

# FUTURE LAND USE ELEMENT

## Element Overview

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

With a land area of just over 16,158 acres, only 412 of which are vacant, and a population projected to reach 105,387 full-time and seasonal residents by 2040, the City must utilize its land area efficiently and effectively. The maximum densities and intensities for each land use category, and descriptions of the types of allowable land use, are included as policies to guide the development process. Other objectives reflect a citywide goal to minimize detrimental impacts to the land, natural resources, and urban infrastructure, while promoting access to open spaces and natural resources. These more general quality-of-life objectives ensure all residents will be able to share the City's amenities and treasures, now and into the future.

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

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

### GOAL LU.1.0.0

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

#### OBJECTIVE LU.1.1.0

Appreciable degradation of natural areas or environmentally sensitive lands and historic resources shall be prevented.

(SRPP 5.7)

## GOALS, OBJECTIVES AND POLICIES

**POLICY LU.1.1.1**

The City will seek mitigation for the degradation or destruction of environmentally sensitive land to the maximum extent technically feasible.

(SRPP 5.7; SCP 10(b)10)

**POLICY LU.1.1.2**

Characteristics of the natural environment shall be considered in the review of all development or redevelopment proposals involving parcels containing environmentally sensitive lands, listed species, and/or wetlands. These proposals shall be reviewed by the Environmental Advisory Board. The City will require that parcels containing environmentally sensitive lands, listed species, and/or wetlands shall receive development approval only upon satisfactory compliance with the policies within this Element and those established in the Conservation Element, and compliance with provisions of the City's Land Development Code, in the Code of Ordinances.

SRPP Preferred Development Form Strategies, 1.1.1, 1.1.1.2, 2.1, 2.1.1, 2.1.1.1, 2.1.1.2, 2.1.1.3, Natural Resources of Regional Significance 6.1.1.1, 6.7, 6.7.1, 6.7.1.2, 6.7.1.9, 6.8, 6.8.1)

**POLICY LU.1.1.3**

The City will not issue any development orders or development permits unless the proposed land use is consistent with the Palm Beach County Wellfield Protection Ordinance.

(SCP 8(b)9)

**POLICY LU.1.1.4**

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

(SCP 19(a))

**POLICY LU.1.1.5**

Unless otherwise specified, the City will continue to enforce intensity regulations for the uses identified below, whose intensities shall not exceed:

<u>Designated Land Use</u>	<u>Maximum Intensity</u>
C Commercial	0.78 Floor Area Ratio 75 Beds Per Acre for convalescent homes, nursing homes, assisted living facilities, hospitals, and similar uses. On parcels of land where a self-storage facility (interior storage unit access) is permitted in the City's Land Development Code regulations and such self-storage facility (interior storage unit access) is the only use on the property, the Floor Area Ratio (FAR) may be increased to 1.0. The parameters of what constitutes self-storage (interior storage unit access) shall be established through provisions of the City's Land Development Code. Ground floor building coverage for self-storage facilities with interior storage unit access shall not exceed fifty (50) percent of the gross land area of the parcel proposed for development.
CN Neighborhood Commercial	0.30 FAR

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MU Mixed Use	1.0 FAR (residential) 0.30 FAR (non-residential)
PM Planned Mobility	The intensity of uses (FAR) shall not exceed those of the underlying zoning district(s) in effect on October 26, 2010, the date of adoption of Ordinance 5144; however, if there is no intensity specified for a particular use, then the intensity specified in the Mixed Use (MU) land use designation, as in effect on October 26, 2010, the date of adoption of Ordinance No. 5144, shall be deemed the maximum intensity. Up to 30 hotel rooms per acre may be developed in the Planned Mobility land use.
IG General Industrial	0.50 FAR On parcels of land where a self-storage facility (interior storage unit access) is permitted in the provisions of the City's Land Development Code and such self-storage facility (interior storage unit access) is the only use on the property, the FAR may be increased to 1.0. The parameters of what constitutes self-storage (interior storage unit access) shall be established through the provisions of the City's Land Development Code. Ground floor building coverage for self-storage facilities with interior storage unit access shall not exceed fifty (50) percent of the gross land area of the parcel proposed for development.
IL Light Industrial	0.60 FAR On parcels of land where a self-storage facility (interior storage unit access) is permitted in the provisions of the City's Land Development Code and such self-storage facility (interior storage unit access) is the only use on the property, the FAR may be increased to 1.0. The parameters of what constitutes self-storage (interior storage unit access) shall be established through the provisions of the City's Land Development Code. Ground floor building coverage for self-storage facilities with interior storage unit access shall not exceed fifty (50) percent of the gross land area of the parcel proposed for development.
IM Manufacturing	0.50 FAR On parcels of land where a self-storage facility (interior storage unit access) is permitted in the provisions of the City's Land Development Code and such self-storage facility (interior storage unit access) is the only use on the property, the FAR may be increased to 1.0. The parameters of what constitutes self-storage (interior storage unit access) shall be established through the provisions of the City's Land Development Code. Ground floor building coverage for self-storage facilities with interior storage unit access shall not exceed fifty (50) percent of the gross land area of the parcel proposed for development.

