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ORDINANCE 8, 2020

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, APPROVING A TEXT AMENDMENT TO THE CITY'S COMPREHENSIVE LAND USE PLAN IN THE FUTURE LAND USE ELEMENT, TRANSPORTATION ELEMENT, CONSERVATION ELEMENT, AND CAPITAL IMPROVEMENTS ELEMENT TO PROVIDE INTERNAL CONSISTENCY WITHIN THE CITY'S COMPREHENSIVE PLAN, MOBILITY PLAN, AND MOBILITY FEE; PROVIDING FOR TRANSMITTAL TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY (DEO); PROVIDING A CONFLICTS CLAUSE, A SEVERABILITY CLAUSE, AND AUTHORITY TO CODIFY; PROVIDING AN EFFECTIVE DATE; AND OTHER PURPOSES.

WHEREAS, the State Legislature of the State of Florida has mandated that all municipalities draft and adopt comprehensive development plans to provide thorough and consistent planning with regard to land within their corporate limits; and

WHEREAS, all amendments to the Comprehensive Plan must be adopted in accordance with detailed procedures that must be strictly followed; and

WHEREAS, the City Council adopted Ordinance 8, 2016, approving amendments to the City's Comprehensive Plan that provided various policies that established the process and framework for the development of a Mobility Plan and Mobility Fee, pursuant to Section 163.3180, *Florida Statutes*; and

WHEREAS, the City Council adopted Ordinance 16, 2019, approving and adopting the City's Mobility Plan and Mobility Fee Technical Report, consistent with the provisions of Section 163.3180, *Florida Statutes*, that encourages local governments to develop tools and techniques, including adoption of long-term strategies, to facilitate development patterns that support multimodal solutions, adoption of area-wide service standards that are not dependent on any single road segment function, and establishing multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility; and

WHEREAS, Ordinance 16, 2019 established a Mobility Fee Assessment Area that defines the area within which mobility fees are assessed, and a Mobility Fee Benefit Area that defines the area within which mobility fees are expended. The Mobility Fee Assessment Area is comprised of all areas of the City located east of the Beeline Highway, as specified in the Ordinance. For these areas, traditional transportation concurrency review and impact fee assessments are no longer applicable; and

1 **WHEREAS**, the property known as the Alton Development of Regional Impact
2 (DRI), formerly known as the Scripps Florida Phase II/Briger Tract that is located east of
3 the Beeline Highway, shall continue to be subject to Palm Beach County and Palm Beach
4 Gardens road impact fees and transportation concurrency pursuant to the existing
5 Proportionate Share Agreement dated April 1, 2010, and shall be exempted from the
6 Palm Beach Gardens Mobility Plan and Fees; and
7

8 **WHEREAS**, the City Council adopted Ordinance 19, 2019, amending Chapter 78
9 of the Land Development Code, Division 4, Citywide Impact Fees to incorporate the City's
10 Mobility Fee Schedule and related text changes, consistent with the City's Mobility Fee
11 Technical Report; and
12

13 **WHEREAS**, the City Council of the City of Palm Beach Gardens has determined
14 that various elements of the City's Comprehensive Plan need to be amended to provide
15 consistency with the City's adopted Mobility Plan and Mobility Fee per Ordinance 16,
16 2019; and
17

18 **WHEREAS**, the City Council has initiated amendments to the Comprehensive Plan
19 of the City of Palm Beach Gardens, as more specifically described in Exhibit "A", attached
20 hereto and incorporated herein; and
21

22 **WHEREAS**, on June 9, 2020, the Planning, Zoning, and Appeals Board, sitting as
23 the duly constituted Local Planning Agency for the City, recommended by a vote of 7 to
24 0 to transmit the amendments to the Comprehensive Plan of the City to the Department
25 of Economic Opportunity (DEO); and
26

27 **WHEREAS**, the City of Palm Beach Gardens has held all duly required public
28 hearings in accordance with Section 163.3184, *Florida Statutes*; and
29

30 **WHEREAS**, the City Council desires to adopt the amendments to the current
31 Comprehensive Plan to guide and control the future development of the City and to
32 preserve, promote, and protect the public health, safety, and welfare.
33
34

35 **NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY**
36 **OF PALM BEACH GARDENS, FLORIDA, that:**
37

38 **SECTION 1.** The foregoing recitals are hereby affirmed and ratified.
39

40 **SECTION 2.** The City's Comprehensive Plan is hereby amended, as set forth in
41 Exhibit "A", attached hereto and incorporated herein.
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1 **SECTION 3.** The property known as the Alton Development of Regional Impact
2 (DRI), formerly known as the Scripps Florida Phase II/Briger Tract that is located east of
3 the Beeline Highway, shall continue to be subject to Palm Beach County and Palm Beach
4 Gardens road impact fees and transportation concurrency pursuant to the existing
5 Proportionate Share Agreement dated April 1, 2010, and shall be exempted from the
6 Palm Beach Gardens Mobility Fees.

7
8 **SECTION 4.** A copy of the Comprehensive Plan, as amended, shall be kept on file
9 in the office of the City Clerk, City of Palm Beach Gardens, Florida.

10
11 **SECTION 5.** The City's Director of Planning and Zoning is hereby directed to
12 transmit the proposed Comprehensive Plan Text Amendment to the Department of
13 Economic Opportunity (DEO) of the State of Florida and other appropriate public agencies,
14 and upon adoption of this Ordinance is further directed to ensure that this Ordinance and
15 all other necessary documents are forwarded to the DEO and other agencies in accordance
16 with Section 163.3184, *Florida Statutes*.

17
18 **SECTION 6.** All Ordinances or parts of Ordinances in conflict be and the same are
19 hereby repealed.

20
21 **SECTION 7.** Should any section or provision of this Ordinance or any portion
22 thereof, any paragraph, sentence, or word be declared by a court of competent jurisdiction
23 to be invalid, such decision shall not affect the validity of the remainder of this Ordinance.

24
25 **SECTION 8.** The effective date of this plan amendment shall be 31 days after the
26 State Land Planning Agency notifies the City of Palm Beach Gardens that the plan
27 amendment package is complete, in accordance with Section 163.3184, *Florida Statutes*.

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30 (The remainder of this page intentionally left blank.)
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PASSED this 16th day of July, 2020, upon first reading.

PASSED AND ADOPTED this 10TH day of September, 2020, upon second and final reading.

CITY OF PALM BEACH GARDENS

FOR

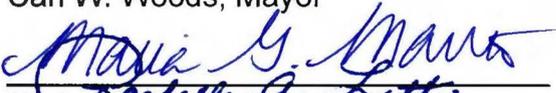
AGAINST

ABSENT

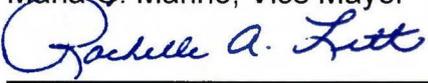
BY:



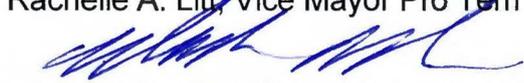
Carl W. Woods, Mayor



Maria G. Marino, Vice Mayor



Rachelle A. Litt, Vice Mayor Pro Tem



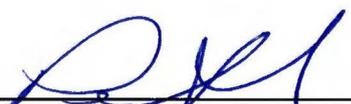
Mark T. Marciano, Councilmember



Chelsea Reed, Councilmember

ATTEST:

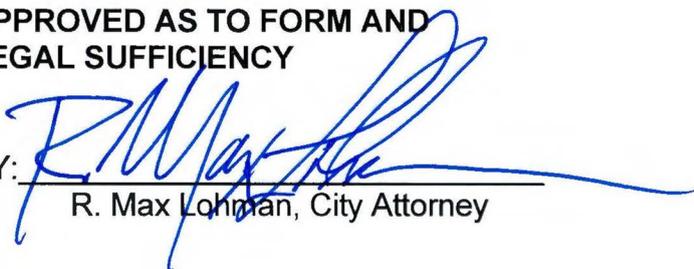
BY:



Patricia Snider, CMC, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

BY:



R. Max Lohman, City Attorney



EXHIBIT "A"

FUTURE LAND USE ELEMENT

Goals, Objectives and Policies

GOAL 1.1.: CONTINUE TO ENSURE A HIGH QUALITY LIVING ENVIRONMENT THROUGH A MIXTURE OF LAND USES THAT WILL MAXIMIZE PALM BEACH GARDENS' NATURAL AND MANMADE RESOURCES WHILE MINIMIZING ANY THREAT TO THE HEALTH, SAFETY, AND WELFARE OF THE CITY'S CITIZENS THAT IS CAUSED BY INCOMPATIBLE LAND USES AND ENVIRONMENTAL DEGRADATION, BY MAINTAINING COMPATIBLE LAND USES WHICH CONSIDER THE INTENSITIES AND DENSITIES OF LAND USE ACTIVITIES, THEIR RELATIONSHIP TO SURROUNDING PROPERTIES AND THE PROPER TRANSITION OF LAND USES.

* * *

Objective 1.1.3.: Maintain land development regulations to manage future growth and development in a manner that provides needed facilities and services, protects environmental resources, and encourages multimodal infill and redevelopment of the eastern portion of the City.

