EXHIBIT A

# The Town of Palm Beach

# Comprehensive Plan 2024



# ACKNOWLEDGEMENTS

## Ordinance No. 015-2024

First Reading, Transmittal Hearing on November 13, 2024

Second Reading, Adoption Hearing on February 12, 2024

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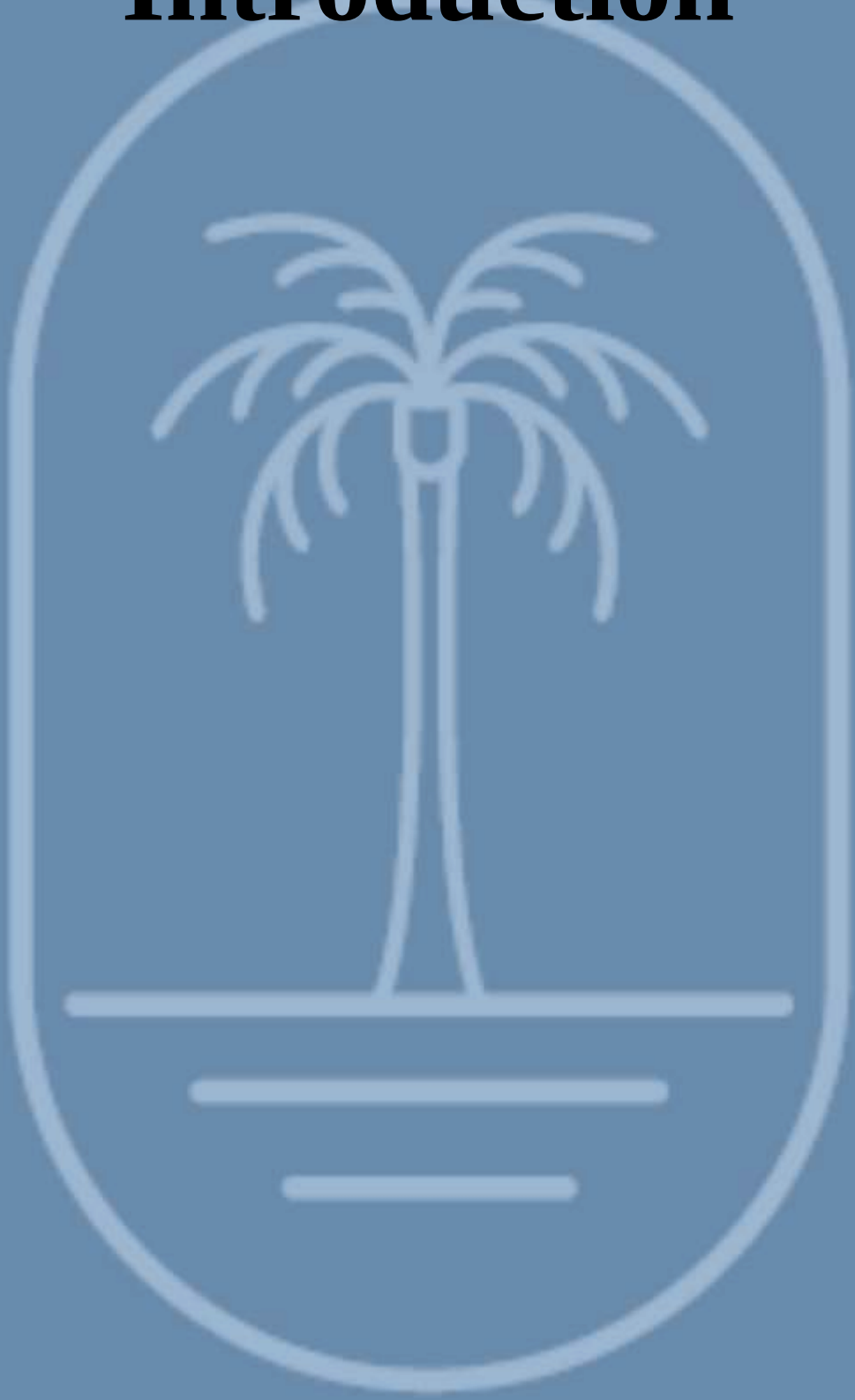
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# Introduction



# INTRODUCTION

## STATE REQUIREMENTS FOR COMPREHENSIVE PLANNING IN THE STATE OF FLORIDA

Florida's mandated growth management legislation was a consequence of explosive and poorly managed population growth and the inability to protect the Everglades and the state's natural resources during the 1970s. Up to that point, Florida cities and counties had broad discretion to adopt local land use plans and regulations. By 1972, Florida was the fastest growing state in the country. As the state's population reached 1,000 new residents a day, the environmental, water quality, transportation, housing, and other quality of life issues became paramount.




Beginning in 1972, the state took steps to start managing the impacts associated with rampant population growth. Compounding the population pressures, Florida had experienced a serious drought and a growing environmental movement that lead then-Governor Reubin Askew to convene a conference on water management. The outcome was the appointment of a Task Force on Land Use and ultimately the creation of the Environmental Land and Water Management Act, the Water Resources Act, the State Comprehensive Planning Act, and the Land Conservation Act. Three years later, the Task Force adopted the Local Government Comprehensive Planning Act.[1] The major objective of these new laws was addressing the state and regional impact that local land use decisions had on land and water resources.

The local planning component of the early Florida system was established with the 1975 Local Government Comprehensive Planning Act. The Act mandated that each local government in Florida adopt a local comprehensive plan by 1979, that all development regulations and permits be consistent with the plan and the elements within the plan, and that the land development regulations be adopted to implement the plan. Simply stated, the state mandated that the local comprehensive plan supersede zoning.

The ambitious planning reforms of the 1970s had a slow start in actual implementation but the programs took hold and survived despite an economic downturn in the mid-1970s, the modest state funding, and the adjustments to the laws to satisfy political and legal challenges. By the mid-1980s, under the leadership of then-Governor Bob Graham, a second phase of additional and complementary reforms took place. The Environmental Land Management Study Committee ("ELMS") was assembled consisting of 15 members, appointed by the Governor and others by the Florida House and Senate. The first ELMS committee led by Dr. John DeGrove, Director of the Urban Center at Florida Atlantic University, was given a mandate to review current land management processes and agencies and recommend legislation. The ELMS I Committee prepared

[1] Nancy Stroud, *A History and New Turns in Florida's Growth Management Reform*, 45 J. Marshall L. Rev. 397 (2012).

the report that later led to the Florida Legislature enacting the state's first mandatory local planning program, the 1975 Local Government Comprehensive Planning Act (Local Planning Act).[2]

The Local Planning Act was an important milestone that poured the foundation for later legislation but was not an astounding success. Working with a broadly worded state mandate to produce local comprehensive plans with minimal state guidance, little technical and financial assistance, and no penalties for noncompliance, many local governments adopted internally inconsistent advisory plans. Future land use maps were optional and often too politically sensitive to produce. Although state policy required consistency between plans and development approvals, this policy was largely ignored.[3]

Concern in the early 1980s about the ineffectiveness of the Local Planning Act prompted the appointment of the second ELMS Committee (ELMS II) to assess the state's growth management effort. The ELMS II concluded if Florida wants effective growth management, the state must take the lead, chart a policy course, and then effectively administer its programs. The resulting recommendations and subsequent legislation resulted in the State Comprehensive Policy Plan and statutory guidelines for Regional Planning Councils to development Regional Policy Plans.[4] These plans would become the foundation of the extensive overhauling of the local planning process in what became known as the Omnibus Growth Management Act of 1985 (Growth Management Act).

The Growth Management Act adopted changes to the coastal construction law, improved some perceived weaknesses in the original local planning, and established an integrated state, regional and local planning process. The sweeping Growth Management Act included the following mandates.[5]

- Required each county and municipal government to adopt a comprehensive plan consistent with regional and state plans.
- Established a process for the state to approve local plans and amendments.
- Required comprehensive plan content including required and optional Elements and Future Land Use Maps.
- Created formal state administrative hearings for challenges and sanctions for noncompliance.
- Expanded citizen standing to file challenges.
- Limited the number of most plan amendments to twice a year and more.
- Reaffirmed an earlier requirement that land development regulations and local development approvals be consistent with adopted local plans and provided certain citizens and groups a judicial remedy to enforce this consistency policy.

The law clearly stated the hierarchy of local land use policy and the regulating land development regulations within local government zoning codes. As demonstrated, the comprehensive plan is

[2] Ibid.
[3] Robert M. Rhodes, *Florida's Growth Management Odyssey: Revolution, Evolution, Devolution, ... Resolution*, 4 J. Comp. Urb. L. & Pol'y 56 (2020).
[4] Ibid.
[5] Ibid.

intended to provide the policy direction for the land development regulations that were to be applied to development orders that address local regulations and are depicted on associated site plans and conditions of approval.

During the late 1980s and early 1990s, the state growth management program, that was most specific to the Development of Regional Impact (DRI) process, was being criticized as a major state intrusion on traditional local home rule from both urban and rural localities and some in the building industries. This growing reproach, plus the fact the state program was relatively new and expected to evolve with experience, prompted another major reassessment of Florida's state program by the Third Environmental Land Management Study (ELMS III) Committee. The ELMS III Committee concluded that although local governments had been developing compliance plans and most had enacted implementing land development regulations, rigid adherence to uniform state standards and program mandates was not desirable or practical.[6]

State oversight continued to be loosened in the 2000s. In 2007, the Legislature established a pilot alternative review project that fast tracked and streamlined state review of plan amendments in urban areas. The project cut review time in half and focused state review on issues of state and regional importance. In 2009, this alternative state review process was authorized statewide for plan amendments that would encourage urban redevelopment. Additionally, urban areas were granted flexibility to satisfy transportation concurrency in certain dense urban areas.[7]

Further refinements were made through the early 2000s. Following the Great Recession from 2007 to 2009, then-Governor Rick Scott passed the 2011 Community Planning Act that superseded the Growth Management Act, which weakened or in some cases eliminated many of the provisions of the 1985 Growth Management Act. Most notable, the 2011 Community Planning Act created an expedited state review process and eliminated the Florida Department of Community Affairs, making the new Department of Economic Opportunity (DEO).[8] During the 2023 Legislative Session, Governor Ron DeSantis approved the departmental name change from DEO to the Department of Commerce, effective, July 1, 2023.

The Community Planning Act is outlined in Chapter 163, Florida Statutes and its purpose and intent is to grant local governments the ability for the following.

- To preserve and enhance present advantages.
- To encourage the most appropriate use of land, water, and resources, consistent with the public interest.
- To overcome present handicaps.
- To deal effectively with future problems that may result from the use and development of land within their jurisdiction.

[6] Ibid.
[7] Ibid.
[8] Managing Growth, Promoting a Sustainable Future, 1000 Friends of Florida

# INTRODUCTION

## THE TOWN OF PALM BEACH COMPREHENSIVE PLAN

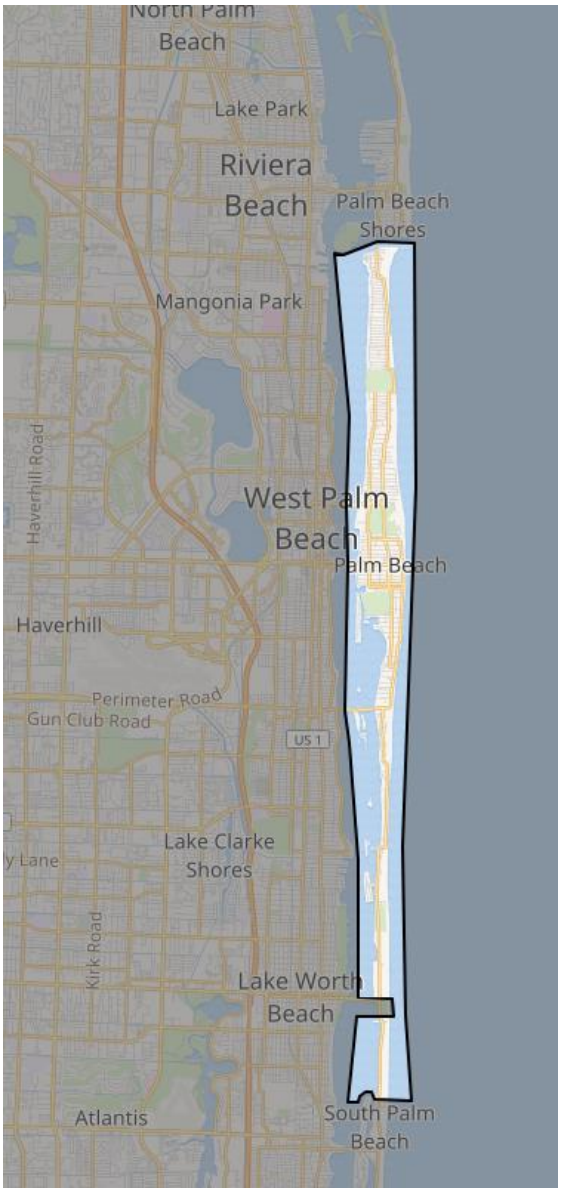
Palm Beach is an incorporated town in Palm Beach County, Florida, United States. Located on a barrier island in east-central Palm Beach County, the Town is separated from West Palm Beach and Lake Worth Beach by the Intracoastal Waterway to its west and a small section of the Intracoastal Waterway and South Palm Beach to its south. Town encompasses 3.8 square miles and is part of the South Florida Metropolitan (Statistical) Area. As of the 2020 Census, Palm Beach had a year-round population of 9,245.[

Almost 100 years ago, the Town approved the "Plan of Palm Beach," prepared by Bennett, Parsons & Frost, Consulting Architects based in Chicago and funded by the Garden Club of Palm Beach. It is important to pay tribute to this volunteer organization, as the Garden Club commissioned the first plan for the Town of Palm Beach.

The Garden Club of Palm Beach was organized in 1928 and in 1931, joined the Garden Club of America. The mission of the Garden Club has remained, since its inception, focused on horticulture, the environment, conservation, and civic improvements. The philosophy of the Garden Club has persisted in concert with the Town of Palm Beach's original Town Plan up to the current 2024 Comprehensive Plan Update as stated below.

***"The Garden Club of Palm Beach cherishes its past and continues to be actively involved in our present community while it works to plan for the future."***

The Garden Club of Palm Beach website




Town of Palm Beach Location Map

# INTRODUCTION

The 1929 Plan identified issues and assets of the Town. The Town Plan recognized that the number of permanent residents of the State was growing, and winter visitors were also increasing in number. The 1929 Plan further acknowledged that it was not surprising that towns on the railroads were prospering, and that West Palm Beach had grown from a service village to a city. The 1929 Plan noted that places at the water's edge were gradually expanding and their problems increasing. The Town established the Goal of the 1929 Plan, which is cited below.[9]

*"The art of planning is no stranger in the Town of Palm Beach, and the beauty which Town residents now enjoy is due to the efforts of several generations of planning activity. In 1929, the Garden Club of Palm Beach joined the Town and formally sponsored the preparation of a Town Plan. This Plan was prepared by Bennett, Parsons, and Frost., Consulting Architects of Chicago, and approved by the Town of Palm Beach in 1929.*

*The overall goal of the 1929 Plan stated the following;*

*One attractive and well managed public bath and beach, the concentration of general traffic upon a limited number of streets, beatification without especial reference to main arteries of travel, and a system of leisurely and convenient by-ways free from automobiles, punctuated with gardens:*

*This is a plan which will localize recreation seeking crowds, discourage trespassing, and provide safety and quiet for residents of Palm Beach."*

*The Plan of Palm Beach, 1929*

Pursuant to §163.3177, Fla. Stat., the state requires certain "Elements" of a comprehensive plan while also allowing for optional ones that are specific to the particulars of a local jurisdiction. Each Element requires Goals, Objectives and Policies that are based upon the data and analysis of historical and current statistics, housing needs, development trends, natural resource protection, an adequate multi-mobile transportation network, and the ability to provide necessary public services and facilities, among other aspects that are specific to that local government.

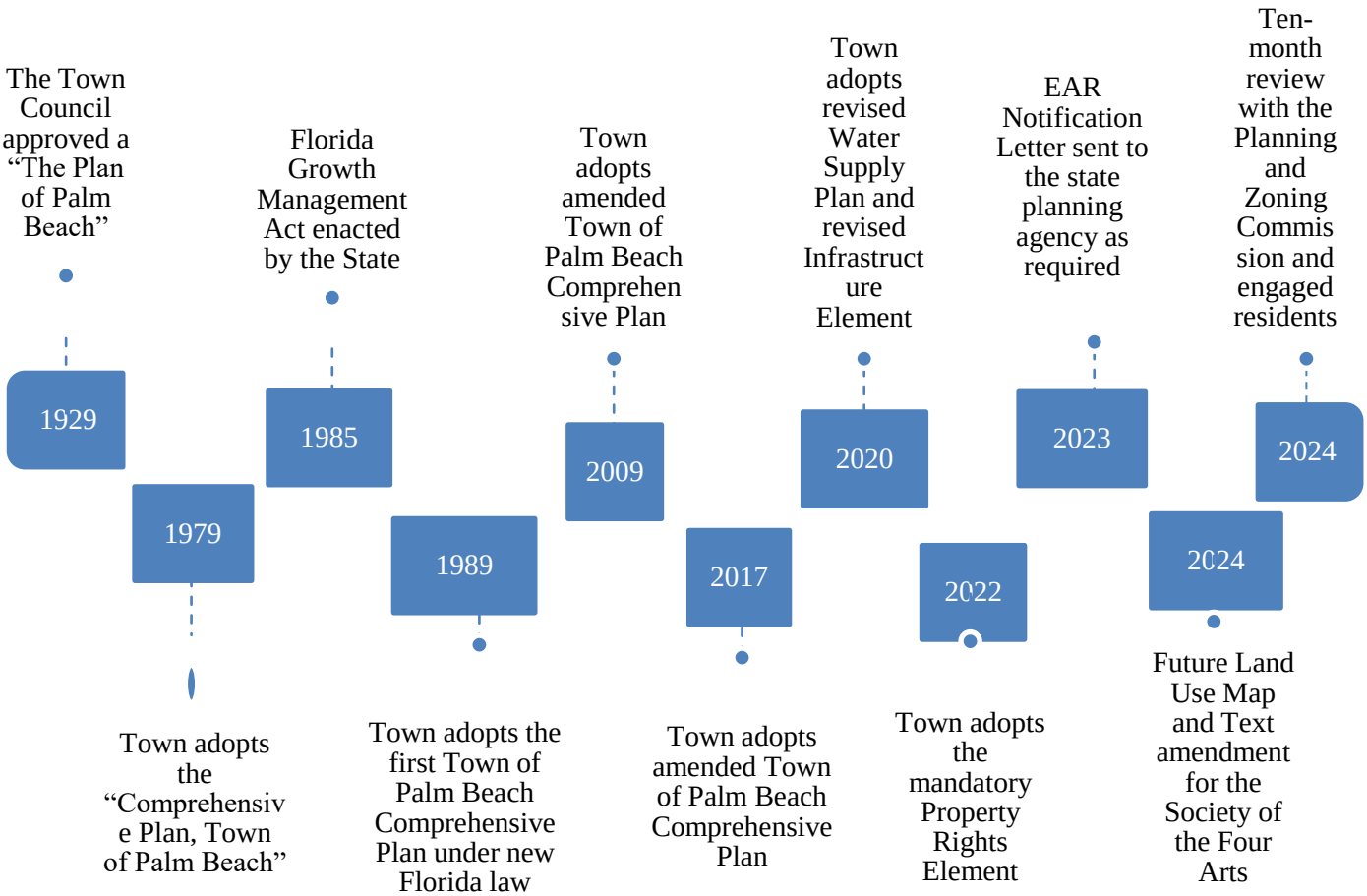
Referred to as the Community Planning Act, the law also mandates per §163.3191, Fla. Stat. that every seven years local governments update their comprehensive plans through the Evaluation and Appraisal Review (EAR) to address any changes in state law that may impact local comprehensive plans since the last update. Additionally, the EAR requires a review to any changes in local conditions that may affect the Goals, Objectives, and Policies of a comprehensive plan.

The Comprehensive Plan directly and indirectly influences all aspects of daily life, including where people live and which uses are permitted, how natural areas are preserved and how people travel within the Town. The Comprehensive Plan provides the policy framework to address Quality of Life Issues. It provides for the community's vision through the series of Elements.

[9] The Plan of Palm Beach, Bennett, Parsons & Frost, Consulting Architects, 1929, available at https://townofpalmbeach.com/1287/Hot-Topics.

# INTRODUCTION

As illustrated, the Town of Palm Beach began comprehensive planning prior to the statutory mandates that began in 1979. The Town continued the comprehensive planning program through the state mandated series of growth management laws, as outlined in the following timeline.




State law also requires the establishment of a Local Planning Agency (LPA) pursuant to §163.3174, Fla. Stat. The Local Planning Agency (LPA) is responsible for the preparation of the comprehensive plan or plan amendment after hearings held with public notice and shall make recommendations to the governing body regarding the adoption or amendment of the plan. The governing body may designate itself as the local planning agency pursuant to this subsection of the Florida Statutes.

The Town of Palm Beach Town Council is the designated Local Planning Agency. The duties and responsibilities of the LPA are specified in Code Section 86-52 and include the following.

- ✓ Conduct the comprehensive planning program and prepare the comprehensive plan or elements or portions thereof for the Town.
- ✓ Coordinate the comprehensive plan or elements or portions thereof with the comprehensive plans of other appropriate local governments and the State.

- ✓ Recommend the comprehensive plan or elements or portions thereof to the town council for adoption.
- ✓ Monitor and oversee the effectiveness and status of the comprehensive plan and recommend to the town council such changes in the comprehensive plan as may be required from time to time.

Additionally, under the direction of Code Section 2-333, the Planning and Zoning Commission (PZC) is authorized to act in an advisory capacity to the Town Council in all matters relating to municipal planning and development. The PZC is required to follow the concepts and contents of the Town's Comprehensive Plan in all planning, zoning and development related deliberations and decisions. The PZC also has such powers and duties as may be prescribed by ordinance.

## RELATIONSHIP WITH COMPREHENSIVE PLAN AND TOWN PLANNING EFFORTS

A comprehensive plan is a blueprint to guide the growth, development of land, resource protection, and provision of public services and facilities. It is not intended to include the regulations that are found in the zoning code, but rather to require identification of Goals, Objectives and Policies that promote the vision of a community, which are then implemented through the Code and other regulating documents.



# INTRODUCTION

Zoning is a regulatory tool that implements the comprehensive plan policies. Pursuant to §163.3202, Fla. Stat., within one year after submission of its comprehensive plan or revised comprehensive plan for review pursuant to §163.3191, Fla. Stat., each county and each municipality shall adopt or amend and enforce land development regulations (contained within the zoning code) that are consistent with and implement their adopted comprehensive plan.

**STATE MANDATED LAND DEVELOPMENT REVIEW HIERARCHY**




The Town's 2024 Comprehensive Plan update officially began on March 31, 2023, when its Planning, Zoning and Building Department notified the Florida DEO that amendments are necessary to reflect changes in state law and local conditions. The Town was required to transmit comprehensive plan amendments within one year, which would have been April 1, 2024. In fact, the first completed draft of the EAR-based comprehensive plan was presented to the Planning and Zoning Commission on October 17, 2023. The reaction to the first draft was of mixed review. It was requested that staff bring back a strike through and underlined version of the Data and Analysis portion of the Comprehensive Plan to distinguish the information that is to remain, be removed or requires updating. Since October 2023, the PZC has convened for public review of the EAR-based 2024 Comprehensive Plan ten times, in addition to providing independent reviews with written comments and suggestions to staff. During these last ten months, an engaged group of residents has also been providing meaningful and substantial input into the planning process

Through the EAR process, the Town addressed the following in each of the Elements of the 2024 Comprehensive Plan update.

- Assessed how the Comprehensive Plan has guided planning, growth, and redevelopment since the last EAR-based amendment.
- Identified any changes to federal, state, and local matters that have impacted the Town of Palm Beach.
- Identified and evaluated changing conditions and trends as they relate to maintaining Quality of Life for the residents of the Town of Palm Beach.
- Assessed both successes and shortcomings of the Plan.
- Identified changes to the Plan needed to reflect current conditions and direction.
- Determined the financial feasibility of the Town Comprehensive Plan and the extent to which adopted Level of Service (LOS) Standards have been met.
- Responded to changes in Florida Statutes and the Florida Administrative Code regarding growth management and development.
- Responded to changes to the State Comprehensive Plan and the Treasure Coast Regional Planning Council Strategic Regional Policy Plan as they affect Palm Beach's Comprehensive Plan.
- Prepared updated population estimates and projections.

- Identified changes to the Plan required to effectively manage growth, redevelopment, and anticipated impacts into the future.

The Town's existing Comprehensive Plan encompasses the following eleven elements:

**Data and Analysis and Goals, Objectives, and Policies**

| | |
|---|---|
| 1 | Future Land Use |
| 2 | Transportation |
| 3 | Housing |
| 4 | Infrastructure |
| 5 | Coastal Management/Conservation |
| 6 | Recreation and Open Space |
| 7 | Intergovernmental Coordination |
| 8 | Capital Improvement |
| 9 | Historic Preservation |
| 10 | Public Safety |
| 11 | Private Property Rights |

The proposed 2024 Comprehensive Plan update includes the following amendments:

- ✓ The Coastal Management/Conservation Element has been separated into two (2) distinct Elements.
- ✓ The Public Safety Element now has Data and Analysis, which was not present with the 2017 Comprehensive Plan.
- ✓ The Transportation Element has the addition of a Parking Sub-Element
- ✓ The Recreation and Open Space has a new Recreational Programming Sub-Element.
- ✓ The order of the Elements has been amended to tell the story of the Town of Palm Beach.
- ✓ The Goals for each of the twelve Elements of the Comprehensive Plan state that the "Town shall preserve, protect and ensure a high Quality of Life for Town residents…"

# INTRODUCTION

The Quality of Life definition is the controlling element within each of the Goals of the 2024 Comprehensive Plan. The definition was adopted by the Town's Strategic Planning Committee in 2022. Through the EAR process, at the public hearing held on October 15, 2024, the Town Council added the quiet enjoyment of residential property to that definition.

The Quality of Life definition now reads as follows:

> "Our lifestyle is sustained by preservation of our community beauty through its built and natural environment; management of traffic, parking, and mobility impacts; enjoyment of cultural, recreational, and educational opportunities; expectations for respectful community conduct; quiet enjoyment of residential property and a safe and secure community."
>
> Town of Palm Beach Strategic Plan, as amended during the EAR process

The 2024 Comprehensive Plan update composition is as follows.

**Data and Analysis and Goals, Objectives and Policies**

| | |
|---|---|
| | Introduction |
| 1 | Future Land Use Element |
| 2 | Transportation Element |
| 3 | Housing Element |
| 4 | Historic Preservation Element |
| 5 | Public Safety Element |
| 6 | Infrastructure Element |
| 7 | Recreation and Open Space |
| 8 | Coastal Management Element |
| 9 | Conservation Element |
| 10 | Property Rights Element |
| 11 | Capital Improvements Element |
| 12 | Intergovernmental Coordination Element |
| | GIS Map Series |

# INTRODUCTION

The proposed amendment to the Comprehensive Plan is based on a review of each Element of the adopted 2017 EAR, including required legislation, demographics data from the updated 2020 Census, and information that reflects the Town's existing conditions and future community trends.

The subject Comprehensive Plan amendment also includes an update of the existing maps in the Map Series and the addition of the 11 new maps shown in bold below:

**Map Series**

| | |
|---|---|
| 1 | Location Map |
| 2 | Future Land Use Map |
| 3 | Zoning Map |
| 4 | Town Bridges Map |
| 5 | Functional Classification Map |
| 6 | Roadway Number of Lanes Map |
| 7 | Roadway Network Map |
| 8 | Roadway Responsibility Map |
| 9 | Bicycle Facilities Map |
| 10 | Pedestrian Network Map |
| 11 | Public Transit Mapo |
| 12 | OD Zones Analysis Map |
| 13 | Landmark Structures Map |
| 14 | Historic Districts & Scenic Vistas Map |
| 15 | Historically Significant Structures Map |
| 16 | Historic Markers Map |
| 17 | Archaeological Sites Map |
| 18 | Historic Specimen Trees Map |
| 19 | Public Buildings Map |
| 20 | Seawall Map |
| 21 | Parks & Recreational Facilities Map |
| 22 | Beach Access Map |
| 23 | Flood Zone Map |
| 24 | Coastal High Hazard Map |
| 25 | 100-Year Flood Plain Map |
| 26 | Beaches, Shores, and Wildlife Map |

| | |
|---|---|
| 27 | Estuarine Areas, Wetlands & Vegetative Cover Map |
| 28 | Minerals & Soils Map |
| 29 | Town Spoil Islands Map |
| 30 | Natural & Artificial Reefs Map |

This EAR-based amendment to the Town's Comprehensive Plan is subject to the State Coordinated Review process, pursuant to §163.3184(4), Fla. Stat. A summary of this process is outlined below.

1. After initial local hearings (Local Planning Agency and Town Council) approving the proposed amendment to the Comprehensive Plan, the Town is required to transmit the complete proposed plan amendment to the State Land Planning Agency.
2. Next, within 60 days of receiving the complete amendment proposal, the State Land Planning Agency must issue an Objection, Recommendation, and Comments Report (ORC) to the local government.
3. The Town is required to hold a second public hearing to adopt the amendment to the Comprehensive Plan.
4. The complete adopted Comprehensive Plan amendment must then be submitted back to the State.
5. Finally, within 45 days of receiving the complete adopted plan amendment, the State Land Planning Agency issues a Notice of Intent to find the plan in compliance or not in compliance, which is posted on its website.

As part of the Town's community participation process, staff meetings to review the Data and Analysis and associated Goals, Objectives and Policies were held. Additionally, introductory meetings before the Planning and Zoning Commission (PZC) and Town Council were held to discuss the proposed 2024 Comprehensive Plan update.

The Town held the following workshops with the PZC.

- May 3, 2023 – Kick-off meeting
- October 17, 2023- Distribution of the draft 2024 Comprehensive Plan update
- November 8, 2023–Public meeting on the draft 2024 Comprehensive Plan update
- December 6, 2023 - Public meeting on the draft 2024 Comprehensive Plan update – Introduction, Future Land Use, Housing, Historic Preservation, Public Safety, Recreation and Open Space and Property Rights.
- January 3, 2024 – Public meeting on the draft 2024 Comprehensive Plan update – Infrastructure, Coastal Management, Conservation, Capital Improvements Intergovernmental Coordination, Map Series
- February 6, 2024 – Public meeting on the draft 2024 Comprehensive Plan update Transportation and Infrastructure Elements
- March 5, 2024 – Public meeting on the draft 2024 Comprehensive Plan update Review of all Elements with the exception of the Transportation Element

- May 7, 2024 - Public meeting on the draft 2024 Comprehensive Plan update to review the Transportation Element
- June 4, 2024 - Public meeting on the draft 2024 Comprehensive Plan update to review the Transportation Element
- August 6, 2024 - Public meeting on the entire draft 2024 Comprehensive Plan update

In addition, the Comprehensive Plan update was presented to the Town Council, acting as the Local Planning Agency, on the following dates:

- May 10, 2023 – Kick-off meeting
- October 17, 2023- Distribution of the draft 2024 Comprehensive Plan update
- August 12, 2024 – Introductory Review of 2024 Comprehensive Plan update
- September 11, 2024 – Review of draft 2024 Comprehensive Plan update
- October 15, 2024- Review of draft 2024 Comprehensive Plan update
- November 13, 2024 - LPA and Town Council transmittal hearing
- February 12, 2025 –Adoption Hearing

# Future Land Use Element

## DATA & ANALYSIS

# FUTURE LAND USE ELEMENT
## DATA AND ANALYSIS

### EXECUTIVE SUMMARY

After over 100 years of graceful evolution, Palm Beach is a fully developed community, world-renowned for architectural and natural beauty, quality of life, and small-town village-like charm. The Town's Future Land Use Element is based upon the stated desire of Town residents to remain a high-quality residential community. The Future Land Use Element provides guiding land use objectives for the Town and policy direction to ensure their implementation. This Element is pivotal to the Town's Comprehensive Plan, as it recognizes the intrinsic value of the Town as a residential community and takes on the challenge of setting goals, objectives and policies to control the type, distribution, density, and intensity of development and redevelopment. The Future Land Use Element is focused on preserving and protecting this residential island community by maintaining the culture, serenity, and unique small-town character of the Town.

### STATE REQUIREMENTS FOR THE FUTURE LAND USE ELEMENT

The Future Land Use Element focuses on policies for future growth and redevelopment and sets the framework for the other Elements of a comprehensive plan. For instance, through the identification of compatible land use designations and distribution throughout a community, the Future Land Use Element accommodates land uses for needed housing, recreation and open space areas, conservation, and transportation rights-of-way. All these components are contained in other Elements to support a community.

The Future Land Use Map establishes the "physical form" of a local jurisdiction and the physical relationship of land uses. Florida statutes require local governments to designate land use categories within the Future Land Use Element for residential and commercial uses, recreation, conservation, education, public facilities, and public and private uses of land. Additionally, and where applicable, the Future Land Use Map and/or Map Series identifies any industrial and agriculture lands, historic district boundaries and historically significant properties, and transportation concurrency areas. The following categories for natural areas are also delineated within the Future Land Use Map Series:

- Existing and planned public potable water-wells, cones of influence, and wellhead protection areas
- Beaches and shores, including estuarine systems
- Rivers, bays, lakes, floodplains, and harbors
- Wetlands
- Minerals and soils
- Coastal high hazard areas

The Future Land Use Element also provides the approximate acreage and the general range of density or intensity of land uses. It states the purpose of each use and general standards that will be regulated through the land development regulations supported in local zoning codes.

All policies, land development regulations, zoning ordinances, site plans, and zoning maps MUST MAINTAIN CONSISTENCY with the Future Land Use Element and Map once the

comprehensive plan is adopted. This requirement is mandated pursuant to §163.3202, Fla. Stat., which states that within one year following the submission of a comprehensive plan or revised comprehensive plan, each local government must adopt and/or amend land development regulations to be consistent with the adopted comprehensive plan.

**THE TOWN OF PALM BEACH FUTURE LAND USE ELEMENT**

Future Land Use policies and zoning regulations work in tandem to create a full picture of how land will be used. The categories help guide the growth and development of a community while zoning designations define the specific standards for how land is to be developed. The Town's Future Land Use Element establishes the land use categories that define allowable land uses, residential densities, and commercial intensities. The Goals, Objectives and Policies also ensure compatibility between adjacent land uses, the availability of public facilities and services, and the protection of the Town's environmental resources.

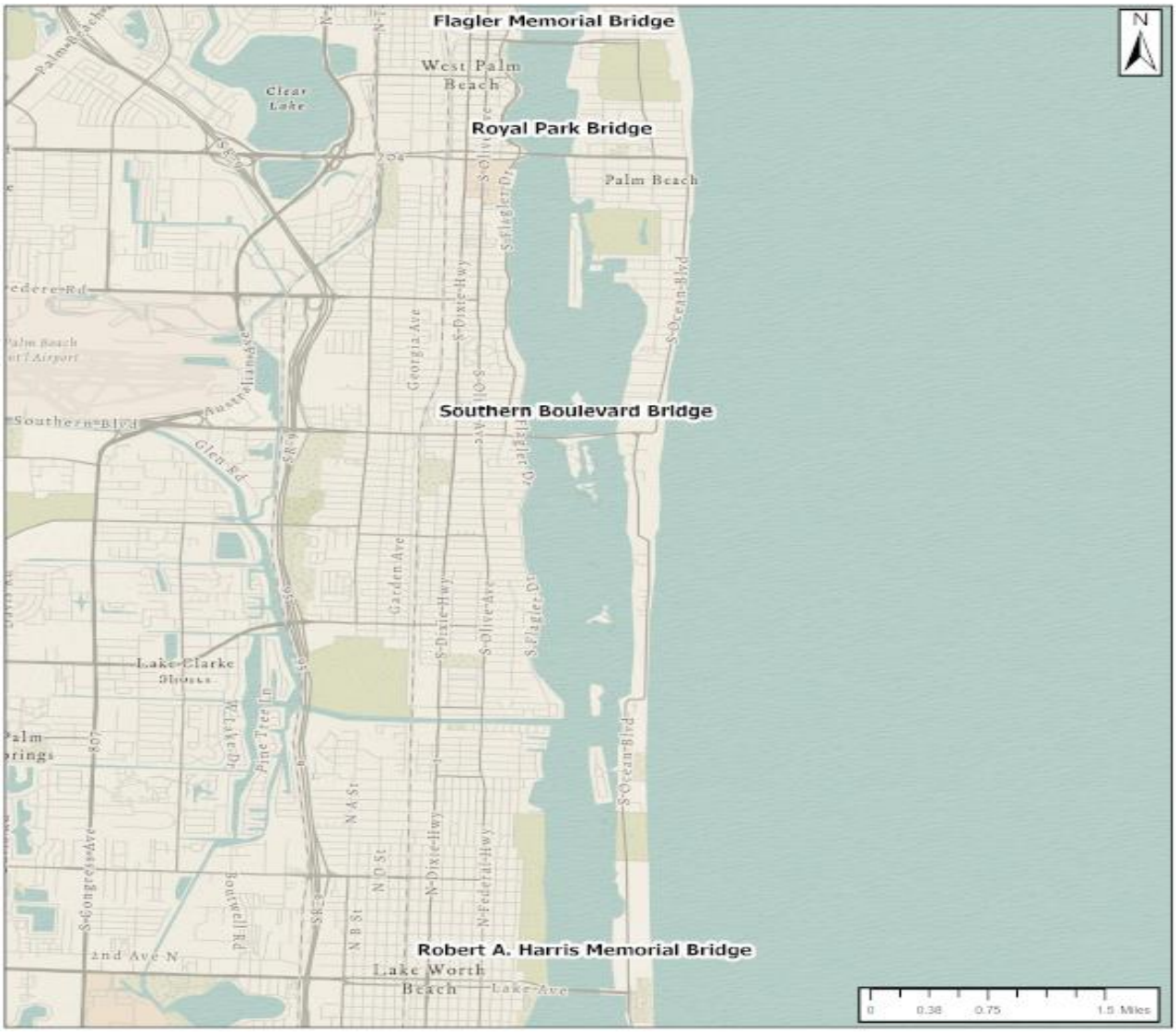
Each Future Land Use category corresponds to zoning districts contained in Chapter 134 of the Town of Palm Beach's Zoning Code. These districts are specific and detailed. They establish regulatory requirements for criteria such as: unit types, building height, setbacks, lot size, architectural design, and landscaping. In addition, zoning establishes Town-wide regulations such as parking, utilities, signage, and lighting. The Zoning Code specifies how land is to be redeveloped consistent with the Town's overarching Future Land Use policies.

The original Town Plan was adopted in 1929 and established the vision which still exists today. The "1929 Plan" recognized the importance of planning for the future, as local and regional changes would impact the quality of life for Town residents. It acknowledged the importance of public gardens, public buildings, open space, and trails. Traffic and parking were identified as issues due to the access to public baths for the public, and to limitations on roadway expansion and parking for visitors. These issues remain almost 100 years later. The 1929 Plan's vision was to preserve the quiet, residential character of the Town.

Town zoning also began in 1929 with the adoption of Ordinance Number One. This legislative document established the regulations for the assembly and construction of buildings and structures. The Zoning Code also divided the Town into seven districts and created a District Zone Map. Since the original approval, there have been numerous amendments to the Code. Within one year of the adoption of the 2024 Comprehensive Plan, the implementing Zoning regulations will need to be updated.

The Town of Palm Beach is a 12.28-mile-long barrier island consisting of approximately 2,432 acres. At no point is the island wider than three-quarters of a mile, and in places, it is only 500 feet wide. As displayed on Map 1.3, the Town is situated between the Intracoastal Waterway (locally known as the Lake Worth Lagoon) on the west and the Atlantic Ocean on the east. It is surrounded by water on three sides. Those water bodies comprise the Lake Worth Lagoon/Intracoastal Waterway (ICWW) to the west, the Lake Worth Inlet to the north, and the Atlantic Ocean to the east. By land, the Town is directly accessed to West Palm Beach via three bridges: the Flagler Memorial Bridge, referred to by locals as the "north bridge", the Royal Park Bridge, referred to as the "middle bridge", and the Southern Boulevard Bridge. A fourth bridge, the Robert A. Harris

Memorial Bridge (Lake Worth Road), connects the Town to the City of Lake Worth Beach and also separates Palm Beach properties south of the bridge along A1A from the Palm Beach properties north of the bridge.




Map 1.3 Bridges into Palm Beach

Expansion of the corporate limits of the Town is not possible. Therefore, the Town can only accommodate future residents and businesses within its existing jurisdictional boundaries through redevelopment of existing sites.

Palm Beach has grown more gracefully than most Florida communities. Decades of careful planning and the dedication of its Townspeople to preserving community values have resulted in a unique and highly desirable quality of life. However, the very aspects of the Town that appeal to most of its citizenry, such as superlative stores and restaurants, grand architecture and landscaping, and beautiful homes, also attract tourists and other visitors. As a result, during the peak season, the Town's traffic and limited availability of parking reach critical levels that threaten the community's identity, character, and quality of life.

**Land Use Issues**

In addition, the impact of the world beyond the Town's limits has increased. Palm Beach County, including West Palm Beach, has grown immensely in the last several decades. According to the March 2021 report by location analyst company Unacast's, Palm Beach County was the largest 2020 gainer of population in the State of Florida, recording 11,100 new migrants from outside of the State. Consequently, intensive downtown West Palm Beach development continues to be a concern on the carrying capacity on the Town's roadways and public services.

Specific to West Palm Beach downtown, relocation of headquarters from other states will have a lasting impact on the Town. Data indicates that these new headquarters are marketing downtown West Palm Beach as the "Wall Street South". The new office towers are bringing younger, wealthy workers to the surrounding area, which includes the Town.

As a consequence of increased residential density and commercial intensity in West Palm Beach and Palm Beach County as a whole, the four roadways that provide access to the Town (Royal Poinciana Way, Royal Palm Way, Southern Boulevard, and State Road A1A) are heavily traveled and experience unacceptable levels of congestion on a daily basis. The increases are impacting the carrying capacity of the Town's streets and public services.

The three significant land use protection policies that have remained the mission statements for the Town of Palm Beach are as follows:

- Discourage the amount and type of region-serving commercial development while encouraging Town-serving development.

- Control the pace, type, and intensity of redevelopment activity in the Town.

- Encourage development and redevelopment at lower density levels than existing zoning allows, except for redevelopment where maintaining previous densities and/or intensities are allowed after unintentional damage or destruction, such as by fire or other casualties, act of terrorism, war or act of God or nature, and with approval from Florida Department of Environmental Protection (FDEP) if building east of the Coastal Construction Control Line (CCCL).

The tremendous pressure for expansion of commercial land use is a direct function of the economically valuable image of a Palm Beach address and the Town's proximity to downtown West Palm Beach. It is imperative that region-serving, high-traffic generating, commercial uses be prevented from further proliferating and also be reduced wherever possible. To this end, the Town is committed to fostering the presence of Town-serving businesses that are essential to the needs of Town residents.

The Town Code has established 3,000 and 4,000 square feet as the maximum gross leasable area for businesses in certain commercial districts. To be granted relief from this provision, the applicant must demonstrate that the business is Town-serving; that adequate parking is available to support the request for increased floor area; and that a hardship exists that prevents them from conducting their Town-serving business within 4,000 square feet or less; and meet several other standards. During the Code review, these square footages will be studied.

Given the expansion of outdoor dining in response to the Covid pandemic which began in 2020, the intense redevelopment of the Royal Poinciana Plaza, and the addition of recent and previously approved restaurants and hotel rooms, the Town is studying restaurant usage with an eye towards possible limitations on new or expanded food and beverage establishments to reduce traffic and parking issues. The Town may conduct a similar study of hotel rooms and set an appropriate limit to the supply of rooms, especially given the likelihood of extensive redevelopment of aging structures in the Town south of Sloan's Curve."

Residential redevelopment will continue to play a major role in future land use. There is little open land remaining to develop. Developer interest may focus on large parcels that can be sub-divided. Measures that can slow or prevent such change include Historic Landmarks Regulations and strict application of the Town's Subdivision Regulations.

**Policies Regarding Change**

While many of the Town's concerns regarding growth control originated in a desire to maintain a high quality of life and a small-town character, other issues are related to State-wide efforts to curb growth when the public facilities needed to serve new development are not available.

The Town has determined that added development and population growth are aggravating traffic problems, causing a critical level of overuse both on and off the Island. As traffic congestion is one of the most pressing concerns of Town residents, the Town commissioned a parking and traffic study to analyze and make recommendations for improvement. The previous Policy 2.4, now Policy 2.1, regarding the overuse of roadways and public services and facilities, has been maintained in this updated Comprehensive Plan. However, it was bifurcated to create a new Policy 2.2 that speaks directly to administrative measures to maintain a low-density residential character, prevent intensification, and control the tourism inflow, which is another cause of traffic and parking congestion.

POLICY 2.1

The Town shall continue to prevent critical and dangerous overuse of its infrastructure, parking resources, public services, and facilities, damage to its historic character, and to the overall property values of the community.

POLICY 2.2

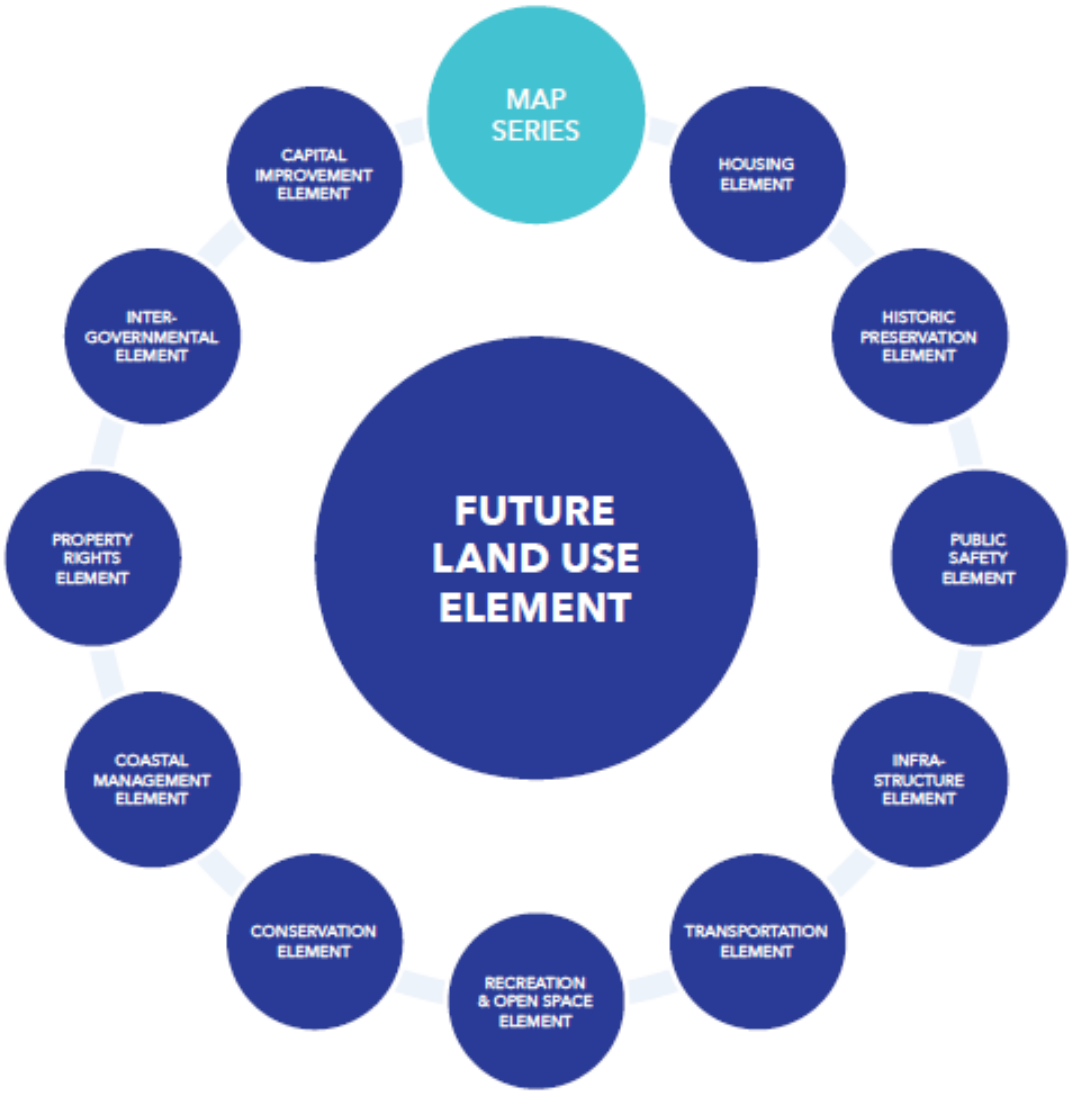
The Town shall take all technical and administrative measures legally available to prevent the change or transition of existing low-density areas or structures to more intensive uses, thereby lowering residential density and commercial intensity.

The R-B low-density zoning district, in particular, is experiencing a trend to demolish smaller existing homes and replace them with new structures built to the maximum size permitted under the Town's land development regulations. New construction is increasingly out-of-scale and character with the surrounding area. In order to maintain the existing character, regulations encouraging renovation and discouraging demolition and reconstruction, have been proposed and included in the Historic Preservation Element and will be examined during the current Code Review process, which attempts to amend the Town's forty-year-old Zoning Code.

# FUTURE LAND USE ELEMENT
## DATA AND ANALYSIS

**Future Land Uses**

The Future Land Use Element, with its focus on Goals, Objectives, and Policies regarding land uses, development, and redevelopment, sets the framework for the other Elements in the Comprehensive Plan. For example, the Future Land Use Element provides population indicators that identify the necessary public services, housing, recreational lands, and transportation facilities.



**Single Family Uses**

The Future Land Use Map shows the location and distribution of land uses in Palm Beach. The following diagram provides a generalized percentage of the land uses in the Town today. As illustrated in Figure 1.1, single-family residential is the predominant Future Land Use category consisting of 50% of the land uses. There are no agricultural, industrial, or mobile home uses in the Town, and there are no rivers, bays, freshwater lakes, marina, water wells, cones of influence, or economically feasible mineral deposits.

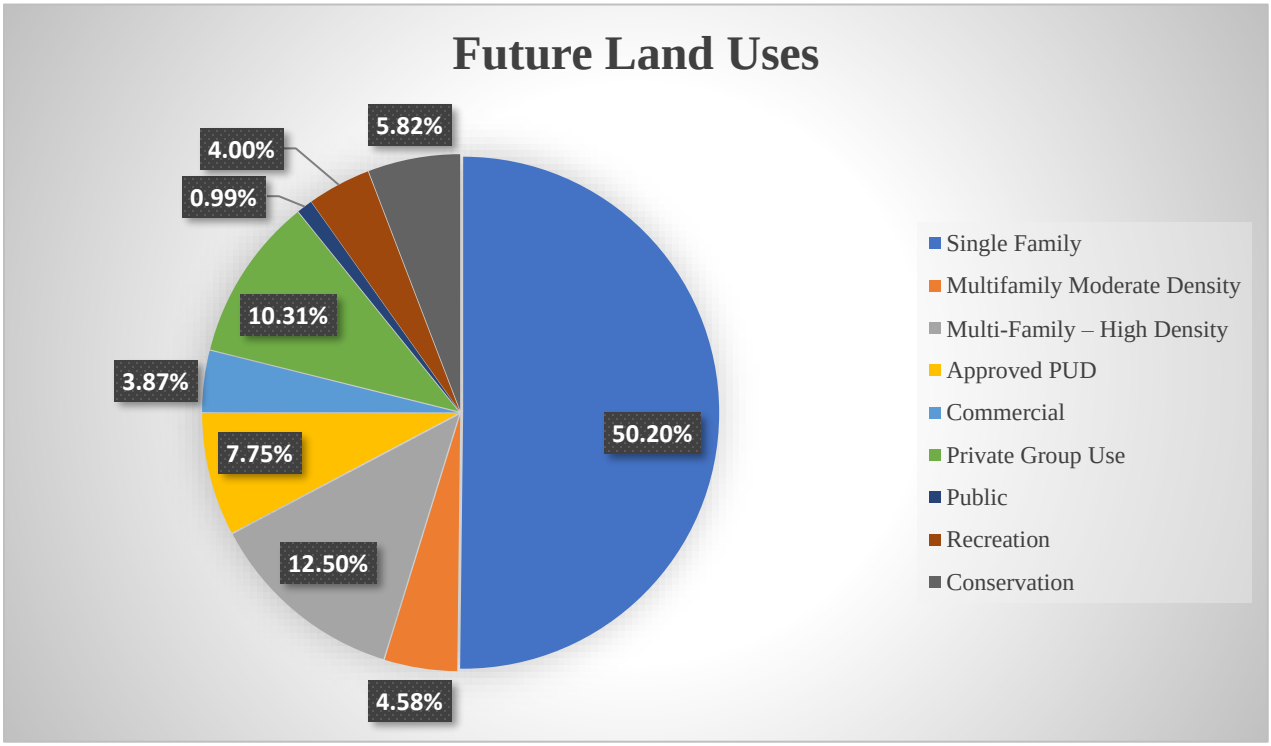



Figure 1.1 Future Land Use Percentages

The acreage by Future Land Use designation is presented in Table 1-1. These proportions are reasonably predictable, and the acreage is projected to be similar for the short-term (1-5 years) and long-term (20 years) planning periods for this updated Comprehensive Plan. Table 1-3 shows that residential designation accounts for approximately 74.81%, and commercial is limited to 3.87% of the Future Land Use. This land distribution is consistent with the predominant residential character of the Town. Each Future Land Use designation is described in the following pages.

# FUTURE LAND USE ELEMENT
## DATA AND ANALYSIS

**Table 1-1**
**Future Land Use Square Footage**

| FUTURE LAND USE | SQUARE FEET | ACREAGE | PERCENTAGE |
|---|---|---|---|
| Single-Family | 48,818,998.80 | 1,121.00 | 50.20% |
| Multi-Family – Moderate Density | 4,453,042.97 | 102.23 | 4.58% |
| Multi-Family – High Density | 12,130,253.39 | 278.47 | 12.50% |
| Approved PUD | 7,542,788.62 | 173.16 | 7.75% |
| Commercial | 3,761,205.62 | 86.35 | 3.87% |
| Private Group Use | 10,026,518.83 | 230.18 | 10.31% |
| Public | 958,503.82 | 22.00 | 0.99% |
| Recreation | 3,910,816.80 | 89.78 | 4.00% |
| Conservation | 5,656,126.61 | 129.85 | 5.82% |
| TOTAL | **97,258,154.40** | **2,232.74** | **100.00%** |

Source: Town of Palm Beach GIS Department, Future Land Use Map

**Table 1-2**
**Number of Single Family, Multi-Family and Hotel Units**

| MULTI-FAMILY UNITS | | SINGLE-FAMILY UNITS | |
|---|---|---|---|
| Condominium | 5,439 | Single-Family Homes | 2,393 |
| Cooperative | 951 | Vacant | 153 |
| Townhouse | 49 | | |
| Multi-family <5 Units | 37 | ***Estimated* Total Single-Family Units** | **2,546** |
| MFR 5 to 9 Units | 14 | | |
| Multi-Family 10 Units | 4 | | |
| Total Multi-Family Units | **6,494** | | |
| **HOTELS** | 12 | | |
| Hotel Rooms | **1,550** | | |

This Future Land Use designation comprises approximately 1,121 acres and is the predominant land use in the Town. The amount of land identified as Single Family represents approximately 50% of the total land area within the Town of Palm Beach (Table 1.1). This Future Land Use Category includes historic residences and those that have been redeveloped. Appropriate uses include estates, single-family homes, previously approved residential PUDs and development up to a maximum density of 4.356 dwelling units per acre. Public uses and facilities, public and private schools, group homes and foster care facilities, essential services, and private group uses and cultural uses are also permitted within this category on a limited basis.

As illustrated, the predominant land use within the Town is Residential, accounting for 70% of all land area. Most single-family units are in the north and south-central portions of the Town. In contrast, most multi-family dwellings are in the southernmost part of Town, south of Sloan's Curve, and were developed beginning in the 1960s. Due to the high cost of land and the fact that Palm Beach is in a coastal hurricane vulnerability zone, there are no mobile homes in the Town.

**Multi-Family Uses**

Two multi-family categories, permitting varying densities and uses, are shown on the Future Land Use Map. In total, the Future Land Use Map designates about 381 acres of land for this use. The multi-family land use is split into two categories: Multi-Family Moderate Density and Multi-Family High Density, which have varying densities and allowable uses.

*Multi-Family Moderate Density*: Appropriate uses include single-family and two-family homes, townhouses, multi-family units, and residential and previously approved mixed-use PUDs up to a maximum density of 6.534 dwelling units per acre; public uses and facilities; public and private schools; private group uses; group homes and foster care facilities; and essential services. The Comprehensive Plan designates close to 102 acres of land for Multi-Family Land Use.

*Multi-Family High Density*: The Future Land Use designation comprises approximately 278.47 acres, which is the second largest land use in the Town. This use represents approximately 12.50% of the total land area within Palm Beach (Table 1-1). Appropriate uses include single-family and two-family homes, townhouses, multi-family units, and residential and mixed-use PUD's up to a maximum density of 14.157 dwelling units per acre. Hotels are also permitted with an allowable density of up to 28.314 units per acre along with associated accessory commercial uses and time-sharing uses up to 9.801 units per acre. The Comprehensive Plan designates nearly 278 acres of land for this use.

**Commercial Uses**

The Commercial Future Land Use designation comprises approximately 86.35 acres, representing 3.87% of the total land area within Palm Beach (Table 1-1). While only one commercial category is specifically identified on the Future Land Use Plan Map, the Town provides for commercial uses at varying intensities under different zoning categories. Appropriate uses include a wide range of commercial retail, service, professional and business uses largely intended to serve Town residents. The designation also includes hotels, motels and existing time-sharing uses, public uses and facilities, public and private schools, private group uses, and residential uses located above the ground floor. In accordance with Code Section 134-392(b), nonconforming buildings or structures unintentionally damaged or destroyed, such as by fire or other casualty, act of terrorism, war or act of God or nature, may exceed what is permitted in this land use category and the land development regulations if rebuilt at the same density and/or intensity, on the same footprint and to the same size and configuration as those nonconforming buildings or structures being replaced. Actual construction to replace, restore or reconstruct the nonconforming building or structure shall commence within the time frame outlined in Code Sections 18-237 and 18-238.

The character of the Town's commercial sector is generally limited to three specific areas. These particular areas of commercial use were created to serve Town residents and are historic. While the Town of Palm Beach has always drawn visitors to its restaurants and retail areas, the rapid growth taking place in West Palm Beach is having a direct and dramatically negative impact on residents' quality of life.

The commercial uses are concentrated in the following three areas:

1. A small commercial node is located at the south end of Town, near the Lake Worth Bridge, serving the needs of Town residents, as well as visitors staying in local hotels.

2. Worth Avenue and the surrounding area are located near Town Hall in the center of Town. Worth Avenue shops cater to the desires of seasonal and year-round residents of the Town as well as tourists. The Town-serving commercial area, including the commercial areas of South County Road and Peruvian Avenue, serves as an adjunct to the more famous Worth Avenue shopping area, providing additional shops, restaurants, and services. Royal Palm Way, also in the Town center area is a few blocks north of Worth Avenue and is dedicated primarily to offices, banking and professional uses. The Town's objective is to retain and enhance the "Town-serving" character of this section of Palm Beach

3. The commercial concentration in the vicinity of Royal Poinciana Way, near the Flagler Memorial Bridge, is primarily oriented to the local retail and service needs of Town residents and visitors. The Royal Poinciana Plaza consists of a concentration of shops, restaurants, offices, and the soon-to-be repurposed historic Playhouse.

The dominant character of the Town's commercial sector is one of small scale. The vast majority of the commercial uses in the Town encompass 4,000 square feet or less of gross leasable area. Despite the reputation of Worth Avenue and the presence of some large retail anchors and office uses in the Town, the overall character of the Town's commercial areas is one of small business

ownership which, individually, would not normally be expected to draw the majority of its patrons from beyond the Town's limits. Most importantly, in order to maintain the Town's predominantly residential character, no additional lands for commercial uses are considered necessary or appropriate. Further, the intensification of a commercial establishment is defined as an increase in square footage, seating, off-street parking demand, or in the hours of operation.

**Public Uses**

This Future Land Use designation comprises approximately 22 acres, less than 1% of the total land area within Palm Beach (Table 1-1). Appropriate uses include public schools, low-intensity public facilities at a scale and intensity necessary to serve the needs of Town persons, and owned, operated, or supervised by a governmental agency. The designation of a property for Public Use on the Future Land Use Plan Map recognizes the current use of the property and that such properties may also be appropriate for residential or commercial development. A zoning ordinance is the tool which indicates those uses which are specifically allowed. Nonconforming buildings or structures unintentionally damaged or destroyed may be rebuilt in accordance with Code Section 134-392(b). Actual construction to replace, restore or reconstruct the nonconforming building or structure shall commence within the time frame outlined in Code Sections 18-237 and 18-238.

**Recreation Uses**

This Future Land Use designation encompasses 89.78 acres, and it is intended for low-intensity public recreational uses or activities at a scale and intensity necessary to serve the needs of Town residents, and to preserve the natural and scenic resources of the Town. The amount of land identified as Recreation represents 4.0% of the total land area within Palm Beach (Table 1-1). Only public facilities owned, operated, or supervised by a public governmental entity are given this designation. Nonconforming buildings or structures unintentionally damaged or destroyed, may be rebuilt in accordance with Code Section 134-392(b). Actual construction to replace, restore or reconstruct the nonconforming building or structure shall commence within the time frame outlined in Code Sections 18-237 and 18-238.

**Private Group Uses**

This Future Land Use designation comprises approximately 230 acres and represents 10.25% of the total land area within Palm Beach (Table 1-1). Appropriate uses include low-intensity private clubs, golf and country clubs, houses of worship, cultural arts, and non-commercial recreation-type or cultural uses at a scale and intensity intended to serve the needs of Town residents. The designation of a property for Private Group Use on the Future Land Use Plan Map recognizes the current use of the property and further indicates that such properties may also be appropriate for residential or commercial development. The Zoning Ordinance indicates those uses which are specifically allowed or prohibited. Nonconforming buildings or structures unintentionally damaged or destroyed, may be rebuilt in accordance with Code Section 134-392(b). Actual construction to replace, restore or reconstruct the nonconforming building or structure shall commence within the time frame outlined in Code Sections 18-237 and 18-238.

**Approved Plan Unit Development (PUD)**

This Future Land Use designation consists of approximately 173 acres and represents 7.75% of the total land area within Palm Beach (Table 1-1). The Breaker's PUD contains additional development potential. If built to maximum density, the Breaker's PUD could hold another 251 multi-family units and some commercial development. Within this Future Land Use designation, the maximum density allowed cannot exceed 14.157 units per acre. During the EAR of the Future Land Use Element, the PZC recommended that the Town Council not allow for future PUDs. Nonconforming buildings or structures unintentionally damaged or destroyed may be rebuilt in accordance with Code Section 134-392(b). Actual construction to replace, restore, or reconstruct the nonconforming building or structure shall commence within the time frame outlined in Code Sections 18-237 and 18-238.

**Conservation**

This Land Use designation is intended primarily for the spoil islands in Lake Worth and submerged lands located within the Town's boundary and located west of the Mean High-Water Level (MHWL) in Lake Worth and comprises approximately 130 acres. Fishermen's Island, Hunter's Island, and Bingham Isle are leased by the Audubon Society as rookeries and bird sanctuaries and have been designated for conservation on the Town's Future Land Use Plan Map. Both areas are unique and will be preserved and protected from development and the negative impacts of public use.

The amount of land identified as Conservation represents 5.82% of the total land area within Palm Beach (Table 1-1). Parcels that are designated as Conservation Land Uses have been depicted on the Future Land Use and Conservation Maps of the Map Series. Further review and analysis are presented in the Conservation Element.

**POPULATION AND ECONOMY**

The Town experienced its greatest growth between 1950 and 1970 when its resident population increased from 3,886 to 9,086. Since then, population growth has fluctuated

**Table 1-3**
**Population**

| | 2020 | 2010 | % Change |
|---|---|---|---|
| Total Population | 9,245 | 8,348 | 10.75% |
| <18 years | 606 | 572 | 5.94% |
| > 18 years | 8,639 | 7,776 | 11.10% |
| >65 years | 5,253 | 4,863 | 8.02% |
| Median Age | 68.3 | 67.4 | 1.34% |
| Total Number of Households | 5,051 | 4,799 | 5.25% |
| Avenue Household Size | 1.78 | 1.74 | 2.30% |
| Total Housing Units | 9,256 | 9,091 | 1.81% |

https://data.census.gov/table?q=sex%20by%20age&g=160XX00US1254025&y=2020&d=DEC%20Demographic%20Profile

According to the most recent census data collected by Neilsberg Research, in 2024, the median age in Palm Beach is 70.7, as per the 2018-2022 American Community Survey (ACS) 5-Year Estimates. Of the total population, 4.44% were under the age of 15, 3.27% aged 15 to 29, 28.44% aged 30 to 64, 51.13% aged 65 to 84, and 12.73% were 85 years of age and older.[1]

Table 1-4 below shows US Census data in 10-year increments from 1950 to 2020. It is worth noting that the adjusted 2022 population estimates provided by the Office of Economic and Demographic Research that is used for the FY 2023-24 State Review-Sharing Calculations, indicate a population of 9,218, which is a decrease in population since 2020.

However, according to the population projections provided by the Shimberg Center of Housing Studies, University of Florida, the permanent population of the Town could increase to 10,322 by the year 2050 as indicated in Table 1-5.

**Table 1-4**
**Historic Population Trends**

| Year | Population Estimate | Total Change | Percent Change |
|---|---|---|---|
| **1950** | 3,886 | - | - |
| **1960** | 6,055 | 2,169 | 35.8% |
| **1970** | 9,086 | 3,031 | 33.3% |
| **1980** | 8,884 | 202 | 2.2% |
| **1990** | 9,191 | 307 | 3.3% |
| **2000** | 8,298 | 893 | 10.7% |
| **2010** | 8,348 | 50 | 0.5% |
| **2020** | 9,245 | 897 | 10.7% |

Source: US Census 2020

**Table 1-5**
**Population Projection Resident and Seasonal**

| Year | 2020 | 2030 | 2040 | 2050 |
|---|---|---|---|---|
| **Population Projection** | 9,245 | 9,809 | 10,139 | 10,322 |

Source: Shimberg Center of Housing Studies, University of Florida 2020

During the winter season, November through April, the population swells to its highest as a result of the influx of seasonal residents and tourists. This estimate is based on full occupancy of all residential and transient lodging units, but does not include day tourists, shoppers, or employees working in the Town.
Tables 1-5 provides projections of the Town's permanent and seasonal populations through the

[1] Palm Beach, FL Population Breakdown By Race (Excluding Ethnicity) Dataset: Population Counts and Percentages for 7 Racial Categories as Identified by the US Census Bureau // 2024 Edition | Neilsberg

year 2050. The seasonal population was calculated based on US Census Data of vacant seasonal units and number of persons per household (PPH) for 2010 and 2020 (2010: 3,627 vacant seasonal units x 1.74 PPH) (2020: 3,604 vacant seasonal units x 1.83 PPH). The seasonal population projection was estimated based on the population change ratio. Table 1-6 provides the year-round, seasonal and transient population change from 2010 to 2020.

It continues to be a major objective of the Town to inhibit further commercialization, to contain commercial uses to limited geographic locations, and to promote commercial uses which are oriented to serving the needs of residents, employees, and visitors staying at accommodations in the Town. At the same time,-the Town discourages those regional businesses that attract customers and clients from off the Island.

**Table 1-6**

**Peak Seasonal Population**

| YEAR | YEAR-ROUND | SEASONAL & TRANSIENT | | TOTAL |
|---|---|---|---|---|
| | Residents | Seasonal | Transient | |
| 2010 | 8,348 | 6,311(1) | 3,100 | 17,759 |
| 2020 | 9,245 | 6,595(2) | 3,100 | 18,940 |

(1) 1.74/unit (year-round occupied; 3,627 units)
(2)1.83/unit (Seasonally vacant or held for occasional use; 3,604 units)
(3) Approximately 1550 units at 2/unit

**Source: 2010 and 2020 Decennial U.S. Census**

Commercial uses are concentrated in three areas of the Town, as follows:

1. A small commercial node is located at the south end of Town, near the Lake Worth Bridge to the mainland, serving some of the needs of the residents in this part of Town as well as visitors staying in local hotels.

2. Worth Avenue is located near Town Hall in the center of Palm Beach. Worth Avenue shops cater to the desires of seasonal and year-round residents of the Town as well as tourists. While open year-round, the Avenue's principal business is conducted during the "season."
The Town-serving commercial area, including the commercial areas of South County Road and Peruvian Avenue, serves as an adjunct to the more famous Worth Avenue shopping area, providing additional shops and services. The Town's objective is to retain and enhance the "Town-serving" character of this section of Palm Beach.

Royal Palm Way, also in the Town center area a few blocks north of Worth Avenue, is a wide,

palm-lined boulevard, dedicated primarily to offices, banking and professional uses.

3. The commercial concentration in the vicinity of Royal Poinciana Way, near the Flagler Memorial Bridge, is primarily oriented to the local retail and service needs of Town residents and visitors. However, the Royal Poinciana Plaza, a concentration of shops, restaurants, and offices, and the Royal Poinciana Playhouse just east of the Flagler Memorial Bridge, serves a broader clientele.

4. The dominant character of the Town's commercial sector is one of small scale. Most of the commercial uses in the Town encompass 4,000 square-feet or less of gross leasable area. Despite the reputation of Worth Avenue and the presence of some large retail anchors and office uses in the Town, the overall character of the Town's commercial areas is one of small business concerns which, individually, would not normally be expected to draw the majority of its patrons from beyond the Town's limits.

Table 1-7 below includes information regarding the Town's employment based on the US Census 2017 Economic Census. Based on the information from 2017, the largest employment sector in the Town was within the accommodation and food service sector where over 2,736 people were employed.

**Table 1-7**
**Employment**

| | North American Industry Code System (NAICS) Code | Number of Establishments | Number of Employees |
|---|---|---|---|
| **1** | Wholesale Trade | 12 | 55 |
| **2** | Retail Trade | 184 | 1565 |
| **3** | Transportation and Warehousing | 10 | 26 |
| **4** | Information | 4 | 13 |
| **5** | Finance and Insurance | 74 | 1119 |
| **6** | Real Estate and Rental and Leasing | 104 | 387 |
| **7** | Professional, Scientific, and Technical Services | 141 | 819 |
| **8** | Administrative and Support and Waste Management | - | 100-249 |
| **9** | Educational Services | 3 | 7 |
| **10** | Health Care and Social Assistance | 24 | 95 |
| **11** | Arts, Entertainment and Recreation | 27 | 1,181 |
| **12** | Accommodation and Food Services | 48 | 2,736 |
| **13** | Other Services | 122 | 1,115 |

Source: 2017 U.S. Census Bureau Economic Census

**Development of Coastal and Flood-Prone Areas**

The Coastal High Hazard Area (CHHA) is defined as "[t]he area below the elevation of the category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model." This area is a narrow area along the coast of the Town and is delineated in the Future Land Use Map Series. Future infrastructure and public and private development within the CHHA are restricted. The Town is legally limited in its ability to restrict development of private properties located in the CHHA.

However, the Town has long recognized the wisdom of limiting development densities and discouraging inordinate growth. The Town will continue to do so through the implementation of this Comprehensive Plan, which has as one of its basic tenets the effort to lower density wherever legally and administratively possible. With the exception of some in-fill areas, lands within the 100-year flood zone have already been developed. Through its land development regulations, the Town will continue to prohibit structures except docks and municipally owned and operated parks and essential services as defined in Chapter 134 of the Town Code, on or over submerged land.

**THE FUTURE LAND USE MAP SERIES**

Pursuant to §163.3177(6)10, Fla. Stat., as a component of the Future Land Use Element, the Future Land Use Map Series has been provided as a separate Element within the 2024 Comprehensive Plan. The purpose of this is to allow specific maps that must comply with changes in state law or local conditions to be updated to protect and serve the residents of the Town, without a comprehensive plan amendment. Table 1-8 provides the complete list of maps in the 2024 Comprehensive Plan update.

**Table 1-8**
**2024 Comprehensive Plan Map Series**

| | Town of Palm Beach |
|---|---|
| 1.1 | Town Location Map |
| 1.2 | Future Land Use Map |
| 1.3 | Zoning Map Town |
| 1.4 | Town Bridges Map |
| 2.1 | Functional Classification Map |
| 2.2 | Roadway Number of Lanes Map |
| 2.3 | Road Network Map |
| 2.4 | Roadway Responsibility Map |

| | |
|---|---|
| 2.5 | Bicycle Facilities Map |
| 2.6 | Pedestrian Network Map |
| 2.7 | Public Transit Map |
| 2.8 | OD Zones Map |
| 4.1 | Landmark Structures Map |
| 4.2 | Historic Districts & Scenic Vistas Map |
| 4.3 | Historically Significant Buildings Map |
| 4.4 | Historic Markers Map |
| 4.5 | Archaeological Sites Map |
| 4.6 | Historic Specimen Trees Map |
| 6.1 | Public Buildings Map |
| 6.2 | Seawall Map |
| 7.1 | Parks & Recreational Facilities Map |
| 7.2 | Beach Access Map |
| 8.1 | Flood Zone Map |
| 8.2 | Coastal High Hazard Area Map |
| 8.3 | 100-Year Floodplain Map |
| 8.4 | Beaches, Shores, and Wildlife Map |
| 8.5 | Estuarine Areas, Wetlands & Vegetative Cover Map |
| 9.1 | Minerals & Soils Map |
| 9.2 | Town Spoil Islands Map |

Table 1-9 provides the Future Land Use and corresponding Zoning Districts for residential and commercial districts in the Town of Palm Beach.

