



TOWN COUNCIL MEETING AGENDA

January 24, 2024 at 5:30 PM

Council Chambers – 340 Ocean Drive and YouTube

NOTICE: If any person decides to appeal any decision of the Town Council at this meeting, he or she will need a record of the proceedings and for that purpose, he or she may need to ensure that a verbatim record of the proceedings is made, such record includes the testimony and evidence upon which the appeal is to be based. The Town does not prepare or provide such record. *Persons with disabilities requiring accommodations in order to participate in the meeting should contact Caitlin E. Copeland-Rodriguez, Town Clerk, at least 48 hours in advance to request such accommodations.*

The meeting will be broadcast live on The Town of Juno Beach YouTube page and can be viewed any time at: <https://www.youtube.com/@townofjuno-beach477/streams>

HOW CITIZENS MAY BE HEARD: Members of the public wishing to comment publicly on any matter, including items on the agenda may do so by: Submitting their comments through the Public Comments Webform at: https://www.juno-beach.fl.us/towncouncil/webform/public-comments#_blank (all comments must be submitted by Noon on day of Meeting). Please be advised that all email addresses and submitted comments are public record pursuant to Chapter 119, Florida Statutes (Florida Public Records Law). The Town Clerk or designee will read public comments into the record at the appropriate time for no more than three (3) minutes; or make their comment in-person; or participate from a remote location using Zoom – please contact the Town Clerk at ccopeland@juno-beach.fl.us by Noon on the day of the meeting to receive the Meeting ID and Access Code. (Please note that all members participating via Zoom must login at least 15 minutes prior to the meeting and will be muted upon entry until Public Comments is called).

****Please note that the Zoom meeting will lock for public comments at 5:30pm and no other entries will be permitted.***

All matters listed under Consent Agenda, are considered to be routine by the Town Council and will be enacted by one motion in the form listed below. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

CALL TO ORDER

PLEDGE ALLEGIANCE TO THE FLAG

ADDITIONS, DELETIONS, SUBSTITUTIONS TO THE AGENDA

PRESENTATIONS

1. Sgt. Jose Nunez Ceremonial Promotion to Sergeant

COMMENTS FROM THE TOWN MANAGER, THE TOWN ATTORNEY, AND STAFF

COMMENTS FROM THE PUBLIC

All Non-Agenda items are limited to three (3) minutes. Anyone wishing to speak is asked to complete a comment card with their name and address prior to the start of the meeting as well as state their name and address for the record when called upon to speak (prior to addressing the Town Council). Town Council will not discuss these items at this time. Comments needing a reply will be referred to Staff for research; a report will be forwarded to the Town Council; and citizens will be contacted.

CONSENT AGENDA

2. Town Council Meeting Minutes for December 13, 2023
3. Town Council Workshop on Mars Way Minutes - January 8, 2024
4. Professional Services Simmons & White, Inc.- Construction Oversight Universe Blvd Drainage Project
5. Special Event Request - Art Fest by the Sea
6. Request to Add the Position of Senior Planner to the Town’s Classification and Pay Schedule
7. Approval of 2024 Town Council Meeting Dates
8. Year to Date (YTD) Financial Statements
9. Asset Disposals

COUNCIL ACTION/DISCUSSION ITEMS

10. Filling of Town Council Vacancy – Seat #2
11. Ord. 779 – Voluntary Annexation of Captain’s Key
12. Ordinance 780 – Harmony Criteria (2nd Reading)
13. Ordinance 781 – Demolition Permits 2nd Reading
14. Resolution No. 2024-02 (Acceptance of Ownership and Maintenance of Public Easements within the Plat of Ocean Ridge)
15. Discussion on Kagan Park Playground
16. Sidewalk Brick Paver Maintenance and Repair
17. FPL Street Light Discussion- Turtle Friendly Light Options
18. Discussion – Master Development Plan

COMMENTS FROM THE COUNCIL

ADJOURNMENT



Meeting Name: Town Council – Regular Meeting
Meeting Date: January 24, 2024
Prepared By: Chief Brian J. Smith
Item Title: Sgt. Jose Nunez Ceremonial Promotion to Sergeant

Ceremonial Swearing-In

Sgt. Jose Nunez has worked for the Juno Beach Police Department for almost twenty years. He is well known within the community and has served our agency in several different capacities to include patrol, investigations, evidence management, field training and Officer-in-Charge. All of Jose's work is consistently performed at a very high level, and he has earned the respect and admiration of coworkers as well as officers from our neighboring agencies. He is a terrific representative of our agency and has been awarded Officer of the Year five separate times over the course of his twenty-year career with our department.

We are very pleased and wish to congratulate Jose on his promotion to Sergeant with the Juno Beach Police Department.



TOWN COUNCIL REGULAR MEETING MINUTES

December 13, 2023 at 5:30 PM

Council Chambers – 340 Ocean Drive and YouTube

PRESENT: ALEXANDER COOKE, MAYOR
PEGGY WHEELER, VICE MAYOR
MARIANNE HOSTA, VICE MAYOR PRO TEM
ELAINE K. COTRONAKIS, COUNCILMEMBER
DD HALPERN, COUNCILMEMBER

ALSO PRESENT: DAVID DYESS, TOWN MANAGER
LEONARD RUBIN, TOWN ATTORNEY
CAITLIN E. COPELAND-RODRIGUEZ, TOWN CLERK
FRANK DAVILA, DIRECTOR OF PLANNING & ZONING
MICHAEL VENTURA, FINANCE DIRECTOR

AUDIENCE: 36

CALL TO ORDER – 5:30PM

PLEDGE ALLEGIANCE TO THE FLAG

ADDITIONS, DELETIONS, SUBSTITUTIONS TO THE AGENDA – None

PRESENTATIONS

1. Ceremonial Promotion to Sergeant for Officer John Rossini

COMMENTS FROM THE TOWN MANAGER, THE TOWN ATTORNEY, AND STAFF

***MOTION:** Councilmember Halpern made a motion to cease accepting any donations from foundations or other organizations.*

***ACTION:** Motion failed for lack of a second.*

Council unanimously gave consensus to continue to accept donations in accordance with the Town's policy; and postpone the application for the Florida Communities Trust (FCT) Parks and Open Space Florida Forever Program grant until the next grant cycle.

COMMENTS FROM THE PUBLIC

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Public Comments Opened at 5:59pm.

Public Comments Closed at 6:20pm.

CONSENT AGENDA

2. Town Council Meeting Minutes for November 15, 2023
3. Special Event Request – Classics by the Sea Road Runners
4. Special Event Request – 2024 Turtle Fest
5. Resolution No. 2023-20 – Agreement with Palm Beach County Supervisor of Elections for Vote Processing Use and Election Services
6. Resolution No. 2023-23 – Announcing the 2024 Municipal Election
7. Mutual Aid Agreement: Palm Beach County Law Enforcement Agencies Combined Operational Assistance and Voluntary Cooperation.
8. Resolution 2023-22 (revising the legal description for the Caretta Project set forth in Resolution No. 2022-09 and correcting the references to the original approval in Resolution No. 2023-12)
9. Financial Reports

MOTION: *Wheeler/Cotronakis made a motion to approve the consent agenda.*

ACTION: *The motion passed unanimously.*

COUNCIL ACTION/DISCUSSION ITEMS (A Public Comment Period was provided for each item below.)

10. Seminole Golf Club Variance Request *(See attached presentation.)*

MOTION: *Halpern/Wheeler made a motion to approve the requested variance for the Seminole Golf Club property, subject to the conditions set forth in staff's memorandum.*

ACTION: *The motion passed unanimously.*

11. Ordinance No. 778 – Increasing and equalizing the salaries of the Mayor and Councilmembers (Second and Final Reading)

MOTION: *Halpern/Hosta made a motion to approve Ordinance No. 778 on second and final reading; and to have the funds for the increased salaries come from contingency.*

ACTION: *The motion passed 3-2 with Vice Mayor Wheeler and Councilmember Cotronakis opposed.*

12. Ord. 779 – Voluntary Annexation of Captain’s Key

MOTION: *Cotronakis/Hosta made a motion to approve Ordinance No. 779 on first reading.*

ACTION: *The motion passed unanimously.*

13. 2024 Health Insurance Renewals

MOTION: *Halpern/Cotronakis made a motion to approve the Florida Blue BlueCare S14354 HMO Plan as the base employee insurance plan; the Solstice dental plan; FMIT visions plan; health care Flexible Spending Accounts (FSA); and opt-out provisions as outlined in staff’s memorandum for the plan year 2024, effective January 1, 2024 to December 31, 2024.*

ACTION: *The motion passed unanimously.*

14. Ordinance 781 – Demolition Permits

Council unanimously gave consensus to amend the language to require that a copy of the demolition notice be provided to the Town staff.

MOTION: *Wheeler/Hosta made a motion to approve Ordinance No. 781 on first reading.*

ACTION: *The motion passed unanimously.*

15. Ordinance 780 – Harmony Criteria (1st Reading)

MOTION: *Halpern/Hosta made a motion to approve Ordinance No. 780 on first reading.*

ACTION: *The motion passed unanimously.*

COMMENTS FROM THE COUNCIL

(See attached handout from Councilmember Halpern.)

Council unanimously gave consensus to have staff ask Kompan to try to provide a couple more designs by January 24th; include a discussion on donations, foundations, and organizations on the next agenda; and have a goals assessment workshop on February 28th at 4pm prior to the Town Council Meeting.

ADJOURNMENT

Mayor Cooke adjourned the meeting at 8:35pm.

Alexander Cooke, Mayor

Caitlin E. Copeland-Rodriguez, Town Clerk



Fwd: Public Comment for tonight's meeting

Caitlin Copeland <ccopeland@juno-beach.fl.us>
Draft

Wed, Dec 13, 2023 at 2:14 PM

From: Katie Moffitt
Sent: Wednesday, December 13, 2023 11:59 AM
To: 'Katie Moffitt' <katielyn@bellsouth.net>
Cc: David Dyess <ddyess@juno-beach.fl.us>; Andrea Dobbins <adobbins@juno-beach.fl.us>
Subject: Public Comment for tonight's meeting

I'm not sure what fuels the animosity in designing the Kagan Park playground, but I feel that it important to set the record straight about a few things. There have been many attempts to slander and defame Kompan, our certified installer Safe4Play, and me personally, throughout this process and these points of slander need to be addressed, and the true integrity and "higher standard of ethics" of this mayor are exposed.

The letter that the Mayor sited last meeting, and in his recent newsletter, regarding the Palm Beach County reference; First and foremost, as a matter of due-diligence, I find it concerning that the mayor is checking references AFTER the 4-1 vote was decided.

Further, Palm Beach County is NOT a customer of Kompan as it pertains to Carlin and Dubois Parks, and thus, not a reference. Those projects were sold to DW recreation who is the General Contractor and installer for both of those sites, hired by Palm Beach County, even after being advised that it is strongly recommended that an experienced Kompan certified installer is used for installation. Any installation and site related issues are a direct reflection of the installer and their inability to complete the scope of work successfully. Kompan's scope was to provide equipment-only to DW Recreation, and Kompan supported DW-at no cost, by attending at least 8 different site visits, plus extra materials, to assist with his hardships with the incorrectly installed equipment, to the extent that we were able.

Unfortunately the mistakes made by the installer were substantial and I am not aware of how these issues were resolved, as this is not a Kompan managed installation, and it was not Kompan's responsibility to answer to PBC directly. Examples are elevations are incorrect, use zone overlaps and standards were not properly followed. It should be noted that Kompan did not design this site, as it was designed by Casey Pranckun, an Employee of Palm Beach County. Also, Palm Beach County's Certified Safety Inspector, performed the inspections incorrectly, and sited incorrect safety standards.

It was also stated that "responsiveness was a problem when we were trying to address these issues." I'd like to add, that amid the installation issues by DW Recreation, I lost my baby at 29 weeks pregnant. Kompan's Project management team stepped up to respond in my absence.

I have attached all supporting Documents.

It should also be noted that the project manager for DW just so happens to be married to the Director of Parks and Recreation for Palm Beach County, so naturally, they would work to preserve the reputation of "their own". Hopefully in the future, PBC will hire a certified Kompan installer who has experience with the equipment.

Warmest Regards,

Katie Moffitt
 Principal Sales Representative
 Sales

Kompan Inc.

Kompan Inc.


M 561-427-3619

Sign up for KOMPAN newsletter

Let's play at [Kompan.us](https://www.kompan.us) | [LinkedIn](#) | [Facebook](#) | [Twitter](#)

-----Original Message-----

From: Katie Moffitt <katielyn@bellsouth.net>
Sent: Wednesday, December 13, 2023 11:22 AM
To: Katie Moffitt <KatMof@Kompan.com>
Subject: Jessica Clinton Parks




 Watch this reel <https://www.facebook.com/share/r/f66Y5d7po53x2qxD/?mibextid=UaIRPS>

Thank you!

Katie Moffitt

Sent from my iPhone

3 attachments

-  **Dubois Park Signed Proposal.pdf**
562K
-  **Carlin Park SIGNED SP111853.pdf**
579K
-  **PBC Email provied by Mayor Cooke - 11-15-23.pdf**
368K







Sales Proposal

D.W. Recreation Services Inc.
Donald West
9951 Equus Circle
Boynton Beach, FL 33472

Quote No. SP111744-4
Customer No. C115786
Document Date 05/12/2022
Expiration Date 06/28/2022

Sales Representative Katherine Moffitt
E-Mail KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US54478 Dubois Park

No.	Description	Qty Unit	Unit Price	Discount %	Net Price
<u>NRO104-0912</u>	Multi Springer - Brown Pigmented In-ground 90cm 	1 Pieces	4,230.00		4,230.00
<u>NRO-SHIP-CUSTOM</u>	NRO-SHIP-CUSTOM NRO541 900108 In-ground, Plastic Slide 	1 Pieces	118,910.00		118,910.00
<u>NRO515-0001</u>	Ara Parrot Sculpture Surface 	1 Pieces	1,930.00		1,930.00
<u>GXY801521-3417</u>	Spica 2 In-ground 60cm 	1 Pieces	2,420.00		2,420.00
<u>ELE400065-3717SC</u>	Tipi Carousel w/ Top Brace - Sand Color In-ground 90cm 	1 Pieces	5,780.00		5,780.00
<u>PAR3003-CUSTOM</u>	SIGN M 5-12 CUSTOM Night Sky Blue 20163794 	1 Pieces	800.00	38.75	490.00
FREIGHT	Freight	1 Pieces	9,158.46		9,158.46



Sales Proposal

D.W. Recreation Services Inc.
 Donald West
 9951 Equus Circle
 Boynton Beach, FL 33472

Quote No. SP111744-4
 Customer No. C115786
 Document Date 05/12/2022
 Expiration Date 06/28/2022

Sales Representative Katherine Moffitt
 E-Mail KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US54478 Dubois Park

No.	Description	Qty	Unit	Unit Price	Discount %	Net Price
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US ROBINIA SERVICE Robinia Service Program included in sales price

Equipment is as per Site Plan version L2.1 dated 8/2/21

Description	Qty	Retail Price	Discount	Net Price
No. of Products	6			
Subtotal - Products		134,070.00	310.00	133,760.00
Subtotal - Freight		9,158.46		9,158.46
Total USD Excl. Tax				142,918.46
Estimated Tax rate				8,716.69
Total USD Incl. Tax				151,635.15

Payment Terms 50% Prepayment, 50% Net 30 days

Installation Site Address

Dubois Park
 Donald West
 19075 Dubois Rd
 Jupiter, FL 33477



Sales Proposal

D.W. Recreation Services Inc.
Donald West
9951 Equus Circle
Boynton Beach, FL 33472

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Expiration Date 06/28/2022

Sales Representative Katherine Moffitt
E-Mail KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US54478 Dubois Park

Note that the color and texture of products and surfacing made with recycled content are subjected by the differences from the used recycled raw materials. Therefore, minor differences in the appearance and texture can occur.

Applicable sales tax will be added unless a valid tax exemption certificate is provided. This amount is only an estimate of your tax liability.

Your acceptance of this proposal constitutes a valid order request and includes acceptance of terms and conditions contained within the Master Agreement, which is hereby acknowledged.
Acceptance of this proposal from KOMPAN is acknowledged by issuance of an order confirmation by an authorized KOMPAN representative.

Prices in this quotation are good until expiration date, shown in the top of this document. After that date, this proposal may be withdrawn.

KOMPAN Products are "Buy American" qualified, and compliant with the Buy American Act of 1933 and the "Buy American" provision of ARRA of 2009.

Prevailing Wage and Payment & Performance Bonds are not included unless stated in body of Sales Proposal. If Payment & Performance Bonds are needed, add 2.2% of the entire sales proposal.

KOMPAN Authorized Signature:

Accepted By (signature): _____

Accepted By (please print): Donald West

Date: 6/6/2022





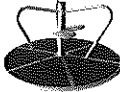
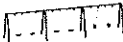
Sales Proposal

D.W. Recreation Services Inc.
Donald West
9951 Equus Circle
Boynton Beach, FL 33472

Quote No. SP111853-1
Customer No. C115786
Document Date 05/12/2022
Expiration Date 07/02/2022

Sales Representative Katherine Moffitt
E-Mail KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US173076 Carlin Park

No.	Description	Qty Unit	Unit Price	Discount %	Net Price
COR-DOME-CUSTOM 881072	Explorer Dome: Powder Coated Night Sky Blue Matte	1 Pieces	76,420.00		76,420.00
					
M18701-12P	Ocean Seesaw In-ground 60cm	1 Pieces	6,780.00		6,780.00
					
NRO514-1031	Forest Lake Boat - Brown + Color In-ground 100cm	1 Pieces	17,360.00		17,360.00
					
PCM102-0601	Shark - Grey In-ground 60cm	1 Pieces	1,060.00		1,060.00
					
NRO-CUSTOM 898234	NRO-CUSTOM Carousel with Seats, HPL Deck	1 Pieces	9,860.00	10.00	8,874.00
					
KSW926-CUSTOM 20164464	Custom Swing, 3 Bays: 4 belts 2 infants, anti-wrap	1 Pieces	9,710.00		9,710.00
					


Sales Proposal

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Expiration Date 07/02/2022

Sales Representative Katherine Moffitt
E-Mail KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US173076 Carlin Park

No.	Description	Qty	Unit	Unit Price	Discount %	Net Price
PAR3003-CUSTOM	20163794	2	Pieces	490.00		980.00
	 Age Safety Sign, Powder Coated Night Sky Blue Matte					
US ROBINIA SERVICE	Robinia Service Program included in sales price					
US-ENGSTAMP-DRW-3	Engineered Stamped Drawings	1	Pieces	2,000.00		2,000.00
FREIGHT	Freight	1	Pieces	14,100.81		14,100.81

Please read attached General Assumptions and Exclusion document for information on Install/Sitework.

Please allow 14-16 weeks for product delivery upon order placement

Description	Qty	Retail Price	Discount	Net Price
No. of Products	8			
Subtotal - Products		122,170.00	986.00	121,184.00
Subtotal - Installation		2,000.00		2,000.00
Subtotal - Freight		14,100.81		14,100.81
Total USD Excl. Tax				137,284.81
Estimated Tax rate				8,498.10
Total USD Incl. Tax				145,782.91

Payment Terms 50% Prepayment, 50% Net 30 days

Installation Site Address

Carlin Park Playground
Donald West
400 Florida A1A
Jupiter, FL 33477



Sales Proposal

D.W. Recreation Services Inc.
Donald West
9951 Equus Circle
Boynton Beach, Fl. 33472

Quote No. SP111853-1
Customer No. C115786
Document Date 05/12/2022
Expiration Date 07/02/2022

Sales Representative Katherine Moffitt
E-Mail KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US173076 Carlin Park

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Your acceptance of this proposal constitutes a valid order request and includes acceptance of terms and conditions contained within the Master Agreement, which is hereby acknowledged.

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Prices in this quotation are good until expiration date, shown in the top of this document. After that date, this proposal may be withdrawn.

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Prevailing Wage and Payment & Performance Bonds are not included unless stated in body of Sales Proposal. If Payment & Performance Bonds are needed, add 2.2% of the entire sales proposal.

KOMPAN Authorized Signature:

Accepted By (signature): _____

Accepted By (please print): Donald West

Date: 6/6/2022

Alexander Cooke

From: Bob Hamilton A. <RHamilton@pbcgov.org>
Sent: Tuesday, November 14, 2023 2:13 PM
To: Alexander Cooke
Cc: Jennifer Cirillo
Subject: RE: Kompan questions

Hi Alexander – Thank you for reaching out. We also have had some recent issues with Kompan in our new playground installations at Dubois Park and Carlin Park. Some of these issues can be attributed to site conditions, contractor installation disputes and the County's comprehensive inspection process but we also found their customer service and overall responsiveness to be underwhelming.

Specific examples of some issues we encountered include equipment that were improperly sealed which caused staining on the underlying poured in placed surfacing. There was also a conflict regarding the spacing of the equipment at Dubois using Kompan's design which caused us to have to remove pieces to address potential safety concerns. Responsiveness was a problem when we were trying to address these issues.

Given our recent experience with Kompan I'm reluctant to give them an endorsement.

Regards,
Bob

From: Alexander Cooke <acooke@juno-beach.fl.us>
Sent: Tuesday, November 14, 2023 12:47 PM
To: Bob Hamilton A. <RHamilton@pbcgov.org>
Subject: Kompan questions

Good Morning Mr. Hamilton,

My name is Alexander Cooke and I am the Mayor of Juno Beach. I have been forwarded your info and I would like to know about Kompan use for playgrounds.

I will be very straight with you, the town has been looking to move forward and I have been extremely unimpressed in both their work ethic, product and the outcome so far. They built our adult equipment and the turf was installed improperly as well as nothing being leveled.

Please let me know if you would endorse them for a job.

Please let me know if you have had any problems with the playgrounds they have completed.

Sincerely,

Alexander R. Cooke
Mayor of Juno Beach
561-320-1698
340 Ocean Drive
Juno Beach, FL 33408

<https://www.juno-beach.fl.us> [juno-beach.fl.us]

KAGAN PARK PLAYGROUND PROJECT PROPOSAL

Item #2.

By Councilmember DD Halpern, for the December 13 Town Council meeting.

Proposed solutions for moving forward efficiently require a plan. I propose the following options for Council's consideration:

1. **Re-visit Donations: Allow donations or rescind allowing for donations (public vs. Foundation donations)?**
2. **If allowing all types of donations for the project, create a dollar limit/cap on total donations that will be accepted to supplement the Town's portion of funding.**
3. **Create a Total Project Cost Cap.** Cap the total project at \$250K, \$275K. Price cap keeps Kagan Park facilities small, manageable, keeping with existing playground footprint. This will also allow equipment selection and Staff site planning to continue.
4. **If Allowing Donations: Consider option to reduce the town's project budget from \$225K to \$175K.** People who are passionate about the playground can donate. (This option would satisfy taxpayers who feel the larger number of non-child households/taxpayers shouldn't pay for an amenity they'll never use.)
5. **If NOT Allowing Donations: Move forward to design phase today with Town's \$225K budget.**

PROPOSED PROJECT TIMELINE (Regardless of accepting donations):

Monday, January 1: Public input deadline for sending Staff a list of preferred playground components, colors for equipment and turf, and other materials. Staff sends list to Kompan.

Wednesday, January 24 - Council meeting: Kompan will present 3-4 design options incorporating the preferred equipment pieces. Council to take citizen input; Council may accept or reject designs and ask for modifications.

January 24: Town Manger to create and send survey to citizens asking for input on the design options. Response deadline: 1 week.

Week of February 5: Council to hold Special Meeting to discuss all citizen input received and provide design direction to Staff.

February 28 - Council meeting: Review updated designs and select final design (with changes, if needed.)



SEMINOLE GOLF CLUB | Asset Preservation

Juno Beach, Florida

December 2023

VCINITY MAP

Item #2.



18

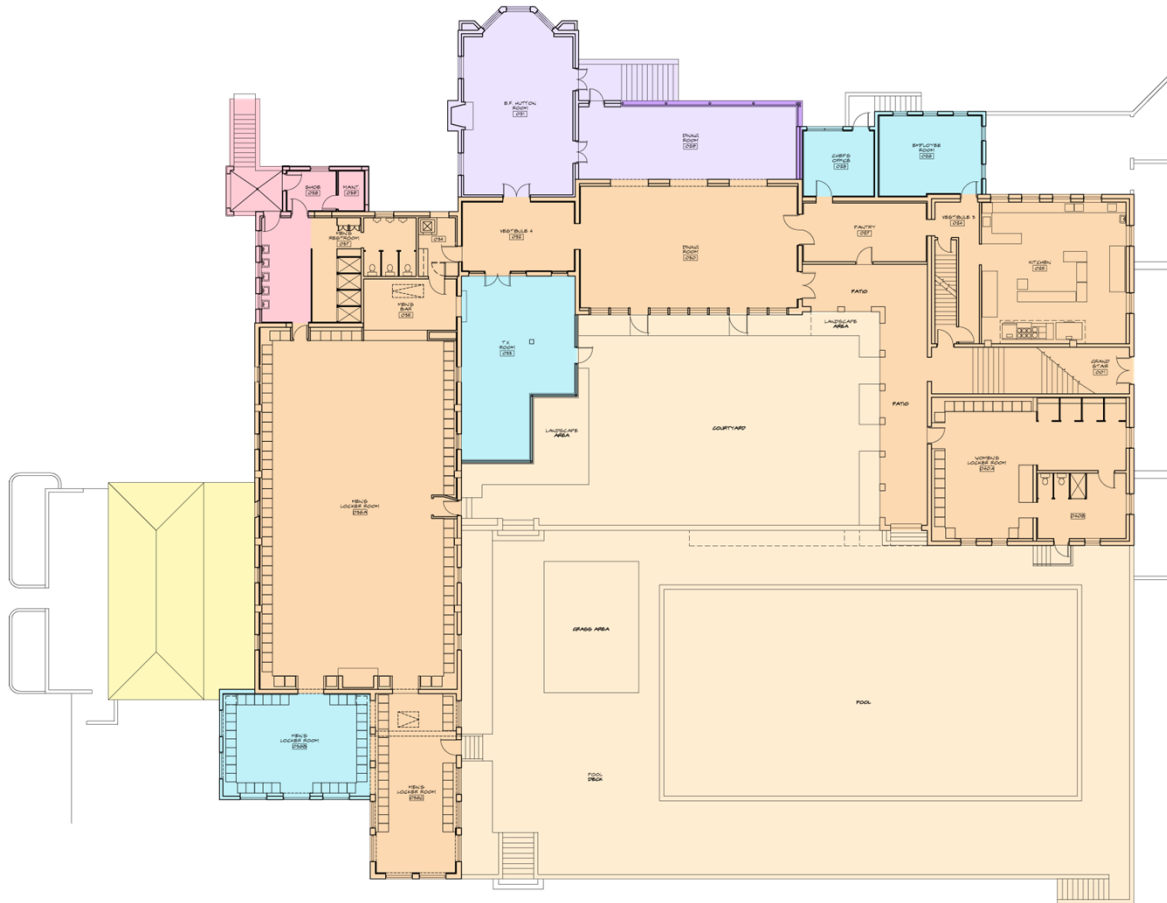
SITE LOCATION PLAN



Item #2.

19

CLUBHOUSE HISTORY



Seminole Golf Club was developed in 1929 by New York City investor Edward Francis Hutton. The Club overlooks the Atlantic Ocean on 140 acres of land, previously owned by Boston entrepreneur Harry Seymour Kelsey. In 1929 the golf course, designed by the famed golf course designer Donald Ross and the club house designed by Palm Beach Architect, Marion Sims Wyeth were built. Additions have been completed since 1929 that give the club house its' current footprint.

Item #2.

LEGEND

- 1929 - Original Building by Wyeth
- 1929 - Courtyard & Pool by Wyeth
- 1930's - Addition by Wyeth
- 1959 - Porch Enclosure by Wyeth, King & Johnson
- Unknown Dates
- 1997 - Addition by Glen P. Harris
- 2014 - Remodel /Addition by Peacock & Lewis

ORIGINAL BUILDING ARCHITECT

Item #2.

Marion Sims Wyeth was an American architect known for his range in architectural styles such as Art Deco, Mediterranean Revival and classical Georgian, French and Colonial. Some of his many renowned work were Mar-a-Largo Palm Beach, La Claridad Palm Beach, Norton Museum of Art, West Palm Beach, High Point monument, New Jersey, Florida Governor's Mansion, Tallahassee, amongst others.



HISTORIC PHOTOGRAPHS



Item #2.



22

HISTORIC PHOTOGRAPHS



MAIN OBJECTIVES

Item #2.

To evaluate the current state of the existing building without altering the characteristics of the building exterior façade, at the same time preserve the asset of Seminole Golf Club for the next 50 years. The proposed areas of work are:

1. Building Hardening
2. Required restoration or repair of building components due to deterioration.
3. Required site drainage and grading work.
4. Provide ramp to the building for accessibility.
5. Functionality issues.

SCOPE OF WORK - SUMMARY

Item #2.

1. Hardening Cost: \$1,918,677

1. Door/Window/Shutter Replacement
2. Water Intrusion

2. Site Improvements Cost: \$845,292

3. Life Safety & other Improvements Cost: \$4,079,276

1. New Fire Sprinkler System
2. New Electrical System
3. New Plumbing System
4. New Mechanical System
5. Kitchen

Total Cost: \$6,843,245

FRONT BUILDING FAÇADE

Item #2.



26

BUILDING FAÇADE

Item #2.



27

BUILDING FAÇADE



Item #2.



28

EXTERIOR BUILDING ELEVATIONS

Item #2.



Existing North Elevation



Proposed North Elevation

29

EXTERIOR BUILDING ELEVATIONS

Item #2.



Existing East Elevation



Proposed East Elevation

30

EXTERIOR ELEVATIONS

Item #2.



Existing West Elevation



Proposed West Elevation

31

EXTERIOR ELEVATIONS

Item #2.



Existing South Elevation

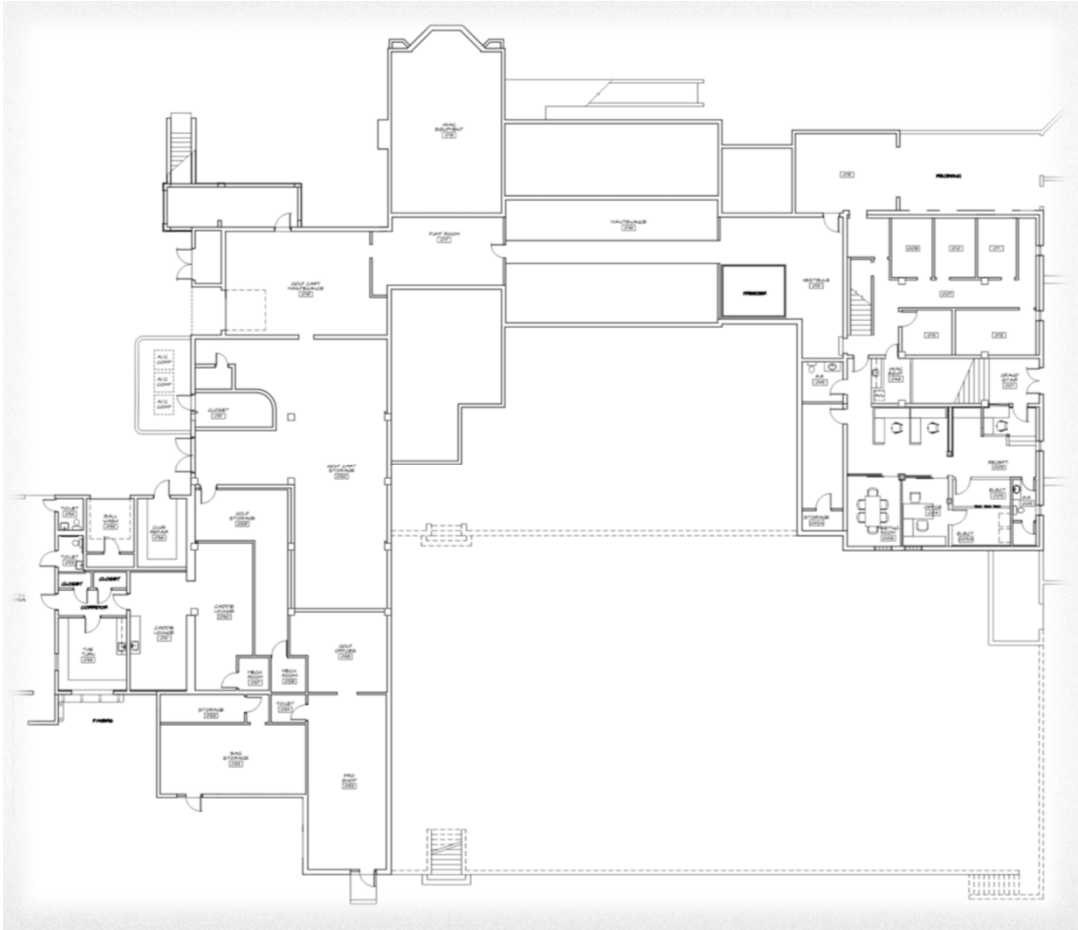


Proposed South Elevation

32

LOWER-LEVEL FLOOR PLAN

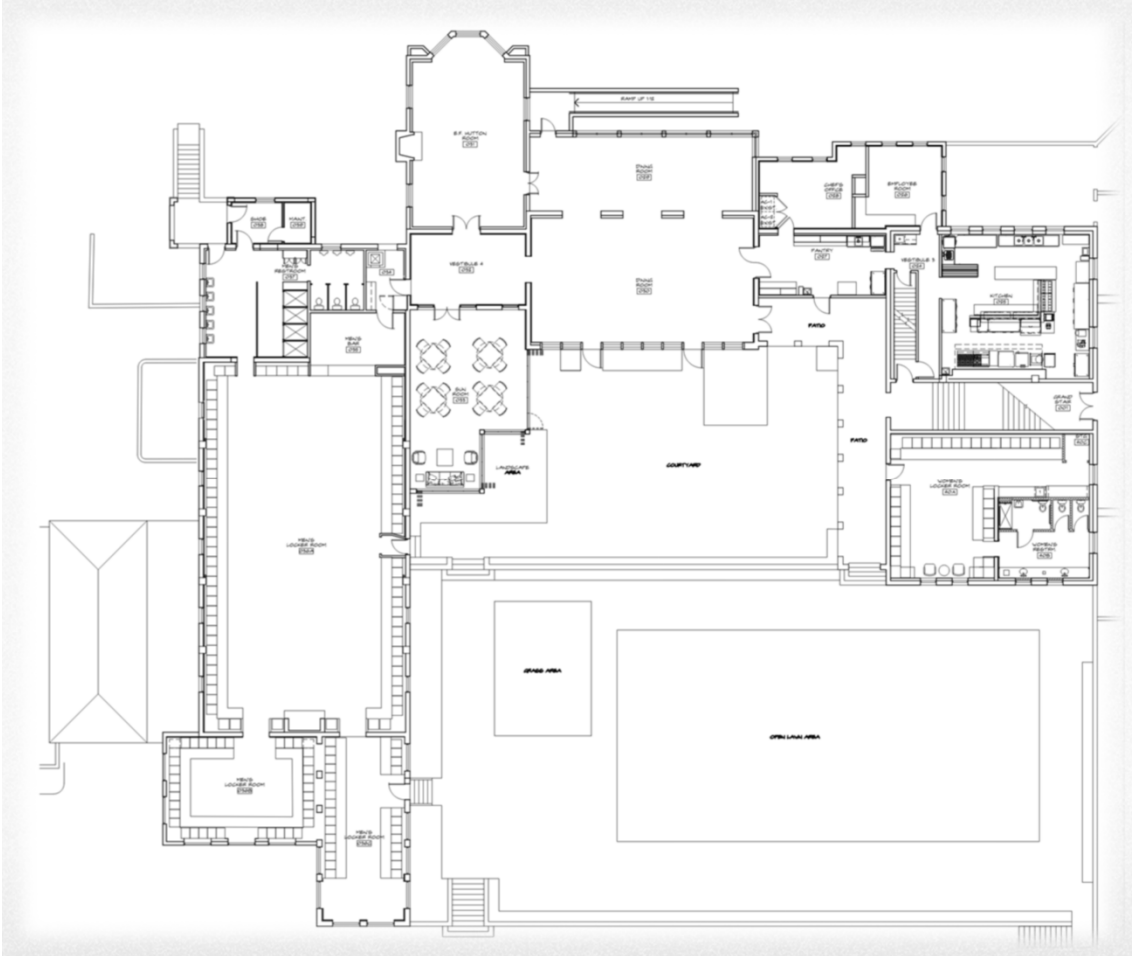
Item #2.



33

MAIN-LEVEL FLOOR PLAN

Item #2.



34

APPROVAL OF A VARIANCE FROM SECTION 7-21(C)(2) TO ALLOW THE APPLICANT TO CONDUCT A SUBSTANTIAL IMPROVEMENT TO THE CLUBHOUSE, IN WHICH THE CUMULATIVE COST OF THE REPAIR/ REHABILITATION EXCEEDS 50 PERCENT OF THE MARKET VALUE OF THE BUILDING, WITHOUT HAVING TO ELEVATE THE BUILDING'S FINISHED FLOOR TO THE BASE FLOOR ELEVATION (BFE) PLUS EIGHTEEN INCHES (18")

THANK YOU



TOWN COUNCIL WORKSHOP ON MARS WAY MINUTES

January 08, 2024 at 3:00 PM

Council Chambers – 340 Ocean Drive and Zoom

PRESENT: ALEXANDER COOKE, MAYOR
 PEGGY WHEELER, VICE MAYOR
 MARIANNE HOSTA, VICE MAYOR PRO TEM
 DD HALPERN, COUNCILMEMBER

ALSO PRESENT: DAVID DYESS, TOWN MANAGER
 LEONARD RUBIN, TOWN ATTORNEY
 BRYAN KELLEY, P.E., TOWN’S TRAFFIC ENGINEER
 CAITLIN E. COPELAND-RODRIGUEZ, TOWN CLERK
 FRANK DAVILA, DIRECTOR OF PLANNING & ZONING

AUDIENCE: 57 (4 Via Zoom)

CALL TO ORDER – 3:00PM

PRESENTATIONS

Resident Jane Le Clainche went over her presentations and Traffic Engineer Kelley gave a brief overview of the Traffic Diversion Study for Mars Way.

COMMENTS FROM THE PUBLIC

Anyone wishing to speak is asked to complete a comment card with their name and address prior to the start of the meeting as well as state their name and address for the record when called upon to speak (prior to addressing the Town Council). All comments are limited to three (3) minutes.

Public Comments Opened at 3:25pm.

(See attached comment cards & handouts.)

Public Comments Closed at 4:17pm.

DISCUSSION ITEMS

1. Discussion on Mars Way

Council gave unanimous consensus to have staff obtain additional information on solutions for Mars Way and bring back to Council for review at a Special Town Council Meeting on Friday, February 16, 2024, from 3PM-5PM.

Council gave unanimous consensus to have staff contact Mike Stahl from Palm Beach County ERM to present an update on beach erosion to the Council at the February 28, 2024 Town Council meeting.

ADJOURNMENT

Mayor Cooke adjourned the Workshop at 4:51pm.

Alexander Cooke, Mayor

Caitlin E. Copeland-Rodriguez, Town Clerk



Town of Juno Beach

Item #3.

PUBLIC COMMENT CARD

ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: 1 DATE: 1/8/24

NAME: Jane le Clairche PHONE NO.: 561.254.4404

REPRESENTING (IF APPLICABLE): Mass Way

ADDRESS: 506 Sea Oats Dr. Unit B2, Juno Bch

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

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MARS WAY

AGENDA ITEM #: _____ DATE: 1/8/24

NAME: Fred Wine PHONE NO.: 301-237-8501

REPRESENTING (IF APPLICABLE): Olympus Drive/self

ADDRESS: 461 Olympus Dr

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:

Good afternoon, my name is Fred Wine and I am the owner of 461 Olympus Drive and for nearly 40 years I have been a real estate developer and property owner in the Washington DC area. I am accompanied by my neighbors at 451 Olympus Drive, Beverly Gibel and Steve Allen. Thank you for the opportunity to comment today. Before I begin, I would ask that you enter into the record the traffic engineering report and exhibits completed by Mike Lenhart, President of Lenhart Traffic Consulting dated January 7, 2024. Mr. Lenhart is one of the top traffic engineer consultants in the Washington, Maryland and Virginia metropolitan areas.

- I purchased my house in February of 2021 with the current two-way traffic patterns, as they exist today, on Mars Way and Olympus Drive, and I oppose the traffic changes as they are presented by the Town. Olympus traffic is currently loud, fast, and has excessive truck traffic including the Town’s own fleet of trucks that travel to and from the Town’s maintenance facility across Route 1.
- The proposed changes to the Mars Way traffic pattern will simply result in pushing additional traffic to the next available location, which would be Olympus Drive to the south.

- The Town’s own traffic engineering report, in the last line of the conclusion of the report, states that:

“FURTHER, THE ADDITIONAL CUT THROUGH TRAFFIC ON OLYMPUS DRIVE COULD REVERT SPEEDING ISSUES ON MARS TO OLYMPUS DRIVE”

- This language is a clear warning to the Town not to risk additional speeding on Olympus which could potentially result in more accidents and additional liability for the Town

- There are simple but effective steps the Town could take to calm traffic

- The Town's own traffic engineering report discusses the ineffectiveness of the truck restrictions, but there are clear deficiencies in the current restrictions that are easily remedied.
 - There is signage on Route 1 that states "No Thru Trucks – Except Local Deliveries".
 - First problem: it is difficult to see the sign; and
 - Second problem: the "except local deliveries" exception, as written, allows 100% of trucks to use Mars Way.
 - Given the parallel nature of Ocean Drive, 100% of the truck traffic in/out of Ocean Drive is local and would therefore be allowed to use Mars Way based on the current signage. The interpretation and enforcement of this current "No Trucks" signage is completely ineffective since all trucks can argue that they are a local delivery based on the layout of the Town.
- **SPEEDING**
 - Speed humps are the best and easiest traffic calming measure the Town could take in this scenario; and both Mars Way and Olympus Drive should have them installed to slow down speeders.
- **PARKING MANAGEMENT**
 - The Town should implement a parking management program with permit only parking on Mars Way and Olympus Drive. Any unpermitted cars should be towed.
 - Mars Way is approximately 24 feet wide, including the

directed down Donald Ross Road to Ocean Drive or from Route 1 on to Ocean Drive.

○ **LENHART REPORT**

- Mr. Lenhart lists various other effective solutions, and I would encourage the council to review his report in detail.

CONCLUSIONS

- Mars Way is the “wild wild west” with residents, their guests, and renters parking where they see fit (Please see my photos from January 7, 2024 to the record showing residents parking on both sidewalks during a cold, non-beach day – clearly not beach goer traffic).
 - As an example, in the Mara Bella development, in Palm Beach Gardens, residents can only park on one side of the street – that concept alone would go a long way to help on Mars Way.
- The Town can effectively and easily reduce truck through-traffic with enhanced signage on both Mars Way and Olympus Drive.
- The Town should install speed humps on both Mars Way and Olympus Drive to combat speeders
- The Town should implement a parking management program with permitting
- The Town should have Google Maps revise its directions to re-route drivers to Ocean Drive from the south and Donald Ross from the north
- **BOTTOM LINE:** changing the traffic patterns or closing the median at Mars Way will negatively impact adjacent streets, including Olympus Drive and others. Olympus Drive will become the next cut-through road if changes are implemented at Mars, and that is not fair to all Juno Beach residents when there are many, much less drastic changes that

Item #3.



[EXTERNAL SENDER] Mars Way - Review of the Traffic Diversion Study

mlehart <mlehart@LENHARTTRAFFIC.COM>

Sun 1/7/2024 10:11 PM

To: Fred Wine <fwine@quantumco.net>

Cc: mlehart <mlehart@LENHARTTRAFFIC.COM>

📎 1 attachments (297 KB)

Exhibits.pdf;

Hi Fred,

I've reviewed and have highlighted the following information from the Town's traffic study and presentation.

The most important preface to this conversation is that Mars Way does not exist in isolation. Any restrictions or changes in traffic patterns will simply push traffic to the next available location, which would be Olympus Drive to the south. This is even noted in the conclusion of the Traffic Diversion Study as discussed below.

The presentation talks about how ineffective the truck restriction has been. However, based on my discussion below and the two attached exhibits. I do not believe the existing truck restriction is adequate and it is completely ineffective as currently implemented. It is difficult to see some of the signs and the "except local deliveries" exemption allows 100% of the trucks to use Mars Way (as discussed below and shown on the attached exhibits).

1. Page 4 of the presentation says that FDOT standard for a two way roadway is 24' to allow for reasonable separation of vehicles.
 - a. That may be the case and should be encouraged on higher classification collector and arterial roads that include trucks/buses and carry regional traffic; but these three roads are short residential roads (600' to 700' long) that connect Rte 1 and Ocean Drive. Narrower roads are acceptable and even encouraged on local residential roads as the narrower lanes help to encourage lower travel speeds and a traffic calming effect.
 - b. National Association of City Transportation Officials (NACTO) published the Urban Street Design Guide. I've pasted a few pages from that publication below. I've also highlighted sections that state that 9-10 feet are appropriate for these types of streets. Wider lanes are more appropriate when trucks and buses are allowed, which they are not in this case. See images below.
 - c. The American Association of State Highway and Transportation Officials (AASHTO Green Book) also provides guidance on local streets in urban areas. Section 5.3.2.1 of the 2018 Green Book states that local streets in urban areas should preferably be 10-11' wide, and may be as low as 9' in residential areas where right of way imposes severe restrictions. See image below.
 - d. Mars Way appears to be approximately 24' wide including the gutter pans.
 - e. The width of Mars Way is appropriate and more than adequate if trucks are successfully restricted.

- c. I would suggest eliminating the “except local deliveries” from this signage. This would not have a significant impact on the truck routes and would not make them more circuitous because there are no major routes through Juno Beach between Donald Ross Road and Juno Isles Blvd. Those roads can easily be used, and should be used by all trucks to get to/from Ocean Drive.
- i. Other measures that could be implemented on Mars Way are speed humps and chokers or chicanes to slow traffic.
3. Page 8 states that the “No Truck” signage has been ineffective. This is because of the nature of the road connections in and out of Ocean Drive. 100% of the trucks using the road can easily interpret that they are local which is allowed by the signage. This is why it’s ineffective. The “Except local deliveries” should be eliminated. The existing “No Thru Trucks” is sufficient and provides the message that thru trucks are not allowed to use the connection, however, the addition of “except for local deliveries” clouds the message and makes interpretation and enforcement difficult.
4. Page 11 discusses speeding. This can be improved by including two speed humps.
5. Page 12 discusses parking. The town could implement a permit parking only and issue permits to the residents of Mars Way to be used by them or their guests. Any cars parked without permits could be towed. This is discussed on page 14.
6. Page 16 talks about Google directing motorists to use Mars Way. I believe you can contact Google to eliminate this mapping as an option, particularly if it is supported by the local government. Google should direct motorists down Donald Ross Road to Ocean Drive.
7. Changing traffic patterns or closing the median at Mars Way will result in impacts at adjacent streets. Olympus Drive will become the next cut through road if changes are implemented at Mars.
- a. It is very important to note that the Town’s own traffic engineering study conducted by Simmons & White concludes that *“The additional cut through traffic on Olympus Drive could revert speeding issues on Mars Way to Olympus Drive.”*
- b. The diverted traffic volumes shown on page 28 that result from the closure of the median at Mars Way indicates that 9 AM peak hour trips and 14 PM peak hour trips would be diverted onto Olympus Drive due to the diversion of trips. While this may not seem significant, the amount of PM peak hour traffic using Olympus Drive would be the same volume of trips that are currently using Mars Way. This essentially shifts the problem from Mars Way onto Olympus Drive.
- c. The presentation indicates that a 2020 traffic count showed 700 vehicles per day using Mars Way, however, that count was not included in this report. Based on the peak hour turning volumes shown on page 27 of the Traffic Diversion Study, the southbound left turning volume accounts for over half of the traffic in and out of Mars Way. Therefore, over 350 vehicles would be diverted off of Mars Way with a large percentage of them being diverted to Olympus Drive. This simply pushes the issue to an adjacent local residential street.

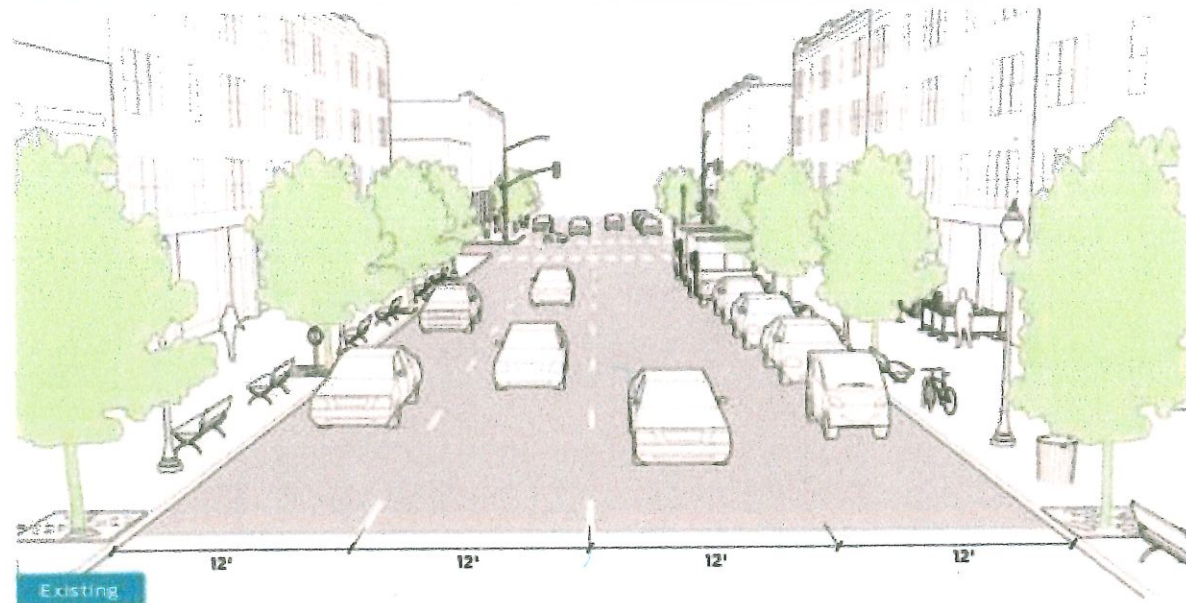
Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext 1)

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STREET DESIGN ELEMENTS



Travel lanes are striped to define the intended path of travel for vehicles along a corridor. Historically, wider travel lanes (11–13 feet) have been favored to create a more forgiving buffer to drivers, especially in high-speed environments where narrow lanes may feel uncomfortable or increase potential for side-swipe collisions.

Lane widths less than 12 feet have also historically been assumed to decrease traffic flow and capacity, a claim new research refutes.¹

DISCUSSION

The relationship between lane widths and vehicle speed is complicated by many factors, including time of day, the amount of traffic present, and even the age of the driver. Narrower streets help promote slower driving speeds, which in turn reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter signal cycles, less stormwater, and less construction material to build.

Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction. In select cases, narrower travel lanes (9–9.5 feet) can be effective as through lanes in conjunction with a turn lane.²

RECOMMENDED

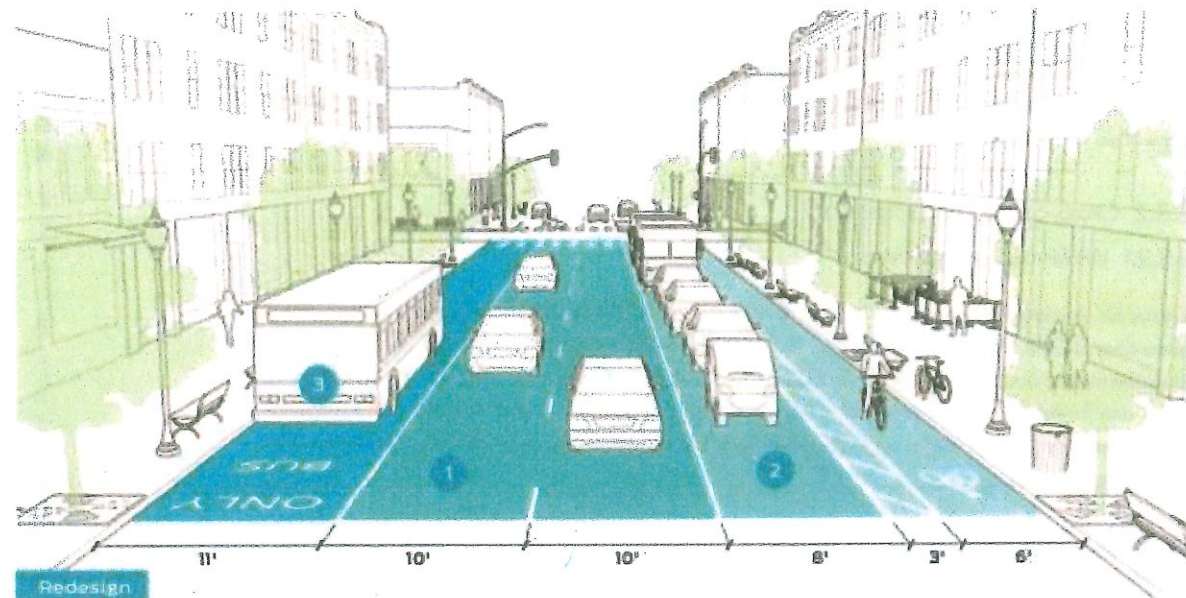
Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right-of-way at the expense of other modes.

Restrictive policies that favor the use of wider travel lanes have no place in constrained urban settings, where every foot counts. Research has shown that narrower lane widths can effectively manage speeds without decreasing safety and that wider lanes do not correlate to safer streets.³ Moreover, wider travel lanes also increase exposure and crossing distance for pedestrians at intersections and midblock crossings.⁴

Use striping to channelize traffic, demarcate the road for other uses, and minimize lane width.



LANE WIDTH



1 Lane width should be considered within the overall assemblage of the street. Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.

Additional lane width may also be necessary for receiving lanes at turning locations with tight curves, as vehicles take up more horizontal space at a curve than a straightaway.

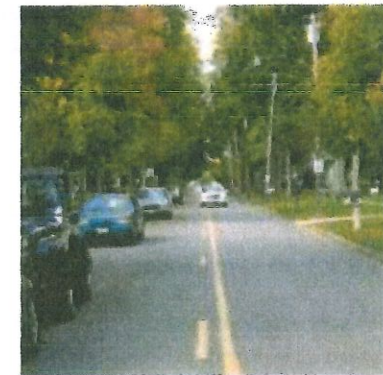
Wide lanes and offsets to medians are not required but may be beneficial and necessary from a safety point of view.

OPTIONAL

2 Parking lane widths of 7–9 feet are generally recommended. Cities are encouraged to demarcate the parking lane to indicate to drivers how close they are to parked cars. In certain cases, especially where loading and double parking are present, wide parking lanes (up to 15 feet) may be used. Wide parking lanes can serve multiple functions, including as industrial loading zones or as an interim space for bicyclists.

3 For multilane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking). Inside lanes should continue to be designed at the minimum possible width. Major truck or transit routes through urban areas may require the use of wider lane widths.

2-way streets with low or medium volumes of traffic may benefit from the use of a dashed center line with narrow lane widths or no center line at all. In such instances, a city may be able to allocate additional right-of-way to bicyclists or pedestrians, while permitting motorists to cross the center of the roadway when passing.



ELMORE, OH

5.3.1.8 Sight Distance

Minimum stopping sight distance for local streets should range from 100 to 200 ft [30 to 60 m] depending on the design speed (see Table 3-1). Design for passing sight distance seldom is applicable on local streets.

5.3.2 Cross-Sectional Elements

5.3.2.1 Width of Traveled Way

Lanes for moving traffic preferably should be 10 to 11 ft [3.0 to 3.3 m] wide, and in industrial areas they should be 12 ft [3.6 m] wide. Where the available or attainable width of right-of-way imposes severe limitations, 9-ft [2.7-m] lanes can be used in residential areas, and 11-ft [3.3-m] lanes can be used in industrial areas. Added turning lanes where used at intersections should be at least 9 ft [2.7 m] wide, and desirably 10 to 12 ft [3.0 to 3.6 m] wide, depending on the percentage of trucks.

Where bicycle facilities are included as part of the design, refer to the *AASHTO Guide for the Development of Bicycle Facilities* (6).

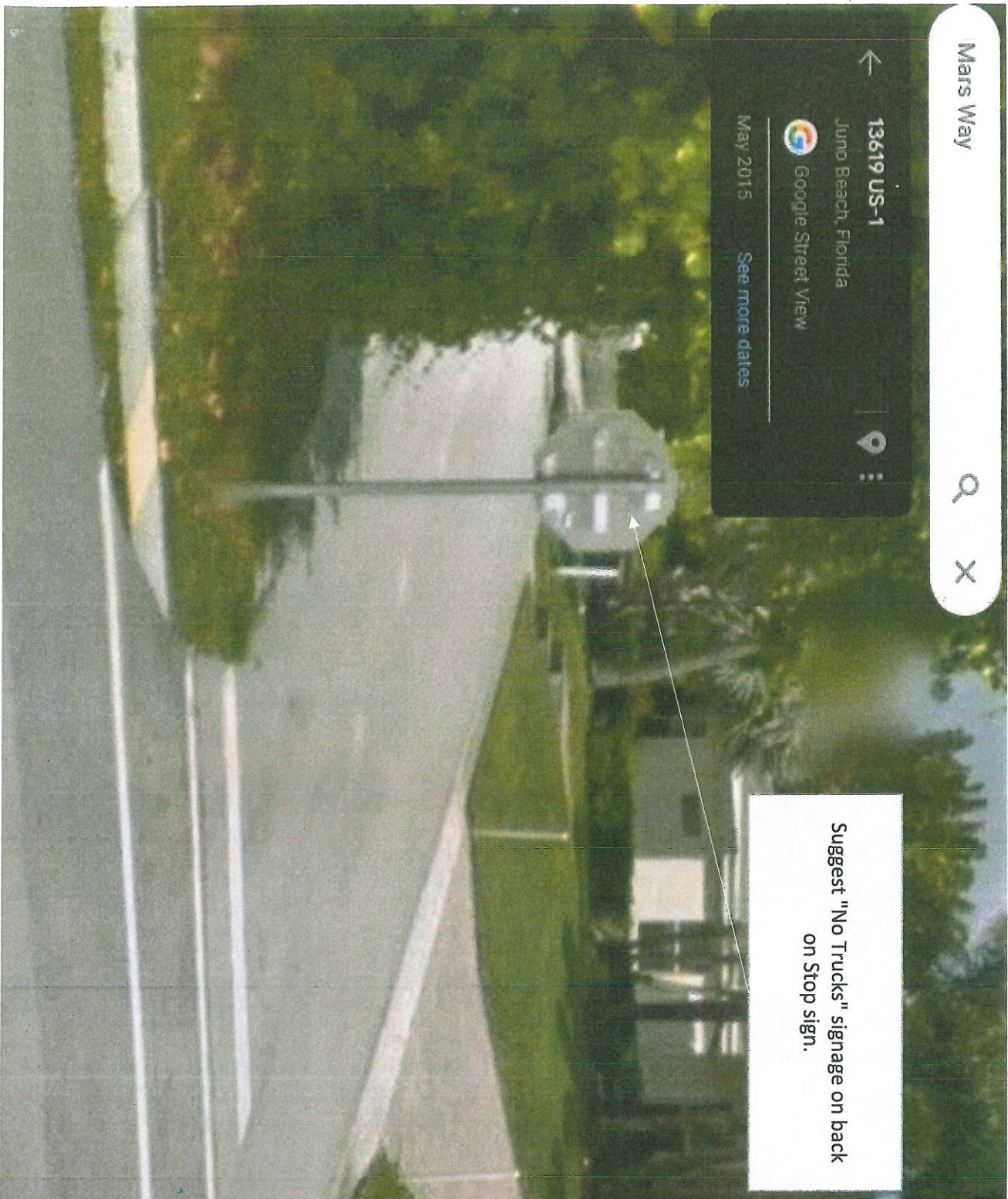
5.3.2.2 Number of Lanes

On residential streets where the primary function of the street is to provide access to adjacent development and foster a community environment, at least one unobstructed moving lane must be provided even where parking occurs on both sides. The level of user inconvenience occasioned by the lack of two moving lanes is remarkably low in areas where single-family units prevail. Local residential street patterns are such that travel distances are less than 0.5 mi [1 km] from the trip origin to a collector street. In multifamily-unit residential areas, a minimum of two moving traffic lanes to accommodate opposing traffic may be desirable. In many residential areas, a minimum roadway width of 26 ft [8 m] is needed where on-street parking is permitted. This curb face-to-curb face width of 26 ft [8 m] provides a 12-ft [3.6-m] center travel lane that provides for the passage of fire trucks and two 7-ft [2.2-m] parking lanes. Opposing conflicting traffic will yield and pause in the parking lane area until there is sufficient width to pass.

In commercial areas where there are midblock left turns, it may be advantageous to provide an additional continuous two-way left-turn lane in the center of the roadway.

5.3.2.3 Parking Lanes

Where used in residential areas, a parallel parking lane at least 7 ft [2.1 m] wide should be provided on one or both sides of the street, as appropriate to the conditions of lot size and intensity of development. In commercial and industrial areas, parking lane widths should be at least 8 ft [2.4 m] and are usually provided on both sides of the street.





Suggest eliminating "Except Local Deliveries" from the sign. The nature of the land uses along Ocean Dr claimed that all of the trucks using the deliveries to the uses along Ocean Dr allows them all to use this connection there are still trucks usi

Item #3.





Town of Juno Beach

Item #3.

PUBLIC COMMENT CARD

ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: _____ DATE: _____

NAME: Steve Allen PHONE NO.: 561 832 7880

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 451 OLYMPUS DR

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

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AGENDA ITEM #: 1 DATE: 1/8/24

NAME: Jeremy Le Clair PHONE NO.: 954.294.3671

REPRESENTING (IF APPLICABLE): Mars Way

ADDRESS: 506 Sea Oats Dr. Unit D3, Juno Bch.

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

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AGENDA ITEM #:

DATE:

1/9/24

NAME: Dorothy Hiner

PHONE NO.:

516-987-5655

REPRESENTING (IF APPLICABLE):

ADDRESS:

570 Ocean Drive

CHECK WHAT MAY APPLY:

SUPPORT

OPPOSE

I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #: _____ DATE: _____

NAME: Beverly Gibel PHONE NO.: 561 307 4665

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 451 Olympus Dr

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #: 1

DATE: 1/9/24

NAME: TACK DOLWICK

PHONE NO. 845-216-7765

REPRESENTING (IF APPLICABLE): _____

ADDRESS: Juno Ocean Club

CHECK WHAT MAY APPLY:

SUPPORT

OPPOSE

I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:

Closure of MAREWAY IS NOT AN OPTION
BAD PRECEDENT AND NOT RIGHT



Town of Juno Beach

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PUBLIC COMMENT CARD

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AGENDA ITEM #:

DATE:

1/8/24

NAME: Mike Lewis

PHONE NO.:

330 4134516

REPRESENTING (IF APPLICABLE):

Oceanfront

ADDRESS:

570 Ocean Dr. Apt 302 Juno Beach 33408

CHECK WHAT MAY APPLY:

SUPPORT

OPPOSE

I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #: _____ DATE: 1/8/23

NAME: Bill Viggiano PHONE NO.: 561 818 3052

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 420 mars way

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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Item #3.

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ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: 1 DATE: 11/8/24

NAME: Douglas Armstrong PHONE NO.: 734.223.8526

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 Ocean Dr. #201 Juno Beach

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

Item #3.

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AGENDA ITEM #: 1 DATE: 1-8-2024

NAME: Karen Chapnik PHONE NO.: 517 812 0958

REPRESENTING (IF APPLICABLE): Mars Way

ADDRESS: 471 Mars Way

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

Item #3.

PUBLIC COMMENT CARD

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AGENDA ITEM #: MANS WAY DATE: 1/8/2024

NAME: DON SHAPIRO PHONE NO.: (561)428-5795

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 OCEAN DRIVE, JUNO BEACH

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #:

DATE:

1/8/2024

NAME:

Cynthia Frasher

PHONE NO.:

631-603-8701

REPRESENTING (IF APPLICABLE):

ADDRESS:

1705 Floral Dr. Juno Beach

CHECK WHAT MAY APPLY:

SUPPORT

OPPOSE

I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

Item #3.

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AGENDA ITEM #: _____ DATE: 1/8/24

NAME: Laura Rodgers PHONE NO.: 201 790-3182

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 421 MAVS WAY

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #: _____ DATE: 1/8/24

NAME: John Rodgers PHONE NO.: 201 463-7802

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 421 MAWS WAY

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #: Mars Way DATE: 1-8-24

NAME: Cathy Shea PHONE NO.: 561.351.7123

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 13878 Oleander Ave Juno

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #: Mars Way DATE: 1/8/24

NAME: Karlyn Shapiro PHONE NO.: 561-420-5810

REPRESENTING (IF APPLICABLE): Oceanfront

ADDRESS: 570-Ocean Dr.

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM # Mars WA DATE: 1/8/24

NAME: Pick Colas Smith PHONE NO.: 203-550-0292

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 Ocean Drive

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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AGENDA ITEM #: _____ DATE: 1/8/24

NAME: Stella Willett PHONE NO.: 561-568 7857

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 Ocean Blvd #502

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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PUBLIC COMMENT CARD

ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: Mars DATE: Jan. 8/24

NAME: Stephanie Show PHONE NO.: N/A

REPRESENTING (IF APPLICABLE): N/A

ADDRESS: 461 Olympus Drive

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:

TOWN OF



Town of Juno Beach

Item #3.

PUBLIC COMMENT CARD

ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: _____ DATE: 1-8-24

NAME: Tony Meriano PHONE NO.: 561-789-9100

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 Ocean Drive

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

Item #3.

PUBLIC COMMENT CARD

ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: MARS DATE: 1/2/24

NAME: Bob Bossio PHONE NO.: 561-

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 765 Hibiscus Ave., J.B.

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



Town of Juno Beach

Item #3.

PUBLIC COMMENT CARD

ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: _____ DATE: _____

NAME: Jeffrey Dignam PHONE NO.: _____

REPRESENTING (IF APPLICABLE): _____

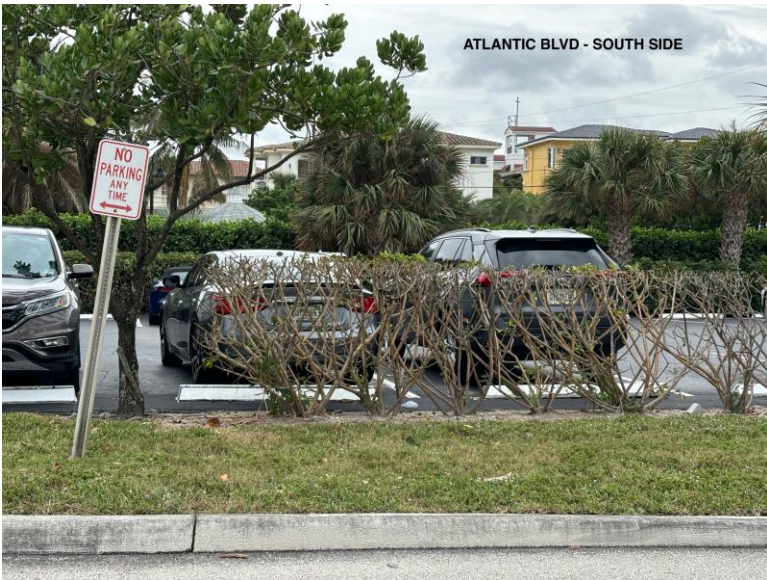
ADDRESS: _____

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:

Provided by Councilmember Halpern





Meeting Name: Juno Beach Town Council Meeting
Meeting Date: January 24, 2024
Prepared By: Andrea L. Dobbins, Project Coordinator/Risk Manager
Item Title: Professional Services Simmons & White, Inc.- Construction Oversight Universe Blvd Drainage Project

DISCUSSION:

Staff presented the Town Council with an estimate for professional services for construction oversight by Simmons & White in September 2023, for \$20,000. The consultant has used the allotted funds for construction oversight and inspections and has requested an additional \$10,000 to complete the project. This dollar amount is based on hourly rates per the February, 2020, agreement between the Town of Juno Beach and Simmons & White, Inc.

RECOMMENDATION:

Staff recommends the Town Council consider a motion to have the Town's engineering firm, Simmons & White, Inc., provide engineering/inspection services during construction of the Universe Blvd Drainage Project, not to exceed \$10,000 from contingency.

ATTACHMENT:

Professional Services Agreement Addendum

PROFESSIONAL SERVICES AGREEMENT ADDENDUM

This Professional Services Agreement Addendum made and entered into this 13th day of December, 2023, authorizes changes to the Professional Services Agreement made and by and between:

CONSULTANT: Simmons & White, Inc.
CLIENT: Town of Juno Beach
for PROJECT: Universe Boulevard Drainage System Improvements

I. CHANGES TO SCOPE OF SERVICES AND DELIVERABLES:

CONSULTANT shall perform the following task:

Additional services during construction necessary to certify the project complete including additional inspections necessary to accommodate phased drainage installation and road replacement, maintenance of traffic changes, Contractor requested field meetings, revisions to sidewalk limits and adjustments due to field grade conflicts, meetings regarding previously unknown field conflicts and proposed resolutions including plan revisions, modifications to scope of work to accommodate Waterford outfall replacement including coordination with Contractor and Client regarding field changes and permit modifications and modifications to pavement replacement scope including coordination with Contractor and Client.

II. CHANGES TO THE SCHEDULE:

N/A

III. CHANGES TO COMPENSATION

These services will be provided for on an hourly basis in accordance with the rates in our current executed contract dated September 13, 2021. We propose to perform these services for an estimated cost of \$10,000.00. It should be emphasized that this estimate is for budget purposes only and should not be considered a guaranteed amount.

Mr. David Dyess
December 13, 2023 – Page 2

IV. TERMS AND CONDITIONS:

Except as specifically stated herein, all other Terms and Conditions of our existing Professional Services Agreement dated September 13, 2021 will remain in full force and effect.

V. ACCEPTANCE:

As to CLIENT
Town of Juno Beach

As to CONSULTANT
Simmons & White, Inc.



Robert F. Rennebaum, P.E.
President



Meeting Name: Town Council
Meeting Date: January 24, 2023
Prepared By: I. Hickey
Item Title: Special Event Request - Art Fest by the Sea

DISCUSSION:

Staff received a request for a special event from Mr. Stewart Auville representing the Palm Beach North Chamber of Commerce. **This event is a recurring event in Town at the same location along Ocean Drive and is why staff put it on the Consent Agenda.**

The event is an arts and crafts market, with artists, various vendors including food/beverage and other notable affiliates. The anticipated attendance is approximately 8,000 over the two days. The dates of the event are proposed for March 8th through March 10th, from 10am to 5pm each day (Friday, March 8th will be used for setup). This event takes place between the Marcinski Road and Donald Ross Road, within Ocean Drive right-of-way (A1A), and requires the roadway to be closed during the event. The applicant has provided a map depicting the entire area of the event.

The applicant will be charged a fee of \$1,000/day and a \$5,000 Security Deposit for this event based on the attached adopted fee schedule for Off-Site Special Events. This fee and deposit do not include the required costs for outside assistance by Police, or any other necessary support. Those costs are the responsibility of the applicant during the application process. Based on the event type the applicant will be responsible for providing all outstanding items prior to the date or be subject to late fees and/or cancellation of event.

As part of the conditions of approval, no vendors or event parking shall be located within the right-of-way that is directly in front of Ocean Royale. Staff will apply all the regular conditions for such an event on their regular application plus any identified by the Town Council.

RECOMMENDATION:

Staff recommends that the Town Council consider the request for the special event proposed in Juno Beach as stated above, subject to the applicant being responsible for the application process of the special event and all conditions and requirements following said application, including any additional agency reviews/approvals/fees.



TOWN OF JUNO BEACH
RECEIVED
OCT 18 AM 8:21

Town of Juno Beach
340 Ocean Drive; Juno Beach, FL 33408
Phone: (561) 626-1122; Fax: (561) 775-0812

Application for Off-Site Special Event

Note: The issuance of any Special Event permit from the Town of Juno Beach does not exempt the applicant from obtaining the appropriate Business Tax License (occupational license) and temporary liquor license from the State of Florida, Division of Alcoholic Beverages and Tobacco under Florida Statute, or, any other county or state required permits.

Fee Schedule:

<u>Event Type</u>	<u>Deadlines Application/Obligations</u>	<u>Application Fee</u>	<u>Permit Fee*</u>	<u>Security Deposit</u>	<u>Deadline Late Fee</u>
Low-Impact (Up to 999 attendees)**	60/14 days prior to event	\$100	\$100/day	\$500	\$200
Medium-Impact (1000-4999 attendees)	120/45 days prior to event	\$200	\$500/day	\$1,000	\$400
High-Impact (5000+ attendees)	120/45 days prior to event	\$300	\$1,000/day	\$5,000	\$600

*Permit Fee will be determined by the Town Council for off-site events lasting 4 or more consecutive days.
**Low-Impact events consisting of 25 attendees or less will be approved administratively.

Notes: Please initial each item below to confirm your understanding:

- nm Application Fee is due at time of Application submittal and is not refundable.
- nm Deadline Late Fee is an additional charge and is not refundable.
- nm Applications are not approved, nor Permit granted, until applicant has received a "Letter of Approval" from the Planning and Zoning Director outlining obligations and fees.
- nm Permit Fees and Security Deposit are due 14/45 days prior to the event. These fees may be refunded if the event is canceled or postponed at least 7/14 days prior to the event date.
- nm After the event, Security Deposit, or a portion of, may be returned after an inspection is completed by Town Staff. The Town shall determine what portion of the Security Deposit may be returned.
- nm Failure to comply with restrictions imposed automatically forfeits the Security Deposit.
- nm Town Staff will determine if application will require additional conditions to be added or existing conditions modified, dependent upon each individual event.
- nm Failure to provide the required obligations, fees and deposits 14 or 45 days prior to the event date, as indicated above, will subject the applicant to the Late Fee and/or cancellation of event.
- nm Additional charges may apply for Police and/or Public Works services, Town Staff will determine what services are required. Please read Sections III and IV. Deadline for these fees are 14 or 45 days prior to the event date, as indicated above, subject to Late Fee and/or cancellation of event.

2024 A47824 4505

Item #5.

Section I Instructions for Applicant

1. Applicant shall complete Section II of this application. (Town Staff will review the Applicants submittal and complete other sections as required.)
2. Attach the following with this application:
 - a) Attach Application Fee, and Late Fee if applicable. (All fees are Payable to the Town of Juno Beach.)
 - b) Plot/Site Plan (drawing/sketch), showing the site upon which you are proposing your special event, identifying parking areas, adjacent roadways, existing structures, proposed (temporary) structures/items, road closures, barricades/fences, etc.;
 - c) Attach letter(s) of approval from all outside agencies: (i.e. Palm Beach County (PBC) Parks and Recreation, PBC-Traffic Division, PBC-Fire Rescue, Florida Department of Transportation, Department of Environmental Protection, Environmental Resources Management, Coast Guard, etc.)
 - d) Copy of current insurance certification(s) with the **Town of Juno Beach** listed as **“Additionally Insured” with a minimum amount of \$1,000,000.00 liability coverage;** (or state your ability to provide it with all other obligations).
 - e) Notarized Letter of approval from property owner(s).
 - f) Copy of Driver License.
3. Sign and date this application at the end of Section II.

Section II Required Information

▪ *Regarding the Applicant:*

Name of Applicant/Sponsor: PBN CHAMBER Phone: 561-746-7111

Relationship to Organization Represented; _____

Address of Applicant/Sponsor: 5520 PGA BLVD #200
PALM BEACH GARDENS FL
33418

Name, Address, Phone of Organization Represented: _____

Principal contact person on Event Day/Phone: STEWART AUVILLE
561 951 4443

Alternate contact person on Event Day/Phone: _____

▪ Regarding the Subject Location (where the proposed special event is being requested):

Address/Location: LOGGERSHEAD PARK ALONG AIA
BETWEEN MARCINSKI & DONALD ROSS RD

Name of Subdivision: _____

▪ Regarding the Special Event Specifics:

Please describe the special event being requested: ART SHOW ALONG AIA

Indicate roadway(s) to be closed: AIA BETWEEN DONALD
ROSS RD & MARCINSKI

Indicate if amusement rides (type/quantity) are part of the event: NO

Indicate if alcohol will be served at the event and who will serve: YES

Indicate types of equipment, tents, trailers or other temporary structures that will be part of the event: TENTS

Number of employees/volunteers working the event: 8/100

Number of anticipated attendees for the event: 8000

Length of time proposed for the event to take place, including set-up and tear down, (dates/times): 03/8/2024 SET UP
03/9/2024 - 03/10/2024
EVENT DATES

▪ Regarding other Town Services:

If Police and/or Public Works services are being requested, please indicate your anticipated duties: (Regardless of your anticipated need, Town staff may determine that Police and/or Public Works services are required for your event, refer to letter of approval):

CROWD CONTROL

▪ Please initial to confirm attachments:

- Application Fee, and Late Fee, if applicable. (Payable to Town of Juno Beach)
- Plot/Site Plan
- Outside agency letter(s) of approval
- Insurance Certificate
- Notarized Letter from property owner
- Copy of Driver License

Indicate items not submitted and reasons for non-submittal:

COI - AT RENEWAL DATE
 LETTER FROM COUNTY - WILL SEND
 DNCR FINAL

Hold Harmless Agreement:

In accordance with the Town of Juno Beach Code of Ordinances, in permitting any special event, the applicant shall meet all requirements set forth in Chapter 34 and is subject to Town Council approval. In addition, Town Staff shall prescribe appropriate conditions and safeguards and obligations and fees as required.

By submittal of this application, the sponsor agrees to indemnify and hold harmless the Town of Juno Beach, its officers, employees and agents from and against all loss, costs, expenses, including attorney's fees, claims, suits and judgments, whatsoever in connection with injury to or death of any person or persons or loss of or damage to property resulting from any and all operations performed by sponsor, its officers, employees, and agents under any of the terms of this Special Event Application.

If any unforeseen circumstance(s) occur and/or the sponsor fails to meet the requirements the Town has set forth, the Town Manager or Police Chief shall have the right to cancel or stop the event either before commencement of the event and/or during the event.

Applications are not approved, nor Permit granted, until applicant has received a "Letter of Approval" from the Planning and Zoning Director outlining obligations and fees.

N. Martinez
 Applicant/Sponsor Signature

10/3/23
 Date

NORL MARTINEZ
 Print Name

TOWN OF JUNO BEACH
 RECEIVED

Office Use Only:

Isabella Hickey
 Received By

2023 OCT 18 AM 8:21
 Date (Please Date Stamp)

Town Calendar has been reviewed and event "Tentatively" Scheduled with 2 day alert.

Completed By _____

Date _____

Event status shall be updated when approved. Completed by: _____

Section III Police Department-Special Event Requirements



The following are additional obligations your organization may have to meet. As part of the Special Event review process the Police Department may impose fees for services as deemed appropriate for the type and impact of the proposed event. The Police Department may schedule a meeting to review the event specifics and Police Operational or Action Plan as determined by the Town. Items reviewed in the Plan include, but are limited to, the following:

- Operations Command Post needs, Incident Management;
- Traffic Control Plan, Road Closures, Parking Plan, Event Route management;
- Staffing needs, Day and Night patrol, Coordination with other agencies;
- Vendor setup and security;
- Attendee/Pedestrian access, security, monitoring and control;
- Equipment needs motorized and non-motorized, Communications;
- Providing of adequate volunteers, Volunteer meeting(s) with Police representative prior to, or on event day(s);
- The Principal of the event shall remain accessible to the Police Supervisor at all times during the event to provide necessary event management and control.

The Police Department will attempt to place officers during the requested dates and hours. Because of unforeseen circumstances, this application may not be filled when requested. Juno Beach Police Officers will not work in the capacity of a "bouncer" at a bar or other establishment where alcohol is served.

Rates

Regular Staff - \$35.00 Officer - \$55.00 Supervisor (if required) - \$65.00
(Rates are subject to a \$15.00 an hour premium on Town designated Holidays.)

- ***THERE IS A THREE (3)-HOUR MINIMUM FOR ALL EXTRA-DUTY EMPLOYMENT.***
- ***IF MORE THAN THREE (3) OFFICERS ARE REQUIRED FOR THE EVENT, A SUPERVISOR IS REQUIRED.***
- ***ALL CANCELLATIONS OF POLICE SERVICES MUST BE MADE 48-HOURS IN ADVANCE OR A THREE (3)-HOUR, PER OFFICER CHARGE WILL BE FORFEITED. PLEASE CONTACT FDAVILA@JUNO-BEACH.FL.US AND PFERTIG@JUNOBEACHPD.COM.***

Office Use Only:

_____ Officers @ \$55.00/hour: total of _____ hours = \$ _____

_____ Supervisors @ \$65.00/hour: total of _____ hours = \$ _____

Additional Fee(s): _____ \$ _____

Payment Due Date: _____ Total Amount Due: \$ _____ Payment Received: Y / N
** Payment shall be received no later than 14/45 days prior to event date, as indicated in Fee Schedule.*

Reviewed By: _____

Approved by Police Chief/Designee: _____

Section IV Public Works Department-Special Event Requirements

As part of the Special Event review process the Public Works Department may impose fees for services as deemed appropriate for the type and impact of the proposed event.

Public Works services include, but are not limited to, the following:

- Delivery, set-up and removal of traffic or parking control devices including portable message boards, barricades, signs, stakes, traffic cones and/or any other devices requested by the Town’s Police Department.
- Random event site inspections to insure the Applicant removes trash/litter or debris from the event site as needed. Event usage area final inspection of public properties to insure adequate cleaning at event’s end/closing and prior to release of security deposits, if applicable.
- Public Works staff time to clean, remove and dispose of any and all residual debris, trash or to repair damaged property incurred by the Applicant or Applicant’s agents on the event site public property.

Rates

<i>Regular Staff</i>	\$35.00
<i>Supervisor (if required)</i>	\$45.00

- ***THERE IS A THREE (3)-HOUR MINIMUM FOR ALL EXTRA-DUTY EMPLOYMENT.***
- ***IF MORE THAN THREE (3) STAFF MEMBERS ARE REQUIRED FOR THE EVENT, A SUPERVISOR IS REQUIRED.***
- ***ALL CANCELLATIONS OF PUBLIC WORKS SERVICES MUST BE MADE 48-HOURS IN ADVANCED OR A THREE (3)-HOUR, PER STAFF MEMBER CHARGE WILL BE FORFEITED. PLEASE CONTACT FDAVILA@JUNO-BEACH.FL.US AND AMERIANO@JUNO-BEACH.FL.US.***

Office Use Only:

_____ Regular Staff @ \$35.00/hour: total of _____ hours = \$ _____
 _____ Supervisors @ \$45.00/hour: total of _____ hours = \$ _____

Payment Due Date: _____ Total Amount Due: \$ _____ Payment Received: Y / N

**** Payment shall be received no later than 14/45 days prior to event date, as indicated in Fee Schedule.***

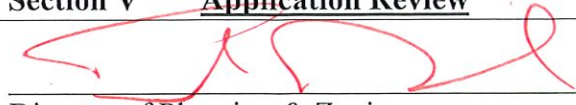
Reviewed By: _____

Approved by Director of Public Works/Designee: _____

2024
Art + Fest

Item #5.

Section V Application Review



1/9/2024

Director of Planning & Zoning

Date

Police Chief

Date

Public Works Director

Date

Finance Director

Date

Town Manager

Date

Section VI Post Event Inspection and Security Deposit Status

Post event Comments, Issues List and recommended Security Deposit withheld:

<i>* _____ Amount and Date Returned of the Security Deposit.</i>	
<i>Amount</i>	<i>Date</i>

Director of Planning & Zoning

Date

Police Chief

Date

Public Works Director

Date

Finance Director

Date

Town Manager

Date



JUNO BEACH POLICE DEPARTMENT

340 Ocean Drive ♦ Juno Beach, Florida 33408 ♦ 561-626-2100

BRIAN J. SMITH
Chief of Police

November 7, 2023

Palm Beach North Chamber of Commerce
5520 PGA BLVD #200
Palm Beach gardens, FL 33418

Dear Mr. Allen,

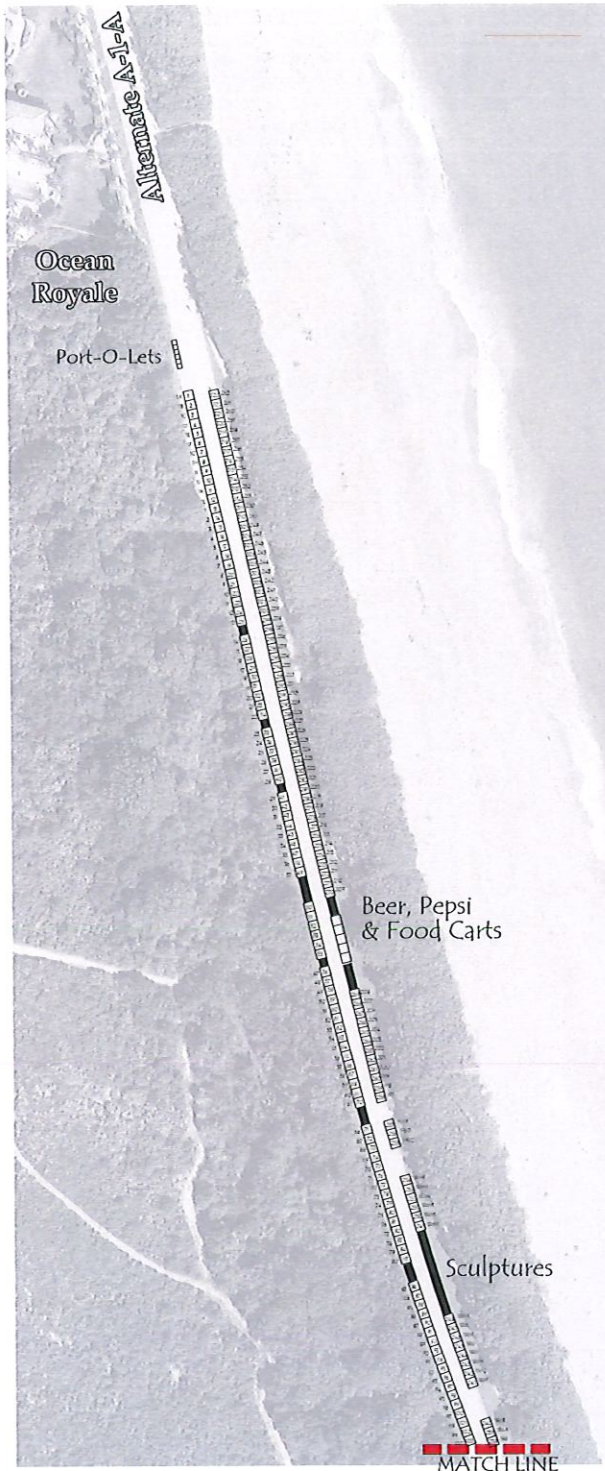
We reviewed your request for the road closure in conjunction with the ArtFest by the Sea event, scheduled for March 8th, 9th and 10th, 2024.

As the law enforcement agency having jurisdiction over the subjected roadway (Ocean Drive (A1A), between Donald Ross Rd. and Marcinski Rd.), we approve and give consent for the road closure for this event.

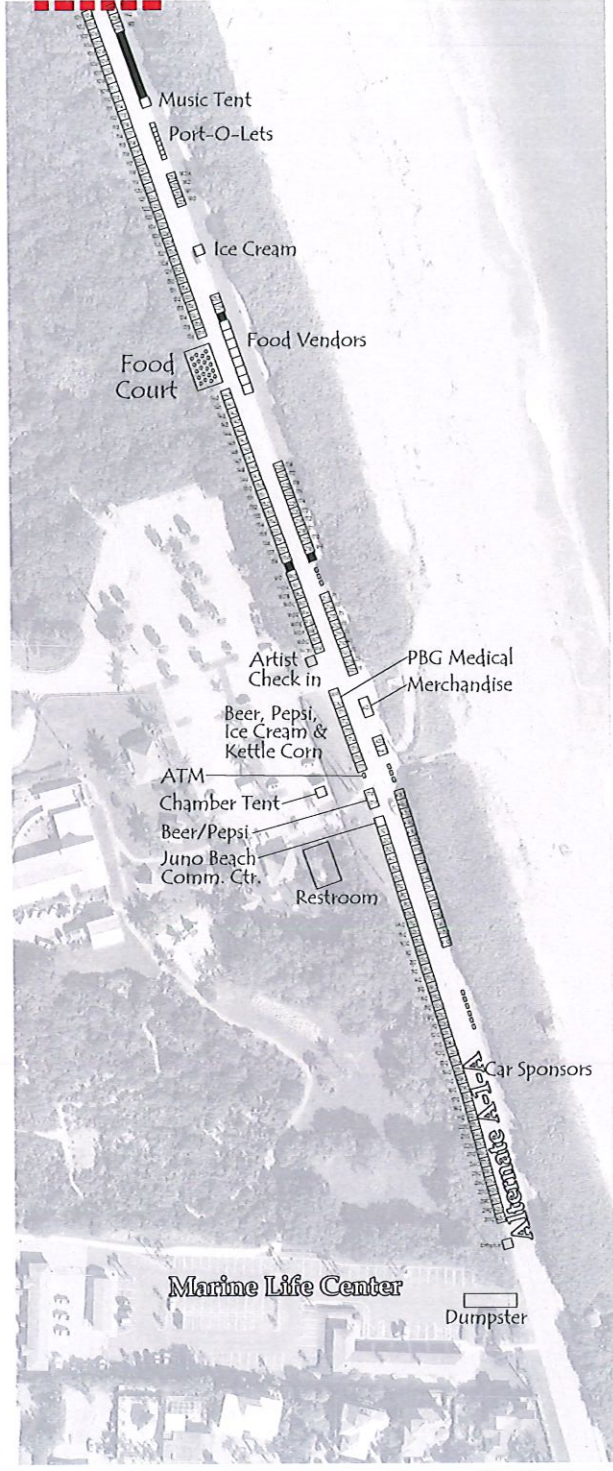
Sincerely,

Sgt. John Kenny
561-656-0342 – *direct*
jkenny@junobeachpd.com

North End



MATCH LINE



South End



**FOR OVERVIEW PURPOSE ONLY
DRAWING NOT TO SCALE**



CONTINUE

ArtFest by the Sea

CONTINUE



FDOT
This Certifies that Lorenzo A. Howell
 Has Completed a Florida Department of Transportation Approved Maintenance of Traffic (MOT) Advanced (Professional) Course.
 Date Expires 10/21/2025
 Instructor: Juan Morales
 Cert. # 1463
 FDOT Provider # 37

AT&TA
 Phone: 845-325-1729
 18 Riverchase Parkway, Ste. 100
 Frederickburg, VA, VA
 www.atata.com
 howard@ahajoy.com



MESSAGE:

OCEAN	CLOSED
BLVD/A1A	FOLLOW
N/B	DETOUR

Legend

	Channelized Devices
	POLICE

PAGE 2

**FOR OVERVIEW PURPOSE ONLY
DRAWING NOT TO SCALE**
ArtFest by the Sea



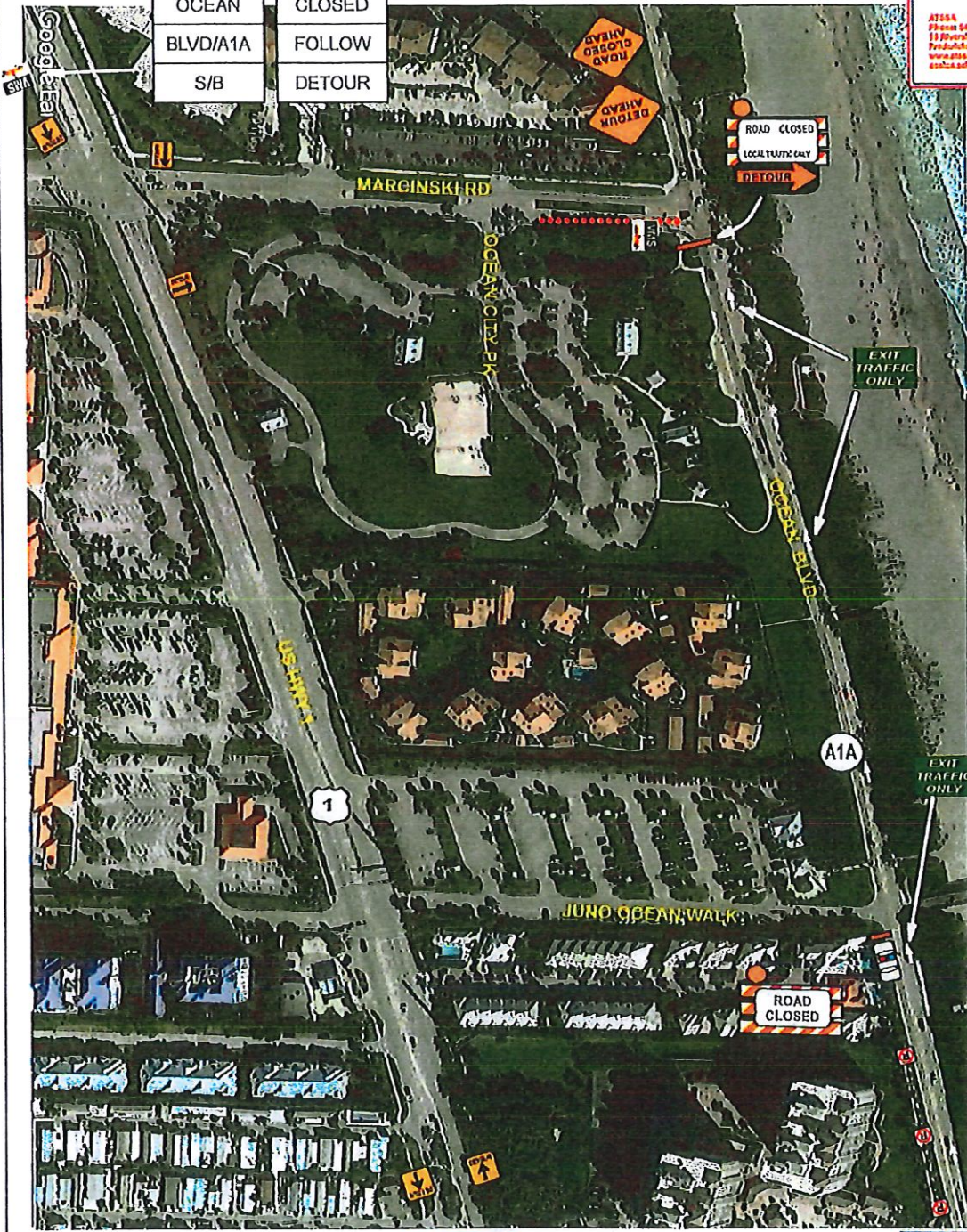
FDOT This Certifies that **Lorenzo A. Howell**
Has Consulted a Florida Department of Transportation Approved
Maintenance of Traffic (MOT) Advanced (A) Level of Course.

Date Expires: 02/16/2015 Cert. No. # 78453
Inspector: John Morale FDOT Project # 37

ATSSA
Phone: 540-300-9751
11 Riverside Parkway Ste. 500
Friedrichsburg, VA, VA
www.atssa.com
atssa@atssa.com

MESSAGE:

OCEAN	CLOSED
BLVD/A1A	FOLLOW
S/B	DETOUR



Legend

	Channelized Devices
	POLICE

PAGE 1

CONTINUE

CONTINUE

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER: Haas & Wilkerson Insurance, 4300 Shawnee Mission Parkway, Fairway, KS 66205, 913 432-4400. CONTACT NAME: Debbie Johnson, PHONE: 913 432-4400, FAX: (A/C, No):, E-MAIL ADDRESS: debbie.johnson@hwins.com. INSURER(S) AFFORDING COVERAGE: INSURER A: ACE American Insurance Company (CHUBB), NAIC #: 22667.

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Table with columns: INSR LTR, TYPE OF INSURANCE, ADDL INSR, SUBR WVD, POLICY NUMBER, POLICY EFF (MM/DD/YYYY), POLICY EXP (MM/DD/YYYY), LIMITS. Includes Commercial General Liability, Automobile Liability, Umbrella Liability, and Workers Compensation.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required) Town of Juno is an additional Insured RE: ArtFest By the Sea events

CERTIFICATE HOLDER: Town of Juno Beach, 340 Ocean Drive, Juno Beach, FL 33408. CANCELLATION: SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE: [Signature]



CLOSED
OCEAN
BLVD/A1A
S/B
DETOUR



TABLE 1
CHANNELIZING DEVICE SPACING

Work Zone	Device Type	Spacing (ft)
Type I	Channelizing Drum	100
	Water-filled Drum	100
Type II	Channelizing Drum	100
	Water-filled Drum	100

TABLE 3
WORK ZONE SIGN SPACING *ft

Work Zone	Sign Type	Spacing (ft)
Type I	Advance Warning Sign	300
	Channelizing Sign	100
Type II	Advance Warning Sign	300
	Channelizing Sign	100

ADVANCE WARNING
SIGNS &
DRUMS OR CONES
FOR CLOSURE



FOR OVERVIEW PURPOSE ONLY
DRAWING NOT TO SCALE
ArtFest by the Sea

Roger Mastrapa
Operations Manager
EMERGENCY CONTACT
3705 Interstate Park Way
West Palm Beach, FL 33404
rmastrapa@acmebarricades.com
Cell: 954-644-3749

FDOT
The Certified that
ROOSEVELT BYES
has completed Florida Department of Transportation Approved
Temporary Traffic Control (TTC) Advanced (Refreshed) Course.
Date Expires: 01/14/2020
Identifier: Paul Armit
Certificate # 60573
FDOT Provider # 124

ASW CONSULTANTS, INC.
5545 Benchmark Lane
West Palm Beach, FL 33411
www.floridastdot.com
nicolle@aswconsultants.com

THIS MAINTENANCE OF TRAFFIC PLAN (MOT PLAN) IS THE PROPERTY OF THE CONSULTANT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. THE MOT PLAN HAS NOT BEEN PREPARED FOR DISTRIBUTION TO ANY OTHER PARTY. ACME BARRICADES, LLC DOES NOT MAKE ANY WARRANTY, REPRESENTATION, OR OPINION RELATED TO THIS MOT PLAN IN EXCHANGE FOR THE RECEIPT OF THIS INFORMATIONAL ONLY NOT PLAN. THE ACCEPTANCE OF THIS INFORMATIONAL ONLY NOT PLAN BY ANY EMPLOYEE OF ACME BARRICADES, LLC AND ITS EMPLOYEES FROM ANY AND ALL INFORMATIONAL ONLY NOT PLAN.



MATCH LINE

Logerhead park North parking lot

General Event & Handicap Parking

TABLE 1
CHANNELIZING DEVICE SPACING

Work Zone	Max. Spacing (feet)
Type 1 Barricade	300
Type 2 Barricade	300
Type 3 Barricade	300
Water Barricade	300
Channelizing Device	300

TABLE 3
WORK ZONE SIGN SPACING "X"

Work Zone	Min. Spacing (feet)
Type 1 Barricade	200
Type 2 Barricade	200
Type 3 Barricade	200
Water Barricade	200
Channelizing Device	200

ADVANCE WARNING SIGNS & CONES OR DRUMS FOR CLOSURE

Roger Mastrapa
Operations Manager
EMERGENCY CONTACT
3705 Interstate Park Way
West Palm Beach, FL 33404
rmastrapa@acmebarricades.com
Cell: 954-644-3749

MESSAGE:

OCEAN	CLOSED
BLVD/A1A	FOLLOW
N/B	DETOUR

THIS MAINTENANCE OF TRAFFIC PLAN (MOT PLAN) IS THE PROPERTY OF ACME BARRICADES, LLC. IT IS PROVIDED SOLELY FOR INFORMATIONAL PURPOSES. THE MOT PLAN HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF ACME BARRICADES, LLC. ANY OTHER PARTY'S USE OF THIS MOT PLAN WITHOUT THE EXPRESS WRITTEN PERMISSION OF ACME BARRICADES, LLC IS STRICTLY PROHIBITED. ACME BARRICADES, LLC DOES NOT MAKE ANY REPRESENTATION, IMPLEMENTATION OR RELIANCE BY ANY OTHER PARTY TO THIS MOT PLAN IN EXCHANGE FOR THE RECEIPT OF ANY BARRICADES, CONES, SIGNS, OR EQUIPMENT. ACME BARRICADES, LLC AND ITS EMPLOYEES SHALL NOT BE HELD LIABLE FOR ANY AND ALL INFORMATIONAL ONLY MOT PLAN.

This Certifies that
ROOSEVELT BYNES
Has Completed a Florida Department of Transportation Approved
Temporary Traffic Control (TTC) Advanced (Retractable) Course.
Date Expires: 07/14/2025 Certificate # 00273
Inspector: Paul Avorn FDOT Provider # 124

ALSIV Consultants, Inc.
Phone: 386-786-8989
Fax: 386-786-8989
Sanford, FL 32733
www.FloridaDOT.com
info@alsivconsultants.com

**FOR OVERVIEW PURPOSE ONLY
DRAWING NOT TO SCALE**
ArtFest by the Sea

ArtFestival.com
Showing Main Events at American Craft Exposition



Meeting Name: Town Council Meeting

Meeting Date: January 24, 2024

Prepared By: M. Ventura, Finance Director

Item Title: Request to Add the Position of Senior Planner to the Town's Classification and Pay Schedule

DISCUSSION:

On September 27, 2023, Town Council approved the 2023-2024 operating budget. Included in the budget discussion and approval was the creation of a new position of Senior Planner for the Building Department. Staff is ready to move forward with filling this position. The funds have been allocated but the classification and pay schedule have not been finalized. In order to proceed with the process, staff requests adding the Senior Planner position to the classification and pay schedule. The current Planning Technicians range is \$48,208 - \$72,303 and the Principal Planner range is \$61,201-\$94,862. Staff is requesting to set the range in the middle of these two ranges. The Senior Planner range will be \$54,705-\$83,853.

RECOMMENDATION:

Staff recommends the Town Council consider a motion to approve adding the position of Senior Planner to the classification and pay schedule with a salary range of \$54,705-\$83,853.



Meeting Name: Town Council Meeting
Meeting Date: January 24, 2024
Prepared By: C. Copeland-Rodriguez, Town Clerk
Item Title: Approval of 2024 Town Council Meeting Dates

DISCUSSION:

Per the Town's Charter, the Council meets monthly on the fourth (4th) Wednesday. Due to the budget season, Thanksgiving holiday, and Christmas holiday, the Council will meet on the 2nd Wednesday of September, November, and December. Therefore, the staff has prepared a list of recommended meeting dates for the 2024 calendar year (see attached) for the Council's approval.

RECOMMENDATION:

Staff Recommends that the Town Council approve the attached list of the 2024 Town Council Meeting dates.

Town Council Meeting Dates for 2024

- 1) January 24, 2024 at 5:30pm
- 2) February 28, 2024 at 5:30pm
- 3) March 27, 2024 at 5:30pm
- 4) April 24, 2024 at 5:30pm
- 5) May 22, 2024 at 5:30pm
- 6) June 26, 2024 at 5:30pm
- 7) July 24, 2024 at 5:30pm
- 8) August 28, 2024 at 5:30pm
- 9) September 11, 2024 at 5:30pm – 1st Budget Hearing
 - *(This date may vary due to the Palm Beach County School District Meeting Dates.)*
- 10) September 25, 2024 at 5:30pm – 2nd Budget Hearing
- 11) October 23, 2024 at 5:30pm
- 12) November 13, 2024 at 5:30pm
- 13) December 11, 2024 at 5:30pm

All Town Council meetings will start at 5:30pm.



AGENDA ITEM

Meeting Name: Town Council Meeting
Meeting Date: January 24, 2024
Prepared By: M. Ventura, Finance Director
Item Title: Year to Date (YTD) Financial Statements

DISCUSSION:

Please find attached the YTD financial reports for your review.

RECOMMENDATION:

This is an informational report to council only and no action is required.

Balance Sheet as of 12/31/2023

ACCOUNT DESCRIPTION	ACCOUNT TYPE	ACCOUNT BALANCE	
'GENERAL FUND CHECKING	'Asset	\$	(171,599.30)
'PAYROLL CHECKING	'Asset	\$	1,000.00
'CREDIT CARD ACCOUNT	'Asset	\$	506,335.10
'PETTY CASH	'Asset	\$	600.00
'PETTY CASH-PD	'Asset	\$	250.00
'WELLS FARGO-MM SWEEP	'Asset	\$	3,547,608.11
'MONEY MARKET	'Asset	\$	2,587,885.02
'POOLED CASH-STATE BD OF A	'Asset	\$	646,131.30
'FL PALM INVESTMENT	'Asset	\$	2,088,328.54
'FMIT-0-2 HQ BOND FUND	'Asset	\$	232,077.08
'FMIT-SHORT TERM BOND	'Asset	\$	441,298.75
'FMIT-INTERMEDIATE TERM BD	'Asset	\$	532,923.30
'CERTIFICATES OF DEPOSIT	'Asset	\$	2,542,442.70
'ACCOUNTS RECEIVABLE	'Asset	\$	(1,332.88)
'AR-RETIREE INSURANCES	'Asset	\$	206.41
'DUE FROM OTHER GOV'T UNIT	'Asset	\$	741,771.54
'ACCRUED INTEREST RECEIVABLE	'Asset	\$	112,030.02
'PREPAID EXPENSES	'Asset	\$	928.81
'ACCOUNTS PAYABLE	'Liability	\$	897.96
'FRIENDS OF THE ARTS	'Liability	\$	(3,157.62)
'PENSION PAYABLE-FRS	'Liability	\$	(55,282.62)
'RETIRE-GEN. EMP. PAYABLE	'Liability	\$	(2,383.79)
'125-CAFE.HEALTH INSURANCE	'Liability	\$	2.85
'125-CAFE. MEDICAL FSA	'Liability	\$	(6,045.99)
'ALLSTATE VOLUNTARY INSURANCE	'Liability	\$	(330.06)
'125-CAFE. VISION CARE	'Liability	\$	(3.45)
'PD-TAKE HOME CAR	'Liability	\$	(1,610.00)
'DUE TO PALM BEACH COUNTY	'Liability	\$	(4,426.59)
'DUE TO STATE-BLDG PERMIT FEES	'Liability	\$	(3,823.43)
'ACCRUED PAYROLL	'Liability	\$	(40,703.08)
'WITHHOLDING TAXES	'Liability	\$	7,614.88
'SOCIAL SECURITY TAXES	'Liability	\$	(21,543.52)
'UNEARNED REVENUE	'Liability	\$	(31,818.70)
'REVENUE CONTROL	'Fund Balance	\$	(4,249,088.19)
'EXPENDITURE CONTROL	'Fund Balance	\$	2,583,049.61
'RESERVE FOR ENCUMBRANCE	'Fund Balance	\$	(87,500.00)
'NON-SPENDABLE PREPAID ITEMS	'Fund Balance	\$	(76,028.84)
RESTRICTED-FUND BALANCE	'Fund Balance	\$	(3,831,753.05)
'ASSIGNED-SUBSEQUENT YEAR	'Fund Balance	\$	(2,942,500.00)
'UNASSIGNED-FUND BALANCE	'Fund Balance	\$	(5,001,879.55)
'UNASSIGNED-CONTRIBUTIONS	'Fund Balance	\$	(40,571.32)
		\$	13,808,884.50
		\$	(13,808,884.50)

TOWN OF JUNO BEACH
MONTH ENDING DECEMBER 31, 2023

1		Original	Actual	
2	GENERAL FUND	FISCAL YEAR	YTD 12/31/23	Difference
3				
4	<u>REVENUES</u>	<u>2023-2024</u>		
5	Ad Valorem Taxes	\$3,966,863	\$3,410,736	\$556,127
6	Local Option, Use & Fuel Taxes	\$57,283	0	\$57,283
7	One-Cent Discretionary Surtax	\$305,851	50,593	\$255,258
8	Utility Services Taxes	\$953,364	142,646	\$810,718
9	Local Business Tax	\$70,000	38,679	\$31,321
10	Building Permits	\$1,040,000	152,445	\$887,555
11	Franchise Fees	\$100,000		\$100,000
12	Permits, Fees & Special Assessments	\$159,950	128,477	\$31,473
13	Grants	\$274,500		\$274,500
14	Intergovernmental Revenue	\$533,180	52,998	\$480,182
15	Charges for Services	\$40,000	17,994	\$22,006
16	Fines and Forfeitures	\$25,500	1,198	\$24,302
17	Investment Earnings	\$150,000	102,719	\$47,281
18	Miscellaneous	\$97,000	110,540	(\$13,540)
19	From Impact Fees-Restricted	\$75,000	0	\$75,000
23	From One-Cent Surtax-Restricted	\$18,200	0	\$18,200
24	From Assigned Fund Balance	\$705,399	0	\$705,399
25	<u>From Unassigned Fund Balance</u>	\$2,942,500	<u>0</u>	\$2,942,500
26				
27	TOTAL REVENUES	<u>\$11,514,590</u>	<u>\$4,209,026</u>	<u>\$7,305,564</u>
28				
29	EXPENDITURES BY DEPARTMENT			
30				
31	<u>LEGISLATIVE</u>			
32	Salaries	16,200	\$2,550	\$13,650
33	Employee Benefits	1,239	195	\$1,044
34	Operating Expenses	<u>12,500</u>	<u>110</u>	\$12,390
35				
36	TOTAL LEGISLATIVE	29,939	2,855	27,084
37				
38	<u>FINANCE & ADMINISTRATION</u>			
39	Salaries	674,302	152,707	521,595
40	Employee Benefits	187,478	37,299	150,179
41	Professional Fees	87,000	25,452	61,548
42	Operating Expenses	161,650	65,871	95,779
43	Capital Outlay	<u>55,000</u>	<u>0</u>	55,000
44				
45	TOTAL FINANCE & ADMINISTRATION	1,165,430	281,329	884,101

TOWN OF JUNO BEACH
MONTH ENDING DECEMBER 31, 2023

	FISCAL YEAR	Actual	Difference	
	<u>2023-2024</u>	YTD 12/31/23		
49				
50				
52				
53				
54				
55	<u>COMPREHENSIVE PLANNING</u>			
56	Salaries	554,981	104,830	450,151
57	Employee Benefits	161,676	24,475	137,201
58	Professional Fees	475,500	84,357	391,143
59	Operating Expenses	67,556	14,297	53,259
60	Capital Outlay	<u>110,000</u>	<u>0</u>	110,000
61				
62	TOTAL COMPREHENSIVE PLANNING	1,369,713	227,959	1,141,754
63				
64	<u>LAW ENFORCEMENT</u>			
65	Salaries	1,853,310	396,926	1,456,384
66	Employee Benefits	940,979	199,224	741,755
67	Professional Fees	37,700	6,995	30,705
68	Operating Expenses	392,646	85,009	307,637
69	Capital Outlay	<u>375,000</u>	<u>4,643</u>	370,357
70				
71	TOTAL LAW ENFORCEMENT	3,599,635	692,797	2,906,838
72				
73	<u>PUBLIC WORKS</u>			
74	Salaries	344,949	72,908	272,041
75	Employee Benefits	126,543	25,774	100,769
76	Professional Fees	5,000	715	4,285
77	Operating Expenses	524,694	94,749	429,945
78	Capital Outlay	<u>3,378,250</u>	<u>1,027,505</u>	2,350,745
79				
80	TOTAL PUBLIC WORKS	4,379,436	1,221,651	3,157,785
81				
82	<u>GENERAL GOVERNMENT</u>			
83	Insurance	332,115	124,666	207,449
84	Town Debt Service	0		0
85	Contingency	<u>638,322</u>	<u>0</u>	638,322
86				
87	TOTAL GENERAL GOVERNMENT	970,437	124,666	845,771
88				
89				
90	TOTAL EXPENDITURES	<u>\$11,514,590</u>	<u>\$2,551,257</u>	<u>\$8,963,333</u>
91				
92	Net Income YTD	<u>(\$0)</u>	<u>\$1,657,769</u>	



Meeting Name: Town Council Meeting

Meeting Date: January 24, 2024

Prepared By: Michael Ventura

Item Title: Asset Disposals

DISCUSSION:

Per the Town's Accounting Manual, Fixed Assets Disposals are to be recorded in the minutes of a regularly scheduled meeting of the Town Council.

RECOMMENDATION:

Staff recommends the Town Council consider a motion to approve disposals on the Consent Agenda.
Items for Disposal:

Make/Model	Year	JB Asset Tag #	Description
Ford Focus	2017	N/A	4 door sedan 2.0 liter engine
Ford Explorer	2012	N/A	V-6 3.5 liter engine
Ford Service Tractor	1995	500	4630 Turbo Diesel
Kubota Brush Hog		689	tractor attachment
Yamaha Viking side by side	2015	617	4x4
7"x12" Hydraulic Saw	N/A	280	Metal cutting band saw
10" Craftsman Table Cutting Saw	N/A	45	Table top circular saw
Round Fan on Wheels	N/A	276	3' 10"
Marble Fountain Pieces	N/A	N/A	Italian marble
2 Drawer Metal Desk	N/A	N/A	2 drawer blue w/ white top
Drafting Table	N/A	267	drafting table
18 Office Chairs	N/A	N/A	various - 8 lavender, 7 gray, 3 black
2 Large Ceiling Light Fixtures	N/A	N/A	disassembled
Wall Sconces	N/A	N/A	approx 9 scones, disassembled
Conference Table, w/ 2 bases	N/A	N/A	Table approx 10' x 4', bases 27" high
Dell Computers	N/A	554, 556, 546, 545	Four obsolete Dell desktop computers
Cables/Monitors	N/A	N/A	5 obsolete monitors & boxes cables/hard drives



Meeting Name: Town Council Meeting
Meeting Date: January 24, 2024
Prepared By: C. Copeland-Rodriguez, Town Clerk
Item Title: Filling of Town Council Vacancy – Seat #2

DISCUSSION:

The resignation of Elaine K. Cotronakis (Seat #2) has created a vacancy on the Town Council as defined in Article III, Section 6(a) of the Town Charter. Article II, Section 6(b) of the Town Charter prescribes the method for filling such a vacancy: *"Filling of vacancies. If there is a vacancy on the council, including both the office of mayor or any councilmember seat, the council by a majority vote of the remaining members may choose a successor mayor or councilmember as applicable, to serve until the next regular town election at which time an election shall be held regardless of whether an election of the seats in which the vacancy occurred is scheduled. If the election for the seats in which the vacancy occurred is not scheduled, the election for those seats shall be for the remainder of the term of the seat or seats in which the vacancy occurred. Any elector seeking appointment to the council including both the office of mayor or any councilmember seat, shall meet all of the requirements for election set forth in section 1(b) above and shall complete and submit the required affidavit and ethics commission form 1. The council shall consider such documentation when choosing a successor."*

Based on the foregoing, the Town Charter, the remaining members of the Town Council may appoint a fifth member of the Council to serve until the next Town election which is to be held in March 2024. Ms. Cotronakis' term expires March 2024; therefore, whoever is appointed to her former seat will only serve until the March 27, 2024 Town Council meeting as the newly elected Council members will be sworn in on that date.

The Town Charter does not prescribe any specific method for filling a vacancy on the Town Council. The Council may appoint any person who meets the requirements set forth in Section 1(b) of the Town Charter for persons seeking election to the Town Council. The person appointed will be required to complete the Ethics Commission Form 6 (in lieu of Form 1) in accordance with the recent statutory amendment.

In 2021, the Town Charter was amended by referendum to make the filling of a vacancy until the next Town election permissive, rather than mandatory. However, failing to fill the vacancy can hamper the effective operation of the Town Council, introducing the possibility of tie votes on important matters of Town business and requiring unanimous votes for variances and administrative appeals when acting as the Board of Adjustment (and unanimous votes for ordinances in the event one member of the Town Council is absent or recused).

Please note that Seat #2 will be recognized as Seat Mayor effective March 2024 per the Town Charter. Town Staff is available to answer any questions that the Council may have on this item.

RECOMMENDATION:

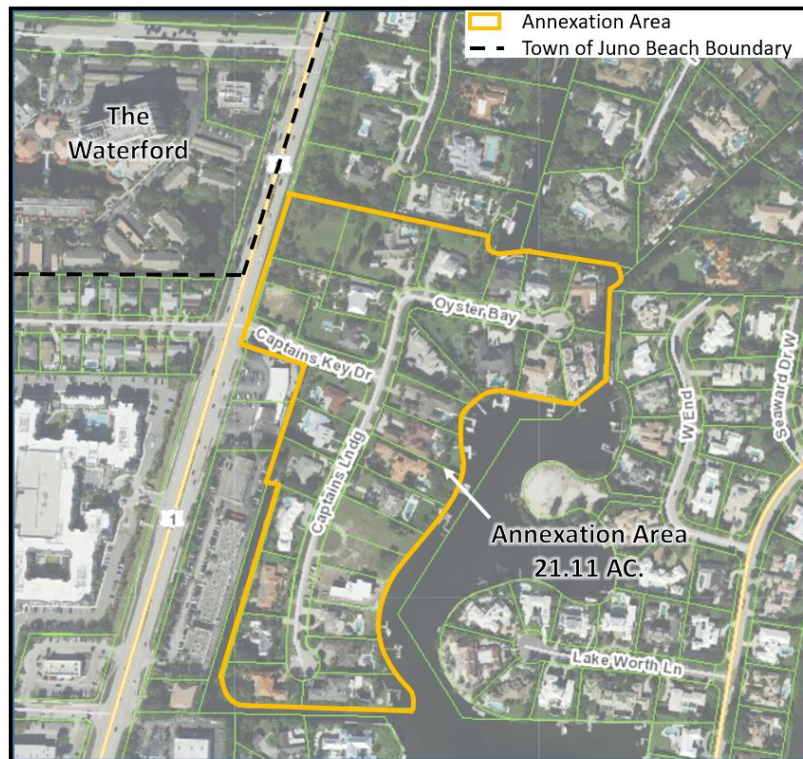
Staff recommends the Town Council consider the appointment of a fifth member of the Council to serve until the March 27, 2024 Town Council Meeting.



Meeting Name: Town Council
Meeting Date: January 24, 2024
Prepared By: F. Davila, CFM.
Item Title: Ord. 779 – Voluntary Annexation of Captain’s Key

DISCUSSION:

Staff received a request from the property owners of Captain’s Key and property owners of two individual parcels of land, for the Voluntary Annexation of approximately 21.11 acres of land located in unincorporated Palm Beach County. The properties, consisting of thirty-one parcels located within the plat of Captain’s Key, and two parcels located adjacent to Captain’s Key (not platted), are adjacent to the Town’s jurisdictional boundary along the east property line of The Waterford campus (see attached).



The Town of Juno Beach adheres to the procedure prescribed for voluntary annexation by state statute (Section 171.044, Florida Statutes) and does not have supplemental procedures. This process requires the

Town of Juno Beach to conduct two readings in order to adopt an ordinance to annex said property and redefine the boundary lines of the Town.

Pursuant to Section 171.044, Florida Statutes, the voluntary annexation procedure contains six standards. These standards are provided below along with staff's response in bold font.

(1) The owner or owners of real property in an unincorporated area of a county which is contiguous to a municipality and reasonably compact may petition the governing body of said municipality that said property be annexed to the municipality.

As indicated in the Voluntary Annexation request from the property owners of Captain's Key and the two individual lots, the proposed parcels to be annexed are contiguous to the Town's municipal boundary and are reasonably compact (see map above).

(2) Upon determination by the governing body of the municipality that the petition bears the signatures of all owners of property in the area proposed to be annexed, the governing body may, at any regular meeting, adopt a nonemergency ordinance to annex said property and redefine the boundary lines of the municipality to include said property. Said ordinance shall be passed after notice of the annexation has been published at least once each week for 2 consecutive weeks in some newspaper in such city or town or, if no newspaper is published in said city or town, then in a newspaper published in the same county; and if no newspaper is published in said county, then at least three printed copies of said notice shall be posted for 4 consecutive weeks at some conspicuous place in said city or town. The notice shall give the ordinance number and a brief, general description of the area proposed to be annexed. The description shall include a map clearly showing the area and a statement that the complete legal description by metes and bounds and the ordinance can be obtained from the office of the city clerk.

The applicants provided a signed petition from all 33 property owners, Town staff determined that the petition bears all signatures in the area proposed to be annexed.

Prior to the second reading and adoption, the Town published the notice of annexation at least once each week for 2 consecutive weeks in the local newspaper. The body of the notice included all information that is required pursuant to Florida Statute. The notice was published in The Palm Beach Post on January 14th and 21st, 2024.

(3) An ordinance adopted under this section shall be filed with the clerk of the circuit court and the chief administrative officer of the county in which the municipality is located and with the Department of State within 7 days after the adoption of such ordinance. The ordinance must include a map which clearly shows the annexed area and a complete legal description of that area by metes and bounds.

If the ordinance is adopted, Town Staff will file it with the Palm Beach County Clerk of Circuit Court, the Palm Beach County Administrator and the Department of State within seven days after adoption. The ordinance will include a map depicting the annexed area and a complete legal description of the area by metes and bounds.

(4) The method of annexation provided by this section shall be supplemental to any other procedure provided by general or special law, except that this section shall not apply to

municipalities in counties with charters which provide for an exclusive method of municipal annexation.

The Town of Juno Beach does not have supplemental procedures for the annexation process and the County Charter only contains supplemental procedures for voluntary annexations of “unincorporated protection areas” (areas located outside of the urban service area) and rural neighborhoods.

(5) Land shall not be annexed through voluntary annexation when such annexation results in the creation of enclaves.

The proposed annexation does not create an enclave as defined by Section 171.031, Florida Statutes. An enclave is defined as: (a) any unincorporated improved or developed area that is enclosed within and bounded on all sides by a single municipality; or (b) any unincorporated improved or developed area that is enclosed within and bounded by a single municipality and a natural or manmade obstacle that allows the passage of vehicular traffic to that unincorporated area only through the municipality.

(6) Not fewer than 10 days prior to publishing or posting the ordinance notice required under subsection (2), the governing body of the municipality must provide a copy of the notice, via certified mail, to the board of the county commissioners of the county wherein the municipality is located. The notice provision provided in this subsection may be the basis for a cause of action invalidating the annexation.

On November 20, 2023, Town Staff provided Palm Beach County with notice of the proposed annexation via email and certified mail (see attached). In addition, per Palm Beach County Ordinance 2007-018, Town Staff provided the County with notification within ten (10) days of staff’s receipt of the complete voluntary annexation petition.

The proposed annexation of the subject properties does not create an enclave and is contiguous to the Town of Juno Beach. In addition, the subject properties are located entirely within the Town’s designated official Future Annexation Map.

The County’s future land use and zoning designations for the subject properties are Residential Low Density and RS – Single Family Residential, respectively. Following the voluntary annexation, the Town will change the Future Land Use designation and Zoning district to Future Land Use designation of Medium Density Residential (Up to 10 DU/AC)(MEDR) and Zoning designation to Residential Multiple Family – Medium Density (RM-2). The Future Land Use change and Rezoning will require a separate hearing for the review by the Planning and Zoning Board and Town Council.

In accordance with the voluntary annexation procedures, Town Staff has sent a report and background material to the official at Palm Beach County who is responsible for review and subsequent transmittal of this information to other agencies/departments. Per County Ordinance 2007-018, County staff notifies the District Commissioner and sends notice to all pertinent County Departments for their review. The Town received the County’s letter of approval on December 15, 2023, no inconsistencies with Chapter 171, Florida Statutes, were found. The County’s Engineering Department did request that

the US Highway 1 right-of-way be kept at 120 Linear Feet or greater. The Town does not have any plans for the ROW to be reduced.

RECOMMENDATION:

Staff recommends that the Town Council review and consider Ordinance No. 779 for second reading on Captain's Key request for Voluntary Annexation.

Attachment(s):

1. Proposed Ordinance No. 779;
2. Voluntary Annexation Request from Captain's Key, Inc.
3. Town Staff's Notification letter to PBC Administrator.; and
4. Palm Beach County Letter of Approval – Proposed Annexation Captains Key.

TOWN OF JUNO BEACH, FLORIDA

ORDINANCE NO. 779

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA, ANNEXING A CONTIGUOUS AND COMPACT AREA OF REAL PROPERTY LOCATED IN UNINCORPORATED PALM BEACH COUNTY COMPRISED OF APPROXIMATELY 21.11 ACRES AND LOCATED ON THE EAST SIDE OF U.S. HIGHWAY ONE SOUTH OF UNIVERSE BOULEVARD INCLUDING THE PLAT OF CAPTAIN’S KEY AND TWO ADJACENT PARCELS, AS MORE PARTICULARLY DESCRIBED HEREIN; DECLARING THAT THE VOLUNTARY ANNEXATION OF THE PROPERTY MEETS ALL LEGAL CRITERIA; DIRECTING TOWN STAFF TO DO ALL THINGS NECESSARY TO EFFECTUATE SAID ANNEXATION; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the Town Council for the Town of Juno Beach has received a written petition (“Petition”) from the owners of property located within the plat of Captain’s Key and two adjacent parcels located on the east side of U.S. Highway One more particularly described in Exhibit “A” (“Property”) requesting that the Property be annexed into the Town; and

WHEREAS, the Town Council determines that: (1) the Petition meets the criteria for voluntary annexation set forth in Section 171.044, Florida Statutes, in that the Property is currently located within unincorporated Palm Beach County, is contiguous to the Town, is reasonably compact, and the annexation of the Property will not result in the creation of enclaves; and (2) the Petition for annexation bears the signatures of all owners of the Property; and

WHEREAS, the Property is within the Town’s future annexation area, and the annexation is consistent with Objective 8 of the Future Land Use Element of the Town’s Comprehensive Plan; and

WHEREAS, the Town Council has determined that the annexation of the Property into the Town is in the best interests of the public health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA as follows:

Section 1. The foregoing "Whereas" clauses are hereby ratified as true and correct and are incorporated herein.

Section 2. The Town Council hereby approves the Petition and annexes into the Town approximately 21.11 acres of real property described in Exhibit “A” attached

1 hereto and incorporated herein by reference in accordance with the provisions of Section
2 171.044, Florida Statutes.

3
4 **Section 3.** The Town Council hereby directs Town Staff to: (1) file a copy of this
5 Ordinance with the Clerk of the Circuit Court, the Chief Administrative Officer of Palm
6 Beach County, and the Secretary of State; (2) amend the legal description set forth in the
7 Town Charter and all official Town maps to include the Property; and (3) take all other
8 actions necessary to effectuate the annexation of the Property into the Town.

9
10 **Section 4.** All ordinances or parts of ordinances of the Town of Juno Beach,
11 Florida, which are in conflict with this Ordinance, are hereby repealed to the extent of
12 such conflict.

13
14 **Section 5.** If any section, paragraph, sentence, clause, phrase, or word of this
15 Ordinance is for any reason held by a court of competent jurisdiction to be
16 unconstitutional, inoperative, or void, such holding shall not affect the remainder of the
17 Ordinance.

18
19 **Section 6.** This Ordinance shall be effective immediately upon adoption.

20
21 FIRST READING this ____ day of _____, 2023.

22
23 SECOND, FINAL READING AND ADOPTION this ____ day of _____, 2024.

24 25	_____ AYE	_____ NAY	_____ ALEXANDER COOKE, MAYOR
26 27			
28 29	_____ AYE	_____ NAY	_____ PEGGY WHEELER, VICE MAYOR
30 31			
32 33	_____ AYE	_____ NAY	_____ MARIANNE HOSTA, VICE MAYOR PRO TEM
34 35			
36 37	_____ AYE	_____ NAY	_____ ELAINE K. COTRONAKIS, COUNCILMEMBER
38 39			
40 41	_____ AYE	_____ NAY	_____ DD HALPERN, COUNCILMEMBER
42 43			

44 ATTEST: APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

45 46	_____ CAITLIN COPELAND-RODRIGUEZ TOWN CLERK	_____ LEONARD G. RUBIN TOWN ATTORNEY
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**DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUNO BEACH**

EXHIBIT "A"

**LOTS IN AND AROUND PLAT OF CAPTAIN'S KEY
FOR ANNEXATION**

LEGAL DESCRIPTION

ALL OF LOTS 3 THROUGH 31, TRACT "A", TRACT "B", AND A PORTION OF LOT 2, PLAT OF CAPTAIN'S KEY, RECORDED IN PLAT BOOK 28, PAGES 176 AND 177, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; TOGETHER WITH ROAD RIGHT-OF-WAYS FOR CAPTAIN'S KEY DRIVE, CAPTAIN'S LANDING AND OYSTER BAY, AS DESCRIBED IN OFFICIAL RECORD BOOK 20265, PAGE 1382, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TOGETHER WITH PARCEL OF UNPLATTED LANDS IN GOVERNMENT LOT 6, SECTION 33, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

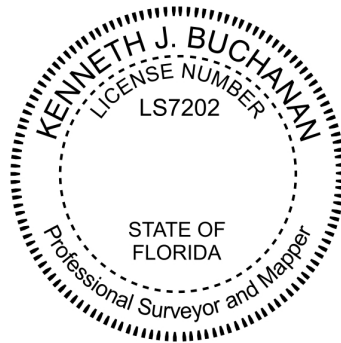
BEGINNING AT THE SOUTHEAST CORNER OF LOT 13 OF CAPTAIN'S KEY, THENCE ALONG THE SOUTH LINE OF LOTS 12 AND 13, OF SAID CAPTAIN'S KEY, SAID LINE BEING PARALLEL WITH AND 24.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES, TO THE SOUTH LINE OF SAID SECTION 33, NORTH 89°45'33" WEST, A DISTANCE OF 488.91 FEET TO A POINT OF CURVATURE ON THE SOUTH LINE OF SAID LOT 12, SAID CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 75.87 FEET; THENCE WESTERLY AND NORTHERLY ALONG THE ARC OF SAID CURVE AND CONTINING ALONG SAID SOUTH LINE OF LOT 12 AND THE WEST LINE OF SAID LOT 12, THROUGH A CENTRAL ANGLE OF 105°37'30", A DISTANCE OF 139.87 FEET TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID WEST LINE OF LOT 12 AND ALONG THE WEST LINE OF LOTS 9 THROUGH 11, OF SAID CAPTAIN'S KEY, NORTH 15°51'57" EAST, A DISTANCE OF 571.67 FEET TO A POINT ON THE SOUTH LINE OF LOT 8, OF SAID CAPTAIN'S KEY; THENCE ALONG SAID SOUTH LINE OF LOT 8, NORTH 67°57'02" WEST, A DISTANCE OF 40.23 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8, CAPTAIN'S KEY; THENCE NORTH 15°51'57" EAST ALONG THE WEST LINES OF SAID LOTS 6 THROUGH 8, CAPTAIN'S KEY, A DISTANCE OF 351.87 FEET TO THE SOUTHEAST CORNER OF TRACT "B", OF CAPTAIN'S KEY; THENCE ALONG SAID SOUTH LINE OF TRACT "B", NORTH 74°08'03" WEST, A DISTANCE OF 171.68 FEET TO THE SOUTHWEST CORNER OF SAID TRACT "B" AND A POINT ON THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, AS SHOWN ON SAID PLAT OF CAPTAIN'S KEY; THENCE ALONG SAID EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, NORTH 15°51'57" EAST, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID TRACT "A" OF CAPTAIN'S KEY; THENCE CONTINUE ALONG SAID EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, NORTH 15°51'57" EAST, A DISTANCE OF 268.01 FEET TO THE SOUTHWEST CORNER OF THE PLAT OF SEMINOLE LANDING, RECORDED IN PLAT BOOK 30, PAGES 35 AND 36, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE ALONG THE SOUTH LINE OF SAID PLAT OF SEMINOLE LANDING AND ALONG THE NORTH LINE OF LOT 31 OF CAPTAIN'S KEY AND ITS WESTERLY PROLONGATION, SOUTH 79°18'54" EAST, A DISTANCE OF 590.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 31, SAID POINT BEING A POINT ON A NON-TANGENT CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 90.00 FEET AND A RADIAL BEARING OF SOUTH 79°18'54" EAST; THENCE ALONG THE NORTHEASTERLY LINES OF LOTS 28 THROUGH 31 OF CAPTAIN'S KEY

CONTINUED ON SHEET 2

SURVEYOR'S NOTES:

1. THIS DRAWING IS NOT A SURVEY.
2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
3. THE DESCRIPTION SKETCH AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION. THE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER.
4. THIS LEGAL DESCRIPTION IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.
5. DATE OF LEGAL DESCRIPTION: DECEMBER 5, 2023

LIDBERG LAND SURVEYING, INC.



ABBREVIATIONS:

- CB = CHORD BEARING
- D = CENTRAL ANGLE
- L = LENGTH
- R = RADIUS
- ORB = OFFICIAL RECORD BOOK
- PB = PLAT BOOK
- PG = PAGE
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT

BY: _____
KENNETH J. BUCHANAN
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 7202



LB4431

675 West Indiantown Road, Suite 200,
Jupiter, Florida 33458 TEL. 561-746-8454

CAD. K:\AUTOCAD2000\334143\28-176\23-112\dwg\23-112-303.dwg			
REF.			
FLD. -	FB. -	PG. -	JOB 23-112-303
OFF. A.C.B.	-	-	DATE 12/04/2023
CKD. K.J.B.	SHEET 1	OF 4	DWG. A23-112

**DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUNO BEACH**

**LOTS IN AND AROUND PLAT OF CAPTAIN'S KEY
FOR ANNEXATION**

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

FOR THE FOLLOWING FIVE COURSES; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°52'21", A DISTANCE OF 17.08 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 37.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 107°00'00", A DISTANCE OF 69.09 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEAST, HAVING A RADIUS OF 213.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°21'40", A DISTANCE OF 98.23 FEET TO A POINT OF TANGENCY; THENCE SOUTH 80°49'35" EAST, A DISTANCE 217.71 FEET TO A POINT OF CURVATURE ON THE NORTH LINE OF LOT 28 OF A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 32.26 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, AND ALONG THE EAST LINE OF SAID LOT 28, THROUGH A CENTRAL ANGLE OF 127°12'07", A DISTANCE OF 71.62 FEET TO A POINT OF TANGENCY; THENCE ALONG THE EAST LINE OF LOTS 13 THROUGH 28, OF CAPTAIN'S KEY FOR THE FOLLOWING TWELVE COURSES; THENCE SOUTH 46°22'32" WEST, A DISTANCE OF 34.38 FEET; THENCE SOUTH 89°09'08" EAST, A DISTANCE OF 7.16 FEET; THENCE SOUTH 03°29'52" WEST, A DISTANCE OF 260.00 FEET; THENCE SOUTH 46°00'00" WEST, A DISTANCE OF 81.00 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 53°07'48", A DISTANCE OF 46.36 FEET TO A POINT OF TANGENCY; THENCE NORTH 80°49'35" WEST, A DISTANCE OF 187.69 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 112.16 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 102°35'58", A DISTANCE OF 200.84 FEET TO A POINT OF TANGENCY; THENCE SOUTH 03°25'33" EAST, A DISTANCE OF 65.58 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 256.05 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 42°40'00", A DISTANCE OF 190.67 FEET TO A POINT OF TANGENCY; THENCE SOUTH 39°14'27" WEST, A DISTANCE OF 200.00 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 250.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 84°00'00", A DISTANCE OF 366.52 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 150.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 35°47'35", A DISTANCE OF 93.71 FEET TO THE POINT OF BEGINNING.

CONTAINING A TOTAL 919,337 SQUARE FEET, OR 21.11 ACRES OF LAND, MORE OR LESS.



LB4431

675 West Indiantown Road, Suite 200,
Jupiter, Florida 33458 TEL. 561-746-8454

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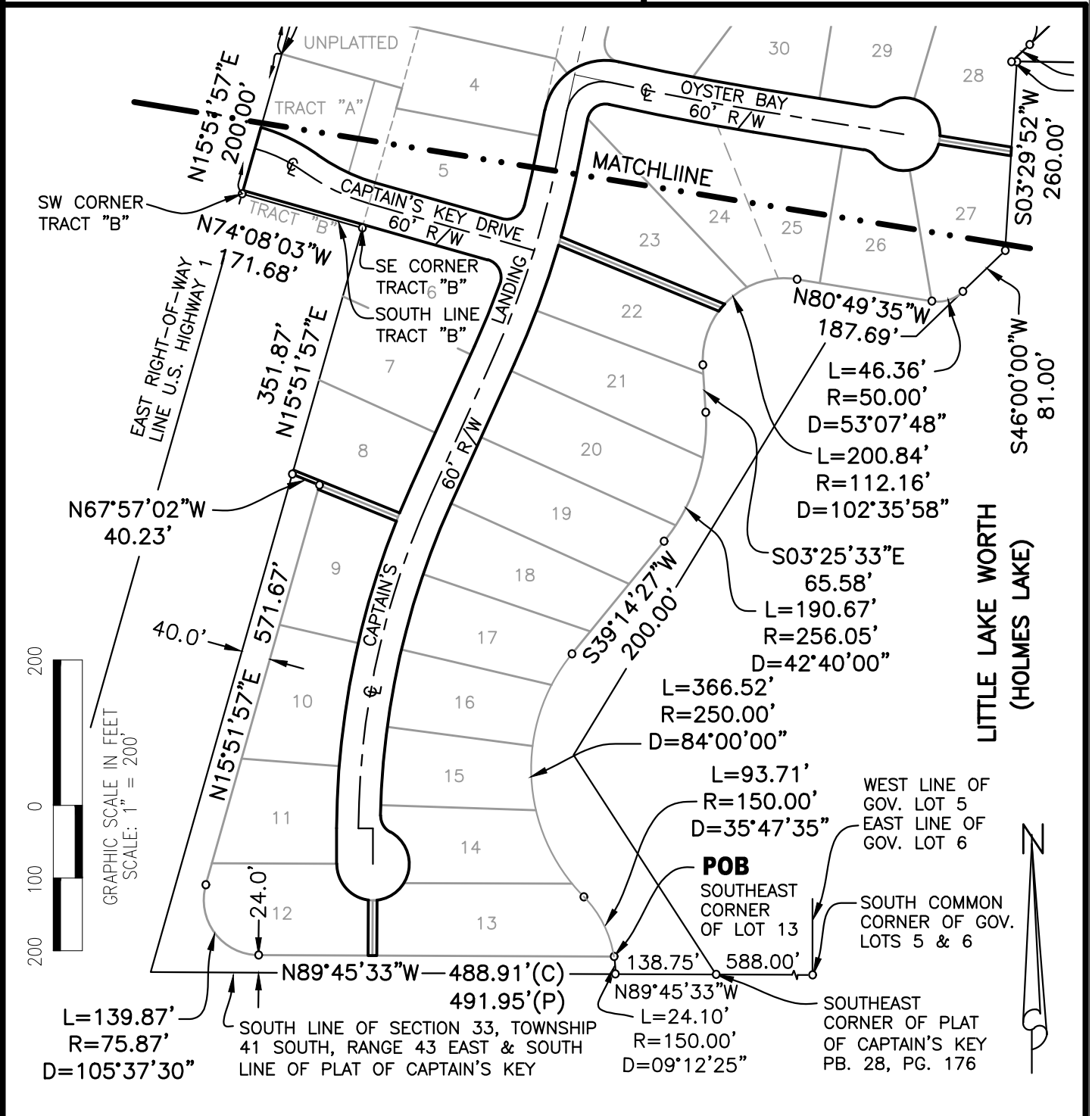
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OFF.	A.C.B.	DATE
-	-	12/04/2023

CKD.	K.J.B.	SHEET	2	OF	4	DWG.	A23-112
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**DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUNO BEACH**

**LOTS IN AND AROUND PLAT OF CAPTAIN'S KEY
FOR ANNEXATION**



LIDBERG LAND SURVEYING, INC.

LB4431

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OFF. A.C.B.	-	DATE 12/04/2023	
CKD. K.J.B.	SHEET 3 OF 4	DWG. A23-112	

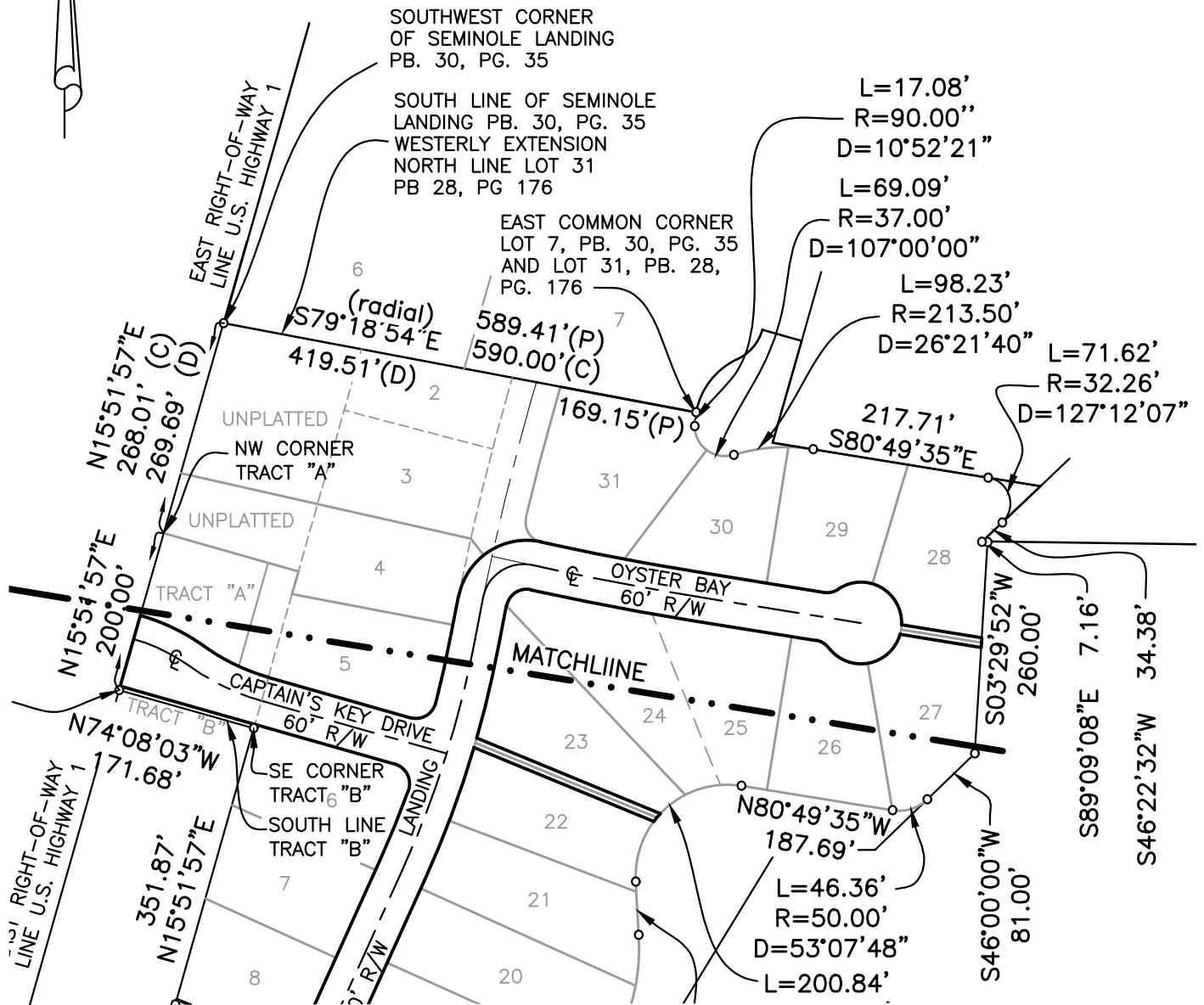
**DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUNO BEACH**

**LOTS IN AND AROUND PLAT OF CAPTAIN'S KEY
FOR ANNEXATION**

200 100 0 200



GRAPHIC SCALE IN FEET
SCALE: 1" = 200'



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FLD. - FB. PG. JOB 23-112-303

OFF. A.C.B. DATE 12/04/2023

CKD. K.J.B. SHEET 4 OF 4 DWG. A23-112

ALL OF LOTS 3 THROUGH 31, TRACT "A", TRACT "B", AND A PORTION OF LOT 2, PLAT OF CAPTAIN'S KEY, RECORDED IN PLAT BOOK 28, PAGES 176 AND 177, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; TOGETHER WITH ROAD RIGHT-OF-WAYS FOR CAPTAIN'S KEY DRIVE, CAPTAIN'S LANDING AND OYSTER BAY, AS DESCRIBED IN OFFICIAL RECORD BOOK 20265, PAGE 1382, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TOGETHER WITH PARCEL OF UNPLATTED LANDS IN GOVERNMENT LOT 6, SECTION 33, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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CONTAINING A TOTAL 919,337 SQUARE FEET, OR 21.11 ACRES OF LAND, MORE OR LESS.

TOWN OF JUNO BEACH
 RECEIVED
 NOV 15 2023
 TIME: 9:00am

PETITION FOR ANNEXATION

To: Town Council
 Town of Juno Beach
 340 Ocean Avenue
 Juno Beach, FL 33408

THE UNDERSIGNED, being Owner of parcels of real property located in unincorporated Palm Beach County, within the community of Captains Key as described in Attachment A, hereby file this petition for voluntary annexation pursuant to Section 171.044, Florida Statutes.

The below property owners hereby respectfully request that said property, which is contiguous to the territorial limits of the Town of Juno Beach, Florida, be annexed to and included within the territorial limits of the Town of Juno beach.

The undersigned further certifies that he/she is the property owner for the listed property that each individual has signed for or is duly authorized to represent the owner of the property in matters related to this request.

SIGNATURE	OWNER_NAME	OWNER_NA_1	SITE_ADDR_	PARCEL_NUM
<i>see attached</i>	12041 CAPTAINS LANDING LLC		12041 CAPTAINS LNDG FI 33408	00434133080000110
<i>see attached</i>	12096 CAPTAINS LANDING LLC		12114 CAPTAINS LNDG FI 33408	00434133080000180
<i>[Signature]</i>	BANISTER JOHN R & <i>John Banister</i>	BANISTER LYNN M	12127 CAPTAINS LNDG FI 33408	00434133080000080
<i>SEE ATTACHED</i>	BIGGINS JOSEPH F &	BIGGINS LAURA L	12132 CAPTAINS LNDG FI 33408	00434133080000190
<i>SEE ATTACHED</i>	BOARDMAN CHRISTOPHER &	BOARDMAN GAIL	1262 OYSTER BAY FI 33408	00434133080000270
<i>[Signature]</i>	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
<i>[Signature]</i>	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
<i>[Signature]</i>	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
<i>[Signature]</i>	CAPTAINS KEY PROPERTY	JOHN R BANISTER C/O	12220 CAPTAINS KEY DR FI 33408	<i>00434133080000340</i> 00434133080000330

<i>William L Cini</i>	CINI WILLIAM L & M	CINI MARCIA M	12071 CAPTAINS LNDG FI 33408	00434133080000100
<i>John Cobb</i>	COBB JAN	COBB CHRISTOPHER TR	12184 CAPTAINS LNDG FI 33408	00434133080000220
<i>Margaretta B. Curry</i>	CURRY MARGRETTA B	CURRY MARGRETTA B TR	12150 CAPTAINS LNDG FI 33408	00434133080000200
<i>Beverly Dimare</i>	DIMARE BEVERLY	DIMARE BEVERLY TR	1294 OYSTER BAY FI 33408	00434133080000260
<i>Rob Finkbeiner</i>	FINKBEINER BRAD M &	WOO ROBYN LAI WUN	12170 CAPTAINS LNDG FI 33408	00434133080000210
<i>George Manju & Sabu</i>	GEORGE MANJU &	GEORGE SABU	12204 CAPTAINS LNDG FI 33408	00434133080000230
<i>Jave Yefry Z & Victoria</i>	JAVE YEFRY Z &	JAVE VICTORIA	12171 CAPTAINS LNDG FI 33408	00434133080000060
<i>Jones Russell Bond & Christine Campagnolo</i>	JONES RUSSELL BOND &	JONES CHRISTINE CAMPAGNOLO	12101 CAPTAINS LNDG FI 33408	00434133080000090
<i>Mahoney James H III</i>	MAHONEY JAMES H III		1345 OYSTER BAY FI 33408	00434133080000302
<i>Mann Dean S</i>	MANN DEAN S	MANN DEAN S TR	1263 OYSTER BAY FI 33408	00434133080000280
<i>Michael Sherry</i>	MICHAEL SHERRY		12014 CAPTAINS LNDG FI 33408	00434133080000130
<i>Moss Jonathan D & Cythlen D</i>	MOSS JONATHAN D &	MOSS CYTHLEN D	1318 OYSTER BAY FI 33408	00434133080000240
<i>Murphy Carol L</i>	MURPHY CAROL L		12054 CAPTAINS LNDG FI 33408	00434133080000150
<i>Noga Raymond A & Karen M</i>	NOGA RAYMOND A &	NOGA KAREN M	12015 CAPTAINS LNDG FI 33408	00434133080000120
<i>see attached</i>	ONEILL CHRISTINE A		12098 CAPTAINS LNDG FI 33408	00434133080000170
<i>Parker Thomas W & Kristin A</i>	PARKER THOMAS W &	PARKER KRISTIN A	12205 CAPTAINS LNDG FI 33408	00434133080000050
<i>Pearsall Stuart K & Dana R</i>	PEARSALL STUART K &	PEARSALL DANA R	1303 OYSTER BAY FI 33408	00434133080000290
<i>Pegler Keley</i>	PEGLER KELEY		12147 CAPTAINS LNDG FI 33408	00434133080000070
<i>Salour Nader</i>	SALOUR NADER	SALOUR NADER TR	12260 CAPTAINS LNDG FI 33408	00434133080000301

Shawn D Shapiro M.D.

SHAPIRO LYNN A SHAPIRO 12040 CAPTAINS 00434133080000140
& STEVEN D LNDG FI 33408

SPIEGEL ROBERT I 00434133000060030

SPIEGEL ROBERT I 12247 CAPTAINS 00434133080000021
LNDG FI 33408

TRIPURANENI TRIPURANENI 12078 CAPTAINS 00434133080000160
KRISHNA & NIRMALA LNDG FI 33408

WILSON DWIGHT WILSON DIANE 00434133000007150
E & C

WILSON DWIGHT WILSON DIANE 12229 CAPTAINS 00434133080000040
E & C LNDG FI 33408

Don C. Miller

Attachment A

All of those lands described in the plat of CAPTAINS KEY, recorded in Plat Book 8, Page 176 and 177, Public Records of Palm Beach County, Florida, as modified in Official Record Book 2160, Pages 340-344, Palm Beach County, Florida; less and excepting therefrom those lands replatted by the plat of Seminole Landing as recorded in Plat Book 30, Pages 35 and 36, public records of Palm Beach County, Florida.

To include:

33-41-43, SLY 200.03 FT OF WLY 50 FT OF GOV LT 6 & NLY 193
 FT OF WLY 120 FT OF SW 1/4 LYG S OF & ADJ TO LT 6 OF
 PB30P35 & E OF & ADJ TO E R/W LI OF US HWY 1

And

33-41-43, SLY 76.56 FT OF TH PT OF SW 1/4 LYG NLY OF & ADJ
 THERETO N LI OF TR A & LYG WLY OF & ADJ THERETO W LI OF LT 4
 OF PL OF CAPTAINS KEY & ELY OF & ADJ THERETO E R/W LI OF US

PETITION FOR ANNEXATION

To: Town Council
 Town of Juno Beach
 340 Ocean Avenue
 Juno Beach, FL 33408

THE UNDERSIGNED, being Owner of parcels of real property located in unincorporated Palm Beach County, within the community of Captains Key as described in Attachment A, hereby file this petition for voluntary annexation pursuant to Section 171.044, Florida Statutes.

The below property owners hereby respectfully request that said property, which is contiguous to the territorial limits of the Town of Juno Beach, Florida, be annexed to and included within the territorial limits of the Town of Juno beach.

The undersigned further certifies that he/she is the property owner for the listed property that each individual has signed for or is duly authorized to represent the owner of the property in matters related to this request.

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DocuSigned by: <i>Anne K. Droppert</i> 06B5D56A93C744E...	12096 CAPTAINS LANDING LLC		12114 CAPTAINS LNDG FI 33408	00434133080000180
	BANISTER JOHN R &	BANISTER LYNN M	12127 CAPTAINS LNDG FI 33408	00434133080000080
	BIGGINS JOSEPH F &	BIGGINS LAURA L	12132 CAPTAINS LNDG FI 33408	00434133080000190
	BOARDMAN CHRISTOPHER &	BOARDMAN GAIL	1262 OYSTER BAY FI 33408	00434133080000270
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY PROPERTY	JOHN R BANISTER C/O	12220 CAPTAINS KEY DR FI 33408	00434133080000330

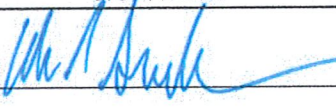
PETITION FOR ANNEXATION

To: Town Council
 Town of Juno Beach
 340 Ocean Avenue
 Juno Beach, FL 33408

THE UNDERSIGNED, being Owner of parcels of real property located in unincorporated Palm Beach County, within the community of Captains Key as described in Attachment A, hereby file this petition for voluntary annexation pursuant to Section 171.044, Florida Statutes.

The below property owners hereby respectfully request that said property, which is contiguous to the territorial limits of the Town of Juno Beach, Florida, be annexed to and included within the territorial limits of the Town of Juno beach.

The undersigned further certifies that he/she is the property owner for the listed property that each individual has signed for or is duly authorized to represent the owner of the property in matters related to this request.

SIGNATURE	OWNER_NAME	OWNER_NA_1	SITE_ADDR_	PARCEL_NUM
	12041 CAPTAINS LANDING LLC		12041 CAPTAINS LNDG FI 33408	00434133080000110
	12096 CAPTAINS LANDING LLC		12114 CAPTAINS LNDG FI 33408	00434133080000180
	BANISTER JOHN R &	BANISTER LYNN M	12127 CAPTAINS LNDG FI 33408	00434133080000080
	BIGGINS JOSEPH F &	BIGGINS LAURA L	12132 CAPTAINS LNDG FI 33408	00434133080000190
	BOARDMAN CHRISTOPHER &	BOARDMAN GAIL	1262 OYSTER BAY FI 33408	00434133080000270
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY PROPERTY	JOHN R BANISTER C/O	12220 CAPTAINS KEY DR FI 33408	00434133080000330

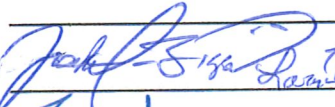
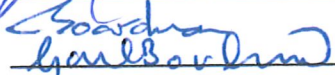
PETITION FOR ANNEXATION

To: Town Council
 Town of Juno Beach
 340 Ocean Avenue
 Juno Beach, FL 33408

THE UNDERSIGNED, being Owner of parcels of real property located in unincorporated Palm Beach County, within the community of Captains Key as described in Attachment A, hereby file this petition for voluntary annexation pursuant to Section 171.044, Florida Statutes.

The below property owners hereby respectfully request that said property, which is contiguous to the territorial limits of the Town of Juno Beach, Florida, be annexed to and included within the territorial limits of the Town of Juno beach.

The undersigned further certifies that he/she is the property owner for the listed property that each individual has signed for or is duly authorized to represent the owner of the property in matters related to this request.

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	12096 CAPTAINS LANDING LLC		12114 CAPTAINS LNDG FI 33408	00434133080000180
	BANISTER JOHN R &	BANISTER LYNN M	12127 CAPTAINS LNDG FI 33408	00434133080000080
	BIGGINS JOSEPH F &	BIGGINS LAURA L	12132 CAPTAINS LNDG FI 33408	00434133080000190
	BOARDMAN CHRISTOPHER &	BOARDMAN GAIL	1262 OYSTER BAY FI 33408	00434133080000270
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY DEPENDENT DISTRICT	SPECIAL DIST SERV INC C/O	1520 CAPTAINS KEY DR FI 33408	00434133080010000
	CAPTAINS KEY PROPERTY	JOHN R BANISTER C/O	12220 CAPTAINS KEY DR FI 33408	00434133080000330

CINI WILLIAM L &	CINI MARCIA M	12071 CAPTAINS LNDG FI 33408	00434133080000100
COBB JAN	COBB CHRISTOPHER TR	12184 CAPTAINS LNDG FI 33408	00434133080000220
CURRY MARGRETTA B	CURRY MARGRETTA B TR	12150 CAPTAINS LNDG FI 33408	00434133080000200
DIMARE BEVERLY	DIMARE BEVERLY TR	1294 OYSTER BAY FI 33408	00434133080000260
FINKBEINER BRAD M &	WOO ROBYN LAI WUN	12170 CAPTAINS LNDG FI 33408	00434133080000210
GEORGE MANJU &	GEORGE SABU	12204 CAPTAINS LNDG FI 33408	00434133080000230
JAVE YEFRY Z &	JAVE VICTORIA	12171 CAPTAINS LNDG FI 33408	00434133080000060
JONES RUSSELL BOND &	JONES CHRISTINE CAMPAGNOLO	12101 CAPTAINS LNDG FI 33408	00434133080000090
MAHONEY JAMES H III		1345 OYSTER BAY FI 33408	00434133080000302
MANN DEAN S	MANN DEAN S TR	1263 OYSTER BAY FI 33408	00434133080000280
MICHAEL SHERRY J		12014 CAPTAINS LNDG FI 33408	00434133080000130
MOSS JONATHAN D &	MOSS CYTHLEN D	1318 OYSTER BAY FI 33408	00434133080000240
MURPHY CAROL L		12054 CAPTAINS LNDG FI 33408	00434133080000150
NOGA RAYMOND A &	NOGA KAREN M	12015 CAPTAINS LNDG FI 33408	00434133080000120
ONEILL CHRISTINE A		12098 CAPTAINS LNDG FI 33408	00434133080000170
PARKER THOMAS W &	PARKER KRISTIN A	12205 CAPTAINS LNDG FI 33408	00434133080000050
PEARSALL STUART K &	PEARSALL DANA R	1303 OYSTER BAY FI 33408	00434133080000290
PEGLER KELEY		12147 CAPTAINS LNDG FI 33408	00434133080000070
SALOUR NADER	SALOUR NADER TR	12260 CAPTAINS LNDG FI 33408	00434133080000301

Christine A. O'Neill



TOWN OF JUNO BEACH
PLANNING AND ZONING DEPARTMENT

340 OCEAN DRIVE
JUNO BEACH, FL 33408
PHONE: 561.626.1122 • FAX: 561.775.0812
WEBSITE: www.juno-beach.fl.us

Item #11.

November 20, 2023

Ms. Verdenia C. Baker
County Administrator
301 North Olive Avenue
West Palm Beach, FL 33401

Mr. Kevin Fischer, AICP
Planning Director
2300 North Jog Road
West Palm Beach, FL 33411

Re: Town of Juno Beach – Proposed Annexation, Captains Key and two individual parcels of land.

Dear Ms. Baker and Mr. Fischer,

The Town has received a petition for voluntary annexation of 21.17 acres of land which are currently unincorporated. Attached to this letter for your review and comment please find:

1. A copy of the applicant's request/signed petition for annexation;
2. A copy of the County's Annexation Information Sheet, location map, and key;
3. The Town's Future Land Use Map with the subject property identified;
4. The Town's Zoning Map with the subject property identified;
5. A copy of the Official Town of Juno Beach Annexation Map;
6. A copy of the County Future Land Use Map with the subject property; and
7. A copy of the County Zoning Map with the subject property.

The current County Future Land Use classification for both, Captain's Key and two individual lots, are Residential Low Density and the current County Zoning District for Captain's Key is RS – Single Family Residential, and for the two individual lots are RH – Multi-Family (High Density). The Town plans to act on December 13th, 2023 for the first reading of the proposed Ordinance for voluntary annexation, January 24th, 2024 for the second reading. Following the annexation process, the Town will change the Land Use of all properties to Medium Density Residential (up to 10 DU/AC)(MEDR) and Zoning Classification to Residential Multiple Family – Medium Density (RM-2).

If there is any further information that I could provide you with for your review, please do not hesitate to call me at 656-0306.

Thank you for your time and cooperation regarding this issue.

Sincerely,

Frank Davila, CFM.
Director of Planning and Zoning

- C. David Dyess, Town Manager
Len Rubin, Town Attorney
Caitlin Copeland-Rodriguez, Town Clerk
Nicole Delsoin, Planner



December 15, 2023

**Department of Planning,
Zoning & Building**

2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Enforcement 233-5500
Contractors Certification 233-5525
Administration Office 233-5005
Executive Office 233-5228
www.pbcgov.com/pzb



**Palm Beach County
Board of County
Commissioners**

Maria Sachs, Mayor

Maria G. Marino, Vice Mayor

Gregg K. Weiss

Michael A. Barnett

Marci Woodward

Sara Baxter

Mack Bernard

County Administrator

Verdenia C. Baker

Frank Davila, CFM
Director of Planning and Zoning
Town of Juno Beach
340 Ocean Drive
Juno Beach, FL 33408

Re: Proposed Annexation Captains Key, 2024-28-001

Dear Mr. Davila:

Thank you for providing the County advance notice and the opportunity to review the annexation summarized below.

Name	Description
Captains Key 2024-28-001	Acres: 27.15 Location: East of US Highway 1, west of Little Lake Worth Waterway, south of Seminole Blvd 1st Reading: 12/13/2023 2nd Reading: 1/24/2024

The proposed annexation was processed through the County's Annexation Review Process. County staff and service delivery agencies reviewed the proposed annexation. After review, County staff has not identified any inconsistencies with Chapter 171, Florida Statutes. The County's Engineering Department request that the US Highway 1 right-of-way be kept at 120 Linear Feet or greater.

The County remains committed in our efforts to work cooperatively with municipalities toward annexation. If you have questions regarding the Department of Engineering comment, please contact Tammy Lee at 561-684-4012. For any other comments or questions, please contact me at 561-233-5467 or Khurshid Mohyuddin, Principal Planner, at 561-233-5351.

Sincerely,

Kevin W. Fischer, AICP
Planning Director

c: The Honorable Maria G. Marino, Vice Mayor & District 1 Commissioner
Patrick W. Rutter, Assistant County Administrator
Whitney Carroll, Esq., AICP, Executive Director, PZ&B
Jeff Gagnon, AICP, Deputy Planning Director, PBC

Darren Leiser, Esq., Assistant County Attorney
Khurshid Mohyuddin, AICP, Principal Planner, PBC
Tammy Lee, Engineering Dept., PBC
David Dyess, Town Manager, Juno Beach

"An Equal Opportunity
Affirmative Action Employer"



Meeting Name: Town Council
Meeting Date: January 24, 2024
Prepared By: F. Davila, CFM.
Item Title: Ordinance 780 – Harmony Criteria (2nd Reading)

DISCUSSION:

At the December 14, 2022, Town Council meeting, Council gave consensus to have staff gather definitions from other municipalities for the term “harmony”.

At the March 6, 2023, Planning and Zoning Board meeting, the Board made a motion to recommend that Town Council direct staff to create an ordinance to define the term “harmony” by looking to the definitions used by the Village of North Palm Beach and City of Lake Worth Beach and add specific requirements to Section 34-116(b)(2) of the Town Code to address harmony utilizing language from the Town of Palm Beach.

At the March 22, 2023, Town Council meeting, Council gave direction to staff to proceed with drafting language to address the recommendation made by the Planning and Zoning Board.

