

3.1 IMPLEMENTATION OF JUPITER AREA STUDY MITIGATION STRATEGIES

“The implementation of mitigation strategies contained in the Jupiter Area Traffic Study to reduce traffic congestion in the northern part of the Town, particularly along Indiantown Road.”

3.1.1 Introduction to the Major Issue

The Town has completed the Jupiter Area Traffic Study (JAS), which is intended to reduce traffic congestion in the northern part of the Town, particularly along the Indiantown Road Corridor. The completed Study provides an overview of the existing conditions in the area and identifies the anticipated growth in traffic through the buildout of the Town and surrounding areas. It also includes the following mitigation strategies, agreed upon by a consensus of the Town Council after a series of public workshops, designed to reduce the impacts of future traffic conditions:

1. Land Use Strategies

- Approve development consistent with the land use assumptions in the JAS;
- Purchase the Delaware Scrub property;
- Provide a density of 2 units per acre on the Loxahatchee Reserve and Jupiter I-95 North properties.

2. Transportation Capacity and Circulation Improvements (Roadway Links)

- Limestone Creek Connection to the Western Corridor (Island Way);
- Southern Extension of the Western Corridor (Island Way);
- Six-laning Indiantown Road west of the Florida Turnpike;
- Maplewood Drive to Bush Road Connection;
- Home Depot Connection;
- Central Boulevard four laning from Longshore Drive to the C-18 Canal.

3. Transportation Capacity and Circulation Improvements (Expressway Interchange)

- I-95 expressway northbound and southbound to and from the Western Corridor north of Indiantown Road.

4. Transportation Capacity Improvements (Roadway Intersections)

- Indiantown Road/Pennock – provide a northbound right-turn lane;
- Indiantown Road/Military Trail – provide a westbound left-turn lane, extend the eastbound right-turn lane;
- Indiantown Road/Alternate A1A – provide dual northbound left-turn lanes;

- Indiantown Road/Central Boulevard – provide dual southbound right-turn lanes and triple northbound left-turn lanes.

These strategies are the foundation for developing a Corridor Master Plan (CMP) for Indiantown Road “Transportation Corridor” as provided for in the Palm Beach County Comprehensive Plan. Once adopted by the Town Council, implementing the Jupiter Area Study will require changes to objectives and policies in the Future Land Use, Transportation and Capital Improvements Element of the Town’s Comprehensive Plan.

3.1.2 Community, Economic, and Environmental Impacts

3.1.2.1 Community Impacts

Implementation of the Jupiter Area Study and mitigation strategies will provide the necessary improvements to provide a Level of Service (LOS) standard D on the Town’s major east-west arterial, Indiantown Road. Without implementation of the mitigation strategies, residents, businesses and visitors will experience significant travel delays on Indiantown Road. Traffic congestion is a significant community transportation concern. Negative community impacts of increased traffic congestion include air and noise pollution, increased fuel consumption and travel times.

3.1.2.2 Economic Impacts

From the Federal Highway Cost Allocation Study: The 1997 HCAS discussed four main costs of highway use not borne directly by transportation agencies -- crash costs, air pollution, congestion, and noise. Based on mid-range estimates, crash costs are the largest of those costs, accounting for about 75 percent of total costs for those four impacts. Congestion costs represent the next highest cost (14%), followed by air pollution (9%) and finally noise (1%). Most crash and congestion costs are borne directly by motorists, but impacts of air pollution and noise are not directly tied to an individual’s use of the highway.¹

Reducing congestion through implementation of the Jupiter Area Study will reduce congestion costs, travel time and potentially decrease the number of traffic crashes.

3.1.2.3 Environmental Impacts

Environmental impacts of traffic congestion are predominately related to air and noise pollution, although no consideration to increased contamination of stormwater runoff caused by traffic congestion has been considered. The most significant environmental problem caused by increased traffic congestion is air pollution. Air pollution can cause health problems, including burning eyes and nose, itchy irritated throat, and difficulty breathing. Some contaminants found in polluted air (e.g., benzene, carbon dioxide, carbon monoxide, lead, nitrogen oxide, particulate matter, and sulfur dioxide) can cause cancer, birth defects, brain and nerve damage, and long-

¹ Addendum to the 1997 Federal Highway Cost Allocation Study Final Report, Federal Highway Administration.

term injury to the lungs and breathing passages. Above certain concentrations and durations, air pollutants can be extremely dangerous and can cause severe injury or death.²

Reducing congestion through implementation of the Jupiter Area Study will reduce congestion costs, travel time and potentially decrease the number of traffic crashes.

Finally, one of the most noticeable environmental impacts of implementing the mitigation strategies will be the increase of naturally preserved properties purchased through the open space program. These properties will help enhance the existing parks, greenways, blueways and open spaces in the Indiantown Road corridor.

3.1.3 Relevant Comprehensive Plan Elements

As well as looking at the impacts on the community, economics, and environment, Chapter 163, F.S. requires that any issue identified within the EAR should also be analyzed with regard to its impacts on the existing elements and objectives of the Comprehensive Plan.

The 2025 projections from Palm Beach County’s Metropolitan Planning Organization (MPO) showed the future projections on Indiantown Road to range from 44,500 annual average daily traffic (AADT) trips west of the Florida Turnpike to 67,100 AADT trips east of the Turnpike. Since the capacity at Level of Service Standard D of a six-lane divided roadway is 48,900 AADT trips, the high volumes on these roadway segments indicated the need for the Town to review the conditions and develop a strategy to address the projected conditions. This process became known as the Jupiter Area Study, which was discussed in the introduction section of this major issue analysis. Existing objectives and policies in the Future Land Use, Transportation and Capital Improvements Elements of the Town’s Comprehensive will have to be amended to implement the mitigation strategies contained in the Jupiter Area Study.

3.1.3.1 Future Land Use Element

The relevant objective and its implementing policies related to Indiantown Road will require modifications.

