



**TOWN OF LAKE PARK  
LOCAL PLANNING AGENCY  
MEETING AGENDA**

**AUGUST 8, 2022  
IMMEDIATELY FOLLOWING THE  
SPECIAL CALL  
PLANNING & ZONING BOARD MEETING  
535 PARK AVENUE  
LAKE PARK, FLORIDA**

**PLEASE TAKE NOTICE AND BE ADVISED:** If any interested person desires to appeal any decision of the Local Planning Agency with respect to any matter considered at the Meeting, such interested person will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. *Persons with disabilities requiring accommodations in order to participate in the Meeting should contact the Town Clerk's Office by calling (561) 881-3311 at least 48 hours in advance to request accommodations.*

**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

Richard Ahrens, Chair	<input type="checkbox"/>
Jon Buechele, Vice-Chair	<input type="checkbox"/>
Lauren Paxton, Regular Member	<input type="checkbox"/>
Elizabeth Woolford, Regular Member	<input type="checkbox"/>

**APPOINTMENT OF CHAIR**

**APPOINTMENT OF VICE-CHAIR**

**APPROVAL OF AGENDA**

**APPROVAL OF MINUTES**

- LOCAL PLANNING AGENCY MEETING; DECEMBER 6, 2021

## **PUBLIC COMMENTS**

Any person wishing to speak on an agenda item is asked to complete a Public Comment Card located in the rear of the Commission Chambers, and provide it to the Recording Secretary. Cards must be submitted before the agenda item is discussed.

## **ORDER OF BUSINESS**

The normal order of business for Hearings on agenda items is as follows:

- Staff Presentation
- Applicant Presentation (when applicable)
- Agency Member questions of Staff and Applicant
- Public Comments – 3 minute limit per speaker
- Motion on floor
- Vote of Agency

## **NEW BUSINESS**

**LPA-22-01:** 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.

**LPA-22-02:** PUBLIC HEARING TO CONSIDER A PROPOSED ORDINANCE ADOPTING A TOWN INITIATED SMALL SCALE COMPREHENSIVE PLAN FUTURE LAND USE AMENDMENT, TO CHANGE THE FUTURE LAND USE FROM “PUBLIC BUILDINGS AND GROUNDS” TO “DOWNTOWN” FOR THE TOWN-OWNED 1.24 ACRE PARCEL THAT IS THE PROPOSED TRI-RAIL STATION LOCATION

**LOCAL PLANNING AGENCY MEMBER COMMENTS**

**COMMUNITY DEVELOPMENT DIRECTOR COMMENTS**

**ADJOURNMENT**

**UPCOMING MEETINGS: TO BE DETERMINED AS NEEDED**



**Town of Lake Park, Florida  
Local Planning Agency  
Meeting Minutes  
Monday, December 6, 2021 at 6:30 p.m.  
Commission Chamber, Town Hall  
535 Park Avenue, Lake Park, Florida 33403**

**CALL TO ORDER**

The meeting was called to order at 6:32 p.m.

**PLEDGE OF ALLEGIANCE**

Vice-Chair Rice led the Pledge of Allegiance.

**ROLL CALL**

Chair	Vacant
Joseph Rice, Vice-Chair	Present
Jon Buechele	Present
Lauren Paxton	Present
Richard Ahrens	Present
Elizabeth Woolford	Present

Also in attendance were Community Development Director Nadia DiTommaso, Attorney Thomas Baird, and Assistant to the Community Development Director Kimberly Rowley.

Vice-Chair Rice welcomed Agency Member Woolford.

**APPOINTMENT OF CHAIR**

**Motion: Agency Member Buechele moved to nominate Joseph Rice as Chair; Agency Member Paxton seconded the nomination.**

Vote on Motion:

Agency Member	Aye	Nay	Other
Agency Member Ahrens	X		
Agency Member Paxton	X		
Agency Member Woolford	X		
Vice-Chair Buechele	X		
Chair Rice	X		

Motion passed 5-0.

## APPOINTMENT OF A VICE-CHAIR

Chair Rice passed the gavel and made the following motion:

**Motion: Chair Rice moved to nominate Jon Buechele as Vice-Chair; Agency Member Woolford seconded the nomination.**

Vote on Motion:

Agency Member	Aye	Nay	Other
Agency Member Ahrens	X		
Agency Member Paxton	X		
Agency Member Woolford	X		
Vice-Chair Buechele	X		
Chair Rice	X		

Motion passed 5-0.

