Introduction

The Community Planning Act, Chapter 163, Florida Statutes, requires that the regional planning council review local government comprehensive plan amendments prior to their adoption. The regional planning council review and comments are limited to adverse effects on regional resources or facilities identified in the strategic regional policy plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. Council 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.

The amendment package from Palm Beach County was received on May 2, 2017 and contains amendments to the text of the Future Land Use, Transportation, and Intergovernmental Coordination elements as well as the revisions to the Constrained Roadway At Lower Level of Service (CRALLS) Map. This report includes a summary of the proposed amendment and Council comments.

Summary of Proposed Amendment

The proposed amendments are intended to remove comprehensive plan policies from the Future Land Use, Transportation, and Intergovernmental Coordination elements that are no longer relevant due to changed conditions, having been completed, or which relate to temporary designations which have expired. Significantly, the Florida Department of Transportation completed a study of State Road 7 after the policies calling for a Transit Oriented Corridor and Study were adopted in 2009. The study determined that additional roadway capacity, with or without bus lanes, was not warranted. Regarding the CRALLS deletions, the majority of these were temporary and expired in 2012. Typically, such a designation is made when development approvals are desired to be granted in advance of road construction to address the impacts will
not be completed concurrent with the development. With the removal of the designation, the otherwise established Level of Service (LOS) will govern. The changes are summarized below:

**Future Land Use Element**

- Delete Policy 4.4.9-a which designated State Road 7 as a “Transit Oriented Corridor” and called for implementation of the recommendations of a related study to be completed by March 2010. The study did not find transit enhancement or additional lanes warranted.

**Transportation Element**

- Revise the discussion of transit systems in the Introduction Assessment and Conclusions section to remove reference to the ongoing planning of a second track in the South Florida Rail Corridor (formerly CSX) since the track was completed a number of years ago.

- Delete Policy 1.1-p concerning the State Road 7 Transit Oriented Corridor, the potential widening of the road, and applicable LOS standards.

- Delete a portion of Policy 1.2-f at #35 designating portions of Atlantic Avenue as a temporary CRALLS. The designation expired on December 31, 2012.

- Delete a portion of Policy 1.2-f at #41 designating portions of Atlantic Avenue, Belvedere Road, Cain Boulevard, Community Drive, Congress Avenue, Dixie Highway, Federal Highway, Forest Hill Boulevard, Glades Road, Lantana Road, Lyons Road, Ocean Avenue, Okeechobee Boulevard, Palmetto Park Road, and State Road 7 as temporary CRALLS. The designation expired on December 31, 2012.

- Delete a portion of Policy 1.2-f at #43 designating the portion of State Road 7 included in the Transit Oriented Corridor as a CRALLS.

- Delete Policy 1.3-a concerning the creation of a multi-agency Task Force to evaluate the County’s then-current transportation planning techniques since this task has been completed.

- Delete Policy 1.4-j which required the County to explore alternatives to address east-west capacity limitations since this task has been completed.

- Delete Policy 1.4-k which required the County to prioritize construction of a direct connection between I-95 and the Palm Beach International Airport since the connection has been completed for many years now.

- Delete Policy 1.4-y concerning a then-ongoing Project Development & Engineering (PD&E) study for the Florida Turnpike.

- Delete Policy 1.4-z concerning a then-ongoing PD&E study for State Road 7.
• Delete Policy 1.4-aa concerning a PD&E study for Glades Road and the proposed Boca Raton Multimodal Transportation District (MMTD) and the need to incorporate recommendations related to a State Road 7 Transit Oriented Corridor.

• Delete Policies 1.5-l, n, and o concerning consistency with the South Florida Rail Corridor’s Double Track Master Plan, land use changes which would affect the implementation of the plan, and right-of-way dedications necessary to effectuate the plan since the construction of the second track within the corridor was completed a number of years ago.

• Revise the CRALLS Map to delete the various CRALLS designations associated with policies proposed for deletion above.

Intergovernmental Coordination Element

• Delete Policy 1.1.u concerning Lox Road in Broward County.

