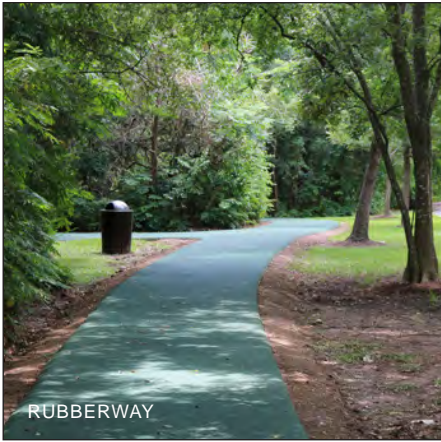
PB TPA

BIOSWALE RAIN GARDEN



EPA

SHARED USE PATH 10'+  
(FLEXIBLE SURFACE)



RUBBERWAY

SHARED-USE PATH 12'  
(CONCRETE)



PB TPA

SHADE TREES



GOULD EVANS

NON-MOTORIZED TRAVEL REALM



RECREATIONAL ELEMENTS

FRONTAGE ZONE

EXERCISE FITNESS



FT. PIERCE, FL

PARKLET



STUART MAIN STREET, FL

CAFE SEATING



FT. LAUDERDALE, FL

PAVILION & BENCHES



FREEDOM PARK, GREENACRES

PUBLIC ART



STUART, FL

PLANTERS & LANDSCAPING



WEST PALM BEACH, FL

WATER FOUNTAIN



CIVIC

SEATING & LANDSCAPING



PALM BEACH TPA

OVERHANGS & ARCADES



MCDOT





# III. CATALOG OF IMPROVEMENTS

## INTERSECTIONS

### TYPICAL CONDITIONS

ARTERIAL ROADWAY EXAMPLE DIAGRAM



COLLECTOR ROADWAY EXAMPLE DIAGRAM



## INTERSECTIONS

### MULTI-MODAL INTERACTION AT INTERSECTIONS



BICYCLE SIGNAL



PEDESTRIAN SIGNAL



### INTERSECTION SAFETY



BIKE BOX AT INTERSECTION, ASSIGNING PRIORITY TO CYCLIST



HAWK SIGNAL MID-BLOCK PROVIDING PEDESTRIAN REFUGE & ACCESS



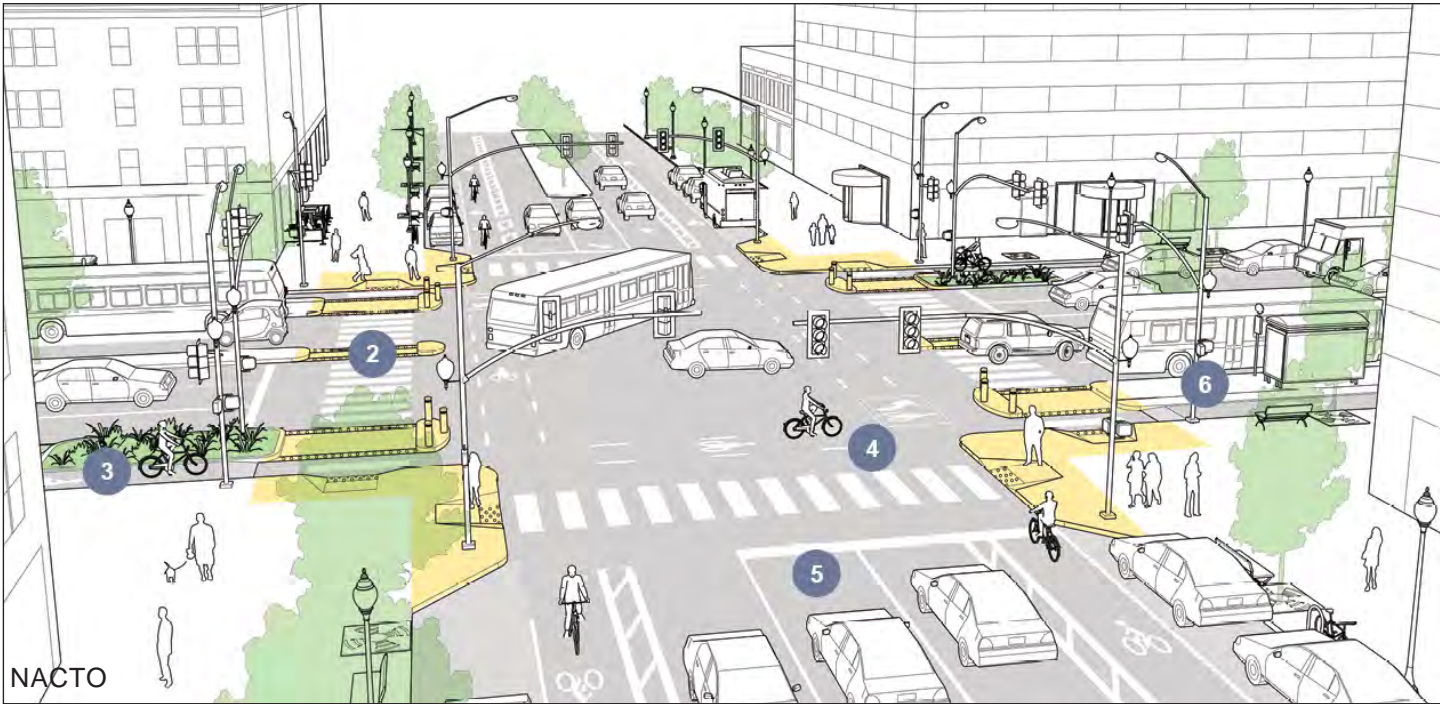


# III. CATALOG OF IMPROVEMENTS

## INTERSECTIONS

### INTERSECTION ELEMENTS

PROTECTED INTERSECTION



NACTO

PROTECTED INTERSECTION EXAMPLE DIAGRAM



NACTO

## INTERSECTIONS

### INTERSECTION ELEMENTS

ROUNDBOUT



US DOT

TRAFFIC CIRCLE



US DOT

OVAL-ABOUT



US DOT





III. CATALOG OF IMPROVEMENTS

LANDSCAPE IMPROVEMENTS

SHRUBS & BUSHES

SAND CHORD GRASS,  
*SPARTINA BAKERI*



HORIZONTAL COCOPLUM,  
*CHRYSOBALANUS ICAS*



NATIVE FIREBUSH,  
*HAMELIA PATENS*



SHADE TREES

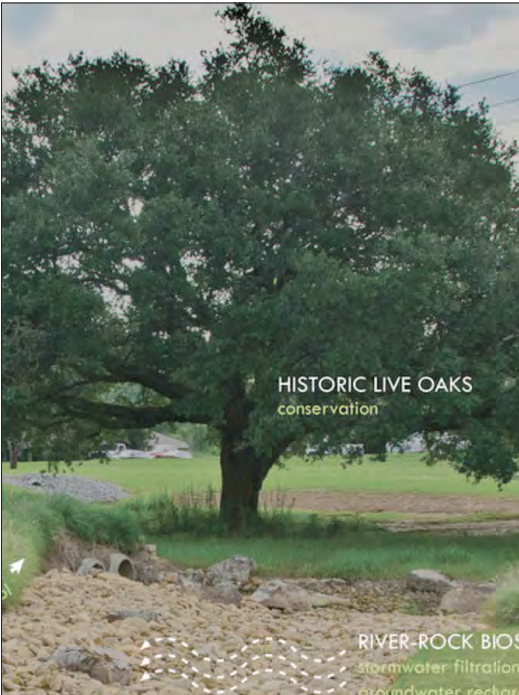
GREEN BUTTONWOOD,  
*CONOCARPUS ERECTUS*



SABAL PALM,  
*SABAL PALMETTO*



LIVE OAK,  
*QUERCUS VIRGINIANA*



FLORIDA RED MAPLE,  
*ACER RUBRUM*



POND CYPRESS,  
*TAXODIUM ASCENDENS*



BALD CYPRESS,  
*TAXODIUM DISTICHUM*



Figure 46 Images from University of Florida Institute of Food & Agricultural Sciences.





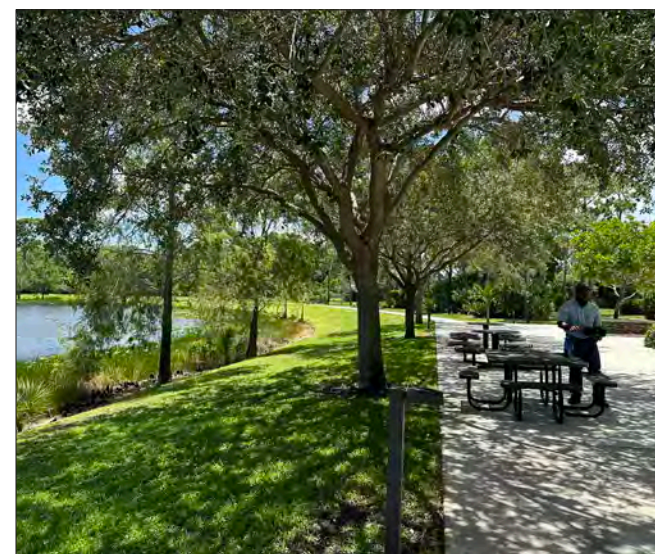
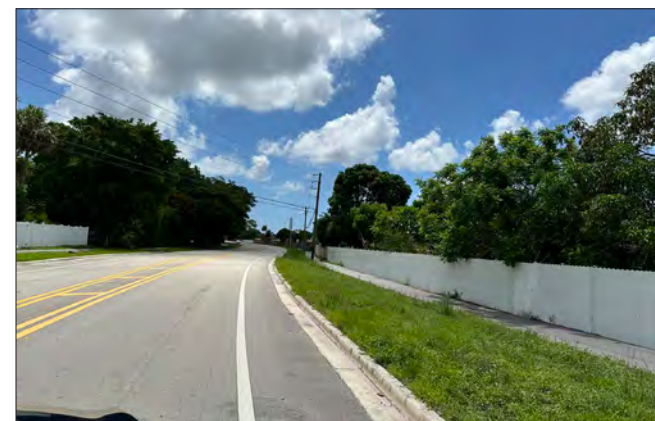
# IV. METHODOLOGY & ANALYSIS

## METHODOLOGY & PRIORITIZATION PROCESS

To analyze the data and conditions relative to the Greenacres transportation network, a comprehensive assessment was undertaken through the course of the project that included both qualitative and quantitative analysis. Background documents from the city, county, and state were analyzed, with consideration of roadway configurations, functional classification, right-of-way dimensions, and planned improvements.

To identify, evaluate, and inform the prioritization of locations recommended for improvements, five location assessment criteria were developed tailored to the unique characteristics and conditions in Greenacres. Data sources were varied, including the city, county, Palm Beach County School District, and state. Evaluation maps were developed in GIS indicating the locations of residential densities; schools and attendance radii; where residents work, play, and recreate among various public and private destinations; and where residents access and ride transit. Additionally, GIS maps were developed to illustrate the nearly 7,500 crashes on the transportation network in the past five years, highlighting the transportation safety challenges for the Greenacres traveling public. The maps include buffers around destinations to indicate the typical access sheds for pedestrians (quarter- to half-mile, representing a 10 to-15-minute walk for a typical individual) and bicyclists (two miles, representing a 15-minute ride for an average cyclist).

This data was then synthesized in GIS using a 100-point scale to highlight key locations with greater priority for improvement. A summary of the assessment criteria is provided in *Figure 47*, with further detail



**Figure 48** Images of the existing conditions in Greenacres.

| GREENACRES SAFETY ACTION PLAN<br>PROJECT EVALUATION CRITERIA |        |  |                     |   |               |
|--|--------|--|---------------------|---|---------------|
| EVALUATION<br>CRITERIA                                       |        | MEASUREMENT  | DATA<br>SOURCE      | APPROACH  | MAX<br>POINTS |
| 1  | Live   | Residential Density  | Property Appraiser  | Lots with 0-5 du/acre = 1 point<br>Lots with 6-10 du/acre = 5 points<br>Lots with 11+ du/acre = 10 points | 10            |
| 2  | Learn  | School Locations & Access  | PBC School District | School location = 25 points   | 25            |
| 3  | Enjoy  | Community Destinations<br>(Public = Parks, Community Center, Other = Churches, Noted Retail) | Greenacres GIS      | Public Sites = 15 points<br>Private Sites = 5 points  | 15            |
| 4  | Ride   | Transit Stop Locations   | Palm-Tran           | Transit Stops = 20 points   | 20            |
| 5  | Safety | High Crash Locations<br>(5-year trend)   | PB TPA              | Crash Site with 5+ crashes = 30 points<br>Crash Site with 1-4 crashes = 15 points                         | 30            |
| TOTAL POSSIBLE POINTS  |        |  |                     |   | 100           |

**Figure 47** Summary of location assessment criteria

provided in this chapter.

In addition to the quantitative GIS analysis, the Plan also utilized qualitative assessments of field conditions and stakeholder input derived through interviews and public workshops. Additional detail regarding the public engagement efforts is also provided in this chapter. As presented in Chapter 3, transportation best practices were analyzed to identify the appropriate types of safety interventions for the scale and conditions in the City.



# IV. METHODOLOGY & ANALYSIS



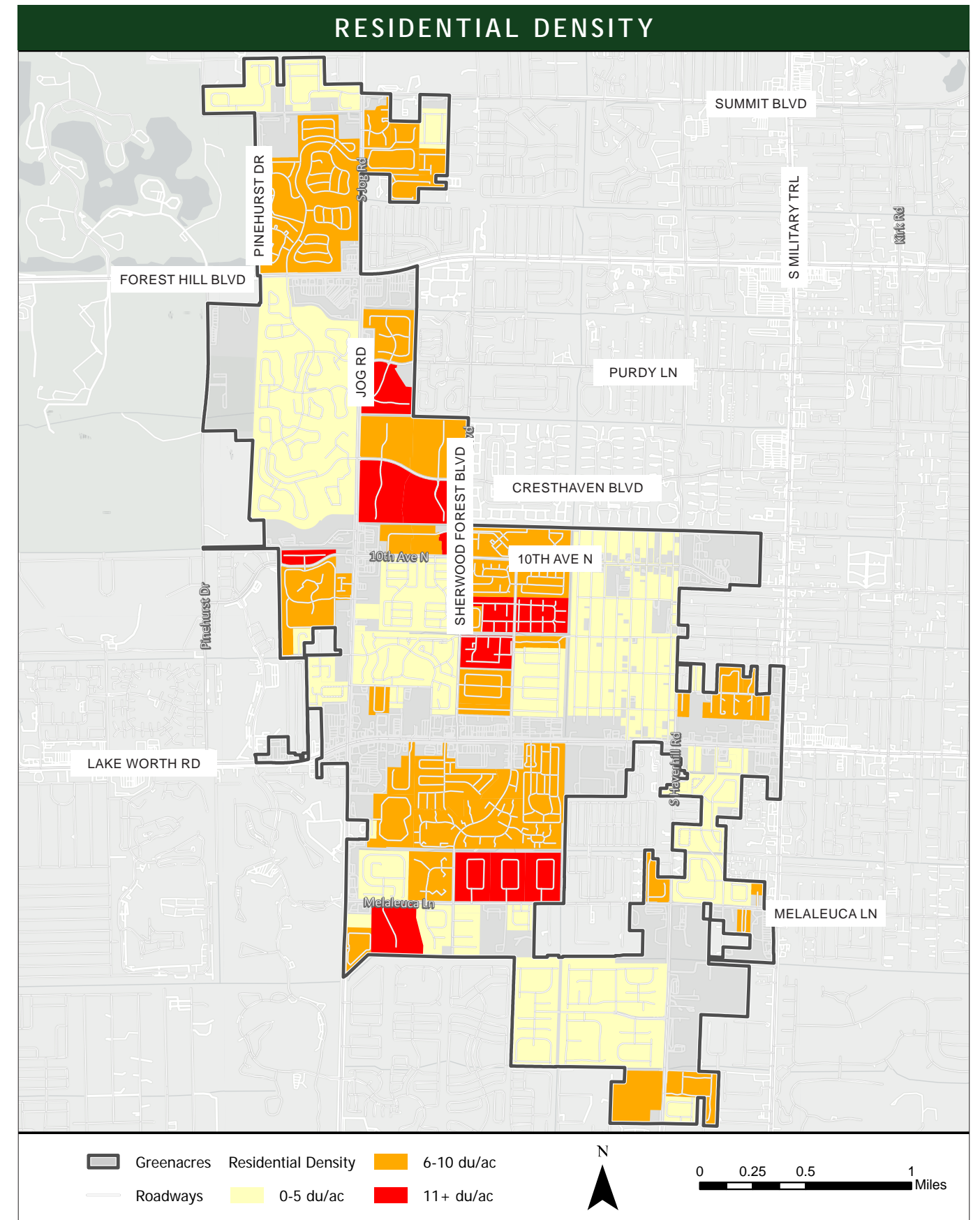
## WHERE PEOPLE LIVE: RESIDENTIAL DENSITY

Overall, Greenacres is a predominately residential community with resident-serving uses that include schools, parks and recreational facilities, places of worship, and neighborhood-serving retail and workplaces. As residences provide both the origin and destination for trips within the City, the design of transportation facilities is influenced by areas of greater population density. To analyze this criterion, data from the Palm Beach County Property Appraiser was utilized to estimate the residential density of individual parcels within the City. For evaluation purposes, lots with 0-5 dwelling units per acre (du/acre) were assigned 1 point, lots with densities of 6-10 du/acre were assigned 5 points, and lots with densities of 11 du/acre and higher were assigned 10 points, which are depicted in *Figure 50*.



**Figure 49** Image of neighborhood street with improved sidewalk and crosswalk.

**Figure 50** Map illustrating the locations of residential densities in the City.





## IV. METHODOLOGY & ANALYSIS



### LEARN

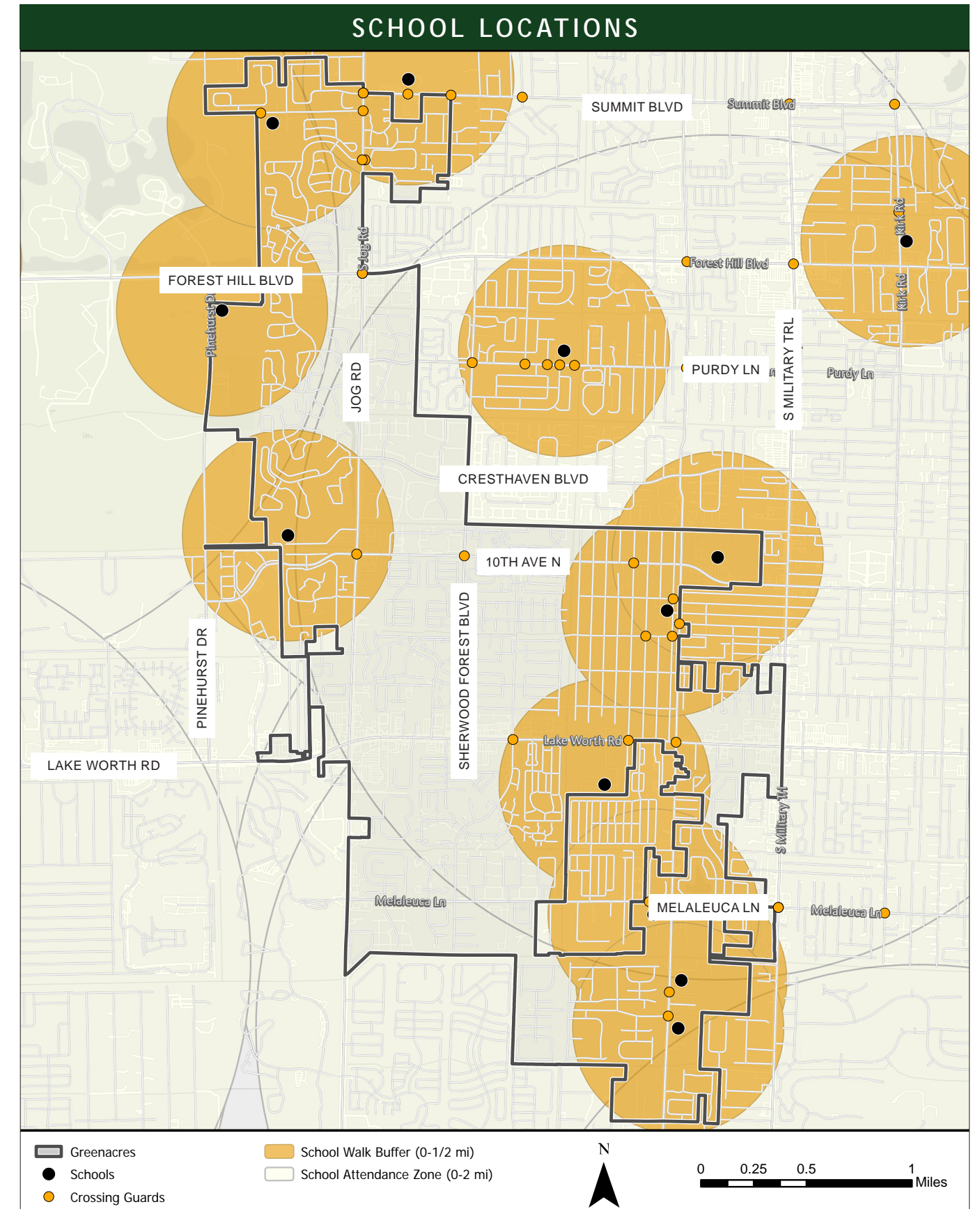
#### WHERE PEOPLE LEARN: SCHOOL LOCATIONS & ACCESS

With a predominately residential base, there are a considerable number of public and private schools in the City that are daily destinations for students traveling to and from home and school. Greenacres has 9 full-service public schools and 3 private schools within the City Limits, which are valuable assets for the City's population. While Palm Beach County overall has roughly 18% of its population aged 18 and below, Greenacres has more than 26% of its residents in the school-aged cohort. In-city access to schools is a complement to the City's sustainability, reinforcing its sense of community and helping achieve the livability implied in the City's historic slogan - "A Good Place to Live." However, school-aged children are among the most vulnerable members of the City's traveling public, often traveling on foot, bicycle, and scooter as they travel from home to school along roadway corridors that have been designed without proper modern multimodal safety features and accommodations.

To analyze school locations as related to the City's transportation network, the City's GIS includes information related to the location of public and private schools, crossing guards, and school crosswalks, and Palm Beach County School District data identifies attendance zones within which there is a greater likelihood of students walking and biking to school. To emphasize safe access to schools, a half-mile buffer was mapped around school locations where the most transportation activity occurs. A map illustrating these elements is provided in *Figure 52*. To integrate school locations into the quantitative analysis, school locations were assigned 25 points.

**Figure 51** Right, L.C. Swain Middle School students flood Lake Worth Road at dismissal, with hundreds walking home into the "Original Section" neighborhoods that are a few blocks from the school's entrance.

**Figure 52** Far right, map illustrating the locations of schools, walk buffers, and conceptual attendance zones in the City.





# IV. METHODOLOGY & ANALYSIS



## WHERE PEOPLE ENJOY GREENACRES: COMMUNITY ASSETS & DESTINATIONS

As a full-service community and in addition to the dozen schools in the City, Greenacres has an extensive inventory of other public and private destinations that generate activity on the transportation network. The City has more than 100 acres of parks and recreational areas along with a busy community center along Swain Boulevard in the historic heart of Greenacres. Additionally, Greenacres residents, employees, and patrons are benefited by a public library, numerous places of worship, and hundreds of neighborhood-serving commercial centers and businesses that are popular destinations within the community. Given the travel patterns in the community, multimodal accessibility to these destinations is paramount to the City's sustainability.

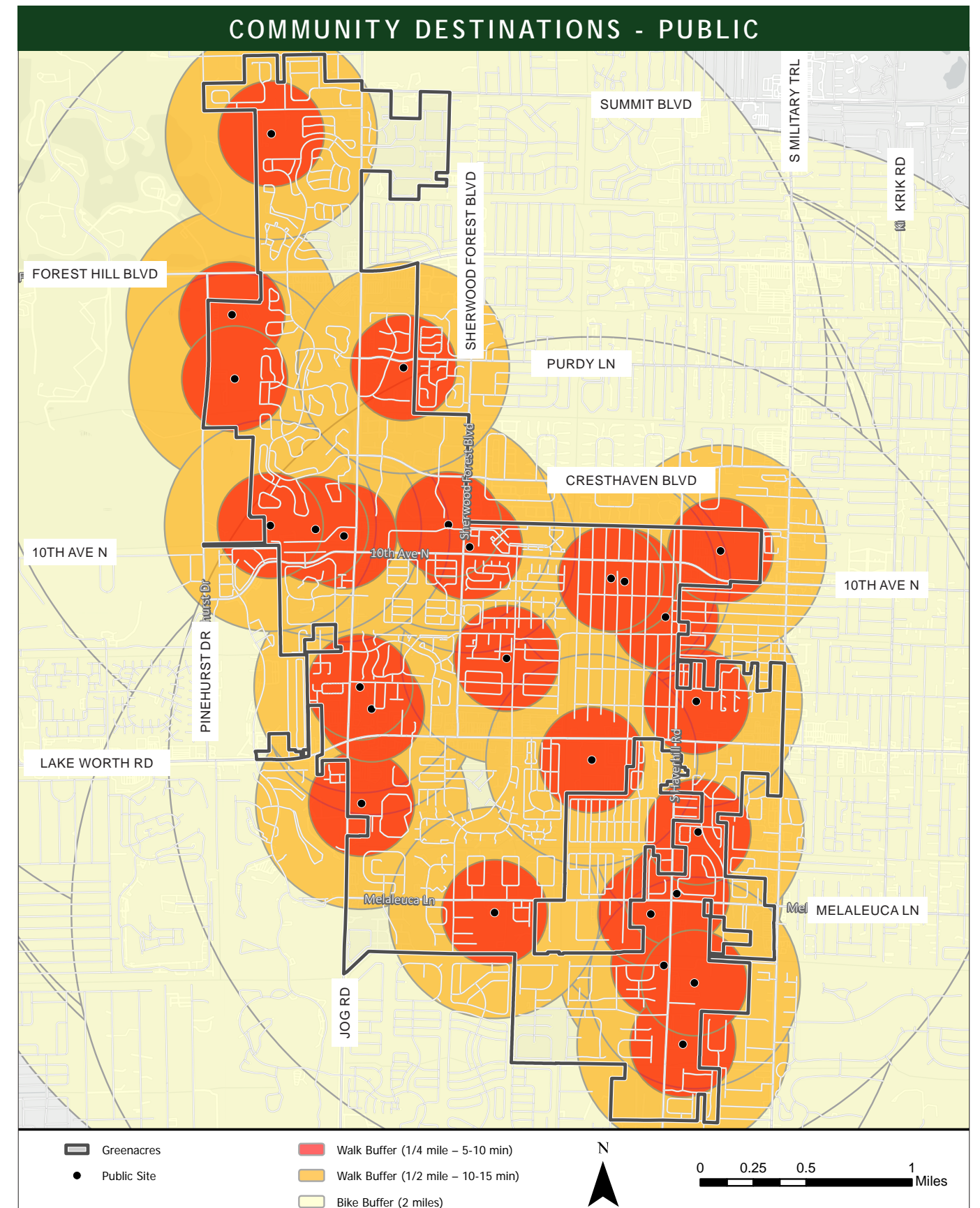
To illustrate the relationship of these destinations along the City's transportation network, *Figure 55* and *Figure 57* provide maps indicating the locations of these City assets along with the pedestrian and bicycle catchment areas that surround them, which encompass the entire City Limits and its environs. To analyze To integrate the transportation access to these destinations as part of the qualitative assessment, 5 points were assigned to the private destinations, and 15 points to the public sites.



**Figure 53** Clockwise from top left: Greenacres City Hall; Samuel J. Ferreri Community Park; WIC Center providing essential services to women, infants, and children.

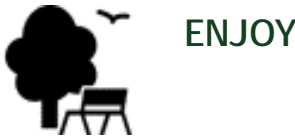
**Figure 54** To the left, the Greenacres Community Center.

**Figure 55** Far Right, map illustrating the locations of public destinations in the City.





IV. METHODOLOGY & ANALYSIS



City of  
**GREENACRES**  
Live • Learn • Work • Play

CITY OF GREENACRES  
**YOUTH ATHLETICS**

Little Free Library.  
Take a Book. Share a Book.

**citylink**

**TREE CITY USA**

Greenacres Centennial!  
1926-2026

CITY OF GREENACRES  
**COMMUNITY EVENTS**

AMERICA'S  
PROMISE  
ALLIANCE

**100 Best Communities for Young People**

Eat Local

#EatGreenacres

Firefighters

Roundabout

### Shopping and Dining

Discover the charm of shopping and dining in Greenacres!

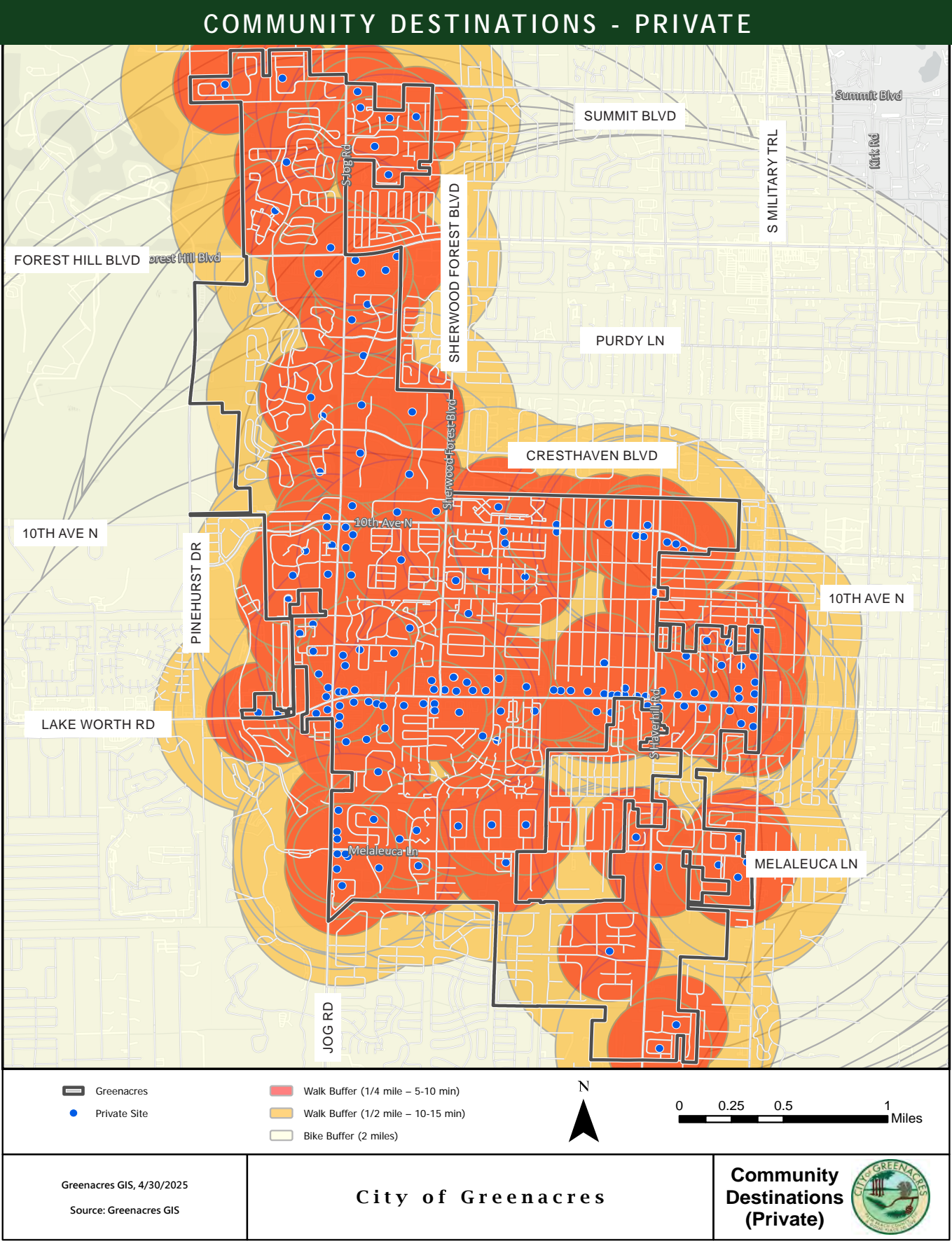
- Barclay Square  
2902-2990 Jog Road
- Buttonwood Plaza  
3074 Jog Road
- Green Acres Plaza  
3905-3985 Jog Road
- Lake Worth Plaza  
7203 Lake Worth Road
- Liberty Plaza  
6295 Lake Worth Road
- Mil Lake Plaza  
4617 Lake Worth Road

- Pines Plaza  
2150 Jog Road
- River Bridge Centre  
6802 Forest Hill Blvd.
- Trafalgar Square  
6300 Forest Hill Blvd.
- Woodbridge Plaza  
6635 Forest Hill Blvd.
- Woodlake Boulevard Plaza  
6153 Woodlake Blvd.
- Woodlake Plaza  
5801 Lake Worth Road



**Figure 56** Clockwise from top: Greenacres is an award winning community with new business opening celebrations and an array of well-located shopping plazas.

**Figure 57** Far right, map illustrating the location of private destinations within the City.





# IV. METHODOLOGY & ANALYSIS



## WHERE PEOPLE RIDE: TRANSIT-STOP LOCATIONS

The City of Greenacres is among the strongest transit ridership communities within Palm Beach County, and Palm-Tran service is provided throughout the City. There are nearly 100 transit stops dispersed along nine fixed routes in the City, and Palm-Tran stops in the City generate almost 650,000 annual trips (boardings plus alightings), averaging nearly 1,800 transit riders daily. The map provided in *Figure 60* indicates the location of transit stops with quarter-mile and half-mile buffers illustrated to highlight the core pedestrian catchment areas around them. These buffers represent a 10-15-minute walk for a typical pedestrian. Given the dispersion of transit service in Greenacres, the entire City Limits is included within the pedestrian catchment for transit, which raises the importance of safety on the transportation network. Additionally, a two-mile bicycle catchment area is highlighted around the transit stops, which represents a 10-to-15-minute bicycle ride for a typical cyclist, further reinforcing the multimodal safety demands on the transportation network.

Safe access to and from transit stops, typically referred to as the “last mile” connection for transit, is directly related to the efficiency, effectiveness, desirability, and safety of transit use. To analyze this criterion, Palm-Tran provided GIS data indicating the location of transit routes and stops in the City, and 20 points were assigned to stops in the quantitative analysis. Transit infrastructure is lacking in the City, with a handful of transit shelters while the majority of stops are limited to a just a bus stop sign, leaving transit users open to the elements.

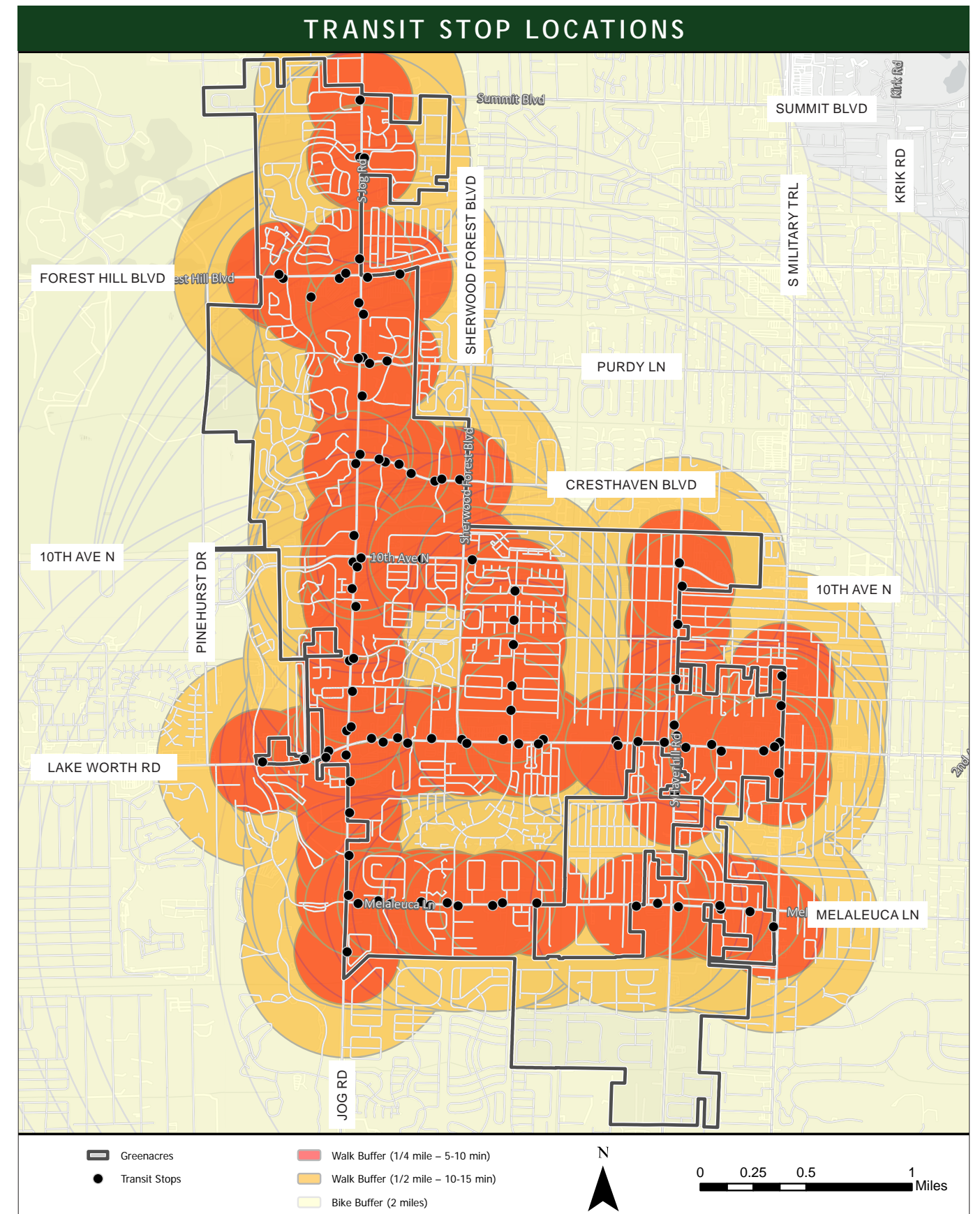


**Figure 58** Above left, bus stop on Lake Worth Road with the city’s standard shelter, bench, and trash can design.



**Figure 59** Above right, an example of a typical deficient transit stop on Jog Road stop, which lacks a shelter and seating for Palm-Tran riders.

**Figure 60** To the right, map illustrating the locations of the City’s transit stops and their “last mile” pedestrian and bicycle catchment zones.





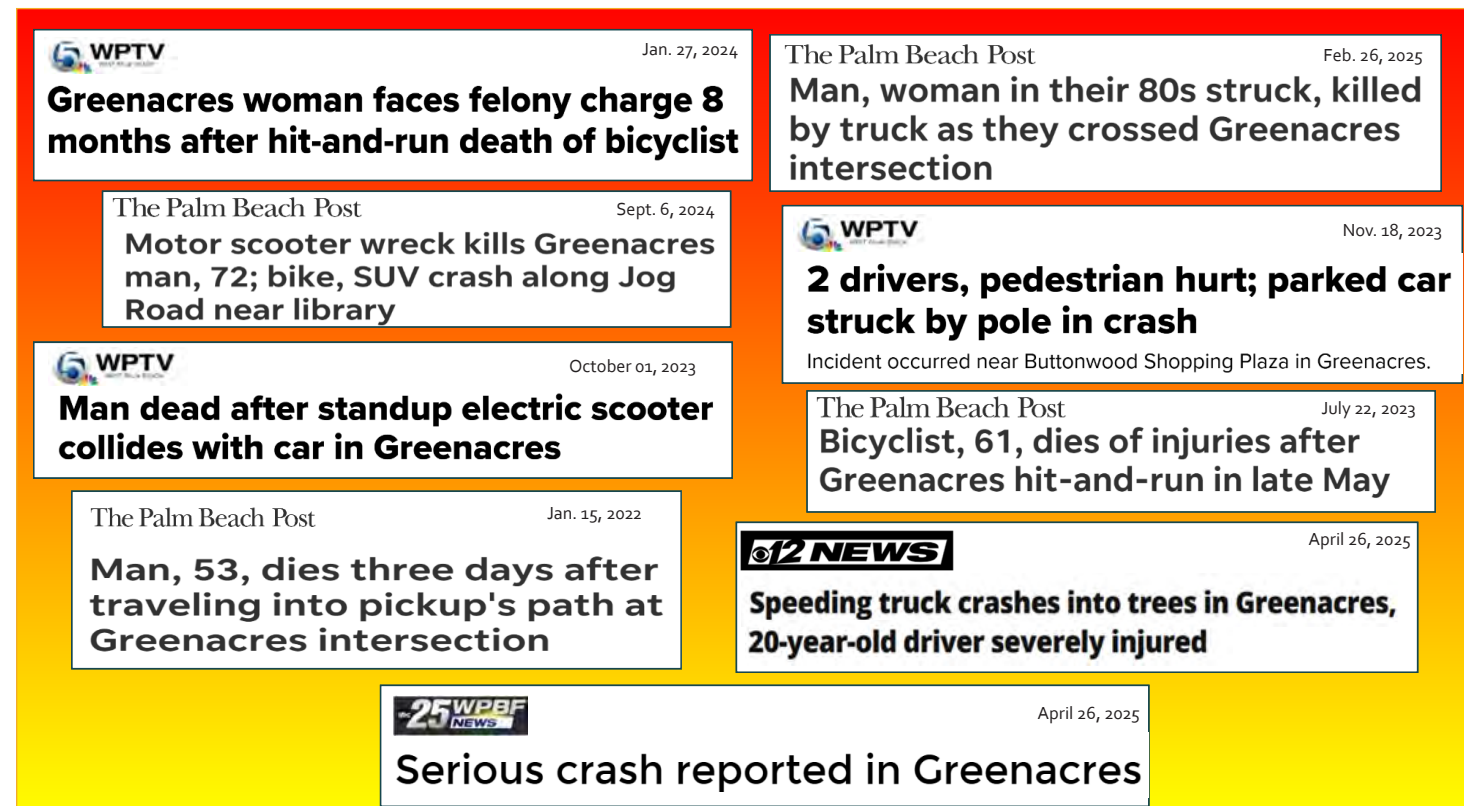
# IV. METHODOLOGY & ANALYSIS



## SAFETY

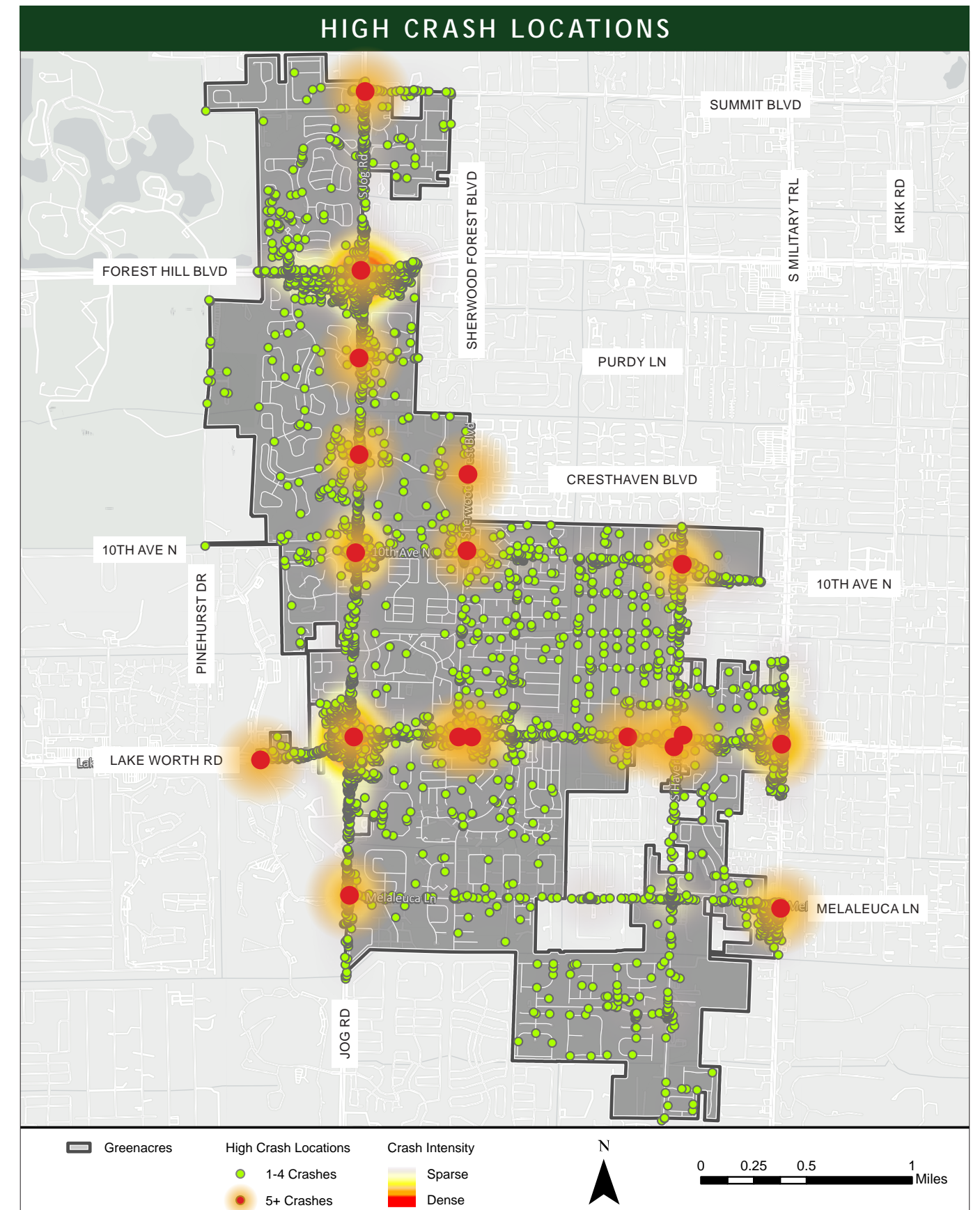
### WHERE CRASHES OCCUR: SAFETY “HOT SPOTS”

The safety of a transportation network is reflected in part by the number and intensity of crashes, which typically correspond to safety deficiencies. The City’s “high injury network” includes locations with a history of crashes resulting in severe injuries or fatalities. To analyze this criterion, the Palm Beach Transportation Planning Agency GIS provided longitudinal data for crash locations, differentiated by user type (e.g., pedestrian, bicyclist, vehicle) and severity of crash. Across the City’s transportation network, crash data indicates there were nearly 7,500 crashes from 2020-2024, averaging nearly 1,500 crashes per year. A map indicating all crash locations in the City, with highlights on the high crash locations, is provided in *Figure 62*. Given the total volume of annual crashes in Greenacres, the map clearly illustrates that crashes are distributed across the entire transportation network. Every major intersection along the City’s arterial and collector roadways is a high-crash location, with more than 5 crashes in the past 5 years. To apply this criterion quantitatively in the evaluation process, locations with 1-4 crashes over the past five years were assigned 15 points, and those with 5+ crashes over the past five years were assigned 30 points.



**Figure 61** Above, recent headlines from various news sources regarding the numerous and severe crashes in Greenacres.

**Figure 62** To the right, map illustrating the dispersion of crashes across the City’s transportation network.





# IV. METHODOLOGY & ANALYSIS



## AGGREGATED LOCATION ANALYSIS

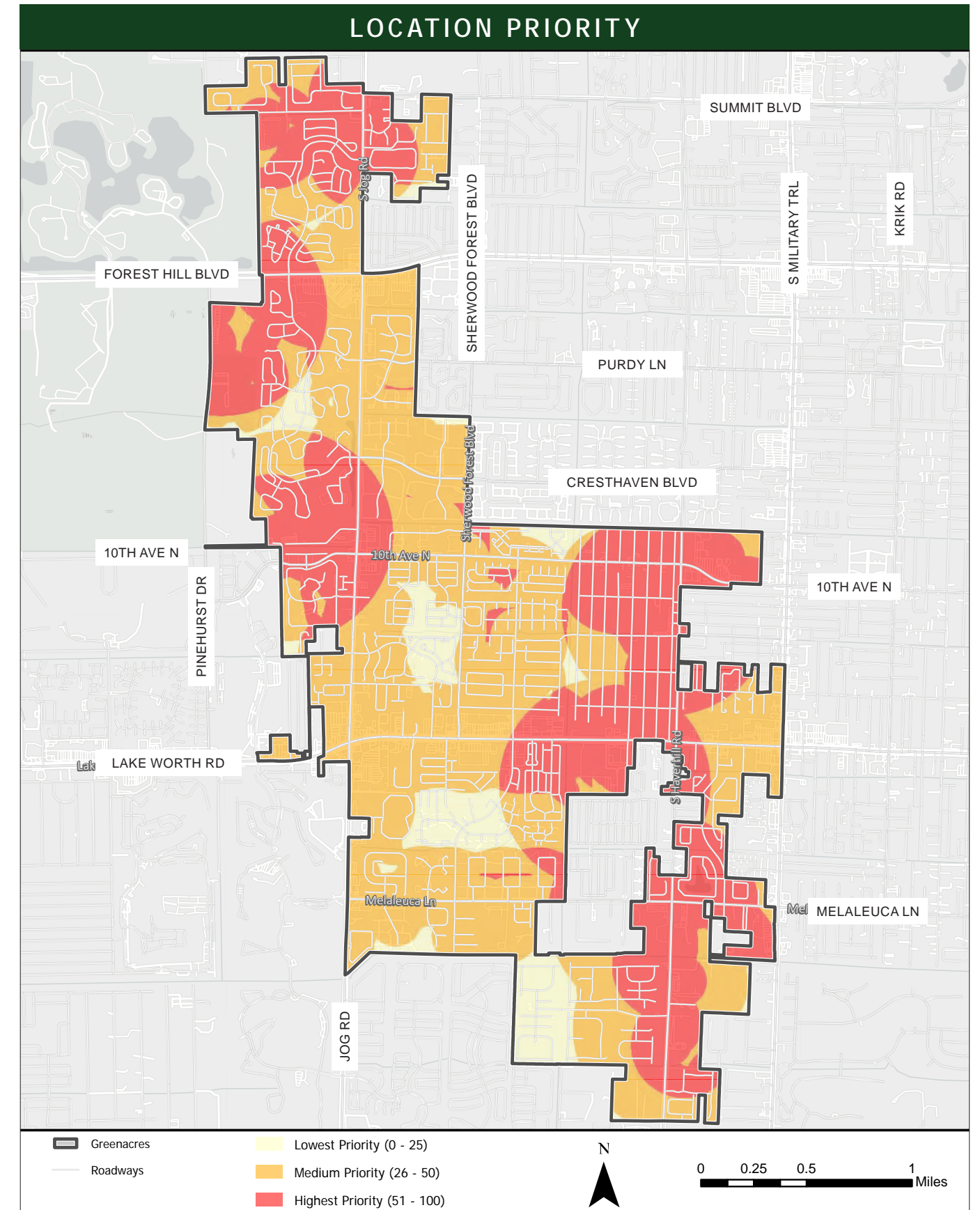
### APPLICATION OF SELECTION CRITERIA

To better understand the safety challenges in the Greenacres transportation network and help inform the recommended location and priority of improvements, GIS analysis was undertaken to collectively apply the five evaluation criteria to the City's transportation network. The composite map illustrating this analysis is provided in *Figure 64*. Based on the analysis, almost the entire City is identified as either medium or high priority for improvement, with a few isolated low priority pockets that are somewhat disconnected from the transportation network. The highest priority locations are centered around the highest-volume commuter corridors -- Forest Hill Boulevard, Jog Road, Haverhill Road, and Lake Worth Road, which are the most difficult to tame. The many local-serving streets that intersect these major corridors are also highly prioritized, which is critical given their jeopardy for cut-through traffic. These findings indicate a City-wide approach is needed to address the safety challenges that exist across the entire Greenacres landscape.



**Figure 63** Major commuter corridors controlled by the County and FDOT carry high volumes of high-speed commuters through the City daily, as depicted to the left. This volume adds to the safety challenges of the transportation network, sadly resulting in memorials like the one pictured above on Lake Worth Road.

**Figure 64** To the right, map illustrating the results of the quantitative application of the five assessment criteria.





## IV. METHODOLOGY & ANALYSIS

### ADDITIONAL PUBLIC INPUT

To further inform the plan recommendations and highlight the types and location of desired interventions, an extensive public engagement process was undertaken that included interviews, workshops, and field work. The composition of community participants was varied and included residents, property and business owners, and individuals employed within the City Limits.

In addition to open public workshops, a City employee workshop was conducted as well. Notably, nearly 20% of the City's municipal employment is comprised of Greenacres residents. A series of public input posters were developed for both informational and data gathering purposes. Posters were available for input at the three plan workshops as well as available to the public at City Hall for several weeks prior to Plan adoption. A series of photos documenting the public process and input posters are included in this section.



**Figure 65** Images from the City Employee Workshop hosted on May 13, 2025.



**Figure 66** Images from the Public Workshop hosted on May 14, 2025.





# IV. METHODOLOGY & ANALYSIS

## ADDITIONAL PUBLIC INPUT

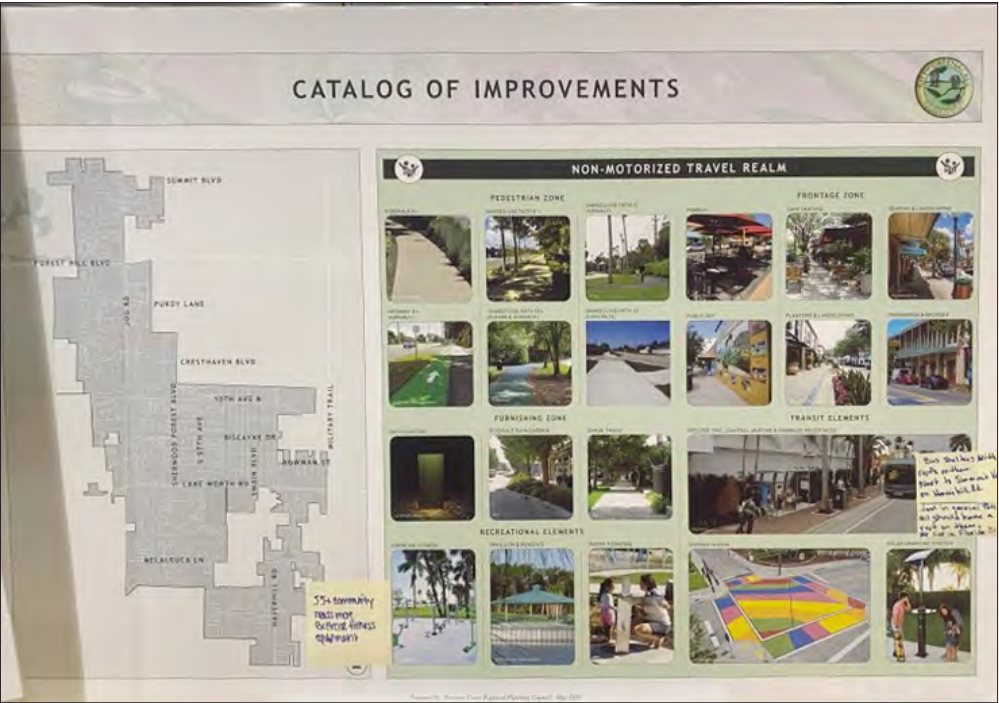
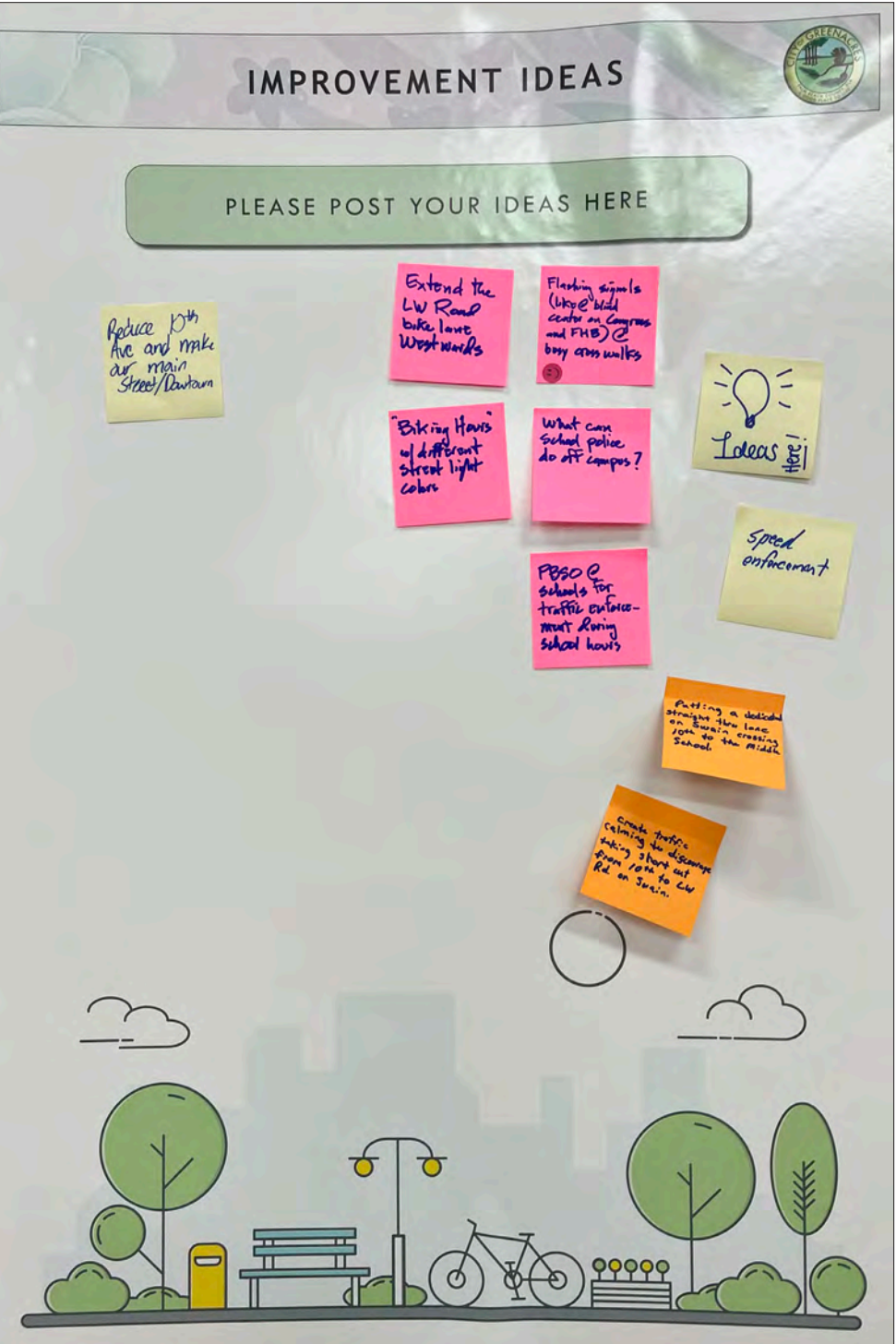
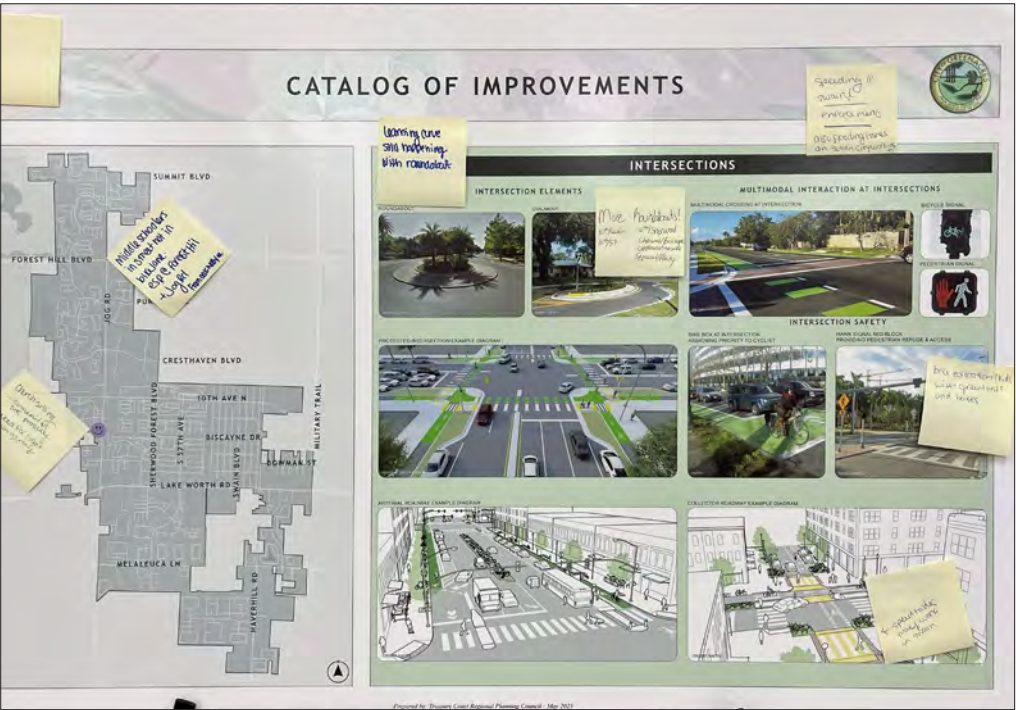
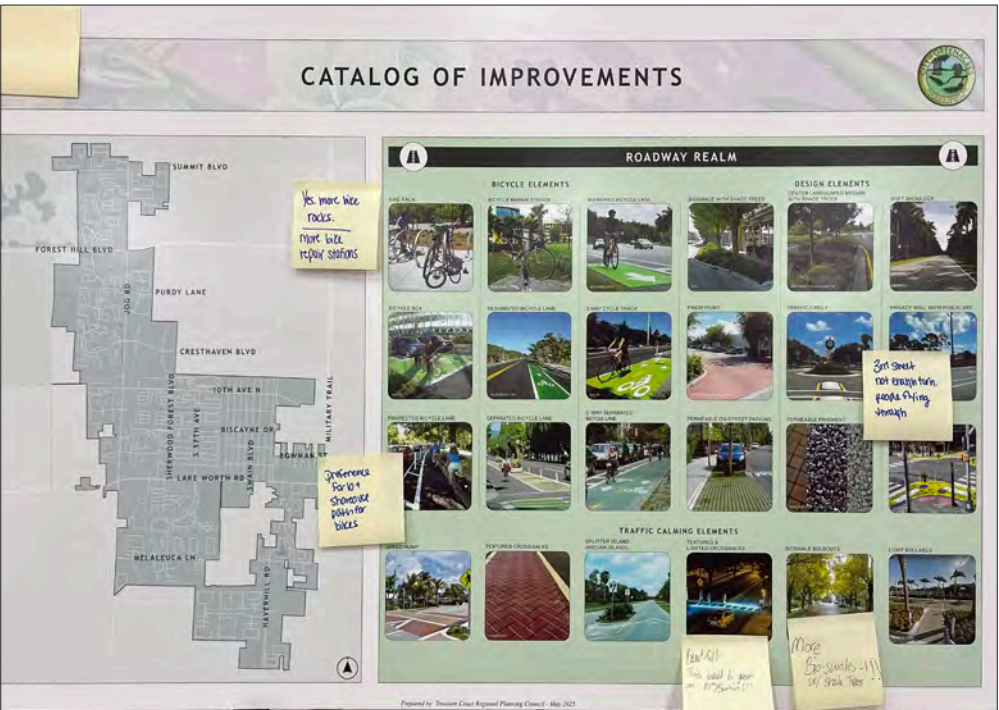


Figure 67 Images of the public input posters from the workshop hosted on May 14, 2025. The posters on this page each included a theme with a menu of potential elements or features. The poster themes included the non-motorized travel realm, roadway realm, and intersections. Participants were encouraged to review the and provide feedback on the posters.

