

MEMORANDUM

AGENDA ITEM #6c

DATE: FEBRUARY 1, 2010

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: CITY OF PARKLAND PROPOSED COMPREHENSIVE PLAN AMENDMENT
(ALTERNATIVE REVIEW)

Introduction

On January 5, 2010, Council staff received proposed amendment #10-1AR to the City of Parkland Comprehensive Plan for review of consistency with the *Strategic Regional Policy Plan for South Florida (SRPP)*. Staff review is undertaken pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes (F.S.), and Rules 9J-5 and 9J-11, Florida Administrative Code (F.A.C.).

Community Profile

The City of Parkland is located in the northwest section of Broward County to the east of the County's conservation areas and directly south of the Palm Beach County boundary. Parkland was incorporated in 1963 with a population of about 100 residents. Once a rural enclave of Broward County, the City underwent significant transformation as urban growth in the region pushed westward. The City's 2009 population was 23,647, representing a 70.9 percent increase over the year 2000 population. In 2009, the City annexed 684.5 acres of land from Palm Beach County. The annexation was authorized by House Bill 1315 (2007). This land acquisition increased the City's size from 11.5 square miles to 12.8 square miles. The City of Parkland is primarily single-family residential and semi-rural in character. The State Road 7/U.S. 441 Corridor runs through the City of Parkland and the City is a member of the State Road 7/U.S. 441 Collaborative. A map depicting the general location of the City is included in Attachment 1.

Summary of Staff Analysis

Proposed amendment #10-1AR includes one map amendment to the City's Future Land Use Map (FLUM). The amendment site is included as Attachment 2.

The proposed amendment is being processed and reviewed under the Alternative State Review Process Pilot Program. Comments must be submitted to the City no later than February 3, 2010.

A summary of the proposed amendment in this package follows.

The proposed amendment would change the City's Future Land Use Map (FLUM) by designating land uses for 684.5 acres within the "Wedge" area. The "Wedge" is comprised of 1,949 acres of which 1,264.5 acres was annexed by Broward County and 684.5 acres was annexed by the City of Parkland in July 2009. The amendment proposes to change the future land use of 672 acres of the property from the Palm Beach County designation of Rural Residential-10 (1 dwelling unit per 10 acres) to Parkland Residential (2 dwelling units per acre) and 11.5 acres to Parkland Commercial. The subject property is approximately located west of and abutting the proposed extension of University Drive between County Line Road and Lox Road. Surrounding land uses include the Hillsboro Canal to the north, agricultural land to the east and west, and residential developments to the south, including Heron Bay and Parkland Golf and Country Club.

The amendment site would be subject to enter into a voluntary covenant in a deed restriction that would limit development of the project to a maximum of 1,346 single family dwelling units and 115,000 square feet of commercial uses. The voluntary covenant seeks to also limit the maximum development intensities so generated traffic volumes do not exceed 16,587 net external daily trips or 1,833 net external PM peak hour trips consisting of 1,078 PM peak hour inbound trips and 755 peak hour external outbound trips.

Facilities and Infrastructure Capacity

The amendment site is currently undeveloped and anticipated to increase the City's population by 4,442 persons. The City requires dedication of a minimum of five acres per thousand residents for public parks and open space, in addition to a minimum of five acres per thousand residents of private open space for the development project. This requirement would maintain the City's adopted Level of Service (LOS) Standard for Parks and Open Space.

Although there is excess public school capacity, the Annexation Agreement between the Applicant and the City of Parkland, requires the Applicant to donate a 15-20 acre site for a new middle school.

The amendment site is not currently in the service area of any potable water or sanitary sewer provider and it is not clear if and when these services would be provided. Palm Beach County Utilities, Parkland Utilities, and the North Springs Improvement District were contacted, and the City indicated the North Springs Improvement District (NSID) would be pursued for services. NSID provided a letter stating it sufficient potable water and sanitary sewer; however, the South Florida Water Management (SFWMD) staff stated the Consumptive Use Permit (CUP) does not authorize the needed water to serve the development. The pending CUP application does not include the amendment site, and the needed facilities are not included in NSID's Capital Improvements Plan. Additionally, NSID's service area would have to be amended by the Florida Legislature to serve the amendment site. NSID staff has indicated that Representative Martin Kiar introduced a Bill that would annex the amendment site into NSID's service area.

Regarding drainage, the amendment package states that sufficient capacity exists within the Hillsboro Canal to accommodate off-site stormwater collection; however, SFWMD staff indicated there is not adequate capacity. Waste Management has more than adequate disposal capacity to provide for solid waste collection and disposal.