Chair Rice retrieved the gavel.

## APPROVAL OF AGENDA

**Motion: Vice-Chair Buechele moved to approve the agenda; Agency Member Ahrens seconded the motion.**

Vote on Motion:

Agency Member	Aye	Nay	Other
Agency Member Ahrens	X		
Agency Member Paxton	X		
Agency Member Woolford	X		
Vice-Chair Buechele	X		
Chair Rice	X		

Motion passed 5-0.

## APPROVAL OF MINUTES

- Local Planning Agency Meeting Minutes of September 14, 2021.

**Motion: Agency Member Ahrens moved to approve the Local Planning Agency Meeting Minutes of September 14, 2021; Vice-Chair Buechele seconded the motion.**

Vote on Motion:

Agency Member	Aye	Nay	Other
Agency Member Ahrens	X		
Agency Member Paxton	X		
Agency Member Woolford	X		
Vice-Chair Buechele	X		
Chair Rice	X		

Motion passed 5-0.

## **Public Comment**

Chair Rice explained the Public Comment procedure.

## **ORDER OF BUSINESS**

The normal order of business for Hearings on agenda items are as follows:

- Staff presentation
- Applicant presentation (when applicable)
- Agency Member questions of staff and applicant
- Public Comments – limited to 3 minutes per speaker
- Motion on floor
- Vote of Agency

## **NEW BUSINESS:**

### **1. LPA-21-003: PUBLIC HEARING TO CONSIDER A PROPOSED ORDINANCE ADOPTING COMMUNITY REDEVELOPMENT AGENCY (CRA) REQUESTED AMENDMENTS TO THE FUTURE LAND USE ELEMENT OF THE TOWN OF LAKE PARK COMPREHENSIVE PLAN TO AMEND THE DENSITY AND INTENSITY OF THE DOWNTOWN FUTURE LAND USE CLASSIFICATION, ADD A POLICY AND OBJECTIVES RELATING TO THE CLASSIFICATION, AND CHANGE THE FUTURE LAND USE OF 21.6 ACRES TO ‘DOWNTOWN’.**

Community Development Director DiTommaso provided history/background of the Comprehensive Plan for the downtown area. This Comprehensive Plan only addresses the density and intensity in the downtown area. She described the CRA area boundaries. She explained that the Comprehensive Plan dictates how many units per acre could be built on a parcel of land and it dictates Floor Area Ratio (FAR). She explained that FAR was the non-residential square footage that could be built on any particular parcel of land. She provided an example of how a FAR could be applied. She stated that the downtown area, for the most part, has a four-story maximum. She stated that there were opportunities to build upward (intensity) to incorporate more residential units. She recapped by stating the this agenda item addresses the Comprehensive Plan as it relates to density (units per acre) in the downtown area, and the possible proposed expanded area of the CRA. This agenda item includes a reference guide as it relates to the Land Development Regulations.

Chair Rice asked why the term downtown was being used and not the term PADD (Park Avenue Downtown District). Community Development Director DiTommaso explained that there was land use and zoning. The item before the agency, the Ordinance, refers to downtown, which was the land use designation.

Town Planner Golonka presented to the Agency (See Exhibit “A”). Agency Member Ahrens asked how they would handle the alleyways. He wanted to know what tools would the Town have to remove old easements. Community Development Director DiTommaso explained that we have the opportunities to create greenways along the alleyway areas.

Agency Member Paxton expressed concerns regarding a four-story parking garage and its effect on residential properties in the area. Town Planner Golonka explained that the Commission has discussed the parking garage being adjacent to single-family homes. She suggested that the topic of a parking garage be discussed as part of a Planning & Zoning meeting. The Commission would receive the Agency's concerns as reflected in the meeting minutes.

Agency Member Ahrens agreed with Agency Member Paxton's concern regarding the parking garage. He believes that the Town has the ability to construct mixed-use to accommodate a parking lot instead of a four-story parking structure.

Chair Rice asked that Agency Members follow decorum during meetings and not answer questions on-behalf of staff.

