

TOWN OF JUPITER COMMUNITY REDEVELOPMENT AGENCY



COMMUNITY REDEVELOPMENT PLAN

Amendment 4-3-12

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1. INTRODUCTION

1.1 Preface

This Community Redevelopment Agency (CRA) Plan (the Plan) provides the framework for the redevelopment of a specific area within the Town of Jupiter which encompasses portions of the Intracoastal Waterway, the U.S. Highway One corridor, the A1A corridor, the Jupiter Inlet and the Inlet Village neighborhoods. The CRA considers the waterways valuable resources for both the local residents and the basis for attracting visitors. This plan has been prepared in compliance with the Florida Community Redevelopment Act – Florida Statute §§ 163.330-163.450 enacted in 1969.

The area governed by the Plan is set forth in a legal description of the community redevelopment area and shown on an aerial map. It is within this area that the Town of Jupiter intends to accomplish redevelopment through public and private actions that will reduce or even eliminate the blighted and sub-standard conditions which impede desired and targeted development within the district. Additionally, the Plan is intended to provide for a source of continued funding for specific community redevelopment projects including the construction of a “Riverwalk” along the Intracoastal Waterway and Jupiter Inlet, provision of adequate public parking, repairs to deteriorating streets, and other public projects and infrastructure improvements, that will contribute to long term reinvestment in the redevelopment area.

1.2 Florida Statute Governing Community Redevelopment Area Plan (CRA)

F.S. §§ 163.360 (1): “Community redevelopment in a community redevelopment area shall not be planned or initiated unless the governing body has, by resolution, determined such area to be a slum area, a blighted area, or an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof, and designated such as appropriate for community redevelopment.”

In accordance with State of Florida Statute §§ 163.360 (1):

The Town of Jupiter documented a “finding of necessity for the creation of a Community Redevelopment Agency” by enacting Resolution No. 98-01 on November 6, 2001, which declared the designated area to suffer from slum and blight. (*Exhibit A*)

The Town of Jupiter then specified the boundaries of the redevelopment area and created a Community Redevelopment Agency within the Town of Jupiter by enacting Ordinance No. 60-01 on December 18, 2001. (*Exhibit B*)

Palm Beach County approved the creation of the Jupiter Community Redevelopment Agency by enacting Resolution No. R-2001- 0090. (*Exhibit C*)

1.3 Town of Jupiter History within the Community Redevelopment Area Boundary

The area within the Community Redevelopment Area boundary is comprised of two distinct sections, the US Highway One corridor and the Inlet Village.

The U.S. Highway One Corridor

The US Highway One corridor includes the area from the Intracoastal oxbow south along US Highway One to Ocean Way. This section was primarily comprised of large vacant commercial parcels on the west side of US Highway One with four office buildings spaced out along the corridor, two relatively old shopping centers (Jupiter Square, Shoppes of Jupiter) at the intersection of US Highway One and Indiantown Rd., and Burt Reynolds Park which spans both sides of US Highway One.

US Highway One was the Town's main north/south arterial road through the early 1980s. Like many of the neighboring communities to the south it was thought this would become the Town's main commercial corridor. In the mid 1980s, the development of these parcels stalled with the installation of the I-95 "missing link". The I-95 Interstate had been completed from Miami north to the Georgia border with the exception of the 54 mile "missing link" from PGA Boulevard north to Ft. Pierce. This gap in the interstate shifted traffic east to US Highway One through the town and north to Fort Pierce. During that time the town experienced increasing growth along US Highway One. Once the missing link was completed, the traffic levels on US Highway One dropped dramatically to a level that would not support the development of these commercial properties. In fact, several successful businesses along the corridor were forced to close due to the shift in traffic from US Highway One to I-95. As the years passed with no development occurring and businesses failing, it became clear that the commercial corridor once anticipated could not be supported.

Inlet Village

Due to its close proximity to the Atlantic Ocean and the Loxahatchee River, the area now referred to as the Inlet Village was a natural draw to early settlers. This area was one of the earliest settlements in Palm Beach County. Archeological and historical artifacts have been documented and provide evidence of human inhabitants as early as 500 BC. The Tequesta and Hobe Indians are known to have settled along these shorelines. These settlers, as well as the early Europeans (French, Spanish, English), depended on these waterways to survive. The abundance of fish and wildlife along with the temperate weather sustained these small waterfront settlements.

In the mid 1800s the federal government commissioned and built the Jupiter Lighthouse that in turn established the settlement that would eventually become the Town of Jupiter.

From the mid 1800s to the early 1900s, the Inlet Village area thrived as a small fishing village and was the "port" for goods which were shipped up and down the Atlantic coast. The area around what is today Suni-Sands Mobile Home Park was a hub of activity. As the village center for the surrounding area, it also included a hotel, store and church. St. Martin's Episcopal Church, the first in the area, was built in 1899 where Suni-Sands is today.

A long wharf served as the "port" where goods were off loaded from the boats and onto the rail cars of the Celestial Railroad. The Celestial Railroad was the area's first rail system which ran north and south between Jupiter and Juno Beach.

The area was also recognized as a vacation area. Guests from the north visited the Carlin house and hired fishing guides to explore the Loxahatchee River. In the late 1800's, Edwin Hooley built a vacation residence that was later sold to Mr. & Mrs. Sperry. The old boat house, which also served as a recreation hall on the second floor, can still be seen at Suni-Sands.

In the 1920's, various developers contemplated projects in the Inlet Village area, but the Great Depression put a halt to further development plans.

With the construction of the Florida East Coast Railroad and the completion of US Highway One from Jacksonville south to Miami, the import and export of goods moved away from the Inlet and Ocean and over to these new transportation corridors.

The Inlet Village which once was a thriving working waterfront and commerce center slowly became dormant. From the mid 1930s until today, the area has failed to form a unified identity and consists of a hodge podge of uses, dead end streets, aged infrastructure and non-conforming lot sizes and uses.

Summary

It became clear that the development pattern for the town had shifted from the eastern part of the community to the west. The town leaders, seeing the decline of the area identified in the Community Redevelopment Area, began to initiate planning and revenue strategies that would stimulate desired development and public improvements to the redevelopment area. In addition, they acknowledged the need to enhance the public access to the Intracoastal Waterway and the natural habitats found within the CRA boundaries.

As a result, the Town of Jupiter initiated the process for creating a Community Redevelopment Agency (CRA), in a 397-acre area located in the east central section of the town. The Town of Jupiter's intent in pursuing the establishment of a Community Redevelopment Agency is "to provide for revenue opportunity to support the ongoing effort to establish a public Riverwalk along the Intracoastal Waterway and to assist in the implementation of a special planning study and redevelopment effort of the Inlet Village area."

As provided for in Section 163.355, Florida Statutes, the Town of Jupiter adopted Resolution 98-01 on November 6, 2001 providing for a *Finding of Necessity* study to create a Community Redevelopment Agency.

In November 2001, staff reviewed the *Finding of Necessity* to determine the appropriateness of creating a Community Redevelopment Agency, and on December 18, 2001 the Town of Jupiter, pursuant to the requirements set forth in Section 163.355 Florida Statutes adopted, through Ordinance 60-01, the Finding of Necessity to create a Community Redevelopment Agency. In other words, the Town Council:

- Determined the existence of slum or blighted conditions within a portion of the Town proposed as the Town of Jupiter Community Redevelopment Agency.
- Designated such area as appropriate for community redevelopment in the interest of the public health, safety, morals, or welfare of the residents.

The Town Council, by adopting Ordinance 60-01 created a Community Redevelopment Agency "to alleviate the adverse impacts of existing conditions and to prevent further manifestation of slum and blighting conditions" which are "detrimental to the health, safety, morals, and general welfare of the residents of the Town."

Following the enactment of Ordinance 60-01 finding that a blighted area exists in the Town of Jupiter and that it is appropriate to create a Community Redevelopment Agency to alleviate impacts of the blighted conditions, the Town Council requested formal action by the Board of County Commissioners (BCC) to grant general powers for redevelopment to a Community Redevelopment Agency for the Town. [Pursuant to Section 163.410, F.S., as a Charter County, Palm Beach County has redevelopment authority in municipalities unless the Board of County Commissioners (BCC) delegates the power to the governing body of a municipality.]

1.5 Community Redevelopment Area Boundary Legal Description

As defined in Ordinance No. 60-01, the Town of Jupiter CRA boundary is described as:

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST, AND SECTIONS 5, 6, 7, AND 8, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF OCEAN WAY AND THE EASTERLY RIGHT—OF—WAY LINE OF U.S. HIGHWAY NO. 1 (STATE ROAD NO. 5) AS RECORDED IN ROAD PLAT BOOK 2, PAGE 43, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, THE CENTERLINE OF OCEAN WAY IS THE EASTERLY EXTENSION OF THE SOUTH LINE OF GOVERNMENT LOT 3, SAID SECTION 8; THENCE, DEPARTING SAID EASTERLY RIGHT—OF—WAY LINE, NORTH 8933'21" WEST, ALONG THE EASTERLY EXTENSION OF SAID GOVERNMENT LOT 3, AND THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 491.70 FEET TO THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 1635'32" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 643.56 FEET; THENCE NORTH 58'17'23" WEST, A DISTANCE OF 726.02 FEET; THENCE NORTH 8759'50" WEST, A DISTANCE OF 513.50 FEET TO THE CENTERLINE OF THE INTRACOASTAL WATERWAY ACCORDING TO PLAT BOOK 17, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 1125'13" WEST, ALONG THE CENTERLINE OF THE INTRACOASTAL WATERWAY, A DISTANCE OF 1858.92 FEET; THENCE NORTH 43'31'31" WEST, A DISTANCE OF 1095.38 FEET; THENCE NORTH 18'02'14" WEST, A DISTANCE OF 4480.92 FEET; THENCE, DEPARTING SAID CENTERLINE NORTH 660'00" EAST, A DISTANCE OF SAID 651.77 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 07'51'58" WEST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 955.00 FEET TO THE SOUTHEAST CORNER OF PARCEL F, ACCORDING TO THE PLAT OF JUPITER HARBOUR, AS RECORDED IN PLAT BOOK 56, PAGE 5, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 82'08'02" WEST, ALONG THE SOUTH BOUNDARY OF SAID PARCEL F, A DISTANCE OF 30.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 2936'41"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 155.04 FEET TO THE POINT OF REVERSE CURVATURE TH A CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 220.00 FEET AND A CENTRAL ANGLE OF 1200'00"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.08 FEET TO THE POINT OF TANGENCY; SOUTH 643'21" WEST, A DISTANCE OF 37.17 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 65.00 FEET, AND A CENTRAL ANGLE OF 8833'06"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 100.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 2655'33" WEST, A DISTANCE OF 131.18 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 74.00 FEET, AND A CENTRAL ANGLE OF 58'43'06"; THENCE NORTHERLY AND WESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 75.84 FEET TO THE POINT OF TANGENCY; THENCE NORTH 85'38'40" WEST, A DISTANCE OF 45.65 FEET TO THE SOUTHEAST CORNER OF LOT 1, ACCORDING TO SAID PLAT OF JUPITER HARBOUR; THENCE NORTH 3731'21" EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 69.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 3251'57" WEST, ALONG THE NORTH LINE OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF PARCEL C, ACCORDING TO SAID JUPITER HARBOUR, A DISTANCE OF 371.59 FEET; THENCE NORTH 57'08'03" EAST, A DISTANCE OF 62.00 FEET; NORTH 3251'57" WEST, A DISTANCE OF 16.59 FEET; THENCE NORTH 63'24'49" WEST, A DISTANCE OF 84.84 FEET; THENCE NORTH 86'35'09" WEST, A DISTANCE OF 321.54 FEET; THENCE SOUTH 88'03'30" WEST, A DISTANCE OF 192.50 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 158.42 FEET, AND A CENTRAL ANGLE OF 6027'05"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 167.14 FEET TO THE NORTH LINE OF SAID JUPITER HARBOUR AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID PLAT OF JUPITER HARBOUR, NORTH 02'00'00" WEST, ALONG A NON—TANGENT LINE, THROUGH THE WATERS OF THE LOXAHATCHEE RIVER, A DISTANCE OR 280.00 FEET; THENCE NORTH 88'00'00" EAST, A DISTANCE OF 1450.00 FEET TO A POINT 95 FEET, MORE OR LESS, EAST OF THE U.S. HIGHWAY NO. 1 BRIDGE OVER SAID LOXAHATCHEE RIVER, AND BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 4111'08"; THENCE, EASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 1581.41 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 16'11'08"; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 621.48 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 67'00'00" EAST, A DISTANCE OF 512.15 FEET TO THE WEST LINE OF THE EAST 150.00 FEET OF SAID SECTION 31; THENCE SOUTH 0027'56" EAST, ALONG SAID WEST LINE, A DISTANCE OF 818.82 FEET TO THE NORTH LINE OF THE SOUTH 190.00 FEET OF SAID SECTION 31; THENCE SOUTH 89'58'25" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 150.01 FEET TO THE EAST LINE OF SAID SECTION 31 THENCE SOUTH 0027'56" EAST, ALONG SAID EAST LINE, A DISTANCE OF 190.01 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE SOUTH 01'18'55" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 1029.56 FEET TO THE NORTH RIGHT—OF—WAY LINE OF JUPITER BEACH ROAD; THENCE, ALONG SAID NORTH RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, A DISTANCE OF 303.79 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF STATE ROAD A—i—A; THENCE SOUTH 3121'00" EAST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 121.12 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1811.08 FEET, AND A CENTRAL ANGLE OF 725'57"; THENCE, SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 234.94 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 6 AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID WESTERLY RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1026.55 FEET TO THE EAST LINE OF JUPITER MALL PROPERTY, ACCORDING TO OFFICIAL RECORD BOOK 9593, PAGE 1364, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE, ALONG THE EAST BOUNDARY OF THE MALL PROPERTY, SOUTH 24'59'05" EAST, A DISTANCE OF 1130.95 FEET; THENCE SOUTH 89'58'57" EAST, A DISTANCE OF 58.28 FEET TO THE WEST LINE OF THE EAST 566.02 FEET OF SAID NORTHEAST QUARTER; THENCE SOUTH 0118'55" WEST, A DISTANCE OF 300.00 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER AND THE NORTHERLY RIGHT—

OF—WAY LINE OF INDIANTOWN ROAD; THENCE, DEPARTING SAID EAST MALL BOUNDARY, SOUTH 89°58'55" EAST, ALONG SAID NORTH RIGHT—OF—WAY LINE, A DISTANCE OF 566.17 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH 0°14'35" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 670.05 FEET; THENCE NORTH 89°58'57" WEST, A DISTANCE OF 614.98 FEET; THENCE SOUTH 2627°57" EAST, A DISTANCE OF 413.09 FEET; THENCE SOUTH 63°32'03" WEST, A DISTANCE OF 315.00 FEET TO THE EASTERLY RIGHT—OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 2627°03" EAST, ALONG SAID EAST RIGHT—OF—WAY LINE, A DISTANCE OF 1157.08 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 17,248.80 FEET, AND A CENTRAL ANGLE OF 3°07'05"; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 938.69 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 2°19'58" EAST, A DISTANCE OF 2534.85 FEET TO THE INTERSECTION WITH SAID CENTERLINE OF OCEAN WAY AND THE POINT OF BEGINNING.

LEGEND:

LB = LICENSE BUSINESS

LS = LICENSE SURVEY

ORB = OFFICIAL RECORD BOOK

PB = PLAT BOOK

RN = RIGHT—OF—WAY

RPB = ROAD PLAT BOOK

LESS AND EXCEPT: (HAAS ENCLAVE)

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST; PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 AND THE NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL; THENCE EASTERLY ALONG SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL TO THE SOUTHERLY LINE OF PARCEL K, AMENDED PLAT OF JOHNSON'S ADDITION TO JUPITER, PLAT BOOK 16, PAGE 25, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE EAST ALONG SAID SOUTH LINE OF PARCEL K TO THE EAST LINE OF PARCEL K; THENCE NORTH ALONG THE EAST LINE OF PARCEL K TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD A-1-A, THENCE WEST ALONG THE SOUTH LINE OF SAID A-1-A TO SAID EAST RIGHT OF WAY LINE OF U.S. No. 1; THENCE SOUTH ALONG SAID EAST LINE OF U.S. No. 1 TO SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL AND THE POINT OF BEGINNING.

TOTAL CRA AREA: 397 ACRES, MORE OR LESS.

SURVEYOR'S NOTES:

1. THIS IS NOT A BOUNDARY SURVEY.

2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.

3. AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC. NOVEMBER 12, 2001.

1.5.1 2011 CRA Boundary Expansion

The Community Redevelopment Area was expanded to include five additional parcels in 2011, thus the Community Redevelopment Area Boundary Legal Description as shown in Section 1.5 is hereby expanded to include the following:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range 43 East, Palm Beach County Florida and being more particularly described as follows:

*From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the **POINT OF BEGINNING** of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339,*

page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the **POINT OF BEGINNING**.

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees, 00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the **POINT OF BEGINNING**; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the **POINT OF BEGINNING**.

1.6 Consistency with Town of Jupiter's Comprehensive Plan

In accordance with F.S. 163.360(2) (a), "The community redevelopment plan shall conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Local Government Comprehensive Planning and Land Development Regulation Act."

This document conforms to the Town of Jupiter's Comprehensive Plan. On February 12, 2008, the Town of Jupiter Local Planning Agency (LPA), pursuant to Chapter 163.360(4), F.S., submitted its written recommendations with respect to the consistency of the Plan with the Town's Comprehensive Plan.

1.7 Existing Land Uses

The land uses (2001) within the redevelopment area were identified using the property control numbers of each parcel and verifying the uses through the Palm Beach County Property Appraiser's data base. There are approximately 397 acres within the Community Redevelopment Area, approximately 250 acres are upland, and approximately 147 acres are open waterway and submerged lands.

