

TABLE OF CONTENTS
TRANSPORTATION ELEMENT

I.	INTRODUCTION	1 - TE
A.	Purpose	2 - TE
B.	Assessment & Conclusions.....	2 - TE
	GOAL 1: TRANSPORTATION ELEMENT	4 - TE
A.	LEVEL OF SERVICE	4 - TE
	Objective 1.1 Level of Service Standards	4 - TE
	Objective 1.2 Level of Service Exceptions	13 - TE
B.	FUTURE TRANSPORTATION SYSTEM EXPANSIONS	52 - TE
	Objective 1.3 Management of Transportation System	52 - TE
	Objective 1.4 Roadway System.....	53 - TE
	Objective 1.5 Transit System.....	59 - TE
	Objective 1.6 Paratransit Services for the Transportation Disadvantaged (Non-ADA Qualifying Individuals).....	61 - TE
	Objective 1.7 Airport Facilities	61 - TE
	Objective 1.8 Port of Palm Beach.....	62 - TE
	Objective 1.9 Bicycle, Pedestrian, and Linked Open Space Facilities.....	62 - TE
C.	TRANSPORTATION MARKETING	60 - TE
	Objective 1.10 Transportation Marketing Program.....	60 - TE
D.	ENVIRONMENTAL CONSIDERATIONS	61 - TE
	Objective 1.11 Air, Water, and Other Environmental Concerns	61 - TE
E.	TRANSPORTATION FUNDING	62 - TE
	Objective 1.12 Transportation Funding.....	62 - TE
F.	TRANSPORTATION SYSTEM COORDINATION	64 - TE
	Objective 1.13 General Plan Coordination.....	64 - TE
G.	PUBLIC INVOLVEMENT	65 - TE
	Objective 1.14 Citizen Participation	66 - TE
H.	ADDITIONAL AIRPORT FACILITY CONSIDERATIONS	66 - TE
	Objective 1.15 Additional Airport Land Use and Environmental Issues.....	66 - TE
	Objective 1.16 Additional Airport Intergovernmental Coordination	68 - TE

LIST OF TABLES

Table TE 1: Level of Service D.....	7 - TE
Table TE 2: Level of Service E	8 - TE
Table TE 3: Building Areas Monitoring Table	45 - TE
Table TE 4: Riviera Beach CRA-TCEA Monitoring Table	49 - TE
Table TE 5: Boynton Beach CRA-TCEA Monitoring Table	52 - TE

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TRANSPORTATION ELEMENT

I. INTRODUCTION

As per Rule 9J-5.019, Florida Administrative Code, the purpose of the Transportation Element is to coordinate local transportation planning with the long range transportation plan of the Metropolitan Planning Organization of Palm Beach County and to plan for a multimodal and intermodal transportation system that places an emphasis on the public transportation system. The Transportation Element establishes policies to guide the delivery of transportation services, including performance standards, future expansions, marketing, environmental considerations, financial feasibility, plan coordination, and public involvement. The transportation network is identified to maintain adequate service levels to the public based on estimates of future development and population growth.

Chapter 9J-5.019 F.A.C. requires that a local government which has all or part of its jurisdiction included within the urbanized area of the Metropolitan Planning Organization (MPO), prepare and adopt a transportation element consistent with the provisions of this rule and Chapter 163, Part III of the Florida Statutes. This transportation element serves as replacement to the required individual Palm Beach County Comprehensive Plan elements of: traffic circulation, mass transit, aviation and related facilities, and the Port of Palm Beach objective within the coastal management element.

The Transportation Element plays a vital role in the development and implementation of the other Comprehensive Plan elements. While each element of the Comprehensive Plan attempts to integrate the various physical, social and economic needs of the County within a dynamic planning process, the Future Land Use and Transportation Elements are the fundamental units from which the other elements are developed. The inherent relationship between the use of land and the need for access makes the transportation system one of the primary determinants of future growth and development in Palm Beach County. The need to coordinate local decisions on the appropriate use of land with the infrastructure necessary for access and development requires a unified approach and commonality of basic goals and objectives. Recognition of the relationship between plan elements is critical for the eventual coordination and implementation of the Comprehensive Plan.

The main focus of the Transportation Element document is to provide the guidelines to be adhered to by the County in serving the transportation community. This document is divided into three sections. This section, Section I, provides an introduction and general description of the Palm Beach County Comprehensive Plan Transportation Element. Section II presents the Goals, Objectives, and Policies, which constitute the basis for all transportation planning within Palm Beach County. Section II is separated into the eight categories of Level of Service, Future Transportation System Expansions, Transportation Marketing, Environmental Considerations, Transportation Funding, Transportation System Coordination, Public Involvement, and Additional Airport Facility Considerations. Finally, Section III provides a reference to the amendment history of the Transportation Element and cross-references to other Elements within the Comprehensive Plan. Additionally, a separate document titled the Transportation Element Support Document provides the existing and future conditions analysis and assessment of the Palm Beach County transportation system, along with other supportive information.

A. Purpose

The purpose of the Transportation Element is to:

1. Address the specific transportation system requirements of the local area;
2. Provide for an interconnected system of roadways, transit, paratransit services, port and airport facilities, and bicycle, sidewalk, and linked open space facilities options that offer alternative mobility modes of travel and which meet the County's level of service standards;
3. Promote the use of the transportation system, especially non-automobile modes of travel, through effective marketing;
4. Provide for a financially feasible system;
5. Address the coordination of land use and transportation planning in Palm Beach County;
6. Ensure that all transportation impacts on the environment are addressed; and,
7. Ensure that public involvement is included in the transportation planning process.

B. Assessment and Conclusions

Realistic and accurate objectives and policies are essential if Palm Beach County is to achieve a viable transportation system that serves all sectors of the community. The mechanisms described in this element are designed to govern the overall framework for planning and implementation of the transportation system. The following provides the assessment along with conclusions for the Palm Beach County transportation system:

1. **Management of Transportation System** - The County's on-going effort to maintain and implement a safe and efficient transportation system is a key foundation for all transportation planning within the County. Policies exist for implementing Transportation System Management (TSM), Transportation Demand Management (TDM), and land use/transportation coordination strategies. Policies also exist for alleviating high accident locations and for controlling access connections. Further, a new policy is in place for developing a County Task Force to assess the County's current transportation planning principles.
2. **Roadway System** - Level of service standards are defined for the Palm Beach County roadway system. Exceptions to the level of service standards exist for identified cases which meet specific Transportation Element criteria, such as very low and low income housing developments, Constrained Roadway at Lower Level of Service (CRALLS) and other select facilities, select geographic areas, Transportation Concurrency Management Areas (TCMAs), and Transportation Concurrency Exception Areas (TCEAs).

The Palm Beach County's adopted Thoroughfare Right-Of-Way Identification Map is the basis for the preservation of roadway right-of-ways within the County. This map is a long-range planning tool, which identifies the network of roadways required to meet future traffic demands. The map depicts roadways maintained by the State and County, as well as select roadways maintained by municipalities. Roadways are identified by name, width, and termination points. The Thoroughfare Right-Of-Way Identification Map serves as the premise for future roadway system expansions proposed for the Year 2020 Cost Feasible Plan of the Year 2020 West Palm Beach Urban Study Area (WPBUSA) Plan Update. The Year 2020 Cost Feasible Plan provides for reasonable

level of service operations for the year 2020, based on projected available financial resources.

- 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 Spectran 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.

- 4. Paratransit Services** - A major reorganization is occurring in Palm Beach County in regard to how both ADA and transportation disadvantaged paratransit services are delivered. For individuals who qualify for 'Americans with Disabilities Act' paratransit services, Palm Tran is revamping their Spectran Division to provide specialized transportation for both services.
- 5. Airport Facilities** – Palm Beach County has incorporated into its Comprehensive Plan the existing Airport Master Plans of the four County-operated airports: Palm Beach International Airport, Palm Beach County Park Airport, Palm Beach County Glades Airport, and North Palm Beach County General Aviation Airport, and shall seek to achieve consistency and coordination between the Master Plans and this Comprehensive Plan. Future expansions of the four County-operated airports are to be performed relative to the Master Plans and include an analysis of the compatibility of future land uses around airports. Impacts of the non-County operated airports of Belle Glade State and Boca Raton airports on the County operated airports are also to be monitored.
- 6. Port of Palm Beach** - Palm Beach County has incorporated the Port of Palm Beach Master Plan into its Comprehensive Plan and shall seek to achieve consistency and coordination between the Master Plan and this Comprehensive Plan. However, by its adoption of the Port Master Plan, the County does not necessarily subscribe to all its findings and recommendations.
- 7. Bicycle, Pedestrian, and Linked Open Space Facilities** - The County recognizes these modes as integral components of the overall transportation system and establishes standards for increased use of the facilities. A Long Range Bicycle Facilities Concept Plan is to be adopted by the MPO by January 1999. Design standards for

pedestrian crossings are also to be identified. Generally, Linked Open Space facilities are to be incorporated into the County's overall planning.

8. **Other Issues** - Intermodal facilities such as major parking facilities, intermodal terminals, intermodal connectors, and park 'n ride facilities are considered important components of the overall intermodal transportation system. The County recognizes the need to incorporate these facilities in the general planning for the County's transportation system.

Existing revenue sources are in place for maintaining and expanding the Palm Beach County transportation system. The County has implemented various measures, including the dedication of a "six-cent" optional gasoline tax, to ensuring that reasonable resources are available for funding applicable transportation system expansions.

Palm Beach County, as part of the Southeast Florida airshed, was originally designated as a moderate nonattainment area for ozone and its precursors, volatile organic compounds and nitrogen oxides. The airshed was subsequently redesignated to attainment effective April 25, 1995. Air quality within Palm Beach County will continue to be monitored to ensure that the Clean Air Act Amendments of 1990 air quality conformity determination requirements are met.

II. GOAL, OBJECTIVES, AND POLICIES

GOAL 1: TRANSPORTATION ELEMENT

It is the **GOAL** of Palm Beach County to provide an interconnected multimodal transportation system which moves people, goods, and services in a safe, efficient, convenient and economical manner with minimal adverse impact to the environment. *[9J-5.019(4)(a) F.A.C.]*

A. LEVEL OF SERVICE

Palm Beach County has established Level of Service standards for the operations of the roadway and public transit components of its transportation system. Objective 1.1 addresses the Level of Service standards adopted by the County. Exceptions to the standards are identified under Objective 1.2.

OBJECTIVE 1.1 Level of Service Standards

By 2020, the Countywide transportation system shall operate at the adopted Level of Service standard (as defined below): *[9J-5.0055(2)(a) F.A.C.]*

Policy 1.1-a: Development Orders issued by the County and municipalities shall be consistent with the level of service standards of this Element and the Countywide Traffic Performance Standard Ordinance. Roadway capacity shall be provided to accommodate development-related impacts at the adopted Level of Service (LOS) standard, except where otherwise indicated in Objective 1.2 of this Element or in other Goals, Objectives, and Policies of the Palm Beach County Comprehensive Plan. The implementing ordinance may effect a partial exercise in municipalities by the authority established by Section 1.3(4) of the Palm Beach County Charter. *[9J-5.0055(2)(a) F.A.C.] [9J-5.019(4)(c)1 F.A.C.]*

Policy 1.1-b: No development order shall be issued by the County or a municipality for any project that adds traffic to a thoroughfare network street or intersection as defined herein and in the Unified Land Development Code (ULDC) Traffic Performance Standard that causes a LOS in Test One or Test Two to fall below acceptable levels. Traffic shall be measured by application of Test One and Test Two as described below and set forth with greater specificity in the ULDC. Exceptions are limited to those Specific Exceptions as provided for in this Element.

1. Test One shall analyze the projected levels of service on the intersections and links of the Thoroughfare network as defined in the ULDC. The analysis shall consist of two components; Test One Part One – Intersection Analysis and Test One Part Two – Link Analysis.
 - a. Test One Part One shall utilize the peak season, peak hour turning movement volumes at significant intersections as defined in the ULDC. The intersections must satisfy the LOS D thresholds using the 1985 Highway Capacity Manual-Planning Methodology (also known as the Critical Movement Analysis, CMA). In addition to performing this analysis, subsequent analysis may be performed to show compliance using the most current Highway Capacity Manual Intersection Operational Analysis.
 - b. Test One Part Two shall utilize the peak season, peak hour traffic volumes on links within the Maximum Radius of Development Influence (MRDI) where the project has a significant impact as defined in the ULDC. The links shall operate at LOS D thresholds based on the appropriate FDOT Table for two-way, Class II, peak hour volumes as identified in Table TE 1a of this Element. Three alternative analyses may be performed using the peak season, peak hour peak directional volumes, subsequent to the two-way peak hour analysis, to demonstrate compliance.
 - 1) The first alternative analysis for links requires compliance with the peak season, peak hour, peak directional volume thresholds for LOS D defined by the Class II volumes in the appropriate FDOT Table for peak hour, peak directional volumes as identified in Table TE 1a of this Element.
 - 2) Any link that fails the analysis under (i) must operate at peak hour, peak directional volume thresholds for LOS D as defined by Class I category in the appropriate FDOT Table, as identified in Table 1a of this Element, and the satisfaction of LOS D criteria at each intersection of a failing link. The intersections shall be analyzed in the manner described in Policy 1.1-b (1) (a).
 - 3) Any link that fails the analysis under (i) and (ii) above must operate at or better LOS D based on analysis using the Current Highway Capacity Manual Arterial Analysis methodology.

2. Test 2-Five Year Analysis: No project shall be approved for development by the County or a municipality unless it can be shown that the traffic impact of the proposed development meets the requirements of Test 2 as described in greater detail in the ULDC. A Test 2 analysis will address all traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five-Year Transportation Improvement program in effect at the time of traffic analysis submittal. LOS E, provided for in Tables 2a through 2c shall be employed in application of Test 2 as set forth in greater detail in the ULDC.
3. The level of Service D thresholds for Test One, Parts One and Two and Test Two are shown in Tables TE-1a for ADT, peak hour (two-way and directional) link volumes, TE-1b: Intersection Thresholds and TE-1c; Arterial Thresholds-Speed.
4. The Level of Service E thresholds for Test One, Parts One and Two and Test Two are shown in Tables TE- 2a- for ADT, peak hour (two-way and directional) link volumes, TE-2b: Intersection Thresholds and TE-2c; Arterial Thresholds-Speed. *[9J-5.0055(2)(a)F.A.C.] [9J-5.019(4)(c)1 F.A.C.]*

Policy 1.1-c: The County hereby establishes the Federal Functional Classification (FFC) system for roadways that conform to FDOT's General Interest Data Procedures, Chapter 5: Federal Functional Classification as the roadway classification for Palm Beach County. Figure TE 3.1 showing the Future 2015 FFC is included in the County's Comprehensive Plan Map Series. Additionally, the support documents of this element include an existing FFC map for general reference (Figure TE-S 3.1). This map depicts roadways contained in FDOT's table entitled "Palm Beach County Federal Functional Classification", a listing of the FCC roadways. The Traffic Division maintains the existing FFC map and should be contacted to obtain the latest information. Further, the Unified Land Development Code (ULDC) Article 18 Definitions, shall be amended by July 1998 to include the roadway definitions according to the FFC.

Policy 1.1-d: The County shall continue to use FDOT's Generalized Level of Service Tables that address capacity standards. *[9J-5.0055(2)(a), 9J-5.019(4)(c)1, 9J-5.0055(2)(c) F.A.C.]*

Policy 1.1-e: The County shall utilize the best available data and methodologies for the purpose of determining traffic circulation system needs.

Policy 1.1-f: *Deleted in Amendment Round 02-1.*

**TABLE TE 1a
LEVEL OF SERVICE D Link Service Volumes**

FACILITY TYPE		ADT	PK HOUR (Two-way)	Peak Season, Peak Hour, Peak Direction Service Volume	
				CLASS I	CLASS II
2 lanes undivided	2L	12,300	1,170	690	650
2 lanes one-way	2LO	19,600	1,870	2,230	2,050
3 lanes two-way	3L	15,400	1,460	860	810
3 lanes one-way	3LO	29,500	2,810	3,350	3,080
4 lanes undivided	4L	24,500	2,330	1,400	1,280
4 lanes divided	4LD	32,700	3,110	1,860	1,710
5 lanes two-way	5L	32,700	3,110	1,860	1,710
6 lanes divided	6LD	49,200	4,680	2,790	2,570
8 lanes divided	8LD	63,800	6,060	3,540	3,330
4 lanes expressway	4LX	67,200	6,250	3,440	
6 lanes expressway	6LX	105,800	9,840	5,410	
8 lanes expressway	8LX	144,300	13,420	7,380	
10 lanes expressway	10LX	182,600	16,980	9,340	

Based on the FDOTQuality/ LOS Manual, 2002 edition.

*Service volumes for "undivided" roadways assume no left turn lanes are available.

**Table TE 1b:
Level of Service D Intersection Thresholds**

Level of Service	Critical Movement	HCM Operational Analysis
D	1400	Greater than 35.0 to 55.0 Seconds of Delay

**Table TE 1c:
Level of Service D Speed Threshold**

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS D	Average Travel Speed (Miles per Hour)		
	Greater than 21 to 27	Greater than 17 to 22	Greater than 14 to 18

TABLE TE 2a
Level of Service E Link Service Volumes

FACILITY TYPE		ADT	PK HOUR (Two-way)	Peak Season, Peak Hour, Peak Direction Service Volume	
				CLASS I	CLASS II
2 lanes undivided	2L	13,000	1,240	710	680
2 lanes one-way	2LO	20,700	1,960	2,230	2,160
3 lanes two-way	3L	16,300	1,550	890	850
3 lanes one-way	3LO	31,100	2,950	3,350	3,250
4 lanes undivided	4L	25,900	2,450	1,400	1,350
4 lanes divided	4LD	34,500	3,270	1,860	1,800
5 lanes two-way	5L	34,500	3,270	1,860	1,800
6 lanes divided	6LD	51,800	4,920	2,790	2,710
8 lanes divided	8LD	67,000	6,360	3,540	3,500
4 lanes expressway	4LX	76,500	7,110	3,910	
6 lanes expressway	6LX	120,200	11,180	6,150	
8 lanes expressway	8LX	163,900	15,240	8,380	
10 lanes expressway	10LX	207,600	19,310	10,620	

Based on the FDOTQuality/ LOS Manual, 2002 edition.

*Service volumes for "undivided" roadways assume no left turn lanes are available.

Table TE 2b:
Level of Service E Intersection Thresholds

Level of Service	Critical Movement	HCM Operational Analysis
E	1500	Greater than 55.0 to 80.0 seconds of delay

**Table TE 2c:
Level of Service E Intersection Thresholds**

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS E	Average Travel Speed (Miles per Hour)		
	Greater than 16 to 21	Greater than 13 to 17	Greater than 10 to 14

Policy 1.1-g: For purposes of Test One, an applicant may receive a development order based upon assured construction, provided the issuance of building permits is phased to roadway construction either by a condition of the approval or a developer's agreement. Building permits will not be issued until the construction of the roadway project begins.

Assured construction is defined as road construction improvements scheduled to be made to the Major Thoroughfare system by one or more of the following means:

1. Inclusion in the adopted Five-Year County Road Program for commencement of construction; provided any anticipated non-public funds are secured by performance security;
2. Inclusion in the adopted Five-Year State Department of Transportation Work Program for commencement of construction;
3. A major intersection or link improvement for which a contract for construction, which is secured by performance security has been executed and which, by its terms, requires that construction be completed within five (5) years;
4. A major intersection or link improvement, which will be constructed pursuant to a road agreement; and which, by its terms, requires that construction be completed within five (5) years;
5. Major intersection or link improvements which are required to be constructed pursuant to a condition of a development order which by its terms requires that it be completed within five (5) years and which has been secured by performance security;
6. Specific inclusion in the capital improvements element of a municipal comprehensive plan for commencement of construction within five (5) years provided: (1) the improvements are financially feasible, based on currently available public revenue sources adequate to complete the improvement; and (2) a comprehensive plan amendment would be required to eliminate, defer, or delay construction; or

7. For purposes of a concurrency certificate for a development order only, a major intersection or link that the applicant agrees to construct and guarantee through a condition of approval, or agreement; said construction to be: (1) completed prior to issuance of the certificate(s) of occupancy which are phased to the improvement(s); and (2) secured by performance security within six (6) months of issuance of the development order.

Development orders for Developments of Regional Impact (D.R.I.s) with a project build out of more than five years may meet Test One based on development order conditions that phase building permits to assured construction, for the first five years of the project, and to the construction of identified links in the 2020 Plan Network beyond the first five years of the project. No building permits within the D.R.I. may be issued until the roadways that the building permits are phased to are under construction.

Notwithstanding any other provisions of this Element, any project which is a D.R.I., located east of I-95 which requires any single roadway project costing in excess of \$15 million to meet concurrency, may treat that roadway project as assured construction if the roadway project is in the first three years of an adopted work program. The D.R.I. development order must include a condition that the road project must be under actual construction no more than three years after the issuance of the certificate of occupancy (or functional equivalent) that precipitates the need for the road project.