Objective or Policy	Comments	Recommendation
Objective 1.8 - Maintain Indiantown Road as an attractive commercial corridor which provides a stable economic base through a variety of uses.	The development of the Indiantown Road corridor has occurred and continues to occur generally consistent with the intent of this objective.	This objective should be amended to include reference to the Jupiter Area Study.
Policy 1.8.2 Focus pedestrian-intensive uses at specified intersections in the Indiantown Road corridor.	Much of the development along Indiantown Road has been designed to provide an environment conducive to	This policy should be amended to provide for pedestrian-intensive uses all along the Indiantown

² Mobile Source Emission, National Safety Council

Objective or Policy	Comments	Recommendation
	pedestrian intensive uses. However, not only at intersections.	Road corridor.
<u>Policy 1.8.4</u> Ensure the gradual upgrading of under-utilized land uses functioning at less than their market potential.	This policy continues to be relevant as the Town begins to experience redevelopment along the Indiantown Road Corridor. However, increased land utilization may need to be limited due to capacity constraints on certain roadway links.	This policy should be amended to state the upgrading should be consistent with the JAS mitigation strategies.
<u>Policy 1.8.5</u> In accordance with Policy 1.2.4 of the Land Use Element and with Section 27-873 of the Indiantown Road Overlay Zoning District, all vested, non-conforming uses shall be allowed to remain, but shall be eliminated upon redevelopment.	As with Policy 1.8.4, this policy continues to be relevant as the Town begins to experience redevelopment. As properties have redeveloped, the Town has required that non-conforming uses be eliminated.	This policy should be amended to provide consistency with the Jupiter Area Study. This may require a statement that allows upgrades to most non-conforming uses (i.e. gas stations, fast food, etc.)
<u>Policy 1.8.6</u> Restrict uses which are predominately auto-related from specified intersection areas.	Development of auto related uses have been restricted from most intersections through application of the Indiantown Road Overlay Zoning (IOZ) District Sub-districts.	No changes are recommended for this policy.
<u>Policy 1.8.7</u> The Town shall allow auto-related uses in specified areas along Indiantown Road which incorporate and implement the design guidelines and development standards of the Indiantown Road Overlay Zoning District.	Utilization of the IOZ District guidelines has limited development of auto-related uses to the appropriate areas along the Indiantown Road corridor.	No changes are recommended for this policy.
<u>Policy 1.8.8</u> The Town shall prohibit auto, marine, recreational vehicle, truck sales and mobile home sales in the Indiantown Road corridor.	Development of auto, marine, recreational vehicle, truck sales and mobile homes sales along the Indiantown Road corridor have been prohibited consistent with this policy.	No changes are recommended for this policy.

3.1.3.2 Transportation Element

The main focus of this major issue is found in the objectives and implementing polices in the Transportation Element related to developing a circulation system for Indiantown Road and the need to study and evaluate long range transportation needs. These objectives and policies will need to be modified to incorporate the Jupiter Area Study.

Objective or Policy	Comments	Recommendation
<p><u>Policy 3.1.1</u> The Town, in cooperation with Palm Beach County and the Florida Department of Transportation, shall maintain a level of service D on all roads.</p>	<p>Since the 1998 EAR, the Town has continued to require that all developments meet the adopted Level of Service (LOS) Standard D on all adjacent roadways.</p>	<p>With the addition of a policy to Objective 3.1, as included in Section 3.1.4.1, to establish a higher level of service standard for local roadways and signalized intersections at local roadways (as well as standards for pedestrian and bicycle modes), this policy should be amended to state the adopted LOS standard D will be maintained on all County and State roads.</p>
<p><u>Policy 3.2.8</u> The Town shall exercise one or more of the following options to mitigate future level of service deficiencies:</p> <ul style="list-style-type: none"> A. Constrained Roadway At a Lower Level of Service (CRALLS); B. Road and intersection improvements; C. Corridor studies; and/or D. ART-PLAN (arterial analysis). 	<p>The Town has utilized some of the options available in this policy to mitigate future level of service standard deficiencies (Jupiter Area Study, road, intersection, and turn lane improvements required as development conditions, etc.)</p>	<p>This policy should be amended to include the land acquisition program, investment in transit, intersection and capacity improvements, as options to mitigate future level of service standard deficiencies.</p>
<p>Objective 3.5. - Develop a circulation system for the Indiantown Road corridor which facilitates efficient and safe vehicular and pedestrian traffic, and implements the community design goals for that roadway.</p>	<p>The development of the Indiantown Road corridor has occurred and continues to occur generally consistent with the intent of this objective.</p>	<p>This objective should be amended to include reference to the Jupiter Area Study.</p>
<p><u>Policy 3.5.2</u> Provide for and phase necessary street improvements to maximize the efficiency of traffic</p>	<p>The impacts of developments along the Indiantown Road corridor</p>	<p>This policy should be amended to include intersections and to</p>

Objective or Policy	Comments	Recommendation
along Indiantown Road.	have been mitigated through turn lane expansions as warranted to ensure capacity.	reference the JAS.
<u>Policy 3.5.3</u> Minimize vehicular through traffic on adjacent residential streets in the Indiantown Road corridor.	This policy has been implemented through land development regulations in the Indiantown Road Overlay Zoning District.	This policy should be amended to incorporate the use of traffic calming to minimize through traffic on adjacent streets.
<u>Policy 3.5.4</u> Encourage the use of a shuttle bus program, whenever possible, along the Indiantown Road corridor.	The Town implemented a trolley system on Indiantown Road in 2005.	No changes are recommended for this policy.
<u>Policy 3.5.5</u> Provide pedestrian-oriented amenities and circulation features at specified intersections along Indiantown Road by providing incentives to private development for pedestrian improvements.	Reduced setbacks are permitted in the Town's urban districts (i.e. major intersections) through application of the Indiantown Road Overlay (IOZ) District Subdistricts. Development of pedestrian-oriented amenities and circulation features are required for all developments per the Town's pedestrian amenities ordinance.	No changes are recommended for this policy.
<u>Policy 3.5.8</u> Provide pedestrian improvements in the public right-of-way, with specific attention at intersection areas.	The sidewalks at some of the Indiantown Road intersections (and all new driveways) have been improved to include pavers.	No changes are recommended for this policy.
<u>Policy 3.5.9</u> In accordance with the Town's shared parking regulations in its Off-Street Parking and Loading Ordinance, the Town shall pursue shared parking for new development along Indiantown Road in order to facilitate efficient parcel usage and to limit vehicular access points in accordance with the access separation standards and guidelines adopted by the Florida Department of Transportation.	Some of the larger parcels along Indiantown Road have been developed in accordance with the shared parking regulations contained in the Town Code. As the remaining parcels (most are small) are proposed to be developed the Town is requiring that these properties seek cross-access with adjacent properties to maintain access	This policy should be amended to state shared parking for new development should be encouraged where feasible and cross-access should be emphasized.

