

TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members AGENDA ITEM 3J

From: Staff

Date: January 19, 2018 Council Meeting

Subject: Local Government Comprehensive Plan Review  
Draft Comprehensive Plan for the City of Westlake  
Amendment No. 17-PLAN

Introduction

The Community Planning Act, Chapter 163, *Florida Statutes*, requires that the regional planning council review local government comprehensive plans prior to their adoption. The regional planning council review and comments are limited to adverse effects on regional resources or facilities identified in the strategic regional policy plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. Council must provide any comments to the local government within 30 days of the receipt of the proposed comprehensive plan and must also send a copy of any comments to the state land planning agency.

The package from the City of Westlake contains a brand new comprehensive plan consisting of goals, objectives, policies, and maps along with supporting data and analysis for this community incorporated in 2016. The plan is divided into nine elements: Administrative, Future Land Use, Transportation, Infrastructure, Conservation, Recreation and Open Space, Housing, Capital Improvements, and Intergovernmental Coordination. This report includes a summary overview and specific Council comments.

Summary of Proposal

The proposed comprehensive plan is the first for the newly incorporated City of Westlake; the area is currently subject to the Palm Beach County comprehensive plan and will be until this proposed plan is adopted. The plan is organized into nine elements: Administrative, Future Land Use, Transportation, Infrastructure, Conservation, Recreation and Open Space, Housing, Capital Improvements, and Intergovernmental Coordination. Each element has a series of goals, objectives, and policies. There are also data and analysis chapters organized in the same manner as the elements, and a series of maps. Because of the extensive volume of material in the package, the plan has been provided as a supplement to this report on Council's website.

## Overview

The Region has a population of nearly 2 million residents and has experienced explosive growth over the last four decades. The Region's resources and quality of life are sensitive to the impacts of poorly planned growth and development, however, and there are increasing signs that those resources and quality of life are at risk. There is evidence in many parts of the Region of deterioration in the quality of life: traffic congestion and mobility challenges, loss of agricultural lands, polluted waterways, loss of wetlands and forests, deteriorating urban centers and older suburban areas, lack of affordable housing, fiscal stress, and other impacts of poorly planned growth. Since the 1960s hundreds of square miles of native and agricultural lands have been converted to suburban development, a pattern of development that does not allow the efficient provision of public facilities and services, and is devoid of the sense of place that once defined the character of the Region. This is especially true in Palm Beach County.

The new City of Westlake is strategically located to correct certain inefficiencies and limitations associated with existing development patterns in this area and could influence development patterns in a positive way for years to come. There is a great opportunity for the City to ensure there is a regular network of streets and blocks, and a detailed plan is prepared which results in traditionally planned neighborhoods and mixed-use districts which connect all the important components of public and private life (sites for homes, shopping, parks, jobs, schools, churches, civic use, etc.). In other words, correcting the problems of community design, balance, and serviceability that plague the rest of this area.

Unfortunately, the proposed comprehensive plan for the City does not commit to the form or pattern of development necessary to take full advantage of the corrective and transformative opportunities offered by building a new city in this area from scratch. The choice for the City is between two models of growth: the traditional neighborhood and district or the continuation of suburban sprawl. They are polar opposites in appearance, impacts, function, and character. They look different, they act differently, and they affect us in different ways. In the absence of a strong and detailed commitment to traditional neighborhoods, the default pattern will be suburban sprawl.

While the City's proposed comprehensive plan likely meets all the minimum requirements of Chapter 163, Part II, Growth Policy; County and Municipal Planning; and Land Development Regulation, this statute provides little guidance for planning and building a new, sustainable city for 15,000 people. It is "one size fits all" state legislation that does not consider the context of this new city in Palm Beach County and its anticipated role in correcting and retrofitting certain limitations with surrounding land use patterns. The statute is also neutral on urban form. Without a commitment to traditional urban form and patterns of development, it is unlikely that the goals set forth in the draft plan can be achieved.

Council encourages the City to aim higher than the minimum requirements of Chapter 163; commit to a traditional urban form of development; and create a more aspirational plan worthy of the opportunity to plan a brand new city in the countryside. For example, the City could adopt a "Vision Element" which describes, with illustrations and text, the City's commitment to address the nature of suburban sprawl and its side effects by including goals, objectives and

policies to: 1) increase the diversity, walkability, and self-containment of neighborhoods; 2) commit to a network of regularly spaced streets and blocks throughout the City; 3) strengthen the connections and walkability between districts and neighborhoods; and 4) link them together to establish more efficient, larger patterns of development in the area (Exhibit 2).

Along these lines, Council encourages additional policy language supported by a new Street Network or Future Traffic Circulation Map which commits to a regularly spaced local network of neighborhood streets, alleys, and blocks throughout the City that will connect the neighborhoods and districts to the backbone network of arterials and connectors. This could be accompanied by a Compendium of Street Sections for the City which articulates some examples of the various street types that are being considered for use within the city limits (Exhibit 3).

Council makes these suggestions to encourage the City to make a stronger and clearer long-term commitment to fundamental planning principles that assure the City will be built out using traditional urban forms and patterns, distinct from the surrounding suburban sprawl. This will be valuable in guiding the future growth of the City beyond the first phase of construction in the original development order as time goes by and as focus and priorities change. In addition, Council has provided below a series of comments, questions, and suggestions related to the City's proposed draft comprehensive plan.