A development project may consider intersection improvements to be in place if there is a scheduled road construction project, which would incorporate all or a portion of such intersection improvements, and payment is made for the cost of such intersection improvements. Upon receipt of payment, building permits may be granted for a portion of the project, which is phased to such intersection improvements.

For any roadway project which is being relied upon as assured construction as outlined above, the Capital Improvements Element must be amended to include:

- a. The estimated fiscal year of commencement of actual construction and the estimated fiscal year of project completion; and
- b. A provision that a plan amendment is required to eliminate, defer, or delay construction of the road.

For purposes of Test Two, a development order shall not be issued unless the development meets the established L.O.S. standard. *[9J-5.0055(2)(a) F.A.C.] [9J-5.0055(2)(c) F.A.C.] [9J-5.019(4)(c)1 F.A.C.]*

Policy 1.1-h: The County shall maintain a level of service, for the purpose of concurrency management, that requires mass transit services be available to accommodate a minimum of 1/2% of the total trip demands. *[9J-5.0055(2)(a) F.A.C.] [9J-5.019(4)(c)1 F.A.C.]*

Policy 1.1-i: The County (through the MPO) shall maintain a level of service (LOS) performance standard to regularly monitor and evaluate each mass transit bus route by assessing peak hour headways. For each individual route, a minimum LOS shall be

established which would dictate that no individual route shall exceed 1.5 hour peak hour headway. [9J-5.0055(2)(a) F.A.C.] [9J-5.019(4)(c)1 F.A.C.]

Policy 1.1-j: For roads on the Florida Intrastate Highway System (FIHS), the level of service standard shall be Level of Service D in urban areas and Level of Service B in rural areas as adopted by the Florida Department of Transportation. This standard must be met for roadways on a peak hour / peak direction basis. Numeric values for this standard, for planning purposes, are shown in Table 5-1 in FDOT's "Level of Service Manual." For more specific capacity determinations, numeric calculations of this standard shall be in accordance with the methodologies for roadway capacity, (chapter 11) contained within the Highway Capacity Manual, Special Report 209, Third Edition, as published by the Transportation Research Board or the FDOT's "Level of Service Manual" (1995 or as amended), using "ART Plan". For projects with impacts on the FIHS roadways the level of service standard shall be established and met for each project phase, and at project completion. [9J-5.0055(2)(a) F.A.C.] [9J-5.0055(2)(c) F.A.C.] [9J-5.019(4)(c)1 F.A.C.]

Policy 1.1-k: *Relocated under Policy 1.4-v in Amendment Round 02-1.*

Policy 1.1-l: *Relocated under Policy 1.4-w in Amendment Round 02-1.*

Policy 1.1-m: *Relocated under Policy 1.4-x in Amendment Round 02-1.*

Policy 1.1-n: Buildout Analysis: In corridors where the adopted LOS may not be achieved pursuant to the 2025 Transportation System for Palm Beach County Highway Component prepared by the Palm Beach MPO, the County will institute a process to develop individual Corridor Master Plans to address each projected corridor failure. The ULDC shall provide specific guidelines for buildout analysis and specific timelines for the completion of the Corridor Master Plans.

The County, affected municipalities, and affected property owners shall develop Corridor Master Plans for the following roadway segments:

- 10th Avenue North from I-95 to Kirk Road.
- 45th Street from Military Trail to Australian Avenue.
- Alternate AIA from US 1 to PGA Boulevard
- Atlantic Avenue from Turnpike to Jog Road.
- Beeline Highway from Jog Road to Blue Heron Boulevard.
- Blue Heron Boulevard from Beeline Highway to I-95.
- Boynton Beach Boulevard from Lyons Road to Jog Road.
- Congress Avenue from I-95 to Westgate Avenue.
- Forest Hill Boulevard from Southern Boulevard (SR 80) to Jog Road.
- Glades Road from Turnpike to NW 4th Avenue.
- Haverhill Road from Summit Boulevard to 10th Avenue North.
- Indiantown Road from I-95 to Alternate AIA.
- Jog Road from Belvedere Road to Lantana Road.
- Linton Boulevard from I-95 to US 1
- Lyons Road from Belvedere Road to Lake Worth Road.
- Military Trail from Blue Heron Boulevard to Roebuck Road.
- Northlake Boulevard from Military Trail to Old Dixie Highway.
- Northlake Boulevard from SR 7 to Beeline Highway

- Okeechobee Boulevard from Benoist Farms Road to Tamarind Avenue.
- Palmetto Park Road from Turnpike to NW 4th Avenue.
- PGA Boulevard from Turnpike to Prosperity Farms Road.
- Powerline Road from Palmetto Park Road to Broward County.
- Prosperity Farms Road from Hood Road to Northlake Boulevard.
- SR 7 from Okeechobee Boulevard to Lake Worth Road.
- US 1 from Martin County to Alternate AIA.
- US 1 from Linton Boulevard to Glades Road.
- US 1 from Ocean Drive to PGA Boulevard.
- US 1 from W. 13th Street to Quadrille Boulevard.

The Corridor Master Plans will be accomplished in cooperation with the affected local governments and property owners within each Corridor. At a minimum, the Corridor Master Plans will consider mitigation methods to maintain good mobility within the corridor, including but not limited to: land use modifications, connectivity, mixed-use developments, alternative modes of transportation and increased roadway capacity.

The following Corridor Master Plans shall be completed by December 31, 2007:

- Boynton Beach Boulevard from Lyons Road to Jog Road.
- Okeechobee Boulevard from Benoist Farms Road to Tamarind Avenue.
- Atlantic Avenue from Turnpike to Jog Road.
- Forest Hill Boulevard from Southern Boulevard (SR 80) to Jog Road.
- SR 7 from Okeechobee Boulevard to Lake Worth Road.

The following Corridor Master Plans shall be completed by December 31, 2009:

- Northlake Boulevard from Military Trail to Old Dixie Highway.
- 10th Avenue North from I-95 to Kirk Road.
- Jog Road from Belvedere Road to Lantana Road.
- Northlake Boulevard from SR 7 to Beeline Highway.

Once a corridor Master Plan has been adopted for a corridor, no project with significant traffic on the corridor shall be approved for development by the County or a municipality unless it complies with the Corridor Master Plan. Nothing in this policy shall be used to limit the issuance of any Development Orders until the Corridor Master Plan has been adopted by the County and affected municipalities. Corridor Master Plans shall be in place by December 31, 2011.

OBJECTIVE 1.2 Level of Service Exceptions

The County shall provide for exceptions to the County's Level of Service standards in select cases where facilities or areas meet the County's specified criteria for those defined exceptions.

Policy 1.2-a: To further other important State, regional, and local goals, policies, and objectives relating to: (1) urban infill, providing 24 hour livable cities and deterring urban sprawl; (2) development of residential land uses in eastern Palm Beach County; (3) annexation; and (4) community redevelopment, the authority given the County by Section 1.3 of the Palm Beach County Charter shall not be implemented for residential land uses within the incorporated areas east of I-95, north of the Broward County line, west of the Atlantic Ocean (excluding the barrier island and coastal high-hazard areas), and south and east of a boundary from I-95 along PGA Boulevard to Prosperity Farms Road, then north to the western prolongation of the northern boundary of Juno Isles, then east to a point six hundred feet (600') west of U.S. 1, then north to the northern boundary of Juno Beach, then east to the Atlantic Ocean; and the incorporated areas bounded on the south by the north boundary of the Jupiter Hospital, and its eastern and western prolongation between the Atlantic Ocean and Military Trail; bounded on the west by Military Trail and its northern prolongation to the North Fork of the Loxahatchee River, then meandering northwest along the northeast shore of the North Fork of the Loxahatchee River to the Martin County Line; bounded on the north by the Martin County Line; and bounded on the east by the Atlantic Ocean, excluding the barrier island and coastal high-hazard areas.

This non-implementation area shall allow residential development in incorporated areas to receive a development order notwithstanding the Level of Service Standards of this Element. This non-implementation area shall not obviate the municipal traffic circulation level of service standards or concurrency requirements. A residential development within this area must meet all concurrency requirements of the municipality, including traffic.

Policy 1.2-b: Special methodologies shall be established as set forth in this policy and the Traffic Performance Standards affordable housing provision within the ULDC to encourage and facilitate the development and geographic dispersal of very low, low and moderate income housing throughout the County. Two types of housing developments (projects) may qualify for the special methodologies.

1. MIXED HOUSING

Mixed housing projects which include both market rate and affordable units and promote a balance of housing opportunities, need not meet the level of service standards of this Element if the project traffic is less than or equal to three percent (3 %) of the peak season, peak hour Level of Service D Standard on any Link.

2. WORKFORCE HOUSING

Palm Beach County shall establish a Workforce Housing Program, which will only apply within the Urban-Suburban Tier of the unincorporated County and/or the Scientific Community Overlay. As a result the following Traffic Performance Standards affordable housing provisions shall be available only for County unincorporated developments that meet the Workforce Housing Program criteria.

Special methodologies shall be established consistent with this policy in the Traffic Performance Standards affordable housing provision within the ULDC to encourage and facilitate the development and geographic dispersal of very low, low, and moderate income housing within the Urban-Suburban Tier of the unincorporated County.

Mixed housing projects located within the Urban-Suburban Tier of the unincorporated County and/or the Scientific Community Overlay which include both market rate and affordable units and promote a balance of housing opportunities, need not meet the level of service standards of this Element if the project traffic is less than or equal to up to five percent (5%) of the peak season, peak hour Level of Service D Standard on any Link or Intersection, as provided in the ULDC.

Policy 1.2-c: *Portions deleted and portions modified and relocated under Policy 1.2-f in Amendment Round 00-2.*

Policy 1.2-d: The Board of County Commissioners finds that under certain limited circumstances dealing with transportation facilities, countervailing planning and public policy goals may come into conflict with the requirement that adequate public facilities be available concurrent with the impacts of such development. The Board of County Commissioners further finds that under certain circumstances, lower level of service standards for specific roadway segments and intersections are appropriate. Consequently, this policy provides for lower transportation facilities level of service standard for certain purposes on roadway segments and intersections:

1. For the public purpose of allowing public and private schools (whose primary purpose is to provide kindergarten, elementary, or high school education) to be constructed, the level of service standard permitted on affected segments and intersections shall be up to 30% above the LOS D volume on those segments and intersections.

Policy 1.2-e: The Board of County Commissioners finds that under certain limited circumstances dealing with transportation facilities, countervailing planning and public policy goals may come into conflict with the requirement that adequate public facilities be available concurrent with the impacts of such development. Often, the unintended consequence of the transportation facilities concurrency requirement is the redirection of growth and development from the urban area to the suburban, exurban and rural areas, thereby discouraging urban infill development, and urban revitalization and redevelopment. Consequently, this policy provides for exceptions from the transportation facilities concurrency requirements of the Comprehensive Plan and Unified Land Development Code. However, the proposed project must, at a minimum be:

1. Internally consistent with the County's Comprehensive Plan, and if the project is located within a municipality, consistent with the County's and with the Municipality's Comprehensive Plans; and,
2. Integrally related to the provision of public transportation.

The specific guidelines and standards for granting an exception from the transportation facilities concurrency requirements, pursuant to this policy, are detailed in the Transportation Element Support Document.

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.

1. Center Street, from Indiantown Road to Loxahatchee River Road, is hereby designated as a Constrained Roadway at a Lower Level of Service (CRALLS) facility and its level of service shall be 15,500 trips on an ADT basis and 1,480 trips on a peak hour basis.
2. Center Street, from Loxahatchee River Road to Alternate A-1-A, is hereby designated as a CRALLS facility and its level of service shall be 20,700 trips on an ADT basis, 1,990 trips on a peak hour basis, 1,180 trips on a peak hour peak direction basis, and an intersection critical volume of 1,400.
3. Northlake Boulevard, from Military Trail to Prosperity Farms Road, is designated as a CRALLS facility with LOS E. The facility's level of service shall be 49,000 trips on an ADT basis, 4,560 trips on a peak hour basis (2 way), 3,890 on a peak hour peak direction basis and an intersection critical volume of 1,500.
4. Northlake Boulevard, from I-95 to Congress Avenue, is hereby designated as a CRALLS facility with LOS F. The facility's level of service shall be 60,000 trips on an ADT basis, 5,460 trips on a peak hour basis (2 way), 3,890 on a peak hour peak direction basis and an intersection critical volume of 1,500. If the level of service threshold volumes for LOS D or LOS E are increased above the proposed volumes shown above, the new level of service threshold volumes shall be used.
5. Clint Moore Road from Lyons Road to Jog Road is hereby designated as a CRALLS facility. The LOS standard volumes shall be exclusively for the purpose of concurrency for the Delray Training Center, and shall be in effect until which time this segment of Clint Moore Road is widened to four lanes. Once the roadway segment is widened, the Board of County Commissioners shall re-evaluate the CRALLS facility. The facility's level of service standard volumes shall be as shown below:

Year	ADT	Peak Direction
1997	15,700	1,250
1998	16,500	1,310
1999	17,300	1,380
2000	18,200	1,450
2001	19,100	1,520

6. The following roadway segments and intersections are hereby designated as a CRALLS facility:

Peak Hour

- a. Palm Beach Lakes Boulevard from Village Boulevard to I-95
Daily level of service standard: 54,990 vehicles per day
Peak hour, peak direction standard: 2,969 vehicles per hour
Test 2 Volume: 62,100 vehicles per day
- b. Palm Beach Lakes Boulevard from I-95 to Executive Center Drive
Daily level of service standard: 58,040 vehicles per day
Peak hour, peak direction standard: 2,816 vehicles per hour
- c. Australian Avenue from 25th Street to Palm Beach Lakes Boulevard
Daily level of service standard: 34,839 vehicles per day
Peak hour, peak direction standard: 1,768 vehicles per hour
- d. Intersection of Palm Beach Lakes Boulevard & Village Boulevard
Critical Sum: 1,820 vehicles per hour
- e. Intersection of Palm Beach Lakes Boulevard & I-95 ramps
Critical Sum: 1,593 vehicles per hour
- f. Intersection of Palm Beach Lakes Boulevard & Congress Avenue
Critical Sum: 1,513 vehicles per hour
- g. Intersection of Palm Beach Lakes Boulevard & Australian Avenue
Critical Sum: 1,431 vehicles per hour
- h. Palm Beach Lakes Boulevard from I-95 to Congress Avenue
Test 2 Volume: 61,040 vehicles per day

This CRALLS facility reflects the commitment of the City of West Palm Beach that the residential portion of the auditorium site in the City shall be limited to 600 units.

7. *Deleted in Amendment Round 03-1.*

8. The following roadway segments are hereby designated as CRALLS facilities:

- a. Forest Hill Boulevard as a 4 lane facility from Wellington Trace (North) to South Shore Boulevard
Daily level of service standard: 39,908 vehicles per day
Peak hour standard: 3,703 vehicles per hour
Peak hour, peak direction standard: 2,183 vehicles per hour
- b. Forest Hill Boulevard as a 6 lane facility from South Shore Boulevard to State Road 7
Daily level of service standard: 61,446 vehicles per day
Peak hour standard: 6,169 vehicles per hour
Peak hour, peak direction standard: 3,186 vehicles per hour

9.

- a. State Road 7 as a 6 lane facility from Forest Hill Boulevard to Lake Worth Road is hereby designated as a CRALLS facility exclusively for the

purpose of concurrency for projects with concurrency approvals as of August 24, 1999 and shall be in effect until such time that State Road 7 is widened to 8 lanes. Once the roadway segment is widened, the Board of County Commissioners shall re-evaluate the CRALLS facility. The facility's level of service standard volumes shall be as shown below:

Year	Daily Volume	Peak Hour Volume	Peak Hour, Peak Direction Volume
2000	38,629	3,527	2,016
2001	43,801	4,004	2,221
2002	48,973	4,480	2,427
2003	54,145	4,957	2,632
2004	59,317	5,433	2,837
2005	64,489	5,910	3,042

b. The following segments of State Road 7 as a six-lane facility are hereby designated as CRALLS facilities exclusively for the purpose of concurrency for the expansion of the existing hospital and the construction of the Wellington Medical Phase I project.

- 1) State Road 7 from Southern Boulevard to Forest Hill Boulevard
 Daily level of service: 59,895 vehicles per day
 Peak hour standard: 5,485 vehicles per hour
- 2) State Road 7 from Forest Hill Boulevard to Lake Worth Road
 Daily level of service: 58,227 vehicles per day
 Peak hour standard: 5,338 vehicles per hour

This CRALLS designation shall remain in effect until the widening of these segments commences.

10. Deleted in Amendment Round 01-2

11. Deleted in Amendment Round 01-1

12. through 16. Deleted in Amendment Round 01-2

17. The following roadway segments are hereby designated as CRALLS facilities exclusively for redevelopment of the Jai Ala Fronton site, located in the Town of Mangonia Park, by the 45th Street Arena project:

- a. 45th Street from Village Boulevard to I-95
 Daily Level of Service Standard 50,975 vpd
 Peak Hour Level of Service Standard 4,756 vph
- b. 45th Street from I-95 to Congress Avenue
 Daily Level of Service Standard 56,425 vpd
 Peak Hour Level of Service Standard 5,366 vph

- c. 45th Street from Congress Avenue to Australian Avenue
 Peak Hour Level of Service Standard 4,638 vph

- 18. Prosperity Farms Road from Donald Ross Road to Gardens Parkway is hereby designated as a Constrained Roadway at a Lower Level of Service (CRALLS) facility. Its level of service shall be: 19,460 trips on a daily basis and 1,810 trips on a peak hour basis. The County shall require that all applicants seeking to utilize this CRALLS ensure the construction of appropriate portions of this segment as determined by the County Engineer as a three lane section with landscaping.

- 19. Prosperity Farms Road between Burns Road and Northlake Boulevard is hereby designated as a Constrained Roadway at a Lower Level of Service (CRALLS) facility. Its level of service shall be: 20,950 trips on a daily basis and 1,948 trips on a peak hour basis.

- 20. PGA Boulevard, from the Ronald Reagan Turnpike to Prosperity Farms Road, and the intersection of PGA Boulevard and Military Trail are hereby designated as Constrained Roadways at Lower Level of Service (CRALLS) facilities exclusively for the purpose of concurrency for properties which were the subject of a forbearance agreement with the City of Palm Beach Gardens dated April 15, 1999 and are developing at densities and/or intensities no greater than those provided for in that forbearance agreement. All concurrency certificates issued by Palm Beach County utilizing this CRALLS shall be conditioned to require that:
 - 1) prior to any development order for any project seeking to utilize this CRALLS, the funds for design, acquisition, and construction of all roads in the City Center Linkages Plan associated with the project, shall irrevocably be pledged to ensure construction is commenced as required by the County Engineer; 2) the City of Palm Beach Gardens development order approvals ensure that all those elements of the City Center Linkages Plan, as approved by the City of Palm Beach Gardens, which are associated with a particular project, are constructed prior to issuance of any certificate of occupancy within that project; and 3) for projects utilizing the CRALLS on the segments between Military Trail and Alternate A1A:
 - a) the issuance of building permits shall be phased to the issuance of a final order by the Florida Department of Transportation relating to the Kyoto Gardens Drive railroad crossing for which no timely appeal is filed by FEC; b) once the condition set forth in subsection (a) has been satisfied, projects may be issued building permits without limitation within eighteen (18) months from the issuance of the final order by FDOT, provided, however, that the County Engineer may grant one six (6) month extension; and c) upon expiration of the eighteen (18) month period set forth in subsection (b), or any extension thereof, additional building permits beyond the phased level set forth in subsection (a) may not be issued until the commencement of construction of Kyoto Gardens Drive and the associated railroad crossing.