Objective or Policy	Comments	Recommendation
	separation standards along Indiantown Road.	
<u>Policy 3.5.10</u> Discourage the use of frontage roads along Indiantown Road.	There are no frontage roads along Indiantown Road. As the corridor is substantially buildout, frontage roads are no longer an issue.	This policy should be deleted from the Transportation Element.
<u>Policy 3.5.11</u> Establish intersection engineering standards which provide for acceptance levels of traffic operations.	County Intersection engineering standards are utilized to determine what improvements are necessary to maintain the adopted LOS standards for Indiantown Road.	This policy should be amended to include utilization of the FDOT Quality and Level of Service manual and should include Level of Service standards for all Town roadways that intersect County and State roadways.
<u>Policy 3.5.12</u> Establish minimum landscape requirements for all parking areas.	All new parking areas have landscaping that is consistent with the requirements contained within the Town Code.	This policy should be amended to replace “Established” with “Maintain.”
<u>Policy 4.1.2</u> The Town, to the extent possible, shall encourage the construction of new roads and the expansion of existing roads in a manner that protects existing or proposed residential neighborhoods by diverting or eliminating the flow of non-resident or through traffic, and requiring that the functional classification of local roadways may not be changed without amending the Comprehensive Plan.	The Town has encouraged the construction of new roads in a manner that disperses traffic more equitably to protect residential neighborhoods and finds value in requiring connectivity to minimize adverse impacts for the entire community. The Town has also utilized the provisions of this policy when determining if roadway improvements are necessary to accommodate new development.	No changes are recommended for this policy (see Section 3.4.3.2 in Major Issue 3.4 [<i>Infill Development and Redevelopment Through Innovative Land Use Planning</i>] for recommended changes pertaining to that Major Issue).

3.1.3.3 Capital Improvements Element

As funding sources are identified and utilized to implement this major issue, there will be the need to modify a policy in the Capital Improvements Element.

Objective or Policy	Comments	Recommendation
<p>Objective 1.1 The Town shall use the capital improvements element as a means to plan for its needs for capital facilities to meet existing deficiencies or accommodate future growth and replace obsolete or worn-out facilities. The measure of success in using this tool for planning capital facilities shall be the completion of capital facilities as stated in the five year schedule of capital improvements herein and the maintenance of adopted level of service standards as established in this Plan.</p>	<p>The Town routinely utilized its five-year capital improvements plan to plan for new facilities to meet existing deficiencies and future growth.</p>	<p>This policy should be amended to state the measure of success will be completing the capital projects contained in the five-year schedule of capital improvements to maintain adopted level of service standards contained in the Plan.</p>
<p><u>Policy 1.1.3</u> Proposed capital improvement projects shall be evaluated and ranked in order of priority according to the following guidelines:</p> <ul style="list-style-type: none"> a. whether the project is needed to protect public health, welfare and safety; to fulfill the Town's legal commitment to provide facilities and services; or to preserve or achieve full use of existing facilities; b. whether the project increases efficiency of use of facilities; prevents or reduces future improvement cost; provides service to developed areas lacking full service; or promotes in-fill development; and c. whether the project represents a logical extension of facilities and services within a designated urban service area. 	<p>The Town utilizes these guidelines as it ranks capital improvements contained within the five-year schedule.</p>	<p>This policy should be amended to include implementing the Jupiter Area Study as a guideline. Additionally, guideline a. should be amended state the top priority will be meeting the adopted Level of Service standards set forth in the Comprehensive Plan. In addition, the word "maintain," should be included in a. in the last section before the word "preserve" (will read "or to maintain, preserve or achieve full use of existing facilities").</p>

3.1.4 Recommended Changes to the Comprehensive Plan

In addition to the recommendations to implement the mitigation strategies in the JAS included in the previous section, the Transportation Element should be revised to provide for the implementation of this major issue.

Specific recommendations are detailed below. These do not constitute the EAR-based amendments; those will be filed after the EAR has been found sufficient by DCA. The actual EAR-based amendments may differ from the suggestions presented in this section.

3.1.4.1 Transportation Element

In addition to the changes to the Objective 3.5 and other existing policies contained in the previous section, two new objectives should be added to Goal 3. This goal provides for a safe, energy efficient, convenient and economical multi modal transportation system, which provides for adequate capacity for the movement of people, goods and services throughout the Town.

The first new objective should state the Town will work with Palm Beach County and the Florida Department of Transportation to complete a Corridor Master Plan (CMP) for Indiantown Road by December 2008. In addition, four new policies should commit the Town to the following to complete the CMP:

1. Coordinate with FDOT to complete a Corridor Management Report (CMR) for the Indiantown Road in accordance with its procedures, which include planning, design and engineering studies;
2. After completion and approval of the CMR, coordinate with Palm Beach County to assist in the adoption of a County Corridor Management Ordinance;
3. Providing Palm Beach County with assistance to produce data and analysis which may be included in the Corridor Management Ordinance, as follows:
 - Criteria to manage land uses that have impacts on the Indiantown Road transportation corridor;
 - The types of restrictions on nonresidential and residential construction within the designated corridor;
 - Identification of permitted land uses within the designated corridor;
 - A public notification process;
 - A variance and appeal process;
 - An intergovernmental coordination process that provides for the coordinated management of transportation corridors that cross jurisdictional boundaries with the plans of adjacent jurisdictions.
4. Prior to completion of the CMP or other implementing land development regulations, the JAS should be utilized to evaluate land development applications.

The second new objective to be added to Goal 3 should provide for the support of the JAS mitigation strategies. The implementing policies for this new objective should address the following:

1. Address the conditions that will be in effect at buildout of the Town;

2. Adopt intensity limitations that reflect the assumptions in the JAS;
3. Provide for new road connections for diversions off roadway links that are over-capacity;
4. The purchase of vacant land to be preserved in a natural state to reduce traffic impacts on over-capacity roadway links on Indiantown Road.

Further, two additional policies should be added to Objective 3.1. This objective states the Town should identify existing and future Town roadway deficiencies based on standards adopted in the Comprehensive Plan in conjunction with the capital improvement program and budgeting. The first new policy should commit to coordinating with the Palm Beach County Metropolitan Planning Organization and the Florida Department of Transportation to complete an interchange modification study for the I-95 expressway at Indiantown Road, to implement the Jupiter Area Study mitigation strategy. The second policy should commit to, by 2007, establishing higher adopted LOS standards for local roadways and signalized intersections along these local roadways consistent with the FDOT Quality and LOS Handbook. The policy should also state adopted LOS standards for pedestrian and bicycle modes (consistent with the Handbook) should also be established on local roads. Both the adopted roadway and signalized intersection LOS standards should be set for the peak-hour two-way and annual average daily traffic trips.

The last recommended additions to the Transportation Element pertain to the need for a new policy under Objective 4.1. This objective states the Town will continue to study and evaluate the transportation needs while protecting neighborhoods. The new policy should encourage connectivity on roadways in the Town to reduce congestion at critical arterial and collector road intersections, including bicycle and pedestrian facilities, and utilize traffic calming measures to minimize traffic impacts on residential neighborhoods.

Finally, all of the Tables and Figures in the Transportation Element will have to be amended to provide consistency with the JAS and the 2030 Metropolitan Planning Organization Plan.

