

FUTURE LAND USE ELEMENT

Element Overview

Established as a seasonal resort town, the City of Boca Raton has grown into the second largest city in Palm Beach County and a major area employer. This transformation, and the accompanying maintenance of the City's high quality of life, was aided over the last several decades through the process of growth management. The core of the City's growth management process, and the underlying land use framework for continuing a vision of well-planned growth, can be found in the goals, objectives, and policies of the Future Land Use Element.

With a land area of just over 15,200 acres, only 468 of which are vacant, and a population projected to reach 114,688 full-time and seasonal residents by 2035, the City must utilize its land area efficiently and effectively. The maximum densities and intensities of each land use category, and descriptors of each type of allowable land use, are included as policies to guide the development process. Several other objectives reflect a citywide goal to minimize detrimental impacts to the land, natural resources, and urban infrastructure, while promoting access to open spaces and natural resources. These more general quality-of-life objectives ensure all residents will be able to share the City's amenities and treasures, now and into the future.

This Element provides the criteria for the locations, pattern, and character of land uses and development, and the interrelationship between land use and transportation planning. It also provides overall guidance for the provision of infrastructure and affordable housing, as well as for the conservation of the City's natural and historic resources. The Future Land Use Map, adopted as part of this Element, defines where certain land uses will be located, and where certain types of land uses and development are encouraged through the application of overlay areas, or discouraged, as with preservation areas or the Coastal High Hazard Area. The City, for planning purposes, is divided into five planning areas, each with a distinct character and purpose and described within the objectives of this Element.

The Future Land Use Element provides the guiding land use objectives for the City and its planning areas, and the policy direction to ensure their implementation. Several such objectives include the framework for a general land use pattern for centers of activity where residents will be able to live, work, play, and shop in a walkable environment. Additionally, transit corridors will provide high levels of transportation connectivity in less dense areas. Each of these types of areas will be subject to different types of development criteria, depending on the specified densities and intensities, and will be linked through a transportation system.

GOALS, OBJECTIVES AND POLICIES

Element Goals, Objectives and Policies

GOAL LU.1.0.0

Achieve the highest long-term quality of life for all Boca Raton residents through land development practices that minimize detrimental impacts to the land, natural resources and urban infrastructure, and which promote access to natural resources and open spaces.

OBJECTIVE LU.1.1.0 1-5.0

During the planning period, appreciable degradation of natural areas or environmentally sensitive lands and historic resources shall be prevented.

(9J-5.006(3)(b)4; SRPP 5.7)

Measurability: Loss of natural areas or historic resources.

POLICY LU.1.1.1 1-5.1

The City will seek mitigation for the degradation or destruction of environmentally sensitive land to the maximum extent technically feasible.; ~~consistent with Conservation Policies 1.1.1, 1.4.1, 1.5.1, and all other applicable conservation policies.~~

(SRPP 5.7; SCP 10(b)10)

~~Measurability: This policy will be measured by the implementation of Objectives 1.1.1 through 1.1.4 of the Conservation Element of this Plan~~

POLICY LU.1.1.2 1-5.2

~~Development review process of environmentally sensitive lands, listed species habitat, and wetlands. Characteristics of the natural environment shall be considered in the review of all development proposals or redevelopment proposals involving parcels which containing environmentally sensitive lands, listed species, and/or wetlands. These proposals shall be reviewed by the Environmental Advisory Board. The City will require that parcels which containing environmentally sensitive lands, listed species, and wetlands shall receive development approval only upon satisfactory compliance with the policies within this Element and as established in the Conservation Element, and compliance with the City's Land Development Regulations the Code of Ordinances. for the parcel by setting aside a designated area of environmentally sensitive land as a perpetual preservation easement consistent with Policies 1.1.1, 1.1.3, 1.1.4, and 1.2.1 of the Conservation Element. The City will require that parcels which contain listed species shall receive development approval by providing for the protection of the listed species consistent with Policy 1.4.1 of the Conservation Element. The City will require that parcels which contain wetlands shall receive development approval by allowing no net loss of wetlands consistent with Conservation Element Policies 1.5.1 and 1.6.1 and Coastal Management Element Policies 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5, 1.1.6, 1.1.10, and 1.2.1.~~

GOALS, OBJECTIVES AND POLICIES

(9J-5.006(3)(c)6; SRPP Preferred Development Form Strategies, 1.1.1, 1.1.1.2, 2.1, 2.1.1, 2.1.1.1, 2.1.1.2, 2.1.1.3, Natural Resources of Regional Significance 6.1.1.1, 6.7, 6.7.1, 6.7.1.2, 6.7.1.9, 6.8, 6.8.1)

~~Measurability: This policy will be measured by measuring compliance with Conservation Policies 1.1.3, 1.1.4, 1.2.1, 1.4.1, 1.5.1, and 1.6.1, and Coastal Management Element Policies 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.1.5, 1.1.6, 1.1.10, and 1.2.1. This policy will also be measured by review of plans by the Environmental Advisory Board and amendment of the existing code to require this review.~~

POLICY ~~LU.1.1.31-5.3~~

The City will not issue any development orders or development permits ~~unless until it has~~ received confirmation from the Palm Beach County Department of Environmental & Resource Management that the proposed land use is consistent ~~not in conflict~~ with the Palm Beach County Wellfield Protection Ordinance.

(9J-5.006(3)(c)6; SCP 8(b)9)

~~Measurability: Continuation of this existing program.~~

POLICY ~~LU.1.1.41-5.4~~

All land development in Boca Raton shall be consistent with the applicable policies in the Historic Preservation Element of this Comprehensive Plan.

(9J-5.006(3)(c)8; SCP 19(a))

~~Measurability: Measured by compliance with Historic Preservation Element.~~

POLICY ~~LU.1.1.51~~

~~Unless otherwise specified for the Mixed Use Land Use category , the City shall continue to enforce intensity regulations for commercial and industrial uses, whose~~which~~ intensities shall not exceed:~~

<u>Designated Land Use</u>	<u>Maximum Intensity</u>
C Commercial	.78 Floor Area Ratio or 75 Beds Per Acre for convalescent homes, nursing homes, interim care facilities, adult living facilities, hospitals, and similar uses.
CN Neighborhood Commercial	.30 Floor Area Ratio
MU Mixed Use	1.0 Floor Area Ratio residential 0.30 Floor Area Ratio (non-residential)
IG General Industrial	.50 Floor Area Ratio

IL Light Industrial
IM Manufacturing

GOALS, OBJECTIVES AND POLICIES
.60 Floor Area Ratio
.50 Floor Area Ratio

(9J-5 .006(3)(c)(7))

Pursuant to Policy HO.1.5.3 of the Housing Element, in order to promote the development of workforce housing in the City, a conversion of the commercial and industrial floor area ratios for the Future Land Use Map categories provided above in this Policy into residential dwelling units may be permitted. The conversion factor is to be calculated by dividing the proposed floor area of the units into the floor area of the commercial or industrial future land use category. In any event, no more than 500 dwelling units may be constructed on lands with an existing IL Future Land Use Map category designation.

~~Measurability: Enforcement of the City's land development regulations consistent with this policy.~~

POLICY LU.1.1.62

The City shall continue to enforce density regulations for residential uses which shall not exceed:

<u>Designated Residential Land Use</u>	<u>Density(Dwelling Units Per Acre)*</u>
RSU Semi-Urban	1.0 (maximum)
RL Low	3.5 (maximum)
RM Medium	9.5 (maximum)
RH High	20.0 (maximum)
MU Mixed Use	20.0 (maximum)

(9J-5 .006(3)(c)(7))

*Up to 1.5 hotel rooms for each dwelling unit may be developed.

~~Measurability: Enforcement of the City's land development regulations consistent with this policy.~~

POLICY LU.1.1.7

The existing Village Center (VC) zoning district regulations, which provide for planned mixed use areas, shall be revised to permit the establishment of Mixed Use land uses in other areas of the City with the super-majority vote of approval by the City Council.

POLICY LU.1.1.72.1

~~The MU Mixed Use land use district is created in order to implement the Citizens' Plan. Upon the establishment of the MU district, a zoning district that permits the development. Village Centers as described in Objectives 1.16.0-1.2.0. The City anticipates that other zoning district will be created to allow mixed-use development in other locations within the North Federal Highway corridor. at lesser intensities than the Village Centers.~~

GOALS, OBJECTIVES AND POLICIES

Designated land use	Maximum density / intensity
AAU Mixed Use	20 units per acre 1.00 residential FAR 0.30 nonresidential FAR

POLICY LU.1.1.83.2.2

Within the areas with a MU Future Land Use designation ~~AAU Mixed Use districts,~~ development shall continue to utilize the density regulations in Policies LU.4.1.1 and LU.4.1.2, and provide a mix of uses that are within the ranges provided below. Any variation from the ranges will require City Council approval.