**Table 1-9**
**Future Land Use and Zoning District Designations**

| Future Land Use Designation | Town of Palm Beach |
|---|---|
| | Corresponding Zoning District Classification |
| Single Family | R-AA – Large Estate Residential District |
| | R-A – Estate Residential District |
| | R-B – Low-Density Residential District |
| Multi-Family Moderate Density | R-C – Medium-Density Residential District |
| Multi-Family Moderate Density | R-D (1) – Moderate Density Residential District |
| Multi-Family High Density | R-D (2) – High Density Residential District |
| Commercial | C-B- Commercial District |
| | C-OPI – Commercial – Office, Professional and Institutional District |
| | C-PC- Commercial - Planned Center District |
| | C-TS- Commercial – Town Serving |
| | C-WA – Commercial – Worth Avenue |
| Conservation | Conservation |
| Private Group Use | Cultural Institution District |
| Public | None |
| Recreation | None |
| Approved PUD | PUD-A |
| | PUD-B |
| | PUD-C |
| None | BA – Beach Area |

In preparing Table 1-8, it was discovered that three Future Land Use categories, Private Group Use, Public, and Recreation, do not have corresponding Zoning Districts. During the EAR process, the Town Council approved a privately initiated Zoning Map that corresponds to the Private Group Use Future Land Use Category. Additionally, the Beach Area (BA) does not have an associated Future Land Use Category. Further, the allowable densities in the R-D(1) Zoning District, which permit up to 10.89 dwelling units per acre, conflict with the allowable densities of the associated Multi-Family Moderate Land Use designation in the Comprehensive Plan, which limits density to 6.534 dwelling units per acre, A new Future Land Use category must be created that limits the maximum density to 10.89 dwelling units per acre to be consistent with the R-D(1) Zoning District. The Comprehensive Plan is the controlling instrument for proper planning, while the zoning code is the implementing regulatory document, and they must correlate. Where they do not, the Comprehensive Plan controls.

## FUTURE LAND USE NEEDS

### Redevelopment

There are ~~f~~few deteriorated structures or blighted areas in the Town nor are any expected during the planning period. The high value of real estate and the vigilance Town leadership and residents will continue to enforce a high standard of property conditions. Future redevelopment will be required to conform to the densities and intensities and levels of service established within the Future Land Use Element.

### Preservation of Residential Neighborhoods

As far back as 1990, the Town Council and the PZC have been evaluating the portions of the Town's Zoning Code that regulate the size of homes in the R-B zoning district, the predominantly single-family area. Nevertheless, during the past several years, the issue of "excessively large homes" has become increasingly controversial in Palm Beach, as it has in other areas of the country. Building sizes for homes in the North End of the Island averaged 2,500 to 3,000 square feet (or less) in the 1930's to the 1970's, well below the 6,000 square feet allowed in the Town's Zoning Code at that time. Today these historic building sizes have become the reference point, as housing construction evolved to reflect changing residential tastes and real estate markets. In 1980, for example, a 6,000 square foot home could be built on a 10,000 square foot lot. The home was allowed 3,000 square feet on the first floor, and 3,000 square feet on the second floor, comprising total lot coverage of 30%. However, at that time, very few homes were built to the maximum allowable size. Most were single-story homes designed as second homes intended for seasonal occupancy.

During the 1980's and 1990's, a number of factors changed, resulting in the construction of significantly larger homes. New homes were designed for use as primary residences with more living space, larger rooms, and other amenities, in response to changing market demands. During that time, the Town's Zoning Code underwent modifications to reduce the size of a house allowed on a typical lot in the R-B zoning district. The Town's zoning regulations, when combined with the required reviews and approvals by the Architectural Commission and Landmarks Preservation Commission, try to ensure that change is controlled and gradual.

# FUTURE LAND USE ELEMENT
## DATA AND ANALYSIS

**SUMMARY**

Palm Beach is a premier residential community of exceptional beauty and charm that has preserved a high standard of living by retaining its distinctive character. The goal of the Comprehensive Plan is to preserve and protect the residential scale and quality of life with Town-serving commercial and recreational uses. Because the Town is "built-out", intensification of commercial uses will increase traffic congestion and strain the already limited parking availability causing negative impact on the quality of life for Town residents. Hence, the goal for reduced intensity remains as important as ever, if not more so.

As required per Florida statutes, the Zoning Code MUST MAINTAIN CONSISTENCY with the Comprehensive Plan. Together, these two documents lay the foundation of planning and zoning for the Town. As noted in this Comprehensive Plan, there are land use and zoning classifications that do not presently correspond to one another. Therefore, within one year following adoption of the updated 2024 Comprehensive Plan, the Town will review and correct inconsistencies with the Future Land Use Map and Zoning Map, potentially adding new zoning districts to correspond to their respective Future Land Use designations. As noted, a new Medium Density Residential District corresponding to the R-D(1) Zoning District should be created to allow up to 10 dwelling units per acre but not permit hotel uses as the RD(2) does. Lastly, as a coastal community, an envisioned new Beach Area Future Land Use designation should be considered that addresses necessary beach renourishment and related public purpose essential services and activities.

# Future Land Use Element

## GOALS, OBJECTIVES & POLICIES

# FUTURE LAND USE ELEMENT
## GOALS, OBJECTIVES AND POLICIES

### GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS AND BUSINESSES BY MAINTAINING ITS UNIQUE SMALL TOWN CHARACTER.**

### OBJECTIVE 1

Because the Town of Palm Beach is built-out, the Town shall continue to regulate future development and redevelopment that maintains and enhances its unique physical and historic character, which is predominantly residential. The Town shall accomplish this by allowing the type and number of businesses and other services that meet the needs of Town residents. The measurement of this objective shall be the extent to which the following policies are implemented:

POLICY 1.1

The Town shall continue to comply with §163.3202, Fla. Stat., regarding land development regulations, containing specific and detailed provisions which are required to implement the adopted Comprehensive Plan, and which, at a minimum:

a. Regulate the subdivision of land.
b. Regulate the use of land and water consistent with this Element, ensure the compatibility of adjacent land uses, and provide for open space.
c. Protect lands designated for Conservation.
d. Regulate signage.
e. Regulate areas subject to seasonal or periodic flooding and provide for drainage and stormwater management.
f. Ensure safe and efficient movement of traffic flow and vehicle parking needs.
g. Provide that no development order or permit shall be issued, which results in a reduction of services for the affected public facilities below the level of service standards adopted in this Comprehensive Plan.
h. Provide that public facilities and services meet or exceed the standards established in the Capital Improvements Element required by §163.3177, Fla. Stat. and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development.
i. Provide clean and safe potable water.

POLICY 1.2

The Town shall maintain Future Land Use designations that focus on preserving and protecting the Town's primarily residential community, with the limited Town-Serving commercial uses, by controlling the type, distribution and density of development and redevelopment.

POLICY 1.3

The Town shall revise the Zoning definition of "Acre" to reference the U.S. customary acre size of 43,560 square feet, not the "Palm Beach Acre" of 40,000 square feet.

POLICY 1.4

The Town shall protect the stability of its residential neighborhoods by advocating and promoting year-round occupancy and neighborhood improvements and enhancements.

POLICY 1.5

The Town shall continue to conduct staff reviews of each proposed new development or redevelopment project for the purpose of determining compliance with the Town's Comprehensive Plan and Code of Ordinances.

POLICY 1.6

The Town shall maintain its character as a predominantly residential community by approving development and redevelopment projects that are necessary to meet the needs of Town residents.

POLICY 1.7

The Town shall prevent critical and dangerous overuse of its infrastructure, parking resources, public services and facilities, and damage to its historic character, to maintain the overall high property values of the community.

POLICY 1.8

The Town shall take all technical and administrative measures legally available to minimize the change or transition of existing low-density areas or structures to more intensive use patterns thereby lowering the pattern of residential density and commercial intensity, where possible to minimize tourism inflow.

POLICY 1.9

The Town shall continue to enforce the provisions of its Zoning Ordinance which are directed toward compliance with Town-serving commercial establishments and to rigorously discourage those uses which are likely to attract patronage on a regional level.

POLICY 1.10

The Town shall identify each of the land uses deemed appropriate for each of the individual land use categories.

1.10.1 Where essential services are indicated as an appropriate use, essential services shall include public utility facilities related to water supply, telephone (excluding wireless telecommunication facilities), cable television, gas, electrical distribution systems, shoreline protection and renourishment activities, and Town-owned services such as sanitary sewer, stormwater drainage, and solid waste collection and disposal systems, including any necessary appurtenant structures serving the Town.

POLICY 1.11

The Town shall ensure that development orders are issued for new residential development or redevelopment that are consistent with the Future Land Use Map and associated Future Land Use Designations set forth in the following policies:

1.11.1 Single-Family Residential – Intended to accommodate and preserve estates and single-family residential development at a maximum density of 4.356 dwelling units per and a maximum height of two stories.

Appropriate uses include single-family dwellings, previously Approved PUDs as set forth in Policies 10.1.1 and 10.1.4, cluster development, public uses and facilities, public and private schools, private group uses, and essential services.

1.11.2 Multi-Family Moderate Density – Intended to accommodate and preserve residential development at a maximum density of 6.534 dwelling units per and a maximum height of two stories.

Appropriate uses include single-family, two-family, townhouses and multi-family dwellings; residential PUDs as set forth in Policy 8.1.2; mixed-use PUDs as set forth in Policy 8.1.3; public uses and facilities; public and private schools; private group uses; group homes and foster care facilities; and essential services.

1.11.3 Multi-Family High Density – Intended to accommodate residential development at a maximum density of 14.157 dwelling units and, under limited circumstances, a maximum height of five stories.

Appropriate uses include single-family, two-family, townhouses and multi-family dwellings; residential PUDs as set forth in Policy 8.1.2; mixed-use PUDs as set forth in Policy 8.1.3; hotel and motel uses up to 28.314 rooms per acre and associated accessory commercial uses (hotel and motel rooms are considered to be equivalent to 0.5 dwelling units); timesharing uses up to 9.801 units per acre; public uses and facilities; public and private schools; private group uses; group homes and foster care facilities; and essential services.

POLICY 1.12

The Town shall ensure that development orders are issued by the Town for new non-residential development or redevelopment that are consistent with the Future Land Use Map and associated Future Land Use Designations set forth in the following policies:

1.12.1 The following definitions shall pertain to the application of the non-residential land use designations and associated policies:

a."Town-serving" shall mean establishments, principally oriented to serving the needs of Town persons and not substantially relying on the patronage of non-Town-persons. Commercial establishments which are not required to meet town-serving requirements of 3,000 square-feet or less of gross leasable area in the C-OPI, C-PC, C-TS and C-B zoning districts, and 4,000 square feet or less of gross leasable area in the C-WA zoning district are assumed to meet the intent of the first part of this definition. Town-serving commercial establishments shall attract not less than the established percentage defined in the Zoning Code of their customers/members/clients from among Town persons.

b. “Town residents” shall include all property owners, both full-time and seasonal, and their guests, and renters of at least three months.

c. “Town persons” shall mean Town residents, as well as visitors staying at accommodations in, or employees working within the Town.

1.12.2. Conservation – Intended to preserve and protect unique natural areas and submerged land from development and the negative impacts of public use. No development or redevelopment is permitted on or over land designated in this category, with the exception of docks, essential services or parks owned and operated by the Town.

1.12.3. Commercial – Intended to preserve, and enhance areas of attractive, small-scale, retail, personal and professional/business services, and mixed commercial/residential

uses. The mixed commercial/residential uses may be developed either as a unit or in individual parcels, provided these uses are primarily for the needs of Town residents.

a. Appropriate uses include a wide range of commercial retail, service, professional and business uses for residents and visitors; hotels/motels up to 28.314 rooms per; timesharing uses up to 9.801 units per acre; offices; public uses and facilities; public and private schools; private group uses; and residential uses located above the ground floor.

b. Except for uses located in the Worth Avenue zoning district (C-WA), one residential unit may be located above the ground floor, or up to a maximum density of 6.534 dwelling units per acre, whichever is greater. In the Worth Avenue zoning district, the maximum allowable density shall be 10.89 dwelling units per acre provided the Worth Avenue Design Guidelines are met.

c. If allowed by the Zoning Code, the maximum building height of commercial buildings may be three stories with Town Council approval.

1.12.4 Public – Intended to recognize existing locations of, and provide sites for, public uses, structures and facilities.

a. Appropriate uses include public schools, low intensity public buildings and facilities such as fire and police stations, Town Hall, etc., of a scale and intensity necessary to primarily serve the needs of Town residents. Only public uses owned, operated, or supervised by a governmental agency are given this designation.

b. The designation of a property for Public Use on the Future Land Use Plan Map recognizes the current use of the property.

c. In limited circumstances, the maximum building height may be three stories with Town Council approval.

1.12.5 Recreation – Intended to provide for low intensity public recreational uses or activities, natural resources and scenic resources of a scale and intensity necessary to primarily serve the needs of Town residents. Only public facilities owned, operated, franchised, or supervised by a public governmental entity are given this designation.

1.12.6 Private Group Use – Intended to provide for low intensity uses such as private clubs, golf and country clubs, public and private schools, houses of worship, museums, and non-commercial recreation-type or cultural uses at a scale and intensity intended to primarily serve the needs of Town residents.

a. The designation of a property for Private Group Use on the Future Land Use Plan Map recognizes the current use of the property.

b. In limited circumstances, the maximum building height may be three stories with Town Council approval.

1.12.7 Approved PUD – Intended to recognize previously approved PUDs. PUD densities shall not exceed 14.157 dwelling units per acre.

POLICY 1.13

The Town shall establish non-residential intensity standards that are compatible with the corresponding zoning districts.

**OBJECTIVE 2**

Maintain the character of the Town as a predominantly residential community having only the type and amount of businesses and other support services necessary to meet the needs of Town residents.

POLICY 2.1

The Town shall prevent critical and dangerous overuse of its infrastructure, parking resources, public services and facilities, and damage to its historic character, to maintain the overall high property values of the community.

POLICY 2.2

The Town shall take all technical and administrative measures legally available to prevent the change or transition of existing low-density areas or structures to more intensive use patterns, thereby lowering residential density and commercial intensity.

POLICY 2.3

The Town shall continue to enforce the provisions of its Zoning Ordinances which are directed toward Town-serving commercial uses and discouraging those uses likely to attract patronage on a regional level.

**OBJECTIVE 3**

The Town shall issue development orders and permits for new development and redevelopment in the floodplain or coastal high hazard area only if they meet the building elevations identified in the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) unless the structure has been landmarked or is designated a historically significant building and approved for a floodplain variance.

POLICY 3.1

Prior to the issuance of a development order or permit, the Town shall make and record the determination that the proposed building elevations meet or exceed elevations identified on the Flood Insurance Rate Maps, except when sufficient justification of extenuating circumstances may be shown unless the structure has been landmarked or designated as a historically significant building and approved for a floodplain variance.

**OBJECTIVE 4**

The Town shall ensure that development orders and permits for new development or redevelopment or building permits for development shall be issued only if public facilities and services necessary to meet the Town's adopted level of service standards are available concurrent with the impacts of the development.

POLICY 4.1

A concurrency analysis shall be conducted prior to the approval of any application for a development order, and no final development order shall be issued unless:

a. Existing facilities and services meet the Town's adopted level of service standards, or

b. The final development order is conditioned on such facilities and services being available at the time the impact of the development will occur, consistent with the Town's Concurrency Management System and implementing policies of the Capital Improvements Element.

POLICY 4.2

The Town shall determine prior to the issuance of a development order or permit, that the project provides open space, on-site traffic flow and parking commensurate with the requirements of the Town's land development regulations.

POLICY 4.3

The Town shall coordinate with FDOT prior to the approval of any development that could potentially impact the operations of a State/SIS facility.

**OBJECTIVE 5**

The Town shall continue to ensure that the minimum property maintenance standards provided in Chapter 88, Code of Ordinances, are maintained.

POLICY 5.1

The Town shall continue to utilize the code enforcement procedures provided for in Article V, Code of Ordinances, to proactively maintain high building and property standards.

**OBJECTIVE 6**

The Town shall reduce the number of uses incompatible with the range and location of land uses, identified in the Town's Future Land Use Plan Map, through attrition; and not permit uses within the Future Land Use categories that are inconsistent with the community's character and the Town's Future Land Use Plan Map.

POLICY 6.1

The Town shall amend its land development regulations, when necessary to be compatible and consistent with the range and location of land uses identified on the Town's Future Land Use Map.

POLICY 6.2

The Town shall prohibit replacement or expansion of uses found to be incompatible or inconsistent with the range and location of land uses identified on the Town's Future Land Use Map and Official Zoning Map.

POLICY 6.3

The Town shall continue to allow designated landmarked structures, single-family dwellings, two-family, townhouse, multi-family, commercial, and public structures or public/private group uses which are unintentionally damaged or destroyed, such as by fire or other casualty, act of terrorism, war or act of God or nature to be rebuilt at the same density and/or intensity, on the same footprint and to the same size and configuration as those nonconforming buildings or structures being replaced provided Florida Department of Environmental Protection (FDEP) standards are met when building east of the Coastal Construction Control Line (CCCL). Actual construction to replace, restore or reconstruct the

nonconforming building or structure shall commence within the time frame outlined in Code Sections 18-237 and 18-238.

POLICY 6.4

The Town shall create a new Future Land Use category to correspond with the Beach Area (BA) Zoning District that provides for essential service uses.

POLICY 6.5

The Town shall create a new Multi-Family Medium Density Future Land Use category that corresponds to the R-D(1) Zoning District which limits the number of dwelling units per acre to ten and does not permit hotels.

POLICY 6.6

The Town shall consider creating Zoning Districts to correspond with Public and Recreation Future Land Use Categories.

POLICY 6.7

The Town shall within one year following the adoption of EAR-based amended Comprehensive Plan amend the Code of Ordinances and Zoning Map to be consistent with the adopted Comprehensive Plan.

**OBJECTIVE 7**

The Town will coordinate and comply with any resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, as amended.

POLICY 7.1

The Town shall continue to coordinate with State, regional, county and local agencies to ensure cooperation in the development of all appropriate resource planning and management plans prepared pursuant to Chapter 380, Florida Statutes as amended. The Town will continue to monitor all other local governments' activities when notice is provided. The Town will continue to provide notice as required to other local governments and agencies on upcoming large development projects. The Town will continue to work closely with the Florida Department of Transportation, Treasure Coast Regional Planning Council, Palm Beach County, the City of West Palm Beach, TPA, Palm Beach County School District and the State of Florida on regional issues. The Town will continue to maintain mutual aid agreements with other local governments with reference to fire service, police, and disaster preparedness.

**OBJECTIVE 8**

The Town shall acknowledge previously Approved Planned Unit Developments, (PUDs) but will not allow new PUDs in the future.

POLICY 8.1

The following types of Planned Unit Developments (PUDs) shall be allowed in the Town:

8.1.1 Single-family PUDs located within the Single-Family Residential Land Use Category not exceeding four dwelling units per gross Palm Beach acre.

8.1.2 Mixed residential development located within the Multi-Family Moderate or Multi-Family High Density Land Use Categories, not exceeding the maximum density allowable within the Land Use Category.

8.1.3 Mixed-use development within the Multi-Family Moderate Density or Multi-Family High Density Land Use Categories, allowing for a mix of residential uses not exceeding the maximum allowable density within the Land Use Category and nonresidential development not exceeding 20% of the gross floor area of the PUD.

The following equivalencies shall be used in determining the intensity of the nonresidential components, required pursuant to Chapter 163, F.S.

| **Land Use Type** | **Unit of Measurement** | **Equivalence to One Dwelling Unit of Gross Density** |
|---|---|---|
| Hotels, motels or similar transient facilities | Number of bedrooms | Two (2) bedrooms |
| Principal Commercial Uses | Total floor area | 750 square feet |
| Accessory Commercial Uses | Total floor area | 1,500 square feet |
| Other Nonresidential Uses | Total floor area | 1,000 square feet |

**OBJECTIVE 9**

The Town shall coordinate its coastal area population with the Regional Hurricane Evacuation Plan. The measurement of this objective will be the degree to which the Town coordinates with the appropriate Evacuation Plan, and the extent to which the following policy is implemented.

POLICY 9.1

The Town shall review, and revise, if necessary, its coastal area residential densities and commercial intensities to ensure that they do not result in hurricane evacuation or shelter capacity deficiencies.

**OBJECTIVE 10**

The Town shall maintain public access to all recreational facilities, including recreational and commercial working waterfronts as defined in §342.07, Fla. Stat. under the jurisdiction of the Town of Palm Beach.

POLICY 10.1

The Town shall establish priorities for siting appropriate water dependent and water related land uses consistent with §342.07, Fla. Stat. while at the same time protecting shoreline and conservation areas from degradation.

POLICY 10.2

The Town shall, on an annual basis, inspect public access points to public beaches that are not under the Town's jurisdiction, to identify any impediments to access. The Town will notify respective governing agencies of impediments within three months of their identification.

POLICY 10.3

The Town, in evaluating applications for marinas or marina siting, shall address all of the following: land use compatibility; availability of upland support services; existing protective status or ownership; hurricane contingency planning; protection of water quality; water depth; environmental disruptions and mitigation actions; availability for public use; and economic need and feasibility.

# Transportation Element

## DATA & ANALYSIS

# TRANSPORTATION ELEMENT
## DATA AND ANALYSIS

### EXECUTIVE SUMMARY

The Transportation Element evaluates current and projected traffic circulation and public parking operations to determine their impact on the quality of life for Town residents. This Element relies upon and supports the basic philosophy expressed throughout the Town's planning efforts since its first Plan was adopted in 1929. The "1929 Plan" recognized the relationship between land use and transportation.

Transportation and land use are interwoven since trips are generated as a result of particular land uses. Later versions of the Comprehensive Plan continued to emphasize the effects of growth and the need to control the impacts of traffic on the community. This Element confirms that changes in local conditions in the Town combined with development in downtown West Palm Beach have exacerbated traffic congestion and diminished the availability of convenient parking for Town residents.

As the Town has developed, traffic congestion on both the main corridors and within residential neighborhoods has grown to a point where residents' quality of life has been adversely affected. Most communities identify potential new roadways to accommodate additional traffic impacts within their Transportation Elements. The Town does not have the opportunity for the construction of new streets and limited opportunities for lane modifications to relieve the pressures on its major arterial and collector roadways.

***Primary Land Use and Transportation Objectives***
***1929***

*"To maintain the quality of life which has given the Town its unique physical and historical character and, towards this objective, to take all legally and technically available measures to stabilize the Town's land use and reduce residential density patterns where possible."*

*"To preserve the Town's quality of life through retention of an essentially residential character and unique historic personality."*

*"The concentration of general traffic upon a limited number of streets, a system of leisurely and convenient by/ways free from automobiles, discourage trespassing, and provide safety and quiet for the residents of Palm Beach."*

# TRANSPORTATION ELEMENT
## DATA AND ANALYSIS

This updated Comprehensive Plan affirms that the Town is built out. Traffic throughout the Town has increased since the last Comprehensive Plan review (2017 EAR) not only during the season but year-round. The contributing factors are due in part to the following:

- Population migration to the Town and South Florida, including neighboring West Palm Beach
- Increased visitors to regional and non-regional attractions in the Town, the Four Arts, Royal Poinciana Plaza, golf courses, private clubs, the beaches, and the 12 existing hotels
- Redevelopment which has added more construction trucks to the roads
- Larger and increased number of service vehicles per home

In addition, Town roadways are subject to traffic impacts resulting from developments in neighboring communities. Recent land use changes will result in increased density and intensity within the Transportation Concurrency Exemption Areas (TCEA) in downtown West Palm Beach, which are negatively affecting traffic circulation both on and off the island.

Unlike West Palm Beach, the Town is seeking ways to mitigate impacts within the community. The Town of Palm Beach's Transportation Element addresses traffic circulation and introduces a Parking Sub-Element to address the impact of parking or lack thereof on residents' quality of life. This is not a new phenomenon as earlier traffic studies dating back to 1969 and again in 2006 recognized parking issues and their relationship with the traffic circulation in the Town due to the increased volume of vehicles.

### TRANSPORTATION PLANNING IN THE STATE OF FLORIDA

The FDOT has a series of plans that govern transportation initiatives in this state. Some, such as the Florida Transportation Plan, establish policy, while others, including the Strategic Intermodal Systems Plan, focus on implementation and include the following:

- Florida Transportation Plan (FTP) –Includes long-range goals, objectives and strategies to meet the needs of Florida's "entire transportation system."

- Strategic Intermodal Systems Plan (SIS) –Includes corridors, facilities and services of statewide and multi-regional significance.

- FDOT Work Program –Includes all projects planned by the department for that period. FDOT holds at least one public hearing in each district, followed by a statewide public hearing by the Florida Transportation Commission. The program is then submitted to the Governor and Legislature.

- State Transportation Improvement Program (STIP) – Required by the federal government, the STIP incorporates the first four years of FDOT's Work Program.

- Florida Strategic Highway Safety Plan (SHSP) –Focuses on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners.[1]

As displayed in Exhibit 2-1, Palm Beach is one of the five counties that comprise District 4. The remaining four include Broward, Martin, St. Lucie, and Indian River counties. District 4 is located within Southeast Florida and consists of 5,000 square miles and is home to over four million residents.

In District 4, vehicles travel more than 52.4 million miles daily. Worth noting, the FDOT assists Tri-Rail, a commuter rail service, to connect with Gold Coast Commuter Services, also a commuter assistance program, and two major transit authorities (Broward County Transit and Palm Tran) with 319 vehicles in their fleets.[2] Additionally, Amtrak runs a low-cost rail line connecting West Palm Beach to Tampa, Florida.

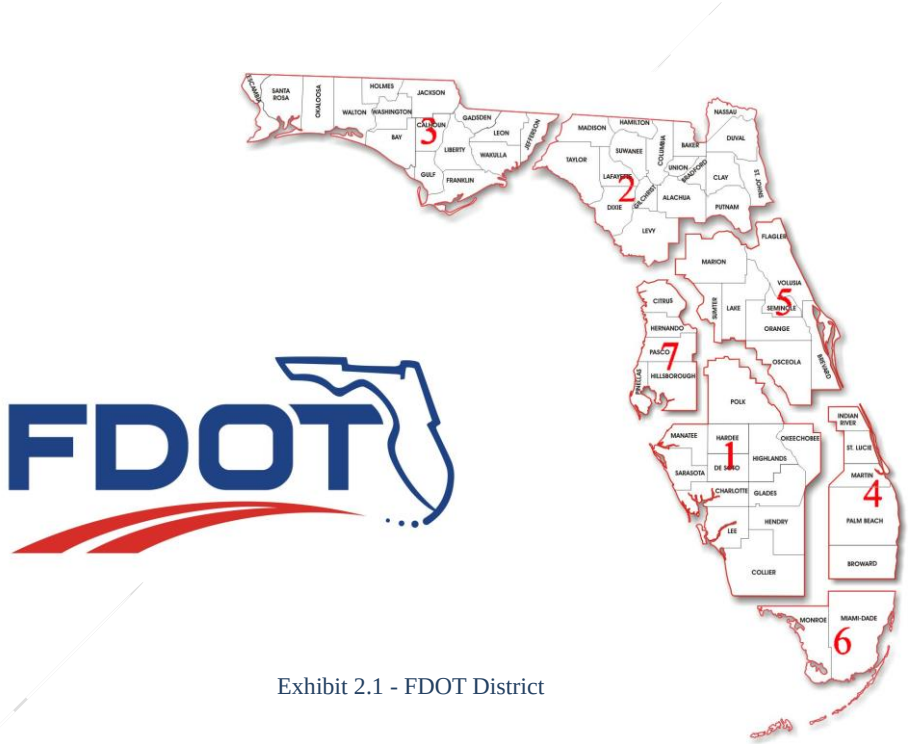



Exhibit 2.1 - FDOT District

[1] https://1000fof.org/wp-content/uploads/2021/12/transportation-planning-process-FINAL.pdf
[2] Ibid

Brightline, which is an intercity rail route between Miami and Orlando, runs on a track owned by Florida East Coast Railway. Brightline is the only privately owned and operated intercity passenger railroad in the United States.




Exhibit 2-2 Current Operating Brightline Routes 2023

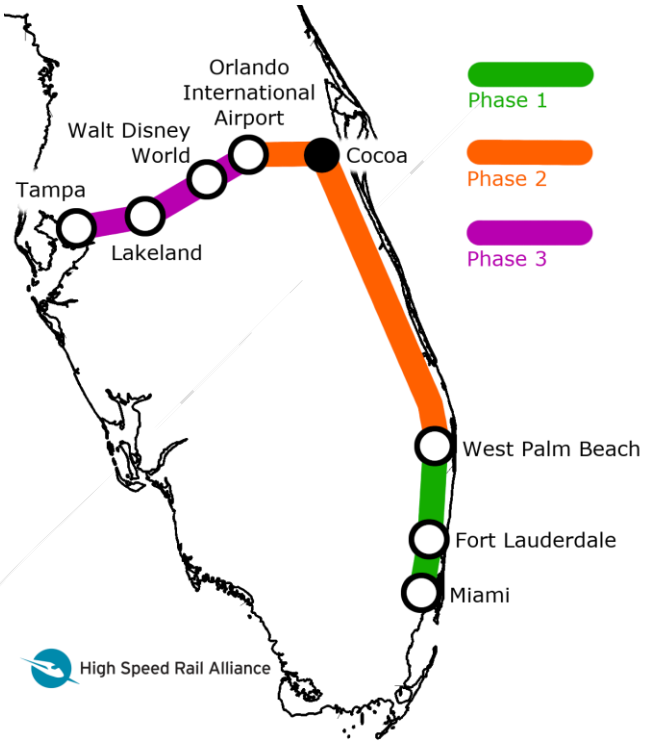



Exhibit 2-3
Phased Development of Brightline Stations

# TRANSPORTATION ELEMENT
## DATA AND ANALYSIS

### FLORIDA REQUIREMENTS FOR THE TRANSPORTATION ELEMENT

Chapter 163, Fla. Stat., requires that as the population grows, adequate services are available to meet demand. The statute is intended to balance the availability of infrastructure and resources with economic development and community sustainability. Under §163.3177(6)(b), Fla. Stat., the purpose of the Transportation Element is to plan for a multimodal transportation system that emphasizes public transportation systems, where feasible. The Transportation Element is intended to provide for a safe, convenient multimodal transportation system, coordinated with the future Land Use Map or Map Series and designed to support all Elements of the Comprehensive Plan. A local government that has all or part of its jurisdiction included within the Metropolitan Planning Area of a Metropolitan Planning Organization (MPO) under §339.175, Fla. Stat., is required to prepare and adopt a Transportation Element consistent with this subsection.

Each local government's Transportation Element must address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. The Transportation Element is required to also include a Map or Map Series depicting the general location of the existing and proposed transportation system features and shall be coordinated with the future land use map or map series. The Element is required to reflect the data, analysis, and associated principles and strategies relating to the following key items applicable to the Town, among others:

- The existing transportation system levels of service and system needs and the availability of transportation facilities and services
- The growth trends and travel patterns and interactions between land use and transportation
- All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel
- The capability to evacuate the coastal population before an impending natural disaster

### PALM BEACH COUNTY TRANSPORTATION PLANNING

In Palm Beach County, the Transportation Planning Agency (TPA) is the MPO. The TPA partners with Palm Beach County for staff and resources through an Interlocal Agreement and represents all 39 incorporated cities, towns, and villages. The TPA is a federally mandated public agency that works to prioritize and fund the transportation system. The Palm Beach TPA consists of a 21-member Governing Board, with more than $600 million of federal, state, and local transportation dollars to implement projects that advance our regional vision for the nearly 1.5 million Palm Beach County residents.

The Governing Board is supported by staff and has a five-member Executive Committee and three advisory committees, which consist of the following:

- Technical Advisory Committee (TAC)
- Citizen's Advisory Committee (CAC)
- Vision Zero Advisory Committee (VZAC)

In addition, the TPA administers the Transportation Disadvantaged Local Coordinating Board (TDLCB) in Palm Beach County.

As one of the TPA's most important documents, the Transportation Improvement Plan (TIP) identifies projects for maintaining and improving the transportation system funded by Federal, State and local sources to assist local governments with their transportation planning efforts. This staged program encompasses a five-year period consisting of all regionally significant transportation improvements to all modes of travel in Palm Beach County. The TIP is based on, and reflects, the FDOT Work Program for Palm Beach County. Highway, bus, rail, port, bicycle/pedestrian, and beautification projects are included. The TIP is developed through a comprehensive and coordinated effort involving FDOT, the Palm Beach County Board of County Commissioners, the Port of Palm Beach, the South Florida Regional Transportation Authority, and municipalities within the County.

According to the TIP, there are no capacity improvements planned for the Town, nor are there any such improvements, expansions or new facilities planned for the Town in the Adopted FDOT Five-Year Work Program.[3] Further, there are no ports, airports, rail lines, intermodal terminals, high-speed rail lines, or related facilities within the Town.

## THE TOWN OF PALM BEACH TRANSPORTATION ELEMENT

The Transportation Element of the Comprehensive Plan has been developed based upon:

1. Analysis of the existing transportation system.
2. Analysis of existing transportation levels of service and system needs.
3. Analysis of projected transportation levels of service and system needs, based upon the future land uses shown on the Future Land Use Map, and pertinent plans of the Florida Department of Transportation.
4. Analysis of traffic circulation
5. Analysis of valet and shared parking agreements with private businesses.
6. Analysis of existing parking facilities and future needs.

### Existing Roadway Functional Classification

Map 2.1 of the Map Series provides functional classifications of the roadways within the Town for the current year (2024) and the 20-year planning timeframe (2044).

In order to be eligible for federal funding, federal regulations require a roadway to be functionally classified. Functional classification is the process by which roadways and highways are grouped into classes according to the character of service they are intended to provide. Roads with higher classifications serve the mobility needs of a greater number of people, and typically carry more traffic. Roads with lower classifications tend to provide access more to individual properties than serve the mobility needs of a greater number of people.[4]

[3] FY25-29 TIP palmbeachtpa.org
[4] https://cmpdd.org/functional-classification/

Palm Beach County uses the Federal Functional Classification process to group roadways into classes based on the service they provide in relation to the total roadway network. The designation of a roadway may only be changed within a decennial census cycle. According to the 2024 RCI Handbook and federal guidelines, the FDOT functional classification categories ensure consistency among agencies including metropolitan and rural planning agencies local officials and FHWA Division Offices; related to a roadway's expectations about design, including its speed, capacity and relationship to existing and future land use development. [5]

The major roadway function classifications are:[6]

| | |
|---|---|
| Interstate | 1 |
| Other Freeways and Expressways | 2 |
| Other Principal Arterial | 3 |
| Minor Arterial | 4 |
| Major Collector | 5 |
| Minor Collector | 6 |
| Local | 7 |

Interstates

Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. (Figure 3-1) Since their inception in the 1950's, the Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States. Determining the functional classification designation of many roadways can be somewhat subjective, but with the Interstate category of Arterials, there is no ambiguity. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.[7]

Other Freeways & Expressways

Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms 'freeway' and 'expressway', for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.[8]

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[5] https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

[6] FDOT Technical Assistance Comments, January 13, 2025, Larry Hymowitz, Community Planning Specialist, FDOT District Four

[7] https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

[8] Ibid

Other Principal Arterials

These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways. (Figure 3-2) For the most part, roadways that fall into the top three functional classification categories (Interstate, Other Freeways & Expressways and Other Principal Arterials) provide similar service in both urban and rural areas. The primary difference is that there are usually multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In contrast, an expanse of a rural area of equal size would be served by a single Arterial.[9]

Minor Arterials

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. The spacing of Minor Arterial streets may typically vary from 1/8- to 1/2-mile in the central business district (CBD) and 2 to 3 miles in the suburban fringes. Normally, the spacing should not exceed 1 mile in fully developed areas.[10]

Major and Minor Collectors

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network. In the rural environment, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes. Consequently, more moderate speeds may be posted.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. Careful consideration should be given to these factors when assigning a Major or Minor Collector designation. In rural areas, AADT and spacing may be the most significant designation factors.

Since Major Collectors offer more mobility and Minor Collectors offer more access, it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total

[9] Ibid
[10] Ibid

mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network.[11]

Local Roads

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long-distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year.[12]

Palm Beach's divided roadways include the following.

- Royal Poinciana Way - Major Collector
- South Ocean Boulevard (SR A1A) - Major Collector (Royal Poinciana Way is also considered SR A1A)
- Royal Palm Way – Minor Arterial

The undivided roadways include the following.

- North County Road - Minor Collector
- South County Road - Major Collector
- Southern Boulevard - (SR 80) – Minor Arterial
- Bradley Place/Cocoanut Row – Minor Collector

Map 2.4 illustrates roadway responsibility by the state and county. The remaining roadways within the Town are classified as Local Roadways. Maps 2.5 and 2.6 of the Map Series identify bicycle and pedestrian facilities.

Four bridges cross the Intracoastal Waterway and connect the Town to the mainland. They are:

- Flagler Memorial Bridge
- Royal Park Bridge
- Southern Boulevard Bridge
- Robert A. Harris Memorial Bridge (Lake Worth Road)

The major traffic generators in the Town are the two major commercial areas, those being:

- The northern commercial area encompassing Royal Poinciana Way, Sunrise and Sunset Avenues, Bradley Place, North County Road, and the Royal Poinciana Plaza, with a concentration of retail and restaurants.

[11] Ibid
[12] Ibid

- The Midtown area which includes the retail concentrations along South County Road, Peruvian Avenue, Worth Avenue, and the office area along Royal Palm Way, also with a concentration of retail and restaurants.

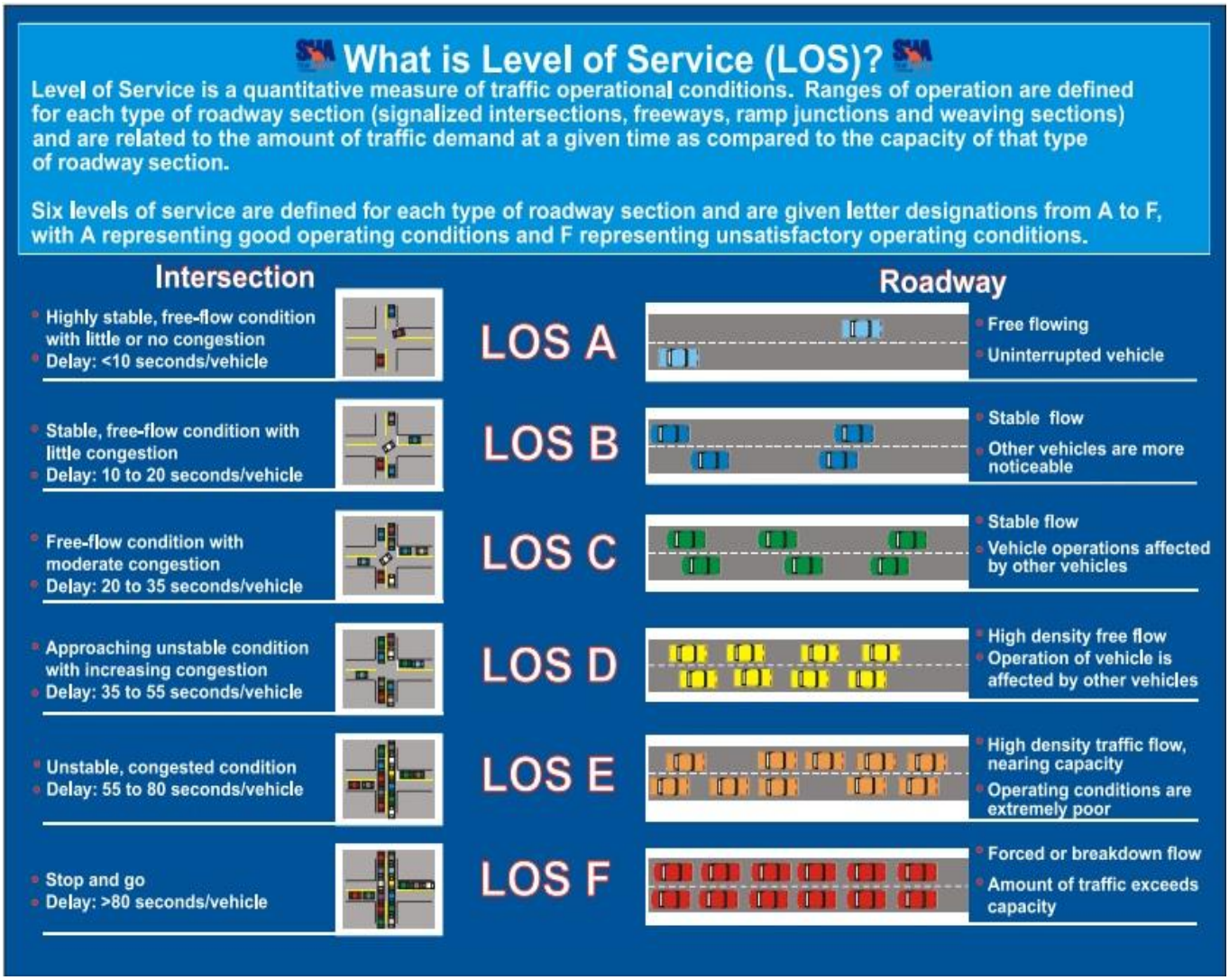
In addition to the above-listed commercial areas, other traffic generators include the beach, golf courses, cultural arts facilities, restaurants, clubs, hotels, personal services, and offices.

**Level of Service Standard**

Level of Service (LOS) is a representation of traffic congestion on a roadway. The Town sets the Level of Service standard for Town roads. Palm Beach County uses their Article 12 Palm Beach County Traffic Performance Standards (TPS) Ordinance that applies countywide to County thoroughfares and State roads that are not part of the Florida Intrastate Highway System (FIHS). The State sets the standards for FIHS roads. The Town may set Levels of Service higher than the County or State for County and State roads, but it may not adopt a lower standard without State and/or County agreement.

Maintaining concurrency is a term used to describe the situation where there is capacity on roadways to accommodate traffic without reducing the level of service below the adopted standard. This requires predicting how proposed development will affect traffic congestion. Computer modeling software has been created to evaluate how many vehicles will use certain roadways to get between various land uses. Short-term predictions can be fairly accurate, but long-term ones often are not.

By convention, the Level of Service is written as "LOS" when accompanying a letter standard, as illustrated below.




Kimley-Horn & Associates and Progressive Design & Engineering collected data for the 2017 Comprehensive Plan on the yearly peak season daily traffic volumes and found a steady increase in traffic between 2010 and 2015. At that time, it was expected that the Town would be able to meet its current adopted levels of service standards.-However, Table 2.2 illustrates that the LOS for Southern Boulevard and SR A1A has declined to a LOS "F", Royal Poinciana Way east of Cocoanut Row went from a LOS "C" to a LOS "D", and Bradley Place north of Royal Poinciana Way from a LOS "D" to a LOS "E". With the exception of Cocoanut Row and Bradley Place, all of the roadways identified in Table 2.1 through Table 2.3, are FDOT (state roads). These tables show the street segments for which traffic data has been collected within the first block of each of the roadway segments.

## TABLE 2.1
## YEARLY DAILY PEAK SEASON
## TOWN OF PALM BEACH
## 2008-2015

| # | Street Segment | Facility Type | 2007 | 2009 | 2010 | 2011 | 2015 | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Count | LOS |
| 1 | Southern Blvd. (W. of SR A1A) | 2 Lane Arterial Undivided | 14,452 | 13,445 | 12,730 | 13,215 | 15,079 | E |
| 2 | SR A1A (N. of Via Del Lago) | 2 Lane Arterial Undivided | 17,026 | 14,894 | 14,091 | 13,767 | 15,057 | E |
| 3 | SR A1A (S. of Via Pelicano) | 2 Lane Arterial Undivided | 12,615 | 10,107 | 9,990 | 10,2133 | 10,636 | D |
| 4 | Ocean Blvd. (N. of El Vedado) | 2 Lane Collector Undivided | 12,406 | 10,634 | 9,368 | 9,176 | 9,985 | D |
| 5 | S. County Rd. (N. of Peruvian) | 4 Lane Arterial Undivided | 10,108 | 9,963 | 9,753 | 11,359 | 9,919 | C |
| 6 | N. County Rd. (N. of Breakers Rd) | 4 Lane Arterial Undivided | 15,930 | 14,162 | 13,590 | 13,695 | 15,431 | D |
| 7 | N. County Rd. (N. of Royal Poinciana Way) | 4 Lane Arterial Undivided | 14,666 | 14,407 | 13,712 | 14,908 | 13,070 | D |
| 8 | Cocoanut Row (S. of Seabreeze) | 2 Lane Collector Undivided | 9,054 | 8,262 | 8,296 | 8,079 | 8,639 | D |
| 9 | Cocoanut Row (N. of Whitehall) | 2 Lane Collector Undivided | 9,975 | 8,716 | 8,567 | 8,245 | 8,895 | D |
| 10 | Bradley Pl. (N. of Royal Poinciana Way) | 2 Lane Collector Undivided | 16,052 | 14,084 | 13,351 | 14,324 | 12,279 | D |
| 11 | Royal Palm Way (E. of Hibiscus) | 4 Lane Arterial Divided | 17,292 | 16,240 | 15,641 | 15,340 | 17,289 | D |
| 12 | Royal Palm Way (W. of Hibiscus) | 4 Lane Arterial Divided | 19,210 | 17,992 | 17,374 | 17,076 | 18,821 | D |
| 13 | Royal Poinciana Way (W. of Cocoanut Row) | 4 Lane Arterial Divided | N/A | N/A | N/A | N/A | 16,681 | D |
| 14 | Royal Poinciana Way (W. of County Rd.) | 4 Lane Arterial Divided | 14,296 | 13,074 | 12,223 | 12,869 | 10,501 | C |

**TABLE 2.2**
**YEARLY DAILY PEAK SEASON**
**TOWN OF PALM BEACH**
**2017-2024**

| Location No. | Street Segment | Facility Type | 2017 | 2018 | 2019 | 2020 | 2022 | 2023 | 2024 | LOS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Southern Blvd** (West of SR-A1A) | 2L ART Undivided | 13,606 | 12,457 | 12,040 | 11,621 | 13,388 | 15,081 | 16,445 | F |
| 2 | **SR A1A** (North of Via Del Lago) | 2L ART Undivided | 14,256 | 13,778 | 12,507 | 12,185 | 14,454 | 15,422 | 16,788 | F |
| 3 | **SR A1A** (South of Via Pelicano) | 2L ART Undivided | 9,792 | 10,394 | 8,714 | 8,686 | 10,654 | 11,011 | 11,932 | D |
| 4 | **Ocean Boulevard** (North of El Vedado Road) | 2L COLL Undivided | 9,419 | 9,506 | 8,344 | 8,193 | 11,069 | 10,251 | 11,499 | D |
| 5 | **South County Road** (North of Peruvian Avenue) | 4L ART Undivided | 9,287 | 9,327 | 11,481 | 11,918 | 10,548 | 10,273 | 10,627 | C |
| 6 | **North County Road** (North of Breakers Row) | 4L ART Undivided | 15,589 | 14,966 | 13,284 | 13,928 | 15,308 | 15,138 | 16,765 | D |
| 7 | **North County Road** (North of Royal Poinciana Way) | 4L ART Undivided | 13,084 | 14,837 | 12,956 | 14,060 | 15,193 | 15,198 | 16,771 | D |
| 8 | **Cocoanut Row** (South of Seabreeze Avenue) | 2L COLL Undivided | 9,010 | 8,849 | N/A | 8,636 | 9,469 | 9,477 | 8,922 | D |
| 9 | **Cocoanut Row** (North of Whitehall Way) | 2L COLL Undivided | 9,074 | 9,243 | 9,101 | 9,258 | 9,940 | 10,426 | 9,818 | D |
| 10 | **Bradley Place** (North of Royal Poinciana Way) | 2L COLL Undivided | 11,809 | 12,954 | 12,425 | 13,092 | 13,811 | 13,291 | 14,038 | E |
| 11 | **Royal Palm Way** (East of Hibiscus Avenue) | 4L ART Divided | 17,603 | 16,351 | 15,667 | 15,670 | 17,311 | 16,392 | 18,057 | D |
| 12 | **Royal Palm Way** (West of Hibiscus Avenue) | 4L ART Divided | 19,043 | 17,342 | 21,970 | 22,142 | 19,405 | 18,527 | 19,976 | D |
| 13 | **Royal Poinciana Way** (West of Cocoanut Row) | 4L ART Divided | 13,235 | 20,245 | 20,178 | 21,023 | 22,118 | 22,867 | 23,037 | D |
| 14 | **Royal Poinciana Way** (West of County Road) | 4L ART Divided | 7,859 | 13,056 | 11,634 | 11,788 | 13,784 | 14,246 | 15,393 | D |

*NOTE:*

*Traffic count data was collected by Progressive Design & Engineering for the years 2007 to 2011.*

*Southern Boulevard was split in to two segments for data collection for 2024*

Although the opportunities are limited, the Town has the legal ability to pursue the acquisition and/or improved use of existing and future rights-of-way when possible. For the most part, potential for additional right-of-way acquisition is limited to that available at the time new development or redevelopment is approved.

**Future Levels of Service**

Annual traffic counts for the specific 14 road segments have been collected to determine trends in traffic circulation in the Town. As displayed on Tables 2.2 and 2.3, the current and future level of service standard for-the following links are failing and are projected to remain as such:

- Southern Boulevard west of SR A1A
- SR A1A (South Ocean Boulevard) from South County Road to Southern Boulevard

Year 2044 traffic volumes were projected based on a review of historic and anticipated pattern of growth. Long-range future volumes are typically based on a review of regional traffic volume models. For the Town, the professionally accepted model is the Greater Treasure Coast Regional Planning Model, which develops long-range traffic projections for the region, including all of Palm Beach County and adjacent counties. While this model is the professionally accepted model for long range planning in the region, all models have limitations.

The Town has unique traffic patterns which are influenced by its location on a barrier island with limited redevelopment. The model analyzes maximum redevelopment potential of approved land uses, which could artificially inflate or deflate volumes on certain roadways. For example, on County Road, the model reports a long-range volume that is over 60 percent less than the actual volume observed.

Recognizing the limitations of the model, it is professionally accepted to review historic growth rates to determine future volume projections. The townwide historic growth rate was calculated based on data collected throughout the Town between 2017 and 2024. Without significant capacity expansion to the Town's roadway network, the overall traffic growth will be limited to the available roadway capacity. The growth rate was then adjusted to account for the annual variations in traffic and the available capacity on the roadway network. The long-range growth was calculated to be 1.05 percent annually through the long-range analysis year. It is important to note the annual growth may be less and/or greater than the average growth rate.

As noted on Table 2-2, S.R. A1A along Mar-a-Lago and on Southern Boulevard decreased from a LOS of "E" to "F", which is interpreted to mean that the amount of traffic exceeds capacity. The increase in traffic congestion is believed to be related to Donald Trump's tenure as President of the United States during 2017-2021, the fact that Mar-a-Lago hosts large events that add trips to this roadway segment of SR A1A, and a heightened police and Secret Service presence. Recently a Traffic Management Plan was approved by the Town Council that institutes a traffic demand management program for Mar-a-Lago.

As mitigation options are limited, there is no opportunity to widen segments of the roadways that are now operating at a LOS "E" and "F" during the peak season. The Town will need to explore solutions to improve the level of service in these areas. Furthermore, in order to provide a more comprehensive analysis of local roadways, the Town shall begin collecting daily traffic counts for all local roadways in the Town. This process will establish the baseline. For those local roadways that are a LOS "C" or better, the Town should maintain the current LOS. The minimum peak

season, peak hour level of service standard on all other collector or arterial roadways in the Town are currently set at a LOS of "D". The Town should strive to improve the LOS for Town roadways to a LOS "C". The process for changing the LOS for roadways is in coordination with the FDOT and the TPA.

**TABLE 2.3**
**LONG RANGE GROWTH PROJECTIONS**
**2017-2044**

| Location No. | Street Segment | Facility Type | 2017 | 2018 | 2019 | 2020 | 2022 | 2023 | 2024 | 2044 | 2044 LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southern Blvd (West of SR-A1A) | 2L ART Undivided | 13,606 | 12,457 | 12,040 | 11,621 | 13,388 | 15,081 | 16,445 | 19,905 | F |
| 2 | SR A1A (North of Via Del Lago) | 2L ART Undivided | 14,256 | 13,778 | 12,507 | 12,185 | 14,454 | 15,422 | 16,788 | 20,320 | F |
| 3 | SR A1A (South of Via Pelicano) | 2L ART Undivided | 9,792 | 10,394 | 8,714 | 8,686 | 10,654 | 11,011 | 11,932 | 14,443 | D |
| 4 | Ocean Boulevard (North of El Vedado Road) | 2L COLL Undivided | 9,419 | 9,506 | 8,344 | 8,193 | 11,069 | 10,251 | 11,499 | 13,918 | E |
| 5 | South County Road (North of Peruvian Avenue) | 4L ART Undivided | 9,287 | 9,327 | 11,481 | 11,918 | 10,548 | 10,273 | 10,627 | 12,863 | D |
| 6 | North County Road (North of Breakers Row) | 4L ART Undivided | 15,589 | 14,966 | 13,284 | 13,928 | 15,308 | 15,138 | 16,765 | 20,293 | D |
| 7 | North County Road (North of Royal Poinciana Way) | 4L ART Undivided | 13,084 | 14,837 | 12,956 | 14,060 | 15,193 | 15,198 | 16,771 | 20,300 | D |
| 8 | Cocoanut Row (South of Seabreeze Avenue) | 2L COLL Undivided | 9,010 | 8,849 | N/A | 8,636 | 9,469 | 9,477 | 8,922 | 10,800 | D |
| 9 | Cocoanut Row (North of Whitehall Way) | 2L COLL Undivided | 9,074 | 9,243 | 9,101 | 9,258 | 9,940 | 10,425 | 9,818 | 11,884 | D |
| 10 | Bradley Place (North of Royal Poinciana Way) | 2L COLL Undivided | 11,809 | 12,954 | 12,425 | 13,092 | 13,811 | 13,291 | 14,038 | 16,992 | F |
| 11 | Royal Palm Way (East of Hibiscus Avenue) | 4L ART Divided | 17,603 | 16,351 | 15,667 | 15,670 | 17,311 | 16,392 | 18,057 | 21,856 | D |
| 12 | Royal Palm Way (West of Hibiscus Avenue) | 4L ART Divided | 19,043 | 17,342 | 21,970 | 22,142 | 19,405 | 18,527 | 19,976 | 24,180 | D |
| 13 | Royal Poinciana Way (West of Cocoanut Row) | 4L ART Divided | 13,235 | 20,245 | 20,178 | 21,023 | 22,118 | 22,867 | 23,037 | 27,885 | D |
| 14 | Royal Poinciana Way (West of County Road) | 4L ART Divided | 7,859 | 13,056 | 11,634 | 11,788 | 13,784 | 14,246 | 15,393 | 18,631 | D |

Regarding the area growth and traffic congestion, Staff reviewed the "daily peak season traffic counts" for the 14 roadway segments that are contained within the existing and proposed Comprehensive Plan Transportation Element. Traffic on these 14 roadway segments is counted each year for the number of vehicle trips. Since the 2017 Comprehensive Plan EAR, the daily peak season traffic counts have increased by 21. 7% on these select 14 segments. Over the past year, these same roadway segments have seen a traffic count increase of 6.3%.

**Regionally Significant Roadways**

On a regional level, there has been exponential growth of the surrounding area. Palm Beach County's population has grown from less than 400,000 in 1980 to over 1.5 million in 2023. The rapid growth in the regional population can be expected to continue throughout the planning period. Town roadways have been impacted by developments projects in downtown West Palm Beach. In 1995, the City of West Palm Beach applied for a Transportation Concurrency Exception Area (TCEA) for the Downtown area. For the purposes of the TCEA, downtown West Palm Beach is generally defined as Palm Beach Lakes Boulevard to the north, the Intracoastal Waterway to the east, Okeechobee Boulevard with a portion extending to Park Place to the south, and Clear Lake to the west (see Exhibit 2-4).[13]




Exhibit 2-4 - West Palm Beach TCEA Boundary

A TCEA is identified in §163.3180, Fla. Stat. to mean a specific geographic area or areas delineated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization which are exempt from traffic concurrency requirements.

[13] 2024 WPB TCEA Report

# TRANSPORTATION ELEMENT
## DATA AND ANALYSIS

The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl. Traffic Concurrency Exception Areas allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted local government comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment or downtown revitalization.

In 1997, the City of West Palm Beach adopted the TCEA into its Comprehensive Plan. The goals of the TCEA include, but are not limited to:

- Promoting redevelopment of the Downtown to create an attractive, vibrant place where people live, work, and shop
- Creating a Downtown that will be the judicial, governmental, cultural, and historic center of Palm Beach County
- Offering a sustainable alternative to development through mixed use opportunities
- Reducing the City's dependence on automobiles. Generally, the TCEA is an extension or enabler for the implementation of the City's Downtown Master Plan (DMP), contained in the Downtown Master Plan Element of the City's Comprehensive Plan.[14]

Approval of the City of West Palm Beach's TCEA, several goals, objectives, and policies (GOPs) were adopted in the Transportation, Capital Improvements, and Downtown Master Plan elements of the City's Comprehensive Plan. The GOPs were created to ensure that the City's Transportation Vision and the intent of the TCEA were maintained.[15]

As part of the TCEA requirements, the Transportation Element within the City of West Palm Beach's Comprehensive Plan, Policy 2.3.5(h) was adopted requiring the Downtown to comply with specific residential to non-residential ratios for future years. The policy was adopted to ensure that the future growth of the Downtown is predicated on a balance of land uses which will help achieve shorter vehicle miles travelled and leads to a reduced dependence on automobiles. The current residential to non-residential ratios for Downtown comply with the requirements of the policy below.

> Policy 2.3.5(h): The Downtown Master Plan (DMP) and TCEA are predicated on a set of assumptions needed to provide and implement the transportation goals, increase the number of residential dwelling units, and increase the intensity of nonresidential land uses. This balance of land uses is essential in achieving shorter trip lengths and reduced dependence on automobiles, as envisioned by the DMP and TCEA. This balance shall be maintained by the following actions:
>
> (a) The City shall implement the DMP to increase the number of residential units in and near the Downtown

[14] Ibid
[15] Ibid

(b) The City shall increase the density and mix of land uses in Downtown

(c) The City shall increase the ratio of residential to nonresidential land uses[16]

The ratio is the total number of built residential dwelling units divided by the total amount of built nonresidential development (1,000 square feet) in the Downtown (for purposes of this calculation, built units or nonresidential floor space are those having been issued a certificate of occupancy). The 1995 ratio (based on 1995 data), as calculated by the Buildable Areas Monitoring Table, shown in Table 2.4, is 0.33, and the DMP projects development within the boundaries of the TCEA to reach a built ratio of 0.46 by year 2010.

**Table 2.4**
**Downtown Baseline Ratios**

| Years After Effective Date | Baseline Ratio |
|---|---|
| 5 | 0.33 |
| 7 | 0.36 |
| 9 | 0.39 |
| 11 | 0.42 |
| 13 | 0.45 |
| 14+ | 0.46 |

**Traffic Circulation Analysis**

Due to geographical constraints, the Town's existing roadway network does not lend itself to major improvements to increase capacity. To improve safety and traffic flow, the Town completed an intersection/triangle visibility study in 2005 that inventoried and recommended regulations to deal with vegetation, walls and other impediments to motorist visibility of oncoming traffic. In 2008, the Town authorized the "Town-Wide Intersection Sight Distance /Visibility Study" as a supplement to the 2005 Study to provide a more thorough analysis of traffic crash data to support recommendations and/or decisions to modify, change or alter the Town's current sight triangles to the Town Code.

[16] Ibid

# TRANSPORTATION ELEMENT
## DATA AND ANALYSIS

**Existing System Deficiencies**

In 2023, Palm Beach Town Council commissioned the Corradino Group, a transportation consulting firm, to perform a traffic and parking analysis, titled "Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study" to determine the level of traffic generated by restaurants and the related impact that valet parking had on the availability of public parking. As the study relates to the Comprehensive Plan update, it was then extended to include the following:

- Traffic Analyses involving a Trip General Comparison, Intersection Capacity Analysis
- Origin-Destination Analysis
- Parking Supply and Demand Analysis
- Valet Parking Review of 18 restaurant locations
- Intersection Capacity Analysis

The Corradino Group and the Town partnered with Streetlight Data to obtain a subscription license to access data available through the StreetLight InSight Data platform. StreetLight Data is a technology platform that gathers and reviews data obtained from Connected Vehicle Data (CVD), GPS data, smart phones data and commercial truck data on a daily, weekly, or monthly basis. It allows subscribers to select zones or roadways and analyze where travel originates and ends. The Corradino Group used the platform to determine the current traffic patterns to the Town for average weekday and weekend conditions. The analysis divided the Town into three district areas: North District, Central District and South District, as shown on Map 2.8, and analyzed the following:

- Determination of what percentage of the traffic is local traffic or traffic from outside the Town of Palm Beach.
- Determination of the distribution of traffic originating from each of entry points into the Town.

Based upon the results of the Origin-Destination Analysis, a total of one-way Annual Average Daily Traffic (AADT) of 38,400 trips come into the Town daily using the five entry points that includes the four causeway bridges in addition to Ocean Boulevard at the south end of the Town. It is worth noting that close to that many are also leaving the island, which increases the total daily trips to close to 70,000.




Figure 2 O-D Zones Analysis Map

**Intersection Capacity Analysis**

An intersection capacity analysis was completed for the morning and afternoon peak hours for the 2023 and 2028 analyzed scenarios at twenty-three intersections, with morning, mid-day, and afternoon peak periods for existing conditions (2024) and future conditions (2029) at twenty-four intersections (signalized and unsignalized) within the Town. For the completion of this effort, new turning movement counts were collected.

The following is the list of the twenty-four intersections that were analyzed:

1. County Road and Golfview Road (Signalized)
2. County Road and Worth Avenue (Signalized)
3. County Road and Peruvian Avenue (Signalized)
4. County Road and Chilean Avenue (Unsignalized)
5. County Road and Australian Avenue (Unsignalized)
6. County Road and Brazilian Avenue (Unsignalized)
7. County Road and Royal Palm Way (Signalized)
8. County Road and Seaview Avenue (Unsignalized)
9. County Road and Royal Poinciana Way (Signalized)
10. County Road and Breakers Row (Signalized)
11. County Road and Sunset Avenue (Signalized)
12. County Road and Sunrise Avenue (Signalized)
13. Bradley Place and Sunset Avenue (Unsignalized)
14. Bradley Place and Sunrise Avenue (Signalized)
15. Cocoanut Row and Royal Poinciana Way (Signalized)
16. Cocoanut Row and Royal Palm Way (Signalized)
17. Ocean Boulevard and Southern Boulevard (Roundabout)
18. Lake Drive and Royal Palm Way (Unsignalized)
19. Lake Drive and Brazilian Avenue (Unsignalized)
20. Lake Drive and Australian Avenue (Unsignalized)
21. Lake Drive and Chilean Avenue (Unsignalized)
22. Lake Drive and Peruvian Avenue (Unsignalized)
23. Cocoanut Row and Worth Avenue (Unsignalized)
24. Cocoanut Row and Seaview Avenue (Unsignalized)

The purpose of these analyses was to provide an update of the traffic operating conditions of the twenty-four intersections listed above utilizing 2024 traffic counts. Recommendations were provided to improve any excessive delays or capacity issues, as well as turn lane storage length capacity issues where turn lane vehicle queues block the adjacent through movements.

## Traffic Signalization

The Town has deployed Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction. The objective of the ATCS is to provide optimized signal timing plans based on real-time traffic demands.

## Multimodal Transportation Services

Public transit services, including disadvantaged services, are provided by PalmTran, the countywide system, which operates two bus routes that connect destinations within the Town to the City of West Palm Beach. The Town does not directly provide transit services. Map 2.7 of the Map Series and Exhibit 2.6 show the location of the existing PalmTran bus route. PalmTran provides service to the Town of Palm Beach via Bus Route 41 which extends the length of the island and begins and ends at the Intermodal Transit Center in downtown West Palm Beach.

Since September 2021, the West Palm Beach Downtown Development Authority has partnered with Circuit to provide free rides within Downtown and the Town of Palm Beach (see Exhibit 2-5). Circuit is 100% electric, local shuttle service which promotes better air quality while offering a first-mile/last-mile transportation option that is convenient and easy to use. In addition, since most of the rides are shared among passengers, this also reduces the total vehicle miles traveled on area streets in addition to reducing demand for limited parking. Table 2-2 provides trip starts from the Town to downtown West Palm Beach. Ridership has grown 63%, from 7,098 passengers in March 2022 to 11,606 unique passengers in March 2023. E

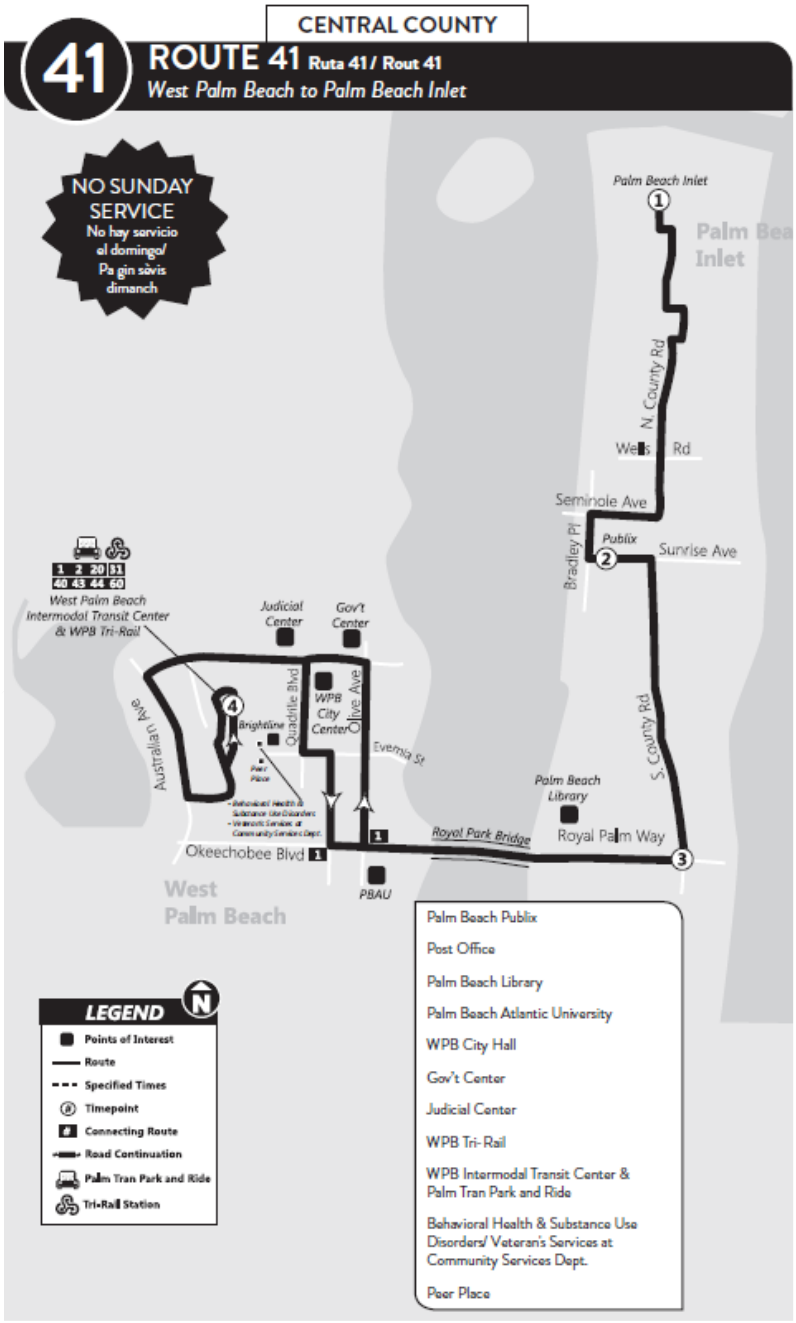



Exhibit 2.6 Route 41

Within the Fare Zone area for trips starting or ending in this area, which is the Town of Palm Beach, a fee of $4 for the first passenger and $1 for each additional passenger applies.

The current stops are as follows:

- Tri-Rail
- Brightline
- Local Bus Stops
- The Square
- Downtown
- Worth Ave
- SR A1A.[17]

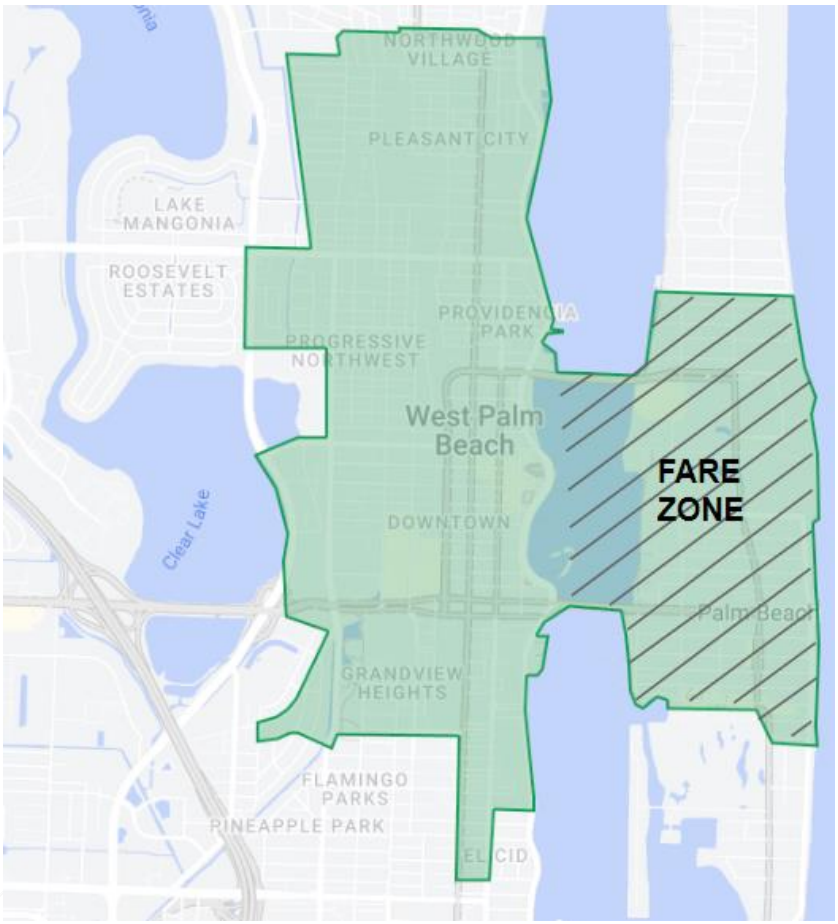


Exhibit 2-7 West Palm Beach Circuit Service Boundary

In March of 2023, the WPB DDA and the Transportation Management Association WPBgo (of which the WPB DDA is a funding partner) approached the Palm Beach Town Council to explore funding for the Town's portion of the service area, given the system had reached maximum capacity. According to data provided by Circuit, 19% of trip destinations for the entire system were within the Town. On March 14, 2023, the Town Council approved a 6-week pilot for $30,000 to test the concept during the twilight weeks of high season. Discussion with the Council acknowledged that transportation solutions that reduced car demand may help with parking challenges. [18]

[17] https://downtownwpb.com/explore/getting-around/circuit-shuttle/
[18] Report to Town of PB – On Demand Pilot 2023 Wpbgo

The pilot commenced on Saturday, April 8, 2023, and continued through Friday May 19, 2023.