The four primary existing uses within the Community Redevelopment Area in descending order of acreage are:

- Commercial (34%)
- Residential (21%)
- Park (13%)
- Commercial Vacant (12%)

2. JUPITER COMMUNITY REDEVELOPMENT AGENCY BOUNDARIES AND REASONS FOR ESTABLISHMENT/HISTORY

The area within the CRA boundary were of greatest concern due to the fact that the development of the parcels had essentially stopped within the completion of I-95 from Palm Beach Gardens north to Fort Pierce.

Prior to the 1980's, US Highway One was the main north south arterial through the town with the exception of some older multi-family mobile home housing stock. Essentially, all of the parcels now identified within the CRA boundaries had commercial land use and zoning designations.

Upon completion of the Interstate, the traffic pattern shifted west as did the demand for commercial development. The properties within the boundary area sat stagnant. The existing land use and development patterns became obsolete.

In fall of 2001 the Town Council commissioned a "Findings of Blight" study to evaluate existing conditions along US Highway One and the Inlet Village to determine if the area met the "Blight" criteria set forth by Chapter 163, Part III, Florida Statutes necessary to establish a Community Redevelopment Area. The "Finding of Slum and/or Blight" study was prepared by Florida Planning Group (see Exhibit A). The study identified the general boundaries of the Community Redevelopment Area and concluded that 7 of the 8 "blight" criteria existed within the boundaries. These 7 criteria included the following:

- Defective or inadequate street layouts
- Faulty lot layouts
- Unsanitary or unsafe conditions
- Deterioration of site improvements
- Inadequate or outdated density patterns
- Inadequate transportation and parking facilities
- Diversity of ownership

By identifying these "blighted" conditions and establishing the Jupiter Community Redevelopment Agency, the Town now had the financial tool through Tax Increment Financing (TIF) to stimulate redevelopment and to implement public projects including the Riverwalk which would stimulate investment into the area and that would address the 7 criteria listed above.

The boundaries of the Community Redevelopment Area begin in the south at the Jupiter Ridge Natural Area and continues north between US Highway One and the Intracoastal Waterway but also includes Burt Reynolds Park, Piatt Place, a portion of Jupiter Harbour, the Inlet Village, the Shoppes of Jupiter and Jupiter Square Shoppes which are located on the eastern side of US Highway One at Indiantown Road. The redevelopment area is comprised of approximately 397 acres, 250 acres of upland and 147 acres of waterways and submerged lands. These waterways and submerged lands were included in the Community Redevelopment Area boundary to insure funding for docks, marinas and Riverwalk sections that may extend into these waterways.

The purpose of the Plan is to guide the long term development within the Community Redevelopment Area, ensure the "blighted" conditions identified in the "Findings of Slum and Blight" study are remedied and further, ***to ensure the development of an active district where residents and visitors can gather, work and play along the shoreline of these waterways.*** The Plan addresses operation and financial strategies and defines the development objectives, programs, and capital projects.

The Plan is a working document which will serve as a guide for the redevelopment and management of the district for 30 years. It will be necessary to update this document as development demands and strategies are refined to meet the needs of the district.

3. REDEVELOPMENT EFFORTS RELATED TO THE FINDINGS OF BLIGHT REPORT

Prior to establishing the Community Redevelopment Agency, the Town had prepared a “Finding of Slum and Blight” report which looked at eight criteria set forth by the state to determine the existence of “blight” within the targeted redevelopment area. Under each of these criteria below is the description of the “blight” condition identified in the 2001 report and the action that will be taken if necessary to reduce and or eliminate that condition. In some cases, since 2001 the Town policy regarding what constitutes blight has changed, or circumstances have changed, and this is reflected in the text below.

1. Predominance of Defective or Inadequate Street Layout

- a. *“The streets at the northern end of the redevelopment area (Yarborough, Cramer, Love and Clemons) are very close together (only 200 feet apart), and have narrow right of way widths (30 feet wide versus the standard 50 feet). These streets prevent the combination of parcels into a contiguous large-scale development parcel needed for modern developments.”*

Action: Through a series of public workshops it was determined that the majority of residents and stakeholders desired to maintain the small scale village character of the “area” now identified as the Inlet Village. The narrow streets and existing small blocks help to set the pattern for the desired village scale. The streets are currently dead end streets, the Agency shall encourage development plans to provide connectivity between these streets to improve traffic circulation in this core area. The Town has amended both the Comprehensive Plan and Zoning regulations to allow for the development of smaller parcels that exist in the Inlet Village.

2. Faulty Lot Layout in Relation to Size, Adequacy, or Usefulness

- a. *“The area along Ocean Drive (A1A) east of U.S. Highway One to Jupiter Beach Road is divided into numerous small lots of various sizes owned by different owners. This precludes their aggregation into the larger multi-acre parcels required by the C-2 zoning district and development standards that existed at the time the Findings Report was prepared.”*

Action:

In an effort to maintain the small village character of the Inlet Village area the Town Council directed staff to develop zoning and land development regulations that would permit these smaller parcels to develop in their current configurations. In 2003 the Town Council amended the Comprehensive Plan creating the Inlet Village Flex, Riverwalk Flex and Inlet Village Residential sub districts that allowed the development of these smaller lots and keeping the village scale of the area.

- b. *“The western side of U.S. Highway One, south from the Chamber of Commerce site to Indiantown Road is divided into numerous lots of various sizes owned by different owners. This precludes their aggregation into the*

larger multi-acre parcels desired for today's typical financial and development standards."

Action:

The Town has with the adoption of the US One/Intracoastal Waterway Zoning District provided incentives for the development/ redevelopment of these properties by allowing mixed use and flexible sight development regulations. Though aggregation of these properties is not discouraged these zoning regulations allow for these properties to develop in the current configurations and under varied ownership.

3. Unsanitary or Unsafe Conditions

- a. *"The two fixed bridges along U.S. Highway One, lack bike lanes and pedestrian sidewalks. This creates a potentially dangerous situation for pedestrians and bicyclists along this section of the road."*

Action:

FDOT is scheduled to replace these bridges in 2011 and shall add pedestrian and bicycle facilities. The Community Redevelopment Agency will contribute funds towards the construction of the Riverwalk as it crosses over and under the southern bridge connecting to Burt Reynolds park.

- b. *"Illegal signs were prevalent throughout the area known as the Inlet Village".*

Action:

Illegal signs and signs within the right of ways shall be removed and / or made to conform as businesses transition or new sign permits are requested.

- c. *"Several vacant, deteriorating and unsafe buildings had been identified and were contributing to the blight along A1A in the Inlet Village when the Findings Report was prepared."*

Action:

Since the Findings Report was adopted in 2001 the Town has experienced 3 hurricanes, most of the structures as a result of the hurricanes have either been demolished and/or have been renovated to meet current building codes. As parcels come in for site plan approval the structures will be inspected to determine if they can be rehabilitated and brought into conformance with the existing codes or if they will need to be demolished. The Town purchased the Inlet Village Marina and recently demolished the unsafe buildings on the property.

- d. *"There are no bike paths or pedestrian crosswalks along A1A which creates a potentially hazardous situation."*

Action:

The Community Redevelopment Agency shall have prepared a

Conceptual Master Plan for A1A which will include implementation of pedestrian sidewalks, cross walks and bicycle facilities as well as other roadway enhancements and will include the reconstruction of this road within the Community Redevelopment Agency CIP.

- e. *“Commercial properties have parking in the front yard that back out directly into traffic on A1A, creating the potential for traffic accidents.”*

Action:

The properties identified in the report include PaJa’s motel and Smilin Jacks marina. Both of these properties are within an unincorporated county pocket but are anticipated to be annexed into the Town and the Community Redevelopment Area. It will be necessary to eliminate these hazardous conditions with the reconstruction of A1A. Should the properties be annexed into the Town and into the CRA, CRA funds could be used to eliminate or reduce the hazardous traffic condition.

- f. *“U.S. Highway One has an abandoned and deteriorating parking structure that is currently being used as an ad hoc homeless shelter.”*

Action:

This property known as Piatt Place has been purchased by the Town. The Town along with the Community Redevelopment Agency will determine the best use for the property but in the meantime the property has been fenced and secured.

- g. *“Since the Findings Report was completed the Town has identified several existing residential structures built prior to the 1970’s located between A1A and the Jupiter Inlet which are below the base flood elevation established by the Federal Emergency Management Agency (FEMA) and South Florida Water Management District (SFWMD). These residential properties are subject to severe damage during flood events.”*

Action:

The Town along with the CRA will provide mitigation strategies and/or incentives for reducing the threat of flood to these residential properties with the development and implementation of the Master Storm Water Plan for the Inlet Village. These are anticipated to be semi temporary measures as it is anticipated that the majority if not all the residential properties in this area will redevelop and be reconstructed to meet the established base flood elevations.

4. Deterioration of Site or Other Improvements

- a. *“Road Conditions – A1A and U.S. Highway One contains deteriorating roadway conditions.”*

Action:

FDOT has scheduled in their work program repairing, resurfacing and adding bicycle and pedestrian facilities along US Highway One where needed by 2013. The Community Redevelopment Agency will be

committing some funds towards specific roadway enhancements as they relate to the Riverwalk and connection to the Riverwalk.

The Agency will hire a consultant to prepare a Conceptual Master Plan for A1A that will identify existing roadway and infrastructure conditions, desired road section and aerial plan to include the location of bike, pedestrian and trolley facilities, parking, medians and street lights. Upon the completion of the plan and after the review and approval by stakeholders including the County and Town Council, the Agency will develop a funding strategy and construction schedule to implement the Plan improvements.

- b. *“Saturn Road has roadway deterioration.”*

Action:

Saturn Road will be scheduled for resurfacing and repair in the Community Redevelopment Agency CIP.

5. Inadequate and Outdated Building Density Pattern

- a.

“This was perhaps the biggest problem facing the area known as the Inlet Village. A significant percentage of the area is currently divided into a multiplicity of small residential lots that have commercial land use and zoning designations. These lot sizes were too small and inadequate for commercial development under the Town’s standard commercial land development regulations; therefore, they remained as residential uses. The residential uses were considered non-conforming uses therefore they remained un-improved. Over the years several of the structures fell into disrepair and some even abandoned.”

Action:

The Town Council has, by amending its Comprehensive Plan and adopting the US Highway One Intracoastal Waterway Overlay District, addressed the inadequate and outdated development patterns. The Town has provided the property owners, through these regulations, allowances for residential, commercial or mixed uses zoning districts as well as flexible site development standards which would permit these smaller lots to be developed.

6. Tax or Special Assessment Delinquency

“None were found.”

7. Inadequate Transportation and Parking Facilities

- a. *“Ocean Boulevard (A1A) from US One to Indiantown road may at build out reach an unacceptable level of congestion under the Commercial land use and zoning designation that was existing at the time of the Findings Report.”*

Action:

It will be the responsibility of the Town to develop a multi-model

transportation plan which will encourage access to and from the Inlet Village using alternative forms of transportation including but not limited to bicycle, trolley water taxi and access by boat.

8. Diversity of Ownership

- a. *“The area identified as the Inlet Village is currently divided into multiple small lots and uses. Approximately 45 parcels exist and are owned by 39 different owners. While there has been some attempt to aggregate parcels, the vast majority of the parcels are in separate ownership.”*

Action:

Since the Findings Report was prepared, the Town Council held several community workshops where it became clear that the residents wanted to maintain the existing village scale of the Inlet Village. As a result of those workshops the Town Council adopted zoning and land development regulations that allow and encourage the development of these small parcels thereby maintaining the village scale. It still needs to be determined if the diversity of ownership will pose a problem to redevelopment. The CRA and/or the Town may still need to take additional steps to further redevelopment and avoid the potential conflicts with this diversity of owners.

4. REDEVELOPMENT GOALS AND OBJECTIVES

Since 1996, the Town has initiated and completed 4 planning studies related to the area within the Community Redevelopment Area boundaries. They are, The Findings of Blight Study prepared by Florida Planning Group, Inc., the US Highway One Intracoastal Waterway Study prepared by Wallace Roberts & Todd (WRT), The Riverwalk Master Plan & Design Guidelines prepared by PBS&J and the Inlet Village Study prepared by Glatting Jackson. Each of these planning efforts were undertaken in an effort to identify the existing conditions of the area and the reasons for the lack of development throughout the redevelopment area. Additionally, identify how to stimulate desired redevelopment along the Intracoastal and Jupiter Inlet Waterways by promoting, where appropriate, mixed use development and flexible land development regulations. In addition, to provide for public access to the waterways in the form of a Riverwalk, identify opportunities for public gathering spaces along the waterfront(s) and in the Inlet Village, create a mix of activities and uses throughout the Community Redevelopment Area, and to develop general design guidelines that would ***celebrate the Town of Jupiter’s historical relationship to the waterfront.***

As a result of these studies, the Town has created a Community Redevelopment Agency and adopted Comprehensive Plan amendments to the Future Land Use Element and created the US Highway One/Intracoastal Waterway Overlay Zoning District to direct the development pattern for the Community Redevelopment Area.

The following Goals and Objectives were prepared to meet the state statute requirements for the Community Redevelopment Agency as well as complement the goals and objectives as outlined by the Town’s Comprehensive Plan for the district.

Once adopted by the Community Redevelopment Agency Board, the goals and objectives will provide direction for the Community Redevelopment Agency and staff to pursue the revitalization of the Redevelopment Area, as well as to address those conditions of “blight” identified in the Findings Report. The Plan’s goals and objectives will also provide the

private sector with information necessary to make appropriate development decisions. These goals are designed to direct the CRA's efforts but are not to be interpreted as a definitive course of action nor an exhaustive or complete list of all activities that may be undertaken by the CRA.

4.1 Open Space, Street Layout and Accessibility

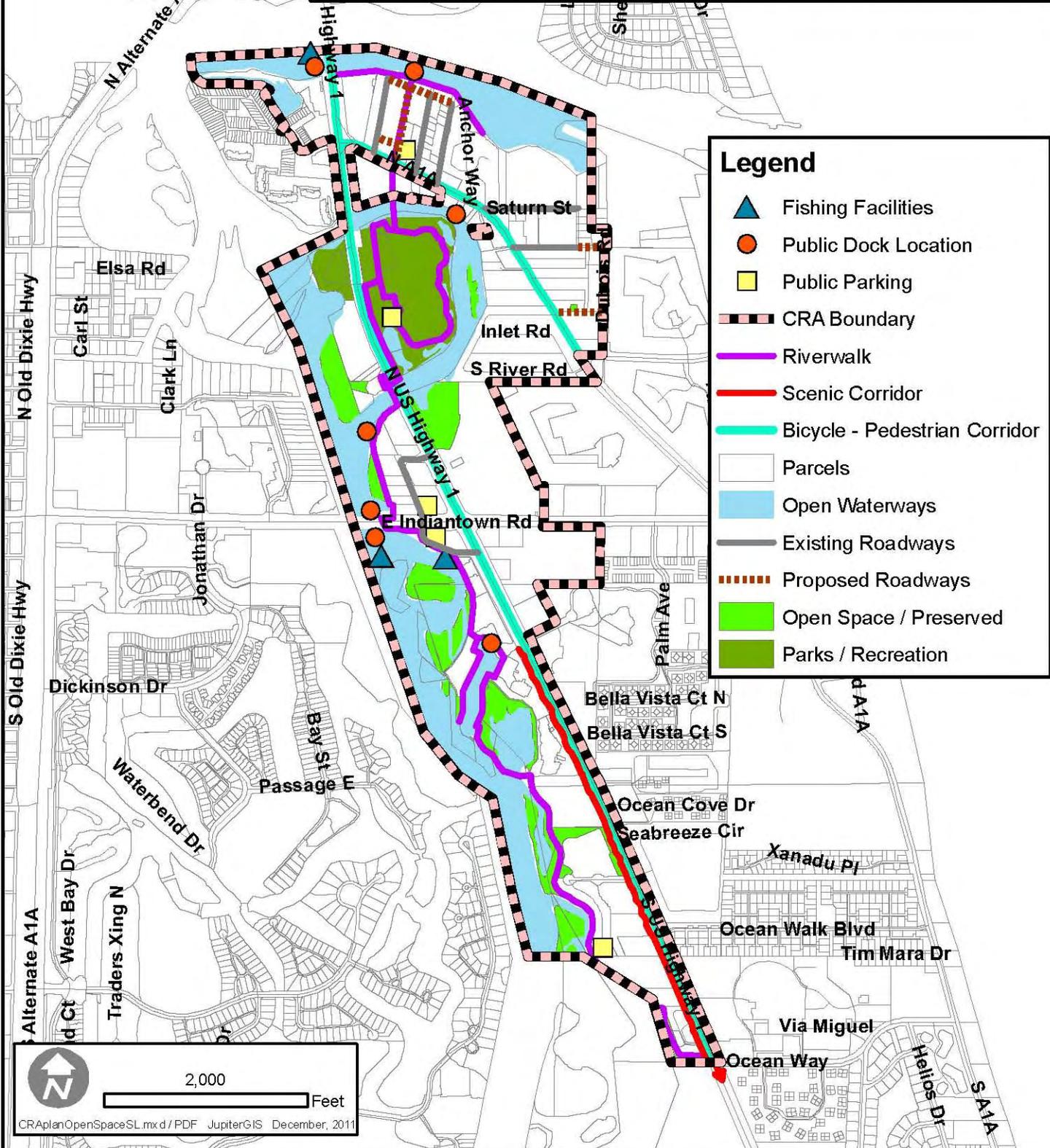
This map has been developed in association with the goals and objectives of the open space and street layout section. The *Open Space and Street Layout Map* identifies existing and future open space and street layouts which exist or are desired within the CRA boundaries.

Open Space includes existing and desired recreational facilities including the Jupiter Riverwalk, bike/pedestrian facilities, public docks, public parking, water taxi docks, fishing areas, parks, open waterways, etc.

Street Layouts identifies the existing streets located in the Inlet Village as Yarborough, Cramer, Love, Clemons, Saturn, Parkway and A1A as well as, the proposed "new" roads being considered to improve vehicular circulation, access by emergency vehicles and connectivity between roadways. It may be necessary in some cases for the Community Redevelopment Agency to use Tax Increment Funds to acquire Right of Ways to implement these improvements.