Pursuant to Policy HO.1.5.3 of the Housing Element, to promote the development of workforce housing in the City, a conversion of the commercial and industrial FAR into

## GOALS, OBJECTIVES AND POLICIES

residential dwelling units may be permitted for the FLUM categories provided above in this policy. The conversion factor is to be calculated by dividing the proposed floor area of the units into the floor area of the commercial or industrial future land use category. Prior to approval of dwelling units for workforce housing, the maximum number of dwelling units to be constructed on lands in the Commercial and Industrial Future Land Use categories shall be established through the provisions of the Land Development Code.

To encourage public access to natural areas and recreation sites, public parks shall be permitted in all commercial future land use categories.

**POLICY LU.1.1.6**

The City will continue to enforce density regulations in the following future land use categories listed below, which shall not exceed:

<u>Designated Land Use</u>	Density (Dwelling Units Per Acre)
RSU Semi-urban	1.0 (maximum)
RL Low	3.5 (maximum)
RM Medium	9.5 (maximum)
RMH Residential Medium-High	15.0 (maximum)
RH High	20.0 (maximum)
MU Mixed Use	20.0 (maximum)
PM Planned Mobility	The maximum densities shall not exceed those of the underlying zoning district(s) in effect on October 26, 2010, the date of adoption of Ordinance 5144; however, if there is no density specified for a particular use, then the density specified in the MU land use designation, as in effect on October 26, 2010, the date of adoption of Ordinance 5144, shall be deemed the maximum density.

To encourage public access to natural areas and recreation sites, public parks shall be permitted in all residential future land use categories.

Note: Where hotels are permitted pursuant to the applicable land use designation and zoning, 1.5 hotel rooms (maximum) for each dwelling unit shall be the measure of density.

Note: Where convalescent homes, nursing homes, assisted living facilities, hospitals, and similar uses are permitted pursuant to the applicable land use designation and zoning, 75 beds per acre (maximum) shall be the measure of density.

**POLICY LU.1.1.7**

The City should consider amending the Land Development Code to permit the expansion of mixed land uses in the City, where appropriate.

**POLICY LU.1.1.8**

With changes in living patterns, the City should continue to explore additional mixed use land use categories. Within the areas with a MU Future Land Use designation, residential, retail, office, civic and educational uses shall be permitted. All development within areas with a MU Future Land Use designation shall contain a mix of at least two (2) uses. Mixed use developments with retail and/or office uses comprising more than five percent (5%) of the total floor area uses shall comply with the density regulations in Policy LU.1.1.6, and provide a mix of uses that are within the suggested ranges provided in the table below.

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Variations from the ranges may be allowed with sufficient justification and City Council approval. Individual properties within areas with the MU Future Land Use designation may propose a different distribution of land uses as a percentage of the master plan approved floor area in order to support innovative development compatible with existing and anticipated surrounding land uses. Mixed use development that supports mobility strategies and logical connection with other compatible uses is strongly encouraged.

Mixed Use: Distribution of land uses, as % of master plan-approved floor area		
<u>Use</u>	<u>Minimum</u>	<u>Maximum</u>
Residential	50%	87%
Retail <sup>1</sup>	10%	30%
Office <sup>2</sup>	0%	30%
Civic <sup>3</sup>	5%	20%
Educational <sup>4</sup>	0%	15%

- <sup>1</sup> Retail uses include general retail, specialty retail, financial, restaurant, entertainment, cultural uses, and community-serving institutional uses. The implementing zoning district regulations shall specify permitted uses in a manner that is consistent with these general categories.
- <sup>2</sup> Office uses include general office, professional office, and medical office.
- <sup>3</sup> Civic uses include parks, plazas, community and recreation centers, post offices, government services, and similar public-oriented uses.
- <sup>4</sup> Educational uses include schools, universities, libraries, museums, and similar education-oriented uses.