The key objectives of the pilot were:

1. Reduce excess parking demand and related illegal parking complaints; and

2. Reduce congestion, particularly congestion in/out of Palm Beach over the Flagler and Royal Park bridges; and

3. Assess the value of collaboration with business associations in Palm Beach to achieve these objectives

The Performance Report found that from April 8, 2023 to May 13, 2023, Table 2.2 ridership counts, for both app requests and street hails per month:

Table 2.5
Ridership in the Town

| | January | February | March | April | May |
|---|---|---|---|---|---|
| From Palm Beach (pickups) | | | | | |
| *Requests* | 507 | 592 | 704 | 544 | 582 |
| *Rides* | 357 | 397 | 432 | 381 | 387 |
| *Passengers* | 644 | 789 | 858 | 727 | 695 |
| To Palm Beach (drop offs) | | | | | |
| *Requests* | 616 | 669 | 934 | 766 | 757 |
| *Rides* | 510 | 520 | 611 | 511 | 492 |
| *Passengers* | 993 | 1,046 | 1,259 | 967 | 870 |
| To & From Palm Beach (intra PB) | | | | | |
| *Requests* | 116 | 134 | 123 | 140 | 119 |
| *Rides* | 206 | 235 | 255 | 240 | 200 |
| *Passengers* | 470 | 566 | 640 | 547 | 489 |

The average wait time for pickup was 10:28 during the pilot program, compared to 12:28 in the weeks prior. The desired service standard for this metric is 7 to 10 minutes. The Performance Report also noted that if all riders would have driven their own car without Circuit availability, the presence of Circuit reduced parking demand by as much as 3,957 vehicles. [19]

[19] **Ibid**

**Traffic Signage**

The issue of Traffic Signage and Clutter was addressed in a pilot program in 2004 where the signage on Royal Poinciana Way was evaluated. Several problems were identified. A working committee of staff assisted by volunteers identified that signs were sometimes repetitious, poorly located, often concealed by vegetation, aesthetically unpleasing, and confusing. A condition of "information overload" as well as an absence of coordination of the signage appurtenances was documented. Often three or four signs were mounted on separate poles within a couple of feet of each other, when one or two mounting poles would suffice. The working committee also noted a lack of color coordination among signs, excessive overhead wires, shiny raw metal sign backs that caused glare, and several other issues that contributed to a visual problem that could be improved.

**SUMMARY**

Due to geographic limitations, the traffic circulation system in the Town is constrained in its ability to physically alter the roadway network to provide more lanes. Consequently, to improve the quality of life for Town residents, the data, analysis and recommendations of the "Traffic Analysis and Commercial Parking Study" prepared by the Corradino Group should serve as the basis of traffic mitigation and parking management strategies. To improve the quality of life for Town residents, the Town should explore improvements that are operational in nature, such as traffic signalization, transportation demand management measures, alternative modes of transportation, and continued controlled bridge openings during peak hours.

Solutions to improve the level of service are recommended for those segments that are currently or projected to fail in the long-range planning horizon. Additionally, trip counts for all local roadways should be conducted to establish the current LOS. Should it be determined that those roadways are a LOS "C" or better, the Town should pursue working with FDOT and TPA to maintain the current LOS so as to not allow increased capacity for those roadways.

**PARKING SUB-ELEMENT**

Parking in the Town of Palm Beach has been an identified issue since the 1929 Town Plan. The previous comprehensive traffic and parking study titled "the *Traffic and Parking Improvement Plan"* prepared by American Consulting Engineers of Florida, in 2006 indicated that in certain instances insufficient parking may be affecting the ability of residents and others to safely and conveniently access recreational (including the municipal docks) and school facilities. The Study of 2006 also recognized bridge openings at the Royal Park and Flagler Memorial Bridges needed to be synchronized to be consistent with peak seasonal operations.

Palm Beach has continued to be a visitor destination for its natural and architectural beauty, shops, and restaurants. Consequently, parking availability and utilization continue to affect the daily life of Town residents. In response to resident concern, parking goals were established during a strategic planning process in 2023.

# TRANSPORTATION ELEMENT
## DATA AND ANALYSIS

The goals were incorporated in the Town's Strategic Plan and include the following:

- Availability and Accessibility
- Safety and Security
- Uniformity and Consistency
- Best Use of Inventory
- Data-driven Decision Making



Sunrise Avenue Street parking

The parking analysis portion of the Town of Palm Beach Traffic Analysis and Commercial Parking Study focused on the commercial areas with an emphasis on parking management. The study area examined the land designated as Commercial, divided further by zoning district, and included the following:

- Commercial Offices (C-B)
- Commercial Office, Professional, Institutional (C-OPI)
- Commercial Planned Center (C-PC)
- Commercial Town Serving (C-TS)
- Commercial, Worth Avenue (C-WA)
- Several private lots, garages, and valet operations

The Study Area distinguished the South and North Commercial Parking Districts as displayed on Exhibit 2-6. For each district, two types of parking data were collected.

(1) Parking Accumulation Data/Studies and
(2) Parking Occupancy Data/Studies.

Parking accumulation studies are a "snapshot" of conditions that measure the occupancy of available spaces. If there is high utilization, above 90%, then either more spaces are needed or a management and information system is needed to direct people to available spaces; however, a small percentage of excess spaces at any given time during peak hours is necessary to maintain a high quality of service for providing adequate parking to satisfy the mobility of parking demand.

The South Commercial Parking Study District, displayed on Exhibit 2-8, includes a total of 1,188 on-street parking spaces from South Lake Drive to South Ocean Boulevard and from Royal Palm Way to Worth Avenue. The actual study area is smaller in that it does not include Royal Palm Way, South Ocean Boulevard, and South Lake Drive or the segment of east-west roadways from Cocoanut Row to South Lake Drive. These areas include 718 on-street parking spaces.

For the entire area, of the 1,188 on-street parking spaces, roughly 70% are available to the public for self-parking, with the rest reserved for commercial and passenger loading, valet areas, or reserved for residential permit holders.

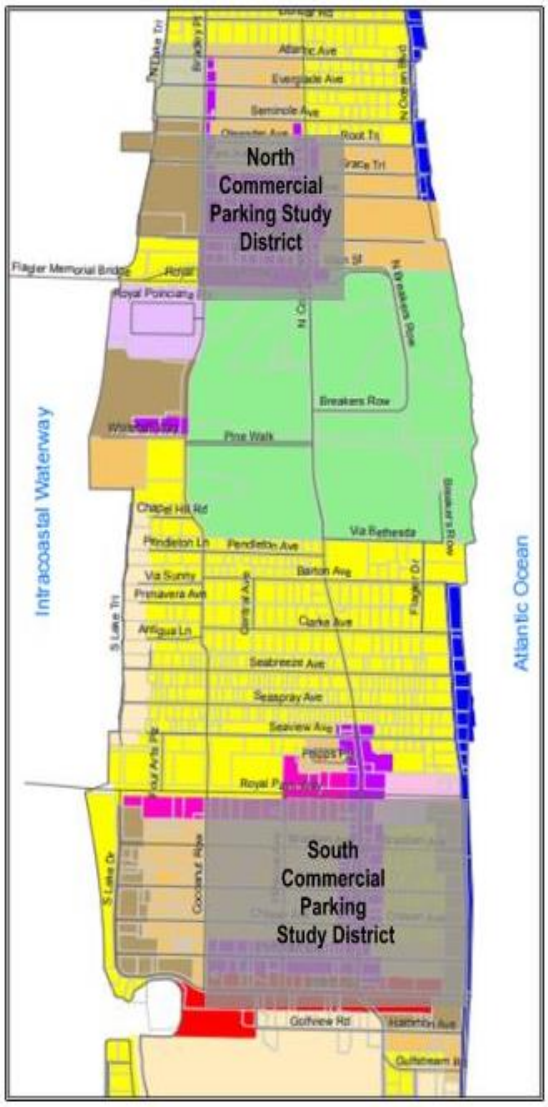



Exhibit 2-8 Parking Districts

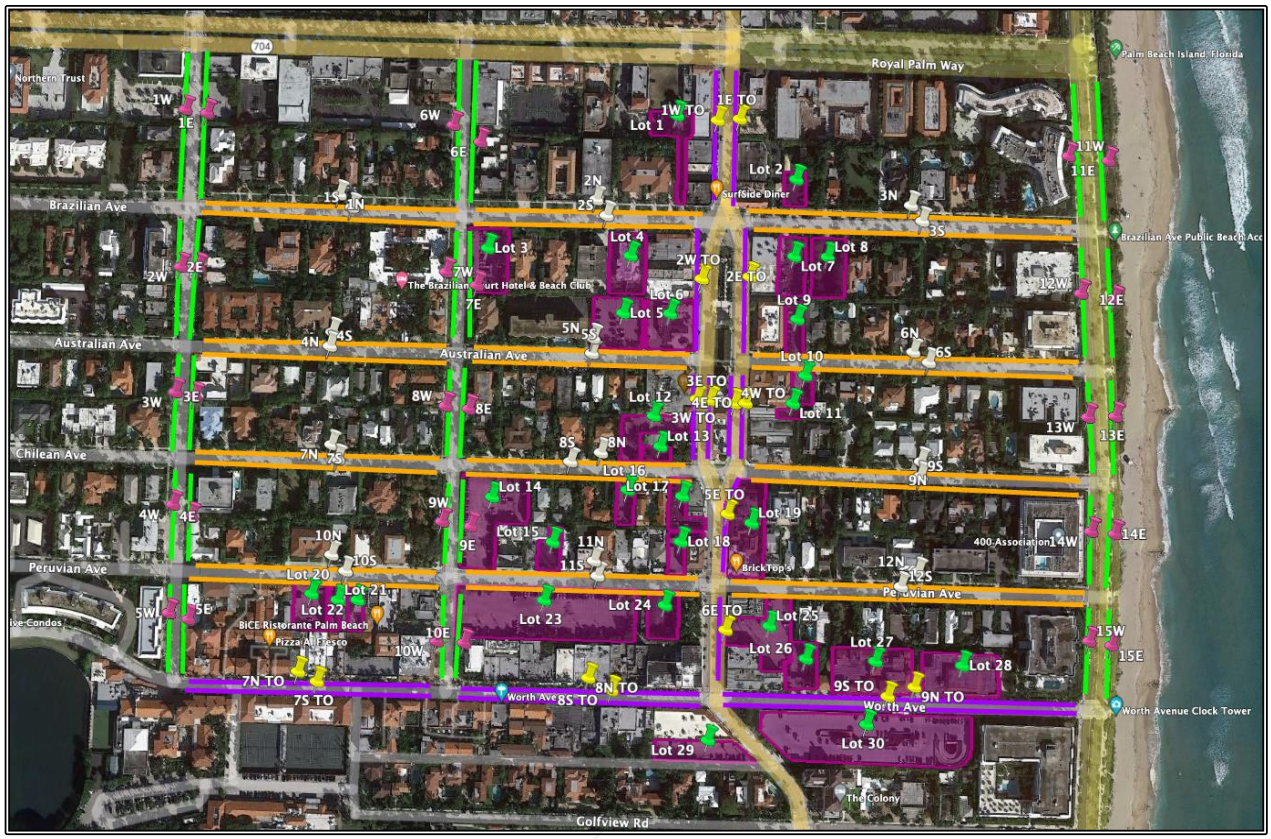



Exhibit 2-9 South Parking Study District

Ownership patterns, marina owners and guest parking, and resident-only parking on off-street spaces cause a similar reduction of public parking supply on off-street locations. In total, 1,350 off-street spaces are available in the South District; however, only 895 (66%) are available for public self-parking. In total, the restrictions lower the publicly available parking supply by 35% in the South Parking Study District.

In the North Commercial Parking Study District, shown in Exhibit 2.9, on-street parking is less impacted by restrictions. There are 220 on-street parking spaces in total, and only 9 are regulated as commercial and passenger loading zones, leaving 96% available for public self-parking. Of the 502 off-street spaces, 386 (77%) are publicly available for self-parking.

Existing and future parking deficiencies were identified within the area of the study based on existing development, and for future conditions based on near-term projected development scenarios. The Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study also examined Chapter 134, Article IX, Off-Street Parking and Loading, and compared the regulations with three communities, Bal Harbour and Naples, Florida and Greenwich, Connecticut for future consideration to parking requirements.

Valet parking is prevalent and necessary within Midtown. because parking is limited. The Palm Beach Police Department administers valet parking agreements with private businesses and the

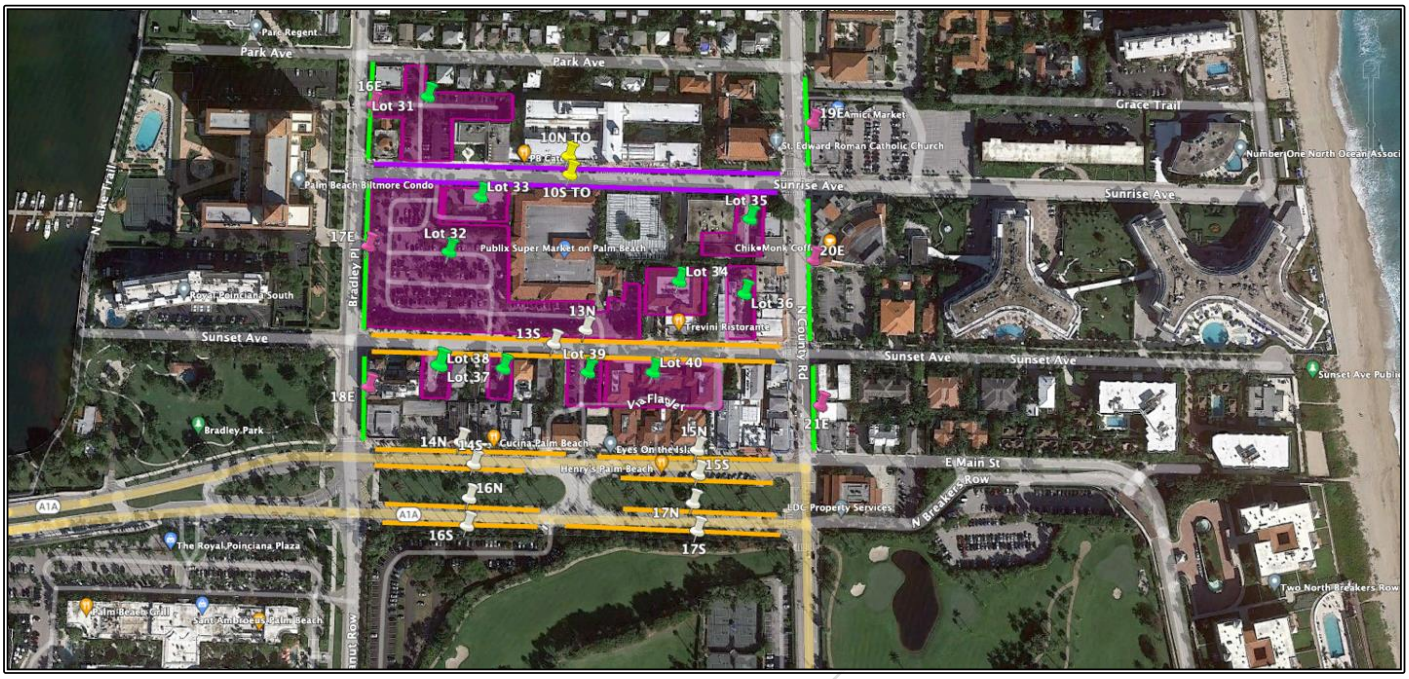



Exhibit 2.8 North Parking Study District

Preservation Foundation. Currently, there are 32 of them. The valet parking agreements identify the locations of parking spaces that each establishment has been authorized to use per their approved parking plan.

The cumulation of resident complaints caused the Town Council to direct the Town's Business and Administrative Committee (BAC) to examine the parking problem in 2022. As a result, a Six Point-Parking Program, "Palm Beach ParkMobile Expansion" was implemented. A summary of the program is provided below:

- Part 1: Expansion of paid parking from Barton Avenue to Hammon Avenue
- Part 2: Palm Beach Resident Parking Decals
- Part 3: Valet Parking on Worth Avenue and South County Road
- Part 4: Signage to direct drivers to Parking Opportunities
- Part 5: Free 30-minute Parking Spaces for added Convenience
- Part 6: Long-term Goal of Building a Parking Facility

The parking recommendations proposed by the Traffic and Commercial Parking Study align with the six key points of the Parking Program.

# TRANSPORTATION ELEMENT
## DATA AND ANALYSIS

**SUMMARY**

With regard to parking, the following is a summary of the parking supply and demand evaluated.

- There is adequate supply for both commercial parking study districts when considered on a district-wide basis; however, particularly within the South Commercial Parking Study District, there are localized shortages caused by the combined effects of street circulation patterns, destination locations, the distribution of parking within the district, and lack of parking information to visitors.

- The parking supply includes the spaces allocated to valet parking. Valet parking provides an alternative way to access parking and can reduce traffic caused by cars circulating to find parking. For the visitor, valet parking is a convenience. For the business owners, valet operations provide a desired service to their patrons.

- On weekends, Worth Avenue on-street parking is full, and off-street parking is near capacity west of South County Road; however, there is adequate available supply elsewhere within the district.

- On weekdays there is a localized lack of capacity near Brazilian Avenue west of South County Road.

- Additional capacity is not required for the entirety of each district. Management strategies that better utilize available parking areas can alleviate parking issues.

- Community expectations for walking distances are very short, as evidenced by the large number of valet operations. A well-managed valet is a good choice for management at high-priced establishments.

With this in mind, an annual review of valet parking and shared parking plans will be implemented to address local changes to the parking conditions.

Regarding the Town's Code required parking, the number of parking spaces per land use is conservative, requiring more parking spaces than is typical to assure the highest level of convenience for its residents and viable service for its businesses. This also mitigates some of the effects of historic and other older buildings that continue to operate as an important part of the commercial districts with legacy parking supplies dating back to when they were built. However, the current Code allows for parking variances and the "principle of equivalency" policy that provides parking credits when a site is redeveloped - even when there are limited parking spaces on site (often referred to as "phantom parking spaces"). These parking allowances must be scrutinized. Additionally, development applications or modifications to existing and proposed new uses within the Town must continue to undergo a review of site-specific traffic impacts and public parking.

# Transportation Element

GOALS, OBJECTIVES & POLICIES

# TRANSPORTATION ELEMENT
## GOALS, OBJECTIVES AND POLICIES

### GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS FOCUSING ON MULTI-MOBILITY THAT FOSTERS A SAFE, AND MORE EFFICIENT TRANSPORTATION AND PARKING MANAGEMENT SYSTEM.**

### OBJECTIVE 1

The Town shall issue development permits for land uses provided for on the Future Land Use Map only when there is sufficient right-of-way to ensure that roadways affected by the development will operate at not less than the minimum levels of service standards set forth in this Element. Professionally accepted techniques shall be employed for measuring the level of services for cars, trucks, and other vehicles as well as bikes and pedestrians for this purpose.

POLICY 1.1

The Town shall use the following two-way peak-hour, peak-season Level of Service (LOS) standards for facilities and segments listed below, effective at the time of adoption of this Element.

| | FACILITY OR SEGMENT | "LOS" |
|---|---|---|
| (1) | SR A1A (FDOT) | “D” |
| (2) | Royal Poinciana Way (FDOT) | "D" |
| (3) | Cocoanut Row/Bradley Place from Seabreeze to north of Royal Poinciana Way (Town) | “D” |
| (4) | Southern Boulevard (FDOT) | “D” |
| (5) | All other roadways (Town) | “C” |

POLICY 1.2

The Town shall continue to work with the Florida Department of Transportation (FDOT), Palm Beach County and the Palm Beach Transportation Planning Agency (TPA) to develop solutions to the constrained segments of SR A1A, Royal Poinciana Way, and Southern Boulevard roadways within the Town that are currently at a LOS “E” and “F”, which is at or close to failing.

POLICY 1.3

The Town shall collect daily peak season traffic counts for all local roadways on an annual basis to determine the current LOS.

POLICY 1.4

The Town shall maintain the current LOS for those local roadways that are determined to be a LOS "C" or better ("B" or "A").

POLICY 1.5

The Town shall, prior to the issuance of a development order or permit for new construction or redevelopment, make and record a determination that:

1.5a The project provides for safe and convenient on-site traffic flow and vehicular parking, considering needed vehicle parking commensurate with the requirements of the Town's land development regulations; and,

1.5b The traffic generated by the project will not reduce the level of service on roadways in the Town to a level of service category lower than that established in this Plan.

POLICY 1.6

The Town shall review its adopted level of service standards to determine if modifications, in response to changed conditions, are warranted.

POLICY 1.7

The Town shall maintain records regarding de minimus transportation impacts in order to determine if and when the 110% threshold of such impacts has been reached.

POLICY 1.8

The Town shall continue to require "proportionate fair-share mitigation for transportation facilities" consistent with §163.3180(16), Fla. Stat. Additionally, the regulations shall operate consistently with Palm Beach County's proportionate fair-share regulations for those projects that cannot meet the concurrency requirement for transportation.

POLICY 1.9

The Town shall require as part of its concurrency management system that all transportation facilities be in place before the final inspection approval of a development permit.

POLICY 1.10

The Town shall develop a strategy to improve the level of service standard on roadways that are at a "D" or lower.

POLICY 1.11

The Town shall use the Generalized Service Volume Tables from the FDOT 2020 LOS Handbook dated June 2020 as the standard for determining the road segment level of service on the roadways within the Town of Palm Beach.

**OBJECTIVE 2**

The Town shall continue to correct traffic operational deficiencies and undertake other needed measures, identified in this Element, that are necessary to provide a safe, convenient, and energy-efficient, multimodal transportation system, including providing for the protection of existing and future rights-of-way from building encroachment. The multimodal transportation system will be designed to ensure the safety of motorists, and "vulnerable road users", which is defined by the USDOT Federal Highway Administration as nonmotorists, including cyclists, wheelchair users and pedestrians.

POLICY 2.1

The Town shall continue to enforce zoning provisions regarding walls, hedges, and fences at intersections to minimize sight visibility hazards for motorists, cyclists, and pedestrians.

POLICY 2.2

The Town shall continue to enforce land development regulations that limit the number of access points where vehicle driveways enter the roadway system under Code Section 134-2180.

POLICY 2.3

Continue to enforce provisions in the Town's Zoning Ordinance relating to building setbacks from the "ultimate" right-of-way as identified in the Town Atlas; and negotiate, as appropriate, during the site plan review process for dedication of rights-of-way for necessary or potential future roadway modifications.

POLICY 2.4

The Town shall encourage vehicular and pedestrian cross access between parcels to allow for fewer curb cuts to improve efficiency, reduce roadway trips and enhance residential convenience.

**OBJECTIVE 3**

The Town shall continue to coordinate its transportation planning efforts with the plans and programs of the Palm Beach Transportation Planning Agency (TPA) and the Florida Department of Transportation's Adopted 5-Year Work Program and take into consideration public transportation, bicycle, and pedestrian access in future transportation planning.

POLICY 3.1

The Town shall continue to review this Element regularly to determine its consistency with the Florida Department of Transportation's adopted Five Year Work Program and plans of the TPA and make appropriate recommendations to these agencies regarding proposed projects that will impact the major collectors and minor arterials leading into the Town.

POLICY 3.2

The Town shall consider the appropriateness of, or effects upon, bicycle and pedestrian infrastructure during the planning for construction or expansion of any major transportation facilities within its municipal limits.

POLICY 3.3

The Town shall continue to coordinate between several local, county, state, and federal agencies responsible for street and right-of-way signage to avoid the placement of repetitious, poorly located, and confusing signage within the Town.

POLICY 3.4

The Town shall continue to coordinate with the TPA, FDOT, and PalmTran to evaluate pedestrian, bicycle, and mass transit infrastructure provided within the Town. The Town may also consider enhancement grants through the TPA, FDOT, and other available sources to fund bicycle, pedestrian and other multimodal improvements within the Town, as opportunities arise.

POLICY 3.5

The Town shall continue to coordinate with the City of West Palm Beach and the City of Lake Worth Beach to ensure interconnectivity with these jurisdictions in terms of pedestrian and bicycle facilities, where feasible.

**OBJECTIVE 4**

The Town shall continue to coordinate with responsible governmental agencies external to the Town to incorporate provisions into their plans, programs and operations and developments within their jurisdictions which will minimize transportation impacts to the Town consistent with the Town's efforts to manage traffic congestion on its roadways. A primary objective is to minimize traffic impacts on all state and other regionally significant roads leading to and from the Town.

POLICY 4.1

The Town shall continue to coordinate with the FDOT, Palm Beach County, the City of West Palm Beach and other communities to minimize transportation impacts to the Town through participation on the TPA Governing Board and its respective committees.

POLICY 4.2

The Town shall continue to coordinate directly with FDOT to mitigate traffic impacts on SR 80, SR A1A and other regionally significant roads leading to Palm Beach.

POLICY 4.3

The Town shall through the Treasure Coast Regional Planning Council (TCRPC) and their Hurricane Evacuation Model, ensure traffic impacts of proposed development in adjacent municipalities within concurrency exemption zones address all factors including, but not limited to the following:

a. Increased development
b. Bridge crossing and times
c. Increased passenger rail traffic
d. Increased freight rail
e. Hurricane sheltering

**OBJECTIVE 5**

The Town shall preserve the built and natural environment by managing traffic and parking impacts on Town residents.

POLICY 5.1

The Town shall consider the recommendations of the report titled "Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study" prepared by The Corradino Group, dated June 10, 2024.

POLICY 5.2

The Town shall direct the Planning and Zoning Commission to develop traffic management strategies that are Town resident-focused based upon the data and recommendations of the Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study". The recommendations shall then be provided to the appropriate committee and then to Town Council for approval.

POLICY 5.3

The Town shall deploy and monitor Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction.

POLICY 5.4

The Town shall consider removing the ability to apply for variances to the minimum parking requirements for commercial uses.

POLICY 5.5

The Town shall amend the Zoning Code to update the parking regulations used in the "Principal of Equivalency" when calculating the number of required parking spaces for redevelopment projects.

POLICY 5.6

The Town shall control, regulate, and stabilize mobility including traffic, parking, bicycle and pedestrian-friendly infrastructure, where legally and administratively possible.

POLICY 5.7

The Town shall improve the safety of all modes of traffic to reduce incidents on roadways and waterways through enforcement of traffic laws, increased public education opportunities, and adherence to FDOT's Target Zero and Palm Beach TPA Vision Zero campaigns to eliminate all traffic fatalities and serious injuries for all.

POLICY 5.8

The Town shall implement recommendations contained in the 2020 Truck Regulations Study that include requiring smaller service vehicles and off-island parking of workers.

POLICY 5.9

The Town shall implement emerging methods and technologies to enhance pedestrian safety including the deployment and monitoring of the Adaptive Traffic Signal Control (ATSC) and strategic crosswalk initiatives.

POLICY 5.10

The Town shall continue to evaluate the existing parking inventory and shortcomings to identify opportunities to develop a comprehensive parking management plan that is resident-focused.

POLICY 5.11

The Town shall continue to partner with local, state, and federal agencies to proactively review and address regional transportation challenges.

POLICY 5.12

The Town shall pursue appointing a member from the Town Council or a Town Commission member to the Business Development Board of Palm Beach County and the Palm Beach County Chamber of Commerce.

POLICY 5.13

The Town shall explore ways to reduce traffic and parking congestion, including bicycle and pedestrian safety and infrastructure, ridesharing for contractors, hybrid work schedules, and employee shuttles to and from the City of West Palm Beach and the Town.

POLICY 5.14

The Town shall consider restricting employee parking to off-island based on the size of the business and the number of employees.

POLICY 5.15

The Town shall explore initiating a Trolley or Shuttle program for Town residents and employees traveling within the Town.

POLICY 5.16

The Town shall continue operating the Six Point Parking Program, referred to as "Palm Beach ParkMobile Expansion".

POLICY 5.17

The Town shall evaluate converting one-way traffic to two-way to provide additional routes to improve traffic circulation.

POLICY 5.18

The Town shall implement a Traffic Mitigation Plan for roadways not meeting the Town's level of service standards.

POLICY 5.19

The Town shall consider exploring traffic impact solutions as ~~a~~ part of a Traffic Mitigation Plan for school zones, including drop-off and pick-up operations during the defined arrival and dismissal periods.

POLICY 5.20

The Town shall continue to utilize a parking management program(s) to provide consistent parking regulations per Zone, fees, and high-profile enforcement of all vehicular and non-vehicular traffic laws.

POLICY 5.21

The Town shall continue to request the United States Coast Guard reduce bridge openings during peak travel hours.

POLICY 5.22

The Town shall consider appointing a member of the Town Council to the Treasure Coast Regional Planning Council Governing Board (TCRPC).

# Housing Element

## DATA & ANALYSIS

# HOUSING ELEMENT
DATA AND ANALYSIS

## EXECUTIVE SUMMARY

Palm Beach is a community that is known for a high standard of living, prestigious housing, and stewardship of its natural landscape that contributes to the high quality of life for residents. The housing analysis required for the Evaluation and Appraisal Review of this Element provides updated demographics, historical development patterns and housing styles, existing housing supply and unit types, and anticipates the housing needs for the 20-year planning horizon. The Town provides the public infrastructure necessary to support varying types of housing. Similarly, there are a variety of density levels and land use types throughout the Town. With virtually no residential land in the Town left undeveloped, there is little the Town can do to provide additional housing but there is and will continue to be the opportunity to redevelop existing housing structures.

## TOWN OF PALM BEACH HOUSING STYLES AND HISTORIC DEVELOPMENT PATTERN

Although the first families to arrive on the island were recorded in 1876, the beginning of the real estate boom in Palm Beach began in 1892. Pioneer Charles Clarke, who saw the island from the Atlantic Ocean while on his yacht, purchased two and a half acres of land. In 1893, Mr. Clarke bought his second property, the Dimick Hotel, and twenty more acres reaching from the Lake Worth Lagoon to the Atlantic Ocean. Following suit was Henry Flagler, who had also visited the area by boat while scouring the mainland for land on which to extend his railroad south to Miami.

Town settlement began to take root following the completion of the Royal Poinciana Hotel by Henry Flagler in 1894. The overwhelming popularity of this grand hotel, which was the largest




Flagler's Rail Spur from West Palm Beach

wooden structure in the world, comprised 1,150 rooms with six stories and two attic dormer floors.[1] With Flagler's railroad spur completed in 1895, providing rail from the mainland onto the island, tourists were granted easier access to the hotel and the island. The Royal Poinciana Hotel quickly established the Town as the "American Riviera", prompting the construction of grandiose winter residences for the wealthy well into the mid-1920s.

In 1901, Flagler's success inspired him to build another hotel, the Palm Beach Inn. The original Palm Beach Inn burned in 1903 and was rebuilt. The all-wood building burned again in 1925 and was then demolished and replaced by the magnificent structure renamed the renowned Breakers, which continues to serve as a Palm Beach landmark today. The early real estate development consisted of clearing the densely vegetated land to subdivide for the sale of lots and home sites to winter visitors.

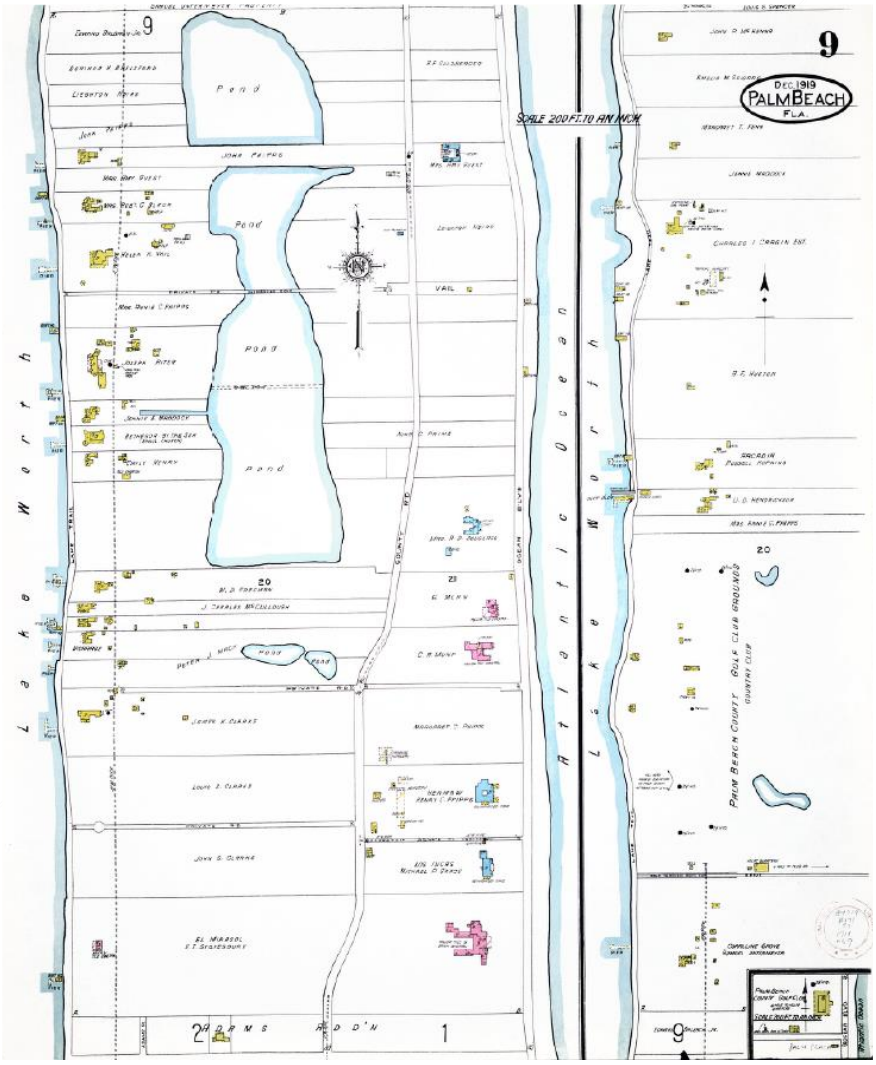



Exhibit 3-1 Sanborn Map #9

[1] Town of Palm Beach, 2010 Historic Sites Survey

# HOUSING ELEMENT
## DATA AND ANALYSIS

The Bradley Brothers, J.R. and E.R., were the first to plan a subdivision consisting of 230, 50-foot lots along Sunset Avenue from the lake to the ocean to be called "Floral Park". The Bradley Brothers filled in the extension marsh area denoted on Exhibit 3-1 Sanborn Plat #9 as ponds.

E.N. "Cap" Dimick, the Town's first elected Mayor, then purchased 150 acres in the area from Worth Avenue to just north of Royal Palm Boulevard called "Royal Park" laid out on the Sanborn Maps of 1919 and shown below in Exhibit 3-2. The site preparation for Floral Park, the Royal Park area, included dealing with remote, low lying and swampy land. As such, filling in the land was necessary, and the work was challenging. Dimick would also go on to improve the area with electricity, roads, water mains, sewers, landscaping and streetlamps. [2]

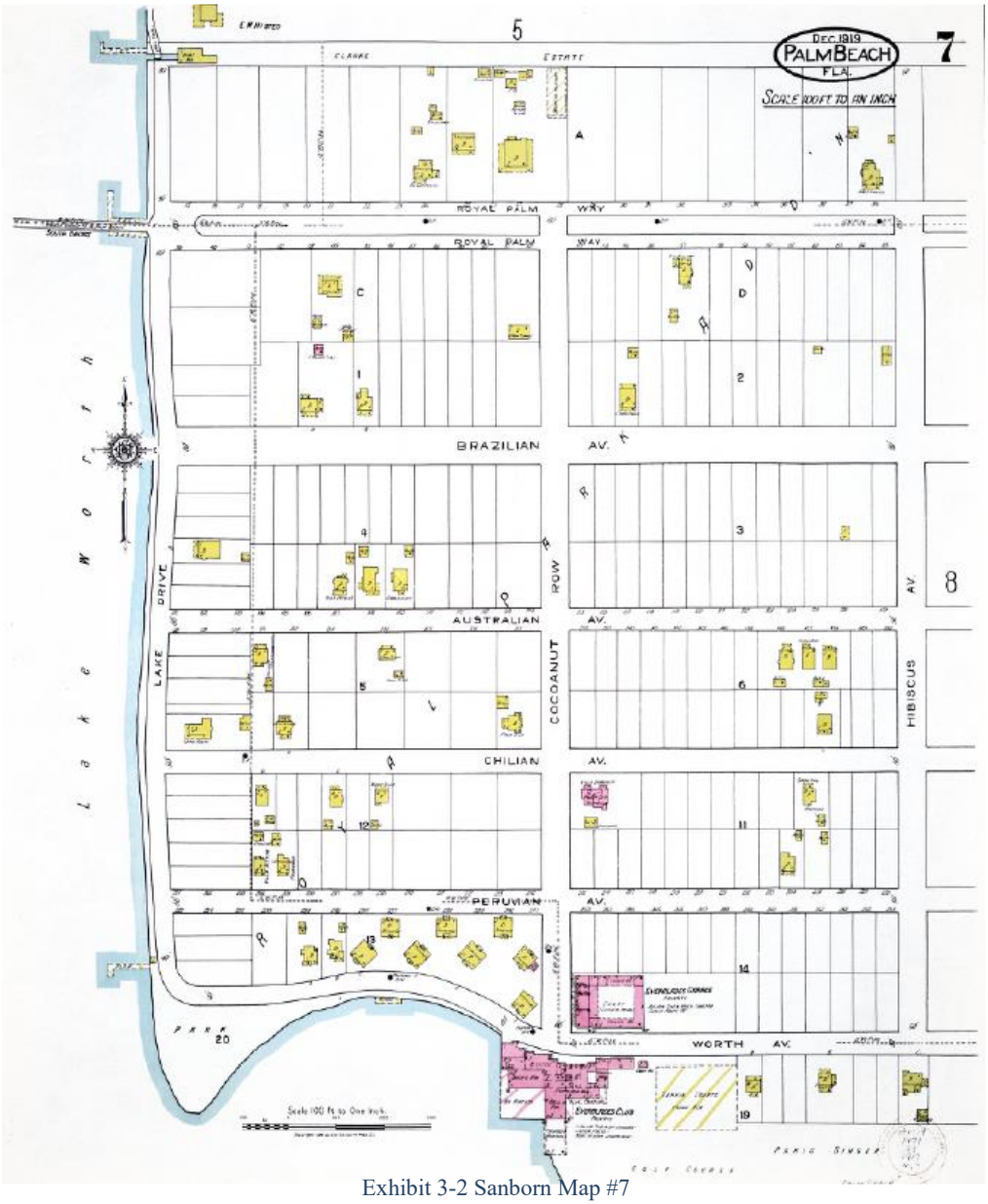



Exhibit 3-2 Sanborn Map #7

[2] Ibid

In 1918, Addison Mizner came to Palm Beach by invitation from Paris Singer, of the Singer sewing fortune. Mr. Singer had purchased a lot from Dimick's "Royal Park" and had a small bungalow built on Peruvian Avenue. Mizner would transform the bungalow into a Chinese villa. With the success of the conversion, Singer and Mizner would team to complete the exclusive "Everglades Club". The Everglades Club moved the social scene into an exclusive private realm and introduced the Mediterranean Revival style architecture to Palm Beach.[3]



The Everglades Club - circa 1920

During the 1920s, other great architects settled in Palm Beach, including Swiss-born architect Maurice Fatio, and Austrian born John Volk. Fatio opened an architectural firm in Phipps Plaza and practiced until his passing in 1943. Volk formed the partnership of Craig, Stevens and Volk. Volk completed over 1,000 architectural commissions in his lifetime and was the most prolific of the great architects of Palm Beach.[4]

Following the Great Depression of 1929, the architecture, scale, and massing of homes on the island began to adapt to the economic conditions of the nation. Smaller houses and modest construction replaced the opulent mansions of the early boom. Housing styles changed from the large Mediterranean houses to British Colonial, Bermuda, Georgian and Monterey styles. Room sizes were reduced, and the garage became an important and often necessary feature of the home. This trend would continue into the 1930s and building construction would lag until post World War II.[5]

A year prior to the banking collapse, Palm Beach residents saw the need for planning and architectural control as a way to keep their community beautiful and livable. The Town established the "Art Jury", composed of famous architects and landscape architects of the Town. The approval of the Art Jury was essential for any new project, as well as any structural and design modifications.

[3] 2010 Site Survey of the Town of Palm Beach
[4] Ibid
[5] Town of Palm Beach Landmarks Manual

As time progressed, the Town Council decided to establish a more formal architectural commission to prevent "construction of inferior quality and appearance that could degrade and depreciate the image, beauty, and reputation of Palm Beach with adverse consequences for the entire town."[6] Today's Architectural Review Commission (ARCOM) consists of seven members, two of which are required to be state-registered architects and one landscape architect. In brief, ARCOM is charged with approving building permits in consideration of detailed criteria provided for in Code Section 18-205 and in conformity of the following:

- ✓ Good taste and design and, in general, contributes to the image of the town as a place of beauty, spaciousness, balance, taste, fitness, charm and high quality.

- ✓ Not excessively dissimilar to any other structure existing or for which a permit has been issued or to any other structure included in the same permit application within 200 feet of the proposed site in respect to one or more of the following features of exterior design and appearance.

It is important to note that during World War II, the Town residents and businesses contributed greatly to the soldiers. A group called the "Volunteers for Victory" was formed to provide medical,



The Breakers "Ream General Hospital" 1945

housing and relaxation for our country's military. The Breakers served as a hospital during the war. In 1943, it became Ream General Hospital. It is named after William Joy Ream, a Major in the Medical Corps who was considered the first "flying surgeon" in the US Army.[7]

Palm Beach flourished after World War II and again, housing styles changed. Many of the large estates of the 1920s were torn down and subdivided into smaller lots. In 1947, the Stotesbury

[6] Ordinance No. 08-70 Architectural Commission
[7] Library Of Congress, " The Breakers Hotel, Places of Healing Hotels"

Estate "El Mirasol", designed by Addison Mizner and pictured here, was demolished. The only element spared was the entrance gate, which was deemed a historic landmark in the years following. Today, the land is comprised of a 14-lot ranch-style development known as El Mirasol Estates.[8]


El Mirasol circa 1920

Following World War II, many Palm Beach dwellings were replaced with low-rise apartment buildings and, in the Town's southend, high density condominiums. The September 1947 Hurricane further dramatically altered the landscape of the southend of Palm Beach. Prior to the storm, South Ocean Boulevard (SR A1A) traversed along the ocean side of the island but following the storm, the road was realigned along the lake. The subsequent road realignment significantly increased the buildable land in the Town's southend. Eventually, oceanfront and lakefront villas, along with apartment buildings, were constructed in that area of Town. [9]

According to the USGS maps from as late as 1945, little development had occurred south of Sloan's Curve. By 1952, however, nearly every parcel shown on the (1919) Sanborn maps had been developed. Some included the Sea Breeze, Ambassador Lake and Ambassador South, Carlyle House, the Palm Beacher, Sutton Place, the Cove, Palm Beach Oasis, La Palma, the Patrician of Palm Beach, La Bonne Vie, and Atriums of Palm Beach. Many of these were originally constructed as hotels and apartment buildings and later converted to condominiums.[10]

Mirroring national trends, Palm Beach also experienced increased housing demands even before the war ended, although it was not as intense as other areas. It was during this decade that Palm Beach experienced its largest post-war population boom. Construction also increased; the annual totals for building permits between 1945 and 1955 increased from $1 million to $6 million.[11]

The Town of Palm Beach Housing Element is an analysis of the housing stock from settlement to present. The historical perspective allows an understanding that the Town of Palm Beach began as a community of those who had the resources to settle and build a town for the affluent, distinguished, and philanthropic. That distinction remains today, and it is the mission of Town leadership, residents, and staff to uphold it.

[8] Old House Journal Updated June 21, 2021 "8 Great Addison Mizner Buildings"
[9] Environmental Services, Inc. "Town of Palm Beach Historic Site Survey" 2020
[10] Ibid
[11] Ibid

Historic buildings in Palm Beach model typical architectural styles with some regional adaptations to climate, materials, design, and function. The earliest structures in the Town consisted of temporary thatch buildings, while settlers established their claims and could save money to build proper homes and structures. Materials from throughout the country became more readily available as faster transportation became accessible via train and automobiles. As communications developed, methods of construction and styles of buildings expanded.[12]

The various architectural styles that began during the early years of development in the Town are described in the following pages and include those still prevalent today. These architectural styles are representative of resources from the early settlement period to beyond the established period of significance. These time periods also include representations of the post-World War II era and contemporary or mid-century modern architectural styles.[13] As stated, the Town of Palm Beach's housing represents a diversity of architecture that reflects the evolution of the Town's settlement. The following descriptions are examples of the architectural styles within the Town of Palm Beach.

Bungalow, 1905 – 1930 Popularized in California, these architectural styles were featured in building plan advertisements and catalogs which made them widely accessible to the public. These designs were implemented throughout the early twentieth century into the pre-WWII era. Building plans are rectangular or L-shaped under low pitched gable, cross-gable, or hipped roofs, with details such as knee-braces, exposed rafter tails, full front porches under the primary or a secondary roof with corner posts or battered posts. These homes are often set on piers or a ventilated stem wall foundation. Siding is most often horizontal boards in a clapboard or novelty profile, and windows single or paired double hung sash with divided lights on the upper sash. Bungalows have low and simple lines with wide projecting roofs and exposed rafters, with one or two-stories, large porches, and occasional dormers. The Bungalow can be described as a diluted vernacular of the Craftsman style, and the high-styled Craftsman buildings are less common. Examples of Bungalow resources in Palm Beach can be found on Seabreeze and Seaspray Avenues.

Colonial Revival, 1880 – 1955 Colonial Revival structures have details based on features that relate back to Georgian, Adamesque, and Dutch architecture. Along the Atlantic coast, this style also evolved into Southern Colonial architecture. It became a dominant model for homes during the late nineteenth century until the onset of the mid-century architectural era. Characteristics include pedimented entry porches framed with columns or sidelights with a fanlight transom, gable returns, and paired double hung windows with multi-pane glazing. The form is typically a rectangular two-story plan with brick or clapboard siding under a hipped, cross gable, or gambrel roof. Facades are symmetrical and may exhibit an eclectic mix of features from any of the original influences of the style. Examples of Colonial Revival resources in Palm Beach are found on Pendleton Avenue and Seaspray Avenue. There are also several substyles of the Colonial Revival style, which include British Colonial, Dutch Colonial. The most defining characteristic of this Revival style, popular 1895-1930, is the gambrel roof.

[12] Ibid
[13] Ibid

British Colonial, 1880 – 1955 A subtype of the Colonial Revival style, British Colonial structures represent a modification of British architecture to the warmer climates of Bermuda and India. Common characteristics vary from place to place due to the local environment and available building materials. In Palm Beach, where the style typically draws from the Bermuda iteration, buildings typically feature multiple steeply pitched roofs with concrete tile. Prominent chimneys are also common, as are arched openings and shutters. A unique feature – although not always present – is a scalloped gable parapet, often located at the entry. In Palm Beach, the style was introduced in the winter of 1933-1934 (identified in a 1935 article as "Tropical Colonial") and popularized by John Volk and Howard Major. The first iterations of the style were constricted on Peruvian Avenue.

Georgian Revival, 1880 – 1955 Georgian Revival is often considered a substyle of Colonial Revival. Georgian architecture (dating from the 18th century and the reigns of Kings George I – IV) was typically symmetric with regular window openings and an elaborate entry, classical details, and a cornice with dentils or other features. The style was adapted throughout the Caribbean and subsequently came to Palm Beach. Locally, the buildings generally have further emphasized the entry with metal projecting porch roofs and large stairs. Quoining is also very common. Unlike the original Georgian style, Palm Beach's revival styles are typically multi-massed and are not strictly symmetric. Some examples of Georgian Revival architecture in Palm Beach are on Brazilian Avenue and Clarendon Avenue.

Frame Vernacular, ca. 1885 – ca. 1960 Wood frame buildings are a typical building pattern for residential housing. Frame Vernacular buildings generally feature a gable or hip roof, horizontal board siding such as weatherboard or novelty siding, front porches with a separate roof structure, regular window opening patterns, and minor detailing that can include exposed rafter tails, corner boards, and porch brackets and spindles. Plan types are rectangular and arranged with pier system foundations, porches, symmetrical fenestration patterns, and overhanging eaves to allow for maximum ventilation. Solid wood framed buildings lost favor by the 1950s as manufactured concrete masonry units (CMU or concrete block) became more economical and popular. Other stylistic influences can be seen to a minor degree, such as Colonial Revival window detailing, Bungalow or Craftsman knee braces, rafter tails, and cross gable roof patterns. While the Frame Vernacular style does not have an associated time period, recorded buildings exhibiting this style in Palm Beach range from 1886 to 1958. In general, residential Frame Vernacular style buildings were more popular prior to WWII and were then superseded by Masonry Vernacular. Several excellent examples of Frame Vernacular structures are located on Root Trail. It should also be noted that the name refers to the structural system and not the veneer as frame vernacular structures can have a variety of facings, including brick and stucco.

Art Deco and Art Moderne, 1920 – 1940 These two "Modernistic" architectural styles, popular in the 1920s and 1930s respectively, represented whimsical forms with curving elements, geometric shapes, linear bands, and diverse materials. According to the description provided in "A Field Guide to American Houses: Second Edition", the earlier Art Deco form, common in public and commercial buildings, was defined by a smooth stucco exterior surface, zigzags, chevrons, and geometric motifs on the façade. Towers and other vertical projections give a sense of verticality. Around 1930, Art Moderne became the dominant style and is found more in residential types versus commercial buildings. Common features include an asymmetrical façade with smooth wall

surface, flat roof with coping at the roof line, horizontal grooves or lines in walls and horizontal balustrade. Building designs were unique, less predictable, and established a new brand of architecture. Art Deco and Moderne buildings typically include a featured element with a strong vertical character which could be expressed in the massing of the building, a single projecting feature, or various linear elements. An example of an Art Moderne resource is located on North Ocean Way.

International, 1925 – Present Following on the heels of Art Deco and Art Moderne, the International style diverged from the period revivals and featured its own unique details. Character defining elements of these buildings are the square or rectangular forms exaggerated with horizontal features like wide canopies or cantilevered elements, aluminum sash windows wrapping across corners, and facades covered in a smooth stucco finish, absent of ornamentation. Roofs are flat and may be simply detailed with a coping element but are otherwise not embellished. The shift in architectural styling was due, in part, to a change in construction technique from structural masonry to a steel skeleton. This construction was developed in Europe as a deliberate attempt to begin a fundamental shift in design based on materials and new building technologies, which led to a functional approach to design less encumbered by larger materials and applied ornamentation. Some examples of International style buildings in Palm Beach are located on Nightingale Trail and Royal Palm Way

Masonry Vernacular, ca. 1920 – ca. 1980 Like Frame Vernacular, Masonry Vernacular is a prominent style found in Palm Beach. If not available locally, masonry units could be easily transported by the 1920s when the material started to gain popularity. Some buildings apply details of the Mediterranean Revival styles popular in the 1920s while others borrow from the Art Deco and Moderne styles of the 1930s and 1940s. Exterior finishes are stucco or masonry veneer including brick, stone, and rough faced concrete block. Brick may be used to form windowsills and lintels as a distinct texture and scale from the smooth faced façade. Masonry Vernacular structures are typically asymmetrical but maintain regular window openings. By the 1940s, the building form shifted from a rectangular to an L- shaped plan with a shallow roof projection. Front porches were also typical in residential Masonry Vernacular buildings and more often are inset under the primary roof or cross-gable extension. Examples of Masonry Vernacular resources in Palm Beach are the St. Edwards Parish Center at 165 N County Road. While the Masonry Vernacular style does not have an associated time period, recorded buildings exhibiting this style in Palm Beach range from 1923 to 1979. Typically speaking, residential Frame Vernacular buildings were more popular prior to WWII, and were then superseded by Masonry Vernacular after. Near the turn of the century, several cities saw their downtowns (mostly frame structures) destroyed by fire, prompting local legislation requiring commercial structures to be fireproof (most often brick). For this reason, prewar commercial structures are also often masonry.

Mediterranean Revival, 1880 – 1940 Mediterranean Revival buildings derives stylistic influences from several countries surrounding the Mediterranean Sea, but perhaps most notably from Italy and Spain. The style's popularity, which peaked during the 1920s, partially stems from the designs at the 1915 San Diego Exposition. It was notably employed in Florida and California, as it not only suited the climate but also harkened to earlier Spanish mission settlements. In Florida, drawing on the Spanish colonial heritage was a logical source of inspiration, and in Southern Florida it was applied to a wide range of buildings, from grand hotels, civic, and recreational buildings to far

more modest homes. Finish details include varied ornate stucco patterns, clay tile roofs, decorative grill work, shaped parapets, clay drain spouts, arched motifs, and loggias. In Palm Beach, the popularity of the style can be traced to Addison Mizner's Everglades Club. His distinct approach to the style was rooted in the idea that a "building look traditional and as thought it had fought its way from a small unimportant structure to a great rambling [one] that took centuries of different needs and ups and downs of wealth to accomplish" and employed the integration of indoor and outdoor via loggias, courtyards, and balconies. This rambling Mediterranean Revival aesthetic was employed by other Palm Beach architects, including Maurice Fatio. Examples of this style can be found throughout Palm Beach.

Mid-Century Modern, 1945 – 1990 The Mid-Century Modern style of architecture from the post-World War II era (1945-1960) is an adaptation of various modernist movements. Frequently referred to as "Contemporary," it was popular between 1945 and 1990. Buildings were often constructed of concrete block or other masonry units with slab foundations; common features include low-pitched gable or flat roofs with medium to wide overhanging eaves, slanted bean pole supports, smooth stucco exterior, and awning or jalousie windows. Eventually, windows became a key feature of many spaces as they became larger and more prominent, such as trapezoidal windows in gable ends or window walls of single pane fixed glass. Another characteristic often used with this style is decorative grilles or ornamental masonry elements incorporated into the front porch or exterior carport wall and commonly referred to as concrete screen or "breeze" block. The style has a refined simplicity and is found regularly in residential structures in Florida communities. Examples of Mid-Century Modern resources in Palm Beach include the President of Palm Beach condominium building.

Minimal Traditional, 1935 – 1950 Evolving out of the Depression Era, Minimal Traditional homes represent restraint and economy without being austere: simple in plan, rooflines, and minimal decoration or architectural features. Primarily used for residential construction, the forms are compact and simple L-shaped, or rectangular with a shallow projecting cross gable roof with a low to moderate pitch and little to no eave. Facades are finished with wood siding, smooth stucco, brick, asbestos, or masonry veneers with varied windows that include casement, picture, and multi-pane or one-over-one sash windows arranged asymmetrically. There is little architectural ornamentation. As stated in "A Field Guide to American Houses", the style is often found alongside early Ranch houses in post-war developments. Examples in Palm Beach can be found on Seabreeze, Seaspray, and Seaview Avenues and include features such as gable vents with tropical designs, front porches with wood columns or wrought iron supports, and traditional cornice and eave details.

Mission, 1890 – 1920 The Mission style of architecture was prevalent from 1890 to 1920 and was inspired by the Spanish Mission churches throughout the southwest. During the 1910s, popular trade catalogs, including the Sears and Roebuck Company, offered this house plan style for sale that could be ordered by builders and architects. This style allowed residential architecture to replicate the Spanish Colonial time period. Identifying features include sculpted dormers or parapets, one or two stories in height, flat roofs with tiled parapet roofs, tiled hip roofs with wide overhanging open eaves, and robust square porch columns that frame arched openings. Buildings were wood frame or hollow core tile with symmetrical or asymmetrical facades covered in smooth or textured stucco. At the roof line, scuppers are often installed to allow water to drain from the

flat roof. Facades can be symmetrical or asymmetrical and the surface is typically a smooth stucco finish. Variations can be found in dormer or parapet patterns. Ornamentation is minimal with occasional crests. The local landmark at 17 Golfview Road is an example of a Mission resource in Palm Beach.

Monterey, 1925 – 1955 The Monterey style, a fusion of revival styles taken from New England, the South, and the Southwest, emerged in California in the 1830s. During the second quarter of the twentieth century, the style enjoyed a brief renaissance, primarily in regions claiming a Spanish Colonial heritage. The resulting designs were two-story dwellings of Spanish Eclectic and Colonial Revival detailing. Early examples of Monterey, built between 1925 to 1935, tended to portray Spanish detailing; those buildings from the 1940s and 1950s typically emphasized English Colonial influences. Scattered examples of the style were constructed across America's suburbs during the second quarter of the twentieth century. In Florida, the Monterey Revival style never gained wide popularity, although it is popular in Palm Beach. The style, principally applied to residential housing, never made a significant contribution to hotel or commercial building trends. The distinctive features included a low-pitched gable roof, a cross gable, and a second story balcony, usually cantilevered and integrated within the principal roof. Construction materials included wood shingles, brick, tile, stucco, and weatherboard. The first and second stories generally had different materials, with wood over brick the most common application. Door and window surrounds often reflected Territorial examples of Spanish Colonial antecedents. Cast iron application for balcony columns led to a further variant, called Creole French. Pendleton Avenue has fine examples of Monterey buildings in Palm Beach.

Moorish Revival, 1835 – ca. 1915 Moorish Revival architecture, also called Neo-Moorish architecture, is one of three exotic revival architectural styles (Egyptian, Oriental, and Swiss Chalet) that became popular in Europe and America in the mid-nineteenth century. Oriental Revival was sparked "by increasing exploration and trade in the Far East during the late 18th and early 19th centuries." Moorish Revival, likewise, draws from the Islamic-influenced architecture of North Africa, the Middle East, Turkey, and Spain and Portugal. There are a few extant Moorish Revival buildings in Palm Beach but they are all highly distinctive. Examples can be found on Chilean and Seaspray Avenues. A common feature is highly colorful and elaborate tilework and/or intricate screening. Pointed arched openings are also typical, often with scallops. Projecting balconies, either open or enclosed, can often be found on Moorish Revival buildings. Perhaps the most distinct feature, however (although not always present), is the minaret. Traditionally, minarets are located at or near mosques and used to call worshippers to prayer but have been adapted for residential buildings.

Neo-Classical Revival, 1895 – 1955 The Neoclassical style became best known after the World's Columbian Exposition, held in Chicago in 1893. Elements of classical architecture are utilized in this style influenced by Greek and Roman architecture and characterized by ordered columns, pediments, pilasters, cornices, and moldings. Building features can be monumental in size but exhibit classical proportion, scale, and symmetry arranged in a rectangular plan. The early use of this style followed the turn of the twentieth century; however, more subtle examples of the style can be seen into the 1950s. Civic structures, banks, and government buildings commonly rely on the imposing nature of Neoclassical architecture to convey strength and security.) The landmarked Colony Hotel, at 135 Hammon Avenue is an example of the style.

Palm Beach Regency, ca. 1920 – ca. 1980 Palm Beach has identified the Regency style as a prominent local style. Regency architecture was named for King George IV, appointed regent of England from 1811 to 1820, but is generally considered to encompass architecture throughout the first three decades of the nineteenth century. This time period was marked by an interest in classical Greek art, design and ideology, and Regency architecture was an expression of this interest. It developed out of Georgian architecture and utilized similar symmetry and classical style elements. Distinguishing characteristics of Regency architecture include narrow windows, often round headed and adorned with decorative elements such as floral moldings, circular stairs and balconies featuring fine ironwork, and classical entryways with fluted columns. Regency architecture would typically be of brick construction covered in stucco or painted plaster. Palm Beach Regency buildings are typically flat-roofed, single story symmetrical structures, and many feature urns on the roofline. They also often have arched windows and/or openings – often with keystones, classical moldings, and pediments. The style is similar to a stripped-down Beaux Arts design, and these buildings could also be identified as such. Several other notable Palm Beach Regency buildings are in the local Regents Park Historic District. The five structures in the district are all Regency and were designed by Clarence Mack. While architectural resources do not have a date range for the style, surveyed Palm Beach Regency resources range in construction from 1923 – 1979.

Ranch, 1935 – 1975 While the Ranch style was another California design from the 1930s, it did not reach widespread use until the post-WWII period of the 1950s when it became the most popular form for residential construction. Examples in the Town of Palm Beach can be found on Island Drive. Most obvious characteristics include the wide, horizontal emphasis from the broad roof line and rectangular or L-shaped plan, picture window detail, asymmetry, and simple front entry which may be understated or detailed with aluminum porch supports and a multi-paneled wood door. Chimney features or slightly offset roofs accentuate the overall roof line and there may be attached carports, breezeways, or garages. Early iterations of the Ranch (sometimes called Ranchettes or Early, Minimal, or Compact Ranches) were typically smaller with less detailing, but still feature the strong horizontals and other characteristics of the later, more refined iteration of the style. In the 1970s and 1980s, some Ranches took on stylized forms that incorporated details from earlier styles.

Shingle, 1880 – ca. 1910 Primarily found in New England, Shingle style draws from Queen Anne, Colonial, and Richardsonian Romanesque, but its primary distinguishing characteristic is continuous wood shingle cladding. Buildings have sculpted, irregular, and complex masses (borrowed from Queen Anne and Richardsonian Romanesque), unified by the siding. It is one of the first styles to emphasize the interior volumes as opposed to external details, and typically forgoes elaborate window and entry decoration. It can be difficult to find many cohesive features to the style beyond the shingle siding, partially because it was never widely adopted, like its contemporary Queen Anne, but remained an "architect's style." Despite this, common features can include classical columns, Palladian windows, wide porches, gambrel roofs, and sometimes lower stories of stone. 224 S Ocean Boulevard (PB06593; Figure 58) is a fine example of the Shingle style in Palm Beach. This building has several features typical of the Dutch Colonial Revival style and exemplifies the complexity of identifying the Shingle style. Shingle style resources often have features typical of other styles, and often the only differentiating feature is the siding.

Tudor Revival, 1890 – 1940 Tudor Revival architecture draws on a variety of early English building styles from late Medieval to the early Renaissance. While "source" style encompasses everything from simple cottages to grand palaces across a century, there is a significant range in design. Tudor Revival was an uncommon style until the 1920s, when new veneer techniques allowed even modest homes to be faced in a variety of materials. Most Tudor Revival buildings feature a steep, side facing gable with at least one gable extension, or a cross gabled roof. Half-timbering is a very common feature in Palm Beach, where wood "timbers" with stucco (and occasionally brick) infill are at the second (often overhanging) story. Windows are traditionally grouped without much detail; leaded glass windows are not uncommon but not often found in Palm Beach. Chimneys are prominent, and there are often multiple, particularly in some of the more sprawling instances. There are few examples of Tudor Revival in Palm Beach. Residential examples are located on Banyan Road and Via Del Mar.

## STATE OF FLORIDA HOUSING ELEMENT REQUIREMENTS

In the State of Florida, every local government is mandated to include a Housing Element in its comprehensive plan. The Housing Element must consist of "principles, guidelines, standards, and strategies" to plan for the provision of adequate housing for all current and anticipated populations. The Housing Element should also provide for specific programs that call for partnerships with the private and nonprofit sectors to address housing needs, streamline the permitting process, and minimize costs and delays for affordable housing. The Housing Element requires, where applicable, the identification of historically significant housing for the purposes of conservation, rehabilitation and when necessary, for the replacement. Pursuant to state law, the principles, guidelines, standards, and strategies of the Housing Element must be based on data and analysis prepared on housing needs based upon the number and distribution of dwelling units by the following data.

- ✓ Unit Type
- ✓ Tenure
- ✓ Age
- ✓ Rent
- ✓ Value
- ✓ Monthly cost of owner-occupied units
- ✓ Rent or cost to income ratio
- ✓ Number of dwelling units that are substandard.

# HOUSING ELEMENT
DATA AND ANALYSIS

## THE TOWN OF PALM BEACH HOUSING ELEMENT

Pursuant to §163.3177, Fla. Stat., the methodology used to estimate the condition of housing, and a projection of the anticipated number of households by size, income range, and the age of residents derived from the population projections must be included in the data and analysis of the Housing Element. Based upon the findings, policies within the Housing Element have been updated to reflect the development trends. The Housing Element helps the Town guide plans, policies, and regulations necessary to ensure the availability of housing supply is consistent with the historical character and identity of Palm Beach.

> *Section 163.3177, (6)(f)1. A housing element consisting of principles, guidelines, standards, and strategies to be followed in:*
> *a. The provision of housing for all current and anticipated future residents of the jurisdiction.*
> *b. The elimination of substandard dwelling conditions.*
> *c. The structural and aesthetic improvement of existing housing.*
> *d. The provision of adequate sites for future housing, including affordable workforce housing.*
> *e. Provision for relocation housing and of historically significant buildings for purposes of conservation, rehabilitation, or replacement.*
> *f. The formulation of housing implementation programs.*
> *g. The creation or preservation of affordable housing to minimize the need for additional local services and avoid concentration of affordable housing in one area.*
>
> *Chapter 163, Florida Statutes*

Data provided in the following tables have been gathered based upon the U.S Census Bureau data provided by the Decennial Census and the American Community Survey (ACS), characteristics of existing housing in the Town. According to Census data, the Town's population is projected to grow over the next 20-year planning horizon as data gathered is demonstrated.

**Table 3-1.**
Permanent and Seasonal Population (2010-2050)

| Palm Beach | 2010 | 2020 | 2030 | 2040 | 2050 |
|---|---|---|---|---|---|
| Population/Population Projection | 8,348 | 9,245 | 9,809 | 10,139 | 10,322 |
| Seasonal | 6,311 | 6,595 | 6,707 | 6,821 | 6,937 |
| Total | 14,659 | 15,840 | 16,516 | 16,960 | 17,259 |

**Source: 2010 and 2020 U.S. Census, Shimberg Center of Housing Studies, University of Florida.**

# HOUSING ELEMENT
## DATA AND ANALYSIS

As summarized in Table 3-2, according to the 2020 U.S. Census, there were 9,256 housing units of which 54.60% were occupied. Since 2010, an increase in occupancy has caused a growth of permanent residents in the Town. Vacant units are considered for seasonal, recreational, or occasional use.

Housing Occupancy

**Table 3-2**.
Housing Occupancy

| | Town of Palm Beach | | | |
|---|---|---|---|---|
| | 2010 | | 2020 | |
| | Estimate | Percent | Estimate | Percent |
| Total housing units | 9,091 | 100% | 9,256 | 100% |
| Occupied housing units | 4,799 | 52.78% | 5,051 | 54.60% |
| Vacant housing units | 4,292 | 47.22% | 4,205 | 45.40% |
| Vacant for sale | 220 | (X) | 139 | (X) |
| Vacant for rent | 260 | (X) | 187 | (X) |

Source: U.S. Census Bureau 2010 and 2020 Decennial Census

Table 3-3 indicates that between 2010 and 2020, Palm Beach saw a slight shift in the number of owner-occupied and renter-occupied units. Owner-occupied units decreased by 5.39%, while renter-occupied units increased by 5.39% during that time. By 2020, 82.45% of all occupied housing units in Palm Beach were owner-occupied, with 17.55% occupied by renters.

Housing Tenure

**Table 3-3**.
Housing Tenure

| | Town of Palm Beach | | | |
|---|---|---|---|---|
| | 2010 | | 2020 | |
| | Estimate | Percent | Estimate | Percent |
| Occupied housing units | 4,799 | 100% | 5,051 | 100% |
| Owner-occupied | 4,215 | 87.84% | 4,165 | 82.45% |
| Renter-occupied | 584 | 12.16% | 886 | 17.55% |

Source: U.S. Census Bureau 2010 and 2020 Decennial Census

Table 3-4 is based on data from the U.S. Census, American Community Survey (ACS). It indicates that 25% of the housing supply is single-family units; and 61.4% of the supply belongs to buildings with more than 20 or more units.

**Table 3-4**.
Number of Units in Structure

| Number of Units in Structure | Town of Palm Beach | | | |
|---|---|---|---|---|
| | 2006-2010 | | 2016-2020 | |
| | Estimate | Percent | Estimate | Percent |
| Total housing units | 9,580 | 100% | 9,841 | 100% |
| 1-unit, detached | 2,394 | 25.0% | 2,519 | 25.6% |
| 1-unit, attached | 287 | 3.0% | 204 | 2.1% |
| 2 units | 65 | 0.7% | 158 | 1.6% |
| 3 or 4 units | 185 | 1.9% | 201 | 2.0% |
| 5 to 9 units | 205 | 2.1% | 186 | 1.9% |
| 10 to 19 units | 428 | 4.5% | 530 | 5.4% |
| 20 or more units | 6,016 | 62.8% | 6,043 | 61.4% |
| Mobile Home | 0 | 0.0% | 0 | 0.0% |
| Boat, RV, van, etc. | 0 | 0.0% | 0 | 0.0% |

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates; U.S. Census Bureau 2016-2020 American Community Survey 5-Year Estimates.

As summarized in Table 3-5, the majority of Palm Beach's housing supply (6,552 units-66.6%) was built between 1960 and 1989. Due to the age of the structures, these sites are considered potential redevelopment opportunities for the housing market. Additionally, 12.2% of the residential structures were built in 1939 or earlier, thereby contributing to the historical significance of the Town. The Historical Preservation Element of the Comprehensive Plan includes further description of the historic homes of the Town.

**Table 3-5**.
Year Structure Built

| | Town of Palm Beach 2020 | |
|---|---|---|
| | Estimate | Percent |
| Total housing units | 9,841 | 100% |
| Built 2010 or later | 201 | 2.1% |
| Built 2000 to 2009 | 328 | 3.3% |
| Built 1990 to 1999 | 396 | 4.0% |
| Built 1980 to 1989 | 1,761 | 17.9 |
| Built 1970 to 1979 | 2,253 | 23.3% |
| Built 1960 to 1969 | 2,538 | 25.8% |
| Built 1950 to 1959 | 596 | 5.4% |
| Built 1940 to 1949 | 529 | 5.4% |
| Built 1939 or earlier | 1,204 | 12.2% |

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

Based on the U.S. Census, 2016-2020 American Community Survey, 56.1% of the housing supply value is $1,000,000 or more, see Table 3-6. Also, this bracket experienced an increase in the number of units from 1,983 to 2,369 units. The median owner-occupied housing value in the Town is $1,211,900 in comparison with the median housing value in Palm Beach County of $316,600.

**Table 3-6.**
Housing Value

| | Town of Palm Beach | | | |
|---|---|---|---|---|
| | 2006-2010 | | 2016-2020 | |
| | Estimate | Percent | Estimate | Percent |
| *Owner-occupied units* | 4,125 | 100% | 4,226 | 100% |
| Less than $50,000 | 77 | 1.9% | 52 | 1.2% |
| $50,000 to $99,999 | 52 | 1.3% | 31 | 0.7% |
| $100,000 to $149,999 | 43 | 1.0% | 101 | 2.4% |
| $150,000 to $199,999 | 124 | 3.0% | 66 | 1.6% |
| $200,000 to $299,999 | 185 | 4.5% | 128 | 3.0% |
| $300,000 to $499,999 | 549 | 13.3% | 465 | 11.0% |
| $500,000 to $999,999 | 1,112 | 27.0% | 1,014 | 24.0% |
| $1,000,000 or more | 1,983 | 48.1% | 2,369 | 56.1% |
| *Median (dollars)* | 941,200 | (x) | 1,211,900 | (x) |

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, U.S. Census Bureau 2016-2020 American Community Survey 5-Year Estimates

Interestingly, the U.S. Census also indicates that 8.9% (378 units) of the owner-occupied units

have a value of $300,000 or less. These units might be located on structures built in the 1960s, 70s, or 80s that are considered for potential redevelopment. It is believed that many of these aging buildings, located in the Town's southend and mainly condominiums, are facing a steep assessment increase due to the need for major building upgrades required by recent legislation passed after the collapse of the Champlain Towers South condominium building in Surfside, Florida.

Tables 3-6 and 3-7 present information regarding Mortgage Status and Gross Rent. Both tables indicate an increase in the number of units due to the population growth within these two periods. In terms of gross rent, Table 3-7, shows that there were 142 additional occupied rental units in the 2016-2020 period.

The analysis on a national level and applied to the Town indicates that the increase may be attributed to the 2020 migration to Florida due to Covid and the availability of remote work.

**Table 3-6**.
Mortgage Status

| | Town of Palm Beach | | | |
|---|---|---|---|---|
| | 2006-2010 | | 2016-2020 | |
| | Estimate | Percent | Estimate | Percent |
| *Owner-occupied units* | 4,125 | 4,125 | 4,226 | 100% |
| Housing units with a mortgage | 1,344 | 32.6% | 1,073 | 25.4% |
| Housing units without a mortgage | 2,781 | 67.4% | 3,153 | 74.6% |

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, U.S. Census Bureau 2016-2020 American Community Survey 5-Year Estimates

**Table 3-7.**
Gross Rent

| | Town of Palm Beach | | | |
|---|---|---|---|---|
| | 2006-2010 | | 2016-2020 | |
| | Estimate | Percent | Estimate | Percent |
| *Occupied units paying rent* | 593 | 100% | 735 | 100% |
| Less than $500 | 0 | 0.0% | 31 | 4.2% |
| $500 to $999 | 67 | 11.3% | 57 | 7.8% |
| $1,000 to $1,499 | 182 | 30.7% | 130 | 17.7% |
| $1,500 or more | 344 | 58.0% | 517 | 70.4% |
| No rent paid | 169 | (x) | 76 | (x) |
| *Median (dollars)* | 1,625 | (x) | 1,724 | (x) |

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, U.S. Census Bureau 2016-2020 American Community Survey 5-Year Estimates

Data from the Town's Planning, Zoning and Building Department, displayed on Table 3-8, demonstrates that building permits and the corresponding building permit revenue have increased from January 2018 to January 2023. Please note that beginning in 2020, the building permit process changed to combine all sub-contractor permits with the general contractor permit. As a result, the data from 2020 on may reflect fewer building permits. However, the construction value based upon permit fee represents an ongoing progression in redevelopment activity in the Town.