No additional roads or Right of Ways are anticipated within the U.S. One Corridor.
(See Open Space and Street Layout Map next page)

Community Redevelopment Agency Open Space and Street Layout Map



Goal: To create or enhance public gathering or open spaces along the waterfront and throughout the Redevelopment Area which are safely accessible by pedestrians, bicyclist, boaters and vehicles.

Objective:

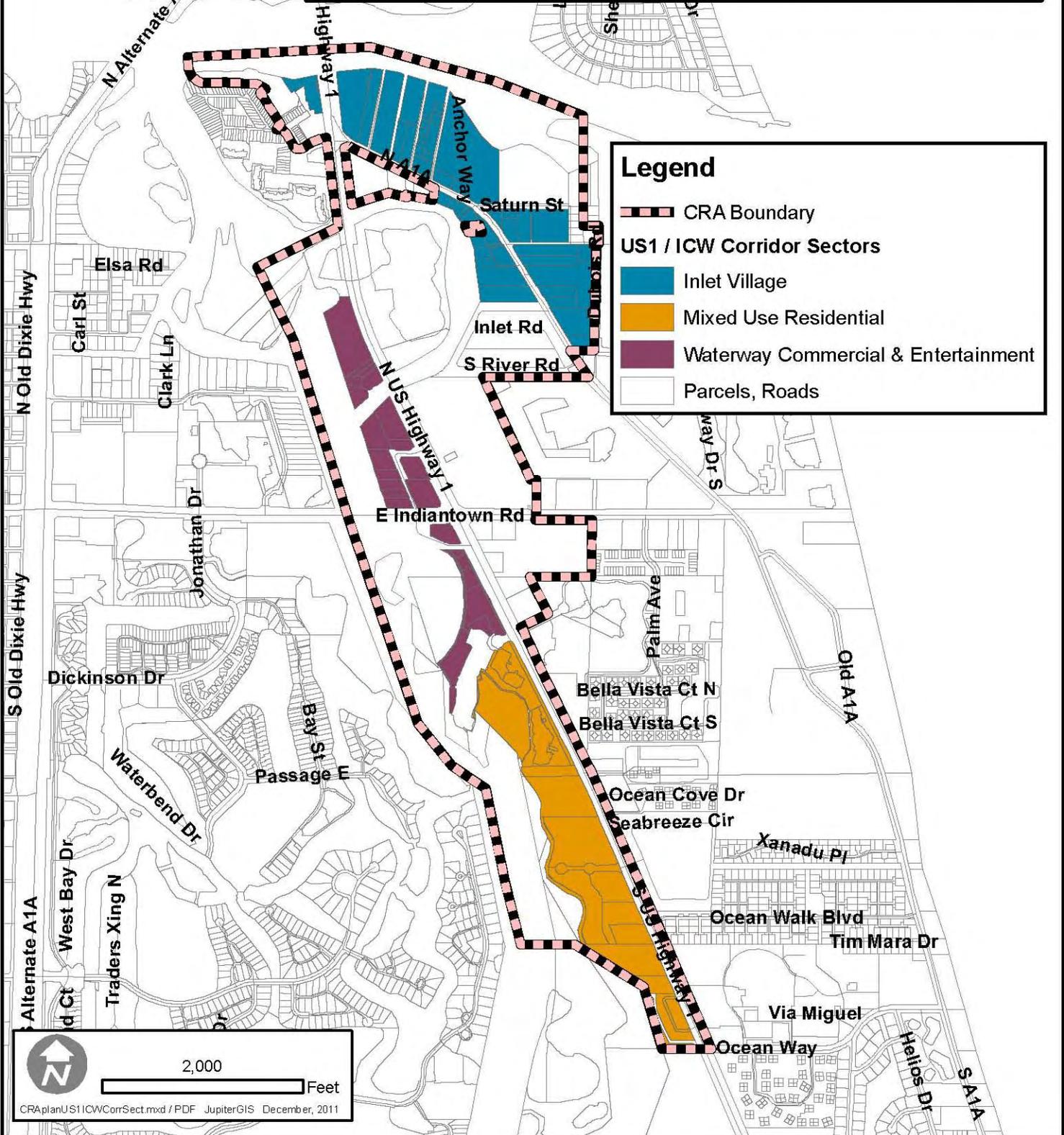
Plan and build a connected system of public gathering and open spaces, pedestrian, bicycle and vehicular traffic circulation improvements, and private/public docking and parking facilities.

- 4.1.1. Provide and build a waterfront recreational corridor which will provide public access to the Intracoastal and Jupiter Inlet waterways.
- 4.1.2 Provide and/or increase centralized and shared public and private parking opportunities throughout the Community Redevelopment Area to encourage residents and visitors to walk to their destination.
- 4.1.3 Provide and/or increase public and private docking facilities and marinas to accommodate access to the Riverwalk and Inlet Village via boat.
- 4.1.4 Provide incentives via a bonus program encouraging property owners/ developers to construct aesthetically pleasing public gathering spaces along the waterfronts and throughout the Community Redevelopment Area.
- 4.1.5 Identify and implement opportunities for water taxi facilities and trolley stops encouraging residents to access the Community Redevelopment Area via alternative forms to transportation.
- 4.1.6 Develop and adopt a Master Transportation Map which identifies opportunities for pedestrian, bicycle, trolley and boat access and circulation throughout the Community Redevelopment Area.
- 4.1.7 Develop and adopt a Roadway Network Plan for the Inlet Village which improves vehicular traffic flow, identifies locations for new streets and or access easements, provides for connectivity between parcels, establishes desired cross sections including location and width of travel lanes, sidewalks, bike lanes (as warranted), utilities, drainage, on street parking (as warranted), street lights, street trees and street furniture (as warranted).
- 4.1.8 Enhance pedestrian/ bicyclist environment via landscaping and tree canopy throughout the Community Redevelopment Area and Riverwalk corridor.

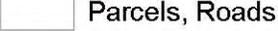
4.2 Limitation on Size, Height, Number and Use of Buildings

Regulations regarding the type, size, heights, number and uses of structures to be constructed within the CRA boundaries are regulated via the US One/Intracoastal Waterway Corridor Zoning District. The US One/ICW Corridor Sector Map identifies the location of the three sectors. Each of the three sectors is mixed use, commercial and residential districts. The Inlet Village Sector is desired to develop is a small village scale community with a maximum height of 3 ½ stories with bonuses. The Waterway Commercial Entertainment Sector is desired to develop with mixed use developments with an emphasis on entertainment/commercial uses. This sector has a maximum height at 55 feet average with bonuses. The Mixed Use Residential Sector is desired to develop with mixed use developments with an emphasis on residential uses. This sector has a maximum height of 45 feet average with bonuses. The attached US One/ICW Corridor Sectors map reflects these locations.

Community Redevelopment Agency US 1 / ICW Corridor Sectors



Legend

-  CRA Boundary
- US1 / ICW Corridor Sectors**
-  Inlet Village
-  Mixed Use Residential
-  Waterway Commercial & Entertainment
-  Parcels, Roads

 2,000 Feet

CRAplanUS1ICWCorrSect.mxd / PDF JupiterGIS December, 2011

Goal: Stimulate private investments in real property to develop or redevelop properties consistent with the Town of Jupiter's Comprehensive Plan.

Objective:

Cause to have developed and adopted by the Town Council zoning districts and regulations consistent with the Town of Jupiter's Comprehensive Plan which promote an active and vibrant waterfront community, allow for a mix of uses and provide public access and recreational opportunities along the Intracoastal and Jupiter Inlet waterways.

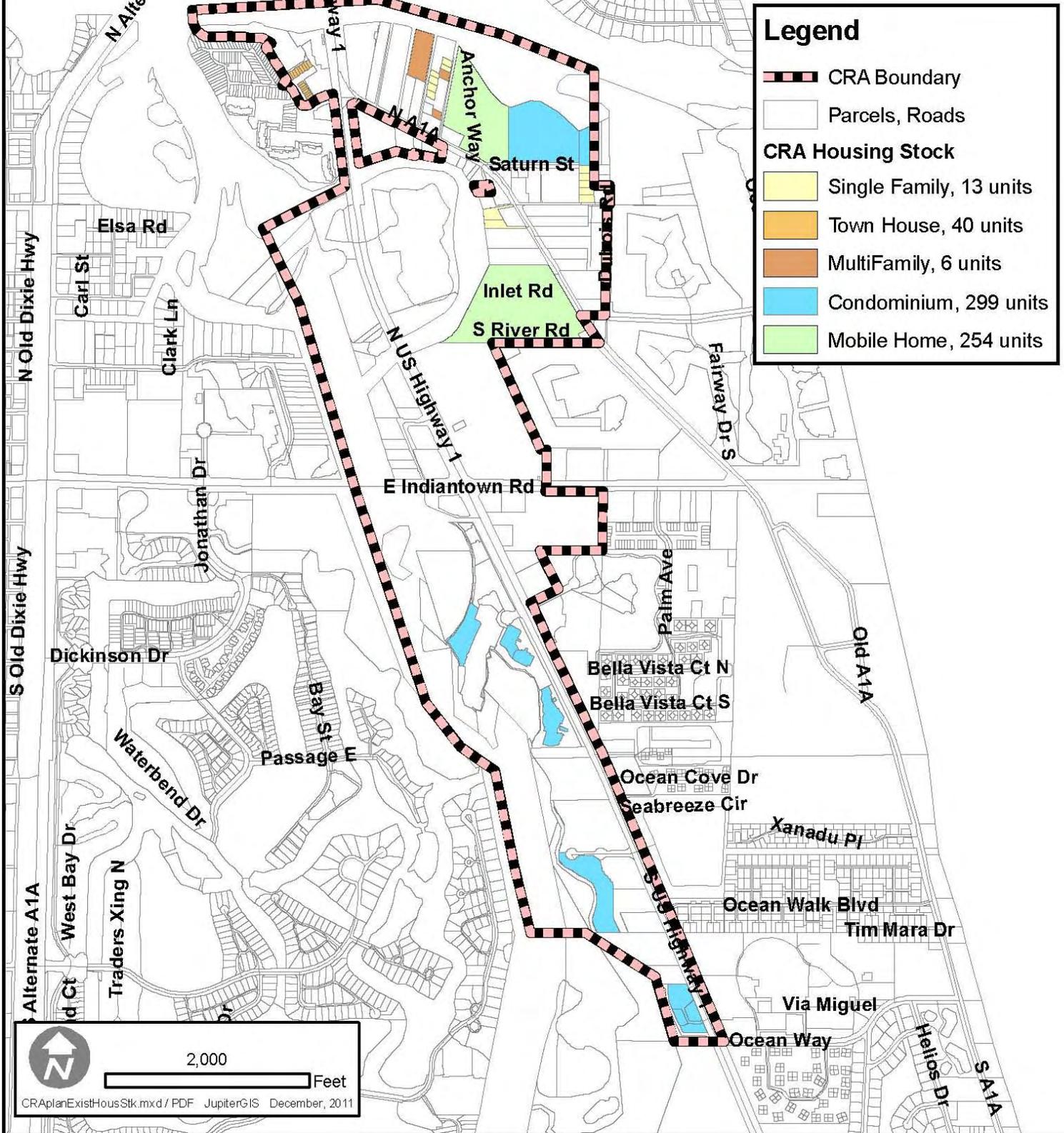
- 4.2.1 Adopt via zoning district and land development regulations uses, density, intensity, scale and height incentives and limitations consistent with the Town of Jupiter's Comprehensive Plan that will encourage high quality development.
- 4.2.2 Encourage the development and/or revitalization of properties in the Inlet Village that promote active "destination" type uses such as parks, restaurants, outdoor cafes, hotels, bed and breakfast inns, retail shops, marinas, tour boats, fishing and diving charters, ecotourism and entertainment venues, museums and galleries.
- 4.2.3 Adopt regulations implementing architectural styles, scale and varying height which respects the surrounding community, historical resources such as the Jupiter Lighthouse and in case of the Inlet Village, the historic working waterfront.
- 4.2.4 The Community Redevelopment Agency and the Town of Jupiter shall be responsible for the implementation and administration of the objectives outlined in the redevelopment plan.

4.3 Approximate Number of Dwelling Units

When the Findings Report was prepared in 2001, the housing stock included 194 condominium units, 243 mobile home units and approximately 15 single family units. These residential units have been identified on the 2001 Existing Housing Stock map.

The Town has, with the adoption of the U.S. Highway One/Intracoastal Waterway Corridor Zoning District increased the potential for adding another 366 – 740 units. 120-300 units in the Mixed Use/Residential Sector, 96-240 units in the Waterway Commercial/Entertainment Sector and 150-200 units in the Inlet Village Sector. The Potential Housing Stock map indicates the location of future housing stock. Approximately 216 units have been constructed since 2001.

Community Redevelopment Agency Existing Housing Stock

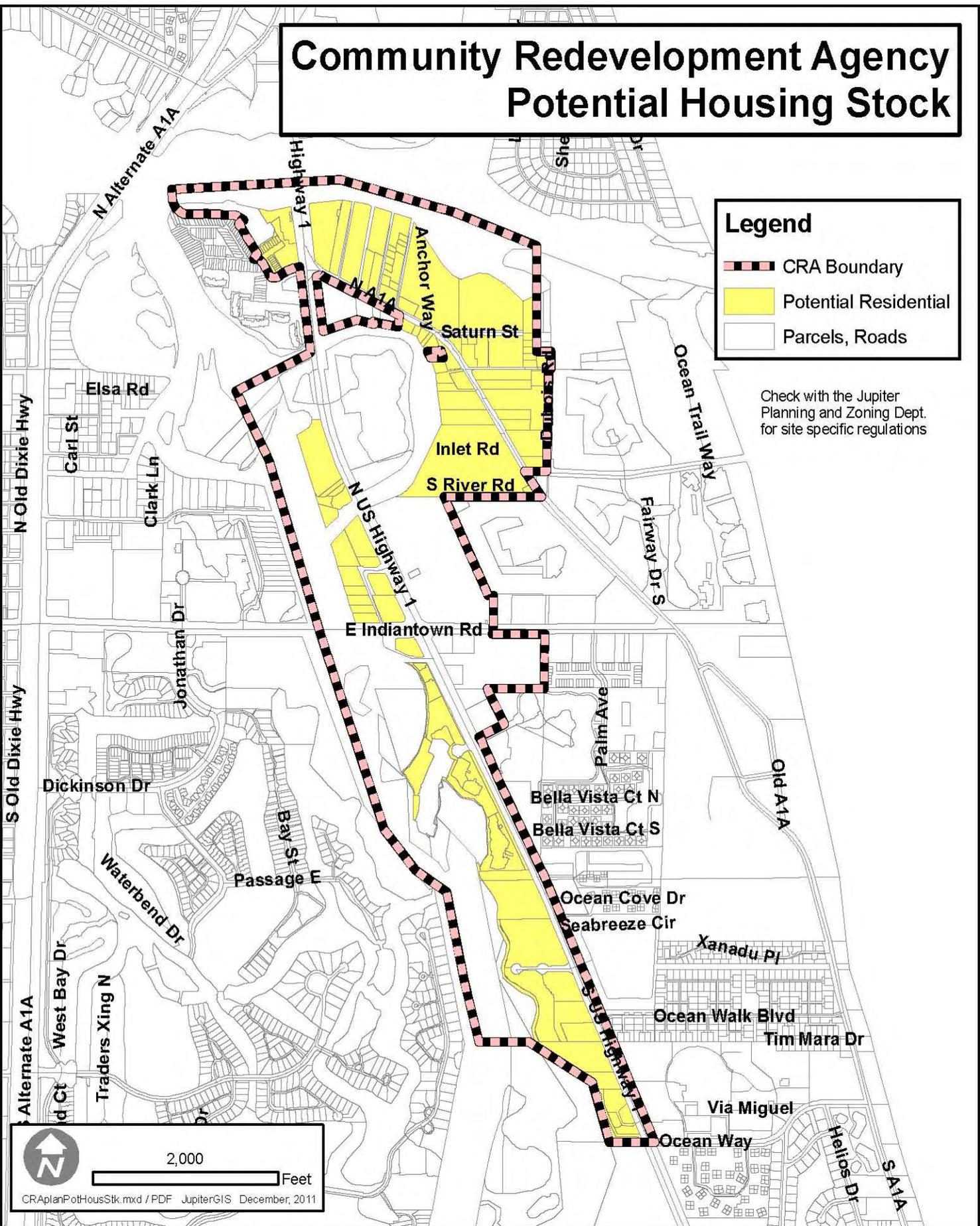


Community Redevelopment Agency Potential Housing Stock

Legend

-  CRA Boundary
-  Potential Residential
-  Parcels, Roads

Check with the Jupiter
Planning and Zoning Dept.
for site specific regulations





 2,000 Feet

CRAPlanPotHousStk.mxd / PDF JupiterGIS December, 2011

Goal: Increase the number of people living along the Riverwalk corridor and Inlet Village but outside of the anticipated entertainment by adding small inns, hotels, and bed and breakfast lodging areas providing for a more active, vibrant and safe Riverwalk and Inlet Village.

Objective:

Consistent with the Town of Jupiter's Comprehensive Plan encourage a variety of housing types, sizes and price points where people of varied incomes can purchase and/or lease housing.

- 4.3.1. Adopt regulations that provide opportunities for residential units throughout the Community Redevelopment Area but outside of the anticipated entertainment areas and provide incentives for a mix of unit types, sizes and price points.

4.4. Property intended for use as public parks and recreation areas

Goal: Optimize opportunities for waterfront access via the Riverwalk project, gathering spaces and recreational opportunities throughout the Community Redevelopment Area.

Objective:

Increase public access to the waterfront via the Riverwalk recreational corridor, development of public gathering spaces or squares, and parks and recreational opportunities throughout the Community Redevelopment Area.

- 4.4.1 Develop regulations insuring the development of the Riverwalk recreational corridor.
- 4.4.2 Create, via development regulations and incentives public gathering spaces, squares, amphitheaters and parks throughout the Community Redevelopment Area.
- 4.4.3 Create a connected pedestrian and bicycle system to encourage walking and biking throughout the Community Redevelopment Area and connecting to surrounding municipal and county systems beyond the Community Redevelopment Area boundaries.
- 4.4.4 Provide yearly operational funding for the continued maintenance and enhancements of the public portions of the Riverwalk, squares, Events Plaza or other public assets throughout the Community Redevelopment Area.
- 4.4.5 Provide funding and other support for events which celebrate and market the waterfront, Riverwalk and Inlet Village.

