

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 15,200 acres, only 493 of which are vacant, and a population projected to reach 114,688 full-time and seasonal residents by 2035, the City must utilize its land area efficiently and effectively. The maximum densities and intensities 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, 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.

Element Goals, Objectives and Policies**GOAL LU.1.0.0**

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

OBJECTIVE LU.1.1.0

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

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

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 the City's Land Development Regulations, also known as the Code of Ordinances.

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

POLICY LU.1.1.3

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

(9J-5.006(3)(c)6; 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.

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

GOALS, OBJECTIVES AND POLICIES

POLICY LU.1.1.5

Unless otherwise specified, the City shall continue to enforce intensity regulations for commercial and industrial uses, whose intensities shall not exceed:

<u>Designated Land Use</u>	<u>Maximum Intensity</u>
<i>C Commercial</i>	<i>0.78 Floor Area Ratio or 75 Beds Per Acre for convalescent homes, nursing homes, interim care facilities, adult living facilities, hospitals, and similar uses.</i>
<i>CN Neighborhood Commercial</i>	<i>0.30 Floor Area Ratio</i>
<i>MU Mixed Use</i>	<i>1.0 Floor Area Ratio residential 0.30 Floor Area Ratio (non-residential)</i>
<i>PM Planned Mobility</i>	<p>The intensity of uses (Floor Area Ratios) 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 MU Mixed Use land use designation, as in effect on October 26, 2010, the date of adoption of Ordinance No. 5144, shall be deemed the maximum intensity.</p>

As an initial implementation step, the City shall, within one year of the adoption of these amendments to the Comprehensive Plan, develop and adopt land development regulations to implement Planned Mobility development for redevelopment of previously developed lands as well as vacant, previously undeveloped land as follows:

- on parcels of land located, on the date of the adoption of these amendments, within a residential future land use classification with a minimum land area of forty (40) acres: a) maximum FAR of 0.46, based on gross land area of the entire parcel, with a maximum residential density of twenty (20) units to the acre based on gross land area of the entire parcel; and b) encourages inclusion of health care facilities ancillary to a community hospital located in the City and promotes uses ancillary to a university.

Permitted uses on such parcels, in addition to the uses generally permitted in the Planned Mobility include the following:

- Daycare
- Centers of worship
- Governmental uses

GOALS, OBJECTIVES AND POLICIES

- Convention and Conference Centers
- Retail
- Special purpose housing proximately located to the institutional uses to be served by such housing.

The land development regulations shall require approval of any proposed development by the City Council after review and recommendation by the Planning and Zoning Board.

<i>IG General Industrial</i>	<i>0.50 Floor Area Ratio</i>
<i>IL Light Industrial</i>	<i>0.60 Floor Area Ratio</i>
<i>IM Manufacturing</i> (9J-5 .006(3)(c)(7))	<i>0.50 Floor Area Ratio</i>

Pursuant to Policy HO.1.5.3 of the Housing Element, in order to promote the development of workforce housing in the City, a conversion of the commercial and industrial floor area ratios for the Future Land Use Map categories provided above in this Policy into residential dwelling units may be permitted. The conversion factor is to be calculated by dividing the proposed floor area of the units into the floor area of the commercial or industrial future land use category. 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 Land Development Regulations.

POLICY LU.1.1.6

The City shall continue to enforce density regulations for residential uses 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)
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 Mixed Use land use designation, as in effect on October 26, 2010, the date of adoption of Ordinance 5144, shall be deemed the maximum density.

GOALS, OBJECTIVES AND POLICIES

As an initial implementation step, the City shall, within one year of the adoption of these amendments to the Comprehensive Plan, develop and adopt land development regulations to implement

Planned Mobility development for redevelopment of previously developed lands as well as vacant, previously undeveloped land as follows:

- On parcels of land located, on the date of the adoption of these amendments, within a residential future land use classification with a minimum land area of forty (40) acres: a) maximum FAR of 0.4, based on gross land area of the entire parcel, with a maximum residential density of twenty (20) units to the acre based on gross land area of the entire parcel; and b) encourages inclusion of health care facilities ancillary to a community hospital located in the City and promotes uses ancillary to a university.

