

# PADD Comprehensive Plan Policy Amendments

## Recommendations

In response to the recommendations outlined in the PADD Study, the following revisions to Objective 12 of the Future Land Use Element within the Town's Comprehensive Plan are being proposed. These amendments are intended to better align the Town's long-term planning goals with the evolving needs of the community, as identified through recent analysis and stakeholder input.

### **Objective 12**

Redevelopment of the Historical Downtown Area: A Downtown Future Land Use Classification is established to facilitate the redevelopment of the historical Park Avenue downtown and the immediate surrounding area. This land use category encourages a dense, vibrant, walkable mixed-use downtown that combines residences, businesses, and civic spaces., and that is This district shall be well-integrated into the surrounding neighborhoods and maintain the community's traditional scale and quaint charm, while promoting the redevelopment of infill parcels. This land use classification is also intended to facilitate development that complements a future tri-rail station.

#### **Policy 12.1**

The Downtown Land Use classification is implemented by the Park Avenue Downtown District (PADD) zoning district. The Downtown Future Land Use shall provide for the development or redevelopment of compact residential and non-residential or mixed-use buildings to complement the existing buildings. Residential uses shall be designated as permitted by right within the district, subject to compliance with applicable development standards and design criteria.

New development shall be designed to respect and complement the Mainstreet character, scale, and form of existing buildings in the surrounding area through building form and placement. Replication of outdated commercial architectural styles is not required; instead, compatibility shall be achieved through thoughtful design that reinforces the community's established identity.

The Town shall encourage the use of specific architectural styles that reflect the desired character of the district, as identified in the zoning district. These styles shall promote visual cohesion and enhance the aesthetic quality of the built environment.

#### **Policy 12.2**

Within section 3.4.3 "Future Land Use Classification System" the Downtown Land Use provides for a density of 48 du/acre and a FAR of 3.0 across the entire contiguous area.

The Commission may approve a project greater than 48 du/acs so long as the average density of development within the entire contiguous Downtown Land Use area does not exceed 48 du/acre, and is consistent with the policies contained herein and meets the land development regulations. The land development regulations shall provide for a maximum FAR of 3.0 for non-residential uses. Development of sites within the Downtown Land Use may exceed the maximum 3.0 FAR, so long as the average FAR

~~for the entire Downtown Land Use area does not exceed 3.0, is consistent with the policies contained herein and as provided in the land development regulations.~~

The Downtown Land Use classification is implemented by the Park Avenue Downtown District (PADD) zoning district. The zoning district shall have at least two subdistricts reflected on the Zoning map.

The Core District is the central commercial core with the most intense building development within the downtown district, with a mix of uses including multifamily residential, office uses and ground floor active uses, is allowed. The greatest development intensity should be oriented towards 10<sup>th</sup> Street, to create a signature mixed-use corridor.

The Outer District is intended to function as a transition zone between the Core District and land area outside of the PADD. Development should respect the scale of the pedestrian streets along Park Avenue, Foresteria Drive, and 9<sup>th</sup> Street.

Each individual site plan or project within the Park Avenue Downtown District (PADD) must follow the specific rules for density (the number of dwelling units per acre) and intensity (the amount of building area compared to the size of the lot) that apply to its location, as established for the district and listed in the following table:

| <u>Subdistrict</u>                  | <u>Core</u>  | <u>Outer</u>  |
|-------------------------------------|--|---|
| <u>General District Description</u> | <u>Parcels fronting 10<sup>th</sup> Street and Park Avenue, west of 8<sup>th</sup> Street.</u> | <u>Parcels serve as a transition zone between the Core and adjacent residential uses outside of the PADD.</u> |
| <u>Maximum Density</u>              | <u>60 du/acre</u>  | <u>48 du/acre</u>   |
| <u>Maximum Intensity</u>            | <u>FAR of 0.75 for non-residential development.</u>  | <u>FAR of 0.75 for non-residential development.</u>   |

### **Policy 12.3**

The land development regulations developed to implement the Downtown Land Use and PADD zoning district shall provide for compatibility of adjacent land uses by establishing criteria to address buffering and to control the height and intensity of structures to mitigate the impacts of development on adjacent zoning districts, particularly single family districts.

The Town shall ensure that development within the Downtown Land Use and is compatible with adjacent land uses, particularly low-density and single-family residential neighborhoods. To achieve this, the Land Development Code (LDC) shall include clear and enforceable standards addressing:

- Appropriate transitions in building height, massing, and intensity;
- Buffering techniques such as landscaping, setbacks, and building step-downs;
- Context-sensitive design strategies, such as architectural treatments, that protect neighborhood character and minimize adverse impacts.

These standards shall guide the design and placement of new development to ensure it is appropriately scaled and integrated with surrounding uses.

#### **Policy 12.4**

Development and redevelopment shall be supported by publicly accessible civic spaces, usable open space, walkable and bikeable streets, and served by varied forms of public and private transportation.

Given the PADD's limited land area and existing development pattern, usable open space should focus on urban amenities that enhance the pedestrian experience and provide visual and social relief within the built environment such as pocket parks, shaded seating areas, courtyards, rooftop terraces, or activated streetscape zones designated for public use.