At the May 1, 2023, Planning and Zoning Board meeting, the Board reviewed and discussed proposed Ordinance No. 763 and unanimously recommended to Town Council to adopt Ordinance No. 763.

At the May 24, 2023, Town Council meeting, Council reviewed and discussed Ordinance No. 763. During the discussion, the contents of Senate Bill 250 was reviewed as Ordinance No. 763 may not be able to be adopted on second reading due to it being construed as more restrictive and burdensome. However, Attorney Torcivia advised the Council that it was able to proceed with the first reading. Town Council unanimously passed proposed Ordinance No. 763 on first reading.

At the July 26, 2023, Town Council meeting, Staff informed Council that Senate Bill 250 was approved by Governor DeSantis. It was staff’s opinion that Ordinance No. 763, as proposed on first reading, created a more restrictive or burdensome amendment to the Town’s Land Development Regulations (Chapter 34), and that its implementation and enforcement creates a more restrictive or burdensome procedure concerning review, approval, or issuance of a site plan, and development permit. Specifically, staff was concerned with addition of the 300 foot radius when determining harmony. Town Council reviewed and discussed Ordinance No. 763 on second reading and unanimously approved it with staff’s recommended change to remove the last sentence regarding the 300-foot radius.

At the December 4, 2023, Planning and Zoning Board meeting, the Board reviewed and discussed the previously approved language (approved by P&Z Board on May 1, 2023) for the requirements addressing the term “harmony” under code section 34-116(3)(b)(2). The Board made minor changes to the language and unanimously recommended that the Town Council approve Ordinance No. 780 as amended (additional language is underlined and deleted language is stricken through):

2. Is of a design and proportion which enhances and is in harmony with the area; The concept of harmony shall not infer that buildings must look alike or be of the same style. Harmony can be achieved through the proper consideration of setback, scale, mass, bulk, proportion, overall height, orientation, site planning, landscaping, materials, and architectural components including but not limited to porches, roof types, fenestration, entrances, and stylistic expression. For the purpose of this section, the comparison of harmony between buildings shall consider the preponderance of buildings or structures within 300 feet from the proposed site of the same zoning district.

Please note that the previously approved language is not being changed (as approved in Ord. 763). This includes the definition for the terms *harmony, scale, mass, bulk, and proportion* under Code Section 34-4.

At the December 13, 2023, Town Council meeting, Council reviewed and discussed Ordinance No. 780 on first reading and unanimously approved it to move forward to second reading.

RECOMMENDATION:

Staff recommends that the Town Council consider proposed Ordinance No. 780 on Second reading.

Attachment(s):

- Proposed Ordinance No. 780.

TOWN OF JUNO BEACH, FLORIDA

ORDINANCE NO. 780

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA AMENDING CHAPTER 34, "ZONING," OF THE TOWN CODE OF ORDINANCES TO PROVIDE CRITERIA FOR THE TERM HARMONY; AMENDING DIVISION 4, "SITE PLAN AND APPEARANCE REVIEW," OF ARTICLE II, "ADMINISTRATION AND ENFORCEMENT," BY AMENDING SECTION 34-116, "REQUIRED; CRITERIA," TO PROVIDE ADDITIONAL CRITERIA FOR DETERMINING HARMONY WITH THE AREA; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, the Town's Zoning Code currently provides that when reviewing an application for site plan and appearance approval, the Planning and Zoning Board and the Town Council determine that the proposed project "is of a design and proportion which enhances and is in harmony with the area;" and

WHEREAS, at the recommendation of the Planning and Zoning Board, the Town Council wishes to amend Chapter 34, "Zoning," of the Town Code of Ordinances to provide additional criteria for determining harmony during site plan and appearance review; and

WHEREAS, the Town's Planning and Zoning Board has conducted a public hearing on this Ordinance and provided its recommendation to the Town Council; and

WHEREAS, the Town Council has determined that adoption of this Ordinance is in the best interests of the general welfare of the Town of Juno Beach.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA as follows:

Section 1. The foregoing "Whereas" clauses are hereby ratified as true and confirmed and are incorporated herein.

Section 2. The Town Council hereby amends Division 4, "Site Plan and Appearance Review," of Article II, "Administration and Enforcement," of Chapter 34, "Zoning," of the Town Code of Ordinances by amending Section 34-116 "Required; criteria," to read as follows (additional language underlined):

Sec. 34-116. - Required; criteria.

No construction or clearing of land may begin in any district prior to review and approval of the site plan and appearance. The review shall consist of:

* * *

- b. Appearance review criteria.

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1. Is of an architectural style representative of or reflecting the vernacular of Old Florida style which is indigenous to the town and which is commonly known and identified by its late Victorian (Key West Cracker), Spanish revival (Mediterranean), Modern (early to mid-20th century), or combination thereof style of architecture. Summarized briefly, common features of the vernacular of Old Florida style that identify the Victorian (Key West Cracker), and Spanish revival (Mediterranean) architectural style include wood or concrete block with stucco siding; simple pitched roofs; tile, metal, or asphalt roofs; ornate details such as but not limited to exposed soffits, individualized vent and louver shapes, reliefs, and detailed window and door treatments; lush landscaping with private yards; and use of porches, balconies and patios. Common features of the vernacular of Old Florida Style that identify the Modern (early to mid-20th century) architectural style include clean geometric lines, often at right angles; an emphasis on function; materials such as glass, steel, iron, and concrete; and the use of natural light though large and expansive windows;

2. Is of a design and proportion which enhances and is in harmony with the area. The concept of harmony shall not imply that buildings must look alike or be of the same style. Harmony can be achieved through the proper consideration of setback, scale, mass, bulk, proportion, overall height, orientation, site planning, landscaping, materials, and architectural components including but not limited to porches, roof types, fenestration, entrances, and stylistic expression. For the purpose of this section, the comparison of harmony between buildings shall consider the preponderance of buildings or structures within 300 feet from the proposed site of the same zoning district.

- 1 3. Elevator and stairwell shafts and other modern
- 2 operations and features of a building shall be
- 3 either completely concealed or shall incorporate
- 4 the elements of the architectural style of the
- 5 structure; rooftop equipment and elevator and
- 6 mechanical penthouse protrusions shall be
- 7 concealed; and parking garages and other
- 8 accessory structures shall be designed with
- 9 architectural features and treatments so that they
- 10 are well proportioned and balanced and in
- 11 keeping with the architectural style of the principal
- 12 structure;
- 13
- 14 4. Shall have all on-site structures and accessory
- 15 features (such as but not limited to light fixtures,
- 16 benches, litter containers, including recycling
- 17 bins, traffic and other signs, letter boxes, and bike
- 18 racks) compatible in design, materials, and color;
- 19
- 20 5. Shall have a design in which buildings over 40
- 21 feet in height shall appear more horizontal or
- 22 nondirectional in proportion rather than vertical,
- 23 accomplished by the use of architectural
- 24 treatments as described in these criteria;
- 25
- 26 6. Shall locate and design mechanical equipment
- 27 with architectural treatments so that any noise or
- 28 other negative impact is minimized;
- 29
- 30 7. Complies with the town's community appearance
- 31 standards (see article IV, division 14 of this
- 32 chapter).
- 33

34 **Section 3.** The provisions of this ordinance shall become and be made a part of the
35 Code of Ordinances of the Town of Juno Beach.

36
37 **Section 4.** If any section or provision of this Ordinance or any portion thereof, any
38 paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid,
39 such decision shall not affect the validity of the remainder of this Ordinance.

40
41 **Section 5.** All ordinances or parts of ordinances of the Town of Juno Beach, Florida,
42 which are in conflict with this Ordinance, are hereby repealed to the extent of such conflict.

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44 **Section 6.** This ordinance shall be effective immediately upon adoption.

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Ordinance No. 780
Page 4

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FIRST READING this ____ day of _____, 2023.

SECOND, FINAL READING AND ADOPTION this ____ day of _____, 2024.

AYE

NAY

ALEXANDER COOKE, MAYOR

AYE

NAY

PEGGY WHEELER, VICE MAYOR

AYE

NAY

MARIANNE HOSTA, VICE MAYOR PRO TEM

AYE

NAY

ELAINE K. COTRONAKIS, COUNCILMEMBER

AYE

NAY

DD HALPERN, COUNCILMEMBER

ATTEST:

APPROVED AS TO FORM AND LEGAL
SUFFICIENCY:

CAITLIN COPELAND-RODRIGUEZ
TOWN CLERK

LEONARD G. RUBIN
TOWN ATTORNEY



Meeting Name: Town Council
Meeting Date: January 24, 2024
Prepared By: F. Davila, CFM.
Item Title: Ordinance 781 – Demolition Permits 2nd Reading

DISCUSSION:

At its April 3rd Planning and Zoning Board meeting, the Board gave consensus to recommend that the Town Council direct staff to form an ordinance changing the code to require abutting properties being notified of any surrounding demolitions.

At the April 26th Town Council meeting, Council gave consensus to have staff draft an ordinance on changing the code to require abutting properties being notified of any surrounding demolitions.

At the May 24, 2023, Town Council meeting, Council reviewed and discussed Ordinance No. 764. During the discussion, the contents of Senate Bill 250 was reviewed as Ordinance No. 764 may not be able to be adopted on second reading due to it being construed as more restrictive and burdensome. However, Attorney Torcivia advised the Council that it was able to proceed with the first reading. Town Council unanimously passed proposed Ordinance No. 764 on first reading.

At the July 26, 2023, Town Council meeting, Staff informed Council that Senate Bill 250 was approved by Governor DeSantis. It was staff's opinion that Ordinance No. 764, as proposed on first reading, created a more restrictive or burdensome amendment to the Town's Land Development Regulations (Chapter 34), and that its implementation and enforcement creates a more restrictive or burdensome procedure concerning review, approval, or issuance of a site plan, and development permit, and that the implementation of the Ordinance would violate SB 250. Town Council unanimously denied proposed Ordinance 764 on second reading but had staff adopt a policy to notify neighboring homes of upcoming demolitions.

Staff is proposing Ordinance No. 781 for Town Council's review. The Ordinance provides for the following (same as proposed Ord. No. 764):

- Provides the creation of Code Section 6-111 – Demolition Permits;
- Provides for the preservation of native vegetation to the maximum extent practicable;
- Provides for the submittal of an erosion control plan, parking plan, construction screening plan and a truck logistics plan;
- Provides for the property to be sodded within 10 working days if construction does not commence within 30 days of the demolition; and

- Provides for the owner to submit an affidavit confirming that notice to owners of all properties within 300 feet of proposed demolition has been provided.

At the December 13, 2023, Town Council meeting, Council reviewed and discussed proposed Ordinance No. 781 on first reading and unanimously approved it to move forward to second reading.

RECOMMENDATION:

Staff recommends that the Town Council approve Ordinance No. 781 on second reading.

Attachment(s):

- Copy of proposed Ordinance No. 781

TOWN OF JUNO BEACH, FLORIDA

ORDINANCE NO. 781

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AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA AMENDING ARTICLE V, "PROPERTY MAINTENANCE AND CONSTRUCTION SITE STANDARDS," OF CHAPTER 6, "BUILDINGS AND BUILDING REGULATIONS," OF THE TOWN CODE OF ORDINANCES TO ADOPT A NEW SECTION 6-111, "DEMOLITION PERMITS," TO PRESCRIBE THE STANDARDS AND CONDITIONS FOR THE ISSUANCE OF SUCH PERMITS; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, the Town Code neither provides standards for property subject to a demolition permit nor requires any notice of the issuance of such a permit to adjacent property owners; and

WHEREAS, the Planning and Zoning Board recommended the adoption of an ordinance amending the Town Code to require that adjacent property owners be notified of any demolitions, and Town Staff recommended the imposition of additional standards and conditions; and

WHEREAS, the Town Council has determined that adoption of this Ordinance is in the best interests of the health, safety and welfare of the residents and property owners of the Town of Juno Beach.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA as follows:

Section 1. The foregoing "Whereas" clauses are hereby ratified as true and confirmed and are incorporated herein.

Section 2. The Town Council hereby amends Article V, "Property Maintenance and Construction Standards," of Chapter 6, "Buildings and Building Regulations," of the Town Code of Ordinances by adopting a new Section 6-111 to read as follows (additional language is underlined):

Sec. 6-111. Demolition permits.

Each application for a complete or major demolition permit shall be subject to the following standards and conditions:

- (a) Existing native vegetation shall be preserved on site to the maximum extent practicable.
- (b) An erosion control plan, parking plan, construction screening plan, and truck logistics plan shall be submitted with the permit

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application.

(c) The property owner shall submit an affidavit, in a format prescribed by the town, confirming that notice has been provided to the owners of all properties located within three hundred (300) feet of the property on which the demolition will occur at least fourteen (14) days and no more than thirty (30) days prior to any demolition activities

(d) If construction does not commence within thirty (30) days after the demolition or a permit for reconstruction expires or otherwise becomes null and void, the property owner shall sod and irrigate the property within ten (10) business days to assure that the property will have a neat and clean landscaped appearance and will not be deemed a nuisance.

Section 3. The provisions of this ordinance shall become and be made a part of the Code of Ordinances of the Town of Juno Beach.

Section 4. If 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. All ordinances or parts of ordinances of the Town of Juno Beach, Florida, which are in conflict with this Ordinance, are hereby repealed to the extent of such conflict.

Section 6. This ordinance shall be effective immediately upon adoption.

FIRST READING this ____ day of _____, 2023.

SECOND, FINAL READING AND ADOPTION this ____ day of _____, 2024.

AYE NAY _____
ALEXANDER COOKE, MAYOR

AYE NAY _____
PEGGY WHEELER, VICE MAYOR

AYE NAY _____
MARIANNE HOSTA, VICE MAYOR PRO TEM

AYE NAY _____
ELAINE K. COTRONAKIS, COUNCILMEMBER

Ordinance No. 781
Page 3

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AYE NAY
ATTEST:

DD HALPERN, COUNCILMEMBER
APPROVED AS TO FORM AND LEGAL
SUFFICIENCY:

CAITLIN COPELAND-RODRIGUEZ
TOWN CLERK

LEONARD G. RUBIN
TOWN ATTORNEY



Meeting Name: Town Council Meeting
Meeting Date: January 24, 2023
Prepared By: L. Rubin, Town Attorney
Item Title: Resolution No. 2024-02 (Acceptance of Ownership and Maintenance of Public Easements within the Plat of Ocean Ridge)

DISCUSSION:

On April 19, 2023, the Town Council conducted a public workshop with stakeholders to discuss the public ingress and egress easement and public pedestrian and bicycle easements located within the Plat of Ocean Ridge. The easements are depicted in yellow on the copy of the Plat included as back up. The easements were dedicated by the developer of Ocean Ridge to the Town to create a public pedestrian and bicycle path that would connect the west and east sides of the Town. While the easements are open to the public, according to the Plat, they are the perpetual maintenance obligation of the Ocean Ridge Townhomes Homeowners Association, Inc. The residents of Ocean Ridge raised numerous safety and liability concerns related to the public use of the easements.

Having heard the various concerns of the residents of Ocean Ridge and members of the public, the issue was placed on the Town Council's April 26, 2023 agenda as a discussion item. At the conclusion of Council's discussion, the Council voted to have the Town to assume ownership and maintenance of the public easements.

The attached Resolution authorizes the Mayor to execute the Assignment and Assumption Agreement, whereby the Town agrees to accept the maintenance obligation for the easements. It also accepts two deeds, a Special Warranty Deed from the developer of Ocean Ridge and a Quit-Claim Deed from the Ocean Ridge Townhomes Homeowners Association, to effectuate a transfer of ownership of the underlying property from Ocean Ridge to the Town. Upon execution of the Agreement and acceptance and recordation of the deeds, the Town will have assumed both the ownership and maintenance of the public easements depicted on the plat of Ocean Ridge.

RECOMMENDATION:

Town Council consideration of Resolution No. 2024-02, accepting the ownership and maintenance of the of the public easements depicted on the Plat of Ocean Ridge.

RESOLUTION 2024-02

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA, APPROVING AN ASSIGNMENT AND ASSUMPTION AGREEMENT FOR THE MAINTENANCE OF THE PUBLIC EASEMENTS WITHIN THE PLAT OF OCEAN RIDGE AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT ON BEHALF OF THE TOWN; ACCEPTING A SPECIAL WARRANTY DEED FROM OCEAN RIDGE TOWNHOMES, LLC AND A QUIT-CLAIM DEED FROM THE OCEAN RIDGE TOWNHOMES HOMEOWNERS ASSOCIATION, INC. TO CONVEY OWNERSHIP OF THE UNDERLYING PROPERTY TO THE TOWN; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town wishes to assume the maintenance and ownership of the public easements depicted on the Plat of Ocean Ridge, as recorded in Plat Book 98, Page 194, of the public records of Palm Beach County, Florida; and

WHEREAS, the Plat requires that the easements be maintained by the Ocean Ridge Townhomes Homeowners Association, Inc. ("Association"), and the Town wishes to execute an Assignment and Assumption Agreement ("Agreement") whereby the Town assumes such maintenance and to accept deeds from the developer of Ocean Ridge and the Association to transfer ownership of the underlying property; and

WHEREAS, the Town Council determines that the approval and execution of the Agreement and the acceptance of the deeds are in the best interests of the residents and property owners of the Town of Juno Beach.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, as follows:

Section 1. The foregoing recitals are ratified and incorporated herein.

Section 2. The Town Council hereby approves an Assignment and Assumption Agreement with the Ocean Ridge Townhomes Homeowners Association, Inc. and authorizes the Mayor to execute the Agreement on behalf of the Town. The Town Council further accepts a Special Warranty Deed from Ocean Ridge Townhomes, LLC, and a Quit-Claim Deed from the Ocean Ridge Townhomes Homeowners Association, Inc. Upon execution of the Agreement and acceptance recordation of the deeds in the public records, the Town shall assume ownership and maintenance over the public easements depicted on the Plat of Ocean Ridge.

Section 3. This Resolution shall be effective immediately upon adoption.

RESOLVED AND ADOPTED this _____ day of _____, 2024.

Alexander Cooke, Mayor

1 ATTEST:

2

3

4 _____
5 Caitlin E. Copeland-Rodriguez, MMC
6 Town Clerk

6

7 APPROVED AS TO FORM AND
8 LEGAL SUFFICIENCY:

9

10

11 _____
Leonard G. Rubin, Town Attorney

GRAPHIC SCALE
1" = 20'



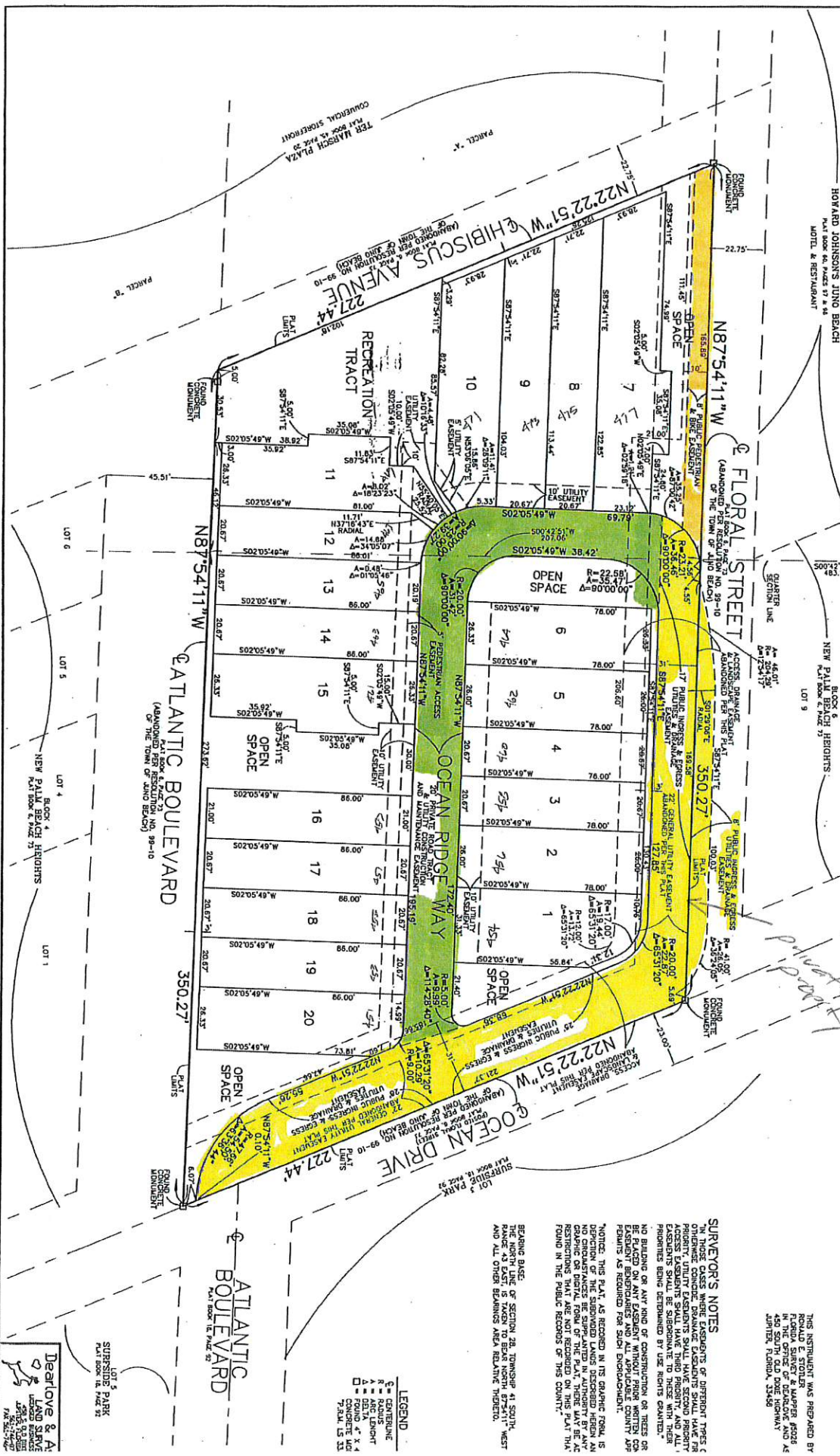
FEBRUARY 2003

RECORDED IN PLAT BOOK 93, PAGES 75 & 76
SECTION 28, TOWNSHIP 41 SOUTH, RANGE 43 EAST,
PALM BEACH COUNTY, FLORIDA

OCEAN RIDGE AT JUNO BEACH

BEING A REPLAT OF

Public Road
Private Road
TOWNSHIP PUBLIC ACCESS
MAINTAINED BY OCEAN RIDGE



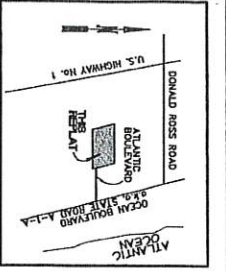
THIS INSTRUMENT WAS PREPARED BY
RODOLFO E. STOLER
LAND SURVEY & MAPPER, FLOOR 2
450 SOUTH OLD DOCK HIGHWAY
JUPITER, FLORIDA 33458

SURVEYOR'S NOTES
CONVEYANCES OF DIFFERENT TYPES (OTHERWISE COMBINE) SHALL HAVE FIRST PRIORITY. UTILITY EASEMENTS SHALL HAVE FIRST PRIORITY. UTILITY EASEMENTS SHALL HAVE SECOND PRIORITY. UTILITY EASEMENTS SHALL BE SUBORDINATE TO THESE WITH THEIR PRIORITIES BEING DETERMINED BY USE RIGHTS GRANTED.
NO BLINDING OR ANY KIND OF OBSTRUCTION OR TRIPES OR BE PLACED ON ANY EASEMENT WITHOUT PRIOR WRITTEN CONSENT OF THE SURVEYOR.
NO CHANGES SHALL BE MADE TO THIS INSTRUMENT WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR.
NO CHANGES SHALL BE MADE TO THIS INSTRUMENT WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR.
NO CHANGES SHALL BE MADE TO THIS INSTRUMENT WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR.

BEARING BASE: OF SECTION 28, TOWNSHIP 41 SOUTH, RANGE 43 EAST IS TAKEN TO BEAR NORTH 87°54'11" WEST AND ALL OTHER BEARINGS ARE RELATIVE THEREON.

LEGEND
S = CENTERLINE
R = ROAD WIDTH
A = DELINEATOR
□ = FOUND 4" X 4" CONCRETE CURB
C = FOUND 2" X 2" CONCRETE CURB

Dearlove & Associates
LAND SURVEY & MAPPER
1000 N. W. 10th St.
JUPITER, FL 33458
P. 561.754.3700



VICINITY MAP NOT TO SCALE

DEDICATION AND RESERVATIONS:

THE OCEAN RIDGE TOWNSHIP HOMEOWNERS ASSOCIATION, INC. A FLORIDA LIMITED LIABILITY COMPANY, LICENSED TO DO BUSINESS IN FLORIDA, OWNER OF THE LAND SHOWN HEREON AS OCEAN RIDGE AT JUNO BEACH BEING A PERMIT OF OCEAN RIDGE, RANGE 43 EAST, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

- 1. SOCIAL RIDGE WAY, A PRIVATE ROAD TRACT AND UTILITY CONSTRUCTION AND MAINTENANCE OCEAN RIDGE TOWNSHIP HOMEOWNERS ASSOCIATION, INC. ITS SUCCESSORS AND ASSIGNS, FOR PRIVATE STREET PURPOSES AND OTHER PURPOSES...
2. OPEN SPACE AS SHOWN HEREON, IS HEREBY RESERVED FOR THE OCEAN RIDGE TOWNSHIP HOMEOWNERS ASSOCIATION, INC. ITS SUCCESSORS AND ASSIGNS...
3. RECREATION TRACT, AS SHOWN HEREON, IS HEREBY RESERVED FOR THE OCEAN RIDGE TOWNSHIP HOMEOWNERS ASSOCIATION, INC. ITS SUCCESSORS AND ASSIGNS...
4. THE UTILITY EXHAUSTERS AS SHOWN HEREON ARE HEREBY DEDICATED IN FULL TO THE TOWN OF JUNO BEACH...
5. THE TOWN OF JUNO BEACH SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO MAINTAIN ANY PORTION OF THE DRAINAGE SYSTEM...
6. THE 6 FOOT RECREATION AND BIKE EASEMENT AS SHOWN HEREON IS HEREBY DEDICATED IN FULL TO THE TOWN OF JUNO BEACH...
7. THE 6 FT. 25 AND 20 FT. PUBLIC HIGHWAYS, EGRESS, UTILITY AND DRAINAGE EXHAUSTERS AS SHOWN HEREON ARE DEDICATED IN FULL TO THE TOWN OF JUNO BEACH...
8. THE 5 FOOT PERMITTER ACCESS, AS SHOWN HEREON IS HEREBY RESERVED TO THE OCEAN RIDGE TOWNSHIP HOMEOWNERS ASSOCIATION, INC. ITS SUCCESSORS AND ASSIGNS FOR PERMITTER, RECREATION AND OTHER PURPOSES NOT OBLIGATION OF AND ASSOCIATION, ITS SUCCESSORS AND ASSIGNS.

FEBRUARY 2003

OCEAN RIDGE AT JUNO BEACH

BEING A REPLAT OF OCEAN RIDGE LIVING IN SECTION 28, TOWNSHIP 41 SOUTH, RANGE 43 EAST, TOWN OF JUNO BEACH PALM BEACH COUNTY, FLORIDA

SHEET 1 OF 2

ACKNOWLEDGEMENT

I, DANIEL K. CORRETT, A duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property except as shown hereon and that there are no other persons claiming an interest in the property...

MORTGAGEE'S CONSENT

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property except as shown hereon and that there are no other persons claiming an interest in the property...

ACKNOWLEDGEMENT

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

HOMEOWNERS ASSOCIATION ACCEPTANCE

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

ACKNOWLEDGEMENT

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

TITLE CERTIFICATION

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

SURVEYOR & MAPPER'S CERTIFICATE

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

CONSENT OF ADJOINING PARCEL OWNER

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

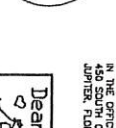
TOWN OF JUNO BEACH APPROVAL AND ACCEPTANCE

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

TOWN OF JUPITER ACCEPTANCE

I, DANIEL K. CORRETT, a duly licensed attorney in the State of Florida, do hereby certify that I have examined the foregoing instrument and the exhibits thereto and that I find the title to the property is vested in Ocean Ridge Homeowners Association, Inc. a Florida limited liability company, duly organized and existing under the laws of the State of Florida, and that there are no encumbrances of record upon the property...

WITNESS: [Signature] BY: [Signature] OCEAN RIDGE TOWNSHIP HOMEOWNERS ASSOCIATION, INC. A FLORIDA LIMITED LIABILITY COMPANY



Dearlove & Associates, Inc. 1450 SOUTH OCEAN DRIVE, SUITE 1000 PALM BEACH, FLORIDA 33480

Prepared by and return to:

Richard D. Percic, Esquire
 JECK, HARRIS, RAYNOR & JONES, P.A.
 790 Juno Ocean Walk, Suite 600
 Juno Beach, FL 33408-1121

Telephone: (561) 713-2094

**ASSIGNMENT AND ASSUMPTION AGREEMENT
 ACCEPTANCE/INDEMNITY**

IN CONSIDERATION OF the conveyance by Assignor (defined below) to Assignee (defined below) by execution of a Quitclaim Deed of fee simple title to the lands underlying the Dedications (defined below) and the sum of TEN DOLLARS (\$10.00) paid by the Town of Juno Beach, a municipal corporation organized and existing under the laws of the State of Florida, "**Assignee**" to Ocean Ridge Townhomes Homeowners Association, Inc., a Florida corporation not for profit, "**Assignor**", and other good and valuable consideration, Assignor hereby transfers, conveys and assigns to Assignee all of the maintenance obligations of Assignor established by Dedications 6 and 7 (collectively, the "**Dedications**") contained on the Plat of OCEAN RIDGE AT JUNO BEACH, according to the Plat thereof, recorded in Plat Book 98, Page 194, of the Public Records of Palm Beach County, Florida (the "**Plat**"):

Dedication 6: THE 8 FOOT PEDESTRIAN AND BIKE EASEMENT AS SHOWN HEREON DEDICATED IN PERPETUITY TO THE TOWN OF JUNO BEACH FOR PUBLIC ACCESS SHALL BE THE PERPETUAL MAINTENANCE OBLIGATION OF THE OCEAN RIDGE TOWNHOMES HOMEOWNERS ASSOCIATION, INC., ITS SUCCESSORS AND ASSIGNS, WITHOUT RECOURSE TO THE TOWN OF JUNO BEACH.

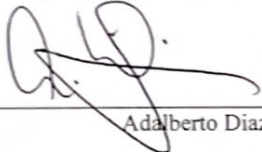
Dedication 7: THE 8', 17', 25' AND 28' PUBLIC INGRESS, EGRESS, UTILITY AND DRAINAGE EASEMENTS AS SHOWN ON THE PLAT DEDICATED IN PERPETUITY TO THE TOWN OF JUNO BEACH FOR PUBLIC STREET, UTILITIES AND DRAINAGE AND OTHER PURPOSES NOT INCONSISTENT WITH THIS DEDICATION AND IS THE PERPETUAL MAINTENANCE OBLIGATION OF OCEAN RIDGE TOWNHOMES HOMEOWNERS ASSOCIATION, INC., ITS SUCCESSORS AND ASSIGNS, WITHOUT RECOURSE TO THE TOWN OF JUNO BEACH.

1. Assignor hereby assigns to Assignee the maintenance obligations of Assignor established by the Dedications (the "**Maintenance Obligations**"); and
2. Assignee: (a) accepts the assignment of the Maintenance Obligations; (b) assumes and agrees to perform all Maintenance Obligations without assistance by or contribution from Assignor; and (c) remises, releases, acquits, satisfies, and forever discharges Assignor of and from all manner of action and actions, rights, liabilities, cause and causes of action, suits, debts, sums of money, accounts, controversies, damages, judgments, executions, claims, charges and demands of any kind whatsoever, now or hereafter known or unknown, accrued or unaccrued, in law or in equity, now or in the future for, upon or by reason of any matter, cause or thing whatsoever, known or unknown, accrued or unaccrued, arising out of or related to the Maintenance Obligations and the agreement of Assignee to perform the Maintenance Obligations; however, nothing set forth above shall operate as a waiver of Assignee's sovereign immunity protections and limitation of liability established by Florida Statutes Section 768.28 nor shall it create a cause of action in favor of any third party.

DATED this 20th day of October, 2023.

ASSIGNOR:

Ocean Ridge Townhomes Homeowners Association, Inc.,
a Florida corporation not for profit

By: 
Adalberto Diaz, President

ASSIGNEE:

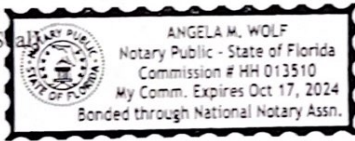
Town of Juno Beach,
a municipal corporation organized and existing under the
laws of the State of Florida

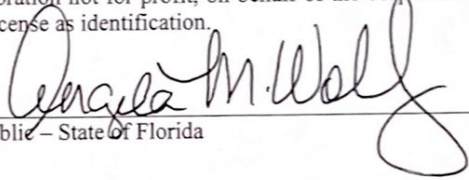
By: _____

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing Assignment and Assumption Agreement, Acceptance/Indemnity, was acknowledged before me by means of physical presence or online notarization, this 20th day of October, 2023, by Adalberto Diaz, as President of Ocean Ridge Townhomes Homeowners Association, Inc., a Florida corporation not for profit, on behalf of the corporation. Adalberto Diaz is personally known to me or produced a driver's license as identification.

[Notary Seal]




Notary Public - State of Florida

Printed Name: _____

My Commission Expires: _____

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing Assignment and Assumption Agreement, Acceptance/Indemnity, was acknowledged before me by means of physical presence or online notarization, this ____ day of October, 2023, by _____, as _____ of the Town of Juno Beach, a municipal corporation organized and existing under the laws of the State of Florida, on behalf of the Town. _____ is personally known to me or produced a driver's license as identification.

[Notary Seal]

Notary Public - State of Florida

Printed Name: _____

My Commission Expires: _____

Prepared by and return to:

Richard D. Percic, Esquire
 Jeck, Harris, Raynor & Jones, P.A.
 790 Juno Ocean Walk, Suite 600
 Juno Beach, FL 33408-1121

Telephone: (561) 713-2094

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Special Warranty Deed

This Special Warranty Deed is made this 3RD day of ~~October~~ NOVEMBER, 2023, between Ocean Ridge Townhomes, LLC, a dissolved Florida limited liability company, whose post office address is 177 North U.S. Highway #1, #275, Tequesta, FL 33469, "Grantor", and Town of Juno Beach, a municipal corporation organized and existing under the laws of the State of Florida, whose post office address is **340 Ocean Drive, Juno Beach, FL 33408, "Grantee"**:

(Whenever used herein the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, limited liability companies, trusts and trustees)

Witnesseth, that Grantor, for and in consideration of the sum TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to Grantee, and Grantee's successors and assigns forever, the following described land, situate, lying and being in Palm Beach County, Florida, to-wit (collectively, the "Lands"):

FEE SIMPLE TITLE TO THE LANDS UNDERLYING THE FOLLOWING EASEMENTS dedicated to the Town of Juno Beach by the Plat of OCEAN RIDGE AT JUNO BEACH, according to the Plat thereof, recorded in Plat Book 98, Page 194, of the Public Records of Palm Beach County, Florida (the "Plat"):

Dedication 6: THE 8 FOOT PEDESTRIAN AND BIKE EASEMENT AS SHOWN ON THE PLAT DEDICATED TO THE TOWN OF JUNO BEACH FOR PUBLIC ACCESS.

Dedication 7: THE 8', 17', 25' AND 28' PUBLIC INGRESS, EGRESS, UTILITY AND DRAINAGE EASEMENTS AS SHOWN ON THE PLAT DEDICATED IN PERPETUITY TO THE TOWN OF JUNO BEACH FOR PUBLIC STREET, UTILITIES AND DRAINAGE AND OTHER PURPOSES NOT INCONSISTENT WITH THIS DEDICATION.

Parcel Identification Number: None assigned.

ABTRACTOR'S NOTES: This Special Warranty Deed is executed: (1) by the sole Managing Member of Grantor on the date that the company was dissolved (but not in his individual capacity) in order to wind up the activities and affairs of a dissolved Florida limited liability company pursuant to Florida Statutes Section 605.0709(2)(b)3.; (2) to eliminate any possible retained fee simple interest of Grantor in the Lands underlying Easements inartfully dedicated by the Plat; and (3) to convey to the Town of Juno Beach any retained fee simple title to the Lands underlying the Dedications on the Plat set forth above.

Subject to: (a) comprehensive land use plans, zoning, and other land use restrictions, prohibitions and requirements imposed by governmental authority; (b) restrictions and matters appearing on the Plat or otherwise common to the subdivision; (c) outstanding oil, gas and mineral rights of record, if any, without right of entry; (d) unplatted public utility easements of record; and (e) taxes for the year of closing and subsequent years.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And Grantor hereby covenants with Grantee that: (a) Grantor may be lawfully seized of the Lands in fee simple; (b) if Grantor failed to convey fee simple title to the Lands by the Dedications contained on the Plat, Grantor has good right and lawful authority to sell and convey the Lands; and (c) Grantor hereby conveys any possible fee simple title to the Lands to Grantee.

In Witness Whereof, the Managing Member of Grantor on the date of dissolution has hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

[Signature]
Signature of Witness #1
Robyn J. Shepherd
Printed Name of Witness #1

3896 Burns Rd #101
PB6, FL 33410
Address of Witness #1

[Signature]
Signature of Witness #2
DANIEL J. SHEPHERD
Printed Name of Witness #2

3896 BURNS RD #101
PALM BEACH GARDENS, FLORIDA
Address of Witness #2 33410

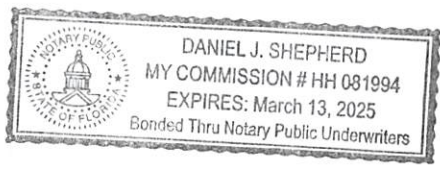
Ocean Ridge Townhomes, LLC,
a dissolved Florida limited liability company
By: [Signature]
Printed Name: Larry E. Wright
Title: Managing Member on the date of dissolution
(but not in his individual capacity)

Address: 177 North U.S. Highway #1, #275
Tequesta, FL 33469

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing Special Warranty Deed was acknowledged before me by means of physical presence or online notarization, this 30 day of November, 2023, by Larry E. Wright, solely as Managing Member on the date of dissolution of Ocean Ridge Townhomes, LLC, a dissolved Florida limited liability company, on behalf of the dissolved company. Larry E. Wright is personally known to me or produced a driver's license as identification.

[Notary Seal]



[Signature]
Notary Public – State of Florida
Printed Name: _____
My Commission Expires: _____

Prepared by and return to:

Richard D. Percic, Esquire
 Jeck, Harris, Raynor & Jones, P.A.
 790 Juno Ocean Walk, Suite 600
 Juno Beach, FL 33408-1121

Telephone: (561) 713-2094

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Quitclaim Deed

This Quitclaim Deed executed this 20th day of October, 2023, by first party, Grantor, Ocean Ridge Townhomes Homeowners Association, Inc., a Florida corporation not for profit, whose post office address is c/o Jupiter Management, 1340 U.S. Highway One, Suite 102, Jupiter, FL 33469, to second party, Grantee, Town of Juno Beach, a municipal corporation organized and existing under the laws of the State of Florida, whose post office address is **340 Ocean Drive, Juno Beach, FL 33408**.

(Whenever used herein the terms "first party" and "second party" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, limited liability companies, trusts and trustees)

Witnesseth, that the said first party, for the sum of TEN DOLLARS (\$10.00), and other good and valuable consideration paid by the second party, the receipt whereof is hereby acknowledged, does hereby remise, release, and quitclaim unto the said second party forever, all the right, title, interest, claim, and demand which the said first party has in and to the following described parcels of land, and all improvements and appurtenances thereto, in Palm Beach County, Florida, to-wit (collectively, the "**Lands**"):

FEE SIMPLE TITLE TO THE LANDS UNDERLYING THE FOLLOWING EASEMENTS dedicated to the Town of Juno Beach by the Plat of OCEAN RIDGE AT JUNO BEACH, according to the Plat thereof, recorded in Plat Book 98, Page 194, of the Public Records of Palm Beach County, Florida (the "Plat"):

Dedication 6: THE 8 FOOT PEDESTRIAN AND BIKE EASEMENT AS SHOWN ON THE PLAT DEDICATED TO THE TOWN OF JUNO BEACH FOR PUBLIC ACCESS.

Dedication 7: THE 8', 17', 25' AND 28' PUBLIC INGRESS, EGRESS, UTILITY AND DRAINAGE EASEMENTS AS SHOWN ON THE PLAT DEDICATED IN PERPETUITY TO THE TOWN OF JUNO BEACH FOR PUBLIC STREET, UTILITIES AND DRAINAGE AND OTHER PURPOSES NOT INCONSISTENT WITH THIS DEDICATION.

Parcel Identification Number: None assigned.

ABTRACTOR'S NOTES: This Quitclaim Deed is executed: (1) to eliminate any retained fee simple interest of Grantor in the Lands underlying Easements inartfully dedicated by the Plat; and (2) to convey to the Town of Juno Beach any fee simple ownership interest of Grantor in the Lands underlying the Dedications on the Plat set forth above.

To Have and to Hold, the property together with all and singular the appurtenances thereto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of the first party, either in law or equity, for the use, benefit and profit of second party forever.

In Witness Whereof, the President of the first party has hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

Ocean Ridge Townhomes Homeowners Association, Inc., a Florida corporation not for profit

Signature of Witness #1
Angela M. Wolf
Angela M. Wolf

By: *[Signature]*
Printed Name: Adalberto Diaz
Title: President

Printed Name of Witness #1
790 Juno Ocean Walk (aw)
Juno Beach, FL 33408

Address: c/o Jupiter Management
1340 U.S. Highway One, Suite 102
Jupiter, FL 33469

Address of Witness #1
Kathryn Williams

Signature of Witness #2
Kathryn Williams

Printed Name of Witness #2
790 Juno Ocean Walk 600
Juno Beach, FL 33408

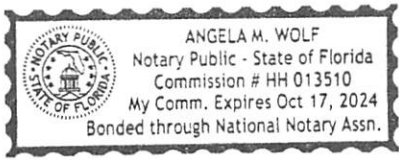
Address of Witness #2

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing Quitclaim Deed was acknowledged before me by means of physical presence or online notarization, this 20th day of October, 2023, by Adalberto Diaz, as President of Ocean Ridge Townhomes Homeowners Association, Inc., a Florida corporation not for profit on behalf of the corporation not for profit. Adalberto Diaz is personally known to me or produced a driver's license as identification.

[Notary Seal]

Angela M. Wolf
Notary Public - State of Florida
Printed Name: _____
My Commission Expires: _____





Meeting Name: Town Council Meeting
Meeting Date: January 24, 2024
Prepared By: D. Dyess, Town Manager
Item Title: Discussion on Kagan Park Playground

DISCUSSION:

At the previous council meeting staff was requested to bring back playground design options from Kompan. January 24th was also the date that the council set to receive donations towards the playground. As of the writing of this memo the town has not received any donations and the total budget for the playground remains at \$225,000.00 from the one cent surtax fund, which is derived from sales tax.

The timeline for getting the designs and costs was tight and the council was aware of that at the last meeting. However, the completed details will be available at the meeting, which will be presented by Kompan. Attached are initial site plans and the option with the IDS boulder formation can be changed to any number of options, but the layout on all options would be similar due to space limitations. Please note that the pricing does not include at the time of this memo the ground cover or installation.

Links to website with 360-degree view that match the option number of site plan:

Option 1: IDS Sawtooth Boulder: [World-class climbing boulders for parks and playgrounds \(idsculpture.com\)](https://www.idsculpture.com)

Option 1 Alternative Bloqx4: [BLOQX 4 - BLX4104 - KOMPAN United States](#)

Option 2: Yellowstone with Roof- [Yellowstone with Roof - PCE211132 - KOMPAN United States](#)

Option 3: Mano-War: [Man-O-War with Stairs - PCM113331 - KOMPAN United States](#)

Option 4: Triple Tower with Wackle Bridge: [Triple Tower Wackle - PCM310631 - KOMPAN United States](#)

RECOMMENDATION:

Evaluate data provided, discuss, and give staff direction.



BRYCE (8), COOPER (10), MILO (6)

Bryce (8)- I like the ocean theme. I like the swings and I like blue, red, and green

Cooper (10)- I like the ocean theme and I like the Lion (on the front of the Kompan catalog). The lion is cool because you can climb inside of it. The rope bridge is very good. I like music that would be cool (musical options in the catalog), I like the ideas of the animals in the playground. Spinning is a very good idea. I like to spin with my friends and I think 4 seats would be good so we can do it all together. I like the big swing seat so I can swing with my friends (shell swing seat option).

Milo (6)- I like the ocean theme and I like manatees (shown on the current rendering). I like rope climbers because they are fun and you have the perfect view of your mom and dad. I like the zip line. I like the castle (pg 99 of catalog). I like the giant slide (pg 25 of catalog). I like the alligator (pg 22 of catalog). I love to swing and I like swings that are red, dark blue, dark green, blue and green. I like this (referring to the climber on pg 64 of catalog).

All three "consultants" agreed that the turf should be blue because the ocean is blue and they liked the Ocean themed concept.

(*interview was conducted by Project Coordinator/Risk Manager Dobbins with permission from the children's grandfather.)

SUGGESTIONS

My suggestion is: _____

Be realistic —
so few children to
use it, and request
for additional funds
is WAY out of proportion

My suggestion would benefit: _____

whole town

Stop.

Spend money
for benefit
of ALL residents,
not just the few
children.

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other _____

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

Spinners and/or Carousels

Springers/Seesaws

- Toddler Equipment (select all that apply)
 - Interactive Panels
 - Climber
 - Themed Station
 - Music Panel

Slides (how many) 2

Rope Climbers

Other _____

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

Other suggestions for the playground: _____

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other _____

More natural looking ~~GREEN~~
GFR

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat
- Spinners and/or Carousels
- Springers/Seesaws
- Toddler Equipment (select all that apply)
 - Interactive Panels
 - Climber
 - Themed Station
 - Music Panel
- Slides (how many) _____
- Rope Climbers
- Other _____

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

*None, forever lawn
tunnel and boulder
structures*

Other suggestions for the playground: _____

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other _____

natural setting / Shaded areas

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

Spinners and/or Carousels

Springers/Seesaws

- Toddler Equipment (select all that apply)
 - Interactive Panels
 - Climber
 - Themed Station
 - Music Panel

Slides (how many) _____

Rope Climbers

Other _____

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

neither! yuck!

Other suggestions for the playground: _____

re-open discussion!

— — need us in

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other NATURE

IDS OR LS.

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

Spinners and/or Carousels

Springers/Seesaws

Toddler Equipment (select all that apply)

- Interactive Panels
- Climber
- Themed Station
- Music Panel

Slides (how many) _____

Rope Climbers

Other _____

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

NATURE CANON

Other suggestions for the playground: _____

MAKE A CHILD'S LIFELONG MEMORY

Lagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other NATURAL MIX OF

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

Spinners and/or Carousels

Springers/Seesaws

- Toddler Equipment (select all that apply)
 - Interactive Panels
 - Climber
 - Themed Station
 - Music Panel

Slides (how many) _____

Rope Climbers

Other FUN NATURAL

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

Other suggestions for the playground: NATURAL NOT PLASTIC OR HARMFUL

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other _____

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

- Spinners and/or Carousels

NO

- Springers/Seesaws

NO

- Toddler Equipment (select all that apply)

- Interactive Panels
- Climber
- Themed Station
- Music Panel

- Slides (how many) _____

- Rope Climbers

- Other _____

Which turf is preferred (see samples provided in Town Center library) **LONGEST**

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

LASTING

Other suggestions for the playground: NO WATER AREAS

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other _____

IDS OR Landscape
Structure

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

GFRD



equipment designs

- Spinners and/or Carousels

- Springers/Seesaws

Natural looking
equipment and
landscape.

- Toddler Equipment (select all that apply)
 - Interactive Panels
 - Climber
 - Themed Station
 - Music Panel

- Slides (how many) _____

- Rope Climbers

- Other _____

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

Forever Lawn

Other suggestions for the playground: _____

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other _____

GFR C

GFR C

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

Spinners and/or Carousels

Springers/Seesaws

- Toddler Equipment (select all that apply)
 - Interactive Panels
 - Climber
 - Themed Station
 - Music Panel

Slides (how many) 2

Rope Climbers

Other _____

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

FOREVER
LAWN

Other suggestions for the playground: _____

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other ARFC - IDS sculpture

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat
- Spinners and/or Carousels
- Springers/Seesaws
- Toddler Equipment (select all that apply)
 - Interactive Panels
 - Climber
 - Themed Station
 - Music Panel

Slides (how many) 2

Rope Climbers

Other _____

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

Other suggestions for the playground: _____

Kagan Park Playground

Item #15.

We want your input!

Please refer to the playground catalogs provided as a reference tool in the library

Is there a desired theme you would like to see in the playground design?

- Ocean Theme
- Beach/Lifeguard Theme
- Nautical Theme
- Forest/Natural Area Theme
- Other _____

What specific play equipment would you like to see? (check all that apply)

- Swing set- 2 bays / 3 bays (circle one)
 - Standard Swing seat
 - Baby seat
 - Mommy & Me seat
 - Rope/Shell Seat

Spinners and/or Carousels

Springers/Seesaws

Toddler Equipment (select all that apply)

- Interactive Panels
- Climber
- Themed Station
- Music Panel

Slides (how many) 2

Rope Climbers

Other wobble bridge

Tower net

Which turf is preferred (see samples provided in Town Center library)

- Shaw Play50
- Perfect Turf Play 55- which color is preferred _____

Other suggestions for the playground: _____

★ Review the playground in North Palm
on Ancherage for ideas

★ ALSO - BOYNTON BEACH has a state of the
amazing playground

REALLY?

- Ocean Theme
- STANDARD SWING SET
- CAROUSELS
- SPRINGERS
- Interactive Panels
- Climber
- Slides - 3
- Rope Climbers - 2
- Perfect Tuff Play - Green

WHAT A WASTE OF MONEY!!

WHAT IS WRONG WITH CURRENT PLAYGROUND

11-12 YEAR OLDS WILL NOT USE

ARE THE PROPOSALS COMPLIANT?

ALTERNATIVE COMPANY? WHY KAMPAN ONE

I would prefer the generous amount of money for the playground be spent on expanding the patio so events like Christmas by Lake is level and safer for everyone.

Kagan Park Comments

- Make sure to include trash receptacles to teach youth to keep our town clean.
- Some positive signage to teach the next generation some civility which is sadly non-existent in society today
ABT!
- Consider a large globe so children can learn about rest of world!
- NO SPRING DEVICE THEY BREAK EASY
- GROUND THE PLASTIC SLIDE FOR STATIC
- NO SPINNER PLATE
- USE PERMA TURE THAT LASTS THE LONGEST
- NO WATER AREAS
- climbing opportunities!

Keep it natural
looking! No Disney

Woodlands —

stone arches
tunnels

shade + benches

water fountain

No DOGS - NO RESTROOMS

A. Simler

All are ugly &
not in keeping with
a small town playground—
plastic abounds! too
much color
should be more
natural looking

—
Andy Simler

WILL YOU DONATE THE OLD EQUIPMENT?
BELLE GLADE OR OTHER PBC TOWNS NEED
A PLAYGROUND.

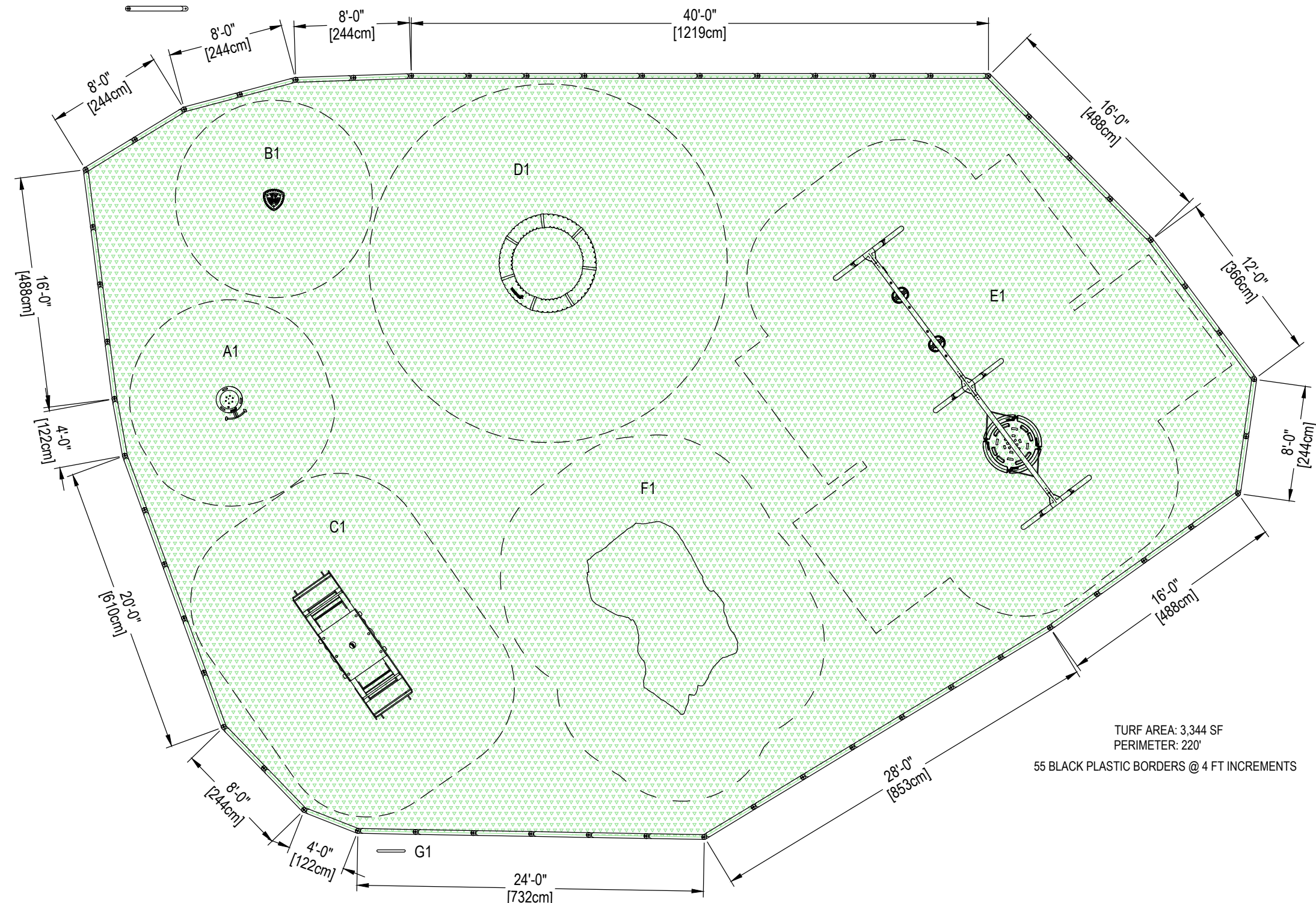
This looks like Disney on steroids.
Juno Beach is not meant for this.
First you turned Pelican Lake into
Juno Swamp - what's next?

Linda Taylor

The playground in display is not
true vision for Juno Beach
playground.

We would like a nature based
playground.

IDS sculptures does GRFC
structures and that is what we want.



TURF AREA: 3,344 SF
 PERIMETER: 220'
 55 BLACK PLASTIC BORDERS @ 4 FT INCREMENTS

#	Product Number	Product Name	M.F.H.	Count
A	ELE400067-xxLG	Springer Bowl with Footrest	1'12"	1
B	GXY8014XX-xx17	Spica 1	3'3"	1
C	M18770-xxP	Ocean Seesaw	3'3"	1
D	GXY960014-xx17	Supernova	2'4"	1
E	KSW924-CUSTOM_20259793	Swingset	8' 5"	1
F	PB017	Sawtooth Boulder	10' 1"	1
G	PAR3003-xx01	Sign Medium	0'0"	1

Kagan Park Playground

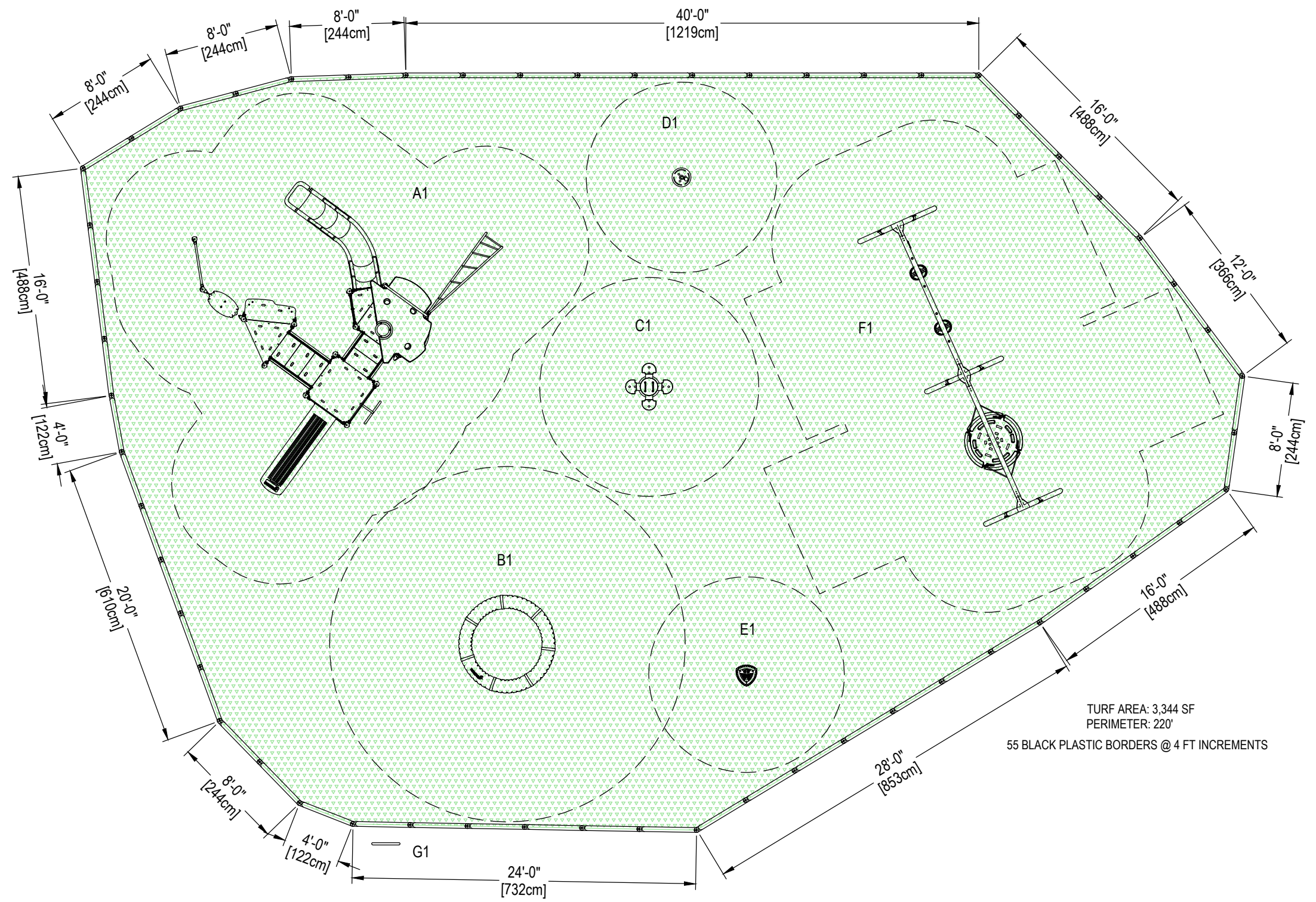
10 Celestial Way
 North Palm Beach, FL 33408
 Site Plan - Option 1



MANUFACTURER'S SHOP DRAWING:
 FOR USE BY CONTRACTOR, ENGINEER, OR DESIGN PROFESSIONAL OF RECORD. SEE SIGNED SALES PROPOSAL FOR COMPLETE SCOPE TO BE PROVIDED BY KOMPAN OR REPRESENTING AGENCY. CONFIRM FINAL PLAN AND SCOPE WITH KOMPAN SALES REP OR PROJECT MANAGER PRIOR TO USE FOR REVIEW, PERMITTING, OR CONSTRUCTION.
 TO BE READ CONTINGENTLY WITH KOMPAN'S STANDARDS FOR SITE PREPARATION, MATERIALS AND INSTALLATION PROCESSES. PROVIDED AFTER EQUIPMENT PURCHASE. A COMPLIANT PLAYGROUND TO KOMPAN'S STANDARDS MUST SATISFY ALL REQUIREMENTS IN THE CODE OF CONDUCT.
 SLAB BY OTHERS UNLESS OTHERWISE NOTED. FOR SURFACE MOUNT OPTIONS, THE CONCRETE REQUIREMENTS MAY BE UP TO 51/2" OF 3,500 PSI MINIMUM COMPRESSIVE STRENGTH. CONTACT KOMPAN FOR SPECIFIC PRODUCT REQUIREMENTS. ALL COMPOSITE STRUCTURES SHOWN REQUIRE A SITE GRADE OF 2% MAXIMUM, 1% OPTIMAL. SPECIFICATIONS FOR EACH KOMPAN STRUCTURE MAY BE FOUND AT KOMPAN.COM/KOMPANMASTER
 DIMENSIONS OF PLAY AREA, SIZE AND ORIENTATION, LOCATIONS OF ALL EXISTING UTILITIES, EQUIPMENT AND SITE FURNISHINGS TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
 PREPARED AND PRINTED IN USA BY KOMPAN © 2024 KOMPAN, INC. AUSTIN, TX, USA 800-426-9788



SALES REPRESENTATIVE			SHEET	
KatMof			K1.0	
REVIEW BY	DRAWN BY	DATE		
DESIGN	MtMur	01/10/2024		
REV. NO.	REV. BY	REV. DATE	REVISION NOTES	
-	-	-		

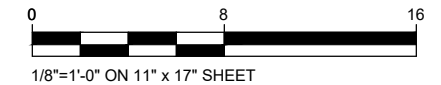


TURF AREA: 3,344 SF
 PERIMETER: 220'
 55 BLACK PLASTIC BORDERS @ 4 FT INCREMENTS

#	Product Number	Product Name	M.F.H.	Count
A	PCE211132-xx01	Yellowstone with Roof	7'3"	1
B	GXY960012-xx17	Supernova	2'4"	1
C	M12871-xxP	Daisy	1'12"	1
D	ELE400158-xx17DT	Junior Spica	0'7"	1
E	GXY8014XX-xx17	Spica 1	3'3"	1
F	KSW924-CUSTOM_20259793	Swingset	8' 5"	1
G	PAR3003-xx01	Sign Medium	0'0"	1

Kagan Park Playground

10 Celestial Way
 North Palm Beach, FL 33408
 Site Plan - Option 2



MANUFACTURER'S SHOP DRAWING:
 FOR USE BY CONTRACTOR, ENGINEER, OR DESIGN PROFESSIONAL OF RECORD. SEE SIGNED SALES PROPOSAL FOR COMPLETE SCOPE TO BE PROVIDED BY KOMPAN OR REPRESENTING AGENCY. CONFIRM FINAL PLAN AND SCOPE WITH KOMPAN SALES REP OR PROJECT MANAGER PRIOR TO USE FOR REVIEW, PERMITTING, OR CONSTRUCTION.
 TO BE READ CONTINGENTLY WITH KOMPAN'S STANDARDS FOR SITE PREPARATION, MATERIALS AND INSTALLATION PROCESSES. PROVIDED AFTER EQUIPMENT PURCHASE. A COMPLIANT PLAYGROUND TO KOMPAN'S STANDARDS MUST SATISFY ALL REQUIREMENTS IN THE CODE OF CONDUCT.
 SLAB BY OTHERS UNLESS OTHERWISE NOTED. FOR SURFACE MOUNT OPTIONS, THE CONCRETE REQUIREMENTS MAY BE UP TO 51/2" OF 3,500 PSI MINIMUM COMPRESSIVE STRENGTH. CONTACT KOMPAN FOR SPECIFIC PRODUCT REQUIREMENTS. ALL COMPOSITE STRUCTURES SHOWN REQUIRE A SITE GRADE OF 2% MAXIMUM, 1% OPTIMAL. SPECIFICATIONS FOR EACH KOMPAN STRUCTURE MAY BE FOUND AT KOMPAN.COM/KOMPANMASTER
 DIMENSIONS OF PLAY AREA, SIZE AND ORIENTATION, LOCATIONS OF ALL EXISTING UTILITIES, EQUIPMENT AND SITE FURNISHINGS TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
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SALES REPRESENTATIVE			SHEET	
KatMof			K1.0	
REVIEW BY	DRAWN BY	DATE	REVISION NOTES	
DESIGN	MtMur	01/10/2024		
REV. NO.	REV. BY	REV. DATE	-	







Sales Proposal

Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Quote No. SP131942-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

No.	Description	Qty	Unit	Unit Price	Net Price
OPTION 2					
PCE211132-0901	YELLOWSTONE WITH ROOF SKY - IN-GROUND	1	Pieces	41,960.00	41,960.00
					
GXY801421-3717	Spica 1 In-ground 90cm	1	Pieces	2,750.00	2,750.00
					
GXY960012-3717	Supernova - Grey/Lime Green In-ground 90cm	1	Pieces	9,890.00	9,890.00
					
M12871-12P	Daisy - Greenline In-ground 60cm	1	Pieces	1,410.00	1,410.00
					
KSW924-CUSTOM	CUSTOM - Swing Frame, 4 Seat, 8 ft H In-ground 90cm 20259793	1	Pieces	8,060.00	8,060.00
					
ELE400158-3517DT	JUNIOR SPICA GREENLINE 70 CM INGROUND	1	Pieces	2,070.00	2,070.00
					


Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Sales Proposal

Quote No. SP131942-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

No.	Description	Qty	Unit	Unit Price	Net Price
<u>PAR3003-CUSTOM</u>	SIGN M CUSTOM 2-12 In-ground 20245167	1	Pieces	750.00	750.00
					
FREIGHT	Freight	1	Pieces	6,782.30	6,782.30
US-ENGSTAMP-DRW-2	Engineered Stamped Drawings	1	Pieces	2,000.00	2,000.00

This quote is for equipment only. No site work, surfacing or installation.

Equipment Site Plan version K1.0 /dated 1.10.24

Please allow 9-11 weeks for product delivery upon order placement

Description	Qty	Net Price
No. of Products	7	
Subtotal - Products		66,890.00
Subtotal - Installation		2,000.00
Subtotal - Freight		6,782.30
Total USD		75,672.30

Sales Proposal



Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Quote No. SP131942-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

Alternative Items

No.	Description	Qty Unit	Unit Price	Net Price
US-APS-BORDER12	12" Playground Border with Spike Black Plastic	55 Pieces	45.00	2,475.00
				
US-APS-ADA-FULLRAMP	ADA Full Ramp System Plastic Black Full ADA Ramp	1 Pieces	1,045.00	1,045.00
				
EXTRA SALES FREIGHT	Extra freight costs for 3rd party sales	1	510.00	510.00

Payment Terms 50% Prepayment , 50% Net 30 days

Installation Site Address

Kagan Park Playground
 10 Celestial Way
 North Palm Beach, FL 33408



Sales Proposal

Town Of Juno Beach
Andrea Dobbins
340 Ocean Drive
Juno Beach, FL 33408

Quote No. SP131942-1
Customer No. C001015
Document Date 01/16/2024
Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
Email KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

Note that the color and texture of products and surfacing made with recycled content are subjected by the differences from the used recycled raw materials. Therefore, minor differences in the appearance and texture can occur.

Applicable sales tax will be added unless a valid tax exemption certificate is provided. This amount is only an estimate of your tax liability.

Your acceptance of this proposal constitutes a valid order request and includes acceptance of terms and conditions contained within this Master Agreement, which is hereby acknowledged.
Acceptance of this proposal from KOMPAN is acknowledged by issuance of an order confirmation by an authorized KOMPAN representative.

Prices in this quotation are good until expiration date, shown in the top of this document. After that date, this proposal may be withdrawn.

KOMPAN Products are "Buy American" qualified, and compliant with the Buy American Act of 1933 and the "Buy American" provision of ARRA of 2009.

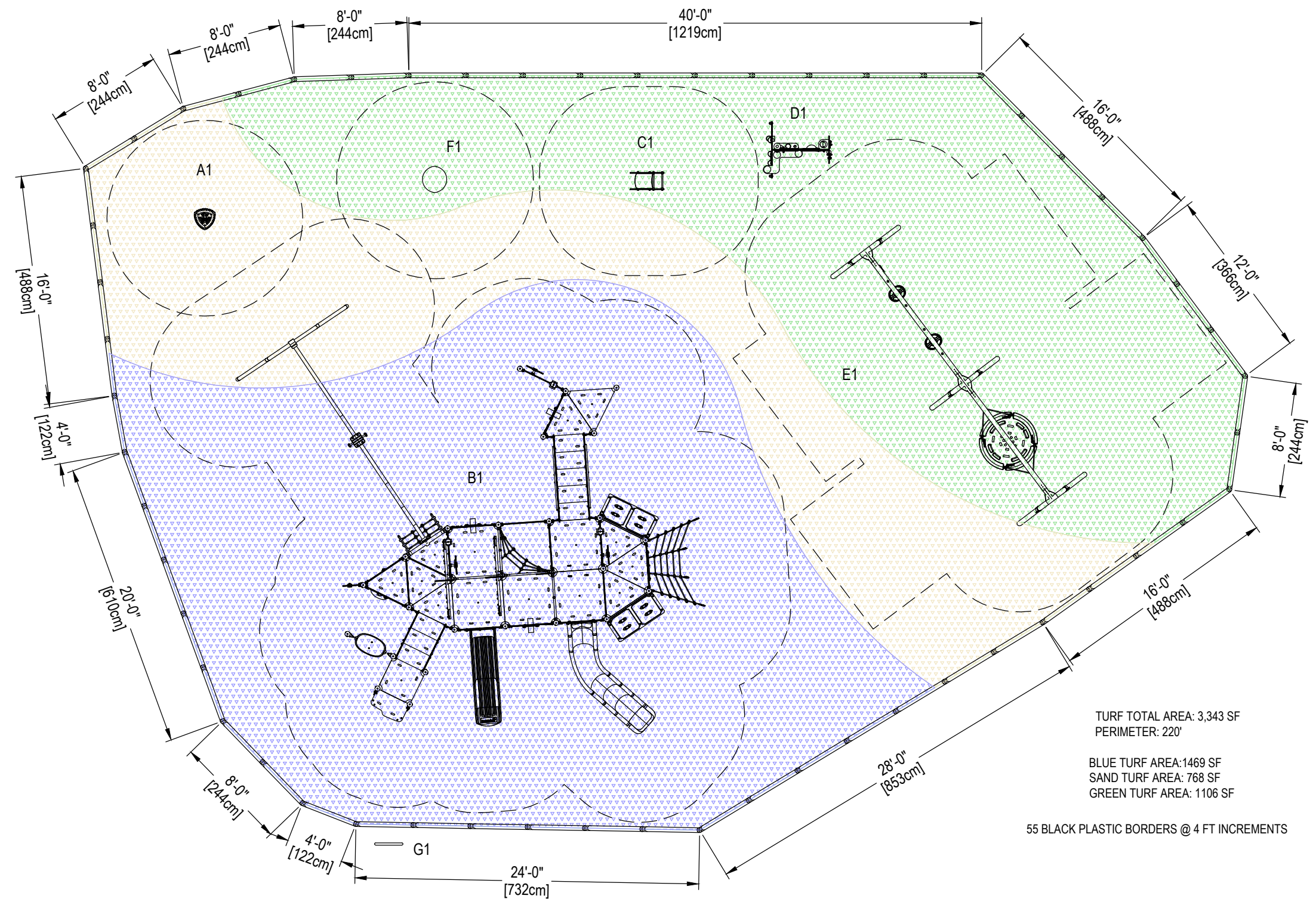
Prevailing Wage and Payment & Performance Bonds are not included unless stated in body of Sales Proposal. If Payment & Performance Bonds are needed, add 2.2% of the entire sales proposal.

KOMPAN Authorized Signature:

Accepted By (signature): _____

Accepted By (please print): _____

Date: _____



TURF TOTAL AREA: 3,343 SF
PERIMETER: 220'

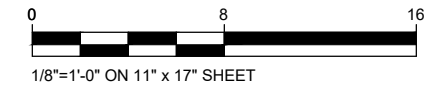
BLUE TURF AREA: 1469 SF
SAND TURF AREA: 768 SF
GREEN TURF AREA: 1106 SF

55 BLACK PLASTIC BORDERS @ 4 FT INCREMENTS

#	Product Number	Product Name	M.F.H.	Count
A	GXY8014XX-xx17	Spica 1	3'3"	1
B	PCM113331-CUSTOM_20259788	Man-O-War Variant	6'10"	1
C	PCM103-xx01	Dolphin	1'4"	1
D	MSV60400-0201	Greenhouse & Florist	0'0"	1
E	KSW924-CUSTOM_20259793	Swingset	8' 5"	1
F	ELE400024-xx17E	Spinner Bowl	2'	1
G	PAR3003-xx01	Sign Medium	0'0"	1

Kagan Park Playground

10 Celestial Way
North Palm Beach, FL 33408
Site Plan - Option 3



MANUFACTURER'S SHOP DRAWING:
FOR USE BY CONTRACTOR, ENGINEER, OR DESIGN PROFESSIONAL OF RECORD. SEE SIGNED SALES PROPOSAL FOR COMPLETE SCOPE TO BE PROVIDED BY KOMPAN OR REPRESENTING AGENCY. CONFIRM FINAL PLAN AND SCOPE WITH KOMPAN SALES REP OR PROJECT MANAGER PRIOR TO USE FOR REVIEW, PERMITTING, OR CONSTRUCTION.
TO BE READ CONTINGENTLY WITH KOMPAN'S STANDARDS FOR SITE PREPARATION, MATERIALS AND INSTALLATION PROCESSES. PROVIDED AFTER EQUIPMENT PURCHASE. A COMPLIANT PLAYGROUND TO KOMPAN'S STANDARDS MUST SATISFY ALL REQUIREMENTS IN THE CODE OF CONDUCT.
SLAB BY OTHERS UNLESS OTHERWISE NOTED. FOR SURFACE MOUNT OPTIONS, THE CONCRETE REQUIREMENTS MAY BE UP TO 51/2\"/>



SALES REPRESENTATIVE			SHEET	
KatMof			K1.0	
REVIEW BY	DRAWN BY	DATE		
DESIGN	MH Mur	01/10/2024		
REV. NO.	REV. BY	REV. DATE	REVISION NOTES	
-	-	-		

LAYOUT IS IN ACCORDANCE WITH ASTM F1487







Sales Proposal

Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Quote No. SP131945-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

No.	Description	Qty	Unit	Unit Price	Net Price
OPTION 3					
GXY801421-3717	Spica 1 In-ground 90cm	1	Pieces	2,750.00	2,750.00
					
PCM113331-CUSTOM	MAN-O-WAR In-ground 20259788	1	Pieces	104,030.00	104,030.00
					
PCM103-0601	DOLPHIN SPRINGER IN-GROUND 60CM	1	Pieces	1,030.00	1,030.00
					
KSW924-CUSTOM	CUSTOM - Swing Frame, 4 Seat, 8 ft H In-ground 90cm 20259793	1	Pieces	8,060.00	8,060.00
					
MSV60400-0201	Greenhouse & Florist Surface (expansion bolts)	1	Pieces	6,000.00	6,000.00
					
ELE400024-3717E	Spinner Bowl - Red In-ground 90cm	1	Pieces	1,390.00	1,390.00
					


Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Sales Proposal

Quote No. SP131945-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

No.	Description	Qty	Unit	Unit Price	Net Price
<u>PAR3003-CUSTOM</u>	SIGN M Age 5-12 In-ground 20256452	1	Pieces	750.00	750.00
					
FREIGHT	Freight	1	Pieces	10,683.40	10,683.40
US-ENGSTAMP-DRW-2	Engineered Stamped Drawings	1	Pieces	2,000.00	2,000.00

This quote is for equipment only. No site work, surfacing or installation.

Equipment Site Plan version K1.0 /dated 1.10.24

Please allow 9-11 weeks for product delivery upon order placement

Description	Qty	Net Price
No. of Products	7	
Subtotal - Products		124,010.00
Subtotal - Installation		2,000.00
Subtotal - Freight		10,683.40
Total USD		136,693.40

Sales Proposal



Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Quote No. SP131945-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

Alternative Items

No.	Description	Qty Unit	Unit Price	Net Price
US-APS-BORDER12	12" Playground Border with Spike Black Plastic	55 Pieces	45.00	2,475.00
				
US-APS-ADA-FULLRAMP	ADA Full Ramp System Plastic Black Full ADA Ramp	1 Pieces	1,045.00	1,045.00
				
EXTRA SALES FREIGHT	Extra freight costs for 3rd party sales	1	510.00	510.00

Payment Terms 50% Prepayment , 50% Net 30 days

Installation Site Address

Kagan Park Playground
 10 Celestial Way
 North Palm Beach, FL 33408



Sales Proposal

Town Of Juno Beach
Andrea Dobbins
340 Ocean Drive
Juno Beach, FL 33408

Quote No. SP131945-1
Customer No. C001015
Document Date 01/16/2024
Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
Email KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

Note that the color and texture of products and surfacing made with recycled content are subjected by the differences from the used recycled raw materials. Therefore, minor differences in the appearance and texture can occur.

Applicable sales tax will be added unless a valid tax exemption certificate is provided. This amount is only an estimate of your tax liability.

Your acceptance of this proposal constitutes a valid order request and includes acceptance of terms and conditions contained within this Master Agreement, which is hereby acknowledged.

Acceptance of this proposal from KOMPAN is acknowledged by issuance of an order confirmation by an authorized KOMPAN representative.

Prices in this quotation are good until expiration date, shown in the top of this document. After that date, this proposal may be withdrawn.

KOMPAN Products are "Buy American" qualified, and compliant with the Buy American Act of 1933 and the "Buy American" provision of ARRA of 2009.

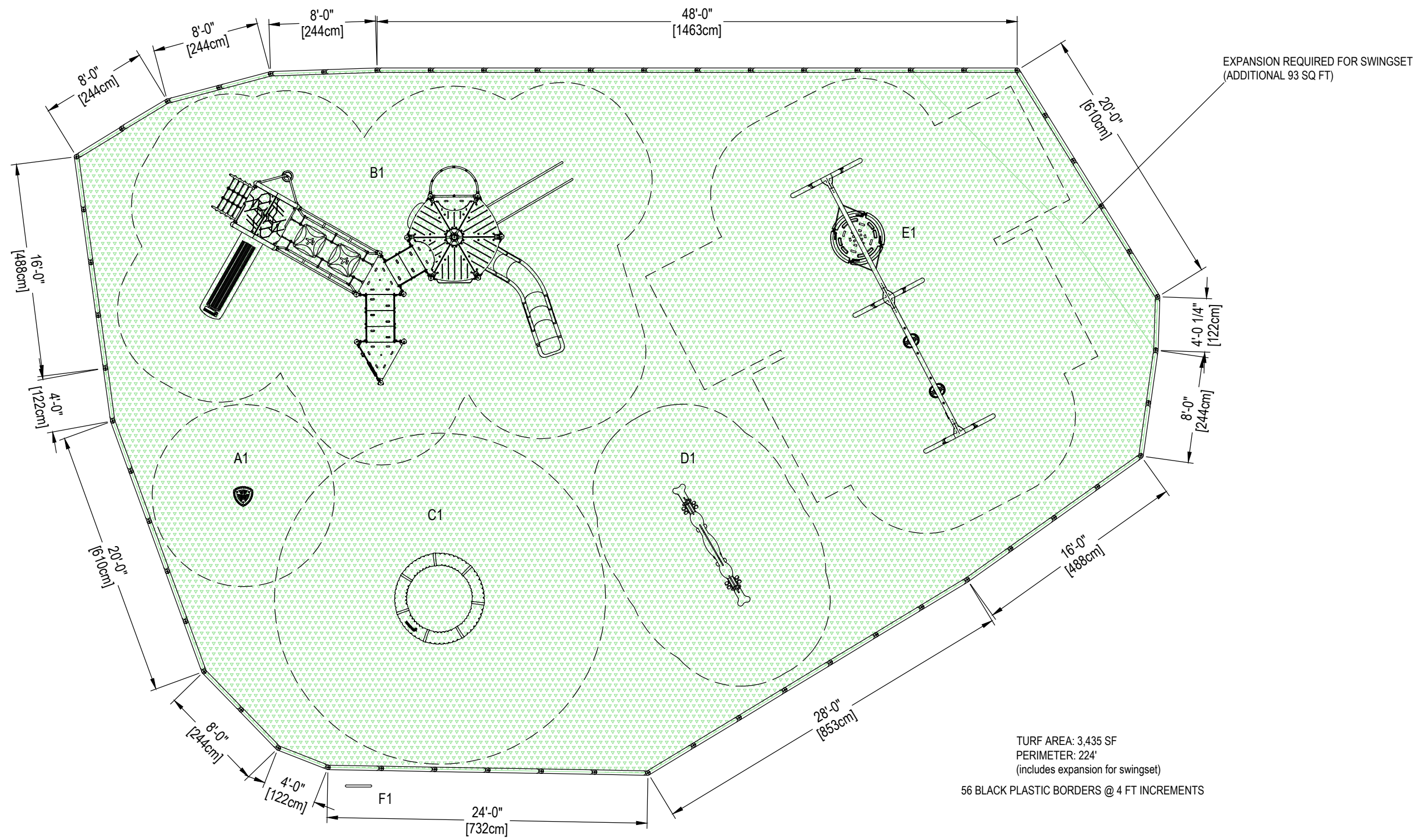
Prevailing Wage and Payment & Performance Bonds are not included unless stated in body of Sales Proposal. If Payment & Performance Bonds are needed, add 2.2% of the entire sales proposal.

KOMPAN Authorized Signature:

Accepted By (signature): _____

Accepted By (please print): _____

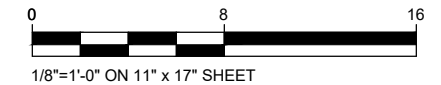
Date: _____



#	Product Number	Product Name	M.F.H.	Count
A	GXY8014XX-xx17	Spica 1	33"	1
B	PCM310631-xx51	Triple Tower Wackle	9'1"	1
C	GXY960012-xx17	Supernova	24"	1
D	M18113-xxP	Octopus Seesaw	33"	1
E	KSW924-CUSTOM_20259793	Swingset	8' 5"	1
F	PAR3003-xx01	Sign Medium	00"	1

Kagan Park Playground

10 Celestial Way
North Palm Beach, FL 33408
Site Plan - Option 4



MANUFACTURER'S SHOP DRAWING:

FOR USE BY CONTRACTOR, ENGINEER, OR DESIGN PROFESSIONAL OF RECORD. SEE SIGNED SALES PROPOSAL FOR COMPLETE SCOPE TO BE PROVIDED BY KOMPAN OR REPRESENTING AGENCY. CONFIRM FINAL PLAN AND SCOPE WITH KOMPAN SALES REP OR PROJECT MANAGER PRIOR TO USE FOR REVIEW, PERMITTING, OR CONSTRUCTION.

TO BE READ CONTINGENTLY WITH KOMPAN'S STANDARDS FOR SITE PREPARATION, MATERIALS AND INSTALLATION PROCESSES. PROVIDED AFTER EQUIPMENT PURCHASE. A COMPLIANT PLAYGROUND TO KOMPAN'S STANDARDS MUST SATISFY ALL REQUIREMENTS IN THE CODE OF CONDUCT.

SLAB BY OTHERS UNLESS OTHERWISE NOTED. FOR SURFACE MOUNT OPTIONS, THE CONCRETE REQUIREMENTS MAY BE UP TO 51/2\"/>

DIMENSIONS OF PLAY AREA, SIZE AND ORIENTATION, LOCATIONS OF ALL EXISTING UTILITIES, EQUIPMENT AND SITE FURNISHINGS TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

PREPARED AND PRINTED IN USA BY KOMPAN © 2024 KOMPAN, INC. AUSTIN, TX, USA 800-426-9788



SALES REPRESENTATIVE			SHEET	
KatMof			K1.0	
REVIEW BY	DRAWN BY	DATE		
DESIGN	MtMur	01/10/2024		
REV. NO.	REV. BY	REV. DATE	REVISION NOTES	
-	-	-		







Sales Proposal

Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Quote No. SP131960-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

No.	Description	Qty	Unit	Unit Price	Net Price
OPTION 4					
GXY801421-3717	Spica 1 In-ground 90cm	1	Pieces	2,750.00	2,750.00
					
PCM310631-0951	TRIPLE TOWER W/ WACKLE BRIDGE GREENLINE, PE SLIDE, IN-GROUND	1	Pieces	68,080.00	68,080.00
					
GXY960012-3717	Supernova - Grey/Lime Green In-ground 90cm	1	Pieces	9,890.00	9,890.00
					
KSW924-CUSTOM	CUSTOM - Swing Frame, 4 Seat, 8 ft H In-ground 90cm 20259793	1	Pieces	8,060.00	8,060.00
					
M18113-12P	Octopus Seesaw - Greenline In-ground 60cm	1	Pieces	4,830.00	4,830.00
					
PAR3003-CUSTOM	SIGN M Age 5-12 In-ground 20256452	1	Pieces	750.00	750.00
					
FREIGHT	Freight	1	Pieces	8,705.20	8,705.20

Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Sales Proposal

Quote No. SP131960-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

No.	Description	Qty Unit	Unit Price	Net Price
US-ENGSTAMP-DRW-2	Engineered Stamped Drawings	1 Pieces	2,000.00	2,000.00

This quote is for equipment only. No site work, surfacing or installation.

Equipment Site Plan version K1.0 /dated 1.10.24

Please allow 9-11 weeks for product delivery upon order placement

Description	Qty	Net Price
No. of Products	6	
Subtotal - Products		94,360.00
Subtotal - Installation		2,000.00
Subtotal - Freight		8,705.20
Total USD		105,065.20

Alternative Items

No.	Description	Qty Unit	Unit Price	Net Price
US-APS-BORDER12	12" Playground Border with Spike Black Plastic	55 Pieces	45.00	2,475.00



Sales Proposal


Town Of Juno Beach
 Andrea Dobbins
 340 Ocean Drive
 Juno Beach, FL 33408

Quote No. SP131960-1
 Customer No. C001015
 Document Date 01/16/2024
 Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
 Email KatMof@Kompan.com
 Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

Alternative Items

No.	Description	Qty	Unit	Unit Price	Net Price
US-APS-ADA-FULLRAMP	ADA Full Ramp System	1	Pieces	1,045.00	1,045.00
	Plastic Black Full ADA Ramp				
EXTRA SALES FREIGHT	Extra freight costs for 3rd party sales	1		510.00	510.00

Payment Terms 50% Prepayment , 50% Net 30 days

Installation Site Address

Kagan Park Playground
 10 Celestial Way
 North Palm Beach, FL 33408



Sales Proposal

Town Of Juno Beach
Andrea Dobbins
340 Ocean Drive
Juno Beach, FL 33408

Quote No. SP131960-1
Customer No. C001015
Document Date 01/16/2024
Expiration Date 03/16/2024

Sales Representative Katherine Moffitt
Email KatMof@Kompan.com
Phone No. 561-427-3619 / 800-426-9788

Project Name US297028 Kagan Park Playground Renovation

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Prices in this quotation are good until expiration date, shown in the top of this document. After that date, this proposal may be withdrawn.

KOMPAN Products are "Buy American" qualified, and compliant with the Buy American Act of 1933 and the "Buy American" provision of ARRA of 2009.

Prevailing Wage and Payment & Performance Bonds are not included unless stated in body of Sales Proposal. If Payment & Performance Bonds are needed, add 2.2% of the entire sales proposal.

KOMPAN Authorized Signature:

Accepted By (signature): _____

Accepted By (please print): _____

Date: _____



MEMORANDUM

Date: January 24, 2024
To: David Dyess, Town Manager
From: Steven Hallock, Director of Public Works
Re: Sidewalk Brick Paver Maintenance and Repair

BACKGROUND

Palm Beach County Department of Engineering and Public Works, Road and Bridge Division, is requesting the Town of Juno Beach address current maintenance deficiencies occurring within the paver brick inserts, at multiple locations in/or adjacent to the County Right-of-Way. Per our Agreement with the County, the Town of Juno Beach is responsible for the maintenance of all sidewalk brick pavers on County owned streets. In addition we are also responsible for the maintenance of all sidewalk brick pavers on State owned streets.

DISCUSSION

Prior to receiving this notification from the County the Town had already been investigating options. The first quote we received from Perfect Pavers for the sidewalk brick pavers to re-level shifting/sunken paver 5' x 6' areas \$15 per square foot = \$450 for each 5' x 6' area. One year workmanship warranty included. Add on services such as steam cleaning paver areas \$.45 per square foot or steam cleaning paver areas, plus adding joint stabilizing polymeric sand, and sealing \$1.75 per square foot. We have also recently met with and are waiting for a second quote from our landscape contractor, Terracon, who performs sidewalk brick paver maintenance and repair. Under our contract with them there are unit costs for the labor that the Town can utilize.

There are a few options to consider:

- Repair the existing sidewalk brick pavers.
- Replace some of the sidewalk brick pavers with stamped concrete.
- Replace some of the sidewalk brick pavers with concrete.
- Combination of sidewalk saw cutting and brick paver repair. We recently did this with the Town owned sidewalks and eliminated 125 potential trip hazards.

Town Council can decide on one option, or a combination of options based on a case-by-case basis. This item was last presented to the Town Council on May 17, 2022, by then Director of Public Works Anthony Meriano. A copy of his memo is attached. Based on the Town Council minutes of that meeting "*Council gave consensus to engage an engineer to examine the troubled areas and determine the appropriate option, including cementing in the paver bricks*". Currently Town Staff does not think engineering services are needed but we are contractually obligated to begin making major and minor repairs to numerous sidewalk brick paver sections around Town and need Town Council direction.

RECOMMENDATION

Town Staff recommends the Town Council review the options for sidewalk brick paver repairs and direct Staff on how to proceed.

- o January 12, 2024

Mr David Dyess, Town Manager
 Town of Juno Beach
 340 Ocean Drive,
 Juno Beach, Fl 33408

Dear Mr Dyess,

Palm Beach County Department of Engineering and Public Works, Road and Bridge Division, is requesting the Town of Juno Beach address current maintenance deficiencies occurring within the paver brick inserts, at multiple locations in/ or adjacent to the COUNTY RIGHT-OF-WAY. Notable areas of immediate concern are located along Donald Ross Road between US-1 and A1A, as well as, on A1A between the Juno Pier and Juno Isles Way, both the East and West side of the roadway.

In accordance with the attached agreement and as referenced below, please consider this a formal notice of maintenance required to address safety concerns within the Paver Bricks/Stamped Concrete within County's RIGHT-OF-WAY.

* The Town of Juno Beach and Palm Beach County entered into an agreement on February 4th, 1992, which enabled the Town to place either paver bricks and/ or stamped concrete in the County's Right-Of-Way. This agreement, states the Town of Juno Beach would be responsible for the installation, maintenance, and improvements of said modification to the County's Right-Of-Way.

o Section One: "The Town hereby releases, holds harmless, and agrees to indemnify and defend the County, its agents, employees, and successors from any and all liabilities, causes of action. Claims, and/or lawsuits, as well as any and all damages, judgments, settlements, attorney fees, costs and other expenses which arise or may ever arise as a result of the existence and/or use of the Improvements including but not limited to design, installation, maintenance, repair, or replacements.

o Section Four: "The Town agrees to assume full responsibility for installation and maintenance of the improvements and further agrees that this indemnification agreement remains in full force and effect regardless of the permittee named on permits".

o Section Five: "Whenever it is determined by the County that it is necessary for the safe and efficient operation of the RIGHTS-OF-WAY to construct, repair, improve, maintain, alter, or relocate all or any portion of the RIGHTS-OF-WAY, the TOWN shall remove the improvements from

the RIGHTS-OF-WAY and return the RIGHTS-OF-WAY to their original condition at the sole expense of the TOWN within thirty (30) days of receipt of written request for same from the COUNTY.

Please respond with an action plan and schedule for making the repairs.

Respectfully,

Dan Doyle
Division Director I
Palm Beach County
Engineering & Public Works Dept.
Road & Bridge Division
2555 Vista Parkway
West Palm Beach, Fl. 33411-5601

Meeting Date: February 04, 1992

Agenda Item # 3-C-1

PALM BEACH COUNTY
BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY

R92 171 0

R/MC 7-0

Consent (X) Regular () Ordinance () Public Hearing ()

I. EXECUTIVE BRIEF

REQUEST SUBMITTED BY: ENGINEERING PUBLIC/WORKS

FOR: ENGINEERING ADMINISTRATION

MOTION AND TITLE: STAFF RECOMMENDS MOTION TO APPROVE: An Agreement with the Town of Juno Beach which will allow the permitting of the installation of paver blocks and/or stamped concrete in and on the sidewalks located within COUNTY-controlled rights-of-way known as Donald Ross Road, Ocean Drive (A1A), and Ellison Wilson Road. SUMMARY: The Town of Juno Beach is desirous of using paver blocks and/or stamped concrete for certain sidewalks along County rights-of-way and will be responsible for plans, installation, inspections, maintenance and all liability associated with installation and use.

DISTRICT #1 (ME)

BACKGROUND AND JUSTIFICATION:

The Town of Juno Beach prefers the appearance and use of paver blocks and/or stamped concrete to standard required concrete sidewalks. Since paver blocks and/or stamped concrete are not presently recognized in County codes as alternatives to concrete sidewalks, the Town is willing to execute an Indemnification Agreement to release, hold harmless, indemnify, and defend the County from any and all liabilities that might arise out of such use. In consideration for this Indemnification the County will permit Juno Beach to install paver blocks and/or stamped concrete sidewalks on County rights-of-way in the Town.

This expands on a previous limited indemnification agreement with the Town by creating a blanket indemnification and maintenance agreement for use of paver blocks and stamped concrete on County right-of-ways in Juno Beach.

Each request will be reviewed on a case-by-case basis through the requirements of the County's permitting process.

ATTACHMENTS:

- Location Sketch
- Agreement (1)

(SEE PAGE 2 FOR OFMB/PREM/CONTRACT ADMINISTRATION COMMENTS)

Recommended by: [Signature] 1/6/92
Division/Section Director Date

Reviewed by: [Signature] 1-10-92
OFMB Signature Date

Legal Sufficiency [Signature] 1-15-92
County Attorney Date

Approved By: [Signature] 1/10/92
County Engineer Date

Mun - Juno Beach

II. FISCAL IMPACT ANALYSIS

Five Year Summary of Fiscal Impact:

Fiscal Years	1992	1993	1994	1995	1996
Capital Expenditures	--0--	--0--	--0--	--0--	--0--
Operating Costs	--0--	--0--	--0--	--0--	--0--
Revenues	--0--	--0--	--0--	--0--	--0--

Is Item Included In Current Budget? Yes No

Budget Account No:

Fund 340 Agency 361 Organization 0286 Object 6551

Recommended Sources of Funds/Summary of Fiscal Impact:

III. REVIEW COMMENTS:

OFMB COMMENTS:

Fiscal: *NO DIST. TO THE FISCAL IMPACT.*

Contract Administration:

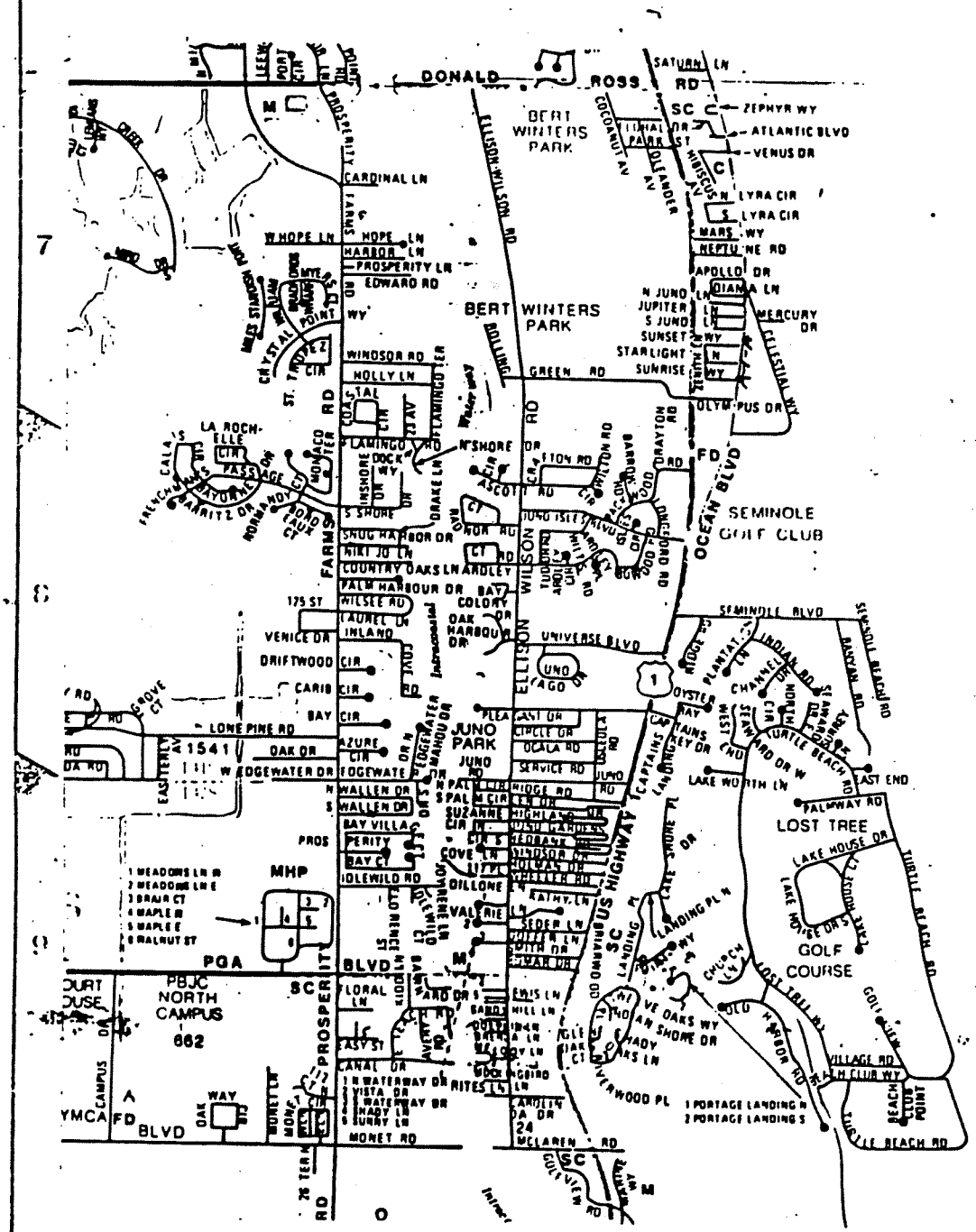
This contract complies with our contract review requirements.

PREM: Real Estate Transactions only:

OTHER:

(THIS SUMMARY IS NOT TO BE USED AS A BASIS FOR PAYMENT)

REVISED 10/89
ADM FORM 01



RECORDER'S MEMO: Legibility
 of Writing, Typing or Printing
 unsatisfactory in this document
 when received.

R92 171 D

121191

AGREEMENT WITH AND INDEMNIFICATION
TO PALM BEACH COUNTY
FOR THE USE OF
PAVER BLOCKS

THIS AGREEMENT WITH AND INDEMNIFICATION TO PALM BEACH COUNTY (hereafter the "AGREEMENT"), is made and entered into this 4 day of February, 1992, by and between the TOWN OF JUNO BEACH, a municipal corporation of the State of Florida, (hereinafter the "TOWN") and PALM BEACH COUNTY, a political subdivision of the State of Florida (hereinafter the "COUNTY") for good and valuable consideration in hand paid, as well as in consideration of COUNTY permitting the existence and use of paver blocks and/or stamped concrete (hereinafter the "IMPROVEMENTS") in and on the sidewalks located within COUNTY-controlled rights-of-way known as Donald Ross Road, Ocean Drive, and Ellison Wilson Road, in the TOWN (hereinafter the "RIGHTS-OF-WAY").

SECTION 1. INDEMNIFICATION

The TOWN hereby releases, holds harmless, and agrees to indemnify and defend the COUNTY, its agents, employees, and successors from any and all liabilities, causes of action, claims, and/or lawsuits, as well as any and all damages, judgments, settlements, attorney fees, costs and other expenses which arise or may ever arise as a result of the existence and/or use of the IMPROVEMENTS including but not limited to design, installation, maintenance, repair, or replacements.

SECTION 2. BINDING EFFECT

The covenants and agreements of the TOWN set forth herein shall be binding upon the TOWN, its successors and assigns.

SECTION 3. EFFECT OF TOWN CONTRACTION

The TOWN agrees to continue the performance of the obligations set forth herein in the event any portion of the RIGHTS-OF-WAY containing any IMPROVEMENTS is contracted from the TOWN pursuant to Chapter 171 F.S., or for any other reason.

SECTION 4. INSTALLATION & MAINTENANCE OF IMPROVEMENTS

The Town agrees to assume full responsibility for installation and maintenance of the improvements and further agrees that this indemnification agreement remains in full force and effect regardless of the permittee named on permits required in Section 6.

R92 171 D

SECTION 5. REMOVAL OR RELOCATION OF IMPROVEMENTS

Whenever it is determined by the COUNTY that it is necessary for the safe and efficient operation of the RIGHTS-OF-WAY to construct, repair, improve, maintain, alter, or relocate all, or any portion of, the RIGHTS-OF-WAY, the TOWN shall remove the IMPROVEMENTS from the RIGHTS-OF-WAY and return the RIGHTS-OF-WAY to their original condition, at the sole expense of the TOWN, within thirty (30) days of receipt of a written request for same from the COUNTY.

SECTION 6. PLAN REVIEW, PERMITTING, AND INSPECTION BY COUNTY

The COUNTY shall be responsible for reviewing all plans, issuing all necessary permits, and shall conduct a joint inspection(s) with the TOWN of all IMPROVEMENTS in any RIGHTS-OF-WAY upon written notification by the permittee to the COUNTY and the TOWN in accordance with permitting regulations.

SECTION 7. TERMINATION

The TOWN may request termination of this Agreement should the COUNTY revise, amend, or eliminate the COUNTY policy prohibiting IMPROVEMENTS in or on COUNTY-controlled rights-of-way.

SECTION 8. NOTICES

All notices, including changes in the following addresses, required to be given provided by the Agreement, shall be given by: (1) by certified or registered mail, return receipt requested; or, (2) by personal delivery to the party, evidenced by a written receipt signed by the recipient of the notice.

A) As to the COUNTY:

B) As to the TOWN:

Ms. Gail Nelson, Town Manager
841 Ocean Drive
Juno Beach, Florida 33477

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officials.

R92 171 D

TOWN OF JUNO BEACH

By: William Kollmer
WILLIAM KOLLMER, MAYOR
TOWN OF JUNO BEACH

Attest:

Juno Beach Town Clerk

By: Deborah Manzo
Deborah Manzo

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

By: [Signature]
Town Attorney

PALM BEACH COUNTY, FLORIDA, BY
ITS BOARD OF COUNTY COMMISSIONERS

By: Karen T. Marcus
KAREN T. MARCUS, CHAIR

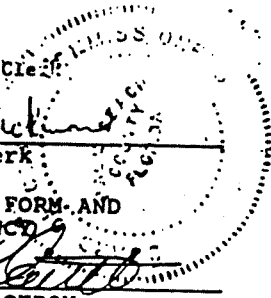
Attest:

Milton T. Bauer, Clerk

By: Link C. Hickman
Deputy Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

By: Madeline [Signature]
County Attorney



JUNO.PBC.INDEM

3

R 92 171 G

**BOOSE CASEY CIKLIN
LUBITZ MARTENS McBANE
& O'CONNELL**

515 North Flagler Drive, Suite 1700
West Palm Beach, Florida 33401
561-832-5900
Fax: 561-820-0381

FAX TRANSMISSION COVER SHEET

Date: 11/29/00

To: *Mardene Everett*

Fax: 355-4398

Re: *Town of Juno Beach*
File No.: 17574

Sender: *Gregory S. Kino, Esquire*

YOU SHOULD RECEIVE 11 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL 561-832-5900.

Mardene,
Here are materials we
discussed. I failed to mention that Bill
Nelson, Town Manager, has spoken to Karen

THE INFORMATION CONTAINED IN THIS FACSIMILE MESSAGE IS ATTORNEY PRIVILEGED AND CONFIDENTIAL INFORMATION INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY NAMED ABOVE. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPY OF THIS COMMUNICATION IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE IMMEDIATELY NOTIFY US BY TELEPHONE AND RETURN THE ORIGINAL MESSAGE TO US AT THE ABOVE ADDRESS VIA THE U.S. POSTAL SERVICE. THANK YOU.

Marcus and she understands the Town may
have to look to the County for support on
this claim.
Greg

LAW OFFICES

**WICKER, SMITH, TUTAN, O'HARA
McCoy, Grailan & Ford, P.A.**

MELLON UNITED NATIONAL BANK TOWER, SUITE 2000

1645 PALM BEACH LAKES BOULEVARD

P.O. BOX 2508

WEST PALM BEACH, FLORIDA 33408

(561) 689-2500

TELECOPIER (561) 689-2500

MIAMI OFFICE
GROVE PLAZA BUILDING, 5TH FLOOR
2500 MIDDLE STREET (D.W. PALM TERRACE)
MIAMI, FLORIDA 33133
(305) 440-3635
TELECOPIER (305) 441-1745

ORLANDO OFFICE
BANK OF AMERICA CENTER, SUITE 1000
300 NORTH ORANGE AVENUE
P.O. BOX 2753
ORLANDO, FLORIDA 32802
(407) 441-2039
TELECOPIER (407) 649-0118

FORT LAUDERDALE OFFICE
SOUTHTRUST TOWER, 5TH FLOOR
ONE EAST UROWARD BOULEVARD
P.O. BOX 11460
FORT LAUDERDALE, FLORIDA 33302
(954) 487-0400
TELECOPIER (954) 760-1153

NAPLES OFFICE
AMOUTH BANK BUILDING, SUITE 407
4511 TAMiami TRAIL NORTH
NAPLES, FLORIDA 34103
(941) 430-1100
TELECOPIER (941) 430-1101

TAMPA OFFICE
100 NORTH TAMPA STREET, SUITE 3450
P.O. BOX 2197
TAMPA, FLORIDA 33602
(813) 272-3333
TELECOPIER (813) 272-3333

November 1, 2000

Joseph LoBello
Town of Juno Beach
Juno Beach Town Center
340 Ocean Drive
Juno Beach, FL 33408

RE: Richards v. City of Juno Beach
Our File No.: 44160-9

Dear Mr. LoBello:

Please allow this letter to confirm our discussions today concerning the referenced litigation. The indemnity agreement with the County does not appear to cover the sidewalk at issue. Of course, there are no guarantees, and the Court may construe the agreement to cover the sidewalk; however, the indemnity agreement specifically describes the improvements as stamped concrete and pavers. Because this incident occurred on poured concrete rather than pavers or stamped concrete, you will raise this issue with the County, and Juno Beach will determine very quickly whether to amend its Answer or file third party litigation against the County.

It is very important that this decision is made soon as the case is presently scheduled for trial in February. Please contact me as soon as the Town has made a decision so that we can protect the Town's interest. In the meantime, I have presented the issue to the carrier for their input. When I hear from the carrier, I will let you know.

Thank you for your attention to this matter.

Very truly yours,


Charles E. Cartwright

IN THE CIRCUIT COURT OF THE FIFTEENTH JUDICIAL CIRCUIT
IN AND FOR PALM BEACH COUNTY, FLORIDA.

CASE NO:

DOROTHY I. RICHARDS, and
HAROLD W. RICHARDS,

Plaintiffs,

v.

CITY OF JUNO BEACH,

Defendant.

0001118AD

SUBMITTED: JUBBIS MANZO
TOWN CLERK

3/7/00

1:45p

[Signature]
eps #234
Jim Miller

SUMMONS

THE STATE OF FLORIDA
TO ALL SINGULAR THE SHERIFFS OF SAID STATE:

YOU ARE HEREBY COMMANDED to serve this Summons and copy of the Complaint or
petition in this action on Defendant: City of Juno Beach

By serving:

Frank Harris
Mayor of Juno Beach
340 Ocean Drive
Juno Beach, FL 33408

Each Defendant is required to serve written defenses to the Complaint or petition on Davis, Gordon & Doner, P.A., Northbridge Centre, Ste. 700, 515 N. Flagler Drive, West Palm Beach, FL 33401 within twenty days after service of this Summons on Defendant, exclusive of the day of service, and to file the original of the defenses with the clerk of this Court either before service on Plaintiff's attorney or immediately thereafter. If a Defendant fails to do so, a default will be entered against the Defendant for relief demanded in the Complaint or Petition.

WITNESS my hand and Seal of said Court.

FEB 02 2000

DOROTHY H. WILKIN
As Clerk of the Court

By: FRANCIS O. RUIZ
Deputy Clerk

IN THE CIRCUIT COURT OF THE 15TH JUDICIAL CIRCUIT
IN AND FOR PALM BEACH COUNTY, FLORIDA

CASE NO.: 02 00 11 18 AD

DOROTHY I. RICHARDS, and
HAROLD W. RICHARDS, his wife,

Plaintiffs,

v.

CITY OF JUNO BEACH

Defendant.

DOROTHY H. WILKEN
CLERK OF CIRCUIT COURT
CIRCUIT CIVIL DIVISION

FEB 02 2003

COPY / ORIGINAL
RECEIVED FOR FILING

COMPLAINT

The Plaintiffs, DOROTHY I. RICHARDS and HAROLD W. RICHARDS, her husband, sue the Defendant, CITY OF JUNO BEACH, and alleges:

GENERAL ALLEGATIONS

1. This is an action for damages in excess of Fifteen Thousand Dollars (\$15,000.00), exclusive of attorneys' fees and costs.
2. At all times material hereto, Plaintiffs were and are residents of Palm Beach County, Florida.
3. The accident giving rise to the instant cause occurred in Palm Beach County, Florida.

4. On or about November 27, 1997, DOROTHY I. RICHARDS, was walking along a sidewalk on Ocean Drive in Palm Beach County, Florida, which the City of Juno Beach had a duty to maintain and repair when she tripped and fell on an uneven portion of the pavement between two slabs.

5. As a result of the negligent failure of the Defendant, CITY OF JUNO BEACH, to properly maintain and repair the sidewalk described above, the Plaintiff, DOROTHY I. RICHARDS, suffered bodily injury that is permanent with a reasonable degree of medical probability and resulting pain and suffering, disability, disfigurement, mental anguish, loss of capacity for the enjoyment of life, expense of hospitalization, medical and nursing care and treatment, loss of earnings, loss of ability to earn money and aggravation of a pre-existing condition. The losses are either permanent or continuing and the Plaintiff will suffer the losses in the future.

6. The Plaintiffs have complied with all provisions of Florida Statute 768.28.

7. At all times material hereto, Plaintiff, HAROLD W. RICHARDS, was the lawful spouse of the Plaintiff, DOROTHY I. RICHARDS.

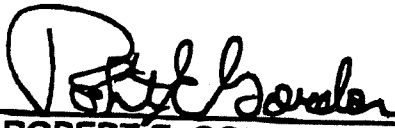
8. As a direct and proximate result of the injuries sustained by the Plaintiff, DOROTHY I. RICHARDS, the Plaintiff, HAROLD W. RICHARDS, has in the past and will suffer in the future the loss of services, companionship and consortium of his wife, DOROTHY I. RICHARDS.

WHEREFORE, the Plaintiffs, DOROTHY I. RICHARDS and HAROLD W. RICHARDS, demand judgment against the Defendant, CITY OF JUNO BEACH, for

damages and any other relief this Court deems just and proper. Further, the plaintiffs demand trial by jury.

DATED this 2 day of February, 2000.

DAVIS, GORDON & DONER, P.A.
515 North Flagler Drive
Northbridge Centre, Suite 700
West Palm Beach, Florida 33401
Telephone: (561) 659-7337

BY: 
ROBERT E. GORDON
FBN: 260479

Meeting Date: **APRIL 24, 1992** Agenda: **3** Page: **3-2-1**

**JUNE BEACH COUNTY
BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY** **R92 171 D**

Consent (X) Regular () Ordinance () Public Hearing ()

I. RESOLUTIONS

RESOLUTION SUBMITTED BY: ENGINEERING DEPARTMENT

FOR: ENGINEERING ADMINISTRATION

RESOLUTION AND TERMS: STAFF RECOMMENDS THAT YOU APPROVE: An Agreement with the Town of June Beach which will allow the permitting of the installation of paver blocks and/or stamped concrete in and on the sidewalks located within County-controlled rights-of-way known as Donald Ross Road, Ocean Drive (A1A), and Ellison Wilson Road. **STAFF:** The Town of June Beach is desirous of using paver blocks and/or stamped concrete for certain sidewalks along County rights-of-way and will be responsible for plans, installation, inspections, maintenance and all liability associated with installation and use.

STAFF: 01 (NB)

BACKGROUND AND JUSTIFICATION:

The Town of June Beach prefers the appearance and use of paver blocks and/or stamped concrete to standard required concrete sidewalks. Since paver blocks and/or stamped concrete are not presently recognized in County codes as alternatives to concrete sidewalks, the Town is willing to assume an indemnification agreement to release, hold harmless, indemnify, and defend the County from any and all liabilities that might arise out of such use. In consideration for this indemnification the County will permit June Beach to install paver blocks and/or stamped concrete sidewalks on County rights-of-way in the Town.

This expands on a previous limited indemnification agreement with the Town by granting a blanket indemnification and maintenance agreement for use of paver blocks and stamped concrete on County rights-of-ways in June Beach.

Such request will be reviewed on a case-by-case basis through the requirements of the County's permitting process.

Attachments:
Location Sketch
Agreement (1)

(SEE PAGE 2 FOR OVER/PERM/CONTRACT ADMINISTRATION COMMENTS)

Recommended by:	<i>H. J. ...</i>	1/9/92
	Division Director	Date
Reviewed by:	<i>...</i>	1-10-92
	Over Secretary	Date
Local Jurisdiction:	<i>...</i>	1-15-92
	County Engineer	Date
Approved by:	<i>...</i>	1/10/92
	County Engineer	Date

Stea Hannon 1-20-00/02

FIVE YEAR SUMMARY OF

Fiscal Year	1982	1983	1984	1985	1986
Capital Expenditures	---	---	---	---	---
Operating Costs	---	---	---	---	---
Revenues	---	---	---	---	---

Is Item Included in Current Budget? Yes No

Budget Account No: _____

Fund 360 Agency 361 Organization 0280 Object 4551

Accounting Summary of Funds/Summary of Fiscal Year

This contract complies with all contract review requirements. The contractor has provided all required information and the contract is in compliance with all applicable laws and regulations. The contractor has provided all required information and the contract is in compliance with all applicable laws and regulations.

Real Estate Transactions only

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Real Estate Transactions only

This contract complies with all contract review requirements. The contractor has provided all required information and the contract is in compliance with all applicable laws and regulations. The contractor has provided all required information and the contract is in compliance with all applicable laws and regulations.

Item #16.

R92 171 0

121191

**AGREEMENT WITH AND INDEMNIFICATION
TO PALM BEACH COUNTY
FOR THE USE OF
PAVER BLOCKS**

THIS AGREEMENT WITH AND INDEMNIFICATION TO PALM BEACH COUNTY (hereafter the "AGREEMENT"), is made and entered into this 4 day of February, 1992, by and between the TOWN OF JUNO BEACH, a municipal corporation of the State of Florida, (hereinafter the "TOWN") and PALM BEACH COUNTY, a political subdivision of the State of Florida (hereinafter the "COUNTY") for good and valuable consideration in hand paid, as well as in consideration of COUNTY permitting the existence and use of paver blocks and/or stamped concrete (hereinafter the "IMPROVEMENTS") in and on the sidewalks located within COUNTY-controlled rights-of-way known as Donald Ross Road, Ocean Drive, and Ellison Wilson Road, in the TOWN (hereinafter the "RIGHTS-OF-WAY").

SECTION 1. INDEMNIFICATION

The TOWN hereby releases, holds harmless, and agrees to indemnify and defend the COUNTY, its agents, employees, and successors from any and all liabilities, causes of action, claims, and/or lawsuits, as well as any and all damages, judgments, settlements, attorney fees, costs and other expenses which arise or may ever arise as a result of the existence and/or use of the IMPROVEMENTS including but not limited to design, installation, maintenance, repair, or replacements.

SECTION 2. BINDING EFFECT

The covenants and agreements of the TOWN set forth herein shall be binding upon the TOWN, its successors and assigns.

SECTION 3. EFFECT OF TOWN CONTRACTION

The TOWN agrees to continue the performance of the obligations set forth herein in the event any portion of the RIGHTS-OF-WAY containing any IMPROVEMENTS is contracted from the TOWN pursuant to Chapter 171 F.S., or for any other reason.

SECTION 4. INSTALLATION & MAINTENANCE OF IMPROVEMENTS

The Town agrees to assume full responsibility for installation and maintenance of the improvements and further agrees that this indemnification agreement remains in full force and effect regardless of the permittee named on permits required in Section 6.

SECTION 5. REMOVAL OR RELOCATION OF IMPROVEMENTS

Whenever it is determined by the COUNTY that it is necessary for the safe and efficient operation of the RIGHTS-OF-WAY to construct, repair, improve, maintain, alter, or relocate all, or any portion of, the RIGHTS-OF-WAY, the TOWN shall remove the IMPROVEMENTS from the RIGHTS-OF-WAY and return the RIGHTS-OF-WAY to their original condition, at the sole expense of the TOWN, within thirty (30) days of receipt of a written request for same from the COUNTY.

SECTION 6. PLAN REVIEW, PERMITTING, AND INSPECTION BY COUNTY

The COUNTY shall be responsible for reviewing all plans, issuing all necessary permits, and shall conduct a joint inspection(s) with the TOWN of all IMPROVEMENTS in any RIGHTS-OF-WAY upon written notification by the permittee to the COUNTY and the TOWN in accordance with permitting regulations.

SECTION 7. TERMINATION

The TOWN may request termination of this Agreement should the COUNTY revise, amend, or eliminate the COUNTY policy prohibiting IMPROVEMENTS in or on COUNTY-controlled rights-of-way.

SECTION 8. NOTICES

All notices, including changes in the following addresses, required to be given provided by the Agreement, shall be given by: (1) by certified or registered mail, return receipt requested; or, (2) by personal delivery to the party, evidenced by a written receipt signed by the recipient of the notice.

A) As to the COUNTY:

B) As to the TOWN:

Ms. Gail Nelson, Town Manager
841 Ocean Drive
June Beach, Florida 33477

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officials.

TOWN OF JUNO BEACH, FLORIDA, BY
PALM BEACH COUNTY, FLORIDA, BY
ITS BOARD OF COUNTY COMMISSIONERS

[Handwritten signatures]
KAREN S. MOCCUS, CHAIR

Attest:
Juno Beach Town Clerk
[Signature]
Deputy Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

BY: *[Signature]* Town Attorney
BY: *[Signature]* County Attorney

...in the following address...

JUNO, FLA. ...

IN THE CIRCUIT COURT OF THE 15TH JUDICIAL CIRCUIT
IN AND FOR PALM BEACH COUNTY, FLORIDA

CASE NO.: CL 00-01118 AO

DOROTHY I. RICHARDS, and
HAROLD W. RICHARDS, her husband,

Plaintiffs,

v.

CITY OF JUNO BEACH

Defendant.

SUBPOENA FOR DEPOSITION 'DUCES TECUM

TO: George T. Webb
c/o Palm Beach County Engineering Dept.
301 North Olive Avenue
West Palm Beach, Florida 33401

YOU ARE COMMANDED to appear before a person authorized by law to take depositions at the offices of Pleasanton, Greenhill & Associates, 120 South Olive Avenue, Suite 601, Guaranty Building, West Palm Beach, Florida 33401 on Thursday, February 8, 2001 at 9:30 a.m., for the taking of your deposition in the above-styled cause.

You are to have and bring with you at that time and place the following:

***DUCES TECUM: TO THEN AND THERE BRING AND PRODUCE ALL DOCUMENTS IN POSSESSION OF PALM BEACH COUNTY RELATING TO THAT DOCUMENT KNOWN AS AGREEMENT WITH AND INDEMNIFICATION TO PALM BEACH COUNTY FOR THE USE OF PAVER BLOCKS (a copy of which is attached).**

If you fail to appear, you may be held in contempt of court.

You are subpoenaed by the attorney whose name appears on this subpoena and, unless excused from this subpoena by this attorney or the court, you shall respond to this subpoena as directed.

Dated this 20th day of January, 2001.

Gordon & Doner, P.A.
4114 Northlake Boulevard
Suite 200
Palm Beach Gardens, FL 33410
561-799-5070

DOROTHY H. WILKEN
For the Clerk


By: Robert E. Gordon
Florida Bar No: 260479

Jenny - Ponce - Legal

GORDON & DONER, P.A.

**AGREEMENT WITH AND INDEMNIFICATION
TO PALM BEACH COUNTY
FOR THE USE OF
PAVER BLOCKS**

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The Town agrees to assume full responsibility for installation and maintenance of the improvements and further agrees that this indemnification agreement remains in full force and effect regardless of the permittee named on permits required in Section 6.

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The TOWN may request termination of this Agreement should the COUNTY revise, amend, or eliminate the COUNTY policy prohibiting IMPROVEMENTS in or on COUNTY-controlled rights-of-way.

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A) As to the COUNTY:

B) As to the TOWN:

Ms. Gail Nelson, Town Manager
841 Ocean Drive
Juno Beach, Florida 33477

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officials.

Consent (X) Regular () Ordinances () Public Hearing ()

1. EXECUTIVE BRIEF

REQUEST SUBMITTED BY: ENGINEERING PUBLIC WORKS

FOR: ENGINEERING ADMINISTRATION

MOTION AND TITLE: STAFF RECOMMENDS MOTION TO APPROVE: An Agreement with the Town of June Beach which will allow the permitting of the installation of paver blocks and/or stamped concrete in and on the sidewalks located within COUNTY-controlled rights-of-way known as Donald Ross Road, Ocean Drive (A1A), and Ellison Wilson Road. **SUMMARY:** The Town of June Beach is desirous of using paver blocks and/or stamped concrete for certain sidewalks along County rights-of-way and will be responsible for plans, installation, inspections, maintenance and availability associated with installation and use.

DISTRICT #1 (M)

BACKGROUND AND JUSTIFICATION:

The Town of June Beach prefers the appearance and use of paver blocks and/or stamped concrete to standard required concrete sidewalks. Since paver blocks and/or stamped concrete are not presently recognized in County codes as alternatives to concrete sidewalks, the Town is willing to execute an Indemnification Agreement to release, hold harmless, indemnify, and defend the County from any and all liabilities that might arise out of such use. In consideration for this Indemnification the County will permit June Beach to install paver blocks and/or stamped concrete sidewalks on County rights-of-way in the Town.

This expands on a previous limited indemnification agreement with the Town by creating a blanket indemnification and maintenance agreement for use of paver blocks and stamped concrete on County right-of-ways in June Beach.

Each request will be reviewed on a case-by-case basis through the requirements of the County's permitting process.

ATTACHMENTS:

- Location Sketch
- Agreement (1)

(SEE PAGE 2 FOR OTHER/FORM/CONTRACT ADMINISTRATION COMMENTS)

Recommended by: H. H. Freke, Jr. 1/6/92
Division Director Date

Reviewed by: Warren G. Bell 1-10-92
Open Signature Date

Legal Sufficiency: Markus P. Smith 1-15-92
County Attorney Date

Approved by: Bruce T. Hill 1/10/92
County Engineer Date

MEMORANDUM

TO: JOSEPH F. LO BELLO, TOWN MANAGER
FROM: ANTHONY MERIANO, DIRECTOR OF PUBLIC WORKS
SUBJECT: SIDEWALK BRICK PAVERS
DATE: MAY 17, 2022



BACKGROUND

The Town of Juno Beach Code requires all Town sidewalks to have decorative brick pavers inserted every 60 feet. There are hundreds of brick sections located within the sidewalks along Town, County, and State rights-of-way. Also, due to this Code requirement, the County and State require that the Town maintain the brick area portions and the adjacent concrete sections of the sidewalks located alongside the County and State roads pursuant to a Maintenance Memorandum of Agreement (“MOA”). The MOA also requires the Town to indemnify the County and the State against any injury or damage claims. The Town is not responsible for maintenance and potential liability on County and State sidewalks where the pavers are not present. Only the Town Council can decide whether or not to exclude the paver requirement that is otherwise required by the Town Code, i.e., the sidewalk on the west side of US Highway #1.

DISCUSSION

The greatest number of incidents of personal injury in the Town occur from trip and falls due to raised or settled paver bricks and/or where paver brick sections meet the concrete sections. While Public Works staff is proactively identifying and repairing uneven brick sections, the vast number of sections may lead to areas that are overlooked and in need of attention.

Therefore, in order to reduce the number of potential trip hazards and potential lawsuits, staff would like to suggest alternative options for the paver brick sections. These options include:

- Remove paver sections in existing areas with high pedestrian traffic and chronic maintenance at staff’s discretion. (This option would require a Code change.)
- Create a pilot program to remove brick sections and replace them with a stamped and brick colored pavement. Should Town Council and staff agree to the stamped pavement, and it is found to be successful, then the Town’s sidewalk standards could be modified. (This option would require a Code change.)
- Continue maintaining the sidewalk and paver sections as is. (This option will require an increased amount of maintenance as the paver sections age.)

RECOMMENDATIONS

Staff recommends the Town Council review the above options and direct staff on how to proceed.



MINUTES
TOWN OF JUNO BEACH
TOWN COUNCIL REGULAR MEETING
May 25, 2022
 Council Chambers/YouTube
 340 Ocean Drive

PRESENT: DD HALPERN, MAYOR
 ELAINE K. COTRONAKIS, VICE MAYOR
 PEGGY WHEELER, VICE MAYOR PRO TEM
 ALEXANDER COOKE, COUNCILMEMBER

ALSO PRESENT: JOSEPH LO BELLO, TOWN MANAGER
 LEN RUBIN, TOWN ATTORNEY
 MATTHEW PAZANSKI, FINANCE DIRECTOR
 FRANK DAVILA, DIRECTOR OF PLANNING & ZONING
 ANTHONY MERIANO, DIRECTOR OF PUBLIC WORKS
 STEVE HALLOCK, DEPUTY DIRECTOR OF PUBLIC WORKS
 CAITLIN COPELAND-RODRIGUEZ, TOWN CLERK

ABSENT: JASON HASELKORN, COUNCILMEMBER

Audience: 20

~ CALL TO ORDER – 5:30 PM
 ~ PLEDGE OF ALLEGIANCE TO THE FLAG
 ~ ADDITIONS, DELETIONS, SUBSTITUTIONS TO THE AGENDA - None
 (Time: :50 – 2:00) (***TIME STAMP IS BASED OFF OF YOUTUBE VIDEO***)

1. **PRESENTING KEYS TO THE TOWN TO THE DONORS OF THE JUNO BEACH FITNESS CENTER – ROB THOMSON & STEVE THOMSON** (Time: 2:01 – 7:57)
 (Chief of Police Smith)

Chief of Police Smith introduced Rob and Steve Thomson and explained their generous donation to the Juno Beach Fitness Center.

Mayor Halpern and Chief of Police Smith presented Keys to the Town to Rob Thomson and Steve Thomson.

Vice Mayor Pro Tem Wheeler thanked Rob and Steve Thomson on behalf of the Town Council for their generous donation.

Chief of Police Smith also thanked Rob and Steve Thomson from all the officers for their support and generosity.

2. **COMMENTS FROM THE PUBLIC** (Time: 7:58 – 29:20)

All Non-Agenda items are limited to three (3) minutes. Anyone wishing to speak is asked to complete a comment card with their name and address prior to the start of the meeting as well as state their name and address for the record when called upon to speak (prior to addressing the Town Council). Town Council will not discuss these items this evening. Any issues will be referred to Staff for investigation; a report will be forwarded to the Town Council; and citizens will be contacted.

Public Comments Opened at 5:37pm.

Jim Ferguson, 391 Sunrise Way, expressed his concerns on some of the topics discussed at the May 18th Town Council Goal Planning Workshop.

Diana Davis, 440 Sunset Way, expressed her concerns on the statements made at the Town Council Goal Planning Workshop about the Ecology Group.

Rabbi Namdar, Chabad of Singer Island & the Beaches, introduced himself and explained the services that he and his organization provide.

Susan Hottle, 70 Celestial Way, #310, expressed her concern regarding beach goers blocking her condo's driveway every now and then and provided a photo to Council (*see attached*). She recommended that a "Do Not Block the Box" sign be painted on the roadway in front of her condo's driveway.

John Callaghan, 24 Grand Bay Circle, expressed his concern on comments made about him at the last Town Council Meeting regarding the filing of an incident report with the Police Department. He explained the situation and asked Council to consider enacting a civility clause amongst themselves and constrain themselves from wrongfully accusing people who cannot answer.

Stuart Katz, 900 Ocean Drive, Apt. 702, explained his point of view of the police report and witness statements that were filed against him. He emphasized that the Police Department did what they should but expressed concern on the witness statements being the responsibility of Town staff.

Nancy Wolf, 1613 E Hemingway Dr., expressed her concern on the May Planning & Zoning Board meeting being canceled.

Public Comments Closed at 5:58pm.

3. **CONSENT AGENDA** (Time: 29:21 – 29:35)

All matters listed under Item 3, Consent Agenda, are considered to be routine by the Town Council and will be enacted by one motion in the form listed below. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

- A. Consider approving the April 27, 2022, Town Council Meeting Minutes
- B. Consider approving the May 4, 2022, Special Town Council Meeting Minutes

MOTION: Wheeler/Cotronakis made a motion to approve the consent agenda.

ACTION: The motion passed 4-0.

4. **PUBLIC HEARING AND SECOND READING ON ORDINANCE NO. 752 – AMENDING THE TOWN’S TRUCK ROUTE REGULATIONS** (Time: 29:36 – 31:39)

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA, AMENDING ARTICLE IV, “TRUCK ROUTES,” OF CHAPTER 30, “TRAFFIC AND VEHICLES,” OF THE TOWN CODE OF ORDINANCES; REVISING THE DEFINITIONS AND REGULATIONS AND PROVIDING FOR ENFORCEMENT BY CIVIL CITATION; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

(Town Attorney Rubin)

- A. Town Attorney to Read Ordinance Title

Town Attorney Rubin read the ordinance title.

- B. Staff Presentation

Town Attorney Rubin went over the memorandum and asked Council if they had any questions.

- C. Public Hearing

Public Hearing Opened at 6:00pm.

Public Hearing Closed at 6:00pm.

- D. Council Discussion

No further discussion.

- E. Council Action

MOTION: Wheeler/Cotronakis made a motion to approve Ordinance No. 752 amending the Town’s truck route regulations on second and final reading.

ACTION: The motion passed 4-0.

5. **SIDEWALK BRICK PAVERS** (Time: 31:40 – 56:34)
(Director of Public Works Meriano)

Director of Public Works Meriano went over the memorandum and asked Council if they had any questions.

Council reviewed, discussed, and asked staff questions on this item.

Public Comment Opened at 6:23pm.

Anne Bosso, 765 Hibiscus Avenue, expressed her concern that a sidewalk issue posing an immediate danger needs to be addressed quickly.

Public Comment Closed at 6:23pm.

Town Manager Lo Bello stated that staff does address immediate dangerous situations immediately but explained that chronic areas are those where there are recurring issues.

Council continued to discuss this item.

Council gave consensus to engage an engineer to examine the troubled areas and determine the appropriate option, including cementing in the paver bricks.

6. **DISCUSSION ON ORDINANCE NO. 747 – SITE AREA DEVELOPMENT MODIFICATION OPTION – RESIDENTIAL USE** (Time: 56:35 – 1:15:27)
(Per the request of Vice Mayor Pro Tem Wheeler)

Vice Mayor Pro Tem Wheeler conducted a quick review of the commercial square footage of the Caretta Project located at the northwest corner of Donald Ross Road and U.S. Highway One.

Council briefly reviewed, discussed, and asked staff questions on this item.

Public Comments Opened at 6:30pm.

Ms. Wolf inquired about the numbers that Vice Mayor Pro Tem Wheeler is referring to.

Vice Mayor Pro Tem Wheeler explained.

Council continued to discuss this item.

Ms. Bosso inquired about the Special Exception process.

Jacob Rosengarten, 1613 E Hemingway Dr., expressed his concern on this item and inquired about how this item would benefit the town.

Public Comments Closed at 6:41pm.

Town Attorney Rubin explained the conservation easement on portions of the preserve area.

Ms. Wolf expressed her concern about the conservation easement being possibly released or some type of land swap by the County which owns the property.

Town Attorney Rubin addressed her concern and emphasized that Juno Beach has exclusive jurisdiction over land use and zoning of all properties within the Town's corporate limits.

7. **COMMENTS FROM TOWN MANAGER** (Time 1:15:28 – 1:16:21)

Town Manager Lo Bello invited everyone to the Food Truck event tomorrow night.

8. **COMMENTS FROM TOWN ATTORNEY** (Time: 1:16:22 – 1:16:24) - None

9. **COMMENTS FROM STAFF** (Time: 1:16:25 – 1:20:47)

Town Clerk Copeland-Rodriguez went over the upcoming meeting and event dates.

Finance Director Pazanski explained that with hurricane season approaching, staff is recommending piggybacking on Solid Waste Authority's debris management contracts. He asked Council for a motion.

MOTION: Wheeler/Cotronakis made a motion to approve piggybacking on Solid Waste Authority's debris management contracts and to authorize the Town Manager to execute the contracts.

ACTION: The motion passed 4-0.

10. **COMMENTS FROM COUNCIL** (Time: 1:20:48 – 1:28:56)

Councilmember Cooke wished everyone a happy Memorial Day weekend and to be prepared for hurricane season.

Vice Mayor Pro Tem Wheeler stated that she hoped John Callaghan was still here so she could explain that the intent of her mentioning the incident of the police report that was filed, no matter who went to who, was to try to help the town come together. She explained that there is a divisiveness in this town, and it needs to stop. She also went over the discussions from the Goal Planning Workshop on the succession of Town Manager; selection of mayor referendum; pursuing the annexation of Seminole; the endorsement of candidates as she and Councilmember Cooke strongly voiced opinion against it as it creates divisiveness among the citizens and Council members. She stated that she wants to bring this town together and they can't do it without all working together and trying to

look out for the best interest of the Town. She also commented on the grant status list provided by staff and congratulated the recipients of the police awards.

Vice Mayor Cotronakis wished everyone a happy and safe Memorial Day weekend.

Mayor Halpern asked Town Attorney to explain the First Amendment freedoms in regard to endorsements by members of the Town Council.

Town Attorney Rubin stated that from a legal perspective, Council members are free to endorse candidates.

Vice Mayor Pro Tem Wheeler explained that the facilitator, Dr. Herbert Marlowe, was very much against that. She stated that it is more of an agreement that they need to have among themselves if they are looking out for the best interest of the Town.

Mayor Halpern stated that nationally, people in public office are allowed to express their First Amendment rights and she is in favor of those types of freedoms. She also stated that she was recently given a tour of the Palm Beach County Library in Palm Beach Gardens and asked Council for a consensus to have Douglas Crane from the Palm Beach County Library System present how the library's resources can be used for the Town.

Council gave consensus to have Douglas Crane conduct a 15-minute presentation in front of Council at a future meeting.

Mayor Halpern inquired about the legislative updates.

Town Clerk Copeland-Rodriguez stated that she will reach out to the Town's state representative and senator again.

11. **ADJOURNMENT** (Time: 1:28:57 – 1:29:10)

Mayor Halpern adjourned the meeting at 6:58pm.


DD Halpern, Mayor


Caitlin E. Copeland-Rodriguez, Town Clerk





Meeting Name: Town Council Meeting
Meeting Date: January 24, 2024
Prepared By: Andrea Dobbins, Project Coordinator/Risk Manager
Item Title: FPL Street Light Discussion- Turtle Friendly Light Options

DISCUSSION:

For decades the Town staff has partnered with the Loggerhead Marinelife Center (LMC), Environmental Resources Management (ERM) and Florida Fish and Wildlife Conservation Commission (FWC) to protect the sea turtles that nest on the beaches of Juno Beach from March 1- October 31. Reducing and eliminating artificial light is critical to prevent false crawls from the female turtle looking to nest and hatchling disorientation. There are fifteen (15) Florida Power and Light (FPL) streetlights that have been identified in Juno Beach as priority 1 (high), 2 (medium), or 3 (low). (See the attached list of streetlights.) While the priority level of the poles is subjective, a good deal of consideration by all three parties is used to make these prioritizations.

It is generally agreed that “no light” is the best option for preserving the safety of the sea turtles but there are some other approved options that can be considered which include the installation of shields and/or amber lights. FPL will install shields at no cost, but they are not always effective and the location of the streetlight is a factor. Another consideration with the shield is the elevation of the beach which may change as seen by the recent storms in December 2023, which eroded the beach and dropped the elevation by at least 3’ in some areas. When the elevation of the beach changes it renders the shield useless and fails to protect the sea turtles from light disorientation.

The other option that FPL offers for sea turtle protection is amber lighting. There are two types of amber lights that are considered “turtle friendly”: the ATB2 for a monthly fee of \$17.60/month per light (\$1,900.80 per year for all 9 lights) or the RSW-XL for a monthly fee of \$15.72/month per light (\$1,697.76 per year for all 9 lights).

The three options for protecting the sea turtles from light pollution and disorientation are:

- Current practice to keep the lights turned off during turtle nesting season (March 1 – October 31)
- Install shields on the streetlights
- Install one of the amber light options offered by FPL

RECOMMENDATION:

Staff recommends the Council discuss the options for the streetlights and direct staff how to proceed.

Hello Andrea,

Attached is an inventory of the FPL street lights along Ocean Drive from Donald Ross Road to Celestial Way at the 911 Memorial. These lights are included on the summary as they are within the Sea Turtle Protection Zone, i.e. 600 feet landward of the mean high water line, and / or they are, or have been at some time in the past, directly visible from the beach.

Lights **not** included in the summary are lights along Ocean Drive north of Donald Ross Road which, although they are within the Sea Turtle Protection Zone, they are bollards equipped with amber lights and are low, shielded and compliant with Palm Beach County and Juno Beach Codes relative to sea turtle protection.

Lights along Ocean Drive south of Celestial Way are outside of the Sea Turtle Protection Zone and are not visible from the beach and, thus, are also not included in the summary.

Additionally, the Town's street lights on Mercury Road were previously causing reflected light to be visible from the beach and, therefore, Public Works replaced the lamps in these street lights with amber LEDs several years ago. These are also not included in the attached summary.

As you'll see, I tried to prioritize the lights to the best of my ability. This is somewhat subjective; however, I did consult with Palm Beach County Environmental Resources Management when reviewing the lights and whether they are visible from the beach or could become visible from the beach due to changes in beach elevation caused by hurricanes, storms, tides, and beach re-nourishment projects, as well as changes to existing vegetation heights and densities.

Most, if not all, of the Priority 1 lights have been turned off for a number of years in an effort to protect nesting sea turtles and their hatchlings, and some of these have been turned off for nearly 2 decades. This is consistent with Staff's efforts through the years to work towards eliminating visible light whenever possible by working with residents and homeowner / condominium associations to disconnect lights whenever possible or to change to a more "turtle-friendly" option. Of importance is that these efforts not only eliminate, or at least minimize, the visibility of direct light from the beach, it also helps to minimize reflected light that may be visible from the beach as well as to help minimize sky glow which is also reported to be problematic for sea turtles.

The Town is continuing its efforts to set an example for other Florida municipalities by eliminating and / or by minimizing to the extent possible light visible from the beach including direct light, indirect / reflected light, and sky glow.

If you have any questions, please feel free to contact me.

Respectfully,

Lynn Hamel

Code Compliance Officer
Town of Juno Beach
561/627-0818

FLORIDA POWER & LIGHT UTILITY POLES
Ocean Drive: From Donald Ross Road to Celestial Way

Pole I.D. (If Available)	Location	On/Off (Currently)	On/Off (Recommendation) Priority Level	Other
39801 68135644219	Sea Images 1055 Ocean Drive NW Corner of Ocean & Donald Ross	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s). <i>An option would be to install a "turtle shield" on the E/NE side of the fixture and reevaluate.</i>
681356840	Beach Access 0	On	Off Priority 1	Fixture should be turned off until the fixture can be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s) as the "turtle shield" is not effective at this location.
981357031	970 Ocean Drive	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s).
No I.D. Observed	The Surf 900 Ocean Drive	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s).
681357124	The Tower 840 Ocean Drive	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s).
68135672603	W End of Town Hall Park / The Tower Parking Lot (W of Ocean Drive)	Off	Off Priority 2	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s). <i>An option would be to install a "turtle shield" on the E side of the fixture and reevaluate.</i>

Priority 1: High **Priority 2: Medium** **Priority 3: Low**

August 22, 2023

FLORIDA POWER & LIGHT UTILITY POLES
Ocean Drive: From Donald Ross Road to Celestial Way

No I.D. Observed	461 Venus Drive (W of Ocean Drive & S of Venus Drive)	On	Off Priority 2	Fixture should be turned off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s). <i>An option would be to install a "turtle shield" on the NE side of the fixture and reevaluate.</i>
68135721809	The Waterfront 800 Ocean Drive	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s). <i>An option would be to install a "turtle shield" on the E/NE side of the fixture and reevaluate.</i>
No I.D. Observed	700 Ocean Drive Beach Access 2	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s).
38819/5695-0	705 Ocean Drive (W of Ocean Drive)	On	Off Priority 2	Fixture should be turned off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s). <i>An option would be to install a "turtle shield" on the E side of the fixture and reevaluate.</i>
68135740200	Juno-by-the-Sea 630 Ocean Drive	On	Off Priority 2	Fixture should be turned off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s). <i>An option would be to install a "turtle shield" on the E/SE side of the fixture and reevaluate.</i>
No I.D. Observed	591 Ocean Drive (W of Ocean Drive)	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s).

Priority 1: High Priority 2: Medium Priority 3: Low

August 22, 2023

FLORIDA POWER & LIGHT UTILITY POLES
Ocean Drive: From Donald Ross Road to Celestial Way

87	The Horizon/The Oceanfront 600/570 Ocean Drive Beach Access 3	Off	Off Priority 1	Fixture should remain off OR fixture should be replaced with a truly "turtle-friendly" fixture equipped with amber LED lamp(s).
68134769107	The Beachfront 530 Ocean Drive	On	On Priority 3	Direct Visibility Unlikely – Installation of turtle shield & downward directed recommended.
68134778408	The Brigadoon 500 Ocean Drive	On	On Priority 3	Direct Visibility Unlikely – Installation of turtle shield & downward directed recommended.

Priority 1: High Priority 2: Medium Priority 3: Low

August 22, 2023



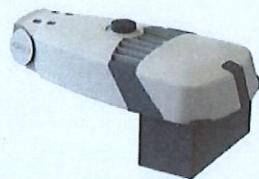
FPL®

Roadway Lighting

Feel Safe, Drive Safe



ATB2 – Turtle-friendly Amber



Shield facing coastal line

Cree – RSW Extra-large
Turtle-friendly Amber



Roadway – LED 5,000 Lumens
to 12,000 Lumens*



Roadway – LED 17,000
Lumens to 20,000 Lumens*



Roadway – LED 31,500 Lumens*

Available in
black or gray



AEL – ATB2

**This is a non-representative image for the light.
Installations in the field may be different.*

ROADWAY LIGHTING

Item #17.

Manufacturer	Style	Fixture	Pole Options	Bracket Options	Light Pattern	Line Watts/ NEMA Label	Color Temp	Lumens	Glare Rating (BUG)	.ies File	Billing Tier	
① ATB2	Turtle Friendly Roadway	 (Gray or Black)	6, 7, 10	1, 7	3	108/110	594nM (Amber)	5,408 (no shield)	B1-U0-G2	Upon Request	G5	
								2,927 (rear shield)				
								1,878 (front shield)				
② RSW-XL	Turtle Friendly Roadway	 (Gray) shield facing coastal line	6, 7, 10	1, 7	3	144/140	594nM (Amber)	6,111 (no shield)	B1-U0-G2	Upon Request	J4	
								3,544 (rear shield)				
								2,706 (front shield)				
Roadway	5,000 LUMEN Roadway	 (Gray)	6, 7, 10	1, 7	3	42/40	3000K	5,000+	B1-U0-G1	Upon Request	C2	
			6, 7, 10	1, 7	3	42/40	4000K	5,000+	B1-U0-G2	Upon Request	C2	
	7,500 LUMEN Roadway	 (Gray)	6, 7, 10	1, 7	3	59/60	3000K	7,500+	B1-U0-G1	Upon Request	D2	
			6, 7, 10	1, 7	3	59/60	4000K	7,500+	B1-U0-G2	Upon Request	D2	
	12,000 LUMEN Roadway	 (Gray)	6, 7, 10	1, 7	3	93/90	3000K	12,000+	B2-U0-G3	Upon Request	F2	
			6, 7, 10	1, 7	3	93/90	4000K	12,000+	B2-U0-G3	Upon Request	F2	
	17,000 LUMEN Roadway	 (Gray)	6, 7, 10	1, 7	3	127/130	3000K	17,000+	B3-U0-G3	Upon Request	I2	
			6, 7, 10	1, 7	3	127/130	4000K	17,000+	B2-U0-G3	Upon Request	I2	
	20,000 LUMEN Roadway	 (Gray)	6, 7, 10	1, 7	3	161/160	3000K	20,000+	B3-U0-G4	Upon Request	K3	
			6, 7, 10	1, 7	3	161/160	4000K	20,000+	B3-U0-G4	Upon Request	K3	
	31,500 LUMEN Roadway	 (Gray)	6, 7, 10	1, 7	3	263/260	3000K	31,500+	B3-U0-G5	Upon Request	Q3	
			6, 7, 10	1, 7	3	263/260	4000K	31,500+	B3-U0-G5	Upon Request	Q3	
	AEL	ATB2	 (Gray)	6,7,9,10	1, 5, 7	4	121/120	3000K	16,427	B2-U0-G3	ATB2_P40X_MVOLT_R4_3K	H3
				6,7,9,10	1, 5, 7	4	121/120	4000K	17,125	B2-U0-G3	ATB2_P40X_MVOLT_R4_4K	H3
6,7,9,10				1, 5, 7	4	186/190	3000K	24,937	B3-U0-G4	ATB2_P602_R4_3K_186W_RFD323103.IES	L3	
6,7,9,10				1, 5, 7	4	186/190	4000K	25,839	B3-U0-G4	ATB2_P602_R4_RFD325843.ies	L3	
6,7,9,10				1, 5, 7	4	264/260	3000K	32,450	B3-U0-G5	ATB2_P604_R4_3K	Q3	
6,7,9,10				1, 5, 7	4	264/260	4000K	33,910	B3-U0-G5	ATB2_P604_R4_4K	Q3	
 (Black)				2,4,6,7,8*, 9,10	1,2,5,7	4	121/120	4000K	17,125	B2-U0-G3	ATB2_P40X_MVOLT_R4_4K	H3
				2,4,6,7,8*, 9,10	1,2,5,7	4	186/190	4000K	25,839	B3-U0-G4	ATB2_P602_R4_RFD325843.ies	L3
				2,4,6,7,8*, 9,10	1,2,5,7	4	264/260	4000K	33,910	B3-U0-G5	ATB2_P604_R4_4K	Q4

Note: All roadway fixtures are grey unless otherwise noted

gettyimages®
picture alliance

FPL MODIFICATIONS TO 9 STREET LIGHTS (IDENTIFIED AS A PRIORITY 1-HIGH) FOR TURTLE NESTING SI

SHIELDS	NO CHARGE	
ATB 2	\$17.60/MONTH	\$1900.80 PER YEAR
RSW XL	\$15.72/MONTH	\$1697.76 PER YEAR

POLE ID	LOCATION	PRIORITY 1- HIGH
39801-68135644219	SEA IMAGES 1055 OCEAN	X
	BEACH ACCESS 0- DONALD	
681356840	ROSS ROAD	X
981357031	970 OCEAN	X
NO ID	900 OCEAN (THE SURF)	X
681357124	840 OCEAN (THE TOWER)	X
	800 OCEAN (THE	
68135721809	WATERFRONT)	X
	700 OCEAN (BEACH	
NO ID	ACCESS 2)	X
	591 OCEAN (WEST OF	
NO ID	OCEAN DR)	X
	600/570 OCEAN (BEACH	
87	ACCESS 3)	X

EASON



Meeting Name: Town Council Meeting
Meeting Date: January 24, 2024
Prepared By: D. Dyess
Item Title: Discussion – Master Development Plan

This item relates to council goal - Create a Master Plan for town development and services.

DISCUSSION:

During the goal setting workshop, the council set as its number 3 (highest priority section) goal to develop a master development plan. In November a discussion item was brought to Council about the cost of this study. The council asked to see examples with costs for other Master Plans that the two companies have done.

Attachments-

WGI - Lake Worth Beach Opportunity Zone Master Plan (document done by city staff) - \$40,000

WGI - Fernandina Beach Vision Master Plan - \$100,000

Regional Planning Council – Village of Tequesta Master Plan - \$105,000

Regional Planning Council – Village of North Palm Beach Mater Plan - \$243,300

RECOMMENDATION:

Give staff direction on moving forward or not and if so which avenue to take.



City of
**Lake Worth
Beach**
FLORIDA™



REPORT

LAKE WORTH BEACH OPPORTUNITY ZONE

THE QUALIFIED OPPORTUNITY ZONE (QOZ) PROGRAM WAS CREATED TO ENCOURAGE LONG-TERM JOB CREATION AND ECONOMIC DEVELOPMENT IN BLIGHTED AREAS.



OPPORTUNITY ZONE'S

EXECUTIVE SUMMARY

When Census Tract 51.02 in Lake Worth Beach was designated as a Federal Opportunity Zone in 2017, the City began the process of planning how to leverage the designation to benefit the neighborhood.

Opportunity Zones provide a capital gains tax break focused on real estate development and business financing. This master plan focuses on an area of the census tract fronting 6th Avenue South to the north and adjacent to the FEC railway corridor down to the Lantana municipal boundary, including a future Tri-Rail train station.

The City hired WGI in spring 2019 to undertake a massing study and conceptual master plan for the study area to help attract Opportunity Zone funds and direct development. The City and WGI worked closely with the community to assess the types of businesses and redevelopment that would most benefit the neighborhood. Two public outreach meetings were held with the Whispering Palms Neighborhood Association to ensure that the community's insights and opinions were considered throughout the planning process. Insights gained through these meetings were invaluable, helping the team to focus on attracting health care facilities,

laundromats, and grocery stores that were highly desired by the neighborhood.

The master plan breaks the study area into six nodes to guide where specific development types and uses are most appropriate within the neighborhood. How these nodes interact with the existing community was a special consideration for the team since the Master Plan focuses on multi-story mixed-use development. The light industrial and business incubator nodes were placed where the fewest single family homes would be impacted, and the TOD and Mixed-Use Residential areas are located so that the intensity can be higher closer to the FEC corridor and scale down into the existing single family neighborhood.

The six nodes include Mixed-Use Residential (along 6th Avenue South), Transit Oriented Development (near the future Tri-Rail station), Neighborhood Core (South Dixie Highway and 12th Avenue South), Artisanal/ Makers District, Health and Tech Incubator Area, and Neighborhood Residential Area. These nodes are located on a map and described in more detail in the following report. Each node has customized development standards that fit intended development character and pattern.

ACKNOWLEDGMENTS



WGI
West Palm Beach
2035 Vista Parkway
West Palm Beach, FL 33411
561.687.2220



CITY OF LAKE WORTH BEACH
Department for Community Sustainability
Division of Planning, Zoning & Historic Preservation
1900 2nd Avenue North,
Lake Worth Beach, FL 33461
P: 561.586.1687
www.lakeworthbeachfl.gov/community-sustainability

FACTS & BENEFITS

Opportunity Zones (OZ) are a result of the 2017 Tax Cuts and Jobs Act, federal legislation that allows anyone with capital gains realized in 2018 to take advantage of “tax favored” investments. Investments from these capital gains (sale of real estate or equity) can be channeled into an Opportunity Zone using a Qualified Opportunity Zone Fund (QOZF) to benefit from tax deferral, basis adjustment, and appreciation exclusion.

The Qualified Opportunity Zone (QOZ) program was created to encourage long-term job creation and economic development in blighted areas designated by federal and state governments as OZs. There are 427 OZs in Florida, with 27 in Palm Beach County. Investments in these areas are afforded special federal income tax treatment including:

- temporary deferral of capital gains taxes if these gains are reinvested in a Qualified Opportunity Fund (QOZF) within 180 days of the gain;
- a step-up in the investor’s tax basis on original capital gain equal to 10% if the investment in the QOZF is held for 5 years; and
- no federal income tax on Opportunity Zone-related capital gains if the investment is held in an OZ fund for at least 10 years.

Investors who want to take advantage of the program must invest through a QOZF. QOZFs are required to invest at least 90% of their assets in QOZ property, which includes any QOZ stocks, QOZ partnership interests, and QOZ business properties. The timing of investments is important since those who invest by December 31, 2019 get the maximum tax benefit. The below table is an example of the additional after-tax return rate possible by investing in a QOZ.

427
OPPORTUNITY
ZONES
IN FLORIDA

Holding Period	Appreciation Rate	Investment in a Stock Portfolio		Investment in an Opportunity Fund		Difference in After-tax Annual Rate of Return
		Total Tax Liability	After-tax Funds Available	Total Tax Liability	After-tax Funds Available	
5 Years	7%	\$31	\$100	\$31	\$109	1.9%
7 Years	7%	\$35	\$111	\$35	\$126	1.8%
10 Years	7%	\$41	\$132	\$20	\$176	3.0%

STUDY AREA IN CONTEXT

The 160-acre study area highlighted within this document is a small part of Census Tract 51.02, which is a designated Federal OZ located in the southwest area of the City of Lake Worth Beach (the City), one-half mile south of downtown.

The tract is approximately 482 acres and bounded to the north by 6th Avenue South, the east by the FEC rail corridor, the south by the municipal boundary of the Town of Lantana, and to the west by I-95 and Wingfield and F Streets. Overall, the OZ has a total population of approximately 5,996 residents with a median income of \$34,419 and an estimated 32% of households living in poverty. Other challenges facing this community include low homeownership rates (39%) the need for better educational opportunities for both children and adults (only 53% of the population report having a high school diploma), and limited access to healthcare.

The Whispering Palm Neighborhood Associating is an active and engaged part of the overall community. Partnering with the City, this group is working to improve the neighborhood on a grassroots level and is intimately aware of the community's needs. Many of the members of this group were raised in the neighborhood and are excited by the opportunity to bring new businesses and economic investment to the area. Another positive aspect of the OZ that can attract redevelopment is its development pattern – most streets have sidewalks, which encourages walking and neighbor interaction; the presence of alleys relieves parking congestion; and the placement of buildings close to the street improves aesthetics. The vacant lots scattered through the area provides opportunities for urban infill, which can also spark redevelopment and investment.



As previously noted, the study area is less than one mile from the central business district of Lake Worth Beach, a city known for its eclectic boutiques, art galleries, antique stores, music venues, and restaurants. Visitors and residents are drawn to the city due to its quality of life, cultural and recreational opportunities, beach and Intracoastal Waterway access, and the array of year-around events and activities. The study area has easy access to I-95 from 6th Avenue South, providing access to other communities in southeast Florida only a short drive. The study area is also located close to the proposed expansion site for the proposed Tri-Rail East Coast Link, which will provide north-south commuter rail service between West Palm Beach and Miami. The proposed Lake Worth Beach station would link directly to the study area, making the study area an ideal location for future mixed-use and transit-oriented development (TOD).


Another reason the study area was selected as the focus of redevelopment was due to the existing Future Land Use Map (FLUM) designations being primarily mixed-used and multi-family. Single-family designated areas were not included in the study area due to the focus of the


OZ funds on businesses and higher intensity residential development. Additionally, it is the City's intent to protect and enhance the existing community by concentrating new development in the eastern portion of the Census Tract adjacent to the FEC railway and 6th Avenue South. Although the predominant FLUM designations in the study area are mixed-use and multifamily, the historical development pattern in the neighborhood is overwhelmingly single-family in nature with some light industrial uses closer to the railroad tracks. The FLUM Map shows a total of seven FLUMs within the study area which include:

- Artisanal Mixed Use (AMU)
- High Density Residential (HDR)
- Medium Density Residential (MDR)
- Mixed Use – East (MU-E)
- Public (P)
- Transit Oriented Development (TOD)
- Public, Public recreation and Open Space (PROS)

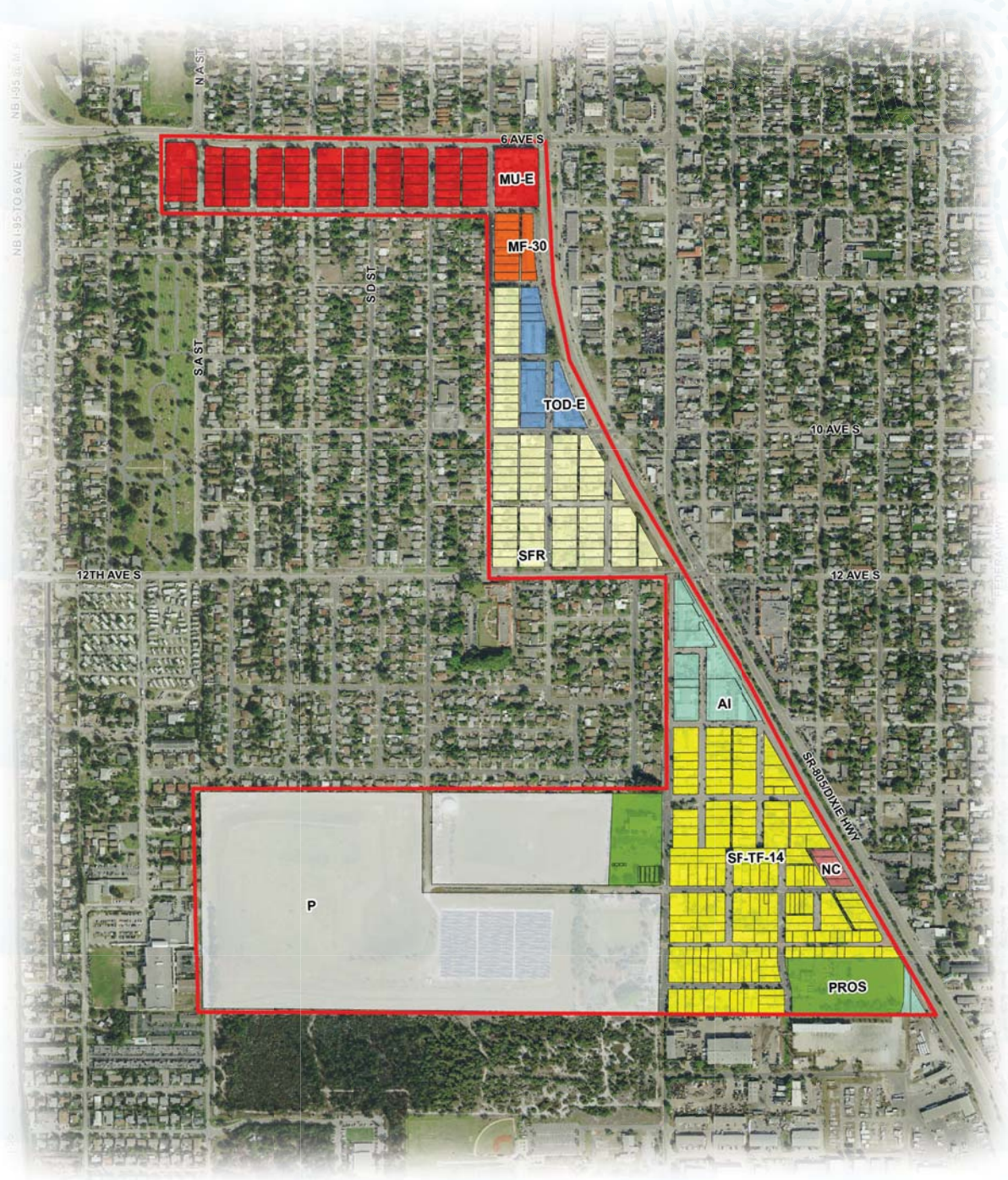
OPPORTUNITY ZONE POPULATION STATISTICS

 **5,996**
RESIDENTS

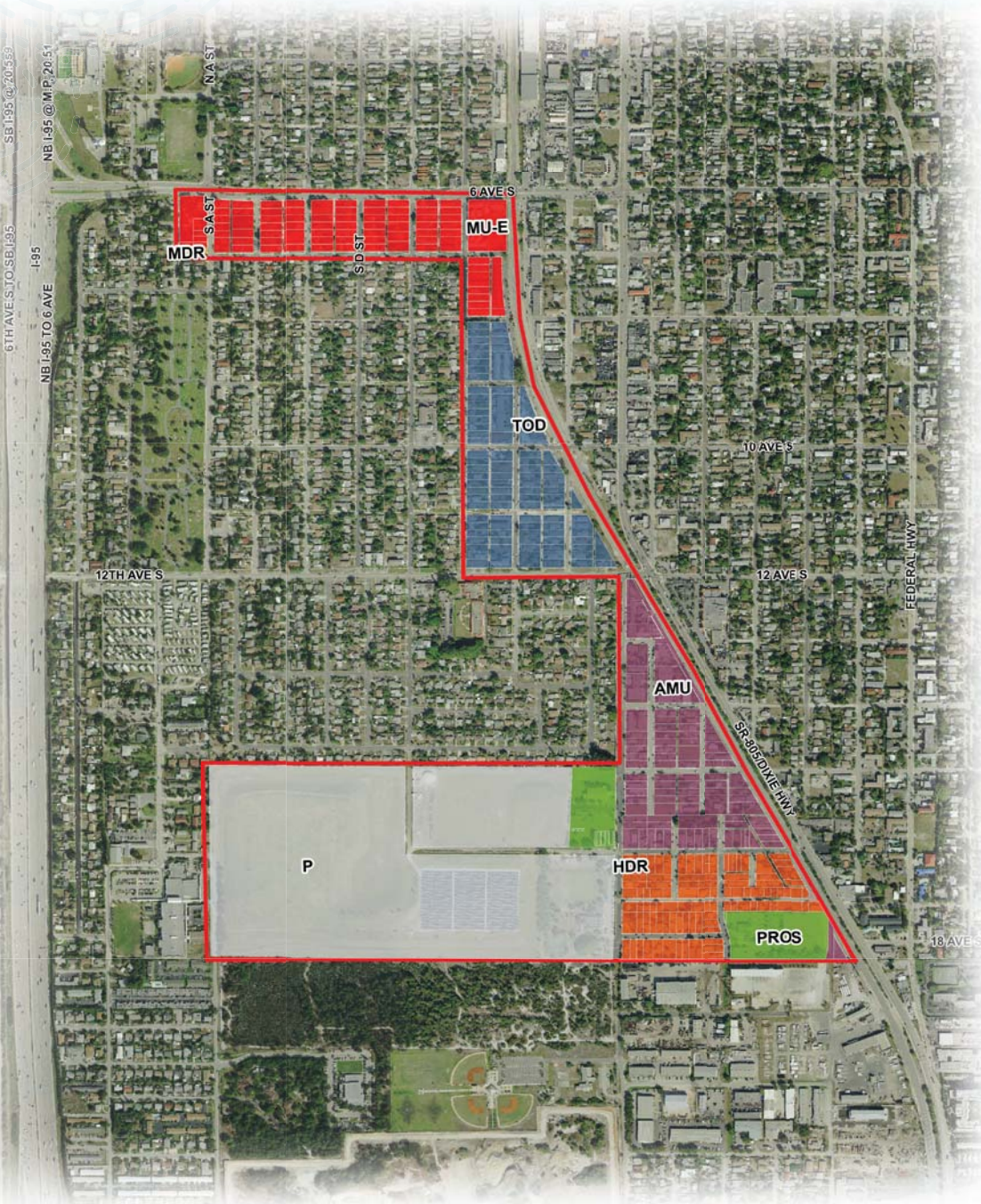
**MEDIAN
INCOME**
 **\$34,419**

 **32%**
**HOUSEHOLDS
LIVING IN POVERTY**

 **39%**
HOME OWNERSHIP



- Artisinal Industrial (AI)
- Medium-Density Multi-Family Residential, 30 du/net acre (MF-30)
- Mixed Use - East (MU-E)
- Neighborhood Commercial (NC)
- Public (P)
- Public Recreation and Open Space (PROS)
- Single-Family and Two-Family Residential (SF-TF-14)
- Single Family Residential (SFR)
- Transit Oriented Development East (TOD-E)



- | | |
|--|---|
|  Artisanal Mixed Use (AMU) |  Public (P) |
|  High Density Residential (HDR) |  Public, Public Recreation and Open Space (PROS) |
|  Medium Density Residential (MDR) |  Transit Oriented Development (TOD) |
|  Mixed Use - East (MU-E) | |

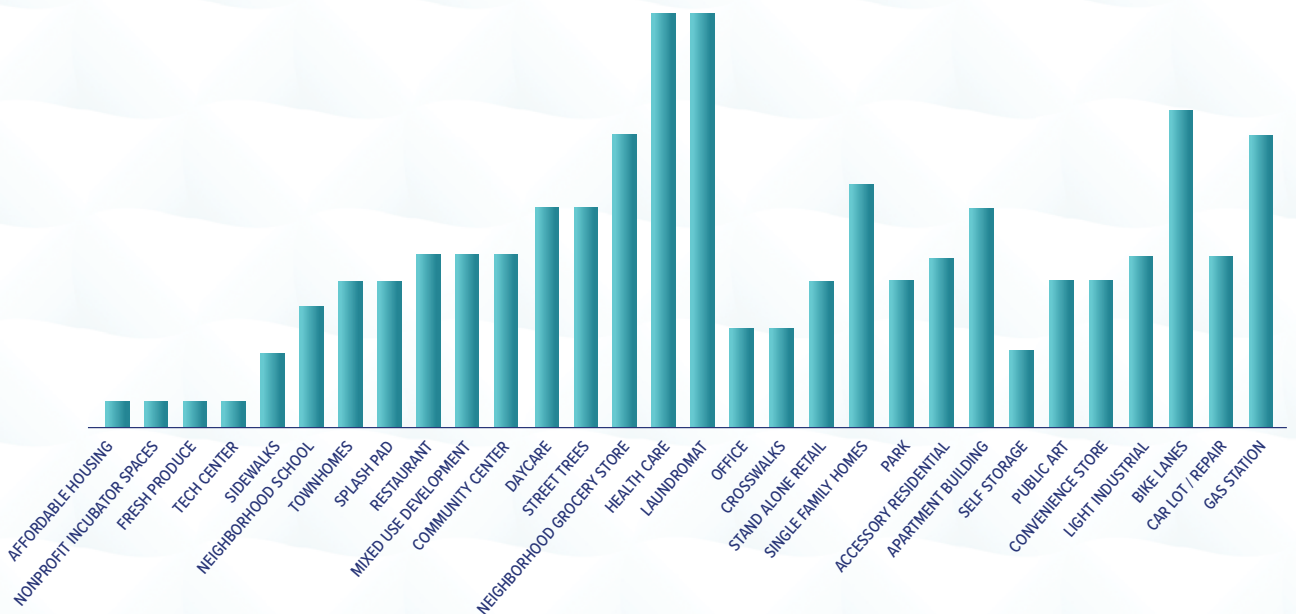
Overall, the housing stock within the study area was constructed in the mid-twentieth century and consists of single-story vernacular structures on small lots, some with rear alleys. The roadway network within the OZ consists primarily of local two-way, two-lane streets, but the study area is bordered or traversed by the following main roadways:

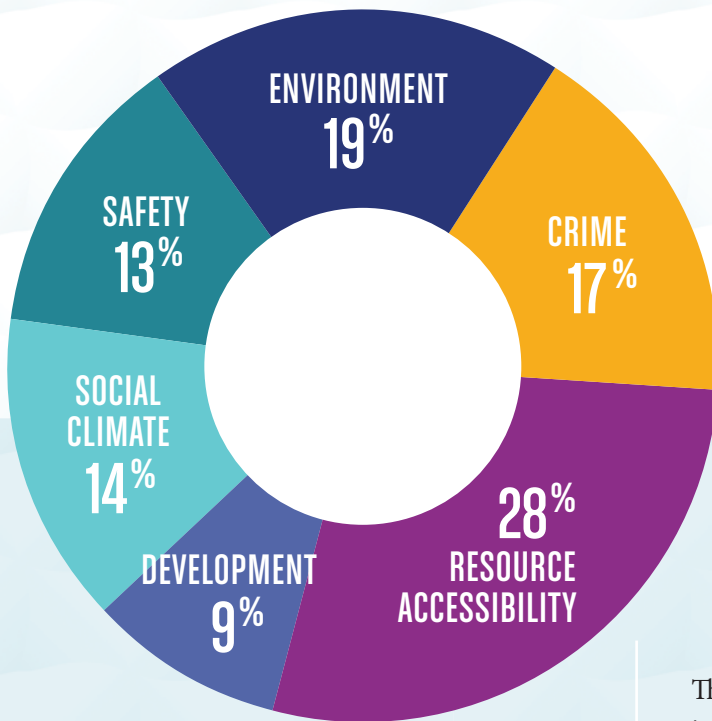
- **12th Ave S – Urban Collector (U-COLL)** – three lanes undivided;
- **US 1 / SR 805 / S Dixie Hwy – Urban Minor Arterial (U-MA)** – four lanes undivided; and
- **6th Ave S – Urban Minor Arterial (U-MA)** - four lanes divided (4LD).