Transportation and the "Wedge" Area

This amendment addresses part of the annexed "Wedge" area, which is expected to generate over 38,000 new daily trips. A working group comprised of the Broward and Palm Beach Metropolitan Planning Organizations (MPO) and the Florida Department of Transportation (FDOT) conducted a transportation needs assessment. The study generated seventeen alternative roadway scenarios; with and without cross connections, multimodal emphasis, and additional roadway capacity. The Policy/Oversight Group

reviewing the study results was unable to reach a consensus on a preferred scenario; however, the Group agreed that a common vision and future land use for the area needed to be developed, especially along State Road 7.

Subsequent to this process, the portion of University Drive extending into Broward County was removed from the Palm Beach County Long Range Transportation Plan (L RTP). The removal of University Drive from the roadway network has the potential to place a significant portion of network trips onto State Road 7. It remains unclear how roadway connectivity in the “Wedge” area will be maintained.

Objection

Although the City of Parkland continues to work with Broward and Palm Beach Counties, the Cities of Coral Springs and Coconut Creek, and the South Florida Regional Planning Council to resolve connectivity issues, land use and transportation issues within the “Wedge” area remain unresolved. The appropriateness of the proposed uses, intensity and density, extra-jurisdictional impacts and impacts to the current and future regional transportation network can not be effectively evaluated since planning and studies for the “Wedge” are still in progress. The forthcoming results of the “Coordination and Implementing Studies on Mobility for Northern Broward and Southwestern Palm Beach Counties” should also be consulted. The amendment as proposed is premature.

The amendment’s covenant would limit development intensities to not generate traffic volumes that exceed 16,587 net external daily trips or 1,833 net external peak hour trips. The amendment lacks sufficient analysis to determine the traffic impacts of the development of the subject site within the “Wedge” area and on State Road 7/U.S. 441, which is a regional significant facility. In addition, no explanation of the mechanisms that will ensure traffic volumes are capped nor details of proposed mitigation strategies, if the traffic volumes are exceeded, have been provided.

Impacts to potable water and sanitary sewer infrastructure as well as stormwater facilities (including waterbodies) cannot be assessed since these services are not currently available at the amendment site. Additionally, there is not adequate data regarding how the infrastructure to support amendment site will be provided.

Staff analysis confirms the proposed map amendment is incompatible with the following Goals and Policies of the *Strategic Regional Policy Plan for South Florida (SRPP)*, related to transportation planning and intergovernmental coordination:

- Goal 4 Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.
- Policy 4.2 Optimize the service area and facility size of public facilities in the Region and direct future development and redevelopment first to areas served by existing infrastructure.
- Goal 7 Protect, conserve, and enhance the Region’s water resources.
- Goal 7.2 Water suppliers, in coordination with the South Florida Water Management District should address long term water supply alternatives, which include the possibility of utilizing area wide or regional water supply systems as a substitute for, or as a means of augmenting, the present non-regional systems.
- Goal 8 Enhance the Region’s mobility, efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.

- Policy 8.1** Maintain the Florida Intrastate Highway System, other state roads, local roadways, and public transportation systems to preserve the Region's investment in infrastructure, support daily use and needs, enhance the Region's global competitiveness and economic health, increase safety, ensure emergency access and response, and provide for evacuation purposes.
- Goal 20** Achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education, and employment opportunities.
- Policy 20.3** Direct future development and redevelopment first to areas served by existing infrastructure and to other locations that are suitable for development, as identified in their comprehensive plans. In particular, local governments should coordinate with state and regional officials to identify public transportation corridors and to promote development along those corridors by implementing investment strategies for providing infrastructure and services which are consistent with them.
- Goal 21** Assume a leadership role to enhance regional cooperation, multi-jurisdictional coordination, and multi-issue regional planning to ensure the balancing of competing needs and long-term sustainability of our natural, developed, and human resources.
- Policy 21.2** Strengthen intergovernmental coordination processes with state, regional, and local governments and agencies to effectively link land use decisions with affordable housing, transportation/air quality, natural resource protection, preservation, and restoration and water supply planning.
- Policy 21.7** Achieve a coordinated transportation system planning process across jurisdictions and across issue-areas so that barriers are minimized and consistency across the Region is achieved.

Recommendation

Council staff recommends the City coordinate with the Florida Department of Transportation, Broward County MPO, Palm Beach County MPO, the City of Coral Springs, the City of Coconut Creek, Broward County, the South Florida Regional Planning Council and the Treasure Coast Regional Planning Council to properly analyze the transportation impacts of the proposed development and reconcile connectivity issues and land use issues prior to adoption. Provisions for potable water and sanitary sewer services need to be resolved. The City should work closely with the SFWMD to ensure water, drainage and sewer level of service standards will be maintained. Long term water supply alternatives and water conservation measures should also be considered. Staff is available to work with City staff throughout the amendment process.