Policy 1.1.3.1.: The City shall continue to maintain land development regulations to ensure that they contain specific and detailed provisions intended to implement the adopted Comprehensive Plan, and which as a minimum:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water consistent with this element and ensure the compatibility of adjacent land uses and provide for open space;
- c. Protect areas designated Conservation on the Future Land Use Map and further described in the Conservation, Coastal Management, and Recreation and Open Space Elements of this Comprehensive Plan;
- d. Minimize the impacts of land use on water quality and quantity and regulate development which has a potential to contaminate water, soil, or crops;
- e. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management consistent with the Infrastructure Element of this Comprehensive Plan;
- f. Protect potable water wellfields and aquifer recharge areas;
- g. Regulate signage;

- h. Ensure safe and convenient on-site traffic flow and vehicle parking needs;
- i. Discourage urban sprawl through the following strategies:
 - (1) establishing moderate densities and varied housing opportunities in urban areas
 - (2) mixed-use and clustering requirements
 - (3) promoting urban infill development and redevelopment
 - (4) location requirements
 - (5) maintaining a distinct urban and rural service areas
 - (6) directing public investment to existing urban areas, and
 - (7) annexation and extraterritorial planning agreements.
- j. Require landscape buffers and gardens using predominately native species and other appearance measures to maintain a high visual quality and utilize xeriscape techniques;
- k. Provide that development orders and permits shall not be issued which result in a reduction of the levels of service for the affected public facilities below the level of service or mobility standards adopted in this Comprehensive Plan;
- l. Provide for the assessment of impact fees, mobility fees, or dedication of land and facilities to off-set costs assumed by the City or other governmental agencies for the provision of facilities or services required by new development; and
- m. Cooperate with Seacoast Utility Authority through cooperation on the Seacoast Utility Board to insure the maximum utilization of their water and wastewater transport plan so as to implement the economic expansion of facilities within definitive service boundaries.

Staff Comment: Objective 1.1.3., and Policy 1.1.3.1., subsections k. and l. have been amended for consistency with the City's adopted Mobility Plan and Mobility Fee.

* * *

Policy 1.1.3.6.: The City shall ensure the availability of suitable land for public and institutional uses necessary to support development by:

- 1. Designating land on the Future Land Use Map for public use. The City shall support and facilitate coordination of school planning with the School District of Palm Beach County

for the location and development of public education facilities. The City shall identify sufficient land to accommodate Public Educational Facilities as necessary to serve the current and projected student population. At a minimum, proposed school sites shall meet the State Requirements for Educational Facilities (SREF), plus a ten percent capacity flexibility allowance, and shall be sized to accommodate all needed utilities, support facilities and adequate buffering of surrounding land uses.

2. Allowing public uses in certain land use categories subject to limitations and location criteria as identified in this Plan. Such location criteria shall include the following standards:
 - (a) Public buildings shall be specifically prohibited in areas designated as Conservation and other environmentally sensitive lands, including wetlands, 100-year floodplains, groundwater aquifer recharge areas, areas set aside by development to meet the 25 percent preservation of native ecological communities and wildlife habitats. New or Expanded Public Facilities shall not be encouraged within the coastal area and shall meet the requirements of the Coastal Management Element.
 - (b) Public Uses shall be located in areas where there are adequate transportation facilities to support the proposed use based on the adopted Level of Service standard for traffic circulation or the site assessment study requirements for mobility. Preference shall be given to the location of such uses and facilities along City collectors and arterials as may be appropriate.
 - (c) Public Uses shall be limited in intensity to a maximum lot coverage of 40% of the site and a maximum building height of 50 feet, unless the property is specifically designated as Mixed-Use, in which case the provisions of Policy 1.1.1.15 shall apply, and the intensity limitations shall be a maximum lot coverage of 50% and a maximum building height of four (4) stories.
 - (d) Schools shall be considered as compatible and allowable in areas designated with any residential land use category (RR20, RR10, RVL, RL, RM, RH). Further, schools shall be considered public uses and be allowable within areas designated Industrial (IND) and Public (P) on the Future Land Use Map. Other institutional uses such as, libraries, fire stations and government offices shall be considered compatible in medium and high density residential areas and all non-residential land use categories in which such uses are not specifically prohibited as cited in this Comprehensive Plan. Public uses may be permitted within all residential Planned Unit Developments and Planned Community Districts, subject to master plan approval and limitations and location criteria as identified in this Plan.
 - (e) Public Uses shall be buffered from adjacent land uses and shall be set back from adjacent roadways. Buffering for noise, odors, glare, and lights shall be

provided as set forth in the Land Development Regulations. Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties. Communication towers on school or other public property shall be consistent with the siting and safety criteria contained in the Land Development Regulations and shall require City Council approval.

- (f) Landfills, airports, and water/wastewater treatment plants shall not be allowed in residential areas and shall require a Comprehensive Plan Amendment to the Public (P) land use designation prior to zoning and site plan approval.
- (g) Public sites shall be capable of accommodating adequate parking and onsite traffic circulation requirements to satisfy current and projected site-generated vehicular demand and/or person travel demand if within the mobility fee assessment area.
- (h) Schools shall be encouraged to locate proximate to residential areas and serve as community focal points. The City shall encourage the co-location of other public facilities, such as parks, libraries, and community centers, in proximity to schools.

Staff Comment: Policy 1.1.3.6. subsections 2. (b) and (2) (g) have been amended for consistency with the City's adopted Mobility Plan by incorporating specific verbiage.

* * *

GOAL 1.2.: ENCOURAGE DEVELOPMENT OR REDEVELOPMENT ACTIVITIES, WHILE PROMOTING STRONG SENSE OF COMMUNITY, AND CONSISTENT QUALITY OF DESIGN; AND DO NOT THREATEN EXISTING NEIGHBORHOOD INTEGRITY AND HISTORIC AND ENVIRONMENTAL RESOURCES.

* * *

Objective 1.2.3.: Issue development orders and permits for development and redevelopment activities only in areas where public facilities necessary to meet level of service standards (which are adopted as part of the Capital Improvements Element of this Comprehensive Plan) are available concurrent with the impacts of development.

Policy 1.2.3.1.: The City shall maintain development regulations to provide that public facilities and services be available concurrent with the impacts of development to meet the level of service standards established in the Capital Improvements Element of the City's Comprehensive Plan. Transportation concurrency shall apply to new development and redevelopment west of the Beeline Highway only. Concurrency Management System requirements shall include the following:

Staff Comment: Policy 1.2.3.1. has been amended to address applicability consistent with the City's adopted Mobility Plan by incorporating specific verbiage. The remainder of the policy has been omitted for brevity.

* * *

Objective 1.2.4.: Direct future growth, development and redevelopment to areas as depicted on the Future Land Use Map, consistent with: sound planning principles; minimal natural limitations; the goals, objectives, and policies contained within this Comprehensive Plan; multimodal principals, and the desired community character.

Staff Comment: Objective 1.2.4. has been amended for consistency with the general concepts of City's adopted Mobility Plan by incorporating specific verbiage.

* * *

Policy 1.2.4.11.: The City shall encourage infill and redevelopment of existing properties with consideration of the following:

1. Address the impact of redevelopment activities on natural systems and any historic resources.
2. Provide for visual continuity of the community through the application of sound principles of architectural design and landscaping.
3. Be consistent with the character of the neighborhood.
4. Reduce existing non-conformities or alternatively demonstrate that adverse impacts will not be created.
5. Be consistent with Section 723.0612, Florida Statutes, related to mobile home parks and include relocation strategies for those residents displaced by the implementation of the plan, which ensure that the displaced residents are provided adequate notice, equitable compensation and assistance in locating comparable alternative housing in proximity to employment and necessary public services and/or provide a minimum percentage of replacement housing on site.
6. Encourage affordable and workforce housing as a component of redevelopment projects.
7. Encourage multimodal accessibility and multimodal options.

Staff Comment: Policy 1.2.4.11. has been amended for consistency with the City's adopted Mobility Plan by incorporating specific verbiage.

* * *

GOAL 1.3.: CONTINUE TO PLAN FOR FUTURE NEEDS TO PROMOTE LIVABLE COMMUNITIES, INCLUDING, BUT NOT LIMITED TO, ECONOMIC DEVELOPMENT FOR BIOSCIENCE USERS, TRANSIT ORIENTED DEVELOPMENT, AND OTHER EFFORTS TO PROMOTE SUSTAINABLE GROWTH.

* * *

Objective 1.3.6.: Adopt and maintain land development regulations that are aimed at eliminating barriers toward the certification by Leadership in Energy and Environmental Design (LEED), US Green Building Council (USGBC), Florida Green Building Coalition (FGBC) or any comparable certification organizations, as well as providing incentives for building certified buildings or sites.

* * *

Policy 1.3.6.3.: The City will encourage increased walking, bicycling and use of public transit by maintaining land development regulations for walkways, bike lanes, bus stops, pedestrian interconnectivity and other design elements that encourage walkable communities and transit readiness, consistent with the City's adopted mobility plan.

<p>Staff Comment: Policy 1.3.6.3. has been amended for consistency with the City's adopted Mobility Plan by incorporating specific verbiage.</p>

* * *

TRANSPORTATION ELEMENT

The following abbreviations and acronyms are used throughout this Transportation Element:

ADT	Average Daily Traffic
County	Palm Beach County
CRALLS	Constrained Roadway at Lower Level of Service
FDOT	Florida Department of Transportation
LOS	Level of Service
MPO	Metropolitan Planning Organization
QOS	Quality of Service
TPA	Transportation Planning Agency
TPSO	Palm Beach County Traffic Performance Standards Ordinance
SIS	Florida's Strategic Intermodal System

Staff Comment: The above list of acronyms has been updated to remove those that are now obsolete and added new. The acronyms have been arranged in alphabetical order.

Goals, Objectives, and Policies

GOAL 2.1.: MAINTAIN LEVEL OF SERVICE STANDARDS WHICH SHALL ACCOMMODATE SUSTAINABLE GROWTH THROUGH FINANCIALLY FEASIBLE IMPROVEMENTS AND EVALUATE THE ADOPTION OF MULTI-MODAL QUALITY AND LEVEL OF SERVICE STANDARDS TO PLAN FOR AND DEVELOP A CONVENIENT, SAFE, AND ENERGY EFFICIENT TRANSPORTATION SYSTEM FOR ALL PERSONS LIVING IN AND TRAVELING WITHIN THE CITY THROUGH MAINTAINING LEVEL OF SERVICE STANDARDS WEST OF THE BEELINE HIGHWAY AND IMPLEMENTATION OF THE ADOPTED MOBILITY PLAN EAST OF THE BEELINE HIGHWAY.