**POLICY LU.1.1.9**

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

Designated Land Use	Intensity / Density
PI Institutional	0.6 FAR
PR Recreation & Open Space	0.5 FAR for public park-related structures such as restrooms, active recreation areas, picnic areas and the like. 0.08 FAR for private park-related structures such as restrooms, active recreation areas, picnic areas and the like.
N Conservation	0.0 FAR Densities or intensities which would otherwise be allowable under the underlying zoning district may be transferable within a parcel of land

**POLICY LU.1.1.10**

The City adopts the following generalized Future Land Use descriptions:

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

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

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

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

**Medium-High Density (RMH):** The principal permitted uses are multifamily uses at densities up to 15.0 units per acre. Motels or hotels, accessory or related residential uses, and institutional uses may be permitted based on zoning districts.

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

**MIXED-USE:**

**Mixed Use (MU):** Uses permitted in the MU Future Land Use Category include both residential and non-residential uses as set forth in Policy LU 1.1.8. Properties located within the MU Future Land Use Category must be designed to maximize access to multiple modes of transportation and to encourage walking, biking and transit ridership. Multiple land uses shall be fully integrated so that housing, shops, work places, schools, usable open space and civic facilities essential to the daily life of the residents and employees are located conveniently to one another and can be accessed by multiple modes of travel.

**Planned Mobility (PM):** The Planned Mobility (PM) Designation is intended for development which enhances and improves mobility and promotes the efficient use of infrastructure and services through the use of innovative design and development techniques while respecting and complementing the character of existing adjacent neighborhoods and natural areas.

Planned Mobility designation areas may vary in size, scale, type, intensity, mix of uses and site design, and may incorporate, in addition to those permitted and conditional uses authorized by the underlying zoning district regulations in effect on October 26, 2010, the date of adoption of Ordinance 5144, a range of uses such as commercial, office, financial institutions, health care, residential, hotel, recreational, educational, community and cultural facilities. Although some developments may be composed of a single type of use, a mixture of land uses is specifically encouraged.

Planned Mobility designation areas shall be located and designed so as to create vibrant areas, promote convenience, reduce travel distance and conserve energy. To help achieve these objectives, provisions of the City's Land Development Code shall include standards encouraging MU development, multi-modal public transit facilities, pedestrian-oriented amenities, shared parking, high quality building and site design, and other features that foster livability, sustainability, community identity and civic pride.

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Site design standards may be modified in order to respond to specific site conditions. Although flexibility of uses and design standards is encouraged, protecting and enhancing the character of existing adjacent neighborhoods and natural areas will be important factors in determining the appropriate mix of uses, design standards, and other characteristics of the area and the development planned therein.

The location and size of PM designation areas in the City shall be based on the existing and planned availability of thoroughfares, mass transit and other public facilities as well as the intended market area. The following factors shall be among those considered when designating PM areas and when establishing provisions of the Land Development Code to implement PM development:

**Location and spacing.** An analysis of land use compatibility with surrounding uses, both existing and planned, distance from other PM designations, transportation access; and potential impacts to natural areas.

**Transportation.** An analysis of the transportation systems serving and affected by the proposed mobility designation. Transportation systems include access and connectivity for transit, pedestrians, cyclists, water transport, and those with special needs, as well as automobiles.

**Overall Market Need.** Designation of PM areas and creation of or amendment to provisions of the Land Development Code to implement PM development shall specifically take into account citywide needs for the various types and amounts of uses to be permitted. Regulations for development of land under the PM future land use category should be implemented in a manner that will minimize detrimental impacts on existing uses and/or the development and redevelopment of such uses in other areas of the City. A market study shall be required to demonstrate market demand and economic potential for a proposed PM designation and/or the establishment of provisions of the Land Development Code to implement PM development. The market study should include data and analysis concerning the existing, planned, and approved supply of the uses within the market area and citywide, including such factors as occupancy patterns and trends, and the present and future demand for the types and mix of uses proposed. Amendments to existing provisions of the Land Development Code to implement PM development, including those areas zoned LIRP in effect on October 26, 2010, the date of adoption of Ordinance 5144, shall be considered in the context of existing regulatory history and with due regard for the integrity of residential and other commercial areas of the City, in particular the mixed use area of the downtown. Any such amendments should provide sufficient flexibility to address PM needs effectively, but existing zoning district regulations should be considered, and any changes should be justified by a market study and considered in light of the impacts discussed above.