Figure 68 The image to the far left is of an open ended poster where the public was encouraged to leave additional comments.





# IV. METHODOLOGY & ANALYSIS

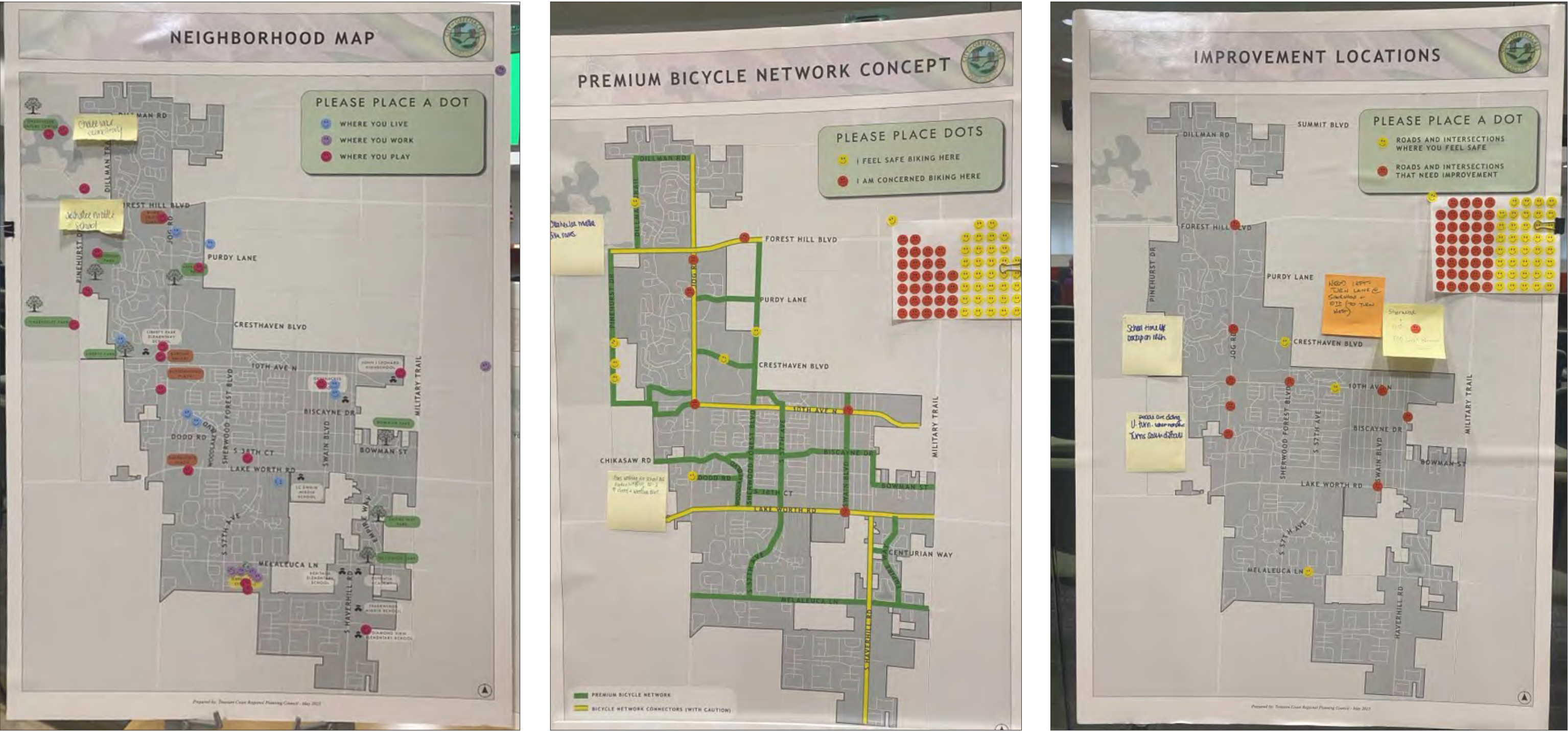


Figure 69 Public input posters related to community destinations and the Bike Greenacres premium bicycle network.



## V. RECOMMENDED SAFETY ACTIONS

### INTRODUCTION

A community's transportation network creates the first impression for residents, visitors, business owners, investors, and the broader public. Today's Greenacres transportation network is inconsistent with the City's vision for a livable, sustainable, economically competitive City. With nearly 1,500 crashes annually and daily commuter surges traveling through but not to the community, the transportation network needs to be repaired and modernized with safety improvements, bicycle/pedestrian amenities, transit infrastructure, streetscape and landscape elements, and traffic calming features to more appropriately serve the City. This chapter provides a new design approach for the City's transportation network to improve safety, mobility, connectivity, and create a sense of arrival. Accordingly, this chapter provides three categories of recommended improvements:

- (1) "Arrive Greenacres" - a roadway typology that utilizes twelve key roadways of various types to illustrate a recommended roadway design approach for the City. The typology considers roadway ownership, right-of-way dimensions, functional classification, traffic volumes, and the application of various interventions as a repair manual for the transportation network. It is anticipated that recommended improvements would be advanced incrementally over time as funding allows and opportunistically in conjunction with maintenance, resurfacing, and other infrastructure projects within or adjacent to the roadway right-of-way.
- (2) "Bike Greenacres" - a premium citywide bicycle network that represents a roughly 25-mile network of on- and off-road bicycle facilities and related transportation interventions to better connect the City, enhance its livability, and provide safer bike routes parallel to the higher-speed arterials.
- (3) "Complete Streets Micro-Projects" - a collection of smaller safety enhancement projects designed for neighborhood-scale quick victories that package various traffic calming, beautification, and intersection improvements for implementation by the City incrementally.

With a focused and determined implementation approach as provided in Chapter 6, these improvements can help the City's transportation network evolve into one that operates more safely, consistently, and equitably to accommodate motorists as well as pedestrians, cyclists, transit users, and other members of the Greenacres traveling public.

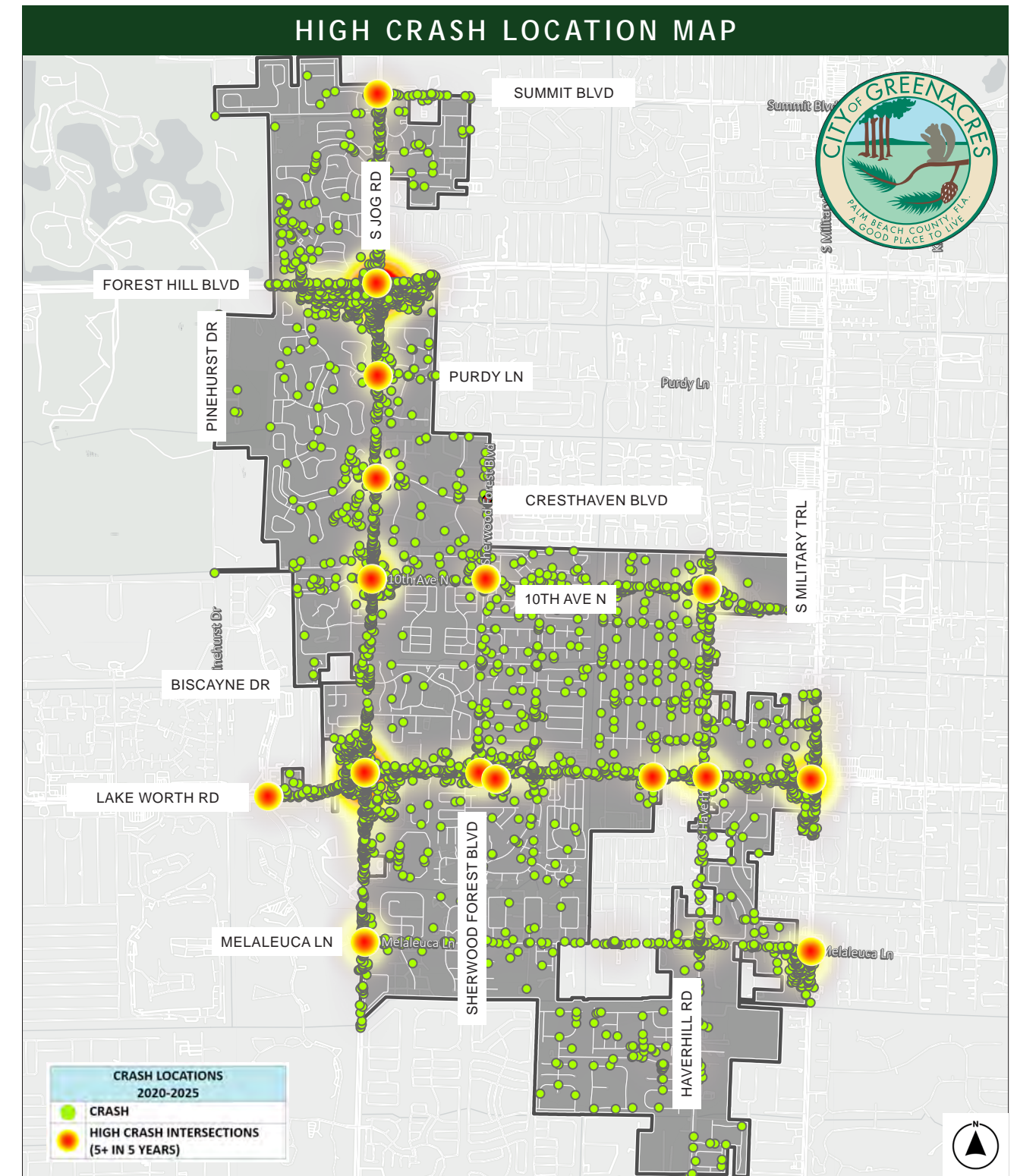
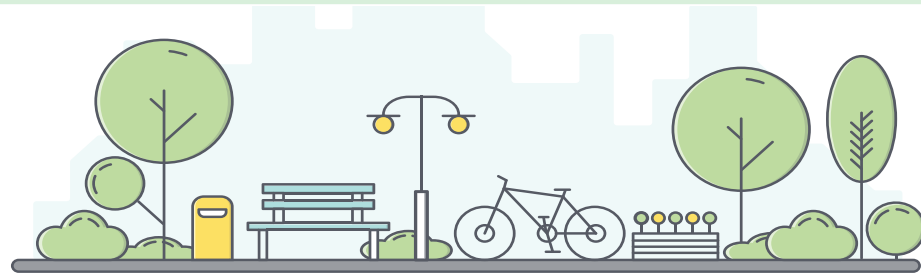


Figure 70 Distribution of crashes across the Greenacres transportation network



# V. RECOMMENDED SAFETY ACTIONS

## ARRIVE GREENACRES: STREET TYPOLOGY & RECOMMENDED ROADWAY DESIGN APPROACH

Considering the elements of the roadway and non-motorized realms and the public input derived through the plan development process, a series of roadway cross-sections and renderings have been developed for 12 representative roadways that illustrate recommended roadway designs as compared to existing conditions. These roadways also reflect the priority locations for improvements.

There are four typical roadway classifications found in the City, which vary in dimension, capacity, features, function, and number of lanes. These include major and minor arterials, which are the largest roadways, and major and minor collectors, which include smaller roadways and local roads. (see Figure 71). The Greenacres Street Typology Map provided in Figure 71 indicates the location of the selected representative roadway types in the City. The typical section dimensions detailed in the table on the following page correspond to the most common right-of-way widths for each roadway type. As most of the listed roadways are controlled by Palm Beach County, the right-of-way widths and number of lanes are based on Palm Beach County Engineering’s typical roadway sections. Where referenced in this chapter, estimates of Average Annual Daily Traffic (AADT) have been included from the FDOT’s Florida Traffic Online (2024), which is available online at <https://tdaappsprod.dot.state.fl.us/fto>.

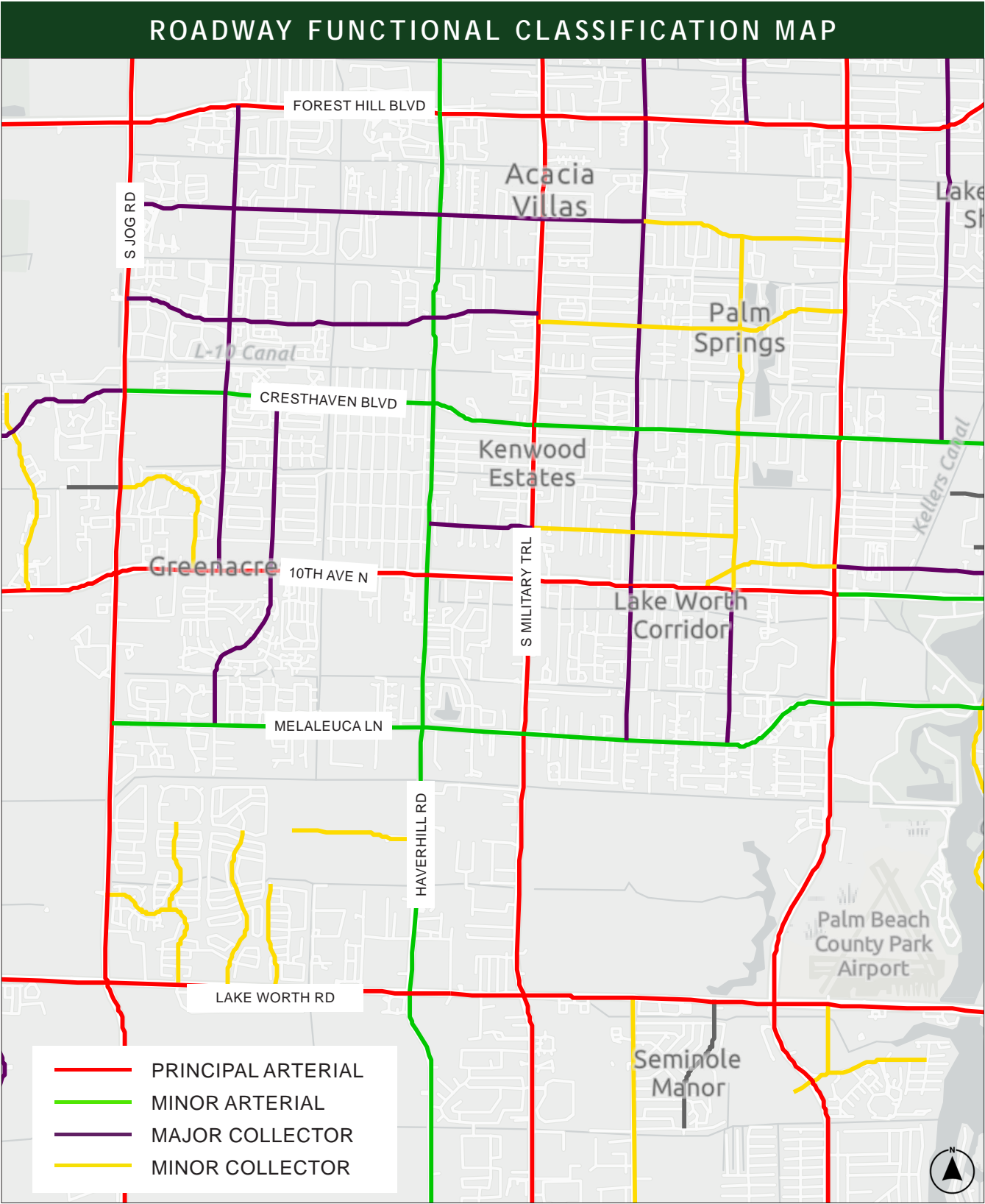


Figure 71 SOURCE: <https://palmbeachtpa.maps.arcgis.com/>



V. RECOMMENDED SAFETY ACTIONS

“ARRIVE GREENACRES” ROADWAY TYPOLOGY - REPRESENTATIVE ROADS

| REF # | ROADWAY                   | FUNCTIONAL CLASSIFICATION | OWNERSHIP                               | ROW       | # LANES           |
|-------|---------------------------|---------------------------|---|-----------|-------------------|
| 1     | Forest Hill Boulevard     | Principal Arterial        | FDOT                                    | 120'-130' | 6-Lane            |
| 2     | South Military Trail      | Principal Arterial        | FDOT                                    | 120'-130' | 6-Lane            |
| 3     | South Jog Road            | Principal Arterial        | Palm Beach County                       | 110'-120' | 6-Lane            |
| 4     | Lake Worth Road           | Principal Arterial        | FDOT                                    | 120'-130' | 6-Lane            |
| 5     | 10th Ave North            | Minor Arterial            | Palm Beach County                       | 80'-110'  | 4-Lane/<br>5-Lane |
| 6     | Haverhill Road            | Minor Arterial            | Palm Beach County                       | 80'       | 4-Lane/<br>5-Lane |
| 7     | Melaleuca Lane            | Minor Arterial            | Palm Beach County                       | 110'      | 5-Lane            |
| 8     | Purdy Lane                | Major Collector           | Palm Beach County                       | 80'       | 2-Lane            |
| 9     | Bowman Street             | Major Collector           | City of Greenacres<br>Palm Beach County | 60'       | 2-Lane            |
| 10    | Cresthaven Boulevard      | Major Collector           | Palm Beach County                       | 80'       | 2-Lane            |
| 11    | Sherwood Forest Boulevard | Major Collector           | Palm Beach County                       | 80'       | 2-Lane            |
| 12    | Biscayne Drive            | Minor Collector           | City of Greenacres                      | 50'       | 2-Lane            |

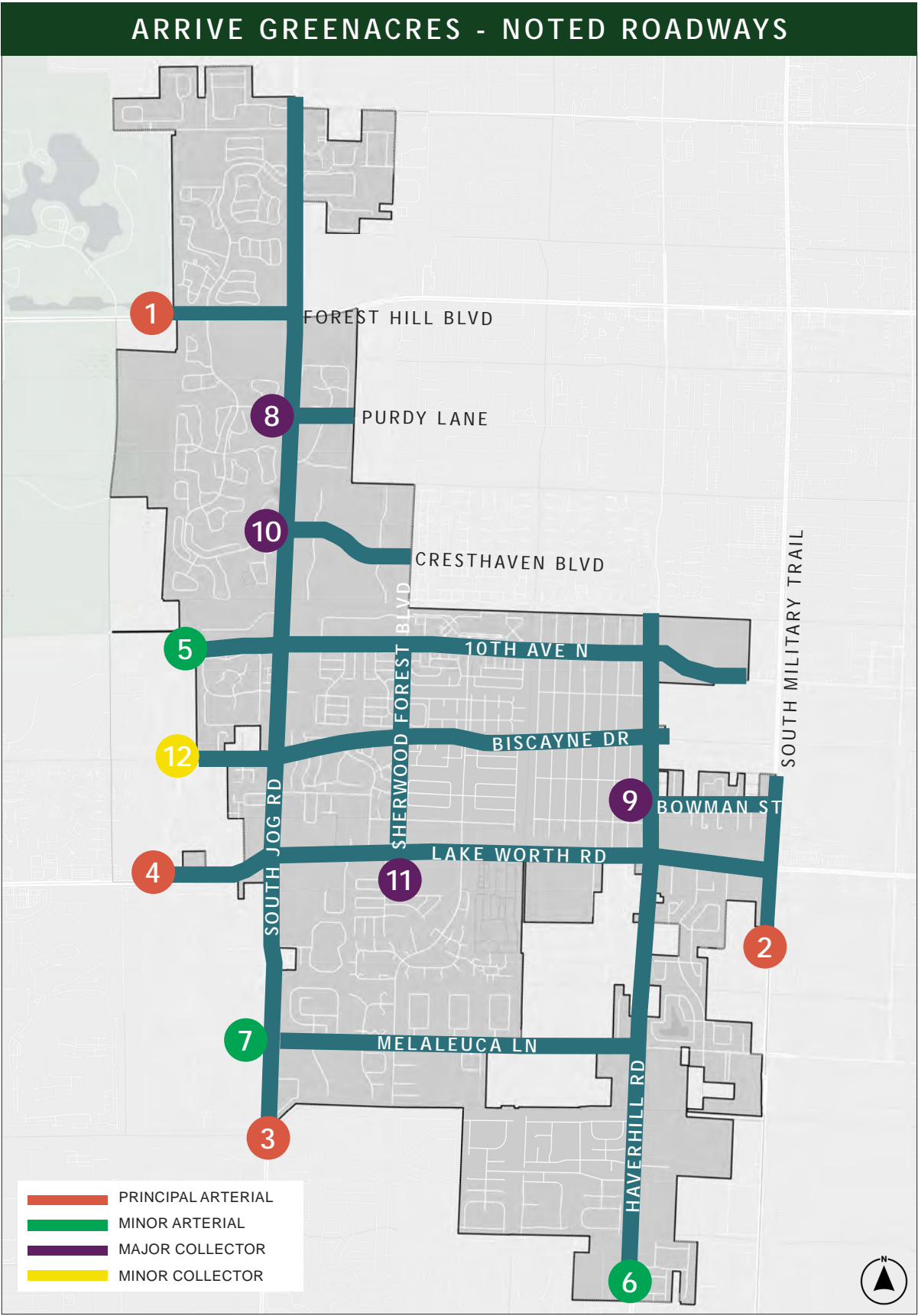


Figure 72 Greenacres Roadway Typology location map



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

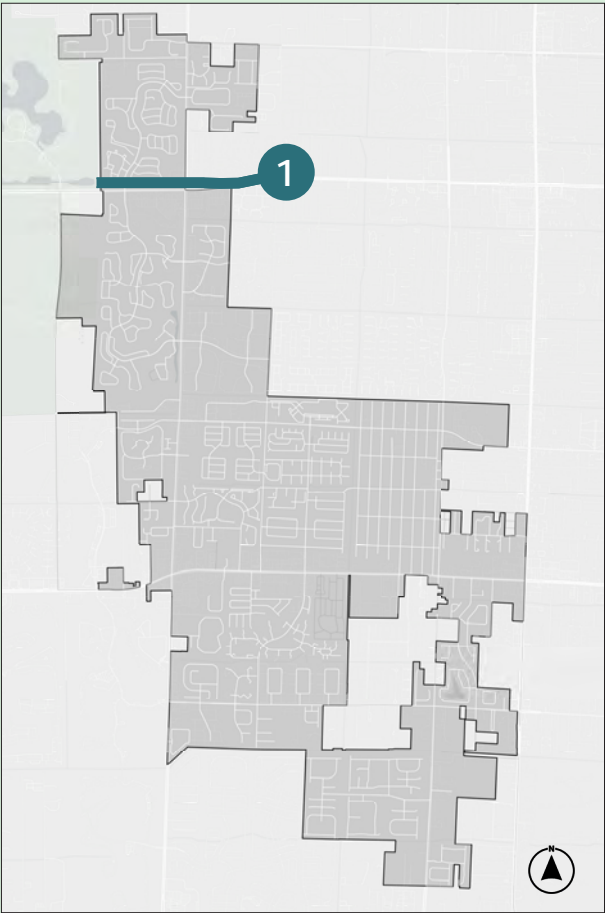


PRINCIPAL ARTERIAL 1

FOREST HILL BOULEVARD

As a principal arterial under FDOT jurisdiction, Forest Hill Boulevard is a busy commercial corridor with an AADT averaging 40,000 cars per day. The 6-lane corridor has a posted speed limit of 45 MPH with unprotected bicycle lanes, 6' sidewalks, and center landscaped medians.

|               |          |
|---------------|----------|
| Ownership     | FDOT     |
| Configuration | 6-Lane   |
| Right-of-Way  | 120-130' |





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH

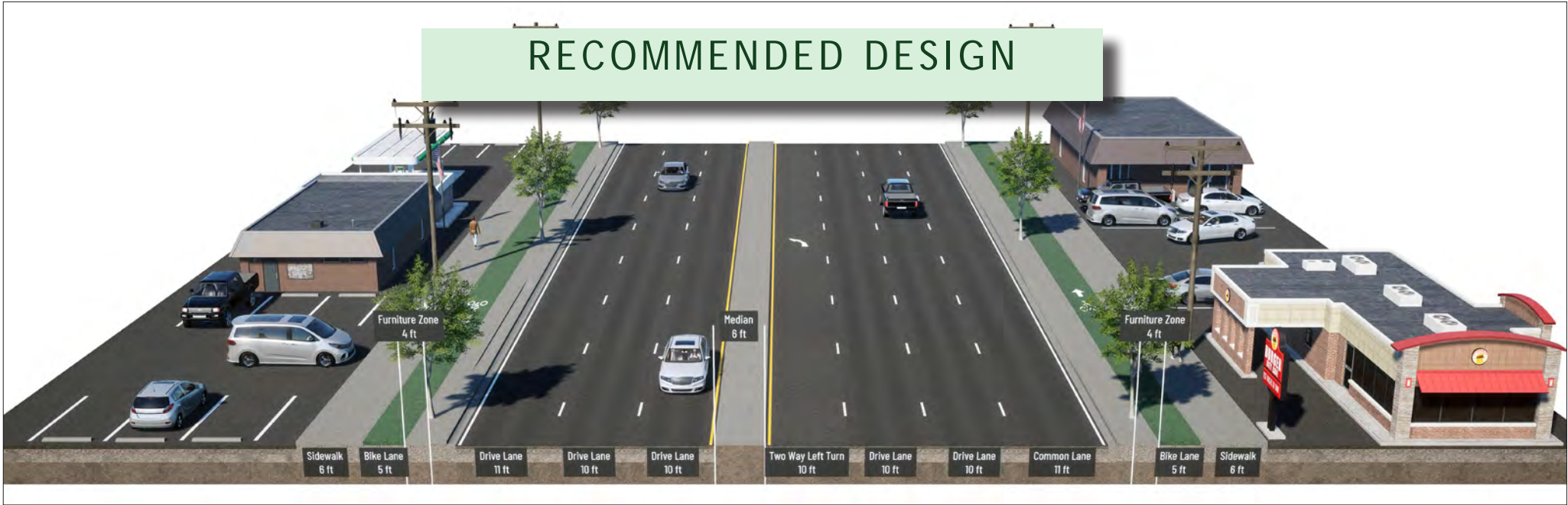


Figure 73 Images of improvements proposed for Forest Hill Boulevard by the Village of Palm Springs. Credit: DDEC LLC.

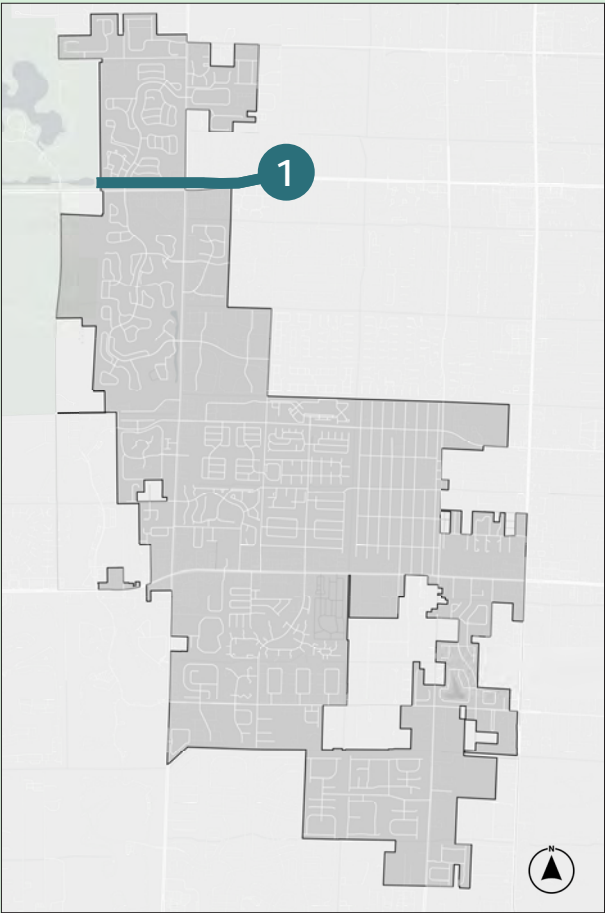
## PRINCIPAL ARTERIAL

1

### FOREST HILL BOULEVARD

A reconfiguration is recommended for Forest Hill Boulevard, consistent with adopted roadway plans in neighboring Palm Springs. By narrowing travel lanes, curbs can be extended to accommodate a protected (raised) bicycle lane adjacent to the sidewalk, buffered by street tree plantings in the separation buffer. Additional transit shelters are also recommended at high-ridership stops.

|                             |  |
|-----------------------------|--|
| Recommended Design Elements | Extend curbs to create grade-separated (raised) 5' bike lanes adjacent to 6' sidewalks |
|                             | Add transit shelters at high ridership stops   |
|                             | Add street trees in separation buffer  |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



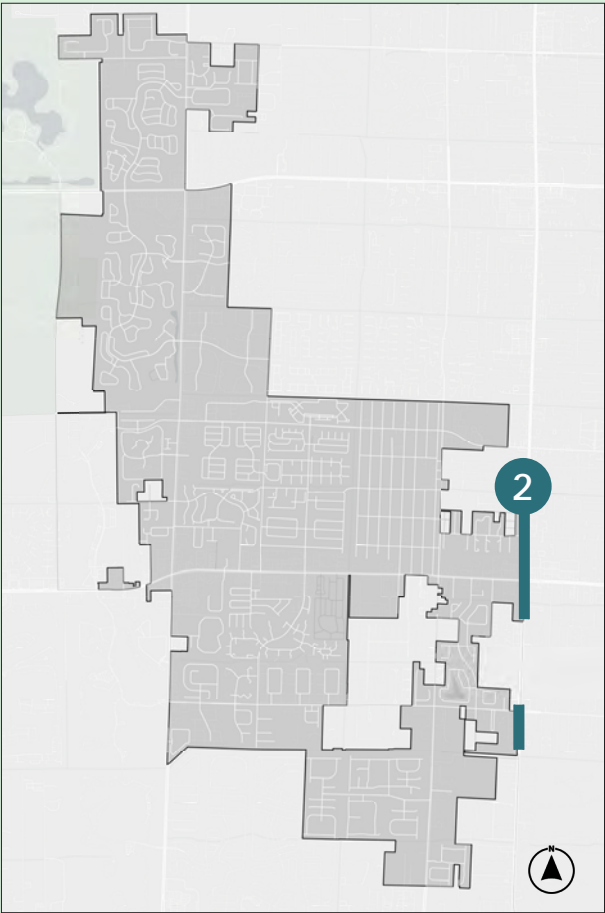
PRINCIPAL ARTERIAL

2

SOUTH MILITARY TRAIL

Similar to Forest Hill Boulevard, South Military Trail is also a busy commercial corridor, under FDOT jurisdiction, with an AADT of nearly 40,000 cars per day. The 6-lane corridor has a posted speed limit of 45 MPH with unprotected bicycle lanes, 6' sidewalks, and center medians with occasional plantings.

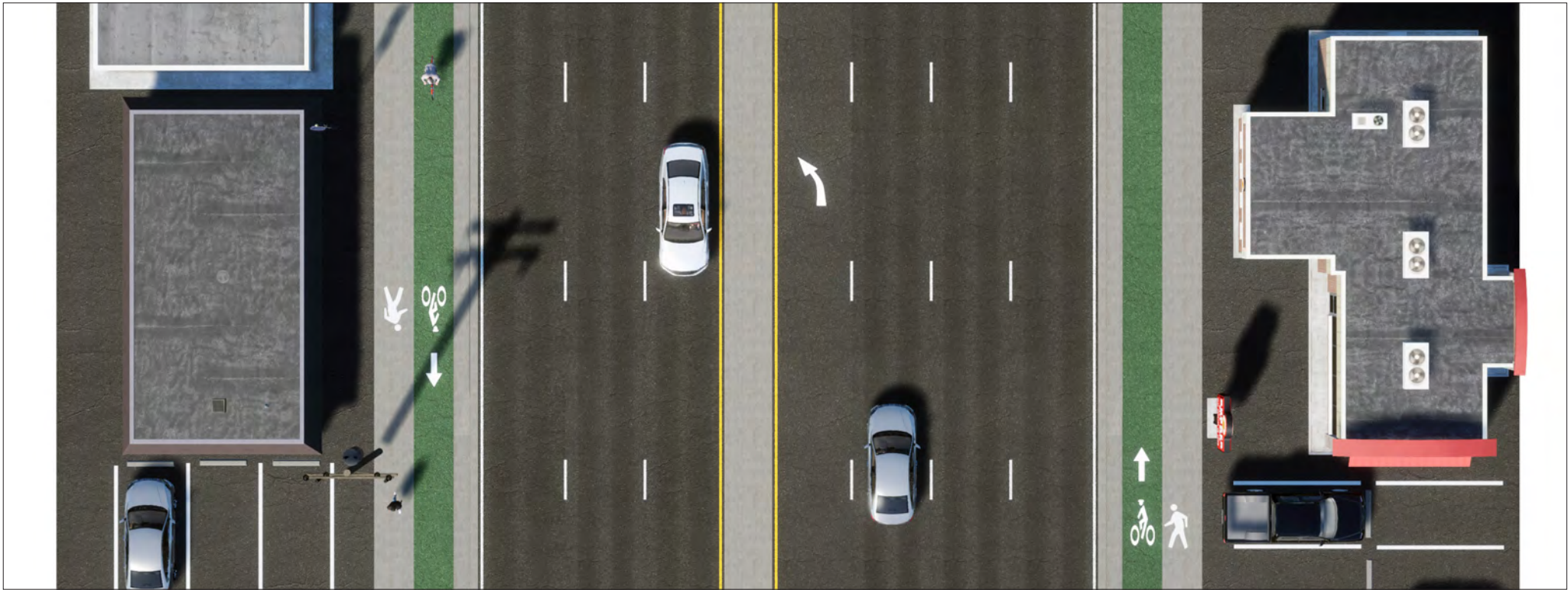
|               |          |
|---------------|----------|
| Ownership     | FDOT     |
| Configuration | 6-Lane   |
| Right-of-Way  | 120-130' |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



RECOMMENDED DESIGN

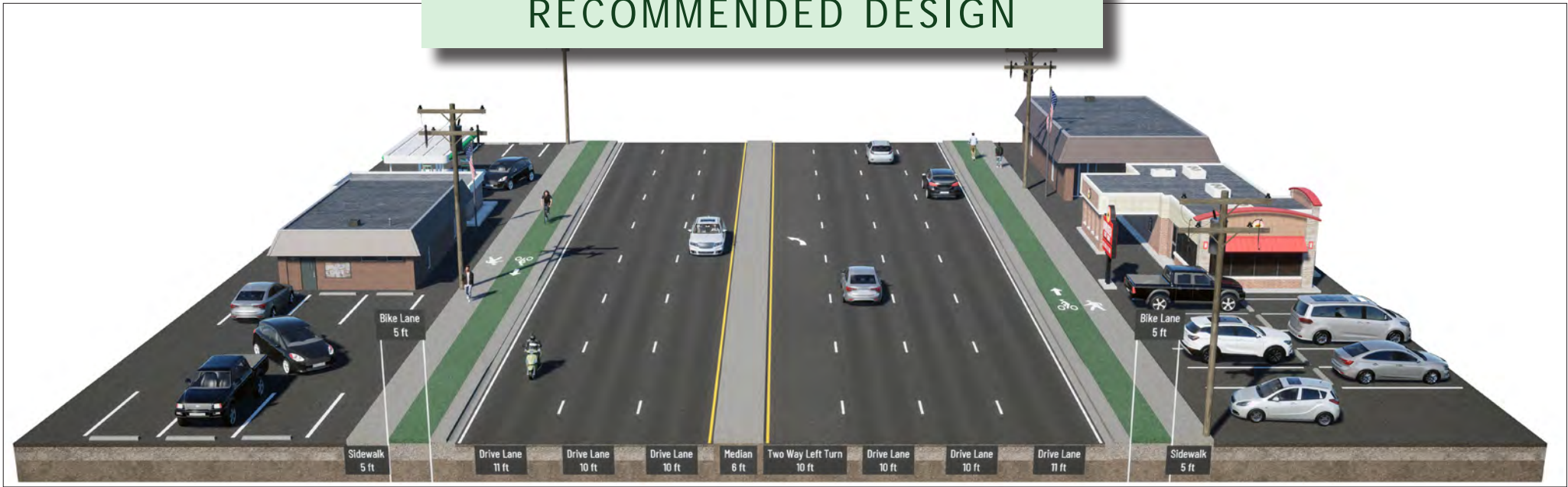


Figure 74 Images of improvements proposed for South Military Trail by the Village of Palm Springs. Credit: DDEC LLC.

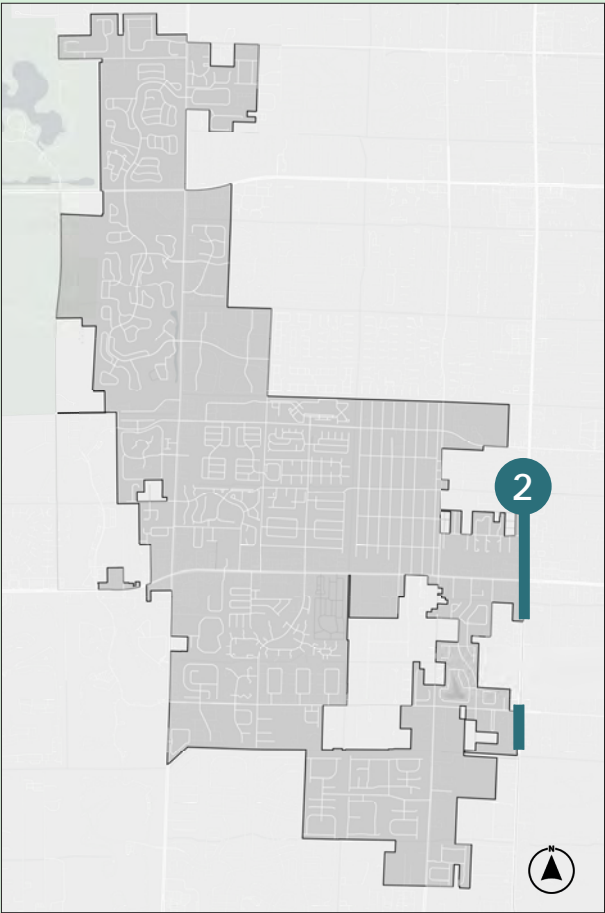
PRINCIPAL ARTERIAL

2

SOUTH MILITARY TRAIL

A reconfiguration is also recommended for this road, consistent with adopted roadway plans in neighboring Palm Springs (see Figure 74). By narrowing travel lanes, curbs can also be extended on South Military Trail, enabling a grade-separated (raised) bike lane adjacent to the sidewalk with street trees buffering the nonmotorized facilities. Additional transit shelters at high ridership stops should also be added.

|                             |   |
|-----------------------------|---|
| Recommended Design Elements | Extend curbs to create grade-separated (raised) 5' bike lanes adjacent to 6' sidewalk |
|                             | Add transit shelters at high ridership stops  |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



EXISTING CONDITIONS



Figure 75 Composite of design improvement concepts for South Jog Road

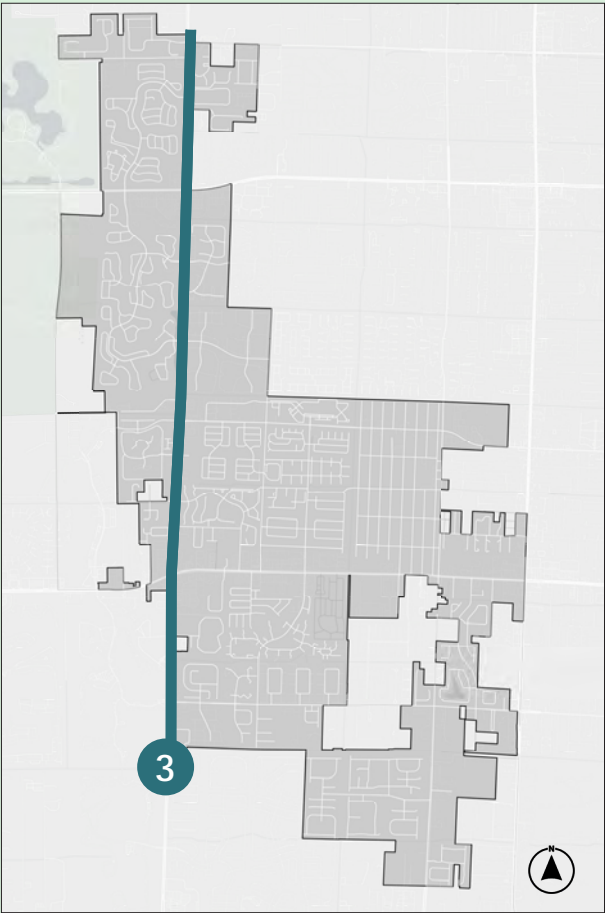
PRINCIPAL ARTERIAL

3

SOUTH JOG ROAD

Carrying up to 55,000 cars according to AADT data, South Jog Road is one of the busiest corridors in Palm Beach County and one of the highest-crash corridors in the City. The 6-lane corridor has a posted speed limit of 45 MPH with a mix of unprotected bicycle lanes (north of Lake Worth Road) and unmarked shoulders (south of Lake Worth Road), 6' sidewalks, and planted center medians.

|               |          |
|---------------|----------|
| Ownership     | FDOT     |
| Configuration | 6-Lane   |
| Right-of-Way  | 120-130' |





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH



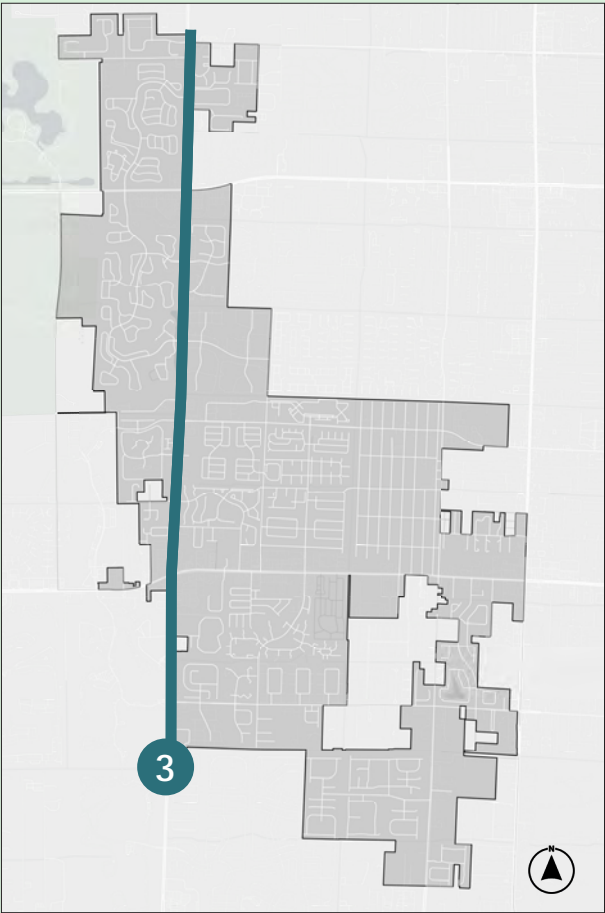
### PRINCIPAL ARTERIAL

3

#### SOUTH JOG ROAD

Given the available right-of-way, a modest design option for South Jog Road (Option 1) entails filling the utility strip to create 8-10' sidewalks on both sides of the road, adding bicycle lane markings with green striping at conflict points (e.g., driveways, intersections) and adding green bicycle boxes at major intersections. Transit shelters are recommended at high-ridership stops. The addition of traffic calming at side streets would further enhance the safety of this corridor.

|  |  |
|--|--|
| Recommended<br>Design Elements<br>(Option 1) | Fill utility strip to create 8-10' sidewalks   |
|  | Add bike lane markings, green striping at conflict points, and bike boxes at major intersections |
|  | Add transit shelters at high ridership stops   |





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH



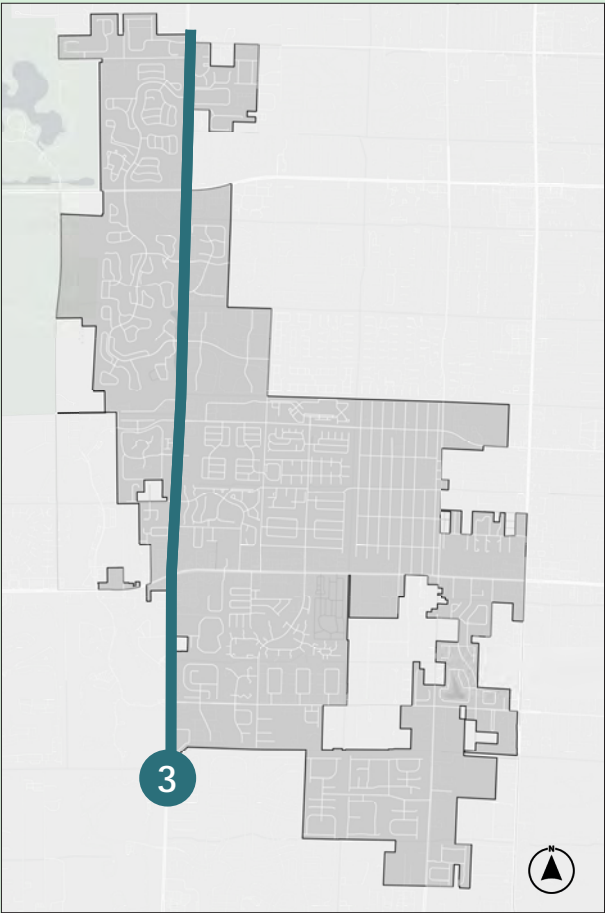
### PRINCIPAL ARTERIAL

3

#### SOUTH JOG ROAD

Alternatively, similar to the designs recommended for South Military Trail and Forest Hill Boulevard, a more elaborate South Jog Road improvement (Option 2) could include narrowing travel lanes and extending curbs to create a grade-separated bike lane adjacent to the sidewalk with street trees in the separation buffer.

|  |   |
|--|---|
| Recommended Design Elements (Option 2) | Extend curb to create grade-separated (raised) 5' bike lane adjacent to 6' sidewalk |
|  | Add transit shelters at high ridership stops  |
|  | Add street trees in separation buffer   |



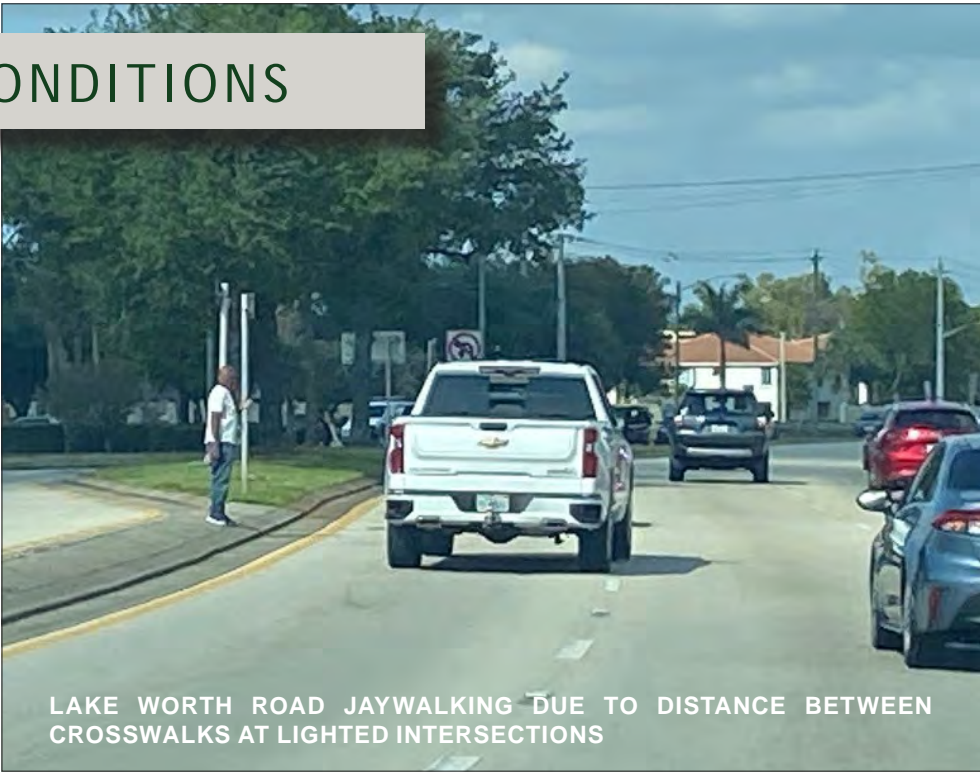


V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



STUDENTS WALKING HOME FROM SCHOOL NEAR THE INTERSECTION OF LAKE WORTH ROAD AND SWAIN BLVD



LAKE WORTH ROAD JAYWALKING DUE TO DISTANCE BETWEEN CROSSWALKS AT LIGHTED INTERSECTIONS



IMAGE OF EXISTING TRANSIT, BICYCLE AND SIDEWALK CONDITIONS ON LAKE WORTH ROAD

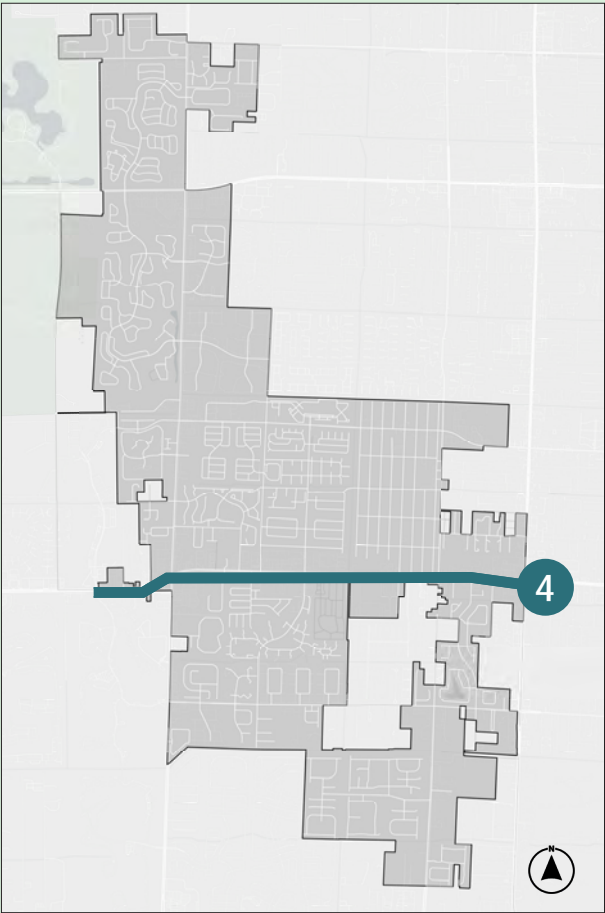
PRINCIPAL ARTERIAL

4

LAKE WORTH ROAD

Controlled by FDOT, Lake Worth Road is a heavily traveled road carrying up to 44,500 cars per day according to FDOT estimates. With a posted speed of 45 MPH, the corridor has mostly 6’ with some 8’ sidewalks and paved shoulders instead of bike lanes. The road includes center landscaped medians and a number of transit shelters.

|               |          |
|---------------|----------|
| Ownership     | FDOT     |
| Configuration | 6-Lane   |
| Right-of-Way  | 120-130’ |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

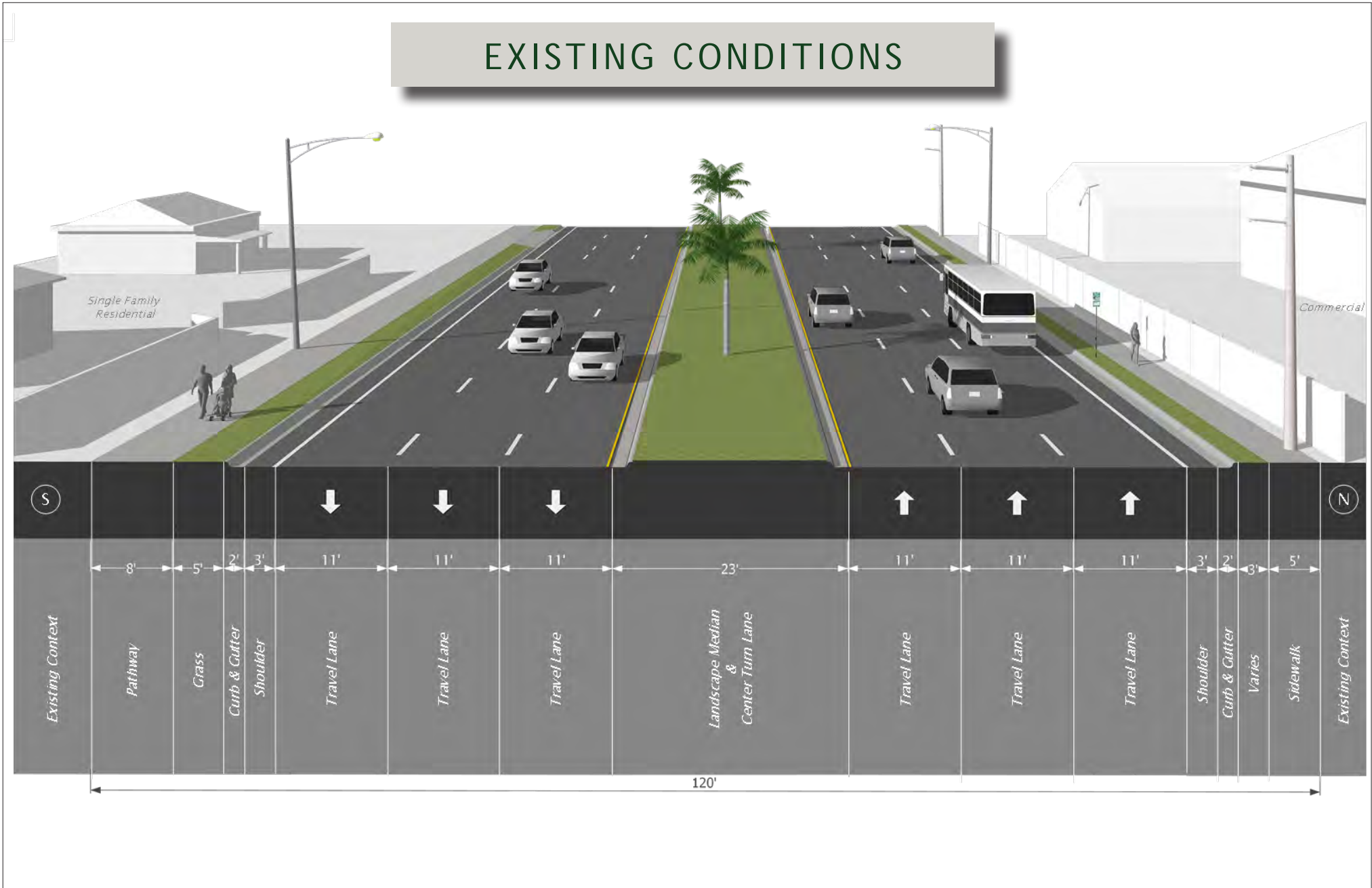


Figure 76 Diagram of existing conditions on Lake Worth Road

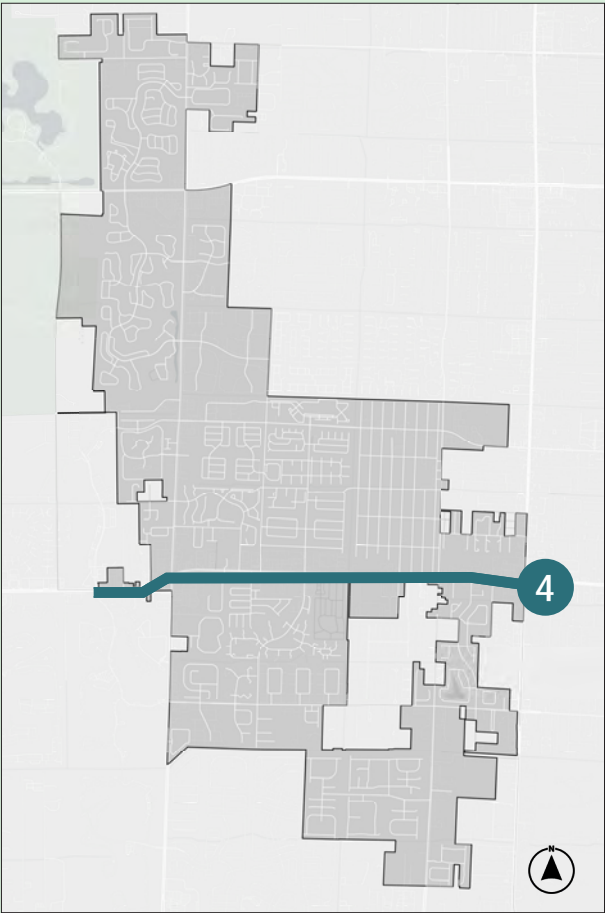
PRINCIPAL ARTERIAL

4

LAKE WORTH ROAD

Lake Worth Road is of heightened concern as it is also a primary connector to L.C. Swain Middle School, which daily dismisses hundreds of students walking and biking home after school primarily into the City's Original Section, to the north across the road. Three crossing guards are stationed on the corridor to help protect students.