~~Village Center:~~ Distribution of land uses, as % of master plan-approved floor area

Use	Minimum	Maximum
Residential	50%	87.5%
Retail ¹	5.10%	22.530%
Office ²	0%	1.30%
Civic ³	5%	20%
Educational ⁴	0%	15%

¹ Retail uses include general retail, specialty retail, financial, restaurant, entertainment, cultural uses, and community-serving institutional uses. The implementing zoning district regulations shall specify permitted uses in a manner that is consistent with these general categories.

² Office uses include general office, professional office, and medical office.

³ Civic uses include parks, plazas, community and recreation centers, post offices, government services, and similar public-oriented uses.

⁴Educational uses include schools, universities, libraries, museums, and similar education-oriented uses.

~~The MU category is limited to the North Federal Highway Corridor as provided in Policy LU.1.1.4.2 Residential and non-residential intensity are calculated by multiplying the total area within a master plan or site plan, before any public roadway right-of-way dedications, by the FAR provided in Policy LU. 1.1.2.1 to provide total development square footage; further, the units available for development are limited as provided in Policy LU. 1.1.3.4.~~

POLICY LU.1.1.94

The City shall continue to enforce intensity regulations for the following land use designations due to their special value in serving the public purpose:

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Designated Land Use

Intensity/Density

PI Institutional

0.6 Floor Area Ratio ~~Established by the land development regulations~~

PR Recreation & Open Space regulations

0.5 Floor Area Ratio or 0.5 dwelling units per acre
~~Established by the land development regulations~~

N Conservation
(9J-5 .006(3)(c)(7))

0.0 Floor Area Ratio. Densities or intensities which would otherwise be allowable under the underlying zoning district may be transferable within a parcel of land

~~Measurability: Enforcement of the City's land development regulations consistent with this policy.~~

POLICY LU.1.1.10

The City adopts the following generalized Future Land Use descriptions.

RESIDENTIAL: The residential densities associated with the following four categories represent ranges within which maximum densities of respective zoning districts must adhere. The maximum density allowed within any particular residential zoning district must be within the density range of the respective land use category.

Semi-Urban (RSU): The principal permitted uses consist of agricultural uses including animal care and residential land uses at densities of one or less dwelling units per acre. Accessory or related residential uses and institutional uses may be permitted.

Low Density (RL): The principal permitted uses are residential uses at densities of up to 3.5 units per acre. Although single family uses are encouraged, multifamily uses are allowed in Planned Unit Developments (PUDs) or in special locations unsuited for single family development. Accessory or related residential uses and institutional uses may be permitted.

Medium Density (RM): The principal permitted uses are primarily multifamily uses with some small lot single family uses at densities of up to 9.5 units per acre. Accessory or related residential uses and institutional uses may be permitted. Motels or hotels may be permitted in areas along heavily traveled routes or in other areas such as PUDs.

High Density (RH): The principal permitted uses are multifamily uses at densities up to 20.0 units per acre. Motels or hotels, accessory or related residential uses, and institutional uses may be permitted based on zoning districts.

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MIXED-USE:

Mixed Use (MU): Uses permitted in the Mixed Use Future Land Use Category include both residential and non-residential uses. Properties located within the MU Future Land Use Category must be designed to maximize access to multiple modes of transportation and to encourage walking, biking and transit ridership. Multiple land uses shall be fully integrated so that housing, shops, work places, schools, usable open space and civic facilities essential to the daily life of the residents and employees are located conveniently to one another and can be accessed by multiple modes.

COMMERCIAL:

Neighborhood (CN): The neighborhood centers are intended to satisfy convenience shopping. They are considered ancillary to other land uses and should consist of uses such as convenience stores, small drugstores, or self-service laundries.

Commercial (C): The Commercial designation allows shopping centers, mixed use, general commercial, and/or specialized commercial uses. Shopping centers can be of a neighborhood, community, or regional character. Mixed use centers may include retail, as well as offices, personal services, and other general commercial uses. Some areas may be appropriate for specialized commercial uses, such as offices.

Central Business District (CBD): The Central Business District designation is intended for the mixed use development as the central business area of the City. Currently, this area which is approved as a Development of Regional Impact (DRI). The approved plan allows for a mixed use of residential, as well as commercial uses.

INDUSTRIAL:

Light (IL): Permitted uses are high technology, light manufacturing, research and development operations, and corporate offices as well as recreational uses. This is a large employment center; therefore, ancillary mixed uses including retail, office, hotels, and residential uses are expected to occur to support the primary function of this Future Land Use Category as a regional employment center.

General (IG): Permitted uses consist of certain wholesale, warehouse, light manufacturing, certain heavy commercial use, and ancillary commercial services related to on-site industrial operations.

Manufacturing (IM): Permitted uses consist of manufacturing uses, including certain heavy manufacturing and warehouse operations. In some cases, office and other uses are permitted, as in Planned Industrial Developments.

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PUBLIC AND PRIVATE

Recreation and Open Space (PR): This category designates both public and private property used for recreation or committed to recreational use. It is applied to properties having major recreational activities, such as golf courses, or other structured and maintained recreation area facilities. Appropriate accessory uses such as docks, jetties, or clubhouses will be permitted. Additionally, up to 0.5 dwelling unit per acre is permissible provided that 50% or more of any proposed development area remains in recreation uses.

Institutional (PI): The principal permitted uses are public uses and major semi-public uses such as multi-purpose public assembly areas or large private schools. A land use designation of PI is compatible with any zoning designation.

Conservation (N): This category designates land within the City that has been protected due to vegetation or wildlife habitat. A land use designation of N is compatible with any zoning district.

POLICY LU.1.1.111-1.4

The City has adopted ~~the following~~ Concurrency Management System (CMS) to ensure the provision of public goods and services will occur at the adopted levels of service concurrent with the impacts of development. The City's CMS is outlined within the Capital Improvement Element of this Plan.

[This portion of the Policy moved to the Capital Improvement Element]

~~Upon consideration of any of the following "development orders" at any required step at staff level, Planning and Zoning Board level, or City Council level, the staff or body considering the order shall determine if sufficient infrastructure exists, or will exist, concurrent with the impact of the development which is the subject of the order. For the purposes of the concurrency management system, infrastructure will be defined and "concurrency" tested in the following six areas: 1) potable water, 2) sanitary sewer, 3) solid waste, 4) roads, 5) parks, and 6) stormwater management.~~

~~The City may rely on binding interlocal agreements, conditions placed on the developer of the subject property, or other legally enforceable instruments in making a determination as to the timing and availability of infrastructure to be provided in the future. The City may not rely on state agency functional plans, capital improvement plans of any state or regional authority, capital improvement elements of any city or county Comprehensive Plan, or its own capital improvements plan in making this determination, unless budgeted for the same fiscal year as the development order is issued, unless authorized by the legislature or administrative code rule.~~

~~Upon approval of any of the following "development orders," existing or anticipated infrastructure will be inventoried and reserved, and all subsequent "development orders" will be evaluated as though the impact of the developments for which infrastructure was~~

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~~reserved had already been realized. This infrastructure reserve will be maintained by the Development Services Department.~~

~~Those seeking and receiving approval for one or more of the "development orders" enumerated below must, within the time frame specified in the City's land use regulations (or as otherwise specified below), after receiving the approval and having infrastructure reserved for the benefit of the development, apply for and receive a building permit for the development. Those failing to have the permit issued within the time frame specified in the City's land development regulations (or as herein provided), or who have permits issued only on some but not all phases of a master plan during the specified time period, must submit to a concurrency test before they will be permitted to request issuance of any more building permits for the project, or for extension of approved development rights. For the purposes of the concurrency management system, "development orders" will be defined and will be tested for concurrency of the aforementioned six areas:~~

- ~~1. _____ Site Plan Approval (not phased). All site plan approvals will be tested for concurrency in the six areas indicated above. Testing will be performed by appropriate City staff, and the results provided to the Planning and Zoning Board, and, if appropriate, the City Council. Upon approval, the infrastructure will be reserved.~~
- ~~2. _____ Site Plan Approval (phased, including Master Plans for which infrastructure has been planned or provided), Planned Unit Development (PUD) Master Plans, Planned Industrial Development (PID) Master Plans, Planned Commercial Development (PCD) Master Plans. The developer of the property will be required to indicate all phases on the master plan that are anticipated to be developed within the time frame specified in the City's land use regulations. Concurrency will be tested for a specific phase only, although the developer may request that concurrency be tested for the entire project by providing an anticipated certificate of occupancy date not longer than five years distant for the entire project. Upon approval of the master plan, and that portion anticipated to be actually developed within the time frame specified in the land use regulations, infrastructure for the portion of the site planned for development within the time frame specified in the land use regulations will be reserved.~~
- ~~3. _____ Residential Subdivision. Concurrency will be tested against the impact of units projected to be constructed on the land subdivided. This infrastructure will be reserved.~~
- ~~4. _____ Building Permits (Permits allowing physical changes, including, but not limited to, land clearing, construction, driveway paving, changes to the natural environment, etc.). Normally, concurrency testing will not be required for the issuance of building permits on approved developments, if all conditions herein are met. However, any new development not requiring any approval other than a building permit will be tested for concurrency before issuance of the permit. If approved, the required infrastructure will be reserved. This review will be administrative, but denial based on lack of concurrent infrastructure is appealable to the Planning and Zoning Board, and if not resolved there, the City Council.~~
- ~~5. _____ Rezoning. Rezoning requested concurrent with submittal of a site plan will not be tested separately from the site plan, whether or not phased. Rezoning requested not in connection with any site plan will be tested by assuming development within the time frame specified in the land use regulations at the highest density or intensity allowed by the requested zoning designation. If the requested zoning designation is not subject to~~