Of these only 6th and 12th Avenues South have traffic signals.

To assess the types of future businesses and land uses that would be most beneficial for the neighborhood, the City engaged with the Whispering Palms Neighborhood Association.

Two public outreach meetings were held in 2019 at the Osborne Community Center on June 27th and September 26th. At these meetings, attendees were presented with 30 development options using a visual preference survey and were asked to provide feedback on the favorability of each option. Participants were strongly opposed to automobile related uses such as car lots, repair shops, and gas stations, while favoring uses such as healthcare facilities, laundromats, grocery stores, and personal services. Other concerns included crime prevention, the need to improve dwellings in disrepair, identify safe routes to school, and creating more open space and recreation areas. The full results are in the chart below. During the second meeting City staff presented the proposed OZ Master Plan to the community to get feedback on the overall design and direction as well as the location of proposed development nodes. The plan was well-received with most participant questions centered on how development would take place and how the community could get involved to help the proposed plan become a reality.





THE PLAN

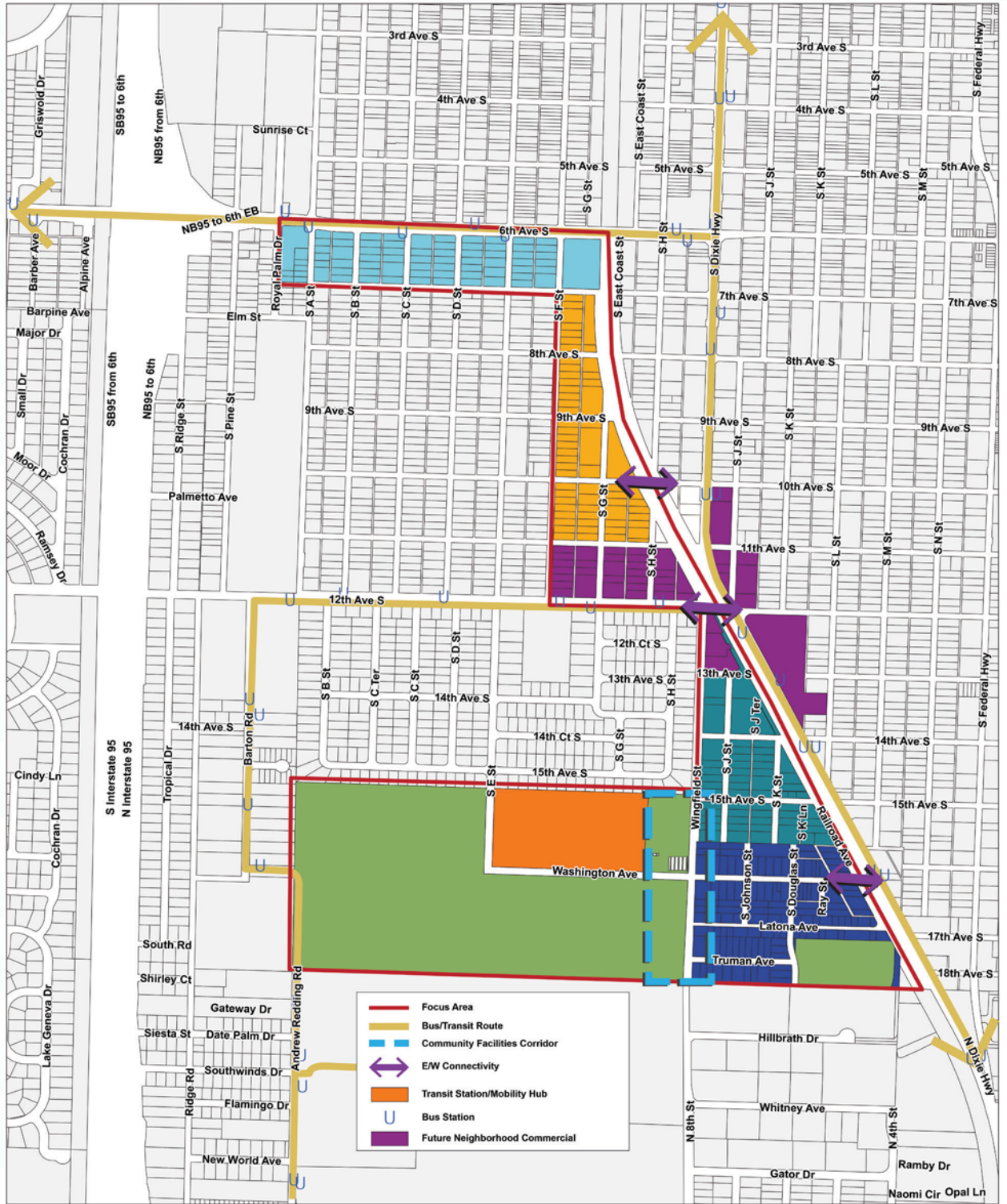
The information gathered at these public meetings was integral in creating a master plan for the neighborhood. Based on the City's goals for the area, and the neighborhood's vision the Master Plan identifies six distinct nodes and outlines the types of uses and development styles best suited for each.

The information gathered at these public meetings was integral in creating a master plan for the neighborhood. Based on the City's goals for the area, and the neighborhood's vision the Master Plan identifies six distinct nodes and outlines the types of uses and development styles best suited for each. The nodes, as shown on the master plan, are Mixed-Use Residential, Transit-Oriented Development (TOD), Neighborhood Core, Artisanal/ Makers, Health & Tech Incubator, and Neighborhood Residential. The overall vision for the study area is a walkable/bikable neighborhood with a mix of residential, commercial, office, and light industrial uses. The nodes will be connected with sidewalks, bike lanes, and streets as well as "new mobility" options such as scooters, ride-hailing pickup zones, and "mobility hubs". (Mobility hubs are locations where bus and circulator routes, pedestrian and bike paths, and parking areas converge to create something akin to a multi-mobility station.)

Based on the nodes and the desired uses and development style of each, a massing study was developed to better visualize the development patterns in each area. In addition to showing the general design of each area the massing study examined how density and intensity would change if the site was developed "By Right" or using either the "Sustainable Bonus" or "TDR Bonus" incentive programs developed by the City. A description of the nodes follows below.



OPPORTUNITY ZONE CONCEPTUAL MASTER PLAN



Illustrative Master Plan

NEIGHBORHOOD SUB-TYPES



Mixed-Use / Residential

- Townhomes, Apartments, and Condos
- Neighborhood Retail or Office Uses
- Low to Medium Density transition from 6th Ave.
- Locate Higher Densities along 6th Ave.
- "Missing Middle"



Transit-Oriented Development

- Mixed-Use Development
- Transit-Oriented Development / Mobility Hub
- Neighborhood-Scale Park



Neighborhood Core

- Integrated open space and mixed-uses
- Pedestrian-oriented design
- Park/Community gathering area
- Neighborhood personal services

Artisanal Makers District

- Vocational Training Institution / School
- Incubator Spaces
- Low Impact Industrial Uses
- Live/Work Artist Studios



Health & Tech Incubator

- Low Impact Industrial Uses
- Makerspaces
- Incubator Spaces
- Live / Work Area
- Vocational Training

Neighborhood Residential

- Medium density residential
- Traditional neighborhood aesthetic



MIXED-USE RESIDENTIAL

This node is located at the northern edge of the study area along 6th Avenue South.

The character will be primarily multifamily and infill residential uses with some small commercial spaces. The development types envisioned for this area are townhomes, condominiums, and apartment buildings with retail on the ground floor, particularly along 6th Avenue South, where commercial uses would be more visible due to the high traffic volumes along the corridor. Special care should be taken to ensure that the existing single-family residential districts are protected and buffered from the multi-story buildings by creating a transition in style and height from the high to the low-density areas.

This node has a FLU of MU-E (Mixed-Use East). Given the location on a thoroughfare road and easy access to both Dixie Highway and I-95, the node is suited for medium to high density redevelopment with a mix of residential and commercial uses.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity office
- Low intensity retail
- Low intensity personal services
- Low intensity cultural & artisanal
- Low intensity institutional
- Community residences up to six people
- Essential services

Uses permitted as either an administrative or conditional use include:

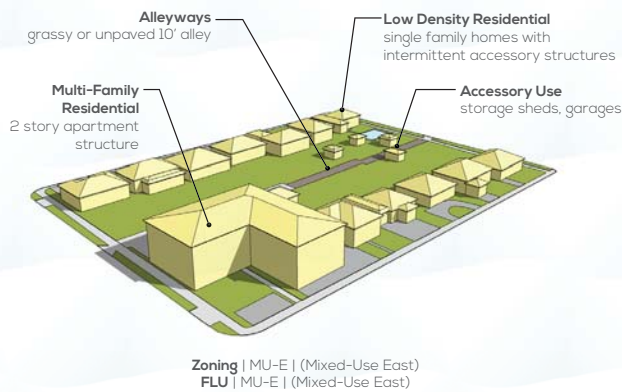
- Medium/high intensity commercial
- Medium/high intensity office
- Medium/high intensity retail
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium/high intensity institutional
- Community residences up to 14 people
- Bed and breakfasts
- Cemeteries
- Places of worship
- Daycare centers
- Hotels and Motels
- Light utility facilities
- Public indoor recreation
- Public outdoor recreation
- Schools (elementary)
- Schools (intermediate/secondary)
- Transitional parking facilities

NODE 1 | MIXED-USE (6TH AVENUE) | FLU: MU-E; ZONING: MU-E

Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

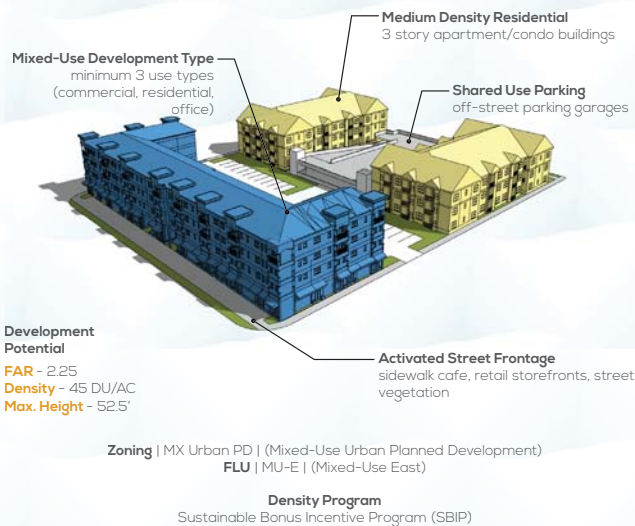
permitted by right

existing fabric



planned development

planned development with TDR's



TRANSIT-ORIENTED DEVELOPMENT (TOD)

This area of the Master Plan is a mix of residential, commercial, and office uses and has a FLU of TOD throughout the node.

The character and use of this area is based on its proximity to the proposed Tri-Rail East Coast Link expansion station currently sited between 10th Avenue and 11th Avenue, just east of the FEC railway. The proposed station would connect this neighborhood with the West Palm Beach, Ft. Lauderdale, and Miami markets as well as the many other communities along this rail corridor.

While the station location will span across the railroad to a property just outside of the study area and on the opposite side of the FEC railway, the City plans to create a walkway across the tracks to ensure the neighborhood would be directly linked to the station. With this walkway in place, the TOD area of the master plan is primarily within a half mile walk from the station making this an ideal location for office, commercial, and high-density residential development.

While the FLU for the entire node is TOD, the current zoning is divided between TOD-E (TOD East) and SFR (Single Family Residential). Mixed-used development in this node would require that any parcels with a current zoning district of SFR be rezoned to TOD-E. The below permitted uses are based on the parcel having a TOD/TOD-E FLU and zoning designation.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity office
- Low intensity retail
- Low intensity personal services
- Low intensity cultural & artisanal
- Low intensity institutional
- Essential services
- Mixed-used developments

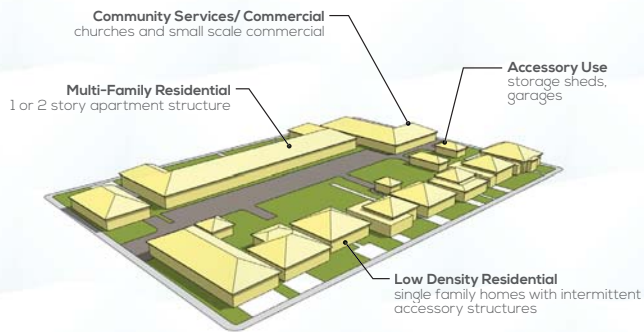
Uses permitted as either an administrative conditional use include:

- Medium/high intensity commercial
- Medium/high intensity office
- Medium/high intensity retail
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium/high intensity institutional
- Open air operations
- Parking facilities (including temporary)
- Places of worship
- Daycare centers
- Hotels and motels

NODE 2 | TRANSIT-ORIENTED DEVELOPMENT | FLU: TOD; ZONING: TOD-E

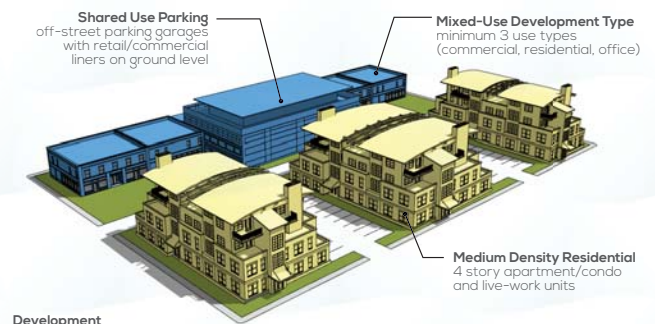
Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	55 feet	5	40 DU/AC	1.7
MXPDP/MX Urban PD w/ SBIP	82.5 feet	7	60 DU/AC	2.55
MXPDP or MX Urban PD w/ SBIP & TDR's	97.5 feet	8	70 DU/AC	2.8

existing fabric



Zoning | TOD-E | (Transit-Oriented Development East)

permitted by right

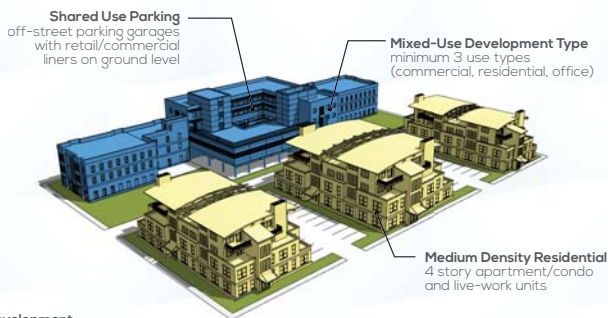


Development Potential
FAR - 1.7
Density - 40 DU/AC
Max. Height - 55'

Zoning | TOD-E | (Transit-Oriented Development - East)
 FLU | TOD | (Transit-Oriented Development)

Density Program
 Sustainable Bonus Incentive Program (SBIP)

planned development

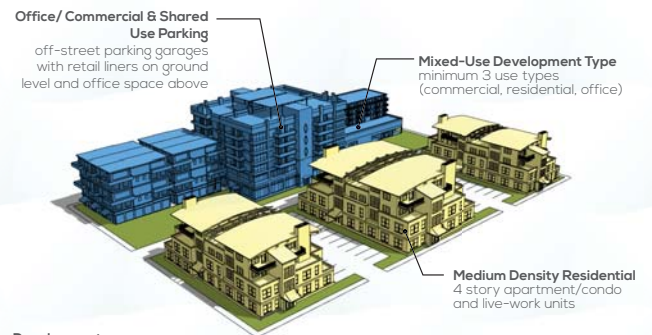


Development Potential
FAR - 2.55
Density - 60 DU/AC
Max. Height - 82.5'

Zoning | MX Urban PD | (Mixed-Use Urban Planned Development)
 FLU | TOD | (Transit-Oriented Development)

Density Program
 Sustainable Bonus Incentive Program (SBIP)

planned development with TDR's



Development Potential
FAR - 2.8
Density - 70 DU/AC
Max. Height - 97.5'

Zoning | MX Urban PD | (Mixed-Use Urban Planned Development)
 FLU | TOD | (Transit-Oriented Development)

Density Program
 Sustainable Bonus Incentive Program (SBIP) & Transfer of Development Rights (TDR)

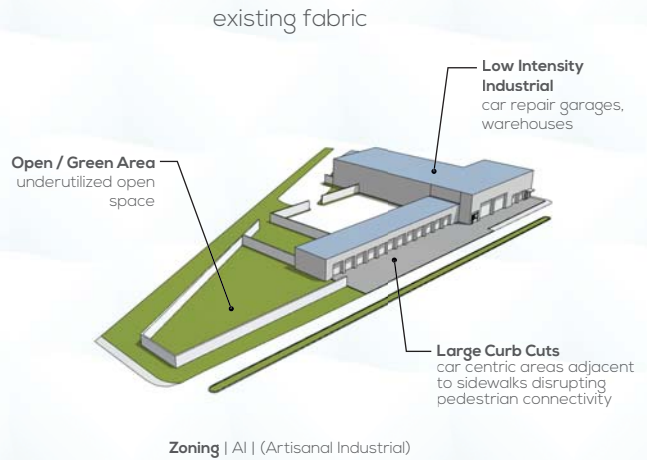
3

NEIGHBORHOOD CORE

This node centers on the main entrance into the study area from South Dixie Highway at 12th Avenue South.

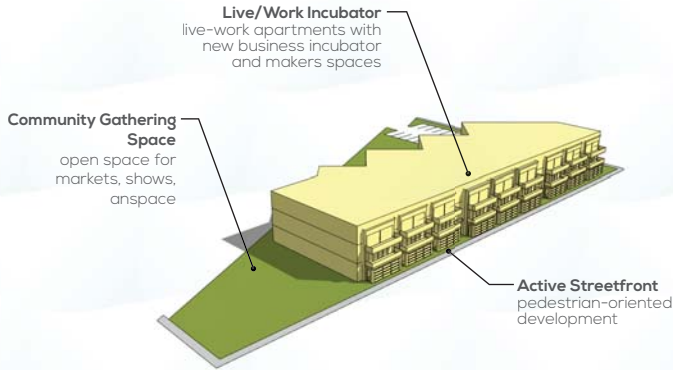
In addition to being a principal vehicular route through the study area, this node also falls within the half-mile walking radius from the proposed Tri-Rail train station. It is a “pinch point” that ties the northern and southern halves of the study area together, and as such it has been envisioned as a gateway into the community and also community gathering space.

The redevelopment style of this node is different from the TOD and Artisanal/Makers Nodes in name only. This node overlaps both these districts, with the parcels north of 12th Avenue South having the FLUM designation of TOD and the parcels south of that street having an AMU designation. Permitted uses and land development regulations for Node 3 will match with Nodes 1 and 2 as shown in the tables above. The recognition of Node 3 as a distinct area is intended to highlight the prioritization of creating parks, plazas, and other forms of community spaces within this node to connect the north and south parts of the study area. Additionally, this node will serve as a main gateway into the OZ and as such should create a sense of place and identity not only for those who visit but also for community members.



NODE 3 | NEIGHBORHOOD CORE

planned development



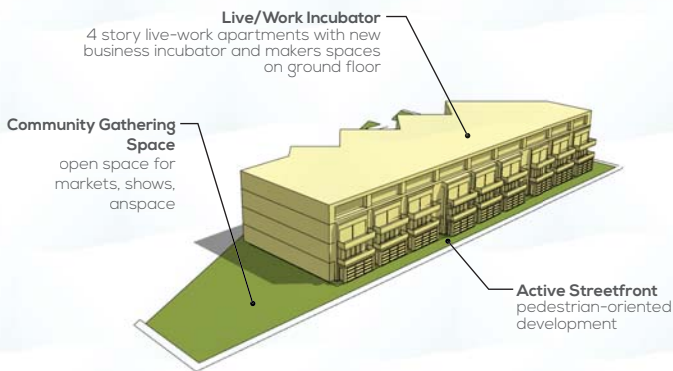
North of 12th Avenue South
Zoning | MX Urban PD
 (Mixed-Use Urban Planned Development)
TOD | TOD | (Transit-Oriented Development)
Density Program
 Sustainable Bonus Incentive Program (SBIP)

Development Potential
FAR - 2.55
Density - 60 DU/AC
Max. Height - 82.5'

South of 12th Avenue South
Zoning | IPD
 (Industrial Planned Development)
FLU | AMU | (Artisanal Mixed Use)
Density Program
 Sustainable Bonus Incentive Program (SBIP)

Development Potential
FAR - 2.25
Density - 45 DU/AC
Max. Height - 52.5'

planned development with TDR's



North of 12th Avenue South
Zoning | MX Urban PD
 (Mixed-Use Urban Planned Development)
TOD | TOD | (Transit-Oriented Development)
Density Program
 Sustainable Bonus Incentive Program (SBIP) &
 Transfer of Development Rights (TDR)

Development Potential
FAR - 2.8
Density - 70 DU/AC
Max. Height - 97.5'

South of 12th Avenue South
Zoning | IPD
 (Industrial Planned Development)
FLU | AMU | (Artisanal Mixed Use)
Density Program
 Sustainable Bonus Incentive Program (SBIP) &
 Transfer of Development Rights (TDR)

Development Potential
FAR - 2.47
Density - 55 DU/AC
Max. Height - 67.5'

ARTISANAL/MAKERS

Due to the existing uses within this node and its proximity to both the proposed train station and the 12th Avenue entrance, this part of the study area has been envisioned to be a mixed-use artisanal industrial area.

Development in this node will focus on light industrial uses related to the arts and included uses such as live/work artist lofts, galleries, vocational schools, and artisanal spaces.

The FLU for this entire node is AMU (Artisanal Mixed-Use); however, the zoning is split between AI (Artisanal Industrial) and SF-TF-14. To achieve the mix of uses desired, the parcels that are currently zoned SF-TF-14 will need to be rezoned to AI. The permitted uses identified below are based on the parcel having an AMU/ AI future land use and zoning designation.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity office
- Low intensity retail
- Low intensity personal services
- Low intensity industrial
- Low intensity cultural & artisanal
- Low intensity institutional
- Essential services
- Mixed-use development

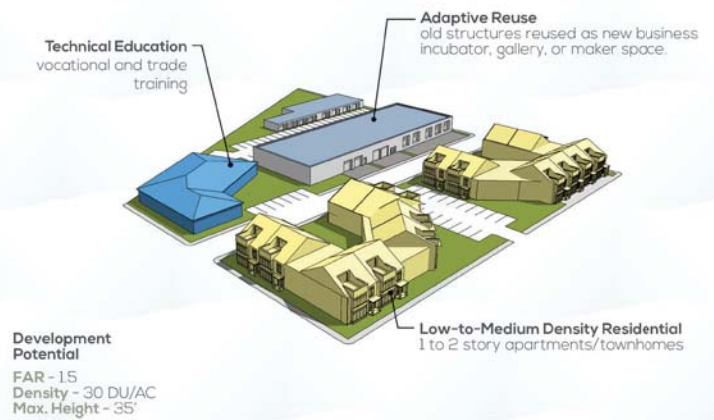
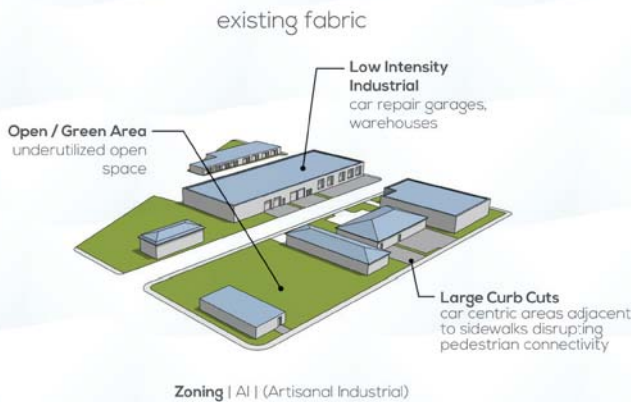
Uses permitted as either an administrative or conditional use include:

- Medium/high intensity commercial
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium intensity institutional
- Medium intensity office
- Medium intensity industrial
- Medium intensity institutional
- Residential (multifamily dwelling, townhouses, and bed and breakfasts)

NODE 4 | ARTISANAL/MAKERS | FLU: AMU; ZONING: AI

Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

permitted by right

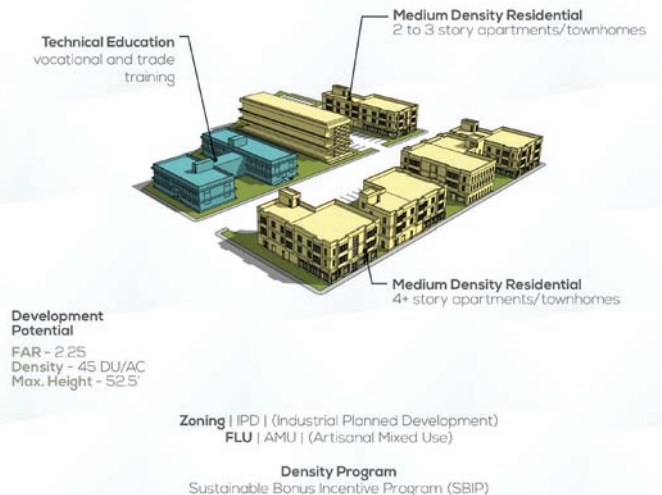
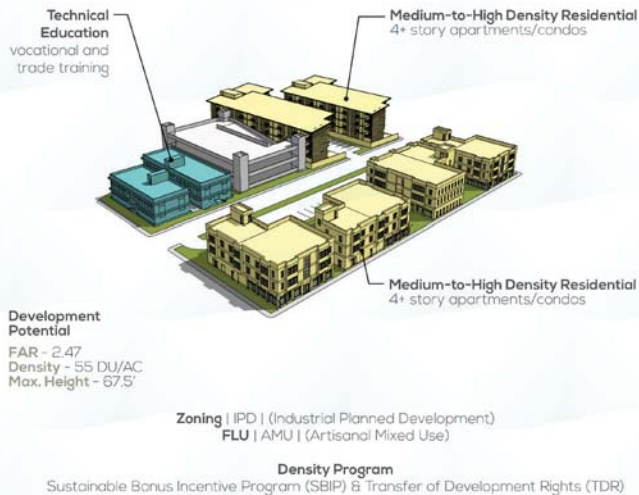


Zoning | AI | (Artisanal Industrial)
FLU | AMU | (Artisanal Mixed Use)

Density Program
Sustainable Bonus Incentive Program (SBIP)

planned development with TDR's

planned development



HEALTH & TECH INCUBATOR

Like the Artisanal/Makers node, this node will focus on creating a space for start-up light industrial businesses.

This node is envisioned to be a mixed-use neighborhood with residential and live-work areas intermingled with commercial and residential buildings. Unlike the neighboring Artisanal/Makers node, this area will not focus solely on art related industrial uses – thus allowing a wider variety of businesses to take advantage of this incubator space.

This node currently has both a FLUM and zoning designation of P (Public). To achieve the mix of uses and urban form envisioned for this area a rezoning and Comprehensive Plan amendment would be required to AMU/AI, to match designations of the Artisanal Industrial district.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity retail
- Low intensity industrial
- Low intensity institutional
- Mixed-use development
- Low intensity office
- Low intensity personal services
- Low intensity cultural & artisanal
- Essential services

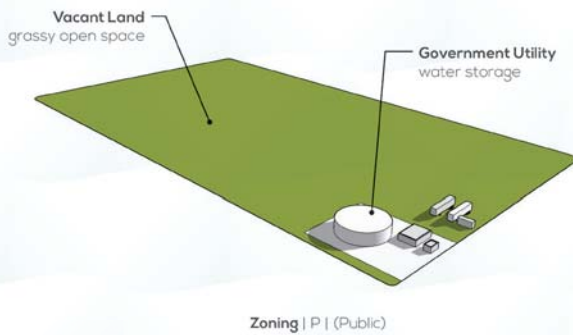
Uses permitted as either an administrative or conditional use include:

- Medium/high intensity commercial
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium intensity institutional
- Medium intensity office
- Medium intensity industrial
- Medium intensity institutional
- Residential (multifamily dwelling, townhouses, and bed and breakfasts)

NODE 5 | HEALTH & INCUBATOR | FLU: AMU; ZONING: AI

Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

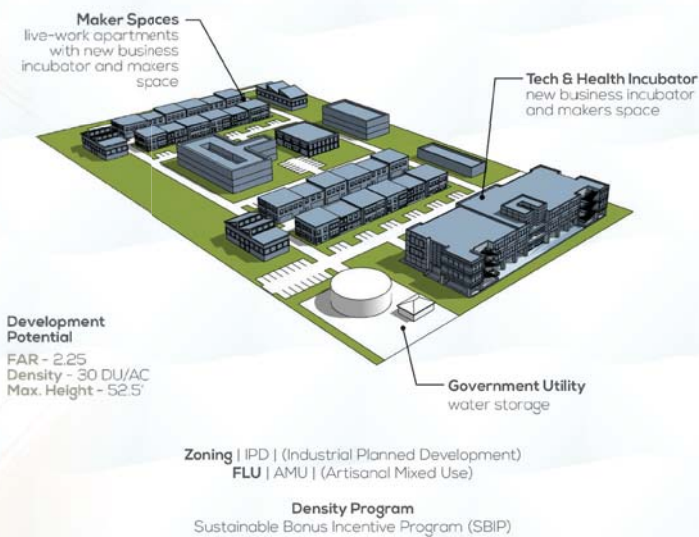
existing fabric



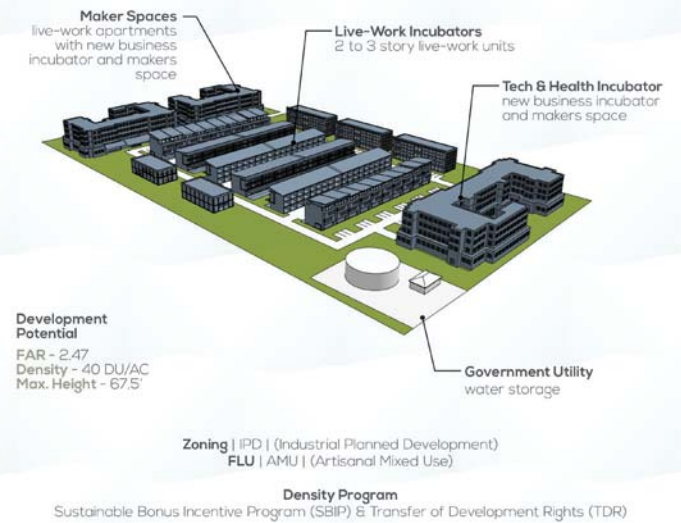
permitted by right



planned development



planned development with TDR's



NEIGHBORHOOD RESIDENTIAL

6

While the FLU for this area is primarily HDR (High Density Residential), this node, due to its more limited vehicular access and location away from a major thoroughfare, would be suitable for infill development such as townhomes and multi-family developments.

The mixed-used and high-density residential development envisioned in this node would require that parcels be rezoned to MF-30, given the current zoning classification is SF-TF-14 (single-family and two-family residential).

The below permitted uses are based on the parcel having a MF-30 zoning designation.

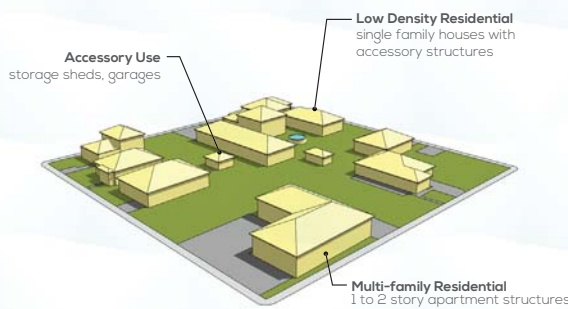
Principal uses allowed by right in this district include:

- Multi-family building between 20-30 du/acre
- Essential services
- Single-family with accessory building

Uses permitted as either an administrative or conditional use include:

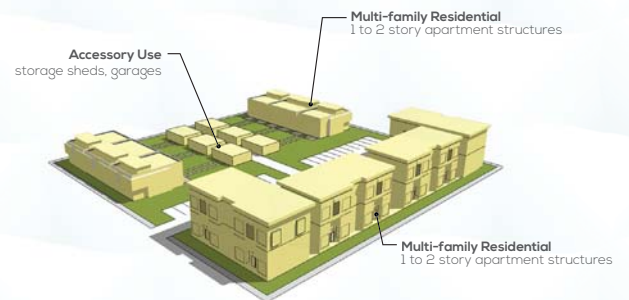
- Bed and Breakfast
- Places of worship
- Light utility facilities
- Public outdoor neighborhood recreation
- Transitional parking facilities
- Nursing home/ community residence for seven or more individuals
- Cemeteries
- Daycare centers
- Public indoor neighborhood recreation
- Schools (elementary)
- Schools (intermediate/secondary/vocational)
- Townhomes

existing fabric



Zoning | SF-TF-14 | (Single-Family and Two-Family Residential)

permitted by right



Development Potential
 FAR - 15
 Density - 30 DU/AC
 Max. Height - 35'

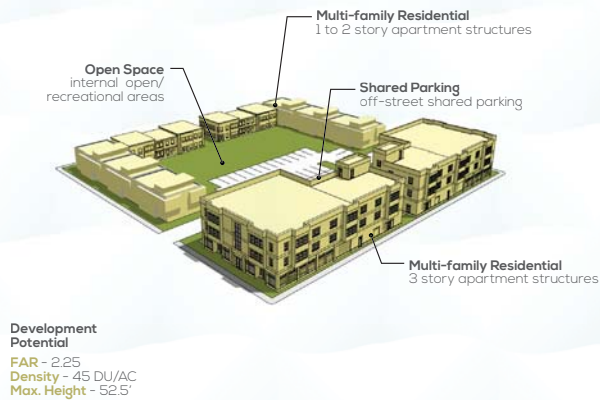
Zoning | SF-TF-14 | (Single-Family and Two-Family Residential)
 FLU | HDR | (High Density Residential)

Density Program
 Sustainable Bonus Incentive Program (SBIP)

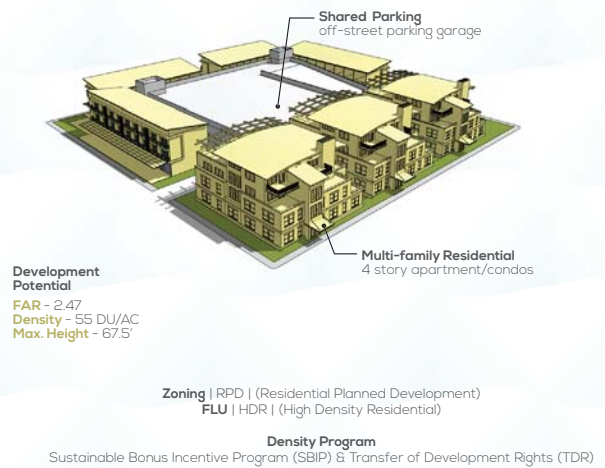
NODE 6 | NEIGHBORHOOD RESIDENTIAL | FLU: HDR; ZONING: MF-30

Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

planned development



planned development with TDR's



OTHER CONSIDERATIONS

The current road network is operating at a Level of Service (LOS) of “D” or better but many of the roads are unpaved or in disrepair. It is likely that as the area redevelops the road infrastructure will need to be analyzed to ensure that it can manage the increase in population and vehicle trips. In addition to improving the roads, connectivity of the overall study area will need improvement. The majority of the intersections within the study area are not signalized. Only 12th and 6th Avenue South are signalized and carry traffic across the FEC rail corridor. The ability to improve these intersections to accommodate various multi-mobility options such as bikes, scooters, pedestrians, and circulators as well as creating gateway features should be explored.

Since the study includes the proposed train station and a TOD, mobility should be a central theme as the area is redeveloped. A key consideration should be creating mobility hubs to provide for the convergence of walking, bicycling, transit, and vehicular movement. A good location for such a hub would be in the Neighborhood Core node since two bus lines already run through that area. Improving and enhancing the current pedestrian area should also be a priority. While sidewalks currently exist throughout the study area there are segments that need maintenance and some segments that need widening to meet ADA standards. Adding bike lanes or “sharrow” (shared vehicle and bicycle) lanes would also help to promote new mobility options and improve connectivity throughout the neighborhood.

OPPORTUNITY ZONE INFORMATION AND RESOURCES

LOCAL RESOURCES:

LAKE WORTH BEACH OFFICE OF COMMUNITY SUSTAINABILITY

Address: 1900 2nd Avenue North,
Lake Worth Beach, FL

Tel: (561) 586-1687

Email: pzoning@lakeworthbeachfl.gov
www.lakeworthbeachfl.gov/community-sustainability

PALM BEACH COUNTY HOUSING AND ECONOMIC SUSTAINABILITY

Address: 100 Australian Avenue, 5th Floor,
West Palm Beach FL

Tel: (561) 233-3600

Office page: discover.pbcgov.org/HES/Pages/default.aspx
Opportunity Zone page: discover.pbcgov.org/HES/Pages/Opportunity-Zones.aspx

STATE AND NATIONAL RESOURCES:

DEO – Florida Department of Economic Opportunity -

<http://www.floridajobs.org/business-growth-and-partnerships/for-businesses-and-entrepreneurs/business-resource/opportunity-zones>

Florida Housing Coalition - <https://www.flhousing.org/opportunity-zones/>

Economic Innovation Group - <https://eig.org/opportunityzones>

Department of Treasury - <https://www.cdfifund.gov/Pages/Opportunity-Zones.aspx>

Internal Revenue Service - <https://www.irs.gov/newsroom/opportunity-zones-frequently-asked-questions#designated>

- i. Commercial uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
- ii. Office Uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
- iii. Retail use: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
- vi. Personal services uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
- v. Cultural & artisanal uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
- vi. Institutional uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF



CITY OF LAKE WORTH BEACH
Department for Community Sustainability
Division of Planning, Zoning & Historic Preservation

1900 2nd Avenue North | Lake Worth Beach, FL 33461
P: 561.586.1687 | www.lakeworthbeachfl.gov/community-sustainability



FERNANDINA BEACH

Draft Vision 2045 Plan

VISION STATEMENT

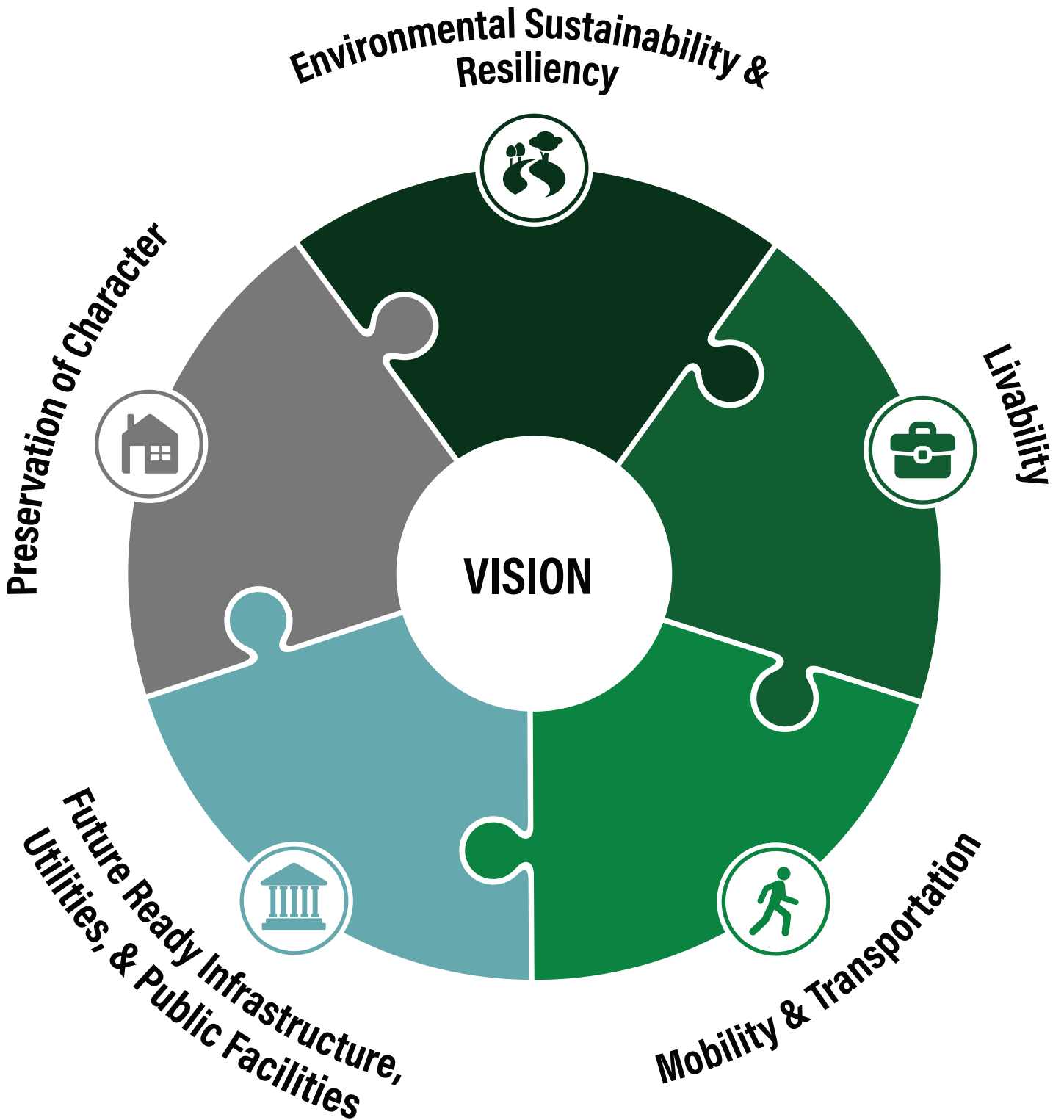
"Fernandina Beach is a historic waterfront island community where its environment and economy are in balance to support longstanding community values as reflected through sustainable and resilient development, embracing technological advances in public infrastructure, promoting transportation options, providing enhanced civic facilities for all ages and abilities, and cherishing its diversity and equality to further a healthy and well preserved City for future generations."



MISSION STATEMENT

Fernandina Beach is committed to maintaining a diverse economy which contributes to its small-town quality of life while serving as an environmental steward to protect and highlight its rich array of natural, cultural, and historic resources through demonstrated commitment to public conservation land acquisition, resilient development practices, and sound investment in infrastructure assets which improve energy efficiency and resiliency. The community strives to achieve excellence in facility accessibility and site practices by incorporating universal design solutions to support its residents and tourists. To provide increased transportation options the City commits to reducing gaps in its sidewalk and bicycle network, partnering to fund multi-use trails, supporting well designed alternative fuel station locations on city properties, and securing a reliable transit system. The City embraces building design standards which reduce impacts on the natural environment and increase community-wide resiliency through creative design in balance with private property rights. Open and inclusive engagement among all City stakeholders is supported through expanded notice requirements, increased outreach events, and staff culture committed to community service.

THE 5 KEY THEMES



Executive Summary

Growing, charming, appealing, and special are often the words we hear to illustrate Fernandina Beach today. Protected, natural, and united are what we hear to define its future. It comes as no surprise that these words both balance and reflect the community they describe.

Fernandina Beach is a vibrant, thriving waterfront city in Northeast Florida. A city which is not still. It's a community whose evolving cultural, historic, and natural riches are evident along every street, neighborhood, park, and coastline. Reaching beyond the aesthetic beauty of this physical place are the people who live here and bring forth the warmth and friendship that make this a community.

Fernandina Beach has historically embodied balance and inclusivity in its population. Generations of families from an expansive range of wealth and racial backgrounds have made this community what we see today. As the world, the Nation, the State, and Nassau County continue to change and to grow, so will Fernandina Beach.

Fernandina Beach, like many other coastal communities, faces the pressures of rapidly escalating living costs, vulnerability from climate change, and pressure to develop its remaining natural environment. Actions from the past have formed the foundation of the present and will continue to be the point of departure for development of solutions required to successfully respond to the evolving community challenges. It is widely recognized that the community must take a holistic approach to make possible a future that reflects cherished values and preserves its most desirable features in a fast-growing County. The City's position and its value as a political subset of the County has changed over the past two decades, but it remains competent and capable of maintaining a leadership role to support its needs through effective and reciprocal partnerships to ensure that the City's perspective is heard. As the City moves through the next 25 years, the 2045 Vision serves to articulate Fernandina Beach's actionable mission and an implementing strategic plan with measurable goals and objectives.

The foundation of Fernandina Beach's 2045 Community Vision Plan is resiliency, sustainability, and preservation. Resiliency is simply described as the ability to bounce back to normal after a disruption (environmental, economic, or natural). To be resilient, the City must be proactive and diligent while working with its community partners and governmental agencies. Sustainability is meeting the needs of the present without compromising the future. This is achieved by taking demonstrable measures to balance community values, despite a changing population, without risking the small-town feeling so many have come to enjoy. Preservation is a process of maintaining and safeguarding against future damage. Through focused and swift action to preserve and protect its most critical natural and cultural features, the City will support the desired ambiance of Fernandina Beach in 2045.

To achieve this future, the City of Fernandina Beach must:

- build on forward-thinking strategies established to address its vulnerabilities and preserve its natural and cultural assets,
- continue to place the community and its residents first when making decisions,
- be a partner-leader in the community, region, and state to demonstrate commitment to values and communicate evolving needs, and
- take a balanced approach when making decisions that affect the historical fabric and structure of our city while meeting the future needs of our residents and businesses.

With this focus, the Fernandina Beach of 2045 will be a place where children raised here will return to raise their families, where newcomers are warmly greeted after a long career, and where those who have lived here for generations can still see and feel the community that they have always loved to call home.

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PROJECT TEAM



ACKNOWLEDGMENTS

Special acknowledgment to the residents of Fernandina Beach.

City of Fernandina Beach

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City Departments

Airport
Animal Services
Building
City Attorney
City Clerk
Finance
Fire & Police
Golf Course
Human Resources
Information Technology
Maintenance
Marina
Parks & Recreation
Sanitation & Recycling
Stormwater
Utilities

Community Leaders & Groups

Nassau County Commission

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Nassau County Manager

Chamber of Commerce

LignoTech

Rayonier Advanced Materials

WestRock

Amelia Tree Conservancy

Builder's Association of NE Florida

Council on Aging

Fernandina Beach High School Foundation

Fernandina Beach Main Street

Historically Black Church Pastors

Racial Equality Coalition of Fernandina Beach

01 THE VISION

I. THE SHARED VISION

Developing a shared vision for the future is a challenging task, especially for communities as diverse and dynamic as Fernandina Beach. Every member of the community has their own views on how the City should evolve in the future and finding a shared vision can be onerous. The Vision 2045 public outreach process gave citizens of Fernandina Beach the chance to express their vision for the future of the City. This extensive and exhaustive process allowed the team to better understand what the people want their community to be like in the next 25 years.

A. Building the Vision

The vision is built from the shared input from the public, stakeholders, and City officials. Data and input from the planning workshop, surveys, presentations, outreach efforts, and stakeholder interviews was thoroughly analyzed to identify common themes, hopes, and aspirations for the future Fernandina Beach. Three major themes arose during the analysis that acted as a common thread throughout the different aspects of the public input process. These themes were resiliency, sustainability, and preservation.

B. The Vision's Foundation

Resiliency, sustainability, and preservation form the foundation of vision.

Resiliency

Resiliency has become a major concern among communities in the last 10 years. This is especially true for coastal communities. In the past decade, Fernandina Beach has experienced an economic recession, global pandemic, sea-level rise, hurricanes, rise of new technology,

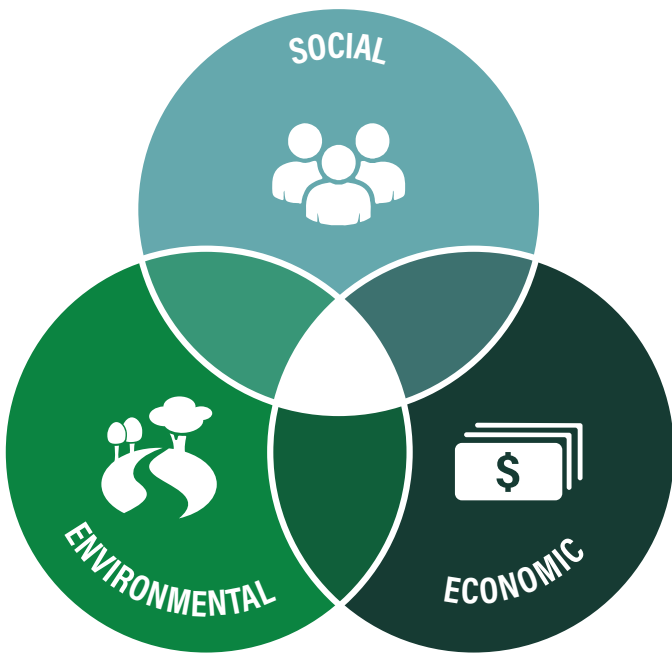
and increasing development, gentrification, displacement of low-income and minority residents, and population growth.

Resiliency is “the ability of a piece of infrastructure, system, environment, or community to sustain or recover its essential functions when presented with a disruption.” These disruptions can be environmental (sea-level rise, coastal erosion), economic (recession), or a natural or man-made disaster (hurricanes, oil spills, and pandemics). Resilient communities are able to bounce back from a disruption or disaster quicker and more easily return to normal life.

True resiliency looks at economic resiliency, social resiliency, and environmental resiliency. These three elements make up the triple bottom line and give the city a broader perspective on how different aspects of the community are affected by disruptions. Looking through the lens of the triple bottom line also allows a holistic recovery and prevents sacrificing one of the elements for the progress of another.

Environmental resiliency looks at how the City can better prepare itself for environmental disruptions such as sea-level rise, climate change, coastal erosion, and future hurricanes. This is a key issue due to the City's vulnerability to these disruptions.

Economic resiliency will analyze how the City can better position itself to recover from an economic downturn, adapt to changes in technology, and better compete with up-and-coming communities off-island and in the greater Jacksonville area.



Social resiliency looks at how all members of the community can prosper in the future. This includes identifying the social threats of gentrification and how lower-income and minority residents can adapt and remain a part of the Fernandina Beach community.

Sustainability and preservation also use the triple bottom line to identify the best strategies.

Sustainability

Sustainability is “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. Sustainability in the context of the Vision2045 is identifying how Fernandina Beach can operate and improve in a way that doesn’t diminish the quality of life for our children and grandchildren that want to call this place home.

Preservation

Preservation is “the process of keeping something safe from damage or deterioration”. Preservation includes preservation of the natural environment (conservation), historic/ cultural traditions, and the built environment. The preservation aspect of the plan identifies what the people love about Fernandina Beach and identifies strategies and plans to preserve those elements for future generations.

By looking at solutions through an economic, environmental, and social lens, we are able to ensure that Fernandina Beach will be an equitable and prosperous City for all of its citizens.

Photo: *Preserved Historic Courthouse (source: WGI)*





II. THEMES & GOALS

A. Purpose

Five themes arose from discussion with the public, stakeholders, and city leadership.

These ideas are

1. Environmental Sustainability & Resiliency
2. Preservation of Character
3. Livability
4. Future Ready Infrastructure, Utilities, & Public Facilities
5. Mobility & Transportation

Chapter 2 introduces each of the five themes and goals to support the themes. Included is an introduction to the theme, a brief summary of the stakeholder input that led to the development of the goals, and how the City is already supporting those goals. A more detailed analysis of the public input supporting the goals can be found in Appendix B.

Projects and recommendations were developed to accomplish each of the goals. A timeline for implementation of each project or recommendation is provided in Chapter 2 with further detail on the implementation in Chapter 3.

Theme	Goal
Environmental Sustainability & Resiliency	<ul style="list-style-type: none"> ▪ Protect and increase the City's tree canopy ▪ Increase acreage of land dedicated to recreation and conservation ▪ Remove all septic tanks in the City ▪ Further improve protection of wetlands and coastal areas ▪ Increase the City's resiliency to climate change and sea-level rise
Preservation of Character	<ul style="list-style-type: none"> ▪ Ensure preservation and upkeep of historic assets ▪ Preserve the existing building stock ▪ Ensure new buildings are in line with community character ▪ Reinforce community's social connections and small town charm
Livability	<ul style="list-style-type: none"> ▪ Better balance tourism with the needs of residents ▪ Improve living conditions for seniors ▪ Expand affordable housing opportunities ▪ Maintain socio-economic diversity
Future Ready Infrastructure, Utilities, and Public Facilities	<ul style="list-style-type: none"> ▪ Establish a resilient Smart Grid that is fully hardened against future storms, supplied by renewable energy sources, supports electric vehicles (EVs), and supported by expanded and modernized broadband infrastructure ▪ Ensure all City owned and/or operated public facilities will incorporate sustainable future proofing (SFP) design principles
Mobility & Transportation	<ul style="list-style-type: none"> ▪ Complete sidewalk and bike networks ▪ Improve accessibility for senior and disabled citizens ▪ Establish transit options around the island ▪ Establish transit connections to off-island populations and jobs

02 THE THEMES

I. THEME 1: ENVIRONMENTAL SUSTAINABILITY & RESILIENCY

What We Heard

Conservation of the natural environment was by far the number one concern brought up during public outreach. Protection of environmental assets consistently polled high in the online surveys, as well as during the planning workshop.

What We Are Doing Now

- Created City Tree Committee (CTC)
- Considering CTC recommendations for LDC Amendments
- Heritage Tree Program
- Tree replacement requirements
- Strong tree ordinance with mitigation requirements & strict penalties
- Hired urban forester/arborist in 2018
- Tree Management Plan 2019-2024
- City sponsored tree giveaways
- Established wildlife corridors
- Wetland fill prohibited in the Comprehensive Plan and LDC
- Established wetland buffers at 25 feet from delineation line
- Established Conservation Land Trust Fund in 2018
- Designation of 127 acres as conservation or recreation in 2021
- Revising criteria for nominating land for conservation
- Dune Management Program
- Funding obtained for Habitat Beach Conservation Plan
- Policy 5.08.06 in the Comprehensive Plan establishes wetland buffers and transition areas
- Policy 5.14.6 and 5.14.7 of the Comprehensive Plan encourages dedication to conservation easements but don't identify an incentive
- Policy 5.02.04 of the Comprehensive Plan calls for continual evaluations of Coastal Upland Protection Zone (CUPZ) and to adjust if needed
- Policy 5.07.06 of the Comprehensive Plan says the City shall consider expanding CUPZ to include more of Egan's Creek
- LDC requires Florida Friendly and drought tolerant landscape plans for new development
- Landscape buffer requirements in the LDC
- Objective 1.02.05 of the Comprehensive Plan encourages screening standards
- Objective 1.03.07 of the Comprehensive Plan protects scenic vistas
- Developing a Waterfront Resiliency Master Plan
- Policy 5.03.05 calls for a Post Disaster Redevelopment Plan that limits development in areas prone to storm surge
- Partner with Nassau County for Community Rating System (CRS) events and outreach opportunities
- Active participation in Local Mitigation Strategy (LMS) review of projects and priorities
- City leadership and staffing presence at activated Emergency Operations Center

THEME 1 : Environmental Sustainability & Resiliency

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
Protect and increase the City's tree canopy.	<p>Create a Tree Management Plan with data from CTC Report</p> <p>Allow for administrative review of design standard deviations when certain trees can be preserved</p> <p>Identify areas for potential planting areas in parks, rights-of-way, retention ponds, the golf course, and local schools, as identified in the CTC report</p> <p>Adoption of 11 LDC code revisions identified in the CTC report</p> <p>Designate areas for tree staging and storage of materials for installation, as identified in the CTC report</p> <p>Creation of an Interdepartmental Tree Unit (in progress), as identified in the CTC report</p>	<p>Foster the creation of a volunteer group to support new tree plantings for first 2 growth cycles</p> <p>Create tree planting strategy around stormwater management facilities</p> <p>Expand landscape buffers/tree preservation minimum requirements for size and plantings along Amelia Island Pkwy.</p> <p>Increase tree plantings along the rights-of-way of Simmons Rd., Will Hardee Rd., and S 14th St. south of Sadler, and Jasmine to retain natural character</p> <p>Establish a long-term tree maintenance and replacement plan for Bosque Bello Cemetery</p>	<p>Increase canopy by 5% in the next 15 years (2036), as identified in the CTC report</p> <p>Maximize preservation of environmental features by revising PUD guidelines to support clustered developments which minimize land area impacts beyond current minimum requirements</p>	<p>Increase tree canopy by 7% in next 20 years (2041)</p>
The City will increase acreage of land dedicated to conservation	<p>Create similar nomination structure to align with County goals for Conservation Land Acquisition and Management (CLAM) - like program development and implementation (in progress)</p> <p>Establish goal for conservation land acquisition in acreage</p>	<p>Develop Conservation Easement incentives for residential properties to reduce development potential</p> <p>Establish a long-term sustainable funding strategy for purchase of conservation lands</p>		<p>All parcels identified for conservation by the City's CLAM-like program will be purchased</p>
There will be no septic tanks in the City and all properties will be served by city sewer services.	<p>Work with the Nassau County Department of Health to identify existing septic systems and determine age of systems – maintain updated listing for GIS</p>	<p>Create incentive program for septic households to connect to City Services. Program should also identify parcels in the County that could easily be connected to sewer.</p> <p>Work with Health Department to prevent future approval of septic tanks in Fernandina Beach city limits</p> <p>No new septic tanks approved in Fernandina Beach by 2025</p>	<p>35% Reduction in number of septic tanks in Fernandina Beach by 2030 (2021 Baseline)</p>	<p>80% Reduction in number of septic tanks in Fernandina Beach by 2040 (2021 Baseline)</p>

THEME 1 : Environmental Sustainability & Resiliency

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
The City's waterfronts, beaches, and wetlands will be resilient to the impacts of humans and climate change.	Expand the Upland Coastal Protection Zone (CUPZ) Develop Habitat Beach Conservation Plan (funded) Expand wetland buffer requirements (in progress) Establish temporary construction regulations for work in the floodplain	Implement short-term strategies from Beach Habitat Conservation Plan Establish comprehensive island-wide wildlife corridor with Nassau County	Implement mid-term strategies from Beach Habitat Conservation Plan	Full implementation of the Beach Habitat Conservation Plan
	The City will be resilient to the impacts of storm surge, sea-level rise, or flooding.	Develop a Hazard Mitigation Plan to become eligible for Building Resilient Infrastructure and Communities (BRIC) funding Strengthen building requirements for 100- and 500-year flood plains so structures are more resilient Decrease maximum impervious surface ratio outside of the Central Business District and 8th Street small area overlay	*Build southern half of Downtown Waterfront Park (Lots C & D) Establish Adaptation Action Areas, as appropriate (FL Statute 163.3164) Prioritize infrastructure projects to mitigate risks within established Adaptation Action Areas Establish a designated staff member or team to serve in a Chief Resiliency Officer capacity <ul style="list-style-type: none"> ▪ Consider joint entity/ partnership with Nassau County for consistency in messaging, policy, and processes Develop a context specific Low-Impact Development Manual to address stormwater management Update a Vulnerability Assessment and Sea Level Rise/Climate Change audit for public facilities Implement recommendations in Stormwater Master Plan Create Resiliency Master Plan incorporating to following: <ul style="list-style-type: none"> ▪ Stormwater Master Plan ▪ 2015 Vulnerability Assessment ▪ Amelia River Shoreline Resiliency planning ▪ 2020 Nassau County Vulnerability Assessment 	Acquire last parcel in the Downtown Waterfront Park footprint. *Build northern half of Downtown Waterfront Park (Lots A & B)

* Indicates project is included in more than one objective

II. THEME 2: PRESERVATION OF CHARACTER

What We Heard

The evolving character of the City was a major concern identified in the outreach activities along with a desire to preserve Fernandina Beach's unique culture, aesthetic, and community.

What We Are Doing Now

- Architectural & design standards for Historic District and Old Town
- Identified contributing structures in Historic Districts
- Several buildings registered on the National Registry of Historic Properties (NRHP)
- Tax incentives for historic properties in historic districts (Sec. 74-151 and 74-152 through 74-167 of the LDC)
- Building code standards for non-historic district parcels
- Objective 1.2.6 of the Comprehensive Plan encourages character and density of new development be consistent with surrounding neighborhood
- Objectives 1.2.12 and 1.2.13 of the Comprehensive Plan protect the Historic District and require overlay requirements to protect character
- Objectives 11.3 and 11.08 of the Comprehensive Plan encourage reuse of existing building stock
- City published "Properties of Concern" list
- Developed Bosque Bello Cemetery Master Plan
- Pursuing for NRHP for Bosque Bello Cemetery
- City adopted non-discrimination Ordinance protecting sexual orientation and gender identity

THEME 2 : Preservation of Character

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
All historic properties eligible for designation will be designated and be in good physical condition.	<p>Restore Peck Center (funded)</p> <p>Update the 2015 Bosque Bello Master Plan</p>	<p>Implement short-term projects in Bosque Bello Master Plan</p> <p>Obtain NRHP designation for Bosque Bello Cemetery</p> <p>Work with Nassau County to adopt ad valorem tax incentive for historic properties</p>	<p>Full Implementation of Bosque Bello Master Plan</p> <p>Obtain historic designation of structures that become eligible between 2021-2035</p>	<p>Obtain historic designation of structures that become eligible between 2035-2045</p>
Fernandina Beach will retain its architectural charm by encouraging building preservation and adaptive reuse instead of demolition and new construction.		<p>Undertake architectural survey of buildings outside the Historic District to identify architecturally contributing buildings (similar to Historic District and Old Town)</p>	<p>Expand preservation incentives to include those architecturally contributing structures outside of the Historic District</p>	<p>Establish a resource bank of local design professionals and engineers to provide low-cost service to property owners at risk of enforcement violations or demolition by neglect</p>
All new construction in Fernandina Beach will reinforce the City's small town charm and respect the neighborhood's unique character.	<p>Coordinate with Nassau County on implementation of wayfinding project to ensure island-wide consistency</p> <p>Work with Nassau County to design and construct gateway entry features funded by the bed tax</p>	<p>Adopt a hybrid form-based code that ensures new construction reflects and reinforces the community's character</p> <p>Create Neighborhood Conservation Districts to further tailor new construction standards to reflect neighborhood character</p> <p>Update 8th Street Mixed-Use Small Area Overlay to include requirements for mixed-use structures</p> <p>Revise PUD Standards to incentivize creation of workforce housing forms that are consistent with surrounding development patterns (i.e. duplex, tri-plex, quad-plex units)</p> <p>Revise PUD standards to strengthen architectural guidance for residential design</p>	<p>Develop corridor redevelopment strategies for 14th St., Sadler Rd., S. Fletcher Ave., and Main Beach</p> <p>Develop architectural standards for community facilities to establish consistency in design of new structures</p> <p>Revise Planned Unit Development (PUD) standards to reduce minimum land area to qualify as a PUD</p>	

THEME 2 : Preservation of Character

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
Fernandina Beach will be an equitable and tight-knit community through its built environment and community programs.	<p>Create a Peck Center History Display (funded)</p> <p>Develop African American and Hispanic outreach strategy that builds on pastoral outreach efforts already underway</p> <p>Encourage City Staff to join non-profit organizations and take leadership roles in them</p> <p>Designate City representatives that will ensure a City presence at minority or underrepresented community events</p>	<p>Requirement that government documents are translated into Spanish</p> <p>Develop island-wide strategic plan in partnership with Nassau County</p> <p>Establish community clean-up/amnesty days for removal of junk and debris</p> <p>Partner with organizations to support and expand mentorship programs</p> <p>Develop outreach strategy to advertise existing resources and services offered by the City and local organizations</p>	<p>Partner with non-government organizations and local civic groups to create a living history exhibit</p> <p>Develop storytelling audio or video project of long-time residents to be used at events or as part of a video tour</p> <p>Develop requirements for new construction to include pedestrian spaces that promote socialization and gathering</p> <p>Develop requirements for new construction to include Universal Design standards to ensure equitable access.</p>	

III. THEME 3: LIVABILITY

What We Heard

Economic and social resiliency issues were prevalent during discussions with City leadership, stakeholders, and the general public. These issues include the lack of affordable housing options, accessibility obstacles, and support for aging in place.

What We Are Doing Now

- Bed tax for Amelia Island is at 5%
- Short term vacation rental regulations
- Objective 11.3.15 of the Comprehensive Plan encourages historic and cultural tourism
- Objective 12.4 of the Comprehensive Plan promotes year-round tourism that balances needs of citizens and tourists
- City has conducted parking studies that show there is no parking deficit right now but that could change with further growth.
- SR 200/A1A Corridor Master Plan being conducted by the County
- Public housing is available within City limits
- Affordable housing bonus program
- Accessory dwelling units (ADUs) allowed everywhere except for Old Town
- City waives impact fees for affordable housing projects
- Housing Authority advises Commission on affordable housing
- Objective 3.3 of the Comprehensive Plan supports increased inventory of affordable housing options
 - Policy 3.1.2 encourages the City to promote a mixture of housing types
 - Policy 3.3.1 says the City needs to routinely examine the LDC to ensure it doesn't create barriers to affordable housing
- Paratransit Program through Council on Aging
- Senior meet & greet, senior trips, and fitness classes at Atlantic and MLK Center offered through the Parks and Recreation Department
- Policy 3.3.5 of the Comprehensive Plan states City will adopt LDC regulations that allow seniors to age in place
- City supports a diversified economy
- Good working relationship with the Mills
- Working with industrial and commercial entities to ensure new developments or investments do not hamper the working waterfront
- Working waterfront defined in the Comprehensive Plan
- Objective 2.11 of the Comprehensive Plan ensures protection of working waterfront
- Objective 5.5.14 of the Comprehensive Plan ensures riverfront development be compatible with the working waterfront

THEME 3 : Livability

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
Fernandina Beach will balance the needs of visitors and residents by capitalizing on its tourism economy to reinvest in the local community.	<p>Coordinate with Nassau County on design and implementation of infrastructure projects being funded through the bed tax</p> <p>Enforce the 3-hour parking limit downtown to increase turnover of spaces</p> <p>Require Neighborhood Impact Report for any special event that closes a public street</p>	<p>Work with Nassau County to add 1% High Impact Tourism tax to existing 5% bed tax. Revenues can be used for City infrastructure impacted by tourists like streets, streetscape enhancements, beach access, beach sanitation, dune protection, emergency rescue services, shuttle services, and multi-use trails</p>	<p>Identify which projects will be funded by the additional High Impact Tourism Tax</p> <p>Establishment of mobility fee or Transportation Demand Management (TDM) strategies and policies</p>	<p>Reconsider establishing a parking management strategy or paid parking program that exempts local residents</p>
Fernandina Beach will be a livable and Multi-generation community where its citizens can age in place.		<p>*Waive permit fees for residential homeowner improvements that support aging in place (ramps, grab bars, lifts)</p>	<p>Develop a CAPABLE program -Community Aging in Place (partners with Council on Aging)</p> <p>*Expand paratransit options for seniors and disabled residents</p>	
The city will have housing stock available for its workforce, aging, and vulnerable populations.		<p>Create Workforce Housing Action Plan</p> <p>Update affordable housing bonus program</p> <p>Implement a hybrid form-based code that allows for a diversity of housing types</p> <p>Revise PUD regulations to support affordable housing units</p> <p>Create architectural standards for duplex, triplex, and quadplex housing forms</p>	<p>Create a tiered criteria for access to public housing that supports upward mobility and increases unit turnover</p> <p>Increase the impact fee exemption incentive for non-profits building affordable housing (currently \$25,000)</p>	<p>Rebuild existing public housing at maximum density allowed by zoning when at the end of its lifespan</p>
The City will increase its economic resiliency by diversifying its industry sectors and maintaining its working waterfront.		<p>Streamline permit process for new business locating to the City (update guides, processes, and key contacts)</p> <p>Conduct an audit of government operations and services to identify ways to be more customer service focused</p> <p>Reduce permit fee for sign permits</p> <p>Eliminate Local Business Tax Receipt for new businesses in their first year in the City (currently \$52.50)</p> <p>Create internship program in City government for local students</p> <p>Partner with Nassau County Economic Development Board (NCEDB) to identify targeted industries and tactics to attract them to the City</p>	<p>Create a partnership with Nassau Co. Economic Development Board (NCEDB) to attract aeronautical uses at the airport</p> <p>Develop incentive program for qualified target businesses seeking to locate in Fernandina Beach</p> <p>Implement short-term recommendations from the customer service audit</p>	<p>Implement mid- and long-term recommendations from the customer service audit</p>

* Indicates project is included in more than one objective

IV.THEME 4: FUTURE READY INFRASTRUCTURE, UTILITIES, & PUBLIC FACILITIES

What We Heard

A major theme discussed by City leaders was the need to reinvest in the City's infrastructure in a way that sets Fernandina Beach up to thrive in the future.

This is accomplished through future-proofing the City's utilities and assets. Future ready infrastructure and facilities meet our current needs, while being flexible, reliable, and scalable to handle future requirements and technologies. This can refer to smart grids, electrical vehicle charging networks, expanded broadband and fiber for working at home, and decentralized power production.

This goal will ensure that the City's infrastructure is adaptable to future needs and technologies.

What We Are Doing Now

- Policy 1.1.4 of the Comprehensive Plan says the City shall encourage use and production of renewable energy
- Policy 3.6.2 of the Comprehensive Plan says the City will encourage use of renewable energy in residential structures
- City approved the Cogen plant at Rayonier
- Currently switching City street lights to LEDs
- Policy 11.6.5 of the Comprehensive Plan says the City will encourage burial of utilities in the historic areas
- AT&T currently supplies broadband on Amelia Island
- Policy 12.6.4 of the Comprehensive Plan says the City will investigate availability of broadband service via existing providers, wireless networks, or municipally owned facilities to support expansion
- Conducted a financial analysis on costs of new City Hall vs renovating the existing building
- Policy 2.13.7 the Comprehensive Plan calls for full ADA compliance in all parking lots
- Conceptual design for Waterfront Park approved in 2009, revision approved in 2012
- Conducted Cost Analysis for Waterfront Park
- Engineering drawings for Lot B unveiled in 2016
- Approval for engineering design of Front Street in 2019

THEME 4 : Future Ready Infrastructure, Utilities, and Public Facilities

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
<p>Fernandina Beach will have a resilient Smart Grid that is fully hardened against future storms, powered by renewable energy, supports EVs, and supported by expanded and modernized broadband infrastructure.</p> <p><i>*Note: City would facilitate broadband/fiber build-out through a private utility provider, not invest in a public network.</i></p>	<p>Begin coordination with Florida Public Utilities on utility burying plan and prioritization</p> <p>Coordination with Nassau County to include utility burial and broadband installation on island-wide infrastructure improvement projects funded through the bed tax</p> <p>Adopt "Dig Once" policy to minimize cost of broadband or fiber installation for private utility companies.</p> <p>Establish consistent point of contact with utility providers</p>	<p>Update local building code standards to ensure new buildings are compatible with Electric Vehicle (EV) charging needs and renewable energy production</p> <p>Create a plan for a public EV charging network by establish priority areas for installation of public EV charging stations and micro-grids</p> <p>Create a plan for the adoption of an electric municipal fleet</p> <p>Identify locations for municipal solar grids</p> <p>Create task force to streamline regulations for EV charging stations and small-scale solar installation</p> <p>100% of all street lights converted to LED</p>	<p>Bury overhead utilities in Historic District and S.R. A1A by 2030</p> <p>25% installation of public EV charging network (possible partnership with utilities for installation and maintenance)</p> <p>All electric vehicles in municipal fleet by 2030</p>	<p>Full burial of all overhead utilities by 2045</p> <p>80% installation of public EV charging network (possible partnership with utilities for installation and maintenance)</p>
<p>All City owned and/or operated public facilities will be environmentally and fiscally sustainable.</p>	<p>Undertake cost/benefit analysis to determine most economically feasible option for new City Hall</p> <p>Adopt Sustainable Future Proofing (SFP) design principles for public buildings.</p> <p>Undertake study to determine feasibility of a Public/Private Partnership (P3) of public facilities to lower construction and maintenance costs.</p> <p>Construct new Fire Station #2 near Airport</p> <p>Adopt an ordinance to provide a policy for the utilization of P3 projects.</p> <p>Identify P3 developers to determine feasibility for partnership on publicly owned properties</p> <p>Complete Waterfront Master Plan (in progress)</p>	<p>Renovate existing or construct new City Hall</p> <p>Require a cost/benefit analysis for renewable energy production and energy efficiency elements for all public facility renovations or new construction</p> <p>*Construct southern half of Waterfront Resiliency Project (Lot C & D)</p> <p>Renovation of former Fire Station #2 into headquarters for Ocean Rescue</p>	<p>*Full renovation of MLK Recreation Center</p> <p>*Full renovation of Atlantic Recreation Center</p> <p>Conduct study to determine options for Fire Station #1 expansion</p> <p>*Construct northern half of Waterfront Resiliency Project (Lots A & B)</p>	<p>Make enterprise funds revenue positive by 2040</p>

* Indicates project is included in more than one objective

V. THEME 5: MOBILITY & ACCESSIBILITY

What We Heard

Mobility, traffic, and parking were the second most significant concerns of the public following conservation. Residents, stakeholders, and City leadership voiced throughout the public participation process that the ability to safely and comfortably walk and bike around the City was a primary desire. Amelia Island is recognized as a “Bike Friendly Community” and maintaining and building on that success going forward is a goal for the City.

What We Are Doing Now

- Fernandina has a system of bike lanes and multi-use paths
- City is connected to the rest of the island via the Amelia Island Trail
- Amelia Island certified “bike-friendly community”
- Paratransit service for seniors operated via Council on Aging
- NassauTRANSIT runs express buses between major county communities and to Jacksonville
- Objective 1.5.4-1.5.5 of the Comprehensive Plan encourages redevelopment into walkable/mixed use areas
- Objectives 1.6.3 of the Comprehensive Plan calls to identify areas to become Neighborhood Planning Areas or issue heritage/conservation overlays
- Objective 1.6.7 and 1.8.4-1.8.6 of the Comprehensive Plan calls for use overlays to transform suburban corridors into mixed use corridors

THEME 5 : Mobility & Accessibility

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
All areas of the City will be easily and safely accessible by walking or biking.	Pass a Vision Zero Ordinance	Re-stripe standard crosswalk markings to be high-visibility markings	Achieve Silver level Bicycle Friendly Community status	Achieve Gold level Bicycle Friendly Community status
	Create Safe Routes to School Initiative	Address "high priority" gaps in sidewalk and bicycle network	Completion of traffic calming and complete street design projects on Fletcher and Atlantic Avenues	Address "low priority" gaps in sidewalk and bicycle network
	Conduct a walk audit to identify and prioritize (high, medium, low) gaps in sidewalk and bike networks as well as any accessibility obstacles.	Request FDOT to include complete street design projects for Fletcher and Atlantic Avenues be included in the 5-year work program	Address "medium priority" gaps in sidewalk and bicycle network	
	Adopt context sensitive Complete Street policy based on Goal 2 of the Comprehensive Plan	Analyze alternative bike route to Fletcher Ave.	Adopt mobility fee to support alternative transportation options	
		Coordinate with North Florida Transportation Planning Organization (TPO) to identify and prioritize funding for complete streets	Collaborate with a third party vendor, existing businesses and hotels to develop a non-city run bike share program	
		Traffic calming streetscape project on Sadler Road		
		*Develop requirements for new construction to include Universal Design standards to ensure equitable access.		
		Revise LDC to encourage vehicular and pedestrian cross access between adjacent properties to reduce curb cuts.		
		Conduct a mobility study to explore the option of a mobility fee to fund alternative mobility improvements		

* Indicates project is included in more than one objective

THEME 5 : Mobility & Accessibility

GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
All ages and abilities will be able to navigate the island without the need for a car.	<p>Conduct a mobility study to identify the best mobility options for Fernandina Beach</p> <ul style="list-style-type: none"> Study should look at alternative mobility, park-and-ride options, circulators, shuttles, paratransit, golf carts, and autonomous vehicle infrastructure 	<p>*Establish island-wide shuttle network for hotels and tourist destinations.</p> <p>Implement curbside management strategies for pick up/drop off/ deliveries</p> <p>Implement recommendations of the mobility study.</p>		
The number of single occupancy vehicle trips originating off island will remain at or below 2021 levels.	Begin dialogue with Jacksonville Transit Authority (JTA) to provide transit service to Fernandina Beach. Establish ridership goals, transit nodes, and potential routes	<p>Identify City's responsibilities in bringing JTA bus service to island.</p> <p>Partner with JTA on studies to determine demand and public preferences in a JTA route</p>	Launch a pilot program for a bus route connecting Fernandina Beach with off-island population centers and job nodes	Upgrade pilot bus program into a permanent transit link to off-island
The City will be a place where senior and/or disabled citizens feel welcome and face no accessibility challenges.	Create a working group to work with the disabled community to identify barriers they face	<p>Conduct a walk audit to identify accessibility barriers</p> <p>*Waive permit fees for residential homeowner improvements that support aging in place (ramps, grab bars, lifts)</p> <p>Require Universal Design standards for new public facilities that go above and beyond ADA requirements to ensure equitable access. (accessible vs welcoming to disabled citizens)</p> <p>Ensure ADA accessibility & mobi mats at 25% of public beach access points</p>	<p>*Expand existing paratransit options for seniors and disabled residents</p> <p>Grant / assistance program for commercial properties to make ADA and accessibility improvements (funding, technical assistance)</p> <p>*Full renovation of MLK Recreation Center (ensure renovation includes wheelchair accessible equipment and beach style entrance to the pool)</p> <p>*Full renovation of Atlantic Rec Center (ensure renovation includes wheelchair accessible equipment and beach style entrance to the pool)</p> <p>Ensure ADA accessibility & mobi mats at 50% of public beach access points</p>	Ensure ADA accessibility & mobi mats at 100% of public beach access points

* Indicates project is included in more than one objective

03 IMPLEMENTING THE VISION

I. IMPLEMENTATION STRATEGY

A. Types of changes

The projects and recommendations identified for each goal in Chapter 2 fall into 7 main categories. They will either require modifications to the Comprehensive Plan, LDC, or zoning regulations; establishment of a new City program or service; undertake an additional planning study; require a partnership with another entity, outreach or engagement with a community; action by the City government; or inclusion into the City's Capital Improvements Plan.

Comprehensive Plan or LDC Update

The Comprehensive Plan is the foundation for determining future land uses, transportation strategies, housing policies, conservation efforts, and funding for projects and programs. Florida requires cities to keep their comprehensive plans up to date. Ensuring that elements in the Vision 2045 Plan are incorporated into the Comprehensive Plan is essential to ensure that all projects and recommendations are in line with the community's long-term plan.

The Land Development Code (LDC) standardizes specific zoning and development regulations such as land use, density, height, parking, architecture, and site plan layout. The LDC's specific and legally binding requirements for development are the primary driver on how a development looks, functions, and operates. Updates are needed to the code to ensure that future development and redevelopment are in line with the Vision and Comprehensive Plans.

New City Program

Some recommendations call for the creation of a new City-funded program or new staff position. Some of these recommendations may be handled by existing staff but others may require the hiring of new employees to carry out the program's functions.

Additional Planning Study

The Vision Plan offers broad and high level recommendations. Some objectives recommend further analysis or an additional planning study to dig deeper and more thoroughly than the Vision Plan analysis.

Action

Project requires an action or designation from the City.

Partnership

Several recommendations are for the City to collaborate with other entities or organizations to archive a common goal while the City acts as the project's prime.

Outreach & Engagement

Some recommendations are focused around outreach and engagement of underrepresented communities and populations.

Capital Improvements Project

Capital improvements are major investments or upgrades to public infrastructure or a public facility. Projects that fall under this category include major streetscape projects, new pedestrian or bike infrastructure, and construction of new parks or City-owned buildings.

THEME 1 : Environmental Sustainability & Resiliency

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: Protect and increase the tree canopy								
Create a Tree Management Plan with data from City Tree Committee (CTC) Report	Additional Planning Study	Proposed	X					City Tree Committee
Allow for administrative review of design standard deviations when certain trees can be preserved	Comp Plan/LDC Update	Not Started	X				N/A	City Tree Committee
Identify areas for potential planting areas in parks, rights-of-way, retention ponds, the golf course, and local schools	Additional Planning Study	Proposed	X					City Tree Committee Keep Nassau Beautiful
Adoption of 11 LDC code revisions identified in the CTC report	Comp Plan/LDC Update	Proposed	X				N/A	City Tree Committee
Designate areas for tree staging and storage of materials for installation	Action	Proposed	X					City Tree Committee
Creation of an interdepartmental Tree Unit	New City Program	In progress	X					City Tree Committee
Foster the creation of a volunteer group to support new tree plantings for first 2 growth cycles	New City Program	Not Started		X				City Tree Committee Keep Nassau Beautiful Amelia Island Tree Conservancy
Create tree planting strategy around stormwater management facilities	Additional Planning Study	Not Started		X				Nassau County Property owners
Expand landscape buffers/tree preservation minimum requirements for size and plantings along Amelia Island Pkwy	Partnership	Not Started		X				Nassau County City Tree Committee
Increase tree plantings Simmons Rd., Will Hardee Rd., and S. 14th St. south of Sadler, Jasmine St. to retain natural character	Partnership	Not Started		X				Nassau County City Tree Committee Keep Nassau Beautiful Amelia Island Tree Conservancy
Establish a long-term tree maintenance and replacement plan for Bosque Bello Cemetery	Additional Planning Study	Not Started		X				City Tree Committee
Increase canopy by 5% in the next 15 years (2036)	<i>Benchmark</i>	<i>Not Met</i>				X		
Maximize preservation of environmental features by revising PUD guidelines to support clustered developments which minimize land area impacts beyond current minimum requirements	Comp Plan/LDC Update	Not Started				X		
Increase tree canopy by 7% in next 20 years (2041)	<i>Benchmark</i>	<i>Not Met</i>					X	

THEME 1 : Environmental Sustainability & Resiliency

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will increase acreage of land dedicated to recreation and conservation								
Create similar nomination structure to align with County goals for Conservation Land Acquisition and Management (CLAM) - like program development and implementation	New City Program	In Progress	X				Land & Water Conservation Fund (LWCF) Grant	Nassau County North Florida Land Trust
Establish goal for conservation land acquisition in acreage	Action	Not Started	X				N/A	North Florida Land Trust
Develop Conservation Easement incentives for residential properties to reduce development potential	New City Program	Not Started		X				North Florida Land Trust
Establish a long-term sustainable funding strategy for purchase of conservation lands	Action	Not Started		X				North Florida Land Trust
<i>All parcels identified for conservation by the City's CLAM-like program will be purchased</i>	<i>Benchmark</i>	<i>Not Met</i>				X		
GOAL: There will be no septic tanks in Fernandina Beach and all properties will be connected to City utilities								
Work with the Nassau County Department of Health to identify existing septic systems and determine age of systems – maintain updated listing for GIS	Partnership	Not Started	X				N/A	Department of Health
Create incentive program for septic households to connect to City Services. Program should also identify parcels in the County that could easily be connected to sewer	New City Program	Not Started		X				Nassau County
Work with Health Department to prevent future approval of septic tanks in Fernandina Beach City limits	Partnership	Not Started		X			N/A	Department of Health
<i>No new septic tanks approved in Fernandina Beach by 2025</i>	<i>Benchmark</i>	<i>Not Met</i>		X				Department of Health
<i>35% Reduction in number of septic tanks in Fernandina Beach by 2030 (2021 Baseline)</i>	<i>Benchmark</i>	<i>Not Met</i>			X			
<i>80% Reduction in number of septic tanks in Fernandina Beach by 2040 (2021 Baseline)</i>	<i>Benchmark</i>	<i>Not Met</i>				X		

THEME 1 : Environmental Sustainability & Resiliency

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City's waterfronts, beaches, and wetlands will be resilient to the impacts of humans and climate change								
Expand the Upland Coastal Protection Zone (CUPZ)	Comp Plan/LDC Update	Proposed	X				N/A	FEMA
Develop Habitat Beach Conservation Plan	Additional Planning Study	Funded	X					
Expand wetland buffer requirements	Comp Plan/LDC Update	In Progress	X				N/A	
Establish temporary construction regulations for work in the floodplain	Comp Plan/LDC Update	Not Started	X				N/A	
Implement short-term strategies from Beach Habitat Conservation Plan		Not Started		X				
Establish comprehensive island-wide wildlife corridor networks with Nassau County	Partnership	Not Started		X			Coastal Partnership Initiative (CPI) Grant	Nassau County
Implement mid-term strategies from Beach Habitat Conservation Plan		Not Started			X		Coastal Partnership Initiative (CPI) Grant	Amelia Island Sea Turtle Watch
Full implementation of the Beach Habitat Conservation Plan		Not Started				X	Coastal Partnership Initiative (CPI) Grant	Amelia Island Sea Turtle Watch
GOAL: The City will be resilient to the impacts of storm surge, sea-level rise, and flooding								
Develop a Hazard Mitigation Plan	Additional Planning Study	Not Started	X					FEMA
Strengthen building requirements for 100- and 500-year flood plains	Comp Plan/LDC Update	Proposed	X				BRIC Program	
Decrease maximum impervious surface ratio outside of the Central Business District and 8th St. small area overlay	Comp Plan/LDC Update	Not Started	X				N/A	
Build southern half of Downtown Waterfront Park (Lots C & D)	Capital Improvement	Engineering In Progress		X			Resilient Florida Grant, CIP, Bond, P3	P3 Developer
Establish Adaptation Action Areas, as appropriate	Additional Planning Study	Not Started		X			BRIC Program	Florida Department of Economic Opportunity
Prioritize infrastructure within Adaptation Action Areas	Action	Not Started		X			BRIC Program	
Establish a designated staff member or team to serve in a Chief Resiliency Officer capacity	New City Program	Not Started		X				Nassau County Florida Department of Environmental Protection
Form joint entity/partnership with Nassau County	Partnership	Not Started		X				Nassau County
Develop Low-Impact Development Manual	Action	Not Started		X				
Update the Vulnerability Assessment and Sea Level Rise/Climate Change audit of public facilities	Additional Planning Study	Not Started		X			BRIC Program Resilient Florida Grant	
Implement recommendations in Stormwater Master Plan	Additional Planning Study	Not Started		X				
Create Resiliency Master Plan	Additional Planning Study	Not Started		X				
Acquire last parcel in the Downtown Waterfront Park footprint	Action	Not Started			X			
Build northern half of Downtown Waterfront Park (Lots A & B)	Capital Improvement	Conceptual			X		Resilient Florida Grant, CIP, Bond, P3	P3 Developer

THEME 2 : Preservation of Character

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All historic properties eligible for designation will be designated and be in good physical condition								
Restore Peck Center	Capital Improvement	Funded	X					
Update 2012 Bosque Bello Master Plan	Planning Study	Not Started	X					
Implement short-term projects in Bosque Bello Master Plan		In Progress		X				City Tree Committee FL Public Archeology Network (FPAN) Amelia Island Genealogy Society
Obtain NRHP designation for Bosque Bello Cemetery	Action	In Progress		X				FL Public Archeology Network (FPAN)
Work with Nassau County to adopt ad valorem tax incentive for historic properties	Partnership	In Progress		X			N/A	
Full Implementation of Bosque Bello Master Plan	In Progress	In Progress			X			
Obtain for historic designation of structures that become eligible between 2021-2035		Not Started			X			
Obtain for historic designation of structures that become eligible between 2035-2045		Not Started				X		
GOAL: Fernandina Beach will retain its architectural charm by encouraging building preservation and adaptive reuse instead of demolition and new construction								
Undertake architectural survey of buildings outside the Historic District to identify architecturally contributing buildings (similar to Historic District and Old Town)	Additional Planning Study	Not Started		X				
Expand preservation incentives to include these architecturally contributing structures outside of the Historic District	New City Program	Not Started			X			
Establish a resource bank of local design professionals and engineers to provide low-cost service to property owners at risk of enforcement violations or demolition by neglect	New City Program	Not Started				X		Community Development Block Grant

THEME 2 : Preservation of Character

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All new construction in Fernandina Beach will be reinforce the City's small town charm and respect the neighborhood's unique character								
Coordinate with Nassau County on implementation of wayfinding project to ensure island-wide consistency	Partnership	In Process	X				Bed Tax	Nassau County
Work with Nassau County to design and construct gateway entry features	Partnership	Proposed	X				Bed Tax	Nassau County
Adopt a hybrid form-based code that ensures new construction reflects and reinforces the community's character	Comp Plan/LDC Update	Not Started		X				
Create Neighborhood Conservation Districts to further tailor new construction standards to reflect neighborhood character.	Comp Plan/LDC Update	Not Started		X				
Update 8th Street Mixed-Use Small Area Overlay to include requirements for mixed-use structures	Comp Plan/LDC Update	Proposed		X			N/A	
Revise PUD Standards to incentivize creation of workforce housing forms that are consistent with surrounding development patterns (i.e. duplex, tri-plex, quad-plex units).	Comp Plan/LDC Update	Proposed		X			N/A	
Revise PUD standards to strengthen architectural guidance for residential design	Comp Plan/LDC Update	Proposed		X			N/A	
Develop corridor redevelopment strategies for 14th Street, Sadler Road, S. Fletcher Avenue, and Main Beach	Additional Planning Study	Not Started			X			
Develop architectural standards for community facilities to establish consistency in design of new structures	Additional Planning Study	Not Started			X			
Revise Planned Unit Development (PUD) standards to reduce minimum land area to qualify as a PUD	Comp Plan/LDC Update	Not Started			X		N/A	

THEME 2 : Preservation of Character

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: Fernandina Beach will be an equitable and tight-knit community through community building programs and a built environment that encourages socialization among residents.								
Create a Peck Center History Display		Funded	X					
Developed African American and Hispanic outreach strategy that builds on pastoral outreach efforts already underway	Outreach	In Progress	X					Nassau Racial Equality Coalition Historically Black Church pastors
Encourage City Staff to join non-profit organizations and take leadership roles in them	Outreach		X				N/A	
Designate City representatives that will ensure a City presence at minority or underrepresented community events	Outreach		X				N/A	4 the Culture
Requirement that government documents are translated into Spanish	Action			X			N/A	
Develop island-wide strategic plan in partnership with Nassau County	Partnership			X				Nassau County
Establish community clean-up/amnesty days for removal of junk and debris	New City Program			X				Keep Nassau Beautiful
Partner with organizations to support and expand mentorship programs	Partnership			X				NE FL Builders Association Chamber of Commerce Mills
Develop outreach strategy to advertise existing resources and services offered by the City and local organizations	Outreach			X				Nassau Racial Equality Coalition Historically Black Church pastors
Partner with non-government organizations to create a living history exhibit	Partnership				X			Amelia Island Museum of History Peck High School Foundation
Develop storytelling audio or video project of long-time residents to be used at events or as part of a video tour	Partnership				X			
Develop requirements for new construction to include pedestrian spaces that promote socialization and gathering	Comp Plan/LDC Update				X		N/A	
Develop requirements for new construction to include Universal Design standards to ensure equitable access.	Comp Plan/LDC Update				X		N/A	

THEME 3 : Livability

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: Balance the needs of visitors and residents by capitalizing on tourism industry to reinvest in the local community.								
Coordinate with Nassau County on design and implementation of infrastructure projects being funded through the bed tax	Partnership		X				Bed tax	Nassau County
Enforce the 3-hour parking limit downtown to increase turnover of spaces	Action	Not Started	X				N/A	
Require Neighborhood Impact Report for any special event that closes a public street	Action	Not Started	X				N/A	
Work with Nassau County to add 1% High Impact Tourism tax to existing 5% bed tax	Partnership	Not Started		X			N/A	Nassau County
Identify which projects will be funded by the additional High Impact Tourism Tax	Action	Not Started			X		N/A	
Establishment of mobility fee or TDM strategies	Action	Not Started			X		N/A	Hotels
Reconsider establishing a parking management strategy or paid parking program that exempts local residents	New City Program	Not Started				X		
GOAL: Fernandina Beach will be a livable and Multi-generation community where its citizens can age in place.								
Waive permit fees for residential homeowner improvements that support aging in place	Action			X			N/A	Council on Aging
Develop a CAPABLE -Community Aging in Place	Partnership				X		Partnership with local University nursing programs	Council on Aging AARP Local Nursing Programs Baptist Medical Center
Expand paratransit options for seniors and disabled residents	Partnership				X			Council on Aging Federal Transit Administration

THEME 3 : Livability

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will have housing stock available for its workforce, aging, and vulnerable populations.								
Create Workforce Housing Action Plan	Additional Planning Study			X				Nassau County Nassau County SHIP Florida Housing Coalition Nassau Racial Equality Coalition
Update affordable housing bonus program	Comp Plan/LDC Update			X				St Johns County AARP Nassau County SHIP
Implement a hybrid form-based code that allows for a diversity of housing types	Comp Plan/LDC Update			X				AARP Florida Housing Coalition
Revise PUD regulations to support affordable housing units	Comp Plan/LDC Update			X				AARP Florida Housing Coalition
Create architectural standards for duplex, triplex, and quadplex housing forms	Comp Plan/LDC Update			X				
Create a tiered criteria for access to public housing that supports upward mobility	Additional Planning Study					X		
Increase the impact fee exemption incentive for non-profits building affordable housing	Action					X	N/A	
Rebuild existing public housing at maximum density allowed by zoning	Capital Improvement						X	Community Development Block Grant HUD Habitat for Humanity AARP Nassau County SHIP

THEME 3 : Livability

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will increase its economic resiliency by diversifying its industry sectors and maintaining its working waterfront.								
Streamline Permit process for new businesses locating to the City	Action	Not Started		X				Chamber of Commerce
Reduce permit fee for sign permits	Action	Not Started		X			N/A	
Eliminate Local Business Tax Receipt for new businesses in their first year in the City	Action	Not Started		X			N/A	Chamber of Commerce
Create internship program in City government for local students	New City Program	Not Started		X				
Conduct a customer service focused audit of government operations and services to identify ways to be more customer focused	Additional Planning Study	Not Started		X				Chamber of Commerce NE FL Builders Association
Partner with Nassau County Economic Development Board (NCEDB) to identify targeted industries and tactics to attract them to the City	Partnership / Additional Planning Study	Not Started		X				Chamber of Commerce NCEDB
Create a partnership with Nassau Co Economic Development Board (NCEDB) to attract aeronautical uses at the airport	Partnership	Not Started			X			NCEDB
Develop incentive program for qualified target businesses seeking to locate in Fernandina Beach	New City Program	Not Started			X			Chamber of Commerce NCEDB
Implement short-term recommendations from the customer service audit		Not Started			X			
Implement mid- and long-term recommendations from the customer service audit		Not Started				X		

THEME 4 : Future Ready Infrastructure, Utilities, & Public Facilities

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: Upgrade utility and infrastructure networks to be hardened and future ready								
Begin coordination with Florida Public Utilities on utility burying plan and prioritization	Partnership	Not Started	X				N/A	Florida Public Utility
Coordination with Nassau County to determine if utility burial and broadband installation can be included in streetscape upgrade project	Partnership	Not Started	X				N/A	Nassau County Florida Public Utility AT&T
Adopt "Dig Once" policy to minimize cost of broadband or fiber installation	New City Program	Not Started	X				N/A	Florida Public Utility AT&T
Establish consistent point of contact with utility providers	Action	Not Started	X				N/A	Florida Public Utility
Update local building code standards to ensure new buildings are compatible with Electric Vehicle (EV) charging needs and renewable energy production.	Comp Plan/LDC Update	Not Started		X			N/A	Florida Public Utility NE FL Builders Association
Create a plan for a public EV charging network by establishing priority areas for installation of public EV charging stations and micro-grids	Additional Planning Study	Not Started		X			US Dept of Energy State Energy Program (SEP)	US Dept of Energy State Energy Program (SEP)
Create a plan for the future adoption of an electric municipal fleet.	Additional Planning Study	Not Started		X			US Dept of Energy State Energy Program (SEP)	Climate Mayors Electric Vehicle Purchasing Collaborative US Dept of Energy State Energy Program (SEP)
Identify locations for municipal solar grids	Additional Planning Study	Not Started		X				Florida Public Utility
Create task force to streamline regulations for EV charging stations and small-scale solar installation	New City Program	Not Started		X				
<i>100% of all street lights converted to LED</i>	<i>Benchmark</i>	<i>Not Met</i>		X				
<i>Bury overhead utilities in Historic District and S.R. A1A by 2030</i>	<i>Benchmark</i>	<i>Not Met</i>				X	N/A	Florida Public Utility
<i>25% installation of public EV charging network</i>	<i>Benchmark</i>	<i>Not Met</i>				X	Partnership with FPU Infrastructure Bill	Florida Public Utility
<i>All electric vehicles in municipal fleet by 2030</i>	<i>Benchmark</i>	<i>Not Met</i>				X	CIP	Climate Mayors Electric Vehicle Purchasing Collaborative US Dept of Energy State Energy Program (SEP)
<i>Full burial of all overhead utilities by 2045</i>	<i>Benchmark</i>	<i>Not Met</i>					X	N/A Florida Public Utility
<i>80% installation of public EV charging network</i>	<i>Benchmark</i>	<i>Not Met</i>					X	Partnership with FPU Infrastructure Bill Florida Public Utility

THEME 4 : Future Ready Infrastructure, Utilities, & Public Facilities

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All City owned and/or operated public facilities will be environmentally and fiscally sustainable.								
Select option for City Hall (renovation vs new construction)	Action	In Progress	X				N/A	
Adopt sustainable future-proofing (SFP) design principles for public buildings	Comp Plan/LDC Update	Not Started	X				N/A	
Undertake study to determine feasibility of Public Private Partnerships (P3) of public facilities to lower construction and maintenance costs	Additional Planning Study	Not Started	X					
Construct new Firehouse Station #2 near Airport	Capital Improvement	In Progress	X				CIP P3	P3 Developer
Adopt an ordinance to provide a policy for the utilization of P3 projects	Comp Plan/LDC Update	In Progress	X				N/A	
Select P3 developer to partner with	Action	Not Started	X				N/A	
Complete Waterfront Master Plan	Action	In Progress	X					
Renovate City Hall or construct new facility	Capital Improvement	Proposed		X			CIP or P3	P3 Developer
Require a cost/benefit analysis for renewable energy production and energy efficiency elements for all public facility renovations or new construction	Comp Plan/LDC Update	Not Started		X			N/A	
Construct southern half of Downtown Waterfront Park (Lots C & D)	Capital Improvement	Engineering In Progress		X			Resilient Florida Grant CIP Bond P3	P3 Developer
Renovation of former Firehouse #2 into Ocean Rescue Headquarters	Capital Improvement	Conceptual		X			CIP P3	P3 Developer
<i>Full renovation of MLK Rec Center</i>	Capital Improvement	Proposed			X		CIP P3	P3 Developer
<i>Full renovation of Atlantic Rec Center</i>	Capital Improvement	Proposed			X		CIP P3	P3 Developer
Study to determine need for Firehouse #1 renovation and/or expansion	Additional Planning Study	Not Started			X			
Construct northern half of Downtown Waterfront Park (Lots A & B)	Capital Improvement	Conceptual			X		Resilient Florida Grant CIP Bond P3	P3 Developer
Renovate and/or expand Firehouse #1	Capital Improvement	Not Started				X	CIP P3	P3 Developer
<i>Make enterprise funds revenue positive by 2040</i>	<i>Benchmark</i>	<i>Not Met</i>				X		

THEME 5 : Mobility & Accessibility

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All areas of the City will be easily and safely accessible by walking or biking.								
Pass a Vision Zero Ordinance	Action	Not Started	X					Vision Zero Network
Create Safe Routes to School Initiative	Action	Not Started	X					Schools
Conduct a walk audit to identify and prioritize (high, medium, low) gaps in sidewalk and bike network	Additional Planning Study	Not Started	X					
Adopt Context sensitive Complete Street Policy	Action	Not Started	X					
Re-stripe standard crosswalk markings to be high-visibility markings	Action	Not Started		X				TPO / FDOT Nassau County
Address "high priority" gaps in sidewalk and bicycle network	Capital Improvements	Not Started		X			High Tourism Impact Tax (Tourist areas)	TPO / FDOT
Request FDOT to include complete street design projects for Fletcher and Atlantic Avenues be included in the 5-year work program	Partnership	Not Started		X				TPO / FDOT
Analyze alternative bike route to Fletcher Ave	Additional Planning Study	Not Started		X				
Coordinate with North Florida Transportation Planning Organization (TPO) to identify and prioritize funding for complete streets	Partnership	Not Started		X				TPO / FDOT
Traffic calming streetscape project on Sadler Road	Capital Improvements	Not Started		X				
Develop requirements for new construction to include Universal Design standards to ensure equitable access.	Comp Plan/LDC Update	Not Started		X			N/A	
Revise LDC to encourage cross access through adjacent parking lots to reduce curb cuts	Comp Plan/LDC Update	Not Started		X			N/A	
Explore the option of a mobility fee to fund alternative mobility improvements	Additional Planning Study	Not Started		X				
<i>Silver level Bicycle Friendly Community status</i>	<i>Benchmark</i>	<i>Not Met</i>				X		
Completion of traffic calming and complete street design projects on Fletcher and Atlantic Avenues	Capital Improvements	Not Started			X		TPO / FDOT	TPO / FDOT
Address "medium priority" gaps in sidewalk and bicycle network	Capital Improvements	Not Started			X		High Tourism Impact Tax (Tourist areas)	
Adopt the mobility fee	Action	Not Started			X			
Create non-city run bike share program	Partnership	Not Started			X			Hotels
<i>Gold level Bicycle Friendly Community status</i>	<i>Benchmark</i>	<i>Not Met</i>				X		
Address "low priority" gaps in sidewalk and bicycle network	Capital Improvements	Not Started				X		

THEME 5 : Mobility & Accessibility

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All ages and abilities will be able to navigate the island without the need for a car.								
Conduct a mobility study to identify the best mobility options for Fernandina Beach	Additional Planning Study	Not Started		X				
Establish island-wide shuttle network for hotels and tourist destinations	New City Program	Not Started		X			High Tourism Impact Tax	Hotels
Implement curbside management strategies for pick up/drop-off/deliveries	Additional Planning Study	Not Started		X				Main Street Fernandina Beach
Implement recommendations of the mobility study	Action	Not Started		X				
GOAL: The number of single occupancy vehicle trips originating off island will remain at or below 2021 levels.								
Begin dialogue with JTA to provide transit service to Fernandina Beach. Establish ridership goals, transit nodes, and potential routes	Partnership	In Progress	!				N/A	Jacksonville Transit Authority (JTA)
Identify City's responsibilities in bringing JTA bus service to island	Partnership	Not Started		X			N/A	Jacksonville Transit Authority (JTA)
Partner with JTA on studies to determine demand and public preferences in a JTA route	Partnership	Not Started		X				Jacksonville Transit Authority (JTA)
Launch pilot bus program	Partnership	Not Started				X		Jacksonville Transit Authority (JTA)
Upgrade pilot program to permanent transit line	Partnership	Not Started					X	Jacksonville Transit Authority (JTA)

THEME 5 : Mobility & Accessibility

Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will be a place where senior and/or disabled citizens feel welcome and face minimal accessibility challenges.								
Create working group to work with seniors and disabled citizens to identify accessibility obstacles and priorities	Action	Not Started	X					Council on Aging AARP
Conduct a walk audit to identify accessibility barriers	Additional Planning Study	Not Started		X				Senior & Disabled Citizen Working Group AARP
Waive permit fees for residential homeowner improvements that support aging in place (ramps, grab bars, lifts)	Action	Not Started		X			N/A	Council on Aging
Require Universal Design standards for new public facilities that go above and beyond ADA requirements to ensure equitable access	Comp Plan/LDC Update	Proposed		X			N/A	
Ensure ADA accessibility & Mobi Mats at 25% of public beach access points		Not Started		X			High Tourism Impact Tax	
Expand existing paratransit options for seniors	Partnership	Not Started			X			Council on Aging
Grant / assistance program for commercial properties to make ADA and accessibility improvements (funding, technical assistance)	New City Program	Not Started			X			Council on Aging Main Street Fernandina Beach Chamber of Commerce
Full renovation of MLK Recreation Center					X			
Full renovation of Atlantic Recreation Center					X			
Ensure ADA accessibility & Mobi Mats at 50% of public beach access points					X		High Tourism Impact Tax	
Ensure ADA accessibility & Mobi Mats at 100% of public beach access points						X	High Tourism Impact Tax	

APPENDIX A

EXISTING CONDITIONS ANALYSIS



Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by



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A : EXISTING CONDITIONS

I. HISTORY

Founding by the Spanish Empire

Fernandina Beach is a city rich in history. Known as the Isle of 8 Flags, the city has been a possession of 8 different nations since its founding. This has created a melting pot of cultures that is reflected in the city's architecture, cityscape, and public traditions.

Fernandina Beach was founded in 1811 by Spanish colonists and named after King Ferdinand VII. It was the last city to be platted under the "Law of the Indies" and the final city to be established by Spain in the Western Hemisphere.

The original settlement was established approximately one mile north of present-day downtown Fernandina Beach. The 1811 plat organized the new town in a traditional grid, consisting of city blocks measuring 200 ft x 250 ft. A public plaza, a major element of Spanish colonial town planning, was established in the center of the new town. Fort San Carlos stood between the plaza and the waterfront, protecting the city and port from naval aggressions from an expanding United States. This fortress, constructed of wood and earthworks, has eroded over the years. The original street grid and public plaza (Fernandina Plaza Historic State Park) are all that remain of the original Spanish settlement.

Photo: Fernandina Beach 1884 (Source: Amelia Island Museum of History)



1811 City Plat

Founded in 1811 by the Spanish Empire, Fernandina Beach was the last city to be platted under the "Law of the Indies" and the final city to be established by Spain in the Western Hemisphere.

Photo: 1811 Plat (OldTownFernandina.org)



Photo: 1857 Yulee Plat of Fernandina Beach (Source: Library of Congress)



Photo: Centre Street in 1883 (Source: Hicks 2007:39)



Relocation South and the Railroad

Fernandina Beach relocated one mile south in the 1850s to take advantage of the new Florida Railroad built by David Yulee that terminated on Amelia Island. The new town center developed around its railroad station, which still stands today as the Amelia Island Welcome Center, and became an important transportation center in northern Florida.

In 1857, David Yulee platted the new town of Fernandina Beach. The new city layout was modeled off of New York City. The plan laid out the City in a traditional grid with city blocks approximately 400 feet by 250 feet. A large public park was designated in the center of the city to act as Fernandina Beach's version of Central Park. Davis Yulee envisioned the City would become the "Manhattan of the South".

The Civil War broke out before David Yulee was able to develop his vision for the City. Confederate forces took over nearby Fort Clinch which eventually housed six companies of troops. The City fell to Union troops the next year and became a primary destination for freed slaves during the rest of the War.

Fernandina Beach's African American population grew after the end of the Civil War. Hundreds settled in the City and several Black ministries and churches were founded including New Zion Missionary Baptist on South 9th Street. Black citizens began to be elected to City offices in part due to the City's large African American population until the State legislature redistricted the City to benefit White citizens. Segregation laws were introduced in the 1890's.

Growth & Prosperity

Fernandina Beach entered a period of growth and prosperity in the last quarter of the 1800's. In this period, the City established a robust tourism industry, expanded the port, and became a primary trading center connecting the cotton and timber industries with maritime shipping routes.

The historic wealth and prosperity of the town is reflected in the local architecture and cityscape. Fernandina Beach possesses a large concentration of nineteenth century residential architecture and the downtown area is rich in revival and romantic architectural styles.

Photo: *Newly Built Courthouse, 1892*
(Source: *Courthouse History*)



The city continued to grow with the establishment of the Kraft Corporation Paper Mill in the late 1930's. Other industries followed and built-up Fernandina Beach's modern-day industrial port. The city reached a population of 7,000 in the 1960's. This population growth led to the development of new residential areas east of the historic downtown area towards the oceanfront. While most of the newer residential areas continued to utilize a traditional street grid, some of the developments in the southeast part of the city were designed in a more standard, suburban style.

Fernandina Beach Today

The city began to focus on historic preservation efforts in the 1970's, establishing new guidelines and encouraging restoration of historic structures. Today, the cityscape of Fernandina Beach is a rich tapestry of historical architecture that makes it a beautiful and unique place in the modern world.

Photo: *Restored Historical Buildings Along Centre St.*
(Source: *Deremer Studios*)



II. 2030 COMPREHENSIVE PLAN

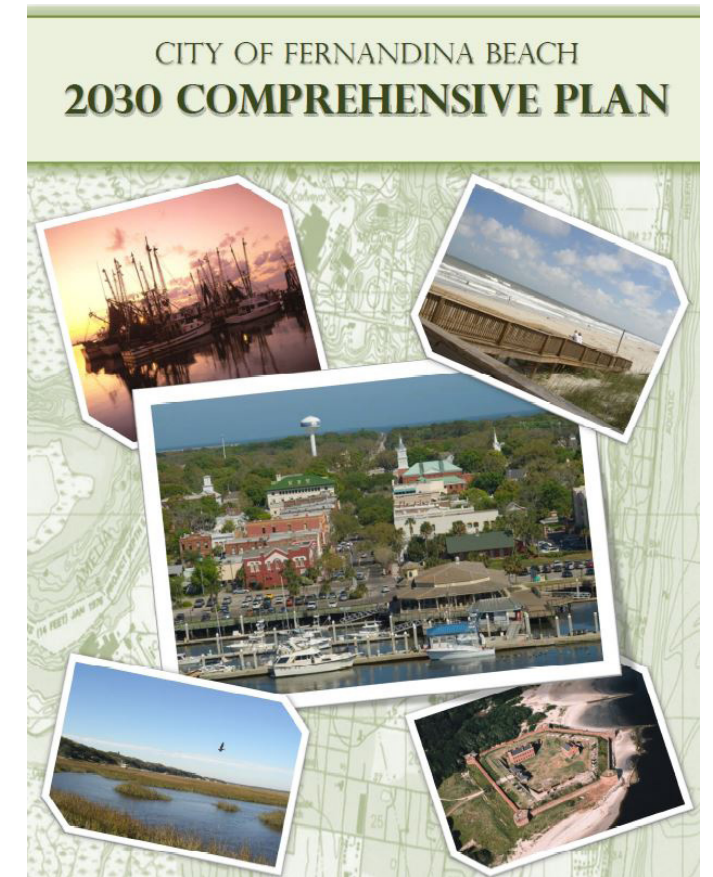
A. Plan Structure

Fernandina Beach adopted the 2030 Comprehensive Plan in 2002 to guide development of the City over the proceeding 15-25 years. The plan addresses the following 12 main topics that influence the City's physical development.

1. Future Land Use
2. Multi-modal Transportation
3. Housing
4. Public Facilities
5. Conservation & Coastal Management
6. Recreation & Open Space
7. Intergovernmental Coordination
8. Capital Improvements
9. Port Facilities
10. Public Schools
11. Historic Preservation
12. Economic Development

Every seven years the City updates the Plan through an Evaluation and Appraisal Review report (EAR). Based on legislative changes, the City's EAR deadline was 2019. The purpose of the EAR is to evaluate progress the City has made towards the goals laid-out in the Comprehensive Plan, update for legislative changes and allows amendments to address new issues and identify new opportunities. The 2019 EAR directed changes based on state level legislative action to address seasonal population impacts, water supply planning, and flood resiliency. Plan amendments were finalized in 2020. Following these changes, the

Photo: *2030 Comprehensive Plan (Source: WGI)*



City Commission directed action to review and determine if holistic changes were needed to support its goals in better addressing climate change vulnerabilities, update plan time frames, and to determine if certain policies were no longer relevant.

B. Plan Legacy

The 2030 Comprehensive Plan was implemented in several key areas. The City established a Land Development Code Working Group which identified priority areas for directing changes. The first and most successful was the 8th Street Mixed Use Overlay with corresponding new land use and zoning map changes. Following success in achieving goals for improvement along 8th Street, the city focused on its downtown core to evaluate residential densities to better support re-use of existing structures. Changes to the

Land Development code were also brought forward to allow for more expansive Accessory Dwelling Units in support of multi-generational living and aging in place policies. Another key measure that was fully implemented was the reduction of impervious surfaces by setting caps on required parking, adding parking flexibility standards, and limiting impervious material for parking areas. The City made changes within its table of land uses to include modern language for various uses and needs and aligned its industrial zoning designations to better reflect their allowable intensities. Also completed, were changes to support needs within the established Community Redevelopment Area. Calculation of building heights to address floodplain properties and concerns with mechanical equipment encroaches were another significant implementation measure. The City completed several, but not all of the directed studies or plans within the Plan.

Additional implementation efforts of the City have been witnessed in its organizational structure. The City has created a Stormwater Department during this time frame who have completed several significant projects and provided expertise in stormwater planning. In 2019, the City established specific right-of-way standards for roadway development. The City created a new chapter in its Land Development Code to specifically address properties within Historic Districts. Updated permanent and temporary signage regulations have been addressed following recent Supreme Court decision making. The City has made numerous significant changes to protect its urban forest through code amendments to increase mitigation requirements and penalties. Further, the City committed to the hiring of an urban forester/ city arborist and has maintained this position since 2018.

The City adopted an its Conservation Land Trust Fund in support of its public land acquisition program in 2018 and has aggressively made changes to its Future Land Use Map and Zoning Map to reflect Conservation status on properties owned by governmental agencies and on private properties on 129 acres of land. Additionally, the city has purchased almost 20 acres of land. The city maintains an active partnership with the North Florida Land Trust to support its conservation acquisition efforts.

Despite these meaningful changes and action taken to implement the 2030 Comprehensive Plan, many items remain incomplete. Specific areas that require greater focus leading into the next planning horizon include:

- implementation of the City's goals for multimodal transportation options,
- addressing climate change vulnerabilities through establishment of Adaptation Action Areas
- consideration of form-based solutions to direct residential and non-residential character including standards for Planned Unit Developments,
- creation of a City context low impact development manual, and developing standards for cluster development to better protect natural features on individual lots, and
- determine solutions for neighborhood level planning needs and outreach.

III. MAP OVERVIEWS

A. Existing Built Environment

The built environment of Fernandina Beach is comprised of three primary development patterns. Old Town, the Historic District, and the residential neighborhoods adjacent to Atlantic Avenue, the Middle and High Schools, and the Peck Center are developed as traditional urban neighborhoods. These are the oldest parts of the City and are defined by their smaller blocks and intact street grid network. The residential area centered around North Fletcher Avenue is also constructed in a traditional urban neighborhood fashion. These areas are considered the City's most walkable and pedestrian friendly.

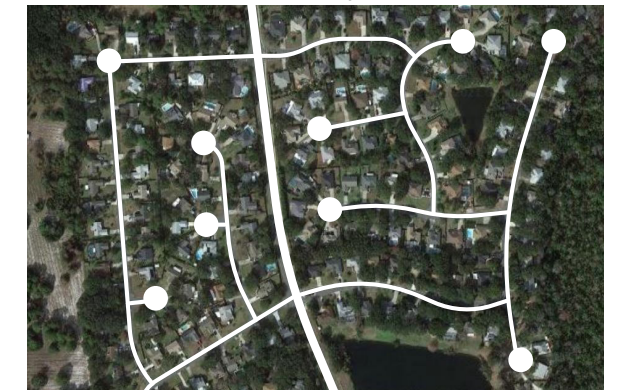
Many of the newer residential neighborhoods constructed in Fernandina Beach follow a sprawling suburban style of development with limited entry points into the neighborhood and several dead-end streets terminating in cul-de-sacs. These areas contain predominately detached single-family homes of similar age and architectural style. These areas are car-centric in design and geographically separated from other uses such as shops and restaurants.

The areas around 5 Points, South 14th Street, and Saddler Road are constructed in a Suburban Commercial development pattern. These areas are dominated by big-box stores with large parking lots, stand alone fast food restaurants, and shopping plazas. Buildings are set back from the road with parking located between the business and street. They are car-centric areas with limited pedestrian or bicycle infrastructure.

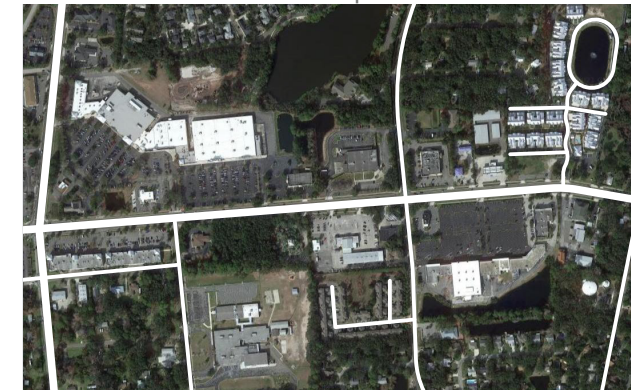
Traditional Urban Neighborhood



Suburban Residential Development



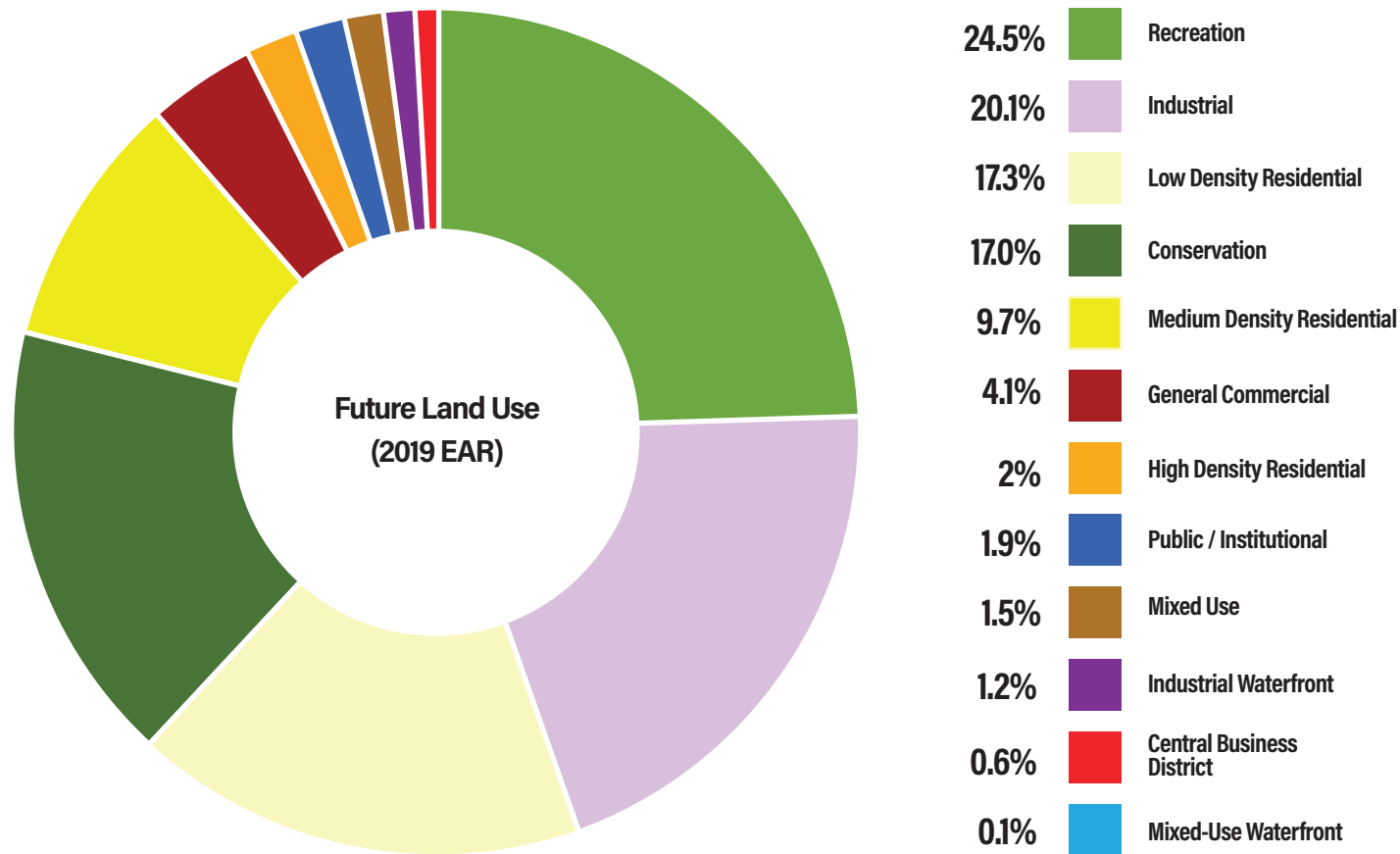
Suburban Commercial Development



Beaches Development



Table A.1: Future Land Use



B. Future Land Use Map (FLUM)

The FLU plan reinforces the uses established in the current zoning code. Table A.1 shows the percentage of land area of each FLU category in the City and Figure A.1 illustrates their location. Recreation and environmental conservation encompass large areas of the City including Fort Clinch State Park, acres of wetlands, and the Fernandina Beach Golf Club. Residential development is relatively evenly divided between low- and medium-densities with a few high-density residential areas located on the oceanfront. Industrial is identified along the Amelia River waterfront while the municipal airport and surrounding areas in the south of the City are identified as Public/Semi-Public FLU. Mixed use districts are found in the downtown core and along South 8th Street.

Figure A.1: Future Land Use Map (FLUM)

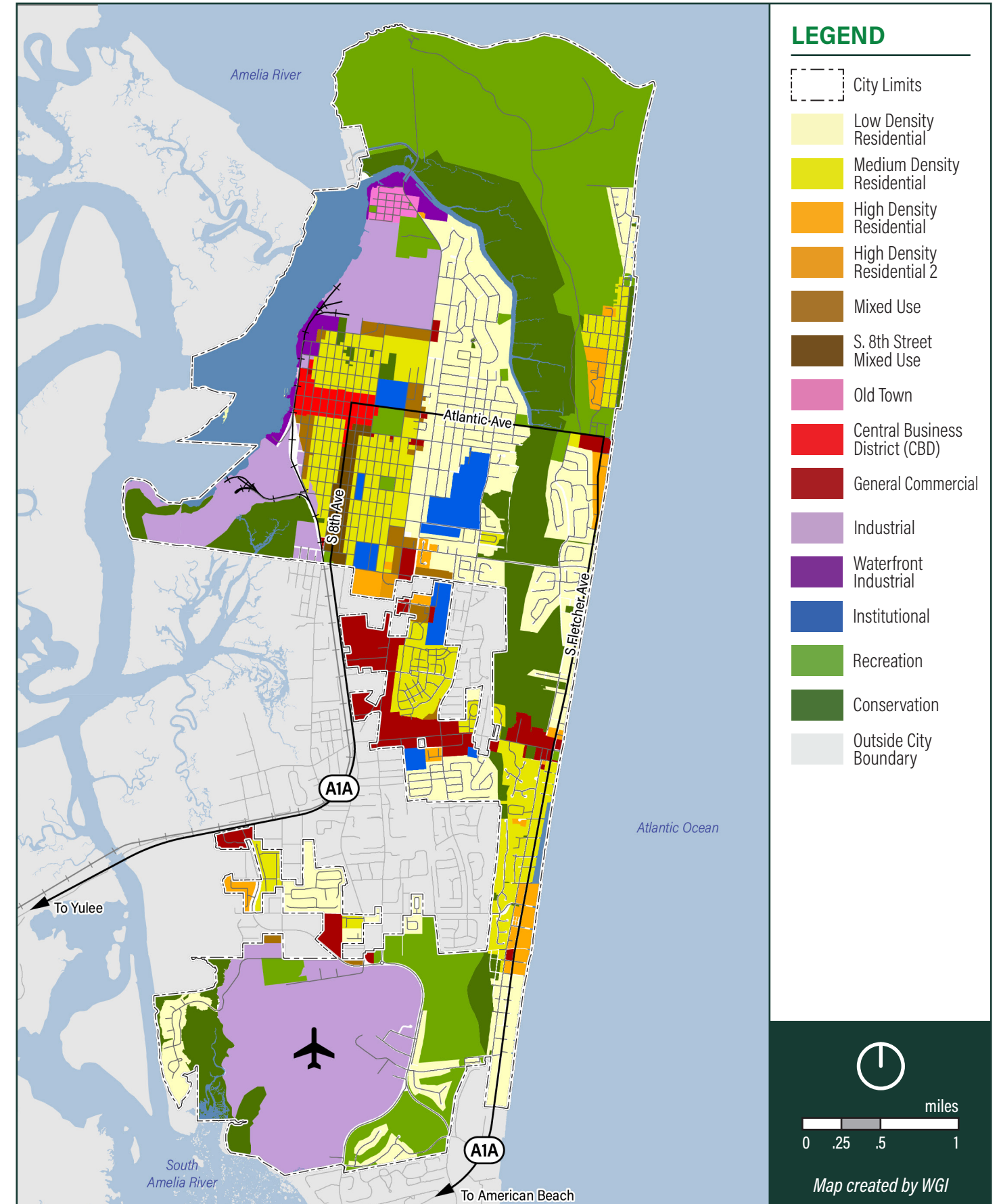
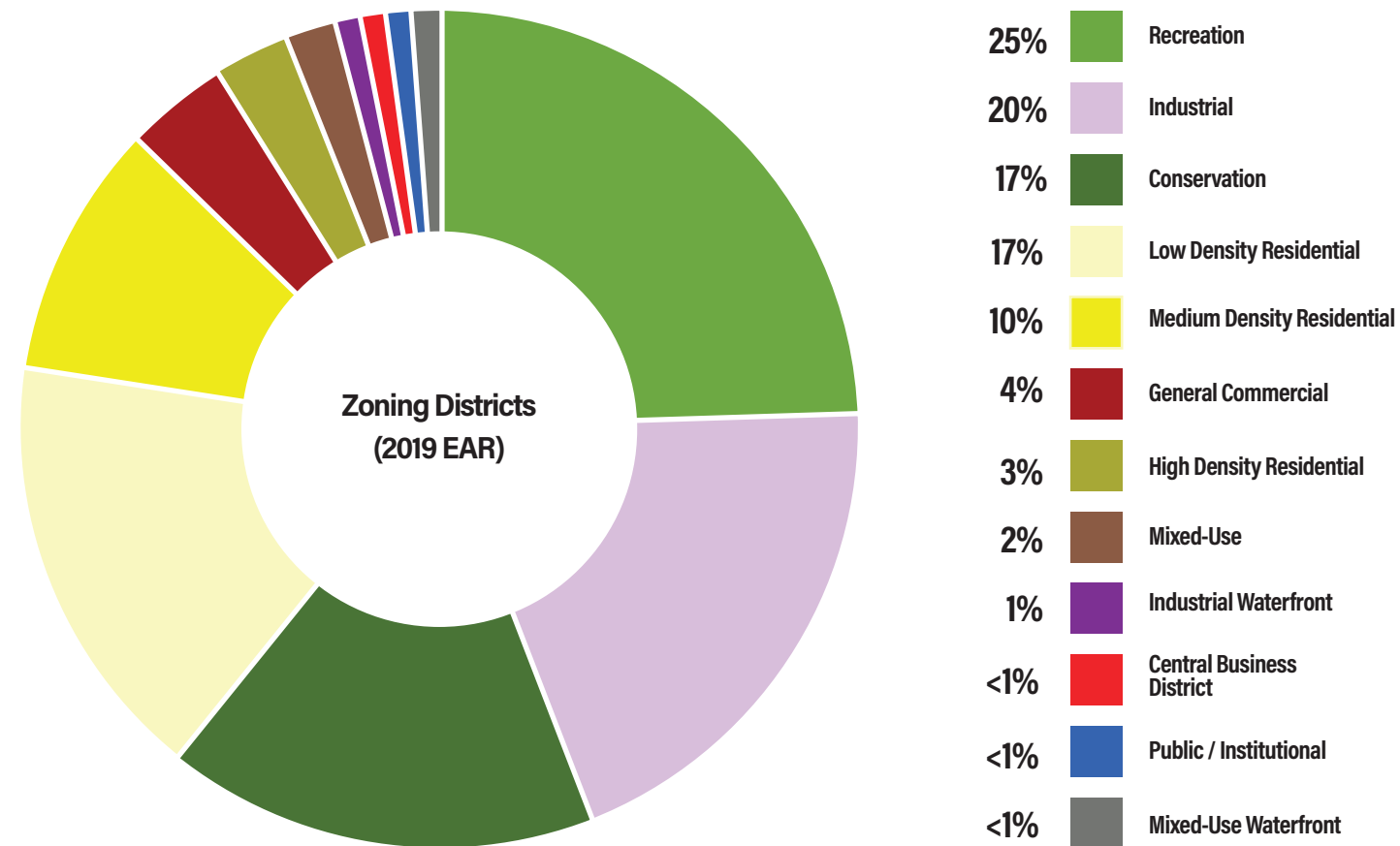


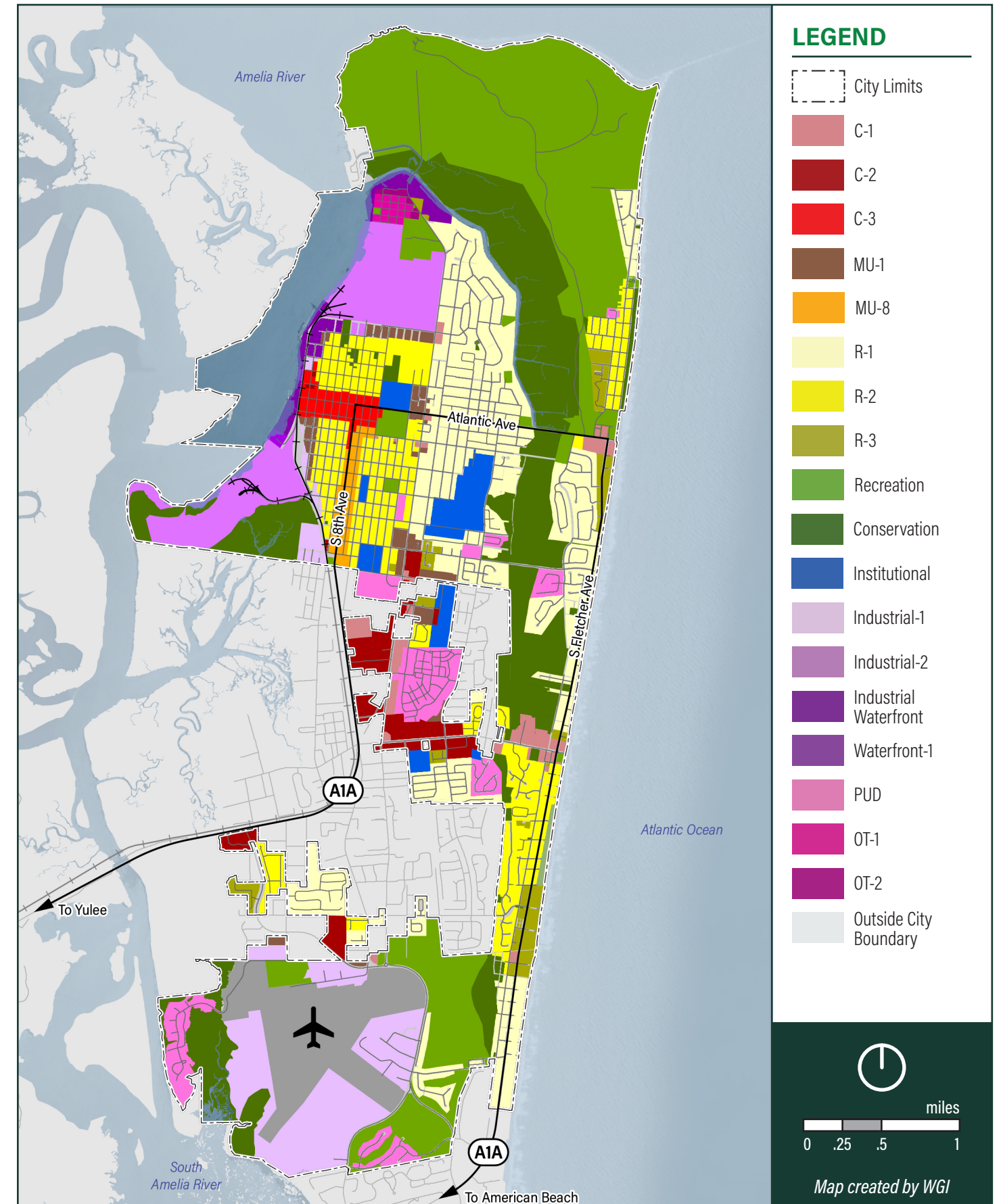
Table A.2: Zoning Districts



C. Current Zoning Map

Fernandina Beach has a traditional Euclidean or use-base code. Table A.2 shows the percentage of land area of each zoning category in the City and Figure A.2 illustrates their location. The largest zoning districts are recreation, environmental conservation, and residential with large areas dedicated to industry and municipal uses. While most of the city is zoned for a single use, some districts do allow for mixed use developments including C-3, MU-1, and MU-8 as shown in Figure A.2. These areas are located near the downtown core and along South 8th Street.

Figure A.2: Zoning Map



D. Cultural Amenities and Historic Structures

Fernandina Beach is rich in historic and cultural assets. Ten structures and sites within the City boundaries are listed on the National Register of Historic Places (NRHP) as shown in Figure A.3. Downtown Fernandina Beach and the Old Town contain a mosaic of architectural styles and elements that reflect the City's history. As illustrated in Figure A.4, 242 buildings are considered architecturally contributing structures to the district. These areas are protected in the LDC with additional design standards to preserve the architectural heritage of the area. There are an additional nine eligible and two potentially eligible NRHP structures as indicated in Figures A.4 and Figure A.5.



Photo: *Historic Structures in Fernandina Beach* (Source: WGI)



Figure A.3: Cultural & Historic Elements Map

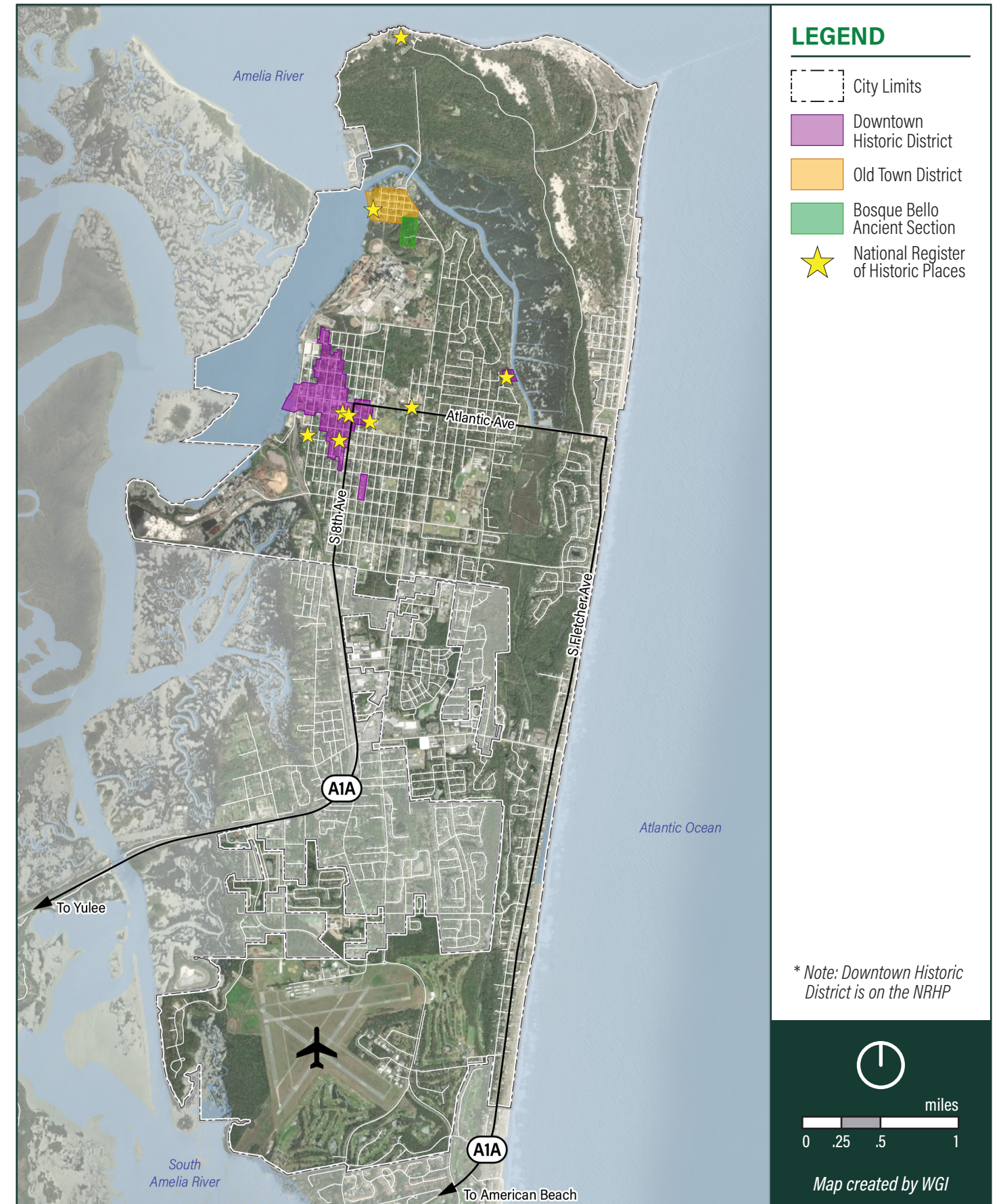


Figure A.4: Downtown Historic District

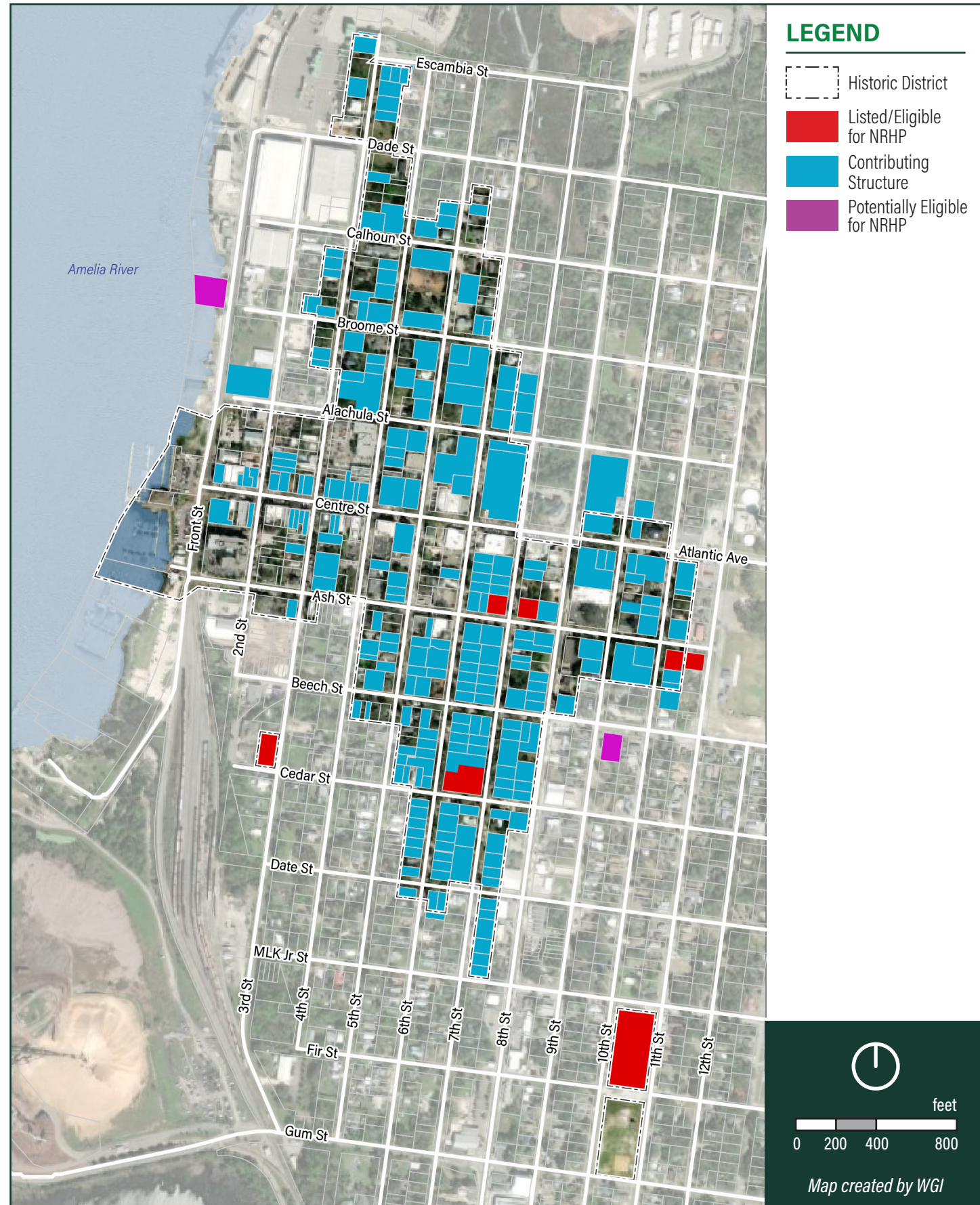
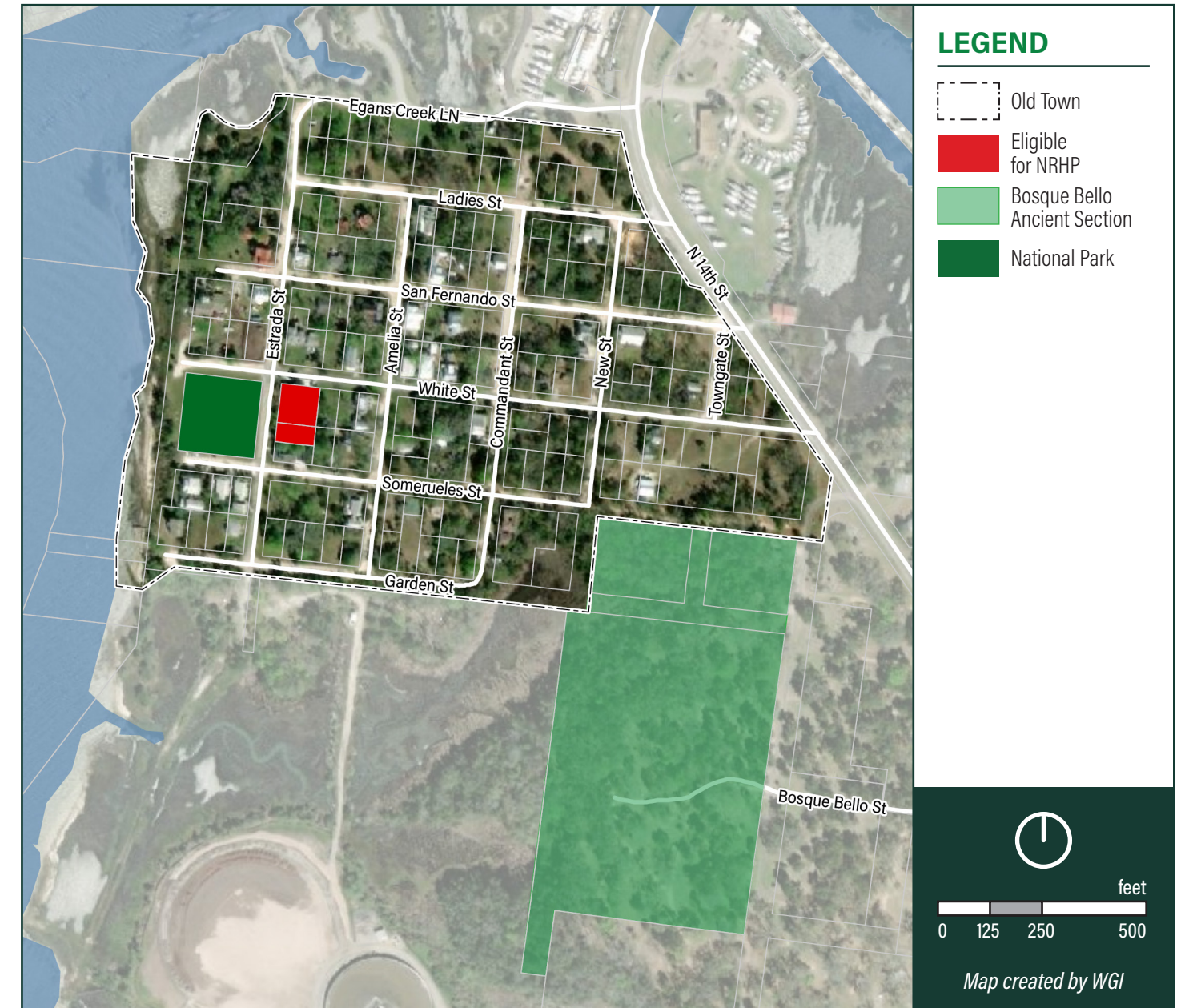


Figure A.5: Old Town



E. Recreation & Open Space

Fernandina Beach's largest recreational amenity is the 1,100-acre Fort Clinch State Park located in the northern part of the City. The park provides residents with access to beaches, hiking trails, campgrounds, and historic Fort Clinch.

The City boasts nearly 8 miles of beaches with 50 public access points for residents and visitors. Two large golf courses, Fernandina Beach Golf Club and Amelia River Golf Club, are located adjacent to the municipal airport in the southern part of the City. A marina is located downtown along the Amelia River and several houses located on Egans Creek have private docks. Nassau County has a public boat ramp located north of Old Town. Fernandina Beach also possesses several city parks. Refer to Figure A.6 for locations of recreation and open space amenities in the City.

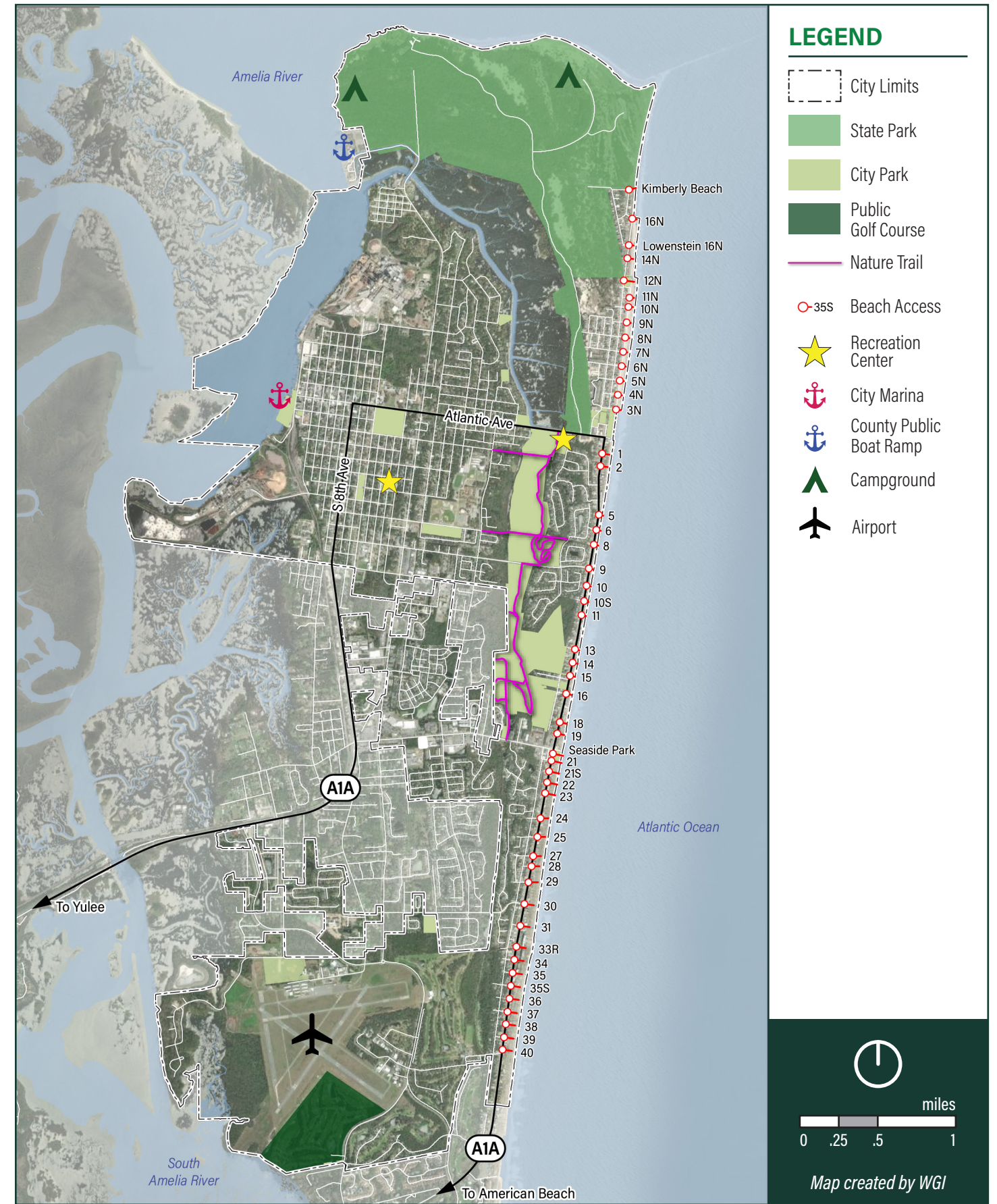
Photo: Fernandina Beach Trails (Source: ameliaisland.com)



Photo: Fernandina Beach (Source: Deremer Studios)



Figure A.6: Recreation & Open Space Map



F. Constraints (Environment, Industrial, & Commercial)

As a barrier island community, much of the City is designated as protected wetlands and tidal marshes. Most of these wetlands are found along Egans Creek, Alligator Creek, and the Amelia River. The wetlands as well as all of Fort Clinch State Park is designated as a protected wildlife corridor. This corridor runs north/south along much of the island and restricts development.

Photos: Fernandina Beach Marina, Municipal Airport, and Wetlands (Source: Amelia Island & Fernandina Beach websites)

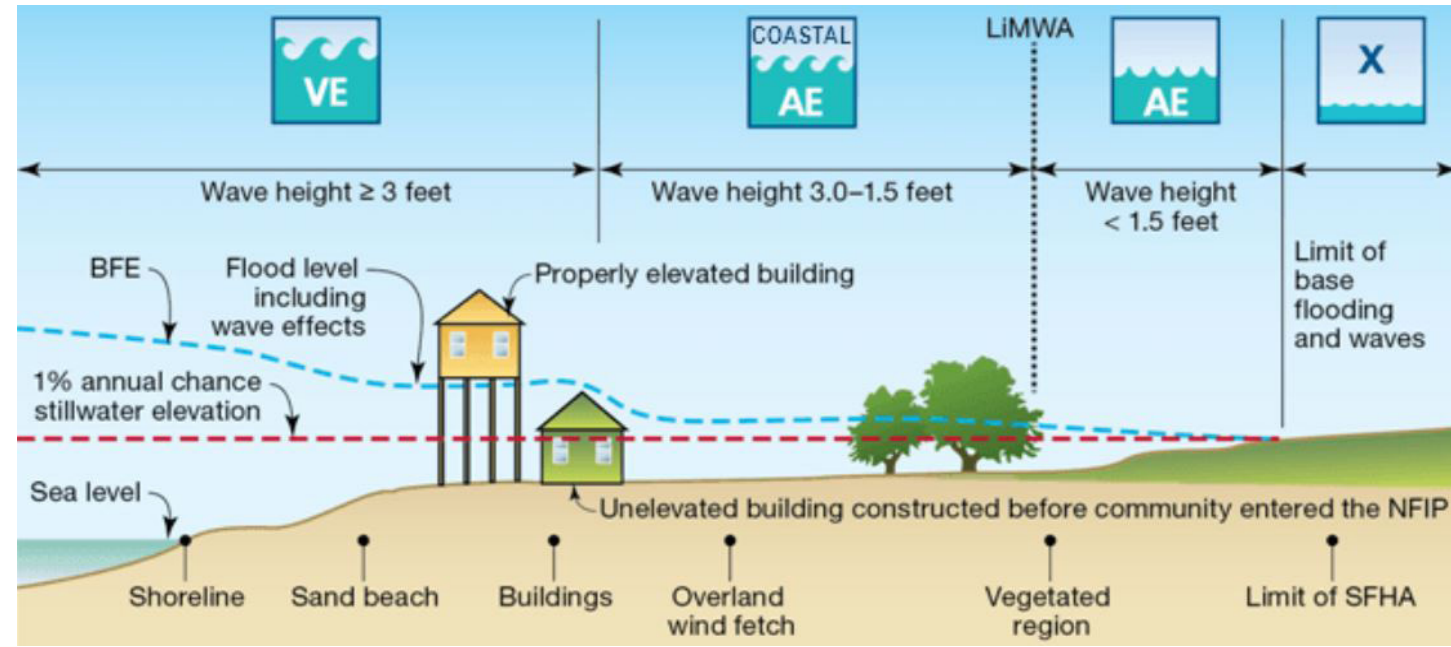


Beyond environmental constraints, there are constraints related to industrial, commercial and aviation activities. South 8th Street is utilized as the trucking route for the mills. Airports create their own development restrictions with clear zones and runway clearance restrictions. Refer to Figure A.7 for locations of environmental and operation constraints.

Figure A.7: Environmental & Operational Constraints Map



Figure A.8: Types of Flood Zones (portsmouthva.gov)



G. FEMA Flood Hazard

Figure A.10 identifies areas of Fernandina Beach that have a 0.1% and 0.02% chance of being inundated any given year. These are also known as a 100-year and 500-year floodplain. The 100 and 500-year floodplains are identified by FEMA as Special Flood Hazard Areas (SFHAs). SFHAs present in Fernandina Beach are classified as Zone AE and Zone VE.

As shown in Figure A.9, 1,644 acres or 73% of land within the 100-year floodplain is designated conservation and recreation in both the Future Land Use Map and the LDC. This is due to most of the floodplain overlapping with wetlands and the Egans Creek Greenway. This also indicated that the City's biggest threats from flooding originate along Egans Creek and the Amelia River, not the beach area.

Fernandina Beach has strong floodplain protections in its Code of Ordinances and almost all new development requires a floodplain review.