**Table 3-8.**
Building Permit Numbers and Value

| Town of Palm Beach | | | |
|---|---|---|---|
| YEAR | Number of Permits | Permit Fee | Construction Value |
| 2017-2018 | 11,060 | $8,975,730 | $346,043,274 |
| 2018-2019 | 9,263 | $11,447,287 | $340,796,896 |
| 2019-2020 | 7,307 | $9,532,107 | $282,979,440 |
| 2020-2021 | 8,666 | $12,175,092 | $398,208,367 |
| 2021-2022 | 9,083 | $13,982,534 | $470,998,176 |
| 2022-2023 | 7,647* | $16,763,595* | $566,823,791 |

*As of September 2023

**New Condominium Law**

The Town is built out. As such, the Town will experience redevelopment rather than infill development. However, there is speculation that the older condominiums will be impacted by recent legislation. More specifically, Governor DeSantis signed Senate Bill 4D ("SB 4-D") relating to building safety into law on May 26, 2022. The bill was proposed and passed following the Champlain Towers South condominium collapse in Surfside, Florida in June 2021. SB 4-D has been codified at §553.899, Fla. Stat. and Chapter 110.9 of the Florida Building Code, and in the Condominium Act (Chapter 718, Fla. Stat.) and Cooperative Act (Chapter 719, Fla. Stat.). The law enacts measures to ensure that aging condominiums and cooperative buildings are safely maintained and structurally sound to reduce any possible threat to public health, safety, or welfare.[14] These recent changes to existing law may affect liability claims against property owners as well as first-party property insurance claims in Florida.

More specifically, SB-4D established a statewide inspection program, requiring condominium and cooperative associations to conduct milestone structural inspections in two phases and perform structural integrity reserve studies to ensure that condominium and cooperative buildings of three stories or more in height are safe for continued use.[15] The milestone inspections can be performed by a team of professionals as long as a Florida-licensed architect or engineer is in charge of all work and reports are signed and sealed by the appropriate qualified team member.[16] The association is responsible for costs attributed to portions of a building the governing documents say the association must maintain, not necessarily all costs from inspection.[17]

Phase One Milestone Inspection and report includes the following[18]:

1. Must be completed within 180 days after the owner(s) of the building receive written notice from the local enforcement agency.

2. Visually inspect habitable and non-habitable areas, including the major structural components and provide a qualitative assessment.

3. Identify any substantial structural deterioration that negatively affects the building's general condition, integrity, or life safety of occupants. If no signs of substantial structural deterioration are found in any building components, phase two of the inspection is not required.

4. Document whether unsafe or dangerous conditions were observed.

[14] §553.899(1), Fla. Stat.
[15] Ibid.; §553.899(3)(a), Fla. Stat.
[16] §553.899(2)(a), Fla. Stat.
[17] §553.899(4), Fla. Stat.
[18] §§553.899(6)-(9), Fla. Stat.

5. Recommend any remedial or preventive repair for any items that are damaged but are not substantial structural deterioration.

6. Identify and describe any items requiring further inspection.

**SB 4-D DEADLINES**

**Phase One Milestone Inspection**

| Distance from Coastline | Building Age | Deadline |
|---|---|---|
| 3 miles or less | 25 years or older | Dec. 31, 2024, then every 10 years. |
| | Under 25 years | Dec. 31 of 25th year, then every 10 years. |
| More than 3 miles | 30 years or older | Dec. 31, 2024, then every 10 years. |
| | Under 30 years | Dec. 31 of 30th year, then every 10 years. |
| Any | Any | Within 180 days of written notice from a local enforcement agency. |

Dates and provisions subject to clarification and updates by the legislature and recommendations of the Florida Building Commission.

Snapshot of SB-4-D Deadlines

Phase-Two Milestone Inspections involve the following:

1. Must be performed if any substantial structural deterioration is identified during Phase One.

2. May involve materials testing, probing or removal of finishes, or non-destructive testing such as ground penetrating radar.

3. A report describing the manner and type of inspections, stating whether unsafe or dangerous conditions were observed, identifying, and describing the extent of any substantial structural deterioration, and recommending maintenance, repairs or replacement of structural components as appropriate.

4. Failure to commence required repairs within a year of the phase-two inspection report submission requires the municipal authority to assess if the building is safe for continued occupancy.[19]

The responsible architect or engineer must submit the milestone inspection reports to the condominium or cooperative association as well as the local building official. Within 45 days of receipt, the condominium or cooperative association must then distribute a copy of the inspector-prepared summary of the inspection report to each condominium or cooperative unit owner, post the summary in a conspicuous place on the property, and publish the full report and summary on the association's website, if a website is required.[20]

SB 4-D also required the study and funding of reserves for continued maintenance and repair of condominium and cooperative buildings three or more stories in height based on visual inspection of the common areas. The requirements of the individual study per building, which must be conducted every 10 years, include the following.

1. Visual inspection performed by an individual certified as a reserve specialist or professional reserve analyst by the Community Associations Institute or the Association of Professional Reserve Analysts.

2. Identification of common area elements inspected.

3. Estimation of remaining useful life of each element.

4. Estimation of replacement cost or deferred maintenance expense of each element.

[19] Ibid
[20] §§553.899(8)-(9), Fla. Stat.

5. Recommendation of annual reserve amount for replacement or deferred maintenance expense of each element.

6. Maintenance of studies for at least 15 years after completion.

**SB 4-D DEADLINES**

**Structural Integrity Reserve Study**

| Distance from Coastline | Building Age | Deadline |
|---|---|---|
| Any | Associations existing on July 1, 2022, that are controlled by non-developer unit owners | Dec. 31, 2024, then every 10 years. |

Snapshot of SB 4-D Reserve Study Requirements

It is expected that with the Town's existing high-quality housing and the Town being a desired community in which to live, future demand by redevelopment of existing single-family housing units will continue. Further, with rigid local and state regulations on building safety, additional housing options may result through the rebuilding of some of aging condominium buildings located in the southend.

There are no concentrations of deteriorated structures or blighted areas in the Town, nor are any expected during the planning period. The high value of the real estate in the Town, its exclusive appeal, dynamic history, and the vigilance of the local government, residents and Town staff will continue to maintain a high standard of property conditions.

**SUMMARY**

Palm Beach settlement began with the first home built in 1891. Over the next century it would transition from a seasonal resort lifestyle to a fully developed affluent community. Today, more residents are remaining year-round and younger families are relocating from other areas of the country. With this movement, lack of vacant land, older housing, renovations, and replacement is and will continue to occur. The importance of compliance with zoning and building codes will be imperative as will the oversight of design by ARCOM and LPC.

With regard to the Town's multi-level residential structures, the Town will need to evaluate the impacts of SB 4-D regarding the safety of existing condominiums on the southend. Additionally, the Town's southend is anticipated to have redevelopment pressures. Therefore, a vision for the southend through a public engagement process is planned.

# Housing Element

## GOALS, OBJECTIVES & POLICIES

# HOUSING ELEMENT
## GOALS, OBJECTIVES AND POLICIES

### GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS THROUGH THE ASSURANCE THAT THE TOWN'S HOUSING STOCK IS SAFE, SANITARY AND WITHIN A HEALTHY LIVING ENVIRONMENT THAT PROMOTES THE TOWN'S STANDARD OF EXCELLENCE.**

### OBJECTIVE 1

The Town shall ensure new and renovated homes are compliant with the criteria outlined in Chapter 18, Chapter 50 and Chapter 54, Code of Ordinances regarding criteria for approval of building permits for non-landmarked and landmarked structures.

POLICY 1.1

The Town shall process, review and analyze development projects and present staff memorandums to assist with the design process and zoning review on new construction, rehabilitation, and demolition projects through the Architectural Review Commission (ARCOM) and Landmarks Preservation Commission~~s~~ (LPC).

POLICY 1.2

The Town shall continue to maintain and enforce building and property standards consistent with the Florida Building Code and Chapter 88, Property Maintenance Code.

POLICY 1.3

The Town shall require all new construction or redevelopment to comply with the existing protective ordinances related to flood protection and management, including but not limited to, Chapter 50.

### OBJECTIVE 2

The Town shall prevent the Town's housing stock from deteriorating to a substandard condition. The measurement of this objective is the extent to which deterioration of the housing stock is prevented, and the degree to which the following policies are implemented.

POLICY 2.1

As needed, the Town shall conduct a windshield survey of the structural conditions of housing throughout the Town.

POLICY 2.2

If structural deficiencies are found, the Town will cite the property owner and require rehabilitation of a deteriorating structure, or demolition of a dilapidated structure.

**OBJECTIVE 3**

The Town shall prevent any substandard housing units through the rehabilitation or demolition of such housing. The measurement of this objective is the extent to which such housing is identified and rehabilitated and the degree to which the following policies are implemented.

POLICY 3.1

The Town shall determine substandard structures based on the General Requirements established in Chapter 88 Property Maintenance Code.

POLICY 3.2

The Town shall enforce the provisions of Chapter 88 in accordance with the duties and powers of the Code official.

**OBJECTIVE 4**

The Town shall permit the placement of a community residential home within its multifamily residential zoning districts in accordance with Chapter 419, F.S.

POLICY 4.1

The Town shall continue to allow a community residential home, as defined by Chapter 419, F.S., in its multifamily residential zoning districts~~;~~ provided no other community residential homes are within the Town in which the proposed site is to be located within a radius of 1,000 feet of an existing or proposed community residential home.

**OBJECTIVE 5**

The Town shall ~~i~~dentify, protect and maintain the Town's inheritance of housing structures and neighborhoods having significant historic and/or architectural merit. The measurement of this objective shall be the extent to which such structures and neighborhoods are protected, and the degree to which the following policies are implemented:

POLICY 5.1

The Town shall require all requests for demolition, building and landscape plans to be reviewed by either the Town's Architectural Review Commission or Landmarks

Preservation Commission, whichever required by Code, as a prerequisite to the issuance of a development order or building permit.

POLICY 5.2

The Town shall require the criteria for ~~a~~ designating historically significant buildings be reviewed and approved by the Landmarks Preservation Commission as outlined in Chapter 54 of the Town's Code of Ordinances.

POLICY 5.3

The Town shall require housing structures which are not designated as Landmarks be reviewed in accordance with Chapter 18 (Article III, Architectural Review) of the Town's Code of Ordinances.

POLICY 5.4

The Town shall maintain a listing of those structures identified in the 2020 Historic Site Survey prepared by Environmental Services, Inc., that meet the criteria for designation as "Landmark Structures" in accordance with Chapter 54 of the Town's Code of Ordinances.

POLICY 5.5

The Town shall consider additional protective measures for historic as well as new home construction as outlined in the Coastal Management Element, pursuant to Chapter 380, Fla. Stat., Best Management Practices for coastal communities.

POLICY 5.6

The Town shall propose and adopt regulations that incentivize property owners to retain and improve their existing buildings.

**OBJECTIVE 6**

The Town shall collaborate with state, regional and county efforts in the provision of affordable housing that are fair and equitable through intergovernmental coordination and other appropriate mechanisms.

POLICY 6.1

The Town shall participate with such organizations as the Florida Housing Finance Corporation, League of Cities, Intergovernmental Plan Amendment Review Committee (IPARC) and other similar agencies to address regional concerns regarding the limited supply of affordable and workforce housing units.

POLICY 6.2

The Town shall continue to permit the location of on-site quarters for domestic and maintenance help in its residential zoning districts.

POLICY 6.3

The Town shall require all amendments to the Town's Zoning Code be reviewed to ensure that proposed regulatory techniques and review procedures do not create barriers to affordable housing and promote access to housing within the Town by promoting fair housing laws and practices.

**OBJECTIVE 7**

The Town shall study the south end of the Town to create a long-range vision for the area.

POLICY 7.1

The Town shall hold a series of public engagement meetings to collaborate and provide opportunities for meaningful public input.

POLICY 7.2

The Town shall educate the public on the regulations adopted by Senate Bill 4-D per §553.899, Fla. Stat., that mandates a statewide inspection program, requiring condominium and cooperative associations to conduct milestone structural inspections and perform structural integrity reserve studies in order to ensure that condominium and cooperative buildings are safe.

# Historic Preservation Element

## DATA & ANALYSIS

# HISTORIC PRESERVATION ELEMENT
DATA AND ANALYSIS

## EXECUTIVE SUMMARY

The Town of Palm Beach Historic Preservation Element outlines the policies for the protection and preservation of the Town's historic and archaeological resources. The Element is optional per §163.3177, Fla. Stat Florida's 1975 Local Government Comprehensive Planning Act laid the foundation for local preservation planning in the State. The Act lists required elements for inclusion in the general plan but also includes "historic preservation and scenic" as one of the options.

The 1985 Local Government Comprehensive Planning and Land Development Regulation Act, which amended a portion of the 1975 legislation, requires coastal communities to address the preservation of historic and archeological resources. Although communities can fulfill the requirement by addressing the issue of preservation in the Future Land Use, Housing and Coastal Management Elements, the Town of Palm Beach determined that separate Elements would best serve the community.

Increasingly in South Florida, historic and cultural resources are threatened by destruction due to rapid growth in population and ensuing development. These resources are links to the past, making communities unique, giving them a "sense of place," and providing a source of pride. More importantly, historic resources allow for the education of present and future generations of their place and time in the continuum of the human experience and societal development. The purpose of historic preservation is not to halt growth or change, but rather to recognize that both are needed to keep a community thriving. The purpose of historic preservation is to integrate the past with the present and the future.

## HISTORIC PRESERVATION IN THE TOWN OF PALM BEACH

Historic preservation in the Town of Palm Beach is best appreciated with a look at the Town's early years. The first of the permanent pioneers arrived at the island of Palm Beach in 1872. According to settler accounts, Palm Beach received its name from a shipwreck named the "Providencia." The ship washed ashore in January 1878 with a load of coconuts bound from Havana to Barcelona.

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS



Historic Photo of the Breakers, Palm Beach, circa 1896



Contemporary Photo of the Breakers, Palm Beach, FL

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS

Early settlers lost no time salvaging and planting the coconuts, which were not native to South Florida, in an effort to launch a commercial coconut industry. In 1880, the first hotel, the Cocoanut Grove House, opened to accommodate tourists. By the early 1890s, the community was well established with several hotels, businesses, and winter residents. [1]

The pioneer era ended in 1894 with the opening of Henry M. Flagler's Royal Poinciana Hotel and the arrival of the Florida East Coast Railroad in 1896. The railroad tracks crossed Lake Worth to allow trains to deliver their passengers directly to the Flagler System hotels, which included the Palm Beach Inn directly on the ocean. It was soon renamed The Breakers because so many guests wrote asking for a room "down by the breakers". Fire destroyed the hotel in 1903. Henry Flagler then ordered a larger, more luxurious hotel built at the same location, which opened for business the following year. The hotel was again destroyed by fire in March 1925 and was replaced by the stone masonry and steel structure which continues to serve as a Palm Beach landmark today. [2]

During the early 1900s, Palm Beach architecture would change with the influence of Addison Mizner. Mizner's bold use of Spanish, Italian, Moorish, Gothic, and Romanesque architectural elements lead to the development of the Mediterranean Revival Style that now dominates Palm Beach. Mizner was followed by a number of distinguished architects including Howard Major, Maurice Fatio, Marion Sims Wyeth, John Volk, Belford Shoumate, and Howard Chilton. These architects left Palm Beach with a strong architectural heritage that includes Art Deco, Art Moderne, Modern, Greek Revival, French Neo-Classical, Bermuda, Regency, Tudor, Norman, Scandinavian, and Spanish Colonial architecture. [3]

Residents saw the need for planning and architectural control during those formative years. In 1928, the "Art Jury" was established and charged with safeguarding the Town's architecture. Members of the Art Jury included such iconic architects as Addison Mizner, Maurice Fatio, and Charles Perrochet. The Art Jury members assisted in architectural critique to ensure that the beauty and visual harmony that made Palm Beach, Palm Beach was articulated in design.

***We all have places that matter to us – places that define us, places that challenge us, places that bring us together and tell our story. These places help form our identity and our communities. They create opportunities for growth and help us feel at home. They explain our past and serve as the foundation of the future.***

*National Trust for Historic Preservation Research & Policy Lab*

[1] Town of Palm Beach website, "Town of Palm Beach's History" and "Historic Preservation" webpages.
[2] Ibid
[3] Town of Palm Beach, Florida 2010 Historic Sites Survey

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS

Today, the Art Jury continues as two (2) similar, but distinct, bodies, those being the Landmarks Preservation Commission (LPC) and the Architectural Commission (ARCOM), for those buildings not historically significant but merit the need for architectural review to uphold the standards of the Town. The history of these two (2) commissions started in the 1970s.

A strong advocate for the architectural, botanical, and cultural heritage of the Town is the Preservation Foundation of Palm Beach. It was founded in 1980 as an outcome of the community needing a private advocacy organization to support the expanding historic preservation movement in the Town. Within a year, a number of prominent citizens joined to create a charitable foundation, the Preservation Foundation, to preserve the architectural history of Palm Beach and educate its residents about their heritage. The first board members and officers of the Foundation had been involved with the beginnings of the preservation movement and the formation of the Landmarks Commission. LaBaron S. Willard, Jr., was one (1) of the first Landmarks Commissioners who later became the first President of the Preservation Foundation. LaBaron Willard Jr. is known for establishing the bridge between public and private preservation.

Through the generosity of hundreds of residents, the Preservation Foundation has been able to save the following historically significant structures and places in the Town.

- Town's oldest house, Sea Gull Cottage
- Town Hall
- Earl E.T. Smith Park
- The Little Red Schoolhouse
- Pan's Garden
- The Phipps Ocean Park

### TOWN OF PALM BEACH COMPREHENSIVE PLAN HISTORIC PRESERVATION ELEMENT

In 1976, as the national preservation movement was progressing with the passage of the Secretary of Interior's Standards for Historic Preservation Projects, so too was Florida embarking on new approach to conservation and management through the mandated comprehensive planning act. With regard to Palm Beach, Town leadership was similarly working to combat the loss of the Town of Palm Beach's historic resources.

The local planning component of the early Florida system was established with the 1975 Local Government Comprehensive Planning Act. The Act mandated that each local government in Florida adopt a local comprehensive plan by 1979, and that all development permits and land development regulations be consistent with the plan and the elements of the plan.

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS

The 1985 Local Government Comprehensive Planning and Land Development Regulation Act requires coastal communities to address the preservation of historic and archeological resources. Although communities can fulfill the requirement by addressing the issue of preservation in the Land Use, Housing and Coastal Management elements, the Town of Palm Beach thought it best to have a separate element to serve the community. The Historic Preservation Element outlines the policies for the protection and preservation of the Town's historic and archaeological resources.

**Certified Local Government**

The passage of the Certified Local Government (CLG) program as a part of the National Historic Preservation Act in 1980 further strengthened historic preservation by linking the three (3) levels of government, federal, state, and local into a preservation partnership. The preservation effort focuses on the identification, evaluation, and protection of historic properties and archaeological sites. Designation as a Certified Local Government, either as a municipality or a county, makes historic preservation a public policy through the passage of a historic preservation ordinance.

Florida's Certified Local Government program has assisted in the survey, designation, and preservation of thousands of historic and cultural resources and increased public awareness of the importance of historic preservation. By identifying historic resources in the Town's comprehensive plan, proposed development projects are reviewed for consistency with preservation goals and strategies.

The Town Council adopted a Historic Preservation Ordinance (Palm Beach Code, Chapter 54, Historic Preservation, Section 54-36) to study and protect Palm Beach's most significant architectural achievements and ensure that the heritage of Palm Beach would not be lost for future generations. Since that time, the ordinance has been amended several times in an effort to clarify the purpose of the ordinance and its requirements.

The Historic Preservation Ordinance provides for the appointment by the Town Council of a Landmarks Preservation Commission (LPC). The purpose of creating a Landmarks Preservation Commission was to protect resources with historic, intrinsic aesthetic, and architectural character, and to better facilitate the upkeep and maintenance of those structures so designated. The ordinance lists the following as the goals of historic preservation in the Town.

- Safeguard and enhance that which reflects the Town's history and heritage.
- Stabilize and improve property values.
- Foster civic pride in the notable accomplishments of the Town's past.
- Protect the Town's attraction to residents and visitors.

- Strengthen the economy of the Town.
- Promote the education, pleasure and welfare of residents and visitors.

**Landmarks Preservation Commission**

The LPC is comprised of seven members, six of whom must be Town of Palm Beach residents. The LPC meets monthly to identify significant structures, subject them to a set of objective criteria, and designate those worthy of preservation as landmarks of the Town of Palm Beach. To be considered as a landmarked building, the structure must have an important historical association, or be an outstanding example of architectural design, or the significant work of a notable architect or master craftsman.

The LPC has a similar process for determining historic districts and scenic vistas. A historic district is intended to protect a specific geographic area that is highly concentrated with significant structures. However, not all buildings within the boundaries of the district need to fulfill the criteria for individual designation. Besides recommending the designation of worthy properties, the LPC also reviews changes and alterations to existing Landmark properties, issues Certificates of Appropriateness (COA) for work to be done and oversees the Town's Tax Abatement program.

Should the LPC determine that a building is worthy of study, the property is proposed for landmark designation, studied by staff, and later discussed at a subsequent public hearing. At that public hearing, the LPC votes on whether to recommend to the Town Council that the building under consideration be designated a Landmark of the Town of Palm Beach. The LPC's recommendation must then be ratified by the Town Council to be effectuated.

The Landmarks Preservation Commission reviews proposed changes to buildings, landscaping, garden walls, pools, fountains, driveways, signs, etc. in response to a property owner's request for a Certificate of Appropriateness. The Commission holds no jurisdiction over the interior building spaces of any property but does review changes and modifications to courtyards. The development order is in the form of a Certificate of Appropriateness. As of September 2023, 365 landmark properties, sites, and vistas are protected under the Historic Preservation Ordinance of the Town of Palm Beach as displayed on Map 3.1 of the Map Series.

The Town of Palm Beach and Palm Beach County have passed a Property Tax Abatement program that is available to local property owners for the restoration, renovation, or rehabilitation of their Landmarked properties. This benefit will abate tax increases on the improvements to the property for ten years. The Abatement is conveyed through a covenant that accompanies the deed to the property and may be transferred to future owners during the Abatement period.

Proposed improvements must comply with the Secretary of the Interior's Standards for Rehabilitation and be approved through the COA process as established by the Town of Palm Beach LPC.

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS

The Effects of Landmarking have been recognized and are provided as follows.

- Preserve important buildings in the community.
- Preserve property values by discouraging redevelopment and increases in density.
- Stabilize and improve property values based on appraisal information.
- Require Landmarks Commission review of exterior alterations and new construction.
- Require exterior only review.
- Substitute Landmarks Commission review for Architectural Commission review.
- Offer restoration and rehabilitation information to property owners.
- Allow normal maintenance without review by the Landmarks Commission.
- Provide a mechanism for quick administrative approval
- Encourage historic research and community pride.
- Preserve the historic and cultural integrity of Palm Beach

In 1971-1974, resident Barbara Hoffstot, with Roger Grunke, surveyed the Town. Every structure was surveyed, although not all were recorded. Priority was placed on those structures known or believed to be significant to the Town, state, and/or nation. The work long predated the Town's Landmark Preservation Ordinance and was a catalyst in creating it and the resulting book, *Landmark Architecture of Palm Beach* (1974). There were three Editions to the book. The First Edition was written in 1974, the Second Edition in 1980, and the Third and Final Edition in 1991.

The Town began to survey all structures at least 50 years old in 1979. Nine years later, in 1988, a second survey was commissioned as an update. There are several methodologies for the survey. One (1) approach is the thematic survey, which identifies all historic properties of a specific type. A more common survey is the geographic type, which results in a comprehensive recording of all significant themes and associated properties within established geographic boundaries, such as a subdivision, neighborhood, or town limit.

Approximately every decade, these surveys are updated. Each survey report holds valuable information relating to the development of Palm Beach. Additional reports referenced are also listed below. These reports are located on file within the State Division of Historical Resources, Site File Department, and include the following:

1981: Historic Buildings Survey of Palm Beach; by Eliza Smith with Landmarks Planning, In., Manuscript No. 02784

1988: Historic Buildings Survey; by John Johnson with the Historic Palm Beach County Preservation Board, Manuscript No. 03025

1994: Cultural Resource Assessment of Proposed Maintenance on the Royal Park Bridge across Lake Worth in Palm Beach County; by Karen Webster Milano and Ken Campbell with Group Enterprises, Inc., Manuscript No. 4244

1997: Historic Sites Survey; by Jane S. Day, Susan Krassy, Sandra Norman, and Teresa Van Dyke with Research Atlantica, Inc., Manuscript No. 05258

2004: Historic Sites Survey; Jane S. Day with Research Atlantica, Inc., Manuscript No. 11231

2006: Cultural Resource Assessment Survey of State Road A1A (South County Road) from North of State Road 80 (Southern Boulevard) to State Road 704 (Royal Palm Way) Palm Beach County, Florida; by SEARCH; Manuscript No. 13980

2007: Cultural Resource Assessment Survey for Flagler Memorial Bridge, Palm Beach County, Florida, by Janus Research; Manuscript No. 14808

2008: Cultural Resource Assessment Survey of S.R. 80 Bridges PD&E, by Florida Department of Transportation District IV; Manuscript No. 15645

2010: Historic Site Survey; by Jane S. Day and Research Atlantica, Inc.

2020: Town of Palm Beach Historic Site Survey; by Meghan Powell, Meagan Scott, and Patricia Davenport-Jacobs with Environmental Services, Inc.

In addition, the Preservation Foundation of Palm Beach funded a study in 2014 that analyzed the demolitions and new construction on the north end of the island between October 2008 and July 2014. Seventy-two structures were identified within the area extending from the northern tip of the island to Sunset Avenue. [4] In 2021, the Preservation Foundation sponsored a report on the impacts of landmarking on property values in Palm Beach.

It is worth noting that HB 423, which was in 2023, states a local government may not "prohibit or restrict" a private property owner from obtaining a demolition permit for any single-family residential structure "in a coastal high-hazard area, moderate flood zone or special flood hazard area," if the permit otherwise complies with applicable building code requirements. Therefore, a property can be landmarked against an owner's wishes, the owner just retains the right to apply for demolition of the structure if they objected to the landmarking after January 1, 2022.

The most recent Survey conducted in 2020 was performed as a geographical survey to identify and evaluate the significance of the extant structures within the incorporated limits of the Town of Palm Beach constructed in or before 1979. Historic and current USGS maps were obtained to ascertain the nature and extent of properties throughout the project area and changes to the built environment that have occurred over the past forty-one years. The review suggested 2,134 parcels contained historic resources that met the survey criteria. Information collected in the field included parcel identification, architectural data, stylistic influence, address, and present and original use. Windshield inspections and visual assessments provided information on alterations, additions, and development over time. The condition of each building, a subjective professional evaluation, was assessed based upon visual inspection of structural integrity, roof surfacing, exterior wall fabric, porches, window treatments, foundation, and the general appearance of the building.[5]

[4] Town of Palm Beach Historic Site Survey, Environmental Services, Inc. 2020
[5] Ibid

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS

### Historically Significant Buildings

One of the reasons for many of the older homes being demolished in the Town of Palm Beach comes from the fact that once the proposed cost of a renovation exceeds 50 percent of the value of the building, that structure must be elevated to meet the base flood elevation for that location, referred to as a "substantial improvement". As such, this issue causes many owners to decide to demolish an old home and build new since raising or elevating these older buildings (many built with concrete and masonry block or tile) can be very difficult and expensive. Further, often these buildings structurally cannot be raised to a higher elevation. It can be less expensive to demolish a building and build a new building that complies with FEMA.

Prior to 2020, in the Town of Palm Beach, there were only two (2) categories of buildings: those that are Landmarked and those that were not. At that time, the Historical Preservation Code, Chapter 54, identified and detailed regulations for Landmarked buildings only. Older homes that were not Landmarked, did not qualify for the same FEMA and building code protections granted to a Landmarked building as these structures were not identified or defined.

In November of 2019, Planning, Zoning and Building staff proposed the creation of a new category of building, called "Historically Significant Buildings" that would not rise to the status and tax abatement level of a Landmarked building, but could be provided the exceptions found in the FEMA and Florida Building Codes to preserve them. On August 12, 2020, Ordinance No. 02-2020 was adopted by the Town Council that created Historic Conservation Districts and provided for the designation of historically significant buildings.

The goal was to create a new category of historic buildings and assign the FEMA and building code protections to these buildings. What has occurred is that more older homes have been preserved and the indirect result has been building lots not being raised several feet to accommodate the new construction. The raising of buildings can affect stormwater runoff with neighboring properties, which often adversely changes the look and character of Palm Beach.

With this new legislation, when a building addition to these historic homes is proposed, a flood variance may be requested if the addition is in keeping with the historic character and architecture of the older building. Map 3.3 of the Map Series identifies properties that have taken advantage of this innovative historic designation. As of July 2023, there are 48 Historically Significant Buildings.

### Historic Markers

The Town of Palm Beach participates in the Florida Historical Marker Program, which is part of the Division of Historical Resources. The program is designed to raise public awareness of Florida's rich cultural history and to enhance the enjoyment of our historic sites by citizens and tourists. These markers allow the story to be told of the places and people who created Florida that what is enjoyed today, by identifying the churches, schools, archaeological sites, battlefields, and homes that represent the past.

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS

Currently the Town maintains the following 12 historic markers, which are depicted on Map 3.4 of the Map Series.

1. Bethesda-By-The-Sea – This Marker was erected in 1967 by Seminole Chapter, Daughters of the American Revolution. East of the marker is the Episcopal Church of Bethesda-By-The-Sea built in 1894.

2. Cocoanut Grove House – This Marker was erected in 2011 by the Seminole Chapter, NSDAR and the Florida Department of State. The Cocoanut Grove House was once Florida's only hotel on the east coast between Titusville and Key West. Originally built in 1876 as a private residence for the "Cap" Dimick family. Dimick was one of the co-founders of Palm Beach and served in the Florida State Legislature from 1890-1903. He was also the first mayor of the Town of Palm Beach after its incorporation in 1911. The Cocoanut Grove house opened as an inn after adding eight rooms to the building. In 1882, Dimick then sold the inn to Commodore Charles Clark, another Palm Beach pioneer. Flagler later rented the hotel for his workers while they were building the Royal Poinciana Hotel. In 1893, the Cocoanut Grove House was destroyed by fire.

3. Duck's Nest – This Marker was erected in 1980 by the Town of Palm Beach. The Duck's Nest is the oldest standing house in Palm Beach built in 1891 by Henry Maddock for his home. Parts of the house were assembled in New York and brought by barge to Palm Beach, as this was the only means of transport at that time.



Duck's Nest Historic Marker - Erected 1980

4. Episcopal Church of Bethesda-By-The-Sea - This Marker was erected in 1984 by Florida Board of Parks and Historic Memorials. The church was constructed in 1889 on the western shore of the Lake Worth lagoon and was the first Protestant church building in southeast Florida.

5. Flagler Memorial Bridge – This Marker was erected in 2017 by the Florida Department of Transportation, the Town of Palm Beach, and the City of West Palm Beach. The bridge was completed in 1938 under Franklin Delano Roosevelt's New Deal Program. Colonel Edward Bradley considered a prominent figure in the development of Palm Beach, donated gateway pylons with wrought iron lanterns to enhance the appearance of the Palm Beach side of the bridge. In 2007, Flagler Memorial Bridge was determined to be eligible for listing in the National Register of Historic Places.

6. Henry Morrison Flagler – The bronze statue was installed 1959 by the National Railways Historical Society. The Marker was erected in 2014 by St. Augustine Art Association. Henry Flagler was a founding partner in Standard Oil, the largest and most profitable corporation in history. Flagler's greatest impact on American society was the development of the entire East Coast of Florida, establishing tourism, government, and agriculture. Flagler built Florida's first work class hotels and resorts, connecting them with his East Coast Railway.

7. Little Red Schoolhouse – This Marker was erected in 2010 by the preservation Foundation of Palm Beach and the Florida Department of State. The Little Red Schoolhouse was the first one-room school built in southeast Florida. The school served families around Lake Worth until 1901. It was then turned into a gardener's shed on the John S. Phipps property. In 1960, the structure was moved to the 26-acre Phipps Ocean Park and renovated by the Gardeners Society of Palm Beach. A new Phipps Park Master Plan was approved in 2023 which calls for the schoolhouse to be relocated within the park to make way for a new Coastal Restoration Center and park improvements.

8. Paramount Theatre – This Marker was erected in 1973 by the Department of Interior. The Paramount Theatre was built in 1927 and has been placed on the National Register of Historic Places by the United States Department of Interior since 1973.

9. Royal Poinciana Hotel – This Marker was erected in 1961 by Florida Board of Parks and Historic Memorials. The Royal Poinciana Hotel was built by Henry Flagler and opened in 1894. It was one of the largest wooden structures in the world at the time, accommodating 2,000 guests and a dining room able to seat 1,600 people. The hotel was in use until 1929-1930 season and was demolished in 1936.

10. Sea Gull Cottage – This Marker was erected in 1992 by the National Society of Colonial Dames of America in cooperation with the Florida Department of State. The Sea Gull Cottage was constructed in 1886 by pioneer R.R. McCormick and then purchased by Henry Flagler in 1893 to become the first winter residence in Palm Beach. In 1984, the Sea Gull was moved and restored by the Preservation Foundation of Palm Beach and is now the Parish House of the Royal Poinciana Chapel.

11. Site of the Palm Beach Pier – This Marker was erected in 1991 by the Palm Beach Board of Realtors. The pier opened to the public in 1925 and extended out 1,095 feet into the Atlantic Ocean. For over 40 years, the pier was a favorite town attraction, featuring a coffee shop, cocktail lounge, restaurant, tackle shop and fisherman's lockers. A series of destructive storms and hurricanes gradually eroded the structure, causing it to be removed in 1969.

12. The Royal Poinciana Chapel - This Marker was erected in 1975 by Seminole Chapter, Daughters of the American Revolution. This Interdenominational Chapel was the earliest church organization in Dade County, of which Palm Beach County was once a part. The chapel was founded in 1884 under the auspices of the Home Missionary Society of the Congregational Church by Reverend A.B. Dilley.

**Archeological Sites**

The Town of Palm Beach has maintained a register of 29 known archeological sites as of 2023 as depicted on Map 4.5 of the Map Series, that were mapped and evaluated during a survey supported by the Florida Department of State, Division of Historical Resources. Thirteen sites are found on the Atlantic side of the island. Twelve sites are on the Intracoastal side of the island, and four are in the central or north central part of the island. Of the 29 known archaeological sites, at least six have historic archaeological components including four with 17th century artifacts and at least four with nineteenth and early twentieth century artifacts associated with the founding of Palm Beach. Human remains can occur at any prehistoric site; however, there are at least nine sites with associated human remains of which three are remnant burial mounds and six other sites have human remains. All human remains are subject to the provisions of §872.05, Fla. Stat.

Pursuant to Code Section 18-2020, the Town's Comprehensive Plan requires compliance with the requirements of §872.05, Fla. Stat. as amended. State law requires an archaeological assessment for known archaeological sites and/or potential archaeological sites. That assessment is a Phase 1 or reconnaissance level that results in a report presented to the Planning, Zoning and Building Department prior to the issuance of any permits for demolition, including those below ground, excavations, tree removal, or other ground disturbing activities.

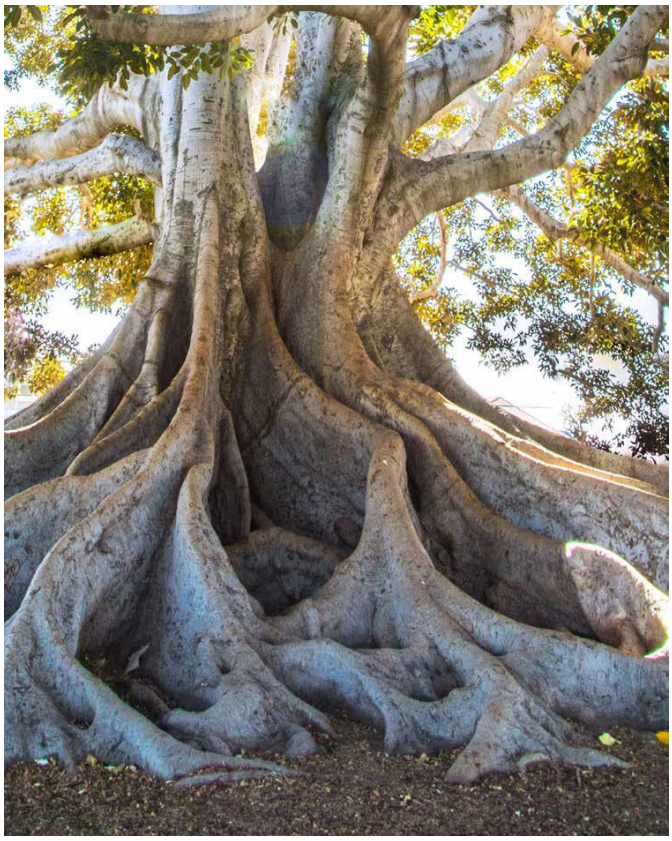
Based on the assessment report, a determination will be made by the Planning, Zoning and Building Director, or the Director's designee, as to whether monitoring and/or additional testing (Phase II) needs to be done. In some cases, a Phase II assessment may be required based on a site's potential or known significance.

A Phase III assessment is required only if found to be highly significant, such as human remains. If human remains are uncovered, those remains are subject to Florida's Unmarked Human Graves Act, and should be avoided, if possible. If not feasible, those remains should be reinterred in a secure part of the property under the coordination of the consultant archaeologist and tribal representative.

# HISTORIC PRESERVATION ELEMENT
## DATA AND ANALYSIS

### Historic and Specimen Trees

Since the 1980s, the Town of Palm Beach has recognized the value and needed protection of certain trees as historic or specimen. A historic tree means one that has been determined in the judgement of the Town Manager and a representative of the Garden Club of Palm Beach to be of notable public interest because of its historic association and has been so designated by action of the Town Council. A specimen tree means one that has been determined in the judgment of the Town Manager and a representative of the Garden Club of Palm Beach to be of high value because of its type, size, age, or other professional criteria, and has been so designated by action of the Town Council. Pursuant to Code Section 126-58, the Town does not permit, directly or indirectly, any historic or specimen tree to be cut down, removed, or moved, even if effectively destroyed through damage, without prior written permission duly obtained by application to and after a hearing before the Town Council.



Kapok Tree - 186 years old

### SUMMARY

By preserving the architectural heritage of Palm Beach, the value of the surrounding community is enhanced and sustained. In doing so, the Town should continue to ensure the protection of historically significant and landmarked structures through the review and approval by LPC. Additionally, the Town should continue protecting the historic architecture and charm of residential structures, through promoting future landmark designations and the periodic Historic Site Surveys to identify structures of significance to the Town of Palm Beach, the state of Florida, and ~~of~~ the United States. With regard to archeological resources, as redevelopment will continue in the Town, it is imperative to ensure enforcement of Code Section 18-1020. Equally significant is enforcing the protection of the Town's historic and specimen trees, which is now recognized in the Goals, Objectives and Policies.

# Historic Preservation Element

GOALS, OBJECTIVES & POLICIES

# HISTORIC PRESERVATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH-QUALITY OF LIFE FOR TOWN RESIDENTS THROUGH THE PRESERVATION AND PROTECTION OF THE VISUAL APPEARANCE OF PALM BEACH, HISTORIC AND ARCHAEOLOGICAL RESOURCES AND VISTAS AND THE PERPETUATION OF CURRENT AND FUTURE PROPERTIES OF NOTABLE AESTHETIC, ARCHITECTURAL AND HISTORIC SIGNIFICANCE.**

## OBJECTIVE 1

The Town shall protect and preserve its historic, and archaeological resources. The measurement of this objective shall be the extent to which such resources are protected, and the degree to which the following policies are implemented.

POLICY 1.1

The Town shall continue to update the list of existing landmarked properties and those under consideration.

POLICY 1.2

The Town shall continue to designate structures, sites, and districts considered worthy of Landmarking in accordance with Chapter 54, Article IV, Historical Preservation Designation Procedure, of the Town's Code of Ordinances, with consideration of the following preservation policies:

1.2a Preserving Distinct Examples of the Town's Housing Inventory/Types.

1.2b Creating Nodes of Landmarked Properties that Preserve Historic Streetscapes.

1.2c Prioritizing Structures that Showcase Currently Underrepresented Architectural Styles.

1.2d Increasing the Collection of Resources Designed by Notable Architects/Builders.

1.2e Ensuring a Balanced Geographical Distribution of Landmarks Across Town.

POLICY 1.3

The Town shall prevent the destruction of Historic Landmark Structures through provisions in Chapter 54 Historic Preservation, of the Town's Code of Ordinances.

POLICY 1.4

The Town shall continue to follow and enforce the Archaeological Ordinance within the Town's Code of Ordinances in preserving and protecting archaeologically sensitive sites and coordinate with the appropriate state and county agencies.

POLICY 1.5

The Town shall continue to coordinate the Historic Marker Program and encourage educational programs.

POLICY 1.6

The Town shall continue to produce historic plaques for Landmarked properties and shall create historic plaques for Historically Significant Buildings.

POLICY 1.7

The Town shall insure the protection of historic and specimen trees through accurate identification on development review applications.

POLICY 1.8

The Town shall encourage the designation of the historically significant buildings in accordance with the provisions in Chapter 18, Article VI of the Town's Code of Ordinances.

POLICY 1.9

The Town shall maintain the status as a Certified Local Government (CLG) through the requirements for participation in the CLG programs as specified in Florida Certified Local Government Guidelines under the National Historic Preservation Act, as amended (16§ U.S.C. 470 et. seq.).

**OBJECTIVE 2**

The Town shall protect structures and streetscapes having historic or architectural merit. The measurement of this objective is the extent to which historic or architectural structures or streetscapes are preserved, and the degree to which the following policies are implemented.

POLICY 2.1

The Town shall continue to protect landmarks, historically significant properties and aesthetic character through the active participation of the Landmarks Preservation Commission and architectural review in the development review and approval process, as authorized by the Town's Code of Ordinances.

POLICY 2.2

The Town shall use the cultural resource inventory, previous survey recommendations or other historical data, and Code criteria to support new nominations of significant archaeological sites, landmarked structures, or possible listing on the National Register of Historic Places. These designations provide formal documentation of the Town's cultural resources, enhance their appreciation, and provide demolition review for properties protected under local ordinance. The properties identified as eligible for designation will be shared with the community.

POLICY 2.3

The Town shall incorporate historic preservation as a priority into the Town's disaster planning and resiliency strategies while accumulating data and analysis that can be used to develop a historic preservation hazard mitigation plan.

POLICY 2.4

The Town shall expand the cultural resource inventory to identify cultural resources threatened by natural hazards including tropical cyclone events, flooding, erosion, and sea level rise based on previous studies, maps, and any new information that is developed.

POLICY 2.5

The Town shall prioritize inventory documentation of the most severely threatened resources, including identifying the key historical and physical attributes of a property or site and/or identification of the area's sensitivity to potential hazards.

POLICY 2.6

The Town shall continue to collaborate with the Preservation Foundation of Palm Beach to educate the public, realtors, developers, and properties owners on the benefits of landmarking historic structures.

POLICY 2.7

The Town shall recognize National Preservation Month and encourage activities that promote public awareness about the significance of historic resources and archaeological sites.

POLICY 2.8

The Town shall continue to offer ad valorem tax exemptions to qualifying projects on landmarked properties.

POLICY 2.9

The Town shall continue to preserve the scenic vistas.

# Public Safety Element

## DATA & ANALYSIS

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

### EXECUTIVE SUMMARY

The Town of Palm Beach shares the role of public safety under the auspices of the Police Department and the Fire Department in concert. Both serve the public and work together. However, their roles are independent. As such, the distinctions are being recognized with the subject Comprehensive Plan Amendment. Since the adoption of the current 2017 Comprehensive Plan, the Public Safety Director position was eliminated. This change has been reflected in the corresponding Goals, Objectives, and Policies for the Public Safety Element.

### HISTORY OF THE PALM BEACH FIRE RESCUE DEPARTMENT

In the late 1800s, fire protection for the Town of Palm Beach was initially provided by a volunteer group of fire fighters known as the "Flagler Alerts". This group of volunteers were organized and equipped by Henry Morrison Flagler in 1894 for the purpose of protecting his properties and local interests. The Flagler Alerts were housed in the City of West Palm Beach on the mainland. At that time, no bridges existed, which meant the Flagler Alerts could only respond by ferry in the event of a fire. Given that firefighting equipment and fire personnel were not present on the island, Palm Beach was completely dependent upon outside assistance.



Historic Photo of Fire Station and Firefighters late 1800s

In 1911, the official name of this volunteer fire department was changed from the Flagler Alerts to the City of West Palm Beach Fire Department. The West Palm Beach Fire Department continued to provide fire protection to Palm Beach until the Town of Palm Beach founding fathers were concerned about delayed response times and high fire insurance rates. In December 1921, the Town Council established a localized fire protection plan with the creation of the Palm Beach Fire Department. In early 1922, Elmer Schultz was appointed as the first Fire Chief.

By 1982, the Fire Department's name was officially changed to the Palm Beach Fire Rescue Department to emphasize the increased effort and workload in emergency medical services. In May 1987, renovation work was completed on the North Fire Station (Station 2) at 300 North County Road and the Administrative Offices for the Department were moved from Station 1 to the third floor of Station 2. In 2004, a new Central Fire Station (Station 1) was constructed at 355 South County Road across from the old central fire station.

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

**Fire Rescue as a Component of the Public Safety Element**

The scope of the fire-rescue industry has grown dramatically over the last century, evolving from solely a fire department to an all-hazards department. In Florida, there is no state requirement for fire department staffing. In fact, fire departments are not mandatory. At present, many areas of the state of Florida provide fire rescue through a volunteer department, as the Town originally had.

The closest state "staffing" requirement for fire service is the requirement that when entering an atmosphere considered “Immediately Dangerous to Life and Health” (IDLH), such as a structure fire, firefighters operate in teams of two as a minimum and that before firefighters enter the IDLH, there must be two firefighters outside who are capable of a rescue should the two (or more) firefighters in the IDLH need rescuing. This is commonly referred to as the "two-in, two-out" rule.

For Emergency Medical Services (EMS), the only EMS staffing rule in Florida is that an Advanced Life Support (ALS) vehicle must be staffed by at least one paramedic and one Emergency Medical Technician (EMT). The Fire Rescue Department staffing, and distribution of personnel are based upon the Town’s expectations for service, which includes the ability to get to any emergency within eight minutes and to initiate effective emergency services upon arrival. On average, the Fire Rescue Department responds to an average of 2,600 calls per year.

Today, there are three fire-rescue stations, north, central, and south station to minimize response time and provide maximum coverage to all areas of the island. Each station contains at least one rescue unit and one suppression unit. The Central Fire Station and the South Fire Station both house aerial ladder trucks. The mission of the Town of Palm Beach Fire Rescue Department is to continue to deliver the very best, cutting-edge services to all well into the future. As displayed on Exhibit 5-1, the Town is divided into three zones that correspond to each of the fire station locations.




Exhibit 5-1 Fire Rescue Zones

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

### Ocean Rescue

As a barrier island with over 12 miles of beachfront within the Town of Palm Beach corporate limits, the relationship between the Fire Department and Ocean Rescue (lifeguards) is critical. The Town of Palm Beach Ocean Rescue Unit operates under the Town of Palm Beach Fire Rescue Department. The Ocean Rescue Unit is responsible for the protection of life and property on the Town's public beaches and surrounding waterways.

The Town of Palm Beach employs six full-time lifeguards and seven part-time lifeguards, who are responsible for providing public safety and initial emergency medical service seven days a week, 365 days per year on the Town's two public beaches. Those Town-operated beaches include the Mid-Town Municipal Beach and Phipps Ocean Park, which are both equipped with Automated External Defibrillators (AEDs), rescue paddle boards, rescue boats, response ATVs, and state-of-the-art lifeguard towers. Those within the Phipps Ocean Park have been approved for renovation in 2023.



Town of Palm Beach Ocean Rescue

All Ocean Rescue personnel are trained at the first responder level for emergency medical care. Additionally, all lifeguards must complete an annual USLA re-certification that requires a 500-meter swim test. The Ocean Rescue staff are also encouraged, and several employees have obtained supplemental advanced training, as paramedics and Emergency Medical Technicians (EMTs). An EMT or Paramedic is generally assigned to each beach. In addition to providing service on the two public beaches, Ocean Rescue responds to aquatic emergencies throughout the Town. Lifeguards are also assigned to the Town's Rescue Dive Team. The Unit is accredited by the United States Lifesaving Association and is recognized as a State of Florida Certified First Responder Agency.

### Police Department as a Component of the Public Safety Element

The year 1911 also witnessed the establishment of the Town's Office of the Town Marshal. Through its first Town Charter, Joseph Borman was elected to the office and the first appropriation from the Town Council was $1 for a "proper marshal's badge." Borman became the first Police Chief when the Palm Beach Police Department was formed on October 17, 1922. Chief Borman, known as "Mr. Palm Beach", served the Town from 1911 until his retirement in 1946. In addition to his duties as chief law enforcement officer, Chief Borman also served as tax collector, tax assessor, fire chief, voter registrar, code enforcement officer and building official, mosquito control officer, and secretary of the Town Caucus.

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

Today, the Town of Palm Beach Police Department Officers are a group of law enforcement officials who carry out the law in the Town. More specifically, Town of Palm Beach Police Officers are Town employees who are certified as sworn law enforcement officers by the State of Florida. Along with the state certification comes regular training requirements and a myriad of other rules and regulations in addition to anything internal to the Town. The Town of Palm Beach Police Officers are licensed to carry firearms and other weapons used in the field. Police Officers also can be one of the first responders to an emergency, such as a car accident or fire.




Town of Palm Beach Police Department -345 S. County Road

The Palm Beach Police Department is organized into components which are grouped according to the functions they are designed to carry out. Levels of authority and responsibility within these components are established by rank and position. The order of command for sworn personnel is provided below.

The Police Department is divided into the Law Enforcement and Support Services components. Law Enforcement is commanded by the rank of Major and Support Services is managed by a civilian Support Services Manager. Currently, the Town of Palm Beach is staffed with sworn officers-and non-sworn employees.

The Chief of Police is the Chief Executive Officer of the Department. The Chief of Police develops, organizes, coordinates, and directs all functions within the organization in the absence of the Chief of Police, the Major assumes the duties of the Chief of Police. The Major and Support Services Manager report directly to the Chief of Police. Each component is divided into units which are grouped according to the functions for which they are responsible.

Additionally, the Code and Parking Enforcement Unit is under the management of the Police Department. The primary responsibility of the Code Enforcement function is to ensure the highest possible quality of life is enjoyed by all residents of the Town of Palm Beach through the enforcement of Town codes and ordinances. The Parking Enforcement function also regulates the use of all parking in the Town of Palm Beach by enforcing parking ordinances and regulations to create an adequate turnover of the limited number of parking spaces available and to ensure compliance with residential permit parking programs. Both officers are dispatched through the Police Department's Communications Unit. Additionally, within the Code and Parking Enforcement Unit is sea turtle protection.

Currently, the Code Enforcement Unit maintains one Parking Unit, which is led by one Lead Parking Officer and two Parking Officers, with two new officers budgeted for fiscal year 2023. The officers operate marked vehicles with license plate reader cameras that run tags and indicate expired tags, stolen vehicles, and expired parking sessions. The Parking Officers also serve as the Town's school crossing guards, which average about 240 hours yearly. These officers also direct traffic at vehicle crash scenes.

The primary goal for code enforcement is voluntary compliance. However, if that is not achieved, compliance is obtained through the Code Enforcement Board. The Code Enforcement Board hears cases involving violations of the Town Code and imposes administrative fines and other noncriminal penalties where a pending or repeated violation exists.

As displayed on the Parking Inventory Exhibit 5-2, the Town currently has an inventory of 1,897 on-street parking spaces generally located centrally in the Midtown area that contains a mix of commercial, civic, and residential uses.

Currently, the Town of Palm Beach provides a variety of programs for on-street and municipal lot parking for residents, visitors, contractors, and service companies. The Town's parking regulations, residential permits, placard parking, and paid parking opportunities are provided by the Police Department.




Exhibit 5-2 Palm Beach Parking Inventory

Within the on-street parking managed area, currently varying rates and policies apply often along a short section of a roadway. The parking time limitations and number of spaces are provided in the following Figure 5-1.

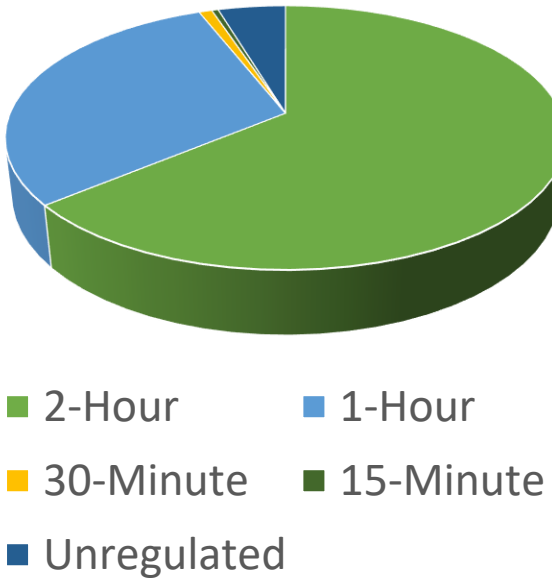



Figure 5-1 – Parking Rates
Two (2)-hour limit – 716 spaces
One (1)-hour limit – 336 spaces
30-minute limit – 10 spaces
15-minute limit- 5 spaces

Due to the inconsistencies in parking regulations, the Police Department in conjunction with the Business and Administration Committee (BAC), is transitioning to an app-based parking program. The system tracks transactions, revenue, historical trends, and performance for individual zones. Reports can be generated in multiple formats and emailed to key personnel. Data generated by the app-based system can be used to determine best practices and manage the Town's parking inventory effectively and efficiently. The apps can display parking availability in real time, making it easier to find a space. The system provides simple touch-free payment options (through the app, the web, text, or phone). Drivers are alerted when their time is running low, and they can extend their parking session without returning to the vehicle.

**Sea Turtle Protection**

Sea turtles are marine reptiles with streamlined bodies and large flippers that are well-adapted to life in the ocean. Six species are found in U.S. waters, all of which are listed and protected under the Federal Endangered Species Act. Although sea turtles live most of their lives in the ocean, adult females lay their eggs on land. They migrate hundreds to thousands of miles every year between feeding grounds and nesting beaches. Leatherback turtles are among the most highly migratory animals on earth, traveling as many as 10,000 miles or more each year. Unfortunately, sea turtles face significant threats around the world that have led to these species remaining on the endangered species list.

The most common risks include the following.

- By-catch in commercial and recreational fisheries
- Loss and degradation of nesting and foraging habitats due to coastal development, pollution, and climate change
- Killing of turtles and collection of eggs for consumption
- Entanglement in marine debris
- Vessel strikes

In the United States, NOAA Fisheries and the U.S. Fish and Wildlife Service have shared jurisdiction for the recovery and conservation of threatened and endangered sea turtles. We lead the conservation and recovery of sea turtles in the marine environment, while the U.S. FWS has the lead for the conservation and recovery of these animals on nesting beaches.[1]



Palm Beach Fire Rescue

Pursuant to Code Section 74-228. *Enforcement of federal, and state laws*, the Town Police Department, through the Code Enforcement Unit, is the enforcement agency for applicable federal and state laws related to sea turtle protection. Should damage to sea turtles, or sea turtle nests of hatchlings be observed, a notification to the Florida Department of Environmental Protection is required. According to Code Section 74-225, the Town Code Enforcement issues citations for violations due to failure to comply with any provision of the subject Code Section.

[1] National Oceanic and Atmospheric Administration (NOAA) Fisheries website

## Activity and Personnel Allocation Study

It is the policy of the Palm Beach Police Department that every year an "Activity and Personnel Allocation Study" is performed to assign personnel according to service demands. By General Order I-24, an activity allocation and personnel assessment for Patrol Unit Officers and Criminal Investigation Unit (CIU) Detectives are conducted to address community needs. The study is used as a tool to ensure the proper allocation of Patrol Officers during peak demand times.

As displayed in Table 5-1, the Police Department operates four patrol zones, several overlapping cover zones, and several mini-zones in the commercial districts. Due to operational security risks, the details are not published with any specific information regarding the exact locations of the zones on a map.

| Map Ref. Area | NORTH | SOUTH | EAST | WEST |
|---|---|---|---|---|
| | | | | |
| 1 | Lake Worth Road | South Town Limit | Atlantic Ocean | Lake Worth |
| 2 | Old South Ocean | Lake Worth Road | Atlantic Ocean | Lake Worth |
| 3 | Kreusler Park | | | |
| 4 | Ibis Island | | | |
| 5 | Sloan's Curve | Old South Ocean | Atlantic Ocean | Lake Worth |
| 6 | Ocean View | Sloan's Curve | Atlantic Ocean | Lake Worth |
| 7 | Southern Blvd | Ocean View | Atlantic Ocean | Lake Worth |
| 8 | Southern Boulevard Causeway | | | |
| 9 | Banyan Road | Southern Blvd | Atlantic Ocean | Lake Worth |
| 10 | Worth Avenue | Banyan Road | Atlantic Ocean | Lake Worth |
| 11 | Everglades Island and Tarpon Island | | | |
| 12 | Worth Avenue | | | |
| 13 | Royal Palm Way | Worth Avenue | Cocoanut Row | Lake Worth |
| 14 | Royal Palm Way | Worth Avenue | Atlantic Ocean | Cocoanut Row |
| 15 | Barton Avenue | Royal Palm Way | Cocoanut Row | Lake Worth |
| 16 | Barton Avenue | Royal Palm Way | Atlantic Ocean | Cocoanut Row |
| 17 | 44 Cocoanut | Barton Avenue | Cocoanut Row | Lake Worth |
| 18 | Royal Poinciana | Barton Avenue | Atlantic Ocean | Cocoanut Row |
| 19 | Royal Poinciana Plaza Complex | | | |
| 20 | Wells Road | Royal Poinciana | Atlantic Ocean | Lake Worth |
| 21 | Tangier Avenue | Wells Road | Atlantic Ocean | Lake Worth |
| 22 | Country Club | Tangier Avenue | Atlantic Ocean | Lake Worth |
| 23 | Colonial Lane | Country Club | Atlantic Ocean | Lake Worth |
| 24 | Reef Road | Colonial Lane | Atlantic Ocean | Lake Worth |
| 25 | North Town Limit | Reef Road | Atlantic Ocean | Lake Worth |

Table 5-1 Geographic Distribution Locations

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

The following Table 5-2 displays the Calls for Service over the last 10 years. The Calls for Service include officer-initiated calls such as traffic stops, business, and house checks, traffic incidents, etc., to more accurately reflect patrol officer activity demand levels. Priority 1 calls require immediate response. The Percentages Comparison Chart within the graphic below is used to show how much one year has increased or decreased compared to the previous year. For 2022, the

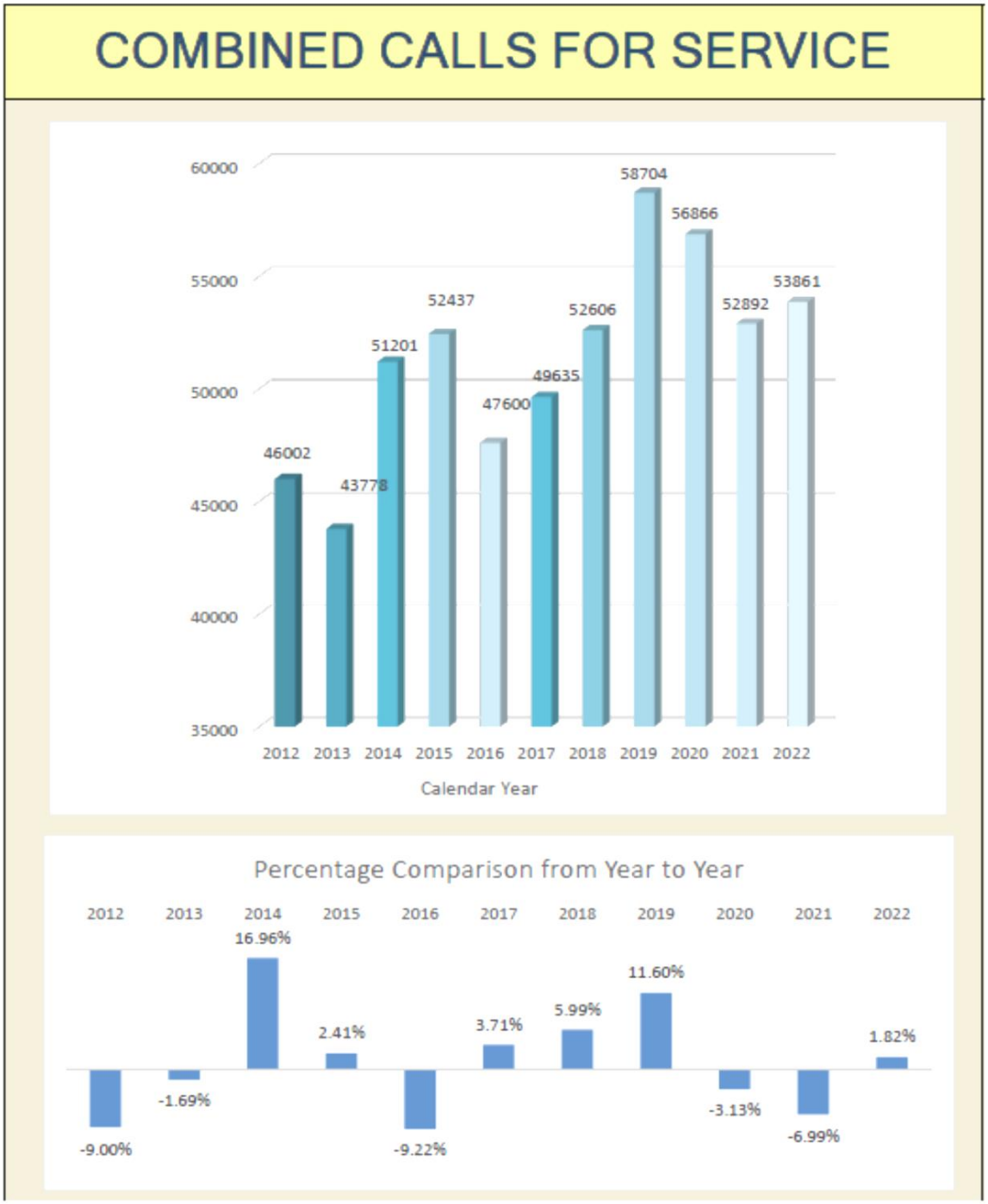



Table 5-2 Police Department Calls for Service

average response time for Patrol Officers to respond to all Priority 1 calls was four minutes and twenty-five seconds. A Priority 1 police call is an emergency that requires an immediate response and may pose a threat to life. Call-takers prioritize calls based on the information they receive from the caller, such as whether the situation is in progress, just occurred, or is life-threatening.

Table 5-3 below shows a comparison of the years 2021 and 2022 showing the percentage of 911 calls (emergency) and those citizen calls for service, which includes all calls to the department including complaints related to code, parking, and sea turtle incidents. As demonstrated, most of the calls are non-emergency calls.

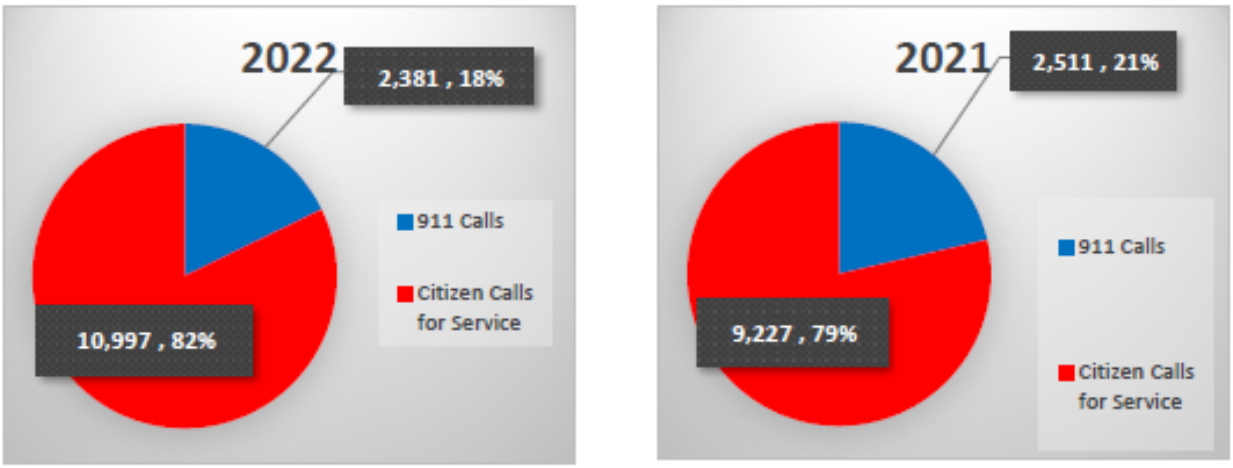



Table 5-3 2021-2022 911 and Citizen Calls

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

In Table 5-4, accidents in the Town for the last three years are shown, distinguished by those with and without injuries.

Accidents in the Town of Palm Beach 2021-2023

*Police Zones*

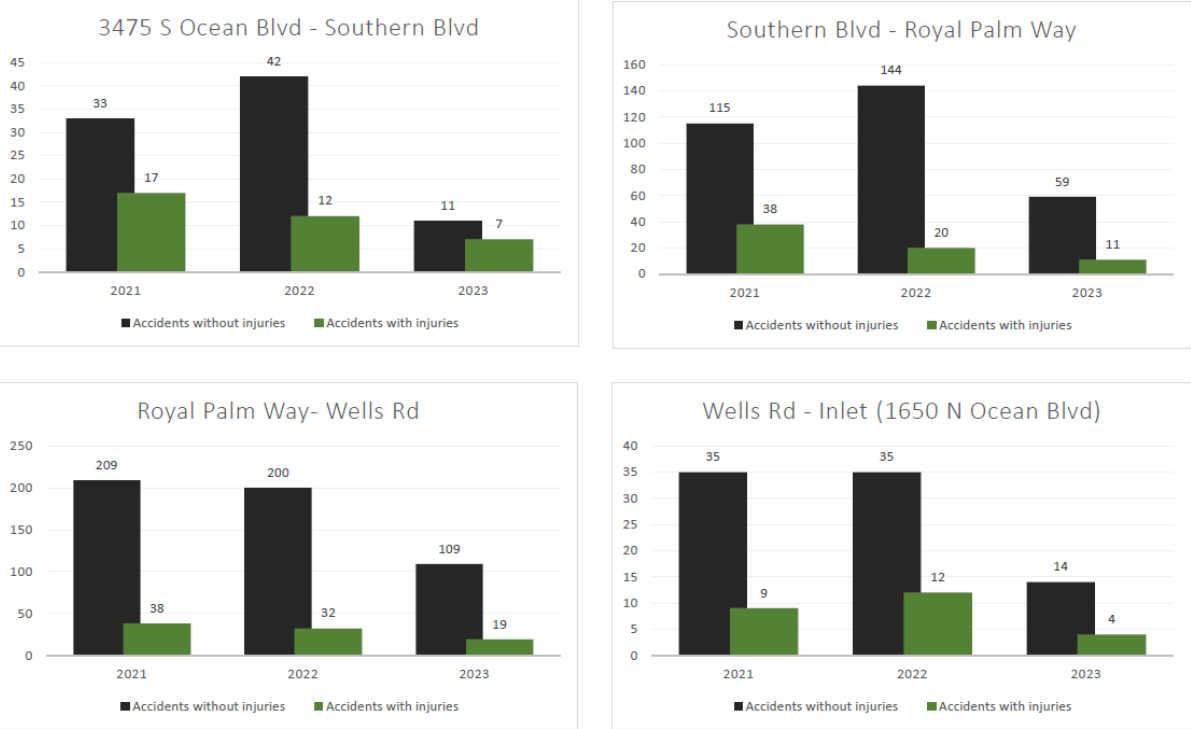



Table 5-4 Accidents 2021-2023

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

**Emergency Management in the Town of Palm Beach**

The Office of Emergency Management, which operates the Town's Emergency Operations Center (EOC), is in the Fire-Rescue Department's Central Station.

As graphically presented below in Exhibit 5-3, emergency management incorporates four specific phases.

Emergency Management planning is guided through the Comprehensive Emergency Management Plan (CEMP). The CEMP provides the basic strategies, assumptions, and mechanisms through which the Town of Palm Beach will mobilize resources and conduct activities to guide, coordinate, and support local emergency management efforts. Emergency management is an ongoing process even when there are no emergencies. The Town continually strives to prevent and diminish future emergencies through experiences and training.

| | |
|---|---|
| Mitigation/Prevention | • Any action that prevents an emergency from occurring or reduces the impact of an emergency on people, property, and the environment. Efforts include adopting and enforcing building codes, land use planning, training and public education and implementing safety meaures. |
| Preparedness | • Actvities consist of pre-emergency actions to improve the safety or effectiveness of emergency response. These actions save lifes, lessen property damage, and increase control over the emergency response. |
| Response | • The use of resources to address the immediate and short-term effects of an emergency. These efforts minimuze suffering, loss of life, and property damage. |
| Recovery | • Activities return the Town to a pre-emergency state. Efforts include detailed damage assessments, debris removal, restoration of essential services, facilities and infrastructure, and rebuilding of private homes and businesses. |

Exhibit 5-3 Emergency Management Phases

The CEMP was developed by a planning process coordinated by the Town's Office of Emergency Management. It was promulgated by administrative procedures pursuant to the Town Code of Ordinances. The Town's Office of Emergency Management ensures that necessary changes and revisions to the plan are prepared, coordinated, published, and distributed. The Town Manager has the ultimate authority for disaster preparedness and response and the Emergency Management Director has the responsibility for coordinating the entire emergency management program on behalf of the Town Manager. The Town Manager has been delegated as the executive authority for all emergency operations and powers of Emergency Management.

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

The plan will undergo revisions for the following reasons.

- ✓ Information errors or omissions have been identified.
- ✓ New issues, requirements, or supplementary material have been identified which are not adequately addressed.
- ✓ There has been a change in information, data, or assumptions from those on which the Plan was based.
- ✓ The nature or magnitude of identified risks have changed.
- ✓ There are implementation problems, such as technical, political, legal, or coordination issues with other agencies.
- ✓ Legislative changes have affected the organizational structure of some local or State agencies.
- ✓ There is a need to incorporate new State or Federal guidelines or directives and /or to address significant operational issues.
- ✓ Exercises reveal deficiencies or shortfalls.

The CEMP establishes the Town of Palm Beach's comprehensive emergency management program. The plan authorizes all officers and employees of the Town to be a part of the emergency preparedness and response organization. The CEMP is always in effect and available for implementation and works to ensure the Town is continually ready to coordinate response activities, including everyday incidents, without formal activation. However, it should be recognized that an order or proclamation of a local State of Emergency or disaster by the Town Manager or designee may activate special components of the emergency management plan when deemed necessary. By Municipal Ordinance, the Chief of Police is delegated executive authority for all emergency operations and powers of Emergency Management.

As a part of the emergency management plan, the Town of Palm Beach has formally adopted and uses the National Incident Management System (NIMS). NIMS provides a consistent national approach for Federal, State, and local governments and non–governmental organizations to work effectively and efficiently together to prepare for, respond to, and recover from domestic incidents, regardless of cause, size, or complexity. To provide for interoperability and compatibility among Federal, State, and local capabilities, NIMS includes a core set of concepts, principles, terminology, and technologies covering the incident command system; multi-agency coordination systems; unified command; training; identification and management of resources (including systems for classifying types of resources); qualifications and certification; and the collection, tracking, and reporting of incident information and incident resources.

# PUBLIC SAFETY ELEMENT
## DATA AND ANALYSIS

**SUMMARY**

Since the Town's inception, public safety has been at the forefront. In fact, the incorporation of the Town coincided with the establishment of Police and Fire Rescue services in 1911 as a necessity. To ensure the Town residents, visitors, and resources are protected, the Town continues to ensure Police and Fire Rescue Department personnel are adequately staffed based upon the Town's expectations for service and the ability to get to any emergency and initiate effective emergency services upon arrival. Additionally, the Town of Palm Beach Fire Rescue Department will seek ocean rescue personnel who are trained at first responder level emergency medical care and are United States Lifesaving Association (USLA) certified.

Further, the Town should include the Police and Fire Rescue services in the building permit review process to require the "Town of Palm Beach Exterior Lighting Requirements" for sea turtle protection. Concerning development, the Town will designate Police Service personnel to participate in the site plan review process administered through the Planning, Zoning and Building Department for consideration of "Crime Prevention Through Environmental Design" (CPTED) concepts and techniques for multifamily and commercial development and redevelopment.

Lastly, with regard to Emergency Management, the Town of Palm Beach will continue to coordinate with adjacent municipalities, Palm Beach County, the Florida Department of Transportation and other responsible agencies, to ensure that the regional transportation network provides for the safe and timely evacuation of residents in a hurricane or other emergency event.

# Public Safety Element

## GOALS, OBJECTIVES & POLICIES

# PUBLIC SAFETY ELEMENT
GOALS, OBJECTIVES AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS THROUGH THE PROTECTION OF THE HEALTH, SAFETY AND SECURITY OF TOWN RESIDENTS.**

## OBJECTIVE 1

The Town of Palm Beach shall continue to maintain and enhance a high level of safety and security for residents of the Town.

POLICY 1.1

The Town shall maintain a proactive public safety program through the coordinated roles of the Police and Fire Rescue Departments.

POLICY 1.2

The Town shall maintain a well-trained sworn law enforcement officers within the Police Department dedicated to state certified regular training to ensure the protection of Town residents.