**COMMERCIAL:**

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

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

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

#### **INDUSTRIAL:**

**Light (IL):** Permitted uses are light manufacturing, research and development operations related to science, engineering and technology, medical offices, and medical clinics within an educational institution and corporate and other offices as well as recreational uses. This is a large employment center; therefore, ancillary mixed uses including retail, office, and hotels, are expected to occur to support its major function as a regional employment center and to implement effective mobility strategies within this Future Land Use Category.

**General (IG):** Permitted uses consist of certain wholesale, warehouse, light manufacturing, certain heavy commercial use, and ancillary commercial services related to onsite industrial operations and special needs housing as may be provided for in the zoning code. Special needs housing includes affordable housing and housing designed especially for students or employees.

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

#### **PUBLIC AND PRIVATE RECREATION, INSTITUTIONAL AND CONSERVATION**

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

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

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

##### **POLICY LU.1.1.11**

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

##### **POLICY LU.1.1.12**

The City will continue to review all site plans for adequacy of drainage, open space, safe and convenient onsite traffic flow, parking, and unique natural features as specified in the



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provisions of the existing City Land Development Code and in other sections of the Comprehensive Plan.  
(SCP 6(b)6)

**POLICY LU.1.1.13**

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

**POLICY LU.1.1.14**

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

**OBJECTIVE LU.1.2.0**

The City will not permit residential development to occur in the coastal high hazard area (CHHA), using the definition in Section 163.3178(2)(h), F.S., that would increase the time necessary for hurricane evacuation beyond the standard established in the Florida Statutes.  
(SRPP 4217)

**POLICY LU.1.2.1**

The FLUM shall not be amended to increase the residential density on either the barrier island or within the CHHA on the City's FLUM if such increase in residential units increases evacuation time beyond the standard established in the Florida Statutes.

**POLICY LU.1.2.2**

Densities of residential future land use categories, or in the case of mixed use categories, residential land use components, on the barrier island are not permitted to be increased if such increase in residential density increases evacuation time beyond the standard established in the Florida Statutes.

**POLICY LU.1.2.3**

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

**POLICY LU.1.2.4**

In the event of redevelopment activity, whether following a natural disaster or not, structures sustaining damage or seeking redevelopment may be reconstructed at existing density and in compliance with current building codes subject to regulatory approvals.

**POLICY LU 1.2.5**

The City shall continue to work towards the adoption of a Comprehensive Waterfront Master Plan.

**POLICY LU 1.2.6**

The City shall consider adopting, implementing, and encouraging strategies which increase community resiliency and protect property, infrastructure, and cultural and natural resources from the impacts of climate change, including sea level rise, changes in rainfall patterns, and extreme weather events.

**POLICY LU 1.2.7**

The City shall consider sea level rise, storm surge data and modeling projections when evaluating locations and planning the future placement of public infrastructure and buildings. When infrastructure or buildings are placed in a potentially vulnerable location, such infrastructure or buildings shall incorporate a design that is resilient to potential flood or storm surge events.

**POLICY LU 1.2.8**

The City shall endeavor to support the Southeast Florida Regional Climate Change Compact and coordinate with neighboring municipalities to increase the resiliency of the City to the impacts of sea level rise including coastal flooding, extreme high tides, storm surge, stormwater flooding, and salt water intrusion. When considering these impacts, the best available data will be used, namely the most recent version of the Southeast Florida Climate Change Compact's regional Unified Sea Level Rise Projection.

**OBJECTIVE LU.1.3.0**

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

**POLICY LU.1.3.1**

Notwithstanding regional action on a DRI application approved subsequent to the adoption of this Comprehensive Plan, the City shall issue no development order or development permit in contravention of this Element.

(SCP 16(a))

**OBJECTIVE LU.1.4.0**

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

**POLICY LU.1.4.1**

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

**OBJECTIVE LU.1.5.0**

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

(SCP 9(b)2)

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**POLICY LU.1.5.1**

The City shall continue to design all new parks and recreation facilities to be accessible to people with special needs.

**POLICY LU.1.5.2**

Preserve an open space system that emphasizes mixed use areas, planning area hubs, pedestrian, bicycle, and transit linkages which connect parks, major residential areas, and schools, or other public areas. Continue to give priority to pedestrian, bicycle and transit linkages which connect major work or shopping areas.