- a. PGA Boulevard from Ronald Reagan Turnpike to Central Boulevard
 Daily Level of Service Standard 51,177 vehicles per day
 Peak Hour Level of Service Standard 4,759 vehicles per hour
 Test 2 Volume 53,000 vehicles per day

- b. PGA Boulevard from Central Boulevard to Military Trail
Daily Level of Service Standard 50,738 vehicles per day
Peak Hour Level of Service Standard 4,719 vehicles per hour
- c. PGA Boulevard from Military Trail to I-95
Daily Level of Service Standard 50,780 vehicles per day
Peak Hour Level of Service Standard 5,513 vehicles per hour
- d. PGA Boulevard from I-95 to RCA Boulevard
Daily Level of Service Standard 67,674 vehicles per day
Peak Hour Level of Service Standard 7,084 vehicles per hour
Test 2 Volume 68,000 vehicles per day
- e. PGA Boulevard from RCA Boulevard to Alternate A1A
Daily Level of Service Standard 68,055 vehicles per day
Peak Hour Level of Service Standard 7,120 vehicles per hour
Test 2 Volume 60,000 vehicles per day
- f. PGA Boulevard from Alternate A1A to Fairchild Gardens Avenue
Daily Level of Service Standard 59,636 vehicles per day
Peak Hour Level of Service Standard 5,825 vehicles per hour
- g. PGA Boulevard from Fairchild Gardens Avenue to Prosperity Farms Road
Daily Level of Service Standard 54,283 vehicles per day
Peak Hour Level of Service Standard 5,327 vehicles per hour
- h. Intersection of PGA Boulevard and Military Trail Critical Volume of 1,800

The CRALLS designation on the above will be revisited if the City of Palm Beach Gardens: 1) fails to adopt the City Center Linkages Plan dated November 1999 into the City's Comprehensive Plan by April 30, 2001 or 2) fails to provide the County's Planning Director a report by March 1st of each year beginning in year 2002 showing that concurrent with the development approvals, the City: a) is requiring the construction of the City Center Linkages Plan dated November 1999; b) has completed an evaluation of the feasibility of a fixed-route bus transit service to circulate within the City Center; c) has completed the construction of the Hood Road extension from Alternate A1A to Prosperity Farms Road by the year 2003; and d) has commenced construction to widen Burns Road to four lanes from Military Trail to Prosperity Farms Road.

- i. The level of service standards for PGA Boulevard between Prosperity Farms Road and United States Highway 1 will be:
 - 1) 50,200 trips on an ADT basis and 4,830 trips on a peak hour basis; 2,990 trips on a peak hour peak direction basis, and an intersection critical volume of 1,500;
 - 2) Test Two – 56,700 trips on an ADT basis.

21. The following roadway segments are hereby designated as a CRALLS facility:

- a. Military Trail from 45th Street to Community Drive
Daily level of service standard: 36,334 vehicles per day
Peak hour standard: 3,400 vehicles per hour
- b. Military Trail from Community Drive to Okeechobee Boulevard
Daily level of service standard: 49,208 vehicles per day
Peak hour standard: 4,587 vehicles per hour

This CRALLS designation shall remain in effect until the widening of Military Trail to 6 lanes commences, and shall be exclusively for use by the Jewish Community Center expansion project.

- 22. Community Drive, from Military Trail to Village Boulevard, is hereby designated as a Constrained Roadway at a Lower Level of Service (CRALLS) facility and its level of service shall be 18,615 trips on an ADT basis and 1,738 on a peak hour basis.
- 23. The following roadways are hereby designated as a CRALLS facility, subject to mitigation criteria, consistent with Transportation Policy 1.2-q:
 - a) Okeechobee Boulevard from Royal Palm Beach Boulevard to Royal Palm Beach High School:
Peak Hour Standard: 5,473 vehicles per hour
 - b) Okeechobee Boulevard from State Road 7 to Sansbury's:
Peak Hour Standard: 6,724 vehicles per hour
 - c) Okeechobee Boulevard from Sansbury's to Benoist Farms:
Peak Hour Standard: 7,212 vehicles per hour
 - d) Okeechobee Boulevard from Benoist Farms to Skees Road:
Peak Hour Standard: 7,578 vehicles per hour
 - e) Okeechobee Boulevard from Skees Road to Jog Road:
Peak Hour Standard: 7,760 vehicles per hour

No development order or permit dependent on this CRALLS shall be issued until adoption of the ULDC revisions to implement the associated point system. The duration of this CRALLS shall be 3 years from its effective date, but shall not apply in any case after 5 years from the date of adoption of this amendment.

- 24. The following roadways are hereby designated as a CRALLS facility, subject to mitigation criteria, consistent with Transportation Policy 1.2-q:
 - a. Okeechobee Boulevard from Jog Road to the Florida Turnpike:
Peak Hour Standard: 8,966 vehicles per hour
 - b. Okeechobee Boulevard from the Florida Turnpike to Haverhill Road:
Peak Hour Standard: 6,150 vehicles per hour
Total trips for new projects: 606 vehicles per hour

- c. Okeechobee Boulevard from Haverhill Road to Military Trail:
 Peak Hour Standard: 7,430 vehicles per hour
 Total trips for new projects: 439 vehicles per hour

No development order or permit dependent on this CRALLS shall be issued until adoption of the ULDC revisions to implement the associated point system.

25. Okeechobee Boulevard from Benoist Farms Road to Haverhill Road is designated as a CRALLS facility. The LOS standard volumes shall be exclusively for the purpose of concurrency for the Arrigo Dodge car dealership. However, the CRALLS shall not be effective until right-of-way (corner clip only) has been dedicated for a new turnpike south-bound ramp at Okeechobee Boulevard (as shown in the early 2002 presentation to the MPO). This CRALLS shall remain in effect until a contract is let for the 8-lane construction of the affected segments of Okeechobee Boulevard. Mitigation for this CRALLS will be provided through a reduction in the square footage and changes in some of the approved uses for the Arrigo Dodge dealership that will result in a reduction of 500 vested daily trips. The facility's level of service standard volumes shall be as shown below:

- a. Okeechobee Boulevard from Benoist Farms Road to Skees Road:
 Peak Hour Standard 4,876 vehicles per hour
 Daily Level of Service Standard: 52,426 vehicles per day

- b. Okeechobee Boulevard from Skees Road to Jog Road:
 Peak Hour Standard: 5,578 vehicles per hour
 Daily Level of Service Standard: 59,976 vehicles per day

- c. Okeechobee Boulevard from Jog Road to the Florida Turnpike:
 Peak Hour Standard: 6,128 vehicles per hour
 Daily Level of Service Standard: 65,895 vehicles per day

- d. Okeechobee Boulevard from the Florida Turnpike to Haverhill Road:
 Peak Hour Standard: 6,728 vehicles per hour
 Daily Level of Service Standard: 72,339 vehicles per day

26.

- a. The following roadway segments are hereby designated as a CRALLS facility:

- 1) Belvedere Road from Jog Road to Drexel Road
 Daily level of service standard: 40,275 vehicles per day
 Peak hour standard: 3,886 vehicles per hour
- 2) Belvedere Road from Drexel Road to Haverhill Road
 Daily level of service standard: 44,599 vehicles per day
 Peak hour standard: 4,232 vehicles per hour
- 3) Belvedere Road from Haverhill Road to Military Trail
 Daily level of service standard: 35,833 vehicles per day
 Peak hour standard: 3,396 vehicles per hour

- b. This CRALLS designation shall no longer be in effect based on any of the following events occurring:
 - 1) December 31, 2005.
 - 2) 1 year after completion of construction of Southern Boulevard and Okeechobee Boulevard to eight (8) lanes.
 - 3) Corresponding segments of Southern Boulevard (SR 80) are operating below LOS D as an eight (8) lane facility.
 - c. CRALLS Mitigation Measures are to be implemented in conjunction with the Belvedere Road CRALLS including the following:
 - 1) For the Johnson Property MUPD, Connectivity Measures – Extension of Cleary Road from its terminus north to Belvedere Road, Travel Demand Management (TDM) Measures – The developer will designate a TDM coordinator once 50% of the development is occupied.
 - 2) For the Johnson Property PUD, Land Use / Site Planning Measures – Introduction of a landscaped non-vehicular corridor via the deeding of a 23.25 acre parcel to the Town of Haverhill to be utilized as a linear park.
 - 3) Any other development utilizing this CRALLS designation must be subject to CRALLS mitigation criteria to be determined by the County Engineer, consistent with transportation Policy 1.2-q.
27. The following roadway segments are hereby designated as a CRALLS facility, subject to mitigation criteria to be determined, consistent with Transportation Policy 1.2-q:
- a. Lyons Road from Southern Boulevard to Forest Hill Boulevard.
Test 2 Volume: 20,000 vehicles per day
 - b. Lyons Road from Forest Hill Boulevard to Lake Worth Road.
Test 2 Volume: 25,000 vehicles per day
 - c. Lyons Road from Lake Worth Road to Lantana Road.
Test 2 Volume: 32,000 vehicles per day

The effective date of this CRALLS shall be either the adoption date of the ULDC revisions to implement the CRALLS mitigation measures specific for the individual project using the CRALLS or the adoption of this amendment for any project that will develop with a density reduction of 40% or greater from its approved Comprehensive Plan density.

28. The following segments of Okeechobee Boulevard are hereby designated as a temporary Constrained Roadway at a Lower Level of Service (CRALLS) facility:
- a. Okeechobee Boulevard from SR 7 to Sansburys Way
 Daily level of service standard: 53,968 vehicles per day
 Peak hour standard: 4,584 vehicles per hour

- b. Okeechobee Boulevard from Sansburys Way to Benoist Farms Road
 - Daily level of service standard: 56,151 vehicles per day
 - Peak hour standard: 4,923 vehicles per hour

This CRALLS is exclusively for the purposes of concurrency of the Parkwood Estates PUD project, and would expire when construction begins on the 8-lane widening of Okeechobee Boulevard.

CRALLS mitigation measure to be implemented in conjunction with this CRALLS is allowing development to 81 dwelling units instead of 93 (maximum allowable under its land use designation).

29. The following roadway segments are hereby designated as a CRALLS facility:

- a. Haverhill Road from Purdy Lane to Cresthaven Boulevard
 - Daily level of service standard: 24,340 vehicles per day
 - Average Peak hour standard: 2,266 vehicles per hour
 - Peak hour directional standard: 1,702 vehicles per hour

- b. Haverhill Road from Cresthaven Boulevard to 10th Avenue North
 - Daily level of service standard: 19,489 vehicles per day
 - Average Peak hour standard: 1,814 vehicles per hour
 - Peak hour directional standard: 947 vehicles per hour

This CRALLS designation will only be applicable to the Abbey Park Commercial MUPD in which development shall be restricted to 104,000 sq.ft. self-storage and a retail drugstore of up to 16,000 square feet for the retail component of the development program. This CRALLS designation shall no longer be in effect based on any of the following events occurring:

- 1) December 31, 2006.
- 2) The letting of the contract to widen Haverhill Road from three (3) to five (5) lanes from Purdy Lane to 10th Avenue North.

CRALLS Mitigation Measures are to be implemented in conjunction with the Haverhill Road CRALLS including the following:

- 1) Develop Connectivity – The Developer will, through site planning, construct a direct vehicular and pedestrian connection on Abbey Road to provide connectivity between the adjacent residential development and the proposed multiple-use Abbey Park Commercial MUPD.
- 2) Improve Transit – The Developer will provide easements on the Abbey Park Commercial MUPD property on Haverhill Road and on Forest Hill Boulevard for the future construction of bus shelters.
- 3) The Abbey Park Commercial MUPD shall not utilize this CRALLS until the following occurs:
 - a) The developer contributes one million dollars, reimbursable by the County towards acceleration of widening of Haverhill Road; and

- b) The developer contributes an additional \$100,000, beyond its impact fee, towards the widening of Haverhill Road. This \$100,000 could be used for carrying cost of the one million dollar advancement; direct contribution if the one million dollar contribution is not advanced at the time the contract for Haverhill Road is let; or some combination of the two.

30. The following segment of Atlantic Avenue is hereby designated as a Constrained Roadway at a Lower Level of Service (CRALLS) facility:

Atlantic Avenue from Lyons Road to the Florida Turnpike
Daily level of service standard: 22,108 vehicles per day
Peak hour standard: 2,786 vehicles per hour

This CRALLS is exclusively for the purposes of concurrency of Mizner Country Club, and would expire December 31, 2005, or when construction begins on the 4-lane widening of Atlantic Avenue, whichever comes first. As mitigation for this CRALLS, the developer will provide a contribution to help cover some of the funding shortfall for the widening of Atlantic Avenue, at a minimum of 1.5 times the applicable impact fee for all remaining dwelling units, and to limit development to 471 dwelling units, which is a decrease from the previously approved 500 units.

31. The following roadways are hereby designated as a CRALLS facility exclusively for the purpose of concurrency for those projects, which have an existing development order conditioning them to the widening of Okeechobee from 6 to 8 lanes and to allow development of Sykes property, which has a valid development order but has lost concurrency.

- a. Okeechobee Boulevard from SR 7 to Sansbury's:
Peak Hour Standard: 5,645 vehicles per hour
- b. Okeechobee Boulevard Sansbury's to Benoist Farms
Peak Hour Standard: 6,314 vehicles per hour
- c. Okeechobee Boulevard from Benoist Farms to Skees Road:
Peak Hour Standard: 6,409 vehicles per hour
- d. Okeechobee Boulevard from Skees Road to Jog Road:
Peak Hour Standard: 6,634 vehicles per hour
- e. Okeechobee Boulevard from Jog Road to the Florida Turnpike:
Peak Hour Standard: 7,139 vehicles per hour
- f. Okeechobee Boulevard from the Florida Turnpike to Haverhill Road:
Peak Hour Standard: 6,987 vehicles per hour
- g. Okeechobee Boulevard from Haverhill Road to Military Trail:
Peak Hour Standard: 6,323 vehicles per hour
- h. Intersection of Okeechobee Boulevard and Benoist Farms

- Critical Sum: 1841 vehicles per hour
- i. Intersection of Okeechobee Boulevard and Skees Road
Critical Sum: 1971 vehicles per hour
 - j. Intersection of Okeechobee Boulevard and Jog Road
Critical Sum: 1808 vehicles per hour
 - k. Intersection of Okeechobee Boulevard and Florida Turnpike
Critical Sum: 1611 vehicles per hour
 - l. Intersection of Okeechobee Boulevard and Haverhill Road
Critical Sum: 1713 vehicles per hour
 - m. Intersection of Okeechobee Boulevard and Military Trail
Critical Sum: 1773 vehicles per hour

The duration of this CRALLS shall be until December 31, 2005 for the Sykes property and until construction begins for the 8-lane widening of Okeechobee Boulevard from Florida Turnpike to SR-7 for those projects that have been delayed due to conditions phasing them to the widening of Okeechobee Boulevard. The mitigation measures for Sykes property will be provided through a reduction in square footage and changes in some of the uses that will result in 2997 daily trips, creation of a ride sharing program, provision of bicycle facilities and payment of 1.5 times the required impact fee. The mitigation measure for the projects conditioned to the widening of Okeechobee will be the widening of Okeechobee Boulevard from 6 to 8 lanes and they will not be allowed to develop at densities/intensities higher than allowed in their approved development orders.

32. The following intersection is hereby designated as a temporary CRALLS facility exclusively for the purposes of concurrency for the Lamstein Residential and Lamstein Commercial projects:

SR-7 and Southern Boulevard (SR-80)
P.M. Peak Hour Critical Sum: 1714 Critical Sum

CRALLS Mitigation Measures are to be implemented in conjunction with the SR-7 and Southern Boulevard (SR-80) Intersection CRALLS include the following:

- 1) Palm Beach County will continue to coordinate with the Florida Department of Transportation to the extent possible to implement design changes/change orders to 8-lane SR-7 at the intersection to increase capacity.
- 2) Lyons Road must be constructed as a 2-lane section by year 2008 from Forest Hill Boulevard to Southern Boulevard (SR-80) for continuity and to provide an alternate route as a reliever to the SR-7/Southern Boulevard (SR-80) Intersection, currently funded by Palm Beach County.

- 3) The Lamstein Road residential project must develop at a reduction of 40% or greater from its approved Comprehensive Plan density (not to exceed 218 dwelling units).
- 4) The Lamstein Road residential project must prepay Traffic Impact Fees within 6 months of the approval of the Development Order or prior to the issuance of the first building permit, whichever shall first occur.
- 5) The Lamstein Road residential project will provide a contribution to help cover some of the funding shortfall for the various transportation related improvements, at a minimum of 1.5 times the applicable impact fee to be used towards off-site roadway improvements.
- 6) This CRALLS shall no longer be in effect after December 31, 2011 or at the commencement of construction of 8 lanes under the overpass, whichever comes first.
- 7) The Lamstein Road commercial project must develop at a reduction of 40% or greater from its approved Comprehensive Plan intensity (not to exceed 400,000 SF).
- 8) The Lamstein Road commercial project must prepay Traffic Impact Fees within 6 months of the approval of the Development Order or prior to the issuance of the first building permit, whichever shall first occur.
- 9) The Lamstein Road commercial project will construct a two-lane roadway on their northern site boundary to interconnect Lamstein Road to existing development on the west.
- 10) The Lamstein Road commercial project will provide a contribution to help cover some of the funding shortfall for the various transportation related improvements, at a minimum of 1.5 times the applicable impact fee to be used towards off-site roadway improvements.

33. The following roadway segments are hereby designated as a CRALLS facility for the Palm Beach County Scientific Community Overlay (Mecca) project:

- a. Indiantown Road from Pratt-Whitney Road to Alexander Run Road as 2 lanes

Peak hour standard	1,670 vehicles per hour
Peak hour directional standard:	1,276 vehicles per hour
- b. Indiantown Road from Alexander Run Road to Jupiter Farms Road as 4 lanes

Peak hour standard	3,634 vehicles per hour
Peak hour directional standard:	2,286 vehicles per hour
- c. Indiantown Road from Jupiter Farms Road to Turnpike as 6 lanes

Peak hour standard	4,781 vehicles per hour
Peak hour directional standard:	3,264 vehicles per hour
- d. Indiantown Road from Turnpike to I-95 as 6 lanes

Peak hour standard	6,448 vehicles per hour
Peak hour directional standard:	4,126 vehicles per hour

- e. Indiantown Road from I-95 to Island Way as 6 lanes
Peak hour standard 7,164 vehicles per hour
Peak hour directional standard: 3,770 vehicles per hour
- f. PGA Boulevard from Seminole Pratt-Whitney Rd through Site as 6 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 3,389 vehicles per hour
- g. PGA Boulevard from Site to Beeline Highway as 4 lanes
Peak hour standard 3,399 vehicles per hour
Peak hour directional standard: 2,348 vehicles per hour
- h. PGA Boulevard from Beeline Highway to Ryder Cup Boulevard as 4 lanes
Peak hour standard 3,261 vehicles per hour
Peak hour directional standard: 2,189 vehicles per hour
- i. PGA Boulevard from Ryder Cup Boulevard to Turnpike as 6 lanes
Peak hour standard 5,339 vehicles per hour
Peak hour directional standard: 2,888 vehicles per hour
- j. PGA Boulevard from Turnpike to Central Boulevard as 6 lanes
Peak hour standard 6,855 vehicles per hour
Peak hour directional standard: 3,814 vehicles per hour
- k. PGA Boulevard from Central Boulevard to Military Trail as 6 lanes
Peak hour standard 6,156 vehicles per hour
Peak hour directional standard: 3,489 vehicles per hour
- l. PGA Boulevard from Military Trail to I-95 as 6 lanes
Peak hour standard 6,042 vehicles per hour
Peak hour directional standard: 3,630 vehicles per hour
- m. PGA Boulevard from I-95 to Alternate A1A as 6 lanes
Peak hour standard 7,367 vehicles per hour
Peak hour directional standard: 4,356 vehicles per hour
- n. PGA Boulevard from Alternate A1A to Campus Drive as 6 lanes
Peak hour standard 6,552 vehicles per hour
Peak hour directional standard: 3,885 vehicles per hour
- o. Northlake Boulevard from Hall Boulevard to 140th Avenue as 4 lanes
Peak hour standard: No CRALLS Required
Peak hour directional standard: 1,956 vehicles per hour
- p. Northlake Boulevard from 140th Avenue to Coconut Boulevard as 4 lanes
Peak hour standard 3,430 vehicles per hour
Peak hour directional standard: 2,492 vehicles per hour
- q. * Northlake Boulevard from Coconut Boulevard to SR 7 as 4 lanes
Peak hour standard 4,029 vehicles per hour

- Peak hour directional standard: 3,160 vehicles per hour
- r. * Northlake Boulevard from SR 7 to Beeline Highway as 4 lanes
Peak hour standard 4,925 vehicles per hour
Peak hour directional standard: 3,822 vehicles per hour
- s. Northlake Boulevard from Coconut Boulevard to SR 7 as 6 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 3,006 vehicles per hour
- t. Northlake Boulevard from SR 7 to Beeline Highway as 6 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 3,675 vehicles per hour
- u. Northlake Boulevard from Turnpike to Military Trail as 6 lanes
Peak hour standard: 4,841 vehicles per hour
Peak hour directional standard: 3,011 vehicles per hour
- v. Northlake Boulevard from Military Trail to I-95 as 6 lanes
Peak hour standard 5,671 vehicles per hour
Peak hour directional standard: 3,289 vehicles per hour
- w. Northlake Boulevard from I-95 to Congress Avenue as 6 lanes
Peak hour standard: 5,639 vehicles per hour
Peak hour directional standard: 3,123 vehicles per hour
- x. Orange Boulevard from Seminole Pratt-Whitney Road to 140th Avenue as 2 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 883 vehicles per hour
- y. Orange Boulevard from 140th Avenue to Coconut Boulevard as 2 lanes
Peak hour standard: 1,642 vehicles per hour
Peak hour directional standard: 1,017 vehicles per hour
- z. Orange Boulevard from Coconut Boulevard to Royal Palm Beach Blvd as 2 lanes
Peak hour standard 1,700 vehicles per hour
Peak hour directional standard: 1,067 vehicles per hour
- aa. Okeechobee Blvd from Seminole Pratt-Whitney Road to 140th Avenue as 2 lanes
Peak hour standard: 1,758 vehicles per hour
Peak hour directional standard: 1,049 vehicles per hour
- bb. Seminole Pratt-Whitney Rd from Martin County Line to Indiantown Road as 2 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 1,031 vehicles per hour

- cc. Seminole Pratt-Whitney Rd from Indiantown Road to Beeline Highway as 4 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 2,135 vehicles per hour
- dd. Seminole Pratt-Whitney Rd from Beeline Highway to PGA Boulevard as 2 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 935 vehicles per hour
- ee. Seminole Pratt-Whitney Rd from PGA Boulevard to Northlake Blvd as 6 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 3,084 vehicles per hour
- ff. Seminole Pratt-Whitney Rd from Northlake Blvd to Orange Boulevard as 4 lanes
Peak hour standard 3,480 vehicles per hour
Peak hour directional standard: 2,181 vehicles per hour
- gg. Coconut Boulevard from PGA Boulevard to Northlake Boulevard as 2 lanes
Peak hour standard No CRALLS Required
Peak hour directional standard: 920 vehicles per hour
- hh. Coconut Boulevard from Northlake Boulevard to Orange Boulevard as 2 lanes
Peak hour standard 1,633 vehicles per hour
Peak hour directional standard: 1,446 vehicles per hour
- ii. Royal Palm Beach Blvd from Orange Boulevard to 60th Street as 2 lanes
Peak hour standard 2,196 vehicles per hour
Peak hour directional standard: 1,152 vehicles per hour
- jj. Royal Palm Beach Blvd from 60th Street to Persimmon Boulevard as 2 lanes
Peak hour standard 2,417 vehicles per hour
Peak hour directional standard: 1,544 vehicles per hour
- kk. Royal Palm Beach Blvd from Persimmon Boulevard to 40th Street as 4 lanes
Peak hour standard 3,229 vehicles per hour
Peak hour directional standard: 2,259 vehicles per hour

* The CRALLS designation shall no longer be in effect after completion of construction for the extension of PGA Boulevard from Seminole Pratt-Whitney Road to the Beeline Highway for segments q) and r) above.