Staff Comment: Goal 2.1., Objective 2.1.1. and all Policies and Tables to this Objective, below, have either been updated or deleted to provide consistency with the City's adopted Mobility Plan and Mobility Fee related to the areas east of the Beeline Highway and to refine the intent for the City to potentially consider adoption of a mobility plan and mobility fee in the future west of the Beeline Highway. The details related to measuring the capacity of roads have been moved to the Land Development Regulations. A uniform LOS "D" standard is proposed to facilitate the implementation of transportation concurrency consistent with Florida Statute and to reflect adoption of a mobility plan and fee east of the Beeline Highway. The changes to existing policies related to mobility plans and mobility fees reflect that the City has adopted a Mobility Plan and Fee for areas of the City east of the Beeline Highway.

Objective 2.1.1.: To maintain adopted level of service (LOS) standards on the City's traffic circulation-transportation system west of the Beeline Highway, including the Beeline Highway.

~~Policy 2.1.1.1.: Level of Service standards shall be as shown on Tables 2A-1 and 2A-2 and shall be applicable to the urban and rural service areas. Level of Service for SIS roads will be measured utilizing the FDOT Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas (Table 2B), or FDOT Generalized Daily Volumes for Florida's Urbanized Areas (Table 2C), or utilizing the FDOT 2013 Quality/Level of Service Handbook (FDOT Handbook) and the 2010 Highway Capacity Manual (HCM). Level of Service for non-SIS roads that are part of the County thoroughfare system will be measured utilizing the volumes provided in the Transportation Element of the Palm Beach County Comprehensive Plan, (Table 2D), or utilizing the methodologies provided in the TPSO. Level of Service for City roads will be measured per the City's Traffic Performance Standards Ordinance which utilizes the latest FDOT Handbook and the latest HCM procedures. The City adopts a road LOS "D" standard for all arterials and collectors. The LOS "D" capacity for arterials and collectors shall be based upon either the latest edition of the FDOT Generalized Tables or another professionally accepted methodology, such as the TPSO, for determining road capacity approved by the City Engineer.~~

~~Policy 2.1.1.2.: The City shall maintain peak hour directional, daily, and intersection LOS standards and regulations. adopts an intersection LOS "D" for all intersections.~~

~~Policy 2.1.1.3.: The City shall use the best available data and use professionally accepted practices in reviewing existing and future LOS on all roadways and intersections for Future Land Use Amendments and determination of the concurrency management system.~~

~~Policy 2.1.1.4.: The City will amend its Comprehensive Plan and land development ordinances regulations as needed to maintain consistency between its accepted methods of measuring the LOS Level of Service on SIS or County thoroughfare roads and the most current methods adopted by the FDOT or the County, respectively.~~

~~Policy 2.1.1.5.: The City shall review all development proposals for consistency with the Goals, Objectives, and Policies of this element including consistency with the traffic circulation plans and the level of service LOS standards. An assessment of the projected impact of project generated traffic on the roadway network within and serving the City shall be obtained. The net amount of project trips projected at build-out will be used as a guideline for determining the radius of development influence. At a minimum, road segments within the appropriate radius as noted on Table 2E will be analyzed. The project's impacts will be projected for each phase of the project through the estimated date of completion. The City shall establish traffic impact study requirements, consistent with the TPSO, in the land development regulations to ensure that development addresses its phased, if applicable, and full impact to the transportation system and meets the LOS standards established in the City's Comprehensive Plan.~~

~~Policy 2.1.1.6.: The City shall require that adequate roadway capacity, at the adopted level of service LOS standards, is or will be available or a proportionate share payment will be made when needed in order to serve new development.~~

Policy 2.1.1.7: Future Land Use Map Amendments shall be internally consistent with all Elements of the City's Comprehensive Plan. A Comprehensive Plan Amendment Study (CPAS) is required ~~Using the maximum amount of potential development based on the intensity standards established in the Future Land Use Element, a transportation analysis is required for a proposed Future Land Use Map Amendment, demonstrating~~ The CPAS requirements shall be established in the land development regulations. The CPAS shall demonstrate whether there is available uncommitted capacity on the impacted roadways for, The analysis shall include, but are not limited to, a five-year short-term analysis and a long-term analysis to the planning horizon for the comprehensive plan. If the analyses demonstrate a roadway will operate below the adopted level of service, then the necessary roadway improvement or alternative measures to maintain the adopted level of service should be identified, and if the necessary measure is a capital improvement it should Needed road improvements shall either be included within the first five years of the Capital Improvement Program or on the long-range transportation map (Map A.18) depending on the timing of the need for the improvement to the roadway with a funding source identified or included in a developer agreement between the City and the development that establishes when the improvement will be constructed and how it will be funded. Alternatively, the potential amount of development that is permitted on the site shall be reduced ~~to ensure the Future Land Use Map is coordinated with the transportation map~~ to a level that can demonstrate that adequate roadway capacity is available for the duration of the analysis periods evaluated.

Policy 2.1.1.8.: The City shall investigate possible mechanisms for removing ghost trips from City roads. Ghost trips arise when development proceeds at a lower intensity than that at which it was approved. The intent of this policy is to prevent ghost trips from decreasing the amount of roadway capacity a new project can rely on in obtaining a County traffic concurrency approval.

Policy 2.1.1.9.: The City shall conduct an annual review of high traffic accident locations to identify those occurrences on City maintained roadways. The City shall investigate the causes to provide corrective measures to mitigate future accidents.

Staff Comment: Revised Policies 2.1.1.1. and 2.1.1.2. establish a road and intersection LOS of D, which replaces Table 2A-1. Table 2A-2 addresses roadways that are now included in the Mobility Plan east of the Beeline Highway and are no longer subject to transportation concurrency. The references to Table 2B, 2C, and 2D have been removed because they are addressed in revised Policy 2.1.1.1. that notes LOS and capacity are to be based on professionally accepted methodologies, the existing FDOT Generalized Tables in Table 2B, 2C, and 2D are just one example of multiple professionally accepted methodologies available to evaluate LOS and capacity. Table 2E has been incorporated in the Land Development Regulations under Comprehensive Plan Amendment studies (CPAS) and Traffic Impact Studies (TIS). Therefore, the following tables (Tables 2A-1, 2A-2, 2B, 2C, 2D, and 2E) have been removed for consistency with the City's adopted Mobility Plan and Mobility Fee.

**TABLE 2A-1
LEVEL OF SERVICE STANDARD**

Facility Type	Daily and Peak Hour Level Of Service Standard
Neighborhood Collector	D
City Collector	D
Non-SIS roads that are part of the County Thoroughfare plan:	-
— County Minor Arterial	D
— State Minor Arterial	D
— State Principle Arterial	D
SIS roads	-
— All roadways	D

**TABLE 2A-2
LEVEL OF SERVICE STANDARDS FOR CONSTRAINED ROADWAYS AT
LOWER LEVEL OF SERVICE (CRALLS)⁽¹⁾⁽²⁾**

Roadways	From	To	Daily Traffic Volumes	Peak Hour Volumes (Directional)
Roadways				
Northlake Blvd	Military Trail	Prosperity Farms Rd	---	3,890
	Interstate 95	Congress Ave	60,000	3,890
Prosperity Farms Rd	Donald Ross Rd	Gardens Parkway	19,460	1,043
	Burns Road	Northlake Blvd	20,950	1,102
PGA Blvd (3)	Florida's Turnpike	Central Blvd	---	2,747
	Central Blvd	Military Trail	---	2,900
	Military Trail	Interstate 95	---	3,720
	Interstate 95	RCA Blvd	---	4,811
	RCA Blvd	Alternate A1A	---	4,835
	Alternate A1A	Fairechild Gardens Ave	---	4,016
	Fairechild Gardens Ave	Prosperity Farms Rd	---	3,406
	Prosperity Farms Rd	US-1	---	2,990
Intersections				
Location		Critical Movement Analysis Volume (CMA)		
Northlake Boulevard & Military Trail		1,500		
Northlake Boulevard & Interstate 95		1,500		
Northlake Boulevard & Congress Avenue		1,500		
Northlake Boulevard & Alternate A1A		1,500		
Northlake Boulevard & Prosperity Farms Rd		1,500		
PGA Boulevard & Military Trail		1,800 (3)		
PGA Boulevard & Prosperity Farms Rd		1,500 (3)		
PGA Boulevard & Ellison Wilson Rd		1,500 (3)		
PGA Boulevard & US-1		1,500 (3)		

Notes:

- (1) Based on Palm Beach County Comprehensive Plan and subject to stipulations referenced in the Plan.
- (2) Refer to Palm Beach County Comprehensive Plan for project specific CRALLS designations.
- (3) Applies only to properties subject to the forbearance agreement entered into by the City on April 15, 1999.