3.2 IMPLEMENTATION OF \$17 MILLION ENVIRONMENTAL AND OPEN SPACE LAND ACQUISITION PROGRAM

“The implementation of the \$17 million land acquisition program to achieve the following:

- *Protect environmentally sensitive lands;*
- *Set aside vacant parcels for open space;*
- *Mitigate future traffic levels by preserving open spaces and not developing the parcels;*
- *Create (in specific cases) public access to the lands acquired.”*

3.2.1 Introduction to the Major Issue

On August 31, 2004, the voters of the Town of Jupiter passed a referendum authorizing the sale of a total of \$17 million in General Obligation bonds for the purpose of acquiring land. The purpose of the land acquisition program is to preserve environmentally sensitive lands and open spaces, and to mitigate future traffic levels within the Town. The administration of the program requires additional intergovernmental coordination with Palm Beach County and the State for both land acquisition and land management.

3.2.2 Community, Economic, and Environmental Impacts

3.2.2.1 Community Impacts

Implementing a land acquisition program to preserve property in the Town should result in positive community impacts. Town residents should see the following benefits associated with implementing the program:

- Enhanced greenways and blueways (waterways) in the Town;
- Additional passive recreational opportunities;
- Increased natural area vistas along Town Roads;
- Decreased traffic congestion on Town Roads.

3.2.2.2 Economic Impacts

Since the land acquisition program has only been in place for one year (the Town has successfully purchased three properties totaling 20.4+/- acres) it is difficult to predict what the long term economic impacts of the program will be on the local economy. A recent study (*The Economic Value of Open Space, Implications for Land Use Decisions [October 2005]*) completed by the Minneapolis-St. Paul Metropolitan Council suggests such a program could have the following financial impacts within a local government:

- Added property taxes paid by nearby properties – the assumption is that open space preservation will increase the value of surrounding properties;
- Future cost savings related to public services generated by alternative development versus requirements for open space land – by not developing a property with more

- intensive commercial, industrial or residential uses, the local government will not incur the added cost of providing public services to the property;
- Potential cost savings from better stormwater management – during a storm event, nearby stormwater runoff will be naturally held on the preserved property thereby reducing the need for enhanced drainage systems on adjacent properties.

These potential financial impacts support the general conclusion that preservation of open spaces through the land acquisition program will have positive economic value to the Town. Finally, increased open space in the Town will have a positive economic benefit to those local residents who participate in the National Flood Insurance Program (NFIP). Increased open space in a community is one of the criteria of the Community Rating System, a voluntary program for NFIP-communities that helps increase property insurance discounts for individual policy holders.

3.2.2.3 Environmental Impacts

The land acquisition program to preserve open space was brought forward by the Town because it was recognized that open spaces benefit a community in part by improving the area's ecology. The selection criteria applied to properties being considered for the program has nine points, expressed as "yes/no" questions. One question is "Is the parcel an 'environmentally sensitive' area as defined by the Town's Comprehensive Plan?" Another is "Does the parcel have unique natural features (e.g., waterway frontage)?" Two additional questions ask if the property is "adjacent to a park, waterway, greenway or other open space" and the property's "potential for development as a park, greenway/blueway connection, or open space conservation." Four positive answers qualify a property for acquisition.

3.2.3 Relevant Comprehensive Plan Elements

As well as looking at the impacts on the community, economics, and environment, Chapter 163, F.S. requires that any issue identified within the EAR should also be analyzed with regard to its impacts on the existing elements and objectives of the Comprehensive Plan.

With the Town nearing buildout, the preservation of open space through the leveraging of monies from the land acquisition program has become a top priority. New objectives and policies to the following elements of the Comprehensive Plan are recommended to coincide with the current implementation of this major issue:

- Transportation;
- Conservation;
- Recreation and Open Space;
- Intergovernmental Coordination.

Finally, existing objectives and implementing policies in the Future Land Use, Transportation, Conservation and Recreation and Open Space Elements should be modified to coincide with the current implementation of this major issue.

3.2.3.1 Future Land Use Element

A Future Land Use Element objective and implementing policies will need to be modified to provide support in the Plan to implement the land acquisition program.

Objective or Policy	Comments	Recommendation
Policy 1.8.4 Ensure the gradual upgrading of under-utilized land uses functioning at less than their market potential.	Through the analysis of under-utilized, vacant lands as part of the Jupiter Area Study, this policy has remained vital to the overall development of the Indiantown Road Corridor.	This policy should be amended to state that vacant land that meets four of the nine acquisition criteria for the Jupiter Open Space program should be evaluated for purchase by the Town.

3.2.3.2 Transportation Element

The following policies within the Transportation Element will need to be modified in order to provide for the implementation of the land acquisition program.

Objective or Policy	Comments	Recommendation
Policy 3.3.4 Investigate alternatives to transportation improvements that may encourage or subsidize increased development in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodways, or productive marine areas.	Since the 1998 EAR the Town has maintained the existing lane configurations for local roadways in the Coastal High Hazard Area (CHHA) and coordinated with the County and the State to encourage the same on roadways under their jurisdictions.	This policy should be amended to include the land acquisition program as a specific alternative to transportation improvements within the CHHA or other areas in which there is land identified as meeting the land acquisition program's selection criteria.

3.2.3.3 Conservation Element

The following policies within the Conservation Element will need to be modified in order to provide for the implementation of the land acquisition program.

Objective or Policy	Comments	Recommendation
Policy 1.1.5 The Town supports the protection of environmentally sensitive lands through purchase or other means, such as conservation easements among others, for their long term protection.	The Town has utilized the provisions of this policy since the 1998 EAR to preserve environmentally sensitive lands.	This policy should be amended to specifically include the land acquisition program as a means to purchase environmentally sensitive lands in the Town.
Policy 1.9.2 The Town shall preserve environmentally	This policy remains relevant as the Town continues to	This policy should be amended to specifically

Objective or Policy	Comments	Recommendation
significant land and wildlife habitat areas to support endangered species, threatened species and species of special concern as part of a linked open space network, in order to assure the survival of species which would otherwise be jeopardized by isolation.	preserve environmentally sensitive land. The North Jupiter Flatwoods Natural Area, a County preserve located along the northern boundary of the Town, was approved since the 1998 EAR. The Town required the establishment of several significant land and wildlife habitats through site planning (e.g. a greenway through the Paseos wildlife corridor connecting public lands through Jupiter Isles, Mayes preserve addition to Jupiter Ridge and greenway corridor through Botanica and Sandpiper Cove).	include the land acquisition program as a means to preserve environmentally sensitive lands and wildlife habitats through new open space linkages in the Town.

3.2.3.4 Recreation and Open Space Element

The following policy within the Recreation and Open Space Element will need to be modified in order to provide for the implementation of the land acquisition program.