The following intersections are hereby designated as a CRALLS intersections for the Mecca project:

- ll. Intersection of Indiantown Road and Turnpike
Intersection Delay: 100.4 seconds per vehicle
- mm. Intersection of PGA Boulevard and Turnpike
Critical Sum: 1,784 vehicles per hour
Intersection Delay: 178.9 seconds per vehicle
- nn. Intersection of PGA Boulevard and Central Boulevard
Intersection Delay: 192.9 seconds per vehicle
- oo. Intersection of PGA Boulevard and Military Trail
Intersection Delay: 160.8 seconds per vehicle
- pp. Intersection of Northlake Boulevard and Beeline Highway
Critical Sum: 1,789 vehicles per hour
Intersection Delay: 187.8 seconds per vehicle
- qq. Intersection of Okeechobee Boulevard and Royal Palm Beach Boulevard
Intersection Delay: 143.3 seconds per vehicle

CRALLS Mitigation Measures to be implemented and to be included in the concurrency approval and Development Order (D.O.) conditions for the Mecca project, in conjunction with this CRALLS include the following:

- 1) Connectivity Measures – Extensions of: a) Seminole Pratt-Whitney Road from Northlake Blvd to Beeline Highway, b) PGA Boulevard from Seminole Pratt-Whitney Road to Beeline Highway, and c) SR 7 from Okeechobee Blvd to Northlake Blvd.
- 2) Connectivity Measures – Expansions (widening) of Major Thoroughfare roads including: a) Indiantown Road, b) PGA Boulevard, c) Northlake Boulevard, Okeechobee Boulevard, d) Beeline Highway, and e) Seminole Pratt-Whitney Road.
- 3) Connectivity Measure – Provide frontage road along PGA Boulevard.
- 4) Land Use / Site Planning Measure – Provide mixed/multiple land uses based upon the Master Development Plan dated May 2004 of the DRI/ADA process.
- 5) Land Use / Site Planning Measure – Concurrent with obtaining each certificate of occupancy for a non-residential building, implement parking strategies that provide preferred parking for alternative vehicles and car pool vehicles.
- 6) Land Use / Site Planning Measure – Provide/construct non-vehicular corridors throughout the development as each phase (based upon the DRI/ADA dated May 2004) is developed.

- 7) Land Use / Site Planning Measure – Allow home occupation, accessory uses, and work/live units.
- 8) Land Use / Site Planning Measure – Apply access management techniques along all roadways.
- 9) Land Use / Site Planning Measure – Affordable housing:
 - a) Each phase of the Mecca shall contain a minimum of three housing types. For each phase of the Mecca, at least 10% of the residential units to be constructed must be attainable for very low and low income households, and another 10% of these residential units to be constructed must be attainable for moderate income households. Units meeting this requirement shall include both renter occupied units and owner occupied units. The renter occupied units must continue to be attainable for a period of at least 20 years, and the owner occupied units must continue to be attainable for a period of at least 10 years. Attainability shall be assured through deed restrictions on these properties.
 - b) Of the residential units specified immediately above that must be attainable for very low and low income households, a maximum of 40% of these units must be renter occupied units, and the remaining units must be owner occupied units, and of the residential units specified immediately above that must be attainable for moderate income households, a maximum of 30% of these units must be renter occupied units, and the remaining units must be owner occupied units.
- 10) Transit Measure – Coordinate with Palm Tran to provide a bus route(s) to/from the site by 2015 or at the end of Phase 2 of the DRI/ADA, whichever comes first.
- 11) Transit Measure – Provide onsite bus stop facilities (intermodal facility), within one year of provision of a bus service, capable of handling two or more buses at a time with a covered waiting area of sufficient size to accommodate at least 2% of the employees.
- 12) Transit Measure – Provide an annual financial incentive in the form of a subsidy of at least 50% of the annual ticket cost to at least 15% of the persons employed at the project site for riding Tri-Rail and/or Palm Tran.
- 13) Transit Measure – Provide annually a proportionate share of the local transit service (trolley/shuttle) in conjunction with the Gardens Scientific and Technology Community (Vavrus North) project.

- 14) Transportation Demand Management (TDM) Measure – Provide an on-going ride-sharing information service to persons employed at the project site.
- 15) Transportation Demand Management (TDM) Measure – Proportionately and annually fund an Employee Transportation Coordinator position that will coordinate the individual businesses in both Mecca and Vavrus North projects.
- 16) Transportation Demand Management (TDM) Measure – Require businesses of 500 employees or more to have a Transportation Coordinator position.
- 17) Transportation Demand Management (TDM) Measure – Require businesses of 500 employees or more to accommodate alternate work hours and telecommuting.
- 18) The project 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.

Beginning March 1, 2010, the Mecca project shall submit an annual report to the County's Planning Director to demonstrate compliance with the mitigation measures required from Mecca by this policy. In the event that any of the mitigation measures above are not fulfilled the annual report will be submitted to the Board of County Commissioners (BCC) for consideration. The BCC may then amend or rescind any or all provisions of this policy.

Conditions may be required in order to meet the concurrency requirements of Palm Beach County. These shall be determined at the time of issuing the concurrency reservation. In addition, these CRALLS mitigation measures shall be detailed and included in the concurrency reservation and the Mecca D.O.

34. The following intersections are hereby designated as CRALLS facilities exclusively for the purposes of concurrency for the High Point on Congress project:
 - a. Congress Avenue and Forest Hill Boulevard
A.M. Peak Hour Critical Sum:1688 Critical Sum
P.M. Peak Hour Critical Sum:1923 Critical Sum
 - b. Congress Avenue and Summit Boulevard
P.M. Peak Hour Critical Sum:1585 Critical Sum

CRALLS Mitigation Measures are to be implemented in conjunction with the Congress Avenue at Forest Hill Boulevard and Congress Avenue at Summit Boulevard Intersection CRALLS including the following:

- 1) The proposed project must develop at a reduction of 68% or greater from its approved Comprehensive Plan intensity (not to exceed 100,000 square feet).
 - 2) The proposed project must prepay Traffic Impact Fees within 6 months of the approval of the Development Order or prior to the issuance of the first building permit, whichever shall first occur.
 - 3) The proposed project will provide a contribution to help cover some of the funding shortfall for the various transportation related improvements, at a minimum of 100% the applicable impact fee to be used towards off-site roadway improvements.
 - 4) The proposed project must provide access from Holly Road.
 - 5) The proposed project must provide easements on Congress Avenue for the future construction of transit facilities.
- 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
2-Way Peak Hour Level of Service standard 2,100
 - b. Atlantic Avenue from Lyons Road to Starkey Road
2-Way Peak Hour Level of Service standard 3,200
 - c. Atlantic Avenue from Florida's Turnpike to Hagen Ranch Road
2-Way Peak Hour Level of Service standard 4,700
 - d. Atlantic Avenue from Hagen Ranch Road to Jog Road
2-Way Peak Hour Level of Service standard 4,700

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 SR7 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 Commons, Delray TMD, and Mizner Country Club properties as well as 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.

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

- a. Old Boynton Road from spine road to Boynton Beach Boulevard
Peak Hour Standard: 1,656
- 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 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 attainable for a period of at least 20 years, and the owner occupied units must continue to be attainable 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.

Policy 1.2-g: As specified in the Unified Land Development Code (ULDC) for the purposes of issuing a development order or permit, a proposed urban redevelopment project located within the County's existing Urban Service Area shall not be subject to the transportation concurrency requirements of the County's Comprehensive Plan for up to 110 percent of the transportation impact generated by the previously existing development. The following issues, at a minimum, shall be addressed:

- 1. The Policy's Scope: Consideration shall be given to further limiting the geographic areas (such as coastal high hazard areas) where this provision shall apply and the buildings, structures or resources that may be impacted; and
- 2. Other Implementation Issues: For purposes of this Policy, a previously existing development is the actual previous use, which was occupied and active within the preceding five years. Consideration shall be given to:
 - a. Reassessment of the five-year time period;
 - b. The documentation needed to establish the actual previous uses was "occupied" and "active"; and
 - c. The guidelines to be used for determining the transportation impact generated by the previous existing development when there was more than one actual previous uses within the identified time period; and
 - d. Any other relevant and appropriate issues.

Policy 1.2-h: Notwithstanding any other provisions of this Comprehensive Plan, a local government may issue a development order or permit provided that:

- 1. Transportation facilities needed to serve new development are in place no more than three (3) years from the date of development order approval; and,
- 2. The transportation facilities and services needed to serve the development are identified in the local government's Capital Improvement Element or the first three-years of the adopted Florida Department of Transportation's Work Program; and,
- 3. The Capital Improvement Element includes the following information for each affected roadway:
 - a. The estimated date of commencement of actual construction and the estimated date of project completion; and
 - b. A provision that a plan amendment is required to eliminate, defer, or delay the programmed construction of the road which is needed to maintain the adopted level of service standard; and,
- 4. The development is located within one of the following geographic areas:

- a. The residential exception area per Transportation Element Policy 1.2-a;
 - b. the Glades communities, delineated as the areas in the Urban/Suburban Tier immediately east of Lake Okeechobee, and the areas with urban densities in the rural towns of Lake Harbor and Canal Point;
 - c. the County's Redevelopment and Revitalization Overlay; or
5. The facilities are wholly owned and operated by State, local, and County entities, or public and private schools (as defined in the Introduction and Administration Element).

Policy 1.2-i: The Palm Beach County Board of County Commissioners shall allow for the designation of Transportation Concurrency Management Areas (TCMAs) within Palm Beach County consistent with the requirements of Rule 9J-5.0055(5), F.A.C. as specified in the Unified Land Development Code (ULDC):

Policy 1.2-j: Each local government within an effective TCMA shall provide an Annual Report demonstrating that the areawide level of service standard is being maintained, as required in the ULDC. The Annual Report shall be submitted to the Planning Division no later than March 31. If the Annual Report shows the local government cannot maintain the areawide level of service standard, the BCC shall have the authority to repeal the ULDC TCMA provisions for the affected TCMA. *[9J-5.0055(5) F.A.C.]*

Policy 1.2-k: The Palm Beach County Board of County Commissioners shall allow for the designation of Transportation Concurrency Exception Areas (TCEAs) within Palm Beach County consistent with the requirements of Rule 9J-5.0055(6), F.A.C. as specified in the Unified Land Development Code (ULDC). TCEAs allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted local government comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization.

Policy 1.2-l: The City of Delray Beach Transportation Concurrency Exception Area (TCEA) is hereby established and designated as shown on TE Map 15.1 and TE Map 15.4 in the Map Series (Additional maps of the TCEA can be found in Figures TE-S 6.1 and TE-S 7.1 in the support documents). *[9J-5.0055(6) F.A.C.]*

Policy 1.2-m: The City of West Palm Beach Transportation Concurrency Exception Area (TCEA) is hereby established and designated as shown on TE Map 15.1 and TE Map 15.2 in the Map Series (additional maps of the TCEA can be found in the Support Document Figures TE-S 6.1 and TE-S 7.1), subject to: 1) the City maintenance of a residential/non-residential ratio minimum, 2) City participation/ support of motor vehicle capacity increases as indicated in the City's TCEA and the applicable portions of Section II.A.6.d.6 of the Support Document, and 3) the following sub-policies: *[9J-5.0055(6)]*

- 1. Palm Beach County shall evaluate the annual reports of the City of West Palm Beach's Traffic Management System (TMS) and the Buildable Areas Monitoring Table and other appropriate materials as provided by the TCEA policies identified in the various elements of the City's Comprehensive Plan, and determine conformance with the TCEA policies of the City's and the County's Comprehensive Plans and Section II.A.6.d.6 of the County's Support Document.

By May 2000, the City shall develop a Traffic Management System (TMS) for the purpose of monitoring motor vehicle operations within the Downtown. The City shall prepare an annual report to determine the necessary measures to effectively manage vehicular traffic operations and evaluate the Traffic Management System. The City shall distribute the report to the Florida Department of Community Affairs, Palm Beach County, and other interested agencies, within three months of the anniversary of the effective date of the TCEA. Based on the results of the traffic monitoring report, the City will pursue strategies including, but not limited to, the following:

- a. change motor vehicle signalization devices;
 - b. promote public transit services;
 - c. encourage transportation mode options
 - d. implement an employer-based Transportation Demand Management (TDM) activities;
 - e. develop a centrally-managed system of strategically located parking facilities; and
 - f. facilitate capital projects and street modifications in keeping with the Transportation Vision
2. Five years from the effective date of the City's TCEA, the City shall achieve a built ratio of residential to non residential development of no less than the 1995 ratio of .33 (the baseline ratio). If the built ratio is lower than .33 at that time, no building permits shall be issued for new development (not including renovation) in downtown which represent a ratio lower than the next baseline, until such time that a recalculation of built units and floor space yields at least a built ratio of .33.
- Every two years ("reporting period") following the fifth year from the effective date of the City's TCEA, the City shall increase its baseline ratio by .03 until the baseline ratio is .46 by the year 2010. Thereafter, .46 will be the baseline ratio, If the baseline ratio is not met by the end of each reporting period, then no building permits shall be issued for new development in downtown which represent a ratio lower than the next baseline ratio, until such time that a recalculation of built units and floor space yields at least the baseline ratio. This annual report shall be based on total built units as of one month prior to the end of the reporting period.
3. In the event Palm Beach County determines that the City has not complied with the TCEA policies of the City's and the County's Comprehensive Plans and Section II.A.6.d.6 of the County's Transportation Element Support Document, the County's Comprehensive Plan policies creating the TCEA will be re-evaluated.
4. In the event the City seeks to reduce the number of lanes on Okeechobee Boulevard from Tamarind Avenue to Dixie Highway, a CRALLS designation will be required.

5. The City and County have determined the specific limits where Dixie Highway and Olive Avenue shall be two way and where they shall be one way, shall be as follows:

Roadway	Segment	Operation
Dixie Hwy	South of Lakeview Ave.	Two-way
	Between Lakeview Ave. and Banyan Blvd.	One-way
	North of Banyan Blvd.	Two-way
Olive Ave.	South of Lakeview Ave.	Two-way
	Between Lakeview Ave. and Quadrille Blvd.	One-way
	North of Quadrille Blvd.	Two-way

Those segments that have one-way operations shall contain two vehicular travel lanes as reviewed and approved by the City and County, while increasing sidewalk width as deemed appropriate by the City.

6. The Transportation Concurrency Exception Area (TCEA) for the West Palm Beach Downtown Master Plan (DMP) shall become effective upon the finding of compliance by the Florida Department of Community Affairs (DCA) for both the County's and the City's amendments to their respective comprehensive plans for the TCEA. It is the County's position that development orders issued within the DMP area shall be consistent with the policies in the County's TCEA.
7. The TCEA is limited to the square footage set forth in the Downtown Master Plan and as indicated below in Table TE 3 titled "Buildable Areas Monitoring Table".

**Table TE 3
BUILDING AREAS MONITORING TABLE**

DOWNTOWN MASTER PLAN SUBAREA	NONRESID. (SQ..FT.)		RESIDENTIAL (D.U.)		HOTEL (RM.)	
	1. 1995 EXISTING	2. DEVELOP. CAP 2010	1. 1995 EXISTING	2. DEVELOP. CAP 2010	1. 1995 EXISTING	2. DEVELOP. CAP 2010
	3. TOTAL 2010		3. TOTAL 2010		3. TOTAL 2010	
AREA #1 WATERFRONT S.	1. 1,312,974		1. 801			
	2. 115,069		2. 0			
	3. 1,428,043		3. 801			
AREA #2 CLEMATIS ST.	1. 1,911,020		1. 84			
	2. 367,953		2. 578			
	3. 2,278,973		3. 662			
AREA #3 WATERFRONT N.	1. 579,422		1. 251			
	2. 466,137		2. 56			
	3. 1,045,559		3. 307			
AREA #4 GOVERNMENT DIS.	1. 1,575,734		1. 1			
	2. 1,262		2. 19			
	3. 1,576,996		3. 20			
AREA #5 PROVIDENCIA PK.	1. 550,579		1. 202			
	2. 81,818		2. 122			
	3. 632,397		3. 324			
AREA #6 NORTHWEST	1. 269,156		1. 1,238			
	2. 514,217		2. 783			
	3. 783,373		3. 2,021			
AREA #7 CLEAR LAKE	1. 444,199		1. 0		1. 349	
	2. 488,939		2. 0		2. 300	
	3. 933,138		3. 0		3. 649	
AREA #8 GOVERNMENT HILL	1. 1,213,285		1. 111		1. 0	
	2. 935,378	2.a. 1,012,500	2. 708	2.a. 1,290	2. 0	2.a. 650
	3. 2,148,663	3.a. 2,225,785	3. 819	3.a. 1,401	3. 0	3.a. 650
AREA #9 OKEECHOBEE BLVD.	1. 270,576		1. 1		1. 0	
	2. 2,068,752	2.a. 895,000	2. 799	2.a. 99	2. 800	2.a. 350
	3. 2,339,328	3.a. 1,165,576	3. 800	3.a. 100	3. 800	3.a. 350
TOTAL	12,510,467	12,069,837	5,754	5,636	1,449	1,649

Notes:

1. Data included in 2.a and 3.a reflects the proposed City Place Development.
2. This table is expected to be revised to reflect the final and approved City Place Development.
3. Areas 1 through 7 are not affected by the City Place Development Area #8: 1,290 dwelling units is the total of the 708 proposed dwelling units (within Area #8 but outside the Downtown/Uptown DRI) plus the 582 dwelling units proposed by the City Place Development.
4. Area #9: 99 dwelling units is the estimated 99 dwelling units (within Area #9 but outside the Downtown/Uptown DRI) plus the 0 dwelling units proposed by the City Place Development.

Policy 1.2-n: The BCC finds that a de minimis impact to transportation facilities within the Urban/Suburban Tier is consistent with the County's goal of operating the Countywide transportation system at the adopted level of service. Consequently, the ULDC shall provide for an exemption for projects which generate de minimis impacts to the transportation network. A de minimis impact may generate up to 0.5 percent of the maximum volume at the adopted level of service of the affected transportation facility. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation

facility. However, no project may utilize this provision if its impact would exceed the adopted level-of-service standard of any affected designated hurricane evacuation routes. Furthermore, development at entitlement densities and lot intensities will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.

Policy 1.2-o: The Unified Land Development Code (ULDC) shall contain provisions to exempt developments located within urban infill, urban redevelopment, existing urban service, or downtown revitalization areas which pose only special part-time demands on the transportation system from the transportation concurrency requirements.