4.5 Property intended for use as streets, public utilities and public improvements of any nature.

Goal: Develop pedestrian, bicycle friendly and functional streets, underground utilities upgrade stormwater facilities and provide public parking and docks.

Objective: Through public-private partnerships optimize opportunities to improve the infrastructure and public assets within the redevelopment areas.

- 4.5.1 Use development opportunities, tax increment funds and/or other sources of funding to assist in placing all utilities underground.
- 4.5.2 Develop coordinated street construction/reconstruction opportunities with streetscaping, replacement of all aged and overhead utilities, and implementation of stormwater facilities as needed.
- 4.5.3 Identify and secure funding including tax increment finance revenues, grants, bonds and developer contributions to fund infrastructure improvements.

4.6 Economic Development Activities and Programs

Goal: To encourage and promote public/private uses and activities ensuring an active, vibrant and viable Riverwalk and Inlet Village for residents and visitors to enjoy.

Objective: Prepare an Economic Development Plan which identifies desired uses and activities for the redevelopment area, provides opportunities and or funding support for those desired uses or activities, and outlines marketing and promotional activities that will ensure an active, vibrant and viable Riverwalk and Inlet Village.

- 4.6.1 Identify businesses and activities that are consistent with the goal of an active and vibrant Riverwalk and Inlet Village.
- 4.6.2 Develop a marketing initiative which will identify the Riverwalk and Inlet Village as a destination location, and promote businesses, ecotourism and activities throughout the Community Redevelopment Area.
- 4.6.3 Provide tax increment funding to assist in the development of desired and targeted waterfront improvements including but not limited to: marinas, docks, fishing piers and platforms, water taxi facilities, etc.
- 4.6.4 Provide tax increment funding to encourage the development of desired uses, businesses and activities within the Community Redevelopment Area.

5. NEIGHBORHOOD IMPACT

The purpose of redevelopment activities is to protect, preserve, improve and enhance the built and natural environments which characterize the area. When the Community Redevelopment Area was established, the majority of the property within the Community Redevelopment Area boundary was vacant and/or under-utilized commercial properties. Proposed redevelopment activities include the construction of new residential units, mixed use developments and commercial developments as well as entertainment districts, the Riverwalk, public parking and docking facilities.

Since the majority of the properties within the Community Redevelopment Area boundary were vacant or under-utilized commercial properties, the impacts are expected to be minimal.

Existing single family residential is limited to approximately 15 homes in the Inlet Village area. Three of these homes have been converted to office, multi-family or rental units. All are located within a C-2 zoning district. While the redevelopment cannot be implemented without affecting existing housing, it is the Community Redevelopment Agency's intent to ensure those impacts has an overall beneficial effect to the property owners or return on their investment.

This Plan is not intended to remedy a shortage of housing for residents of low or moderate income as the existing stock of condominium units and mobile/manufactured housing within the district provide sufficient opportunities for these income populations within the District and other locations within the Town of Jupiter will better satisfy the housing needs of such income populations.

5.1 Relocation

The Community Redevelopment Agency does not anticipate the need to relocate businesses or residents as a result of property acquisition or implementation of projects within the Community Redevelopment Area.

Should it be determined that the Community Redevelopment Agency would need to acquire a property with a business or residential unit, the Community Redevelopment Agency shall adopt appropriate provisions for the relocation of any business or residents in conformance with all applicable State and Federal laws.

5.2 Traffic Circulation

Traffic circulation problems are primarily limited to the Inlet Village and shall be addressed via the development and adoption of the Roadway Network Plan. It is the intent of the Community Redevelopment Agency to maintain the character of the local streets (new and proposed) within the Inlet Village.

Functionally obsolete roads exist throughout the Community Redevelopment Area specifically US Highway One and A1A which create hazardous interactions between pedestrians/bicyclist and vehicles. These conditions will be identified and eliminated as roads/bridges are reconstructed or undergo repair as funding is available.

5.3 Environmental Quality

Environmental Quality shall be improved by the redevelopment efforts and projects to be undertaken by the Community Redevelopment Agency.

Development and redevelopment projects shall meet current and more stringent environmental standards of town, state and federal regulations.

5.4 Availability of Community Services and Facilities

Additional capacity for water, sewer, traffic and school impacts are subject to town, county and state impact fees insuring sufficient capacity for projects constructed within the Community Redevelopment Area.

The water and sewer facilities in the Inlet Village are approximately 40 to 50 years old and are at the end of their life span. These facilities will need to be evaluated to determine the need to replace the aged facilities.

5.5 Effect of School Population

The demographics of the residents moving into the Community Redevelopment Area are primarily “empty nesters”, second home owners and active retirees. It is not anticipated that the Community Redevelopment Area district will be home to a significant number of school aged children. Therefore, impacts to schools are not anticipated.

5.6 Physical and Social Quality of the District

Upon approval of the Community Redevelopment Area district, the negative physical characteristics of the district including limited access to the waterfront, vacant lands with spotted commercial development, vacant and condemned buildings, disjointed pedestrian/bicycle facilities, road and traffic patterns and functionally obsolete roadways and bridges, will be eliminated or significantly diminished through implementation of the plan.

The physical and social qualities within the district will improve with the implementation of the redevelopment plan. The strategies provided in the Plan will insure that the Riverwalk corridor and the Inlet Village become an active and vibrant destination location promoting social interaction among residents within the Community Redevelopment Area and the Town of Jupiter.

6. COMMUNITY POLICING

The Community Redevelopment Area encompasses approximately 397 acres of land and waterway and is comprised mainly of waterfront residential, commercial and mixed use developments, two undeveloped entertainment districts, two county parks (Jupiter Ridge Natural Area and Burt Reynolds Park) and two large marinas (Seasport Marina and Jupiter Yacht Club Marina). The Riverwalk recreational corridor is the common thread that connects most of these uses.

As the Community Redevelopment Agency is in its infancy, the initial policing efforts will be undertaken via the Town of Jupiter’s Police Department and other law enforcement agencies such as the Marine Patrol and Sheriff Office’s Park Unit.

The Town’s Marine Patrol Unit provides periodic patrol of the waterways though not routine at this time. Patrols may be expanded as the Riverwalk is completed.

As projects within the Community Redevelopment Area are developed, particularly the entertainment districts, it is anticipated that additional police services will be needed. Future services include the use of bicycle patrol, surveillance cameras, and citizens’ volunteers. The current “Volunteer in Policing” (VIP) program deployed by the Police Department can be expanded to include the Community Redevelopment Area district. These VIP’s are local residents and business owners who live, work and recreate within the district and are trained to identify and report suspicious activity to the Police Department.

6.1 Community Involvement

A Community Policing Advisory Committee may be established by the Board of the Community Redevelopment Agency. Members of a Community Policing Advisory Committee will either be residents or own businesses within the redevelopment area. The Committee will meet with the Community Policing Unit on a monthly basis to discuss concerns from within this area. Additionally, officers assigned to this program will regularly meet with other property owner groups and business associations.

7. CAPITAL IMPROVEMENT PROJECTS TO BE UNDERTAKEN WITHIN THE CRA

To implement the vision of the CRA for the public, the projects identified on Map 7.1 entitled “Capital Projects Map” described on 7.2 – 7.23 are to be implemented. It is anticipated that the primary funding sources for 7.3, 7.8, 7.12, and 7.21 will be developer contribution. The CRA Board may decide to provide CRA funds towards these projects if it is determined to be in the best interest of the CRA and the residents of the Town of Jupiter.

7.1 Capital Projects Map

Jupiter RIVERWALK



- | | |
|--|--|
| <ul style="list-style-type: none"> 1 Ocean Way US1 Crossing 2 Riverwalk - Jupiter Ridge Connection at Eiks Club 3 Major Gateway Feature 4 Riverwalk - River Plaza 5 Event Plaza 6 Riverwalk - Water Taxi 7 Riverwalk - Entertainment District 8 Riverwalk - Mitigation 9 Burt Reynold's Oxbow Bridge 10 Riverwalk - Inlet Village 11 A1A Conceptual Design & Roadway Enhancement 12 Roadway Network Plan | <ul style="list-style-type: none"> 13 Riverwalk A1A Pedestrian Crossing 14 Public Boat Docking Facility 15 Inlet Village Marina 16 US1 Scenic Corridor 17 Lighthouse Promenade 18 Public Garage 19 Inlet Village - Love Street Temporary Surface Lot 20 Riverwalk and Inlet Village Sign Program 21 U.S. 1 Oxbow Bridge 22 First Union Bank Property 23 Piatt Place 24 Lagoon Bridge |
|--|--|

LEGEND

- Riverwalk Alignment
- Completed
- Approved Construction 2006-07
- Major Gateway
- Minor Gateway
- Docking/ Water Taxi Opportunities
- Inlet Village
- Overwater Pavilion
- CRA Boundary
- Beach Access
- Pedestrian/ Bicycle Corridor
- Town Owned Properties

7.2

RIVERWALK-OCEAN WAY U.S. ONE PEDESTRIAN BICYCLE CROSSING - (MAP LOCATION 1)



Background:

During the initial Riverwalk study prepared by Wallace, Roberts and Todd (WRT) they identified the need to provide safe access to the Riverwalk for the 10,000 residents that live east of U.S. One. The intent was twofold:

First, by providing a signalized pedestrian bicycle crossing at U.S. One and Ocean Way the residents could walk or ride their bikes to Riverwalk events or businesses and leave their cars at home, decreasing the vehicular parking required.

Second, by making this connection the Riverwalk would become part of the six mile recreational “loop” allowing residents and visitors to go from the beach to the Intracoastal, to the Jupiter Inlet and back to the beach.

Project Objective:

To construct a safe-signalized pedestrian/bicycle crossing at U.S. One and Ocean Way encouraging residents and visitors to access the Riverwalk corridor and leave their cars at home. Further, to provide safe access for residents to both recreational corridors at the beach and the Intracoastal.

Probable Cost:

\$500,000

Funding Source:

CRA Revenue

7.3

RIVERWALK-JUPITER RIDGE NATURAL AREA CONNECTION – (Map Location 2)



Background:

This approximately 1,600 linear ft. section transects three parcels known as Tierra Del Sol, Jupiter Ridge Natural Area and Waterpointe providing the missing link to the Riverwalk at Mangrove Bay. This section of Riverwalk includes signage identifying wildlife and habitat found in the Jupiter Ridge Natural Area. Visitors to this section of Riverwalk will experience one of the rarest habitat and wildlife remaining in Florida.

Project Objective:

This section of Riverwalk will bring visitors from the U. S. One corridor and beaches west and north to the section at Mangrove Bay where the Riverwalk first touches the Intracoastal shoreline and continues up to the Entertainment District and beyond to the Jupiter Inlet. The Tierra Del Sol and Water Point projects are funding this section of the Riverwalk via their Development Order.

Probable Cost:

Estimated \$2,000,000

Funding Source:

Developer Contributions via Development Order for Tierra Del Sol and Waterpointe

7.4

RIVERWALK- MAJOR GATEWAY FEATURES - (Map Location 3)



Background:

As identified in the Riverwalk Master Plan prepared by PBS&J it is necessary to provide Riverwalk gateway features so that residents and visitors are able to easily identify points of access to the Riverwalk as they travel along US. Highway 1. One of the key locations has been identified as Ocean Way as it is the southernmost entrance to the Riverwalk and the primary access point for pedestrian and bicyclist using the beach corridor.

Other locations identified include: US 1 at Burt Reynolds Park, US 1 at Coastal Way/ Harbourside, US 1 at Coastal Way/Jupiter Yacht Club.

Project Objective:

The project objective is to design and construct a “gateway features” which identifies access points along US. 1 to the Riverwalk. This project is anticipated to include the gateway structure w/ Riverwalk signage, pedestrian/bicycle gathering area to accommodate those waiting to cross US. 1, lighting, landscaping and irrigation. The construction cost is to be determined upon completion of the design.

Probable Cost:

Design: \$10,000 – Conceptual design for each location.

Engineering: To be determined

Permitting: To be determined

Construction: Cost to be determined upon completion of designs

Funding Source:

CRA Revenue:

Developer Funding

7.5



Background:

This section of the Riverwalk is the missing link between the Events Plaza at Indiantown Rd., south to A1A and the beach. This 650 linear foot section is located along the waterfront behind River Plaza, a 5 acre office park. The owners have no plans to complete the final phase of the office park in the foreseeable future. The completion of this project will provide continuous access to over a mile of waterfront for the residents and visitors of the Town. Staff will be working with the owner to obtain an easement via a P.U.D. and/or site plan approval process.

Project Objective:

To construct a 650 linear foot section of Riverwalk and provide continuous access from the beach to the Intracoastal Waterway north to the Events Plaza at Indiantown Road.

Probable Cost:

This section includes approximately 500 linear feet of upland construction and approximately 110 linear feet of over water section.

Design:	\$ 86,250
Engineering:	\$ 145,000
Construction:	<u>\$ 1,488,750</u>
Total:	* \$ 1,720,000

- Upon completion of the design, the construction cost may be amended.

Funding Source:

CRA Revenues

T-21 Grant: \$ 750,000 (Approved 2008, Funded 2010/2011)

FIND Grant: \$ 500,000 (Application submittal Spring 2010)



Background:

The Events Plaza is complete and the Town has begun using the plaza for various events. With these events staff has identified several amenities which are necessary to accommodate the vendors and to have successful programming of the space. These include upgrading the electrical service to accommodate bands and certain food vendors, providing for a vehicular access point on the north side of the bridge for high clearance vehicles, bike racks, surveillance cameras, restrooms and storage building.

Project Objective:

The objective is to make permanent modifications to the plaza providing necessary amenities for vendors and visitors during events.

Electrical service: Currently, Tony Newman staff electrician must spend several hours before each event to set up temporary electrical service to accommodate bands and food vendors. For approximately \$3,400 permanent electrical upgrades could be completed eliminating the need to continually use staff time.

Vehicle access: With each event vendors with high clearance vehicles have been forced to enter on the north side of the bridge in an area that is currently landscaped and curbed and contains a water meter which is run over. To accommodate these vehicles it is necessary to drop the curb, relocate the water meter and provide paved access from Coastal Way into the events plaza. This access point is also necessary for emergency rescue vehicles. The approximate cost is \$5,000.

Security Cameras: On-going monitoring of area and reducing incidents of vandalism. The estimated cost is \$10,000.

Bike racks: This was a repeated request by visitors to the events. Once they get there they had no place to secure their bikes. Two racks holding 5 bikes each would cost a total of \$3,000 with staff installing them.

Future needs will include: Permanent restrooms, storage and event accommodations parking.

Probable Cost:

Bollards	10,000
Vehicle Access:	\$ 5,000
Security Cameras:	\$ 28,000
Bike Racks	<u>\$ 2,000</u>
TOTAL	\$ 45,000

Funding Source:

CRA Revenues



Background:

The Riverwalk Master Plan identified several locations for water taxis along the Riverwalk corridor including the Event Plaza. These water taxis were envisioned to not only provide “taxi” services between waterfront businesses along the corridor but also to provide residents and visitors the opportunity to enjoy the waterways and lighthouse that are the signature of the community. Locations identified for water taxi facilities include the Events Plaza, Austin’s Grille, vicinity of Lighthouse Promenade, vicinity of Inlet Village Marina.

Project Objective:

To construct ADA accessible water taxi facilities that will provide alternative modes of transportation along the Riverwalk corridor as well as to the water front businesses throughout the Town. Additionally providing opportunities for residents and visitors to experience the waterways, marine habitat and tours of the community.

Probable Cost:

As specific sites are identified probable cost will be determined. Developer incentives are provided via the bonus program for water taxi facilities. Staff will encourage these facilities be provided as part of a development approval in the appropriate locations.

Events Plaza -	Anticipated cost for this facility including design, engineering and construction is \$100,000
Austin’s Grille -	Cost to be determined
Lighthouse Promenade -	Cost to be determined
Inlet Village Marina -	Cost to be determined

Funding Source:

- Event Plaza – Grant
- Austin’s Grille – Developer
- Lighthouse Promenade – Grant/CRA
- Inlet Village Marina – Grant



Background:

This section of Riverwalk crosses three privately owned properties, is approximately 1,300 linear ft. beginning on the north side of the Events Plaza and continues primarily along the shoreline north and east to the U.S. 1 Bridge. It is located within the Riverwalk Entertainment District. This area is envisioned to be the main gathering area of the Riverwalk. Improvements desired in this area include the Riverwalk, public docking facilities, amphitheater area and interactive fountain (Clematis St. style), public and event parking. Most of these facilities are expected to be funded by the property owners via a Community Development District as parcels are developed.

Due to the current market and the potential that these parcels may remain vacant for the foreseeable future it may be necessary to provide CRA dollars as incentives to stimulate the development of these parcels.

Project Objective:

To construct the Riverwalk, public docks, amphitheater and interactive fountain and public /event parking in the Entertainment District for the enjoyment of the residents and visitors to the Town.

Probable Cost:

Cost identified below are estimates. Actual cost will be identified as designs are finalized.

