



TOWN OF LAKE PARK
Local Planning Agency Meeting
Meeting Date: August 8, 2022
Agenda Item # LPA-22-01

DESCRIPTION

PUBLIC HEARING TO CONSIDER A PROPOSED ORDINANCE ADOPTING TOWN-INITIATED AMENDMENTS TO THE TOWN OF LAKE PARK COMPREHENSIVE PLAN, INCLUDING AMENDMENTS TO THE GENERAL TEXT AND CERTAIN OBJECTIVES AND POLICIES WITHIN THE CAPITAL IMPROVEMENTS ELEMENT, AND AMENDMENTS TO THE GENERAL TEXT AND CERTAIN OBJECTIVES AND POLICIES WITHIN THE TRANSPORTATION ELEMENT

Summary of Request

The Planning and Zoning Board is sitting as the Local Planning Agency (LPA) to conduct a Public Hearing to consider Town-initiated amendments to the Comprehensive Plan, which are contained in the above-referenced proposed ordinance. **The proposed ordinance immediately follows this staff report.**

- Amendments to the Transportation Element, to include Data and Analysis and setting forth and amending certain objectives and policies directing the Town to undertake a study and the possible establishment of a Mobility Plan for the Town of Lake Park.
- Amendments to the Capital Improvements Element, to include Data and Analysis and setting forth and amending certain Objectives and policies directing the Town to undertake a study and the possible establishment of a Mobility Plan.

RECOMMENDATION: STAFF RECOMMENDS APPROVAL OF THE PROPOSED ORDINANCE AMENDING THE COMPREHENSIVE PLAN OF THE TOWN OF LAKE PARK WHICH INCLUDE CHANGES TO THE CAPITAL IMPROVEMENTS ELEMENT AND TRANSPORTATION ELEMENT.

Analysis

Background

In December 2021 the Town adopted text amendments to its Transportation and Capital Improvement Elements of the Comprehensive Plan directing the staff to work with a planning consultant to conduct a study for the development of a Mobility plan. The Planning and Zoning Board, sitting as the Local Planning Agency (LPA) reviewed the amendments in September 2021 and recommended approval to the Town Commission. The Town Commission adopted these plan amendments. The adopted plan amendments never became effective because Palm Beach County (the County) filed an administrative law Petition challenging the amendments and alleging that the amendments were not consistent with the County's Comprehensive Plan because the amendments contained certain text and policies which asserted that the establishment of adoption of a Mobility Plan and Fee would repeal and replace the County's transportation concurrency program within the town, as well as proportionate share and impact fees collected in the town.

The Town has established a local transportation concurrency program and as part of this program has adopted Level of Service (LOS) C for its local roads and those road segments of County roads for which the town is responsible. The Town has not adopted a road impact fee. The Town's consultants as part of their ongoing mobility study are recommending that the Town consider adopting a mobility fee, based upon an adopted Mobility Plan which would replace the town's local concurrency program and be assessed in lieu of a local impact fee. The consultants are also recommending as part of the ongoing mobility study that the Town consider an areawide LOS for roads and Multimodal Quality of Service, if possible.

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Proposed New Amendments

The revised proposed amendments (both the data and analysis and objectives and policies sections), focus on setting up a framework for the development of a Town Mobility Plan and a potential mobility fee, with no reference to repealing and replacing the current County impact fee or its transportation concurrency program. The Town's mobility fee would be in lieu of the Town's assessment of a local impact fee (which was never adopted).

The Town is experiencing new growth and redevelopment in several areas of the town. The Mobility Plan, and if adopted, a mobility fee would allow the Town to mitigate the impact of new growth and redevelopment on the Town's transportation network by establishing a multimodal transportation system that encourages people to use alternative forms of transportation. This could include walking, bicycling or riding micromobility devices such as electric bikes and electric scooters. The existing

infrastructure would need to be improved or modified to accommodate these uses, and the mobility fee would provide the major source of funding.