The diagram provided in Figure 76 illustrates the width of the median as compared to the travel lanes and inadequate bicycle facilitates. Narrowing the width of the median would create the opportunity to bring the bicycle lanes up to an appropriate standard for a corridor with high traffic volumes and high speeds.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

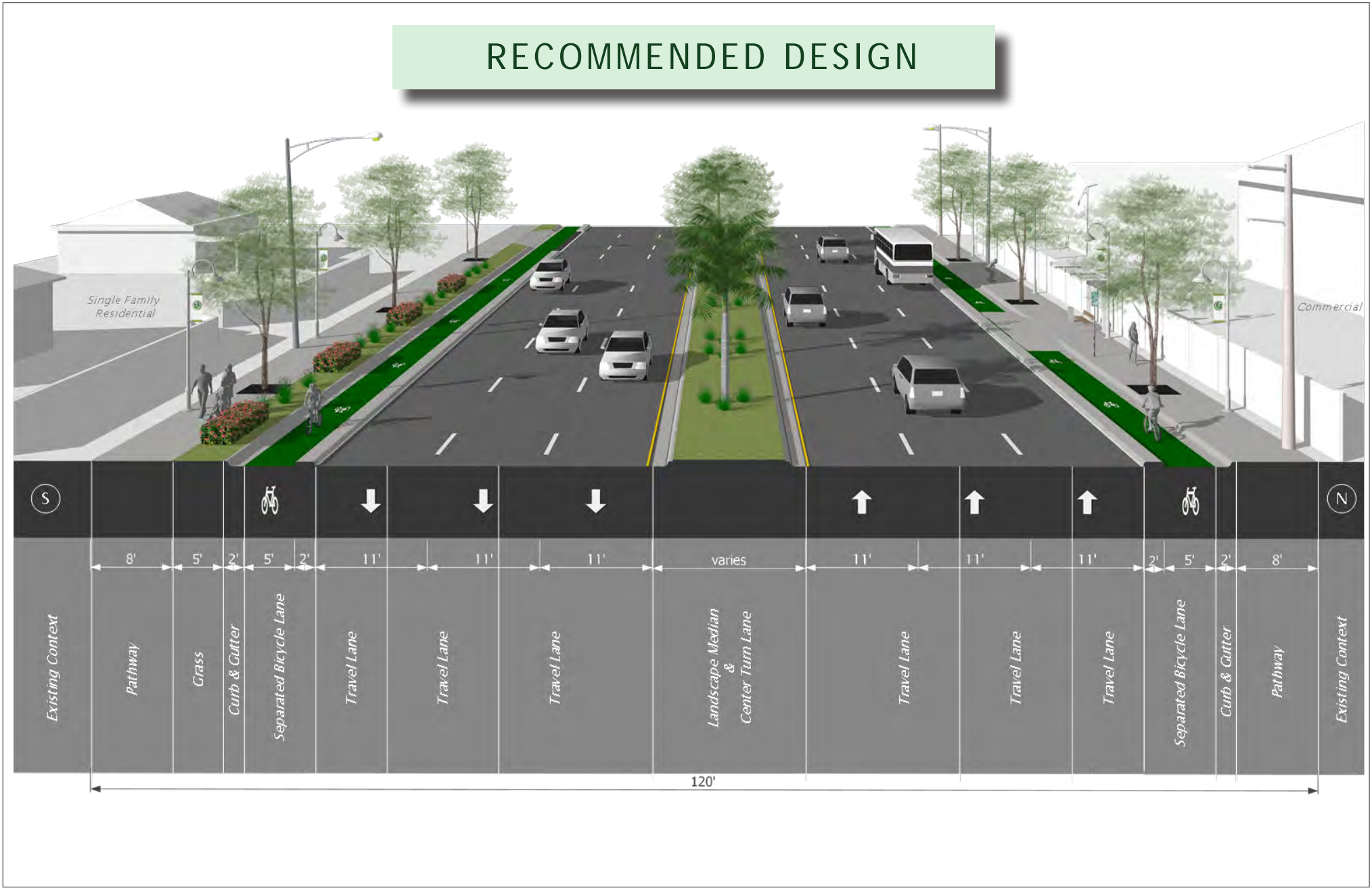


Figure 77 Diagram of recommended design for Lake Worth Road

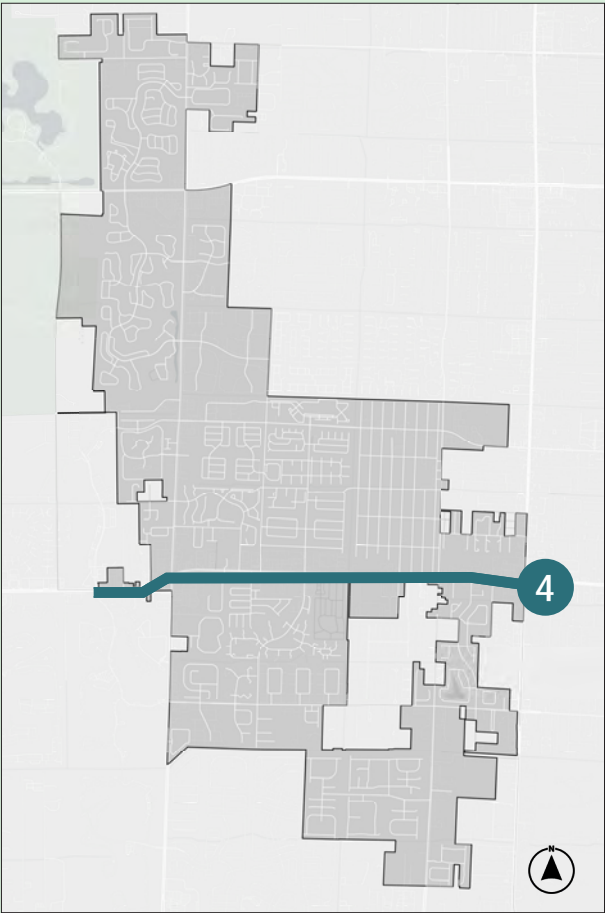
PRINCIPAL ARTERIAL

4

LAKE WORTH ROAD

A reconfiguration is recommended for Lake Worth Road with design elements similar to those recently completed by FDOT on Lake Worth Road east of the city. By narrowing the median and filling the utility strip, separated or protected bicycle lanes with concrete separators, 8-10' sidewalks, and street trees can be provided. Upgraded lighting and additional transit shelters are also recommended.

|                             |   |
|-----------------------------|---|
| Recommended Design Elements | Fill utility strip to create 8-10' sidewalks  |
|                             | Narrow median to add separated or protected bike lanes with green markings at conflict points and bike boxes at major intersections |
|                             | Add transit shelters at high ridership stops  |
|                             | Add LED lighting  |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



Figure 78 Composite of design improvement concepts for 10th Avenue North

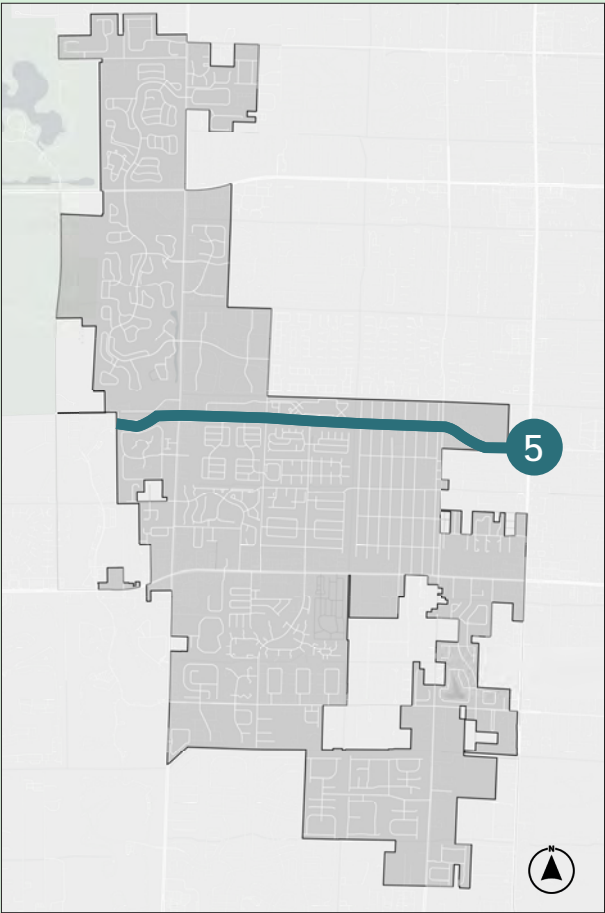
MINOR ARTERIAL

5

10TH AVENUE NORTH

Controlled by Palm Beach County, 10th Avenue North is 4-lane and 5-lane mixed-use corridor east of Jog Road and a 2-lane residential road west of Jog Road. Carrying 21,000 daily cars, the corridor is posted 40 MPH and contains paved shoulders, 5-6' sidewalks, and several center landscaped medians west of the Original Section (E-3 Canal). Notably, 10th Avenue North connects to Swain Boulevard, with entry signage and monuments highlighting the entry to the City's Original Section.

|               |   |
|---------------|---|
| Ownership     | Palm Beach County   |
| Configuration | 4-Lane and 5-Lane (east of Jog Road)<br>2-Lane (east of Jog Road) |
| Right-of-Way  | 80-110'   |





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH



EXISTING CONDITIONS 10TH AVENUE NORTH IN THE ORIGINAL SECTION, LOOKING EAST

### MINOR ARTERIAL

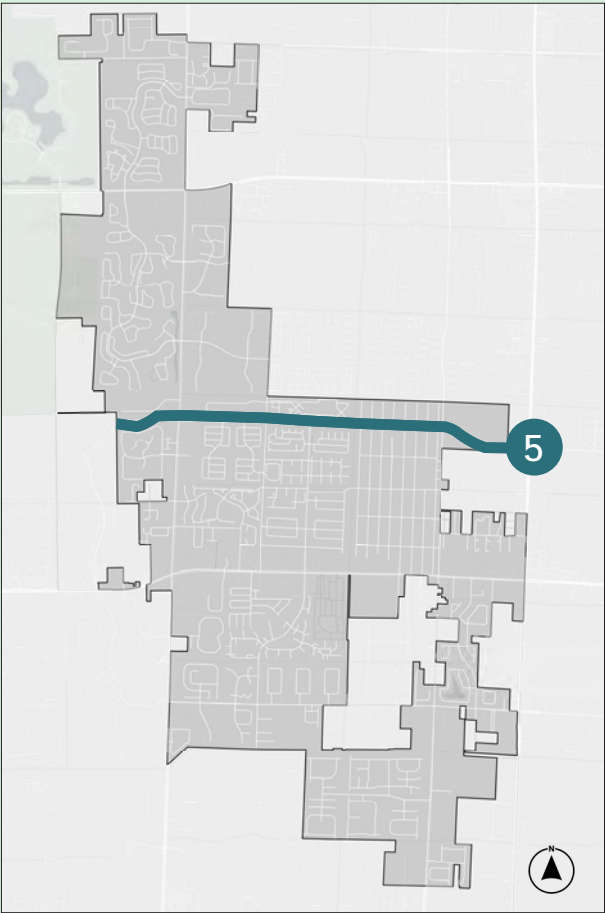
5

#### 10TH AVENUE NORTH

Among the City’s minor arterial roadways, the 10th Avenue North corridor is a strong redevelopment opportunity for the City. Land use patterns along the road have a fairly local feel, with John I. Leonard High School directly fronting 10th Avenue North at its Haverhill Road intersection. Other key public uses include the Community Center, WIC Center, and Ira Van Bullock Park, with Samuel J. Ferreri Park within a half-block of the west end of the road.

With substantial residential uses immediately abutting the corridor on both sides, the scale of development is quite, walkable.

Given the corridor’s destinations and accessibility, it is recommended as part of the Bike Greenacres network.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



MINOR ARTERIAL

5

10TH AVENUE NORTH

Given the extensive public uses along the corridor and its noteworthy connection to Swain Boulevard, 10th Avenue North is recommended as a significant placemaking opportunity. Recommendations include additional center landscaped medians, enhanced crosswalks and intersection treatment at Swain Boulevard, and lighting and street tree upgrades. A pedestrian signal should be explored west of Swain Blvd and crosswalks enhanced, notably at the high school. Street tree planting should be encouraged collaboratively with private property owners.

|                             |  |
|-----------------------------|--|
| Recommended Design Elements | Create 8' sidewalks wherever possible                                      |
|                             | Add bike lane markings with green striping at conflict points              |
|                             | Add lighting, enhanced crosswalks and additional center landscaped medians |
|                             | Enhance Swain Boulevard intersection                                       |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

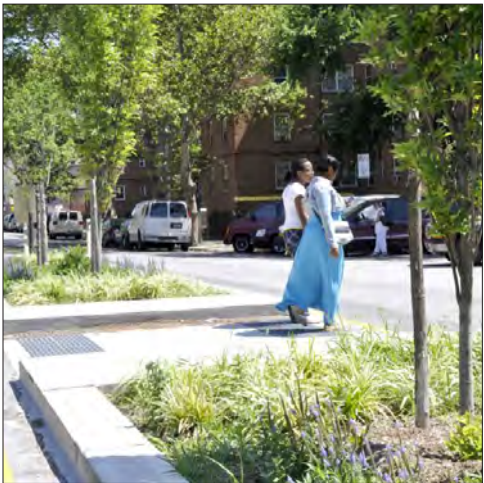


Figure 79 Composite of design improvement concepts for Haverhill Road

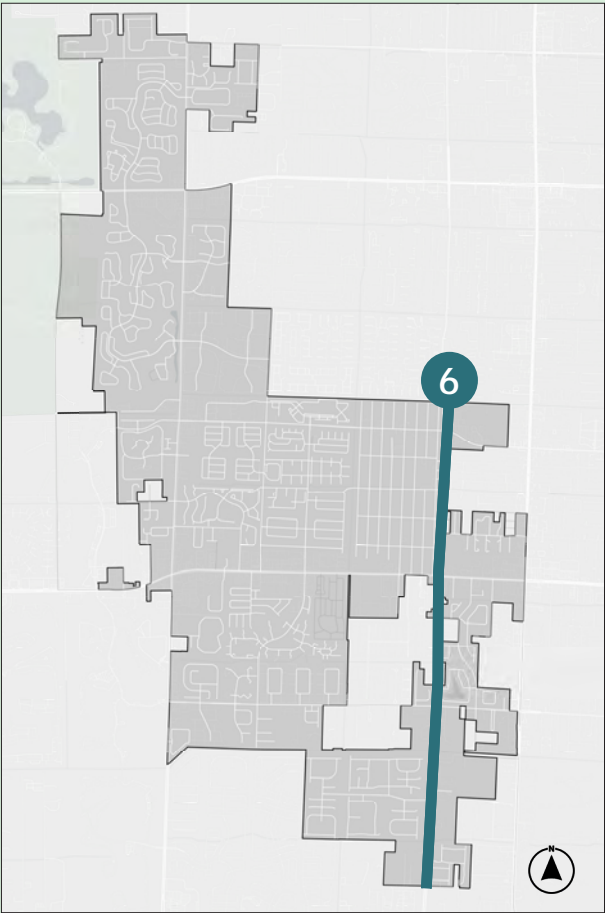
MINOR ARTERIAL

6

HAVERHILL ROAD

Controlled by Palm Beach County, Haverhill Road is a 5-lane north/south corridor with segments that carry between 16,000 daily trips (south of Melaleuca Lane) and more than 30,000 daily trips at its northern end approaching Forest Hill Boulevard. With a posted 40 MPH speed, Haverhill Road has 4-5’ sidewalks, paved shoulders in some portions, and occasional center landscape medians. There are five schools within a block of the road, and a mid-block pedestrian refuge provides access to the Greenacres Christian Academy.

|               |                   |
|---------------|-------------------|
| Ownership     | Palm Beach County |
| Configuration | 5-Lane            |
| Right-of-Way  | 80’               |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

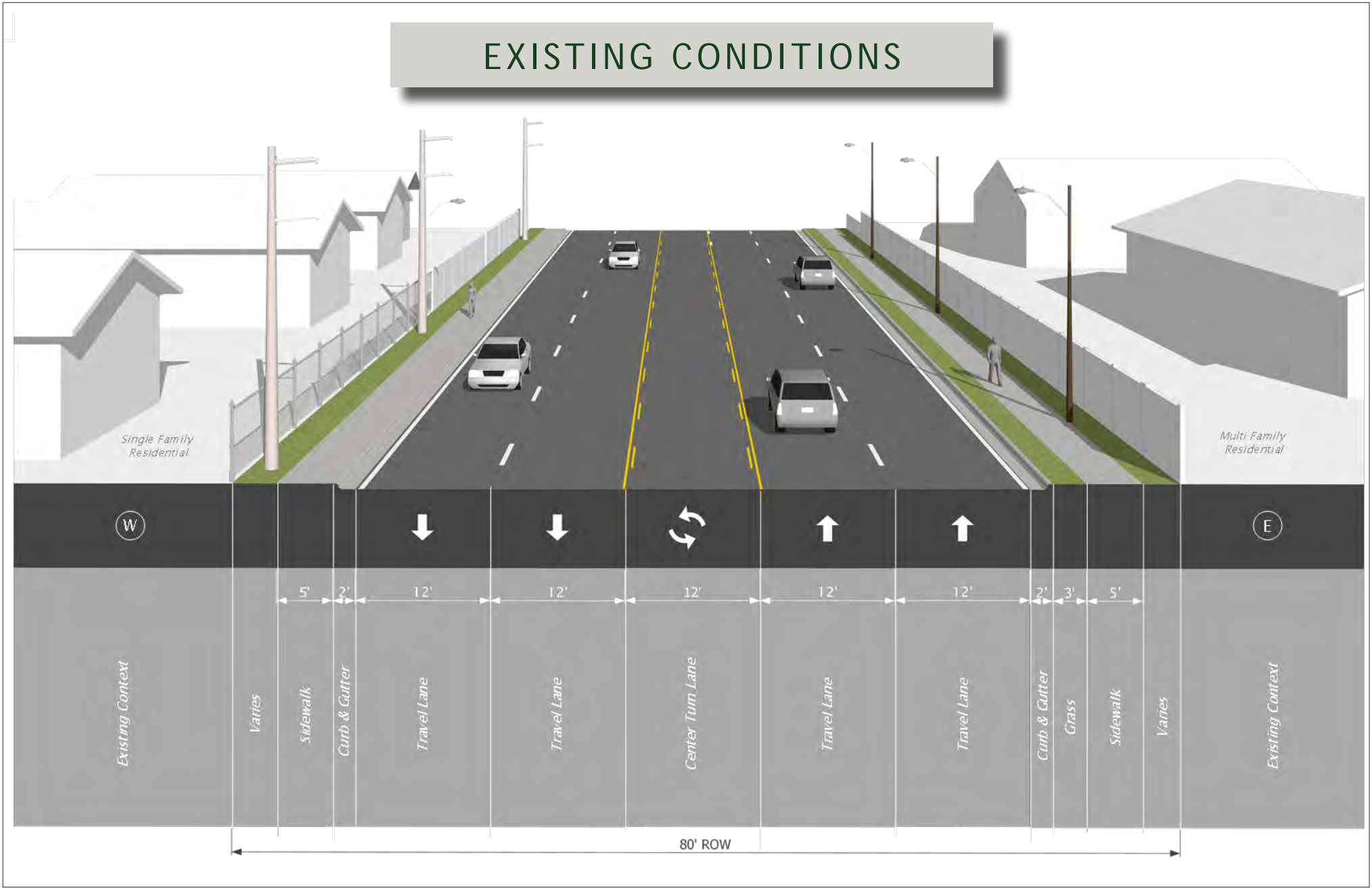


Figure 80 Diagram of existing conditions on Haverhill Road.

MINOR ARTERIAL

6

HAVERHILL ROAD

Given the narrow 80' right-of-way for the corridor, a modest design option for Haverhill Road entails filling the utility strip to create 6-8' sidewalks on both sides wherever possible, adding bicycle lane markings where sufficient area exists with green striping at conflict points (e.g., driveways, intersections), additional median landscaping, and transit shelters and benches at high-ridership stops.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

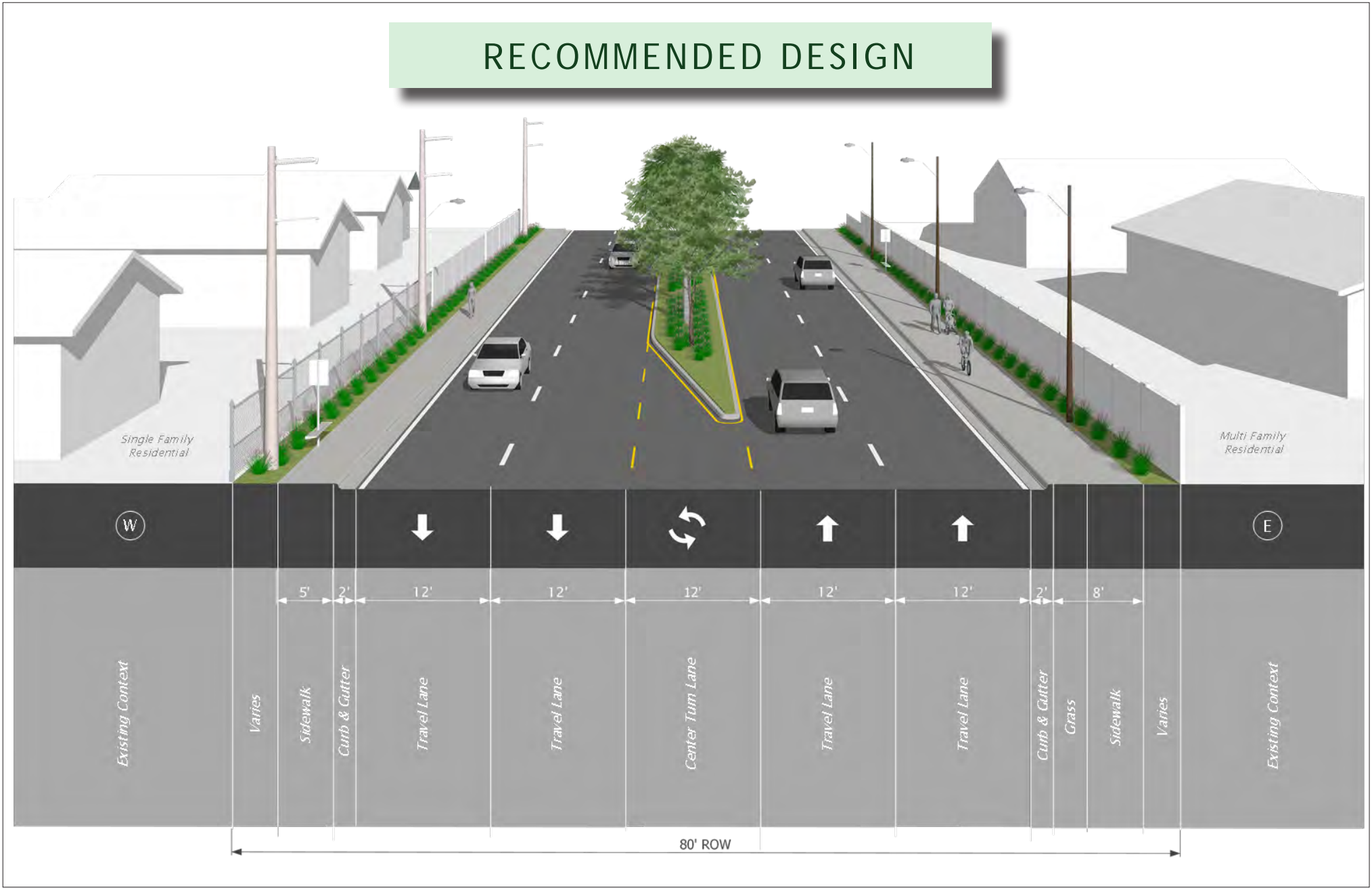


Figure 81 Diagram of recommended design for Haverhill Road.

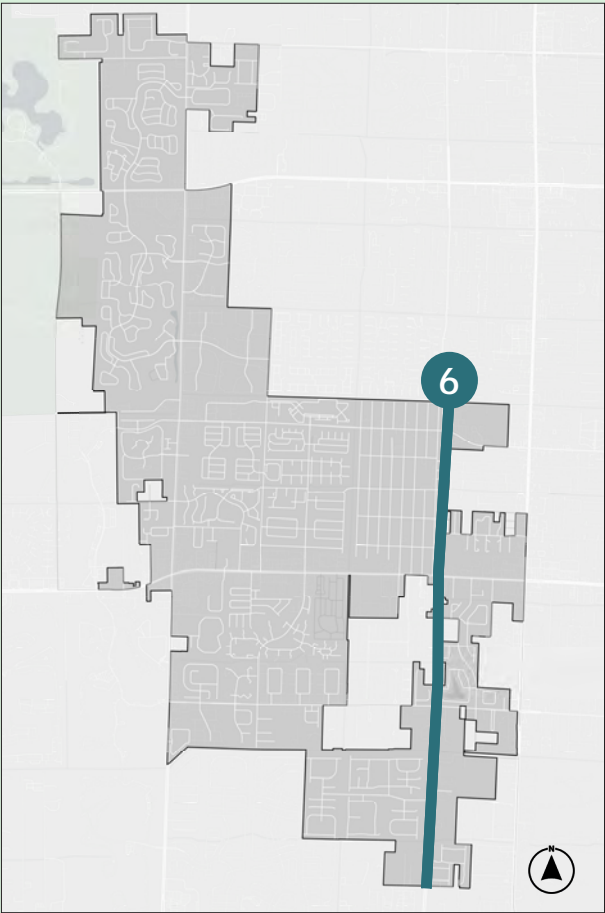
MINOR ARTERIAL

6

HAVERHILL ROAD

The addition of traffic calming at side streets is strongly recommended to help slow cut-through traffic between Haverhill Road and parallel collector roads

|                             |  |
|-----------------------------|--|
| Recommended Design Elements | Fill utility strip where present to create 6-8' sidewalks                |
|                             | Add bike lane markings where possible, green striping at conflict points |
|                             | Add transit shelters at high ridership stops                             |
|                             | Add additional median landscaping  |





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH

EXISTING CONDITIONS



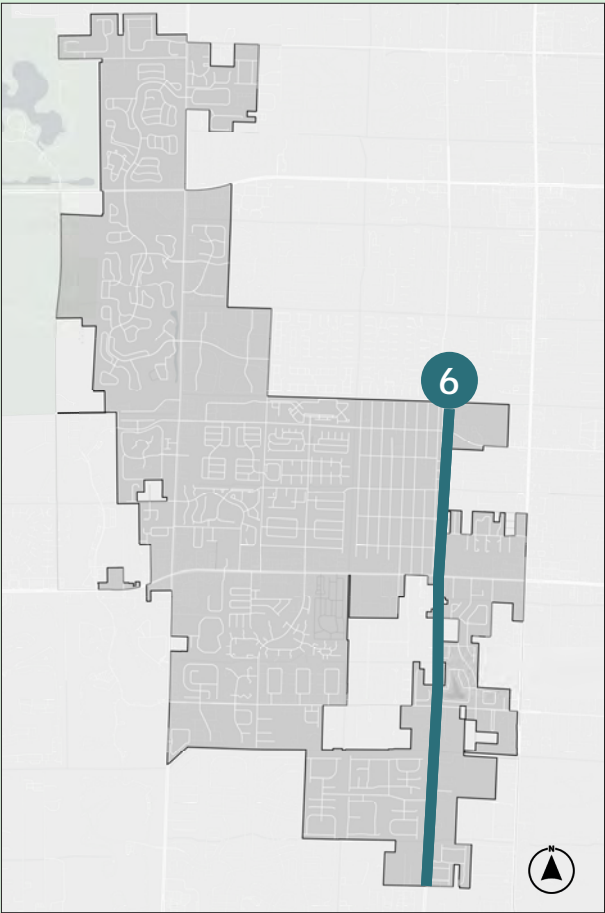
EXISTING CONDITIONS AT HAVERHILL ROAD, PEDESTRIAN CROSSING

### MINOR ARTERIAL

6

#### HAVERHILL ROAD

To facilitate access to the Greenacres Christian Academy, a pedestrian-activated crossing with limited infrastructure exists just north of Biscayne Drive. Improvements to this crossing would improve visibility of users and add a traffic calming element to the roadway.





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH

### RECOMMENDED DESIGN



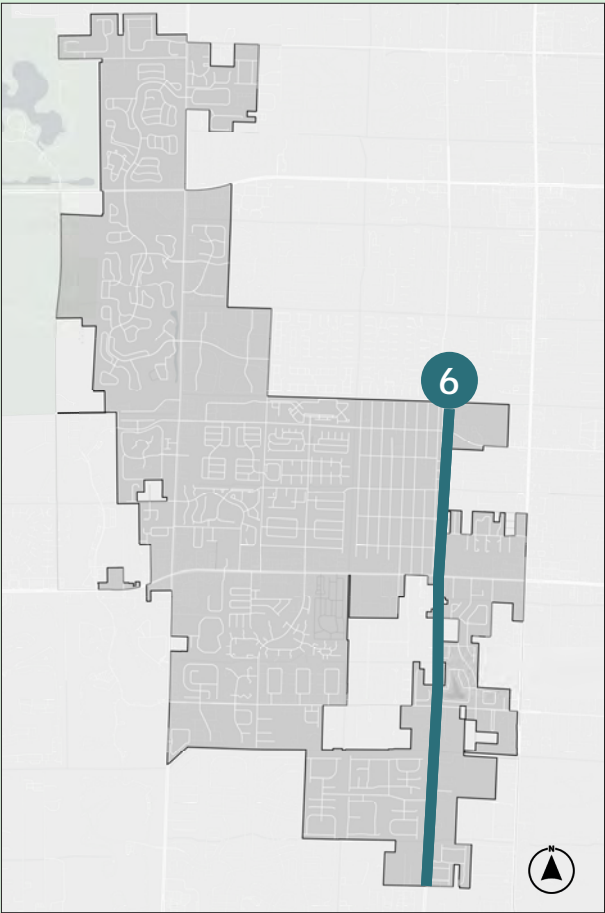
IMPROVED CONDITIONS AT HAVEHILL ROAD, PEDESTRIAN CROSSING

## MINOR ARTERIAL

6

### HAVERHILL ROAD

As illustrated on this page, enhancements to the existing pedestrian crossing could include new mast arms and lighting with additional signage, textured crosswalk, removing abandoned driveways, and improved median with landscaping and a pedestrian refuge.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



EXISTING CONDITIONS



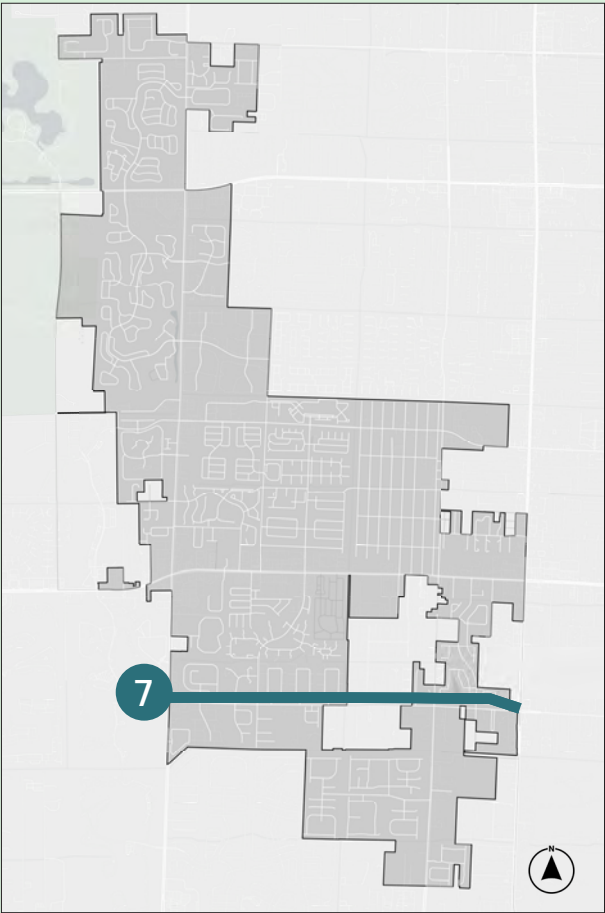
MINOR ARTERIAL

7

MELALEUCA LANE

Controlled by Palm Beach County, Melaleuca Lane is a fairly wide corridor, with 5 lanes in a 110'-right-of-way that carries only 18,000 to 25,000 daily trips. Traffic volumes are low compared to its configuration. The corridor includes the Greenacres City Hall as well as intersections with several north/south roads prioritized in the Bike Greenacres network. Melaleuca Lane has 6' sidewalks, 5' unprotected bike lanes, and a limited number of center landscaped medians.

|               |                   |
|---------------|-------------------|
| Ownership     | Palm Beach County |
| Configuration | 5-Lane            |
| Right-of-Way  | 110'              |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS

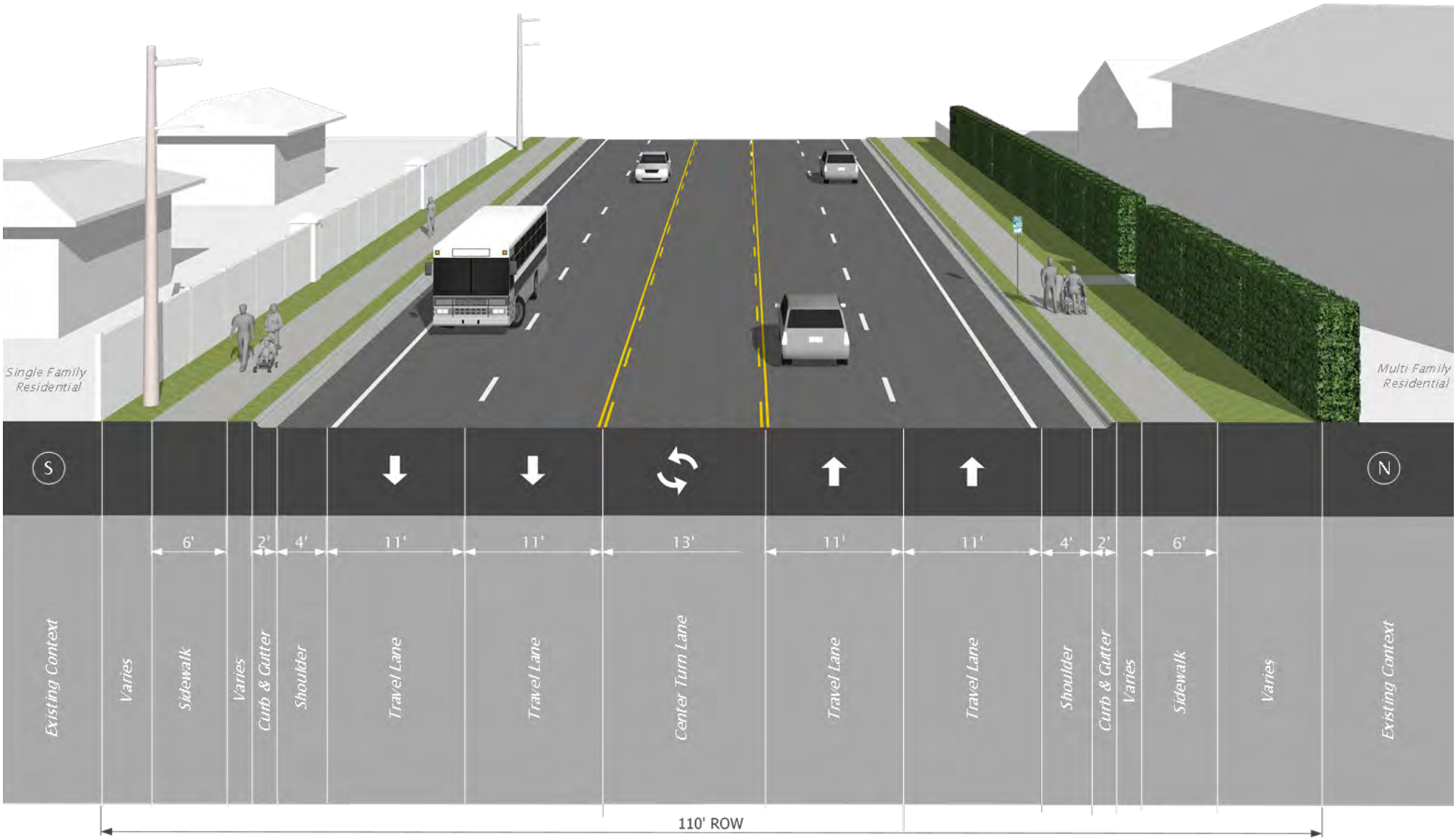
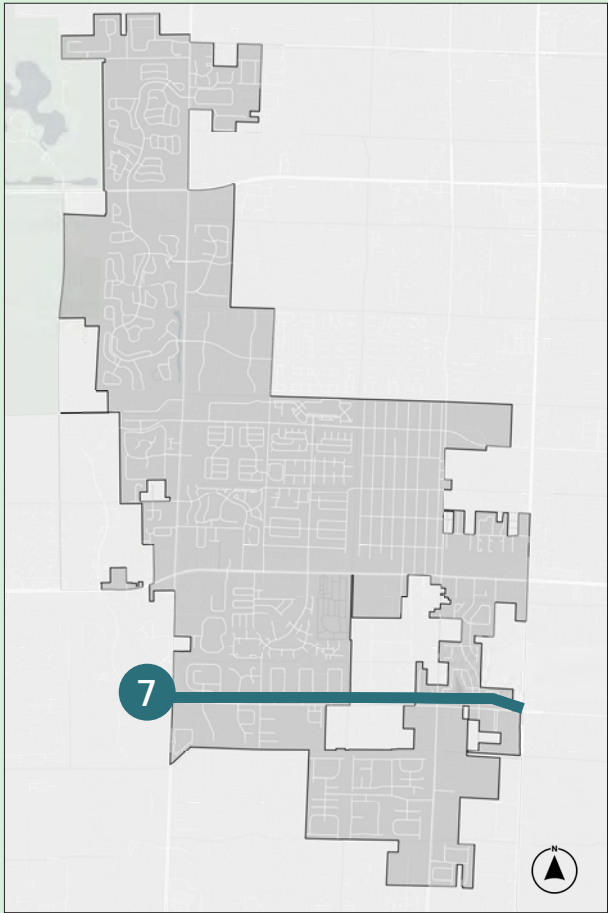


Figure 82 Diagram illustrating of existing conditions on Melaleuca Lane.

MINOR ARTERIAL 7

MELALEUCA LANE

Due to the modest traffic volumes as compared to the roadway width, the Palm Beach TPA has identified Melaleuca Lane as a possible lane re-purposing candidate. Within the 110' right-of-way, the road currently has 65' in width of asphalt, with turn-lane segments expanding to 76' at its widest dimension.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

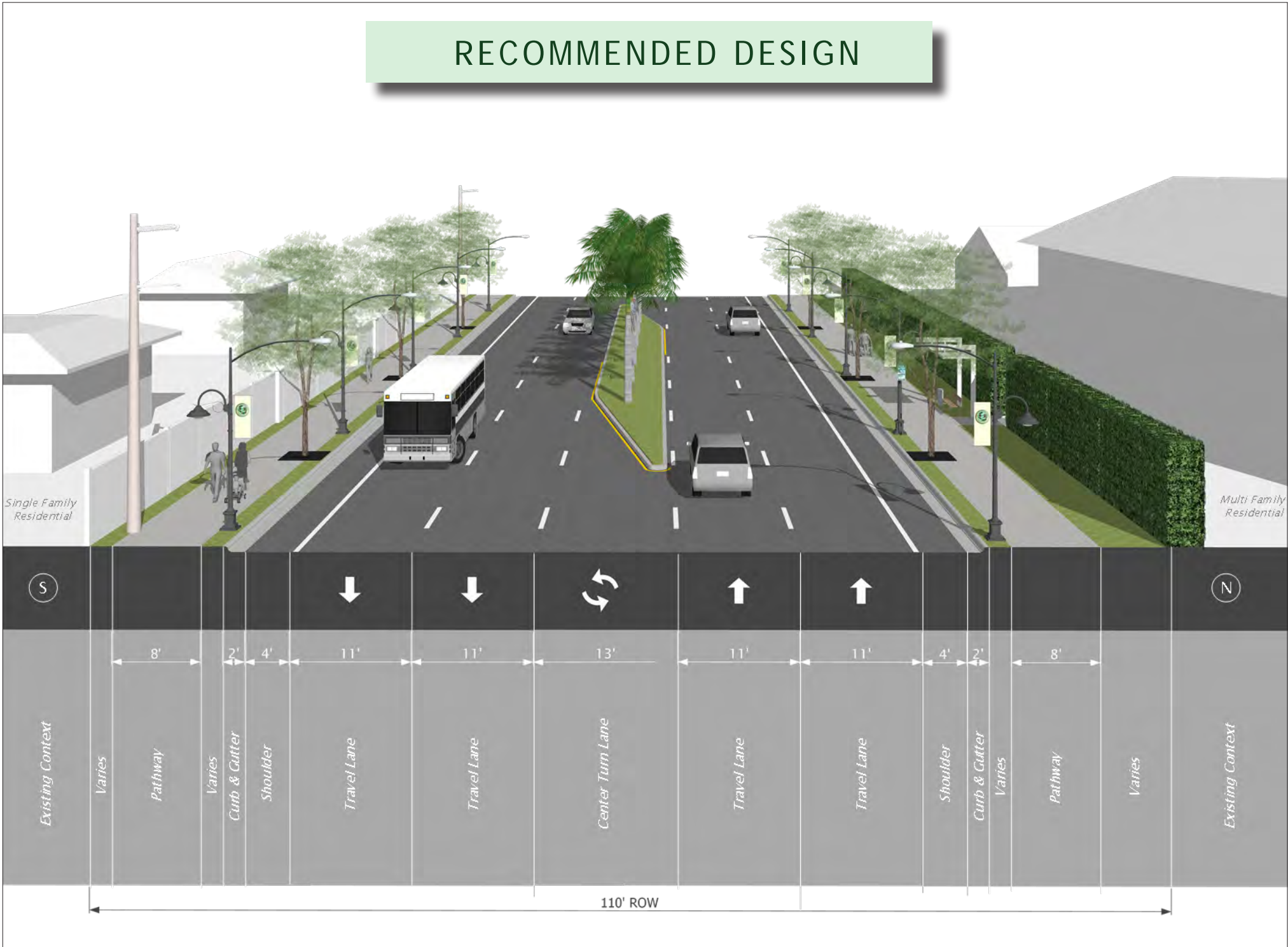


Figure 83 Diagram illustrating of recommended improvements for Melaleuca Lane.

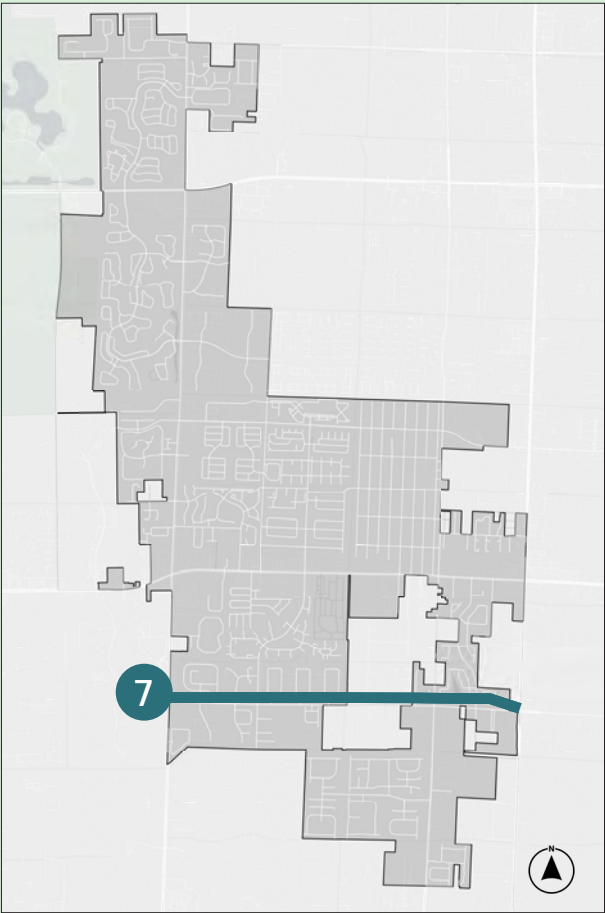
MINOR ARTERIAL

7

MELALEUCA LANE

The design recommendations for Melaleuca Lane could enable the corridor to become a showpiece for the community, and the road is recommended for inclusion in the Bike Greenacres premium network. Sidewalks could be expanded to 8-10' shared-use pathways on both sides, with street trees and decorative streetlights in the separation buffer. Transit shelters are also recommended at high-ridership stops.

|                             |  |
|-----------------------------|--|
| Recommended Design Elements | Wide sidewalk                                |
|                             | Landscaping                                  |
|                             | Transit shelters and decorative streetlights |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



EXISTING CONDITIONS ALONG PURDY LANE IN GREENACRES



Figure 84 Composite of design improvement concepts for Purdy Lane.

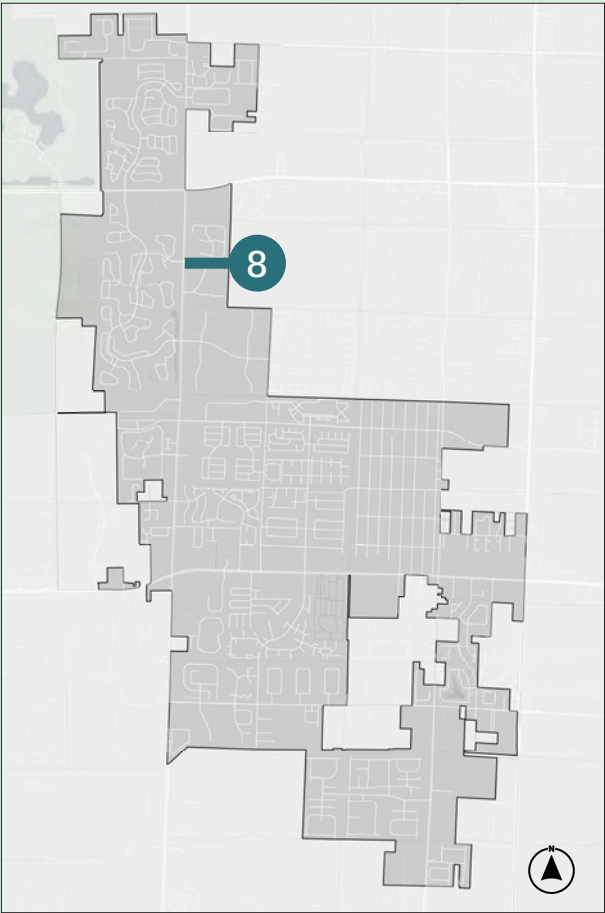
MAJOR COLLECTOR

8

PURDY LANE

Under Palm Beach County’s jurisdiction, Purdy Lane is a quiet neighborhood street serving low- to modest-density residential uses. With a posted 30 MPH speed, FDOT AADT data indicates the corridor only carries 8,900 daily trips, making it an important candidate for the Bike Greenacres premium network. The corridor has 4-5’ sidewalks and is lacking bicycle and transit infrastructure.

|               |                   |
|---------------|-------------------|
| Ownership     | Palm Beach County |
| Configuration | 2-Lane            |
| Right-of-Way  | 80’               |





V. RECOMMENDED SAFETY ACTIONS

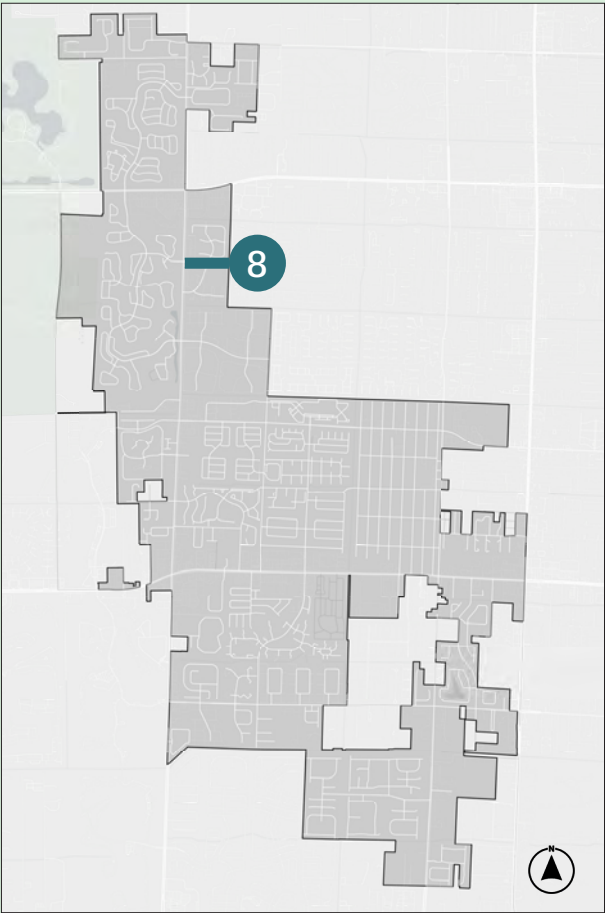
ROADWAY DESIGN APPROACH



MAJOR COLLECTOR 8

PURDY LANE

As evident in the existing conditions photo, Purdy Lane is without appropriate bicycle and pedestrian infrastructure to support transit stop access, with narrow sidewalks tending to have to accommodate both pedestrians and cyclists.





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH



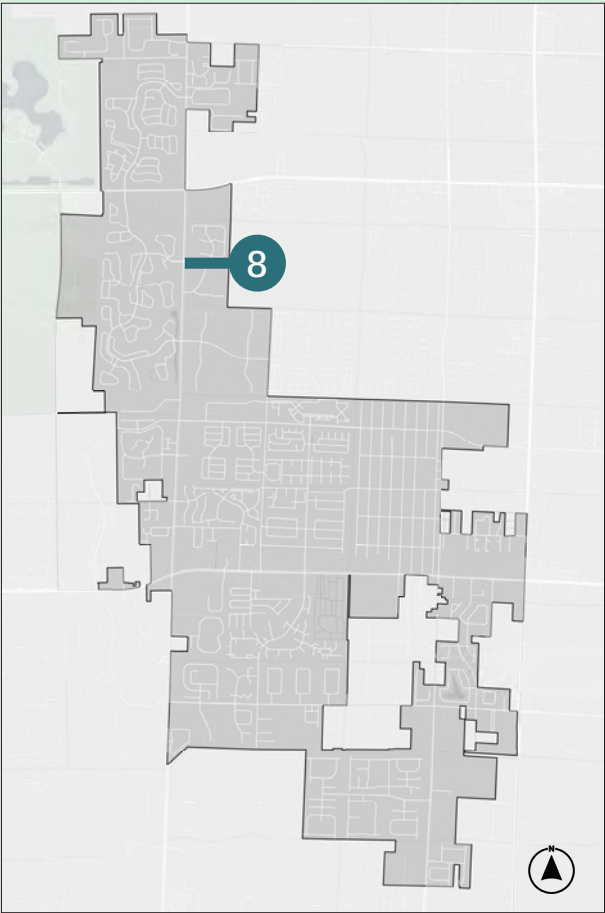
### MAJOR COLLECTOR

8

#### PURDY LANE

Purdy Lane is positioned to serve as an important component of the Bike Greenacres network. Accordingly, recommended improvements to this roadway include replacing one sidewalk with a wider, shared-use path and the addition of native shade trees, street lighting, and transit shelters at high-ridership stops. Additionally, traffic calming improvements such as splitter islands with landscaping should be added to enhance safety along the corridor.

|                             |  |
|-----------------------------|--|
| Recommended Design Elements | Add shared-use path on one side  |
|                             | Add transit shelters at high ridership stops and decorative streetlights |
|                             | Add street trees and traffic calming                                     |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



EXISTING CONDITIONS ALONG BOWMAN STREET IN GREENACRES

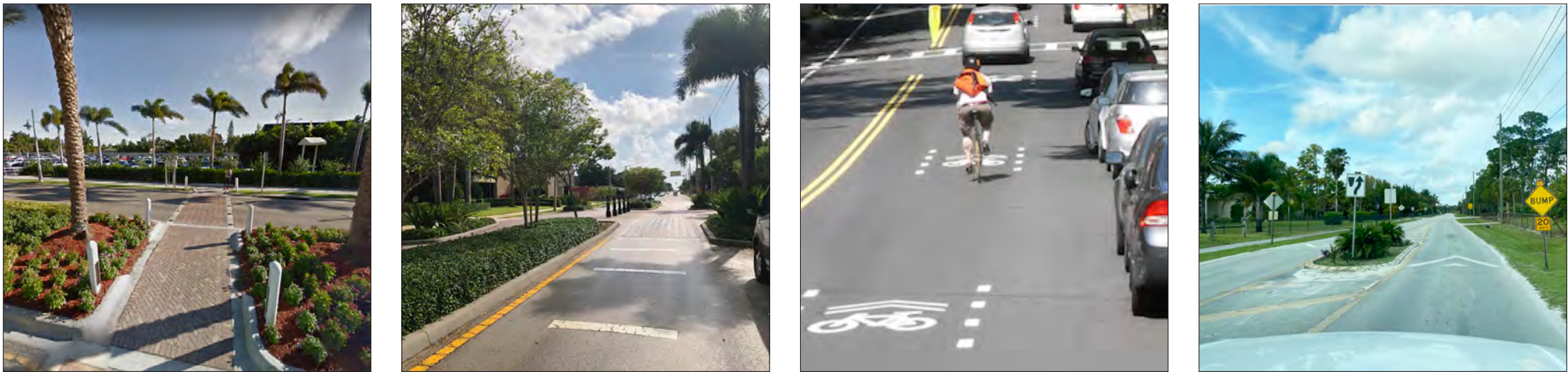


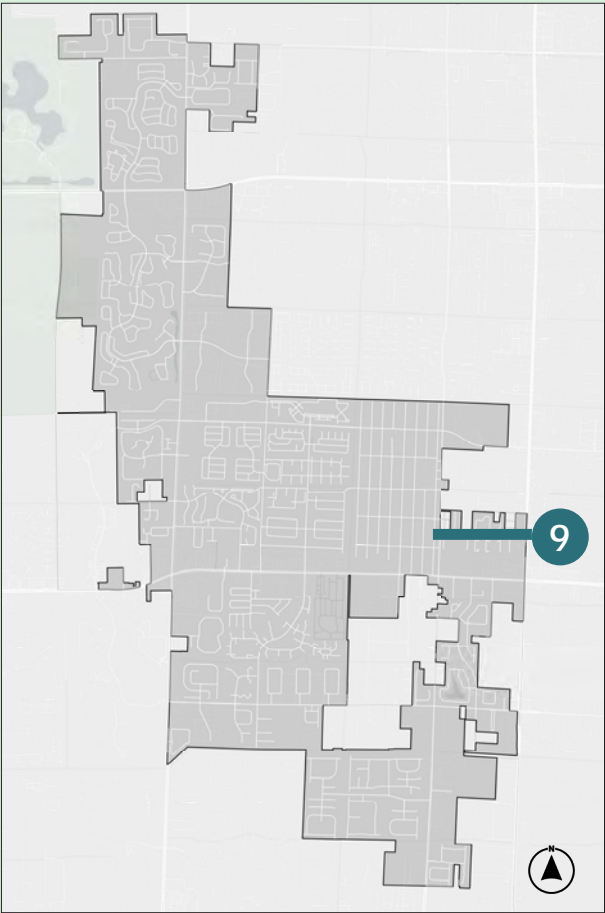
Figure 85 Composite of improvements for Bowman Street

MAJOR COLLECTOR 9

BOWMAN STREET

Controlled by Palm Beach County and Greenacres, Bowman Street is a quiet neighborhood street serving low- to modest-density residential uses as well as Bowman Park. With a posted 25 MPH speed, the road only carries 4,300 daily trips according to FDOT AADT data, making it an important candidate for the Bike Greenacres premium network. The corridor has 4-5' sidewalks and is lacking bicycle and transit infrastructure.

|               |                                  |
|---------------|----------------------------------|
| Ownership     | Palm Beach County and Greenacres |
| Configuration | 2-Lane                           |
| Right-of-Way  | 60'                              |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

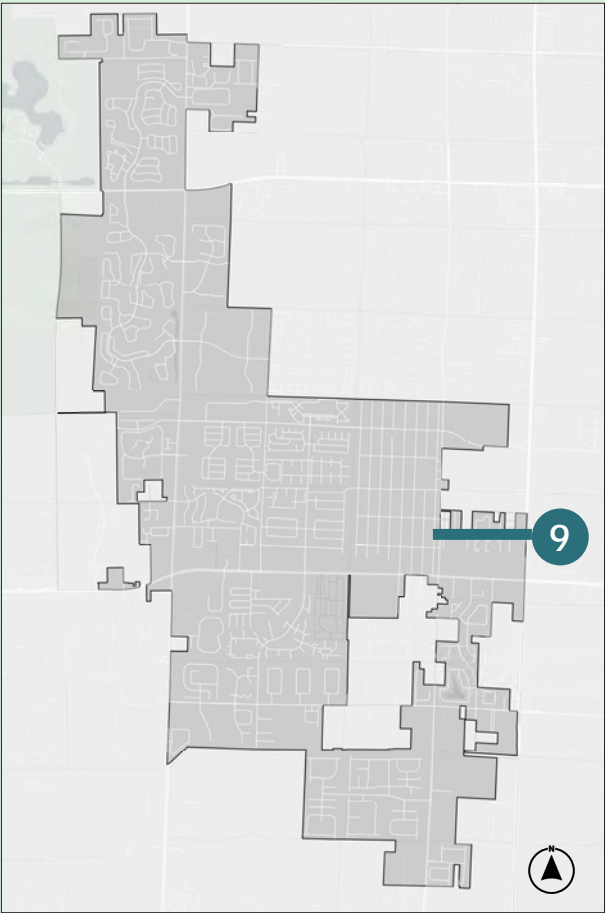


EXISTING CONDITIONS ALONG BOWMAN STREET

MAJOR COLLECTOR 9

BOWMAN STREET

Because Bowman Street has a series of power poles on the North side, which creates a conflict for sidewalk widening. Street trees exist sporadically on the south side of the road.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



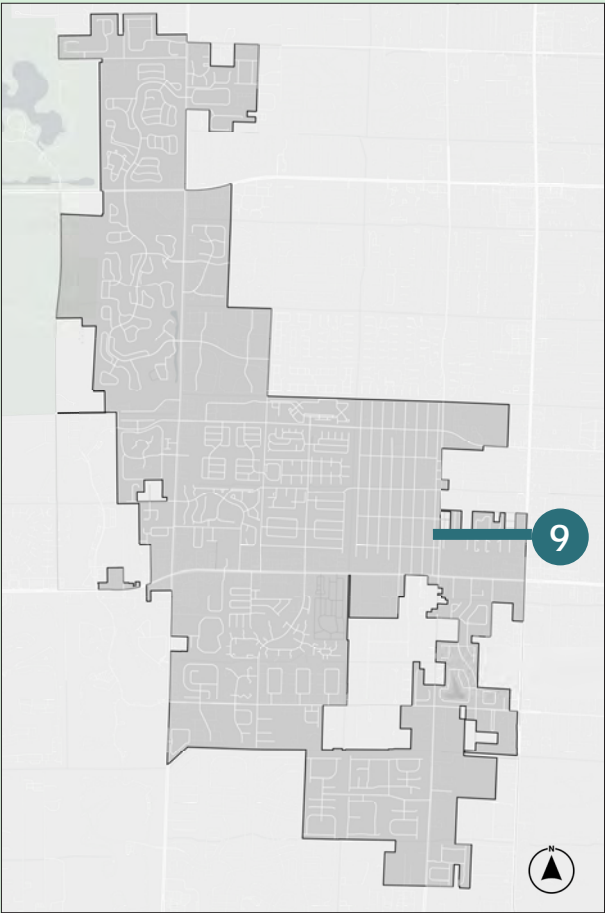
MAJOR COLLECTOR

9

BOWMAN STREET

With a posted speed of 25 MPH, the addition of traffic calming such as speed tables as depicted could help Bowman Street function appropriately as a “bike street” with sharrow markings raising driver awareness as to the anticipated presence of bicyclists. Recommended improvements to the corridor include the installation of a wider, shared-use path on the south side along with street tree plantings and improved lighting.

|                             |   |
|-----------------------------|---|
| Recommended Design Elements | Add shared-use path on one side                               |
|                             | Add traffic calming (e.g., speed tables) and sharrow markings |
|                             | Add street trees and enhanced lighting                        |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

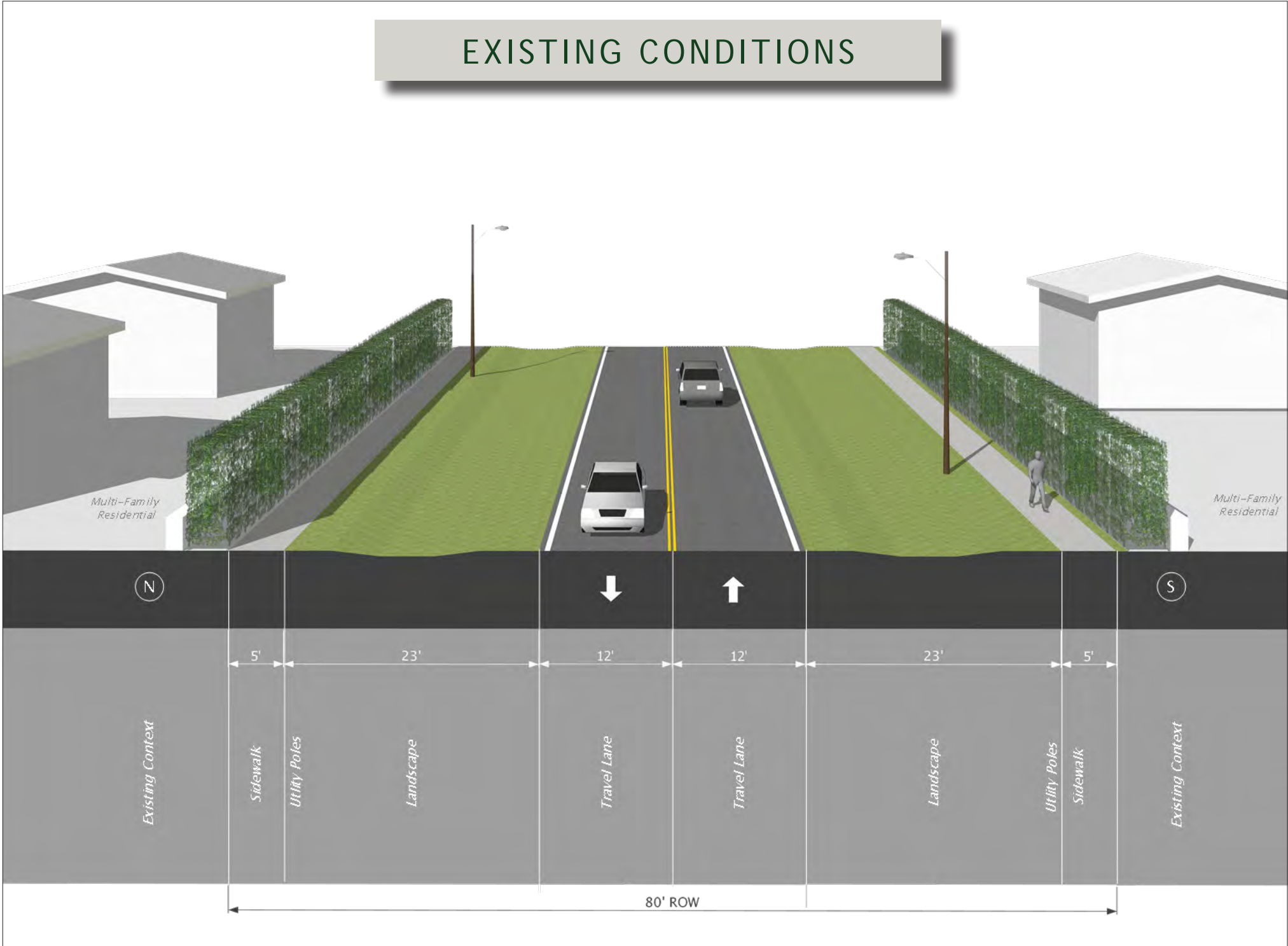


Figure 86 Diagram of existing conditions of Cresthaven Boulevard.