#### Comments, Questions, and Suggestions

##### *Administrative Element*

- A description of the Palm Beach County approval of Minto West should be added. It is discussed in Chapter 2, but there is no explanation of what it is.
- Provide more information about the Interlocal Agreement with the Seminole Improvement District, including the date, resolution number, official record book and page, etc. so that this important agreement is documented in the comprehensive plan.
- Add Mobile Homes to the definitions since they are mentioned in Policy FLU 1.1.13 and Policy HE 1.1.6.

##### *Future Land Use Element*

- The Floor Area Ratio definition on page 10 of the data and analysis is not consistent with the definition in the Administrative Element.
- If, as Policy FLU 1.1.8 says, accessory dwelling units don't count for density calculations, how is the impact of a residential land use change to be estimated?

*Transportation Element*

- The analysis only considers the roadways within the City limits. Will the future residents and business employees and customers be able to get to Westlake on the limited roadway network connected to Seminole Pratt Whitney Road?
- Are the rights-of-way called for in Policy TE 1.1.3 and 1.1.5 adequate to accommodate the necessary travel lanes and separated bicycle / pedestrian pathways?
- What does the statement “The roadway levels of service are adopted for planning purposes only” in Policy TE 1.2.1 mean? This appears to contradict with the concurrency provisions and render them useless.
- Council suggests that Policy TE 1.4.10 be revised to indicate that the City will classify the context of their roads in accord with the new Florida Department of Transportation design manual and the Palm Beach County Transportation Planning Agency’s complete streets guide.
- Revise Objective TE 1.6 to “Construct the City and its transportation network to be supportive of mass-transit options.” As currently written, the Objective calls for the planning to be done once the mass-transit is available. This is too late and will likely mean it will never be feasible to provide mass-transit since the retrofit costs will be too high.
- Revise Policy TE 1.6.4 to supplement evaluation of parking requirements with “building placement” as part of encouraging alternate modes of travel. Council has found that the form of development has a significant impact on the practicality and desirability of using non-automobile transportation.

*Infrastructure Element*

- Policy INF 1.1.5 and 1.1.6 need to be aligned. The policy should require that new development and redevelopment connect to central water facilities in order to receive a certificate of occupancy; delete the text “when such facilities become available.”
- Policy INF 1.3.5 and 1.3.6 need to be aligned. The policy should require that new development and redevelopment connect to central sewer facilities in order to receive a certificate of occupancy; delete the text “when such facilities become available.”
- Policy INF 1.6.5 erroneously refers to water supply in the second sentence instead of drainage.

*Recreation and Open Space Element*

- The Data and Analysis does not contain any supply and demand analysis, plan for recreation, or projection of needs as the population grows.

- In Policy REC 1.1.4, why not tie approval of new development to meeting the Recreation and Open Space Level of Service? Adequate area for recreation is a key component of a high quality of life and, as a brand new community, the City should not allow itself to get behind on any necessary infrastructure. Ensuring adequate infrastructure is installed in the beginning as development occurs is an opportunity that existing cities which struggle with the cost and logistics of retrofitting old neighborhoods would gladly welcome.
- Revise Objective REC 1.3 to “Encourage civic and park planning for development of open space within the City” to help ensure that spaces appropriate for community civic life are created.
- Council suggests that the policies incorporate a land dedication or cash in lieu requirement for new development in order to offset the recreation need impacts on existing residents caused by new development.

#### *Capital Improvements Element*

- On page 3 of the data and analysis, why are parks not “scheduled to be developed?” The comprehensive plan contemplates that a series of homes will be developed, therefore the associated recreation areas also need to be developed concurrent with the arrival of new residents.
- Why are the projects in Table 8.1 on page 4 of the data and analysis repeated twice in the table?
- In comparing Table 8.2a and 8.2b (revenue and expenses, respectively), in all 5 years after 2017/2018 the expenses exceed the revenues. How are these deficits addressed and what is the impact on the City’s ability to provide the needed capital improvements?
- The recreation level of service should be added to Table 8.2 within Policy CIE 1.2.1. While a recreation level of service is not required by Florida Statutes, the City can certainly choose to exceed the minimum requirements of the Statutes to ensure a high quality of life for the residents.
- Following Policy CIE 1.3.5 is Table 8.1, but it is not referenced in the text.

#### *Intergovernmental Coordination Element*

- In Policy ICE 1.1.4, Council suggests the language be strengthened from “participate” to “join and participate” in the Intergovernmental Program (Issues Forum and IPARC).
- In Policy ICE 1.2.2, Council suggests the language be strengthened from “participate” to “join and participate” in the Coordinated School Planning Interlocal Agreement.

- In Policy ICE 1.3.4 and 1.3.5, consider revising these to allow for the City to self-provide or contract for Fire/Rescue and Law Enforcement services if the City decides to do so in the future. This will avoid the need for a text amendment to the comprehensive plan if the City's method of providing these services changes in the future.

### *Annexation*

Council suggests that annexation criteria and a future annexation area be provided in a suitable element of the plan to provide guidance for future annexation activity in the event the City wishes to pursue that in the future. Given that the City is mostly surrounded by unincorporated area, it seems very likely that annexation will occur in the future. Ensuring that development or redevelopment of these new areas is consistent with the “core” of the community is critical for the future success of the City.

### *Emergency Preparedness*

Council suggests that the comprehensive plan be enhanced by addressing the issue of hurricane and disaster preparedness, especially given the limited transportation options and the current uptick in the frequency of storms impacting Palm Beach County (Exhibit 2).

### Regional Impacts

Without a commitment in the comprehensive plan to develop Westlake in a manner which takes full advantage of the opportunity to correct the inefficiencies and limitations of the existing development pattern, the additional residential units and commercial square footage to be developed will simply exacerbate the problems and impose impacts on the adjacent communities and regional transportation network and resources.