Proposed new text is shown underlined, existing Comprehensive Plan text being deleted has ~~strike-thrus~~, and exiting text that is remaining will show as it is.

Interlocal Notice and Legal Notice Requirements

Legal notice requirements have been met, as the Town published a display ad in the July 29, 2022 edition of the Palm Beach Post. The ad also included the Wednesday, August 17, 2022 date for the transmittal hearing by the Town Commission.

A summary of the proposed amendments was sent to IPARC, which is an Interlocal clearinghouse that distributes the amendments to adjacent jurisdictions, the School District and the Treasure Coast Regional Planning Council. Jurisdictions are asked to send comments no later than 7 days prior to the transmittal hearing before the Town Commission.

RECOMMENDATION:

**STAFF RECOMMENDS THAT THE LOCAL PLANNING AGENCY
RECOMMEND TO THE COMMISSION THAT IT APPROVE THE PROPOSED
AMENDMENTS TO THE TRANSPORTATION AND CAPITAL IMPROVEMENTS
ELEMENTS OF THE COMPREHENSIVE PLAN AND TRANSMIT THE SAME TO
THE DEPARTMENT OF ECONOMIC OPPORTUNITY**

ORDINANCE NO.

AN ORDINANCE OF THE TOWN COMMISSION OF THE TOWN OF LAKE PARK, FLORIDA, AMENDING ITS COMPREHENSIVE PLAN; PROVIDING FOR AMENDMENTS TO THE GENERAL TEXT TO INCLUDE DATA AND ANALYSIS AND CERTAIN OBJECTIVES AND POLICIES WITHIN THE CAPITAL IMPROVEMENTS ELEMENT; PROVIDING FOR AMENDMENTS TO THE GENERAL TEXT TO INCLUDE DATA AND ANALYSIS ADDING A NEW POLICY 3.0, AND AMENDING CERTAIN OBJECTIVES AND POLICIES WITHIN THE TRANSPORTATION ELEMENT; PROVIDING FOR THE TRANSMITTAL OF THE AMENDMENTS TO THE STATE DEPARTMENT OF ECONOMIC OPPORTUNITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town Commission of the Town of Lake Park, Florida (Town) has adopted a Comprehensive Plan pursuant to Chapter 163, Part II, Florida Statutes, previously known as the “Local Government Comprehensive Planning and Land Development Regulation Act” and now known as the “Community Planning Act” (the Act); and

WHEREAS, the former Department of Community Affairs, now known as the Department of Economic Opportunity, has previously determined that the Town’s Comprehensive Plan was “in compliance” with the Act; and

WHEREAS, the Town’s Planning and Zoning Board sitting as the Local Planning Agency (LPA) has conducted a public hearing as required by §163.3174(4)(a), *Fla. Stat.*, and has recommended that the Commission amend the Town’s Comprehensive Plan as set forth herein; and

WHEREAS, the Commission has conducted a public hearing to consider the LPA’s recommendations regarding the proposed amendments to the Transportation and Capital

Improvements Elements; and

WHEREAS, the Commission has determined that the adoption of the proposed amendments would be in compliance with the Act; and

WHEREAS, pursuant to § 163.3184(11), *Fla. Stat.*, the Commission has conducted a public hearing and considered public comments regarding the Amendments and has voted to transmit the Amendments to the Florida Department of Economic Opportunity, appropriate reviewing agencies, and any other local government or governmental agency that has made a written request of the Town pertaining to the Amendments.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COMMISSION OF THE TOWN OF LAKE PARK, FLORIDA:

Section 1: The whereas clauses are hereby incorporated as the legislative findings of the Town Commission.

Section 2. The Capital Improvements Element of the Comprehensive Plan is hereby amended as set forth in **Appendix A**, attached hereto and made a part of this ordinance.

Section 3. The Transportation Element of the Comprehensive Plan is hereby amended as set forth in **Appendix B**, attached hereto and made a part of this ordinance.

Section 4. Severability. Should any section or provision of this Ordinance or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Ordinance.