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~~intensity controls, the highest known intensity of existing projects in the requested zoning designation shall be used for the concurrency test. Infrastructure shall not be reserved for rezonings not requested concurrent with a site plan.~~

~~6. Zoning Variance. Zoning variances requested concurrent with submittal of a site plan will not be tested separately from the site plan, whether or not phased. For zoning variances requested not in connection with any site plan, infrastructure will not be reserved.~~

~~7. Comprehensive Plan Land Use Designation Change. Comprehensive Plan land use designation changes requested concurrent with submittal of a site plan will not be tested to the maximum intensity/density limited by the site plan as well as to the maximum intensity/density permitted under the Future Land Use designation separately from the site plan, whether or not phased. Comprehensive Plan land use changes requested not in conjunction with a site plan, which reduce allowable density or intensity, and which have the effect of adding to open space or natural areas in the City, are not subject to the concurrency test. No infrastructure will be reserved as a result of redesignation not requested in conjunction with a site plan. However, this provision does not exempt the property from concurrency testing if a rezoning is requested on the property. All other Comprehensive Plan land use changes will be tested by the same method as zoning changes, i.e., by assuming development at the highest intensity or density allowed or known in the designation, consistent with the requested zoning, if a zoning change is requested at the same time.~~

~~8. Conditional Approval. Requests for conditional approval will not be tested separately from their related site plan, except when incorporated as a master plan (see Policy 1.1.4(2) above).~~

~~9. Universal Conditional Approval. Requests for universal conditional approval will not be tested separately from their related site plan.~~

~~10. Developments of Regional Impact, Florida Quality Developments. Concurrency will be tested before issuance of the final local development order. Infrastructure for the entire development will be reserved for a period of five (5) years, but will be lost for any structure for which a building permit has not been issued at that time. After five (5) years, the developer may resubmit the master plan for concurrency re-testing, or may elect to subject each subsequent building permit to concurrency testing. After three (3) years, the concurrency shall be reviewed and any necessary modifications may be required.~~

~~11. Development orders approved prior to the date of adoption of this Comprehensive Plan shall have infrastructure reserved until the approval expires.~~

~~(9J-5.006(3)(c)(3)) (SRPP 6.1)~~

~~Measurability: Concurrency management system.~~

POLICY LU.1.1.12 1.1.5

The City will continue to review all site plans for adequacy of drainage, open space, safe and convenient on-site traffic flow, parking, and unique natural features as specified in the existing City Land Development Codes and in other sections of the Comprehensive Plan.

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(9J-5.006(c)4; SCP
16(b)6) ~~Measurability;~~
~~Site plans reviewed.~~

POLICY LU.1.1.13

The City will review site plans to ensure that sites are designed to promote pedestrian, bicycle, and transit use, while increasing the efficiency of the street network. Sites shall be developed consistent with the planning area policies in this chapter and the Transportation Element of this Comprehensive Plan, as well as with the Land Development Code that enforces Comprehensive Plan policies.

POLICY LU.1.1.14.1.1.2.2

In order to further the goals, objectives and policies of the housing element of the comprehensive plan, more specifically OBJECTIVE HO.1.9.0, the City Council may consider regulations whereby, when a residential development is proposed and the project is proposed at the maximum density, the developer may construct, or otherwise provide, bonus housing units at a maximum of 125% of the maximum density permitted under the Future Land Use Map designation. These bonus units may be (i) set aside for workforce housing or (ii) non-workforce housing units, in which case a payment into the City's workforce housing trust fund will be required, based upon a methodology established by a housing study performed by a qualified housing professional. These bonus units shall be considered as an approved exception to the maximum density depicted on the future land use map and shall be subject to testing for concurrency.

OBJECTIVE LU.1.2.01-6.0

The City will not permit residential development to occur in the coastal high hazard area, using the definition in Section 163.3178(2)(h), F.S., that would increase the time necessary for hurricane evacuation beyond the standard established in Florida Statutes. ~~in the Coastal Management Element.~~

(9J-5.006(3)(b)5.; SRPP 4217)

POLICY LU.1.2.1

Higher density mixed use areas will not be permitted on either the barrier island or within the Coastal High Hazard Area on the City's Future Land Use Map if such increase in residential units increases evacuation time beyond the standard established in the Florida Statutes.

POLICY LU.1.2.21-6.2

~~Residential~~ Densities of residential future land use categories, or in the case of mixed use categories, residential land use components, the zoning districts on the barrier island are not permitted to will not be increased if such increase in residential units increases evacuation time beyond the standard established in the Florida Statutes. during the planning period.

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POLICY LU.1.2.31-6.2

Additional intensities or densities will not be granted to any properties located in a {Federal Emergency Management Agency} (FEMA) Flood Zone A or Flood Zone V areas.

Policy LU.1.2.4

In the event of redevelopment activity, whether following a natural disaster or not, structures sustaining damage or seeking redevelopment may be reconstructed at existing density subject to City Council approval.

OBJECTIVE LU.1.3.01-7.0

The City will ensure the coordination of this Plan with all resource management plans prepared pursuant to Chapter 380 F.S.

(9J-5.006(3)(b)7.)

Measurability: Transferred to policies.

POLICY LU.1.3.11-7.1

It is the policy of the City that any DRI (Development of Regional Impact), or FQD (Florida Quality Development), or "development orders" approved prior to May 22, 1990, the date of adoption of the Concurrency Ordinance, shall confer vested rights to the extent provided by 163.3167(8) F.S.

(SCP 15(a))

Measurability: Continued implementation of adopted concurrency procedure for determining vested rights consistent with this policy.

POLICY LU.1.3.21-7.2

Notwithstanding regional action on a DRI application approved subsequent to the adoption of this Comprehensive Plan, the City shall issue no development order or development permit in contravention. ~~Objective LU.1.1.0 or Policies LU.1.1.1 through LU.1.1.56.~~ of this Element.

(SCP 16(a))

Measurability: Development orders or permits issued in violation of Land Use Policies 1.1.1 through 1.1.5.

OBJECTIVE LU.1.4.01-8.0

The City shall issue no "development orders" unless provisions are made in the development order for land needed for placement of utilities, and the necessary permits issued or planned to be issued for construction of utilities.

(9J-5.006(3)(b)9.)

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~~Measurability: Continued implementation of Land Development Regulations as verified by the lack of development orders or permits issued in violation of this policy.~~

POLICY LU.1.4.11-8.1

The City will, in the development approval process prior to approval of a final plat, ensure the availability of utility easements and utility construction permits necessary to provide privately contracted electric, telephone, cable television, or other service.

(9J-5 .006(3)(c)(3))

~~Measurability: Development orders or permits issued in violation of this policy.~~

OBJECTIVE LU.1.5.0 REC.1.4.0

Assure public access to and within open space, natural areas and recreation sites, including ~~freshwater and saltwater~~ beaches and shores ~~including freshwater~~, through the provision of parking, boat ramps, bike and pedestrian ways, and accommodations for people with special needs.

(9J-5.014(3)(b)1, SCP 9(b)2)

~~Measurability: Transferred to policies.~~

POLICY-LU.1.5.1 REC.1.4.1

The City shall continue to design all new parks and recreation facilities to ~~include~~ be accessible access and enjoyment to ~~by~~ people with special needs ~~persons with disabilities~~.

9J-5.014(3)(c)3

~~Measurability: Adherence to handicapped design standards for all new park planning.~~

POLICY LU.1.5.2 REC.1.4.3

~~Amend the trails and open space linkage system to emphasize~~ Continue to give priority to ~~these linkages~~ mixed use areas, planning area hubs, pedestrian, bicycle, and transit linkages which connect parks, major residential areas, and schools, or other areas; especially where youth-oriented use is evident. Continue to give priority to pedestrian, bicycle and transit linkages which connect major work or shopping areas.

~~Measurability: Linkage system design.~~

POLICY LU.1.5.3 REC.1.4.5

The City shall design all new parks and recreation facilities to include bicycle and pedestrian access.

~~Measurability: Site plan design.~~

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POLICY LU.1.5.4-REC.1.4.6

The City will monitor and address beach access needs to accommodate anticipated future use levels, beach parking lot capacities, transit from mainland parking areas, and use levels consistent with environmental quality.

Measurability: Document generation.

OBJECTIVE LU.1.6.0

Ensure the coordination of the Future Land Use Map with regional post-disaster redevelopment planning and hazard mitigation report recommendations, as appropriate.

