

## **OBJECTIVE 1.10: Income/Housing Imbalance**

*The City shall continue to support strategies and actions that serve to reduce the income/housing cost imbalance that exists for very low, low and moderate income households.*

**Policy 1.10.1:** The City shall continue to support efforts of the Workforce Development Board to improve job-training opportunities, including welfare to work and school programs. The City shall encourage local businesses to utilize these programs to hire local residents and conduct other coordination activities.

**Policy 1.10.2:** The City shall continue to insure that adequate opportunities are provided for day-care near work or home, through continuing to allow daycare facilities in residential and commercial districts.

**Policy 1.10.3:** The City shall continue to support services to assist low- and moderate-income families and, procure and maintain employment opportunities.

## **TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES**

**GOAL 1** *Provide a safe, convenient, continuous, comfortable and aesthetically pleasing motorized and non-motorized transportation system, which is intricately related to the land use pattern and improves the level of mobility of all City residents and visitors.*

### **OBJECTIVE 1.1: Roadway Level of Service**

*To the maximum extent controllable by the City, all roadways within the City shall operate at or above the roadway level of service standards contained herein.*

**Policy 1.1.1:** The City shall adopt the level of service standards for average daily and peak hour time periods contained in the Palm Beach County Traffic Performance Ordinance for all County thoroughfare roadways within the City.

**Policy 1.1.2:** The City shall adopt the level of service standards established by the Florida Department of Transportation for Florida Intrastate Highway System (FIHS) roadways within the City.

**Policy 1.1.3:** The minimum acceptable average daily and peak period operating level of service for all City streets shall be Level of Service D.

**Policy 1.1.4:** The City adopts The Statewide Minimum Level of Service (LOS) standards for State Intermodal System (SIS) facilities. Development and redevelopment shall evaluate its impact on SIS facilities in and around the City, including portions of I-95, SR 710, SR 708, CSX

and FEC railroad corridors, the Atlantic Coast Intracoastal Waterway and shipping lanes, and the Port of Palm Beach.

**Policy 1.1.5:** The City recognizes US Highway 1 as a regionally significant transportation facility that is funded through the Transportation Regional Incentive Program. The City shall coordinate its transportation planning with the Southeast Florida Transportation Council regarding potential impacts and mitigation of adverse impacts to US Highway 1.

## **OBJECTIVE 1.2: Level of Service Exceptions**

*The City shall continue to maintain provisions that allow for exceptions to the City's level of service standards in select cases where areas meet the City's special needs.*

**Policy 1.2.1:** A Transportation Concurrency Exception Area (TCEA) is hereby established and designated for the portion of the Community Redevelopment Area (CRA) as shown in Exhibit TE-1. There shall be no traffic concurrency requirements for development applications within this area. In return, the City will actively pursue the goals, objectives and policies contained herein to create sustainable development patterns within the TCEA supportive of transit and non-motorized travel modes such as bicycle and pedestrian linkages.

**Policy 1.2.2:** The City shall continue to prepare an annual monitoring report for development approvals within the TCEA to determine the cumulative ratio of approved residential units to 1,000 square feet of approved office and other non-residential space. The City will forward this report to the Palm Beach County Planning Director for review each year by March 1st.

**Policy 1.2.3:** Developments approved utilizing the TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips and total PM peak hour trips set by Table TE-1 contained herein. No building permits shall be issued for new development when the applicable maximum allowable limit for that development is reached.

**Policy 1.2.4:** The City shall continue to require developments within the TCEA to contribute toward the cost of public transit infrastructure as one means to offset the impact of the concurrency exception on the arterial roadway network and FIHS.

**Policy 1.2.5:** As a condition for the designation of the TCEA, the City shall continue to monitor vehicular traffic operations at the intersection of Blue Heron Boulevard and Old Dixie Highway and work with the FDOT and County to improve the intersection.

**Policy 1.2.6:** As a condition for the designation of the TCEA, the City will provide two through lanes, two left turn lanes and a right turn lane on all four approaches to the intersection of Blue Heron Boulevard and the new US 1, however the second left turn lane on the east approach (westbound) may be omitted if it is determined that it is not feasible.

**Policy 1.2.7:** As a condition for the designation of the TCEA, the City shall provide hurricane shelter space for at least twenty (20%) percent of the annual population increase associated with hotel/motel developments, residential developments, mobile home and trailer park developments and recreational vehicle developments within both the boundaries of the TCEA and the hurricane vulnerability zone. The City shall coordinate a long-term comprehensive shelter program in conjunction with public, private and non-profit organizations to ensure that adequate shelter space is located in an area outside of the hurricane evacuation zone and meets current American Red Cross standards.

**Policy 1.2.8:** Consistent with the intent of the City's Redevelopment Plan, the City shall ensure that within each phase of residential development utilizing the TCEA designation the development be required to provide no less than five percent (5%) of the total residential units for occupancy by very low income (less than or equal to fifty (50%) of the County's median annual adjusted gross income) households and low income (more than fifty percent (50%) but less than or equal to eighty percent (80%) of the County's median annual adjusted gross income) households.

**Policy 1.2.9:** The TCEA shall not take effect unless and until the City of Riviera Beach demonstrates to the satisfaction of the Palm Beach County Engineer in his sole discretion that peak hour peak season traffic on Ocean Avenue does not exceed level of service D at buildout, based on maximum density/intensity/zoning established by the City of Riviera Beach Comprehensive Plan and land development regulations for properties on Singer Island outside the boundaries of the TCEA. Any increase in use outside the CRA boundaries over that shown in Table 1 of the traffic study prepared by Kimley-Horn and Associates, Inc., dated July 17, 2003 (attached as Exhibit 4 of the Staff report prepared for the adoption hearing November 24, 2003), shall require reevaluation by the County Engineer. If the reevaluation shows that the level of service is exceeded on Ocean Avenue then the TCEA should be reconsidered by the Board of County Commissioners.

**Policy 1.2.10:** The City shall continue to require applications for proposed development within the TCEA on Singer Island to include a traffic analysis, showing external traffic, and all other existing and committed development traffic within the TCEA on Singer Island, for approval by the County Engineer in accordance with the limits set forth in Table TE- 1. Development Order approvals shall not be given without approval of the traffic analysis by the County Engineer.

**Policy 1.2.11:** The City designates the City limits as an existing urban service area. As defined by Section 163.3164, F.S., an existing urban service area means built-up areas where public facilities and services such as sewage treatment systems, roads, schools, and recreation areas are already in place.

### **OBJECTIVE 1.3: Intergovernmental Coordination**

*The City shall coordinate with the Florida Department of Transportation (FDOT), Metropolitan Planning Organization (MPO) and Palm Beach County to implement capacity improvements (motorized and non-motorized) to the State and County road system within, and adjacent to, the City so that the desired future growth patterns along these corridors shown in the Future Land Use Map (FLUM) may be adequately supported.*

**Policy 1.3.1:** The City will work annually through the MPO's Transportation Improvement Program (TIP) process with officials at the FDOT, MPO and County to promote the inclusion of transportation related projects in their plans, programs and development regulations that adequately provide future capacity for moving people safely and efficiently through the City.

