



MEMORANDUM

AGENDA ITEM #6c

DATE: JANUARY 7, 2008

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: CITY OF PARKLAND PROPOSED COMPREHENSIVE PLAN AMENDMENT

Introduction

On November 19, 2007 Council staff received proposed amendment package #08-1ER 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 population of the City in 2007 was 23,163, representing a 67.4 percent increase over the year 2000 population. Approximately 10.7 square miles in size, 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.

Additional information regarding the City or the Region may be found on the Council's website, www.sfrpc.com.

Summary of Staff Analysis

Proposed Amendment #08-1ER includes text amendments to the Future Land Use; Housing; Transportation; Parks, Recreation and Open Space; Infrastructure; Conservation; Capital Improvements; Intergovernmental Coordination; and Community Facilities Element. These changes are based on recommendations in the City's adopted Evaluation and Appraisal Report (EAR). The proposed amendments are the City's EAR-based amendments. A summary of the significant changes to each element can be found below. A map depicting the general location of the City of Parkland is included in Attachment 1.

Summary of Plan Amendments

In 1998 the State of Florida revised the statutory requirements for EARs to allow local governments to base their analysis on the key local issues they are facing. Section 163.3191, Florida Statutes, states that the EAR should be based on the local government's analysis of major issues to further the community's goals consistent with statewide minimum standards. The report is not intended to require a comprehensive rewrite of all the elements within the local plan, unless a local government chooses to do so.

The City conducted an interagency scoping meeting on January 6, 2005 and identified the major issues to address in the EAR. The EAR was found sufficient on November 17, 2006.

The following issues were chosen for inclusion in the Parkland EAR:

1. Availability and Adequacy of Public Schools
2. Preservation of Existing Quality of Life, including three sub-issues:
 - a. Traffic Patterns and Roadway Expansion
 - b. Effects of Build-out
 - c. Open Space and Recreation Standards
3. Expansion of the City Through Annexation

In addition, the EAR would update population projections, as well as existing and future land use inventories to address maintenance of adopted level of service standards.

Amendments for nine comprehensive plan elements are contained in the package. A brief summary of the amendments are as follows:

Future Land Use Element amendments would update policies to address issues associated with build-out, including the use of Future Land Use Maps to guide development, the collocation of community and school facilities, and the orderly annexation of the Parkland Agricultural Area and Country Acres.

Housing Element amendments would update goals, objectives and policies that continue regional and countywide collaboration to support affordable housing programs and identify opportunities for mixed use and affordable housing as build out continues.

Parks, Recreation, and Open Space Element amendments would update policies to provide sufficient parks, open spaces, and recreational facilities to meet the needs and interests of the residents of Parkland, including coordination of multi-purpose trails with the County's greenway system.

Infrastructure Element amendments would update the City's commitment to meeting current and future public infrastructure needs of the City to ensure public health, safety and quality of life.

Conservation Element amendments would update plans and practices to promote the conservation, use and protection of natural resources in the City. This includes the identification of on-site ecological communities for new developments, requirements for open space, implementation of resource plans and enhanced public education.

Capital Improvement Element amendments would reinforce the relationship and linkages between the Comprehensive Plan and the Capital Improvements Program and recognize that Parkland is a diverse, full service community with both residential and non residential land uses and neighborhoods.

Intergovernmental Coordination Element amendments would update the City's coordination and communication procedures for resolving issues of mutual interest with other local governmental entities, which may arise from the implementation of the Comprehensive Plan. This includes an amendment to ensure coordination with the Broward County School District to establish concurrency requirements for public school facilities, pursuant to the first issue outlined in the Parkland EAR.

Community Facilities Element amendments would update policies related to the development and operations of community facilities to meet residential and public needs.

Transportation Element amendments include data and analysis based on the elimination of certain roadway segments in southern Palm Beach County and would update policies to manage traffic volume, including the adoption of LOS standards for highway systems and roadways, and discouragement of roadway widening in certain areas.