• Delete Policy 1.1.v concerning coordination with Palm Tran, Broward Mass Transit, and South Florida Regional Transportation Authority (SFRTA) regarding transit recommendations of the then-pending State Road 7 transit study.

• Delete Policy 1.1.w concerning coordinating a common vision for the State Road 7 corridor.

Regional Impacts

No adverse effects on regional resources or facilities have been identified.

Extrajurisdictional Impacts

The proposed amendment was sent to the Palm Beach County Intergovernmental Plan Amendment Review Committee Clearinghouse Coordinator on April 6, 2017. No extrajurisdictional impacts have been identified.

Conclusion

No adverse effects on regional resources or facilities and no extrajurisdictional impacts have been identified.

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
2. Proposed Revisions in Strikeout and Underline Format
Exhibit 1
General Location Map

Palm Beach County

Exhibit 1
General Location Map
## Exhibit 2
### Proposed Revisions in Strikeout and Underline Format

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>A.</td>
<td><strong>Future Land Use Element</strong>, Transportation Element Updates, Transit Oriented Corridor</td>
</tr>
<tr>
<td></td>
<td>REVISIONS: To delete the SR7 Transit Oriented Corridor (TOC) related language. The deletion is shown below in strikethrough.</td>
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<tr>
<td>A.1</td>
<td><strong>DELETE 4.4.9 Transit Oriented Corridor</strong></td>
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<tr>
<td>A.2</td>
<td><strong>DELETE Policy 4.4.9-a:</strong> SR 7 shall be designated a Transit Oriented Corridor from the Broward County line to Glades Road. A Transit Oriented Corridor shall facilitate the use of mass transit by providing for improved local access to transit stops and shall be considered for implementation of premium transit service. The Corridor shall be further defined and implemented considering the recommendations of the SR 7 Transit Supportive Land Use Planning and Urban Design Study. Palm Beach MPO has prioritized this study for funding and Palm Beach County will strongly encourage the completion of the study by the end of March 2010, and will coordinate with other parties to effectuate the completion of the study by that date.</td>
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<td>B.</td>
<td>Transportation Element, Transportation Element Updates, Transit Oriented Corridor</td>
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<tr>
<td></td>
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</tr>
<tr>
<td>B.1</td>
<td><strong>DELETE Policy 1.1-p:</strong> SR 7 Transit Oriented Corridor</td>
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</tbody>
</table>

Applicability. The requirements of this policy shall apply to all projects located in any Palm Beach County municipality or the unincorporated area of Palm Beach County with significant Project Traffic on SR 7 between the Broward County line and Glades Road ("SR 7 Transit Oriented Corridor") or Project Traffic on a SR 7 Transit Oriented Corridor roadway segment not eligible for de minimis within the Project's Radius of Development Influence. Projects subject to this policy shall be required to meet Test One as set forth in Policy 1.1-b for Project Traffic impacting the SR 7 Corridor. The requirements of this Policy 1.1-p are supplemental and shall be required in addition to Traffic Performance Standards set forth in Palm Beach Comprehensive Plan, Policy 1.1-b. [NOTE: "significant Project traffic" and "Radius of Development Influence" are defined terms in Palm Beach County's land development regulations]

Standard: No Development Order shall be issued by any Palm Beach County municipality or unincorporated Palm Beach County that adds significant Project Traffic on a SR 7 Transit Oriented Corridor roadway segment not eligible for de minimis within the Project's Radius of Development Influence unless it can be shown to meet the requirements of this policy.

The applicable vehicular LOS standard for the segment of SR 7 from Broward County line to Glades Road shall continue to be LOS D. Appropriate phases leading to construction shall be supported by Palm Beach County for inclusion in FDOT's 5 Year Work Program for widening to an 8 lane section (2 dedicated transit/epecial use lanes and 6 general use lanes). However, when it is projected that the vehicular LOS standard shall be exceeded within 5 years, no further traffic concurrency approvals (per Test 2 of the County's Traffic Performance Standards) impacting the SR 7 Transit Oriented Corridor with significant
project traffic shall be granted until the construction phase of the 8-lane cross section is included in the applicable FDOT's 5-Year Work Program.

