Introduction

The Community Planning Act, Chapter 163, Florida Statutes, requires that the Treasure Coast Regional Planning Council (TCRPC) review local government comprehensive plan amendments prior to their adoption. TCRPC comments are limited to adverse effects on regional resources and facilities identified in the Strategic Regional Policy Plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any local government within the Region. TCRPC must provide any comments to the local government within 30 days of the receipt of the proposed amendments and must also send a copy of any comments to the State Land Planning Agency.

Background

Palm Beach County is proposing two amendments to the Future Land Use Atlas (FLUA); text amendments to the Future Land Use, Housing, Introduction & Administration, Transportation, and Coastal Management Elements and Map Series; and transportation amendments to revise the comprehensive plan transportation planning period from 2020 to 2035, and modify the Thoroughfare Right of Way Identification Map.

Evaluation

A. Proposed Future Land Use Atlas Amendments

1. Raceway Market

The County is proposing an amendment to change the Future Land Use (FLU) designation on a 1.78-acre site from Medium Residential, which allows up to 5 units per acre (MR-5), to Commercial Low (CL). The subject site is located at the northwest corner of Lantana Road and Haverhill Road within the Urban/Suburban Tier of the comprehensive plan managed growth tier system. The applicant is proposing to develop a
2,822 square foot (SF) convenience store with gas fueling stations on the property. There is currently a single family home on the subject site.

The area near the subject site consists of a diverse mix of land uses including low and medium residential, low commercial, and institutional. The properties to the east and west of the subject site have a Commercial Low FLU designation. The property immediately to the north of the subject site is undeveloped Medium Residential, and the property to the south of Lantana Road is a multi-family residential complex with a FLU designation of Low Residential, which allows up to 3 units per acre (LR-3).

The site is located within the TCRPC Greenacres, Atlantis, and Palm Beach County Charrette Master Plan, which is the result of a study initiated by Palm Beach County and conducted under an interlocal agreement with the cities of Atlantis and Greenacres in 2004. The report identifies the north side of the intersection of Haverhill Road and Lantana Road as a potential commercial node for mixed-use development. Correspondence from the City of Greenacres, City of Atlantis, and Nautica Isles West Home Owners Association included in the amendment package expressed concern that the proposed development is not consistent with the Charrette Master Plan, which provided for the creation of a gateway to the north through mixed use buildings that include a low intensity commercial component to serve the neighborhood. The County staff report indicates that recommendations from neighborhood plans, special studies, and charrettes are one part of the review process and are to be considered in the review process, but are not mandatory during the approval process of a land use amendment. The County staff report did not identify any additional compatibility issues, consistency issues, or significant impacts to public facilities and services related to this amendment.

The Charrette Master Plan created in 2004 incorporated the input of the three local governments and over 90 citizens to establish a unified vision for future development, which was intended to help avoid potential intergovernmental conflicts as the area grew. The proposed future land use change from MR-5 to CL, which provides for a limited range of neighborhood-oriented commercial activities designed primarily to provide services to adjacent residential areas, is consistent with surrounding FLU designations and is not contrary to the vision established for the area through the charrette effort. However, the proposed plans for the development of a convenience store with an 18-pump gas fueling station in the manner presented in the amendment package suggests an intensity and site layout that conflicts with the vision established in the Greenacres, Atlantis, and Palm Beach County Charrette Report. The Charrette Report suggested a mixed-use commercial node, incorporating restaurant, commercial and residential uses within a development designed to signify entry to a unique place, provide a transit-supportive street frontage, and remain compatible with the surrounding community. While a fuel station use could be incorporated into this vision, the intensity and configuration depicted in the amendment documents are inconsistent with the form of development illustrated in the multi-jurisdictional planning effort.

The specific proposal for a convenience store with gas fueling stations is inconsistent with the 2004 Charrette Master Plan, the vision jointly reached by City of Greenacres,
City of Atlantis, and Nautica Isles West Home Owners Association. Furthermore, the proposed site plan is inconsistent with Regional Policy 16.1.1.1: Local governments should identify appropriate locations for preferred forms of development. Council encourages the County to coordinate with the City of Greenacres, City of Atlantis, and Nautica Isles West Home Owners Association to develop a site plan that fulfills the community vision of a preferred form of development on the subject site. Council staff is available to offer assistance in this effort.

2. Canyon Town Center Traditional Market Place Development (TMD)

The County is proposing an amendment to change the maximum square footage allowed by a condition adopted with the original 2005 FLUA amendment for the Canyon Town Center TMD. The proposed amendment is not for a change to the FLU designation of the site, which is Commercial Low with underlying Agricultural Reserve (CL/AGR). The 37.55-acre site is located at the southeast corner of Boynton Beach Boulevard and Lyons Road. The subject site is in the Agricultural Reserve Tier (Ag Reserve) and is mostly developed as a mixed use TMD. The property is also located within the boundaries of the West Boynton Area Community Plan.

A condition adopted with the original FLUA amendment limited development of the Canyon Town Center site to 259,300 SF of non-residential uses and 93 dwelling units. Currently, the total square footage at the site is 259,140 SF, which is near the limit. The applicant intends to request a conversion of residential multifamily space to non-residential uses in the future. The intent of the amendment is to increase the maximum allowed non-residential square footage by 15,700 SF to allow the future request to be accommodated. The County staff report did not identify any significant compatibility issues, consistency issues, or significant impacts to public facilities and services related to this amendment.

B. Proposed Text Amendments

1. West Gun Club Road Neighborhood Plan

The County is proposing an amendment to add the West Gun Club Neighborhood Plan to the list of neighborhood plans identified in Future Land Use Element Policy 4.1-c, and to add the neighborhood plan boundary to the Special Planning Areas Map LU 3.1 of the Map Series. The West Gun Club Neighborhood is located south of Southern Boulevard and east of Jog Road within the Urban/Suburban Tier. The West Gun Club Homeowner’s Association finalized their neighborhood plan in early 2012, and it was received and filed by the Board of County Commissioners on March 28, 2012.

2. Housing Element Updates

The County is proposing an amendment to: 1) update the introduction to the Housing Element; 2) update policies and data regarding affordable housing needs; 3) update policies and data regarding housing needs for persons with special needs; 4) add, delete
and revise definitions in the Housing and Introduction and Administration Elements; and
5) revise references to the County’s Housing and Community Development Department
(now the Department of Economic Sustainability).

The proposed amendment revises the element by correcting outdated information, and
updates and reorganizes definitions in the plan. The proposed amendment does not
establish nor enable any new housing programs, but updates references to reflect existing,
ongoing programs previously established by the County and/or state and federal agencies.