Section 5. **Effective Date.** The amendments to the Comprehensive Plan contained within this Ordinance shall become effective in accordance with the provisions of § 163.3184(3)(c)4., Fla. Stat.

Exhibit A

Capital Improvements Element

Data and Analysis

11.2.1.2 Revenue Sources Available to the Town.

Impact Fees: Pursuant to § 163.31801(2), Fla. Stat., the Town may enact an impact fee pursuant to its home rule powers, provided it meets the intent of, and satisfies all of the conditions of § 163.31801(3) , Fla. Stat.. Impact fees must be proportional and reasonably connected to, or have a rational nexus with the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

Mobility Fees. Pursuant to § 163.3180(5), Fla. Stat., these fees may be charged as an alternative mobility funding system to compliment transportation concurrency in the Town. Mobility fees are charged in advance of development or redevelopment and are intended to pay for multimodal transportation facilities. The fees are paid by the developers of new development or redevelopment projects.

11.3.1 Local Policies and Practices

Level of Service Standards. Level of service (LOS) standards are indicators of the extent or degree of service provided by, or proposed to be provided by a facility based upon and related to the operational characteristics of the facility. LOS indicates the capacity per unit of demand of a particular public facility. They are, in short, a summary of existing or desired public facility conditions. Chapter 163, Florida Statutes, ~~and Chapter 9J-5, Florida Administrative Code,~~ now require LOS standards to be included for public facilities addressed by local governments in their comprehensive plans. Specifically, these LOS standards will be established for the purpose of issuing development orders or permits to ensure that adequate facility capacity will be maintained and provided for future development.

LOS standards can also effect the timing and location of development by encouraging development in areas where facilities may have excess capacity. On the other hand, development will not be permitted unless needed facilities and services are provided. Such provision and development may occur in a phased sequence over time.

Mobility Plan. Pursuant to 163.3180(5)(f), Fla. Stat., the Florida Legislature has encouraged local governments to develop tools and techniques to compliment the application of transportation concurrency. The tools and techniques encouraged by the Florida Legislature are set forth in § 163.3180 (5)(f) 1-6. Mobility planning was intended

by the Florida Legislature to be complimentary to concurrency and impact fees and to facilitate new mixed-use development or redevelopment within certain districts or areas, multimodal transportation districts, or for affordable or workforce housing.

The Town does not levy an impact fee, but as an alternative has elected to prepare a Mobility Plan, which may set forth the basis for a mobility fee. Given the Florida Legislature's encouragement of local governments to develop mobility plans to compliment transportation concurrency systems, the development a mobility fee may provide the Town with a new revenue source to balance infrastructure costs resulting from new development and redevelopment in certain areas of the Town where mixed use has been directed by the Future Land Use Element, and Land Development Regulations implementing mixed use development or redevelopment.

In 1989, the Town, as part of its local concurrency management program adopted Level of Service (LOS) C for the collector, arterial and local roads within the Town. The Town anticipates that development from the Town's adjacent local governments, along with redevelopment and urban infill development in the Town may impact the Town's existing transportation system. As part of a Mobility Plan, the Town is evaluating whether the establishment of an areawide LOS for roads is possible.

The Town's mobility plan may recommend the implementation of a street quality of service (QOS) standard based on posted speeds may be appropriate for use in the design of roads and multimodal improvements. As part of the mobility plan, an evaluation of whether multimodal QOS standards for people walking, bicycling, riding transit and driving on streets is appropriate.

Goal. Objectives and Policies

Policy 1.10:

The Town shall adopt a mobility plan that identifies multimodal capital improvements over the next 10 to 25 years. These improvements will be prioritized by the Town Commission for funding as part of the annual Capital Improvements Program. The Town shall periodically evaluate the mobility plan and update the plan at least once every five years.

Objective 3.