**Policy 1.3.2:** The City, in conjunction with Palm Beach County the MPO, will establish and continue coordination mechanisms designed to ensure that municipal, regional and state agencies continue to have opportunities to coordinate and resolve potential land use transportation conflicts among various governmental entities. These agencies and entities include but are not limited to any authorities or utilities which provide service to areas inside or adjacent to the City limits, including the Community Redevelopment Agency, the Palm Beach

County Traffic Division, the Palm Beach County Office of Economic Development, the municipalities of West Palm Beach and Lake Park, the Florida Department of Transportation, the South Florida Water Management District, and the Treasure Coast Regional Planning Council.

**Policy 1.3.3:** The City shall continue to coordinate with the County and the Town of Lake Park, through the MPO's Transportation Improvement Program process, to achieve the widening of Silver Beach Road from Congress Avenue to U.S. Highway 1.

**Policy 1.3.4:** The City shall coordinate with the CRA to develop and maintain a master phasing plan and infrastructure budget and schedule that targets needed improvements within the CRA boundaries and sets priority for funding and construction. This document shall be updated annually to stay current with development activity within the CRA.

**Policy 1.3.5:** The City shall annually incorporate proposed transportation improvement projects from the CRA's master phasing plan and infrastructure budget/schedule into the City's Five-Year Capital Improvements Program.

**Policy 1.3.6:** The City shall annually inventory and prioritize proposed transportation improvement projects within the boundaries of the TCEA for inclusion in the City's Five-Year Capital Improvements Program.

**Policy 1.3.7:** In the event that the CRA plan requires the relocation of any of the City's roadways, the City shall coordinate with the MPO, County, and FDOT.

**Policy 1.3.8:** The City shall continue discussions with the Florida East Coast Railroad, Port of Palm Beach and FDOT to rectify the problem of parked trains blocking Blue Heron Boulevard. Discussions are expected to focus on relocating the storage track so that switching operations may be conducted in a manner that does not lead to blocking at grade crossings.

**Policy 1.3.9:** By 2010, the City will coordinate with the County in the design of a computerized traffic signal system within the TCEA to strike a balance among the needs of pedestrians, buses, bicycles and automobiles, with particular consideration given to locations with high pedestrian volumes, and/or bicycle volumes. The crossing time provided at crosswalks shall take into account the speed of those non-motorized users with the slowest crossing speed.

**Policy 1.3.10:** The City acknowledges the SR 710 (MLK, Jr. Boulevard) widening/improvement project as a vital project given the corridor's community importance and strategic significance. The City will continue to emphasize the importance of developing a design that includes pedestrian safety features to the maximum extent practical. The City will also continue to coordinate with the FDOT, MPO, Port of Palm Beach and Treasure Coast Regional Planning Council to provide opportunities for stakeholders including impacted residents and business owners to participate publicly in the planning and design process.

#### **OBJECTIVE 1.4: Management of Transportation System**

*The City shall emphasize safe and efficient management of the City's transportation system.*

**Policy 1.4.1:** By 2010, the City in coordination with the CRA will submit a request to the Florida Department of Transportation Modal Development Office for the development of a Transportation Management Initiative (TMI) in the TCEA. The TMI will include consideration of

ways to mitigate peak hour impacts through flexible work hours, car pooling, ride sharing and to reinforce use of other modes, especially public transit.

**Policy 1.4.2:** By 2010, the City shall amend its land development regulations to condition development orders within the TCEA with provisions that achieve reduction of traffic through implementation of transportation demand management measures. This may be accomplished through cooperation with the TMI or through independent TDM requirements consistent with the land development regulations.

**Policy 1.4.3:** By 2010 and as part of the TMI scope of work, the City shall promote programs which reduce per capita vehicle miles traveled (VMP) and reduce single occupant vehicle work trips within the City by five percent, based upon the 2000 Census data.

**Policy 1.4.4:** By 2010, the City will develop transportation system management strategies to more effectively manage the transportation system, including but not limited to parking management strategies such as payment in lieu of parking, preferential parking provisions and parking maximums as well as signal timing coordination and programs to encourage walking, bicycling and carpooling.

## **OBJECTIVE 1.5: Street Design Standards**

*The City shall continue to maintain street design standards for all roadways to ensure that construction of new streets and repair of existing streets will result in safe, balanced, livable streets that can be used for all forms of travel including non-vehicular modes of travel.*

**Policy 1.5.1:** By 2010, the City shall designate in an official map those roadway facilities within the TCEA designated for multimodal design treatments supportive of safe, balanced, livable streets that can be used for all modes of travel including non-vehicular modes of travel.

**Policy 1.5.2:** The City shall adopt and maintain urban street design standards/guidelines with typical sections that include treatments sought to foster all modes of transportation and complement adjacent land uses. As practical, the street design standards shall incorporate livable community features such as narrow travel lanes, wide sidewalks, prominent crosswalks, curb extensions/bulb-outs, street trees, on-street parking, bus stops, bicycle lanes, traffic calming, pedestrian-scaled lighting, low speed turning radii, reduced use of right turn lanes, modest building setbacks and signal timings based on lower average vehicle speeds and narrower pedestrian crossing distances. If necessary, the street design standards may be area specific for the CRA and/or the TCEA.

**Policy 1.5.3:** The street design standards shall be incorporated as part of the City's engineering/design criteria document and shall apply to new streets as well as those to be modified or reconstructed. The street design standards shall be provided to the FDOT and Palm Beach County to be incorporated in their designs for streets within the City.

**Policy 1.5.4:** The City shall continue to implement traffic calming measures, where appropriate and economically feasible, to increase safety for bicyclists and pedestrians and to reduce the negative impacts of automobiles in residential areas.

**Policy 1.5.5:** The City shall continue to install or enhance sidewalks, bicycle lanes, raised medians and brick or brick-imprinted paver crosswalks, where feasible, in conjunction with

street reconstruction projects. The City shall recommend the same such enhancements be implemented for State and County roadway improvement projects.

**Policy 1.5.6:** The City shall continue to require the burial of overhead utility lines for all new development as a means to ensure the health, safety, and welfare of the community and to enhance the visual aesthetics of the City.

**Policy 1.5.7:** The City shall continue to coordinate with the FDOT to implement improved signage to reduce large truck traffic on streets that are not designated truck routes and direct such traffic to designated truck routes. The City shall also develop an enforcement plan to direct non-local or through trucks to designated truck routes.