3. Port of Palm Beach Master Plan

The County is proposing an amendment to update the Coastal Management and
Transportation Elements to incorporate by reference the Port of Palm Beach Master Plan
Update 2012-2022 into the comprehensive plan. The updated Master Plan was adopted
by the Port on August 23, 2012. The Port’s Master Plan has been referenced in the
comprehensive plan since 1989. Updates to the Port’s Master Plan include:

- General revisions and referencing completed or delayed projects or special
  studies.
- New Master Plan Goal 18 stating that the Port intends to be a catalyst to economic
growth and development in Palm Beach County and the State of Florida.
- Changes to policy language regarding inland ports.
- Identification of Palm Beach Metropolitan Planning Organization (MPO) and
  Florida Department of Transportation (FDOT) projects supported by the Port. The
  most significant change was the deletion of two MPO/FDOT projects previously
  endorsed by the Port that were not included in the MPO’s 2035 Cost Feasibility
  Transportation Plan. The following two projects were deleted:
    o The relocation of the SR710 connector between Old Dixie Highway and
      US Highway 1; and
    o An interchange between 45th Street and the Florida Turnpike.
- Identification of transportation feasibility studies supported by the Port. The most
  significant change was the removal of the following three feasibility studies:
    o SR710 Flyover Phase 1 to connect US Highway 1 to Australian Avenue
      south of the Florida Power and Light right of way, as an alternative to an
      at-grade crossing of a relocated SR710 connector between Old Dixie
      Highway and US Highway 1;
    o FEC – Double track from Micco to Gifford; and
    o FEC – Double track from K Branch for seven miles.
- Future Improvements Map revisions:
  o Projects not included in the 2012 Master Plan Future Projects Map
    include:
      ▪ Southgate Access - Project Completed
      ▪ South Port Cargo Complex - Project Completed
      ▪ State Road 710, Ext (Project by FDOT) - Removed from the MPO
        Transportation Improvement Plan.
- State Road 710, Flyover (Feasibility & Alignment TBD) - Removed from the MPO Transportation Improvement Plan.
  - Projects added in the 2012 Master Plan Future Projects Map are:
    - Project 1: FPL Overhead Line Relocation
    - Project 2: Container Yard/Bulkhead Improvements
    - Project 4: Cargo Expansion – Cargo Laydown/Annex Property Development
    - Project 12: Waterside Cargo Terminal Redevelopment
    - Project 13: Western Cargo Terminal Redevelopment
    - Project 14: Slip No. 1 Redevelopment
    - Project 15: North Wharf Improvements

The City of Riviera Beach and the Riviera Beach Community Redevelopment Agency (CRA) transmitted comments to the Port in August 2012, expressing a variety of concerns related to growth management issues and coordination with the Port. The City and CRA concerns were not addressed when the updated Master Plan was approved by the Port on August 23, 2012. However, Mary McKinney, Director of Community Development with the City of Riviera Beach has informed Council staff that the Port formally changed the Master Plan Update on February 21, 2013 to address the City’s concerns.

The amendment package also includes correspondence from Gerald M. Ward dated January 28, 2013, and Martin E. Murphy dated January 28, 2013, expressing opposition to the deletion of the relocation of the SR710 connector between Old Dixie Highway and US Highway 1 in the Port Master Plan Update. This connector was planned by FDOT to replace the portion of SR710 that connected Old Dixie Highway and US Highway 1 with an alternative connector just south of the Port’s property. FDOT acquired the property through an eminent domain process, but the Florida East Coast Railway did not agree to additional at-grade crossings in this area. This project was subsequently not included by the MPO in its 2035 Cost Feasible Long Range Transportation Plan because modeling in the MPO’s Central-East Palm Beach Mobility Study indicated that the connector did not provide significant relief to other congested roadway links in the area. The property that was originally acquired by FDOT is now owned by the Port.

C. Proposed Transportation Amendments

1. Transportation 2020 to 2035 Update

   The County is proposing an amendment comprised of the following components:

   - Deletion of the 2020 Lanes Map component, addition of a policy to incorporate by reference the MPO’s 2035 Cost Feasible Plan-Highway map and update references in the Transportation Element;
   - Deletion of the 2020 Intermodal Facilities Map and addition of a policy to incorporate, by reference, the MPO’s 2035 Cost Feasible Plan-Transit map and update references in the Transportation Element;
• Deletion of the Future 2020 Roadway System Daily Deficiencies Map since it is no longer required by statute; and
• Addition of a new timeframe to the Introduction and Administration Element to reflect the 2035 MPO maps.

The proposed amendment updates the Transportation Element by incorporating two maps by reference from the MPO’s 2035 Long Range Transportation Plan. This amendment also updates the Transportation Element and the Introduction and Administration Element to add the year 2035 as a planning period. The changes allow the County to be consistent with statutory requirements for the Transportation Element to reflect the data, analysis, strategies, and associated principles relating to the existing transportation system levels of service and system needs and the availability of transportation facilities and services.

2. Westgate Avenue Extension Removal from the Thoroughfare Right of Way Identification Map (TIM)

The County is proposing an amendment to the TIM to remove the Westgate Avenue extension from Congress Avenue to Old Okeechobee Road. This un-built segment of Westgate Avenue is depicted on the TIM with an 80-foot right-of-way and is located in the Westgate/Belvedere Homes CRA area. The Westgate avenue extension was proposed in the Redevelopment Plan for the Westgate area, which was approved by the Westgate Belvedere Homes CRA Advisory Board in 2004, and adopted by the County in 2005. The Westgate Avenue extension was proposed as a link to the commercial and industrial park in the northeast sector of the CRA District.

The County Engineering Department is now proposing to delete this extension for the following reasons:

• the construction of this segment would not be cost-feasible;
• the CRA is looking to modify the existing section of Westgate Avenue between Congress Avenue and Military Trail by reducing the number of lanes along a few blocks and providing on-street parking, which has the effect of reducing the carrying capacity of the road; and
• the addition of the road is not in the adopted MPO’s 2035 Cost Feasible or Needs Plans.

The intent of the removal of the Westgate Avenue extension from Congress Avenue to Old Okeechobee Road from the TIM is to reflect the latest adopted MPO’s 2035 Long Range Transportation Map and to avoid investment in road infrastructure that is not cost feasible. The County staff report indicates that removal of the extension reflects fiscal reality since building the extension is not cost feasible due to high construction costs and low projected traffic. The cost of constructing the Westgate Avenue extension was estimated in an April 2009 alignment study to range from $32 million to $47 million, depending on the alignment selected. Also, construction of the proposed roadway would result in significant right-of-way impacts to as many as 48 properties and 26 buildings.
The MPO’s 2030 year Long Range Transportation Plan Model-projected traffic volume for the Westgate Avenue extension was 4,200 vehicle trips per day. The parallel east-west roadways of Okeechobee Boulevard and Belvedere Road are both projected to be slightly over capacity in the future, but the excess traffic volume is not expected to shift to the Westgate Avenue extension.

The Westgate Avenue extension is part of the adopted Westgate/Belvedere Homes CRA Master Plan, which indicates the purpose of the extension is to provide better access to jobs in the commercial/industrial park for residents of the CRA neighborhoods. In some cases, lower income residents would be able to walk or bike to work from their homes. This roadway extension may ultimately have the characteristics of a local main street rather than a collector or arterial roadway. Maintaining the potential connection on the TIM demonstrates the optimal condition and serves as an indicator to future redevelopment efforts of preferred circulation routes. Furthermore, the extension contributes to a fine-grain system of parallel routes that improve quality of life and traffic dispersion, and is a fundamental component of the strategies the County has identified in various planning efforts.