Riverwalk (1,300 lf.) Events Plaza North of U.S. 1

Design, Engineering & Permitting –	\$ 293,000
Construction -	<u>\$ 1,950,000</u>
Total:	\$ 2,243,000

Amphitheater 1 acre site with band shell / stage and grass seating

Planning	\$ 30,000
Design, Engineering & Permitting	150,000
Construction	<u>1,000,000</u>
TOTAL	\$1,180,000

Public Docking facilities includes seawall – 10 docks

Design, Engineering & Permitting	\$ 90,000	\$60,000
Construction	\$ 600,000	<u>\$400,000</u>
TOTAL	\$690,000	\$460,000

Parking – (350 – 500 spaces)

Design, Engineering & Permitting	\$	183,750 to 262,500
Construction cost based on 3,500. spaces	\$	1,225,000 to 1,750,000
TOTAL	\$	<u>1,408,750 to 2,012,500</u>

Interactive fountain (Clematis Street style)

Design, Engineering & Permitting	\$	150,000
Construction	\$	<u>1,000,000</u>
TOTAL		\$ 1,150,000

Funding Source:

Developer via a Community Development District – estimated improvements	\$25,388,000
Potential Grants	\$25,158,000

Background:

The Riverwalk Corridor spans approximately 2.5 miles of the waterfront and will have some environmental impacts particularly to the mangroves. As we impact these areas, it will be necessary to identify a site to provide and create mangrove habitat as mitigation for these impacts. The cost for mitigation will be dependent on whether the Town has a site available for mitigation or if it must purchase property to create mangrove habitat. To the greatest extent possible, mitigation will be contained within the project area, (such as the Lagoon Bridge), to reduce the need for off-site mitigation land cost, though it is anticipated that some off-site mitigation will be necessary.

Project Objective:

To dedicate funding to be used for mitigation purposes as impacts and mitigation are identified in implementing the Riverwalk Corridor.

Probable Cost:

The CRA has set aside approximately \$350,000 for mitigation costs to date. At this time, costs are estimated to be approximately \$100,000 excluding any land cost that may be purchased for mitigation.

Cost of mitigation will be identified as each project is permitted and the impacts and mitigation needs are determined.

Funding Source:

CRA Revenues

7.10

RIVERWALK – BURT REYNOLDS OXBOW BRIDGE – (Map Location 9)



Background:

This 250 foot bridge will take pedestrians and bicyclists from the park over to the Inlet Village and on to Lighthouse Promenade. The park provides opportunities for event parking for the community to access the Inlet Village.

Project Objective:

This bridge connects the southern section of the Riverwalk to the Inlet Village and also connects the Inlet Village to potential parking at Burt Reynolds Park.

Probable Cost:

Design & Engineering:		\$ 135,000
Construction cost:	$250 \times 15 = \$3,750 \times 300 =$	<u>\$ 1,125,000</u>
TOTAL		\$ 1,260,000

Funding Source:

CRA Revenues
Grants

7.11

RIVERWALK AT INLET VILLAGE-

(Map Location 10)



Background:

This section of the Riverwalk begins at Austin's Grill and continues east under the U.S. One bridge past Seasport Marina, Jetty's and Crabhouse restaurants, Dale parcel, Castaways, and ends at the boathouse at Suni Sands.

This 2,100 linear ft. section of Riverwalk is by far our most complicated section as it trisects a working waterfront and large marina. It is dependent on redevelopment of the four to five of the seven parcels and will consist of upland and over water sections.

The January 24, 2005 PBS & J report identified some of the constraints of the waterfront area including aged seawalls, existing docks, as well as some relatively minor environmental impacts which will all be factors during construction.

Project Objective:

To provide public access to approximately 2,100 linear ft. of the Jupiter Inlet servicing as a gathering area for the community while providing a draw for the restaurants and retail businesses along the corridor. This section is by far the jewel of the Riverwalk for public gatherings for its magnificent views of the waterfront and the historic Jupiter Lighthouse.

Probable Cost:

At this time, staff expects that the Riverwalk will be built in sections as parcels redevelop. The PBS&J report estimates this section to cost approximately \$11.5 million which includes seawall replacement and over water at sections of the Riverwalk. Actual costs are to be determined as each section comes on line.

Funding Source:

CRA Revenues
Developer Contribution
Grants

7.12

INLET VILLAGE - A1A CONCEPTUAL DESIGN FOR LEVEL OF SERVICE IMPROVEMENTS AND ROADWAY ENHANCEMENTS - (MAP LOCATION 11)



Background:

The Inlet Village is planned as a heavily pedestrian oriented village with many modes of transportation such as boating, water taxis, trolleys and bicycle facilities. A key element for the long term viability of the Inlet Village is how these pedestrian and transportation facilities are integrated with vehicular traffic in the village along a the two lane road known as A1A or Ocean Blvd.

This project will develop a Corridor Master Plan by initially preparing an opportunities and constraints report to include identifying ingress & egresses, location of underground and above ground utilities, site lines, and determining necessary length of service improvements. Once a thorough report has been completed and the opportunities and constraints of the roadway are identified a community workshop will be scheduled with residents, stakeholders (business owners, Palm Beach County Engineering and the utility companies that are located within the right of way) to develop a Master Plan for the corridor. The Master Plan will address level of service improvements, transportation facilities (sidewalks, pedestrian crosswalks, trolley stops, traffic control medians, bike lanes, etc.) and aesthetics of the corridor. This Master Plan will then be used to generate permitting, funding and construction schedule strategies.

Project Objective:

The objective for this project is to survey existing conditions, identify opportunities and constraints of the corridor and through resident and stakeholders workshops develop a master plan that will accommodate large volumes of pedestrian traffic, trolley, water taxi and bicycle facilities, vehicular access and aesthetics of the corridor. Upon completion of the Master Plan an implementation and funding strategy will be determined to construct the improvements planned. It is critical to the overall health of the Inlet Village to expedite this project to minimize the impacts of construction to the businesses that the Town desires to attract to the Village. Construction is anticipated to take 24 months to complete from issuing a notice to proceed to a contractor. The Master planning effort is expected to take 12 months once a consultant has been chosen.

Probable Cost:

Planning Effort: \$ 50,000

Estimated Engineering /Construction Cost: To be determined upon completion of planning effort

Funding Source:

CRA Revenues

T-21 Grants

7.13

INLET VILLAGE - ROADWAY NETWORK –

(Map Location 12)



Background:

The following roadways have been identified for construction or re-construction for the implementation of the Master Stormwater System for the Inlet Village and/or improve traffic and pedestrian circulation throughout the Village:

1. Yarborough St.
2. Love St.
3. Clemons St.
4. Celestial Way North and South
5. River Road East
6. Saturn St.

Due to the age of the infrastructure and utilities in this area, it is anticipated that all systems will need replacement. The first phase of this project will provide a conceptual plan, proposed cross sections, identify infrastructure improvements including utilities and a probable cost for these roadway improvements.

Upon completion of this initial concept plan, a detail cost and schedule can be determined.

Project Objective:

The objective for this project is to implement the Master Stormwater System, improve traffic and pedestrian circulation and identify the utilities and infrastructure improvements necessary to service the Inlet Village.

Probable Cost:

Planning Effort: \$ 31,000

Engineering Construction Cost: \$3,000,000 through 2011, though actual cost and schedule for construction will be determined upon completion of the Planning Effort.

Funding Source:

CRA Revenues
Developer Contributions

7.14

RIVERWALK – A1A PEDESTRIAN CROSSING –

(Map Location 13)



Background:

This section of the Riverwalk will bring visitors from Burt Reynolds Park bridge through the Colonial Bank site and across A1A to the proposed Lighthouse Promenade. This section consists of approximately 310 linear ft. of Riverwalk on the Colonial Bank property and approximately 80 linear ft. of roadway crossing at A1A. To implement this section it will be necessary to obtain an easement from Colonial Bank, make some minor modifications to the existing parking lot, and relocate some existing utility boxes and a light pole.

Project Objective:

This section of Riverwalk will provide access to and from the Inlet Village and Burt Reynolds Park. Ultimately, Burt Reynolds Park can be used for overflow parking for the Inlet Village as well as a future water taxi facility.

Probable Cost:

Design: \$20,000

The cost of this section is to be determined upon completion of a concept design. It will be necessary to modify the bank parking lot, potentially purchase an easement from the bank as well as determine the need for a signalized pedestrian signal at A1A.

Funding Source:

CRA Revenues
Grants

7.15

RIVERWALK – PUBLIC BOAT DOCKING –

(Map Location 14)



Background:

Public boat docking provides opportunities for residents and visitors to access the Riverwalk and the Inlet Village via the waterways. Each docking facility is essentially a parking space. Assuming a maximum 4 hour stay, each dock provides for 4 boats per day, 365 days per year or 1460 boats.

Similar to vehicular parking, peak docking times are anticipated to be primarily nights and weekends. However, if the Inlet Village is developed as a year round destination location, public docking could be expected to be used throughout the day year round.

Locations for public docking facilities include the Harbourside, Austin's Grille, the old US 1 Bridge, the waterfront area between Sea Sport Marina and Suni Sands, as well as along the Oxbow across from Burt Reynold's Park. The best opportunity for public docks is at the old US 1 Bridge where an estimated 30 slips could be installed.

Project Objective:

Provide alternative forms of transportation to access the Riverwalk and the Inlet Village and encourage the use of the waterways which are the signature features of our waterfront community. The target goal would be approximately 400- 75 day docks throughout the Riverwalk corridor and the Inlet Village.

Probable Cost:

Currently 16 public slips are existing at Jupiter Yacht Club Marina and Inlet Village Marina. To meet the goal of approximately 400- 75 slips, another ~~84~~ 54 slips would be desired. The cost estimate for these slips is ~~4.0~~ 1.1 million dollars or ~~\$12,000~~ \$20,000 per slip assuming a floating dock system. ~~15 ft. x 8 ft. average size slip.~~ Most of the docks are anticipated to be constructed by developers, although dock slips at Old U.S. One bridge could be constructed by the CRA.

Funding Source:

CRA Revenue - Town docks at Old U.S. One Bridge
Developer Contributions
Grants - Town docks and water taxi facilities

7.16

INLET VILLAGE MARINA –

(Map Location 15)



Background:

This one acre waterfront property was purchased by the Town in the summer of 2006 understanding that the CRA would ultimately purchase the property once a funding source was identified. The property is to be used in conjunction with the redevelopment of the Inlet Village. The immediate use of the property is limited to the reconstruction of the seawall and docks to provide docking facilities for access to the Inlet Village. The ultimate use of the property whether it be private or public is to be determined via stakeholder workshops in the summer/fall 2007.

Project Objective:

Purchase the property from the Town and provide boating and pedestrian access to the Inlet Village. Assuming that the docks will be open seven days a week year round from 6:00 am to midnight with a max. mooring of 4 hours, this project would permit up to 8,760 boats to access the Inlet Village. Using a conservative estimate on the peak use hours of nights and weekends, we can estimate: 6 boats M-Th; 12 boats F; 25 boats Sat; 12 boats Sun. Approximately 55 boats p/week x 52 wk./yr. = 2,860 or approximately 6,000 patrons.

Probable Cost:

Land cost: \$ 3.9 million

Reconstruction of the seawall and 6 docks along with providing pedestrian access from the docks to A1A: \$460,000.

Storm water Impact Fee: \$ 18,000

Funding Source:

It is anticipated that this project will be funded via a CRA revenue bond and a \$200,000. F.I.N.D. grant

Assuming no additional improvements are desired in the immediate future for the property and the Town is successful in acquisition of the grant the bond funding needed is \$ 4,178,000.

7.17

US 1 SCENIC CORRIDOR -

(Map Location 16)



Background:

The Scenic Corridor is a multi-use path located in the western side of US 1 from Ocean Way north to JYC. Most of the corridor was installed with the development of Tierra Del Sol, JYC and Mangrove Bay. This project will install the missing links of the Scenic Corridor multi-use path.

Project Objective:

FDOT will install the missing sidewalk on the west side of US 1 from the Tierra Del Sol parcel north to JYC. The CRA will contribute \$50,000 towards the project to increase the path width from the standard 6 ft. to 10ft. to meet the criteria for the Scenic Corridor. By participating with FDOT, the Town/CRA saves \$150,000 and gets the path in service.

Probable Cost:

Engineering:	\$ 25,000
Construction:	\$175,000

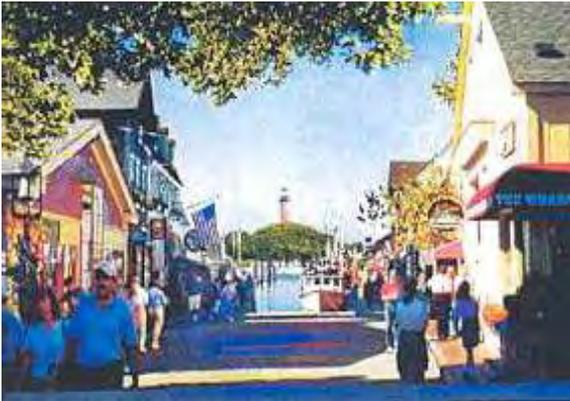
Funding Source:

CRA Revenues
FDOT

7.18

RIVERWALK - LIGHTHOUSE PROMENADE –

(Map Location 17)



Background:

Lighthouse Promenade is the main street of the Inlet Village. This street is approximately 830 feet from A1A to the waterfront and will be heavily pedestrian oriented. It is anticipated to include two way traffic, sidewalks, street trees/palms, flowering shrubs, specialty pavement, lighting and street furniture. In addition, the street will include a portion of Riverwalk at the shoreline as well as a pier and dock facility.

Project Objective:

This section provides the Inlet Village main street access to the Riverwalk along the Inlet and a docking facility for residents and visitors to use. This street is punctuated by the sight of the water and the magnificent lighthouse and will be a natural gathering area for the community.

Probable Cost:

Conceptual Design:	20,000
Engineering:	To be determined
Construction:	To be determined

Funding Source:

CRA Revenues
Developer Contribution
Grants

7.19

INLET VILLAGE - PUBLIC GARAGE –

(Map Location 18)



Background:

In March, 2002, the Community Redevelopment Agency purchased the Love Street property with the knowledge that public parking would be a necessary component for the success of the Inlet Village. Additionally, the parking within a garage could be used as an incentive, to attract desired uses to the Inlet Village and the waterfront. Ultimately, it has been recommended that a garage be constructed which would accommodate approximately 230 spaces per level. It has yet to be determined how many levels of parking are needed.

Project Objective:

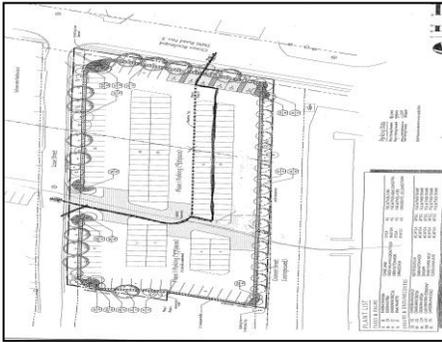
Provide public parking for the Riverwalk and other waterfront amenities as well as providing parking for surrounding properties as an incentive to attract desired uses to the Inlet Village.

Probable Cost:

To be determined at the time that the desired amount of parking is identified.

Funding Source:

CRA Revenues
Potential Developer Contribution

INLET VILLAGE – LOVE STREET TEMPORARY SURFACE LOT –**(Map Location 19)****Background:**

In spring of 2002 the CRA purchased the property located on Love Street and A1A for parking in the Inlet Village.

As various businesses have opened including Castaways and Guanabanas, the area has become somewhat of a destination and has brought many residents and visitors to the Inlet Village to enjoy the waterfront. With the popularity of the Inlet Village, the demand for parking exceeds the existing parking. To remedy this, the CRA prepared an R.F.P. to allow local businesses to lease the property and construct a temporary surface lot.

Project Objective:

To lease the property to surrounding businesses for a temporary surface parking lot and collect revenues on a property that the CRA had no immediate plans to develop. The revenue collected is based on 170 spaces x \$20.00/space for 36 months for a total of \$122,400.

Probable Cost:

Engineering & Permitting:	\$ 25000
Construction Cost Estimate:	\$200,000

Funding Source:

\$ 225,000 = Severn Realty Lessee

7.21

RIVERWALK AND INLET VILLAGE SIGN PROGRAM –

(Map Location 20)



Background:

The Riverwalk ultimately will span approximately 3 miles and connect with the recreational corridor along the beach. It has always been planned to implement a sign program that, along with maps, would identify various points of interest, historic and archeological sites, docking facilities, parks, entertainment district, parking, etc.

Additionally, the Inlet Village would have a similar signage program which would identify these same elements as well as public facilities including parking, public docks, access to the waterfront, and trolley stops.

Project Objective:

To implement an aesthetically pleasing sign program which provides information and way finding for visitors, showcases the assets of the community, and identifies locations of parking, docking, trolley stops, water taxi stops, etc.

Probable Cost:

Conceptual Design: \$10,000

Construction Cost: To be determined upon completion of conceptual design

Funding Source:

CRA Revenues

7.22

RIVERWALK – OXBOW BRIDGE -

(Map Location 21)



Background:

This connection will be two phased. Phase I is improvements to be included on the bridge structure. Phase II will be the switchbacks which will be connected to the bridge upon completion of the bridge replacements. There is a partnership between the CRA and FDOT to implement the Riverwalk and Riverwalk elements in conjunction with the replacement of the US 1 fixed bridges. The Riverwalk will be placed on the west side of the southern fixed bridge than cross under the bridge. The CRA will provide the funding for the Riverwalk component as well as the upgraded decorative rails. The CRA will be responsible for Phase II which is the construction of the handicap ramp switchback from US 1 to under the bridge as well as connect to Burt Reynolds Park.

Project Objective:

This bridge connection will provide residents and visitors safe access to Burt Reynolds Park and Harbourside by going underneath the new fixed bridge opposed to having to cross 4 lanes of traffic at Piatt Place.

Probable Cost: (Phase I & Phase II)

Permitting, Design & Engineering:	\$ 45,000	91,000
Construction cost:	\$ 854,000	<u>616,200</u>
TOTAL	\$ 899,000	<u>707,200</u>

Potential Funding Source:

CRA Revenues
Grants
Developer Contribution

Update: 2012

Phase I cost was amended by FDOT to be \$308,000 for construction cost
Phase II cost is anticipated to cost \$399,200 which includes permitting, design & construction cost

7.23

FIRST UNION BANK PROPERTY –

(Map Location 22)



Background:

This 1.5 acre parcel was purchased by the Town of Jupiter from the Florida Department of Transportation in the spring of 2004. It was the desire of the Town Council to use the property to encourage the development of the Riverwalk Entertainment District north of the Indiantown Road Bridge. Then the property could potentially be sold and included in an overall master development plan for the Entertainment District.

Additionally, then the Town would be able to incorporate into the development of the First Union Bank property, public parking, restrooms, space for cultural use and storage for the Riverwalk events.