After construction of the 8-lane cross section for SR-7 has commenced, the vehicular LOS standard shall be the CRALLS volume as specified in Policy 1.2-f (43) of the Transportation Element.

The applicable vehicular LOS standards for the segment of Lyons Road from Broward County line to Palmetto Park Road and the segment of Palmetto Park Road from Lyons Road to Florida's Turnpike shall continue to be LOS D.

B.2. DELETE portion of Policy 1.2-f:

43. The following arterial segment is hereby designated as CRALLS facility only for those Projects that add Project Traffic within their radius of development influence to the SR-7 Transit Oriented Corridor, as defined in Policy 1.1-p. This standard shall apply at such time as the arterial segment is widened to the stated cross section below. This standard (including the CRALLS) may be adjusted as necessary based upon the results of the SR-7 Transit Supportive Land-Use Planning and Urban Design Study to be completed by the Treasure Coast Regional Planning Council:

1) SR-7 from Broward County line to Glades Road as 6 lanes plus 2 transit/special-use lanes

Peak-hour-peak-direction standard: 3010 vehicles per hour

The following CRALLS Mitigation Measures are to be implemented in conjunction with this CRALLS:

a) Multi-modal LOS as identified in Policy 1.1-p.
b) Implementation of Exclusive Transit/special-use lanes on SR-7.

County Engineer shall annually monitor and project the need for improvements (within next 5 years) to Lyons Road and Palmetto Park Road. County shall develop a plan for interim capacity improvements and shall consider including in the County's 5-year Road Program appropriate phases leading to construction of such improvements once projected to be needed.

B.3. DELETE Policy 1.4-y: The County, through MPO, shall support and encourage Florida's Turnpike Authority during the on-going Project Development and Environmental (PD&E) study to add a northbound auxiliary lane on Turnpike from the Sawgrass Expressway to either Glades Road or to the potential new Palmetto Park Road interchange. Palm Beach County shall also initiate quarterly meetings with Florida's Turnpike Authority for this purpose.

B.4. DELETE Policy 1.4-z: After the completion of the SR-7 PD&E study, PBC shall reevaluate the adopted transit LOS and the required funding for the SR-7 Transit Corridor.

B.5. DELETE Policy 1.4-aa: Following the completion of the Lyons Road PD&E Study and the adoption of the Boca Raton MMTD, the County will review the PD&E Study and Boca Raton MMTD and will incorporate recommendations from the PD&E Study and Boca
Raton MMTD that the County determines to be appropriate into the comprehensive plan in order to support transit alternatives on Glades Road.

C. Intergovernmental Coordination Element, Transportation Element Updates, Transit Oriented Corridor

REVISIONS: To delete the Transit Oriented Corridor (TOC) related language. The deletion is shown below in strikethrough.

C.1. DELETE Policy 1.1.u:—The County supports widening of Lox Road to 4 lanes and will coordinate to the extent possible with Broward County, Broward MPO, and City of Parkland to accomplish the same.

C.2. DELETE Policy 1.1.v:—Palm Beach County will coordinate with Broward County, Palm Tran, Broward Mass Transit, and SFRTA as necessary to provide transit services across the County line along the SR 7 corridor. Palm Beach County will recommend the necessary funds be programmed into the Transit Development Programs of each County after the type of service has been identified by the PD&E Study and determined to be appropriate by the respective County.

C.3. DELETE Policy 1.1.w:—Palm Beach County will engage in ongoing intergovernmental agency coordination with the Palm Beach and Broward MPOs, Broward County, local municipalities, and the FDOT that will encourage timely implementation of the common vision for SR 7, including land use issues, and will coordinate and encourage agreement upon transportation network improvements. Efforts to engage in intergovernmental agency coordination may include, but not be limited to, the preparation of lists of projects for inclusion in the cost feasible plan provisions of the LRTPs for the Palm Beach MPO and local five-year schedule of capital improvements and encouragement to the Broward MPO and the Broward County to do the same.

D. Transportation Element, Transportation Element Updates, Expired CRALLS

DELETED: To delete the CRALLS that have expired. The deletion is shown below in strikethrough.