POLICY 1.3

The Town shall continue to ensure Fire Rescue Department staffing and distribution of personnel based upon the Town's expectations for service and the ability to get to any emergency and initiate effective emergency services upon arrival.

POLICY 1.4

The Town shall continue to comply with the Emergency Medical Services (EMS) rule that all Advanced Life Support (ALS) vehicles be staffed with at least one paramedic and one Emergency Medical Technician (EMT).

POLICY 1.5

The Town of Palm Beach Fire Rescue Department shall continue to ensure adequate staffing of Ocean Rescue personnel who are trained on first responder level emergency medical care and are United States Lifesaving Association (USLA) certified.

POLICY 1.6

The Town of Palm Beach Fire Rescue Department shall encourage Ocean Rescue staff to obtain supplemental advance training as paramedics and Emergency Medical Technicians (EMTs).

POLICY 1.7

The Town of Palm Beach Police Department shall maintain adequate staffing of code enforcement officers to ensure the Town codes and ordinances are adhered to in order to protect property and resources within the Town.

POLICY 1.8

The Town shall continue to function as the local enforcement agency of sea turtle protection through the regulations provided in Division 4, Code of Ordinances.

POLICY 1.9

The Town through the building permit review process shall require the "Town of Palm Beach Exterior Lighting Requirements" form to be signed and notarized by contractors.

**OBJECTIVE 2**

The Town will continue to implement innovative and state of the art law enforcement techniques and technologies to ensure the health, safety and welfare of residents and businesses.

POLICY 2.1

The Town Police Department shall participate in the site plan review process administered through the Planning, Zoning and Building Department for consideration of "Crime Prevention Through Environmental Design" (CPTED) concepts and techniques for multifamily and commercial development and redevelopment.

POLICY 2.2

The Town Police Department shall continue to implement high-profile enforcement of all traffic laws.

POLICY 2.3

The Town of Palm Beach shall explore incorporating state-of-the-art technologies in crime prevention, police response, and crime solving.

**OBJECTIVE 3**

The Town shall seek to reduce the exposure of life and property to hurricanes and other disasters through the planning and implementation of emergency preparedness, response, and recovery plans.

POLICY 3.1

The Town's Comprehensive Emergency Management Plan (CEMP), which includes the Storm Emergency Response Plan (SERP) and Continuity of Operations Plan (COOP), will be reviewed and updated as needed.

POLICY 3.2

Due to the Town's location within the Coastal High Hazard Area and general vulnerability to hurricane events, the Town shall ensure that future development or redevelopment maintains or reduces hurricane evacuation times through land use controls.

POLICY 3.3

The Town of Palm Beach shall continue to coordinate with adjacent municipalities, Palm Beach County, the Florida Department of Transportation and other responsible agencies, to ensure that the regional transportation network provides for the safe and timely evacuation of residents in a hurricane or other emergency event and is not degraded as a result of increased development and related population in the West Palm Beach area.

POLICY 3.4

The Town, once a hurricane watch has been declared, shall coordinate with the Florida Division of Emergency Management and the County Emergency Management officials to facilitate orderly and timely evacuation of residents and visitors.

POLICY 3.5

The Town shall annually review Palm Beach County's Hurricane Evacuation Plan to identify any changes that may affect the evacuation of Town residents during a storm event and shall ensure that the Town's Hurricane Evacuation Plan remains integrated with the County's Plan by amending the Town's Plan, as necessary.

POLICY 3.6

As the CEMP states that all officers and employees of the Town to be a part of the emergency preparedness and response organization, the Town of Palm Beach shall ensure Town Department staff are educated on emergency preparedness and response for those essential employees that they are trained in emergency preparedness and response.

POLICY 3.7

The Town shall expand the Town's education and notification process to emphasize the unpredictability of the power of an approaching storm and the need to evacuate early upon an evacuation warning.

# Infrastructure Element

DATA & ANALYSIS

# INFRASTRUCTURE ELEMENT
DATA AND ANALYSIS

## EXECUTIVE SUMMARY

The Infrastructure Element of the Town of Palm Beach Comprehensive Plan has been developed based upon the identification and analysis of the appropriate public facilities and their service areas, design capacities, and the ability to maintain standards required by Federal, State, and Town regulations, all provided within each Sub-Element.

This Element provides the framework necessary to ensure adequate public facilities and services are available for the current and future residents of the Town of Palm Beach. The Infrastructure Element is comprised of the Sub-Elements for Drainage (Stormwater Management), Potable Water, Sanitary Sewer, and Solid Waste. The Town of Palm Beach contains no significant Natural Groundwater Aquifer Recharge Area. Irrespective, specific standards and governmental actions geared to stabilizing water table levels in surficial deposits are addressed in the Potable Water Sub-Element. Additionally, the Town commissioned a bond, approved by Town referendum, for the undergrounding of power and communication utilities. A summary of the status and impacts is provided within this Element.

The Town of Palm Beach Public Works Department is responsible for ensuring the adequacy of the components of the Town's infrastructure system to support the residents, businesses, visitors, and employees. The Public Works Department applies both proven and innovative techniques and systems to provide for excellence in the operation, construction, maintenance, and repair to achieve this purpose. The continuous stewardship of the Town's infrastructure is achieved through the dedicated efforts of a diverse group of operational, administrative, engineering, and construction professionals.

## THE INFRASTRUCTURE ELEMENT OF THE TOWN OF PALM BEACH

## DRAINAGE SUB-ELEMENT (STORMWATER MANAGEMENT)

### STATE OF FLORIDA STORMWATER MANAGEMENT

Unmanaged urban stormwater creates a wide variety of effects on Florida's surface and groundwaters. The Florida Department of Environmental Protection (FDEP) is the state's lead agency for environmental management and focuses on protecting the air, water, and land of the state. According to FDEP, development of land can lead to the following effects:

- Compaction of soil
- Addition of impervious surfaces, such as roads and parking lots
- Alteration of natural landscape features, such as natural depressional areas that hold water, floodplains, and wetlands
- Addition of pollutants from everyday human activities
- Construction of highly efficient drainage systems

These alterations within a watershed decrease the amount of rainwater that can seep into the soil to recharge both the Biscayne and Floridian aquifers, among other things. Consequently, the volume, speed and pollutant loading in stormwater that runs off developed areas increases, leading to flooding, water quality problems and loss of habitat. According to FDEP, Florida was the first state in the country to adopt a rule requiring the treatment of stormwater to a specified level of pollutant load reduction for all new development. Florida's original stormwater rule was adopted in 1981 and went into effect in February 1982.

Pursuant to §373.403(10), Fla. Stats., a *stormwater management system* means a system which is designed and constructed or implemented to control discharges which are necessitated by rainfall events, incorporating methods to collect, convey, store, absorb, inhibit, treat, use, or reuse water to prevent or reduce flooding, over-drainage, environmental degradation, and water pollution or otherwise affect the quantity and quality of discharges from the system.

In 1990, in response to legislation, the FDEP developed and implemented the State Water Resource Implementation Rule (originally known as the State Water Policy rule). This rule sets forth the broad guidelines for the implementation of Florida's stormwater program and describes the roles of FDEP, the five water management districts (Exhibit 6-1) and local governments. The rule provides that one of the primary goals of the program is to maintain, to the degree possible, during and after construction and development, the predevelopment stormwater characteristics of a site. [1]

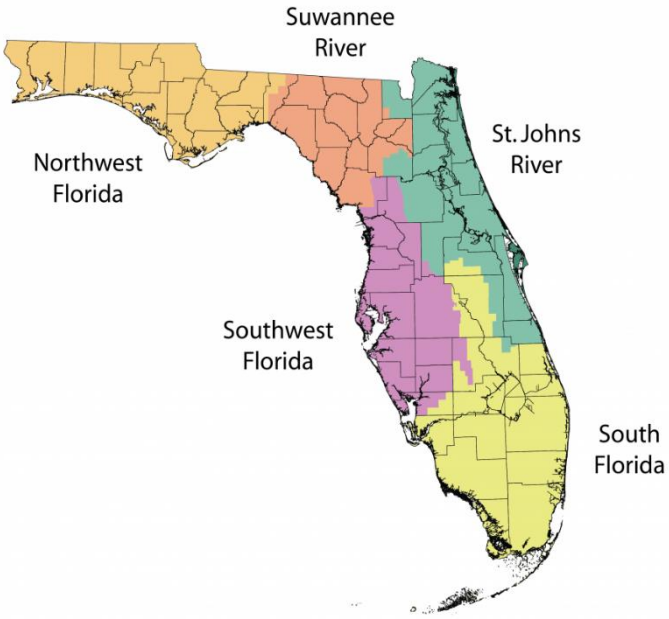



Exhibit 6-1 Water Management Districts in Florida

The FDEP regulations outlined in the Florida Administrative Code (FAC) require notification of work to be completed and potentially the issuance of a National Pollutant Discharge Elimination System (NPDES) permit for any stormwater discharges that result from large or small construction activities. The FDEP also regulates subsurface drainage systems and water quality.

[1] https://floridadep.gov/water/submerged-lands-environmental-resources-coordination/content/erp-stormwater

## TOWN OF PALM BEACH DRAINAGE SYSTEM

The Town of Palm Beach is a member of the Palm Beach County NPDES MS4 Permit. The Palm Beach County NPDES MS4 Permit is held jointly by most MS4 owners within the geographic area of Palm Beach County. The permittees have taken a cooperative approach to permit compliance, jointly conducting several permit activities, and collectively developing a number of tools used to carry out the permit programs.

Prior to Palm Beach settlement, the Town was characterized as a coastal barrier island with a high coastal ridge along the Atlantic, and a low, swampy shoreline along Lake Worth, that would later become the Lake Worth Lagoon, due to the dredging of the Palm Beach Inlet. A marshy slough separated the beach ridge and lake hammocks. Surface accumulation either percolated to the surficial aquifer known as the Biscayne Aquifer, through permeable soils on the ridges, collected in the slough, or ran through poorly drained tidal swamps into Lake Worth Lagoon.



Historical Photo of Lake Worth Lagoon

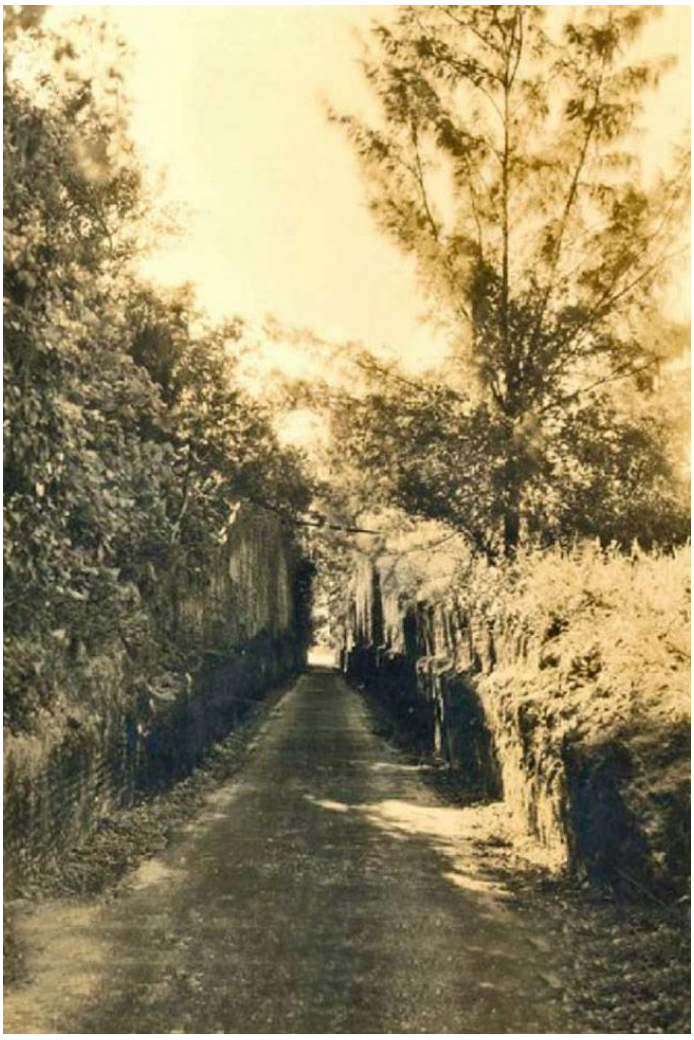
Extensive shoreline and surface water changes have occurred since 1883. The slough and low lake shorelines have been filled for development, and the Atlantic shoreline has receded due to beach erosion. The development of the Town has reduced the amount of water infiltrating to the Biscayne Aquifer and has increased runoff from impermeable surfaces. The coastal ridge still dominates the island's topography, acting as a seaward barrier to surface water drainage. Remnants of slough areas are prone to flooding. To facilitate the removal of stormwater, a system of storm sewers and pumping stations was created during the early development of the Town. That same system, with major modifications, remains intact today.

Lake Worth Lagoon estuary started out as a freshwater lake sealed off from the Ocean by barrier islands. Water would flow into the Lake from the western interior wetland forests, prairies, and marshes. The Lake was an important source of freshwater along the East Coast provided wildlife and indigenous people with driving water, food, and transportation. The Seminoles called it “Hypoluxo” meaning “water all around, no get out.” As settlers began to move into the area in the mid-1800s, the freshwater lake was changed into a brackish estuary when pioneers dug the first stable inlet just north of Lake Worth Inlet. The estuary was further altered when the Atlantic Intracoastal Waterway dredging was completed in the early 1900s.

*Palm Beach County Website, Lake Worth Lagoon*

An example of the Town's pioneering efforts at stormwater management is the "Coral Cut", which combined drainage with site planning that led to one of the most significant and breathtaking geological features. The Town's early pioneers recognized the need to ensure proper drainage of the land that was, in its original form, comprised of high and low elevations that provided the drainage of water necessary to protect the people and property of the Town of Palm Beach.

The Coral Cut was the engineering feat that led from the Lake Trail, located on the west side of the Island, east along the south side of the Palm Beach Country Club Golf Course on what became Country Club Road. Captain W. S. Holloway, a Town of Palm Beach pioneer, headed the excavation, dredging, and dynamiting, arriving with "an army of men" who set up a tent camp at the site. While the ten-ton Sullivan channeling machine was apparently successful in cutting the initial coral cut that would drain the swamp to the south, allowing wheelchair traffic to transport guests from the Lake Trail to the clubhouse, plans for the yacht basin were apparently tabled.[2]



The Coral Cut, c, 1915-1920 Image courtesy Historical Society of Palm Beach County

[2] New York Social Diary Palm Beach Greening of Palm Beach Country Club, September 22, 2020.

The trail dredging started out a century ago as a narrow alley just wide enough for bicycle traffic. Today, it is part of the Town's drainage system that is actually the site of a water pumping station. According to "The Cut" article, courtesy of the *Chronicling America, Library of Congress,* the purpose of the Cut was two-fold. It provided a wheelchair path connecting County Road with Lake Trail, in addition to providing a run-off for water from the hydraulic dredge used in-filling the land which is now the golf course of the Palm Beach County Club. With the passing of the years, the Cut has grown more beautiful from year-to-year due to the vines and tropical foliage which has grown. It is also used by bicycle riders who have greatly increased in the last years. [3]



The Coral Cut on Country Club Road Today

During the mid-1970s, the Town commissioned an engineering report to recommend infrastructure needed to provide better protection against flooding in major rainstorms. The "Smith & Gillespie Long Range Public Works Plan" provided the blueprint for major improvements subsequently constructed during the 1980s and 1990s. As a result, flooding throughout the Town has been greatly reduced by those improvements.

[3] Ibid

In February 1991, EPA Region IV notified all MS4 owners within Palm Beach County that they had been designated as a part of the County's MS4 for the purpose of obtaining NPDES permit coverage. EPA Region IV further recommended that all MS4 owners within the County participate as co-applicants under a lead permittee, selected by the group. Presumably based on meeting(s) of the future co-applicants, Northern Palm Beach County Water Control District (Northern) emerged as the lead applicant. Between the months of June 1991 and January 1992, Northern entered into inter-local agreements with all other co-applicants. A Steering Committee was also formed during this time period, for the purposes of providing for representation of the group members and for coordinating the application (and future joint program). The Steering Committee is currently comprised of one representative from the lead permittee, two representatives of larger municipalities, two representatives of smaller municipalities, one representative of a special district, and one representative from Palm Beach County.

The permit application was a two-part process; Part 1 was due on May 18, 1992, and Part 2 was due May 17, 1993.

Permits are issued for a 5-year period; however, each permit remains in effect until a subsequent permit is issued. For the Palm Beach County group, the following permits have been issued.

- Cycle 1 - February 1, 1997
- Cycle 2 - November 18, 2002
- Cycle 3 - March 2, 2011
- Cycle 4 - September 8, 2016

The Cycle 5 Phase I permit template is currently being drafted by FDEP and negotiated with the U.S. EPA. Once the template is approved, FDEP will begin drafting the individual Cycle 5 permits for each of the Phase I permittees in Florida.

In 2000 and 2001, a number of the residential neighborhoods of the north end of the Town experienced severe flooding during heavy rainfalls. In response, the Town staff improved the operating procedures related to preparing for and responding to storms that pose a threat of flooding. The Town considered a new study of the drainage system throughout the affected area from Wells Road north to the Lake Worth Lagoon and that would develop an ambitious multi-year plan to increase the capacity of the storm drainage system. Due to the cost of the study, the Town did not pursue the findings. In its place, the Town implemented a requirement for private properties to retain the first two inches of runoff onsite prior to discharge.

Today, the Town's drainage system consists of a combination of pumping stations and gravity outfalls. Pumping stations are necessary discharge structures within the Town that are below Lake Worth Lagoon's high tide level, causing backflow through stormwater outfalls when above normal tides are experienced. King Tide flooding occurs throughout South Florida. The images below demonstrate some of the impacts the King Tide have caused in the Town.




King Tide Flooding on the Lake Trail in 2018 and 2019
Woods Hole Group, Coastal Resilience Implementation Plan 2021

The Town's stormwater system is unique for the east coast of Palm Beach County as it is a mostly "pumped" system. A majority of each drainage basin's runoff is collected and pumped into the Intracoastal Waterway (Lake Worth Lagoon) rather than being gravity discharged. The Town owns, operates, and maintains 13 stormwater pump stations, in addition to a very extensive drainage collection system to convey runoff to the pumping stations. The stormwater pump stations are designated by Town staff as "D-stations" to help differentiate them from the Town's sanitary sewage pump stations and pneumatic ejector stations.

The Town's stormwater collection and pumping system is divided into the following sections and approximate areas of coverage.

North Collection System: D-2, D-9, and D-10 Stormwater Pump Station

Shown on Exhibit 6-2 and detailed below are the Stormwater Pump Station located at various locations in the Town.

• D-9 Stormwater Pump Station: Area of coverage from East Inlet Drive south to Ocean Terrace

• D-2 Stormwater Pump Station: Area of coverage from Osceola Way south to La Puerta Way

• D-10 Stormwater Pump Station n: Area of coverage from La Puerta Way south to Bahama Lane
North Central System: D-3, D-4, D-8 and D-12 Stormwater Pump Station

• D-8 Stormwater Pump Station: Area of coverage from south of Bahama Lane to Southland Road

• D-3 and D-4 Stormwater Pump Station: Area of coverage from Plantation Road to Wells Road

• D-12 Stormwater Pump Station: Area of coverage from Wells Road to Royal Poinciana Way

Central Collection System: D-6, D-7, and D-14 Stormwater Pump Station

• D-14 Stormwater Pump Station: Area of coverage from Pine Walk to Royal Palm Way

• D-6 Stormwater Pump Station: Area of coverage from south of Royal Palm Way to Australian Avenue

• D-7 Stormwater Pump Station: Area of coverage from Chilian Avenue to Gulf Stream Road South Collection System: D-16, D-17, and D-18 Stormwater Pump Station

• D-18 Stormwater Pump Station: Area of coverage from El Bravo Way to El Brillo Way

• D-16 Stormwater Pump Station: Area of coverage from El Vedado Road to Jungle Road

• D-17 Stormwater Pump Station: Area of coverage from Via Vizcaya to Clarendon Avenue




Exhibit 6-2 Pump Station Locations

In December 2019, the Town of Palm Beach completed a National Flood Insurance Program Community Rating System (CRS) audit which is managed by the Federal Emergency Management Agency (FEMA). The CRS program is a voluntary incentive program which recognizes community floodplain management efforts. As part of the audit, the Town's drainage requirements were evaluated to determine how prepared the Town, its residents and business owners are for a major storm event. Although evaluation of the Town's regulations resulted in an improved score over previous years, the Town noted some areas of deficiency.[4]

[4] Technical Memorandum from Samantha C. Graybill, P.E., Kimley-Horn to Patricia Strayer, P.E, Town Engineer, October 8, 2021

# INFRASTRUCTURE ELEMENT
## DATA AND ANALYSIS

In May 2021, the Town authorized Kimley-Horn and Associates, Inc. (KHA) to provide general engineering services for completion of a stormwater regulation review and analysis of private property drainage requirements by other regional regulatory agencies. The goal of the study was to determine how requirements applicable to Town properties could be modified to positively impact future CRS audit scores. [5]

After identifying agencies with jurisdictional authority over stormwater and drainage within the Town, regulatory documents were reviewed and compared. The CRS encourages the adoption of a "design storm", which refers to a calculated, hypothetical storm event of a particular duration, rainfall intensity, return frequency, and total depth of rainfall. Selection of a meaningful design storm for stormwater management will result in the design of optimal infrastructure intended for appropriate flood protection.[6]

At this time, the Town regulatory documents do not reference a design storm for private, on-site stormwater management systems. According to Activity 450 in the CRS Coordinator's Manual, the minimum points available for municipalities that have a regulated design storm would be achieved if a storm with a minimum return frequency of 10 years were cited. Increased points could be obtained by citing a larger storm event (i.e., 25, 50, or 100-year storm). While maximum points would be ideal, any recommendations for the adoption of a design storm would only be feasible if the implementation is reasonable for the various property sizes and types within the Town while also being congruent with existing Town infrastructure.

**TABLE 6-1**
Level of Service (LOS) Standards for Public Stormwater Infrastructure

| Infrastructure Type | **Storm Event** | **Required Runoff Removal Time** |
|---|---|---|
| Systems Served by Pumping Stations | 1-Year | No Flooding Should Occur |
| Systems Served by Gravity Outfalls | 3-Year | No Flooding Should Occur |
| General Town Ponding | 5-Year | 60 minutes |
| | 50-Year | 90 minutes |

The LOS standards provided in Table 6.1 will remain through the 10 and 20-year planning horizon for public drainage infrastructure. A new Policy 2.5 has been added to direct the Town to undertake a study to determine if on-site (private property) retention should be increased to a 10-year design storm event standard. In addition to design storms, the referenced regulations were also reviewed for base flood elevations. A "base flood elevation" refers to the elevation of flood waters with a 1% chance of equaling or exceeding that level within a year. In other words, this 1% exceedance is associated with flooding anticipated from a 100-year design storm. Currently, the Town

[5] Ibid
[6] Ibid

regulatory documents that reference the base flood elevation are compliant with information published by the Florida Building Code (FBC). The FBC notes the base flood elevation as the FEMA base flood elevation with 1.0-ft of freeboard.[7]

The Town complies with the South Florida Water Management District (SFWMD) stormwater retention requirements for new development and redevelopment. All new development and redevelopment must provide minimum retention of the first two inches of rainwater before discharging into the Town drainage system. Residential development of less than one-half acre is required to route discharge and sheet flow through grassy areas prior to discharge into the Town system. As a result of the Kimley-Horn technical review of the Town's stormwater management system, the Town is reviewing additional retention levels for development.

**SUMMARY**

The Town of Palm Beach has employed Lucity to monitor public facilities and services. Lucity, Inc. supports an enterprise asset and maintenance management needs for hundreds of municipal agencies and thousands of users nationwide. LucityAM is a comprehensive, flexible, and scalable GIS and Web enabled "office-to-mobile" software solution for Local Governments, Public Works, and Utility Departments. LucityAM enables agencies to extend the useful life of capital assets while managing customer requests, Capital Improvement Project work orders, and preventive maintenance. Lucity is able to integrate fully with GIS to harness the advantages of thinking and working geographically.[8]

The Town of Palm Beach's drainage system operates an ongoing maintenance program with the assistance of Lucity. The Town has completed drainage pump station improvement and modifications identified in a 2017 Condition Assessment Report. In 2023, the Town initiated an updated drainage pump station condition assessment that provided the Town with a prioritized 10-year capital plan associated with drainage pump stations. The Lucity program is also implementing the next steps with drainage which will include tracking capital improvements and life cycle costs.

The drainage system is generally considered to be in good condition. According to the Public Works Department, the expected service life of the drainage system components exceeds 50 years. The Town needs to continue evaluating the drainage system and replace deteriorated components. Currently, the Town of Palm Beach Public Works Department and consultants are investigating options for additional pollution control tools for implementation at pump stations. Over the next 20 years Public Works will perform capital improvement work on all the drainage pump stations. As displayed in Tables 6-2, a five (5)-year Capital budget for drainage demonstrates continued upgrades that will maintain the level of service standard over the 20-year planning horizon.

[7] Ibid
[8] https://www.linkedin.com/company/lucity-inc-

## POTABLE WATER SUB-ELEMENT

### STATE OF FLORIDA POTABLE WATER SUPPLY PLAN

From 2002 to 2016, the Florida Legislature enacted legislation to address the state's water supply needs. In particular, Senate Bills 360 and 444, adopted during the 2005 legislative session, significantly amended Chapters 163 and 373, F.S. The legislation resulted in strengthening the statutory links between the regional water supply plans prepared by the Water Management Districts and the comprehensive plans prepared by local governments. In addition, these bills established the basis for improving coordination between local land use planning and water supply planning.[9]

The statute mandates that each local government comply with the following requirements, which have been summarized:

1. Coordinate appropriate aspects of its comprehensive plan with the appropriate Water Management District's regional water supply plan.

2. Ensure that its future land use plan is based upon the availability of adequate water supplies and public facilities and services.

3. Ensure that adequate water supplies and facilities are available to serve new development no later than the date on which the local government anticipates issuing a certificate of occupancy.

4. For local governments subject to a regional water supply plan, revise the General Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element (the "Infrastructure Element"), within 18 months after the Water Management District approves an updated regional water supply plan.

5. Revise the Five-Year Schedule of Capital Improvements to include any water supply, reuse, and conservation projects and programs to be implemented during the five-year period.

6. Where applicable, revise the Conservation Element to assess projected water needs and sources for at least a 10-year planning period, considering the appropriate regional water supply plan, the applicable District Water Management Plan, as well as applicable consumptive use permit(s).

7. To maintain internal consistency, revise the Intergovernmental Coordination Element to ensure coordination of the comprehensive plan with applicable regional water supply plans and regional water supply authorities' plans.

[9] Town of Palm Beach 10-year Water Supply Facility Work Plan 2020

8. Address in the Evaluation and Appraisal Review (EAR) of the Comprehensive Plan (if necessary), the extent to which the local government has implemented the 10-year water supply facilities work plan.

## TOWN OF PALM BEACH WATER SUPPLY PLANNING

The Town of Palm Beach receives its drinking water (potable) from the City of West Palm Beach through a water system that was once owned and operated by Henry Flagler. A portion of the water comes from rainfall captured and stored in a part of the Everglades Ecosystem known as the Grassy Waters Preserve.



Grassy Waters Preserve

Grassy Waters Preserve is a 23-square-mile wetlands ecosystem that serves as a portion of the freshwater supply for the City of West Palm Beach, the Town of Palm Beach, and South Palm Beach. Historically, Grassy Waters was both a key component of the Greater Everglades watershed and the headwaters of the Northwest Fork of the Loxahatchee River. Although human needs have led to severe alterations to the flow of water through South Florida, Grassy Waters Preserve remains a pristine remnant of the once great Everglades system.[10]

Henry Flagler's foresight in the early 1890s led him to purchase Grassy Waters preserve property when the land was under private ownership and utilized the water that flowed from Grassy Waters to contribute further to the supply of water in Clear Lake, also under Flagler's ownership.



Image of Clear Lake, West Palm Beach

In 1901, the City of West Palm Beach approved a 30-year franchise for water service when Henry Flagler's East Coast Hotel Company built and began operating a water plant at the northeast corner of Australian Avenue and Banyan Boulevard, adjacent to Clear Lake. When the population of West Palm Beach grew so did the demand for more and higher purity water. As a result, a new filtration plant was constructed in 1927 and nearly tripled the capacity of the plant. [11]

[10] https://www.wpb.org/government/public-utilities/grassy-waters-preserve/about-grassy-waters
[11] 2022 City of West Palm Beach Water Quality Report

The City of West Palm Beach purchased the Grassy Waters property, along with the Water Treatment Plant in 1955 and later in 1964, Grassy Waters was given special protection by the state legislation to limit the use of Grassy Waters to water consumption. The water system feeds and sustains Lake Mangonia, in addition to Clear Lake via the M-Canal, displayed below, which was constructed in 1930 and runs through the heart of Grassy Waters. These two (2) lakes cover a 1,000-acre area. [12]




Grassy Waters Watershed – M-Canal

A 30-year renewable contract between the Town and the City of West Palm Beach was signed in 1965 and expired in January 1995. The Town subsequently renegotiated the contract with the City, and a new franchise agreement was signed in 1999 and is effective until 2029.

The purpose of the Town of Palm Beach Water Supply Facility Work Plan (Work Plan) is to identify and plan for the water supply sources and facilities needed to serve existing and new development within the Town's jurisdiction. Chapter 163, Part II, F.S., requires the Town to prepare and adopt a Work Plan into its comprehensive plan within 18 months after the water management district approves a regional water supply plan or its update. The *2018 Lower East Coast Water Supply Plan Update* was approved by the SFWMD in November of 2018. Completion of the Town's plan was dependent upon the City of West Palm Beach's Work Plan as the Town's water supplier.

[12] Ibid

# INFRASTRUCTURE ELEMENT
## DATA AND ANALYSIS

The Town's 10-Year Work Plan was approved in August 2020. Capacity projections are provided in Table 6-3 below and demonstrate that should the Town continue to get water supply from the City of West Palm Beach, there is capacity for the 10- and 20-year planning horizon.

**TABLE 6-3**
Projected Annual Finished Water Demand in Millions of Gallons per Year (MGD)

| Level of Service Analysis | | | | | |
|---|---|---|---|---|---|
| LOS/Year | 2025 | 2030 | 2035 | 2040 | 2045 |
| Population | 9464 | 9569 | 9627 | 9642 | 9818 |
| Potable Water 243.3 MGD | 840 | 849 | 855 | 856 | 872 |

According to state guidelines, the Work Plan and the comprehensive plan amendment must address the development of traditional and alternative water supplies, bulk sales agreements, conservation, and reuse programs that are necessary to serve existing and new development for at least a 10-year planning period. Due to the Town's relationship with the City of West Palm Beach, the Town's Work Plan has the same planning time schedule as the City of West Palm Beach's 10-year Work Plan.

The Town of Palm Beach Work Plan references the initiatives already identified in City of West Palm Beach's 10-year Work Plan since the Town is a retail buyer. The Town's population figures have been included in the City of West Palm Beach's 10-Year Water Supply Facility Work Plan, which also includes the population figures for the Town of South Palm Beach in addition to the City of West Palm Beach. The combined population statistics have been used to project future water demand in the Utility Service Area for the City of West Palm Beach and are included in the City's 10-Year Water Supply Facility Work Plan in the City's Comprehensive Plan. The 2023-2024 Lower East Coast Water Supply Plan was approved by the SFWMD in September of 2024. The Town will work with the City of West Palm Beach to update the Work Plan by March of 2026.

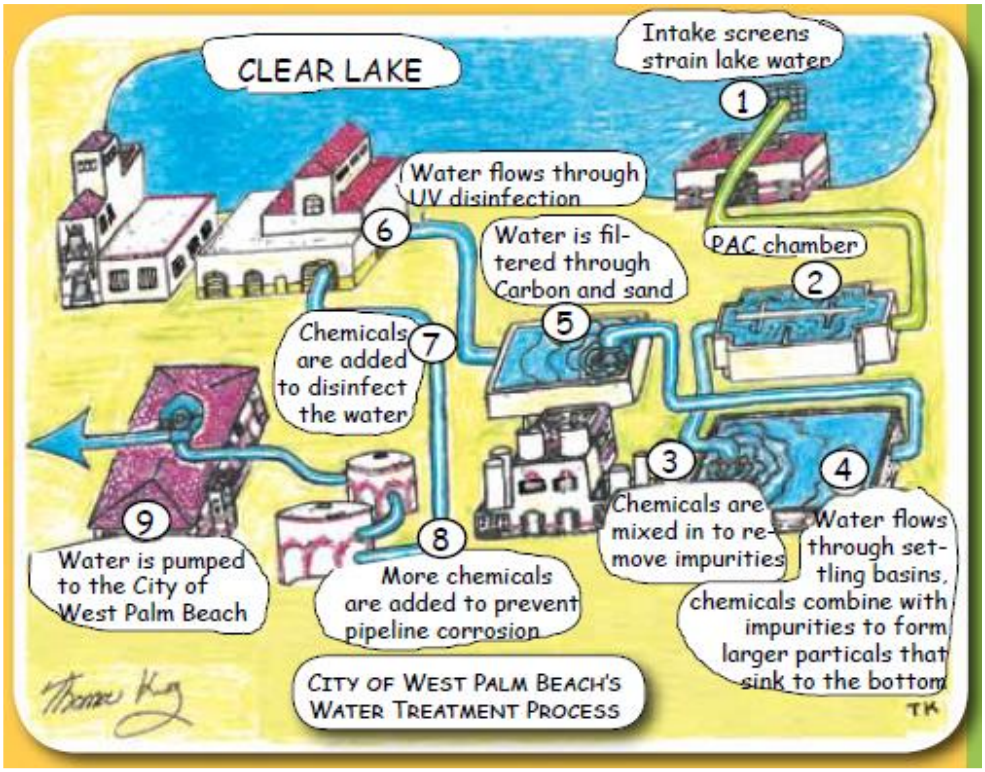



Exhibit 6-3 Clear Lake Plant Treatment Process

According to the 2022 Water Quality Report, the City of West Palm Beach routinely monitors for contaminants according to Federal and State laws, rules, and regulations (see Exhibit 6-3). More specifically, the Environmental Protection Agency requires monitoring of over 80 contaminants with annual reporting. The annual water quality report, referred to as the Consumer Confidence Report (CCR), includes information on source water, treatment processes, detected contaminants, and their meaning. As stated in the 2022 Water Quality Report, the City of West Palm Beach has maintained compliance with all Federal and State requirements and has had no violations.

In 2019, the Water Treatment Plant started up the new Ultra-Violet (UV) treatment system that established an additional barrier to ensure the production of safe drinking water. The UV System is designed to control bacteriological contaminants typically found in surface and groundwater supplies. Housed within massive pipes inside the water treatment plant, the UV system is the largest in Florida. In 2021, the City of West Palm Beach then completed the installation of a Powdered Activated Carbon (PAC) Treatment Unit and began using it to further remove harmful contaminants, such as algal toxins. [13]

[13] Ibid

**Aquifer Recharge**

As demonstrated in Exhibit 6-4, the Town of Palm Beach is underlain by two aquifer systems; the Biscayne Aquifer, which is a surficial aquifer and the more deeply located Floridan Aquifer. As displayed in the image below, these two aquifers are separated from each other by the Hawthorn Formation which prevents any recharge from reaching the Floridan aquifer. Neither aquifer is used as a source of potable water by the Town. Development in the Town, including the placement of poorly drained urban fill, has affected the quantity of recharge to the Biscayne Aquifer. Pomello

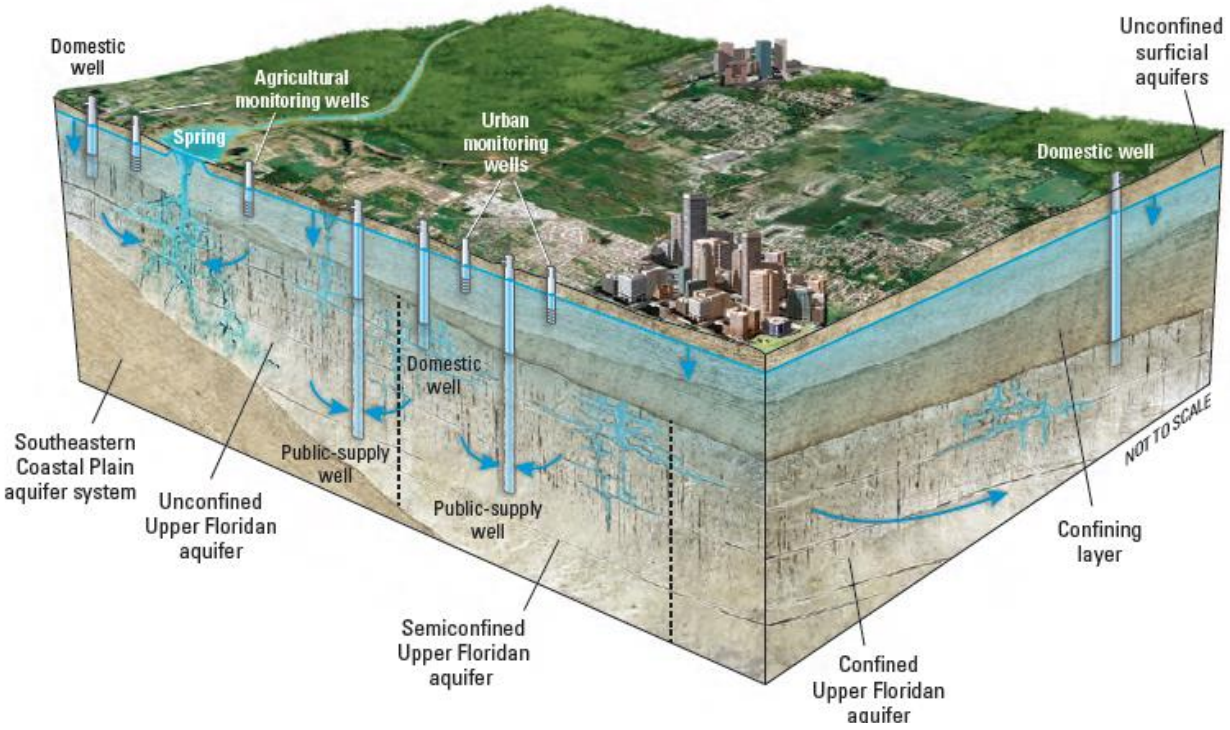



Exhibit 6-4 Groundwater Modeling

fine sand and, to a lesser extent, Palm Beach Urban Complex, are probably the most active recharge soils. According to the Palm Beach County Soil Survey, most native sandy soils are located along the beach ridge, and in the north end of Town, directly behind the beach ridge. The surficial aquifer is not considered a suitable source of potable water, nor as a major source for irrigation because of its high chloride (salt) content.

The Town protects recharge through its stormwater retention requirements and its minimum landscaped area requirements, which ensure pervious areas for water percolation to the aquifer. In addition, all septic tanks in the Town have been abandoned. Additionally, there are no existing or potential identified problems with hazardous waste contamination and no known sources of aquifer contamination or depletion. In the event that the Town chooses to utilize the surficial aquifer as a non-potable water source for irrigation, measures should be taken, in accordance with rules of the South Florida Water Management District, to protect the aquifer and overlying soils and vegetation from negative consequences of drawdown.

# INFRASTRUCTURE ELEMENT
DATA AND ANALYSIS

## SUMMARY

As previously noted, the Town's present contract for potable water supply with the City of West Palm Beach expires in 2029. The Town is presently investigating potential potable water supply sources as a commitment to the Town residents to perform due diligence to ensure the Town receives high quality water in a cost-effective manner. The Town began this process in 2021 to ensure enough time is available to implement whichever alternative is selected by 2029, the time of the existing contract expiration.

## SANITARY SEWER SUB-ELEMENT (WASTEWATER)

A sanitary sewer is an underground pipe system for transporting sewage from residential and commercial buildings to a sewage treatment plant for disposal. Sanitary sewer systems include gravity sewer pipes, force mains and lift (pump) stations. In the Town, many pumping and relay stations are required due the flat terrain and the 12-mile length of the Town.

The Town's wastewater system includes pump stations (including drywell/wetwell, wetwell, and air ejector types), forcemains, gravity mains and manholes. The Town can pump its wastewater to either West Palm Beach or Lake Worth Beach for ultimate treatment and disposal at, the East Central Regional Wastewater Treatment Plant, located at Jog Road/Haverhill Road.

The Town's wastewater system includes:

• Ejector (air) Pump Stations:

• "S" Pump Station - Primary inline booster pump station
• "A" Pump Stations - Drywell/wetwell pump stations
• "E" Pump Stations - Electric submersible wetwell type pump stations
• "G" Pump Stations - Very small electric submersible wetwell type pump stations.
Estimated 70 miles of collection system
* A-7 Wastewater Pump Station - Combination of an Inline booster and drywell/wetwell

Sewage contains all the components of wastewater. It is actually a subset of wastewater. The only difference is that wastewater can come from anywhere, while source of sewage is specific. In the Town of Palm Beach, wastewater leaves the Town by means of three (3) force mains, one (1) within each of the three (3) sections of Town, north, central, and south. Sewage then flows to the East Central Regional Wastewater Reclamation Facility (ECRWRF) located on the mainland and managed by the City of West Palm Beach. The ECRWRF provides the overall wastewater treatment, which includes sewerage for the following jurisdictions.

- The City of West Palm Beach
- The City of Lake Worth Beach
- The City of Riviera Beach
- The Town of Palm Beach
- Portions of Palm Beach County

The ECRWRF is funded and governed by a board comprised of a representative member from each of the entities it serves. The ECRWRF is licensed to function under specific guidelines by the State of Florida and the U.S. Environmental Protection Agency. The plant is operated by Florida licensed Wastewater Plant Operators. [14]

The ECRWRF, which is permitted to process 70 million gallons of wastewater per day, removes contaminants from the wastewater using a series of aerobic digestion basins. The wastewater treatment process produces two (2) by-products. Those by-products include effluent, chemically and micro-biologically treated water, and bio-solids, which are nutrient rich organic materials left over from the treatment process. A portion of the plant's effluent is further treated to provide reclaim water services. The remainder of the effluent is disposed of through deep well injection. [15]

The Town's Public Works Department is presently lining gravity sewer lines throughout the Town in order to reduce the inflow and infiltration of ground water or rainfall into the sewer system. In 2023, a lift station condition assessment was initiated that will provide the Town with a prioritized 10-year capital plan associated with lift stations. In conjunction, a Lucity program has also been implemented for sanitary sewer to include tracking capital improvements and life cycle costs.

**SUMMARY**

Discussions with the Town Public Works Department and representatives of the ECRWRF indicate that at the projected peak seasonal population, the Town will remain within the levels of service for these force mains. Further, the ECRWRF has the capacity to provide service at the Town's adopted LOS throughout the planning period.

In September of each year the Town obtains a letter from the City of West Palm Beach certifying that the ECRWRF has the capacity to treat the volume of wastewater projected to be generated in the Town during the peak season at the Town's adopted level of service.

[14] https://www.wpb.org/government/public-utilities/our-divisions
[15] Ibid

Below is the adopted level-of-service standard of wastewater collection in the Town of Palm Beach.

| **Wastewater Collection Development Type** | **Avg. Daily Water Flow** |
|---|---|
| Single Family | 350 gpd/DU |
| Multifamily | 250 gpd/DU |
| Commercial | 0.20 gpd/SF |
| Industrial | 0.15 gpd/Sf |
| Hotel | 100 gpd/room |

DU=dwelling unit gpd=gallons per day
SF=Square feet

| **Pumping Station Peaking Factor** | **Avg. Daily Flow (MGD)** |
|---|---|
| 3.5 | 0.01 to 0.05 |
| 3.0 | 0.05 to 0.25 |
| 2.5 | 0.25 to 2.0 |
| 2.0 | >2.0 |

Over the next 20 years Public Works will perform capital improvement work on all Town lift stations. As displayed below, a five (5)-year Capital budget for sewer system demonstrates continued upgrades that will maintain the level of service standard over the 20-year planning horizon as displayed in Table below.

**Table 6-4**
Annual Projections on Sanitary Sewer Capacity in Million Gallons Per Day (MGD)

| Level of Service Analysis | | | | | |
|---|---|---|---|---|---|
| LOS/Year | 2025 | 2030 | 2035 | 2040 | 2045 |
| Population | 9464 | 9569 | 9627 | 9642 | 9818 |
| Sanitary Sewer, 242 MGD | 2.29 | 2.31 | 2.33 | 2.33 | 2.37 |

## SOLID WASTE SUB-ELEMENT

In the Town of Palm Beach, solid waste collection and disposal service includes garbage, trash and vegetative yard trash, recycling, and special solid waste that the Town provides to both residential and commercial establishments. The main objective is to maintain the highest level of service to meet the expectations of the residents and commercial businesses, doing so in the most efficient methods possible. The Town provides garbage pick-up Monday through Friday. For residential pickup, six-cubic yard packers are used for garbage collection. In contrast, commercial garbage is collected in twenty-cubic yard packers.

With regard to commercial pickup, weekend service is provided to such users, as hotels and restaurants, upon arrangement with the Town. These wastes are then transferred to 65-cubic yard tractor trailer packers at the Pinewalk Transfer Station. This transfer station is leased to the Town on a year-to-year basis to the year 2050 by Flagler Systems, the developer of the Breaker's Planned Unit Development (PUD). Should the Pinewalk area be developed and no longer available, the Town will be faced with the decision of whether to purchase or lease a transfer station on the Island or mainland or eliminate the need for a transfer station by increasing the packer fleet. However, it is probable that the Pinewalk Station will remain as is, well past the 20-year planning period.

Waste material is taken from the station in tractor trailers to Palm Beach County's North County Regional Resource Recovery Facility (NCRRRF), through an agreement with the Palm Beach Solid Waste Authority (SWA) which is located on Jog Road. The NCRRRF replaced the Dyer Boulevard Landfill in 1989 and handles both sludge from ECRWRF, and garbage for separation, recycling, and incineration. Aluminum and ferrous materials are separated at the plant. The remaining organic materials are used as fuel for an electricity-producing turbine generator.

The plant serves the entire County at a capacity of 3,000 tons per day, six days per week, for an annual capacity of 936,000 tons per year. As the NCRRRF serves the entire County, predominant land uses served include residential, commercial, industrial, recreational, agricultural, and public uses. The current inter-local agreement between the Town and SWA for solid waste and recycling has been in effect since 2009. The expected life of the landfill is the year 2043.

The Palm Beach SWA, which operates NCRRRF, does not allocate any particular share of its capacity to individual users or municipalities. However, since 2006, the Town's contribution of garbage to the Jog Road landfill comprised, on average, less than 1% of the total garbage generated countywide, and will certainly not exceed this proportion during the planning period.

NCRRRF indicates that at the projected peak seasonal population, the NCRRRF will have adequate capacity to provide service at the Town’s adopted level of service throughout the planning period. Additionally, every September of each year the Town obtains a letter from the Palm Beach County SWA certifying that the NCRRRF can treat the amount of garbage projected to be generated in the Town during the peak season at the Town’s adopted level of service.

**Special Solid Waste**

The Town additionally provides a scheduled pick-up for appliances, discarded furniture, large packing boxes, and similar household goods for a minimum charge. The level of service standard is to maintain resources to provide the desired level of service and capacity for the duration of the planning period.

# INFRASTRUCTURE ELEMENT
DATA AND ANALYSIS

**SUMMARY**

Below is a summary of the operation for solid waste collection and the Public Works mission to ensure compliance with providing this service in the Town of Palm Beach.

Garbage

- Maintain daily scheduled collection and disposal operations of residential and commercial garbage.
- Maintain compliant operations of the transfer station as outlined in the Operating Permit.
- Increase collection fleet units to balance route workloads and maintain per industry standards.
- Maintain inter-local agreement with Solid Waste Authority as part of the Solid Waste Master Plan.
- Look for ways to reduce solid waste tonnage and tip fees through waste diversion methods.
- Evaluate commercial establishments generation rates to determine if collection and disposal methods could utilize the compactor method.

Recycling

- Increase recycling tonnage through public education, increased manpower and collection equipment.
- Maintain inter-local agreement with the Solid Waste Authority for the processing of collected materials and profit sharing of commodities sold.

Vegetative Yard Trash

- Maintain daily scheduled collection and disposal operations of residential and commercial yard waste.
- Maintain compliant landfill operations as outlined in the Operating Permit.
- Continue with the annual Capacity Analysis to monitor available capacity.
- Implement volume reduction process of new and existing vegetative debris cells at Skees Road Landfill off of the Florida Turnpike in the City of West Peach to segregate and dispose of off-site (topsoil, mulch, etc.) to increase the long-term capacity and life span of the landfill.

Over the next 20 years Public Works will continue to contract with the Solid Waste Authority to provide solid waste disposal. As displayed below, a five (5)-year Capital budget for solid waste disposal and a capacity projected for the 10 and 20-year planning horizon demonstrate continued upgrades that will maintain the level of service standard over the 20-year planning horizon.

**Table 6-7**
**10- And 20-Year Projected Solid Waste Tonnage Conveyed to the NCRRRF**

| Level of Service Analysis | | | | | |
|---|---|---|---|---|---|
| LOS/Year | 2025 | 2030 | 2035 | 2040 | 2045 |
| Population | 9464 | 9569 | 9627 | 9642 | 9818 |
| Solid Waste Tonnage | 9360 | 9454 | 9549 | 9644 | 9740 |

## UNDERGROUND UTILITIES (POWERED COMMUNICATIONS)

In 2006, the Town of Palm Beach commissioned a study titled "Conversion of Aerial to Underground Utilities Analysis" by "R.W. Beck, Inc." to perform a high-level review to analyze the cost of the conversion. At that time, the estimated cost for the undergrounding effort was roughly $60.3 million.

The study did not trigger a Town-wide conversion process. In the following few years, the decision was made to perform undergrounding projects on an "as requested" basis by each neighborhood. While the pace of this effort varied from year to year, it had yielded a handful of completed projects. From that point, if two thirds of the residents within that boundary voted to go forward, the Town would proceed with the planning/design and construction process. The cost of the design and construction would then be assessed to all the residents of that particular street. While these projects were successful, they were on such a small scale that little effect was made on the overall appearance and utility reliability of the Town as a whole.

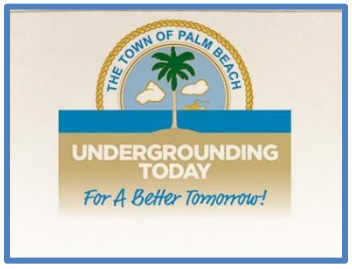



Workers Installing Underground Utilities

Increasing motivation by the residents of the Town expanded the undergrounding program to cover larger areas. At the October 14, 2014, Town Council meeting FPL presented the need to improve or "harden" large portions of the Town's existing overhead utilities. That hardening effort, triggered by FPL's recognition of their facilities' conditions, would include replacement of many of the existing wood power poles with larger and taller concrete power poles.

# INFRASTRUCTURE ELEMENT
## DATA AND ANALYSIS

Within the context of previous and ongoing conversations between the residents, Council members, staff, and consultant(s) regarding a more "regionalized rather than local" approach to undergrounding of FPL power lines, the hardening proposal by Florida Power and Light (FPL) became an added impetus to view the large-scale undergrounding of utilities located on these poles an alternative whose time had perhaps come.




After in depth deliberations, Town Council unanimously decided to pursue Town-wide undergrounding of all FPL, ATT, and Comcast utilities. A ballot question regarding the financing of the Town-wide project was approved in March 2016. Construction for undergrounding of overhead utilities was initiated in 2017.

The impacts of the Town-wide underground utilities conversion project include installing underground utilities for all areas of the Town that have overhead utilities. The conversion includes locating most of the utilities in the Town's street rights-of-way, wherever possible.

The Undergrounding Project Team assembled to complete the project work is led by the consulting firm Kimley-Horn and Associates, under the direction of the Town Engineer, Public Works Department, and the Town Manager's Office, with representatives of FPL, Comcast and AT&T. As displayed in Exhibit 6-4, there are 15 phases which include north and south phases for Phases 1 through 7, with Phase 8 being the last. At present, the undergrounding project is nearing completion. As displayed in the illustration below, the status of the phases is provided below.

- ✓ Phase 1 north was completed in 2019.
- ✓ Phase 1 south was completed in 2020.
- ✓ Phase 2 north was completed in 2020.
- ✓ Phase 2 south was completed in 2023.
- ✓ Phase 3 north was completed in 2021.
- ✓ Phase 3 south is under construction to be completed in 2024.
- ✓ Phase 4 north was completed in 2021.
- ✓ Phase 4 south is under construction to be completed in 2024.
- ✓ Phases 5 north and south are under construction to be completed in 2023.
- ✓ Phases 6 north and south are under construction to be completed in 2025.
- ✓ Phases 7 north and south will begin construction in 2023 and be completed in 2025.
- ✓ Phase 8 will begin construction in 2024 and be completed in 2027.

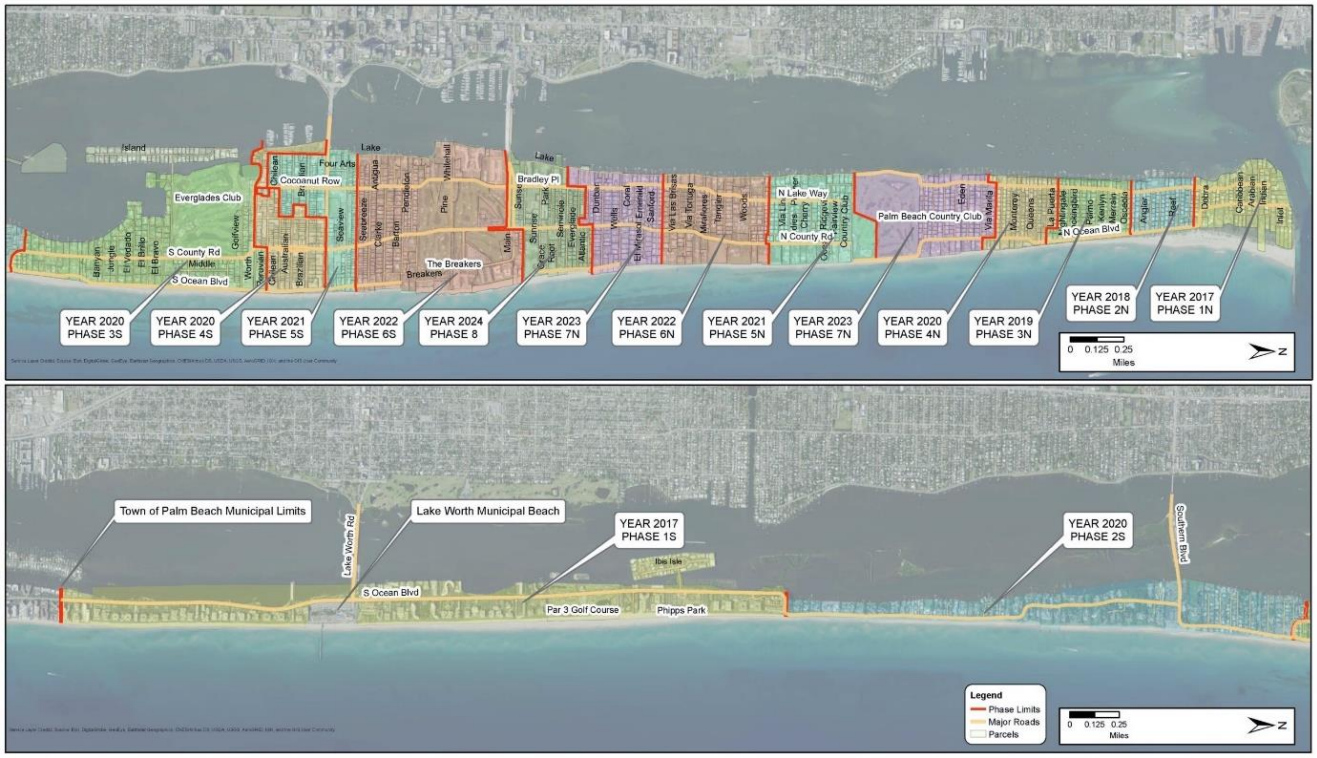



Exhibit 6-5 Sequence of Phases for Undergrounding

## SUMMARY

The conversion of the overhead utilities to underground locations is one of the most ambitious infrastructure projects ever undertaken by the Town of Palm Beach. The current estimate for this undertaking is estimated at over $100 million. The undergrounding will preserve the historic character of the Town and enhance the aesthetics of the landscape and scenic vistas. The conversion will significantly improve the level of service and reliability of the power, telephone, and internet communications to the Town. Once complete, the utility companies will be responsible for the maintenance and response to customers.

# Infrastructure Element

## GOALS, OBJECTIVES & POLICIES

# INFRASTRUCTURE ELEMENT
GOALS, OBJECTIVES AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS THROUGH THE MAINTENANCE AND UTILIZATION OF PUBLIC SERVICES AND FACILITIES FOR THE EXISTING AND FUTURE RESIDENTS.**

## DRAINAGE SUB-ELEMENT

### OBJECTIVE 1

The Town shall maintain its existing drainage facilities in the Town and explore methods of improving the quality of stormwater discharge. The measurement of this objective is the extent to which stormwater pump stations remain in operation.

POLICY 1.1

The Town shall implement a Capital Improvement Program that includes the proactive maintenance of drainage pump stations while maintaining the collection system to the pump stations. A drainage pump station facilities assessment was completed in 2016. A new assessment was completed in 2024. This assessment will be integrated into the Capital Improvement Program and the Lucity program to track life cycle maintenance.

POLICY 1.2

The Town shall continue to comply with the following items and actions:

1.2a The current FEMA Flood Mapping Data

1.2b Update existing stormwater system information, as needed

1.2c Determine “hot spots” where pollutant loadings and water quality problems are severe, if they exist

1.2d Implement NPDES Permit requirement

POLICY 1.3

The Town shall coordinate with the Florida Department of Transportation to maintain drainage collection on State Roads, especially S.R. A.1.A. and South County Road.

**OBJECTIVE 2**

The Town shall only issue development orders and permits for new development or redevelopment if the proposed project meets the Town's adopted level of service standards or if needed expansion of facilities is coordinated with future development.

POLICY 2.1

The Town shall establish the following level of service standards:

2.1a Flooding will not occur during a one-year storm for systems served by pumping stations, or during a three-year storm for systems with gravity outfalls; and the minor flooding associated with a five-year storm shall be carried off within sixty minutes.

2.1b Negative impacts of stormwater discharge upon water quality in Lake Worth (Lagoon) are ameliorated by the retention of the first two-inches of rainfall on private property prior to discharge into the Town rights of way and then runoff into drainage system, or the post-development runoff does not exceed predevelopment runoff for a three-year one-hour storm, whichever is greater.

*Level of Service (LOS) Standards for Public Stormwater Infrastructure*

| *Infrastructure Type* | Storm Event | Required Runoff Removal Time |
|---|---|---|
| *Systems Served by Pumping Stations* | 1-Year | No Flooding Should Occur |
| *Systems Served by Gravity Outfalls* | 3-Year | No Flooding Should Occur |
| *General Town Ponding* | 5-Year | 60 minutes |
| | 50-Year | 90 minutes |

POLICY 2.2

The Town, prior to the issuance of a development order or permit, shall review drainage plans and calculations for all projects and shall make and record a determination that the project meets the Town's adopted level of service standard.

This section includes proposed work that falls into one of the following categories:

2.2a The proposed work exceeds 25% of the market value of the property;

2.2b The proposed work includes the construction of a new swimming pool;

2.2c The proposed work includes the redevelopment of more than 20% of landscaped open space, 20% of the impervious area of the site including buildings, patios, etc. or a combination thereof which exceeds 20%;

2.2d The proposed work includes new driveways or parking areas as the Town supports fewer curb cuts for vehicular and pedestrian cross-access between parcels as this will potentially allow for and will improve efficiency, reduce roadway trips, and enhance resident convenience.
;
2.2e The proposed work includes replacement or reconstruction of parking areas other than parking areas designed for less than three residential units; or

2.2f- Other development as may be deemed appropriate by the Town Engineer.

POLICY 2.3

The Town shall encourage the installation of upgraded storm drainage systems to meet current or new stormwater standards on properties that are proposed for redevelopment.

POLICY 2.4

The Town shall review stormwater management criteria for different property uses and sizes with a desire to increase retention on private properties.

POLICY 2.5

The Town shall undertake a study to determine if on-site (private property) retention should be increased to a 10-year design storm event standard.

## POTABLE WATER SUB-ELEMENT

### OBJECTIVE 3

The Town shall only issue development orders and permits for new development or redevelopment if potable water capacity is available concurrent with the impacts of the development.

POLICY 3.1

The Town shall adopt a potable water Level of Service standard in accordance with the City of West Palm Beach or the future provider of potable water. The City of West Palm Beach's current Potable Water LOS is 243.3 million Gallons Per Day (MGD) based upon the 2020 CAR submitted in January 2020.

| Projected Annual Finished Water Demand in Millions of Gallons per Day (MGD) | | | | | |
|---|---|---|---|---|---|
| Level of Service Analysis | | | | | |
| LOS/Year | 2025 | 2030 | 2035 | 2040 | 2045 |
| Population | 9464 | 9569 | 9627 | 9642 | 9818 |
| Potable Water 243.3 MGD | 840 | 849 | 855 | 856 | 872 |

POLICY 3.2

The Town shall require developers to consult with the Town's Potable Water Supplier prior to the issuance of a building permit to ensure that an adequate water supply is available to serve new development by the date of issuance of its certificate of occupancy.

POLICY 3.3

The Town shall establish in a timely manner a contract for potable water services to replace the existing agreement with the City of West Palm Beach, which expires in 2029.

**OBJECTIVE 4**

The Town shall, either on its own initiative or through support of, and participation in, a regional effort, undertake a water conservation program. The Town will also address the following water quality issues:

1. Clean water (smell and taste).
2. Water supply (as related to drought, in addition to conservation measures)

POLICY 4.1

The Town shall continue to implement a program of public education to promote water conservation in conjunction with the City of West Palm Beach and the South Florida Water Management District.

POLICY 4.2

The Town shall continue to implement the water conserving landscape design (Florida Friendly) outlined in Code Section 66-286 applicable to new development and redevelopment.

POLICY 4.3

The Town shall continue to enforce through the Florida Building Code water saving devices in new construction, such as low volume shower heads and toilets, soil tensiometers, or similar control mechanisms, in all irrigation systems and water saving sink faucets.

POLICY 4.4

The Town shall continue to implement any lawn watering restrictions enacted by the City of West Palm Beach or the South Florida Water Management District.

POLICY 4.5

The Town shall continue to implement and enforce watering restrictions and require new water sensing devices on new automatic irrigation systems.

**OBJECTIVE 5**

The Town shall coordinate with the City of West Palm Beach, as the Town's current potable water supplier, in the City's efforts to extend, or increase, the capacity of its potable water facilities to meet future needs and meet all federal, state, and county standards. The measurement of this objective is whether or not the Town coordinates with the City in its efforts, and the extent to which the following polici~~e~~s are implemented.

POLICY 5.1

Should the City of West Palm Beach remain the Town's potable water service provider past 2029, the Town shall work with representatives of the City on an annual basis to coordinate and assist the City in its efforts to establish priorities for replacement of, or corrections of, deficiencies to potable water quality, facilities, as well as provision for future potable water needs.

POLICY 5.2

The Town shall continue to support the City of West Palm Beach, as the Town's current potable water provider, with the implementation of the City's 10-Year Water Supply Facility Work Plan, created in 2010, amended in 2020 (incorporated and adopted herein by reference as Appendix "A"), that takes into account the 2018 Lower East Coast (LEC) Regional Water Supply Plan. The City of West Palm Beach shall send a letter to SFWMD with identified projects for future water supply needs of the service area. Projects must be selected from the LEC Regional Water Supply Plan or must have prior approval by SFWMD. The Town will coordinate with the City of West Palm Beach, in this regard. The Town shall address SFWMD's adoption of a new LEC Regional Water Supply Plan, and subsequent update to the City of West Palm Beach 10-Year Water Supply Facility Work Plan by updating the Town's 10-Year Water Supply Facility Work Plan.

**OBJECTIVE 6**

The Town shall protect~~,~~ and maintain the potential for high recharge, prime recharge and surficial recharge areas within its municipal limits, thereby protecting the remaining natural functions of natural groundwater recharge areas. The measurement of this objective is the degree to which the following policies are implemented.

POLICY 6.1

The Town shall continue to enforce the land development regulations through Chapter 86 of its Code of Ordinances that requires any new development, on lands identified in its Comprehensive Plan as overlying a groundwater recharge area, shall run its stormwater over grassy areas prior to discharge into the Town's system.

POLICY 6.2

The Town shall continue to prohibit industry and the storage of hazardous materials.

POLICY 6.3

In the event that the Town utilizes the surficial aquifer as a water source in the future, the Town shall develop, prior to such uses, additional policies which will protect the aquifer from degradation.

POLICY 6.4

The Town shall continue to identify land uses in the aquifer recharge area as presently indicated on the Future Land Use Map.

POLICY 6.5

The Town shall protect high recharge and prime recharge areas commensurate with their significance to natural systems or status as current or future sources of potable water.

## SANITARY SEWER SUB-ELEMENT

**OBJECTIVE 7**

The Town shall ensure that all existing and future residents, and businesses in the Town, will have access to sanitary sewer facilities and optimize the use of existing collection and treatment facilities. The measurement of this objective is whether or not sanitary sewer facilities are available to all users, and the extent to which the following policies are implemented.

POLICY 7.1

The Town shall rehabilitate or replace its sanitary sewer collection lines, as necessary, to reduce infiltration. The Town's goal is to reduce flows by one-half percent per year through the planning period.

POLICY 7.2

The Town shall implement a Capital Improvement Program that includes the proactive maintenance of sewer lift stations while maintaining the collection system to the lift stations. A 1 lift station facilities assessment was completed in 2016. A new assessment is being completed in 2024. This assessment shall be integrated into the Capital Improvement Program and the Lucity program to track life cycle maintenance.

POLICY 7.3

The Town shall, through its concurrency management system on an annual basis, continue to discuss the Town's LOS with the East Coast Regional Facility managers and request confirmation of available capacity.

**OBJECTIVE 8**

The Town shall continue to issue development orders and permits for new development or redevelopment only if sanitary sewer facilities, necessary to meet the Town's adopted level of service standards, are available concurrent with the impact of the development.

POLICY 8.1

The Town's level of service for sanitary sewer collection and treatment shall be the same as that established in the City of West Palm Beach's Comprehensive Plan:

**Wastewater Collection**

| **Development Type** | **Avg. Daily Water Flow** |
|---|---|
| Single Family | 350 gpd/DU |
| Multifamily | 250 gpd/DU |
| Commercial | 0.20 gpd/SF |
| Industrial | 0.15 gpd/Sf |
| Hotel | 100 gpd/room |

DU=dwelling unit gpd=gallons per day
SF=Square feet

**Pumping Station**

| **Peaking Factor** | **Avg. Daily Flow (MGD)** |
|---|---|
| 3.5 | 0.01 to 0.05 |
| 3.0 | 0.05 to 0.25 |
| 2.5 | 0.25 to 2.0 |
| 2.0 | >2.0 |

Peaking factors for other facilities shall be determined using historical flow records.

POLICY 8.2

The Town shall, prior to the issuance of a development order or permit, make and record a determination that the East Central Regional Sewage Treatment Plant retains capacity to treat, and the Town's facilities are adequate to collect and transport, or, that the development order or permit is specifically conditioned on the availability of the necessary facilities and services, and that said facilities are authorized at the time the project is authorized.

**OBJECTIVE 9**

The Town shall coordinate with the East Coast Regional (ECR) Board in the City of West Palm Beach's efforts to extend, or increase, the capacity of its sanitary sewer treatment facilities to meet future needs. The measurement of this objective is whether or not the Town coordinates with the City in its efforts, and the extent to which the following policy is implemented.

POLICY 9.1

A representative of the Town shall meet with representatives of the ECR, upon request, to coordinate and assist the City in its efforts to establish priorities for the replacement of, or corrections of deficiencies to, sanitary sewer treatment facilities, as well as provision for future sanitary sewer treatment needs.

## SOLID WASTE SUB-ELEMENT

### OBJECTIVE 10

The Town shall maximize the utilization of its capital facilities, and work with the Palm Beach County Solid Waste Authority (SWA) to maximize utilization of its new resource recovery facility. The measurement of this objective is the extent to which the following policy is implemented.

POLICY 10.1

The Town shall, prior to any development of the Pinewalk area and loss of use of the Pinewalk Transfer Station, locate a mainland or on-island site for a replacement transfer station, increase the size of its packer fleet, or explore possible purchase or other alternatives for continued use of the transfer station with officials at Flagler Systems, Inc.

### OBJECTIVE 11

The Town shall issue development orders and permits for new development or redevelopment only if the Solid Waste Authority's disposal facilities, necessary to meet the Town's adopted Level of Service standards, are available concurrent with the impact of the development.

POLICY 11.1

The Town's level of service for garbage collection and disposal shall be 2.55 tons per year.

POLICY 11.2

The Town shall coordinate with the SWA, upon request, to assist in its efforts to establish priorities for the replacement of, or corrections of deficiencies to, solid waste disposal facilities, as well as provision for future solid waste disposal needs.

# Recreation and Open Space Element

## DATA & ANALYSIS

# RECREATION AND OPEN SPACE ELEMENT
DATA AND ANALYSIS

## EXECUTIVE SUMMARY

The Town has developed a cohesive recreation and open space plan. To ensure the continuation, the Recreation and Open Space Element reflects the existing and future population, the location and condition of existing facilities, and the supporting role the private sector plays in the recreational network.

The Town of Palm Beach has been able to provide sufficient recreation acreage to meet and exceed its recreation and open space level of service standard of six acres per one thousand population. This has been accomplished through the Town's consistent dedication to recreational planning and the private sector's support through the provision of cultural facilities. The Town currently has 99.72 acres of parkland and open space including Kreusler Park, which is owned and managed by Palm Beach County but located in the Town's municipal boundaries.

## RECREATION AND OPEN SPACE IN AMERICA

Parks are a tangible reflection of the quality of life in a community. Parks and recreation services are often cited as one of the most important factors in surveys of livable communities. Parks serve a social cause, provide gathering places for families and social groups, as well as for individuals of all ages.[1]

Communities that pride themselves on their quality of life are described as those that are environmental stewards. That stewardship extends to a community's built environment to capture the housing styles and architecture that define them, the surrounding natural landscapes and resources, social gathering spaces, and supportive commercial uses. What ties all these unique elements of a community together is a healthy, active system of parks and recreation programs and open space for public use and enjoyment.

***An ongoing study by the Trust for Public Land shows that over the past decade, voter approval rates for bond measures to acquire parks and conserve open space exceeds 75%. Clearly, the majority of the public views parks as an essential priority for government spending.***

***National Recreation and Park Association***

[1] National Recreation and Park Association "Parks-Recreation – Essential Public Services – January 2020

# RECREATION AND OPEN SPACE ELEMENT
DATA AND ANALYSIS

## RECREATION AND OPEN SPACE PLANNING IN THE TOWN OF PALM BEACH

The Town has developed an integrated recreation and open space program that meets the needs of the existing and future population and is supported by the private sector. The two components of recreation and open space both speak to quality of life, but they produce different benefits and meet distinct needs. The recreation component relates to recreation sites, facilities, and programming to meet the needs of the Town's permanent and seasonal population. The open space component is oriented to enhancing the Town's aesthetic and environmental quality. As the grounds management and maintenance of the Town's passive parks and open space falls under the supervision of the Public Works Department, the responsibility of maintaining superior recreation and open space is a function of both the Town's Recreation Department as well as Public Works Department.

The Town's Recreation and Open Space Element maintains a Level of Service Standard (LOS) of six acres of recreational land per one thousand population. The Town currently has 92.47 acres of park land and open space. This acreage includes Kreusler Park, that is owned and operated by Palm Beach County but is located within the Town's jurisdiction.

As shown in Table 7-1, the Town has counted 50% of the acreage of the cultural and school facilities within the Town which represents an additional 7.25 acres, resulting in a total of 99.72 acres of park land and open space. Based on the United States Census, the 2020 population estimate for the Town is 9,245 residents. Based upon the LOS standard, the Town is required to maintain a minimum of 50.47 acres of recreation and open space. Therefore, the Town is exceeding the minimum required LOS standard for recreation and open space. Furthermore, the Town is expected to continue to meet the LOS for recreation through the year 2044.