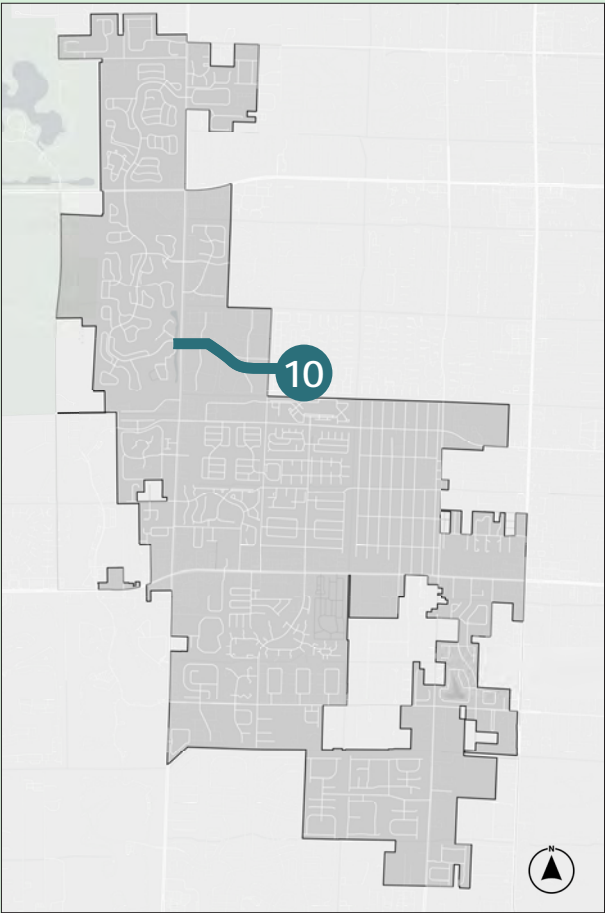
MAJOR COLLECTOR

10

CRESTHAVEN BOULEVARD

Controlled by Palm Beach County, Cresthaven Boulevard is a quiet neighborhood street serving considerable residential development on both sides of the road. With 2 lanes in an 80' right-of-way and up to 9,900 trips per day and only 5' sidewalks without bicycle facilities, Palm Beach County is underway with design plans to add buffered bike lanes and intersection improvements beginning in 2025.

|               |                   |
|---------------|-------------------|
| Ownership     | Palm Beach County |
| Configuration | 2-Lane            |
| Right-of-Way  | 80'               |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

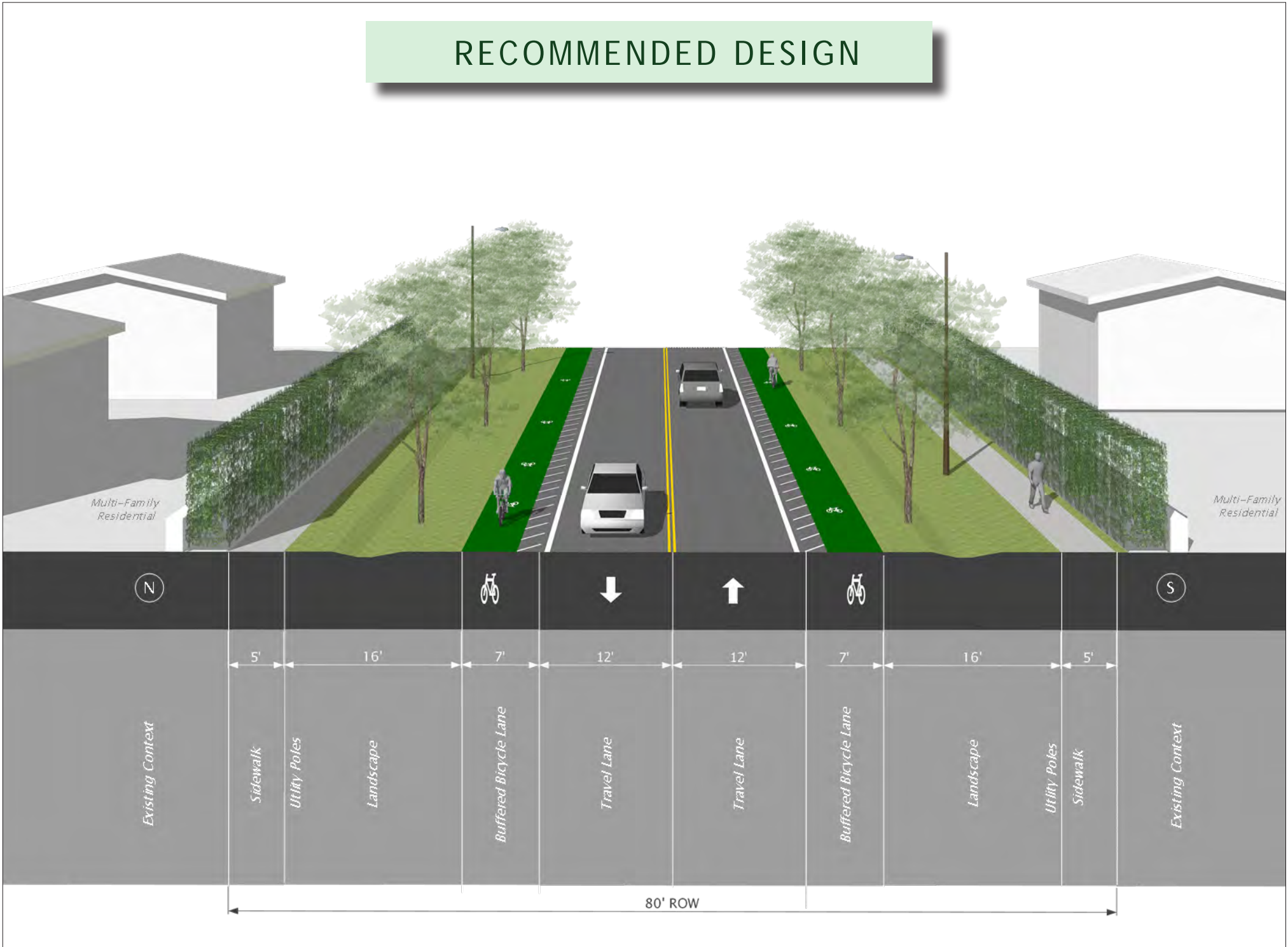


Figure 87 Diagram of recommended improvements for Cresthaven Boulevard.

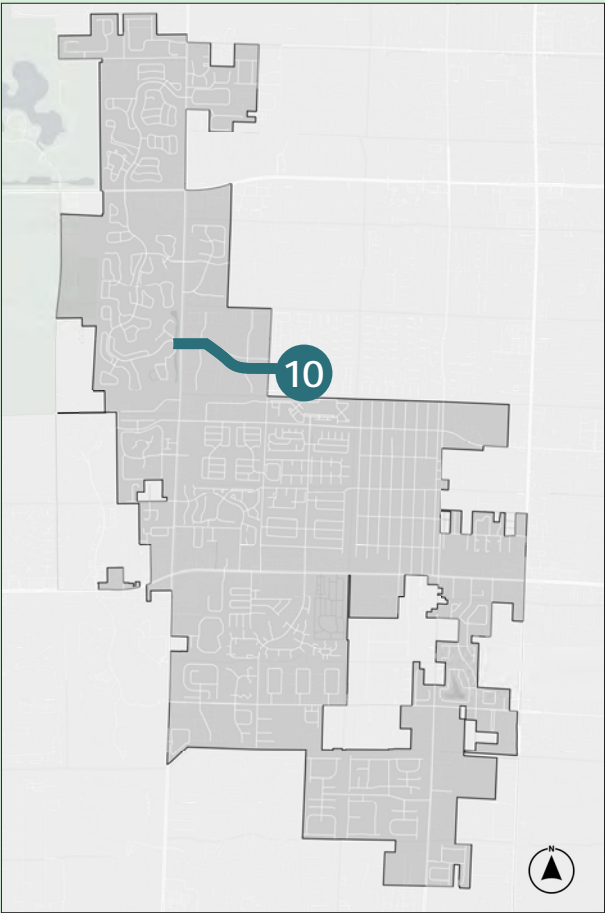
MAJOR COLLECTOR

10

CRESTHAVEN BLVD.

Cresthaven Boulevard is an important component of the Bike Greenacres premium network, and the recommended improvements include the installation of bike lanes along with street trees and traffic calming to slow cut-through traffic.

|                             |                         |
|-----------------------------|-------------------------|
| Recommended Design Elements | Add buffered bike lanes |
|                             | Add street trees        |
|                             | Add traffic calming     |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



EXISTING CONDITIONS ALONG SHERWOOD FOREST BLVD. IN GREENACRES

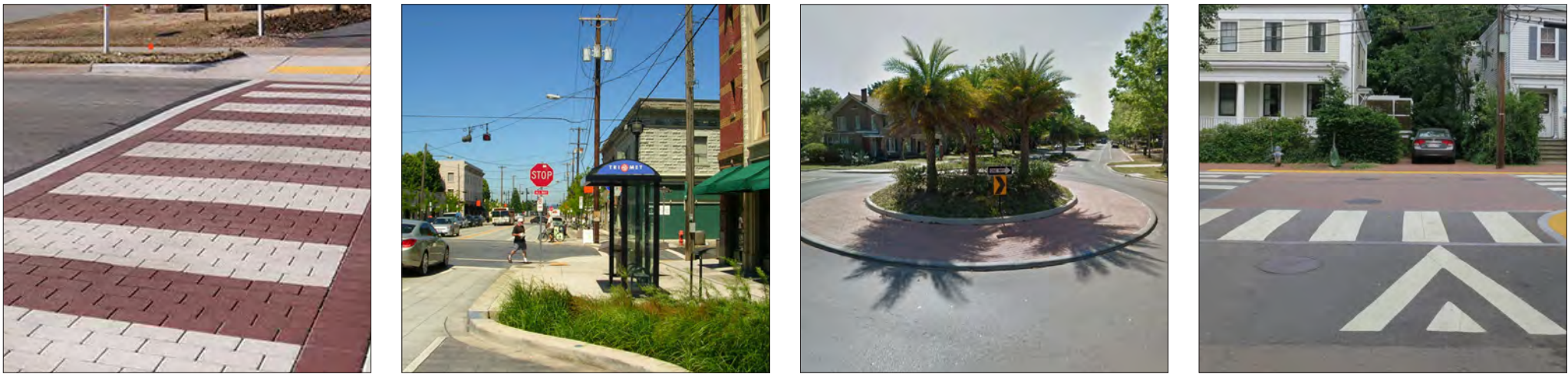


Figure 88 Composite of recommended improvements for Sherwood Forest Boulevard.

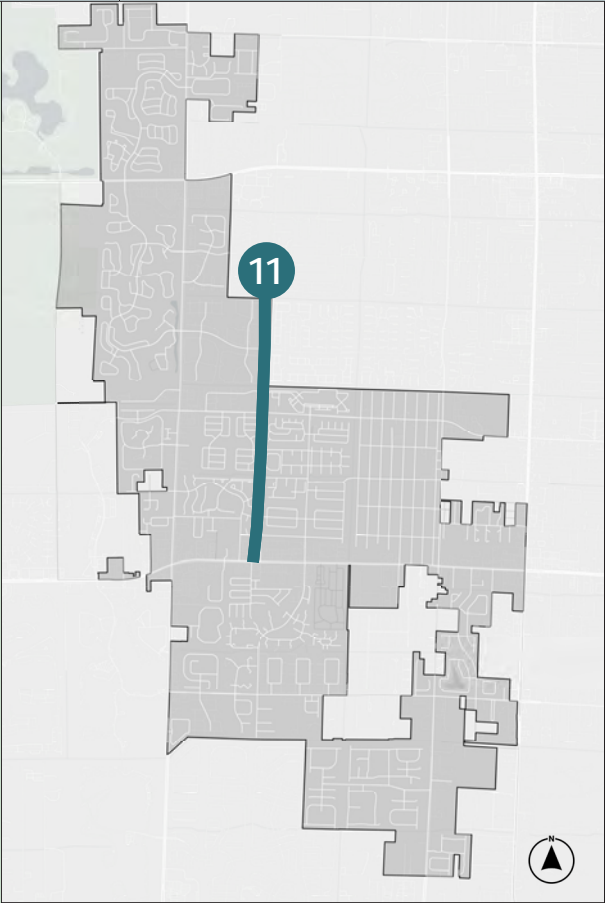
MAJOR COLLECTOR

11

SHERWOOD FOREST BOULEVARD

Under Palm Beach County’s jurisdiction, Sherwood Forest Boulevard is one of the City’s most picturesque roads, lined with street trees consistent with the City’s Tree City USA designation. Due to its central location, Sherwood Forest Boulevard is identified as the top priority north/south corridor in the Bike Greenacres premium network. The road has 2 lanes in an 80’ right-of-way, carrying up to 10,000 daily trips. With a posted 40 MPH speed, the road has 5’ sidewalks on both sides but no bicycle facilities. Although the corridor is currently being evaluated by the County for the addition of a continuous center turn lane, there are very few driveways and intersecting streets between signalized intersections, and the need for a continuous turn lane is unclear.

|               |                                    |
|---------------|------------------------------------|
| Ownership     | Palm Beach County                  |
| Configuration | 2-Lane (current) 3-lane (proposed) |
| Right-of-Way  | 80’                                |





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



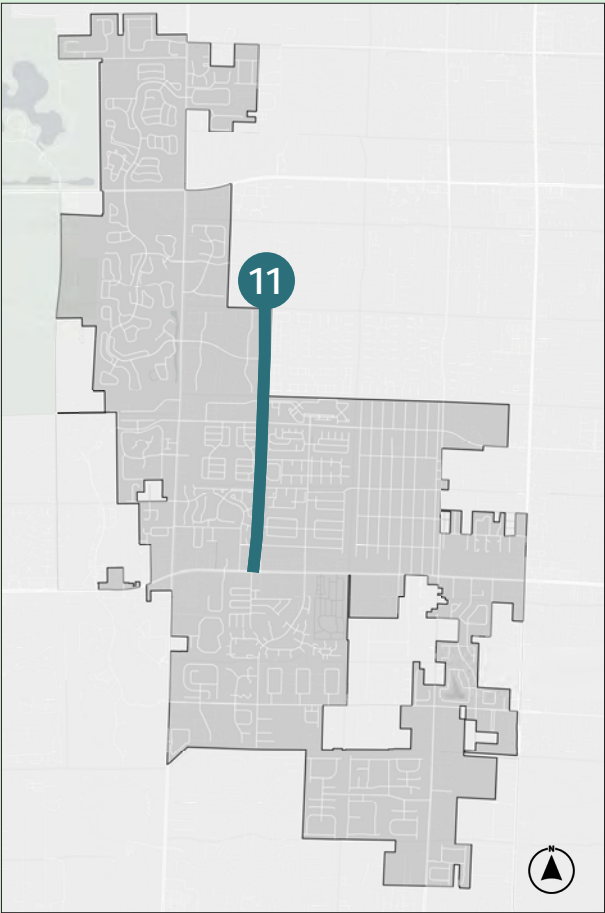
Figure 89 Diagram of existing conditions along Sherwood Forest Boulevard.

MAJOR COLLECTOR

11

SHERWOOD FOREST BOULEVARD

As a central north/south corridor that provides a safe, quiet parallel alternative to the City’s higher-speed arterials like Jog Road and Military Trail, Sherwood Forest Boulevard serves mostly residential uses that generate consistent pedestrian and bicycle activity on the tree-lined corridor. As depicted in Figure 89, a mix of palms and oaks are planted at the edges of the right-of-way, shading the sidewalks and providing a sense of enclosure.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

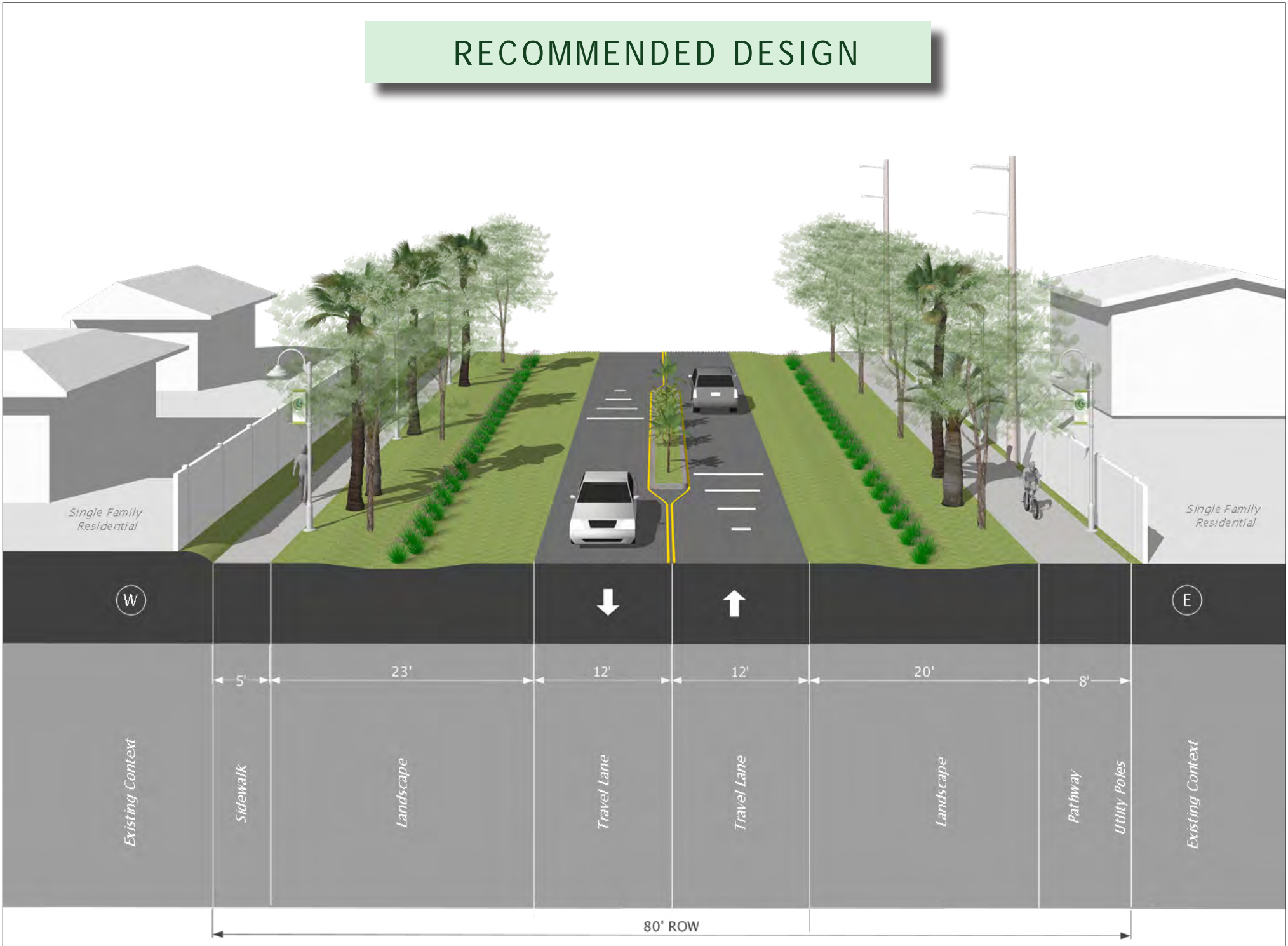


Figure 90 Diagram of recommended improvements for Sherwood Forest Boulevard.

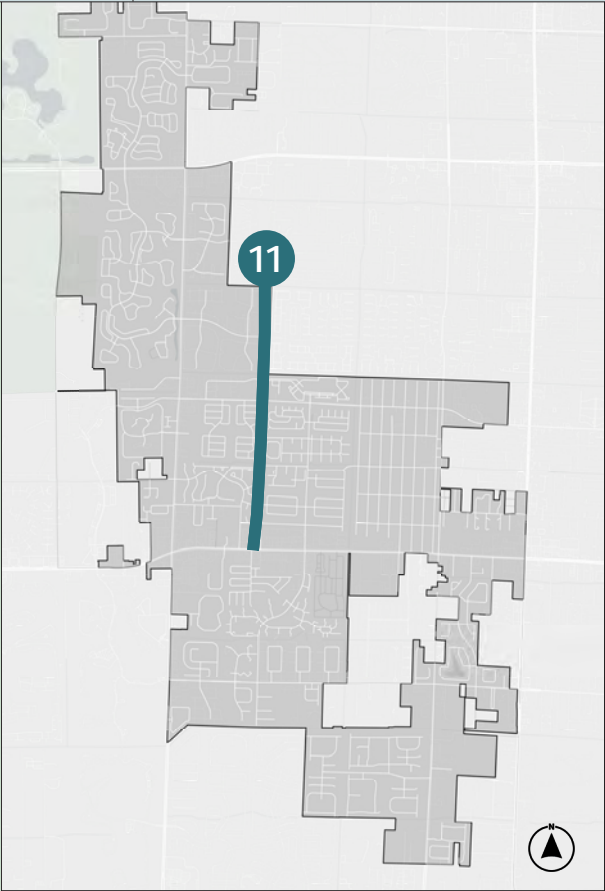
MAJOR COLLECTOR

11

SHERWOOD FOREST BOULEVARD

Sherwood Forest Boulevard represents a significant placemaking opportunity for the City to emphasize its tree coverage, residential character, and attention to detail. Recommended improvements to the road include the planting of additional canopy trees to continue the City’s landscaping theme, replacing one sidewalk with a shared-use path, enhancing crosswalks, and adding landscaped traffic calming features such as splitter islands and roundabouts.

|                             |   |
|-----------------------------|---|
| Recommended Design Elements | Add shared-use path on one side<br>Add additional canopy trees, palms, and landscaped traffic calming features, especially at intersections<br>Add textured, high-visibility crosswalks |
|-----------------------------|---|





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

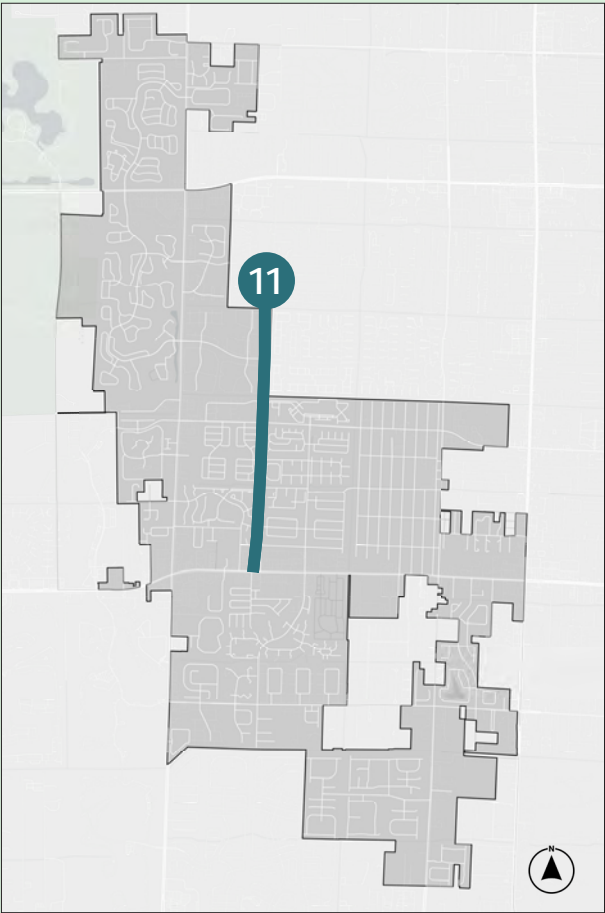


EXISTING CONDITIONS ALONG SHERWOOD FOREST BLVD.

MAJOR COLLECTOR 11

SHERWOOD FOREST BLVD

Existing tree plantings on Sherwood Forest Boulevard have begun to establish a canopy comprised of shade trees in the right-of-way and those on adjacent residential properties. The regular tree planting provides additional traffic calming by influencing drivers to maintain a tighter visual perspective, which naturally slows vehicles through driver behavior.





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH

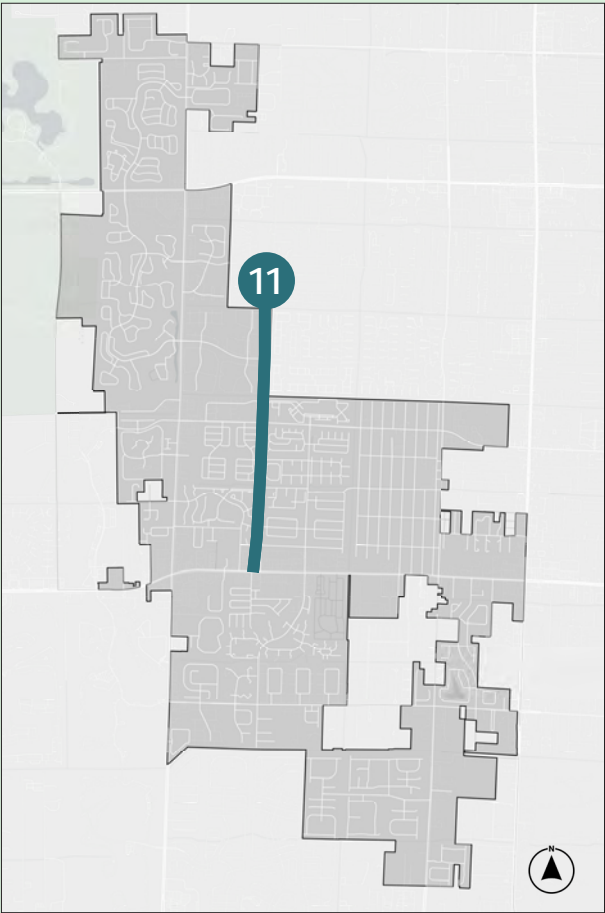
CONDITION TO AVOID



### MAJOR COLLECTOR 11

#### SHERWOOD FOREST BLVD

Although turn lanes can appropriately add capacity where needed, it is recommended the City avoid a design scenario that produces a wide expanse of asphalt and/or removal of the street trees. As depicted in the image on this page, a continuous center turn lane and either on-road shoulders or bike lanes would create a barren condition that would encourage driver speeding instead of calming, creating a safety hazard for the corridor’s pedestrians and bicyclists.





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH



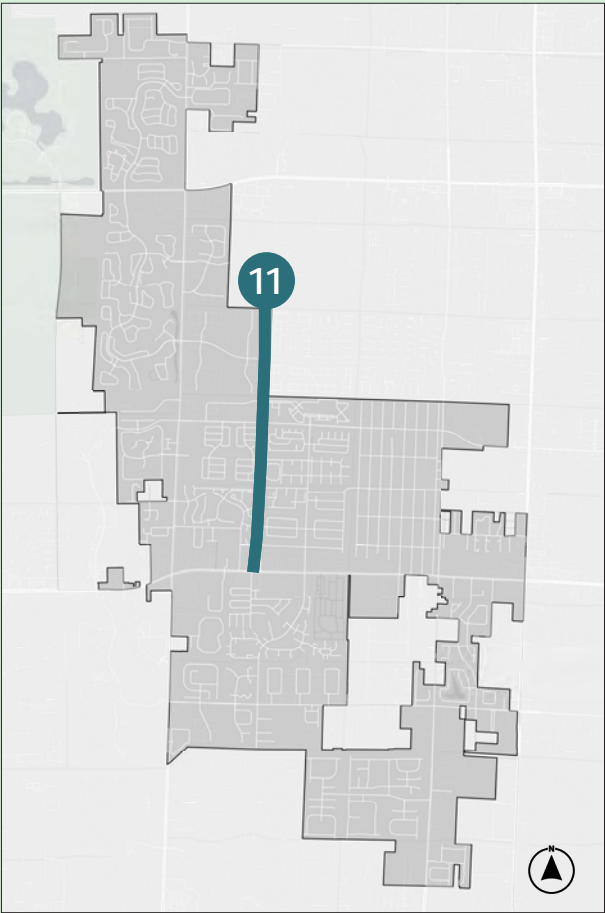
EXISTING CONDITIONS ALONG SHERWOOD FOREST BLVD  
AT THE INTERSECTION OF BISCAYNE DRIVE.

### MAJOR COLLECTOR

11

#### SHERWOOD FOREST BLVD

Complementing Sherwood Forest Boulevard as the primary north/south premium bike route, Biscayne Boulevard has been identified as the primary east/west premium bike route to maximize access to the Bike Greenacres network. These primary spines intersect. Existing conditions along Sherwood Forest Blvd at the intersection with Biscayne Drive are represented in the photo to the left.





V. RECOMMENDED SAFETY ACTIONS

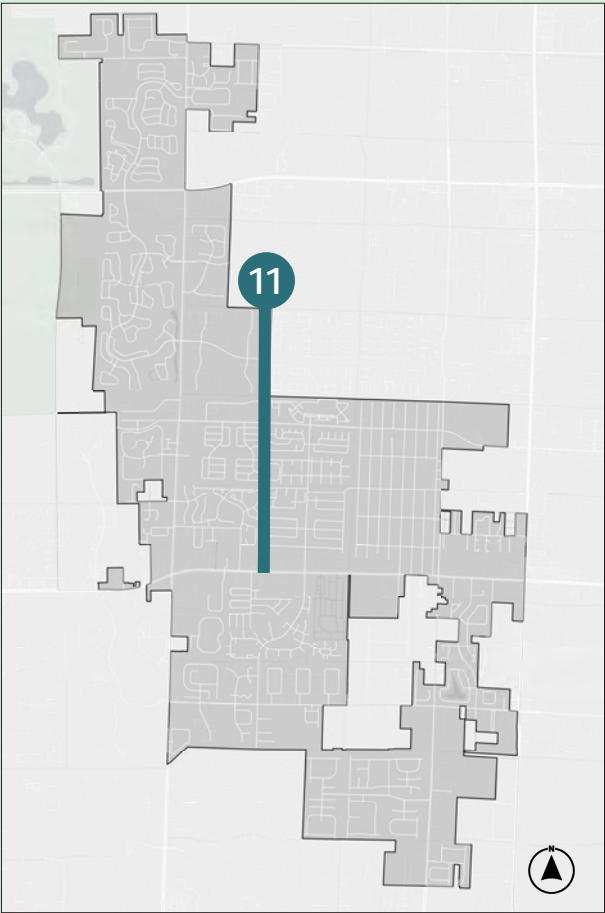
ROADWAY DESIGN APPROACH



MAJOR COLLECTOR 11

SHERWOOD FOREST BOULEVARD

Intersections along Sherwood Forest Boulevard provide prime opportunities for traffic calming and beautification. The road’s intersection with Biscayne Drive is especially important, as Biscayne is the highest priority east/west route in the Bike Greenacres network. As illustrated in the “Recommended Design” image on this page, improvements at this intersection should include traffic calming, pedestrian enhancement, and beautification. The intersection could potentially accommodate a small roundabout and high-visibility crosswalks, with splitter islands complementing the enhancement.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



EXISTING CONDITIONS ALONG BISCAYNE DRIVE IN GREENACRES

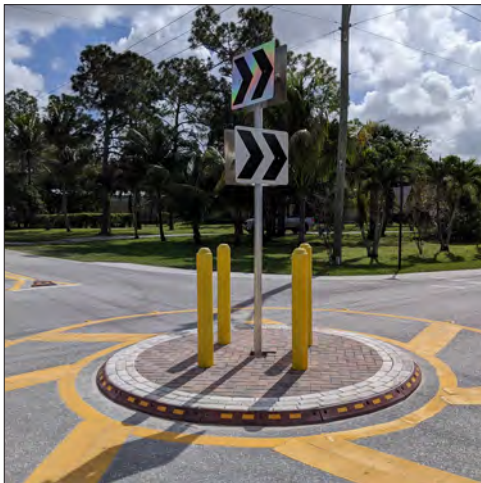


Figure 91 Composite of conceptual design improvement concepts for Biscayne Drive.

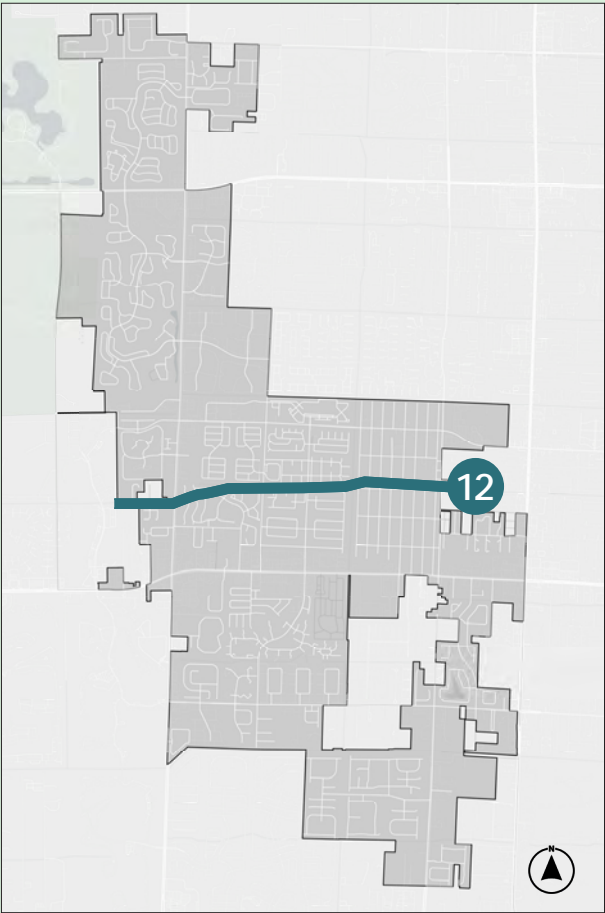
MINOR COLLECTOR

12

BISCAYNE DRIVE

As one of the few City roads that traverses the City from east to west, Biscayne Drive has 2 lanes in a 50’ right-of-way, with an alignment just south of the (L-11 CANAL) Canal. With direct connections to Greenacres Elementary School and Swain Boulevard in the center of the Original Section and a posted speed of 25 MPH, Biscayne Drive is identified as the primary east/west spine in the Bike Greenacres network.

|               |                    |
|---------------|--------------------|
| Ownership     | City of Greenacres |
| Configuration | 2-Lane             |
| Right-of-Way  | 50’                |





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH

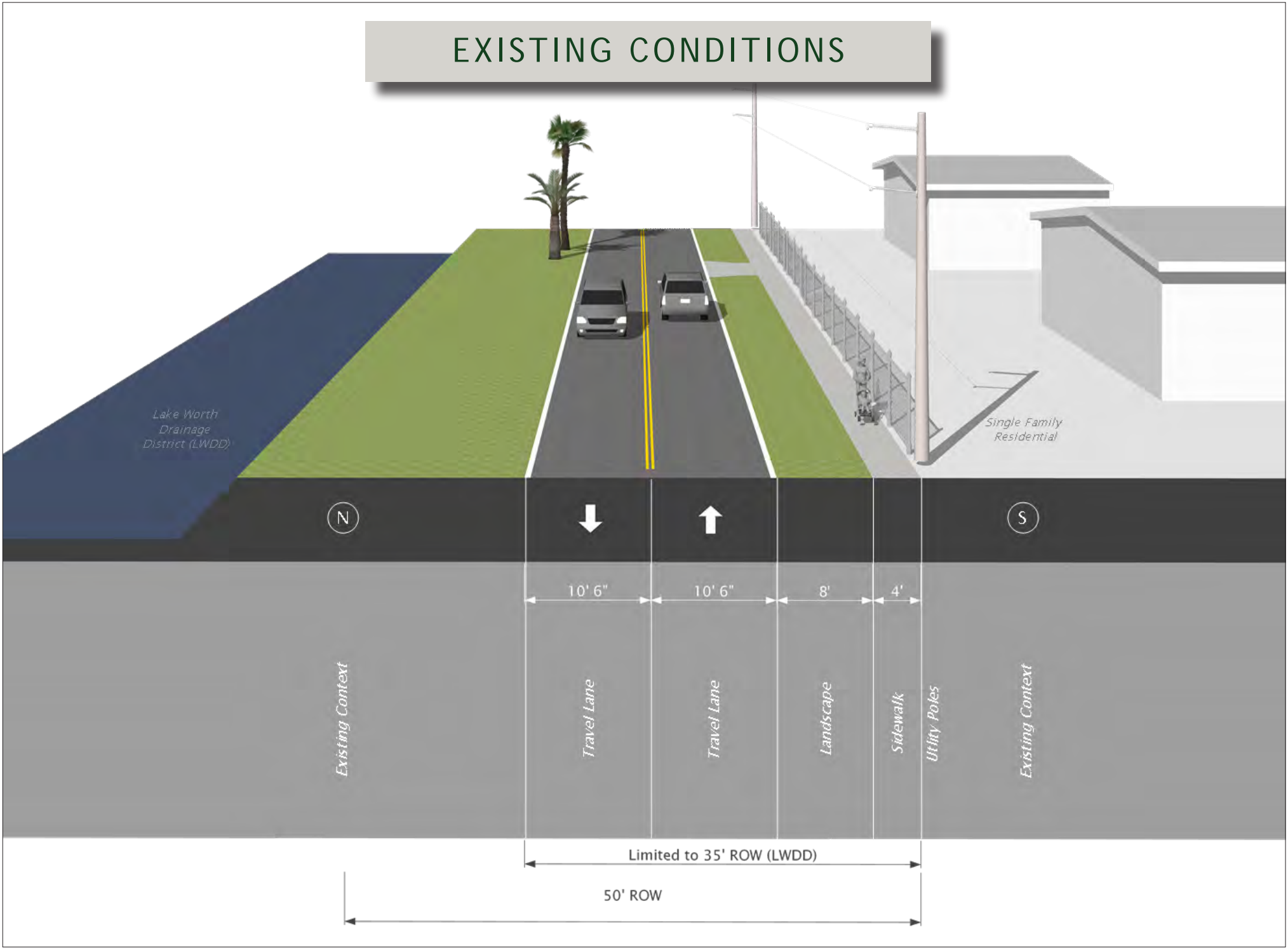


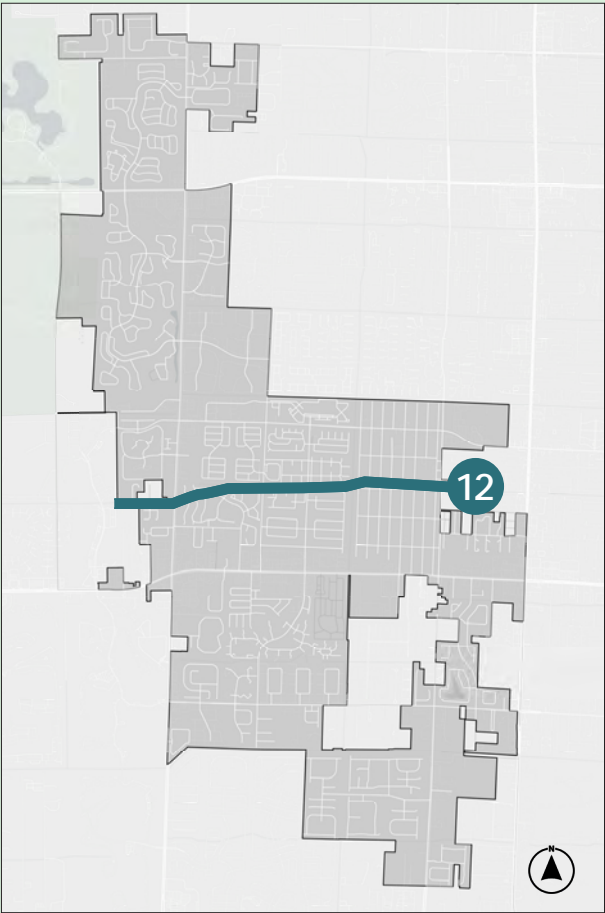
Figure 92 Diagram illustrating existing conditions along Biscayne Drive.

## MINOR COLLECTOR

12

### BISCAYNE DRIVE

As a smaller City road, Biscayne Drive offers direct connections to residential neighborhoods and individual houses, with dozens of driveways intersecting the road. Consistent with the demographics of the community, the corridor hosts a significant number of school-aged children on foot, bike, and scooter, which raises the concern for safety features. Through the Original Section, the available right-of-way is very constrained due to the Lake Worth Drainage District L-11 Canal immediately abutting road and the LWDD rules prohibition paths and landscaping within their right-of-way due to maintenance concerns.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

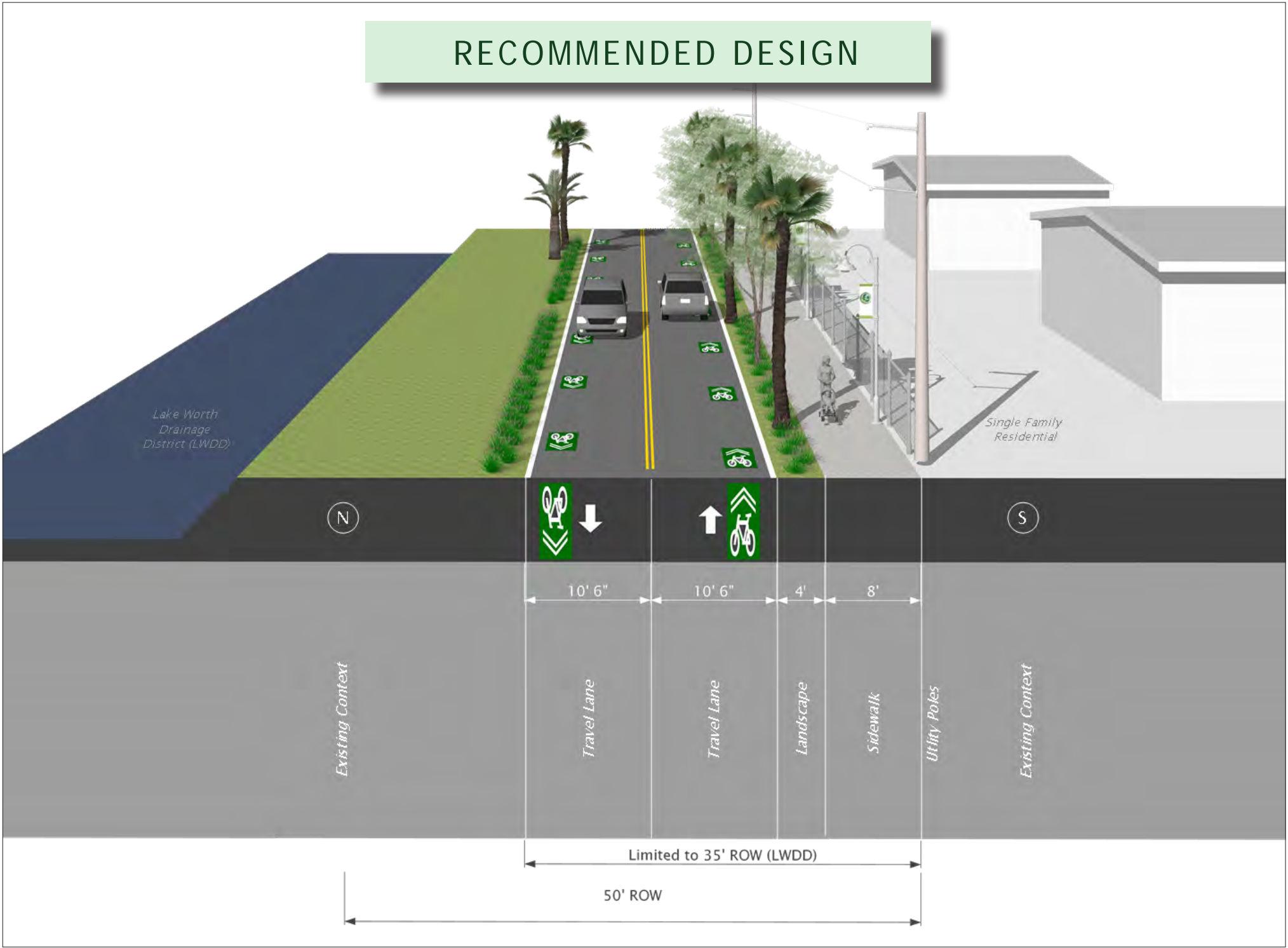


Figure 93 Diagram illustrating of recommended improvements for Biscayne Drive.

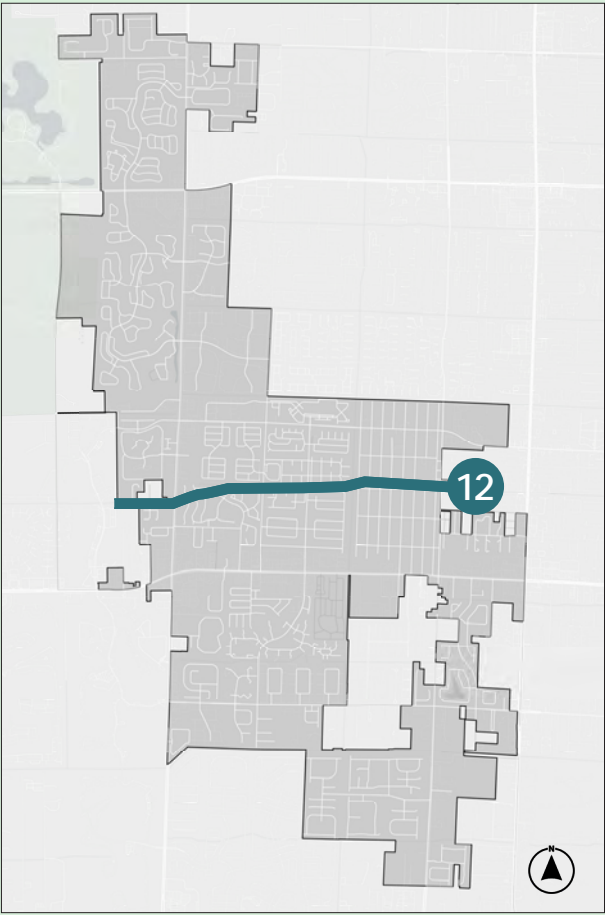
MINOR COLLECTOR

12

BISCAYNE DRIVE

Given the importance of Biscayne Drive for multimodal travel in the City, the recommended design includes extensive traffic calming, with mid-block and intersection treatments as well as raised crosswalks, to slow cut-through traffic. Sharrow markings are recommended along with a lighted shared-use path on one side, complemented by lighting, street tree planting, and if possible, low plantings along the edge of the canal bank.

|                             |  |
|-----------------------------|--|
| Recommended Design Features | Shared-use path on one side with sharrow markings<br>Addition of street trees, canal-bank plantings (if possible), and street lighting<br>Extensive traffic calming (e.g., roundabouts, speed tables, raised crosswalks) |
|-----------------------------|--|





V. RECOMMENDED SAFETY ACTIONS

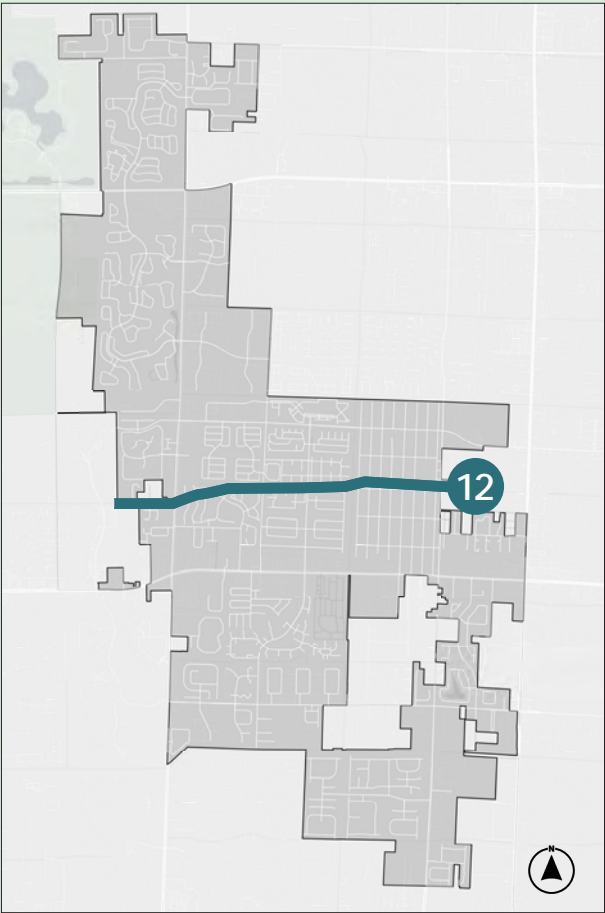
ROADWAY DESIGN APPROACH



MINOR COLLECTOR 12

BISCAYNE DRIVE

As evident in the existing conditions photo on this page, the lack of tree plantings and width between vertical elements encourages drivers to cast their view at a distance that limits awareness of side-street activity, such as children running into the road, and encourages higher speeds than desired.





V. RECOMMENDED SAFETY ACTIONS

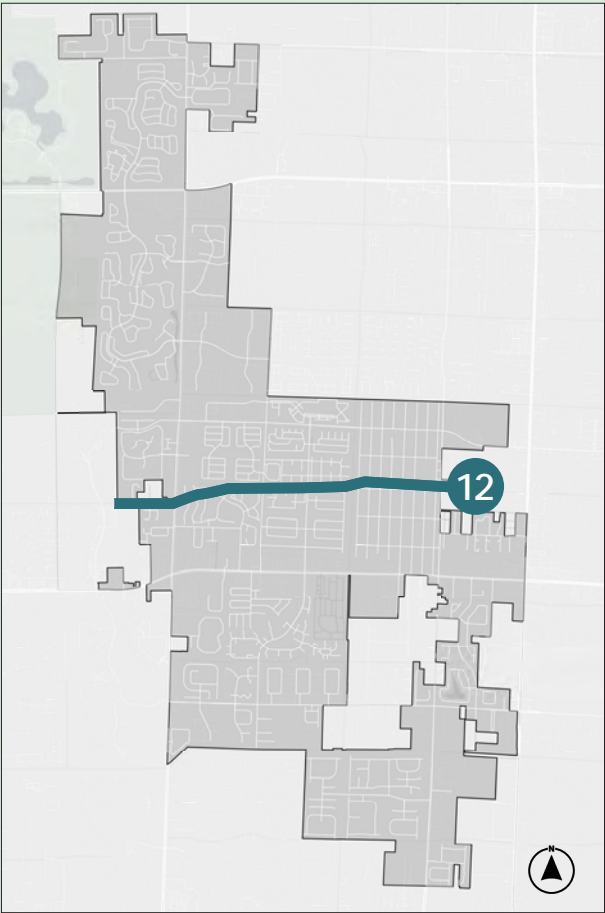
ROADWAY DESIGN APPROACH



MINOR COLLECTOR 12

BISCAYNE DRIVE

With thoughtful traffic calming and street tree plantings, an improved Biscayne Drive can naturally slow drivers by influencing a shallower perspective view. At the same time, traffic calming elements such as those pictured can add to the ambiance and residential character of the roadway and thereby the community.





# V. RECOMMENDED SAFETY ACTIONS

## ROADWAY DESIGN APPROACH

### EXISTING CONDITIONS



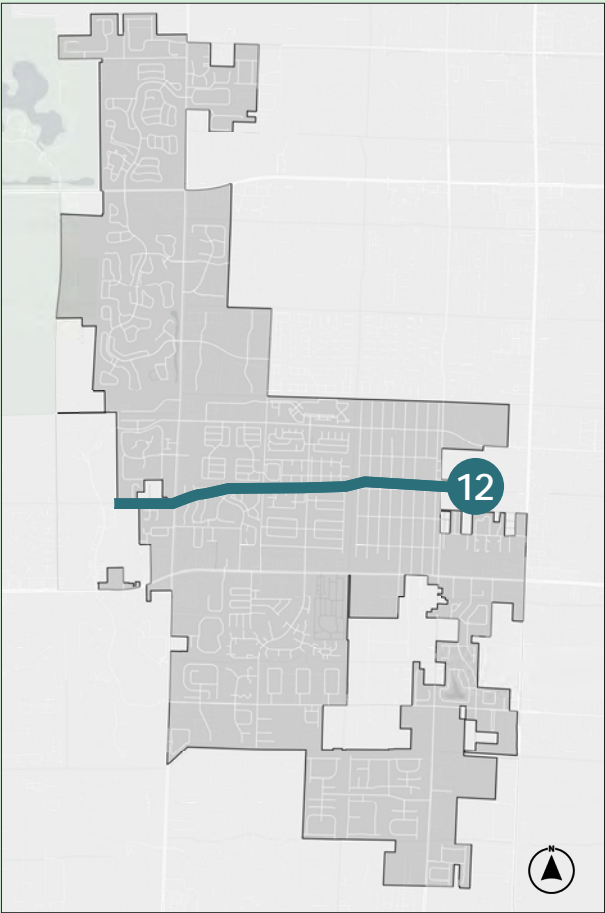
IMPROVED CONDITIONS AT INTERSECTION  
OF BISCAYNE DRIVE AND SWAIN BLVD.

## MINOR COLLECTOR

12

### BISCAYNE DRIVE

Among the significant Biscayne Drive features is its intersection with Swain Boulevard in the heart of the Original Section. The canal crossing barrier structure in this location is a potential pubic art canvas that can add to the placemaking opportunity in this location.





V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

RECOMMENDED DESIGN

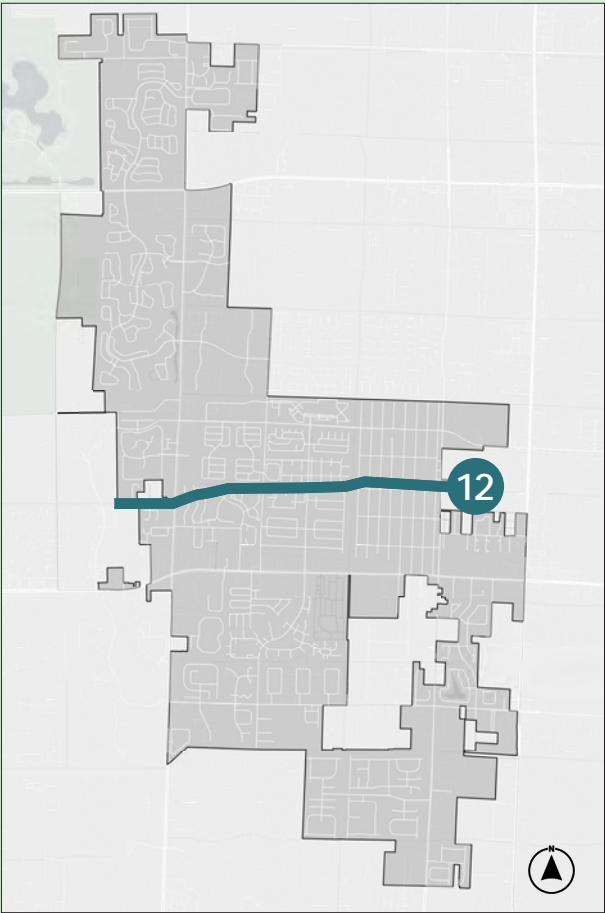


RECOMMENDED DESIGN IMPROVEMENT AT THE INTERSECTION OF BISCAYNE DRIVE & SWAIN BLVD

MINOR COLLECTOR 12

BISCAYNE DRIVE

In this central and highly visible location, the addition of raised, colored crosswalks and landscaped splitter islands can add traffic calming, beautification, and boost pedestrian visibility. Additionally, a mural added to the canal barrier structure can contribute to the sense of community, raising the sense of pride in the neighborhood, which can have an added benefit of natural surveillance.





# V. RECOMMENDED SAFETY ACTIONS

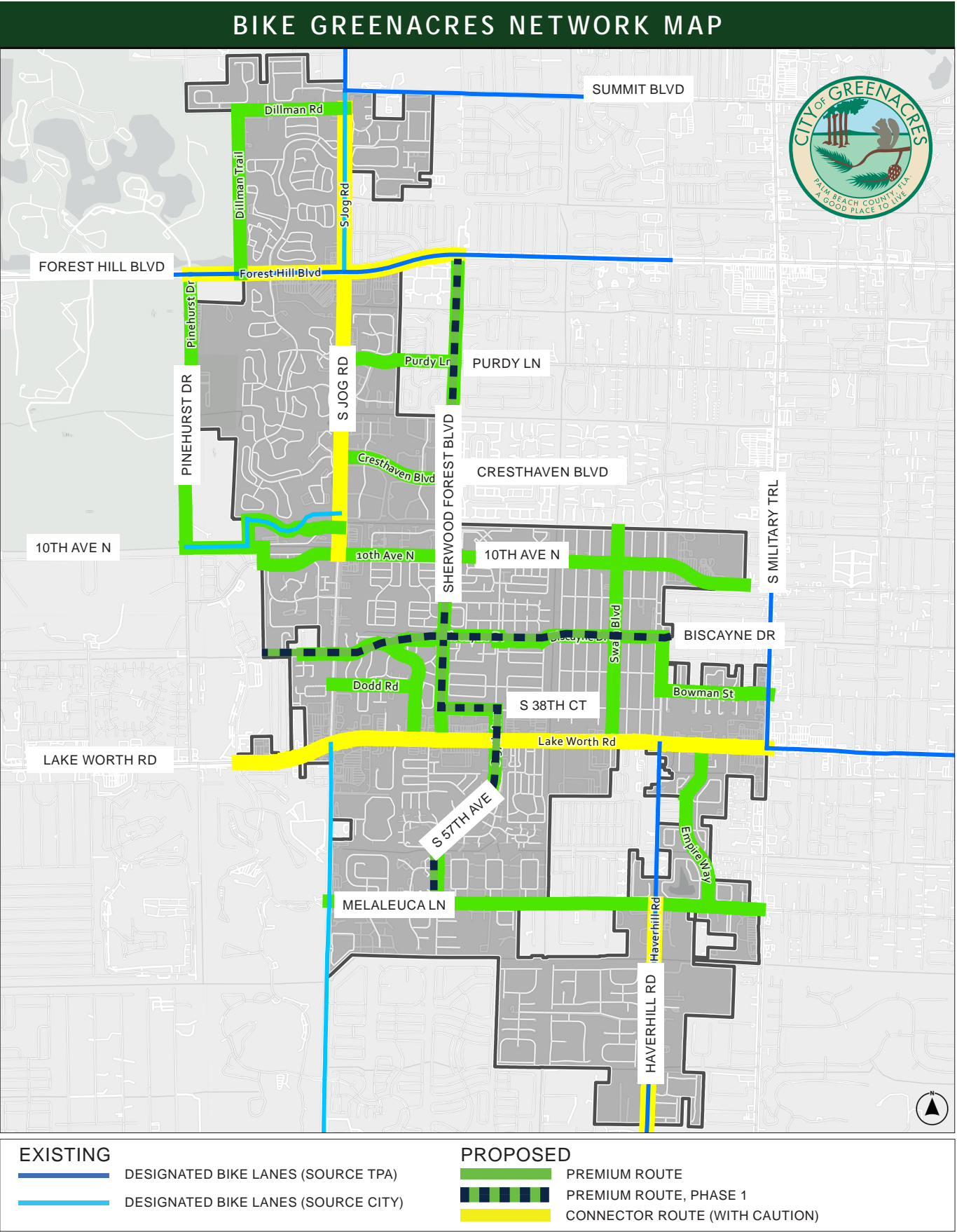
## “BIKE GREENACRES” PREMIUM BICYCLE NETWORK

To complement the “Arrive Greenacres” roadway typology and recommended design approach, a “Bike Greenacres” bicycle network has been developed that enables cyclists to traverse the City on routes that generally avoid the higher-speed principal arterial roadways. The existing bicycle network in the City contains approximately 5 miles of designated bicycle facilities, many of which are isolated segments that lack connectivity. Conversely, the Bike Greenacres network identifies nearly 25 miles of bicycle facilities, of which nearly 18 miles are “premium bicycle facilities,” with roughly 7 miles identified as “bicycle network connectors” on higher-speed roads where cyclists would be advised to use with caution (see Figure 94). For the premium facilities, it is envisioned these routes would have sufficient bicycle infrastructure such that they could safely and comfortably accommodate even the most cautious cyclists in Greenacres.

To establish the network, it is recommended the City place the greatest priority on improving the premium facilities as these routes can be designed to carry both cycling-dependent riders who must utilize bicycles for mobility as well as cycling-choice riders who could use other modes if desired. Among the premium routes, the greatest near-term priority should be establishing the central spines of the network ~ Sherwood Forest Boulevard/S 57th Avenue running north/south and Biscayne Drive running east/west. Once these corridors are established, additional routes can be added to this spine to build the network.

Ultimately, it would be expected that all county and state roads, including the network connectors among the inventory of principal and minor arterials, would include designated bicycle facilities over time, which will expand the City’s bicycle connectivity. However, given the high traffic volumes and speeds especially along the principal arterials, it is recommended the City consistently denote these as to be used with caution, as inherent conflicts will perpetuate for cyclists on these corridors given their heavy vehicular use.

**Figure 94** To right, “Bike Greenacres” Network Map illustrating premium routes, network connectors, and designated bike lanes in the City. .





V. RECOMMENDED SAFETY ACTIONS

COMPLETE STREETS MICRO-PROJECTS

The implementation of the Greenacres Safety Action Plan is anticipated to occur over a ten-year timeframe, with additional actions that will continue beyond that time horizon. Many of the Arrive Greenacres projects are large-scale and may require a full decade or longer to secure funding and accomplish planning, design, engineering, and construction. To enable the City to also achieve strategic quick victories incrementally, five types of Complete Streets “Micro-Project” examples have been developed to enable the City to achieve manageable projects to improve the transportation network. Each of these project examples includes a description of the various design elements and location for the installation of safety upgrades near schools or within neighborhoods as well as traffic calming neighborhood gateway entries, speed tables, and roundabouts. A listing of the micro-project examples is provided in Figure 95, and these types of projects are referenced in the implementation approach detailed in Chapter 6.



Figure 96 Images above depict typical Complete Streets Micro-Projects, including a “neighborhood intersection safety upgrade” upper-left and a “traffic calming speed table” upper-right.

| MICRO-PROJECT EXAMPLES                   | ELEMENTS  | TYPICAL LOCATION  |
|--|---|---|
| School Intersection Safety Upgrade       | Bioswale bulb-out at intersection<br>Splitter island<br>Lighted crosswalk<br>Rumble strips and advance warning signage  | Select intersections generally within a half-mile of schools      |
| Neighborhood Intersection Safety Upgrade | Bioswale bulb-out at intersection<br>Splitter island<br>Textured crosswalk<br>Rumble strips and advance warning signage   | Select intersections generally one-half to two miles from schools |
| Traffic Calming Neighborhood Gateway     | Splitter island, with landscaping where feasible<br>Rumble strips and advance warning signage   | Select intersections of Greenacres roads with County roads        |
| Traffic Calming Speed Table              | Mid-block speed table<br>Rumble strips and advance warning signage<br>May include culvert replacement/enhancement if located at canal crossing<br>May include splitter island and landscaping | Select locations of excess-speed traffic within road network      |
| Traffic Calming Roundabout               | Roundabout<br>Advance warning signage<br>Includes landscaping where feasible  | Select intersections of high-traffic, high-speed roads            |

Figure 95 Complete Streets Micro-Project Examples to assist the City in achieving quick victories to enhance the transportation network.



## VI. IMPLEMENTATION & NEXT STEPS

### INTRODUCTION

Based on the analysis and the significant crash history across the City's transportation network, there are three types of recommended safety actions described in Chapter 5:

(1) **Arrive Greenacres** - a roadway typology that identifies recommended design approaches for the four different types of roads in the City with specific designs for a dozen select roadways studied in this Plan. Recommended designs consider roadway dimensions and configuration, ownership, traffic volumes, posted speeds, and existing design features. The projects identified pursuant to the typology are generally larger-scale, comprehensive projects that will likely require phased implementation over time as funding allows.

(2) **Bike Greenacres** - a comprehensive 25-mile bicycle network plan that identifies more than 15 miles of premium bicycle routes (considered to be the safest routes) along low-volume, slower roads with nearly 10 miles of connector routes (to use with caution) along wider, higher-speed roads. Two key routes - Sherwood Forest Boulevard/S 57th Avenue and Biscayne Drive - are identified as the core spine of this network and should be afforded the greatest priority as the City advances this concept.

(3) **Complete Streets Micro-Projects** - a series of small-scale "quick victory" project examples than can be implemented by the City rapidly as visible, attractive victories over its transportation challenges. These projects provide safety upgrades and traffic calming within Greenacres neighborhoods and near schools.

This chapter provides a recommended implementation approach to assist the City in its efforts to repair, restore, and modernize its transportation network over time. To maximize efficiency, it is recommended the City align transportation improvements with regularly scheduled resurfacing, reconstruction, and major maintenance activities as well as other infrastructure projects such as water, wastewater, stormwater, and resiliency improvements. This chapter also includes a series of recommended policy actions to assist the City in its implementation of the Safety Action Plan for its residents today and into the future.



