# COMPREHENSIVE PLAN AMENDMENT STAFF REPORT AMENDMENT ROUND 19-B

## BCC ADOPTION PUBLIC HEARING, JULY 22, 2019

# A. Amendment Summary

## I. General Data

| | |
|---|---|
| **Project Name:** | **Congress/Old Boynton CRALLS Modifications** |
| **Elements:** | **Transportation Element** |
| **Project Manager:** | Khurshid Mohyuddin, AICP, Principal Planner<br>Quazi Bari, P.E., Senor Professional Engineer |
| **Staff Recommendation:** | Staff recommends ***approval*** based on the findings and conclusions presented in this report. |

## II. Item Summary

**Summary:** This amendment proposes to revise the Transportation Element to delete the mitigation measures associated with Congress/Old Boynton Constrained Roadway at Lower Level of Service (CRALLS) at the request of the City of Boynton Beach. The County adopted the CRALLS in 2005 with a series of mitigation measures to manage additional traffic generated by new development utilizing the CRALLS.

**Assessment:** The mitigation measures associated with this CRALLS, including the provisions of transit, affordable housing, additional impact fee, and roadway improvements, have been either completed or are no longer appropriate with the adoption of proportionate share legislation in Section 163.3180 (5)(h) F.S.

There are no subsequent ULDC revisions required for this amendment.

## III. Hearing History

**Local Planning Agency:** ***Approval***, motion by Lori Vinikoor, seconded by David Dinin, passed in an 8 to 0 vote at the April 12, 2019 public hearing. Under discussion, Commission members questioned whether a future CRALLS was anticipated, and planned roadway improvements in the area. County staff stated that there were no additional CRALLS planned since existing traffic was under roadway capacity, there are no plans to further widen the current 3-lane section of Old Boynton Road which has utilized the ultimate right-of-way in the area. There was no public comment.

**Board of County Commissioners Transmittal Public Hearing:** ***Transmit,*** motion by Vice Mayor Kerner, seconded by Commissioner Weinroth, passed in a 7 to 0 vote at the April 29, 2019 public hearing. There was minimal discussion and no public comment.

**State Review Agency Comments:** The State Land Planning Agency issued a letter dated May 30, 2019 stating that the Agency had no comment on the proposed amendment. There were no other state agency comments received regarding this amendment.

**Board of County Commissioners Adoption Public Hearing:** *Scheduled for July 22, 2019*

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# B. Introduction

## I. Intent

The intent of this amendment is to revise the Transportation Element to update Congress/Old Boynton Constrained Roadway at Lower Level of Service (CRALLS) by deleting the associated mitigation measures per the request of the City of Boynton Beach. The letter dated December 10, 2018 from the City requesting this amendment is provided in this report as Exhibit 4. Specific changes are shown in strike-through and underlined format in Exhibit 1.

## II. Background

The Congress/Old Boynton CRALLS was established on a segment of Old Boynton Road from Spine Road (AKA Renaissance Commons Boulevard) to Boynton Beach Boulevard, and on two intersections: Congress Avenue and Gateway Boulevard, and Congress Avenue and Old Boynton Road (Transportation Element, Policy 1.2-f.36). The County adopted this CRALLS in 2005 (Round 05-2) at the request of the City in order to allow development and redevelopment in the area. The adopted CRALLS also included mitigation measures to manage additional traffic generated by new development. These mitigation measures included provisions of transit, affordable housing, additional impact fee, and roadway improvements.

The intent was to preserve the landscaping and character of this part of the City by avoiding the need for additional roadway improvements. The needed improvements at that time included intersection improvements at Congress Avenue and Old Boynton Road and at Congress Avenue and Gateway Boulevard, along with the widening of Old Boynton Road to five lanes between Congress Avenue and Boynton Beach Boulevard. The engineering plans for the improvements indicated significant impacts to the adjoining properties if the improvements were made. Additional right-of-way needed to be acquired from a number of developed private properties. The acquisition of needed right-of-way would have resulted in potentially reduced parking, reduced building setbacks, and elimination of landscaping, which would have degraded the overall appearance of the properties when viewed from the public roadway. The City evaluated the impacts and determined at that time that a CRALLS designation would be a better alternative to the construction of some of the improvements.

## III. Data and Analysis

**Status of the Mitigation Measures**

The City provided a justification for the deletion of each of the 4 mitigations measures in the letter dated December 10, 2018 (Exhibit 4) as provided below with staff assessment. Further, requiring mitigation measures in this manner are no longer appropriate with the adoption of proportionate share legislation in Section 163.3180 (5)(h) F.S.

**1. Transit.**

***City's Justification:*** Mitigation measure no. 1 has been fulfilled since three Palm Tran routes are in place to make the required connections.

***County Staff Comments:*** Staff concurs. This measure has been fulfilled since three PalmTran routes are in place to make the required connections.

**1. Housing.**

***City's Justification:*** Mitigation measure no. 2 requires developments using the CRALLS to set aside an income-dependent percentage of units for workforce housing with related conditions to be met and a fee-in lieu as an alternative. The developers of the first CRALLS users (the Boynton Town Center and Boynton Village) chose to contribute the initially agreed upon fee-in-lieu, but the amount to be paid by subsequent users must be approved by both the City Commission and Board of County Commissioners. The fee has not been established; no other developments with a residential component occurred. While supporting the elimination of this mitigation measure, Boynton Beach is certainly concerned about the residents' access to attainable housing. As a member of the South Regional Committee, the City has participated in the County's Housing Steering Committee-led effort to identify best practice programs and strategies to draw upon for local recommendations. The City is also creating an in-house Attainable Housing Work Group, which will continue cooperation with the Steering Committee. The group will advocate for the update of the Housing Needs Assessment, review current City's programs and policies, and consider expansion of the Workforce Housing Program, incentivized through density/height bonus, and currently limited to the Downtown Transit-Oriented Development District.