At such time that a mobility plan becomes effective, future development or redevelopment will be required to mitigate its impacts to local roads and areawide roads serving the town and other local governments. Where appropriate, the Town may enter into interlocal agreements to address mobility planning for roads serving the town and other local governments. Future development may also be required to make site related access and multimodal improvements through requirements and standards adopted through a multimodal site access assessment, or its functional equivalent.

Policy 3.1:

If a Mobility Plan establishes the basis for a mobility fee, and one is adopted, the Town may require developers to pay the fee to fund multimodal improvements identified in the Mobility Plan.

Policy 4.4:

Efforts shall be made to secure grants, private funds, and federal and state funds through the TPA and leverage mobility fees, if adopted, whenever possible to finance the provision of capital improvements. In accordance with Policy 1.6 of this element, a review of grants or private funds shall be conducted to identify funding sources.

Exhibit B

Transportation Element

4.5.6 Mobility Plan Data and Analysis

Mobility Plan

As part of the Growth Management Act of 1985, as amended local governments were required to adopt Transportation Elements that detail goals, objectives and policies for transportation systems including the establishment of Level of Service (LOS) standards and transportation concurrency. In 1989, the Town adopted LOS C for the local, arterial and collector roads. Pursuant to the Palm Beach County Charter, the County has established level of service standards and concurrency for its arterial and collector roads.

The Town's Transportation Element provides an inventory of Lake Park's roadways including arterial, collector and local facilities. U.S. Highway 1 and Northlake Boulevard are state urban principal arterials. The Florida Department of Transportation (FDOT) is responsible for the maintenance of these roads. Roadway Segments of 10th Street, Old Dixie Highway and Park Avenue are classified as County urban arterials. The Town and the County share maintenance responsibility for their respective segments of these roads. Silver Beach Road is classified as a County urban collector. The County has the responsibility for maintaining Silver Beach Road. Portions of 10th Street, Prosperity Farms Road, Park Avenue and Old Dixie Highway are local roads within the Town. The Town and County share maintenance responsibilities for these roads. All of the other local roads in the Town are maintained by the Town.

Over time the Town amended its Future Land Use Element and adopted new land development regulations (LDRs) to facilitate redevelopment in key areas within the community. These redevelopment areas are supported by the following roads: U.S. 1, portions of Park Avenue, 10th Street, Old Dixie Highway, and Northlake Boulevard. These policies and regulations have focused on the provision of increased densities and intensities, mixed use development, and multimodal transportation systems. Given the nature of the redevelopment and the introduction of multimodal transportation opportunities it is appropriate for the Town to develop a Mobility Plan with a focus on the movement of people through a range of transportation options rather than just vehicles.

The development of a Mobility Plan will address a planning period over the next 10 to 25 years. The Mobility Plan should identify multimodal programs consisting of facility improvements, programs, operations and services to encourage people to bicycle, walk, and use transit, as available. Where appropriate, the Town will coordinate the implementation of its Mobility Plan, including Quality Service Standards (QSS) with adjacent local governments.

In 2011, as part of the Community Planning Act, (which substantially replaced the Growth Management Act of 1985) the Florida Legislature encouraged¹ local governments that apply transportation concurrency to develop policy guidelines and techniques to address potential negative impacts on future development, or redevelopment. In particular, the Florida Legislature encouraged local governments to develop tools and techniques to complement the application of transportation concurrency such as:

1. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including density and intensity.
2. Adoption of an area wide level of service not dependent on any single road segment function.
3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable and attractive pedestrian environment, with convenient interconnection to transit.
5. Establishing multimodal level of service standards that rely primarily on nonvehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
6. Reducing impact or local access² fees to promoted development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Mobility Fee

The Town is developing a Mobility Plan which anticipates that a Mobility Fee may be adopted to implement the improvements identified in the Mobility Plan to enhance transportation options and address the potential negative impacts of the redevelopment. If the Town implements a Mobility Fee to fund projects identified in a Mobility Plan, the Town should coordinate the expenditure of revenues derived from these fees with other local governments so that areawide improvements can be achieved consistent with the Town's Mobility Plan. If implemented, the Town's Mobility Fees, together with any revenues contributed by other local governments can be used to fund multimodal programs, such as bike lanes, complete streets with streetscape and landscape enhancements, sidewalks, slow streets, and transit circulators, identified in the Mobility Plan. If a Mobility Fee is adopted, the Town should coordinate any identified areawide improvements with adjacent local governments, in particular, the County and set aside a pro-rata share of any Mobility Fees it collects together with any financial contributions from the County toward the funding the design and or construction of improvements affecting County roads which are identified in the Mobility Plan.