POLICY LU.1.6.1

The City shall review the recommendations from the 2006 Palm Beach County Post-Disaster Redevelopment Plan, as updated from time to time, and upon determination of their appropriateness for the City of Boca Raton, encourage the reduction or elimination of land uses inconsistent with the recommendations.

POLICY LU.1.6.2

As regional hazard mitigation documents are produced by local, regional, state, or federal agencies, educational institutions, or non-profit organizations, the City will review their recommendations for potential incorporation into this Plan.

GOAL LU.2.0.0

Provide for balanced growth, economically beneficial land uses, and mobility options through the development review process.

OBJECTIVE LU.2.1.01-1.0

The City shall continue to issue development orders, or permits, only if:

1. ~~s~~Sufficient infrastructure exists, or is provided for in accord with provisions of the City's Comprehensive Plan, or will exist, concurrent with the impact of the development, to maintain adopted levels of service on infrastructure projected to be impacted by the development; and

2. ~~†~~The land is surveyed for possible protection under State and/or Federal wetlands protection legislation, and the development proceeds in accord with any applicable wetlands legislation, if the land is identified in the Conservation Element of this Plan as a possible wetland, and if it is found to be a wetland; and

~~3.†~~The development of the land proceeds in accord with any applicable wetlands legislation, if it is found to be a wetland, and

~~3.4.†~~There are no known topographic features, soil conditions, flooding problems, or other barriers to development that cannot be corrected without the degradation of natural systems; and

~~4.5.†~~The items referenced in subsection (43) immediately above are addressed by conditions in the development order guaranteeing that corrections will be made simultaneously with construction

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and completed prior to the issuance of a certificate of occupancy. A legal commitment from the developer will be required at the time of approval to ensure that the needed corrections are made before the certificate of occupancy is issued.

(9J-5.006(3)(b)1; SRPP 6.1; SCP 10(b)7, 16(b)6)

~~Measurability: Continued implementation of Land Development Regulations as verified by the lack of development orders or permits issued in violation of this objective.~~

OBJECTIVE LU.2.2.01-10.0

~~Within the time provided by law, the City shall complete and maintain revision of its Land Development Code regulations to ensure timely and consistent implementation of the policies contained within this Comprehensive Plan.~~

~~Measurability: Completion of the revision of the land development regulations within the stated time frame.~~

~~Policy LU.1.10.1 : The review of the City's land development regulations shall ensure the consistency of this Plan with the Boca Raton Code of Ordinances.~~

~~Measurability: Adherence to Administrative Code Rule 9J-24.008.~~

POLICY LU.2.2.1-10.2

Ongoing review of the City's land development regulations shall ensure that the Boca Raton Code of Ordinances does not permit growth unsupported by infrastructure as detailed in the Capital Improvements Element of this Plan.

~~Measurability: Concurrency management system.~~

POLICY LU.2.2.2

By 2011, the City shall incorporate additional mobility strategies and urban design evaluation criteria into the Land Development Code in order to measure the consistency of proposed developments against policies contained in this Element and the Transportation Element of this Comprehensive Plan.

POLICY LU.2.2.3-10.3

Subsequent to the date of adoption of this Comprehensive Plan, all land use decisions in Boca Raton shall be consistent with the Comprehensive Plan.

~~Measurability: Consistency of approved plans and uses.~~

GOALS, OBJECTIVES AND POLICIES

OBJECTIVE LU.2.3.0 1.4.0

During the planning period, no uses incompatible with the character of Boca Raton, as described in the Future Land Use map, may be permitted.

(9J-5.006(3)(b)(3); SCP 16(b)3)

~~Measurability: Transferred topolicies.~~

POLICY LU.2.3.11.4.1

The City finds the following land uses to be incompatible with its character and has adopted regulations prohibiting such uses:

- (a) heavy manufacturing;
- (b) toxic waste disposal sites;
- (c) sanitary or other landfills;
- (d) facilities for the production of electricity on a large scale, not including power substations;
- (e) petroleum refining;
- (f) extraction of non-renewable resources; or
- (g) uses which imperil the public health or safety and for which, by their nature, effective mitigation measures cannot be implemented.

(9J-5.006(3)(c) 1)

~~Measurability: Permitting of the enumerated land uses.~~

POLICY LU. 2.3.21.4.2

As part of the development review process, adjacent land uses will be reviewed for compatibility and connection to the bicycle, pedestrian and roadway infrastructure of the use under consideration..

(9J-5.006(3)(c)2;)

~~Measurability: Enforcement of the City's land development regulations consistent with this policy.~~

POLICY LU.2.3.3TRAN.2.1.5

No lands parcel or parcels in City Planning Area 1 may be redesignated into amended to any a residential or mixed use future land use category if when such lands are located within the 60 through 70 DNL noise contour of the Boca Raton Airport without first

GOALS, OBJECTIVES AND POLICIES

~~executing and recording an avigation easement in favor of the City, the Airport Authority and any other applicable governmental entity. Undeveloped parcels with residential future land use designations within the 60 through 70 DNL noise contour shall also require the recording of an avigation easement. No parcel or parcels in Planning Area 4, north of Northwest 40th Street or Northeast 40th Street, may be redesignated residential.~~

POLICY LU.2.3.4

~~The City shall provide copies of development proposals that are located within the 60 through 70 DNL noise zone to the Boca Raton Airport Authority for review and comment prior to scheduling for public hearing before consideration by the Planning and Zoning Board and/or City Council.~~

POLICY LU.2.3.5-TRAN.1.1.6

The City of Boca Raton shall work with the Boca Raton Airport Authority to ensure the ~~proper development of land uses and their~~ compatibility between airport development and with City land uses, and the City's transportation system.

POLICY LU.2.3.6-TRAN.2.1.6

The City shall neither permit any port, nor permit facilities ancillary to any port. This restriction shall not apply to marinas designed and utilized for dockage of pleasure boats, ~~nor to~~ facilities ancillary to this use.

POLICY LU.2.3.7

~~The City shall permit the siting of electric distribution substations in all future land use categories identified in Policy LU.4.1.4, except Conservation (N).~~

POLICY LU.2.3.8-4.3

The City's Environmental staff and/or Parks and Recreation Department shall continue to provide written comments on the compatibility of any use proposed for siting adjacent to an environmentally sensitive land or a park. "Environmentally sensitive land" herein means land identified as a "natural area" in the Conservation Element of this Plan. "Park" means any park identified in the Recreation and Open Space Element of this Plan with five acres or more of land.

(9J-5 .006(3)(c)2)

~~Measurability: Enforcement of the City's land development regulations consistent with this policy.~~

GOALS, OBJECTIVES AND POLICIES

OBJECTIVE LU.2.4.01-9.0

During the planning period, the City will maintain and seek to enhance its use of innovative land development techniques.

(9J-5 .006(3)(b)10)

Measurability: Transferred to policies.

POLICY LU.2.4.1 1-9.1

The City will continue to permit Planned Industrial Developments, Planned Commercial Developments, Planned Unit Developments, and other innovative land use regulations in force on the date of the adoption of this Plan.

(9J-5.006(3)(c)5)

Measurability: Continued inclusion of these provisions in the Code of Ordinances.

POLICY LU.2.4.21-9.2

The City will continue to implement the study results of the housing needs assessment as specified in ~~Housing Element~~ Policy H.O.1.3.4 to further Housing Element goals, objectives, and policies related to affordable housing.

(9J-5.006(3)(c)5.)

Measurability: Continued implementation of the results of the needs assessment.

POLICY LU.2.4.31-9.3

The City will continue to enforce its sign and subdivision ordinances.

9J-5 .006(3)(c)(1)

Measurability: Continued code enforcement activity; amendment, if necessary, of the City's Sign and Subdivision Ordinances consistent with this Comprehensive Plan.