Policy 1.2-p: The County shall include provisions in the ULDC which may allow a project to be exempted from transportation concurrency requirements provided that the project otherwise is consistent with the adopted Comprehensive Plan and demonstrates that it will promote public transportation pursuant to ss.163.3180(5)(b) F.S, and 163.3164(28) F.S. The following criteria shall be used to determine compliance with the statute for this exception:

1. All projects must be located within the County's Urban/Suburban Tier and be adjacent to (i.e., abutting or separated only by other public or governmental rights-of-way) the Tri-County Commuter Rail Authority line, or be adjacent to a street which is served by Palm Tran; and
2. All projects shall provide a site to Tri-Rail at the project site adjacent to the Tri-Rail tracks for a station platform, ticket booth, parking for at least 400 automobiles. When a project is not adjacent to Tri-Rail, it shall provide a bus stop facility capable of handling two or more Palm Tran buses at a time with a covered waiting area of sufficient size to accommodate at least 10% of its employees; and
3. The project shall provide a financial incentive in the form of a subsidy of at least 50% of the annual ticket cost to at least 15% of the persons employed at the project site for riding Tri-Rail and/or Palm Tran to and from the project site a minimum of 200 working days per year. As an alternative, the development may provide equivalent funds directly to Palm Tran to subsidize this service; and
4. The project shall provide a ride-sharing information service to persons employed at the project site; and
5. The project shall provide emergency transportation to those employees using mass transit, ride sharing, or other alternative modes of transportation (ie. bicycles or pedestrian); and
6. The project shall apply access management techniques along all roadways fronting the project; and
7. The project shall provide external pedestrian access to the project, as well as an internal pedestrian system, accommodating persons with disabilities, as well as persons using alternative modes of transportation to the automobile; and
- 8.

- a. Projects which promote economic development through job creation shall, at a minimum, be of 200 acres in size, and create, at project build-out, an estimated 5,000 jobs at the project site; or,
 - b. Projects developed by a not-for-profit agency in order to provide essential public services shall, at a minimum, be of 20 acres in size, and create, at build-out, an estimated 2,000 jobs at the project site; and
9. The project may be a mixed use project, incorporating residential and/or commercial components. However, in no event shall residential and/or commercial retail uses combine to comprise more than 45% of the gross floor area; and
10. The project shall not be located within the Coastal High Hazard Area.

Projects utilizing this exemption may be required to provide roadway, intersection, and/or signalization improvements to minimize their impact on the road network. They shall also provide a transportation analysis that illustrates their impact on the Florida Intrastate Highway System to ensure that those impacts are considered in the approval process.

Policy 1.2-q: Beginning in the first amendment round of year 2002, mitigation measures shall be required for any new CRALLS designation. These measures are intended to improve the mobility in the corridor by increasing the options available to vehicular and non-vehicular travel. Measures to be required may include, but are not limited to, the following, where appropriate:

- 1. Connectivity measures that will more effectively distribute traffic
 - a. Build/ expand alternate roads
 - 1) Thoroughfare roads
 - 2) Non-Thoroughfare roads
 - b. Use existing Right-of-Way (i.e. canals) where possible, to provide connections for alternative travel modes
 - c. Provide access to more than one road
 - d. Provide connections between/within developments
 - e. Provide frontage/access roads
- 2. Land use/site planning measures
 - a. Provide mixed/multiple uses on site
 - b. Provide land use balance regionally
 - c. Unify residential and non-residential portions of the project through the master plan to accomplish mixed-use projects
 - d. Allow home businesses
 - e. Allow accessory units
 - f. Create traffic sensitive uses for use in constrained areas
 - g. Implement parking strategies (locational)
 - h. Incorporate design features oriented towards alternative modes
 - i. Introduce or enhance landscaped non-vehicular corridors

3. Transit measures
 - a. Provide lump sum payment for capital improvements
 - b. Provide lump sum payment for operational costs
 - c. Provide on-going funding
 - d. Dedicate Land

4. Transportation Systems Management (TSM) measures
 - a. Improve intersections
 - b. Dedicate transit/HOV lanes
 - c. Provide reversible lanes
 - d. Improve signal coordination

5. Transportation Demand Management (TDM) measures
 - a. Provide incentives for transit, carpool and other modes
 - b. Accommodate alternate work hours
 - c. Accommodate telecommuting
 - d. Implement parking strategies (supply related)

All future CRALLS, where appropriate, shall: 1) identify specific mitigation measures; 2) evaluate measures to encourage the use of alternatives to the Florida Intrastate Highway System; 3) determine timing and responsibility of the implementation of mitigation measures; 4) identify methodology to relate the anticipated impacts of development to the mitigation measures; and 5) demonstrate coordination with appropriate agencies.

The County shall develop and include in the ULDC a series of transportation, land use, and development strategies that can be implemented by individual developers in order to reduce the traffic impacts of future CRALLS designations, where appropriate. Indicators that assess the effectiveness of each strategy for mitigating the traffic impacts of developments will be identified for this system.

Policy 1.2-r: The Westgate-Belvedere Homes Community Redevelopment Area (Westgate CRA) Transportation Concurrency Exception Area (TCEA) is hereby established and designated. Contiguous with the boundaries of the CRA, the TCEA is bounded by Okeechobee Boulevard on the north side, Florida Mango Road on the east side, Belvedere Road on the South side, and Military Trail on the West side. The TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total pm peak hour trips identified in the Table TE-6 of this policy. A proposed project must be recommended for approval by the Community Redevelopment Agency to be eligible to benefit from this pool. Any project utilizing this TCEA and significantly impacting Interstate 95 shall be required to address its impacts pursuant to ULDC. By August 2010, the TCEA may be modified by the BCC if the CRA achieves the developments shown in Table TE-6. Beginning December 30th, 2006, The CRA shall submit an annual report to the County's Planning Director to demonstrate compliance with the conditions set forth in this policy. Upon review by the Planning Director and the County Engineer, the annual report will be submitted to the Board of County Commissioners (BCC) for consideration. In the event that any of the conditions below is not met, the BCC may amend or rescind any or all of this policy. The conditions are:

1. Development approvals utilizing the TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips and

total p.m. peak hour trips set by Table TE-6. No building permits shall be issued for new development when the applicable maximum allowable limit for that development is reached.

**TABLE TE-6
WESTGATE/BELVEDERE HOMES CRA –TCEA
MONITORING TABLE**

Allowable Land Use Intensities	Residential/ Rental Units	Hotel Rooms	Industrial	Office	Other Non- Residential
Planned Land Use Totals ¹	2937	200	572,633	1,137,785	2,819,577
Allowable variance +/- (%)	15%	25%	10%	10%	10%
Maximum Allowable	3377	250	629,896	1,251,563	3,101,535
Minimum Allowable	2496	150	515,369	1,024,006	2,537,619
Allowable Vehicle Trips	Daily Traffic		PM Peak Hour Traffic		
Planned Land Use Net New Trips	3538		345		
<i>Allowable Land Use Ratios</i>	Residential/Office		Residential/Other Non-Residential (Incl. Industrial)		
Maximum Allowable Ratios ²	3.30		1.11		
Minimum Allowable Ratios ²	1.99		0.67		

¹ Includes existing development

² Residential units divided by 1000 sft of Office or Other Non-Residential uses.

2. Beginning with the March 31, 2010 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved office space shall remain between the maximum and minimum allowable ratios identified in Table TE-6.
3. Beginning with the March 31, 2010 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved other non-residential space shall remain between the maximum and minimum allowable ratios identified in Table TE-6.
4. By January 2008, the CRA Board shall adopt a inclusionary housing policy that require all major residential development (proposing more than 10 dwelling units) that do not participate in the bonus density program 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 attainable for a period of at least 20 years, and the owner occupied units must continue to be attainable for a period of at least 10 years.

Attainability shall be assured through deed restrictions on these properties.

5. The CRA Board shall implement its inclusionary housing policy that requires developers participating in the bonus density pool to set aside 40% of the density bonus units for very low and low income households. The annual report starting March 31, 2008 must also show the number of the density bonus units for very low and low income households created annually through the bonus density pool.
6. By January 2008, the CRA Board shall implement an incentive program that rewards developers who mix two or more uses on one site for trip internalization.
7. By January 2010, the CRA shall establish a local transit circulator service that runs through the CRA to transport visitors and resident to the main commercial corridors.
8. By January 2008, the CRA shall undertake a detailed transit study to develop a local transit connector to downtown West Palm Beach.
9. The CRA shall continue to coordinate with the County Engineering Department to improve the sidewalk network and street features to create safe, balanced, livable streets that can be used for all forms of travel including non-vehicular modes of travel.
10. By January 2007, the CRA shall obtain rights to use property for the development of the greenway and shall complete the design of the greenway alongside the L-2 Canal. The design should show how the bike/walking path will connect the residential neighborhoods to the commercial corridors.
11. By January 2007, the CRA shall develop a parking plan that will incorporate shared parking, parking garage and parking reduction programs tailored to encourage businesses, residents and visitors to use alternative mode of transportation by locating parking away from pedestrian and bike pathways, providing incentives for bikers and carpoolers, and by designing an environment that reduces dependency on automobiles.
12. The CRA Board in coordination with the County should evaluate the feasibility of extending Westgate Ave. from Haverhill Road to Jog Road. The CRA Board should coordinate with County to implement the recommendations of the feasibility study for the eastern extension of Westgate Ave up to Old Okeechobee Road.

Policy 1.2-s: The Lake Worth Park of Commerce (LWPOC) Transportation Concurrency Exception Area (TCEA) is hereby established and designated. Contiguous with the boundaries of the LWPOC, the TCEA is bounded by Tenth Avenue North on the north, I-95 on the east, Lake Worth Road on the south and the Keller Canal (E-4) on the west. The TCEA will be limited to 55,147 square feet of new commercial retail use and 895,373 square foot of new industrial use. Any project utilizing this TCEA and significantly impacting Interstate 95 shall be required to address its impacts pursuant to the ULDC. The TCEA may be revisited if the City of Lake Worth fails to provide the County an annual report by March 31 of each year starting in year 2004, showing that the development approvals utilizing this TCEA have not exceeded the limits set by this Policy.

Policy 1.2-t: The City of Riviera Beach Community Redevelopment Area (CRA) - Transportation Concurrency Exception Area (TCEA) is hereby established and designated. The boundaries of the TCEA are shown on TE Map 15.1 and TE Map 15.3 in the Map Series. The TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total pm peak hour trips identified in the Table TE-4 of this policy. Any project utilizing this TCEA and significantly impacting the Florida Intrastate Highway System (FIHS) shall be required to address its impacts on FIHS facilities pursuant to the ULDC.

The TCEA shall not take effect unless and until the City of Riviera Beach demonstrates to the satisfaction of the County Engineer in his sole discretion that peak hour peak season traffic on Ocean Avenue does not exceed level of service D at buildout, based on maximum density/ intensity/zoning established by the City of Riviera Beach Comprehensive Plan and land development regulations for properties on the Singer Island outside the boundaries of the TCEA. Any increase in use outside the CRA boundaries over that shown in Table 1 of the traffic study prepared by Kimley-Horn and Associates, Inc., dated July 17, 2003 (attached as Exhibit 4 of the Staff report prepared for the adoption hearing November 24, 2003), shall require reevaluation by the County Engineer. If the reevaluation shows that the level of service is exceeded on Ocean Avenue then the TCEA should be reconsidered by the Board of County Commissioners.

Any Development Order within the TCEA on Singer Island must submit a traffic study, showing external traffic, for approval to the County Engineer. No Development Order approvals shall be given without approval of the County Engineer, which shall be based on the limits set forth in Table TE-4.

Beginning March 1, 2005, the City shall submit an annual report to the County's Planning Director to demonstrate compliance with the conditions set forth in this policy. Upon review by the Planning Director and the County Engineer, the annual report will be submitted to the Board of County Commissioners (BCC) for consideration. In the event that any of the conditions below is not met, the BCC may amend or rescind any or all of this policy. The conditions are:

1. The development approvals utilizing this TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips, and total pm peak hour trips set by Table TE-4 of this policy. No building permits shall be issued for new development when the applicable maximum allowable limit for that development is reached.
2. Beginning with the March 1, 2006 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved office space shall remain between the maximum and minimum allowable ratios identified in Table TE-4.
3. Beginning with the March 1, 2006 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved other non-residential space shall remain between the maximum and minimum allowable ratios identified in Table TE-4.
4. By January 2005, the City shall amend its land development regulations to require developments within the TCEA to contribute toward the cost of public transit infrastructure as one means to offset the impact of the concurrency exception on the arterial roadway network and the FIHS.
5. The City, in coordination with the Riviera Beach CRA, shall maintain and annually update a master phasing plan and infrastructure budget and schedule that

- targets needed improvements within the TCEA boundaries and sets priority for funding and construction in the City's Five Year Capital Improvements Program.
6. By January 2005, the City shall revise its street design standards for all City streets within the TCEA to install street design features so that construction of new streets and repair of existing streets create safe, balanced, livable streets that can be used for all forms of travel including non-vehicular modes of travel.
 7. By January 2006, the City shall undertake a detailed transit study to develop a local transit circulator plan (complementing the County's public transit service) for the TCEA including specific route alignments, infrastructure needs, headways, hours of operation and other service characteristics. The City shall act on the conclusions and recommendations contained within the transit circulator plan and move forward with efforts to implement improvements according to the phasing and schedule provided in the plan.
 8. By January 2007, the City, with its own funding source, shall provide local transit circulator service within a ¼ mile of 50 percent of all developed mixed-use and medium and high density residential areas identified on the Future Land Use Map of the City's Comprehensive Plan and within the TCEA boundaries, within the Palm Tran service area.
 9. By January 2010, the City shall provide a site for the new Tri-Rail station at a cost no greater than City's acquisition cost. Concurrent with the opening of this new Tri-Rail station, the City with its own funding source, shall provide a new circulator service and/or expand an existing circulator service to connect to this new station.
 10. Concurrent with the development, the City shall provide hurricane shelter space for at least 20% of the population increase associated with hotel/motel developments, residential developments, mobile home and trailer park developments, and recreational vehicle developments within the hurricane vulnerability zone. A long-term comprehensive shelter program shall be coordinated in conjunction with public, private and non-profit organizations to ensure that adequate shelter space is located in an area outside of the hurricane evacuation zone and meets current American Red Cross standards.
 11. The City shall provide 2 through lanes, 2 left-turn lanes and 1 right-turn lane on all approaches of the intersection of US-1 and Blue Heron Boulevard concurrent with the construction of new US-1. One left-turn lane, however, on the east approach (westbound) shall suffice only if 2 left-turn lanes are not feasible.
 12. The City shall annually monitor the intersection of Blue Heron Boulevard and Old Dixie Highway, and coordinate with FDOT and the County to improve this intersection when necessary, and if feasible.
 13. Consistent with the intent of the City's Redevelopment Plan dated 2001, Section 3.2.10.3, Methods of Assuring Availability of Housing, the City shall ensure that the development (with any residential component) within each phase (as contemplated by the Phasing Plan in the TCEA Justification Report dated July 9, 2003) of the CRA, be required to provide no less than 5% of the total residential units 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. The City shall also ensure that these affordable units remain affordable for no less than 10 years for ownership units and no less than 20 years for rental units.

14. By March 1, 2005, the City shall submit to County's Emergency Management Division a site-specific study determining evacuation times from Singer Island in case of mandatory evacuation.

The Transportation Concurrency Exception Area (TCEA) for the Riviera Beach CRA shall become effective upon the finding of compliance by the Florida Department of Community Affairs (DCA) for both the County's and the City's amendments to their respective comprehensive plans for the TCEA. It is the County's position that development orders issued within the CRA area shall be consistent with the policies in the County's TCEA.

**TABLE TE-4
RIVIERA BEACH CRA - TCEA
MONITORING TABLE**

MAINLAND DEVELOPMENT					
Allowable Land Use Intensities	Residential/ Rental Units	Hotel Units	Conference Area (SF)	Office/ Technical Area	Other Non- residential
<i>Planned Land Use Totals</i>	3,945	300	33,000	1,145,855	1,636,506
<i>Allowable variance +/- (%)</i>	15%	25%	25%	10%	10%
<i>Maximum Allowable Development</i>	4,537	375	41,250	1,260,441	1,800,157
<i>Minimum Allowable Development</i>	3,353	225	24,750	1,031,270	1,472,855
Maximum Allowable Vehicle Trips	Daily Traffic		PM Peak Hour Traffic		
<i>Planned Land Use Net New Trips</i>	49,703		5,226		
Allowable Land Use Ratios	Residential/ Office		Residential/ Other Non-Residential		
<i>Maximum Allowable Ratios</i>	4.50		3.10		
<i>Minimum Allowable Ratios</i>	2.10		1.30		

SINGER ISLAND DEVELOPMENT					
Allowable Land Use Intensities	Residential/ Rental Units	Hotel Units	Conference Area (SF)	Office/ Technical Area	Other Non- residential
<i>Planned Land Use Totals</i>	426	535	50,000	0	134,010
<i>Allowable variance +/- (%)</i>	15%	25%	25%	0%	10%
<i>Maximum Allowable Development</i>	490	669	62,500		147,411
<i>Minimum Allowable Development</i>	362	401	37,500		120,609

Maximum Allowable Vehicle Trips	Daily Traffic	PM Peak Hour Traffic
<i>Planned Land Use Net New Trips</i>	4,213	337

Allowable Land Use Ratios	Residential/ Office	Residential/ Other Non-Residential
<i>Maximum Allowable Ratios</i>	-	4.10
<i>Minimum Allowable Ratios</i>	-	2.40

Policy 1.2-u: The City of Boynton Beach Community Redevelopment Area (CRA) - Transportation Concurrency Exception Area (TCEA) is hereby established and designated. The boundaries of the TCEA are shown on TE Map 15.1 and TE Map 15.2 in the Map Series. The TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total pm peak hour trips identified in the Table TE-5 of this policy. Any project utilizing this TCEA and significantly impacting the Florida Intrastate Highway System (FIHS) shall be required to address its impacts on FIHS facilities pursuant to the ULDC.

Beginning March 1, 2006, the City shall submit an annual report to the County's Planning Director to demonstrate compliance with the conditions set forth in this policy. Upon review by the Planning Director and the County Engineer, the annual report will be submitted to the Board of County Commissioners (BCC) for consideration. In the event that any of the conditions below is not met, the BCC may amend or rescind any or all of this policy. The conditions are:

1. The development approvals utilizing this TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips, and total pm peak hour trips set by Table TE-5 of this policy. No building permits shall be issued for new development when the applicable maximum allowable limit for that development is reached.
2. Beginning with the March 1, 2007 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved office space shall remain between the maximum and minimum allowable ratios identified in Table TE-5.
3. Beginning with the March 1, 2007 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square foot approved other non-residential space shall remain between the maximum and minimum allowable ratios identified in Table TE-5.

4. The City, in coordination with the Boynton Beach CRA, shall maintain and annually update a master phasing plan and infrastructure budget and schedule that targets needed improvements within the TCEA boundaries and sets priority for funding and construction in the City's Five Year Capital Improvements Program.
5. The City shall demonstrate that it has been complying with the Policy 2.4.12 of the TCEA Justification Report dated March 5, 2003, supporting various street design features.
6. The City acknowledges that in order to provide traffic circulation and transportation infrastructure consistent with the requirements of the TCEA, it will be necessary to augment the existing local transit circulator system. By January 1, 2005, the City shall undertake a detailed transit study to develop a local transit circulator plan (complementing or augmenting the County's public transit service) for the TCEA including specific route alignments, infrastructure needs, headways, hours of operation, and other service characteristics. The City and the Boynton Beach CRA shall be responsible for funding and implementing the transit circulator plan based on the recommendations and conclusions of the study. If the detailed transit study indicates that redevelopment projects within the TCEA have not progressed enough for the necessity of implementing the transit circulator plan on or before January 1, 2007, then the City shall conduct a monitoring study for such implementation every two years. This monitoring study shall be submitted to the County Engineer and Planning Director on March 1, 2007, and every second year thereafter until the City implements the circulator plan. The County must review and approve any such monitoring study that would otherwise allow additional delay in implementing the transit circulator plan.
7. The City shall annually demonstrate hurricane shelter space availability for at least 20% of the population increase within the TCEA associated with hotel/motel and residential developments within the hurricane vulnerability zone. In the event the City is unable to satisfactorily demonstrate hurricane shelter space availability, the City shall coordinate with Palm Beach County Emergency Management and the Red Cross to provide adequate hurricane shelter space within a timely manner. The City shall also participate in a long-term, Countywide, comprehensive shelter program coordinated with public, private, non-profit organizations to ensure adequate shelter space is available for the long-term needs of the TCEA and the County.
8. The City shall annually monitor the intersection of Boynton Beach Boulevard and US-1, and coordinate with FDOT and the County to improve this intersection when necessary, and if feasible.
9. By January 2005, the City, through the CRA's Direct Incentive Program and its Affordable Access component, shall implement a program to make affordable housing available to low-to moderate income households (with incomes of 80% to 100% of median household income in Palm Beach County) in the TCEA area. The affordable units in this program must remain affordable for a minimum period of 10 years. The City shall continue implementation of the policies under Objectives 6.1, 6.3, and 6.6 of The Housing Element of the City's Comprehensive Plan to provide other programs benefiting very low, low and moderate income households. The City will also insure that 5% of new or rehabilitated housing within the TCEA area is available for occupancy by these households, with pricing consistent with SHIP guidelines, and rent levels consistent with affordable effort ratios. The City will begin the annual monitoring of the affordability of housing within the TCEA by January 2006.