Figure A.9: Acres of land within 100-year (AE) Floodplain

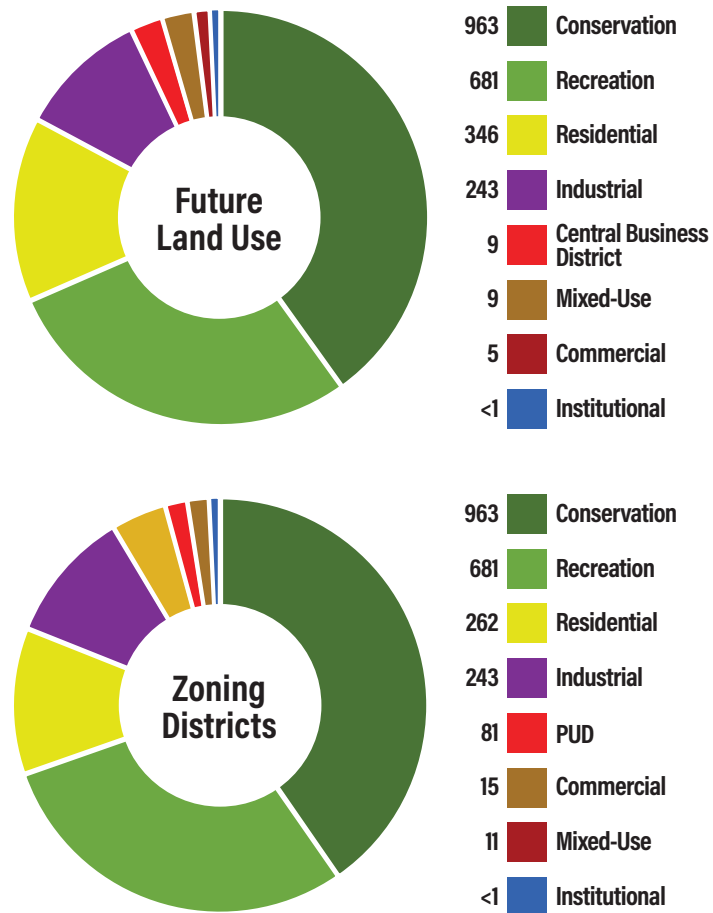


Figure A.10: FEMA Flood Hazard Map

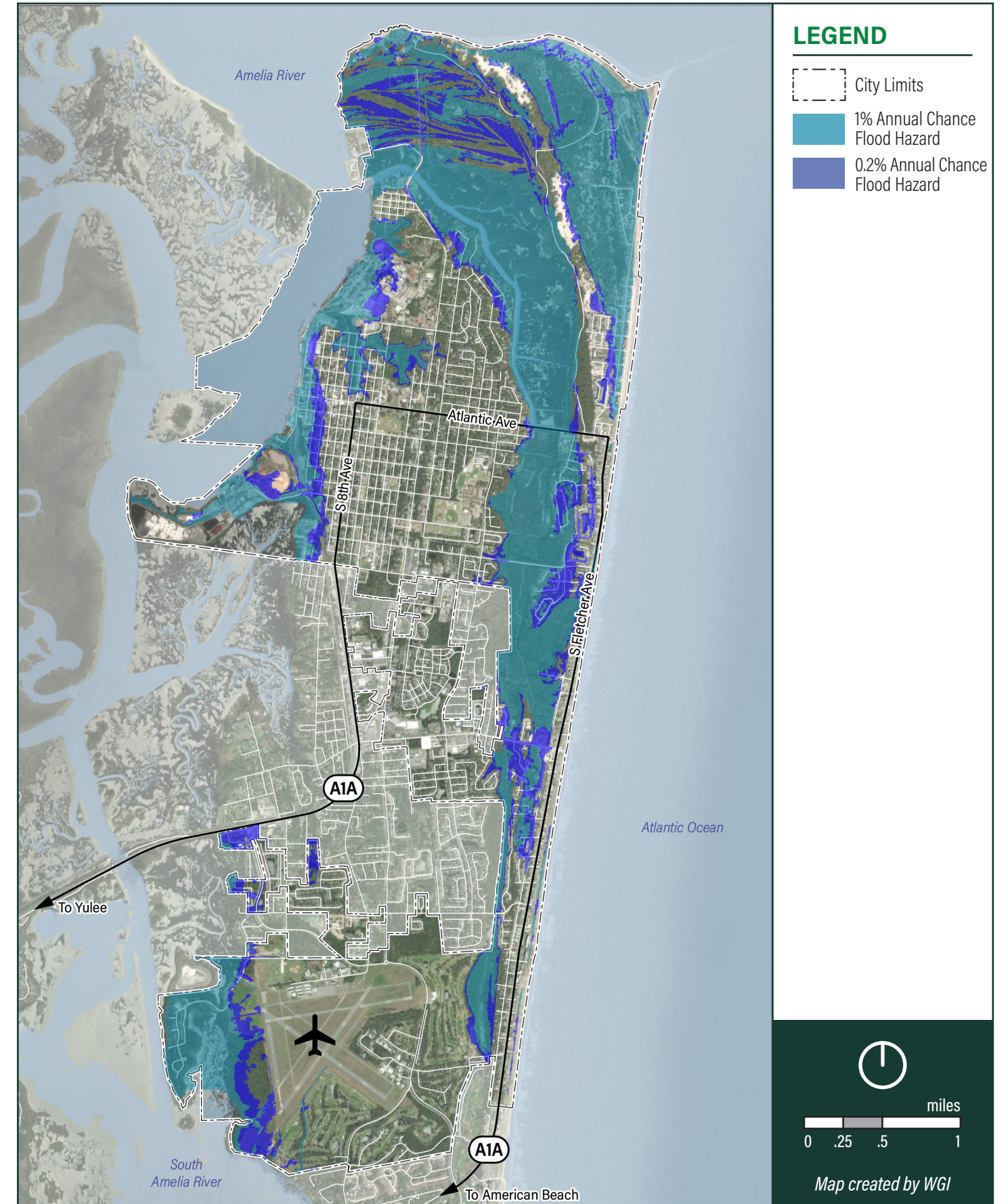


Table A.3: Residential & Commercial Properties on Amelia Island Susceptible to Storm Surge

Storm Surge Indicator	Residential Property		Commercial Property	
	Number of Residential Parcels	Total Just Value (in Millions)	Number of Commercial Parcels	Total Just Value (in Millions)
Category 1	826	438.98	21	37.53
Category 2	2,979	1,243.66	130	183.64
Category 3	6,719	2,368.12	293	392.74
Category 4	9,584	3,223.79	508	511.30
Category 5	11,330	3,595.52	623	556.23

Source: Nassau County Vulnerability Assessment

Table A.4: Types of Properties on Amelia Island Susceptible to Storm Surge

Storm Surge Indicator	Hotels	Restaurants	Tourist Attractions	Historic District	Mill Sites	Airport
	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)
Category 1	13.33	0.74	-	6.36	48.36	-
Category 2	113.74	9.09	0.33	44.01	48.36	-
Category 3	240.59	18.95	0.33	78.53	48.36	9.28
Category 4	247.31	25.02	0.33	142.39	48.36	9.28
Category 5	250.72	28.86	0.83	177.39	48.36	9.28

Source: Nassau County Vulnerability Assessment

H. Hurricane Storm Surge

Fernandina Beach's geographic location is susceptible to hurricane storm surge. Figure A.11 illustrates what areas of the city would be submerged for each hurricane category. Areas around Egan's Creek and Escambia are especially vulnerable. Hurricanes are expected to increase in intensity and frequency throughout the rest of the century due to warming oceans. Therefore, identifying the City's risks from these storms is crucial.

Table A.3 and Table A.4 illustrate the potential impact to property on all of Amelia Island from storm surge.

Photos: Hurricane Mathew over Fernandina Beach in 2016 (Source: NOAA)



Figure A.11: Hurricane Storm Surge Map

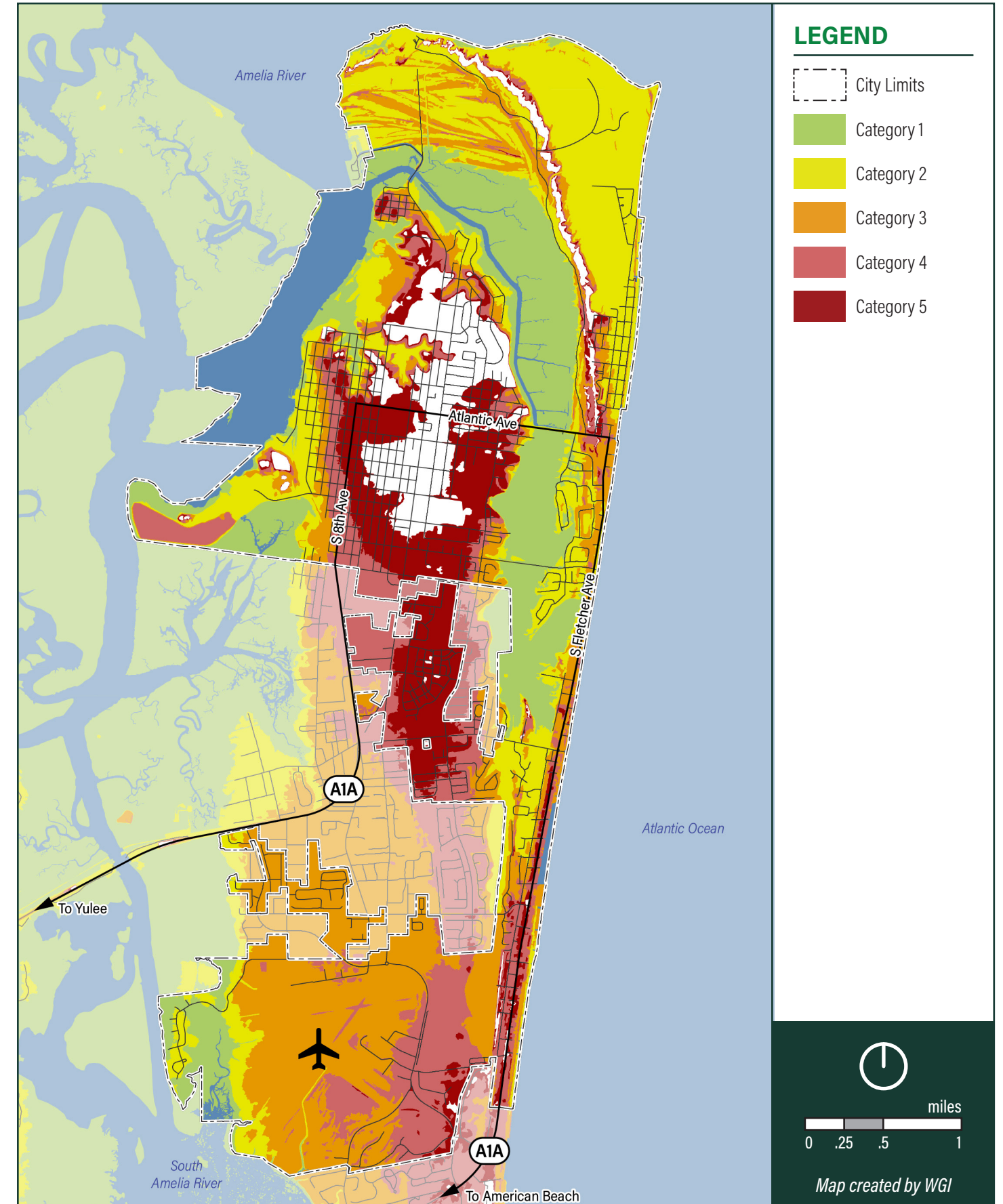


Table A.5: Residential & Commercial Properties on Amelia Island Susceptible to Sea Level Rise

Sea Level Rise	Residential Property		Commercial Property	
Indicator	Number of Residential Parcels	Total Just Value (in Millions)	Number of Commercial Parcels	Total Just Value (in Millions)
1 foot	584	352.95	17	31.98
3 feet	966	489.25	24	50.14
6 feet	2,700	1,102.07	101	173.16

Source: Nassau County Vulnerability Assessment

Table A.6: Types of Properties on Amelia Island Susceptible to Sea Level Rise

Sea Level Rise	Hotels	Restaurants	Tourist Attractions	Historic District	Mill Sites	Airport
Indicator	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)
1 foot	13.33	-	-	5.06	48.36	-
3 feet	24.87	1.61	-	6.36	48.36	-
6 feet	110.42	8.48	-	40.81	48.36	-

Source: Nassau County Vulnerability Assessment

I. Sea Level Rise & Climate Change

The City's geographic location on a low-elevation barrier island makes the City susceptible to sea-level rise. For this reason the City has had a National Oceanic & Atmospheric Administration (NOAA) monitoring station since 1897. NOAA has developed several models that analyze sea-level rise and its consequences for coastal communities. According to the model that projects intermediate sea-level rise throughout the century, Amelia Island will lose much of its wetlands and marshes in the next few decades. Between 2040 and 2060, most of the wetlands along Egan's Creek will become permanently submerged as will the wetlands along Escambia and the Amelia River. The ocean will continue to envelop more of the island in the remainder of the century but at a much slower pace. Table A.5 and Table A.6 illustrate the value of property on all of Amelia Island threatened by sea level rise.

The Waterfront Sea Level Rise Study was done in 2019. If sea-level rise is more severe than what is predicted in the Intermediate Model projection in Figure A.12, the consequences for the City will be more severe. The High Projection Model shows the ocean rising 8.5 feet, submerging much of Fort Clinch State Park, and several blocks of Downtown, as indicated in Figure A.13.

Figure A.12: NOAA Sea-level Rise Projections for the Island

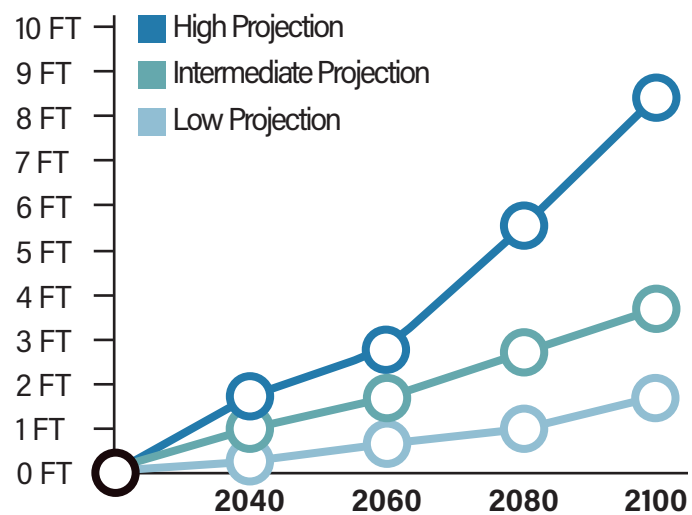
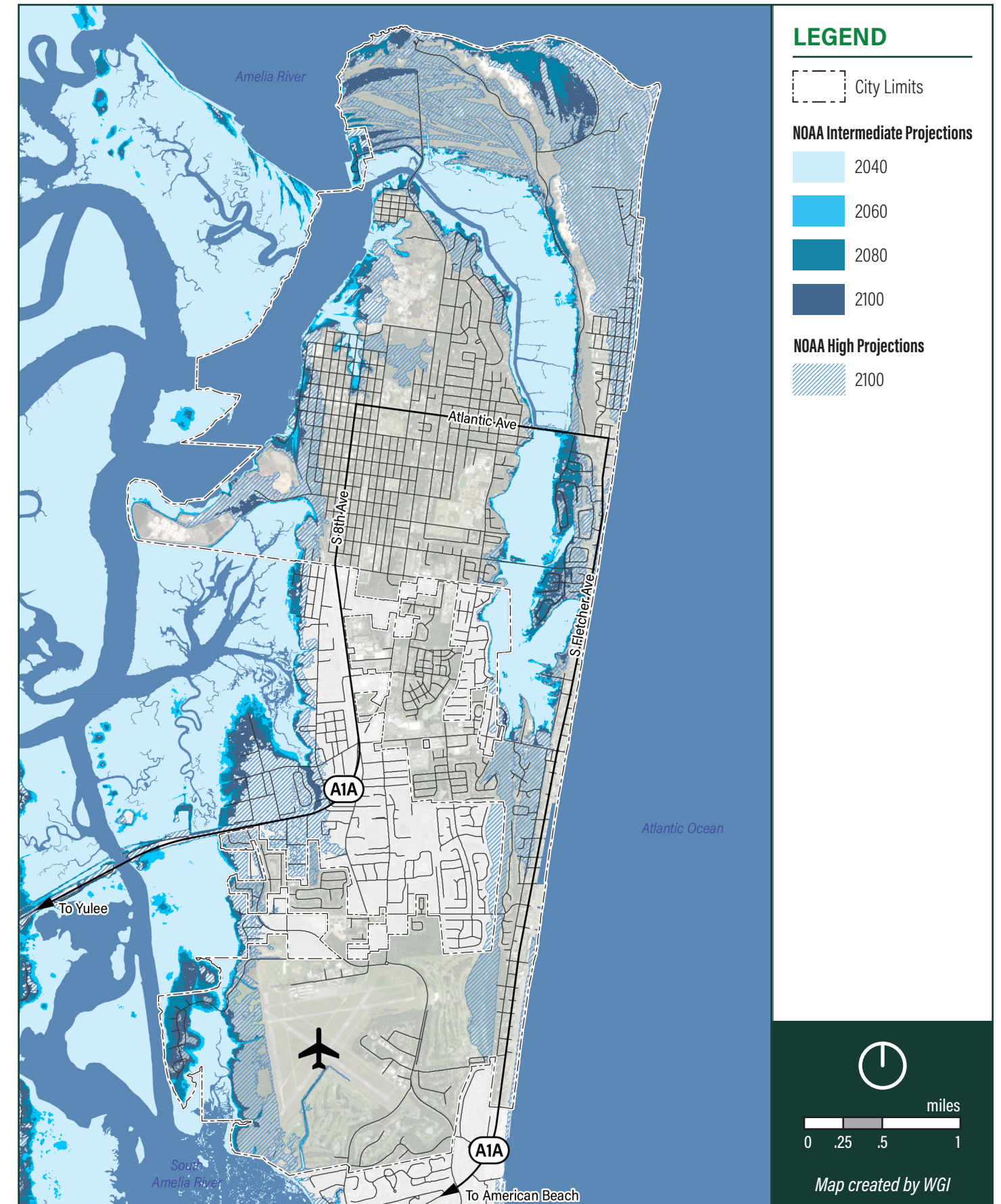


Figure A.13: Sea Level Rise Projections Map



IV. DEMOGRAPHICS

The following summarizes demographic data from the US Census Bureau (2019). Figure A.14 provides a graphic representation of this data.

A. Population

Fernandina Beach has an estimated 2019 population of 13,169. The city's growth rate of 15.7% from 2010-2020 is on-par with the rest of the state of Florida (14.2%) but lower than Nassau County (20.9%). The City is expected to grow by 1,459 people by 2045. The city is ethnically and racially more diverse than the rest of Nassau County with a higher percentage of their population identifying as African American, Asian, and Hispanic.

B. Age Distribution

Fernandina Beach is home to an older population. The median age for Fernandina Beach is 54.8 and the city's percentage of population over age 65 is 12% higher than the rest of Florida and Nassau County.

Photo: Downtown Fernandina Beach (Source: Deremer Studios)



C. Income & Property Values

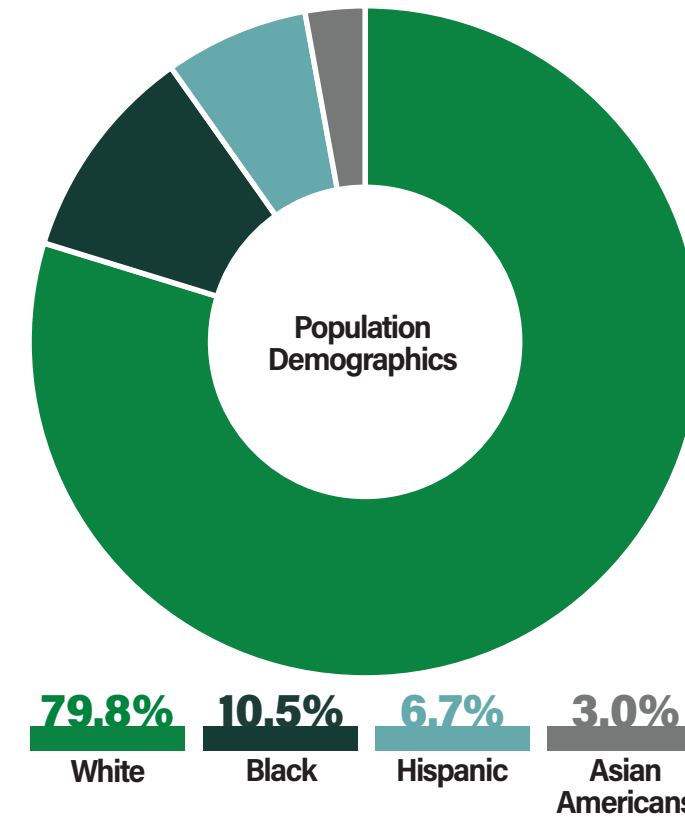
Approximately 75.4% of households (HH) in Fernandina Beach are owner occupied. This closely matches the rates in Nassau County (80.0%) and is higher than Florida (65.4%). The median value of owner-occupied HH's in the city are \$333,900 which is nearly 1.5 times the median value in Nassau County (\$230,900) and more than 1.5 times the value in Florida (\$215,300).

As shown in Table A.8, the median rent prices in Fernandina Beach in 2019 were \$1,139, higher than Nassau County (\$1,046). Fernandina Beach's median HH income and poverty rates closely matched the rest of Nassau County and Florida.

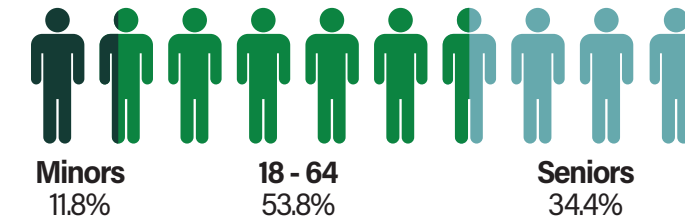
D. Employment

Fernandina Beach's 219 unemployment rate stood at 2.8%, lower than the 2019 State of Florida's unemployment rate of 3.3%.

Figure A.14: Population Demographics



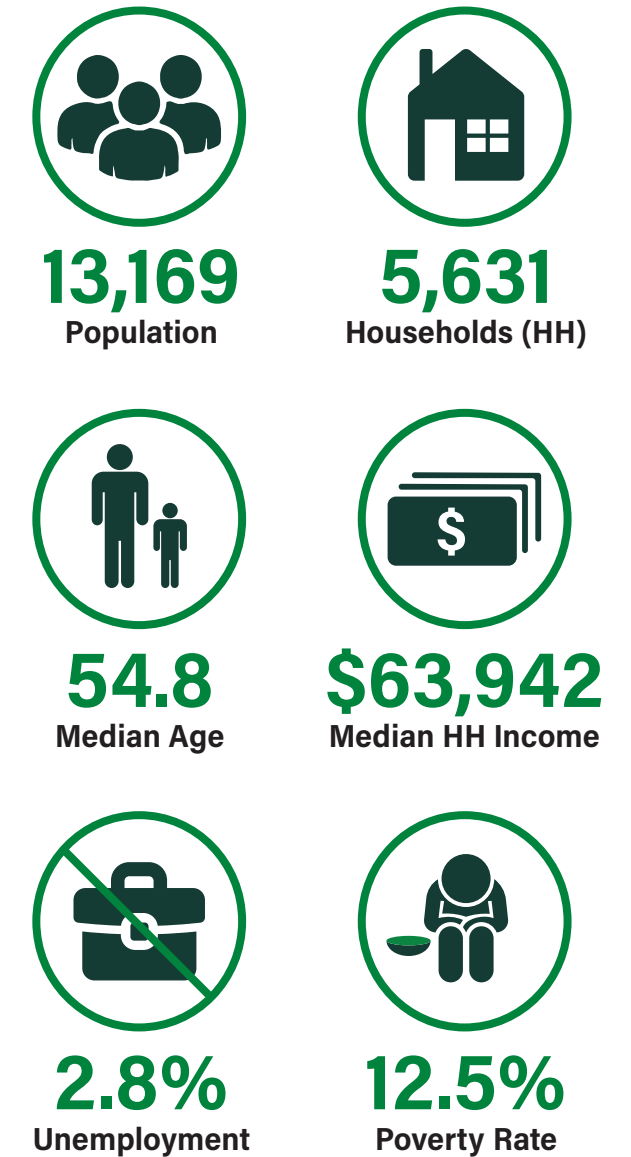
Age Distribution



Projected Population Growth

Year	Population	5-Year Change
2025	14,357	+834
2030	15,085	+728
2035	15,480	+395
2040	15,658	+178
2045	15,816	+158

Source: Small-Area Population Estimates & Projections



Population Growth Comparison

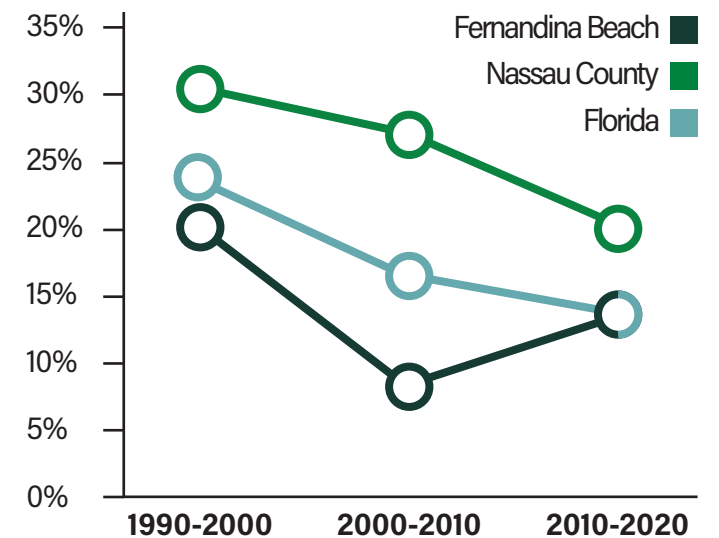


Table A.7: Housing Types

Housing Unit Type	Fernandina Beach	Nassau County	State of Florida
Single Family Detached	70.3%	61.5%	54.3%
Single Family Attached (Townhome)	7.3%	2.8%	6.2%
Duplex	4.0%	0.6%	2.1%
Triplex or Quadruplex	5.2%	1.8%	3.9%
Multi-Family 5-9 Units	3.6%	3.0%	5.0%
Multi-Family 10-19 Units	3.9%	2.2%	5.8%
Multi-Family 20+ Units	5.4%	4.2%	13.7%
Mobile Home	0.2%	23.6%	8.9%

Figure A.15: Age of Housing Stock

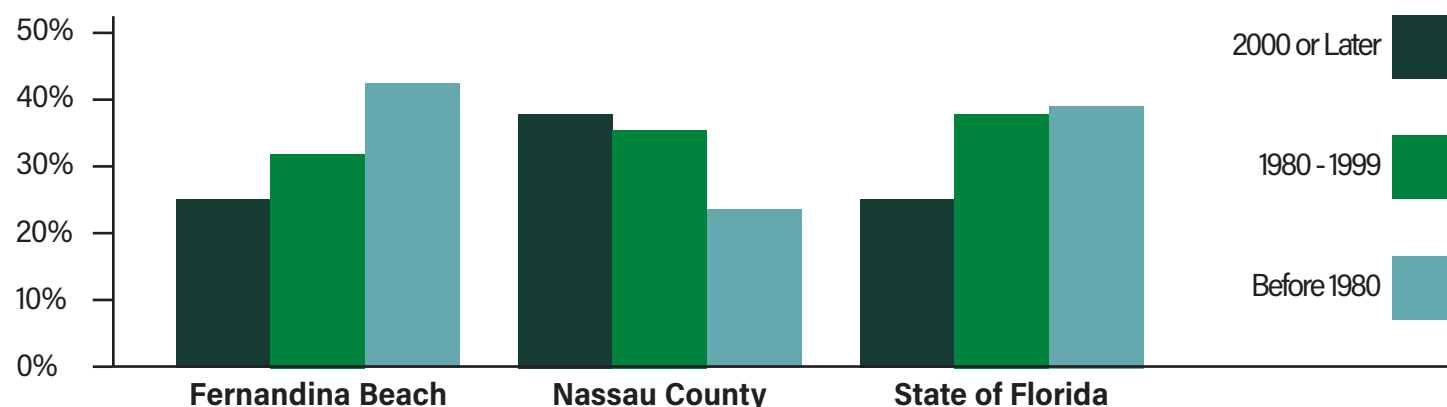


Table A.8: Household Data

Household (HH) Data	Fernandina Beach	Nassau County	State of Florida
Person per HH	2.14	2.52	2.65
Percent of Owner-occupied Housing Units	75.4%	80.0%	65.4%
Median Value of Owner-occupied Housing Units	\$333,900	\$230,900	\$215,300
Median Rent	\$1,139	\$1,046	\$1,175
Median HH Income	\$63,942	\$69,943	\$55,660
HH with 3 or More Vehicles	13.4%	27.9%	15.6%

V. HOUSING SNAPSHOT

The following summarizes housing and household data from the US Census Bureau (2019).

A. Housing Unit Type

The majority of homes in Fernandina Beach are single-family detached houses (see Table A.7). The percent of housing stock that falls under this category is 10%-15% higher than the average in Nassau County and the State of Florida. The City's percentage of multifamily housing types is comparable to the rest of the County and State. The City lacks mobile homes, a housing unit type that makes up nearly a quarter (23.6%) of Nassau County's housing stock.

B. Age of Housing Stock

The housing stock of Fernandina Beach is considerably older than the rest of Nassau County and the State of Florida (see Figure A.15). Almost 45% of homes in the City were built before 1980 in comparison to Nassau County (25%) and the State of Florida (39%). The percentage of housing stock built after 2000 is below that of both the County and State. The City of Fernandina Beach boasts a large number of restored historic homes in the downtown area and surrounding neighborhoods.



C. Household Data

Fernandina Beach's housing market is more expensive than Nassau County or the State of Florida. Median home prices in the City are 45% higher than in the rest of the County and 55% higher than the state median (see Table A.8).

Rent prices are also above County and State medians. Rent prices in the City have grown more than 20% since 2000. When taking inflation into account, the median rent price in Fernandina Beach has increased \$197 per month compared to the beginning of the century. Table A.9 below illustrates the historical rent prices in the City and their 2020 dollar equivalent.

Table A.9: Rent Prices Since 2000

Year	Rent Per Month	Inflation Adj. Rent	Percent Change
2000	\$627	\$942	-
2010	\$867	\$1,029	+9%
2020	\$1,139	\$1,139	+11%

High housing costs in Fernandina Beach has resulted in an affordability predicament. Lower-income residents, service sector employees, and senior citizens are being priced out of the City.

Photo: *Housing Diversity and Character in Fernandina Beach* (Source: WGI, Google Maps, and Vintage Amelia)



D. Missing Middle Housing

Missing middle housing is the type of housing between single-family housing and mid-rise apartment complexes. These housing types such as duplexes, quadplexes, courtyard apartments, townhouses, and live-work spaces were common in pre-1940's America and are still easily found in older, urban neighborhoods.

Missing middle housing types add density, housing choice, and affordability to a neighborhood while respecting the neighborhood's character. This is because the scale and massing of these housing types is similar to single-family houses and they blend into the existing neighborhood fabric.

Fernandina Beach has a higher percentage of missing middle housing types than Nassau County or the State of Florida (see Table A.7). Accessory dwelling units (ADUs) are approved for all areas of the city outside the historic district an mixed-use zoning districts allow for a variety of housing types. The City should aspire to retain this greater diversity of housing types as the City evolves.

These housing types can be added to the residential areas surrounding Downtown Fernandina Beach to create a more walkable and affordable environment. With careful massing and adhering to surrounding architectural aesthetics, these types can be added in a way that not only preserves but enhances the neighborhood's character and historic aesthetic.

Figure A.16: *Missing Middle Housing (yellow) Blending in With Single-Family Homes (white)* (missingmiddlehousing.com)



Figure A.17: *Missing Middle Housing Types* (missingmiddlehousing.com / Optics Design Inc.)



VI. COMMERCIAL SNAPSHOT

Fernandina Beach has a diverse inventory of commercial areas ranging from a traditional main street corridor along Centre Street to standard suburban shopping plazas. Refer to Figure A.18 for the commercial areas discussed in this Vision Plan.

A. Downtown and Centre Street

Downtown Fernandina Beach is the commercial, civic, and social heart of the City. The area is populated with local restaurants, cafes, boutiques, and mom-and-pop stores. The area is characterized by its small, customized storefronts, walkable streetscape, historical architecture, and street grid. Centre Street acts as the commercial spine of the neighborhood

while side streets host a mix of commercial and residential properties. Pedestrian amenities such as benches, wide sidewalks, street trees, and street-lighting are abundant along Centre Street. The pedestrian environment, historical character, and inventory of unique and local shops draws both locals and tourists to downtown, creating a dynamic economic hub.

Opportunities

Downtown Fernandina Beach has done a good job preserving and restoring its historical buildings while ensuring new development is pedestrian oriented and of similar scale to the existing buildings. The City should continue these efforts.

Photo: *Downtown on a Friday evening (source: WGI)*



Downtown

Downtown is full of small, unique storefronts and outdoor dining.

Photo: *Centre St. (WGI)*

B. South 8th Street Corridor

This is a 10-block long corridor along South 8th Street bookended by Lime Street to the south and Beech Street to the north. The area is a diverse mix of restaurants, retail, service-oriented businesses, and single-family houses. Architecture ranges from historic to new builds. The corridor and surrounding area are laid-out in a traditional grid with city blocks measuring 430 ft x 200 ft. This commercial corridor is the front entrance to those traveling into Fernandina Beach from off-island, giving people their first impression of the city. The urban fabric along this corridor reads as disjointed, due to a lack of consistency in building orientation. Some structures are positioned towards the street creating a traditional main-street style, while others remain setback from the street hidden behind surface parking lot.

Opportunities

South 8th Street has the opportunity to become a unique and dynamic mixed-use commercial corridor, as well as a strong first impression to visitors. The area between Lime Street and Center Street is already zoned for mixed use in the LDC.

The area has a diverse building stock. Recent developments have re-imagined these structures to create authentic and one-of-a-kind establishments. The projects that have creatively retrofitted existing buildings instead of new construction have become popular and well loved establishments. Mocomma Beer Company and T-Rays Burger Station are some examples of these types of development.

Photo: Types of developments along the South 8th St. Corridor
(Source: Google Maps)



C. 5 Points

This large suburban-style commercial area is predominately located along S.R. 200, South 14th St, and Saddler Road. It is comprised of big-box stores, stand-alone fast-food chains, strip malls, and shopping centers constructed in the 1970's and 1980's. The area is very car-oriented with large parking lots and drive-thrus. A large portion of the commercial center along S.R. 200 falls outside of Fernandina Beach city boundaries. Establishing a future vision for the area that is consistent across the commercial area will require coordination with Nassau County and how it regulates the parcels under its jurisdiction.

Opportunities

As these shopping plazas and strip malls age, they will become ripe for redevelopment opportunities. A well-designed redevelopment in this area would allow the creation of a walkable, pedestrian scaled environment that more accurately reflects Fernandina's traditional development patterns and architectural styles. There is also an opportunity to remove the current sea of parking and establish new green spaces that will regrow the tree canopy lost when the original site was developed. The Gulf Coast Town Center in Ft. Myers is a good case study in how to transform a shopping plaza into an opportunity for creative placemaking.

Photo: Example of a shopping plaza with pedestrian spaces, vernacular architecture, and lots of trees (source: WGI)

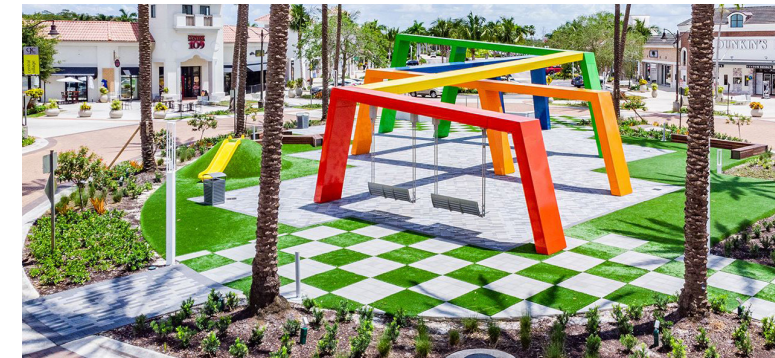


Photo: Hotel, restaurant, and recreation development near Main Beach Park (Source: Deremer Studios)



D. Beach Village Centers

The coastal neighborhoods along the beach are located in the eastern part of the City. Fletcher Avenue (S.R. A1A) runs parallel to the coastline and acts as the area's central thoroughfare. Three commercial nodes exist along the beach (see Figure A.18), Simmons Road to the south, Seaside Park in the center, and Main Beach to the north. The areas outside of these nodes are predominantly residential development consisting of single-family houses. These residential areas are regulated with increased side setbacks, height restrictions, and lot width restrictions to preserve ocean vistas. There are nearly 200 short-term vacation rentals located in the City along the beach as of August 2021.

Simmons Road

This area is a blend of condominiums, hotels, restaurants, and general commercial establishments located south of the intersection of South Fletcher Avenue and Simmons Road. This area is the first non-residential area of the City visitors encounter traveling north from the rest of Amelia Island.

Seaside Park

This is a commercial area centered on the roundabout at South Fletcher Avenue and Saddler Avenue. The retail area is more focused on tourists with several national chain and local hotels, ocean-side restaurants, and recreation/beach centered retail. Seaside Park also includes vehicular access to the beach for parking.

Main Beach Park

This commercial area is located at the intersection of Fletcher Avenue and the eastern terminus of Atlantic Blvd (S.R. A1A). It is comprised of restaurants, hotels, and recreation/beach centered retail. Hotels servicing the area include national chains, independent lodges, and rental cottages. Main Beach Park is also home to the skate park, a putt-putt course, concessions, a boardwalk, and an open lawn for special events.

Photo: Restaurant, office, housing and recreation development near Seaside Park (source: WGI)



Photo: Downtown St. Marys (source: Google Maps)

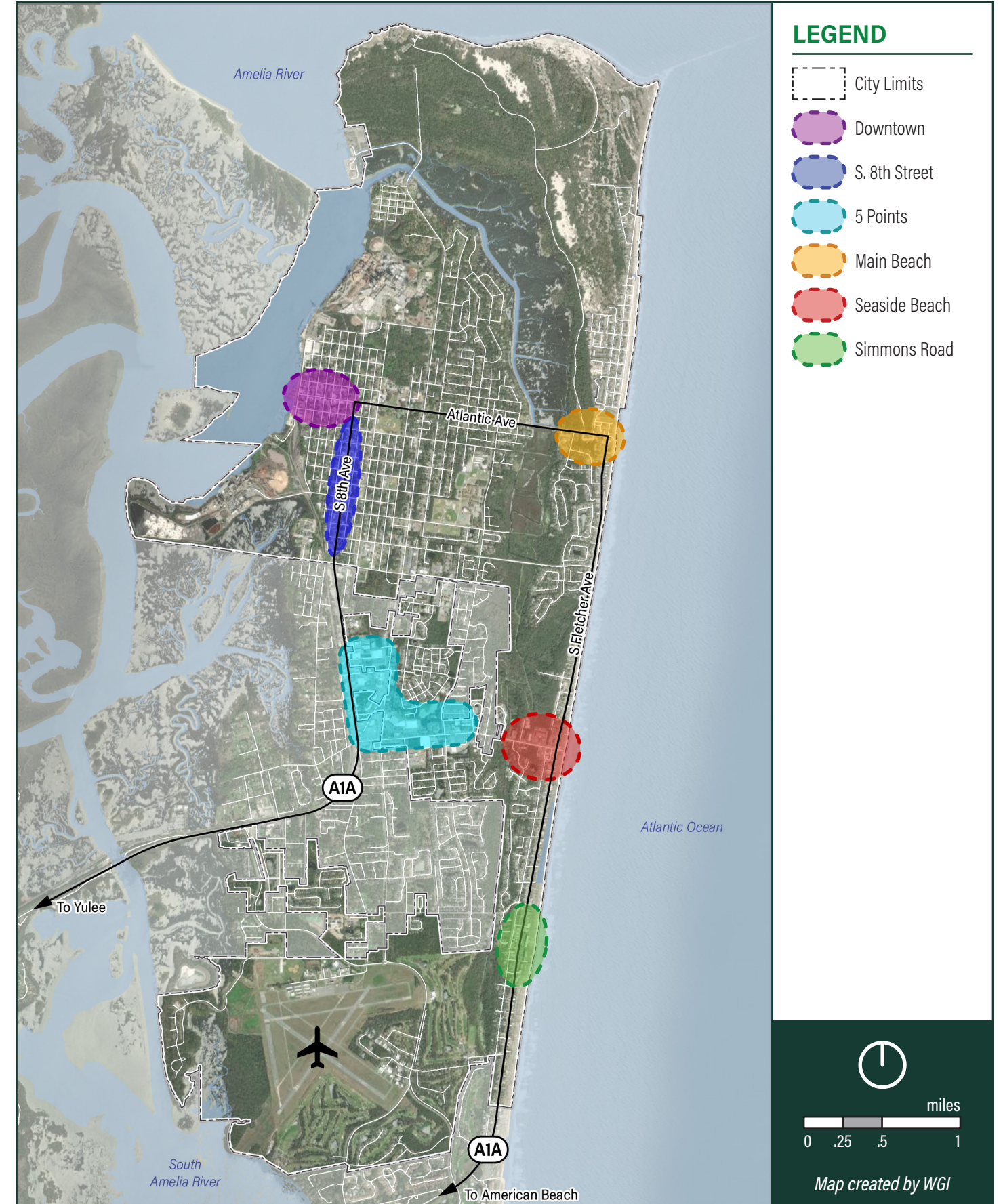


Opportunities

These seaside nodes should continue evolving into small village centers with shops, restaurants, hotels, and recreation amenities. These nodes support local businesses and boutique hotels instead of large chains or resorts.

An opportunity is to develop architecture and design standards to help reinforce Fernandina Beach's character as an authentic small town by focusing on local, small scale shops and hotels and keeping the buildings human scale and pedestrian friendly. The regulations could ensure buildings will be smaller in scale and organized in a compact fashion to make it easy to get around the node by foot or bicycle. This would set the City apart from other oceanside towns in the area such as Jekyll Island and resort areas on the southern end of Amelia Island, that are dominated by large-scale resorts and conforming architecture. A good example of this type of authentic, pedestrian scaled development is downtown St. Marys, Georgia.

Figure A.18: Commercial Areas Analyzed by the Vision 2045 Plan



VII. TRANSPORTATION SNAPSHOT

Fernandina Beach today is a car-centric city. This singular focus on personal vehicles as the primary transportation option has caused the City to experience increasing traffic and parking shortages as it continues to grow. With a built environment that doesn't allow the widening of roads and land values too high to dedicate to surface parking, Fernandina needs to look beyond cars and develop a cohesive and connected multi-modal network that allows its citizens to navigate the city foot, bike, and transit. The future multi-modal network needs to look beyond the island and look at how to connect the City to the greater Jacksonville region.

A. Regional Connectivity

Fernandina Beach is located on a barrier island with two bridges to the mainland. It is connected to the surrounding region and nation via bus routes, rail, airport access, and port terminals (see Figure A.19). These services provide residents access to the Greater Jacksonville metro, SE Georgia, as well as national and international commercial flights and port connections. However, these regional services are limited in capacity, frequency, and convenience.

Bus Service

NassauTRANSIT is a public transportation service that provides bus access from Fernandina Beach to the greater Jacksonville area with stops in Yulee, Callahan, Hilliard, River City, and the Rosa Parks Terminal in downtown Jacksonville. Tickets are \$1 each way and the service runs Mondays through Fridays. NassauTRANSIT is a non-profit organization supported by the Council on Aging. The City of Fernandina Beach is not currently connected to the Jacksonville Transportation Authority (JTA) bus network.

Railroad

Fernandina Beach was the eastern terminus of the first Atlantic to Gulf railroad in Florida. The City had passenger rail access from 1853 to the early 1930's.

The current railroad is operated by First Coast Railroad for industrial purposes. The railroad connects the industrial and port facilities in Fernandina Beach with the Nassau Tradeplex Industrial Park, Wildlight Commercial Park, and Kingsland Business Park.

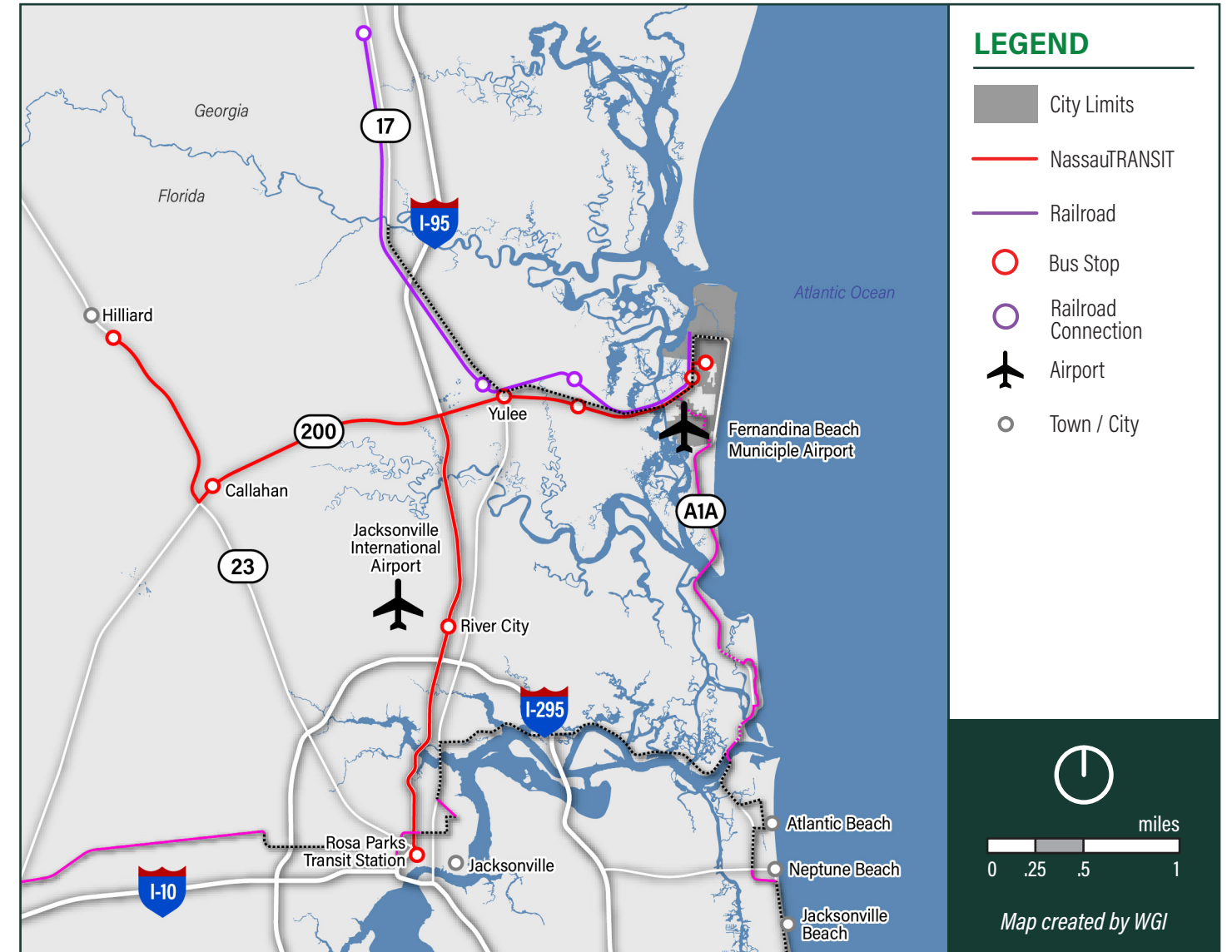
Airport

Fernandina Beach Municipal Airport provides regional and national access to the island via small and private aircraft. Jacksonville International Airport is located approximately 20 miles from Fernandina Beach and offers national and international commercial flights. Jacksonville International is accessible by car via S.R. 200 and Interstate 95 as well as the NassauTRANSIT bus service.

Photo: Thomas J. Shave Jr. Bridge (source: WGI)



Figure A.19: Regional Connectivity Map



Boat/Marine

The Port of Fernandina Beach is run by the Ocean Highway and Port Authority. The facility is the westernmost port on the Atlantic Seaboard and has the capacity to handle over 1 million tons of cargo per year. The port is connected to the mills and other industrial parks off-island via the railroad. The major markets the port services include Atlanta, Tampa, Jacksonville, New Orleans, and Houston.

B. Local Connectivity

Fernandina Beach has car-centric transportation network primarily car-centric supported by pedestrian and bicycle infrastructure and paratransit services. Survey results summarizing the public's perception of existing transportation conditions is provided in Figure A.20.

Island Hopper

The City does not have a fixed route bus or trolley service. The Island Hopper shuttle circulator operated by the Council on Aging was discontinued in 2021 due to changes in the Council's priorities and strategies.

Paratransit Program

The paratransit program was established by NassauTransit and financed through the Council on Aging to provide transit services to the elderly, disabled, economically disadvantaged, children at risk, and individuals who have no other means of transportation. The program provides door to door transportation services. Riders must qualify for the service and register with the program.

Photo: NassauTRANSIT (source: Council on Aging)



Bicycle Network

The bicycle network in Fernandina Beach is primarily comprised of bike lanes and multi-use paths. Bike lanes are located along South Fletcher Avenue (S.R. A1A) and Amelia Island Parkway. The bike lanes are identified with pavement markings and signage. However, these lanes are approximately 4 ft in width and do not meet the modern standard of 5 ft. There are concerns among the public about the safety of the bike lanes along South Fletcher Avenue. An alternative street design or alternative route is needed.

The City also boasts a multi-use paths along Jasmine Street to physically remove bicyclists from road and provide distance between them and vehicles.

Fernandina Beach has been designated a bronze level Bicycle Friendly Community since May 2013 and the designation was later expanded to include all of Amelia Island.

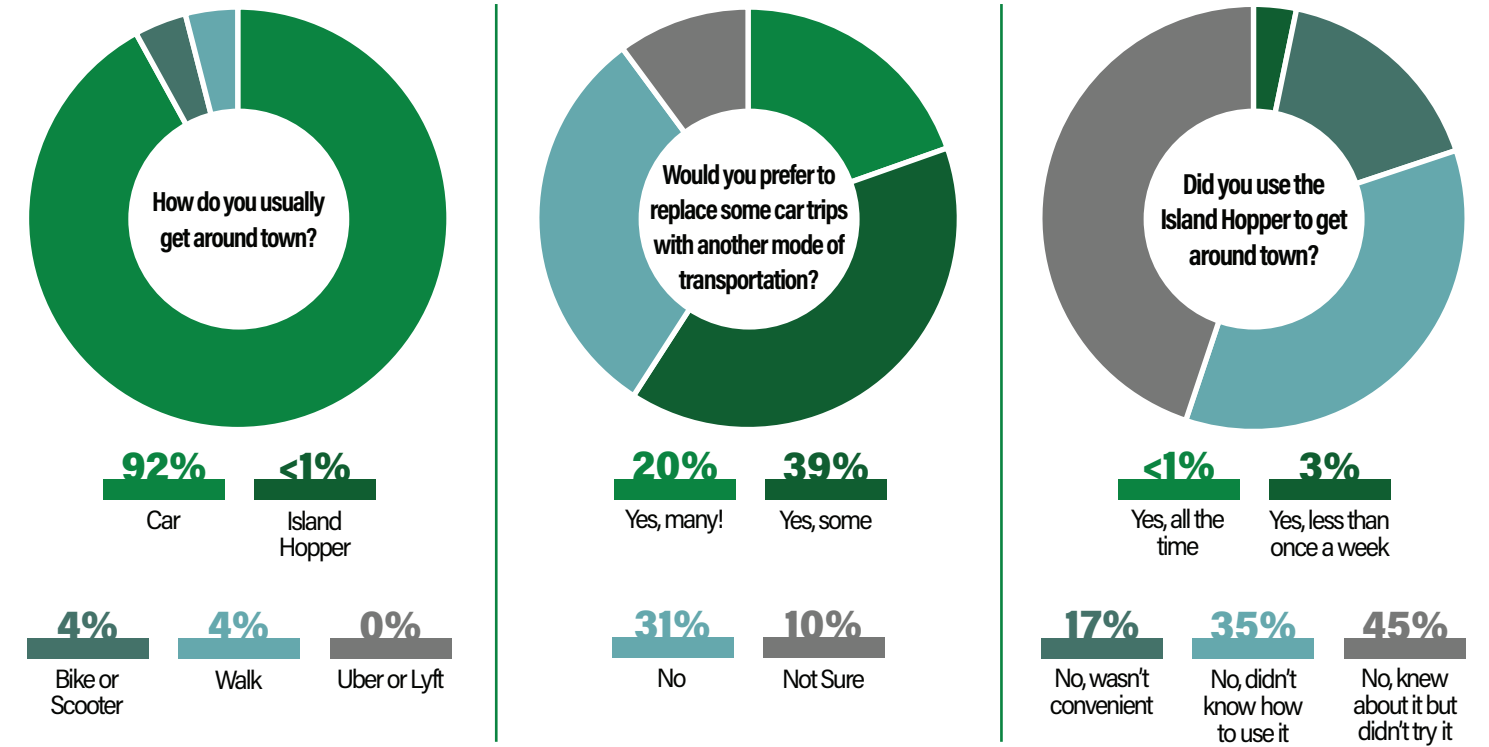
Photo: Multi-use path on Jasmine St. (source: Google Maps)



Photo: Bike Lane on Amelia Island Pkwy. (source: Google Maps)



Figure A.20: Existing Transportation Conditions



Source: WGI General Survey

Rate the following	Excellent	Good	Fair	Poor	Don't Know
Traffic flow on major streets	10%	47%	30%	14%	0%
Ease of public parking	9%	38%	34%	19%	1%
Ease of travel by car in the City	19%	52%	21%	7%	0%
Ease of travel by public transit in the City	3%	12%	18%	30%	37%
Ease of travel by bicycle in the City	16%	44%	22%	6%	12%
Ease of walking in the City	33%	44%	19%	3%	1%

Source: National Community Survey

Pedestrian Connections

Fernandina Beach has a strong sidewalk network in the downtown Historic District. The area has wide sidewalks, well-marked crosswalks, street trees, lighting, and seating. However, the presence of sidewalks is inconsistent outside of downtown and the beaches.

While sidewalks exist along the 8th Street corridor, those sidewalks do not extend to the surrounding communities. Sidewalks are lacking along several streets in the Southside neighborhood and residential areas near the elementary and middle schools. A majority of the subdivision developments were designed without sidewalk access. The City conducted a sidewalk inventory in 2020. It should be a priority for capital planning projects to complete identified gaps in the network.

Concerns were raised by the public about the safety of biking and walking along busy streets where speeding is an issue. Pedestrian infrastructure can be used to make these streets safer. A crosswalk was installed on Atlantic Avenue that included pavement markings, signage with lights, and refuge island. This is a good example of installing pedestrian infrastructure along a busy road.

Finally, Fernandina Beach is home to several miles of nature and walking trails. The majority of these are located near Egan's Creek between Saddler Road and Atlantic Avenue. These are primarily used for recreation instead of mobility. The 2016 Amelia Island Bicycle and Pedetrian Focus Area Study looks at routes and connections in the city. The plan calls for a complete bicycle and pedestrian network consisting of approximately 55 miles of trails.

Photo: Sidewalk in the Historic District (source: WGI)



Photo: Crosswalk along Atlantic Ave (source: Google Maps)



Photo: Egan's Creek Greenway Trail (source: Google Maps)

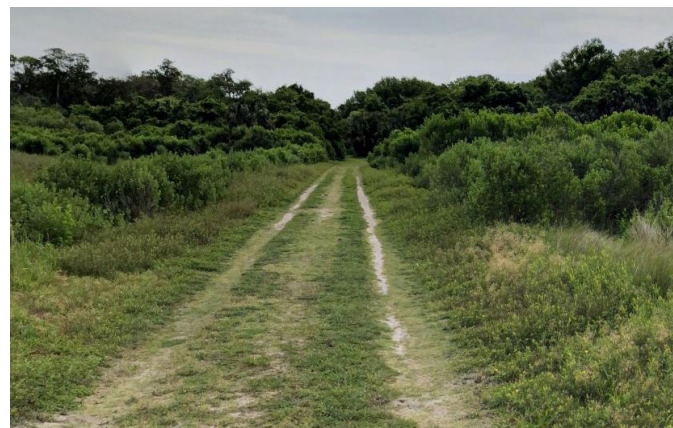
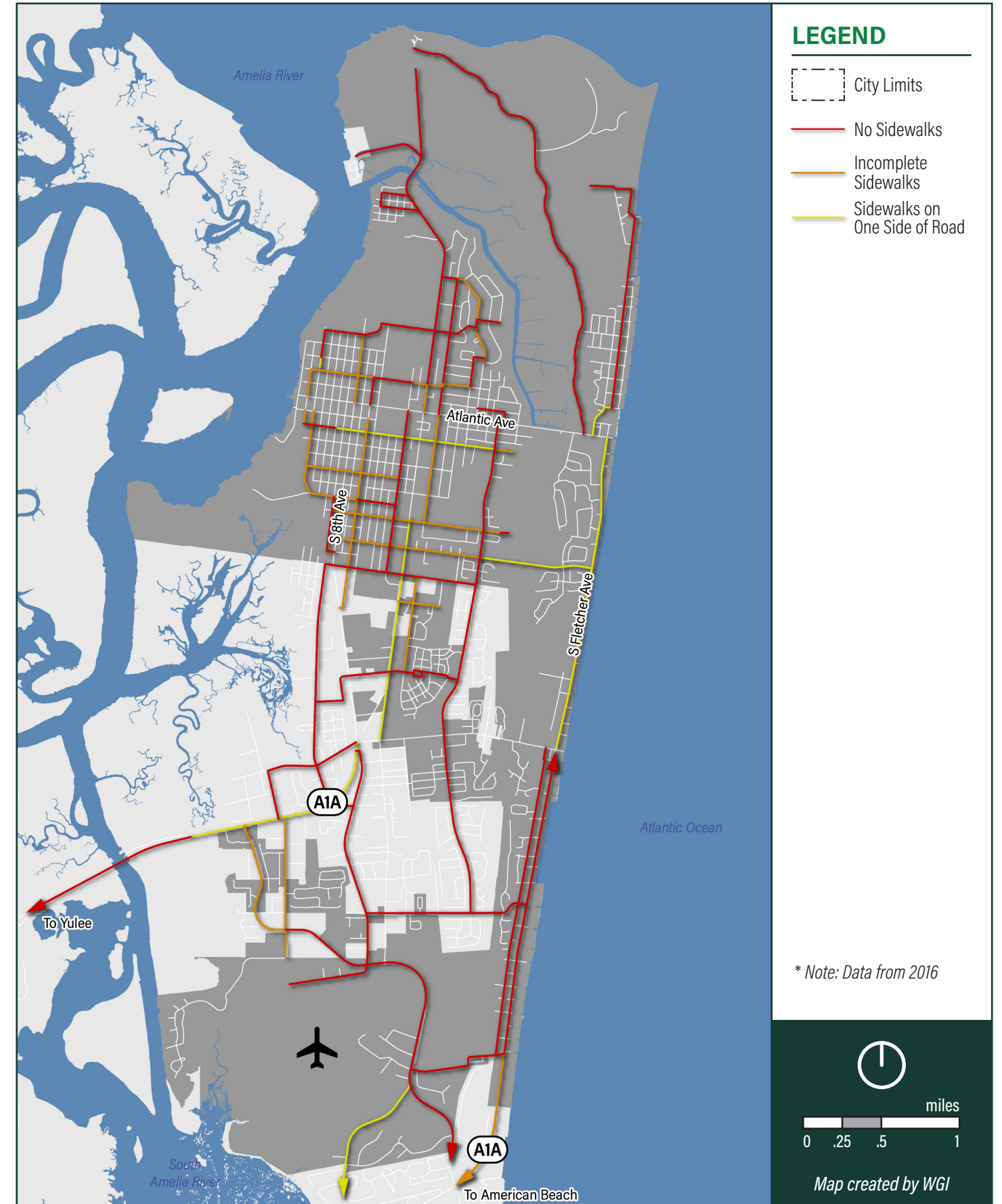


Figure A.21: Sidewalk Conditions (2016 Amelia Island Bicycle & Pedestrian Focus Area Study)



C. Streets & Vehicular Connectivity

Overview

Fernandina Beach is a city where residents primarily use their personal vehicles as their main mode of transportation. This is typical of cities located on the periphery of a major metropolitan metro (Jacksonville). According to the 2019 American Community Survey (US Census), 77.4% of Fernandina Beach workers drive alone to their place of employment while 7.0% carpooled. 8.31% worked from home and therefore did not commute.

Car ownership in Fernandina Beach is high with 98.8% having access to a personal vehicle. This is above the US average where 95.7% have access to a personal vehicle. The average household in the City has two personal vehicles.

Workers in Fernandina Beach face a shorter commute than the national average. People working within City limits face on average a 22.2 minute commute, lower than the national average of 25.5 minutes.

Major Thoroughfares

State Road A1A is the major thoroughfare in Fernandina Beach. The road transverses the City for approximately 7.3 miles. It enters the City from the south as South Fletcher Road, turns east as Atlantic Avenue, and finally travels south out of the City as South 8th Street. The road is comprised of two travel lanes throughout City limits, before widening to a four-lane road with a turn lane as it enters county territory traveling towards Yulee and the Thomas J. Shave Jr. Bridge.

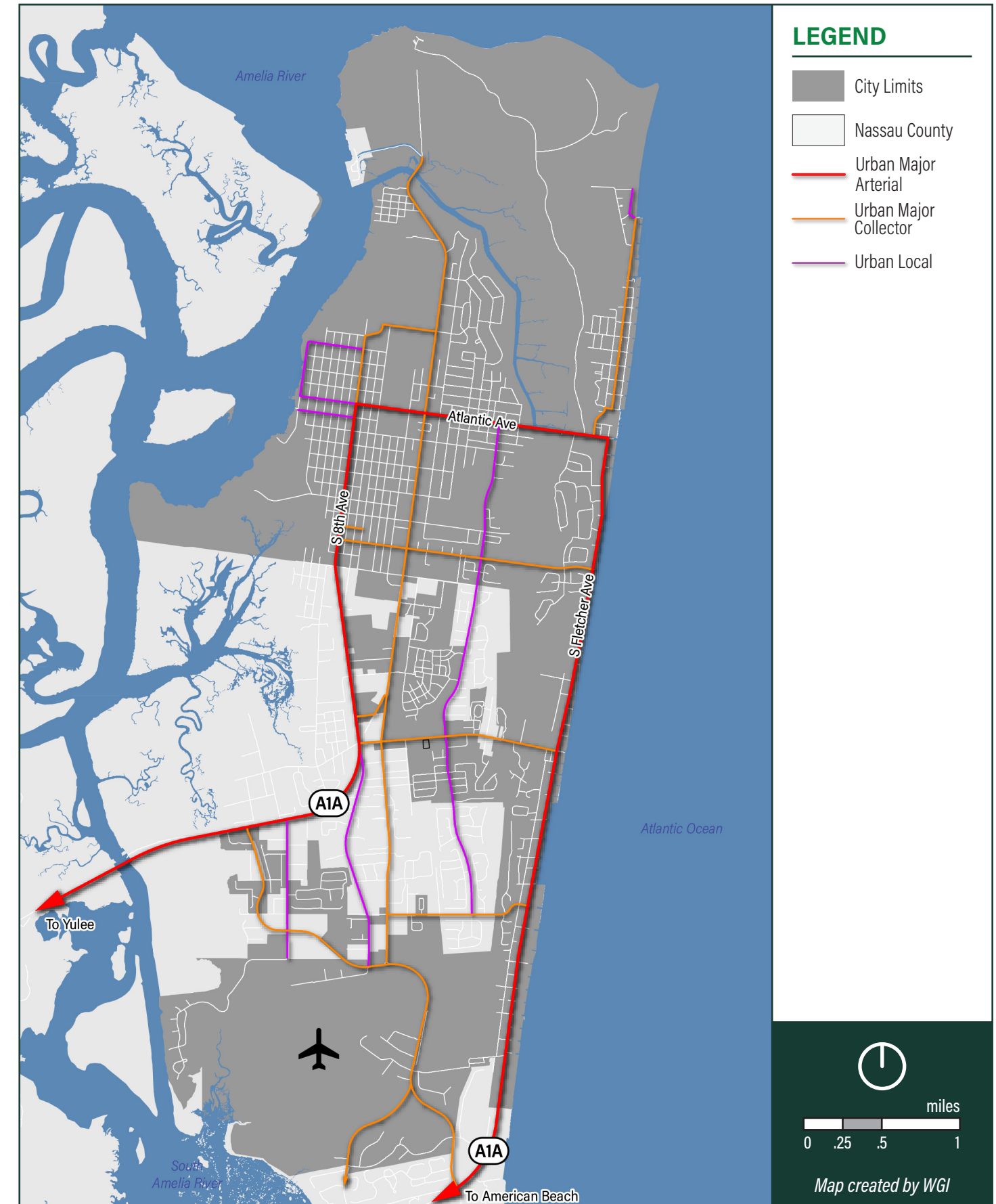
FDOT's Functional Classification System identifies all of S.R. A1A in Fernandina Beach as an *Urban Minor Arterial*. These types of roads provide traffic access and traffic circulation in lower density residential and commercial/industrial areas. They may penetrate residential neighborhoods for only a short distance and also channel traffic from local streets to/from the arterial system.

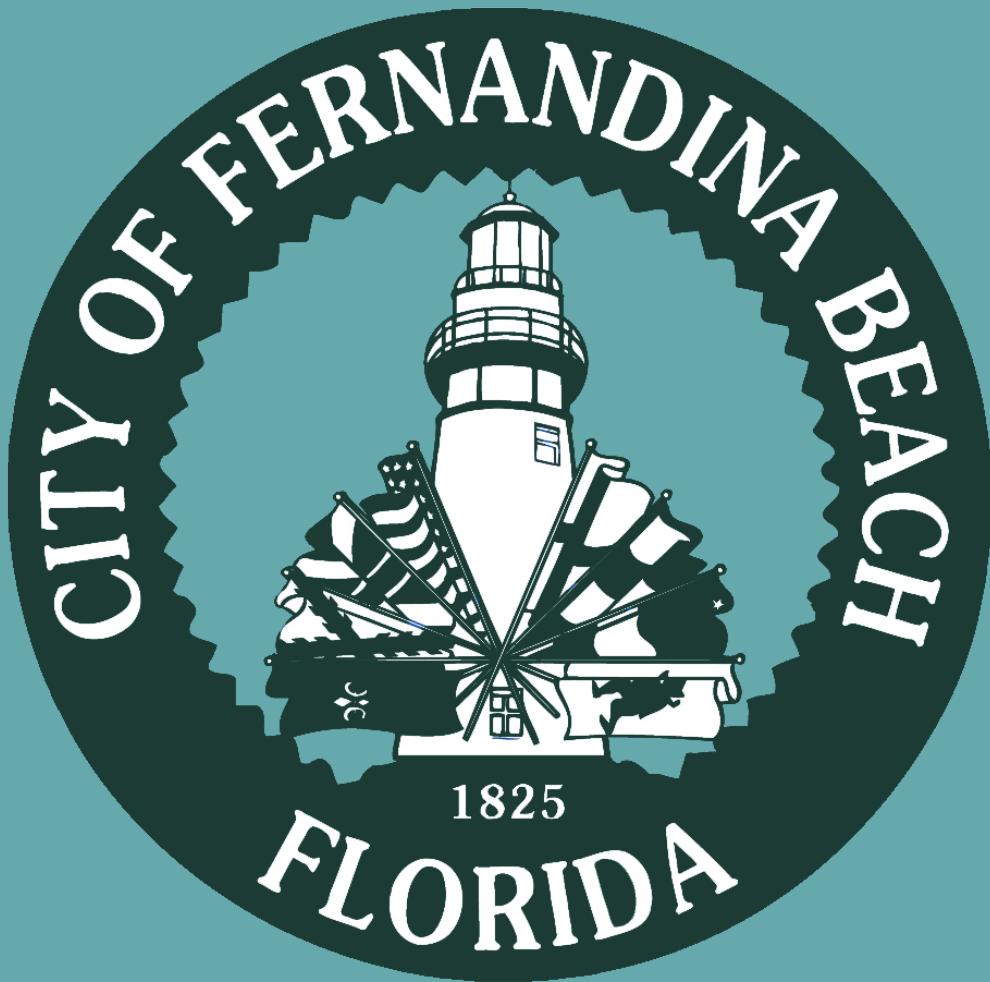
FDOT recently developed its contextual classification system. This is used to design state facilities in context to be more appropriate with its surrounding land use characteristics. The road's contextual classification determines specific design elements and functions including speed, lane width, street tree placement, and on-street parking. The system is comprised of the following classifications;

- C1 - Natural
- C2 - Rural
- C2T - Rural Town
- C3R - Suburban Residential
- C3C - Suburban Commercial
- C4 - Urban General
- C5 - Urban Center
- C6 - Urban Core

FDOT recognizes S. 8th Street and Atlantic Avenue as a C4 roadway under the contextual classification system and South Fletcher Avenue as C3R. South 8th Street beyond City limits is recognized as a C3R roadway. Figure A.22 graphically depicts the FDOT road classifications on the island.

Figure A.22: FDOT Functional Road Classifications





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APPENDIX B

COMMUNITY ENGAGEMENT SUMMARY



Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by



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B : COMMUNITY ENGAGEMENT

I. INTRODUCTION

Why Now?

The development of the Vision 2045 Plan came at a pivotal time in Fernandina Beach's history. Since the adoption of the last Vision Plan in 2002, both the City and Nassau County have experienced an influx of new residents, visitors, and development. Fernandina Beach was experiencing difficulty balancing new development with environmental conservation, welcoming new citizens while preserving its small-town culture, and protecting long-term residents from gentrification. New technology and the COVID-19 pandemic revolutionized the economic landscape, leading to a rise of remote working, at-home businesses, and changed migration patterns.

Purpose of the Vision 2045 Plan

The Vision 2045 Plan is the catalyst for Fernandina Beach to solve these issues, identify opportunities, and protect their future. The plan will be the basis for updating the City's Comprehensive Plan, Capital Improvements Plan (CIP), Land Development Code (LDC), and future planning studies. Comprehensive Plan and LDC updates will follow the adoption of the Vision 2045 Plan.

The Project Team

The Fernandina Beach Planning Advisory Board was the driving force behind the project with the assistance of the Fernandina Beach Department of Planning & Conservation. The project team for the Vision 2045 Plan was led by consulting firm WGI, Inc. The team also included representatives from Urbanomics, Inc. and Acuity Design Group.

II. PUBLIC ENGAGEMENT PLAN

The planning process for Vision 2045 was designed to be community-focused and driven by the public. Meaningful public engagement was incorporated from the start and continued through the vision's development. The process began on May 26, 2021, with an introduction of the project to the public during a virtual Planning Advisory Board meeting. The process continued with the launch of the Vision 2045 web page on Fernandina Beach's website, marketing through the City's various social media platforms (Facebook, Twitter, and Instagram), and a public announcement in the local newspapers, the Fernandina Beach Observer and the Fernandina News Leader.

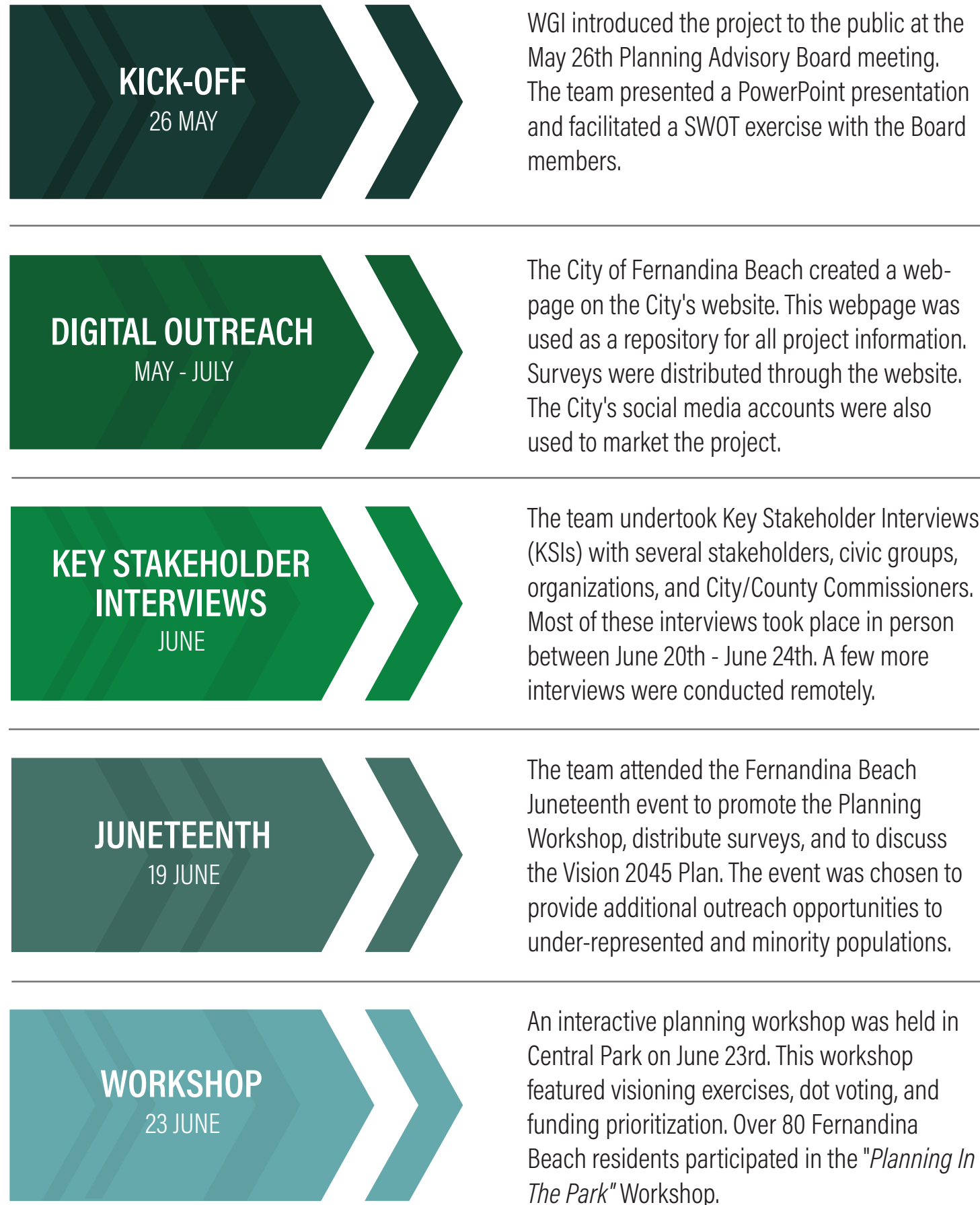
A survey was developed and distributed through the project's official web page and direct outreach through faith-based community leaders and the Hispanic grocery stores. The survey allowed the team to reach over 1,000 Fernandina Beach citizens and gather their input and ideas for the Vision Plan. Surveys were also created for the Downtown & South 8th Street business communities and the city's school-age children. The public engagement plan also included outreach events, a public workshop, and interviews with key stakeholders and community leaders.

A. Engagement Schedule

The Vision 2045 Public Engagement Plan officially kicked off in May of 2021 and lasted approximately 3 months. The plan included virtual presentations, digital outreach, and in-person events. The schedule of the multi-phase outreach plan is shown in Figure B.1.



Figure B.1: Public Outreach Schedule



B. Kick-off Presentation

WGI introduced the Vision 2045 Plan to the public through Zoom at a May 26th Planning Advisory Board (PAB) meeting. The presentation included background information on the project, public engagement opportunities, the proposed timeline, and final deliverables. The team included a link to the new project web page to access more information.

The WGI team also performed a SWOT exercise with the PAB members to identify the City of Fernandina Beach's strengths (S), weaknesses (W), opportunities (O), and threats (T). Figure B.2 illustrates the results of the SWOT exercise.

Photo: Kick-off PowerPoint (Source: WGI)

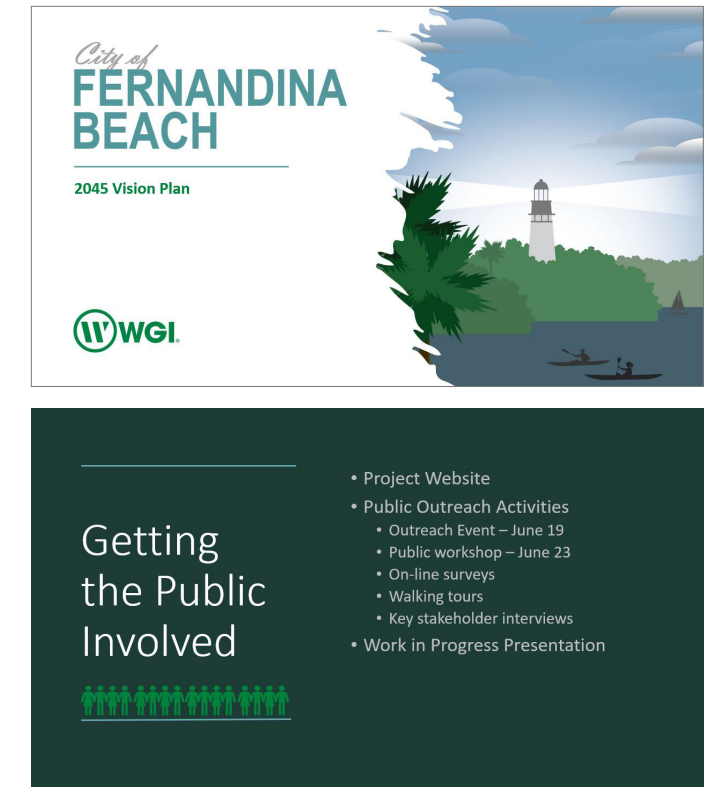


Figure B.2: PAB SWOT Results



C. Outreach

Digital Outreach Strategy

A project web page was launched on the City of Fernandina Beach's official website as the main repository for project-related information. The web page included a description of the project, calendar of events, PowerPoint presentations, and links to multiple surveys. An email option was also provided to submit further comments or questions from the public.

The digital marketing campaign for the project included frequent postings on the City of Fernandina's social media channels. The WGI team developed a social media strategy consisting of Instagram posts, Facebook stories, tweets, hashtags, and a comprehensive schedule to coordinate among the different platforms.

Photo: Instagram Posts advertising the Project



Photo: Vision 2045 Project Webpage



Juneteenth Event Outreach

The WGI team and representatives from the City attended the Juneteenth Homecoming Celebration on June 19th, 2021. The team hosted an information booth to inform the public about the plan and gather input from the community. The event was chosen to increase the project's outreach to Fernandina Beach's African American community. This strategy allowed the team to engage with a demographic that is often overlooked and under-represented in planning and community visioning projects.

The Vision 2045 booth also included promotional materials, handouts, and computer station set up for people to take surveys. Team members also walked around the event with iPads to engage the community, talk about the community's future vision, and collect survey data (shown in Figure B.3 on next page).

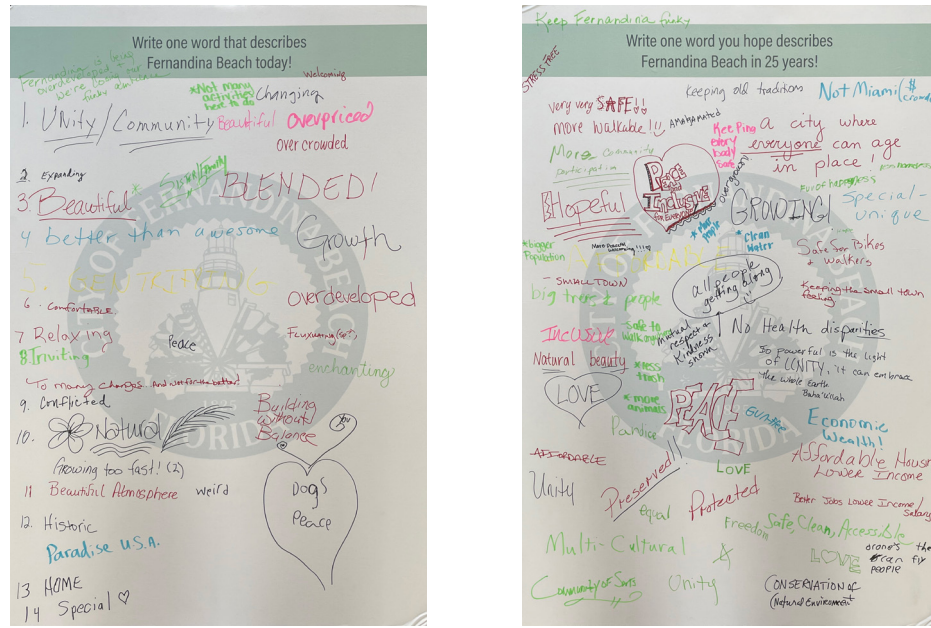
The booth also included a visioning exercise where people were invited to describe their impression of Fernandina Beach today and describe what they hope Fernandina Beach will be like in the future. Over 50 people participated in the visioning exercise and 31 people took the survey at the Juneteenth Celebration.

Photo: Juneteenth Outreach (source: WGI)



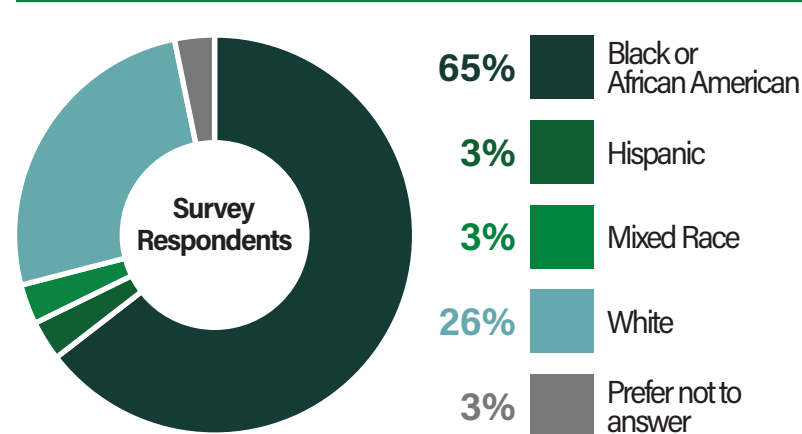
**OVER
50
PARTICIPANTS**

Figure B.3: Juneteenth Outreach Results



What we heard ...

The team hosted a visioning exercise at the Vision 2045 booth at Juneteenth and asked participants to describe Fernandina Beach today, as well as their vision of Fernandina Beach of the future. Over 50 people partook in the exercise. Results shown to the left illustrate the common themes that arose. Full results can be found in the Appendix.

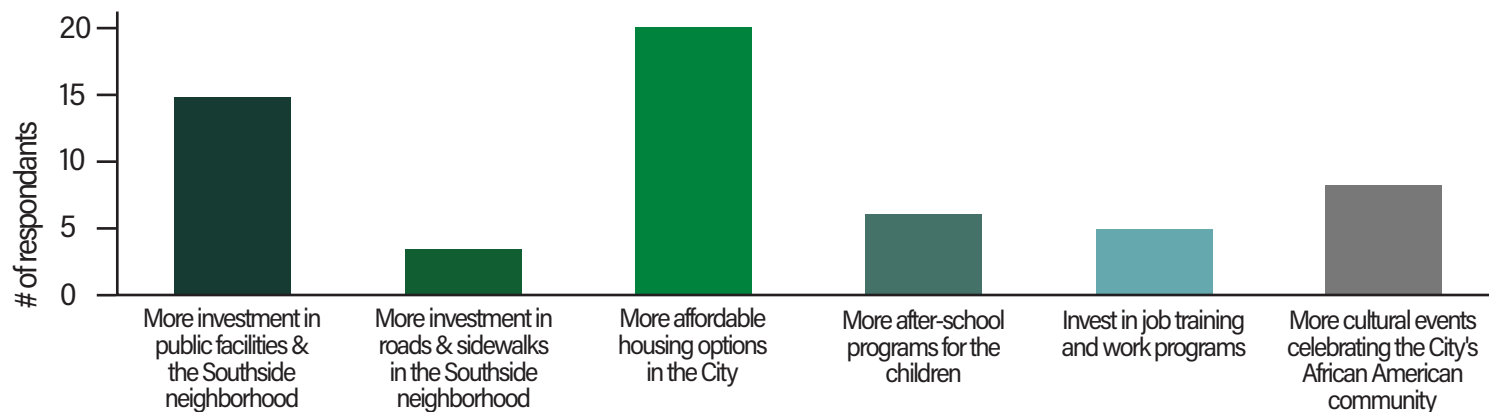


The team developed a survey asking about minority and African American experiences in Fernandina Beach. The survey was taken by 31 people, a majority Black.

What else can the City do to support the African American and minority communities?

- Build affordable housing and family shelters
- teach Peck's history
- African American history should be taught not just during Black History Month
- support Juneteenth

Pick your top 2 actions the City should prioritize to support its minority populations.



D. Key Stakeholder Interviews (KSIs)

The consulting team worked with the City's Planning Department to identify a list of stakeholders and community leaders to reach out and gather feedback. Most of the stakeholders were interviewed in person by the WGI team at the end of June, though some were conducted via email and Zoom.

The stakeholders interviewed ranged from government agencies, elected officials, civic groups, non-profits, major employers, religious organizations, and business associations. This diversity of stakeholders was key in obtaining a cohesive and complete understanding of Fernandina Beach.

E. City Department Outreach

The team sent surveys to each of the City's departments to provide additional input and insight into their goals.

F. Survey Overview

Five surveys were created and distributed via Survey123. The 45-question General Survey collected data on a wide range of topics and was available to all residents of Fernandina Beach. The four other surveys were targeted to obtain feedback from specific demographics or groups. A survey for minority and under-represented communities was developed to gather insight on the concerns of the City's African American and minority communities. A business owner survey was created to gather input from the City's entrepreneurs. An employee survey was used to identify the unique challenges for those who work in the City. This survey was open to anyone who worked in the City, including non-residents who commute for work. Lastly, a high school student and recent graduates survey was created to identify the views of Fernandina Beach's younger population.

STAKEHOLDER OUTREACH

City Commission

Mike Lednovich (Mayor)

Len Kreger (Vice Mayor)

Bradley Bean

Ronald Ross

David Sturges

City Manager

Department Heads

County Manager

County Commissioners

Aaron Bell

John Martin

Amelia Tree Conservancy

NE Florida Builder's Association

Chamber of Commerce

Council on Aging

Fernandina Beach

High School Foundation

Historically Black Church

Pastor Outreach

Lignotech

Rayonier Advanced Materials

West Rock

* The Vision 2045 group also reached out to State Senator Bean and the Port but they did not participate.

G. General Survey

Purpose

The General Survey was created to solicit feedback on the City's strengths, weaknesses, opportunities, threats, development patterns, housing options, public facilities, city-funded projects, resiliency, and Capital Improvement Plan priorities. The General Survey was also translated into Spanish to equally incorporate the Hispanic community and non-native English speakers. The General Survey was taken by 1,117 participants, representing approximately 9% of the City's population.

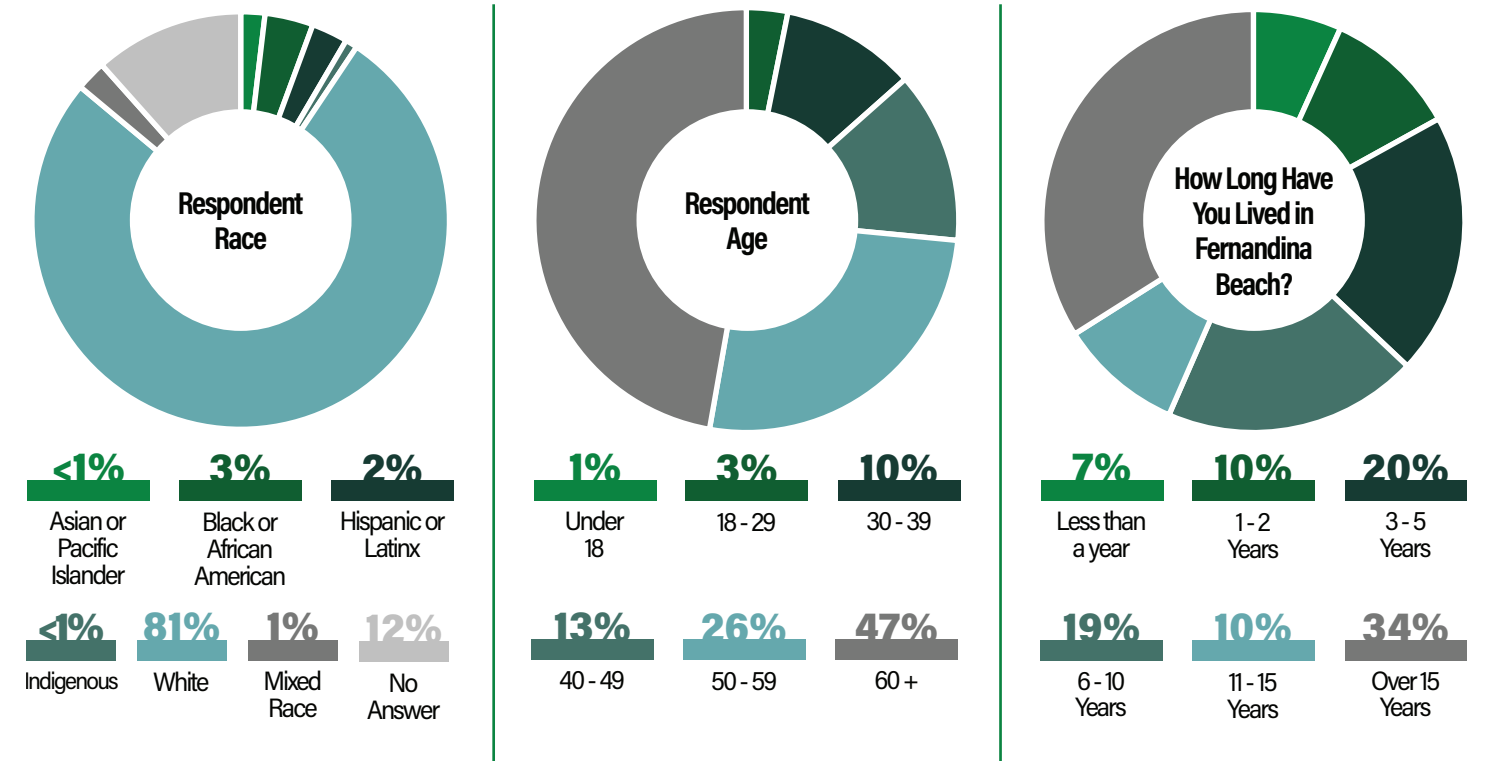
Results

As shown in Figure B.4, the respondents of the General Survey were older than the general population, with nearly half of respondents over the age of 60. Respondents identifying as White matched the general population demographics for Fernandina Beach, however, results for those identifying as Black or Hispanic were 7.5% and 3.3% below the City's demographic. A large majority (87%) owned their home in the City. Nearly a tenth owned a business in the City (9.77%).

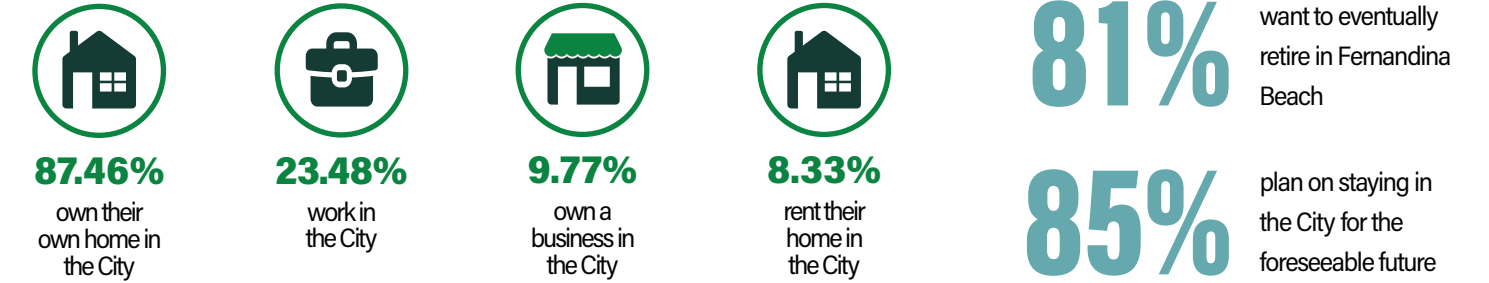
The majority of respondents were long-time residents who have lived in Fernandina Beach for over 6 years with more than a third of respondents living in the City for over 15 years. The respondent population skewed older with 47% over the age of 60. A large majority of respondents planned on staying in Fernandina Beach in the foreseeable future (85%) and wanted to eventually retire in the City (81%).

The small-town feel of Fernandina Beach was the main draw for living in the City. Over 600 respondents chose this as one of their top three reasons for calling the City home. Other major reasons were the beach, natural environment, sense of community, and historic character.

Figure B.4: General Survey Results - Part I



Do you live, work, or own a business in Fernandina Beach? Choose all that apply.



What specifically drew you to move to Fernandina Beach? Choose up to three.

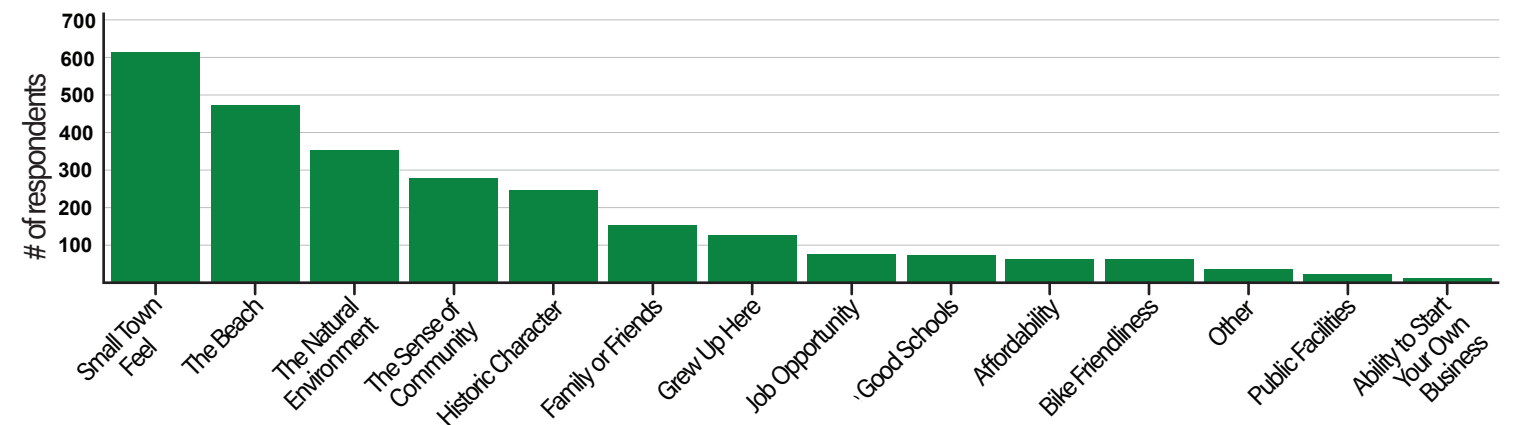
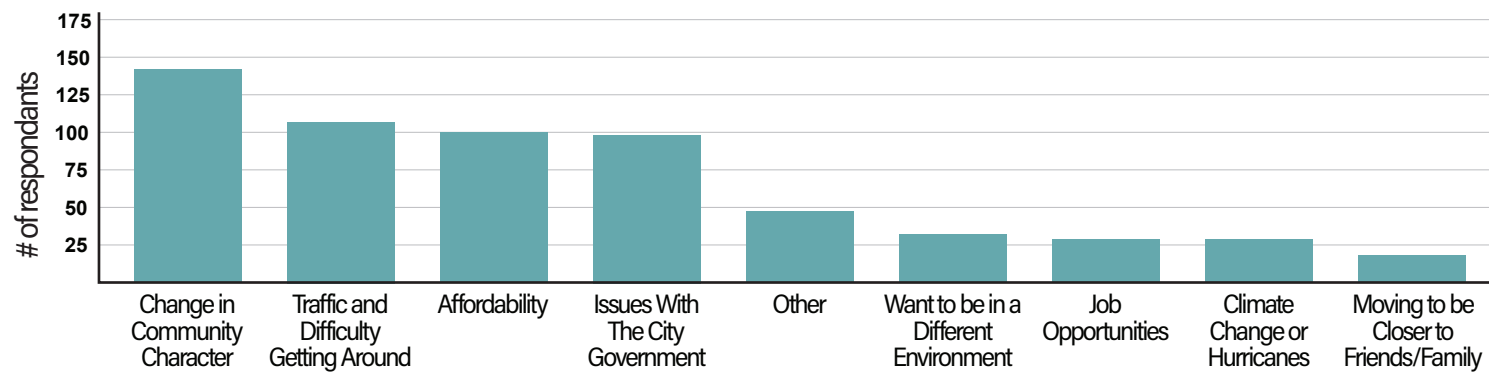
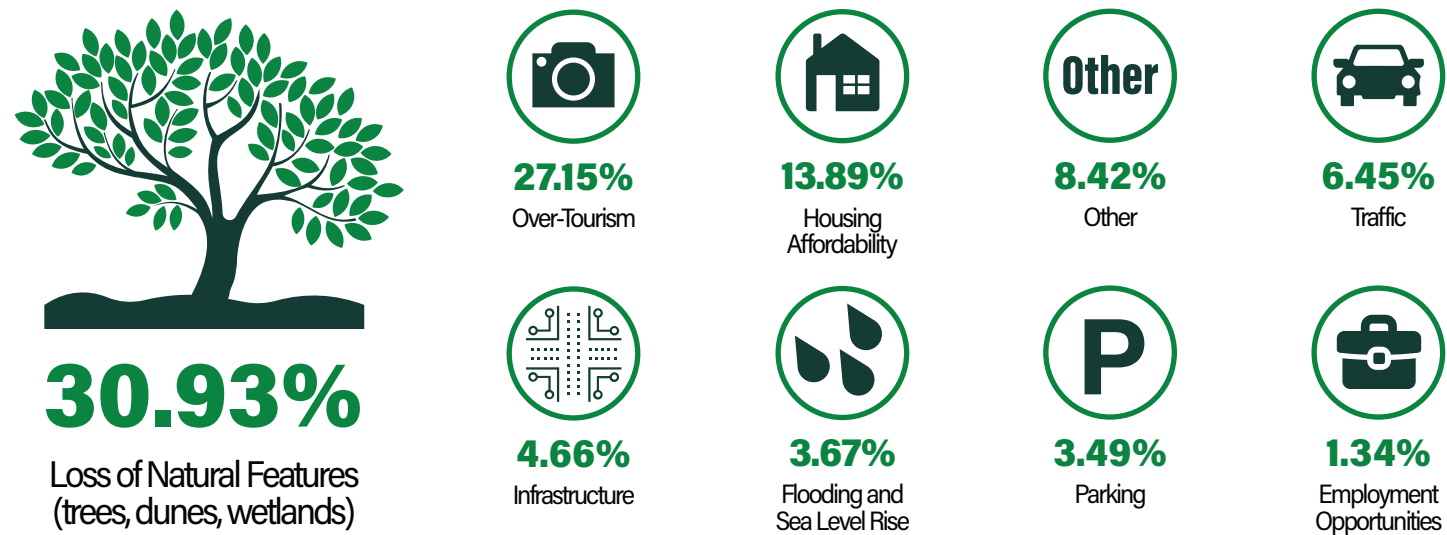


Figure B.5: General Survey Results - Part II

If you do not plan on staying in Fernandina Beach, why are you looking to move? Check all that apply.



What do you think is the most pressing issue facing Fernandina Beach today? Choose one.



How would you rank the following? (1 - Poor | 2 - Fair | 3 - Average | 4 - Good | 5 - Very Good)



Photo: Loss of Natural Features Like Trees Was A Top Concern (source: WGI)



As depicted in Figure B.5, the change in community character is the top reason people are considering leaving Fernandina Beach along with traffic, affordability, and issues with the City government.

The most pressing issue facing the City today according to the respondents is the loss of natural features including old-growth trees, dunes, and wetlands. A close second was over-tourism with more than a quarter of the votes. Housing affordability and gentrification came in third with the rest of the issues polling under 10%.

Respondents rated the City's public facilities, services, and recreation amenities highly with all ranking over 3 out of 5 stars. The only category that received a rating below 3 stars was "Dealing with the City Government". This lower rating is consistent with feedback from stakeholders and the public regarding city regulations and the permitting process. It is also consistent with the 2019 National Community Survey.

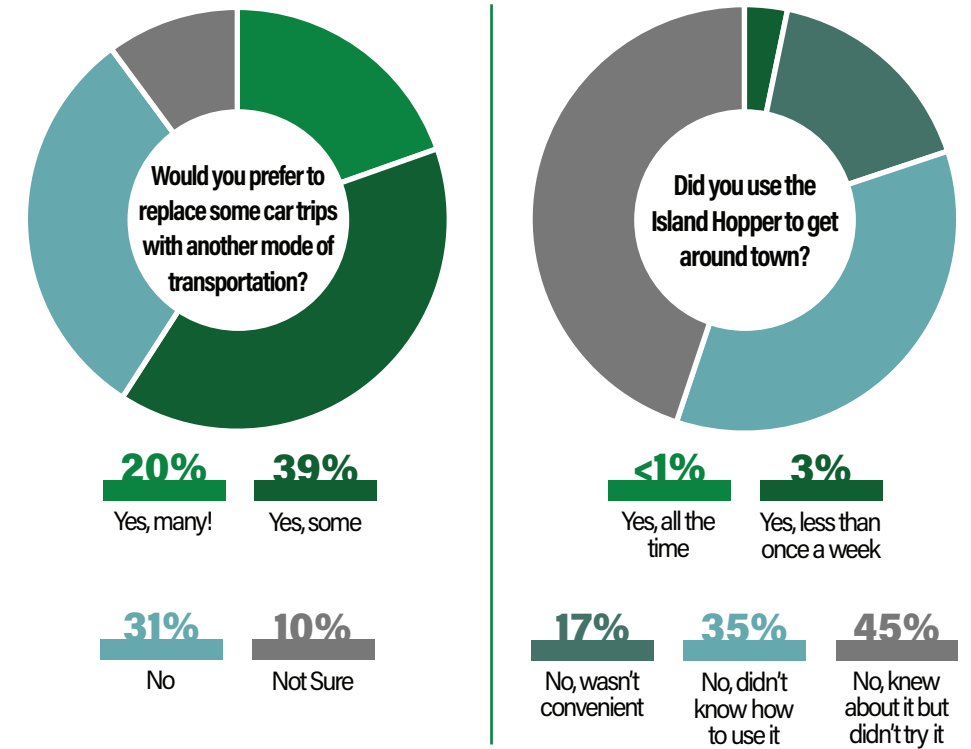
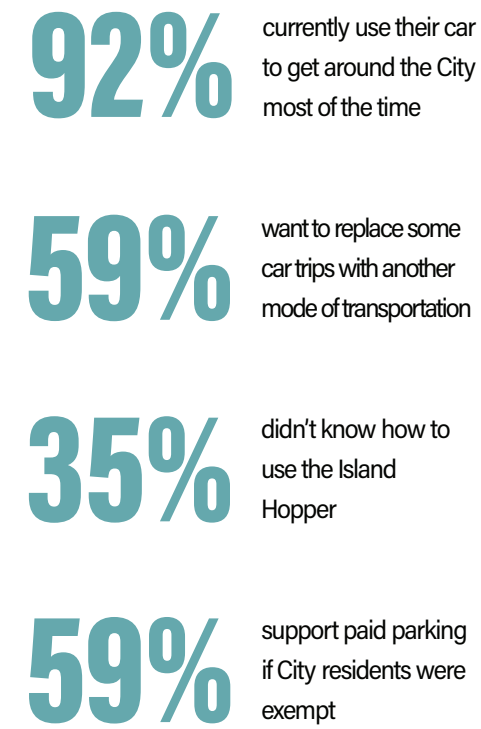
As shown in Figure B.6, Fernandina Beach has a car-centric culture with 92% of respondents using their personal vehicle as their main mode of transportation. However, there seems to be a demand for more mobility options. 59% of respondents want to replace some of their car trips with another mode of transportation. These results contradict the Island Hopper's low ridership numbers. When asked if they ever used the circulator, 35% of respondents replied that they were unaware how to use it. This along with the result that 18% of respondents want the City to prioritize bus or trolley services for the island, points to a lack of awareness with the Island Hopper, not the concept of bus or trolley service.

There is also a desire to make it easier to navigate the City by walking or biking. Over 36% of respondents want the City to prioritize additional multi-use paths, bike lanes, and sidewalks. 40% believe that the best way for Fernandina Beach to alleviate its future parking issues is to make it easier and safer to bike and walk in the City.

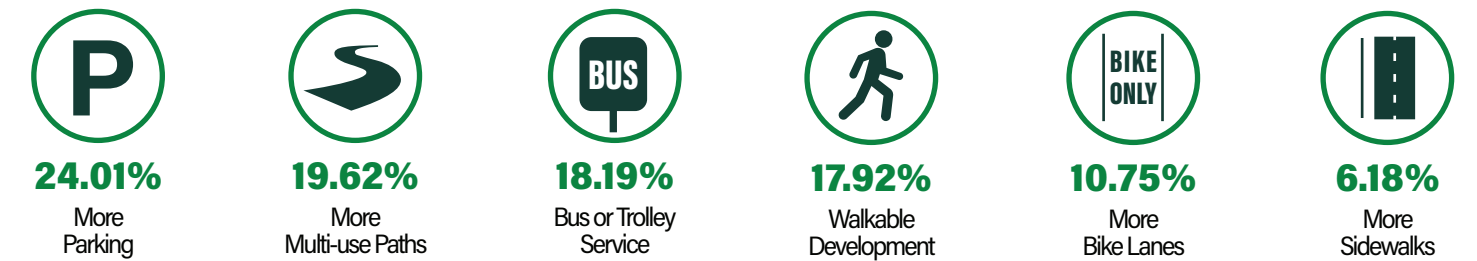
Lastly, the General Survey inquired about support for paid parking. A minority of respondents (40%) supported the concept, but that number jumped to 59% when the program exempts City residents. This statistic is consistent with the 2019 National Community Survey Report that indicated majority support (55%) for a paid parking program.



Figure B.6: General Survey Results - Part III



What transportation items should the City prioritize in the next 25 years with City funds? Choose one.



Would you support paid parking?

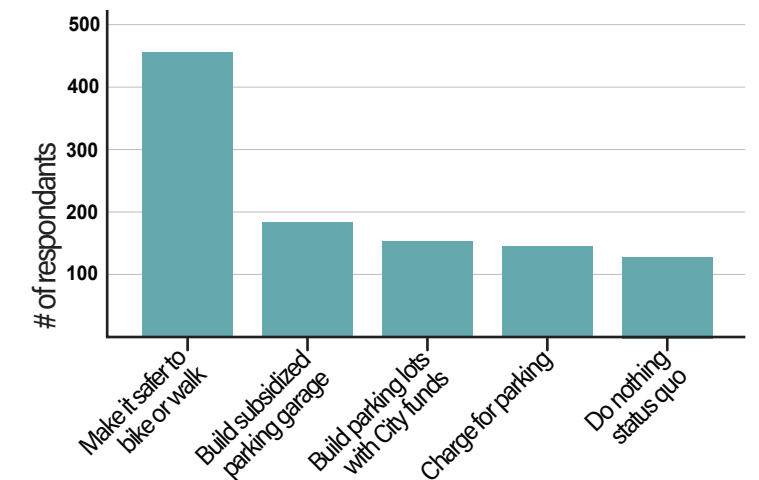


* "Yes" includes responses for Yes, Downtown Only, and Beach Only

Would you support paid parking if City residents were exempt?



What is the best way for Fernandina Beach to regulate parking? Choose one.



The General Survey asked respondents how they wanted to see the major thoroughfares of the City improved in the future. Illustrated in Figure B.7, three sections of S.R. A1A were chosen as the focal points. These sections were Atlantic Avenue from 8th Street to Fletcher Avenue, South 8th Street from Center Street to Lime Street, and South Fletcher Avenue from Atlantic Avenue to the Fernandina Beach/ County border. Survey respondents identified the burying of utilities to be a top-three priority across all three areas. Shade trees and shrubs/ flowers were identified as top streetscape elements they wanted to see along Atlantic and South 8th. Palm trees and wider sidewalks were the other major priorities for South Fletcher. The desire for wider sidewalks is consistent with complaints about bike safety and issues with the width of the existing bike lanes on the road. Half of the survey respondents identified South 8th Street as the priority streetscape for a project.

Respondents were asked to identify what types of future development, infrastructure, and City services they would like to see in the future. Figure B.8 shows that walkable, mixed-use development, and affordable housing were the development types with the strongest support. Less than 8% of respondents supported additional suburban retail, hotels, or additional development along the beach. Purchasing land for conservation was the top public investment choice with burying overhead utilities and stormwater management projects receiving top support for future infrastructure funding. Bus service and additional cultural events received strong support in the future public services category.

Lastly, the General Survey identified a list of projects that were discussed by the City or through stakeholder engagement. The public was asked to choose their top three projects they wanted to be prioritized by the City. Burying overhead utilities across the City and buying land for conservation were top priorities with majority support. Environmental resiliency projects and construction of the downtown waterfront park were next with over 30% of respondents choosing them as priority projects. These results are illustrated in Figure B.9.

Figure B.7: General Survey Results - Part IV

What improvements would you like to see on the following streets?

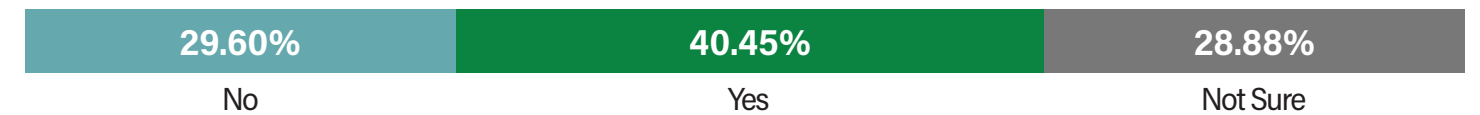
Street	Shade Trees	Palm Trees	Shrubs, Flowers	Lights	Wider Sidewalks	Benches	Public Art	Bury Utilities
Atlantic	55.9%	21.0%	29.0%	22.8%	25.8%	19.6%	14.0%	42.0%
South 8th	53.6%	27.2%	34.6%	22.8%	29.5%	11.2%	15.8%	44.0%
Fletcher	28.3%	34.7%	24.0%	14.5%	44.4%	13.1%	9.9%	46.4%

* Shaded cell indicates a top three priority

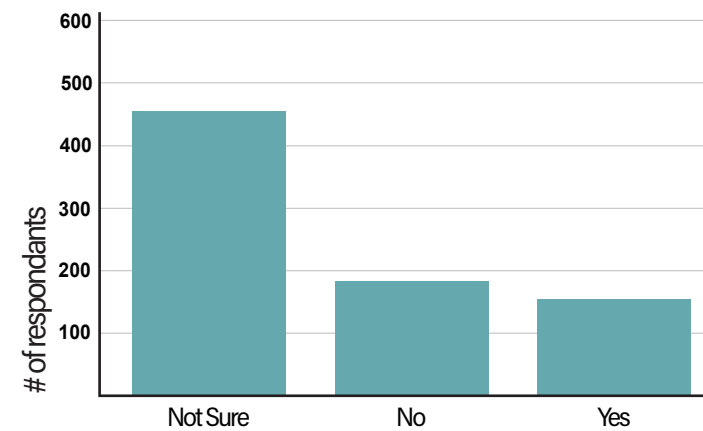
If the City could only finance one improvement area, which should be prioritized?



Should the City enter into a maintenance agreement with FDOT to increase landscaping along these roads?



Does Fernandina Beach provide an environment that allows seniors or disabled citizens to live independently?



What is the best strategy to make living in Fernandina Beach easier for senior citizens?

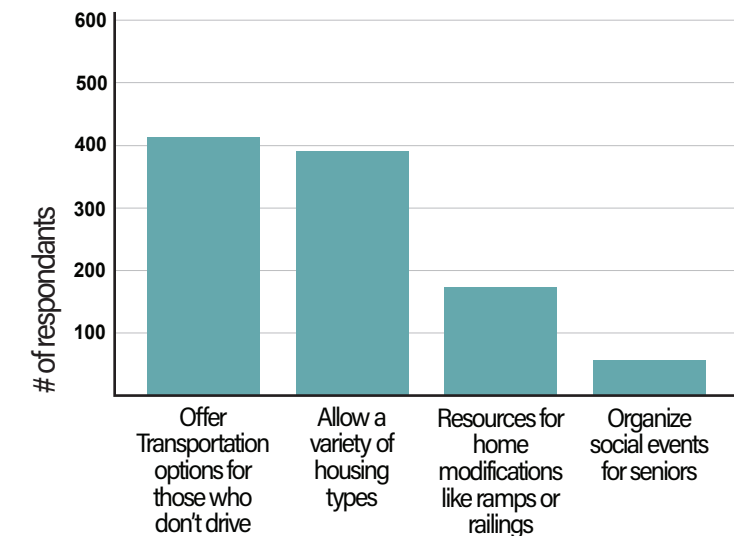
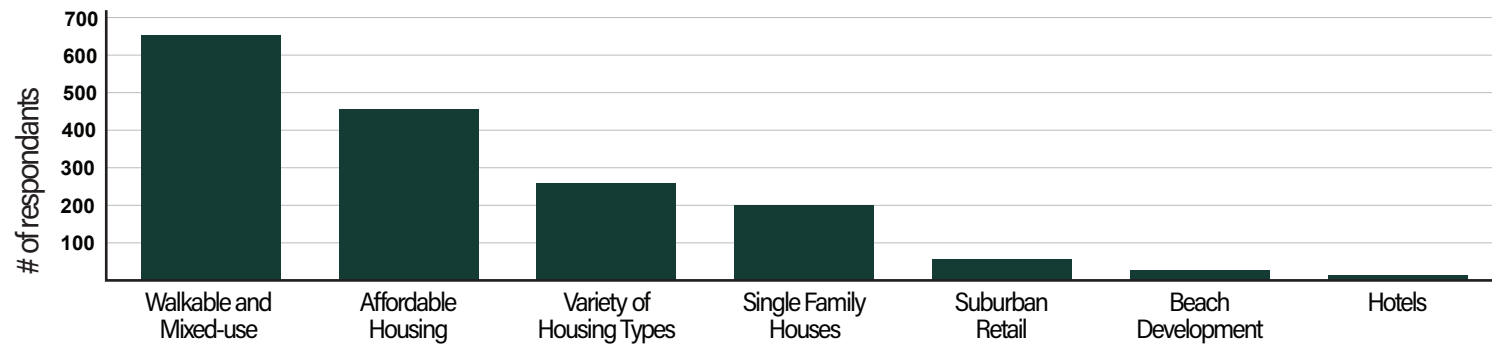
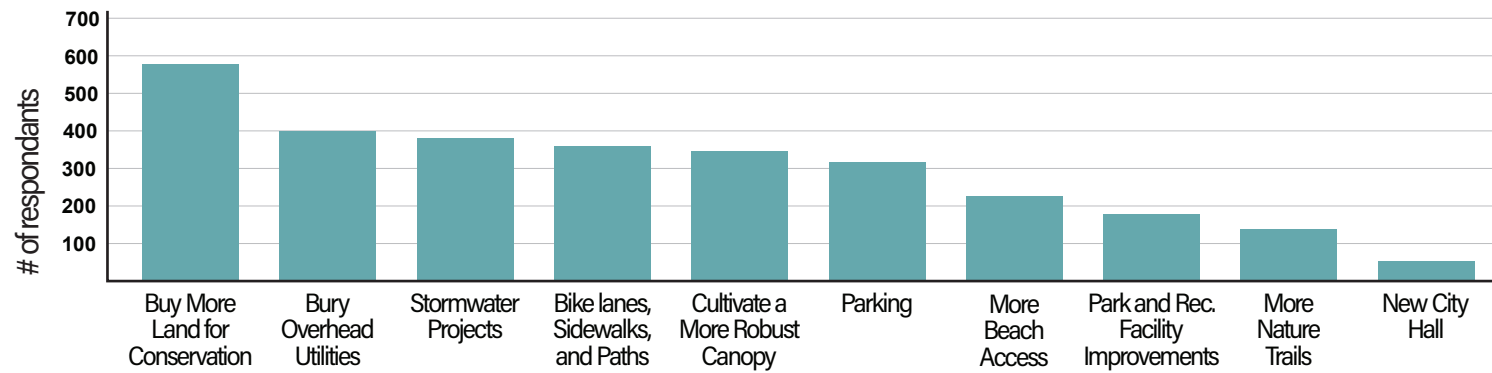


Figure B.8: General Survey Results - Part V

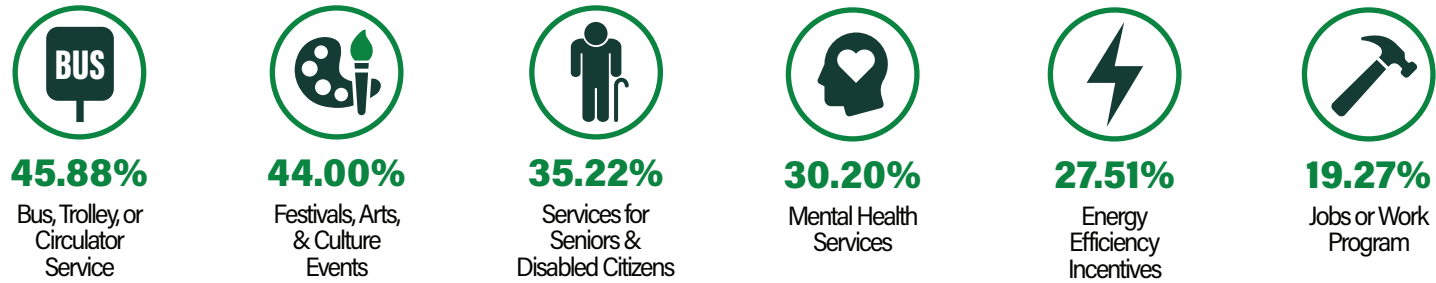
What type of Private Development does Fernandina Beach need more of in the future? Choose top three.



What type of infrastructure or public investment does Fernandina Beach need more of in the future? Choose top three.



What public services does Fernandina Beach need more of in the future?



What are the most important characteristics for new residential development? Choose top three.

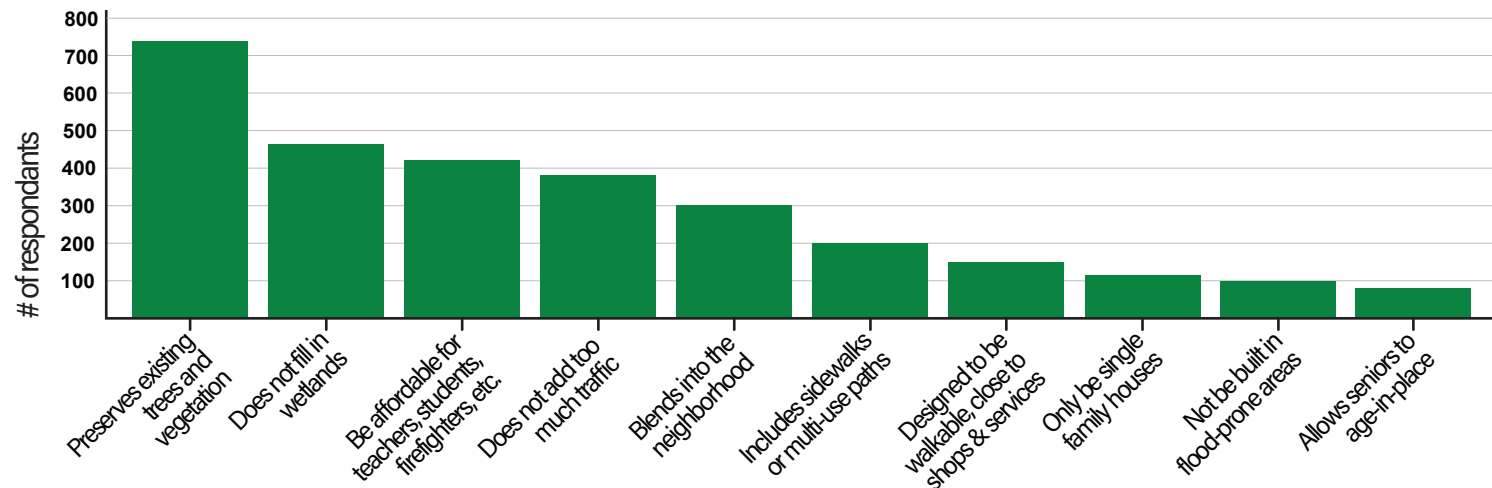


Figure B.9: General Survey Results - Part VI

What City-funded projects or improvements do you want to see prioritized in the next 5 years? Choose top three.

Development Type	Count	Percentage
Bury overhead wires and storm harden utilities	575	51.52%
Purchase property for conservation	563	50.45%
Environmental resiliency projects	407	36.47%
Construct downtown waterfront	343	30.73%
Bike infrastructure (bike lanes)	305	27.33%
Purchase property for historic or cultural preservation	292	26.16%
Streetscape improvements to Atlantic, South 8th, or Fletcher	287	25.72%
Incentivize construction of affordable or workforce housing	285	25.54%
General streetscape improvements (trees, crosswalks, lighting)	263	23.57%
Construct more multi-use paths	254	22.76%
Establish gateway or entry features for the City	214	19.18%
Incentive program for septic removal	145	12.99%
Improvements to parks	142	12.72%
Improvements to public buildings	89	7.97%
New or modernized City Hall	72	6.45%
Improvements to community pools	68	6.09%

H. Business Owner Survey

Purpose

WGI created a business owner survey to provide further insight into how the business climate of Fernandina Beach has been changed during the COVID-19 pandemic, and to see what type of infrastructure and support the business community was looking for from the City. The survey inquired why people chose Fernandina Beach to start their business, what obstacles they face operating in the area, and what they want to see near their business in the future. The business survey was taken by 94 participants.

Results

As shown in Figure B.10, the survey respondents represented businesses throughout Fernandina Beach, with a large portion in the historic downtown core. However, almost 40% of the respondents indicated that their businesses were outside of the main commercial areas identified.

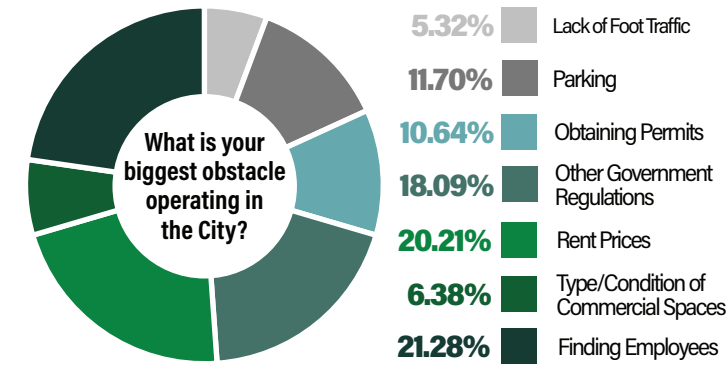
Most of the respondents indicated that they lived in the City before they opened their business, indicating a desire to live and work in the same place. The small-town character and tourism were also major reasons for opening businesses here. Few of the business owners identified the port, working waterfront, or airport as major reasons for establishing their business within City limits.

The major obstacle to running a business in Fernandina Beach is finding employees. Public feedback and stakeholder input have identified several reasons for the small labor pool including lack of affordable housing, lack of transportation options on the island, and a growing number of jobs being created off-island. Businesses struggling to hire employees was also noted while visiting the City, further confirming this as a main topic of concern. Increasing rent prices and government regulations such as outdoor seating, sign regulations, and inspections rounded out the top three concerns.

A quarter of respondents identified simplification of the permit process as the City action or policy that would have the biggest benefit to their business. Investment in affordable housing and additional parking ranked second and third. This could be due to the high number of workers who can not afford to live in Fernandina Beach and commute to the island.

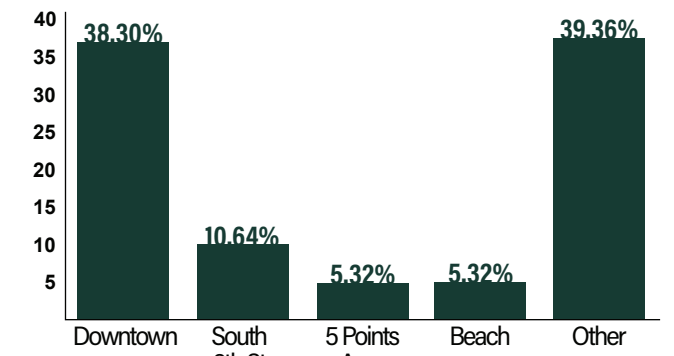
Finally, the survey asked what kinds of amenities, investments, and developments they wanted to see around their business. Pedestrian spaces, plazas, and public seating areas were the top choices. The number of businesses that wanted to see these improvements exceeded the number of businesses currently located downtown. This means there is a desire for more pedestrian-oriented infrastructure beyond the downtown city center.

Figure B.10: Business Survey Results

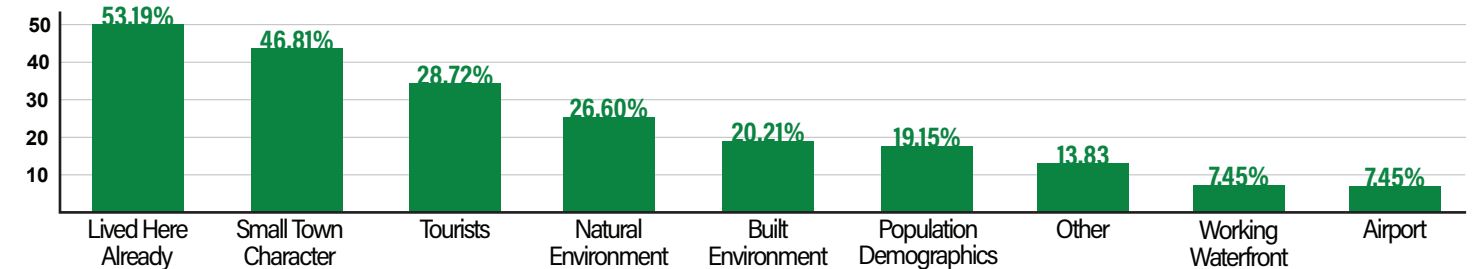


*6 participants skipped this question

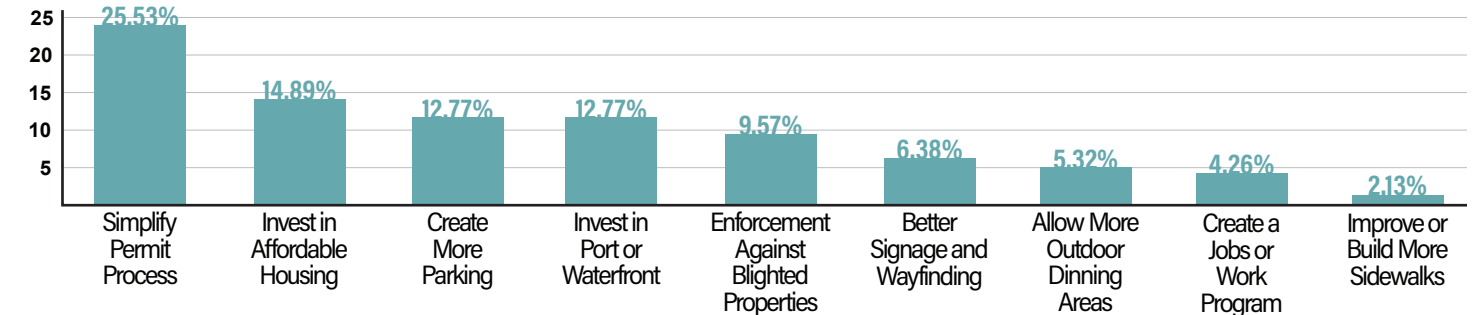
Where is your business located?



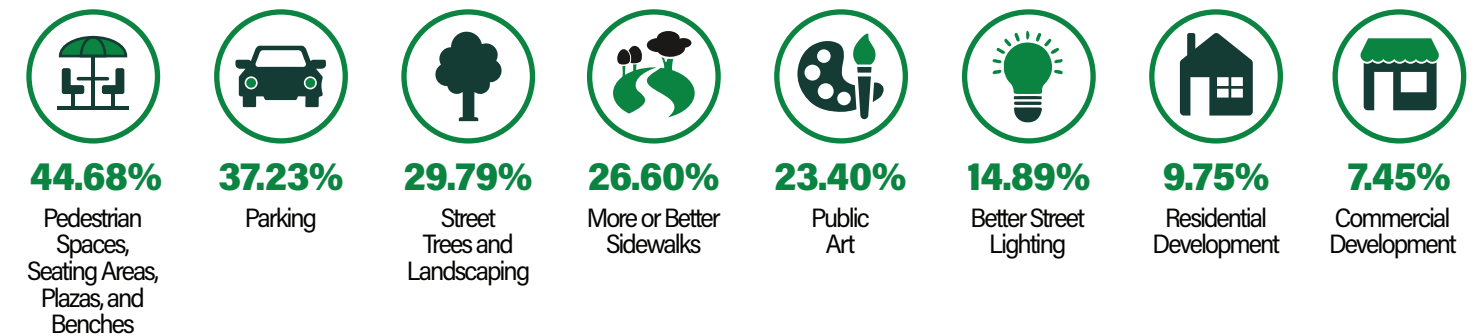
What attracted you to open your business in Fernandina Beach? Choose all that apply.



Which of the following City actions would be the biggest benefit to your business? Choose one.



What do you want to see more of near your business? Choose one.



I. Employee Survey

Purpose

An employee survey was created to better understand the issues and concerns of those who work in the City of Fernandina Beach. This survey was open to both people who live in the City and those who live elsewhere and commute into the City for work. The survey asked participants about affordability of living near their place of employment, transportation issues, childcare access, and what steps the City could take to improve their experience of working in Fernandina Beach. 124 people participated in the employee survey.

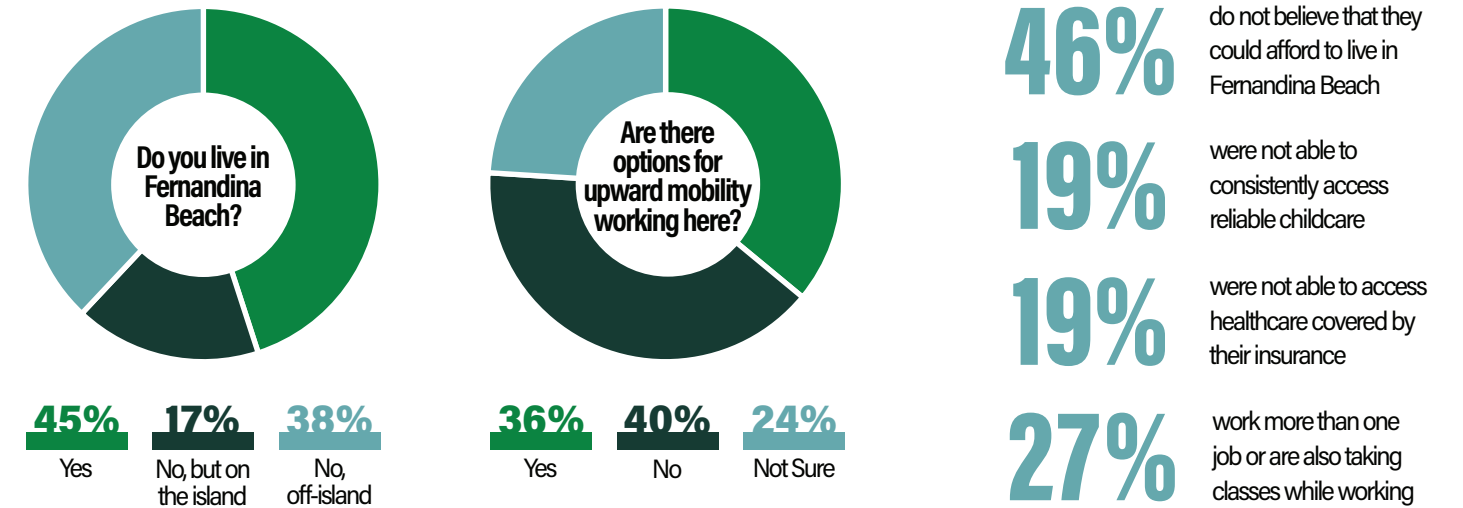
Results

Illustrated in Figure B.11, the majority of respondents do not live in Fernandina Beach and commute into the City for work. 38% of the respondents come from off-island. Almost half of the respondents did not feel like they could afford to live in the City with their current jobs and 40% did not see opportunities for upward mobility working in Fernandina Beach. Over a quarter (27%) of respondents were working multiple jobs or attending classes.

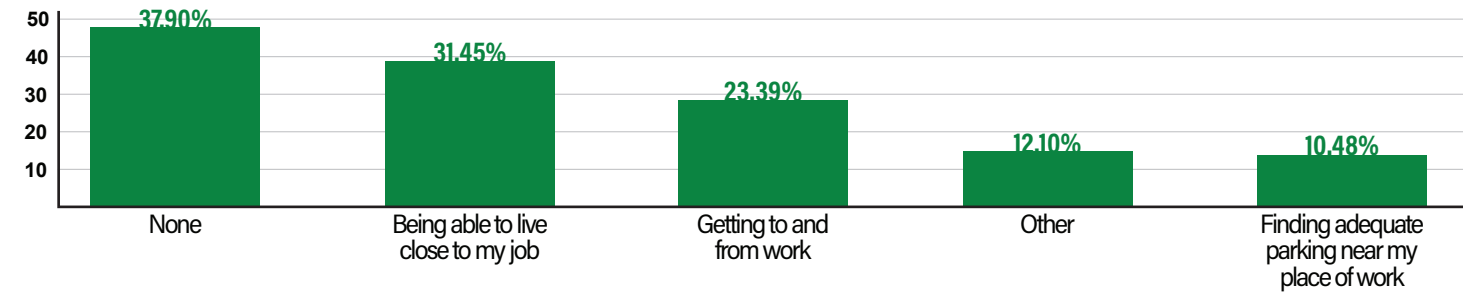
Access to childcare and healthcare were identified by 19% of the respondents as challenges they face working in the area. Access to affordable housing near their work and transportation to and from their place of employment were identified as challenges working in the City.

When asked what was the most impactful thing the City could do to make working in Fernandina Beach easier, 44% identified affordable housing as their top choice. This choice had more than double the support as the second top option "other" which is not a monolithic category but a conglomerate of different opinions.

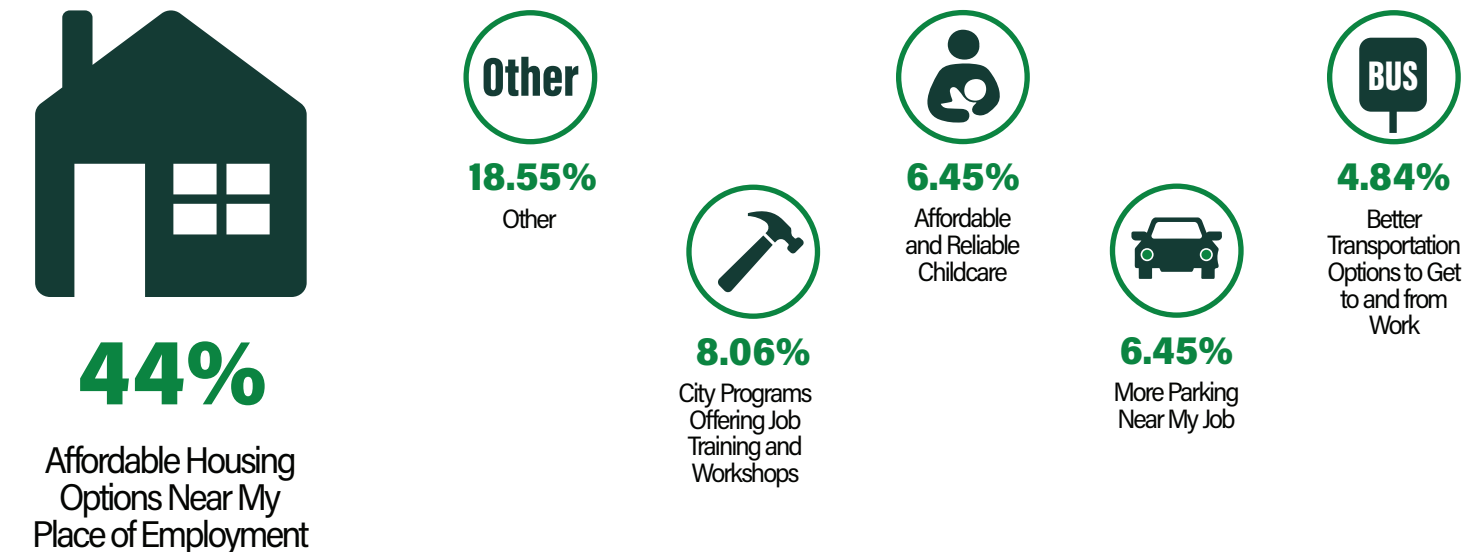
Figure B.11: Employee Survey Results



What challenges do you face working in Fernandina Beach? Choose all that apply.



What is the most impactful thing that would make working in Fernandina Beach easier? Choose one.



J. High School Students & Graduates

Purpose

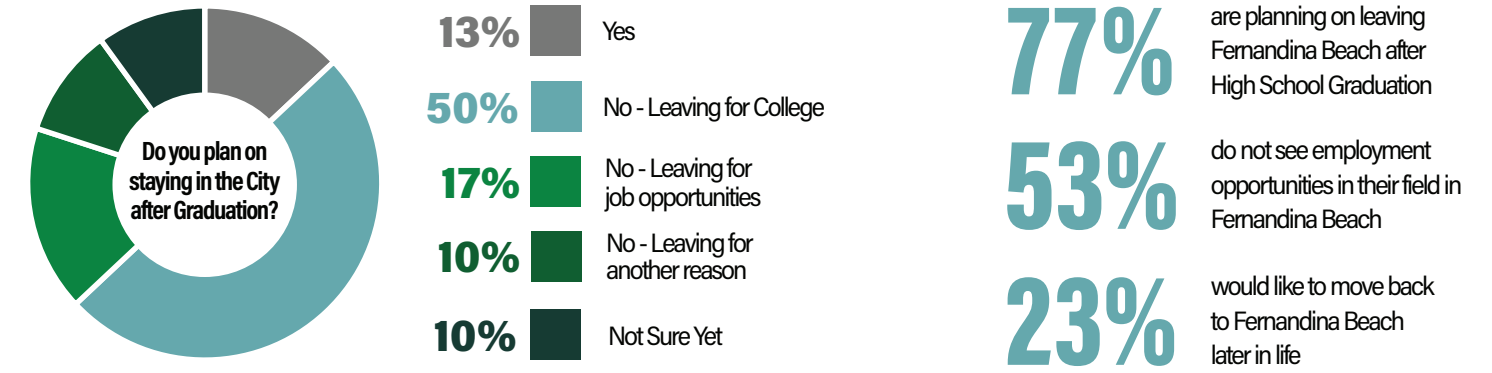
A high school student and recent graduate survey was developed to increase outreach to young people in the community. This gave the team insight on how young people view the City and if they were looking to remain in the City after graduation. The survey was used to get a sense of the City's retention of young people and identify reasons young people were looking to stay or leave. The high school and recent graduates survey was taken by 30 participants.

Results

As shown in Figure B.12, the vast majority of students (77%) are planning on leaving Fernandina Beach after graduation. Reasons ranged from job opportunities to leaving for college. Only 13% plan on staying in the City. A major reason for this exodus is young people do not see employment or education opportunities in the City and are looking at the greater Jacksonville metro for those opportunities. A majority of respondents also identified the cost of living as a major barrier to staying. Less than a quarter of respondents identified a desire to move back to Fernandina Beach later in adulthood.

A large majority of respondents would be more willing to stay in the City if there were more job opportunities in their fields and if they could afford a home.

Figure B.12: High School & Recent Graduates Survey Results

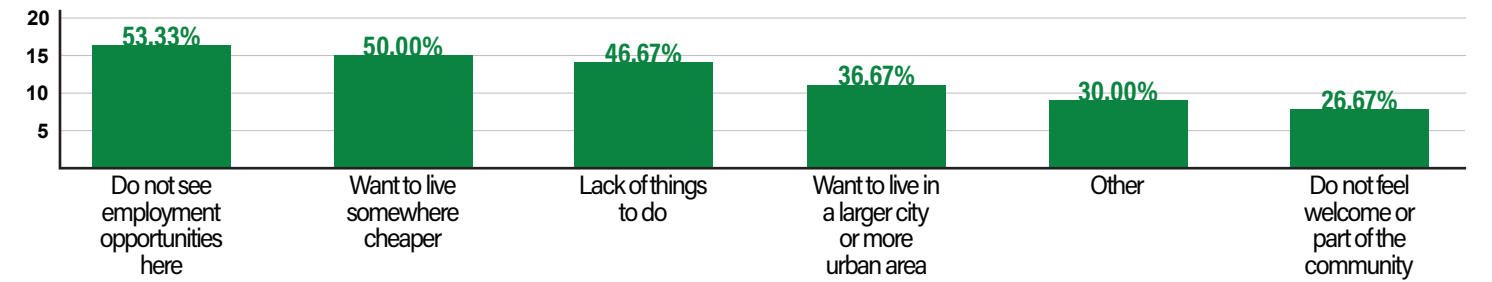


77% are planning on leaving Fernandina Beach after High School Graduation

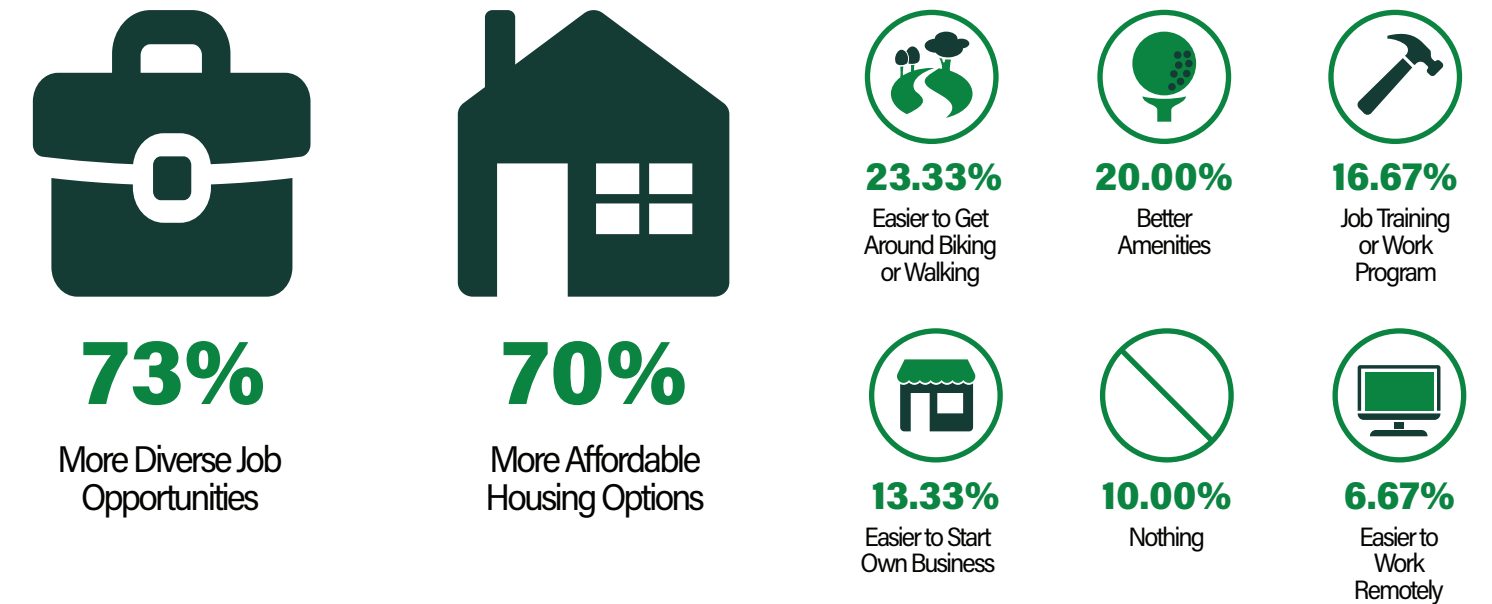
53% do not see employment opportunities in their field in Fernandina Beach

23% would like to move back to Fernandina Beach later in life

What reasons do you have for leaving Fernandina Beach? Choose all that apply.



What would increase your chances of staying or returning to Fernandina Beach as an adult? Choose all that apply





K. Planning Workshop

The WGI team along with members of the City's Planning department hosted an interactive planning workshop at Central Park on July 23rd from 5PM-6PM. This workshop, branded as "Planning in the Park", was run open-house style to provide a casual and open environment for people to participate. This strategy provided a flexible schedule for residents who could not dedicate two full hours for a traditional presentation. Instead, this allowed for a more equitable experience by preventing the most vocal of participants from dominating the conversations.

The workshop was broken up into multiple stations that focused on different aspects of the community and Vision Plan. The station themes are shown in Figure B.13

Figure B.13: Workshop Stations



Photo: Participant identifying areas for improvement on the map. (source: WGI)



Photo: Participant spending their "tax money" on CIP projects. (source: WGI)



Photo: Workshop participants at the Housing, Development, and Transportation Stations (source: WGI)



Sustainability & Resiliency Station

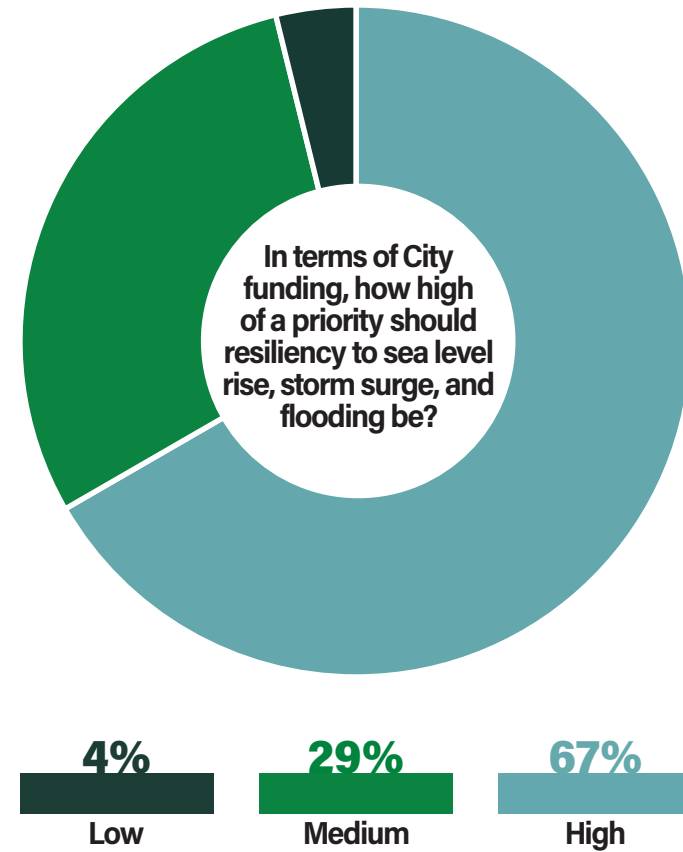
The second station was dedicated to sustainability and resiliency. The station included two boards where participants were asked to vote on different questions. The first question asked how high of a priority sustainability and resiliency projects should be in compared to other City projects. Shown in Figure B.16, two thirds of respondents identified sustainability and resiliency as a high priority for Fernandina Beach.

Another board asked participants what type of projects, programs, and actions they supported the City taking, to better address resiliency and sustainability. People were encouraged to vote for all options they supported. Illustrated in Table B.2, the top three options were buying land for conservation, limiting infill of wetlands, and developing a septic tank removal program.

Table B.2: Public Support for Resiliency Projects

Project or Policy	Vote
Buy land for conservation	45
Prohibit infill of wetlands	26
Prohibit septic tanks, create incentive program to remove existing septic tanks	23
Require on-site collection and filtration of stormwater for new development	20
Redesign public streets to have green features such as permeable pavers or rain gardens.	18
Prohibit non-recreation development in areas susceptible to storm surge from a Category 1 hurricane.	18
Reduce impervious surface ratios for new development (less impervious surface)	18
Hire a dedicated staff person to oversee resiliency projects, strategies, and research funding or grant opportunities. (Chief Resiliency Officer)	14
Continue prioritizing city funds and grants for stormwater mitigation projects	14
Join a multi-jurisdictional resiliency group with other cities in the Jacksonville metro	14
Renovate public facilities to be more energy-efficient	10
I do not support the City spending money on resiliency projects	8

Figure B.16: Resiliency Priority



Development Station

Once participants were finished at the Sustainability & Resiliency Station, they moved onto the Development Station. This station included 5 boards asking about the character and types of development the public wanted to see throughout the City.

Participants were asked to vote for all types of development the City should encourage in the next 25 years. At the end of the workshop, the most popular options were

- Walkable, mixed-use;
- Pocket Neighborhoods; and
- No development.

The least popular options were suburban commercial developments, office, and hotels. The final results are found below in Table B.3.

Table B.3: Future Development Types Results

What kind of development would you like to see more of in the next 25 years? Choose all that apply.

Development Type	Vote
Walkable, mixed-use	26
Pocket neighborhoods	26
None	26
Medium-density residential	12
Low-density residential	11
Port/industrial	5
Suburban commercial	1
Hotels	1
Office buildings	0

The Development Station also identified four areas of the City and asked participants to vote on how they would like to see these areas develop in the next 25 years. These areas included S. 8th Street, 14th Street, Saddler Road, and the beaches. Results are shown in Figure B.17.

The current Comprehensive Plan and LDC encourages S. 8th Street to develop into a mixed-use corridor. To support that vision, participants showed support for mixed-use developments oriented towards the street, widening sidewalks, increasing landscaping, and establishing public plazas or gathering spaces. No participants preferred 8th Street to remain the same as it does now.

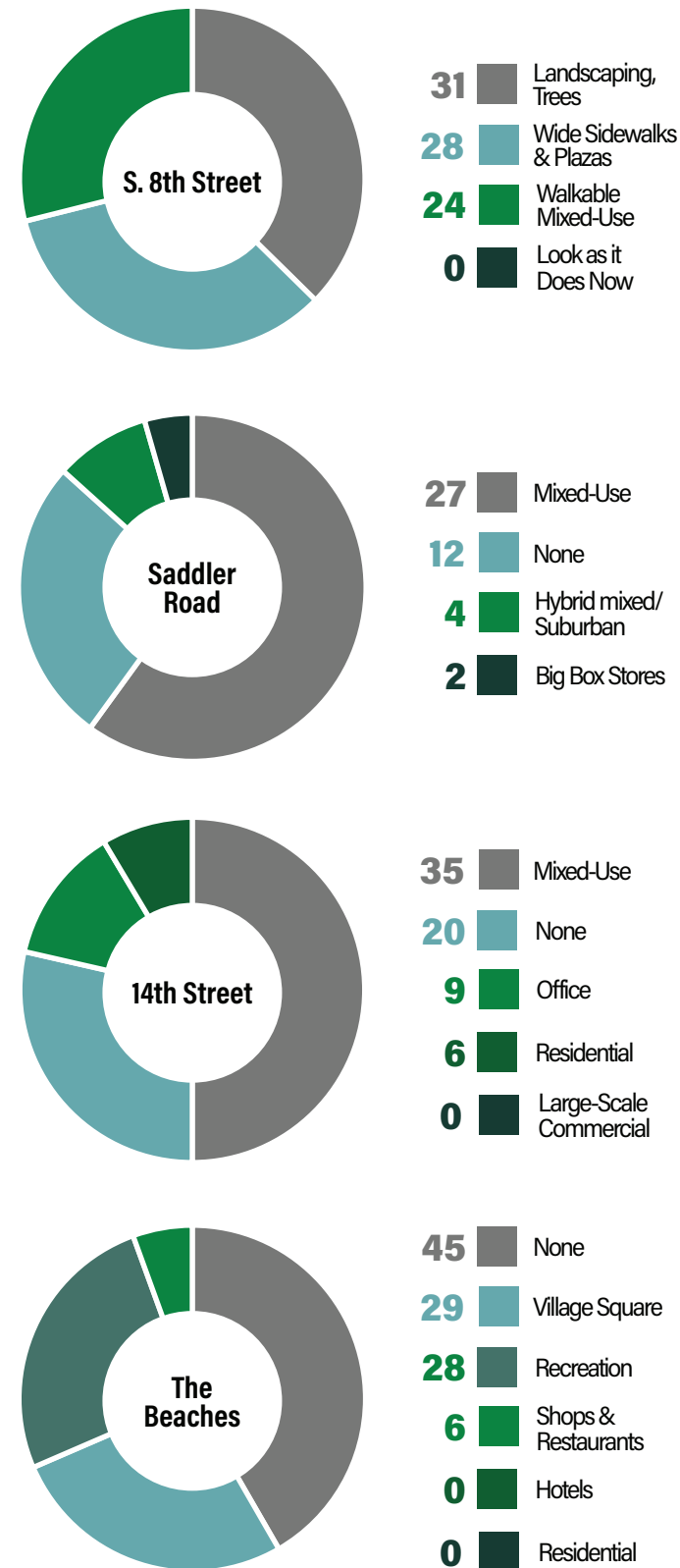
14th Street is currently a corridor comprised of a disjointed mix of uses and identities including single family houses, suburban commercial, multi-family residential, and small offices. When asked what type of uses and developments would be most appropriate for this area the most popular option was mixed-use. The second most popular option was no development with few people supporting stand-alone residential or office developments. No participants supported large-scale commercial development along 14th Street.

Present-day Saddler Road has an eclectic mix of commercial developments between S. 8th Street and Fletcher Avenue including big-box stores, shopping plazas, hotels, fast-food restaurants, and a few free-standing office buildings. The road currently operates as a 4-lane highway to reach the beaches. Sidewalks are present on both sides but pedestrian activity is limited to the areas between the hotels and Seaside Park. Participants showed strong support for making the area a mixed-use corridor with nearly 60% of the votes. The second most popular option was no development with less than half of the votes. Few participants wanted to continue the development pattern of shopping plazas and big-box stores.

In the last area, participants were asked to provide input on the type of development they preferred at the Main and Seaside Beach areas. As shown in Figure B.17, the public indicated through their votes that the areas along the coastline were nearing capacity and didn't want to see additional development. If development were to continue in these areas, it is preferred that it be limited to a small area around Main and Seaside park. These areas should be maintained as village centers with small shops, local restaurants, and other pedestrian scaled development. There was little to no support for large-scale commercial, residential, or hotel/resort development along the beach. Recreation was another popular choice.

Figure B.17: Streetscape Elements Results

What kind of development or improvements would you like to see along the following streets? Choose all that apply.



Housing Station

Next up was the Housing Station. First, participants were asked what type of housing is appropriate for Fernandina Beach. Single-family homes were the overwhelmingly popular choice with duplexes coming in second. Townhouses, small apartment buildings, and carriage houses received some support while large apartment complexes were the most unpopular choice receiving only one vote.

Participants were asked if they would support a development with increased density if the structure blended in with the characteristics and aesthetics of the neighborhood. Three-quarter of respondents (74%) voted no.

Figure B.18: Housing Station Results

Which of the following housing types are appropriate for Fernandina Beach?

Development Type	Vote
Single-Family House	40
Duplex	23
Townhouse	15
Small Apartment Building	15
Carriage House	13
Medium Apartment Building	8
Quadplex	4
Large Apartment Complex	1

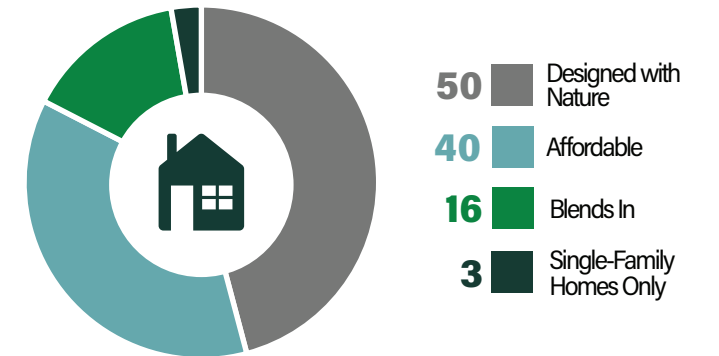
Would you support denser housing if the building visually blended into the existing community?



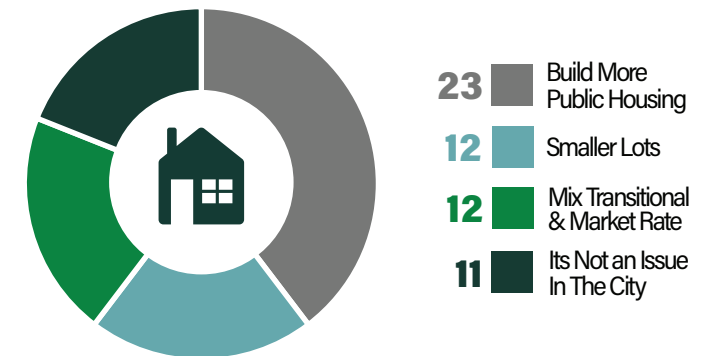
Workshop participants identified the need for new developments to design their projects around the site's natural elements as the most important factor in new residential development. This is consistent with the loss of natural features ranking highly as a concern.

The last part of the Housing Station asked participants to choose the best strategy the City could take to increase the number of affordable housing options in Fernandina Beach. The results were relatively split with no overwhelming favorite. Constructing more public housing units took the top spot while the other choices received approximately the same amount of support among each other. Final results of the Housing Station are shown in Figure B.18.

What is the most important factor in new residential development?



What is the best strategy to get more affordable housing options in the City?



Transportation Station

The final station was dedicated to transportation and mobility. This station was used to gain insight on how the public thinks people should navigate Fernandina Beach in the future.

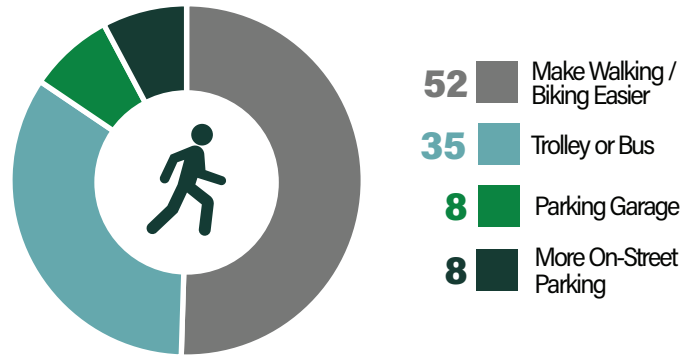
A major concern identified by stakeholders and the public was the lack of available parking, especially in the downtown area and near the beaches. Participants were asked to identify what they believed was the best way to reduce the demand for parking in these areas and across the City (see Figure B.19). More than half of the respondents supported the idea of making biking and walking safer. This would allow residents to feel more comfortable navigating their city without their personal vehicles.

Another issue brought up was the increase of traffic on the island. Due to the historic nature of much of Fernandina Beach, most roads cannot be widened for increased capacity. Therefore, people must get around in a more efficient manner. As illustrated in Figure B.19, over a third of participants identified that new development or redevelopment should be walkable in nature, allowing residents to get around without a car. The use of an island circulator or trolley system also polled high, with nearly a third of participants.

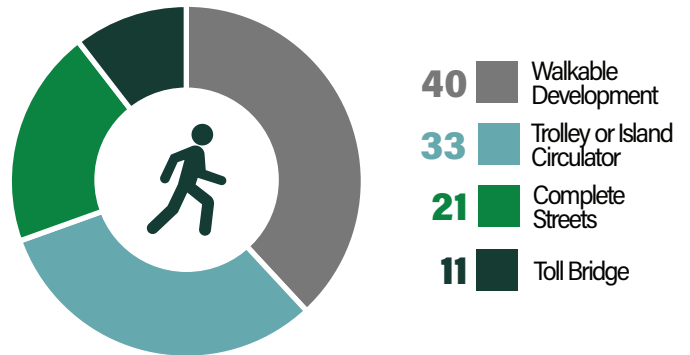
The results from the Transportation Station shown in Figure B.19 combined with the survey results show there is a public desire to make Fernandina Beach a more walkable and bikeable city and offer more modes of mobility across the island.

Figure B.19: Transportation Station Results

How should the City reduce parking demand in the future? Choose all that apply.



How should the City reduce vehicular traffic in the future? Choose all that apply.



APPENDIX C

RESOURCES & CASE STUDIES



Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by



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I. ENVIRONMENTAL SUSTAINABILITY & RESILIENCY

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 1: Environmental Sustainability & Resiliency.

A. Protect & Increase the Tree Canopy

Toronto Urban Forestry Master Plan

As the importance of urban trees has become more apparent in recent years, several cities have developed comprehensive and detailed urban forestry master plans that can be used by Fernandina Beach as a guide. The Toronto Urban Forestry program is a good case study that comprehensively looks at the challenges urban trees face in growing and urbanizing areas and identifies strategies to mitigate those challenges. One innovative approach the Toronto plan utilizes is considering potential canopy growth of a parcel by land usage. This gives the city a broad overview of potential planting areas at a city-wide level. The plan also identifies the unique challenges trees experience in urban areas including forest fragmentation, soil quality and volume, soil compaction, air quality, and stormwater quantity and quality. Lastly, the plan created a mortality study for new street trees to better pinpoint the reasons why some newly planted street trees do not survive their first few years.

<https://www.toronto.ca/data/parks/pdf/trees/sustaining-expanding-urban-forest-management-plan.pdf>

Shopping Center Redevelopment

Redevelopment offers another opportunity to increase tree canopy, especially in areas that do not have a lot of existing trees. For example, the large shopping plazas in the 5 Points area could be redeveloped in the next 25 years. Traditional suburban shopping centers like Amelia Plaza, Island Walk, and Saddler Square have been falling out of fashion nationwide. Many of these types of developments have been retrofitted to include pedestrian areas, greenspace, and an abundance of trees. A good case study is the Gulf Coast Town Center near Ft. Myers, FL. This development is populated with big-box retail stores like Amelia Plaza or Island Walk but it is designed in a more pedestrian friendly way. The additions of greenspace, wide sidewalks, and landscape features allows the development to support a small forest of trees. This project shows that you can support a similar retail mix and design it in a way that maximizes its contribution to the City's urban tree canopy.

<https://www.gulfcoasttowncenter.com/>

B. Increase Acreage of Land Dedicated to Recreation & Conservation

CLAM Program - Nassau County

A good case study example of a CLAM Program is Nassau County's Conservation Land Acquisition & Management (CLAM) program. The program was developed by the county with the assistance of the North Florida Land Trust to "preserve and conserve the county's natural, historic, and working lands resources by identifying, ranking, and assessing conservation lands for acquisition and management". CLAM utilizes a GIS-based map and database to identify, analyze, and rank parcels being considered for acquisition. A similar program is currently being considered by the City's Planning & Conservation Department. Completion and implementation of this program is critical to maximizing the efficiency of the City's land conservation strategy.

<https://maps.nassaupla.com/portal/apps/opsdashboard/index.html#/8749e68a9bbf471cb2d5ff3bf61d25c8>

C. Remove All Septic Tank

Septic Tank Removal Program - Jacksonville

Several cities in Florida have undertaken septic tank removal programs to address ground pollution, blue-green algae blooms, red tide, and other environmental and health issues in the last few years. Two examples are Jacksonville and Naples. These programs offer a guide on how to transfer residents from a septic tank to a City sewer system. They also offer insight into some of the challenges faced by the City's undertaking this type of program. For example, Naples has received public push back from the program due to a lack in communication with the public. This resulted in complaints about residents unable to access their homes during sewer installation, noise complaints from construction, and fears about access for emergency vehicles. Lessons learned from these programs gives Fernandina Beach insight on how to better execute its strategy.

https://www.jea.com/in_our_community/construction_projects/septic_tank_phase_out/

D. Further Improve Protections of Wetlands & Coastal Areas

Green Infrastructure Adaptation Plan - Melbourne, FL

A highly effective way to protect surface water quality is to utilize low-impact development strategies to collect and filter stormwater runoff before it reaches rivers, streams, ponds, and other surface water features. Cities have begun using low-impact development strategies to control stormwater runoff. The Town of Melbourne Beach was awarded a grant from FDEP to assist in the preparation for comprehensive plan amendments to the Coastal Management Element for the Melbourne Beach Comprehensive Plan and the Evaluation and Appraisal Report (EAR). This grant led to the creation of their Green Infrastructure Adaptation Plan. This plan contains recommendations for potential projects, project locations, renderings, strategies, potential constraints, and next steps that the Town can implement.

<http://ftp.ecfrpc.org/Projects/Melbourne%20Beach%20Green%20Infrastructure%20Adaptation%20Plan.pdf>

E. Increase City's Resiliency to Climate Change, Storm Surge, & Sea Level Rise

Adaptation Action Areas

An Adaption Action Area is "a designation in the coastal management element of a local government's comprehensive plan which identifies one or more areas that experience coastal flooding due to extreme high tides and storm surge, and that are vulnerable to the related impacts of sea-levels for the purpose of prioritizing funding for infrastructure needs and adaption planning". An Adaption Area Framework is used to help develop and frame recommendations.

https://floridadep.gov/sites/default/files/CRI_AAA_Planning_Guidebook_for_Florida%27s_Local_Government.pdf

Special Assessment Areas

A special assessment is an additional property tax assessed by the local government to pay for their property and neighborhood projects. The tax goes toward a specific geographic region known as a special assessment district, and the property owners in that area are the only ones who must pay. These can be levied in Fernandina Beach to pay for flooding and storm surge protection projects along Egans Creek, Escambia, and the Beach areas.

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0197/Sections/0197.363.html

II. PRESERVATION OF CHARACTER

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 2: Preservation of Character.

A. Ensure Preservation & Upkeep of Historic Assets

Cemetery Upkeep - Savannah

Restoration and repair of the Bosque Bello Cemetery is critical in preventing the property from deteriorating beyond repair. A major obstacle restoring the cemetery is the legal jurisdiction of who is responsible for headstone and enclosure repairs. Currently, owners of the burial plot are responsible for upkeep, preventing the cemetery from restoring headstones in the older sections of the cemetery when plot owners cannot be found and contacted. A strategy that can circumnavigate this impasse is to adopt a 50–70-year rule that would allow the cemetery to repair headstones and enclosures after the allocated timeframe and if no owners can be contacted or found after an exhaustive search. The City of Savannah's Code of Ordinances (Chapter 3 Section 4-3020) provides a good case study on which to base a future City ordinance.