Objection

The proposed amendments to the Transportation Element are not adequate for the following reasons:

1. The data and analysis of the future roadway conditions, including the data and analysis for the removal of Nob Hill Road, University Drive and Riverside Drive, are premature. The future 2030 traffic volumes are from the January 5, 2007, *Future Land Use Atlas Amendment Traffic Analysis Lox Road Planning Group* study submitted to Palm Beach County (Transportation Element pages 3-37 and 3-38). The future condition analysis of Parkland's roadway network was conducted with the presumption that the following roads in southern Palm Beach County will be removed from the Palm Beach County Thoroughfare Right-of-Way Identification Map: Nob Hill Road, University Drive, and Riverside Drive between Palmetto Road and Loxahatchee Road (Transportation Element pages 3-26 and 3-37). The removal of these roadway segments has not been approved as of this date. The 2030 traffic analysis was also conducted (Transportation Element page 3-37) assuming build out of the "Wedge Piece," an area that may be annexed into the City at a future date. Once the area is annexed, the area will be subject to a Future Land Use Map amendment; however, the amendment is not being considered at this time.
2. The deletion of the Nob Hill Road, University Drive and Riverside Drive road segments in southern Palm Beach County will have an impact on the local and regional roadway network and has not been coordinated with Broward County, the Broward County Metropolitan Planning Organization and the Florida Department of Transportation.
3. The proposed future transportation system is not consistent with Transportation Element Objective 3.3 and Intergovernmental Coordination Element Policies 7.1.4 and 7.1.7 of the City's Comprehensive Plan, which require that the City's growth and development and the transportation system be based on a coordinated planning efforts by ensuring consistency with the Florida Department of Transportation, the Broward County Comprehensive Plan, the Broward County Trafficways Plan, the City's Comprehensive Plan and adjacent planning efforts in Palm Beach County, Coral Springs and Coconut Creek. The proposed revisions to Transportation Element Objective 3.5 and Policies 3.3.1, 3.5.1 to 3.5.3, which will require that Holmberg Road, Riverside Drive and University Road not be widened in the future and the City to undertake efforts to prevent their widening are premature, until the data and analysis and intergovernmental coordination issues raised above are resolved.

Until these issues are resolved, the proposed amendments to the Transportation Element are incompatible with the goals and policies of the *Strategic Regional Policy Plan for South Florida (SRPP)*, particularly with the following goal and policies:

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 that the amendments to the Transportation Element be revised to be coordinated with the current existing future transportation plans of the Florida Department of Transportation, the Broward County Comprehensive Plan, the Broward County Trafficways Plan, and adjacent local governments. The City should remain involved in the current discussions with the Florida Department of Community Affairs, Florida Department of Transportation, Broward and Palm Beach Counties, and other agencies and local governments to resolve the issues related to the deletion of Nob Hill Road, University Drive, and Riverside Drive between Palmetto Road and Loxahatchee Road in southern Palm Beach County. One possible solution is for the City to support the on-going efforts by the State Road 7/U.S. 441 Collaborative to establish a dedicated funding source that can fund needed transit and transportation improvements along the State Road 7/U.S. 441 Corridor over the long term. Please see attached to this report a copy of a letter that was recently submitted to the Florida Department of Transportation concerning this issue. In addition, the traffic analysis should not include the impacts of the proposed development of the "Wedge Piece." At such time that the issues related to the roadway deletions and the annexation of the "Wedge Piece" are resolved, the City's Comprehensive Plan should be amended to include these issues.