Project Objective:

Use the property as an incentive to encourage development of the Entertainment District and provide public parking, restrooms, storage, etc. for use by the Town for visitors to the Riverwalk Events Plaza.

Probable Cost:

No cost to the CRA is anticipated.

Funding Source:

Private Development/Community Development District

7.24

PIATT PLACE –

(Map Location 23)



Background:

This 4.86 acre property was purchased by the Town in the summer of 1999 anticipating that the property could be developed with a joint public/private project. The discussions have included providing cultural uses with public parking and potentially having a residential component. The ultimate use of the property has yet to be determined by the CRA Board.

Project Objective:

Ultimate use to be determined.

Probable Cost:

To be determined once a use is identified.

Funding Source:

CRA Revenues
Town of Jupiter

The Community Redevelopment Agency may also pay the cost associated with the acquisition of public rights of way, the ownership of which shall be dedicated to the town or other public entity as appropriate. The Community Redevelopment Agency Board shall approve the specific details as to type, size, location, purpose, cost, timing and real property acquisition for public rights of way. All public improvements and facilities to be installed and constructed by the Community Redevelopment Agency shall be coordinated with any public improvements or projects undertaken in the redevelopment area by the Town or other public entity.

All public improvements and facilities installed or constructed by the Community Redevelopment Agency, Town or others shall conform to the Town of Jupiter's Comprehensive Plan.

8. REDEVELOPMENT STRATEGIES (PROJECT AND PROGRAM TYPES)

8.1 Purpose of This Section

This section is designed to identify the types of strategies, key and catalyst projects and programs that may be implemented by the Jupiter Community Redevelopment Agency (CRA). It includes projects outlined in Section 7 of this Community Redevelopment Plan (CRP), as well as new projects and program types and structures.

While key components of the CRA's future work plan are outlined, this section is not intended to be an exhaustive list of the projects and programs that the CRA may undertake. This section has been created with suggestions as to implementation though final project. Parameters shall be developed by the CRA to account for all conditions at the time of undertaking and they need not follow these strategies and projects precisely. This section is intended to provide a framework for understanding of future projects forms and to comply with all applicable sections of Section 163 Part III of the Florida Statutes. Potential CRA actions, as listed, are illustrative examples of the types of projects and/or programs the CRA may undertake. Actually CRA undertakings need only relate to explanation of the types of projects/programs or provide for the desired results as outlined within this CRP.

8.2. Organization of this Section

Four CRA sub-areas are outlined and will be discussed separately in this section in order to present desired conditions and potential CRA activity in an organized and easily understandable manner. These areas are:

- 1) **The South CRA** - The area South of Indiantown Road except for the commercial areas on the east side of US-1;
- 2) **The Central CRA** – The area North of Indiantown Road to the south side of the Jupiter River Oxbow and the commercial properties on the east Side of US-1 south of Indiantown Road;
- 3) **The Burt Reynolds Park Area** – The island of land created by the Intracoastal Waterway and the Jupiter River Oxbow;
- 4) **The Inlet Village** – The area North of Jupiter River Oxbow to the Jupiter Inlet.

While the four areas are all part of the CRA, each area is unique with its own characteristics that define it from the other areas and each has its own set of needs. Additionally, each property within a sub-area interacts more and has a greater influence on the other properties within their sub-area than they do on properties in the remainder of the CRA. This is not to say they do not have any influence on properties outside their sub-area, just that the influence is more direct and noticeable within.

The Section will end with a short description of financial inducements that the CRA should formulate to promote the development program outlined herein.

8.3 The South CRA Area

8.3.1 Public Infrastructure

There are only two public roadways within this area, US-1 and Coastal Way, both of which are fully constructed and enhanced. The CRA should work to insure that all segments of the US-1 Scenic Corridor project are completed. This may be done with or without the assistance of the Florida Department of Transportation (FDOT) and/or other entities (public or private).

The CRA should install a complete wayfinding system along US-1 and Coastal Way to direct pedestrians, bicyclists, and automobiles to key destinations within the CRA Area. A standardized sign style should be designed, fabricated and installed. These signs should direct traffic to uses such as trailheads of the Riverwalk, the Jupiter Yacht Club, the Riverwalk Events Plaza, and to other key destinations in and out of the CRA.

The CRA may also add decorative street lighting and other streetscape features to the roadway system in this sub-area to help define the CRA area as a whole.

The CRA should work to underground utilities, where present, along US-1 through this area. Undergrounding should not be a priority project, but should be considered and potentially constructed when redevelopment of an adjacent site is undertaken or when the opportunity presents itself (when other utility or roadway projects in the area would lessen the cost to do so).

Potential CRA Actions:

- a) Complete all segments of the US-1 Scenic Corridor.
- b) Design and construct a wayfinding signage system for the roadway network.
- c) Install decorative lighting along US-1 and Coastal Way.
- d) Underground utilities along US-1.

8.3.2 Development

The CRA should encourage development on the vacant parcels within this sub-area. The area has a pattern of mixed-use development, as desired by the Town and CRA which should be continued and potentially incentivized.

If the CRA desires a hotel in this area, it may wish to consider the creation of a development incentive program to attract a hotel. Any reimbursement of costs associated with the construction or location to a suitable site in this area would lower the cost to the developer or operator and would encourage the development as desired. This incentive could be, but may not be limited to, the form of reimbursement for impact fees, connection charges to water/sewer systems, permit fees, planning approvals or other such governmental charges.

New public boat slips/docks would also add additional users and value to the area. The significant mangrove areas will make the siting of new slips/docks difficult, but the CRA could encourage or undertake the construction of these facilities where appropriate and insure their design integrates them with existing and new development, as well as the Riverwalk, to the greatest extent possible.

Potential CRA Actions:

- a) Develop an incentive grant program to grant reimbursement of costs to developers seeking to build desired project types, such as a hotel.
- b) Construct or cause to be constructed new public boat slips/docks.
- c) Develop list of appropriate second floor uses for retail-style buildings that will continue to encourage pedestrian traffic but not rely on walk-by traffic to the extent retail establishments might. The CRA should encourage the use of this list or uses from this list at the time of project approval.

8.3.3 The Riverwalk

The completion of the Riverwalk in this area would allow clear movement from the Events Plaza to the Ocean and would significantly increase the viability and the use of the Riverwalk area. The CRA should pursue easements from private property owners to construct east-west access ways to the Riverwalk from US-1.

The Riverwalk Events Plaza should continue to evolve to include appropriate public facilities like public restrooms and sufficient parking for all anticipated events. Other facilities such as fixed concession stands or additional utilities for vendors should be installed when determined to be necessary or advantageous to the area's operation.

Potential CRA Actions:

- a) Construct the missing Riverwalk Jupiter Ridge connection at Elks Club.
- b) Construct the missing Riverwalk segment at River Plaza.
- c) Install entrance feature to the Riverwalk at west side of US-1 crossing at Ocean Way.
- d) Establish, through construction or agreement, parking at trailhead at US-1.
- e) Construct Riverwalk trailhead near west side of US-1 crossing at Ocean Way.
- f) Construct a visible and safe, Riverwalk pedestrian crossing across US-1 to Ocean Way.
- g) Continue to add necessary and desired public facilities (including restrooms and parking) at the Riverwalk Events Plaza.
- h) Design and install a wayfinding signage system for the Riverwalk.
- i) Obtain easements from private property owners and construct access paths from the US-1 walkway to the Riverwalk.
- j) Develop an incentive program to grant reimbursement of costs to developers seeking to build a hotel.

8.4 The Central CRA Area

8.4.1 Public Infrastructure

The CRA should facilitate the installation of a complete way-finding system along US-1, Indiantown Road and Coastal Way to direct pedestrians, bicyclists, and automobiles to key destinations within the Central CRA Area and the rest of the CRA. A standardized sign style should be designed, fabricated and installed. These signs should direct traffic to key uses and destinations in and out of the CRA. The CRA may also add decorative street lighting and other streetscape features to the roadway system in this sub-area to help define the CRA area as a whole.

Overhead utilities on the east side of US-1, as well as those on Coastal Way should be undergrounded where possible, to enhance aesthetics and provide safety in the event of severe weather events. Undergrounding should be required for new projects and undergrounding or relocation of utilities may be undertaken by the CRA (with or without others) in the event that the opportunity to do so occurs in conjunction with another utility or roadway project.

Potential CRA Actions:

- a) Design and construct a wayfinding signage system for the roadway network.
- b) Install decorative lighting and streetscaping elements along US-1 and Coastal Way.
- c) Underground utilities along US-1.
- d) Underground utilities along Coastal Way.

8.4.2 Development

The Eastside Centers

The CRA needs to monitor existing centers and other commercial properties in the area through the economic downturn and into the future to insure that these properties do not experience excessive vacancies, particularly their anchor spaces. Should anchor spaces or key properties begin to see vacancies, the CRA could fashion incentive programs for potential new tenants. These programs could reimburse or cover the cost of permitting for the new business, additional impact fees or water/sewer connection charges that may arise due to a change in the occupancy. Such programs are utilized by other CRA across the state, but it is not advisable to provide such incentive unless absolutely necessary. As the business entity rarely owns the property, there is no way to protect granted funds through a lien or other legal instrument unless the property owner agrees. Therefore, the granting of funds to a business is a very risky investment.

Harbourside

The proposed Harbourside Project (commercial entertainment area) would utilize almost all of the vacant land on the west side of US-1 through this sub-area except for a small parcel adjacent to the bridge along the Intracoastal Waterway. The project has great promise and the CRA has already agreed to participate in the project through an increment rebate to the property of an amount equal to 50% of the revenue generated from the property (up to \$350,000 annually for 10 years).

Should the project not be developed, the CRA should consider a similar increment rebate or other development inducement for a successor project that is similar in nature. The loss of this project will set the CRA's efforts back so it will be critical to replace it with another beneficial project as soon as possible. The CRA should work with the property owners, as well as network within the area to attract a new developer to

undertake a similar catalytic, mixed-use development that would take Harbourside's place.

Whether the Harbourside project continues forward or another project is ultimately constructed at this location (the area to the northwest of Indiantown Road and U.S. 1), the CRA may need to consider incentives beyond construction needs. The CRA could develop new business or other such tenant-based incentives should there be a need to implement such programs to assist in promoting a vibrant, healthy and fully tenanted property at some point in the future.

Potential CRA Actions:

- a) The CRA should continue its commitment to the Harbourside Project of an increment rebate.
- b) Should the Harbourside Project not come to fruition, the CRA should work with the Harbourside property owners to network and find another developer to construct a mixed-use project at the site.
- c) The CRA should consider similar incentive rebates to a similar successor project should the proposed Harbourside Project not be developed.
- d) The CRA should consider and potentially implement other incentives to assist in the attraction of new business to this sub-area.
- e) If significant square footage in the existing commercial centers in this area becomes vacant, the CRA should consider a business attraction incentive to assist property owners attract new anchor or key tenants to the centers or to individual parcels.
- f) CRA Board recognized the difficulty of integrating residential units into a commercial entertainment area and would request that the Planning & Zoning Commission consider the value of limiting or eliminating residential units in the Harbourside entertainment area.

8.4.3 The Riverwalk

The Town/CRA has secured \$1.6 million in grant funding to construct the Riverwalk through the Harbourside Area. The developers of Harbourside have pledged to provide the required match for the funding and to construct the Riverwalk as part of their development plans. The concern for this segment is that the Harbourside project will not proceed within a timeframe that would have the Riverwalk segment complete prior to the expiration of the grants. The potential loss of \$1.6 million in funding for this key section of the Riverwalk would significantly impair the ability to construct this segment in the future. Should it appear that the grant will be in jeopardy, it is critical for the CRA to advance the matching funding for this portion of the Riverwalk and to construct this segment. If the CRA needs to advance the funds and construct the project, the CRA should negotiate with the Harbourside developers to place a lien against the property, create a special assessment district or determine some other constructive way to recoup the advanced funding in the future from the developer, future developer or land owner(s).

Once constructed, this portion of the Riverwalk should also include appropriate wayfinding signage to indicate the location of other amenities along the Riverwalk and key destinations such as public restrooms, parking, the Events Plaza or the Jupiter Yacht Club.

Potential CRA Actions:

- a) Insure construction of the Riverwalk through this sub-area and across to the Burt Reynolds Park Area.
- b) Advance the match for existing Riverwalk grants and construct the Harbourside segment, if necessary.
- c) Insure sufficient overflow parking for the Events Plaza at Harbourside.
- d) Design and install a wayfinding signage system for the Riverwalk.

8.5. The Burt Reynolds Park Area

8.5.1 Public Infrastructure

There are no pedestrian facilities on the US-1 bridges across either side of the Oxbow (from the north end and from the south end). FDOT does have replacement bridges planned and the Town/CRA has committed to work with the Department to provide pedestrian facilities across the south bridge. The CRA should work with FDOT to provide similar pedestrian facilities across the north bridge.

The Town's Stormwater Utilities Map does not indicate any stormwater utilities in the entire Burt Reynolds Park area. The need for such facilities would come from new development and thus the CRA could get involved in providing such facilities if it or others were to develop land in the area. The CRA should also work by itself or with others to construct/relocate any other utilities (Cable, telephone, electric) underground to improve the aesthetics of the area.

Potential CRA Actions:

- a) Continue to work with FDOT to install pedestrian facilities on the south US-1 Bridge when replaced.
- b) Work with FDOT to install sidewalks on both side of US-1 through the area.
- c) Work with FDOT to install pedestrian facilities on the north US-1 Bridge when replaced.
- d) Insure that all utilities placed on the island in the future are placed underground.

8.5.2 Development

This area, which is an island, is not particularly conducive for commercial or residential development due to its isolation and environmental constraints. While the Town/CRA cannot control whether the privately-owned properties are developed for commercial or residential use when entitlements exist on the property, the CRA should not necessarily encourage such intense development. The island is better suited to be an attractor of additional visitors and potential customers of businesses in the CRA, particularly the Inlet Village area, by encouraging more boating access for the area and supportive marine-related uses as well as other destination-style tourist and recreational uses.

Palm Beach County has a conceptual design for a new marina at Burt Reynolds Park. This project is currently on hold due to budget constraints. The CRA should work with the County to find the best way to construct this marina while mitigating its impacts on the Jupiter River Park mobile home community across the river.

The CRA should investigate if there are other opportunities within this area to construct additional public boating and/or marine-related facilities. There is a lagoon off the Intracoastal Waterway to the immediate northwest of the Town-owned Piatt Place property. This lagoon should be investigated for the potential of boat docking facilities. The Piatt Place property could then be an excellent location for the Town, CRA or other entity to provide upland-facilities such as showers, restrooms parking, or storage. There may also be other opportunities on the privately owned land to the south of Piatt Place to provide public facilities and additional boating slips.

Should additional boat slips not be allowable or if they would be too costly to construct under current environmental laws, the CRA could encourage and participate in creating other public uses for the area such as an appropriate cultural facility or expansion of the Park.

Potential CRA Actions:

- a) Work with Palm Beach County to provide additional boat slips at Burt Reynolds Park and mitigate impacts on the Jupiter River Park mobile home community.
- b) Investigate the potential for the addition of a public boat docks in the lagoon area near the Piatt Place property as well as elsewhere around the island.
- c) If public boat docks are possible on the west side of the island, work with the Town to develop upland public facilities at the Piatt Place property (i.e. restrooms, showers, parking).
- d) If public boat docks are not possible seek to utilize the Town land to provide a cultural facility or other such use that would essentially expand recreational opportunities in conjunction with the Park.
- e) Work with the private property owners to seek alternative developments other than retail, office or residential on the properties.

8.5.3 The Riverwalk

There are currently no facilities of the Riverwalk installed in this area. There is an agreement with FDOT to include a pedestrian facility across the South US-1 Bridge over the Jupiter River Oxbow when FDOT upgrades the bridge within the next two (2) years. The CRA has committed to making additional improvements to the bridge and constructing a second phase of the project which will bring the Riverwalk under the bridge and connect to Burt Reynolds Park.

The CRA has also allocated funds to begin design of a Riverwalk pedestrian bridge across the river from Burt Reynolds Park to the Inlet Village. The CRA should pursue designs for a Riverwalk pedestrian bridge across the river to the Inlet Village and for an easement along private property on the Inlet Village side. The CRA should pursue grant funding to the greatest extent possible for the design and construction of this facility.

Once there is access to the island, the CRA should work with the County to integrate the Riverwalk through Burt Reynolds Park and to establish the Park as a major trailhead of the Riverwalk.

Wayfinding signage should be installed at key locations along the Riverwalk and the roadway to direct users to specific locations both inside and outside the Area.

Potential CRA Actions:

- a) Continue to work with FDOT to construct the south Jupiter River Oxbow crossing in conjunction with the south US-1 Bridge reconstruction.
- b) Construct the Riverwalk connection under the South US-1 Bridge to Burt Reynolds Park.
- c) Work with FDOT to include pedestrian facilities across the North US-1 Bridge to the Inlet Village Area.
- d) Seek designs for the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow
- e) Seek grant funding for the construction of the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow.
- f) Construct the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow.
- g) Pursue easements on the private properties on Inlet Village side of the Riverwalk pedestrian bridge.
- h) Work with Palm Beach County to integrate the Riverwalk into Burt Reynolds Park.

8.6. Inlet Village Area

8.6.1 Unifying Theme

The Inlet Village area is the one of the oldest areas of what is now Palm Beach County. It has a long history starting with the Jobes tribe of Jeaga Indians, through the period of Spanish shipwrecks of the 1600's and 1700's, leading to European settlement. The area's later history as a transportation hub at the confluence of the Loxahatchee River, Jupiter Inlet and the Intracoastal Waterway was bolstered by the construction of the short-lived Celestial Railroad in the late 1800's. Remnants of this history are still scattered about the Jupiter area with the most visible being the Jupiter Inlet Lighthouse, across the Inlet from the Inlet Village area.