TABLE 2B

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,600	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,800	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments:						
Lanes	Median	B	C	D	E	Auxiliary Lane			Ramp Metering			
1	Undivided	*	370	750	800	+1,000			+5%			
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,600	3,390	3,420							
Non-State Signalized Roadway Adjustments: (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E	
1	Divided	Yes	No	-5%		1	Undivided	420	840	1,190	1,640	
1	Undivided	No	No	-20%		2	Divided	1,810	2,560	3,240	3,590	
Multi	Undivided	Yes	No	-5%		3	Divided	2,720	3,840	4,860	5,380	
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+5%								
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						Uninterrupted Flow Highway Adjustments						
						Lanes	Median	Exclusive left lanes	Adjustment factors			
						1	Divided	Yes	+5%			
						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
0-49%						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
50-84%						* Cannot be achieved using table input value defaults.						
85-100%						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/s1m/05/default.shtm						
0-49%												
50-84%												
85-100%												
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)												
Sidewalk Coverage												
0-84%												
85-100%												

Source: 2013 FDOT Quality/Level of Service Handbook

TABLE 2C

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments (Alter corresponding state volume by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	-5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+5%		Uninterrupted Flow Highway Adjustments					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Exclusive left lanes	Adjustment factors		
						-	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	2,900	7,600	19,700		* Cannot be achieved using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	3,300	19,700	>19,700	**		Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/spr/bv/default.htm					
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage											
	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

Source: 2013 FDOT Quality/Level of Service Handbook

**TABLE 2D:
MAXIMUM VOLUME FOR NON-SIS COUNTY ROADS**

Type of Road		ADT	LOS "D"			ADT	LOS "E"		
			Peak Hour, Peak Direction				Peak Hour, Peak Direction		
			Class I	Class II	Uninterrupted Flow		Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	15,200	880	810	1,140	16,200	880	860	1,440
2 lanes one-way	2LO	19,900	2,350	2,120	-	21,100	2,350	2,240	-
3 lanes two-way	3L	15,200	880	810	-	16,200	880	860	-
3 lanes one-way	3LO	30,200	3,530	3,220	-	31,900	3,530	3,400	-
4 lanes undivided (1)	4L	31,500	1,860	1,680	3,150	33,300	1,860	1,780	3,570
4 lanes divided	4LD	33,200	1,960	1,770	3,320	35,100	1,960	1,870	3,760
5 lanes two-way	5L	33,200	1,960	1,770	-	35,100	1,960	1,870	-
6 lanes divided	6LD	50,300	2,940	2,680	4,980	53,100	2,940	2,830	5,650
8 lanes divided	8LD	67,300	3,940	3,590	-	70,900	3,940	3,780	-
4 lanes expressway	4LX	73,600	3,720			79,400	4,020		
6 lanes expressway	6LX	110,300	5,580			122,700	6,200		
8 lanes expressway	8LX	146,500	7,420			166,000	8,400		
10 lanes expressway	10LX	184,000	9,320			209,200	10,580		

Source: Article 12 of the Palm Beach County Unified Land Development Code. Based on 2009 FDOT Quality/Handbook.

(1) Service volumes for "undivided" roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.

TABLE 2E
RADIUS OF DEVELOPMENT INFLUENCE

Net External Peak Hour Two-Way Trip Generation			Radius in Miles
1	through	20	Directly accessed link(s) of first accessed major thoroughfare(s)
21	through	50	0.5
51	through	100	1
101	through	500	2
501	through	1,000	3
1,001	through	2,000	4
2,001	through	Up	5

Notes: ~~(1) Based on Article 12 of the Palm Beach County Unified Land Development Code.~~

~~———— (2) Actual radius of influences may be greater than identified in this guideline.~~

~~———— (3) Levels of significance shall be 5% on I-95 and Turnpike, 1% on all other roadways, and 5% on roadways outside of the Radius of Development Influence.~~

Policy 2.1.1.10.: The City shall exercise one or more of the following options to mitigate future LOS deficiencies, included, but not limited to:

- A. Adopted Constrained Roadways at a Lower Level of Service (CRALLS);
- B. Road and intersection improvements;
- ~~C. Transit Oriented Development (TOD); or~~
- ~~D. Multi-modal improvement plans.~~
- EC. Proportionate Share

Staff Comment: Policy 2.1.1.10. has been revised to reflect adoption of the City's Mobility Plan and mobility fee. Transit Oriented Developments would be located east of the Beeline Highway and subsequent policies address the potential adoption of a mobility plan and fee which replace multi-modal improvement plans.

~~**Policy 2.1.1.11.:** The City Council shall retain the right to adopt LOS "E" for local roads or specific segments of local roads within transit-oriented developments, where to do so would be consistent with established planning practice in promoting a pedestrian/transit oriented environment.~~

Staff Comment: Existing Policy 2.1.1.11. has been removed as Transit Oriented Developments would be located east of the Beeline Highway and addressed through the adopted Mobility Plan and fee.

Policy ~~2.1.1.12~~ 2.1.1.11: The City Council shall retain the right to adopt alternative LOS Level of Service standards for specified roadway links, which, due to circumstances beyond City Council's control, are currently or are projected to exceed the ~~Level of Service~~ LOS standard in Policy ~~2.1.1.12~~ 2.1.1.2, or if improvements to a roadway link or intersection will be prohibited due to physical, environmental, historical, or aesthetic constraints. Alternate ~~Level of Service~~ LOS shall be, to the maximum extent feasible, consistent with the State and County standards.

Staff Comment: Existing Policy 2.1.1.12. has been updated to incorporate established acronyms and to update a policy reference. Existing Policy 2.1.1.13. has been removed as alternatives to transportation concurrency and LOS standards, such as transportation demand management or transportation system management, have been addressed in the Mobility Plan and Fee east of the Beeline Highway and would be addressed through a future mobility plan and fee west of the Beeline Highway.

Policy ~~2.1.1.13~~: The City shall prepare, in conjunction with the MPO and other governmental agencies, a bi-annual report that identifies City collectors which have no excess service volume; and develop a list of improvements, transportation demand, and transportation system management strategies to increase that service volume. Before adding improvements for constrained or physically limited roadways to the Capital Improvement Program or before adopting a lower level of service standard for the roadway, the City will attempt to improve roadway capacity by implementing the transportation demand and transportation system management strategies identified as of greatest potential benefit by the evaluation referred to in Policy 2.2.1.1.

Staff Comment: Existing Policies 2.1.1.14. to 2.1.1.27. are revised to reflect that the City has adopted a Mobility Plan and fee east of the Beeline Highway and may in the future adopt a mobility plan and fee for areas west of the Beeline Highway.

Policy ~~2.1.1.14~~ 2.1.1.12: The City may elect to repeal and replace City transportation concurrency, proportionate fair-share and road impact fees with a mobility fee based upon an adopted mobility plan. The City may seek to repeal and replace Palm Beach County transportation concurrency, proportionate fair-share and road impact fees with a mobility fee based upon an adopted mobility plan. Repeal of Palm Beach County transportation concurrency, proportionate fair-share and road impact fees will require consultation with Palm Beach County.

Policy ~~2.1.1.15~~ 2.1.1.13: The ~~M~~mobility ~~P~~plan and ~~M~~mobility ~~F~~fee may be implemented and adopted for all areas west of the Beeline Highway and ~~adopted city-wide~~ or may be adopted only for specific areas or districts within the City west of the Beeline Highway. The repeal and replacement of City and Palm Beach County transportation concurrency, proportionate fair-share and road impact fees shall only occur in areas of the City where a mobility plan and Mmobility Ffee and ~~Mobility Plan~~ have been adopted.

Policy ~~2.1.1.16~~ 2.1.1.14: The City may elect to adopt a ~~M~~mobility ~~P~~plan and ~~M~~mobility ~~F~~fee that only addresses City Maintained Facilities and would replace transportation concurrency, proportionate fair-share and road impact fees only for City maintained facilities.

Policy ~~2.1.1.17~~ 2.1.1.15.: The Mobility Plan and Mobility Fee may be adopted by resolution of the City Council. The Mobility Fee and Plan would go into effect per the provisions of the implementing Mobility Fee ordinance. The City Council may elect to repeal and replace transportation concurrency, proportionate fair-share, and road impact fees concurrently with the adoption of the implementing ordinance of a Mobility Plan and Mobility Fee.

Policy ~~2.1.1.18~~ 2.1.1.16.: Should the City Council elect to adopt a Mobility Plan and Mobility Fee, ~~the City~~ within one year of adoption of the implementing Ordinance, the City shall update the Transportation Mobility and Capital Improvement Elements of the Comprehensive Plan to reflect the repeal and replacement of transportation concurrency, proportionate fair-share and road impact fees and update policies related to level and quality of service standards, complete streets, capacity determinations, backlogged facilities, ~~transportation and/or multi-modal impact site access study assessments~~, associated ~~multi-modal~~ policies and other elements addressed in the Mobility Plan.

Policy ~~2.1.1.19~~ 2.1.1.17.: The Mobility Plan shall include provisions that address mobility between destinations and should address accessibility to and from destinations and between modes of travel. The Mobility Plan shall include a horizon year. The improvements in the Mobility Plan shall be based upon the expected, anticipated, or desired increase in new development, infill development and redevelopment by the established horizon year and the associated increase in ~~vehicular and~~ person travel demand. The Mobility Plan shall include ~~quality and level of service standards~~ LOS and / or QOS standards for all modes of travel included in the Mobility Plan

Policy ~~2.1.1.20~~ 2.1.1.18.: The City, as part of a Mobility Plan, may adopt areawide ~~or district~~ level-of-service LOS standards for roads that cumulatively evaluates capacities and traffic volumes for multiple roads ~~within an areawide or district~~ as opposed to a segment by segment evaluation to maintain adopted level of service standards and identify future capacity needs. Areawide ~~or district~~ level-of-service LOS standards recognize the benefit of a gridded transportation network to provide mobility and accessibility. Roadway capacities shall be based upon professionally accepted methodologies.