***County Staff Comments:*** This mitigation measure predated the County's Workforce Housing Program (WHP), and required provision of affordable housing from the residential developments utilizing the CRALLS. According to the City, first two projects utilizing the CRALLS paid the in-lieu fee and no other residential projects have used the CRALLS since. With the deletion of this mitigation measure, the County's WHP would apply to any unincorporated parcel in the Urban Suburban Tier, and municipal parcels would be subject to the City's program.

**3. Impact Fees.**

***City's Justification:*** The additional contribution above the road impact fee (at 0.5 times the amount of the fee, per mitigation measure No. 3) continues to apply to building permits for Boynton Village, with the build-out of that development expected in early 2020. However, both the County and City staff deem this surcharge on impact fee and its coexistence with the Proportionate Fair-Share mitigation problematic and therefore agree on its deletion. We presume that all improvements required in conjunction with the impacts of future redevelopment projects in the area, including redevelopment of Boynton Beach Mall, will be addressed through the Proportionate Fair-Share Program.

***County Staff Comments:*** Staff concurs. All future development in the area will be addressed through proportionate share.

**4. Roadway Improvements.**

***City's Justification:*** All roadway improvement and land use-related mitigation requirements (items listed under mitigation measure No.4) pertaining to the Boynton Town Center and Boynton Village developments have been completed. As noted, no other developments with a residential component occurred. At the inception of the CRALLS, the City identified and submitted to the County the list of six properties thought to be potential

subsequent users of the additional capacity afforded by the designation; all have yet to be developed/redeveloped.

***County Staff Comments:*** Staff concurs. Several improvements required by this mitigation measure have been completed including construction of spine Road (Renaissance Commons Boulevard), construction of pathway along C-16 and E-4 canals, construction of 3-lane section of Old Boynton Road east of Renaissance Commons Boulevard, Widening of Gateway Boulevard to 6 lanes in the area, new signal at Old Boynton Road and Renaissance Commons Boulevard. Other improvements were found not to be geometrically feasible such as; raised median on west approach of Old Boynton Road and Congress Avenue intersection, and extended northbound left lane at Boynton Beach Boulevard and Congress Avenue intersection.

**Status of the Traffic Conditions**

Existing peak hour peak direction volume of 1,027 on Old Boynton Road between Renaissance Commons Boulevard and Boynton Beach Boulevard exceed Level of Service (LOS) D capacity (880) but is within the CRALLS volume of 1,084. The existing critical sum volumes at the subject intersections of Congress/Gateway (1,078) and Congress/Old Boynton Road (1,226), are currently within the LOS D critical sum of 1,400 vehicles in the peak hour and well within the CRALLS critical sum of 1,498 and 1,744 respectively. Traffic counts for existing conditions are provided in Exhibit 3. In the long term, the subject roadway segment and the two intersections are anticipated to be over capacity. All developments in the area affecting CRALLS facilities will continue to be required to meet standards adopted by the CRALLS. A part of the amendment, therefore, keeps the CRALLS volumes intact but changes the name of Spine Road (unbuilt road in year 2005) to Renaissance Commons Boulevard to correctly reflect the name of the road that now exists.

## IV. Public and Municipal Review

The Comprehensive Plan Intergovernmental Coordination Element **Policy 1.1-c** states *"Palm Beach County will continue to ensure coordination between the County's Comprehensive Plan and plan amendments and land use decisions with the existing plans of adjacent governments and governmental entities..."*

**A.** **Intergovernmental Coordination:** Notification of this amendment was sent to the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) for review on March 15, 2019. At the time of the printing of this report, no calls or written requests for information or objections to the amendment had been received.

**B.** **Other Notice:** Notification of this amendment was sent to the City of Boynton Beach for review on March 15, 2019.

## V. Conclusions and Recommendation

The mitigation measures associated with this CRALLS, including the provision of transit, affordable housing, additional impact fee, and roadway improvements, have been either completed or are no longer appropriate with the adoption of proportionate share legislation in Section 163.3180 (5)(h) F.S.

As such, staff recommends **approval** of this amendment.

**Attachments**


| | |
|---|---|
| Exhibit 1 - Proposed changes in strike out and underline format | E - 1 |
| Exhibit 2 – CRALLS Map | E – 4 |
| Exhibit 3 – Existing Traffic | E - 6 |
| Exhibit 4 - Correspondence | E – 9 |

# Exhibit 1

**A. Transportation Element,** to revise the Congress/Old Boynton CRALLS

**REVISIONS:** To revise language in Policy 1-2.f.36 deleting mitigation measures associated with the CRALLS. The deleted text is shown in ~~strikethrough~~ and added text is shown in <u>underlined</u>.

**REVISED** Policy 1-2.f: The Palm Beach County Board of County Commissioners finds the following facilities are constrained facilities and development orders shall be evaluated using the specific level of service standards identified herein instead of the Policy 1.1-b general level of service standards. A County amendment to consider a CRALLS designation will rely upon, as appropriate, the data and analysis provided by the local government requesting the CRALLS designation. Mitigation measures shall be required for any new CRALLS designation adopted after 2001, pursuant to Policy 1.2-q. *….(unchanged text omitted for brevity)…*

36. The following roadway segment and intersections are hereby designated as a CRALLS facility:

    a. Old Boynton Road from ~~spine road~~ <u>Renaissance Commons Boulevard</u> to Boynton Beach Boulevard
    Peak Hour, Peak Direction Standard: 1,084

    b. Intersection of Congress Avenue and Gateway Boulevard
    Critical Sum: 1,498

    c. Intersection of Congress Avenue and Old Boynton Road
    Critical Sum: 1,744

    ~~Commencing in June, 2007 2020, the City shall prepare and submit an annual report that monitors traffic volumes on the affected roadway link and intersections, and provides a status report on compliance with all of the mitigation measures identified in this policy. Should any of the mitigation measures for the Congress/Old Boynton CRALLS not be satisfactorily completed, it shall be deemed that the City is in violation of the provisions of the CRALLS and no further building permits requiring the CRALLS for concurrency shall be issued.~~