**POLICY LU.1.5.3**

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

**POLICY LU.1.5.4**

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

**OBJECTIVE LU.1.6.0**

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

**POLICY LU.1.6.1**

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

**POLICY LU.1.6.2**

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

**GOAL LU.2.0.0**

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

**OBJECTIVE LU.2.1.0**

The City shall continue to issue development orders, or permits, only under the following conditions:

1. Sufficient infrastructure exists, or is provided for in accord with provisions of the City's Comprehensive Plan, or will exist, concurrent with the impact of the development, to maintain adopted LOS on infrastructure projected to be impacted by the development; and
2. If the lands surveyed indicate possible wetlands, as identified by the Conservation Element of this plan, then the development of said lands must proceed in accordance with any applicable wetland regulation; and
3. There are no known topographic features, soil conditions, flooding problems, or other barriers to development that cannot be corrected without the degradation of natural systems; and

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4. The items referenced in subsection 3 immediately above are addressed by conditions in the development order guaranteeing that corrections will be made simultaneously with construction and completed prior to the issuance of a certificate of occupancy. A legal commitment from the developer will be required at the time of approval to ensure that the needed corrections are made before the certificate of occupancy is issued.

(SRPP 6.1; SCP 10(b)7, 16(b)6)

**OBJECTIVE LU.2.2.0**

The City shall continue to maintain its Land Development Code to ensure timely and consistent implementation of the policies contained within this Comprehensive Plan.

**POLICY LU.2.2.1**

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

**POLICY LU.2.2.2**

The City should continue to explore and incorporate additional mobility strategies and urban design evaluation criteria into the Land Development Code to measure the consistency of proposed developments against policies contained in this Element and the Transportation Element of this Comprehensive Plan.

**POLICY LU.2.2.3**

All land use decisions in Boca Raton shall be consistent with the Comprehensive Plan.

**OBJECTIVE LU.2.3.0**

Uses incompatible with the character of Boca Raton, as described in the FLUM, may not be permitted.

(SCP 16(b)3)

**POLICY LU.2.3.1**

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

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

**POLICY LU. 2.3.2**

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

**POLICY LU.2.3.3**

Land located within the 60 through 70 DNL noise contour of the Boca Raton Airport amended to a residential or mixed use future land use category shall execute and record an avigation easement in favor of the City, the Airport Authority and any other applicable governmental entity prior to any development approval. Undeveloped parcels with residential future land use designations within the 60 through 70 DNL noise contour shall also require the recording of an avigation easement.

**POLICY LU.2.3.4**

The City shall provide copies of development proposals that are located within the 55 through 70 DNL noise zone to the Boca Raton Airport Authority for review and comment prior to scheduling for public hearing and consideration by the Planning and Zoning Board and/or City Council.

**POLICY LU.2.3.5**

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

**POLICY LU.2.3.6**

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

**POLICY LU.2.3.7**

The City shall permit the siting of electric distribution substations in all future land use categories except Conservation (N).

**POLICY LU.2.3.8**

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

**OBJECTIVE LU.2.4.0**

The City will maintain and seek to enhance its use of innovative land development techniques.

**POLICY LU.2.4.1**

The City will continue to permit Planned Industrial Developments, Planned Commercial Developments, Planned Unit Developments, PM Developments, and other innovative land use regulations.

**POLICY LU.2.4.2**

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

**POLICY LU.2.4.3**

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

**OBJECTIVE LU.2.5.0**

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

**POLICY LU.2.5.1**

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

**POLICY LU.2.5.2**

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

**POLICY LU.2.5.3**

The City of Boca Raton shall coordinate with the School District for the development of compact, neighborhood-scaled schools designed primarily to serve students within a two-mile radius of the school, in order to provide a stronger tie to the community and provide an increased opportunity for walking and bicycling to school. Where necessary to the creation of neighborhood-scaled schools, code amendments may be considered that would allow neighborhood-scaled school located along a local, rather than an arterial or collector, street.

**POLICY LU.2.5.4**

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

**GOAL LU.3.0.0**

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

**OBJECTIVE LU.3.1.0**

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

**POLICY LU.3.1.1**

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

**POLICY LU.3.1.2**

The City should consider the development of these plans so that the planning areas are not built-out before the completion of the plans.

**POLICY LU.3.1.3**

Through the master planning process, the City may consider creating overlay districts that allow for flexibility and diversity of uses, in order to encourage a development pattern that supports mobility options, encourages internal capture of vehicular trips, and complements the scale, character, and context of existing development.

**POLICY LU.3.1.4**

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

**POLICY LU.3.1.5**

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

**POLICY LU.3.1.6**

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

**POLICY LU.3.1.7**

Evaluate each planning area plan as to its appropriateness for incorporation in the City's Comprehensive Plan.