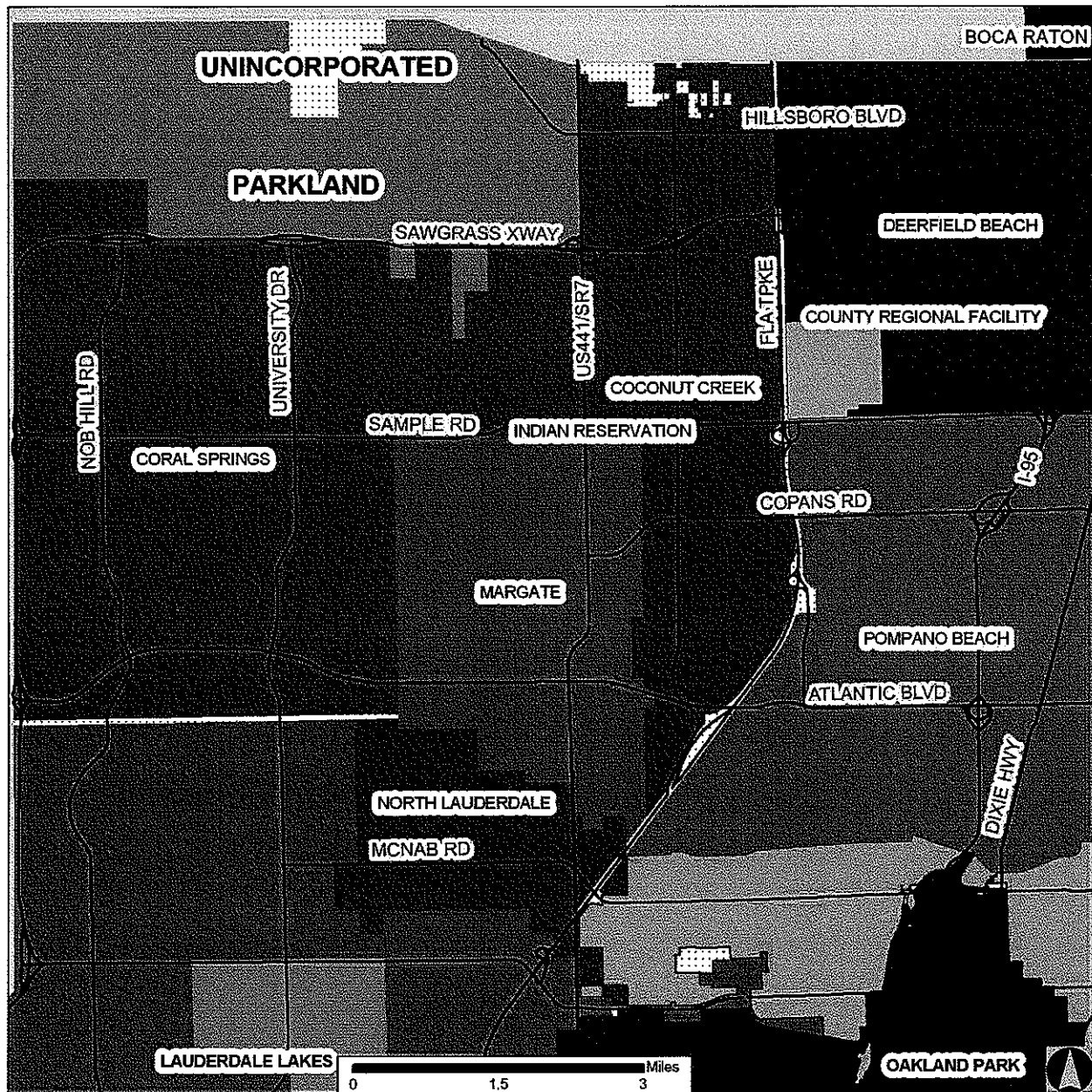
Staff will continue to work with City staff throughout the amendment process.

The City Commission voted unanimously to approve the proposed amendments and authorized the transmittal of the plan amendments to the Florida Department of Community Affairs for review at its November 7, 2007 meeting.

Recommendation

Find the City of Parkland proposed amendment #08-1ER generally consistent with the *Strategic Regional Policy Plan for South Florida*, with the exception of the Transportation Element. Find the Transportation Element, generally inconsistent with the *Strategic Regional Policy Plan for South Florida*, particularly with Goals 8, 20 and 21 and Policies 8.1, 20.3, 21.2 and 21.7, related to transportation planning and intergovernmental coordination. Approve this staff report for transmittal to the Florida Department of Community Affairs.

Attachment 1



COMPREHENSIVE PLAN AMENDMENTS

Location Map

City of Parkland
Proposed Amendment #08-1ER

Sources: FDEP, SFWMD, Broward County, SFRPC.

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



December 13, 2007

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School Board of Broward County

Mr. James Wolfe
District Secretary
Florida Department of Transportation
3440 West Commercial Blvd.
Fort Lauderdale, Florida 33309

Dear Secretary Wolfe:

I hope that all is well with you. As you know, in the past I have written to you and Governor Crist about the State Road 7/U.S. 441 Collaborative's (the Collaborative) continuing concern regarding the lack of an established and dedicated funding source that can fund needed transit and transportation improvements along the State Road 7/U.S. 441 Corridor over the long term.

In my earlier letters I expressed the Collaborative's concern over increased transportation impacts as a result of expanded gaming at the Coconut Creek Casino. We identified the need to support regional transportation and transit system improvements and operations to accommodate increased traffic and future growth along the Corridor. We requested that a portion of future gaming revenues be earmarked for these improvements. To my knowledge, our request was not acted upon.

