DATURA EVERNIA

WEST PALM BEACH CORRIDOR STUDY

TABLE OF CONTENTS

1 INTRODUCTION

BACKGROUND..... 8

PURPOSE..... 9

2 EXISTING CONDITIONS ANALYSIS

STUDY AREA..... 13

TRANSPORTATION NETWORKS..... 14

URBAN FORM..... 22

NATURAL SYSTEMS..... 32

SPACE AND FORM CROSS SECTIONS..... 36

TRAFFIC..... 40

INFRASTRUCTURE CONDITIONS..... 41

SAFETY..... 42

COMMITTED DEVELOPMENT..... 43

3 CHARRETTE

ONLINE PUBLIC OPINION SURVEY..... 48

PRE-CHARRETTE STAKEHOLDER MEETING..... 50

CHARRETTE APPROACH..... 53

VIRTUAL CHARRETTE SCHEDULE..... 54

CHARRETTE STAKEHOLDER MEETINGS..... 55

DESIGN CONCEPTS..... 58

POST-CHARRETTE STAKEHOLDER MEETINGS..... 87

4 PREFERRED ALTERNATIVE

PUBLIC SURVEY..... 90

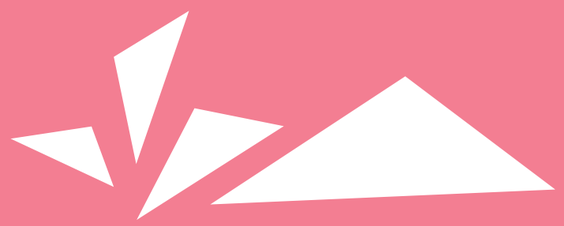
FINAL CONCEPT PLAN..... 93

5 APPENDICES

ONLINE PUBLIC OPINION SURVEY..... 105

PROPOSED CROSS SECTIONS..... 110

1



INTRODUCTION

1 INTRODUCTION

BACKGROUND

The Datura/Evernia Streetscape Corridor Study is an extension of the connected, accessible, and multimodal vision for downtown that was established in the City's Downtown West Palm Beach Mobility Plan (2017). The Downtown West Palm Beach Mobility Plan provides a shared community vision for enhancing quality of life as well as creating a diverse and sustainable transportation system that accommodates the area's growth. Through in-person and online public meetings, charrettes, and stakeholder events, the City worked to identify community concerns and build upon current efforts to create a blueprint for its Downtown.

These concerns helped shape Downtown's mobility vision and establish a mode hierarchy for the area. The Plan focused on strategies that help move people, rather than vehicles. The established hierarchy prioritizes walking in Downtown, followed by bicycling, transit, and driving; with the ultimate goal of balancing these modes and creating a healthy, active, and safer environment. The Downtown Mobility Plan identified projects, policies, and programs through examining the current street network and built environment to achieve this goal.

Key elements that the Downtown Mobility Plan focused on included:

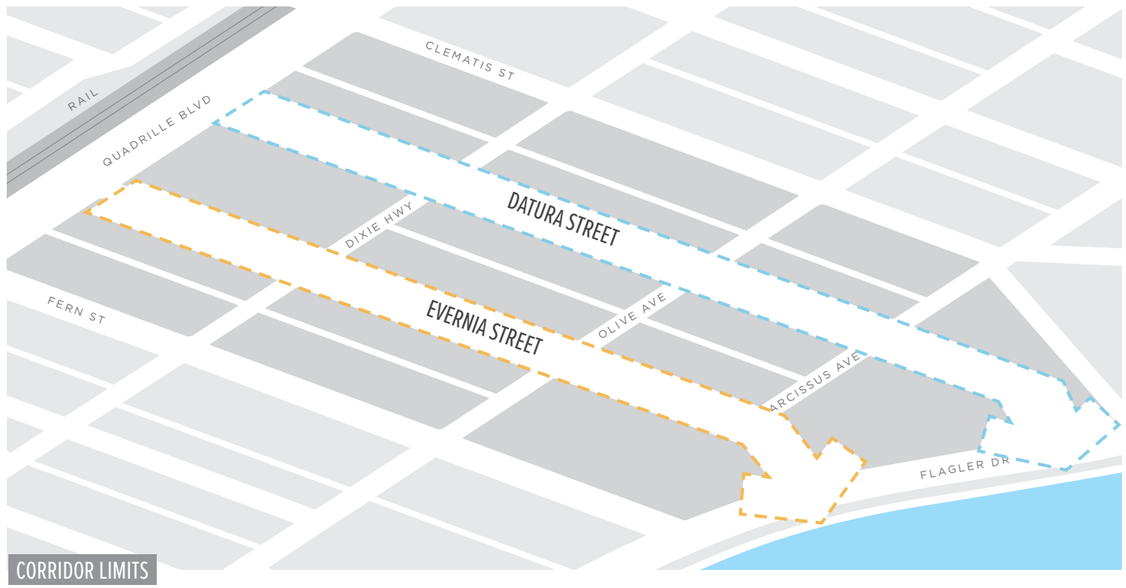
- Creating safer streets
- Providing public spaces that meet the needs of all ages and abilities
- Managing rail crossings, bridge openings, and special events
- Accounting for evolving transportation technologies and mobility services
- Creating a resilient system that reduces the impact on the natural environment and climate

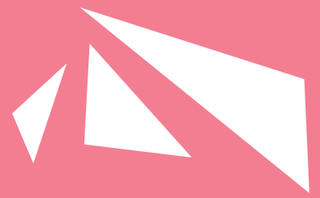
The Downtown Mobility Plan proposes enhancement of Datura and Evernia Streets from the FEC Railway to Flagler Drive. The two streets, located in the heart of downtown, currently serve residential condos and apartments, office space, retail, and entertainment. The Downtown Mobility Plan calls for transforming the two streets, totaling eight blocks, into neighborhood-oriented shared streets that are more pedestrian-friendly.

PURPOSE

The Datura/Evernia Streetscape Corridor Study was commissioned by the City of West Palm Beach to analyze the corridors' current makeup and craft a vision for their future. **The purpose of this project is to develop preferred street design concepts for Datura and Evernia that support a walkable downtown, and are context-sensitive, adaptable, and implementable.** The Datura and Evernia Streets should embody the context and character within each block, and their redesign should create a stronger sense of place that is adaptable and flexible to redevelopment opportunities and evolving transportation technologies.

Studying existing conditions of the corridors, conducting community outreach and engagement, and hosting visioning exercises are all integral to producing a successful vision for the corridors. This study evaluated and produced multiple design scenarios along with benefits and trade-offs of each. The visioning process included gathering feedback from the community and stakeholders, and resulted in creating a preferred alternative that would ultimately advance to design and implementation.





EXISTING

2 CONDITIONS ANALYSIS

2 EXISTING CONDITIONS ANALYSIS

A thorough evaluation of existing conditions was conducted for Datura Street and Evernia Street. This included a review of existing surface and subsurface infrastructure conditions, land use makeup, access and circulation, and planned development.

STUDY AREA

This study focuses on four blocks of both Datura Street and Evernia Street between Quadrille Boulevard and Flagler Drive. The east-west extents are formed from the mobility boundaries presented by the Brightline Rail and West Palm Beach Station, and the waterfront.

The study area is bounded by Banyan Street/1st Street to the north, Flagler Drive to the east, Fern Street from the south, and Quadrille Boulevard from the west.

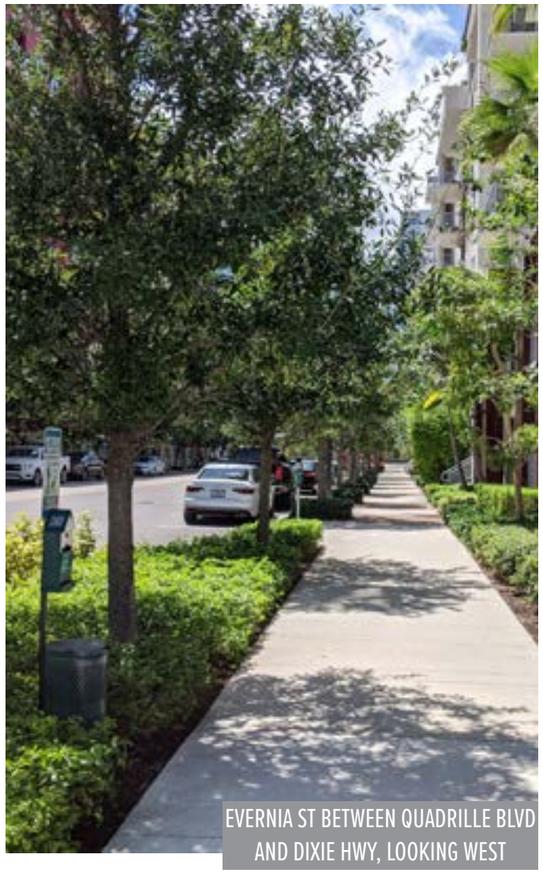
TRANSPORTATION NETWORK

PEDESTRIAN FACILITY NETWORK

Both Datura and Evernia Streets are lined with sidewalks on both sides that are at least 5-feet wide, and in some areas extend to 10-feet. Particularly constrained sidewalks exist along active areas of commerce, such as the blocks between Dixie Highway and Olive Avenue. Sidewalk impediments and tree shade varies throughout the corridors, and the general walking environment could be improved to make it more inviting.

Walkability is the foundation of a thriving, competitive Downtown. Commerce and public life take shape and flourish in response to a walkable urban fabric. The Downtown Mobility Master Plan provides walkway recommendations that are conducive to a safer, more walkable environment, including enhancing the pedestrian-scale lighting, introducing shade trees and structures, ensuring consistently ample sidewalk width, and implementing a physical buffer between sidewalks and vehicular travelways.

Cross sections displaying the contrast of space allocated for pedestrians and cars can be found on page 36.



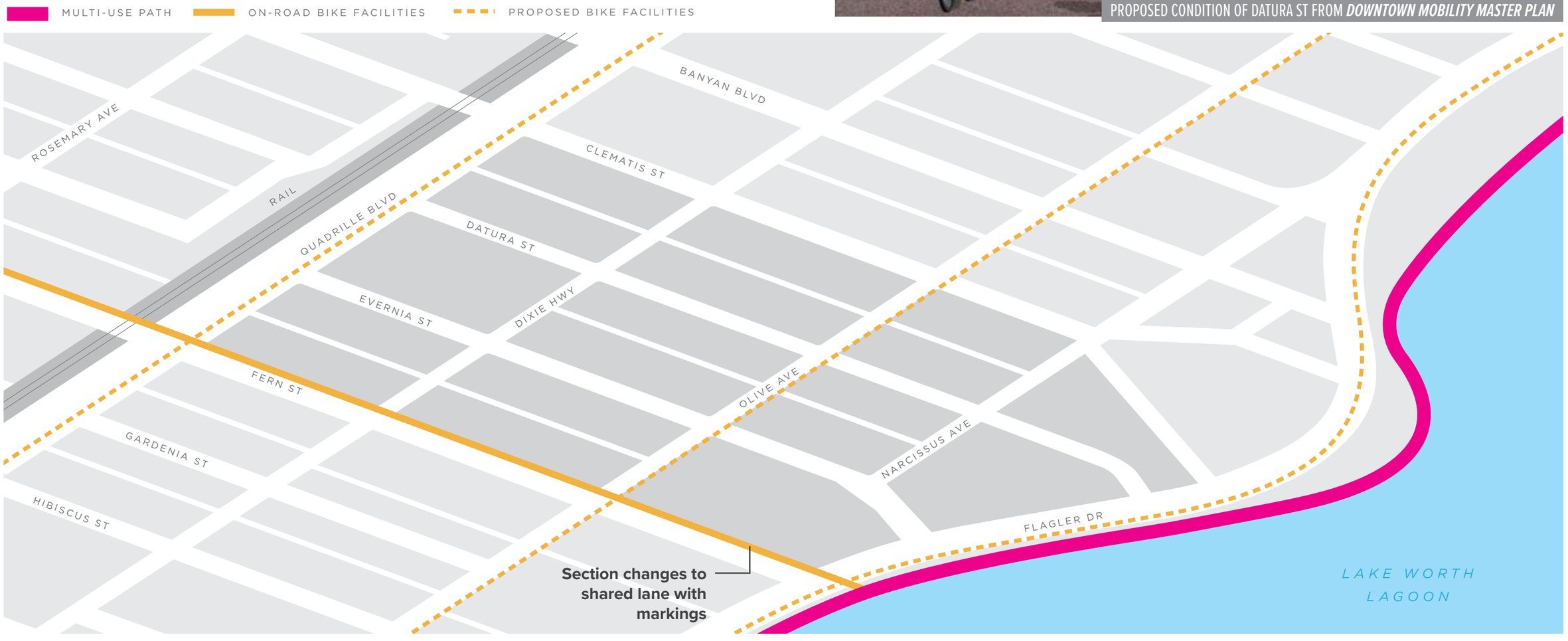
EVERNIA ST BETWEEN QUADRILLE BLVD AND DIXIE HWY, LOOKING WEST

EVERNIA ST, LOOKING EAST TOWARD FLAGLER DR

BICYCLE FACILITY NETWORK

While there are existing bicycle facilities within the Study Area, none currently exist along Datura and Evernia Streets. The Downtown Mobility Master Plan identifies Datura and Evernia Streets as shared streets where bicyclists will share the travel lanes with vehicles. The Plan also recommends implementing bicycle facilities in the surrounding street network, including along Flagler Drive and Quadrille Boulevard. Dedicated bike lanes were recently installed along Fern Street and Banyan Boulevard, and Flagler Drive includes a shared-use path along the waterline.

PROPOSED CONDITION OF DATURA ST FROM ***DOWNTOWN MOBILITY MASTER PLAN***



TRANSIT NETWORK

Multiple transit systems serve the study area: Palm Tran bus routes, the Yellow and Green Route City Trolley, and the West Palm Beach Brightline Station, adjacent to Datura and Evernia Streets. While transit operations during this study were limited due to COVID-19 restrictions, the City has been actively working on enhancing transit connectivity and first-last mile connections in the City, particularly in Downtown.

Therefore, transforming Datura and Evernia Streets into more walkable places will contribute to creating a safe and accessible, transit-friendly environment.

BRIGHTLINE WEST PALM BEACH RAIL STATION

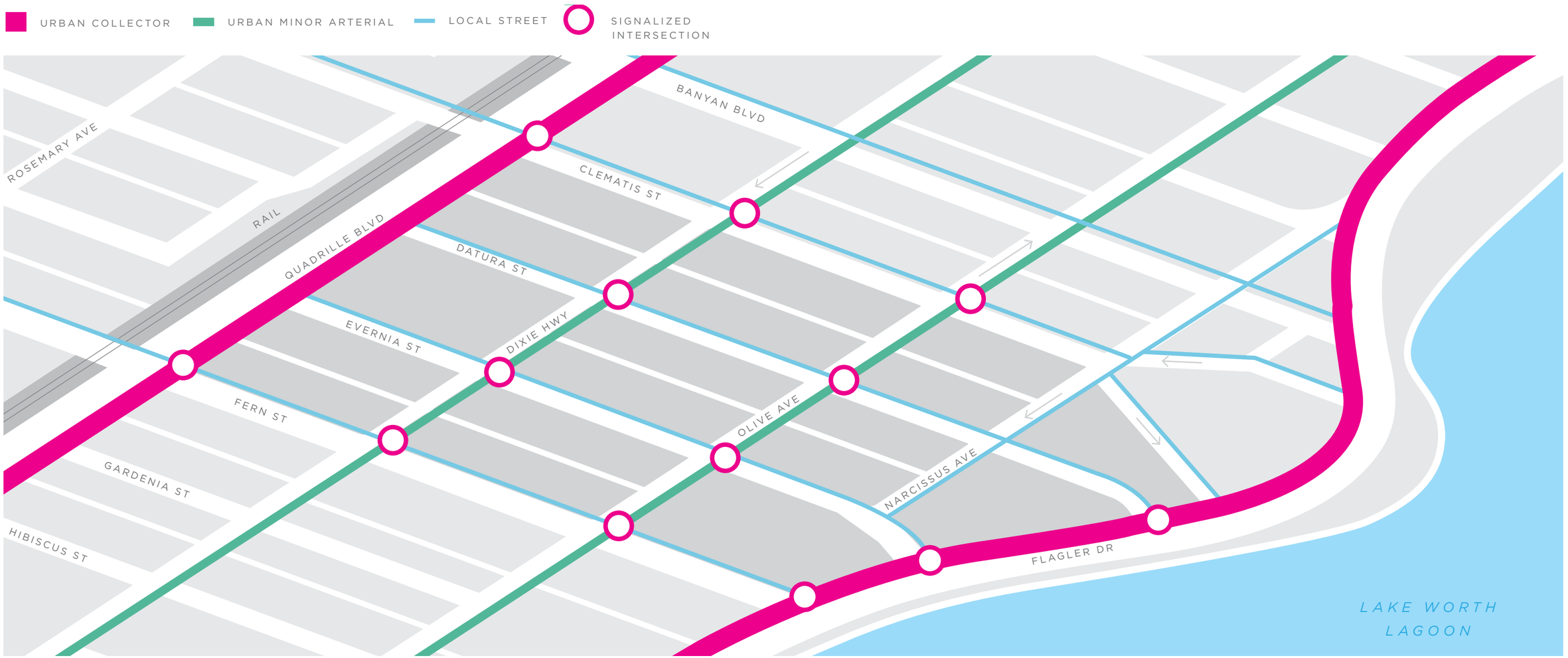
ROUTE — STOP

- BRIGHTLINE RAIL
- PALM TRAN BUS
- YELOW TROLLEY
- GREEN TROLLEY

VEHICULAR STREET NETWORK

Based on a review of Palm Beach County's Functional Classification Map, all east-west roadways within the study area are classified as local streets. Additionally, since Datura and Evernia Streets terminate at the FEC Railway, they carry less traffic volumes than Clematis Street, Banyan Boulevard, and Fern Street.

North-south corridors within the study area carry more traffic volumes than the east-west streets. Quadrille Boulevard and Flagler Drive are classified as Urban Collectors, while Dixie Highway and Olive Avenue, which currently operate as one-way pairs, are classified as Urban Minor Arterials.



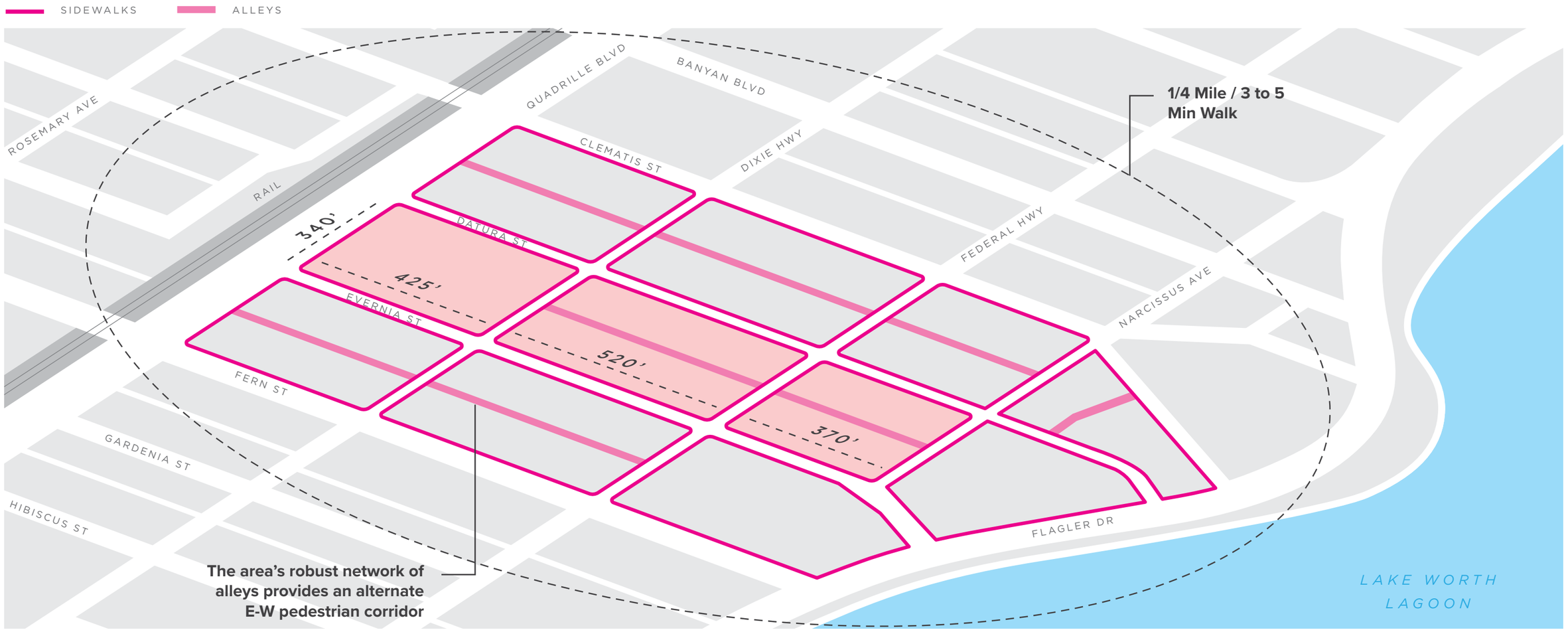
URBAN FORM

Urban form refers to the shape and function of an urban area, and has a critical impact on walkability. Urban form is a complex, context-sensitive metric that can be defined by block size, active frontages, ratio of street space to existing land uses, and parking.