### Extrajurisdictional Impacts

Council requested comments from local governments and organizations expressing an interest in reviewing the proposed amendment on November 30, 2017. Palm Beach County has expressed concern about negative impacts on the roadway network and adjacent residents. The County's comments will be provided directly to Westlake and the Department of Economic Opportunity.

### Conclusion

The draft comprehensive plan for the City of Westlake is not consistent with the Strategic Regional Policy Plan (SRPP). Exhibit 2 includes objectives and policies that should be incorporated into a more robust vision for the future of this new city so that adverse effects on regional resources and facilities and extrajurisdictional impacts can be minimized. In addition, the specific concerns and questions raised in this report need to be addressed. Council staff is available to assist the City in this effort.

Recommendation

Council should approve this report and authorize its transmittal to the City of Westlake and the Florida Department of Economic Opportunity.

Attachments

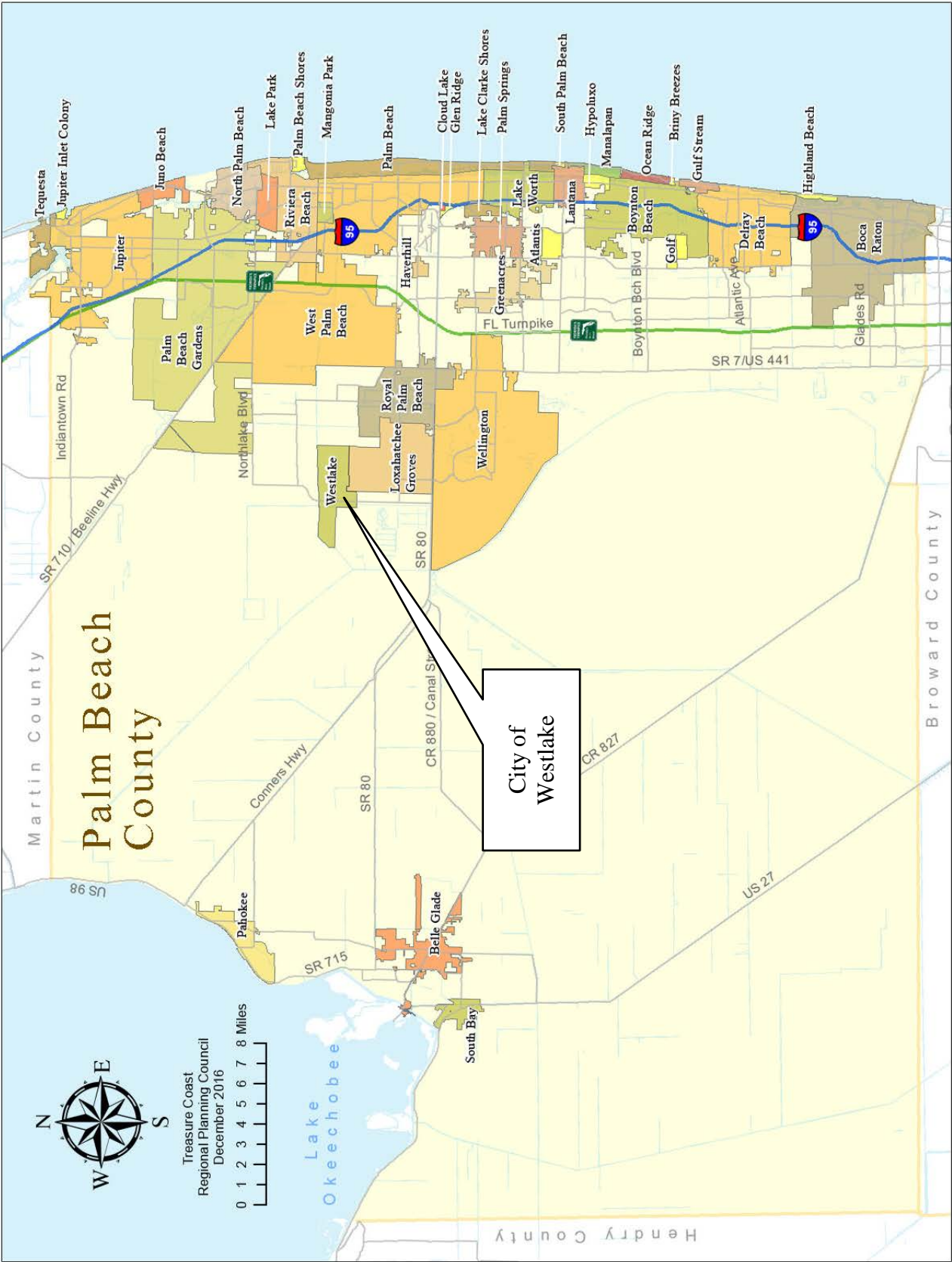
## **List of Exhibits**

### **Exhibit**

- 1 General Location Map
- 2 Excerpt From Strategic Regional Policy Plan
- 3 Compendium of Street Sections



**Exhibit 1**  
**General Location Map**



## **Exhibit 2**

### **Excerpt From Strategic Regional Policy Plan**

#### **Goals, Strategies and Policies**

This attachment contains a summary of the goals, strategies and policies from Council's Strategic Regional Policy Plan that are most relevant to the City of Westlake's Comprehensive Plan.

#### **Future of the Region**

##### **MASTER PLAN**

**Goal 4.1:** Future development should be part of existing or proposed cities, towns, or villages.

**Goal 6.1:** Create new neighborhoods and communities.

**Goal 10.1:** Neighborhoods and communities which are served by a variety of transportation modes.

**Goal 15.1:** Preferred forms of development which result in downtown redevelopment and infill, the containment of suburban sprawl and the creation of new cities, towns, and villages.