The Transportation Concurrency Exception Area (TCEA) for the Boynton Beach CRA shall become effective upon the finding of compliance by the Florida Department of Community Affairs (DCA) for both the County's and the City's amendments to their respective

comprehensive plans for the TCEA. Development orders issued within the TCEA area shall be consistent with this policy.

**TABLE TE-5
BOYNTON BEACH CRA - TCEA
Monitoring Table**

<u>Allowable Land Use Intensities</u>	<u>Residential Units</u>	<u>Hotel Units</u>	<u>Industrial</u>	<u>Office</u>	<u>Other Non- residential</u>
<i>Planned Land Use Totals</i>	<u>7,000</u>	<u>450</u>	<u>235,000</u>	<u>2,400,000</u>	<u>1,450,000</u>
<i>Allowable variance +/- (%)</i>	<u>15%</u>	<u>25%</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>
<i>Maximum Allowable</i>	<u>8,050</u>	<u>563</u>	<u>258,500</u>	<u>2,760,000</u>	<u>1,595,000</u>
<i>Minimum Allowable</i>	<u>5,950</u>	<u>338</u>	<u>211,500</u>	<u>2,040,000</u>	<u>1,305,000</u>

<u>Allowable Vehicle Trips</u>	<u>Daily Traffic</u>	<u>PM Peak Hour Traffic</u>
<i>Planned Land Use Net New Trips</i>	<u>45,976</u>	<u>4,510</u>

<u>Allowable Land Use Ratios</u>	<u>Residential/ Office</u>	<u>Residential/ Other Non-Residential</u>
<i>Maximum Allowable Ratios</i>	<u>3.9</u>	<u>5.3</u>
<i>Minimum Allowable Ratios</i>	<u>2.2</u>	<u>3.2</u>

B. FUTURE TRANSPORTATION SYSTEM EXPANSIONS

Future expansions to the Palm Beach County transportation system need to be performed in a manner consistent with the Objectives and Policies defined for each of the modes within the system and serve to compliment and integrate the individual modes. Objective 1.3 provides management policies to be followed in the implementation of future expansions of the transportation system. Objective 1.4 specifies the policies related to the expanding the roadway system. Objectives 1.5, 1.6, and 1.7. address transit expansions. Future airport facilities and Port of Palm Beach improvements are identified under Objectives 1.8 and 1.9, respectively. Bicycle, pedestrian, and linked open space facilities policies are listed under Objective 1.10.

OBJECTIVE 1.3 Management of Transportation System

The County shall emphasize the safe and efficient management of the transportation system.
[9J-5.019(4)(b)1 F.A.C.]

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. [9J-5.019(4)(c)11 F.A.C.]

Policy 1.3-b: Transportation Systems Management (TSM) strategies that include optimization of traffic signal systems, turning lanes, ridesharing and other innovative transportation system management activities shall continue to be implemented by the appropriate agencies within Palm Beach County. [9J-5.019(4)(c)7 F.A.C.]

Policy 1.3-c: The County shall coordinate transportation demand management strategies with land use strategies. Examples include density and intensity of land uses, parking supply and increasing transit attractiveness. [9J-5.019(4)(c)6 F.A.C.]

Policy 1.3-d: The County shall promote programs which reduce per capita vehicle miles traveled (VMT) and discourage single occupant vehicle trips, recognizing that these programs assist in reducing the overall air quality emissions. This can be accomplished through supporting Tri-Rail, bicycling, alternative fuels, ridesharing, alternative work hour programs, public transit, parking management and other transportation control measures. [9J-5.019(4)(c)6 F.A.C.]

Policy 1.3-e: High-traffic accident locations shall continue to be monitored by Palm Beach County in order to identify and implement, when economically feasible, design improvements that will alleviate existing high-accident frequency.

Policy 1.3-f: The County shall continue to update its existing access control standards to be consistent with adopted State and County standards that ensure the protection of the arterial and collector network capacity and increase safety margins and traffic flow. [9J-5.019(4)(c)2 F.A.C.]

Policy 1.3-g: New access along existing arterials and collectors shall be controlled and limited in order to increase safety margins, traffic capacity, and traffic flow; shall be consistent with existing State and County standards; shall allow for the integration of multimodal considerations, where applicable; and shall consider impacts on adjacent neighborhoods. [9J-5.019(4)(c)2 F.A.C.]

Policy 1.3-h: Palm Beach County shall consider intermodal terminals and access to intermodal facilities, where applicable, in its assessment of future transportation needs within Palm Beach County. [9J-5.019(4)(c)14 F.A.C.]

Policy 1.3-i: The County will maintain policies and programs which ensure that the overall transportation system meets the County's level of service criteria in order to provide viable alternatives to the Florida Intrastate Highway System, and to protect its interregional and intrastate functions. [9J-5.019(4)(c)13 F.A.C.]

OBJECTIVE 1.4 Roadway System

The County shall provide for identification and acquisition of existing and future roadway rights-of-way consistent with the adopted Thoroughfare Right-Of-Way Identification Map and shall address certain specific corridors in the transportation planning process in Palm Beach County. [9J-5.019(4)(b)5 F.A.C.]

Policy 1.4-a: The County shall continue to construct the traffic circulation network consistent with the County's adopted Thoroughfare Right-Of-Way Identification Map. [9J-5.019(4)(c)4 F.A.C.]

Policy 1.4-b: The County shall identify transportation corridors by using the Thoroughfare Right-of-Way Identification Map. [9J-5.019(4)(c)4 F.A.C.]

Policy 1.4-c: The Capital Improvements Element (CIE) shall include a provision for funds specifically earmarked for use in an advanced corridor right-of-way acquisition program consistent with the Thoroughfare Right-of-Way Identification Map. [9J-5.019(4)(c)4 F.A.C.]

Policy 1.4-d: Development Orders issued by the County shall require conveyance of roadway, intersection and interchange rights-of-way consistent with the adopted Thoroughfare Right-Of-Way Identification Map when there is a rational nexus between the required dedication of land, the needs of the community, and the impacts of the transportation network due to the development. [9J-5.019(4)(c)4 F.A.C.]

Policy 1.4-e: Right-of-way for all at-grade thoroughfare intersections shall provide for expanded intersection capacity, including special lane provisions, such as bicycle lanes, and provisions for pedestrian movement. The County Engineer, after notification of the Board of County Commissioners and in the case of State highways, coordination with FDOT, shall be allowed to waive the expanded intersection requirement where it is determined that the effect of right-of-way dedication from existing development makes it economically impracticable to implement this requirement or where it is shown by traffic impact studies that future traffic volumes will not require a full expanded intersection. The County Engineer shall evaluate these studies prior to granting a waiver of Thoroughfare Plan requirements, and in the case of State highways, provide such to FDOT District IV. [9J-5.019(4)(c)4 F.A.C.][9J-5.019(4)(c)5 F.A.C.]

The typical number of lanes for an approach of an expanded intersection shall be as follows:

Roadway	Left Turn Lanes	Through Lanes	Right Turn Lanes	Approach-total
4-Lane	2	2	1	5
6-Lane	2	3	1	6
8-Lane	2	4	1	7

Policy 1.4-f(1): At an intersection where an urban interchange is identified on the adopted Long Range Transportation Plan and/or the Thoroughfare Right-of-Way Identification Map, an urban interchange will be considered when any approach of the intersection requires more than the approach-total for an expanded intersection. The consideration will include an analysis of the costs and benefits associated with the construction of an urban interchange. The urban interchange shall be required when the intersection as a whole needs three or more lanes than the sum of the approach-totals of an expanded intersection, unless it is determined by the County Engineer that there will be adverse financial or environmental impacts, or adverse effects on neighborhood character.

Policy 1.4-f(2): The County, through the MPO, shall give priority to capacity increases required to complete the Interstate Highway System and to other projects in urban areas that integrate and improve access to multiple modes of transportation.

Policy 1.4-g: The County shall reduce the need for widening major and minor thoroughfares by encouraging the placement of a well inter-connected system of streets. Where an interconnected system becomes possible, care should be given to a community's quality of life, the amount of through-traffic, the impacts on safety, and overall security. *[9J-5.019(4)(c)7 F.A.C.] [9J-5.019(4)(c)13 F.A.C.]*

Policy 1.4-h: The County shall discourage the use of dead-end streets, loop streets, and oversized blocks in favor of through-streets and shorter blocks; provide cut-throughs for pedestrian access to transit; and promote landscaping of rights-of-way. *[9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]*

Policy 1.4-i: The County shall encourage new developments to include: 1) an interconnected system of streets in their development plans which consider appropriate adjacent parcels with potential for future compatible developments; 2) stub streets that connect to adjacent undeveloped parcels with a potential for future developments; and 3) stub streets that tie into existing adjacent stub streets. *[9J-5.019(4)(c)5 F.A.C.]*

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.

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. *[9J-5.019(4)(c)8 F.A.C.]*

Policy 1.4-l: The Southern Boulevard Transportation Corridor (State Road 80) is hereby designated to include the road segments of State Road 80 from the Hendry County line east to State Road 9 (I-95) in accordance with subsection 337.273(6), Florida Statutes. It is understood that the Florida Department of Transportation (FDOT) will complete a Corridor Management Report (CMR) for the corridor in accordance with its procedures, incorporating completed Planning, Design and Engineering Studies and the State Road 80 Florida Intrastate Highway System Corridor Action Plan, during the 1997/1998 program year. Following completion and approval of the CMR, the County will prepare and adopt by June 1998, 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.

A Corridor Management Ordinance may include criteria to manage land uses within and adjacent to the transportation corridor, the types of restrictions on nonresidential and residential construction within the designated corridor, identification of permitted land uses within the designated corridor, a public notification process, a variance and appeal process, and an intergovernmental coordination process that provides for the coordinated management of transportation corridors that cross jurisdictional boundaries with the plans of adjacent jurisdictions. *[9J-5.019(4)(c)2 F.A.C.] [9J-5.019(4)(c)11 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]*

Policy 1.4-m: The County shall support the Florida Department of Transportation's lead on preparing a current alignment, corridor and environmental study of the extension of State Road 7 northward from its terminus at Okeechobee Boulevard if permits can be obtained. The County shall encourage special consideration to protecting wetlands and their surroundings with environmental concerns. The County shall encourage that median openings and connections should be restricted consistent with a high speed rural arterial, however, consideration shall be given to existing connections and platted lots. Upon completion of the study, Palm Beach County shall, by Comprehensive Plan amendment, amend its Thoroughfare Right-of-Way Identification Map and, if appropriate, the 2020 Cost Feasible Transportation System Plan to reflect its results.

Policy 1.4-n: Central Boulevard from Indiantown Road to Church Street shall not be widened beyond its existing 3-lane cross-section until after the Western Corridor is constructed from north of the entrance to the Jupiter Community Park to Indiantown Road as a 4 lane cross-section. Constraining the widening of this section of Central Boulevard is intended to protect the Limestone Creek neighborhood from the intrusion of traffic from large projects located north and west of the Limestone Creek neighborhood.
[9J-5.019(4)(c)2 F.A.C.]

Policy 1.4-o: The Traffic Division shall evaluate and consider studies which provide information for the consideration of alternative methods to determine trip generation and internal capture rates within a specified area where there is a functional relationship for proposed development within existing urbanized areas characterized by a need for restoration, infill and adaptive reuse.

Policy 1.4-p: Traffic Division shall consider and implement traffic calming measures, where feasible and appropriate, to reduce vehicular speed and encourage safety.

Policy 1.4-q: To protect the rural character of roadways outside of the Urban/Suburban Tier, the County hereby establishes the Rural Parkway concept. Rural Parkways shall accommodate future transportation planning needs to ensure that the cross-section and alignment of the roads preserves the rural residential lifestyle, sense of place and quality of life of the adjacent areas. For properties fronting on rural parkways, a portion of the designated Right-of-Way may be retained in private ownership provided that the property owner dedicates a parkway easement to Palm Beach County for non-vehicular pathways. Such dedications shall only be required when consistent with the criteria contained in Transportation Policy 1.4-d. The following roadway segments are hereby designated as Rural Parkways:

1. Northlake Boulevard, from Seminole Pratt-Whitney Road to the western edge of the Palm Beach Gardens Municipal Golf Course, with a 50 foot easement on each side of the road being dedicated exclusively for multipurpose paths.
2. Lyons Road, from Atlantic Avenue to Boynton Beach Boulevard, with a 100 foot easement on each side in order to accommodate multipurpose pathways. Undulating berms, no taller than five feet and landscaped with native vegetation, shall be required. No walls shall be allowed within the parkway easements.

Policy 1.4-r: To further protect the Rural Tier communities from the impacts of surrounding development and to prevent encroachment of incompatible uses, proposed roads which are intended to serve as arterials or collectors and which pass through

existing rural communities shall be aligned, where feasible, along the periphery of the existing community and not sited so that they bisect rural communities.

Policy 1.4-s: By December 2000, the County shall establish provisions in the Unified Land Development Code (ULDC) which provide for:

1. distinct design sections for the various classification of a roadway that reflect the character and are compatible with the Tier through which it passes; and
2. specific design criteria for roadways designated as a Traditional Marketplace corridors.

Policy 1.4-t: Pursuant to s. 336.02, Florida Statutes, Palm Beach County reserves the authority to provide needed transportation corridors as depicted on its Thoroughfare Right-of-Way Identification Map to ensure the efficient functioning of the County road transportation network. Recognizing that conflict can arise among local governments regarding roadway issues, Palm Beach County commits to coordinating with affected local governments in an effort to ensure that the roadway network planning processes result in appropriate input from affected local governments.

Policy 1.4-u: The following notes reflect conditions associated with roadway segments in the County's Thoroughfare Right of Way Identification Map (TIM):

1. The extension of Jog Road (Ryder Cup Boulevard) is shown as a public way: from Northlake Boulevard to Thorton Drive, Jog Road is a 120 foot right-of-way with four lanes; from Thorton Drive to Carrick Road, Jog Road is a 60 foot right-of-way with two lanes, with the remaining 60 feet of right-of-way owned by the Northern Palm Beach County Water Control District restricted to such uses as public utilities, open space, drainage, pathways and landscaping; and from Carrick Road to PGA Boulevard, Jog Road is a 120 foot right-of-way with four lanes.
2. University Drive, from the Palm Beach County/Broward County line to Palmetto Park Road, is a 120 foot section with 40 feet of right-of-way to be used for landscaping.
3. SR A1A, from the Broward County/Palm Beach County line to Indiantown Road and from U.S. 1 to the Palm Beach County/Martin County line is restricted to a two-lane roadway.
4. Lyons Road, from Southern Boulevard to Lantana Road, is a 100 foot section that shall be restricted to two through lanes with the remaining right-of-way to be used for drainage, landscaping, pathways, turning lanes, and bicycle paths.
3. Hood Road, from Alternate A1A to Prosperity Farms Road, is a 60 foot section that shall be restricted to two through lanes with an additional 50 feet to be used for landscaping and buffering.
6. Jog Road, from Hood Road to Donald Ross Road, is a 100 foot section that shall be restricted to two through lanes with the remaining right-of-way to be used for drainage, landscaping, pathways, turning lanes, and bicycle paths. This 100-foot restriction does not apply to locations where roundabouts are needed.

Policy 1.4-v: Before the Frederick Small Road crossing may be constructed: 1) the crossings at Donald Ross Road and Indiantown Road must exceed Level of Service D, or; 2) one of the crossings must exceed the Level of Service E.

Policy 1.4-w: Before individual segments (between major thoroughfare intersections) of Lyons Road between Southern Boulevard and Lantana Road may be connected, the parallel segment of State Road 7 must be an 8-lane facility. The parallel segment must also operate at or below Level of Service E.

The segment immediately south of Forest Hill Boulevard may be constructed and connected to Forest Hill Boulevard at any time. However, connection to allow access to Lake Worth Road must meet State Road 7 8-lane and Level of Service criteria.

For the segment of Lyons Road between Southern Boulevard and Forest Hill Boulevard, the Board of County Commissioners may waive the State Road 7 Level of Service and 8-lane requirement if it is determined that local roads between Southern Boulevard and Dillman Road can be relieved by the construction of Lyons Road. If the waiver occurs, this segment may be constructed and connected.

Policy 1.4-x: Before Prosperity Farms Road between Burns Road and Northlake Boulevard may be constructed as a 4/5-lane facility:

1. the CRALLS volumes on this segment must be reached; and
2. the parallel segment of Alternate A1A must be a 6-lane facility and must operate below its adopted Level of Service; or
3. the parallel segment of US-1 must operate below its adopted Level of Service.

Before Prosperity Farms Road between Donald Ross Road and Gardens Parkway may be constructed as a 4/5-lane facility:

4. the CRALLS volumes on this segment must be reached; and
5. the parallel segment of Alternate A1A must be a 6-lane facility and must operate below its adopted Level of Service; or
6. the parallel segment of US-1 must operate below its adopted Level of Service.

OBJECTIVE 1.5 Transit System

The County shall encourage the use of transit within Palm Beach County. The measurement of the success of this Objective shall be through increased usage of transit services within Palm Beach County. *[9J-5.019(4)(b)4 F.A.C.]*

Policy 1.5-a: Palm Beach County, through Palm Tran (the Palm Beach County Surface Transportation Department), shall increase the transit presence in the County to achieve at least 3/4 of one percent modal split by January, 2000, through modification of the existing route system, or increasing service in areas with high propensity for transit use. *[9J-5.019(4)(c)10 F.A.C.]*

Policy 1.5-b: Palm Beach County shall construct a downtown West Palm Beach multi-modal transit transfer station by January, 2000, with loop shuttle service connecting the major downtown employment centers and which provides for potential future intermodal connections to such destinations as the Palm Beach International Airport and the Port of Palm Beach, as applicable. *[9J-5.019(4)(c)14 F.A.C.]*

Policy 1.5-c: Palm Tran shall continue to provide and plan for bus service to Tri-Rail stations and to major traffic generators and attractors in the County. *[9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]*

Policy 1.5-d: The County (through Palm Tran) shall consider increasing the number of park-and-ride facilities and increasing the number of buses connecting to Tri-Rail as means to encourage greater use of mass transit. *[9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]*

Policy 1.5-e: Palm Tran shall continue the existing program of maintaining signage to mark transit stops.

Policy 1.5-f: The County (through Palm Tran) shall develop guidelines to improve the design and functionality of transit stations/stops by October, 2000. Particular attention shall be devoted to how they relate to the surrounding area and how they promote a pedestrian friendly environment and a sense of place. The County shall also require site design evaluation of transit stops that include such features as passenger loading areas, transit user amenities and sidewalks that link to other nodes within a well-connected system. *[9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)9 F.A.C.]*

Policy 1.5-g: Palm Tran shall oversee the maintenance of existing bus shelters and install new bus shelters, where appropriate, at selected locations.

Policy 1.5-h: The MPO shall investigate the use of transit services to promote more efficient urban development through increased services in the coastal communities.

Policy 1.5-i: The County (through Palm Tran) shall encourage the future coordination of bus routes and the location of new major residential and non-residential developments. Future coordination means that: 1) transit routes and adjacent land uses are concurrently planned and fixed to promote additional complementary development; and 2) western transit route extensions should occur as development is built. *[9J-5.019(4)(c)9 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]*

Policy 1.5-j: The County (through Tri-Rail and its coordination with the MPO) shall continue to design and implement a program of incentives to encourage the use of rail modes of transportation. The measurement of the success would be through increased usage of the rail modes of transportation.

Policy 1.5-k: Tri-Rail and Palm Beach County (through participation on Tri-Rail's governing board) shall regularly coordinate and analyze all reviews of ridership, revenues and costs, and user characteristics relative to the operations of Tri-Rail to determine the feasibility of expanding service.

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. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.5-m: The County, (through the MPO), understanding the importance of commuter rail services as a vital transportation mode, shall support and assist FDOT and Tri-Rail, to the extent possible, in securing Federal, State, and County funds for the continued expansion of the South Florida Rail Corridor. *[9J-5.019(4)(c)11 F.A.C.]*

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. *[9J-5.019(4)(c)2 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]*

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. *[9J-5.019(4)(c)4 F.A.C.]*

Policy 1.5-p: The County will promote the designation of land uses and densities which are supportive of mass transit in areas around roadways which have been designated as public transportation corridors in the Comprehensive Plan. *[9J-5.019(4)(c)12 F.A.C.]*

Policy 1.5-q: Palm Tran shall continue to program to shorten headways during peak hours.