**TABLE 7-1**
RECREATION AND OPEN SPACE ACREAGE

| MAJOR RECREATIONAL FACILITIES | APPROXIMATE ACREAGE |
|---|---|
| Palm Beach Par 3 Golf Course | 31.60 |
| Phipps Ocean Park | 20.59 |
| Kreusler Park | 4.23 |
| Seaview Park | 4.57 |
| SUBTOTAL | 60.99 |

# RECREATION AND OPEN SPACE ELEMENT
## DATA AND ANALYSIS

| MINI PARKS AND PASSIVE OPEN SPACE FACILITIES | |
|---|---|
| Boyd Park | 0.14 |
| Bradley Park | 4.20 |
| Ibis Isle Road Park | 0.96 |
| Lakeside Park | 2.53 |
| Midtown Beach | 12.80 |
| Palmo Way Park | 2.10 |
| Park Avenue Park | 0.22 |
| Peruvian Park | 0.25 |
| Phipps Plaza Park | 0.56 |
| Southern Causeway (Bingham Island) | 5.70 |
| Town Hall Square | 0.49 |
| Wells Mini Park | 0.04 |
| Wrightsman Estate Park (Tangier/Miraflores Drive) | 1.49 |
| **SUBTOTAL** | **31.48** |
| Total Town Park Acreages | 92.47 |

| OTHER TOWN PARK FACILITIES | |
|---|---|
| Lake Trail | 4.7 miles |
| Midtown Linear Park | 2,715 feet |
| Annie's Dock (Palm Beach Inlet Dock) | 1 dock |
| Southern Pedestrian Bicycle Path | 3.5 miles |
| Town Marina | 84 slips |
| **CULTURAL FACILITIES** | |
| Flagler Museum | 2.80 |
| Palm Beach Preservation Foundation – Ambassador Earl T. Smith Memorial Park and Foundation | 0.24 |
| Palm Beach Preservation Foundation – Pan's Garden | 0.43 |
| Preservation Park (Public Access) | 0.24 |
| Society of the Four Arts | 7.68 |

# RECREATION AND OPEN SPACE ELEMENT
DATA AND ANALYSIS

| | |
|---|---|
| **SCHOOL FACILITIES** | |
| Palm Beach Elementary School | 1.60 |
| Palm Beach Day Academy | 1.50 |
| Total Cultural and School Facilities Acreage | 14.49 |
| Acreage Towards Town Park LOS (50%) | 7.25 |
| **CLUB FACILITIES** | |
| Mar a Lago | 17.51 |
| Bath and Tennis Club | 11.69 |
| Palm Beach Country Club | 84.01 |
| The Breakers Palm Beach | 140.00 |
| Everglades Club | 91.43 |
| Sailfish Club of Florida | 3.02 |
| Beach Club | 1.28 |
| Total Private Clubs and Facilities | 348.94 |
| **TOTAL RECREATION AND OPEN SPACE LOS ACREAGE** | **99.72** |

**OPEN SPACE**

As stated, the maintenance of the Town's parks and open space is managed by both the Town of Palm Beach Public Works Department and the Recreation Department. The division of labor is separated by passive parks and open space and by those that have recreational programming. As such, the Recreation Department oversees landscape maintenance of the fields, playgrounds, golf course, and tennis courts while the Public Works Department, through the Facilities Division, manages passive parks and public spaces.

The Facilities Division's main function is to ensure a clean, safe, and positive work environment for staff and visitors. The Facilities Division sets and follows a general maintenance schedule for grounds. In addition, the Facilities Division follows a preventative maintenance program that involves regular inspections and needed repairs.

# RECREATION AND OPEN SPACE ELEMENT
## DATA AND ANALYSIS

**Passive Parks and Open Space Area**

Below is the complete list of passive parks and open space areas maintained by Public Works for the benefit of Town residents, employees, and guests.


Annie's Dock

Annie's Dock– 5,406 square feet (0.12 acres). Located north of East Inlet Drive and North Ocean Boulevard

Bingham Island– 249,879 square feet (5.7 acres). Located on the Southern Boulevard bridge area.

Boyd Park– 6,106 square feet (0.14 acres). Located on the southwest corner of Bahama Lane and North Ocean Boulevard

Bradley Park– 182,534 square feet (4.2 acres). Located on the northwest corner of Royal Poinciana Way and Bradley Place

Crescent Park– 4,310 square feet (0.10 acres). Located on the Northwest corner of Crescent Drive and North County Road

Dean Park– 20,944 square feet (0.48 acres). Located on the northwest corner of Tangier Avenue and North County Road

Ibis Isle– 41,780 square feet (0.96 acres). Located on the southwest corner of Ibis Way and Ibis Isle Road East.

Lake Trail Linear Park– 5.5 miles long. Extending from South Lake Drive near Peruvian Avenue north to its terminus just north of the Sailfish Club.

Lakeside Park– 282,859 square feet (6.49 acres). Located on the west side of South Lake Drive in between Peruvian Avenue and Royal Palm Way

Midtown Beach Linear Park– 2,715 linear feet. Extending from just south of Gulfstream Road to Chilean Avenue along South Ocean Boulevard.


Lake Drive Linear Park

Palmo Park– 90,739 square feet (2.1 acres). Located on the north side of Palmo Way in between North Lake Way and North Ocean Way

Park Avenue Mini Park– 9,637 square feet (0.22 acres). Located on the south side of Park Avenue in between Bradley Place and North County Road

Peruvian Mini Park– 11,049 square feet (0.25 acres). Located on the southwest corner of Peruvian Avenue and South County Road.

Phipps Plaza Mini Park– 24,275 square feet (.56 acres). Located on South County Road in between Royal Palm Way and Seaview Avenue.

Town Hall Square– 21,271 square feet (0.49 acres) Located on South County Road in between Australian Avenue and Brazilian Avenue.



Town Hall Square

Wells Mini Park–1,876 square feet (.04 acres). Located on either side of Crescent Drive at the intersection with North County Road, across from the North Fire Station.

Wrightsman Estate Park– 33,521 square feet (0.77 acres) Located on the southwest corner of Tangier Avenue and North County Road.

**Cultural Facilities**

Below is the list of cultural facilities that contribute to the overall LOS for recreation and open space for the Town of Palm Beach. Although these facilities are privately owned and operated, they are iconic spaces that represent the history and beauty of the Town.

Henry Morrison Flagler Museum– Located on Whitehall Way, the Flagler Museum is the restored 1901 home that was built by oil and railroad tycoon, H.M. Flagler. The entire complex of "Whitehall", encompassing 2.80 acres, is included in the National Register of Historic Places, the Historical Buildings Survey of the Department of the Interior, and the "Florida Trail of History." Charitable events, concerts, lectures, special exhibitions, and school proms often take place at "Whitehall".

Society of the Four Arts– Occupying 3.75 acres, the Society of the Four Arts is a nonprofit cultural organization that was founded in 1936, to encourage the appreciation of art, music, drama, and literature. The Society accomplishes its objectives through the maintenance of the Phillip Hulitar Sculpture Garden, the Gioconda and Joseph King Library, and sponsorship of programs, including exhibitions, lectures, concerts, and films. Programs sponsored by the Society of the Four Arts are available from December through mid-April. The library and gardens are open to the public year-round-. The Town supports the operations of the library through an annual contribution. The Society of the Four Arts relies on the philanthropic support of donors, members, and volunteers.

Palm Beach Preservation Foundation's Ambassador Earl T. Smith Memorial Park–Occupying 0.24 acres, this small pedestrian-oriented park facility is open to the public year-round, 24 hours. The park features lush landscaping and a fountain with casual seating.

Palm Beach Preservation Foundation's Pan's Garden– Occupying 0.43 acres, this facility includes a demonstration of native plant species and small office and lecture facilities for public viewing, school lectures on native habitat, and private functions. The park is generally open to the public at limited, variable hours and may be closed for private functions, lectures, or limited public ceremonies.

## RECREATION

The mission of the Recreation Department is to provide outstanding recreation programs, facilities, and services to enrich and enhance the lives of Town residents.

Recreational programs managed by the Recreation Department are located at the following locations:

### Palm Beach Par 3 Golf Course

Acquired in 1973 and renovated through the support of Raymond Floyd and the Par 3 Foundation, the Par 3 Golf Course, situated between the Intracoastal Waterway and the Atlantic Ocean, offers a spectacular view and a great challenge to all skill levels. The Par 3 Golf Course offers clinics, private lessons, tournaments, and walk-on play. A beautiful clubhouse, which opened in January 2014, offers a full-service pro shop and restaurant with ocean-view dining.



Par 3

### Seaview Park and Phipps Ocean Park Tennis Centers–

Seaview Park and Phipps Ocean Park Tennis Centers offer programs, drop-in play, lessons, clinics, mixers, tournaments, special events, and league play for children and adults throughout the year. Phipps Ocean Park Tennis Center features six (6) clay tennis courts with shade shelters, a pro shop and a decorative gated entrance plaza with a player/spectator pavilion. Seaview Park Tennis Center features seven lit clay courts with shade shelters. The pro shop offers apparel, accessories, and racket stringing.



Phipps Ocean Park Tennis Center

**Town of Palm Beach Marina**

Pursuant to §342.07, Fla. Stat., the Legislature recognizes that there is an important state interest in facilitating boating and other recreational access to the state's navigable waters. The Legislature further recognizes that the waterways of the state are important for engaging in commerce and the transportation of goods and people upon such waterways and that such commerce and transportation is not feasible unless there is access to and from the navigable waters of the state through recreational and commercial working waterfronts.



Town of Palm Beach Marina

For the purposes of this legislation, the term "recreational and commercial working waterfront" means a parcel or parcels of real property that provide access for water-dependent commercial activities, including hotels and motels as defined in §509.242(1), Fla. Stats., or provide access for the public to the navigable waters of the state. Recreational and commercial working waterfronts require direct access to or a location on, over, or adjacent to a navigable body of water.

The term includes water-dependent facilities that are open to the public and offer public access by vessels to the waters of the state or that support facilities for recreational, commercial, research, or governmental vessels. These facilities include public lodging establishments, docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water.

On the island of Palm Beach, the Town operates a public marina, providing berthing for power and sail yachts since the 1940s. In 2021, a $38 million reconstruction project of the marina was completed remaking the old 'town docks' into a world-class yachting destination along four docks— Brazilian, Australian, Peruvian, and Royal Palm. The marina features an improved layout with Bellingham concrete floating docks and upgraded shore power. The marina is connected to the 6.49-acre Lake Drive Park that has some of the largest specimen trees and provides sitting areas and parking. The park is an essential part of the marina experience. Management of the marina facility is overseen by the Town Manager's Office and the Marina Manager, with administrative staff housed on-site.

The Town of Palm Beach is currently pursuing the Florida Clean Marina Program designation. The Clean Marina Program designation is administered through the Florida Department of Environmental Protection. The goal of the designation program is a proactive approach to environmental stewardship. Participants receive help in implementing Best Management Practices through on-site and distance technical assistance, mentoring by other Clean Marinas and continuing education. To become designated as a Clean Marina, facilities must implement a set of

environmental Best Management Practices (BMPs) designed to protect Florida's waterways. These BMPs address critical environmental issues such as sensitive habitats, waste management, storm water control, spill prevention and emergency preparedness. Designated facilities and those facilities seeking designation receive ongoing technical support from the Florida Clean Marina Program and the Clean Boating Partnership.

**Mandel Recreation Center**

In December 2019, the new and improved Morton & Barbara Mandel Recreation Center opened to serve the community of Palm Beach. The Mandel Recreation Center improvements were made possible through a two-year fundraising campaign spearheaded by Friends of Recreation Inc., a generous donation by the Morton and Barbara Mandel Family Foundation, and the Town of Palm Beach. The new facility marked the beginning of an exciting new era in health, wellness, recreation, education, and fitness facilities.



Mandel Recreation Center

The Mandel Recreation Center serves as a center of community activity. A variety of youth and adult classes, programs and special events are held at the Mandel Recreation Center including wellness, art, language, exercise, technology, preschool programs, after school program, camps, and holiday workshops.

Provided in the following tables are statistics for the last seven years on recreational programming at the various facilities managed by the Town of Palm Beach Recreation Department staff. As noted, the year 2019 was impacted due to construction and 2020 was affected due to COVID-19. Data is collected annually as to the percentage of resident and non-resident recreational users. As evidenced in Tables 7-2 through 7-6, the majority of those involved in both youth activities and those for all ages are residents of the Town. It is foreseen that the Town of Palm Beach will continue to provide this level of recreational programming comparable to the percentage breakdown through the next planning horizon.

**Table 7-2**
Youth Enrichment/Youth Athletics

| Fiscal Year | Resident | Non-Resident | % of Resident |
|---|---|---|---|
| 2013 | 330 | 248 | 57% |
| 2014 | 298 | 191 | 61% |
| 2015 | 254 | 170 | 60% |
| 2016 | 203 | 233 | 47% |
| 2017 | 236 | 218 | 52% |
| 2018 | 223 | 133 | 66% |
| 2019* | 37 | 22 | 63% |
| 2020** | 74 | 38 | 66% |
| 2021 | 327 | 193 | 63% |
| 2022 | 437 | 401 | 52% |

* Construction on new Mandel Recreational Building
** Covid-19

**Table 7-3**
After School Program

| Fiscal Year | Resident | Non-Resident | % of Resident |
|---|---|---|---|
| 2013 | 174 | 187 | 48% |
| 2014 | 187 | 185 | 50% |
| 2015 | 140 | 202 | 41% |
| 2016 | 111 | 211 | 34% |
| 2017 | 134 | 214 | 39% |
| 2018 | 122 | 142 | 46% |
| 2019* | - | - | - |
| 2020** | 34 | 40 | 46% |
| 2021 | 108 | 99 | 52% |
| 2022 | 99 | 133 | 43% |

* Construction on new Mandel Recreational Building
** Covid-19

**Table 7-4**
Tennis (Seaview & Phipps)

| **Fiscal Year** | Resident | Non-Resident | % of Resident |
|---|---|---|---|
| 2018 | 10,350 | 8,204 | 56% |
| 2019 | 11,211 | 6,345 | 64% |
| 2020* | 12,306 | 5,943 | 67% |
| 2021 | 15,172 | 5,950 | 72% |
| 2022 | 15,896 | 6,128 | 72% |

**Table 7-5**
Par 3 Golf Course

| Fiscal Year | Rounds Played |
|---|---|
| 2018 | **38,089** |
| 2019 | **39,114** |
| 2020* | **38,157** |
| 2021 | **52,462** |
| 2022 | **54,896** |

*2020 – Closed 41 days due to Covid-19

**Table 7-6**
Mandel Fitness Center

| Fiscal Year | **Check-Ins** |
|---|---|
| 2020 | **4,342** |
| 2021 | **5,945** |
| 2022 | **9,098** |

## SUMMARY

The Town has developed a cohesive recreation and open space plan. To ensure the continuation, the Recreation and Open Space Element must reflect the existing and future population, the location and condition of existing facilities, as well as the supporting role that the private sector plays in the recreational network. Recommended is the recognition of the exceptional recreational programming the Recreation Department manages. As such, a new Sub-Element has been established that pertains exclusively to programming with associated corresponding Goals, Objectives, and Policies. Recreational programming will continue to play a critical role in the Town as younger families with children move to Palm Beach. That trend is expected to continue, impacting programs, sports, and enrichment programs in the future. Priority will be given to Town residents.

# Recreation and Open Space Element

GOALS, OBJECTIVES & POLICIES

# RECREATION AND OPEN SPACE
GOALS, OBJECTIVES AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE RECREATIONAL PROGRAMMING AND WELL-MAINTAINED OPEN SPACE THAT SUPPORT A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS.**

## OBJECTIVE 1

The Town will continue to maintain its system of parks and recreational facilities to meet the needs of the current and future resident population.

POLICY 1.1

The Town of Palm Beach adopts a minimum recreation standard of six acres per one thousand population. Acreage to be used in calculations to meet this standard shall include all public parks and recreation facilities in the Town, the Lake Worth Casino, and 50% of land associated with school facilities and private cultural facilities open to the public.

POLICY 1.2

Through the use of adequate operating budgets and proper management techniques, the Town will preserve and maintain existing parks and recreational facilities. The Town will review its operating budgets and management techniques as needed to ensure continued high-level performance.

POLICY 1.3

The Town shall require all acquisitions of, and physical improvements to, park and recreation facilities costing greater than $25,000 each, included in this Element, to be scheduled in the Capital Improvements Element of this Comprehensive Plan. Capital items shall be prioritized and included on an as needed basis.

POLICY 1.4

The Town of Palm Beach shall review its park and recreational facilities~~.~~ for deficiency identification as needed.

POLICY 1.5

The Town shall prioritize potential future improvements to Town parks and recreational facilities.

**OBJECTIVE 2**

Public access shall be maintained to all recreational facilities, including "recreational and commercial working waterfronts" as defined in §342.07, Fla. Stat. under the jurisdiction of the Town of Palm Beach.

POLICY 2.1

The Town of Palm Beach shall continue to provide acceptable access to its recreational facilities.

POLICY 2.2

The Town of Palm Beach shall continue to implement corrective measures to all access points if identified as inadequate.

POLICY 2.3

The Town will, as needed, inspect public access points at public facilities located within the Town, but not under the Town's jurisdiction, to identify any impediments to access. The Town will notify respective governing agencies of identified impediments within three (3) months of their identification.

POLICY 2.4

Pursuant to §163.3177, Fla. Stat. and 163.3178, Fla. Stat. the Town shall devise regulatory incentives and criteria that encourage the preservation of "recreational and commercial working waterfronts" as defined in §342.07, Fla. Stat.

**OBJECTIVE 3**

The Town will ensure the continued mutual relationship with public and private sector ventures in providing recreational programming and amenities.

POLICY 3.1

The Town will continue to serve the public through contracting with private sector recreational providers that do not discriminate on the basis of race, color, sex, religion, or marital status.

POLICY 3.2

The Town recognizes the importance of the present informal mutual use agreement for the public and private school sites. The Town shall continue to maintain formal agreements with the Palm Beach County School Board, and the Palm Beach Day Academy through the approved Development of Use Agreement (DOUA) to ensure continued agreed upon joint use.

POLICY 3.3

The Town shall periodically review recreational programming at the Mandel Recreation Center.

POLICY 3.4

The Town shall continue to have oversight of all Vendors to Recreation Department activities, including, but not limited to, sports, enrichment and educational programs.

**OBJECTIVE 5**

The Town shall continue to protect lands designated as open space to remain functionally intact, as provided in the subject Element and the Conservation Element.

POLICY 5.1

The Town shall continue to maintain written agreements with the State of Florida Trustees of the Internal Improvement Fund and the Audubon Society that ensure the designation of the 39-acre natural islands for conservation use.

POLICY 5.2

The Town shall continue to provide landscape maintenance through either Town staff or contracted vendors to ensure high quality grounds for all Town parks and recreational facilities.

POLICY 5.3

The Town shall continue to participate in the Florida Clean Marina Program for the Town Marina.

# Coastal Management Element

## DATA & ANALYSIS

# COASTAL MANAGEMENT ELEMENT
DATA & ANALYSIS

## EXECUTIVE SUMMARY

Coastal Management is a Federal, State, and local requirement of coastal communities. The fundamental goals are to preserve, protect, enhance, and restore the coastal resources of the nation's coastal zone. In the Town of Palm Beach, a barrier island, coastal management has broad implications for the community's social, economic, and environmental welfare.

Recognizing the importance of managing its beach resources, in 1986, the Town of Palm Beach prepared an initial Comprehensive Coastal Management Plan (CCMP). The Town updated the CCMP in 1998 to identify the sequencing and requisite actions needed by the Town and the neighboring municipalities to effectively manage the shoreline of Palm Beach. Proper sand management practices at the inlet which separates Palm Beach from the neighboring shorelines were identified as critical to ensure that the Town's beaches were provided with an adequate level of upland storm protection. Additionally, the CCMP identified and located suitable sand resources to conduct beach restoration and renourishment activities within the Town essential for the long-term success of the plan.

In 2018, the Town of Palm Beach entered into a Beach Management Agreement (BMA) with the DEP, in conjunction with the Florida Fish and Wildlife Conservation Commission (FWC) to coordinate beach management activities. Annual BMA stakeholder meetings are held at Town Hall to make any necessary updates to programming and/or processes. The BMA was last updated in 2021 and a public hearing on the agreement was held in August 2023, which resulted in no changes being made to the BMA. The BMA process establishes the regulatory responsibilities of the DEP with other state and federal agencies, and the public to create a streamlined program to protect the environment and to provide net ecosystem benefits.

In July 2019, a Coastal Flood Vulnerability Assessment was conducted to provide guidance for prioritizing and planning future flood mitigation projects and adaptations to improve coastal resilience now and into the future. The recommendations provided a methodology to ensure that public infrastructure projects are designed to last decades or more, factoring future risk into design criteria. Ultimately, the assessment has assisted the Town to improve coastal resilience while also aiding in minimizing costly flood damage and future repairs of infrastructure.

## COASTAL MANAGEMENT IN THE UNITED STATES

In 1972, U.S. Congress recognized the importance of meeting the challenge of continued growth in the coastal zone by passing the Coastal Zone Management Act (CZMA). This act, administered by NOAA, provides for the management of the nation's coastal resources, including the Great Lakes. The goal is to "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone." The term "coastal zone" means the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters

therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches.[1]

The CZMA outlines three national programs, the National Coastal Zone Management Program, the National Estuarine Research Reserve System, and the Coastal and Estuarine Land Conservation Program (CELCP). The National Coastal Zone Management Program aims to balance competing land and water issues through state and territorial coastal management programs, the reserves serve as field laboratories that provide a greater understanding of estuaries and how humans impact them, and CELCP provides matching funds to state and local governments to purchase threatened coastal and estuarine lands or obtain conservation easements.[2]

## STATE REQUIREMENTS FOR THE COASTAL MANAGEMENT ELEMENT

Pursuant to §163.3177(b)(g), Fla. Stat., the preparation of a Coastal Management Element is required for those units of local government that are abutting the Gulf of Mexico or the Atlantic Ocean. In addition to the requirements of §163.3177(b)(g), Fla. Stat., the Coastal Management Element must also meet the requirements of §163.3178, Fla. Stat., which is solely dedicated to coastal management.

The Coastal Management Element objectives set forth in §163.3177(b)(g), Fla. Stat. provides the principles, guidelines, standards, and strategies to guide the local government's decisions and program implementation. The objectives include the following:

1. Maintain, restore, and enhance the overall quality of the coastal zone environment, including, but not limited to, its amenities and aesthetic values.

2. Preserve the continued existence of viable populations of all species of wildlife and marine life.

3. Protect the orderly and balanced utilization and preservation, consistent with sound conservation principles, of all living and nonliving coastal zone resources.

4. Avoid irreversible and irretrievable loss of coastal zone resources.

5. Use ecological planning principles and assumptions in the determination of the suitability of permitted development.

6. Protect human life against the effects of natural disasters.

1 https://coast.noaa.gov/czm/act
2 Ibid

7. Direct the orderly development, maintenance, and use of ports identified to facilitate deep-water commercial navigation and other related activities.

8. Preserve historic and archaeological resources, which include the sensitive adaptive use of these resources.

9. At the option of the local government, develop an adaptation action area designation for those low-lying coastal zones that are experiencing coastal flooding due to extreme high tides and storm surge, and are vulnerable to the impacts of rising sea level.

As stated, the Florida Statutes contains specific regulations that only pertain to coastal management in §163.3178, Fla. Stat. Within this statute, the Florida Legislature recognized there is significant interest in the resources of the coastal zone of the State. Further, the Legislature recognized that, in the event of a natural disaster, the State may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or destroy coastal resources and that such plans protect human life and limit public expenditures in areas that are subject to destruction by natural disasters.

Pursuant to §163.3178(2), Fla. Stat., each Coastal Management Element is required to be based on studies, surveys, and data that are consistent with coastal resource plans prepared and adopted under general or special law and contain the following:

- A land use and inventory map of existing coastal uses, wildlife habitat, wetland and other vegetative communities, undeveloped areas, areas subject to coastal flooding, public access routes to beach and shore resources, historic preservation areas, and other areas of special concern to local government.

- An analysis of the environmental, socioeconomic, and fiscal impact of development and redevelopment proposed in the future land use plan, with required infrastructure to support this development or redevelopment, on the natural and historical resources of the coast and the plans and principles to be used to control development and redevelopment to eliminate or mitigate the adverse impacts on coastal wetlands, living marine resources, barrier islands, including beach and dune systems, unique wildlife habitat, historical and archaeological sites, and other fragile coastal resources.

- An analysis of the effects of existing drainage systems and the impact of point source and nonpoint source pollution on estuarine water quality and the plans and principles, including existing state and regional regulatory programs, which shall be used to maintain or upgrade water quality while maintaining sufficient quantities of water flow.

- A component that outlines principles for hazard mitigation and protection of human life against the effects of natural disasters, including population evacuation, which takes into consideration the capability to safely evacuate the density of coastal population proposed in the Future Land Use Plan Element in the event of an impending natural disaster. The Division of Emergency Management shall manage the update of the regional hurricane evacuation studies, ensure such studies are done consistently, and ensure that the methodology used for modeling storm surge is used by the National Hurricane Center.

- A component that outlines principles for protecting existing beach and dune systems from human-induced erosion and for restoring altered beach and dune systems.

- A redevelopment component that outlines the principles that must be used to eliminate inappropriate and unsafe development in the coastal areas when opportunities arise.

In 2015, §163.3178(20(f), Fla. Stat. was adopted via Florida Senate Bill 1094 (SB 1094) that recognized the priority to integrate sea level rise into local government planning. Florida former Governor Rick Scott signed SB 1094 in May 2015, amending §163.3178(2), Fla. Stat. to include subsection(f). The law stipulated local governments that are required to have a Coastal Management Element in their comprehensive plan include a redevelopment component to "eliminate inappropriate and unsafe development in coastal areas".

The 2015 Bill became effective on July 1, 2015 and required coastal management plans to include the reduction of flood risks and losses. The law also created new requirements related to redevelopment to include flood elevation certificates and revised requirements related to flood insurance. The specific principles include the following:

- Development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas that results from high tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.

- Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.

- Identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this State.

- Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.

- Establish minimum standards for construction activities seaward of the Coastal Construction Control Line.

- Encourage local governments to participate in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents

## PALM BEACH COUNTY COASTAL MANAGEMENT PROGRAM

The major forces in the shaping of the Palm Beach County (PBC) coastline are the combined effects of the wind, waves, tides, and sea level rise. During storm conditions, these forces increase and pose a threat to structures and property bordering beaches of insufficient width and slope to provide natural protection. In addition, coastal currents and inlet dynamics exacerbate the erosion problem.

Comparison of Palm Beach County beach and offshore surveys between the years 1929 and 1977 showed substantial recession and advance of the shoreline, with erosion occurring primarily as a result of impoundment north of the county's four inlets and as a result of local beach nourishment projects. In 1986, in an attempt to address growing concerns of beach erosion throughout the State, the Florida Department of Environmental Protection (FDEP), Division of Water Resource Management, was charged with the responsibility to identify those beaches of the State which were critically eroding and to develop and maintain a comprehensive long-term management plan for their restoration. An initial list of erosion areas was developed and continues to be updated and maintained, as necessary.[3]

Palm Beach County has adopted a Local Mitigation Strategy (LMS). The LMS is a unified, coordinated effort among County and municipal governments to reduce the county's vulnerability to the impacts of identified natural and man-made hazards. Among its primary missions, the Strategy serves as a basis for comprehensive mitigation planning, project identification and prioritization, and assistance to project sponsors in securing and allocating available federal, state, local, and other disaster mitigation assistance funds. The revised Palm Beach County Local Mitigation Strategy Plan (LMS) was adopted in 2019, by unanimous vote of the Town Council of the Town of Palm Beach. According to PBC's Comprehensive Emergency Management Plan updated in 2020, 60 storms of hurricane intensity have passed within 125 miles of the County since 1886. Hurricanes and tropical storms directly impacted Palm Beach County and Palm Beach's shoreline protection and erosion control, among other impacts.

Today, various plans are in place in Palm Beach County to manage coastal areas and protect dunes and beaches, including the Palm Beach County Shoreline Protection Plan, FDEP's Strategic Beach Management Plan, PBC's Shoreline Enhancement and Restoration Programs. These initiatives identify critical areas and prioritize and develop action plans to enhance and restore areas that are at risk. Many storms have impacted Palm Beach County's coastline since the late seventies. Most of these storms resulted in significant increases in the amount of critically eroded beaches in PBC and surrounding coastal counties.

3 Palm Beach County Emergency Management Plan 2020

## TOWN OF PALM BEACH COASTAL MANAGEMENT ELEMENT

Beach erosion has been a continuing problem for the Town since 1924 when the Lake Worth Inlet was deepened and stabilized with jetties on either side. Sand immediately began to build up in the north jetty as the southerly littoral drift was interrupted. The beaches on the north side of the Inlet began to experience accretion, while those to the south, where the Town is located, suffered from erosion. Sand starvation caused by the Inlet has combined with other factors, such as the rising sea level and numerous storm events, resulting in a dramatic and continuing loss of beach. Through the years the Town has responded to beach erosion with shore protection structures, artificial beach nourishment, and a sand bypass program at the Inlet.

The Town has carefully controlled beach protection through a beach management plan, passed in 1935, which designates the locations, dimensions, and lengths of bulkheads and groins within the municipal limits of the Town. Since that time, protective structures have generally been placed in accordance with this Plan. Recognizing the importance of managing its beach resources, in 1986, the Town of Palm Beach commissioned a consultant, Cubit Engineering, to prepare an initial Comprehensive Coastal Management Plan (CCMP). The report contained eight (8) major objectives.

1. Replace the sand bypass plant at Lake Worth Inlet.

2. Require all sand bypass plant discharge and beach quality maintenance dredge spoil to be placed south of Onondaga Avenue so that it will be of greatest benefit.

3. Renourish the Mid-Town Public Beach to enhance that area and provide downcoast property protection.

4. Endorse the Department of Transportation revetment at Widener's Curve to Sloan's Curve.

5. Maintain the seawalls to ensure that storm protection to upland property and infrastructure is provided.

6. Maintain the seawalls to ensure that storm protection to upland property and infrastructure is provided.

7. Maintain and/or modify only those groins that are presently effective; abandon and remove all others as may be physically and financially practical.

8. Monitor the Town's beach to develop a better data base of information concerning beach characteristics so that future planning decisions can be made."

Following the initial CCMP, the Town updated the CCMP in 1998, which was prepared by Applied Technology & Management, Inc. (ATM). The purpose of the updated CCMP was to identify the necessity, sequencing and requisite actions by the Town and the neighboring municipalities to effectively manage the shoreline of Palm Beach. Proper sand management practices at the inlets which separate Palm Beach from the neighboring shorelines were identified as critical to ensure that the Town's beaches were afforded the proper level of storm protection. Additionally, the CCMP identified and located the suitable sand resources to conduct beach restoration and renourishment activities within the Town essential for the long-term success of the plan.

The updated CCMP provided comprehensive conditions report and assessment of necessary implementation strategies to sustain a beach and shoreline for the long term. The Town has continued to implement the recommendations of the Plan that include the following:

- ✓ Acquiring and evaluating aerial photography, beach profiling, sand source and environmental resource data for the Town to perform beach profiles.
- ✓ Updating the coastal structures inventory along the shoreline and identifying structures on the Island.
- ✓ Revising the sediment budget for the Town to reflect existing management practices.
- ✓ Identifying distinct shoreline segments from Lake Worth Inlet to the Boynton Beach Inlet according to dominant coastal processes, upland development and environmental resources in order to develop improvement and management plan concepts and prioritize shoreline segments.
- ✓ Determining the location, comparative quality, and environmental constraints associated with existing sand sources for immediate and long-term requirements.
- ✓ Providing probable costs to construct the identified shore protection improvements.
- ✓ Evaluating regulatory requirements for beach management activities.
- ✓ Examining alternative beach-fill improvements.
- ✓ Developing and managing a coastal monitoring program and implementing a schedule for field investigations, permitting, funding, construction, and monitoring.

The Town of Palm Beach CCMPs of 1986 and 1998, segmented the Town's shoreline into "Reaches" to examine erosion problems and develop engineering plans for areas with similar coastal processes. For aid of understanding, a Reach is a longshore segment of a shoreline where influences and impacts, such as wind direction, wave energy, littoral transport, etc. mutually interact.[4] The Town has divided its shoreline into eight distinct Reaches. The Reaches have remained consistent for the past 25 years, with slight revisions.

The 1998 revision expanded the Reach concept from the southern limits of the Town to the southern limits of Palm Beach Island. More recently, the Town extended Reach 7 into the northern section of Reach 8 and now includes the Lake Worth Pier. As illustrated on Exhibit 8-1.

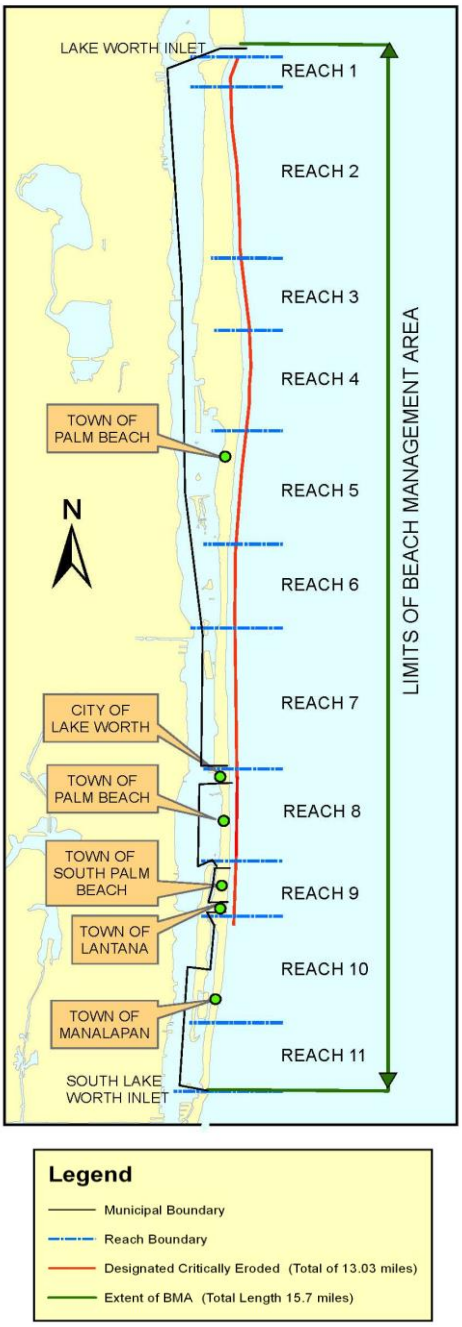


Exhibit 8-1 Reach Zones

**Coastal Management Issues**

The protection of shoreline and submerged lands is paramount to the continued quality of life of Palm Beach. This has broad social, economic, and environmental implications. The issue is not new to Palm Beach since the Town has been dealing with beach nourishment and environmental protection issues for years. The recreational opportunities provided by the Town's beaches and natural areas constitute the economic foundation for the living environment. It is anticipated that the issues outlined in this section of coastal management and shoreline protection will continue to receive the highest level of priority from the Town Council.

The Town's Comprehensive Plan and Zoning Code provide guidance as to the status of submerged lands located within the Town limits. Submerged land beyond the physical shoreline of Lake Worth and the Palm Beach Inlet within the Town's corporate limits has a future land use designation of Conservation and no land development or redevelopment is allowed. This prohibition does not preclude Palm Beach County, Florida Inland Navigation District or the Army Corp of Engineers from creating spoil islands that would be designated Conservation on the Town's Future Land Use Map.

4 Natural and Structural Measures for Shoreline Stabilization, NOAA Office for Coastal Management

# COASTAL MANAGEMENT ELEMENT
## DATA & ANALYSIS

Historically, since 1960 (Ordinance No. 3-60, prior to the Comprehensive Plan, as defined by the 1975 Growth Management Act), the Town's land development regulations have not allowed structures, other than docks, to be constructed over the waters of Lake Worth. The Town continues to vigorously enforce these regulations.

The Town's Coastal Management Element currently identifies the bulkhead line in Lake Worth as the mean high-water line (MHWL). The Town believes that in order to prevent future attempts at the development of submerged lands in Lake Worth (with the exception of docks), lands west of the mean high-water line shall always be Conservation on the Future Land Use Map.

Dunes are created when onshore winds move sand inland from the beach, forming mounds of sand that are trapped and stabilized by specially adapted grasses and herbaceous vines. Dunes are easily disturbed by pedestrian and vehicular traffic, which has the potential to destroy the delicate vegetation holding the sand in place. Small disturbances often develop into large barren areas, or "blowouts", which can be self-perpetuating, ultimately resulting in gaps in the dunes that protect properties landward of the shoreline. Many of the dunes in Palm Beach have been built upon, landscaped as part of residential yards, or used as a roadbed. With a seawall fronting the dune, and its other surfaces covered by man-made improvements, the dune has often been transformed from a natural and dynamic element of the shoreline ecology to an essentially stable, topographic feature.

In some areas of the Town, construction has been limited to the top of the foredune (part of a sand dune on the side nearest to the ocean) leaving the seaward slope of the dune principally unaltered. Because these dunes cannot migrate away from the eroding beach, they often experience severe erosion. Examples are scattered throughout the Town but are most evident south of the Lake Worth Municipal Park. These 20' high dunes are experiencing erosion along nearly the entire stretch of beach. As erosion increases, dunes backed by a shore protection structure are likely to begin experiencing erosion as well. Phipps Ocean Park has a healthy foredune slope but is stabilized on and behind the ridge by old State Road A1A, and picnic and parking areas. This dune is mainly vegetated by sea oats, with seagrapes growing on the upper part. Seedlings and pines are removed by the Town's Public Works Department before they damage the native dune vegetation.

Several dynamic dune systems remain. The Town-owned Par Three Golf Course fronts an undulating series of 15-to-20-foot dunes mainly vegetated by sea oats with scattered growths of low-lying herbaceous plants. The northern part of the Town, near the Lake Worth Inlet jetties, has a very low- series of moderately vegetated dunes. This area receives the benefits of the Inlet sand transfer plant and thus has a wide, gently sloping beach. Dunes are protected by Chapter 55, Natural Resource Protection, of the Code of Ordinances, which prohibits disturbance of dunes or dune vegetation without a special permit from the Town. The ordinance includes strict vegetation planting and trimming controls and includes a dune maintenance program.

Since the Town is located entirely within the coastal zone, inventory and analyses of existing and needed public infrastructure are covered in detail in other Elements of this Plan.

All of Palm Beach is within the hurricane vulnerability zone; therefore, there are no suitable evacuation shelters within the Town. Consequently, Town residents must rely upon public or private shelters located in inland areas of the County.

Coastal High Hazard Area (CHHA) is defined as "[t]he area below the elevation of the category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model." This area is a narrow area along the coast of the island and is delineated in the future land use map series. Future infrastructure and public and private development within the CHHA are restricted in this area.

The area seaward of the Coastal Construction Control Line (CCCL) is the area of most significant exposure to natural disasters. The development history of Palm Beach is punctuated by the occurrence of two types of severe storms: hurricanes and northeasters. The Town recognizes that rebuilding of privately owned structures that are located outside of the areas of major exposure to natural disasters must be permitted. Areas located seaward of the CCCL are those with the greatest exposure to natural disasters. Therefore, following damage from a major storm, local governments have a number of alternatives:

- The first is to decide the level of damage beyond which the Town will consider alternatives to reconstruction of the structure to its pre-storm state. The threshold most commonly used is 50% of the value of the structure. This is also the standard used in the National Flood Insurance Program.

- An alternative is to require reconstruction landward of the CCCL only if there is sufficient land to accommodate reconstruction in this area or to allow reconstruction seaward of the CCCL.

**The Beach Management Agreement**

In 2018, the Town of Palm Beach entered into a Beach Management Agreement (BMA) with the DEP, in conjunction with the Florida Fish and Wildlife Conservation Commission (FWC) to coordinate beach management activities. Annual BMA stakeholder meetings are held at Town Hall to report and make any necessary updates to programming and processes. The BMA was last updated in 2021. A public hearing on the agreement was last held in August 2023. No changes were made to the BMA. The BMA process establishes the regulatory responsibilities of the DEP with other state and federal agencies, and the public to create a streamlined program to protect the environment and to provide net ecosystem benefits pursuant to §403.0752(2)(a), Fla. Stat. [5]

The BMA purpose is to coordinate and facilitate flexible permitting for beach management, to achieve net ecosystem benefits, and related public objectives for the Town and affected areas. The BMA's approach to authorizing projects and activities is centered on regional management of the coastal system rather than the conventional project-by-project permitting process. For this reason,

5 Ibid

the BMA improves comprehensive coastal management and results in a net ecosystem benefit to the coastal system through cell-wide monitoring of resources, improved inlet bypassing, and efficient use of beach quality sand.[6]

The primary goal of the BMA is to define mutually agreeable methods among the DEP, local municipalities, and stakeholders for coastal erosion control, natural community protection, and monitoring protocols in pursuit of regional management of Palm Beach Island's coastal system, while providing net ecosystem benefits to the "cell", which encompasses all of the eight Reaches.[7] Prior to the BMA, beach erosion control and inlet management activities were regulated, project by project, through the DEP's Joint Coastal Permitting (JCP) Program. Beach erosion control activities, such as beach restoration and nourishment projects, required three forms of authorization: coastal construction permits (Chapter 161, Fla. Stat.), environmental resource permits (Part IV Chapter 373, Fla. Stat.), and proprietary authorization to use sovereign submerged lands (Chapters 253 and 258, Fla. Stat.). The JCP consolidates these authorizations into one (1) permit and serves as the final determination of consistency with Florida's Coastal Zone Management Program (CZM) and water quality certification under the Clean Water Act. The BMA seeks to improve techniques for managing the sand resources and beach erosion within Palm Beach Island.[8]

The BMA addresses State regulatory and proprietary approvals for managing sand resources and beach erosion within the BMA Area. It sets forth the procedures and criteria to be followed by the DEP, the FWC, and the BMA stakeholders for pre-application meetings and application submittal. The BMA also requires review and approval for individual projects within the Agreement Area, as well as coordination with federal agencies and notice to the public. The BMA ultimately sets forth annual cell-wide requirements to monitor the movement of sand, sea turtle nesting, shorebird nesting, and exposure and burial of hardbottom and to perform aerial surveys. [9]

The DEP staff reviews the projects specifically described in the BMA to determine consistency with the substantive requirements of Chapter 161, Chapter 253, Part IV Chapter 373, and Chapter 403, Fla. Stat., and their implementing rules, and for dune restoration, Chapter 161, Fla. Stat., and its implementing rules. This review must determine that cell-wide management of sand resources and beach erosion would result in net ecosystem benefits. [10]

Prior to construction, individual projects must demonstrate compliance with the conditions of the BMA. The BMA then constitutes a certification of compliance with State water quality standards under Section 401 of the Clean Water Act, 33 U.S.C., and a finding of consistency with Florida's Coastal Zone Management Program, as required by Section 307 of the Coastal Zone Management Act (CZMA).[11]

6 Ibid
7 Ibid
8 Ibid
9 Ibid
10 Ibid
11 Ibid

A significant component of the BMA is the constant monitoring. The BMA includes requirements for physical monitoring of projects and coastal system conditions. The BMA covers the coastal shoreline from Lake Worth Inlet to South Lake Worth Inlet, which extends approximately 15 miles. The area is sub-divided into 10 Reaches. However, for the Town of Palm Beach, the activity and annual monitoring is limited to the northern eight (8) Reaches, as illustrated in the Town of Palm Beach Reach Zones Map and consists of approximately 12.2 miles.[12] The adopted BMA has been incorporated into the Coastal Management Element by reference.

**The Woods Hole Group Study – Coastal Flood Vulnerability Assessment**

In July 2019, the Woods Hole Group completed a Coastal Flood Vulnerability Assessment. The assessment was intended to provide guidance to the Town for prioritizing and planning future flood mitigation projects and adaptations to improve coastal resilience now and into the future. As stated in the assessment public infrastructure projects designed to last decades or more, need to factor future risk into design criteria where coastal flooding. Ultimately, the assessment was intended to assist the Town to improve coastal resilience while also aiding in minimizing costly flood damage and future repairs of infrastructure.[13]

The methods applied are based on an award-winning, innovative, and quantitatively advanced probabilistic vulnerability model. The methodology was developed by Woods Hole Group, in collaboration with more than 20 partners and peer reviewers, including Federal Highway Administration, Massachusetts Department of Transportation (Mass DOT), University of Massachusetts - Boston (UMass Boston), US Army Corps of Engineers (USACE), US Environmental Protection Agency (USEPA), U.S. Geological Survey (USGS), National Oceanic and Atmospheric Administration (NOAA), Woods Hole Oceanographic Institution (WHOI), and others. The team received a 2017 Federal Highway Administration Environmental Excellence Award, which recognized the method as "a gold standard for coastal resiliency work," and "a blueprint that national and international agencies can mirror to better assess and design resiliency options". In its vision within the ongoing 10-year coastal management program, the Town is proactively planning to protect the citizens and community infrastructure.[14]

As stated in the Vulnerability Assessment, coastal storms threaten infrastructure in the Town of Palm Beach, a risk expected to increase in the future with changing sea levels and increasing storm intensities. Interruptions in community services are an inconvenience and impact the health and safety of the citizens. Predicting the most vulnerable assets under different future scenarios offers the opportunity to develop adaptations now to minimize damage and build coastal resilience against disruption in services that may occur in the future. Additionally, completing a vulnerability assessment meets the statutory requirement for designating Adaptation Action Areas, and forms the basis for complying with the "Peril of Flood" comprehensive plan requirements as found in

12 DEP presentation August 24, 2023, at the Town of Palm Beach
13 Woods Hole Study – Coastal Flood Vulnerability Assessment 2020
14 Ibid

Section 163.3178(2)(f)(1-6), Florida Statutes (Florida Coastal Management Program, Florida DEP, NOAA, 2018).[15]

The Town worked with Woods Hole Group to complete a vulnerability assessment for Town-owned assets, specifically addressing Step 2 and key parts of Steps 1 and 3, displayed in Figure 8-1. The vulnerability assessment also provides the Town of Palm Beach with the data and tools necessary to complete the remaining steps efficiently and effectively.[16]

In 2021, the Woods Hole Group was commissioned to prepare a Coastal Resilience Implementation Plan, "Level-Up" (Level-Up Plan). The Implementation Plan provided recommended changes to the Coastal and Conservation Elements Goals, Objectives and Policies. With regard to the Coastal Management Element, the Level-Up Plan recommended the following amended and added Policies to the Coastal Management Element, shown below.

Amended Policy 1.3 The Town shall require that all new development and redevelopment on the Atlantic shore restore dunes, where restoration potential exists and is appropriate, as determined by the Town and FDEP. Primary dune restoration to a higher crest elevation and sediment volume is a high priority for coastal flood control.

Added Objective 5: The Town shall adopt and implement policies that limit development and public expenditure within the Coastal High Hazard Area (CHHA).

**National Flood Insurance Program (NFIP)**

The United States Congress established a National Flood Insurance Program (NFIP) with the passage of the National Flood Insurance Act of 1968. The NFIP is a federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the Federal government. Should a community adopt and enforce a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the Federal government makes flood insurance available within the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods.

The NFIP provides federally backed flood insurance within communities that enact and enforce floodplain regulations. The Community Rating System (CRS) is a national program developed by the Federal Emergency Management Agency (FEMA). To be covered by a flood insurance policy a property must be in a community that participates in the NFIP. To qualify for the NFIP, a community adopts and enforces a floodplain management ordinance to regulate development in flood hazard areas.

15 Ibid
16 Ibid




Figure 8-1 Florida Adaptation Planning Guidebook 2018 Four-Step process

In developing zone maps, FEMA focuses primarily on identifying the 1-percent annual chance floodplain (also known as the 100-year floodplain, Special Flood Hazard Area (SFHA). As a result, FEMA maps the areas with a 1% annual chance of flooding. The SFHA designation is important as it is the basis for floodplain management regulations for communities and because it decides whether a home is required to have flood insurance.

FEMA's high-risk flood zones are those that make up the SFHA and are those that begin with the letters "A" or "V." Homeowners located in A or V zones are required to purchase flood insurance if they have a mortgage from a federally backed or federally regulated lender. FEMA's low and moderate-risk flood zones are those outside the SFHA and begin with the letters "X," "B," or "C." Flood insurance is not required within these zones. These zones could still have flood risk as historically more than 20% of NFIP claims are made by policyholders in an X, B, or C zone. [17]

The CRS Program recognizes, encourages and rewards communities that go beyond the minimum required by the NFIP. Under the CRS, the flood insurance premiums of a community's residents and businesses are discounted. A community receives a CRS classification based upon the total credit for activities such as Public Information, Mapping and Regulations, Flood Damage Reduction and Warning and Response. The Town of Palm Beach is part of the CRS Program, "Class 6" rating which allows residents to receive a discount of their flood insurance.

17 https://help.riskfactor.com/hc/en-us/articles/360048256493-Understand-the-differences-between-FEMA-flood-zones

The NFIP's CRS was implemented in 1990 as a program for recognizing and encouraging community floodplain management activities that exceed the minimum NFIP standards. Palm Beach County joined the National Flood Insurance Program's (NFIP) Community Rating System (CRS) in 1991. The CRS is the County's primary floodplain management program. It is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements.

Under the CRS, flood insurance premium rates are adjusted to reflect the reduced flood risk resulting from community activities that meet the three goals of the CRS:

1) Reduce flood losses.
2) Facilitate accurate insurance rating.
3) Promote awareness of flood insurance.

The Town of Palm Beach participates in the NFIP and as stated, it affords Town property owners flood insurance. As a participant, the Town is required to adopt ordinances to manage development within 100-year floodplains to prevent increased flooding and minimize future flood damage. Flood Insurance Rate Maps, published by the FEMA, are used as the basis for delineating the 100-year floodplain and identifying regulated land. These maps have been made a part of the Map Series. To this end, the Town adopted two ordinances in 2017 related to FEMA's updated flood insurance maps and flood hazard prevention. An update is anticipated in 2024, as such the FEMA Map will be adopted by reference in order to allow for the updated map immediately.

Development in flood zone areas must also meet the requirements of the NFIP. The Town contains various flood-prone areas (Zones A and V) located along the Atlantic Ocean and the ICWW. There are 10 CRS classes that allows flood insurance premium discounts in CRS communities. They range from 5% to 45% and are discounted in increments of 5%. A Class 10 community is not participating in the CRS and receives no discount. A Class 9 community receives a 5% discount for all policies, a Class 8 community receives a 10% discount, all the way to a Class 1 community, which receives a 45% premium discount.

Classifications are based on the community's CRS credit points obtained in 19 creditable activities. The CRS activities are organized into the following four categories.[18]

- Public Information
- Mapping and Regulations
- Flood Damage Reduction
- Warning and Response

In addition to State agencies, the Town's Planning, Zoning and Building Department regulates the building of structures in flood-prone areas so that flood damage can be minimized or avoided. The Town has continued to support these programs and work with residents and businesses regarding program requirements. Moreover, the Town is considering an ordinance related to flood hazard

18 http://fema.gov/floodplain-management/community-rating-system

prevention techniques that could increase the "freeboard" height requirements. The Town of Palm Beach participates in the NFIP and the Town Council will continue to meet the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60, necessary for participation.

As illustrated in Figure 8-2, freeboard refers to the height of a building above the Base Flood Elevation for a specific site. Florida regulations often require at least one foot of freeboard for elevated buildings. Each foot of freeboard (up to a maximum of three feet), lowers flood insurance rates significantly. Since elevations on FIRMs do not include sea level rise, freeboard will help keep structures above floodwaters as storm surge elevations increase, thus reducing flood insurance premiums. The graphic below shows an example of the Town's current freeboard requirement.

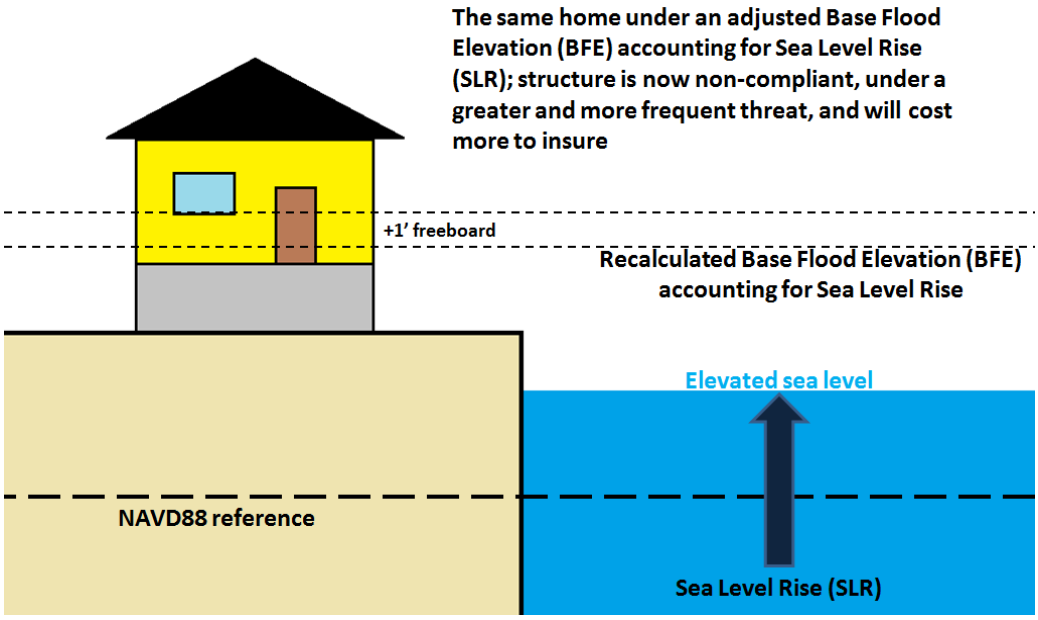



Figure 8-2 Adjusted Base Flood Elevation Accounting for Sea Level Rise

**Future Land Use and Zoning Designations**

Further protection is also granted to designated submerged land beyond the physical shoreline of Lake Worth Lagoon, the Lake Worth Inlet, and the Atlantic Ocean within the Town's corporate limits through the designation of a Future Land Use designation of Conservation. The corresponding Zoning District has also been established as Conservation. Pursuant to Code Section 134.1352, the Conservation Zoning District category does not permit any uses, with the exception of essential services and municipally owned and operated parks.

**Shore Protection Board**

As stated, the importance of monitoring and active participation in the protection of the Town's shoreline and coastal resources is paramount. As such, pursuant to Section 2-636, Town of Palm Beach Code of Ordinances, the Shore Protection Board was created to act in an advisory capacity to the Town Council and make recommendations to the Town Council on all matters relating to shore protection in the Town. These responsibilities include, but are not limited to, issues relating to the beaches and specific resiliency matters along the Town's Lake Worth Lagoon shoreline as directed by Town Council. In addressing these matters, the scope of the Shore Protection Board's duties includes monitoring shoreline conditions, sand transfer plant operations, Lake Worth Inlet maintenance dredging, beach nourishment, dune restoration, long-term planning, and public education.

**SUMMARY**

Due to its location along the coast, the Town and its resources are vulnerable to various natural disasters. The Coastal Management Element provides insight into the Town's coastal resources and emphasizes the importance of maintaining a resilient community to preserve and protect these upland structures, natural resources and associated areas.

Increasing sea levels are expected to significantly challenge regional long-term planning for coastal communities in South Florida, including Palm Beach. In order to minimize the threat imposed by these challenges, it is imperative that the Town engage in adaptive planning and work to develop a policy framework that is integrated into its local planning process.

Necessary steps to take include the following best management practices:

- Address adaptation and sea level mitigation strategies.
- Ensure consistency across all municipal operations and their guiding plans and programs.
- Educate residents on the challenges posed by storm surge and flooding from rising sea levels.

These steps lay the foundation for building a more resilient community. Together with an informed public and committed elected officials, the goals and strategies are achievable.

# Coastal Management Element

GOALS, OBJECTIVES & POLICIES

# COASTAL MANAGEMENT ELEMENT
GOALS, OBJECTIVES & POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A QUALITY OF LIFE FOR TOWN RESIDENTS THROUGH THE PROTECTION OF NATURAL RESOURCES OF THE TOWN, WHILE MINIMIZING NATURAL AND MANMADE IMPACTS ALONG THE COASTAL ZONE.**

## OBJECTIVE 1

The Town shall protect and restore its beaches and dunes. The measurement of this objective is the extent to which beaches and shores are protected and restored, and the degree to which the following policies are implemented.

POLICY 1.1

The Town shall manage its beach resources through continued implementation of the 1998 Comprehensive Coastal Management Plan (CCMP).

POLICY.1.2

The Town shall continue to implement the mission of the Beach Management Agreement (BMA) with the Florida Department of Environment Protection using all possible structural or non-structural alternatives for beach protection and beach erosion prevention, consistent with the Town's Comprehensive Coastal Management Plan.

POLICY 1.3

The Town shall require all new development and redevelopment on the Atlantic shore to restore dunes, where restoration potential exists and is appropriate, as determined by the Town and FDEP. Primary dune restoration to a higher crest elevation and sediment volume is a high priority for coastal flood control.

POLICY 1.4

The Town shall evaluate the utility of maintaining its 1931 bulkhead lines along the Atlantic Ocean and the Lake Worth Lagoon shore as the mean high-water line.

POLICY 1.5

The Town shall continue to enforce Land Development which minimizes the impact of man-made structures on beach and dune systems, as well as specific measures and guidelines for dune protection, restoration, and maintenance.

POLICY 1.6

The Town shall protect coastal investments and infrastructure, as necessary and feasible, from the impacts of climate change. Specifically, the Town shall maintain shoreline protection and erosion control by the following.

a) Continuing the appropriate use of beach renourishment and dune restoration.

b) Facilitating the installation and maintenance of native beach dune vegetation along appropriate areas of beach.

c) Continuing to implement the Comprehensive Coastal Management Plan through 2044 with input from the Shore Protection Board.

d) Maintaining identified protocols with the United States Army Corps of Engineers (USACOE) related to sand placement, renourishment, and funding.

**OBJECTIVE 2**

The Town shall provide and maintain existing public access to beach areas, publicly-owned beachfront parks, and the Municipal Docks on Lake Worth. The measurability of this objective is the extent to which public access is provided and maintained, and the degree to which the following policies are implemented.

POLICY 2.1

The Town shall maintain visual access to the Lake Worth Lagoon and the Atlantic Ocean,

POLICY 2.2

The Town shall utilize the remaining limited opportunities for shoreline land uses for essential services provided for protection of upland properties and natural resources and ultimately the residents of the Town.

POLICY 2.3

The Town shall inspect public access facilities on an annual basis for impediments or structural damage. The Town will eliminate any impediments to public access on a priority basis.

POLICY 2.4

The Town shall maintain visual access to the Lake Worth Lagoon and the Atlantic Ocean by allowing selective trimming of vegetated areas along the shoreline when such trimming is accompanied by measures to improve the natural resources of the shoreline.

POLICY 2.5

The Town shall provide public access to beach areas nourished at public expense unless otherwise exempted by the Florida Department of Environmental Protection.

POLICY 2.6

The Town shall enforce the public access requirements of the 1985 Coastal Zone Protection Act.

POLICY 2.7

The Town shall continue to provide and maintain existing on-street parking facilities near beach access points.

**OBJECTIVE 3**

The Town shall ensure public access is maintained to all recreational facilities, including recreational and commercial working waterfronts consistent with Florida Statutes, under the jurisdiction of the Town of Palm Beach.

POLICY 3.1

The Town shall, on a continuing basis, inspect public access points at public facilities located within the Town of Palm Beach, but not under the Town's jurisdiction, to identify any impediments to access. The Town will notify respective governing agencies of impediments within three months of their identification.

**OBJECTIVE 4**

The Town shall adopt and implement policies that limit development and public expenditure within the Coastal High Hazard Area (CHHA) to 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 4.1

The Town shall continue to participate in the National Flood Insurance Program Community Rating System (CRS) and strive to maintain or improve its current CRS rating.

POLICY 4.2

The Town shall require that the impact of sea level rise be addressed in all Future Land Use Map amendments.

POLICY 4.3

The Town shall not permit publicly funded facilities that subsidize development to be built in the Coastal High Hazard Area. However, this limitation does not apply to such facilities necessary to serve projects approved under prior development orders but not yet built, or to such facilities necessary to maintain adequate levels of public facilities and services to existing residents. Nor does it apply to publicly funded projects associated with providing beach nourishment, dune restoration, public access, recreation, resource restoration, or the rehabilitation, maintenance or construction of shore protection structures such as groins, revetments or seawalls.

POLICY 4.4

The Town shall continue to enforce its building code and drainage requirements.

POLICY 4.5

The Town shall coordinate with and will rely on the Florida Department of Environmental Protection to enforce building limitations seaward of the Coastal Construction Control Line.

POLICY 4.6

The Town shall continue to prohibit the use of septic tanks.

POLICY 4.7

The Town shall mitigate hazards through building practices and implementation of FEMA requirements, stormwater retention requirements, and other restrictions within the Coastal High Hazard Area.

POLICY 4.8

The Town shall limit residential development within the Coastal High Hazard Area (CHHA).

POLICY 4.9

The Town shall limit public building and infrastructure investment in the CHHA.

POLICY 4.10

The Town shall not permit Town-funded public facilities to be built in the coastal high hazard area, except for purposes of public safety and/or access, required public utilities or services, enhancement of water-related activities or significant resource protection.

POLICY 4.11

The Town shall not permit density increases in the CHHA for redevelopment and new development unless such requests are consistent with this Comprehensive Plan.

POLICY 4.12

The Town shall continue to examine community-wide strategies to increase the resiliency of the Town to address future effects of coastal storms, sea level rise, and climate change on the community.

POLICY 4.13

The Town shall collaborate with Palm Beach County to increase regional resilience by sharing technical expertise, assessing local vulnerabilities, advancing agreed upon mitigation and adaptation strategies, and developing joint state and federal legislation policies and programs.

POLICY 4.14

The Town shall utilize the new statutory requirements for best management practices and initiate mitigation strategies to reduce the risk of flooding in coastal areas that may result from high tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise.

POLICY 4.15

The Town shall incorporate the Federal Emergency Management Agency (FEMA) Floodplain Management Regulations or higher regulatory standards to guide development and redevelopment activities where applicable.

POLICY 4.16

The Town shall support the implementation of engineering solutions to prevent flooding including retaining walls, elevation of seawalls, and property elevations.

POLICY 4.17

The Town shall prioritize public outreach and education to residents and the business and development community on the importance and benefits of coastal and beach management, mitigation of flood risk, and how the Town's participation in these efforts results in reduced flood insurance premiums.

POLICY 4.18

The Town shall increase public awareness of the coastal management benefits to upland private properties and resident quality of life and community resiliency.

POLICY 4.19

The Town shall explore engineering solutions to include nature-based solutions, low-impact development, and green stormwater infrastructure for flood mitigation and prevention.

# Conservation Element

## DATA & ANALYSIS

# CONSERVATION ELEMENT
DATA AND ANALYSIS

## EXECUTIVE SUMMARY

Florida's land conservation movement rose from the realization that as Florida's population continues to grow, increasing demands would be placed on the State's natural resources. For over 50 years the State of Florida has continued to execute substantial land acquisition programs to save native landscape from development, including the following:[1]

- ✓ 1968: Established a $20 million bond program to acquire outdoor recreation lands.
- ✓ 1972: Allocated an additional $40 million for an outdoor recreation bond and established a $200 million Environmentally Endangered Lands (EEL) program.
- ✓ 1979: Established the Conservation and Recreation Lands (CARL) program.
- ✓ 1981: Developed Save Our Coast (SOC) and Save Our Rivers (SOR) programs.
- ✓ 1990: Established the Florida Preservation 2000 (P2000) program.
- ✓ 2000: Started the Florida Forever program.

Pursuant to §163.3177(6)a, Fla. Stat., a Conservation Element is required for the conservation, use, and protection of natural resources in the area, including air, water, water recharge areas, wetlands, waterwells, estuarine marshes, soils, beaches, shores, flood plains, rivers, bays, lakes, harbors, forests, fisheries and wildlife, marine habitat, minerals, and other natural and environmental resources, including factors that affect energy conservation.

The Town of Palm Beach implements the policies of the Conservation Element through the enforcement of the regulations pertaining to conservation and protection of natural resources and wildlife found in Chapter 66. Additionally, the Town instituted several conservation policies to prevent habitat loss through the provision of ecofriendly alternatives, referred to as the Town's "Green Initiative" also provided within Chapter 66. The Conservation Element provides an inventory of ecological communities that were inventoried in 1996. As almost 30 years have passed, the Town should consider updating the inventory and continue to monitor it in order to ensure the continued success of the Town's natural resources and wildlife.

## HISTORY OF FLORIDA'S CONSERVATION EFFORTS

Florida is one of the few states in the eastern United States with large natural areas remaining. With most of Florida relatively isolated as a peninsula, ecological connectivity is at a premium and more of an issue in Florida than elsewhere in the country. Protection of such connections requires careful analysis and planning. In addition, Florida has a combination of unique and highly diverse ecosystems, prized by both residents and Florida's many visitors.[2] Acquisition of land by

[1] History of State Lands | Florida Department of Environmental Protection
[2] https://floridawildlifecorridor.org/wp-content/uploads/2011/12/FWC_History_11_09_2015.pdf

the State takes into consideration the proximity of land for purchase to promote the interconnectivity of ecosystems to promote biodiversity and wildlife corridors throughout the State.

The draining of the Everglades in the 1930s began an era of rampant growth in Florida. By the 1950s, Florida's population had risen at an annual rate of approximately four (4) percent. Since then, more than eight (8) million acres of forest and wetland habitats (about 24% of the State) have been eliminated for development, thereby, threatening Florida's ecosystems.[3]



The Homestead Canal joining Lake Ingraham in the far distance.
Everglades National Park

In 1964, the State first began setting aside money to purchase public land with the Land Acquisition Trust Fund (LATF). This fund focused on buying properties for outdoor recreation and conservation. Starting in the 1970s, Florida legislators began a series of initiatives to attempt to better balance burgeoning development with natural resource conservation. The State passed legislation to manage water resources more effectively through the creation of the Water Management Districts. In addition, Florida began to fund land conservation efforts, and through landmark growth management legislation, new laws were put in place to reduce the impacts of new growth on the environment.

The State of Florida's environmental efforts to buy tracts of land for protection increased with the passage of the Environmental Land and Water Management Act of 1972. This action also led to the Land Conservation Act, which allotted $200 million to buy environmentally endangered lands (EEL) and another $40 million to enhance outdoor recreation lands. The Conservation and

[3] https://floridadep.gov/lands/lands-director/content/history-state-lands

Recreational Lands (CARL) program was established by the Florida legislature in 1979 to acquire lands of environmental and cultural significance.[4]

The history of Florida's land conservation movement rose from the realization that as Florida's population continues to grow, increasing demands would be placed on the State's natural resources. As a result, former Florida Governor Bob Martinez created a Blue Ribbon Commission in 1990 to evaluate the State of Florida's environment. The Commission conducted its work and issued a report that stated: "At the 1990 rate of development, about three (3) million acres of wetlands and forests would be converted to other uses by the year 2020". The report also predicted the decline of much of Florida's freshwater aquifer recharge areas, unique ecological diversity, open space, recreation lands, and many of the state's 548 species of endangered and threatened plants and animals.

The Commission concluded that "the single most effective way to accomplish large-scale gains in our environmental well-being is to substantially increase the level of funding for the State's land acquisition programs". As a result of the report, the CARL program was replaced by Preservation 2000 and the funding increased to $3 billion for conservation land purchases.[5]

Preservation 2000 preserved more than 1.8 million acres of conservation land throughout Florida. These lands have helped preserve Florida's biological heritage and ensure that future generations will be able to experience the remaining remnants of natural Florida. The program was successful in saving many of Florida's fragile environmental habitats and spawning local community conservation efforts. More than 20 local governments in Florida matched state funds to purchase environmentally sensitive lands to fulfill their conservation needs.[6] On June 7, 1999, former Florida Governor Jeb Bush signed a bill creating a land conservation initiative called "Florida Forever," which succeeded the Preservation 2000 program. Florida Forever became effective in 2000.

As Florida's estuaries and offshore waters support one of the largest commercial and recreation marine fishing industries in the nation, it relies on undisturbed estuarine and coastal systems. Preservation 2000 and Florida Forever helped save many of Florida's beaches, rivers, bays, forests, coral reefs, and estuaries that provide the foundation for the State's $3 billion tourism industry, which attracts more than 70 million visitors each year.[7]

[4] https://dos.myflorida.com/historical/archaeology/public-lands/program-history/
[5] https://floridadep.gov/lands/lands-director/content/history-state-lands
[6] Ibid
[7] https://floridadep.gov/lands/lands-director/content/history-state-lands

# CONSERVATION ELEMENT
DATA AND ANALYSIS

## STATE REQUIREMENTS FOR THE CONSERVATION ELEMENT

Pursuant to §163.3177(6)(d), Fla. Stats., a Conservation Element is required for the conservation, use, and protection of natural resources in the area, including air, water, water recharge areas, wetlands, waterwells, estuarine marshes, soils, beaches, shores, flood plains, rivers, bays, lakes, harbors, forests, fisheries and wildlife, marine habitat, minerals, and other natural and environmental resources, including factors that affect energy conservation.

The following natural resources, if present within a local government's boundaries, are required to be identified and analyzed if any known pollution problems, including hazardous waste are present.

- Rivers, bays, lakes, wetlands including estuarine marshes, groundwaters, and springs, including information on quality of the resource available.
- Floodplains.
- Known sources of commercially valuable minerals.
- Areas known to have experienced soil erosion problems.
- Areas that are the location of recreationally and commercially important fish or shellfish, wildlife, marine habitats, and vegetative communities, including forests, indicating known dominant species present and species listed by federal, state, or local government agencies as endangered, threatened, or species of special concern.

Additionally, the Conservation Element is required to contain principles, guidelines, and standards for conservation that provide long-term goals that address the following.

- Protects air quality.
- Provides for the emergency conservation of water sources in accordance with the plans of the Regional Water Management District.
- Conserves and protects minerals, soils, and native vegetative communities, including forests, from destruction by development activities.
- Conserves and protects fisheries, wildlife, wildlife habitat, and marine habitat and restricts activities known to adversely affect the survival of endangered and threatened wildlife.
- Maintains cooperation with adjacent local governments to conserve, appropriately use, or protect unique vegetative communities located within more than one local jurisdiction.
- Designates environmentally sensitive lands for protection based on locally determined criteria which further the goals and objectives of the conservation element.
- Protects and conserves wetlands and the natural functions of wetlands.

## TOWN OF PALM BEACH CONSERVATION ELEMENT

The Town of Palm Beach lies entirely within the coastal zone. By definition, a coastal zone includes beaches, islands, salt marshes, wetlands, and some adjacent inlands.[8] Accordingly, the Town's Conservation Element serves to promote the conservation and protection of natural and wildlife coastal resources that are prevalent in the Town and in compliance with §163.3177, Fla. Stat.

### Natural Resources

A variety of mammals, reptiles, birds, aquatic species, and other animals live in and around the Town of Palm Beach as listed in Table 9-1. These animals are generally attracted to specific vegetation and aquatic habitats. The Atlantic Ocean and its associated beaches, dunes and nearshore reef outcrops support a variety of animal life and marine species. The Summary of Ecological Communities provided below describes the various ecological communities in terms of their vegetation, wildlife, and ecological needs.

**Table 9-1**
**SUMMARY OF ECOLOGICAL COMMUNITIES IN THE TOWN OF PALM BEACH**

| COMMUNITY | ATLANTIC OCEAN | ATLANTIC BEACH & DUNES | BARRIER ISLAND INTERIOR | LAGOONAL WATER'S EDGE | LAGOON | MANGROVE ISLAND |
|---|---|---|---|---|---|---|
| **DESCRIPTION** | Zone begins 3 miles east of the MHW line & extends west through the breaking surf to the MHW lines. | Area extends from the MHW line of the beach to the trough behind the dune zone. | West of dunes to the edge of the Lake Worth Lagoon. | Wetland Bordering Lake Worth Lagoon | Lake Worth | Various natural and spoil islands in Lake Worth |
| **SOILS** | Submerged, unconsoli-dated sand; coquina outcroppings from reefs. | Well drained sand and shells. | Moderately drained sand, and urban fill. | Well drained sand and shells overlying organic layer of poorly drained peat. | Submerged, unconsolidated sand | Composition ranges from mixed sand and shells to organic materials |
| **VEGETATION** | Plankton, sarragussum, seaweed, mangroves | Salt tolerant dune grasses, herbaceous plants, vines, shrubs, and stunted trees. | Live oak, slash pine, cabbage palm, saw palmetto; invasion by Australian | Black, red & white mangroves, salt marsh grass; invasion of Brazilian pepper | Sea grass beds | Red and black mangroves, Australian pine and Brazilian |

[8] https://www.fema.gov/pdf/plan/ehp/final_f.pdf

| | | | | | | |
|---|---|---|---|---|---|---|
| | brown algae. | | pine, Brazilian pepper. | & Australian pine. | | pepper on upland spoil areas; some hardwoods on native island uplands |
| **LISTED SPECIES** | Brown pelican. Sea turtles (see Beach and Dunes). Sea Gulls. | Atlantic loggerhead turtle Atlantic green turtle Leatherback turtle Atlantic hawksbill turtle Atlantic Kipp Ridley turtle Sea lavender Prickly pear, Roseate tern, Least tern, Osprey,Sea Oats, Sea Grape | | Roseate tern, Least tern, Atlantic saltmarsh snake Snowy egret, reddish egret, Southern Kestrel, Southern bald eagle, Great Blue heron, Little Blue heron, other herons, Other shorebirds, Anhingas, Cormorant Osprey | West Indian Manatee | Roseate tern, Least tern, Atlantic saltmarsh snake, Snowy egret, Southern Kestrel, Southern bald eagle, Great Blue and other herons, Limpkin White Ibis Osprey |
| **NATURAL FUNCTION** | -Marine habitat - Moderation of climate | -Wind & wave protection for island -Shoreline maintenance -Interface between marine & terrestrial wildlife -Shallow aquifer recharge (dunes) | -Wildlife habitat - Shallow aquifer recharge in elevated areas -Vegetation purifies air | -Shoreline stability -Maintenance of water quality - Wildlife habitat -Detrital source - Important nursery area for marine wildlife | -Feeding area for manatees -Source of detrital food web -Vital nursery habitat for larval & juvenile stages of marine life -Maintain water quality | -Habitat, rookeries for birds - Maintenance of water quality -Maintenance of marine life -Detrital source |
| **ELEMENTS ESSENTIAL TO NATURAL FUNCTION** | -Good water quality | -Natural beach profile -Uninterrupted littoral drift -Natural dune form -Hardy vegetation -Good water quality | -Vegetation - Good water quality | -Healthy and prolific vegetation -Good water quality | -Good water quality -Natural circulation - Undisturbed bottom | -Healthy vegetation -Good water quality -Minimal disturbance by man |

# CONSERVATION ELEMENT
## DATA AND ANALYSIS

| | | | | | | |
|---|---|---|---|---|---|---|
| **POST DEVELOPMENT CHARACTER** | -Water pollution (oil) from residue and garbage) | -Intense development of primary dune area<br>-Removal of foredune and replacement with bulkhead<br>-Breaches of dune due to pedestrian and vehicular activity | -Most of area heavily urbanized. Native vegetation replaced with exotic landscaping | -Most of wetland edge filled and elevated for residential development and cleared of natural vegetation<br>-Shoreline hardened<br>-Invasion of exotic vegetation | -Some areas dredged for boat channels<br>-Seagrass loss due to poor water quality, dredge and fill<br>-Habitat loss for marine organisms | -Invasion of exotic vegetation<br>-Litter<br>-Disturbance by boaters, trespassers |

Most native wildlife in the Town of Palm Beach is centered around remaining natural communities. However, there are also a variety of species that have adapted to the urban environment. Among these are the red fox, possum, raccoon, squirrel, rat, mouse, and songbirds, including a flock of wild parrots, and shore birds.[9]



Red Mangrove Forest

[9] Ibid

A patchy series of nearshore and offshore reefs or rock outcrops lies parallel to the Town's Atlantic coastline. Offshore areas are subject to variability. Some nearshore areas can have a very limited diversity or density of species due to naturally high sedimentation rates and low rock relief. Others may support relatively rich populations of plant and animal life. As a rule, the diversity and abundance of species increase with greater water depth and distance from the shore. However, site specific studies need to be conducted to determine the ecological value of any given offshore environment.