**Goal 16.1:** The formation of new towns, cities and villages.

**Strategy 6.1.1:** Encourage the formation of sustainable neighborhoods and communities.

**Strategy 7.1.3:** Promote improved community planning and urban design.

**Strategy 7.2.1:** Promote patterns of development which provide better opportunities for the transportation disadvantaged.

**Strategy 7.3.1:** Reduce vulnerability to natural and man-made disaster events through better transportation, land use and community planning.

**Strategy 12.1.1:** Encourage patterns of development and programs which improve the independence and self-sufficiency of children.

**Strategy 13.1.1:** Encourage patterns of development and programs which minimize dependency on the automobile, encourage and accommodate public transit, and reduce vehicle miles traveled and the amount of vehicle emission discharged into the atmosphere.

**Strategy 16.1.1:** Encourage and facilitate preferred forms of development.

**Policy 6.1.1.1:** New neighborhoods and districts should contain a balanced, well-planned, compatible mix of land uses appropriately located so that State, local and regional goals are achieved.

**Policy 6.1.1.2:** New neighborhoods and districts should have compact designs, with a mix of building types.

**Policy 6.1.2.3:** Require that an urban design study be prepared to evaluate development proposals in the countryside.

**Policy 7.1.1.4:** Urban design and architectural studies should be performed when evaluating residential and commercial projects. Such studies should analyze building typology and compatibility, land use mix and the overall impact of the project on the surrounding neighborhood or district.

**Policy 7.1.3.1:** Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

**Policy 7.2.1.1:** Encourage patterns and forms of development and redevelopment and street design that will improve mobility opportunities for transit dependent groups especially the poor, handicapped and young.

**Policy 7.3.1.2:** Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide central locations for public shelters and emergency relief centers.

**Policy 8.1.1.3:** Encourage patterns of development which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

**Policy 9.1.1.1:** Encourage patterns of development and programs which reduce dependency on the automobile, encourage and accommodate public transit, and reduce the overall use of fossil fuels.

**Policy 10.1.1.1:** Plan and design development to effectively accommodate alternative modes of transportation.

**Policy 12.1.1.1:** Consider the special mobility needs of children in all development proposals.

**Policy 12.1.1.2:** Encourage the location and provision of schools, parks, recreational and other uses (e.g., retail, civic uses, etc.) within biking or walking distance.

**Policy 12.1.1.4:** Provide sites for civic uses such as schools, parks and libraries within neighborhoods.

**Policy 15.1.3.13:** Make non-preferred forms of development occurring in undeveloped areas responsible for the full and true infrastructure costs to support the development through buildout.

**Policy 16.1.1.1:** Local governments should identify appropriate locations for preferred forms of development.

**Policy 16.1.1.2:** Future land use plans should be prepared for locations considered appropriate for new towns, cities, villages, neighborhoods and districts.

## Transportation

### RIGHTS OF WAY

**Policy 7.1.1.1:** Reserve and protect sufficient road right-of-way on the regional roadway network to provide for an efficient multi-modal transportation system.

### EXTERNAL ROADWAY IMPROVEMENTS

**Goal 8.1:** Public facilities which provide a high quality of life.

**Strategy 8.1.1:** Provide levels of public services necessary to achieve a high quality of life, cost effective.

**Policy 8.1.1.1:** All development should take place concurrent with or after the provision of necessary infrastructure and services.

### INTERSECTION IMPROVEMENTS

**Goal 8.1:** Public facilities which provide a high quality of life.

**Strategy 8.1.1:** Provide levels of public services necessary to achieve a high quality of life, cost effective.

**Policy 8.1.1.1:** All development should take place concurrent with or after the provision of necessary infrastructure and services.

### ACCESS DRIVEWAYS

**Goal 7.1:** A balanced and integrated transportation system.

**Strategy 7.1.3:** Promote improved community planning and urban design.

**Policy 7.1.3.1:** Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

## **ANNUAL REPORTING AND MONITORING**

**Goal 8.1:** Public facilities which provide a high quality of life.

**Strategy 8.1.1:** Provide levels of public services necessary to achieve a high quality of life, cost effective.

**Policy 8.1.1.1:** All development should take place concurrent with or after the provision of necessary infrastructure and services.

## **NEIGHBORHOOD IMPACTS**

**Policy 7.1.2.1:** Assist public and private agencies and entities in implementing TDM strategies that reduce congestion, energy use and the number of single-occupant auto trips.

**Policy 7.1.2.2:** Give consideration during the planning of transportation system expansion to providing incentives for use of high-occupancy vehicles and alternative modes of transportation (e.g., car pools, van pools, buses, bicycles, etc.).

**Policy 7.1.2.3:** Increase land use densities and the mix of land uses around commuter rail stations and at strategic locations along designated public transportation corridors where consistent with other local and regional goals and strategies.

**Policy 7.1.2.4:** Develop and redevelop downtowns and strategic locations along designated public transportation corridors. In order to improve the feasibility of public transportation, residential densities should be no less than 8 units per acre.

**Policy 7.1.2.5:** Develop a regional roadway system of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, and discourage local travel on interstates and arterials.

**Policy 7.1.3.2:** Suggests planning development to provide interconnections for pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

**Policy 7.1.3.3:** An urban design study should be prepared prior to the development and redevelopment of building sites or changes to the street network.

**Policy 7.1.3.5:** Orient buildings toward streets to create better pedestrian environments.

**Policy 7.1.3.6:** Locate buildings so they are as convenient and accessible to public transportation facilities and sidewalks as they are to auto parking.