<http://online.encodeplus.com/regs/savannah-ga/doc-viewer.aspx?secid=1052#secid-1052>

B. Preserve the Existing Building Stock

Historic Preservation Standards - Cincinnati

Several cities throughout the United States have bolstered their historic preservation guidelines in their municipal codes. A good case study relevant to Fernandina Beach is the City of Cincinnati, OH. The City contains Over-the-Rhine, one of the largest intact historic neighborhoods in the county. The City amended its municipal code to be more favorable to historic preservation and hold building owners more accountable. Elements of the municipal code (Chapter 1435 – Historic Preservation) that have been implemented include

- a Certificate of Appropriateness must be obtained before a demolition permit can be issued;
- minor repairs and maintenance that do not alter the appearance of the building do not need to be reviewed. This is to prevent the deterioration of existing structures; and
- owners must demonstrate that the existing structure cannot be renovated or reused for any use or reasonable economic return.

The code changes helped preserve the Over-the-Rhine neighborhood and strict urban design and architectural guidelines have established it as a premier historic neighborhood. Similar code language in the Fernandina Beach LDC could incentivize developers to adaptively reuse existing structures for their development by making demolition requirements more stringent even for non-designated structures. The strategy of preserving structures beyond the Historic District and those that are designated historic align with Objective 11.08 of the Comprehensive Plan.

https://library.municode.com/oh/cincinnati/codes/code_of_ordinances?nodet=TIXIZOCOCL_CH1435HIPR

C. Ensure New Buildings Are in Line With the Community's Character

Hybrid Form Based Code

A major problem with developing buildings and neighborhoods that have the same scale, character, and charm of historic districts is that Euclidean based codes do not allow for their development. Euclidean codes are more focused on a building's use and parking ratio than form, architecture, and context. The best way to circumnavigate these restrictions is to adopt a form-based code. These codes allow for buildings that better align and complement the urban form of older neighborhoods. According to Smart Growth America, *"form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks."*

There are several benefits to adopting a form-based code. Daniel Harrings of Strong Towns identifies 6 main benefits.

- 1. Encourages Revitalization:** Form-based codes promote the reuse of existing structure in creative ways without having to worry about extensive use restrictions. They also are beneficial to local and small-scale developers by creating an approval process that is predictable and streamlined.
- 2. Promotes Affordable Housing:** Form-based codes allow for new housing that matches the look and feel of a place, but creates flexibility for housing options like cottage courts, accessory dwelling units, pocket neighborhoods, and other various homes that meet the needs of lower-income and senior residents.
- 3. Helps Small Businesses:** Form-based codes de-emphasize the use of a building and focus on how buildings fit into their surrounding context. This strategy allows for the establishment of corner stores, live-work spaces, and neighborhood coffee shops not usually allowed in traditional Euclidian zoning. Form-based codes also allow for commercial spaces with smaller footprints that are more attractive to local businesses, whereas Euclidian zoning encourages large, single-use structures favored by national chains.
- 4. Promotes Walkability:** Good walkable neighborhoods apply the principle of the 15-minute city where a person can access all their basic services within a 15-minute commute from their home. Form-based codes make it easier to achieve these neighborhoods by allowing for a mix of businesses, services, restaurants, and cafes in the same area.

5. Preserve a Sense of Place: One of the most enjoyable aspects of a historic neighborhood is its strong sense of place, the feeling that you are in a unique and special area. Many of the most cherished historic areas in America like historic Savannah, Annapolis, and coastal towns in New England are characterized by their architectural fabric comprised of a diversity of buildings unified by a cohesive look or style. Form-based codes allow for harmonious and cohesive neighborhoods while allowing for a diversity of uses and building types.

6. Stop Regulating the Wrong Things: Form-based codes regulate how the everyday citizen will interact with a building and how to make that interaction pleasant convenient, and enjoyable.

<https://www.strongtowns.org/journal/2020/6/8/6-reasons-your-city-needs-a-form-based-code>

Reverse Engineering Architectural Standards - Coral Gables

A good case study for the development of form-based code regulations is Coral Gables, Florida. The City realized that many of the historic buildings loved by the community could not legally be constructed under Euclidean zoning standards. This led to the reverse engineering of their development code. They looked at historic buildings and neighborhoods that the city wanted to emulate and determined what regulations would allow that type of structure to be built. The end result was a form-based code that encouraged development that was more in line with the historic vision for the city and complimented the old urban form of the community.

<https://codehub.gridics.com/us/fl/coral-gables>

Best Practice Manuals - Coral Gables

Coral Gables also developed best practices guidebooks to help developers and architects better design their buildings or additions to the character and charm of the community. These books identified existing buildings in the City that were considered exemplary examples of what new construction should look like, and identified architectural features and massing of the structure. One of the most beneficial and effective elements of the guidebooks is that they include dimensions of architectural features. These help architects design new buildings that are in proportion and in the correct scale of existing neighborhood buildings. Lastly, to encourage architects and developers to adhere to the best practices guidebooks, the City offers a design bonus to developments that strictly adhere to the document's design principles (Sec. 5-200).

<https://www.coralgables.com/departments/DevelopmentServices/medbonus>

Neighborhood Conservation Districts

Preserving the character of a City is challenging. Many Cities attempt to regulate new development to match the character of the City as a whole. However, a City is made up of many different neighborhoods and each has its own unique character. For example, Old Town has a different character than the Southside Neighborhood. Figuring out how to tailor development requirements to these specific neighborhoods or character areas can be challenging.

A good way to solve this predicament is to establish Neighborhood Conservation Districts (NDCs). These act as an overlay that allows communities to better tailor development requirements to their neighborhood's character. The National Trust for Historic Preservation compiled an Administrative and practices guidebook for the City of Detroit where they explained that "*The uses of an NCD include protecting against teardowns and "mansionization," stopping inappropriate demolition, or regulating neighborhood change by requiring architectural standards, square footage requirements, lot size, or tree conservation. In this way, the neighborhood planning model is well suited to help steer neighborhood change ex ante in the direction of desired outcomes, such as ensuring affordable housing or compatibility of uses when older areas are faced with intensive development pressures.*"

[Neighborhood Conservation Districts](#)

Pattern Book - Village of El Portal

Development requirements should be predictable and easily understood by the community. A great way to make these requirements more digestible for the general public is to make them graphic and provide examples. The Village of El Portal used this strategy to develop the Pattern Book. This book acts as the design guidelines for the small village. It illustrates the appropriate architectural styles for the village, identifies and explains basic architectural features, lists appropriate building materials, illustrates proper building massing and orientation, and provides guidance on landscape materials and design. The book is 41 pages, most of them pictures, and easily legible to the average citizen. The Pattern Book also helps board members who review these designs to provide better feedback to an applicant. A similar document could be used to articulate the specific design standards for each NDC in Fernandina Beach. This would make each area's development standards easily understandable to builders, architects, and neighborhood residents.

<https://elportal.plusurbia.com/patternbook/>

D. Reinforce Community's Social Networks & Small Town Character

Open Space Requirements - Dublin, OH

Form-based codes are the best way to allow this type of redevelopment. A good case study found in Dublin, Ohio. The suburban city adopted a form-based code for its historic downtown and surrounding area to encourage walkable, human-scale development. An important aspect of this code was the inclusion of public space requirements that mandate redevelopment projects including well designed public plazas, walkways, and seating areas to encourage social interaction amongst residents. The code was successful in initiating this kind of development.

<https://dublinohiousa.gov/dev/dev/wp-content/uploads/2019/05/BSD-Code-Amended-4-26-21.pdf>

(Page 80)

Village Commons Plaza - West Palm Beach

Public gathering spaces can be included in more suburban style developments as well. The Village Commons Shopping Center in West Palm Beach is a typical suburban commercial development. However, what differentiates it from other strip malls is the inclusion of a well-designed public gathering space. The plaza at the Village commons contains seating, trees, landscaping, and a fountain. Restaurants in the shopping center have their dining patios spill over into the plaza and local musicians use it as a performance space in the evenings.

<https://www.google.com/maps/@26.7135952,-80.1016036,111m/data=!3m1!1e3>

III. LIVABILITY

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 3: Livability.

A. Better Balance Tourism With the Needs of Residents

High Tourism Impact Tax

In addition to any other tourist development tax imposed, a county with a high tourism impact may levy an additional 1% tax on the total amount charged for transient rental transactions. The proceeds must be used according to s. 125.0104(5), F.S. The provisions in s. 125.0104(4)(a)-(d), F.S., regarding the preparation of the county tourist development plan do not apply to this tax.

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0100-0199/0125/Sections/0125.0104.html

Paid Parking Program - Cocoa Beach

The use of paid parking programs to create revenue from visitors and is a mechanism to control parking management. Some cities have developed tiered payment structures that allow residents of the city to pay less for a parking permit than visitors. This strategy allows locals to easily enjoy the amenities of their community while maximizing revenue streams from tourists. Cocoa Beach is an example of this strategy. The City allows its residents to purchase parking permits for \$20 a year while charging out of town guests \$75. This strategy could be utilized by

Fernandina Beach to develop a program where city residents can obtain a parking permit for a small fee or for free and institute an hourly paid parking program for all public spaces. Tourists and out of town visitors would have to feed the meter while city residents who obtain a permit would be exempt from all parking fees. Revenue from the parking program can be used to fund other programs, projects, or initiatives for the City.

<https://www.cityofcocoabeach.com/541/Parking-Permits>

City	Public Parking Revenues
Jacksonville Beach	\$200,249
St. Augustine	\$2,222,000
New Smyrna Beach	\$1,000,000
Cocoa Beach	\$2,385,000

Source: FY20-21 City Budgets

B. Improve Living Conditions of Seniors

CAPABLE Program

Community Aging in Place—Advancing Better Living for Elders (CAPABLE) is a program offered through the Johns Hopkins School of Nursing for low-income seniors to safely age in place. The approach teams a nurse, an occupational therapist, and a handy worker to address both the home environment and uses the strengths of the older adults themselves to improve safety and independence.

https://nursing.jhu.edu/faculty_research/research/projects/capable/

C. Expand Affordable Housing Opportunities

Affordable Housing Bonus - St. Johns County

The Workforce/Affordable Housing Density Bonus accommodates provisions for the Development of housing affordable to very low, low, and moderate income households in fulfillment of policies of the Future Land Use and Housing Elements of the St. Johns County Comprehensive Plan. For purposes of this Section, Workforce/Affordable Housing is defined as housing for which monthly rents or monthly mortgage payments (including taxes and insurance) do not exceed thirty percent (30%) of gross household annual income.

<http://www.co.st-johns.fl.us/longrangeplanning/media/LDC/ArticleV.pdf> (Sec 5.07 pg 44)

D. Maintain Socio-Economic Diversity

N/A

IV. FUTURE READY INFRASTRUCTURE, UTILITIES, & PUBLIC FACILITIES

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 4: Future Ready Infrastructure, Utilities, & Public Facilities.

Future ready means that the City's infrastructure, utilities, and public facilities will meet their current needs, while building a flexible, reliable, scalable to handle future requirements, trends, and technology

A. Establish a Resilient Smart Grid, Electric Vehicle Charging Network, & Improve Broadband Access

Dig Once Policy

A strategy to increase access to broadband that has been adapted in California, Indiana, and North Carolina is the "dig once policy". This means that during the construction or repair of a road or an underground utility, agencies can leverage rights-of-way to simultaneously install conduit or run fiber at a lower cost. This strategy allows for minimal construction disruption while reducing the cost of installing broadband infrastructure. Fernandina Beach should coordinate streetscape projects, water/sewer line upgrades, broadband installation, and the burying of overhead power lines so that all of these elements can be accomplished at one time for a more affordable price than undergoing these projects separately.

<https://www.ncbroadband.gov/technical-assistance/playbook/policy-broadband/dig-once-policies>

Electric Vehicle Compatible Building Code

The first strategy is to ensure that all new buildings are compatible with electric vehicle charging installation and operation by updating the building code. This makes the transition to an electric vehicle easier and more appealing as well as making a property more appealing for those who already own an electric vehicle. Good case studies of cities that have adopted electric vehicle ready building codes include Atlanta, Georgia (Ordinance 17-0-1654) and Boulder, Colorado (Section K111).

https://library.municode.com/ga/atlanta/ordinances/code_of_ordinances?nodeId=869232

<https://assets.bouldercounty.org/wp-content/uploads/2017/03/building-code-2015.pdf> (pg 20)

Electric Vehicle Task Force - San Jose

Another strategy is to streamline the permitting process for electric vehicle charging infrastructure. A recommended strategy is to create a task force to examine potential roadblocks in the permitting process and recommend improvements to expedite the process. San Jose, California is an example of a municipality that used this strategy, and the results were codified in Chapter 17.88(4) of the LDC.

https://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT17BUCO_CH17.88ELVECHSTEXBUPEPRELVECHST

V. MOBILITY & TRANSPORTATION

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 5: Mobility & Transportation.

A. Complete Sidewalk & Bike Networks

Vision Zero

Vision Zero is a strategic shift in traditional traffic management and infrastructure design in two major ways.

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Electric Vehicle Charging Network Partnership

An electrical vehicle charging network can be built and expanded through partnerships with local utilities. Utility companies can install, own, and operate public electric vehicle charging stations. Utility companies can also enter into special contracts with apartment complexes where participating residents get access to a charging station in exchange for an extra fee on their electric bill.

Climate Mayors Electric Vehicle Purchasing Collaborative

The Climate Mayors Electric Vehicle Purchasing Collaborative is a network of over 400 municipalities throughout the United States that leverage the buying power of Climate Mayors to reduce the costs of electric vehicles and installing charging infrastructure. The collaborative also has additional resources including training, best practices, educational resources, and data analysis support.

<https://climatemayors.org/ev-purchasing-collaborative/>

B. Incorporating Sustainable Future Proofing (SFP) Design Principles into Public Facilities

Principles of Future Proofing

Future proofing is the process of anticipating the future and developing methods of minimizing the negative impacts while taking advantage of positives. The Principles of Future Proofing were developed as a broader definition of resiliency. They include concepts of resilience, sustainable design, and life-cycle analysis, as well as addressing climate change and cultural heritage preservation.

<http://principlesoffutureproofing.com/10-principles/>

To become a Vision Zero City, Fernandina Beach will need to form a coalition focused on safety and injury prevention. Once the coalition is in place the City will adopt a Vision Zero resolution and add a Vision Zero element into its Comprehensive Plan. Then, the coalition will need to begin the process of collecting baseline data including the location of crashes, their severity, and if any patterns or common themes arise in why they occur. At this point the coalition needs to reach out to the public to solicit feedback on why people feel unsafe walking or riding their bikes around town. The coalition should inquire with school children, parents, cyclists, the High School Foundation, and any other resident that has safety concerns. This process will give the coalition data on the trouble spots and major issues that are causing traffic accidents in the City and begin the process of identifying solutions.

<https://visionzeronetwork.org/about/what-is-vision-zero/>

The Florida Department of Transportation has adopted Vision Zero into its Strategic Highway Safety Plan

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/shsp-2021/shsp_mar21.pdf?sfvrsn=5452dad_0

Vision Zero Action Plan - Orlando

In December 2017, Mayor Buddy Dyer signed a resolution to adopt a Vision Zero Action Plan. The Vision Zero Orlando Action Plan outlines strategies to reduce crashes. It also describes ways to share the progress of the program's goals with the community.

<https://www.orlando.gov/files/sharedassets/public/initiatives/vision-zero/vision-zero-action-plan-orlando-2021.pdf>

Vision Zero Toolkit - Boston

The City of Boston, Massachusetts is a good case study for Vision Zero implementation. Their program has also developed a Vision Zero safety toolkit that can be used to retrofit existing infrastructure or be used in new streetscape designs to lessen the likelihood of traffic deaths and injuries. Strategies include

- clear corners;
- crossing islands;
- curb bump-outs;
- hardened centerlines;
- in-street "Yield to Pedestrians" signs;
- pedestrian warning signs;
- high-visibility crosswalks;
- raised crosswalks;
- raised intersections;
- pedestrian crossing flashing-lights;
- road right-sizing;
- protected bike lanes;
- slow turn wedges;
- stop signs; and
- T-intersections.

<https://www.boston.gov/departments/transportation/street-safety-toolkit>

B. Improve Accessibility for Seniors & Disabled Residents

Disabled Citizen Working Group - Athens, OH

One of the easiest and most effective ways to identify mobility issues for disabled residents and develop solutions is to reach out to the disabled community and listen to their experiences navigating the City. The City of Athens, Ohio, a small city of 25,000, established a Disabilities Commission to provide a means for the concerns of people with disabilities to be heard, to advocate for public policy change, and to provide expertise to the community on disabilities. The commission is comprised of 11 members appointed by the mayor and confirmed by the City Commission. The Commission's duties are to:

- Make recommendations to the Athens city government on city services related to the needs of persons with disabilities;
- Act as liaison between members of the community and local government;
- Respond to questions from the public, local government, and community;
- Consult with Athens city officials, council, and citizens;
- Inform the city of grant opportunities; and
- Submit activity reports and recommendations to the Athens City Council.

Safe Routes to School Initiative

The Safe Routes to School program is a concept is to increase the number of children from grade school to high school who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. Florida's Safe Routes to School (SRTS) program helps cities throughout the state address their school transportation needs and encourage more students to walk or cycle to school. Fernandina Beach would be a prime candidate City to initiate a program since a large amount of residential development is within walking distance of the schools. Guidelines, tool kits, and additional resources are found on the Safe Routes to School website.

<http://floridasrts.com/>

AARP Walk Audit Guide

There are several case studies and toolkits available to help communities looking to do a walk audit. The AARP Walk Audit Tool Kit provides a step-by-step guide for conducting these types of studies. Scott County, Iowa developed their own tool kit based off AARP. Both tool kits are free and open to the public to use as a resource to conduct your own community walk audit.

<https://www.aarp.org/livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html>

Bike Friendly Community Standards

Amelia Island is currently a Bronze Level Certified Bike Friendly Community. The League of American Bicyclists' website has a detailed graph identifying the requirements for each level.

<http://bikeleague.org/sites/default/files/BFC%20infographic.pdf>

Universal Design

Universal Design is “the design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability.” This approach is based off 7 primary principles.

1. Equitable Use: the design is useful and marketable to people with diverse abilities.
2. Flexibility in Use: The design accommodates a wide range of individual preferences and abilities.
3. Simple & Intuitive Use: Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills or current concentration level.
4. Perception Information: The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
5. Tolerance for Error: The design minimizes hazards and the adverse consequences of accidental or unintended actions.
6. Low Physical Effort: The design can be used efficiently and comfortably and with a minimum of fatigue.
7. Size and Space for Approach and Use: Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Using Universal Design principles creates a more equitable experience for all users of public facilities and recreation amenities.

<https://universaldesign.ie/what-is-universal-design/>

C. Establish Transit Options around the Island

Trolley Tracker App - West Palm Beach, FL

West Palm Beach operates several free trolley lines in its downtown districts. These trolleys are operated by the West Palm Beach Downtown Development Authority (DDA) and funded through a special taxing district. The trolleys are advertised by the DDA throughout the downtown area and a trolley tracking app was developed for users. These are elements that the Island Hopper lacked as over 35% of public survey respondents did not know the service was available or how to use it, and 17% found the system inconvenient.

<https://downtownwpb.com/things-to-do/trolley-tracker-app/>

FreeBee Microtransit Service

The City of Delray Beach has been offering a free, door to door, on demand transportation service in its downtown and adjacent neighborhoods. The service is run by the Delray Beach Community Redevelopment Agency (CRA) and is funded through tax increment revenues. The program operates low-speed, battery operated electric vehicles that can be requested via an app. It is run by FreeBee, a South Florida electric transportation company. The City began offering the service as an alternative to its trolley circulator that was seeing low ridership numbers. The trolley is being discontinued and City is focusing on enhancing its transportation services through microtransit programs like the FreeBee.

<https://www.delraybeachfl.gov/government/city-departments/public-works/transportation-traffic/downtown-shuttle-service>

VILLAGE OF TEQUESTA

COMMERCIAL CORRIDOR MASTER PLAN

FINAL DRAFT
OCTOBER 2022



PREPARED BY THE
TREASURE COAST REGIONAL PLANNING COUNCIL

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In November 2021, the Village of Tequesta (Village) entered into an agreement with the Treasure Coast Regional Planning Council (TCRPC) to conduct a public design charrette and develop a master plan establishing a vision for the commercial corridors and Mixed-Use areas within the Village. Like many other local governments in Palm Beach County, the Village of Tequesta has been experiencing increasing development pressure for residential and mixed-use development. While the Village currently has a Mixed-Use Zoning District, commercially zoned areas have also been pursued for residential redevelopment. The Village has concerns that the current zoning designations may need to be re-evaluated and updated to provide clearer direction on the community's expectations for future growth. What are appropriate building heights, building scale and positioning for new development in the Village? Are there certain incentives that should be offered in exchange for increases in public open space or the creation of Complete Streets? These questions and others were to be explored through the master planning process.

On Saturday April 9, 2022, the TCRPC team kicked off a five-day public design charrette held at the Village Council chambers. The charrette culminated two months of pre-charrette stakeholder interviews and meetings with the Charrette Host Committee to organize the logistics of the effort. On Wednesday, April 13, 2022 a Work-in-Progress presentation was given to illustrate work to date and solicit further public input. This Master Plan report illustrates the various design and regulatory recommendations made to the Village of Tequesta. Also included in the Appendix are DRAFT Architectural Design Guidelines intended to steer the architectural character of future development within the Village. It is the recommendation of the TCRPC team that this Master Plan report be adopted by the Village as a guide to future growth.



PROJECTS

This Master Plan report reflects many different ideas and concepts provided by the community and developed during the charrette process. The Master Plan is not a single “project”; the plan is a series of different projects of differing scales and levels of priority. Some of the projects illustrated within will require direct participation of the Village as they include public infrastructure or policy changes. Many of the projects described in this section are intended to be implemented by the private sector and private property owners. These concepts are provided to give guidance to future investors as to what are appropriate and desirable types of projects from the public’s perspective. Of course, not every concept will reach exact fruition, nor will there ever be complete consensus on what is “right” for the Village. This document, however, does illustrate design concepts that follow traditional planning principles and that are intended to result in beautiful, pedestrian-friendly projects that create memorable places within the Village.

The following page contains an overall map that identifies 12 different planning interventions that were identified and developed during the charrette. The objectives and design approach for each of these projects is described in some detail in the following pages. Over time, greater detail can be provided for the projects currently on the list and other projects could be added. This Master Plan document is to serve the Village for some time and should be updated periodically to assist Village elected officials, staff, and the community to articulate desired changes in the community.



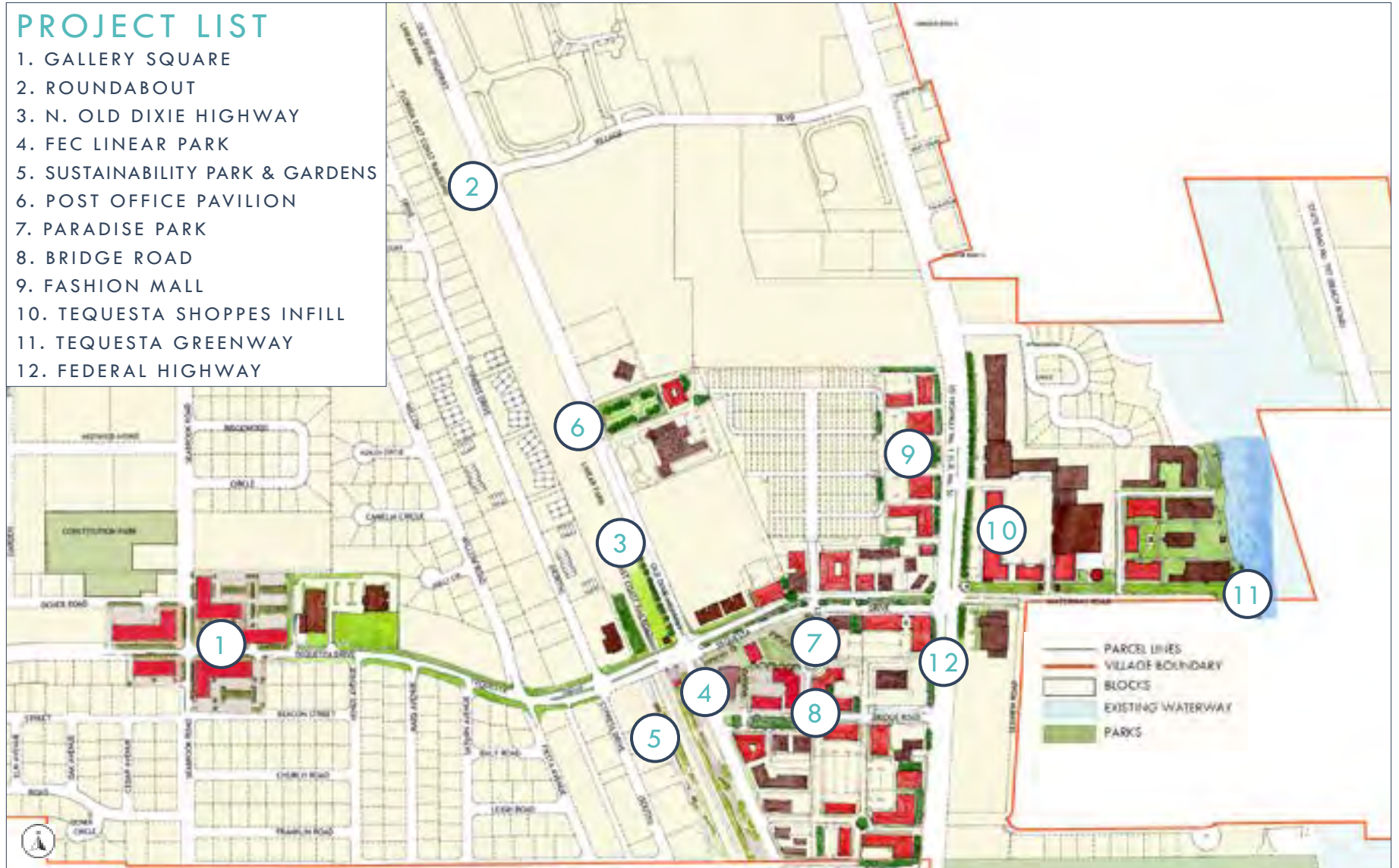
Design concept for Paradise Park inclusive of public open space.



Illustration of Tequesta's Linear Park Trailhead concept.

PROJECT LIST

1. GALLERY SQUARE
2. ROUNDABOUT
3. N. OLD DIXIE HIGHWAY
4. FEC LINEAR PARK
5. SUSTAINABILITY PARK & GARDENS
6. POST OFFICE PAVILION
7. PARADISE PARK
8. BRIDGE ROAD
9. FASHION MALL
10. TEQUESTA SHOPPES INFILL
11. TEQUESTA GREENWAY
12. FEDERAL HIGHWAY



PROJECT LIST

1. GALLERY SQUARE
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Located in the heart of the Village at the intersection of Tequesta Drive and Seabrook Road, Gallery Square Shops (North and South) are an interesting array of local shops, businesses, and restaurants. Built during the 1960's and 1970's, the two strip shopping centers are made up of multiple individual buildings and there are multiple owners. While the two centers are very popular with the community, and provide desirable uses for Village residents, their existing configurations are typical suburban layouts with an emphasis on the large parking areas. The team chose to illustrate how over time, the centers might rebuild into a neighborhood mixed-use center with an emphasis on creating a public plaza for gathering, events, and dining. In this scenario the parking is located to the side and the rear of the buildings which face the streets and plaza.



Gallery Square proposal sketch.

GALLERY SQUARE

1

REDEVELOPMENT
CONCEPT



Images of Gallery Square

GALLERY SQUARE 1

The design concept also includes the parcels facing Tequesta Drive west of Seabrook Road. These new buildings would also face the street, relegate parking to the sides and rears of the buildings, and help frame the new plaza at the corner to strengthen this location as the center of town.



A particularly challenging intersection was identified by the citizen participants at the charrette: Village Boulevard and N. Old Dixie Highway. The participants were in agreement that the preferred route to Publix at the Countyline Shopping Center for most Village residents is north on Dixie Highway and then east along Village Boulevard thereby entering the plaza from the south. This route avoids having to use US-1 and make a potentially dangerous left-hand turn into the plaza. N. Old Dixie Highway is a long straight road with limited interruptions and the intersection with Village Boulevard can be dangerous. One solution discussed was to develop a roundabout at that intersection.

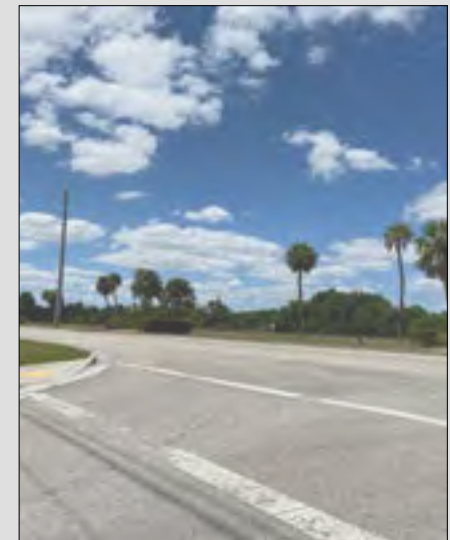
A roundabout would allow for the continuous flow of vehicles, force traffic to slow at that location, and would also be an opportunity for a civic monument or special landscaping. In addition, the linear park along the FEC tracks currently provides multi-purpose pathways that would be better connected to Village Parkway at that location with an appropriate intervention.



Redevelopment proposal for Roundabout Village Blvd & N. Old Dixie Hwy.

2
ROUNDBOUT –
VILLAGE PARKWAY &
N. OLD DIXIE HWY

IMPROVING MOBILITY



Existing conditions of the intersection of Village Parkway and N. Old Dixie Highway

N. Old Dixie Highway is a two-to-four lane historic roadway corridor that runs parallel and adjacent to the eastern edge of the FEC Railway Corridor. There are periodic turn lanes (eastbound only) and few interruptions for the 4,700' arrow-straight stretch north of Tequesta Drive to County Line Road. As discussed earlier in this report relative to the N. Old Dixie Highway and Village Boulevard intersection, the road tends to be fast and sometimes dangerous. There are also lengths of the roadway where a center "median" is striped out with paint. It came to the attention of the TCRPC team during the charrette that the Florida Department of Transportation (FDOT) may be in the process of scheduling a RRR (Resurfacing, Restoration, and Rehabilitation) project for this section of the roadway. The team is still in the process of confirming this information and securing a potential schedule. If there is a RRR project scheduled, now would be the time to recommend some physical improvements to FDOT.

N. OLD DIXIE HWY 3

IMPROVING MOBILITY



View South along N. Old Dixie Highway



Cross section diagram of N. Old Dixie Hwy. redeveloped.



The design concept illustrated here and in Figure 3 on the previous page suggests that the center striped “median” be turned into a true landscaped median with shade trees. In addition, shade trees and missing sidewalk links should also be provided. The intent with this proposal, as is with the Village Boulevard intersection, is to slow down vehicular traffic, provide a greater level of protection for non-motorized users, and provide beauty to the corridor through landscaping and periodic structures.

This rendering illustrates that other improvements might be made along the FEC Linear Park and N. Old Dixie Highway corridor. In this rendering additional shade trees line both sides of the roadway, the previously mentioned median with shade trees is in place, and civic markers and pergola shade structures are provided as functional shelter and civic beauty along the parkway. In addition, the intersection could be raised as a speed table with textured surface treatments to slow vehicles down and remind motorists that this is an intersection used by bicyclists and pedestrians as well.

FEC LINEAR PARK – TRAILHEAD 4

IMPROVING MOBILITY



Current conditions along the existing multi-use pathway

PHOTO COURTESY OF THE VILLAGE OF TEQUESTA

There currently exists an 8'-10' multipurpose pathway that is within the FEC Railway right-of-way through a lease between FEC and Tequesta and extends nearly 3,700 feet from Tequesta Drive north to opposite the Tequesta Water Treatment Plant. This is a very useful facility that could be extended and embellished over time. The trail terminates at its northern location due to FEC leasing portions of its right-of-way to Amerigas. Ideally the pathway should be extended over time to connect Tequesta Park to the system and possibly even connect to Jonathan Dickinson State Park in the future. The trail system does not extend south of Tequesta Drive and access for the continuation of the trail is impeded by the Rinker Materials Corporation facility. During the charrette, the idea of creating a “trailhead” on the south side of Tequesta Drive was discussed which could serve as a launching-off point for cyclists, runners, and hikers. This facility might include restrooms, sundries and/or vending, some parking, and outdoor shelters. The concept could work well with the idea of the Sustainability Park immediately west. This location is important not only because of the link to the linear park and pathway to the north but it also marks the transition along Tequesta Drive from more neighborhood-oriented experiences to the more urban Town Center of Tequesta.



Existing conditions aerial of the intersection of Tequesta Drive and N Old Dixie Hwy with the existing Multi-use pathway identified in green.

FEC LINEAR PARK – TRAILHEAD 4



Enhancement proposal for Linear Green trail, including Trailhead (looking South).



View of the FEC railway crossing at Tequesta Drive (looking West).



View of the FEC railway crossing at Tequesta Drive (looking East).

FEC LINEAR PARK – STATION 4

A station plan for the FEC Railway in the Village of Tequesta was tested near the intersection of Tequesta Drive and the FEC Railway, a centrally located area of the Village.

The redevelopment areas adjacent to the recommended station could develop incrementally to include a station as seen in the illustration on this page. It is also important to note the CEMEX Construction Materials company owns much of the land to the south and would need to be part of any future improvements.



Redevelopment concept for Linear Park Station.



FEC Railway view South near the intersection of Tequesta Drive.





Existing conditions



Recommendation for sustainability park

Immediately west of the FEC Railway right-of-way, south of Village Boulevard, the Village owns an approximately 40' wide by 1,200' long strip of land behind the businesses facing S Cypress Drive. There has been some debate within the Village as to what should become of this land, "is it a public asset that needs to be preserved and improved or should it be vacated and granted to the adjacent property owners?" One idea that was discussed during the charrette was to use the land to create a Sustainability Park and Gardens. The concept is to restore this area with native plantings and habitat as a screen for the FEC rail corridor. In addition there might be limited vehicular access to the existing businesses. Another potential aspect of the Sustainability Park and Gardens could be the growing of organic fruits, vegetables, and herbs with a small restaurant or vendor structure facing Tequesta Drive. This additional use could create synergies along Tequesta Drive with the proposed Trailhead east of the FEC Railway.

SUSTAINABILITY
PARK & GARDENS
COMMUNITY PARKS

5



Existing conditions

An idea that was not brought up by the community but did seem to have some merit was the improvement of the existing retention basin immediately north of the Post Office, south of the Tequesta Branch Library, and facing N. Old Dixie Highway. Currently the basin appears rather bleak and could be a missed opportunity for a passive park with perimeter walkways and shade trees. The plan suggests that the some of the rear parking lot of the Post Office (immediately south of the basin) be converted to a public pavilion that could have indoor and outdoor uses to better activate the basin space. The basin itself could be improved in a manner that its core function for storing storm water would not be diminished but rather, it could also serve a dual function as an asset to the area.



The Ripple Project in Martin County, FL a stormwater eco-art project partially funded by the National Endowment for the Arts. Images: Martin County CRA



EXISTING



ALTERNATIVE

POST OFFICE PAVILION

COMMUNITY PARKS



Existing retention basin

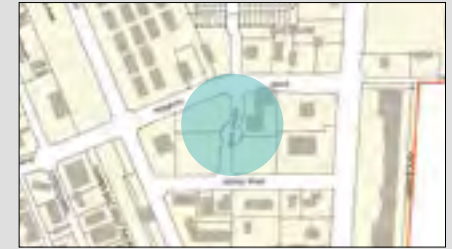
6

Located at the mid-point of Tequesta Drive between Old Dixie Highway and US-1 is the intersection of Main Street. Main Street, a Village right-of-way, connects to Bridge Road to the south and has a central roundabout thereby bifurcating that block. Historically this area south of Tequesta Drive was a Winn Dixie shopping plaza. In 1989 the Village hired Dover Kohl and Partners to develop a Master Plan for the area. This particular location, at the bend in the middle of Tequesta Drive, was determined to be the location for the new Town Center. Over the course of the next decade right-of-way was acquired for Main Street and the new Mixed-Use zoning was put into place. In 2001 the first of the Town Center buildings was built at 1 Main Street. Located at the SE corner of Main Street and Tequesta Drive, this 2 and 3-story, 27,979 square foot mixed-use building was the first vertical construction in the Town Center. The other three parcels adjacent to Main Street remained vacant and were ultimately leased to the Village for public use. The parcel facing Tequesta Drive was converted to parking and the two parcels facing Bridge Road to the south were improved as passive open space and a dog park.

7

PARADISE PARK –
TOWN CENTER

REDEVELOPMENT
CONCEPT & COMMUNITY
PARKS



1 Main Street building on the corner of Tequesta Drive and Main Street.



Vacant parcels adjacent to Main Street



Paradise Park signage

PARADISE PARK – TOWN CENTER 7

Named Paradise Park, these open spaces grew to become important gathering places for residents, events, and visitors. While the three Paradise Park parcels (the north parking lot and the two Bridge Road open spaces) have not implemented the vision for the Town Center area, the Mixed-Use zoning still remains in place. In December 2021, the lease agreement between the Village and the property owners expired and Paradise Park is no longer available for public use. During the April 2022 public design charrette, it was made clear to the team that some form of public open space needs to be retained through redevelopment within the Paradise Park parcels. The TCRPC team focused on the importance of publicly visible, accessible, and meaningful civic open space as a core element to any development proposals for the remaining Town Center parcels. The public open space is defined with a red dashed line in the alternatives below. Part of the challenge to this Master Plan effort is to identify any policy and/or code changes necessary to ensure that the civic open space element is included.



EXISTING



ALTERNATIVE 1



ALTERNATIVE 2

PARADISE PARK – 7
TOWN CENTER

The TCRPC team developed a few different scenarios conceptually identifying new buildings, parking locations, and options testing the best location for the civic open space. The renderings provided illustrate some of the design options. A central plaza or square, as the civic open space, is a key organizing element for each scenario.



Rendering of proposed redevelopment for Paradise Park

PARADISE PARK – 7
TOWN CENTER

An analysis of the town center with mixed-use development resulted in this artist rendering of the quantified development strategy. The following page details the site specific land use study.



Rendering of redevelopment for Paradise Park

PARADISE PARK – 7
TOWN CENTER



MIXED-USE DISTRICT ANALYSIS

- Building Height: Four stories maximum of 50' high
- Max Density: 18 units per acre
- Minimum Landscaped Open Space: 25%
- Maximum Lot Coverage: 70%

PARADISE PARK TOWN CENTER

- Total: 3.17 acres
- Property A: 0.98 acres (43,050 sf)
- Property B: 1.18 acres (51,779 sf)
- Property C: 1.01 acres (44,287sf)
- Development:
 - Max. Number of Units allowed: 57 Units
 - Required Min. Open Space: 34,521 sf
 - Max Lot Coverage: 96,660 sf
 - Commercial: (1st floor) 51,000 sf
 - Lot Coverage: 37%
 - Residential units: (2nd/3rd floors) 55 units
 - Open Space: 35,000 sf
- Parking:
 - 240 spaces (Commercial - 1 spaces/200 sf)
 - 110 spaces (Residential - 2 spaces/per unit)

While the provision of civic open space as part of the Paradise Park redevelopment scenarios focused on Tequesta Drive, it is evident how important the Bridge Road connection is between Old Dixie and US-1. Bridge Road is an essential link in the Town Center grid system and currently is the home to many local businesses. The current conditions of the roadway, however, could be greatly improved. The right-of-way is +/- 80' and while it is only a two-lane facility, the road edges are ambiguous and vast amounts of asphalt and head-in parking give the corridor a tattered look. Through a series of street sections and 3-dimensional illustrations, the design team identified ways to formalize and discipline the corridor so that it is functional and safe for cars, cyclists, and pedestrians. In addition, the provision of a continuous canopy of shade trees will make this stretch of Bridge Road desirable as a neighborhood street.



Street diagram of Bridge Road's existing conditions

BRIDGE ROAD

8

IMPROVING MOBILITY



Existing conditions

BRIDGE ROAD 8



Diagram of proposed redevelopment for Bridge Road

The design proposal includes a centralized bio-swale for storm water retention and cleansing as well as pervious surfaces for on-street parking. Large inefficient head-in parking spaces could be converted into plazas and gathering spaces. Part of this conversion over time will require analyzing parking needs and potential off-site parking solutions. Wide sidewalks, on-street parking, shade trees and street lighting could over time convert this very important link in Tequesta's Town Center to a highly desirable and more environmentally sustainable location.

EXISTING



PHASE 1



PHASE 2



The Tequesta Fashion Mall is a commercial strip center approximately 350' north of Tequesta Drive facing US-1 on the west side. Built in 1979, the 4.24 acre, 37,653 square foot center contains a couple of popular local restaurants, local retailers, and neighborhood services. The Tequesta Fashion Mall also has approximately 740' of direct frontage on US-1, is fairly well connected to the commercial parcels to the south, and has the potential over time to become an extension of the Town Center area on Tequesta Drive.

Although the Fashion Mall has a few very popular uses, there was consensus that this site be considered for wholesale future redevelopment. The buildings are over 40 years old, their configuration is odd and dated, and there is a great opportunity to create a memorable mixed-use project on US-1 that serves as a gateway into the Town Center area on Tequesta Drive.

FASHION MALL

9

REDEVELOPMENT CONCEPT



Existing conditions

FASHION MALL 9

The design concept provided is organized around a center green which could be lined with on-street parking and provide spill-over seating for restaurants and display space for shops. The building frontage north and south of the central green would engage an expanded sidewalk along US-1 similar to the images provided on this page.





Considering that the Tequesta charrette was held after nearly a year and a half of pandemic quarantine which had a significant impact on retail and restaurants, it is remarkable how few retail/restaurant vacancies are in the Village of Tequesta. While this is very positive for the Village, it did make choosing potential redevelopment sites to test design concepts more challenging as none of the centers are in obvious distress. The Tequesta Shoppes became a candidate for incremental infill along US-1. Built in 1986, this 110,620 square foot plaza is a standard suburban model consistent with its age. The major tenants include Marshalls, HomeGoods, and the Dollar Store; all of which seem to be very popular with the community. Unfortunately, the massive parking lot does little to engage or improve the physical environment of US-1. This design concept proposes to infill the first few bays of the angled parking rows and create new structures in line with the shops at the north end of the plaza. This is depicted in red on the concept plan on the left. The head-in parking and travel lanes nearest US-1 would remain intact however the inline shops would provide a greater sense of spatial enclosure along the corridor as well as conceal the remaining large surface parking field.

TEQUESTA SHOPPES 10

REDEVELOPMENT CONCEPT



Existing conditions

TEQUESTA SHOPPES

10



This treatment of new infill development is slightly different from what is proposed at Tequesta Fashion Mall in that the existing head-in parking remains and the new buildings do not engage the street and sidewalk directly. This approach is taken for the Tequesta Shoppes in order to maintain the existing connectivity to the existing shops to the north and to provide continuity along the street. If there was a proposal to raze the entire center and completely redevelop the site, the approach would have been more consistent with The Fashion Mall proposal. In addition to the new retail frontages, this concept also illustrates a new civic or public building with a small square facing US-1.



A longer-term design concept is the Tequesta Greenway - a continuous park-like environment connecting US-1 to the Intracoastal Waterway along the north side of Waterway Road. Waterway Road intersects with US-1 and is the eastward extension of Tequesta Drive tying into the heart of the Village. The areas identified for the future greenway include parking and drive aisles for the Trust Bank Branch, the office building at 20 Waterway Road, some parking for the Tequesta Shoppes, and portions of the Waterway Beach Condominiums. Currently the only sidewalk along Waterway Road is along the Trust Bank parcel however the further east one travels along that corridor the more open space (public and private) that exists for connection opportunities.

Initial phases could include extending the sidewalk east to where Waterway Road turns south. Providing safe pedestrian passage might increase the likelihood that residents will walk to shops or restaurants (it is less than ¼ mile, or a 3-minute walk, from Waterway Condominiums to US-1). Over time, as parcels redevelop or there are changes of use requiring fewer drive aisles and parking spaces, the sidewalk connection along the north side of Waterway Road could expand in larger green areas with shade trees and street lighting.

11

TEQUESTA GREENWAY

REDEVELOPMENT
CONCEPT & COMMUNITY
PARKS



Existing conditions view looking East along Waterway Road

TEQUESTA
GREENWAY

11

Ultimately, if there are any substantive changes to, or redevelopment of, the Waterway Condominiums, there might be an opportunity to provide public access to the waterfront. This would be an excellent opportunity to provide paddleboard or kayak portage with bicycle parking. As mentioned, this is a long-term vision but over time every opportunity to improve this connection should be seized upon.



12

US-1 HWY
COMPLETE STREET

IMPROVING MOBILITY



Existing conditions along US-1

In January 2015 the Village of Tequesta, in collaboration with the Treasure Coast Regional Planning Council, kicked-off a public planning process to look at the potential of transforming US-1 (at that time a 6-lane corridor) into a more “Complete Street”. With supportive data and analyses from a traffic study and community input, the proposal was to eliminate the outside travel lanes in each direction and replace them with buffered bike lanes. In addition, street lighting, landscaping, and wider sidewalks were included in the proposal, with the existing curbs remaining in place.

The project was completed in 2019 and almost immediately became a source of contention for some within the community. Despite being an award-winning urban design project, many vocal motorists were opposed to the change. There were also many in the community, particularly those residents who embrace change within the Village, who saw the benefits of slowing down traffic, providing bicycle facilities, and reducing the visual impacts of a six-lane facility as the front door to Tequesta. There continues to be debate over whether or not to return the roadway to its previous six-lane section or continue the improvements that were never fully implemented.

During the Tequesta Master Plan charrette and interview process, the discussion of US-1 continued. Having been a few years since its completion, there was an opportunity to assess the benefits/ challenges of the US-1 project a bit more objectively. There are still residents and users of US-1 that do not support the road modifications however, there are many residents and users that not only want to keep the current configuration but enhance the improvements further. Charrette discussions regarding US-1 improvements focused mainly on providing more shade trees and over time converting the buffered bike lane to a separated multi-purpose pathway.

The following street sections illustrate the current and proposed conditions.

US-1 HWY
COMPLETE STREET 12

CURRENT CONDITIONS:

This section shows US-1 as it is today: 4 travel lanes in each direction, buffered bike lanes on either side, and some landscaping where it can be accommodated, typically on private property and more often than not, palm trees versus shade trees. This section is taken immediately south of Tequesta Drive looking northbound.



PHASED I PROPOSED IMPROVEMENTS:

Working with private property owners fronting US-1, the Village should identify locations where new shade trees can be provided. In some cases the removal of some existing parking spaces could provide sites for plantings. The Village should take the lead on developing a program to fund the improvements, provide the trees, and certify maintenance and watering for a designated time period.

US-1 HWY
COMPLETE STREET 12



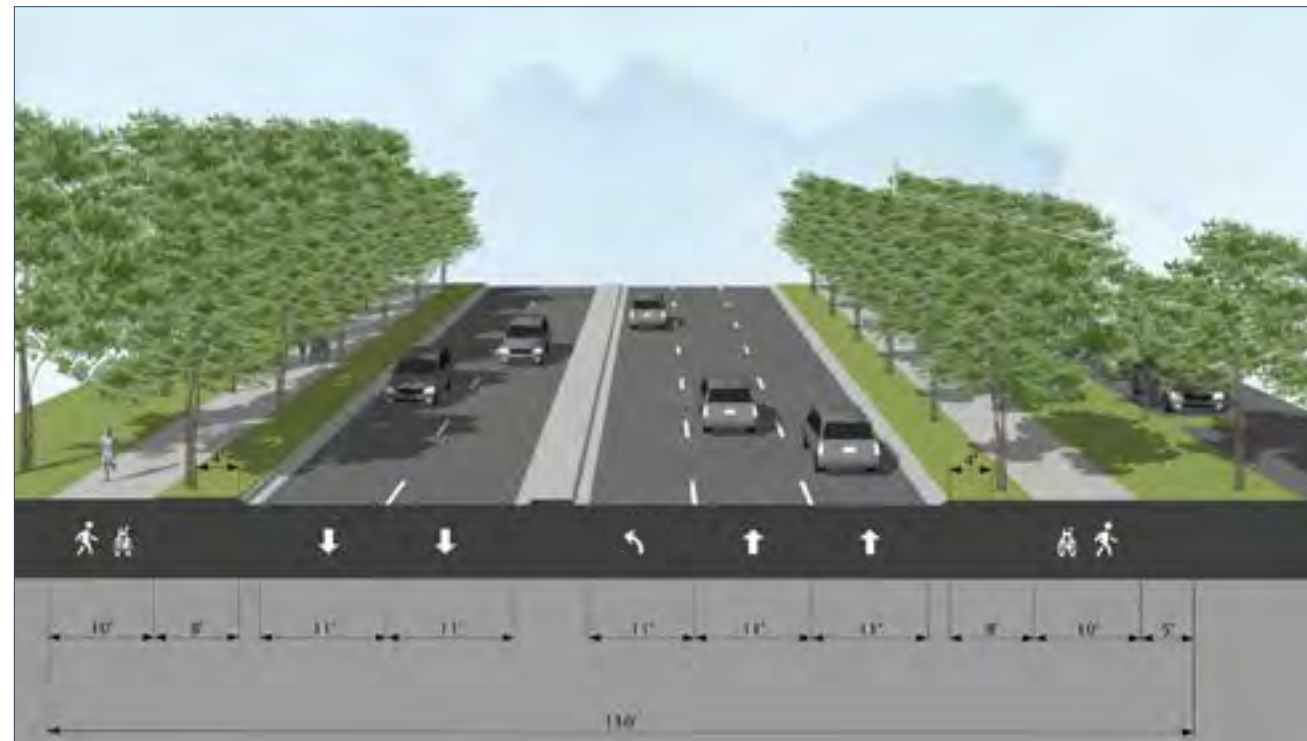
BEFORE



AFTER

PHASE II PROPOSED IMPROVEMENTS:

A very desirable longer-term improvement discussed during the charrette is to remove the buffered bike lanes, move the curb and gutter out to the edge of the existing outside lanes thereby creating a wider tree planting area adjacent to the roadway, and incorporate the bike lane into a wider multi-purpose pathway separated from the roadway. The community feels that the multi-purpose pathway would be used more frequently than the current bike lanes since it will be a safer. In addition, trees along the roadway will shade the multi-use path, induce reduced vehicle speeding and enhance aesthetics.



US-1 HWY
COMPLETE STREET

12



BEFORE



AFTER



TREE PLANTING PROGRAM

Throughout the planning process the US-1 corridor lane re-purposing project from 2015 was discussed at length. The general consensus is that the street is not fully “complete” and would benefit from additional shade trees. In fact, the provision of additional shade trees is a common theme throughout the Village.

The existing US-1 cross section is completely built out leaving no additional room for the desired tree canopy. One idea is to develop a public-private tree planting program whereby the Village collaborates with private property owners to provide shade trees on their property with assistance from the Village. The diagram to the left shows how new trees might be provided in the Tequesta Shoppes plaza by removing a few parking spaces and replacing with tree wells.

Recommended tree species can be found on the following pages.

12

US-1 HWY
COMPLETE STREET










Existing conditions view north along US-1 at Tequesta Shoppes.

 **LIVE OAK**
QUERCUS VIRGINIANA

ATTRIBUTES

- Grows rapidly when young. Can live for centuries. Adapts to almost any type of soil. Tolerates salt spray and compacted soil.
- Works well as a street tree. Has superior wind resistance.
- Assumes a dwarf form on drier sites.
- Grows in a rounded shape. A live oak tree is a moderate grower, it needs full sun and room to spread its wings, as well as a well-drained planting location. Oaks are cold hardy, and fine in any Florida planting zone.
- Trimming is unnecessary for a young live oak tree but watering is critical. These trees must have regular irrigation to grow strong root systems that will support this large a tree.
- Clear zone from sidewalks of 10 feet or more so roots don't cause problems.
- Avoid placing near other big trees that will shade it.



LIVE OAK <i>QUERCUS VIRGINIANA</i>		
	Native or Florida Friendly	Yes
	Zone	Zone 7-10
	Height and Canopy	Height of 40–80' and a spread of 60–100' at maturity
	Growth Rate	Medium rate, with height increases of 13–24" per year
	Drought Tolerant	Has some flood and drought tolerance
	Soil preference and Maintenance	Very adaptable—growing in most soils
	Flowering/Fruiting	Produces green acorns
	Fruit/Leaf Litter	Some leaf litter with new growth
	Wildlife Value	Acorns provide food for many birds and mammals












 **PIGEON PLUM**
COCCOLOBA DIVERSIFOLIA

ATTRIBUTES

It is a Florida native with a nice shape and attractive exfoliating bark. Pigeon Plum also appears on most city-approved tree lists. The Pigeon Plum is very similar in appearance to its Sea Plum and Sea Grape relatives.

- Does well in full sun or part shade. Moderately fast growing in part shade, but in full sun, this plant is thought to be fast growing.
- It throws purple fruit in which birds enjoy eating. Its sweet fruit attracts birds, such as the mockingbird, robin, pigeon, dove, and woodpecker, creating a nice natural habitat for indigenous wildlife. It only drops for 2 months out of the year.
- No need for irrigation after becoming established. It gets a dense and compact canopy.
- This tree is both drought and salt tolerant.
- High wind tolerance makes this a hurricane resistant tree.



PIGEON PLUM <i>COCCOLOBA DIVERSIFOLIA</i>		
	Native or Florida Friendly	Yes
	Zone	Zone 10b-11
	Height and Canopy	Height of 15-25' and a spread of 20-35' at maturity
	Growth Rate	Medium rate, with height increases of 12-36" per year
	Drought Tolerant	High drought tolerance
	Soil preference and Maintenance	Moist well-drained soils
	Flowering/Fruiting	Producing year-round flowers/fruiting only once a year
	Fruit/Leaf Litter	Dropping fruit only two months out of the year
	Wildlife Value	Sweet fruit attractant to birds





GREEN BUTTONWOOD
CONOCARPUS ERECTUS

ATTRIBUTES

A Florida native, buttonwood is ideal for seaside plantings. It withstands the rigors of urban conditions very well and makes a durable street or parking lot tree.

- Due to its small size, plant on 15-foot centers to form a closed canopy along a street.
- Purchase single-trunked trees for street and parking lot plantings.
- It is highly tolerant of full sun, sandy soils, and salty conditions.
- It also tolerates brackish areas and alkaline soils, thriving in the broken shade and wet soils of hammocks.

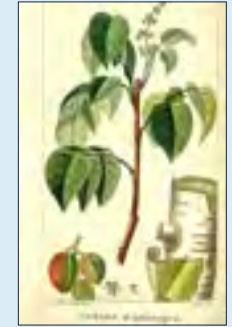


GUMBO LIMBO
BURSELA SIMARUBA

ATTRIBUTES

Gumbo limbo is ideal for a freestanding specimen on a large property or as a street tree. Lower branches will grow close to the ground, so street trees will have to be trained early for proper development. Locate the lowest permanent branch about 15 feet off the ground to provide enough clearance for a street tree planting.

- Moderately fast growing, with great resistance to strong winds, drought, and neglect. Drought avoidance is accomplished by leaf drop, and growth is often best in drier locations not receiving irrigation.
- The inconspicuous flowers are followed by red, three-sided berries that split into three sections at maturity to reveal a 1/4-inch triangular red seed. The fruit takes a year to ripen and matures in early summer.
- Specimen trees are often grown with branches beginning much closer to the ground, providing a beautiful specimen plant with wonderful bark.



GREEN BUTTONWOOD *COCOCARPUS ERECTUS*

	Native or Florida Friendly	Yes
	Zone	Zone 10b-11
	Height and Canopy	Height of 30-40' and a spread of 20-30' at maturity
	Growth Rate	Moderate growth rate
	Drought Tolerant	High drought tolerance
	Soil preference and Maintenance	Very adaptable—growing in most well-drained soils
	Flowering/Fruiting	Producing non showy flowers/fruiting year round
	Fruit/Leaf Litter	No
	Wildlife Value	Host plant and nectar source for rare butterflies and moths



GUMBO LIMBO *BURSELA SIMARUBA*

	Native or Florida Friendly	Yes
	Zone	Zone 10b-11
	Height and Canopy	Height of 20-60' and a spread of 20-50' at maturity
	Growth Rate	Rapid growth rate
	Drought Tolerant	High drought tolerance
	Soil preference and Maintenance	Very adaptable—growing in most well-drained soils
	Flowering/Fruiting	Producing flowers/fruiting in the Spring
	Fruit/Leaf Litter	No
	Wildlife Value	Flowers are rich in pollen and fruit is attractant for a variety of birds



KEY RECOMMENDATIONS & IMPLEMENTATION

The success of this (and any other) Master Plan will depend on its ability to be implemented economically and socially within a designated time frame. To that end, the recommendations throughout this report have been developed as independent but interrelated projects. Some, such as public infrastructure projects, are within the Village's control to pursue implementation, with funding being the primary challenge. Other recommendations are redevelopment techniques that are illustrated on private property - which are subject to each private entity's time frame and financial situation. In order to realize these types of projects, the principles of urban design described and illustrated through the report and in the examples have to be embedded culturally within the Village, required by its codes, and encouraged through its programs. The combination of public and private efforts is required for realizing the vision of the Master Plan.

LAND DEVELOPMENT REGULATIONS

Updating the existing Land Development Regulations (LDRs) in a few key areas will be important in ensuring that the community vision is more predictably attainable. During the public design charrette a number of code elements were identified as needing attention. LDRs are intended to both protect existing residents and businesses from impacts of adjacent development and to ensure a desirable physical form. LDRs can also serve as a redevelopment tool - providing critical information to potential investors and a clear approval process. If it is difficult to ascertain what can be built and how long the process takes, codes can function as a disincentive for redevelopment.

During the design charrette and in meetings with staff the following code items have been identified for potential code revisions.



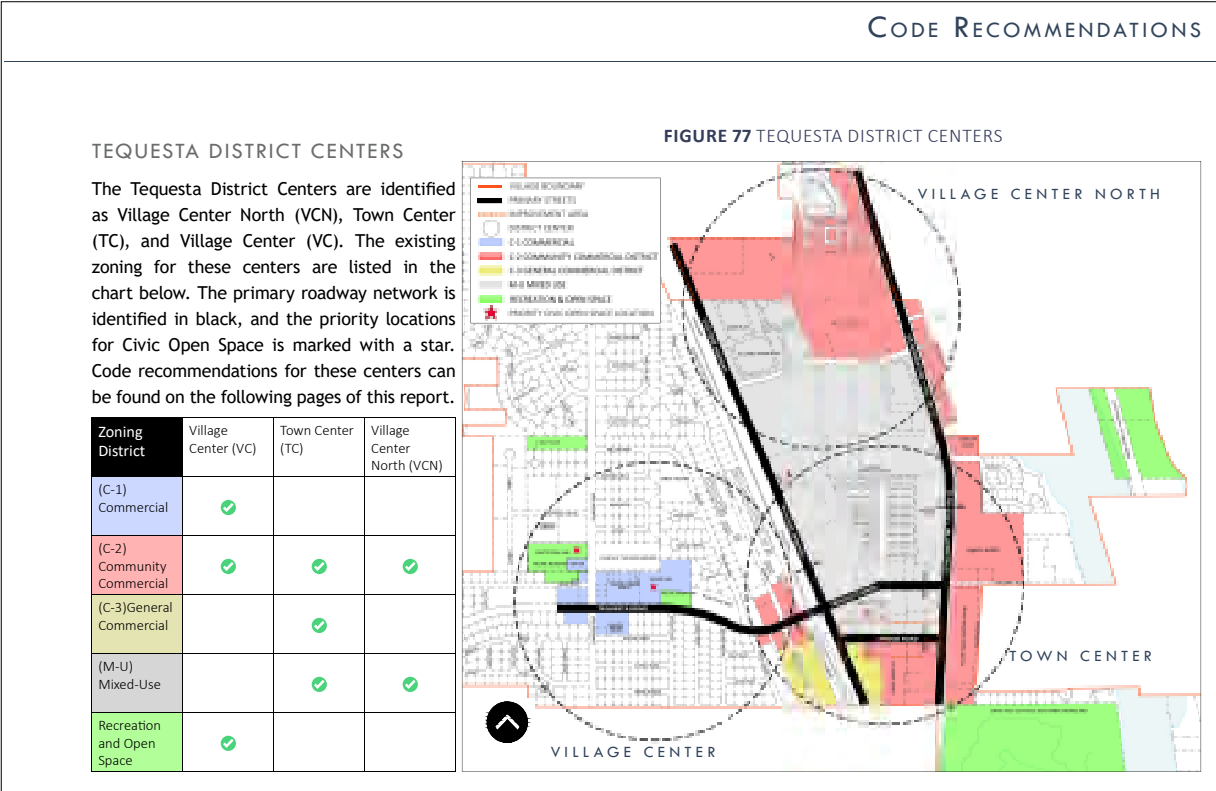
CODE RECOMMENDATIONS

DISTRICT CENTERS

In an effort to provide specific LDR-type recommendations in a contextual manner, three different Districts have been identified as part of this plan: Village Center District, Town Center District, and Village Center North.

Each of these areas has unique characteristics and their geographical boundaries, as defined by a 1,350' (5 minute) walking radius, are illustrated on the Regulating Plan to the right. The Regulating Plan is intended to be supplemental to the existing Zoning Map. The Regulating Plan identifies the District Centers, Primary Streets, locations of Civic Importance, and locations where detailed street sections and frontage diagrams are defined.

The following pages are an overview of the more complete and detailed Code Recommendations provided in Appendix C.



Excerpt from the Code Recommendations found in **Appendix C.**

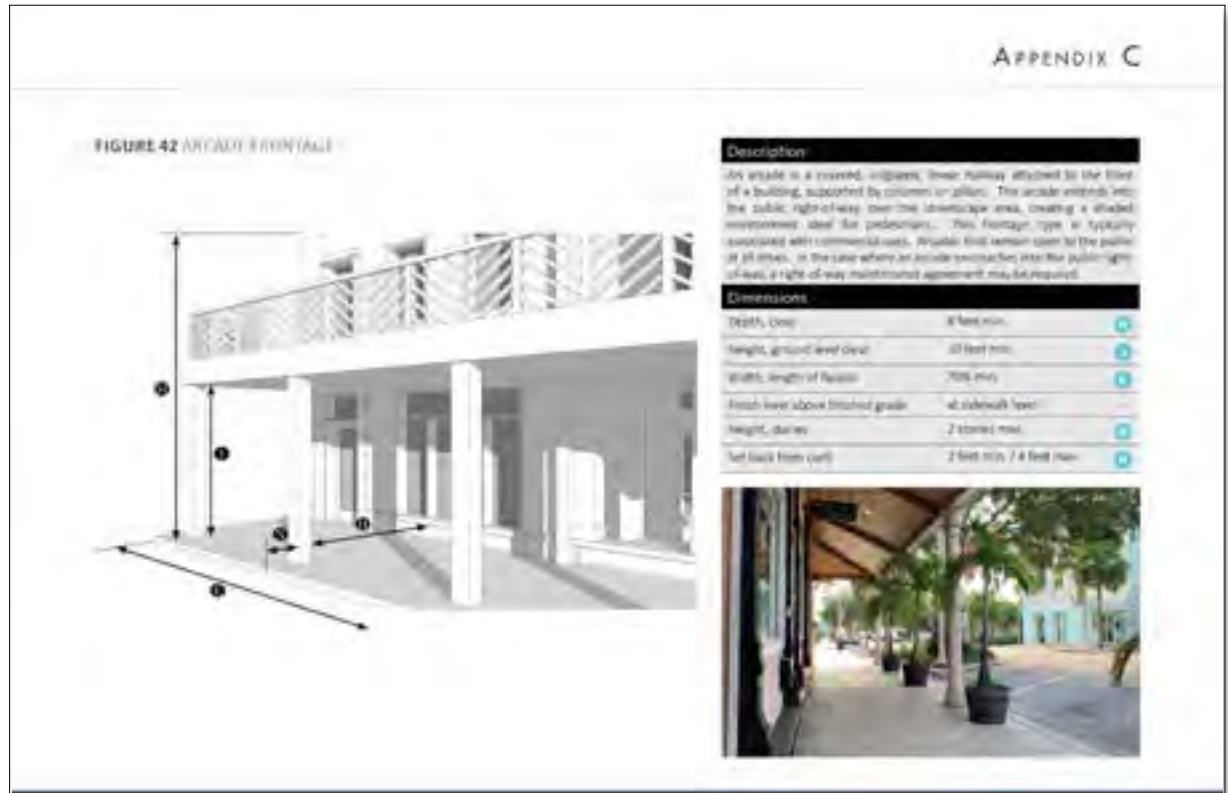


CODE RECOMMENDATIONS

FRONTAGE STANDARDS

Nearly every building has a front and a back. It is rare that all four sides of a building are treated with the same level of finish and design, nor are they typically approached from all sides. Typically it is Civic Buildings that have multiple “fronts”.

The Frontage Standards defined in Appendix C are intended to provide specific architectural details and critical dimensions for differing types of building fronts. Some offer arcades, some offer storefronts, and others provide courtyards. Not all building frontage types are appropriate in all places. The more detailed code recommendations in Appendix C identify the appropriate locations for different building frontages in the different Center Districts.

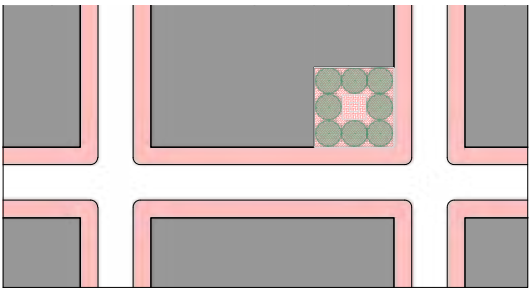


Excerpt from the sample Frontage Type Standards found in Appendix C.

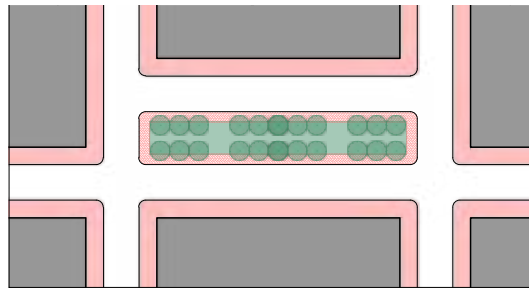
CODE RECOMMENDATIONS

CIVIC OPEN SPACE

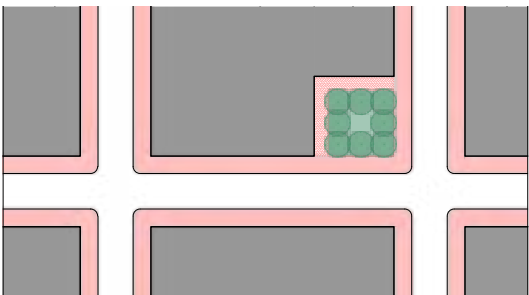
The current regulations for the M-U Mixed-Use and C-2 Community Commercial zoning districts require 30% of a development area be set aside for open space. Often those requirements are satisfied through setbacks, buffers, and residual landscape areas such as parking islands. This plan recommends that the open space requirements be more clearly defined as usable civic open space in the form of parks, greens, and public squares. The included alternative civic open space configurations diagram is a potential tool to more clearly define how future development civic open space requirements should be delivered.



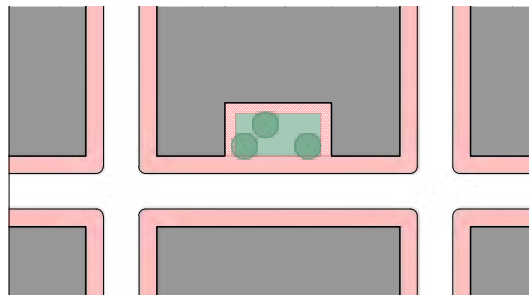
PLAZA



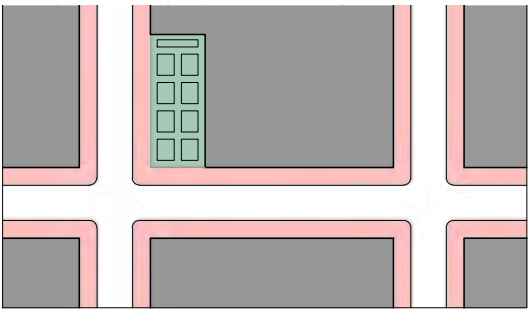
SQUARE



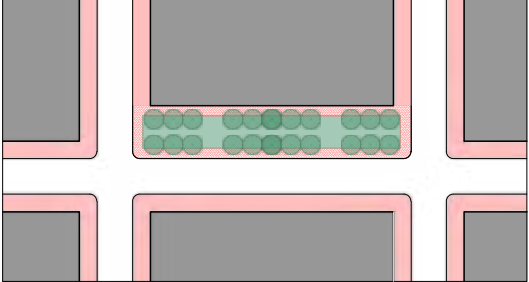
GREEN



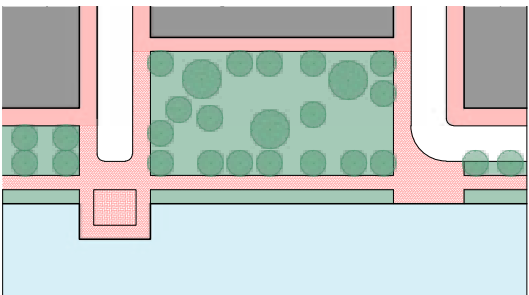
COURTYARD



COMMUNITY PLAYGROUND



ATTACHED GREEN



WATERFRONT GREEN

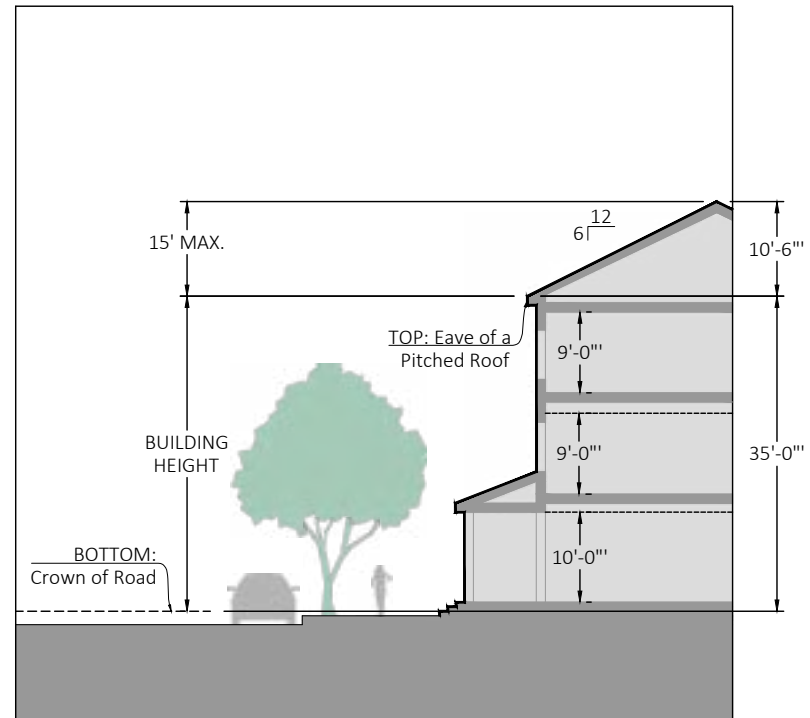
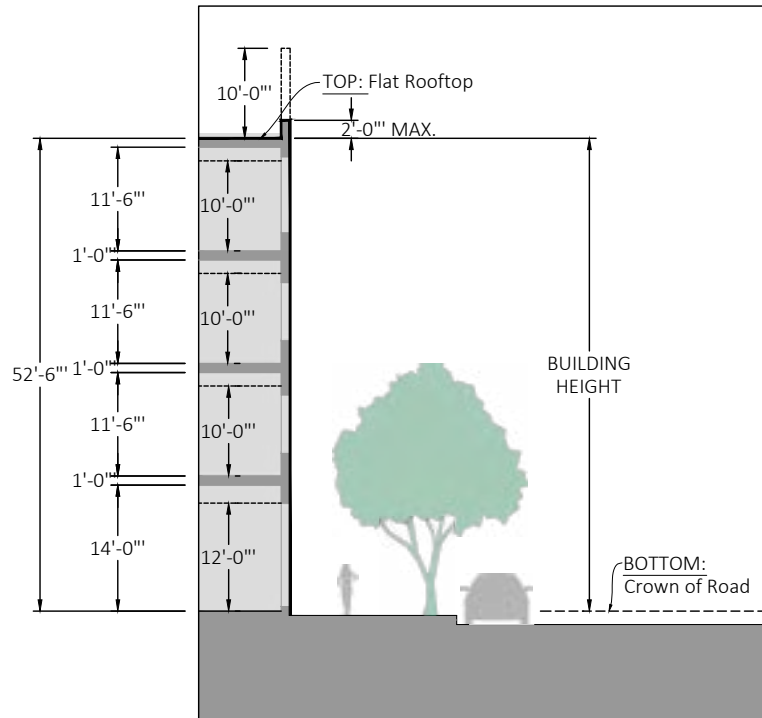
FIGURE 01 OPEN SPACE CONFIGURATIONS DIAGRAM

	SIZE	DESCRIPTION	ILLUSTRATION
SQUARE	≥ 10,000 sf	A square adjoins streets on at least three sides. Squares may be up to 50% hardscaped, with formal landscaping and shade trees. Squares accommodate both passive uses and community gatherings.	
ATTACHED GREEN	2,000 to 6,000 sf	An attached green spans the entire length of a block. Attached greens shall be at least 30 feet wide and are appropriate on the short end of a block. Attached greens are primarily lawns with formally arranged landscaping and shade trees.	
COURTYARD	Courtyard space ratio of height to width: Min. = 1:1 Max. = 1.5:1	An uncovered area for pedestrians partly or wholly enclosed by buildings or walls and used primarily for supplying access, light, and air to abutting buildings.	
GREEN	1,000 to 5,000 sf	A continuous area for pedestrians which is open from the ground level to the sky for its entire width and length, the primary feature of which is a landscaping scheme that incorporates garden elements including trees, palms, shrubs, or ground cover, as well as water elements including a fountain or pond.	
PLAZA	1,000 to 43,000 sf	Fronts on the street and is directly accessible to the public at all times for use by the public for passive recreational purposes. The ground level of the plaza shall be constructed principally of hard-surfaced materials. An existing unimproved area between or next to a building or buildings shall not qualify. Should not be near another plaza.	

CODE RECOMMENDATIONS

MEASURING BUILDING HEIGHT

Currently there is a maximum four-story, 50'-0" building height in the Village. One LDR recommendation is that less emphasis be placed on the maximum height in feet and inches but instead focus on number of stories. The diagram below offers recommendations for where building height measurements should be taken (top of roof deck or the roof eave). In addition the diagram to the lower left shows how more generous modern floor-to-ceiling heights can exceed 50'-0".

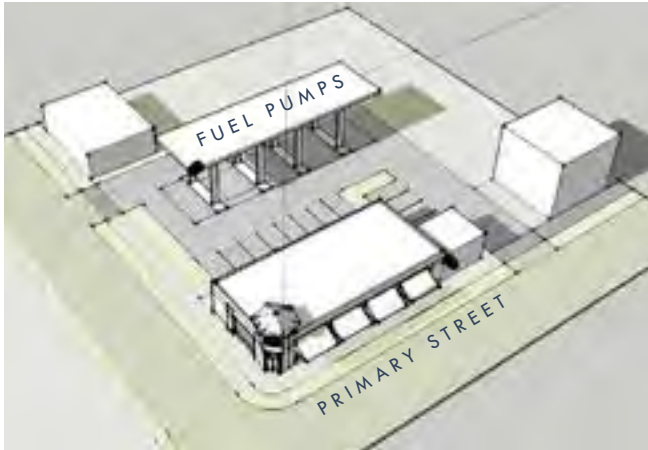


CODE RECOMMENDATIONS

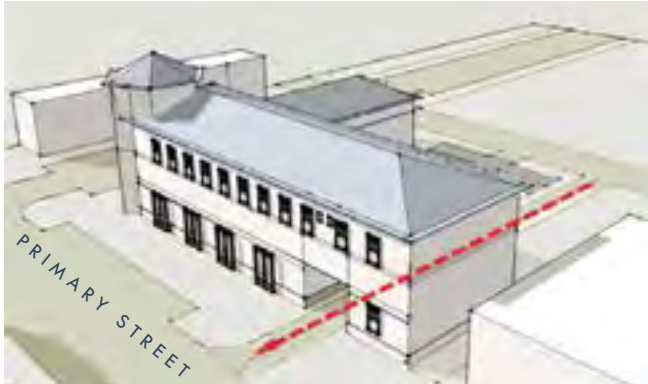
DRIVE-THROUGH BUILDINGS & GAS STATIONS

The provision of commercial drive-through environments in the MU and C-2 districts was brought up repeatedly during the public design charrette as an area needing attention. There are community concerns that allowing drive-throughs can erode the public realm and impact the potential for multi-modal environments along the corridors. One approach would be to simply prohibit drive-throughs, however there are other physical design requirements that can accommodate drive-throughs and maintain urban building frontage continuity along the street. The following diagrams illustrate different ways drive-throughs can be accommodated in an urban environment.

Limiting drive-through access from Primary Streets (as defined in the District Regulating plans) and only allowing access from side streets or driveways will lessen the impact to the public realm from the drive-throughs. In addition, fuel pumps at filling stations should be located to the interior of the site and screened from view from the Primary Street.



“REVERSE” GAS STATION



DRIVE-THROUGH CONFIGURATION 1

Circulation and stacking travel through the building. Cars enter from the rear of the lot and exit to the primary street.



DRIVE-THROUGH CONFIGURATION 2

Drive-through stacking occurs in the rear of the lot. Circulation is from the rear of the lot, exiting to a non-primary street.



DRIVE-THROUGH CONFIGURATION 3

Circulation and stacking occurs along the side of the building. Cars enter from the rear of the lot, exiting to the primary street.

CODE RECOMMENDATIONS

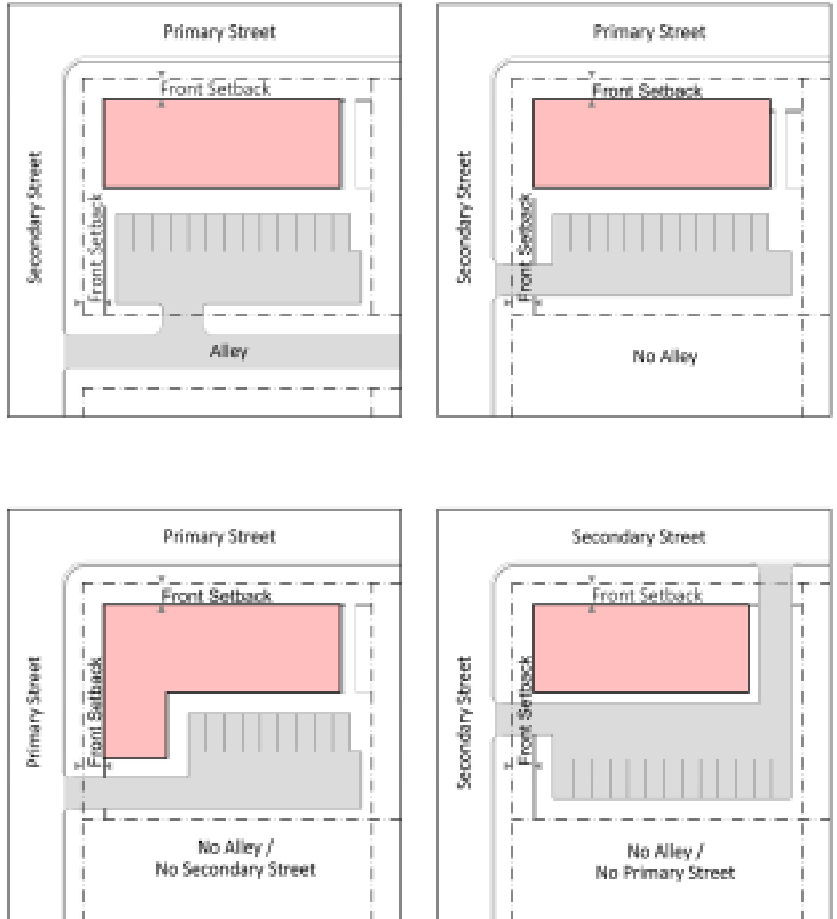
PARKING LOCATIONS

The provision of adequate vehicle parking is an essential component of maintaining healthy and vibrant business environments. The quantity and location of on-site parking requirements can also become a detriment to pedestrian environments and the quality of a place. Conventional standards of front-loaded parking lots, and the requirement of an over-abundance of parking spaces, has resulted in the degradation of the public realm and made the pedestrian and non-motorized environments challenging.

Updates to the LDRs should specifically identify the appropriate locations of parking areas - namely to the back and to a limited extent, the side of buildings. Parking standards should also recognize the inherent efficiencies of a single or inter-connected parking lot(s) serving multiple uses and businesses and allow a reduction in the number of required spaces. The Master Plan identifies a number of design concepts that illustrate this approach. Parking lots should not be the most prominent feature of future redevelopment.

The diagram to the right identifies preferred parking locations depending upon different site and Primary Street considerations.

FIGURE 02 PARKING LOCATIONS

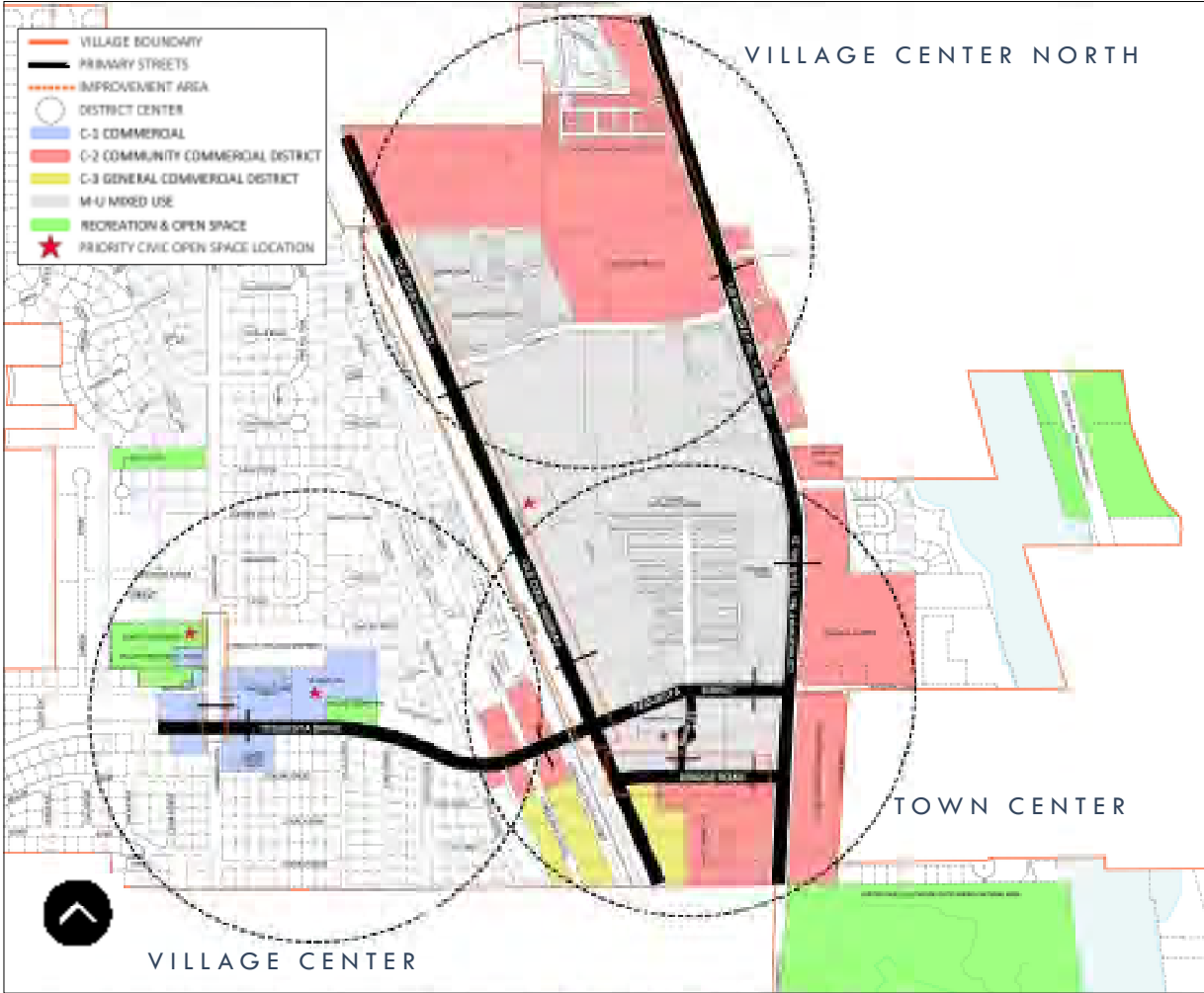


CODE RECOMMENDATIONS

PRIMARY STREETS

A helpful tool in ensuring the creation and preservation of walkable and desirable urban conditions is identifying Primary and Secondary roadway networks. Primary streets are those with the greatest visibility and potential for positive redevelopment impacts in creating healthy urban experiences. These corridors should be held to the highest urban design standards. Non-Primary streets are those roadways where greater flexibility is allowed and the provision of parking lots and/or garages would be permitted. The Primary roadway network is identified in black in the diagram on this page.

FIGURE 03 TEQUESTA DISTRICT CENTERS



CODE RECOMMENDATIONS

TEQUESTA IN HARMONY WITH THE WILDERNESS

Tequesta is uniquely situated between important habitats such as the Loxahatchee River, Johnathan Dickinson State Park, the Intracoastal Waterway, and the Jupiter Lighthouse. The following are policies that could be incorporated through grants, programs, polices, and Land Development Regulations to further enhance the relationship between development and the environment.

GREEN STORMWATER INFRASTRUCTURE

Green stormwater infrastructure, or low-impact infrastructure, practices and policies reexamine traditional engineering approaches to stormwater management by integrating stormwater management within the right-of-way and within the development in a compact and often beautiful landscape plan. Rain gardens, tree boxes, and pervious surfaces are utilized to keep and treat stormwater at its source instead of relying solely on conveying stormwater rapidly off-site.

BIRD FRIENDLY GLAZING

As glazing becomes more prominent in buildings it has had a detrimental effect on birds. Confused by the reflective quality of glass, birds at greater and greater numbers are flying into buildings and dying. This effect is most readily observed in large skyscrapers since there may be more glazing present, but the largest impact is with buildings of two, three, and four stories because those are the most common heavily glazed building heights. In response to bird deaths, advocates and scientists have developed best practices for bird safe glazing which include glazing with embedded patterns and etching, and utilizing fins, and mullions to break up the reflective surfaces.



CODE RECOMMENDATIONS

DARK SKY NIGHT LIGHTNING

Light pollution is created by the widespread use of artificial light and has led to the brightening of the night sky over inhabited areas affecting wildlife, human health, and astronomy. On the other hand, lighting is critical to an active downtown and promoting safe streets. Therefore, to mitigate contributions to light pollution, the Village should investigate dark sky-approved products or dark sky-friendly lighting when specifying street lighting. Dark sky-friendly products direct light only where needed and reduce the amount of light that can contribute to skyglow. Generally, these light fixtures direct light down and are fully shielded. They can also be a “warmer” light temperature of about 3000-Kelvin as opposed to a “cooler” blue light which ranges around 5000-Kelvin and has a greater disruptive impact.



ARCHITECTURAL DESIGN GUIDELINES

APPROPRIATE BUILDING TYPES AND CHARACTER DEFINING ELEMENTS

Throughout the course of the Village Master Plan process and the public design charrette, the idea of architectural design guidelines has been discussed repeatedly. TCRPC has provided Design Guidelines for five different architectural styles deemed appropriate for the Village of Tequesta. Some of the architectural styles are more conducive to single family residential while some styles, like Mediterranean Revival and Mid-Century Modern are appropriate for single family and commercial or mixed-use buildings.

The intent of these guidelines is not to force or regulate these specific styles. The intent is to be inspirational and educational and for there to be a record of appropriate architectural styles for the Village. In addition, enough detail is provided as to the components that make up these styles they should assist in design review.



Excerpt of from the sample Architectural Design Guidelines found in Appendix D.

PRE-APPLICATION REQUIREMENTS

The Village has recently proposed updates to the redevelopment application process to require conceptual design meetings early in the process. This approach was discussed during the charrette process and is important to the Village being proactive in directing future development projects. Projects proposed within the Mixed-Use and C-2 districts need to have Village input and evaluation as early as possible within the development proposal process. This will improve efficiency, help applicants avoid unnecessary expense and delays, and improve outcomes.

DEVELOPMENT INCENTIVES

Many cities, towns, and villages consider the use of development incentives as a tool to ensure the local community's particular vision is being implemented. Often these will include increases in building height, density, intensity, parking reductions, or in the case of Community Redevelopment Areas (or special development areas) tax abatements or Tax Increment Financing offsets.

Another successful incentive is the potential for administrative approval of projects that meet the expectations of the community vision with little to no deviation. This approach is typically supported by very clear development regulations usually as a Form-Based Code. Some of those form-based elements are provided as recommendations in this plan. Also, while the potential for administrative approval with no public hearings may be very appealing to an applicant, it requires a good deal of trust between the community, the local government, and staff.

The concept of development incentives was raised during the Village of Tequesta planning process and there was little to no interest in raising building heights or increasing densities. Should the Village reconsider this concept at some point, regardless of the incentives being offered, it is recommended that the affected areas be limited and precise (i.e. Town Center District as identified on the Regulating Plan). There should be a clear and transparent process which specifically articulates the incentives offered and the public benefits gained.

PROMOTING LOCAL BUSINESSES

LOCAL BUSINESSES

One topic of discussion during the Tequesta charrette and planning process was the need/desire to regulate franchise or national retailers. There is an understandable concern that as new redevelopment is proposed in the Village, especially along the commercial corridors, there could be a loss of the local businesses that are prolific throughout the Village today. There are local governments that do regulate franchise businesses (the Town of Palm Beach Town-Serving Ordinance was referenced during the charrette) however their approaches differ and are typically tailored to the needs of each community.

There can be a risk to the over-regulation of, or outright prohibition of franchise businesses. The legal limits to the extent a local government can target specific businesses with additional regulations must be considered as well as the potential perception of not being businesses friendly or even elitist.

One approach is the Formula Business regulations developed by the City of Stuart, Florida provided at right. This approach defines a specific area of impact and limits formula businesses versus outright prohibiting them.

Sec. 2.06.12. Formula businesses.

- A. Procedure. Review of an application to locate a formula business within the formula business area described below shall follow the procedures set forth in section 3.01.06 for a major Urban Code conditional use.
- B. Formula business area. A formula business may be located in the area within the following boundaries only by major Urban Code conditional use. Commence at the northernmost point of Lot 10 Danforths Addition, thence along the St. Lucie River to Detroit Avenue, thence south along Detroit Avenue to East Ocean Boulevard, thence west along East Ocean Boulevard to the intersection with S.E. Flagler Street, thence south along S.E. Flagler Street to the easternmost point of Lot C of Lainhart and Potter addition and southwest across the F.E.C. Railroad right-of-way to S.E. Old Dixie Highway, thence southeast along S.E. Old Dixie Highway to Martin Luther King Jr. Boulevard, thence west along Martin Luther King Jr. Boulevard to the southerly extension of Camden Avenue, thence north along Camden Avenue to a point directly west of the northernmost point of lot 14, Block 15 Frazier Addition, thence west to the southerly extension of S.W. Albany Avenue, thence north along S.W. Albany Avenue to the F.E.C. Railroad right-of-way, thence across the F.E.C. Railroad right-of-way to the westernmost point of Lot 10 Danforths Addition, thence

PROMOTING LOCAL BUSINESSES

northeasterly along the west boundary of Lot 10 Danforths Addition to the point of beginning. The following graphic depicts this area.

- C. Standards. The following specific standards shall apply to formula businesses in the Urban Center, Urban Neighborhood, Urban General and the Urban Waterfront sub-districts of the Urban District.
 - (1) The proposed formula business will not alter the identity of the urban district in a way which detracts from its uniqueness or contributes to a nationwide trend of standardized downtown offerings.
 - (2) The proposed formula business will contribute to a diverse and appropriate blend of businesses in the urban district.
 - (3) The proposed formula business will complement those businesses already in the urban district and help promote and foster the local economic base as a whole.
 - (4) The proposed formula business will be compatible with existing surrounding uses.
 - (5) The proposed formula business has been designed and will be operated in a nonobtrusive manner to preserve the community's character and ambiance and the proposed intensity of uses on the site is appropriate given the uses permitted on the site and on adjoining sites.
 - (6) The proposed formula business meets all of the following fixed criteria:
 - a. The size of the business shall not exceed 1,500 square feet of gross floor area.
 - b. The first floor street frontage of the business shall not exceed 35 feet in width.
 - c. Corporate advertising shall not be used which is visible from the exterior of the premises.
 - d. Exterior facade colors shall comply with the requirements of the Urban Code.
 - e. Corporate structural elements and signage will be designed to be in harmony with architectural features

PROMOTING LOCAL BUSINESSES

and elements of the building as approved by the city development director.

- f. Signage colors shall be muted to minimize visual intrusion as approved by the city development director.
- g. No drive thru windows shall be used.
- D. Distance requirements. A formula business shall not locate within 300 feet of an existing formula business establishment.
- E. Existing formula business. A business may be a formula business that exists on the 14th day of February, 2005, the effective date of this ordinance. Any such business, and any business that becomes a formula business by virtue of the creation of six or more other such businesses, shall be deemed a legal nonconforming use of a building subject to the provisions of section 8.03.00 of this Code.



The map at left identifies the limited area of downtown Stuart where the Formula Business ordinance is in effect. Other ways to control the proliferation of franchise or formula businesses is to regulate the building types more stringently. Many of the formula businesses that communities seek to limit are often fast food restaurants with drive throughs. By prohibiting or restricting the configurations of drive throughs some of the community's concerns can be mitigated.

The Village should consider creating a Formula Business Overlay District restricting the number and type of national retail/restaurant chains. The overlay should be limited to the Village Center and Town Center Districts. There should be community outreach and discussion as part of this process.

VILLAGE OF TEQUESTA GOALS



	PRIORITIZED ACTION ITEMS	ENTITIES FOR COORDINATION	TIME FRAME	DEPARTMENTS
A	Adopt the Commercial Corridors Master Plan - Start Public Information Campaign	Village of Tequesta	Six Months	Council
B	Begin discussions with Palm Beach County re: Old Dixie and Village Boulevard roundabout	Village of Tequesta, Palm Beach County, FDOT	Six Months - Year One	Admin., Public Works, Planning, Engineering
C	Explore canopy tree planting program for select roads in partnership with property owners with consideration of shared costs and maintenance	Village of Tequesta, Private Property Owners	Six Months - Year One (and annually)	Admin., Public Works, Planning
D	Begin Discussions with FDOT and Palm Beach County regarding resurfacing of N. Old Dixie Highway and the inclusion of a landscaped median during the scheduled improvements	Village of Tequesta, Palm Beach County, FDOT	Six Months - Year One	Admin., Public Works, Planning, Engineering
E	Consider Appropriate Development Incentives for Town Center and Main Street	Village of Tequesta, Property Owners	Year One	Admin., Planning
F	Begin updating Village Land Development Recommendations per Village Master Plan - codify District Centers	Village of Tequesta	Year One	Admin., Planning, Legal
G	Coordinate additional parkway improvements along the FEC Corridor north of Tequesta Drive	Village of Tequesta, FEC	Years One and Two	Admin., Public Works, Planning, Engineering
H	Adopt roadway designs (e.g., US Hwy 1, Old Dixie Highway, and Bridge Road)	Village of Tequesta, Palm Beach County, FDOT	Year One	Admin., Public Works, Planning, Engineering
I	Begin Discussion with FDOT re: Signalized Intersection at Village Boulevard and US-1.	Village of Tequesta, FDOT	Year One and Two	Admin., Public Works, Planning, Engineering

	PRIORITIZED ACTION ITEMS	ENTITIES FOR COORDINATION	TIME FRAME	DEPARTMENTS
J	Begin Discussions with CEMEX Corporation to explore opportunities to expand the FEC corridor linear park south of Tequesta Drive	Village of Tequesta, FEC, CEMEX Corporation	Year One and Two	Admin., Planning, Legal
K	Explore redevelopment options for the Fashion Mall - work with owners to build enthusiasm and forge a direction - coordinate with FDOT and utility providers	Village of Tequesta, Fashion Mall Owners, FDOT	Year One and Two	Admin., Planning, Legal
L	Consider creating a Formula Business Overlay District restricting the number and type of national retail/restaurant chains. The overlay should be limited to the Village Center and Town Center Districts.	Village of Tequesta, community outreach	Year Two	Admin., Planning, Legal



APPENDIX A
CREATION OF THE MASTER PLAN





Citizen table at Charrette workshop.



Citizen table at Charrette workshop.



Work-in-progress presentation as part of Charrette.

OUTREACH

Public outreach and participation was an essential ingredient in the creation of this plan and recommendations. Many forms of outreach and opportunities were provided so that all who were interested in the process could participate.

HOST COMMITTEE

A Charrette Host Committee was established to assist the TCRPC team with logistics and outreach. The Host Committee also provided many of the contacts for the almost 30 individual interviews that were conducted.

CHARRETTE

A five-day public design charrette has held at the Village Council chambers from Saturday, April 9, 2022 to Wednesday, April 13, 2022. The public workshop was that Saturday. The Design team worked in the Council Chambers “studio” which was open to the public from 9:00 am until 9:00 pm each day.

WORK-IN-PROGRESS

A Work-in-Progress presentation was given the evening of Wednesday, April 13, 2022 and was the first opportunity for the public to see the design work and recommendations and provide their feedback and input.

TABLE 1



Citizen's presenting their workshop ideas

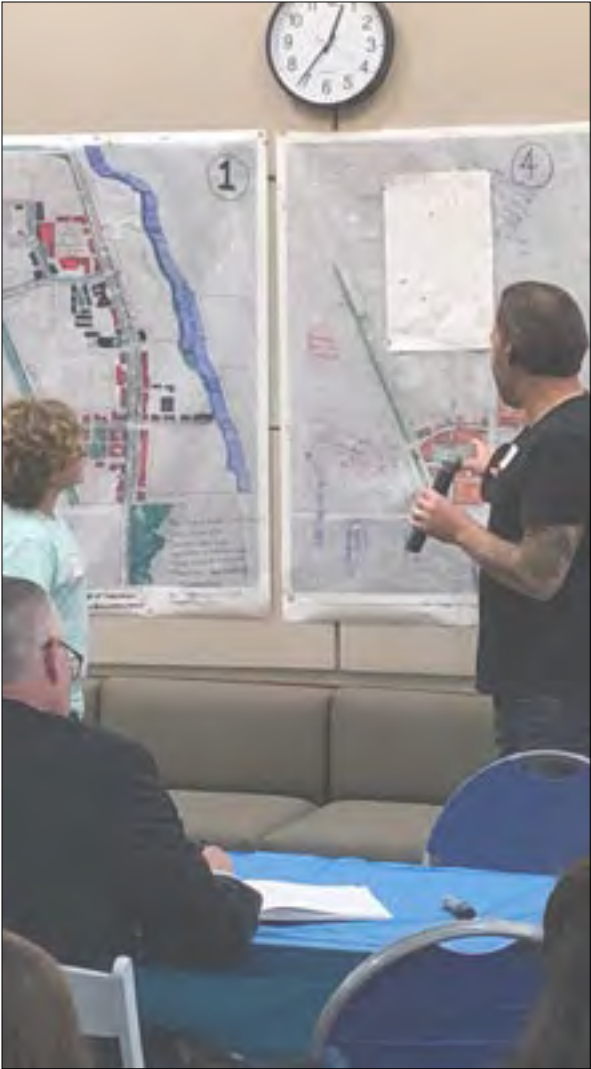
TABLE 2



TABLE 3



TABLE 4



Citizens presenting their workshop ideas

TABLE 5



Citizens presenting their workshop ideas



TABLE 1



Citizen Charrette Plans

TABLE 2



TABLE 3



Citizen Charrette Plans

TABLE 4

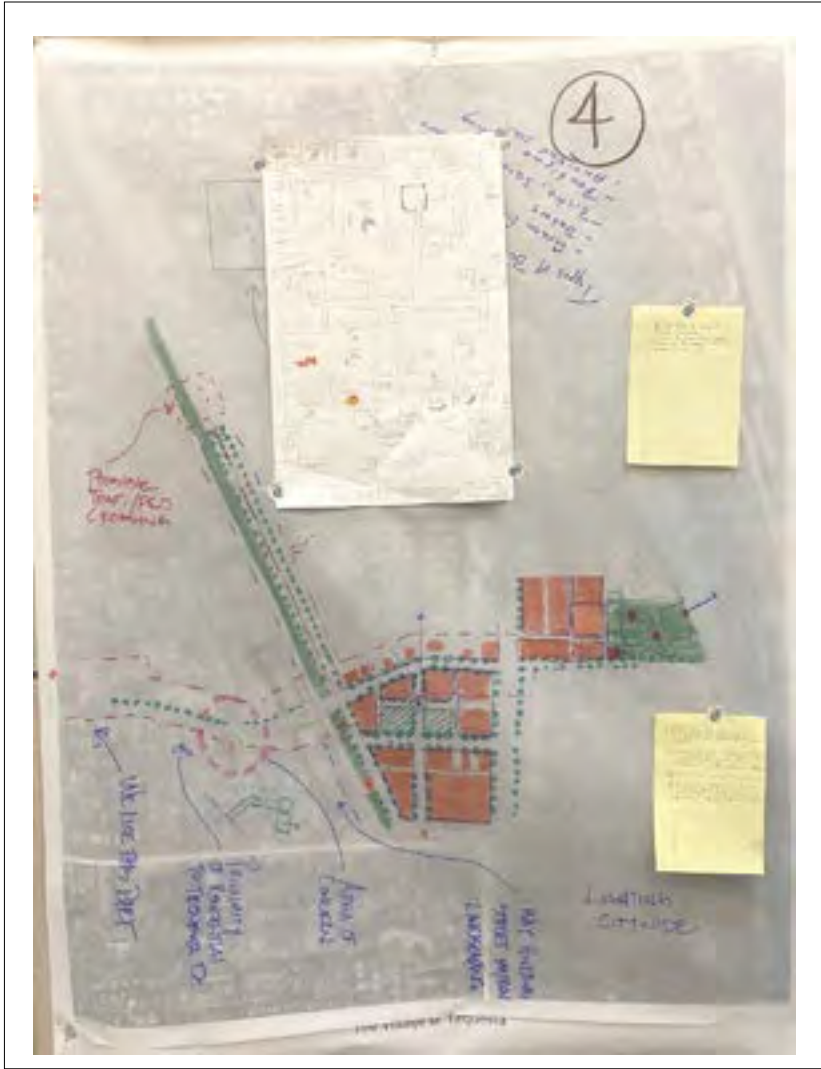


TABLE 5



Citizen Charrette Plans

TABLE 6



VILLAGE OF TEQUESTA

COMMERCIAL CORRIDORS CHARRETTE

PUBLIC WORKSHOP

SATURDAY APRIL 9TH

Join the Village and the Treasure Coast Regional Planning Council in a public discussion on the desired future redevelopment of the commercial corridors in the Village of Tequesta.
LUNCH & REFRESHMENTS WILL BE PROVIDED

- **OPENING PRESENTATION: 10:00 AM**
- **PUBLIC DESIGN SESSION & LUNCH: 11:00 AM - 1:00 PM**
- **CITIZENS PRESENTATIONS: 1:00 PM - 2:30 PM**
- **WRAP UP: 3:00 PM**

LOCATION

Village Hall Council Chambers
345 Tequesta Drive
Tequesta, Florida 33469

For more information, please visit:
<https://www.tequesta.org/>

Charrette Flyer

PLEASE PROVIDE YOUR INPUT

The Treasure Coast Regional Planning Council, in collaboration with the Village of Tequesta, will conduct a public workshop and design charrette to analyze potential redevelopment strategies for commercial properties within the Village. The outcome of this effort is intended to provide a clear vision for residents and investors of desired redevelopment for commercial properties.

- **Saturday Workshop**
Saturday, April 9, 2022 10:00 am – 3:00 pm
- **Studio Day #1**
Sunday, April 10, 2022 9:00 am – 10:00 pm
- **Studio Day #2**
Monday, April 11, 2022 9:00 am – 10:00 pm
- **Studio Day #3**
Tuesday, April 12, 2022 9:00 am – 10:00 pm
- **Studio Day #4**
Wednesday, April 13, 2022 9:00 am – 2:00 pm
- **Work-in-Progress Presentation**
Wednesday, April 13, 2022 6:00 pm – 8:00 pm

The Saturday Public Workshop, Charrette Design Studio (open to the public), and the Work-in-Progress Presentation will all occur at the Village Hall Council Chambers.

For more information please contact:
Lori McWilliams, MMC, Village Clerk/Admin PIO
561.768.0443, lmcwilliams@tequesta.org
Dana P. Little
Urban Design Director, Treasure Coast Regional Planning Council
772.221.4060, dlittle@tcrpc.org

APPENDIX B
BACKGROUND & EXISTING CONDITIONS



HISTORY

The Village of Tequesta was founded in the 1950's, incorporated in 1957, and was originally a planned community focused on the Tequesta Country Club, hence the Country Club neighborhood. Named after the Tequesta Indians who were indigenous to the area, Tequesta is the northernmost municipality in Palm Beach County and is adjacent to and south of Martin County. The Village is approximately 1.2 square miles of upland and as of 2022 has a population of 6,158. The Village is predominantly residential in use however it does have one mile of commercial frontage on US-1 and nearly 1/2 mile of commercial/industrial frontage on N. Old Dixie and S. Cypress Drive.

Enter Charlie Martyn

Shortly after he arrived in Palm Beach in 1955, real estate developer Charlie Martyn found the sequestered Jupiter inlet area. He was intrigued with the south end of the island (now the Jupiter Inlet Colony) and asked Mr. Cato, tender of the old turnstyle bridge to the island, to show him the area. Cato responded that "It is just a jungle" but took Martyn there in his boat. Thus began one of the more aggressive community developments in Florida.

Martyn bought 86 acres on the island, laid out 240 lots and a shopping area. (At that time there were just a few stores on U.S. 1 ... gas stations and restaurants.) The old Log Cabin restaurant was in Carlin Park and was off the old U.S. 1 southeast jog.



The entire Tequesta Police force in February of 1964 stands in front of the Tequesta developer's office on U.S. #1. It served as the Village administrative headquarters prior to the construction, a year and a half later, of the current Village Hall. Standing between the two radio-equipped cars are Sergeant Petry, Chief Deuserbery, and John Roderick.

—Courtesy Village Files

1957....In The Beginning



View 1957s...Just prior to the development of the Country Club Community.



Cato's Bridge is named for one of the first bridge tenders. The wooden draw bridge going to Jupiter Island was built in the 1920's and coming out to open for passing boats. The bridge was demolished in 1988 to make way for the today's existing bridge.

PREVIOUS MASTER PLAN

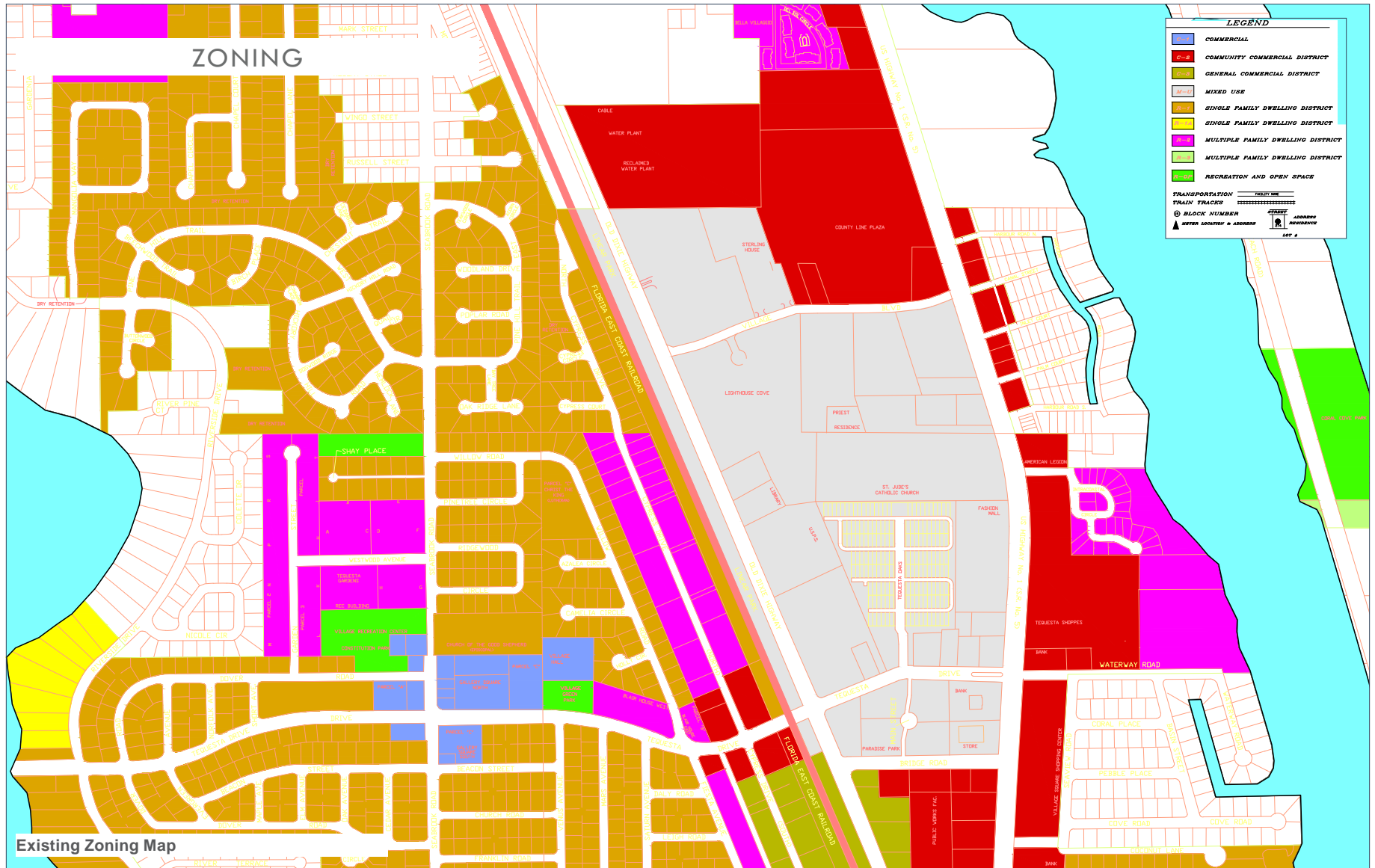
In 1989 the firms of Mark Schimmenti, Architects and Image Network (now Dover Kohl and Partners) were engaged by the Village to create a redevelopment master plan for the central part of Tequesta Drive between N. Old Dixie Highway and US-1. Part of the proposal was the redevelopment of a closed Winn Dixie shopping center. The result of that effort was the Village of Tequesta Town Center Master Plan (left).

The Town Center plan engendered the creation of the Mixed-Use Zoning designation and part of the Town Center area that has been developed (below).



Diagram of existing Tequesta Master Plan





A NEW MASTER PLAN

In 2021 the Village of Tequesta entered into an agreement with Treasure Coast Regional Planning Council (TCRPC) to conduct a public planning process and develop a master plan focusing on the commercial corridors in the Village. Increasing development pressures, in particular infill residential and mixed-use, were creating growing concerns within the community that there was not a clear vision for how new development



Village of Tequesta map



should look or be planned. The Village and TCRPC agreed that a five-day public design charrette, with preceding Host Committee meetings and stakeholder interviews, would be a good process to include the public and solicit their input and participation. The charrette was held from April 9, 2022 through April 13, 2022.

While the primary focus of the charrette and planning process was for the commercial corridors, other areas for improvement were identified. The village-scale and character was emphasized by the public as essential to remain and enhance. The Town Center, or Paradise Park, area is a critic nucleus of the Village and must be completed in an appropriate fashion. The local business environment, which is exceptionally strong in the Village of Tequesta must be protected and grown. In addition, specific recommendations for code revisions were requested as guidance for how the existing regulations should be modified or augmented to best ensure the community vision is implemented.

The purpose of this plan is to guide Village Council and staff, give direction to investors and developers, and provide a degree of certainty that the Village is growing in a manner acceptable to the community.



Silky the Porpoise



Tequesta (left) here. This aerial view from near Palmock Point — circa 1950 — shows original rough grading of the Country Club community. In the background you see the North Fork of the Coonahatchee.

APPENDIX C
CODE RECOMMENDATIONS

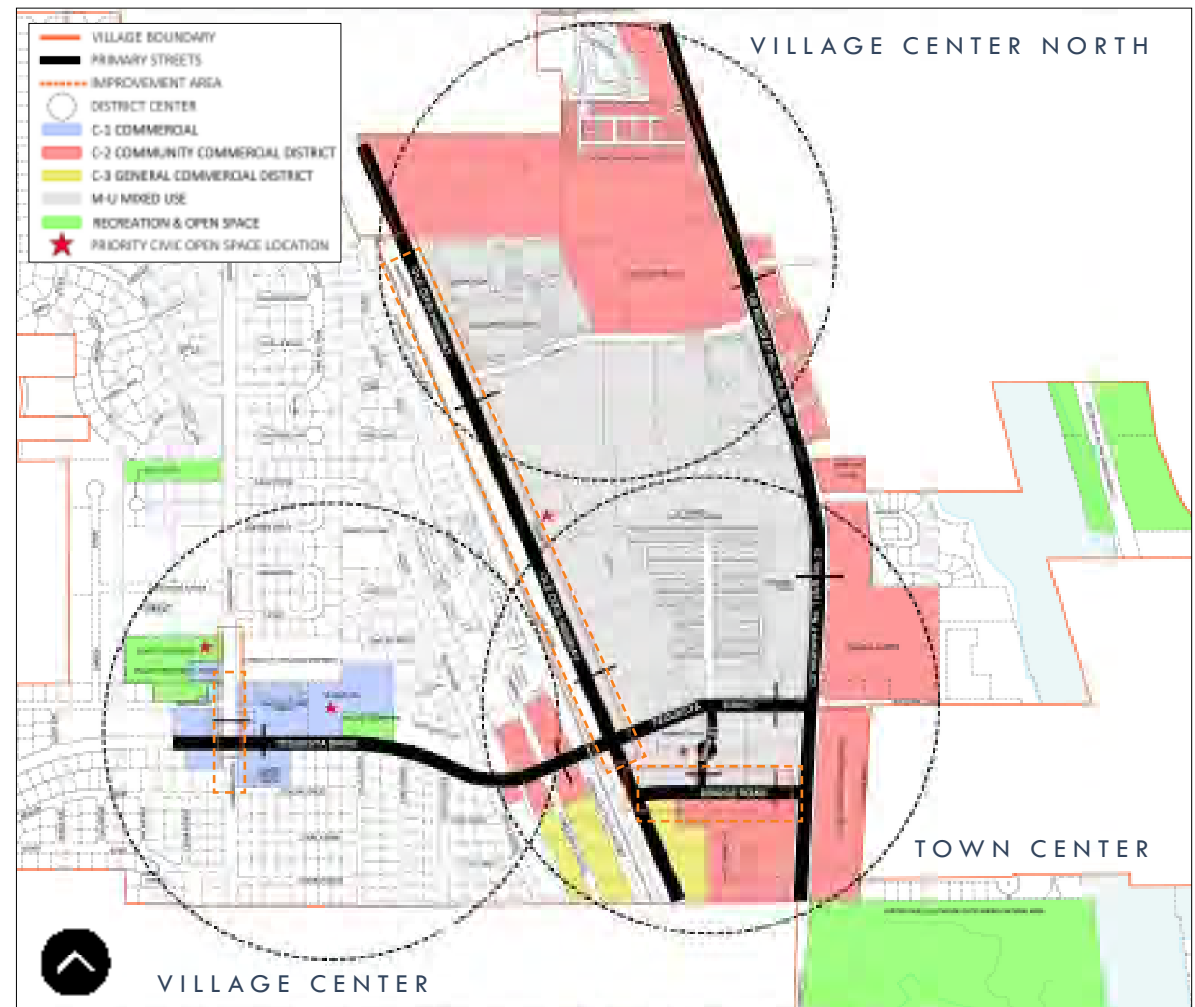


TEQUESTA DISTRICT CENTERS

The Tequesta District Centers are identified as Village Center North (VCN), Town Center (TC), and Village Center (VC). The existing zoning for these centers are listed in the chart below. The primary roadway network is identified in black, and the priority locations for Civic Open Space is marked with a star. Code recommendations for these centers can be found on the following pages of this report.

Zoning District	Village Center (VC)	Town Center (TC)	Village Center North (VCN)
(C-1) Commercial	✓		
(C-2) Community Commercial	✓	✓	✓
(C-3) General Commercial		✓	
(M-U) Mixed-Use		✓	✓
Recreation and Open Space	✓		

FIGURE 04 TEQUESTA DISTRICT CENTERS - REGULATING PLAN



VILLAGE CENTER

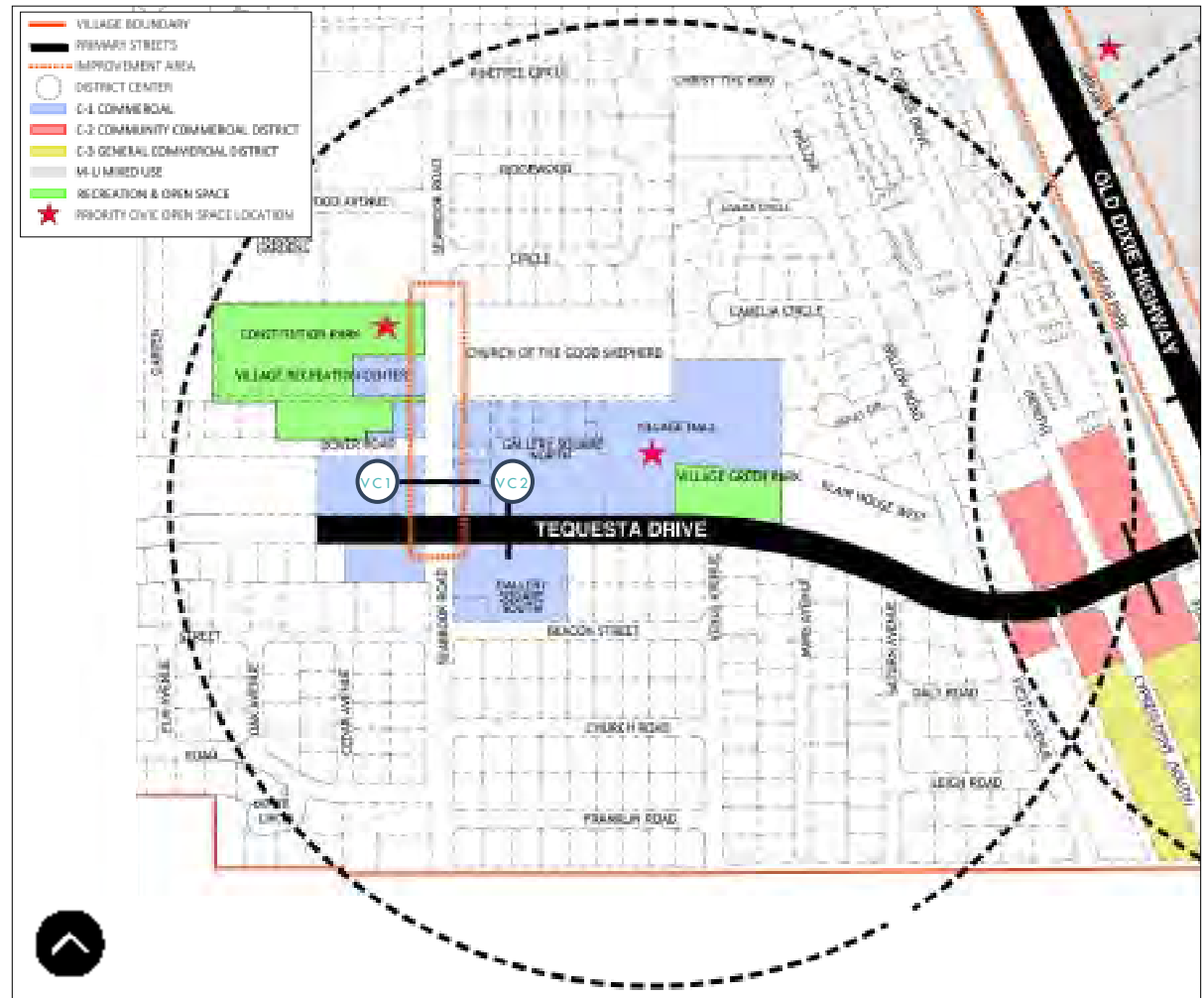
Description

The Village Center District (VC) is composed of the following zoning districts: M-U Mixed-Use (MU), Commercial (C-1), Community Commercial (C-2), and Recreation/Open Space Zoning Districts.

The Village Center District follows Tequesta Drive from the FEC corridor west to just beyond Seabrook Road. This 1/4 mile radius district is centered about the Gallery Square North Plaza and includes Gallery Square South, the Village Hall and Municipal Complex, the new Village Recreation Center, and Constitution Park.

This proposed district is intended to illustrate the unique neighborhood, resident, and local-business focus of the Village of Tequesta. To many in Tequesta this is the heart of the community. In making design and regulatory recommendations for this area it is important to distinguish this context and character from the Town Center District along Tequesta Drive east of the rail corridor.

FIGURE 05 VILLAGE CENTER REGULATING PLAN



VILLAGE CENTER

FIGURE 06 SEABROOK ROAD
- STREETScape

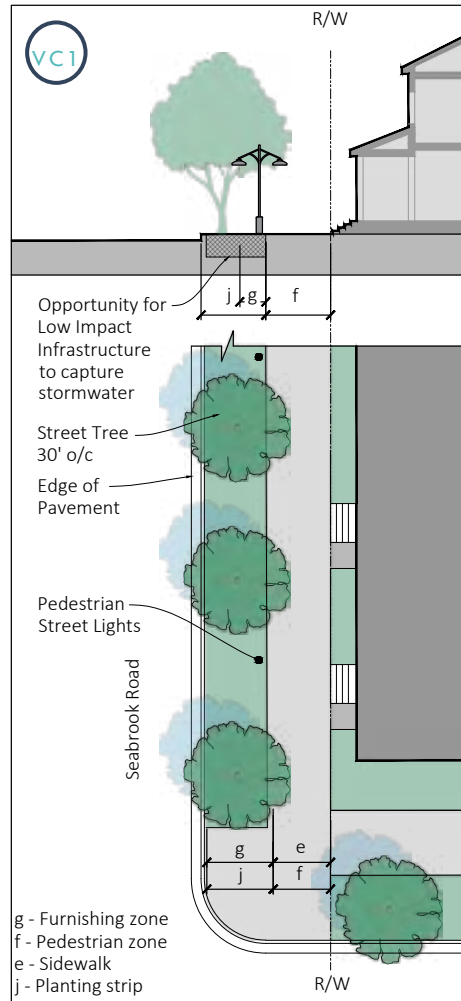
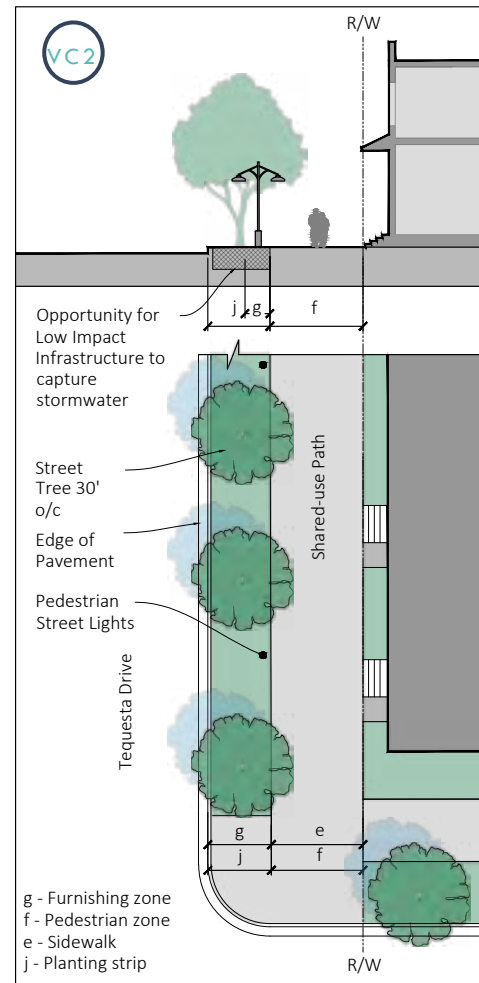


FIGURE 07 TEQUESTA DRIVE -
STREETScape

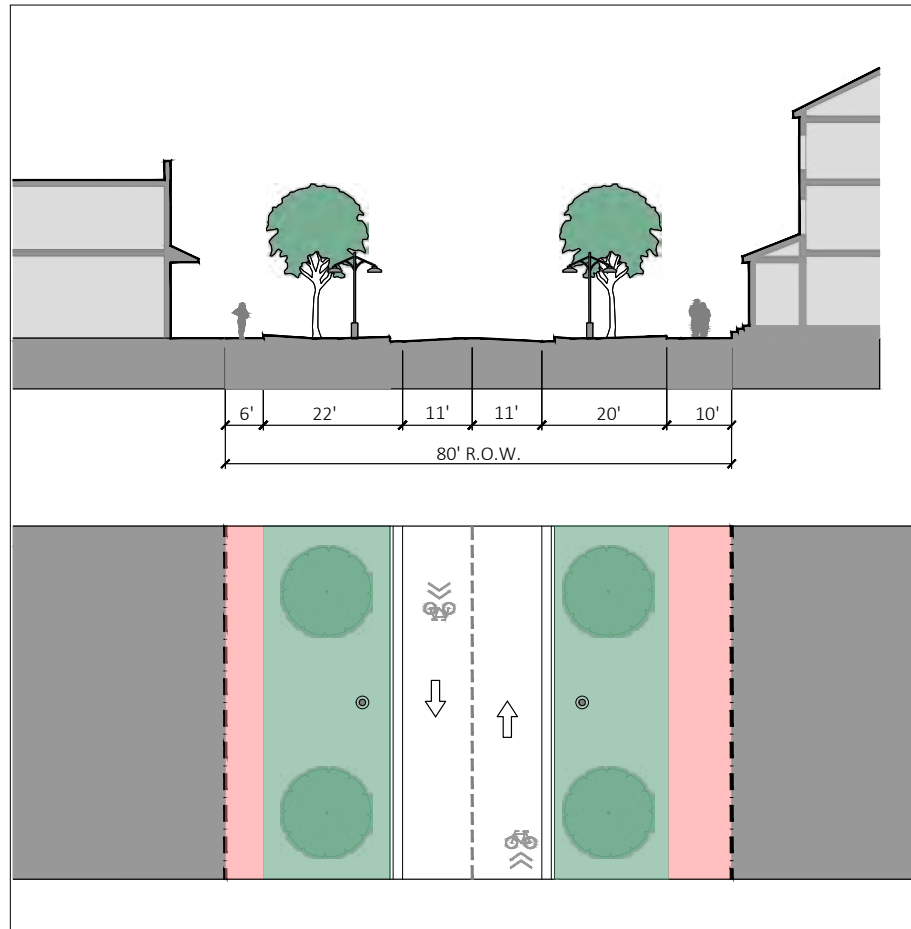


VILLAGE CENTER STREETScape

The two proposed Village Center Streetscapes sections (at left) are developed for Seabrook Road and Tequesta Drive. The primary function for each of these proposals is to incorporate wider sidewalks to accommodate pedestrians, cyclists, and where appropriate, sidewalk dining. Ample areas for shade tree plantings are important. In the case of Seabrook Road the approach is to improve the east side of the corridor to match the existing west side. Commercial and/or residential uses are anticipated for Tequesta Drive while primarily residential uses are proposed for Seabrook Road. This is reflected in the Frontage Types designations later in this chapter.

VILLAGE CENTER

FIGURE 08 SEABROOK ROAD IMPROVED



SEABROOK ROAD IMPROVEMENTS

This proposed street section for Seabrook Road is looking north near Gallery Square North (right hand side). This diagram illustrates Gallery Square North redeveloped with residential uses facing the street and continuous sidewalks. The improved east side (right side) of the roadway is intended to match the existing west side and together create a beautiful walking and biking environment connecting Tequesta Drive to the new Recreation Center.

Type	
Vehicular travel lanes	11 feet
Bike Facility	Shared-use path
R.O.W.	80 feet
Pavement Width	11 feet & 11 feet
Sidewalk	16 feet
Road Edge Treatment	Curb and gutter
Planting	Shade trees 30 feet on center occur in the landscape strip
Low Impact Infrastructure	Bioswale integrated landscape strips

TOWN CENTER

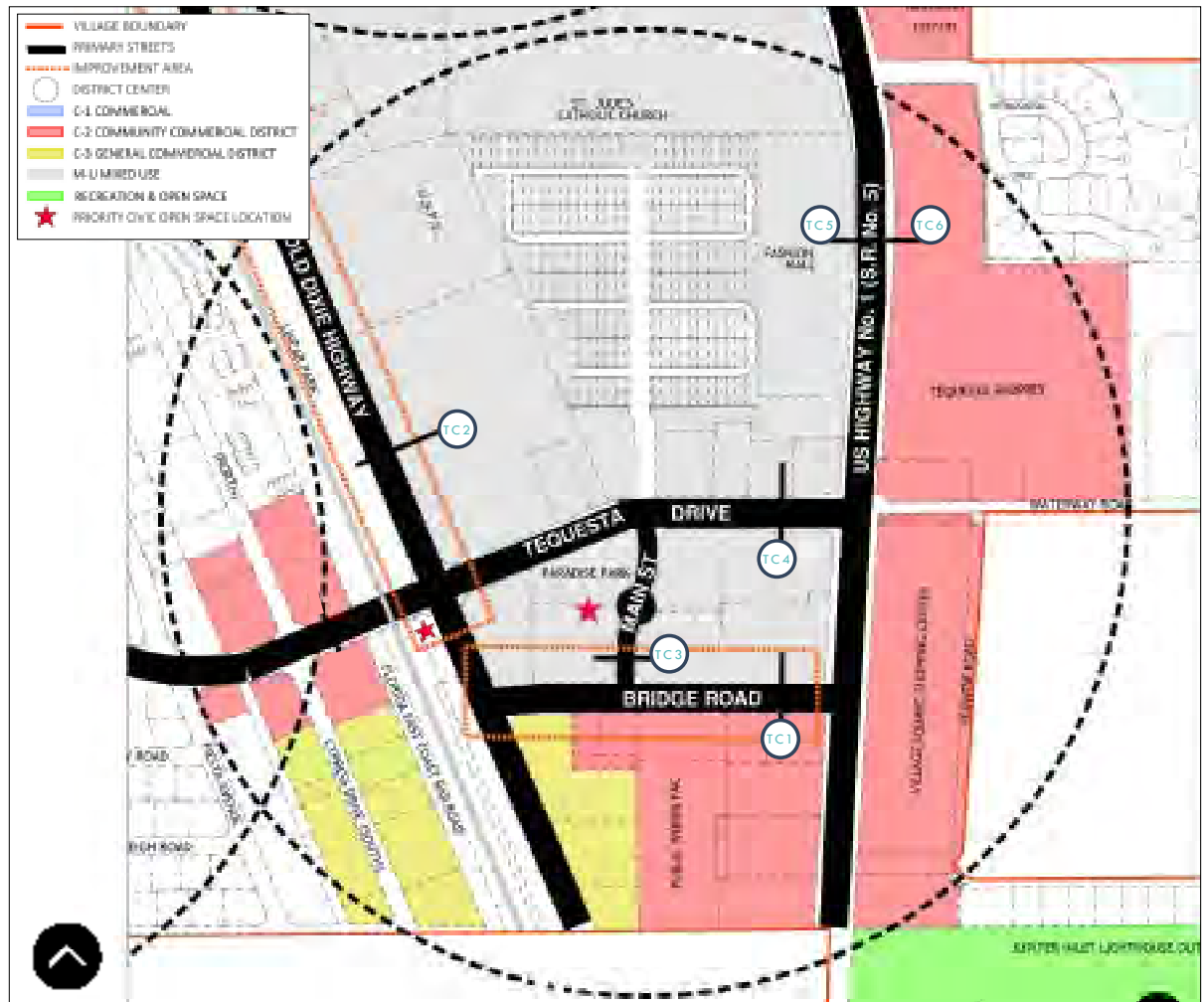
Description

The Town Center District (TC) is composed of the following zoning districts: M-U Mixed-Use (MU), Community Commercial (C-2), and Community General (C-3) Zoning Districts.

The Town Center District follows Tequesta Drive from the FEC corridor east to just beyond the Tequesta Shoppes shopping plaza. This 1/4 mile radius district is centered about the intersection of Tequesta Drive and Main Street and includes the entire Paradise Park/Town Center area, all of the Bridge Road corridor, Cypress Drive South, Village Square Shopping Center, and the Fashion Mall fronting US-1.

This proposed district is intended to embody its name, Town Center; a place where locals and visitors feel comfortable shopping, dining, and recreating. Establishing a comfortable, safe, and beautiful pedestrian environment framed by more urban buildings in this area is essential to achieving the vision. Completing the Town Center at Paradise Park consistent with the vision of this plan is vital to this entire district.

FIGURE 09 TOWN CENTER REGULATING PLAN



TOWN CENTER

FIGURE 10 BRIDGE ROAD - STREETScape

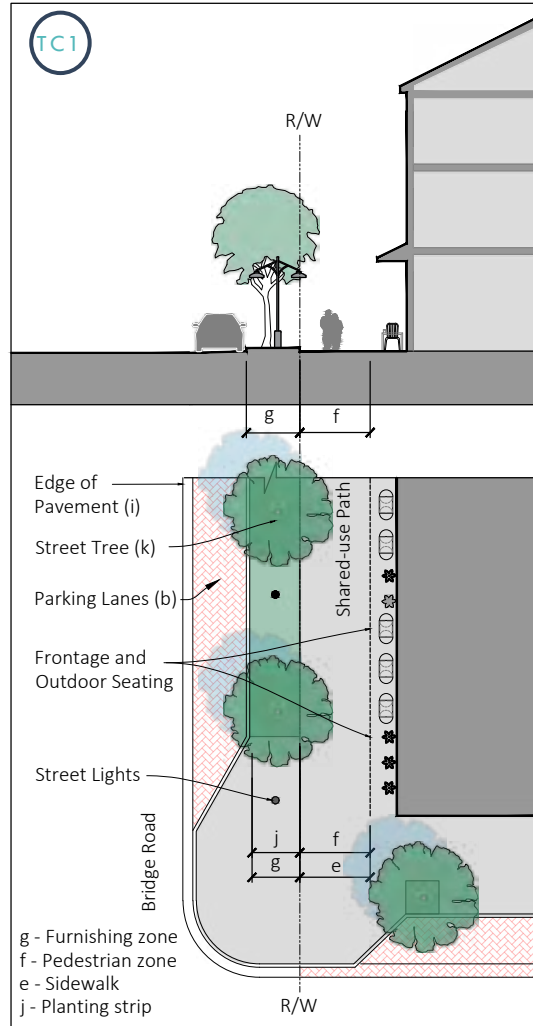
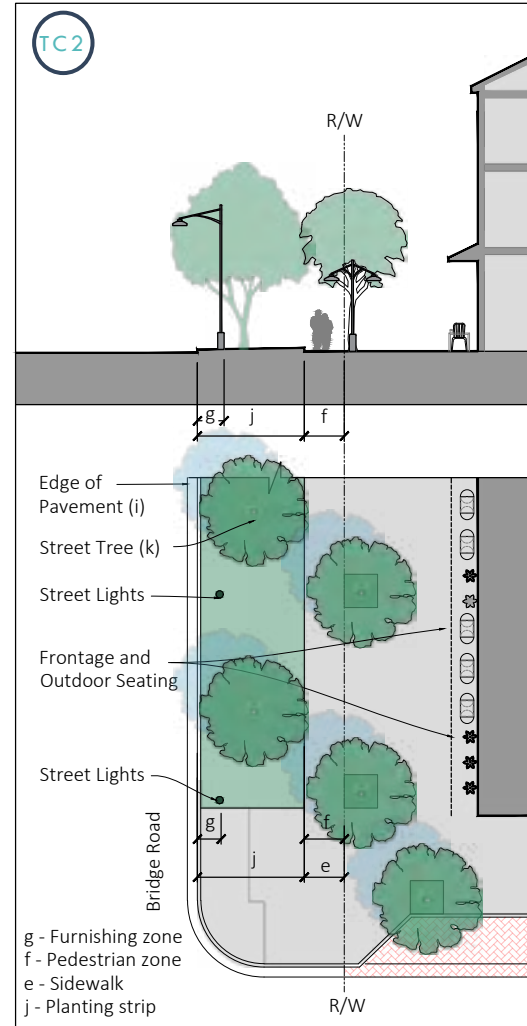


FIGURE 11 N. OLD DIXIE HIGHWAY - STREETScape



TOWN CENTER STREETScape

There are six different street section proposals for the Town Center District: Bridge Road, N. Old Dixie, Main Street, Tequesta Drive East, and US-1 northbound and southbound.

Each one has very similar characteristics including ample sidewalks, shade trees, and clear zones for different activities or functions within the sidewalks.

The Bridge Road streetscape (far left) incorporates on-street parking to compliment the local business activity on the south side of the roadway.

The N. Old Dixie streetscape (left) includes very wide sidewalks and wide planting strips to accommodate large shade trees.

The location of each of these sections can be found on page C-6 as "TC1" and "TC2".

TOWN CENTER

FIGURE 12 MAIN STREET - STREETScape

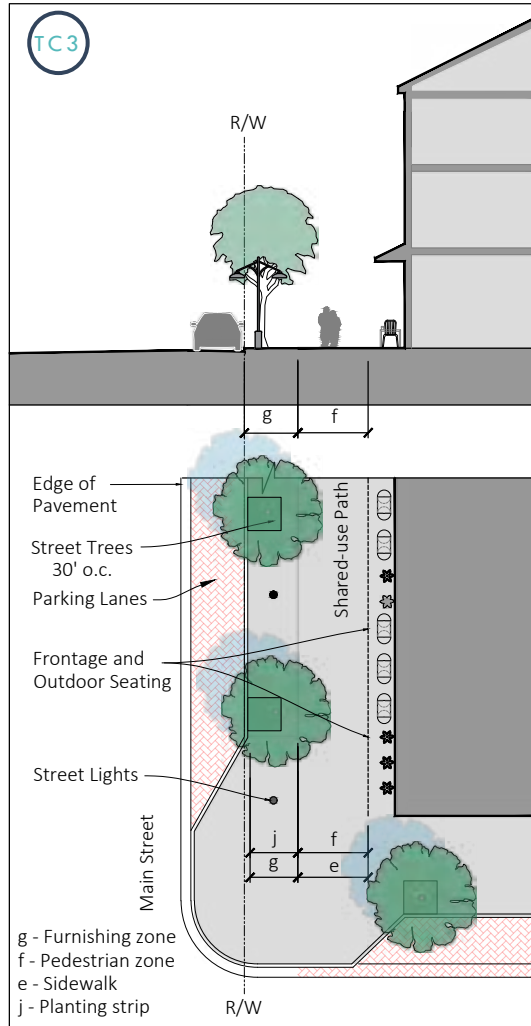
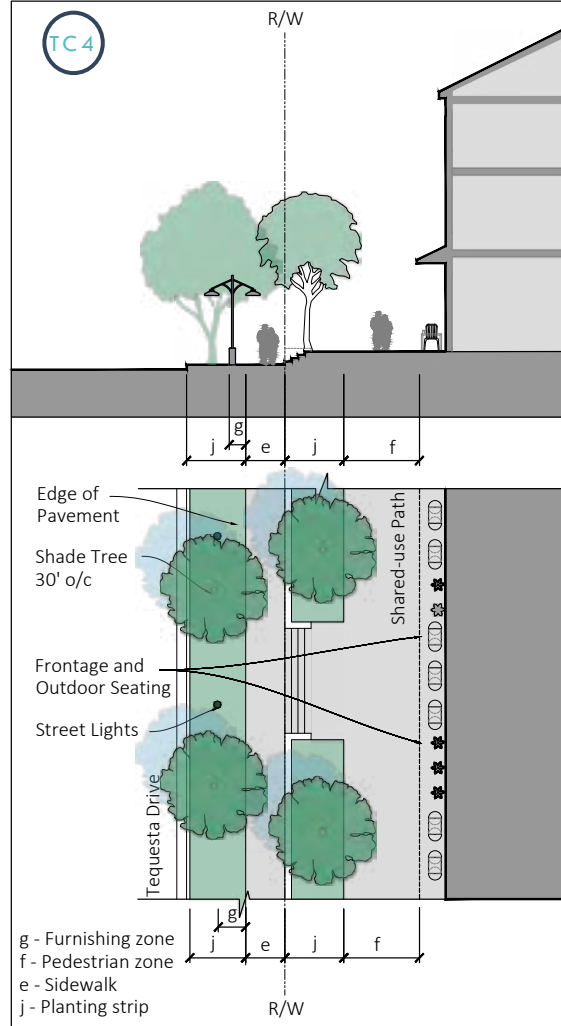


FIGURE 13 TEQUESTA DRIVE EAST - STREETScape



TOWN CENTER STREETScape

The Main Street street section (far left) proposes wide, multi-use sidewalks, shade trees in grates, and on-street parking. On-street parking, particularly in the Town Center and Bridge Road are necessary to help activate the street and provide a protective barrier to pedestrians and outdoor diners.

Tequesta Drive East (left) includes a unique condition where there is an existing change in grade on the south side at the old Bank of America site. This section incorporates that grade change to create a raised plaza treatment for future redevelopment at the corner which is unique to Tequesta.

The location of each of these sections can be found on page C-6 as "TC3" and "TC4".

TOWN CENTER

FIGURE 15 U.S. HIGHWAY 1 (WEST SIDE AT FASHION MALL) - STREETSCAPE

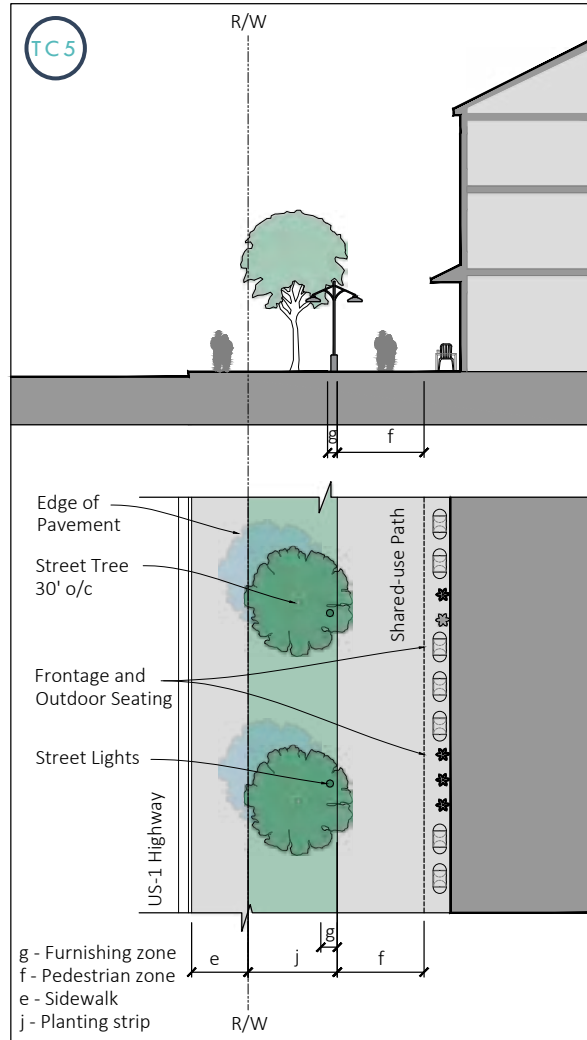
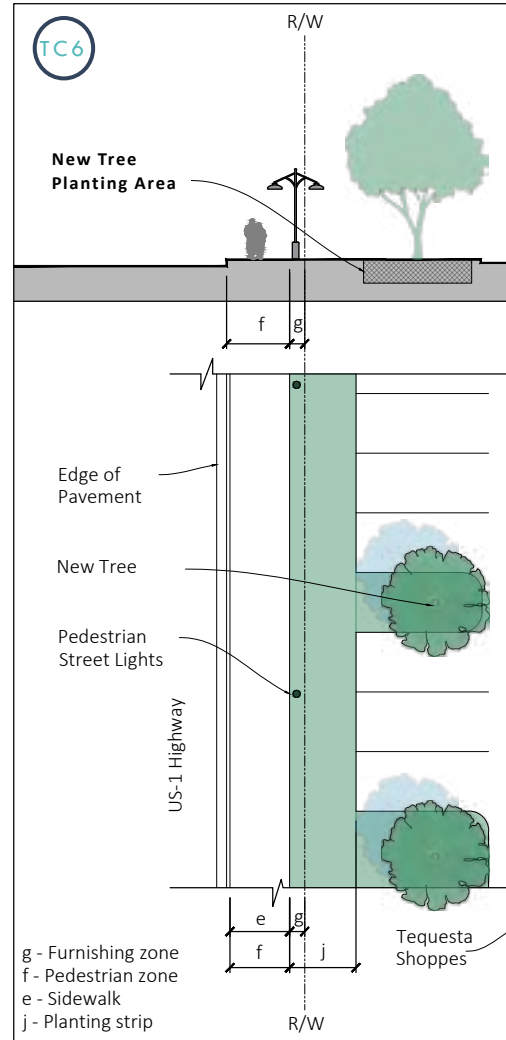


FIGURE 14 U.S. HIGHWAY 1 (EAST SIDE AT TEQUESTA SHOPPES) - STREETSCAPE



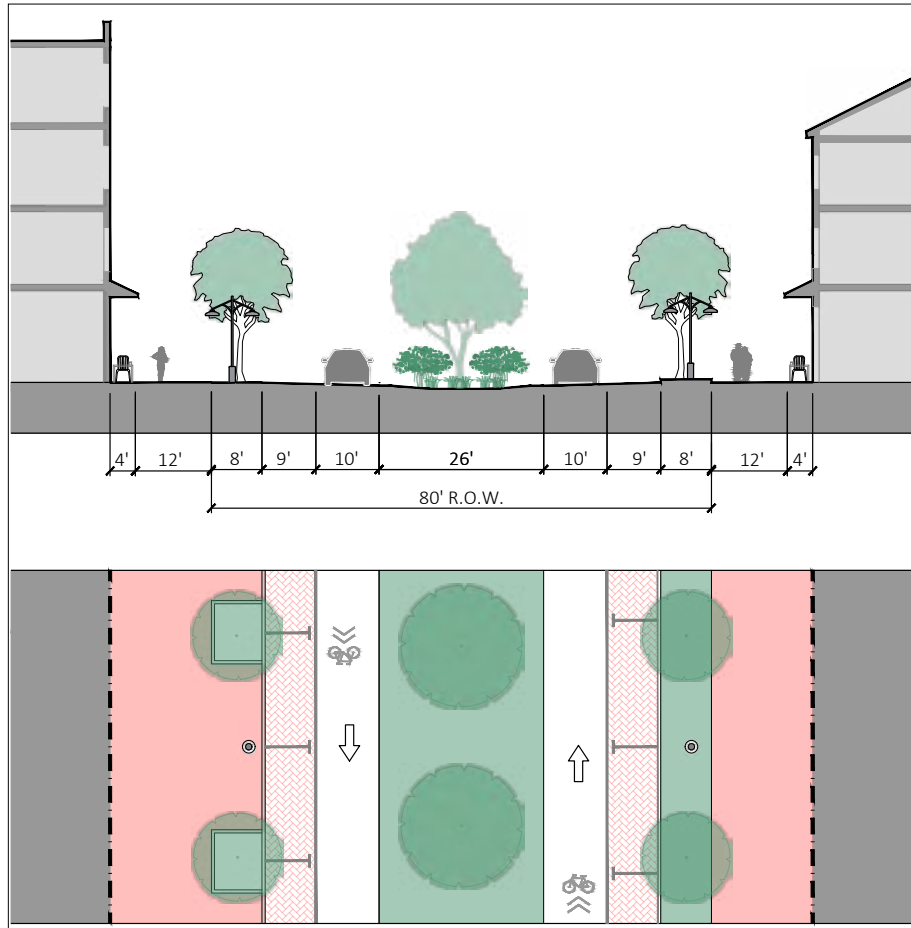
TOWN CENTER STREETSCAPE

The US-1 street section proposals are located in the same area along the corridor with one looking southbound (far left) and one looking northbound (left). The southbound section is cut through the right-of-way in front of a redeveloped Fashion Mall. Here the existing sidewalk remains, a parkway is added to provide shade trees, and a very wide sidewalk/multi-purpose pathway proposed. In this location the sidewalk/multi-purpose path should be at least 20' wide.

The northbound section (left) is cut through the right-of-way in front of Tequesta Shoppes and illustrates the incremental infill of shade trees on the private property. This proposal recommends the periodic removal of existing parking spaces to incorporate new tree planting areas large enough to accommodate large shade trees. This approach would be part of a collaborative public-private shade tree program.

TOWN CENTER

FIGURE 16 BRIDGE ROAD IMPROVED



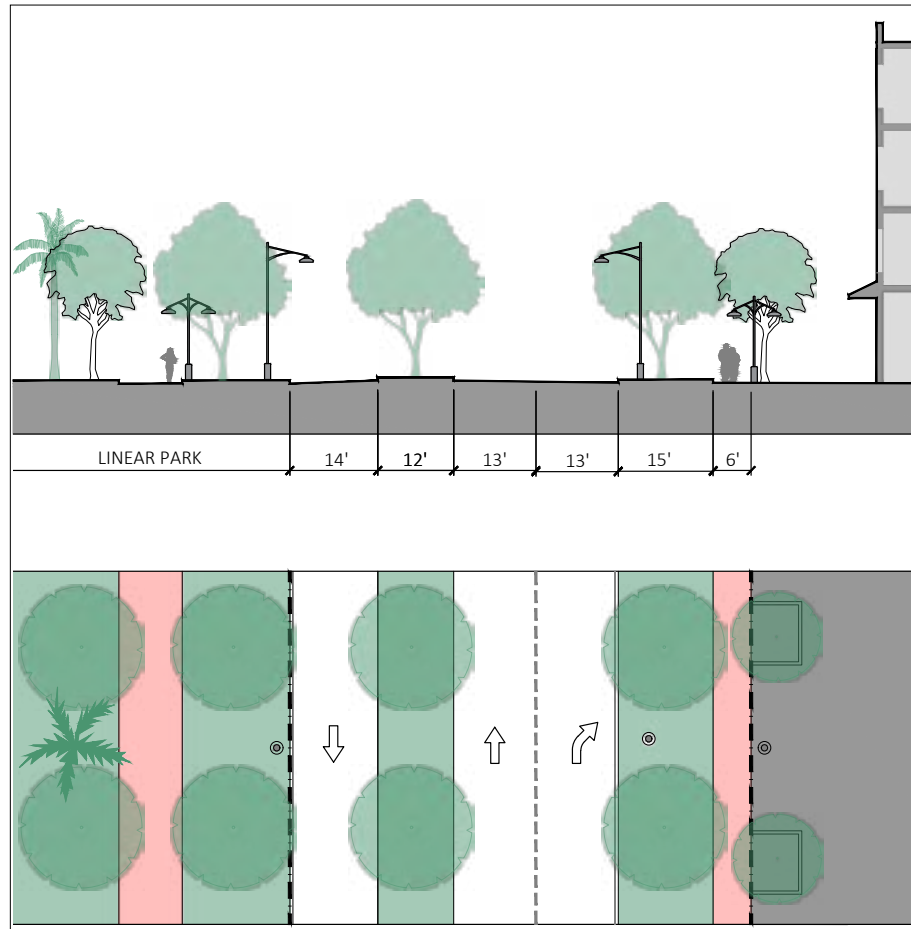
BRIDGE ROAD IMPROVEMENT AREA

The Bridge Road street section (left) is looking east with the existing and proposed businesses to the right (south) and the redeveloped Town Center to the left (north). Bridge Road is proposed to have a wide bioswale in the middle as a beautiful planting area that also functions as storm water drainage. Continuous on-street parking with sharrows and shared-use paths are also included.

Type	
Vehicular travel lanes	10 feet
Parking Lanes	9 feet parallel on both sides
Bike Facility	Sharrows & Shared-use path
R.O.W.	80 feet
Pavement Width	19 feet & 19 feet
Sidewalk	24 feet
Median	26 feet
Road Edge Treatment	Valley gutter
Planting	Shade trees 30 feet on center, may occur in the tree wells or landscape strip within the furnishing zone or within the parking lanes.
Low Impact Infrastructure	Bioswale integrated median, permeable surface at on-street parking

TOWN CENTER

FIGURE 17 N. OLD DIXIE HIGHWAY IMPROVED



N. OLD DIXIE HIGHWAY IMPROVEMENTS

The N. Old Dixie Highway section (left) is looking north and illustrates redevelopment to the right (east) and the FEC corridor to the left (west). This section proposes a new landscaped median where there is currently a painted-out, non-travel lane in the middle of the corridor. The creation of the median would accommodate shade trees.

Type	
Vehicular travel lanes	13-14 feet
Parking Lanes	N/A
Bike Facility	Shared-use path (Linear Park)
R.O.W.	73 feet
Pavement Width	14 feet & 26 feet
Sidewalk	16 feet
Median	12 feet
Road Edge Treatment	Curb and gutter
Planting	Shade trees 30 feet on center, may occur in the tree wells or landscape strip within the furnishing zone
Low Impact Infrastructure	Dark Sky night lighting

VILLAGE CENTER NORTH

Description

The Village Center North District (VCN) is composed of the following zoning districts: M-U Mixed-Use (MU) and Community Commercial (C-2) Districts.

The Village Center North District encompasses the northern end of the commercial corridors in Tequesta and stretches from Old Dixie Highway east to beyond US-1. This district is also defined by a 5 minute walk radius (1/4 mile) which includes County Line Plaza, County Line Road, the Water Treatment Plant, and Village Boulevard.

The character and context of this district is much different and more suburban in its development pattern than the Village Center and Town Center districts. Proposed regulations might be more flexible and focus more on roadway and pedestrian mobility improvements rather than actual redevelopment.

FIGURE 18 VILLAGE CENTER NORTH REGULATING PLAN



VILLAGE CENTER NORTH

FIGURE 19 N. OLD DIXIE HIGHWAY - STREETScape

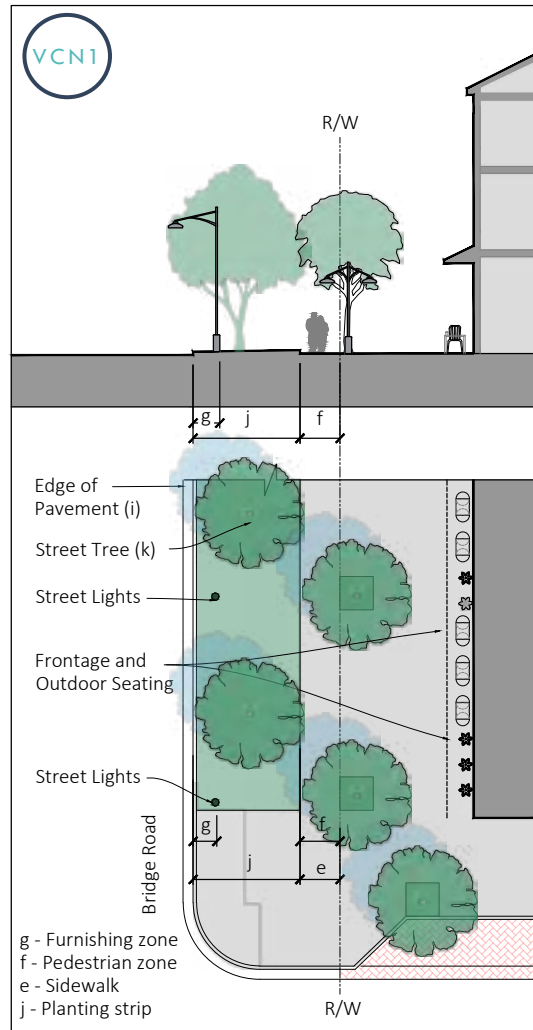
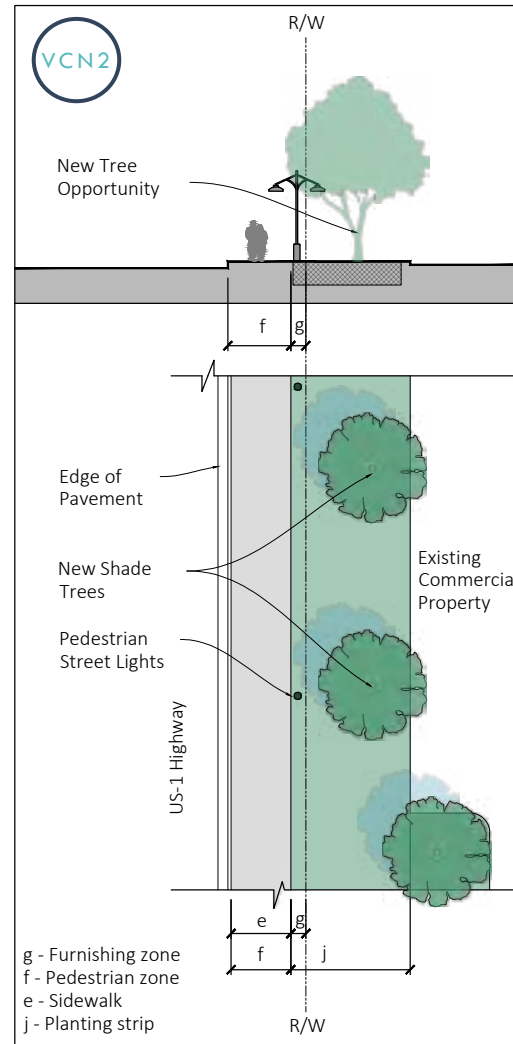


FIGURE 20 U.S. HIGHWAY 1 - STREETScape



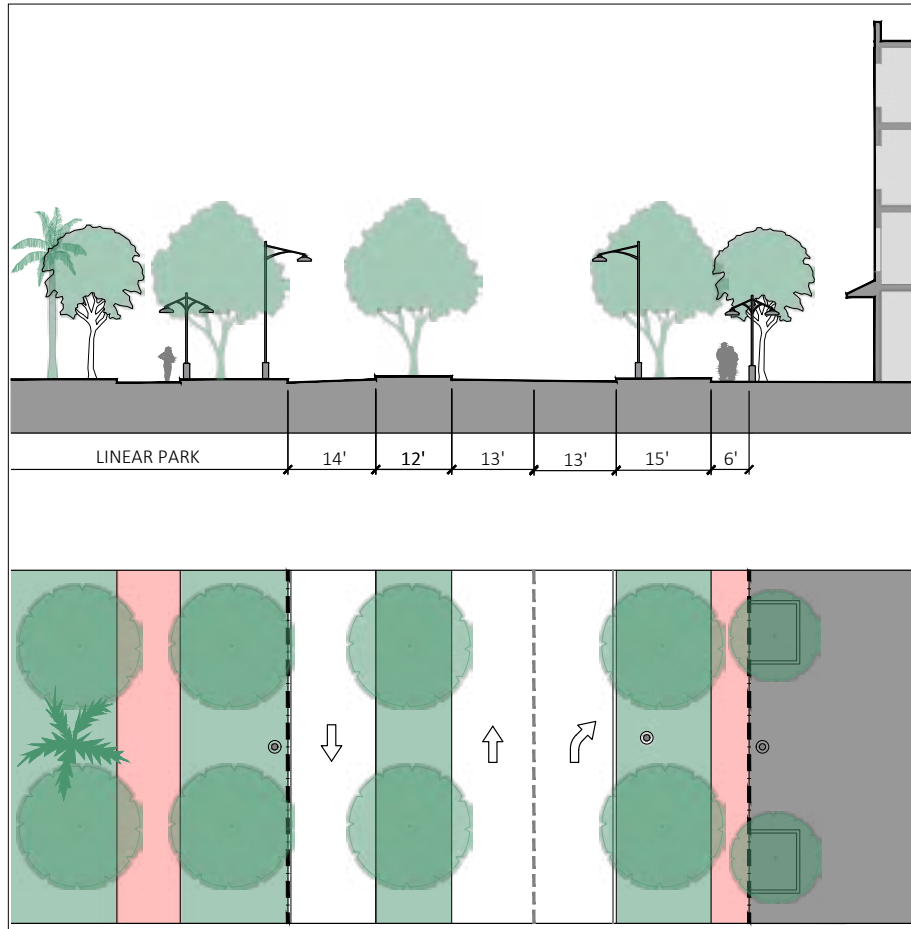
VILLAGE CENTER NORTH STREETScape

N. Old Dixie (far left) section includes a continuous 6' sidewalk and a planting strip of a minimum of 15' wide to provide large shade trees. The section also illustrates redevelopment on the east side of the corridor that might occur in other locations. This theme should be as consistent as possible along the corridor.

US 1 streetscape (left) is a strategy to provide more shade trees along the corridor on private commercial property. This approach is consistent with the section provided in front of the Tequesta Shoppes further south. Incentives should be offered to the property owners to provide shade trees in existing landscape areas adjacent to the sidewalk. This approach could be part of the public-private shade tree program.

VILLAGE CENTER NORTH

FIGURE 21 N. OLD DIXIE HIGHWAY IMPROVED



N. OLD DIXIE HIGHWAY IMPROVEMENTS

This section of N. Old Dixie illustrates the entire width of the street including enhancements to the linear park. In addition to the provision of additional shade trees, this proposal focuses on the creation of a new landscaped median in those areas where the center of the roadway is painted-out. This should be coordinated with any planned FDOT improvements.





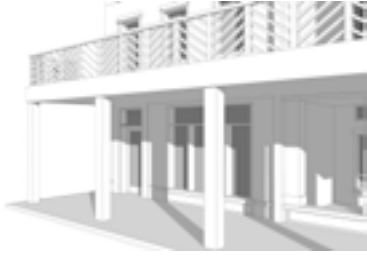

Type	
Vehicular travel lanes	13-14 feet
Parking Lanes	N/A
Bike Facility	Shared-use path (Linear Park)
R.O.W.	73 feet
Pavement Width	14 feet & 26 feet
Sidewalk	16 feet
Median	12 feet
Road Edge Treatment	Curb and gutter
Planting	Shade trees 30 feet on center, may occur in the tree wells or landscape strip within the furnishing zone
Low Impact Infrastructure	Dark Sky night lighting

FRONTAGE STANDARDS

FRONTAGE TYPES

This compendium of building Frontages Types are assigned to Primary Streets identified in the different districts. Not all frontages are appropriate for all streets. As an example, a storefront frontage type would not be appropriate on a strictly residential street just as a porch type would not be appropriate on US-1. By controlling the Frontages Types, along with the suggested street section changes, the public realm of Tequesta should be well protected as redevelopment occurs. The following pages recommend Frontage Types per district.