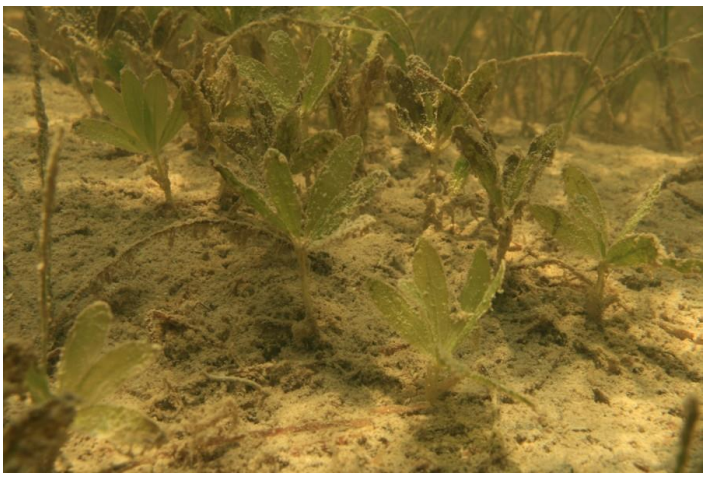
With regard to coral reefs, Florida is the only state in the continental United States with extensive shallow coral reef formations near its coasts. Coral reefs create specialized habitats that provide shelter, food and breeding sites for numerous plants and animals. Coral reefs lay the foundation of a dynamic ecosystem with tremendous biodiversity. Florida's Coral Reef stretches approximately 360 linear miles from Dry Tortugas National Park west of the Florida Keys to the St. Lucie Inlet in Martin County. The reefs stretching north of Biscayne National Park and the marine sanctuary are managed by the Florida Department of Environmental Protection's Coral Reef Conservation Program (CRCP) with insight from the Southeast Florida Coral Reef Initiative, which is one of several programs administered by the CRCP. [10]

An artificial reef is a manmade structure that mimics some of the characteristics of a natural reef. Florida has one of the most active artificial reef programs in the country, with more than 3,800 deployed since the 1940s.[11] For the past 40 years, Palm Beach County has created reef areas using various materials including limestone, concrete, and decommissioned ships that have become marine habitats for algae, corals and other marine life. Off the coast of the Town of Palm Beach extending three (3) miles out lies 29 artificial reefs. (See Map 9.3)

Seagrasses are grass-like flowering plants that live completely submerged in marine and estuarine waters. Seagrass provides food and habitat to numerous species, stabilizes the ocean bottom, maintain water quality, and help support local economies.[12] Palm Beach County Environmental Resource Management Department oversees the implementation of the Lake Worth Lagoon Management Plan that contains achievable goals and actions for improving water quality, enhancing habitat, protecting fish and wildlife, preparing for a changing climate, and fostering public awareness and responsible enjoyment of the Lagoon over the next decade.

[10] https://Floridadep.gov/rcp/rcp/content/floridas-coral-reefs#
[11] https://Flseagrant.org/fisheries/artificial-reef-deployment-and-monitoring
[12] Florida Department of Environmental Protection (DEP), Florida Seagrass, https://floridadep.gov/rcp/seagrass

Researchers believe that the majority of seagrass loss can be primarily attributed to reduced availability of light, which often coincides with blooms of phytoplankton. Intense blooms increase the amount of shading and result in the loss of seagrasses. Blooms occur in waters that have high concentrations of nutrients, particularly nitrogen and phosphorus, from nonpoint source pollution. Common nonpoint source pollution sources include sediment, leaf litter, pet waste, landscape inputs such as fertilizers, herbicides and insecticides, and nutrients from septic systems. Run-off is a major problem because it changes water quality and reduces the amount of light reaching the plants. While salinities and temperature can reach levels that cause stress to the grasses, these effects can be mitigated if enough light is available.



Johnson's Seagrass, Federally Threatened Species

The Town is home to three (3) endangered sea turtles: the loggerhead, green turtle, and leatherback. According to the Sea Turtle Conservancy, the Town of Palm Beach averages more than 20,000 loggerhead nests per year, with upwards of 2,000 green turtle nests and around 100 leatherback nests. Pursuant to Code Section 74-222, all oceanfront property owners are required to ensure that no artificial light shall illuminate any area of the beach or water that may be used by nesting sea turtles and hatchlings. In order to accomplish this, the Town requires that all lighting be positioned or shielded so that light is not visible from the beach or water during the period from March 1 through October 31 of each year.

The Lake Worth Lagoon supports a rich variety of wildlife. In fact, the Town is a dedicated Bird Sanctuary. Along the shore of the Lake Worth Lagoon exist native wetland areas that serve as roosting areas for a number of birds, and also provide food and shelter for a variety of small mammals. The spoil islands in the Lake Worth Lagoon serve as bird rookeries for Ibis, Reddish and Snowy Egrets, Anhingas, Great Blue Herons, Night Herons, and Tricolor Herons, many of which are listed as threatened or endangered species by State or Federal agencies. In fact, 70 years ago, the identification of Herons, Egrets, and Pelican’s nestings on several small islands in Lake Worth Lagoon, led the Audubon Society to designate the islands as bird sanctuaries.

# CONSERVATION ELEMENT
## DATA AND ANALYSIS

Fisherman's Island, Hunter's Island, and Bingham Island, shown on Map 9.1 are leased by the Audubon Society and managed as rookeries and bird sanctuaries. Additionally, shellfish beds are located on tidal flats and around the periphery of spoil islands. One species of oysters live on the prop roots of red mangroves. A unique sub-species of clam, native to the area, also live in the sand of the Lagoon.[13] These unique lagoon islands offer the following amenities:[14]

- Meditative respite for connecting with nature.
- Subtropical hardwood hammocks and mangrove forests.
- Nesting and roosting areas for the birds of Lake Worth Lagoon



The Bingham Island - Audubon Society Photo

The Town's Code of Ordinances specifically speaks to the wildlife protection in Chapter 66, Article V. The Code recognizes that various species of animals found in the Town have been classified by the State Game and Freshwater Fish Commission as Endangered, Threatened, or Species of Special Concern, reflecting a depletion in population so critical that extinction is possible. As these species may be of aesthetic, ecological, educational, historical, recreational, economic or scientific value, the Town seeks to preserve a stable ecosystem, which is dependent upon the number and diversity of constituent species. The protection of these species requires preservation of occupied habitat, protective buffers and adequate management measures.




Map 9-1 Spoil Islands of Palm Beach

The majority of the Town's natural resources are concentrated along shoreline areas. The beaches are the focus of swimming, walking, snorkeling, and

[13] Ibid
[14] Ibid

surfing activities. Vistas to the Ocean and Lake Worth Lagoon are valued accommodations. As such, the natural environment in the Town of Palm Beach is almost exclusively used for recreation and aesthetic enjoyment. [15]

Lake Worth Lagoon is also used to moor boats and to obtain access to the Intracoastal Waterway. Code Section 74-268, Mooring in Lake Worth, prohibits anchoring or mooring of any liveaboard vessel in any of the waters of Lake Worth lying within the Town's corporate limits unless it is moored in a marina, designated mooring area, or at a dock located adjacent to a house that has running water, toilet facilities and garbage collection available for use by the vessel. No commercial fishing industries operate from Palm Beach.

Of the Town's 12 miles of shoreline, approximately 4,760 linear feet, or approximately 8%, are accessible for public use and recreational purposes. Of this, about 4,245 linear feet are in Town ownership, and 515 linear feet is owned by the County. The City of Lake Worth's "Casino Complex" includes an additional 1,300 linear feet of public beach which is located between Kreusler Park and the southernmost 1.2 miles of the Town. There are also several street ends that provide public access to the beach in the northern part of Town. The majority of remaining native shoreline vegetation is located on narrow undevelopable strips along State Road A1A, or on spoil islands in the Lake Worth Lagoon (Map 9-1). Mangroves are protected by a Town ordinance, and by State and County regulations. The Army Corps of Engineers and the State Department of Environmental Protection also have authority if dredge and fill activity is involved.[16]

**Water Quality**

Stormwater discharge is a major water quality problem for the Town. Drainage improvements have focused on eliminating flood-prone pockets on the Island rather than on improving water requirements. New developments must retain the first two (2) inches of rainfall to prevent any further degradation of water quality from this source. It is more difficult, however, to remedy existing sources of stormwater runoff since the high-water table would require large surface areas for retention. Given the fact that the Town is virtually fully developed, there is little or no opportunity to create new upland retention areas which would allow infiltration and settling prior to discharge into the Lake. Exfiltration drainage systems, which operate underground, are also limited by the highwater table.[17]

The Town of Palm Beach is a participant of the Palm Beach County National Pollutant Discharge Elimination System (NPDES) MS4 Permit. The PBC MS4 NPDES permit is held jointly by most MS4 owners within the geographic area of Palm Beach County. The permittees have taken a cooperative approach to permit compliance, jointly conducting several permit activities, and collectively developing a number of tools used to carry out the permit programs.

[15] Ibid
[16] Ibid
[17] Ibid

## Air Quality and Mining

Gases that trap heat in the atmosphere are called greenhouse gases. Carbon dioxide ($CO_2$) is the primary greenhouse gas emitted through human activities. In 2021, $CO_2$ accounted for 79% of all U.S. greenhouse gas emissions from human activities. Carbon dioxide is naturally present in the atmosphere as part of the Earth's carbon cycle (the natural circulation of carbon among the atmosphere, oceans, soil, plants, and animals). Human activities are altering the carbon cycle–both by adding more $CO_2$ to the atmosphere and by influencing the ability of natural sinks, like forests and soils, to remove and store $CO_2$ from the atmosphere. While $CO_2$ emissions come from a variety of natural sources, human-related emissions are responsible for the increase that has occurred in the atmosphere since the Industrial Revolution.[18]

The Department of Energy manages an Energy Efficiency Conservation Strategy that consists of four (4) long-term goals that consist of the following: [19]

- Reduce energy consumption
- Reduce greenhouse gas (GHG) emissions
- Implement the Electric Vehicle Fleet Plan
- Expand recycling options

The Town of Palm Beach does not identify any point sources of pollution within the Town. However, increased mobile pollution sources, including automobiles and air traffic, will continue to cause a concern. As the Town is a barrier island surrounded by water, air quality is enhanced as the Town benefits from regular sea breezes. Air quality is also improved by the abundance of vegetation in the Town, which naturally purifies the air. Further, the Town's air quality benefits by preventing industrial uses in the Town and maintaining and encouraging rich vegetation on both public and private properties. Although the Town of Palm Beach has good quality air, the reduction of greenhouse gas emissions will further improve the air quality while contributing to broader climate change efforts.

[18] https://www.epa.gov/ghgemissions/overview-greenhouse-gases
[19] Ibid

Displayed in Table 9-2, the following soils have been identified in the Town of Palm Beach and illustrated on Map 8-6 of the Map Series.

**Table 9-2**
Glossary of Soil Science Terms[20]

| Type | Description |
|---|---|
| Arents | Arents is a soil classification that describes manmade land created by earthmovers including areas where fill has been placed, areas where dredging has occurred, and areas where leveling activities have modified the original soils. This classification consists of all soil types, colors and textures, but is dominated by sandy soils. Based on the manmade nature of this category permeability and depth to seasonal high groundwater cannot be determined. |
| Beaches | The Beach series comprises very shallow and shallow, well drained, moderately permeable soils that formed in residuum from hard, very fine grained, metamorphic sandstone. These sloping to steep soils are on sandstone hills and in valleys. Slopes range from 1 to about 70 percent. |
| Canaveral-Urban land complex, 0 to 5 percent slopes | The Canaveral series consists of very deep, somewhat poorly to moderately well drained, very rapidly permeable soils on side slopes of dune-like ridges bordering depressions and sloughs along the coast in Peninsular Florida. They formed in thick marine deposits of sand and shell fragments. The mean annual temperature is about 73 degrees Fahrenheit, and the mean annual precipitation is about 55 inches. Slopes are dominantly less than 3 percent but range up to 5 percent. |
| Cocoa-Urban land complex, 0 to 5 percent slopes | The Cocoa series consists of moderately deep, well drained, rapidly permeable soils on upland coastal ridges. They formed in sandy marine or eolian sediments deposited over coquina limestone. Near the type location, the mean annual temperature is about 74 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 8 percent. |
| Kesson mucky sand, tidal | The Kesson series consists of deep, very poorly drained, rapid to moderately rapid permeable soils that formed in thick marine deposits of sand and shell fragments in tidal swamps and marshes along the Gulf Coast of Peninsular Florida. Slopes range from 0 to 1 percent. |
| Palm Beach-Urban land complex, 0 to 8 percent slopes | The Palm Beach series consists of very deep, well to excessively drained, very rapidly permeable soils on dune-like ridges that are generally parallel to the coast. They formed in thick deposits of sand and shell fragments. Near the type location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 60 inches. Slopes range from 0 to 17 percent. |

[20] US Soil Conservation Services https://soilseries.sc.egov.usda.gov/

| | |
|---|---|
| Pomello fine sand, 0 to 5 percent slopes | The Pomello series consists of very deep, moderately well to somewhat poorly drained soils that formed in sandy marine sediments. Pomello soils are on ridges, hills, and knolls in the flatwoods on marine terraces. Slopes range from 0 to 5 percent. Mean annual precipitation is about 1397 millimeters (55 inches) and mean annual temperature is about 23 degrees C (72 degrees F). |
| Urban land, 0 to 2 percent slopes | Urban land consists of areas that are more than 70 percent covered by shopping centers, parking lots, roadways, buildings, etc. and has no parent material. |

Regarding mining, the Florida Mining Atlas identifies two (2) potentially valuable mineral resources in Palm Beach, being coquina and sand. However, the exclusive residential nature of the Town and subsequent high real estate values preclude any mining of these resources, either presently or in the future. Further, the Town addresses wind-borne soil erosion associated with the demolition or construction associated with redevelopment through Chapter 42, Environment, Code of Ordinances, which requires exposed soils and fill to be stabilized with webbing and requires unvegetated vacant areas to be sodded.[21]

**Town of Palm Beach Conservation Policies – "The Green Initiative"**

The Town of Palm Beach has instituted several conservation policies to prevent habitat loss through the provision of ecofriendly alternatives, referred to as the Town's "Green Initiative". As early as 1982, pursuant to Chapter 66, Article II, the Town recognized the environmental values of native wetland shoreline habitat along Lake Worth Lagoon as they provide habitat for a diverse community of plants and animals; play a fundamental role in estuarine nutrition; provide a nesting and resting ground for species of migratory birds; and are aesthetically appealing and can be reasonably incorporated as an asset into the landscaping of waterfront residences. Code Section 66-38 requires applications for Future Land Use Map amendments and rezonings, to provide a shoreline management plan whenever alterations or removal of mangroves is requested, or mangroves have been altered or removed in violation. Additionally, Code Section 66-336 provides policy that the Town shall provide for the restoration of native dune systems wherever such opportunities exist as they provide the first defense against wind and waves.

In 2018, the Town of Palm Beach instituted a Fertilizer-Friendly Use Ordinance with the adoption of Chapter 42, Article IX, Code of Ordinances. The Ordinance regulates the proper use of fertilizers by any applicator, requires proper training of commercial and institutional fertilizer applicators, establishes training and licensing requirements, establishes a prohibited application period, and specifies allowable fertilizer application rates and methods, fertilizer-free zones, and exemptions.

[21] Ibid

The Fertilizer-Friendly-Use Ordinance requires the use of best management practices to minimize negative environmental effects associated with excessive nutrients in our waterbodies. These environmental effects have been observed in and on Palm Beach County's natural and constructed stormwater conveyances, rivers, creeks, canals, lakes, estuaries, and other waterbodies. Collectively, these waterbodies are an asset important to the environmental, recreational, cultural, and economic well-being of Palm Beach County residents and the health of the public. Overgrowth of algae and vegetation hinder the effectiveness of flood attenuation provided by natural and constructed stormwater conveyances. Regulation of nutrients, including both phosphorus and nitrogen contained in fertilizer, is anticipated to help improve and maintain water and habitat quality.

Pursuant to Code Section 42-376, which applies to the timing of fertilizer applications, the following restrictions apply.

1. No applicator shall apply fertilizers containing nitrogen and/or phosphorus to turf and/or landscape plants during the prohibited application period or to saturated soils. No fertilizer containing nitrogen or phosphorus shall be applied between June 1 and September 30 as well as any other prohibited application period.

2. Fertilizer containing nitrogen and/or phosphorus shall not be applied before seeding or sodding a site and shall not be applied for the first 30 days after seeding or sodding, except when hydro-seeding for temporary or permanent erosion control in an emergency situation (wildfire, etc.), or in accordance with the stormwater pollution prevent plan for that site.

In 2019, the Town passed a law banning the distribution of plastic straws. Plastic straws are detrimental to the environment as they do not fully degrade; overburden landfills; introduce unsafe chemicals into the environment; become litter and create hazards for land and aquatic animals due to ingestion; and create impediments to waste reduction and recycling goals.

Code Section 42-601 states that single-use plastic straws or stirrers shall not be used, sold, or distributed in any commercial establishment located within the corporate limits of the Town of Palm Beach, at any town facility or town property or by any special event permittee. Additionally, Town contractors and special event permittees cannot sell, use, provide beverages with, or offer the use of single-use plastic beverage straws or single-use plastic stirrers in Town facilities or on Town property.

With regard to water conservation, the Town adopted Chapter 66, Natural Resource Protection which applies to all new construction and substantial improvements. The regulations establish the nine (9) principles of Florida-friendly landscaping. Those guiding principles are as follows:

1. Right plant
2. Right place
3. Water Efficiently
4. Fertilize appropriately
5. Mulch
6. Attract wildlife
7. Manage yard pests responsibly
8. Recycle
9. Reduce stormwater runoff
10. Protect the waterfront

Section 66-286, Fla. Stat. provides specific regulations pertaining to irrigation standards and encouraging the use of drought-tolerant grasses.

As explained in the Recreation and Open Space Element, the Town of Palm Beach is currently pursuing the Florida Clean Marina Program designation. The Clean Marina Program designation is administered through the Florida Department of Environmental Protection. The goal of the designation program is a proactive approach to environmental stewardship. Participants receive assistance in implementing Best Management Practices through on-site and distance technical assistance, mentoring by other Clean Marinas, and continuing education.

To become designated as a Clean Marina, facilities must implement a set of environmental Best Management Practices (BMPs) designed to protect Florida's waterways. These BMPs address critical environmental issues such as sensitive habitats, waste management, storm water control, spill prevention and emergency preparedness. Designated facilities and those facilities seeking designation receive ongoing technical support from the Florida Clean Marina Program and the Clean Boating Partnership.

The Town began requiring a percentage of plant material to be native in 2018 and most recently updated the plant list in 2023. Code Section 66-285 stipulates that for new development and redevelopment projects which modify 50 percent or more of the existing landscape/greenspace, the following regulations are required:

(a) Tree category - at least 30 percent of all trees shall be native trees, as listed on either the Institute for Regional Conservation's (IRC) Natives for Your Neighborhood Florida Statewide Plant List or the Florida Native Plant Society's Native Plants for Your Area list. The tree category percentage is calculated on the number of trees.

(b) Shrub and vine category - at least 30 percent of all shrubs and vines shall be native shrubs and vines as listed on either the Institute for Regional Conservation's (IRC) Natives for Your Neighborhood Florida Statewide Plant List or the Florida Native Plant Society's Native Plants for Your Area list. The shrub and vine category percentage are calculated on the number of shrubs and vines.

(c) Groundcover category - at least 30 percent of the groundcover area shall be native groundcover, as listed on either the Institute for Regional Conservation's (IRC) Natives for Your Neighborhood Florida Statewide Plant List or the Florida Native Plant Society's Native Plants for Your Area list. The groundcover category percentage is calculated based on the area.

Additionally, all site plans for new development and redevelopment which modify 50 percent or more of the existing landscape/greenspace shall be required to submit a landscape plan and irrigation plan to the architectural commission, or landmarks commission, as applicable. The Code requires a minimum landscape open space and maximum lot coverage per zoning district.

**SUMMARY**

It is recommended that the Town continue to enforce the regulations pertaining to conservation and protection of natural resources and wildlife. Further, the Conservation Element provides an inventory of ecological communities that were inventoried in 1996. As almost 30 years have passed, a policy is proposed to update the inventory and continue to monitor in order to ensure the continued success of the Town's natural resources and wildlife. The Town should continue to enforce best management practices related to lawn maintenance and native landscaping. Additionally, the Town should maintain consistency with the 2023 Palm Beach Strategic Plan, which consists of six focus areas, one of which speaks to conservation and environmental protection.

# Conservation Element

## GOALS, OBJECTIVES & POLICIES

# CONSERVATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS BY PRESERVING AND PROTECTING THE NATURAL AND HISTORIC RESOURCES AND WILDLIFE OF THE TOWN BY PROMOTING ENVIRONMENTAL CONSERVATION EFFORTS.**

## OBJECTIVE 1

The Town shall protect the quality of its air from degradation. The measurement of this objective is the extent to which air quality is protected, and the degree to which the following policies are implemented.

POLICY 1.1

The Town shall continue to prohibit industry within the Town through prohibiting an Industrial Future Land Use designation on the Future Land Use Map.

POLICY 1.2

The Town shall continue to prohibit new commercial development from spreading beyond commercial areas as designated on the Future Land Use Map and corresponding Zoning Map.

POLICY 1.3

The Town shall continue to maintain vegetated medians and existing plantings along the roadways within the Town by adhering to Chapter 126, Article II, Town's Code of Ordinances including the Historic and Specimen Tree Ordinance, and Chapter 66, Division 3, Plans related to the Town's landscaping and irrigation plans.

POLICY 1.4

The Town shall continue to annually review the Palm Beach County Air Quality Report. Should this report cite the Town for air quality degradation, the Town shall develop methods for addressing the problems within one year of the report date. Implementation of proposed methods will ensue within an additional year.

**OBJECTIVE 2**

The Town shall protect native vegetational communities and their associated wildlife. The measurement of this objective is the extent to which native vegetation is protected and restored, and the degree to which the following policies are implemented.

POLICY 2.1

The Town shall continue to enforce the regulations adopted in Chapter 66 Article IV, Vegetation that include the following regulations:

2.1a Incorporates standards for tree removal, landscaping aesthetics, and minimum native vegetation planting requirements.

2.1b Prohibits planting of invasive non-native species.

2.1c Requires removal of pestilent exotic species from sites of new construction or redevelopment.

2.1d Prohibits removal of vegetation species listed as endangered or threatened by State or Federal agencies on publicly owned property and new private development.

2.1e Allows trimming of shoreline vegetation for visual access, under limited conditions upon the approval of the Town and any other government agencies having jurisdiction.

POLICY 2.2

The Town shall continue to support of efforts to revegetate and remove non-native vegetation from the Lake Worth Lagoon shoreline.

POLICY 2.3

The Town shall support the goals and related actions of the Lake Worth Management Plan to improve water and sediment quality to provide habitat enhancement and protection of marine ecosystems and increase seagrass coverage.

POLICY 2.4

The Town shall continue to use native or drought resistant vegetation in all public landscaping projects.

POLICY 2.5

The Town will shall continue to enforce landscaping standards that require the preservation of existing natural growth where practical, and the removal of invasive, exotic plant species.

POLICY 2.6

The Town shall consider modifying the land redevelopment regulations to stipulate that no development or construction which destroys wetland vegetation, including seagrass beds, shall be permitted in the Town unless the loss is 100% mitigated, and unless the applicant has received the approval of any other governmental agency having jurisdiction.

**OBJECTIVE 3**

The Town shall continue to protect and preserve native vegetated areas, wildlife and its habitats, especially those species listed by State and Federal agencies as threatened or endangered. The measurement of this objective shall be the extent to which wildlife is protected and preserved, and the degree to which the following policies are implemented.

POLICY 3.1

The Town shall continue assisting with sea turtle nesting studies each year for the duration of the planning period.

POLICY 3.2

The Town shall continue to cooperate with the appropriate local, state and federal agencies for the protection of wildlife, endangered and threatened species and significant plant, flora, fauna and animal habitats.

POLICY 3.3

The Town shall continue to protect and conserve the natural functions of existing soils, fisheries, rivers, lakes, floodplains, estuarine marshes, native habitats/plant materials/ecosystems and marine habitats through enforcement of existing local, state, and federal regulations designed to protect and conserve these functions.

**OBJECTIVE 4**

The Town shall protect and restore wetland habitat and estuarine water quality in the Town, thereby protecting fisheries and marine habitat. The measurement of this objective is the extent to which wetland habitat and estuarine quality are protected, and the degree to which the following policies are implemented.

POLICY 4.1

The Town shall continue to meet the requirements of the EPA NPDES Program.

POLICY 4.2

The Town shall ensure that the negative impacts of stormwater discharge upon water quality in the Lake Worth Lagoon are ameliorated by the retention of the first two inches of rainfall prior to discharge into the Town drainage system, or the post-development runoff does not exceed predevelopment runoff for a three-year one-hour storm, whichever is greater.

**OBJECTIVE 5**

The Town shall protect soils and groundwater by establishing standards which will minimize the impacts of construction, and by preventing hazardous wastes contamination. The measurement of this objective is the extent to which soils and groundwater are protected, and the degree to which the following policies are implemented.

POLICY 5.1

The Town shall require soil erosion control techniques be used during construction.

POLICY 5.2

The Town shall regulate the installation of underground storage tanks for petroleum products in a manner consistent with the regulations of the Florida Department of Environmental Protection.

POLICY 5.3

The Town shall continue mutual aid agreements with West Palm Beach and Palm Beach County for hazardous materials removal and storage.

**OBJECTIVE 6**

The Town shall promote ways to reduce Greenhouse Gas Emissions and become more energy efficient.

POLICY 6.1

The Town shall provide information to the Town residents and businesses on the United States Department of Energy Efficiency and Conservation Strategy (EECS) to utilize technologies, incentives, and grants to conserve energy use in homes and businesses.

POLICY 6.2

The Town shall consider the use the EECS to optimize the way energy is consumed within municipal operations and identify ways to use renewable energy and offset energy use overall.

**OBJECTIVE 7**

The Town shall proactively manage environmental threats by identifying and planning for immediate and future threats such as climate change impacts, pollution from pesticides and chemicals, invasive species, sewage/stormwater/garbage impacts, and intrusive new technologies.

POLICY 7.1

The Town shall continue making land-related decisions in harmony with the natural environment, always considering green space, beautification, and impacts on habitats and wildlife.

POLICY 7.2

The Town shall identify and implement actions and standards that will be consistent with the Town's Green Initiative program.

POLICY 7.3

Town shall ensure biodiversity including its coastal, marine, terrestrial and water ecosystems is protected and restored through environmental awareness education, promoting healthy landscape practices, encouraging use of native fauna and flora, and reducing use of chemical pesticides.

POLICY 7.4

The Town shall consider optimizing technology and prioritizing digitalization to reduce environmental impact including online recreational registration, permit processing, enterprise resource planning (ERP), and support paperless and cloud-based transactions, activities, and operations.

POLICY 7.5

The Town shall encourage procurement practices that lead to the purchase of green products, modify purchasing requirements to encourage green friendly products, and Green Initiative product sourcing and sustainable purchasing.

POLICY 7.6

The Town shall continue to identify and implement actions and standards that are in keeping with the Town's Green Initiative including 'greener' practices, smart irrigation, energy-efficient equipment, and implementation of Integrated Pest Management (IPM) in Town parks, fields, and golf course.

POLICY 7.7

The Town shall evaluate sister municipalities and trade recommendations as it relates to equipment, industry labor, and standardization of materials.

POLICY 7.8

The Town shall continue to maintain Town grounds and Rights-of-Way in an efficient and cost-effective manner, while striving to improve its appearance, keeping with the Town's Green Initiative Program.

POLICY 7.9

The Town shall seek to earn Clean Marina Designation, through the Department of Environmental Protection.

POLICY 7.10

The Town shall consider establishing new programs in support of the Town's Green Initiatives such as Hole in One Honey and Earth Day education (native plants, environmental best practices list).

POLICY 7.11

The Town shall continue to preserve natural vegetation and trees.

POLICY 7.12

The Town shall coordinate with the Florida Fish and Wildlife Commission (FWC) to develop Sea Turtle Rescue response plans and explore the possibility for Town responders to be certified with the Sea Turtle Emergency Response Program (STERP).

POLICY 7.13

The Town shall consider optimizing vehicle and equipment replacement with consideration for environmentally friendly options.

POLICY 7.14

The Town shall consider limiting the Town's liability through exploration of Vendor information verification.

POLICY 7.15

The Town shall consider creating opportunities for native plant education and gardening.

POLICY 7.16

The Town shall continue to preserve natural vegetation and trees.

**OBJECTIVE 8**

The Town shall not permit new development on or over submerged lands or lands predominantly characterized by Tidal Swamp (TM) soils as identified in the Soil Survey of Palm Beach County.

POLICY 8.1

The Town shall continue to maintain identified area predominantly characterized by Tidal Swamp (TM) soils or identified as submerged lands on the Town's Future Land Use Map Series for Conservation, and the Town's land development regulations shall prohibit urban development on such lands.

**OBJECTIVE 9**

The Town shall protect its natural resources. The measurement of this objective is the extent to which natural resources are preserved and the degree to which the following policies are implemented.:

POLICY 9.1

The Town shall protect the quality of its air from degradation by continuing to prohibit industrial uses within the Town.

POLICY 9.2

The Town shall protect designated native vegetation areas and their associated wildlife by prohibiting removal of vegetative species listed as threatened or endangered by State or Federal agencies on publicly owned property and new private development; and, by prohibiting planting of pestilent exotics and requiring removal of pestilent exotic species from sites of new construction or development.

POLICY 9.3

The Town shall stipulate that no development or construction which destroys wetland vegetation, including seagrass beds, shall be permitted in the Town unless loss is 100% mitigated.

POLICY 9.4

The Town shall require that all new development and redevelopment on the Atlantic shore restore dunes, where restoration potential exists and is necessary, as determined by the Town and FDEP.

POLICY 9.5

The Town shall require that soil erosion control techniques be used during construction.

POLICY 9.6

The Town shall not permit development or redevelopment to occur on or over submerged land other than docks, essential services or parks owned and operated by the Town.

**OBJECTIVE 9**

The Town shall protect and preserve native vegetated areas, wildlife and its habitats, especially those species listed by State and Federal agencies as threatened or endangered. The measurement of this objective shall be the extent to which wildlife is protected and preserved, and the degree to which the following policies are implemented.

POLICY 9.1

The Town shall continue assisting with sea turtle nesting studies each year for the duration of the planning period.

POLICY 9.2

The Town shall continue to cooperate with the appropriate local, state and federal agencies for the protection of wildlife, endangered and threatened species and significant plant, flora, fauna and animal habitats.

POLICY 9.3

The Town shall protect and conserve the natural functions of existing soils, fisheries, rivers, lakes, floodplains, estuarine marshes, native habitats/plant materials/ecosystems and marine habitats through enforcement of existing local, state, and federal regulations designed to protect and conserve these functions.

POLICY 9.4

The Town shall continue to enforce landscaping standards that require the preservation of existing natural growth where practical, and the removal of invasive, non-native plant species.

POLICY 9.5

The Town shall continue to function as the local enforcement agency of sea turtle protection through the regulations provided in Division 4, Code of Ordinances.

POLICY 9.6

The Town shall require the "Town of Palm Beach Exterior Lighting Requirements" form to be signed and notarized by contractors through the building permit review.

**OBJECTIVE 10**

The Town shall protect and restore wetland habitat and estuarine water quality thereby protecting fisheries and marine habitat. The measurement of this objective is the extent to which wetland habitat and estuarine quality are protected, and the degree to which the following policies are implemented.

POLICY 10.1

The Town shall update its Long-Range Public Works Plan (Storm Drainage Chapter) regularly to meet the requirements of the Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Program, when necessary.

POLICY 10.2

The Town shall ensure that the negative impacts of stormwater discharge upon water quality in Lake Worth are ameliorated by the retention of the first two inches of rainfall prior to discharge into the Town system, or the post-development runoff does not exceed predevelopment runoff for a three-year one-hour storm, whichever is greater.

# Property Rights Element

## DATA & ANALYSIS

# PROPERTY RIGHTS ELEMENT
DATA AND ANALYSIS

## EXECUTIVE SUMMARY

The purpose of the Property Rights Element is to consider property rights in local government decision making and respect the rights of citizens to participate in decisions that affect their lives and property in accordance with the requirements of the Florida Statutes.

***Section 70.002, Fla. Stats. Property Owner Bill of Rights. Each county property appraiser office shall provide on its website a Property Owner Bill of Rights. The purpose of the bill of rights is to identify certain existing rights afforded to property owners but is not a comprehensive guide. The Property Owner Bill of Rights does not create a civil cause of action. The Property Owner Bill of Rights must state:***

***PROPERTY OWNER BILL OF RIGHTS***

***This Bill of Rights does not represent all of your rights under Florida law regarding your property and should not be viewed as a comprehensive guide to property rights. This document does not create a civil cause of action and neither expands nor limits any rights or remedies provided under any other law. This document does not replace the need to seek legal advice in matters relating to property law. Laws relating to your rights are found in the State Constitution, Florida Statutes, local ordinances, and court decisions. Your rights and protections include:***

1. ***The right to acquire, possess, and protect your property.***
2. ***The right to use and enjoy your property.***
3. ***The right to exclude others from your property.***
4. ***The right to dispose of your property.***
5. ***The right to due process.***
6. ***The right to just compensation for property taken for a public purpose.***
7. ***The right to relief, or payment of compensation, when a new law, rule, regulation, or ordinance of the state or a political entity unfairly affects your property.***

# PROPERTY RIGHTS ELEMENT
## DATA AND ANALYSIS

Local government rules generally create value in property and bring stability to real estate markets. Rules that benefit the public also protect property rights. However, a local government's process for regulating land greatly impacts real estate markets and property rights. Transparency, predictability, and reliability are three (3) strategies for implementing land use policies in a way that benefits the public and respects property rights. The Private Property Rights Element provides a policy framework in support of these strategies.

### TOWN OF PALM BEACH COMPREHENSIVE PLAN PROPERTY RIGHTS ELEMENT

Effective June 29, 2021, the State of Florida amended the requirements for comprehensive plan elements in §163.3177(6), Fla. Stat., to require a Property Rights Element. The statutory requirement stipulated that the Property Rights Element must be adopted by the earlier of the adoption of the next proposed plan amendment initiated after July 1, 2021, or the date of the next scheduled evaluation and appraisal of the Comprehensive Plan pursuant to §163.3191, Fla. Stat. In accordance with the legislative intent expressed in §163.3161(10), and §187.101(3), Fla. Stat., governmental entities must respect judicially acknowledged and constitutionally protected private property rights. As such, the Property Rights Element is intended to ensure that private property rights are considered in local decision-making.

Residents choose to live in a community based on factors that local governments provide, such as the quality of housing, the condition of streets and parks, the proximity to daily needs, and community safety. Businesses locate in a community for its resources, for such assets as consumers and the labor force but also public infrastructure and the environment. Businesses rely on local government plans to ensure these resources will be available. Lastly, real estate investors study local government regulations to make financial plans and accurately evaluate investment opportunities. For investments in real estate to have low risk, local governments need to protect and improve the quality of a community over time.

Land values reflect how desirable a community is in many ways. Regulating land use and protecting property rights are not conflicting goals. Rather, local government rules generally create value in property and bring stability to real estate markets. Rules that benefit the public also protect property rights. A local government's process for regulating land greatly impacts real estate markets and property rights.

Specific to the Town of Palm Beach, the Florida Mining Atlas identifies two (2) potentially valuable mineral resources in Palm Beach: coquina and sand. However, the exclusive residential nature of the Town and subsequent high real estate values preclude any mining of these resources, either presently or in the future.

Transparency, predictability, and reliability are three (3) strategies for implementing land use regulations in a way that benefits the public and respects property rights.

1. *Transparency* means people can see and participate in processes for developing rules.

2. *Predictability* means a local government follows rules that are clear and unambiguous. Purchasers or real estate investors should be able to read rules and know whether local

government will permit a development proposal. Residents should be able to read rules and then know what kind of development will occur in their community.

3. *Reliability* means a local government follows through on its commitments. Cities and counties should make realistic plans and should follow them. Local governments should only change their plans after thorough consideration leads to strong support. When a government is reliable, people can make long-term investments in the community, which is one key to a successful local economy.

**SUMMARY**

Following the adoption of the Property Rights Element in 2022, the Element was reviewed pursuant to the Evaluation and Appraisal Review for the updated 2024 Comprehensive Plan. Minor adjustments were made to remove mineral rights from consideration as mining is not permitted in the Town. Additionally, this Element has incorporated the Strategic Priorities related to the citizenry contained within the Town of Palm Beach Strategic Plan. Those objectives and policies have been incorporated into the Goals, Objectives, and Policies of the Property Rights Element. Additionally, this Element recognizes the collaborative efforts of the Town through this planning process and Code Review. As such, an Objective and Policies are included to establish a formal comprehensive communications program about emerging topics within the Town, County, and State.

# Property Rights Element

## GOALS, OBJECTIVES & POLICIES

# PROPERTY RIGHTS ELEMENT
GOALS, OBJECTIVES, AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS BY RESPECTING THE JUDICIALLY ACKNOWLEDGED AND CONSTITUTIONALLY PROTECTED PRIVATE PROPERTY RIGHTS, AND MAINTAINING LOCAL TRANSPARENCY IN ITS LOCAL DECISION-MAKING PROCESSES.**

## OBJECTIVE 1

The Town shall ensure that private property rights are considered in local decision-making to the extent that they are protected through the legal system and the law and order of the government in accordance with the legislative intent expressed in §163.3161(10) and §187.101(3), Fla. Stat. The Goal and Objective 1 shall be met through the following policies:

POLICY 1.1

The rights of a property owner to physically possess and control his or her interests in the property, including easements and leases.

POLICY 1.2

The rights of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

POLICY 1.3

The rights of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

POLICY 1.4

The rights of a property owner to dispose of his or her property through sale or gift.

**OBJECTIVE 2**

The Town shall maintain collaborative Town government among elected officials, Town staff, volunteers, residents, and businesses to work together to respond positively and proactively to the needs of residents, and businesses.

POLICY 2.1

The Town shall develop a comprehensive formal communications program and provide appropriate resources to address information expectations for community residents and Town employees and emerging topics within the Town, County, and State.

POLICY 2.2

The Town shall support and enhance open, two-way communication between the Town employees, residents and businesses.

# Capital Improvement Element

## DATA & ANALYSIS

# CAPITAL IMPROVEMENT ELEMENT
DATA AND ANALYSIS

## EXECUTIVE SUMMARY

The purpose of the Capital Improvement Element is to evaluate the need for public facilities, as identified in the Infrastructure Element, and to estimate the cost, and fiscal capability to finance and ability to construct such improvements.

The Capital Improvement Element commences in Fiscal Year 2024. The purpose of the Element is to present the generalized needs and funding of the major capital projects outlined for the next five years.

Local practices to guide the timing and location of capital improvement projects weigh needs against projected revenue sources, including the availability of grants. The Town prepares a rolling five-year Capital Improvement Project Plan that is presented to the Town Council every budget cycle. Some of the considerations for projects in the five-year plan are as follows:

- Public health, safety, and welfare benefits of the facility
- Degree of public benefit
- Maintenance of established levels of service, including prevention of future capital costs
- Critical nature of facility needs
- Financial feasibility
- Overall distribution of projects between facility types and geographical location
- Quality of life and timing issues – balancing public improvement needs with general welfare and inconvenience

## STATE REQUIREMENTS FOR THE CAPITAL IMPROVEMENT ELEMENT

Per §163.3164(7), Fla. Stat., "Capital improvement" means physical assets constructed or purchased to provide, improve, or replace a public facility and which are typically large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing. For this part, physical assets that have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

According to § 163.3177(3)(a), Fla. Stat., comprehensive plans are required to contain a Capital Improvement Element that is designed to consider the need and location of public facilities. The Capital Improvement Element should be designed to encourage the efficient use of public facilities and contain the following:

- A component that outlines principles for construction, extension, or increase in capacity of public facilities, and principles for correcting existing public facility deficiencies that are necessary to implement the comprehensive plan. The components must cover at least a five (5)-year planning period.

- Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.

- Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.

A Schedule of Capital Improvements (SCI) is a schedule of approved projects and equipment to be built or purchased by the local government during a specified multi-year period. Those projects that are necessary to achieve the adopted level-of-service standards for the five (5)-year period must be identified as either funded or unfunded and given a level of priority for funding. The SCI related to transportation planning must address transportation improvements included in the applicable Metropolitan Planning Organization's Transportation Improvement Program adopted under §§339.175(7) and (8), Fla. Stat., to the extent that such improvements are relied upon to ensure concurrency and financial feasibility.

Where applicable, the Capital Improvement Plan shall also include a list of projects necessary to achieve the pollutant load reductions attributable to the local government, as established in a basin management action plan regarding total maximum daily loads for watersheds and basins tributary to the waterbody, pursuant to §403.067(7), Fla. Stat. Lastly, the Capital Improvement Element must be reviewed by the local government on an annual basis. Modifications to update the five (5)-year capital improvement schedule may be accomplished by ordinance and do not require amendments to the local comprehensive plan.

**TOWN OF PALM BEACH CAPITAL IMPROVEMENT ELEMENT**

In the Town of Palm Beach, the primary purpose of the Capital Improvement Element is the assessment of the need for public facilities and the cost estimation of the improvements for which the Town of Palm Beach has fiscal responsibility. The Capital Improvement Element demonstrates the Town's fiscal capability to finance and construct such improvements. Additionally, the Capital Improvement Element provides financial policies to guide funding and construction of capital improvements when required, based on needs identified in the other Comprehensive Plan Elements, primarily the Infrastructure Element.

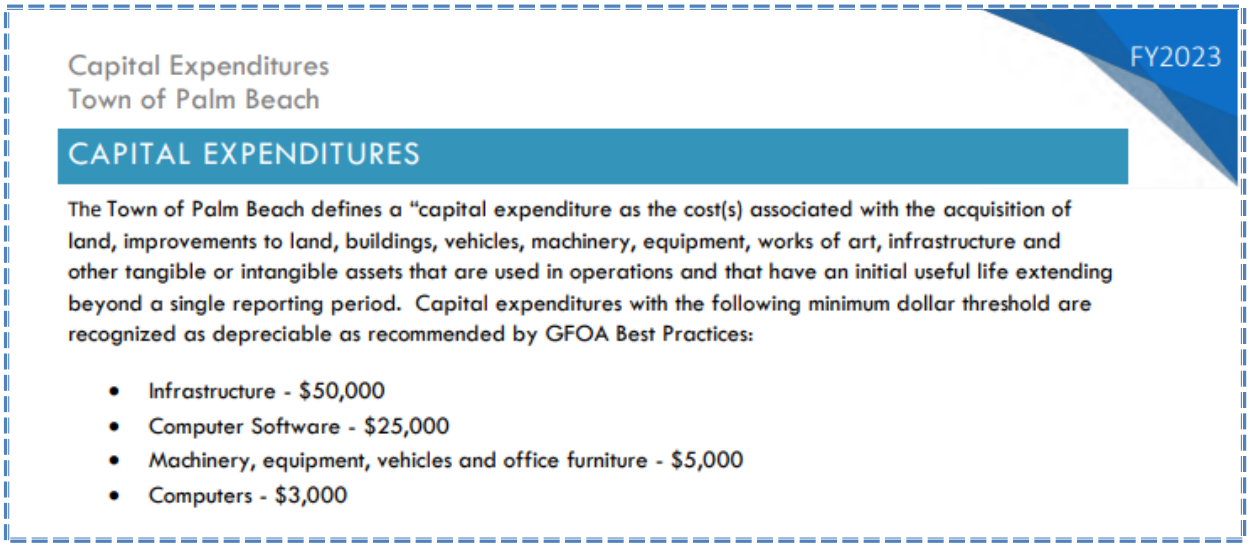
The Capital Improvement Element of the Plan has been developed based on the following:

1. Public facility needs identified in other Plan Elements.
2. Identification and analysis of revenue sources and funding mechanisms available for capital improvement financing.
3. Analysis of local practices guiding the timing and location, extension, or increase in capacity of local public facilities.
4. Analysis of the general fiscal implications of current deficiencies and future needs for each type of public facility.
5. Analysis of the costs of capital improvements for mitigation of existing deficiencies, replacement, and new growth needs.
6. Analysis of the impact of new or improved public educational and health care systems and facilities on provision of infrastructure.

7. Analysis of the timing and location of capital improvements to public facilities to support efficient land development and the goals, objectives, and policies in the Future Land Use Element.
8. An assessment of the Town's ability to finance capital improvements based on anticipated population and revenues.
9. Analysis of quality of life and timing issues to balance public improvement needs with general welfare and inconvenience.

The budgeting for the subject Capital Improvements Element commenced in Fiscal Year 2024 and identifies potential projects by year for a rolling five-year period, beginning in 2024 and ending in 2029. The Capital Improvement Element presents a generalized needs analysis and funding mechanism for the list of capital projects. A capital project is a multi-year, large-budget effort that aims to improve existing infrastructure, create new infrastructure, or make some other large change or improvement to public land, property, or equipment.

The Town defines a capital expenditure as the cost(s) associated with the acquisition of land, improvements to land, buildings, vehicles, machinery, equipment, works of art, infrastructure, and other tangible or intangible assets that are used in operations and that have an initial useful life extending beyond a single reporting period, as illustrated in the graphic below.




The Five-Year programming period has been chosen to correspond to the requirements in Chapter 163, Florida Statutes. The long-term needs have also generally been identified to allow a database for future programs. The program is revised annually considering local conditions and past accomplishments.

Local practices to guide the timing and location of capital improvement projects weigh needs against projected revenue sources, including the availability of grants. The Town does not have a formalized procedure for prioritizing capital improvements. However, it does use the following set of considerations in balancing project needs with available funds.

- Public health, safety, and welfare benefits of the facility.
- Degree of public benefit.
- Maintenance of established levels of service, including prevention of future capital costs.
- The critical nature of facility needs.
- Financial feasibility.
- Overall distribution of projects between facility types and geographical locations.
- Quality of life and timing issues to balance public improvement needs with general welfare and inconvenience.

This informal process has proven very effective for the Town which, due to the limited size that the Town is built out, and has instituted the Lucity software, the Town is able to monitor public facilities and services.

**SUMMARY OF BUDGETED CAPITAL ITEMS**

The Town's proposed Schedule of Capital Improvements (SCI) reflects the needs identified in the various Elements of the Comprehensive Plan as well as other capital needs identified by the Town. The Town also has no level of service deficiencies. Due to the limited anticipated growth in the Town over the next five to 10 years (as shown in the population projections found in the Future Land Use Element), most of the existing infrastructure can continue to support the needs of the Town's residents. Many of the projects identified in the SCI are those needed for maintenance of the infrastructure to further ensure that the adopted LOS standards are met or exceeded, and the Town is taking a pro-active approach to address these matters rather than rather than waiting until the infrastructure maintenance becomes critical. Other activities that will be undertaken within the next five years are not listed as they are subject to funding from other sources (such as the Florida Department of Transportation) or due to their costs not qualifying as capital expenditures. Additionally, the Pay-As-You-Go Capital Improvement Plan Fiscal Year 2025 Budget provides for short-term budgeting and five-year budget items that focus on pavement management, drainage and sanitary sewer system improvements, and Town facilities.

Regarding the budget for Coastal Management, it is consistent with the funding outlook included within the Fiscal Year 2024 Budget, and as indicated in the 2015 updated Town Council Adopted Budget 10-year plan. Beach Nourishment at Phipps Ocean Park in Reach 7 and Dune Restoration in Reaches 7 and 8 are pushed out to Fiscal Year 2025. Mid-Town Seawall Replacement is scheduled for Fiscal Year 2027.

## Enterprise Funds

The Town manages three Enterprise Funds: the Town Marina, Par 3, and the Building Enterprise Fund. An enterprise fund is a separate accounting and financial reporting mechanism for which revenues and expenditures are segregated into a fund with financial statements separate from all other governmental activities. An enterprise fund identifies the total direct and indirect costs to provide the service and the sources and amounts of revenues that support the service for which a fee is charged in exchange for service. Direct costs generally consist of personnel services, operational expenses, and capital outlay, which are budgeted and accounted for in the enterprise fund. Indirect costs are expenditures budgeted and accounted for in the general fund on behalf of the enterprise fund, which are allocated to the enterprise fund for funding.

## Marina Enterprise Fund

The Town Marina reopened after an extensive $36 million renovation in Fall 2021. It is designed to fit in with the desirable, historic Palm Beach community, with coveted berths ranging in size from 60'-294' for residents and visitors alike. The Marina's location near both the island's fashionable Worth Avenue shopping district and the commercial downtown of West Palm Beach, makes it a perfect boater's destination. The 84-slips are leased annually, monthly or daily. The marina property offers a variety of amenities, that include three dock buildings, electrical service panels for all vessels, freshwater, Wi-Fi, Captain's lounge and showers, sewage pump-out systems, and seven day a week security with surveillance cameras.

The Dockmaster is responsible for daily operations, supervision of employees (Town and contractual), slip assignments, safety, and revenue collection in accordance with established policies, with assistance from the Assistant Dockmaster, Administrative Assistant and Dock Attendants and Dock Hands. A Marina Maintenance worker provides routine maintenance services and in-house repairs.

Fiscal Year 2023 for the Marina Enterprise Fund was a very successful year, due in part to improvements in branding, marketing, and financial planning. Through May, revenues are at 89.2% of budget estimates. The Fiscal Year 2025 revenue budget is projected to be 27% or $3,352,800 higher than Fiscal Year 24 budget. The expenditure budget has an increase of 24.4%, $712,376 due to increases in the submerged land lease, which is based on revenues, increases in salaries, employee benefits and electricity.

**Table 11.1**

**Marina Budget Forecast**

**Plan FY24 - FY34**

| Marina Income | FY2024 Proposed | FY2025 Proposed | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual/Seasonal Lease Revenue | 13,262,000 | 9,850,000 | 10,145,500 | 10,449,865 | 10,763,361 | 11,086,262 | 11,418,850 | 11,761,415 | 12,114,258 | 12,477,685 | 12,852,016 |
| Transient Rental | 1,750,000 | 3,670,000 | 3,780,100 | 3,893,503 | 4,010,308 | 4,130,617 | 4,254,536 | 4,382,172 | 4,513,637 | 4,649,046 | 4,788,518 |
| Sub-Total Dockage revenues | 15,012,000 | 13,520,000 | 13,925,600 | 14,343,368 | 14,773,669 | 15,216,879 | 15,673,385 | 16,143,587 | 16,627,895 | 17,126,732 | 17,640,533 |
| Utility Reimbursement | 650,000 | 650,000 | 663,000 | 676,260 | 689,785 | 703,581 | 717,653 | 732,006 | 746,646 | 761,579 | 776,810 |
| Investment Income | 250,000 | 250,000 | 261,053 | 428,502 | 486,596 | 585,856 | 695,823 | 811,151 | 932,147 | 1,058,880 | 1,191,725 |
| Merchandise | 20,000 | 20,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 20,000 |
| **TOTAL REVENUE** | **15,932,000** | **14,440,000** | **14,859,653** | **15,458,130** | **15,960,050** | **16,516,316** | **17,096,861** | **17,696,744** | **18,316,687** | **18,957,190** | **19,629,069** |
| | | | | | | | | | | | |
| **Marina Expenses** | | | | | | | | | | | |
| Salaries and Wages | 456,924 | 483,313 | 502,646 | 522,751 | 543,661 | 565,408 | 588,024 | 611,545 | 636,007 | 661,447 | 687,905 |
| Employee Benefits | 206,490 | 238,284 | 277,966 | 286,701 | 295,812 | 305,318 | 315,236 | 325,586 | 336,388 | 347,663 | 359,432 |
| Contractual Costs | 2,914,704 | 2,698,859 | 3,014,536 | 3,102,819 | 3,194,100 | 3,288,508 | 3,386,173 | 3,487,237 | 3,591,849 | 3,700,168 | 3,812,365 |
| Commodities | 53,700 | 53,700 | 55,601 | 57,574 | 59,620 | 61,745 | 63,950 | 66,238 | 68,614 | 71,080 | 73,641 |
| Total Marina Operating Expenses | 3,631,818 | 3,474,156 | 3,850,749 | 3,969,845 | 4,093,193 | 4,220,979 | 4,353,383 | 4,490,606 | 4,632,858 | 4,780,358 | 4,933,343 |
| FTE Count | 4.550 | 4.550 | 4.550 | 4.550 | 4.550 | 4.550 | 4.550 | 4.550 | 4.550 | 4.550 | 4.550 |
| **Net Income from Operations** | **12,300,182** | **10,965,844** | **11,008,904** | **11,488,285** | **11,866,856** | **12,295,337** | **12,743,478** | **13,206,137** | **13,683,829** | **14,176,832** | **14,695,726** |
| | | | | | | | | | | | |
| **Other Non Operating Expenses** | | | | | | | | | | | |
| Capital Expense | 81,725 | 48,125 | 250,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Debt Service | 1,992,463 | 1,996,244 | 1,996,244 | 1,999,238 | 1,996,500 | 1,998,031 | 2,003,719 | 2,003,563 | 2,007,563 | 2,005,719 | 2,008,031 |
| Depreciation Reserve | 1,723,069 | 1,718,888 | 1,776,009 | 1,776,009 | 1,776,009 | 1,776,009 | 1,776,009 | 1,776,009 | 1,776,009 | 1,776,009 | 1,776,009 |
| Contingency | 185,883 | 173,708 | 192,537 | 198,492 | 204,660 | 211,049 | 217,669 | 224,530 | 231,643 | 239,018 | 246,667 |
| Maintenance and Improvement Reserve 1% of Revenue | 156,820 | 141,900 | 145,986 | 150,296 | 154,735 | 159,305 | 164,010 | 168,856 | 173,845 | 178,983 | 184,373 |
| Transfer to General Fund for Cost Allocation | 1,096,000 | 1,109,000 | 1,142,270 | 1,176,538 | 1,211,834 | 1,248,189 | 1,285,635 | 1,324,204 | 1,363,930 | 1,404,848 | 1,446,993 |
| Transfer to TWUU Fund | 4,100,000 | 5,500,000 | 5,500,000 | 6,000,000 | - | - | - | - | - | - | - |
| Transfer to Captial Fund | - | - | - | - | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 |

| Marina Income | FY2024 Budget | FY2025 Proposed | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Non Operating Expenses** | **9,331,668** | **10,687,865** | **11,003,046** | **11,350,574** | **7,893,737** | **7,942,583** | **7,997,042** | **8,047,162** | **8,102,990** | **8,154,577** | **5,712,074** |
| | | | | | | | | | | | |
| **Net Income Including all Operating and Non Operating Marina Expenses** | **2,968,514** | **277,979** | **5,858** | **137,711** | **3,973,119** | **4,352,755** | **4,746,435** | **5,158,975** | **5,580,838** | **6,022,255** | **8,983,652** |
| | | | | | | | | | | | |
| Beginning Unrestricted Net Position | 10,553,484 | 13,521,999 | 28,617,059 | 32,368,248 | 36,528,162 | 45,209,885 | 54,408,976 | 64,151,129 | 74,452,766 | 85,340,863 | 96,833,154 |
| Ending Unrestricted Net Position | 13,521,999 | 13,799,978 | 28,622,917 | 32,505,960 | 40,501,281 | 49,562,639 | 59,155,412 | 69,310,104 | 80,033,604 | 91,363,117 | 105,816,806 |
| | | | | | | | | | | | |
| Depreciation Reserve Balance | 10,246,325 | 11,965,213 | 13,741,222 | 15,517,231 | 17,293,240 | 19,069,249 | 20,845,258 | 22,621,267 | 24,397,276 | 26,173,285 | 27,949,294 |
| Maintenance and Improvement Reserve | 198,192 | 340,092 | 486,078 | 636,374 | 791,108 | 950,413 | 1,114,423 | 1,283,279 | 1,457,125 | 1,636,108 | 1,820,481 |
| **Total Reserves** | **23,966,515** | **26,105,282** | **42,850,217** | **48,659,564** | **58,585,629** | **69,582,301** | **81,115,093** | **93,214,650** | **105,888,005** | **119,172,510** | **135,586,581** |

## Par 3 Enterprise Fund

The Par 3 Enterprise Fund is associated with the Town's owned and operated public 18-hole golf course. A full-length driving range, putting green and a practice bunker are available. The site also features a two-story Key West style clubhouse with a fully stocked pro-shop on the first floor and the al Fresco Restaurant and Bar on the second level. The Par 3 revenues are projected to increase over the end of year estimates during Fiscal Year 2025.

The various Fiscal Year 2024 fee adjustments include strategic increases to green fees and passes which will capitalize on player demand for our unique facility. The Par 3 Golf Course anticipates an operating gross profit of $1,181,179 prior to depreciation and other below-the-line expenses. The transfer to the reserves for the Golf Course and Clubhouse and the Equipment Replacement

Fund total $227,110. Additional deductions from the operating profit include transfers for debt service ($188,207), contingency ($142,022) and the general fund transfer ($25,000). To date, for Fiscal Year 23, the Par 3 revenues are above estimates at 93.6% of budget and will end the year over the budget estimates. The Par 3 should end the year with a surplus. The long-term financial plan forecast shows improvement to the net assets of the fund.

**Table 11.2**

**Par 3 Golf Course Five Year Capital Improvement Plan**
**FY2025 Budget**

| Description | Location | FY2024 Carryover | FY2025 Estimated | FY2026 Estimated | FY2027 Estimated | FY2028 Estimated | FY2029 Estimated | FY2025-2029 Total |
|---|---|---|---|---|---|---|---|---|
| **Expenditures** | | | | | | | | |
| **Recreation** | | | | | | | | |
| **Par 3 Golf Course** | | | | | | | | |
| Synthetic Turf Replacement | Golf Course | | 30,000 | | | 25,000 | | $ 55,000 |
| Paint New/Old Clubhouse (Exterior) | Clubhouse | | | 40,000 | | | 45,000 | $ 85,000 |
| Paint Interior and Replace Wallpaper | | | 30,000 | | | | 35,000 | $ 65,000 |
| Add or Replace Exterior Cameras | | | 42,000 | | | | 50,000 | $ 92,000 |
| AC Replacements (Multiple Units) | Clubhouse | | | | 40,000 | 40,000 | | $ 80,000 |
| Sealcoat/Stripe Parking Lot | Clubhouse | | | | 25,000 | | | $ 25,000 |
| Replace all Parking Lot Lights | | | 60,000 | | | | | $ 60,000 |
| New Carpet in Proshop | Clubhouse | | 15,000 | | | | | $ 15,000 |
| Chairlift on Back Stairs | Clubhouse | 15,615 | | | | | | $ - |
| Sox Erosion System installed | Clubhouse | 60,000 | | | | | | $ - |
| Replace Skid Steer Pump Station | Clubhouse | | 30,000 | | | | | $ 30,000 |
| Expand/Resurface Parking Lot | Golf Course | 20,464 | | | | | | $ - |
| Resod Driving Range | Golf Course | 21,000 | | | | | | $ - |
| Concrete repair clubhouse and cart paths | Golf Course | 120,000 | | 25,000 | | | | $ 25,000 |
| Landscaping Improvements | Golf Course | 20,000 | | | | | | $ - |
| Relevel 9 Tees/enhance | Golf Course | 50,000 | | 60,000 | | 60,000 | | $ 120,000 |
| Renovate Old Clubhouse Restrooms | Golf Course | 250,000 | | | | | | $ - |
| Renovate Irrigation System | Golf Course | 40,000 | | | | | | $ - |
| Expand Maint. Building, Move Fuel Pumps, Redo Parking Configuration | | | | | 2,750,000 | | | $ 2,750,000 |
| Facilities Assessment - Storage Building | | | | | | | | $ - |
| Facilities Assessment - Par 3 Clubhouse | Clubhouse | | | | | | | $ - |
| Facilities Assessment - Old Par 3 Clubhouse | Clubhouse | | | | | | | $ - |
| **Capital Improvement Program Expenditures** | | **$ 597,079** | **$ 207,000** | **$ 125,000** | **$ 2,815,000** | **$ 125,000** | **$ 130,000** | **$ 3,402,000** |
| **REVENUES** | | | | | | | | |
| Source | | | | | | | | |
| M&I Reserve | | | $ 207,000 | $ 125,000 | $ 2,815,000 | $ 125,000 | $ 130,000 | $ 3,402,000 |
| Financing | | | | | | | | $ - |
| Reserves | | | | | | | | $ - |
| Interest | | | | | | | | $ - |
| **Capital Improvement Program Revenues** | | | **$ 207,000** | **$ 125,000** | **$ 2,815,000** | **$ 125,000** | **$ 130,000** | **$ 3,402,000** |
| **NET COST** | | | | | | | | |
| (Surplus / (Deficit)) | | | | | | | | |
| **Sub-Total - Net Cost** | | | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

**Building Enterprise Fund**

Building Enterprise Fund was created in Fiscal Year 2021 to account for all building permit revenue and expenses and allow for greater transparency as required by the State of Florida. During Fiscal Year 2020, a cost allocation study was performed to confirm the appropriate permit fee multiplier to stay consistent with Florida Statutes and to provide the basis for implementing reduced permit fees for owners and contractors that choose to use private providers on their construction projects. Fiscal Year 2023 revenues are expected to be higher than the budget and will provide for a higher surplus than anticipated.

Total revenues for Fiscal Year 2024 are conservatively estimated to be $10,009,500 and total operating expenses are $11,173,552, which includes a transfer to the General Fund of $6,627,997, which is for the allocated costs that the General Fund provides to the building permit process. Building permit-related revenues have increased by $53,215 due to the anticipated stabilization of building activity. After depreciation of $86,897 and a 5% operating expense contingency of $217,708, there is a projected reduction in reserves of $1,468,657.

The Building Enterprise Fund identifies, recommends, and implements the vision of the community, as expressed through the policies of the Town Council, relative to the development, redevelopment, and use of real property, to ensure the beauty, quality of life, and character of the Town, and the health, safety, and welfare of our residents, businesses, and visitors, while providing the highest quality of service to our customers.

The Capital Improvement Fund of the Town's Annual Budget includes accomplishments as well as summary schedules that reflect each project with carry-over funds from prior years that will be utilized at some point in the future for a designated purpose. The Town accounts for Capital Funds as described below:

**Capital Improvement Program (Pay-as-you-go)**

While the Capital Improvement Program encompasses a five year period, only the first year of the Program is adopted each year by the Town Council for funding and implementation. The out years of the Program provide appropriate financial information for prudent budget and planning recommendations and assist the Town's Elected Officials and Management Staff in the decision making process.

## Table 11.3

### Pay-as-you-go Capital Improvement Plan
### FY2025 Budget

| Item # | | Location | Accumulated Project Budget through FY24 | FY2024 Available Balance as of 8/23/24 | FY2025 Budget | FY2026 Estimated | FY2027 Estimated | FY2028 Estimated | FY2029 Estimated | FY2025-2029 Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **Pavement Management** | | | | | | | | | | |
| Town-Wide Paving Program | | | $ 6,325,524 | $ 14,836 | $ 4,000,000 | $ 4,000,000 | $ 5,000,000 | $ 5,000,000 | $ 5,000,000 | $ 23,000,000 |
| Canopy Drainage (N. County Rd) | | | $ 0 | $ 0 | $ 2,600,000 | $ 1,400,000 | | | | $ 4,000,000 |
| Crosswalk Improvements | | | $ 1,000,000 | $ 825,069 | | | | | | $ - |
| Town-wide Sidewalk and Curb | | | | | | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 1,200,000 |
| Mast Arm Replacements | | | $ 116,155 | $ 27,564 | | $ 1,000,000 | $ 1,000,000 | | | $ 2,000,000 |
| PHB Flashing Beacon @ Breakers/Via Bethesda | | | | | | | | | | $ - |
| Ibis Way & Island Rd Briddges | | | | | | $ 200,000 | $ 1,800,000 | $ 150,000 | $ 1,500,000 | $ 3,650,000 |
| **Total Pavement Management** | | | **$ 7,441,679** | **$ 867,469** | **$ 6,600,000** | **$ 6,900,000** | **$ 8,100,000** | **$ 5,450,000** | **$ 6,800,000** | **$ 33,850,000** |
| **Drainage System** | | | | | | | | | | |
| 1 | D-2 | Palmo Way | $ 396,370 | $ 111,371 | | | $ 450,000 | $ 5,000,000 | $ 5,000,000 | $ 10,450,000 |
| 2 | D-3 | Tangier Avenue | $ 200,000 | $ 139,900 | | $ 300,000 | | $ 590,000 | $ 4,500,000 | $ 5,390,000 |
| 3 | D-8 | Country Club Road | $ 1,675,683 | | | | | | $ 1,215,000 | $ 1,215,000 |
| 4 | D-12 | Everglade Avenue | $ 1,345,832 | $ 27,751 | | | | | | $ - |
| 5 | D-17 | Clarendon Avenue | $ 179,786 | $ 125,000 | $ 6,750,000 | | | | | $ 6,750,000 |
| 6 | | Stormwater Pumpstation Condition Assessment | $ 100,000 | | | | | | $ 120,000 | $ 120,000 |
| 7 | | Resiliency Implementation | | | | $ 100,000 | | $ 100,000 | | $ 200,000 |
| 8 | | Seagrass Surveys - Stormwater | $ 20,000 | $ 5,089 | | | | | | $ - |
| 9 | | Stormwater Pump/R&R | $ 200,778 | $ 4,897 | $ 125,000 | $ 125,000 | $ 125,000 | $ 125,000 | $ 125,000 | $ 625,000 |
| 10 | | Minor Drainage Improvements | $ 350,000 | $ 143,698 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 250,000 |
| 11 | | Structural Upgrades | | | | $ 100,000 | $ 700,000 | $ 330,000 | $ 60,000 | $ 1,190,000 |
| 12 | | Fuel System Upgrades | | | | $ 80,000 | $ 500,000 | | | $ 580,000 |
| 13 | | Wet Well Light Upgrades | | | | $ 70,000 | $ 430,000 | | | $ 500,000 |
| 14 | | Pump Can Rehabilitation/ Replacement | | | $ 400,000 | $ 400,000 | $ 400,000 | $ 400,000 | $ 400,000 | $ 2,000,000 |
| **Total Drainage System** | | | **$ 4,468,449** | **$ 557,706** | **$ 7,325,000** | **$ 1,225,000** | **$ 2,655,000** | **$ 6,595,000** | **$ 11,470,000** | **$ 29,270,000** |
| **Sanitary Sewer System** | | | | | | | | | | |
| 1 | A-4 | The Breakers | $ 912,000 | $ 180,650 | | | | | | $ - |
| 2 | A-5 | Royal Poinciana Way (S of S-2) | | | $ 2,500,000 | | | | | $ 2,500,000 |
| 3 | A-6 | Royal Palm Way/Intracoastal | $ 2,490,802 | $ 36,134 | | | | | | $ - |
| 4 | A-39 | Phipps Park | $ 1,847,250 | $ 1,453,992 | $ 298,000 | | | | | $ 298,000 |
| 5 | A-41 | Palm Beach Par 3 Golf Course | | | | | $ 140,000 | $ 3,113,200 | | $ 3,253,200 |
| 6 | A-42 | Bellaria Condominium | $ 80,000 | $ 80,000 | | $ 120,000 | $ 3,307,500 | | | $ 3,427,500 |
| 7 | A-43 | Atriums of Palm Beach | $ 90,000 | $ 90,000 | $ 130,000 | $ 3,239,400 | | | | $ 3,369,400 |
| 8 | E-3 | Garden Road (trail) | | | | | | | $ 796,900 | $ 796,900 |
| 9 | E-5 | Country Club Drive | $ 1,400,715 | $ 370,731 | | | | | | $ - |
| 10 | E-6 | Tangier Avenue | $ 2,277,063 | $ 446,144 | | | | | | $ - |
| 11 | E-7 | North Lake Way (Next to D-4) | | | $ 173,000 | $ 691,400 | | | | $ 864,400 |
| 12 | E-11 | El Vedado Way | | | | $ 120,000 | | | $ 1,162,500 | $ 1,282,500 |
| 13 | E-13 | Clarendon Ave (Ejector Station) | | | $ 350,000 | | | | | $ 350,000 |
| 14 | E-19 | Mar a Lago | | | | $ 190,000 | $ 740,000 | | | $ 930,000 |
| 15 | S-2 | Royal Poinciana Way (N of A-5) | $ 100,000 | $ 71,262 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 250,000 |
| 16 | | Ejector Stations - 21 in Total | | $ 10,041 | $ 100,000 | $ 2,000,000 | $ 2,000,000 | $ 2,000,000 | $ 2,000,000 | $ 8,100,000 |
| 17 | | I and I Implementation | $ 2,851,508 | $ 96,121 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 1,000,000 |
| 18 | | Wastewater Pumpstation Condition Assessment | $ 180,000 | $ 4,900 | | | | | | $ - |

## Pay-as-you-go Capital Improvement Plan (continued)

### FY2025 Budget

| Item # | Location | Accumulated Project Budget through FY24 | FY2024 Available Balance as of 8/23/24 | FY2025 Budget | FY2026 Estimated | FY2027 Estimated | FY2028 Estimated | FY2029 Estimated | FY2025-2029 Total |
|---|---|---|---|---|---|---|---|---|---|
| 19 | Resiliency Implementation | | | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 500,000 |
| 20 | Wastewater Pump/R&R | $ 110,000 | $ - | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 125,000 |
| 21 | Sanitary Sewer Air Release Valve R&R | $ 100,000 | $ 60,957 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 50,000 |
| **Total Sanitary Sewer System** | | **$ 12,439,338** | **$ 2,900,932** | **$ 3,936,000** | **$ 6,745,800** | **$ 6,572,500** | **$ 5,498,200** | **$ 4,344,400** | **$ 27,096,900** |
| **Town Facilities** | | | | | | | | | |
| 1 | Bradley Park Restrooms & Tea House | | | | | | | $ 20,000 | $ 20,000 |
| 2 | Central Fire Station / EOC | $ 149,000 | $ 42,162 | | $ 200,000 | | | $ 500,000 | $ 700,000 |
| 3 | Phipps Ocean Park Lifeguard Building | $ 150,000 | $ 56,972 | | | | | | $ - |
| 4 | Pinewalk Transfer Station | | | $ 35,000 | | | | | $ 35,000 |
| 5 | Police Department | $ 410,000 | $ 28,480 | | $ 1,500,000 | | $ 300,000 | $ 150,000 | $ 1,950,000 |
| 6 | Public Works Facility | $ 1,977,766 | $ 372,665 | | | | | $ 150,000 | $ 150,000 |
| 7 | Skees Road Storage | | | $ 280,000 | | | | | $ 280,000 |
| 8 | Skees/Okeechobee Landfill | | $ 20,220 | $ 200,000 | | | | | $ 200,000 |
| 9 | South Fire Station | | | $ 300,000 | $ 2,270,000 | | | | $ 2,570,000 |
| 10 | Town Hall | $ 21,552 | $ - | | $ 200,000 | | | $ 170,000 | $ 370,000 |
| 11 | 6th Street Facility/Old Purchasing | | | | | $ 2,200,000 | | | $ 2,200,000 |
| 12 | Royal Poinciana Way Median | $ 200,000 | $ - | | | | | | $ - |
| 13 | Central Fire Fuel Tank | $ 2,914,698 | $ 473,830 | | | | | | $ - |
| 14 | North Fire Station | $ 17,596,769 | $ 1,166,268 | | | | | | $ - |
| 15 | Midtown Beach Linear Park | $ 470,000 | $ 80,000 | | | $ 80,000 | $ 3,000,000 | | $ 3,080,000 |
| 16 | Phipps Park Tennis Resurface and Fence Replacement | $ 350,000 | $ 394,000 | | | | | | $ - |
| 17 | Seaview Tennis and Recreation Center | $ 13,397,523 | $ 85,704 | | $ 135,000 | $ 150,000 | | | $ 285,000 |
| **Total Town Facilities** | | **$ 37,637,308** | **$ 2,720,302** | **$ 815,000** | **$ 4,305,000** | **$ 2,430,000** | **$ 3,300,000** | **$ 990,000** | **$ 11,840,000** |
| General Engineering Services | | | $ 27,555 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 1,000,000 |
| Water Feasibility Study | | $ 696,330 | $ - | $ 75,000 | | | | | $ 75,000 |
| **CIP Expenditures - Subtotal** | | | **$ 7,073,964** | **$ 18,951,000** | **$19,375,800** | **$19,957,500** | **$ 21,043,200** | **$ 23,804,400** | **$103,131,900** |
| **Town Wide Undergrounding Transfer - Sales Tax** | | | $ 500,000 | $ 500,000 | | | | | $ 500,000 |
| **Water Main Improvements** | | | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,000,000 |
| **Expenditures/Encumbrances to date** | | | $ 30,781,657 | | | | | | $ - |
| **CIP Expenditures** | | | **$ 39,355,621** | **$ 20,451,000** | **$20,375,800** | **$20,957,500** | **$ 22,043,200** | **$ 24,804,400** | **$108,631,900** |

| Item # | Location | Accumulated Project Budget through FY24 | FY2024 Available Balance as of 8/23/24 | FY2025 Budget | FY2026 Estimated | FY2027 Estimated | FY2028 Estimated | FY2029 Estimated | FY2025-2029 Total |
|---|---|---|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | | | | |
| | General Fund Transfer | | $ 10,308,122 | $ 14,250,622 | $ 13,000,000 | $ 13,500,000 | $ 14,500,000 | $ 15,000,000 | $ 70,250,622 |
| | Transfer from Building Fund | | | $ 60,000 | $ 834,000 | $ 440,000 | $ 60,000 | $ 194,000 | $ 1,588,000 |
| | Transfer from Debt Service Fund | | $ 1,000,000 | $ - | $ - | $ - | $ - | $ - | $ - |
| | Transfer from Marina Fund | | $ - | $ 4,000,000 | $ - | $ - | $ 6,000,000 | $ 6,000,000 | $ 16,000,000 |
| | Water Main Improvements | | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,000,000 |
| | Grants | | $ 1,043,000 | $ - | $ - | $ - | $ - | $ - | $ - |
| | Interest | | $ 2,500,000 | $ 2,000,000 | $ 1,250,000 | $ 1,000,000 | $ 500,000 | $ 500,000 | $ 5,250,000 |
| | 1 Cent Sales Tax | | $ 500,000 | $ 500,000 | $ - | $ - | $ - | $ - | $ 500,000 |
| **Capital Improvement Program Revenues** | | | **$ 16,351,122** | **$ 21,810,622** | **$16,084,000** | **$15,940,000** | **$ 22,060,000** | **$ 22,694,000** | **$ 98,588,622** |
| | Surplus/(Deficit) | | $ (23,004,499) | $ 1,359,622 | $ (4,291,800) | $ (5,017,500) | $ 16,800 | $ (2,110,400) | $(10,043,278) |
| | Beginning Reserve Balance | | $ 23,782,707 | $ 778,208 | $ 2,137,830 | $ (2,153,970) | $ (7,171,470) | $ (7,154,670) | |
| | Ending Reserve Balance | | $ 778,208 | $ 2,137,830 | $ (2,153,970) | $ (7,171,470) | $ (7,154,670) | $ (9,265,070) | |

## Comprehensive Coastal Management Plan (CCMP)

This fund accounts for coastal expenditures financed with proceeds from bond issues, transfers from other Town funds and grants. Coastal expenditures include beach restoration/renourishment through the placement of sand, construction of groin fields and environmental mitigation for beach stabilization in all or a portion of the beaches located in the Town.