Now with the proposed removal of north University Drive from the Broward County Trafficways Plan Map, the State Road 7 Corridor has been identified as a corridor that can relieve a significant portion of the estimated 60,000 trips that would otherwise move through a connected University Drive. Whatever the final outcome may be for the extension of north University Drive, now is the time to designate State Road 7 as a Light Rail Corridor and begin planning and funding a comprehensive regional strategy for fixed-rail transit and transit supportive land uses and infrastructure.

I would welcome an opportunity to meet with you to discuss your thoughts on how best to position State Road 7 for future development as a light-rail transit corridor and fund needed transit improvements. The Collaborative has given this matter a great deal of thought. Enclosed you will find a list of action steps that will support continued revitalization efforts and transform the State Road 7 Corridor into a modern transportation corridor. These strategies cover a broad range of activities and investments for different partners including the Collaborative, the municipalities that compose the Collaborative, Broward County, the Metropolitan Planning Organization, the federal government, and the Florida Department of Transportation.

Working together we can transform the vision of the State Road 7 Corridor into reality. However, it is a certainty that absent funding, reliable long term funding, commitment and leadership the vision may remain just that – a dream.

The State Road 7/U.S. 441 Collaborative

staffed by the South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Phone 954-985-4416, FAX 954-985-4417

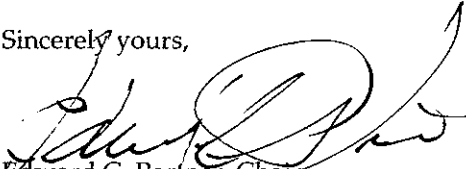
www.sfrpc.com/sr7.htm

As you participate in negotiations related to the future of north University Drive, please take steps to ensure that any agreement includes a firm funding commitment to enhance transit service on the State Road 7 Corridor. Absent that, all we are left with is a transfer of congestion from one community to another, increased air pollution, and reduced mobility now and in the future.

As you have stated in the past, transit has to be the new direction for Broward County. We are doing our part to be part of the solution to meet Broward County's and the region's long-term transportation needs.

Thank you again for your time and consideration of our comments and concerns. I will contact your office to set up an appointment to meet with you.

Sincerely yours,



Edward C. Portner, Chair
The State Road 7/U.S. 441 Collaborative
Commissioner, the City of Tamarac

cc: The Honorable Charlie Crist
Carolyn A. Dekle, SFRPC
The Honorable Alcee L. Hastings
Stephanie Kopelousos, Secretary, FDOT
Tom Pelham, Secretary, DCA
The Honorable Ilene Lieberman, Commission, Broward County
The Honorable Jack Seiler, Chair, Broward Legislative Delegation
The Honorable Daniel J. Stermer, Chair, Broward MPO

State Road 7/U.S. 441 Transit Corridor Action Steps

I. Strategic Planning/Intergovernmental Coordination

1. Encourage the Palm Beach and Miami-Dade MPO's to become a member of the Collaborative.
2. Convene a meeting of the SEFTC, SFRTA, Palm Tran, MDTA, and BCT concerning a regional strategy for transit.
3. Sponsor master plan development for Palm Beach and Miami-Dade communities along State Road 7.
4. Identify a light-rail option within the current 6-lane typical section.
5. Designate the State Road 7 corridor as a Light-Rail Corridor.
6. Designate portions of State Road 7 as "urban" rather than "rural" and commence resurfacing, reconstruction and drainage projects along State Road 7 to urban profiles.
7. Conduct a PD&E study to definitively determine an alignment for light-rail.
8. Identify a phasing plan for light-rail.
9. Develop a comprehensive regional rail strategy which coordinates the Broward East-West Transit Corridor project with the needs of a north-south State Road 7 transit system.
10. Support amendments to the Broward Trafficways plan that accommodate transit supportive redevelopment.
11. Encourage corridor communities to adopt transit supportive land uses along the State Road 7 corridor.
12. Sponsor transit-oriented workshops for corridor communities.

II. Dedicated Funding/Implementation

13. Work with the Collaborative to re-allocate \$1 million in programmed funding (FM 414161-1 and FM 416318-1) for State Road 7 corridor bus shelters and enhancements.