~~Policy LU.1.9.4: In order to further other goals, policies, and objectives of the Comprehensive Plan (especially those set forth in Conservation and the Housing Elements), the City may allow the development of mixed use projects by issuing Development Orders for Developments of Regional Impact which contain provisions:~~

- a. ~~establishing and implementing uses;~~
- b. ~~providing for development regulations; and~~
- c. ~~permitting mixed use projects.~~

~~Such provisions may supersede the City's land development regulations and control use and development of the property subject to the development order upon approval from City Council. Provision for mixed use development must be included in the land~~

GOALS, OBJECTIVES AND POLICIES

~~development regulations in the underlying zoning district. The predominant use of any mixed use project shall be the uses prescribed for in the comprehensive land use categories of the subject property. The "other allowable uses" shall be compatible with the predominant uses and shall further other goals, objectives, and policies of the Comprehensive Plan. The land development regulations implementing this policy may recognize prior Developments of Regional Impact which have donated or conveyed land in the furtherance of the goals, objectives, and policies of the Comprehensive Plan (especially those set forth in the Conservation and the Housing Elements).~~

~~Measurability: Continued implementation of the uses allowed in the LIRP and M-3 Zoning Districts.~~

~~Objective LU.1.11.0 Seven studies will be conducted as called for in the Land Use Element of the 1996 Evaluation and Appraisal Report.~~

~~Policy LU.1.11.1: A study shall be conducted during the planning period to analyze the optimum location of a satellite city hall.~~

~~Measurability: Completion of study by the end of the planning period.~~

~~Policy LU.1.11.2: A study shall be conducted during the planning period to provide design compatibility guidelines for areas adjacent to rezoned properties in order to lesson any negative impact that could result.~~

~~Measurability: Completion of study by the end of the planning period.~~

~~Policy LU.1.11.3: A study shall be conducted during the planning period to analyze an area located within and near the Community Redevelopment Area, north of NW 4 Street and along the FEC Railroad tracks, which is extremely underdeveloped. The study shall consider options that could be encouraged through rezoning or other government action.~~

~~Measurability: Completion of study by the end of the planning period.~~

~~Policy LU.1.11.4: A study shall be conducted during the planning period to provide an analysis of the older commercial, residential and industrial areas, which are either underdeveloped or are inhibited from redeveloping as a result of development restrictions. The study shall consider amending such regulations to encourage revitalization. Concurrency exemption options will also be contemplated.~~

~~Measurability: Completion of study by the end of the planning period.~~

~~Policy LU.1.11.5: A study shall be conducted during the planning period in order to provide an analysis regarding the area along NW 20th Street, between Dixie Highway and NW 2 Avenue, which is predominantly zoned for General Industrial (M2). The area has had several commercial and office uses approved through the conditional use process. The forces which had been a catalyst for industrial development along that portion of the street in the past, seem to have dissipated. The study shall address the transitional forces~~

GOALS, OBJECTIVES AND POLICIES

~~affecting this area and consider possible zoning and/or land use changes if sound to be warranted.~~

~~Measurability: Completion of study by the end of the planning period.~~

~~Policy LU.1.11.6: A study shall be conducted during the planning period to provide an analysis of publicly owned lands which have not been rezoned to the category of “Public Land”. The study shall consider the implications of implementing such rezonings.~~

~~Measurability: Completion of study by the end of the planning period.~~

OBJECTIVE LU.2.5.01-12.0

The City shall coordinate relevant planning activities with the School District of Palm Beach County School Board in order to ensure the proper location of public schools.

~~Measurability: Transferred to policies.~~

POLICY LU.2.5.11-12.1

The City shall permit public schools within certain zoning districts in the following land use categories: Institutional (PI); Commercial (C); Residential Medium (RM); Residential High (RH); Residential Low (RL); Light Industrial (IL); ~~and~~ Manufacturing (IM); and Mixed Use (MU).

~~Measurability: Development regulations permitting such uses.~~

POLICY LU.2.5.21-12.2

For determining the appropriate locations for public facilities such as parks, libraries, and community centers, the City shall consider the collocation of such facilities with public schools.

~~Measurability: Consideration made at planning stages of public facilities.~~

POLICY LU.2.5.3

The City of Boca Raton shall coordinate with the School District for the development of compact, neighborhood-scaled schools located along local roadways and designed primarily to serve students within a two-mile radius of the school, in order to provide a stronger tie to the community and provide an increased opportunity for walking and bicycling to school.

POLICY LU.2.5.4

The City of Boca Raton shall program the construction, maintenance, and rehabilitation of bicycle and pedestrian facilities within a ½ mile radius of all schools.

~~Objective LU.1.14.0. The City of Boca Raton shall promote the revitalization and redevelopment of the North Federal Highway Corridor based upon concepts contained in portions of the Citizens’ Plan by providing for mixed use development.~~

GOALS, OBJECTIVES AND POLICIES

~~Objective LU.1.15.0. Development projects along the Corridor shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling and transit use.~~

~~Policy LU.1.15.1. All new development proposed along the Corridor shall support and participate in the City's Mobility Initiative by supporting the City's efforts to link Corridor development to the nearest Tri-Rail station.~~

~~Policy LU.1.15.2. Along all public rights of way, the pedestrian shall be buffered from the roadway through landscaping and distance.~~

~~Policy LU. 1.15.3. Mixed use development projects should make use of the Urban Land Institute's Shared Parking tables for reduced parking requirements and may be eligible for a five (5%) percent credit against required parking based upon strategies to limit external trips.~~

~~Policy LU. 1.16.4. In order to create the sense of place necessary to create a village center, a minimum of twenty (20) acres of land shall be required.~~

~~Policy LU.1.16.5. The City's Land Development Regulations (LDR's) shall be amended to provide for Village centers. The L D R's shall provide for flexibility in the physical character of buildings and to allow for innovative design in order to create an attractive and functional neighborhood.~~

GOAL LU.3.0.0

Establish a master plan for each of the five (5) planning areas, as depicted on the Planning Area Map of the Map Series, to support mobility options and contribute to the identity and unique sense of place.

OBJECTIVE LU.3.1.0

Develop a master plan for each of the designated Planning Areas in order to create a vision for each planning area that includes the location of the planning area hub and public open space, the appropriate mix of land uses, the desired density and intensity of uses, and infrastructure to support multiple modes of transportation.

POLICY LU.3.1.1

The City shall conduct a community visioning process that results in a master plan consisting of goals, objectives and policies, and a vision framework that supports mobility options for each planning area, with particular attention paid to infill and redevelopment and preservation of surrounding single family neighborhoods.

POLICY LU.3.1.2

The City shall ensure the timely development of these plans so that the planning areas are not built-out before the completion of the plans.

GOALS, OBJECTIVES AND POLICIES

POLICY LU.3.1.3

Through the master planning process, the City shall adopt overlay districts that allow for flexibility and diversity of uses, including residential and non-residential uses, in order to encourageThe scale and a mix of development pattern that should be designed to supports mobility options, encourages internal capture of vehicular trips, and while complementing the scale, character, and context of existing development.

POLICY LU.3.1.4

Potential locations of public facilities such as schools, libraries, parks and open space shall be identified through planning area plans. These facilities shall be located and scaled to maximize opportunities for access by walking and biking.

POLICY LU.3.1.5

Locations and types of new street connections, pedestrian and cycling facilities, pedestrian street crossings, transit facilities, and other multi-modal infrastructure shall be identified in each planning area plan, when appropriate.

POLICY LU.3.1.6

Financial feasibility and funding mechanisms for needed infrastructure may be identified in the planning area plans and incorporated into the Capital Improvements Element of City's Comprehensive Plan.

POLICY LU.3.1.7

Each planning area plan shall be incorporated by reference in the City's Comprehensive Plan.

OBJECTIVE LU.3.2.0

Create a unified vision for the Southeast Planning Area that emphasizes the Downtown Area as a civic and cultural destination within the City, and accommodates a built form that fosters interconnectivity and the making of pedestrian friendly streets, parks and civic spaces while protecting the character of surrounding neighborhoods.

POLICY LU. 3.2.11-2.1

Provide for a rich mix of land uses, including increased residential uses, throughout the Downtown Redevelopment Area consistent with the development of the downtown as a "focal point" for the City.

Measurability: Enforcement of the Zoning Code

POLICY LU. 3.2.21-2.2

Permit mixed retail commercial, residential, and public uses throughout the Downtown area consistent with the Downtown Master Plan Development Order.

Measurability: Actual uses permitted.

~~OBJECTIVE LU. 1.2.0: The City of Boca Raton shall revitalize its Downtown Area through a variety of land use policies designed to enhance the commercial, cultural, and overall character of the area.~~

GOALS, OBJECTIVES AND POLICIES

POLICY LU.3.2.3 ~~1-2-3~~: In the Downtown Area, those uses incompatible with a strong pedestrian orientation such as gas stations, outside storage, drive-in facilities, drive through parking structures along major pedestrian linkages shall be prohibited.

~~Measurability: Building permits issued.~~

POLICY LU. 3.2.4 ~~1-2.4~~

In the Downtown Area, those uses not permitted in any other areas of the City shall be prohibited so as to prevent the Redevelopment Area from becoming a refuge for uses not permitted in other non-industrial areas of the City.

~~Measurability: Consistency of the land development regulations with this policy.~~

~~OBJECTIVE LU.1.3.0: Because no blighted areas, exclusive of CBD, have been identified in the Data and Analysis section of this element, the City makes no explicit commitment to the encouragement of redevelopment.~~

~~(9J-5.006(3)(b)(2); SCP 17(a))~~

~~Measurability: Transferred to policies.~~

~~**POLICY LU.1.3.1** As part of the Evaluation and Appraisal process for this Plan, the City will identify areas in need of redevelopment.~~

~~(SCP 17(a))~~

~~Measurability: Evaluation of redevelopment needs in conjunction with the Five-Year Evaluation and Appraisal Report.~~

POLICY LU.3.2.5

Develop public spaces in key locations identified in the Downtown Master Plan to enhance Downtown's identity and promote connectivity between important destinations.