BLOCK SIZE

Generally, smaller block sizes are more convenient for pedestrians to permeate and reach their destinations. However, block sizes that are too small can create too many street crossings to navigate. The City blocks along Datura and Evernia Streets vary in length between 370 feet and 425 feet, reducing in length towards the waterfront. Downtown West Palm Beach's block size falls somewhere in the middle amongst major cities in the US. Overall, the corridors have a block size that supports a walkable urban environment.

For Comparison:



ALLEYS

The east-west alleys along the two corridors allow for additional permeability. While currently serving cars and utilities, the City has commissioned a visioning effort that encompasses methods to activate the alleys. Through the Open Shore conceptual proposal, alleyways, or “passageways”, were envisioned to undergo an activation process that would make them more navigable and appealing for pedestrians.

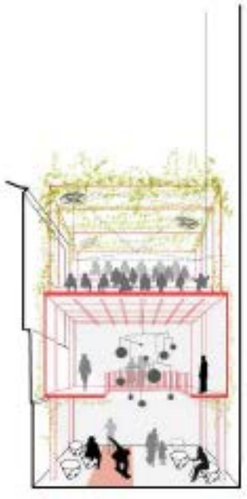
PROPOSED CONCEPT FROM ***OPEN SHORE,*** COURTESY OF ECOSISTEMA URBANO

PROPOSED CONCEPTS FROM ***OPEN SHORE,*** COURTESY OF ECOSISTEMA URBANO

PLAYGROUND PASSAGEWAY

ACTIVE PASSAGEWAY

LEISURE PASSAGEWAY



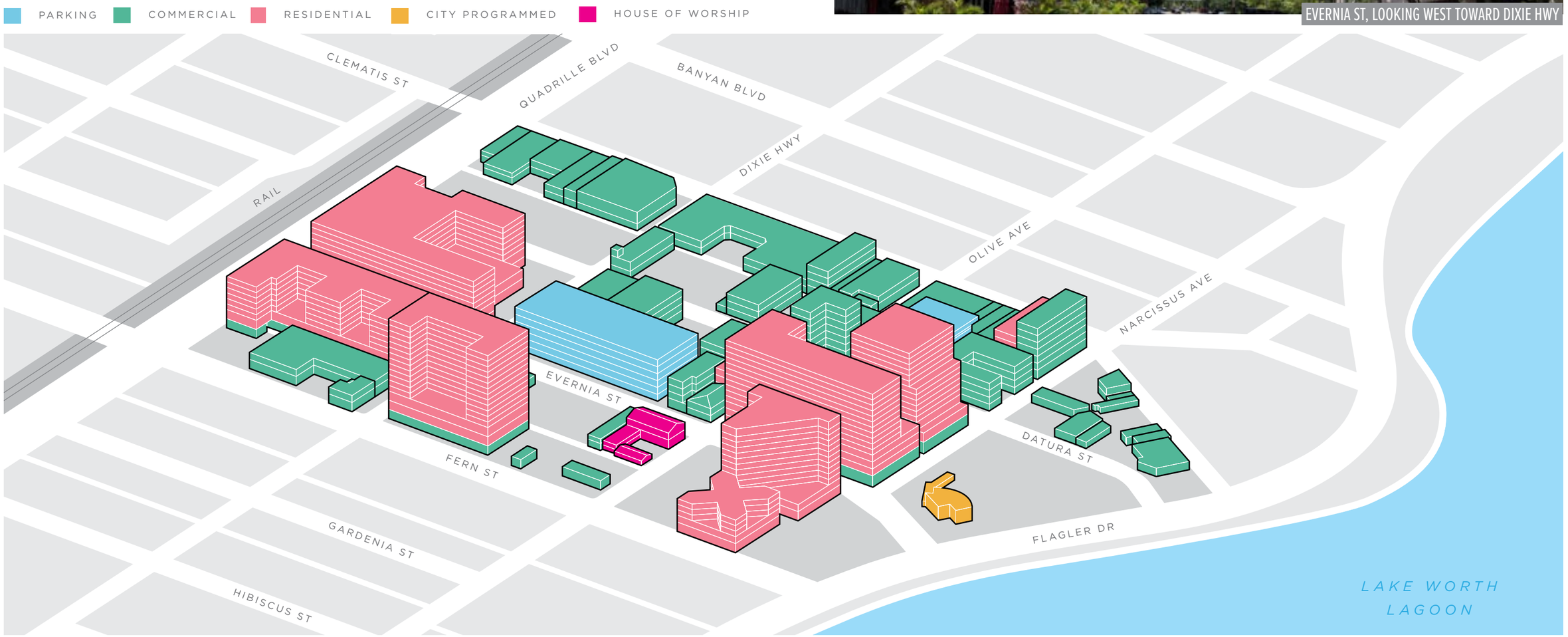
CULTURAL PASSAGEWAY

BUILDING USE AND

Diverse land use encourages the growth of an active and economically sound community. The Datura and Evernia corridors currently have a combination of commercial and residential building use that supports day-time activity, as well as 24/7 street-life.

The corridors' building forms support a walkable and unique street user experience. The various scales and heights of the buildings create an interesting skyline that keeps the visitor curious. Aside from a few areas, most of the gaps between buildings are surface parking lots. These areas can disrupt the continuity of the streetscape, and tend to create a less engaging user experience.

EVERNIA ST, LOOKING WEST TOWARD DIXIE HWY



BUILDING SETBACK

Building setbacks are measured from the building face, to the sidewalk. Consistency in building setbacks is important to a streetscape because they help define the rhythm of the street. Narrow setbacks allow for there to be an active relationship between building and street, which improves activity and sense of security. Large setbacks struggle from lack of activation, and require significant programming to be successful in supporting the streetscape.

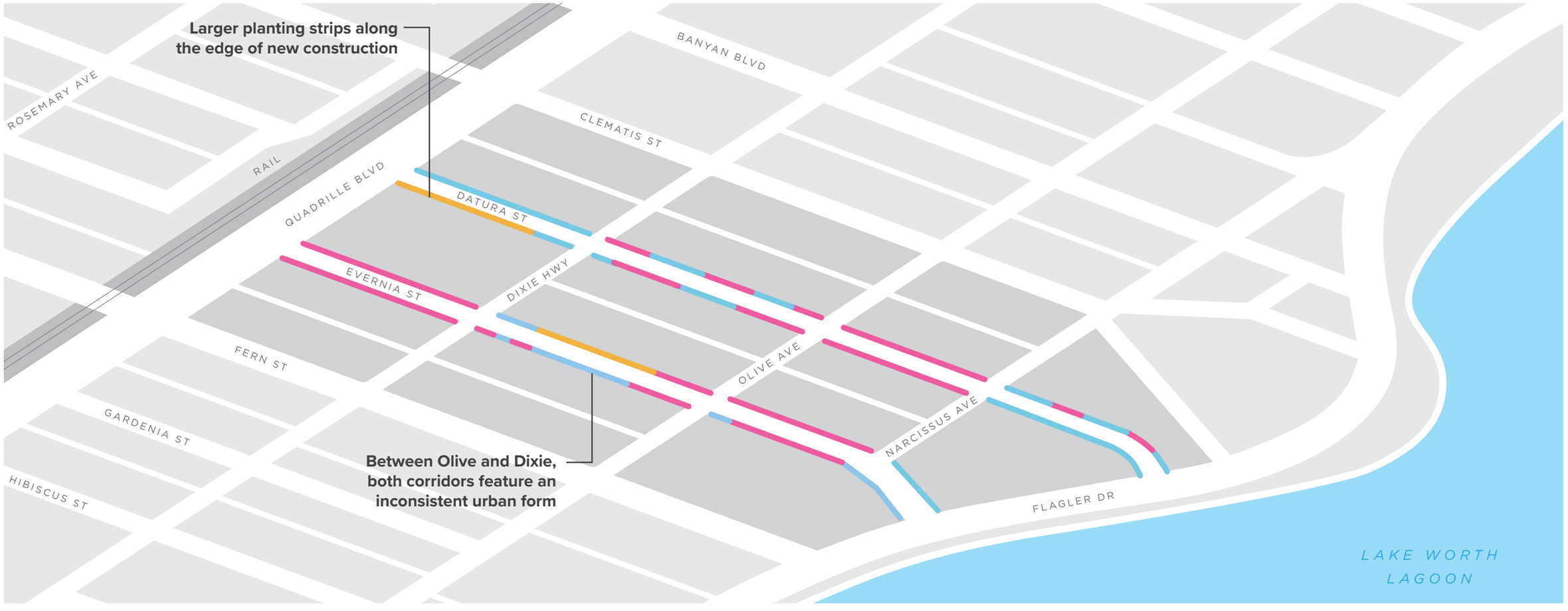
The Datura and Evernia corridors currently have a rhythm of narrow setbacks that supports an active streetscape. The few gaps in between present an opportunity for future infill or additional programming.

DATURA ST, LOOKING EAST TOWARDS OLIVE AVE

0 - 5 FEET

5 - 15 FEET

15+ FEET



PARKING

Parking is a key determinant of urban fabric. Too little parking can inconvenience residents, shoppers, and visitors, but too much parking diminishes the district's vitality and walkability. Every block along Datura and Evernia Streets offers public parking in the form of on-street parking, surface lots, parking garages, or a combination.

Creating a balance between parking demand and right-of-way space for other public uses is crucial for the corridors' experience. It necessitates coordinating policy, program, and capital projects that facilitate multiple modes of transportation. The presence of high-quality transportation options reduces the demand for parking and frees up space for economic development and investment in Downtown.

Surface parking lots typically do not contribute to an active streetscape, thus presenting an opportunity for redevelopment. The 400 Block of Datura Street is an example of a current parking lot redevelopment project taking place within the study area. This large, underutilized surface parking lot is undergoing a transformation into a residential building. Projects such as this encourage a multi-modal environment that can benefit the community.

Re-imagining Datura and Evernia Streets into more walkable and bikeable places will help balance modes and reduce dependability on parking, while reserving a parking supply that conveniently serves residents and visitors.

NATURAL SYSTEMS

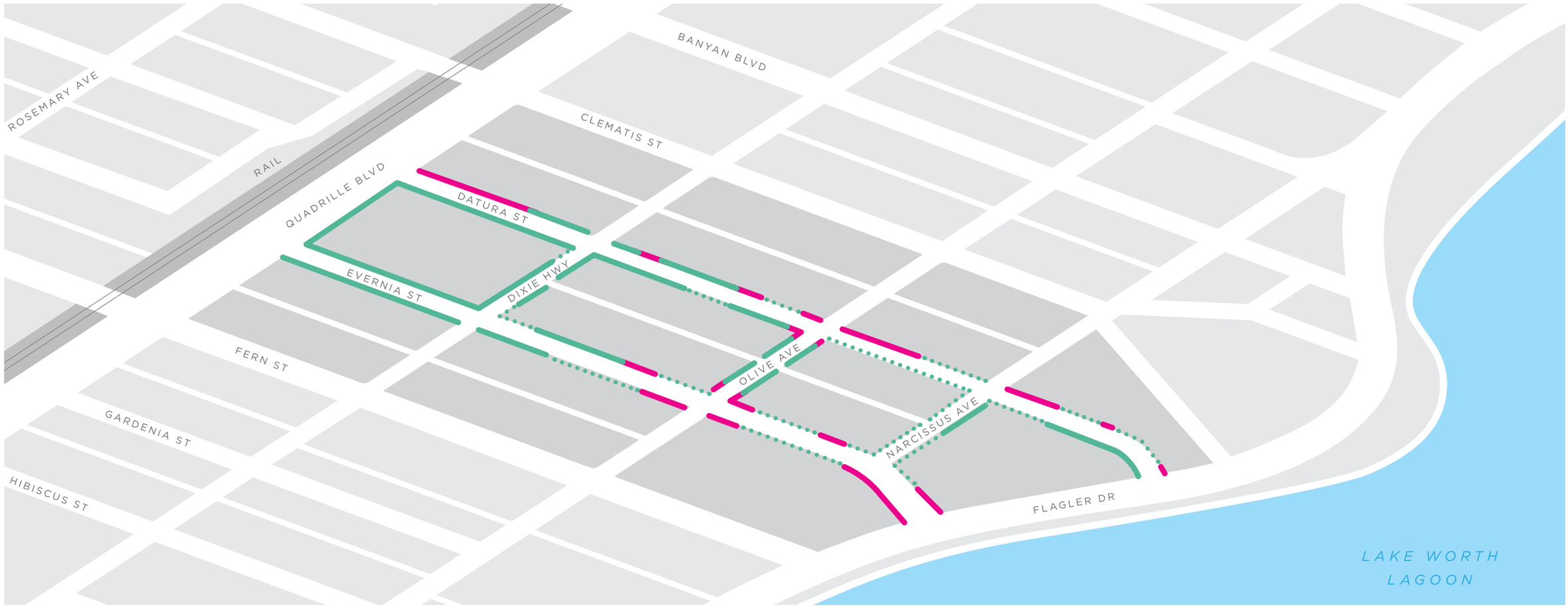
Streetscapes are not static places; they have living components that affect each other, the community, and larger environmental systems. The basic components of drainage and vegetation play an important role in making the corridors pleasant and safe.

STREET TREES

Thriving trees provide many benefits to a streetscape. Trees cool outdoor spaces, provide shade, infiltration for water runoff, a habitat for birds, and contribute to the aesthetics of a street. The Datura and Evernia corridors have trees along most of their roadways, but some are thriving more than others, resulting in gaps for shade. Areas with thicker tree canopies are largely the result of resources provided for the trees, in addition to the tree species. While a tall palm tree is visually unique and culturally significant, they do not provide as much shade as a deciduous tree, such as an oak. Vertical and horizontal dimensions and heat and salt tolerance are important considerations for tree health.

EVERNIA ST, LOOKING WEST TOWARDS DIXIE HWY

SOME TREES/SHADE CONTINUOUS TREES/ NO TREES/SHADE

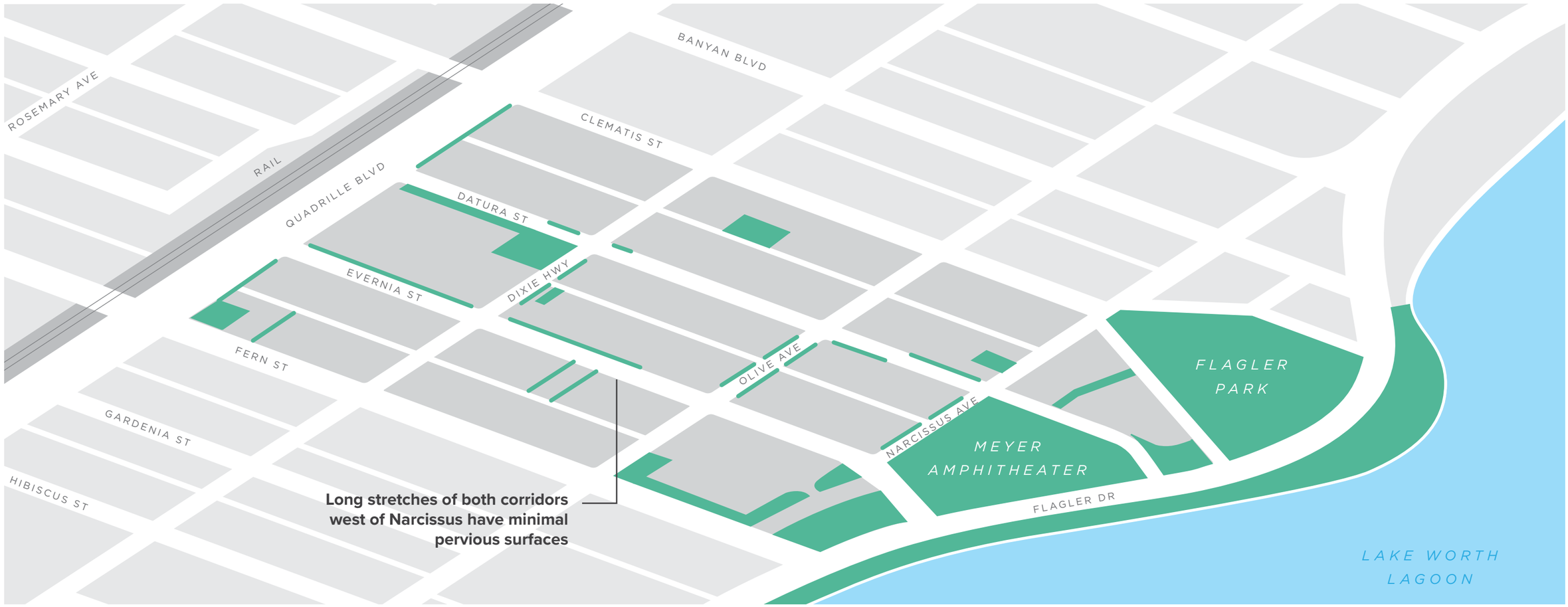


PERVIOUS SURFACES

While pavement is a necessity of urban infrastructure, it limits the natural drainage cycle by reducing infiltration into the soil. Instead of contributing to the groundwater supply or absorption for plants, water runoff can carry pollutants to larger natural hydrology areas. Designing places where stormwater runoff can infiltrate back into the soil can prevent contamination for our ecological systems. The Datura and Evernia corridors have some areas of infiltration, but creating pervious surfaces in strategic locations can help reduce existing ponding and improve stormwater systems. Landscapes with diverse vegetation and deep root systems will have higher infiltration rates than areas with grass or pervious pavers.

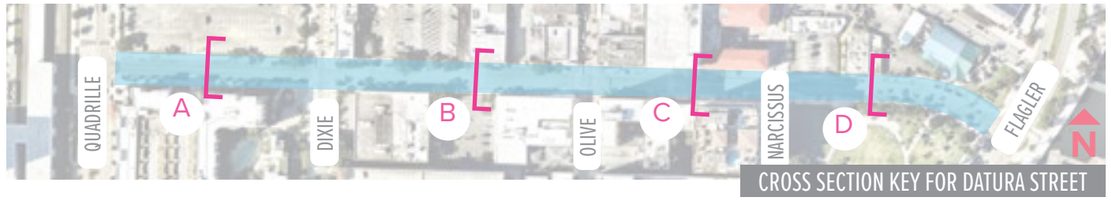
EVERNIA ST, LOOKING EAST TOWARDS OLIVE AVE

PERVIOUS SURFACE



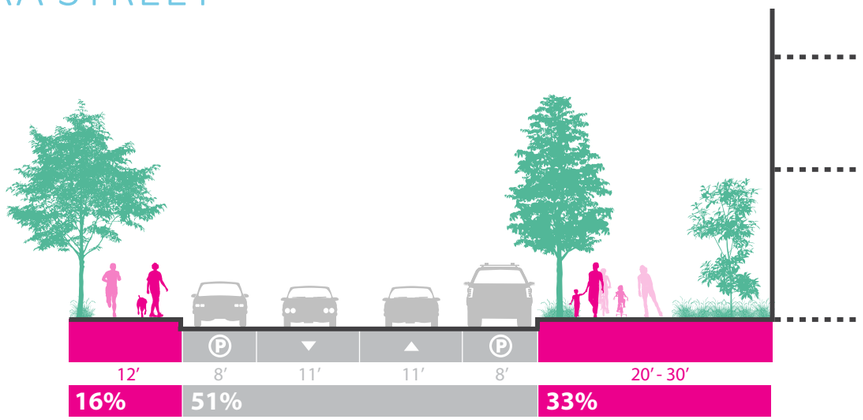
SPACE AND FORM CROSS SECTIONS

The following cross sections display the general existing configurations for each street block. They highlight space allocation between vehicular travel vs space for other modes of travel and amenities.