    ~~Mitigation Measures to be implemented in conjunction with this CRALLS include the following:~~

    ~~1) Within three (3) years of adoption of this CRALLS, a Palm Tran Route and/or City Trolley route serving the Boynton Town Center and Boynton Village (Winchester Property) Developments with connections to the Congress/Old Boynton area (connects to Mall, Downtown and Tri-Rail station) shall be initiated. Should a Palm Tran route not be in place, the City must operate a trolley service for a minimum of 2 years after issuance of certificates of occupancy for 95% of the gross square footage on the Boynton Town Center and Boynton Village (Winchester Property); but after said 2-year period, if the trolley service operates with low ridership or excessive costs, the City may petition the County Engineer to eliminate said obligation.~~

    ~~2) CRALLS Mitigation Measures to be implemented by all developments utilizing this CRALLS (including Boynton Town Center and Boynton Village - Winchester~~

~~Property), and to be included in all new concurrency approvals and Development Order (D.O.) conditions for those developments proposing more than 10 dwelling units and utilizing this CRALLS to set aside at least 10% of their development for occupancy by very low income (less than or equal to 50% of the County's median annual adjusted gross income) households and low income (more than 50% but less than or equal to 80% percent of the County's median annual adjusted gross income) households, and 10% for moderate income (more than 80% but less than or equal to 120% percent of the County's median annual adjusted gross income) households. Units meeting this requirement shall include no more than 40% renter occupied units for low income and very low income households and no more than 30% renter occupied units for moderate income households. The remaining units must be owner occupied. The renter occupied units must continue to be affordable for a period of at least 20 years, and the owner occupied units must continue to be affordable for a period of at least 10 years. Attainability shall be assured through deed restrictions on these properties.~~

~~However, as an alternative to the above requirement, the Boynton Town Center and Boynton Village (Winchester Property) may choose to contribute a fee in-lieu amounting to $750,000. Any other development with a residential component may also choose to contribute a fee in-lieu of units. The sum amount of this fee shall be established by the City Commission and Board of County Commissioners, and it shall be paid to the City of Boynton Beach's affordable housing program(s) to finance land acquisition, homeowner assistance, or other actions to further the City's affordable housing objectives as specified in the City of Boynton Beach Comprehensive Plan.~~

~~3) All developments (including Boynton Town Center and Boynton Village - Winchester Property) will provide an additional contribution above the established road impact fee to help cover some of the funding shortfall for the various transportation related improvements, at 0.5 times the applicable impact fee to be used towards off-site roadway improvements. This contribution shall be payable upon issuance of each building permit. Impact fee credits may be applied to this contribution.~~

~~4) Other CRALLS Mitigation Measures to be implemented by the Boynton Town Center and Boynton Village (Winchester Property), in order to utilize this CRALLS, include the following:~~

~~a) Prior to issuance of building permits that generate more than 733 new external PM peak hour trips per County Engineer's determination for the Property, contracts shall be let for:~~

~~1. Construction of spine road from Gateway Boulevard to Old Boynton Road.~~

~~2. Construction of pathway within Greenway along C-16 and E-4 canals.~~

~~b) A letter of credit shall be posted with the City for 110% of an engineer's cost estimate for the widening projects prior to the first building permit for the Boynton Town Center and Boynton Village (Winchester Property), and prior to issuance of building permits that generate more than 963 new external PM peak hour trips per County Engineer's determination for the~~

~~Boynton Town Center and Boynton Village (Winchester Property), contracts shall be let for:~~

1. ~~Construction of 5-lane Old Boynton Road from Congress Avenue to spine road, with appropriate transition to 3-lane section east of spine road.~~
2. ~~Construction of 3-lane Old Boynton Road from spine road to Boynton Beach Boulevard. As part of this construction, the Boynton Town Center and Boynton Village (Winchester Property) at its own cost must offer all homeowners, where geometrically feasible, to install circular driveways or "T" turn arounds.~~

~~c) A letter of credit shall be posted with the City for 110% of an engineer's cost estimate for the widening project prior to issuance of the first building permit, and within twelve months of the first building permit a contract shall be let for this widening of Gateway Blvd to 6 lanes from Congress Ave to High Ridge Rd including the required intersection improvements at the intersection of Gateway and Congress Avenue (with the exception of southbound right turn lane). The Boynton Town Center and Boynton Village (Winchester Property) Developments shall be entitled to County road impact fee credits for this improvement.~~

~~d) The Property must:~~

1. ~~Provide Multiple Uses and Mixed Use Structures.~~
2. ~~Unify residential and non-residential land uses through driveway locations and pathways.~~
3. ~~Allow Home Businesses and Live-Work Units.~~
4. ~~Provide a minimum of 30% density/intensity reduction from the approved comprehensive Plan.~~
5. ~~Introduce Non-Vehicular Corridor (bike lane/path) Along spine road.~~
6. ~~Dedicate a local City Park within the property.~~