### SUMMARY OF KEY RECOMMENDATIONS

1. ADOPT THE SAFETY ACTION PLAN AS A POLICY GUIDANCE DOCUMENT.
2. ADOPT "ARRIVE GREENACRES" TYPOLOGY AND ROADWAY IMPROVEMENT DESIGN CONCEPTS AS ASPIRATIONAL DESIGN STANDARDS.
3. ADOPT "BIKE GREENACRES" BICYCLE NETWORK PLAN AND PRIORITIZE SHERWOOD FOREST BOULEVARD/S 57TH AVENUE AND BISCAYNE DRIVE AS PHASE 1 PREMIUM ROUTES.
4. INITIATE COMPREHENSIVE PLAN AMENDMENTS TO REFERENCE SAFETY ACTION PLAN, "ARRIVE GREENACRES" ROADWAY TYPOLOGY, AND "BIKE GREENACRES" BICYCLE NETWORK.
5. INITIATE ZONING CODE AMENDMENTS TO ADD STANDARDS FOR ROADWAY DESIGNS AND PROPERTY FRONTAGE, LANDSCAPING, AND CONNECTIVITY AS CONCEPTUALIZED IN ROADWAY TYPOLOGY.
6. ESTABLISH GREENACRES SAFETY ACTION TASK FORCE FOR ANNUAL REVIEW OF SAFETY DATA, LAND USE AND TRANSPORTATION PATTERNS, AND IMPLEMENTATION APPROACH.
7. INITIATE TRANSPORTATION PLANNING PROTOCOL WITH PALM BEACH COUNTY, INCLUDING ANNUAL MEETING SCHEDULE TO REVIEW 5-YEAR ROAD PLAN.
8. INITIATE AMENDMENT TO COUNTY FIVE-YEAR ROAD PLAN TO REVISE SHERWOOD FOREST BOULEVARD PROJECT AS DETAILED IN THE TYPOLOGY.
9. INITIATE TRANSPORTATION PLANNING PROCESS WITH FDOT REGARDING LAKE WORTH ROAD, INCLUDING ROAD SAFETY AUDIT AND CORRIDOR DESIGN.
10. INITIATE DISCUSSIONS WITH PALM-TRAN TO ACCELERATE INSTALLATION OF TRANSIT SHELTERS AND BENCHES AT HIGH-RIDERSHIP STOPS.
11. ADOPT PHASED IMPLEMENTATION APPROACH WITH SHORT-TERM, MID-TERM, AND LONG-TERM PROJECT PRIORITIES AS DETAILED IN THIS PLAN.
12. DEVELOP 5-YEAR FUNDING STRATEGY INCLUDING ANTICIPATED GRANT AVAILABILITY AND CORRESPONDING CANDIDATE PROJECTS

Figure 97 Summary of key recommendations





# VI. IMPLEMENTATION & NEXT STEPS

## “ARRIVE GREENACRES” ROADWAY TYPOLOGY

The Safety Action Plan provides a roadway typology that establishes desired design approaches for four different types of roadways in the City (e.g., principal and minor arterials, major and minor collectors). A dozen representative roads are analyzed (see Figure 98), and comprehensive design improvements have been identified for each that improve safety, connectivity, access, and help create a “sense of arrival” for Greenacres residents, workers, visitors, and investors Representative images of the various roadway improvements are provided throughout this chapter.

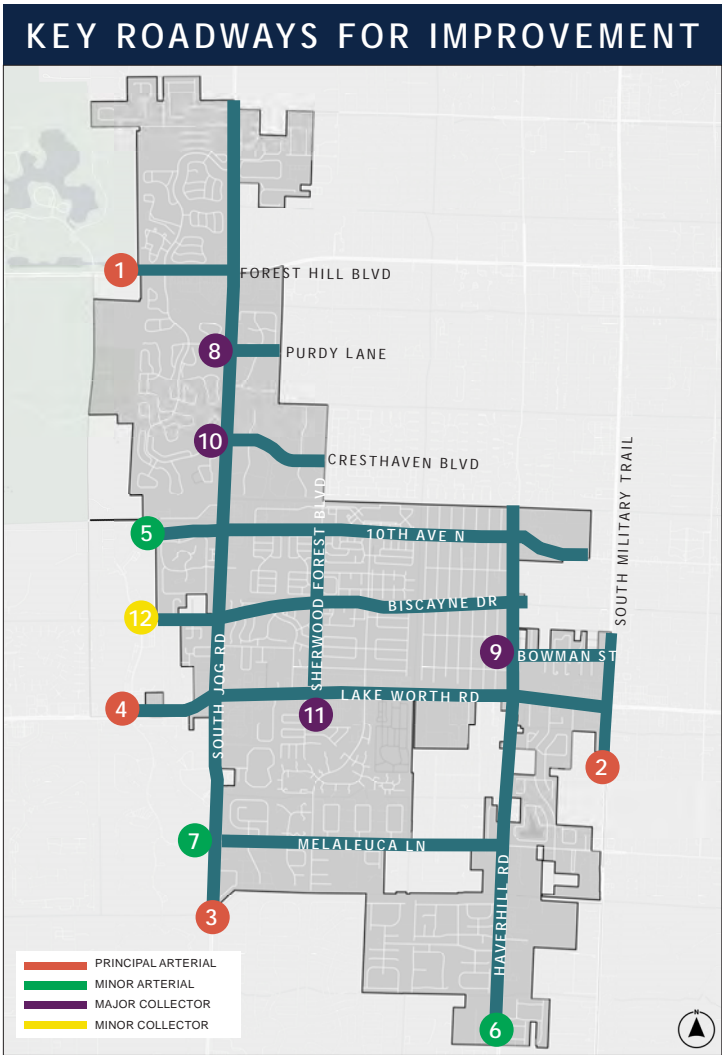


Figure 98 Key roadways utilized in establishing Arrive Greenacres typology and identified for design improvements

## “BIKE GREENACRES” BICYCLE NETWORK

The Safety Action Plan provides a recommended bicycle network with approximately 25 miles of bicycle routes, including more than 15 miles of premium routes along roadways that can be reasonably improved with bicycle facilities appropriate for even the most cautious bicyclists. The premium routes are located on slower-speed roads, avoiding the City’s largest roadways that carry the highest volumes of fast-moving commuter traffic. Complementing the Arrive Greenacres roadway typology, the premium routes are anticipated to include sharrows and bicycle lanes on generally 2-lane neighborhood streets and either protected bicycle lanes or shared-use paths on generally 2-4-lane collector streets. Extensive traffic calming, beautification, and placemaking elements are recommended along premium routes to improve safety and enhance the cycling itinerary.

In addition to the premium routes, to expand the connectivity of the bicycle network, roughly 10 miles of bicycle routes along arterial roadways are identified as “connector routes,”



Figure 101 Sharrow recommended for the 25-MPH Biscayne Drive with traffic calming enhancement.

with cyclists advised to use with caution as these corridors tend to carry larger volumes of faster-moving traffic.

Two key corridors serve as the foundation of the Bike Greenacres Network: Sherwood Forest Boulevard/S 57th Avenue as the core north/south premium route and Biscayne Drive as the core east/west premium route (see Figure 99). It is recommended the City prioritize these routes with a “cyclist-first” design to establish a strong foundation and instill confidence among residents that premium routes are safe, reliable, and enjoyable. That will allow the City to grow the user base and add to the network intuitively over time.

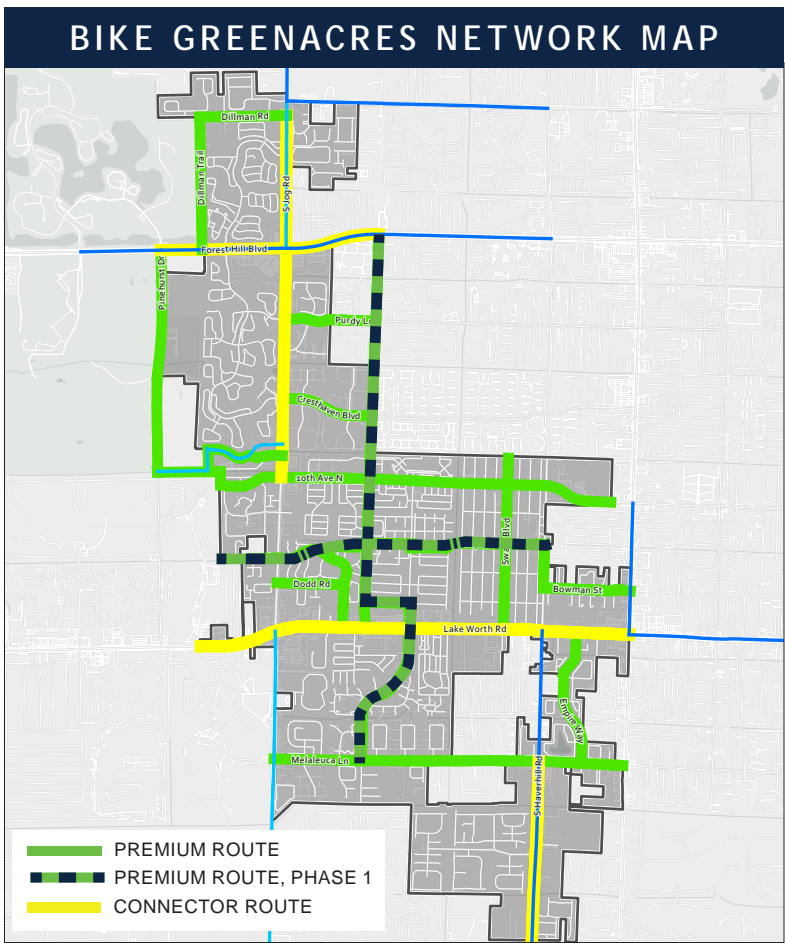


Figure 99 Above, Bike Greenacres network map highlighting priority phase 1 premium routes in blue/green dashed line

Figure 100 Below, recommended configuration for Sherwood Forest Boulevard to elevate cyclist safety and comfort as premium route





## VI. IMPLEMENTATION & NEXT STEPS

### PROJECT PRIORITIZATION

Given the volume of recommended roadway improvement projects, a phased implementation approach has been developed that groups projects into short-term (1-5 years), mid-term (6-10 years), and long-term (beyond 10 years). Projects listed in the recommended project phasing list include: (1) the recommended improvements to the twelve Arrive Greenacres corridors, which are described in project phases that include planning/design, engineering, and construction; (2) improvements to advance the Bike Greenacres network; and (3) a selection of Complete Streets Mini-Projects to advance the City's transportation safety efforts within neighborhoods.

To maximize efficiency, it is recommended the City seek opportunities to capitalize on routine resurfacing, maintenance, and other infrastructure projects (e.g., water, wastewater, stormwater, utilities) for transportation enhancements commensurate with those other construction activities. Additionally, it is anticipated that project phasing will be affected by funding availability, grant programs, and private sector investments. A high-level summary of recommended project scheduling is provided in Figure 102, organized by roadway typology number (see Chapter 5) and suggested timeframe to initiate the project.

| RECOMMENDED PROJECT PHASING |                   |  |        |  |                                     |                        |
|-----------------------------|-------------------|--|--------|--|-------------------------------------|------------------------|
| PROJECT                     |                   |  | OWNER  | NEAR-TERM<br>(1-5 YRS)                                       | MID-TERM<br>(6-10 YRS)              | LONG-TERM<br>(10+ YRS) |
| 1                           | Forest Hill Blvd  | Reconfiguration  | FDOT   | -  | Planning/Design<br>Engineering      | Construction           |
| 2                           | S. Military Trail | Reconfiguration  | FDOT   | -  | Planning/<br>Design,<br>Engineering | Construction           |
| 3.1                         | S. Jog Road       | Ph.1: Widen Sidewalks,<br>Bike Lanes (Segment TBD)               | County | Planning/Design  | Engineering,<br>Construction        | -                      |
| 3.2                         | S. Jog Road       | Ph.2: Widen Sidewalks,<br>Bike Lanes (Segment TBD)               | County | -  | Planning/Design<br>Engineering      | Construction           |
| 4                           | Lake Worth Road   | RRR & Complete Streets<br>(RRR anticipated 2031)                 | FDOT   | Road Safety<br>Audit, Public<br>Outreach,<br>Planning/Design | Engineering                         | Construction           |
| 5.1                         | 10th Ave North    | Ph.1: Crosswalks at Swain<br>Blvd & S 57th Ave                   | County | Planning/Design<br>Engineering                               | Construction                        | -                      |
| 5.2                         | 10th Ave North    | Ph.2: Medians, Lighting,<br>Intersection Upgrade<br>(Swain Blvd) | County |  |                                     |                        |

| RECOMMENDED PROJECT PHASING    |                      |  |                 |                        |                              |                              |
|--------------------------------|----------------------|--|-----------------|------------------------|------------------------------|------------------------------|
| PROJECT                        |                      |  | OWNER           | NEAR-TERM<br>(1-5 YRS) | MID-TERM<br>(6-10 YRS)       | LONG-TERM<br>(10+ YRS)       |
| 6.1                            | Haverhill Road       | Ph.1: Mid-Block Pedestrian<br>Crossing Enhancement   | County          | Planning/Design        | Engineering,<br>Construction |                              |
| 6.2                            | Haverhill Road       | Ph.2: Widen Sidewalk (with<br>resurfacing)   | County          |                        | All Phases TBD               |                              |
| 7.1                            | Melaleuca Lane       | Ph.1: Street Trees, Bike<br>Lane Marking   | County          | Planning/Design        | Engineering,<br>Construction |                              |
| 7.2                            | Melaleuca Lane       | Ph.2: Shared-Use Path  | County          |                        | All Phases                   |                              |
| 7.3                            | Melaleuca Lane       | Ph.3: Sherwood Forest<br>Intersection (crosswalks)   | County          |                        | All Phases                   |                              |
| 7.4                            | Melaleuca Lane       | Ph.4: Neighborhood<br>Gateway at Empire Way  | City,<br>County |                        | All Phases                   |                              |
| 8.1                            | Purdy Lane           | Ph.1: Neighborhood Entry<br>at Jog Rd  | County          | All Phases             |                              |                              |
| 8.2                            | Purdy Lane           | Ph.2: Traffic Calming,<br>Street Trees   | County          |                        | All Phases                   |                              |
| 9.1                            | Bowman Street        | Ph.1: Neighborhood<br>Gateway at Haverhill Rd  | City,<br>County | Planning/Design        | Engineering,<br>Construction |                              |
| 9.2                            | Bowman Street        | Ph.2: Traffic Calming,<br>Street Trees   | City,<br>County |                        | All Phases                   |                              |
| 10                             | Cresthaven Blvd      | Traffic Calming Upgrade,<br>Street Trees   | County          |                        | Planning/Design              | Engineering,<br>Construction |
| 11.1                           | Sherwood Forest Blvd | Ph.1: Shared-Use Path,<br>High-Visibility Crosswalks<br>(Bike Network Phase 1)   | County          | All Phases             |                              |                              |
| 11.2                           | Sherwood Forest Blvd | Ph.2: Purdy Lane<br>Intersection Upgrade   | County          |                        | All Phases                   |                              |
| 11.3                           | Sherwood Forest Blvd | Ph.3: S 37th Ave<br>Intersection Upgrade/<br>Roundabout  | County          |                        |                              | All Phases                   |
| 12.1                           | Biscayne Drive       | Ph.1: Intersection<br>Upgrades/Roundabouts<br>at Sherwood Forest Blvd,<br>S 37th Ave, Swain Blvd<br>(Bike Network Phase 1) | City            | All phases             |                              |                              |
| 12.2                           | Biscayne Drive       | Ph.2: Traffic Calming<br>(locations TBD)   | City            |                        | All phases                   |                              |
| COMPLETE STREETS MINI-PROJECTS |                      |  |                 |                        |                              |                              |
| Empire Way                     |                      | Neighborhood Gateway at<br>Lake Worth Road   | City,<br>State  |                        | All phases                   |                              |
| Empire Way                     |                      | Street Trees   | City            |                        | All phases                   |                              |
| S 57th Avenue                  |                      | Street Trees   | City            | All Phases             |                              |                              |
| Pinehurst Drive                |                      | Street Trees   | County          |                        |                              | All phases                   |

Figure 102 Above and left, summary of recommended project phasing





## VI. IMPLEMENTATION & NEXT STEPS

### CITY REGULATORY DOCUMENTS

To advance the implementation of the Safety Action Plan, it is recommended the City initiate amendments to its regulatory documents. For the Comprehensive Plan, amendments should incorporate the Plan as a guidance document, with appropriate references in the Future Land Use, Transportation, and Capital Improvements Elements. In the Zoning Code, amendments should be considered to improve transportation/land use relationships, such as street tree planting along property frontages, consolidation of driveways to improve safety and reduce conflicts, and building setbacks that contribute to walkability and the sense of enclosure.



**Figure 104** Bowman Street concept to broaden the utility of the corridor for multimodal users

### SAFETY ACTION TASK FORCE

To develop the Safety Action Plan, the City established a multi-disciplinary staff working group who provided background data, participated in field assessments and stakeholder outreach, and identified transportation safety challenges and solutions. The high degree of City staff engagement was invaluable in identifying representative roads for the typology and their associated design improvements as well as the bicycle network. To implement the plan, it is recommended the City establish a formal Safety Action Task Force with an annual work program. Suggested focal areas for the task force could be reviews of annual safety and crash data, land use and transportation activity, and an assessment of anticipated resurfacing, maintenance and other major infrastructure projects (e.g., water, wastewater, stormwater, utilities) to identify “opportunity locations” for transportation enhancements. Annually as part of the City’s budget process, the task force should consider improvement locations and timing based on this assessment and prepare CIP projects for City roads as part of the budget process annually each spring.

### APPROACH WITH PALM BEACH COUNTY

Because most of the major roads in the City are controlled by Palm Beach County, it will be essential for the City to advance its transportation planning relationship with the County to accomplish the improvements envisioned on County facilities. Accordingly, the City should initiate an annual City/County transportation planning work session aligned with the County’s annual update to its 5-year Road Plan. Coordination topics should include reviews of traffic and safety data, anticipated resurfacing and major infrastructure projects related to the transportation network, and opportunities for collaboration in advancing the safety

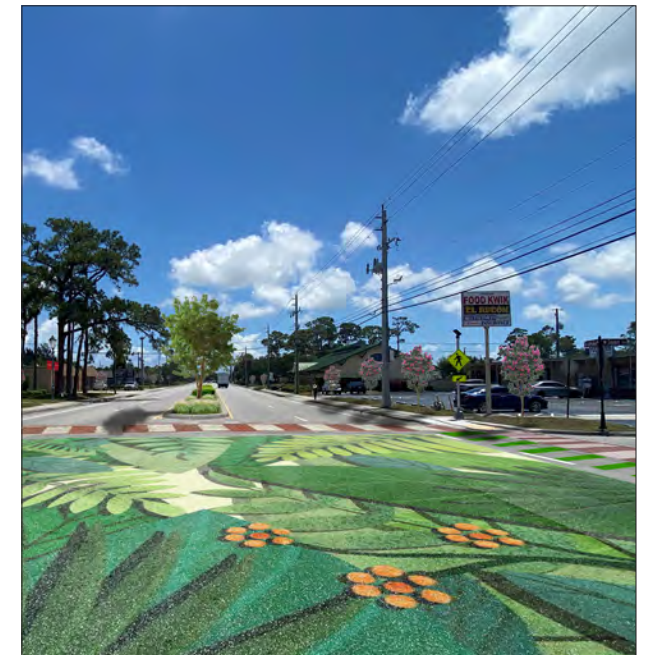
actions detailed in this Plan. Because of its importance to the proposed bicycle network and the pending expansion to a 3-lane section, Sherwood Forest must be the first opportunity undertaken to align County actions with the City’s vision. In addition, the City may want to explore taking over ownership and jurisdiction of Sherwood Forest Boulevard within and adjacent to the City Limits in order to control what happens there in the future. A similar approach to local streets such as Bowman Street may also be appropriate.

### APPROACH WITH FDOT

There are three significant FDOT roads in the City, and each has been prioritized for improvements in the Arrive Greenacres typology. Given its location in the City’s transportation network, Lake Worth Road is the most impactful of the three, and FDOT has indicated the road is being evaluated for a Resurfacing, Restoration, and Rehabilitation (RRR) project in the FY 2031/32 timeframe. This major infrastructure upgrade provides an opportunity to integrate other roadway design enhancements as described in this Plan. This is the approach used successfully east of S. Military Trail in the Village of Palm Springs. Accordingly, the City should engage with FDOT in a “road safety audit” to evaluate Lake Worth Road’s conditions and safety challenges to advance improvements to the corridor. This process should also be followed for Forest Hill Boulevard and S. Military Trail over time as RRR projects are scheduled for those corridors.

### APPROACH WITH PALM-TRAN

Transit service in the City is an essential part of the overall mobility, connectivity, and accessibility of Greenacres. With nearly 100 transit stops and a ridership approaching 2,000 daily transit trips, the comfort of transit users through the installation of transit shelters and benches is a growing need. The roadway design approaches identified in the Arrive Greenacres typology identifies key corridors that should be prioritized for the installation of this transit infrastructure, with a focus on Palm-Tran stops with the highest ridership. The City should advance coordination with Palm-Tran to confirm locations for this infrastructure, assist with planning activities as needed, and celebrate the Palm-Tran system upgrades with ribbon-cuttings and notices to the community to help raise community awareness and utilization of this important service.



**Figure 103** 10th Avenue North concept at its intersection with Swain Boulevard





## VI. IMPLEMENTATION & NEXT STEPS

### LONG-TERM SAFETY ACTION FUNDING STRATEGY

As described in this Plan, the form, scale, and extent of recommended improvements to the Greenacres transportation network are transformational. They provide the opportunity to completely modernize the Greenacres experience for City's diverse traveling public - residents and workers traversing Greenacres to access home, work, play, or the basic daily needs; kids traveling to and from home, school, parks, and other important community destinations; visitors experiencing the City for the first time or repeat customers seeing the City in a new light; and business owners and investors interested in growing the City's economy. To accommodate these needs and advance the evolution of the transportation system, implementation will require a long-term commitment, both administratively with the staff coordination responsibilities detailed in the Plan as well as financially to advance projects directly and leverage City resources to secure grants and other funding.

There are a number of different grant and other funding sources the City can utilize for plan implementation. Three primary funding sources are the Palm Beach TPA, which oversees grant programs like the Transportation Alternatives and Local Initiatives programs geared towards non-motorized transportation enhancements; FDOT, which manages multiple state and federal funding resources for all phases of transportation projects with specific funding allocations for safety, lighting, and landscaping enhancements; and the Federal Highway Administration, which manages multiple grant programs to advance safety, connectivity, mobility, and other transportation elements. Additional appropriate grant programs are available through state and federal agencies as well as foundations like Smart Growth America and the Arbor Day Foundation. The City should develop and maintain an ongoing inventory of eligible grant programs, with an annual review of project priorities as related to grant eligibility. Additionally, the City should establish an annual financial commitment to advance projects through early project development (e.g. planning, design) to competitively position them as grant funding candidates.

Through steady, ongoing commitment to improving the City and elevating the importance of safety, connectivity, mobility, and access, Greenacres can reposition its transportation network from one of the City's greatest challenges to a signature welcome to "A Good Place to Live" - and Learn, Work, and Play - today and for the generations that follow.



**Figure 106** A typical street scene on Biscayne Boulevard with the most vulnerable members of the City's traveling public.



**Figure 105** Clockwise from upper-left: composite of recommended design concepts for collector roads like Purdy Lane, arterial roads like Jog Road, and neighborhood streets like Swain Boulevard.





## APPENDIX A PRESENTATION







# GREENACRES SAFETY ACTION PLAN

Public Workshop  
June 2, 2025

Project Facilitated by

Treasure Coast Regional Planning Council

On behalf of the City of Greenacres

Funding from the US DOT Safe Streets for All Program



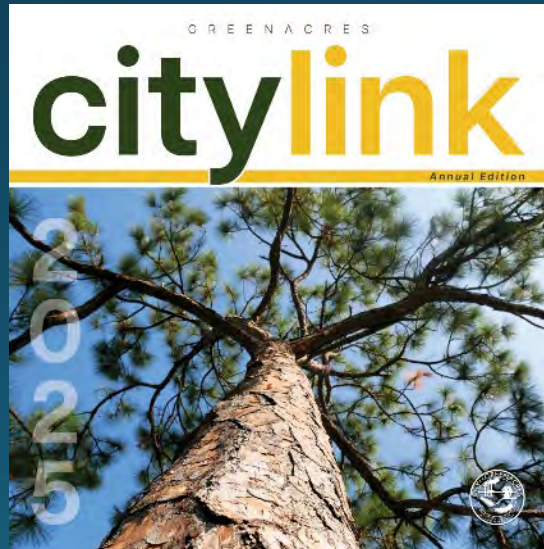
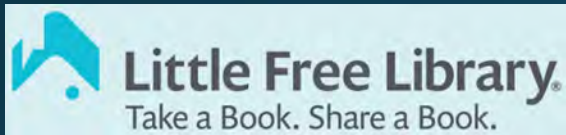


# City of GREENACRES

Live • Learn • Work • Play

Greenacres Centennial!  
1926-2026

Item # 9.



**100 Best Communities for Young People**

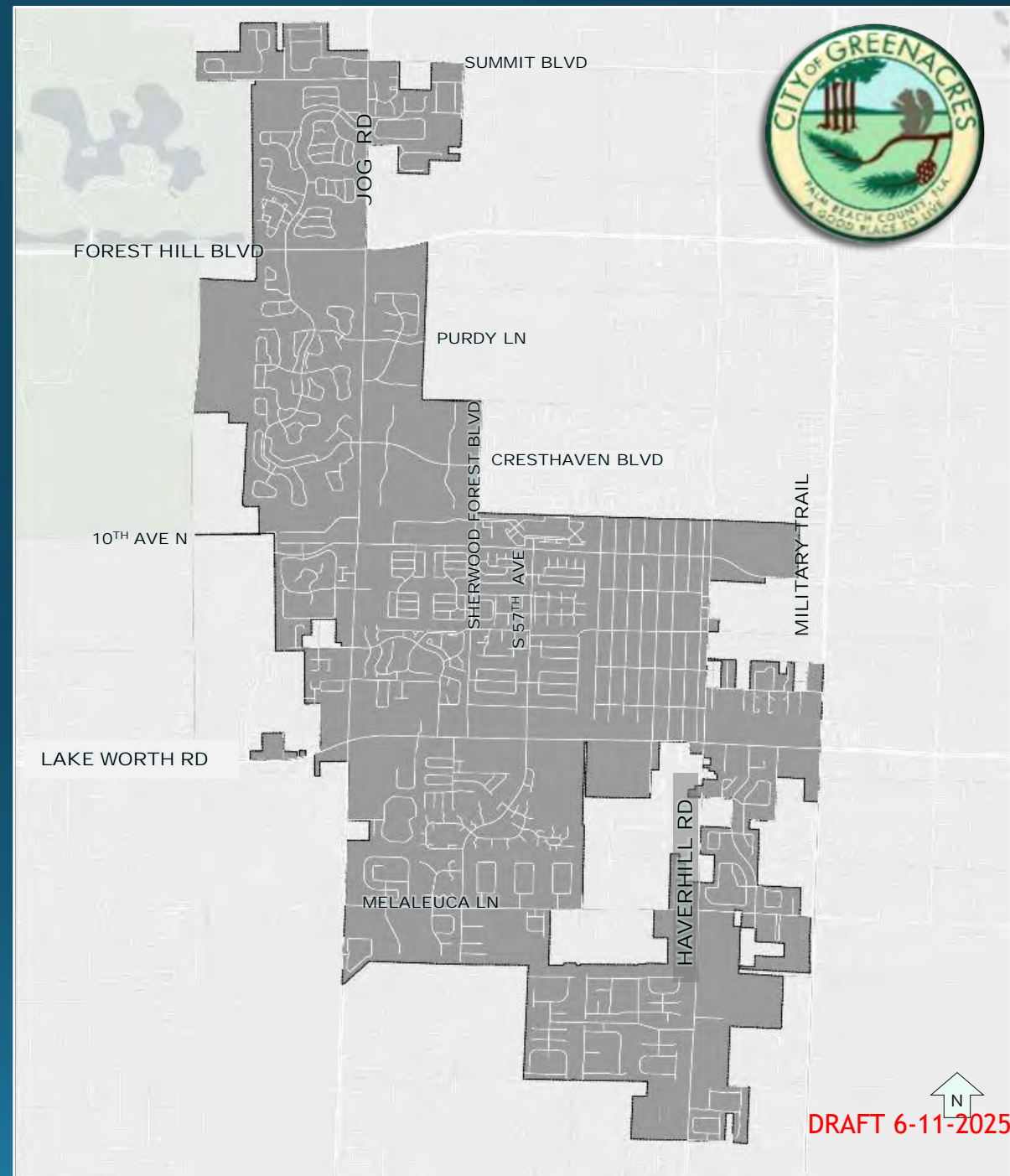


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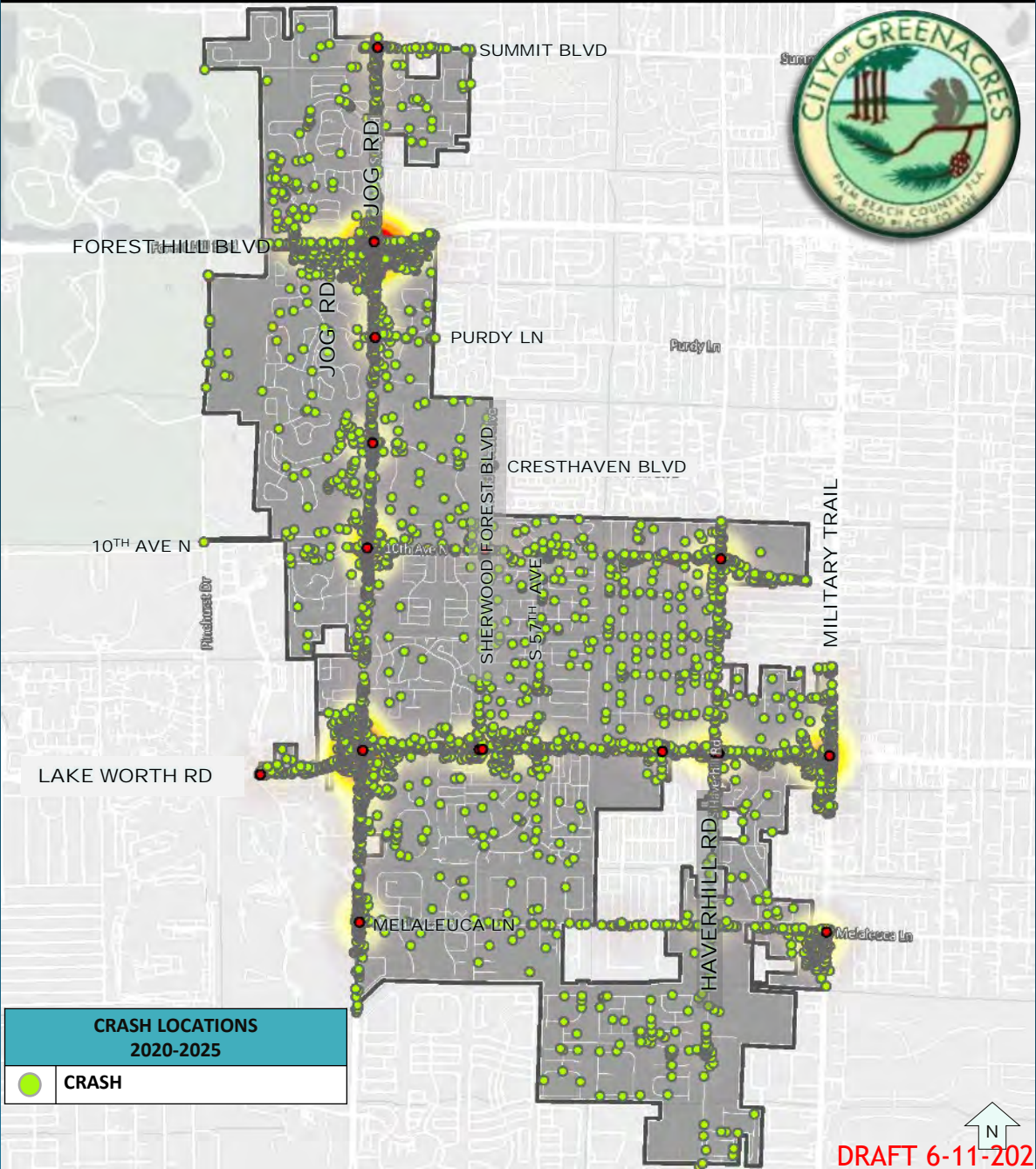


# Why Develop a Safety Action Plan?





# Why Develop a Safety Action Plan?

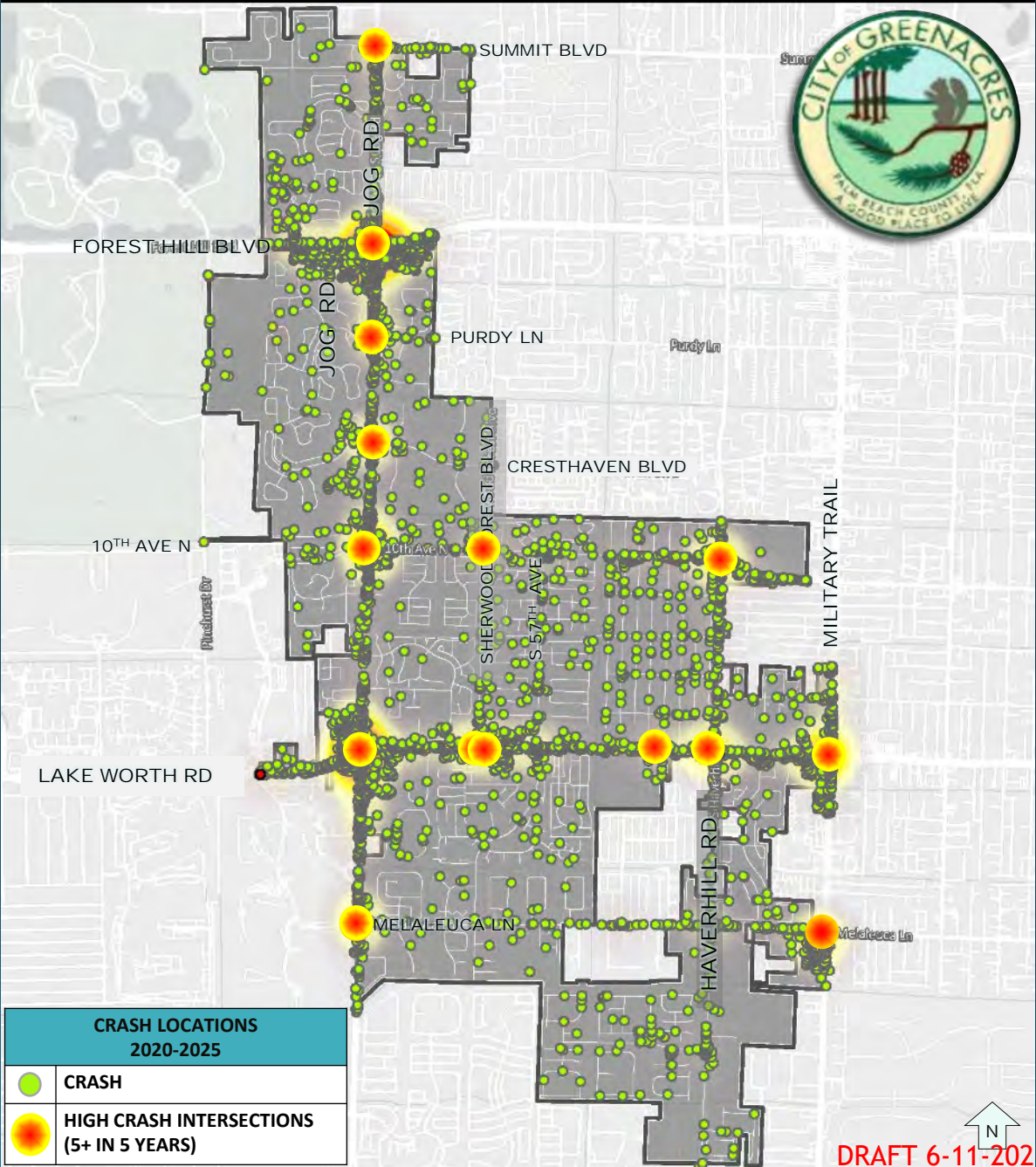




# Why Develop a Safety Action Plan?



**SPEED KILLS**







Jan. 27, 2024

## **Greenacres woman faces felony charge 8 months after hit-and-run death of bicyclist**

The Palm Beach Post

Sept. 6, 2024

**Motor scooter wreck kills Greenacres man, 72; bike, SUV crash along Jog Road near library**



October 01, 2023

**Man dead after standup electric scooter collides with car in Greenacres**

The Palm Beach Post

Jan. 15, 2022

**Man, 53, dies three days after traveling into pickup's path at Greenacres intersection**

The Palm Beach Post

Feb. 26 Item # 9.

**Man, woman in their 80s struck, killed by truck as they crossed Greenacres intersection**



Nov. 18, 2023

**2 drivers, pedestrian hurt; parked car struck by pole in crash**

Incident occurred near Buttonwood Shopping Plaza in Greenacres.

The Palm Beach Post

July 22, 2023

**Bicyclist, 61, dies of injuries after Greenacres hit-and-run in late May**



April 26, 2025

**Speeding truck crashes into trees in Greenacres, 20-year-old driver severely injured**



April 26, 2025

**Serious crash reported in Greenacres**



# What is a Safety Action Plan?

A comprehensive plan, funded by US DOT, focused on reducing and eliminating roadway fatalities and serious injury crashes for all road users.





# Vision Zero

## #1: New Way to Think About Traffic Safety

| Traditional approach         | Safe System approach                   |
|------------------------------|--|
| Prevent crashes              | Prevent death and serious injuries     |
| Improve human behavior       | Design for human mistakes/limitations  |
| Control speeding             | Reduce system kinetic energy           |
| Individuals are responsible  | Share responsibility                   |
| React based on crash history | Proactively identify and address risks |



## Vision Zero

A commitment to  
**ZERO** traffic  
fatalities and  
serious injuries.

People make mistakes, but roads should protect users when the system operates perfectly—and when it doesn't.



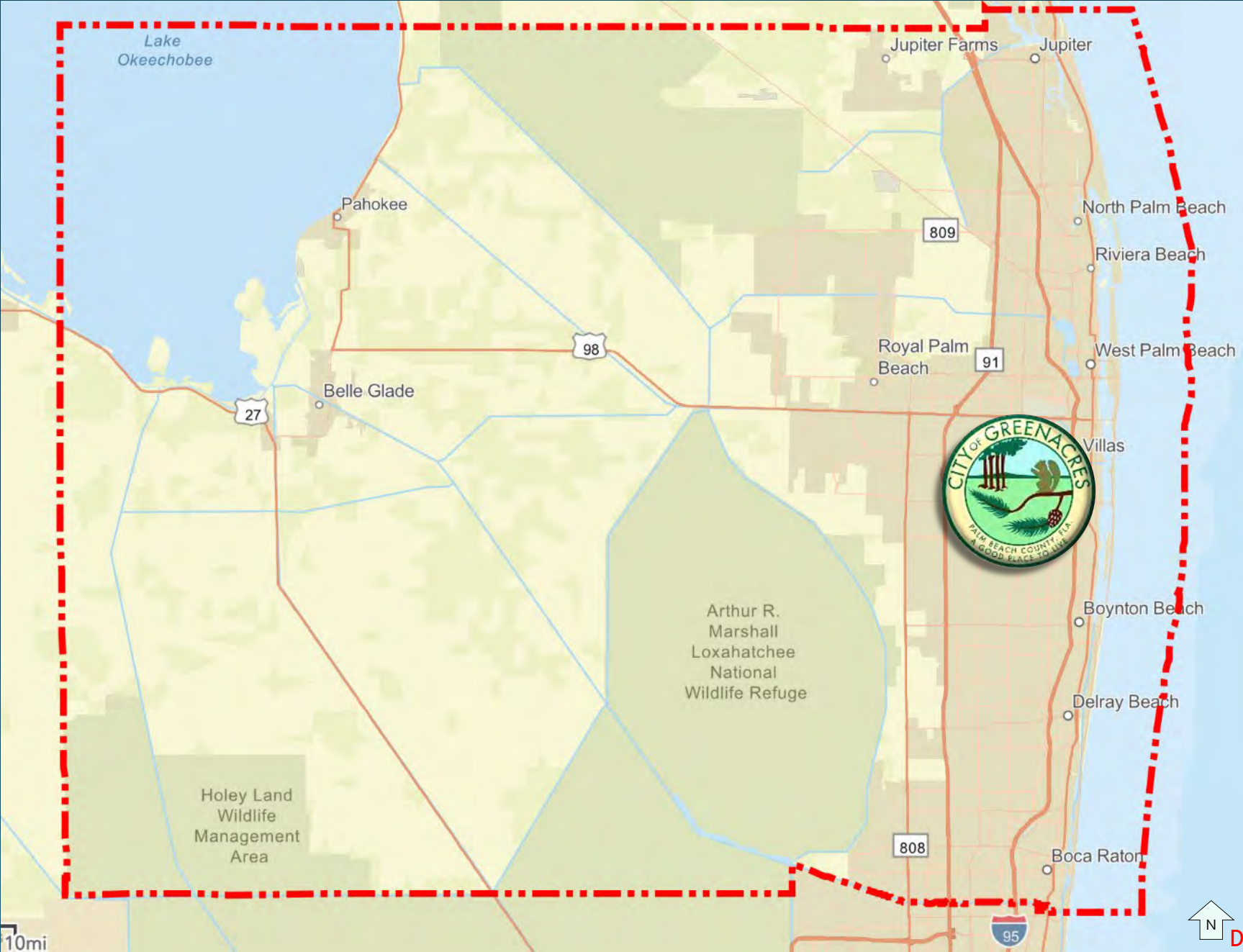
# What are Complete Streets?

Complete Streets are streets for everyone.



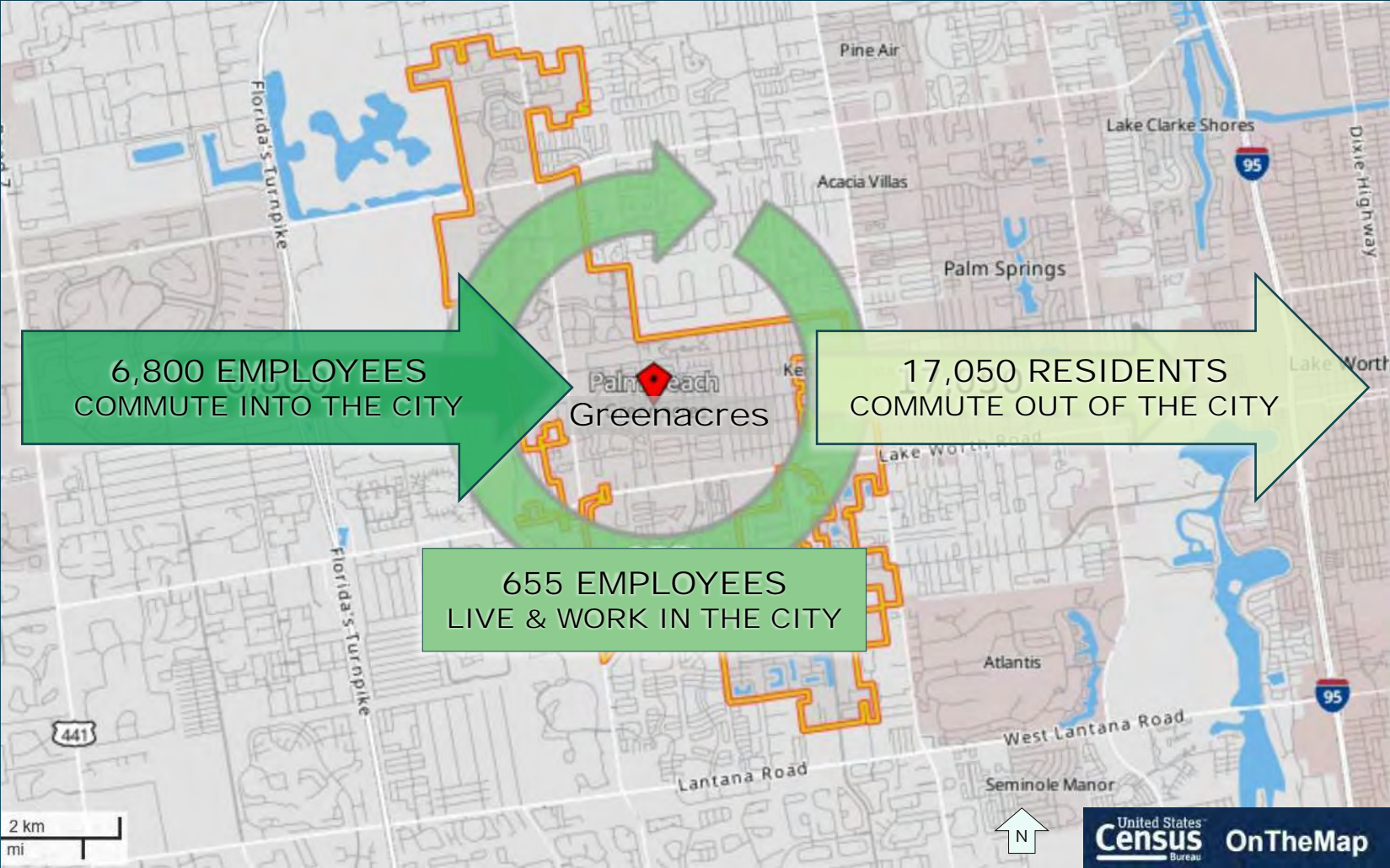
They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities.







# Commuter Flows by Greenacres Residents\*

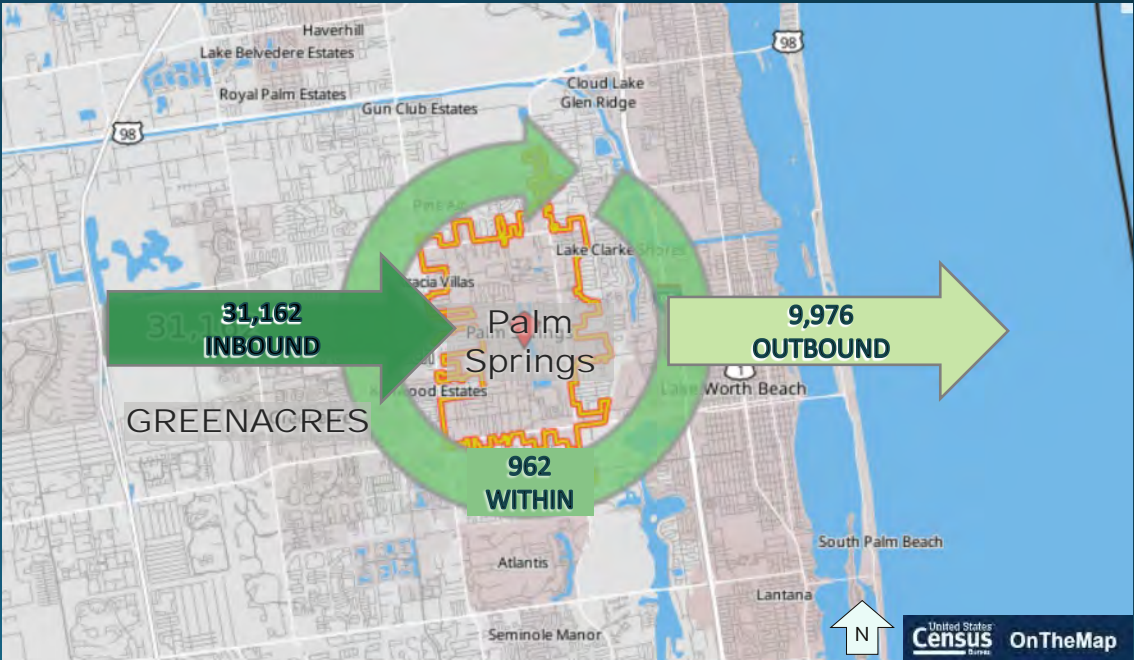
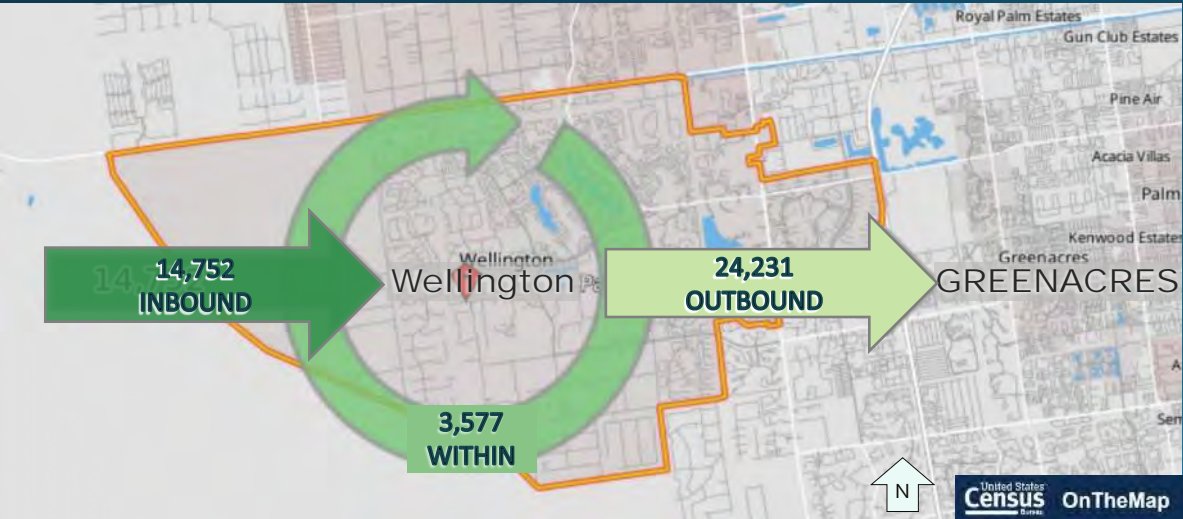
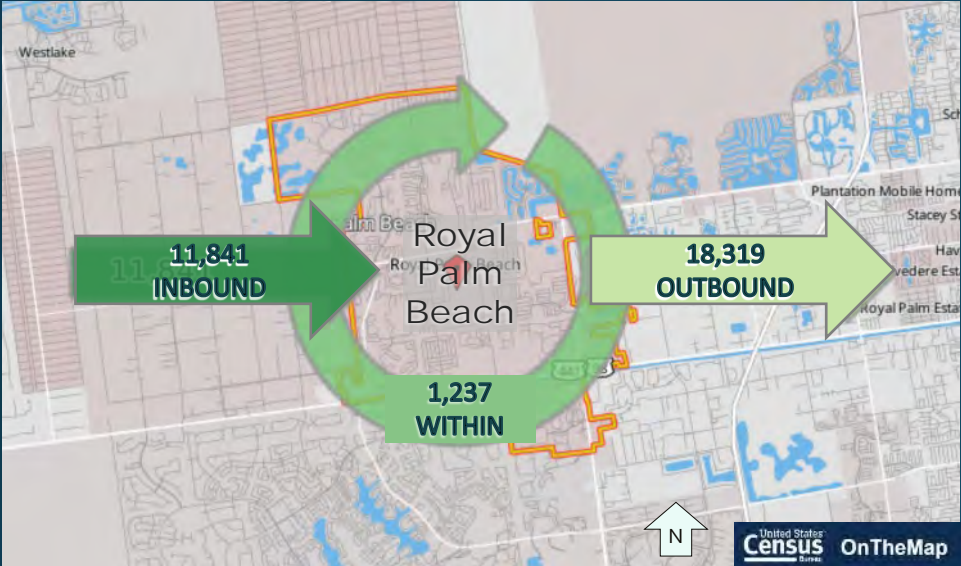


<https://onthemap.ces.census.gov/>

\*2022 data



# Commuter Flows by Nearby Residents\*



<https://onthemap.ces.census.gov/>

\* 2022 data

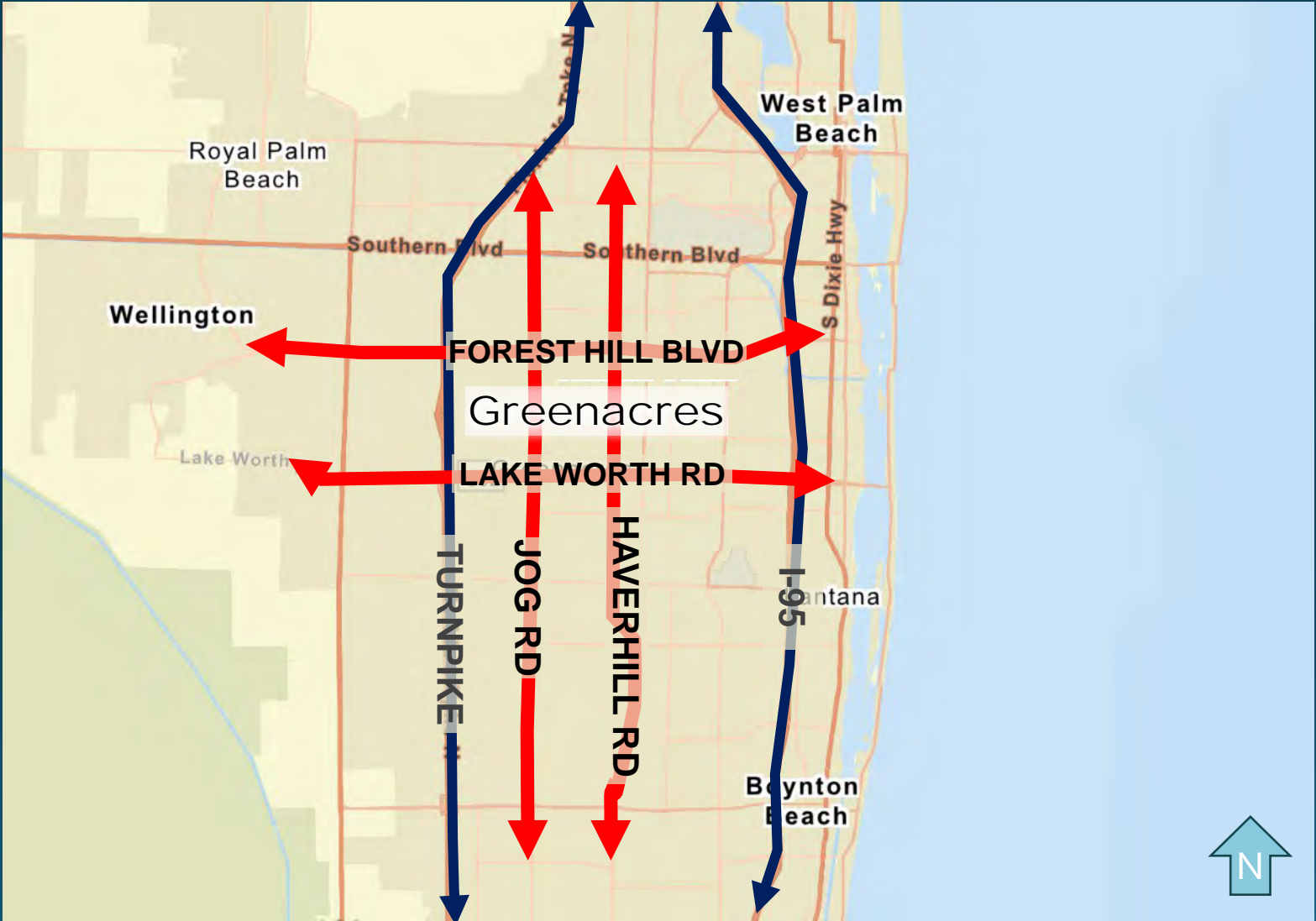


# Major Commuter Roadways





# Major Commuter Roadways





# What Drivers See ...

Item # 9.



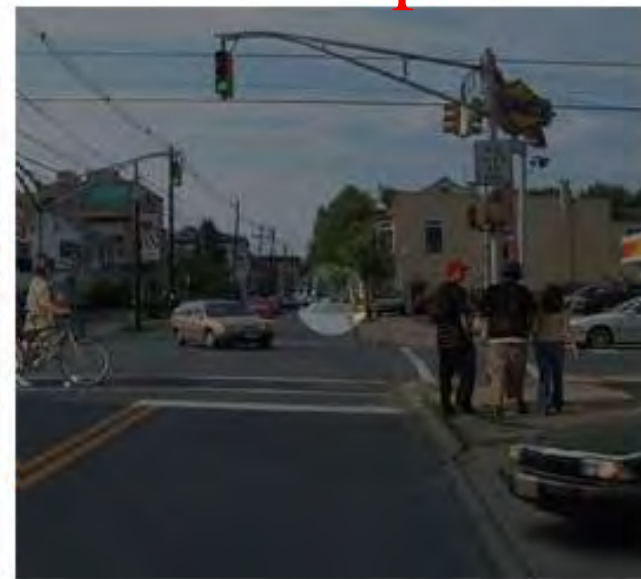
20 mph



30 mph



35 mph



40 mph

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# What Drivers See ...

Item # 9.



**BISCAYNE DRIVE**



# What Drivers See ...

Item # 9.



BISCAYNE DRIVE



# What Drivers See ...

Item # 9.

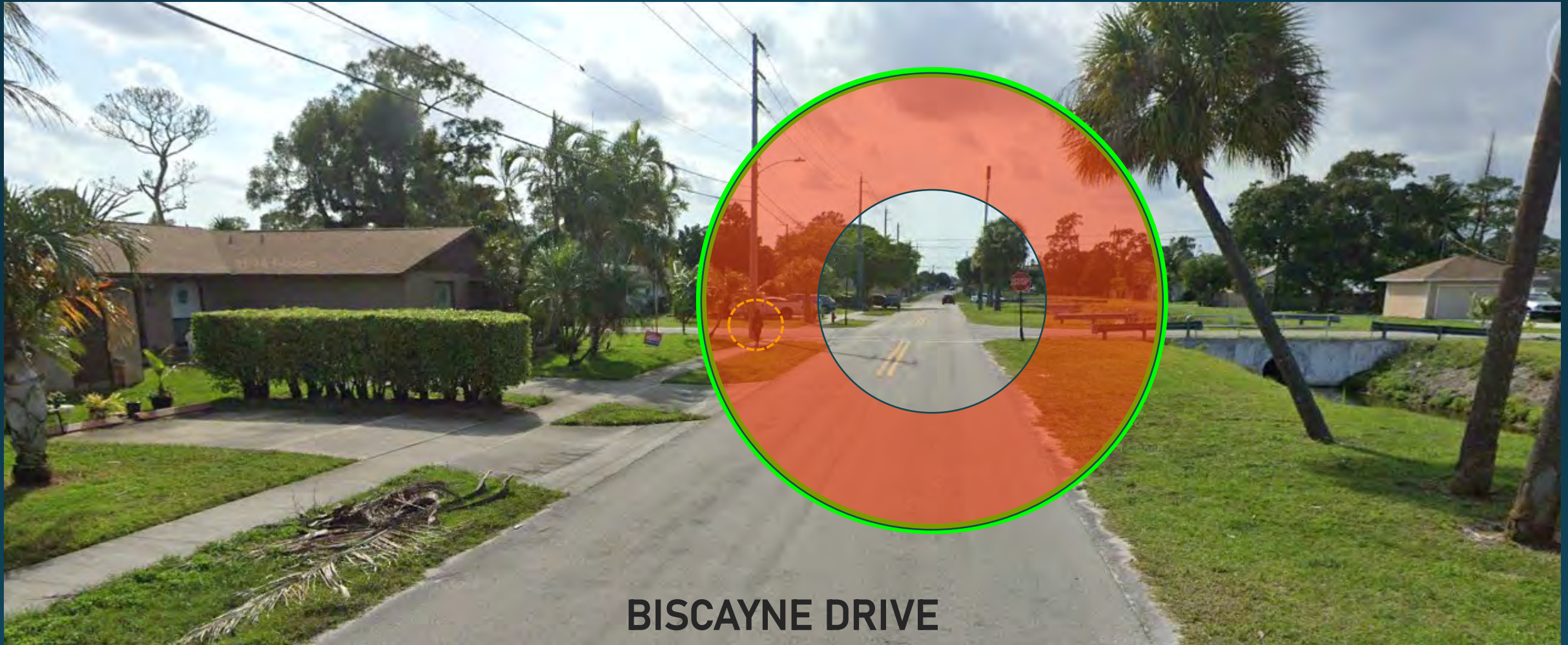


25 mph



# What Drivers See ...

Item # 9.



25 mph    35 mph



# What Drivers See ...

Item # 9.



25 mph    35 mph    40 mph




# Vehicle Speed vs. Chance of Survival







Turns out **THE ROAD**  
to **HEALTHIER**  
**NEIGHBORHOODS**  
is literally  
**A BETTER ROAD.**

 American Heart Association  
TAKING ACTION TO PREVENT OBESITY

 Robert Wood Johnson Foundation

 **Voices**  
for Healthy Kids



# The Traveling Public ...

Item # 9.





# Safety for Students





# Public Engagement Activities

## Stakeholder & Public Outreach

Fall 2024 – Spring 2025

- City of Greenacres – All Departments, City Council
- Florida Department of Transportation
- Lake Worth Drainage District
- Palm Beach County
- Palm Beach County School District
- Palm Beach Transportation Planning Agency
- Palm-Tran
- Village of Palm Springs
- Village of Wellington
- Residents, Business & Property Owners

## City Staff Workshop

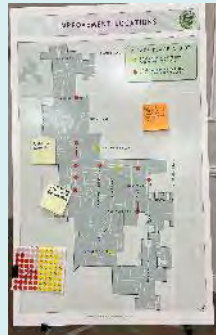
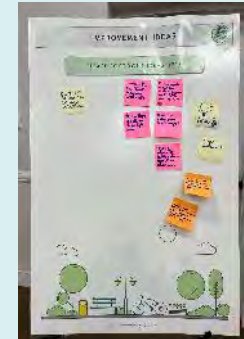
May 13, 2025

Item # 9.