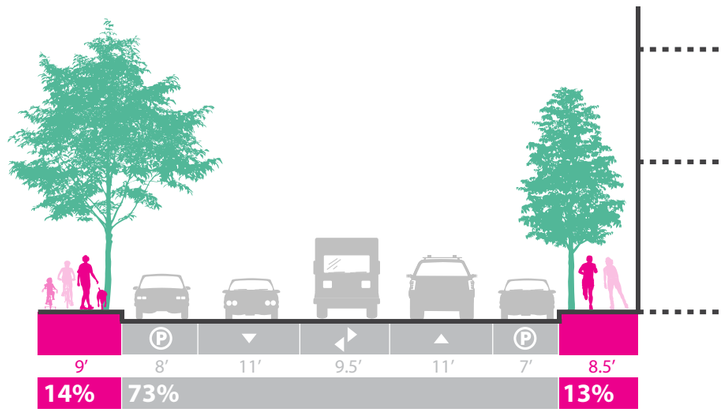


CROSS SECTION KEY FOR DATURA STREET

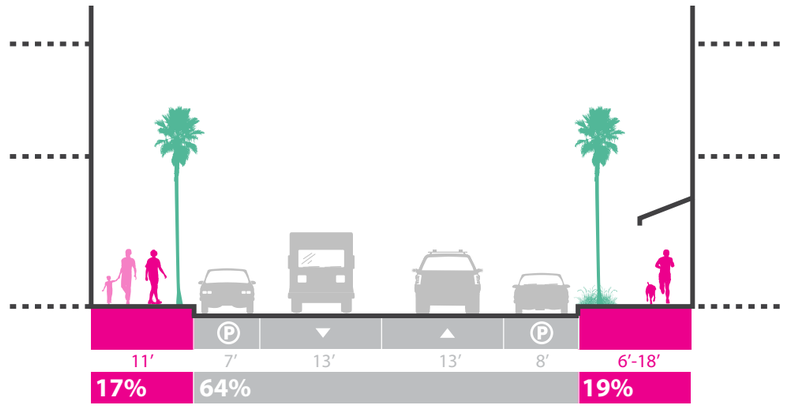
DATURA STREET



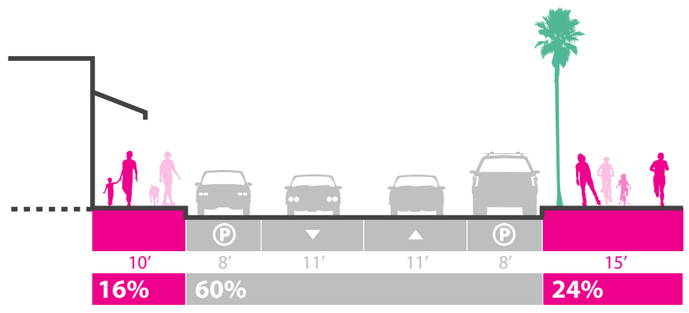
A Quadrille to Dixie



B Dixie to Olive



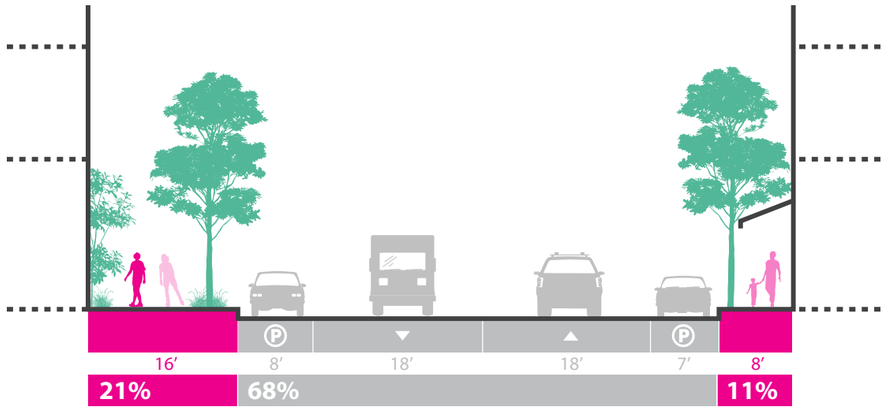
C Olive to Narcissus



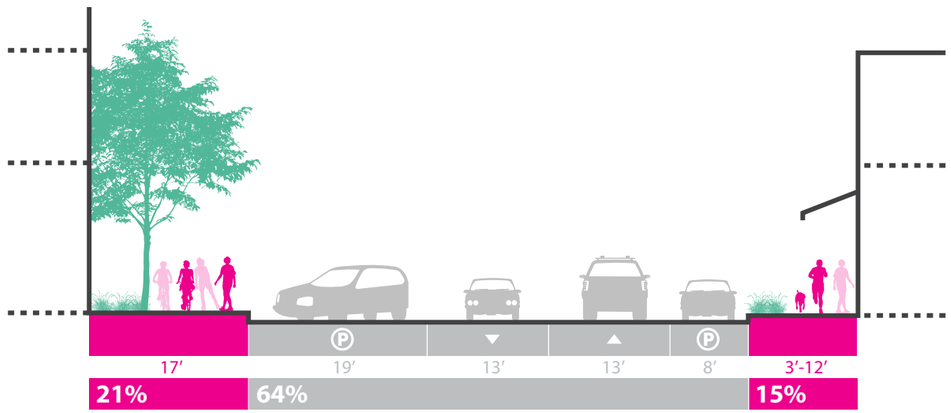
D Narcissus to Flagler

EVERNIA STREET

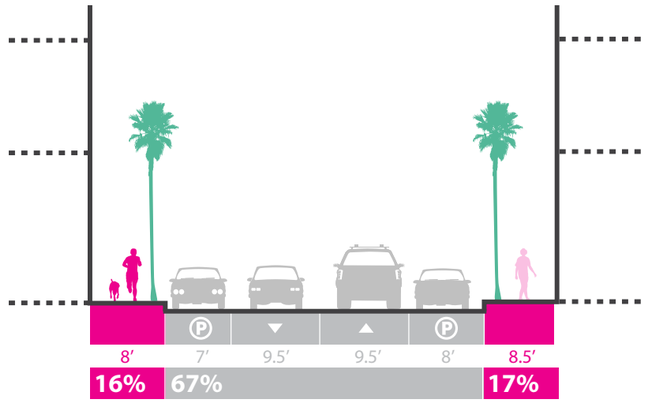
CROSS SECTION KEY FOR EVERNIA STREET



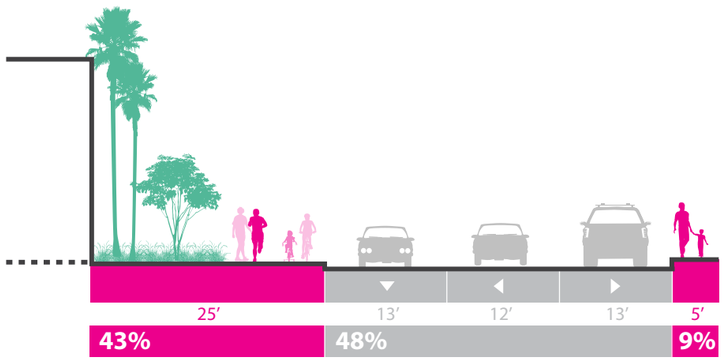
A Quadrille to Dixie



B Dixie to Olive



C Olive to Narcissus



D Narcissus to Flagler

TRAFFIC ANALYSIS

Based on the traffic analysis study conducted for the area, the existing traffic signals along Datura and Evernia Streets at Olive Avenue and Dixie Highway can be removed and replaced with a 4-way stop sign assembly.

The study on which this proposed change is based on was conducted in 2018 to analyze traffic signal warrants at several intersections in Downtown West Palm Beach. The study found that the existing traffic signals at these locations are not warranted and can be replaced by all-way stop traffic control. Additionally, the study recommends replacing the existing traffic signals with all-way stop control at the intersections of Fern Street with Dixie Highway and Olive Avenue.

EVERNIA ST AT DIXIE HWY, FACING WEST

INFRASTRUCTURE CONDITIONS

The redesign of Datura and Evernia provides an opportunity to improve and consolidate existing drainage and utilities. Therefore, to better understand subsurface conditions along the two corridors, the City provided documentation of drainage and geotechnical conditions, as well as a topographical survey of the area.

A review of the preliminary drainage assessment of the two corridors conducted by the City revealed that there are some ponding issues during severe storm events, particularly at the intersections with Dixie Highway and Olive Avenue. Consideration of the size and spacing design of drainage pipes and inlets is recommended at the design stage to enhance the existing drainage system. Additionally, the technical memorandum, which was conducted by the City in August 2019, recommends utilizing green infrastructure tools such as bioswales to mitigate runoff.

Additionally, a geotechnical engineering report was prepared in 2018 to assess pavement and subsurface conditions along Datura and Evernia Streets. Given the cracked condition of the existing asphalt pavement surface, and the condition of the uneven and inconsistent base course material, the report recommends total reconstruction of the two corridors, rather than milling and resurfacing. The report also recommends enhancing the sub course, should the asphalt surface be replaced with concrete pavers, or overlaying the existing asphalt with concrete pavers to be flush with the sidewalks. Both of the latter recommendations would need extensive remediation of existing surfaces.

Finally, the topographical survey provided by the City offered insight into existing grades, curb lines, and utility locations. The opportunity to upgrade utility and subsurface structures, and mitigate existing obstacles of a walkable environment, became evident through the survey review. One benefit that could potentially accelerate the reconstruction of Datura and Evernia Streets is that many of the utilities are consolidated along the alleys, rather than the main streets. This feature can cut down on both coordination and construction cost.

EVERNIA ST, BETWEEN OLIVE AVE AND NARCISSUS AVE

SAFETY

The City and the Palm Beach Transportation Planning Agency (TPA) have taken major strides to create a safer multi-modal network in the county. Using crash data collected by FDOT from 2011-2017, TPA produced a Vision Zero Action Plan that reveals the serious and fatal crashes that have occurred in the county and suggests steps to reduce these occurrences.

Several reports of serious or fatal crashes have occurred along the Datura and Evernia corridors within this time frame. Of the reported crashes, two have been caused by lane departures. One occurred at the at the intersection of Evernia St and Dixie Hwy, and the other at the intersection of Quadrille Blvd and Datura St, which involved a motorcycle. Another serious motorcycle crash occurred at Datura St and Dixie Hwy, and was caused in relation to a left turn movement. Quadrille Blvd has had four pedestrian-involved fatal or serious crashes during this six year period, of which one occurred at the intersection with Evernia St.

In an effort to increase transportation safety in West Palm Beach, the city adopted Vision Zero in 2018. Vision Zero is a network of both regions and cities committed to enhancing safety for all modes of transportation and eliminate traffic-related fatalities and serious injuries by the year 2030. Concerted efforts include:

- Connecting community leaders in the realms of public health, safety, and welfare to create cohesive initiatives to improve safety
- Prioritizing equity and community engagement
- Using tactics to promote safe roadway speeds

In its first year since adopting Vision Zero, West Palm Beach installed over 50 speed humps, invested $1 million dollars in ADA improvements, implemented 10 miles of bicycle facilities, established a city-wide lighting program, upgraded school zones, and implemented two successful yield streets: Clematis St and Rosemary Ave.

MOTORCYCLE-INVOLVED FATAL AND SERIOUS INJURY CRASHES FROM ***PALM BEACH VISION ZERO ACTION PLAN***

COMMITTED DEVELOPMENT

Although the program is still young, West Palm Beach experienced a decrease in traffic deaths from six in 2018 to four in 2019, in addition to decreases in other serious traffic crash statistics and trends as a result of the Vision Zero initiatives that are being coordinated with the TPA's Vision Zero Action Plan.

Potential reconstruction efforts such as the proposed Datura/Evernia streetscape improvements provide an opportunity to re-imagine the safety of streets in West Palm Beach, and utilize the coordination and strategies that Vision Zero aims to implement.

Information provided by Vision Zero Network and the Palm Beach Vision Zero Action Plan (2019).

Based on the review of committed, approved, and "under construction" developments and redevelopments along Datura and Evernia Streets, a senior living facility is currently under construction. The Watermark at West Palm Beach Senior Living Facility (formerly 401 Datura St), is an independent living and memory care facility. Consisting of 100 independent living, 34 assisted living, and 20 memory care units (154 total), the proposed development is located at 445 Datura St, between Quadrille Blvd and Dixie Hwy.

THE WATERMARK AT WEST PALM BEACH VIEWED FROM THE CORNER OF S QUADRILLE BLVD AND DATURA ST

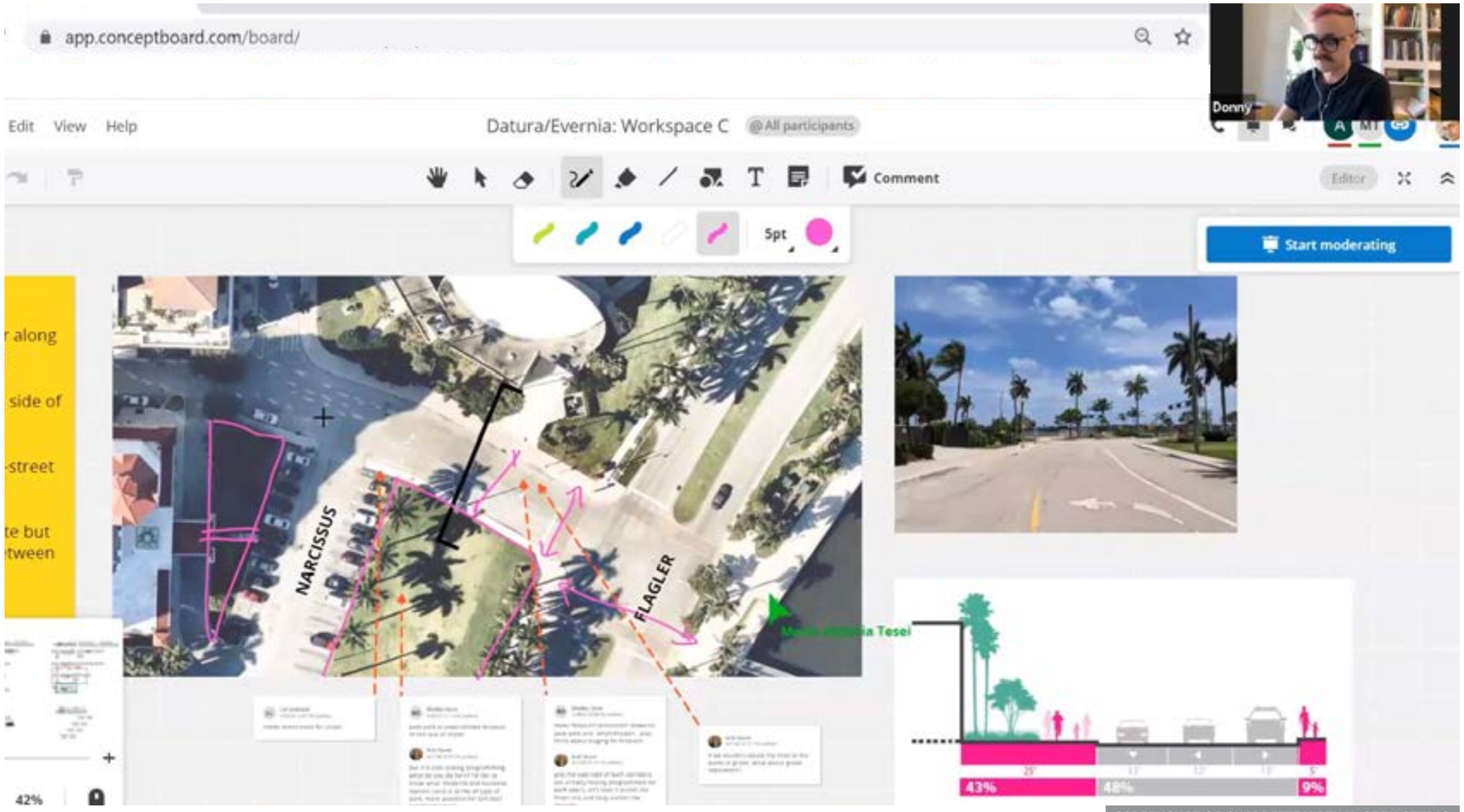
3 CHARRETTE

3 CHARRETTE

When the corridor study commenced in the Fall of 2019, a charrette was proposed as an in-person, multi-day interaction with the project team, stakeholders, and the community. A charrette is traditionally an in-person workshop to gather feedback and quickly develop a variety of design concepts. However, due to the impacts of the COVID-19 pandemic, the project pivoted and came up with an alternative public engagement plan. In-person engagement efforts were exchanged for a virtual, and a remote charrette took place in June, 2020.

The virtual public input process started with an online survey leading up to the charrette to gain an understanding of the community's needs and priorities. Prior to the charrette, the project team held a preliminary stakeholder session with partnering agencies to solicit feedback about their needs and potential opportunities. The virtual charrette took place over the course of four days and held open studios, targeted stakeholder sessions, and public-facing presentations.

The event was live streamed on the project's Facebook Page and later uploaded to the project website.



SCREENSHOT OF CHARRETTE VIRTUAL OPEN STUDIO

ONLINE PUBLIC OPINION

An online survey to solicit public opinion was conducted prior to the charrette. The survey gathered feedback on participants' priorities along Datura and Evernia Streets. A total of 396 survey responses were received. Three quarters of all survey participants live in the City of West Palm Beach, almost 40% of whom live in Downtown. The majority of participants worked in the City, and approximately 8% either owned a business or a property along one of the two corridors. **Survey respondents placed almost equal emphasis on which block along the two corridors should be enhanced.**

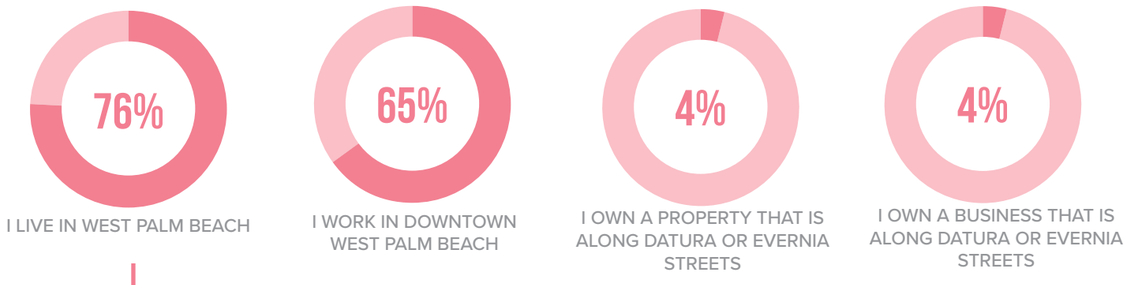
The survey also asked participants to prioritize investment along the two corridors. Five themes were provided as options for these investments:

- Environment, Health, and Climate Comfort
- Economic Development
- Mobility and Accessibility
- Culture and Social Activation
- Art and Installation

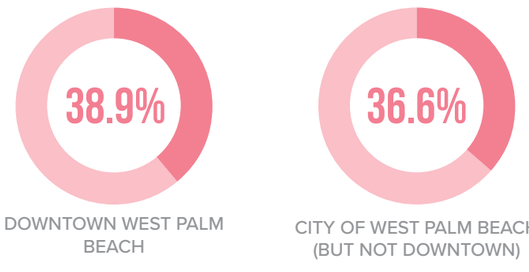
More than a quarter of participants believe the environment, health, and climate comfort should be prioritized for investment, and almost an equal amount voted to prioritize economic development. About 21% of participants placed an emphasis on mobility and accessibility, which encompasses all modes of transportation. Approximately 16% and 13% of people chose cultural amenities and public art, respectively, as investment priorities. This information informed the design team of specific design considerations to focus on while creating conceptual plans during the charrette.

A detailed account of survey responses is provided in Appendix A.

WHAT IS YOUR CONNECTION TO THE STUDY AREA?

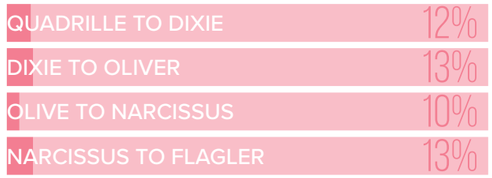


WHERE DO YOU LIVE?



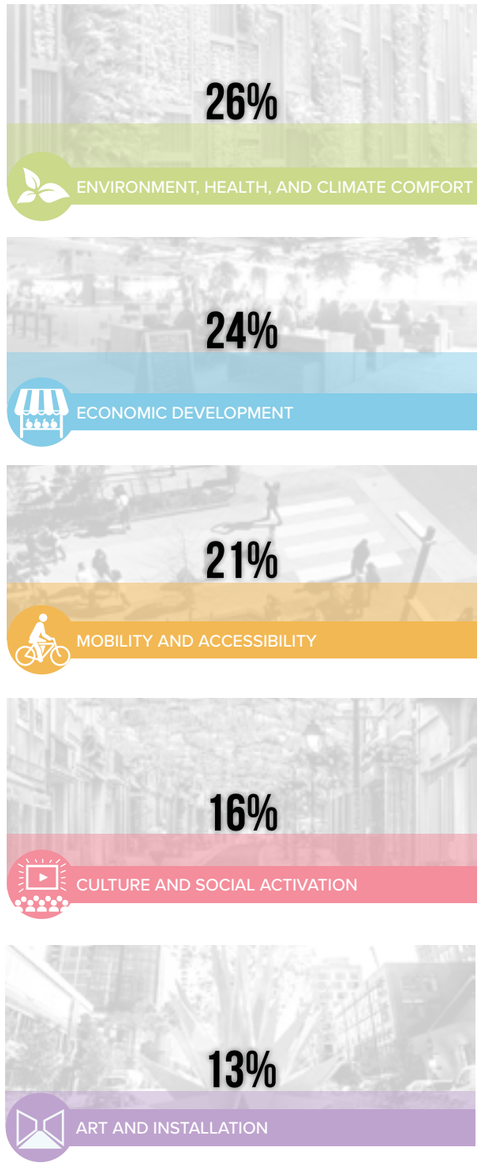
WHAT BLOCKS DO YOU WANT TO INVEST IN?