The CRA should actively pursue tourism related businesses that would be based in the Inlet Village area. Charter fishing boats, dive boats and area boat tours should be encouraged to run from a base of operations in the Inlet Village. Outdoor adventure operations can also be based from the Village as well. Kayaking tours of the area can be launched from locations at or near the area. Additionally, the CRA should promote historical and environmental education and tours through promotion of the Inlet Village as a base of operations for tours of the Jupiter Inlet Lighthouse and the entire Jupiter Inlet Lighthouse Outstanding Natural Area (JILONA), the Dubois Park property, the Loxahatchee River District's River Center at Burt Reynolds Park and guided environmental tours of the Loxahatchee or undeveloped natural areas along the Intracoastal Waterway. Partnerships with other eco-tourism related destinations in the area but not within the CRA should also be explored. Marketing partnerships with facilities such as Jonathan Dickson State Park and the Loggerhead Marine Life Center in Juno Beach could be formulated to entice the significant number of visitors to these facilities the Inlet Village area during their excursions.

The CRA should pursue any and all opportunities to work with the organizations, businesses and/or governments that operate any of these facilities and seek to be involved in any future planning efforts by these groups. The CRA could position itself

well if specific efforts or responsibilities were to be included in plans for JILONA or for any other local facility.

The CRA should actively seek to create a central site for information related to tours and adventures (as well as information about the entire Inlet Village area) and should be prepared to provide appropriate assistance to desired uses and businesses to the area.

In order to facilitate these opportunities, the CRA should create a marketing plan that illustrates the unified theme for the Inlet Village, as well as the existing activities in conjunction with the existing outdoor-related businesses and government agencies in the Inlet Village such as: the Loxahatchee River Historical Society, the Loxahatchee River District, Palm Beach County Parks Department, U.S. Coast Guard (as they have jurisdiction over the lighthouse), the U.S. Dept of the Interior. The undertaking of such a plan will create a sense of cooperation among all of these entities and will help to solidify the direction of the theme and how the theme will be presented to the public.

A marketing plan should devise methods to promote the theme to the public through published materials with a defining slogan or catchphrase as well as how the group and CRA can attract additional theme-related businesses and activities to strengthen the theme.

Potential CRA Actions:

- a) The CRA should develop the Inlet Village on a theme such as Adventure and History.
- b) Work with related non-profit organizations, government agencies and related businesses, to assist in developing an Adventure and History-themed marketing plan.
- c) The CRA should develop a central location for information related to the theme and the Inlet Village as a whole.
- d) Additional theme-related businesses should be attracted to the Inlet Village area
- e) The CRA should take an active role in strategic planning and other planning and marketing efforts for tourist attractions in the region such as JILONA, Jonathan Dickson State Park and the Loxahatchee River.
- f) The CRA Board recognized the difficulty of integrating residential units in a commercial entertainment area such as the area between US One and Clemons Street and would request that the Planning & Zoning Commission consider amending the Comprehensive Plan to limit or eliminate residential uses in this area.

8.6.2 Infrastructure

If redevelopment plans are to come to fruition, there will be a significant need to expand and/or redesign some of the area infrastructure that will require upgrades/expansion of the roadway network, parking, storm water, and other utilities, as well as aesthetic enhancements to visible (above-ground) infrastructure. It is critical for the CRA to insure these upgrades and expansions are constructed in advance of the redevelopment in order to prevent the lack of infrastructure from slowing desired development.

Infrastructure Master Plan

In order to understand all of the needs of the area, it is critical that the CRA undertake a comprehensive infrastructure master plan to account for all existing infrastructure and plan for future infrastructure needs in the Inlet Village Area. This master plan should consider all infrastructure needs and design the infrastructure to reduce conflicts, minimize the need for additional easements and right-of-way purchases and begin planning for the most efficient program of construction. The plan should also be prepared with a design and construction plan that would eliminate or reduce issues that would impede redevelopment while simultaneously increasing the safety of visitors to the area.

Stormwater

The Town has already identified, through the 2007 Stormwater Master Plan, the need for additional stormwater improvements to serve redevelopment in the Inlet Village Area. It is anticipated that stormwater will rely heavily on exfiltration trenches. It is also possible that more detailed plans can utilize other creative retention methods such as underground storage below grade of a future public parking lot or garage. The CRA should work with the Town to implement currently planned improvements as well as identify and construct additional creative methods to create stormwater retention and storage areas that can be used as shared facilities with private development or among private developers. This would allow the private development to maximize the use of their land without having to create large surface retention areas or underground storage vaults/systems.

The stormwater filtration and retention facilities at the ends of Love and Clemons Streets should be relocated or redesigned to allow for public access in these areas. The street ends provide for significant vistas across the Inlet and cannot currently be traversed due to the nature of the stormwater facilities.

Overall, the infrastructure master plan for the Inlet Village should include stormwater facilities for any planned roadway surfaces, other impervious public space, and should also be designed to maximize excess capacity that can be utilized by private developments. If constructed with additional capacity, the CRA should develop an inducement program that would offer excess capacity as an incentive to get the type of development or users contemplated by the Community Redevelopment Plan.

Roadways and Sidewalks

The CRA should undertake efforts with the Town and County to expand the roadway and sidewalk network through the Northern Inlet Village area to connect existing and future roadways. The Town's Comprehensive Plan contemplates two east-west crossings to make a grid of the roadway system in this area that is now just the north-south roads of Yarborough, Love and Clemons Streets. The CRA should seek to include on-street parking in the area as well as several well-defined pedestrian crossings. This would decrease pedestrian/motor vehicle conflicts, increasing safety along the roadway, as well as increasing parking capacity.

A connection to Dubois Road can be made through the end of Parkway Street which would make for a direct connection to between the Inlet Village and Dubois Park. There is an existing right-of-way at this point however, it needs to be expanded. The creation of this connection will help to identify Dubois Park with the Inlet Village as well as making it easier to get to.

There are opportunities along A1A and other locations for on-street parking, which would provide needed parking in the area. Additionally, on-street parking along A1A would have a calming effect on motorists (causing them to slow down) and create a buffer between moving vehicles and pedestrians.

Efforts of the CRA must be focused on creating a pedestrian friendly environment throughout the area. This can only be accomplished if there is a complete network of sidewalks on both sides of the public streets throughout the area. Many of the streets do not have sidewalks on both sides, often because the right-of-way is not large enough to accommodate them. The Master Plan must identify where there are insufficient rights-of-way and where sidewalks should be upgraded.

The infrastructure master planning efforts should look at all of the roadways and investigate the need for additional connections, sidewalks, and street widening as well as bring all of the aforementioned issues together in a single plan that considers the impacts of additional roadways and sidewalks on stormwater and other infrastructure systems.

Other Utilities

Other utilities in the area (telephone, cable, electric) are located overhead in some locations in the Inlet Village. In the Yarborough, Love, Clemons Street Area some of these utilities can be found running through the middle of the block (rear yards). While this is less visible, when redevelopment happens and the entire block is taken up by development, the CRA should work to underground utilities in their current location or relocate them. Although not anticipated to be an issue, the Infrastructure Master Plan must also ensure there is future capacity within the existing water and sewer systems.

Streetscape

The Infrastructure Master Plan must include a streetscaping design. The Inlet Village is devoid of public space landscaping (both softscape such as plants and hardscape such as decorative lighting). The streetscape design should be part of the Infrastructure Master Plan, as locations for public facilities and plants have a potential to conflict with underground utilities. Conversely, efforts should be made when planning the underground utilities to insure sufficient locations for landscaping. Wayfinding signage and decorative street lights should also be included in the Master Plan to insure designs and locations do not conflict with other components of the Plan.

Potential CRA Actions:

- a) Create an Infrastructure Master Plan to address the needs of all infrastructure of the Inlet Village and insure that conflicts between systems are avoided.
- b) Design and construct stormwater facilities with sufficient capacity for public facilities as well as future private redevelopment.
- c) Utilize additional capacity in the new stormwater system as a development inducement.
- d) Redesign/relocate stormwater retention/filtration systems at the terminal ends of Love and Clemons Streets to provide visitors access to views of the Jupiter Inlet and the Lighthouse.
- e) Ensure the roadways portion of the Infrastructure Master Plan contains provisions for the design and construction of the Comprehensive Plan required east-west connector roadways between Yarborough and Clemons Streets.

- f) Design and install pedestrian crossings across A1A.
- g) Construct an extension of Parkway Street to connect with Dubois Road.
- h) Identify and acquire locations where additional right-of-way is needed.
- i) If the Infrastructure Master Plan will take more than a year to develop, the CRA should install street trees in the Northern Inlet Village Area.
- j) The CRA should design, construct and install wayfinding signs for the Inlet Village Area to direct visitors to key destinations in the area such as public parking and restaurants, as well as key locations elsewhere such as the beach or Burt Reynolds Park.
- k) Work to install or construct upgrades to rights-of-ways to provide for roadway improvements, on-street parking, stormwater drainage, streetscaping, and undergrounding or capacity expansions for utilities.

8.6.3 Off-Street Public Parking

The CRA is currently operating a surface lot at A1A and Love Street. This lot is not a permanent solution as it takes up too much valuable land in the area where the Lighthouse Promenade is suggested. The CRA, residents, property owners, and business owners have long talked about the potential of a parking garage to alleviate parking shortages and to free up some of the existing private parking lots for future development. The most viable site for a garage is the Seasport Marina site. It is in the CRA and it is located adjacent to the area of greatest activity and greatest anticipated activity in the Inlet Village Area. The site's location, directly adjacent to the bridge, would render it unimposing when viewed from US-1 and would keep it from overshadowing building in the center of the area. While this site is ideal, it is not the only viable option and any location within or near the Inlet Village Area should be considered as a site for the CRA to construct parking facilities.

If additional development occurs in the Southern Inlet Village Area, a need for additional public parking may develop in this area. Several of the vacant lots in the Southern Inlet Village Area would be appropriate locations for a small public lot with one of the most promising sites being the retention area located at the northwest corner of Parkway Street and A1A. Should sub-grade water storage vaults be able to be installed at this site, a surface parking lot could be constructed over it. The CRA should keep this option open should it be needed in the future.

Potential CRA Actions:

- a) Acquire an appropriate location for a public parking garage
- b) Design and construct a parking garage for maximum integration into the Inlet Village Area.
- c) Monitor needs for parking in the Southern Inlet Village Area as development occurs.
- d) Acquire land for and construct a surface parking lot in the Southern Inlet Village Area if necessary.
- e) Adopt a Parking Management Plan identifying long term public/private parking strategies and funding sources for the Inlet Village.

8.6.4 Development

Lighthouse Promenade

A mixed-use project called the Lighthouse Promenade has long been considered for this site (see Appendix A). It contemplates a main street with a clear view of the Lighthouse and contains pedestrian scale buildings with a mix of shops, offices and perhaps some residential. This is envisioned by all as the signature project for the Inlet Village Area and a major draw of visitors to the area. It will be difficult for the larger-scale project to be developed in individual pieces under individual ownership. The project is intended to be located on a site consisting of four properties: the CRA-owned Love Street parking lot (PCNs 30434031040070020 and 30434031040070010, the proposed Bubba Gump restaurant site (PCN 30434031040000060), and a partially used parcel to the north of the CRA-owned parking lots (PCN 30434031040070040), as well as existing rights-of-way down the middle of the block that would create the pedestrian promenade to the water.

For the construction of this project to take place it is recommended that a single developer be found to build it. To this end, the CRA should make every effort to assemble these properties and find a developer willing and able to undertake the project. This assembly can be in the form of land acquisition by the CRA, acquisition of transferrable purchase options or a CRA-managed, self-assembly of the land by the CRA and the other two owners. This would greatly facilitate the development of the property as envisioned.

Whether the land assembly options are undertaken or not, the CRA should have a conceptual design prepared that follows its vision for the site. A design, indicating the potential amount of square footage, site needs for drainage, parking, or other requirements would assist the CRA in conveying its vision to the public and to potential developers. Additionally, it would be easier for potential developers to understand the scope of the project with this information.

The CRA may need to provide other inducements to encourage development of this project. There is potential for the CRA to write down the cost of its own land at this site, add any impact fee-offsets/credits it may obtain from infrastructure work done in the area, and offering excess capacity in any stormwater retention system(s) the CRA constructs could also be inducements to insure this project's viability.

Suni Sands Mobile Home Park

The CRA needs to be prepared should the owners of Suni Sands choose to sell their property as it is possible that such a sale might occur at some point. Any new owner would be interested in converting the property to permanent structures. Should this be the case, it would be appropriate for the CRA to support a Future Land Use change and a zoning change to encourage more mixed use development of the property. If the Lighthouse Promenade comes to fruition, this property would be an excellent location for additional restaurants and retail shops mixed with some residential properties or a hotel. The CRA should be prepared to utilize its package of development inducements to encourage appropriate development on the site.

The Boathouse, which is located in the Suni Sands area, has some local historic significance and the CRA should seek to capitalize on this history. The CRA should promote its preservation (though not participate in the preservation) and seek future access if it can be appropriately incorporated into the CRA's future planning for tourism activities.

East of A1A - Saturn Street to Jupiter Beach Road

There are several vacant parcels in this area that would be appropriate for development: the three (3) acre site at A1A and Parkway Street and the 2.4 acres site between A1A and Dubois Road just north of Jupiter Beach Road. Overall, these sites are somewhat constrained by the surrounding land uses. Both sites would benefit by new uses along the waterfront on the other west side of A1A. Some potential uses, given current conditions, are presented below.

The three (3) acre site is a narrow but deep lot. The A1A frontage could be an appropriate location for a bed and breakfast or a restaurant location. Should it become a restaurant, it should be limited to meal hours and not have the potential to be transformed into a nightclub due to its proximity to residential and the lack of nighttime activity on surrounding properties. A restaurant would cater more to beach goers and employees in the surrounding offices. These uses would be more appropriate if development happens across A1A along the Jupiter River Oxbow first. Absent of these uses, this site is limited in the potential use because it is surrounded by professional office. One other potential use would be to construct a CRA-supported artist colony that would include live-work studios. This would provide additional residential to the area while adding a creative industry that has the potential to draw visitors. The type of artists recruited for such a facility would be up and coming and thus the CRA would need to subsidize the project through any of the potential development inducements.

The 2.4 acres site is better suited for development, as its width and depth are more proportionate and the site is located further away from the heart of the professional office sites. This site might be suitable as a hotel location. While it is located away from the action of the Inlet Village, it is well positioned between the restaurants and the beach. A small boutique hotel catering to a more resort like atmosphere might work on this site. It is unlikely however, that this site would be high on a list of potential sites in the current economy. Hotels are currently seeking more centrally located sites or sites like this one that are more mature and the activities of the area have already been developed and are up and operating. A complex catering more to beachgoers and the surrounding office users would also be suitable for this location. Appropriate uses for such a complex might include a restaurant/café with limited hours, a graphics/print shop, a beach sundries shop, a sandwich shop, or other take-out style food.

Waterfront properties along A1A

It is important that these parcels be developed to utilize the waterfront locations to their highest potential. The most appropriate use for these properties would be lodging accommodations. The area should not contain large hotels, however small boutique inns or larger bed and breakfast facilities would be ideal for any of the waterfront properties. These properties might also be appropriate for more active river uses such as a retail outfitter with a canoeing/kayak launch and river tours. These sites would also be appropriate for mixed use buildings which have more residential uses than the retail or office uses. The waterfront area would also be appropriate for a café or coffee shops along with some smaller retail facilities.

CRA Marina Property

The CRA Marina property presents some interesting issues as it should be a focal point of activity and the central gathering place in the Inlet Village Area. It needs to be the place where events are held that attract new visitors particularly families. The greatest problem with the site is that it is small for what should be happening on the site.

The site is ideally situated to house a museum/information center where the public could obtain information on eco-tours, fishing and diving opportunities, and lodging₆₉

facilities in the Inlet Village. The site should also serve as a unifying museum with exhibits on the history of the Inlet and the lighthouse as well as on the Loxahatchee River eco-system (as a promotion for the Lighthouse Museum and the River Center). The exterior of the building might include a small parking lot and open space that could host an art fair, green market or other small festival or event. This "CRA Park" should host regular, family-friendly events and private functions (outside of high traffic periods).

The CRA should make efforts to acquire some additional land to the southeast of the CRA Marina site. This would allow for the multitude of uses suggested, as well as allow for another need in the area, expansion of the restaurant to the west of the Marina site. The CRA should try to make an effort to convey part of their land to the existing restaurant property to the west to serve as insurance that the property remains marketable should the existing business fail. The allowance of a small portion of land would enable the facility to construct a kitchen facility and insure continuous operation of the site as a restaurant. Without the ability to expand, should the current business fails, the site would sit vacant for a period of time and redevelopment would require demolition of the entire facility if the current .

Water-Based Uses

The CRA should make every effort to find locations around the Inlet Village to construct additional public boat slips to promote boating in the area and determine an appropriate package of inducements to attract tourism-related marine uses. The most appropriate uses would include charter fishing operators, dive boats, water taxi or other water-based shuttle, and tour boats. These users would need minimal land-based space but could be a significant draw for visitors who would use the water-based services and potentially stay to spend money at the local retail or restaurant establishments. These types of users are also prolific marketers to their target audiences. Their marketing materials would also be indirect promotions for the Inlet Village and its potential theme of adventure and history.

Specific efforts should be undertaken to locate an appropriate dock for a water shuttle to the JILONA. This should be undertaken in order to position the Inlet Village as the place to obtain entry to the facilities of the JILONA. Several of the projects outlined in this section could be designed to include such a facility. These include the Lighthouse Promenade, the properties at the end of Love or Clemmons Streets, or at some point in the future, the Boathouse (access to which is currently restricted due to its location adjacent to the Suni Sands Mobile Home Park).

Diversity of Market

The CRA must continue to review the marketplace and the mix of business types and the way the businesses are operating to insure the market is providing a balanced mixed of uses in a manner desired by the residents, property owners, Town and the CRA. Specifically, the CRA should work to insure appropriate safeguards are in place to prevent entertainment-type uses (particularly drinking establishments) from becoming the predominate use in the area. An overabundance of these uses would promote high activity on limited nights of the week to the detriment of other properties. Diversity will assist the CRA in establishing the Inlet Village as a family-friendly location that promotes activity throughout the entire day all week and not just at night on limited days.