## Evening Public Workshop

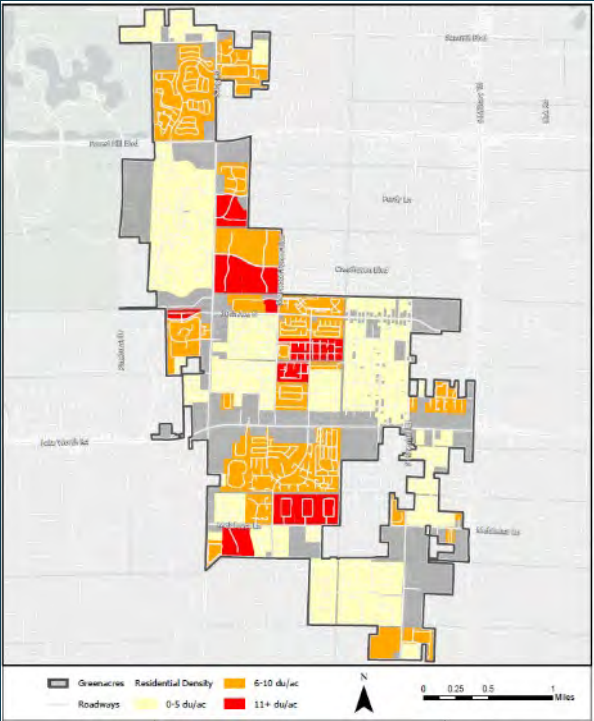
May 14, 2025



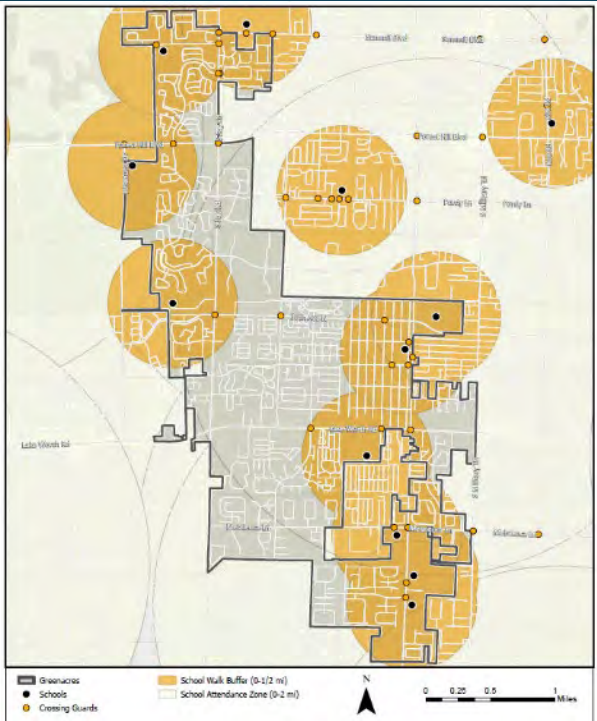
Page 156



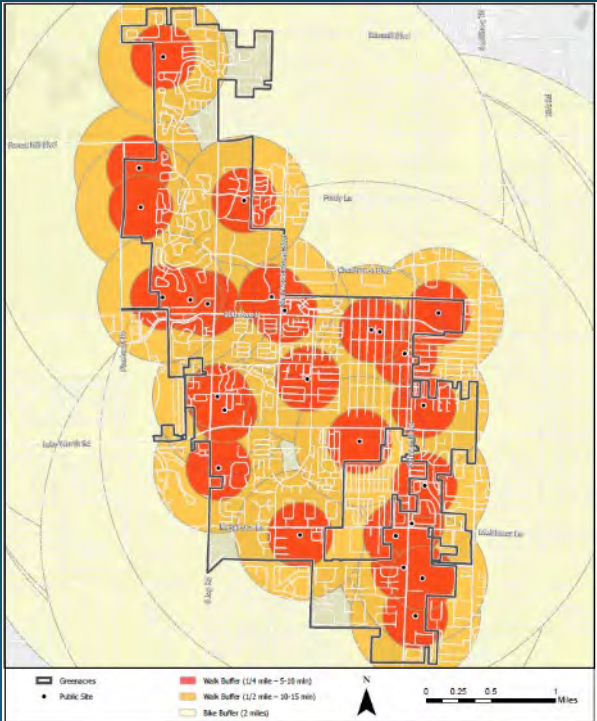
# Analysis of where Greenacres residents ....



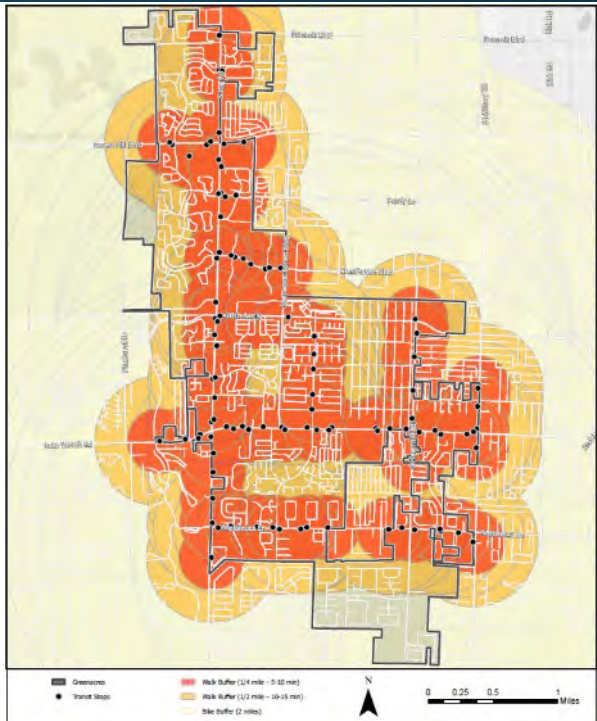
*Live*



*Learn*



*Work & Play*



*Ride Transit*



# GREENACRES SAFETY ACTION PLAN CATALOG OF IMPROVEMENTS



Figure 5: Roadway cross-section graphic Credit: PB TPA



# Catalog of Improvements

Item # 9.

## GREENACRES SAFETY ACTION PLAN CATALOG OF IMPROVEMENTS

ROADWAY REALM

DESIGN ELEMENTS

BIOSWALE WITH SHADE TREES

CENTER LANDSCAPED MEDIAN WITH SHADE TREES

SOFT SHOULDER

GREENING

BIOSWALE WITH PLANTS

TEXTURED & LIGHTED PAVEMENT

ROADWAY REALM

TRAFFIC CALMING ELEMENTS

## GREENACRES SAFETY ACTION PLAN CATALOG OF IMPROVEMENTS

NON-MOTORIZED TRAVEL REALM

PEDESTRIAN ZONE

SIDEWALK 6+ (ASPHALT/CONCRETE)

SHARED-USE PATH 8+ (ASPHALT/CONCRETE)

PATHWAY 8+ (ASPHALT)

SHARED-USE PATH 10+ (FLEXIBLE SURFACE)

SHARED-USE PATH 10+ (CONCRETE)

NON-MOTORIZED TRAVEL REALM

FRONTAGE ZONE

## GREENACRES SAFETY ACTION PLAN CATALOG OF IMPROVEMENTS

ROADWAY REALM

BICYCLE ELEMENTS

BIKE RACK

BUFFERED BICYCLE LANE

INTERSECTION CONDITION

DESIGNATED BICYCLE LANE

NON-MOTORIZED TRAVEL REALM

TRANSIT ELEMENTS

## GREENACRES SAFETY ACTION PLAN CATALOG OF IMPROVEMENTS

INTERSECTIONS

TYPICAL CONDITIONS

ARTERIAL ROADWAY EXAMPLE DIAGRAM

COLLECTOR ROADWAY EXAMPLE DIAGRAM

INTERSECTIONS

MULTIMODAL INTERACTION AT INTERSECTIONS

## GREENACRES SAFETY ACTION PLAN CATALOG OF IMPROVEMENTS

INTERSECTIONS

INTERSECTION ELEMENTS

PEDESTRIAN SCRAMBLE

PROTECTED INTERSECTION EXAMPLE DIAGRAM

INTERSECTIONS

INTERSECTION ELEMENTS

ROUNDABOUT

TRAFFIC CIRCLE

OVALABOUT



# Roadway Realm Improvements

Item # 9.



*Textured Crosswalk*



*Rumble Strips*



*Lighted Crosswalk*



*Elevated Crosswalk*



*Protected Crosswalk*

*Traffic Calming  
Elements*

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# Roadway Realm Improvements

Item # 9.



*Bulb-out*



*"Pinch Point"*



*Center Landscaped Median*



*Splitter Island*

*Design  
Elements*

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# Roadway Realm Improvements

Item # 9.



*Simme-Seat*



*Solar Charging*



*Transit Shelter*



*Level Boarding*



# Roadway Realm Improvements

Item # 9.



*Buffered Bike Lane*



*Bicycle Box*



*Bikeway Intersection*



*Protected Bicycle Lane*

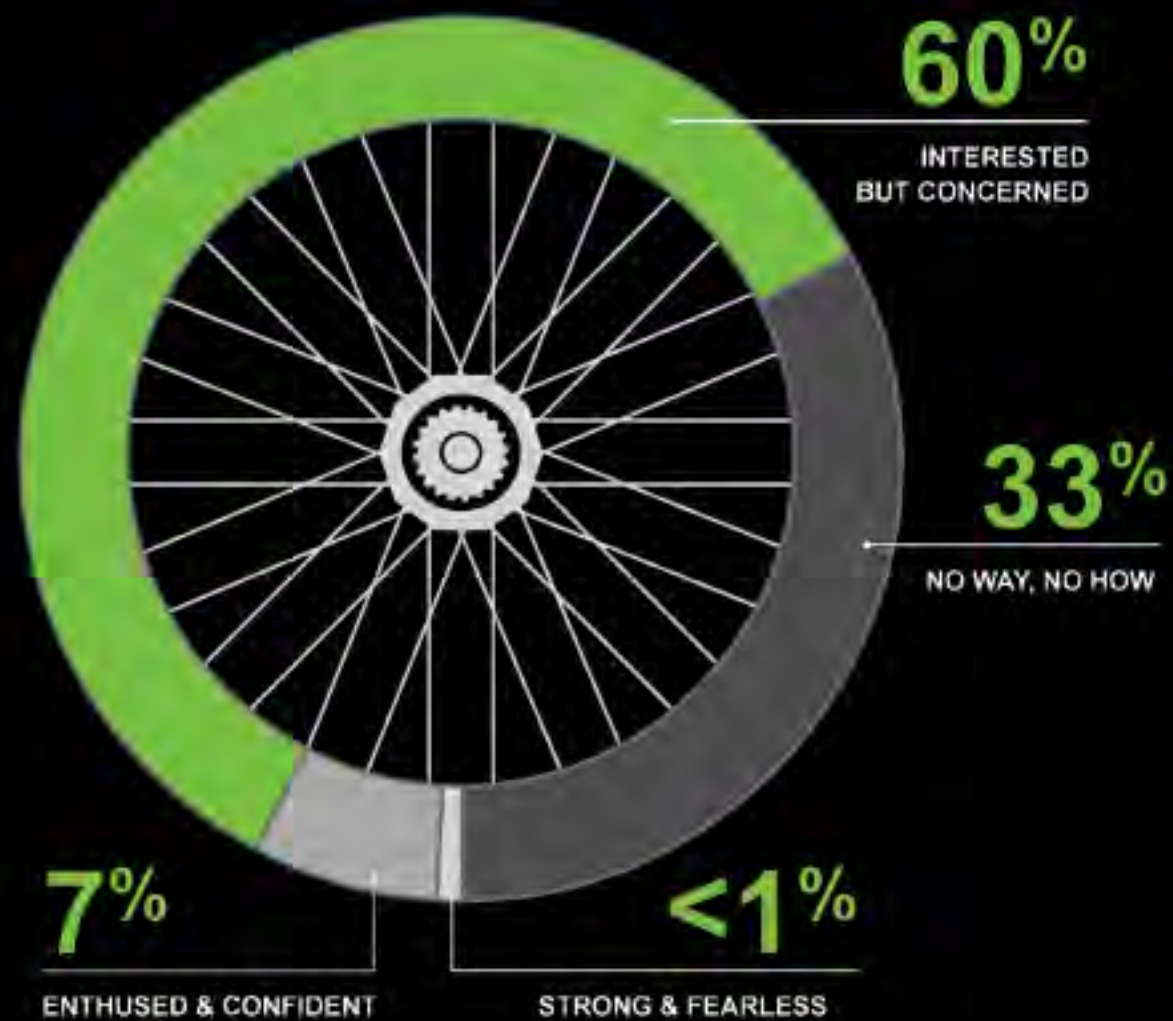
*Bicycle*  
*Element*

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# FOUR TYPES OF RIDERS







*Different Levels of Traffic St*

DRAFT 6-11-2025



# Intersection Improvements

Item # 9.



*Traffic Circle*



*Roundabout*



*Signalization*



# The Importance of Street Trees

Item # 9.



## A "Sense of Enclosure"

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# The Importance of Street Trees

Item # 9.



## A Loss of Enclosure

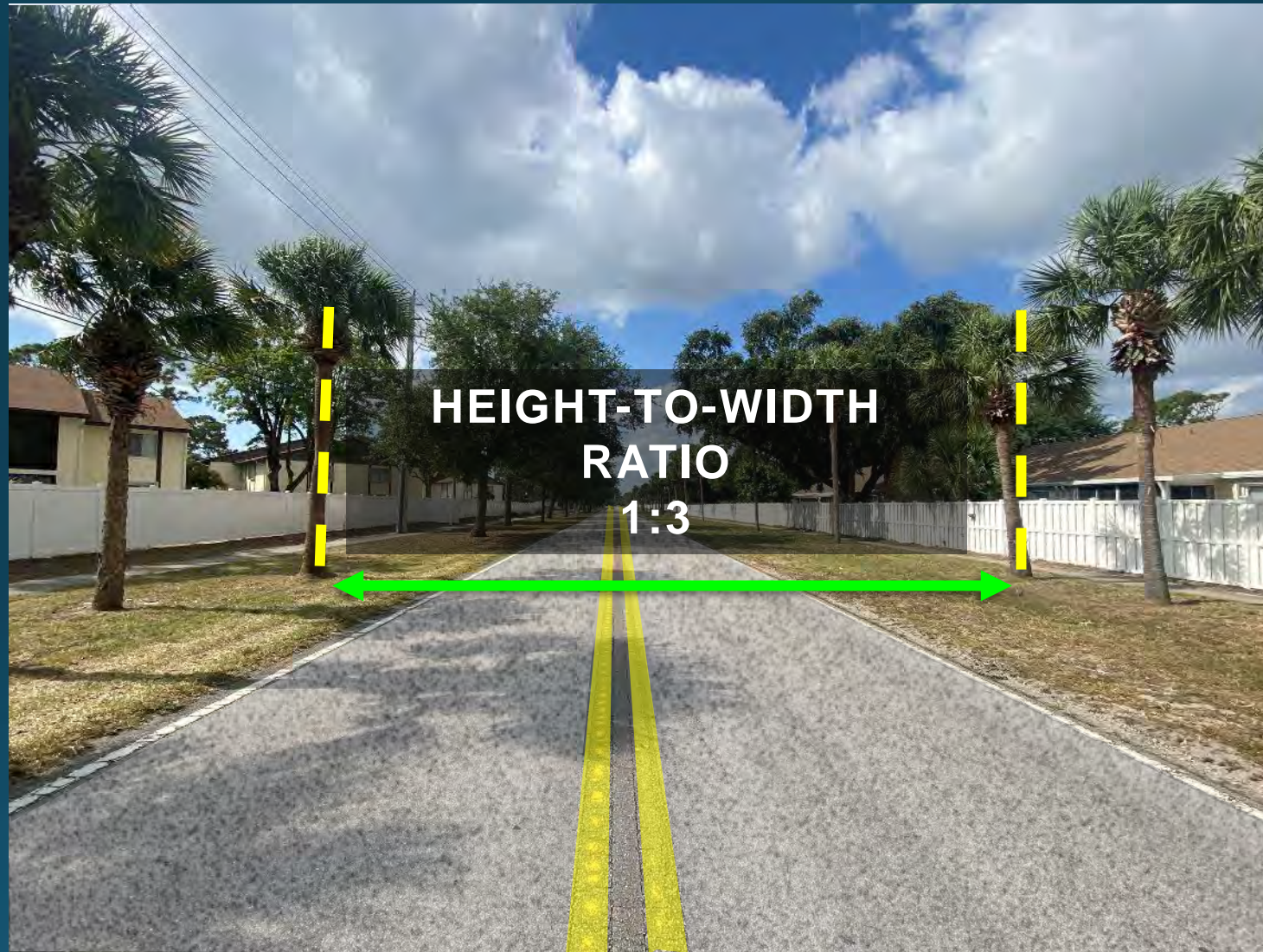
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# The Importance of Street Trees

Item # 9.



Message to Drivers: **Slow Down...**

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# The Importance of Street Trees

Item # 9.





# The Importance of Street Trees

Item # 9.



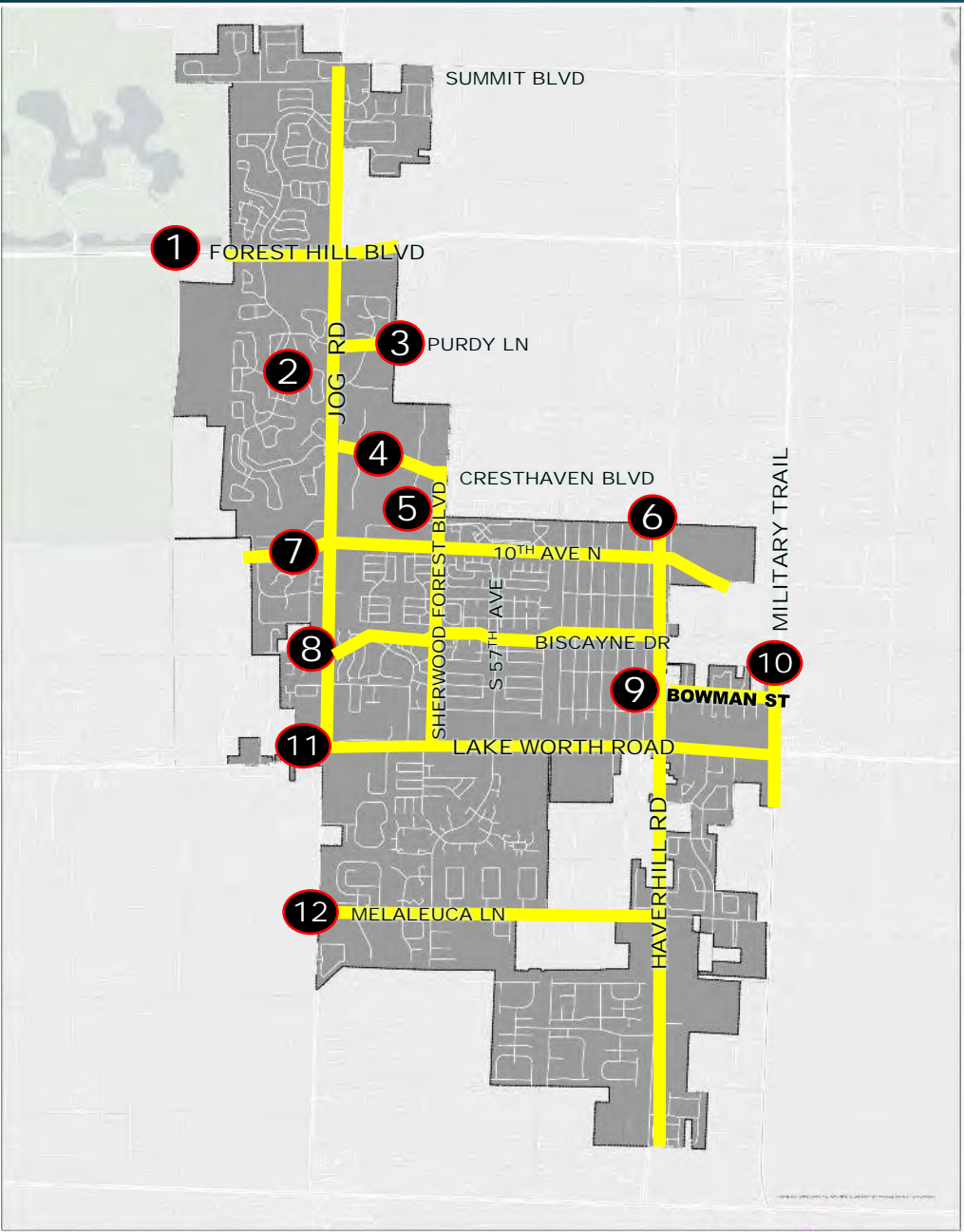
Message to Drivers: **Speed Up**

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# KEY RECOMMENDED ROADWAY IMPROVEMENTS



| REF # | DETAIL                           |
|-------|----------------------------------|
| 1     | Forest Hill Blvd                 |
| 2     | Jog Road                         |
| 3     | Purdy Lane                       |
| 4     | Cresthaven Blvd                  |
| 5     | Sherwood Forest Blvd             |
| 6     | Haverhill Road                   |
| 7     | 10 <sup>th</sup> Avenue North    |
| 8     | Biscayne Drive (& Woodlake Blvd) |
| 9     | Bowman Street                    |
| 10    | Military Trail                   |
| 11    | Lake Worth Road                  |
| 12    | Melaleuca Lane                   |

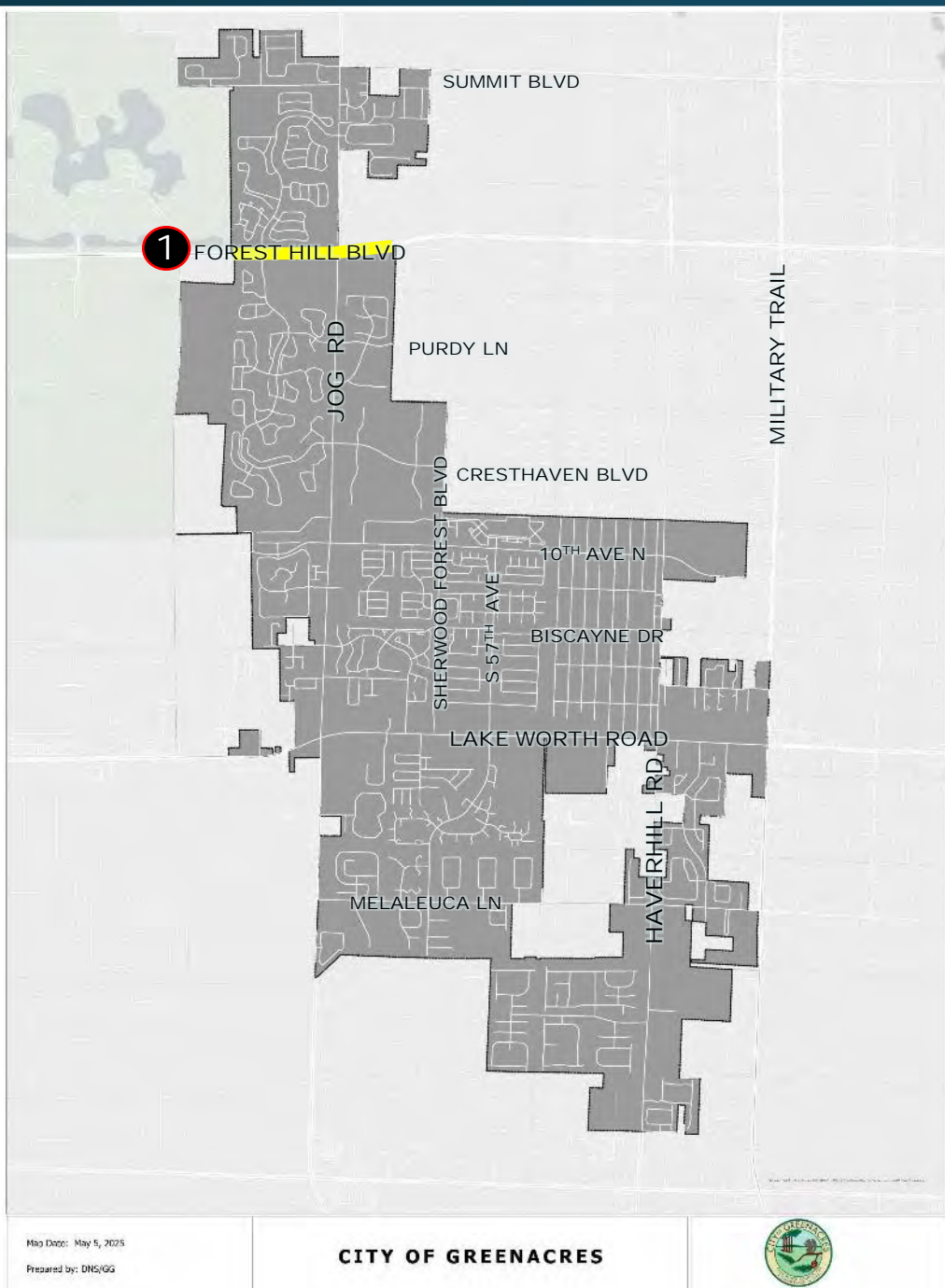


# FOREST HILL BLVD

Item # 9.



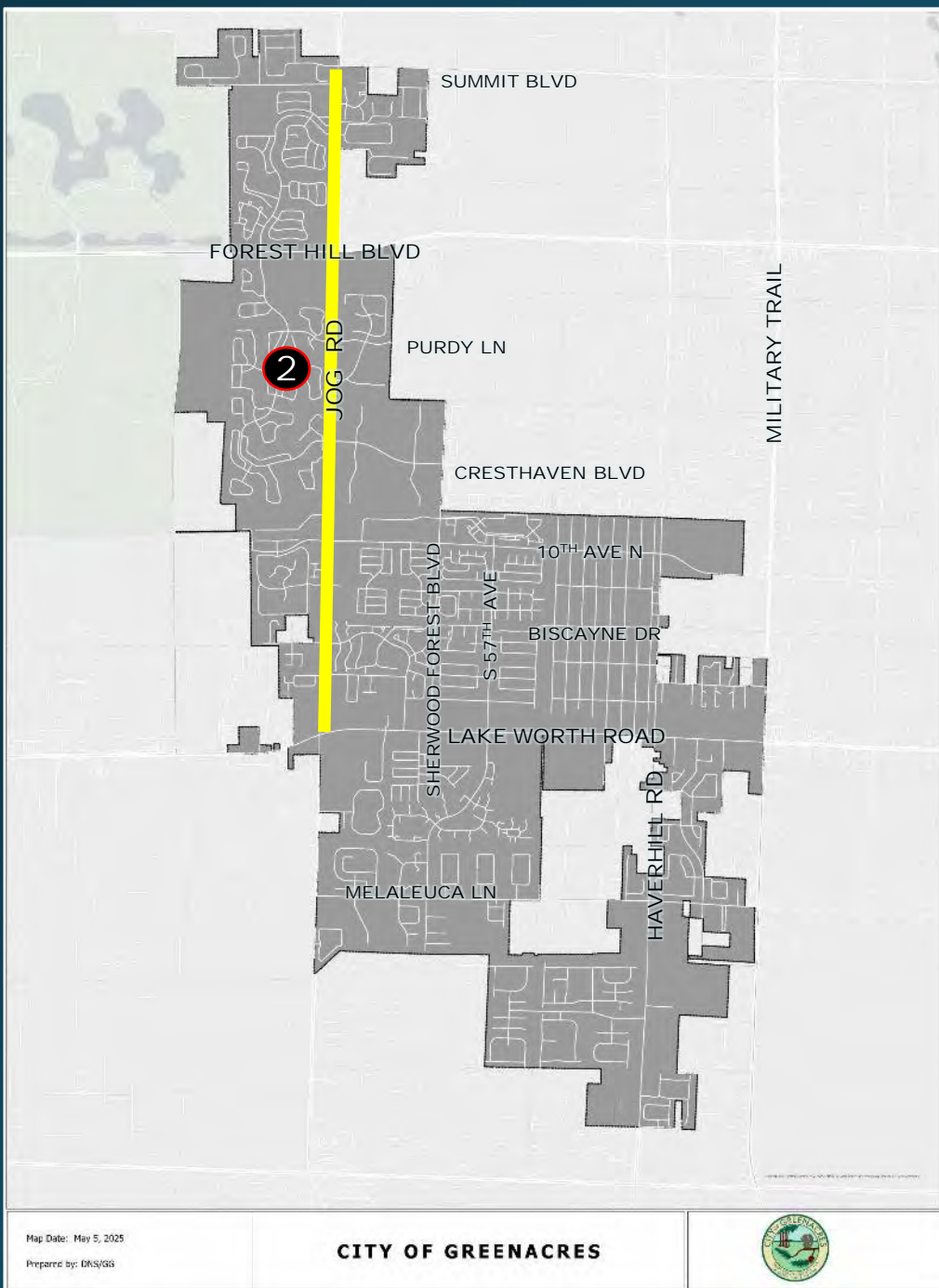
- Support Village of Palm Springs lane repurposing
  - Narrow travel lanes
  - Extend curbs, absorb bike lane into shared-use path
  - Add street trees to separation buffer **DRAFT 6-11-2025**





# JOG ROAD

Item # 9.



- Widen sidewalk (fill utility strip)  
*If rebuilt, move curb to create wide shared use path*
- Add transit shelters
- Add landscaped medians
- Add traffic calming at side streets (e.g., curb extensions,

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# PURDY LANE

Item # 9.



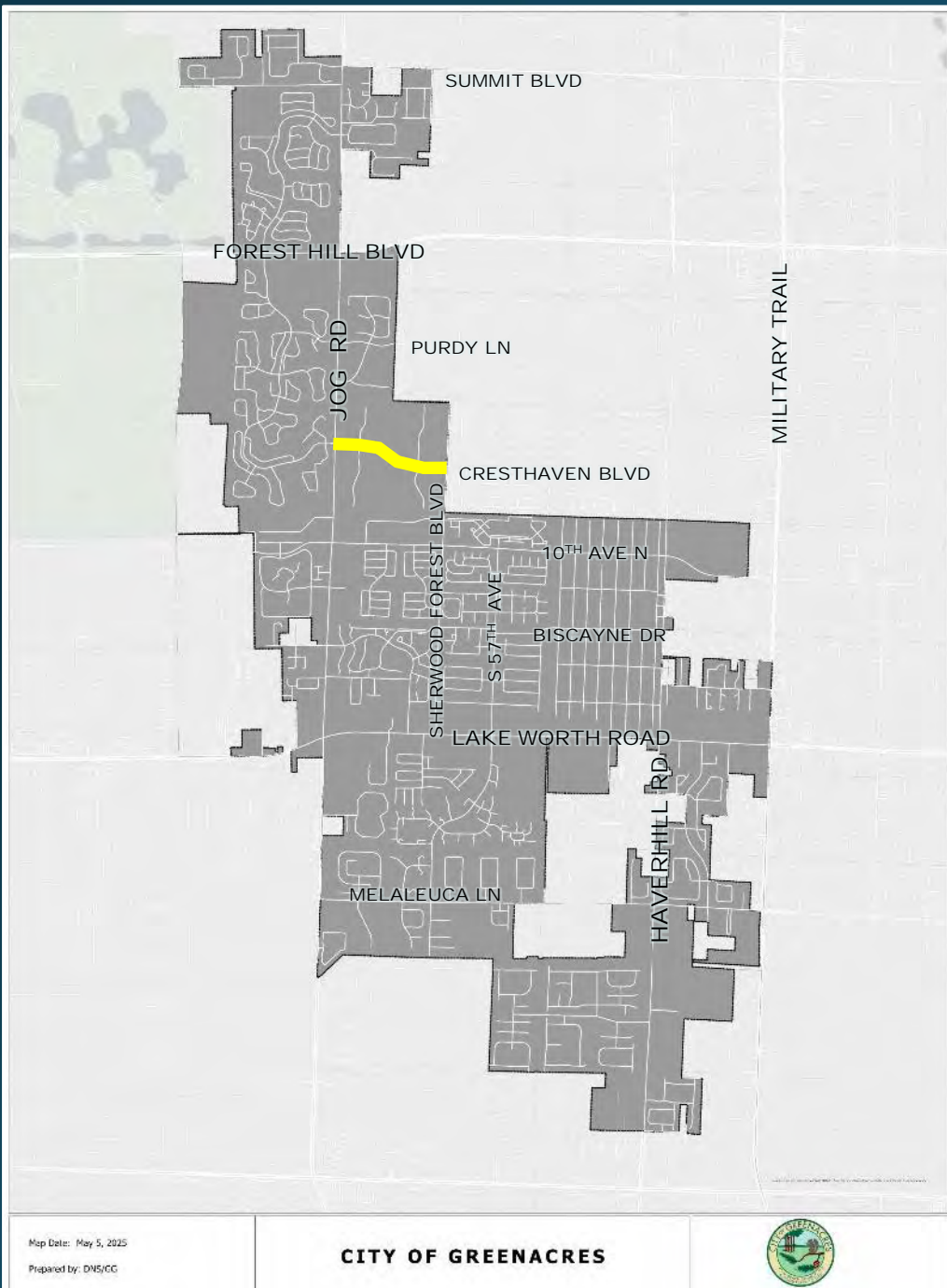
- Identify as part of premium bicycle network
- Add street trees & lights
- Add bike lanes or shared-use path
- Add traffic calming to slow cut-through traffic

DRAFT 6-11-2025



# CRESTHAVEN BLVD

Item # 9.



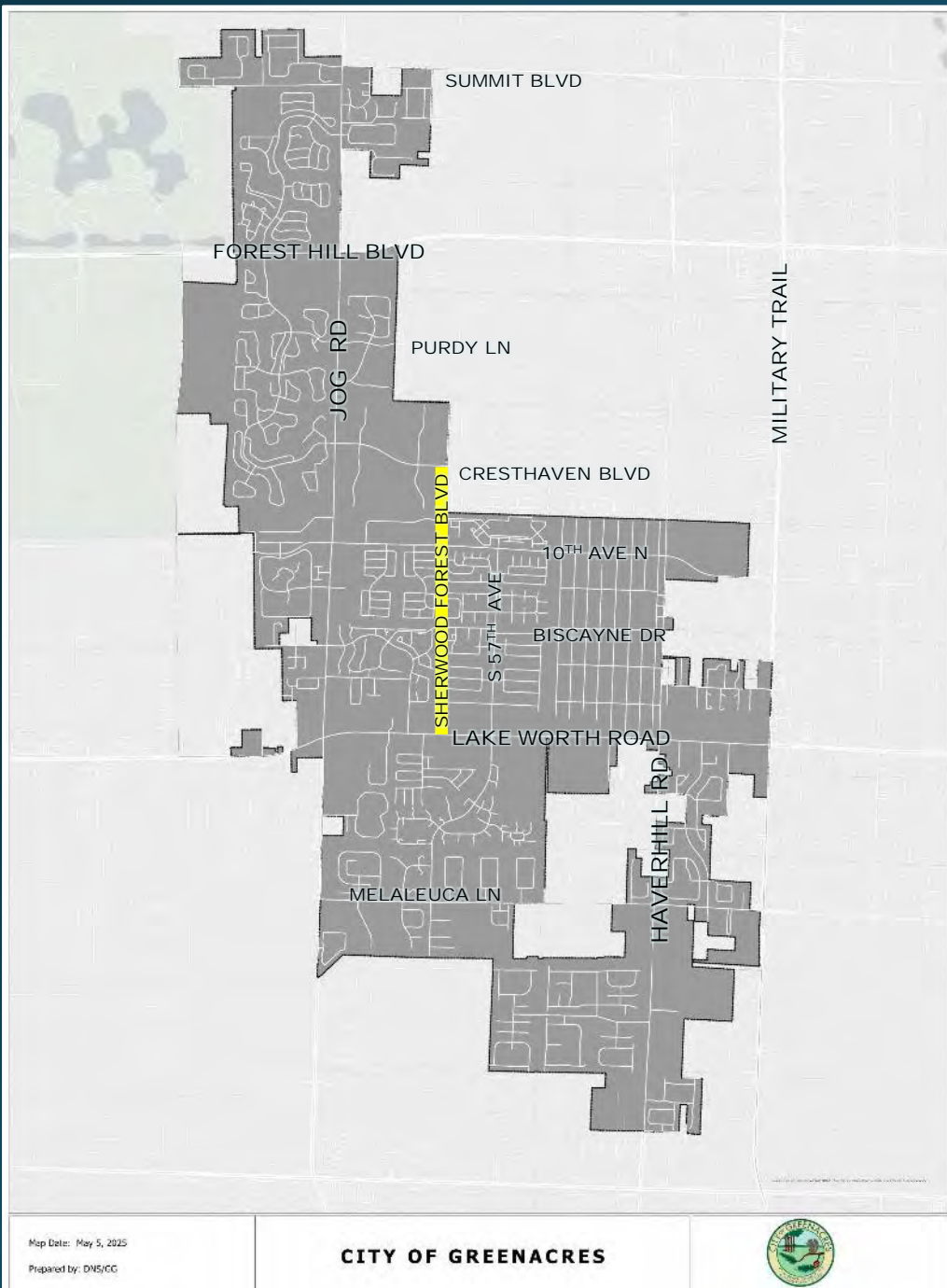
- Identify as part of premium bicycle network  
*PBC adding buffered bike lanes*
- Add traffic calming (e.g., chicanes, median planting)
- Add street trees
- Add transit shelters/seats at high volume stops

DRAFT 6-11-2025



# SHERWOOD FOREST BLVD

Item # 9.



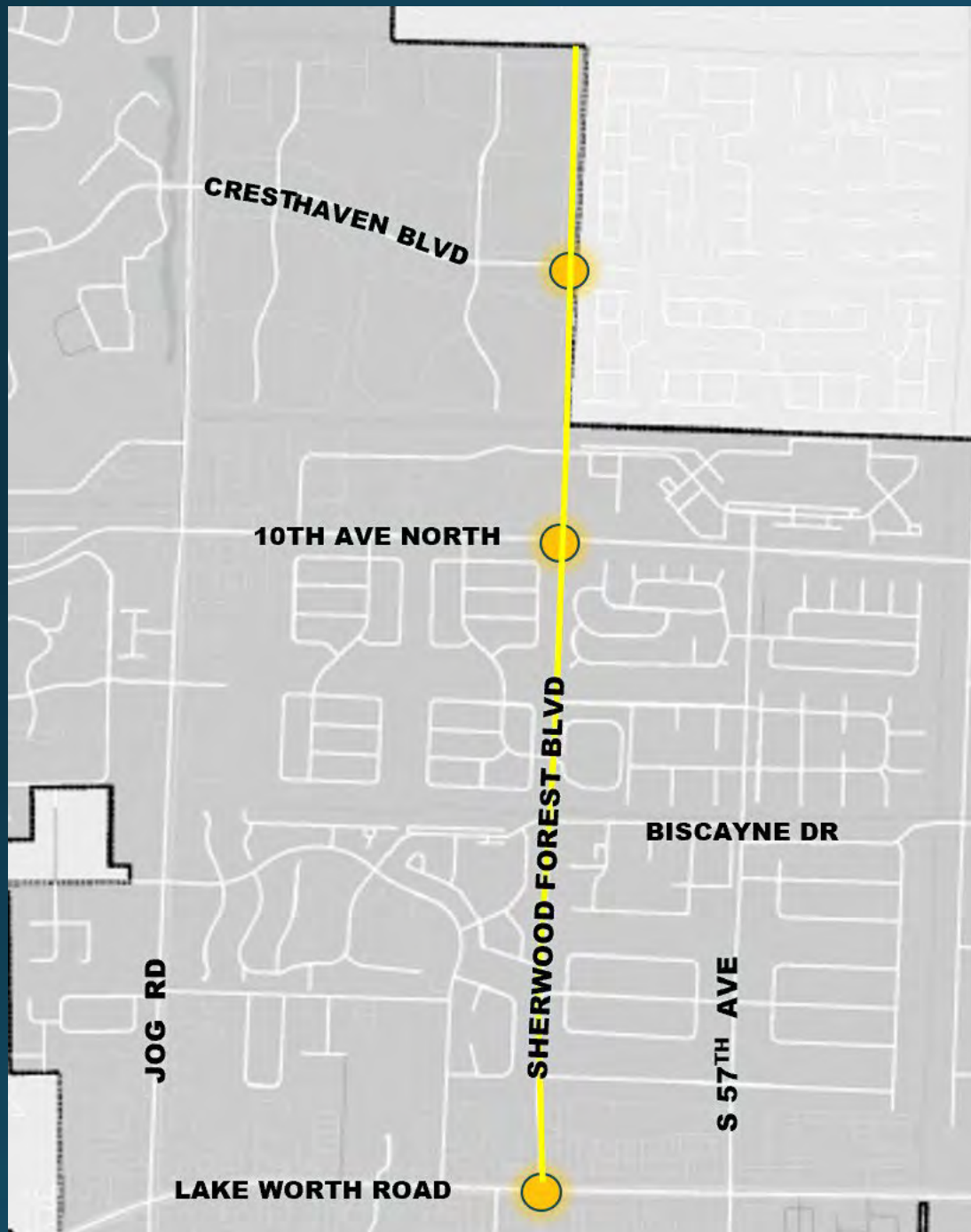
- Identify as part of premium bicycle network
- Add shared-use path on one side
- Add crosswalks & additional street trees
- Add traffic calming at key intersections
  - S 37<sup>th</sup> Court, Biscayne Drive, 57<sup>th</sup> Ave
- Support turn lanes **but not continuous 3-lane widening**

DRAFT 6-11-2025



# SHERWOOD FOREST BLVD

Item # 9.



- Identify as part of premium bicycle network
- Add shared-use path on one side
- Add crosswalks & additional street trees
- Add traffic calming at key intersections
  - S 37<sup>th</sup> Court, Biscayne Drive, 57<sup>th</sup> Ave
- Support turn lanes **but not continuous 3-lane widening**

DRAFT 6-11-2025

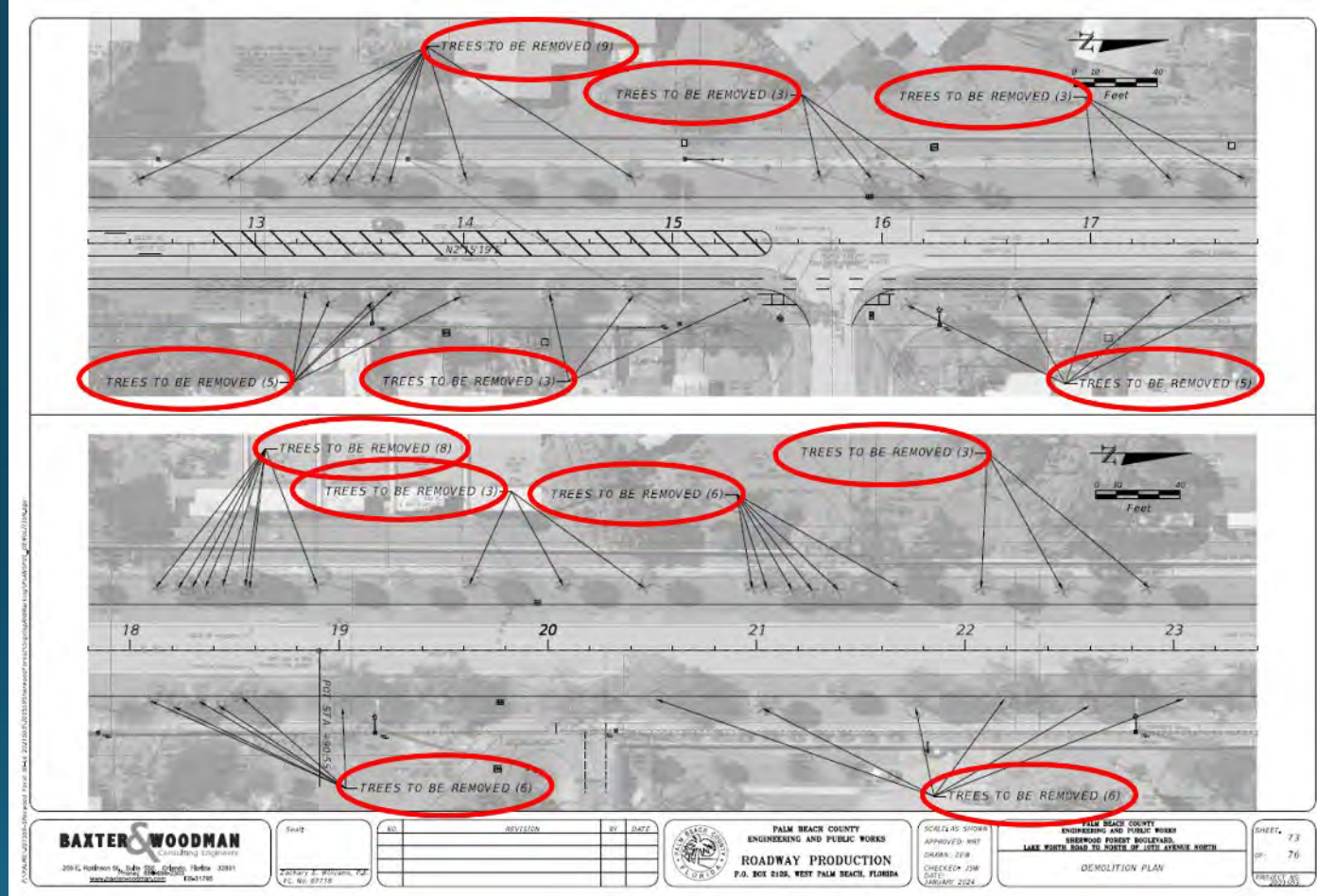
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# SHERWOOD FOREST BLVD

Item # 9.





# SHERWOOD FOREST BLVD

Item # 9.



Maintain & expand street tree planting



Add crosswalks throughout the corridor

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# Sherwood Forest Blvd – Existing Condition

Item # 9.



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# Sherwood Forest Blvd – Proposed Improvements

Item # 9.







BISCAYNE DR & SHERWOOD FOREST BLVD



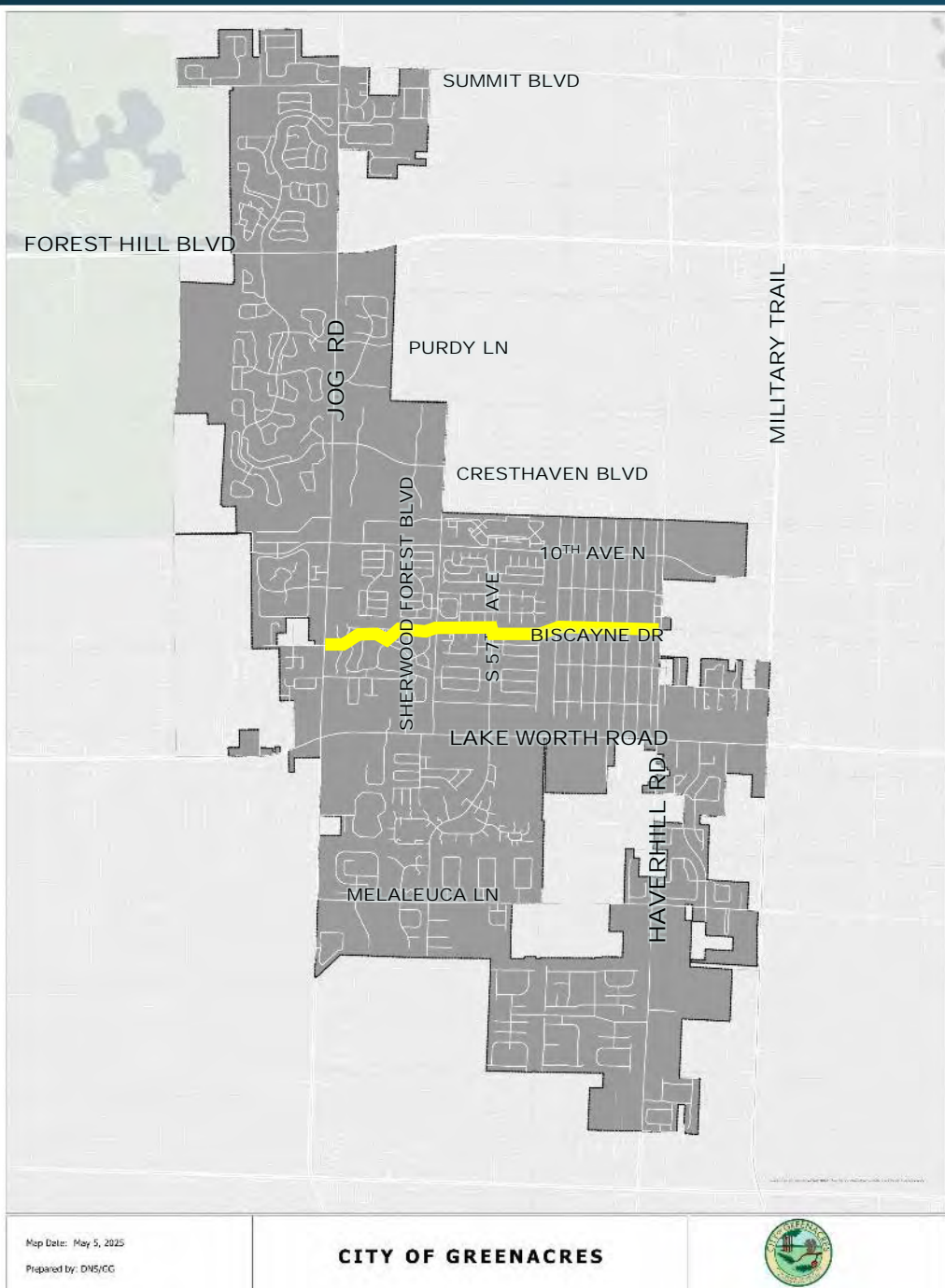


BISCAYNE DR & SHERWOOD FOREST BLVD



# BISCAYNE DRIVE

Item # 9.



- Identify as part of premium bicycle network
- Mark as sharrow (25 MPH posted speed)
- Add intersection improvements for traffic calming
  - Swain Blvd, S 57<sup>th</sup> Ave
- Add traffic calming (e.g., speed tables, raised crosswalks)
- Consider multi-use path on one side
- Add street trees or ground cover adjacent to canals

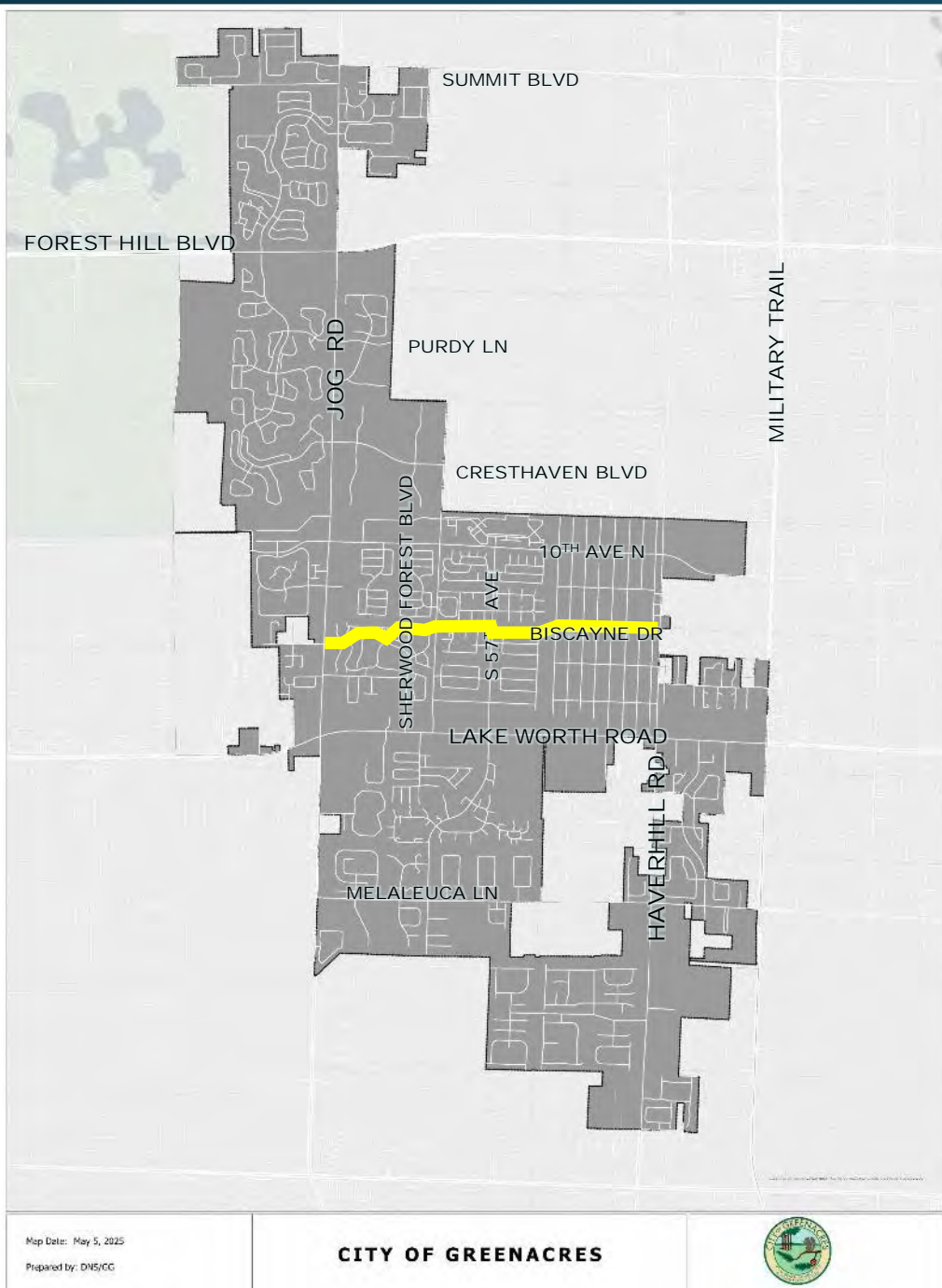
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# BISCAYNE DRIVE

Item # 9.



Key intersection improvement:  
Biscayne Drive and 57<sup>th</sup> Avenue



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BISCAYNE DR





BISCAYNE DR





BISCAYNE DR & SWAIN BLVD

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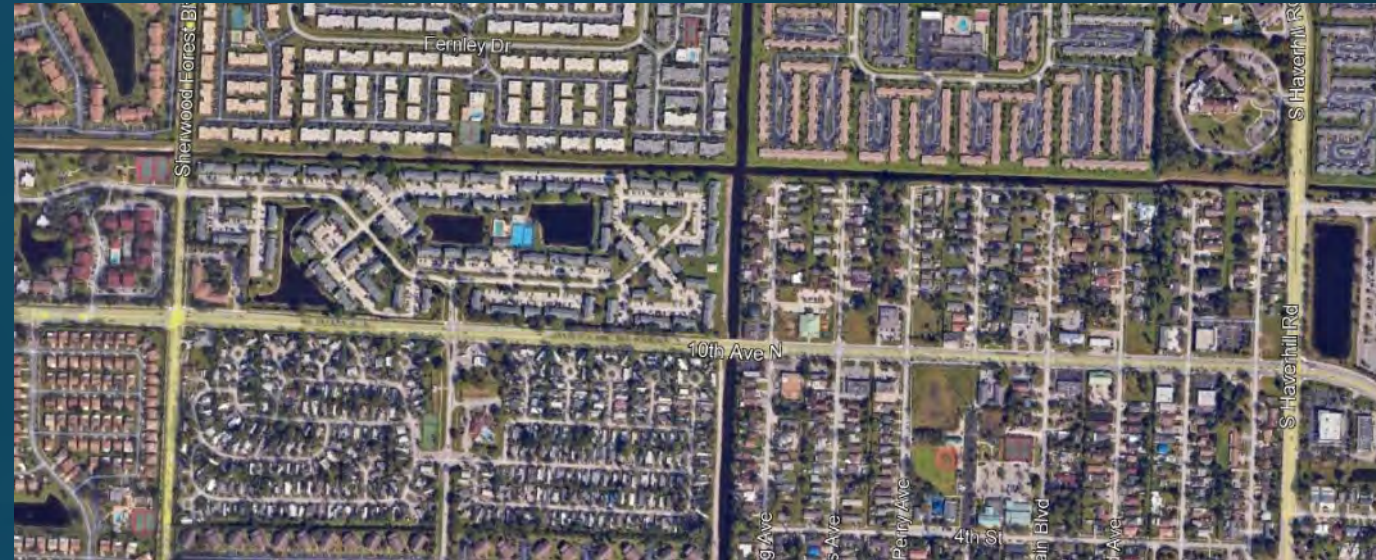
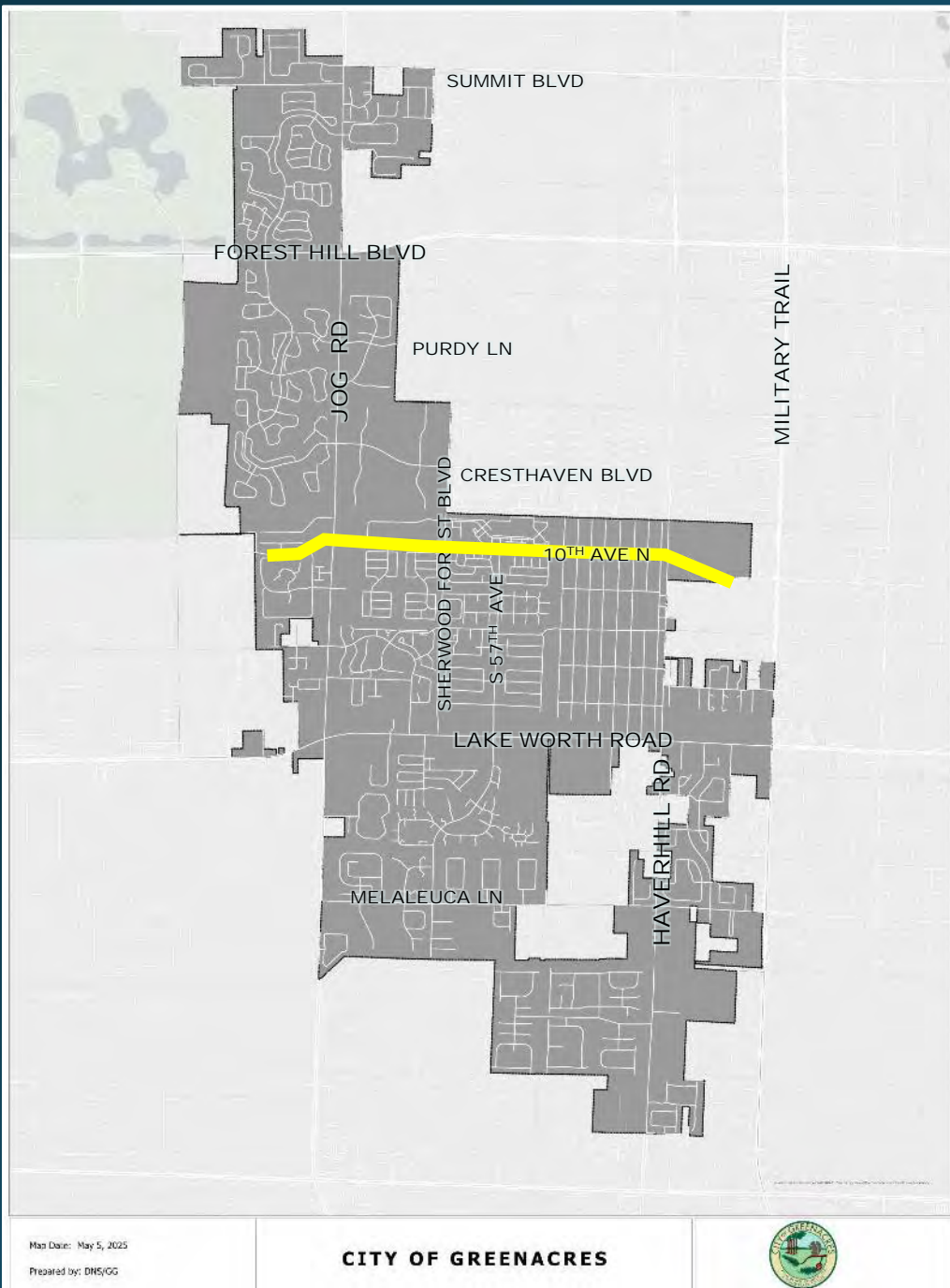
BISCAYNE DR & SWAIN BLVD

DRAFT 6-11-2025



# 10<sup>th</sup> AVENUE NORTH

Item # 9.



- Evaluate as new Greenacres “Main Street”
- Identify as part of premium bicycle route
- Add street trees, lighting & crosswalks
- Add traffic calming & transit shelters)
- Improve Swain Blvd. entrance
- Explore ped-activated signal west of Swain Blvd.



# BOWMAN STREET

Item # 9.