DATURA



EVERNIA

WHICH IS MOST IMPORTANT TO INVEST IN ALONG THE DATURA AND EVERNIA STREETS?



PRE-CHARRETTE MEETING

On April 29th 2020, City of West Palm Beach staff, Palm Beach Transportation Planning Agency, the consultant team, and invited community stakeholders participated in a project kickoff meeting. **The purpose of this meeting was to introduce the project to community stakeholders and a wider group of City departments**. Discussion and presentations covered:

- The project scope and schedule
- A summary of existing conditions analysis
- A virtual corridor walk with facilitated discussion about Datura and Evernia Streets
- Project next steps

As the first stakeholder meeting for the study, stakeholders shared important information about the context of these two streets within downtown West Palm Beach. A representative from the West Palm Beach Downtown Neighborhood Association relayed that community members are under the impression that the transformation of Clematis Street is expected to be implemented elsewhere in Downtown, such as on Datura and Evernia. Should the final design deviate from these expectations, reasons for the change should be clearly communicated.

During the meeting, the group discussed the increasing need for a multi-modal transportation network. The conversation produced ideas to contribute to this, such as:

- Curbless streets
- Shared bike/ped use
- Ped/scooter combo facility
- Pedestrian-scale lighting
- Bike share facilities
- Enhancing midblock crosswalks
- Narrowing through-traffic lanes
- Removing center turn lane

DATURA ST

Focusing on the Datura corridor specifically, stakeholders communicated that the street primarily provides access to residential homes, deliveries, and events. The existing alleys are also important to consider for circulation, and activating them will enhance the pedestrian network. Each block was discussed individually, and the following includes a summary for each conversation:

Datura between Quadrille and Dixie
This block is characterized as the more residential section of the street. The Watermark at West Palm Beach is a new assisted living development that will be located across from Broadstone. Street frontage for The Watermark at West Palm Beach will include shade trees and a drop off area.

Datura between Dixie and Olive
This block transitions into more commercial and office uses, however, stakeholders described it as more office-centric akin to a financial district. Improving bike and pedestrian facilities along this block should be the priority, as people are currently biking on the sidewalk. While the need for on-street parking has been observed at times, the group discussed the possibility of removing the parking space to allow for more pedestrian and bike use.

Datura between Olive and Narcissus
Wide lanes exist on this block (13 feet) which presents an opportunity to use that extra space for bike/ped facilities, such as a shared use path. While pedestrians get shade from the surrounding buildings, it is generally not a great walking environment. Since all utilities are underground along this block, the lack of utility clutter allows for innovative lighting and installations, including string lighting tied to the building structures, which would also provide shade. Since there is a parking garage along half of the block, removing parking on the north side of the street may be feasible. The garage frontage may be able to accommodate art or a green wall of plants.

Datura between Narcissus and Flagler
This block was determined to be the most important block of Datura Street. There is high pedestrian activity, yet the layout is currently lacking in terms of character and comfortable bike and pedestrian amenities. Suggestions included treating this block as a festival street, as well as adding assets such as shade trees and loading zones. Another suggestion involved converting this block into a one-way street for better circulation and event management. As an alternative, the stakeholders discussed keeping the street two-way, but removing some of the on-street parking. Finally, the group discussed various options for relocating the main entrance of the Meyer Amphitheater so that the venue better interacts with the rest of the street and its functions.

DATURA BETWEEN NARCISSUS AND FLAGLER

EVERNIA ST

In general, Evernia St connects to several residential buildings that have their own parking lots or decks, and the need for on-street parking is open for discussion. For places like The Strand, delivery and curb access is important to maintain.

Evernia between Quadrille and Dixie
This block stands out among others for its wide travel lanes, of which the group agreed can be narrowed. The north side of the street has recently been improved, but the south side has an opportunity to have wider sidewalks and more public space between the curb and building. The mature trees on this side of the street are valued, especially for their shade, and effort should be made to retain them.

Evernia between Dixie and Olive
Narrowing the travel lanes was also a large topic of conversation for this block. This decision would create space for sidewalks, additional streetscape improvements, or a linear building between the parking garage and the sidewalk, which is a different approach to activating the street.

In general, the south sidewalk and parklets near the intersection with Dixie Highway can be improved upon for both motorists and pedestrians.

Evernia between Olive and Narcissus
Generally, the sidewalks along this block are narrow and should be widened. Due to the width of the street, removing on-street parking or creating a one-way street to gain sidewalk space should be considered. Decisions about ROW priority may be a challenge, and loading/delivery is of the utmost concern.

Evernia between Narcissus and Flagler
The idea of a flexible street is important for this block. The space should function for both everyday use, and special events. People don't use Post Park regularly because of the lack of shade, and shade is lacking on the street as well. Potential short-term change is to remove the eastbound dedicated left turn lane, narrow travel lanes, and add on-street parking to create a buffer between the sidewalk and the roadway.

EVERNIA BETWEEN QUADRILLE AND DIXIE

CHARRETTE APPROACH

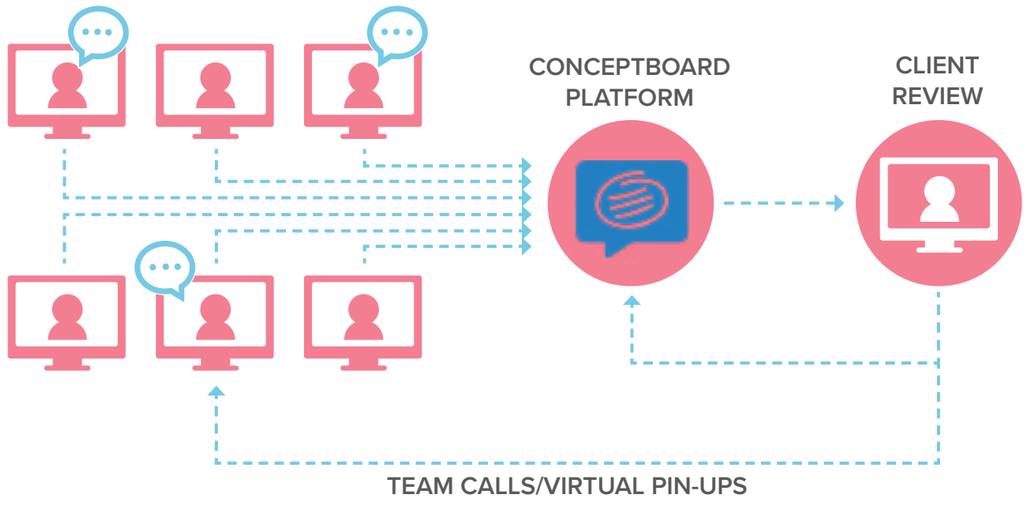
Planning for a virtual charrette required an innovative approach to engagement. The resulting strategy included the addition of a project website and a preliminary virtual stakeholder session, both of which launched prior to the multi-day charrette.

The project team hosted a virtual workshop to get partner agencies and City staff acquainted with the project and its intent. These stakeholders provided feedback that helped prepare for the charrette the following week. Virtual breakout sessions were held to get focused input from stakeholders.

The project website serves as a one-stop shop for information and updates on the project, and houses the public opinion survey that was opened a few weeks prior to the charrette. Additionally, the website's contact page allows community members to submit questions or comments throughout the life of the project.

In addition to these tools, the charrette would include the same components as an in-person charrette:

- **Stakeholder sessions**: progress meetings specifically for stakeholders
- **Open studios**: blocks of drop-in time open to the public to observe progress and provide feedback
- **End of day progress meetings**
- **Final presentation**



	Monday 6/1/20	Tuesday 6/2/20	Wednesday 6/3/20	Thursday 6/4/20
10:00 a.m.		Stakeholder Meeting #2 Neighborhood Stakeholders		
11:00 a.m.	Virtual Open Studio - Day 1 - Morning (Public Zoom Meeting + Facebook Live)	Virtual Open Studio - Day 2 - Morning (Public Zoom Meeting + Facebook Live)	Virtual Open Studio - Day 3 - Morning (Public Zoom Meeting + Facebook Live)	
12:00 p.m.				
1:00 p.m.	Stakeholder Meeting #1 Business Community	Stakeholder Meeting #3 Agencies and Departments		
2:00 p.m.	Virtual Open Studio - Day 1 - Afternoon (Public Zoom Meeting + Facebook Live)	Virtual Open Studio - Day 2 - Afternoon (Public Zoom Meeting + Facebook Live)	Virtual Open Studio - Day 3 - Afternoon (Public Zoom Meeting + Facebook Live)	
3:00 p.m.				
4:00 p.m.				
5:00 p.m.	Virtual Open House - Day 1 (Public Zoom Meeting + Facebook Live)	Virtual Open House - Day 2 (Public Zoom Meeting + Facebook Live)	Virtual Open House - Day 3 (Public Zoom Meeting + Facebook Live)	Work-In-Progress Presentation (Public Zoom Meeting + Facebook Live)

CHARRETTE SCHEDULE

VIRTUAL CHARRETTE SCHEDULE

The charrette was held the week of June 1, 2020 and scheduled as a 4-day event to allow for the natural design progression that takes place during an in-person charrette. The first day began with a virtual, public-facing studio session that allowed the community an opportunity to observe the project team preparing three corridor scenarios in real-time. A stakeholder session with members of the business community along the two corridors also took place. Another public-facing studio session took place in the afternoon. The day culminated with a virtual “open house” meeting that featured in-progress work done by the project team.

The schedule for the second charrette day mimicked the first one to gather additional stakeholder input, and the third charrette day focused on further developing the scenarios. On the last day of the charrette, the project team worked on finalizing the three scenarios as a direct result of community and stakeholder input. Similar to a typical charrette, testing options, drafting cross sections and plan views, and developing preliminary renderings helped craft these three alternatives. The collective work done during the charrette was presented on that last day, where the team went through the project themes, detailed the three developed scenarios, and outlined next steps.

CHARRETTE STAKEHOLDER MEETINGS

The stakeholder meetings that took place during the first half of the charrette aimed to gather the insight of community leaders in order to generate design ideas that reflected community interests. These meetings brought together leaders that were present for the pre-charrette stakeholder meeting as well as new participants.

DAY ONE

On day one, the project team met with business leaders of the community. These representatives shared detailed information on how this project impacts their businesses, what they are hoping to see, and their perspective of the challenges. The Brightline, for instance, was a major topic for the group. Many stakeholders said it is a major asset for their business and that they would like to see greater connectivity to it. Particularly, they would like to see direct access between either side of W Datura Street and E Datura Street, through the station.

Stakeholders described additional specifics about what they want to see in the corridor. Many relayed parking concerns, but also shared their desire for wider sidewalks, bike facilities, and increased wayfinding. An increase of active office spaces along the street level was also mentioned, as well as more access to shade.

The meeting helped the team understand current construction activities of businesses along the corridor, but also gave insight to the challenges that occur during construction. The stakeholders shared their concerns about circulation and ease of access of the area when the final design will be implemented. Ensuring that circulation is not interrupted, and that it will ultimately be improved, is very important to these leaders. Staging must be thoughtfully considered in both the design and implementation process.

CLEMATIS STREET UNDER CONSTRUCTION

DAY TWO

The second day of the charrette held two stakeholder meetings: one for neighborhood stakeholders, and the other for agencies and departments.

The neighborhood stakeholders meeting included residents of the corridors, including representatives of large residential communities, such as The Strand. These stakeholders voiced concerns about what residents are hoping to see along the corridors, current problems, and changes they would like to avoid.

Representatives talked about the need for focusing on daily life. Residents would like to see wider sidewalks, particularly near Narcissus, more shade trees, and less vehicular traffic. However, there are operational concerns about losing too much parking that is important for deliveries. There was also discussion about converting the streets to one-way directional, and how that would affect daily and event operation. By the end of the conversation, the representatives were open to the idea of converting the streets to one-way, as long as operations are maintained or improved upon.

The last stakeholder meeting of the charrette was held with city departments, including fire and police. At this point in the design week, the project team was able to present the stakeholders with simple graphics portraying initial design ideas.

A top priority determined by stakeholders was activation and engagement from the community. They wanted to ensure that all unactivated space was being considered in the design of the corridors. The conversation was also oriented around the concept of curbless streets. Most of the stakeholders were in agreement that the curbless streets would be beneficial, but were divided on their position about the role of separated bike or micromobility facilities, and if they are necessary. This group wants to see spaces designed for all ages, and like the other stakeholder groups, a design that balances everyday use with special use.

DELIVERY DROP-OFF IN FRONT OF THE STRAND

DESIGN CONCEPTS

Taking into account stakeholder and community feedback, the project team devised three corridor scenarios for Datura and Evernia. **These scenarios represent a range of transformation options, from more tactical design options to full redesign.** The differences between the designs is largely based on the amount of reallocated vehicle-only space to be used for other modes of transportation.

The conceptual scenarios created for the for corridors are as such:

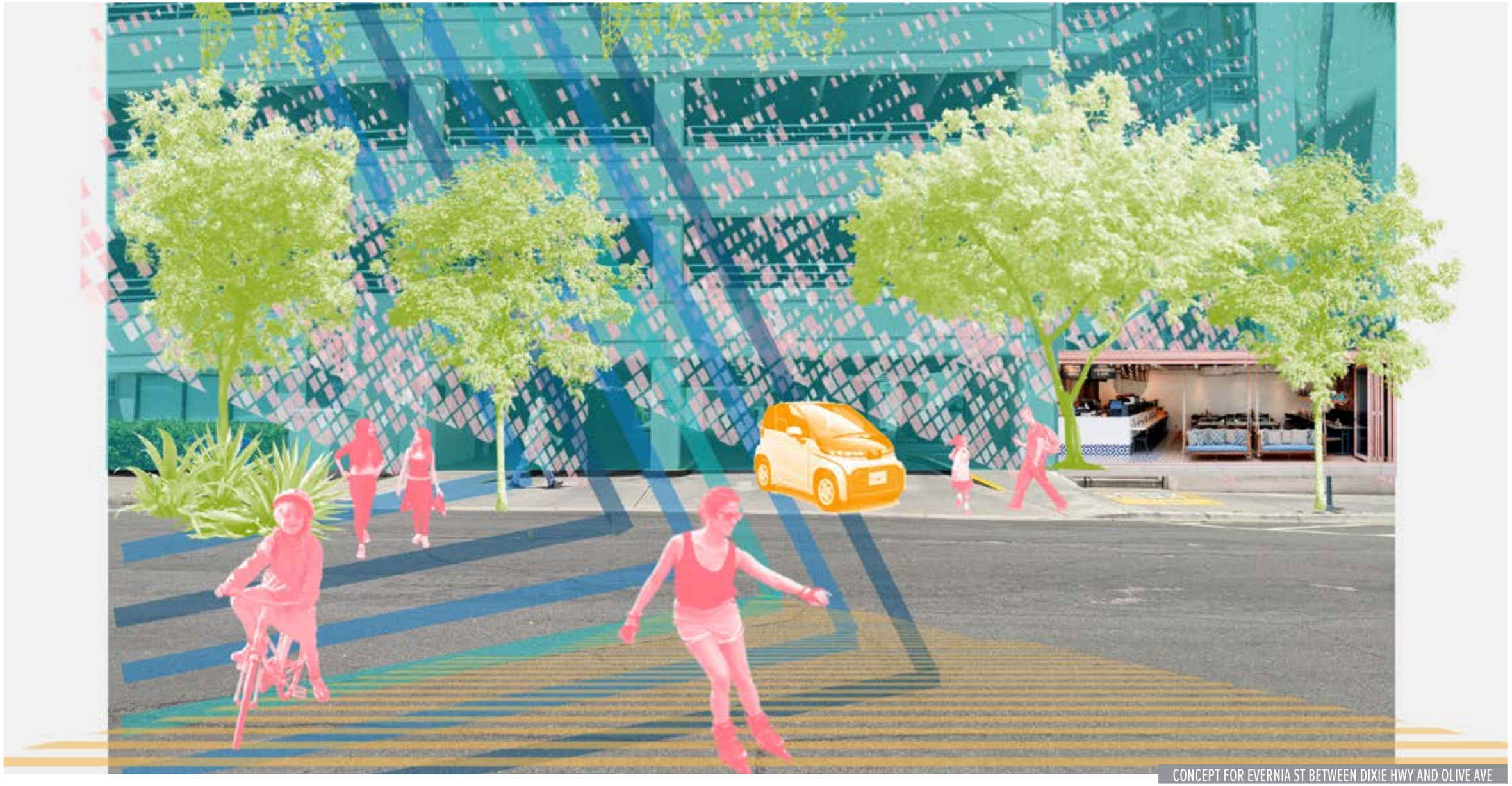
- **Scenario 1: Quick Build** imagines the two streets with low but quick investments and temporary design elements added to the two-way streets.
- **Scenario 2: Shared Streets** envisions more moderate investment in which the widths of the two-way streets are minimized and activity is integrated into the streetscape
- **Scenario 3: One-Way Parkway** presents an option that changes the vehicular systems of the streets by introducing one-way lanes, and uses the new space to incorporate a linear park system.

SCENARIO 3 CONCEPT OF EVERNIA ST FROM NARCISSUS AVE TO FLAGLER DR

The scenarios all incorporate unique elements, but they also commonly integrate shade structures, flexible spaces (flex space), green stormwater infrastructure (GSI), modular infrastructure, surface lot alternatives, and raised crossings. See page 78 for more information about these common themes. Proposed cross sections for each scenario can be found in Appendix B, and comparison charts for each scenario can be found on page 82.

A benefit of the virtual charrette process is the unique conceptual graphics that were created. Photo-simulations were done collaboratively through Conceptboard, which resulted in lively, collage-like renderings for the concepts.

SCENARIO 1: QUICK-BUILD



CONCEPT FOR EVERNIA ST BETWEEN DIXIE HWY AND OLIVE AVE

SCENARIO 1: QUICK-BUILD

The objective behind this quick-build scenario is to explore ways in which the Datura and Evernia Street corridors could be transformed and activated without major infrastructure changes. This includes keeping the existing curbs in place and retaining the majority of on-street parking.

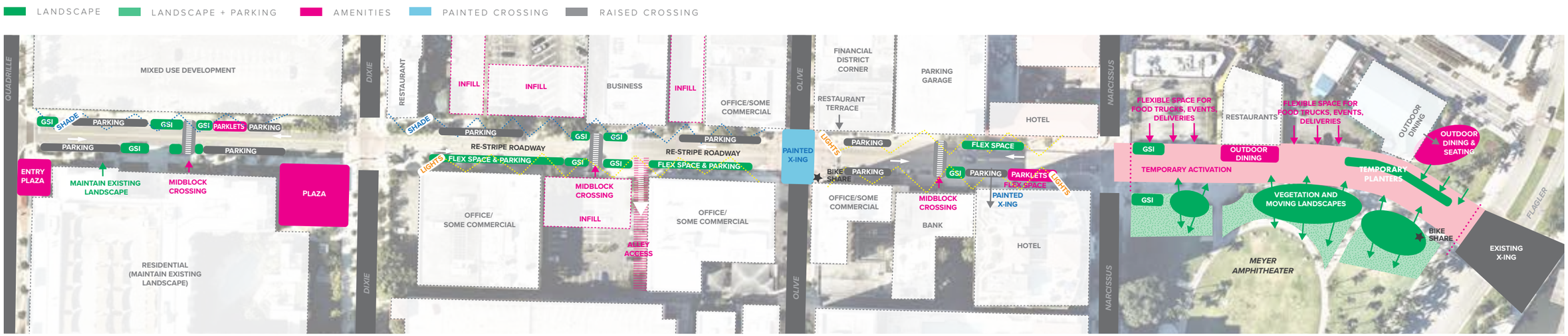
Defining features of this scenario include:

- **Temporary infrastructure** that extends the boundaries of the pedestrian zone
- **Painted crossings** to reduce conflict and add color to pavement
- **Flexibility** due to design-life

Quick-build design incorporates elements in to the streetscape that can be temporary, low-cost, and of course, faster to build than more permanent infrastructure, such as curbs and drainage infrastructure. Examples of these interventions are parklets, painted crossings, and movable furniture. These design elements can increase the width of the pedestrian-sphere, making space for larger walkways, benches, and other public amenities. Additionally, these features can provide traffic calming, opportunities for local artists to display their work, and expanded building frontage for the community to engage with.

Implementing quick and cost-effective strategies allows residents and visitors to see immediate results, thus providing immediate feedback. This scenario can be used as phase one for planning the corridors by testing out longer term ideas, such as those seen in the other two scenarios.