**Policy 7.1.3.7:** Locate parking to the sides and backs of buildings so that pedestrian access and access from public transportation does not require walking through large parking lots to reach building entrances.

**Policy 7.1.3.9:** Design and locate parking lots and garages to enhance pedestrianism and the character and attractiveness of the area, and to encourage use of alternate modes of transportation.

**Strategy 7.1.4:** Encourage public transportation alternatives.

**Policy 7.1.4.1:** Review and where necessary amend public policy governing parking requirements to support “transit first” policies and to promote public transit as a viable alternative in high density areas, designated public transportation corridors, and central business districts.

**Policy 7.1.4.2:** Have new development or redevelopment provide transit ridership amenities (shelters, route information, and schedules) and appropriate and effective incentives whenever transit use is assumed or required to maintain acceptable roadway level of service.

**Policy 7.1.4.4:** Support requests for lower levels of service and establishment of transportation concurrency exception areas in higher density areas, downtowns, and along designated public transportation corridors where it can be demonstrated that levels of mobility and convenience will be maintained or increased through other modes of transportation or land use corrections.

**Policy 7.1.4.5:** Support development and implementation of corridor management plans which are consistent with the SRPP.

## Human Resource Issues

### **HOUSING**

**Goal 2.1:** An adequate supply of safe and affordable housing to meet the needs of the very low, low, and moderate-income residents of the Region.

**Goal 2.2:** A range of housing types and affordabilities in proximity to employment and services.

**Strategy 2.1.1:** Create a planning/regulatory climate which is conducive to the production of affordable housing.

**Strategy 2.1.2:** Create and expand public/private partnerships among all entities involved in the provision of affordable housing including financial institutions, developers, contractors, government agencies, social service and other non-profit organizations, churches and realtors.

**Strategy 2.2.1:** Ensure that all areas have a reasonable mix of housing, employment opportunities, and services.

**Policy 2.1.1.1:** Local governments should reduce unnecessary regulatory barriers which make it more difficult to build affordable housing. Examples of such barriers are large lot sizes, minimum unit size and floor space, and setbacks.

**Policy 2.1.1.2:** Local governments should allow zero lot line development, cluster development, accessory apartments, high-density zoning, mixed-use buildings, modified site improvement standards, alternate construction techniques, etc.

**Policy 2.1.1.4:** Local governments should consider the enactment of incentives such as density bonuses, linkage programs, and inclusionary housing policies.

**Policy 2.1.1.5:** Local governments should designate adequate sites where affordable housing can be developed.

**Policy 2.1.2.1:** Work closely with non-profit organizations who are interested in sponsoring housing projects which serve very low, low and moderate-income residents.

## Environment and Natural Resources

### UPLAND PRESERVATION

**Strategy 1.1.1:** Preserve and manage complete natural systems as a network of connected nature preserves.

**Strategy 6.1.1:** Preserve and manage natural systems as a network of connected nature preserves and promote the establishment of greenway systems in the region.

**Policy 6.7.1.2:** Development plans should be designed to maximize the amount of protected habitat. Protected natural communities and ecosystems should be preserved in viable condition with intact canopy, under-story, and ground cover. Where possible, preserve areas should be designed to interconnect with other natural areas that have been set aside for preservation. A restoration and management plan for the protected areas should be developed.

As a minimum baseline measure for consistency with the SRPP, Council strives to achieve protection of 25 percent of upland natural communities in the evaluation of development plans. Council supports the maximum protection of natural communities,

and recommends that more than 25 percent of the upland habitat be preserved where appropriate.

**Policy 6.7.1.9:** Preserve areas should be designed to protect integrated systems of uplands and wetlands.

**Strategy 6.8.1:** Preserve areas should be designed and established to protect endangered and potentially endangered species.

**Policy 7.1.2.6:** Redirect development patterns away from interstates and major arterials to town and neighborhood centers along collector and minor arterials.

**Policy 8.1.1.3:** Encourage patterns of development which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

### **LISTED SPECIES**

**Strategy 1.1.1:** Preserve and manage complete natural systems as a network of connected nature preserves.

**Strategy 6.8.1:** Preserve areas should be designed and established to protect endangered and potentially endangered species.

**Policy 6.8.1.2:** All endangered and potentially endangered plant and animal populations should be protected and all habitat of significant value to existing populations of endangered and threatened species should be preserved and protected.

### **WETLANDS**

**Policy 6.6.1.1:** No activity should be allowed that results in the alteration, degradation, or destruction of wetlands and deepwater habitats, except when:

1. Such an activity is necessary to prevent or eliminate a public hazard;
2. Such an activity would provide direct public benefits which would exceed those lost to the public as a result of habitat alteration, degradation, or destruction;
3. Such an activity is proposed for habitats in which the functions and values currently provided are significantly less than those typically associated with such habitats and cannot be reasonably restored;
4. Such an activity is water dependent or, due to the unique geometry of the site, minimal impact is the unavoidable consequence of development for uses, which are appropriate given site characteristics.



**Policy 6.6.1.2:** Whenever any wetland or deepwater habitat is degraded or destroyed, mitigation should be provided through the creation of new wetland and deepwater habitat, through the restoration of degraded habitat, or through the enhancement of functions and values provided by existing habitats.

**Policy 6.6.1.3:** A buffer zone of native upland edge vegetation should be provided and maintained around wetland and deepwater habitats, which are constructed or preserved on new development sites. The buffer zone may consist of preserved or planted vegetation but should include canopy, under-story, and ground cover of native species only. The edge habitat should begin at the upland limit of any wetland or deepwater habitat.