POLICY LU.3.2.6

Strengthen pedestrian, bicycle and street connections among City Hall, Mizner Park, Plaza Real South, Sanborn Park, the waterfront, and adjacent neighborhoods with pedestrian lights, expanded crosswalks, and streetscape improvements. Priority intersections include NE Second Street at Dixie Highway, Federal Highway, Plaza Real North, and Mizner Boulevard; Palmetto Park Road at Plaza Real South, Federal Highway and Mizner Boulevard; and Mizner Boulevard at NE Third and Fifth Streets; and at SE First Street and Royal Palm Plaza.

POLICY LU.3.2.7

Strengthen pedestrian, bicycle and transit connections between Downtown and Florida Atlantic University.

POLICY LU.3.2.8

Establish defined neighborhoods, or quarters, within the Downtown consistent with the Downtown Master Plan. Within each quarter, there should be a mix of uses including residential, office, cultural, retail, civic, and entertainment. The balance of uses, scale of

GOALS, OBJECTIVES AND POLICIES

buildings and character of open space should reflect the unique character and identity of the quarter and provide a framework for public and private investment in the area.

POLICY LU.3.2.9

Support transit in all forms, including potential passenger rail on the Florida East Coast (FEC) line, shuttles to Tri-Rail, Florida Atlantic University, and Town Center, and the Downtown Circulator.

POLICY LU.3.2.10

Develop a parking program that encourages open access to shared parking by combining public garages and public parking spaces on private developments, maintains on-street parking and limits surface parking lots in the Downtown area.

POLICY LU.3.2.11

Identify key crossing points and potential station locations along the FEC railroad tracks, Dixie Highway and Federal Highway that improve connections among public open space, commercial areas, pedestrian routes and streets.

POLICY LU.3.2.12

Encourage new development along primary east/west connections that emphasize pedestrian comfort, or pedestrian-friendly streetscapes, along the public right-of-way.

POLICY LU.3.2.13

Improve sidewalks, streetscapes, pedestrian crossings, and public open space to create an interconnected downtown consistent with the Downtown Master Plan.

POLICY LU.3.2.14

Extend existing green network and street pattern focusing on Federal Highway, NE and NW Second Street, Palmetto Park Road, Boca Raton Boulevard, and Mizner Boulevard.

POLICY LU.3.2.15

The City should consider applying urban standards, such as Transportation Design for Livable Communities (TDLC), Florida's version of the Context-Based Thoroughfare Program, to the portion of Federal Highway between Camino Real and Mizner Boulevard.

POLICY LU.3.2.16 TRAN.1.1.5

The City shall study the feasibility of the installation of a Downtown parking structure with an intermodal terminal near the intersection of Palmetto Park Road and NW 2nd Avenue. This study shall be completed by Jan. 1998.

~~(9J-5-01-9(4)(c)~~

~~Measurability: Completion of study by January, 1998.~~

POLICY LU.3.2.17

GOALS, OBJECTIVES AND POLICIES

The City shall revise the Downtown design guidelines to encourage diversity of building form and enhancement of the public realm.

POLICY LU.3.2.18

The City shall enhance the safety of bicycle lanes through design changes and completion of gaps in the existing system.

OBJECTIVE LU.3.3.0

Enhance the identity of the Northwest Planning Area as a desirable employment and residential center with greater mobility options that connect educational and recreational destinations, while increasing the mix of uses and street connectivity encompassing the Tri-Rail station and Arvida Park of Commerce.

POLICY LU.3.3.1

Examine the feasibility of modifying Congress Avenue to serve as a transit corridor, specifically for bus-rapid transit (BRT), connecting the Arvida Park of Commerce Center, Tri-Rail Station, and other major destinations along the corridor. The City shall coordinate with the City of Delray Beach regarding the possible northward extension of BRT facilities and service along Congress Avenue, a parallel facility for Interstate-95.

POLICY LU.3.3.2

Support a public/private partnership among the South Florida Regional Transportation Authority (SFRTA, the private sector and the City, if appropriate, to create a mixed-use development at the Tri-Rail station.

POLICY LU.3.3.3

Increase street connectivity within the Northwest Planning Area.

POLICY LU.3.3.4

Examine the feasibility of a pedestrian and bicycle connection between Peninsula Corporate Center to the east across I-95 to North Federal Highway.

POLICY LU.3.3.5

Strengthen pedestrian and bicycle connections between the Tri-Rail station and Florida Atlantic University, and between the Tri-Rail station and adjacent parcels within the Boca Technology Center.

POLICY LU.3.3.6

Provide safe pedestrian and bicycle connections, separated from the roadway to the extent feasible, from residential neighborhoods to schools and parks.

POLICY LU.3.3.7

Implement the Boca Raton Shuttle System with the Tri-Rail station as the hub, and connecting to all shuttle destinations.

POLICY LU.3.3.8

GOALS, OBJECTIVES AND POLICIES

Create infill residential uses and neighborhood shops and services within the Northwest Planning Area as provided in the master plan for the area to better complement existing employment uses.

POLICY LU.3.3.9

Identify appropriate land use mixes and density and intensities for vacant and redevelopable land not owned by the City.

OBJECTIVE LU.3.4.0

Promote the development of the Central Planning Area as a desirable residential and regional employment and education center that integrates housing and shopping to serve the needs of the surrounding area and those accessing Florida Atlantic University and Boca Raton Community Hospital.

POLICY LU.3.4.1

Strengthen pedestrian and bicycle connections between Downtown and Florida Atlantic University.

POLICY LU.3.4.2

Strengthen connections between Downtown and Florida Atlantic University (FAU), Tri-Rail, and the FAU/Boca Raton Community Hospital planning area hub with the Boca Raton Shuttle Service and proposed Glades Road bus rapid transit.

POLICY LU.3.4.3

Increase street connectivity within the Central Planning Area.

POLICY LU.3.4.4

Coordinate with Florida Atlantic University through its Campus Master Plan to provide more student housing and student-oriented retail and services on-campus.

POLICY LU.3.4.5

Examine the feasibility of a bicycle, pedestrian, or greenway connection from the western terminus of NW 13th Street across I-95 to the Boca Executive Center.

POLICY LU.3.4.6

Work with appropriate state, local and regional agencies to establish a bus rapid transit (BRT) station surrounded by transit-oriented development near the intersection of Glades Road and Florida Atlantic Boulevard to serve both Florida Atlantic University and the Boca Raton Community Hospital.

POLICY LU.3.4.7

Incorporate more neighborhood-serving retail and residential uses surrounding the Boca Raton Community Hospital.

POLICY LU.3.4.8

GOALS, OBJECTIVES AND POLICIES

Strengthen bicycle and pedestrian connections between Florida Atlantic University and the Tri-Rail Station.

POLICY LU.3.4.9

Examine the feasibility of a pedestrian bridge over the El Rio Canal south of NW 20th Street connecting Florida Atlantic University to residential areas to the east.

POLICY LU.3.4.10

Strengthen connections from the Florida Atlantic University and Boca Raton Community Hospital to the Downtown, Town Center Mall, and Tri-Rail with the proposed Boca Raton Shuttle System and proposed Glades Road bus rapid transit.

POLICY LU.3.4.11

Work with Florida Atlantic University to establish an agreement whereby the University contributes a transit fee to the City in return for faculty, staff, and student access to the transit system.

POLICY LU.3.4.12

The City shall establish a formal review process of new campus development with Florida Atlantic University through the Campus Development Agreement to ensure consistency with the Central Planning Area and overall city urban design.

OBJECTIVE LU.3.5.0

Encourage the transformation of the Southwest Planning Area into an interconnected, mixed use destination anchored by the Town Center Mall and surrounding retail and employment destinations.

POLICY LU.3.5.1

Examine the feasibility of connecting Town Center Mall to residences to the south by a pedestrian trail/bridge over the canal between Town Center Road and Town Bay Drive.

POLICY LU.3.5.2

Examine the feasibility of infill development consisting of residential, office and structured parking, within the surface parking lots surrounding the Town Center Mall.

POLICY LU.3.5.3

Increase street connectivity within existing large blocks if, and when, they redevelop.

POLICY LU.3.5.4

Examine the feasibility of a multi-modal connection from the Boca Executive Center east across I-95 to the western terminus of NW 13th Street.

POLICY LU.3.5.5

Strengthen connections from the Palm-Tran hub at Town Center Mall to Tri-rail, Broward County Transit, Florida Atlantic University, and Downtown through the proposed Boca shuttle system and proposed Glades Road bus rapid transit.

GOALS, OBJECTIVES AND POLICIES

POLICY LU.3.5.6

Examine the feasibility of a new Tri-Rail station at NW 19th Street.

OBJECTIVE LU. ~~3.6.0-1.13.0~~

The City of Boca Raton shall promote the revitalization and redevelopment of the Northeast Planning Area that builds upon ~~North Federal Highway Corridor located between Dixie Highway and North Federal Highway, north of Yamato Road to the north Corporate City limit, based upon, among other things,~~ the concepts contained in the “Boca Raton North Federal Highway Charrette – A Citizens’ Plan” (Citizens’ Plan).