¹ See § 163.3180 (5)(e) and (f)

² The Town has not adopted an impact or local access fee. The County has an impact fee that it applies countywide to new development.

4.6 GOAL, OBJECTIVES AND POLICIES

4.6.1 Town Goal Statement

A safe, connected, convenient, and efficient multimodal motorized and non-motorized transportation system shall be available to that emphasizes the movement of people and goods in a sustainable manner and minimizes environmental and neighborhood impact to benefit all residents, businesses, and visitors to the Town.

4.6.2 Objective and Policies

Objective 1:

The Town shall coordinate as appropriate with, the appropriate agencies, adjacent municipalities, the Florida Department of Transportation (FDOT), Palm Beach County, and the Palm Beach County Transportation Planning Agency (TPA), Palm Tran, the Treasure Coast Regional Planning Council (TCRPC), Tri-Rail, and private transportation mobility entities, such as Brightline, Metropolitan Planning Organization, to implement projects to address roadway deficiencies and address current and projected multi-modal multimodal transportation needs through whatever modes of transportation the Town deems appropriate.

Policy 1.6:

The Town shall establish multimodal quality of service standards for people walking, bicycling, and riding transit.

Policy 1.7

The Town shall establish multimodal quality of service standards for its streets, based on posted speed, to replace segment- based road level of service standards.

Policy 1.8

The Town shall utilize the areawide road level of service and multimodal quality of service standards as performance measures to evaluate the addition of multimodal facilities and changes in service standards over time.

Objective 2:

The Town shall develop a Mobility Plan which emphasizes the movement of people via a multimodal transportation system that provides safe and convenient improvements, services, and programs for people walking, bicycling, riding or using micro mobility devices and micro transit vehicles, using shared mobility services and programs, and driving motor vehicles. Ensure the provision of a full range of multimodal transportation options, including pedestrianism, bicycles, automobiles, and transit for existing and future residents, businesses and visitors.

The Town shall continue to coordinate with the Palm Beach County Metropolitan Planning Organization (MPO) to ensure that innovative ideas regarding transportation planning in Lake Park are forwarded.

Policy 2.1:

The Town shall adopt a Mobility Plan that addresses impacts to Town, County, and State of Florida transportation facilities within and adjacent to the Town. The multimodal improvements identified in the Mobility Plan shall be based on future person travel demand and multimodal projects necessary to meet that demand as required by the needs requirement of the dual rational nexus test. The horizon year for the Mobility Plan shall be either consistent with the Town's Comprehensive Plan or the most recently adopted Palm Beach County TPA Long Range Transportation Plan (LRTP). The Mobility Plan may identify improvements that may be used in the calculation of a Mobility Fee, which may be wholly or partially attributable to new development, or redevelopment.

Policy 2.2:

The Mobility Plan and the Future Land Use Element may include policies related to mixed-use development, mobility districts, multimodal oriented developments, and transit-oriented development. The Mobility Plan or updated land development regulations may include provisions that identify mobility hubs, curbside management and dynamic parking management strategies for mixed-use, multimodal, and transit-oriented development to facilitate the creation of park-once environments that reduce the need for motor vehicle trips.

The Town shall encourage mixed-use development and/or Transit Oriented Development in appropriate locations in order to reduce the need for vehicular trips.