### EXOTIC SPECIES

**Policy 6.7.1.4:** All nuisance and invasive exotic vegetation listed by the Florida Exotic Pest Plant Council should be removed and where appropriate replaced with plant species adapted to existing soil and climatic conditions. Removal should be in such a manner that avoids seed dispersal by any such species. State and federal agencies and local governments should coordinate and assist in the removal and replacement of nuisance exotic pest species.

### STORMWATER MANAGEMENT

The following strategy and policies in the SRPP apply to the project:

**Strategy 1.1.2:** Promote compatibility of urban areas, regional facilities, natural preserves and other open spaces.

**Policy 6.3.1.1:** All new, reconstructed or substantially expanded storm and surface water management systems should be designed and constructed to meet state water quality standards. Where feasible, retention is the preferred method for treatment of stormwater, recharging the aquifer, and protecting the region's estuaries.

**Policy 6.3.1.2:** A vegetated and functional littoral zone should be established as part of new surface water management systems where possible. Prior to construction of the surface water management system for any phase of a project, the developer should prepare a design and management plan for the wetland/littoral zone that will be established as part of these systems. The littoral zone established should consist entirely of native vegetation and should be maintained permanently as part of the water management system.

**Policy 6.3.1.6:** Design drainage systems that maintain the natural discharge pattern of stormwater from a site.

### WATER SUPPLY

**Goal 8.1:** Public facilities which provide high quality of life.

**Strategy 8.1.1:** Provide levels of public services necessary to achieve a high quality of life, cost effectively.

**Policy 8.1.1.1:** All development should take place concurrent with or after the provision of the necessary infrastructure and services.

**Goal 6.2:** A regional water supply managed to provide for all recognized needs on a sustainable basis.

**Strategy 6.2.1:** Develop and implement water conservation programs.

**Policy 6.2.1.1:** Use reclaimed wastewater for irrigation and other suitable purposes when such use is determined to be feasible.

**Policy 6.2.1.3:** Protect natural communities on development sites as a method to reduce the need for irrigation.

**Policy 6.2.1.4:** In order to protect and conserve the water resources of the Region and southern Florida to ensure the availability for future generations:

1. All landscaping material used on the primary dune system should be composed of native plants adapted to soil and climatic conditions occurring on-site. In all other locations the majority of landscaped areas should be composed of native or drought tolerant plants adapted to soil and climatic conditions occurring on-site.
2. The lowest acceptable quality water should be used to meet nonpotable water demands.
3. Potable water rates should be structured to encourage conservation.
4. All new and expanding wastewater treatment facilities should make reclaimed wastewater available for use in irrigation. Where possible, all new development should rely on wastewater reuse for irrigation.
5. Use of water saving device, irrigation systems, and plumbing fixtures should be required to the maximum extent justified. Where appropriate, existing systems should be retrofitted to make use of the most cost efficient water saving devices.
6. Leak detection programs should be developed and implemented.

## **WASTEWATER MANAGEMENT**

**Goal 8.1:** Public facilities which provide high quality of life.

**Strategy 8.1.1:** Provide levels of public services necessary to achieve a high quality of life, cost effectively.

**Policy 8.1.1.1:** All development should take place concurrent with or after the provision of the necessary infrastructure and services.

## **HURRICANE PREPAREDNESS**

**Goal 5.2:** Reduced vulnerability to disasters.

**Strategy 5.2.1:** Utilize land use, transportation, and community planning processes to address vulnerability issues.

**Policy 5.2.1.1:** Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide natural central locations for public shelters and emergency relief centers.

**Regional Goal 5.3:** Adequate and safe shelter within the Region for residents in coastal high hazard and floodplain areas.

**Strategy 5.3.1:** Provide shelter space for residents of areas susceptible to flooding from the effects of hurricanes and other storms.

**Policy 5.3.1.10:** In accordance with State, local, and regional hurricane evacuation studies and emergency evacuation plans, require new developments to fully mitigate impacts on existing public shelter capacities by providing additional shelter space which can safely accommodate the development's residents who are likely to seek public shelter locally during a hurricane event.

## **SOLID WASTE AND HAZARDOUS MATERIALS**

**Goal 6.3:** Protection of water quality and quantity.

**Goal 8.1:** Public facilities which provide a high quality of life.

**Policy 8.1.1.1:** All development should take place concurrent with or after the provisions of necessary infrastructure and services.

## **AIR QUALITY**

**Goal 13.1:** Maintenance of acceptable air quality levels

**Strategy 13.1.1:** Encourage patterns of development and programs which minimize dependency on the automobile, encourage and accommodate public transit, and reduce

vehicle miles traveled and the amount of vehicle emission discharged into the atmosphere.

**Policy 13.1.1.1:** Implement practices, which minimize airborne dust and particulate emission.

**Strategy 7.1.3:** Promote improved community planning and urban design.

**Policy 7.1.3.1:** Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

**Policy 7.1.3.4:** Reduce VMT per capita by private automobile within the Region through a combination of the following:

- (1) provision of public transportation alternatives;
- (2) provision of housing opportunities in proximity to employment opportunities;
- (3) provision of essential services and recreational opportunities in proximity to demand;
- (4) concentration of commercial and other essential services;
- (5) provision of a street network designed for the pedestrian the disabled, the automobile and transit;
- (6) provision of parking in ways that will encourage pedestrianism and public transportation alternatives;
- (7) provision of incentives encouraging infill and downtown redevelopment;
- (8) support of public and private sector efforts to carry out TDM strategies that will reduce congestion; and
- (9) expansion of commuter rail and intermodal connections.