Vice-Chair Buechele asked what impact an expansion of the CRA would have on the residents along West Jasmine Drive and Ilex Drive. Town Planner Golonka explained that if the property owner decided to sell their property, then that property value would likely be greater than today. She explained that a developer might want to purchase multiple properties to create a mixed-use opportunity in that area. Community Development Director DiTommaso explained that in order to achieve density and intensity that was being proposed property lots would need consolidation. She explained that in any given scenario staff does not see one, two or three single-family residential properties redeveloped with these increased density and intensities. The limited land area would not allow for such development. She stated that staff was looking at this on a larger scale with the possibility of a developer purchasing multiple properties to use the density and intensity proposed.

Chair Rice asked if there was room to place a cap (or maximum) on the height in the proposed amendment. Town Planner Golonka explained that heights are addressed in the Land Development Regulations. She explained that heights would be addressed in the Park Avenue Downtown District (PADD). The heights are not included in the zoning. Community Development Director DiTommaso clarified that as the Local Planning Agency they would only be considering the density and intensity. The Agency would be considering the Downtown Land Use Classification as it relates to units per acre and FAR, which are the non-residential square footage. The LDR – Land Development Regulations, which are part of the Zoning Code, would address the Downtown Park Avenue District. She explained that the zoning district name is Park Avenue Downtown and the land use name was downtown. She stated that the heights are included in the zoning portion, which was not part of this agenda. Chair Rice clarified that it would come before the Planning & Zoning Board. Community Development Director DiTommaso stated “yes”.

Public Comment open:

None

Public Comment closed:

**Motion: Agency Member Ahrens moved to approve LPA-21-003; Agency Member Woolford seconded the motion.**

Vote on Motion:

Agency Member	Aye	Nay	Other
Agency Member Ahrens	X		
Agency Member Paxton	X		
Agency Member Woolford	X		
Vice-Chair Buechele	X		
Chair Rice	X		

Motion passed 5-0.

**Local Planning Agency Member Comments:**

None

**Community Development Director Comments:**

None

**ADJOURNMENT:**

There being no further business to come before the Local Planning Agency and after a motion to adjourn by Vice-Chair Buechele and seconded by Agency Member Ahrens, and by unanimous vote, the meeting adjourned at 7:31 p.m.

\_\_\_\_\_  
\_\_\_\_\_, Chair  
Town of Lake Park Local Planning Agency

\_\_\_\_\_  
Recording Secretary

Town Seal

Approved on this \_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_



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.

### **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 TRANSPORTAIN AND CAPITAL IMPROVEMENTS ELEMENTS OF THE COMPREHENSIVE PLAN AND TRANSMIT THE DAME TO THE DEPARTMENT OF ECONMIC 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 10<sup>th</sup> 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 10<sup>th</sup> 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, 10<sup>th</sup> 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 encouraged<sup>1</sup> 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 access<sup>2</sup> 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.

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<sup>1</sup> See § 163.3180 (5)(e) and (f)

<sup>2</sup> 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~~ 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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**DESCRIPTION:**

**PUBLIC HEARING TO CONSIDER A PROPOSED ORDINANCE ADOPTING a TOWN INITIATED SMALL SCALE COMPREHENSIVE PLAN FUTURE LAND USE AMENDMENT, TO CHANGE THE FUTURE LAND USE FROM “PUBLIC BUILDINGS AND GROUNDS” TO “DOWNTOWN” FOR THE TOWN-OWNED 1.24 ACRE PARCEL THAT IS THE PROPOSED TRI-RAIL STATION LOCATION.**

**Background**

On December 6, 2021 the Lake Park Local Planning Agency (LPA) approved an expansion of the Downtown Land Use area in the general Park Avenue area, which was subsequently approved by the Town Commission. At that time, the Town-owned parcel adjacent to the railroad tracks which is proposed for the future Tri-Rail station (“train station parcel”) was not included.

The Town Commission has requested that we now move forward with the land use and zoning changes, to allow for a potential public-private development which could be imminent.

Thus, the application before the LPA is to add the site to the Downtown Land Use. (The corresponding zoning change will follow next month.)

The 1.24 acre site has long been identified by the Town as a future Tri- Rail station. With the new emphasis on transit oriented development and new forms of mobility, the Town also desires the site to act as a transit hub connecting various types of transit from micro to bus. Mobility Plan.

The parcel location is shown on the map on the following page.