Policy 2.3:

The types of improvements included in the Mobility Plan shall be consistent with multimodal quality of service standards established therein. At a minimum, the Mobility Plan shall include the identification of improvements for people walking, such as sidewalks and pathways, bicycling, such as bike lanes or bike trails, people riding micro

transit and transit vehicles, such as multimodal lanes, slow speed (15 MPH) lanes, and dedicated lanes, and for people driving, such as upgraded intersections and wider roads, and low speed and shared curb less streets.

Policy 2.4:

The Town shall evaluate opportunities to reimagine the function of rights-of-way in and through the Town and whether spaces can be repurposed within these existing rights-of-way to provide more opportunities for people bicycling, walking, and using micro transit vehicles, and shared mobility services, so as to create safer space for all users by slowing down the speed of motor vehicles and potentially relocating parking to areas that create a park-once environment.

Policy 2.5:

The Town shall evaluate developing complete street policies identified in the Mobility Plan into it's land development regulations. These land development regulations would address the anticipated users of roads, including pedestrians, bicyclists, transit, motorists. The land development regulations shall evaluate appropriate designs of roadway cross-sections based upon mobility and accessibility needs.

Policy 2.6:

The Mobility Plan shall include provisions related to climate change and include elements that reduce vehicular trips, vehicular miles of travel and greenhouse gas emissions. The Mobility Plan shall 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.

Objective 3:

The Mobility Plan may evaluate the adoption of a Mobility Fee to mitigate the travel demand of persons in and through the Town attributable to future development and redevelopment on the Town, County, and state of Florida roads identified in this Element.

~~The provision of motorized and non-motorized vehicle parking and the provision of bicycle and pedestrian ways will be regulated.~~ **(Moved to Policy 8.3, under Objective 8)**

Policy 3.1:

If adopted, a Mobility Fee shall be used to implement the travel demand within and through the Town as set forth in a Mobility Plan.

~~The Town shall seek opportunities to expand multi-modal transportation access to its roadway system and existing and proposed developments and uses. (Moved to Objective 8 and Incorporated into new Policy 8.5)~~

Policy 3.2:

~~The Town shall review all proposed development for its accommodation of bicycle and pedestrian traffic needs. (Incorporated into new Policy 8.6)~~

Policy 3.3:

The Town shall encourage adjacent local governments, including the County to enter into Interlocal Agreements related to mobility, whereby these local governments agree to expend revenues they collect on multi-modal improvements to shared roadways, and in particular those County owned or maintained road segments as identified in this Element. If a Mobility Fee is implemented, the Town shall set aside a pro-rata share of Mobility Fees collected to mitigate transportation impacts to County owned or maintained road segments, for those improvements identified in the Mobility Plan. The Town shall seek to coordinate improvements to County owned or maintained road segments with the County's expenditure of any impact fees collected from new development or redevelopment in the Town to insure that there is a rational nexus maintained between the fees collected and the improvements made.

Objective 4:

The Town multimodal transportation system shall emphasize and prioritize making streets safer and aesthetically pleasing for all users of the transportation system. ~~safety and aesthetics.~~

Policy 4.1:

The Palm Beach County Sheriff's Department shall be responsible for the preparation of annual accident frequency reports for all collector and arterial roads.

Policy 4.2:

The Town shall coordinate with the appropriate agencies and adjacent local governments, including the County to implement improvements at the dangerous points as identified in the accident analysis of this element.

Policy 4.3:

As part of a Mobility Plan, the Town may develop and implement conditions in development orders to insure safer streets for all users.

Objective 5:

Traffic circulation planning shall ~~will~~ be coordinated with the future land uses shown on the Future Land Map of this plan, and the roadway and transportation improvement plans of the State, County, Palm Beach County TPA MPO, adjacent ~~neighboring municipalities,~~ Palm Tran, Tri-Rail, Brightline, and other transportation mobility providers. and ~~jurisdictions.~~

Policy 5.1:

As part of the annual budgeting and Capital Improvements Element update the Town shall review the compatibility of this Element with the roadway and transportation improvement plans of the State, County and TPA MPO.