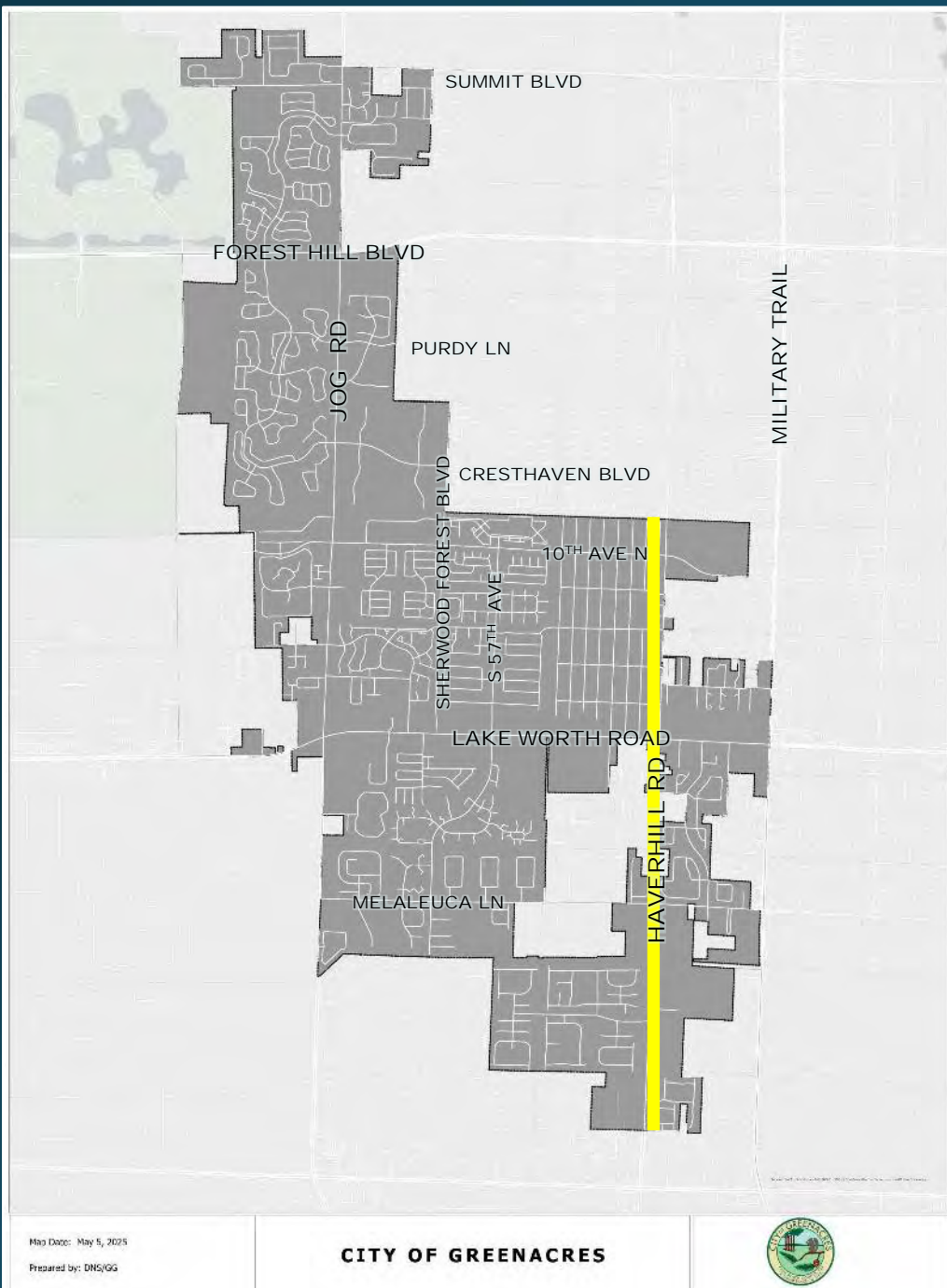
- Identify as part of premium bicycle network
- Mark as sharrow (25 MPH posted speed)
- Add street trees/palms below power poles
- Add street lighting
- Add traffic calming



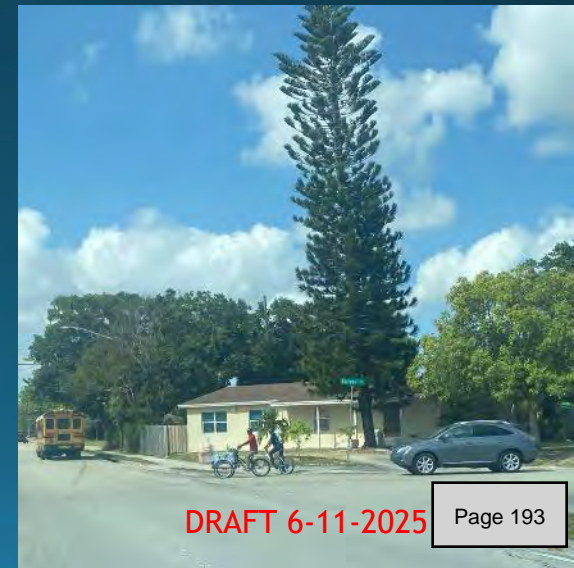


# HAVERHILL ROAD

Item # 9.



- Widen sidewalk (fill utility strip  
*If rebuilt, move curb & create  
shared-use path*)
- Add median tree planting
- Add transit shelters / benches
- Improve mid-block pedestrian  
crossing (by Greenacres Christian  
Academy)



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HAVERHILL BLVD





HAVERHILL BLVD



# LAKE WORTH ROAD

Item # 9.



- Work with FDOT for treatment similar to LW Road (west)
- Widen sidewalk (fill utility strip)
- Add protected bike lanes & transit shelters
- Add median landscaping & lighting upgrades
- Enhance intersections (broader landings)
- Add placemaking at Swain Blvd

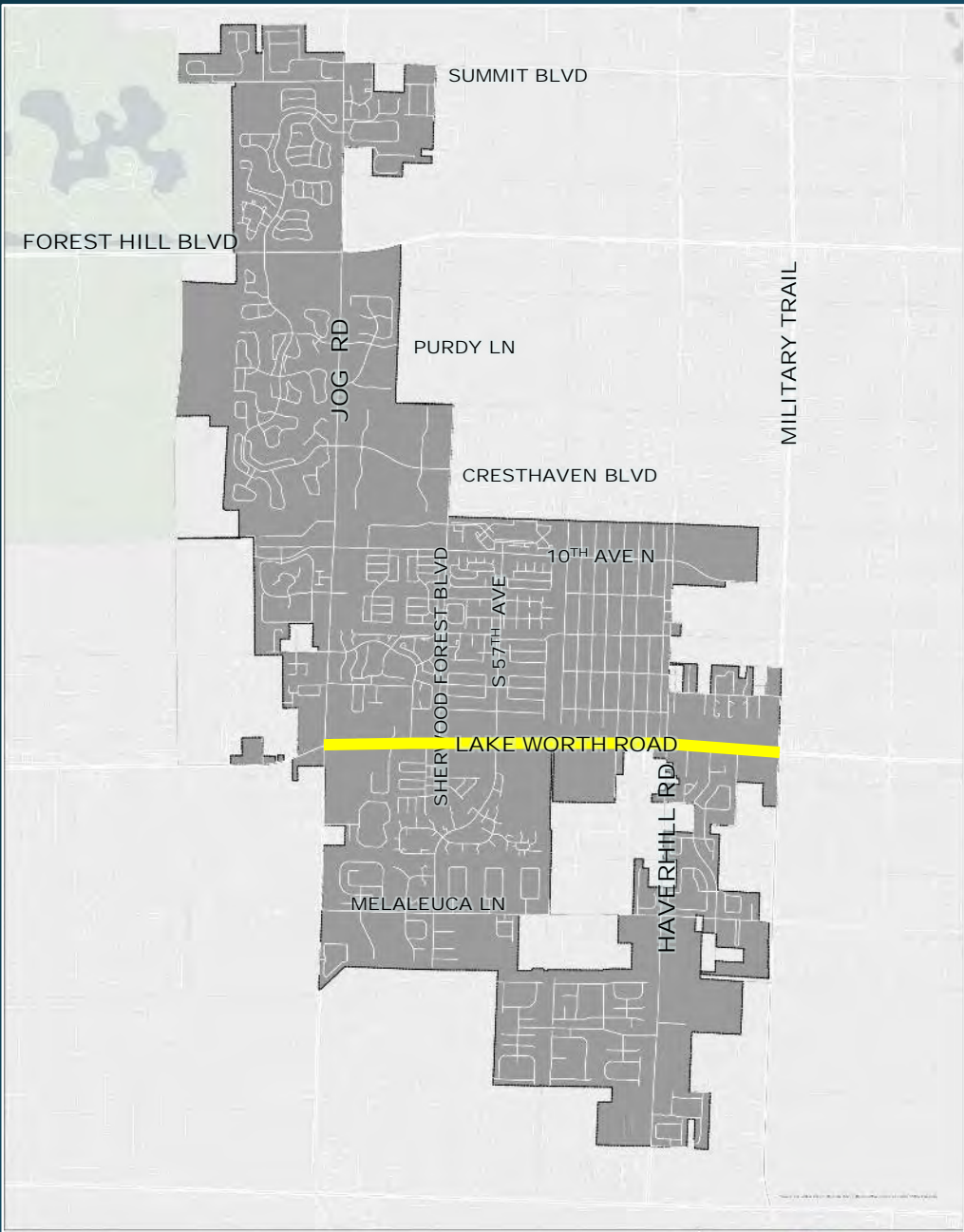
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# LAKE WORTH ROAD

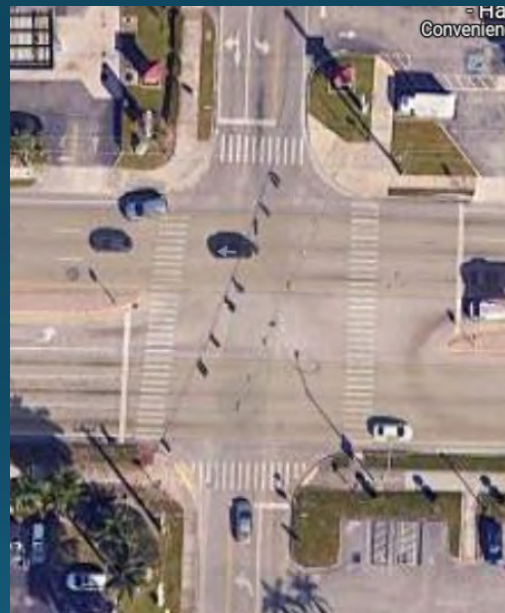
Item # 9.





# LAKE WORTH ROAD AT SWAIN BLVD

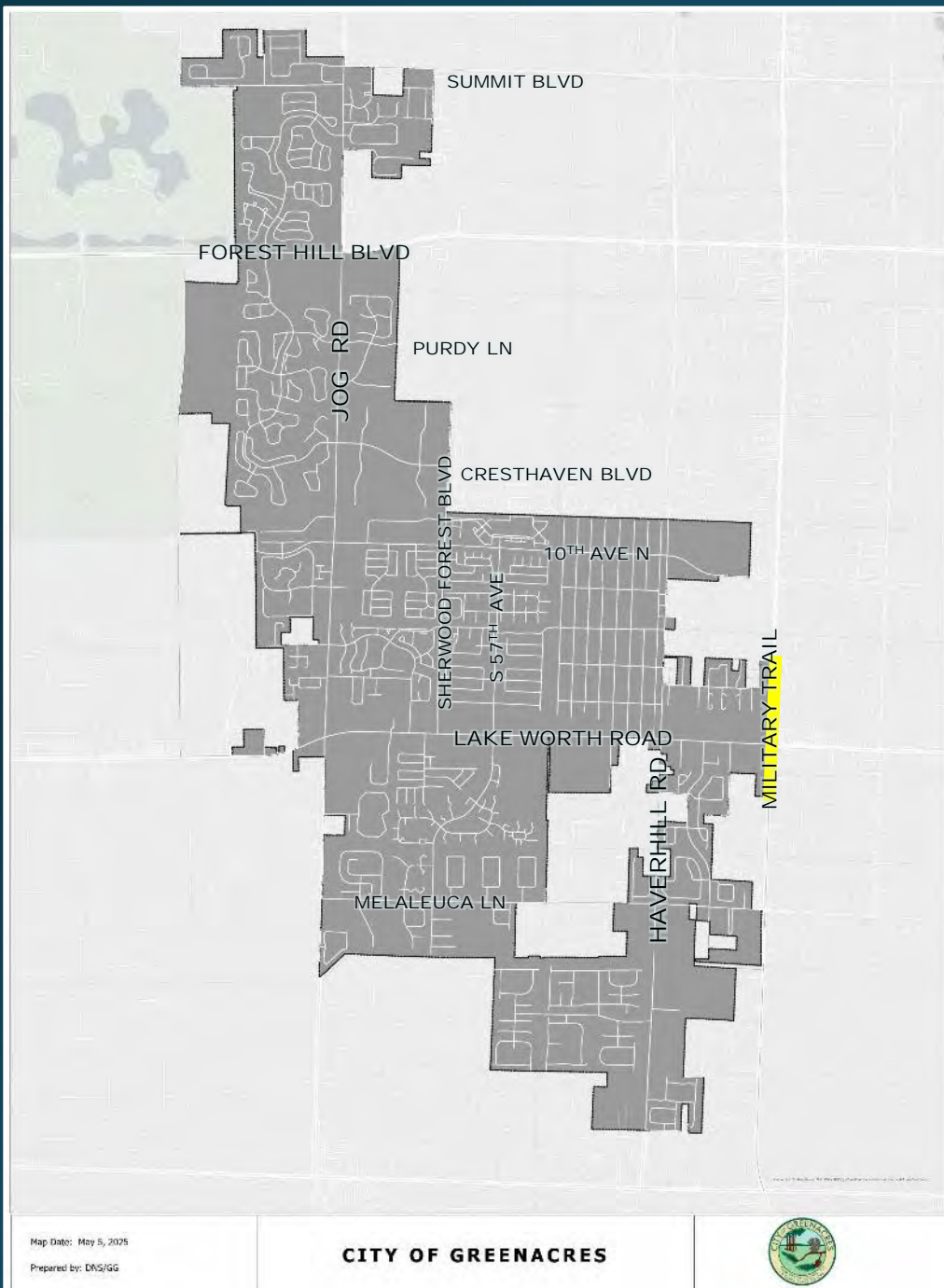
Item # 9.





# MILITARY TRAIL

Item # 9.



- Support Village of Palm Springs lane repurposing
  - Narrow travel lanes
  - Extend curbs, absorb bike lane into multi-use path
  - Add street trees to separation buffer

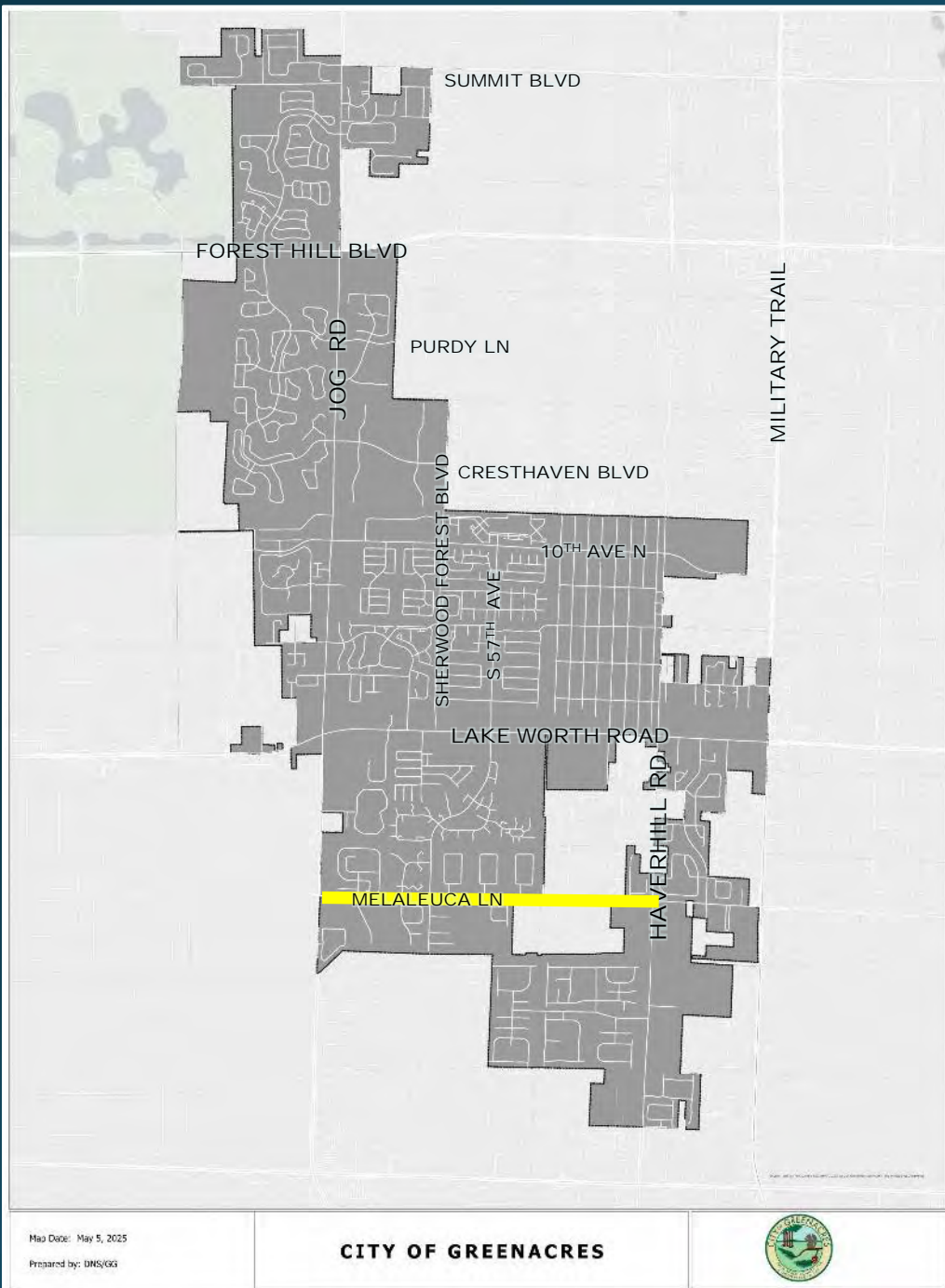
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# MELALEUCA LANE

Item # 9.



- Identify as part of premium bicycle network
- Relocate sidewalk towards property line
- Add street trees in medians & separation buffer
- Add traffic calming with intersection improvements
  - Sherwood Blvd. intersection

*NOTE: TPA has identified as a lane repurposing candidate*

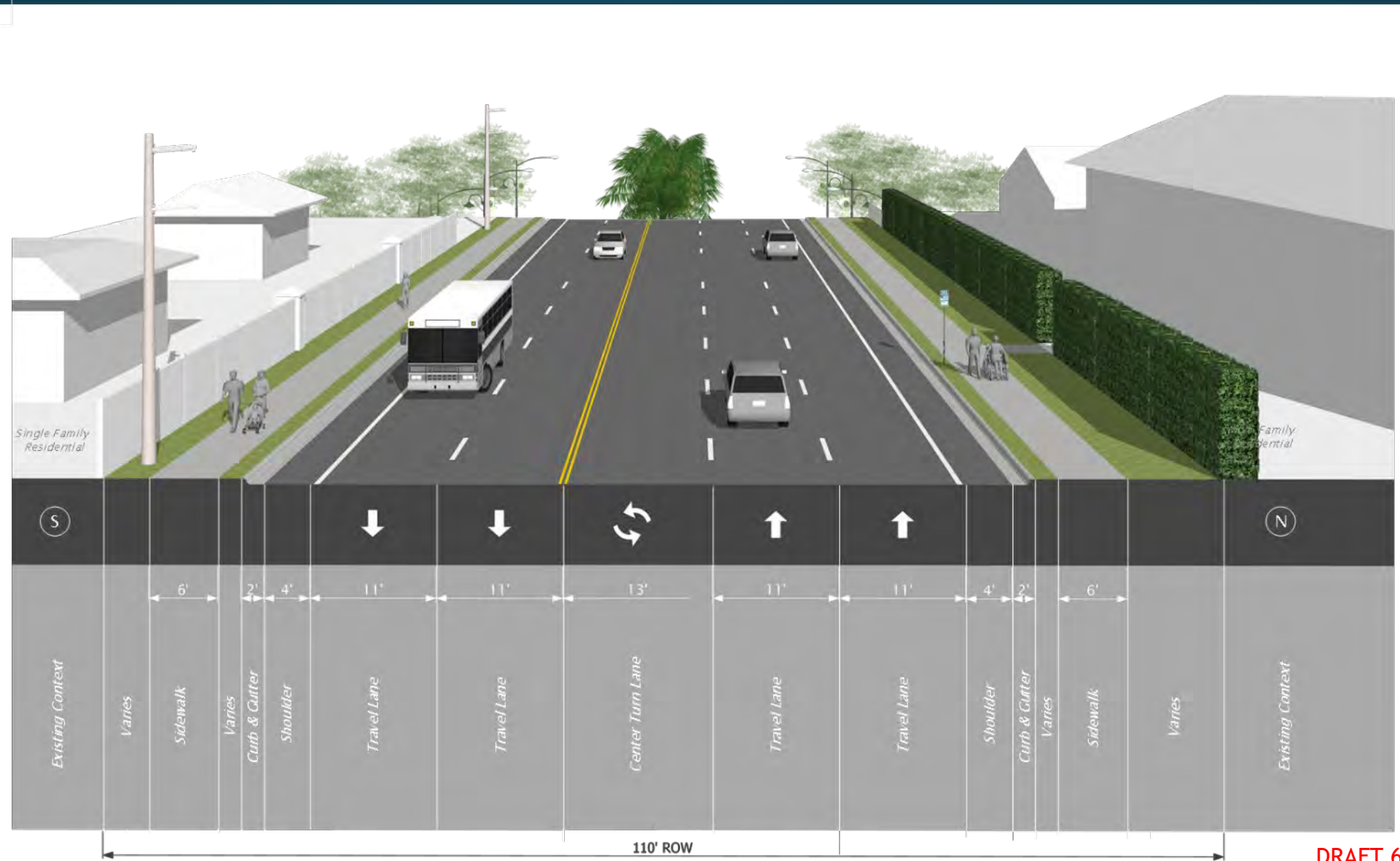
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# Melaleuca Lane – Existing Condition

Item # 9.



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# Melaleuca Lane – Proposed Improvement

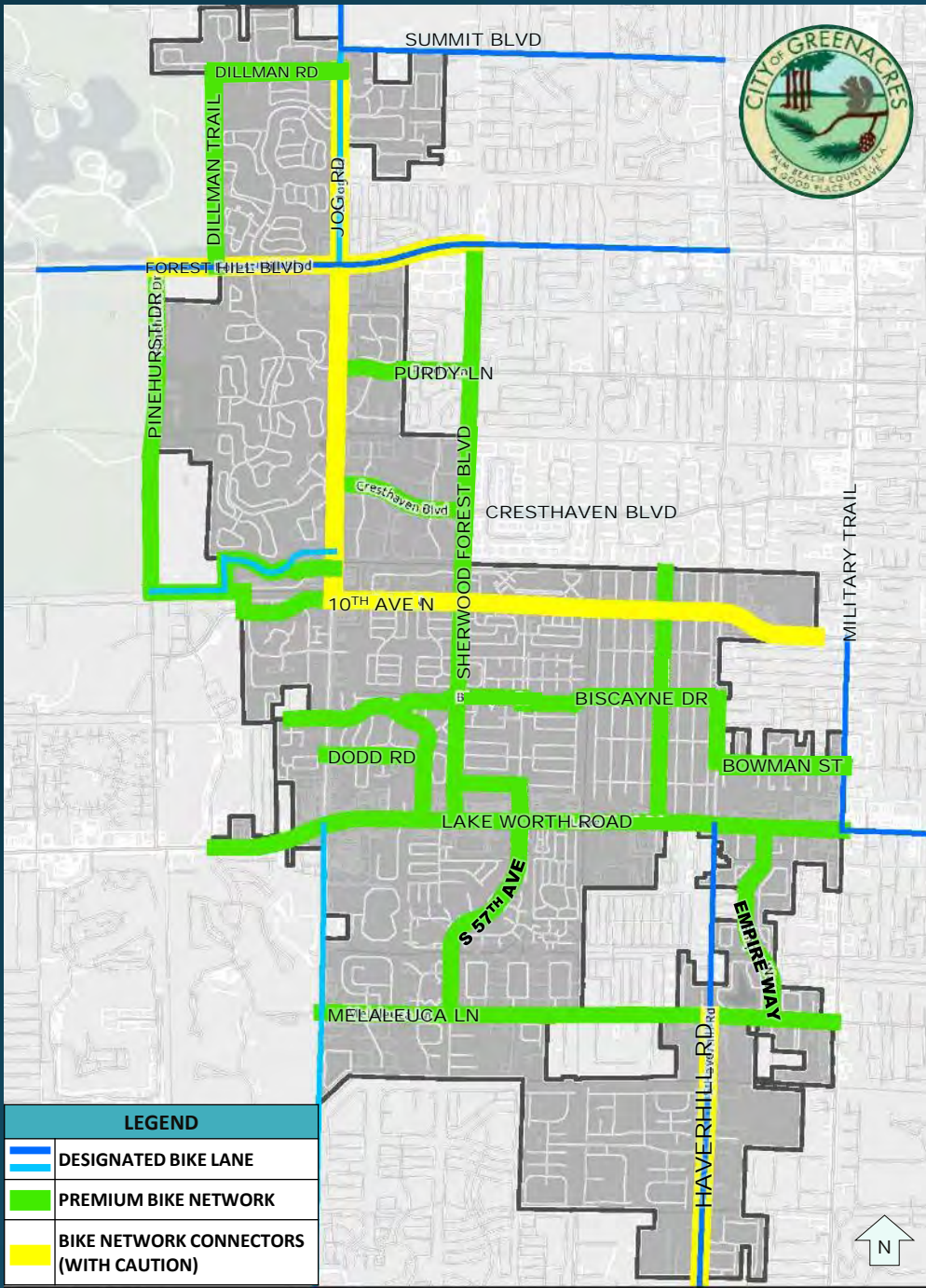
Item # 9.



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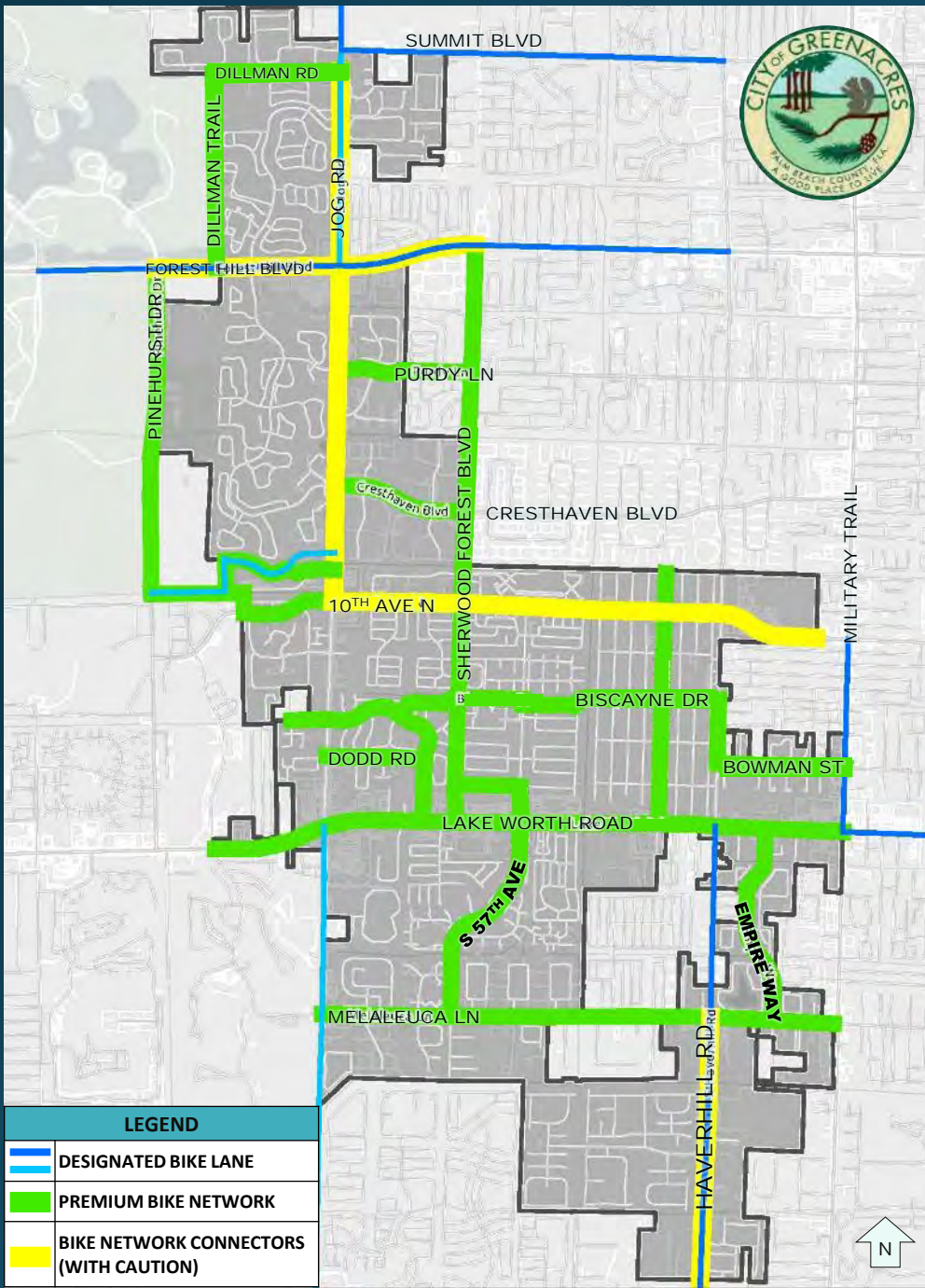
# GREENACRES PREFERRED BICYCLE NETWORK

Item # 9.



- Focus on slower-speed, calmer roads that connect the City safely and efficiently
- “Use with Caution” on higher-speed, wider roads (and encourage better design)





# GREENACRES PREFERRED BICYCLE NETWORK

Item # 9.



- Connect neighborhoods, schools, parks, jobs & transit
- Expand the City's bike network from 5 miles to 25 miles





# Greenacres Safety Action Plan

Item # 9.

## Discussion







# Greenacres Safety Action Plan

## *PROJECT INFORMATION*

[www.greenacresfl.gov](http://www.greenacresfl.gov)

EMAIL: [SafeCity@greenacresfl.gov](mailto:SafeCity@greenacresfl.gov)







# Greenacres Safety Action Plan

## *PROJECT MANAGER*

KIM DELANEY, PH.D.  
TREASURE COAST REGIONAL PLANNING COUNCIL  
772.708.8471  
[WWW.TCRPC.ORG](http://WWW.TCRPC.ORG)

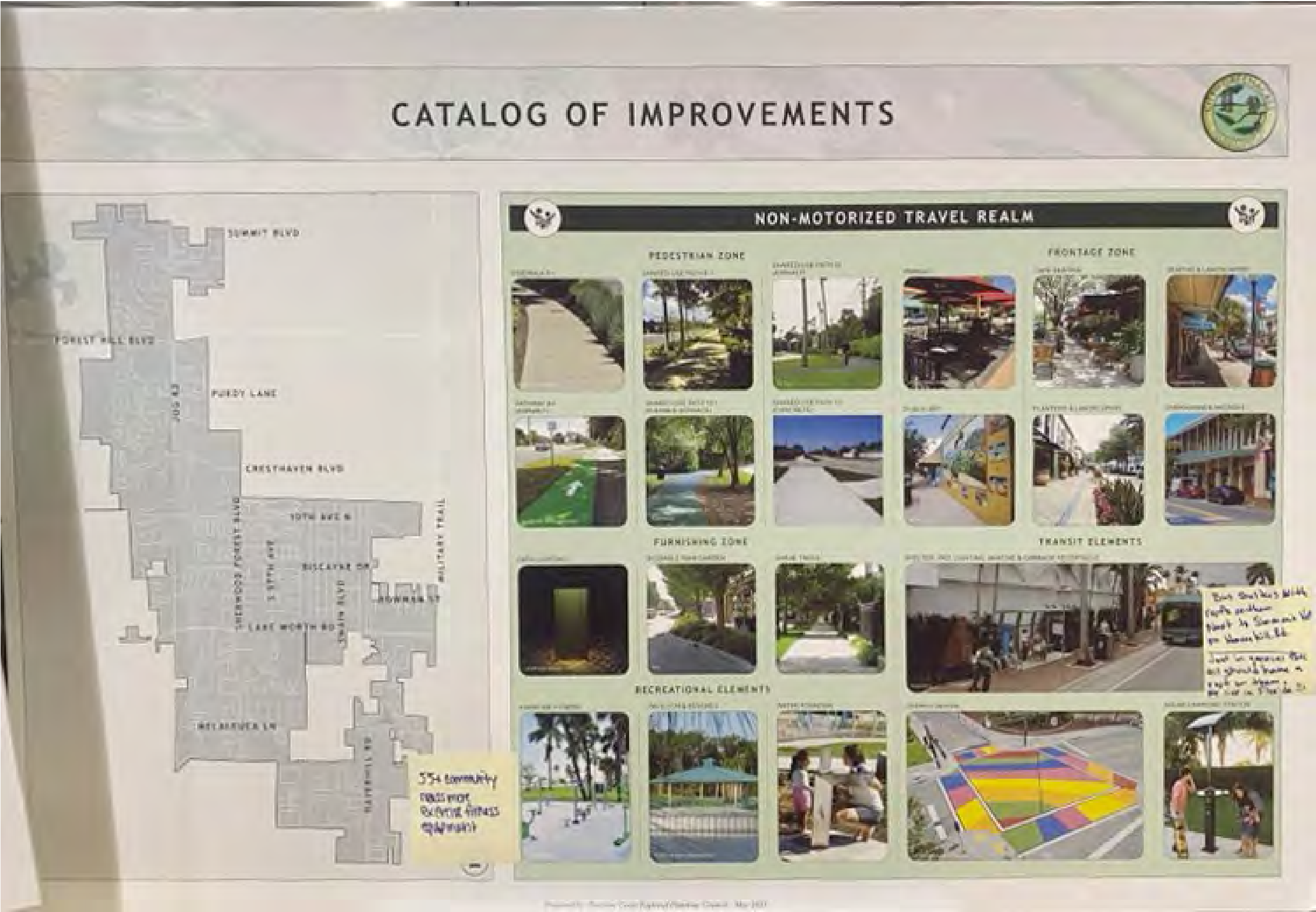




APPENDIX B  
PUBLIC INPUT POSTERS



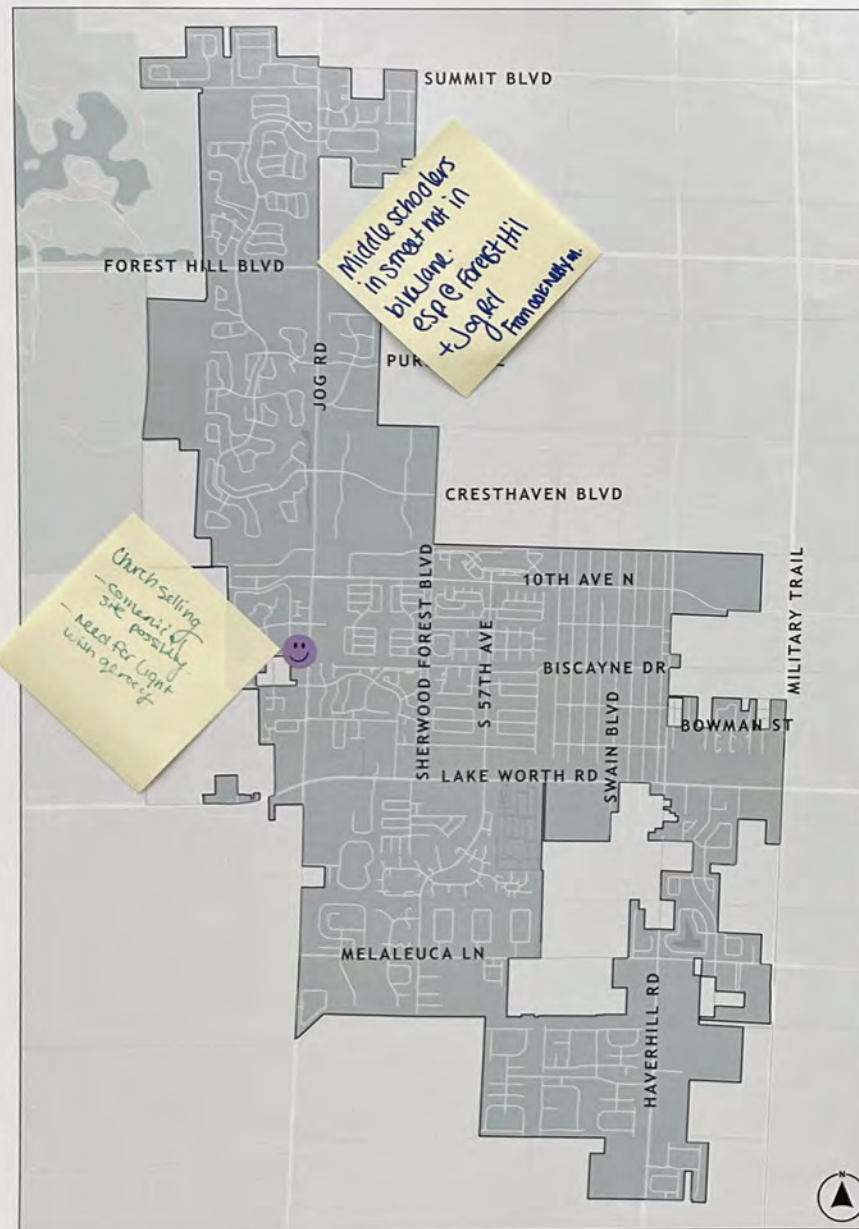












Learning curve  
still happening  
with roundabout

More Haulabouts!  
 10<sup>th</sup>/Swain  
 10<sup>th</sup>/57  
 10<sup>th</sup>/Sherwood  
 Sherwood/Bikay  
 Custer/Sherwood  
 Sherwood/Roddy



## MULTIMODAL CROSSING AT INTERSECTION



### PROTECTED INTERSECTION EXAMPLE DIAGRAM

BIKE BOX AT INTERSECTION  
ASSIGNING PRIORITY TO CYCLIST

**HAWK SIGNAL MID-BLOCK  
PROVIDING PEDESTRIAN REFUGE & ACCESS**



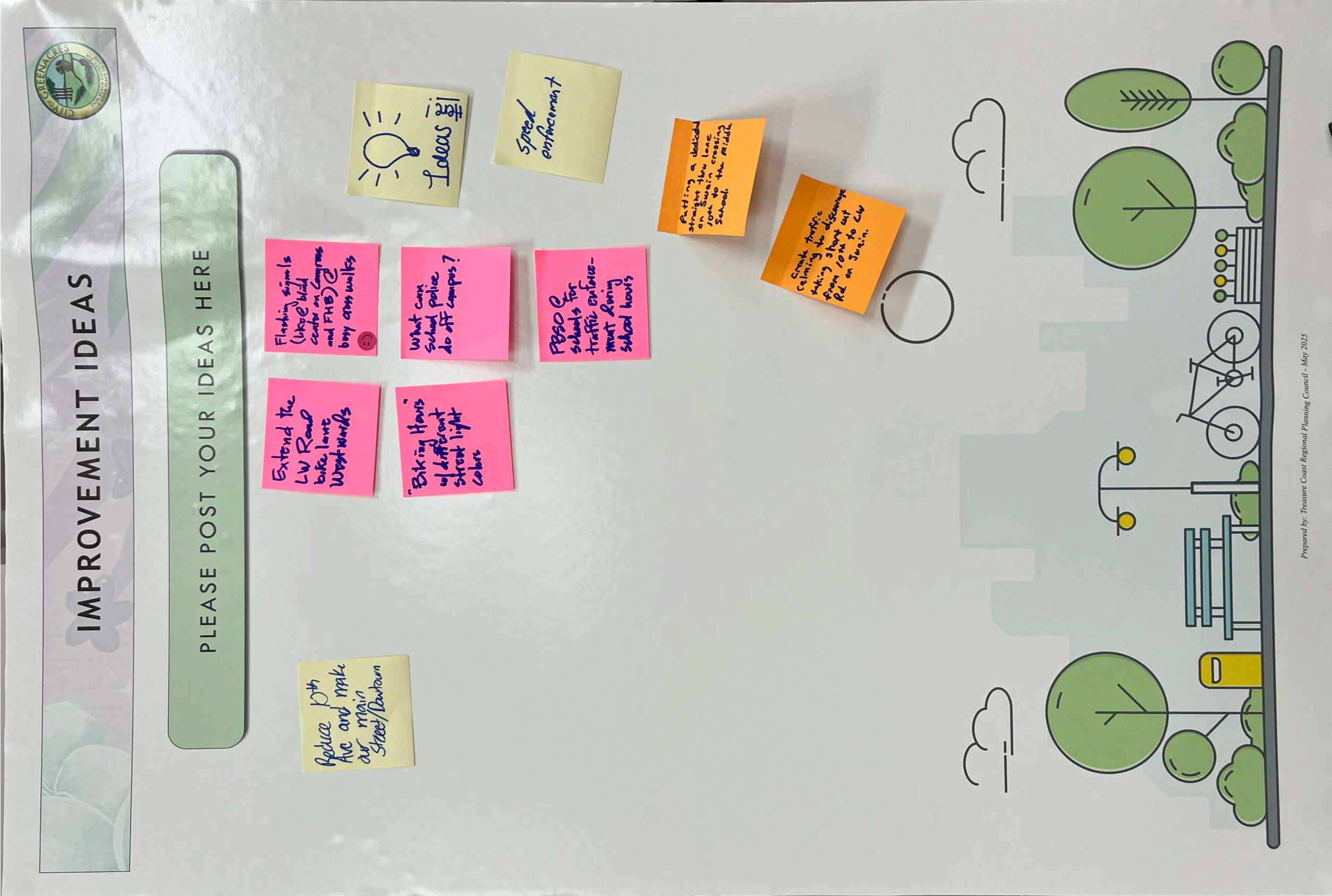
ARTERIAL ROADWAY EXAMPLE DIAGRAM



## COLLECTOR ROADWAY EXAMPLE DIAGRAM























## Department Report

**MEETING DATE:** June 16, 2025

**FROM:** Michele Thompson, Director, Community & Recreation Services

**SUBJECT:** Community & Recreation Services Dept. – May Report

### ADMINISTRATION

| PERFORMANCE MEASUREMENT   | THIS PERIOD | FY 2025 TO DATE | FY 2025 BUDGET |
|---|-------------|-----------------|----------------|
| No. of Contracts Executed/Renewed   | 2           | 3               | 4              |
| No. of Collaborative Partnerships   | 11          | 63              | 40             |
| No. of Vendor/Independent Contractor Agreements                               | 10          | 74              | 55             |
| No. of Educational Scholarship Applications R'cd                              | -           | 33              | 21             |
| No. of Community Events Coordinated   | -           | 5               | 9              |
| No. of Event Participants   | -           | 19,601          | 42,000         |
| No. of Little Free Libraries (LFL)* / # Replacement Units / Story Walk Boards | *2/#2       | 2/6             | 30/2           |
| No. of Business Sponsorships  | -           | 10              | 20             |
| No. of Schools/Attendance for "Read for the Record"                           | -           | 16/1,625        | 16/1,500       |

### FACILITY RENTALS

| FACILITY RENTALS          | THIS PERIOD | FY 2025 TO DATE  | FY 2025 BUDGET |
|---------------------------|-------------|------------------|----------------|
| Fields/Concession Stands  | 67          | 550              | 800            |
| Pavilions                 | 23          | 231              | 520            |
| Center Facility           | 58          | 485 <sup>1</sup> | 800            |
| Monthly Center Attendance | 3,456       | 31,233           | 4,500          |

<sup>134</sup> Additional Free Rentals: **70** Gym: YP/Open Gym/Tai Chi/Community Fair; **9** Banquet Hall: Ballroom/ PBSO/HOA Free Annual/JILHS; **22** Room 1: OAP/Community Fair/Live Entertainment Meeting; **1** Room 2: Spotlighters; **5** Room 3: AARP/YP; **14** Room 4: ESOL/PW; **12** Comm. Park: PB Square Dance; **0** Freedom Park: N/A



**REVENUE**

| <b>FACILITY RENTALS REVENUE</b> | <b>THIS PERIOD</b> | <b>FY 2025 TO DATE</b> | <b>FY 2025 PROJECTED</b> |
|---------------------------------|--------------------|------------------------|--------------------------|
| Total Rental Revenue Generated  | \$14,641.86        | \$121,484.06           | \$182,155                |

**ATHLETICS**

| <b>YOUTH ATHLETICS</b>   | <b>THIS PERIOD</b> | <b>FY 2025 TO DATE</b> | <b>FY 2025 PROJECTED</b> |
|--|--------------------|------------------------|--------------------------|
| FY25 Co-ed Fall Soccer (10/10/24-12/6/24)<br>• Registration Period 8/1/24 – 9/20/24                              | -                  | 291                    | 220                      |
| FY25 Co-ed Spring Soccer (3/6/25-5/16/25)<br>• Registration Period 1/2/25 – 2/21/25                              | -                  | 289                    | 280                      |
| FY25 Co-ed Winter Basketball (12/2/24-3/7/25)<br>• Registration Period 9/3/24 – 11/2/24                          | -                  | 150                    | 160                      |
| Co-ed Summer Basketball Skills Camp<br>• Camp Week: 7/21/25 – 7/24/25<br>• Registration Period 5/19/25 – 6/30/25 | 17                 | 17                     | 40                       |

| <b>FOOD DISTRIBUTION</b>            | <b>NO. SERVED</b> |
|-------------------------------------|-------------------|
| Feeding South Florida – May 3, 2025 | 300 households    |

**OLDER ADULT PROGRAMS**

| <b>SOCIAL ACTIVITIES</b>   | <b>PARTNERS/SPONSORS</b>   | <b>NO. OF PARTICIPANTS YTD</b> |
|--|--|--------------------------------|
| Daily Meal Program; Zumba Games/Bingo; Special Events; Educational Sessions<br>Mon.- Fri. (5 x 27) | PBSO Stroll w/ a Deputy; Firebush; Flipany; Dedicated Senior Med. Ctr.; HealthSun; Zumba; Pr2u Presentations; Humana | 2,700                          |



# FY25 EVENTS & SPONSORSHIPS

Item # 13.

| EVENTS   | SPONSORS/PARTNERS  | FY 2025<br>EXPENSE | FY 2025<br>ACTUAL | FY2025<br>ATTENDEES |
|--|--|--------------------|-------------------|---------------------|
| Trunk or Treat   | PBSO   | N/A                | N/A               | 4,500               |
| Holiday in the Park<br>(12/14/24)                      | FL Blue; WM; Renaissance<br>Charter School (Wellington);<br>Rosenthal, Levy, Simon &<br>Sosa; PBSO | \$35,713           | \$31,474          | 5,000               |
| Fiesta de Pueblo<br>(1/11/25)                          | Executed by Fiesta de<br>Pueblo, Inc.  | \$4,115            | \$2,003           | 6,000               |
| Daddy Daughter<br>Dance<br>(2/8/25)                    | N/A  | \$5,619            | \$2,515           | 101                 |
| Egg'stravaganza<br>(4/19/25)                           | State Farm – Lily<br>Vasconcelos; FL Blue;<br>Waste Management                                     | \$23,855           | \$10,692          | 6,000               |
| Rock-n-Roll<br>Sunday/FR Chili<br>Cook-Off<br>(3/2/25) | Coordinated w/ FR & the Nam<br>Knights Motorcycle Club of<br>PBC                                   | \$7,424            | CRS<br>\$3,131    | 3,000               |
| Ignite the Night<br>(7/4/25)                           | FPL – Kidz Zone Sponsor;<br>Waste Management   | \$81,219           | \$-               |                     |
| <i>Back2School</i><br>Supply Distribution<br>(7/25/25) | Collection bins: Community<br>Center; City Hall;<br>Greenacres Bowl; Pete's<br>Place               | \$8,159            | \$-               |                     |
| Senior Resource<br>Fair<br>(9/27/25)                   |  | \$500              | \$-               |                     |
| Sunday Sounds<br>(9/28/25)                             |  | \$5,657            |                   |                     |

**FY25 Event Actuals = Direct + In-direct – Event Sponsors & Revenues**





## Department Report

**MEETING DATE:** June 16, 2025

**FROM:** Denise Malone, AICP, Development & Neighborhood Services Director

**SUBJECT:** May 1, 2025, through May 31, 2025

## Development & Neighborhood Services Department

### My Government Online Software (MGO)

Implementation of new software online platform to replace New World and Energov for permitting, business tax receipts, contractor licensing, planning and zoning, and code enforcement. Staff continues working with MGO on workflow system mapping in preparation for module configurations.

## Planning, GIS & Engineering Division

### NEW CASES

#### Auto Repair Pros Greenacres – 3838 S Jog Road (SP-79-02A)

A request for a Minor Site and Development Plan Amendment to modify the northwestern façade of the building. (Sufficiency comments sent to applicant on May 23, 2025; awaiting applicant's response to comments and resubmittal).

#### Greenacres Plaza – 3905-3985 Jog Road (MSP-25-02)

A request for a Master Sign Plan (MSP-25-02) for the Greenacres Plaza. (Sufficiency comments sent to applicant on May 28, 2025; awaiting applicant's response to comments and resubmittal).

#### Potentia Academy – 4784 Melaleuca Lane (SP-11-01E)

A request for a Major Site and Development Plan Amendment to add a 12 x 60 modular classroom trailer. (Sufficiency comments sent to applicant on May 20, 2025; awaiting applicant's response to comments and resubmittal).

### CURRENT PLANNING CASES

#### Barclay Square – 2902-2994 Jog Road (MSP-24-08)

A request for a Master Sign Plan (MSP-24-08) for the Barclay Square Plaza. (Sufficiency comments sent to applicant on December 9, 2024; follow up email sent on February 27, 2025; awaiting applicant's response to comments and resubmittal).



Staff has been having discussions related to the implementation of the Master Sign Plan and amortizations in conjunction with the pending ZTA).

**Bethesda Tabernacle – 4901 Lake Worth Road (SP-99-04C) and (SE-23-01)**

A request for Site and Development Plan (SP-99-04C) approval on a vacant parcel to modify the previously approved site plan and a Special Exception (SE-23-01) to develop a 28,930 sf House of Worship and accessory uses. (Meeting with applicant was held on May 3, 2024; resubmittal received on February 14, 2025; comments were provided on March 25, 2025. Awaiting applicant's response to comments and resubmittal).

**Buttonwood Plaza – 3016-3094 Jog Road (MSP-24-07)**

A request for a Master Sign Plan (MSP-24-07) for the Buttonwood Plaza. (Sufficiency comments sent to applicant on December 9, 2024; follow up email sent on February 27, 2025; awaiting applicant's response to comments and resubmittal. Staff has been having discussions related to the implementation of the Master Sign Plan and amortizations in conjunction with the pending ZTA.)

**City-initiated Chickasaw and Wry Roads Annexations (ANX-25-01), (CPA-24-05), and ZC-24-05)**

Annexation of an enclave located on Chickasaw and Wry Road into the City through an Interlocal Agreement with Palm Beach County. A Future Land Use map amendment and Rezoning for the sixteen parcels that will be annexed into the City will be processed concurrently through the City. The properties are located on the north side of Chickasaw and along Wry Road. (Notification was sent to each property owner on April 9, 2025. The City Council meeting adopted the resolution for annexation on May 19, 2025. Tentatively scheduled for the Palm Beach County Board of County Commissioners meeting on July 8, 2025, Palm Beach County BCC meeting for adoption.)

**Greenacres Sunoco and Offices - 3067 South Jog Road (SP-24-02)**

A request for Site and Development Plans (SP-24-02) approval to construct a 6,000 sq ft office/retail building with a 798 sq. ft. mezzanine. (Sufficiency letter sent March 11, 2024, resubmittal received September 30, 2024, comments were provided on November 1, 2024. Awaiting applicant's response to comments and resubmittal; follow up email sent on May 28, 2025.)

**Ice Cream La Bendicion – 560 Jackson Avenue (SP-24-04)**

A request for Site and Development Plans (SP-24-04) approval to construct an 882 sq ft two story building with ice cream/raspado shop on the ground floor and one dwelling unit on the second floor. (Awaiting receipt of applicant's response to the sufficiency letter provided on July 5, 2024, staff has ongoing discussions with applicant regarding the required items. Partial resubmittal received, February 21, 2025, the full resubmittal received on March 10, 2025, comments were provided on March 24, 2025. Awaiting applicant's response to comments and resubmittal.)

**Iglesia Bautista Libre Emmanuel – 5083 Lake Worth Road (SE-22-04), (BA-22-01), and (SP-22-05A)**

A Special Exception request (SE-22-04) to allow a House of Worship within an existing building located in the Commercial Intensive (CI) zoning district, a Variance



(BA-22-01) to allow for a reduction in the front and rear landscape buffers, and a Major Site and Development Plan Amendment (SP-22-05A). Staff has been coordinating with Code Enforcement on code enforcement case for work without permit and operating without an approved Special Exception. (Property owner and applicant no showed the Special Magistrate Hearing held on November 20, 2024, for subject parcel 5057 Lake Worth Road pending Unity of Title, with Board Order Finding Violation to comply by December 21, 2024; the property has not come into compliance and is subject to a fine of \$100 per day. DRC comments letter sent on April 14, 2025 awaiting receipt of resubmittal).

**Kids in Care – Buttonwood Plaza – 3032 South Jog Road (SP-84-05I), (SE-24-02), and (BA-24-02)**

The Zoning Text Amendment (ZTA 25-01), to define Prescribed Pediatric Extended Care (PPEC), add such as a permitted use, and establish standards and criteria under Article III, District Regulations, was approved by PZBA on February 13, 2025, and City Council – 1<sup>st</sup> Reading on March 03, 2025, and 2<sup>nd</sup> Reading on March 17, 2025. The project is being withdrawn as it is no longer required. Staff worked with the applicant to update the establishments BTR and required associated paperwork to meet criteria for PPEC use. May 19, 2025, applications to be withdrawn are no longer necessary.

**Lake Worth Plaza West – 6404 Lake Worth Road (MSP-24-01)**

A request for a Master Sign Plan for Lake Worth Plaza West. (Sufficiency comments sent to applicant on July 9, 2024; staff is working with the new Property Manager to finalize Master Sign Plan for the entire plaza; awaiting applicant's response to comments and resubmittal; follow up email sent on December 26, 2024. Staff has been having discussions related to the implementation of the Master Sign Plan and amortizations in conjunction with the pending ZTA).

**Mil Lake Plaza – 4507-4639 Lake Worth Road (MSP-24-09)**

A request for a Master Sign Plan (MSP-24-09) for the Mil Lake Plaza. (Sufficiency comments sent to applicant on April 15, 2025; awaiting applicant's response to comments and resubmittal).

**Murphys USA Greenacres – 6270 Forest Hill Boulevard (SE-23-05), (BA-23-08), (SP-23-07), and (MSP-24-06)**

A Special Exception (SE-23-05) request to allow a Convenience Store with Fuel Sales within the Commercial Intensive (CI) zoning district, a Variance (BA-23-08) from the required 1500ft separation of an existing gas station and convenience store to 768ft, Site and Development Plans (SP-23-07) request to construct a 2,824-square-foot convenience store and associated overhead canopy and six (6) dual sided fuel dispensing pumps serving twelve (12) fueling stations, and a request for a Master Sign Plan (MSP-24-06). (The variance was approved at PZB meeting on March 13, 2025 and the Special Exception, Site and Development Plans, and Master Sign Plan were postponed to the PZB meeting on April 10, 2025. Postponed at City Council meeting of April 21, 2025. Special Exception, Site and Development Plans, and Master Sign Plan were approved at the May 19, 2025, City Council meeting.)

**Orchid Cove – 1105 South Jog Road (SP-23-01) and (BA-23-04)**

A request for a Site and Development Plan (SP-23-01) approval to construct six (6) two-family units (Total of 12 units), and an Administrative Variance (BA-23-04) for a



5-ft reduction from the required rear and side street setbacks. (DRC comments provided on June 7, 2024; follow-up email sent to applicant on February 24, 2025; impromptu meeting with applicant was held on April 23, 2025; awaiting applicant's response to comments and resubmittal).

**Perry Office – 3130 Perry Avenue (SP-22-03) and (BA-23-03)**

A request for Site and Development Plans (SP-22-03) approval for a vacant parcel to construct a 6241 sq ft office totaling 4 bays for flexible office space use. The site is located on the northeast corner of Perry Avenue and 10<sup>th</sup> Avenue South. The request also includes a variance (BA-23-03) to reduce the landscape buffer on the eastern side of the site plan from 10 ft to 5 ft. (Resubmittal received on August 21, 2024, DRC was held on September 19, 2024, subsequent meetings and discussions with applicant and design team to include preliminary engineering considerations. DRC comments were provided on November 7, 2024. Follow-up email sent to applicant on February 2025. On March 2025, applicant responded that they are redesigning the project and will be resubmitting it for review. Awaiting applicant's response to comments. Staff will be sending another follow-up to check status of resubmittal.)

**Pentecostal Tabernacle – 6030 Lake Worth Road (BA-23-05)**

A request for a Variance to allow for a fence to be located within the front yard of the House of Worship. (Administratively withdrawn on May 13, 2025, at the applicant's request due to the inactivity on the application and the continued absence of the materials required to proceed).

**Unity of Title – 207 Jackson Avenue**

A request for a Unity of Title for lots 31 and 32 located at 207 Jackson Avenue. (Approved May 12, 2025).

**Walmart #1436 – 6294 Forest Hill Blvd (SP-88-06AA), (BA-24-03), and (MSP-25-01)**

A request for a Major Site and Development Plan Amendment (SP-88-06AA) to add 3,370 sq ft and replace 12 designated customer pick-up parking spaces and 33 regular parking spaces with 33 designated customer pick-up parking spaces, a Variance (BA-24-03) to reduce the number of required parking spaces, and a Master Sign Plan (MSP-25-01). (Staff is working with the applicant to finalize site plan and master sign plan; resubmittal received on February 12, 2025, comments provided on March 24, 2025. Awaiting applicants' response to comments and resubmittal).

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**SITE PLAN AMENDMENTS**

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**City of Greenacres – 5800 Melaleuca Lane (SP-04-04A)**

A request for a Minor Site and Development Plan Amendment (SP-04-04A) to remove four parking spaces and establish the overflow parking to expand the Veterans Plaza Area. (Under staff review).

**Dunkin Donuts – Aloha Shopping Center – 4644 Lake Worth Road (SP-16-07A) and (MSP-24-04)**

A request for a Minor Site and Development Plan Amendment (SP-16-07A) to modify the exterior façade of the Dunkin Donuts outparcel and a Master Sign Plan (MSP-24-04) for the entire Aloha Shopping Center. (Meeting with applicant was held on November 19, 2024; resubmittal received on December 17, 2024; comments provided on



December 27, 2024; meeting with property owner and applicant was held on January 9, 2025; follow up email sent on April 15, 2025. Awaiting applicants' response to comments and resubmittal).

#### **Nautica Isles HOA (SP-84-12E)**

A request for a Minor Site and Development Plan Amendment to add speed humps within the neighborhood. (Awaiting receipt of applicant's response to the sufficiency letter provided on March 18, 2025.)

#### **Palm Beach Christian Preparatory School – Church in the Palms – 3812 South Jog Road (SP-02-08C)**

A request for a Major Site and Development Plan Amendment to establish a private school (Palm Beach Christian Preparatory School) in the Commercial Intensive (CI) zoning district. (Sufficiency comments sent to applicant on June 10, 2024; awaiting applicant's response to comments and resubmittal; follow up email sent on August 12, September 12, and October 8, 2024, and January 27, 2025. Coordinating with Code Enforcement for violation; case was heard at the Special Magistrate Hearing held on November 20, 2024, Code Enforcement requested a Finding of Fact; Resubmittal received on March 24, 2025, comments provided on April 1, 2025; reviewed preliminary comments with applicant on April 15, 2025; DRC meeting held on April 17, 2025. Awaiting applicants' response to comments and resubmittal).

#### **Santa Catalina Office Buildings (SP-15-04C)**

A request for a Minor Site and Development Plan Amendment to modify the elevations for the 2 office buildings for the Santa Catalina project. (Sufficiency comments sent to applicant on April 23, 2025; ongoing discussions being had with applicant, awaiting applicant's response to comments and resubmittal).

#### **Walmart #5758 – Greenacres Plaza – 3911 South Jog Road (PCD-84-01V)**

A request for a Minor Site and Development Plan Amendment (PCD-84-01V) to change the exterior paint and signage within Greenacres Plaza. (Approved May 5, 2025).

#### **Woodlake Plaza – 5815 Lake Worth Road (PCD-84-02DD)**

A request for a Minor Site and Development Plan Amendment (PCD-84-02DD) to change color of the building awnings. (Approved May 16, 2025).

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### **ZONING TEXT AMENDMENTS**

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#### **ZTA-25-02 Live Entertainment**

A City-initiated request for a Zoning Text Amendment to define Live Entertainment and Nightclub, and revise the definitions under Article I, In General; clarify permitted uses under Article III, District Regulations; and clarify the standards and criteria associated with Live Entertainment Permits and Mobile Food Dispensing Vehicles under Article IV, Supplementary District Regulations. (Recommended for approval 4-0 at the PZB meeting on March 13, 2025; recommended for approval 4-1 at 1<sup>st</sup> Reading on April 7, 2025; Community meeting held on May 9, 2025. (Scheduled for Second Reading and adoption on June 16, 2025.)



### **ZTA-25-03 Pervious Surface and Driveways**

A City-initiated request for a Zoning Text Amendment to provide updated standards for overall impervious coverage on residential lots, ensuring consistency with standards governing lot coverage for residential lots, as well as limits on driveways expansions. (Recommended for approval by the PZBA on April 11, 2024. Additional review and analysis of proposed changes needed to address certain City neighborhood conditions and ongoing which will result in additional ZTA language changes. Went to PZB meeting on April 10, 2025, and scheduled for City Council 1<sup>st</sup> Reading on July 7, 2025, and 2<sup>nd</sup> Reading on July 21, 2025)

### **ZTA-25-04 Temporary Signs Before an Election**

A City-initiated request is for a Zoning Text Amendment (ZTA) to revise the provisions related to temporary signs relative to election times. The proposed language revises the period for temporary non-commercial signs before an election, under Code Section 16-968 of the City Code of Ordinances, to begin forty-five (45) days instead of thirty (30) days, prior to any local, state, or federal election. This ZTA-25-03 was split so that temporary signs before an election would move forward and the rest of the ZTA amendments related to Sign Regulations to update regulations, amortization, Master Sign Plans, conflicts between Planned Commercial Development (PCD) will go under the new ZTA, known as ZTA-25-05 at a later time. (Temporary signage language recommended for approval 5-0 at the PZB meeting on April 10, 2025; scheduled for City Council 1<sup>st</sup> Reading on May 19, 2025, and 2<sup>nd</sup> Reading and adoption on June 2, 2025.)

### **ZTA-25-05 Master Sign & Signage**

A City-initiated request for a Zoning Text Amendment to Chapter 16, Article VI - Sign Regulations to update regulations related to signage amortization, Master Sign Plans, conflicts between Planned Commercial Development (PCD) and general sign regulations, and general sign standards by zoning district. This request was initially a part of the City-initiated request for ZTA-25-03, the proposed amendments for temporary sign was recommended for approval 5-0 at the PZB meeting on April 10, 2025. The remainder of the ZTA-25-05 is under staff review, based on PZB comments and will be brought back to PZB for review and thereafter go the City Council. (Scheduled to be brought back to PZB on June 12, 2025; and scheduled for City Council 1<sup>st</sup> Reading on July 7, 2025, and 2<sup>nd</sup> Reading and adoption on July 21, 2025.)

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## **RESIDENTIAL DEVELOPMENT PROJECTS**

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### **Blossom Trail (Nash Trail)**

Plat application received on July 8, 2022. Plat was approved by City Council on November 18, 2024. Complete application submittal with all outside agency approvals received November 5, 2024. Final Engineering Permit issued, Construction Bond and Contract in place. Master Building Permits have been applied for the Townhouse and Single-Family units.