**GOAL 2** *Preserve and enhance desirable development patterns that support the City's vision to provide for a safe, convenient and efficient motorized and non-motorized transportation system that satisfies the transportation needs of the City's residents and visitors.*

#### **OBJECTIVE 2.1: Land Use Plan Implications**

*The City shall coordinate management of the transportation system with the adopted CRA Master Plan and the Goals, Objectives and Policies of the Future Land Use Element and the Future Land Use Map.*

**Policy 2.1.1:** The City in coordination with the CRA, shall provide incentives, such as increased allowable density or credit towards parking requirements, to developers of all residential, commercial and/or general office land uses within the TCEA boundaries that include City approved transit oriented design principals in their development plans and incorporate design features consistent with the plans, studies and evaluations identified in the Objective and Policies contained herein.

**Policy 2.1.2:** The City shall continue to monitor residential, commercial and general office developments within the TCEA to determine the effectiveness of its land development regulations in limiting single occupant automobile trips, persuading the use of carpools, transit, bicycles and walkways, and encouraging compact development.

**Policy 2.1.3:** By 2010, the City shall evaluate a unified signage program for all properties located within the City.

**Policy 2.1.4:** The City shall continue to use the development plan review process as a means to manage/control roadway access, provide for efficient on-site traffic flow, and seek to maximize safety for pedestrian.

**Policy 2.1.5:** Within the TCEA, the City shall maintain a residential density of at least eight (8) dwelling units per acre for developments within a ¼ mile walking distance from established transit nodes.

## **OBJECTIVE 2.2: Right-of-Way**

*The City shall require the establishment and dedication of appropriate rights-of-way based on the impacts to the transportation system resulting from the proposed development and the needs of adjacent neighborhoods/communities.*

**Policy 2.2.1:** The City shall continue to use the development plan review process to assure that existing rights-of-way are maintained or enhanced and proposed rights-of-way are adequately sized and strategically located.

**GOAL 3** *Provide a safe, convenient, continuous, comfortable and aesthetically pleasing transportation environment that promotes walking.*

## **OBJECTIVE 3.1: Pedestrian Activity**

*Improve pedestrian safety on streets within the City by providing adequate facilities such as wider sidewalks, buffers from travel lanes, shade trees, pedestrian-scale lighting, shorter crossing distances, refuges in large intersections, and street furniture. Develop a 'park once' concept at activity centers within the TCEA boundaries.*

**Policy 3.1.1:** The City shall continue to update its inventory of existing sidewalks on all arterial, collector and local streets and maintain the inventory in its geographic information system (GIS) database to assist City staff in identifying gaps and priorities.

**Policy 3.1.2:** By 2010, the City, in coordination with the CRA, shall prepare a plan that inventories the need for pedestrian enhancements within the TCEA boundaries, including filling sidewalk gaps, installing street furniture, adding landscaped curb extensions and other pedestrian enhancements. The plan shall include an affordable and feasible schedule for making such improvements.

**Policy 3.1.3:** By 2010, the City shall complete a citywide pedestrian facilities study to determine what portions of the pedestrian system within the City should be enhanced to connects areas with major destinations.

**Policy 3.1.4:** The City shall require that streets within the City include sidewalks on both sides where feasible.

**Policy 3.1.5:** The City shall require the following as appropriate and to the extent feasible: minimizing crosswalk distances by using narrow lanes, curb extensions, raised medians, small turning radii and reduced turning speeds; and minimizing or eliminating left-turn lanes and dedicated right-turn lanes in areas that are expected or planned to accommodate high pedestrian volumes.

**Policy 3.1.6:** The City shall require that sidewalks be kept clear of signs, furniture and other pedestrian obstacles that reduce the acceptable clear width.

**Policy 3.1.7:** The City shall request that sidewalks be installed and/or repaired as part of any State or County roadway widening or improvement project.

**Policy 3.1.8:** The City shall continue to work with the FDOT and the County to provide traffic control and design features to enhance pedestrian safety and comfort along all State and County facilities within the designated TCEA.

**GOAL 4** *Provide a safe, convenient, efficient continuous and aesthetically pleasing transportation environment that is conducive to bicycling.*

**OBJECTIVE 4.1: Bicycle Activity**

*By 2010, increase the number of bicycle trips to work within the City by two percent by providing adequate facilities to promote a bicycling environment. Based upon the 2000 Census, bicycle trips to work accounted for 1.3 percent of all trips within Riviera Beach.*

**Policy 4.1.1:** By 2010, the City shall complete an inventory of existing bicycle facilities within the City and maintain the inventory in its geographical information system (GIS) database to assist City staff in identifying gaps and priorities.

**Policy 4.1.2:** By 2010, the City shall complete a citywide bicycle facilities study to determine what portions of the bicycle system within the City should be enhanced to connect areas with major destinations.

**Policy 4.1.3:** By 2010, the City shall identify all street segments within the City that should be designated to include on-street bicycle facilities and determine the most appropriate way to accommodate such transportation as appropriate.

**Policy 4.1.4:** By 2010, the City shall conduct an inventory of the existing major street network within the TCEA boundary to identify bicycle hazards and barriers and prepare a plan for removing or mitigating such impediments.

**Policy 4.1.5:** The City shall provide for routine maintenance of all designated bicycle and pedestrian facilities within the TCEA. Maintenance shall include sweeping of bicycle lanes, filling potholes and confirming calibration of bicycle detection devices at signalized intersections.

**GOAL 5** *Develop a safe, convenient and efficient public transit system within Riviera Beach for residents, businesses and visitors, with a particular emphasis on adequate service for the local “transportation disadvantaged” population within the City.*

**OBJECTIVE 5.1: Utilization of Mass Transit**



*By 2010, increase the public transit mode split for work trips by 2.5 percent to help reduce motor vehicle use and traffic congestion. Based upon the 2000 Census, the public transportation mode split was 4.4 percent of all work trips by residents of the City.*

**Policy 5.1.1:** By 2010, in coordination with Palm Tran, the City shall evaluate transit service within the TCEA boundaries and identify needs for route realignments and/or bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles or the need for new bus stops. Based upon the conclusions of the coordinated evaluation, the City will work with Palm Tran to program recommended actions and modifications to the existing transit system using transit impact fees collected by the City for new development within the TCEA boundaries.

**Policy 5.1.2:** The City will continue to act on the conclusions and recommendations contained within the conceptual local transit circulator plans that have been adopted as part of the Redevelopment Plan and move forward with efforts to implement improvements according to the phasing schedule provided.

**Policy 5.1.3:** The City shall encourage the MPO and Palm Tran to incorporate provisions into the next update to the Transit Development Plan for acquiring additional buses to accommodate expanded services and anticipated increased ridership.

**Policy 5.1.4:** The City shall coordinate with Palm Tran, as necessary, to ensure that major traffic generators and attractors created within the proposed redevelopment plan are served by public transit.

**Policy 5.1.5:** Where feasible, the City shall require bus shelters to be located along the major arterial roadways and adjacent to residential neighborhoods.

**Policy 5.1.6:** The City shall support the Palm Tran system for the transportation disadvantaged through continued coordination and elimination of impediments to the system on City maintained rights-of-way.