Permitted uses on such parcels, in addition to the uses generally permitted in the Planned Mobility include the following:

- Daycare
- Centers of worship
- Governmental uses
- Convention and Conference Centers
- Retail
- Special purpose housing proximately located to the institutional uses to be served by such housing.

The land development regulations shall require approval of any proposed development by the City Council after review and recommendation by the Planning and Zoning Board.

*Up to 1.5 hotel rooms for each dwelling unit may be developed where hotels are permitted pursuant to the applicable land use designation and zoning.

POLICY LU.1.1.7

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

POLICY LU.1.1.8

Within the areas with a MU Future Land Use designation, including those areas with a VC zoning classification existing on October 26, 2010, the date of adoption of Ordinance 5144, 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.

Variations from the ranges may be allowed with sufficient justification and City Council approval. Individual properties within areas with the Mixed Use 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		
<i>Use</i>	<i>Minimum</i>	<i>Maximum</i>
Residential	50%	87%
Retail ¹	10%	30%
Office ²	0%	30%
Civic ³	5%	20%
Educational ⁴	0%	15%

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

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

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

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

POLICY LU.1.1.9

The City shall 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 Floor Area Ratio
PR Recreation & Open Space	0.08 Floor Area Ratio for park-related structures such as restrooms, active recreation areas, picnic areas and the like.
N Conservation	0.0 Floor Area Ratio. Densities or intensities which would otherwise be allowable under the underlying zoning district may be transferable within a parcel of land

(9J-5.006(3)(c)(7))

POLICY LU.1.1.10

The City adopts the following generalized Future Land Use descriptions.

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

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

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

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

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

MIXED-USE:

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

Planned Mobility (PM): The Planned Mobility 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, the City's land development regulations shall include standards encouraging mixed-use 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.

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 Planned Mobility 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 Planned Mobility areas and when establishing land development regulations to implement Planned Mobility development:

Location and spacing. An analysis of land use compatibility with surrounding uses, both existing and planned, distance from other Planned Mobility 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 Planned Mobility areas and creation of or amendment to land development regulations to implement planned mobility 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 Planned Mobility designation and/or the establishment of land development regulations to implement planned mobility 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 land development regulations to implement planned mobility development, including those areas zoned LIRP on the date of adoption of these amendments to the Comprehensive Plan, 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 planned mobility development 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 as 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 high technology, light manufacturing, research and development operations, 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 and Open Space (PR): This category designates both public and private property used for recreation or committed to recreational use. It is applied to properties having major recreational activities, such as golf courses, or other structured and maintained recreation area facilities. Appropriate accessory uses such as docks, jetties, or clubhouses will be permitted. Additionally, up to 0.5 dwelling unit per acre is permissible provided that 50% or more of any proposed development area remains in recreation uses.

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

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

POLICY LU.1.1.11

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 concurrent with the impacts of development. The City's CMS is outlined within the Capital Improvement Element of this Plan.

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

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 existing City Land Development Code and in other sections of the Comprehensive Plan. (9J-5.006(c)4; 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 Future Land Use Map designation. These bonus units may be (i) set aside for workforce housing or (ii) non-workforce housing units, in which case a payment into the City's workforce housing trust fund will be required, based upon a methodology established by a housing study performed by a qualified housing professional. These bonus units shall be considered as an approved exception to the maximum density depicted on the future land use map and shall be subject to testing for concurrency.

OBJECTIVE LU.1.2.0

The City will not permit residential development to occur in the coastal high hazard area, using the definition in Section 163.3178(2)(h), F.S., that would increase the time necessary for hurricane evacuation beyond the standard established in the Florida Statutes. (9J-5.006(3)(b)5.; SRPP 4217)

POLICY LU.1.2.1

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

POLICY LU.1.2.2

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 intensities or densities will not be granted to any 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 subject to City Council approval.