Removal of the Westgate Avenue extension from the TIM is inconsistent with Regional Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region’s collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled. Maintaining the extension on the map does not create a cost for the County. Even though the MPO’s 2030 year Long Range Transportation Plan Model does not predict that excess traffic volume from Okeechobee Boulevard and Belvedere Road would shift to the Westgate Avenue extension if built, there may be a need for the extension to ease capacity on the regional roadway in the future if a longer time frame is considered. Furthermore, the cost of the extension should not be an overriding factor for removing it from the TIM, because grant funding may be available if and when it becomes desirable to construct the roadway extension. Council encourages the County to retain the Westgate Avenue extension on the TIM in order to maintain future options for transportation linkages.

Extrajurisdictional Impacts

The proposed amendments were provided by the County to the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) and were circulated by the IPARC Clearinghouse Coordinator on November 13, 2012. To date, Council has not received comments from other organizations. However, Council staff conversations with the City of Greenacres Planning and Engineering Department staff and City of Atlantis City Manager indicate that their concerns with the proposed development plan associated with the Raceway Market amendment still remain in effect.
Effects on Significant Regional Resources and Facilities

Removal of the Westgate Avenue extension from the TIM has the potential to impact future traffic volumes on Okeechobee Boulevard and Belvedere Road if a planning horizon is considered beyond the MPO’s 2030 year Long Range Transportation Plan Model.

Conclusion

Regarding the Raceway Market amendment, the proposed future land use change from Medium Residential to Commercial Low at the Raceway Market site is not inconsistent with the SRPP. However, the proposed plan for the development of a convenience store with an 18-pump gas fueling station in the manner presented in the amendment package is inconsistent with the SRPP. Council encourages the County to coordinate with the City of Greenacres, City of Atlantis, and Nautica Isles West Home Owners Association to develop a site plan that fulfills the community vision and results in the preferred form of development on the Raceway Market site.

Regarding the Westgate Avenue amendment, the proposal to remove the Westgate Avenue extension from the TIM is inconsistent with the SRPP. Council encourages the County to retain the Westgate Avenue extension on the TIM in order to maintain future options for transportation linkages.

Regarding the Port of Palm Beach Master Plan Update, Council recommends that the right of way for the relocation of the SR710 connector between Old Dixie Highway and US Highway 1 be maintained. Council encourages to the Port of Palm Beach, City of Riviera Beach, City of West Palm Beach, and Palm Beach County to continue to work with local businesses and concerned citizens to find an acceptable solution for the entranceway to the Port and provide access to the working waterfront.

Recommendation

Council should approve this report and authorize its transmittal to Palm Beach County and the Florida Department of Economic Opportunity.

Attachments
List of Exhibits

Exhibit

1  General Location Map – Palm Beach County
2  Raceway Marketplace Amendment Aerial Map
3  Raceway Marketplace Amendment Location Map
4  Correspondence from the City of Greenacres
5  Correspondence from Robert Loperfido
6  Correspondence from Charlane Macon
7  Correspondence from City of Atlantis
8  Canyon Town Center Amendment Aerial Map
9  Canyon Town Center Amendment Location Map
10 West Gun Club Road Amendment Location Map
11 Correspondence from the City of Riviera Beach
12 Correspondence from Gerald M. Ward
13 Correspondence from Martin E. Murphy
14 Changes to the Port Master Plan Update Adopted February 21, 2013
15 Westgate Avenue Extension Amendment Location Map
16 Westgate Avenue Extension Amendment Aerial Map
Exhibit 1
General Location Map
Palm Beach County
Exhibit 2
Raceway Marketplace Amendment Aerial Map
Exhibit 3
Raceway Marketplace Amendment Location Map

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<thead>
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<th>Amendment No:</th>
<th>Raceway Market (LGA 2013-001)</th>
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<tr>
<td>Size:</td>
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<td>00-42-44-35-00-000-5610 (1.52 acres); 00-42-44-35-00-000-5630</td>
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November 20, 2012

The Honorable Steven L. Abrams, Chair
Palm Beach County Board of County Commissioners
301 North Olive Avenue, Suite 1201
West Palm Beach, FL 33401

Re: Master Plan - Military Trail and Haverhill Road
North of Lantana Road

Dear Commissioner Abrams:

As development activity seems to be picking up, I wanted to make you aware of a Master Plan for the area located west of Military Trail, north of Lantana Road, south of Melaleuca Lane and east of Cadillac Drive. The Master Plan was developed through an Interlocal Agreement between the City of Greenacres, City of Atlantis, Palm Beach County, and the Treasure Coast Regional Planning Council to allow for the orderly development of the area in 2005.

The Plan was facilitated by the Treasure Coast Regional Planning Council based on input from all three (3) government entities, as well as 90 local residents. The area included in the Master Plan borders the City of Atlantis and includes parcels within the Greenacres boundary as well as parcels in the unincorporated area. The Plan was developed to establish consensus about development patterns and types and to avoid inter-jurisdictional conflicts as the area developed.

It has come to our attention that a development application (Raceway Gas Station ZVIZ/CA 2012-02085) has been filed with the County for the development of a gas station at the northwest corner of Haverhill Road and Lantana Road, which is an area included in the Master Plan. The Plan for that location provided for the creation of a gateway to the north through mixed use buildings that included a low intensity commercial component to serve the neighborhood.

Since a gas station with a large canopy and numerous pumps is not consistent with the Plan, I wanted to express the City’s concern with the incompatibility of the gas station proposal and to let you know that our staff has conveyed these concerns to County Staff as well. While we understand that the gas station development application has to go through the review process, it is extremely important that the Master Plan be taken into account since the County and two (2) cities expended time and money to jointly develop the Master Plan based on input from primarily unincorporated residents living just north of Lantana Road, and all three (3) governments.
I will be happy to meet with you and provide additional information about the Master Plan and the City's concern with the current development application being processed by the County.

Sincerely,

Samuel J. Ferreri
Mayor

pc: Board of County Commissioners
Greenacres City Councilmembers
Wade Altailah, City Manager
December 7, 2012

Lorenzo Aghemo, Director
Planning Division
Palm Beach County P, Z & B
2300 N. Jog Road
West Palm Beach, FL 33411

Re: LGA 2013-001 Raceway Market

Dear Mr. Aghemo:

In June of 2004 a charrette was held to plan for the area along Haverhill Road north of Military Trail, including the northwest corner of Haverhill Road and Lantana Road. The charrette boundaries were the L-14 Canal to the north, Lantana Road to the south, Military Trail to the east, and Cadillac Drive / E-3 Canal to the west and included properties within Greenacres and unincorporated Palm Beach County and adjacent to Atlantis. The need for the charrette was triggered by high density residential development projects and new commercial future land use designations being approved by Palm Beach County contrary to Greenacres' plans for the area and contrary to the neighborhood's wishes. By jointly planning, it was hoped that future intergovernmental conflict could be avoided.