POLICY LU.3.6.1

Prepare a master plan for the Northeast Planning Area that builds on the concepts of the Citizens’ Plan.

POLICY LU.~~1.13.1-3.6.2~~

Residential ~~d~~development and redevelopment shall be available to properties along in the North Federal Highway Corridor shall be designed consistent with the development patterns described in Objectives LU.4.2.0, LU.4.3.0, and LU.4.4.0-1.3.0.

POLICY LU.3.6.3-1.13.2

Residential neighborhoods within and adjacent to the North Federal Highway Corridor shall be protected from adverse impacts, if any, that may result from the revitalization and redevelopment of the Corridor.

POLICY LU. 3.6.4-1.13.4

Particular attention shall be directed to preserving workforce-housing units in the North Federal Highway Corridor.

POLICY LU.3.6.5-1.13.5

The number of residential units allowed along the North Federal Highway Corridor shall be established in the master plan for the Northeast Planning Area. Not more than 1,550 new residential units may be approved in the Corridor. These residential units shall be available on a first come, first served basis.

POLICY LU. 3.6.6-1.14.1

Development of a North Federal Highway Corridor property pursuant to this Objective shall be pursuant to a Master Plan approved by a resolution of the City Council. ~~Applications for mixed use development in the Corridor shall be submitted as a Conditional Land Use Amendment pursuant to the requirements of Chapter 23, Article VI, Code of Ordinances and only be allowed subject to the approval by the City Council of an amendment to the Comprehensive Plan Future Land Use Map and the adoption of appropriate implementing Land Development Regulations.~~

GOALS, OBJECTIVES AND POLICIES

POLICY LU. 3.6.71-14.2

~~The Mixed use land use designation development in the North Federal Highway Corridor shall be available only for properties along in the Corridor described in Objective LU 1.13.0. the Citizen's Plan. excepting there from the eExisting residential properties in the Delray Manors Subdivision are excepted from this policy.~~

POLICY LU. 3.6.81-15.4

~~Implementing The Land Development CodeRs shall require that development projects implement a Transportation Demand Management (TDM) program according to the provisions of Chapter 28, Article IV, Division 8 of the Code of Ordinances, in order to reduce the number of peak hour trips and single occupancy vehicle trips along Federal Highway and Dixie Highway.~~

POLICY LU.3.6.9

Examine the feasibility of a transit station at the intersection of North Dixie Highway and NW 20th Street surrounded by mixed use development to serve future passenger rail service along the FEC rail corridor.

POLICY LU.3.6.10

Examine the feasibility of a transit station at the intersection of North Dixie Highway and Yamato Road surrounded by mixed use development to serve future passenger rail service along the FEC rail corridor.

POLICY LU.3.6.11

Examine the feasibility of a transit station in the Northeast Planning Area to serve future passenger rail service along the FEC rail corridor.

POLICY LU.3.6.12

Examine the feasibility of a pedestrian/bicycle connection between Peninsula Corporate Center east across I-95 to North Federal Highway.

POLICY LU.3.6.13

Strengthen pedestrian and bicycle connections from commercial uses along the North Federal Highway Corridor to surrounding residential neighborhoods.

GOAL LU.4.1.0.0.

~~It is the goal of the City of Boca Raton to Provide for balanced growth, economically beneficial land uses, and the health and safety of its residents, subject to the provision of supporting infrastructure, concurrent with the impact of development, as well as the compatibility of land uses with the underlying topography, ecology, and physical characteristics of the land. through development that embraces improved transportation, land use, connectivity and design characteristics that facilitate mobility options.~~

OBJECTIVE LU.4.1.0

Establish development patterns and a mix of land uses that constitute energy-efficient land use patterns, in each of the designated planning areas.

GOALS, OBJECTIVES AND POLICIES

POLICY LU.4.1.1

The City shall require that a planning area master plans be created for each planning area to identify, among other things, the major transportation attractors and generators. Specific regulations for these attractors and generators shall be codified in the City's land development regulations.

POLICY LU.4.1.2

Each planning area's major attractors and generators shall be designed to provide a hierarchy of intensity and density with progressively lower-density and intensity spreading outwards to limit the impacts on existing surrounding residential areas.

POLICY LU.4.1.3

For all new development and redevelopment projects within the City, target 80 percent of non-residential development and 70 percent of residential development to locate proximal to major transportation attractors and generators.

POLICY LU.4.1.4

Multiple land uses shall be fully integrated within the planning areas so that housing, shops, workplaces, schools, usable open space and civic facilities essential to the daily life of residents and employees are located conveniently to one another and can be accessed by multiple modes. Mixed use development, as defined in Objective LU.4.7.0 and Policy LU.2.1.2.1, shall be required in areas identified as major transportation attractors and generators, or along transit corridors to complement adjacent uses within a 1/4-mile radius of each site.

POLICY LU.4.1.5.

Each planning area shall include an interconnected transportation network that supports bicycle, pedestrian, transit and vehicle access between important residential, employment, retail and civic destinations, as indicated in, the associated Planning Area Plan.

POLICY LU.4.1.6

New residential areas located proximal to major transportation attractors and generators shall contain a diversity of housing types and shall include workforce housing units in order to enable citizens from a wide range of economic levels and age groups to live within the City's boundaries. Greater residential densities shall be a component of any residential development along transit corridors to improve connectivity between residences and workplaces while minimizing reliance on auto ownership. Residential development not proximate to these attractors and generators shall either include workforce housing in locations where multiple transportation options are present, or shall provide a financial contribution to the City's workforce housing program to provide workforce housing in a more suitable location where more viable mobility options are present.

POLICY LU.4.1.7

Each planning area, to the extent possible, shall contain public open space, such as squares, greens and parks, whose frequent use is encouraged through placement,

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definition and design. Such areas will be identified in the Planning Area Master Plan.

POLICY LU.4.1.8

Each planning area, to the extent possible, shall contain neighborhood-scale schools that are strategically located in existing neighborhoods, on a local street, to facilitate walking and bicycling to school and foster community identity and vitality.

POLICY LU.4.1.9

The City shall review and update the Future Land Use Map and Land Development Code to ensure the land use pattern supports mobility options within each planning area.

POLICY LU.4.1.10

The City's determination to promote development and redevelopment proximal to major transportation attractors and generators and along transit corridors with mixed uses and enhanced mobility options, shall constitute a greenhouse gas reduction strategy through a planned reduction in vehicle miles traveled (VMT).

OBJECTIVE LU.4.2.0

The street network shall be designed to provide interconnected patterns that promote mobility for people and goods, and effective circulation of car, transit, bicycle, and foot traffic.

POLICY LU.4.2.1

Developing a network of gridded, interconnected streets is prioritized over widening of existing streets. New streets shall be designed to connect with existing streets and future streets to the maximum extent feasible.

POLICY LU.4.2.2

Blocks are encouraged to be generally rectangular in shape and should range from 300-600 feet in length.

POLICY LU.4.2.3

Sidewalks shall be constructed along both sides of all public and private streets internal to a development site and along the public and private streets abutting the perimeter of the site.

POLICY LU.4.2.4

Sites shall be developed with sidewalks connecting the public right of way, buildings, parking areas, and public open space.

POLICY LU.4.2.5

Easements or right-of-way shall be provided for any proposed pedestrian or bicycle facilities as indicated in the adopted map series and any applicable maps from the Planning Area Plans.

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POLICY LU.4.2.6

Design of streets and roadways serving schools, parks and other public facilities shall give high priority to bicycle and pedestrian facilities within a ½ mile radius of all schools for both new development and redevelopment.

POLICY LU.4.2.7

Easements or right-of-way shall be provided for the location of stops, shelters, and other transit infrastructure at existing or planned transit stops or transit corridors.

OBJECTIVE LU.4.3.0

Encourage pedestrian-oriented development through site design, building orientation and streetscape improvements.

POLICY LU.4.3.1

Encourage walkable street design with buildings providing non-residential uses on the ground level. Non-residential, ground level uses should have largely transparent (windows and door openings) facades with a primary entryway oriented towards the public right-of-way or public open space. This design should apply to both facades of a building on a corner lot.

POLICY LU.4.3.2

Encourage sidewalks to be separated from the travel lanes by a comfortable distance and buffered using landscaping and/or other design features that create a pedestrian-friendly environments. Sidewalks may be located on the development's property through an easement if necessary to achieve an adequate buffer.

POLICY LU.4.3.3

Encourage public seating areas in the form of benches, ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, and other places where people are likely to want to pause or wait.

POLICY LU.4.3.4

Enhance the building and site with generous landscaping, which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

POLICY LU.4.3.5

Maintain trees and shrubs so that normal lines of sight are preserved and nighttime security lighting remains effective.

POLICY LU.4.3.6

Design pedestrian-oriented streets, which include continuous sidewalks and provide pedestrian amenities such as seating areas, street trees, trash receptacles, bus shelters, and lighting.