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.

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

POLICY LU.1.3.1

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

(SCP 15(a))

POLICY LU.1.3.2

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

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

POLICY LU.1.4.1

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

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

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)

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

Amend the trails and open space linkage system to emphasize mixed use areas, planning area hubs, pedestrian, bicycle, and transit linkages which connect parks, major residential areas, and schools, or other 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 Future Land Use Map with regional post-disaster redevelopment planning and hazard mitigation report recommendations, as appropriate.

POLICY LU.1.6.1

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

POLICY LU.1.6.2

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

GOAL LU.2.0.0

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

OBJECTIVE LU.2.1.0

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

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 levels of service on infrastructure projected to be impacted by the development; and
2. The land is surveyed for possible protection under State and/or Federal wetlands protection legislation. If the land is identified in the Conservation Element of this Plan as a possible wetland and it is found to be a wetland; the development must proceed in accord with any applicable wetlands regulations, 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
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.

(9J-5.006(3)(b)1; 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 the City's land development regulations shall ensure that the Boca Raton Code of Ordinances does not permit growth unsupported by infrastructure as detailed in the Capital Improvements Element of this Plan.

POLICY LU.2.2.2

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

POLICY LU.2.2.3

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

OBJECTIVE LU.2.3.0

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

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

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

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

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.

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

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 aviation easement.

POLICY LU.2.3.4

The City shall provide copies of development proposals that are located within the 60 through 70 DNL noise zone to the Boca Raton Airport Authority for review and comment prior to scheduling for public hearing 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 Parks and Recreation Department shall continue to provide written comments on the compatibility of any use proposed for siting adjacent to an environmentally sensitive land or a park. "Environmentally sensitive land" herein means land identified as a "natural area" in the Conservation Element of this Plan. "Park" means any park identified in the Recreation and Open Space Element of this Plan with five acres or more of land.

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

OBJECTIVE LU.2.4.0

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

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

POLICY LU.2.4.1

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

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

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.

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

POLICY LU.2.4.3

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

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

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 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 located along local roadways and designed primarily to serve students within a two-mile radius of the school, in order to provide a stronger tie to the community and provide an increased opportunity for walking and bicycling to school.

POLICY LU.2.5.4

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

GOAL LU.3.0.0

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

OBJECTIVE LU.3.1.0

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

POLICY LU.3.1.2

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

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 Area as a civic and cultural destination within the City, and accommodates a built form that fosters interconnectivity and the making of pedestrian-friendly streets, parks and civic spaces while protecting the character of surrounding neighborhoods.

POLICY LU.3.2.1

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 area consistent with the Downtown Master Plan.

POLICY LU.3.2.3

In the Downtown Area, those uses incompatible with a strong pedestrian orientation such as gas stations, outside storage, drive-in facilities, drive-through parking structures along major pedestrian linkages shall be discouraged.

POLICY LU.3.2.4

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

POLICY LU.3.2.5

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

POLICY LU.3.2.6

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

POLICY LU.3.2.7

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

POLICY LU.3.2.8

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

POLICY LU.3.2.9

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

POLICY LU.3.2.10

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

POLICY LU.3.2.11

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

POLICY LU.3.2.12

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

POLICY LU.3.2.13

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

POLICY LU.3.2.14

Extend 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 Transportation Design for Livable Communities (TDLC), Florida's version of the Context-Based Thoroughfare Program, to the portion of Federal Highway between Camino Real and Mizner Boulevard.

POLICY LU.3.2.16

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

POLICY LU.3.2.17

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

POLICY LU.3.2.18

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

OBJECTIVE LU.3.3.0

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

POLICY LU.3.3.1

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

POLICY LU.3.3.6

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

POLICY LU.3.3.7

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

POLICY LU.3.3.8

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

POLICY LU.3.3.9

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

OBJECTIVE LU.3.4.0

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

POLICY LU.3.4.1

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

POLICY LU.3.4.2

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

POLICY LU.3.4.3

Increase street connectivity within the Central Planning Area.