CONCEPT FOR DATURA ST, LOOKING WEST TO QUADRILLE BLVD



DATURA STREET - SCENARIO 1

TEMPORARY INFRASTRUCTURE

The main tactic used in scenario 1 is temporary infrastructure. Temporary infrastructure describes features included in the streetscape that can be quick-build/ quick-remove, or wear away over time. Temporary infrastructure can be compared to a toolkit of many tactics. Parklets, movable seating, surface paint, and planters are all different elements that can be added to the streetscape to enhance its form and function. These features are typically low-investment, but provide a great amount of flexibility.

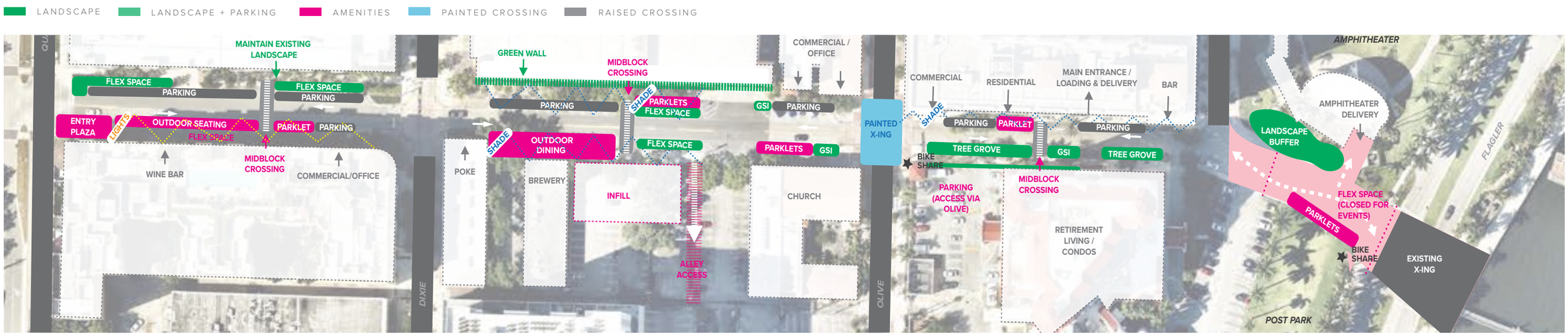
The conceptual plan proposes several parklets, a streetscape feature that has grown in popularity over the years. They are named for their ability to create a mini-park within the dimensions of a parking space. Parklets are designed to fit on top of retrofitted parking spaces and fit seamlessly against an existing curb, expanding the width of a sidewalk. The programming of parklets can activate a streetscape by providing amenities such as cafe seating, art installations, and space for plantings. Parklets can be selectively sited within the corridor and located adjacent from businesses and community partners that will utilize the spaces. Community partners can adopt a parklet as a way to instill a sense of pride and ownership in the streetscape.

Painted crossings are another example of temporary infrastructure. They can be an inexpensive way to add color and increase the safety of multi-modal intersections. This scenario proposes painted crossings at the intersections with Dixie Hwy, Olive Ave, and Narcissus Ave. They are also proposed at locations in which a parking garage driveway crosses over the sidewalk.

The visibility of these locations can increase awareness for motorists, pedestrians, and cyclists. Much like the parklets, the design of these areas can be a collaborative process with input from the community, and potentially work towards a cohesive artistic theme for the corridors.

OURCADIA PARKLET BY OGRYDZIAK PRILLINGER

CITY OF FORT LAUDERDALE



EVERNIA STREET - SCENARIO 1

SCENARIO 2: SHARED STREETS

CONCEPT FOR DATURA ST BETWEEN QUADRILLE BLVD AND DIXIE HWY

SCENARIO 2: SHARED STREETS

The overall focus of this scenario 2 is to transform the roadway into a shared street. This scenario concept either physically, or perceptively, eliminates curbs from the roadway, but maintains two-way traffic on both streets.

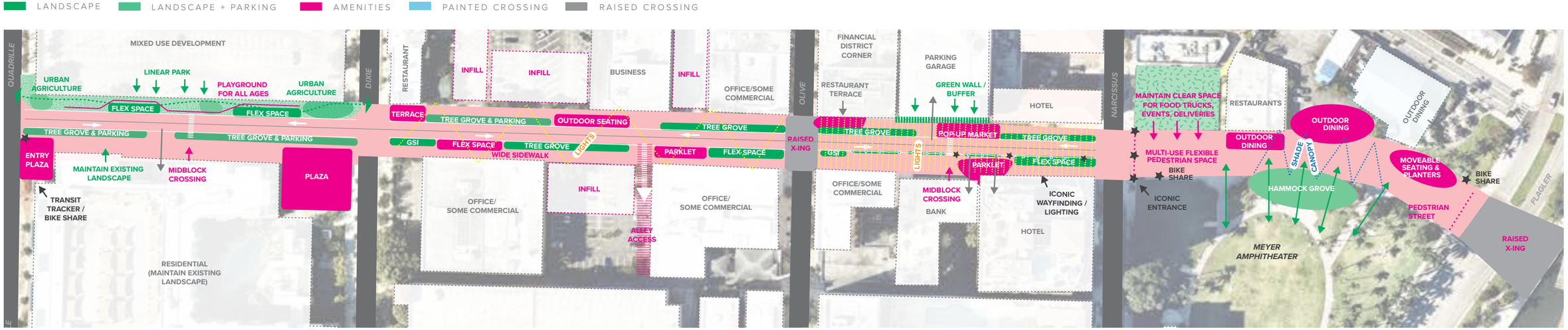
Defining features of this scenario include:

- **Multi-modal zones**, which fully connect and enhance all transportation options
- **Variety**, that allows each block to reflect its unique character
- **All ages and abilities design,** to meet the needs of the whole community

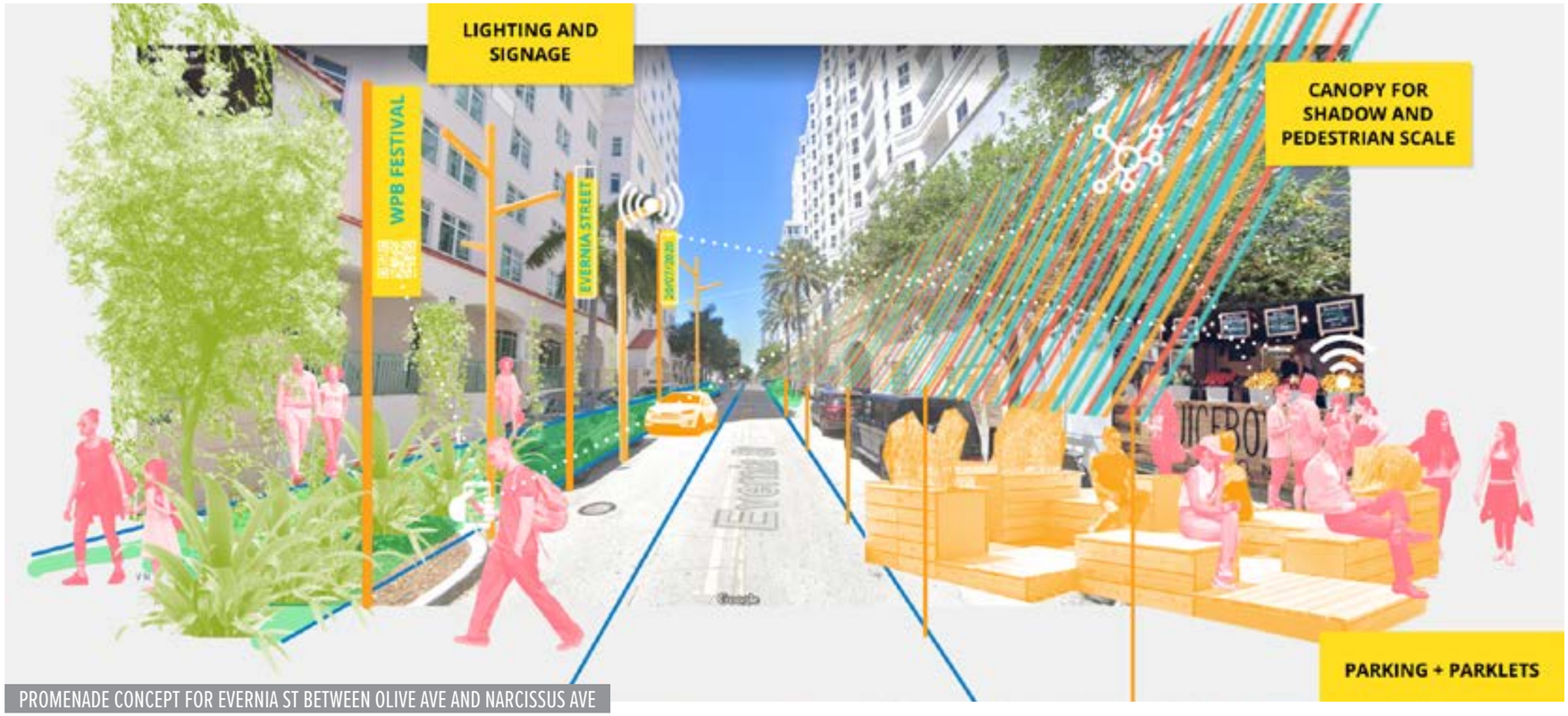
A shared street, or yield street, is a rather informal street by nature, that encourages engagement with the streetscape and the buildings among it. A successful shared street prioritizes active mobility; It provides space for low-speed vehicular traffic, but accommodates bikes and continuous crossing patterns of pedestrians. Built examples of shared streets that have successfully implemented a curb-less design include Clematis Street and Rosemary Avenue, both just a few blocks from the corridors. These streets prioritize the pedestrian experience. As a testament to this, Clematis Street received the People's Choice Award at the Safe Streets Summit in 2019. Opening up the street in this inclusive way also provides the opportunity for branding, impressive gateway gestures, and a festival-like street atmosphere.

Other innovative ideas for this concept include incorporating urban agriculture into proposed park spaces and programming newly created nodes for all ages and abilities. All ages and abilities streets consider accessibility and comfort at the forefront of redesign decisions, and removes any barriers to access.

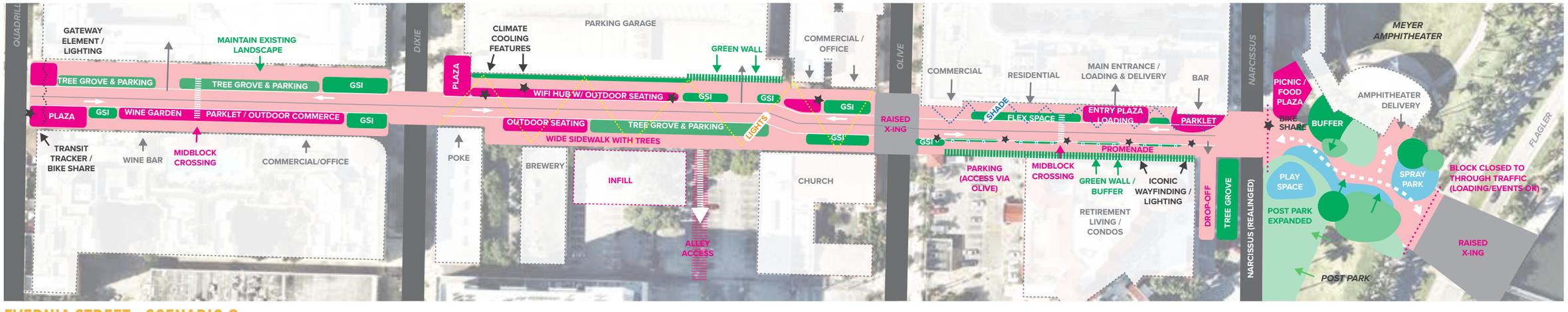
CONCEPT FOR DATURA ST BETWEEN OLIVE AVE AND NARCISSUS AVE



DATURA STREET - SCENARIO 2



PROMENADE CONCEPT FOR EVERNIA ST BETWEEN OLIVE AVE AND NARCISSUS AVE



EVERNIA STREET - SCENARIO 2

MULTIMODAL ZONES

In keeping with a shared streets concept, this scenario breaks down mobility boundaries. The proposed promenade displays an example of a mobility hub where different modes function together. This scenario displays how rideshare pick up locations, bike share parking, and transit tracking technologies all play a role to form a more complete multimodal system.

SCENARIO 3: ONE-WAY PARKWAYS

CONCEPT FOR EVERNIA ST BETWEEN DIXIE HWY AND OLIVE AVE

SCENARIO 3: ONE-WAY PARKWAYS

The third proposed concept modifies both streets from two-way to one-way traffic, with Datura providing an eastbound lane and Evernia providing a westbound lane. By doing so, a large amount of space opens up in the corridors. This reclaimed space can take on many forms, but scenario 3 proposes to create a linear park.

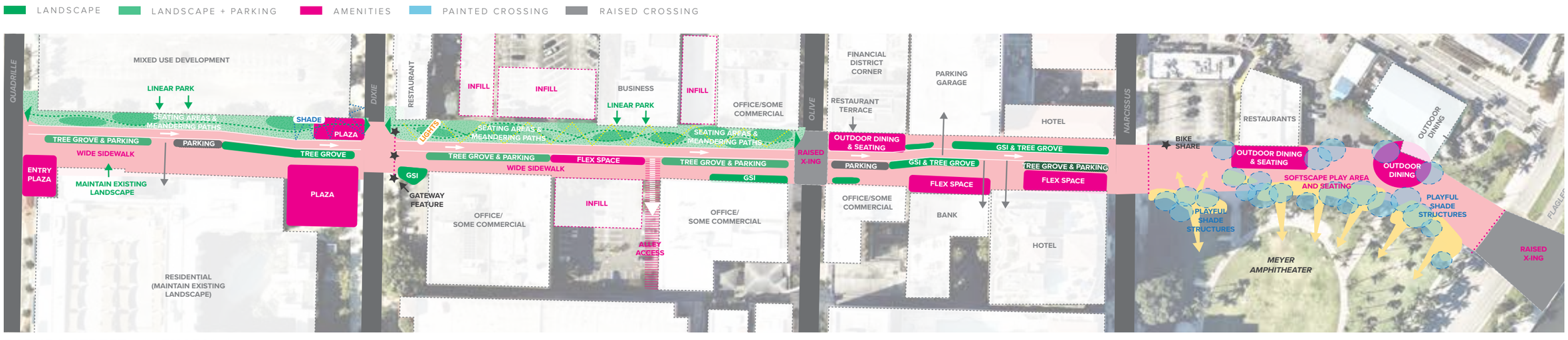
Defining features of this scenario include:

- **One-way lanes**, encouraging a slow street that is used more for active mobility
- **Linear park**, utilizing reclaimed roadway space to create a park-like atmosphere within the corridors
- **Updated amenities,** a benefit to redesigning and refreshing the streetscape

The one-way travel lane provides an opportunity to re-imagine the alignment of the roadway. The concept portrays the lane making slight curves throughout the corridor, encouraging vehicles to maintain slow speeds. The scenario also imagines that the travel lane is lined with trees. These measures will not only increase the comfort of pedestrians, but all other active modes on the street, including bicyclists and scooterists.

Incorporating a one-way, one-lane configuration opens up a large amount of space that can be reallocated from vehicles to residents, visitors, and businesses. This space can be designed to incorporate wide sidewalks, large trees, and program major events.

CONCEPT FOR DATURA ST BETWEEN NARCISSUS AVE AND FLAGLER DR



DATURA STREET - SCENARIO 3

LINEAR PARK CONCEPT FOR DATURA ST BETWEEN DIXIE HWY AND OLIVE AVE

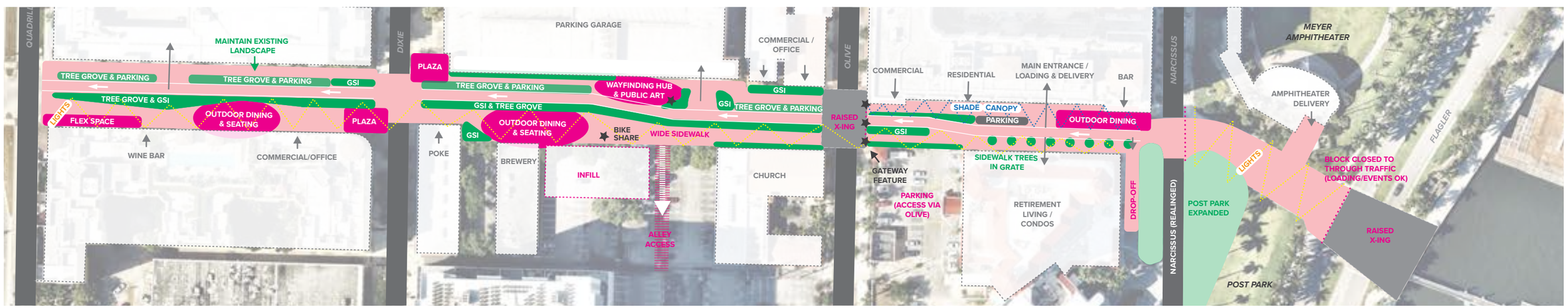
LINEAR PARKS

Incorporating a linear park into the corridors' streetscape is one way to envision how the additional space gained by the proposed roadway configuration can be used.

Parks are a great asset for urban areas; they create spaces for people to enjoy, connect people to nature, and provide a habitat for wildlife and pollinators to thrive. Linear parks, however, can provide even more benefits. The elongated nature of these parks tend to connect to other natural systems, creating a bridge for wildlife, plants, and pollinators to thrive. Much like wildlife, people are also attracted to these kinds of systems - especially when they link together. The close proximity to Meyer Amphitheater, Post Park, Flagler Park, and the Waterfront can provide a natural progression to and from these green areas that keep people active and engaged.

In some areas, the park may be more passive, with benches and meandering paths through the landscapes. In other areas, the park may be more active, with spaces for interactive art, climbable infrastructure, and cafe seating for adjacent businesses.

LANDSCAPE | LANDSCAPE + PARKING | AMENITIES | PAINTED CROSSING | RAISED CROSSING



EVERNIA STREET - SCENARIO 3

COMMON THEMES

Several themes emerged amongst the three scenarios. Each scenario adopted some version of the following design elements, which speaks to the value that they can provide for the Datura and Evernia Street corridors.

MODULAR INFRASTRUCTURE

LAWN ON D, PHOTO COURTESY OF DINA RUDICK

Modular infrastructure can greatly increase the corridors' capacity for programming. These amenities can be anything that changes the form and function of a space, but has the ability to be moved around. It can also mean that the individual pieces work together to form different combinations, resulting in a dynamic, adaptable, and engaging landscape. Modular streetscape elements include planters, carts, lightweight furniture, or even landscapes forms.

IZABELA BOLOZ FURNITURE, PHOTO COURTESY OF KATIE TREGGIDEN

FLEXIBLE (FLEX) SPACES

Each scenario proposes pockets of flex spaces throughout the corridors. These areas can serve multiple functions, depending on how the space is programmed. With the use of modular infrastructure, the space can change from being an open space for foot traffic, to a play zone, art installation, or cafe seating.

BERN, SWEDEN, PHOTO COURTESY OF THE WANDERING BUDDHA

SHADE STRUCTURES

Shade is a necessary addition to streetscapes, particularly during a hot coastal summer. While some trees can provide plenty of shade, there are other creative ways to provide this amenity. Shade canopies can not only be an aesthetically pleasing feature, but they may have the flexibility to be moved or taken down when needed. There are many cities that use shade canopies to cover entire streetscapes in the effort to block out harsh rays. Other shade structures can be more rigid, and double as art installations.

ETH ZURICH + URBAN THINK TANK

SURFACE PARKING LOT ALTERNATIVES

The proposed scenarios include several locations for potential surface parking lot infill. Infill could suggest redesigning the space to accommodate a new building, parking deck, or an outdoor public space with amenities. Activating these spaces can create a continuous urban fabric, enhance the experience of the corridor, and provide additional value that encourages people to spend more time in the corridor. These spaces can also serve as nodes of activity or gathering spaces on a regular or scheduled basis. If surface parking needs to be retained, implementing pervious pavers is one technique that brings added value and programming options to a paved space.

GREEN WALLS

Green walls, or “living walls” are typically building facade installations that incorporate living plants. These installations typically hold plants in pots, but they appear to be growing off the side of a building. Planting patterns can be as unique as a mural of artwork. Vines may also grow up guy wires for a similar wall effect. Green walls have a benefit of aesthetics, but they can also capture rainwater and reduce the runoff for a site. Although they do not provide enough capacity to manage major stormwater issues, they can alleviate some of the issues surrounding impervious surfaces, such as asphalt. Green walls can also help mitigate the urban heat island effect.

PHOTO COURTESY OF WERF

CAIXAFORUM MUSEUM, MADRID

GREEN STORMWATER INFRASTRUCTURE (GSI)

Several of the ideas proposed, such as pervious pavers and in some cases, green walls, can contribute to the techniques and practices associated with green stormwater infrastructure (GSI). Unlike traditional stormwater infrastructure, or “grey infrastructure”, GSI focuses on reducing the amount of water that may even up in a traditional enclosed stormwater system. These techniques strive to capture runoff from a rain event, and return it back to the soil for our natural systems to process. Forms of GSI include rain gardens, pervious pavement, and curb cuts into planting beds.