~~e) At time of project platting:~~

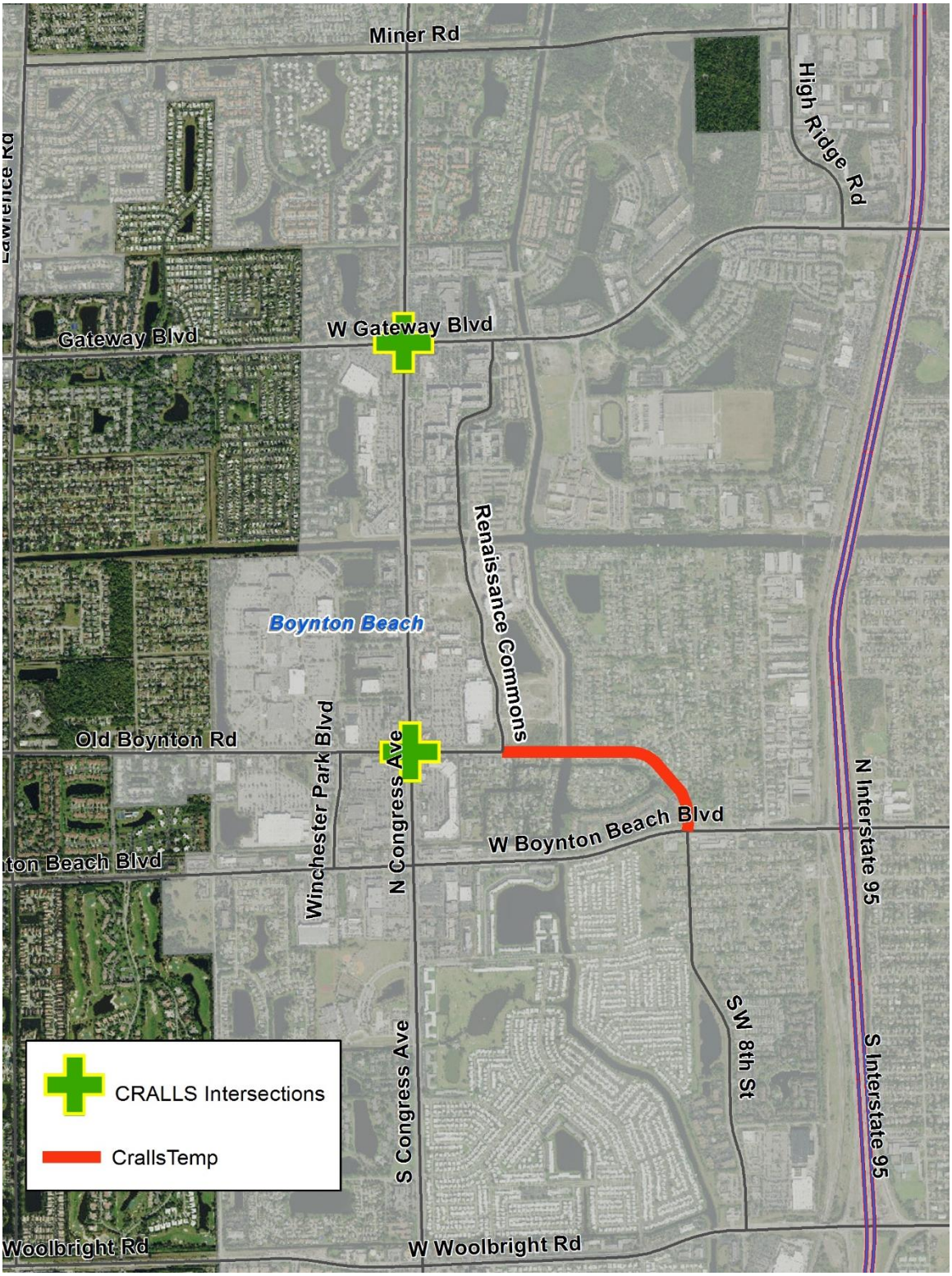
1. ~~Provide easement (as required by PalmTran) for bus stop/shelter on the Property.~~

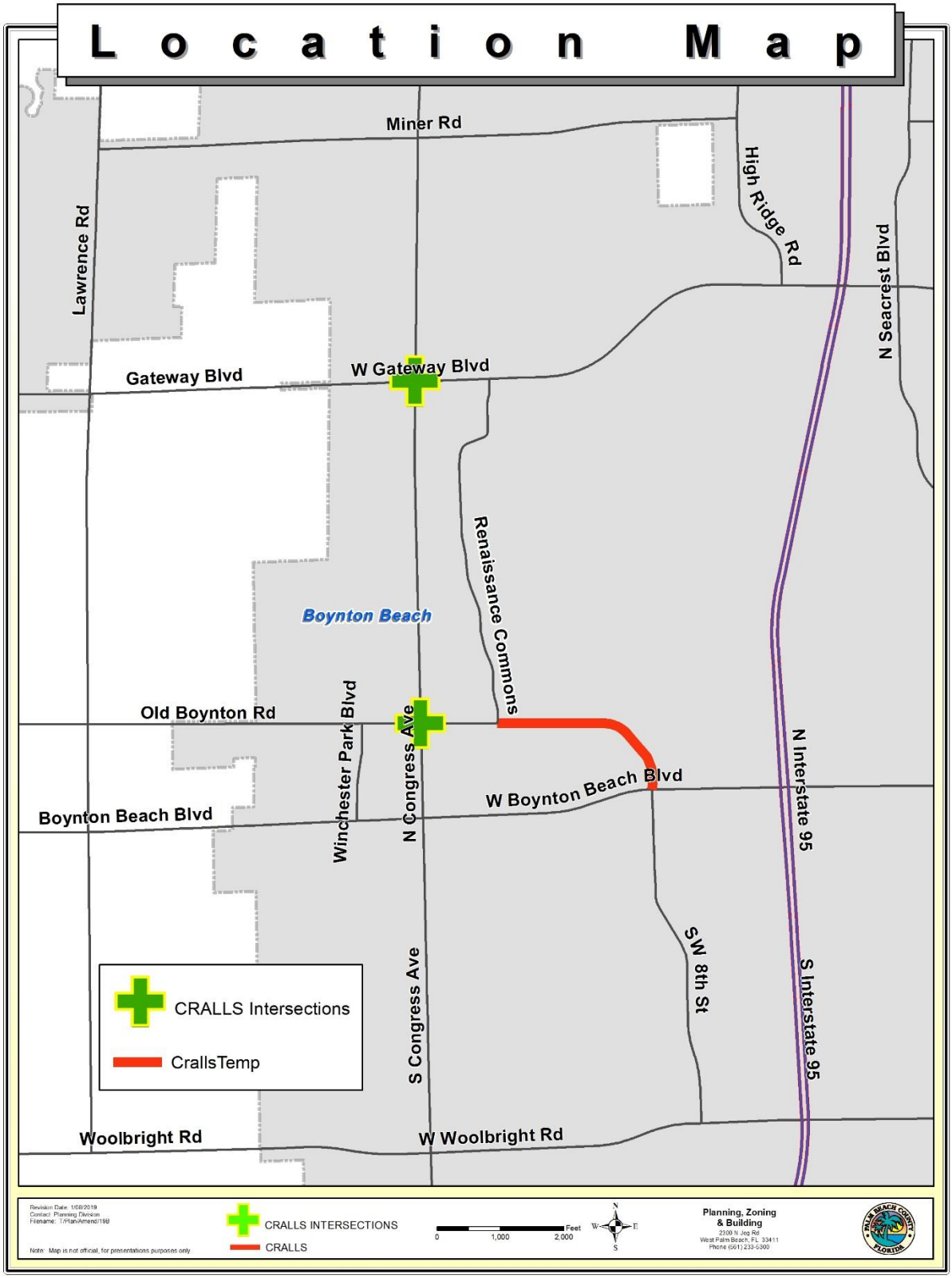
~~f) A letter of credit shall be posted with the City prior to the first building permit for the Property, and prior to issuance of building permits that generate more than 733 new external PM peak hour trips per County Engineer's determination for the Property, contracts shall be let for the following Intersection improvements:~~