POLICY LU.3.4.4

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

POLICY LU.3.4.5

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

POLICY LU.3.4.6

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

POLICY LU.3.4.7

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

POLICY LU.3.4.8

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

POLICY LU.3.4.9

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

POLICY LU.3.4.10

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

POLICY LU.3.4.11

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

POLICY LU.3.4.12

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

OBJECTIVE LU.3.5.0

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

POLICY LU.3.5.1

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

POLICY LU.3.5.2

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

POLICY LU.3.5.3

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

POLICY LU.3.5.4

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

POLICY LU.3.5.5

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

POLICY LU.3.5.6

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

OBJECTIVE LU. 3.6.0

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

POLICY LU.3.6.1

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

POLICY LU.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 number of residential units allowed along the North Federal Highway Corridor shall be established in the master plan for the Northeast Planning Area. The maximum number of units shall be established in the planning area master plan and Land Development Regulations. These residential units shall be available on a first come, first served basis.

POLICY LU. 3.6.6

Development of a North Federal Highway Corridor property pursuant to this Objective shall be pursuant to a master plan approved by a resolution of the City Council.

POLICY LU. 3.6.7

The Mixed Use land use designations in the North Federal Highway Corridor shall be available only for properties along the Corridor described in the Citizen's Plan. Existing residential properties in the New Pines/Delray Manors Subdivision are exempted from this policy.

POLICY LU. 3.6.8

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

POLICY LU.3.6.9

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

POLICY LU.3.6.10

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

POLICY LU.3.6.11

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

POLICY LU.3.6.12

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

POLICY LU.3.6.13

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

GOAL LU.4.0.0

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

POLICY LU.4.1.2

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

POLICY LU.4.1.3

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

POLICY LU.4.1.4

Multiple land uses shall be fully integrated within the planning areas so that housing, shops, workplaces, schools, usable open space and civic facilities essential to the daily life of residents and employees are located conveniently to one another and can be accessed by multiple modes 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 ¼-mile radius of each site.

POLICY LU.4.1.5

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

POLICY LU.4.1.6

New residential areas located proximal to major transportation attractors and generators shall contain a diversity of housing types, 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 ownership. Residential development not proximate to these attractors and generators shall either include workforce housing in locations where multiple transportation options are present, or shall provide a financial contribution to the City's workforce housing program to provide workforce housing in a more suitable location where more viable mobility options are present.

POLICY LU.4.1.7

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

POLICY LU.4.1.8

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

POLICY LU.4.1.9

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

POLICY LU.4.1.10

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

OBJECTIVE LU.4.2.0

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

POLICY LU.4.2.1

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

POLICY LU.4.2.2

Blocks are encouraged to be generally rectangular in shape and should range from 300-660 feet in length.

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 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 ½ mile radius of all schools for both new development and redevelopment.

POLICY LU.4.2.7

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

OBJECTIVE LU.4.3.0

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

POLICY LU.4.3.1

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

POLICY LU.4.3.2

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

POLICY LU.4.3.3

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

POLICY LU.4.3.4

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

POLICY LU.4.3.5

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

POLICY LU.4.3.6

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

POLICY LU.4.3.7

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

POLICY LU.4.3.8

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

POLICY LU.4.3.9

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

OBJECTIVE LU.4.4.0

Encourage infill and redevelopment as a way to implement development strategies associated with enhanced mobility and 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 update the inventory to coincide with the City's next Evaluation and Appraisal Report cycle.

POLICY LU.4.4.5

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

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. The City shall permit additional parking spaces above those allowed if additional mitigation, such as in-lieu or privilege fees, is provided.

POLICY LU.4.5.7

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

POLICY LU.4.5.8

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

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 complimentary centers of activity for the surrounding neighborhoods, as indicated in the Planning Area master plans.

POLICY LU.4.7.1

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

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

POLICY LU.4.7.5

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 discourage sprawl by making use of existing municipal services to serve the prospective residential and non-residential development.