Policy 1.5-r: Palm Tran shall explore providing altered routes to address home-to-work commutes between neighborhoods and employment centers.

OBJECTIVE 1.6 Paratransit Services for the Transportation Disadvantaged (Non-ADA-Qualifying Individuals)

In order to fulfill the MPO's coordinating responsibilities regarding transportation services for the transportation disadvantaged, Palm Tran shall coordinate public paratransit transportation for eligible individuals who qualify under the Federal 'Americans with Disabilities Act' (ADA). Palm Beach County, through Palm Tran, shall provide public paratransit transportation services. These services are to be carried out as part of Palm Tran's obligation to implement the ADA civil rights legislation. *[9J-5.019(4)(b)4 F.A.C.]*

Policy 1.6-a: Palm Tran, or through third party contract, shall maintain an adequate fleet of sedans, vans, and mini-buses for individuals who qualify for ADA paratransit.

Policy 1.6-b: Palm Tran (through Spectran or a third party contract) shall maintain services available for eligible riders with disabilities, who are unable to transport themselves, by providing paratransit services.

Policy 1.6-c: The MPO shall make services available for individuals qualifying under Chapter 427 of the Florida Statutes by managing and monitoring a system of transportation operators and by coordinating provider organizations.

OBJECTIVE 1.7 Future Airport Expansion

Palm Beach County has incorporated the four County-operated Airport Master Plans into its Comprehensive Plan, pursuant to F.S. 163.3177(6)(k), (2002). The dates of the Airport Master Plans incorporated into this Comprehensive Plan are shown below:

- Palm Beach International Airport – January 2001
- Palm Beach County Glades Airport – October 1990
- Palm Beach County Park Airport – May 2000
- North Palm Beach County General Aviation Airport – May 1996

Policy 1.7-a: The County shall monitor the expansion and safety needs at the four County-operated airports, Palm Beach County Park Airport, Palm Beach County Glades Airport, North Palm Beach County General Aviation Airport and Palm Beach International Airport (PBIA). These needs will be monitored both at five-year intervals, using guidelines set forth in the airport master plans (which must meet all Federal, State and local requirements), and on a continuing basis through implementation of the Continuing Florida Aviation System Planning Process, administered by the Florida Department of Transportation and coordinated through the County's Department of Airports. *[9J-5.019(4)(c)14 F.A.C.]*

Policy 1.7-b: All adopted airport master plans for new airports or the expansion of existing airport facilities shall coordinate surface transportation access with the Metropolitan Planning Organization, and the Palm Beach County Traffic Engineering Department, and shall comply with FAA standards for ground transportation access to the airport facilities. The Department of Airports shall ensure that the ground transportation evaluations and recommendations are consistent with other Policies of the Transportation Element. *[9J-5.019(4)(c)11 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]*

Policy 1.7-c: The County shall continue to provide improvements to navigation aids and other safety related items as mandated by FAA and/or measured by present or updated airport master plan standards in response to increased facility demands, safety considerations and operational efficiencies at all County-operated airports.

Policy 1.7-d: Any updates to the PBIA master plan shall evaluate intermodal transportation efficiencies to and from PBIA. Such planning evaluation shall include, at a minimum, the establishment of light rail passenger service to PBIA, improved interstate and ground transportation access to PBIA, improved connections to Port of Palm Beach, and Foreign Trade Zone facilities, and refinement of mass transit alternatives in cooperation with the MPO. [9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]

Policy 1.7-e: Airport Master Plans and related development activities shall be consistent with local, State, Regional and Federal agencies plans and programs. [9J-5.019(4)c11 F.A.C.]

OBJECTIVE 1.8 Port of Palm Beach

Palm Beach County has incorporated Section A, Goals, Objectives and Policies, Future Improvements Map, and Capital Improvement Plan of the Port of Palm Beach Master Plan 2005-2015, November 2005 into the Coastal Management Element of its Comprehensive Plan. The County shall continuously seek to achieve consistency and coordination between the Goals, Objectives and Policies of the Port Master Plan and this Comprehensive Plan. The County supports Policies 3.2 and 3.3 located in Section A of the Port of Palm Beach Master Plan addressing improvements to SIS facilities and other roadway access to the Port. [9J-5.012, F.A.C.] (See Goal 4 and related objectives and Policies in the Coastal Management Element)

OBJECTIVE 1.9 Bicycle, Pedestrian, and Linked Open Space Facilities

The County shall promote the increased use of the bicycle, pedestrian, and linked open space facilities as viable alternate means of transportation. [9J-5.019(4)(b)1 F.A.C.]

Policy 1.9-a: Bikeways shall be given full consideration in the planning and development of state, regional, and local transportation facilities and programs. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-b: The County shall provide for bicycle, pedestrian, and bus transit facilities in the plans for all major roadway construction and reconstruction projects consistent with adopted standards developed by the County and State. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-c: By January 2000, the County shall amend the Unified Land Development Code to require all new mixed-use, commercial and residential developments or redevelopment proposals to include consideration of interconnection to adjacent uses. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-d: The County shall support and encourage the MPO in completing and adopting, by January 1999, the Long Range Bicycle Facilities Concept Plan, which will provide for and promote the use of the bicycle as an alternate means of transportation. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-e: By July, 1999, the County shall amend the Unified Land Development Code to require all new development or redevelopment to provide bicycle facilities to promote bicycling unless the establishment of bicycle facilities is contrary to public safety, the cost of doing so is excessively disproportionate to the need or probable use, or other factors indicate an absence of any need for such facilities. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-f: By January 1, 2000, the County shall adopt appropriate highway design standards which shall include the use of wildlife/pedestrian crossing structures where adjacent land designations and uses indicate that such structures are appropriate. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-g: The County shall continue to use corridor cross-sections which shall include bicycle and pedestrian facilities, and equestrian cross sections where appropriate. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-h: Roadway design for areas identified as urban residential shall continue to address pedestrian transportation design at a priority level equal to that of the automobile and public transit; all public roadway projects in urban residential areas shall include sidewalks on both sides of any roadway above the classification of a minor collector, and pedestrian needs shall continue to be considered at the outset of design, to avoid conflicts with retrofitted stormwater drainage facilities, new utility placement, new development and the like. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-i: By January 1, 2000, as a part of the County's Pathway Program, areas designated as urban residential shall be surveyed to identify those which are in need of sidewalk construction, and the Pathway Program shall consider these areas as a high priority in funding pathway construction projects. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-j: As development occurs, the County shall improve pedestrian linkages between residential and non-residential developments as well as connections within neighborhoods by: 1) increasing the number and quality of pedestrian paths or sidewalks; 2) eliminating physical barriers; and 3) locating transit stops within easy walking distance to all residences. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-k: The County shall encourage the design of mixed use and multi-use developments and planned developments to be of a pedestrian scale and design by incorporating transit stops and sidewalk connections that follow the accepted general threshold for pedestrian access: 1) approximately five minutes walking time or 2) one quarter mile of distance walked. [9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)9 F.A.C.]

Policy 1.9-l: For new residential developments, the County shall encourage cut-through linkages for pedestrian and bicycle access to transit. The County shall also encourage developers of new master plans to include specific circulation planning for pedestrian and bicycle access. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-m: The County shall encourage pedestrian and bicycle linkages between existing residential and non-residential land uses, especially for commercial and open space. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-n: The County shall incorporate the principle of linking open space into ongoing planning efforts such as the Bicycle/Pedestrian plan efforts of the Metropolitan Planning Organization (MPO). The use of publicly owned road right-of-way and

abandoned publicly owned road rights-of-way shall be annually examined during the Bicycle/Pedestrian planning process to determine which rights-of-way can be safely used to achieve the following: increasing alternative access to beach parks; facilitating bicycle/pedestrian connections between County and municipal parks as well as parks and conservation areas; facilitating connections between residential areas, parks and conservation areas; supporting connections to the bikeway/hiking/equestrian path around Lake Okeechobee; and facilitating bicycle, hiking and equestrian access to County parks. [9J-5.019(4)(c)4 F.A.C.] [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-o: To increase access to linked open space corridors through the use of mass transit public facilities, the County shall use the Pathways Program to ensure that: 1) wheelchair accessible sidewalks are provided in both directions at all Palm Tran bus stop shelters; and 2) appropriate wheelchair street-crossing facilities are located adjacent to bus stop shelters. Appropriate crossings shall be defined on a case-by-case basis and may include mid-block crossings where they are determined to be safer for pedestrians. [9J-5.019(4)(c)5 F.A.C.]

Policy 1.9-p: By January 1, 2000, Palm Tran, the MPO, and the County's Parks & Recreation Department shall establish a process for the joint public/private identification of "park and ride" facilities for individuals using transit to reach County recreation sites. These sites are to be located at commercial parking areas that lie within two (2) miles of County recreational facilities. [9J-5.019(4)(c)11 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]

Policy 1.9-q: The County shall require, where feasible, pedestrian and bicycle linkages between non-residential land uses.

C. TRANSPORTATION MARKETING

The marketing of the overall Palm Beach County transportation system and the alternative modes available to its users is the key to the success of an integrated multimodal system.

OBJECTIVE 1.10 Transportation Marketing Program

Palm Beach County shall continue to implement a comprehensive marketing strategy to orient and familiarize County residents and visitors about alternative transportation modes. The success of this program shall be measured by continued increased usage and the need for system expansion. [9J-5.019(4)(b)1 F.A.C.]

Policy 1.10-a: The County (through the MPO, Tri-Rail, and Palm Tran) shall provide publicly-distributed information on the use of alternative means of travel. These alternatives include: Palm Tran buses, Spectran, 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. [9J-5.019(4)(c)3 F.A.C.] [9J-5.019(4)(c)5]F.A.C. [9J-5.019(4)(c)6 F.A.C.] [9J-5.019(4)(c)7 F.A.C.]

Policy 1.10-b: To reduce overall roadway demand and improve air quality, the County (through the MPO and Palm Tran) shall provide incentives for those who use alternative travel means, and disincentives for single-occupancy automobile users. Alternative modes include, but are not limited to, Palm Tran and Spectran 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. [9J-5.019(4)(c)3 F.A.C.] [9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)6 F.A.C.] [9J-5.019(4)(c)7 F.A.C.]

Policy 1.10-c: By January, 1999, Palm Tran shall investigate and evaluate the feasibility of automated marketing tools that continuously display system information at selected shopping center locations, at Palm Beach International Airport, and at Tri-Rail stations, especially the downtown West Palm Beach station and other intermodal transfer locations. [9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]

Policy 1.10-d: Palm Tran shall continue to advertise the routes of the County's public bus service through radio, television, and newspaper. Palm Tran shall continue to provide bus information brochures to the public by placing them at public buildings and other designated locations throughout the County.

Policy 1.10-e: Palm Tran shall continue to maintain an automated telephone information system to provide route schedules and fares.

Policy 1.10-f: Palm Tran shall implement, as resources allow, the marketing of transportation services for eligible low-income persons, elderly, disabled children, and children-at-risk, who are unable to transport themselves or afford transportation. This program is to be carried out through pamphlets distributed to: senior citizen centers, organizations providing services for the disabled, low-income neighborhoods, and Palm Tran buses.

Policy 1.10-g: Palm Tran shall continue to market accessible fixed route services and paratransit services which are mandated by the Americans with Disabilities Act (ADA), to individuals with disabilities, and organizations and agencies, which serve the disabled.

Policy 1.10-h: The County (through Palm Tran) shall institute and maintain a training program to teach individuals who are disabled or transportation disadvantaged how to use the fixed route bus system. The purpose of this program is to: 1) teach the public how to access the transit system; 2) educate the public about their rights to accessible public transportation; 3) foster greater independence for individuals with disabilities; and 4) decrease operating and administrative transit system costs associated with paratransit services.

Policy 1.10-i: Tri-Rail and Palm Beach County (through Palm Tran) shall develop a coordinated inter-agency program of incentives to increase ridership on the Tri-County Commuter Rail and other public transportation systems through the use of promotional material, special events and parking and price incentives. [9J-5.019(4)(c)3 F.A.C.] [9J-5.019(4)(c)11 F.A.C.]

D. ENVIRONMENTAL CONSIDERATIONS

The impact of proposed transportation system expansions on the environment will be considered for all planned improvements.

OBJECTIVE 1.11 Air, Water, and Other Environmental Concerns

Palm Beach County shall adhere to all applicable environmental guidelines in the maintenance and expansion of its transportation system.

Policy 1.11-a: Development of new transportation facilities or expansion of existing facilities shall address environmental impacts consistent with the appropriate goals, objectives, and policies contained in other elements of the County's Comprehensive Plan and consistent with the appropriate permitting agencies, including applicable Federal, State, and local regulations.

Policy 1.11-b: The County shall follow the appropriate standards for erosion control for application to County roadways and other transportation systems.

Policy 1.11-c: *Deleted in Amendment Round 02-1*

Policy 1.11-d: The County shall consider air quality impacts from roadway capacity increases by conducting an Air Quality Conformity Determination on the County's Five Year Transportation Improvement Program (TIP). This process will be the joint responsibility of the Metropolitan Planning Organization (MPO) of Palm Beach County working closely with the Air Pollution Control Section of the Palm Beach County Health Department, and the State of Florida Department of Health.

Policy 1.11-e: Airport, port, and related surface transportation access facilities shall be sited in an environmentally sound manner, consistent with the objectives and policies of the Conservation and Coastal Management Elements of the County's Comprehensive Plan, FAA, and State of Florida DOT standards and regulations for environmental protection.

Policy 1.11-f: As stated in FAA Advisory Circular number 150/5070-6a for the development of airport master plans, all master plans for the development of new airports or the expansion of existing airport facilities must meet FAA standards for compliance with both Federal statutory and regulatory requirements for environmental and natural resource protection.

E. TRANSPORTATION FUNDING

Transportation funding is the mechanism used to implement proposed transportation system expansions.

OBJECTIVE 1.12 Transportation Funding

The transportation system required by 2020 to maintain the adopted Level of Service Standards and provide the necessary alternative mode system expansions shall be financially feasible and shall be funded using designated funding sources. New funding sources shall also be investigated for the funding of transportation system expansions.

Policy 1.12-a: The County shall consider all available funding sources, including those at the County, State, and Federal levels, including but not limited to, automobile registration fees, optional sales tax, ad valorem taxes, State and Federal public transit assistance, user fees, gasoline taxes, public/private initiatives, public transportation corporations, and annual millage to fund future transportation-related needs. [9J-5.019(4)(c)11 F.A.C.]

Policy 1.12-b: New development shall be assessed an appropriate impact fee to help provide funding for roadway improvements to serve the development.

Policy 1.12-c: The County shall develop, adopt and annually update a Five-Year Road Improvement Program that shall include roads that are currently “over capacity” and facilities that are required to accommodate projected traffic increases so as to maintain acceptable level of service. This program shall be based on the following criteria:

1. Whether the volume-to-capacity (V/C) ratio of the roadway is greater than 1.0;
2. Whether the roadway is planned as a reliever for roads with a V/C ratio greater than 1.0;
3. Whether the link provides system continuity;
4. Correction of a public hazard; or,
5. The feasibility of relying on alternative modes of transportation to address any identified V/C ratio capacity problems.

When determining road improvements to be included in the Five Year Road Program and companion 6 Year Road Improvement Schedule, projects outside the Urban Service Area shall receive lower priority than similar projects in the Urban Service Area. This prioritization shall be applied only when projects have similar volume to capacity ratios. *[9J-5.019(4)(c)13 F.A.C.]*

Policy 1.12-d: The Five Year Road Improvement Program shall be consistent with the 1990 Countywide Traffic Performance Standards Ordinance and serve as input to the Capital Improvement Element's Six Year Road Improvement Schedule. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.12-e: The County shall set aside a portion of the gas tax revenues for Palm Tran's capital budget.

Policy 1.12-f: To increase ridership and overall revenues, Palm Tran shall maintain a farebox recovery rate of 20 to 25 percent based on a strategy of:

1. reducing or eliminating bus routes with very low ridership, where appropriate;
2. adjust fares on remaining routes, where appropriate; and
3. extending new service to transit-attractive areas.

Policy 1.12-g: To promote alternative modes of transportation, Palm Beach County should through the Development Review Committee process encourage site specific mass transit capital improvements (ex.: bus turn-off lanes adjacent to major thoroughfares, bus shelters and stops, installing signs, and bus turn-arounds) by developers of large, significant planned residential, retail, or employment-based projects, when those developments:

1. are served, or will be served by a transit fixed route; or
2. degrade the traffic levels of service of any adjacent thoroughfare beyond LOS C.

When developer provided mass transit capital improvements are not feasible on-site, the County should consider a second method, which transfers those improvements to more appropriate geographic areas. *[9J-5.019(4)(c)9 F.A.C.]*

Policy 1.12-h: The needs and resources of Palm Tran shall be reviewed on a regular basis. This analysis would evaluate costs, general ridership, and the needs of the transportation disadvantaged and would suggest shifts in resources accordingly. Any change in needs and resources must be reviewed for consistency with the policies of the Comprehensive Plan.

Policy 1.12-i: When reviewing the effectiveness of mass transit programs, Palm Beach County shall recognize that a mass transit system provides indirect benefits in addition to serving the non-driving public. These include reduced impacts on the environment, decreased traffic congestion on roads, and reduced dependence on the automobile as a dominant mode of transport. The success of any mass transit program should not be evaluated solely on its ability to recoup its cost.

Policy 1.12-j: Palm Tran shall monitor its paratransit services to ensure that the ADA program is cost effective and complies with Federal requirements.

Policy 1.12-k: The Community Transportation Committee (CTC) shall monitor its ability to subsidize user fares and administer financial assistance to organizations that provide services to the transportation disadvantaged (Non-ADA-Qualifying). The CTC shall also monitor its services to ensure that they are cost effective and comply with State and local requirements.

Policy 1.12-l: The County shall implement capital improvements at county operated airports as specified by current airport master plans and/or supplemental studies until such plans are modified or updated. General priority shall be given to those improvements required to conform to FAA and FDOT regulations.

Policy 1.12-m: Palm Tran shall continue to seek grant funding from the U.S. Department of Transportation to provide transportation to assist in welfare-to-work initiatives. Sources of funding may include grants, such as the Transit Capital Improvement Grants and Federal Transit Operating Assistance Formula Grants.

Policy 1.12-n: In order to preserve the sense of place and function that unpaved local roads provide in the Exurban and Rural Tiers, the County shall limit funding of paving and maintaining of roads to those classified as, or higher than, a Rural Major Collector as defined on the Federal Functional Classification List, unless otherwise deemed appropriate by the Board of County Commissioners to protect the safety and welfare of the residents.

F. TRANSPORTATION SYSTEM COORDINATION

The transportation system within Palm Beach County is coordinated with the Palm Beach County Comprehensive Plan Elements; Federal, State, and local guidelines; and the various Master Plans.

OBJECTIVE 1.13 General Plan Coordination

The County shall provide for the coordination of transportation plans and programs among the appropriate land use and transportation planning and implementing organizations on a continuing basis. [9J-5.019(4)(b)2 F.A.C.] [9J-5.019(4)(b)3 F.A.C.] [9J-5.019(4)(b)4 F.A.C.]

Policy 1.13-a: The County shall utilize intergovernmental programs identified in the Intergovernmental Coordination Element, such as the Intergovernmental Plan Amendment Review Committee (IPARC), to implement the Goal, Objectives, and Policies of the County's Transportation Element. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-b: The County shall continue to use the Metropolitan Planning Organization's transportation planning process as the County's main mechanism for long range transportation planning and coordination with the MPO's TIP and the FDOT District IV Adopted Work Program. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-c: Recognizing international commerce and tourism as key components of the intermodal transportation system, the County shall coordinate with the MPO to ensure that these issues are considered in the development of future Long Range Plan updates and other future transportation efforts. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-d: To ensure the availability of adequate transportation facilities, the County's transportation system shall be coordinated with local comprehensive plans to reflect the demand created by anticipated development. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-e: The Palm Beach County Planning Division and Engineering Department shall establish a coordinated review process that will ensure that the Palm Beach County Six Year Road Improvement Schedule is consistent with Goals, Objectives, and Policies of the Comprehensive Plan. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-f: The County shall continue to work with jurisdictions in adjacent counties and municipalities within Palm Beach County to coordinate transportation related issues, such as 1) the locations and dimensions of thoroughfare rights-of-way and to address multi-jurisdictional traffic impacts to assure maintenance of acceptable Level of Service on the traffic circulation network, 2) the future transit needs and delivery services, and 3) the provisions and operations of non-vehicular modes as they relate to intercounty travel. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-g: The County shall continue to coordinate with FDOT, MPO, DCA, Treasure Coast Regional Planning Council, the Governor's Commission for a Sustainable South Florida, and local municipalities to promote sustainable transportation principles within Palm Beach County. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-h: The County shall work with the State through the MPO to optimize the use of State and Federal funds by advance preparation of right-of-way acquisition documents and construction plans for roadway improvements. *[9J-5.019(4)(c)4 F.A.C.] [9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-i: The County (through the MPO) shall coordinate the effort to master plan the I-95 transportation corridor with all affected and appropriate State, Regional and County-level agencies. The master planning would include considerations for alternative modes of transportation including Tri-Rail, High-Occupancy Vehicle (HOV) lanes for car and van pooling, and park-and-ride lots. *[9J-5.019(4)(c)7 F.A.C.] [9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)11 F.A.C.]*

Policy 1.13-j: All aviation and port master plans and related development activities shall be consistent with local, State, Regional and Federal agencies plans and programs. [9J-5.019(4)(c)11 F.A.C.]