Policy ~~2.1.1.21~~ 2.1.1.19.: The City, as part of a Mobility Plan, may adopt ~~quality and/or level of service~~ QOS standards for pedestrians, bicycle, transit and other multi-modal facilities included in the mobility plan. ~~Quality of Service~~QOS standards shall be related to the overall travel experience of the user with higher standards established in areas where walking, bicycling, transit and other non-vehicular modes of travel are encouraged. ~~Level of Service standards shall be related to the width or size of pedestrian, bicycle and non-vehicular facilities with wider and larger facilities in areas where non-vehicular modes of travel are encouraged and frequency of transit service with greater frequencies and spans of service in areas where transit is encouraged.~~

Policy ~~2.1.1.22~~ 2.1.1.20.: The Mobility Plan may include complete street policies and/or design standards for the improvements identified in the Mobility Plan. The Mobility Plan may serve as a Master Plan for roads and transit, ~~within the City~~. The Mobility Plan may also function as a Bbicycle, Ppedestrian, Ttrails, Bblueways, Ggreenways, and other non-vehicular modes or travel Master Plan.

Policy 2.1.1.23 2.1.1.21.: The Mmobility Pplan may also include provisions related to climate change and include elements that reduce vehicular trips, vehicular miles of travel and greenhouse gas emissions. The Mmobility Pplan may also incorporate provisions for reduced heat island effects and improve air quality through trees and landscaping and to reduce stormwater run-off and water quality through the integration of low impact development techniques, bio-swales, rain gardens and other green techniques that can be incorporated into the planning, design and construction of transportation improvements.

Policy 2.1.1.24 2.1.1.22.: The Mmobility Pplan may include policies related to ~~land use overlays to encourage multi-modal supportive development mobility districts and multimodal oriented developments.~~ The Mmobility Pplan may also include provisions that allow for reduction in development parking requirements in recognition of car and bicycle sharing provisions adopted into the Mmobility Pplan. The Mmobility Pplan may also include parking strategies that reduce parking requirements for mixed-use, multi-modal development and affordable housing include mobility hubs, curbside management and dynamic parking management strategies.

Policy 2.1.1.25 2.1.1.23.: The Mmobility Ffee would be a one-time assessment on new development, or redevelopment, or change in use that results in an impact to the transportation system through an increase in vehicular trips or vehicular miles of travel or an increase in person trips or person miles of travel person travel demand. The Mmobility Ffee, consistent with State Florida Statute, shall be required to meet the dual rational nexus test and shall be reasonably attributable to the increase in person travel demand impact of new development, infill, and redevelopment.

Policy 2.1.1.26 2.1.1.24.: The Mobility Fee may include provisions to encourage and incentivize new development, infill and redevelopment within targeted areas of the City. The Mobility Fee may also include provisions to encourage affordable and workforce housing. The Mobility Fee may also include provisions to encourage mixed-use, multi-modal multimodal supportive development and desired land uses that increase employment and attract economic development.

Policy 2.1.1.27 2.1.1.25.: An application for private development may not be required to pay a Mmobility Ffee and also meet transportation concurrency, proportionate-fair share, and road impact fees to the extent the Mmobility Pplan and Mmobility Ffee address the same facilities and travel demand impacts as would be addressed through the application of transportation concurrency, proportionate-fair share and road impact fees for City and/or County or State maintained facilities.

Objective 2.1.2.: To maintain and periodically update the Palm Beach Gardens Mobility Plan dated April 2019 and Palm Beach Gardens Mobility Fee Technical Report dated May 2019, prepared by NUE Urban Concepts, LLC and Pinder Troutman Consulting, Inc to identify and fund improvements for people walking, bicycling, riding transit, driving motor vehicles and utilizing new and shared mobility technology for the City's multimodal transportation system east of the Beeline Highway.

Staff Comment: The above Objective 2.1.2. and all Policies in this Objective, below, are new and have been added for consistency with the City's adopted Mobility Plan and Mobility Fee that is established for the areas east of the Beeline Highway.

Policy 2.1.2.1.: The areawide roadway level of service (LOS) and areawide multimodal quality of service (QOS) standards established in the Mobility Plan for the City’s multimodal transportation system shall be used to:

- a) periodically measure mobility provided within the City,
- b) identify needed multimodal improvements, consisting of capital facilities, micromobility devices, mobility programs and services, new mobility technology, shuttles, trolleys and vehicles, for periodic updates of the Mobility Plan,
- c) consider the establishment of Complete Street design standards in the land development regulations,
- d) develop multimodal capacities for multimodal improvements in the Mobility Plan to ensure new development is not assessed mobility fees that are more than its share of the cost of multimodal improvements needed to mitigate its impact,
- e) prioritize multimodal improvements for annual capital improvement programming,
- f) consider the establishment of requirements in the land development regulations for new development and redevelopment to achieve LOS and QOS for multimodal facilities internal to the development and along the development boundaries,
- g) establish criteria in the land development regulations to evaluate the transportation mobility impact of comprehensive plan amendments and identify needed multimodal improvements for inclusion in the City’s Mobility Plan.

Policy 2.1.2.2.: The City shall review the areawide roadway LOS and multimodal QOS standards adopted in the Mobility Plan every three years, and update as necessary.

Policy 2.1.2.3.: The City shall consider adoption of street QOS standards, based on posted speed limits for local streets, collectors and arterials in future updates of the Mobility Plan. The QOS standards for collectors and arterials would replace areawide roadway LOS standards.

Policy 2.1.2.4.: The City shall review the multimodal improvements included in the Walking and Bicycling Plan, the Bicycling Plan, the Transit Circulator Plan, the Road and Intersection Plan and the mobility improvement schedules incorporated into the Mobility Plan every three years, and update as necessary. The Walking and Bicycling Plan shall address improvements related to sidewalks, paths, trails and high visibility crosswalks. The Bicycling Plan shall address improvements related to bicycle boulevards, bike lanes, buffered and protected bike lanes, and micromobility, low speed or flex lanes. The Transit Circulator Plan shall address improvements related to transit circulators, dedicated lanes, service, stops and stations. The Road and Intersection Plan shall address improvements related to shared streets, low speed streets, new roads, the widening of existing roads, intersections, roundabouts, and crosswalks.

Policy 2.1.2.5: The City has adopted a mobility fee, based on an adopted Mobility Plan that replaced transportation concurrency, proportionate share and road impact fees for all areas of the City east of the Beeline Highway. New development and redevelopment which generates person travel demand above the current use of land, shall mitigate its person travel demand impact to the City's multimodal transportation system through payment of a mobility fee to the City. Mobility fees are to be used to mitigate external impacts to the City's multimodal transportation system. Site access studies shall be used to address improvements and mitigation to on-site impacts.

Policy 2.1.2.6.: The City shall develop requirements in the land development regulations for site access studies as a replacement for traffic impact analysis. The site access studies shall address on-site person travel demand impact to the City's multimodal transportation system. On-site impact shall include all internal vehicular and multimodal circulation systems. On-site impacts shall also include all vehicle and multimodal access connections to the City's multimodal transportation system. The site access studies may also include evaluation, improvements and mitigation to on-site person travel demand impact on intersections adjacent to or significantly impacted by the proposed development and the City's multimodal transportation system adjacent to the developments boundaries. The site access assessments shall also address all vehicle and multimodal cross-access connections to existing and future developments adjacent to the development.

Policy 2.1.2.7.: The City shall commence a re-evaluation of its adopted Mobility Plan and mobility fees every three years, and adopt any necessary updates. The Mobility Plan and mobility fees shall reflect the most recent multimodal improvements, person travel demand, person capacity, and cost estimates for City, County and State facilities within the City. Amendments to the Mobility Plan and mobility fees shall evaluate inclusion of new mobility technology, shared mobility programs and services and shall consider inclusion of dynamic parking management strategies.

GOAL 2.2.: CONTINUE TO DEVELOP AND MAINTAIN SUSTAINABLE, SAFE AND EFFICIENT INTERMODAL TRANSPORTATION LINKAGES THROUGH A BALANCE OF TRAFFIC CIRCULATION SYSTEMS, PUBLIC TRANSPORTATION, AND PEDESTRIAN AND BICYCLE NETWORKS.

Objective 2.2.1.: To encourage strategies which reduce demand on the City's ~~traffic circulation~~ transportation system and alleviate street traffic congestion.

Staff Comment: The above Objective 2.2.1 and many of the Policies in this Objective, below, have been amended for consistency with the City's adopted Mobility Plan and Mobility Fee, and Policy 2.2.1.1 is amended to the current agency name. Policy 2.2.1.7 related to Vision Zero was moved from Policy 2.2.8.6. No changes were made to the existing Vision Zero Policy, it has been relocated to a more appropriate location in the element.

and demand for transportation. These strategies may include ridesharing programs, flexible work

hours, telecommuting, shuttle services, and parking management. The City shall encourage TDM strategies through the following:

- Coordination with the Metropolitan Transportation Planning Organization Agency
- Traffic Calming
- Intersection improvements
- Coordination with Palm Tran routes
- Transit Oriented Development/Tri Rail

Policy 2.2.1.2.: The City shall continue its efforts to establish city-wide continuity of bikeways, particularly between major sources of and destinations for vehicle trips in the City.

Policy 2.2.1.3.: The City shall evaluate and encourage improvements to the Conceptual Thoroughfare Plan (Map A.16.) to ensure that there is an adequate network of public streets (City Collectors, Neighborhood Collectors and Local Roads) to efficiently provide mobility within the City and serve as a complementary system to the County thoroughfare roads. Actual alignments for these public roadways will be established as part of the development review process.

Policy 2.2.1.4.: The City shall evaluate developing Complete Street policies within its ~~Land~~ ~~Development Regulations and/or Mobility Plan~~. Complete Streets are ~~roadways~~ designed to accommodate all users, including, but not limited to motorists, cyclists, pedestrians, and transit riders. Complete Street policies shall require that pedestrian, bicycle, transit, motorist, and other anticipated users of a roadway are included in evaluation and design of roadway cross-section based upon anticipated mobility and accessibility needs compatible within the surrounding environment. Complete Street policies should address travel along the street as well as crossing the street. Complete Street policies are context sensitive and should approach each street as unique and avoid standard one-size fits all design.