**OBJECTIVE LU.3.2.0**

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

**POLICY LU.3.2.1**

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

**POLICY LU.3.2.2**

Permit mixed retail commercial, residential, and public uses throughout the Downtown consistent with the Downtown Master Plan as amended/updated.

**POLICY LU.3.2.3**

In the Downtown, those uses incompatible with a strong pedestrian orientation such as gas stations, outside storage, drive-in facilities, and drive-through parking structures along major pedestrian linkages including North Federal Highway, Northeast and Northwest Second Street, Palmetto Park Road, Boca Raton Boulevard and Mizner Boulevard, shall be discouraged.

**POLICY LU.3.2.4**

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

**POLICY LU.3.2.5**

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

**POLICY LU.3.2.6**

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

**POLICY LU.3.2.7**

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

**POLICY LU.3.2.8**

Establish defined neighborhoods, or quarters, within the Downtown consistent with the Downtown Master Plan as amended/updated. Within each quarter, there should be a mix of uses including residential, office, cultural, retail, civic, and entertainment as appropriate. The balance of uses, scale of buildings and character of open space should reflect the unique character and identity of the quarter and provide a framework for public and private investment in the area.

**POLICY LU.3.2.9**

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

**POLICY LU.3.2.10**

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

**POLICY LU.3.2.11**

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

**POLICY LU.3.2.12**

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

**POLICY LU.3.2.13**

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

**POLICY LU.3.2.14**

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

**POLICY LU.3.2.15**

The City should consider applying urban standards, such as Florida Department of Transportation's Complete Streets Implementation Plan, to the portion of Federal Highway between Camino Real and Mizner Boulevard.



**POLICY LU.3.2.16**

The City should consider studying the feasibility of the installation of a Downtown parking structure with an intermodal terminal near the intersection of Palmetto Park Road and NW Second Avenue.

**POLICY LU.3.2.17**

The City should consider updating the Downtown design guidelines to encourage diversity of building form and enhancement of the public realm.

**POLICY LU.3.2.18**

The City shall enhance the safety of sidewalks, pedestrian crossings, and bicycle lanes through design changes and completion of gaps in the existing system, including on Palmetto Park Road from NW Boca Raton Boulevard to State Route A1A.

**OBJECTIVE LU.3.3.0**

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

**POLICY LU.3.3.1**

Examine the feasibility of modifying Congress Avenue to serve as a transit corridor, specifically for bus-rapid transit (BRT), connecting the Park at Broken Sound, Tri-Rail Station, and other major destinations along the corridor. The City and/or the Palm Tran should consider coordinating with the City of Delray Beach regarding the possible northward extension of BRT facilities and service along Congress Avenue, as a parallel facility for Interstate-95.

**POLICY LU.3.3.2**

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

**POLICY LU.3.3.3**

Increase street connectivity within the Northwest Planning Area.

**POLICY LU.3.3.4**

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

**POLICY LU.3.3.5**

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

**POLICY LU.3.3.6**

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

**POLICY LU.3.3.7**

Expand the existing Boca Raton Shuttle System with the Tri-Rail station as the hub, to improve the connectivity of the shuttle destinations.

**POLICY LU.3.3.8**

Create infill residential uses and neighborhood shops and services within the Northwest Planning Area to better complement existing employment uses.

**POLICY LU.3.3.9**

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

**OBJECTIVE LU.3.4.0**

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

**POLICY LU.3.4.1**

Strengthen pedestrian and bicycle connections between Downtown and FAU.

**POLICY LU.3.4.2**

Strengthen connections between Downtown and FAU, Tri-Rail, and the FAU/Boca Raton Regional Hospital planning area hub with the Boca Raton Shuttle Service and proposed Glades Road BRT.

**POLICY LU.3.4.3**

Increase street connectivity within the Central Planning Area.

**POLICY LU.3.4.4**

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

**POLICY LU.3.4.5**

Examine the feasibility of a bicycle, pedestrian, or greenway connection from the western terminus of NW 13<sup>th</sup> Street across I-95 to the Shops at Boca Center.

**POLICY LU.3.4.6**

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

**POLICY LU.3.4.7**

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

**POLICY LU.3.4.8**

Strengthen bicycle and pedestrian connections between FAU and the Tri-Rail Station.

**POLICY LU.3.4.9**

Examine the feasibility of a pedestrian bridge over the El Rio Canal south of NW 20<sup>th</sup> Street connecting FAU to residential areas to the east.

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**POLICY LU.3.4.10**

Strengthen connections from the FAU and Boca Raton Regional Hospital to the Downtown, Town Center Mall, and Tri-Rail with the Boca Raton Shuttle System and proposed Glades Road BRT.