Policy 1.13-k: All public airports in the County shall be operated in conformance with applicable State and Federal regulations.

Policy 1.13-l: Palm Beach County shall encourage measures that advance effective coordination of its goals and activities with those of the Port of Palm Beach, and shall investigate such opportunities as present themselves, for increased cooperation between the two entities. [9J-5.019(4)(c)11 F.A.C.]

Policy 1.13-m: By January 2000 the County shall consider adopting Transit Oriented Development (TOD) guidelines that will be consistent with the County's growth management efforts. [9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]

G. PUBLIC INVOLVEMENT

Public involvement is an important component of transportation planning since the transportation system serves the public at large.

OBJECTIVE 1.14 Citizen Participation

The County shall continue programs to increase citizen participation in the transportation planning process.

Policy 1.14-a: The County shall provide the opportunity for the public to furnish comments on the transportation planning process through participation at public meetings, public workshops, public hearings, and similar type forums open to the public. These type public forums shall be scheduled as needed in accordance with applicable Federal, State, and local guidelines.

Policy 1.14-b: Input from the public and the private sectors, through attendance at committees that have jurisdictions to coordinate transportation issues within Palm Beach County, shall be considered in the review of transportation planning issues. The various committees which are open to the public include the following: the Land Use Advisory Board (LUAB), the Citizens' Advisory Committee (CAC) and the Technical Advisory Committee (TAC) under the MPO, Port of Palm Beach Commission, and the Independent Five-Year Road Program Oversight and Advisory Council.

Policy 1.14-c: Palm Beach County shall work with representatives of directly affected neighborhoods early in the planning process of transportation related projects. The County shall encourage FDOT to coordinate with neighborhood representatives in the early stages of its planning, as well.

H. ADDITIONAL AIRPORT FACILITY CONSIDERATIONS

Given the special provisions which exist relating to airport planning, separate Objectives have been derived to ensure that the applicable Federal, State, and local guidelines are adhered to as they relate to airport land use, environmental, and governmental coordination considerations.

OBJECTIVE 1.15 Additional Airport Land Use and Environmental Issues

Palm Beach County shall ensure that aviation facilities are located in appropriate areas consistent with the adopted County Future Land Use, Coastal Management and Conservation Elements; are operated in a safe manner as mandated by applicable FAA, FDOT, CFASPP and county guidelines; shall provide for coordination of transportation plans among the appropriate land use and transportation planning and implementing organizations on an ongoing basis; and be financially feasible. *[9J-5.019(4)(b)2 F.A.C.]*

Policy 1.15-a: The Future Land Use Plan Map shall delineate airport locations as depicted in adopted airport master plans, and ensure that adjacent areas are restricted to compatible land uses such as industrial, commercial, recreation, and open space. The County shall use the mechanisms established in Goal 1, Objectives 1 to 4 of the Intergovernmental Coordination Element and its policies to coordinate compatible land use designations with municipalities. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.15-b: The siting of airport facilities shall be consistent with provisions in the airport master plans, the County's Comprehensive Plan, the Unified Land Development Code, and required Federal and State land development regulation standards.

Policy 1.15-c: Surface transportation providing access to airports shall be planned and developed in an environmentally sound manner in compliance with the Coastal Management, Conservation, and Transportation Elements of the Comprehensive Plan, and shall be coordinated with municipalities by the Metropolitan Planning Organization. *[9J-5.019(4)(c)14 F.A.C.]*

Policy 1.15-d: The County shall utilize existing and projected noise levels as determined by the FAR Part 150 study completed for PBIA in considering requests for zoning changes and building permits for new construction or major modifications to airport facilities and land uses adjacent to airport facilities. *[9J-5.019(4)(c)8 F.A.C.]*

Policy 1.15-e: Palm Beach County shall continue to implement noise abatement measures as required in Ordinances 84-14, 85-20, 85-21, 85-34 and 85-35 and the County's Comprehensive Airport Zoning and Land Use Compatibility Ordinance (ULDC Article 16).

Policy 1.15-f: The County's Department of Airports shall continue to implement its noise abatement program to reduce existing noise and sound levels. Based on noise-compatibility standards established in the FAA FAR Part 150 Study, this program includes measures for insulating homes, acquiring land and residences, and recommending compatible land uses in high-noise areas. Implementation of these noise abatement and containment measures is underway and projected to reduce noise levels such that those of 75 LDN and greater (the level at which the FAA has determined noise exposure to be unacceptable for individuals in their communities and residences) will be restricted to areas with non-residential land uses.

Policy 1.15-g: The County shall ensure that applications for all structures (temporary or permanent) that exceed FAA guidelines and might negatively affect County Airports (existing or planned) will be processed in accordance with Federal Aviation Regulations Part 77, Chapter 333 Florida Statutes.

Policy 1.15-h: The County shall conduct land use analyses and studies to evaluate options for including industrial land uses in the development plans for airport property, based on recommendations and standards for land use designation set forth in the FAA FAR Part 150 study on aviation noise effects.

Policy 1.15-i: The FAA FAR Part 150 study sets guidelines for land use compatibility in areas affected by aviation noise. New structures proposed for construction in areas identified by the FAA study as incompatible for that structure's proposed use shall be insulated in compliance with the County's noise abatement requirements prior to certificate of occupancy issuance.

Policy 1.15-j: Palm Beach County shall enforce the Comprehensive Airport Zoning and Land Use Compatibility Ordinance (ULDC Article 16) that, at a minimum, complies with Chapter 333, Florida Statutes, making necessary revisions and incorporating Ordinances 78-2, 84-14, 85-20, 85-21, 85-34 and 85-35 regarding airport vicinity height and noise compatibility and addresses public safety and acceptable land uses in the areas affected by county operated airports.

Policy 1.15-k: Upon achieving at least a 30% Foreign Trade Zone (FTZ) occupancy and a dedicated cargo carrier, the Department of Airports should evaluate the FTZ at county-operated airport facilities.

Policy 1.15-l: The County shall review future amendments to the four County-operated Airport Master Plans for consistency with the County's Comprehensive Plan, and will consider incorporation by reference in the Comprehensive Plan the County-approved Master Plan revisions.

OBJECTIVE 1.16 Additional Airport Intergovernmental Coordination

By September, 1997, all affected municipal governments including, but not limited to, Palm Beach Gardens, Pahokee, Atlantis, Lake Worth, Lantana, Cloud Lake, Glenridge, Golfview, Greenacres, Haverhill, Lake Clarke Shores, Palm Beach and West Palm Beach shall be encouraged to develop or to revise their airport height ordinances to reflect consistency with the County's Comprehensive Airport Zoning and Land Use Compatibility Ordinance (ULDC Article 16) addressing, at a minimum, airport height restrictions, airport noise, public safety and future coordination of activities in areas affected by county airport facilities. This ordinance will largely strengthen height and noise restrictions imposed by ordinances 78-2, 84-14, 85-20, 85-21, 85-34 and 85-35. *[9J-5.019(4)(b)2 F.A.C.]*

Policy 1.16-a: All municipal governments containing "high hazard areas" as defined in State airport zoning legislation, Chapter 333, F.S., are required to adopt airport height ordinances. By using mechanisms established in Goal 1, Objectives 1 to 4 of the Intergovernmental Coordination Element and its policies, the County shall coordinate with these governments toward their adoption of municipal ordinances consistent with the Comprehensive Airport Zoning and Land Use Compatibility Ordinance (ULDC Article 16). *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.16-b: All land development and transportation strategies coordinated between the County and municipalities shall be in compliance with the Intergovernmental

Coordination, Land Use, Coastal Management, and Conservation Elements of the County's Comprehensive Plan. *[9J-5.019(4)(c)11 F.A.C.]*

Policy 1.16-c: Because of its proximity to PBIA, the PBIA Overlay Area is subject to noise levels, which may be unacceptable for residential and community development, according to FAA noise compatibility guidelines for land use. Policy 1.1-d of the Land Use Element addresses the intergovernmental and land use regulation procedures for conversion of land uses in this area.

Policy 1.16-d: The Department of Airports shall ensure coordination with surrounding neighborhoods, neighborhood organizations such as the PBIA-Overlay Committee and municipal governments when addressing issues that affect their communities. Such issues include, but are not limited to: the Hillcrest Acquisition, the Golfview Buyout initiatives, and the I-95 direct connect to the Airport. *[9J-5.019(4)(c)14 F.A.C.]*

ABBREVIATED AMENDMENT HISTORY

Action	Date	Ord. No.	Effective Date
<i>Adopted as individual Elements: Traffic Circulation, Mass Transit, Aviation, and the Port of Palm Beach section of the Coastal Management Element</i>	<i>08/31/89</i>	<i>89 - 17</i>	<i>09/11/89</i>
<i>97-1 Revisions - West Palm Beach TCEA Traffic Circulation</i>	<i>09/22/97</i>	<i>97 - 27</i>	<i>12/03/97</i>
<i>97-1 Revisions - Clint Moore Road CRALLs Traffic Circulation</i>	<i>09/22/97</i>	<i>97 - 28</i>	<i>05/20/98</i>
<i>97-1 Revisions - EAR Based Revisions Entire Traffic Circulation, Mass Transit, Aviation Elements</i>	<i>09/22/97</i>	<i>97 - 36</i>	<i>12/03/97</i>
<i>97-1 Revisions - Map Series Lantana Airport & Pahokee Airport Aviation Maps were added</i>	<i>09/22/97</i>	<i>97 - 36</i>	<i>12/03/97</i>
<i>97-1 Revisions - Port of Palm Beach Master Plan Revisions Coastal Management Element</i>	<i>09/22/97</i>	<i>97 - 35</i>	<i>12/03/97</i>
<i>97-2 Revisions - Thoroughfare Right-of-Way Identification Map - Deletion of Sansbury Way</i>	<i>11/17/97</i>	<i>97 - 48</i>	<i>12/03/97</i>
<i>97-2 Revisions - Thoroughfare Right-of-Way Identification Map - Western Corridor Church St. addition of right-of-way</i>	<i>11/17/97</i>	<i>97 - 52</i>	<i>12/03/97</i>
<i>97-2 Revisions - Creation of the Transportation Element: combining the Traffic Circulation, Mass Transit, Aviation, and the Port of Palm Beach section of the Coastal Management Element, and making revisions based on the EAR</i>	<i>11/17/97</i>	<i>97 - 50</i>	<i>10/28/98</i>
<i>97-2 Stipulated Settlement Amendments</i>	<i>09/16/98</i>	<i>98 - 35</i>	<i>11/12/98</i>
<i>98-2 Revisions - Correct an error on the West Palm Beach TCEA Map</i>	<i>12/02/98</i>	<i>98 - 60</i>	<i>01/22/99</i>
<i>98-2 Revisions - Establish the Palm Beach Lakes CRALLS</i>	<i>12/02/98</i>	<i>98 - 61</i>	<i>01/22/99</i>
<i>99-1 Revision - Add Policy 1.1-1 related to Lyons Road, and changes to the 2015 Roadway Network and TIM</i>	<i>08/17/99</i>	<i>99 - 22</i>	<i>10/14/99</i>
<i>99-1 Revision - Establish the 10th Avenue North CRALLS</i>	<i>08/17/99</i>	<i>99 - 23</i>	<i>10/14/99</i>
<i>99-1 Revision - Adjust the Palm Beach Lakes CRALLS</i>	<i>08/17/99</i>	<i>99 - 24</i>	<i>10/14/99</i>
<i>99-1 Revision - Revise and Add policies for consistency with the Managed Growth Tier System</i>	<i>08/17/99</i>	<i>99 - 29</i>	<i>10/14/99</i>
<i>99-2 Addition of the Forest Hill Blvd. CRALLS</i>	<i>12/13/99</i>	<i>99 - 57</i>	<i>01/19/00</i>
<i>99-2 Addition of the State Road 7 (Forest Hill Blvd. to Lake Worth Rd) CRALLS</i>	<i>12/13/99</i>	<i>99 - 58</i>	<i>01/19/00</i>
<i>99-2 Addition of the State Road 7 (Lake Worth Rd. to Boynton Beach Blvd.) CRALLS</i>	<i>12/13/99</i>	<i>99 - 59</i>	<i>01/19/00</i>
<i>99-2 Addition of the Central Blvd. CRALLS</i>	<i>12/13/99</i>	<i>99 - 60</i>	<i>01/19/00</i>
<i>99-2 Addition Winston Trails Jog Road CRALLS</i>	<i>12/13/99</i>	<i>99 - 61</i>	<i>01/19/00</i>
<i>99-2 Revision for the Woobright Road Lower Level of Service (Policy 1.2-d)</i>	<i>12/13/99</i>	<i>99 - 62</i>	<i>01/19/00</i>

ABBREVIATED AMENDMENT HISTORY			
Action	Date	Ord. No.	Effective Date
<i>99-2 Revisions and Updates (General)</i>	<i>12/13/99</i>	<i>99 - 62</i>	<i>01/19/00</i>
<i>99-2 Addition of a De Minimis Impact Provision (Policy 1.2-n)</i>	<i>12/13/99</i>	<i>99 - 62</i>	<i>01/19/00</i>
<i>99-2 TIM Revisions (Donald Ross Rd., 13th Street, Northlake Blvd.)</i>	<i>12/13/99</i>	<i>99 - 63</i>	<i>01/19/00</i>
<i>99-2 Addition - Winston Trails CRALLS (Boynton Beach Blvd., Lantana Rd., Lawrence Rd., Congress)</i>	<i>12/21/99</i>	<i>99 - 76</i>	<i>01/19/00</i>
<i>00-1 Addition - 45th Street CRALLS (no revisions, NIC)</i>	<i>09/18/00</i>	<i>2000 - 24</i>	<i>(see 2001-19)</i>
<i>00-1 Addition - Project Specific Concurrency Exception, new Policy 1.2-p</i>	<i>09/18/00</i>	<i>2000 - 25</i>	<i>11/14/00</i>
<i>00-1 Revision - Northlake Blvd. TIM, revisions to Policy 1.4-q regarding Rural Parkways</i>	<i>09/18/00</i>	<i>2000 - 26</i>	<i>11/14/00</i>
<i>00-1 Revision - Public Facilities Traffic Concurrency Grace Period, revisions to Policy 1.2-h</i>	<i>09/18/00</i>	<i>2000 - 27</i>	<i>11/14/00</i>
<i>00-1 TIM Revisions in Boca & West Boynton areas</i>	<i>09/18/00</i>	<i>2000 - 28</i>	<i>11/14/00</i>
<i>00-2 2010 to 2015 Conversion - to revise text and maps to change to the 2015 Roadway Network</i>	<i>12/06/00</i>	<i>2000 - 45</i>	<i>01/31/01</i>
<i>00-2 General TIM Amendments - to add Policy 1.4-u to list the notes on the TIM</i>	<i>12/06/00</i>	<i>2000 - 46</i>	<i>01/31/01</i>
<i>00-2 Hood Road TIM & Text - to add Policy 1.4-t to define the purpose and scope of the TIM</i>	<i>12/06/00</i>	<i>2000 - 47</i>	<i>01/31/01</i>
<i>00-2 TIM Revisions to 13th Street</i>	<i>12/06/00</i>	<i>2000 - 48</i>	<i>01/31/01</i>
<i>00-2 TIM Revisions to West Boca area</i>	<i>12/06/00</i>	<i>2000 - 49</i>	<i>01/31/01</i>
<i>00-2 Inter-connectivity - to expand Policy 1.4-i to all new developments, not just residential</i>	<i>12/06/00</i>	<i>2000 - 52</i>	<i>01/31/01</i>
<i>00-2 PGA Blvd. CRALLS - to add new language and revise existing language</i>	<i>12/06/00</i>	<i>2000 - 61</i>	<i>01/14/02</i>
<i>45th Street CRALLS Stipulated Settlement Agreement (was in 00-1, but found NIC- no revisions)</i>	<i>04/26/01</i>	<i>2001 - 19</i>	<i>06/5/01</i>
<i>01-1 Revisions – Ag Reserve TIM & 2020 Map change; remove Linton from both maps west of Jog;</i>	<i>08/27/01</i>	<i>2001 - 41</i>	<i>10/22/01</i>
<i>01-1 Addition – Prosperity Rd. CRALLS</i>	<i>08/27/01</i>	<i>2001 - 48</i>	<i>10/22/01</i>
<i>01-1 CRALLS Revisions – Northlake Blvd. CRALLS revision, and deletion of the Central Blvd. CRALLS</i>	<i>08/27/01</i>	<i>2001 - 49</i>	<i>10/22/01</i>
<i>01-1 Addition – Greenacres/Wellington School LOS</i>	<i>08/27/01</i>	<i>2001 - 50</i>	<i>Never In effect</i>
<i>01-1 Revisions – General TIM & 2020; Expand width of segments of Haverhill Rd., SR 7/US 441, and Yamato Rd.</i>	<i>08/27/01</i>	<i>2001 - 51</i>	<i>10/22/01</i>
<i>01-1 Addition – Ag Reserve Rural Parkway; add text to TE and add note to TIM designating Lyons Rd in Ag Res. As rural parkway</i>	<i>08/27/01</i>	<i>2001 - 52</i>	<i>10/22/01</i>
<i>PGA Blvd. CRALLS Stipulated Settlement Agreement (was in 00-2 originally)</i>	<i>12/05/01</i>	<i>2001 - 69</i>	<i>01/14/02</i>

ABBREVIATED AMENDMENT HISTORY			
Action	Date	Ord. No.	Effective Date
<i>01-2 Revisions – To Port of Palm Beach language related to the SPOIL FLU designation</i>	<i>12/05/01</i>	<i>2001 - 72</i>	<i>01/28/02</i>
<i>01-2 Revisions – General Revisions, including deleting several CRALLS</i>	<i>12/05/01</i>	<i>2001 - 79</i>	<i>01/28/02</i>
<i>01-2 Revisions – Prosperity Farms CRALLS</i>	<i>12/05/01</i>	<i>2001 - 82</i>	<i>01/28/02</i>
<i>01-2 Revisions – Military Trails CRALLS</i>	<i>12/05/01</i>	<i>2001 - 81</i>	<i>01/28/02</i>
<i>01-2 Revisions – State Road 7 CRALLS</i>	<i>12/05/01</i>	<i>2001 - 80</i>	<i>01/28/02</i>
<i>02-1 Revisions – General Revisions</i>	<i>08/28/02</i>	<i>2002 - 41-45, 47, 48</i>	<i>10/25/02</i>
<i>02-1 Revisions – General Revisions</i>	<i>12/18/02</i>	<i>2002 – 72-76 78,90</i>	<i>02/19/03</i>
<i>02-2 Revisions – General Revisions</i>			
<i>03-1 Revisions – 10th Avenue CRALLS Deletion, Haverhill CRALLS, Atlantic Avenue CRALLS, Commercial Interconnectivity, Airport Facilities</i>	<i>08/21/03</i>	<i>2003 – 33-35, 37</i>	<i>10/27/03</i>
<i>03-2 Revisions – Riviera Beach CRA (TCEA), Okeechobee Blvd. CRALLS Time Constraint Removal, Update LOS Tables, Modify Policy 1.4-u.</i>	<i>11/24/03</i>	<i>2003 – 57-60</i>	<i>01/26/04</i>
<i>04-1 Revisions – Boynton Beach CRA (TCEA), Okeechobee Blvd. CRALLS, LOS for Schools</i>	<i>08/24/04</i>	<i>2004-23, 24, 27</i>	<i>10/29/04</i>
<i>04-2 Revisions – SR- 7 and Southern Blvd. SPUI CRALLS</i>	<i>12/13/04</i>	<i>2004-70</i>	<i>02/02/05</i>
<i>04-1 Revisions – Scientific Community CRALLS</i>	<i>08/24/04</i>	<i>2004-38</i>	<i>05/10/05</i>
<i>05-1 Revisions – General Revisions, Westgate Revisions, ULDC References Update & CRALLS Designation</i>	<i>08/25/05</i>	<i>2005-23, 26 & 31</i>	<i>11/01/05</i>
<i>05-2 Revisions - – Okeechobee & Atlantic Ave CRALLS and Updates to the Port of Palm Beach & Corridor Master Plan Timing Policies</i>	<i>11/28/05</i>	<i>2005-49-52 & 57</i>	<i>01/24/06</i>

Note: For a complete history of the specific changes to this element, please contact the Planning Division at (561) 233-5300.

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