## **POLICE AND FIRE PROTECTION**

**Goal 8.1:** Public facilities which provide a high quality of life.

**Strategy 8.1.1:** Provide levels of public services necessary to achieve a high quality of life, cost effectively.

**Policy 8.1.1.1:** All development should take place concurrent with or after the provision of necessary infrastructure and services.

## **HISTORIC AND ARCHAEOLOGICAL SITES**

**Strategy 15.1.1:** Identify and protect archaeological and historical resources in the Region.

## **ENERGY**

**Goal 9.1:** Decreased vulnerability of the Region to fuel price increases and supply interruptions.

**Strategy 9.1.1:** Reduce the Region's reliance on fossil fuels.

**Policy 9.1.1.1:** Encourage patterns of development and programs, which reduce the dependency on the automobile, encourage and accommodate public transit, and reduce the overall use of fossil fuels.

**Policy 9.1.1.3:** Encourage energy efficient buildings. Strategies should include: 1) proper siting according to solar orientation; b) design of passive architectural systems; c) site designs that provide shade to buildings; d) use of sustainable building materials; and e) use of solar mechanical systems.

## **ECONOMIC AND FISCAL IMPACTS**

**Policy 8.1.1.3:** Encourage patterns of development, which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

**Policy 8.1.2.2:** Give high priority to restoring or establishing new public facilities only in areas that have been designated as locations that will be built following preferred development form principles.

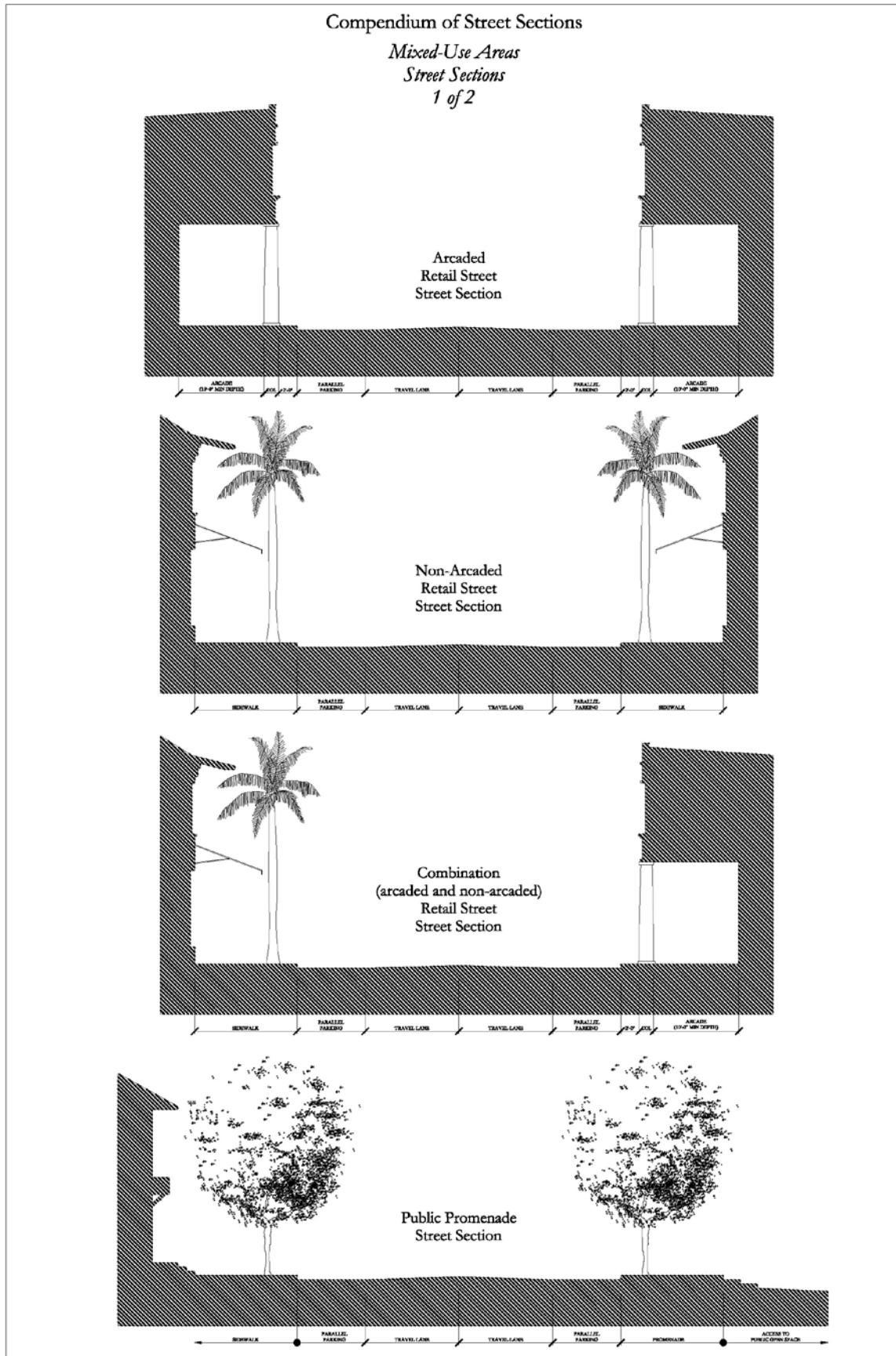
**Strategy 3.4.1:** Promote patterns of development, which allow public services and facilities to be provided more cost effectively.

**Policy 3.4.1.3:** Non-preferred forms of development, which occur in undeveloped areas should be responsible for and bear the full and true infrastructure costs to support the development through build out.