**POLICY LU.3.4.11**

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

**POLICY LU.3.4.12**

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

**OBJECTIVE LU.3.5.0**

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

**POLICY LU.3.5.1**

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

**POLICY LU.3.5.2**

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

**POLICY LU.3.5.3**

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

**POLICY LU.3.5.4**

Examine the feasibility of a multi-modal connection from the Shops at Boca Center east across I-95 to the western terminus of NW 13<sup>th</sup> Street.

**POLICY LU.3.5.5**

Continue to strengthen connections from the Palm-Tran hub at Town Center Mall to Tri-Rail, Broward County Transit, FAU, and Downtown through the Boca shuttle system and proposed Glades Road BRT.

**POLICY LU.3.5.6**

Coordinate with SFRTA regarding design of any potential Tri-Rail Station at NW 19<sup>th</sup> Street.

**OBJECTIVE LU. 3.6.0**

The City of Boca Raton shall promote the revitalization and redevelopment of the Northeast Planning Area that includes concepts contained in the “Boca Raton North Federal Highway Charrette – A Citizens’ Plan” (Citizens’ Plan).

**POLICY LU.3.6.1**

Encourage redevelopment in the Northeast Planning Area that includes concepts of the Citizens’ Plan.

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**POLICY LU.3.6.2**

Development and redevelopment along the North Federal Highway Corridor shall be designed consistent with the development patterns described in Objectives LU.4.2.0, LU.4.3.0. and LU.4.4.0.

**POLICY LU.3.6.3**

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

**POLICY LU. 3.6.4**

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

**POLICY LU. 3.6.5**

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

**POLICY LU.3.6.6**

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

**POLICY LU.3.6.7**

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

**POLICY LU.3.6.8**

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

**POLICY LU.3.6.9**

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

**POLICY LU.3.6.10**

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

**GOAL LU.4.0.0**

Provide for balanced growth, economically beneficial land uses, and the health and safety of residents, through development that embraces improved transportation, land use, connectivity and design characteristics that facilitate mobility options.

**OBJECTIVE LU.4.1.0**

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

**POLICY LU.4.1.1**

The City shall consider adopting planning area master plans for each planning area to identify, among other things, the major transportation and employment attractors and generators. The City shall consider developing regulations based on the planning area master plans for these attractors and generators in the provisions of the City's Land Development Code.

**POLICY LU.4.1.2**

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

**POLICY LU.4.1.3**

For all new development and redevelopment projects within the City, the City should encourage non-residential development and residential development to locate proximal to major transportation attractors and generators.

**POLICY LU.4.1.4**

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

**POLICY LU.4.1.5**

An interconnected transportation network that supports bicycle, pedestrian, transit and vehicle access between important residential, employment, retail and civic destinations should be included in each planning area.

**POLICY LU.4.1.6**

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

**POLICY LU.4.1.7**

Each planning area, to the extent possible, shall contain public open space, such as squares, greens and parks, whose frequent use is encouraged through placement, definition and design. Such areas will be identified in the Planning Area master plan.

**POLICY LU.4.1.8**

Each planning area, to the extent possible, shall contain neighborhood-scale schools that are strategically located in existing neighborhoods to facilitate walking and bicycling to school and foster community identity and vitality. Where necessary to the creation of neighborhood-scaled schools, code amendments may be considered that would allow

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neighborhood-scaled school located along a local, rather than an arterial or collector, street.

**POLICY LU.4.1.9**

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

**POLICY LU.4.1.10**

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

**OBJECTIVE LU.4.2.0**

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

**POLICY LU.4.2.1**

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

**POLICY LU.4.2.2**

Blocks are encouraged to be generally rectangular in shape and should range from 300-660 feet in length. This policy is applicable for all areas in the City, except for the City's Downtown since the Downtown is subject to specific design requirements set forth in the Downtown Master Plan.

**POLICY LU.4.2.3**

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

**POLICY LU.4.2.4**

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

**POLICY LU.4.2.5**

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

**POLICY LU.4.2.6**

Design of streets and roadways serving schools, parks and other public facilities shall give high priority to bicycle and pedestrian facilities within a 1/2 mile radius of all schools for both new development and redevelopment.

**POLICY LU.4.2.7**

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

**OBJECTIVE LU.4.3.0**

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

**POLICY LU.4.3.1**

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

**POLICY LU.4.3.2**

Encourage sidewalks to be separated from the travel lanes by a comfortable distance and buffered using landscaping, especially street trees that provide shade, and other design features including public benches and pedestrian scale lighting that create a pedestrian-friendly environment. Sidewalks may be located on the development's property through an easement if necessary to achieve an adequate buffer.