The charrette was sponsored by Palm Beach County, Greenacres, and Atlantis and included significant participation by residents of the affected area. The organization of the charrette was guided by a Steering Committee comprised of representatives of each affected group and the cost was paid for by the County, Greenacres, and Atlantis. As part of the Charrette Final Report and Master Plan (issued February 2005), plans were created for each quadrant of the Master Plan area. A copy of the southwest quadrant plan is enclosed.

On December 3, 2012 the Greenacres City Council discussed the propose future land use designation change from MR 5 to CL and associated zoning change and site plan approvals for a gas station and convenience store on 1.75 acres at the northwest corner of Haverhill Road and Lantana Road currently under review by the County. The site is near Greenacres, within our Future Annexation Area, and within the study area of the Greenacres-Atlantis-Palm Beach County Charrette.

The City Council authorized staff to object to the proposed development because it is not consistent with the Charrette Master Plan:
   a. The proposed use is not mixed use as called for in the plan. It is only high-intensity retail.
   b. The use is not primarily neighborhood serving.
c. No consideration has been given to planning the rest of the site. By cutting off the corner, the ability to develop the rest of the site consistent with the Master Plan is severely restricted. Many times planning efforts are thwarted due to a pattern of small properties under separate ownership. Now, while the parent parcel is still under one ownership, is the time to plan for the future.

d. The layout of the site in the Master Plan was used to help achieve the broad planning goals of the charrette (neighborhood identity, land use compatibility, interconnectivity); the proposed layout does not follow the Master Plan and the goals are not supported.

Therefore, we are requesting that the proposed change to the future land use designation be modified or conditioned by the Board of County Commissioners such that it is consistent with the Greenacres-Atlantis-Palm Beach County Charrette Report of February 2005. Any development of the site should respect the precepts of the charrette, jointly reached by the 3 jurisdictions and the residents of the affected area. To do otherwise is to make the neighborhood planning process a waste of time and a waste of public money.

Sincerely yours,

[Signature]

Thomas J. Lanahan,
Assistant City Manager
Planning and Engineering Director

cc: Wadie Atallah, P.E., City Manager, City of Greenacres
    Stephanie Gregory, Planner, PBC Planning Division
    File
Robert A. Loperfido  
5098 Bright Galaxy Lane  
Greenacres, FL 33463  
Cell (561) 662-3405

January 27, 2013  
Pat Rutter  
PBC Planning Division  
2300 N. Jog Road  
West Palm Beach, FL 33411  
prutter@pbc.gov

Dear Pat Rutter,

I have recently been made aware that the Board of County Commissioners will be considering the approval of an 18 pump gas station and 24 hour convenience store at the corner of Lantana Road and Haverhill Road.

In 2004 I sat with several other residents and Community Leaders on a Steering Committee planning the future use of lands in and around this area. Our major concerns were as follows:

1. How can the equestrian/rural lifestyle and character be retained?
2. How can we limit future developments in the area and ensure that it is compatible and consistent with the current lifestyle?
3. How can we improve connectivity and reduce traffic congestion in the community?
4. How can we increase the number and quality of our neighborhood parks and open spaces?
5. What safeguards can be provided to ensure that these issues are addressed for the long term?

We were aware at that time that there will be change and that development will occur but the construction of the 18 pump gas station and convenience store is not in the best interest of the residents in this area.

As a former District Manager with over 15 years of experience in the convenience store industry I know the problems associated with such a high volume location. The nature of this business makes it very convenient for customers. Unfortunately, this business style also makes it an attractive target for robbers and other criminals due to the fact that it is a cash business. The Southern United States rank the highest in the country when it comes to robberies, at around 35% to 40% and convenience stores rank among the most frequent targeted.

My concerns are real, this development does not conform with the mixed use residential and commercial development envisioned with our “Citizens Master Plan” of 2004.

Thank you for taking the time to read this and I hope that you act accordingly when considering this project.
Respectfully yours,

ROBERT A. LOPERFIDO

Robert A. Loperfido, LCAM
Vice President Nautica Isles HOA

Cc: Nautica Isles West
    President HOA

Southern Shores Management Company

Tom Lanahan
City of Greenacres
5800 Melaleuca Lane
Greenacres, FL 33463
tlanahan@ci.greenacres.fl.us
Charlene Macon  
324 Orange Tree Drive, Unit 2  
Atlantis, FL, 33462  
January 21, 2013

Thomas J. Lanahan  
Planning and Engineering Director  
5800 Melaleuca Lane  
Greenacres, Fl., 33463

Re: Charrette Steering Committee Review of Raceway Gas Station

Dear Mr. Lanahan:

I have reviewed the gas station proposal and the location on the corner of Haverhill and Lantana Roads. I concur with the City of Greenacres and others involved that a gas station of this size is not consistent with the neighborhood. Certainly not in the best interest of the residents of the area.

Please share my feelings with Pat Rutter of the PBC Planning Division.

Sincerely,

Charlene Macon

Charlene Macon, City of Atlantis
Exhibit 7
Correspondence from the City of Atlantis

January 4, 2013

The Honorable Shelley Vana
Palm Beach County Board of County Commissioners
301 North Olive Avenue, Suite 1201
West Palm Beach, FL 33401

Re: Greenacres-Atlantis-Palm Beach County Charrette
    Raceway Market
    LGA 2013-001 and ZV/I/ZC-2012-02065

Dear Commissioner Vana:

We recently became aware of a proposal for a large 24-hour gas station and convenience store proposed for the northwest corner of Lantana Road and Haverhill Road in the unincorporated area. We are concerned as this area was part of a larger planning area which was the subject of a 2004 charrette. The proposal (enclosed) is not consistent with the neighborhood-serving mixed commercial and residential uses or corner gateway configuration planned for this corner in the Charrette Master Plan (enclosed).

In the summer of 2004, the City of Atlantis participated in a neighborhood planning charrette for the area bounded by the L-14 Canal to the north, Lantana Road to the south, Cadillac Drive to the west, and Military Trail to the east. The area included properties within unincorporated Palm Beach County and the City of Greenacres, and was adjacent to Atlantis. We co-sponsored this effort with time, money, and the use of our Council Chambers to hold the week-long design studio because we were concerned with the type of development being approved by the County in this area immediately next to Atlantis. City staff and residents served on the steering committee and participated extensively in the charrette.

The Charrette Final Report and Master Plan (issued February 2005) was a product of this collaborative effort between the residents of Palm Beach County, Greenacres, and Atlantis and was favorably received when presented to the Atlantis City Council.

The City of Atlantis is very concerned that the Master Plan that the 3 jurisdictions and the residents jointly created is not being followed in this case. Approval of this proposal would call into question the County's level of respect for the entire joint planning effort that we all undertook and for the concept of intergovernmental cooperation. Therefore, we ask that you follow the charrette and deny the request.