1. ~~Raised median divider on West approach of Old Boynton Rd and Congress Avenue intersection, if geometrically feasible as determined by the County Engineer.~~
2. ~~Extended storage length of northbound left turn at Boynton Beach Blvd and Congress Avenue, if geometrically feasible as determined by the County Engineer.~~

~~g) A letter of credit shall be posted with the County for 110% of an engineer's cost estimate for the improvement prior to the first building permit for the Property for traffic signal installation at spine road/Old Boynton Road, said traffic signal shall be installed if warranted by the County Engineer.~~

# Exhibit 2
# CRALLS Maps




Location Map
Miner Rd
Lawrence Rd
High Ridge Rd
N Seacrest Blvd
Gateway Blvd
W Gateway Blvd
Renaissance Commons
Boynton Beach
Old Boynton Rd
Winchester Park Blvd
N Congress Ave
W Boynton Beach Blvd
Boynton Beach Blvd
N Interstate 95
SW 8th St
S Interstate 95
S Congress Ave
CRALLS Intersections
CrallsTemp
Woolbright Rd
W Woolbright Rd
Revision Date: 1/08/2019
Contact: Planning Division
Filename: T:\PlanAmend\19B
Note: Map is not official, for presentations purposes only.
CRALLS INTERSECTIONS
CRALLS
Feet
0
1,000
2,000
Planning, Zoning & Building
2300 N Jog Rd
West Palm Beach, FL 33411
Phone (561) 233-5300