14. Reserve a portion of the Enhancement Grant funding to support regional enhancements to transit and pedestrian amenities along the corridor
15. Include funding for transit and pedestrian amenities; pedestrian safety; and urban drainage improvements in the Long Range Plan update.
16. Include funding for the reconstruction of State Road 7 into a transit corridor in the Transportation Improvement Plan.
17. Support a portion of the Seminole Compact funds for regional transportation/transit along the State Road 7 corridor.
18. Re-allocate the funds dedicated towards the Atlantic Boulevard/State Road 7 fly-over towards transportation enhancements along State Road 7.
19. Re-allocate the funds dedicated towards the north University Drive and/or north Sawgrass Expressway extension towards light-rail along State Road 7.
20. Dedicate a portion of the I-95 managed lane project toll revenue towards transit improvements on State Road 7 and connecting east-west routes.
22. Establish provisions for ranking of applications to the Transportation Regional Incentive Program (TRIP) that provide transit amenities along designated Regional Corridors.
23. Consider transit impact fees for new residential and commercial development within the "wedge" annexation area.



RESOLUTION 07-08

A RESOLUTION BY THE STEERING COMMITTEE OF THE STATE ROAD 7/U.S. 441 COLLABORATIVE ENCOURAGING THE BROWARD METROPOLITAN PLANNING ORGANIZATION, BROWARD BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY PLANNING COUNCIL AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO DESIGNATE THE STATE ROAD 7/U.S. 441 CORRIDOR AS AN URBAN ARTERIAL AND LIGHT-RAIL CORRIDOR AND TO COMMENCE A PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY TO DEFINITELY DETERMINE AN ALIGNMENT FOR FUTURE LIGHT-RAIL SERVICE WITHIN THE TYPICAL 6-LANE URBAN SECTION OF ROADWAY; PROVIDING AN EFFECTIVE DATE.

Whereas, the State Road 7/U.S. 441 Collaborative is a regional partnership of 16 jurisdictions and agencies in Miami-Dade and Broward Counties working to improve conditions along the State Road 7/U.S. 441 Corridor; and

Whereas, the State Road 7/U.S. 441 Collaborative has developed a *Master Plan* to guide corridor communities in their efforts to promote transit-oriented development and supporting transit amenities; and

Whereas, the State Road 7/U.S. 441 Corridor has been widened to its maximum feasible width and further expansion would have significant impact on redevelopment; and

Whereas, the State Road 7/U.S. 441 Collaborative encourages the designation and reconstruction of portions of the State Road 7/U.S. 441 corridor as an "urban" roadway; and

Whereas, the State Road 7/U.S. 441 Corridor may continue to provide increased capacity without further expansion of the width of the corridor; and

Whereas, the State Road 7/U.S. 441 Collaborative encourages the development of a light-rail transit option with the current six-lane right-of-way typical section; and

Whereas, portions of the State Road 7/U.S. 441 Corridor have been identified as the *Locally Preferred Alternative* for the proposed *Central Broward East-West Transit Study* that demonstrates the feasibility of providing light-rail transit options within the current six-lane right-of-way typical section; and

Whereas, designation of the State Road 7/U.S. 441 Corridor as an urban arterial or light rail corridor is consistent with the design principals contained within the *Broward County County-Wide Community Design Guidebook* for multi-modal corridors; and

Whereas, the State Road 7/U.S. 441 Collaborative supports the designation of the State Road 7/U.S. 441 Corridor as a *Light-Rail Corridor*; and

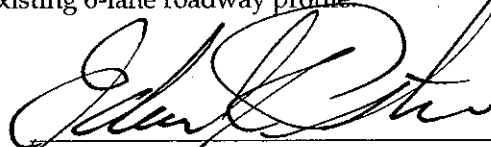


Whereas, the State Road 7/U.S. 441 Collaborative supports the commencement of a PD&E study to determine a preferred alignment for future light rail service.

Therefore, Be It Resolved by the Steering Committee of the State Road 7/U.S. 441 Collaborative:

That the Broward County Board of Commissioners, the Broward Planning Council, the Broward Metropolitan Planning Organization; and the Florida Department of Transportation work cooperatively with the State Road 7/U.S. 441 Collaborative to designate the State Road 7/U.S. 441 Corridor as a "urban" roadway and light rail corridor in their respective plans and to commence a PD&E study to determine a preferred alignment for future rail service within the existing 6-lane roadway profile.

APPROVED ON this 13th day of December, 2007.



Commissioner Edward C. Portner, Chair
The State Road 7/U.S. 441 Collaborative