Kind Regards,

Mo Thornton
City Manager
Exhibit 8
Canyon Town Center Amendment Aerial Map
### Exhibit 9
#### Canyon Town Center Amendment Location Map

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<td>Future Land Use:</td>
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<td>Amendment to Conditions:</td>
<td>Development of the site shall be limited to a maximum of 259,300 275,000 square feet of non-residential uses and 93 dwelling units.</td>
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Exhibit 10
West Gun Club Road Amendment Location Map
January 24, 2013

Palm Beach County Administration  
ATTN: Robert Weisman, County Administrator  
301. N. Olive Avenue  
West Palm Beach, FL 33401

RE: Comprehensive Plan Amendment Round 13-1, Port of Palm Beach Master Plan

Dear Mr. Weisman,

The City of Riviera Beach (City) and the Riviera Beach Community Redevelopment Agency (CRA) respectfully request that the Board of County Commissioners (BCC) table the Port of Palm Beach Master Plan amendment scheduled to be heard at the January 28, 2013 BCC Public Hearing. Both the City and CRA have provided Port of Palm Beach (POPB) Staff with comments and proposed changes to the POPB Master Plan Amendment. To date, these comments have not been resolved between the POPB, City and CRA. The City and CRA object to this item advancing any further through the amendment process prior to resolution of our comments.

Representatives from both the City and CRA will be present at the January 28, 2013 BCC Public Hearing to verbally express our request to table this item so that the POPB, City, CRA and County can work together to resolve the City and CRA’s issues related to the amendment proposal.

Please feel free to contact Mary McKinney, Director of Community Development at (561)845-4060/mmckinney@rivierabch.com or Scott Evans, CRA Director of Planning and Development at (561)844-3408/sevans@rbcrada.com. Thank you for considering our request.

Respectfully,

Ruth C. Jones,  
City Manager

Respectfully,

Tony Brown,  
CRA Executive Director

Cc: Danny Jones, Interim Deputy City Manager  
Mary McKinney, Director of Community Development  
Jeff Gagnon, Planning and Zoning Administrator  
Scott Evans, CRA Planning Director  
Lorenzo Aghemo, PBC Planning Director  
Erin Fitzhugh, PBC Senior Planner  
Kurshid Mohyudd, PBC Senior Planner  
Manuel Almira, Port Director  
Tom Lundeen, POPB Assistant Director
Exhibit 12
Correspondence from Gerald M. Ward

Gerald M. Ward, P.E.
Consulting Engineer
Coastal - Environmental
P.O. Box 10441
Riviera Beach, Florida 33419

28 January 2013

Office Location:
Suite 5
31 W 20th Street
Telephones:
561/863-1215
E-Mail:
wardgm@gate.net

Board of County Commissioners
Palm Beach County
301 North Olive Avenue
West Palm Beach, Florida 33401

Re: 28 January 2013 Agenda Item 2. B. 3 Port of Palm Beach Master Plan Update

Dear Commissioners:

We have participated in Port of Palm Beach Comprehensive Plan development and amendments since their inception under the 1982 City of Riviera Beach Comprehensive Plan. Subsequently 163.3178 Florida Statues took to the Comprehensive Plan languages to the responsibility of the County when the Port was shown to impact multiple municipalities. These comments, requests and my verbal comments today are intended to be part of the record and as an affected party (business operator within the Port District) pursuant to Chapter 163 Florida Statues. Your backup pages E-11 through E-21 are my submittals somewhat important in relation to the history of why I and folk are upset with the lack of responsiveness of the Port of Palm Beach Commissioners and Staff as to resolve of problems the Port creates for the citizens of Riviera Beach and all of Palm Beach County. (Please re-read these pages.)

The Port is on record with numerous actions since the mid-1990s with the concepts of the so-called Skypass “bridge” that reconnection of State Road 710 to US1 is necessary. Only when they saw an opportunity to use a temporary “depression” in the economy as a quick way to increase the size of the Port land holdings (Item 4, Page 14 of 14 FINAL) at the expense of the citizens, taxpayers and other governments did they recant the need for such transportation works “SR 710 Reconnection”. The Port is now on record that any future reconnection will be at the expense of others beside the Port. The problems “hidden” because of touted “economic” conditions were not picked up by transportation users in the Riviera Beach area when the MPO was adopting its 2035 “Cost Feasible” Transportation Plan.
Interestingly, since last years “planning” meetings (2012) on this “Master Plan Update” Item 15 depicted on Page 14 of 14 FINAL has been better defined at the Port. Item 15 is identified as “North Wharf Improvements”!

I am surprised that your Department of Environmental Resources Management has not raised such in their comments!!! Even at the January Port Board meeting this project (Item 15) was being prioritized along with the deepening of the port depths to over 50 feet MLLW in the soon to be released US Army Corps of Engineers Re-evaluation Study (Item 10.). In some folk minds it is null within Lake Worth, a practice prohibited by the Trustees of the Internal Improvement Trust Fund in 1972. In other folks ideas it would be a major wharf addition on piling for very heavy deck loads in the same configuration as “fill”.

The County Commission should clearly question the Port on both the “Slip No. 3 Redevelopment” (within the waters of Lake Worth) and the concepts of “North Wharf Improvements”. Transmittal of these parts of the Plan Update could easily be withheld!

Besides dismissing the comments of local governments (City of Riviera Beach and Riviera Beach Redevelopment Agency) the Port Board and Staff often ignores the views of its tenants and constituents. Your backup pages E-5 through E-10 quickly demonstrates that the Port does not intend to listen to either its higher level government nor citizens. The County needs to pay better attention to the activities of the Port. Just reading (or listening to) a transcript of the January 2013 meeting should be directed.

You would be amazed at the issues thought to be of import to the Port Commissioners! As much as I do not like lower level government getting bigger, you already have taken over an identical government (South Lake Worth Inlet District) chartered in 1915 at the same time as what we now call “Port of Palm Beach District”.

All the questions have not been asked! Map A-2 (Page 14 of 14 FINAL) is certainly a candidate for withholding of Transmittal until the Port clearly explains each of its “Future Improvements”!

Very truly yours,

Gerald M. Ward, P.E.
Consulting Engineer

1301PBCBCC1

Cc: Board of County Commissioners Clerk
References: Pages E-5 through E-21 of this Agenda Item Backup
January 28, 2013

Board of County Commissioners  
Palm Beach County  
301 North Olive Ave  
West Palm Beach, FL 33401

Re: Agenda Item 2.B.3 – Port of Palm Beach Master Plan Update

Dear Commissioners:

I am here today in opposition to the subject item. The plan as shown has removed a road project known as the SR-710 South Connector Road, in Riviera Beach, FL from Old Dixie to US-1 from its 2005-2015 November 2004 approved plan – Section A1. Adopted Portions of the Plan: Goals, Objectives and Policies. The new SF-710 Connector was promised by the Port of Palm Beach in agreements with the DOT, City of Riviera Beach and Palm Beach County when Port Road (SR-710) was closed allowing the US-1 Sky Pass bridge constructed in 1995.

I ask you today to reject this Item 2.B.3 as presented until the Port of Palm Beach replaces said (SR-710) Port Rd as agreed to for the taxpayers of the City of Riviera Beach.

Please include my comments as part of the records and show that I am a affected property owner who has been without truck route access form more than ten (10) years.

Sincerely,

THE MURPHY CONSTRUCTION CO.