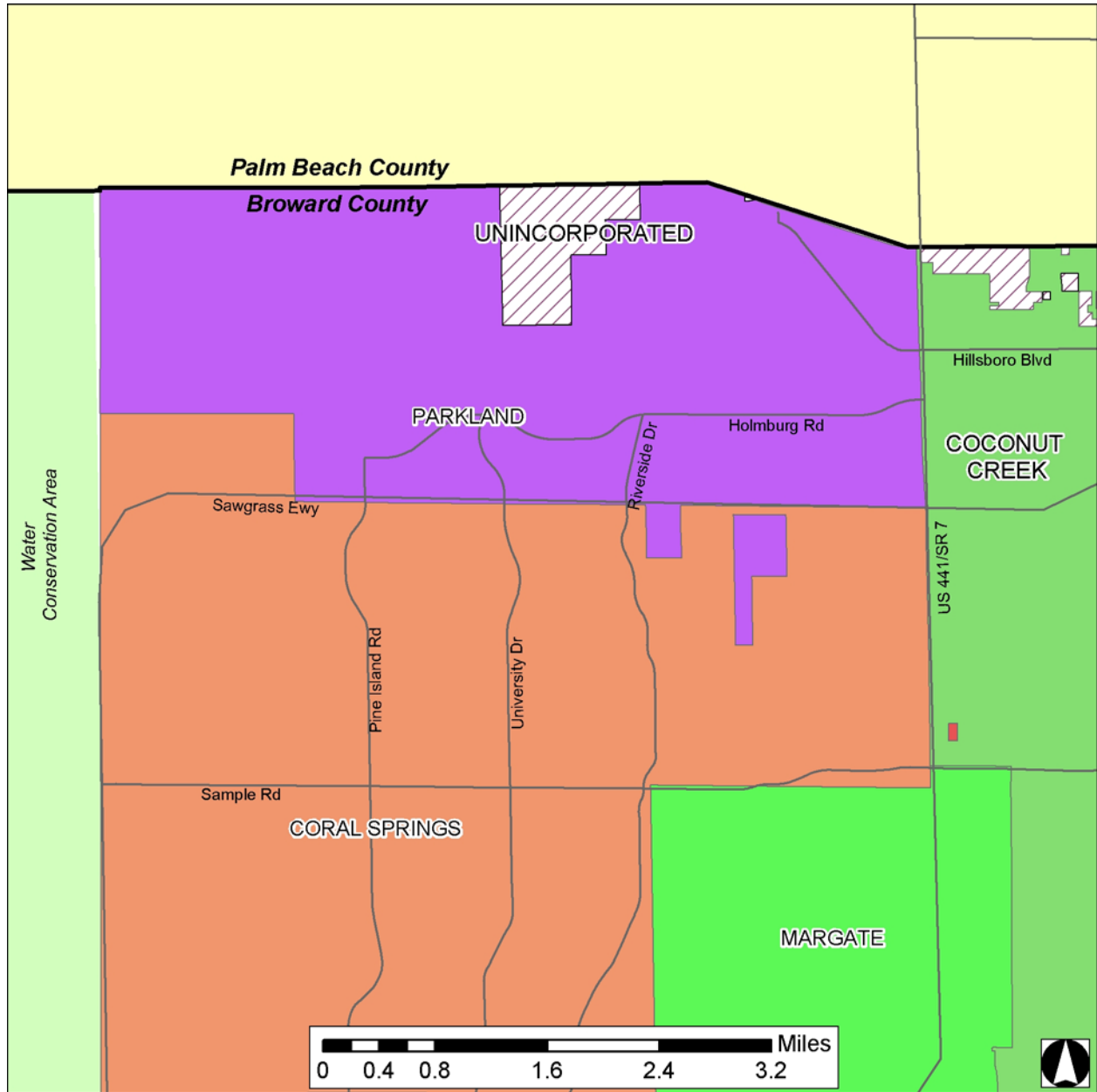
The City of Parkland Commission unanimously approved the proposed amendment at its December 16, 2009 meeting.

Recommendation

Find the City of Parkland proposed amendment #10-1AR to be generally inconsistent with the *Strategic Regional Policy Plan for South Florida*, particularly with Goals 8, 20, 21, and Policies 8.1, 20.3, 21.2 and 21.7, related to transportation planning and intergovernmental coordination.

Approve this agenda item for transmittal to the City of Parkland, with copies to the Florida Department of Community Affairs.