Objective or Policy	Comments	Recommendation
<u>Policy 3.1.1</u> Land that is environmentally sensitive shall be preserved for the purposes of open space, passive recreation uses, flood protection and environmental enhancement. This shall include those resources identified in the Conservation Element as Environmentally Sensitive.	The Town has utilized the provisions of this policy since the 1998 EAR to preserve environmentally sensitive lands.	This policy should be amended to specifically include traffic mitigation as another instance in which environmentally land shall be preserved.

3.2.4 Recommended Changes to the Comprehensive Plan

In addition to the recommendations regarding the effect of specific objectives and policies on implementing the land acquisition program included in the previous section, the Transportation, Conservation, Recreation and Open Space and Intergovernmental Coordination Elements should be revised to provide for the implementation of the program.

Specific recommendations are detailed below. These do not constitute the EAR-based amendments; those will be filed after the EAR has been found sufficient by DCA. The actual EAR-based amendments may differ from the suggestions presented in this section.

3.2.4.1 Transportation Element

The Town should amend Policy 3.2.8 to include the land acquisition program as an option to mitigate future deficiencies and Policy 3.3.4 to reference the program as an alternative to transportation improvements in the CHHA.

3.2.4.2 Conservation Element

In addition to amending Policies 1.1.5 and 1.9.2 to include the land acquisition program as a means to purchase and preserve environmentally sensitive lands in the Town, a policy should be added to Objective 1.1. The purpose of this objective is to implement a program to protect environmentally sensitive areas from the adverse impacts of urban development. A policy should be added to this objective which commits the Town whenever it is appropriate to the submitting of applications under the Florida Community Trust matching land acquisition funding program for eligible projects to leverage land acquisition program monies.

3.2.4.3 Recreation and Open Space Element

In addition to amending Policy 3.1.1 to include traffic mitigation as another instance in which environmentally land shall be preserved, an objective and implementing policies should be added to Goal 2. This goal provides for the preservation and accessibility of open spaces in the Town (especially along the waterfront). Since the monies to fund the land acquisition program were a result of a public referendum authorizing the sale of general obligation bonds for the specific purpose of acquiring environmentally sensitive lands, open space land, and land to mitigate future traffic levels it is logical that the main implementation of this major issue should be through the addition of an objective and implementing policies in the Recreation and Open Space Element. The implementing policies should include strategies that will be applied to achieve the objective including leveraging state and federal grant funding, finding other sources of monies (non-profits, foundations, etc.), and partnering with the County and other appropriate regional agencies to purchase properties.

3.2.4.4 Intergovernmental Coordination Element

A vital component of implementing the land acquisition program is coordinating with State, regional and County governmental entities. To provide for this intergovernmental coordination, a new objective and implementing policies should be added to the Intergovernmental Coordination Element. The objective should state the Town will coordinate with state and regional agencies and Palm Beach County to achieve a measurable target amount of acreage to be purchased through the land acquisition program by a date certain. The implementing policies should commit the Town to working with the South Florida Water Management District and the Treasure Coast Regional Planning Council to secure grant funding to leverage program monies, applying to the Florida Communities Trust land grant program to leverage monies and partnering with Palm Beach County to purchase land and enter into joint planning agreements, where appropriate, to manage these properties.

3.3 IMPROVEMENT OF THE TOWN'S EMERGENCY MANAGEMENT CAPABILITIES (DEBRIS REMOVAL SITE)

"The improvement of the Town's emergency management capabilities through enhanced intergovernmental coordination to identify and potentially acquire a permanent debris removal site."

3.3.1 Introduction to the Major Issue

The 2004 hurricane season was particularly challenging for the Town. In the aftermath of Hurricanes Frances and Jeanne, the Town was challenged with debris removal and processing. Fortunately, there were still large tracts of vacant land (in the Abacoa Development of Regional Impact [DRI]) in the Town, which were able to function as debris removal and processing sites. However, within the next few years all of these sites will most likely be developed. Therefore, the Town believes there is a need to identify and potentially purchase a permanent debris removal site. It is envisioned that the selected property could function as a regional North Palm Beach County debris removal site, which will require intergovernmental coordination with the State Division of Emergency Management, the County and adjacent municipalities.

3.3.2 Community, Economic, and Environmental Impacts

3.3.2.1 Community Impacts

Having a permanent regional or Town Debris Management site will enable the Town to store and process debris in an efficient manner. Debris can be removed from local streets in a more efficient manner if a Town Debris Management site is sited locally, allowing residents to resume life more quickly after a natural disaster. In addition, as an alternative toward utilizing a Town park as an emergency debris management site, having a dedicated permanent site will further help residents return to normal activities, such as youth sports and recreation, after a storm.

3.3.2.2 Economic Impacts

As debris can be stored and processed locally, debris clearance is faster allowing for clear roadways and rights-of-way. This enables essential services to be restored faster allowing residents and local business to resume normal activities.

3.3.2.3 Environmental Impacts

As debris can be stored and processed locally, debris clearance is faster allowing for clear roadways and rights-of-way. This enables property owners to clear their properties of debris faster and return the community to the state it was before the storm. Furthermore, by quickly removing materials that are not beneficial, or even hazardous to the environment and by removing potential breeding ground for pests and rodents, the efficient processing and removal of debris is beneficial to the natural environment.

3.3.3 Relevant Comprehensive Plan Elements

As well as looking at the impacts on the community, economics, and environment, Chapter 163, F.S. requires that any issue identified within the EAR should also be analyzed with regard to its impacts on the existing elements and objectives of the Comprehensive Plan.

It is proposed that the debris removal site will primarily function as a Town park which will be able to be quickly converted subsequent to a natural disaster. Most of the objectives and policies of the Recreation and Open Space Element are still relevant as it relates to the need for additional parks, but some will need to be amended to incorporate updated short and long-term planning time periods. In addition, policies in the Coastal Management Element will also need to be amended to provide for the permanent debris removal site.

3.3.3.1 Recreation and Open Space Element

The certain Recreation and Open Space Element objectives and implementing policies will need to be modified to provide support in the Plan to pursue a permanent debris removal site.

Objective or Policy	Comments	Recommendation
<u>Policy 1.1.8</u> Consider the recreational potential of Town owned lands that are idle or minimally used, and likely to be phased out of its present functions.	Although not used since the 1998 EAR, this policy remains viable.	This policy should be amended to include the potential dual use as a permanent debris removal site.
<u>Policy 1.1.16</u> The Town shall continue to maximize use of state and other governmental funds and private funds to purchase and develop parks and recreational sites and facilities that will maintain or exceed the Town's adopted level-of-service standards.	Since the 1998 EAR, the Town has utilized state grant funding on numerous occasions to develop parks and recreational sites and facilities. This policy remains viable.	This policy should be amended to specifically reference State and FEMA grant funding to be utilized to develop a permanent debris removal site.