PHOTO COURTESY OF THE CITY OF PORTLAND

RAISED CROSSINGS

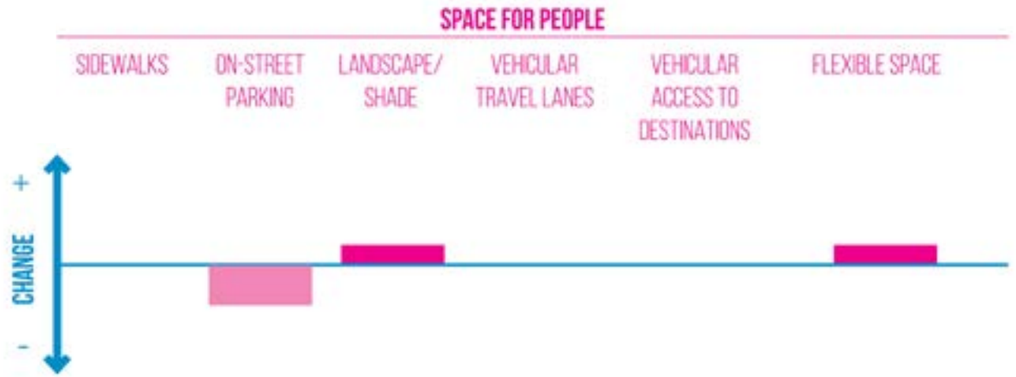
Raised crossings are included in all of the scenario concepts because they are highly effective in slowing down traffic and increasing safety. Allowing a crossing to maintain the height of the curb acts as a speed table for vehicles and allows pedestrians to maintain grade, which achieves ADA accessibility goals. In addition, implementing raised crossings at street intersections, such as Dixie Hwy or Olive Ave, could help improve existing instances of ponding after rain events.

RAISED CROSSING IN DOWNTOWN WEST PALM BEACH

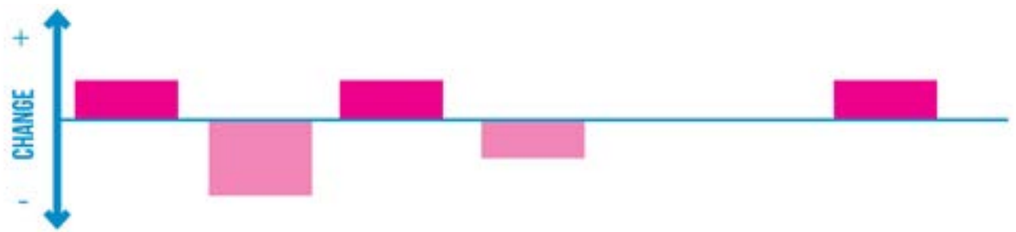
SCENARIO COMPARISON

There are many considerations to take into account for the three scenarios. In an effort to synthesize these considerations, benefits, trade-offs, and a space allocation analyses were compared for each scenario. **All of the scenarios require on-going community buy-in and support to ensure the corridors' success.**

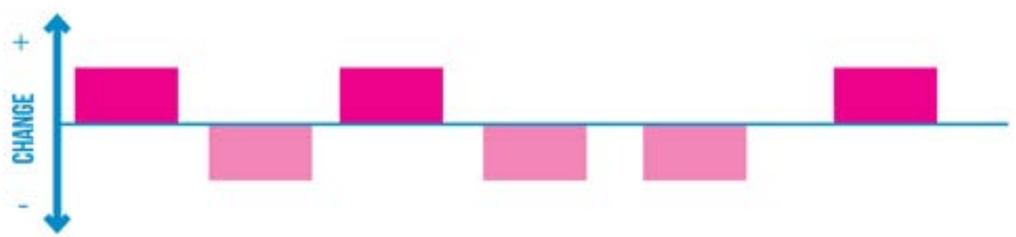
SCENARIO 1: QUICK-BUILD



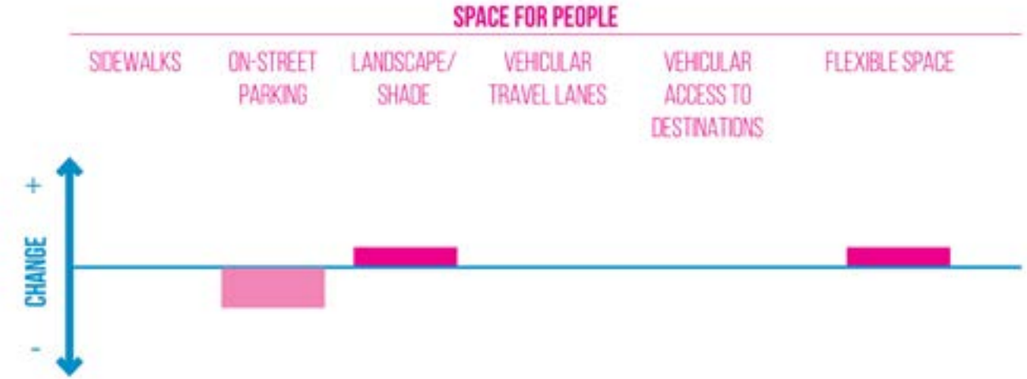
SCENARIO 2: SHARED



SCENARIO 3: ONE-WAY PARKWAYS



SCENARIO 1 SPACE ALLOCATION



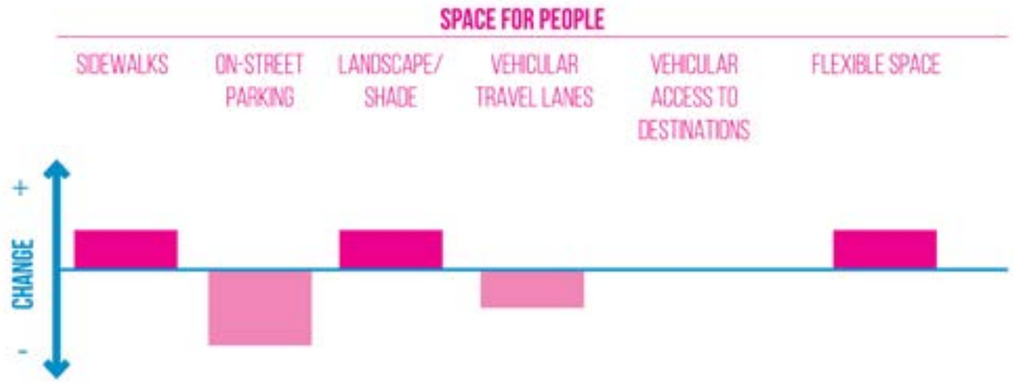
SCENARIO 1 BENEFITS

+ Option for progressive implementation over time
+ Temporary solutions can be replaced by permanent solutions if successful
+ Low cost of intervention
+ Allows flexibility and adaptability to changing needs and circumstances
+ Possible to test different solutions in different locations
+ Can be implemented in close collaboration with local business owners and local associations
+ Provides a grade-separated space for vehicles

SCENARIO 1 TRADE-OFFS

- Limited potential of intervention
- Cars remain very present in the urban landscape
- Success is dependent on the following external factors:
  - An activated ground floor of adjacent buildings
  - Partnerships with business owners
  - Proactive and on-going community engagement
  - Reprogramming surrounding public spaces

SCENARIO 2 SPACE ALLOCATION



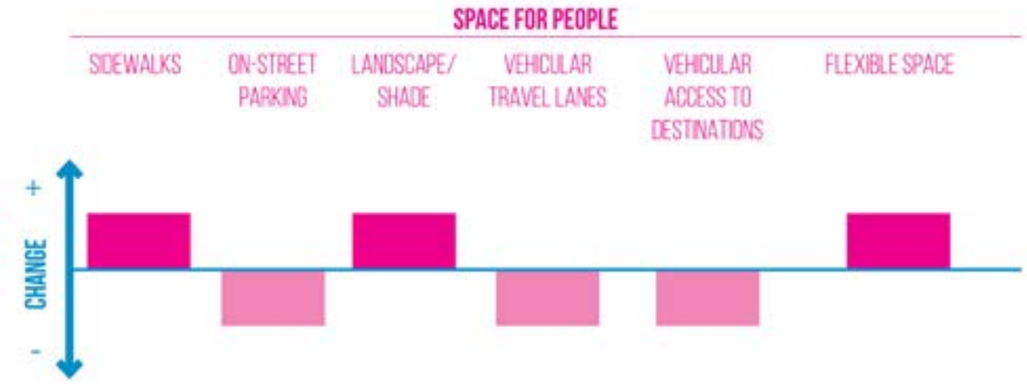
SCENARIO 2 BENEFITS

+ Creates streets that can be closed to traffic for special events
+ Removes the street as a barrier to accessing the waterfront or parks
+ Creates vibrant places from building to building, spurring economic development
+ Shared streets without curbs are more easily reconfigured than a street with curbs
+ Creates an environment that encourages slow traffic speeds, which increases comfort and safety
+ Provides increased space for pedestrians of all ages and abilities
+ Provides extensive space for street trees, greenwalls, and green stormwater infrastructure

SCENARIO 2 TRADE-OFFS

– Reduction in ease of motor vehicle access to destinations along the streets
– Less space for on-street vehicular parking
– There could be potential conflicts as to who has the right-of-way
– Can be a non-conventional way of thinking and may require public education
– Additional lane of traffic will require ADA compliant barriers/cues to alert users
– Street maintenance and adjacent business responsibilities may need to be delineated

SCENARIO 3 SPACE ALLOCATION



SCENARIO 3 BENEFITS

+ Maximizes pedestrian space and space for tree plantings
+ Most flexibility with maintaining on-street parking
+ Integrates nicely with existing north-south one-way roads
+ Creates a continuous linear park and plaza experience that connects green spaces
+ Most flexibility for activating an environment that residents and visitors can enjoy
+ Design can reduce vehicular speeds and create less conflict between transportation modes
+ Creates a fully accessible pedestrian environment

SCENARIO 3 TRADE-OFFS

– On-street parking may be reduced and/or shuffled around
– One-way streets will change vehicular circulation
– Can be a non-conventional way of thinking and may require public education

COST ESTIMATE

A cost estimate for each scenario was created by aggregating the costs of the proposed improvement elements. Unit cost and quantities were calculated using an order-of-magnitude approach to determine a range of estimated cost. These estimates were created at the planning level and do not reflect exact cost to realize the scenarios. All concepts included in the report are for illustrative purposes and do not constitute a design proposal.

Shared Concept Elements:

- String lighting
- Raised crossings (intersection or midblock)
- Movable furniture
- Movable planters
- Green Stormwater Infrastructure (GSI)
- Bike share stations
- Shade structures
- Removing and replacing pavement striping

The following chart displays an estimated range of project costs and identifies unique elements that contribute to each scenario. The itemized unit costs for each scenario are available in Appenix C. Scenario 3 has two different cost estimates to reflect a curb versus curbless scenario.

SCENARIO	PROJECT ELEMENTS	ESTIMATED COST*
SCENARIO 1: QUICK BUILD	• Parklets • Painted intersections • Modular blocks	$647K - 777K
SCENARIO 2: SHARED STREETS	• Curbless street with pavers and bollards • Reconfigure drainage structures • Iconic wayfinding and lighting • Hammock grove • Splash pad area • Climate cooling features • Green wall • Solar charging stations • Urban agriculture beds • Temporary play space • Gateway entrance	$5.08 - 6.10M
SCENARIO 3A: ONE-WAY WITH CURBS	• Construct new curb and gutter • Extend pedestrian walkways • Reconfigure drainage structures • Green wall • Linear park • Play space	$3.45 - 4.14M
SCENARIO 3B: ONE-WAY CURBLESS	• Curbless street with pavers and bollards • Linear park • Play space	$5.65 - 6.78M

*Expanded cost estimates for each scenario can be found in Appendix C

POST-CHARRETTE STAKEHOLDER INPUT

Following the charrette, the project team held a series of stakeholder sessions with the Fire Department, Special Events and Police Departments, and the City's Planning Department in conjunction with the Downtown Community Redevelopment Agency (CRA). The purpose of the meetings was to update the departments about the project scope, project schedule, and to receive technical input regarding the three scenarios developed during the charrette. The sessions were held the week of June 29, 2020.

The meetings revealed that there is common interest in advancing the one-way pairs scenario. This option creates the most flexibility in terms of public space and enhanced quality of life for Downtown residents, workers, and visitors. However, given the change in access points and directionality, this option requires significant vetting and potentially a pilot demonstration to ensure affected community members are informed and agreeable.

The three post-charrette stakeholder sessions yielded the following feedback:

- **Fire Department:** It is critical that ladder fire trucks can be accommodated vertically and horizontally along the selected streetscape scenario. It is worth noting that the specific dimensions for the minimum envelope can be accommodated with the one-way conversion scenario.
- **Special Events & Police Department:** Coordination needs to occur to update event traffic circulation plans and parking sites. This is in addition to maintaining emergency access at all times.
- **Planning Department and the CRA:** Stakeholders recommended seeking additional community input to further refine the scenarios and develop a preferred alternative. Much of the same concerns brought up in the charrette meeting, such as maintaining parking and access, were discussed in this meeting as well.

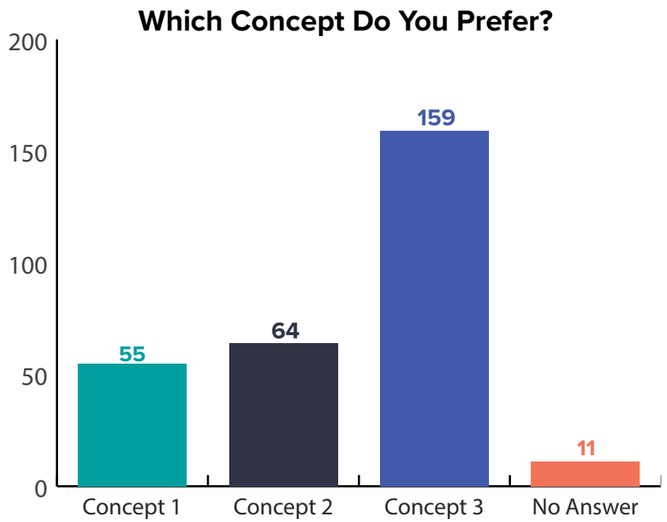
This input was documented by the project team, and next steps were developed accordingly. The project team deployed a second public survey that aimed to gather public input on the three scenarios developed during the charrette. The following section outlines the steps undertaken to develop the survey, as well as survey results.

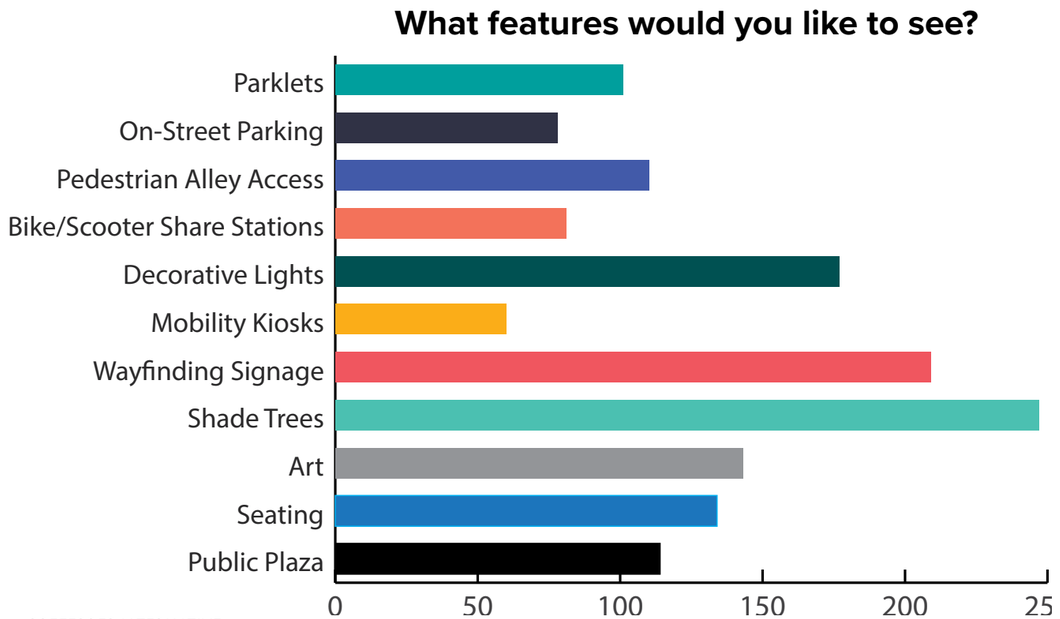
4 PREFERRED ALTERNATIVE

4 PREFERRED ALTERNATIVE

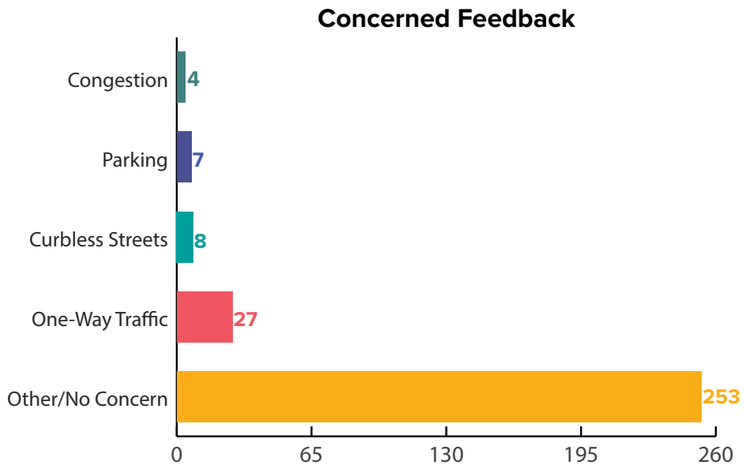
PUBLIC SURVEY

Following the charrette and stakeholder input, the team published a second online public survey to gather more specific input on the components of each concept. The concepts presented in the online survey included the original three options developed during the charrette: Concept 1: two-way curbed option, Concept 2: two-way curbless option, and Concept 3: one-way option. The online survey reached people who weighed in on the elements within each concept, including bike and pedestrian amenities, shade tress, signage, and public art.



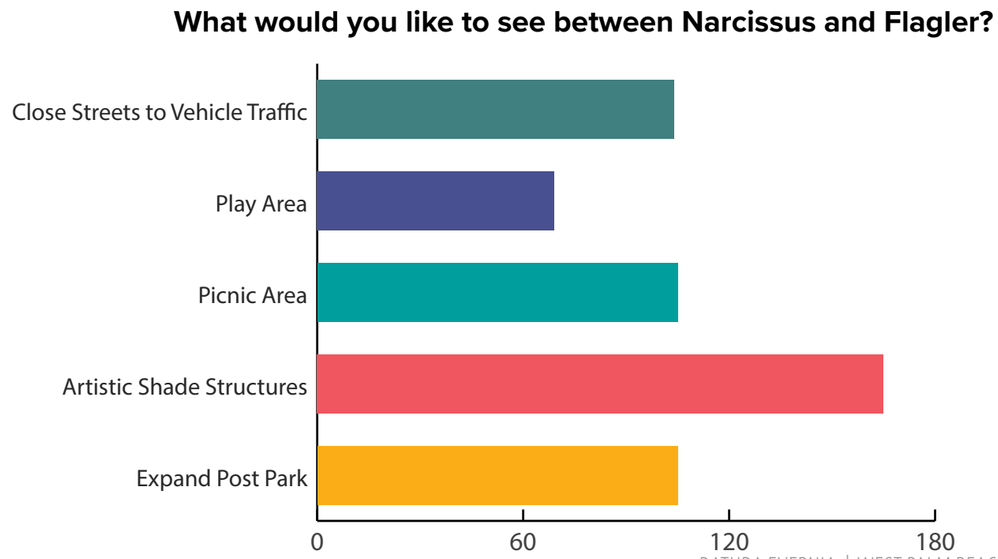


While many of the other suggested features received a fair amount of support, shade trees, wayfinding signage, and decorative lighting were the most popular. Through comments, several participants also emphasized the importance of including public art in the plans.



Some respondents also voiced concerns about the proposed concepts. 27 people were against converting the streets to one-way, 8 expressed concern about curbless streets, and 7 people were worried about losing on-street parking. The vast majority of respondents did not express concern with the concepts.

When asked about the blocks of Datura and Evernia Streets between Narcissus Ave and Flagler Drive, 165 survey participants emphasized the importance of shade. Over 100 respondents supported adding picnic areas, expanding Post Park, and closing the streets to through traffic.



DRAFT CONCEPT PLAN

After considering the feedback recorded through the various forms of public engagement, a Draft Concept Plan was developed to align with the community's vision. The Draft Plan shows Datura and Evernia Streets as one-way corridors, allowing valuable space to be reallocated for everyday use. Amenities throughout the focus area include vibrant greenspaces with shade trees and stormwater infrastructure, lighting, artwork, and wayfinding signage. The result is a robust framework for meaningful changes to both Datura Street and Evernia Street.