Martin E. Murphy, Vice President

Attached: Location Map & DOT Purchased R/W survey
BOARD OF COMMISSIONERS
of the
PORT OF PALM BEACH DISTRICT

IN ACCORDANCE WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA), PERSONS IN NEED OF A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHALL, WITHIN THREE (3) DAYS PRIOR TO ANY PROCEEDING, CONTACT THIS OFFICE, ONE EAST 11TH STREET, SUITE 600, RIVIERA BEACH, FLORIDA 33404 – 6921 (561-842-4201).

Regular Board Meeting
4:00 PM
Thursday, February 21, 2013
One East 11th Street – 6th Floor
Riviera Beach, Florida 33404-6921

- THIS MEETING IS OPEN TO THE PUBLIC -

Chairman George H. Mastics
Vice-Chair Edward R. Oppel Secretary/Treasurer Jean L. Enright
Commissioner Blair J. Cidlin Commissioner Wayne M. Richards
Executive Director Manuel Almira
Port Attorney John W. Gary, III.

I. REGULAR BOARD MEETING

A. CALL TO ORDER / ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF THE MINUTES

D. ADDITIONS, DELETIONS, PRESENTATIONS, ANNOUNCEMENTS

Presentation: Carlton G. Cartwright, CEO & Founder, The Children’s Coalition, Inc.

E. CONSENT AGENDA

E-1 Financial Statements for January 2013
E-2 Financial Reports
E-3 Bank Reconciliation Report for January 2013
E-4 Accountant’s Report for January 2013
E-5 Contract Renewals
E-6 Contract Report
E-7 Marketing and Business Development
E-8 Community Grants
E-9 Correspondence
E-10 Items for Ratification
   Resolution Honoring Yault Dignitaries
   Resolution Honoring James Drayton
   Tariff #19 – Typographical Errors

E-11 PORT OF PALM BEACH WAGES & BENEFITS POLICY
Approval of 2013 Wage Schedule for Heat and Frost Insulators Local #60

E-12 TROPICAL SHIPPING MOB LEASE
Approval of lease extension

E-13 LOCOMOTIVE 1311
Consideration of sale
F. DISTRICT REPORTS
   F-1 EXECUTIVE DIRECTOR’S REPORT
   F-2 ENGINEERING REPORT
   F-3 GOVERNMENT AFFAIRS REPORT
       Legislative Update

G. OLD BUSINESS
   G-1 PARKING FEASIBILITY STUDY
       Firm Presentations and Ranking of Short List Firms
   G-2 SLIP #3 PROJECT
       a) Update
       b) Consideration and award of construction bids
   G-3 STONEROCK
       Update
   G-4 PORT OF PALM BEACH TARIFF #19 – ITEM #355
   G-5 PORT OF PALM BEACH MASTER PLAN
       Update

H. NEW BUSINESS
   H-1 REALLOCATION OF PORT CASH BALANCES
   H-2 BLACK DIAMOND
       Update
   H-3 MARITIME OFFICE COMPLEX
       Consideration of Change Order #1

I. COMMENTS FROM THE PUBLIC

J. COMMENTS FROM THE BOARD OF COMMISSIONERS

K. SET NEXT MEETING DATE
   Regular Board Meeting – Thursday, March 21, 2013 – 4:00 p.m.

L. ADJOURNMENT

NOTE: ANY PERSON WHO DESIRES TO APPEAL ANY DECISION MADE BY THE BOARD OF PORT COMMISSIONERS WITH RESPECT
TO ANY MATTER CONSIDERED AT ANY MEETING OR HEARING WILL NEED A RECORD OF THE PROCEEDINGS AND THAT, FOR
SUCH PURPOSE, HE OR SHE NEEDS TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD
INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. THE ITEMS LISTED FOR THE CONSENT
AGENDA ARE CONSIDERED ROUTINE AND WILL NOT BE DISCUSSED UNLESS A COMMISSIONER DESIRES TO DISCUSS AND, IN
THAT CASE, THE ITEM WILL BE REMOVED FROM THE CONSENT AGENDA AND DISCUSSED PRIOR TO THE REGULAR AGENDA
ITEMS.
PORT OF PALM BEACH DISTRICT
REQUEST FOR DISCUSSION AND
COMMISSION ACTION

OLD BUSINESS (REVISED)
ITEM G-5

PREPARED BY: Thomas J. Lundeen, P.E. Deputy Port Director February 8, 2013

SUBJECT: Port of Palm Beach District Master Plan Consideration of document modifications

CURRENT SITUATION: The following events have taken place with regard to the Port’s Master Plan:

- Received letter dated August 17, 2012, from Mary McKinney, regarding Port Master Plan comments.
- Received letter dated August 20, 2012, from Tony Brown, regarding Port Master Plan comments.
- The Port Commissioners approved the attached Master Plan Update at the Port’s August 23, 2012 Commission meeting. The Port’s Board did not approve the City of Riviera Beach and CRA comments.
- The Master Plan Update was transmitted to Palm Beach County on September 5, 2012.
- Casey Long and Tom Lundeen attended the October 12, 2012 Planning Commission workshop meeting.
- Casey Long and Tom Lundeen attended the December 14, 2012 Planning Commission meeting where the Planning Commission recommended approval of the Port’s Master Plan Update.
- Received letter dated December 19, 2012, from Mary McKinney, regarding Port Master Plan comments.
- Received letter dated January 8, 2013, from City Council Chairperson Billie Brook.
- After the FEC/FDOT rail switching meeting on January 23, 2013, Commissioner Richards, Executive Director Almira and Deputy Director Lundeen met with City Planner Jeff Gagnon and CRA Planner Scott Evans to discuss their concerns with regard to the Port’s Master Plan Goals, Objective and Policies. The document modifications were transmitted to staff members of the City, CRA and Port on Thursday morning, January 24, 2013.
- The Port received a copy of the letter from Ruth Jones/Tony Brown to Robert Weisman, County Administrator for Palm Beach County dated January 24, 2013, delivered via e-mail on January 25, 2013.
- On Monday, January 28, 2013, the Board of County Commissioners approved the transmittal of the Port’s Master Plan Update to the State “with the caveat that the Port
and City of Riviera Beach/CRA will work together to come up with their agreement before adoption
by Palm Beach County.

- On February 11, 2013, Executive Director Almira, Deputy Director Lundeen, CRA Executive Director Tony Brown and City Planner Brad Stein met to discuss and finalize the City's and CRA's concerns with the Port's Master Plan Update comments and concerns. The revised language is attached for your review.

The following is my understanding of the options/events for the Port's Master Plan Update:

- The Master Plan modifications will be presented at the February 21, 2013 Port Commission meeting.
- If the Port, City and CRA do not agree on the language of the Master Plan Update, Palm Beach County could vote not to adopt and to remove the Port's Master Plan update from the 13-1 amendment in April 2013.
- If the Port’s Master Plan Update is not adopted, the next Comprehensive Plan Amendment Round is 13-2. The process would be complete in November 2013.

The above documents are attached as back-up information. The revised language to the Master Plan is also attached for your review.

FINANCIAL IMPACT: The project will be funded by FDOT grant money (50%) and matching funds (50%) from the Port's Capital Budget.