3.3.3.2 Coastal Management Element

Certain implementing policies in the Coastal Management Element will need to be modified, with regard to coordination with the County, adjacent local governments and the TCRPC and Town post-disaster procedures, to coordinate the development of a permanent debris removal site.

Objective or Policy	Comments	Recommendation
<p>Policy 2.3.2 The Post-Disaster Recovery Task Force shall, after adoption of this Plan, prepare the following procedures to:</p> <ul style="list-style-type: none"> a) review and approve or deny emergency building permits; b) coordinate with federal and state officials to prepare disaster assistance applications; c) analyze and recommend to the Town Council hazard mitigation options including abandonment, reconstruction, or relocation of damaged public facilities; d) prepare a redevelopment plan; and e) recommend amendments to the Comprehensive Plan, Local Peacetime Emergency Plan and other appropriate plans. f) establish and set up emergency shelters and communication center. 	<p>The Town has utilized the post-disaster recovery procedures noted in this policy subsequent to the 2004 (Frances and Jeanne) and 2005 (Wilma) hurricane seasons. This policy remains vitally important to the safety and well being of Town residents and visitors.</p>	<p>This policy should be amended to include procedures to provide for a permanent debris removal site.</p>
<p>Policy 2.3.4 The Town should coordinate with Palm Beach County and the Treasure Coast Regional Planning Council during the annual update of the hurricane technical report to:</p> <ul style="list-style-type: none"> a) identify structures in the Hurricane Vulnerability Zone; b) inventory their assessed value; c) judge the utility of the land for public access; and d) make recommendations for acquisition when post-disaster opportunities arise. 	<p>As stated for Policy 2.3.2, this policy is utilized and remains vital with the projection of active hurricane seasons for at least the next 10 years.</p>	<p>This policy should be amended to state the development of a permanent debris removal site should also be coordinated with the County and the TCRPC during the annual update of the hurricane technical report.</p>

3.3.4 Recommended Changes to the Comprehensive Plan

In addition to the recommendations regarding the effects specific objectives and policies will have on improving the Town's emergency management capabilities through the development of a debris removal site included in the previous section, the Recreation and Open Space, Coastal

Management and Intergovernmental Coordination Elements should be revised to provide for the implementation of this major issue.

Specific recommendations are detailed below. These do not constitute the EAR-based amendments; those will be filed after the EAR has been found sufficient by DCA. The actual EAR-based amendments may differ from the suggestions presented in this section.

3.3.4.1 Recreation and Open Space Element

In addition to amending Policy 1.1.8 to include the potential dual use of Town owned lands as permanent debris removal sites and Policy 1.1.16 to reference State and FEMA grant funding to be utilized to develop a permanent debris removal site, a policy should be added to Objective 3.1. This objective pertains to the Town's efforts to increase the acreage of publicly and privately-owned open space. A policy should be added to this objective that encourages the Town to work with the County and adjacent municipalities on purchasing a property of at least 10 acres by 2012 for the dual function as a recreation park and a north Palm Beach County permanent debris removal site. If a local site is not able to be purchased the objective should encourage the Town to locate and ensure the use of a site to share within the region, or make plans to pay for additional costs for removing debris after a storm.

3.3.4.2 Coastal Management Element

In addition to amending Policy 2.3.2 to include procedures to provide for a permanent debris removal site and Policy 2.3.4 to state development of a debris removal site should be coordinated with Palm Beach County and the TCRPC, a policy should be added to Objective 2.3. This objective provides for the establishment of post-disaster procedures for long term response to a hurricane or natural disaster. The new Recreation and Open Space Element policy outlined above should also be added to Objective 2.3.

3.3.4.3 Intergovernmental Coordination Element

A policy should be added to Objective 1.1. This objective provides for coordination of impacts of development in the Town upon development in adjacent municipalities and Palm Beach and Martin Counties. The policy should provide coordination with Palm Beach County, the TCRPC and the State Division of Emergency Management to locate, and secure available grant funding (Hazard Mitigation, Florida Communities Trust, etc.) to purchase a property of at least 10 acres by 2012 for the dual function as a Town recreation park and a north Palm Beach County permanent debris removal site. If a local site is not able to be purchased the policy should encourage the Town to locate and ensure the use of a site to share within the region, or make plans to pay for additional costs for removing debris after a storm.

3.4 INFILL DEVELOPMENT AND REDEVELOPMENT THROUGH INNOVATIVE LAND USE PLANNING

“The need to effectively address infill development and redevelopment initiatives through innovative land use planning.”

3.4.1 Introduction to the Major Issue

The Town is currently experiencing more interest in infill development, redevelopment and upgrading of existing sites. As Jupiter approaches buildout, coupled with the high property values, the Town anticipates interest from developers to continue to increase. Infill development, redevelopment and upgrading existing sites can promote community revitalization, provide housing opportunities to accommodate projected growth, and help reduce urban sprawl. While the Comprehensive Plan includes general language that supports infill development and redevelopment, there is no mention of specific incentive for upgrading or renovating existing property. In addition, no comprehensive framework or strategy is in place to promote quality infill development or to establish priorities and/or programs that promote targeted infill development and redevelopment. The existing regulatory framework often stifles the ability to revitalize or upgrade existing properties. Obstacles to infill and redevelopment include site and area constraints, existing conditions, updated regulations, non-conforming regulations, the lack of adequate infrastructure and cost to provide, upgrade or improve existing infrastructure, the time and costs associated with processing those projects, and community opposition.

3.4.2 Community, Economic, and Environmental Impacts

3.4.2.1 Community Impacts

The community impacts of infill development, redevelopment and upgrading existing properties may be substantial. The projects proposed for redevelopment and infill include more mixed use projects, and often projects proposed for redevelopment include increased intensity. As part of these projects, there is a potential to provide for workforce housing, if adequate incentives can be provided. In addition, the introduction of small mixed use projects could help to alleviate some traffic by providing neighborhood commercial uses within walking distance of residential.

3.4.2.2 Economic Impacts

The economic impacts of redevelopment will expand the current tax base of the Town. The redevelopment or renovation of property with increased intensity, new residential units, and/or aesthetic upgrades will increase the property value of the site itself but also have an affect on adjacent property values, particularly in older areas of the Town. The anticipated economic impacts are positive.

3.4.2.3 Environmental Impacts

The environmental impacts of redevelopment or renovation of projects should continue to be evaluated by the Town. It is noted that existing non-conforming buildings and properties could be improved to meet current environmental and drainage regulations. In addition, the Department of Environmental Protection (DEP) or Army Corps of Engineers regulates all activities directly impacting the Aquatic Preserve, the Intracoastal Waterway, the Loxahatchee River, and its tributaries or other navigable bodies of water, including permits for dredge and fill, surface water discharge, storm water outfalls, and removal or trimming of mangroves. The Town requires this review for waterfront sites. The Town also has environmental and stormwater regulations requiring that new development meet current standards.