#### **Policy 12.5**

~~Development shall provide for and accommodate various alternative mobility and micro-mobility options, consistent with policies of the Transportation Element, to achieve the safe interconnectivity of vehicular, pedestrian, and other non-motorized movement, and promote sustainability.~~

All new development and redevelopment within the PADD shall support a safe, efficient, and sustainable multi-modal transportation network. Development shall:

- Leverage the existing street grid and alley network for access, parking, and service functions to reduce traffic impacts and preserve walkability;
- Incorporate site planning and traffic mitigation strategies—such as access management, shared parking, and transportation demand management (TDM)—to address cumulative transportation impacts; and
- Accommodate alternative mobility and micro-mobility options consistent with the Transportation Element and the adopted CRA Master Plan and Mobility Plan;
- Recognize the mobility fee as a key tool to fund infrastructure improvements and reduce automobile dependency.
- Enhance on-site connectivity and safety through internal circulation networks, cross-block passages, minimized curb cuts, and on-street parking;

#### **Policy 12.6**

The Town shall prioritize catalytic public-serving uses on town-owned properties such as recreation, civic space, transit or public parking—continue to pursue a proposed train station location immediately adjacent to the Downtown future land use area, in support of its redevelopment and mobility goals.

## Optional New Policies

### **Waivers and Public Benefit**

Policy X.X: The Town may grant waivers for development in the PADD only when a clearly defined public benefit is provided, consistent with the provisions of the Land Development Code (LDC). Public benefits may include, but are not limited to, the provision of publicly accessible recreation or open space, surplus public parking, or the construction of infrastructure with capacity exceeding the needs of the proposed development. All such waivers shall be evaluated based on established criteria to ensure transparency, equity, and alignment with community goals.

### **Infrastructure**

Policy X.X: All necessary infrastructure improvements, including but not limited to utilities, shall be constructed or funded by the developer as a condition of development approval. Developers may elect to construct infrastructure with capacity exceeding the needs of their project to meet the requirements of a waiver. When such overbuilt infrastructure provides measurable benefit to the broader community—such as serving future development or relieving existing deficiencies—it may be considered a public benefit, subject to criteria established in the Land Development Code (LDC).

### **Design Criteria**

Policy X.X: The Town shall support the enhancement of alleyways as shared spaces that may accommodate both parking and safe pedestrian activity.

Policy X.X: The Town shall prioritize opportunities to adapt downtown alleyways for additional parking where appropriate, ensuring convenient access to businesses and supporting overall downtown functionality.

Policy X.X: The Town shall require development within the Core Sub-district to incorporate streetscape improvements to enhance walkability, including a planting and furnishing zone. Other elements which enhance the streetscape are encouraged, such as awnings and canopies projecting over the sidewalk.

Policy X.X: The Town shall require that development along 10th Avenue and Park Avenue provide active ground floor uses.

Policy X.X: The Town shall continue to establish provisions for Live/Work units by encouraging such use in the Core and Inner Sub-districts of the PADD.

## **Parking**

Policy X.X: The Town shall enhance accessibility to Downtown and support local businesses through increased parking options by utilizing town-owned properties to provide additional parking, pursuing public-private partnerships to build structured parking, and encouraging the development of on-street parking along Park Avenue and all cross-streets where right-of-way is available within the PADD.

Policy X.X: The Town shall conduct a Parking In-Lieu Fee Study that allow flexibility in meeting parking requirements within Downtown, including the establishment of a Payment in Lieu of Parking Program consistent with the Downtown Parking Master Plan. This program will enable developers to contribute to a dedicated fund for public parking and mobility improvements in lieu of providing required on-site parking spaces.

## **Transportation**

Policy X.X: The Town shall coordinate with Palm Beach County and the Palm Beach Transportation Planning Agency (TPA) to identify and support intersection and roadway improvements that enhance overall mobility and connectivity by expanding transportation options without compromising the character of the Town's downtown or its right-of-way constraints.

Policy X.X: The Town shall coordinate with Palm Beach County and the Palm beach Transportation Planning Agency (TPA) to continue collaborations on a regional commuter rail.

Policy X.X: The Town shall coordinate with Palm Beach County to implement signal timing optimization and intersection management strategies to improve traffic flow and reduce delays, particularly within the Core and Inner Sub-districts where there are higher intensities and densities.

Policy X.X: The Town shall continue to implement and periodically update its Mobility Plan to enhance overall mobility and reduce car dependency through pedestrian and bicycle facility improvements.

Policy X.X: The Town shall encourage safe, convenient, and effective motorized and alternative means of transportation and transit systems by utilizing funds from the Town's mobility-fee to implement the following strategies:

- Pursue opportunities to introduce micro-mobility options such as e-bikes, electric scooters, and shared bicycles.
- Explore the potential for a "Last Mile" local circulator between the potential train station and points of interest to enhance connectivity to the Downtown.
- Continue to pursue the creation of the Lake Park Legacy Loop, a pedestrian/bike route that connects points of interest in Lake Park.
- Prioritize the construction of protected bike lanes.

**Economic Development:**

Policy X.X: The Town shall support the economic viability of Downtown by prioritizing education and workforce development, supporting local business development, and exploring ways to reduce costs for businesses through the following strategies:

- Align education and workforce programs with target industry needs to better enable the workforce to meet the needs of potential City businesses.
- Identify strategies to incentivize development in the PADD for new businesses generating jobs with an average salary of at least 15% or higher than the current median income in the Town.
- Assist local businesses in creating a Business Improvement District or Mainstreet organization to further enhance the PADD.
- Encourage communication, collaboration, awareness, and partnerships between the public and private sectors.
- Implement building improvement grants for buildings that have not been improved (rehabilitated or beautified) in 25 or more years.