# Exhibit 3
## Existing Traffic

| STN# | ROAD | FROM | TO | LANES | PK HR LOS | DAILY TRAFFIC VOLUMES 2013 | 2014 | 2015 | 2016 | 2017 | 2018 DAILY VOL | DATE | 17-18 GR | 3YR GR | 2018 AM PEAK HOUR 2-WAY | NB/EB | SB/WB | 2018 PM PEAK HOUR 2-WAY | NB/EB | SB/WB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3633 | OKEECHOBEE BLVD | Military Tr | Palm Beach Lakes Bl | 8D | 3590 | 65758 | 71313 | 69188 | 67885 | | 68871 | 4/5/2018 | | -0.15% | 4530 | 3113 | 1878 | 5083 | 2232 | 2971 |
| 3603 | OKEECHOBEE BLVD | Palm Beach Lakes Blvd | Congress Ave | 8D | 3590 | 48119 | 50660 | 46996 | 48789 | 47548 | 45739 | 2/5/2018 | -3.80% | -0.90% | 2997 | 2027 | 1453 | 3608 | 1576 | 2085 |
| 3813 | OKEECHOBEE BLVD | Australian Ave | Tamarind Ave | 8D | 6640 | 63380 | 67947 | 66217 | 67442 | 64546 | 66772 | 3/7/2018 | 3.45% | 0.28% | 4888 | 3708 | 1665 | 5452 | 2453 | 3175 |
| 5639 | OLD BOYNTON RD | Military Tr | Lawrence Rd | 5 | 1960 | 15330 | 15750 | 15810 | 14651 | 16422 | 16747 | 2/13/2018 | 1.98% | 1.94% | 1061 | 588 | 473 | 1495 | 769 | 726 |
| 5627 | OLD BOYNTON RD | Lawrence Rd | Congress Ave | 5 | 1770 | 17854 | 18627 | 18603 | 17972 | 19941 | 20258 | 2/13/2018 | 1.59% | 2.88% | 1247 | 659 | 588 | 1794 | 787 | 1007 |
| 5629 | OLD BOYNTON RD | Congress Ave | Boynton Beach Blvd | 3 | 880 | 14413 | 14452 | 14939 | 15270 | 16316 | 16245 | 2/20/2018 | -0.44% | 2.83% | 979 | 532 | 591 | 1524 | 1027 | 543 |
| 1814 | OLD DIXIE HWY | County Line Rd | Tequesta Dr | 2 | 880 | 8783 | 6898 | 6781 | 6951 | 7022 | 7983 | 3/7/2018 | 13.69% | 5.59% | 597 | 297 | 385 | 749 | 499 | 276 |
| 1806 | OLD DIXIE HWY | Tequesta Dr | SR-811/Beach Rd | 4 | 1680 | 11655 | 12771 | 13519 | 13242 | 13424 | 15730 | 3/7/2018 | 17.18% | 5.18% | 1330 | 531 | 853 | 1383 | 836 | 606 |
| 6304 | OLD DIXIE HWY | Hidden Valley Blvd | Lindell Blvd | 2 | 880 | 12161 | 12760 | 13609 | | 12982 | 12974 | 2/20/2018 | -0.06% | -1.58% | 950 | 435 | 589 | 1234 | 738 | 528 |
| 6862 | OLD DIXIE HWY | Yamato Rd | Spanish River Blvd | 4D | 1960 | 15727 | 16761 | 18486 | | 17873 | 17649 | 2/20/2018 | -1.25% | -1.53% | 1338 | 639 | 713 | 1855 | 1034 | 826 |
| 6860 | OLD DIXIE HWY | Spanish River Blvd | NE 20th St | 4D | 1960 | 16897 | 18286 | 20238 | | 19560 | 19577 | 2/20/2018 | 0.09% | -1.10% | 1521 | 757 | 770 | 1994 | 1107 | 910 |
| 6866 | OLD DIXIE HWY | NE 20th St | Glades Rd | 4D | 1770 | 23380 | 22030 | 22900 | | 21291 | 20657 | 2/20/2018 | -2.98% | -3.38% | 1568 | 797 | 780 | 2154 | 1099 | 1055 |
| 6900 | OLD DIXIE HWY | Glades Rd | Palmetto Park Rd | 5 | 1770 | 22002 | 22001 | | | 21494 | 21880 | 2/20/2018 | 1.80% | | 1674 | 1083 | 595 | 2118 | 1093 | 1052 |
| 6870 | OLD DIXIE HWY | Palmetto Park Rd | Camino Real | 4D | 1960 | 18922 | 23258 | 22596 | | 25419 | 26042 | 2/20/2018 | 2.45% | 4.84% | 1919 | 1156 | 826 | 2485 | 1266 | 1229 |
| 6872 | OLD DIXIE HWY | Camino Real | SW 18th St | 4D | 1960 | | 23805 | 23173 | | 23096 | 23209 | 2/20/2018 | 0.49% | 0.05% | 1936 | 1170 | 766 | 2231 | 1070 | 1181 |
| 6310 | OLD DIXIE HWY | SW 18th St | Broward County Line | 4D | 1960 | 16356 | 17498 | | | 21455 | 20616 | 2/20/2018 | -3.91% | | 1770 | 1023 | 755 | 2075 | 845 | 1230 |
| 2417 | ORANGE BLVD | Seminole Pratt Whitney | 140th Ave N | 2 | 880 | 8875 | 7987 | 8052 | 8342 | 8823 | 9742 | 3/5/2018 | 10.42% | 6.56% | 660 | 390 | 297 | 921 | 474 | 521 |
| 2409 | ORANGE BLVD | 140th Ave N | Coconut Blvd | 2 | 880 | 8379 | 8168 | 7971 | 8543 | 8905 | 9306 | 3/5/2018 | 4.50% | 5.30% | 656 | 438 | 218 | 786 | 332 | 477 |
| 2415 | ORANGE BLVD | Coconut Blvd | Royal Palm Beach Bl | 2 | 880 | 12925 | 13120 | 12871 | 13141 | 13421 | 15082 | 3/5/2018 | 12.38% | 5.43% | 1275 | 685 | 590 | 1388 | 686 | 702 |

Thursday, June 28, 2018

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# Palm Beach County Signalized Intersection Analysis

**INTERSECTION:** Gateway Blvd and Congress Ave
**VOLUMES:** 2018
**GEOMETRY:** Existing

**Input Data**

| | AM | PM | | | |
|---|---|---|---|---|---|
| Growth Rate = | 2.00% | 2.00% | Peak Season = 1.00 | Current Year = 2017 | Buildout Year = 2018 |

**AM Peak Hour**

**Intersection Volume Development**

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volume (1/10/2017) | 102 | 412 | 235 | 247 | 940 | 225 | 340 | 1121 | 308 | 246 | 579 | 133 |
| Peak Season Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diversion (%) | | | | | | | | | | | | |
| Diversion (Volumes) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background Traffic Growth | 2 | 8 | 5 | 5 | 19 | 5 | 7 | 22 | 6 | 5 | 12 | 3 |
| 1% Background Growth | 1 | 4 | 2 | 2 | 9 | 2 | 3 | 11 | 3 | 2 | 6 | 1 |
| Approved Projects Traffic | | | | | | | | | | | | |
| Background Used: GR | 2 | 8 | 5 | 5 | 19 | 5 | 7 | 22 | 6 | 5 | 12 | 3 |
| Project Traffic | | | | | | | | | | | | |
| **Total** | **104** | **420** | **240** | **252** | **959** | **230** | **347** | **1143** | **314** | **251** | **591** | **136** |
| **Approach Total** | **764** | | | **1,440** | | | **1,804** | | | **977** | | |