Policy 2.2.1.5.: The City shall maintain regulations to control vehicular access onto arterials and collectors in order to reduce existing or potential congestion problems. Whenever possible, the City shall encourage minimizing access points by requiring shared access with adjacent development.

Policy 2.2.1.6.: The City shall encourage connectivity of roadways and cross connection of property with similar or compatible land uses in the City to improve accessibility, reduce congestion on arterial and collector roads, including bicycle and pedestrian connections, and utilize traffic calming measures to minimize the traffic impacts on residential neighborhoods.

Policy 2.2.1.7.: The City shall encourage initiatives that relieve congestion on SIS roads by encouraging parallel roadways, transit routes, multimodal improvements and other local traffic initiatives facilitating local traffic flow.

Policy 2.2.1.8.: The City shall encourage the utilization of Intelligent Transportation System (ITS) strategies to optimize the efficiency of the transportation system through technology. These strategies may include arterial management systems, such as advanced signal systems and surveillance systems, incident management coordination, transit and work zone management

systems, and dynamic message signs. The City shall coordinate with the County's Traffic Division in support of efforts to plan for or implement ITS infrastructure within the City.

Policy 2.2.1.9.: The City shall consider the feasibility of implementing a Vision Zero program with the goal of eliminating all pedestrian, bicyclist, and motorists deaths associated with automobile accidents on all streets within the City.

Objective 2.2.2.: To maintain a sustainable transportation system through the adoption of a financially feasible Capital Improvement Program.

Staff Comment: The language in policies below that fall under Objective 2.2.2. have been amended for consistency with the City's adopted Mobility Plan and mobility fee.

Policy 2.2.2.1.: The City shall develop, on an annual basis, a Capital Improvement Program for improvements within the City. ~~The findings of the bi-annual report prepared under Policy 2.1.1.13. shall be utilized in developing the Capital Improvement Program.~~

Policy 2.2.2.2.: Proposed improvements will be reviewed and ranked in order of priority according to the following guidelines:

- a) Whether the project is needed to protect public health and safety, to fulfill the County's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities; and
- b) Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development
- c) Whether the project represents a logical extension of facilities and services within a designated urban service area; and
- d) Whether the project will contribute to the achievement of ~~level of service volumes set forth in Policy 2.1.1.1~~ adopted LOS and QOS standards.

Policy 2.2.2.3.: The City shall utilize mobility fees and road impact fees program as well as other available revenue sources, ~~one of the methods to fund local (city) roadway multimodal capital improvements and may consider adopting a mobility fee to fund multi-modal improvements consistent with an adopted mobility plan.~~ The City shall continue to assess and improve the performance of the mobility fee and road impact fee programs ~~and if adopted, the mobility fee program.~~

Objective 2.2.3.: To establish a network of streets that provide multiple routes for intra community trips and alternate routes for external travel so that neighborhood collector streets can be maintained as two-lane streets, adequate ingress and egress is available for

police, fire and emergency evacuation, and no one neighborhood is unduly burdened by providing more than its fair share of roadway capacity.

Policy 2.2.3.1.: The hierarchy of City streets and their functions shall be as follows:

City Collectors - (example Burns Road) collect and distribute traffic from neighborhood to neighborhood throughout the City and provide back-up routes to the County thoroughfare system, may be greater than two-lane and are always public, unless designated a private road pursuant to a PUD or PCD approval prior to the construction of the road. The goal is to have a network sufficient to maintain these roads at no more than four lanes.

Neighborhood Collectors - (example Holly Drive) collect and distribute traffic within a Planned Unit Development or from limited access subdivisions, will be maintained as low speed, two lane public roads (unless designated a private road pursuant to a PUD or PCD approval prior to the construction of the road) suitable for fronting residential development, institutional, or neighborhood commercial development.

Local Roads - (example Buttercup) all other City roads, may be public or private.

Policy 2.2.3.2.: Minimum right-of-way requirements for new roadways shall be maintained through the Land Development Regulations for:

- a) Arterial/Primary roadways;
- b) City Collector roadways;
- c) Neighborhood Collector roadways;
- d) Local roads;
- e) Parkways; and
- f) Marginal Access roadways.

Policy 2.2.3.3.: The City shall maintain the minimum right-of-way requirements and established methods of accepting lesser widths in the event of the redevelopment of existing rights-of-way that have been built at a lesser width or the establishment of rights-of-way with other physical or natural constraints.

Policy 2.2.3.4.: The City shall maintain minimum standards for Neighborhood Collector roadways in the land development regulations to ensure that neighborhood collectors can remain two-lane roadways through build-out of the County. Actual alignments for these roadways will be established as part of the development review process.

Policy 2.2.3.5.: Rights-of-way shall continue to be formally identified at the time of development approval and a priority schedule for acquisition or reservation established.

Policy 2.2.3.6.: As a condition of plat or development order approval, the City shall require mandatory dedications of rights-of-way, easements, or fees when the required ROW is not under the same ownership as the property being platted, or during the site plan review process.

Policy 2.2.3.7.: The City shall encourage the use of roundabouts at suitable locations, in order to provide efficient flow of traffic.

Objective 2.2.4.: In accordance with Section 163.3202, F.S., maintain and revise where necessary, land development regulations for the provision of motorized and non-motorized transportation.

Policy 2.2.4.1.: The City shall generally prohibit on-street parking on all arterial, City and Neighborhood collector roads that do not maintain safety performance standards and efficient traffic flow. On-street parking may be allowed, with specific City Council approval and as necessary the approval of the agency having jurisdiction over said roadway, when the design of the roadway in relation to adjacent uses maintains safety performance standards and efficient traffic flow. On-street parking is encouraged within mixed use developments ~~and on collector roads that meet the adopted level of service standards.~~

Policy 2.2.4.2.: ~~In consideration of a future mobility plan, t~~The City may review the land development regulations to consider incentives and accommodate the needs of compact four and two wheel vehicles (such as hybrids, smart cars, and vespas/scooters, etc.) by assessing the parking requirements and other provisions of the land development regulations ~~code.~~

Staff Comment: Policy 2.2.4.2. has been updated to reflect that the Mobility Plan has been adopted.

Policy 2.2.4.3.: The City shall continue to require new developments to construct bicycle and pedestrian ways within and on roadways adjacent to those developments and to identify future on-site centralized transit pick-up/drop-off.

Staff Comment: Policy 2.2.4.3. has been relocated from Policy 2.2.8.1. for consistency with the City's adopted Mobility Plan.

Objective 2.2.5.: To maintain land development regulations which set requirements for safety and aesthetics in the transportation system.

Staff Comment: Policy 2.2.5.1. has been revised, and a new Policy 2.2.5.3. has been added for consistency with the City's adopted Mobility Plan and mobility fee. Policy 2.2.5.4. has been relocated from Policy 2.2.8.5. and updated to reflect current practice.

Policy 2.2.5.1.: The City shall continue to enforce its adopted design standards, which minimize roadway hazard by:

- a) Requiring the provision of adequate storage and weaving areas;
- b) Providing turn lanes with adequate storage;
- c) Limiting direct access from residential driveways and local roads onto high-speed traffic lanes;
- d) Reducing conflicts between roadway, bicycle and pedestrian or rail traffic;
- e) Providing adequate ~~capacity~~circulation for emergency evacuation;
- f) Providing standard signing and marking for roadways, bikeways, sidewalks, and intersections;
- g) Controlling access between dissimilar land uses;
- h) Regulating the length of cul-de-sacs; and
- i) Road drainage.

Policy 2.2.5.2.: The City shall adopt bicycle use, urban aesthetics, and accepted traffic calming techniques specific to each classification of roadways. The techniques should encourage street trees for green linkages outside of the parkway system, in order to connect with the parkway system.

Policy 2.2.5.3.: The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick imprinted paver or painted crosswalks, where feasible. If not a City project, the City shall recommend that FDOT, the County, or private developers make such enhancements, consistent with the City’s mobility plan.

Policy 2.2.5.4.: Facilities which accommodate the needs of the physically impaired, pedestrians, and bicyclists shall be assessed and required during the development review process.

Objective 2.2.6.: To continue coordinating ~~Transportation planning with the future land uses shown on the Future Land Use Map of this plan, the FDOT Five Year Transportation Plan, plans of neighboring jurisdictions, and Palm Beach County transportation and future land use the Future Land Use Map with transportation plans of adjacent Cities, County, FDOT, the TPA, Palm Tran, Tri-Rail, private transit providers, and utility providers.~~

Staff Comment: The above Objective 2.2.6 and many policies in this Objective, below, have been amended for improved coordination, recognition of private transit operators, the importance of coordinating utility upgrades consistency with the City’s adopted Mobility Plan and mobility fee. New Policies 2.2.6.4 through 2.2.6.7 added for consistency and coordination.

Policy 2.2.6.1.: The City shall review subsequent versions of the ~~FDOT Five Year Transportation Plan and Improvement Program~~, the Palm Beach County ~~Five Year Road Improvement Program~~ and the TPA Long Range Transportation Plan in order to update or modify this element, if necessary.

Policy 2.2.6.2.: The City shall review for compatibility with this element, the transportation plans and programs of ~~FDOT, the unincorporated County, and neighboring municipalities, and the TPA as they are amended in the future.~~

Policy 2.2.6.3.: The City shall coordinate with State and County traffic agencies to change the classification of Holly Drive on plans and models to that of a neighborhood collector.

Policy 2.2.6.4.: The City should consult with adjacent Cities, the County, FDOT, Palm-Tran, Tri-Rail, the TPA, private transit providers and utility providers on future updates to the Mobility Plan and mobility fees and any future mobility plan and mobility fee west of the Beeline Highway.