## **OBJECTIVE 5.2: Modal Split**

*By 2015, increase the modal split for all non-automobile trips within the TCEA by three percent. The modal split for all non-automobile trips based upon the 2000 Census is 12 percent within Census tracts best representing the TCEA boundaries.*

**Policy 5.2.1:** The City shall continue to work with Palm Tran to evaluate transit service within the TCEA and make public transit a more viable transportation option.

**Policy 5.2.2:** Prior to issuance of building permits for TCEA development generating more than 30% of the total Planned Land Use Net New PM Peak Hour Trips (as identified in Table T-1), the City shall provide local transit circulator service within a ¼ mile of fifty percent (50%) of all mixed use and medium high density residential areas identified on the Future Land Use Map (FLUM) of the City's Comprehensive Plan and within the TCEA boundaries, provided they are within the Palm Tran service areas. The City may also focus this service to areas where transit-supportive densities and intensities have developed.

**Policy 5.2.3:** The City shall continue to commit to a site at 13th Street and the east side of Old Dixie Highway as the preferred location for the new Tri-Rail station planned within the

boundaries of the TCEA. Concurrent with the opening of the new Tri-Rail station, the City will provide a new transit circulator service and/or expand an existing circulator service to connect to the new station.

**Policy 5.2.4:** The City shall implement the pedestrian, bicycle, and public transit objectives and policies within the Transportation Element that support the mode split increase for all non-automobile trips.

### **OBJECTIVE 5.3: Public Transit and Hurricane Evacuation**

*The City will continue to coordinate with Palm Tran to help ensure development of an emergency transit plan for the TCEA and the rest of Singer Island as one means to provide timely evacuation of the Coastal High Hazard Area during tropical storms and/or hurricanes.*

**Policy 5.3.1:** The City shall annually coordinate with representatives of Palm Tran and the Palm Beach County Division of Emergency Management to develop an Emergency Transit Evacuation Plan that secures buses to safely evacuate areas within the TCEA and the rest of Singer Island or households without vehicles inside and outside of the TCEA.

**Policy 5.3.2:** The City shall establish/commence its evacuation operations within four (4) hours after an evacuation order has been issued by the County Administrator.

**GOAL 6** *Further the partnership between the City and the Port of Palm Beach towards the common goal of creating a world class, economically visible trafficking center.*

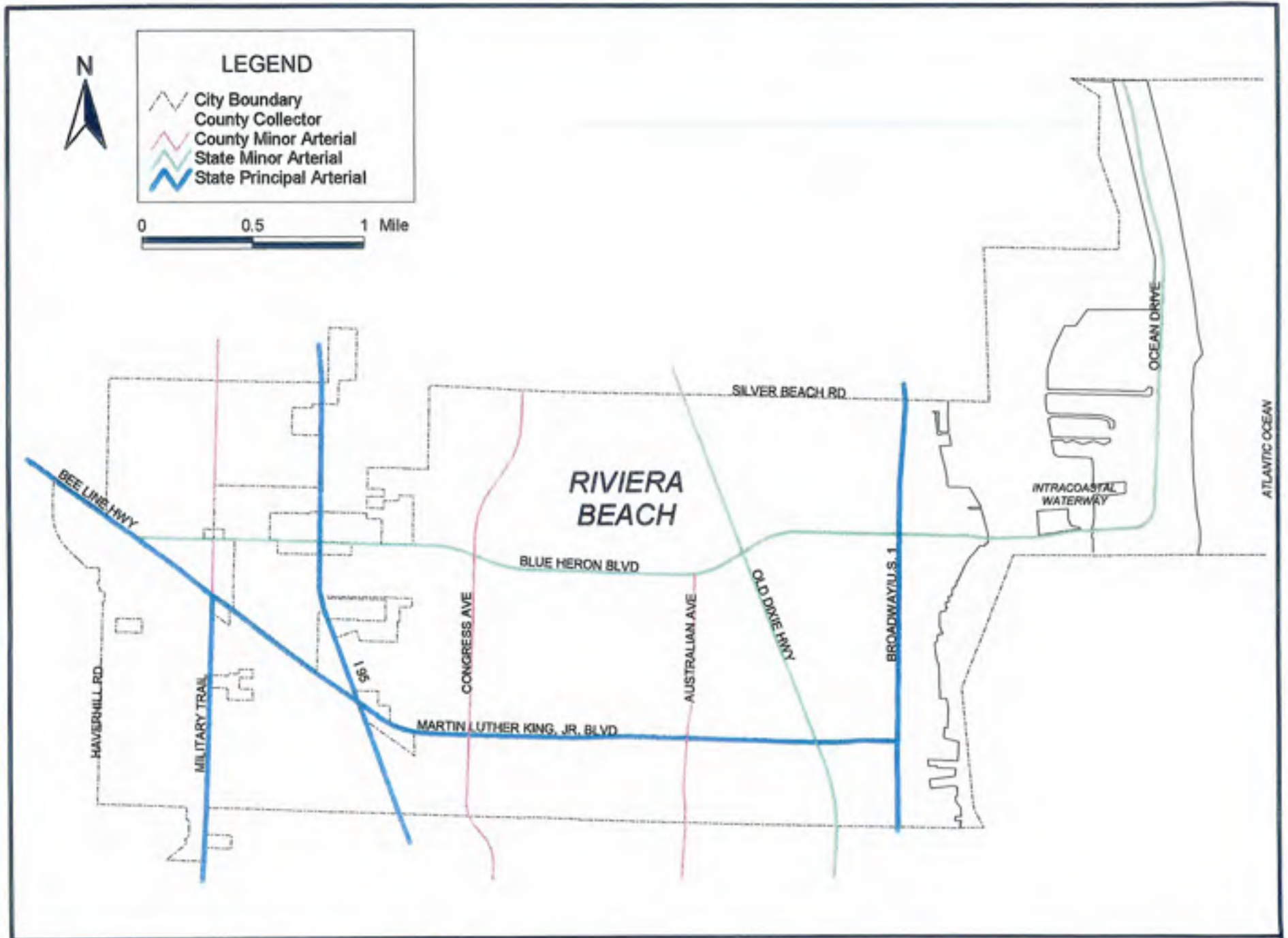


Figure T-1. Roadway functional classifications. Source: Florida Department of Transportation.