### **Ranchette Road Townhomes**

Approved for 74 Townhomes. 73 Certificate of Completion issued to date. Traffic Control Jurisdiction Agreement (TCJA) approved. Approved Construction Bond in place, received August 26, 2021. December 2024 Engineering Civil inspection was completed



with contractor. Zoning had been working with applicant to address outstanding issues with revising plans to reflect required lake littoral Plantings. Applicant has indicated they will not be installing the required littoral Planting and will be turning the project over to HOA. Legal has advised staff that a Code Enforcement case will have to be created, to rectify the issue with not meeting Code requirements and bond will need to be released if Engineering inspection is approved. Staff will reach out to developer to get some compliance with littoral planting requirements, so that HOA can get some relief from cost to meet Code requirements. Staff is also coordinating with Code Enforcement; in the event the Developer/HOA does not want to comply. In April, Staff reached out to HOA and they indicated that they have been trying to get developer to comply with littoral planting requirement for some time, but have not had success, so they do not have to pay it, staff will try again to follow up with Developer to see if they can at least agree to pay for some of the requirement. Otherwise, the next option would be Code Enforcement, and it appears the HOA owns the property, although they say some final paperwork has not been signed.

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## NON-RESIDENTIAL DEVELOPMENT PROJECTS

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### **Chick Fil A (SP-85-12RR) - 6860 Forest Hill Boulevard**

The Building Permit and Engineering Permit have been issued. The site is located within the River Bridge Centre on the southwest corner of the intersection of South Jog Road and Forest Hill Boulevard. (Preconstruction meeting held on May 16, 2024. Letter of credit received for civil work which expires February 28, 2025. Staff is monitoring the site work and engineering inspections are being conducted. Staff is in discussion seeking resolve regarding site issues including construction crew damage to the oak trees. Staff met with applicant on-site on October 15, 2024, and continues working with applicant on landscape plans to include a combined landscape buffer plan with adjacent IHOP. Since November 2024, Staff has had multiple discussions and coordination with the applicant to resolve pending items. Staff is waiting for Landscape Plan amendment and permit application submittals from applicant. Legal has been coordinating with their legal team to get property owner's consent or obtain proper legal documentation approved to allow lease holder of IHOP to agree to the Landscape Easement agreement. This documentation is necessary to move forward with said agreement and property owner's consent for amendment applications to finalized outstanding landscape issues required per Code and Building Permit. Additionally, CFA has obtained approval of building permit and Temporary Use Permit to install Container office and use it for restaurant planning and hiring purposes, prior to opening the restaurant. The FDOT permits have been completed to obtain electricity to the site as part of the building permit requirements for the project. Temporary Certificate of Occupancy was issued on March 22, 2025, with stipulations and conditions. Staff continues to work with the applicant and developer to comply with said items. Grand opening of the Restaurant was April 3, 2025.)

### **Church of God 7<sup>th</sup> Day of Palm Beach – 3535 S. Jog Road**

The building permit and engineering permit expired. New permit applications and outside agency approvals would be required to be submitted in order to obtain development approval. Additionally, Code Enforcement provided a time certain of July 19, 2024, to bring the exterior code maintenance items into compliance. Applicant complied. (Meeting with staff to discuss the site was held on September 12, 2024. Currently expired permits, site maintenance issues, and building items are being



addressed through Code Enforcement. Adjacent single-family house has code enforcement case, Special Magistrate in November, fines accruing \$100/day. House of Worship site has code enforcement case, Special Magistrate in March, 6/25 compliance date by magistrate for maintenance items and 7/24 compliance date for project approvals or demo to pre-development conditions, or fines of \$250/day/violation will commence.)

### **El Car Wash (6200 Lake Worth Road) (SP-22-02B)**

The Special Exception and Site and Development Plans were approved by City Council on December 19, 2022. Preconstruction meeting held April 26, 2024. The Engineering Permit was issued on April 26, 2024. The Engineering Permit was closed out on February 13, 2025. Maintenance bond took effect on February 13, 2025. A TCO was issued on February 25, 2025. The owner is coordinating with the adjacent HOA to remove the fence and install a buffer wall along the property line for a better outcome.

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## **GIS**

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### **PBSO District 16 (Greenacres) Map**

DNS received a request to update the PBSO District 16 map including revising subdistrict boundaries and incorporating recent annexations. DNS is currently developing an updated map.

### **GIS Database**

DNS continues implementing a clear, organized hierarchy that separates different stages of data management and processing including addressing. This structure is designed to ensure easy access for all departments, enhance collaboration, and streamline maintenance.

### **Safe Streets for All (SS4A)**

DNS continuing involvement in the SS4A Action Plan in accordance with the Interlocal Agreement with Treasure Coast Regional Planning Council. Attending meetings and workshops as applicable.

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## **LIVE ENTERTAINMENT PERMITS**

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### **LE-2024-2729 – El Valle Hondur-Mex Restaurant – 4992 10th Ave N**

A request from El Valle Hondur-Mex Restaurant for a “Live Entertainment Permit” for DJs/Karaoke/Live local artists for Friday and Saturdays from 9:00 pm to 1:30 am and for scheduled sports games. Went to September 19, 2024, DRC meeting. (DRC comments provided on October 31, 2024; meeting held with applicant on November 1, 2024; awaiting applicant’s response to comments and resubmittal).

### **LE-2025-0704 – El Centenario (C & O Restaurant Group Inc.) – 6376 Forest Hill Boulevard**

A request from El Centenario Restaurant for a “Live Entertainment Permit” for DJs/Karaoke/Live local artists for Friday and Saturdays from 9:00 PM to 1:30 AM. (DRC meeting was held on January 16, 2025; DRC comments sent to applicant on January 30, 2025; resubmittal received on January 30, 2025; DRC comments addressed; staff has been having discussions related to the pending ZTA; pending Staff approval.)



**LE-2025-0709 – Caribbean Tease Restaurant – 6295 Lake Worth Road**

A request by Wayne Vassell on behalf of Caribbean Tease for a “Live Entertainment Permit” for DJ and Live Band for Friday, Saturday and/or Sunday from 3:00 PM to 11:00 PM and for scheduled special occasions. (DRC meeting was held on January 16, 2025; DRC comments sent to applicant on January 30, 2025; awaiting applicant’s response to comments and resubmittal).

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**TEMPORARY USE PERMITS**


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**TU-2025-1358 – El Rey Del Taco (Approved)**

A request by Alan Casarrubias on behalf of El Rey Del Taco, for a Temporary Use Permit to allow for two (2) storage containers at the rear of their business parking lot, while they expand/remodel the restaurant, at 5283 Lake Worth Road. Temporary Use Permit is tied to Building Permit # 2024-0488. All storage containers will be removed after project completion.

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**FY 2025 Data:**


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| <b>Case Approvals Issued</b> | <b>Current Period</b> | <b>FY 2025 to Date</b> | <b>FY 2025 Budget*</b> |
|------------------------------|-----------------------|------------------------|------------------------|
| Annexation                   | 0                     | 0                      | 2                      |
| Comprehensive Plan Amendment | 0                     | 0                      | 3                      |
| Zoning Changes               | 0                     | 0                      | 3                      |
| Special Exceptions           | 0                     | 0                      | 4                      |
| Site Plans                   | 0                     | 2                      | 5                      |
| Site Plan Amendments         | 2                     | 2                      | 10                     |
| Variances                    | 0                     | 2                      | 3                      |
| Zoning Text Amendments       | 0                     | 2                      | 3                      |
| Master Sign Plan             | 0                     | 0                      | 2                      |

| <b>Inspection Type</b> | <b>Current Period</b> | <b>FY 2025 to Date</b> | <b>FY 2025 Budget</b> |
|------------------------|-----------------------|------------------------|-----------------------|
| Landscaping            | 4                     | 27                     | 80                    |
| Zoning                 | 0                     | 19                     | 45                    |
| Engineering            | 4                     | 53                     | 75                    |

\* Assumes progress of proposed Developments such that inspections are requested.



## Building Division

### Building Department Report (May 1, 2025 – May 31, 2025)

#### 1) ADMINISTRATION:

- a) Researched and completed Seventy-One (71) lien searches providing open and/or expired permit information.
- b) Researched and completed Twenty-One ( 21) records requests for historical permits.

#### 2) PERMITS/INSPECTIONS:

| PERMITS/INSPECTIONS                         | DURING THIS PERIOD | FYTD<br>2025    |
|---|--------------------|-----------------|
| New Applications Received / Permits Created | 223                | 1,801           |
| Applications Approved                       | 155                | 1,071           |
| Applications Canceled                       | 5                  | 34              |
| Applications Denied                         | 0                  | 5               |
| Applications Reopened                       | 0                  | 7               |
| Permits Issued                              | 202                | 1,699           |
| Permits Completed                           | 194                | 1,731           |
| Permits Canceled                            | 13                 | 61              |
| Permits Reopened                            | 15                 | 294             |
| Permits Expired                             | 20                 | 139             |
| Inspections Performed                       | 432                | 4,574           |
| Construction Value of Permits Issued        | \$1,791,492.53     | \$25,040,211.43 |
| Construction Reinspection Fees              | \$450.00           | \$5,300         |
| Extension/Renewal Fees                      | \$2,739.34         | \$16,671.79     |
| CO's Issued                                 | 1                  | 16              |
| CC's Issued                                 | 1                  | 3               |
| Temporary CO's Issued                       | 0                  | 2               |



**3) BUSINESS AND CONTRACTOR REGISTRATION:**

(See Attached Summary Reports)

**4) PERMIT APPLICATIONS IN PLAN REVIEW – PRINCIPAL NEW OR REMODEL PROJECTS:**

| PROJECT        | ADDRESS                     | SIZE  | DESCRIPTION      | PERMIT#   |
|----------------|-----------------------------|-------|------------------|-----------|
| Crunch Fitness | 6846 Forest Hill Blvd       | 26000 | Interior Remodel | 2025-1679 |
| Karai Kitchen  | 4840 10 <sup>th</sup> Ave N |       | Interior Remodel | 2025-1560 |
| SFH            | 121 Swain Blvd              | 2143  | New SFH          | 2025-1168 |
| SFH            | 117 Swain Blvd              | 1875  | New SFH          | 2025-1173 |
| SFH            | 113 Swain Blvd              | 1875  | New SFH          | 2025-1166 |
| SFH            | 229 Martin Ave              | 3393  | New SFH          | 2025-0173 |
| SFH            | 145 Walker Ave              | 2,051 | New SFH          | 2025-0146 |

**5) PROJECTS IN PROGRESS – PRINCIPAL REMODELING/RENOVATION:**

| PROJECT           | ADDRESS                      | SIZE  | DESCRIPTION            | PERMIT #  |
|-------------------|------------------------------|-------|------------------------|-----------|
| La Tapatia Market | 2980 S Jog Rd                | 3879  | Interior Renovation    | 2025-0769 |
| La Tapatia Market | 2962 S Jog Rd                | 15705 | Interior Renovation    | 2025-0799 |
| Absolute Bet Ins. | 3080 S Jog Rd                |       | Interior Renovations   | 2025-1102 |
| Blossom Trail     | 5595 S Haverhill Blossom Trl |       | New TWH Master 8 Units | 2025-0823 |
| Blossom Trail     | 5595 S Haverhill Blossom Trl |       | New TWH Master 7 Units | 2025-0822 |
| Blossom Trail     | 5595 S Haverhill Blossom Trl |       | New TWH Master 5 Units | 2025-0809 |
| Blossom Trail     | 5595 S Haverhill Blossom Trl |       | New TWH Master 6 Units | 2025-0821 |



|                 |                         |       |                     |           |
|-----------------|-------------------------|-------|---------------------|-----------|
| El Rey Del Taco | 5283 Lake Worth Rd      | 2,857 | Interior Renovation | 2025-0488 |
| Juici Patties   | 4815 S Military Trl     | 1200  | Interior Remodel    | 2025-1359 |
| Dress 4 Success | 6832 Forest Hill Blvd   | 6174  | Interior Renovation | 2025-0182 |
| Duffy's         | 6848 Forest Hill Blvd   | 1,530 | Interior Remodel    | 2025-0275 |
| El Car Wash     | 6200 Lake Worth Rd      | 3,724 | Construct Car Wash  | 2023-2487 |
| Chik fil A      | 6802 Forest Hill Blvd   | 4,997 | New Construction    | 2024-0270 |
| Gastro Health   | 6125 Lake Worth Rd      | 238   | Interior Renovation | 2024-0874 |
| Aaxon Laundry   | 3989 S Jog Rd           | 2633  | Interior Renovation | 2024-0587 |
| Retro Fitness   | 4558 Lake Worth Rd      | 1547  | Interior Renovation | 2024-0783 |
| Certified Spine | 6415 Lake Worth Rd #307 | 1598  | Tenant Improvement  | 2023-2290 |



**CITY OF GREENACRES**  
**Licensing Revenue Summary Report**  
 Licensing Revenue Summary Report - Summary  
 From Date: 05/01/2025 - To Date: 05/31/2025

| Charge Code   | No. of Billing Transactions | No. of Adjustment Transactions | Billed Amount | Adjustments | Net Billed |
|---|-----------------------------|--------------------------------|---------------|-------------|------------|
| License Type: Food Service-Food Service / Bar / Lounge        |                             |                                |               |             |            |
| Vending Machine-Amuse/Vending / Coin Operated                 | 1                           | 0                              | \$194.94      | \$0.00      | \$194.94   |
| Transfer-Transfer   | 1                           | 0                              | \$25.00       | \$0.00      | \$25.00    |
| License Type: Food Service-Food Service / Bar / Lounge Totals | 2                           | 0                              | \$219.94      | \$0.00      | \$219.94   |
| License Type: General Retail-General Retail                   |                             |                                |               |             |            |
| Duplicate-Duplicate   | 1                           | 0                              | \$25.00       | \$0.00      | \$25.00    |
| License Type: General Retail-General Retail Totals            | 1                           | 0                              | \$25.00       | \$0.00      | \$25.00    |
| License Type: General Service-General Service                 |                             |                                |               |             |            |
| General Service-General Service                               | 2                           | 0                              | \$116.22      | \$0.00      | \$116.22   |
| Com Inspection-Commercial Inspection                          | 2                           | 0                              | \$150.00      | \$0.00      | \$150.00   |
| Zoning Review-Zoning Use Review Fees (BTR)                    | 2                           | 0                              | \$100.00      | \$0.00      | \$100.00   |
| Transfer-Transfer   | 1                           | 0                              | \$11.62       | \$0.00      | \$11.62    |
| License Type: General Service-General Service Totals          | 7                           | 0                              | \$377.84      | \$0.00      | \$377.84   |
| License Type: Home-Home Based Business                        |                             |                                |               |             |            |
| Home-Home Based Business                                      | 8                           | 0                              | \$366.29      | \$0.00      | \$366.29   |
| Zoning Review-Zoning Use Review Fees (BTR)                    | 8                           | 0                              | \$400.00      | \$0.00      | \$400.00   |
| Collection Fee-Collection Fee                                 | 1                           | 0                              | \$25.00       | \$0.00      | \$25.00    |
| Delinquent >150-Delinquent Over 150 Days                      | 1                           | 0                              | \$100.00      | \$0.00      | \$100.00   |
| License Type: Home-Home Based Business Totals                 | 18                          | 0                              | \$891.29      | \$0.00      | \$891.29   |
| License Type: Professional-Professional                       |                             |                                |               |             |            |
| Professional-Professional                                     | 6                           | 0                              | \$610.16      | \$0.00      | \$610.16   |
| Cosmetology-Cosmetology / Barber                              | 1                           | 0                              | \$20.31       | \$0.00      | \$20.31    |
| Zoning Review-Zoning Use Review Fees (BTR)                    | 4                           | 0                              | \$200.00      | \$0.00      | \$200.00   |
| Transfer-Transfer   | 1                           | 0                              | \$12.20       | \$0.00      | \$12.20    |
| License Type: Professional-Professional Totals                | 12                          | 0                              | \$842.67      | \$0.00      | \$842.67   |
| License Type: Rental Unit-Rental Unit                         |                             |                                |               |             |            |
| Rental Unit-Rental Unit                                       | 8                           | 0                              | \$182.78      | \$0.00      | \$182.78   |
| Collection Fee-Collection Fee                                 | 1                           | 0                              | \$25.00       | \$0.00      | \$25.00    |
| Delinquent >150-Delinquent Over 150 Days                      | 2                           | 0                              | \$110.15      | \$0.00      | \$110.15   |
| License Type: Rental Unit-Rental Unit Totals                  | 11                          | 0                              | \$317.93      | \$0.00      | \$317.93   |





# License Activity Report

Activity Date Range 05/01/25 - 05/31/25  
Summary Listing

| License Type                                   | Category | Application Received | Application Denied | Application Approved | New License Issued | License Renewed | License Revoked | License Cancelled |
|--|----------|----------------------|--------------------|----------------------|--------------------|-----------------|-----------------|-------------------|
| General Service - General Service              | Business | 2                    | 0                  | 0                    | 6                  | 0               | 0               | 0                 |
| General Svc Reg - General Service Registration | Business | 1                    | 0                  | 0                    | 1                  | 0               | 0               | 0                 |
| Home - Home Based Business                     | Business | 9                    | 0                  | 0                    | 6                  | 1               | 0               | 0                 |
| Professional - Professional                    | Business | 3                    | 0                  | 0                    | 9                  | 0               | 0               | 0                 |
| Rental Unit - Rental Unit                      | Business | 7                    | 0                  | 0                    | 7                  | 0               | 0               | 0                 |
| Grand Totals                                   |          | 22                   | 0                  | 0                    | 29                 | 1               | 0               | 0                 |



## Code Enforcement Division

### Code Division Report (May 1, 2025 – May 31, 2025)

| CODE ENFORCEMENT                             | DURING THIS PERIOD | FYTD 2025 |
|--|--------------------|-----------|
| Inspections Related to Active Code Cases     | 77                 | 1309      |
| New Cases Started                            | 20                 | 502       |
| Cases Complied                               | 17                 | 350       |
| Current Open Cases                           | 333                | 2388      |
| Notices Sent                                 | 75                 | 928       |
| Illegal Signs Removed from right-of-way      | 256                | 3231      |
| Inspections Not Related to Active Code Cases | 77                 | 1309      |
| Complaints Received and Investigated         | 6                  | 68        |
| Warning Tickets                              | 0                  | 60        |
|  |                    |           |



## Code Enforcement - STATS FY 2025

|                | <u>NOTICES<br/>MAILED</u> | <u>SIGNS</u> | <u>INSPECTIONS</u> | <u>COMPLAINTS</u> | <u>WRITTEN<br/>WARNINGS</u> |
|----------------|---------------------------|--------------|--------------------|-------------------|-----------------------------|
| OCTOBER 2024   | 232                       | 267          | 284                | 10                | 35                          |
| NOVEMBER 2024  | 110                       | 727          | 134                | 12                | 3                           |
| DECEMBER 2024  | 162                       | 527          | 164                | 15                | 42                          |
| JANUARY 2025   | 134                       | 438          | 202                | 9                 | 6                           |
| FEBRUARY 2025  | 159                       | 280          | 233                | 8                 | 4                           |
| MARCH 2025     | 143                       | 367          | 185                | 10                | 2                           |
| APRIL 2025     | 74                        | 423          | 120                | 6                 | 1                           |
| MAY 2025       | 75                        | 256          | 77                 | 6                 | 0                           |
| JUNE 2025      |                           |              |                    |                   |                             |
| JULY 2025      |                           |              |                    |                   |                             |
| AUGUST 2025    |                           |              |                    |                   |                             |
| SEPTEMBER 2025 |                           |              |                    |                   |                             |





## Department Report

**DATE:** July 21, 2025  
**FROM:** Dr. Philip C. Harris, D.B.A., Director, Economic Development  
**SUBJECT:** Monthly Report – June 2025

### BACKGROUND

In June 2025, the Economic Development Department continued advancing the City's mission to foster inclusive economic growth, support small business development, cultivate strategic partnerships, and pursue resource opportunities that align with Greenacres' long-term goals of equity, innovation, and resilience.

#### 1. Marketing and Business Promotion

##### **Dine Local. Love #Greenacres Initiative**

The Department has officially launched **Dine Local. Love** campaign to promote and showcase the city's vibrant local restaurant scene. This digital initiative highlights the economic and cultural contributions of local restaurants, family-owned eateries, and branded food establishments, building on Greenacres' emerging "foodie" culture. The campaign celebrates the important role these businesses play in making Greenacres a great place to live, work, play, and eat, while also stimulating local tourism, entrepreneurship, and community pride.

#### 2. Workforce Development

##### **City of Greenacres Job Fair – June 25, 2025**

In partnership with CareerSource Palm Beach County, the Department is organizing the City of Greenacres Job Fair, scheduled for Wednesday, June 25th from 10:00 AM to 1:00 PM at the Community Center. To date, 17 companies have confirmed participation, and over 70 job seekers have registered. The job fair is a key element of the City's workforce development strategy and will:

- Connect employers directly with qualified job seekers
- Promote local hiring and workforce inclusion
- Enhance awareness of career pathways and job readiness resources

#### 3. Business Assistance

##### **Commercial Corridor Outreach**

Department staff continued conducting walking tours of key commercial corridors to engage directly with business owners, identify opportunity sites, and assess redevelopment potential. These visits support relationship-building and help shape future investment strategies.

##### **GyroGR Ribbon Cutting Ceremony**

On June 6th, the City joined the Central Palm Beach County Chamber of Commerce in celebrating the grand opening of GyroGR, located at 6852 Forest Hill Blvd., next to Crunch Fitness. GyroGR brings authentic Greek cuisine and a vibrant cultural dining experience to Greenacres, emphasizing fresh ingredients, tradition, and community. The event was well-attended and marks another milestone in the growth of our local food and retail corridor.



**Small Business Technical Assistance – Prospera USA**

Through our partnership with Prospera USA, the Department continues to provide free one-on-one consultations to local small businesses at City Hall. In addition, a Small Business and Entrepreneur Orientation session was scheduled for June 10th in the City Hall Training Room to support aspiring entrepreneurs with startup planning and business development resources.

**4. Strategic Partnerships and Regional Collaboration****Business Development Board Stakeholders Meeting**

The Department participated in the Palm Beach County Economic Development Stakeholders Meeting on June 12th at CareerSource Palm Beach County. These quarterly convenings brought together municipalities, chambers of commerce, educational institutions, and regional partners to share best practices and coordinate strategies that strengthen county-wide economic development.

**Sister Cities International Exploration**

The Department has initiated efforts to explore a potential partnership with Sister Cities International, Inc. (SCI) to promote global collaboration and cultural exchange. The goal is to establish a formal Sister City relationship that reflects the City of Greenacres' commitment to cultural richness, international cooperation, and economic vitality. Key objectives of the SCI initiative include:

- Establishing long-term international partnerships with cities of shared values
  - Supporting cultural, educational, and professional exchanges (in-person or virtual)
  - Promoting trade and commerce between communities
  - Encouraging joint learning and problem-solving initiatives
  - Building global relationships that benefit local residents and businesses
-





## Department Report

**MEETING DATE:** June 16, 2025

**FROM:** Teri Lea Beiriger, Director of Finance

**SUBJECT:** Department of Finance Activity Report

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### DEPARTMENT HIGHLIGHTS

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The following report provides activity within the Department of Finance for the reporting period from May 1 through May 31, 2025:

- Continued to work on efficiencies to better serve our internal and external customers.
- General Operations
  - Completed and distributed the Annual Comprehensive Financial Report for fiscal year ending 9/30/2024.
  - Held departmental budget meetings.
  - Completed credit card passthrough convenience fee to card users. Reviewed and amended the Finance Department Emergency Management Plan for FY25.
- Grants
  - Submitted applications for the following grant:
    - Hopey's Heart Foundation - Automated External Defibrillator (AED).
  - Applied for and received Preferred 2025 Safety Grant for \$5,000.





## Department Report

**MEETING DATE:** June 16, 2025

**FROM:** Brian Fuller, Fire Chief

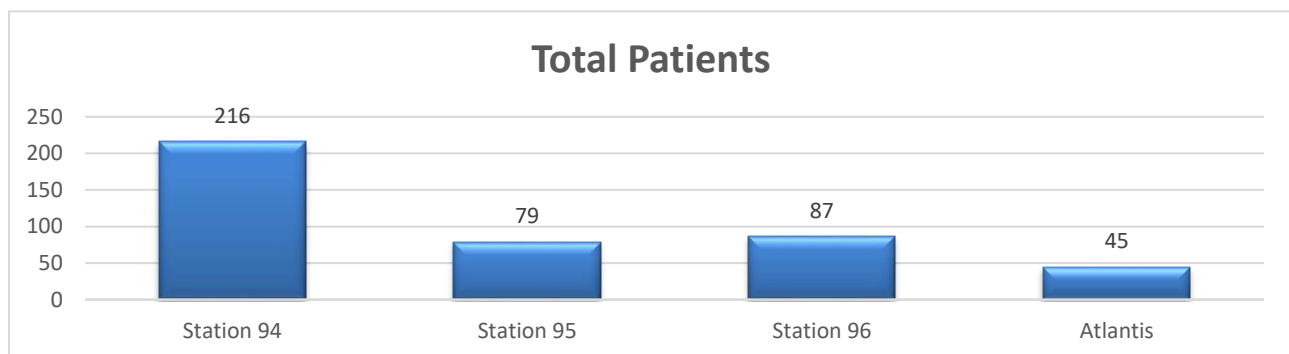
**SUBJECT:** Fire Rescue May

### FR CALLS

| CALLS                          | MONTHLY TOTALS |
|--------------------------------|----------------|
| Total Alarms dispatched in May | 542            |
| Average alarms per day         | 19.36          |
| Total calls this fiscal year   | 4,852          |

In May 2025, 382 patients were treated for Emergency Medical related services. Of those patients, 45 were in the City of Atlantis. These requests vary from a single unit responding to help an individual who has fallen to the floor, to a cardiac arrest necessitating multiple units, along with a mix of personnel, advanced skills and equipment.

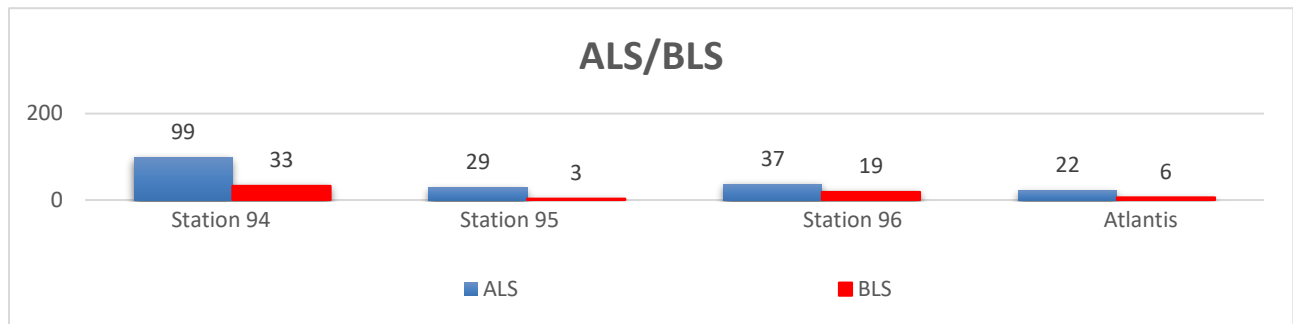
Service Calls, Cancels, and Public Assists totaled 59. The requests include, but are not limited to, people locked out of home, water evacuation, animal problems, police assist, defective elevator, and canceled due to wrong address.





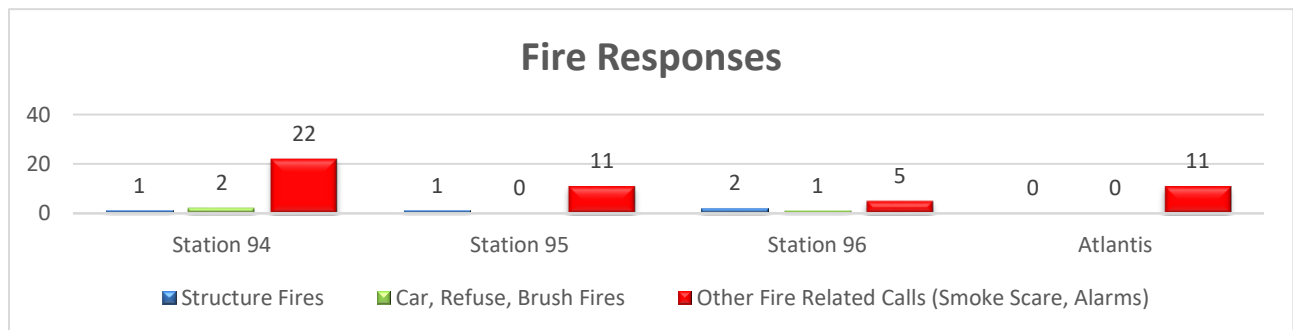
## ALS/BLS

Fire Rescue transported 220 patients to a hospital or 57% of the patients we were called to treat. The majority of those (165) required Advanced Life Support procedures. ALS emergencies require additional personnel, specialized equipment, and skills. Often, an EMT or Paramedic will be taken from the ALS Engine to accompany the one person in the rear of the Rescue to assist with life-saving therapies.



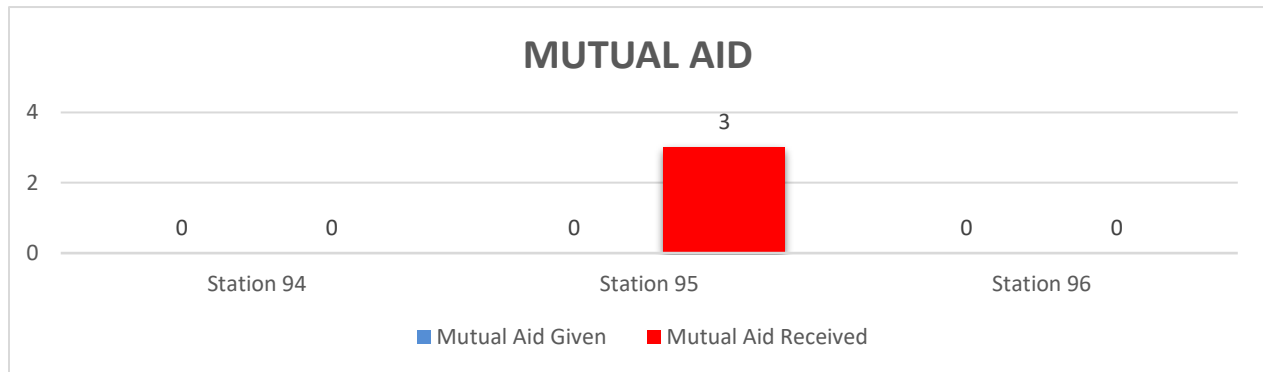
## FIRE RESPONSES

Fire Rescue responded to 38 calls for a fire or smoke-related emergency. There were three (3) requiring an escalated response to a car, brush, or refuse fire; four (4) were in a residential or commercial structure.





## MUTUAL AID

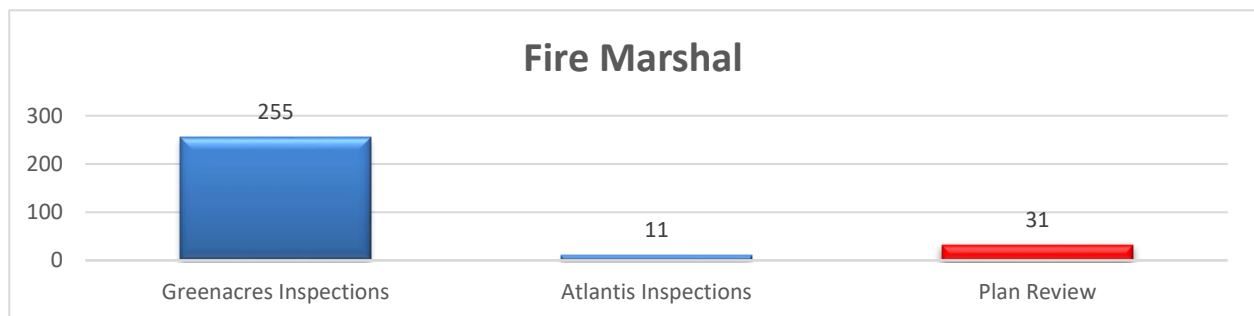


Mutual aid is the sending or receiving of emergency resources (apparatus, personnel) to or from another entity or agency upon request. No community has sufficient resources to handle every emergency of all sizes. Therefore, neighboring agencies work together through a system called Mutual Aid. That system is designed to be limited to large events that tax the resources beyond the normal capabilities of the community.

## FIRE MARSHAL

Fire Prevention and Protection focuses on protecting people and property from fire through fire safety inspections, fire plans review, fire cause and origin investigations, and public education. In addition, the Fire Marshal provides fire safety lectures, attends land development meetings, and testifies at code enforcement hearings.

|                         |     |
|-------------------------|-----|
| Inspections             | 266 |
| Plans Review            | 31  |
| Dollar Loss due to fire | \$0 |



## SPECIAL SERVICES



|  |   |
|--|---|
| Blood Pressure Screenings              | 0 |
| Presentations, Station Tours/Attendees | 0 |
| Persons Trained in CPR                 | 7 |





## Department Report

**MEETING DATE:** June 16th, 2025

**FROM:** Georges Bayard, Director, Information Technology

**SUBJECT:** Department of Information Technology – May 2025 Activity Report

### DEPARTMENT HIGHLIGHTS

The following report provides the highlights of activity within the Information Technology Department for the reporting period from May 1, 2025 – May 31, 2025.

1. Kicked off deployment of new on-premise ArcGIS Enterprise server environment, to expand the City's capabilities from the current cloud-based ArcGIS Online. The objective is to identify use cases throughout the City's departments and produce Geographical Information Systems (GIS)-based workflows and processes to increase automation and improve services and access to information for constituents.
2. Continuing configuration of new network firewall appliances, to replace the primary security hardware components that are protecting the City's data resources.
3. Continuing the network segmentation project for the Municipal Complex, to separate workstations and critical equipment - e.g. servers and switches - into distinct sub-networks, a best practice adding another security layer to the City's information systems.
4. The MyGovernmentOnline implementation project continues with the Development & Neighborhood Services Department, to manage all Permitting, Planning & Zoning, Code Compliance and Business Tax Receipts (BTRs) activities. Integration with Tyler New World ERP through Tyler Payments system is in progress. Go-Live for BTRs is planned for July 1, 2025, in time for this year's renewal period, to be followed closely by Code Compliance and Fire Inspections, then by Planning & Zoning and Permitting.
5. Monthly KnowBe4 simulated phishing email test results:  
Links clicked: 3; attachments opened: 1; QR codes scanned: 1. Phish-prone users (vulnerable to email phishing attacks): 2.73%, down from 2.75% during the previous completed campaign.

While the use of Artificial Intelligence (AI) in current real phishing campaigns significantly increases the effectiveness of attackers' messaging, the overall online behavior of City personnel remains more cautious than the average KnowBe4 customer. Users who take potentially dangerous actions will continue to be assigned remedial training to encourage the secure handling of emails.



## SERVICE DESK REQUESTS

### May 2025

| DEPARTMENT                         | CURRENT PERIOD | FY 2025 YTD | FY 2025 BUDGET |
|------------------------------------|----------------|-------------|----------------|
| Administration                     | 16             | 116         | -              |
| Community & Recreation Services    | 1              | 40          | -              |
| Development & Neighborhood Svcs.   | 10             | 66          | -              |
| Finance                            | 8              | 32          | -              |
| Fire Rescue                        | 3              | 47          | -              |
| Information Technology             | 3              | 30          | -              |
| Public Works                       | 4              | 36          | -              |
| Purchasing                         | 1              | 11          | -              |
| Youth Programs                     | 3              | 39          | -              |
| <b>Total Service Desk Requests</b> | <b>49</b>      | <b>417</b>  | <b>800</b>     |





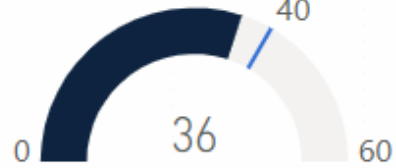
# IT Department Monthly Activity Report - May, 2025

### Number of Total Tickets

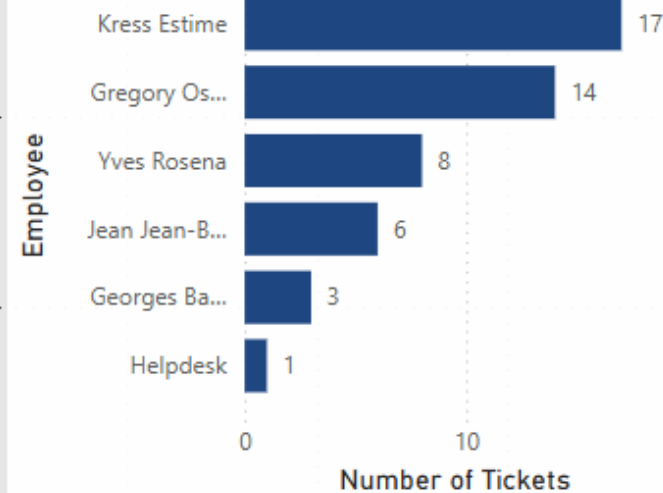
49

Total Tickets

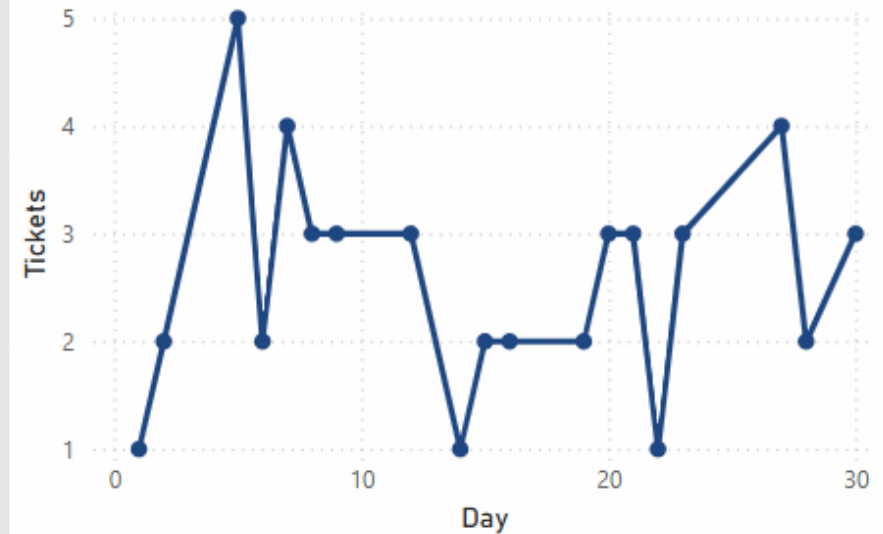
### Tickets Resolved



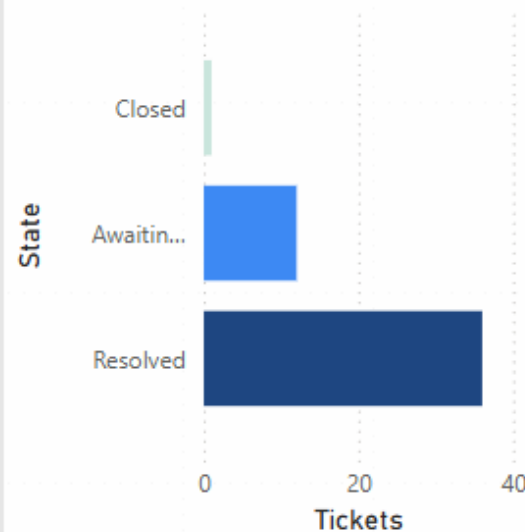
### Number of Tickets by Employee



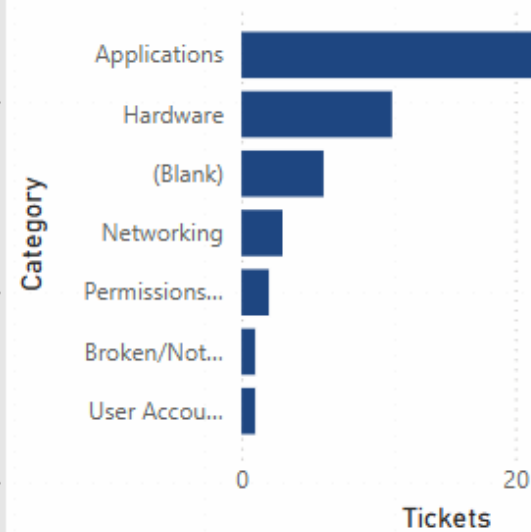
### Tickets by Day



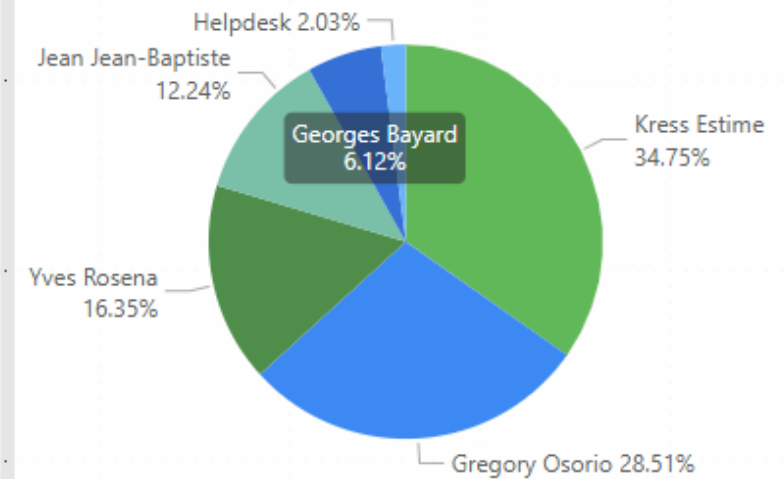
### Tickets by State



### Tickets by Category



### Tickets by Employee







## Department Report

**MEETING DATE:** June 16, 2025

**FROM:** Captain Craig Turner, PBSO District 16

**SUBJECT:** PBSO District 16 Report – May 2025

### CAD CALLS

| CAD CALLS  | MONTHLY TOTALS |
|--|----------------|
| Business / Residence Checks  | 1,792          |
| Traffic Stops  | 913            |
| Calls for Service  | 1,892          |
| <b>All CAD Calls - Total</b>   | <b>4,597</b>   |
| <b>Total Calls for Service – FY 2025</b> (October 2024 – September 2025) | <b>31,581</b>  |

Data Source: CADS/Premier 1

\*Omit Miscellaneous Calls

*Note: P1 is a dynamic system. Meaning that #'s can change from what was previously reported in the event there is a location or call type re-classification/modification.*

### SUMMARY

During the month, there were 4,597 generated calls within the District and 59% of these calls were self-initiated.

### TRAFFIC ACTIVITY

| DISTRICT 16 PERSONNEL |                |
|-----------------------|----------------|
| Total Citations       | Total Warnings |
| 384                   | 422            |

Data Source: CAU / TraCS

| PBSO MOTORS UNIT |                |
|------------------|----------------|
| Total Citations  | Total Warnings |
| 463              | 181            |

Data Source: Traffic Unit



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## COMMUNITY POLICING EVENTS

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- 05/03/25: Battle of the Cities Elementary Schools Kickball Tournament
- 05/10/25: Young Entrepreneur Fair
- 05/12/25: Homeless Intervention Night-time Operation
- 05/20/25: Stroll with a Deputy Event at Target
- 05/21/25: Food Distribution at Pickwick Mobile Home Park
- 05/21/25: Brought family to a family in need
- 05/23/25: Liberty Park Elementary School Escort
- 05/27/25: Pop with a Cop event at Cholee Lake Elementary School
- 05/29/25: Stroll with a Deputy event at the Pickwick Mobile Home Park

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## STREET CRIMES UNIT

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- The District 16 Street Crimes Unit conducted a traffic stop. Probable cause was established to search the vehicle which revealed the following: (31) clear capsules containing an off white powdery substance (Fentanyl) which totaled 5.49 grams, clear cellophane bag containing marijuana 10.5 grams, a cellophane bag containing crystal rocks (Methamphetamine) 1.14 grams, off white rock substance (Crack Cocaine) .68 grams, (11) white circular pills (pending lab results), two digital scales, and numerous cellophane bags known to package narcotics. The suspect had an extensive past of drug possession and firearm convictions. Post Miranda the suspect invoked their rights and was charged accordingly.
- The District 16 Street Crimes Unit conducted a traffic stop. Probable cause was established to search the vehicle which revealed the following: 7.9g crack cocaine, 7.9g Alprazolam (Xanax), clear plastic bag containing marijuana. Post Miranda the driver admitted to possession for personal use and was charged accordingly.
- The District 16 Street Crimes Unit attempted a traffic stop on a vehicle for several traffic violations. Agents located the vehicle, the suspect was taken into custody without incident, and charged with flee and elude and reckless driving. This case was cleared by arrest.
- The District 16 Street Crimes Unit observed hand to hand transactions amongst two vehicles. Agents arrested the suspect for possession of cocaine, unlawful use of a two-way communication device, transportation of drug paraphernalia, possession of paraphernalia, and tampering with evidence. The suspect was transported to the Palm Beach County Jail and this case was cleared by arrest.

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## PROPERTY DETECTIVES

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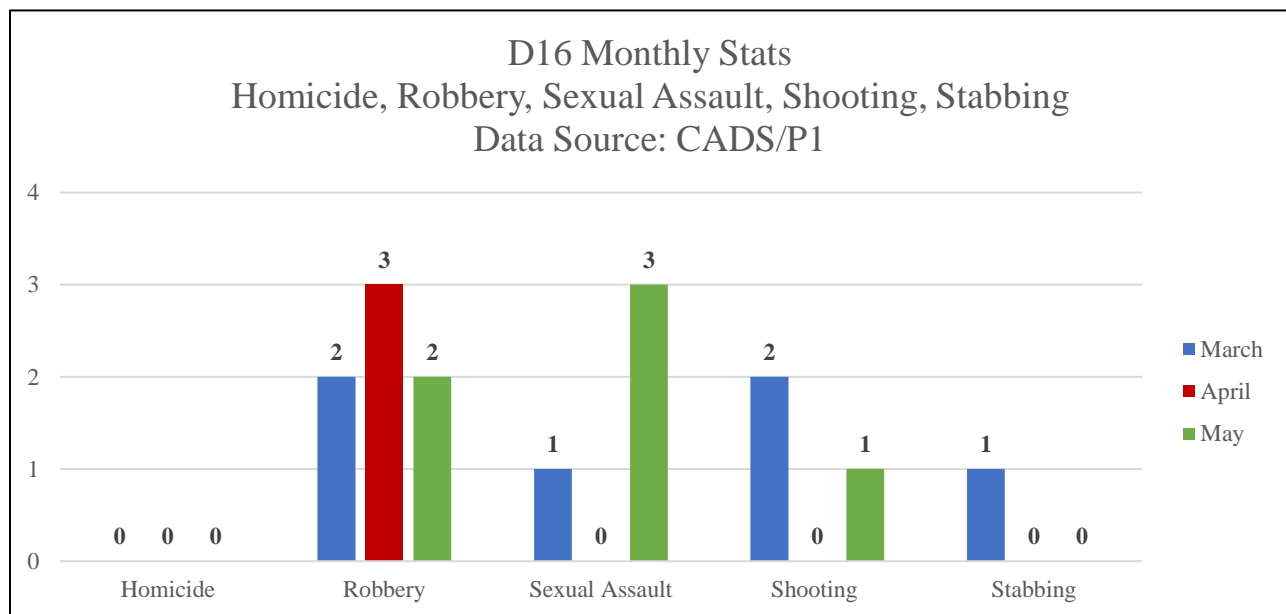
- A victim reported that they believed their vehicle was burglarized. The victim's Debit card was used at several businesses in the Wellington Green Mall. Detectives obtained video surveillance from multiple businesses showing the same person using the debit card. The suspect used the phone number at one of the businesses and the suspect was developed. A search revealed that the suspect had pawned the jewelry belonging to the victim at a business. The suspect was located and this case was cleared by arrest.



- A theft and fraud incident was reported. The victim is an employee and reported that three credit cards were stolen from their purse. The victim suspected that their office mate had stolen their credit cards, however, the office mate is claiming to have items stolen as well. The victim's credit cards were used at several online locations. Six subpoenas were executed. Results of the subpoenas revealed that all transactions were conducted by the victim's office mate. This case was cleared by arrest.
- A construction site burglary occurred in the City of Greenacres. The victim reported an unknown suspect burglarized the excavator on the job site to steal several tools that were stored on the floorboard. The suspect pawned tools that Detectives were able to positively identify as belonging to the victim. A residential search warrant was conducted at the suspects residence where several pieces of clothing and the remaining stolen items were recovered. The suspect was taken into custody, during Post Miranda denied involvement in the burglary, but provided a full confession to pawning the stolen items and this case was cleared by arrest.

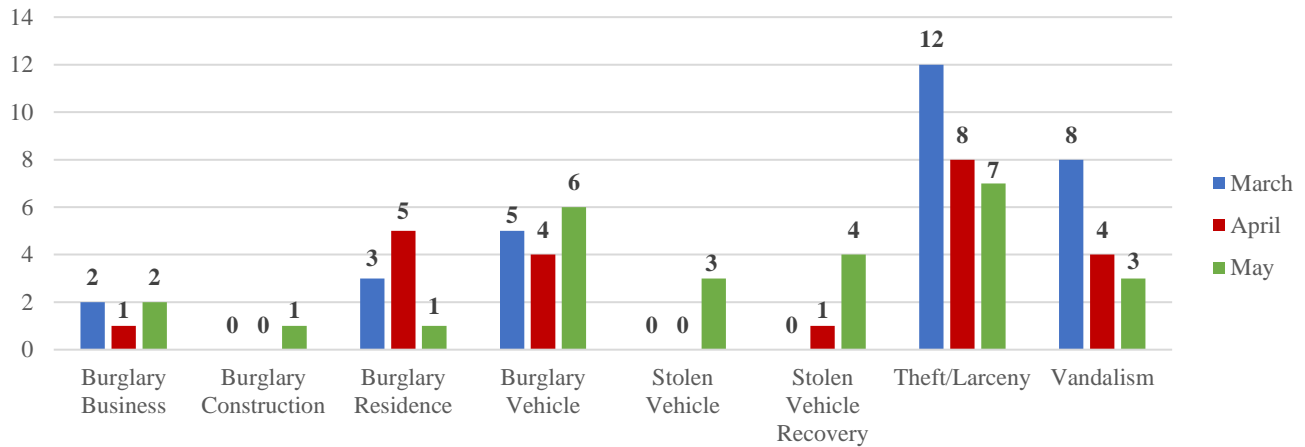
## DATA ANALYSIS

The data included in this report is charted and graphed to illustrate and compare changes over a specific time period. These charts and graphs are utilized to assist in determining crime trends and to measure enforcement efforts. This data is utilized in conjunction with other analysis to develop directed patrol and various enforcement activities. The analysis included on these pages is presented as a brief highlight to explain the salient points of this report.

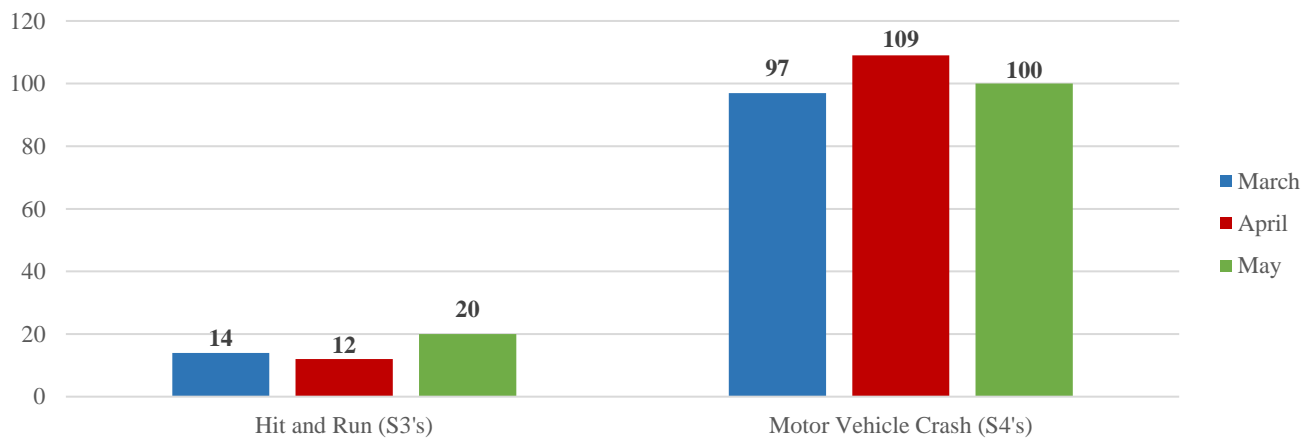




**D16 Monthly Stats**  
**Burglaries, Stolen Vehicle, Stolen Vehicle Recovery, Theft &  
Vandalism**  
Data Source: CADS/P1



**D16 Monthly Stats**  
**Hit and Run & Motor Vehicle Crash**  
Data Source: CADS/P1



**TOP ACCIDENT LOCATIONS FOR MAY 2025 - CASE NUMBER INCIDENTS**

| LOCATION                                    | CASE NUMBER COUNT |
|---|-------------------|
| Forest Hill Boulevard / S Jog Road          | 15                |
| Lake Worth Road / S Jog Road                | 11                |
| Melaleuca Lane / S Haverhill Road           | 6                 |
| Melaleuca Lane / S Jog Road                 | 5                 |
| Sherwood Forest Boulevard / Lake Worth Road | 3                 |





## Department Report

**MEETING DATE:** June 16, 2025

**FROM:** Carlos Cedeño, Public Works Director

**SUBJECT:** Public Works Department Report

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### DEPARTMENT HIGHLIGHTS

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Listed below is a summary of the activities undertaken by the Public Works Department during the period of May 1, 2025 through May 31, 2025.

#### 1. ADMINISTRATION:

- Staff coordinated the *Touch-a-Truck* event with community partners and the Youth Programs participants in honor of National Public Works Week.
- Staff coordinated a working analysis and recommended improvements luncheon for City staff for the Greenacres Safety Action Plan.
- Staff attended the Solid Waste Authority's Annual Hurricane Debris Management Workshop.
- CIP updates:
  - Youth Programs Building (CIP-236): Roofing is almost complete. HVAC, fire suppression system, fuel tank, and storm sewer drainage are in progress.
  - Gladiator Lake Drainage Enhancements (CIP-226): Final grading is 95% complete, project is 85% complete overall.

#### 2. ROADS AND DRAINAGE MAINTENANCE

- Five thousand (5,000) square feet of sod was installed on the Jog Road medians.
- Roadway signs and new posts for security cameras were installed in Chickasaw Rd right-of-way.
- Trimmed vegetative overgrowth on the north side of Dodd Rd right-of-way.

#### 3. VEHICLE MAINTENANCE

- Three (3) new vehicles were received and prepared for fleet utilization; Two (2) DNS Code Compliance trucks and one (1) for the Fire Rescue Training Chief.

#### 4. BUILDING SERVICES

- Staff coordinated the scheduling and tenting for termites of the Youth Programs/Cares Building.

#### 5. PARKS MAINTENANCE

- Staff performed extensive work on the irrigation system at Freedom Park.
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## Department Report

**MEETING DATE:** June 16, 2025

**FROM:** Monica Powery, Director, Purchasing

**SUBJECT:** Department of Purchasing Activity Report

### DEPARTMENT HIGHLIGHTS

The following report provides the highlights of activity within the Department of Purchasing for the reporting period from May 1 through May 31.

- a. 24-021 Progressive Design/Build - Emergency Operations Center – Request for Qualifications was advertised on May 29, 2024 and closed on July 1, 2024 with eight (8) proposals received. The Selection Committee met on July 25, 2024, to review, discuss and shortlist the proposals received. Three (3) proposers were shortlisted. On August 6, 2024, the Selection Committee conducted site visits of EOCs completed by each proposer. On August 8, 2024, the Selection Committee met for presentations and the final evaluation. The Selection Committee has recommended awarding the project to Kaufman Lynn Construction, Inc. The City Council approved the award during their meeting on May 5, 2025.
- b. 25-002 Parks Master Plan – Request for Proposal was advertised on March 6, 2025 and closed on April 11, 2025 with five (5) proposals received. The Selection Committee met on May 5, 2025, to review, discuss and shortlist the proposals received. Two (2) proposers were shortlisted. The Selection Committee is scheduled to meet on June 4, 2025 for presentations and final evaluation.
- c. 25-003 Fireworks Display – Request for Proposal was advertised on March 9, 2025 and closed on April 9, 2025 with one (1) proposal received. City Council approved the award to Zambelli Fireworks Manufacturing Company at the meeting held on May 5, 2025.
- d. 25-004 AV System Upgrade and Equipment Replacement – RFP was advertised on March 16, 2025 and closed on April 22, 2025 with three (3) proposals received. The Selection Committee will meet on July 9, 2025 for presentations and final evaluation.
- e. 25-005 Rehabilitation of Municipal Complex Pathway – Bid was advertised on March 16, 2025 and opened on April 22, 2025 with eleven (11) bids received. City staff evaluated the proposals and recommends award to RMJ Contractors Inc. as the lowest responsive and responsible bidder. The City Manager approved the award on May 9, 2025.
- f. 25-006 Rehabilitation of Community Park Pathway – Bid was advertised on March 16, 2025 and opened on April 22, 2025 with nine (9) bids received. City staff evaluated the proposals and recommends award to Special Developments LLC as the lowest responsive and responsible bidder. The City Manager approved the award on May 9, 2025.
- g. 25-007 Original Section Sewer Swain Boulevard North Phase 3 – Bid was advertised on March 23, 2025 and opened on April 24, 2025 with six (6) bids received. City staff evalua



the proposals and recommends award to TCLM Enterprise, Inc. as the lowest responsive and responsible bidder. The City Council approved the award during their meeting on May 5, 2025.

- h. Solicitations In Progress – Furniture for New Youth Programs Building and Technology for New Youth Programs Building; and Background Screening Services.

#### DEPARTMENT ACTIVITY

| ACTIVITY                           | CURRENT PERIOD | FY 2025 YTD      |
|------------------------------------|----------------|------------------|
| Purchase Orders Issued             | 58             | 468              |
| Purchase Order Amounts             | \$ 564,962.39  | \$ 33,421,532.01 |
| Solicitations Issued               | 0              | 11               |
| Solicitations in Progress          | 3              | -                |
| Central Store Requests             | 4              | 33               |
| Contracts Managed                  | 78             | 78               |
| Purchasing Card Purchases          | 303            | 2,338            |
| Purchasing Card Transactions       | \$ 50,476.30   | \$ 400,191.36    |
| No. of Training Sessions Conducted | 0              | 5                |
| Towing Revenue                     | \$ 0.00*       | \$ 21,976.00     |

\*The City has not yet received the revenue for May 2025.





## Youth Programs Department Monthly Report

**MEETING DATE:** June 16, 2025

**FROM:** Jowie Mohammed, Director of Youth Programs

**SUBJECT:** May 2025 Department Report

### PROGRAMMING

- Youth Programs provided daily transportation from the following schools:
  - Elementary: Greenacres, Liberty Park, and Heritage.
  - Middle: L.C. Swain and Okeeheelee.
  - High: John I Leonard (on rainy days).
- Twenty-one (21) days of after-school provided.

### PERFORMANCE MEASUREMENTS

| PERFORMANCE MEASUREMENT                     | AVERAGE THIS PERIOD | FY 2025 TO DATE |
|---|---------------------|-----------------|
| # of Participants                           | 118                 | 121             |
| # of Participants in Sierra Club ICO        | 15                  | 15              |
| # of Licenses Coordinated                   | 1                   | 1               |
| # of MOU's Coordinated                      | 2                   | 1               |
| # of Part.'s in Teen Advisory Council (TAC) | 8                   | 8               |
| # of Part.'s in TOP Program                 | 40                  | 40              |
| # of Part.'s in Garden Club                 | 34                  | 34              |
| # of Presidential Volunteer Service Hours   | 318                 | 3,773           |

### FINANCIAL INFORMATION

| GRANTS COORDINATED                  | AVERAGE THIS PERIOD | FY 2025 TO DATE |
|-------------------------------------|---------------------|-----------------|
| Early Learning Coalition            | \$13,437.78         | \$105,185.86    |
| Parent & Registration Fees          | \$30,045.00         | \$78,344.21     |
| Youth Services Department SEL Grant | \$7,700.80          | \$46,204.80     |
| Textile Funds                       | \$00.00             | \$660.00        |



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## C.A.R.E.S REPORT

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- On Friday May 23<sup>rd</sup>, our 4<sup>th</sup> & 5<sup>th</sup> graders performed at our Improv Family Night. Youth practiced during the previous months and did a fantastic job! There were over 100 people in attendance for our last family night at Community Hall.
- On Wednesday May 7<sup>th</sup> our 2nd & 3rd grade students concluded their extended learning opportunity offered through Prime Time - COX Science Center. The youth learned the fundamental STEM concepts in subjects like chemistry, biology, engineering, robotics, computer science and programming, and physical science. The kids loved their presenter and can't wait for us to schedule this ELO again!

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## TEEN PROGRAMS REPORT

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- On May 17<sup>th</sup> we celebrated the conclusion of our T.O.P (Teen Outreach Program) initiative with a special end-of-year event. Teens who successfully completed their 20 volunteer hours were rewarded with a fun and well-deserved outing. The group enjoyed lunch at Chili's, followed by a trip to the movies to watch Thunderbolts. This experience was a great opportunity to recognize the teens' commitment to community service and encourage continued engagement next year.
- On May 13<sup>th</sup> the Teens wrapped up their pickleball lessons with an exciting end-of-season tournament. The tournament showed not only their athletic growth but also their teamwork and sportsmanship. Winners received pickleball sets and gift cards as prizes. All participants were acknowledged for their effort and improvement throughout the program. The lessons also served as a fun way to promote physical wellness and healthy competition among peers.
- On May 15<sup>th</sup> in recognition of Mental Health Awareness Month, our teens attended the final Future Leaders Link-Up event of the school year. The event included interactive wellness workshops, open discussions on mental health, and mindfulness activities. Guest speakers engaged the teens in meaningful dialogue about stress, self-care, and resilience. Teens also participated in a vision board session focused on setting positive goals for the summer and the upcoming school year.
- All five (5) of our seniors graduated high school and we are very proud of them.