## Map 1: Location Map

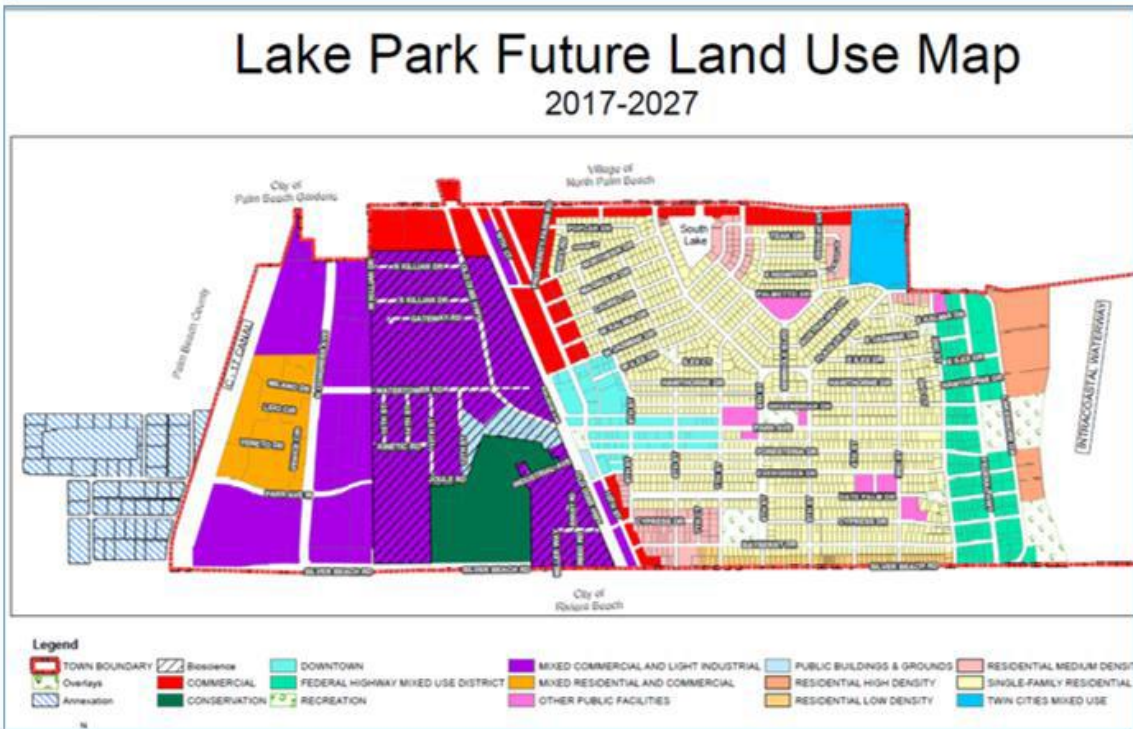


The timeline for Tri-Rail expanding north has not been established, nor any northern station locations officially approved by Tri-Rail. However the recent double-tracking by Brightline is a critical initial step. The next action that must occur is an agreement between Tri-Rail and the FEC for Tri-Rail's use of the tracks, and then selection of station locations. While the outcome is not anticipated in the immediate future, the Town desires to take a pro-active position and is interested in moving forward with construction of a station and thus place itself in a position to insure a station in Lake Park. Should it not become a tri-rail station, it could still serve as a transit hub for various forms of transit.