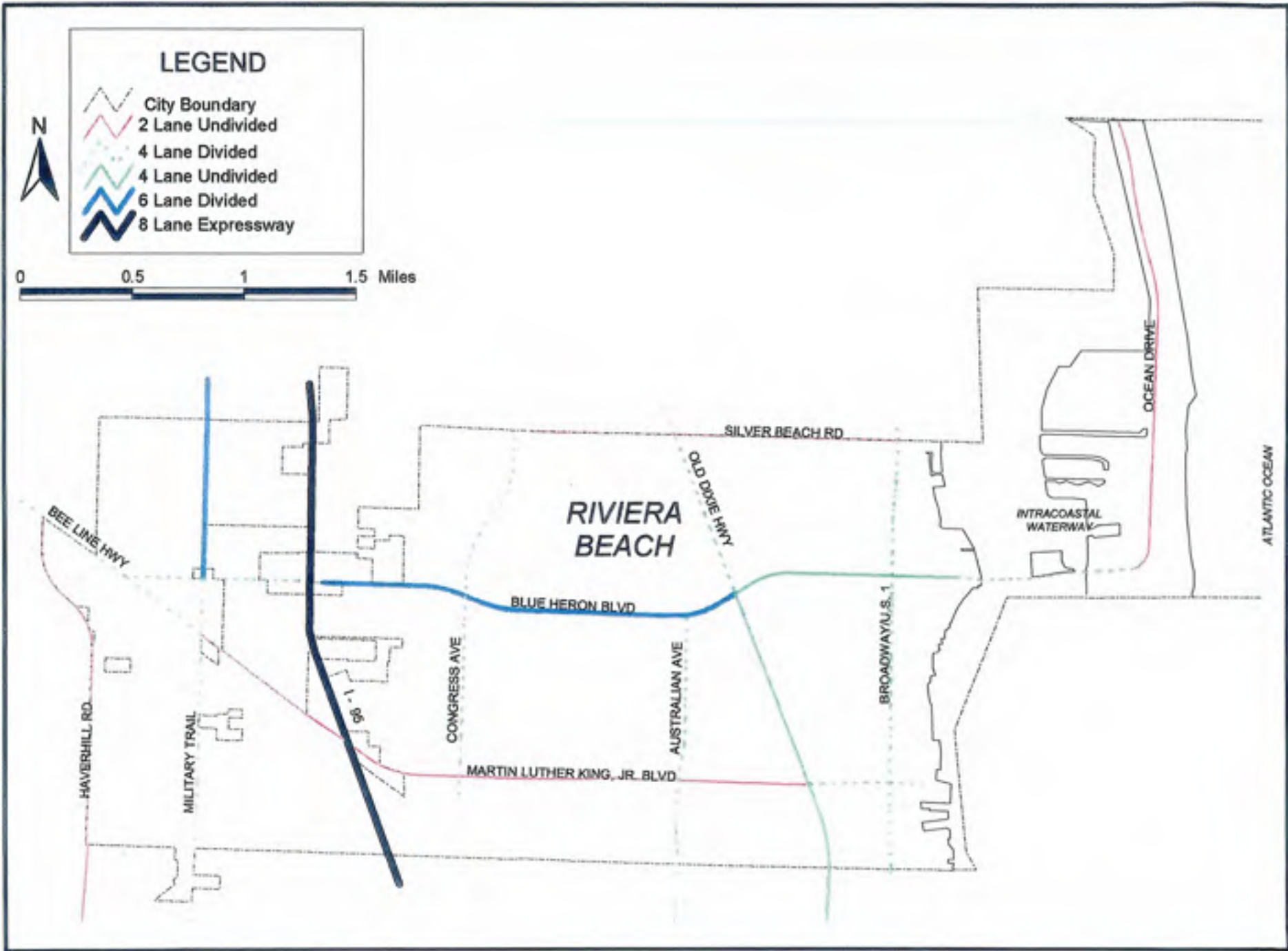


Figure T-2. Existing traffic circulation system.