Policy 2.2.6.5.: The City shall establish right-of-way use permit requirements that utility providers shall coordinate repairs, replacements and upgrade of utilities within public rights-of-way and publicly accessible easements with the City to identify opportunities to incorporate Mobility Plan improvements into utility projects.

Policy 2.2.6.6.: The City shall coordinate resurface, restoration, and rehabilitation, collectively known as 3R projects, with the County and the State to identify opportunities to incorporate improvements identified in the Mobility Plan within 3R projects.

Policy 2.2.6.7.: The City shall coordinate with the County and the State on driveway and access connection permits to evaluate the impacts to and opportunities to coordinate Mobility Plan improvements.

Objective 2.2.7.: To continue to plan for and provide transportation facilities encouraging various modes of transportation. The City shall plan and provide for alternate routes to major arterials within the City Center area, which is bounded by RCA Boulevard to the south, Prosperity Farms Road to the east, Military Trail to the west, and Atlantic Road to the north. Accordingly, the City adopts and incorporates into the Conceptual Thoroughfare Plan and the Future Land Use Map Series-B, the City Center Linkages Plans (Maps B.1., B.2., and B.3.) for the City Center area to serve as alternate routes to PGA Boulevard, Prosperity Farms Road, and Alternate A-1-A, and other major thoroughfares within the City. The plan provides facilities for vehicles, pedestrians, as well as bicyclists within the right-of-way.

Policy 2.2.7.1.: The City shall require individual developments to dedicate the needed right-of-way during the site plan review process, be consistent with, and conform to the City Center Linkages Plans. However, the City Council may in its discretion accept a perpetual public access easement in lieu of dedication of right-of-way on neighborhood collectors and local roads only. This shall apply only to neighborhood collectors and local roads that are part of the City Center Linkages Plans. Roadway alignments, right-of-way, cross sections and construction of each link shall be consistent with the standards specified in the City's Land Development Regulations. However, granting of waivers may permit minor deviations from the plan and or roadway construction standards affecting such links. Such waivers are granted only by the City Council acting upon a recommendation from the Local Planning Agency. The City reserves the right to expand the laneage within the right-of-way and or the right-of-way itself, if so determined by the City, should the need arise in the future on roadways upon which the City is granted perpetual public access easements. Maintenance of such roadways, upon which the City is granted the mentioned easement, shall be the sole responsibility of the property owners/developers.

Policy 2.2.7.2.: The Parkway System is shown on the Future Land Use Map (Map A.1.) and includes the following facilities:

- 1) PGA Boulevard from Beeline Highway to Central Boulevard.
- 2) Central Boulevard from PGA Boulevard to Donald Ross Road.
- 3) Donald Ross Road from Prosperity Farms Road westward to the Palm Beach Gardens city limits.
- 4) Beeline Highway from PGA Boulevard to the Caloosa subdivision.
- 5) Hood Road from Prosperity Farms Road to Jog Road.
- 6) Jog Road from PGA Boulevard to Donald Ross Road.

Policy 2.2.7.3.: The Parkway System shall include bicycle and pedestrian ways within the additional rights-of-way.

Policy 2.2.7.4.: The designated rights-of-way for the Parkway System shall be 300-400 feet. A right-of-way may be averaged, with City Council approval, to include in the calculation restored

wetlands and upland habitat set-aside on the site in order to maintain a native greenway and promote linkages of the natural environment, including wildlife corridors. Hood Road between Prosperity Farms Road and Central Boulevard shall receive parkway treatments within a 55' corridor.

~~**Policy 2.2.7.5.:** The City shall encourage the development of a people moving system (such as a trolley or any combination of similar systems) to provide connections within the City Center area and connection to the surrounding residential community.~~

Staff Comment: Policy 2.2.7.5. has been incorporated into the Transit Circulator Plan included in the City's adopted Mobility Plan, and is no longer necessary.

~~**Policy 2.2.8.3-2.2.7.5.:** The City shall continue to require elements of the parkway system to connect to existing road facilities so that a continuous pedestrian system occurs.~~

~~**Policy 2.2.8.2-2.2.7.6.:** The City shall continue to make continuity between pedestrian paths in the older portions of the City a priority in the Mobility Plan and Capital Improvements Element.~~

Staff Comment: Policies 2.2.7.5. and 2.2.7.6. have been relocated from Policies 2.2.8.3. and 2.2.8.2. for clarification. No changes were made to these policies.

~~**Objective 2.2.8.:** To encourage the use of public transit, bicycle, and pedestrian paths within City boundaries and in conjunction with surrounding municipalities through use of the Parkway System and support the proposed multi-modal program, more specifically explained in Policy 1.1.1.20.~~

Staff Comment: The above Objective 2.2.8., and Policies 2.2.8.4. and 2.2.8.5. have been removed for consistency with the City's adopted Mobility Plan and mobility fee. Policies 2.2.8.1., 2.2.8.2., 2.2.8.3., 2.2.8.6. have been relocated to Policies 2.2.4.3., 2.2.7.6., 2.2.7.5., 2.2.1.7., to a more appropriate location in the element.

~~**Policy 2.2.8.1.** (Relocated to Policy 2.2.4.3)~~

~~**Policy 2.2.8.2.** (Relocated to Policy 2.2.7.6)~~

~~**Policy 2.2.8.3.** (Relocated to Policy 2.2.7.5)~~

~~**Policy 2.2.8.4.:** The City shall coordinate with the Town of Jupiter in an effort to identify appropriate bike trail linkages between the PBSC campus in Palm Beach Gardens and the Florida Atlantic University campus and The Scripps Research Institute in the Abacoa development in the Town of Jupiter. The bike trail linkages shall be assessed during development of a Mobility Plan or through the development of Complete Streets policies to be developed in accordance with Policy 2.2.1.4.~~

~~**Policy 2.2.8.5.:** Facilities which accommodate the needs of the handicapped, pedestrians and bicyclists shall be assessed and required during the development review process.~~

~~**Policy 2.2.8.6.:** (Relocated to Policy 2.2.1.7)~~

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GOAL 2.3.: TO PROVIDE A SAFE AND ACCESSIBLE PUBLIC TRANSIT SYSTEM ENCOURAGING A SUSTAINABLE AND ECONOMICALLY FEASIBLE ALTERNATIVE TO AUTOMOBILE USE.

Objective 2.3.1.: To coordinate with the Metropolitan Transportation Planning Organization Agency, South Florida Regional Transportation Authority, Palm Beach County, Treasure Coast Regional Planning Council, Palm Tran, other local transit service providers and local municipalities in the City's transit initiatives.

Staff Comment: The above Objective 2.3., and below Policy 2.3.1.3. are amended to provide the updated name for the Transportation Planning Agency. In addition, the Policy numbers have been corrected. The number 2.3.1.1 had been missing from the current adopted Comprehensive Plan as a scrivener's error.

~~**Policy 2.3.1.22.3.1.1.:**~~ The City shall continue to provide Palm Tran, the local transit authority, with employment and development activity on projects within the City in order to identify potential sources of and destinations for people using transit and assist them in the extension of transit service in the City as ridership need is identified.

~~**Policy 2.3.1.32.3.1.2.:**~~ The City shall coordinate efforts with Palm-Tran to increase public awareness of the expanded Palm-Tran service through the following efforts:

1. Work with identified area attractors (examples: Gardens Mall, Government Center, libraries) to produce public information displays on how to access the attractors by Palm-Tran.
2. Provide displays in all City offices and parks indicating the location and stop number of the closest Palm-Tran stop.
3. Include information on the location and number of the closest Palm-Tran stop in advertisement of all City sponsored public events.

~~**Policy 2.3.1.42.3.1.3.:**~~ The City shall continue to participate with the MPOTPA in a study of the feasibility of a semi-local, independent shuttle or transit system within the north county area.

Policy ~~2.3.1.5~~2.3.1.4.: The City shall continue to require parkway system improvements, as defined in the Future Land Use Element of this Comprehensive Plan, to be introduced into newly developed areas to incorporate.

Policy ~~2.3.1.6~~2.3.1.5.: The City shall adopt and maintain an advanced right-of-way acquisition program to provide for the protection and acquisition of existing and future rights-of-way, including public transit right-of-way and exclusive public transit corridors.

Policy ~~2.3.1.7~~2.3.1.6.: The City shall coordinate its transportation and mass transit strategies and policies with strategies and policies supported by the Treasure Coast Regional Planning Council (TCRPC).

Objective ~~2.3.3~~2.3.2.: **To promote sustainable growth, the City recognizes the direct link between public transit, land use, workforce housing, and economic development.**

Staff Comment: Objective 2.3.3, above, and all related policies below have been corrected to the numerical 2.3.2, and 2.3.2.1 through 2.3.2.3 due to a scrivener's error in the current Comprehensive Plan. Policy 2.3.2.3 is amended for consistency with the City's adopted Mobility Plan and mobility fee.

Policy ~~2.3.3.1~~2.3.2.1.: The City shall support efforts to extend the Tri-County Commuter Rail on the FEC railroad track.

Policy ~~2.3.3.2~~2.3.2.2.: The City shall encourage redevelopment providing workforce housing, pedestrian oriented design, and access to public transit.

Policy ~~2.3.3.3~~2.3.2.3.: ~~The City may further evaluate integrating land use and transportation and shall implement the improvements identified in the Mobility Plan to addressing last-mile accessibility connections to transit through a Mobility Plan.~~

CONSERVATION ELEMENT

Definitions:

(The listed definitions are not relevant to the modified policy and have been omitted for brevity.)

Goals, Objectives and Policies

* * *

GOAL 6.2.: ENCOURAGE AN ENVIRONMENTALLY SUSTAINABLE CITY THROUGH ACTIONS THAT REDUCE GREENHOUSE GAS EMISSIONS AND OTHER POLLUTANTS AND REDUCE THE USE OF NON-RENEWABLE RESOURCES.