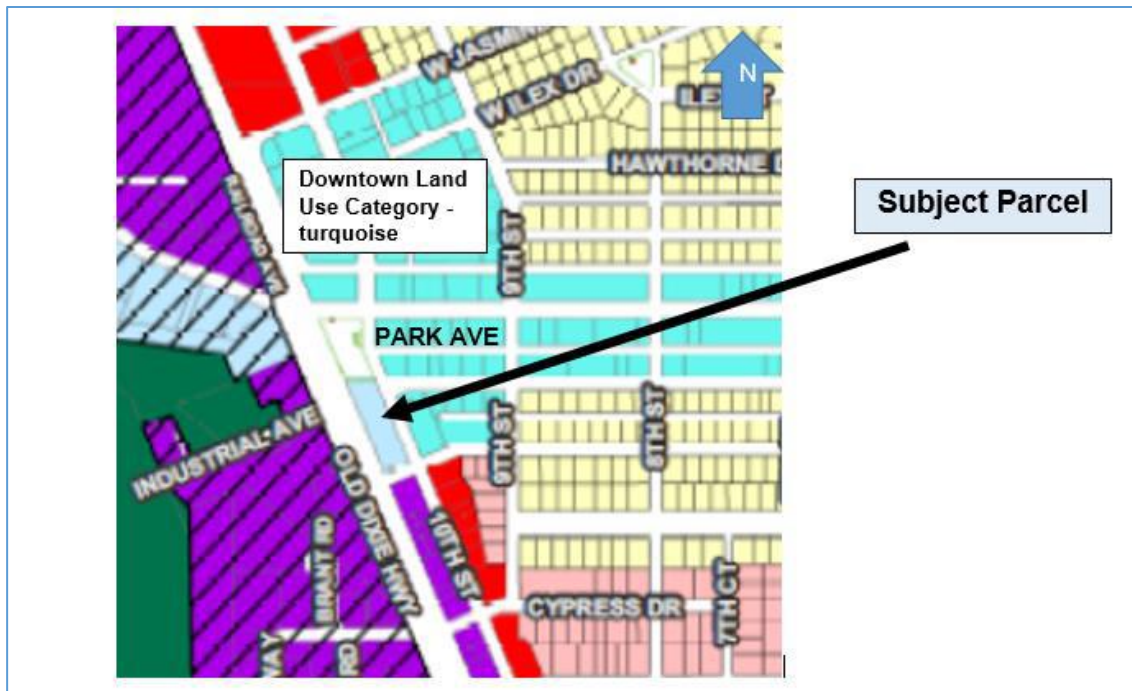
### Analysis

The 1.24 acre parcel is proposed to be changed from its current land use designation of "public buildings and grounds" to "Downtown", which will enable the Town to pursue a public –private partnership for development of the station, and the possibility of incorporating residential units to incorporate a mixed use development adjacent to the station.

## Map 2: Future Land Use Map



The map below shows the location of the subject parcel and its relationship to the area currently designated with the Downtown future land use category. The parcel would be an extension of the Future Downtown Land Use, which abuts the site, across 10<sup>th</sup> St. on the east.



For reference, the definitions of the two land use categories contained in section 3.43, "Future Land Use Classification System" of the Future Land Use Element are shown below:

*Public Buildings and Grounds – Lands and structures that are owned, leased, or operated by a government entity such as libraries, police stations, fire stations, post offices, government administration buildings, and areas used for associated storage of vehicles and equipment, with a maximum F.A.R. of 3.0. Also, lands and structures owned or operated by a private entity and used for a public purpose such as a privately held by publicly regulated utility. Public schools are a permitted use within this land use designation"*

*Downtown – Mixed Use development with a maximum F.A.R. which shall not exceed 3.0 per gross acre, as calculated for the entire contiguous Downtown Land Use area. The maximum density shall not exceed an average of 48 dwelling units per gross acre, as calculated for the entire contiguous Downtown Land Use area.*

*Horizontal mixed use may be developed and bonus units may be granted in excess of 48 units on one site, so long as the average density for the entire contiguous Downtown Land Use area does not exceed 4 units per acre.*

As the definitions indicate, the current Future Land Use designation of Downtown does not allow for residential uses, which are a vital component of most mixed-use projects. Additionally the FAR is limited to 3. Thus the change would create opportunities for a variety of future options

## **Consistency with the Comprehensive Plan**

**The proposed land use change is consistent with and furthers the following objectives and policies of the Comprehensive Plan:**

### *Future Land Use Element*

#### *Objective 5:*

*As a substantially built-out community in an urbanized area, the Town shall promote redevelopment and infill development in a manner that is considerate to existing neighborhoods and uses, the built and natural environments and neighboring jurisdictions.*

#### *Policy 5.3:*

*The Town shall foster the redevelopment of key corridors and target areas. Compact mixed-use development, defined as a mixture of at least two different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment, should be the preferred form of development and redevelopment*

*Objective 12: Redevelopment of the Historical Downtown Area: A Downtown Future Land Use Classification is established to facilitate the redevelopment of the historical Park Avenue downtown and the immediate surrounding area. This land use category encourages a dense, vibrant, walkable mixed-use downtown that combines residences, businesses, and civic spaces, and that is well-integrated into the surrounding neighborhoods. This land use classification is also intended to facilitate development that complements a future tri-rail station.*

Policy 12.6

*The Town shall continue to pursue a proposed train station location immediately adjacent to the Downtown future land use area, in support of its redevelopment and mobility goals.*

**Transportation Improvement Element**

***NOTE: Portions of text underlined below reflect the proposed Comprehensive Plan amendments which were the first item on the LPA agenda this evening.***

*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 9.3:

*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 9.5:

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

**Capital Improvement Element**

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.*

**Level of Service**

*Policy 3.1 of the Future Land Use Element requires that “The development of residential, commercial and mixed commercial/industrial lands shall be timed and staged in conjunction with provisions of supporting community facilities, such as streets, utilities, police and fire protection service, emergency medical service, and public schools.”*

With the land use change, required levels of service are anticipated to continue to be met. Additionally all development projects are reviewed to insure levels of service are maintained, or required improvements are made to insure the levels remain.