While entertainment establishments (including drinking establishments) provide to a full-mix of uses and can be beneficial to the overall attraction of the area, the CRA should seek methods to insure these uses do not become detrimental to the overall mix of uses in the area and that they continue to add to the desired atmosphere. The CRA should encourage all uses that would be active and attract users at all appropriate times of the day and which would be complimentary to other desired uses in the Inlet Village.

Land Acquisition

There are a number of key projects in the Inlet Village area that require the development or redevelopment of land. If the CRA wishes to insure the project it desires are developed and/or it wishes to get those projects completed more sooner than later, then the CRA must begin to acquire land. Any property in the Inlet Village (or within the CRA) is to be considered for potential acquisition by the CRA as the best way to control what happens on the properties in the Inlet Village (or within the CRA) is to own them. The CRA can purchase property and release a Request for Proposals for the development of the property as the CRA see fit. The development contract with a selected developer can include any conditions the CRA may wish to impose from the architectural style of buildings to the uses allowed in the development.

Purchasing property may tie-up CRA funds for a period of time, but these funds can be recouped upon the sale of the property to a selected developer (unless the CRA sees fit to write-down the cost of the land as a development inducement).

CRA Potential Actions:

- a) Prepare a conceptual design for the Lighthouse Promenade.
- b) Participate in land assembly for the Lighthouse Promenade through land purchase, acquisition of transferrable options to purchase or through a self-assembly process.
- c) Be prepared to assist a future buyer of the Suni Sands Mobile Home Park design, develop, and obtain approval for an appropriate mixed-use project.
- d) Assist property owners of vacant land along A1A (on both the east and west sides) in developing their properties with desired and/or appropriate uses. This would include the use of development inducements.
- e) Develop the CRA Marina site to include a museum/information center, child-friendly interactive playground area, and a parking lot and/or open space that can be used for outdoor art fairs, a green market or other festivals and events.
- f) Seek additional land to the southwest of the CRA-owned land to expand the potential uses in the "CRA Park"
- g) Seek to convey a small piece of CRA-owned land to the property owner to the west of the site to construct a kitchen for the existing and future restaurant uses on their property.
- h) Acquire key properties in the CRA while land values are low and interest rates are low.
- i) Promote, though not necessarily pay for, preservation activities related to the Boathouse and incorporate the facility in future tourism planning and marketing activities.

- j) Monitor the mix of uses and seek methods to control the proliferation of detrimental uses or uses that stymie day-time activity in the Inlet Village.

8.6.5 The Riverwalk

The Riverwalk is not complete and is not constructed in the Inlet Village area. The CRA should, work with property owners through the redevelopment process to acquire easements.

Potential CRA Actions:

- a) Work with property owners to acquire easements for the Riverwalk as redevelopment occurs.

8.7 Financial Inducements

There are a number of different methods for the CRA to provide inducements to get the desired development and business users. These methods include, but are not and should not be limited to: land donations and write-downs, credits for infrastructure improvements made by the CRA, reimbursement for development fees, cost of public amenities on private property and assistance with the permitting and project review process. The CRA should fashion a number of different inducement programs to facilitate the various types of programs and projects outlined earlier in this Section. The purpose of these inducements is to encourage the private sector to undertake projects that would not otherwise be financially viable due to market forces or due to desires, demands, and conditions as placed upon the private sector by the Town and the CRA.

This Plan does not outline specific inducement programs as they (the inducements) should address specific needs of the projects the CRA is promoting at any given time. A good outline of several different types of inducements that can be offered can be found in the “Town of Jupiter CRA Implementation Plan” prepared by Planning and Redevelopment Consultants in 2011. This document offers a number of different types of program that could be considered for formal adoption although the projects outlined are not an exhaustive list and the CRA should seek to create innovative, appropriate inducements at any time and in any form as may be appropriate.

Most inducements should be granted on a reimbursement basis so no funds are expended by the CRA until they are collected in increment revenue first. No matter the form of the inducement, it is important for the CRA to have clear program guidelines as to what is expected in the projects and what the CRA is willing to expend for inducements. Any recipient of inducements should sign an agreement with the CRA that can be filed as a lien against the property to insure that all conditions are met or funds will not be granted.

9. SAFEGUARDS TO ENSURE THAT THE WORK OF REDEVELOPMENT WILL BE CARRIED OUT PURSUANT TO THE PLAN

All real property in the Redevelopment Area is hereby subject to the controls and requirements of the Plan or amendments thereto.

No real property shall be developed, rehabilitated, or otherwise changed after the date of adoption of the Plan except in conformance with the provisions of the Plan and the Town’s Land Development Regulations.

9.1 Land Use Plan

Properties located within the Redevelopment Area shall be developed in conformance with the goals, objectives, and policies of the Future Land Use Element of the Town of Jupiter's Comprehensive Plan. The provisions of the applicable zoning districts shall govern specific densities and/or intensities for properties in the redevelopment area.

9.2 General Urban Design Guidelines

- (1) Enhance public access and views to the Intracoastal Waterway and the Jupiter Inlet.
- (2) Promote infill by encouraging mixed use development, redevelopment, as well as destination uses such as small "mom and pop" retail, Inns, art and cultural uses, water dependent and ecotourism businesses and restaurants.
- (3) Promote public gathering spaces throughout the corridor that fosters community interaction.
- (4) Enhance and promote the existing scale and character of each section of the Riverwalk and Inlet Village.
- (5) Enhance the visual quality of the built environment via minimum landscape standards for both private and public properties by promoting canopy trees, palms, shrubs and ground covers.
- (6) Establish architectural and site design standards which emphasize pedestrian scale.
- (7) Require special landscape and landmark features defining the Riverwalk corridor.
- (8) All properties within the Community Redevelopment Area shall emphasize pedestrian, bicycle and boater access and connections as is feasible.
- (9) Enhance the area's unique identity and character and contribute to a positive town image.

9.3 Development Controls

Within the limits, restrictions, and controls established in the Plan, the Community Redevelopment Agency, working collaboratively with the Town of Jupiter's Department of Planning & Zoning, may propose amendments to the Comprehensive Plan and Land Development Regulations, including design criteria, building heights, land coverage, setback requirements, traffic circulation, traffic access, and other development and design controls necessary for proper development of both public and private projects.

9.4 Retention of Controls and the Establishment of Restrictions or Covenants Running with Land Sold or Leased for Private Use

For properties acquired and disposed to a private developer, development controls shall include the Town of Jupiter's Land Development Regulations. In addition, the Agency may establish any restrictions or covenants to run with the land sold or leased for private use for such periods of time and under such conditions as the Community Redevelopment Agency deems necessary to effectuate the purpose of the Plan.

Zoning Approvals and Building Permits within the Redevelopment Area shall be not issued on properties until the applicant has received written approval that the proposed development is consistent with the Redevelopment Plan and meets the Town of Jupiter's Land Development Regulations and Code or Ordinances.

9.5 Management Functions

The Community Redevelopment Agency shall be responsible for, although may not be limited to, the following functions:

- A. May hire/pay for staff and associated costs and operating expenses of the CRA necessary to carry out the Management functions and undertake all CRA activities.
- B. Preparing budgets for operating and capital expenses.
- C. Reviewing and making recommendations to the Local Planning Agency, and or the Town Council on private development proposals in accordance with the plan.
- D. Monitoring private development for conformance to redevelopment plan requirements.
- E. Participating in the design and construction of public projects and improvements.
- F. Managing property acquisition and disposition programs.
- G. Coordinating redevelopment activities with all public agencies.
- H. Developing and coordinating promotional and marketing programs.
- I. Participating in continuous planning services for the redevelopment area.
- J. Participating in property management programs.
- K. Prepare and administer grants

9.6 Property Acquisition

It is anticipated, upon completion of a Road Network Plan, that additional rights of way, roads and or access easements may be necessary to address functionally obsolete roads, dead end traffic patterns, or to improve vehicular traffic flow. Florida's Community Redevelopment Act authorizes Redevelopment Agencies to acquire real property for public safety, health, a road, right of way or public facility purposes, etc. in designated redevelopment project areas. Acquisition of real property may be acquired by negotiated purchase, condemnation (per state statute 73.013 and 73.014), gift, exchange (either inside or outside the redevelopment area), or by other lawful means. The Community Redevelopment Agency may acquire fee simple title or any other interest less than fee simple.

Whenever possible, the designated property shall be acquired through negotiation with the current owners. The basis for negotiation will be the fair market value of the property as determined by competent appraisers and approved by the Community Redevelopment Agency's Board of Commissioners. In those instances where negotiation does not result in a mutually satisfactory agreement, the properties may be acquired by eminent domain proceedings and just compensation awarded in accordance with the Florida Statutes.

9.7 Property Management

Property purchased by the Community Redevelopment Agency for the purposes of the public improvements, public facilities, right-of-way or other **permanent** public uses shall be deeded to the Town of Jupiter for ownership and controlled by the Town of Jupiter or other public entity as appropriate.

Property acquired by the Community Redevelopment Agency with the intent of resale or lease shall be under the management and control of the Agency. During such time that the property is owned by the Agency, such property may be rented or leased by the Agency pending its disposition for redevelopment purposes.

9.8 Demolition, Clearance and Site Preparation

The Community Redevelopment Agency is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the redevelopment project area, subject to approval by the Town Council and obtaining necessary permits.

9.9 Property Disposition and Development

The Community Redevelopment Agency is authorized to transfer ownership, or any other interest in real property acquired by sale, lease, exchange, or any other legal means. The transfer of real property or interest therein may be to any private or public entity for development, redevelopment, or use in accordance with the Plan. The purchasers or lessees and their successors and assigns shall be obligated to devote such real property only to the uses specified in the Plan, and any amendment thereto.

Such real property or interest shall be sold, leased, or otherwise transferred for its fair value. In determining the fair market value, the Community Redevelopment Agency will take into account and give consideration to the uses provided in the Plan, the restrictions upon, and the covenants, conditions, and obligations assumed by the purchaser or lessee, and the objectives of the Plan.

Prior to the disposition of any real property, the Community Redevelopment Agency shall give public notice to its intent to sell, lease, or otherwise transfer such property as per Section 163.380, Florida Statutes. The Agency shall invite proposals from, and make all pertinent information available to private developers, redevelopers, any person or entity interested in undertaking a development, redevelopment, or rehabilitation activity within the redevelopment project area.

The Community Redevelopment Agency shall consider all proposals submitted including plans and specifications, financial and legal ability, time schedules, purchase or lease terms and conditions, and any other information as may be required by the Agency. Upon adequate investigation of each proposal, the Agency may negotiate with any or all parties involved and may accept such proposal as the Agency deems to be in the public interest and in furtherance of the purposes of the Plan.

9.10 Disposition and Development Documents

The Community Redevelopment Agency shall reserve such powers and controls through disposition and development documents (such as deed restrictions) with purchasers and lessees as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development or rehabilitation begins within a period of time, which the Agency fixes as reasonable.

In order to provide adequate safeguards that the provisions of the Plan or its amendments will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Redevelopment Agency, as well as all property subject to owner participation agreements, shall be made subject to the provisions of the Plan by leases, deeds, contracts, agreements, restriction, or other means.

The leases, deeds, contracts, or other forms of agreement may contain restrictions, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary to carry out this Plan.

10. REPLACEMENT HOUSING FOR THE RELOCATION OF PERSONS TEMPORARILY OR PERMANENTLY DISPLACED FROM HOUSING FACILITIES

Redevelopment efforts are expected to encourage the development of mixed-use residential and commercial projects that will increase the overall number of residential units where none exist today. The Community Redevelopment Agency does not anticipate the need to relocate residents as a result of any redevelopment projects undertaken by the Community Redevelopment Agency. As previously noted in this Plan, should it be determined that the Community Redevelopment Agency would need to acquire a residential unit, the Community Redevelopment Agency shall adopt appropriate provisions for the relocation, whether permanent or temporary, of any residents in conformance with all applicable State and Federal laws.

11. RESIDENTIAL USE IN THE REDEVELOPMENT AREA

At the adoption of the Findings Report completed in the summer of 2001, the area within the Community Redevelopment Area boundary contained limited residential units which are identified as follows:

- 15 single family units
- approximately 120 condominium units (Jupiter Inlet Condominium)
- 133 unit, fee simple mobile home park (Jupiter River Park)
- 110 unit, for rent mobile home park (Suni Sands)

With the exception of the Suni Sands mobile home park and the possible sale and redevelopment of some of the single family lots, the current residential inventory is expected to remain. Land Use and zoning changes through out the Community Redevelopment Area boundaries have in fact, allowed the opportunity of up to an additional 600 units.

Properties developed or redeveloped within the CRA boundaries which propose ten (10) residential units or greater are subject to the Town's workforce housing regulations.

12. PROJECTED COST OF REDEVELOPMENT

Redevelopment in the Community Redevelopment Area will require a substantial financial investment on the part of the Town of Jupiter's Community Redevelopment Agency. It is anticipated that the overall cost of redevelopment as projected in 2004 is approximately \$34,643,500. As of 2011, approximately 37% of the 2004 projects identified have been completed. The balance of the 2004 projects is estimated to be \$18,553,200. A multiplier of 6% annually has been applied to show the 2011 anticipated cost to be \$29,685,120. Funding will be pursued through grants, developer contributions and partnerships prior to using CRA funds. This projected cost of redevelopment includes several construction and engineering phases that will require future analysis of costs to be determined and adjusted over several years as phases are developed. As provided for by Florida's Community Redevelopment Act, the principal source of funding for the Community Redevelopment Agency is expected to be the Tax Increment Trust Fund. In addition, the Agency and the Town will utilize other private, city, county, state, and federal funding sources as appropriate and available to carry out the provisions of the Plan and its amendments.

As required by Section 163.362(10), Florida Statutes (2005), the Plan provides a time certain for completing all redevelopment financed by increment revenues, which is 30 years after the fiscal year (FY 2002) in which the Community Redevelopment Agency was created pursuant to Section 163.2261(1), Florida Statutes (2005).

The following is a general description of the major funding sources, criteria, and programs that the Community Redevelopment Agency proposes to use in financing the Plan:

- T.I.F.
- Commercial Development District
- Grants
- Bonds
- Loans
- Private
- Developer contribution

12.1 Tax Increment Financing

The principal source of revenue for use by the Community Redevelopment Agency will be the Tax Increment Trust Fund. For each taxing year beginning in 2003, ad valorem taxes generated by the assessed taxable real property value in excess of the redevelopment area's base year assessment total are deposited into the Trust Fund. The methodology for determining the amount of the tax increment to be contributed to the Trust Fund each year is provided in Section 163.387 Florida Statute.

All funds deposited into the Trust Fund are available to the CRA for any lawful purpose as defined in Section 163.370(1) (c) Florida Statutes in fulfillment of the provisions of the Plan, and any amendments thereto.

12.2 Projected T.I.F. Revenue

The tax increment revenue prospective is identified in the following table. This prospective is included for planning purposes only. The Annual Work Plan will include updated prospective, projected operation and five year Capital budgets for the Agency. (*Spreadsheet next page*)

12.3 Use of Tax Increment Funds

Tax increment funds shall be limited as follows:

1. Acquisition of a property within a slum area or a blighted area by purchase, lease, option, gift, grant, bequest, demise or other voluntary method of acquisition.
2. Demolition and removal of buildings and improvements.
3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, public areas of major hotels that are constructed in support of convention centers including meeting rooms, banquet facilities, parking garages, lobbies, and passageways, and other improvements necessary for carrying out in the community redevelopment area, the community redevelopment objectives of this part in accordance with the community redevelopment plan.
4. Disposition of any property acquired in the Community Redevelopment Area at its fair value for uses in accordance with .§ 163.380 Florida Statutes and the Community Redevelopment Plan
5. Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the Community Redevelopment Plan.
6. Acquisition by purchase, lease, option, gift, grant or bequest or other voluntary method of real property in the community redevelopment area which, under the Community Redevelopment Plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property.
7. Acquisition by purchase, lease, option, gift, grant or bequest or other voluntary method of any other real property in the community redevelopment area when necessary to eliminate unhealthy, unsanitary, or unsafe conditions; lessen density; eliminate obsolete or other uses detrimental to the public welfare; or otherwise to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities.
8. Acquisition by purchase, lease option, gift, grant or bequest or other voluntary method of any other real property in unincorporated enclaves surrounded by the boundaries of the Community Redevelopment Area when it is determined necessary by the agency to accomplish the Community Redevelopment Agency plan.
9. Incentive programs shall be considered for projects/businesses/developments as to the extent possible and consistent with Florida Statute, Chapter 163, Part III. Desired projects include those that promote ecotourism, tourism conservation, historic and/or archeological preservation, Mom-Pop businesses, cultural venues, etc. Projects will be considered that will have a long-term value to the CRA and the residents of the Town of Jupiter.

12.4 Redevelopment Trust Fund Earned Interest

Any interest earned from savings institutions from deposits of Trust Fund monies shall become a part of the redevelopment monies available to the Community Redevelopment Agency for use in financing redevelopment projects.

12.5 Sale or Lease of Acquired Property

All monies received from the sale of real property acquired by the Community Redevelopment Agency shall be deposited into the Trust Fund. Property, which is acquired and held by the Agency pending resale, may from time to time be leased with such lease payments to be deposited in the Trust Fund.

12.6 Enterprise Fund Revenue Bonds

The Community Redevelopment Agency Board may issue revenue bonds for specific enterprise purposes, including, but not limited to, such projects as the construction of marinas or parking structures, with the intent of having the revenues generated from such enterprises used to retire the revenue bonds. The Community Redevelopment Agency may pledge Redevelopment Trust Fund monies not otherwise obligated as additional security for such revenue bonds.

12.7 Federal, State and Regional Grants

The Community Redevelopment Agency and the Town of Jupiter will seek to utilize Federal, State and regional grant programs as are applicable and available for any approved use within the redevelopment area. Trust Funds can be used as the match when needed.

12.8 Technical Program Assistance

The Community Redevelopment Agency and its staff will provide technical program assistance to private entities participating in redevelopment activities when required to allow the private entity to take advantage of federal or state loan assistance or tax credit programs.