**Policy 3.4.1.4:** Develop a tiered system of impact fees which recognizes cost differences of providing public services to the development based on the size, type, form, location and service demands of the development proposed.

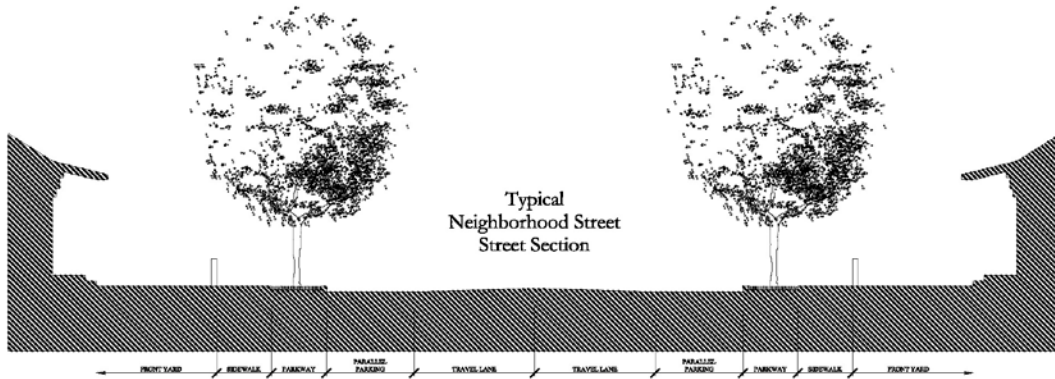
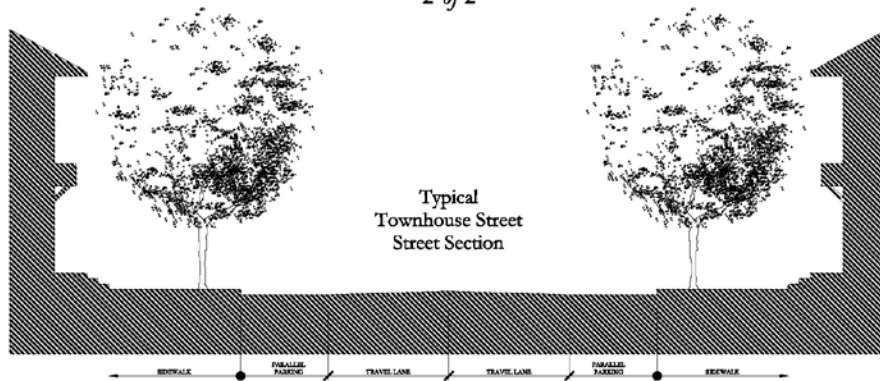
# Exhibit 3

## Compendium of Street Sections

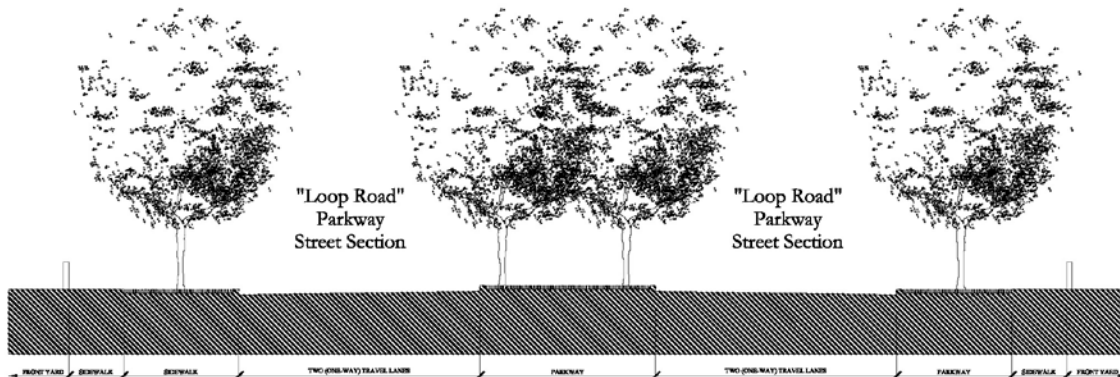
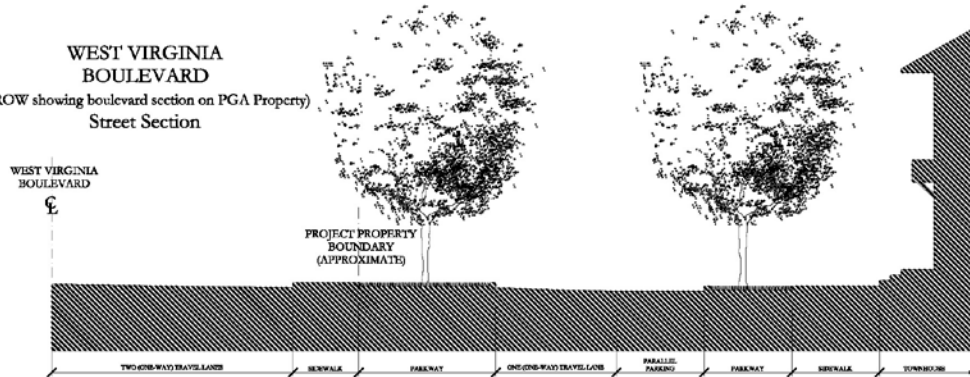


# Compendium of Street Sections

## Mixed-Use Areas Street Sections 2 of 2



### WEST VIRGINIA BOULEVARD (1/2 ROW showing boulevard section on PGA Property) Street Section



Scale: 1"=10'-0"

Source: TCRPC, 2012

Sheet 2 of 2