Jupiter will continue to observe the applicable County, State, and Federal environmental regulations as it reviews redevelopment projects, in addition to monitoring the effects of these regulations to ensure that they continue to be sufficient in protecting natural resources and coastal areas. The Town will continue to report any infraction to the appropriate agency.

3.4.3 Relevant Comprehensive Plan Elements

As well as looking at the impacts on the community, economics, and environment, Chapter 163, F.S. requires that any issue identified within the EAR should also be analyzed with regard to its impacts on the existing elements and objectives of the Comprehensive Plan.

As noted earlier in this report, the Town is nearly built-out with only 1.4 percent of vacant land remaining that does not currently have a development order approval. Therefore, small infill and redevelopment will account for the majority of new projects in the Town through 2025. Currently, the Comprehensive Plan contains policies, in numerous elements, pertaining to infill and redevelopment in the Town. However, a viable coordinated effort to plan for infill and redevelopment is not well defined in the Plan. The existing policies will need to be revised and new policies added as follows to implement this major issue:

- Incorporate neighborhood plans and the Town's Community Redevelopment Agency (Future Land Use Element);
- Develop specific strategies to remove and/or help address existing obstacles to achieve desired infill and redevelopment (Future Land Use, Transportation and Housing Elements);
- Provide for specialized analyses of the impact on existing infrastructure and transportation systems when developing and implementing infill and redevelopment projects in the Town (Transportation and Infrastructure Elements);
- Consider appropriate densities, intensities and building heights in infill and redevelopment areas, along with major capital improvements to promote investment in targeted areas (Future Land Use and Capital Improvements Elements).

Finally, it will be necessary to work with Palm Beach County through interlocal agreements and other joint planning activities (Intergovernmental Coordination Element), with specific regard to

identified future annexation areas east of the I-95 Expressway, to ensure implementation of this major issue.

3.4.3.1 Future Land Use Element

These certain Future Land Use Element objectives and its implementing policies related to infill and redevelopment will require some modifications.

Objective or Policy	Comments	Recommendation
<p>Objective 1.1. - The Town shall adopt strategies by January 2000, which encourage future growth in areas that can meet established level of service standards: support redevelopment and infill activities; help to maintain an appropriate mix of land uses; and will discourage urban sprawl.</p>	<p>Specific strategies related to encouraging future growth in areas that support redevelopment and infill activities have been developed by the adopted CRA; however, the CRA needs to be included in the Comprehensive Plan. Also, Town-wide policies for redevelopment and infill have not been adopted.</p>	<p>This objective should be modified to state that the Town will have continued support for adopting more comprehensive Town-wide strategies which support redevelopment and infill.</p>
<p><u>Policy 1.1.12</u> Adequate provisions shall be made to assure sufficient land for needed public utilities and facilities to support proposed development.</p>	<p>All developments in the Town are required to set aside land to be utilized by needed public utilities and facilities required to meet their development impacts.</p>	<p>No changes are recommended for this policy.</p>
<p><u>Policy 1.2.4</u> Existing land uses which are not compatible with adjacent land uses, the character, natural resources or the future land use plan shall be eliminated upon redevelopment, and until that time may not be expanded.</p>	<p>This policy continues to be relevant as the Town begins to experience redevelopment. As properties have redeveloped, the Town has required that non-conforming uses be eliminated.</p>	<p>No changes are recommended for this policy.</p>
<p><u>Policy 1.3.23</u> Transfer of development rights to suitable upland sites is encouraged as provided for in the Town's Transfer of Density Ordinance. Further, the Town shall undertake a study to determine what areas are appropriate to allow higher densities thus becoming a receiving zone. Acceptable areas shall have adequate infrastructure to meet the Town's adopted LOS standards and</p>	<p>The intent of this policy remains somewhat relevant. While the approval of Transfer of Development Rights (TDRs) has not historically been supported in recent years, some interest has been expressed in the US 1 corridor. To date, the Town has not conducted a study to determine what areas are appropriate to allow higher</p>	<p>This policy should be modified to include infill and redevelopment areas as suitable receiving zones. Since the Town is nearly built-out, the need for the described study is less relevant. The policy should be modified to state "if necessary, a study shall be undertaken".</p>

Objective or Policy	Comments	Recommendation
have minimal environmental sensitivity.	densities, thus becoming a receiving zone.	
<u>Policy 1.5.1</u> The study shall be updated, as needed, by the Jupiter Community Development Department.	See comment for Objective 1.5.	This policy should be amended to remove the reference to the Community Development Department and replace it with the Department of Planning and Zoning.
Objective 1.13 – To provide incentives for infill development and redevelopment efforts through implementation of the following policies:	The creation of the CRA and land use changes to allow mixed use together with the bonus program in the US Highway One/Intracoastal Waterway Corridor Sector have been used as an incentive for developers to do infill development or redevelop projects in the corridor. This objective does not mention upgrading of existing property.	This objective should be amended to encourage upgrading of existing property.
<u>Policy 1.13.1</u> The Town shall assess possible redevelopment areas, including substandard housing areas identified in the Housing Element.	To date, a study was performed in order to create the CRA assessing localized potential, however, a study to determine other potential redevelopment and infill development areas have not been performed.	No changes are recommended for this policy.
<u>Policy 1.13.2</u> The Town shall investigate and establish mechanisms for attracting private investments into redevelopment activities.	This policy remains relevant as noted above in Objective 1.13.	This objective should be amended to encourage upgrading of existing property.
<u>Policy 1.13.3</u> At minimum, redevelopment plans and activities shall be: <ol style="list-style-type: none"> 1. Be consistent with other policies of the Comprehensive Plan. 2. Be coordinated with the availability of public facilities and services at the levels of service adopted in 	This policy remains relevant.	Paragraph 4 and 5 of this policy should be amended for clarification. #4 should state “Provide for compatibility with surrounding uses through the application of sound principles of architectural design and landscaping”. The phrase, “These