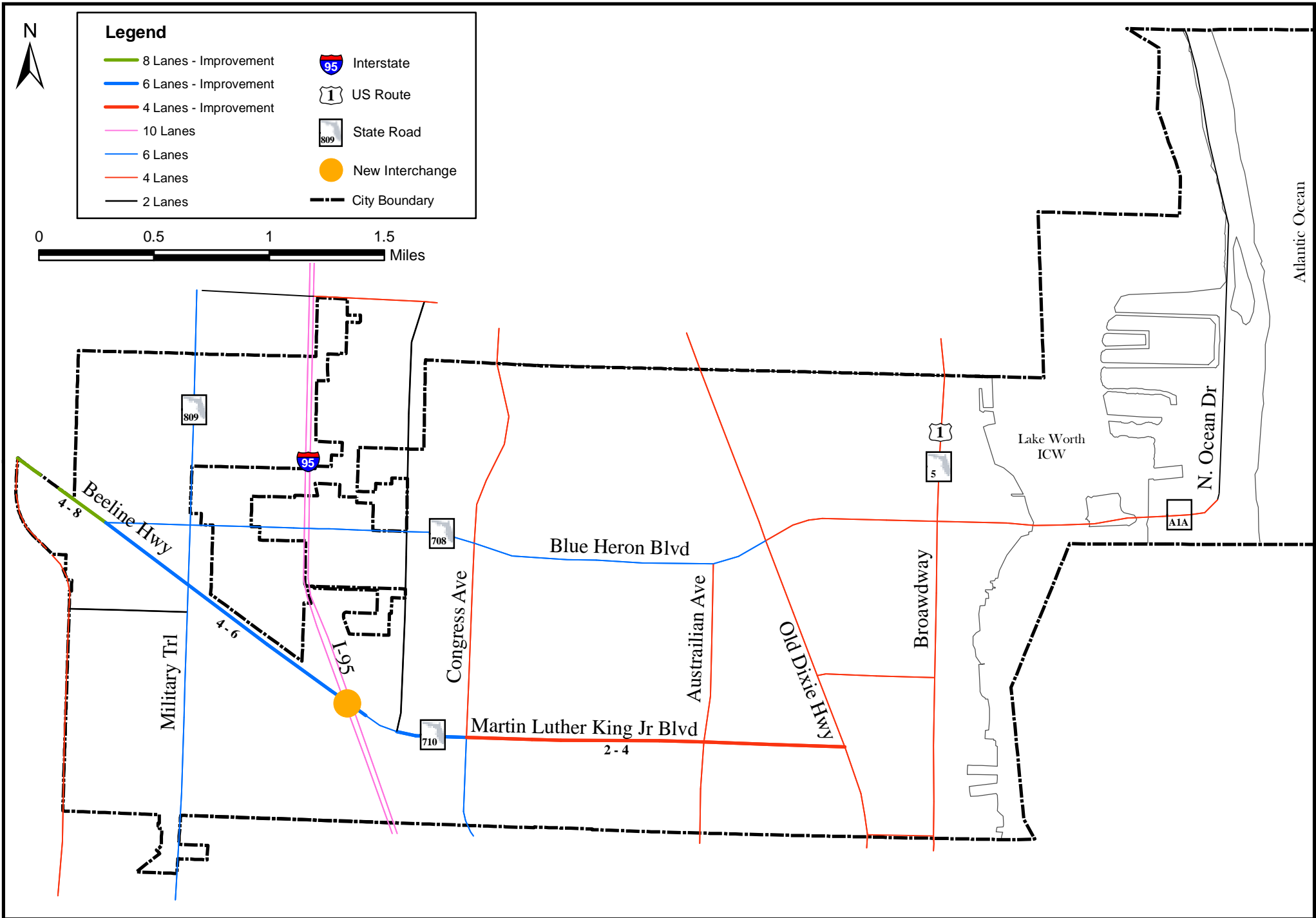


Figure T-3. 2030 Future Conditions. Source: Palm Beach MPO

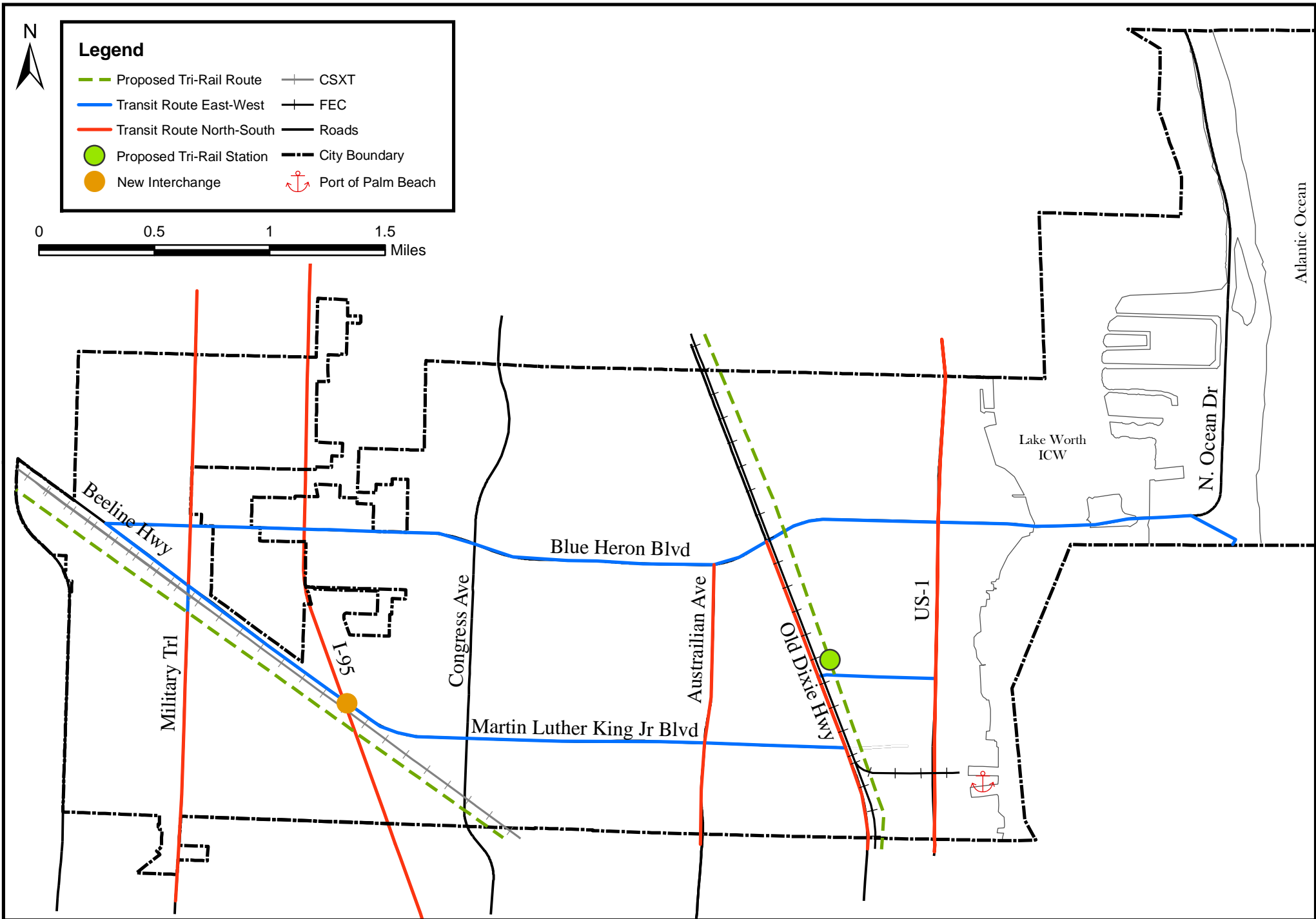


Figure T-4. 2030 Intermodal Facilities. Source: Palm Beach MPO Long Range Transportation Plan.