Objective 6.2.1.: Meet or exceed the minimum air quality levels established by DEP.

* * *

Policy 6.2.1.3.: In an effort to reduce reliance on automobile travel, the City shall continue to implement the Parkway System, as vacant areas are developed or as redevelopment occurs; assist the Metropolitan Transportation Planning Organization Agency (TPA) in the implementation of its appropriate transit and bicycle needs plans; and coordinate with PalmTran to increase the public transportation service in the City.

Staff Comment: Policy 6.2.1.3. has been amended to provide the updated name of the Transportation Planning Agency.

* * *

CAPITAL IMPROVEMENTS ELEMENT

Goals, Objectives and Policies

GOAL 9.1.: USE SOUND FISCAL POLICIES TO PROVIDE ADEQUATE PUBLIC FACILITIES TO ALL RESIDENTS WITHIN THE CITY. FISCAL POLICIES MUST PROTECT INVESTMENTS IN EXISTING FACILITIES, MAXIMIZE THE USE OF EXISTING FACILITIES, AND PROMOTE SUSTAINABLE, COMPACT DEVELOPMENT AND REDEVELOPMENT.

* * *

Objective 9.1.2.: Future development shall bear a proportionate cost of facility improvements necessitated by the development or redevelopment in order to maintain adopted LOS standards.

Staff Comment: Policies 9.1.2.1 and 9.1.2.3, below, have been updated for consistency with the City's adopted Mobility Plan. The City's Mobility Plan and Mobility Fee applies to areas east of the Beeline Highway and replaced transportation concurrency, proportionate share, City road impact fees, and County transportation impact fees.

Policy 9.1.2.1.:

- 1) The City shall continue to collect a countywide transportation impact fee west of the Beeline Highway to assess new development a pro rata share of the costs required to finance transportation improvements necessitated by such development.
- 2) The City shall continue to collect city road impact fees west of the Beeline Highway for roads of City responsibility.
- 3) The roadways within the City Center Linkages Plan shall be constructed and financed by individual landowners whose developments will have a direct benefit by having access onto these roadways. The timing and construction of the Linkages Plan roadways coincide with the development of individual sites. The development approval for the affected parcels will be conditioned on the construction of the roadways coinciding with the development of these parcels.

* * *

Policy 9.1.2.3.: The City shall periodically review the adequacy of impact fees levied to fund the following capital facilities needed to support new growth:

- 1) Park and recreation sites and facilities;

- 2) City Roads west of the Beeline Highway;
- 3) Law enforcement; and
- 4) Emergency services.

* * *

Objective 9.1.4.: Maintain a minimum level of service for traffic circulation west of the Beeline Highway, potable water and sanitary sewer, solid waste, drainage, recreation and open space, and public safety as defined in the applicable elements and in this Element. Decisions regarding the issuance of development orders and permits shall be based upon coordination of the development requirements included in this Plan, the Land Development Regulations, and the availability of necessary public facilities concurrent with the impact of developments.

Staff Comment: The above Objective 9.1.4., Policy 9.1.4.1.(a), and the Level of Service standards table under Policy 9.1.4.2.(a), below, have been updated for consistency with the City's adopted Mobility Plan. Transportation concurrency east of the Beeline Highway has been replaced by the City's Mobility Plan and Mobility Fee. Transportation concurrency still applies to development west of the Beeline Highway. The table is being deleted from the Comprehensive Plan and incorporated into the Land Development Regulations. A uniform roadway LOS standard of "D" has been established for all collectors and arterials west of the Beeline Highway to facilitate the City following the implementation requirements for transportation concurrency per Florida Statute 163.3180.

Policy 9.1.4.1.(a): The City of Palm Beach Gardens has established in this Plan a minimum Level of Service for traffic circulation west of the Beeline Highway, potable water and sanitary sewer, solid waste, drainage, recreation and open space, and public safety. To ensure that the minimum levels of service for these public facilities and services are maintained as new development occurs, the City of Palm Beach Gardens follows a concurrency management system. The concurrency management system requires all new development and redevelopment applications, subject to concurrency certification, to submit an application which indicates impacts on the Level of Service for the concurrency item. The application identifies the impacts that the proposed development would have on the City's ability to maintain the adopted minimum Levels of Service. The concurrency management system shall be consistent with Section 163.3202 (2)(g), F.S.

* * *

Policy 9.1.4.2.(a): The City hereby adopts the following Level of Service (LOS) standards and will use them in reviewing the impacts of new development upon facility provision. A Traffic Circulation concurrency determination shall not be required for existing single family legal lots of record. The Dual Level of Service standards shall be applied in the respective urban and rural areas, consistent with the Urban Growth Boundary philosophy established in the Future Land Use Element.

LEVEL OF SERVICE STANDARDS

TRAFFIC CIRCULATION	URBAN AREA	RURAL AREA
Facility Type	LOS for Peak Period in Peak Season	
Neighborhood Collector	D	D
City Collector	D	D
County Minor Arterial	D	D
State Minor Arterial	E	E
State Principal Arterial	D	D
SIS Roads	D	-
Beeline Highway	D	E
Excepted Links per Table 2A		

<u>CAPITAL FACILITY</u>	<u>URBAN AREA</u>	<u>RURAL AREA</u>
<u>TRAFFIC CIRCULATION</u>	<u>D</u>	<u>D</u>
SEWAGE SERVICE	SANITARY SEWER 107 gallons per day per capita	SEPTIC TANKS Per DEP and Public Health Department Regulations
SOLID WASTE Generation per capita Collection	7.13 lbs per day Twice per week	7.13 lbs per day Once per week
DRAINAGE	3 day, 25 year event	3 day, 25 year event
WATER SERVICE	POTABLE WATER 189 gallons per day per capita	WATER WELLS Per DEP and Public Health Department Regulations
RECREATION AND OPEN SPACE	5 acres of improved neighborhood and community parks & other recreation and open space facilities per 1,000 residents	Park and recreation facilities will be located to serve the entire city population, and in most cases will be the urban area
PUBLIC SAFETY FIRE/EMS	Suburban Service Area*: 8 minutes 45 seconds	Rural Service Area**: 12 minutes 30 seconds
POLICE	1,000 service calls per officer per year; community policing philosophy	Zone patrol based on crime control strategies

**Suburban Service Area is defined as an area with a population of 10,000 to 29,999 and/or any area with a population density of 1,000 to 2,000 people per square mile.*

***Rural Service Area is defined as an area with total population less than 10,000 people, or with a population density of less than 1,000 people per square mile.*

* * *

GOAL 9.2.: MAINTAIN A MOBILITY PLAN AND MOBILITY FEES TO ENHANCE, EXPAND, AND FUND THE CITY’S MULTIMODAL TRANSPORTATION SYSTEM EAST OF THE BEELINE HIGHWAY AND PLAN FOR MULTIMODAL IMPROVEMENTS FOR PEOPLE WALKING, BICYCLING, RIDING TRANSIT, DRIVING MOTOR VEHICLES, AND USING NEW MOBILITY TECHNOLOGY AND

SHARED MOBILITY TECHNOLOGY TO PROMOTE SUSTAINABLE, COMPACT DEVELOPMENT AND REDEVELOPMENT.

Staff Comment: The above new Goal 9.2., and the new Objectives and related Policies below have been added for consistency with the City's adopted Mobility Plan and Mobility Fee. The City's Mobility Plan and Mobility Fee applies to areas east of the Beeline Highway and replace transportation concurrency, proportionate share and City road impact fees and County transportation impact fees. The roadway LOS and multimodal quality of service standards are used to identify future multimodal improvements, periodically evaluate performance, evaluate impact of Comprehensive Plan Amendments and for internal circulation design standards for new development.

Objective 9.2.1.: To periodically review and update the adopted Mobility Plan, dated April 2019 and prepared by NUE Urban Concepts and Pinder Troutman Consulting.

Policy 9.2.1.1.: The City shall review and update as necessary the areawide roadway LOS and multimodal QOS standards adopted in the Mobility Plan every three years.

Policy 9.2.1.2.: The City shall review the multimodal improvements included in the Walking and Bicycling Plan, the Bicycling Plan, the Transit Circulator Plan, the Road and Intersection Plan, and the mobility improvement schedules incorporated into the Mobility Plan every three years and update as necessary. The multimodal improvements shall be prioritized in five-year time periods.

Policy 9.2.1.3.: The Mobility Plan shall serve as the basis for determining the five-year schedule for multimodal improvements. The City shall annually prioritize the multimodal improvements identified in the Mobility Plan during the annual budget development process and include the multimodal improvements in the City's Capital Improvements Program.

Policy 9.2.1.4.: The Mobility Plan shall serve as the basis for the City's Mobility Fee.

Policy 9.2.1.5.: Comprehensive Plan Amendments that increase the density of residential uses and / or increase the intensity of non-residential uses shall be required to evaluate the impact of the amendment on the Mobility Plan, and shall update the Mobility Plan to incorporate needed multimodal improvements if necessary.

Objective 9.2.2.: To periodically review and update the adopted Mobility Fees.

Policy 9.2.2.1.: The City shall review and update Mobility Fees based on the multimodal improvements adopted in the Mobility Plan every three years.

Policy 9.2.2.2.: New development and redevelopment east of the Beeline Highway shall mitigate associated external person travel demand impact through payment of a Mobility Fee to the City. Onsite person travel demand impact shall be addressed through site access assessments.

Policy 9.2.2.3.: Mobility Fees shall be expended on multimodal improvements identified in the Mobility Plan.

Policy 9.2.2.4.: The need for Mobility Fee updates shall be evaluated if a Comprehensive Plan Amendment results in updates of the improvements included in the Mobility Plan.