Objective or Policy	Comments	Recommendation
<p>the Comprehensive Plan.</p> <p>3. Address the impact of redevelopment activities on natural systems and any historic resources.</p> <p>4. Provide for visual continuity of the target study area through the application of sound principles of architectural design and landscaping.</p> <p>5. Include relocation strategies for those residents displaced by the implementation of the plan, which ensure that the displaced residents are provided adequate notice, equitable compensation and assistance in locating comparable alternative housing in proximity to employment and necessary public services.</p>		<p>measures will meet or exceed the minimum requirements of Chapter 163 or 723, Florida State Statutes, as applicable” should be added to the end of #5.</p>
<p>Objective 1.16 - The Town shall guide urban form and development to appropriately encourage development (redevelopment) in areas with existing infrastructure and populations before developing more remote areas.</p>	<p>The intent of this objective has been utilized in the process of approving all development approvals since the 1998 EAR.</p>	<p>This policy should be amended to emphasize the importance of encouraging infill, redevelopment, and upgrading of existing properties.</p>
<p><u>Policy 1.16.1</u> The Town shall encourage development and redevelopment in the area east of the Florida Turnpike.</p>	<p>The only property that has been granted development approvals west of the Turnpike has been the approximately 900 acre property that was annexed into the Town in 2001. There are no vacant parcels of more than 100 acres located east of the Turnpike. The intent of the policy has been followed in the development of the Town.</p>	<p>As with Objective 1.16, this policy should be amended to encourage infill, redevelopment, and upgrading of existing properties.</p>
<p><u>Policy 1.16.2</u> Proposed development for the area west of</p>	<p>See comments for Policy 1.16.1 above.</p>	<p>No changes are recommended for this</p>

Objective or Policy	Comments	Recommendation
<p>the Turnpike shall demonstrate that appropriately located and sufficiently sized land area for the development is not available in other areas of the Town. The array of uses shall be complementary and supportive of those uses east of the Florida Turnpike.</p>		<p>policy.</p>

3.4.3.2 Transportation Element

Certain objectives and implementing policies in the Transportation Element will need to be modified to help create an environment in the Town that will help foster the infill development and redevelopment.

Objective or Policy	Comments	Recommendation
<p><u>Policy 3.2.1</u> Review all proposed development for consistency with the goals, objectives, and policies of this plan and require coordination of traffic circulation plans and improvements with the Future Land Use Map and Infrastructure elements before granting development approval.</p>	<p>All development applications submitted in the Town are reviewed consistent with this policy.</p>	<p>A reference to redevelopment should be added to this policy.</p>
<p>Objective 4.1 The Town will continue to study and evaluate the long range transportation needs of the community while protecting the existing and proposed residential neighborhoods.</p>	<p>Through an ongoing process to develop the Jupiter Area Study and review other applicable County long range transportation studies the Town has demonstrated consistency with this objective.</p>	<p>This objective should be amended to include references to protecting infill development and redevelopment.</p>
<p><u>Policy 4.1.1</u> The Town, in coordination/cooperation with Palm Beach County, Martin County, the Village of Tequesta, the Metropolitan Planning Organizations of Martin and Palm Beach counties, the Town of Juno Beach, the City of Palm Beach Gardens and other appropriate</p>	<p>The Town has encouraged transportation planning efforts, such as requiring connectivity to disperse traffic more equitably on residential neighborhoods in a manner that minimizes adverse impacts.</p>	<p>This policy should be amended to allow for sound planning principles such as connectivity and traffic calming measures to minimize the adverse impacts of new or expanding roadways. The phrase, “that does not adversely affect such neighborhoods”, should be amended to read, “that minimizes any adverse impacts</p>

Objective or Policy	Comments	Recommendation
governmental agencies, shall encourage and participate in long range transportation planning efforts that protect existing or proposed residential neighborhoods by locating new or expanding roadways in a manner that does not adversely affect such neighborhoods.		to neighborhoods”.

3.4.3.3 Infrastructure Element

To help foster infill and redevelopment within the Town, certain policies of the Infrastructure Element will need to be modified to assure public facilities are available to these targeted areas.

Objective or Policy	Comments	Recommendation
<p><u>Policy 1.2.1</u> Proposed capital improvement projects will be evaluated and ranked in order of the following priority level guidelines:</p> <ul style="list-style-type: none"> a. The protection of public health, safety and welfare, to fulfill the Town legal commitment to provide facilities and services, or to maximize the use of existing facilities; b. Serving enclaves and infill areas within the Town's identified service area that will allow for efficient provision of necessary urban services. c. Serving areas with moderate to high assessed valuation levels, which will maximize benefit to the Town by improving the tax base; 	<p>The Town, through the adoption of the 5-year schedule of Capital Improvements, has adhered to the guidelines contained in this policy.</p>	<p>The policy should be amended to include reference to designated redevelopment areas.</p>
<p><u>Policy 1.4.3</u> The expansion of public facilities shall be limited to those areas identified and adopted, consistent with the urban growth objectives and policies contained within the Future Land Use Element of this Plan, as the established urban service area.</p>	<p>As stated in the Future Land Use Element section of this major issue, the Town has limited the expansion of public facilities to areas east of the Florida Turnpike.</p>	<p>This policy should be amended to include a specific reference to infill development and redevelopment areas.</p>

3.4.3.4 Capital Improvements Element

Implementation of this major issue will require modifications to the following Capital Improvements Element policy to assure priority is given to the provision of public services to support infill development and redevelopment efforts.

Objective or Policy	Comments	Recommendation
<p><u>Policy 1.2.2</u> Proposed plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:</p> <ul style="list-style-type: none"> a. exacerbate any existing condition of public facility capacity deficits, as described in this Plan; b. generate public facility demands that may be accommodated by capacity increases planned in the Five-Year Schedule of Improvements; c. conform with future land uses as shown on the future land map and urban service areas as described in this Plan. d. if public facilities are developer-provided, accommodate public facility demands based upon adopted level-of-service standards; e. if public facilities are provided, in part or whole, by Town, demonstrate financial feasibility, subject to this Element; and f. affect State agency and water management district plans. 	<p>All proposed plan amendments in the Town have been evaluated pursuant to this policy consistent with the financial feasibility requirements contained with Chapter 163, F.S. (prior to the 2005 Growth Management Legislation changes).</p>	<p>This policy should be amended to include a reference to infill development.</p>

3.4.4 Recommended Changes to the Comprehensive Plan

In addition to the recommendations regarding the effect of specific objectives and policies on redevelopment included in the previous section, the Future Land Use Element should be revised

to better address the impacts of redevelopment, infill development and the upgrading of existing properties.

3.4.4.1 Future Land Use Element

In addition to the modifications to the existing objectives and policies as noted above, the Town should provide additional policies under Objective 1.13. While the objective states “to provide incentives for infill development and redevelopment efforts through implementation of the following policies” no Town-wide comprehensive incentives are mentioned in the following policies. The Town should broaden the incentives provided to infill development and redevelopment in the US1 corridor to other locations in the Town. In order to provide incentives to infill development or redevelopment, a policy would be added to allow increased density and/or intensity, if it is determined that a development provides workforce housing, affordable housing or sufficient capacity is available to accommodate the impacts. Also, a policy should be provided to encourage developments to upgrade existing properties. Specifically, an incentive should be provided only to allow an increase in the existing intensity or density provided it is consistent with the implementation of the mitigation strategies of the Jupiter Area Study and the development increases greenspace, reduces existing non-conformities, or demonstrates that the proposal will not create adverse impacts.