ADDITIONAL INFORMATION ATTACHED: No ______ Yes ______

RECOMMENDATIONS: Port Staff recommends that the Board approve the Port's Master Plan modifications as agreed to with the City of Riviera Beach and Community Redevelopment Agency (CRA) and authorize Staff to submit these modifications of the Port's Master Plan through Palm Beach County's Comprehensive Plan Amendment and the State of Florida processes.

Respectfully Submitted By:

Manuel Almira, Executive Director

DATE ACTION TAKEN: ______
Approved: ______ Motion By: ______
Disapproved: ______ Seconded By: ______
Deferred To: ______ Unanimous: Yes ______ No ______
Incorporated into Minutes: ______ By: ______
ADDITIONAL BACKGROUND INFORMATION: The Master Plan was re-written in 2005 and was approved by the State of Florida in 2006. In 2009, the Master Plan was amended to include the Intermodal Logistics Center.

At the April 2011 meeting, the Board directed Port Staff to negotiate a work order with CH2M Hill to update the Port’s Master Plan.

At the May 2011 meeting, the Board approved the 50/50 Joint Participation Agreement with the State of Florida Department of Transportation for the update of the Port’s Master Plan. Also at the May 2011 meeting, the Board approved the CH2M Hill work order to update the Port’s Master Plan in the amount of $112,000.00.

At the October 2011 meeting, the Board approved the additional work order with CH2M Hill in the amount not to exceed $91,400.00 for a market analysis and economic impact study that was completed by Martin and Associates.

At the October 2011 meeting, the Board approved a supplemental Joint Participation Agreement with FDOT increasing the Port Master Plan grant funds by $150,000 to a total of $250,000 ($125,000 Port, $125,000 FDOT).

To date, the total cost of the Master Plan is $203,400.00.
As approved at the August 23, 2012 Board meeting
Goal 1, Objective 1: Port Facility Expansion

The Port will maintain and expand its facilities as required to fulfill intermodal transportation needs, including purchase and lease of new properties for the movement of people and goods, storage and manufacturing, and facilitation of trade, and the improvement of existing and new properties to maintain and expand cargo and passenger throughput.

As proposed and presented at the February 21, 2013 Board meeting
Goal 1, Objective 1: Port Facility Expansion

The Port will maintain and expand its facilities as required to fulfill intermodal transportation needs, including purchase and lease of new properties for the movement of people and goods, storage and manufacturing, and facilitation of trade, and the improvement of existing and new properties to maintain and expand cargo and passenger throughput. The Port will remain in compliance with applicable laws, regulations, ordinances and contractual agreements with neighboring municipalities with regard to the limits on the Port future expansion.

As approved at the August 23, 2012 Board meeting
Goal 1, Objective 1, Policy 2.2

The Plan will endeavor to implement improvements to perimeter landscaping for existing port perimeter areas subject to available funding sources. As the Port considers new development and redevelopment of facilities, it will ensure that buildings are located to reflect off-site relationships, properly-designed site improvements are installed and aesthetic compatibility with surrounding properties is considered. A high priority will be given to protecting the living environment of residential neighborhoods abutting port properties.

As proposed and presented at the February 21, 2013 Board meeting
Goal 1, Objective 1, Policy 2.2

The Plan will endeavor to implement improvements to perimeter landscaping, screening and entrance signage for existing port perimeter areas subject to available funding sources. As the Port considers new development and redevelopment of facilities, it will ensure that buildings are located to reflect off-site relationships, properly-designed site improvements are installed and aesthetic compatibility with surrounding properties is considered. A high priority will be given to protecting the living environment of residential neighborhoods abutting port properties. In the
City of Riviera Beach, screening and landscaping will be given the highest priority along the Old Dixie Highway corridor.

As approved at the August 23, 2012 Board meeting
Goal 1, Objective 1, Policy 2.3
The Port recognizes the Community Redevelopment Area (CRA) in the City of Riviera Beach which includes the portions of the Port located within that municipality and will strive to support uses and redevelopment which are compatible between Port and other municipal developments with the operation of a thriving Port as established in this and prior master plan documents. Coordination will be achieved through regular dialog with the City of Riviera Beach.

As proposed and presented at the February 21, 2013 Board meeting
Goal 1, Objective 1, Policy 2.3
The Port recognizes the Community Redevelopment Area (CRA) in the City of Riviera Beach which includes the portions of the Port located within the City of Riviera Beach. The Port will strive to support CRA planning efforts, strategies and development which are consistent with the operation of a thriving Port integrated with a vibrant neighborhood and business district. Coordination will be achieved through regular dialog with the City of Riviera Beach and CRA.

As approved at the August 23, 2012 Board meeting
Goal 1, Objective 1, Policy 3.1
The Port will construct and support tenant user funded improvements, including but not limited to, berthing areas, cargo yards, rail and truck routes, gates, terminals, warehouses, utility infrastructures, and inland intermodal logistics centers, necessary to accommodate more efficient use of land, and a diverse customer base for future growth. Future projects are expected to include the following types of projects:

- Security - Security Access Gates;
- Expansion - Port expansion projects, such as Cargo Expansion/Cargo Laydown Passenger Terminal and Parking Garages Projects;
- Redevelopment - Redevelopment and improvements to slips and berthing areas, such as Slip 3 Redevelopment and Slip 2
- Redevelopment and Enhancement, Property and Land Improvements Bulk/Container Yard Improvements;
- Rail - Rail and switching yard improvements, such as On-Port and Off-Port Intermodal Rail Improvement Projects;
- Passenger facility improvements, including Passenger Terminal and Garages;
Port of Palm Beach Master Plan Update: 2012 – 2022

- FPL Overhead Line Relocation;
- Harbor and channel improvements, including Federal Harbor Project and Dredged Material Management studies, processes and projects;
- Transportation - Improvements related to on- and off-port transportation and intermodal projects including development and operation of inland intermodal logistics centers.

Projects at the Port’s waterfront complex are shown on the Future Improvements Map. The Inland Intermodal Logistics Centers will be located at a site yet to be determined within western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties. The site will utilize rail, highway and inland waterway transportation modes. Project construction is dependent upon coordination activities, permitting, and funding availabilities from federal, state and local and private sources. Projects will be scheduled in the Port’s Capital Improvement Plan.

As proposed and presented at the February 21, 2013 Board meeting

Goal 1, Objective 1, Policy 3.1
The Port will construct and support tenant user funded improvements, including but not limited to, berthing areas, cargo yards, rail and truck routes, gates, terminals, warehouses, utility infrastructures, and inland intermodal logistics centers, necessary to accommodate more efficient use of land, and a diverse customer base for future growth. Future projects are expected to include the following types of projects:

- Security- Security Access Gates
- Expansion- Port expansion projects, such as Cargo Expansion/Cargo Laydown Passenger Terminal and Parking Garages Projects
- Redevelopment- Redevelopment and improvements to slips and berthing areas, such as Slip 3 Redevelopment and Slip 2.
- Rail- Rail and switching yard improvements, such as On-Port and Off Port Intermodal Rail Improvements Projects;
- Passenger facility improvements, including Passenger Terminal and Parking Garage Projects;
- FPL Overhead Line Relocation
- Harbor and channel improvements, including Federal Harbor Project and Dredged Material Management studies, processes and projects;
- Transportation- Improvements related to on- and off-port transportation and intermodal projects including development and operation of inland intermodal logistics centers.