FIGURE 22 FRONTAGE TYPES MATRIX

		
PORCH	STOOP	BRACKETED BALCONY
		
FORECOURT	ARCADE	SHOPFRONT

FRONTAGE STANDARDS

VILLAGE CENTER FRONTAGE TYPES

As described earlier the Village Center District is more neighborhood and residential-oriented than the other districts, therefore there are a limited number of appropriate Frontage Types. Due to the neighborhood-serving businesses on Tequesta Drive the Storefront type would be appropriate however, that would not be the case for Seabrook Road. The table below assigns Frontage Types per street.



FIGURE 23 PERMITTED FRONTAGE TYPES MATRIX

VILLAGE CENTER		
Permitted Frontage Types	Tequesta Dr. West	Seabrook Road
Porch	✔	✔
Stoop	✔	✔
Bracketed Balcony	✘	✘
Forecourt	✔	✔
Arcade	✘	✘
Shopfront	✔	✘

FRONTAGE STANDARDS

TOWN CENTER FRONTAGE TYPES

The Town Center District is intended to be a destination for residents and visitors from outside of Tequesta. The table below indicates appropriate Frontage Types per Primary street. Note the limited application of the Porch and Arcade types. Bridge Road, while part of the Town Center/Paradise Park area is unique in that it could easily be a strictly commercial, strictly residential, or mixed-use street. The Porch Frontage type is associated with single family homes so its applicability in the Town Center is very limited.



FIGURE 24 PERMITTED FRONTAGE TYPES MATRIX

TOWN CENTER							
Permitted Frontage Types	N. Old Dixie Hwy.	U.S. Hwy 1	Tequesta Dr. East	Tequesta Dr. West	Bridge Road	Cypress Dr. South	Main Street
Porch	✗	✗	✗	✗	✗	✗	✗
Stoop	✓	✓	✓	✗	✓	✗	✗
Bracketed Balcony	✓	✓	✓	✓	✓	✗	✗
Forecourt	✓	✓	✓	✓	✓	✓	✓
Arcade	✗	✗	✓	✗	✓	✗	✓
Shopfront	✓	✓	✓	✓	✓	✓	✓

FRONTAGE STANDARDS

VILLAGE CENTER NORTH FRONTAGE TYPES

As described earlier the Village Center North District is more suburban in its development pattern and has limited opportunities for infill redevelopment. The large commercial parcels are not likely to redevelop soon and the majority of the N. Old Dixie frontage (east side) is built-out with residential. This is the reason that the majority of recommendations for this district are landscaping and shade trees. In the event however that infill redevelopment does occur the appropriate Frontage Types per street are listed below.

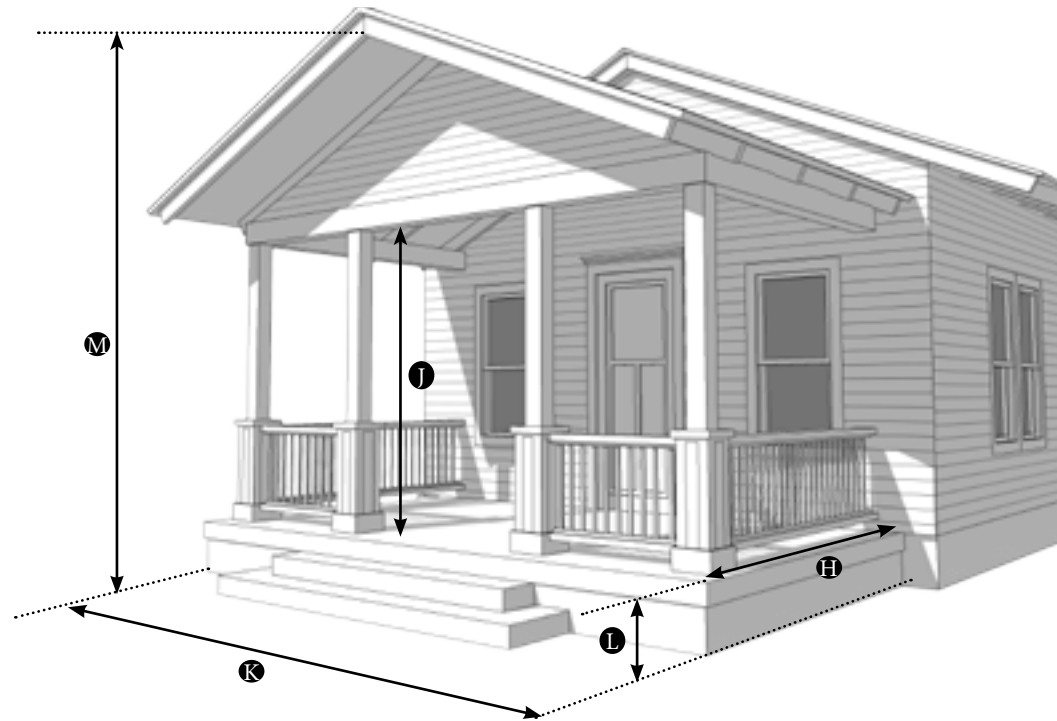


FIGURE 25 PERMITTED FRONTAGE TYPES MATRIX

VILLAGE CENTER NORTH			
Permitted Frontage Types	N. Old Dixie Hwy.	U.S. Hwy 1	Village Blvd.
Porch	✗	✗	✓
Stoop	✓	✓	✓
Bracketed Balcony	✓	✓	✓
Forecourt	✓	✓	✓
Arcade	✗	✗	✗
Shopfront	✗	✓	✗

FRONTAGE STANDARDS

FIGURE 26 PORCH FRONTAGE



Description

A porch is an open-air structure attached to a building forming a covered entrance large enough for comfortable use as an outdoor room. Front porches may be screened.

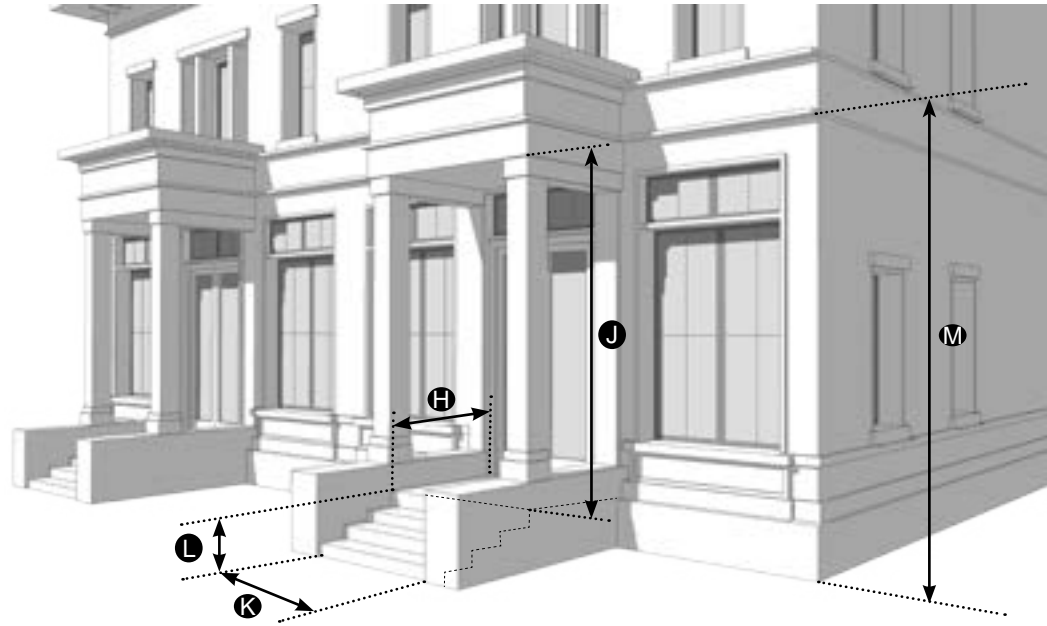
Dimensions

Depth	6 feet min. <i>8 feet preferred</i>	H
Height, clear	8 feet min.	J
Width, length of facade	40% min.	K
Finish level above finished grade	21 inches min.	L
Height, stories	2 stories max.	M
Set back from curb	Not applicable	-



FRONTAGE STANDARDS

FIGURE 27 STOOP FRONTAGE



Description

A stoop is a small staircase leading to the entrance of a building that may be covered. The elevation of the stoop is necessary to ensure privacy for residential uses in the ground story of buildings. Stoops should provide sufficient space for a person to comfortably pause before entering or after exiting the building.

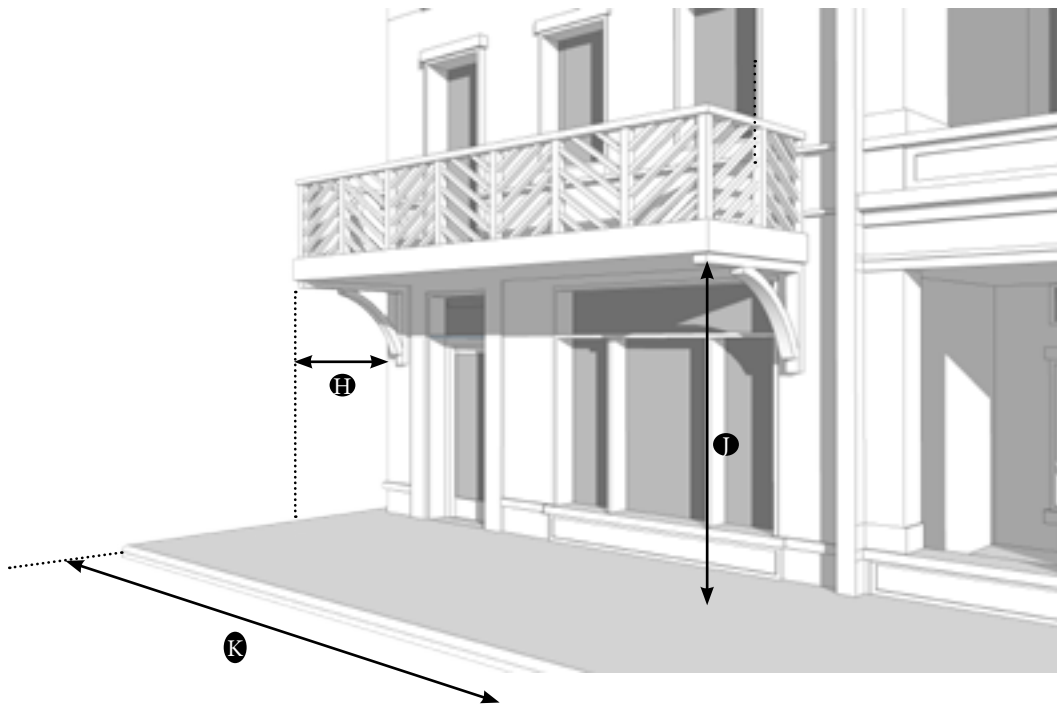
Dimensions

Depth	5 feet min.	H
Height, clear	8 feet min.	J
Width, clear	4 feet min.	K
Finish level above finished grade	21 inches min.	L
Height, stories	1 story max.	M
Set back from curb	Not applicable	-



FRONTAGE STANDARDS

FIGURE 28 BRACKETED BALCONY FRONTAGE

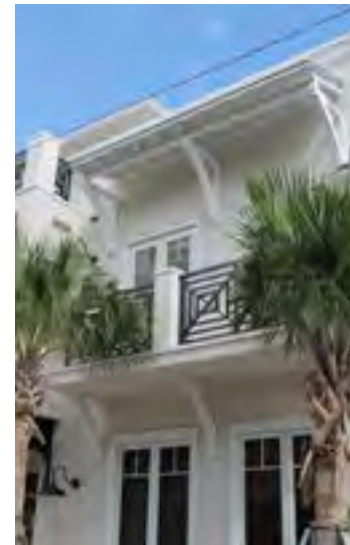


Description

A bracketed balcony is a second-story balcony, that creates a semi-public space overlooking the street above a main entry or unit. Bracketed balconies are typically associated with buildings with commercial uses in the ground story; however, bracketed balconies may be used with residential uses and in combination with a storefront or a stoop.

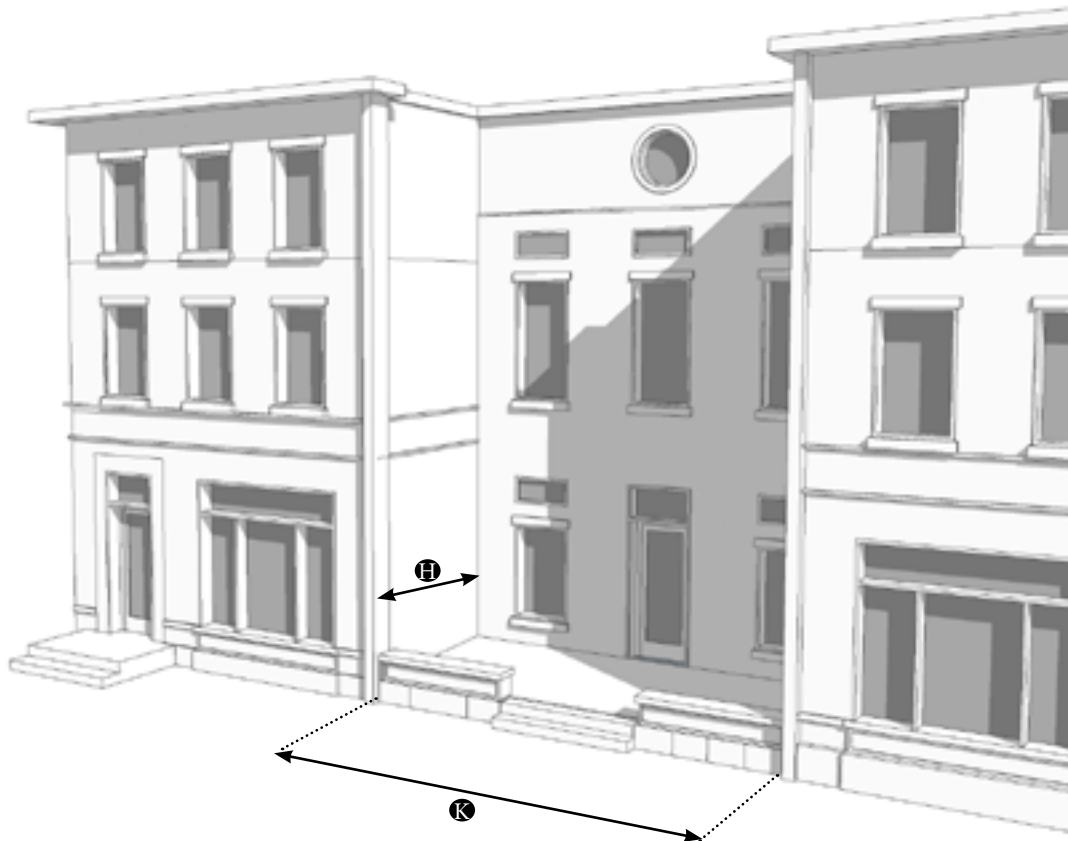
Dimensions

Depth	5 feet max.	H
Height, ground level clear	10 feet min.	J
Width	4 feet min.	K
Finish level above finished grade	Not applicable	-
Height, stories	Not applicable	-
Set back from curb	Not applicable	-



FRONTAGE STANDARDS

FIGURE 29 FORECOURT FRONTAGE



Description

A forecourt is an open area in front of the main building entrance(s) designed as a small garden or plaza. Low walls or balustrades no higher than three feet six inches in height when solid may enclose the forecourt. Forecourt walls are constructed of similar material as the principal building or are composed of a continuous, maintained hedge. A forecourt may afford access to one or more first floor residential dwelling units or incorporate storefronts for commercial uses. Forecourts are typically associated with multifamily, mixed-use, and commercial buildings.

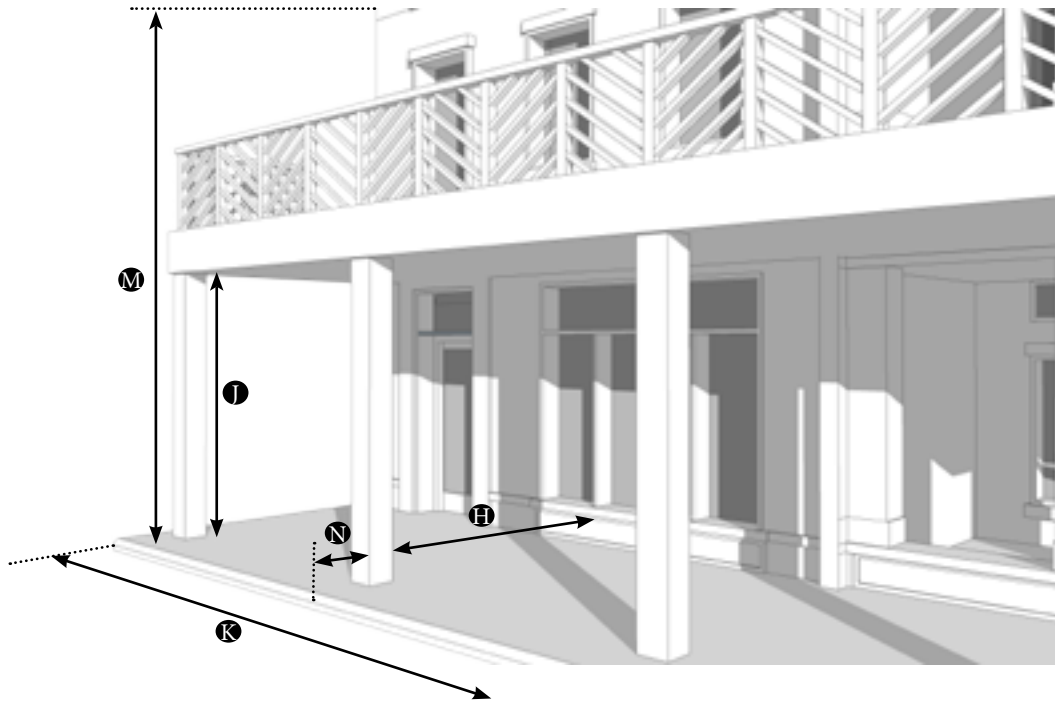
Dimensions

Depth, clear	20 feet max.	H
Height, clear	Not required	-
Width, length of facade	12 feet min. / 50% of facade max.	K
Finish level above finished grade	Not required	-



FRONTAGE STANDARDS

FIGURE 30 ARCADE FRONTAGE



Description

An arcade is a covered, unglazed, linear hallway attached to the front of a building, supported by columns or pillars. The arcade extends into the public right-of-way, over the streetscape area, creating a shaded environment ideal for pedestrians. This frontage type is typically associated with commercial uses. Arcades shall remain open to the public at all times. In the case where an arcade encroaches into the public right-of-way, a right-of-way maintenance agreement may be required.

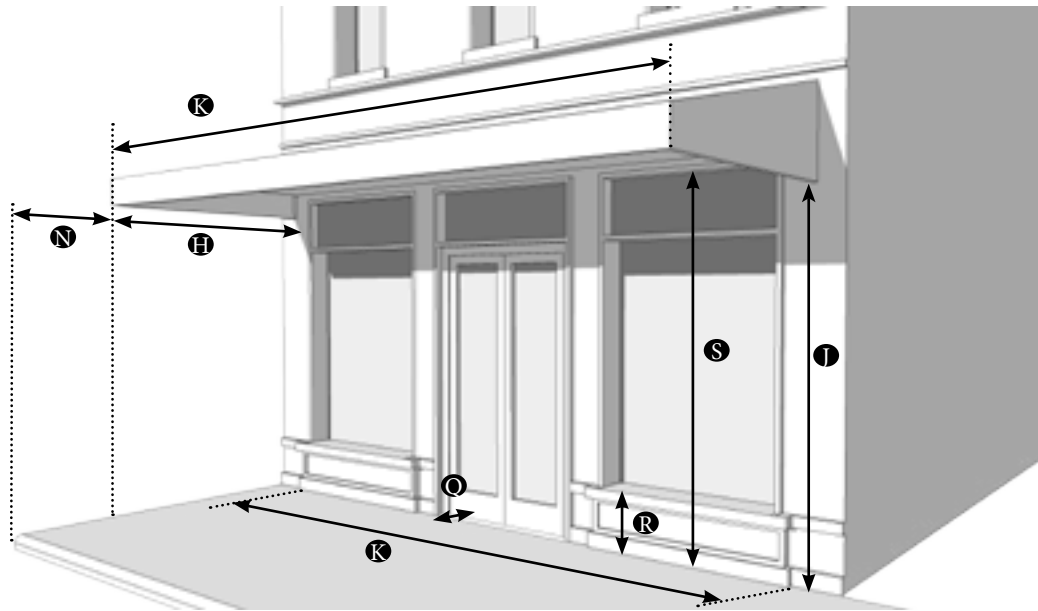
Dimensions

Depth, clear	8 feet min.	H
Height, ground level clear	10 feet min.	J
Width, length of facade	70% min.	K
Finish level above finished grade	at sidewalk level	-
Height, stories	2 stories max.	M
Set back from curb	2 feet min. / 4 feet max.	N



FRONTAGE STANDARDS

FIGURE 31 SHOPFRONT FRONTAGE



Description

The shopfront is a frontage type along the sidewalk level of the ground story, typically associated with commercial uses. Shopfront are frequently shaded by awnings or arcades.

Dimensions

Width, length of facade	70% min.	K
Door recess	10 feet max.	C
Storefront base	1 foot min. / 3 feet max.	R
Glazing height	8 feet min.	S

Optional Awning

Depth	3 feet min.	H
Height, ground level clear	8 feet min.	J
Width, length of facade	70% min.	K
Set back from curb	2 feet min.	N



APPENDIX D
ARCHITECTURAL DESIGN GUIDELINES



A STYLE DESCRIBED

This style of architecture displays a classical appearance, but with materials, decorative flourishes and characteristics adapted for a tropical climate. Often considered an eclectic style, it originated in the British-settled isles of the Caribbean and was influenced by Portuguese, Dutch, French, and Spanish colonizations.

West Indies style homes tend to be symmetrical and balanced. Even when brightly painted and embellished, there's a sense of proportion and that every element works together.



Figure 32 29 Lagarza Court , Alys Beach, FL. Architect: Mike Piazza Image:BHH Affiliates LLC

A STYLE DEFINED

1 ROOFS	2 FINISHES & FEATURES	3 DOORS & WINDOWS	4 PORCHES & STOOPS	5 OVERHANGS	6 FOUNDATION
<ul style="list-style-type: none"> The roof is high-pitched to shed tropical rains Roofing materials consist of standing seam or “V” crimp metal, wood or asphalt shingles, or slate. Roof overhangs are quite deep with narrow eaves and exposed rafter tails. Brackets are often used to support the overhang. 	<ul style="list-style-type: none"> West Indie plans are generally symmetrical. The exterior finish is predominantly smooth stucco. Colors tend to be subtle with an emphasis on natural materials and earth tones. Detailing and ornamentation is very simple and tectonic in its usage Floor plans feature outdoor living areas, covered porches and abundance of windows and sliding glass doors to connect to the outdoors. Exterior shutters are another staple West Indies feature. Bahama shutters are hinged at the top of the window and filter sunlight. 	<ul style="list-style-type: none"> Windows and doors are vertically proportioned. Openings for doors and windows are recessed, casting deep shadows and revealing the thickness and solidity of the structure. Doors surrounds are more prominent and sculptural in design. Window surrounds are minimal; when they exist, surrounds are made of stucco or stone. 	<ul style="list-style-type: none"> Columns, posts, railings, brackets, louvered openings, and shutters are all elements definitive of the style Second story balconies and two-story porches are distinguishing features of the West Indie style. 	<ul style="list-style-type: none"> Overhangs are deep and help shade higher windows and walls. 	<ul style="list-style-type: none"> Slab on grade foundations are common.



APPROPRIATE WEST INDIES DOORS

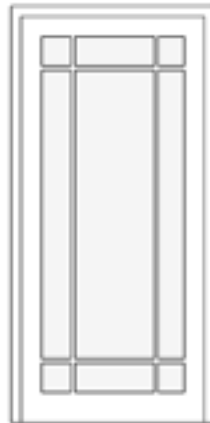
- Doors are of vertical proportions.
- “French Doors” are often a feature of the West Indies Style.
- Doors are mostly wood paneled or with fixed glass insets.
- Fixed glass insets and transoms are often used to enhance the vertical proportions, and invite natural light.
- Louvered wooden doors.



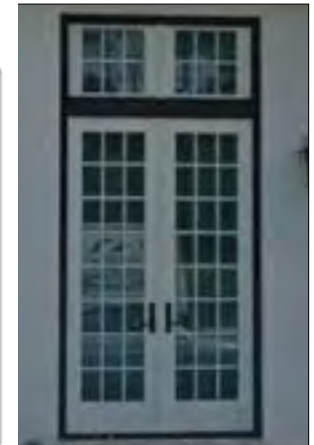
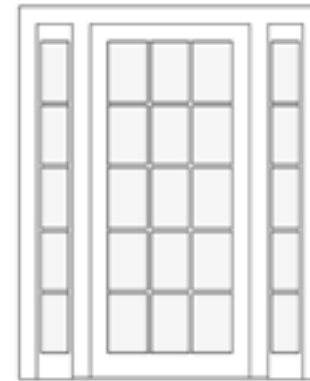
WOODEN PANEL DOOR



ARCHED WOODEN PANELED DOOR



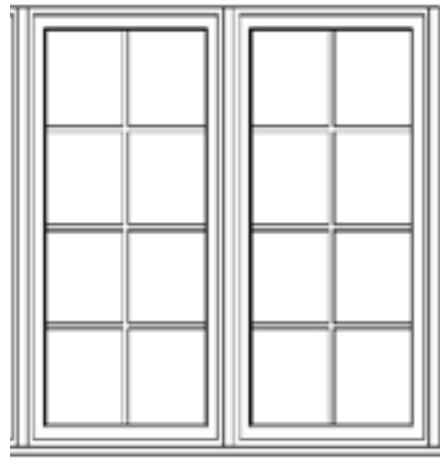
WOODEN DOOR WITH FIXED WINDOW PANES



“FRENCH” DOOR

APPROPRIATE WEST INDIES WINDOWS

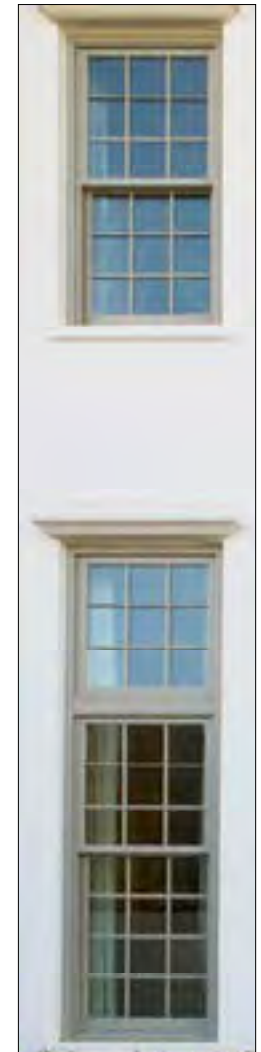
- Windows are of vertical and/or square proportions.
- Openings for doors and windows are deep and cast deep shadows as well as give the impression of thickness and solidity.
- Windows can have divided lights, single lights, and may borrow light configuration from the Florida Bungalow or Craftsman languages.
- Windows are most commonly double-hung or casement.
- Window and door surrounds, when they exist, are made of stucco, stone, or wood.
- Operable wooden shutters and also “Bahama Shutters” compose the elevation



VARIATION OF WOODEN CASEMENT



DOUBLE HUNG WINDOWS WITH TRANSOM LIGHTS



ONE OVER ONE DOUBLE HUNG WINDOWS



DOUBLE HUNG WINDOWS WITH TRANSOM LIGHTS

APPROPRIATE WEST INDIES ROOFS & EXTERIOR SURFACES

- West Indies buildings always feature a smooth stucco exterior finish.
- There is often lower level stucco, but upper level siding can also be applied.
- Roofs high-pitched with a slope of 35-50 degrees with clay or concrete tile, slate tile, standing seam metal, or wood shingles and shakes.
- Exposed rafter tails. Brackets are often used to support the overhang.



STUCCO TREATMENTS ARE TYPICALLY SMOOTH IN TEXTURE



EXPOSED RAFTER TAILS AND BRACKETS WITH DECORATIVE WOODEN RAILINGS AND CARVED WOOD DETAILS



SCULPTED CONCRETE PARAPET WALLS ARE A CHARACTER DEFINING ELEMENT



CLAY TILE IS USED MOST FREQUENTLY FOR ROOFING MATERIAL

GALLERY OF EXAMPLES



Figure 33 Naples, Florida, Kukuk Architecture & Design



Figure 35 Alys Beach, FL, William T. Baker Architect



Figure 34 Purdum Residence, Tampa, FL, Cooper Johnson Smith Peterson Architects & Town Planners



Figure 36 Fort Myers, FL, MHK Architecture & Planning

A STYLE DESCRIBED

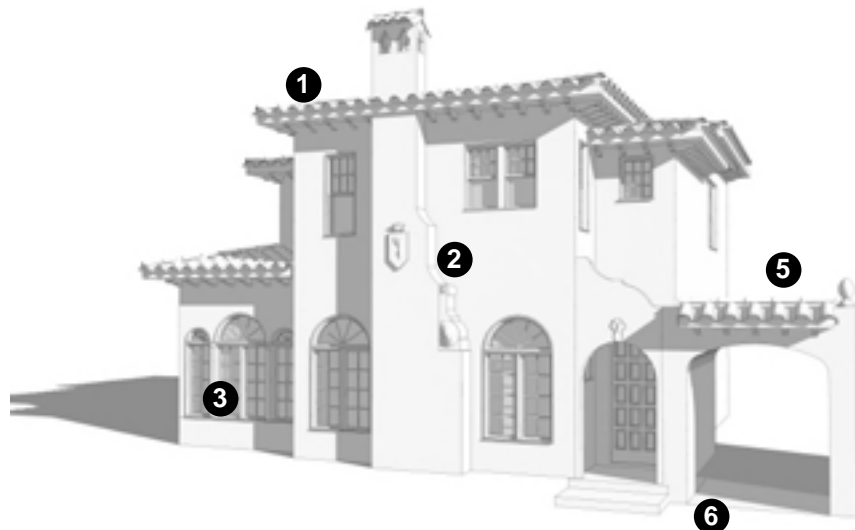
Mediterranean Revival is a design style introduced primarily in Florida and California at the end of the 19th and beginning of the 20th centuries. The style references the architecture of the Mediterranean, especially that of the Beaux-Arts, the Venetian Gothic, and the Spanish and Italian Renaissance. The principal mass of a Mediterranean structure is typically rectangular in plan, with elements such as towers, loggias, porches, balconies, chimneys, and garden walls added for compositional effect. The language of classical architecture is referenced by the use of the Classical Orders (columns, profiles, and details) but Mediterranean Revival does not follow the stricter rules of symmetry and superimposition of the Classical style.



Figure 37 150 Worth Avenue, Palm Beach, FL

A STYLE DEFINED

1 ROOFS	2 FINISHES & FEATURES	3 DOORS & WINDOWS	4 PORCHES & STOOPS	5 OVERHANGS	6 FOUNDATION
<ul style="list-style-type: none"> • Roofs of the primary structure are hipped, gabled, or a combination of both. Roof slopes are shallow and are sloped between 3:12 and 6:12. • Roofing materials consist of barrel tile, Spanish “S” tile, or flat concrete tile. 	<ul style="list-style-type: none"> • Exterior finishes are almost exclusively stucco. Buildings are colored with soft earth tones and contrasting colors frequently highlight recessed areas such as loggias and porches. • It is common to have multiple building volumes and varied interior and exterior spaces. Building massing is irregular, with a variety of shapes and heights. 	<ul style="list-style-type: none"> • Windows and doors are of vertical and/or square proportions with the occasional round, oval or ornamental window used as a facade accent. • Windows have divided lights and are commonly double-hung, single-hung, or casement. Window and door surrounds are minimal and are made of stucco or stone. 	<ul style="list-style-type: none"> • Roof overhangs vary from deep to having no overhang at all. When deep overhangs exist, they are supported by sizable wooden brackets. Roofs without overhangs are finished with a molded cornice. • Defining characteristics of the Mediterranean Revival architecture include attached porches, balconies, courtyards, towers, loggias, and arched openings. 	<ul style="list-style-type: none"> • A “bris-soleil” was introduced, it is a screen over a building that allows breezes to come through but shades the windows from the blistering Florida sun. 	<ul style="list-style-type: none"> • Masonry built with either a stone, brick, or stucco finish.



BALCONIES/TERRACES:

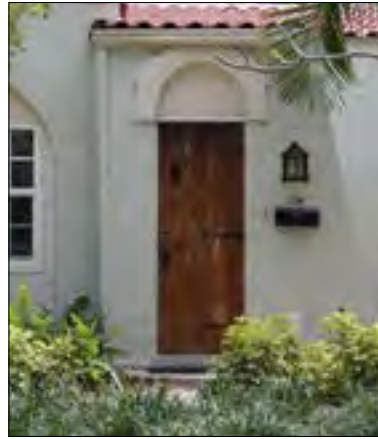
- Use of wrought iron for window and balcony grills, wrought iron sconces
- Both functional and ornamental balconies are common. Often flat roofs serve as terraces.

CHIMNEY:

- Masonry built with either a stone, brick, or stucco finish.
- Flues are commonly roofed or have decorative chimney caps.

APPROPRIATE
MEDITERRANEAN
REVIVAL DOORS

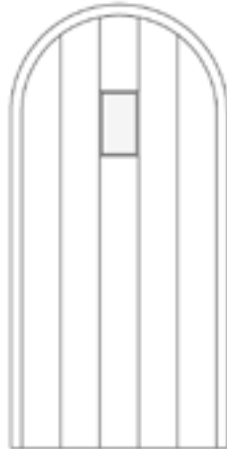
- Mediterranean Revival doors are mainly wooden and frequently have a rusticated treatment.
- They often have multiple fixed glass panes and can be arched.
- They are often plank doors and sometimes have small glass inserts.
- The doors can be large with applied wooden decorative motifs.



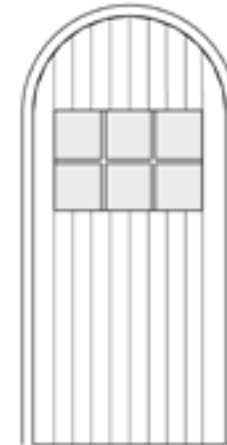
WOODEN PANEL DOOR



ARCHED WOODEN PANELED DOOR



ARCHED WOODEN DOOR WITH FIXED WINDOW PANES



ARCHED WOODEN DOOR WITH FIXED WINDOW PANES

APPROPRIATE
MEDITERRANEAN
REVIVAL WINDOWS

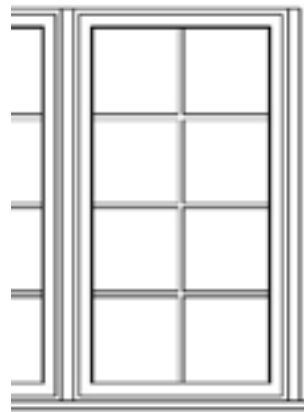
- Mediterranean Revival windows are primarily double-hung, single-hung, or casement type windows.
- Traditionally Mediterranean Revival windows are made of wood.
- Mediterranean Revival windows can be square or vertically proportioned and often might be arched or a decorative shape.
- These windows are inset deep into the exterior wall creating deep sill and shadow lines.
- These windows may or may not be operable (typically windows of an ornamental shape might be fixed).



MULTI-LIGHT WOODEN CASEMENT
WINDOWS



ARCHED WOODEN CASEMENT WINDOWS



CASEMENT WINDOWS WITH VARIATION OF
TRANSOM LIGHTS ABOVE



ONE OVER ONE, AS SINGLE HUNG OR
DOUBLE HUNG WINDOWS

APPROPRIATE
MEDITERRANEAN
REVIVAL ROOFS &
EXTERIOR SURFACES

- Mediterranean Revival buildings almost always have a medium to heavily textured stucco exterior finish.
- There are often masonry or stucco treatments around windows and doors.
- Mediterranean Revival roofs are almost always clay barrel tile with occasional flat roof sections that might be accessible from an interior room.



STUCCO TREATMENTS ARE TYPICALLY
MEDIUM TO ROUGH IN TEXTURE



DECORATIVE STUCCO DETAILS AROUND
WINDOWS & DOORS



CLAY BARREL TILE IS ONE OF THE MOST
CHARACTER DEFINING ELEMENTS



BARREL TILE IS USED ON THE MAIN ROOF,
PORCHES, & BRACKETED OVERHANGS

GALLERY OF EXAMPLES



Figure 38 *Via Mizner, Palm Beach, FL Architect: Addison Mizner.*



Figure 40 *Everglades Club, Palm Beach, FL Architect: Addison Mizner.*



Figure 39 *Old Police Station, Honolulu, Hi.*



Figure 41 *AM Trust Bank, Coral Gables, FL.*

A STYLE DESCRIBED

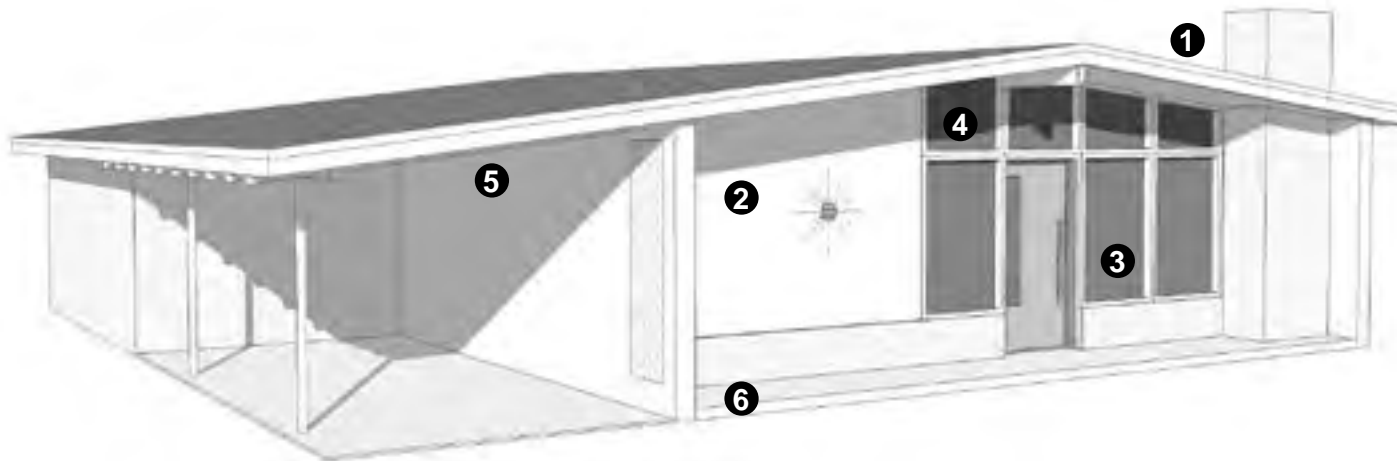
Mid-century Modern as a building style was popular on many levels: for major tourist resorts and hotels, multi-family condominiums, commercial structures, garden-style apartment buildings, and single-family homes. The overriding characteristic of mid-century buildings is that of experimentation; both with construction materials and applied architectural features. Designs very much reflected a move away from the stuffy and traditional, with elements such as angled rooflines and pylons, geometric shapes in railings, curved eaves, parabolic arches, and glass curtain walls all making reference to space-age technologies and the new advancements in transportation design. There was a heavy use of glass and poured concrete, and facades (a side of a building) typically featured more than one material, such as stucco, stone, brick, masonry sculptural elements, mosaic tiles and metal. The intent was to utilize the various materials and projecting elements in order to break up what would have otherwise been a largely uniform (and boring) building façade.



Figure 42 Haydon Burns Library, Jacksonville, FL, Architect: Taylor Hardwick

A STYLE DEFINED

1 ROOFS	2 FINISHES & FEATURES	3 DOORS & WINDOWS	4 PORCHES & STOOPS	5 OVERHANGS	6 FOUNDATION
<ul style="list-style-type: none"> • Roof lines became very asymmetrical, with one slope of a gable roof being longer than another, or imitating the wings of an airplane (sometimes called a butterfly or “v” roof). • Otherwise, most roofs for mid-century buildings were flat or shed roofs. 	<ul style="list-style-type: none"> • Decorative elements typical in a mid-century building include planter and landscape walls, usually of brick facing, rounded eaves, large pylons or prosceniums at the entrances, and the use of lally columns (or beanpoles) instead of traditional columns. 	<ul style="list-style-type: none"> • Windows were typically metal casement, awning, or jalousie. Architects found new ways to wrap the windows around corners, to emphasize the fact that corner supports were no longer needed with the new building technology. • A new feature called window boxes were introduced - a projected concrete element around one or several windows in a row (ribbon windows) that served to create more visual interest on the building. 	<ul style="list-style-type: none"> • A key feature of the mid-century garden-style apartment building was the drastic change to a central courtyard or pool area, with all the apartment front doors opening up onto that courtyard, connected by open air corridors or catwalks. 	<ul style="list-style-type: none"> • A “bris-soleil” was introduced, it is a screen over a building that allows breezes to come through but shades the windows from the blistering Florida sun. 	<ul style="list-style-type: none"> • Mid Century homes had block, stone, brick and concrete foundations.

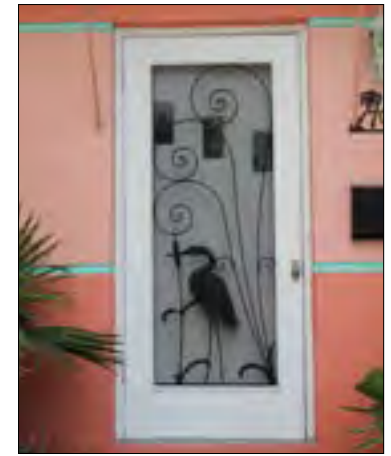


APPROPRIATE MID-CENTURY MODERN DOORS

- Typical Mid-Century Modern doors include wood multi-paneled, full light jalousie, French door with five lights, flush door with applied trim, flush door with lights in an asymmetrical pattern, and decorative screen doors.
- Often front doors may be surrounded by geometrically interesting fixed plate glass windows.



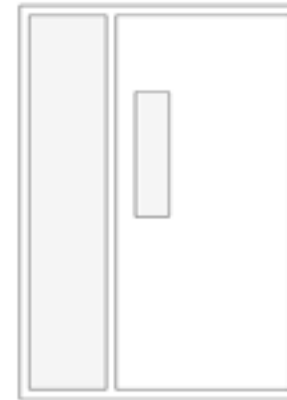
THREE PANEL WOOD DOOR



THREE-LIGHT DOOR WITH DECORATIVE SCREEN DOOR



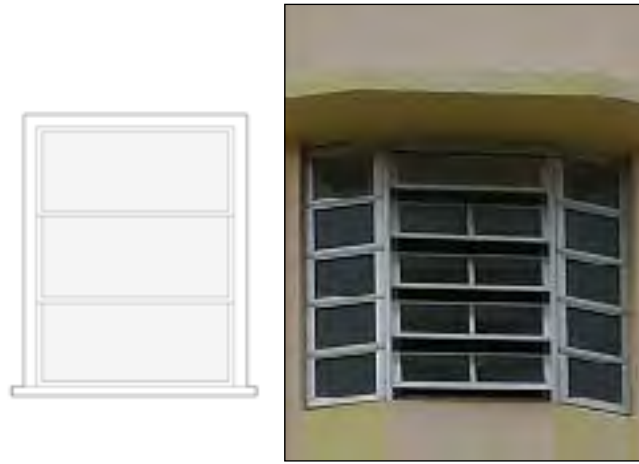
FIVE HORIZONTAL LIGHT DOOR



FLUSH DOOR WITH ASYMMETRICAL LIGHT AND SIDELIGHTS

APPROPRIATE MID-CENTURY MODERN WINDOWS

- Mid-Century Modern windows are typically steel casement, fixed-pane, aluminum awning and periodically jalousie type windows.
- Mid-Century windows are almost always metal with square or horizontal lights (panes).
- The Mid-Century Modern windows can be vertical, square, or horizontal in their proportion. Window openings and details often emphasize the horizontality of this style.
- Mid-Century Modern structures can also include clerestory windows.



AWNING WINDOWS



GEOMETRIC FIXED-PANE GLASS



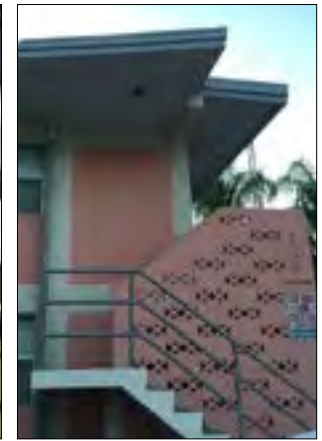
FIXED-PANE GLASS WITH SINGLE PANE CASEMENT



GROUPED FIXED-PANE WINDOWS WRAPPING A CORNER WITH A PIPE COLUMN

APPROPRIATE MID-CENTURY MODERN ROOFS & EXTERIOR SURFACES

- Mid-Century Modern roofs are typically very long, low-pitched gable roofs or asymmetrical and clerestory-type roofs. They may also be flat or a butterfly type roof that has inverted slopes.
- Mid-Century Modern roofs are usually finished with shingles or concrete tiles, rolled roofing, pitch and gravel, or other flat roof materials.



USE OF MULTIPLE MATERIALS INCLUDING STUCCO, BRICK, GLASS, & METALLIC PANELS

ASYMMETRICAL SHED ROOF AND STAIRWELL WITH TUBE RAILINGS & A BREEZE BLOCK WALL



GEOMETRIC FIXED-PANE GLASS SURROUND A PANELED FRONT DOOR WITH A SINGLE SIDE LIGHT & CARPORT



CLERESTORY WINDOW

GALLERY OF EXAMPLES



Figure 43 Seacoast Bank, Stuart, FL



Figure 45 Cocoon House, Sarasota, FL, Paul Rudolph



Figure 44 Sarasota High School, Sarasota, FL, Paul Rudolph



Figure 46 Coral Gables, FL, photographed by Phillip Pessar

A STYLE DESCRIBED

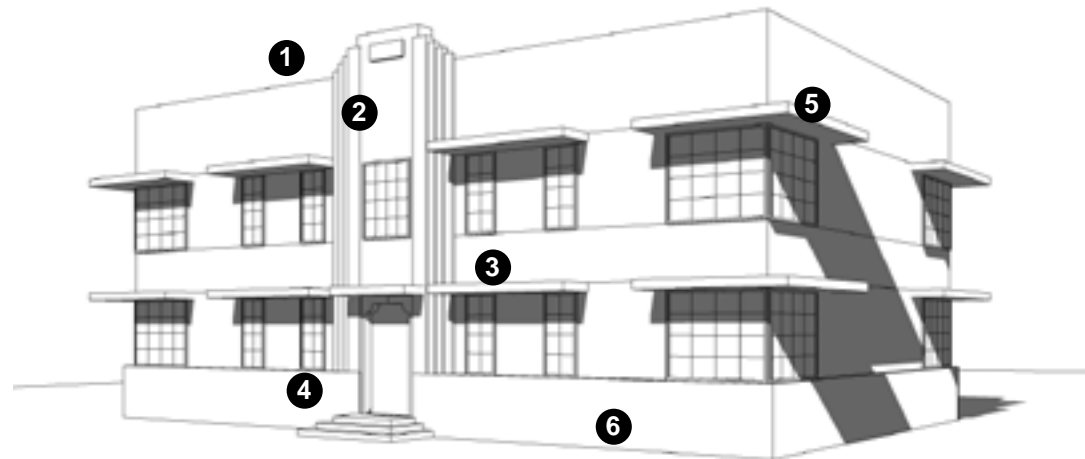
Art Deco is an influential modern design style that first appeared in France post WWI. It is an eclectic style, borrowing traditional craft details and incorporating influences from the streamlined machine age. The popularity of the Art Deco waned post WWII, although it is often referenced in modern architectural design. While stone typically was used in northern examples of the Art Deco, masonry and stucco with vivid color highlights are common in Florida.



Figure 47 *The Colony Hotel, Miami Beach, FL, Henry Hohouser*

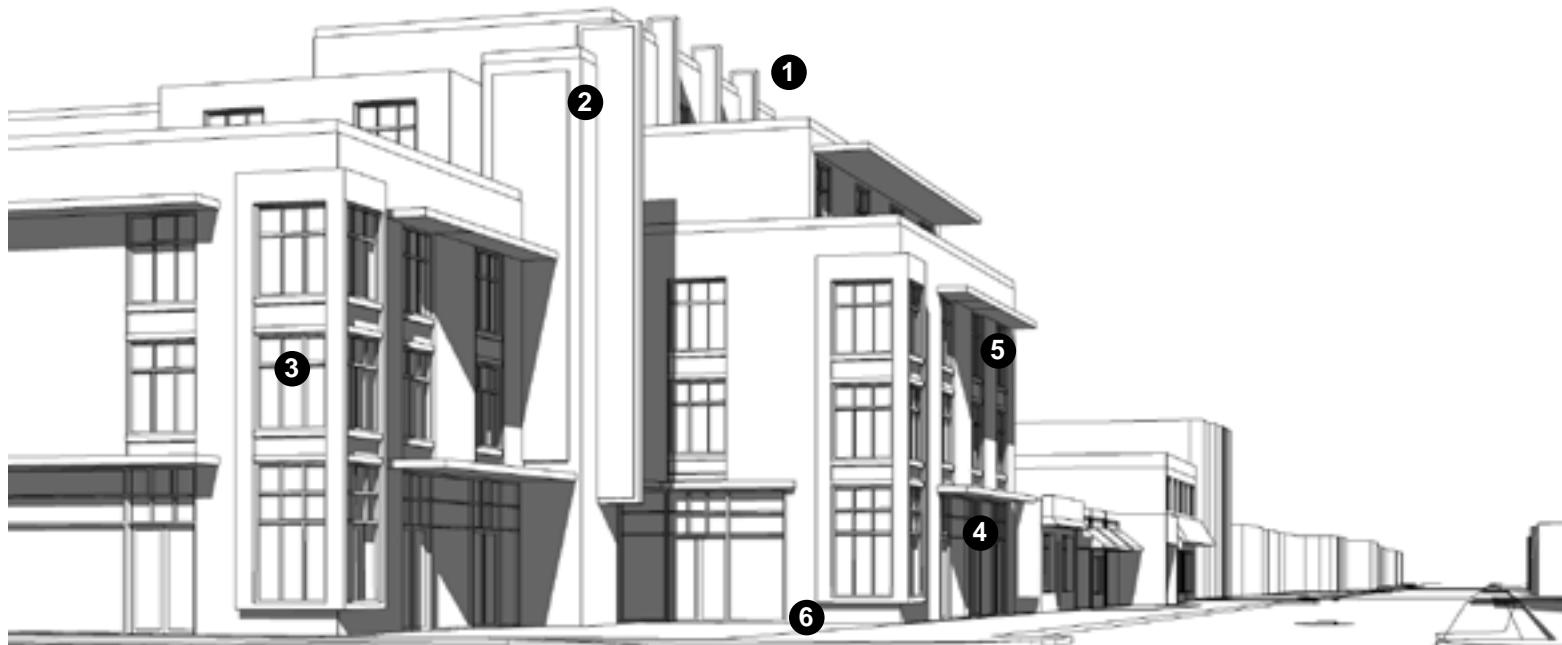
A STYLE DEFINED

1 ROOFS	2 FINISHES & FEATURES	3 DOORS & WINDOWS	4 PORCHES & STOOPS	5 OVERHANGS	6 FOUNDATION
<ul style="list-style-type: none"> • Roofs of the primary structure are flat with concealing parapets. • Parapets are embellished with ornamentation. 	<ul style="list-style-type: none"> • Abstract figures and geometries often adorn the exterior of an Art Deco building. In Florida, the flora and fauna native to the region are often represented in panels between windows, or in the signage, parapet, and base of the building. • Corners are often rounded and horizontal lines are expressed. Individual elements such as towers and signage are vertically oriented. • Exterior finishes in the Florida Art Deco style are almost exclusively stucco and colored with light, neutral, or pastel colors. Ornamentation is often highlighted to provide a contrast to building mass. 	<ul style="list-style-type: none"> • Openings for doors and windows are recessed, casting deep shadows revealing the thickness and solidity of the structure. • Windows are commonly located at corners, emphasizing the horizontal composition of the building facade and expressing modern building structural advancement. • Garage doors were wood recessed panel, vertical plank, or horizontal flush or ribbed. 	<ul style="list-style-type: none"> • Mostly masonry with stucco finishes, metal is occasionally used. • Ground or upper floor terraces are typical and use masonry walls or horizontal tube railings. 	<ul style="list-style-type: none"> • Deep “eyebrow” overhangs placed over the windows. 	<ul style="list-style-type: none"> • The Art Deco house sits on a masonry base.



COMMERCIAL USE

- In Florida, Art Deco was most often used on apartment buildings, hotels, and commercial buildings, but the use of this style on residential homes was far less frequent. Local architects would put their own spin on the style and would often pay tribute to the local tropical setting: designs featured pelicans, palm trees, flamingos and ocean motifs.
- Art Deco buildings have smooth walls, usually finished in stucco, and typically have flat roofs, sometimes surrounded by a parapet. There is a dizzying array of motifs (or patterns) used to decorate the facades. Zig zags, sunbursts, chevrons, botanical designs, and all kinds of geometric patterns were typically found around doorways, on the surfaces of projecting pylons and towers, pediments, and at the top of the buildings or on the parapet.

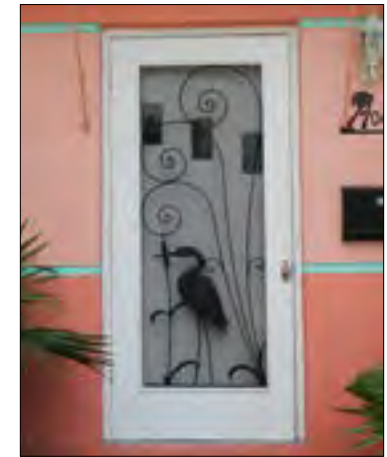
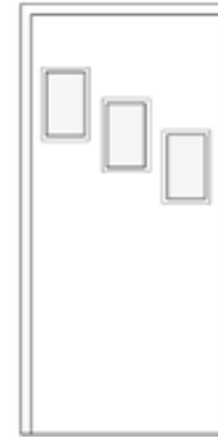


APPROPRIATE ART DECO DOORS

- Art Deco doors are typically flush or plank wooden doors with porthole windows.
- Art Deco doors are often French with 5 horizontal windows.
- These doors may also be flush with applied trim and often include decorative screen doors.



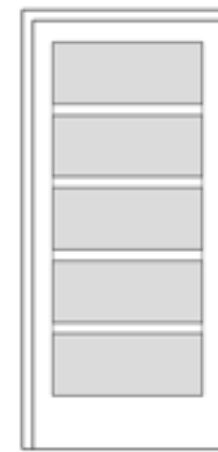
VARIATION ON THE PANEL DOOR WITH FIXED WINDOWS



THREE-LIGHT DOOR WITH DECORATIVE SCREEN DOOR



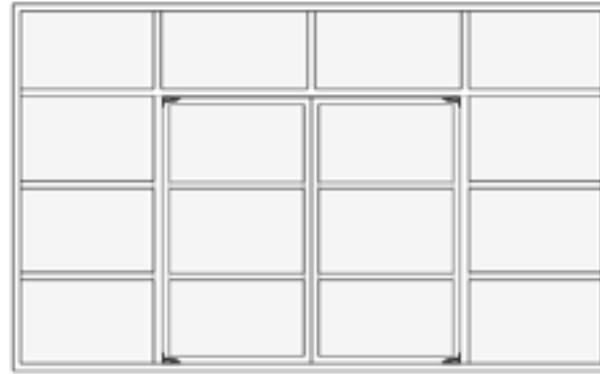
WOOD PLANK DOOR WITH PORTHOLE WINDOW



FRENCH DOOR WITH FIVE HORIZONTAL LIGHTS

APPROPRIATE ART DECO WINDOWS

- Art Deco windows are typically casement, fixed, and awning type windows. Jalousie type windows were occasionally used. Glass block and round porthole windows were also frequently used as accent windows.
- Art Deco windows are almost always metal with square or horizontal lights (panes).
- The windows can be vertical, square, or horizontal in their proportion.
- Art Deco buildings do not typically have applied operable shutters so storm protection is not a permanent fixture.
- A unique and prominent feature is corner windows which are typically formed with casement or awning window types.
- Often eyebrow overhangs were provided over the windows.



FIXED AND CASEMENT WINDOWS



AWNING WINDOWS



GROUPED CASEMENT WINDOWS WRAPPING A CORNER WITH A PIPE COLUMN AT THE EDGE



ROUNDED HORIZONTAL PANE, FIXED GLASS.



PORTHOLE WINDOW

APPROPRIATE ART DECO ROOFS & EXTERIOR SURFACES

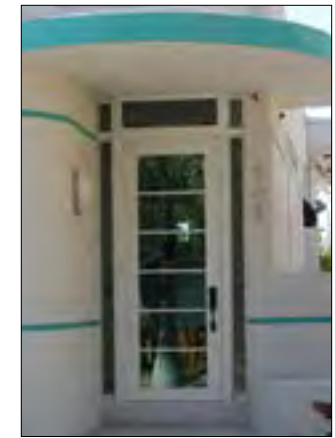
- Art Deco structures are almost exclusively smooth stucco with vertical banding and stucco fluting details.
- There are often cantilevered masonry “eyebrows” that protrude over windows and doors.
- Art Deco typically emphasizes verticality while Streamline Moderne places emphasis on the building’s horizontality.
- A Unique feature in Art Deco architecture are round porthole windows.
- Glass block flanking either side of the entry is a common element in Art Deco architecture.
- Flat roofs are typical.



LARGE PORTHOLE WINDOW & CANTILEVERED EYEBROWS OVER THE WINDOWS AND ENTRY



CANTILEVERED “EYEBROWS” OVER THE WINDOWS AND DOORS



PORTHOLE OPENINGS IN DECORATIVE WING WALLS



SMOOTH STUCCO WITH STUCCO BANDING AND FLUTING

GALLERY OF EXAMPLES



Figure 48 Office Building, Miami, FL



Figure 50 Albion Hotel, Miami Beach, FL



Figure 49 The Carlyle, Miami Beach, FL



Figure 51 The BreakWater, Miami Beach, FL

A STYLE DESCRIBED

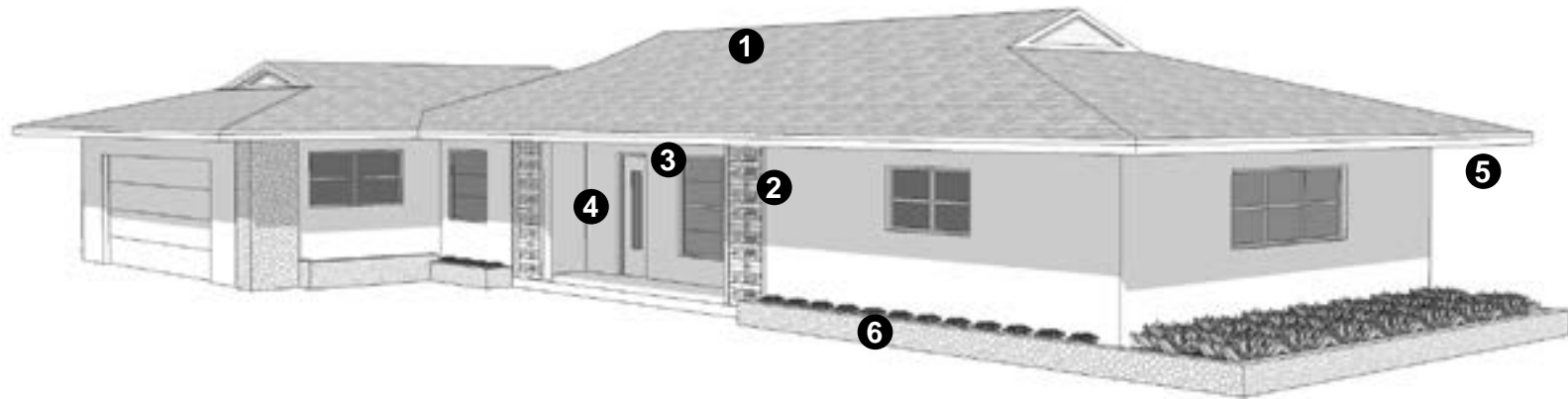
Since the ranch home's main emphasis was to connect indoor living with the outdoors, they are very shallow, sometimes only one room deep, but spread out horizontally. Many are L or U-shaped in plan, with a courtyard in the center. This is the first style to actively utilize the sliding glass door as a key component of the architecture. Ranch houses are generally one story, and most include an attached garage or carport. One end of the home, or sometimes both ends, protrudes out from the front of the house. The roof is low-pitched (meaning it is not steep) and features deep eaves. To convey its historic setting of being on an open plain or in the vast western wilderness, many of the materials used are rustic in nature and were left unpainted. Wall materials can vary from clapboard, stucco, or brick. Those ranch homes that were not completely made of brick sometimes had a brick veneer feature on the front of the house, or brick planters.



Figure 52 Lake Worth Beach, FL

A STYLE DEFINED

1 ROOFS	2 FINISHES & FEATURES	3 DOORS & WINDOWS	4 PORCHES & STOOPS	5 OVERHANGS	6 FOUNDATION
<ul style="list-style-type: none"> • The roof is low-pitched (meaning it is not steep) and features deep eaves. 	<ul style="list-style-type: none"> • The plan of a ranch house is rambling, long and linear, and lays out more horizontally. • Plan is generally asymmetrical. • Predominantly one-story. • Minimal decoration. • Often features a U-shaped or L-shaped house plan around an outdoor patio or courtyard. • Contrasting brick veneer or other rustic materials on facade. • Ranch houses often use more open plans to arrange interior rooms and space. • Floor to ceiling heights are lower than other styles. 	<ul style="list-style-type: none"> • Doors are typically wood multi-panel, full light jalousie window, or flush with asymmetrical fixed lights. • Windows are typically aluminum awning, jalousie, or fixed pane picture windows. 	<ul style="list-style-type: none"> • May have geometric porch posts or wrought iron supports. • Courtyards or internal patios are often featured. 	<ul style="list-style-type: none"> • Overhangs are deep and help shade higher windows and walls. 	<ul style="list-style-type: none"> • Slab on grade foundations are common.

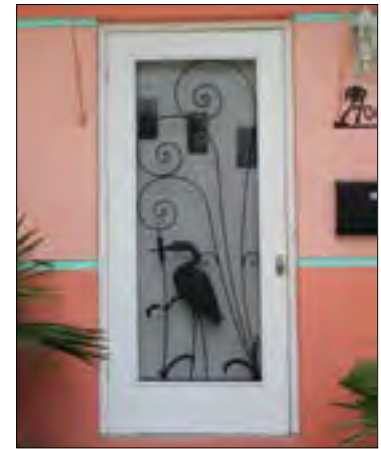
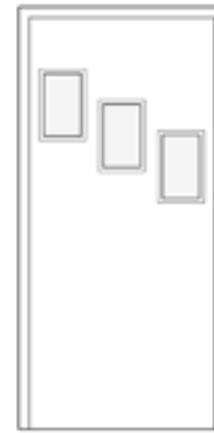


APPROPRIATE RANCH DOORS

- Ranch doors are typically wood multi-panel, full light jalousie, and French door with five horizontal lights. It is also common for Ranch structures to have flush wooden doors with applied trim or with lights in an asymmetrical pattern.
- There are also examples where Ranch homes will have oversized and double doors at the entry.



THREE PANEL WOOD DOOR



THREE-LIGHT DOOR WITH DECORATIVE SCREEN DOOR



FLUSH WOOD DOOR WITH SINGLE ASYMMETRICAL LIGHT



FRENCH DOOR WITH FIVE HORIZONTAL LIGHTS

APPROPRIATE
RANCH WINDOWS

- Ranch windows are primarily aluminum awning, jalousie, steel casement, or fixed-pane picture window.
- While the actual window units in the Ranch style may be square or vertical in their proportion, typically the windows are grouped in a manner to accentuate the horizontal composition of the structure.
- Ranch windows may have minimal sill and header detailing, typically masonry or brick.
- Ranch windows may have shutters but typically they are not sized to the window openings and are mostly decorative features.



ALUMINUM AWNING WINDOW



JALOUSIE WINDOW



FIXED-PANE & STEEL CASEMENT
WINDOWS



FIXED-PANE PICTURE WINDOW

APPROPRIATE
RANCH ROOFS &
EXTERIOR SURFACES

- Ranch roofs are often long, low-sloping gable type, flat, or asymmetrical sloping shed.
- Ranch roofs are typically flat white concrete tiles, asphalt shingle, or pitch and gravel type treatments.
- The base building of the Ranch style is typically finished in smooth stucco however many accent materials are common.
- A variety of materials are typically used as architectural accents including brick, board and batten, slumped brick, and bas-relief panels.



SMOOTH STUCCO WITH BRICK ACCENTS



FLAT WHITE CONCRETE TILES



THIS RANCH HOME HAS ASPHALT SHINGLES & A DEEP PORTE-COCHERE



SMOOTH STUCCO WITH A CONTINUOUS BRICK BASE

GALLERY OF EXAMPLES



THE VILLAGE OF NORTH PALM BEACH CITIZENS' MASTER PLAN REPORT

Charrette Dates: January 30th - February 5th 2016



OCTOBER 20, 2016

prepared by

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for the

Village of North Palm Beach

in partnership with the

Palm Beach Metropolitan Planning Organization



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Appendix C: Market Analysis

Appendix D: Principles of Urban Design

Acknowledgments

Honorable David Norris, Mayor, Village of North Palm Beach
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 Robert Gebbia, Councilmember, Village of North Palm Beach
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A Special Thanks to

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 Steve Muller, Ron Pertnoy, Christian Searcy, Carolyn Stone

Purpose of the Village Master Plan

In August of 2015, the Village of North Palm Beach, in collaboration with the Palm Beach Metropolitan Planning Organization (MPO), contracted with the Treasure Coast Regional Planning Council (TCRPC) to study ways to improve mobility, quality of life, and economic vitality of the Village. In its FY 2016 Council Goals and Objectives, the Village articulated Goal 5 which states, “Develop a master plan for economic development in our business districts and community development in our neighborhoods.” Specifics of this Goal include holding a public charrette, review of the Village Comprehensive Plan and Land Development Regulations, preparation of a market study and economic strategies, develop a master plan with specific recommendations and renderings, and complete the plan by FY 2016.

Objectives of the Village Master Plan

Village leadership decided the time was right to work with community stakeholders to create a business plan to guide the next era of growth and development in the Village of North Palm Beach. By engaging the public in a discussion encompassing both broad goals as well as specific priorities and concerns, the goal was to determine a clear vision for the future to help guide decisions and investments by the Village. Three clear objectives were identified:

1. Improve mobility, quality of life, and economic vitality of the Village;
2. Create a vision and Village Master Plan that illustrate strategies to achieve those objectives; and
3. Establish goals and policies to implement the Plan.

The main elements of the effort include the following:

- The creation of a physical master plan for the Village, which considers infill and redevelopment opportunities;
- A review of the land use and development regulations in order to recommend improvements and ways to incent desired redevelopment and business creation;
- The development of a Market Overview, which reviews existing market conditions, demographics, and analyzes key market trends within the Village and relevant areas within the region;
- A detailed assessment of the current and future vehicular volumes on US 1 and potential application for the Florida Department of Transportation’s Lane Elimination Process;
- A community-based vision for desirable economic and redevelopment growth for the Village of North Palm Beach; and

Date: 10/20/16

The Study Area



The study area included the Village of North Palm Beach, anticipated annexation properties, as well as areas outside the Village that would benefit from coordinated planning efforts.

- Coordination with all relevant agencies, including but not limited to the Palm Beach MPO, Florida Department of Transportation (FDOT) District IV, Palm Beach County, and adjacent municipalities.

Study Area

The project area for the Village of North Palm Beach Master Plan is focused on, but not limited to, all properties within the Village of North Palm Beach municipal boundaries, the US 1 and Northlake Boulevard corridors, as well as areas outside the Village where analysis would benefit the master planning effort.



The public workshop on January 31, 2016, was well-attended by local stakeholders.

Process

In early 2016, the Treasure Coast Regional Planning Council conducted a significant public involvement process, including a week-long economic development and urban design charrette to assist the Village in accomplishing its goals. From Saturday, January 30, 2016, through Friday, February 5, 2016, the TCRPC team worked with over 150 citizens, elected officials, business owners, and staff in forging a strategy for redevelopment and economic growth in the Village of North Palm Beach. Working together, the team and the public created a master plan that represents the aspirations for the village's waterfront, commercial corridors, and neighborhoods. (Appendix A)

Two Types of Strategies: Infrastructure and Administrative Projects & Principles for Redevelopment

The Village of North Palm Beach Master Plan documents recommendations for both public and private efforts. Public efforts are projects such as street improvements, updating or installing infrastructure, changes



A recommended infrastructure project is a new design for the Prosperity Farms Bridge over the Earman River that expands the sidewalk area over unused asphalt and installs trellises for shaded seating to create an area to enjoy views of the waterway.

- Characteristics of a Typical Village Center**
1. Prominent civic open space
 2. Buildings define the streets and open space
 3. New streets link to neighborhood
 4. Mixed use buildings have lively, active uses along the sidewalk
 5. The existing post office is enhanced and maintained
 6. Parking is located in the rear of buildings and on-street



An example of the principles for redevelopment applied to a vacant site to create a Village Center. These principles can shape infill redevelopment in various conditions and locations throughout North Palm Beach.

to public property, and adjustments to the municipal framework, such as the land development code or village programs. Since the Village is largely built-out, the plan also provides guidance for redevelopment. A detailed description of the principles of urban design – time-tested planning principles evident in the most successful, livable and economically resilient communities – are articulated to use as a framework for decision-making (Appendix D). Redevelopment is more likely to occur on properties with obsolete buildings on the main commercial corridors and in aging, waterfront multi-family areas. The plan illustrates methods for applying the principles to the different conditions that exist within the Village; however, it is important to note that the examples of redevelopment are not site specific solutions nor are they the only design that would successfully implement the principles on the example site.

Market Analysis

The Village of North Palm Beach is a desirable place to live, offering significant waterfront options and beautiful residential neighborhoods with strong property values. It is also characterized by vacant and obsolete offices along US 1, its most prominent corridor. To ascertain market-driven redevelopment potential, an economic analysis evaluating four key sectors was conducted. A summary of the results is provided in the box below. Clearly, a demand for housing, retail, and lodging exists in North Palm Beach. The key is to position the Village to attract growth in a form that will define and strengthen the Village’s character (Appendix C).

Summary of Market/Development Potentials		
Use	Forecast Period	Market Potentials
Retail & Restaurant	5 Years	104,360 sf
Market-Rate Housing	10 years	400 to 600 Units
Speculative Office	8 years	Limited
Lodging/Hospitality	10 Years	90-120 Rooms

Key Recommendations of the Master Plan

1. Redefine US 1
 - a. Calm the corridor by pursuing a Lane Elimination to reduce the roadway from six to four lanes
 - b. Beautify the corridor by repurposing asphalt into a new streetscape design
 - c. Balance mobility by designing the roadway for a superior pedestrian and bicycle environment
2. Create a Form-Based Code and Design Guidelines
 - a. Ensure private redevelopment complements public investments and contributes to realizing the vision
 - b. Respond to market forces
 - c. Establish predictability in the built environment and the approval process
 - d. Maximize the waterfront
 - e. Provide incentives for desired patterns and forms of development
3. Improve Prosperity Farms Road
 - a. Create a signature design feature on the bridge
 - b. Upgrade street furniture, especially bus stops
 - c. Install pedestrian-scaled lighting
 - d. Ensure infill development is consistent with the surrounding neighborhood
 - e. Adopt programs to improve distressed areas
4. Prioritize Targeted Redevelopment Areas
 - a. Northlake Promenade Shoppes (Twin City Mall) site
 - b. Village Center(s) along US 1 corridor
 - c. Camelot Inn/ Marina Area
 - d. Crystal Tree Plaza
 - e. Potential Southwest Annexation Area
 - f. Northlake Boulevard / Earman River Area.

THE VILLAGE OF NORTH PALM BEACH
CITIZENS' MASTER PLAN
January 30th - February 5th 2016

prepared by

The Treasure Coast Regional Planning Council



**THE VILLAGE OF NORTH PALM BEACH
CITIZENS' MASTER PLAN**
January 30th - February 5th 2016
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The Treasure Coast Regional Planning Council



Introduction

The focus of the Village of North Palm Beach Charrette was to engage the public to consider how to chart a course for the future that improves mobility, quality of life, and the economic vitality of the Village. The Village of North Palm Beach Master Plan addresses this goal in two ways: first, by providing design recommendations for public projects such as streets, infrastructure, and municipal programs; and, second, by illustrating methods for applying the principles of urban design (Appendix D) to different conditions that exist within the Village to achieve the stated goal. *It is important to note that the examples of potential redevelopment are not site specific solutions nor are they the only design that would successfully implement the principles on the example site.*

Village of North Palm Beach Master Plan

1. Improve mobility, quality of life, and economic vitality of the Village.
2. Create a vision and Village Master Plan that illustrates strategies to achieve those objectives.
3. Establish goals and policies to implement the Plan.

The strategies demonstrated within this plan are the result of considering the initial public input from a series of one-on-one stakeholder interviews, a seven-day public design charrette, and additional analysis. Each intervention is described both by text and graphics to clearly demonstrate the potential opportunities and the qualities the intervention could create.

US 1 Corridor

The master plan identifies five unique areas along the corridor as it traverses the village. Each circle has a 1/4-mile radius, which is roughly the distance a fully ambulatory person can comfortably walk in five minutes. One of the strategies presented is to encourage a redevelopment pattern that creates an amenity for the surrounding neighborhoods for each portion of the corridor, as well as for the Village as a whole. The circles provide a quick scale reference for ascertaining the residences and businesses served by potential projects. Rendered roofs denote potential new buildings, not the type of roof or architecture.



Parker Bridge North

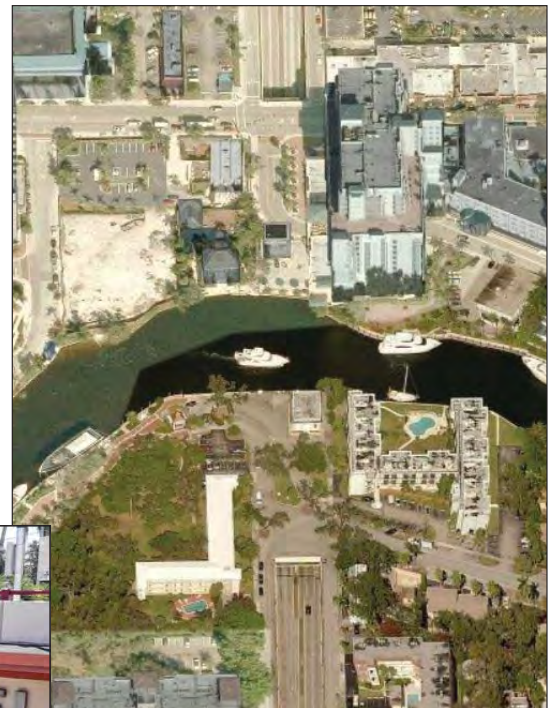
Beginning in the area north of the Parker Bridge, specific concerns were raised regarding traffic:

1. A longer turn-lane and better signal timing is needed on US 1 for turning into and out of Lakeshore Drive.
2. Signalization for the Lakeshore Drive and US 1 intersection needs better coordination with bridge openings.

The recommendation is to continue the discussion initiated as part of the charrette with FDOT for a traffic study to inform needed improvements.

The impact of the disruption of traffic due to bridge openings is not merely an inconvenience to local residences. The interruption of access has an economic effect and was raised as a factor affecting the desirability of having office space in the Village. The bridge height also affects the free flow of maritime vessels. Most importantly, the bridge openings interrupt the ability of emergency vehicles to respond and create congestion for navigation. The Village and Palm Beach Gardens are coordinating to ensure coverage for emergency service response.

An idea that seems radical, but with precedent in the region, is to eventually replace the draw bridge with a tunnel. Before out-right dismissing this idea as cost-prohibitive, it could create significant benefits: remove congestion, allow continuous uninterrupted emergency vehicle access, establish continuous maritime access, and better position the US 1 corridor as a business location. While a tunnel is an expensive proposition, the recommendation is to perform a benefit/burden analysis to fully understand the impact a long-term, major project would have on the Village, as well as Lake Park, Palm Beach Gardens, and norther Palm Beach County.



Top: US 1 in Fort Lauderdale tunnels under the New River.

Left: The Henry E. Kinney Tunnel.

Crystal Tree Plaza

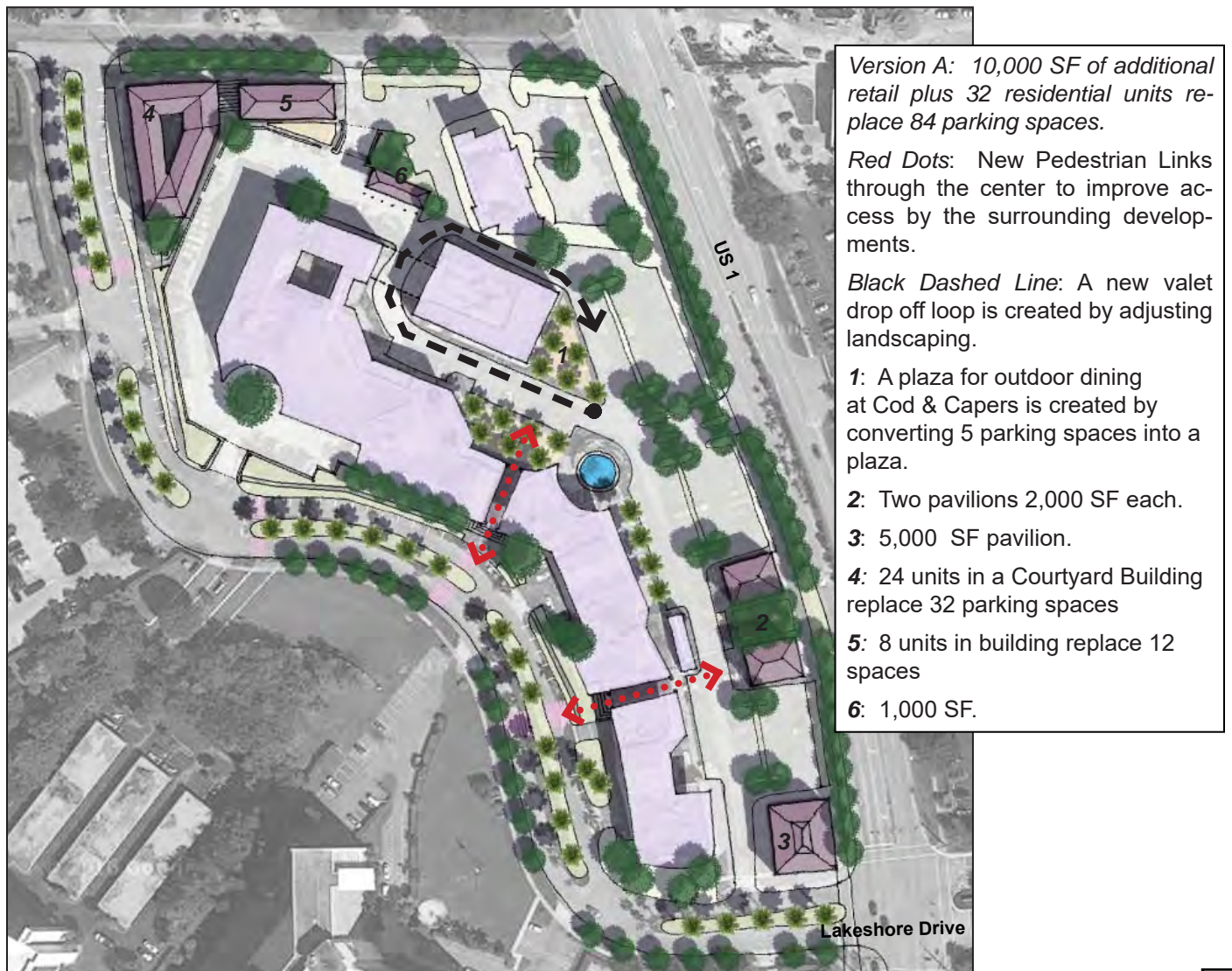
One of the main properties in the northern section of US 1 is the Crystal Tree Plaza. The plaza contains a mix of office, retail, and restaurant uses, connected with wide arcades and several designed open spaces. The plaza appears to be in need of update. Though several key local destinations are located in the plaza (e.g., Sprinkles Ice Cream, Cod and Capers), the plaza is dominated by asphalt parking areas which remain largely underutilized, even during high season. Most of the stores are closed in the evenings.

Diversifying the uses by adding a residential component was considered during the charrette to establish more activity in the evening. Initially, the idea was to convert the four-story office portion into residential units; however, the existing building does not lend itself to easy conversion, limited by its

plumbing configuration and other factors. Since this property is one of the few office locations that afford users the ability to walk to lunch or dinner, another approach is presented as part of the master plan.

In order to build on the center's existing strengths to create a more active, attractive location to serve as a neighborhood center for the northern area, strategic additions are illustrated. The concept is to strategically introduce new buildings, create attractive outdoor spaces, rationalize vehicular circulation, reduce the prominence of surface parking areas, diversify uses, and better link the center to its surroundings for pedestrians and cyclists.

Like many recommendations throughout this plan, these concepts can be achieved in a number of ways. The following plates illustrate two different options, but other configurations are possible as



well. Additionally, the concepts illustrated to retrofit this property can be used to reshape and energize other shopping centers located throughout the Village.

Several concepts are common to both plans. Outparcels are added to form outdoor spaces and reinforce pedestrian routes. A clear valet parking route and stronger pedestrian links are introduced through minor adjustments to the layout. In both plans, residential uses replace under-utilized parking areas in the rear of the center. The courtyard building and adjacent bar building replace 44 parking space with 32 residential units. Consider that except for the restaurants, Crystal Tree Plaza is mostly closed during evening hours when residential units need parking most. Also, by diversifying uses, the ability to for some shoppers and workers to live on-site provides parking efficiencies.



A plaza in Coral Gables, defined by building placement and landscape design.



Version B: 10,000 SF of additional retail plus 32 residential units replace 84 parking spaces.

Red Dots: New Pedestrian Links through the center to improve access by the surrounding developments.

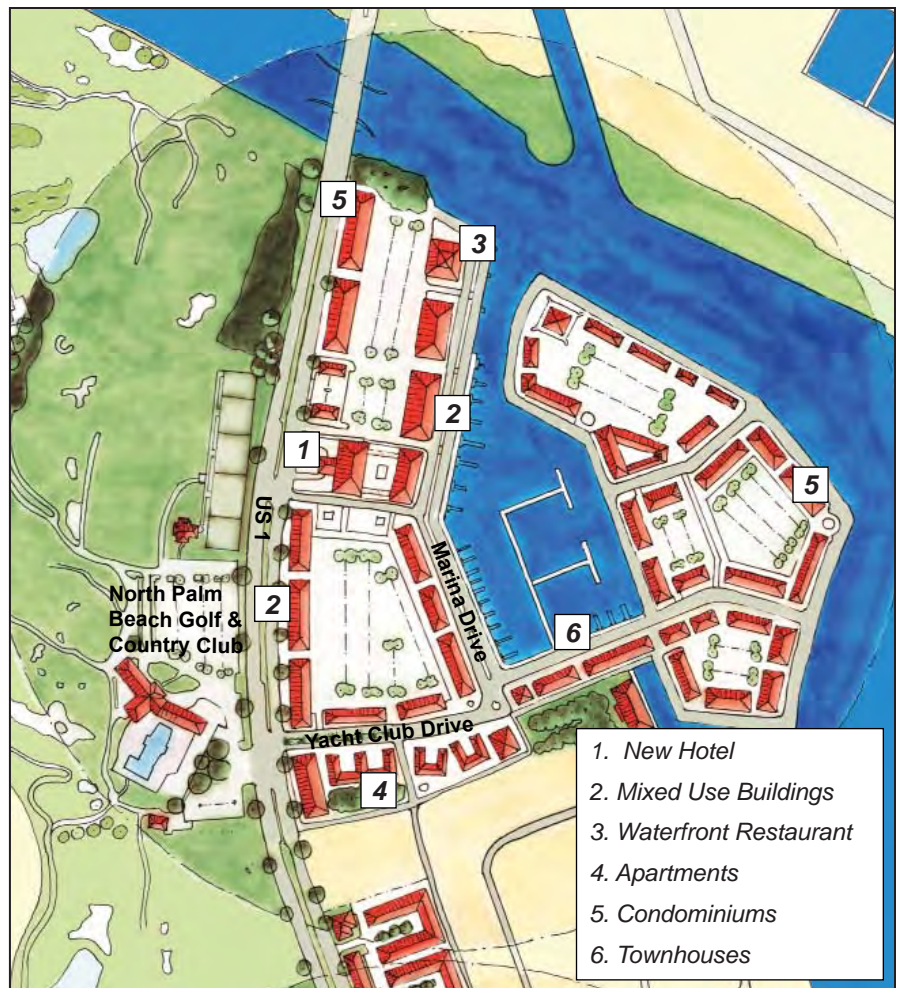
Black Dashed Line: A new valet drop off loop is created by adjusting landscaping.

- 1:** A plaza for outdoor dining at Cod & Capers is created by converting 5 parking spaces into a plaza.
- 2:** 5,000 SF pavilion with outdoor dining.
- 3:** 3,000 SF pavilion.
- 4:** 5,000 SF pavilion
- 5:** 24 units in a Courtyard Building replace 32 parking spaces
- 6:** 8 units in building replace 12 spaces
- 7:** 1,000 SF

The area just south of the Parker Bridge was frequently identified by charrette participants as a resort area with a waterfront village character. An almost universal idea among the presentations by the citizens at the Saturday workshop was to locate a new signature hotel on the site of the old Camelot Inn, building on the attraction of the golf course and the marina while replacing an out-of-date building.

Country Club House Amenities

Should be the "Town Center"
Should Accommodate Residents
(Especially Kids)
Family-Oriented Programming
More Tennis Courts
Fitness Facility
Kiddy Splash Park
Family Pool Access
It is the Community's Facility

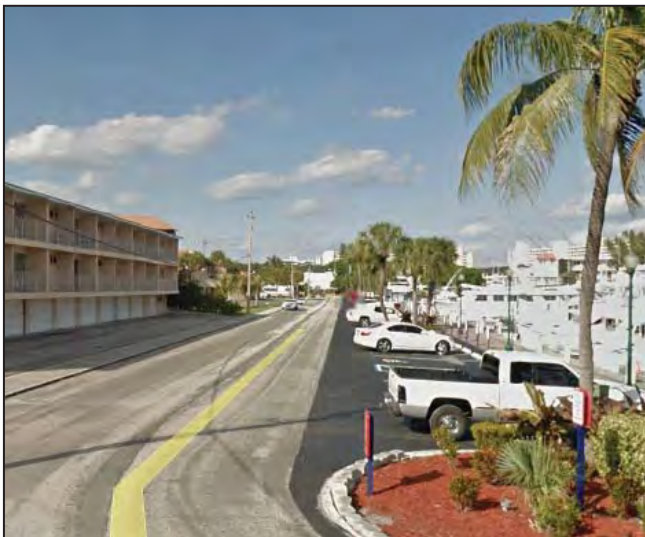


The Village is currently in the process of creating a new country club building and updating the amenities. A separate process is underway focused solely on that effort. However, many charrette participants voiced ideas and while not tested as part of this effort, the some of the suggestions are listed in the box above.

The area surrounding the marina is indicative of many waterfront areas in the Village. It is largely comprised of condominiums constructed in the 1960s, 1970s, or early 1980s. They range from two to six stories, frequently walk-up types with exterior circulation among units. While these buildings do not redevelop easily, given the ownership pattern, structures have finite life spans, and waterfront parcels are extremely valuable so a vision for the future is important to illustrate. A defined vision provides guidance if and when changes occur. While changes may be incremental or small, each element should move the Village toward its ultimate vision. The resort area has the following characteristics:

1. Waterfront dining locations;
2. A continuous boardwalk environment so everyone can enjoy the waterfront;
3. A new boutique hotel;
4. A variety of buildings that maintain the mid-rise scale and line the streets;
5. A vibrant mix of uses located along the boardwalk;
6. Street trees, street lights, and benches create a nice place to visit; and
7. Parking is available but not visually prominent.

The characteristics described for the marina area also apply to other aging waterfront locations within the Village.



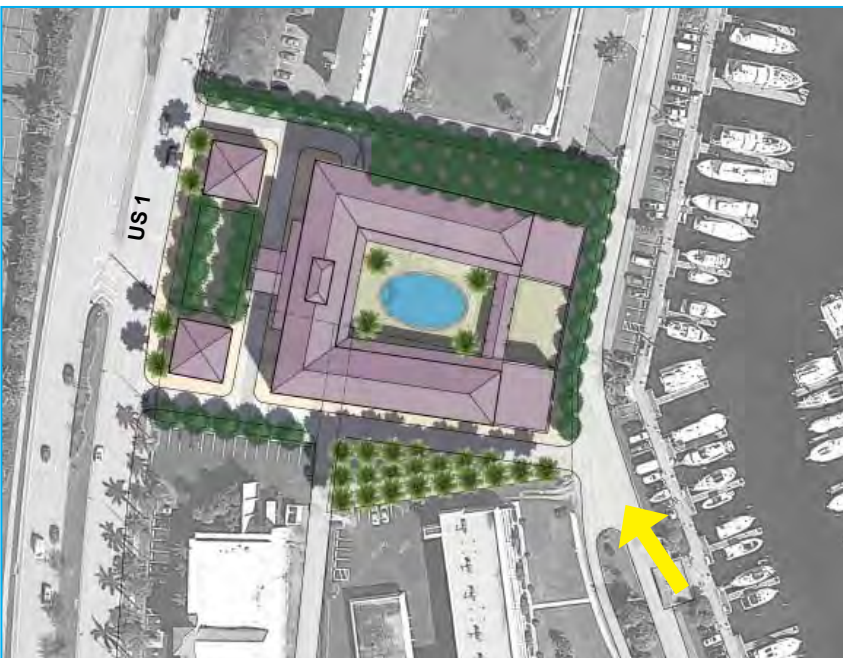
Top: Several participants referenced Portofino as a reference for the character of waterfront redevelopment. This image illustrates a view from the water of this type of redevelopment around the marina.

Middle: The position of the buildings in both the top and middle images define the street/promenade along water's edge. As the week progressed, charrette participants supported an island Bermudian architecture, consistent with John Volk's design of the Village Hall, and raised concern about introducing Mediterranean Revival in the Village. The desired scale and urban experience can be achieved using a wide range of architecture.

Bottom: The current streetscape on Marina Drive is not defined, without clear locations for sidewalks and appears barren. Locations exist along the street where head-in parking could be relocated to the west side, allowing a wider promenade and landscaping along the water's edge.

The following page illustrates the concept of realizing the vision over time. First, the redevelopment of the old inn could provide a signature hotel with a streetscape improvement project on the road leading into the district and along the marina. Then, infill redevelopment could occur on commercial properties, which are easier to redevelop than condominiums. Finally, one of the larger condominium complexes could be redeveloped. And so on, until the district is gradually redeveloped into the buildings that would be there for the next 100 years. The key is that each investment should move the Village toward the community's vision.



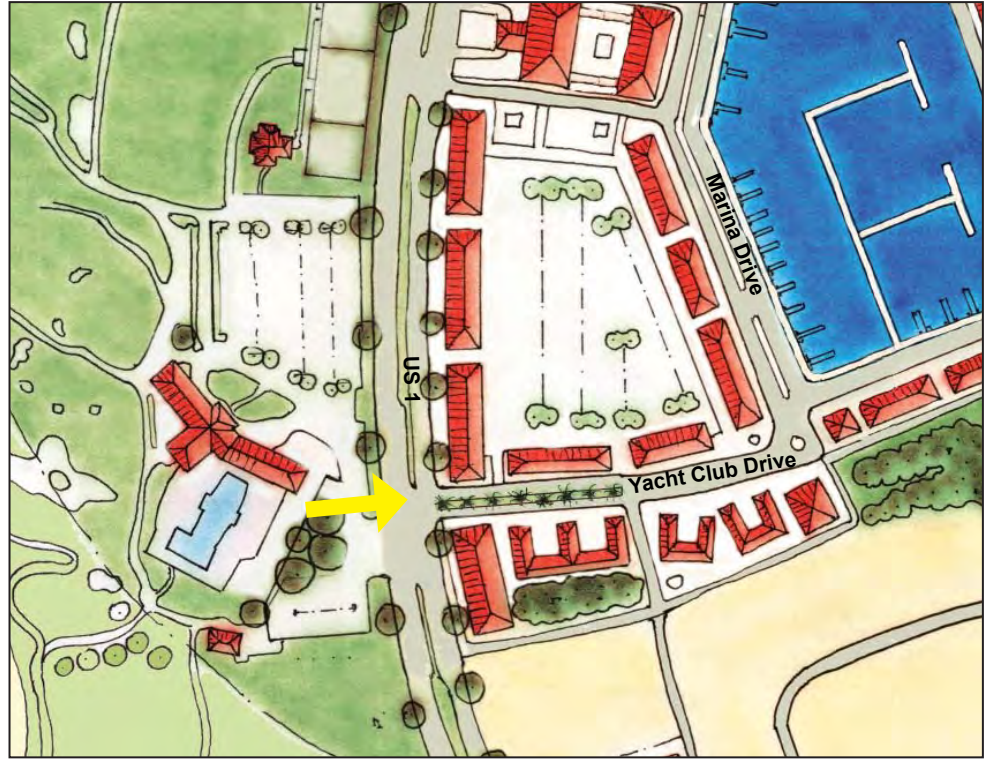


Top: A view of a potential new hotel on the site of the current Camelot Inn. Note that head-in parking has been relocated to the west side to allow for a wider promenade, landscaping, and parallel parking on the east side of Marina Drive. The arrow in the image below indicates to point of view.

Left: A potential site plan for a new hotel with two pavilions along the street, each offering 2,500 SF of retail, 7,500 SF of internal retail/restaurant space, 255 rooms, and 255 parking spaces.

Right: The arrow indicates the view shown in the image below.

Bottom: A street elevation of potential redevelopment in the resort area across the street from the North Palm Beach Country Club. A new streetscape on Yacht Club Drive with shaded sidewalks and an entry median with palms announces arrival to the district. New mixed-use buildings are shown with varied rooflines and building facades. Buildings in the area currently range from two to six stories in height. A similar scale is depicted in the image.

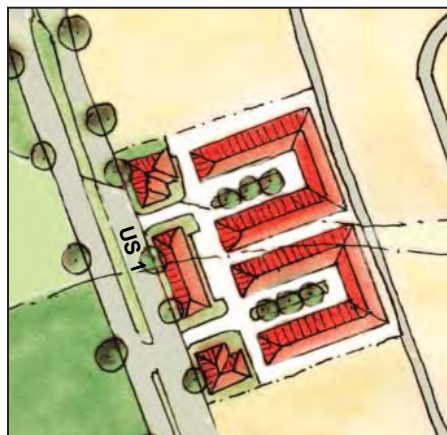
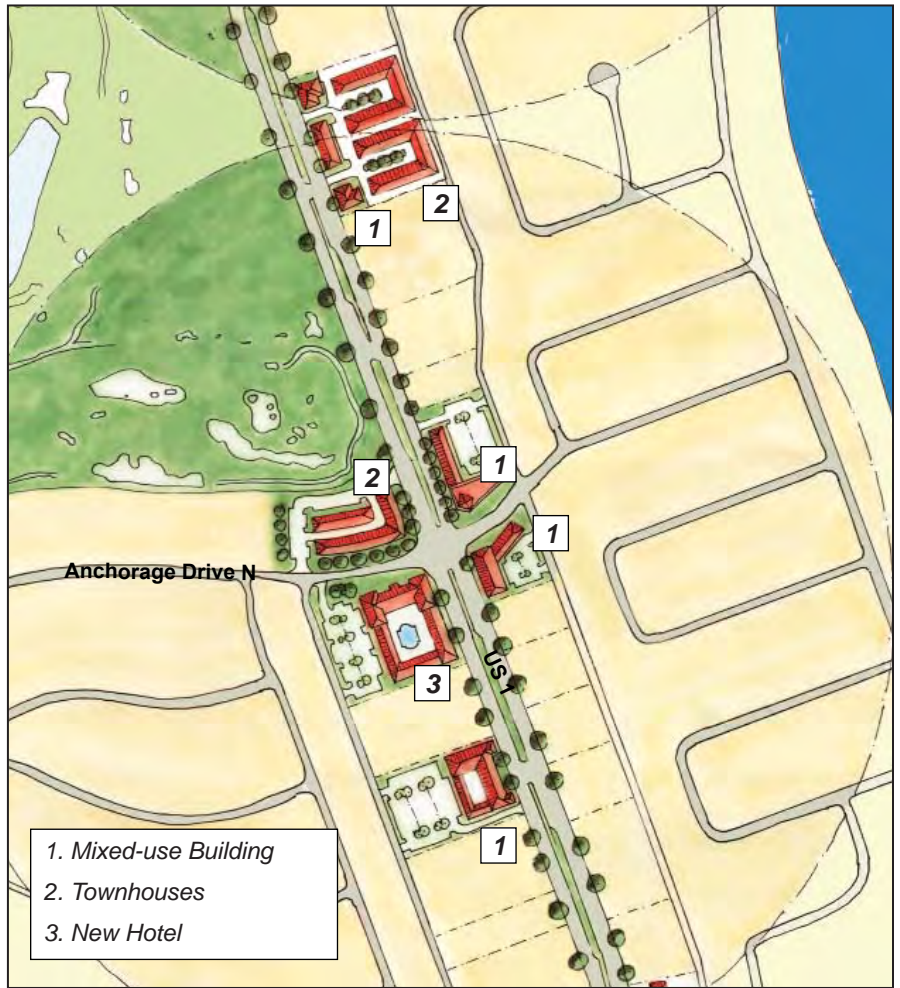


Infill Redevelopment along US 1

Sites with redevelopment potential are illustrated throughout the master plan, denoted by rendered roofs on buildings. Redevelopment is not limited to these sites nor is it suggested to occur within a certain timeframe or exactly in the configuration shown. They are illustrative of the principles embedded in the community’s vision and key to placemaking. Certain sites were chosen for testing redevelopment based upon several factors, including current vacancy rate, building size, condition and age. These factors suggest certain properties are more likely to redevelop in a near-term timeframe.

Each infill project tests redevelopment potential of the site using a building scale of two to four stories in height. Building placement shape streets and form outdoor spaces. A center should be defined for each portion of the village; however, not every site has to be mixed-use. Some sites may be good candidates for higher density residential development. The key is to position the Village to accommodate growth in a form that will define and strengthen the Village’s character.

The redevelopment scenario below depicts mixed-use development on two adjoining properties, one of which is currently vacant land and the other an older office building that is currently 33% vacant. The suggested program provides 13,000 SF of commercial space along US 1 transitioning to 54 townhouse units toward the neighborhood. The density is just over 18 du/acre, which is higher than currently permitted without rezoning. In order to encourage the form depicted below, code adjustments should make it simple and fast to approve projects consistent with the vision.



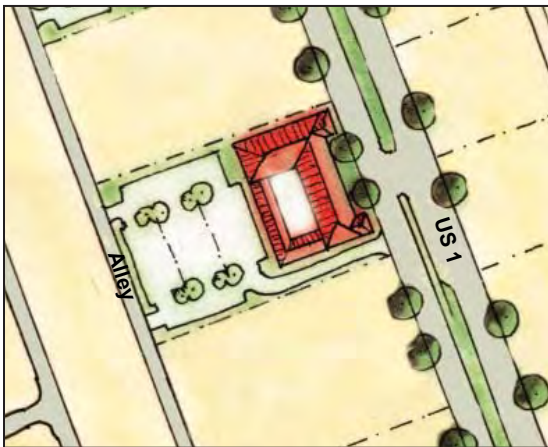
Left: A mixed-use development. **Right:** An image of a similar type of development on US 1 in West Palm Beach.

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Left. The arrow indicates the view demonstrated in the photograph in the image to the right. **Right.** Townhouses in Delray Beach are a similar scale, density, and configuration as illustrated in the master plan.

The intersection at North Anchorage Drive and US 1 provides a unique opportunity for redevelopment on all four corners of the intersection. The northwest parcel is currently occupied by a vacant bank. This parcel adjoins the golf course and could be redeveloped with townhouses facing the course and an urban condition lining tree-shaded streets. Many communities in the region, including West Palm Beach, Lake Worth, and Delray Beach, have successfully established new townhouses along US 1 and in other “downtown” locations without the additional benefit of a golf course view. The market analysis showed a demand for 90 to 120 new hotel rooms. The plan suggests the possibility of upgrading the current Super 8 motel on the southwest corner of US 1 and Anchorage Drive North to a new 3-star hotel.



Top: Potential infill development along US 1

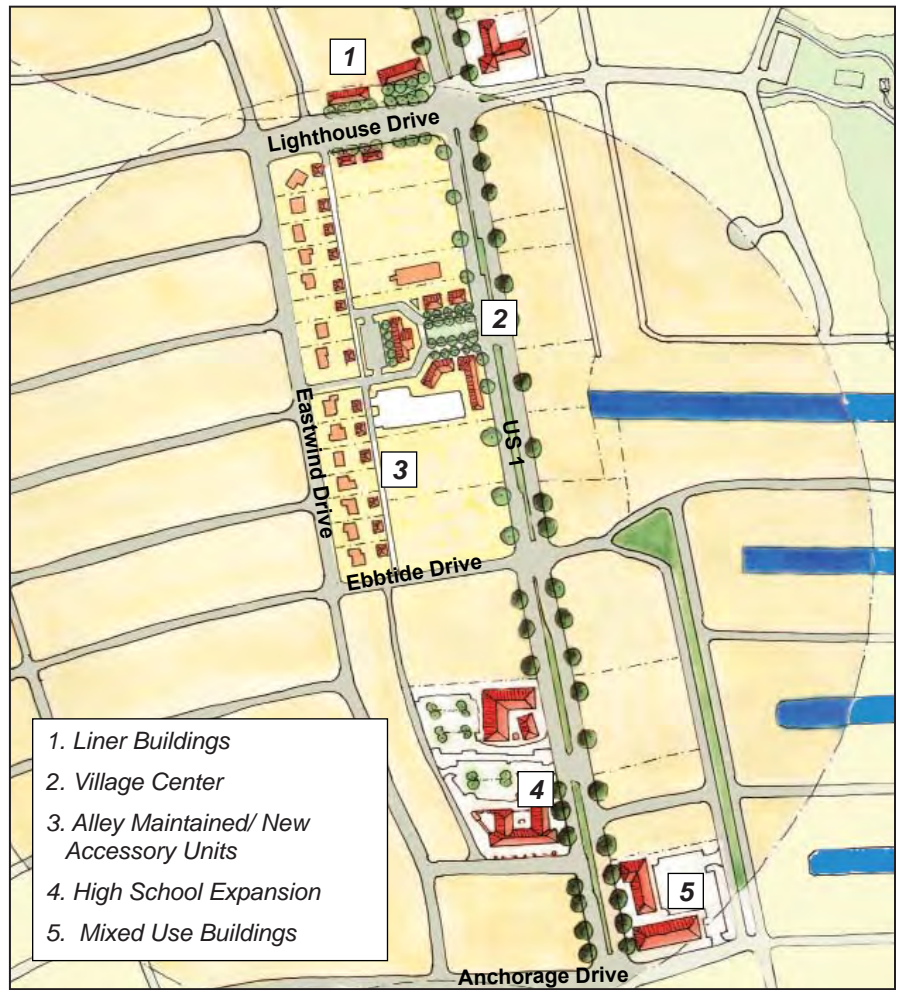
Right. A mixed use building in a similar scale, density, and configuration as the plan illustrates.



Village Center

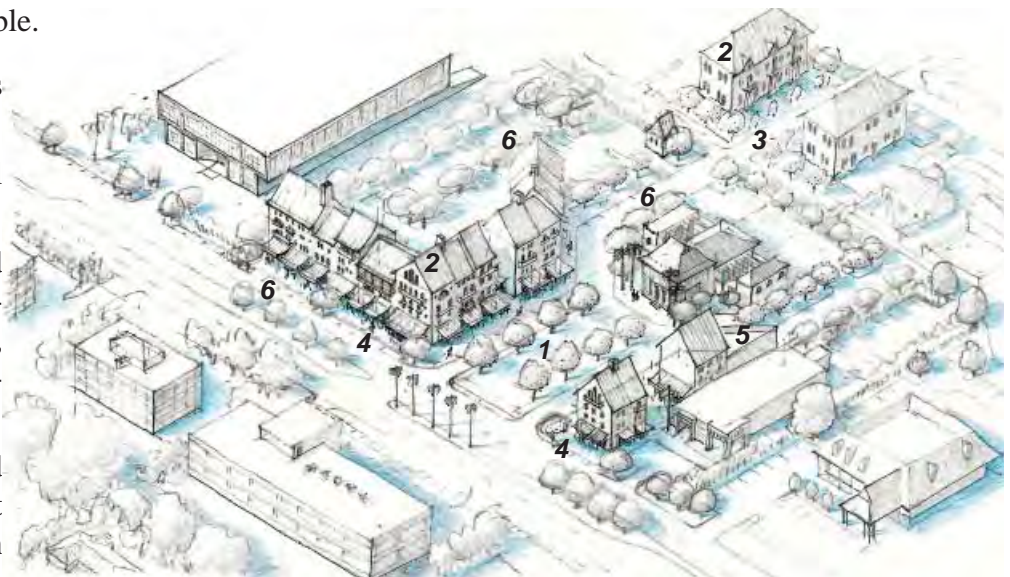
The portion of US 1 between Lighthouse Drive and South Anchorage Drive is the civic center of the community. The Village Hall, Library, and the Conservatory School at North Palm Beach are located in this area. It is important that each portion of the corridor has a center serving the surrounding residents. This section should accommodate the most prominent center - an identifiable Village Center for the community.

A Village Center can be achieved in a number of configurations or locations. The illustration below demonstrates how 27,000 SF of commercial and 44 units could be configured into a Village Center on vacant land within this section of US 1. An attractive destination for the community is formed, distinguished from the surrounding development pattern as a location for people to gather. The buildings should be tall enough to enclose the space. Pedestrian routes to the center should be shaded, clearly defined, and as direct as possible.



The illustration demonstrates the following qualities:

- Buildings define a formal green or plaza;
- Streets are public and interconnected to the surrounding neighborhood, shortening walking distance to the center;
- A vibrant mix of uses and high density development line streets and the open space.
- Parking is provided in the rear of buildings and on-street.

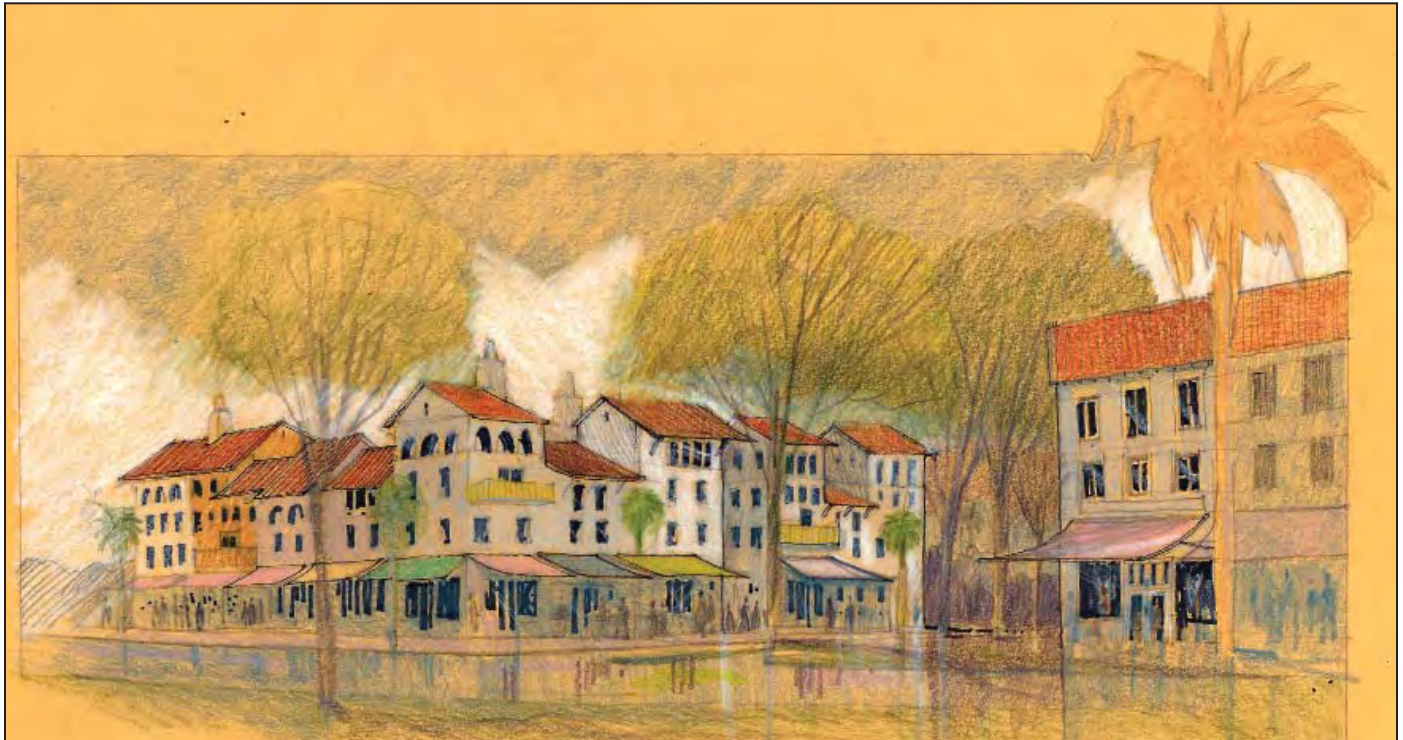


- 1: Prominent new civic green;
- 2: Buildings define the streets and open space;
- 3: New streets link to neighborhood;
- 4: Mixed-use buildings have lively, active uses along the sidewalk;
- 5: The existing post office is enhanced and maintained;
- 6: Parking is on-street and in the rear of buildings.



Top: A mixed-use building study for the Village Center

Bottom: The Village Center is comprised of mixed-use buildings in varying scales with lively uses located along the sidewalk and a civic open space.



The Alleyway & Accessory Units

One of the strongest characteristics of this section of the US 1 corridor is the continuous north-south alleyway. This alley provides an important local link with numerous benefits:

1. Locals can move between properties without having to engage US 1;
2. Deliveries can be made discreetly without impacting traffic or blocking access;
3. Parking and other back of house uses are easily accessed.

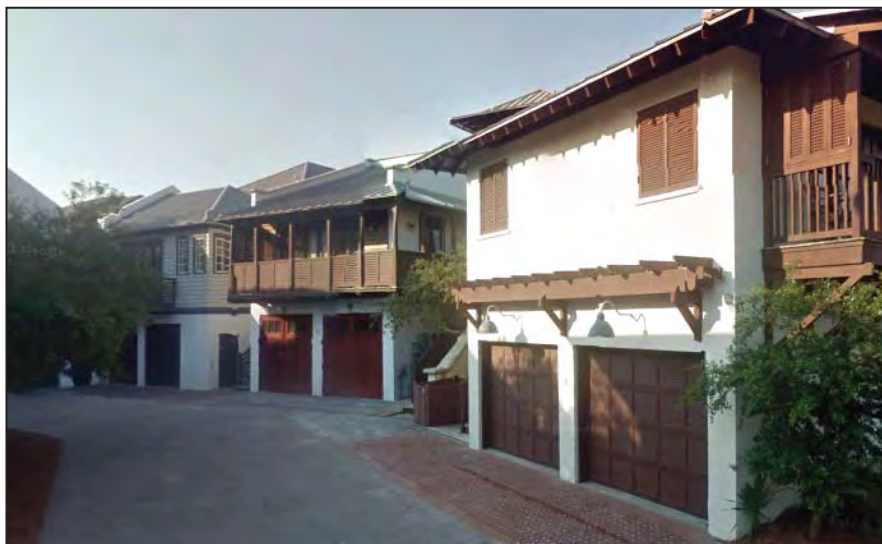
The lots that back up to the commercial properties have an opportunity to increase their value, provide a new housing option for the Village, and maintain affordability over time by incorporating accessory units. With the alley access, these buildings can be easily accommodated without increasing traffic to the neighborhoods. In addition to providing potential rental income that supports the main household, they could also provide a home office option or a housing option for extended family members (e.g., grandparent, newly graduated adult children).

These units would provide natural surveillance of the alleyway and, if properly designed, transform the alley into an interesting, unique thoroughfare.



Top: Accessory units located in outbuildings behind houses on Eastwind Drive and along the alley.

Bottom: Accessory dwelling units along an alley in Rosemary Beach, Florida.



The Alleyway & Townhouse Units

Alley access provides another possibility for further diversifying housing options in the Village. With rear vehicular access available, these lots could easily accommodate potential townhouse redevelopment, which would serve as a transition between the single-family neighborhood to the west and the commercial corridor to the east. The pattern shown also includes accessory units to capture the benefits enumerated on the previous page. Pedestrian links to the commercial corridor could be provided within new development. Increasing density could provide an opportunity to establish a new street link, if desired, to potential new development along US 1.



Top: Townhouse units line Eastwind Drive with accessory units located in outbuildings to the rear along the alley.

Left: Townhouse development in West Palm Beach, Florida.



Retrofitting Sites Not Likely to Redevelop

Throughout the corridor, large office buildings are setback from the street and surrounded by parking lots. Though many of these buildings, through their building placement and parking location and quantity, do not contribute to a Village character, steps can be taken with strategic interventions to create a more economically viable and attractive condition.

For example, on the north side of Lighthouse Drive, the office at 701 US 1 is fully leased and four stories tall. It is not likely to redevelop in the near future. On the south side of Lighthouse Drive, a small bank at 667 US 1 is also fully leased and surrounded by surface parking areas. Both properties have open parking spaces available throughout the day.



One opportunity is to add small object buildings along the street to define the street and create pockets of desirable urban spaces. These buildings would be appropriate for coffee shops or cafes to serve the office users and the adjoining neighborhood. It would require a reduction in the current amount of parking on the sites in order to achieve this, but this strategy would provide an amenity to building users and surrounding residences.



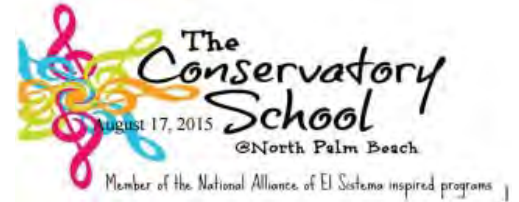
Top: the current condition at the west side of Lighthouse Drive and US 1.

Middle: The potential location of new liner buildings in existing parking lots to create a desirable urban experience and offer an amenity to office workers and nearby residences.

Bottom: A liner building used as a cafe with planter boxes defining an outdoor eating area. These buildings have an attractive facade on all sides and are only 12 feet wide.

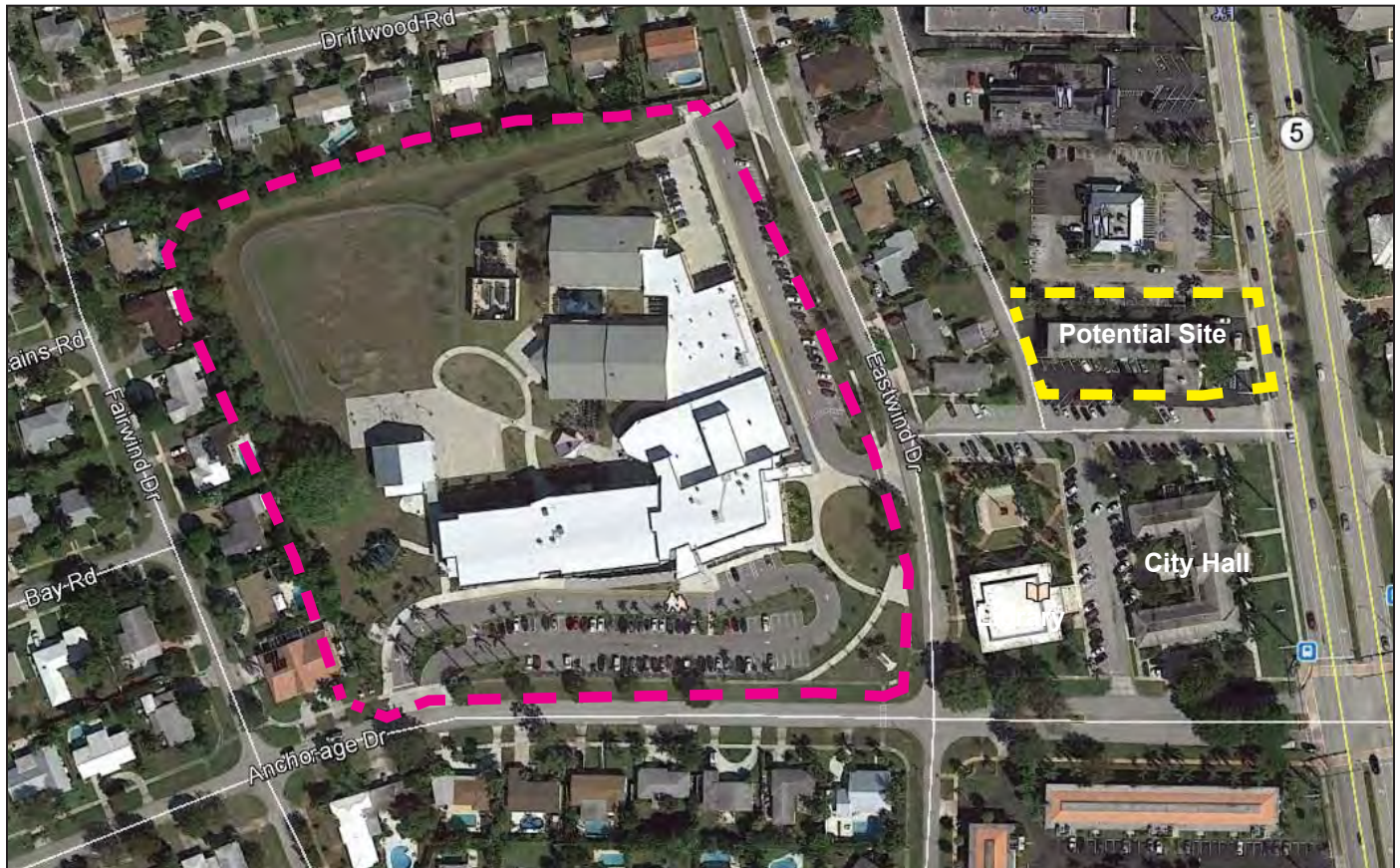
The Conservatory School at North Palm Beach (NPB)

The Conservatory School at NPB provides a traditional K-5 educational program as well as a “choice” program, focused on music education for K-5 as well as a highly selective choice program for middle schoolers, grades six through eight. The Conservatory School at NPB has an enrollment of 657 K-5 students and 44 middle school students, providing a total 2015/16 enrollment of 701. Ultimately, The Conservatory School at NPB anticipates 120 middle school students among three grades at full capacity.



Charrette participants were highly complementary regarding the range of educational choices available to Village residents. They voiced a strong desire to expand the successful programming at The Conservatory School at NPB to include a choice program for high schoolers, grades nine through twelve. As of the time of this charrette report, preliminary discussions were underway among the school’s administration, Village, School District of Palm Beach County, and members of the community.

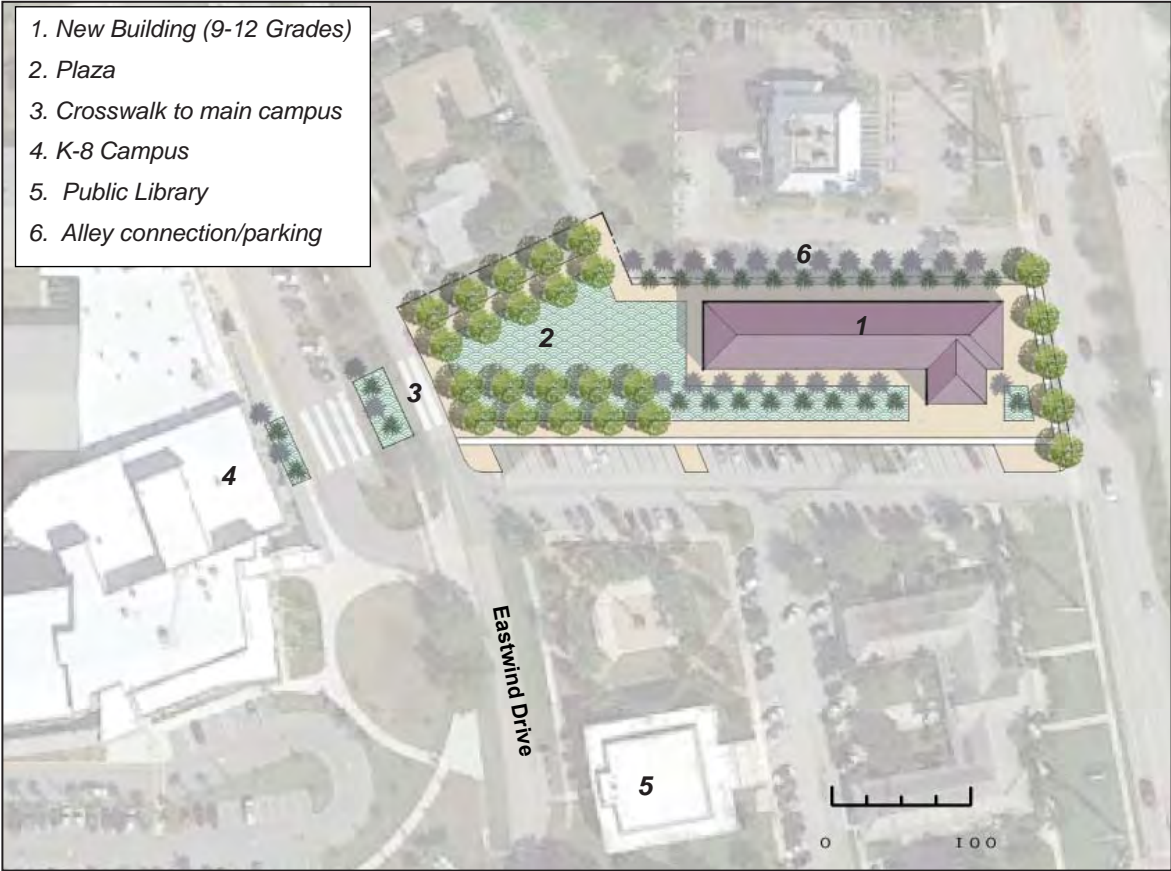
The state regulatory structure controlling educational environments has continued to change over time, with greater flexibility for alternative educational environments depending on program, partnerships, educational needs, and other factors. The creativity of the District and increasing flexibility among regulations suggests there are many formats within which a high school program could be added to The Conservatory School at NPB. Based on discussion with school administrators and reviewing alternative high school programs around Florida and across the nation, it would appear as though a focused choice-type high school program at The Conservatory School could include 40-50 students per grade, totaling 200 students across the four grades.



With appropriate programming and scheduling, there could be efficiencies developed with broader utilization of some of the current core facilities on the campus. Additionally, classroom and other educational spaces could be created on ancillary properties, such as those owned by the Village or others adjacent to the current campus. Proximity to the current campus could be advantageous in such a design to maximize the utility of the physical and human resources of the existing school. In addition, Palm Beach State College’s north campus, located on PGA Boulevard, is approximately three miles north of the existing campus and could offer dual-enrollment and other educational programming enhancements to a high school curriculum.

located roughly 300 feet east across Eastwind Drive, which is a small neighborhood street. In order to connect the satellite building and provide a gathering space for older students, a plaza connection could be easily achieved with the purchase of one additional lot. The site is adjacent to the North Palm Beach Library. This scenario helps illustrate one of the many ways in which additional educational space could be designed to augment The Conservatory School’s program to accommodate a high school component.

A potential site is illustrated for the high school program below. This scenario suggests replacing an underutilized office building to provide approximately 22,400 SF (in two stories) of classroom and ancillary space. The site is proximate to the existing campus,



Top: A potential elevation of a new school building. **Bottom:** A new high school building with a floor plate of 11,200 SF, providing 22,400 SF in two stories. If one additional lot is acquired, the campus could be unified by a plaza.
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An expanded school with high school grade levels can be accommodated in the Village in a number of ways. One of the strengths of the current campus is that it is easily accessed via walking, biking, and driving by its position in an interconnected neighborhood. Building upon its position in the community (both physically and civic), a design is illustrated that emphasizes the school's civic presence in the community as a whole, connecting it to the current campus and library.



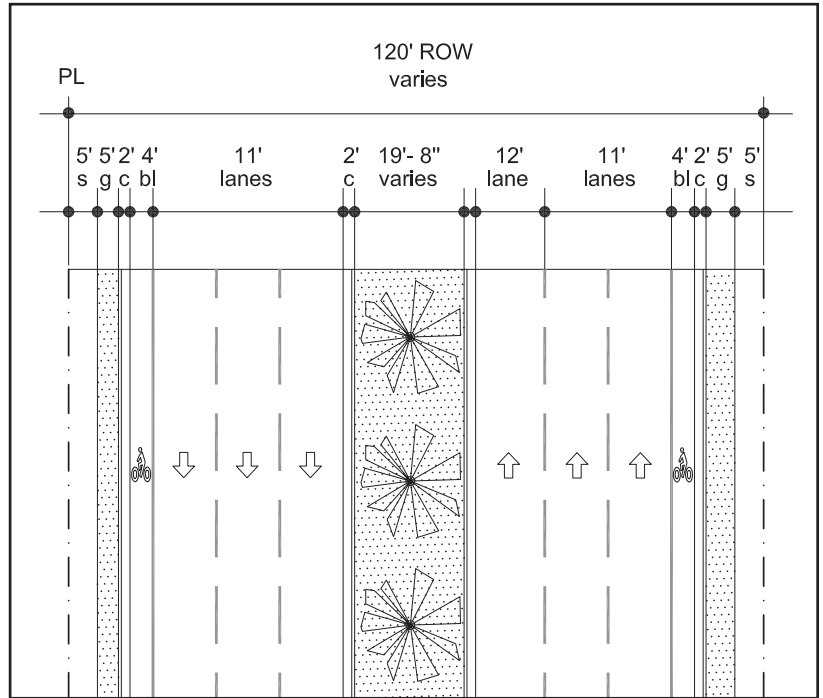
Top: A view of a potential new school building. **Middle:** The lots facing the school are currently duplexes. An opportunity to provide a more resilient building type along the campus edge transitioning to the commercial uses behind it is illustrated. **Bottom:** A potential elevation of a new school building.



US 1 Options

US 1 is the Village of North Palm Beach’s main thoroughfare. As discussed in Background & Existing Conditions (Appendix B), the current and projected traffic volumes afford the Village with a choice in the roadway design of the section between Northlake Boulevard and the Parker Bridge. The current road has three travel lanes in each direction with a striped shoulder functioning as a bike lane, though unmarked and substandard in width. A landscape strip and sidewalk, both generally five feet wide, are provided on both sides. Generally, the only landscaping provided is in the median.

Three options are illustrated on the following pages showing how the right-of-way could be reconfigured. The Village could opt to maintain the current configuration or pursue a Lane Elimination and change the design using one or more of the following options.



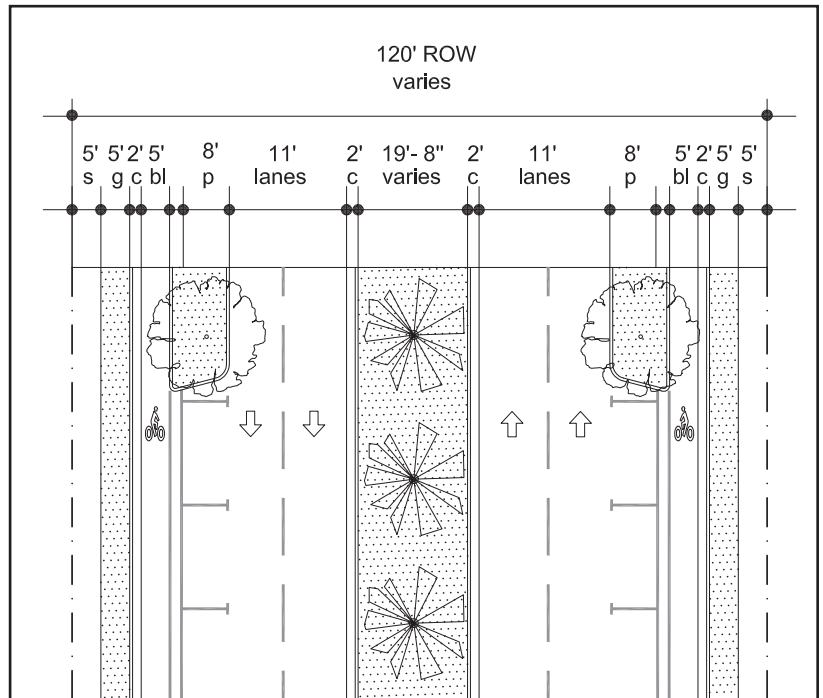
Top: The existing condition of US 1 in North Palm Beach, between Northlake Boulevard and the Parker Bridge.

Bottom: An image of the current thoroughfare.



US 1 ~ On-Street Parking Option

This configuration provides on-street parking, physically separating the cycle lane and sidewalk from moving traffic. The bike lane is expanded to a standard width of five feet. Sufficient room is available to have a buffered bike lane, which adds more than two feet of striping to guide cyclists away from potential conflicts with passenger doors. Street trees would occur in landscape islands located between parking spaces.



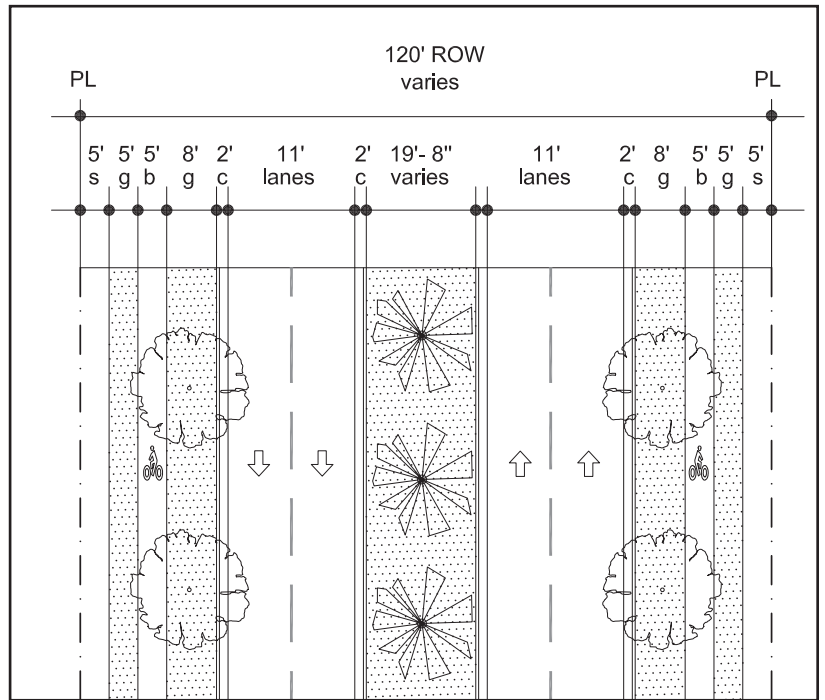
Top: One of three options developed for the section of US 1 between Northlake Boulevard and the Parker Bridge.

Bottom: An image of a design with on-street parking and a buffered bike lane.



US 1 ~ Cycle Track Option

This configuration provides a bike lane that is separated from the roadway and the sidewalk. This configuration protects both cyclists and pedestrians from vehicular traffic while eliminating potential conflicts between bikers and walkers. The image shows the bike lane curbed, but it could also take the form of a path at the same grade as the sidewalk. The majority of space gained from narrowing the roadway would provide wide landscaping swales, which could accommodate regularly spaced shade trees along the corridor.



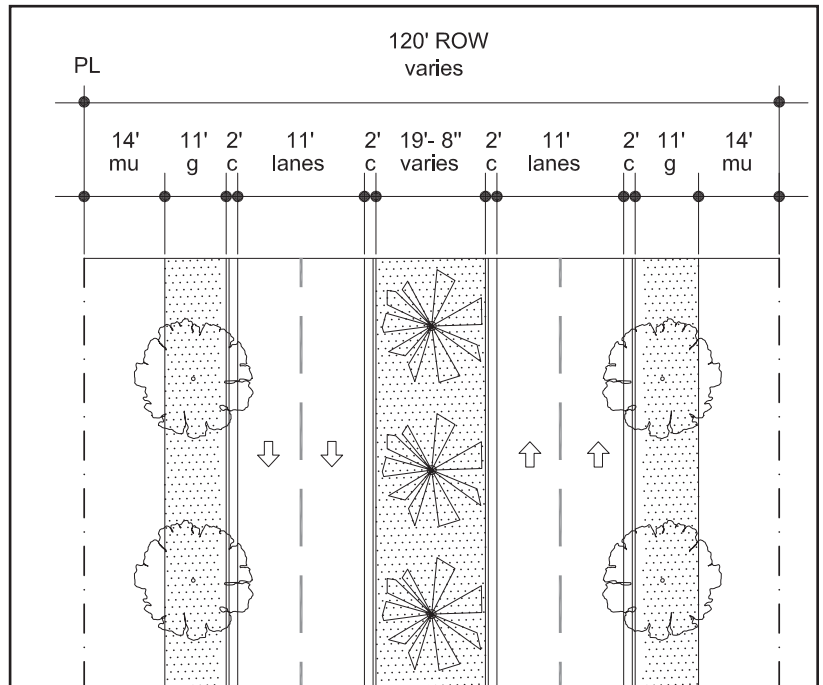
Top: One of three options developed for the section of US 1 between Northlake Boulevard and the Parker Bridge.

Bottom: An image of a design with a cycle track and wide planting area.



US 1 ~ Multi-Use Path Option

This configuration widens the sidewalk into a multi-use path, providing a route for both pedestrians and cyclists separated from vehicular traffic by a wide planting strip. Shade trees could be uniformly spaced, creating shade and a parklike condition along the corridor.



Top: One of three options developed for the section of US 1 between Northlake Boulevard and the Parker Bridge.

Bottom: An image of a design with a multi-use path and wide planting area.

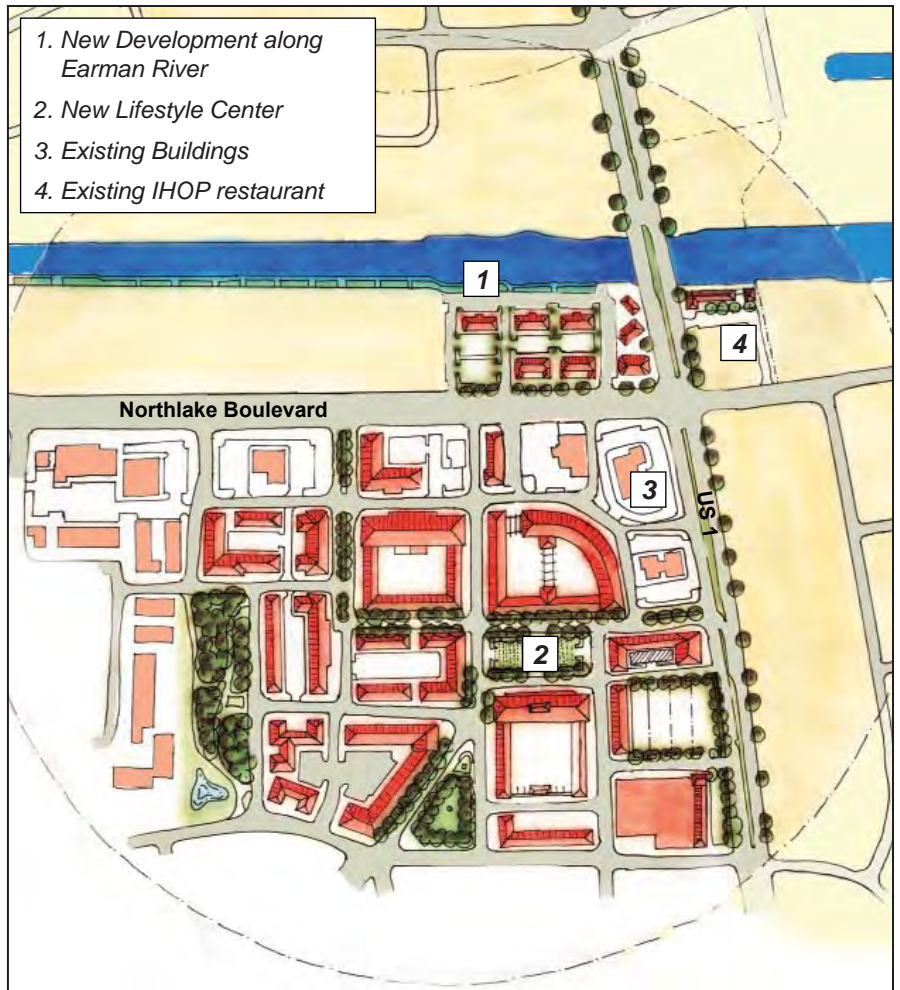


Northlake & US 1

The focus of this area was on three main concepts: new development on the north side of Northlake Boulevard, the creation of a signature project at the southwest corner of US 1 and Northlake Boulevard, and maximizing the waterfront.

Redevelopment on the Earman River

The characteristics for redevelopment along the Earman River are to provide access to the waterfront, to enhance the fragile ecosystem, and to protect the residences on the north side of river from noise and other impacts. The plan locates retail and restaurant uses along the bridge edge and Northlake Boulevard. Residential uses predominantly line the water side. A boardwalk is proposed to allow access for people and to docks and, but it is pulled away from the natural edge to allow for additional mangrove planting to improve the ecosystem and provide a buffer from new development.





Top: An elevation shows the scale and massing of a potential infill project. The restaurant is located next to the bridge, and three multi-family buildings line the Earman River. A boardwalk is provided for access, but all active uses are located behind a screen of mangroves and new landscaping.

Bottom: A perspective view of a potential infill project. The program accommodates 21,000 SF of restaurant/retail and 26 new residential units.



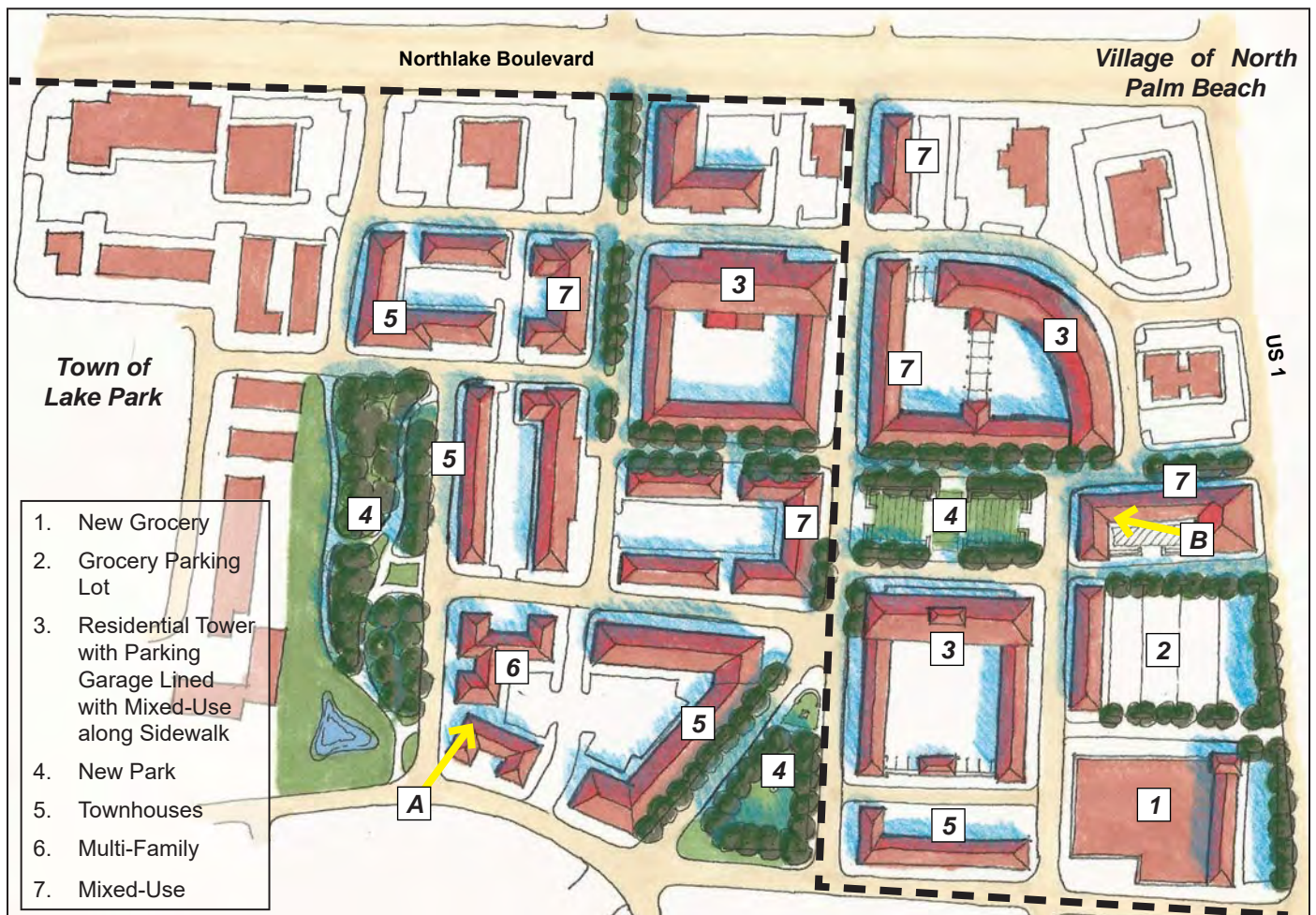
Northlake Promenade Shoppes

Many charrette participants recognized the potential for redevelopment of the old Twin City Mall site, which currently includes the Northlake Promenade Shoppes. A lifestyle center, like CityPlace or Mizner Park, was the most common description of the preferred form. These types of development provide shopping, entertainment, restaurant uses within the form of a an urban neighborhood that incorporates residential as an integral use.

The site is large enough to accommodate a significant project. Buildings tall enough to afford water views could be incorporated without impacting existing residences. Currently, the project turns its back to adjacent houses, negatively impacting physical and economic potential, particularly for the residential uses. Since half of the site is located within the boundary of Lake Park, a clear vision that both municipalities support is a crucial tool to encourage investment.

The plan below demonstrates the qualities that could create an exciting new lifestyle center for this portion of the Village:

1. An interconnected system of walkable blocks and small streets;
2. Buildings line streets and face parks and open spaces;
3. The grocery store is moved east to have visibility from US 1;
4. A mix of building types is provided including townhouses, low-rise multi-family, high-rise multi-family, retail and mixed-use;
5. Parking is provided on-street, in garages, and behind buildings;
6. Transitions to the adjacent area is designed to be harmonious - like uses face like uses; and
7. Redevelopment is equitably divided between the two municipalities.



This concept plan shows how to integrate new development to create a life style center. The plan has 33,500 SF of existing retail, 101,500 SF of new retail/commercial use, 690 condominium units, and 131 townhouses.

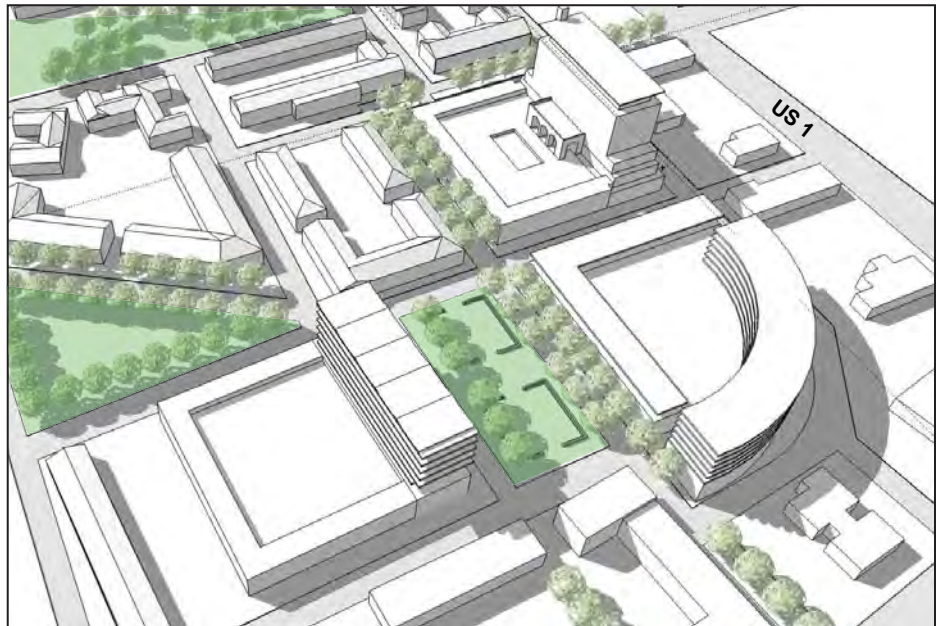
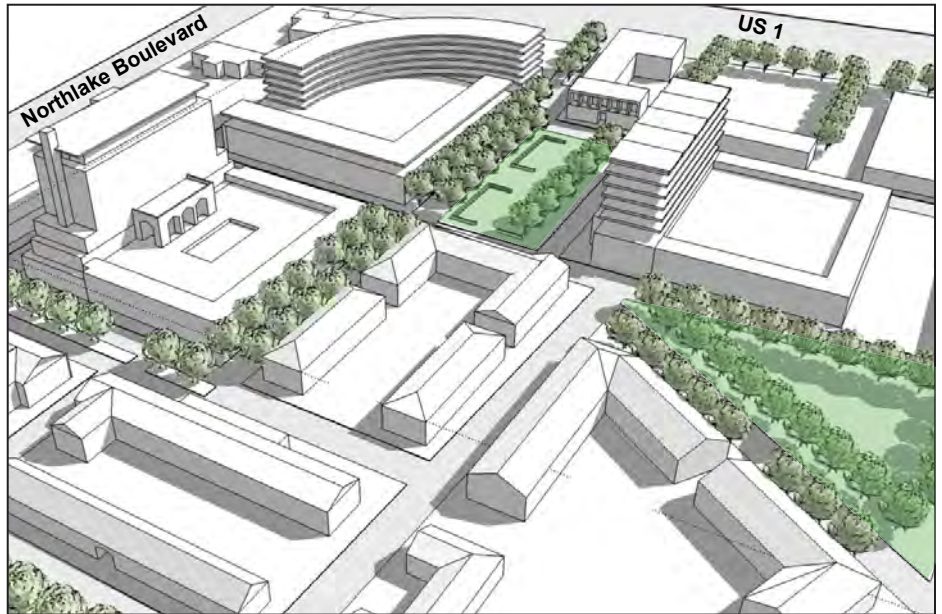
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Top: A view towards the northeast of the most intense, tallest buildings, which are located in the center of the development, ameliorating negative impacts from existing residences (denoted by arrow A on the plan on the previous page).

Middle: A view to the northwest of the block structure created (denoted by arrow B on the plan on the previous page).

Bottom Right: A view of CityPlace, one of the examples frequently referenced by charrette participants.

Bottom Left: A view of Mizner Park, one of the examples frequently referenced by charrette participants.



Prosperity Farms Road

The Prosperity Farms Road corridor is a main north-south corridor and provides one of the entry points to the Village of North Palm Beach. Prosperity Farms Road is lined primarily by residential and civic uses. A recent streetscape project improved landscaping along the thoroughfare; however, the general consensus among charrette participants was that more improvements are needed. Several opportunities were identified to provide more significant aesthetic improvements, while improving the walkability of the road, which functions as a transit corridor as well.

Bridge Feature

The most impactful opportunity identified in the master plan is the creation of a dramatic feature on the bridge over the Earman River using surplus space on the roadway. A common comment during the charrette was that more water views, access, and waterfront restaurants should be encouraged so that all residents have opportunities to enjoy the water. By transforming the bridge into a piece of civic architecture, a signature gateway in the Village is created, and a new place for walkers to pause and enjoy the river could be created.

Bus Stops and Street Furniture

Additional improvements could further augment the recent streetscaping on the corridor, particularly by upgrading lighting and street furniture. Currently, only three bus stops have benches or a trash can, and none have shelters. While certain areas on corridor are lined by single family houses where the installation of bus shelters would, in essence, be in someone’s front yard, many other locations exist with room for improvement.

- 1. Village Grocery Corner Store
- 2. Earman River Bridge
- 3. Infill Development
- 4. Delacorte Park
- Bus Stops to Improve
- Bus Stops with Benches
- Bus Stops Constrained



One of the more constrained bus stops on Prosperity Farms Road.

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A view of the current bridge on Prosperity Farms Road over the Earman River.



A design that expands the sidewalk area over unused asphalt and installs trellises for shade and seating to create an area to enjoy views of the waterway.

Ideally all bus stops should provide a dignified place for riders to wait. The provision of beautiful architectural shelters is an opportunity to reinforce the identity of an area and beautify the public realm. Shelters serve riders and provide walkers and cyclists with a place of refuge from the elements if needed. Consistent use of beautifully designed shelters and street furniture throughout the Village would become part of its character. An argument can be made that transit ridership would increase if more care were given to the environment that riders experience. In the worst cases, the environment provided to riders treats them like second class citizens, leaving them to appear as loitering along the side of a busy and unsightly roadway. Installing shelters, benches, pedestrian-scaled lighting, and landscaping would improve both aesthetics and functionality. Certain locations (like the stop at the Community Center) could easily accommodate shelters. Where sufficient room is not available for improvement, determining whether relocating a stop to an area with more room (for example, at the Neighborhood Grocery property) should be evaluated.



The City of Plantation has developed signature street furniture, including distinct shelters with seating, trash receptacle, bike racks, and signage.

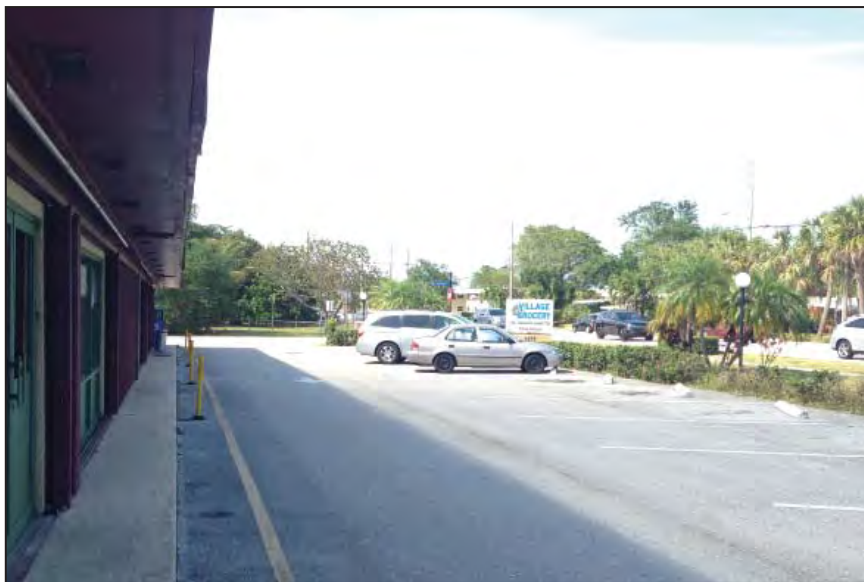
Neighborhood Grocery & Corner Stores

On the master plan, circles depicting a 5-minute walk are used for scale to demonstrate the area most benefited by improvements. Along Prosperity Farms Road, a circle is demonstrated around the neighborhood grocery. Allowing this type of use within a neighborhood is the hallmark of a sustainable development pattern. While the building could be improved architecturally, allowing small instances of neighborhood commercial uses provides quick access to daily needs, which can improve the quality of life in the surrounding neighborhoods. The recommendation is to ensure the design of buildings with neighborhood commercial uses create assets to the area, aesthetically and functionally. Other potential locations for this type of small commercial enterprise (e.g., corner store, coffee shop, café) exist along the corridor. If desired, a coffee shop/café could be incorporated in Delacorte Park or on a corner lot in new development at Allamanda Drive.

The current store at the corner of Honey Road could be improved by updating the facade and landscaping. By reducing the width of the landscape buffer along the sidewalk, the parking area could move east to allow for a wide sidewalk along the storefronts. This expanded area could accommodate outdoor dining and landscaping. Providing a shaded environment is critical in the Florida climate. Reducing the front landscape area from 16 feet to 8 feet leaves ample room to plant a row of trees along the existing sidewalk to provide shade for pedestrians and reduce heat index of the surface lot.



A revised site plan that creates a wide, shaded pedestrian area along the storefronts and adds a row of trees to shade the parking area and the sidewalk.



Top Left: A corner store located in a residential neighborhood in Salt Lake City. Parking is in the rear, and the building is small, neatly kept and cheerfully landscaped. Additional parking is provided on street (note the special 10 minute parking limit in front of the store).

Top Right: A corner store located in the garden district of New Orleans. The architecture is consistent with the surrounding neighborhood.

Middle: The existing Neighborhood Grocery store on Prosperity Farms Road. The property lacks shade and landscaping with surface parking as the dominant feature.

Bottom: Shifting the parking eight feet towards the east makes room for a wide sidewalk. An installation of regularly planted trees provides shade to the sidewalk and the parking lot. Facade improvements introduce an awning to provide shade and shelter and accommodate outdoor seating, landscaping, and merchandise display.



Infill Development at Allamanda Drive

The empty site at the corner of Allamanda Drive and Prosperity Farms Road is available for redevelopment. A recent proposal for an assisted living facility was rejected as too intense for the site. The development illustrated in the master plan is consistent with the density and use recently constructed at the Estates project to the north. The infill pattern illustrated provides the following qualities:

1. Development is clustered to preserve most major trees;
2. Houses face the street with vehicular access in the rear;
3. The concept plan has a block structure that provides more than one way in and out of the project to allow traffic to disperse.
4. An option is illustrated to incorporate a small coffee shop or corner store, which could provide an amenity to this portion of Prosperity Farms Road.



Top Right: A plan with 15 houses 2,700 SF each, with a site density of 5.9 du/ac.

Above: An option with 14 houses and a corner coffee shop with outdoor patio seating.

Right: A similar residential development in Coral Gables with houses facing the street, parking in the rear, and a shared pool.

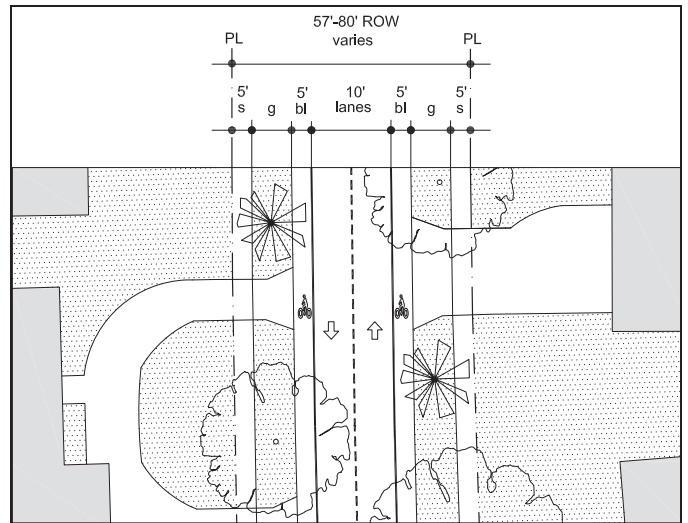
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Lighthouse Drive

Lighthouse Drive is a key neighborhood street that connects the entire Village in an east-west route, including bridging across the North Palm Beach Waterway. Speeding was raised as a concern as well as a desire to improve the design of the road as a unifying corridor through the neighborhoods. Utilizing traffic calming techniques can help keep traffic speeds at an appropriate pace for the neighborhoods. Various techniques are listed on the following page. A key recommendation is to evaluate which elements can be incorporated on Lighthouse Drive.

Some design options for Lighthouse Drive were studied during the charrette. Using a consistent landscaping design of uniformly spaced trees reflects the civic importance of the street and visually narrows the roadway (a traffic calming technique). Incorporating bike lanes could improve mobility and safety, especially for children. Two options for adding dedicated bike lanes are illustrated. One option adds

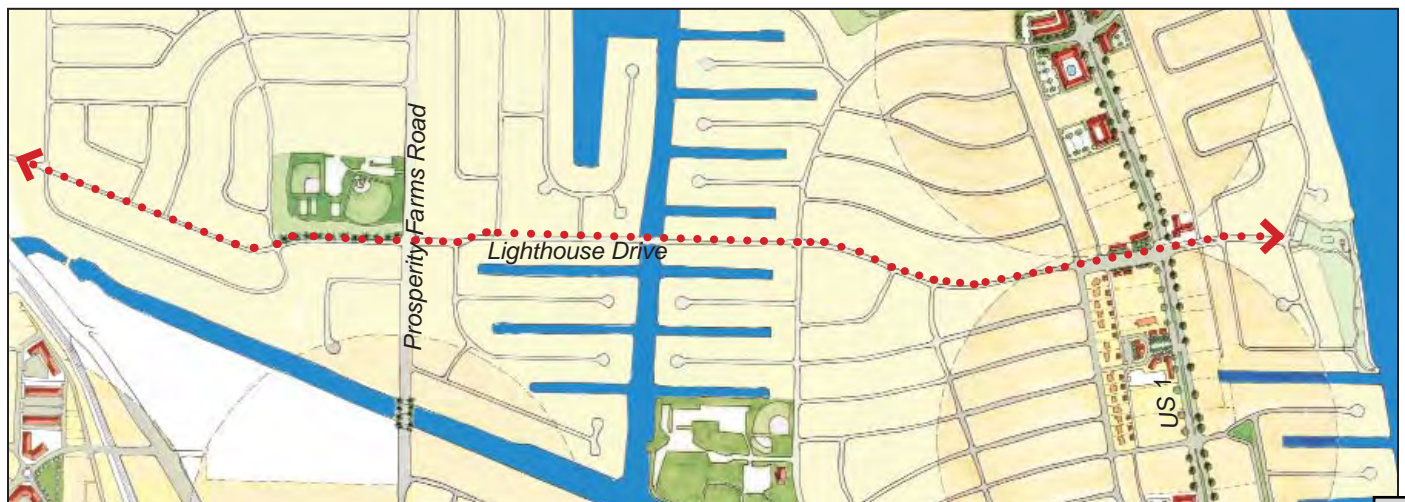


Top: A street section of Lighthouse Drive with existing roadway widened and striped to create bike lanes.

Middle Left: Existing condition on Lighthouse Drive.

Middle Right: The visual impact of adding a row of regularly spaced royal palms.

Bottom: Location map of Lighthouse Drive.



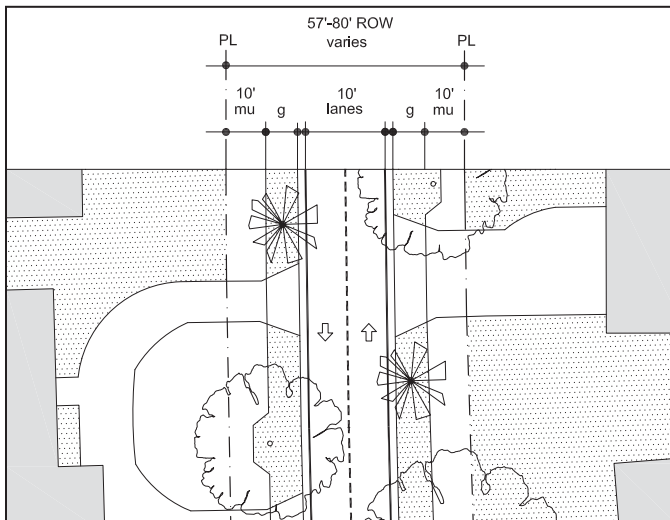
bike lanes by narrowing travel lanes and expanding the shoulders of the roadway. Alternatively, widening the sidewalks into multi-use paths provides an option that physically separates cyclists from traffic.

Traffic Calming Design Elements

The best way to calm traffic is to incorporate design elements that ensure the desired speed is the comfortable speed for drivers. Frequently, communities do not change the road design and post slower speeds on the roadway signage. This strategy relies on enforcement to achieve the intended outcome, rather than affecting the natural behavior of drivers.

An array of elements can be used in the design of a street to calm traffic. Care must be given to the design and function of the street for all users when using traffic calming design features. If designed properly, using one or more of the following traffic calming elements can both effectively slow traffic and provide civic embellishments to the village:

- narrow travel lane width
- fewer number of travel lanes
- on-street parking
- street trees to visually narrow roadway
- modern roundabouts
- mini circles
- medians
- curb extensions, chokers, and bulb-outs
- raised/textured crosswalks
- raised pedestrian tables
- bike lanes
- small radii at corners



Date: 10/20/16



Top: Mini-circle and textured crosswalk in West Palm Beach.

Middle: Small medians at intersections can be a beautiful way to enhance a neighborhood and reduce motorist speeds.

Bottom: This curb build-out, outlined in red, shortens the pedestrian crossing distance and helps slow traffic.

Left: A street section of Lighthouse Drive with existing sidewalks widened to multi-use paths.

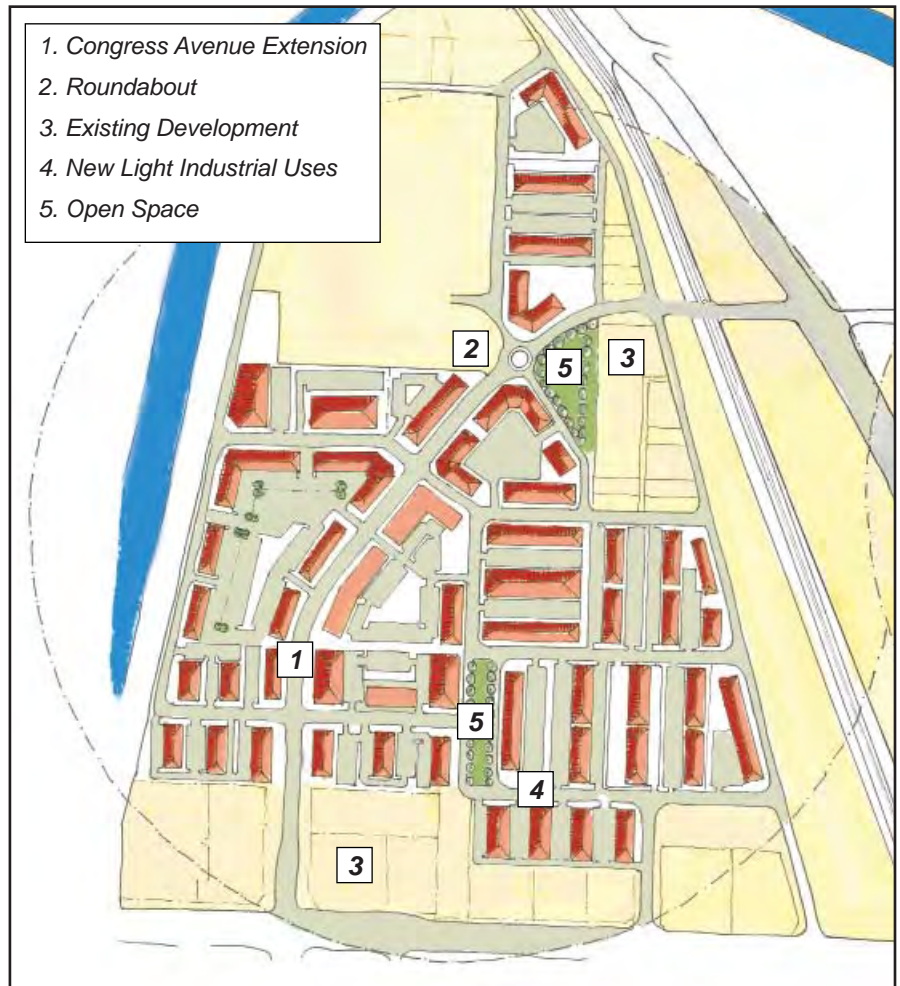
Potential Southwest Annexation Area

The master plan proposes to expand existing adjacent industrial and commercial uses into the annexation area. This area has easy access to major roadways (Northlake Boulevard, US 1 and I-95) and is within proximity of the Port of Palm Beach, airport and future inland ports.