	PROJECT ELEMENTS		ESTIMATED COST*
PREFERRED CONCEPT: ONE-WAY CURBLESS	• Gateway entrance • Raised intersections • Curbless street with pavers + bollards • Gateway entrance	• Linear park • Parklets • Play space	$9.5-12.4M

*The above cost-estimate is for high-level planning purposes only.
An engineering design cost estimate is needed to develop detailed construction costs.

Between Narcissus Ave and Flagler Drive, motor vehicle access will be restricted on Datura and Evernia Streets. The transformation of this space will allow for an expansion of Post Park, shaded picnic areas, and an inviting connection to the waterfront. These changes will create a new, dynamic component in Downtown West Palm Beach to be utilized during both special events and everyday life.

FINAL CONCEPT PLAN

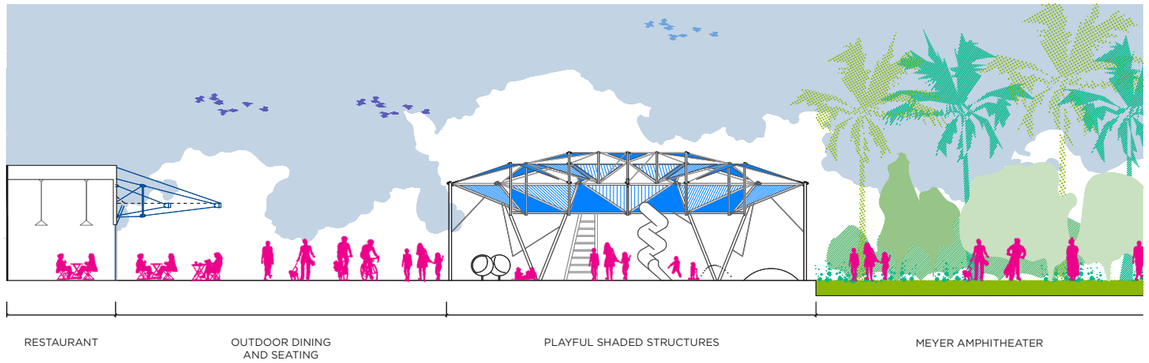
The Datura/Evernia Streetscape Corridor Study is shared community vision developed through a comprehensive public involvement process and analysis. The project was focused on enhancing quality of life of residents; creating a safe, diverse, and sustainable transportation system through strategies to help move people; and providing public spaces that meet the needs of all ages and abilities. The result of the Study provides street design concepts for Datura and Evernia created through studying existing conditions, community outreach, and evaluation. The preferred street design concepts Datura/Evernia support a walkable downtown; helps manage rail crossings, bridge openings, and special events; accounts for evolving transportation technologies and mobility services; and creates a resilient system that reduces the impact on the natural environment and climate to create a healthy, active, and safer environment in Downtown West Palm Beach.

This map provides a key for the proposed detail sections in the Final Concept Plan section.

FINAL CONCEPTS

DATURA STREET AND NARCISSUS AVENUE - SECTION 1a

CROSS SECTION KEY
FOR DATURA



PROPOSED SECTION

Section 1a cuts a portion of Datura street that is proposed as fully pedestrian. The new pedestrian street runs along the north side of the Meyer Amphitheater green area, enhancing this public space by providing adjacent public space programs. On the Meyer Amphitheater side of the street, there are playgrounds protected from the sunlight with light weight canopies. These shaded playful structures create a microclimate hidden from the radiation of the sun, offering a space that can be used year round, even on the hottest days of the year. There are existing restaurants by the playgrounds that would benefit from the increased pedestrian use of the street. Moreover, the playgrounds can serve the families dining at the restaurants, as children can play nearby while adults enjoy the outdoor dining areas.

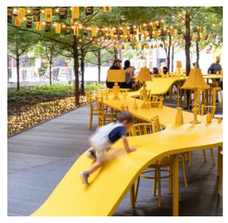
DATURA STREET LOOKING EAST

DATURA STREET LOOKING EAST

OUTDOOR DINING AND SEATING

PLAYFUL SHADED STRUCTURES

URBAN FURNITURE

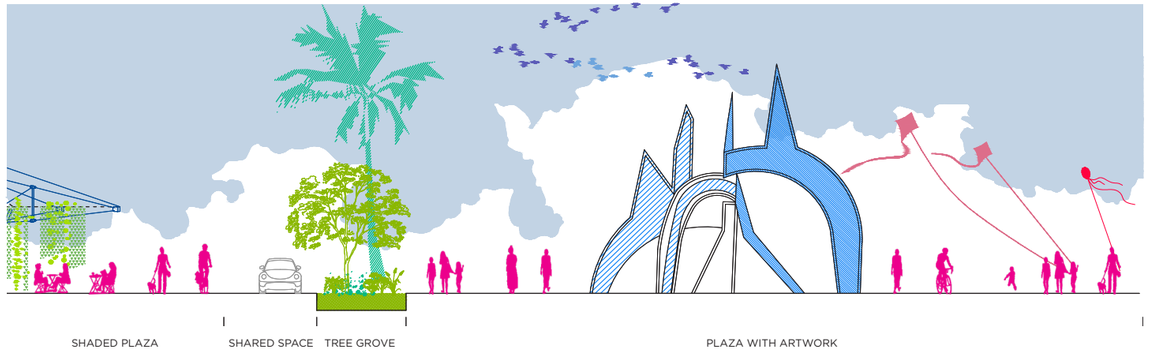


PLAYFUL FURNITURE

WAYFINDING HUB

DATURA STREET AND DIXIE HIGHWAY - SECTION 1b

CROSS SECTION KEY
FOR DATURA

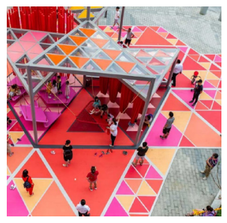


PROPOSED SECTION

Section 1b on Datura street is located close to the Dixie Highway corner. On the north side of the street there is a ten story apartment building, complete with green and shaded areas on its facade at the street level, and a wide sidewalk. By the side of the sidewalk, a shared transit lane runs along the street where motorized and non-motorized vehicles can circulate at a low speed that is safe for all. The shared lane runs parallel to a tree grove planted with native species that create shade and a microclimate that benefits both the vehicles and the plaza users. Along the tree grove there are benches which allow visitors to take advantage of this new microclimate. The artwork in the plaza becomes a landmark of the city, attracting visitors and creating a rich urban and cultural experience.

DATURA STREET LOOKING EAST

DATURA STREET LOOKING EAST



SHARED SIDEWALK

PLAZA WITH ARTWORK

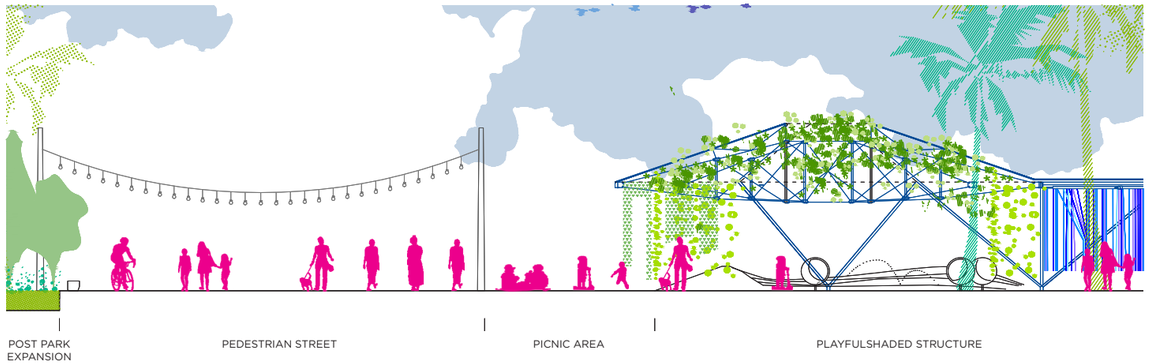
SHARED SPACE

TREE GROVE

WAYFINDING HUB

EVERNIA STREET AT MEYER AMPHITHEATER PARK - SECTION 2A

CROSS SECTION KEY
FOR EVERNIA



PROPOSED SECTION

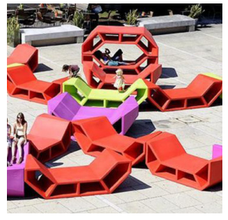
Evernia´s section 2a cuts the south part of the Meyer Amphitheater Park. This block of the street would become fully pedestrian, which --along with the pedestrian section of Datura street-- consolidates a large public space connected by the Meyer Amphitheater and the Post Park to the south. The Post Park gets expanded and equipped with playful shaded structures, creating a playground that provides shaded spaces for children to play year round. On the street, by the playground there is a picnic area for both adults and children to enjoy. The whole street is lit by a novel lighting design that inspires livelihood and attracts visitors.

EVERNIA STREET LOOKING EAST

EVERNIA STREET LOOKING EAST

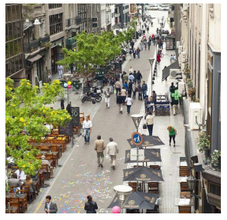
LIGHTING

PLAYFUL SHADED STRUCTURES



URBAN FURNITURE

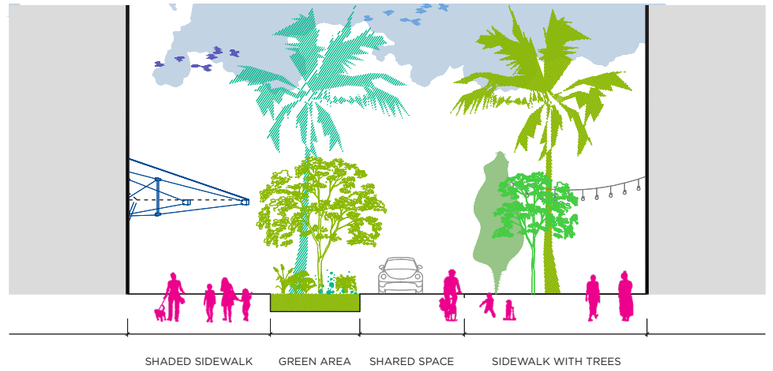
PICNIC AREA



PEDESTRIAN STREET

EVERNIA STREET BETWEEN NARCISSUS AVENUE AND OLIVE AVENUE - SECTION 2B

CROSS SECTION KEY
FOR EVERNIA



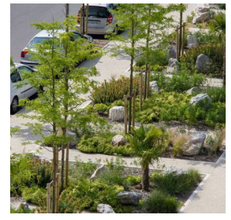
PROPOSED SECTION

The north side of Evernia Street-- in the transect between Narcissus and Olive– has a variety of commercial, residential and social programs. On the south side of the street there are retirement and living condos, as well as a parking lot. The proposal creates a pedestrian safe space where slow and non-motorized mobility are encouraged. An existing bar across the street becomes equipped with a shaded outdoor dining area; and for climatic comfort, shaded canopies are placed in the north facade to protect the sidewalk from the direct sunlight coming from the south. Simultaneously, green stormwater infrastructure and vegetation along the sidewalk contribute to creating a microclimate along the whole block, improving the experience of both residents and visitors.

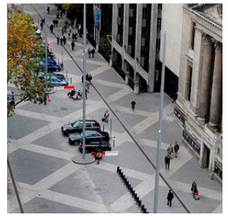
EVERNIA STREET LOOKING EAST

EVERNIA STREET LOOKING EAST

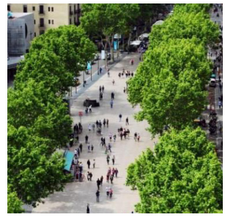
SHADED SIDEWALK



URBAN FORESTRY



SHARED SPACE

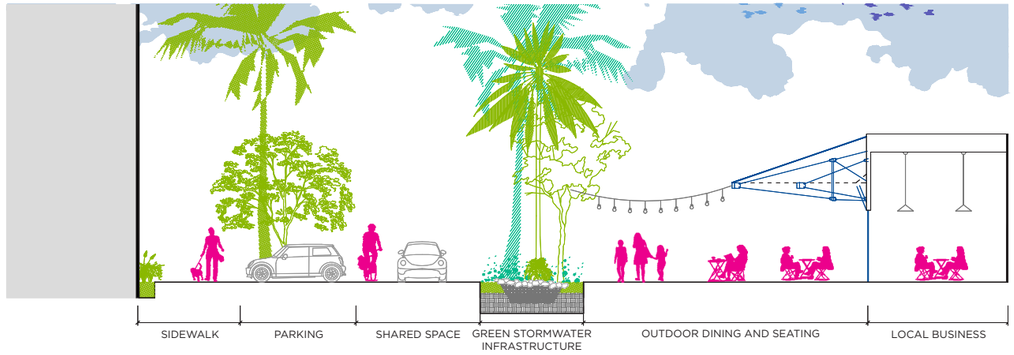


SIDEWALK WITH TREES

SIGNAGE

EVERNIA STREET BETWEEN DIXIE HIGHWAY AND OLIVE AVENUE- SECTION 2C

CROSS SECTION KEY
FOR EVERNIA

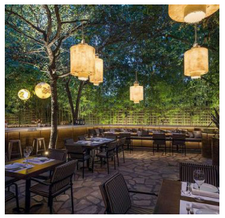


PROPOSED SECTION

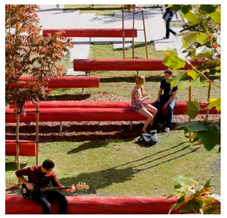
The Evernia section, between Dixie and Olive streets, consists of a wide sidewalk on the south side of the street and incorporates new iconic urban lighting both for transit and for the outdoor dining and seating area in front of the brewery. The sidewalk is equipped with bike sharing infrastructure and the shared lane slows transit for both motorized and non-motorized vehicles. A tree grove divides the shared transit lane and pedestrian spaces, while its green stormwater infrastructure feature refilters water into the ground and prevents flooding. On the north side of the street there are green parking areas characterized by their concrete permeable pavers and by the tree grove incorporated into them. The section also holds a wayfinding hub & public art area. The deciduous trees along the street protect the facades and the ground from sun-heat, creating a microclimate.

EVERNIA STREET LOOKING EAST

EVERNIA STREET LOOKING EAST

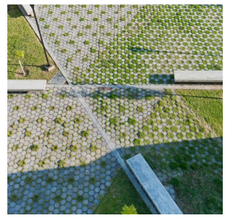


LIGHTING



URBAN FURNITURE

GREEN STORMWATER INFRASTRUCTURE



CONCRETE PERMEABLE PAVERS

SHARED SPACE

PUBLIC ENGAGEMENT DURING DESIGN + CONSTRUCTION

Upon obtaining the Commission's recommendations on the preferred concept, the City will conduct a public participation process to gather input and finalize the concept, and eventually move into design and construction. A variety of community engagement techniques will be employed to gather input throughout the different phases of the project. The following engagement approaches are anticipated to occur by phase:

- To finalize the preferred alternative concept, the City will host an open house that introduces the public to the chosen alternative and gathers final feedback before the project advances to design.
- During the design process, the public engagement process shifts more to one that engages the community in the details of transforming Datura and Evernia Streets. Specifically, public meeting opportunities will be convened at the critical design phases: 30%, 60%, and 100% to relay the design components that carried forward from the concept phase.
- Once design is complete, it will be important to keep the public informed on the breaking ground and construction timeline of the two corridors. This process will be streamlined so as to follow the City's guidelines of advertising construction projects and informing the public of roadway and sidewalk closures.

The above engagement activities will be sensitive to the current pandemic and the City will adapt hosting in-person versus virtual as appropriate.

NEXT STEPS

The proposed concepts for Datura/Evernia transform the two streets, totaling eight blocks, into neighborhood oriented shared streets. The proposed concepts for Datura and Evernia Streets include vibrant greenspaces with shade trees and stormwater infrastructure, lighting, artwork, and wayfinding signage. These changes will create a new, dynamic component in Downtown West Palm Beach to be utilized during both special events and everyday life. This document provided the findings based on the Study's effort and concepts based on findings. Additional effort is needed to crystallize these concepts to design.

APPENDICES

APPENDIX A

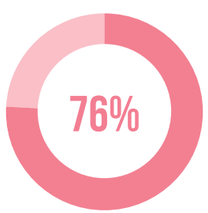
The following is a summary of the online public survey questions and responses.

ONLINE PUBLIC SURVEY

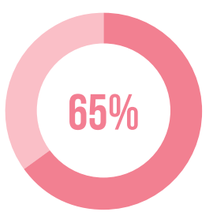
YOUR PROJECT CONNECTION

We wanted to know about your connection to this project.

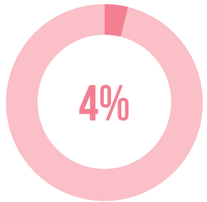
WHAT IS YOUR CONNECTION TO THE STUDY AREA?



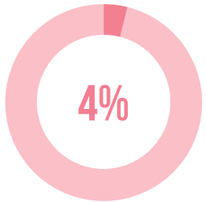
I LIVE IN WEST PALM BEACH



I WORK IN DOWNTOWN WEST PALM BEACH



I OWN A BUSINESS THAT IS ALONG DATURA OR EVERNIA STREETS

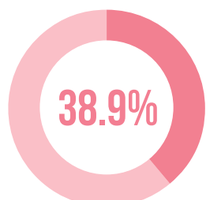


I OWN A PROPERTY THAT IS ALONG DATURA OR EVERNIA STREETS

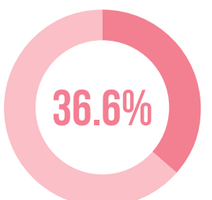
YOUR PROJECT CONNECTION

We wanted to know about your connection to this project.

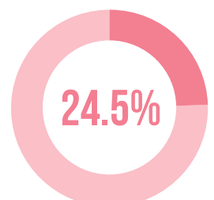
WHERE DO YOU LIVE?



DOWNTOWN WEST PALM BEACH



CITY OF WEST PALM BEACH (BUT NOT DOWNTOWN)

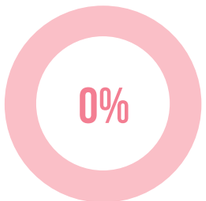


OUTSIDE WEST PALM BEACH

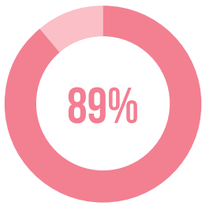
YOUR PROJECT CONNECTION

We wanted to know about your connection to this project.

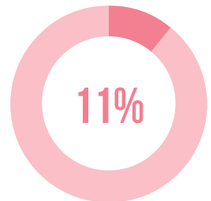
WHAT IS YOUR AGE?



UNDER 19



19-65

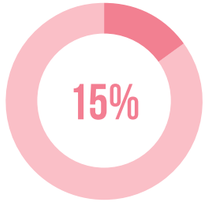


OVER 65

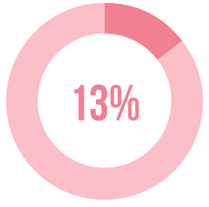
YOUR PROJECT CONNECTION

We wanted to know about your connection to this project.

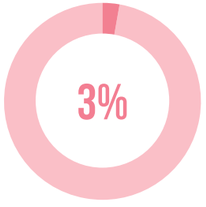
DID YOU PARTICIPATE IN THE PLANNING PROCESS ASSOCIATED WITH ANY OF THESE PREVIOUS PROJECTS?



CLEMATIS STREET STREETSCAPE IMPROVEMENT PROJECT



DOWNTOWN WEST PALM BEACH MOBILITY PLAN



WEST PALM BEACH PUBLIC REALM ACTION PLAN

WHAT BLOCKS DO YOU WANT TO INVEST IN?

nvestments can be spread evenly along each street, or investments can be tailored to focus on areas that need more change. For example, Evernia Street between Quadrille Avenue and Dixie Highway have complete streetscapes that have been constructed recently. Maybe this block needs less change and others need more.

DATURA

QUADRILLE TO DIXIE	12%
DIXIE TO OLIVER	13%
OLIVE TO NARCISSUS	10%
NARCISSUS TO FLAGLER	13%

EVERNIA

QUADRILLE TO DIXIE	10%
DIXIE TO OLIVER	13%
OLIVE TO NARCISSUS	15%
NARCISSUS TO FLAGLER	15%

WHAT DO YOU WANT TO INVEST IN ALONG DATURA AND EVERNIA STREETS?

What is most important to you along Datura and Evernia Streets? Do you want wider sidewalks? More opportunities to play and socialize with others? More opportunities for public art and more engaging build frontages?