**POLICY LU.4.3.3**

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

**POLICY LU.4.3.4**

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

**POLICY LU.4.3.5**

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

**POLICY LU.4.3.6**

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

**POLICY LU.4.3.7**

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

**POLICY LU.4.3.8**

Buildings with facades greater than 50 feet in length shall be broken down in scale by means of the articulation of well-proportioned and separate areas or bays. Strategic elements include the variation of architectural treatment and elements such as colors, materials, and heights. The City should consider adopting provisions of the Land Development Code to require this for new development or redevelopment projects. This policy is applicable for all areas in the City, except for the City's Downtown since the Downtown is subject to specific design requirements set forth in the Downtown Master Plan.

**POLICY LU.4.3.9**

Promote a sense of security during nighttime hours by providing appropriate levels of pedestrian-scaled lighting along the sidewalk, on the building facade, on the underside of

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overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

**OBJECTIVE LU.4.4.0**

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

**POLICY LU.4.4.1**

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

**POLICY LU.4.4.2**

Provide for effective utilization of existing vacant land, except for those areas designated as open space, to discourage sprawl.

**POLICY LU.4.4.3**

Promote compatible infill development and renovation within established neighborhoods.

**POLICY LU.4.4.4**

Develop an inventory of undeveloped and underdeveloped properties within the City and continually update the inventory.

**POLICY LU.4.4.5**

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

**POLICY LU.4.4.6**

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

**OBJECTIVE LU.4.5.0**

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

**POLICY LU.4.5.1**

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

**POLICY LU.4.5.2**

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

**POLICY LU.4.5.3**

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



**POLICY LU.4.5.4**

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

**POLICY LU.4.5.5**

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

**POLICY LU.4.5.6**

The City shall promote the reduction of onsite parking through on-street parking provisions and shared parking, and shall consider parking maximums for all development within the City. If parking maximums are adopted, the City may consider adopting regulations requiring mitigation, such as in-lieu or privilege fees, for providing more parking than otherwise allowed.

**POLICY LU.4.5.7**

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

**POLICY LU.4.5.8**

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

**OBJECTIVE LU.4.6.0**

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

**POLICY LU.4.6.1**

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

**POLICY LU.4.6.2**

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

**POLICY LU.4.6.3**

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

**OBJECTIVE LU.4.7.0**

Through the regulatory framework provided in the Village Center Zoning District or other overlay or mixed use zoning districts developed through the master planning process, encourage the development of one or more appropriately scaled mixed use areas within each planning area to serve as walkable, transit-oriented focal points for surrounding neighborhoods. These mixed use areas may be of higher density and intensity than surrounding uses, but shall provide complementary centers of activity for the surrounding neighborhoods.

**POLICY LU.4.7.1**

The City shall establish one or more mixed use zoning districts to enable appropriately scaled mixed use projects.

**POLICY LU.4.7.2**

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

**POLICY LU.4.7.3**

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

**POLICY LU.4.7.4**

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

**POLICY LU.4.7.5**

Mixed use areas shall include a diversity of residential and non-residential uses in order to create a sense of identity and provide for a pedestrian friendly environment with access to alternative means of transportation, in order to reduce the number and length of automobile trips.

**POLICY LU.4.7.6**

Mixed use areas shall be designed to accommodate enhanced mobility options to include a pedestrian friendly environment; an interconnected network of streets; residential development combined with commercial/office development in a vertical manner; open spaces that are accessible and functional; daily activities within walking distances of residences and public uses; and a grid network of east-west and north-south streets.

**POLICY LU.4.7.7**

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

**POLICY LU.4.7.8**

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

**POLICY LU.4.7.9**

Mixed use areas should be designed to discourage sprawl by making use of existing municipal services to serve the prospective residential and non-residential development.

**OBJECTIVE LU 4.8.0**

Promote the City as a cultural destination.

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**POLICY LU 4.8.1**

The City shall continue to develop its cultural infrastructure by coordinating and fostering the building of cultural venues, and by providing incentives/grants for artist and cultural organizations to provide programming in the public realm.

**POLICY LU 4.8.2**

The City shall map its cultural venues and shall seek opportunities for enhanced transportation access to and the clustering of cultural activities.

**POLICY LU 4.8.3**

The City shall continue to review its Art in Public Places (AIPP) program, including its definitions, policies and procedures, allocation of funds, and maintenance of program, as needed.