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POLICY LU.4.3.7

Buildings shall include street-level elements oriented to the pedestrian, such as awnings, arcades, and signage. Awnings are permissible over the public right of way subject to the City Code regulations.

POLICY LU.4.3.8

Buildings with facades greater than 50 feet in length shall be broken down in scale by means of the articulation of well-proportioned and separate areas or bays. Strategic elements include the variation of architectural treatment and elements such as colors, materials, and heights. These characteristics shall be quantified in the Land Development Code.

POLICY LU.4.3.9

Promote a sense of security during nighttime hours by providing appropriate levels of pedestrian-scaled lighting along the sidewalk, on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

OBJECTIVE LU.4.4.0

Encourage infill and redevelopment as a way to implement development strategies associated with enhanced mobility and that promote compact, vibrant urbanism, revitalize neglected areas, promote transportation choice and accommodate expected increases in population and employment.

POLICY LU.4.4.1

Encourage appropriate infill and redevelopment consistent with transit-oriented development (TOD) principles in each planning area with an emphasis on development located within close proximity to existing and proposed transit stations, and along transit corridors.

POLICY LU.4.4.2

Provide for full utilization of existing vacant land except for those areas designated as open space.

POLICY LU.4.4.3

Promote compatible infill development and renovation within established neighborhoods.

POLICY LU.4.4.4

Develop an inventory of undeveloped and underdeveloped properties within the City and update the inventory to coincide with the City's next Evaluation and Appraisal Report cycle.

POLICY LU.4.4.5

Target public improvements to support and encourage infill development within undeveloped and underdeveloped portions of the City.

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POLICY LU.4.4.6

Encourage owners of surface parking lots to redevelop the lots and incorporate infill development with shared or structured parking.

OBJECTIVE LU.4.5.0

Parking lots shall be located and designed to support pedestrian safety, connectivity and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.

POLICY LU.4.5.1

Where appropriate, surface parking lots shall not be located in front of buildings or between the building and public right of way. Surface parking shall be located behind buildings, internal to the block and provide pedestrian connections to adjacent lots.

POLICY LU.4.5.2

Where surface parking is located adjacent to the public right of way, parking shall be screened by landscaping, fencing, or other decorative elements to minimize visual impact and shall provide walkways through the parking lot for pedestrian safety.

POLICY LU.4.5.3

Shared parking agreements shall be encouraged between adjacent sites to improve the efficient use of parking supply.

POLICY LU.4.5.4

Parking lots and driveways shall provide pedestrian connections to storefronts. Dedicated walkways through parking lots and sidewalks along access roadways shall be included in the design.

POLICY LU.4.5.5

Parking lots shall include trees to provide shade and reduce temperature according to the standards set forth in the Community Appearance Board Design Criteria.

POLICY LU.4.5.6

The City shall promote the reduction of on-site parking through on-street parking provisions and shared parking, and shall consider parking maximums for all development within the City. The City shall permit additional parking spaces above those allowed if additional mitigation, such as in-lieu or privilege fees, is provided.

POLICY LU.4.5.7

The City shall provide minimum bicycle parking standards for all development.

POLICY LU.4.5.8

The City may identify community parking districts within each planning area where required parking may be provided off-site in shared parking facilities.

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OBJECTIVE LU.4.6.0

Minimize the adverse impacts of curb cuts for driveways and access management.

POLICY LU.4.6.1

New commercial, office, retail buildings and mixed use centers shall be planned to reduce the number of curb cuts and driveways by sharing driveways with adjacent parcels and providing cross-access between parcels.

POLICY LU.4.6.2

Mid-block and rear alleys shall be used where feasible for access to parking, utilities, service and loading areas in order to keep the number of required curb cuts along primary access routes to a minimum.

POLICY LU.4.6.3

Upon redevelopment or reuse of a site, the total number, location, and width of driveways shall be reviewed for consistency with current access management policies. To reduce direct access points to public streets, driveways shall be consolidated or eliminated when the parcel can be accessed through shared driveways, alleyways, or other similar means.

OBJECTIVE LU.4.7.0

Through the regulatory framework provided in the Village Center Zoning District land development regulations, encourage the development of one or more appropriately scaled mixed use areas within each planning area to serve as walkable, transit-oriented focal points for surrounding neighborhoods. These mixed use areas may be of higher density and intensity than surrounding uses, but shall provide centers of activity for the surrounding neighborhoods, as indicated in the Planning Area Master Plans.

~~OBJECTIVE LU.1.13.0. The City of Boca Raton shall promote the revitalization and redevelopment of the North Federal Highway Corridor located between Dixie Highway and North Federal Highway, north of Yamato Road to the north Corporate City limit, based upon, among other things, the concepts contained in the “Boca Raton North Federal Highway Charrette – A Citizens’ Plan” (Citizens’ Plan).~~

POLICY LU.4.7.1

The City shall establish a mixed use zoning district for appropriately scaled, mixed-use focal points within each planning area designated in the adopted map series, which will be updated and modified as Planning Area Plans are completed.

POLICY LU.4.7.2

Areas proximal to major transportation attractors and generators shall contain a complementary mix of land uses that promote pleasant, safe and convenient access for pedestrians and bicyclists, designed to encourage and concentrate activity by providing urban leisure and recreational experiences at the street level, such as cultural opportunities, shopping, dining, entertainment, plazas, public art, street furniture, sculpture, and water features ,and which provide a strong orientation to transit service. Land uses

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shall be compact and vertically and horizontally mixed to create a diverse center to live, work, play and shop.

POLICY LU.4.7.3

Multi-modal connections shall be provided to link surrounding residential areas to major transportation generators and attractors, as well as to link each major transportation generator and attractor to those in adjacent planning areas.

POLICY LU.4.7.4.

The City strongly encourages ~~W~~workforce housing to ~~shall~~ be a required component of residential development located proximal to major transportation attractors and generators, where workers will be able to live with reduced reliance on automobile ownership to meet daily mobility needs.

POLICY LU.4.7.5

The City shall review and update the Future Land Use Map and Land Development Code to provide appropriate density, intensity and mix of land uses, to support multiple modes of transportation proximal to major transportation attractors and generators.

POLICY LU.4.7.61-16.1

Mixed use areas shall include a diversity ~~critical mass~~ of residential and non-residential uses in order to create a sense of identity and "place," and ~~to~~ provide for a pedestrian friendly environment with ~~sufficient activity among uses and~~ with access to alternative means of transportation, in order to reduce the number and length of automobile trips consistent with the existing Village Center Zoning District regulations.~~be sustainable over the long term. As such,~~

- ~~1. Village center districts shall be developed according to a master plan that includes at least 20 contiguous acres;~~
- ~~2. Village center districts shall include a mix of uses as provided in Policy LU.1.1.2.1;~~
- ~~3. Village center districts shall be designed to encourage and concentrate pedestrian activity by providing urban leisure and recreational experiences at the street level, such as cultural opportunities, shopping, dining, entertainment, outdoor dining, plazas, street furniture, sculpture, and water features; and,~~
- ~~4. Village center districts shall be developed in a manner that promotes the reduction of vehicular trips directed to the roadway system.~~

POLICY LU.1.16.2.

The maximum intensity permitted at village centers shall be as provided in Policy LU.1.2.1.

POLICY LU.4.7.71-16.3

The Mixed Use areas shall be designed to accommodate enhanced mobility options ~~development the concepts of traditional neighborhood design~~ to include a pedestrian

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friendly environment; an interconnected network of streets; residential development combined with commercial/office development in a vertical manner; open spaces that are accessible and functional; daily activities within walking distances of residences and public uses; and a grid network of east-west and north-south streets. ~~Residential development shall be integrated into the mixed-use concept of the Village centers.~~

POLICY LU.4.7.81-16.6.

~~Mixed use areas~~ The ~~village center districts~~ shall provide flexibility with regard to the height of buildings subject to performance standards to ensure compatibility with the overall character of the area ~~Corridor~~ and adjacent land uses.

POLICY LU.4.7.91-16.7

~~Mixed use areas~~ The ~~village centers~~ shall be designed to include a mix of residential and non-residential uses at intensities sufficient to create a critical mass of development ~~needed~~ sufficient to create attractive and functional urban ~~areas~~ neighborhoods that will ~~help to~~ serve as anchors for the revitalization and redevelopment of the ~~Corridor~~.

POLICY LU.4.7.101-16.8.

~~Mixed use areas~~ The ~~village centers~~ shall be designed to discourage sprawl by making use of existing municipal services to serve the prospective residential and non-residential development.

POLICY LU.4.7.11

The City shall establish land development regulations for parcels that are not located proximal to major transportation attractors and generators, or in mixed use areas, not located within a 1/4 mile walk of certain bus routes, or a half-mile walk of certain bus rapid transit or rail stations, but are directly connected to the transit stop by continuous sidewalks, crosswalks, shared-use paths, or similar pedestrian facilities..