APPENDIX B

PROPOSED CROSS SECTIONS

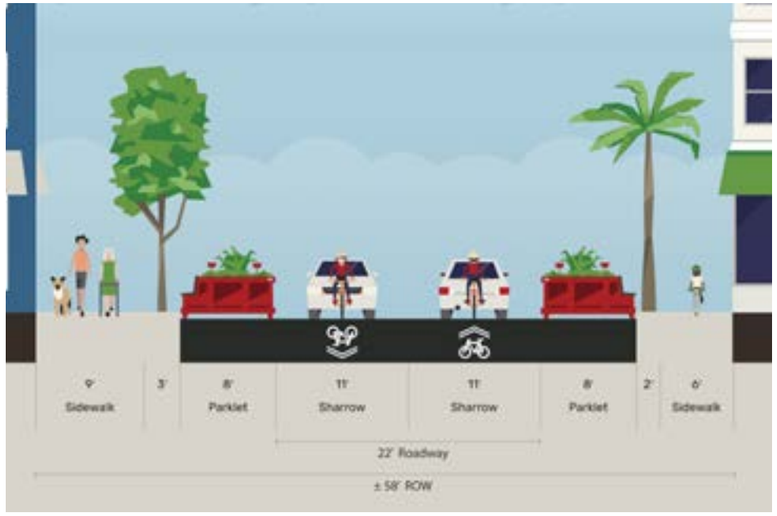
The following cross sections were developed using Streetmix.

DATURA STREET - SCENARIO

Quadrille to Dixie

Dixie to Olive

PROPOSED CROSS SECTIONS

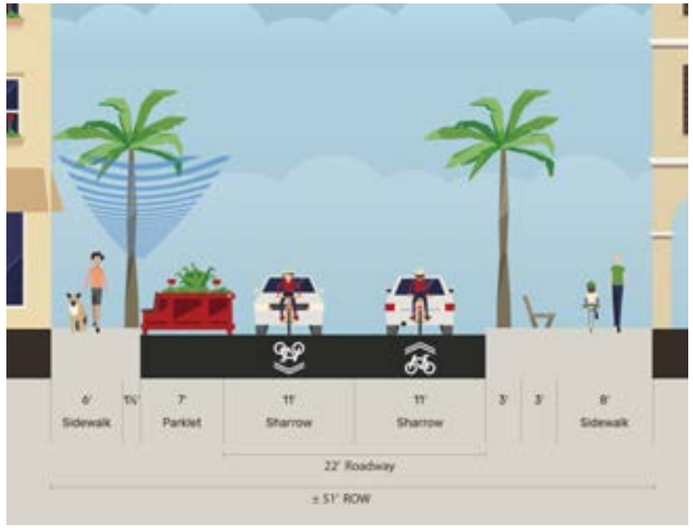


Olive to Narcissus

Narcissus to Flagler

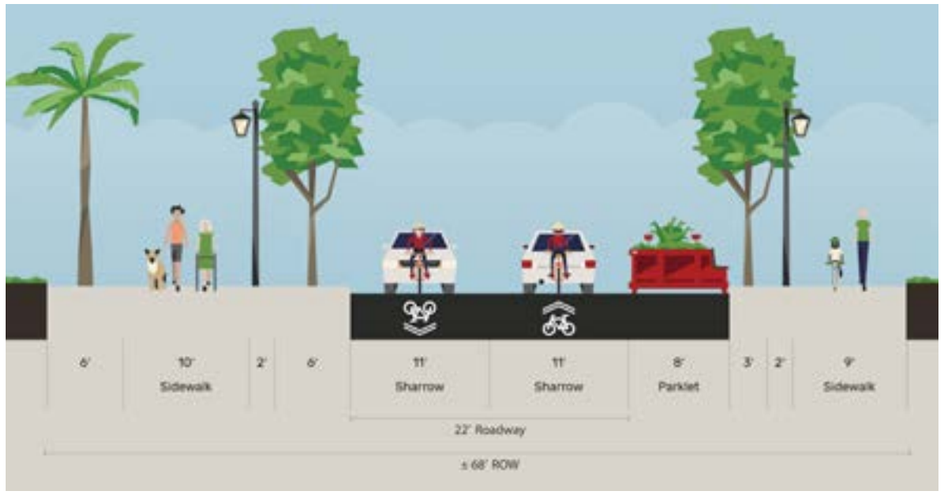
EVERNIA STREET - SCENARIO

Quadrille to Dixie



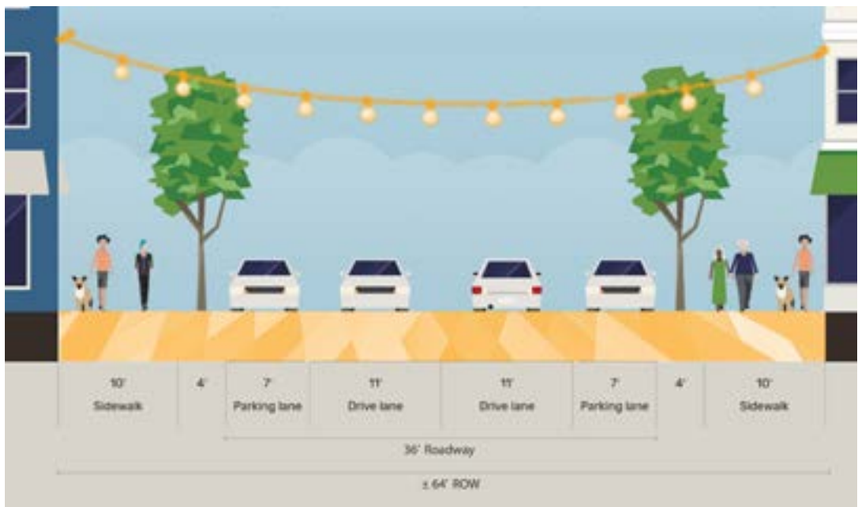
Olive to Narcissus

Dixie to Olive



Narcissus to Flagler

DATURA STREET - SCENARIO 2



Dixie to Olive Option 1

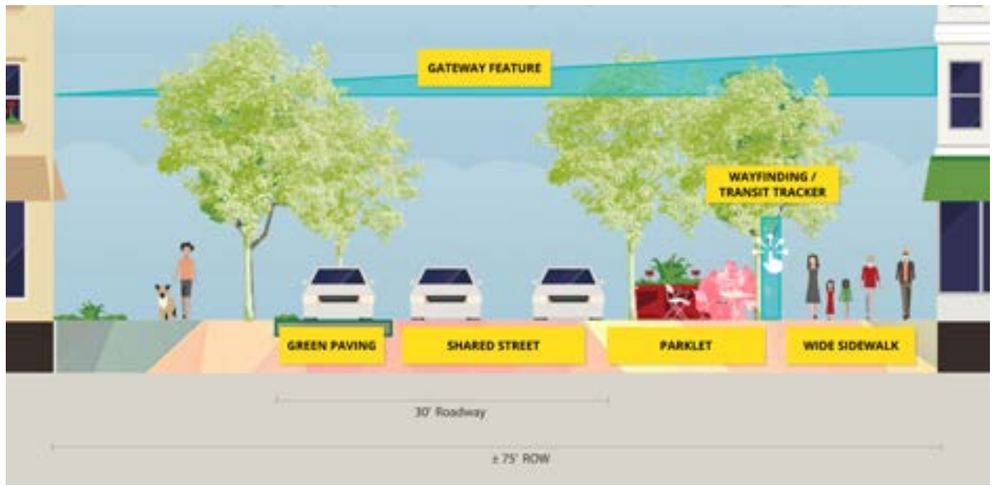
Olive to Narcissus Option 1

Dixie to Olive Option 2

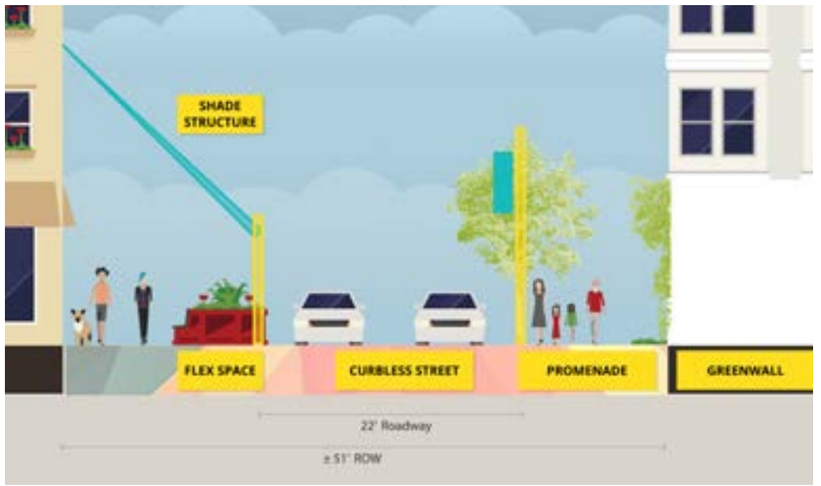
Dixie to Olive Option 3

Olive to Narcissus Option 2

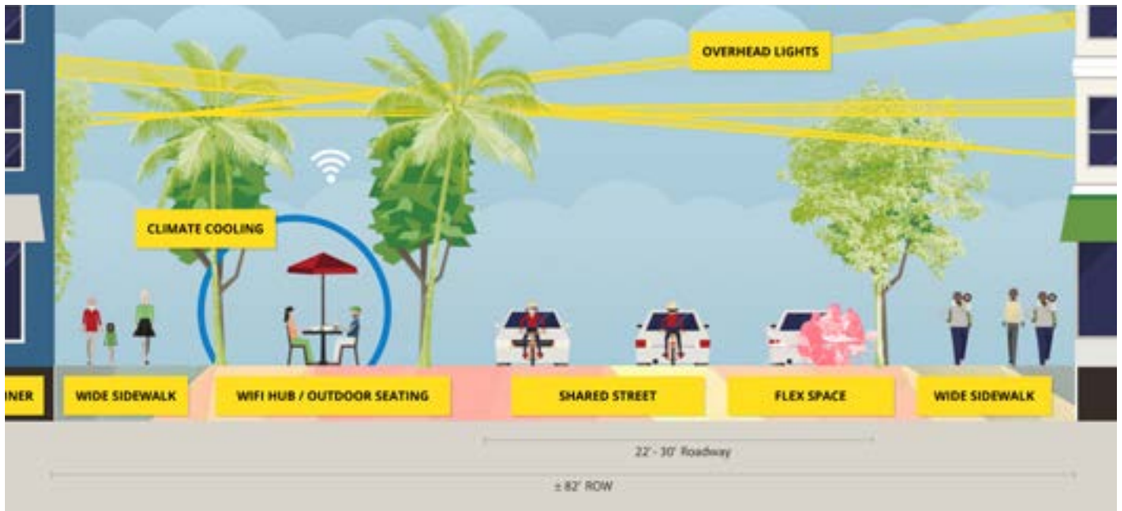
EVERNIA STREET - SCENARIO 2



Quadrille to Dixie



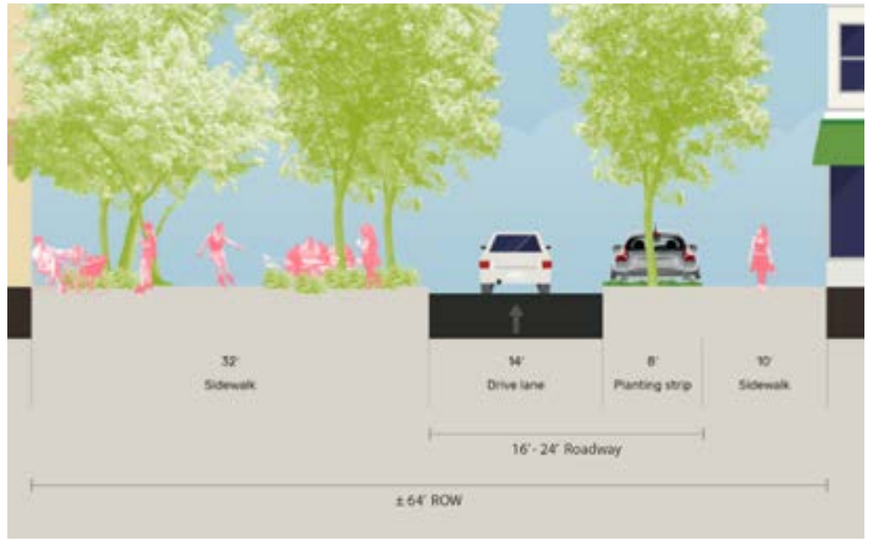
Olive to Narcissus



Dixie to Olive

Narcissus to Flagler

DATURA STREET - SCENARIO 3



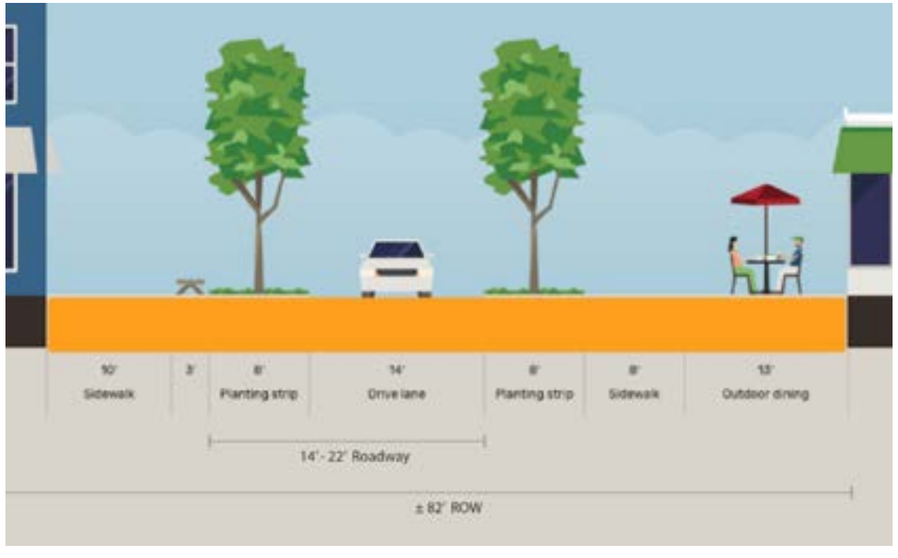
Dixie to Olive

Olive to Narcissus

Narcissus to Flagler

EVERNIA STREET - SCENARIO 3

Quadrille to Dixie



Dixie to Olive

Olive to Narcissus

APPENDIX C

SCENARIO PER MILE COST ESTI-

The following includes the items and unit costs used to develop the per mile cost estimates for each scenario.

SCENARIO 1: QUICK-BUILD

ITEM	UNIT	COST	QUANTITY	TOTAL
INFRASTRUCTURE				
CROSSWALKS (WHITE THERMOPLASTIC)	LF	$5	960	$4,800
GREEN STORMWATER INFRASTRUCTURE	LF	$260	460	$119,600
PAINTED INTERSECTIONS (THERMOPLASTIC)	EACH	$50,000	2	$100,000
PARKLET	EACH	$20,000	5	$100,000
TEMPORARY STRUCTURES				
STRING LIGHTING	LF	$2	1500	$3,000
MOVABLE FURNITURE	EACH	$3,000	50	$150,000
MOVABLE PLANTER W/ TREE	EACH	$2,000	35	$70,000
BIKE SHARE	EACH	$25,000	2	$50,000
SHADE STRUCTURES (CANTILEVER UMBRELLA)	PER PARKLET	$10,000	5	$50,000
			TOTAL	**$647,000**
			20% CONTINGENCY	**$776,880**

SCENARIO 2: SHARED STREETS

ITEM	UNIT	COST	QUANTITY	TOTAL
ROADWAY IMPROVEMENTS				
ASPHALT (SUPERPAVE A - 1.5" THICK)	PER MILE	$1,854,000		$1,854,000
CLEARING & GRUBBING	LS			$230,680
DRAINAGE PIPE, 24"	LF	$120	3000	$60,000
GREEN STORMWATER INFRASTRUCTURE	LF	$257	450	$150,000
MILLING EXISTING ASPHALT	SY	$4	16443	$57,550
RAISED CROSSWALK	EACH	$10,000	6	$60,000
RAISED INTERSECTION	EACH	$100,000	2	$200,000
REMOVE TRAFFIC SIGNAL	EACH	$70,000	4	$280,000
REWORK LIMEROCK BASE, 3"	SY	$25	3000	$175,489
SIDEWALK REMOVAL (EXISTING CONCRETE)	SY	$20	44400	$865,800
V-GUTTER	LF	$31	7400	$225,700
OTHER INFRASTRUCTURE				
BOLLARDS - VARIABLE WIDTH	EACH	$250	100	$25,000
GATEWAY ENTRANCE	LS	$30,000	2	$3,000
PARKLET	EACH	$20,000	7	$70,000
TREE PLANTINGS	EACH	$3,000	30	$50,000
SPLASH PAD AREA	LS	$100,000	1	$50,000
AMENITIES				
BIKE SHARE	EACH	$25,000	2	$50,000
CLIMATE COOLING FEATURES (MISTERS PER 20')	EACH	$4,000	4	$16,000
ENERGY CAPTURE INSTALLATION	EACH	$5,000	6	$30,000
GREEN WALL	SQ FT	$100	300	$30,000
HAMMOCK GROVE	EACH	$7,000	4	$10,000
ICONIC WAYFINDING/LIGHTING	EACH	$3,000	75	$28,000
MOVABLE FURNITURE	EACH	$2,000	30	$225,000
MOVABLE PLANTER W/ TREE	PER PARKLET	$10,000	7	$60,000
RAISED 3X3 URBAN AGRICULTURE BEDS	LS	$2,500	1	$2,500
SHADE STRUCTURE	LF	$10,000	7	$70,000
STRING LIGHTING	LS	$2	4200	$8,400
TEMPORARY PLAY SPACE	LS	$10,000	1	$10,000
			TOTAL	**$5,079,769**
			20% CONTINGENCY	**$6,095,723**

SCENARIO 3: ONE WAY PARKWAYS

ITEM	UNIT	COST	QUANTITY	TOTAL
ROADWAY IMPROVEMENTS				
ASPHALT (SUPERPAVE A - 1.5" THICK)	PER MILE	$463,500		$463,500
CLEARING & GRUBBING				$149,953
CONSTRUCT CURB AND GUTTER	LF	$25	7400	$185,000
DRAINAGE PIPE, 24"	LF	$120	500	$60,000
EXPAND SIDEWALKS (4")	SY	$60	6742	$404,520
GREEN STORMWATER INFRASTRUCTURE	LF	$257	1000	$257,000
INSTALL/ RECONFIGURE DRAINAGE STRUCTURES	EACH	$3,000	20	$60,000
MILLING EXISTING ASPHALT	SY	$4	16443	$57,550
RAISED INTERSECTION	EACH	$100,000	2	$200,000
REMOVE TRAFFIC SIGNAL	EACH	$70,000	4	$280,000
REWORK LIMEROCK BASE, 3"	SY	$25	6989	$175,489
SIGNING AND MARKING				$299,905
OTHER INFRASTRUCTURE				
GREEN WALL	SQ FT	$100	300	$30,000
LINEAR PARK (2 BLOCKS)	LS	$150,000	1	$150,000
PLAY SPACE	LS	$40,000	2	$80,000
TREE PLANTINGS	EACH	$3,000	100	$300,000
AMENITIES				
BIKE SHARE	EACH	$25,000	2	$50,000
MOVABLE FURNITURE	EACH	$3,000	60	$180,000
MOVABLE PLANTER W/ TREE	EACH	$2,000	20	$40,000
SHADE STRUCTURE	PER PARKLET	$10,000	2	$20,000
STRING LIGHTING	LF	$2	3000	$6,000
			TOTAL	**$3,448,918**
			20% CONTINGENCY	**$4,138,701**

SCENARIO 3: ONE-WAY PARKWAYS WITHOUT CURB

ITEM	UNIT	COST	QUANTITY	TOTAL
ROADWAY IMPROVEMENTS				
ASPHALT (SUPERPAVE A - 1.5" THICK)	PER MILE	$1,854,000	3000	$1,854,000
CLEARING & GRUBBING				$253,527
DRAINAGE PIPE, 24"	LF	$120	3000	$60,000
GREEN STORMWATER INFRASTRUCTURE	LF	$257	3000	$257,000
MILLING EXISTING ASPHALT	SY	$4	3000	$57,550
RAISED CROSSWALK	EACH	$10,000	3000	$60,000
RAISED INTERSECTION	EACH	$100,000	3000	$200,000
REMOVE ASPHALT	LF	$3	3000	$24,000
REMOVE TRAFFIC SIGNAL	EACH	$70,000	3000	$280,000
REWORK LIMEROCK BASE, 3"	SY	$25	3000	$175,489
SIDEWALK REMOVAL (EXISTING CONCRETE)	SY	$20	3000	$865,800
SIGNING AND MARKING				$507,053.90
V-GUTTER	LF	$31	3000	$225,700
OTHER INFRASTRUCTURE				
BOLLARDS	EACH	$250	100	$25,000
LINEAR PARK (2 BLOCKS)	LS	$150,000	1	$150,000
PLAY SPACE	LS	$40,000	2	$80,000
TREE PLANTINGS	EACH	$3,000	3000	$300,000
AMENITIES				
BIKE SHARE	EACH	$25,000	2	$50,000
MOVABLE FURNITURE	EACH	$3,000	60	$180,000
MOVABLE PLANTER W/ TREE	EACH	$2,000	20	$40,000
SHADE STRUCTURE	PER PARKLET	$10,000	2	$20,000
STRING LIGHTING	LF	$2	3000	$6,000
			TOTAL	**$5,647,120**
			20% CONTINGENCY	**$6,776,544**