This expansion is proposed in the form of a District. Districts are areas of specialized use. In this particular case, the Light Industrial District proposed is intended to provide development that promotes growth and stability of light industry and its supporting uses; strengthens the economic base of the village; provides the flexibility required to meet changing technological conditions affecting light industry; protects the health and safety of the village by applying state of the art, LEED environmental and safety standards; and preserves and expands the Village's tax base and employment potential.

It is important to note the District's ultimate build-out as shown spans, ultimately, over two different jurisdictions (Village of North Palm Beach and City of Palm Beach Gardens). While the area has been planned respecting existing rights-of-way and ownership patterns, a joint effort between the Village and the City is necessary to ensure consistent and compatible land use and zoning categories. Ideally, the industrial district regulatory framework should be a single document, prepared jointly and adopted by both local governments.

The Light Industrial District suggests an interconnected network of streets suitable for larger vehicles, yet



An excellent example of light industry building in Jupiter, Florida.

preserving and enhancing the pedestrian realm. Public open spaces are provided in the form of plazas as well as a linear, canal-front park for relief from the high impervious lot coverage. Lots are configured to accommodate and service conventional office and industrial buildings, as well as flex space. As this type of development requires ample parking/service and loading areas, much of the site is dedicated to asphalt. Developments are encouraged to locate parking to the side and to interconnect parking/service areas in an effort to preserve the character and safety of the public realm.

The district proposes a wide variety of lot sizes, with the average lot size being 150' x 200'. Recommended

landscaped setbacks are 10 feet. A discussion currently underway is to move the recreational vehicle and boat storage at Anchorage Park into this district. The district could easily accommodate this type of storage. The network of streets makes access into and around the district easy.

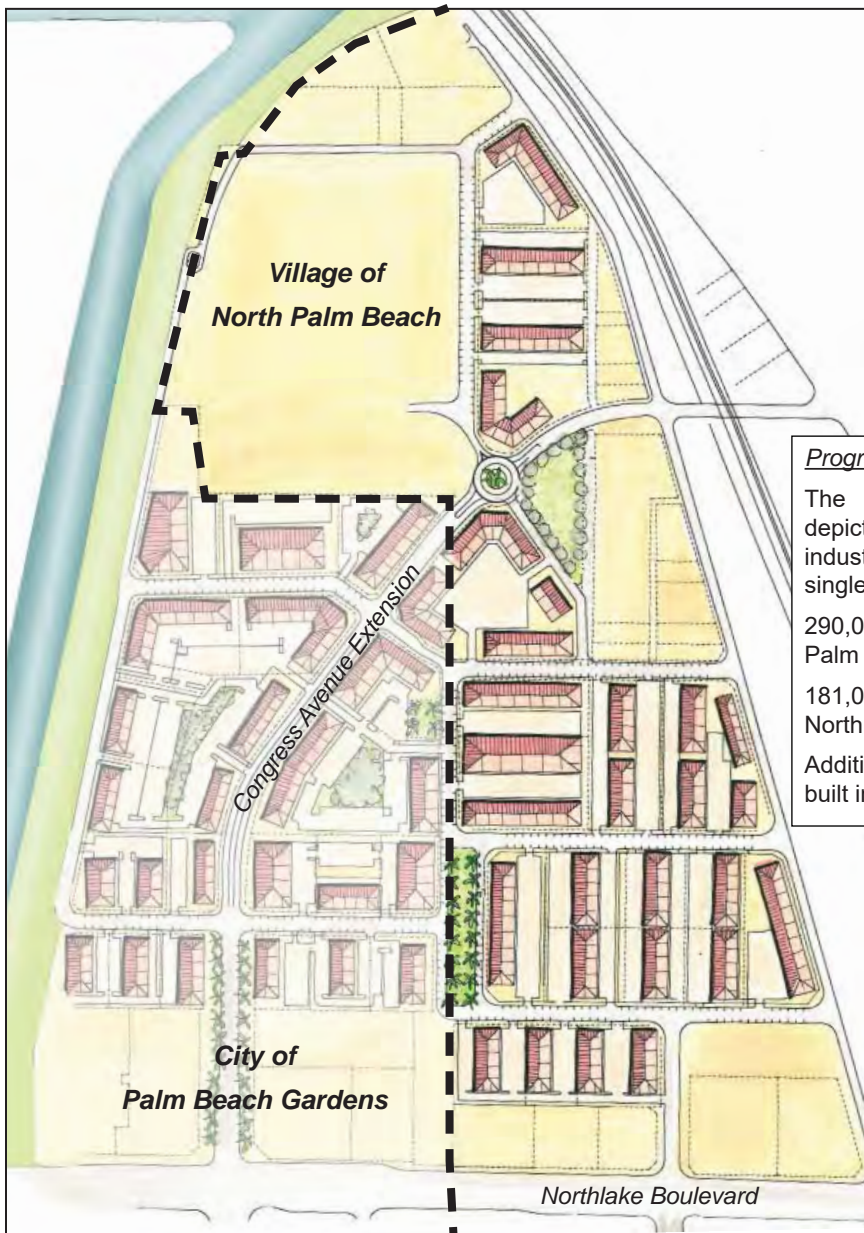


Flex space is a term commonly used to describe light industrial space with an office/retail component. Buildings are generally free-standing within the site. One side of the building, the front (top images), is designed to house air conditioned office or showroom space. This area of the business is usually visited by the public, visible from the street, and is where the front door should be located. Parking is located to the side to provide easy access. The other side of the building, the rear (bottom images), is dedicated to warehouse. This is usually non-air conditioned space and serviced through rear loading areas. These buildings are known as “flex” given the ability to house these varying uses and subdivide into smaller or larger air conditioned spaces as needed.



The centerline alignment of the right-of-way proposed for the Congress Avenue extension has not been modified. However, the proposed design *has* been modified to better respond to existing ownership patterns, create more viable lot sizes, and improve traffic flow through the district as follows:

- A dead-end, east-west road just north of the roundabout has been eliminated;
- A fourth “leg” was added to the roundabout to allow access to the south-east section of the District;
- Two intersections are proposed south of the roundabout to ensure appropriate connectivity and block size; and,
- On-street parking is suggested along the entire length of the avenue.



Program

The proposed master plan depicts 510,000 SF of light industrial/flex space use (in single-story buildings):

290,000 SF within the City of Palm Beach Gardens and

181,000 SF within the Village of North Palm Beach.

Additional office space could be built in upper stories.

Water Taxi

As a community with more than thirty miles of waterfront, water access and waterborne transportation are distinguishing features and quality of life priorities for the Village of North Palm Beach. During the charrette, many participants indicated interest in a water taxi service operating either within the Village or providing access from the Village to other waterfront points of interest. Charrette participants suggested several key waterfront parcels for consideration as water taxi stops, including the North Palm Beach Marina, the Country Club, MacArthur State Park, Lakeside Park, Munyon Island, Anchorage Park, and Frigates restaurant. The potential for each site was evaluated:

- **The North Palm Beach Marina** offers strong potential as a limited-service water taxi stop, likely geared to special events. The marina provides appropriate dockage, but with limited parking on-site, a satellite parking area or shuttle access for users would likely be required. The Country Club property across US1 from the marina could provide satellite parking for users.
- **The Country Club** property offers waterfront access and parking; however, dock facilities would need to be added for water taxi access. Public docks at this property would also enable access to the club for private vessels, expanding the utility of dockage if integrated into the plans for the club.
- **MacArthur State Park** is a popular recreational destination; however, motorized vessels are not permitted within the park boundaries.
- **Lakeside Park** offers a prime waterfront location and close proximity to potential island destinations; however, the park has limited parking, and deed restrictions prohibit the addition of docks to the property.



A map of the potential water taxi stops evaluated.

- **Munyon Island** is a popular recreational destination in Lake Worth, located just east of the Village proper. The island is owned by Palm Beach County and could provide a destination for recreational activity.
- **Anchorage Park** is a waterfront park with docks and plenty of parking. However, the fixed bridge at US1 limits clearance heights for vessels. Therefore, water taxi operation from this location would require vessels access the property from the north, lengthening the travel time for vessels trying to access one of the several potential island destinations and reducing the utility of this location.
- **Frigates Restaurant**, the newest waterfront restaurant in the Village, has suitable docks that are well-utilized by restaurant patrons. The restaurant has sufficient parking for its primary operation but does not have enough parking to support a water taxi service.

The more viable possibility is to offer a water taxi service in conjunction with scheduled events as a unique quality of life enhancement for Village residents. For upland water taxi stops, the North Palm Beach Marina and Frigates restaurant both offer existing docks; however, either location would require an off-site satellite parking arrangement for water taxi users. Two categories of feasible destinations are identified:

- Recreational destinations, including Munyon Island and Peanut Island, could be accessed via water taxi operations likely organized through the Village's recreation program. Several local water taxi operators provide regular service to Peanut Island with whom the Village could contract with to create a recreational special event such as "A Day on the Island" for Village residents.
- Special events destinations, such as SunFest and the Palm Beach Boat Show, currently are organized with water taxi service as a component of the events' transportation. Special arrangements and promotions could be made with existing operators to include a scheduled Village of North Palm Beach stop to provide residents access to these types of events.

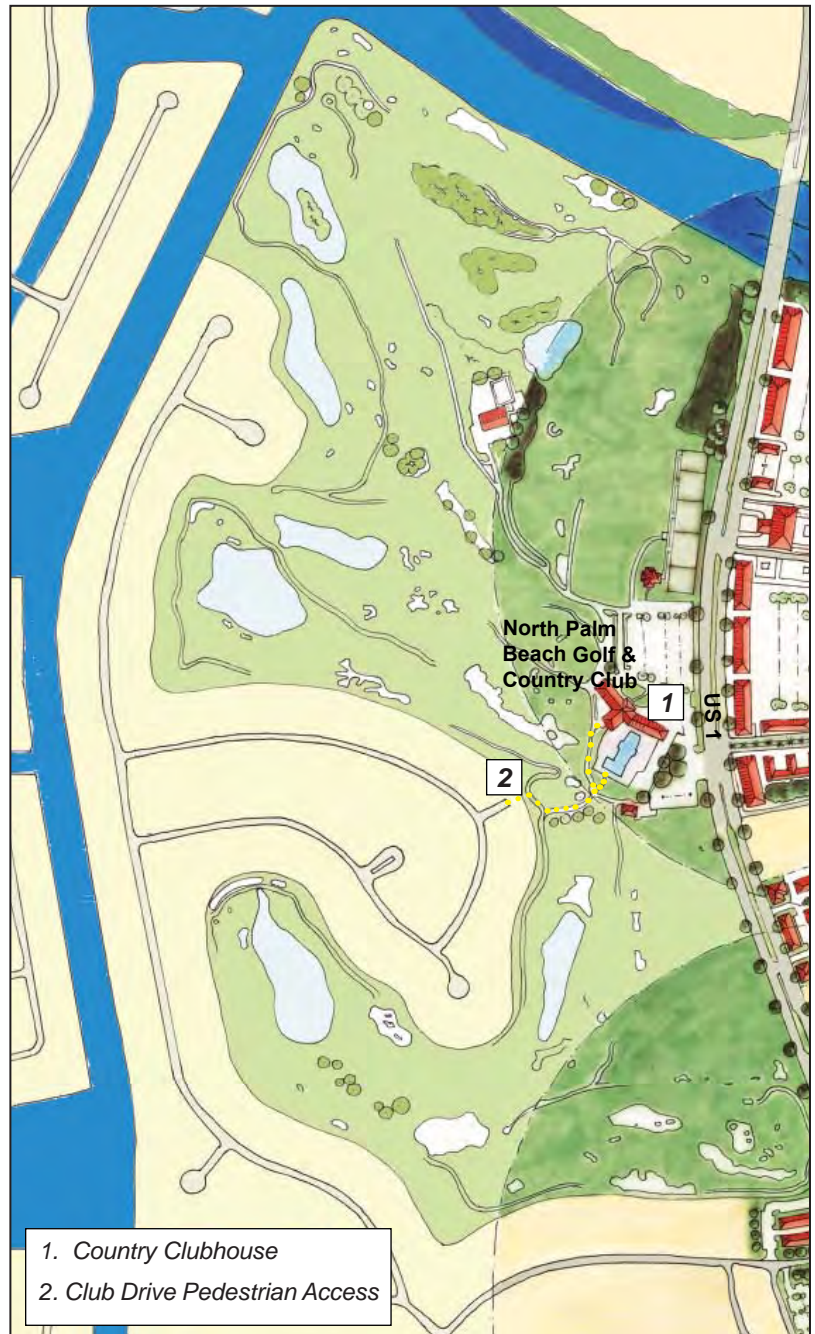


A map of recreational destinations within 4 miles of the North Palm Beach marina.

Access to the North Palm Beach Golf & Country Club

The North Palm Beach Golf & Country Club is a hallmark facility and resource for the Village with benefits that extend across the region and beyond. The municipal facility includes an Olympic-size swimming pool, tennis center, full-service restaurant, and a Jack Nicklaus Signature golf course – one of two municipal courses of this caliber in the United States. The site is positioned along the Intracoastal Waterway, with natural oak hammocks providing a picturesque backdrop for the highly challenging “thinking man’s” course.

At the time of the charrette, the Village was evaluating different options for the future programming and possible reconstruction of the Country Club. Charrette participants offered a variety of ideas for future uses including expanded catering and special event activities, additional recreational uses, and hospitality functions. Many residents reminisced about their relationship with the Country Club over time ... swim teams and diving competitions; gymnastics, dance, and art classes in the former “Palm Beach Winter Mansion;” and morning or after hours walks on the golf course. Among the consistent requests from the public was for increased access to the Country Club facility generally and golf course specifically. Currently, the Village is evaluating public input and design options for the redevelopment of the Country Club facility.



To expand the desirability of golf courses to a broader population, many golf courses have expanded programming to include family events, after-hours sessions with pros, expanded food and beverage service, and a wider selection of activities such as fitness and cultural programs. Golf courses in some communities have expanded their role as settings for special events like golf merchandise shows, community barbeques, and food truck rallies.¹ One of the oldest golf courses in the world ~ the Old Course at St. Andrews in Scotland since the 16th century, has remained closed to golfers on Sundays and open to the public for walking, jogging, playing fetch with canine companions, or for use as needed by community residents.² Another special event is the widespread use of golf courses for 5K and 10K races (for example, the Honda Classic 5 K),

¹ Bohannon, Larry, “Non-Golf Events Can Help Golf Courses,” The Desert Sun, Nov. 16, 2015.

² Borden, Sam, “Sundays on the Old Course at St. Andrews: No Golfers Allowed,” The New York Times, Jun. 12, 2015.

which broaden the utility of the course as well as raise awareness of the facility.

Golf course utilization by the community can also include physical use of the course with the integration of public use trails along or through the course for after hour usage. The broadened use of these facilities appears to be in response to community requests as well as market influence. While demand for golf courses as residential amenities has declined over the past decade, the top amenity in residential markets across the nation has become access to multi-use trails for walking, jogging, and sometimes cycling. Twain’s famous “golf is a good walk spoiled” quote may have relevance to this trend.

Seattle’s Soundview Trail, which runs through the Chambers Bay golf course on the edge of Puget Sound, is one such example. This municipal course, which hosted the 2015 U.S. Open, is interconnected to the Pierce County, Washington trails network. Other public golf courses that have integrated public trails include the San Francisco Bay Area (San Ramon Royal Vista and Ocean Colony golf courses) and Portland, Oregon (two private courses and three public) among others.³ Special design considerations are recommended for instances where public trails run along or through golf courses. These include carefully placed trail alignment, fencing or netting, and signage. Hours of access are another consideration where courses include trails, such as limiting trail use to “walking hours,” after the last tee time.

For the Village of North Palm Beach, expanded utilization of the golf course would address a desire voiced by charrette participants. The backyards of residences along the course literally merge into the edges of the course, creating a natural demand for access. A well-



The Honda Classic 5K route. Image Source: <http://www.thehondaclassic.com/special-events/honda-classic-5k/>



The municipal Chambers Bay Golf Course, which hosted the 2015 U.S. Open, includes the Soundview Trail (depicted in purple on the map above), which connects to an extensive trail network throughout Seattle. Image source: Pierce County, Washington website (<https://www.co.pierce.wa.us>)

³ Alta Planning and Design. Trails and Golf Courses: Best Practices on Design and Management. July 2005. (<http://atfiles.org/files/pdf/GolfTrailsAlta05.pdf>)

designed trail amenity that capitalized on the beauty of the golf course would provide benefits across the Village's demographics, from elderly residents to the growing number of families with children. Further, as has been evidenced across residential markets, trail access adds value to home values, which could provide additional revenue to offset golf course costs. The course may also be an appropriate setting for a Village 5K (or 10K) run to test both the market and level of interest among the community.

An initial first step to achieving more enhanced public access to the golf course could be re-connecting Club Drive to the cart path accessing the Country Club and reinforcing this connection with lighting. As part of the Country Club redesign, the pathways should be considered for special low-level lighting treatment that would not impede golf play and would provide clear direction to where off-hour, public access to the course is permitted.



The pedestrian connection to the Clubhouse from Club Drive.



Starry Night Bike Path in the Netherlands uses glow-in-the-dark technology and solar-powered LED lights to light the way on this 600-meter trail in Eindhoven. © 2014 Daan Roosegaarde. Image Source: [http://www.solaripedia.com/13/413/starry_night_solar_bike_path_\(netherlands\).html](http://www.solaripedia.com/13/413/starry_night_solar_bike_path_(netherlands).html)

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Implementation & Key Recommendations

The success of this (and any other) Master Plan will depend on its ability to be implemented consistently, economically and socially within a designated time frame. Towards that end, the recommendations throughout this report have been developed as independent but interrelated projects. Some, such as public infrastructure projects, are within the Village's control to pursue implementation, with funding being the primary challenge. Other recommendations are redevelopment techniques that are illustrated on private property, which are subject to each private entity's timeframe and financial situation. In order to realize these types of projects, the principles of urban design described and illustrated throughout the report and in the examples have to be embedded culturally within the Village, required by its codes, and encouraged through its programs. An Implementation Table is included at the end of this chapter. The combination of public and private efforts is required for realizing the vision of the Village Master Plan.

The Code

Municipal land development codes are the backbone for ensuring redevelopment occurs consistent with a community's vision. Over time, municipal codes tend to become layered with information, overly complicated, and plagued by contradictory instructions. In times of recession, staff is typically reduced to minimum levels needed to function and, in boom times, a larger staff is consumed by new development applications. Both conditions leave little time and resources to tackle code updates.

Codes are intended to both protect existing residents and businesses from impacts of adjacent development and to ensure a desirable physical form. Codes can also serve as a redevelopment tool –providing critical information to potential investors and a clear approval process. If it is difficult to ascertain what can be built and how long the process takes, codes can function as a disincentive for redevelopment.

Form-based codes are a tool that can be used to realize a master plan vision. Locally, both West Palm Beach and Delray Beach have relied on form-based codes to implement their master plans.

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law.

-Form-Based Code Institute.

The Village's code is largely focused on uses and establishes minimum setbacks and lot coverage standards. In its current state, these instructions will not guarantee development will occur as illustrated in this plan. Current regulations distinguish between innocuous uses such as "stationary stores" and "personal gift shops." The required setbacks are large, ensuring a public realm defined largely by surface parking. The CA-commercial district requires 100 feet of setback on US 1 and the C-1 neighborhood commercial district requires at least 50 feet along Northlake Boulevard.

While comprehensive plan policies suggest mixed-use development is desirable, large lots are required and the zoning is not in place to easily allow it. Time-share units are permitted to promote a tourist industry, but townhouse projects for seasonal or full-time residents, like Mariner's Court and similar developments redefining US 1 in neighboring communities, require rezoning. Additionally, the patterns tested and supported by the market analysis suggest that market-rate densities of 17 to 24 du/acre are necessary to re-cast the commercial corridor with mixed-use centers in the desired four-story fabric.

Other code concerns were raised during the process including the following:

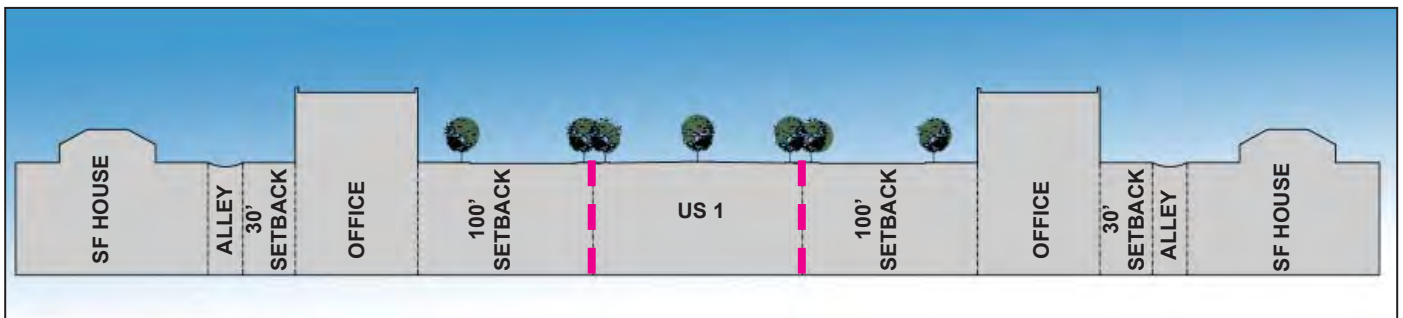
- Make the existing regulatory information more accessible and accurate
- Provide maps, applications, submittal requirements, and the Comprehensive Plan on Village website
- Adopt a color palette for commercial buildings that allows an administrative approval
- Adopt landscape requirements for major corridors
- Make sure the mass of new houses is compatible with adjacent homes.

Current Code Instructions



Left: An image of the US 1 corridor today. Code requirements guarantee a large front setback used mostly for parking.

Bottom: A diagram of the current CA-Commercial District requirements

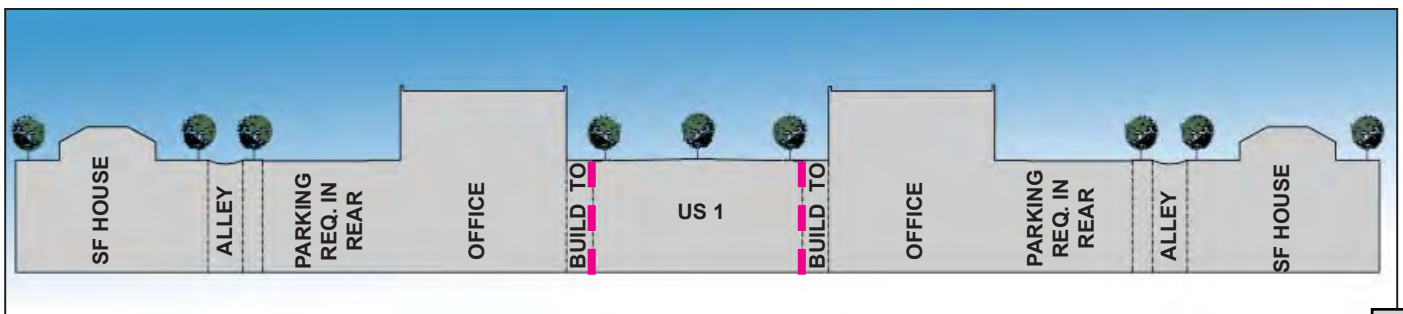


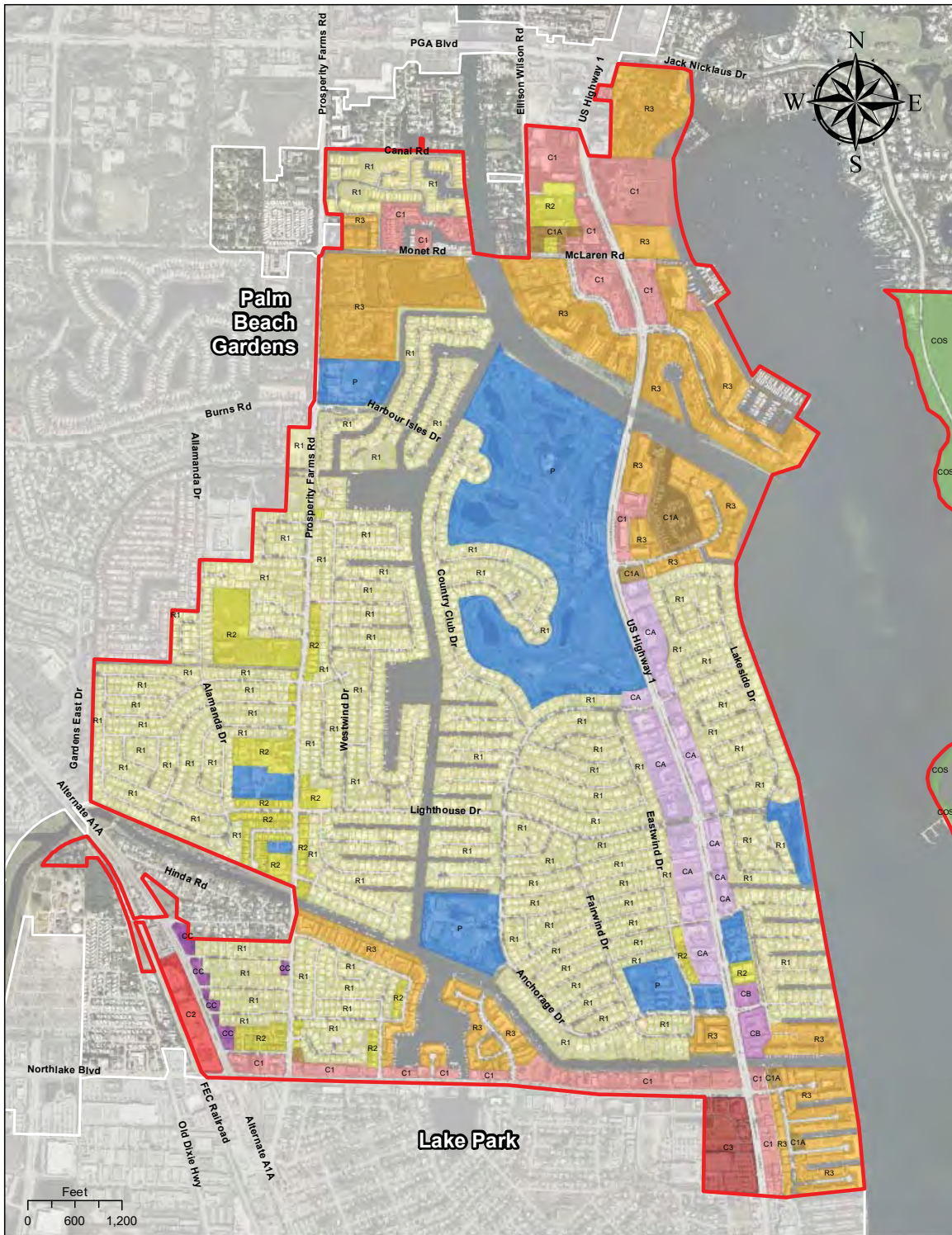
Proposed Code Instructions



Left: Walnut Creek, CA was cited as an example during the citizen table presentations. This pattern cannot be achieved on the Village’s commercial corridors under the current requirements.

Bottom: A diagram of potential changes to development instructions. By using a “built to” line, instead of a minimum setback, the location of new development can be predictably prescribed. Moving buildings toward the commercial corridors and placing parking in the rear would increase the distance between new development and existing houses.

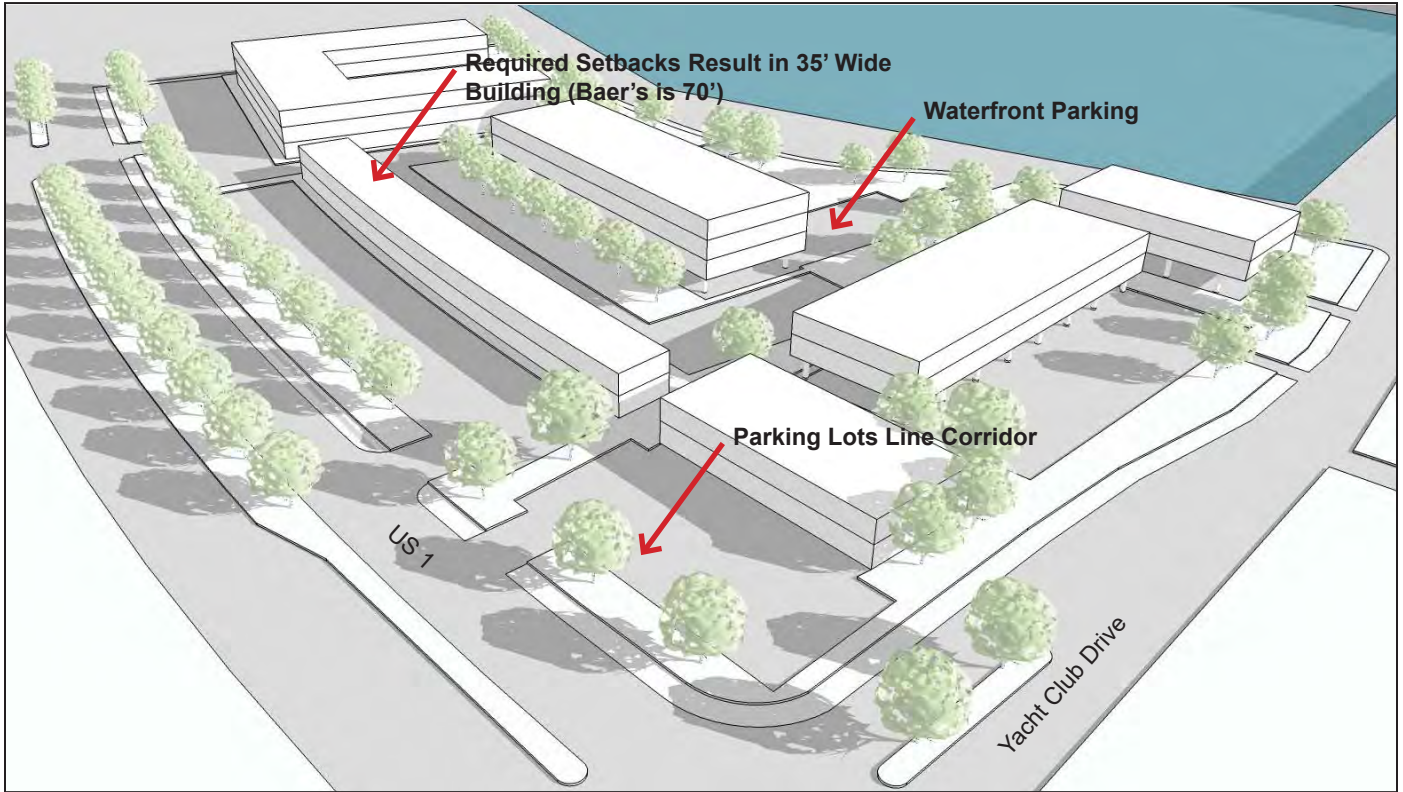




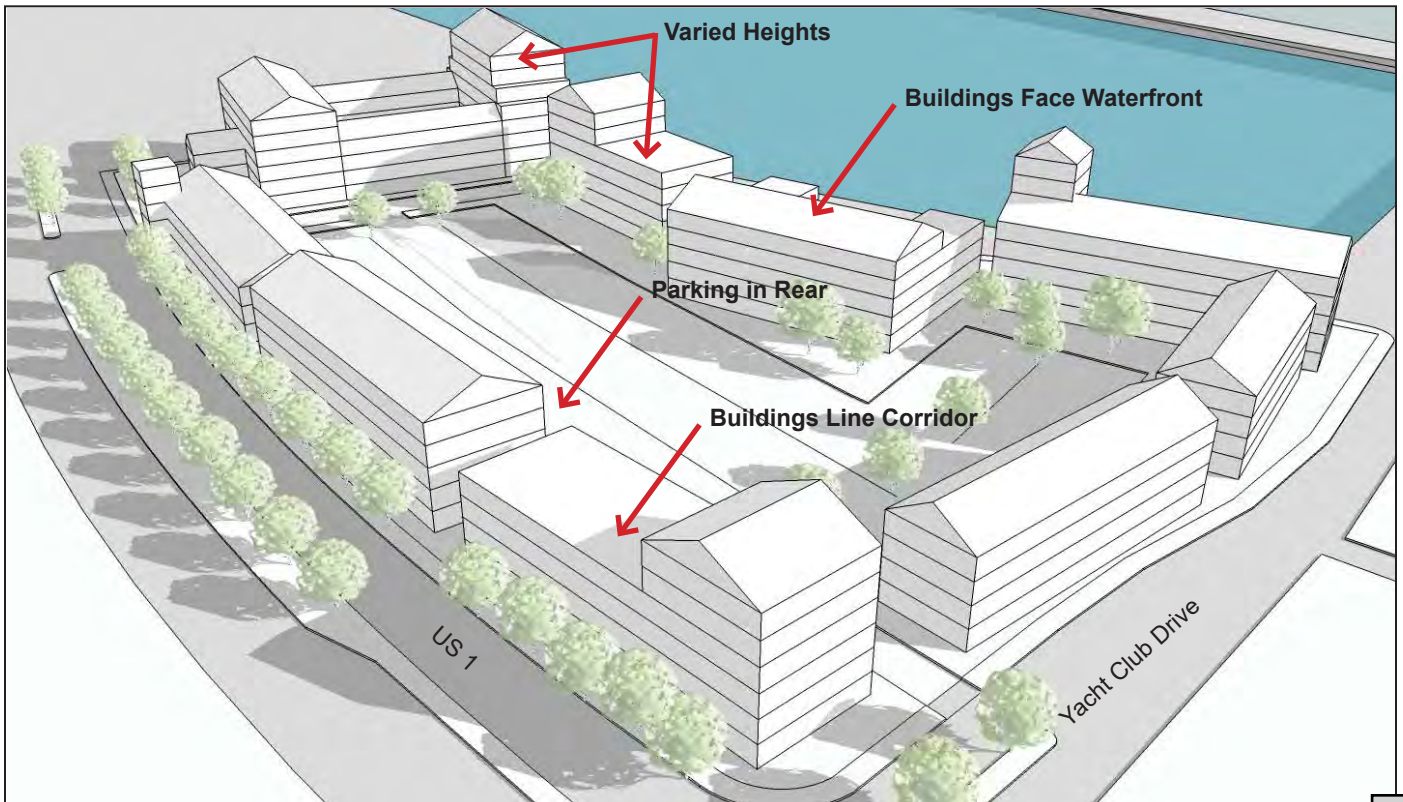
North Palm Beach Zoning Districts

 R1 - Single Family Dwelling District	 C1 - Neighborhood Commercial District	 CB - Commercial District
 R2 - Multiple Family Dwelling District	 C2 - Commercial District	 CC - Transitional Commercial District
 R3 - Apartment Dwelling District	 C3 - Regional Business District	 P - Public District
 C1A - Limited Commercial District	 CA - Commercial District	 COS - Conservation and Open Space

Current Code Instructions



A Village Form



Form-Based Code vs. Conventional Zoning

Form-Based Code

- The physical form of buildings and the spaces they create are the key organizing principle
- The public realm expectations (streets, open spaces) are articulated as well as private development requirements
- Height is measured in number of floors, uses are more flexible, parking standards more progressive (e.g., shared parking, reduced requirements, bicycle parking requirements)
- Provides very clear instructions for development

Conventional Zoning Code

- Micro-management and segregation of uses are the key organizing principles
- The public realm expectations (streets, open spaces) are rarely defined or detailed
- Formulas are used to regulate development (e.g., FAR, density, tiered setbacks, suburban level parking ratios)
- Little certainty is provided for what future development will look like.

Comprehensive Plan & Code Recommendations

1. Create a form-based code and land use district for the US 1 and Northlake Boulevard corridors that:
 - Allows mixed-use (not requires) on all parcels;
 - Allows a market-rate density of 18 to 24 du/ac;
 - Has a lesser focus on uses;
 - Ensures a predictable built environment;
 - Allows parking to be replaced by liner buildings in large parking lots;
 - Requires consistent landscape design along the corridors; and
 - Streamlines the approval process for development that meets the code.
2. Create a form-based code and land use district for the multi-family, waterfront neighborhood areas to ensure long-term redevelopment that:
 - Creates a Village character;
 - Ensures a predictable built environment;
 - Maximizes access and views along the waterfront for the community;
 - Encourages waterfront restaurants; and
 - Streamlines the approval process for development that meets the code.
3. Consider limited-duration zoning incentives (i.e., increased height and density) to foster catalytic projects.
4. Evaluate the code for single-family housing in the neighborhoods to ensure context-sensitive infill.
5. Adopt a color palette for commercial building to allow permits to be administratively approved.
6. Provide up-to-date maps, applications, submittal requirements on the Village website.
7. Add the Comprehensive Plan in a searchable format to the Village website.

Stormwater Utility

As a community with more than thirty miles of waterfront, properties within the Village of North Palm Beach have an inextricable stormwater relationship with the surrounding water bodies. The Village fronts the Lake Worth Lagoon, and across the Lake at the eastern edge of the Village limits lies MacArthur State Park, a unique environmental preserve and ecotourism attraction for nonmotorized patrons. This pristine resource is directly affected by upland activities across Lake Worth, and its continued preservation and enhancement is a Village priority.

With every rainfall, the rainwater that is not absorbed into the ground or evaporated – called “runoff” – carries pollutants from lawns, streets, buildings, and parking lots into the waterways. With proper infrastructure, the stormwater runoff can be treated and purified so that the resulting outflow into the canals and Lake Worth Lagoon is clean. However, the development pattern in the Village includes an extensive array of stormwater outfalls, some of which discharge directly into the Lagoon without any pretreatment, resulting in the degradation of water quality. In addition, it appears some of the Village’s stormwater infrastructure has surpassed its engineered life.

Development requirements to address stormwater treatment have evolved over time, beginning in earnest with the introduction of the federal Clean Water Act in the 1970s and the permit requirements of the National Pollutant Discharge Elimination System (NPDES). Florida’s stormwater discharge permitting followed, with requirements for properties to treat discharge, either individually or collectively, before stormwater enters waterways. Documentation from the Environmental Protection Agency continues to advise that stormwater runoff is a principal contributor to water quality impairment of waterbodies nationwide.

Waterfront development in the Village varies considerably in scale and use, including a broad array of uses along the Earman River/C17 Canal. Many of the properties fronting this waterway were developed before modern stormwater permitting requirements were established. On the north side of the canal, uses tend to be mostly residential, both single and multi-family, along with a public park. On the south side, the uses are more intense, with a range of multi-family, commercial, and industrial uses. Within the commercial areas, several parking areas front the waterway, with rain water sheet flow across the parking areas directly into the canal after storm events.

Properties along the south side of the canal contain a high percentage of impervious surface coverage, which limits percolation on the sites and the ability

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Top and Bottom: The southern bank of the Earman River/C17 Canal is developed with a string of parking lots and outdoor storage areas, many of which discharge directly into the waterway with every rainfall. This development pattern is inefficient, environmentally damaging, and fails to take advantage of this valuable community asset.

to pretreat stormwater prior to discharge. There is also a variation in the topography of properties along the waterway, wherein some parcels drain onto their neighbors. These conditions are especially challenging to retrofit on smaller parcels that have insufficient land area either for retention or exfiltration, effectively stalling redevelopment opportunities as these sites cannot meet modern requirements. Redevelopment projects are also required to comply with the Village’s landscaping requirements, which often require the removal of existing paving and the installation of landscape materials. Parking requirements should be evaluated so that they are not inadvertently creating a disincentive for reducing impervious surfaces and limiting redevelopment. The Village’s code requires the installation of curbing around landscaping, which prevents stormwater collection; the Village has identified the benefit of channels and inlets through curbs to enable stormwater to percolate.

Addressing the Village’s stormwater requirements to improve the health of the Lake Worth Lagoon and its connected ecosystems could require extensive infrastructure improvements. While some municipalities fund these activities through general revenues, other options, such as the establishment of a stormwater utility, may prove beneficial to the Village as it seeks to implement the master plan. Similar to utilities for other

infrastructure programs, a stormwater utility exists as a stand-alone service unit within a municipal government, generating revenues through fees for the services it provides. Depending on the structure desired by the parent municipality, a stormwater utility can be responsible for funding the operations, construction, and maintenance of stormwater management devices, stormwater system planning, and management. User fees and revenues from stormwater collections are deposited into a separate fund that may only be used for stormwater services.



Image Source: UF Institute for Agricultural Sciences

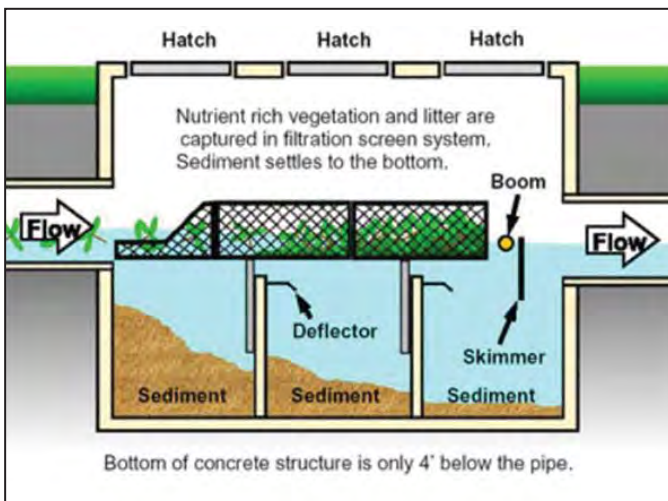


Image Source: Liquid Waste Solutions

Top and Bottom: Creative storm water treatment, such as rain gardens (top) and baffle boxes (bottom) can improve storm water discharges, improving water quality and environmental conditions.

For developed communities seeking infill development and redevelopment like the Village, stormwater utilities are especially useful to assist in master stormwater assessments and planning. While stormwater discharge can be treated on a site-by-site basis, often treatment is more effective on a larger scale, aggregated system. By aggregating stormwater treatment within a district or community, a stormwater utility can advance creative treatment techniques, such as rain gardens or baffle boxes that would be cost prohibitive on a site-by-site basis.

It appears the stormwater from Northlake Boulevard also discharges directly into the Earman River/C17 canal through underground east/west pipes. Although this discharge is untreated in the current condition, baffle boxes or other treatment infrastructure could be installed to improve the quality of this discharge as well.

Given the existing development pattern along the

Earman River/C17, the application of modern stormwater requirements and NPDES could render some of these sites unable to redevelop. Retrofitting stormwater treatment solutions in areas of older development is especially costly. However, a macro approach designed by a Village stormwater utility could enable the acquisition of sufficient property to provide higher quality stormwater treatment in an aggregated system for a district, financially enabling redevelopment to occur.

To implement the master plan, with the proposed arrangement of buildings necessary to establish the envisioned public realm, common stormwater treatment is not only desirable, but is a critical component to achieve the development quantities needed for market returns. In this manner, a stormwater utility can provide indirect redevelopment incentives through master planning, land acquisition, construction of improvements, and selling of stormwater “credits” to individual development interests. The result is the ability for a more intense development pattern that is better organized and more attractive and cleaner stormwater discharge from the sites.

In addition to the planning and construction benefits, stormwater utilities are also highly effective in providing matching funds for grant agencies, such as the South Florida Water Management District, Lake Worth Lagoon Initiative, and Florida Department of Environmental Protection, to further the Village’s effectiveness in this important policy area. Stormwater utilities generate a bondable revenue stream that can be pledged towards capital projects to secure funding from other sources. The establishment and operation of a utility also communicates the Village’s commitment to this policy priority to the private sector, which increases the attractiveness of local investment to financial institutions.



Image Source: <http://floridalivingshorelines.com>

Top: An example of a recent living shoreline improvement in the Lake Worth Lagoon.

Bottom: Living shorelines, as illustrated in the before/after images above for West Palm Beach, offer an opportunity to protect the shore and expand native plantings to enhance environmental functions along the water’s edge. Below is an example of a recent living shoreline improvement in the Lake Worth Lagoon.

Image source: <http://www.michaelsinger.com/philosophy/living-shorelines-initiative/>

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Residential Rehab & Reinvestment Section

Since its establishment in the 1950s, the Village of North Palm Beach has been hallmarked by a range of beautiful residential neighborhoods with strong property values. With a range of lot and home sizes, the community has attracted a multi-generational base within families, with grandparents downsizing from larger single family homes to smaller ones, and children and grandchildren finding residences in town for rising generations. Desirability for properties in the community is so high, many charrette participants provided anecdotal stories of former North Palm Beach residents, who grew up in the Village, searching for two years or more for the perfect house to move back to with their young family. The multi-generational shifts within the housing stock, with empty nesters vacating larger homes, have enabled families with children to acquire these homes, evidenced by the rising enrollment in local schools such as The Conservatory School at North Palm Beach.

Although the considerable majority of the Village's residential neighborhoods are intact, well-maintained, and mostly owner-occupied, some areas, particularly along Prosperity Farms Road, have begun to be stressed. In some locations, landscape and home maintenance is lacking, characterized by faded exterior paint, broken shutters, or overgrown lawns. In other instances, the short-term reduction in property values due to the U.S. "Great Recession" in 2008 yielded homes that have become rental properties in the current market. These rental properties have mushroomed into "rental neighborhoods," wherein a large number of homes exhibit reduced maintenance, higher quantities of cars, and lower degrees of building rehabilitation. National research has indicated that residential neighborhoods have a rental/owner tipping point of approximately 30%, beyond which rental properties begin to negatively affect property values; property maintenance and reinvestment are reduced; and neighborhood stability begins to reduce.

One additional trend that has impacted some Village neighborhoods is the county-wide rise in the number

of residential units that have been converted into drug rehabilitation centers. Palm Beach County has become one of the most popular destinations for "sober homes," a lucrative use that enables private sector corporations to acquire residential units and offer rehabilitation to multiple individuals. Private sector companies have expanded this use under the umbrella of the federal Americans with Disabilities Act. However, the impact of these "halfway houses" within residential neighborhoods includes increases in crime, emergency services, exterior smoking, and neighborhood destabilization. Due to the lack of local regulatory controls for sober homes, there is a growing concern among local governments seeking legislative and federal intervention to create a regulatory framework to mitigate this influence in residential neighborhoods.

There are several different approaches the Village of North Palm Beach could utilize to help stabilize and enhance residential neighborhoods, including both regulatory and programmatic activities.

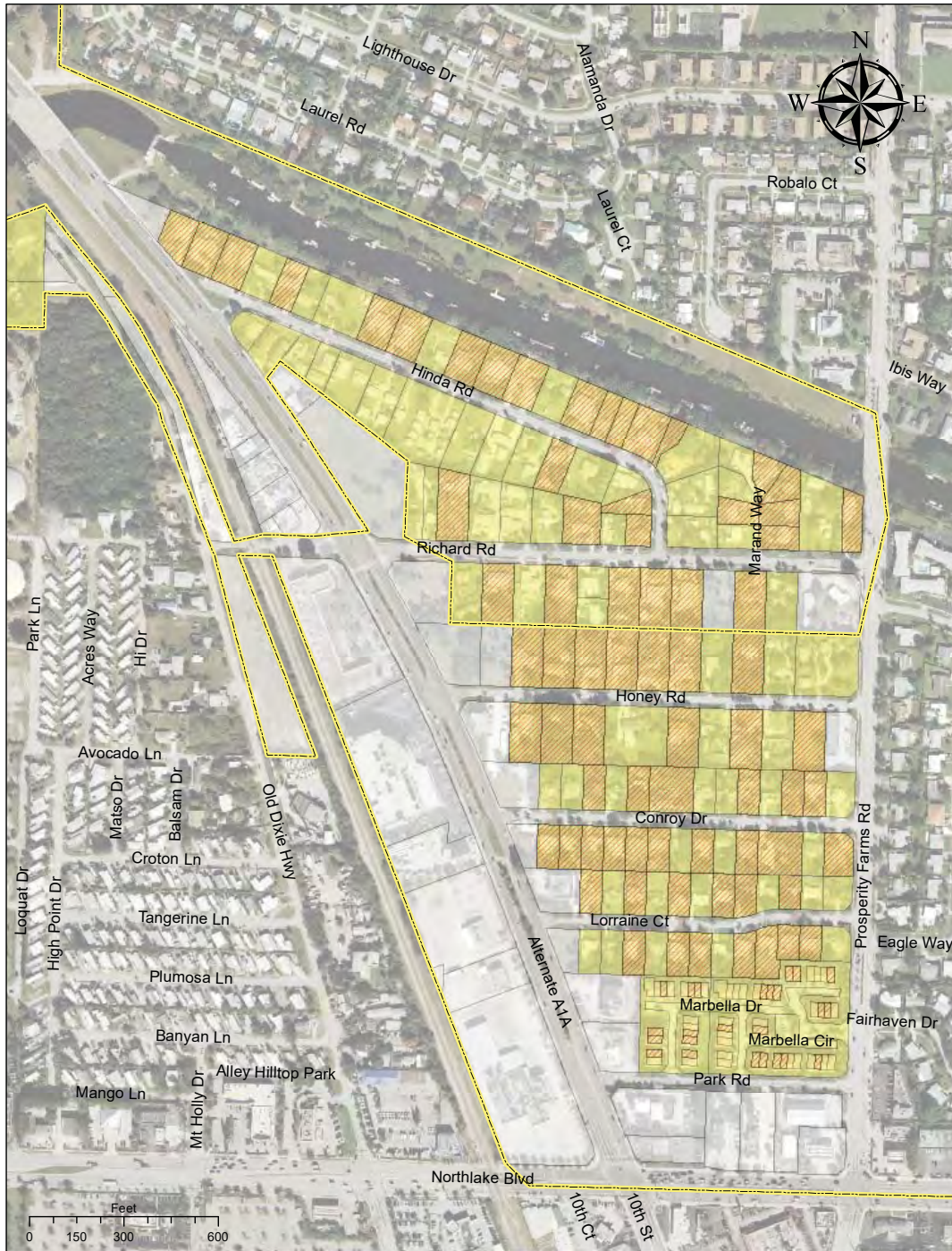
Regulatory Approaches

Code Enforcement

Where rental properties decline in maintenance and upkeep, code enforcement is a primary tool used by communities to maintain community appearance. Many municipalities with concerns over property deterioration develop community appearance standards, which can compel property owners to maintain properties to avoid code enforcement violations and fines. These regulations can address landscaping, lighting, exterior paint and trim, trash receptacles, and similar features visible from the street. Stronger code enforcement approaches in some communities include liens placed on properties that build over time.

Chronic Nuisance Ordinance

For regular violators of municipal codes, some communities have adopted chronic nuisance ordinances to strengthen their ability to regulate properties. Nuisance ordinances are focused on repeated code violations and other problems that entail police enforcement. For repeat offender



North Palm Beach
Homestead Properties

- Non Residential Properties
- Residential Properties
- Residential Properties with Homestead Exemption
- City Boundary

As evidenced in the map above, several neighborhoods along Prosperity Farms Road have begun to approach the rental/owner “tipping point,” wherein more than 30% of residences have become rental. National research has documented this can lead to a reduction in property values, lesser maintenance, and impacts to neighborhood stability).

properties that present these types of conditions, a chronic nuisance ordinance enables a local government to declare a property to be a “nuisance property.” Triggers for this declaration are typically keyed to a high number of violations over time, such as three or more nuisance activities within sixty days or seven or more within twelve months. Once declared a nuisance property, property owners are required to submit a proposed abatement plan to the municipality with detailed, specific proactive steps to be taken by the landlord or owner to eliminate the nuisance activities. The property owner then either implements the abatement plan or fines are significantly increased to compel compliance or the municipality corrects any physical violations (repairs, maintenance) and adds the cost to the annual tax bill.

Limits on Number of Unrelated Tenants

Where overcrowding becomes a concern, rental properties are often regulated with municipal restrictions that limit the number of unrelated persons occupying a residence to not more than three or four.

Rental Licenses

Local governments may also require the owners of residential units to register their rental units with the municipality and obtain a residential rental unit permit and business license, which can trigger inspections for compliance with community appearance and other property maintenance standards prior to the issuance or renewal of a license. Additionally, some municipalities have begun to consider rental density restrictions, wherein only a percentage of units within a district can be issued a rental license, limiting the conversion of owner-occupied units to rental uses.

Programmatic Approaches

Programs can be offered through or facilitated by local governments to encourage home ownership, property repairs, and beautification.

Residential Rehabilitation Programs

Residential Rehabilitation Programs are a popular tool for communities to help stabilize and improve residential neighborhoods. These programs offer grants or low-interest loans to property owners for

major or minor structural or aesthetic improvements to properties (e.g., building repair or expansion, addition of features like porches or decorative elements as well as minor “paint-up/fix-up” efforts). Other versions of rehabilitation programs can offer design or improvement services from a list of vendors, typically within the community. At a simpler scale, these programs can also simply offer vouchers for exterior paint or other materials from pre-selected vendors. Programs can be competitive or offered on a first-come, first-serve basis depending on community needs and conditions. Typically funded and operated through community redevelopment agencies, local governments can also offer these programs with funding from other budgetary sources.

Façade Improvement Programs

Façade Improvement Programs are similar to Residential Rehabilitation Programs, but focused exclusively on exterior improvements that are visible from the street. These programs can include minor improvements, such as exterior paint, to major ones, such as roof replacements or the addition of porches or awnings.

Home Ownership Programs

Home Ownership Programs, including First-Time Homebuyers Programs, are designed to provide supplemental funding through grants or loans to assist potential homebuyers who intend to purchase and occupy residential units in a prioritized location. These programs can include direct financial assistance, such as down-payment assistance, or below-market interest rates and fees, typically arranged by an agency or local government with local financial institutions.

Additionally, programs in this category can offer “silent second” mortgages on residential properties, whereby the second mortgage, which is carried by a local government or agency, runs with the property over a specified timeframe (e.g., ten years), becoming paid in full after the owner has occupied the unit for the predetermined period of time or pro-rated over a timeframe. These programs can also be tailored to first-time homebuyers as well as “role model residents,” such as local emergency

personnel, teachers, or medical employees, to encourage these residents to live within the community in which they work.

Infrastructure Programs

Infrastructure Programs are also a useful tool to reinforce residential neighborhoods that are lacking in certain types of infrastructure, such as potable water, sanitary sewer, stormwater, sidewalks, or street lighting. In these areas, local governments can install or assist in financing these improvements and connections where applicable to reduce or help finance costs to homeowners.

Neighborhood Beautification and Landscaping Programs

Neighborhood Beautification and Landscaping Programs are yet another method used by local governments to improve and stabilize residential neighborhoods. Cohesive and significant landscaping and streetscape improvements, such as benches, lighting, and neighborhood signage, help create neighborhood identity and improve property values. Improving these features often encourages existing property owners to respond in kind, with improvements that follow on private properties. The cyclical impact is the attraction of new homebuyers to improving neighborhoods, which further reinforces neighborhood stability, appearance, and desirability.

Neighborhood Association Program

Neighborhood Association Program can also assist in the stabilization and investment trends in residential neighborhoods. Either organized with the assistance of municipal staff or emerging via active community members, the identification of neighborhood associations, decorative signage and entry features, thematic landscaping and amenities, and periodic neighborhood meetings help strengthen neighborhood functionality. Local governments can offer staff assistance for facilitation of neighborhood association meetings and events as well as matching funds towards neighborhood improvements. Neighborhood associations are also often utilized to expand the effectiveness of community policing through neighborhood watches, support for local schools, and increased participation in community and recreational events.



Neighborhood associations can partner with municipalities to expand oversight and provide streetscape elements such as trash receptacles, lighting, signage, and landscaping.

Residential Rehabilitation: Suggested Programmatic Approach	
Residential Rehabilitation & Façade Improvement Program	<ul style="list-style-type: none"> • Focus on neighborhoods with >25% rental occupancy • Establish advisory committee to develop & screen applications • Consider matching requirement of 50% • Offer through application process with review of proposed improvements
Home Ownership Programs (First-Time Homebuyers, Role Model Residents)	<ul style="list-style-type: none"> • Offer on Village-wide basis • Develop program with local lending institutions • Assistance available through Palm Beach County • “Role Model Residents” could include municipal emergency personnel, teachers in Village schools, local medical employees • Require ownership commitment, prorated over time
Infrastructure Programs	<ul style="list-style-type: none"> • Identify appropriate neighborhoods through infrastructure assessment (e.g., water, sewer, stormwater, transportation) • Pursue matching funding through partner agencies (e.g., Palm Beach County, South Florida Water Management District, Lake Worth Lagoon Initiative)
Landscaping & Beautification Programs	<ul style="list-style-type: none"> • Establish advisory committee to identify eligible improvements and neighborhood selection • Focus on neighborhoods with >25% rental occupancy, older housing stock, and/or high number of code enforcement violations • Utilize neighborhood input to determine appropriate improvements
Neighborhood Association Programs	<ul style="list-style-type: none"> • Offer on Village-wide basis • Assign key staff as neighborhood association ombudsman • Assist in neighborhood identification through subdivision platting and natural geographic boundaries (e.g., roads, waterways) • Consider hosting annual (or semi-annual) neighborhood association gathering • Offer funding on time-limited, noncompetitive basis

Implementation Table

The implementation table in this section summarizes the recommendations made in this report that are to be carried out by Village as part of the Capital Improvement Program. Each change is described and organized according to the type of action recommended: Infrastructure Improvement or Administrative Change. Infrastructure improvements are projects that propose physical changes to public rights-of-way, property, or utilities. Other recommendations are for administrative adjustments, such as changes to the zoning code. Administrative changes have associated expenses, whether in dedicated staff time or in the procurement of assistance from consultants, but they are equally as important as infrastructure projects. The Village's code must make it easy and fast to develop consistently with the master plan vision - and ensure a longer public process for proposals not consistent with the plan.

The first step in realizing the plan is to determine which projects have the highest priority for the Village. Projects are categorized as one of the following levels of importance:

High Priority (HP) - These are projects extremely important to achieve the overall concept proposed in the Master Plan. Funding for these projects should be budgeted within the City's, CRA's and other public agency's Capital Improvement Plans.

Medium Priority (MP) - This category refers to projects that will contribute to the overall implementation of the Master Plan. They should be implemented as funding becomes available.

Low Priority (Low) - The project's early achievement is not critical

Easy (E) - Projects which are easy to implement, regardless of prioritization, and can be accomplished in a short time frame.

The purpose of the Capital Improvement Program is to provide an initial, general guide for implementing capital projects recommended within the Village Master Plan. The details of these plans, including cost and priorities, should be reviewed and updated annually as part of the City's Capital Improvement Program process. This annual budgeting process should include the reevaluation of strategies and priorities to fit changing circumstances. The availability of funds, from various funding sources, will have a direct impact on the speed and effectiveness of implementation. The Village should implement as many projects as possible, focusing on the higher priority projects.

Implementation Schedule

Following the Implementation Table is a comprehensive schedule of implementation projects and programs with detailed tasks and timeframes. This structure is intended to launch the initial high-priority projects, but also to provide a tool for planning and scheduling annual Capital Improvement Projects. The recommended projects can be re-prioritized over time at the direction of the Village.

Infrastructure Projects	Priority Level
Reduce US 1 from 6 lanes to 4 lanes between the Parker Bridge and Northlake Boulevard	H
Install a longer turn-lanes and adjust signal timing for US1-Lakeshore Drive intersection	M
Improve signal coordination with bridge openings at Lakeshore Drive - US1 intersection	H
Undertake a Benefit/Burden analysis for replacing the Parker Bridge with a tunnel	L
Develop a streetscape plan for Marina Drive	L
Bury power lines in the neighborhoods	L
Add bike lanes and traffic calming to Lighthouse Drive.	H
Select and install Village street furniture, including bus shelters, benches, trash receptacles, and pedestrian-scaled lighting, starting on Prosperity Farms Road.	M
Support expansion of the Conservatory School at North Palm Beach to a K-12 school.	H
Create boardwalk/trail along south side of Earman River with mangrove restoration	L
Create a stormwater plan to treat un-treated discharges throughout the Village; Explore creating a Stormwater Utility	M
Create a signature design improvement on the Prosperity Farms Road bridge	H
Coordinate with Palm Beach Gardens and Palm Beach County on the alignment and configuration of the Congress Avenue extension to help create a successful, viable industrial district.	M
Move the RV storage from Anchorage Park to another location; discuss moving the boat storage with the community.	L
Connect Club Drive with lighted pathway to Country Club; evaluate lighting other trails for recreational uses.	L
Administrative Projects	Priority Level
Add a legible Zoning Map to the Village website	E
Add the Comprehensive Plan in a searchable PDF format to the Village website	E
Protect existing alleyways; recognize importance in Comprehensive Plan.	H
Begin a dialogue/coordination with the Town of Lake Park to encourage mutually beneficial development at the southwest corner of US 1 and Northlake Blvd.	M
Determine which of the Residential Programs outlined in this chapter are viable for the Village.	M
Encourage waterfront restaurants	L
Create uniform tree planting requirements US 1 and Northlake Boulevard.	L
Determine a color palette for administrative approval for Commercial properties	L
Adjust density levels to reflect market needs to redevelop the US 1 corridor	M
Create form-based regulations for the US 1 and Northlake Boulevard corridors	H
Create form-based regulations for multi-family, waterfront areas	M
Allow mixed use development on smaller lots	H
Establish regulations for infill single-family that ensure compatibility in the neighborhoods.	H
Allow accessory units on properties along alleys.	L
Evaluate Light Industrial District code regulations for the annexation area for consistency with proposed plan	L

VILLAGE OF NORTH PALM BEACH MASTER PLAN
RECOMMENDED IMPLEMENTATION APPROACH, INITIAL PROJECTS & TIMEFRAME

IMPLEMENTATION PROJECTS & PROGRAMS <i>(est. timeframe)</i>	2016	2017				2018				2019				2020				2021				2022 -->
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD
1 VILLAGE LAND DEVELOPMENT DOCUMENTS																						
1A-1 Form-Based Code <i>(12-18 mos.)</i>																						
1A-2 Comprehensive Plan Amendments <i>(12-18 mos.)</i>																						
2 ENVIRONMENTAL & SAFETY																						
2A-1 Creation of Stormwater Utility (Legal, Financial, Engineering, Planning Actions) <i>(12-24 mos.)</i>																						
2A-2 Construction of Stormwater Improvements / Retrofits <i>(on-going from inception)</i>																						
2B Burying Overhead Power Lines																						
3 BEAUTIFICATION																						
3A Prosperity Farms Road Bridge Improvement <i>(12-18 mos.)</i>																						
3B Village-Wide Beautification Program <i>(on-going from inception)</i>																						
4 TRANSPORTATION & MOBILITY																						
4A-1 US1 Corridor Feasibility Analysis <i>(12-24 mos.)</i>																						
4A-2 US1 Corridor Improvements (as directed by Council)																						
4B US1/Lakeshore Drive Intersection <i>(12 mos.)</i>																						
4C Lighthouse Drive Improvements																						
4D Marina Drive Streetscape Improvements																						
4E Village-Wide Bicycle Network Plan																						
4F Event-Based Water Taxi Service																						
4G Congress Avenue Extension																						
4H Recreational Trail Connections & Lighting (e.g., Club Drive, other)																						
4I Parker Bridge/Tunnel Replacement Analysis																						
5 RECREATION & WATERFRONT																						
5A Earman River/C17 Boardwalk																						
5B Anchorage Park Master Plan & Renovation <i>(on-going)</i>																						
6 HOUSING & REDEVELOPMENT																						
6A Conservatory School at NPB Expansion																						
6B NPB/Lake Park Coordination for US1/Northlake Property Redevelopment (SW corner)																						
6C NPB/Palm Beach Gardens Coordination for Congress Avenue Industrial District <i>(TBD)</i>																						
6D Housing Program Evaluation & Prioritization																						
7 Village Marketing & Branding Program																						
7A Village Marketing & Branding Program																						

VILLAGE LAND DEVELOPMENT DOCUMENTS & PROCESS

PROJECT IMPLEMENTATION SUMMARY

These projects relate to the development of a form-based code and supporting amendments to the Village Comprehensive Plan to advance the pattern of development represented in the North Palm Beach Village Master Plan.

PROJECT IMPLEMENTATION SCHEDULE

	2016	2017				2018				2019				2020				2021				2022 ->	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD	
1 VILLAGE LAND DEVELOPMENT DOCUMENTS & PROCESS																							
1A-1 Form-Based Code																							
<i>* Initiate code amendment process, conduct public outreach & due diligence reviews</i>																							
<i>* Develop Form-Based Code regulations</i>																							
<i>* Identify necessary Comprehensive Plan amendments</i>																							
<i>* Conduct public hearings for adoption</i>																							
1A-2 Comprehensive Plan Amendments																							
<i>* Develop amendments to synchronize Comprehensive Plan with Form-Based Code</i>																							
<i>* Conduct public hearings for adoption</i>																							

ENVIRONMENTAL & SAFETY PROJECTS

PROJECT IMPLEMENTATION SUMMARY

These projects are designed to improve environmental conditions in the Village, including upland stormwater treatment prior to stormwater discharges into the Lake Worth Lagoon. As an ancillary benefit, improving the efficiency and flexibility of stormwater treatment will enable more efficient land development patterns, potentially increasing the land development yield for parcels within the utility area. In addition, this project section addresses the potential for burying utility lines, which would present a safety improvement for residents, business and property owners, and visitors to the Village.

PROJECT IMPLEMENTATION SCHEDULE

	2016	2017				2018				2019				2020				2021				2022 ->	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD	
2 ENVIRONMENTAL & SAFETY PROJECTS																							
2A-1 Creation of a Stormwater Utility (Legal, Financial, Engineering, & Planning Actions)																							
* Coordinate with SFWMD, FDEP, Palm Beach County, service providers, agency partners																							
* Develop utility service area; identify outfalls to Lagoon; assess watersheds within Village																							
* Determine on-site and off-site improvement concepts; treatment capacities; equivalent ratios																							
* Develop cost estimates for capital projects, operations, maintenance, administration																							
* Determine equivalent rates for residential & non-residential uses																							
* Identify potential funding sources to leverage utility investments (e.g., SFWMD, PBC, FDEP, EPA)																							
* Conduct public hearings for adoption																							
* Identify revisions as needed to land development regulations & Comprehensive Plan																							
* Advance implementation as directed by Village Council																							
2A-2 Construction of Stormwater I / Retrofits																							
* Determine project prioritization per Council direction																							
* Develop long-term budget for utility																							
* Implement projects per Council direction																							
* Develop cost estimates for capital projects, operations, maintenance, administration																							
2B Burying Overhead Power Lines																							
* Coordinate with FPL, utility providers																							
* Develop cost estimates, potential project phasing (if any)																							
* Present findings to Village Council for direction and prioritization																							
* Advance implementation per Council direction																							

BEAUTIFICATION PROJECTS

PROJECT IMPLEMENTATION SUMMARY

These projects are designed to improve public spaces and introduce design elements to enhance surrounding neighborhoods, property values, and improve the appearance and utility of transportation corridors.

PROJECT IMPLEMENTATION SCHEDULE

	2016	2017				2018				2019				2020				2021				2022 ->
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD
3 BEAUTIFICATION																						
3A Prosperity Farms Road Bridge Improvement																						
<i>* Initiate multi-agency dialogue with Palm Beach County, Palm Beach MPO</i>																						
<i>* Develop preliminary design concepts for bridge improvement</i>																						
<i>* Identify potential funding sources & timing</i>																						
<i>* Present concepts to Village Council for direction</i>																						
<i>* Advance project as directed by Village Council</i>																						
3B Village-Wide Beautification Program																						
<i>* Establish Village Beautification Working Group</i>																						
<i>* Develop Village streetscape elements standards (e.g., bus shelters, benches, light fixtures, trash receptacles, etc.)</i>																						
<i>* Develop tree standards for residential, commercial, mixed corridors; specific neighborhoods</i>																						
<i>* Identify candidate corridors for beautification (e.g., Prosperity Farms Road, Anchorage Drive, Lighthouse Drive)</i>																						
<i>* Present concepts to Village Council for direction</i>																						
<i>* Advance project as directed by Village Council</i>																						

MOBILITY PROJECTS

PROJECT IMPLEMENTATION SUMMARY

These projects related to a variety of roadway, bicycle, pedestrian, and marine improvements designed to improve the safety, utility, and efficiency of the transportation network with in the Village of North Palm Beach. Benefits include improvements to quality of life, multi-modal access, and economic development potential of properties within the Village and access for residents and visitor.

PROJECT IMPLEMENTATION SCHEDULE

	2016	2017				2018				2019				2020				2021				2022 ->
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD
4 TRANSPORTATION & MOBILITY																						
4A-1 US1 Corridor Feasibility Analysis																						
* Explore alternatives with FDOT & conduct preliminary analysis	█	█																				
* Determine feasibility of roadway reconfiguration		█	█																			
* Present alternatives to Village Council; gain direction from Village Council for roadway configuration			█																			
* Per Council direction, coordinate with FDOT for RRR project (anticipated 2021+/-)			█	█																		
* Per Council direction, coordinate with Palm Beach County, Palm Beach MPO, adjacent municipalities			█																			
* Per Council direction, pursue MPO TAP &/or Local Initiatives grants for improvements (e.g., bicycle, pedestrian, transit)				█	█	█																
* Per Council direction, acquire right-of-way and easements (if needed); driveway consolidation (if applicable)					█	█	█															
* Per Council direction, adopt amendments to Comprehensive Plan, thoroughfare map, form-based code (as applicable)			█	█	█	█																
4A-2 US1 Corridor Improvements (as directed by Council)																						
* Finalize project designs ("PD&E" and 30/60/90/100% drawings)																						
* Secure project funding																						
* Per Council direction, construct improvements																						
4B US1/Lakeshore Drive Intersection																						
* Coordinate with FDOT & Palm Beach County to define project		█																				
* Conduct traffic study to address signal timing, coordination bridge openings & determine turn lane lengths		█	█	█																		
* Per Council direction, coordinate with FDOT for construction of improvements (as applicable)					█	█																
4C Lighthouse Drive Mobility Improvements																						
* Develop preliminary design plans																						█
* Conduct public outreach; refine plans as needed																						█
* Finalize improvement plans																						█
* Identify project funding sources & potential timing																						█
* Determine Council direction for project funding & timing																						█
* Per Council direction, construct improvements																						█

	2016	2017				2018				2019				2020				2021				2022 ->
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD
4 TRANSPORTATION & MOBILITY CONTINUED																						
4D Marina Drive Streetscape Improvements																						
<i>* Develop preliminary design concepts</i>																						
<i>* Conduct public outreach; refine plans as needed</i>																						
<i>* Finalize improvement plans</i>																						
<i>* Identify project funding sources & potential timing</i>																						
<i>* Determine Council direction for project funding & timing</i>																						
<i>* Per Council direction, construct improvements</i>																						
4E Village-Wide Bicycle Network Plan																						
<i>* Determine Council prioritization</i>																						
<i>* Arrange stakeholder working group</i>																						
<i>* Develop initial network plan concepts</i>																						
<i>* Conduct public outreach; refine plans as needed</i>																						
<i>* Present to committees & Village Council</i>																						
<i>* Identify project funding sources & potential timing</i>																						
<i>* Determine Council direction for project funding & timing</i>																						
<i>* Per Council direction, construct improvements</i>																						
4F Event-Based Water Taxi Service																						
<i>* Identify potential events for access by water taxi service</i>																						
<i>* Identify water taxi stops within Village; secure parking permissions for event</i>																						
<i>* Utilize Village social media & marketing to market service to residents</i>																						
<i>* Determine supplemental funding if any</i>																						
<i>* Implement program through recreation department</i>																						

	2016	2017				2018			2019				2020				2021				2022 ->		
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD	
4 TRANSPORTATION & MOBILITY CONTINUED																							
4G Congress Avenue Extension																							
<i>* Initiate interagency dialogue with Palm Beach County, Palm Beach Gardens, FDOT, MPO</i>																							
<i>* Review preliminary design concepts</i>																							
<i>* Evaluate land use impacts, ROW acquisition (if any)</i>																							
<i>* Determine infrastructure impacts & opportunities</i>																							
<i>* Review final design concepts</i>																							
<i>* Coordinate with Palm Beach County for construction timeline</i>																							
4H Recreational Trail Connections & Lighting																							
<i>* Identify missing trail links and opportunities to improve lighting (e.g., Club Drive connection to Country Club)</i>																							
<i>* Develop initial improvement conceptual plan</i>																							
<i>* Conduct public outreach; refine plans as needed</i>																							
<i>* Present to committees & Village Council</i>																							
<i>* Identify project funding sources & potential timing</i>																							
<i>* Determine Council direction for project funding & timing</i>																							
<i>* Per Council direction, construct improvements</i>																							
4I Parker Bridge/Tunnel Replacement Analysis																							
<i>* Conduct outreach to FDOT, Palm Beach County regarding bridge work program</i>																							
<i>* Coordinate with FDOT for preliminary design concepts</i>																							
<i>* Initiate dialogue with permitting agencies</i>																							
<i>* Commission economic assessment of tunnel vs. bascule bridge</i>																							
<i>* Review of design concepts & economic assessment by Village Council for further direction</i>																							

RECREATIONAL & WATERFRONT PROJECTS

PROJECT IMPLEMENTATION SUMMARY

These projects are designed to enhance existing recreational and waterfront facilities, improve utility of facilities, and introduce new recreational elements to expand the benefits to residents and visitors.

PROJECT IMPLEMENTATION SCHEDULE

	2016	2017				2018				2019				2020				2021				2022 ->	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD	
5 RECREATION & WATERFRONT																							
5A Earman River/C17 Boardwalk																							
<i>* Initiate inter-agency dialogue with SFWMD, FDEP, FDOT, PBC</i>																							
<i>* Determine ROW opportunities & constraints (if any)</i>																							
<i>* Develop conceptual plan to include landscaping and shoreline plantings, recreational and decorative elements</i>																							
<i>* Present conceptual plan to committees & Village Council; revise as needed</i>																							
<i>* Identify potential project funding sources and timing</i>																							
<i>* Per Council direction, adopt amendments to Comprehensive Plan, thoroughfare map, form-based code (as applicable)</i>																							
5B Anchorage Park Master Plan & Renovation																							
<i>* Continue to advance planning and implementation</i>																							

HOUSING AND REDEVELOPMENT PROJECTS

PROJECT IMPLEMENTATION SUMMARY

These projects and programs are varied, addressing economic development and redevelopment, housing challenges and the stabilization/improvement of the Village’s residential housing stock, and the expansion of the Conservatory School at North Palm Beach, which is a unique educational asset that contributes to the sustainability and long-term growth potential of the Village.

PROJECT IMPLEMENTATION SCHEDULE

	2016	2017				2018				2019				2020				2021				2022 ->
6 HOUSING & REDEVELOPMENT	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD
6A Conservatory School at NPB Expansion																						
<i>* Continue dialogue with school administration and school board</i>																						
<i>* Consider potential school expansion space as redevelopment advances in the Village</i>																						
6B NPB/Lake Park Coordination for US1/Northlake Property Redevelopment (SW corner)																						
<i>* Advance discussions with Town of Lake Park administration</i>																						
<i>* Review development proposals, Lake Park US1 Corridor plans and codes</i>																						
<i>* Consider joint Village Council/Lake Park Town Council forum for discussion of relevant issues</i>																						
<i>* Consider interlocal agreement to increase development efficiency of site</i>																						
6C NPB/Palm Beach Gardens Coordination for Congress Avenue Industrial District																						
<i>* Advance discussions with City of Palm Beach Gardens administration</i>																						
<i>* Review development proposals, PBG plans and codes</i>																						
<i>* Consider joint Village Council/PBG City Council forum for discussion of relevant issues</i>																						
<i>* Consider interlocal agreement to increase development efficiency of district</i>																						
6D Housing Program Evaluation & Prioritization																						
<i>* Convene Village Council workshop to review housing conditions and available programs to reinforce housing base</i>																						
<i>* Develop cost estimates for trial implementation of prioritized programs</i>																						
<i>* Conduct public outreach; determine level of interest among homeowners, investors, potential participants</i>																						
<i>* Allocate first-year funding for trial implementation of prioritized programs</i>																						

Village Marketing & Branding Program

PROJECT IMPLEMENTATION SUMMARY

The Village Marketing....

PROJECT IMPLEMENTATION SCHEDULE

	2016	2017				2018				2019				2020				2021				2022 ->
7A Village Marketing & Branding Program	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	TBD
<i>* Assemble working group with representation from residents, realtors, investors, business & property owners</i>																						
<i>* Establish structure and implementing body (RFP for firm, create Village division, etc.)</i>																						
<i>* Determine Council prioritization and direction for specific projects and action items</i>																						
<i>* Advance implementation per Council direction</i>																						

VILLAGE MASTER PLAN
APPENDIX A
CREATION OF THE PLAN

Planning and Visioning Process

The Village of North Palm Beach Citizens’ Master Plan was created during a public, seven-day charrette. This public process ensured community participation to determine how to best resolve potential impacts, maximize opportunities, and establish a vision for the future. A team of professionals, “the charrette team”, helped record the citizens’ ideas, tested the feasibility of the various proposals, and created a document to record and guide the citizens’ vision.

Charrette

Charrette means “cart” in French. An architectural school legend holds that at the Ecole des Beaux Arts, in 19th Century Paris, work was so intense that students continued to draw after climbing onto the carts that carried their boards away to be juried.

Today charrette refers to a high speed, intense, and focused creative session in which a team works with citizens on design problems and presents solutions.

Host Committee

The first step of the charrette process was the creation of a Host Committee to plan the logistics of the charrette. Host committee members recommended

times, locations, and strategies on how to best get the word out to the community about this important effort. Members also provided input on the people and agencies to interview before the public event.

Pre-Charrette Interviews

The purpose of the pre-charrette interviews is for the charrette team to gain a better understanding of the area’s local issues, shortcomings, and strengths. A series of interviews with elected officials, business leaders, residents, community activists, and utility providers were conducted before the charrette. Each Host Committee member was also interviewed in this process.

Public Workshop

A public workshop was held January 30, 2016, at the Conservatory School cafeteria with approximately 150 people in attendance. An opening presentation outlined the intent of the project and issues in the area. Citizens were asked to shape a vision for the Village to improve mobility, quality of life, and economic vitality. After the presentation, participants gathered around tables with aerial photos of the study area. Each table group debated issues and drew their ideas over an aerial. At the end of the workshop, a representative from each table presented the group’s ideas to the rest of the charrette participants. A summary the suggestions and concerns is contained on the following pages.



Table 1

Main Ideas

- Secondary street options to separate bikers, walkers, joggers.
- Village Center: center of town should be where the Country Club and Golf Course is as a downtown. Strong pedestrian connections already in place from Yacht Club area and west of the Golf Course.
- Streetscape improvements along the corridor.
- Key elements that can be catalysts for development: Prosperity Farms Road and Lighthouse Drive intersection; intersection of US-1 and Northlake Boulevard is the front door to the Village - entry feature (perhaps a roundabout).
- Improve pedestrian access – Ferry from Lakeside Park to the beach; connection to retail on Northlake Boulevard.
- Neighborhood center along Prosperity Farms at intersection with Lighthouse Drive.
- Currently all civic activities occur along the school, library, city hall, police station. This area serves as the Civic heart but it's not used that way.



Table 1 citizens' drawing and photos from the public workshop.

Table 2

Main Ideas

- Need for a gathering place: Redevelop the Country Club and connect to a boutique hotel across the street. Physical connections needed.
- Marina: Restaurant to take advantage of the waterfront edge.
- Crosswalks!
- Village Center should be along US-1.
- Reduce lanes on US-1 to 2 in each direction with parallel parking, safer zones for pedestrians, landscape buffer and bike lanes.
- Current vacant lots should become active areas: courtyards; interject open areas along the corridor
- Parking behind in the alleyways.
- Multifamily housing behind commercial corridor and then single family housing.
- Publix plaza: destination of urban retail, structure parking.
- US-1 and Northlake Boulevard: three commercial corners, keep south edge green with trails, etc.
- Protect water views we currently have.
- No commercial uses along Prosperity Farms; beautify by incorporating street furniture, bus shelters – keeping North Palm character
- More night activity



Table 2 citizens' drawing and photos from the public workshop.

Table 3

Main Ideas



- Add a park to the Country Club.
- Use the Golf Course for other activities including a “kids’ club” with a pool, exercise area, arts and crafts.
- Include areas for younger kids (toddlers and newborns) with shade and space to play.
- Add more lights on 12th hole of Golf Course.
- Anchorage Park: add a soccer or football field.
- Preserve waterways.
- More shade on the Golf Course for breaks and water.
- Add a fishing dock in the Intracoastal.
- More shade on streets.
- Boat Club.
- More neighborhood parks so you don’t have to drive far and can meet other neighborhood kids. These should be within a 3/4 mile walk.
- Small area for kids at the library while parents are attending meetings at Town Hall.
- More ice cream shops along the corridor.
- Improve the sidewalks: right now they are either too narrow or have bumps.
- Marina: boat ramp, restaurant, and amenities.



Table 3 citizens’ drawing and photos from the public workshop.

Table 4

Main Ideas

- Northlake Boulevard corridor (before US-1) should be developed into something more commercially attractive. It should also be a pedestrian corridor with access to the water and good connection to the surrounding and connecting neighborhoods.
- Current Publix site should be redeveloped into a multi-purpose area with uses like a science museum, green market, IMAX theater, etc. The Library could be moved to this site as well.
- We don't want people in the Village to leave to go do things elsewhere.
- We want the Village to be an attraction to residents.
- Add bike lanes along the US-1 corridor.
- Make US-1 a "complete street".
- Slow down traffic on US-1, Lighthouse and Anchorage.
- Need a High School. If possible, it should be close to existing school to share facilities. "Keep children within the Village".
- Study the commercial buildings on US-1 that are possibilities for redevelopment.
- The Country Club should stay where it is and a harmonious connection between commercial and residential uses should be developed.
- Make the Country Club more attractive to parents and families with a café and kids club area.
- Develop the Camelot Hotel site into something more attractive for commercial uses with a walkable area connected to the Country Club and a connection to Yacht Club Drive. Develop an Event center in the Marina area.
- Improve Century Plaza by extending walkable areas and make it more attractive so it compliments the surrounding residential areas.
- Create community gardens.

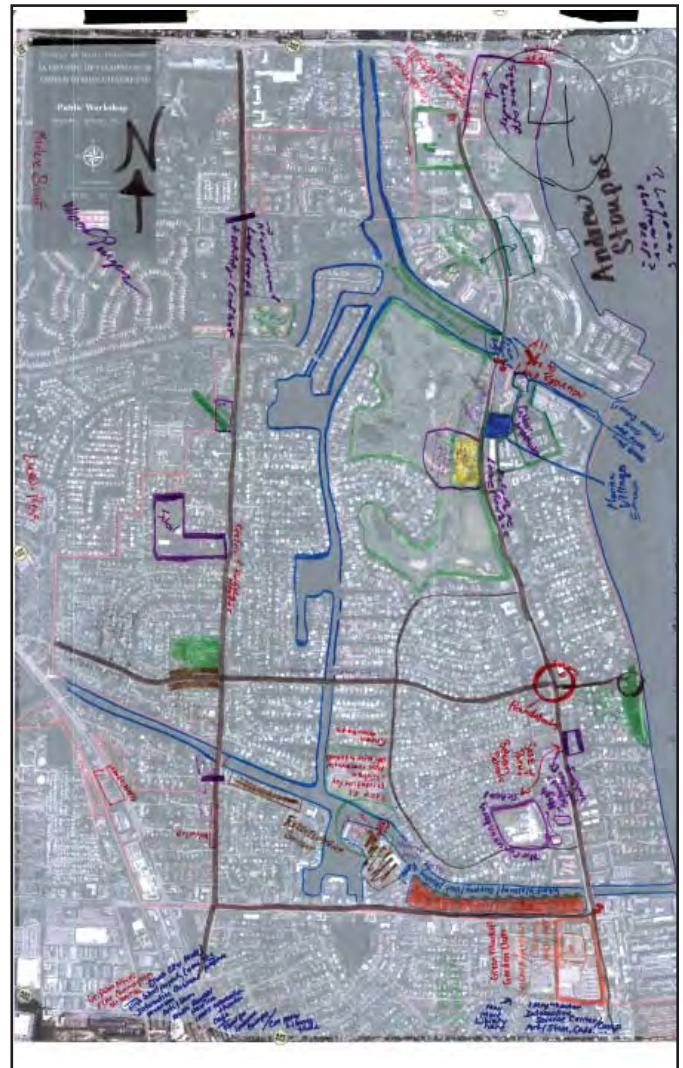


Table 4 citizens' drawing and photos from the public workshop.

Table 5

Main Ideas

- Install traffic cameras to control traffic lights on demand as needed and avoid traffic backups along the corridor
- Eliminate traffic lights where not needed.
- Reduce traffic speed along the corridor; roundabouts might help with this.
- Establish an architectural review board for architectural character of buildings.
- Use alleyways to provide access to buildings.
- Improve walking conditions at Lakeside Park.
- Create “vias” like in Palm Beach.
- There are two main areas along the corridor
 1. Country Club/Marina Area; and
 2. Civic Area (where the school, library and Town hall are.

These two areas should be connected by the US-1 commercial corridor.

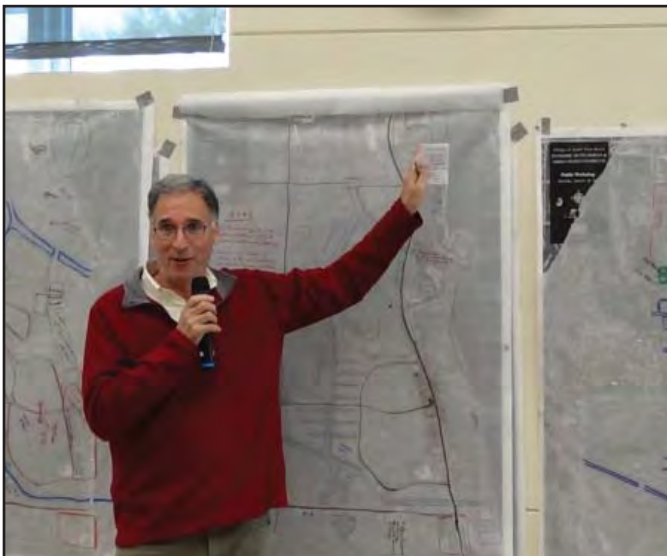


Table 5 citizens’ drawing and photos from the public workshop.

Table 6

Main Ideas

- Our acronym for the plan ~ PPAA:
 - Problems
 - Potential
 - Advantages and Disadvantages
 - Action Plan
- The intersection at PGA Boulevard, where Panama Hatties used to be, presents many traffic issues to the Village. Find a way to control traffic in this area.
- Control the traffic from opening and closing of the bridge.
- Use roundabouts to calm down traffic.
- There should be a boardwalk along Northlake Boulevard on the river side connecting to a pedestrian bridge over the water
- Any new schools should be close to the current school and not across Northlake Boulevard because children can't walk there; it's too dangerous.
- There should be a boutique hotel across from golf course and the area behind this hotel should be developed to take advantage to the water front.

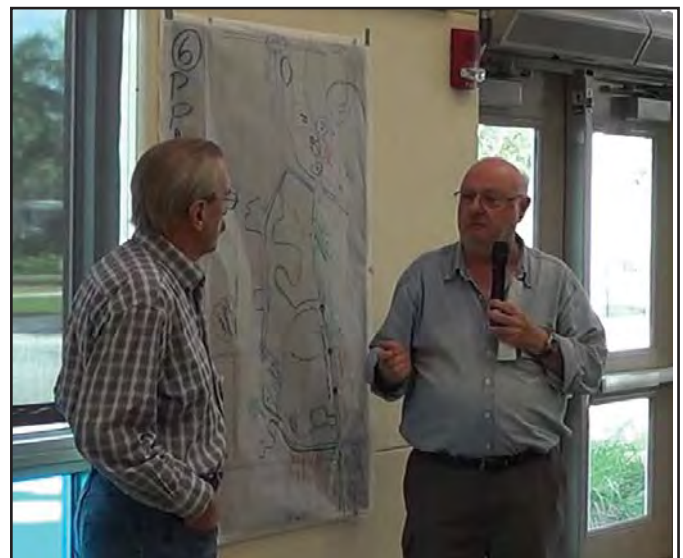


Table 6 citizens' drawing and photos from the public workshop.

Table 7

Main Ideas



Table 7 citizens' drawing and photos from the public workshop.

- Keep the charm of the old family neighborhood community that characterizes the Village.
- Theme: “Put the Village back into the Village”.
- Motto for development: Live, work, stay and play in the historic Village of North Palm Beach”
- Reduce US-1 to 4 lanes.
- Establish North and South entry points to know you are entering the Village: West Marina should be the North entry and Northlake Boulevard/ US-1 Intersection should be the South Entry.
- Reduce speed, slow down in the Village, but no roundabouts.
- The Village Center should be at U-1 and Lighthouse Road. This Center should have mixed use, civic uses, office, and other uses that you need on a daily basis so you don’t have to leave the Village.
- More entertainment options, but local not regional types to keep charm.
- Add an “Age in Place” facility: small scale, first level living for people who want to downsize from their current homes.
- Parking should be shared between uses (some happen during day and some at night).
- The Delray Beach Atlantic Avenue Boutique Hotel and commercial area should serve as an example for shared amenities with the Golf Course area.
- Increased appeal to offices (corporate, medical, etc) between Lighthouse Road and North Anchorage.
- Bike rental facilities like in City Place.
- Better use of alleyways, beautify them.
- Incorporate an outside exercise element, connecting nodes throughout the Village.
- Riverwalk, pedestrian bridge: restaurants, shops, daytime activities (water activities).
- Create a vision for the architectural character desired throughout the Village.
- Bury power lines in residential areas.
- Traffic calming ideas should be developed.
- Make the Country Club a desirable destination.
- Ferry or water taxi

Table 8

Main Ideas

- The goal is to make North Palm Beach a destination.
- Need a K-12 school in the Village.
- The Country Clubhouse should be updated. One idea is to make the building three stories to be able to see the water and use it to for banquets, weddings, etc.
- Develop Old Camelot site to promote the water (Yacht club)
- Make everything accessible to the people that live in North Palm Beach.
- There should be a Village Square at US-1 and Lighthouse Road with shops, restaurants, etc.
- Develop the Northlake Boulevard site as mixed use, similar to Downtown the Gardens. Establish a water taxi system connecting the Village.
- Promote more nightlife north of the bridge at Crystal Tree Plaza.
- Improve the streetscape, add more trees and bigger sidewalks.
- Develop the Publix plaza as a mixed use center.



Table 8 citizens' drawing and photos from the public workshop.

Table 9

Main Ideas

- Develop the center of town at the Country Club site including the hotel site across the street.
- Establish a mini-center where our Civic uses are.
- Beautification of the Village: more trees especially on US-1 and Prosperity Farms Road.
- Redevelopment concerns with the waterway along Northlake Boulevard.
- Make the entryways to the Village, more prominent, “wow” factor.
- Parks: Anchorage Park is highly used. Other parks are not used that much but there is potential in them.
- It is very important to get a high school in the Village as soon as possible.
- Not sure if the lane reduction in US-1 should be done.
- Develop multi-family uses along the US-1 corridor.
- The north side of town is concerned about not having emergency services in that area.
- Add stop lights in the north side of town.
- We like our 5-day garbage pickup; please keep it in place but from 9am-5pm.



Table 9 citizens’ drawing and photos from the public workshop.

Table 10

Main Ideas

- Make the Country Club/Golf Course a destination. This area is a good market for a hotel. We want people to come here as a destination.
- The green areas on the map are the areas that should be mixed use redevelopment with a HUB by the Country Club as a destination.
- Right now the area across the golf course has 40% vacancy rates.
- The Boat parade is very important for the Village. There should be a facility in the area to be used for the Boat parade party.
- Several buildings on US-1, south of the Golf Course, are very run down and should be knocked down.
- Many old vacant commercial buildings along the corridor are good redevelopment opportunities.
- There are safety issues at intersections to cross US-1.
- The Publix plaza should become a mixed-use development.
- There should be more parks, including a skate park.



Table 10 citizens' drawing and photos from the public workshop.

Table 11

Main Ideas

- Safety is a concern.
- Connecting US1 from Anchorage Drive up to Prosperity Farms Roads with lighting along Anchorage Drive.
- The bridge on Anchorage is very dangerous – should be made wider.
- Create a boardwalk along the river.
- The Publix plaza should have a green.
- The Community Center to be established south of Anchorage Road.
- The Village Center feel is around the Country Club and Golf Course area.
- The golf course should be opened for walking and biking one night a week.
- In the north area of town, the buildings should be closer to the road.

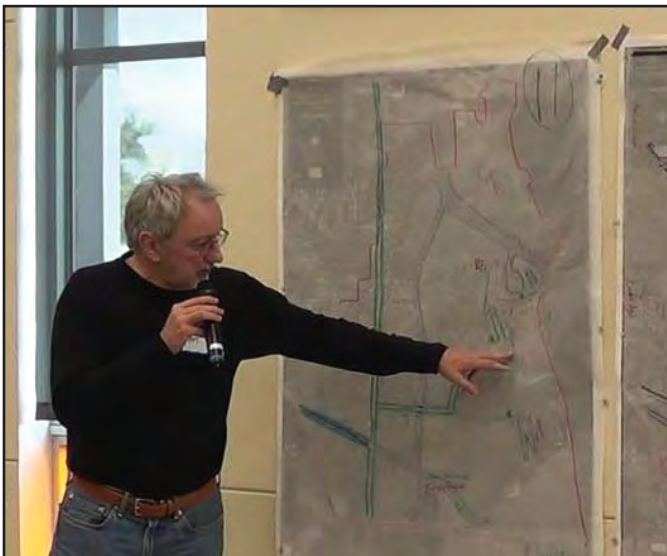


Table 11 citizens' drawing and photos from the public workshop.

Table 12

Main Ideas

- All ideas should go back to the roots of what was North Palm Beach to keep the Village character.
- The Country Club area is the center of town; it's where the Clubhouse is and where the fireworks and other activities occur.
- New projects should make a significant impact to North Palm Beach.
- Slow down cars.
- Make the alleyways with unique design features for service, drop off and have the front along US-1 with beautiful sidewalks, street furniture, etc.
- Prefer smaller scale development.
- The height of the new buildings should be that of PGA Commons.
- Establish a North-South walking corridor and connect the Village East-West, which is now separated.
- Roundabouts may work as an alternative to connect pedestrians East-West.

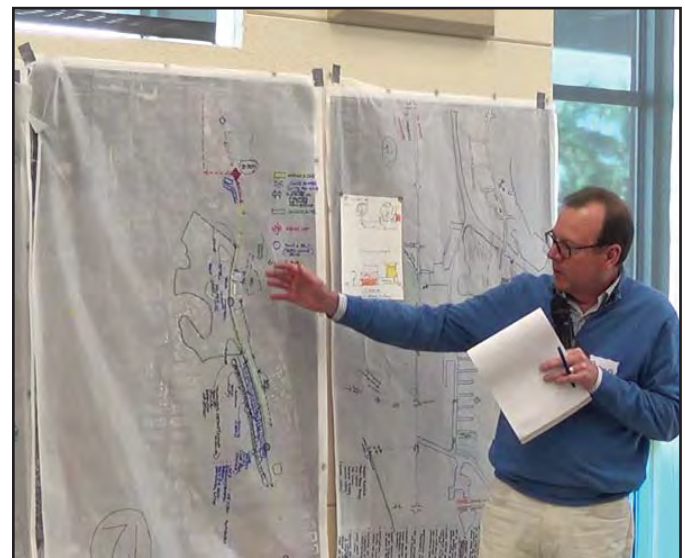



Table 12 citizens' drawing and photos from the public workshop.

Studio


The charrette team listened, recorded, and took notes on the citizens' requests. A design studio was established in the Village Council Chambers from January 31 – February 5, 2016. The purpose was to work closely and intensely on the citizens' ideas and allow the public to observe and offer additional input. Approximately 50 people, including elected officials, interacted with the team in the studio throughout the week.

Downtown Retailing and Merchandising Presentation

On Tuesday, February 2, 2016, Robert Gibbs, a leading retail and urban planning consultant who has contributed to more than 400 master plans across the country, gave a lecture on Downtown Retailing and Merchandising for the 21st Century City at the North Palm Beach Country Club.



The Village Council of North Palm Beach
Invites You to a Presentation by
ROBERT GIBBS
Tuesday, February 2, 2016, 6:00 pm
North Palm Beach Country Club
951 US Highway 1, North Palm Beach



**DOWNTOWN RETAILING AND MERCHANDISING
FOR THE 21ST CENTURY CITY**

Robert Gibbs is a leading urban planning consultant who has contributed to over 400 master plans across the U.S., including Alexandria, Birmingham, Charleston, Detroit, Disney, Houston, Marquette and Naples. He founded GPG in 1988, and has prior experience with JJR/Smith and Taubman Centers.

In 2012, Gibbs was honored by the Clinton Presidential Library for his life's contributions to urban planning and development and by the City of Auckland, New Zealand for his planning innovations.

Gibbs is a charter member of the Congress for the New Urbanism, gives frequent lectures and has co-authored four books. Gibbs authored the Urban Retail Form Based Code Module, and in 2012 published Principles of Urban Retail Planning and Development. The book has received wide acclaim and was described by the APA as "...Not all sweetness and light, but one planners can ill afford to ignore".

Gibbs has been profiled in the New York Times, Urban Land Institute and the Wall Street Journal. The Atlantic Monthly stated: "Gibbs has an urban planning sensibility unlike anything possessed by the urban planners who usually design downtown renewal efforts."

A professional Landscape Architect in Michigan and North Carolina, Gibbs earned an MLA from the University of Michigan's School of Natural Resources and resides in Birmingham, Michigan.

For more information please contact
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or, Dana P. Little, Urban Design Director, Treasure Coast Regional Planning Council, (772) 221-4060, dlittle@tcrpc.org

Work-in-Progress Presentation

A Work-in-Progress presentation was held on February 5, 2016, at the Conservatory School. Work completed by the charrette team to date was presented to the public, and additional comments and input were gathered.

VILLAGE MASTER PLAN

APPENDIX B
BACKGROUND AND EXISTING CONDITIONS

History of the Village

The Village of North Palm Beach has a long history of resort-style living. The Winter Club, the Village's first country club, was built in 1925 by Harry Kelsey. Mr. Kelsey owned much of the land that is now North Palm Beach until the devastating hurricane of 1928 destroyed most of his holdings, including his timber business, forcing him to sell his land.

In 1954, John D. MacArthur purchased 2,600 acres for \$5.5 million. The Village was largely developed by Herbert and Richard Ross. The Rosses built the Village as a planned community – more than 75 miles of sewer lines were laid and twenty canals dredged in advance of development. The Village was incorporated in 1956, serving as the primary bedroom community for Pratt & Whitney employees.

In 1963, the country club was constructed. The Winter Club was demolished in the 1980s, despite being listed on the National Register of Historic Places. The North Palm Beach Golf and Country Club continues to serve as a public amenity for community today. The golf course is one of only two Nicklaus Signature municipal courses in the country. Mr. Nicklaus, a nearby resident, redesigned the course in 2006 for the community, charging only \$1 for his services. Updating the club house is under discussion with a series of workshops underway regarding programming and community priorities.

Characteristics of the Village

The Village has nearly 30 miles of waterfront (both natural and man-made), giving the community its maritime character. The Village is approximately 5.8 square miles in size, of which 2.2 square miles are water. More than a third of the Village is technically an island, defined by the Earman River to the south, the North Palm Beach Waterway to the west, the Intracoastal Waterway to the north, and Lake Worth to the east.

The Village of North Palm Beach is centrally located within the County, providing easy access to

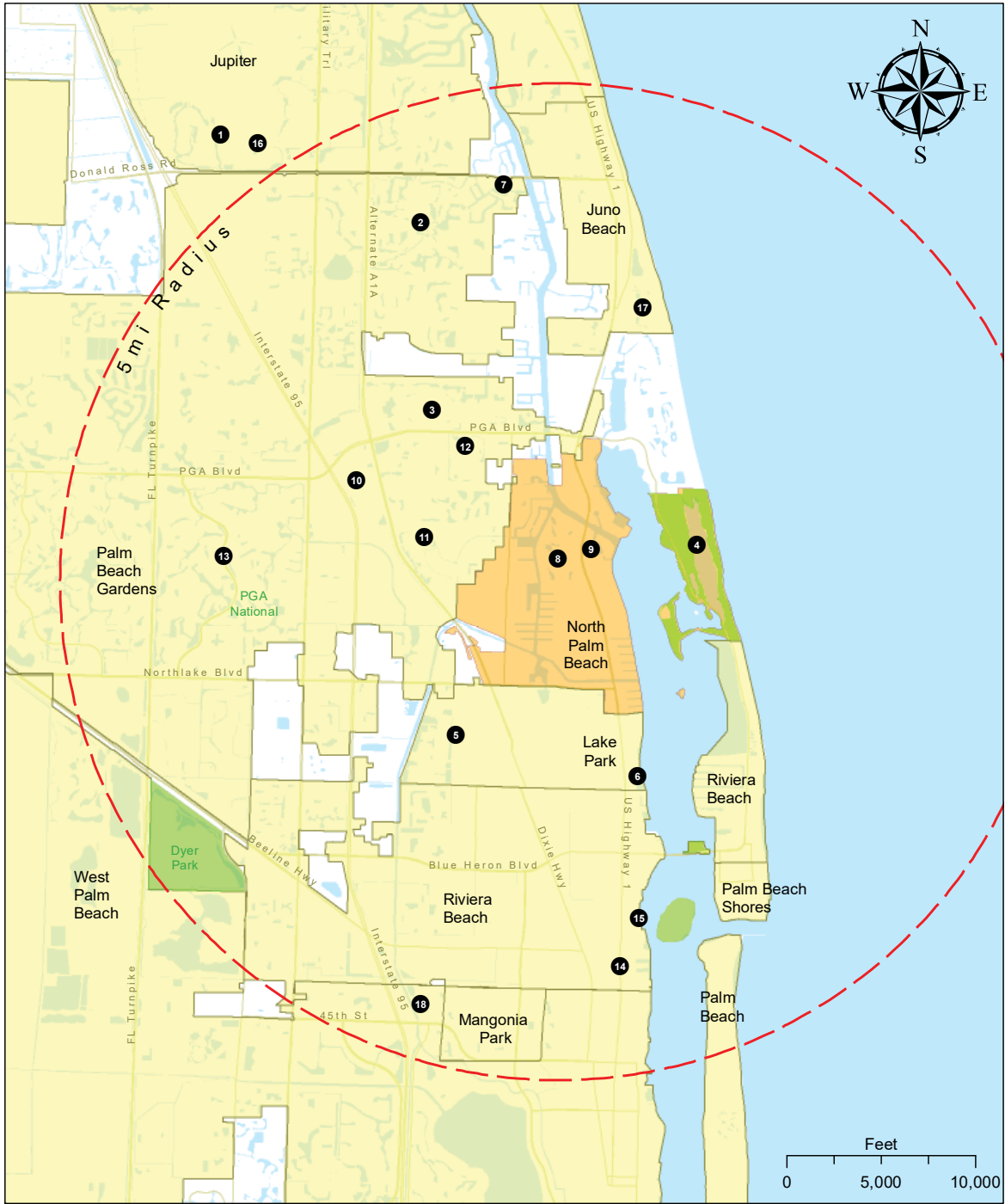


Top: The Winter Club circa 1957.

Middle: An aerial view looking northeast over the golf course circa 1962.

Bottom: The "new" country club with pool and the Winter Club circa 1962.

Location Map with Regional Assets



Regional Assets

within 5-mile radius of North Palm Beach

- | | | |
|-----------------------------------|---|---------------------------------------|
| 1. Florida Atlantic University | 7. Loggerhead Marina (Palm Beach Gardens) | 13. PGA National Golf Club |
| 2. Frenchman's Creek Country Club | 8. North Palm Beach Country Club | 14. Port of Palm Beach |
| 3. Gardens Mall | 9. North Palm Beach Marina | 15. Riviera Beach Marina |
| 4. John D. MacArthur State Park | 10. Northcorp Corporate Park | 16. Scripps and Max Planck Institutes |
| 5. Lake Park, Park of Commerce | 11. Palm Beach Gardens Medical Center | 17. Seminole Golf Club |
| 6. Lake Park Marina | 12. Palm Beach State College | 18. St. Mary's Medical Center |

The Study Area



employment centers, primary shopping destinations (including the Gardens Mall and Palm Beach Outlets), and two colleges. Downtown West Palm Beach, the County seat, can be reached in 15-20 minutes via US 1.

In addition to its convenient proximity to regional resources, the community offers a family-friendly atmosphere. Both passive and recreational parks are located throughout a strong neighborhood structure. Numerous community events are held throughout the year and are well-attended by local residents.

One of the strongest draws for families to the Village is likely the excellent schools, both public and private, located within the community. The Conservatory School at North Palm Beach is a public arts elementary school and Allamanda Elementary, located adjacent to the Village boundaries, has a unique health and wellness program. The Benjamin School's lower campus and St. Clare's Catholic School offer private school options as well.

The Village has diverse residential options. The neighborhoods offer single-family homes in a range of sizes. As the neighborhoods are fully built-out, redevelopment of older houses is beginning to occur on desirable waterfront lots. Multi-family options are located predominantly along waterfront sites, with some inland options. Since most of the older waterfront buildings are condominiums, little redevelopment has occurred to date. In the 1990's and 2000's, new homes were constructed in the north-west area of the Village, east of Prosperity Farms



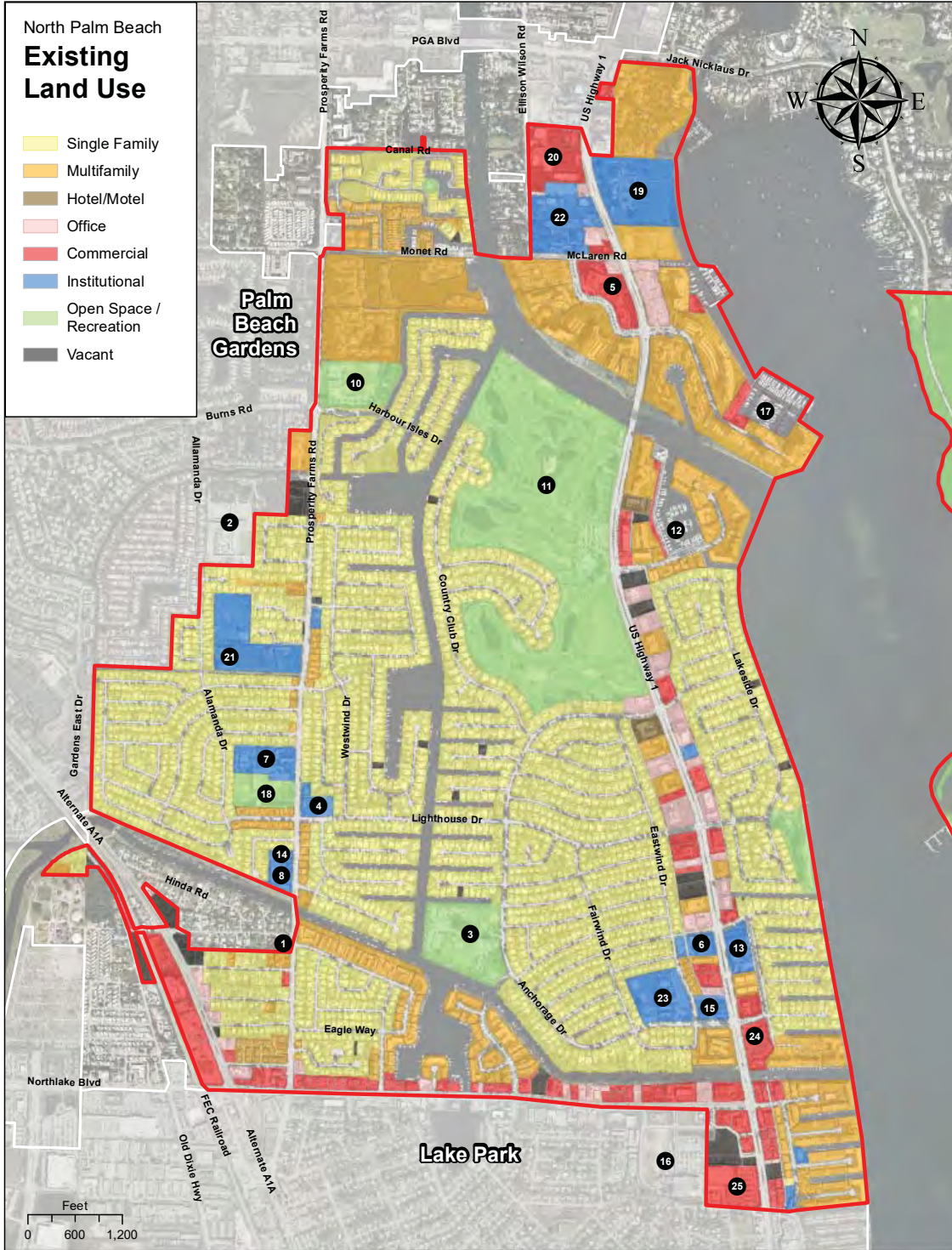
Top: The North Palm Beach Marina is open to the public and offers a ship's store, bait, fuel, and 107 slips.

Middle: Anchorage Park has a playground, recreational courts, community center, and provides boat ramps and storage for residents with inland lots.

Bottom: The recently redesigned North Palm Beach Golf Course maintains a prominent location within the Village. Image source: www.village-npb.org



Map of Existing Land Uses



Road, within gated communities. Currently, Water Club, a significant waterfront condominium with over 200 units, is under construction on land located along the Intracoastal Waterway that was previously owned by a church.

US 1 and Northlake Boulevard serve as the primary commercial corridors and economic engine in the Village. US 1 is a primary route from the south or north; and Northlake Boulevard is the main access road from the west, via I-95. The Village’s commercial uses are located almost exclusively along these two corridors. US 1 is comprised of four distinct segments:

Top Left: The Water Club under construction.

Bottom Left: Older condominiums line much of the waterfront.



Top Right: The neighborhoods offer houses in a range of sizes.

Middle Right: Older housing is being replaced by new homes on desirable golf course or waterfront lots.

Bottom Right: An example of inland multi-family housing



Parker Bridge North: The area north of the Parker Bridge (shown in red) is comprised of several large-scale condominium developments, including the new Water Club, and two shopping plazas. PGA Boulevard provides access to main office and shopping districts in the northern county area and connects to I-95. US 1 has two lanes in each direction in this section.

Parker Bridge to N Anchorage Drive: The area between the Parker Bridge and North Anchorage Drive (shown in blue) has the golf and country club along the western edge of US 1. The east side has the North Palm Beach marina surrounded by older, waterfront condominiums. US 1 is lined by the Camelot Inn restaurant, Baer’s furniture store, Sunoco gas station, and offices of varying sizes. US 1 has three lanes in each direction in this section.

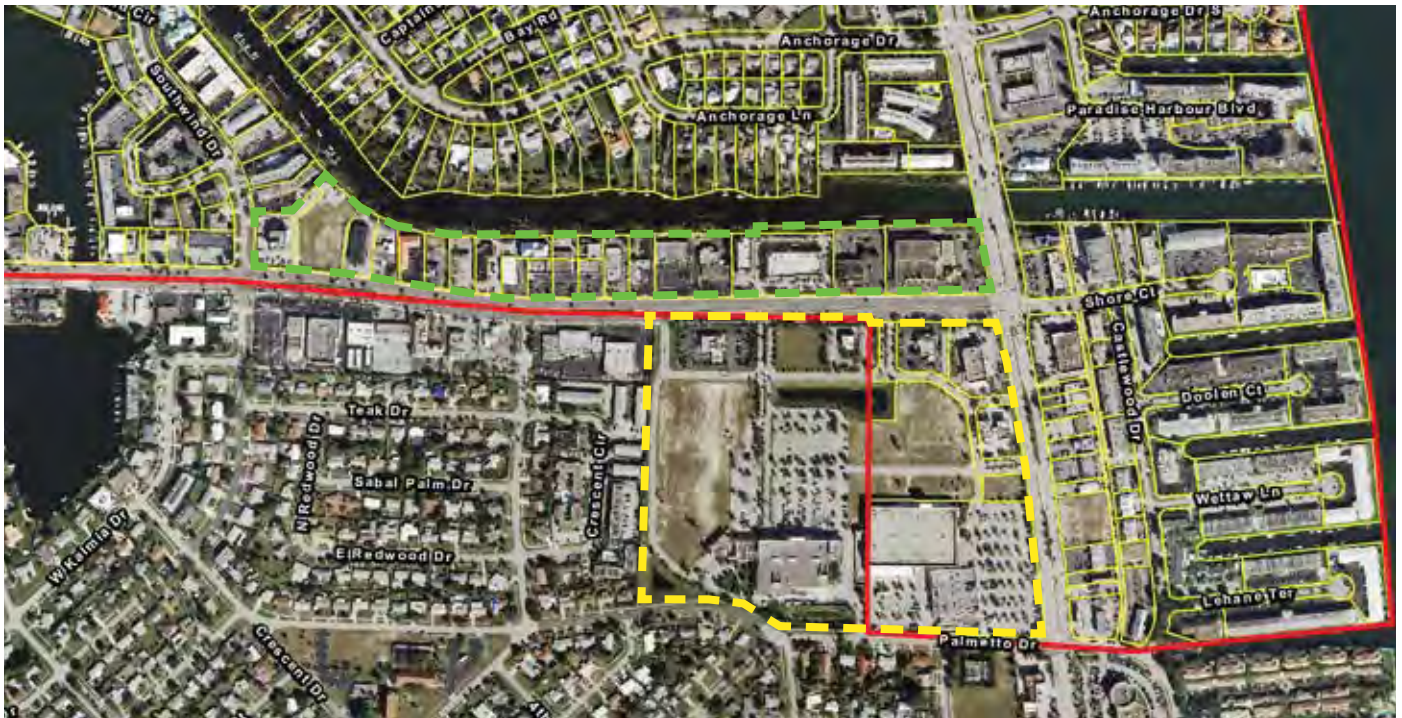
N Anchorage Drive to the Earman River: The area between North Anchorage Drive and the Earman River (shown in yellow) contains a significant concentration of offices and restaurants. A north-south alley runs continuously along both sides of US 1, providing rear access to properties, separation from the residential properties, as well as a tertiary local route. Lighthouse Drive provides important “cross town” access, connecting the Village east-west over the North Palm Beach Waterway. US 1 has three lanes in each direction in this section.

Earman River South: The section south of the Earman River to the Village’s southern boundary (shown in green) is defined on the east side by a large parcel that was once the Twin City Mall and now is the Northlake Promenade Shoppes and several vacant sites. Northlake Boulevard, a main east-west connection to I-95, intersects US 1 in this section. On the west side of US 1, parking lots serving small restaurant and retail uses line the street. US 1 has two lanes in each direction in most of this section.



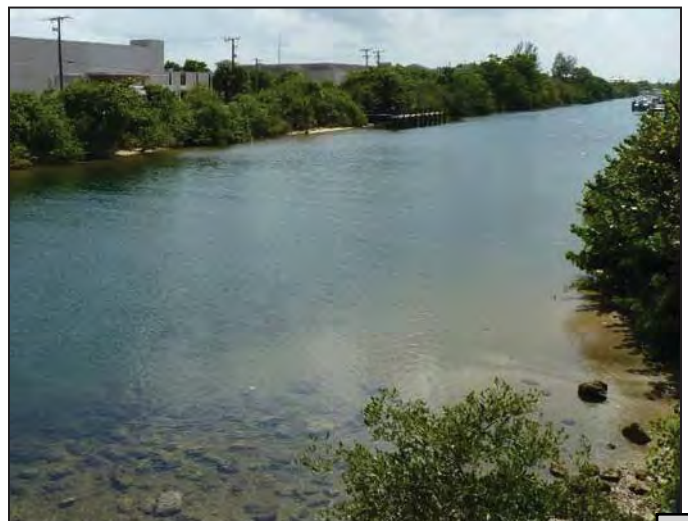


Top Left. The Crystal Tree Plaza located on US 1 north of the Parker Bridge. *Top right.* The Camelot Inn property located on US 1 across from the golf and country club. *Middle Left.* Office uses constructed in “garden style” buildings in the 1960s and 1970s line US 1. *Middle Right.* The previous site of the Twin City Mall remains largely undeveloped at this time at the main entry into the Village from both Northlake Blvd. and US 1. *Bottom Left.* Older office buildings line Northlake Blvd. *Bottom Right.* Recent development of a self storage facility on Northlake Blvd.



The north side of Northlake Boulevard is located within the Village. It has a wide range of commercial uses in varying conditions. A range of retail, personal service businesses, offices, and restaurants are located in buildings with parking lots located along the thoroughfare. The only business that engages the Earman River is a “Adventure Times,” a kayak sales/rental business. Recent development includes self-storage facilities on waterfront properties and private docks. Landscaping is inconsistent; some properties have complied with Northlake Boulevard Overlay Zone standards and others have not.

The southwest corner of US 1 and Northlake Boulevard is located within the Village. The site of the old Twin Lakes Mall is located partially within the boundaries of the Village and partially within Town of Lake Park’s jurisdiction. It is one of the largest potential redevelopment sites in the Village and coordinating with Lake Park would help ensure success.



Top: The southern area of the study area includes potential waterfront redevelopment sites along the Earman River (outlined in green) and the largest parcel (once the Twin City Mall) for potential redevelopment (outlined in yellow).

Right: Residential properties on the north side engage the Earman River in a naturalistic landscape condition.

Bottom: Most commercial development along Northlake Blvd. fails to take advantage of the use and the view of the Earman River though some have built private docks..



Image Source: visitmyrtlebeach.com



Top: An image of Marsh Walk in Murrells Inlet, which offers public access along the waterfront. *Bottom Left:* A view of Frigate's one of the Village's few waterfront restaurants. *Bottom Right:* Parking, commercial loading, and trash areas are located behind businesses facing Northlake Blvd..

Initial Observations

Maximizing the Waterfront

Though the Village has a marine-oriented character, this experience is largely limited to residential properties. Since most of the waterfront is privatized, the waterfront is not a visually significant characteristic of the village; views are limited to glimpses crossing bridges or to the golf course. Those residential lots without direct access are afforded waterfront access via parks. Few waterfront dining options exist in the Village. Frigate's is the best local example of a design which maximizes its location, both in atmosphere and boat access. Directly across the Earman River from Frigates is another restaurant (IHOP), which offers five windows with a water view.

Redefining US 1

The offices that once thrived along US 1 are now competing with newer office development and hampered by changing transportation routes. While US 1 was once the primary north-south route in the County, I-95 and the Florida Turnpike have become the main travel routes over time. PGA Boulevard offers new Class A offices, with large floor plates, high ceilings, covered parking, and other modern amenities. The PGA corridor location is easily accessed by the interstate and is not impacted by the two drawbridges, which periodically interrupt travel along the US 1 corridor. The Village has approximately 589,700 SF of office in buildings with an average construction date of 1976. These buildings are an average of two stories in height with floor plates that are less than 8,500 SF in size. Given the current configuration, the US 1 corridor is unlikely to compete with the newer Class A options.

Competing in other office markets (e.g. catering to start ups, office-sharing, etc.) is not advanced by the corridor’s current physical environment. The predominant characteristic along US 1 is parking lots. The Millennial generation demonstrates a clear market preference for urban centers where walking or biking to work is an option and where social interaction is fostered by the surroundings. Having nearby housing options, places to eat or drink, and the ability to move among them in a comfortable, attractive atmosphere is necessary to compete with various revitalizing downtown options in the County.

“Sixty-two percent [of Millennials] indicate they prefer to live in the type of mixed-use communities found in urban centers, where they can be close to shops, restaurants and offices.”

- “Millennials Prefer Cities to Suburbs, Subways to Driveways.” Nielsen. 3-4-14

New residential and mixed use projects have begun appearing on US 1 in West Palm Beach, Lake Worth, and Delray Beach. Mariner’s Court, a townhome development, was recently constructed on US 1 in the Village. It is buffered from the roadway with landscaping. These types of developments can be positioned to re-define the corridor.

Date: 10/20/16



Top: A view of existing offices along the US 1 corridor.
Middle: Mariner’s Court is a small townhome community built along US 1 in the Village.
Bottom: Magnolia Court is a mixed use development facing US 1 in West Palm Beach.

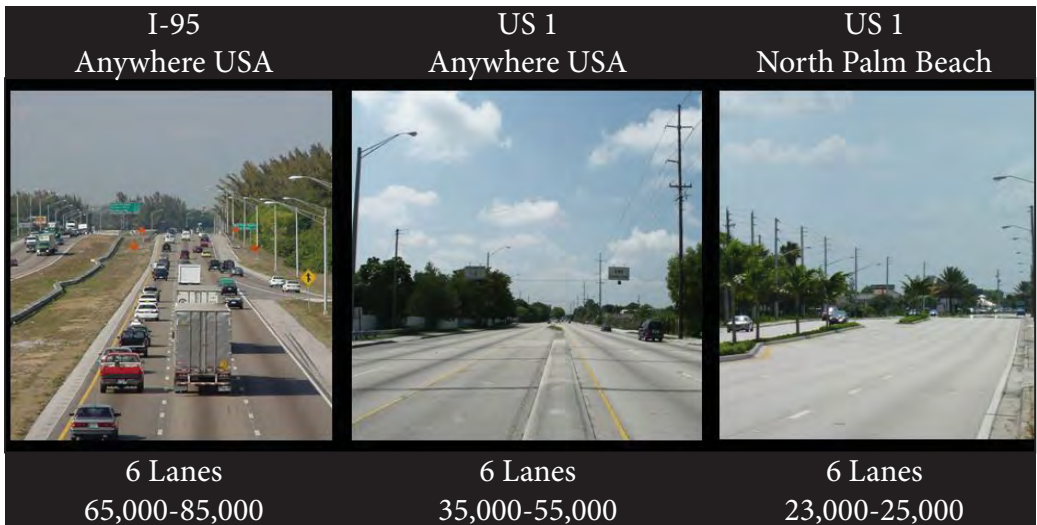
Changes to the US 1 right-of-way are also a possibility. In its current condition, US 1 widens from a 4-lane road to a 6-lane road within the heart of the Village, then transitions back to four lanes as it transitions into Lake Park. North of the Parker Bridge and south of Palmetto Drive, US-1 has four travel lanes. Based upon the current and projected demands of the roadway, the Village has the choice to redesign some of the asphalt used for vehicular travel for other uses.

US 1 Capacity (*varies with context*)
 6 Lanes is 59,900 vpd
 4 Lanes is 39,800 vpd

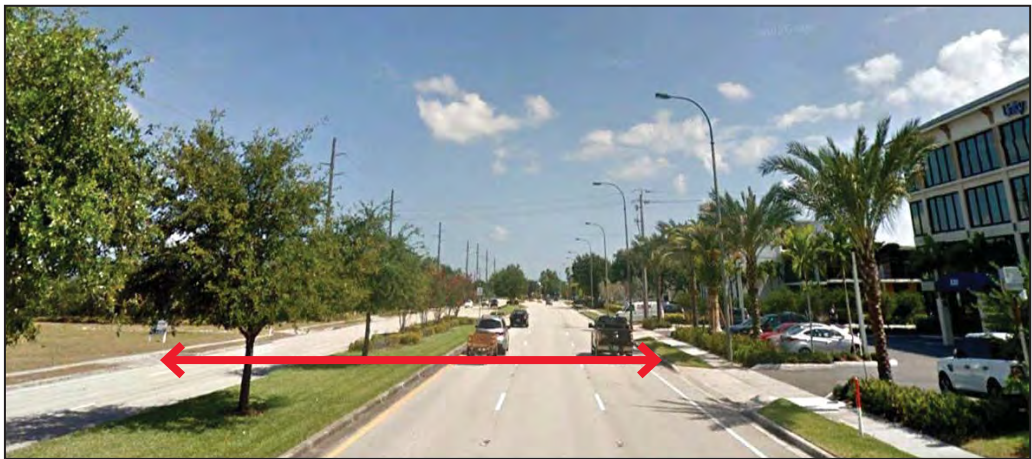
US 1 Projected Volumes
 2040 = 22,000-27,000 vpd

(+/- 30,000 vpd EXTRA capacity)

Establishing a “complete street” means creating a street design that balances mobility and responds to the needs of all users (e.g., drivers, pedestrians, bicyclists). The elements that make up a “complete street” can be customized to respond to the unique character of a place or to changing conditions as a street traverses through a place.



Above: A comparison of six-lane thoroughfare capacity.

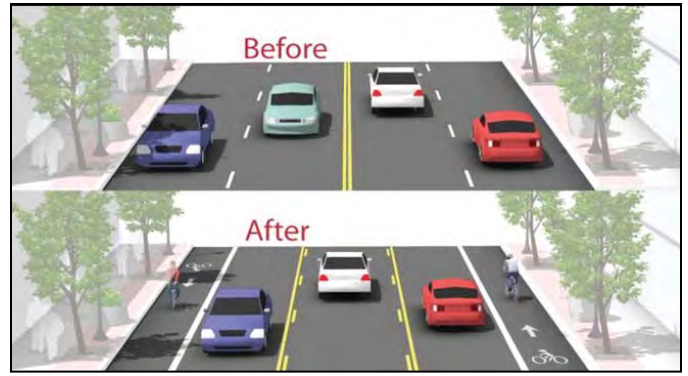


Above: The six-lane section of US 1 is approximately 98 feet from curb to curb (per the red arrow). Each side has sidewalks, which are five feet wide, and a striped shoulder that provides a substandard space for cyclists.

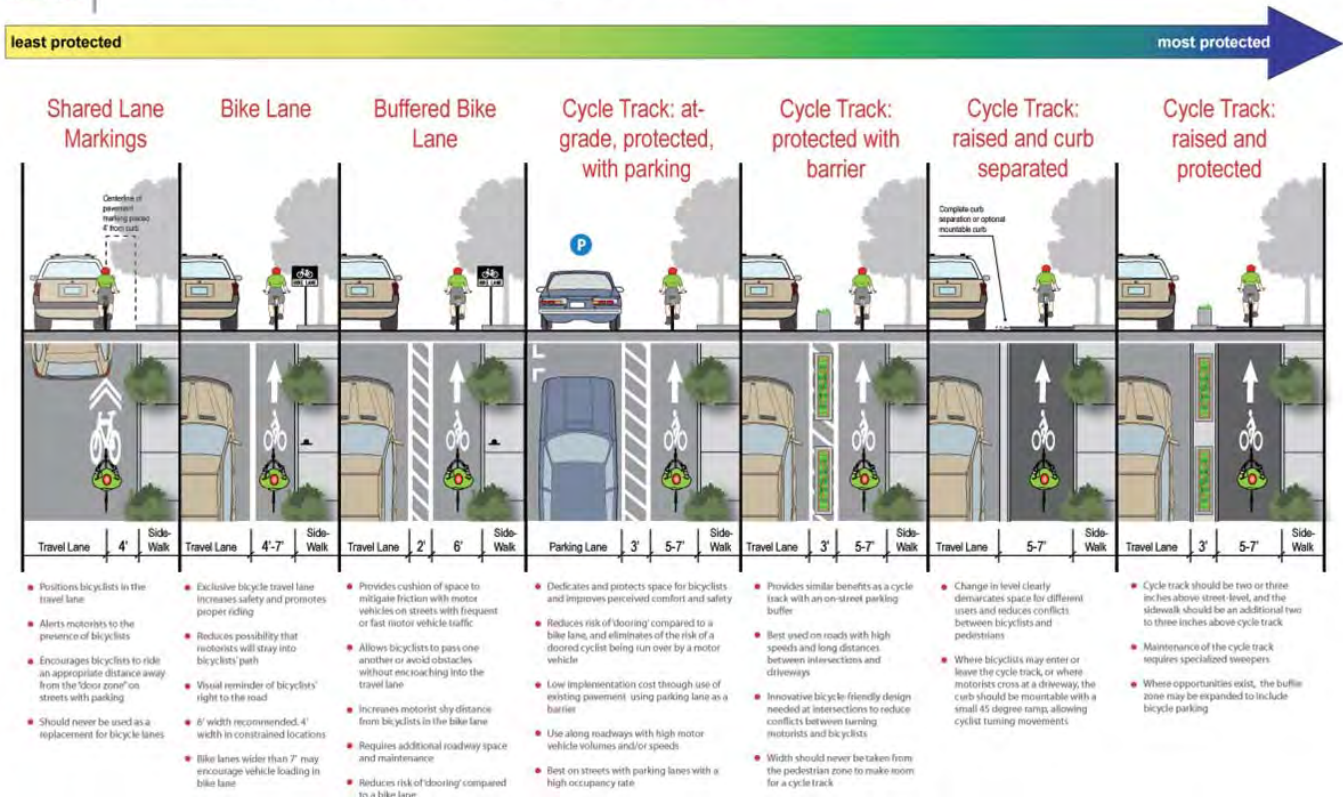
Top Right: Although a smaller cross-section than US 1 in the Village of North Palm Beach, the image to the right provides an excellent example of the concept of re-purposing asphalt in a right-of-way. The street design changes (within the existing right-of-way) to incorporate a center turn lane and bike lanes.

Middle: Complete streets create environments comfortable for all uses, including bicyclists and pedestrians. Shaping desirable outdoor spaces supports local businesses and healthy lifestyles.

Bottom: A wide range of detailing is possible. The image below demonstrates numerous ways bicycle paths can be incorporated onto streets. A “one size fits all” solution does not exist; designs should respond to unique conditions and the character envisioned for the place.



On-Street Marked Bikeway Continuum



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VILLAGE MASTER PLAN

APPENDIX C
MARKET ANALYSIS

Introduction

In order to guide the recommendations and strategies of the master plan with realistic market-driven development expectations, a market analysis was performed to understand future growth potential in the Village. WTL+a focused on market/development potentials among three key uses: residential (all types), workplace (office, professional/business services), and lodging/hospitality. For the plan’s retail component, Gibbs Planning Group (GPG) of Birmingham, MI, a national retail consultancy, performed a retail market analysis. This section of the master plan summarizes the findings of these studies. The full reports, The Village Master Plan Economic & Market Analysis by WTL+a and The Retail Market Analysis by Gibbs Planning Group follow this section.

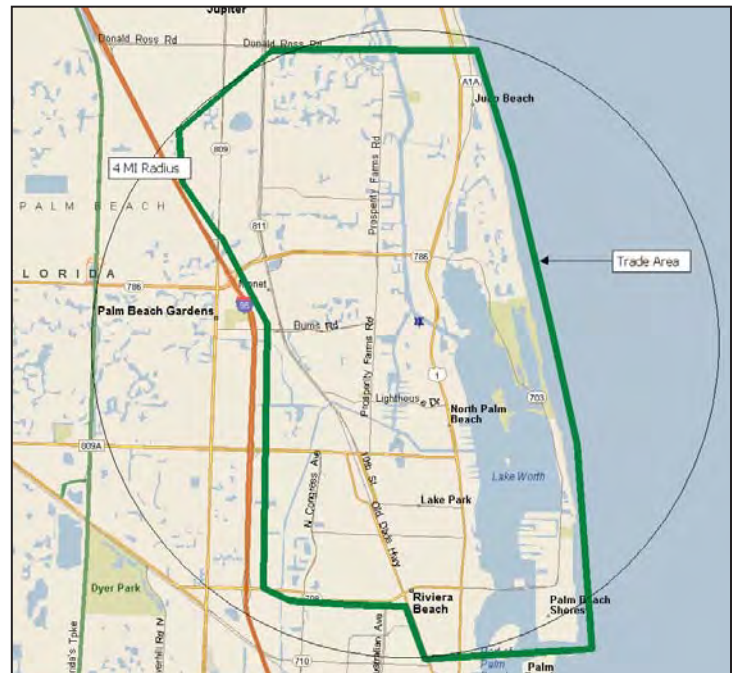
The Study Area

The study area for the market analysis was focused on, but not limited to, the Village of North Palm Beach municipal boundaries. The retail market analysis estimated the Village of North Palm Beach study area has an approximately 28-square-mile primary trade area limited by:

- Donald Ross Road to the North
- Atlantic Ocean to the East
- below South Beach Shores and Peanut Island, up North Dixie Highway and across W. Blue Heron Road to the South
- Western border of I-95

Summary of Market/Development Potential

The market analyses forecast four sectors: market-rate housing, speculative office, lodging/hospitality, and retail demand. The findings are listed in the table below. The market potential for retail uses is further distinguished by types of goods and size of business accommodating such sales on the following page.



Map of the Village of North Palm Beach study area’s primary trade area, outlined in green.

Summary of Market/Development Potentials		
Use	Forecast Period	Market Potentials
Retail & Restaurant	5 Years	104,360 SF
Market-Rate Housing	10 years	400 to 600 Units
Speculative Office	8 years	Limited
Lodging/Hospitality	10 Years	90-120 Rooms

Retail & Restaurant Development

The Village of North Palm Beach study area can presently support an additional 104,360 SF of retail and restaurant development. This new retail demand could be absorbed by existing businesses and/or with the opening of 35 to 50 new stores and restaurants. If constructed as a new single-site center, the development would be classified as a medium neighborhood-type shopping center by industry definitions and could include 6-8 apparel stores; 4-5 limited service eating places; 4-6 general merchandise stores; 3-4 electronics and appliance stores; 3-4 office supplies and gifts stores; 3-4 drinking establishments; 2-3 full-service eating places; 2-3 book and music stores; 2-3 special food services; 1-2 grocery stores; 1-2 department store merchandise stores; and an assortment of other retail offerings.

Summary of Market for Retail Uses	
16,530 SF	Grocery Stores
15,240 SF	General Merchandise Stores
13,910 SF	Apparel & Shoe Stores
9,760 SF	Limited Service Eating Places
8,250 SF	Drinking Establishments
6,780 SF	Department & Jewelry Store Merchandise
6,450 SF	Full-Service Restaurants
6,050 SF	Electronics & Appliance Stores
5,580 SF	Book & Music Stores
5,370 SF	Office Supplies and Gift Stores
5,330 SF	Special Food Services
2,730 SF	Florists
2,380 SF	Specialty Food Stores
104,360 SF	Total

Housing

The housing market in North Palm Beach is stabilized and appears to have fully recovered from the 2007-2009 recession with limited new single-family development, low vacancy rates, high rental pricing and near-term delivery of new for-sale condominium units at Water Club that have reportedly sold quickly. Over the past 15 years, the population of the Village of North Palm Beach has been generally stable with very limited growth. In fact, the Village has added only 142 new residents since 2000, for an April 2015 population of approximately 12,200 residents in 6,200 households. This reflects an average annual growth rate of only 0.1% per year over the past 15 years. The limited number of developable residential parcels in North Palm Beach is reflected in the very limited amount of new single-family residential development in the Village over the past 10 years. In fact, only 22 single-family housing starts were recorded, which translates into two units per year. By comparison, entitlements received in 2014 for the two-tower Water Club project on US 1 translated into 172 multi-family starts (with delivery expected in 2016-17), indicating a clear market demand.

To understand the potential demand for new housing, three scenarios were considered:

Scenario #1: 102 new residents and roughly 52 new housing units. Utilizing an annual (straight-line) growth rate of 0.08% per year consistent with actual Village population growth rates between 2000-2015, the pace of growth in the Village would yield only 102 new residents and roughly 52 new housing units (assuming that average household size of 1.97 remained unchanged):

Scenario #2: 1,000 new residents and more than 540 new housing units. Utilizing an annual growth rate of 0.84% per year between 2015-2020 (based on ESRI forecasts) and applying it through 2025, the growth rate in the Village would yield more than 1,000 new residents and more than 540 new housing units (assuming that average household size of 1.97 remained unchanged).

Scenario #3: 600 new housing units. Assuming an increase in average annual growth to 1.1% per year through 2025 based on a successful Village-wide economic development strategy, roughly 600 new housing units could be added in the Village over the next 10 years, even after the allocation to Water Club is considered. The strategy would result in new commerce, business recruitment and job growth, the availability of sites to accommodate residential development/redevelopment, the availability of appropriate financial and/or regulatory incentives (e.g., density, height) necessary to promote economic growth and investment returns, and a streamlined public approvals/entitlement process.

Office Market

The market analysis suggests no demand for new office space in the Village over the next eight years. Currently, the Village's share of employment in Palm Beach County is estimated at roughly 1.2%. Under this "fair share" analysis, North Palm Beach would capture approximately 1.2% of future countywide job growth, or 955 new employees, by 2022. Assuming similar proportions of office-using jobs and occupancy factors translates into gross demand for approximately 67,700 SF of office space over the next eight years. However, there is more than 113,700 SF of vacant office space available across the Village at present. In addition, the degree of functional and/or physical obsolescence in the office building inventory of the Village is not known, which may impact the extent to which future growth in office-using sectors can be accommodated in existing vacant space.

In order to strengthen the Village's office market, the following strategies are recommended:

1. Identify possible buildings/locations, such as those office properties with high vacancy rates, for conversion to alternative uses and/or demolition to accommodate new development.
2. Consider creation of a business retention and recruitment strategy designed to identify office tenants with near-term lease expirations that could be candidates for relocation to North Palm Beach.
3. Provide a package of financial (and regulatory) assistance as part of the Village's economic development strategy for office retention and recruitment.
4. Implement the placemaking strategies outlined in the Tour of the Plan section to make the environment more desirable over the long-term.

Hotel Market

Over the next 10 years, the lodging/hospitality market analysis suggests a demand for 90 to 120 rooms in the Village of North Palm Beach. To advance efforts to secure a new lodging facility, several key steps will be required to ensure the Village's competitive position for future room demand in northern Palm Beach County:

1. Identify candidate site(s). The Master Plan identifies the Camelot Motor Inn as well as the existing Super 8 Motel for redevelopment into a 3-star hotels.
2. Ensure that appropriate zoning and entitlements can be secured by prospective developers. For example, on the Camelot Motor Inn/Lodge site, building heights are limited to four floors. This may be insufficient to take advantage of views and amenity values created by the site's proximity to the North Palm Beach Marina and Intracoastal Waterway. As a rule, premium values provided by strong views of amenities such as water increase by 3% to 5% per floor.
3. Outline and secure approvals by the Village Council for appropriate incentives to secure new hotel development in the Village. These may vary and could include zoning, entitlements, and infrastructure assistance

4. Seek a well-qualified hotel developer/operator with an agreement to provide a “select-service” level hotel. Examples include Aloft (by Starwood Corporation) and Hyatt Place (Hyatt Hotels), which are not currently located in any of the four communities in northern Palm Beach County. It is worth noting that Aloft has targeted South Florida as a key market, with hotels opening in Delray Beach (2018), Fort Lauderdale (2019), Weston (2018), Coral Gables (2017) and Miami International Airport (2017). Excellent examples of “urban” Hyatt Places are located in downtown West Palm Beach and Delray Beach. This level-of-service will reinforce the branding and identity required to strengthen the Village’s competitive position in the regional marketplace. Moreover, it will serve to tap multiple market segments, including both business and leisure travelers. The Village should strongly resist any proposals from developers seeking to build a “limited-service” hotel or motel, which include hotel brands such as Red Roof Inn, Super 8, Comfort Inn, Travelodge, among others.

Village Master Plan

DRAFT

Economic & Market Analysis

North Palm Beach, FL



Prepared for:
Treasure Coast Regional Planning Council
Stuart, FL

On behalf of:
Village of North Palm Beach
North Palm Beach, FL

April 2016

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General & Limiting Conditions

Every reasonable effort has been made to ensure that the data contained in this study reflect the most accurate and timely information possible. These data are believed to be reliable at the time the study was conducted. This study is based on estimates, assumptions, and other information developed by WTL +Associates (referred hereinafter as “WTL+a”) from its independent research effort, general knowledge of the market and the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent and/or representatives, or any other data source used in preparing or presenting this study.

No warranty or representation is made by WTL+a that any of the projected values or results contained in this study will actually be achieved. Possession of this study does not carry with it the right of publication thereof or to use the name of "WTL+a" in any manner without first obtaining the prior written consent of WTL+a. No abstracting, excerpting or summarizing of this study may be made without first obtaining the prior written consent of WTL+a. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person, other than the client, without first obtaining the prior written consent of WTL+a. This study may not be used for purposes other than that for which it is prepared or for which prior written consent has first been obtained from WTL+a.

This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions and considerations.

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1 Executive Summary

Introduction



WTL+a, a national real estate and economic development consulting firm based in Washington, DC, with significant project experience throughout Florida, was retained by Treasure Coast Regional Planning Council (TCRPC), on behalf of the Village of North Palm Beach, to prepare a real estate market analysis as part of a Village Master Plan.

The Village, in collaboration with the Palm Beach Metropolitan Planning Organization (MPO), seeks to study and implement improvements to mobility, quality-of-life, and economic vitality of the Village. In its FY 2016 Council Goals and Objectives, the Village identified creation of a master plan for economic development in its business districts and community development in its neighborhoods as a key project to undertake in 2016. The Village Council identified that the plan should be completed by the end of FY 2016. Specific components of the master plan include:

- Holding a public charrette/workshop;
- Reviewing the Village Comprehensive Plan and Land Development Regulations;
- Preparing a market study and subsequent economic strategies; and
- Developing a master plan with specific recommendations and concept renderings.

TCRPC was retained to assist the Village in coordinating a meaningful public involvement process and conducting an economic development and urban design charrette to assist the

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Village in accomplishing its goals. The week-long charrette, which was conducted in early February 2016, was guided by the following:

- How can we capitalize on the unique assets of North Palm Beach?
- How we can encourage growth that maintains the Village’s “community character”?
- What is an appropriate type and scale of redevelopment that sustains the local economy and maintains the Village’s appeal?
- How can we improve the Village’s commercial corridors for all users and enhance the business climate?

For the plan’s market study and economic development elements, TCRPC retained WTL+a to focus on market/development potentials among three key uses: residential (all types), workplace (office, professional/business services), and lodging/hospitality. For the plan’s retail component, TCRPC retained Gibbs Planning Group (GPG) of Birmingham, MI, a national retail consultancy, to prepare the retail market analysis and strategies.

Study Area Boundaries

As illustrated in Figure 1 below, the project area for the Village Master Plan is focused on, but not limited to, the Village of North Palm Beach municipal boundaries, the US 1 and Northlake Boulevard corridors, and any areas outside of the Village where additional analysis would benefit the master planning efforts. The US 1 and Northlake Boulevard corridors comprise the Village’s two primary commercial and employment corridors with a mix of workplace, commercial (retail), and residential uses.

Study Methodology

The market analysis is comprised of the following key tasks:

- **Demographic & Economic Profile**—evaluates those factors informing market demand, including: growth trends and forecasts in population and households; household consumer spending, job growth and projections in key industry sectors; and, other market indicators;
- **Real Estate Market Conditions**—examines key metrics and market performance in commercial ‘workplace’ (e.g., office, business and professional services) and residential uses, including: building inventory; vacant building stock; vacancy rates; annual net

Figure 1: Village of North Palm Beach



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absorption (leasing activity); rental rates, housing starts, etc. over the past five to 10 years to understand the Village’s competitive market position in Palm Beach County to accommodate the land uses identified above;

- **Market/Development Potentials**—considers the findings of the economic profile and market conditions findings and tests market-support for the land uses identified above. This key task serves as the basis for the Village Master Plan and direction on economic development recommendations and strategies; and
- **Economic Development Recommendations/Strategies**—outlines *preliminary* recommendations pertaining to implementation and strategies, such as improvements to the Village’s business climate.

Table 1: Summary of Market/Development Potentials

<u>Use</u>	<u>Forecast Period</u>	<u>Market Potentials</u>
Market-rate Housing	10 Years	400 to 600 Units
Speculative Office	8 Years	Limited in Near-term
Lodging/Hospitality	10 Years	90-120 Rooms

The detailed analysis of market potentials as well as preliminary strategies/implementation considerations are contained in Section 4 of this report.

2 Demographic & Economic Profile

The following evaluates those indices that drive fundamental market demand for residential and commercial/workplace land uses that are likely to comprise future revitalization and redevelopment initiatives identified in the Village Master Plan. These indices include population and household growth, employment trends and forecasts, household consumer spending patterns, visitor behavior and spending and, other indicators based on available data that inform the depth and magnitude of potential market support for these uses.

This profile and analysis is based on data from various secondary public and private sources, including: U.S. Census Bureau; University of Florida Bureau of Business & Economic Research; State of Florida Department of Economic Opportunity (DEO); Palm Beach County; ESRI Business Analyst; Dun & Bradstreet, Inc.; Village of North Palm Beach; and other sources.

Demographic Trends & Forecasts



WTL+a evaluated historic population patterns and growth forecasts in North Palm Beach, selected nearby municipalities, and in Palm Beach County using the sources above. Key findings are summarized below, with data illustrated in Table 2 through **Error! Reference source not found..**

Population & Households

- As illustrated in Table 2 below, over the past 15 years, the population of the Village of North Palm Beach has been generally stable with very limited growth. In fact, the Village has added only 142 new residents since 2000, for an April 2015 population of approximately **12,200 residents in 6,200 households**. This reflects an average annual growth rate of *only* 0.1% per year over the past 15 years;

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Table 2: Regional Population Trends & Forecasts, 2000—2040

	2000	% of County	2010	% of County	1-Apr 2015	% of County	Change: 2000-2015		Forecasts (3)			% of County	Change: 2015-2040	
							Amount	CAGR (2)	2020	2030	2040		Amount	CAGR (2)
Population														
Palm Beach County	1,131,184		1,320,134		1,378,417		247,233	1.3%	1,463,900	1,615,100	1,736,500		358,083	0.9%
Juno Beach	3,262	0.3%	3,176	0.2%	3,240	0.2%	(22)	-0.05%	3,233	3,211	3,174	0.2%	(66)	-0.1%
Jupiter	39,328	3.5%	55,156	4.2%	59,108	4.3%	19,780	2.8%	65,701	85,481	118,448	6.8%	59,340	2.8%
Lake Park	8,721	0.8%	8,155	0.6%	8,598	0.6%	(123)	-0.1%	8,557	8,434	8,229	0.5%	(369)	-0.2%
North Palm Beach	12,064	1.1%	12,015	0.91%	12,206	0.89%	142	0.1%	12,253	12,395	12,632	0.73%	426	0.14%
Palm Beach Gardens	35,058	3.1%	48,440	3.7%	50,521	3.7%	15,463	2.5%	55,675	71,138	96,910	5.6%	46,389	2.6%
Riviera Beach	29,884	2.6%	32,488	2.5%	33,953	2.5%	4,069	0.9%	35,309	39,378	46,160	2.7%	12,207	1.2%
West Palm Beach	82,103	7.3%	100,343	7.6%	106,525	7.7%	24,422	1.8%	114,666	139,088	179,791	10.4%	73,266	2.1%
Total:	210,420	18.6%	259,773	19.7%	274,151	19.9%	63,731	1.8%	295,395	359,126	465,344	26.8%	191,193	2.1%

(1) Based on the 2015-2040 Low-Medium-High Population Forecasts prepared by BEBR. Analysis uses the Moderate Growth Scenario for Palm Beach County.

(2) CAGR=Compound Annual Growth Rate.

(3) Population projections for 2015-2040 for selected municipalities assume that each continues the same rate of growth as occurred between 2000-2015.

Source: U.S. Census Bureau; University of Florida, Bureau of Business & Economic Research; ESRI Business Analyst; WTL+a, December 2015.

- By comparison, several communities surrounding North Palm Beach grew by significantly greater amounts: Jupiter added 19,800 new residents; Palm Beach Gardens added almost 15,500 new residents; and, West Palm Beach added more than 24,400 new residents during this period;
- Notably, as a result of limited growth, **North Palm Beach’s share of Palm Beach County’s total population has declined over the past 15 years—from 1.1% in 2000 to a current share of 0.89%**—as a result of greater population growth elsewhere in the County;
- Palm Beach County’s population also increased—from 1.13 million residents in 2000 to almost 1.38 million residents in 2015, reflecting a population increase of over 247,200 during this period, and representing *sustained* annual growth of 1.3% per year;

Since 2000, the Village’s Share of the County’s Population

Declined—from 1.1% to 0.89%

- WTL+a notes that long-term population and household forecasts at the municipal level are *not* prepared by the University of Florida/Bureau of Economic & Business Research (BEBR). As a result, WTL+a prepared estimates of population growth under the following scenario: if North Palm Beach *maintains* its recent growth rate of 0.1% per year between 2015 and 2040 (i.e., a “straight-line” projection), future population growth would translate into more than **420 new residents**—for a 2040 population estimate of 12,630;
- By comparison, as illustrated in Table 3 below, five-year forecasts prepared by ESRI Business Analyst (a demographic forecasting service) suggest that North Palm Beach will add more than **520 new residents in 260+ new households by 2020**. However, ESRI’s forecasts start from a higher base population, using an estimated year-end 2015 population of 12,305 residents. ESRI’s year-end 2015 estimates (higher than the April 2015 estimate above) may, in part, reflect pre-sales of units under construction at Water Club on US 1;
- ESRI forecasts further suggest that **population growth will be greatest in three age cohorts** over the next five years, including those ages 55-64, 65-74 and 75+. WTL+a notes that this is likely to translate into opportunities for specific types of housing, such as age-

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Table 3: Village of North Palm Beach Demographic Trends & Forecasts, 2000—2020

	2000	2010	2015	% Dist.	2020	% Dist.	Change: 2015-2020	
							No.	CAGR %
Demographic Profile								
Population	12,153	12,015	12,305		12,832		527	0.84%
Households	6,234	6,093	6,242		6,503		261	0.82%
Avg. HH Size	1.97	1.97	1.97		1.97			
Median Age		51.8	54.6		57.0			
Race								
White		11,215	11,345	92%	11,644	91%	299	0.5%
Black		320	391	3%	490	4%	99	4.6%
American Indian		10	12	0%	14	0%	2	3.1%
Asian, Pacific Islander		205	232	2%	282	2%	50	4.0%
Other		108	136	1%	174	1%	38	5.1%
Two or More Races		157	189	2%	228	2%	39	3.8%
Total:		12,015	12,305		12,832		527	
Hispanic (1)		826	1,052	9%	1,369	11%	317	5.4%
Age Distribution								
0-14		1,360	1,254	10%	1,279	10%	25	0.4%
15-24		937	994	8%	880	7%	(114)	-2.4%
25-34		1,088	1,076	9%	1,143	9%	67	1.2%
35-44		1,280	1,124	9%	1,204	9%	80	1.4%
45-54		1,974	1,795	15%	1,483	12%	(312)	-3.7%
55-64		1,856	2,156	18%	2,291	18%	135	1.2%
65-74		1,578	1,866	15%	2,298	18%	432	4.3%
75+		1,942	2,041	17%	2,254	18%	213	2.0%
Income Profile								
Households by Income								
<\$15,000			9.2%		7.9%			
\$15,000 - \$24,999			9.2%		6.5%			
\$25,000 - \$34,999			8.8%		7.0%			
\$35,000 - \$49,999			15.4%		13.5%			
\$50,000 - \$74,999			18.4%		19.7%			
\$75,000 - \$99,999			10.1%		12.5%			
\$100,000 - \$149,999			12.0%		13.7%			
\$150,000 - \$199,999			7.2%		8.2%			
\$200,000+			9.7%		10.9%			
Average HH Income			\$ 92,842		\$ 104,680			2.4%
Median HH Income			\$ 57,904		\$ 67,215			3.0%
Educational Profile								
Years of Education (2014 American Community Survey/ACS)								
Less than 9th Grade			1.6%					
9th-12th Grade, No Diploma			2.7%					
High School Graduate (Includes Equivalency)			23.5%					
Some College, No Degree			18.4%					
Associate Degree			9.7%					
Bachelor's Degree			27.7%					
Graduate/Professional Degree			16.3%					

(1) Persons of Hispanic origin are a subset of other race categories; therefore, totals do not add.

Source: U.S. Census Bureau; American Community Survey; ESRI Business Analyst; WTL +a, December 2015.

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Table 4: Palm Beach County Demographic Trends & Forecasts, 2000—2020

	2000	2010	2015	% Dist.	2020	% Dist.	Change: 2015-2020	
							No.	CAGR %
Demographic Profile								
Population	1,131,184	1,320,134	1,368,031		1,432,444		64,413	0.92%
Households	474,175	544,227	560,699		586,160		25,461	0.89%
Avg. HH Size	2.34	2.39	2.40		2.41			
Median Age		43.5	45.0		45.8			
Race								
White		970,121	976,172	71%	991,612	69%	15,440	0.3%
Black		228,690	252,513	18%	281,023	20%	28,510	2.2%
American Indian		6,043	5,933	0%	5,853	0%	(80)	-0.3%
Asian, Pacific Islander		31,870	36,577	3%	42,632	3%	6,055	3.1%
Other		53,138	61,084	4%	70,520	5%	9,436	2.9%
Two or More Races		30,272	35,752	3%	40,804	3%	5,052	2.7%
Total:		1,320,134	1,368,031		1,432,444		64,413	
Hispanic (1)		250,823	292,745	21%	345,292	24%	52,547	3.4%
Age Distribution								
0-14		220,616	144,614	11%	149,330	10%	4,717	0.6%
15-24		153,675	155,110	11%	148,724	10%	(6,386)	-0.8%
25-34		146,694	158,361	12%	173,935	12%	15,574	1.9%
35-44		165,576	153,897	11%	157,982	11%	4,085	0.5%
45-54		188,126	182,081	13%	168,520	12%	(13,561)	-1.5%
55-64		160,292	181,082	13%	195,116	14%	14,034	1.5%
65-74		130,427	156,814	11%	183,122	13%	26,308	3.2%
75+		154,728	163,445	12%	183,221	13%	19,776	2.3%
Income Profile								
Households by Income								
<\$15,000			11.9%		10.8%			
\$15,000 - \$24,999			11.3%		8.3%			
\$25,000 - \$34,999			10.0%		8.2%			
\$35,000 - \$49,999			13.9%		12.9%			
\$50,000 - \$74,999			17.5%		19.0%			
\$75,000 - \$99,999			11.2%		13.0%			
\$100,000 - \$149,999			12.1%		13.4%			
\$150,000 - \$199,999			5.2%		6.6%			
\$200,000+			7.0%		8.0%			
Average HH Income			\$ 80,350		\$ 91,264			2.6%
Median HH Income			\$ 52,951		\$ 60,599			2.7%
Education Profile								
Years of Education (2014 American Community Survey/ACS)								
Less than 9th Grade			5.9%					
9th-12th Grade, No Diploma			6.5%					
High School Graduate (Includes Equivalency)			26.2%					
Some College, No Degree			20.4%					
Associate Degree			8.3%					
Bachelor's Degree			20.4%					
Graduate/Professional Degree			12.3%					

(1) Persons of Hispanic origin are a subset of other race categories; therefore, totals do not add.

Source: ESRI Business Analyst; American Community Survey; WTL + a, December 2015.

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restricted and active adult. These forecasts also suggest that the median age of Village residents will increase from 54.6 years in 2015 to 57 years by 2020;

- Other demographic characteristics suggest that North Palm Beach is a generally homogeneous and affluent community, with a population that is 92% White, 3% Black, and 9% Hispanic. Average household incomes in 2015 were over \$92,800 per year, and are forecast to increase by 2.4% per year, to \$104,680 by 2020;

Palm Beach County demographics trends and forecasts are illustrated in Table 4 above.

Household Incomes & Retail Spending

- Village households are more affluent than their counterparts in surrounding jurisdictions as well as the County. By comparison, average household incomes range from \$50,800 in Lake Park, \$61,700 in West Palm Beach, \$67,900 in Palm Beach Gardens, and \$80,350 in Palm Beach County. This suggests greater disposable income and spending potentials among Village households. Moreover, forecast growth in incomes is expected to be above the rate of inflation, suggesting *real* growth in income over the next five years;
- Household retail spending is the primary driver of demand for retail space such as shopping centers, “Big Box” stores such as Wal-Mart or Target, food & beverage, and specialty or destination retail projects. Household retail spending patterns among households in the Village and surrounding jurisdictions are illustrated in Table 5;
- **The Village’s 6,800+ households spend an average of \$24,300 per year on consumer retail goods**, including clothing, entertainment/recreation, electronics, groceries, food & beverage, household furnishings and health care. While this is below that spent by household in Palm Beach Gardens (\$27,100 per year), it is above other nearby jurisdictions as well as Palm Beach County as a whole, and is illustrative of higher household incomes and greater discretionary spending power in North Palm Beach;
- Retail spending generally comprises 26% to 27% of average household incomes among Village households; this proportion is also generally comparable in surrounding jurisdictions as well as Palm Beach County; and
- Gross retail spending among Village households totals \$151.6 million per year.

Table 5: Annual Household Consumer Spending, 2015

	Palm Beach County	North Palm Beach	Palm Beach Gardens	Lake Park	West Palm Beach
Total Households (2015)	560,699	6,242	24,224	3,383	43,790
Apparel & Accessories					
Men's Wear	\$ 464	\$ 523	\$ 595	\$ 300	\$ 366
Women's Wear	883	1,013	1,128	566	693
Children's Wear	381	400	476	271	317
Footwear	485	534	607	335	391
Watches & Jewelry	161	186	212	94	122
Apparel Products & Services	109	127	141	68	81
Subtotal:	\$ 2,482	\$ 2,783	\$ 3,160	\$ 1,634	\$ 1,970
Computers					
Computers & Hardware	\$ 233	\$ 263	\$ 301	\$ 147	\$ 184
Software & Accessories	49	56	63	31	38
Subtotal:	\$ 282	\$ 320	\$ 364	\$ 178	\$ 222
Entertainment & Recreation					
Membership Fees for Clubs	\$ 192	\$ 230	\$ 259	\$ 110	\$ 140
Fees for Participant Sports	139	165	180	80	99
Admission to Movie/Theatre/Opera/Ballet	182	209	237	115	140
Admission to Sporting Events	70	83	95	43	52
Fees for Recreational Lessons	126	147	173	82	92
Dating Services	0.65	0.68	0.76	0.53	0.65
Subtotal:	\$ 709	\$ 834	\$ 946	\$ 431	\$ 523
TV/Video/Audio					
Cable & Satellite TV Services	\$ 960	\$ 1,116	\$ 1,213	\$ 633	\$ 757
Televisions	160	182	203	105	127
Satellite Dishes	2	2	2	1	1
VCRs, Video Cameras & DVD Players	11	13	15	8	10
Miscellaneous Video Equipment	13	14	16	7	9
Video Cassettes & DVDs	34	38	43	22	28
Video Game Hardware/Accessories	24	25	29	17	21
Video Game Software	28	31	36	20	24
Streaming/Downloaded Video	6	7	8	4	5
Rental of Video Cassettes & DVDs	25	27	31	16	20
Installation of Televisions	1	1	2	1	1
Audio	132	152	175	87	102
Rental & Repair of TV/Radio/Audio	6	7	7	4	4
Subtotal:	\$ 1,403	\$ 1,615	\$ 1,780	\$ 924	\$ 1,110

(1) Consumer spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys conducted by the Bureau of Labor Statistics.

Table 5 (Continued): Annual Household Consumer Spending, 2015

	Palm Beach County	North Palm Beach	Palm Beach Gardens	Lake Park	West Palm Beach
Other Entertainment					
Pets	\$ 596	\$ 696	\$ 777	\$ 351	\$ 439
Toys & Games	125	141	161	88	101
Recreational Vehicles & Fees	223	270	306	119	142
Sports/Recreation/Exercise Equipment	196	219	256	113	145
Photo Equipment & Supplies	88	100	115	53	68
Reading	167	204	220	102	122
Catered Affairs	26	30	34	17	19
Subtotal:	\$ 1,420	\$ 1,659	\$ 1,869	\$ 843	\$ 1,036
Food & Alcohol					
Food at Home	\$ 5,549	\$ 6,329	\$ 7,020	\$ 3,687	\$ 4,379
Food Away from Home	3,537	4,010	4,516	2,266	2,771
Alcoholic & Non-alcoholic Beverages	1,144	1,312	1,460	740	908
Subtotal:	\$ 10,229	\$ 11,651	\$ 12,995	\$ 6,693	\$ 8,057
Household Furnishings & Equipment					
Household Textiles	\$ 106	\$ 123	\$ 137	\$ 70	\$ 83
Furniture	556	628	715	353	436
Floor Coverings	25	31	35	16	18
Major Appliances	288	336	374	168	210
Housewares	79	92	102	49	60
Small Appliances	49	57	63	31	38
Luggage	10	12	14	6	8
Telephones & Accessories	54	61	67	33	42
Lawn & Garden	475	589	635	255	320
Housekeeping Supplies	777	898	988	485	592
Maintenance & Remodeling Materials	292	351	394	171	199
Subtotal:	\$ 2,711	\$ 3,179	\$ 3,524	\$ 1,636	\$ 2,004
Health & Personal Care					
Non- & Prescription Drugs	\$ 682	\$ 826	\$ 875	\$ 404	\$ 494
Optical	94	112	124	59	70
Personal Care Products	512	576	645	319	397
School Supplies	189	209	240	128	156
Smoking Products	467	523	576	341	406
Subtotal:	\$ 1,945	\$ 2,245	\$ 2,460	\$ 1,251	\$ 1,524
TOTAL:					
Total Annual Spending	\$ 11,876,810,323	\$ 151,592,088	\$ 656,416,623	\$ 45,976,222	\$ 720,204,058
Per Household	\$ 21,182	\$ 24,286	\$ 27,098	\$ 13,590	\$ 16,447
As % of Average HH Income	26.4%	26.2%	26.1%	26.8%	26.7%

(1) Consumer spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys conducted by the Bureau of Labor Statistics.

Source: ESRI Business Analyst; Bureau of Labor Statistics; WTL +a, December 2015.

WTL+a notes that a market analysis of retail potentials in North Palm Beach was conducted by Gibbs Planning Group as a separate component of the Village Master Plan. We are including relevant, comparable data as part of this demographic and economic profile.

Economic Characteristics

Employment Trends—Palm Beach County

Job growth is a key barometer of demand for “workplace” uses such as multi-tenant office space, industrial parks, retail centers and the like. WTL+a examined trends and forecasts in employment growth, utilizing data for Palm Beach County as prepared by the state’s labor agency, the Department of Economic Opportunity (formerly known as the Agency for Workforce Innovation/AWI), for the period between 1995 and 2014. The agency defines Palm Beach County as the “West Palm Beach/Boca Raton/Boynton Beach Metro Division” for statistical purposes. This data is critical to understanding market potentials for workplace real estate, such as office buildings, in North Palm Beach.