**Consistency with Community Redevelopment Agency (CRA) Plan**

**The proposed land use change is consistent with and furthers the CRA Plan.**

The Plan specifically lists the location as a “potential redevelopment catalyst project “.

“6.A - Railsite Site - TOD/ P3 / Mixed-Use Development

*The preferred redevelopment program for this site includes a transit station (future train stop), parking, pocket park, /plaza, ground floor commercial, and multi-family units.....*

*Pursue redevelopment of the property by leveraging the Town ownership with private investment.”*

## **CONCLUSION TO THE ANALYSIS OF PROPOSED COMPREHENSIVE PLAN AMENDMENTS**

- The proposed Future Land Use Map amendment is consistent with the goals, objectives, and policies of the Town of Lake Park Comprehensive Plan.
- The Map amendment is consistent with the goals and strategies of the CRA Plan.
- The proposed amendment is necessary to reflect changing conditions and trends which encourage mixed use.
- The proposed map amendment is compatible with the surrounding properties and land use patterns

## **LEGAL NOTICE AND ADOPTION PROCESS**

Florida Statutes section 163.3187 provides for a shortened, simplified adoption process for parcels of land under 50 acres. The process does not require transmittal to the state for review, merely transmittal after the Town adopts the land use change. The amendment is not required to be submitted to the IPARC interlocal review process.

The first Public Hearing before the Commission is scheduled for September 7.

Notice is required to the affected property owner, which is the Town.

## **STAFF RECOMMENDATION**

**Staff recommends approval of the proposed small scale Comprehensive Plan Future Land Use change for the 1.24 Town-owned acre parcel from Public Buildings and Grounds to Downtown.**



ORDINANCE NO.      - 22

**AN ORDINANCE OF THE TOWN COMMISSION OF THE TOWN OF LAKE PARK, FLORIDA, ADOPTING A SMALL SCALE PLAN AMENDMENT TO THE COMPREHENSIVE PLAN AND AMENDING THE FUTURE LAND USE MAP TO CHANGE THE FUTURE LAND USE CLASSIFICATION OF 1.24 ACRES OF REAL PROPERTY FROM “PUBLIC BUILDINGS AND GROUNDS” AND ASSIGNING THE FUTURE LAND USE CLASSIFICATION OF “DOWNTOWN” TO THE REAL PROPERTY; AND 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**, §163.3187 *Fla. Stat.* provides for the adoption of small scale amendments to Comprehensive Plans; and

**WHEREAS**, the Town’s Planning and Zoning Board sitting as the Local Planning Agency (LPA) has conducted the public hearing 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**, pursuant to §§ 163.3187(2) and 163.3184(11), *Fla. Stat.*, the Commission has conducted a public hearing to consider the LPA’s recommendation regarding the proposed small scale amendment to change the future land use classification of 1.24 acres of real property from “Public Buildings and Grounds” to the future land use classification of “Downtown” as described in the Comprehensive Plan’s Future Land Use Element and

**WHEREAS**, the Commission has determined that the amendment to the future land use classification of the is in compliance with the Act; and consistent with adopted policies of the Comprehensive Plan;

**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 Future Land Use Element of the Town’s Comprehensive Plan is hereby amended as follows:

**3.4.4 Future Land Use Map- Change in Land Use**

*The future land use classification of the 1.24 acres of real property within the Town as shown on the map and legally described herein in Exhibit A, which is attached hereto and incorporated herein, the current future land use designation of which is “Public Buildings and Grounds,” is changed to “Downtown” on the Future Land Use Map.*

**Section 3. Effective Date.** The amendments to the Comprehensive Plan contained within this Ordinance shall become effective in accordance with the provisions of § 163.3187(5)(c), Fla. Stat.

Exhibit A

Legal Description:

All of Block 46a (Less northerly 284.80 Ft), Plat of Kelsey City in Plat Book 8, Pages 15 To 18, 23, 27 & 34 To 37 inclusive.

Location Map