Attachment 1



COMPREHENSIVE PLAN AMENDMENTS

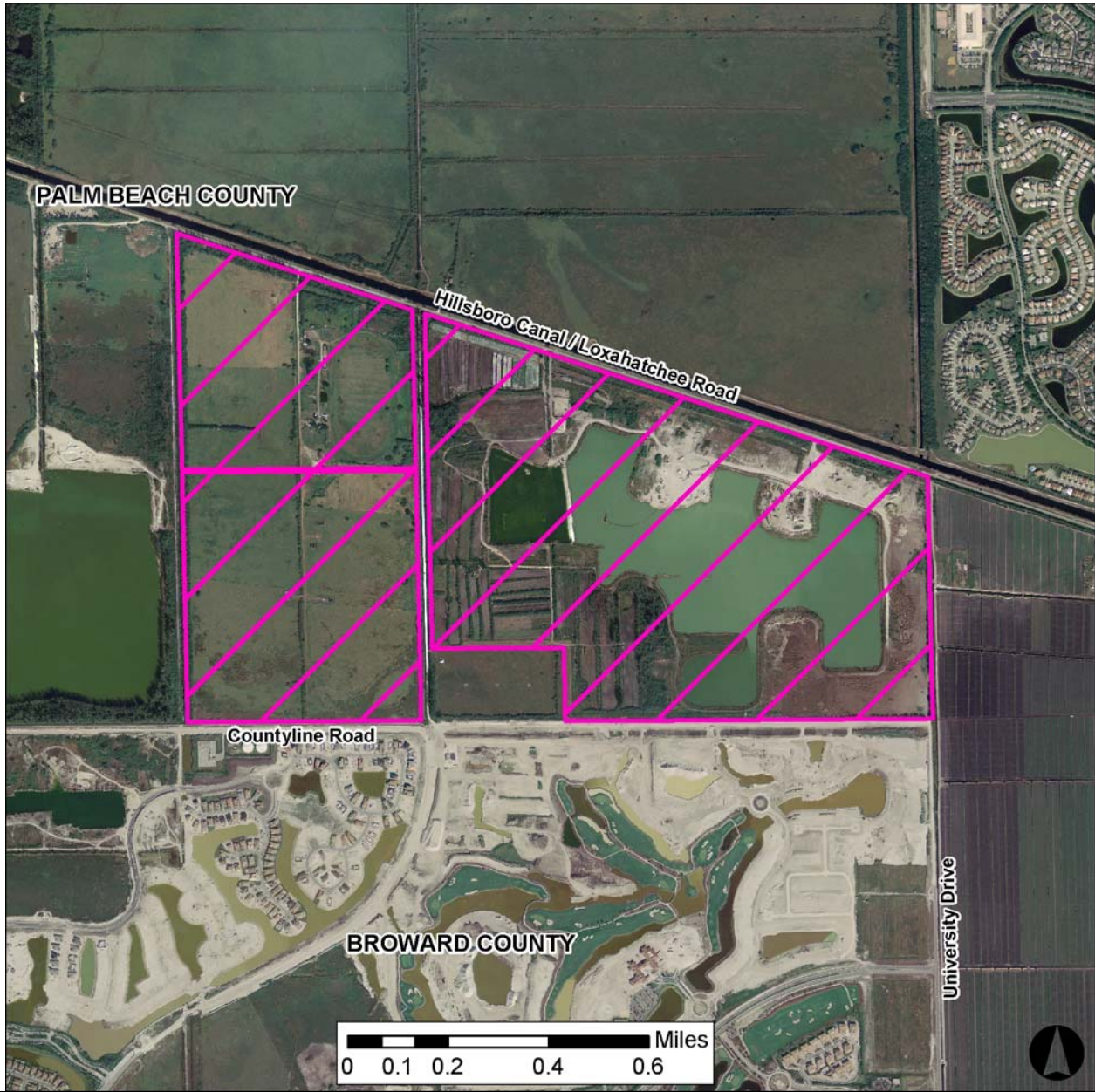
Location Map

City of Parkland
Proposed Amendment #10-1AR

Sources: FDEP, SFWMD, Broward County, SFRPC.

Note: For planning purposes only. All distances are approximate.

Attachment 2



COMPREHENSIVE PLAN AMENDMENTS

Aerial Map

City of Parkland

Proposed Amendment #10-1AR

From: Palm Beach County Rural Residential-10

To: City of Parkland

Residential 2 DU/AC - 673 acres

Commercial - 11.5 acres

684.5 acres

Sources: FDEP, SFWMD, Broward County, SFRPC.

Note: For planning purposes only. All distances are approximate.