Policy 5.2:

The Town shall review the transportation plans and programs of other jurisdictions that operate transportation facilities within or proximate to its boundaries, including neighboring municipalities ~~jurisdictions~~, to ensure consistency with this Element.

Objective 8:

Continue to insure adequate multimodal ~~traffic~~ circulation and multimodal access to new developments ~~and redevelopment~~.

Policy 8.1:

The Town shall strictly enforce land development regulations during the plan review and implementation process.

Policy 8.2:

At the time of redevelopment and though cross-access and shared access agreements, the Town shall discourage excessive curb cuts including the control of connections and access points of driveways and roads to roadways on arterial and major collector streets within the confines of the Town's roadway network.

Policy 8.3:

The Town shall adopt land development regulations, or conditions to development orders that provide for parking of motorized and non-motorized vehicles, and for bicycle and pedestrian access and ways, and access to transit.

Policy 8.4:

As part of a Mobility Plan, parking plan, or amendment to its land development regulations, the Town shall encourage park-once environments within its downtown community redevelopment area including any future rail station site identified in the Town's Comprehensive Plan.

Policy 8.5:

The Town should consider amendments to land development regulations or conditions to development orders that decouple parking from development or offer parking reductions through the private provision of mobility hubs and curb management.

Policy 8.6

The Town shall seek opportunities to expand multimodal transportation access connections to its multimodal transportation system and cross-access between existing and proposed developments and uses. The Town shall amend its land development regulations to require multimodal access and cross-access connections. **(Moved, and amended, from Policy 3.1)**

Objective 9:

The Town shall encourage private and public micro transit and transit systems to provide mobility options to residents, businesses, and visitors. ~~adequate public transportation systems.~~

Policy 9.1:

The Town continues to support an improved intra-county ~~public transit~~ transportation system.

Policy 9.2:

The Town supports the concept for the development of a regional ~~transit public transportation-system.~~

Policy 9.3:

The Town shall evaluate opportunities to partner with private mobility entities for the provision of individual micro transit systems and shared mobility services to enhance multimodal access and mobility and to provide first and last miles connectivity to transit systems.

Policy 9.4:

The Town shall evaluate allowing the use of micro transit vehicles, such as golf carts and neighborhood electric vehicles, by residents, businesses, visitors, and private operators.

Policy 9.5:

The Town shall actively pursue a train station adjacent to downtown for future passenger rail service.

Objective 10:

~~To~~ ~~e~~ ~~Coordinate~~ transportation planning and the implementation of multimodal connectivity with the ~~C~~ities of Riviera Beach, Palm Beach Gardens, and the Village of North Palm Beach to avoid conflicting regulations of commonly shared streets.

Policy 10.1:

Coordinate the Town's efforts to implement any roadway maintenance, signage, stripping or any other activity affecting Silver Beach Road, Northlake Boulevard and Old Dixie Highway with the County, the City of Riviera Beach and/or Village of North Palm Beach.

Policy 10.2:

Coordinate the Town's mobility planning initiatives with the County and adjacent municipalities.

Policy 10.3:

Coordinate with the County and adjacent municipalities any Town planned transit circulator system providing access to the future rail station which has been identified by the City of Palm Beach Gardens for regional rail transit and a future rail station in Lake Park for local commuter rail service.

Objective 11:

To assure participation in the transportation planning process of the West Palm Beach Metropolitan area such that Lake Park will continue to be well integrated with the larger transportation network.

Policy 11.1:

Continue the Town's transportation planning and implementation with the Palm Beach County Transportation Planning Agency (TPA), the Florida Department of Transportation (FDOT) District Four (Southeast District) in Ft. Lauderdale, Tri-Rail, and Brightline.

Policy 11.2:

Consider the most recently adopted Long Range Transportation Plan ~~latest Long urban transportation plan prepared by the TPA West Palm Beach Urban Area Metropolitan Planning Organization and the five year Transportation Improvement Program prepared by FDOT and the TPA.~~

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