D.2. DELETE portions of Policy 1.2-f:

35) The following segments of Atlantic Avenue are hereby designated temporarily as Constrained Roadways at a Lower Level of Service (CRALLS) facilities:

a. Atlantic Avenue from SR 7 to Lyons Road
   — Peak Hour, Peak Direction Level of Service standard: 1,271

b. Atlantic Avenue from Lyons Road to Starkey Road
   — Peak Hour, Peak Direction Level of Service standard: 1,850

c. Atlantic Avenue from Florida’s Turnpike to Hagen Ranch Road
   — Peak Hour, Peak Direction Level of Service standard: 2,615

d. Atlantic Avenue from Hagen Ranch Road to Jog Road
   — Peak Hour, Peak Direction Level of Service standard: 3,045
One of the projects utilizing this CRALLS is Kenco Communities development on Brookside Nursery property, and adjacent properties that are part of the same development order as part of the land swap with Palm Beach County for the Delray Holdings-282 property on SR 7. As a mitigating factor for this CRALLS, this developer shall participate in the land swap for the purpose of reducing vehicle-miles traveled on SR 7 and Lyons Road. In case the land swap does not materialize, as a mitigation for this CRALLS, the project must enter into a funding agreement to the satisfaction of County Engineer, to pay for the construction of the 6-laning of West Atlantic Avenue from Florida’s Turnpike to Jog Road and the 4-laning of West Atlantic Avenue from Lyons Road to Starkey Road.

The temporary CRALLS is also available for the benefit of developments already approved on the Appolonia, Dubois, Montage, Terra Nova PUD, Terra Nova MUPD, Tivoli Isles, Atlantic Commone, Delray TMD, and Mizner Country Club properties as well for the Hyder PUD development which has already been approved for concurrency but has not yet received a development order. As a mitigation for this CRALLS, any of the above referenced developments utilizing this CRALLS, must enter into a funding agreement to the satisfaction of County Engineer, to pay for the construction of the 6-laning of West Atlantic Avenue from Florida’s Turnpike to Jog Road and the 4-laning of West Atlantic Avenue from Lyons Road to Starkey Road.

The temporary CRALLS shall expire on December 31, 2012.

41. The following roadways are hereby temporarily designated as a CRALLS facility exclusively for those projects with insignificant impact (less than 1% of the LOS D volume) on the applicable roadways:
   a) Atlantic Ave from Turnpike to Hagen Ranch Rd as 4 lanes
      Peak hour, peak direction standard: 2,672 vehicles per hour
   b) Belvedere Rd from Drexel Rd to Havorthill Rd as 4 lanes
      Peak hour, peak direction standard: 2,711 vehicles per hour
   c) Belvedere Rd from I-95 to Parker Ave as 4 lanes
      Peak hour, peak direction standard: 1,742 vehicles per hour
   d) Cain Blvd from Everglades Pump Rd. to Glades Rd as 2 lanes
      Peak hour, peak direction standard: 948 vehicles per hour
   e) Community Dr from Military Tr to Village Blvd as 3 lanes
      Peak hour, peak direction standard: 1,230 vehicles per hour
   f) Congress Ave from Palm Beach Lakes Blvd to Presidential Way as 5 lanes
      Peak hour, peak direction standard: 2,706 vehicles per hour
   g) Dixie Hwy from Okeechobee Blvd to Park Pl as 3 lanes
      Peak hour, peak direction standard: 1,685 vehicles per hour
   h) Federal Hwy from 20th St NW to Glades Rd as 4 lanes
      Peak hour, peak direction standard: 1,886 vehicles per hour
   i) Forest Hill Blvd from I-95 to Parker Ave as 4 lanes
Projects utilizing this CRALLS must employ one or more mitigation strategies. The nature and combination of mitigation strategies will be roughly proportional to the impact of the Project on the Roadway. This CRALLS shall not take effect until the methodology for arriving at an acceptable mitigation strategy is provided for in the ULDC. The mitigation strategies may include but not be limited to the following:

1) Pay a mitigation fee at a sliding scale proportional to the impact on the affected roadway (number of peak-hour trips) to improve mobility on the affected roadway.
2) Prepay Traffic Impact Fees within 6 months of Development Order approval or issuance of the first building permit, whichever shall first occur.
3) Coordinate with Palm Tran to provide enhanced bus stops and shelters as needed.
4) Provide an integrated pedestrian system that connects the buildings to public sidewalks and Palm Tran bus stops.
5) Provide interconnectivity between complementary neighboring land uses for both vehicular and pedestrian access.
6) Develop a low generation traffic sensitive Project, with the intent of reducing traffic congestion on affected facilities.
7) Provide a bicycle rack to accommodate commuters using alternative modes of transportation.
8) Provide transit passes to employees using mass transit.
9) Provide an on-going ride sharing information service to persons employed by the project.

This CRALLS will no longer be in effect after December 31, 2012.

E. Transportation Element, Transportation Element Updates, Completed Tasks

REVISIONS: To delete the language related to completed tasks. The deletion is shown below in strikethrough.

I. INTRODUCTION, B. Assessment and Conclusions

E.1. REVISE: 3. Transit System - With the increase in revenue devoted to mass transit, Palm Beach County has instituted a complete upgrading of infrastructure. This has resulted in significant increases in the number of buses and the number and extent of bus routes. Palm Tran is increasing ridership as a result of these improvements.

Nevertheless, the County has a transit modal split of less than one percent. Therefore, this element provides policies that promote additional mobility alternatives to automobile use. These include Palm Tran and Palm Tran Connection services, Tri-Rail, ridesharing coordination programs which result in car and van-pooling, High Occupancy Vehicle (HOV) lanes designed for car pooling, park-and-ride lots, and designated bikeways.

The State-owned South Florida Rail Corridor (formerly owned by CSX) which runs from West Palm Beach to Miami, has an on-going program to add a second track (double track) to the current single line system. A Double Track Master Plan has been developed by the State to identify where the second track is to be constructed.

It is recognized that public transit provides additional benefits, such as decreased traffic congestion and reduced impacts to the environment, beyond solely being able to recoup its costs.

E.2. DELETE Policy 1.3-a: The Board of County Commissioners shall establish a Task Force to evaluate the County’s current transportation planning techniques, recognizing that existing procedures may not adequately meet future multimodal transportation needs. The Task Force shall make recommendations to the Board of County Commissioners for possible modifications to the established procedures and/or guidelines. The Task Force shall be comprised at a minimum of representatives from the Palm Beach County Planning and Traffic Divisions, Department of Airports, Palm Tran, the Port of Palm Beach, and the Metropolitan Planning Organization, along with representatives from local municipalities, private interests, FDOT, and other governmental agencies involved in transportation planning for Palm Beach County.
E.3. DELETE Policy 1.4-j: The County shall continue to explore alternatives to resolve capacity limitations in the central east/west corridor and shall initiate actions in a timely manner to implement the chosen alternatives.

E.4. DELETE Policy 1.4-k: The County shall make the Palm Beach International Airport-Interstate 95 direct connection a priority through the continued pursuit of Federal and State funding.

E.5. DELETE Policy 1.5-l: Palm Beach County shall seek to achieve consistency and coordination between the South Florida Rail Corridor's Double Track Master Plan and this Comprehensive Plan.

E.6. DELETE Policy 1.5-n: Upon FDOT's submittal of the Corridor Management Report for the South Florida Rail Corridor, the County shall adopt a Corridor Management Ordinance in accordance with subsection 337.273(6), F.S., which shall provide the framework for corridor management, including notice to District IV, FDOT, of substantial land-use changes or permits that would substantially impair the viability of the corridor for future transportation uses.

E.7. DELETE Policy 1.5-o: Development Orders issued by the County shall require conveyance of rights-of-way consistent with the adopted South Florida Rail Corridor's Double Track Master Plan when there is a rational nexus between the required dedication of land and the needs of the community because of the Development.
F. Transportation Element, Transportation Element Updates, Map Series Updates

REVISIONS: To delete CRALLS that have expired. The deletion is shown below in strikethrough.