Projects at the Port’s waterfront complex are shown on the Future Improvements Map. The Inland Intermodal Logistics Centers will be located at a site yet to be determined within western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties. The site will utilize rail, highway and inland waterway transportation modes.
Port of Palm Beach Master Plan Update: 2012 – 2022

Project construction is dependent upon coordination activities, permitting, and funding availabilities from federal, state and local and private sources. Projects will be scheduled in the Port’s Capital Improvement Plan. To the extent feasible, joint public use agreements should be considered with the adjoining municipalities to enhance efficient land uses.

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As approved at the August 23, 2012 Board meeting

Goal 1, Objective 1, Policy 3.2
The Port will support upgrading of intermodal facilities in accordance with or as an enhancement of the Five-Year Transportation Plan and Long Range Transportation Plan of the Palm Beach County Metropolitan Planning Organization and the Florida Department of Transportation, including:

- Widening of SR 710 from two to four lanes between I-95 and Old Dixie Highway;
- Improved connectivity between SR 710 and I-95;
- Extension of Tri-Rail along the FEC line (Florida East Coast) and construction of new stations; and,
- Development of Inland Intermodal Logistics Centers.

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As proposed and presented at the February 21, 2013 Board meeting

Goal 1, Objective 1, Policy 3.2

The Port will work collaboratively in the upgrading of intermodal facilities in accordance with or as an enhancement of the Five-Year Transportation Plan and Long Range Transportation Plan of the Palm Beach County Metropolitan Planning Organization, the Florida Department of Transportation, and the City of Riviera Beach, including:

- Widening of SR 710 from two to four lanes between I-95 and Old Dixie Highway, collaborating with the City of Riviera Beach/CRA to minimize adverse community impacts;
- Improved connectivity between SR 710 and I-95;
- Extension of Tri-Rail along the FEC line (Florida East Coast) and construction of new stations; and
- Development of Inland Intermodal Logistics Centers; and
- Improving connectivity to the Marina District.

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As approved at the August 23, 2012 Board meeting

Goal 1, Objective 1, Policy 3.3

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4
The Port will support and cooperate in the feasibility studies of the following specific transportation improvements, as well as other improvements identified by the Port Commission as being consistent with this master plan:

a. Off-Port Intermodal Rail Improvements including relocating/shifting of FEC switching facilities to the South to reduce impacts at crossings within the City of Riviera Beach;

b. Improved switching facilities between CSX Railroad and FEC Railroad near the Port;

c. Improved SR 710 connection to I-95;

d. Avenue C connection to 13th Street;

e. Blue Heron Boulevard & US 1 intersection improvements;

f. 45th Street and US1 intersection improvements; and,

g. Atlantic Commerce Corridor improvement projects, including:
   - FEC Reconstruction of rail line north of 13th Street to alleviate SR 710 blockages
   - FEC - Expand and rebuild Trailer on Flat Car (TOFC) facilities in Fort Pierce
   - FEC - Upgrade tracks to increase train speed in West Palm Beach and Lake Worth through crossing and signal improvements;
   - FEC - Potentially close at grade crossings at various locations throughout the corridor within Palm Beach County.

h. Development of Inland Intermodal Logistics Centers in western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties.

As proposed and presented at the February 21, 2013 Board meeting.

Goal 1, Objective 1, Policy 3.3

The Port will support and cooperate in the feasibility studies of the following specific transportation improvements, as well as other improvements identified by the Port Commission as being consistent with this master plan.

a. Off-Port Intermodal Rail Improvements including relocating/shifting of FEC switching facilities to the South to reduce impacts at crossings; within the City of Riviera Beach;

b. Improved switching facilities between CSX Railroad and FEC Railroad near the Port

c. Improved SR 710 connection to I-95;

d. Avenue C connection to 13th Street;

e. Blue Heron Boulevard & US 1 intersection improvements;

f. 45th Street and US1 intersection improvements; and,

g. Atlantic Commerce Corridor improvement projects, including:
   - FEC Reconstruction of rail line north of 13th Street to alleviate SR 710 blockages
Port of Palm Beach Master Plan Update: 2012 – 2022

- FEC-Expanded and rebuild Trailer on Flat Car (TOFC) facilities in Fort Pierce
- FEC- Upgrade tracks to increase train speed in West Palm Beach and Lake Worth through crossing and signal improvements
- FEC –Potentially close at grade crossing at various locations throughout the corridor within Palm Beach County.
  
  ____
  h. Development of Inland Intermodal Logistics Centers in western Palm Beach County communities or counties adjoining Lake Okeechobee.
  
  i. Redevelopment initiated by the City of Riviera Beach CRA in its Marina District and in the surrounding Port neighborhoods.
  
  j. Improved connectivity to the Marina District.

As approved at the August 23, 2012 Board meeting
Goal 1, Objective 1, Policy 3.8
The Port will adopt and maintain appropriate regulatory and management tools to mitigate the threat to human life and to control development and redevelopment to protect the coastal environment and to give consideration to cumulative impacts.

As proposed and presented at the February 21, 2013 Board meeting
Goal 1, Objective 1, Policy 3.8
The Port will adopt and maintain appropriate regulatory and management tools to mitigate the threat to human life, to control development and redevelopment to protect residential neighborhoods, the coastal environment and to give consideration to cumulative impacts.

As approved at the August 23, 2012 Board meeting
Goal 1, Objective 5, Policy 5.4
The Port will lead interagency meetings with the USACE and Port, and, as issues dictate, with Palm Beach County, Town of Palm Beach and/or other affected governments, agencies or parties, to discuss dredged material management, Lake Worth Lagoon enhancement, and potential Port expansion issues.
As proposed and presented at the February 21, 2013 Board meeting

Goal 1, Objective 5, Policy 5.4
The Port will lead interagency meetings with the USACE and Port, and, as issues dictate, with Palm Beach County, Town of Palm Beach, City of Riviera Beach and/or other affected governments, agencies or parties, to discuss dredged material management, Lake Worth Lagoon enhancement, and potential Port expansion issues.

As approved at the August 23, 2012 Board meeting

Goal 1, Objective 10, Policy 10.2
The Port will continue to ensure that there is a coordinated response to significant oil spills at the Port of Palm Beach.

As proposed and presented at the February 21, 2013 Board meeting

Goal 1, Objective 10, Policy 10.2
The Port will continue to ensure that there is a coordinated response with all regulatory jurisdictions having authority, including the City of Riviera Beach, if applicable, to significant oil spills at the Port of Palm Beach.
Exhibit 15
Westgate Avenue Extension Amendment Location Map

A. Map Series, Thoroughfare Right of Way Identification Map (Map TE 14.1), Westgate Avenue Extension Removal TIM

REVISIONS: To remove Westgate Avenue from Congress Avenue to Old Okeechobee Road from the Thoroughfare Right of Way Identification Map (TE-14.1).