**Critical Volume Analysis**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Lanes | 2 | 3 | 1 | 2 | 3 | < | 2 | 3 | 1 | 2 | 3 | 1 |
| Per Lane Volume | 52 | 140 | 240 | 126 | 396 | < | 173 | 381 | 314 | 125 | 197 | 136 |
| Right on Red | | | 60 | | | 10 | | | 60 | | | 60 |
| Overlaps Left | | | 125 | | | 0 | | | 52 | | | 126 |
| Adj. Per Lane Volume | 52 | 140 | 54 | 126 | 386 | < | 173 | 381 | 202 | 125 | 197 | 0 |
| Through/Right Volume | 140 | | | 386 | | | 381 | | | 197 | | |
| Opposing Left Turns | 126 | | | 52 | | | 125 | | | 173 | | |
| Critical Volume for Approach | 266 | | | 438 | | | 507 | | | 370 | | |
| Critical Volume for Direction | 438 | | | | | | 507 | | | | | |
| **Intersection Critical Volume** | **945** | | | | | | | | | | | |
| **STATUS?** | **UNDER** | | | | | | | | | | | |

**PM Peak Hour**

**Intersection Volume Development**

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volume (1/10/2017) | 409 | 1287 | 363 | 189 | 869 | 169 | 276 | 623 | 274 | 500 | 1134 | 275 |
| Peak Season Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diversion (%) | | | | | | | | | | | | |
| Diversion (Volumes) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background Traffic Growth | 8 | 26 | 7 | 4 | 17 | 3 | 6 | 12 | 5 | 10 | 23 | 6 |
| 1% Background Growth | 4 | 13 | 4 | 2 | 9 | 2 | 3 | 6 | 3 | 5 | 11 | 3 |
| Approved Projects Traffic | | | | | | | | | | | | |
| Background Used: GR | 8 | 26 | 7 | 4 | 17 | 3 | 6 | 12 | 5 | 10 | 23 | 6 |
| Project Traffic | | | | | | | | | | | | |
| **Total** | **417** | **1313** | **370** | **193** | **886** | **172** | **282** | **635** | **279** | **510** | **1157** | **281** |
| **Approach Total** | **2,100** | | | **1,252** | | | **1,196** | | | **1,947** | | |

**Critical Volume Analysis**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Lanes | 2 | 3 | 1 | 2 | 3 | < | 2 | 3 | 1 | 2 | 3 | 1 |
| Per Lane Volume | 209 | 438 | 370 | 96 | 353 | < | 141 | 212 | 279 | 255 | 386 | 281 |
| Right on Red | | | 60 | | | 10 | | | 60 | | | 60 |
| Overlaps Left | | | 255 | | | 0 | | | 209 | | | 96 |
| Adj. Per Lane Volume | 209 | 438 | 55 | 96 | 343 | < | 141 | 212 | 11 | 255 | 386 | 124 |
| Through/Right Volume | 438 | | | 343 | | | 212 | | | 386 | | |
| Opposing Left Turns | 96 | | | 209 | | | 255 | | | 141 | | |
| Critical Volume for Approach | 534 | | | 552 | | | 467 | | | 526 | | |
| Critical Volume for Direction | 552 | | | | | | 526 | | | | | |
| **Intersection Critical Volume** | **1,078** | | | | | | | | | | | |
| **STATUS?** | **UNDER** | | | | | | | | | | | |

Engineering and Public Works Department — Traffic Division

# Palm Beach County Signalized Intersection Analysis

INTERSECTION: Old Boynton Rd and Congress Ave
VOLUMES: 2018
GEOMETRY: Existing

**Input Data**

| | AM | PM | | | |
|---|---|---|---|---|---|
| Growth Rate = | 2.00% | 2.00% | Peak Season = 1.00 | Current Year = 2016 | Buildout Year = 2018 |

**AM Peak Hour**

**Intersection Volume Development**

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volume (3/14/2016) | 40 | 492 | 41 | 97 | 967 | 77 | 121 | 231 | 152 | 86 | 192 | 82 |
| Peak Season Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diversion (%) | | | | | | | | | | | | |
| Diversion (Volumes) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background Traffic Growth | 2 | 20 | 2 | 4 | 39 | 3 | 5 | 9 | 6 | 3 | 8 | 3 |
| 1% Background Growth | 1 | 10 | 1 | 2 | 19 | 2 | 2 | 5 | 3 | 2 | 4 | 2 |
| Approved Projects Traffic | | | | | | | | | | | | |
| Background Used: GR | 2 | 20 | 2 | 4 | 39 | 3 | 5 | 9 | 6 | 3 | 8 | 3 |
| Project Traffic | | | | | | | | | | | | |
| **Total** | **42** | **512** | **43** | **101** | **1006** | **80** | **126** | **240** | **158** | **89** | **200** | **85** |
| **Approach Total** | | **596** | | | **1,187** | | | **524** | | | **375** | |

**Critical Volume Analysis**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Lanes | 1 | 3 | < | 1 | 3 | < | 1 | 1 | 1 | 1 | 2 | 1 |
| Per Lane Volume | 42 | 185 | < | 101 | 362 | < | 126 | 240 | 158 | 89 | 100 | 85 |
| Right on Red | | | 10 | | | 10 | | | 60 | | | 60 |
| Overlaps Left | | | 0 | | | 0 | | | 42 | | | 101 |
| Adj. Per Lane Volume | 42 | 175 | < | 101 | 352 | < | 126 | 240 | 57 | 89 | 100 | 0 |
| Through/Right Volume | | 175 | | | 352 | | | 240 | | | 100 | |
| Opposing Left Turns | | 101 | | | 42 | | | 89 | | | 126 | |
| Critical Volume for Approach | | 276 | | | 394 | | | 330 | | | 226 | |
| Critical Volume for Direction | | | 394 | | | | | | 330 | | | |
| **Intersection Critical Volume** | | | | | | **723** | | | | | | |
| **STATUS?** | | | | | | **UNDER** | | | | | | |