Key findings are summarized below and illustrated in Table 6:

- **Palm Beach County added 166,600 new jobs in the 10-year period between 1995 and 2005.** This growth, which translates into more than 16,000 new jobs annually, was focused largely in specific sectors, including: Professional/Business Services (55,800), Construction (19,800) and Leisure & Hospitality (19,000). In particular, growth in Professional/Business Services fueled demand for office space in key locations across Palm Beach County during this period. Other sectors with solid job growth during this period also included: Education (18,900); Retail Trade (15,300); and Government (15,600);

Palm Beach County Gained 166,600 Jobs (1995—2005) &

Lost 57,100 Jobs in the 2007—2009 Recession

- By contrast, the economic downturn of 2007—2009 resulted in the loss of 57,100 jobs in Palm Beach County; since 2011, however, the County’s economy has significantly recovered, with the creation of 63,400 new jobs, thereby offsetting the job losses caused by the recession. During the recession, job losses were greatest in specific sectors, including: Construction (-12,800), Manufacturing (-2,300) and Government (-6,400);

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Table 6: Palm Beach County Employment Trends, 1995—2014

Industry Sector	1995	2000	2005	Change: 1995-2005		2007	2009	2011	2013	2014	Change: 2007-2014	
				Amount	CAGR %						Amount	CAGR %
<i>In 000s</i>												
Construction	27.7	36.4	47.5	19.8	5.5%	42.0	25.8	24.1	27.4	29.2	(12.8)	-5.1%
Manufacturing	28.0	28.5	20.9	(7.1)	-2.9%	19.2	16.0	15.4	15.8	16.9	(2.3)	-1.8%
Transp/Warehousing/Utilities	7.6	8.2	9.8	2.2	2.6%	10.3	9.3	9.3	9.9	10.8	0.5	0.7%
Trade												
Wholesale	14.8	18.1	22.5	7.7	4.3%	23.8	21.7	21.6	22.3	23.3	(0.5)	-0.3%
Retail	61.3	74.1	76.6	15.3	2.3%	76.7	69.4	71.9	75.4	77.3	0.6	0.1%
Information	9.5	13.3	11.2	1.7	1.7%	11.0	9.0	9.1	9.6	10.2	(0.8)	-1.1%
Financial Activities	29.1	37.8	41.3	12.2	3.6%	40.2	35.1	36.5	37.9	39.7	(0.5)	-0.2%
Services												
Prof//Business Services	41.7	82.1	97.5	55.8	8.9%	96.0	84.2	90.5	99.5	104.7	8.7	1.2%
Education/Health Services	58.1	65.3	77.0	18.9	2.9%	80.3	81.9	83.7	87.0	91.3	11.0	1.9%
Leisure & Hospitality	53.5	62.5	72.5	19.0	3.1%	74.9	68.9	73.8	77.7	81.2	6.3	1.2%
Other Services	23.1	25.6	28.6	5.5	2.2%	29.1	27.4	28.2	29.5	31.7	2.6	1.2%
Government	51.1	57.8	66.7	15.6	2.7%	68.5	66.4	63.8	63.6	62.1	(6.4)	-1.4%
Total (In 000s):	405.5	509.7	572.1	166.6	3.5%	572.0	515.1	528.0	555.7	578.4	6.4	0.2%
<i>Change During Period:</i>		104.2	62.4			(0.1)	(57.0)	12.9	27.7	22.7		

(1) As of year-end for each reported year.

<http://floridajobs.org/labor-market-information/data-center/statistical-programs/current-employment-statistics>

Source: Florida Department of Economic Opportunity; WTL +a, December 2015.

- Notably, the Services sector—which comprises multiple categories such as Business and Professional Services, Health, Education and Leisure/Hospitality, has recovered more quickly than others, gaining 28,600 new jobs over the past seven years; and
- In 2014, Palm Beach County contained 578,400 jobs, reflecting a jobs-to-population ratio of approximately 0.42. That is, there are 0.42 jobs per resident for the 1,368,031 residents in the county. By comparison, Florida’s state jobs-to-population ratio in 2014 was 0.39, which reflects the large number of retirees in the state, while the jobs-to-population ratio for the United States in 2014 was 0.6. The ratio reflects the concentration of larger employment centers in eastern parts of Palm Beach County, such as downtown West Palm, Boca Raton, Riviera Beach, and others.

Employment Forecasts—Palm Beach County

Employment forecasts for specific jurisdictions in Florida are also prepared by the Department of Economic Opportunity. As illustrated in Table 7, these forecasts suggest that:

- **Palm Beach County (DEO Workforce Region 21) is expected to add 81,300 new jobs between 2014 and 2022**, reflecting a *sustained* annual pace of 10,200 new jobs expected annually over this eight-year period.
- The Services sector is expected to comprise fully 49% of all new jobs in the county—adding almost 46,700 new jobs—with the largest gains expected in Health Care, Professional/Business Services and Administrative sectors.

Employment in North Palm Beach

According to Dun & Bradstreet, Inc. and ESRI Business Analyst, there are a reported **1,042 businesses in the Village of North Palm Beach, providing almost 6,800 jobs**. Similar to the county as a whole, the Village’s largest sector is Services, which accounts for 39% of all jobs, encompassing employment in Leisure/Hospitality, Health Care, Legal/Professional Services, and Education. Notably, another dominant sector includes Finance/Insurance/Real Estate, which provides more than 1,300 jobs in almost 200 businesses, accounting for approximately 20% of the Village’s employment base. Key data are highlighted in Table 8;

6,800 Jobs in North Palm Beach

Across 1,042 Businesses

Table 7: State Employment Forecasts for Palm Beach County, 2014—2022

Employment Category	2014	% Dist.	2022	Change: 2014-2022	
				% Dist.	Total CAGR
Agriculture/Mining/Construction					
Agriculture	6,171		5,486		(685) -1.5%
Mining	78		93		15 0.0%
Construction	27,599		37,327		9,728 3.8%
Subtotal:	33,848	5.6%	42,906	6.2%	9,743 3.0%
Manufacturing					
Durable Goods Manufacturing	11,121		12,364		1,243 1.3%
Non-Durable Goods Manufacturing	4,458		4,434		(24) -0.1%
Subtotal:	15,579	2.6%	16,798	2.4%	1,219 0.9%
Transportation/Communications/Public Utilities					
Public Utilities	1,522		1,580		58 0.5%
Transportation & Warehousing	8,109		8,552		443 0.7%
Subtotal:	9,631	1.6%	10,132	1.5%	501 0.6%
Wholesale & Retail Trade					
Wholesale Trade	21,966		23,952		1,986 1.1%
Retail Trade	71,805		79,310		7,505 1.3%
Subtotal:	93,771	15.5%	103,262	15.0%	9,491 1.2%
Finance/Insurance/Real Estate					
Information	9,631		9,780		149 0.2%
Finance & Insurance	23,480		24,612		1,132 0.6%
Real Estate, Rental & Leasing	14,828		17,336		2,508 2.0%
Subtotal:	47,939	7.9%	51,728	7.5%	3,789 1.0%
Services					
Professional, Scientific & Technical Services	43,547		50,817		7,270 1.9%
Management of Companies & Enterprises	9,516		10,079		563 0.7%
Administrative & Waste Management	47,414		55,988		8,574 2.1%
Educational Services	11,150		13,575		2,425 2.5%
Health Care & Social Assistance	77,122		93,566		16,444 2.4%
Arts, Entertainment & Recreation	16,799		19,123		2,324 1.6%
Accommodation & Food Services	60,511		67,832		7,321 1.4%
Other Services (Except Government)	24,576		26,348		1,772 0.9%
Subtotal:	290,635	47.9%	337,328	49.0%	46,693 1.9%
Government	61,061	10.1%	67,816	9.9%	6,755 1.3%
Self-Employed & Unpaid Family Workers	54,015	8.9%	57,814	8.4%	3,799 0.9%
TOTAL:	606,479		687,784		81,305 1.6%
Annual Increase (Rounded):					10,200

<http://www.floridajobs.org/labor-market-information/data-center/statistical-programs/employment-projections>

Source: Florida Department of Economic Opportunity; WTL +a, December 2015.

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Table 8: Business Mix—Village of North Palm Beach, 2015

NAICS Category	Businesses		Employees	
	No.	% of Total	No.	% of Total
Mining & Natural Resources	19	1.8%	62	0.9%
Construction	84	8.1%	314	4.6%
Manufacturing	26	2.5%	790	11.6%
Transportation & Warehousing	23	2.2%	139	2.0%
Communications	5	0.5%	23	0.3%
Utilities	2	0.2%	8	0.1%
Wholesale & Retail Trade				
Wholesale	19		68	
Retail	175		1,221	
- Home Improvement	7		48	
- General Merchandise	3		6	
- Food Stores	10		71	
- Auto Dealers/Gas Stations	28		247	
- Apparel & Accessory Stores	14		30	
- Furniture/Home Furnishings	25		100	
- Eating & Drinking Places	40		509	
- Miscellaneous & Non-store Retail	48		210	
Subtotal - All Retail:	194	18.6%	1,289	19.0%
Finance/Insurance/Real Estate	194	18.6%	1,338	19.7%
Services				
- Hotel/Lodging	3		13	
- Automotive Services	12		86	
- Motion Pictures & Amusements	24		131	
- Health Services	59		368	
- Legal Services	40		390	
- Educational Institutions	14		508	
- Other Services	265		1,164	
Subtotal - Services:	417	40.0%	2,660	39.2%
Government	10	1.0%	113	1.7%
Unclassified Establishments	68	6.5%	57	0.8%
TOTAL:	1,042	100.0%	6,793	100.0%

ANALYSIS:

2015 Employment	6,793
As Share of Palm Beach County	1.17%
2015 Population	12,305
Jobs/Population Ratio	0.55

Source: ESRI Business Analyst; InfoGroup, Inc.; Dun & Bradstreet, Inc.; WTL + a, December 2015.

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- FIRE is a key sector comprised primarily of office-using employees, and job growth in this sector will fuel demand for office buildings;
- Based on current employment levels, **North Palm Beach contains approximately 1.17% of the total (i.e., at-place) jobs in Palm Beach County.** This is known as *fair share*, and has been considered in our analysis of workplace (office) market potentials in Section 4 of this report. In addition, the data suggest that the Village’s current jobs-to-population ratio is 0.55, which is on par with similarly sized suburban communities; and

Fair Share: North Palm Beach Accounts for less than

1.2% of the County’s Total Employment

- The business mix in North Palm Beach is fairly well distributed across these industry sectors. As noted above, the largest sector is Services, which encompasses a broad range of employment—from hotel chamber maids to attorneys to healthcare—with 40% of businesses and 39% of employment. The next largest sectors include Retail Trade and Finance/Insurance/Real Estate (FIRE); these sectors fuel demand for retail centers and office buildings, respectively. As illustrated in Sections 3 and 4 of this report, the Village’s weakened office market performance suggests a key economic development strategy should focus on business retention and recruitment oriented to professional services. This will serve to increase demand for office space, thereby reducing the current high vacancy rates of the Village’s office inventory.

3 Real Estate Market Conditions

WTL +a evaluated real estate market conditions in North Palm Beach and other selected, competitive locations in Palm Beach County to understand how recent market trends, current economic conditions, and future growth affect opportunities for economic development and revitalization of the US 1 and Northlake Boulevard corridors. This analysis is considered a critical component when testing overall revitalization potentials.

This section of the report analyzes historic and current building inventory, occupancy and vacancy levels, annual absorption (leasing) activity, historic development trends, and other appropriate market indices for residential, lodging and workplace/office commercial uses based on available data. (Gibbs Planning Group of Birmingham, MI conducted the retail market analysis). Key findings are summarized below and illustrated in Table 9 through Table 16.

Housing

- As illustrated in Table 9, based on data from ESRI Business Analyst and the American Community Survey (ACS), North Palm Beach contains more than 7,900 housing units;
- Approximately 54.5% of the Village’s housing stock is owner-occupied; another 24.5% of the Village’s housing inventory is rental; and, a significant 21% is vacant (latest data available as of the 2010 Census), with more than 1,660 units that are “unoccupied”. In 2015, the *median* unit value of all housing units in North Palm Beach was more than \$250,500. Over the next five years, median housing values are expected to increase at a compound annual rate of 3.4% per year—to \$296,800.
- More specific analysis of the Village’s vacant housing stock indicates that the 1,660 vacant units are unoccupied for various reasons; notably, this does not accurately reflect actual *vacant* units. In fact, over 1,000 units are seasonally-owned (i.e., occupied for only a portion of the year, such as by snowbirds who vacation in Florida). Combined with other units that are sold but not yet occupied, **the Village’s true vacancy is significantly lower—4.7%, or roughly 366 units.**

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Table 9: Housing Profile—Village of North Palm Beach, 2010—2020

	2010	2015	% Dist.	2020	% Dist.	Change: 2015-2020	
						No.	CAGR %
Housing Tenure							
Owner-occupied	4,497	4,307		4,461		154	0.7%
% of Total	58.3%	54.5%		54.2%			
Renter-occupied	1,596	1,934		2,042		108	1.1%
% of Total	20.7%	24.5%		24.8%			
Vacant	1,617	1,666		1,732		66	0.8%
% of Total	21.0%	21.1%		21.0%			
Total Units:	7,710	7,907		8,235		525	0.8%
Owner-Occupied Value							
\$0 - \$99,999		411	10%	216	5%	(195)	-12.1%
\$100,000 - \$199,999		1,243	29%	915	21%	(328)	-5.9%
\$200,000 - \$299,999		992	23%	1,136	25%	144	2.7%
\$300,000 - \$399,999		600	14%	659	15%	59	1.9%
\$400,000 - \$499,999		326	8%	410	9%	84	4.7%
\$500,000 - \$749,999		337	8%	448	10%	111	5.9%
\$750,000+		398	9%	677	15%	279	11.2%
Median Value		\$ 250,552		\$ 296,776			3.4%
Average Value		\$ 343,186		\$ 422,338			4.2%
Unoccupied Housing Units By Status (2010 Census)							
Unoccupied for Other Reasons							
Rented (Not Occupied)	16	1%					
For Sale Only	193	15%					
Sold (Not Occupied)	28	2%					
Seasonal Use	1,014	81%					
For Migrant Workers	-	0%					
Subtotal:	1,251	77%					
True Vacancies							
Other Vacant	152	42%					
Vacant, For Rent	214	58%					
Subtotal:	366	23%					
Total Unoccupied Units:	1,617	21.0%					
TRUE VACANCY:							
Vacant Units		366					
True Vacancy Rate		4.7%					
All Housing Units By Structure (2013 American Community Survey)							
1 Unit, Detached	2,625	33%					
1 Unit, Attached	340	4%					
2 Units	63	1%					
3 or 4 Units	269	3%					
5 to 9 Units	530	7%					
10 to 19 Units	743	9%					
20 to 49 Units	1,700	22%					
50 or more Units	1,629	21%					
Mobile Home	-	0%					
Unaccounted Units	8	0%					
Total:	7,907	100%					

Source: ESRI Business Analyst; American Community Survey; WTL + a, December 2015.

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In order to document how population and household growth affects revitalization and redevelopment potentials in North Palm Beach, WTL+a reviewed information on annual housing starts/residential building permits. This is particularly critical because, as noted, a portion of the housing stock in the Village is occupied with part-time or seasonal residents, such as second homeowners, who visit the area during tourist season. It is therefore important to distinguish between housing occupied by year-round residents and housing occupied by seasonal residents (which typically reduces market potentials for such uses as retail). Key findings indicate that:



- Since 2006 (which includes the last of the 2004-2006 boom years, the 2007-2009 recession, and subsequent recovery and economic momentum through 2015), housing starts across Palm Beach County resulted in delivery of 38,530 new housing units, producing a *sustained* annual pace of **3,850 units per year**. In terms of unit distribution, this includes 22,300 single-family units (58% of the total) and over 16,200 multi-family units (42%);
- Of the municipalities profiled in this analysis, Jupiter captured the lion's share of new residential development (almost 10% of the area's total)—with almost 3,750 unit starts. This reflects a sustained annual pace of 375 units per year;
- Palm Beach Gardens also experienced significant new residential development during this period. In fact, **Palm Beach Gardens added over 2,400 new housing units between 2006 and 2015**. This was comprised of over 1,500 single-family units and almost 900 multi-family units, thus translating into a sustained annual average of 240 new housing starts per year, or approximately 6% of Palm Beach County's total housing starts;

- The limited amount of developable residential parcels in North Palm Beach is reflected in the very limited amount of new single-family residential development in the Village over the past 10 years. In fact, only 22 single-family housing starts were recorded—which translates into two units per year; and
- By comparison, entitlements received in 2014 for the two-tower Water Club project on US 1 translated into 172 multi-family starts (with delivery expected in 2016—17). In total, **the 194 housing starts in the Village since 2006 accounts for only 0.5% of Palm Beach County's total housing starts.**



Table 10: Housing Starts—Selected Municipalities, 2006—2015

Municipality	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Change: 2006-2015		
											Total Starts	Annual Average	% of County
Single-family Detached													
Juno Beach	-	-	-	7	-	2	2	6	18	16	51	5	0.2%
Jupiter	313	162	245	134	176	196	262	378	364	212	2,442	244	11.0%
Lake Park	-	-	-	1	-	-	1	-	-	-	2	0	0.0%
North Palm Beach	1	1	-	-	5	3	6	-	-	6	22	2	0.1%
Palm Beach Gardens	224	206	111	76	98	111	194	196	188	154	1,558	156	7.0%
Riviera Beach	275	48	45	4	1	-	2	5	3	8	391	39	1.8%
SFD-Palm Beach County:	4,652	2,101	1,277	1,102	1,256	1,885	2,172	2,678	2,552	2,625	22,300	2,230	58%
Multi-family													
Juno Beach	-	-	-	-	-	-	-	37	50	48	135	14	0.8%
Jupiter	159	45	5	6	2	2	148	541	342	57	1,307	131	8.1%
Lake Park	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
North Palm Beach	-	-	-	-	-	-	-	-	146	26	172	17	1.1%
Palm Beach Gardens	274	128	121	-	-	-	42	180	49	87	881	88	5.4%
Riviera Beach	432	4	77	-	-	-	-	-	-	-	513	51	3.2%
MF-Palm Beach County:	3,740	1,029	905	329	255	614	2,297	2,336	2,519	2,206	16,230	1,623	42%

<http://socds.huduser.org/permits/>

Source: U.S. Census Bureau; U.S. Dept. of Housing & Urban Development; WTL+a, December 2015.

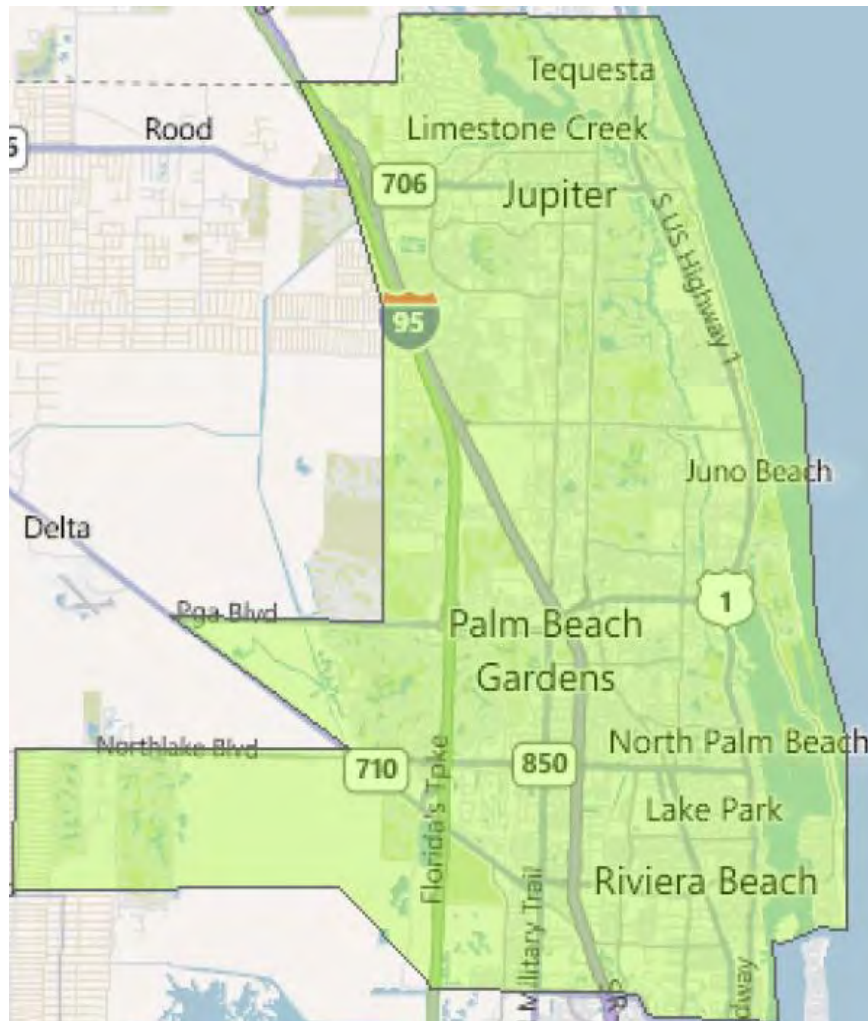
Table 10 (Continued): Housing Starts—Selected Municipalities, 2006—2015

Municipality	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Change: 2006-2015		
											Total Starts	Annual Average	% of Total
Total Starts													
Juno Beach	-	-	-	7	-	2	2	43	68	64	186	19	0.5%
Jupiter	472	207	250	140	178	198	410	919	706	269	3,749	375	9.7%
Lake Park	-	-	-	1	-	-	1	-	-	-	2	0	0.01%
North Palm Beach	1	1	-	-	5	3	6	-	146	32	194	19	0.5%
Palm Beach Gardens	498	334	232	76	98	111	236	376	237	241	2,439	244	6.3%
Riviera Beach	707	52	122	4	1	-	2	5	3	8	904	90	2.3%
TOTAL-Palm Beach County:	8,392	3,130	2,182	1,431	1,511	2,499	4,469	5,014	5,071	4,831	38,530	3,853	100%

<http://socds.huduser.org/permits/>

Source: U.S. Census Bureau; U.S. Dept. of Housing & Urban Development; WTL+a, December 2015.

Figure 2: North Palm Beach Area Apartment Submarket



As illustrated in Figure 2, North Palm Beach is located in a larger geographic submarket that includes Riviera Beach, Lake Park, Palm Beach Gardens, Juno Beach and Jupiter. Based on data from REIS, Inc. (a national real estate database) Table 11 summarizes key metrics in the area's multi-family apartment inventory, as its overall health is indicative is key to understanding market potentials for new rental housing:

- There are approximately 7,900 rental units in this submarket, accounting for almost 14% of Palm Beach County's apartment market. Notably, since 2010 the vacancy rate has declined—from 9% in 2010 to 5.9% at the end of the third quarter of 2015. The apartment industry considers "stabilization" (i.e., full market strength) to be 5%, which suggests that **the area's multi-family rental market is almost stabilized;**

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Table 11: Multi-family Apartment Metrics, 2015

	Submarket	Comps
Total Inventory (Units)	7,904	2,146
As % of Palm Beach County	13.6%	3.7%
Unit Distribution by Year Built		
Before 1970	2.0%	2.6%
1970-1979	9.0%	25.3%
1980-1989	12.0%	0.0%
1990-1999	24.0%	56.8%
2000-2009	45.0%	15.3%
After 2009	7.0%	0.0%
Vacancy Rate		
Before 1970	3.9%	8.9%
1970-1979	9.2%	9.2%
1980-1989	5.0%	N/A
1990-1999	3.0%	3.6%
2000-2009	3.2%	8.7%
After 2009	3.6%	N/A
Historic Vacancy Rates		
2010	9.0%	7.7%
2011	8.8%	6.3%
2012	5.7%	5.0%
2013	5.6%	2.9%
2014	4.6%	5.2%
2015	5.9%	5.7%
Annual Average (2010-3Q/2015):	6.6%	5.5%
Average Annual Absorption		
2010	112	
2011	15	
2012	232	
2013	353	
2014	129	
2015	228	
Annual Average (2010-3Q/2015):	178	
Asking Monthly Rent		
One Bedroom	\$ 1,069	\$ 1,301
Two Bedroom	1,270	1,447
Three Bedroom	1,447	1,684
Average Effective Rent:	\$ 1,262	\$ 1,446
Average Unit Size (SF)		
One Bedroom	766	790
Two Bedroom	1,113	1,091
Three Bedroom	1,337	1,424
Rent Per SF		
One Bedroom	\$ 1.39	\$ 1.66
Two Bedroom	\$ 1.14	\$ 1.33
Three Bedroom	\$ 1.08	\$ 1.21

Source: REIS Reports; WTL+a, January 2016.

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- Rental rates range from \$1.39 per sq. ft. per month for one-bedrooms to \$1.08 per sq. ft. for three-bedroom units; and
- Annual absorption (i.e., leasing) has averaged **178 units per year**. Since the area's apartment market is effectively stabilized, the pace of annual absorption is indicative of demand for *net new* apartment construction.

WTL+a also profiled nine rental properties in/around North Palm Beach. This profile is illustrated in Table 12 and summarized below:

- There are 2,146 units among these nine properties, which accounts for only 3.7% of the County's rental inventory. Vacancy rates have declined since 2010, albeit at a slower pace than the larger submarket. In fact, vacancies decreased from 7.5% in 2010 to 5.7% in 2015;
- No data are available on average annual absorption/leasing activity;
- Rental rates are higher than the larger submarket—ranging from \$1.66 per sq. ft. per month for one-bedrooms to \$1.21 per sq. ft. per month for three-bedroom units; and
- Sanctuary Cove is the only rental complex in this profile in North Palm Beach. It was built in two phases (184 units in 1996 and 236 units in 1999), and is considered by the industry as a “Class A” quality complex. Phase 1 has a current vacancy rate of 6% and Phase 2 has a current vacancy rate of only 3%; and
- Rental rates range from \$1.52 per sq. ft. per month for one-bedrooms, \$1.18 per sq. ft. for two-bedrooms and \$1.19 per sq. ft. per month for three-bedroom units.

In summary, the housing market in North Palm Beach is stabilized, and appears to have fully recovered from the 2007—2009 recession, with limited new single-family development, low vacancy rates, high rental pricing and, near-term delivery of new for-sale condominium units at Water Club that have reportedly sold quickly.

Table 12: Profile of Selected Apartment Complexes, 2015



Project/Location	Year Built Class & Height	Current Vacancy	Unit Type	No. of Units	Size (In SF)	Monthly Rent	Rent Per SF	Project Information
1. Sanctuary Cove Ph I	1996	6.0%	1 BR	46	927	\$ 1,412	\$ 1.52	 <p>Unit Amenities: Dishwasher, Washer/Dryer Hookup Community Amenities: Health Club, Tennis, Pool/Clubhouse Pet Friendly, Surface Parking, Security Patrol</p>
700 Sanctuary Cove Drive	A		2 BR	101	1,179	1,387	1.18	
North Palm Beach	3 floors		3 BR	37	1,305	1,557	1.19	
				184	1,141	\$ 1,427	\$ 1.25	
2. Sanctuary Cove Ph II	1999	3.0%	1 BR	62	927	\$ 1,412	\$ 1.52	 <p>Unit Amenities: Dishwasher, Washer/Dryer Hookup, Community Amenities: Health Club, Tennis, Pool/Clubhouse Pet Friendly, Surface Parking, Security Patrol</p>
700 Sanctuary Cove Drive	A		2 BR	127	1,179	\$ 1,387	1.18	
North Palm Beach	3 floors		3 BR	47	1,305	1,557	1.19	
				236	1,138	\$ 1,427	\$ 1.25	

Source: REIS Reports/REIS, Inc.; RDS/WTL+a, January 2016.

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Table 12 (Continued): Profile of Selected Apartment Complexes, 2015



Project/Location	Year Built Class & Height	Current Vacancy	Unit Type	No. of Units	Size (In SF)	Monthly Rent	Rent Per SF	Project Information
3. Villas at Juno	2001	13.0%	1 BR	-	-	\$ -	\$ -	 <p>Unit Amenities Dishwasher, Washer/Dryer Hookup Community Amenities: Health Club, Pool/Clubhouse, Pet Friendly, Structured & Surface Parking</p>
12801 U.S. Route 1	A		2 BR	40	1,505	1,907	1.27	
Juno Beach	1 floor		3 BR	83	1,907	1,907	1.00	
				123	1,776	\$ 1,907	\$ 1.07	
4. Gardens East Ph I	1992	2.7%	1 BR	108	755	\$ 1,300	\$ 1.72	 <p>Unit Amenities Dishwasher, Washer/Dryer Hookup Community Amenities: Health Club, Tennis, Pool/Clubhouse, Pet Friendly, Surface Parking, Security Patrol</p>
2750 Rio Vista Boulevard	A		2 BR	148	1,035	1,550	1.50	
Palm Beach Gardens	2 floors		3 BR	-	-	-	-	
				256	917	\$ 1,445	\$ 1.58	

Source: REIS Reports/REIS, Inc.; RDS/WTL+a, January 2016.

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Table 12 (Continued): Profile of Selected Apartment Complexes, 2015




Project/Location	Year Built		Unit Type	No. of Units	Size (In SF)	Monthly Rent	Rent Per SF	Project Information
	Class & Height	Current Vacancy						
5. Gardens East Ph II	1994	3.1%	1 BR	50	755	\$ 1,300	\$ 1.72	 <p>Unit Amenities Dishwasher, Patio/Balcony Community Amenities: Health Club, Tennis, Pool/Clubhouse Pet Friendly, Storage, Surface Parking, Security Patrol</p>
2750 Rio Vista Boulevard	A		2 BR	142	1,035	1,550	1.50	
Palm Beach Gardens	2 floors		3 BR	-	-	-	-	
				192	962	\$ 1,485	\$ 1.54	
6. Mira Flores	1996	3.1%	1 BR	87	715	\$ 1,323	\$ 1.85	 <p>Unit Amenities: Dishwasher, Washer/Dryer Hookup, Patio/Balcony; In-Unit Security Community Amenities: Business Center, Pool/Clubhouse Tennis, Pet Friendly, Surface & Structured Parking, Health Club, Security Patrol</p>
11900 Valencia Gardens Ave	A		2 BR	192	1,140	1,603	1.41	
West Palm Beach	2 floors		3 BR	73	1,270	1,800	1.42	
				352	1,062	\$ 1,575	\$ 1.48	

Source: REIS Reports/REIS, Inc.; RDS/WTL+a, January 2016.

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Table 12 (Continued): Profile of Selected Apartment Complexes, 2015

Project/Location	Year Built Class & Height	Current Vacancy	Unit Type	No. of Units	Size (In SF)	Monthly Rent	Rent Per SF	Project Information
7. Opabola Square	1965	8.9%	2 BR	32	720	\$ 910	\$ 1.26	 <p>Unit Amenities: None Reported Community Amenities: Shared Laundry, Surface Parking</p>
939 Magnolia Drive	B/C		3 BR	24	880	1,173	1.33	
West Palm Beach	2 floors			56	789	\$ 1,023	\$ 1.30	
8. The Fountains	1973	9.2%	1 BR	90	830	\$ 1,123	\$ 1.35	 <p>Unit Amenities: Dishwasher, Patio/Balcony, Washer/Dryer Hook-up; Community Amenities: Business Center, Tennis, Pool/Clubhouse, Surface Parking, Storage, Health Club</p>
4620 Union Square Blvd.	B/C		2 BR	406	1,078	1,295	1.20	
Palm Beach Gardens	2 floors		3 BR	46	1,300	1,595	1.23	
				542	1,056	\$ 1,292	\$ 1.22	
9. Mariner's Key	2008	4.4%	1 BR	70	700	\$ 1,330	\$ 1.90	 <p>Unit Amenities: Dishwasher, Patio/Balcony, Washer/Dryer Hookup Community Amenities: Health Club, Pool/Clubhouse Pet Friendly, Surface Parking, Storage</p>
901 Lake Shore Drive	A		2 BR	135	996	1,550	1.56	
Lake Park	3 floors		3 BR	-	-	-	-	
				205	895	\$ 1,475	\$ 1.65	
Market Average:				2,146	974	\$ 1,306	\$ 1.23	

Source: REIS Reports/REIS, Inc.; RDS/WTL+a, January 2016.

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Multi-tenant/Speculative Office

A critical component of the market study for the North Palm Beach Master Plan includes a detailed analysis of the area's competitive office market to ensure that revitalization and redevelopment strategies are competitively positioned for success in the marketplace. Specific metrics in this profile are key to testing potential market support, and to guiding appropriate implementation strategies as part of the Master Plan.

WTL+a evaluated market performance in North Palm Beach and other relevant submarkets in Palm Beach County to understand the Village's relative competitive position in the region's office market. This is based on data from Cushman & Wakefield, Inc., a national real estate database, for 2014 and 2015, and includes the following key market indices: total inventory, construction deliveries, annual leasing (i.e., net absorption) activity, vacant stock, vacancy rates, and rental rates. Key findings are illustrated in Table 13 and noted below:

Palm Beach County

- **Palm Beach County contains 25 million sq. ft. of office space** distributed across the Central Business District (downtown West Palm Beach) and 12 suburban submarkets. **The County's office market is overbuilt, with over 4.3 million sq. ft. of vacant office space**, which reflects a current vacancy rate of more than 17%; and
- However, a host of factors have combined to strengthen overall leasing activity, including recovery from the 2007—2009 recession, net new job growth in office-using sectors and business expansions throughout the County. In fact, countywide net absorption totaled **almost 660,000 sq. ft. in 2014 and 2015**, reflecting an annual average of 330,000 sq. ft. per year over the past two years. If this pace is sustained, it will require approximately six years to reduce the County's vacant office space to stabilized levels (i.e., the office industry considers stabilized occupancies to be in the range of 93% to 95%).

North Palm Beach

- North Palm Beach is located in the Palm Beach Gardens office submarket. This submarket contains over **2.8 million sq. ft. of office space**, or roughly 11% of the County's gross inventory. According to Cushman & Wakefield, the submarket contains almost 336,000 sq. ft. of vacant space, reflecting a vacancy rate of almost 12%. **Leasing activity in the Palm Beach Gardens submarket generated a total of 174,300 sq. ft. of net absorption, or**

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Table 13: Office Market Profile of Palm Beach County, 2014—2015

	Inventory		Direct Vacant Space				Overall Net Absorption				Years to Stabilized Occupancy (1)	Weighted Average Gross Rents/SF	
	2014	2015	2014	%	2015	%	2014	2015	Total	Avg. Ann'l		2014	2015
CBD													
Downtown West Palm Beach	3,208,460	3,208,460	558,272	17%	528,607	16.5%	94,705	9,487	104,192	52,096	4.7	\$ 34.57	\$ 34.76
Subtotal - CBD:	3,208,460	3,208,460	558,272	17.4%	528,607	16.5%	94,705	9,487	104,192	52,096	4.7	\$ 34.57	\$ 34.76
Non-CBD (Ranked by Size)													
NW Boca Raton	5,307,256	5,307,256	589,105	11.1%	685,884	12.9%	80,621	43,079	123,700	61,850	5.2	22.99	24.22
Other Suburban WPB	3,422,072	3,527,232	615,973	18.0%	689,027	19.5%	2,585	30,178	32,763	16,382	19.6	22.84	34.49
Glades Road	3,082,480	3,082,480	551,764	17.9%	586,014	19.0%	23,515	77,953	101,468	50,734	5.4	34.14	34.91
PB Gardens/N Palm Beach	2,825,112	2,825,112	381,390	13.5%	335,757	11.9%	122,634	51,671	174,305	87,153	1.8	\$ 29.03	\$ 27.67
Delray Beach	1,480,952	1,480,952	676,795	45.7%	666,737	45.0%	(9,173)	(6,779)	(15,952)	(7,976)	N/A	21.27	21.38
Federal Highway Corridor	1,468,880	1,468,880	185,079	12.6%	195,516	13.3%	23,813	(4,739)	19,074	9,537	9.5	29.07	30.37
Jupiter/Tequesta/Juno	842,973	842,973	102,000	12.1%	102,295	12.1%	14,987	4,427	19,414	9,707	4.9	33.46	31.84
Downtown Boca Raton	837,487	837,487	163,310	19.5%	111,290	13.3%	20,745	62,317	83,062	41,531	1.2	32.85	33.45
SW Boca Raton	757,399	757,399	159,054	21.0%	107,575	14.2%	21,701	(14,129)	7,572	3,786	13.2	26.24	26.05
Boynton Beach	596,468	596,468	179,537	30.1%	165,917	27.8%	(70,293)	41,713	(28,580)	(14,290)	N/A	18.01	19.64
Lake Worth	587,110	587,110	59,885	10.2%	55,869	9.5%	27,710	6,659	34,369	17,185	1.5	19.31	20.30
Palm Beach	498,478	498,478	113,653	22.8%	116,571	23.4%	8,434	(3,834)	4,600	2,300	23.6	53.81	55.71
Subtotal - Suburban:	21,706,667	21,811,827	3,777,545	17.4%	3,818,452	17.5%	267,279	288,516	555,795	277,898	6.4	\$ 26.72	\$ 27.36
TOTAL:	24,915,127	25,020,287	4,335,817	17.4%	4,347,059	17.4%	361,984	298,003	659,987	329,994	6.1	\$ 27.77	\$ 28.21
<i>Change</i>		105,160			11,242			(63,981)					1.6%

(1) This illustrates the estimated time (in years) to achieve stabilized occupancies (defined as 93% occupancy), based on average annual absorption for 2014 and 2015.

Source: Cushman & Wakefield of Florida, Inc.; WTL+a, January 2016.

87,150 sq. ft. per year between 2014 and 2015. If this pace is sustained, it would take less than two years to achieve 93% stabilized occupancies.

WTL+a also compiled information on market performance among the 26 office buildings located in North Palm Beach, based on data from CoStar, Inc., (a national real estate database) and provided by Cushman & Wakefield's West Palm Beach office.



Key findings indicate:

- North Palm Beach's 26 office buildings are located primarily on the US 1 corridor. These buildings contain **almost 589,700 sq. ft. of office space**, or 21% of the entire Palm Beach Gardens/North Palm Beach submarket. Notably, these buildings have an average age of construction of 1976, an average of two floors in height, an average floorplate size of less than 8,500 sq. ft. per floor, and average rent of \$17.55 per sq. ft. The real estate industry would define these as "garden office" product;
- According to CoStar data, there are **113,770 sq. ft. of vacant space, reflecting an overall vacancy rate of 20.4%**. However, vacancy rates among buildings vary widely:
 - 12 buildings are fully/100% occupied
 - 10 buildings have vacancy rates of more than 15%

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Table 14: Office Building Profile—North Palm Beach, 2015

Property	Address	Year Built & Bldg. Class	Floors & Average Floorplate	In SF			% Direct Vacant	Asking Rent Per SF	Parking Spaces & Ratio
				Rentable Bldg. Area	Direct Vacant	Sublet Vacant			
513 Building	513 US 1	1958	2 6,127	12,254	1,368	-	11.2%	24 2.0	
Baypoint Building	618 US 1	1972	4 5,301	21,206	6,979	-	32.9%	70 3.3	
Unity Building	630 US 1	1974	4 5,800	23,200	-	-	0.0%	61 2.6	
Atrium (Condominium)	631 US 1	1984	4 15,603	62,413	7,383	-	11.8%	250 4.0	
648 Building	648 US 1	1967	1 3,791	3,792	-	-	0.0%	20 5.3	
649 Building	649 US 1	1975	2 6,418	12,836	-	-	0.0%	40 3.1	
660 Building	660 US 1	1989	1 5,304	5,304	5,304	-	100.0%	25 4.7	
700 Building	700 US 1	1967	2 3,050	6,100	-	-	0.0%	35 5.8	
701 Building	701 US 1	1979	4 12,500	52,000	-	-	0.0%	208 4.0	
The Pavilion	712 US 1	1985 B	4 12,022	48,089	7,798	3,518	16.2%	\$ 20.00 120	
721 Building (Condominium)	721 US 1	1973	2 13,400	26,800	4,200	-	15.7%	110 4.1	
733 Building	733 US 1	1970	1 7,464	7,464	-	-	0.0%	65 8.7	
Globe Building (Condominium)	741 US 1	1972 C	2 4,000	8,000	-	-	0.0%	\$ - 50	
742 Building	742 US 1	1975 C	2 5,285	10,570	-	-	0.0%	\$ - 60	
Hoyt Center	760 US 1	1984 B	3	18,785	8,842	-	47.1%	\$ 15.00 112	

Source: Cushman & Wakefield, Inc.; CoStar, Inc.; REIS Reports; WTL+a, revised April 2016.

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Table 14 (Continued): Office Building Profile—North Palm Beach, 2015

Property	Address	Year Built & Bldg. Class	Floors & Average Floorplate	In SF			% Direct Vacant	Average Asking Rent Per SF	Parking Spaces & Ratio
				Rentable Bldg. Area	Direct Vacant	Sublet Vacant			
772 Building	772 US 1	1985	2 3,800	7,600	-	-	0.0%		38 5.0
784 Building	784 US 1	1973	2 8,500	17,000	-	-	0.0%		92 5.4
801 Building	801 US 1	1971 C	1 13,305	13,305	13,305	-	100.0%	\$ 19.75	121 9.1
818 Building	818 US 1	1980	2 3,205	6,410	-	-	0.0%		26 4.0
Northpointe Prof'l Center	824 US 1	1982 B	3 9,296	27,888	7,947	-	28.5%	\$ 13.00	105 3.8
Gentry Building	860 US 1	1974 B	2 12,105	24,209	7,865	-	32.5%	\$ 18.32	- -
884 Building	884 US 1	1960	1 11,060	11,060	-	-	0.0%		- -
Commerce Ctr/Crystal Tree (Office Building Only)	1301 US 1	1982 B	4 10,029	40,115	13,996	-	34.9%	\$ 22.00	-
The Towers	11300 US 1	1985 B	6 9,468	56,809	21,127	-	37.2%	\$ 16.75	227 4.0
North Beach Plaza	11891 US 1	1985 B	2 8,500	17,000	1,526	-	9.0%	\$ 18.09	106 6.2
Palm Court Plaza	11911 US 1	1987 B	3 16,483	49,449	6,130	3,000	12.4%	\$ 15.00	224 4.5
TOTAL - Study Area:	26 Buildings	1976	2.5 8,473	589,658	113,770	6,518	20.4%	\$ 17.55	2,188 3.7

Source: Cushman & Wakefield, Inc.; CoStar, Inc.; REIS Reports; WTL+a, revised April 2016.

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Table 14 (Continued): Office Building Profile—North Palm Beach, 2015

Property	Address	Year Built & Building Class	Floors & Average Floorplate	In SF			% Direct Vacant	Average Asking Rent Per SF	Parking Spaces & Ratio
				Rentable Bldg. Area	Direct Vacant	Sublet Vacant			
Palm Beach Gardens									
Golden Bear Plaza									
West Tower	11760 US 1	1985	6	81,685	4,161	-	5.1%	\$ 21.00	200
		A	13,614						2.4
East Tower	11770 US 1	1987	6	81,377	28,662	-	35.2%	\$ 22.29	200
		A	13,563						2.5
North Tower	11790 US 1	1990	6	79,938	27,727	-	34.7%	\$ 21.00	200
		A	13,323						2.5
Subtotal - Golden Bear Plaza:			13,500	243,000	60,550	-	24.9%	\$ 21.43	600
									2.5
City Center									
Building A	2000 PGA	1987	2	20,697	7,004	-	33.8%	\$ 16.58	85
		B	10,349						4.1
Building B	2000 PGA	1989	2	24,203	7,402	-	30.6%	\$ 20.10	54
		B	12,102						2.2
Building D	2000 PGA	1999	2	27,663	2,308	-	8.3%	\$ 24.00	100
		B	13,832						3.6
Subtotal-City Center:			12,094	72,563	16,714	-	23.0%	\$ 20.23	239
									3.3
ADJACENT TO STUDY AREA:									
Total Inventory (6 Buildings):			4	315,563	77,264	-	24%	\$ 20.83	839
			12,797						2.7

Source: Cushman & Wakefield, Inc.; CoStar, Inc.; REIS Reports; WTL+a, revised March 2016.

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- 5 buildings have vacancy rates of more than 30%, and
- 2 buildings are 100% vacant;
- We note that the number of smaller, owner-occupied properties (e.g., Unity/630 US 1, Globe Building/741 US 1) tends to reduce overall vacancy. By comparison, vacancy rates are highest among speculative “multi-tenant” properties;
- **No information is available on average annual absorption/leasing activity** among the Village’s office buildings. This key metric would illustrate the strength (or lack thereof) of recovery from the recession by tracking how much vacant space is being reduced; and
- In addition, there are two additional properties (with three buildings each) located in Palm Beach Gardens immediately outside of/adjacent to the North Palm Beach study area. These include: Golden Bear Plaza (11760-90 US 1), with 243,000 sq. ft. of space and City Center (2000 PGA Boulevard), with 72,600 sq. ft. of space. While these properties are considered “Class A” quality product, CoStar data indicate varying vacancies ranging from a low of 8% to a high of 35%, with an overall average of 24%.

Hotel/Lodging

WTL+a also reviewed market performance and metrics in the area’s supply of hotels/lodging facilities. This was completed to understand how North Palm Beach could be positioned to accommodate additional lodging as a key economic activity (particularly given the community interest and consensus expressed during the planning charrette for additional hotel use in the Village). Importantly, from a competitive perspective, hotels serve as a critical supporting amenity to corporate and business activity generators as well as visitors, and their proximity and overall market performance is key to understanding market potentials. Notable findings are highlighted as follows and illustrated in Table 15 through Table 17:

- The tourism industry in Palm Beach County is differentiated between three geographic parts of the county—from the dense coastal development flanking the Intracoastal Waterway and 47 miles of beaches to Wellington (which has emerged as a major equine-based center) in the central County to the western end surrounding Lake Okeechobee in the Glades;
- According to Discover the Palm Beaches (DTPB, the official tourism marketing corporation for Palm Beach County), a record **6.9 million tourists visited the County in 2015**. This

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represents a 10% increase over 2014. Other economic impacts of tourism on Palm Beach County in 2015 include:

- Visitors generated direct spending of \$4.83 billion
- Produced an annual economic impact of \$7.3 billion to the local economy
- Generated \$42 million in bed-tax revenue and lodging sales of approximately \$623 million, and
- Supported more than 63,000 jobs.

Hotel occupancies are a principal source of information on visitor markets, and measures of demand for hotel development follow general industry patterns that identify markets as ready to add more room capacity. The general thresholds used in the capital markets to test growth capacity for new hotel rooms include: Average Daily Rates (or ADRs) and average annual occupancy levels (allowing for possible seasonal changes). Notably, **the hotel industry considers average annual occupancy between 65% and 72% as stabilized enough to support additional capacity and warrant development of new hotel rooms.**

Palm Beach County

- As illustrated in Table 15, Palm Beach County contains more than **16,719 hotel rooms**. According to DTPB data, the countywide average annual occupancy in 2014 was 73.4%, suggesting that there is demand for additional room growth. The location and pricing of new hotels is highly dependent on proximity to available business and leisure markets as well as to the amenities that visitors require. These include: a range of offerings of restaurants and food service; nearby shopping; attractions that can draw visitors; and safe, attractive environments;
- Hotel-based room taxes are a major contributor to Palm Beach County's tourism revenues, but they do not represent a full profile of visitors who come to stay. There is another category known as VFRs (Visiting Friends & Relatives); these visitors may not be counted among those overnight visitors staying in hotels. As VFRs also spend on dining out, entertainment and gifts for their hosts, they have a demonstrably major impact on local retail businesses;

Table 15: Hotel Inventory, by Property Class & Location in Palm Beach County, 2015

Location	No. of Rooms by Property Class						Total Rooms	As % of Palm Beach County
	Economy	Mid-scale	Upper Mid-scale	Upscale	Upper Upscale	Luxury		
	(1)	(2)	(3)	(4)	(5)	(6)		
Belle Glade	105	-	-	-	-	-	105	0.6%
Boca Raton	445	112	491	725	1,091	1,047	3,911	23.4%
Boynton Beach	185	-	356	170	-	-	711	4.3%
Delray Beach	17	-	164	294	326	154	955	5.7%
Greenacres	48	-	-	-	-	-	48	0.3%
Highland Beach	-	-	-	-	113	-	113	0.7%
Juno Beach	-	-	197	-	-	-	197	1.2%
Jupiter	-	153	179	166	179	168	845	5.1%
Lake Worth	307	20	104	-	-	-	431	2.6%
Lantana	395	-	122	-	-	-	517	3.1%
Manalapan	-	-	-	-	-	309	309	1.8%
North Palm Beach	152	-	-	-	-	-	152	0.9%
Palm Beach	-	-	98	-	174	954	1,226	7.3%
Palm Beach Gardens	-	95	199	553	778	-	1,625	9.7%
Palm Beach Shores	-	50	-	-	-	-	50	0.3%
Riviera Beach/Singer Isl	271	-	-	31	415	-	717	4.3%
Royal Palm Beach	111	-	-	-	-	-	111	0.7%
South Bay	122	-	-	-	-	-	122	0.7%
Wellington	-	-	122	-	-	-	122	0.7%
West Palm Beach	915	666	484	1,166	1,221	-	4,452	26.6%
TOTAL:	3,073	1,096	2,516	3,105	4,297	2,632	16,719	100%
% Dist. by Class	18%	7%	15%	19%	26%	16%		

(1) Examples of economy class properties include: Days Inn; Extended Stay America; Red Roof Inn; Super 8; and Travelodge.

(2) Examples of mid-scale class properties include: Best Western; LaQuinta Inn; Quality Inn; Sleep Inn & Suites and Wingate By Wyndham.

(3) Examples of upper mid-scale properties include: Comfort Inn; Fairfield Inn; Hampton Inn; and Holiday Inn Express & Suites.

(4) Examples of upscale properties include: Marriott Courtyard; Crowne Plaza; Doubletree; Hilton Garden Inn; Hyatt Place; and Residence Inn.

(5) Examples of upper upscale properties include: Hyatt Regency; Marriott; Sheraton and Wyndham.

(6) Examples of luxury properties include: Boca Raton Resort; Seagate Hotel & Spa; Jupiter Beach Resort; The Breakers; Brazilian Court and others.

Source: STR Global; WTL+a, January 2016.

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Table 16: Selected Competitive Hotel Inventory

Facility/Location	Opening Date	No. of Rooms	% of Supply	Product Class	STR Market Data
Juno Beach					
Hampton Inn	Feb 1995	89	45%	Upper Midscale Class	Yes
Holiday Inn Express Oceanview	Jun 1961	108	55%	Upper Midscale Class	Yes
Subtotal:		197	8%		
Jupiter					
Best Western Intracoastal Inn	Nov 1987	52	8%	Midscale Class	Yes
La Quinta Inns & Suites Jupiter	Jul 1989	101	16%	Midscale Class	Yes
Comfort Inn & Suites Jupiter	Dec 2004	69	11%	Upper Midscale Class	Yes
Fairfield Inn & Suites Jupiter	Apr 2000	110	17%	Upper Midscale Class	Yes
Courtyard Palm Beach Jupiter	Jun 2014	128	20%	Upscale Class	Yes
Wyndham Grand Jupiter Harbourside	Oct 2014	179	28%	Upper Upscale Class	Yes
Subtotal:		639	25%		
North Palm Beach					
Camelot Motor Lodge	N/A	52	34%	Economy Class	No
Super 8 North Palm Beach PGA Boulevard	Jun 1972	100	66%	Economy Class	Yes
Subtotal:		152	6%		
Palm Beach Gardens					
Best Western Plus	Feb 1990	83	5%	Upper Midscale Class	Yes
Hampton Inn Palm Beach Gardens	Jul 1999	116	8%	Upper Midscale Class	Yes
Hilton Garden Inn Palm Beach Gardens	Dec 2008	180	12%	Upscale Class	Yes
DoubleTree Hotel Executive Meeting Center	Nov 1970	279	18%	Upscale Class	Yes
Homewood Suites Palm Beach Gardens	Sep 2007	94	6%	Upscale Class	Yes
Marriott Palm Beach Gardens	Feb 1990	279	18%	Upper Upscale Class	Yes
Embassy Suites/PGA	Feb 1990	160	10%	Upper Upscale Class	Yes
PGA National Resort	Jun 1981	339	22%	Upper Upscale Class	Yes
Subtotal:		1,530	61%		
TOTAL ROOMS:		2,518			
<i>As % of Palm Beach County Inventory</i>		<i>15%</i>			

Source: STR Global; WTL+a, January 2016.

North Palm Beach & Area

- As illustrated in Table 16, STR Global (the industry leader in hotel market performance) data indicate that there are **2,518 hotel rooms in 20 properties located in North Palm Beach, Juno Beach, Jupiter and Palm Beach Gardens**. These properties account for 15% of the county's total hotel room inventory. West Palm Beach and Boca Raton are the County's two largest hotel submarkets, comprising a 27% and 23% share of the County's entire lodging inventory, respectively.
- By comparison, North Palm Beach contains only two hotel properties, accounting for a very limited 0.9% share of Palm Beach County's total inventory:
 - ✓ Camelot Motor Lodge (52 rooms; does not report performance to STR Global)
 - ✓ Super 8 Motel (100 rooms)

WTL+a compiled performance data from STR Global on 19 of the 20 properties in/around North Palm Beach. We note that STR has strict criteria regarding the release of aggregated performance data in key metrics (e.g., occupancy levels, average daily rates/ADRs, and revenues per available room).

- As illustrated in Table 17, hotel **occupancies have improved significantly—from a recession-based low of 57.4% in 2010 to 73.8% in 2014**. This reflects a *sustained* compound annual increase of 5.1% per year;
- The Camelot Motor Inn/Lodge does not report its performance to STR Global. At 52 rooms, it is not considered to be “investment-grade” property, as the hotel industry typically considers 80 rooms as the standard/threshold for financing purposes;
- Indicative of the overall strength of the area hotel market, two new properties were opened in 2014: Marriott Courtyard (128 rooms) and the Wyndham Grand Harbourside (179 rooms), both located in Jupiter; and
- Other metrics indicating the strength of the area's hotel market include significant improvements in average daily rate/ADR, which jumped from \$107 per room per night in 2009 to \$123 per room per night in 2014. In addition, revenue per available room (or RevPAR), which considers simultaneous changes in both room rates and annual

occupancies, improved from \$61 per room per night to \$91 per room per night. This reflects a remarkable compound annual increase of 8.2% per year over this five-year period.

In conclusion, these performance metrics in the area’s lodging market are very solid, and indicate strong market potentials to support new hotel development. Section 4 of this report analyzes overall market demand and identifies both locational and market considerations for new lodging prospects in North Palm Beach.



Table 17: Hotel Performance Metrics—Selected Properties, 2009—2014

	2009	2010	2011	2012	2013	2014	Nov YTD 2015	CHANGE: 2009-2014	
								Average	CAGR
Performance Characteristics									
									(1)
Number of Rooms	2,162	2,162	2,162	2,167	2,158	2,465			
Available Room Nights (Supply)	789,130	789,130	789,130	790,505	788,878	831,530		796,384	1.05%
Occupied Room Nights (Demand)	453,232	472,463	528,427	546,989	578,619	613,347		532,180	6.24%
Annual Occupancy (%)	57.4%	59.9%	67.0%	69.2%	73.3%	73.8%	73.1%	66.8%	5.13%
Average Daily Rate	\$ 106.74	\$ 102.09	\$ 104.65	\$ 108.60	\$ 116.17	\$ 123.32	\$ 133.59	\$ 110.92	2.93%
(2) Revenue Per Available Room	\$ 61.31	\$ 61.12	\$ 70.08	\$ 75.14	\$ 85.21	\$ 90.97	\$ 97.65	\$ 74.12	8.21%
Year-to-Year % Growth									
Annual Occupancy	-	4.2%	11.8%	3.3%	6.0%	0.6%	(0.9%)		
Average Daily Rate	-	(4.4%)	2.5%	3.8%	7.0%	6.2%	8.3%		
Revenue/Available Room	-	(0.3%)	14.6%	7.2%	13.4%	6.8%	7.3%		
Selected Property									
	Rooms	% Dist.	Year Open						
Hampton Inn	89	4%	1995						
Holiday Inn Express Oceanview	108	4%	1961						
Best Western Intracoastal Inn	52	2%	1987						
La Quinta Inns & Suites Jupiter	101	4%	1989						
Comfort Inn & Suites Jupiter	69	3%	2004						
Fairfield Inn & Suites Jupiter	110	4%	2000						
Courtyard Palm Beach Jupiter	128	5%	2014						
Wyndham Grand Jupiter Harbourside	179	7%	2014						
Camelot Motor Lodge	52	2%	N/A						
Super 8 North Palm Beach PGA Boulevard	100	4%	1972						
Best Western Plus	83	3%	1990						
Hampton Inn Palm Beach Gardens	116	5%	1999						
Hilton Garden Inn Palm Beach Gardens	180	7%	2008						
DoubleTree Hotel Executive Meeting Center Palm I	279	11%	1970						
Homewood Suites Palm Beach Gardens	94	4%	2007						
Marriott Palm Beach Gardens	279	11%	1990						
Embassy Suites/PGA	160	6%	1990						
PGA National Resort	339	13%	1981						
Total:	2,518	100%							

(1) CAGR=Compound Annual Growth Rate.

(2) Revenue per available room is total annual room revenue divided by available rooms. It is the best measure of year-to-year growth because it considers simultaneous changes in both room rate and annual occupancies.

Source: STR Global; WTL+a, January 2016.

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4 Market Potentials & Strategies

The primary objective of the market study is to test opportunities for new economic development (whether in the form of revitalization or redevelopment) for the Village of North Palm Beach. More specifically, the market study is intended to measure market potentials for ‘workplace’ uses (office, business/professional services); market-rate rental and/or for-sale housing; and lodging/hospitality uses. The market study is intended to guide preparation of the Master Plan and subsequent public policies, such as zoning regulations, future infrastructure, and/or other public realm improvements intended to enhance the overall marketability of, and business climate in, the Village.

Setting the Stage: Development Context

As noted previously, the two areas of special focus in the Master Plan include the US 1 and Northlake Boulevard corridors. These corridors are characterized by several key physical elements/factors that are likely to affect their overall marketability for economic development and private investment in particular revitalization/redevelopment initiatives. These include:

- Linear commercial corridors that are both vehicular in scale and behavior
- Physical environments that are less pedestrian-friendly and not walkable
- Generally smaller parcels, narrow lot depths, and diversified/fragmented ownership patterns that may hinder assemblage opportunities
- Adjacency to lower-density single-family detached and moderate-density multi-family residential that may be impacted by future uses and redevelopment, such as higher densities
- A mix of commercial uses—at generally very low densities/floor area ratios (FAR)—with no dominant or prevailing use cluster and no clear ‘place-identity’ defined by these uses

- Commercial corridors that are affected by significant market competition for specific uses (such as office) from adjacent/nearby areas, including PGA Boulevard to the west; and
- A limited number of “easy assembly” sites to aggregate for larger-scale redevelopment, such as the former Twin City Mall parcel.

Each of these elements will be a factor in identifying appropriate economic development initiatives and revitalization/redevelopment strategies for the Village. Each may require different responses, incentives, redevelopment approaches, or changes in zoning and development policies if North Palm Beach (and the US1 and Northlake Boulevard corridors in particular) is to plan for its long-term future. Moreover, priorities and preferences of stakeholders interviewed as well as ongoing discussions during the public charrette about an appropriate ‘scale’ and ‘character’ (which reflect the wide-ranging and sometimes conflicting views of local residents, property owners and businesses) suggest that implementing change to accommodate economic development in North Palm Beach will be complex, incremental in scale and timing, and dependent on creating a community-supported, long-range vision and Master Plan that is grounded in economic and market realities. These various factors have been considered in the market analysis of each use that follows.

Market-rate Housing

The demand analysis that measures market potentials for new housing considers three scenarios:

- **Scenario #1**—Utilizes an annual (straight-line) growth rate of 0.08% per year consistent with actual population growth rates that occurred in the Village between 2000—2015
- **Scenario #2**—Utilizes an annual growth rate of 0.84% per year between 2015—2020 (based on ESRI forecasts in Table 2) and applies them through 2025
- **Scenario #3**—Assumes an increase in average annual growth to 1.1% per year through 2025 predicated on a Village-wide economic development strategy that results in new commerce; business recruitment and job growth; the availability of sites to accommodate residential development/redevelopment; the availability of appropriate financial and/or regulatory incentives, such as density, necessary to promote economic growth and investment returns; and a streamlined public approvals/entitlement process.

In each scenario, the only known residential project (at this time), Water Club (180 units under construction), is allocated its share of future unit demand. Moreover, the analysis estimates that 30% of the units at Water Club will be sold to non-residents (i.e., part-time/seasonal). Since it is unknown how long seasonal residents occupy their units (i.e., or their resident status), seasonal units are netted out of the analysis.

Scenario #1

- As noted in the demographic profile, the population of North Palm Beach has remained generally stable over the past 15 years—increasing by only 140 or so residents since 2000. If the *pace* of growth in the Village continues at this historic rate of 0.08% per year, it would yield *only* 102 new residents and roughly 52 new housing units (assuming that average household size of 1.97 remains unchanged):

Table 18: Housing Potentials—Scenario #1, 2015—2025

Municipality	2015	Forecasts (1) (2)		Average Household Size (3)	2025 Housing Units
		2025	Population Change		
Scenario 1: Straight-line Forecast					
Average Annual Growth Rate (2000-2015)	0.08%				
Current & Future Population	12,305	12,407	102	1.97	52
Allocation to Known Residential Projects					
Water Club					180
Less Non-Resident (Seasonal) Units @ 30%					(54)
Subtotal - Allocated Units:					126
Scenario #1 - Unallocated Units:					(74)

- In effect, **Scenario #1 illustrates that future growth generates only limited demand for new housing**. Even after allocating units to Water Club, there remains insufficient market opportunities to support new residential growth over the next 10 years.

Scenario #2

- Scenario #2 utilizes five-year growth forecasts prepared by ESRI of 0.84% per year and applies them to the 10-year analysis period. As noted in the demographic profile, ESRI

considers multiple factors in its forecasts (e.g., it is likely to have accounted for delivery of new units at Water Club, among others). This growth rate yields more than 1,000 new residents and over 540 new housing units (assuming that average household size of 1.97 remains unchanged):

Table 18 (Continued): Housing Potentials—Scenario #2, 2015—2025

Municipality	Forecasts (1) (2)		Average Household Size (3)	2025 Housing Units
	2015	2025		
Scenario 2: Alternative Forecast (4)				
Average Annual Growth Rate (2015-2020)	0.84%			
Current & Future Population	12,305	13,382	1,077	546
Allocation to Known Residential Projects				
Water Club				180
Less Non-Resident (Seasonal) Units @ 30%				(54)
Subtotal - Allocated Units:				126
Scenario #2 - Unallocated Units:				420

- By comparison, **Scenario #2 illustrates market potentials for upwards of 400 new housing units in the Village over the next 10 years**—even after netting out the allocation to Water Club.

Scenario #3

- Scenario #3 is predicated on a number of key assumptions, including: an increase in average annual growth to 1.1% per year through 2025 based on a successful Village-wide economic development strategy that results in new commerce; business recruitment and job growth; the availability of sites to accommodate residential development/redevelopment; the availability of appropriate financial and/or regulatory incentives, such as density, necessary to promote economic growth; and a streamlined public approvals/entitlement process.

Table 18 (Continued): Housing Potentials—Scenario #3, 2015—2025

Municipality	Forecasts (1) (2)			Average Household Size (3)	2025 Housing Units
	2015	2025	Population Change		
Scenario 3: Alternative Forecast (5)					
Assumed Average Annual Growth Rate	1.1%				
Current & Future Population	12,305	13,728	1,423	1.97	722
Allocation to Known Residential Projects					
Water Club					180
Less Non-Resident (Seasonal) Units @ 30%					(54)
Subtotal - Allocated Units:					126
Scenario #3 - Unallocated Units:					596

- **Scenario #3 estimates market potentials for roughly 600 new housing units in the Village over the next 10 years**—even after the allocation to Water Club is considered.

In outlining potential implementation strategies for housing, WTL+a notes that the estimates identified in the second and third scenarios should be considered “planning targets”. That is, as development proposals for specific sites (other than the proposed third tower for Water Club) are unknown at this time, we are illustrating planning targets because of a range of uncertainties. These include: unknown sites and assemblage opportunities; unknown/proposed densities and product mix; market competition in nearby/proximate locations such as Palm Beach Gardens/PGA Boulevard; height limits and/or other zoning and regulatory restrictions; and “macro-economic” issues such as interest rate fluctuations, hard and soft development costs, land costs, and availability of construction financing. These, and other, conditions are likely to affect overall market demand for new housing in the Village.

As detailed in the demographic profile, population forecasts suggest that growth will be highest in selected age cohorts, including: 55—64 (empty nesters/active adults) and 65+ (retirees/elderly). As such, a key element of an implementation strategy for housing should include opportunities to provide for a range of housing product specifically aimed at these age cohorts. For example, a proposal to construct an assisted living facility on Prosperity Farms Road was rejected. The Village should ensure that, as opportunities for new housing, including assisted living units, independent living units, congregate care facilities, etc., are presented, due consideration should be given to issuing public approvals and entitlements for such housing.

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Multi-tenant/Speculative Office

The first step in measuring support for new office space in North Palm Beach examines market potentials for office use countywide and allocates demand to the Village. As illustrated in Table 19 (Part I), the analysis translates growth forecasts (for 2014—2022) among specific industry sectors prepared by the Florida Department of Economic Opportunity (DEO) into demand by applying an occupancy factor (of occupied space per office employee), and estimates the proportion of employees in each sector who are office workers. We note that DEO employment forecasts are issued only in eight-year periods.

The analysis also considers demand generated by other market factors, such as vacancy adjustments, part-time/self-employed individuals (who may or may not occupy multi-tenant office space), and cumulative replacement; these estimates either increase or reduce future demand for office space. Cumulative replacement, for example, considers tenants that move when a building is removed from the inventory due to physical and/or functional obsolescence.

The office analysis is illustrated in Table 19 and Table 20 and summarized below:

Palm Beach County

- The analysis indicates *gross* demand for 6.9 million sq. ft. of office space across Palm Beach County between 2014 and 2022, generated by growth in office-using jobs and inclusive of adjustments related to vacancy, cumulative (building) replacements, tenant churn, etc.;
- From a financing perspective, however, some portion of the County's existing 4.3 million sq. ft. of vacant office space (see Table 13) would need to be leased before new office space could be financed. It is also not known how much of the remaining existing vacant inventory suffers from physical and/or functional obsolescence, will be converted to other uses such as residential, or could be demolished. For purposes of this analysis, WTL+a conservatively assumes that fully 50% of the County's vacant office inventory is leased before financing is provided for new office construction. This serves to reduce the County's office vacancy rate (to roughly 9%), and lowers demand generated by job growth in office-using sectors to approximately 4.7 million sq. ft. of *net new* space;

Table 19: Office Market Potentials—Palm Beach County, 2014—2022

Industry Sector	New Jobs 2014-2022	% Office- Using	SF Occupancy Factor	2022 Demand (In SF)
Palm Beach County (Workforce Region #21)				
Agriculture/Mining & Construction	9,743	10%	175	170,500
Manufacturing	1,219	20%	200	48,800
Transp/Communications/Utilities	501	40%	200	40,100
Wholesale & Retail Trade	9,491	20%	175	332,200
Finance/Insurance/Real Estate Services	3,789	85%	275	885,700
Professional, Scientific & Technical Services	7,270	90%	250	1,635,800
Management of Companies & Enterprises	563	60%	250	84,500
Administrative & Waste Management	8,574	35%	175	525,200
Educational Services	2,425	20%	225	109,100
Health Care & Social Assistance	16,444	35%	200	1,151,100
Arts, Entertainment & Recreation	2,324	20%	175	81,300
Accommodation & Food Services	7,321	20%	175	256,200
Other Services (Except Government)	1,772	35%	225	139,500
Government Self-Employed	6,755	60%	150	608,000
	3,799	10%	175	66,500
Total/Weighted Average:	81,305	36%	194	6,134,500
+ Vacancy Adjustment @		5%	(1)	306,700
+ Cumulative Replacement Demand		7.5%	(2)	460,100
2022 Gross Demand - Palm Beach County:				6,901,300
Existing Vacant Office Space		4,347,059		
- Lease-up Required @	50%	(2,173,530)	(3)	(2,173,530)
Remaining Vacant Space:		2,173,530		
% Vacant		8.7%		
2022 Net Demand - Palm Beach County:				4,727,800

Village of North Palm Beach

- The next step in the analysis is illustrated in Table 20. This estimates opportunities for new office development in North Palm Beach based on the Village's current share of employment (see Table 8), which is estimated at roughly 1.2% of Palm Beach County;
- Under this "fair share" analysis, North Palm Beach would capture approximately 1.2% of future countywide job growth, or 955 new employees, by 2022. Assuming similar proportions of office-using jobs and occupancy factors translates into **gross demand for approximately 67,700 sq. ft. of office space over the next eight years;**

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Table 20: Office Market Potentials—North Palm Beach, 2014—2022

Industry Sector	New Jobs 2014-2022	% Office- Using	SF Occupancy Factor	2022 Demand (In SF)
North Palm Beach				
Total Village Employment (Table 11)			(4)	6,793
As % of Palm Beach County				1.17%
Fair Share Analysis				
2014-2022 Employment Growth (If Fair Share Maintained)				955
% Office-using Jobs				36%
SF Occupancy Factor				194
2022 Gross Demand (In SF):				67,700
Existing Vacant Office Space				113,770
2022 NET DEMAND (In SF):				(46,070)

- (1) This allows for a 5% "frictional" vacancy rate in new office space delivered to the market (i.e., this accounts for tenant movement to new space).
- (2) This represents new space required by existing businesses to replace obsolete or otherwise unusable office space. This is assumed to represent 7.5% of total demand.
- (3) From a financing perspective, some portion of existing vacant office space in Palm Beach County will need to be leased before financing of new construction is viable. The analysis assumes that 50% of existing vacant office space is leased, thereby reducing the overall vacancy rate to approximately 9%.
- (4) This reflects current employment in North Palm Beach. The analysis assumes that the Village maintains its "fair share" of the County's total employment base in the future.

Source: Florida Dept. of Economic Opportunity; Cushman & Wakefield, Inc.; CoStar, Inc.; WTL +a, revised April 2016

- However, as discussed in Section 3 (see Table 14), there are more than 113,700 sq. ft. of vacant office space across the Village. As such, **future demand generated by growth in office-using jobs could easily be accommodated in its entirety in the Village's existing vacant office buildings.** Even if only 50% of existing vacant space is considered leasable, it could still accommodate demand generated by future job growth in office-using sectors;
- It is not known, however, the degree of functional and/or physical obsolescence in the office building inventory of the Village. This may impact the extent to which future growth in office-using sectors can be accommodated in existing vacant space.
- **In conclusion, the analysis suggests no demand for new office space in the Village over the next eight years.**



In terms of outlining an appropriate range of economic development and implementation strategies for office development in North Palm Beach, this analysis reveals the weakened conditions of the Village's office market. As the Village's office market is oriented primarily to professional and business services (e.g., accounting, legal, etc.) generated by nearby household "rooftop" demand, it suggests that opportunities to increase the Village's population could translate into additional demand for similar professional/business service office tenancies. Notably, brokers and other specialists in the area's office industry indicated that the Village is a secondary (or even tertiary) location for office development. That is, impediments to attracting additional office development include the drawbridges (that hinder ready access, particularly during rush hours), lack of immediate connections to I-95, and competition generated by major nearby office clusters such as PGA Boulevard, downtown West Palm, etc. As a secondary or tertiary office market, North Palm Beach also has no logical or ready-made demand generators such as hospitals, universities, courthouses and the like that serve to generate demand and provide opportunities for similar businesses (such as law firms) to cluster.

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Other considerations to strengthening the Village’s office market include identifying possible buildings/locations, such as those office properties with high vacancy rates, for conversion to alternative uses and/or demolition to accommodate new development. As specific properties are considered, this may necessitate relocation of existing office tenants to “backfill” vacant space in other buildings. This will serve a twofold purpose—reducing existing office vacancies among remaining buildings and/or eliminating properties with functional and/or physical obsolescence. Of course, candidate properties will have to be identified and will require willing property owners interested and capable of conversion and/or demolition and redevelopment. Such a strategy will also serve to add other uses such as new housing, which in turn may serve to strengthen demand for professional/business services with new population and households in the Village.

WTL+a also recommends that the Village consider creation of a business retention and recruitment strategy designed to identify office tenants with near-term lease expirations that could be candidates for relocation to North Palm Beach. This may necessitate the assistance of commercial brokers that track local and regional office leases and tenant movement. Consideration should also be given to creating and providing a package of financial (and regulatory) assistance as part of the Village’s economic development strategy for office retention and recruitment. This should include an understanding of incentives packages offered by other communities for this sector.

Lodging/Hospitality

During the Master Plan visioning and planning charrette, Village residents expressed interest in attracting a new hotel to North Palm Beach, with many identifying redevelopment of the Camelot Inn/Motor Lodge as part of an assemblage of an adjacent commercial property (a vacant 7-11 convenience store). This site takes advantage of both views of the golf course as well as the North Palm Beach Marina and Intracoastal Waterway.

Demand for new hotel rooms is typically driven by several segments—overnight visitors/tourists to Palm Beach County, proximity to commercial development clusters such as office parks, adjacency to highway interchanges, and/or demand generated by specific users such as a medical complex. The following examines market potentials for new hotel development in North Palm Beach generated by growth in the County’s visitor/tourist market based on data from the

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County's tourist marketing entities, Discover the Palm Beaches (formerly the Convention & Visitors Bureau) and Tourist Development Council (TDC):

- As illustrated in Table 21, the County's visitor market has expanded rapidly in recent years, increasing at a sustained annual rate of 8% per year since 2012—to 6.9 million visitors in 2015. While information on the number of overnight visitors is unknown, the analysis assumes a 50% ratio. Other factors required to evaluate demand include average party size and average length of stay (both inputs in Palm Beach County were last studied in 2009);
- This analysis illustrates that 3.45 million overnight visitors generated 5.9 million roomnights countywide in 2015;
- Second, roomnights are allocated to the northern end of the County (comprising Jupiter, Juno Beach, North Palm Beach and Palm Beach Gardens). Based on STR hotel performance data, this area contained 2,465 hotel rooms and generated annual occupancies of more than 73% per year between 2013 and 2015. This performance translates into annual roomnights of more than 600,000 per year, which accounts for 10% to 11% of the County's total roomnight demand;
- Third, **600,000+ roomnights translates into annual demand for roughly 1,600 to 1,700 hotel rooms at 100% occupancy.** As noted, the northern end of the County contains 2,465 hotel rooms, which would suggest an **over-supply of approximately 800 rooms.** In other words, there are no "unaccommodated" rooms;
- However, as the breakeven threshold in the hotel industry is 65%, and the capital markets typically seek *sustained* annual occupancies of 65% to 72%, this analysis suggests that the area's hotel market has achieved equilibrium (particularly in the past three years as occupancies have exceeded 72% per year). Therefore, demand for additional hotel rooms will be predicated on the assumptions outlined above—including additional growth in key drivers such as overnight visitors, growth in the area office market, etc. A 10-year forecast and analysis is illustrated in Table 22 and summarized below;
- To be conservative, the analysis assumes sustained annual growth in the County's visitor market of 4% per year (between 2012 and 2015, compound annual growth was 8% per year). The analysis assumes no changes in the proportion of visitors who stay overnight, average party size or length of stay;

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Table 21: Recent Overnight Visitor Roomnight Demand, 2012—2015

	2012	2013	2014	2015	Change: 2012-2015	
					Amount	%
Palm Beach County						
All Visitors-Entire County	5,470,000	6,000,000	6,279,000	6,900,000	1,430,000	8.0%
Compound Annual Growth Rate		9.7%	4.6%	9.9%		
Stay in Hotel/Motel	2,735,000	3,000,000	3,139,500	3,450,000	715,000	
(1) As % of All Overnight Visitors	50.0%	50.0%	50.0%	50.0%		
(2) / Average Party Size	2.10	2.10	2.10	2.10		
(2) x Average Length of Stay	3.60	3.60	3.60	3.60		
Annual Roomnights:	4,688,571	5,142,857	5,382,000	5,914,286	1,225,714	
(3)						
Northern Palm Beach County						
Existing Room Inventory						
Competitive Properties	2,167	2,158	2,465	2,466	299	
New Deliveries	-	-	-	-	-	
Existing Hotel Rooms:	2,167	2,158	2,465	2,466	299	4.4%
% Annual Increase		0%	14%	0%		
Annual Occupancy						
Competitive Properties	69.2%	73.3%	73.8%	73.1%		1.8%
Total Annual Roomnights:	546,989	578,619	613,347	601,924	54,935	
(4) Share of PBC Roomnights	11.7%	11.3%	11.4%	10.2%		-4.4%
Supportable Annual Rooms (@ 100% Occupancy)						
Annual Roomnights	546,989	578,619	613,347	601,924		
/ Days Per Year	365	365	365	365		
Total Hotel Rooms:	1,499	1,585	1,680	1,649	151	
MARKET POTENTIALS:						
Existing Supply	2,167	2,158	2,465	2,466		
(5) Unaccommodated Rooms	(668)	(573)	(785)	(817)		

- (1) WTL+a reviewed various reports produced by the Tourist Development Council as well as Discover the Palm Beaches (formerly the Convention & Visitors Bureau) to ascertain annual visitor statistics and behavior.
- (2) The only data available on average party size and average length of stay is from a 2009 report prepared by Profile Marketing Research for the TDC.
- (3) Annual roomnights are determined by dividing total overnight visitors staying in a hotel by party size and multiplying the result by average length of stay.
- (4) Northern Palm Beach County's share of the County's total hotel roomnights was determined based on occupied roomnights for competitive hotel properties.
- (5) Unaccommodated rooms illustrates the number of supportable rooms in the market. A negative number indicates an over-supply of rooms.

Source: STR Global; Discover the Palm Beaches/Convention & Visitors Bureau; Tourist Development Council of Palm Beach County; WTL+a, revised April 2016.

Table 22: Hotel/Lodging Potentials, 2016—2025

	Estimate									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Palm Beach County										
Overnight Visitors	6,900,000	7,177,689	7,466,554	7,767,044	8,079,627	8,404,790	8,743,039	9,094,901	9,460,923	9,841,676
(1) Annual Growth Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Stay in Hotel/Motel	3,450,000	3,588,845	3,733,277	3,883,522	4,039,813	4,202,395	4,371,519	4,547,450	4,730,461	4,920,838
(2) As % of All Overnight Visitors	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
/ Average Party Size	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10
x Average Length of Stay	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60
Annual Roomnights:	5,914,286	6,152,305	6,399,903	6,657,466	6,925,394	7,204,105	7,494,033	7,795,629	8,109,363	8,435,722
(3)										
Northern Palm Beach County										
Existing Room Inventory	2,466	2,466	2,466	2,466	2,466	2,466	2,466	2,466	2,466	2,466
(4) Share of Roomnights Increases	11.4%	11.7%	12.0%	12.6%	12.6%	12.6%	12.6%	12.6%	12.6%	12.6%
Annual Roomnights:	676,469	721,285	769,071	840,023	873,830	908,997	945,579	983,634	1,023,220	1,064,399
/ Days Per Year	365	365	365	365	365	365	365	365	365	365
Gross Supportable Rooms:	1,853	1,976	2,107	2,301	2,394	2,490	2,591	2,695	2,803	2,916
Removal-Obsolete Rooms	-	-	(100)	(150)	(150)	(150)	(150)	(150)	(150)	(150)
Net Supportable Rooms:	1,853	1,976	2,207	2,451	2,544	2,640	2,741	2,845	2,953	3,066
MARKET POTENTIALS:										
Existing Rooms	2,466	2,466	2,466	2,466	2,466	2,466	2,466	2,466	2,466	2,466
(4) Unaccommodated Rooms	(613)	(490)	(259)	(15)	78	174	275	379	487	600

- (1) The number of visitors to Palm Beach County has increased at a compound annual rate of 8% per year between 2012 and 2015, as reported by Discover the Palm Beaches/CVB. The analysis uses a more conservative compound annual rate of growth of 4% per year for the 10-year forecast period.
- (2) The rate of increase in overnight visitors staying in a hotel/motel in Palm Beach County is unknown. The analysis assumes no change from the 50% estimate.
- (3) Annual roomnights are determined by dividing total overnight visitors staying in a hotel by party size and multiplying the results by average length of stay.
- (4) The analysis assumes that new hotel development in North Palm Beach (and/or other locations in North County) increases the submarket's share of rooms relative to Palm Beach County. It assumes an increase of 10% in market share.
- (5) Unaccommodated rooms illustrates the number of supportable rooms in the market. Negative demand indicates an over-supply of rooms.

Source: STR Global; Discover the Palm Beaches/CVB; Tourist Development Council of Palm Beach County; WTL+a, revised April 2016.

- The analysis also assumes that additional hotel development in the northern part of the County increases the submarket’s share of rooms relative to the County as a whole, utilizing an increase of 1% per year during the forecast period. It also assumes that 100 to 150 obsolete rooms/properties are removed from the inventory (specific properties are unknown); and
- Over the 10-year forecast period, the analysis reveals that the number of unaccommodated rooms turns positive after year five. In other words, performance metrics generated by growth in overnight visitors results in opportunities for new hotel rooms that vary from year-to-year as “snapshots” in time. **Market opportunities suggest 80 to 600 rooms are supportable after year five of the analysis period.** The analysis illustrates room demand over the entire submarket (comprising the four communities identified above). Some communities, such as Palm Beach Gardens, are likely to capture a disproportionate share due to locational advantages—like proximity to I-95 and office concentrations on PGA Boulevard.

In terms of preliminary steps toward implementation to secure a new lodging facility in North Palm Beach, this suggests that key steps will be required to ensure the Village’s competitive position for future room demand in northern Palm Beach County. These include:

- Identifying candidate site(s)
- Ensuring that appropriate zoning and entitlements can be secured by a prospective developer. For example, on the Camelot Motor Inn/Lodge site, building heights are limited to four floors. This may be insufficient to take advantage of views (and amenity values) created by the site’s proximity to the North Palm Beach Marina and Intracoastal Waterway. As a rule, premium values provided by strong views of amenities such as water increase by 3% to 5% per floor.
- Outlining and securing approvals by the Village Commission of any incentives that may be necessary to secure new hotel development in the Village. This may vary, but is likely to include zoning and entitlements, infrastructure assistance, closing of the (possible) public way between the Camelot and the vacant 7-11 and/or financial assistance based on detailed feasibility studies, and other public commitments as necessary.

In conclusion, WTL+a's analysis of hotel development potentials suggests **opportunities for a 90-120 room lodging facility**. As illustrated in Table 22, approximately one to three years may be required to secure entitlements, complete any necessary infrastructure improvements, and attract development interest as the market readies itself to accommodate additional/future hotel development.

We recommend that the Village seek a well-qualified hotel developer/operator with an agreement to provide a "select-service" level hotel. Examples include aloft (by Starwood Corporation) and Hyatt Place (Hyatt Hotels), which are not currently located in any of the four communities in northern Palm Beach County. Interestingly, aloft has targeted South Florida as a key market, with hotels opening in Delray Beach (2018), Fort Lauderdale (2019), Weston (2018), Coral Gables (2017) and Miami International Airport (2017). An excellent example of an "urban" Hyatt Place is located in downtown Delray. This level-of-service will reinforce the branding and identity required to strengthen the Village's competitive position in the regional marketplace. Moreover, it will serve to tap multiple market segments—including both business and leisure travelers. We strongly recommend that the Village resist any proposals from developers seeking to build a "limited-service" hotel or motel. Examples include: Red Roof Inn, Super 8, Comfort Inn, Travelodge, among others.

Appendix

Table 23: Preliminary Stabilized Year Financials—Candidate Sites for Residential

	701 US 1 Site #1	801 US 1 Site #2	Village Center Site #3	860 & 872 US 1 Site #4
Site Information & Development Program				
Site & Building				
Land Area (In SF)	128,066	71,499	109,880	127,683
Land Area (In Acres)	2.94	1.64	2.52	2.93
Building Area (In SF)	52,004	13,305	-	27,630
2015 Taxable Value				
Improvements	\$ 4,214,300	\$ 1,447,338	\$ -	\$ 1,860,980
Land	1,344,900	750,750	1,153,740	551,051
Total Taxable Value:	\$ 5,559,200	\$ 2,198,088	\$ 1,153,740	\$ 2,412,031
Value/SF of Land	\$ 43.41	\$ 30.74	\$ 10.50	\$ 18.89
Development Program				
Units (Townhouses)	71	31	44	54
Assumed Unit Size	2,000	2,000	1,500	2,000
Gross Building Area:	141,120	62,373	66,000	108,000
FAR/Density	1.10	0.87	0.60	0.85
Units Per Acre	24	19	17	18
(1) % of Residential Use on Site	100%	100%	71%	89%
Hard & Soft Construction Costs (Excluding Land & Profit)				
Hard Costs	\$ 125	\$ 125	\$ 110	\$ 125
(2) Construction Financing	18	18	23	18
(3) General Infrastructure	15	15	15	15
Other Soft Costs	10	10	8	10
Total Per SF:	\$ 168	\$ 168	\$ 156	\$ 168
Subtotal-Construction:	\$ 23,637,600	\$ 10,447,511	\$ 10,318,000	\$ 18,090,000
Land Acquisition & Demolition Costs				
Improvements & Land	\$ 5,559,200	\$ 2,198,088	\$ 818,783	\$ 2,152,887
(4) Demolition	208,016	53,220	-	98,646
Subtotal-Land Acquisition:	\$ 5,767,216	\$ 2,251,308	\$ 818,783	\$ 2,251,533
Per Unit	\$ 81,735	\$ 72,188	\$ 18,609	\$ 41,695
Market Will Bear	\$ 80,000	\$ 80,000	\$ 75,000	\$ 75,000
Overrun/Below-Market:	\$ (1,735)	\$ 7,812	\$ 56,391	\$ 33,305
TOTAL BASE COSTS:	\$ 29,404,816	\$ 12,698,819	\$ 11,136,783	\$ 20,341,533
Per Unit	\$ 416,735	\$ 407,188	\$ 253,109	\$ 376,695
All-in Per SF	\$ 208	\$ 204	\$ 169	\$ 188
Return-on-Investment (ROI) Analysis				
+ Assumed Profit @ 20%	\$ 83,347	\$ 81,438	\$ 50,622	\$ 75,339
(5) + Residual Shortfall/(Excess)	1,735	(7,812)	(56,391)	(33,305)
REQUIRED UNIT SALES PRICE:	\$ 501,800	\$ 480,800	\$ 247,300	\$ 418,700
Per SF	\$ 251	\$ 240	\$ 165	\$ 209

(1) For Sites #3 and #4, land acquisition costs were proportionally allocated between housing and commercial based on the gross building area for each use.

(2) Assumes sales and marketing costs at \$35,000 per unit.

(3) Assumes general infrastructure costs at \$30,000 per unit.

(4) Assumes \$4 per sq. ft. in demolition costs for prototype sites with existing buildings. Similarly, demolition costs were proportionally allocated to the amount of housing and commercial on the site.

(5) Residual value reflects the difference between estimated land acquisition costs and what the market will bear. An amount in red reflects an overrun (i.e., additional cost), while an amount in blue reflects excess residual that can be used to either a) reduce unit costs; b) increase developer profit; or c) fund public realm improvements or infrastructure. In this case, the excess is shown as a (negative) because it is used to writedown unit sales prices.

Source: Treasure Coast Regional Planning Council; WTL+a, February 2016.

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Table 24: Preliminary Stabilized Year Financials—Candidate Sites for Commercial/MXD

	701 US 1 Site #1	801 US 1 Site #2	Village Center Site #3	860 & 872 US 1 Site #4
Site Information & Development Program				
Site & Building				
Land Area (In SF)	128,066	71,499	109,880	127,683
Land Area (In Acres)	2.94	1.64	2.52	2.93
Building Area (In SF)	52,004	13,305	-	27,630
2015 Taxable Value				
Improvements	\$ 4,214,300	\$ 1,447,338	\$ -	\$ 1,860,980
Land	1,344,900	750,750	1,153,740	551,051
Total Taxable Value:	\$ 5,559,200	\$ 2,198,088	\$ 1,153,740	\$ 2,412,031
Value/SF of Land	\$ 43.41	\$ 30.74	\$ 10.50	\$ 18.89
Development Program				
Commercial SF	-	-	27,000	13,000
Gross Building Area:	-	-	27,000	13,000
FAR/Density	-	-	0.25	0.10
Units Per Acre	-	-	-	-
(1) % of Commercial Use on Site	0%	0%	29%	11%
Hard & Soft Construction Costs (Excluding Land & Profit)				
Hard Costs	\$ -	\$ -	\$ 140	\$ 140
(2) Construction Financing	-	-	11	11
(3) Landscaping/Surface Parking	-	-	18	15
Other Soft Costs	-	-	7	7
Total Per SF:	\$ -	\$ -	\$ 176	\$ 173
Subtotal-Construction:	\$ -	\$ -	\$ 4,751,000	\$ 2,249,000
Land Acquisition & Demolition Costs				
Improvements & Land	\$ -	\$ -	\$ 334,957	\$ 259,144
(1) Demolition	-	-	-	11,874
Subtotal-Land Acquisition:	\$ -	\$ -	\$ 334,957	\$ 271,018
TOTAL BASE COSTS:	\$ -	\$ -	\$ 5,085,957	\$ 2,520,018
All-in Per SF	\$ -	\$ -	\$ 188	\$ 194
Return-on-Investment (ROI) Analysis				
(4) + Assumed Profit @ 18%	\$ -	\$ -	\$ 915,472	\$ 453,603
TOTAL COSTS:	\$ -	\$ -	\$ 6,001,429	\$ 2,973,621
Per SF	\$ -	\$ -	\$ 222	\$ 229
REQUIRED COMMERCIAL RENTS: (5)			\$ 22.23	\$ 22.87

(1) Assumes \$4 per sq. ft. in demolition costs for prototype sites with existing buildings. Demolition costs were proportionally allocated to the amount of housing and commercial on the site.

(2) Financing costs are assumed at 6% of total base costs.

(3) Assumes site improvement costs (landscaping/streetscape, surface parking) of \$5,000 per parking space.

(4) Developer profit in mixed-use projects generally targets returns in the range of 15% to 18%.

(5) Calculates commercial rents based on a 10% cap rate to reflect degree of risk.

Source: Treasure Coast Regional Planning Council; WTL+a, February 2016.

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Table 25: Estimated Ad Valorem Tax Revenues Accruing to Village

	701 US 1 Site #1	801 US 1 Site #2	Village Center Site #3	860 & 872 US 1 Site #4	TOTAL
Existing (2015)					
Taxable Values	\$ 5,559,200	\$ 2,198,088	\$ 1,153,740	\$ 2,412,031	\$ 11,323,059
(1) Mil Rate (Per \$1,000 AV)	\$ 7.33	\$ 7.33	\$ 7.33	\$ 7.33	
2015 Total Ad Valorem:	\$ 130,533	\$ 50,581	\$ 25,229	\$ 58,508	\$ 264,851
Proposed					
All-in Construction Costs					
Residential	\$ 29,404,816	\$ 12,698,819	\$ 11,136,783	\$ 20,341,533	\$ 73,581,951
Commercial	-	-	5,085,957	2,520,018	7,605,975
Assumed Taxable Value:	\$ 29,404,816	\$ 12,698,819	\$ 16,222,740	\$ 22,861,551	\$ 81,187,926
Residential Homestead Deductions					
Units	71	31	44	54	200
(2) Assumed Owner-Occupied	54.5%	54.5%	54.5%	54.5%	
Annual Homestead	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
Total:	\$ 1,921,727	\$ 849,378	\$ 1,198,356	\$ 1,470,709	\$ 5,440,171
New Taxable Value:	\$ 27,483,089	\$ 11,849,441	\$ 15,024,384	\$ 21,390,842	\$ 75,747,755
Net New Taxable Value					
Ad Valorem @ Buildout	\$ 201,451	\$ 86,856	\$ 110,129	\$ 156,795	\$ 555,231
Existing Ad Valorem	130,533	50,581	25,229	58,508	264,851
ANNUAL NET NEW TAXES:	\$ 70,918	\$ 36,275	\$ 84,900	\$ 98,287	\$ 290,380

(1) For ad valorem taxes accruing to the Village of North Palm Beach only (i.e., excludes revenues accruing to other taxing districts such as Palm Beach County, School District, Library, Water Management District, etc.).

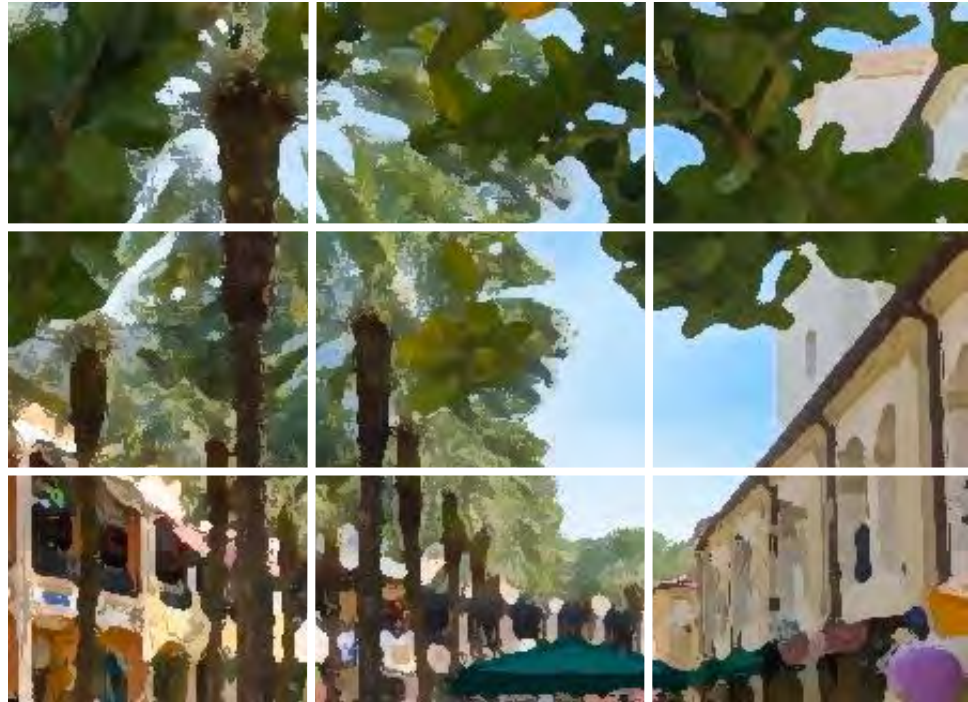
(2) The analysis assumes that the number of owner-occupants in new housing is similar to the 2015 rate of homeownership in North Palm Beach (54.5%) (see Table 13).

Source: Palm Beach County Property Appraiser; WTL+a, February 2016.

VILLAGE MASTER PLAN
APPENDIX B

Retail Market Analysis

Village of North Palm Beach, Florida



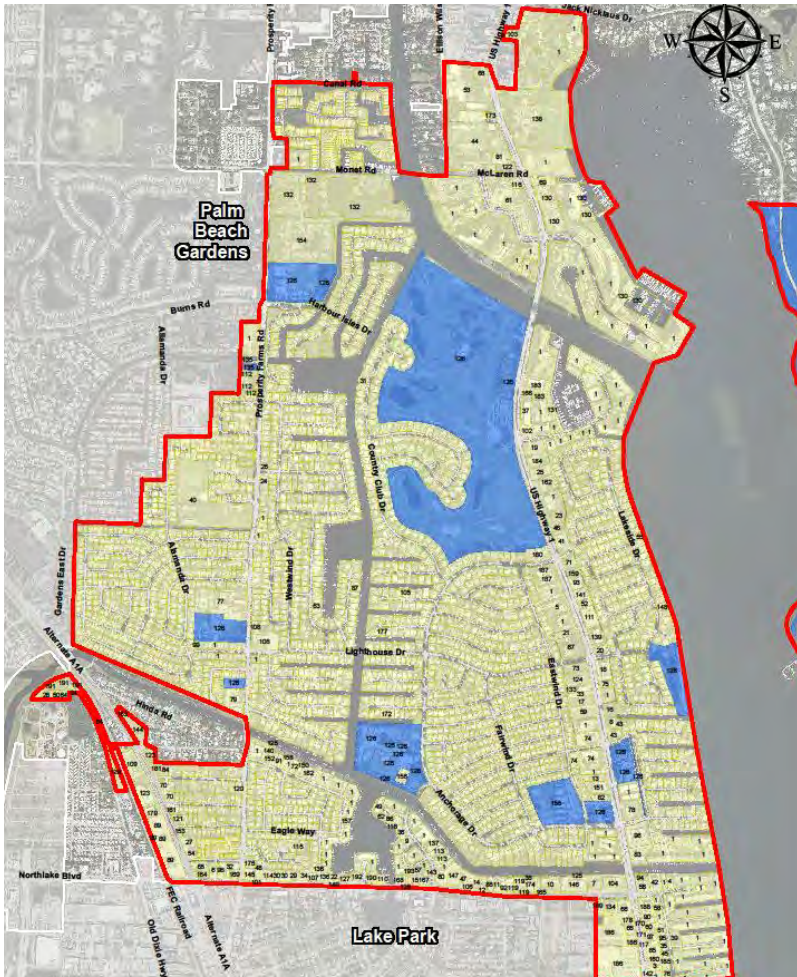
Prepared for:
Village of North Palm Beach

Prepared by:
Gibbs Planning Group

26 January 2016

**Village of North Palm Beach, Florida
RETAIL MARKET STUDY**

Gibbs Planning Group, Inc.
26 January 2016



Village of North Palm Beach Property Ownership Map:

Private
Public

Executive Summary

This study finds that the Village of North Palm Beach designated study area has an existing demand for up to 104,360 square feet (sf) of new retail and restaurant development producing up to \$36 million in sales. By 2021, due to household income growth and economic development within the study area, this demand will likely generate up to \$37.9 million in gross sales.

Please find below a summary of the 2016 supportable retail:

Figure 1: The Village of North Palm Beach study area can presently support an additional 104,360 sf of retail and restaurant development.

16,530	sf	Grocery Stores
15,240	sf	General Merchandise Stores
13,910	sf	Apparel & Shoe Stores
9,760	sf	Limited Service Eating Places
8,250	sf	Drinking Establishments
6,780	sf	Department & Jewelry Store Merchandise
6,450	sf	Full-Service Restaurants
6,050	sf	Electronics & Appliance Stores
5,580	sf	Book & Music Stores
5,370	sf	Office Supplies and Gift Stores
5,330	sf	Special Food Services
2,730	sf	Florists
2,380	sf	Specialty Food Stores
104,360	sf	Total

This new retail demand could be absorbed by existing businesses and/or with the opening of 35 to 50 new stores and restaurants. If constructed as a new single-site center, the development would be classified as a medium neighborhood type shopping center by industry definitions and could include 6-8 apparel stores; 4-5 limited service eating places; 4-6 general merchandise stores; 3-4 electronics and appliance stores; 3-4 office supplies and gifts stores; 3-4 drinking establishments; 2-3 full-service eating places; 2-3 book and music stores; 2-3 special food services; 1-2 grocery stores; 1-2 department store merchandise stores; and an assortment of other retail offerings.

Trade Area Boundaries

This study estimates that the Village of North Palm Beach study area has an approximately 28-square-mile primary trade area, limited by:

- Donald Ross Road to the North
- the Atlantic Ocean to the East
- below South Beach Shores and Peanut Island, up North Dixie Highway and across W. Blue Heron Road to the South
- to the Western border of I-95.

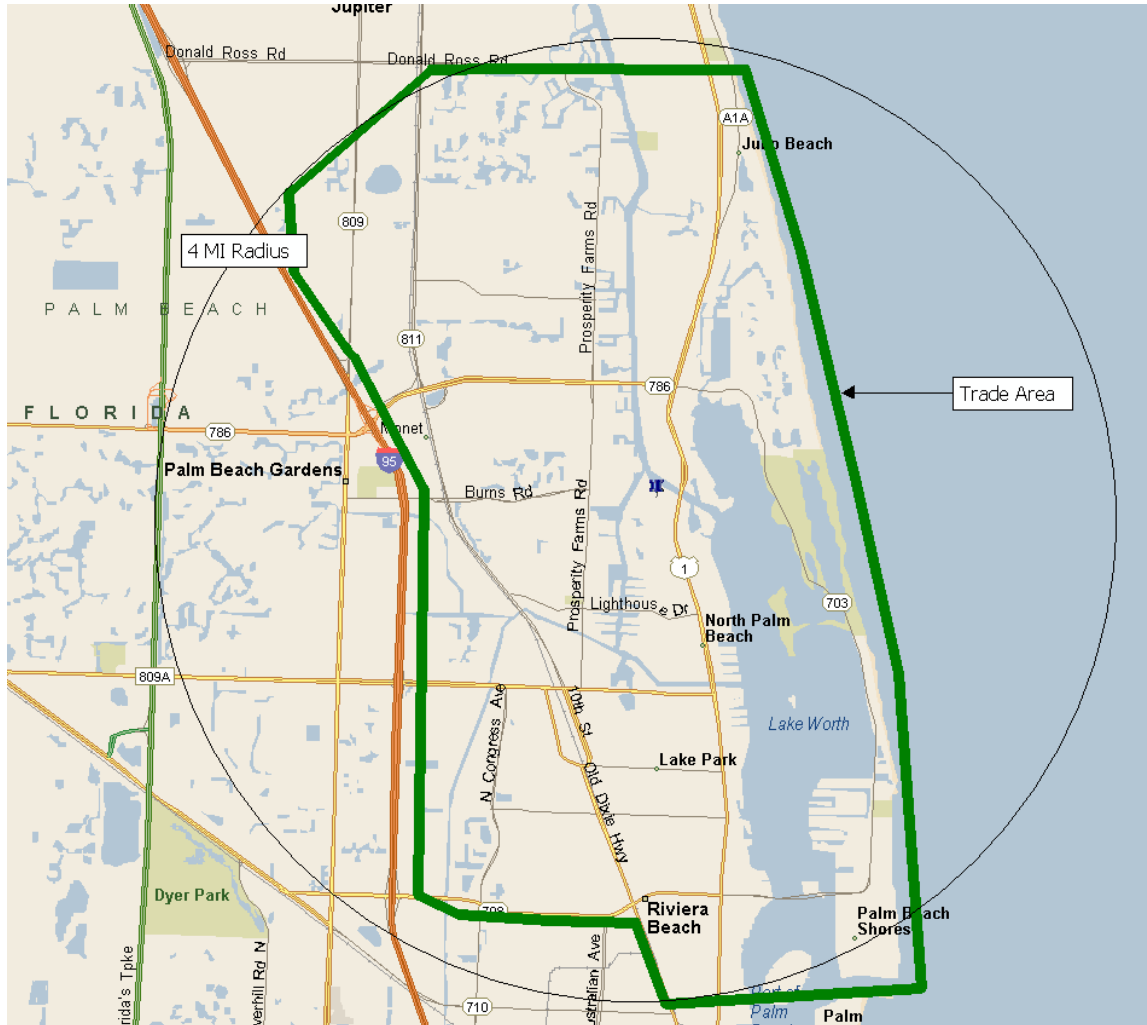


Figure 2: Map of the Village of North Palm Beach study area's primary trade area, outlined in green.

Shopping Competition

Gardens Mall

The Palm Beach Gardens Mall is the premier shopping destination in the study area. The luxurious 1.4 million sf regional shopping center is conveniently located one mile east of I-95 on PGA Blvd. and features over 160 shops anchored by Bloomingdale's, Macy's, Nordstrom, Saks Fifth Avenue and Sears. With a full-service post office onsite, shoppers can even conveniently ship their new finds to friends throughout the globe.



Figure 3: Palm Beach Gardens Mall (left) and Legacy Place (right) are the study area's two premier shopping locations

Legacy Place

Legacy Place in Palm Beach Gardens offers a "Main Street" experience with a large selection of retail stores and restaurants, in addition to an abundance of loft office space. Located at 11280 Legacy Avenue, less than a half mile from The Gardens Mall, it was built in 2007. This 424,100 sf power center includes retailers Arhaus, Barnes & Noble, Best Buy, Jos. A. Banks, Lane Bryant, Men's Wearhouse and Petco, as well as a Publix GreenWise Market



Figure 4: Downtown at the Gardens (left) offers family entertainment attractions in addition to its retail, while the Promenade Shopping Plaza was recently in foreclosure.

Downtown at the Gardens

Rounding out a triumvirate of shopping options in Palm Beach Gardens is Downtown at the Gardens, which offers child friendly play areas complete with a traditional carousel and train rides in addition to unique shopping, restaurants and the Cobb 16 Movie Theatre. Approximately a half mile from The Gardens Mall and Legacy Place, the 50 stores and restaurants include Cheesecake Factory, Urban Outfitters, West Elm, and Z Gallerie, as well as a Whole Foods grocery. The 32-foot wide carousel of 27 handmade wooden animals is a big family attraction.

Promenade Shopping Plaza

Located on the northeast corner of Alternate A1A and Lighthouse Drive is the 205,800 sf Promenade Shopping Plaza. The center is anchored by Publix, CVS, JoAnn Fabrics and Crafts, and Planet Fitness. Miller's Gardens Ale House, a sporting goods store and several fast casual restaurants are an added draw. Built in 1989 by Gardens East Plaza LLC, the 23-acre plaza went into foreclosure in May 2015.

The Shoppes at City Center

Located at 11241 US Highway 1 in North Palm Beach, this 100,600 sf neighborhood center is anchored by West Marine, a Carrabba's restaurant and a health club, and now features a just-opened gourmet grocer, Doris Italian Market and Bakery. The property is 90 percent leased, and was built in 1999.



Figure 5: The Shoppes at City Center (left) is located on Rte. 1 near Lake Worth and the Intercoastal Waterway. Northlake Promenade Shoppes (right) is anchored by Publix.

Northlake Promenade Shoppes

Publix Supermarket anchors the 92,500 sf Northlake Promenade neighborhood center, located on Northlake Boulevard and US-1 in North Palm Beach. Built in 2006, it also offers a CVS, TD Bank and Wendy's.

Northlake Commons

Northlake Commons is a 241,500 sf retail property situated at the gateway to the Northlake Boulevard retail corridor, in the same area as the Gardens Town Square, at I-95 & Northlake Blvd. The retail space features JoAnn and Ross Dress For Less, Home Depot, and a variety of other retail and restaurants. Built in 1987, American Realty Capital - Retail Centers of America Inc. bought the center in 2014 for 31.5 million.

Northlake Boulevard Retail Corridor

East of Northlake Commons is the Northlake Retail Corridor, offering a plethora of big box retailers. These include Costco, Kohl's, LA Fitness, Lowe's, Edwin Watts, Gander Mountain, PetSmart, Sports Authority and Target.

Trade Area Demographics

The study site's primary trade area includes 69,200 people, which is expected to increase at an annual rate of 0.93 percent to 72,500 by 2021. The current 2016 households number is 29,400, increasing to 30,900 by 2021 at an annual rate of 0.95 percent. The trade area's 2016 average household income is \$64,400 and is estimated to increase to \$73,000 by 2021. Median household income in the trade area in 2016 is \$43,000 and estimated to increase to \$50,700 by 2021. Moreover, 25.5 percent of the households earn above \$75,000 per year. The average household size of 2.34 persons is expected to remain the same through 2021; the 2016 median age is 43.5 years old.

Table 1: Demographic Characteristics

<i>Demographic Characteristic</i>	<i>N Palm Beach Primary Trade Area</i>	<i>Palm Beach County</i>	<i>State of Florida</i>
2016 Population	69,200	1,368,000	19,603,900
2016 Households	29,400	560,700	7,718,700
2021 Population	72,500	1,432,400	20,654,200
2021 Households	30,900	586,200	8,130,900
2016-2021 Annual Pop. Growth Rate	0.93%	0.92%	1.05%
2016-2021 Annual HH Growth Rate	0.95%	0.89%	1.05%
2016 Average Household Income	\$64,400	\$80,400	\$66,700
2016 Median Household Income	\$43,000	\$53,000	\$47,300
2021 Average Household Income	\$72,900	\$91,300	\$75,700
2021 Median Household Income	\$50,700	\$60,600	\$54,500
% Households w. incomes \$75,000 or higher	25.5%	35.5%	29.4%
% Bachelor's Degree	18.9%	21.3%	17.9
% Graduate or Professional Degree	10.6%	12.6%	9.8%
Average Household Size	2.34	2.40	2.48
Median Age	43.5	45.0	41.9

Table 1: Key demographic characteristics of the study area's primary trade area, compared to county and state figures.

In comparison, Palm Beach County's income and population rates are substantially higher than the primary trade area. The county includes 1,368,000 people and 560,700 households, with the former's growth expected to increase at an annual rate of 0.92 percent, and the latter projected to increase at a slower annual rate of 0.89 percent to 2021, when the county's projected population will be 1,432,400 with 586,200 households. The county reports a current average household income of \$80,400 that is estimated to grow to \$91,300 by 2021, while median household income is currently \$53,000, and estimated to grow in five years to \$60,600. County statistics show that 35.5 percent earn more than \$75,000 annually. Average household size is 2.40 persons, projected to remain the same through 2021; the 2016 median age is 45.0 years old.

The comparable state income figures are slightly higher than the trade area numbers but much less than the county. For instance, the state average and median household income figures are

\$66,700 and \$47,300, respectively, and 29.4 percent of households report incomes \$75,000 or higher. The state's 2016-2021 annual population and household growth rate is more robust than the trade area and county figure at 1.05 percent each. By 2021, state average and median household income figures are projected to reach \$75,700 and \$54,500, respectively.

Table 2: 2016 & 2021 Supportable Retail Table

Retail Category	Estimated Supportable SF	2016 Sales/SF	2016 Estimated Retail Sales	2021 Sales/SF	2021 Estimated Retail Sales	No. of Stores
Retailers						
Apparel Stores	11,670	\$305	\$3,559,350	\$320	\$3,734,400	6-8
Book & Music Stores	5,580	\$250	\$1,395,000	\$265	\$1,478,700	2-3
Department Store Merchandise	4,900	\$375	\$1,837,500	\$395	\$1,935,500	1-2
Electronics & Appliance Stores	6,050	\$350	\$2,117,500	\$370	\$2,238,500	3-4
Florists	2,730	\$225	\$614,250	\$235	\$641,550	1
General Merchandise Stores	15,240	\$325	\$4,953,000	\$340	\$5,181,600	4-6
Grocery Stores	16,530	\$405	\$6,694,650	\$425	\$7,025,250	1-2
Jewelry Stores	1,880	\$450	\$846,000	\$475	\$893,000	1
Office Supplies & Gift Stores	5,370	\$310	\$1,664,700	\$325	\$1,745,250	3-4
Shoe Stores	2,240	\$315	\$705,600	\$330	\$739,200	1-2
Specialty Food Stores	2,380	\$300	\$714,000	\$315	\$749,700	1-2
Retailer Totals	74,570	\$328	\$25,101,550	\$345	\$26,362,650	24-35
Restaurants						
Bars, Breweries & Pubs	8,250	\$360	\$2,970,000	\$380	\$3,135,000	3-4
Full-Service Restaurants	6,450	\$385	\$2,483,250	\$405	\$2,612,250	2-3
Limited-Service Eating Places	9,760	\$375	\$3,660,000	\$395	\$3,855,200	4-5
Special Food Services	5,330	\$350	\$1,865,500	\$370	\$1,972,100	2-3
Restaurant Totals	29,790	\$368	\$10,978,750	\$388	\$11,574,550	11-15
Retailer & Restaurant Totals	104,360	\$339	\$36,080,300	\$356	\$37,937,200	35-50

Table 2: The study site's primary trade area has demand for almost 104,360 sf of new retail and restaurants.

Assumptions

The projections of this study are based on the following assumptions:

- No other major retail centers are planned or proposed at this time and, as such, no other retail is assumed in our sales forecasts.
- No other major retail will be developed within the trade area of the subject site.
- The region's economy will stabilize at normal or above normal ranges of employment, inflation, retail demand and growth.
- The new retail development will be planned, designed, built, leased and managed as a walkable town center, to the best shopping center industry practices of the American

Planning Association, Congress for New Urbanism, the International Council of Shopping Centers and Urban Land Institute.

- Parking for the area is assumed adequate for the proposed uses, with easy access to the retailers in the development.
- Visibility of the shopping center or retail is assumed to meet industry standards, with signage as required to assure good visibility of the retailers.

Limits of Study

The findings of this study represent GPG's best estimates for the amounts and types of retail tenants that should be supportable in the Village of North Palm Beach study area's primary trade area by 2021. Every reasonable effort has been made to ensure that the data contained in this study reflect the most accurate and timely information possible and are believed to be reliable. It should be noted that the findings of this study are based upon generally accepted market research and business standards. It is possible that the study site's surrounding area could support lower or higher quantities of retailers and restaurants yielding lower or higher sales revenues than indicated by this study, depending on numerous factors including respective business practices and the management and design of the study area.

This study is based on estimates, assumptions and other information developed by GPG as an independent third party research effort with general knowledge of the retail industry, and consultations with the client and its representatives. This report is based on information that was current as of January 26, 2016, and GPG has not undertaken any update of its research effort since such date.

This report may contain prospective financial information, estimates, or opinions that represent GPG's view of reasonable expectations at a particular time. Such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our market analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by GPG that any of the projected values or results contained in this study will be achieved.

This study ***should not*** be the sole basis for designing, financing, planning, and programming any business, real estate development, or public planning policy. This study is intended only for the use of the client and is void for other site locations, developers, or organizations.

Appendix EXHIBIT A1: Community Profile

Gibbs Planning Group

Community Profile

N Palm Beach Primary Trade Area
Area: 28 square miles

Prepared by Gibbs Planning Group, Inc.

Population Summary	
2000 Total Population	69,371
2010 Total Population	73,963
2015 Total Population	77,227
2015 Group Quarters	498
2020 Total Population	81,133
2015-2020 Annual Rate	0.99%
Household Summary	
2000 Households	30,784
2000 Average Household Size	2.23
2010 Households	33,363
2010 Average Household Size	2.20
2015 Households	34,819
2015 Average Household Size	2.20
2020 Households	36,584
2020 Average Household Size	2.20
2015-2020 Annual Rate	0.99%
2010 Families	19,139
2010 Average Family Size	2.84
2015 Families	19,726
2015 Average Family Size	2.86
2020 Families	20,564
2020 Average Family Size	2.87
2015-2020 Annual Rate	0.84%
Housing Unit Summary	
2000 Housing Units	37,166
Owner Occupied Housing Units	57.3%
Renter Occupied Housing Units	25.5%
Vacant Housing Units	17.2%
2010 Housing Units	43,596
Owner Occupied Housing Units	50.0%
Renter Occupied Housing Units	26.5%
Vacant Housing Units	23.5%
2015 Housing Units	45,336
Owner Occupied Housing Units	46.5%
Renter Occupied Housing Units	30.3%
Vacant Housing Units	23.2%
2020 Housing Units	47,105
Owner Occupied Housing Units	46.8%
Renter Occupied Housing Units	30.9%
Vacant Housing Units	22.3%
Median Household Income	
2015	\$51,724
2020	\$58,708
Median Home Value	
2015	\$226,287
2020	\$268,725
Per Capita Income	
2015	\$36,492
2020	\$41,011
Median Age	
2010	45.7
2015	47.4
2020	48.4

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.

Appendix EXHIBIT A2: Community Profile

Gibbs Planning Group

Community Profile

N Palm Beach Primary Trade Area
Area: 28 square miles

Prepared by Gibbs Planning Group, Inc.

2015 Households by Income	
Household Income Base	34,819
<\$15,000	11.8%
\$15,000 - \$24,999	11.1%
\$25,000 - \$34,999	10.1%
\$35,000 - \$49,999	15.2%
\$50,000 - \$74,999	18.2%
\$75,000 - \$99,999	11.3%
\$100,000 - \$149,999	9.9%
\$150,000 - \$199,999	5.0%
\$200,000+	7.5%
Average Household Income	\$80,842
2020 Households by Income	
Household Income Base	36,584
<\$15,000	10.7%
\$15,000 - \$24,999	8.1%
\$25,000 - \$34,999	8.1%
\$35,000 - \$49,999	14.1%
\$50,000 - \$74,999	20.2%
\$75,000 - \$99,999	13.4%
\$100,000 - \$149,999	11.2%
\$150,000 - \$199,999	5.8%
\$200,000+	8.4%
Average Household Income	\$90,859
2015 Owner Occupied Housing Units by Value	
Total	21,082
<\$50,000	2.5%
\$50,000 - \$99,999	10.4%
\$100,000 - \$149,999	15.6%
\$150,000 - \$199,999	16.0%
\$200,000 - \$249,999	10.4%
\$250,000 - \$299,999	7.7%
\$300,000 - \$399,999	12.1%
\$400,000 - \$499,999	7.4%
\$500,000 - \$749,999	7.2%
\$750,000 - \$999,999	3.0%
\$1,000,000 +	7.6%
Average Home Value	\$343,164
2020 Owner Occupied Housing Units by Value	
Total	22,037
<\$50,000	1.5%
\$50,000 - \$99,999	6.4%
\$100,000 - \$149,999	10.3%
\$150,000 - \$199,999	16.1%
\$200,000 - \$249,999	12.4%
\$250,000 - \$299,999	8.9%
\$300,000 - \$399,999	12.3%
\$400,000 - \$499,999	7.8%
\$500,000 - \$749,999	9.2%
\$750,000 - \$999,999	5.4%
\$1,000,000 +	9.7%
Average Home Value	\$402,770

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.

Appendix EXHIBIT A3: Community Profile

Gibbs Planning Group

Community Profile

N Palm Beach Primary Trade Area
Area: 28 square miles

Prepared by Gibbs Planning Group, Inc.

2010 Population by Age		
Total		73,964
0 - 4		5.0%
5 - 9		4.9%
10 - 14		5.1%
15 - 24		10.5%
25 - 34		11.5%
35 - 44		12.0%
45 - 54		15.4%
55 - 64		13.8%
65 - 74		10.8%
75 - 84		7.8%
85 +		3.3%
18 +		81.7%
2015 Population by Age		
Total		77,229
0 - 4		4.6%
5 - 9		4.9%
10 - 14		4.9%
15 - 24		10.0%
25 - 34		11.4%
35 - 44		11.1%
45 - 54		14.0%
55 - 64		15.0%
65 - 74		12.6%
75 - 84		7.6%
85 +		3.9%
18 +		82.7%
2020 Population by Age		
Total		81,136
0 - 4		4.5%
5 - 9		4.7%
10 - 14		5.0%
15 - 24		9.3%
25 - 34		11.2%
35 - 44		11.4%
45 - 54		12.0%
55 - 64		15.1%
65 - 74		14.1%
75 - 84		8.6%
85 +		4.0%
18 +		82.9%
2010 Population by Sex		
Males		35,748
Females		38,215
2015 Population by Sex		
Males		37,273
Females		39,954
2020 Population by Sex		
Males		39,036
Females		42,097

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.

Appendix EXHIBIT A4: Community Profile

Gibbs Planning Group

Community Profile

N Palm Beach Primary Trade Area
Area: 28 square miles

Prepared by Gibbs Planning Group, Inc.

2010 Population by Race/Ethnicity	
Total	73,962
White Alone	68.2%
Black Alone	25.8%
American Indian Alone	0.2%
Asian Alone	2.3%
Pacific Islander Alone	0.1%
Some Other Race Alone	1.6%
Two or More Races	1.8%
Hispanic Origin	7.9%
Diversity Index	54.5
2015 Population by Race/Ethnicity	
Total	77,227
White Alone	66.4%
Black Alone	26.8%
American Indian Alone	0.2%
Asian Alone	2.5%
Pacific Islander Alone	0.1%
Some Other Race Alone	1.9%
Two or More Races	2.1%
Hispanic Origin	9.4%
Diversity Index	57.4
2020 Population by Race/Ethnicity	
Total	81,134
White Alone	64.5%
Black Alone	27.9%
American Indian Alone	0.2%
Asian Alone	2.8%
Pacific Islander Alone	0.1%
Some Other Race Alone	2.2%
Two or More Races	2.3%
Hispanic Origin	11.2%
Diversity Index	60.4
2010 Population by Relationship and Household Type	
Total	73,963
In Households	99.4%
In Family Households	75.6%
Householder	25.9%
Spouse	18.3%
Child	25.2%
Other relative	4.1%
Nonrelative	2.2%
In Nonfamily Households	23.7%
In Group Quarters	0.6%
Institutionalized Population	0.3%
Noninstitutionalized Population	0.3%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.

Appendix EXHIBIT A5: Community Profile

Gibbs Planning Group

Community Profile

N Palm Beach Primary Trade Area
Area: 28 square miles

Prepared by Gibbs Planning Group, Inc.

2015 Population 25+ by Educational Attainment	
Total	58,336
Less than 9th Grade	3.0%
9th - 12th Grade, No Diploma	5.9%
High School Graduate	22.7%
GED/Alternative Credential	2.4%
Some College, No Degree	20.1%
Associate Degree	9.4%
Bachelor's Degree	23.0%
Graduate/Professional Degree	13.6%
2015 Population 15+ by Marital Status	
Total	66,069
Never Married	31.3%
Married	44.3%
Widowed	8.5%
Divorced	15.9%
2015 Civilian Population 16+ in Labor Force	
Civilian Employed	93.6%
Civilian Unemployed	6.4%
2015 Employed Population 16+ by Industry	
Total	36,949
Agriculture/Mining	0.5%
Construction	5.8%
Manufacturing	4.3%
Wholesale Trade	2.0%
Retail Trade	11.4%
Transportation/Utilities	5.4%
Information	1.6%
Finance/Insurance/Real Estate	9.4%
Services	55.2%
Public Administration	4.4%
2015 Employed Population 16+ by Occupation	
Total	36,947
White Collar	61.5%
Management/Business/Financial	14.9%
Professional	20.2%
Sales	14.5%
Administrative Support	11.9%
Services	24.1%
Blue Collar	14.4%
Farming/Forestry/Fishing	0.3%
Construction/Extraction	3.9%
Installation/Maintenance/Repair	3.0%
Production	2.7%
Transportation/Material Moving	4.6%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.

Appendix EXHIBIT A6: Community Profile

Gibbs Planning Group

Community Profile

N Palm Beach Primary Trade Area
Area: 28 square miles

Prepared by Gibbs Planning Group, Inc.

2010 Households by Type	
Total	33,363
Households with 1 Person	34.1%
Households with 2+ People	65.9%
Family Households	57.4%
Husband-wife Families	40.6%
With Related Children	12.5%
Other Family (No Spouse Present)	16.8%
Other Family with Male Householder	4.4%
With Related Children	2.2%
Other Family with Female Householder	12.4%
With Related Children	7.6%
Nonfamily Households	8.5%
All Households with Children	22.6%
Multigenerational Households	3.2%
Unmarried Partner Households	7.2%
Male-female	6.3%
Same-sex	0.8%
2010 Households by Size	
Total	33,361
1 Person Household	34.1%
2 Person Household	38.1%
3 Person Household	12.6%
4 Person Household	8.6%
5 Person Household	3.8%
6 Person Household	1.5%
7 + Person Household	1.2%
2010 Households by Tenure and Mortgage Status	
Total	33,363
Owner Occupied	65.4%
Owned with a Mortgage/Loan	40.2%
Owned Free and Clear	25.1%
Renter Occupied	34.6%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.

Appendix EXHIBIT B1: Business Summary

Gibbs Planning Group Business Summary

Exhibit A N Palm Beach TA Prepared by Gibbs Planning Group, Inc.

Data for all businesses in area		Employees	
		Number	Percent
Total Businesses:	5,571		
Total Employees:	59,628		
Total Residential Population:	69,160		
Employee/Residential Population Ratio:	0.86:1		
by SIC Codes	Number	Percent	Percent
Agriculture & Mining	91	1.6%	10%
Construction	451	8.1%	5.8%
Manufacturing	215	3.9%	4.0%
Transportation	159	2.9%	2.3%
Communication	46	0.8%	1.3%
Utility	18	0.3%	0.3%
Wholesale Trade	265	4.8%	4.4%
Retail Trade Summary	1,167	20.9%	18.5%
Home Improvement	109	2.0%	9.2%
General Merchandise Stores	33	0.6%	1.6%
Food Stores	104	1.9%	2.0%
Auto Dealers, Gas Stations, Auto Aftermarket	197	3.5%	4.1%
Apparel & Accessory Stores	70	1.3%	0.4%
Furniture & Home Furnishings	123	2.2%	1.0%
Eating & Drinking Places	236	4.2%	5.3%
Miscellaneous Retail	296	5.3%	2.7%
Finance, Insurance, Real Estate Summary	707	12.7%	11.0%
Banks, Savings & Lending Institutions	211	3.8%	1.1%
Securities Brokers	84	1.5%	0.8%
Insurance Carriers & Agents	82	1.5%	5.2%
Real Estate, Holding, Other Investment Offices	330	5.9%	4.0%
Services Summary	2,094	37.6%	35.3%
Hotels & Lodging	35	0.6%	2.3%
Automotive Services	201	3.6%	2.0%
Motion Pictures & Amusements	134	2.4%	1.5%
Health Services	287	5.2%	8.4%
Legal Services	87	1.6%	1.0%
Education Institutions & Libraries	76	1.4%	3.5%
Other Services	1,274	22.9%	16.6%
Government	84	1.5%	2.8%
Unclassified Establishments	274	4.9%	1.8%
Totals	5,571	100.0%	100.0%

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Appendix EXHIBIT B2: Business Summary

Gibbs Planning Group

Business Summary

Exhibit A N Palm Beach TA

Prepared by Gibbs Planning Group, Inc.

by NAICS Codes	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	9	0.2%	118	0.2%
Mining	1	0.0%	4	0.0%
Utilities	7	0.1%	2,054	3.4%
Construction	485	8.7%	3,665	6.1%
Manufacturing	267	4.8%	3,734	6.3%
Wholesale Trade	260	4.7%	4,353	7.3%
Retail Trade	881	15.8%	7,520	12.6%
Motor Vehicle & Parts Dealers	169	3.0%	2,331	3.9%
Furniture & Home Furnishings Stores	56	1.0%	283	0.5%
Electronics & Appliance Stores	39	0.7%	181	0.3%
Bldg Material & Garden Equipment & Supplies Dealers	108	1.9%	919	1.5%
Food & Beverage Stores	104	1.9%	1,015	1.7%
Health & Personal Care Stores	61	1.1%	419	0.7%
Gasoline Stations	27	0.5%	102	0.2%
Clothing & Clothing Accessories Stores	96	1.7%	303	0.5%
Sport Goods, Hobby, Book, & Music Stores	59	1.1%	334	0.6%
General Merchandise Stores	33	0.6%	942	1.6%
Miscellaneous Store Retailers	113	2.0%	634	1.1%
Nonstore Retailers	15	0.3%	59	0.1%
Transportation & Warehousing	124	2.2%	2,255	3.8%
Information	81	1.5%	2,070	3.5%
Finance & Insurance	385	6.9%	4,246	7.1%
Central Bank/Credit Intermediation & Related Activities	217	3.9%	661	1.1%
Securities, Commodity Contracts & Other Financial Investments	85	1.5%	507	0.9%
Insurance Carriers & Related Activities; Funds, Trusts & Other	84	1.5%	3,078	5.2%
Real Estate, Rental & Leasing	376	6.7%	2,467	4.1%
Professional, Scientific & Tech Services	466	8.4%	3,440	5.8%
Legal Services	95	1.7%	670	1.1%
Management of Companies & Enterprises	5	0.1%	18	0.0%
Administrative & Support & Waste Management & Remediation	282	5.1%	1,790	3.0%
Educational Services	102	1.8%	2,241	3.8%
Health Care & Social Assistance	387	6.9%	7,666	12.9%
Arts, Entertainment & Recreation	96	1.7%	866	1.5%
Accommodation & Food Services	276	5.0%	4,620	7.7%
Accommodation	35	0.6%	1,348	2.3%
Food Services & Drinking Places	241	4.3%	3,273	5.5%
Other Services (except Public Administration)	720	12.9%	3,689	6.2%
Automotive Repair & Maintenance	164	2.9%	916	1.5%
Public Administration	84	1.5%	1,685	2.8%
Unclassified Establishments	275	4.9%	1,126	1.9%
Total	5,571	100.0%	59,628	100.0%

Source: Copyright 2015 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2015.

VILLAGE MASTER PLAN
APPENDIX D
PRINCIPLES OF URBAN DESIGN

Florida is Facing New Challenges

Local governments are increasingly employing planning strategies and methods that provide predictability, balance land uses and mobility, and promote economic resilience and physical beauty in future growth. For coastal cities who faced near abandonment during the 1970s, the trend over the last two decades has been to re-cast themselves as viable, sustainable downtowns. For the first time in 40 years, ongoing discussions are engaged about restoring passenger rail service to the FEC corridor. Florida residents are playing a much more active role in planning and urban design decisions. And perhaps most importantly, Floridians in general are recognizing how fragile the state is ecologically and that future growth and redevelopment must be more compact, require less fuel consumption, and promote a legacy of responsibility for both the natural and built environments.

This chapter discusses and describes time-tested principles that have historically shaped communities into sustainable, multi-modal, healthy, and attractive places.



John Nolen's 1925 plan for Venice, Florida, is one of 54 master plans the landscape architect designed in Florida in the 1920s. Nolen's plans are exemplary representations of many of the principles of urban design outlined in this report.

Historic Patterns of Growth in Florida

Historically, towns, cities, and individual projects have been developed following one of two general patterns of development: a suburban pattern or a traditional pattern.

A) The Suburban Pattern

The suburban pattern of development segregates uses by creating single use, disconnected areas. As a result, shopping, housing, schools, and recreation are not organized in an intrinsically connected, compact manner. In order to access each of these disconnected areas, the use of an automobile is typically required. As a result, parking becomes a dominant feature of a sprawling landscape. This sprawling and disconnected development relies upon a limited roadway network that gradually degrades and limits mobility options of a community.

This erosion of mobility is centered around the inevitable result that most vehicular trips must occur on collector or arterial roads. Local roads that are comfortable and safe for pedestrians and cyclists as well as motorists are either disconnected from most destinations or no longer sufficient to handle the vehicular demands of the suburban pattern of settlement. With most of the traffic volume accommodated on fewer and fewer local roads, the connecting thoroughfares become increasingly wide, auto-dominant, and unable to provide a safe or desirable environment for cyclists and pedestrians.

As roadways become less desirable, new development naturally “turns its back” to the road. This common development model further exacerbates the degraded physical environment, making suburban development self-perpetuating and very difficult to reverse. The necessity of an automobile is reinforced, and the situation worsens. Under the suburban pattern of development, the more an area develops, the worse the traffic congestion becomes.

The degree to which a community is auto-dependent is a result of its development patterns (suburban or traditional) and the network and size of its streets and blocks. The effect of the suburban pattern is particularly difficult for children and the elderly who either cannot drive or are losing their ability to drive. Many elderly residents of isolated communities find they must move from their homes and neighbors when they can no longer drive. This is due, in part, to another hallmark of the suburban pattern: low density. Low-density development has made the critical mass needed for a viable transit system almost impossible to achieve, thereby giving the transportation disadvantaged limited options.

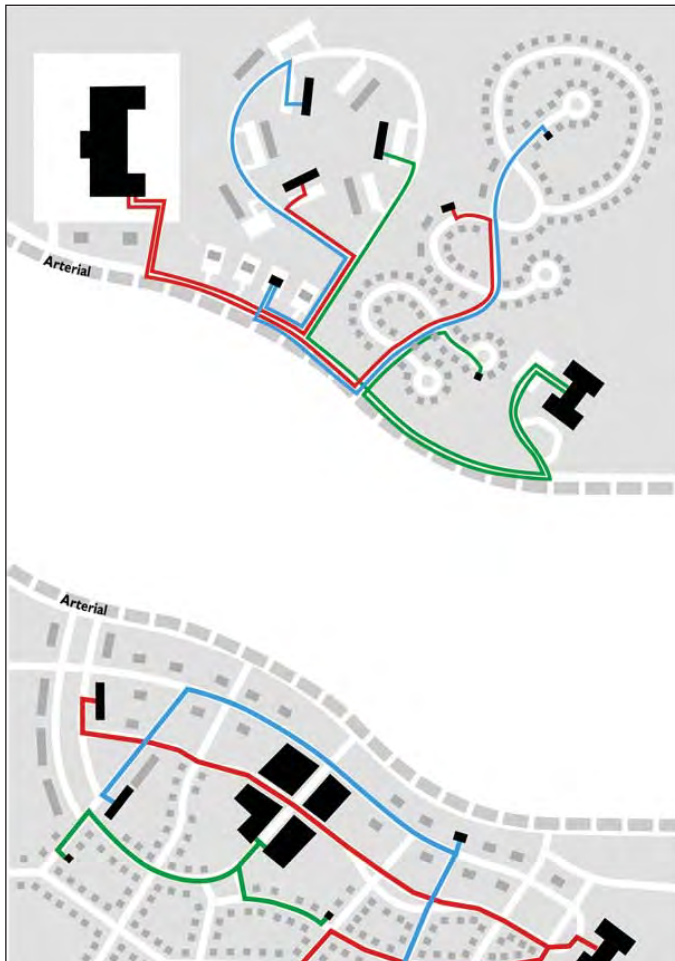


Top: Conventional suburban pattern of development. Uses are strictly separated.

Bottom: Traditional pattern of development. Uses coexist and form multi-use neighborhoods.

B) The Traditional Pattern

The traditional pattern of development is how cities, towns, and neighborhoods were built prior to World War II. In contrast to the suburban pattern, the traditional pattern mixes and interconnects different uses through a dense network of streets, blocks, and public spaces. This network of streets allows for the dispersion of vehicle trips throughout the community, rather than forcing all cars onto a limited number of through streets.



Top: Conventional suburban pattern of development. All traffic collects on one road.

Bottom: Traditional pattern of development. A street network creates many alternatives to get from one location to another.

single-use, disconnected pods that rely almost entirely on limited collector and arterial roadway networks. An interesting experiment is to visit any of the older downtowns listed above, find a major east-west roadway (Kanner Highway, Southern Boulevard, Lake Worth Road, Atlantic Avenue, etc.), and drive west. What one typically discovers is a road that progressively widens while the number of cross streets diminishes, and a public realm that becomes unattractive and auto-dominant. Having experienced the impacts of the suburban pattern of development for decades, many in South Florida desire a change. In the early 1980s, this dissatisfaction led to a resurgence of interest in areas developed in the traditional pattern. In fact, during the past twenty years, a nation-wide trend to develop and restore urban environments has been evident.

Dispersing vehicular trips into multiple routes allows roadways to be smaller with fewer lanes. Smaller roadways, unlike collector or arterial roads, easily accommodate bicyclists and pedestrians in a safe and often beautiful environment. One could easily travel from home to work or shopping on local streets without having to engage larger, auto-dominant thoroughfares. Additionally, a system of interconnected neighborhood streets reduces the number of local trips that rely on arterial and collector roads. As a result, the interconnected neighborhood streets also allow the larger, faster moving thoroughfares to remain a civilized size, serve primarily “through” traffic, and maintain efficiency as well.

Many of South Florida’s older coastal downtowns - Stuart, West Palm Beach, Lake Worth, and Delray Beach - are great examples of the traditional pattern of development. Each of these areas has places to live, work, and shop all within very close proximity. Their higher densities are more transit-supportive and the balance of uses lessens the need for vast parking areas and creates livelier places throughout the day.

A Shifting Paradigm

The majority of the metropolitan areas in south Florida have been built following the suburban model of

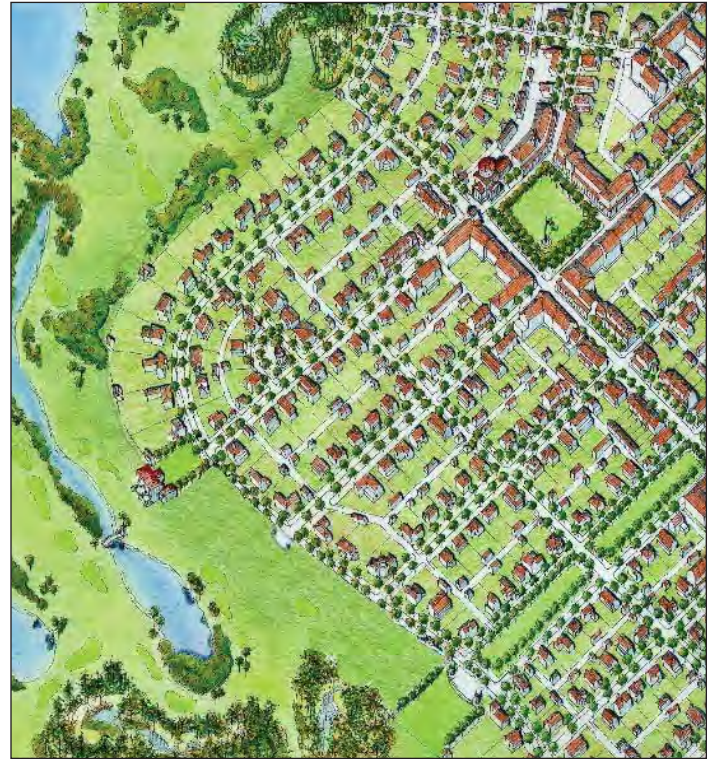
PRINCIPLES OF URBAN DESIGN

Every community has unique characteristics and conditions and boasts a unique identity. However, common fundamental planning principles have successfully shaped great cities, towns, and neighborhoods for centuries, and still describe successful, sustainable places today. These planning principles guide the designs and recommendations of the North Palm Beach citizen's master plan.

History and research have demonstrated that the most successful, livable and economically resilient communities share the same basic, time-tested planning principles that guide:

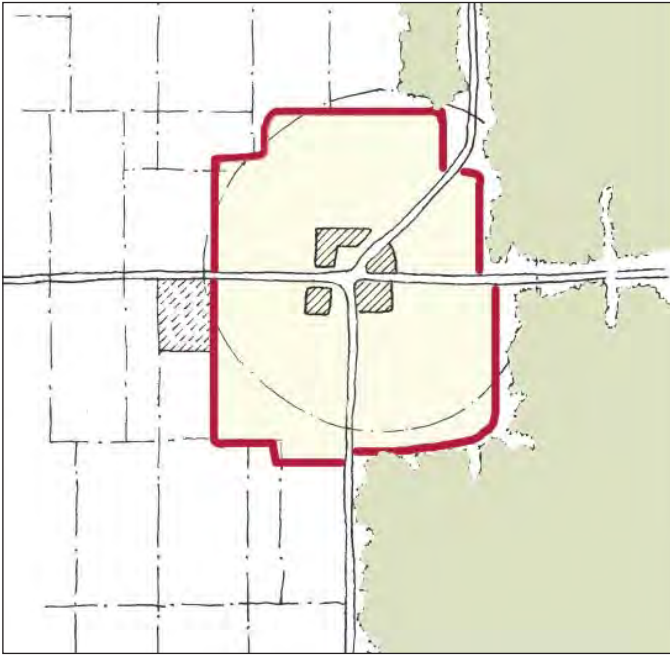
- a) Neighborhood Size
- b) **Neighborhood Center** and Edge
- c) Interconnected Network of Streets
- d) **Mix of Uses**
- e) Mix of Building Types
- f) **Proper Building Placement**
- g) **Proper Parking Placement**
- h) Civic Buildings
- i) Public Open Space

North Palm Beach is a built-out city where several of these principles have been successfully implemented over time. This chapter describes the basic characteristics of each principle and their interdependency. While all principles are essential to the creation of place and to achieve physical and economic resilience for North Palm Beach, some require more attention than others moving forward. This public master planning effort is evidence that the Village is looking to guide redevelopment of vacant land and future options for buildings that are obsolete or approaching obsolescence, as well as to grow successful businesses. The goal is to create predictability, establish a strong identity through the creation of place and to ensure the Village is both physically and economically resilient for generations to come. To that effect, it is important that special attention be paid to the principles with particular attention to those highlighted above in bold: **Neighborhood Center, Mix of Uses, Proper Building Placement and Proper Parking Placement.**



Top: Diagram of an ideal neighborhood, depicting a center and edge, an appropriate mix of uses and building types, diverse housing affordabilities, properly arranged public open spaces, and preserved natural areas. When combined, multiple neighborhoods form towns and cities. Image Courtesy of Dover Kohl & Partners

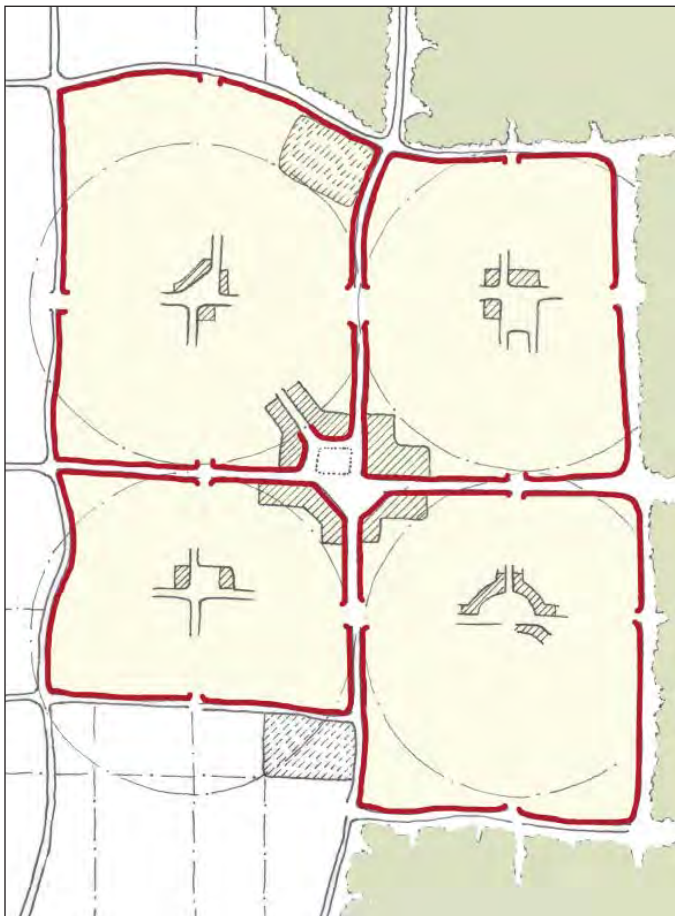
Bottom: Diagram of the fundamental planning principles applied to a neighborhood.



A) Neighborhood Size

The Neighborhood is the basic increment of development of traditional towns and cities. When clustered with other neighborhoods it becomes a town or city; when standing free in the landscape, it is a village.

The Neighborhood is limited in size. Each neighborhood typically ranges in size from 40 to 125 acres. This results in a majority of the population living within a 5-minute walking distance (1/4 mile) of the neighborhood center. This distance represents the average most people will walk to satisfy their daily needs (whether this means reaching an actual destination, or accessing transit that provides transportation to the ultimate destination). When two or more neighborhoods are combined they form towns and cities.



The density of a residential neighborhood typically averages between 6 and 10 units per acre. Such density allows for a wide spectrum of housing options and lot sizes. Downtown cores and the more urban neighborhoods typically have much higher average densities given the larger occurrence of multi-family buildings. With higher densities, a greater variety of service is possible within close proximity to homes. Neighborhoods mostly dedicated to a specialized use or activity are Special Districts (i.e. industrial, entertainment, etc).

Top: Diagram of a neighborhood. When isolated in the countryside it is a Village.

Bottom: Diagram of a Town: a combination of two or more neighborhoods.

B) Center, Edge and Neighborhood Transition

Center, Edge and the Transect

A traditional neighborhood has a clearly defined Center and Edge and is generally structured so that a wide range of building types, density, and uses are accommodated in close proximity and arranged by intensity (more rural-to- more urban). This orderly, gradual transition is commonly referred to as the “Transect”.

Transitions between Uses and Scale

Buildings have fronts and backs. In order to ensure compatibility, buildings of like scale and massing and compatible uses should face each other on a street. The front a building is much more relevant to the public realm than its rear. Ideally, transitions between differing intensities, uses, and scales should occur at the rear of buildings (parking areas or back yards) or along alleys.

Neighborhood Edge

The lowest densities and less intense uses are placed towards the edge of the neighborhood. Neighborhood edges can be natural (i.e. rivers, natural preserves, farmland), or manmade (i.e. wide, high traffic streets).



Illustration of transition of uses, scale, and massing. Note the use of roads and alleys in the transition between varying intensities.

“A” AND “B” STREETS

“A” streets are where the primary pedestrian activity and vehicle traffic occur. They have active ground floor uses, the primary building façade, the main building entrance, and limited or restricted curb cuts.

“B” Streets are the secondary streets and can accommodate parking, service and shipping entrances, driveways, and curb cuts.



Center & Bottom: Streets, whether in commercial or residential areas, are centers for human interaction and should be designed with great care for pedestrians, bicyclists and automobiles alike.

C) An Interconnected Network of Streets

Streets are the Center for Human Activity

Streets are centers of human activity. As such, they should be inviting and comfortable places for people, whether driving, walking, or cycling.

Approximately thirty percent of developed areas in a neighborhood are dedicated to streets, which is why the way streets are designed and shaped by adjacent development has significant impacts on the safety, comfort, and quality of life. Street design should be undertaken with the same care given to any other important public or civic space.

The Power of the Grid

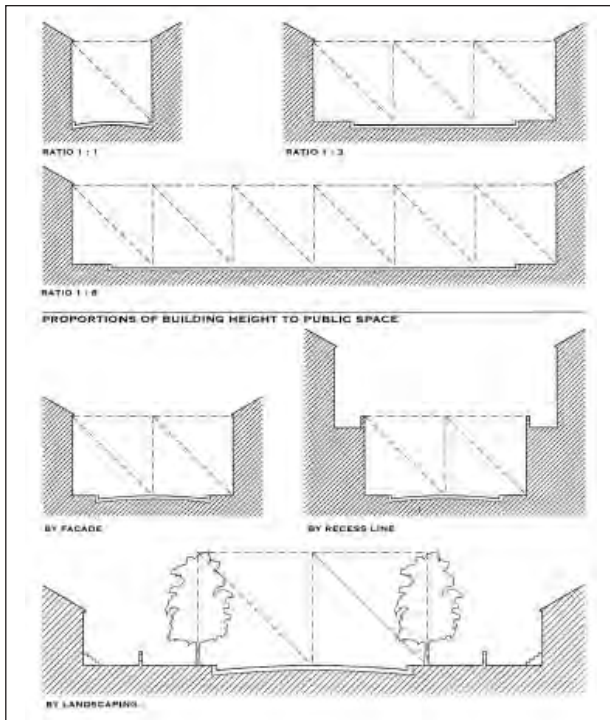
The grid is the most efficient system of street planning and circulation. When streets intersect with other streets, a fine network of alternative transportation routes results. Users of the system have many more routes to choose from, improving convenience for all modes of transportation. Another benefit of utilizing a dense network of streets, is intersections can be smaller and safer to cross for both motorists and non-motorists.

Block Size

The “block” is an essential, central element of urban planning. Blocks are areas surrounded by streets containing lots for private or public development. They are the basic unit of neighborhood planning.

Traditional neighborhoods are composed of blocks in a variety of sizes and shapes. In order to establish a walkable environment, a dense grid of interconnected streets is necessary, which ultimately affects block size. To achieve both walkability and a strong network of streets, blocks should have an average perimeter no greater than 1,320 feet.

Communities with a grid in place should protect it and its effectiveness by not closing streets to public use. As growth occurs, the opportunity to expand and enhance the grid with new connections must be taken in order to equitably distribute new traffic demands and accommodate a range of transportation options in the community.



Diversity of Street Types

Great towns have a hierarchy of streets that are different in size, function, and configuration. Streets in business districts are usually wider with on-street parking lanes and broad sidewalks to accommodate street furniture, formal landscaping, and a large number of pedestrians. Local streets in residential areas are narrower, accommodating slower vehicular speeds with informal on-street parking arrangements, narrower sidewalks, and planting strips between the sidewalk and the travel lanes. General street types include highways, corridors (boulevards, avenues, etc.), commercial streets (main street), residential streets, and alleys.

Street to Building Height Ratio

As stated in Architectural Graphic Standards, published by the American Institute of Architects, a ratio of one-to-three is the minimum to create a sense of spatial enclosure. The smaller ratio is typically more desirable as frequently indicated by higher real estate values. Consequently, recommended building heights will vary in accordance with the width of the street and sidewalks and the building setbacks. Wider streets accommodate taller buildings while narrower streets accommodate smaller buildings. In order to achieve the desired sense of enclosure on very wide streets, like boulevards, tall buildings frame the space, frequently reinforced with formally aligned street trees planted in medians. In lower density neighborhoods where single-family

Top: Ideal height-to-width ratios. (*Architectural Graphic Standards*, American Institute of Architects).

Bottom: As stated in *Architectural Graphic Standards*, a height to width ratio of one-to-three is the minimum height to width ratio if a sense of spatial enclosure is to result. The smaller the ratio, the higher sense of place and generally the higher the property values.

homes set back from the street, the proper enclosure can be provided with a continuous alignment of street trees. A proper building height relative to the width of the street is important to provide a sense of enclosure and definition to the street space.



Speed is Key to Safety

In order to have streets conducive to human interaction, they must be and feel safe. Vehicular speed is directly linked to street safety. The chart to the right shows the increase in pedestrian fatalities as vehicles travel faster. Fatality rates increase significantly when vehicular speeds reach 30 miles per hour; fatality rates rise significantly, to about 80%, when vehicular speeds reach 40 miles per hour. The most effective way to keep traffic moving slowly is to design the roads to physically encourage the speed vehicles are intended to travel. Roadways should not be designed for faster speeds (through lane width, number of lanes, etc.), and rely upon posted speeds to control traffic.

Roadway Design Speed

A network of two-lane parallel routes is the most efficient way to move traffic, and since the streets are narrower, pedestrians and cyclists feel safer, thereby encouraging the use of other modes of transportation. Speeds generally increase on wider roads. As lanes are added to a roadway, the incremental gain in capacity per lane mile is reduced because distances between vehicles becomes greater. Longer following distances between vehicles creates less compactness, less capacity, and consequently result in less efficient streets.

Traffic Calming Design Elements

The best way to calm traffic is to design streets for the actual speed desired, as opposed to designing for higher speeds and posting slower speeds on the roadway signage. An array of elements can be used in the design of a street to calm traffic. Care must be given to the design and function of the street for all users when using traffic calming design features.

Sidewalks and Pathways

Sidewalks are an integral part of the street and should be installed parallel to roadways. Sidewalks along streets create predictable, intuitive pedestrian routes. Installing sidewalks on both sides of the street encourage walking. A dense network of streets with sidewalks and/or multi-use paths offers choices, disperses foot and cycle traffic, and reduces unnecessary and dangerous road crossings.

Multi-use paths are routes designed for pedestrians, cyclists, skaters and other forms of non-motorized travel. These paths are intended for both transportation and recreation activities. The widths of sidewalks and multi-uses paths vary according to the location and level of use.

Date: 10/20/16



Pedestrian Safety Graph: Pedestrian safety decreases as vehicle speed increases



Bulb-out and median create a lateral shift in the travel route. Image courtesy of Ian Lockwood.



Active commercial streets with wide sidewalks, with space for pedestrians, strollers, and outdoor cafes.

Street Trees

Properly planted, street trees serve three purposes: beautification, safety, and shelter. The most beautiful streets typically display strong alignments of formal, regularly spaced street trees. Trees planted between the sidewalk and the roadway help shield those using the sidewalk from passing cars. Street trees are also an effective traffic-calming device. The trees create a feeling of enclosure, and drivers tend to slow, becoming more aware of pedestrians. Trees provide shelter from the sun, which encourages walking.

Street Furnishings and Lighting

Benches, shelters, fountains, and signage should be detailed and designed as furniture to be placed within the outdoor room of the city that constitutes the street. The community should use locally distinctive, durable, and easy to maintain materials for street furniture.

Seating

Seating on key pedestrian routes should be provided every 300 to 600 feet to offer rest and afford opportunities for natural surveillance. Seating encourages street activity and offers respite to those who may be physically disadvantaged.

Signs

The excessive or insensitive use of traffic and business signs can also have a negative impact on the street. Too many signs compete for a driver's attention. Messages on the street should be necessary and not distract the driver. Important messages should not be competing with unnecessary messages.

Lighting

Pedestrian-scaled lighting in appropriate places will encourage use by cyclists and pedestrians. Lighting should be pedestrian in scale and full spectrum. Mixed-use and commercial districts are generally active later than residential neighborhoods and require brighter lighting solutions to ensure safety.

Cycle Parking

Cycle parking should be made as convenient as car parking and considered part of the necessary infrastructure.



Beautiful streets are a civic amenity that also accommodates motorists, pedestrians, cyclists, and outdoor diners.

D) A Balanced Mix of Uses

Places that have a sustainable pattern of development tend to have a balanced mix of land uses, which means people can live, work, shop, recreate and satisfy most daily needs within their community. Providing easy access to these uses does not mean people will stop traveling outside their community, but it greatly reduces (or even eliminates) the necessity to travel longer distances. A balanced mix of uses decreases the financial burden of providing spread-out infrastructure for the municipality, reduces reliance on fossil fuels, allows children and older people to be self-sufficient, and a reduces the number of vehicles a household needs to function.

A general desire for cities and neighborhoods to be more sustainable has led to a renewed interest in mixed-use districts. Mixed-use districts combine uses to accommodate diverse functions within an area. The mix can be a combination of residential, commercial, industrial, office, institutional, or other land uses. Allowing a mix of uses contributes to the sustainability of a city by legalizing the close proximity of various destinations.

The most successful mixed-use communities are compact, allowing ease of access between uses, and efficiently allocating resources such as water, electricity, roads, lighting, and street furnishings. Land is utilized resourcefully, typically occupied by higher density and intensity buildings. Parking requirements are reduced since a single trip provides access to many destinations. Compactness also supports alternative modes of transportation including walking, cycling, and mass transit.

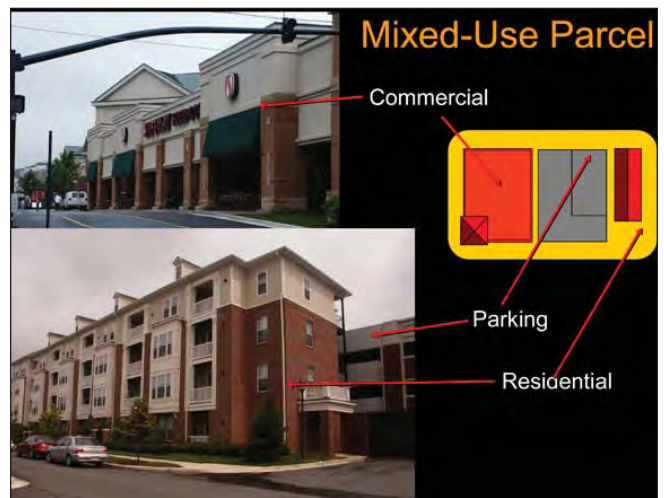
Mixed-use can occur vertically within a building or horizontally across a parcel or district.



Mixed-use buildings lining a commercial street in downtown Delray Beach.



Mixed use building integrating retail office and residential uses in Palm Beach, Florida.



Mixed use can occur both vertically within a building, or horizontally within a given block. The image above shows a single block that accommodates a diversity of uses.

E) Appropriate Mix of Housing Types

A balanced community has all types of individuals, earning a spectrum of incomes requiring a broad spectrum of housing options. To serve these individuals, a community should offer a palette of building types: single-family homes, townhouses, multi-family buildings, mixed-use buildings, outbuildings (containing accessory dwelling units), and estate homes. People should have choices that reflect their preferred lifestyle and income level, all of which can vary over time. A mix of housing types allows people to stay in one community all of their lives, if they so choose. How the types are arranged is paramount to sustainability. When housing types are separated into large, single-type developments, the result is a segregated community. Housing segregation contributes to road congestion and widening.



F) Proper Building Placement and Alignment

Controlling building placement and alignment ensures that a predictable public realm is established. On commercial streets or higher density areas, buildings are generally set close to the sidewalk, aligned in a continuous façade to shape the street and encourage walking. Drivers tend to slow in response to a feeling of enclosure, becoming more aware of both the businesses and pedestrians. Pedestrians and cyclists feel safer in a visually defined street and have a more interesting environment where buildings line the route instead of parking lots and landscape buffers. In lower density, single-family areas, a more generous setback for the front yards is appropriate.



Top: Outbuildings, which are ancillary to the main dwelling unit, constitute a simple way of providing housing affordability within any neighborhood.

Center & Bottom: Houses and mixed use buildings line the street and define the pedestrian space.

G) Proper Parking Placement and Quantities

Parking is an essential component of development. Sufficient parking should be provided in reasonable proximity to the destination it serves. In a traditional development form, parking opportunities take many different forms, including on-site, on-street, shared, or garaged. In a sprawl form, parking lots are a dominant feature of the landscape. Placemaking design practice suggests utilizing many parking options to provide choices and to ensure parking supports, rather than detracts from, the desired environment.

On-Street Parking

On-street parking should be provided whenever possible. On-street parking can take two forms: a dedicated lane or an informal arrangement. In commercial, mixed-use, or higher density areas, on-street parking should be accommodated within a dedicated lane. The availability of on-street parking is directly related to increased sales in commercial streets. In addition, on-street parking physically shields pedestrians from moving cars, allows quick, convenient access to buildings, and acts as an effective traffic calming device.



In lower density areas, on-street parking occurs in informal arrangements. Intermittent parking along the sides of a road in a staggered fashion, results in a yield traffic pattern whereby on-coming drivers must slow and take turns moving around parked vehicles. This type of movement contributes to slowing traffic, resulting in safer neighborhood streets.

Off-Street Parking

Off-street parking should be shielded from the view of the street to ensure an attractive, interesting pedestrian environment. Buildings provide the best screening. Other strategies can be used, including landscape buffers and low walls, but these are most successful if a building facade comprises most of the area along the street.



District-Wide Parking Strategy

Parking requirements for destination areas of a city should be determined using a district-wide strategy rather than expecting all parking be provided on a parcel-by-parcel basis. For areas intending to become or maintain “park once” environments, reduced individual requirements and district-wide solutions are possible. “Park once” areas are places that easily allow a person to park and then walk between multiple destinations, instead of driving to and parking at each specific destination. Examples of district-wide strategies include incorporating public on-street parking, municipal lots, and mixing land uses to share spaces. For example, in areas with commercial, office and residential uses, the residents generally vacate parking spaces during working hours, freeing them for use by businesses. Or workers/customers live nearby, lessening the parking demand.



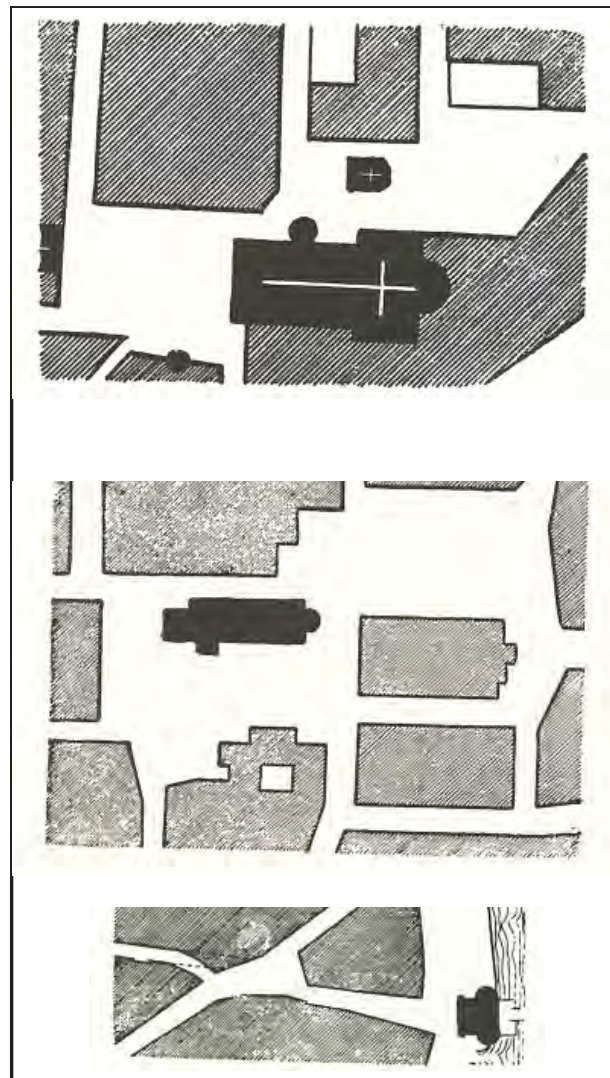
Parking in a structure is shielded from view by buildings that address the street.

H) Civic Buildings

Public buildings, such as schools, places of worship, and libraries, are important components of a community. These civic buildings help define the identity of a place and foster a sense of community pride. Significant public buildings, such as city halls, libraries, courthouses, and universities, should serve as centerpieces for downtown areas. To reflect their importance in the community and public nature, these buildings should be prominently located. Appropriate sitings for civic buildings include facing a public plaza, occupying a town square, or terminating the view of a street. Diagrams (shown below) by Camillo Sitte demonstrate various organizations celebrating civic buildings within city fabric. These studies are included in the book The American Vitruvius: An Architects' Handbook of Civic Art, by Hegemann & Peets, first published in 1922, which remains, over 65 years later, an excellent guide for civic building placement and design.



The Polk County Historical Museum, originally the courthouse, in Bartow, Florida faces a town square.



*Studies of Civic Building Placement by Camillo Sitte.
Top: Piazza del Duomo in Ravenna, Italy.
Center: Eglise Saint-Martin in Brunswick, Germany.
Bottom: Gentpoort Gate in Brugge, Belgium.*

D) Public Open Space

Parks and open space are critical for the livability of any community. To ensure the success of public open spaces, they must be properly designed and placed. Parks need to be naturally monitored, without requiring the constant patrol of police or security personnel. By surrounding public open spaces with the fronts of buildings and interconnecting streets, natural surveillance of the space is provided. In neighborhoods, people living around and visiting the park provide oversight. In mixed-use areas, parks and plazas are frequented by shoppers and workers during the day and by residents in the evening. This 24-hour activity ensures a level of safety. Neighborhoods, towns, and cities should aspire to have many public open spaces, serving diverse purposes:

Regional Parks

Regional parks are usually composed of many acres of preserved land with trails and room for active recreational fields. This type of open space should ideally coincide with natural land areas.



Regional park with a natural lake in Winter Haven, Florida.

Multi-Use Play Fields

Multi-Use Play Fields are active parks that provide sports fields. These fields may be incorporated and shared with schools.

Greens

Greens are open spaces generally surrounded on all sides by homes or other building types, with streets along at least two sides. Greens are informally landscaped and are generally for passive use or informal sport activities (i.e. throwing a frisbee).

Plazas

Plazas are open spaces generally surrounded on all sides by buildings, with streets along at least two sides. Plazas are formally landscaped, frequently incorporating hardscape to accommodate both passive use and community gatherings.

Squares

Squares are formally landscaped urban open spaces. Squares provide a setting for civic buildings or monuments. Squares can either be part of a block or surrounded by streets on all sides.



Multi-use fields



This Florentine plaza serves as a gathering space and a market for both residents and visitors.



The square offers a formal setting for a civic building.

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