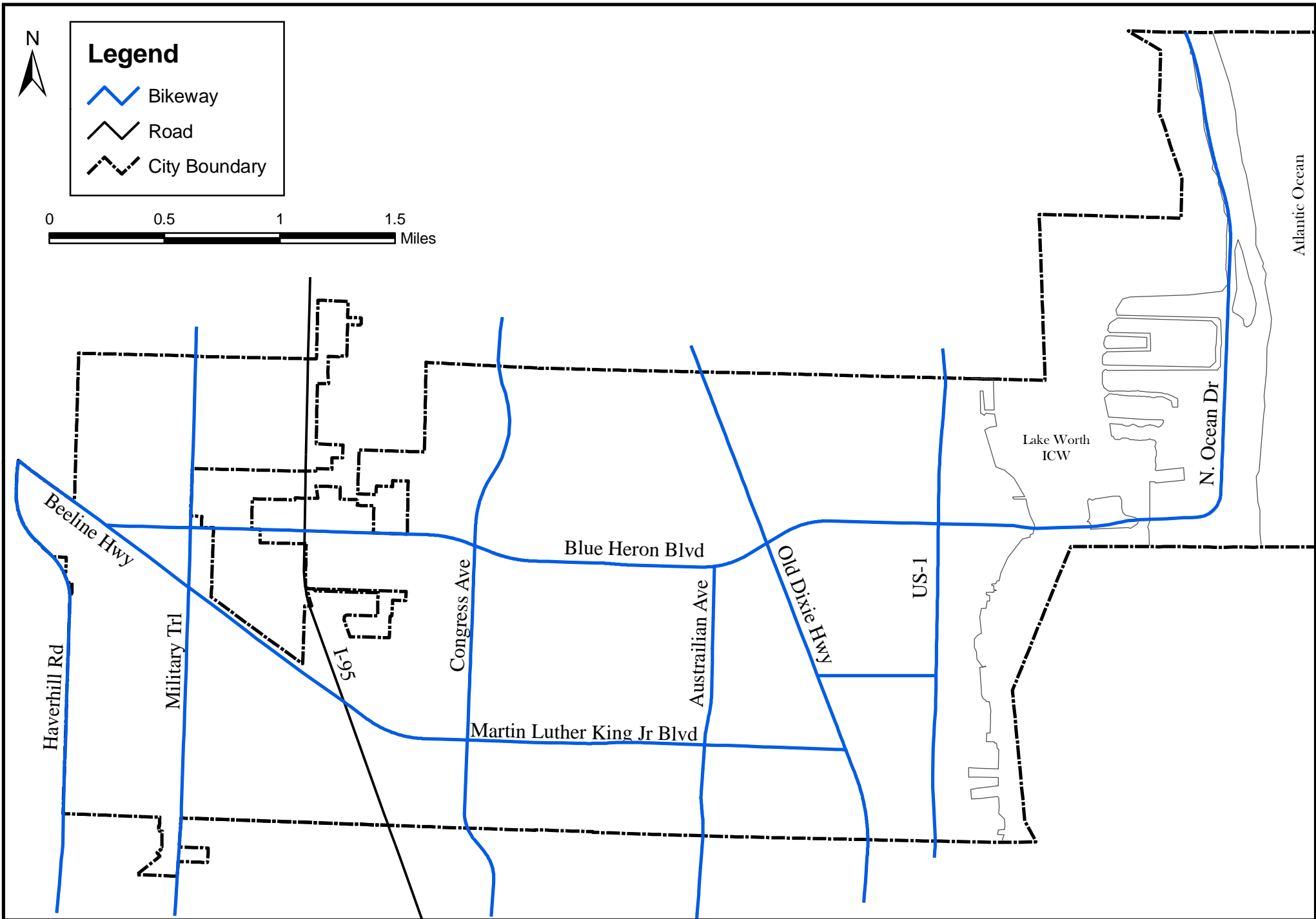


Figure T-5. 2030 cost Feasible Bicycle Facilities. Source: Palm Beach County Metropolitan Planning Organization.

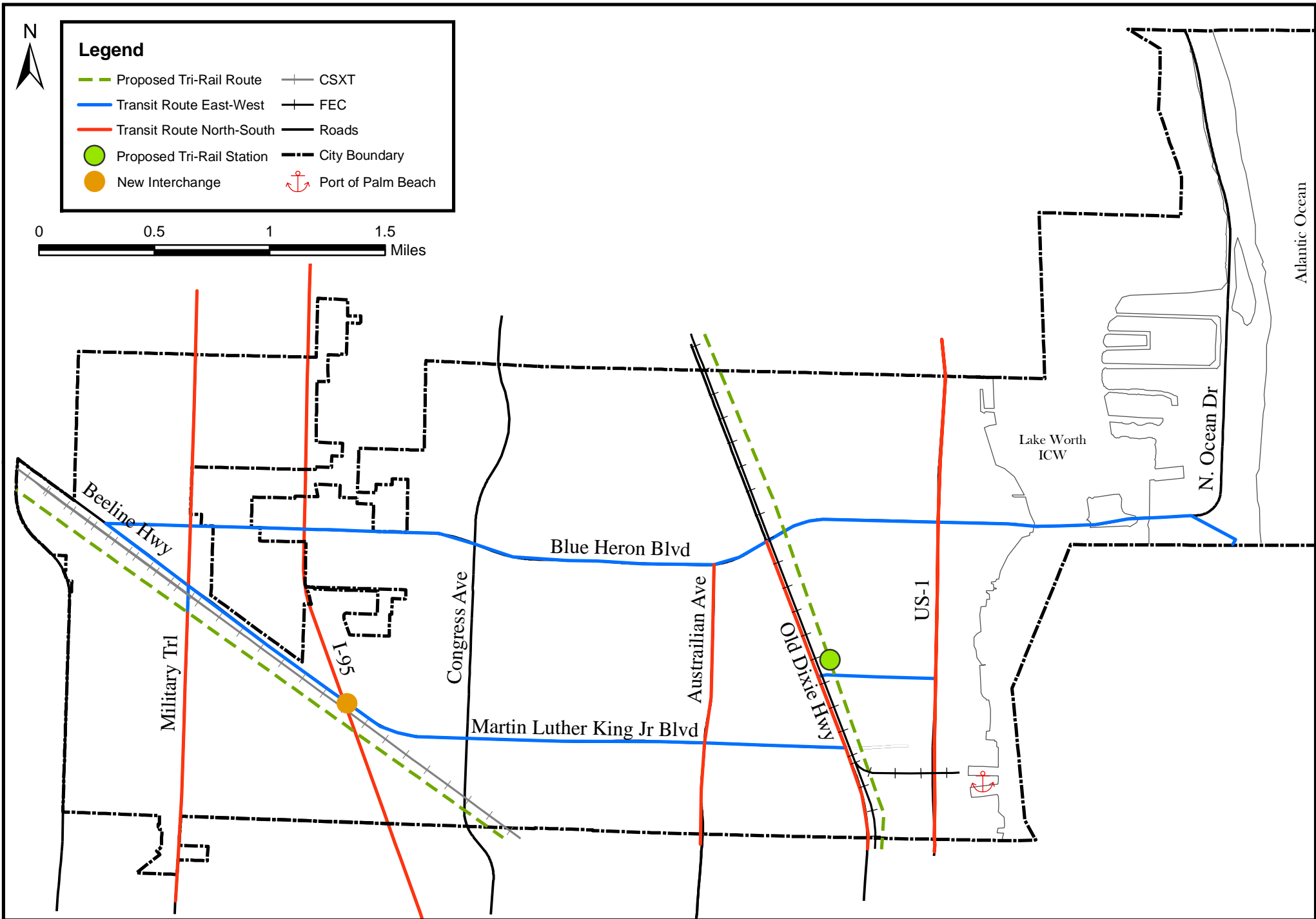


Figure T-6. 2030 Cost Feasible Transit System. Source: Palm Beach MPO Long Range Transportation Plan.