**PM Peak Hour**

**Intersection Volume Development**

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volume (3/14/2016) | 226 | 1431 | 117 | 162 | 906 | 164 | 241 | 340 | 175 | 170 | 476 | 228 |
| Peak Season Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diversion (%) | | | | | | | | | | | | |
| Diversion (Volumes) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background Traffic Growth | 9 | 58 | 5 | 7 | 37 | 7 | 10 | 14 | 7 | 7 | 19 | 9 |
| 1% Background Growth | 5 | 29 | 2 | 3 | 18 | 3 | 5 | 7 | 4 | 3 | 10 | 5 |
| Approved Projects Traffic | | | | | | | | | | | | |
| Background Used: GR | 9 | 58 | 5 | 7 | 37 | 7 | 10 | 14 | 7 | 7 | 19 | 9 |
| Project Traffic | | | | | | | | | | | | |
| **Total** | **235** | **1489** | **122** | **169** | **943** | **171** | **251** | **354** | **182** | **177** | **495** | **237** |
| **Approach Total** | | **1,846** | | | **1,282** | | | **787** | | | **909** | |

**Critical Volume Analysis**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Lanes | 1 | 3 | < | 1 | 3 | < | 1 | 1 | 1 | 1 | 2 | 1 |
| Per Lane Volume | 235 | 537 | < | 169 | 371 | < | 251 | 354 | 182 | 177 | 248 | 237 |
| Right on Red | | | 10 | | | 10 | | | 60 | | | 60 |
| Overlaps Left | | | 0 | | | 0 | | | 235 | | | 169 |
| Adj. Per Lane Volume | 235 | 527 | < | 169 | 361 | < | 251 | 354 | 0 | 177 | 248 | 9 |
| Through/Right Volume | | 527 | | | 361 | | | 354 | | | 248 | |
| Opposing Left Turns | | 169 | | | 235 | | | 177 | | | 251 | |
| Critical Volume for Approach | | 695 | | | 596 | | | 531 | | | 498 | |
| Critical Volume for Direction | | | 695 | | | | | | 531 | | | |
| **Intersection Critical Volume** | | | | | | **1,226** | | | | | | |
| **STATUS?** | | | | | | **NEAR** | | | | | | |

Engineering and Public Works Department — Traffic Division

# Exhibit 4
# Correspondence

**The City of Boynton Beach**

**DEVELOPMENT DEPARTMENT**
**PLANNING AND ZONING DIVISON**
3301 Quantum Blvd Ste 101
Boynton Beach, Florida 33425-0310
TEL: 561-742-6260
www.boynton-beach.org

December 10, 2018

Patricia Behn, Interim Planning Director
Palm Beach County Planning Division
2300 N. Jog Road
West Palm Beach, FL 33411

Subject: Modification of Congress/Old Boynton CRALLS

Dear Ms. Behn,

We are hereby requesting that all mitigation measures associated with the above referenced CRALLS be deleted. At the November 15, 2018 meeting, the City of Boynton Beach and the Palm Beach County staff concurred their support for the subject modification while retaining the CRALLS designation with its attendant level of service.

The City of Boynton Beach Congress/Old Boynton CRALLS was established in 2006 on a segment of Old Boynton Road from spine road (NKA Renaissance Commons Boulevard) to Boynton Beach Boulevard, and on two intersections—Congress Avenue and Gateway Boulevard and Congress Avenue and Old Boynton Road (Transportation Element, Policy 1.2-f.36). The designation carries no expiration date.

There are four mitigation measures included in the above mentioned policy:

- Mitigation measure no. 1 has been fulfilled since three Palm Tran routes are in place to make the required connections.

- Mitigation measure no. 2 requires developments using the CRALLS to set aside an income-dependent percentage of units for workforce housing with related conditions to be met and a fee-in lieu as an alternative. The developers of the first CRALLS users (the Boynton Town Center and Boynton Village) chose to contribute the initially agreed-upon fee-in-lieu, but the amount to be paid by subsequent users must be approved by both the City Commission and Board of County Commissioners. The fee has not been established; no other developments with a residential component occurred.

  While supporting the elimination of this mitigation measure, Boynton Beach is certainly concerned about the residents' access to attainable housing. As a member of the South Regional Committee, the City has participated in the County's Housing Steering

Committee-led effort to identify best practice programs and strategies to draw upon for local recommendations. The City is also creating an in-house Attainable Housing Work Group, which will continue cooperation with the Steering Committee. The group will advocate for the update of the Housing Needs Assessment, review current City's programs and policies, and consider expansion of the Workforce Housing Program, incentivized through density/height bonus, and currently limited to the Downtown Transit-Oriented Development District.

- The additional contribution above the road impact fee (at 0.5 times the amount of the fee, per mitigation measure No. 3) continues to apply to building permits for Boynton Village, with the build-out of that development expected in early 2020. However, both the County and City staff deem this surcharge on impact fee and its coexistence with the Proportionate Fair-Share mitigation problematic and therefore agree on its deletion. We presume that all improvements required in conjunction with the impacts of future redevelopment projects in the area, including redevelopment of Boynton Beach Mall, will be addressed through the Proportionate Fair-Share Program.

- All roadway improvement and land use-related mitigation requirements (items listed under mitigation measure No. 4) pertaining to the Boynton Town Center and Boynton Village developments have been completed. As noted, no other developments with a residential component occurred. At the inception of the CRALLS, the City identified and submitted to the County the list of six properties thought to be potential subsequent users of the additional capacity afforded by the designation; all have yet to be developed/redeveloped.

For more information regarding the status of the mitigation measures, see the 2018 Boynton Beach CRALLS Monitoring Report, submitted on August 20, 2018. Otherwise, please regard this letter as the City's application to proceed with the amendment to the Palm Beach County Comprehensive Plan.

If you have any questions, please free to call me at 742-6261.

Sincerely,

Ed Breese
Planning and Zoning Administrator

C: Lori LaVerriere, Boynton Beach City Manager
Quasi Bari, P.E. Palm Beach County Traffic Division
Khurshid Mohyuddin, AICP, Principal Planner, Palm Beach County Planning Division

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