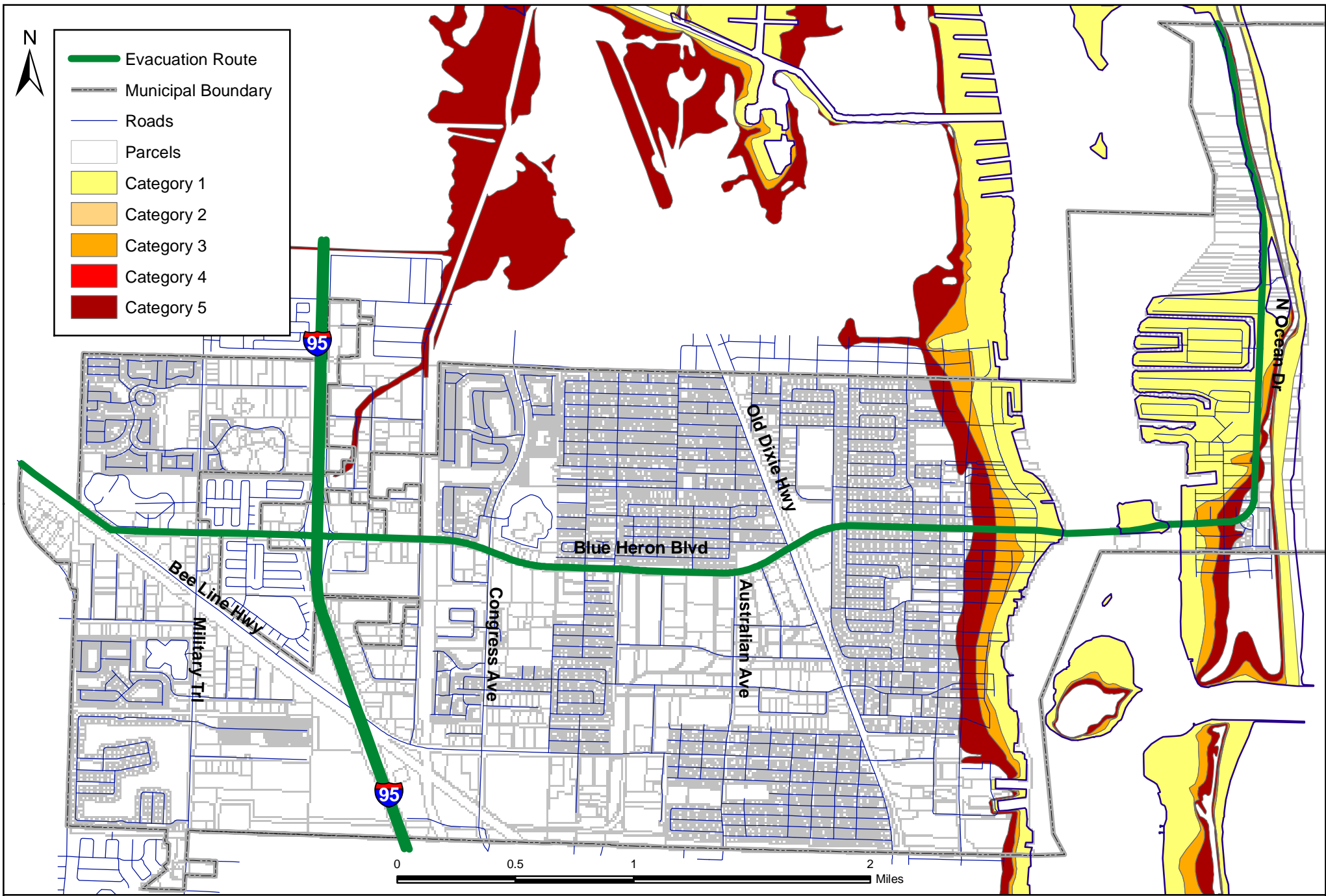


Figure CO-1, FLU-2, T-7

Evacuation routes and storm surge categories.  
Hurricanes based on SLOSH modeling and LiDAR.

**OBJECTIVE 6.1: Port of Palm Beach**

*The City shall seek to achieve consistency and coordination between the Port Master Plan and the City's Comprehensive Plan.*

**Policy 6.1.1:** The City shall coordinate with the Port of Palm Beach to plan for and resolve outstanding issues related to transportation, development, land use, emergency management, fire protection, and natural resources management.

**Policy 6.1.2:** The City shall review, as necessary, future amendments to the Port's Master Plan for consistency with the City's Comprehensive Plan.

**Policy 6.1.3:** The City shall facilitate coordination with applicable local, regional and state agencies to ensure that the needs of the Port are consistent with the programming and provision of transportation service improvements as identified in the City's Comprehensive Plan on a project-by-project basis.

**TABLE TE-1  
RIVIERA BEACH CRA – TCEA**

**MONITORING TABLE**

<b>MAINLAND DEVELOPMENT</b>					
<b>Allowable Land Use Intensities</b>	<b>Residential/ Rental Units</b>	<b>Hotel Units</b>	<b>Conference Area (SF)</b>	<b>Office/ Technical Area</b>	<b>Other Non- Residential</b>
<i>Planned Land Use Totals</i>	3,945	300	33,000	1,145,855	1,636,506
<i>Allowable Variance +/- (%)</i>	15%	25%	25%	10%	10%
<i>Maximum Allowable Development</i>	4,537	375	41,250	1,260,441	1,800,157
<i>Minimum Allowable Development</i>	3,353	225	24,750	1,031,270	1,472,855

<b>Maximum Allowable Vehicle Trips</b>	<b>Daily Traffic</b>	<b>PM Peak Hour Traffic</b>
<i>Planned Land Use Net New Trips</i>	49,703	5,226

<b>Allowable Land Use Ratios</b>	<b>Residential/Office</b>	<b>Residential/Other Non-Residential</b>
<i>Maximum Allowable Ratios</i>	<b>4.50</b>	<b>3.10</b>
<i>Minimum Allowable Ratios</i>	<b>2.10</b>	<b>1.30</b>

<b>SINGER ISLAND DEVELOPMENT</b>					
<b>Allowable Land Use Intensities</b>	<b>Residential/ Rental Units</b>	<b>Hotel Units</b>	<b>Conference Area (SF)</b>	<b>Office/ Technical Area</b>	<b>Other Non- Residential</b>

<i>Planned Land Use Totals</i>	426	535	50,000	-0-	134,010
<i>Allowable Variance +/- (%)</i>	15%	25%	25%	0%	10%
<i>Maximum Allowable Development</i>	490	669	62,500		147,411
<i>Minimum Allowable Development</i>	362	401	37,500		120,609

<b>Maximum Allowable Vehicle Trips</b>	Daily Traffic	PM Peak Hour Traffic
<i>Planned Land Use Net New Trips</i>	4,213	337

<b>Allowable Land Use Ratios</b>	Residential/Office	Residential/Other Non-Residential
<i>Maximum Allowable Ratios</i>	-	<b>4.10</b>
<i>Minimum Allowable Ratios</i>	-	<b>2.40</b>

## INFRASTRUCTURE ELEMENT GOALS, OBJECTIVES AND POLICIES

**GOAL**     *To provide and maintain the public infrastructure in a manner that will insure public health, safety, and quality of life for Riviera Beach.*

### **OBJECTIVE 1.1: Current Deficiencies**

*The City shall correct infrastructure deficiencies by implementing the stormwater, sanitary sewer and potable water policies specified below.*

**Policy 1.1.1:** The City and the Community Redevelopment Agency shall work with developers to reduce direct drainage outfalls where feasible on the west side of Lake Worth between the FPL power plant and 34<sup>th</sup> Street.

**Policy 1.1.2:** The City shall coordinate with the South Florida Water Management District and the Northern Palm Beach County Improvement District to ensure that the two organizations more carefully monitor their drainage control gates in western Riviera Beach in order to reduce ponding. The City's Engineering Division shall assist in the monitoring program.

**Policy 1.1.3:** The City Utility District shall continue a phasing program for upgrading and replacing existing sewer lift stations and correcting groundwater infiltration through grouting, lining and other restoration techniques (as necessary). The program will be incorporated into the annual Capital Improvement Program.

**Policy 1.1.4:** The City Utility District shall continue a phasing program for upgrading and replacing existing wells, water mains and water treatment facilities (as necessary). The program will be incorporated into the annual Capital Improvement Program.