**Table 11.4**

**Coastal Management Program Adopted FY 2025 Budget and 10 Year Plan**

| | Project Name | | FY2024 Available Balance as of 7/26/24 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **EXPENDITURES** | | | | | | | | | | | | |
| | **ANNUAL PROGRAM ACTIVITIES** | | | | | | | | | | | | |
| 1 | Coastal Management Program Operating Expenses | | | $ 236,111 | $ 243,194 | $ 250,490 | $ 258,005 | $ 265,745 | $ 273,717 | $ 281,929 | $ 290,387 | $ 299,098 | $ 308,071 |
| 2 | BMA Physical Monitoring (BMA Required) | | | $ 191,000 | $ 195,000 | $ 199,000 | $ 203,000 | $ 209,000 | $ 213,000 | $ 219,000 | $ 226,000 | $ 233,000 | $ 233,000 |
| 3 | Annual Sediment Report (BMA Required) | | $ 205,000 | $ 59,000 | $ 60,000 | $ 63,000 | $ 65,000 | $ 67,000 | $ 68,000 | $ 70,000 | $ 72,000 | $ 74,000 | $ 74,000 |
| 4 | Apply And Update Islandwide Sediment Transport Analysis | | | $ 27,000 | $ 28,000 | $ 29,000 | $ 30,000 | $ 30,000 | $ 31,000 | $ 32,000 | $ 33,000 | $ 34,000 | $ 34,000 |
| 5 | BMA Sea Turtle Nesting Monitoring (BMA Required) | | $ 21,708 | $ 274,000 | $ 283,000 | $ 291,000 | $ 299,000 | $ 308,000 | $ 318,000 | $ 327,000 | $ 337,000 | $ 347,000 | $ 347,000 |
| 6 | BMA Biological Monitoring (BMA Required) | | | $ 261,000 | $ 269,000 | $ 277,000 | $ 285,000 | $ 291,000 | $ 297,000 | $ 306,000 | $ 315,000 | $ 324,000 | $ 324,000 |
| 7 | BMA Beach Tilling (Reaches 1, 2, 3, 4, And 7) | | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 |
| 8 | BMA Escarpment Removal (Reaches 1, 2, 3, 4, And 7) | | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 |
| 9 | Flooding And Climate Change | | $ 588,180 | $ 300,000 | $ 309,000 | $ 319,000 | $ 328,000 | $ 338,000 | $ 348,000 | $ 358,000 | $ 369,000 | $ 380,000 | $ 380,000 |
| 10 | Water Level Monitoring | | | $ 35,000 | $ 36,000 | $ 37,000 | $ 38,000 | $ 39,000 | $ 41,000 | $ 42,000 | $ 43,000 | $ 44,000 | $ 44,000 |
| 11 | Lobbying | | $ 14,000 | $ 120,000 | $ 120,000 | $ 120,000 | $ 120,000 | $ 120,000 | $ 120,000 | $ 120,000 | $ 120,000 | $ 120,000 | $ 120,000 |
| 12 | Dune Vegetation Maintenance | | $ 243,192 | $ 53,000 | $ 55,000 | $ 58,000 | $ 61,000 | $ 64,000 | $ 67,000 | $ 70,000 | $ 74,000 | $ 78,000 | $ 78,000 |
| 13 | General Coastal Engineering | | | $ 200,000 | $ 69,000 | $ 70,000 | $ 72,000 | $ 74,000 | $ 75,000 | $ 77,000 | $ 79,000 | $ 81,000 | $ 81,000 |
| 14 | Annual Debt Service Payment | | | $ 508,760 | $ 511,417 | $ 512,778 | $ 512,395 | $ 511,062 | $ 510,867 | $ 510,832 | $ 511,710 | $ 512,772 | $ 512,562 |
| 15 | Beach Cleaning (Public Beaches) | | $ 108,940 | $ 200,000 | $ 200,000 | $ 200,000 | $ 230,000 | $ 230,000 | $ 230,000 | $ 230,000 | $ 230,000 | $ 230,000 | $ 230,000 |
| 16 | Public Communication | | | $ 35,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | Annual Program Activities Subtotal | | $ 1,201,020 | $ 2,519,871 | $ 2,398,611 | $ 2,446,268 | $ 2,521,400 | $ 2,566,807 | $ 2,612,584 | $ 2,663,761 | $ 2,720,097 | $ 2,776,870 | $ 2,785,633 |
| | **PLANNED PROJECTS** | | | | | | | | | | | | |
| 1 | Townwide: Seawall/Non-Structural Inventory Assessment & Analysis | $ 1,116,000 | $ 1,116,000 | $ - | $ 143,000 | $ 150,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2 | Townwide: Seawall Replacement/ Last Line of Defense Rehabilitation | $ 5,000,000 | $ 3,868,022 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 |
| 3 | Townwide: Bulkhead Repairs | | | | | | | | | | | | |
| 4 | Townwide: Groin Assessment | $ 70,000 | $ 70,000 | $ - | $ 86,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5 | Regional Sand Needs/Sand Search | $ 1,950,000 | $ 256,530 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 6 | Inlet: Sand Transfer Plant Maintenance | | $ 37,606 | $ 20,000 | $ 20,000 | $ 20,000 | $ 20,000 | $ 20,000 | $ 20,000 | $ 20,000 | $ 20,000 | $ 20,000 | $ 20,000 |

## Coastal Management Program Adopted FY 2025 Budget and 10 Year Plan (continued)

| | Project Name | | FY2024 Available Balance as of 7/26/24 | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | Inlet: Sand Transfer Plant Repairs | $ 1,774,919 | $ 1,675,619 | $ 250,000 | $ 250,000 | $ 250,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 8 | Inlet: Sand Forepassing | | | $ 385,000 | $ 742,000 | $ - | $ 787,000 | $ - | $ 803,000 | $ - | $ 819,000 | $ - | $ - |
| 9 | Bradley Park Bulkhead Replacement | | | $ - | $ - | $ 600,000 | $ 10,000,000 | $ - | $ - | $ - | $ - | $ - | $ - |
| 10 | Mid-Town Beach Renourishment Engineering/Permitting | | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11 | Mid-Town Beach Renourishment Construction | $ 3,000,000 | $ 2,691,485 | $ - | $ - | $ - | $ 22,000,000 | $ - | $ - | $ - | $ 1,400,000 | $ - | $ - |
| 12 | Mid-Town Groin Replacement | $ 3,000,000 | $ 2,886,181 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 13 | Mid-Town Seawall Replacement | $ 11,500,000 | $ 11,473,009 | $ - | $ - | $ 10,500,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14 | Mid-Town Temporary Dune | | | $ - | $ - | $ 430,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15 | Mid-Town Mitigation - Coral Nursery/Transplantation (Regulatory Required) | | | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 |
| 16 | Mid-Town Mitigation - Artificial Reef Construction [*Carryover from FY 16] | $ 5,840,942 | $ 5,479,836 | $ 1,200,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 17 | Reach 7: Phipps Nourishment Engineering/Permitting | | | $ 414,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 18 | Reach 7: Phipps Ocean Park/Reach 7 Beach Nourishment Construction | | | $ 23,350,000 | $ - | $ - | $ 1,200,000 | $ - | $ - | $ - | $ 27,600,000 | $ - | $ - |
| 19 | Reach 8: South End Palm Beach Restoration Permitting | | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 20 | Reach 8: Construction Access Easement and Site Restoration | | | $ 80,000 | $ - | $ - | $ 80,000 | $ - | $ - | $ - | $ 80,000 | $ - | $ - |
| 21 | Reach 8: Dune/Beach Construct Concurrently with Mid-Town or Phipps | | | $ 2,950,000 | $ - | $ - | $ 3,100,000 | $ - | $ - | $ - | $ 3,500,000 | $ - | $ - |
| 22 | Reach 8: Biological Monitoring (Non-BMA, Regulatory Required) | | $ 87,110 | $ 66,000 | $ 68,000 | $ 70,000 | $ 72,000 | $ 74,000 | $ 75,000 | $ 77,000 | $ 79,000 | $ 81,000 | $ 81,000 |
| 23 | Reach 8: Project Engineering Report (Non-BMA, Regulatory Required) | | | $ 14,000 | $ 14,000 | $ 15,000 | $ 16,000 | $ 16,000 | $ 17,000 | $ 18,000 | $ 18,000 | $ 19,000 | $ 19,000 |
| 24 | Reach 8: Beach Tilling (Non-BMA, Regulatory Required) | | | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 |
| 25 | Reach 8: Escarpment Removal (Non-BMA, Regulatory Required) | | | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 | $ 2,500 |
| 26 | Expenditures/Encumbrances to Date | | $ 6,080,699 | | | | | | | | | | |
| | Planned Projects Subtotal | | $ 35,722,096 | $ 29,934,000 | $ 2,528,000 | $ 13,240,000 | $ 38,480,000 | $ 1,315,000 | $ 2,120,000 | $ 1,320,000 | $ 34,721,000 | $ 1,325,000 | $ 1,325,000 |
| | TOTALS | | $ 36,923,116 | $ 32,453,871 | $ 4,926,611 | $ 15,686,268 | $ 41,001,400 | $ 3,881,807 | $ 4,732,584 | $ 3,983,761 | $ 37,441,097 | $ 4,101,870 | $ 4,110,633 |

| | | | | Outlook | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Source | FY2024 Estimated | FY2025 Estimated | FY2026 Estimated | FY2027 Estimated | FY2028 Estimated | FY2029 Estimated | FY2030 Estimated | FY2031 Estimated | FY2032 Estimated | FY2033 Estimated | FY2034 Estimated |
| | **REVENUES** | | | | | | | | | | | |
| | General Fund Transfer | $ 5,791,205 | $ 5,791,205 | $ 6,370,326 | $ 7,007,358 | $ 7,708,094 | $ 8,478,903 | $ 9,326,794 | $ 10,259,473 | $ 11,285,420 | $ 12,413,962 | $ 13,655,358 |
| | County | | $ 4,670,000 | $ - | $ - | $ 240,000 | $ - | $ - | $ - | $ 5,520,000 | $ - | $ - |
| | State portion of FEMA projects | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | State | | $ 10,876,950 | $ 637,230 | $ 655,650 | $ 2,350,320 | $ 691,350 | $ 707,880 | $ 728,550 | $ 12,879,330 | $ 772,500 | $ 772,500 |
| | Federal | $ 93,728 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | FEMA (including Mid-Town, Phipps, and Reach 8) | | $ 5,330,914 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | Bonds | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | Interest | $ 1,300,000 | $ 700,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 |
| | Grants Receivable | $ 4,691,595 | | | | | | | | | | |
| | TOTALS | $11,876,528 | $27,369,069 | $ 7,607,556 | $ 8,263,008 | $ 10,898,414 | $ 9,770,253 | $ 10,634,674 | $ 11,588,023 | $ 30,284,750 | $ 13,786,462 | $ 15,027,858 |
| | **NET ANNUAL COST** | | | | | | | | | | | |
| | | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) | Surplus/ (Deficit) |
| | Surplus/Deficit | $ (25,046,588) | $ (5,084,802) | $ 2,680,944 | $ (7,423,260) | $ (30,102,986) | $ 5,888,446 | $ 5,902,089 | $ 7,604,262 | $ (7,156,347) | $ 9,684,592 | $ 10,917,225 |
| | **FUND BALANCE** | | | | | | | | | | | |
| | Fund Balance 10/1 | $38,104,995 | $13,058,407 | $ 7,973,605 | $10,654,549 | $ 3,231,289 | $(26,871,697) | $ (20,983,251) | $ (15,081,162) | $ (7,476,900) | $ (14,633,246) | $ (4,948,654) |
| | Fund Balance 9/30 | $13,058,407 | $ 7,973,605 | $ 10,654,549 | $ 3,231,289 | $ (26,871,697) | $(20,983,251) | $ (15,081,162) | $ (7,476,900) | $ (14,633,246) | $ (4,948,654) | $ 5,968,571 |

# CAPITAL IMPROVEMENT ELEMENT
## DATA AND ANALYSIS

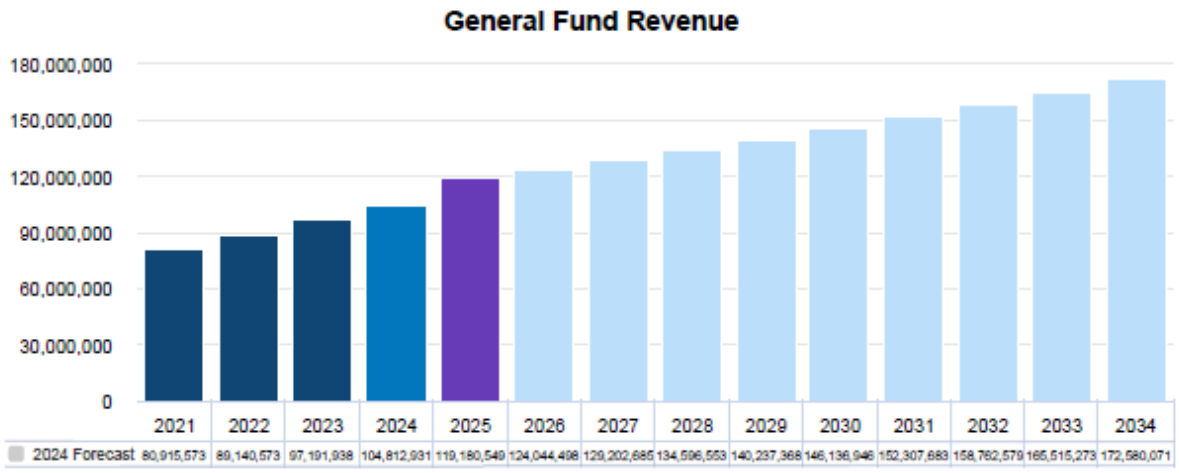
**SUMMARY**

The Town will continue to employ a Five-Year SCI as an integral part of its annual budgeting process. Each year, the Town Manager, the Town Staff, and the Town Council (acting as the LPA) formally, and in a public meeting, reviews the SCI to ensure its consistency with the Capital Improvement Element. Financial forecasts are the foundation of a long-term financial plan. The forecast for the first two to four years is based upon recent trends and specific expectations. The forecast for the remaining years is less tactical and more mathematical and is based primarily upon estimates by actuaries and long-term inflation expectations.

The forecast for revenues for each major category is included in the chart below and contains the property tax increases based on the assumptions shown below:

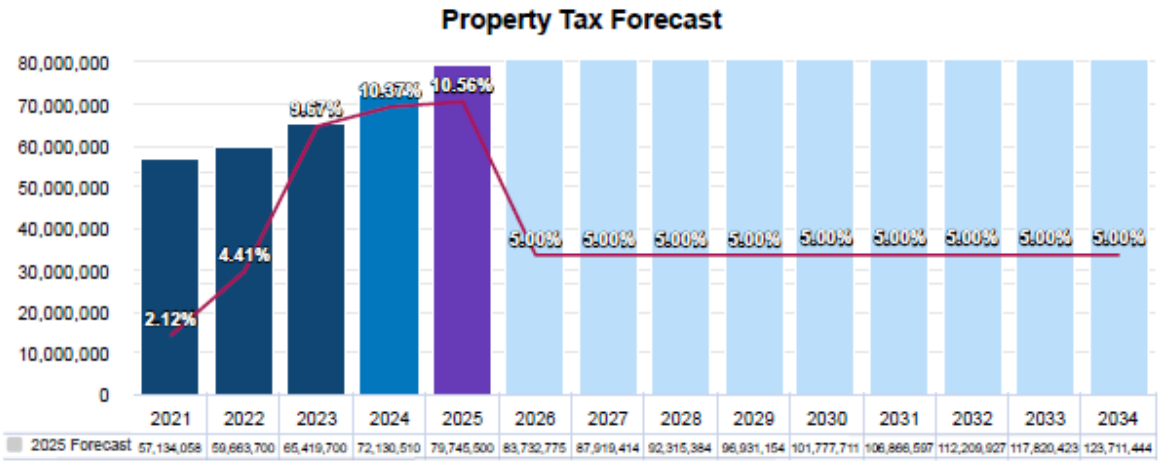
| | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---|---|---|---|---|---|---|---|---|---|
| Ad Valorem Tax Increase | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% |
| General Inflation | 2.50% | 2.50% | 2.50% | 2.50% | 2.50% | 2.50% | 2.50% | 2.50% | 2.50% |
| Salaries & Wages | 5.75% | 5.75% | 5.75% | 5.75% | 5.75% | 5.75% | 5.75% | 5.75% | 5.75% |
| Health Insurance | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% |
| Pension (ADEC) | 8.65% | 3.18% | 1.51% | (1.15%) | (1.81%) | (2.72%) | (3.90%) | (3.90%) | (11.95%) |
| Other Employee Benefits | 4.82% | 4.77% | 4.85% | 4.81% | 4.75% | 4.62% | 4.64% | 4.64% | 4.64% |
| Property Insurance | 8.00% | 8.00% | 8.00% | 8.00% | 8.00% | 8.00% | 8.00% | 8.00% | 8.00% |
| Liability Insurance | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% |
| W/C Insurance | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% |

The forecast for reviews is conservative and should allow for minor fluctuations in various revenue sources. The forecast details for each major revenue category are included in the budget analysis conducted annually. The forecast chart on the following page contains the property tax increases.

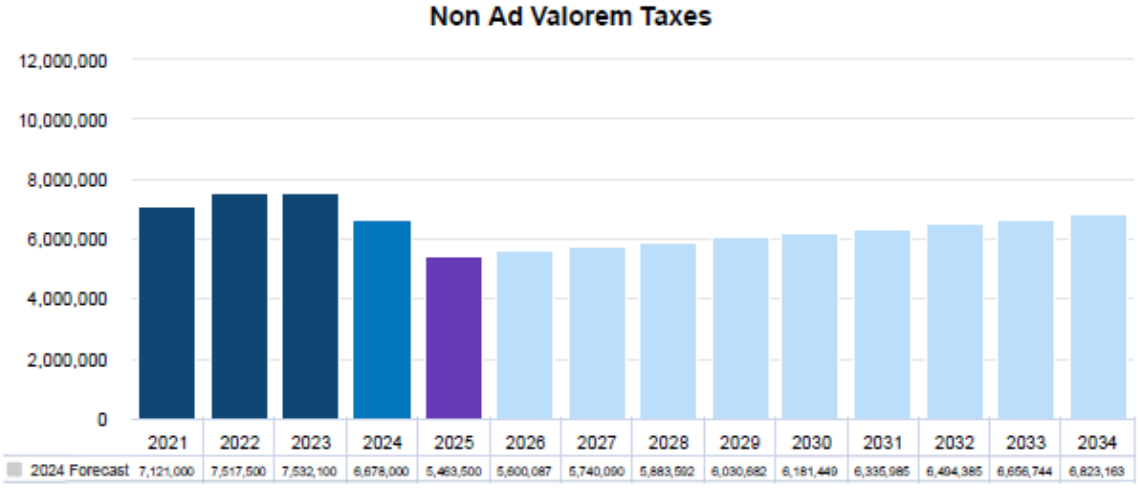


# CAPITAL IMPROVEMENT ELEMENT
## DATA AND ANALYSIS

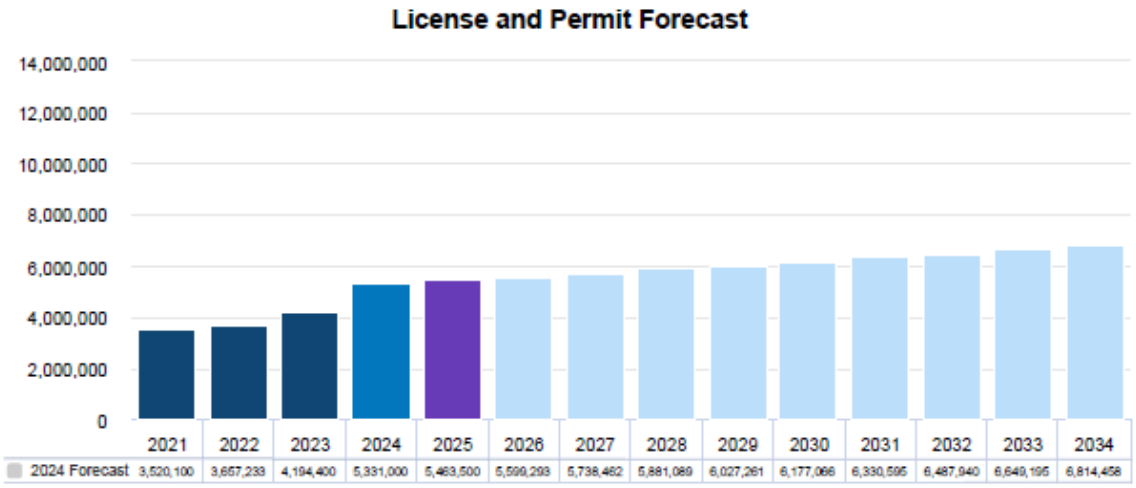
Ad valorem property taxes are utilized as the plug to balance the budget for the forecast years of Fiscal Year 2025 through Fiscal Year 2034. Over the past five years, taxable value has increased by 60%, which is an average of 10% per year. The taxable value increase for Fiscal Year 2025 was 11%.




Non ad valorem taxes include local option gas taxes, franchise fees and utility service taxes. The forecast has increased due to improvements in recent revenue collections. The forecast and trend chart is shown on the following page.

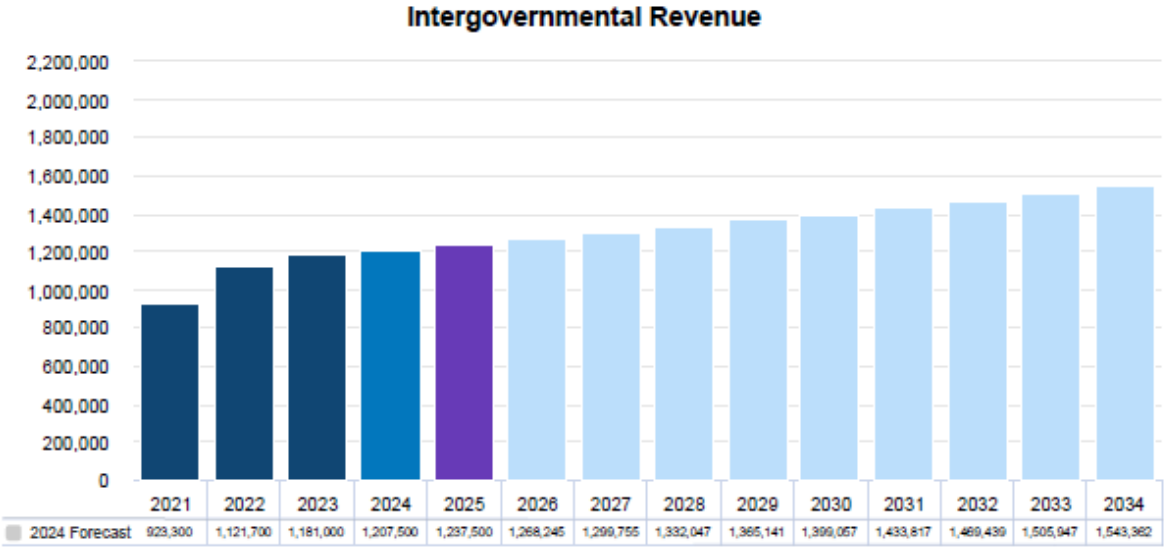



License and permit revenue includes business licenses, building permit revenues, and parking permits. In the Fiscal Year 2021 through 2033, the building permit related revenues have been transferred to the Building Enterprise Fund. The forecast is for the remaining non-building permit revenues.




Intergovernmental revenue includes revenue received from Federal, State, County, and local government sources. Revenues from the State of Florida include State revenue sharing, local government sales tax and alcoholic beverage licenses. Ocal revenues include County occupational license revenue and the 911 reimbursement from Palm Beach County. Federal and State grants are also included in this category.

The forecast for intergovernmental revenues has decreased slightly for Fiscal year 2025 based on revenue received from the State of Florida for sales tax and revenue sharing returning to more normalized levels. Fiscal Years 2020 and 2021 contained grant funded from FEMA and the Federal Government. The updated forecast for all other revenues anticipates a small inflationary increase per year.



# CAPITAL IMPROVEMENT ELEMENT

## DATA AND ANALYSIS

Beginning in the 2025-2026 Comprehensive Annual Budgeting process, the Town will employ financial forecasting for both the 10- and 20-year planning periods. These forecasts will provide the Mayor, Town Council and staff with information needed to more effectively determine future levels of service and methods of funding. A new Policy 4.3 has been added to the Goals, Objectives and Policies to that effect.

# Capital Improvement Element

GOALS, OBJECTIVES & POLICIES

**CAPITAL IMPROVEMENT ELEMENT**
GOALS, OBJECTIVES AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT AND ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS BY ADHERING TO FISCAL POLICIES AND PROVIDING EFFICIENT PUBLIC SERVICES AND FACILITIES.**

## OBJECTIVE 1

The Town shall coordinate its land use decisions and fiscal resources with its schedule of capital improvements identified as necessary to maintain the Town's adopted Level of Service (LOS) standards and meet existing and future facility needs of public facilities. These capital improvements and facility improvements shall have priority for allocation of the Town's fiscal resources available for capital expenditures.

POLICY 1.1

The Town shall utilize its Capital Improvements Element and five- (5) year Schedule of Capital Improvements (SCI) to provide needed capital facilities, including those needed to overcome any existing deficiencies.

POLICY 1.2

The Town shall continue to adopt an annual capital budget, which will identify expenditures necessitated by the policies of the various elements of the Comprehensive Plan, as part of its annual budgeting process.

POLICY 1.3

The Town shall continue to establish and maintain a listing and schedule of capital equipment and facilities showing the expected life and replacement date of each. The schedule is to be integrated into the Schedule of Capital Improvements (SCI) and updated annually.

POLICY 1.4

The Town shall identify those projects needing renewal and replacement in its Schedule of Capital Improvements (SCI) and shall give first priority to funding those needed to maintain its adopted levels of service.

POLICY 1.5

The Town shall continue to prioritize capital improvement projects identified as necessary in the various elements of its Comprehensive Plan. This system will include consideration as to whether each project addresses the following:

1. Public health, safety, and welfare benefits of the facility.
2. Degree of public benefit.
3. Maintenance of established levels of service, including prevention of future capital costs.
4. The critical nature of facility needs.
5. Financial feasibility.
6. Overall distribution of projects between facility types and geographical location.
7. Quality of life and timing issues to balance public improvement needs with general welfare and inconvenience.

POLICY 1.6

The Town–shall ensure that the maximum indebtedness does not exceed 5% of the assessed value of taxable property in the Town.

POLICY 1.7

The Town shall ensure that the Capital Improvement Element and the entire Comprehensive Plan remain financially feasible.

POLICY 1. 8

The Town shall ensure that capital facilities to be funded by outside sources must be guaranteed by a development agreement, inter-local agreement, or any other enforceable agreement.

**OBJECTIVE 2**

The Town shall not expend any public funds that would subsidize development in the Coastal High Hazard Area, as defined by the Town, except when such expenditures are for restoration/ enhancement of natural resources or for shore protection.

POLICY 2.1

The Town shall not allow funding nor construction of public facilities within the Coastal High Hazard Area, as defined by the Town, with the exception of those facilities that provide public access, recreation, resource restoration/enhancement or shore protection.

POLICY 2.2

The Town shall not expand utility systems or public services that would be necessitated by increased development within the Coastal High Hazard Area.

**OBJECTIVE 3**

The Town shall coordinate its land use decisions and fiscal resources with its schedule of capital improvements identified as necessary to maintain the Town's adopted Level of Service (LOS) standards and meet existing and future facility needs. These capital improvements and facility improvements shall have priority for allocation of the Town's fiscal resources available for capital expenditures.

POLICY 3.1

The Town shall utilize the Level of Service standards, found in the Infrastructure Element of the Town's Comprehensive Plan, for public facilities in the Town.

**OBJECTIVE 4**

The Town shall issue development orders and permits for new development or redevelopment, or building permits for developments only if public facilities and services necessary to meet the Town's adopted level of service standards are available concurrent with the impacts of the development.

POLICY 4.1

In order to ensure availability of public facilities and services necessary to support development concurrent with its impacts prior to the issuance of a development order or permit, the Town shall make and record the determination that the Level of Service Standards established in Policy 3.1 are met as required and the following:

a. The project will not increase the time necessary to evacuate the Town, in the event of a hurricane, to greater than twelve hours; or

b. The development order or permit is specifically conditioned on the availability of the necessary facilities and services as identified in Policy 3.1, and that said facilities are authorized at the time the project is authorized.

POLICY 4.2

The Town shall continue to set, and maintain, its Level of Service standards such that it will ensure the availability of public facilities and services to serve developments for which development orders were issued prior to the adoption of the Comprehensive Plan.

POLICY 4.3

The Town shall employ financial forecasting for both the 10- and 20-year planning periods. These forecasts will provide the Mayor, Town Council and staff with information needed to more effectively determine future levels of service and methods of funding.

**OBJECTIVE 5**

The Town shall consider impact fees for future redevelopment activities, as there is the potential for increases in public services as an effective method of distributing the costs of new capital facilities in the Town. The Town will continue to levy ad valorem taxes and user fees as the primary methods for distributing the burden of the cost of capital facilities for both existing and future development.

POLICY 5.1

The Town may elect to undertake and conclude an investigation into the legal and practical implications of the Town's assessing, to private interests, a pro rata share of the costs necessary to fund the facility expansion necessary to grant a development order or permit and adequately maintain the Town's adopted Level of Service Standard(s).

**OBJECTIVE 6**

The Town shall include in its Schedule of Capital Improvements (SCI) all capital improvements needed within the five-year period covered by its Capital Improvement Plan.

POLICY 6.1

The Town's annual revision of its Schedule of Capital Improvements (SCI) shall include a finding that the funds available for capital expenditure will be adequate for capital items identified as necessary in the Comprehensive Plan.

**OBJECTIVE 7**

The Town shall continue to bury its overhead utility systems in a financially feasible manner to improve aesthetics, reliability, and safety throughout the Town and to require future development to place utility lines underground.

POLICY 7.1

As approved by Town voters on March 15, 2016, the Town shall continue to develop and implement a Master Plan to place utilities underground.

# Intergovernmental Coordination Element

## DATA & ANALYSIS

# INTERGOVERNMENTAL COORDINATION ELEMENT
## DATA AND ANALYSIS

### EXECUTIVE SUMMARY

The Intergovernmental Element is intended to show relationships and identify principles and guidelines to be used to coordinate with other units of government that are providing services, but do not have regulatory authority over the use of lands in the Town and whose actions have or can have a direct impact on the quality of life in the Town.

In order to ensure that the actions of one governmental body do not impair the effectiveness and efficiency of another, a continuing and meaningful dialogue among the various parties is essential. It is the purpose of the Intergovernmental Coordination Element to identify interagency issues and provide the processes for continued coordination

Plans of the County and other local governments have been reviewed to determine impacts upon, or conflicts with, the Town's Plan. The Town will continue to review and evaluate plans of other governmental entities as they become available, while simultaneously submitting its Plan for review by the governing bodies of surrounding areas; regional agencies such as the South Florida Water Management District the Treasure Coast Regional Planning Council, and the State.

The Town's Comprehensive Plan is supportive of the major goals and objectives of the State's Comprehensive Plan. The Town's intergovernmental coordination with Federal, State, and regional agencies, and its interlocal agreements and contact with adjacent municipalities, have also proven to be effective.

From a regional perspective, continued coordination will be needed among the Town, County, region, adjacent municipalities, and other governmental entities, with regard to (1) development and resultant traffic generation on sections of roadways in Palm Beach; (2) coastal zone management issues; and (3) plans for hurricane evacuation.

The individual elements of the Town's Comprehensive Plan have been examined to identify existing mechanisms for intergovernmental coordination, areas involving regional issues, and problem areas that can benefit from additional intergovernmental coordination. This analysis presents methods for identifying potential solutions to problems on an element-by-element basis.

The Town is not in an Area of Critical State Concern, and no coordination is necessary in this regard. Per § 380.05, Fla. Stat., an area of critical state concern may be designated only for:(a) An area containing, or having a significant impact upon, environmental or natural resources of regional or statewide importance, including, but not limited to, state or federal parks, forests, wildlife refuges, wilderness areas, aquatic preserves, major rivers and estuaries, state environmentally endangered lands, Outstanding Florida Waters, and aquifer recharge areas, the uncontrolled private or public development of which would cause substantial deterioration of such resources.

# INTERGOVERNMENTAL COORDINATION ELEMENT
## DATA AND ANALYSIS

### INTERGOVERNMENTAL COORDINATION IN THE STATE OF FLORIDA

Pursuant to §163.3177(6)(h), Fla. Stat., the state of Florida requires the adoption of an Intergovernmental Coordination Element within local government comprehensive plans. The purpose of this Element is to ensure that local governments have principles and guidelines for coordinating adopted comprehensive plans with other official plans of local, regional, and state significance.

Such plans include:

- State Comprehensive Plan
- Strategic Regional Policy Plans
- Comprehensive Plans of adjacent municipalities and counties
- Regional Transportation Plans
- Plans of School Districts
- Water Management Districts
- Other units of local government providing services but not having regulatory authority over the use of land



# INTERGOVERNMENTAL COORDINATION ELEMENT
## DATA AND ANALYSIS

The Intergovernmental Coordination Element must describe joint processes for collaborative planning and decision-making on population projections and public-school siting, the location and extension of public facilities subject to concurrency, and siting facilities with countywide significance, including locally unwanted land uses whose nature and identity are established in an agreement. Additionally, Intergovernmental Coordination Elements must provide the procedure for establishing level of service standards for public facilities with any state, regional, or local entity having operational and maintenance responsibility for such facilities. This Element provides procedures for identifying and implementing interlocal agreements joint planning areas should they be necessary. For example, joint planning area agreements would establish necessary public facilities and services, including transportation and school facilities and how they will be provided, and natural resources, including surface water and groundwater resources, and how they will be protected.

In 1995, the State of Florida adopted the Strategic Regional Policy Plan designating Florida's 10 Regional Planning Councils as "regional clearinghouses" giving the Regional Planning Councils responsibility for coordinating local reviews of projects. The Treasure Coast Regional Planning Council coordinates its review with the State Clearinghouse located in the Florida Department of Environmental Protection. The Regional Planning Councils assist local governments with planning and technical assistance services to carry out Florida's growth management programs.

As noted in Exhibit 12-1, Treasure Coast Regional Planning Council (TCRPC) was established through an interlocal agreement between Indian River, St. Lucie, Martin, and Palm Beach counties. Membership includes all four counties and 52 municipalities.




Exhibit 12-1 Regional Planning Councils

# INTERGOVERNMENTAL COORDINATION ELEMENT
## DATA AND ANALYSIS

Unlike local government comprehensive plans, the Strategic Regional Policy Plan (SRPP) is not implemented through a set of land development regulations in order to meet the objectives established in the Plan. Instead, the SRPP is implemented as a result of TCRPC's program activities and through the consensus of local governments in the region. The SRPP focuses on the following.

- ✓ Intergovernmental coordination and review process (ICR)
- ✓ Dispute resolution process
- ✓ Economic development planning
- ✓ Preparation of special planning and development studies
- ✓ Serving on task forces and committees involved in regional planning issues
- ✓ Emergency preparedness planning
- ✓ Regional transportation planning

### INTERGOVERNMENTAL COORDINATION IN PALM BEACH COUNTY

In 1989, the Countywide Planning Council, which was established by Charter Amendment, was "to coordinate the land use planning process of all governments within the County and to establish a cooperative effort that will resolve or prevent incompatibilities and conflicts among local governments' land use planning efforts". At that time, Coordination of the 38 land use plans was to have occurred through the Countywide Planning Council. However, in 1991, under provisions within the Charter, the Council was sunsetted by a majority of the municipalities, and efforts to reinstate the Council through a ballot measure was not approved by Palm Beach County voters. Following the defeat of the Countywide referendum, the municipal planning directors within the County created a substitute organization with the purpose of establishing a countywide comprehensive plan amendment coordinated review process.

In 1993, the Intergovernmental Program was established for addressing intergovernmental conflicts while also serving as a means of organizing local governments to address multi-jurisdictional issues. The Comprehensive Plan Amendment Coordinated Review Interlocal Agreement established the Intergovernmental Plan Amendment Review Committee (IPARC), which is comprised of planning directors of the 39 municipalities in Palm Beach County and an Executive Committee comprised of elected officials, including two Palm Beach County Commissioners. IPARC is a countywide comprehensive plan review process.

IPARC responsibilities include the following:

- A clearinghouse designed to disseminate proposed comprehensive plan amendments to the various local governments
- Coordinate fact-finding panels to review plan amendments when local governments file formal objections
- Conduct conflict resolution panels

These functions all fall into information dissemination/fact finding and are not subject to the Sunshine Law. The Executive Committee of IPARC is charged with the administrative governance of the IPARC Clearinghouse administrative process and is only subject to the Sunshine Law regarding the supervision and policy decisions regarding the IPARC process.

## TOWN OF PALM BEACH INTERGOVERNMENTAL COORDINATION ELEMENT

The purpose of the Intergovernmental Coordination Element is to identify and resolve incompatible aspects of proposed comprehensive plans of local governments and to determine and respond to the need for coordination processes and procedures with adjacent local governments and regional and state agencies. The Town's Intergovernmental Coordination Element is intended to show relationships and identify principles and guidelines to be used to coordinate with Federal, State, Regional, and local agencies, and other units of local government providing services, but not having regulatory authority over the use of lands in the Town.

To ensure that the actions of one governmental body do not impair the effectiveness and efficiency of another, a continuing and meaningful dialogue among the various parties is essential. The Town will continue to review and evaluate plans of other governmental entities, including the local, regional and state plans as they become updated through the Evaluation and Review process and through amendments to such plans. The Town's Comprehensive Plan Elements have been reviewed to determine where improvements to intergovernmental coordination are needed. It was identified that the need for more active engagement with various bodies is needed. Policies have been included in the Intergovernmental Coordination Element for the Town to appoint a representative to attend meetings and prepare reports to the Town Council.

## FUTURE LAND USE ELEMENT

- Continue to maintain a Future Land Use Map and GIS Map Series that is available on the Planning, Zoning and Building webpage for access by the public, including local, regional, and state agencies. Coordination will occur through the Town's Planning, Zoning and Building and IT Departments.

- Continue to attend quarterly meetings with the Intergovernmental Plan Amendment Review Committee (IPARC) to gain knowledge in county planning activities and through the review of local government plan amendments that may impact the Town. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to attend Palm Beach TPA meetings to stay engaged with countywide planning and transportation matters. Coordination will occur through the Town's Planning, Zoning and Building Department.

## INTERGOVERNMENTAL COORDINATION ELEMENT
DATA AND ANALYSIS

- Continue to attend West Palm Beach Mobility Coalition (WPBgo) meetings to support an alternative transportation option between the City of West Palm Beach and the Town. Coordination will occur through the Town Manager's Office and the Planning, Zoning and Building Department.

- Continue to coordinate the Federal Emergency Management Agency (FEMA) on flood maps to ensure accuracy with the Future Land Use Map Series and safety for the residents. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to maintain coordination between the Planning, Zoning and Building and Public Works Departments on concurrency management for proposed projects that require a concurrency analysis to be conducted prior to the approval of any application for a development order. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to coordinate the coastal area development with the Regional Hurricane Evacuation Plan. Coordination will occur through the Public Works and the Planning, Zoning and Building Departments.

- Expand the Town's education and notification process to emphasize the unpredictability of the power of an approaching storm and the need to evacuate early upon an evacuation warning. Coordination will occur through the Town Manager's Office, and the Public Works and the Fire Rescue Departments.

- Coordinate with the Florida Building Commission, and Palm Beach County Building Department, if necessary, and condominium associations with the implementation of Senate Bill 4-D related to mandatory inspections for affected condominiums that 30 or more years old. Coordination will occur through the Town's Planning, Zoning and Building Department.

**TRANSPORTATION ELEMENT**

- Continue coordination with the Florida Department of Transportation and the United States Coast Guard, and other appropriate agencies and local governments, regarding drainage work along State Road A1A; studies for maintenance of the Royal Palm, Flagler Memorial, and Southern Boulevard Bridges; the possible addition of turning lanes on SR A1A between Lake Worth Road and Sloan's Curve; and the possible provision of bicycle and pedestrian ways in future transportation planning. Coordination will occur through the Town's Public Works Department.

- Actively participate in Palm Beach TPA committee meetings regarding ways proposed projects could improve design deficiencies on major thoroughfares in the Town. Recommendations will be presented verbally or in writing to the Technical Advisory Committee by the Town's appointed member. Coordination will occur through the Town Manager's Office and the Town's Planning, Zoning and Building Department.

- Coordinate the Town's transportation planning efforts with the plans and programs of the Transportation Planning Agency and the Florida Department of Transportation's Adopted 5-Year Work Program and take into consideration public transportation and bicycle and pedestrian safety improvements in future transportation planning. Coordination will occur through both the Town's Public Works and Planning, Zoning and Building Departments.

- Review the Transportation Element as needed to determine its consistency with the Florida Department of Transportation's (FDOT) Adopted 5-Year Work Program, and plans for the Transportation Planning Agency, and make appropriate recommendations to these agencies regarding proposed projects that will improve design deficiencies on major thoroughfares in the Town. Coordination will occur through the Town's Public Works Department.

- Coordinate with the City of West Palm Beach and the City of Lake Worth Beach to incorporate provisions into their plans, programs, operations and developments within their jurisdictions which will minimize transportation impacts to the Town consistent with the Town's efforts to manage traffic congestion on its roadways. A primary objective is to minimize traffic impacts to SR 80 and other regionally significant roads leading to the Town. Coordination will occur through both the Town's Public Works and Planning, Zoning and Building Departments.

- Coordinate with the Intergovernmental Plan Amendment Review Committee (IPARC) when a new development is proposed which may increase traffic on regionally significant roadways in the Town, the jurisdiction in which such development is to be located will provide the Town with sufficient data to allow the Town to assess the traffic impact of the proposed development upon regionally significant roadways in the Town and upon the Town's transportation system in general. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to coordinate with Palm Beach TPA, FDOT, and PalmTran to evaluate pedestrian, bicycle, and mass transit connections provided within the Town. The Town may also consider enhancement grants through the TPA, FDOT, and other available sources to fund bicycle, pedestrian and other multimodal improvements within the Town, as opportunities arise. Coordination will occur through the Town's Planning, Zoning and Building and Public Works Departments.

**HOUSING ELEMENT**

- Coordinate with Palm Beach County on regional affordable housing issues as stipulated in the recently adopted Live Local Act. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to Coordinate with the Florida Building Commission and Palm Beach County Building Department to maintain and enforce building standards consistent with the Florida Building Code.

# INTERGOVERNMENTAL COORDINATION ELEMENT
## DATA AND ANALYSIS

### HISTORIC PRESERVATION ELEMENT

- Coordinate with the Florida Division of Archives in reference to the designation of additional historic or prehistoric sites or structures established by the Town as a Certified Local Government. Coordination will occur through the Town's Planning, Zoning, and Building Department.

- Continue to coordinate with the Archeological & Historical Conservancy to maintain an accurate archeological map to improve enforcement of Code Section 18-1020. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to protect the Town's historically significant properties and aesthetic character through the active participation of the Landmarks Preservation Commission in the development review and approval process, as authorized by the Town's Code of Ordinances. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to collaborate with the Preservation Foundation of Palm Beach to educate the public, realtors, developers, and property owners on the benefits of landmarking historic structures. Coordination will occur through the Town's Planning, Zoning and Building Department.

- Continue to follow and enforce the Archaeological Ordinance within the Town's Code of Ordinances in preserving and protecting archaeologically sensitive sites and coordinate with the appropriate state and county agencies. Coordination will occur through the Town's Planning, Zoning and Building Department.

### PUBLIC SAFETY ELEMENT

- Continue mutual aid agreements with Palm Beach County and the City of West Palm Beach regarding hazardous waste materials. Coordination will occur through the Fire Rescue and Public Works Departments.

- Continue to coordinate with the Florida Department of Environmental Protection through the building permit review process to ensure that the "Town of Palm Beach Exterior Lighting Requirements" are compliant with state standards. Coordination will occur through the Fire Rescue and Planning, Zoning and Building Departments.

- Continue to coordinate with adjacent municipalities, Palm Beach County, the Florida Department of Transportation and other responsible agencies to ensure that the regional transportation network providing for the safe and timely evacuation of residents in a hurricane or other emergency event is not degraded as a result of increased development and related population in the West Palm Beach area. Coordination will occur through the Fire Rescue, the Police, Public Works and Planning, Zoning and Building Departments.

# INTERGOVERNMENTAL COORDINATION ELEMENT
## DATA AND ANALYSIS

### INFRASTRUCTURE ELEMENT

- Continue to contract for sanitary sewer capacities and treatment from the City of West Palm Beach. Coordination will occur through the Town Manager's Office and Public Works Department.

- Continue to receive potable water from the City of West Palm Beach. Cooperate with the City in its efforts to upgrade distribution lines and storage capacity in the Town. Communicate on issues arising from the Town's planned alternative water source studies. Coordination will occur through the Town Manager's Office and Public Works Department.

- Coordinate with the Florida Inland Navigation District, South Florida Water Management District, the local Soil and Water Conservation District, Palm Beach County, the City of West Palm Beach, and any other potential partners concerning possible water conservation programs, and alternative water use studies. Communication will occur through the Public Works Department.

- Continue to participate in the areawide solid waste management program, operated by the Palm Beach County Solid Waste Authority. Communication will occur through the Public Works Department.

- Continue to utilize the concurrency management system in the review of development projects as a means to coordinate the establishment and maintenance of levels of service standards for sanitary sewer, potable water, and solid waste facilities provided by entities outside of the Town. Coordination will occur through both the Town's Public Works and Planning, Zoning and Building Departments.

### RECREATION AND OPEN SPACE ELEMENT

- Continue to maintain an interlocal agreement with the Palm Beach County Public School Board to use school facilities, during non-school hours and in the summer. Coordinate and maintain this agreement through the Town's Recreation Department and the Town Manager's Office for this purpose.

### COASTAL MANAGEMENT ELEMENT

- Continue to actively participate in the FDEP Palm Beach Island Beach Management Agreement (BMA) by obtaining Individual Project Approvals for coastal project implementation, constructing projects that provide storm protection and net-eco system benefits, ensuring Town obligations within the BMA are annually met, and assisting FDEP with hosting annual meetings. Coordination will occur through both the Town's Public Works and Planning, Zoning and Building Departments.

- Continue to annually submit Local Government Funding Requests to FDEP for coastal activities eligible for State cost-sharing. Coordination will occur through both the Town's Public Works Department and Town Manager's Office.

- Continue to maintain regular communication among the U.S. Army Corps of Engineers Civil Works, Florida Department of Environmental Protection and with the appropriate Town Departments, to best encourage dry beach placement of inlet dredged material associated with the Palm Beach Harbor/Lake Worth Inlet Maintenance Dredging project associated with the Port of Palm Beach. Communication will occur through the Town's Public Works Department.

**CONSERVATION ELEMENT**

- Continue to investigate drainage/water quality improvement possibilities in conjunction with the Florida Inland Navigation District, South Florida Water Management District, Florida Department of Environmental Protection, and other regulatory and permitting agencies. Coordination will occur through the Public Works and Planning, Zoning and Building Departments.

- Continue to participate in the Lake Worth Lagoon Steering Committee on the implementation of the FDEP'S program for the Lake Worth Lagoon Ecosystem Management Area. Communication will occur through the Town's Public Works Department.

- Continue to work with the Palm Beach County Health Department on an annual basis for a copy of its Annual Air Quality Report. In the event the Town is cited for air quality degradation, it will coordinate with the Health Department in determining an appropriate set of actions. Communication will occur through the Public Works Department.

- Continue to coordinate hurricane evacuation plans with County and State Offices of Emergency Management, the Treasure Coast Regional Planning Council, Palm Beach County, and the municipalities of West Palm Beach, Lake Worth Beach, and South Palm Beach. Coordination will take place through the Town Manager's office.

- Continue to coordinate the implementation of the Post Disaster Redevelopment Plan. Coordination will occur through the Town Manager's Office and the Police and Fire Rescue Departments.

- Continue to maintain written agreements with the State of Florida Trustees of the Internal Improvement Fund and the Audubon Society that ensure the designation of the 39-acre natural islands for conservation use. Coordination will occur through the Town Manager's Office.

# INTERGOVERNMENTAL COORDINATION ELEMENT
## DATA AND ANALYSIS

### PROPERTY RIGHTS ELEMENT

- Continue to maintain an informed community about emerging topics within the Town, County, and State. Coordination will occur through the Town Manager's Office.

- Develop a comprehensive formal communications program and provide appropriate resources to address information expectations for community residents and Town employees. Coordination will occur through the Town Manager's Office.

- Support and enhance open, two-way communication between the Town and its residents and businesses. Coordination will occur through the Town Manager's Office.

### CAPITAL IMPROVEMENTS ELEMENT

- Continue to work with the Florida Department of Environmental Protection on any major drainage improvements. Coordination will occur through the Town Manager's Office and the Public Works Department.

- Continue to coordinate Beach Nourishment Projects, groin alterations, and roadway protective seawall repairs with the U.S. Army Corps of Engineers, Florida Department of Environmental Protection, Florida Game and Freshwater Fish Commission, and Palm Beach County. Coordination will occur through the Town Manager's Office and the Public Works Department.

### SUMMARY

During the evaluation of the Comprehensive Plan, it was determined that the Town's intergovernmental coordination with Regional and County agencies and adjacent municipalities needs improvement in order to be more effective. The Town, through the appropriate department, will assign staff to attend regular meetings and report back findings to the Town Council. Additionally, the Town shall seek appointment to various boards including but not limited to the Treasure Coast Regional Planning Council, Palm Beach Business Development Board, IPARC Executive Committee Issues Forum, Palm Beach TPA, and the Palm Beach Chamber of Commerce. The Town should also continue to monitor Palm Beach County meetings.

Specific areas requiring attention were found in archeological management as redevelopment activity continue in the Town. Additionally, the results of the Traffic and Parking Study performed by the Town's consultant, the Corradino Group, will require multi-department coordination in its implementation. Further, the requirements of Senate Bill 4-D, will require coordination with the Florida Building Commission, the Palm Beach County Building Department, and Town condominium associations to properly implement mandatory inspections for affected condominiums.

# Intergovernmental Coordination Element

## GOALS, OBJECTIVES & POLICIES

# INTERGOVERNMENTAL COORDINATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

## GOAL

**THE TOWN SHALL PRESERVE, PROTECT, AND ENSURE THE HIGH QUALITY OF LIFE FOR THE TOWN RESIDENTS THROUGH EFFECTIVE GOVERNMENT OPERATIONS THAT UTILIZE INTERGOVERNMENTAL COORDINATION TO MAXIMIZE EFFICIENCY IN SERVICES AND FACILITIES AND REDUCE DUPLICATION OF EFFORT TO SOLVE COMMON PROBLEMS.**

## OBJECTIVE 1

The Town shall participate in intergovernmental coordination processes to consider the impacts of proposed comprehensive plan amendments and future developments on the ability of the Town and adjacent local governments to address area-wide land use needs and justification for amendments.

POLICY 1.1

The Town shall maintain a Future Land Use Map and GIS Map Series available on the Planning, Zoning, and Building webpage for public access, including local, regional, and state agencies.

POLICY 1.2

The Town shall appoint a member of the Town Council to serve on the Executive Committee and Issues Forum of the Intergovernmental Plan Amendment Review Committee (IPARC).

POLICY 1.3

The Town shall continue to review the Intergovernmental Coordination Element in light of the plans of adjacent local governments. This process will continue through IPARC which consists of regional and local representation, including the Treasure Coast Regional Planning Council, Palm Beach County, Palm Beach County School Board, adjacent municipalities, and other units of local government providing services, but having no regulatory authority within the Town of Palm Beach. Coordination will occur through the Town's Planning, Zoning and Building Department.

POLICY 1.4

The Town shall continue to participate in the Palm Beach County IPARC process and shall cooperate with the Treasure Coast Regional Planning Council and all other local governments in a voluntary dispute resolution process to facilitate intergovernmental coordination if needed.

POLICY 1.5

The Town shall continue to participate in the IPARC, as a regular formal forum in which to deal with issues unique to Palm Beach County and the municipalities therein. Participation with IPARC shall be utilized as a means of collaborating planning for matters of inter-jurisdictional significance. Coordination will occur through the Town's Planning, Zoning and Building Department.

**OBJECTIVE 2**

The Town shall ensure coordination mechanisms to address the impacts of developments proposed in and adjacent to the Town that may affect adjacent local governments, through various intergovernmental advisory committees, boards, commissions, or groups serving the Town.

POLICY 2.1

The Town shall request the County appoint Town representatives to appropriate County advisory committees.

POLICY 2.2

The Town will continue to participate in the Lake Worth Lagoon Steering Committee in relation to the Florida Department of Environmental Protection's program for the Lake Worth Lagoon Ecosystem Management Area.

POLICY 2.3

The Town shall continue to coordinate with adjacent municipalities and governmental agencies to ensure increased development from those adjacent municipalities and/or entities does not degrade LOS or negatively impact public safety and strain on Town resources or services.

POLICY 2.4

The Town shall continue to work with the City of West Palm Beach in their review of the City's Downtown Master Plan to address the impacts to the Town.

POLICY 2.5

The Town shall continue and improve coordination and communication with adjacent local governments of proposed development adjacent to the borders of the Town in order to minimum impacts to the Town.

POLICY 2.6

The Town, through IPARC shall request that proposed development and/or redevelopment in neighboring municipalities include findings in relation to levels of service and identified concerns outlined in the Town's comprehensive plan.

POLICY 2.7

The Town shall continue to participate in joint resolution on growth management, development and impact assessment issues through IPARC, League of Cities, and other similar means transcending the Town's political jurisdiction.

POLICY 2.8

The Town shall address issues of regional and state significance with the Treasure Coast Regional Planning Council, the South Florida Water Management District, and/or State agencies having jurisdictional authority. Issues to be pursued include but are not limited to the following:

a. Impacts of land development activities within the Town of Palm Beach on Palm Beach County, the Cities of West Palm Beach, Lake Worth, South Palm Beach and the Port of Palm Beach, the region, the state, and any governmental entity that may be created in the future.
b. Land development activities adjacent to the Town's corporate limits within Palm Beach County or the Cities of West Palm Beach, Lake Worth, South Palm Beach and the Port of Palm Beach or any other governmental entity created in the future.
c. Area wide drainage and storm water management master plan, proposed improvements, and implementing programs.
d. Alternative water supply planning.
e. Solid waste disposal, including development of new landfill facilities, recycling resources, and other improvements.
f. Research, engineering, and strategies for managing level of service impacts of new development and tourism on major transportation linkages and critical intersections impacting the Town and adjacent areas.
g. Transit /multi-modal transportation activities and plans.
h. Public school facility planning.
i. Level of service standards for infrastructure system impacting the Town and adjacent areas.
j. Conservation of natural and historic resources.

POLICY 2.9

The Town shall take a leadership role in establishing a process providing for adjoining local governments and the Town to provide opportunities for input to ensure consistency related to planning and zoning matters with the intent of lessening and/or mitigating the potential objectionable impacts of development of the area and the establishment of equitable Level of Service standards for facility and service delivery systems.

a. Coordination shall be undertaken in the establishment of level of service standards for public facilities with any state, regional or local entity having operational and maintenance responsibility for such facilities.
b. Coordinate with entities having operational and maintenance responsibility for public facilities for which the Level of Service standards are being established to ensure mutually compatible and equitable standards.
c. Actively participating on Palm Beach TPA Governing Board and Committees.

**OBJECTIVE 3**

The Town shall continue to be a partner with government agencies having operational or maintenance responsibility for facilities that either are located in the Town or have potential impacts upon the Town, prior to taking action that may materially affect such facilities. The Town will notify representatives of cooperating agencies regarding public hearings or other programs that may affect their facilities.

POLICY 3.1

The Town shall immediately upon adoption of amendments to the Comprehensive Plan, follow the proper prodigal for submittal to the State Department of Commerce for comprehensive plan review.

POLICY 3.2

The Town shall continue to request the United States Coast Guard reduce bridge openings during rush hour.

POLICY 3.3

The Town shall pursue appointing a member from the Town Council or a Town Commission member to the Business Development Board of Palm Beach County and the Palm Beach County Chamber of Commerce.

**OBJECTIVE 4**

The Town will seek citizen participation in its planning process, including policy development, planning, and operations.

POLICY 4.1

The Town shall continue to post notices of upcoming public meetings concerning planning and land development matters in compliance with the Uniform Development Review Procedures established in Chapter 134.

POLICY 4.2

The Town shall maintain the Planning, Zoning and Building Department (PZB) website to provide the public with all applicable policy documents, zoning regulations and development projects under review and approved.

**OBJECTIVE 5**

The Town will coordinate its level of service standards for State roadways with the Florida Department of Transportation's Five-Year Plan, and the plans of the Metropolitan Planning Organization.

POLICY 5.1

The Town, as necessary, will continue to coordinate its level of service standards with the Florida Department of Transportation (FDOT) and the Palm Beach County Transportation Planning Agency (TPA) to ensure continued coordination of levels of service in a manner that will meet or exceed their level of service standards.

POLICY 5.2

The Town will participate-in the TPA's Technical Advisory Committee Coordination will occur through the Town's Planning, Zoning and Building Department.

POLICY 5.3

The Town will, as part of the Evaluation and Appraisal Review and associated updates of the Town's Comprehensive Plan, present its draft level of service standards to the FDOT and the TPA and will request review of these standards by these agencies.

**OBJECTIVE 6**

The Town shall continue to coordinate level of service (LOS) standards for sanitary sewer, solid waste and potable water with the appropriate entities that have operational responsibility for these facilities.

POLICY 6.1

The Town shall continue to implement its concurrency management system which specifies methods for coordinating LOS between the Town and entities with operational responsibilities for facilities.

POLICY 6.2

The Town shall contact each entity as specified in the Town's concurrency management system in regard to facility capacity and projected LOS.

**OBJECTIVE 7**

The Town shall coordinate with governmental agencies external to the Town to incorporate provisions into their plans, programs and operations and developments within their jurisdictions which will minimize transportation impacts to the Town consistent with the Town's efforts to manage traffic congestion on its roadways. A primary objective is to minimize traffic impacts to Royal Poinciana Way, Royal Palm Way, Southern Boulevard (SR 80), and South Ocean Boulevard.

POLICY 7.1

The Town will coordinate with the FDOT, Palm Beach County, West Palm Beach and other communities to minimize transportation impacts to the Town through active participation in the TPA Technical Review Committee and its respective committees.

**OBJECTIVE 8**

The Town shall coordinate with the Palm Beach School District to enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with residential development and other services.

# INTERGOVERNMENTAL COORDINATION ELEMENT
## GOALS, OBJECTIVES AND POLICIES

POLICY 8.1

The Town will continue a process of coordination and collaboration between Palm Beach County, local governments, and the School District of Palm Beach County in the planning and siting of public school facilities in Palm Beach County in coordination with planned infrastructure and public facilities.

POLICY 8.2

The Town of Palm Beach shall coordinate-with the School District during the development review process to ensure the integration of public school facilities with surrounding land uses and the compatibility of uses with schools.

POLICY:8.3

The Town shall abide by the school siting development review procedures outlined in the "Interlocal Agreement between the School Board of Palm Beach County, Palm Beach County and Municipalities of Palm Beach County for Coordinated Planning".

POLICY 8.4

The Town shall verify that there shall be no significant environmental conditions and significant historical resources on a proposed site that cannot be mitigated or otherwise preclude development of the site for a public educational facility.

POLICY 8.5

The Town shall ensure sites for potential schools are suitable or adaptable for development in accordance with applicable water management standards and shall not conflict with the adopted or officially accepted plans of the South Florida Water Management District, or any applicable Stormwater Utility or Drainage District.

POLICY 8.6

The Town shall ensure proposed location(s) shall comply with the provisions of the Coastal Management/Conservation Element of the comprehensive plan, if applicable to the site.

POLICY 8.7

The Town shall continue to coordinate with the School District for the collocation of public facilities, such as parks, libraries, and community centers with schools, to the extent possible, as sites for these public facilities and schools are chosen and development plans prepared.

POLICY 8.8

The Town will abide by the "Interlocal Agreement between the School District of Palm Beach County, Palm Beach County and the Municipalities of Palm Beach County for Coordinated Planning" (the 2016 Interlocal Agreement), consistent with §163.3177(6)(h)(1), Fla. Stat., and (2) and §163.3180 Fla. Stat.

POLICY 8.9

The Town, in coordination with the School District, the County and other local governments, annually accept the updated School District of Palm Beach County Five-Year Capital Improvement Schedule by opting into the annual countywide ordinance. This provision is intended to maintain consistency with the School Board's adopted Five-Year Plan and to maintain a financially feasible capital improvements program and ensure that level of service standards will continue to be achieved and maintained in each year of the five-year planning period.

POLICY 8.10

The Town will provide the School District with necessary updates of projections of development and redevelopment information generated from the Town's development and approvals needed to maintain school capacity adequacy, including information required for the School District to establish:

1. School siting criteria;
2. School District's Five-Year Capital Facilities Plan;
3. School utilization.

POLICY 8.11

The Town shall continue to provide the School District with its Comprehensive Plan, along with the population projections, to facilitate development of school enrollment projections and shall update this information as needed. The Town shall coordinate its Comprehensive Plan and the Future Land Use Map with the School District's long-range facilities maps to ensure consistency and compatibility with the provisions of this Element.

POLICY 8.12

The Town shall advise the School District of a proposed public school site's consistency with the Town of Palm Beach's Comprehensive Plan and land development regulations, including the availability of necessary public infrastructure to support the development of the site.

POLICY 8.13

The Town shall provide an opportunity for the School District to comment on comprehensive plan amendments, rezonings, and other land-use decisions that may be projected to impact the Public Schools Facilities Plan.

POLICY 8.14

The Town of Palm Beach shall coordinate with local governments and the School District on emergency preparedness issues that may include consideration of:

1. Design and/or retrofit of public schools as emergency shelters;
2. Enhancing public awareness of evacuation zones, shelter locations, and evacuation routes;
3. Designation of sites other than public schools as long-term shelters, to allow schools to resume normal operations following emergency events.

**OBJECTIVE 9**

The Town shall work with Federal, State, County, and adjacent municipalities or agencies to protect and restore the existing coastal dune system and beaches along the Town's beachfront and establish standards to minimize impacts resulting from beach erosion.

POLICY 9.1

The Town shall coordinate with appropriate agencies to address sand starvation caused by the inlet, sea level rise and storm events, resulting in a dramatic and continuing eroding of the beach.

POLICY 9.2

The Town shall continue to actively participate in the FDEP Palm Beach Island Beach Management Agreement (BMA) by obtaining Individual Project Approvals for coastal project implementation, constructing projects that provide storm protection and net-eco system benefits, ensuring Town obligations within the BMA are annually met, and assisting FDEP with hosting annual meetings.

POLICY 9.3

The Town shall continue to submit Local Government Funding Requests to FDEP for coastal activities eligible for State cost-sharing.

POLICY 9.4

The Town shall continue to maintain regular verbal and written communication between U.S. Army Corps of Engineers and other appropriate representatives of the Town, to best encourage dry beach placement of inlet dredged material associated with the Palm Beach Harbor/Lake Worth Inlet Maintenance Dredging project.

POLICY 9.5

The Town shall continue to ~~i~~nvestigate drainage/water quality improvement possibilities in conjunction with the South Florida Water Management District, Florida Department of Environmental Protection, and other regulatory and permitting agencies, the appropriate Town staff representative, and the Town's chosen consultant.

POLICY 9.6

The Town shall continue to participate in the Lake Worth Lagoon Steering Committee on the implementation of the FDEP's program for the Lake Worth Lagoon Ecosystem Management Area. Coordination will occur through the Town's Public Works Department.

POLICY 9.7

The Town shall obtain from the Palm Beach County Health Department a copy of its Annual Air Quality Report. In the event the Town is cited for air quality degradation, it will coordinate with the Health Department in determining an appropriate set of actions.

POLICY 9.8

The Town shall continue to administer mutual aid agreements with Palm Beach County and West Palm Beach regarding hazardous waste materials.

POLICY 9.9

The Town shall continue to work closely with the U.S. Army Corps of Engineers and the Florida Department of Environmental Protection on beach nourishment projects.

POLICY 9.10

The Town shall continue to coordinate hurricane evacuation plans with County and State Offices of Emergency Management, the Treasure Coast Regional Planning Council, Palm Beach County, and the municipalities of West Palm Beach, Lake Worth Beach, and South Palm Beach.

POLICY 9.11

The Town shall continue to coordinate the implementation of the Post Disaster Redevelopment Plan.

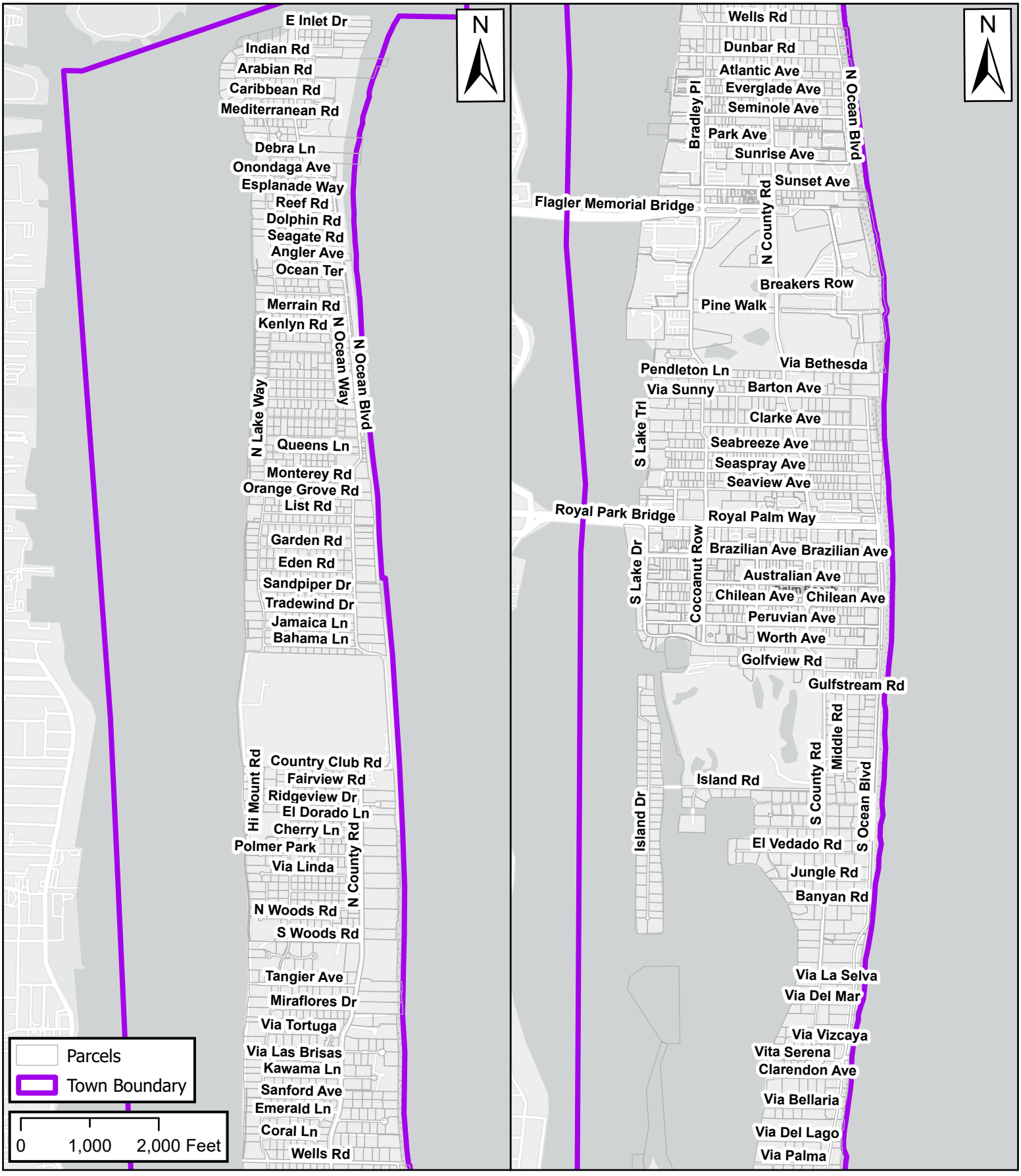
POLICY 9.12

The Town shall maintain regular communication with non-governmental organizations applicable to the implementation of the Town's Coastal Management Program with appropriate representatives of the Town. Coordination will occur through the Town's Public Works Department.

***Click the text within the Map Series page to jump to the selected map.***

# Map Series


**1.1 TOWN LOCATION MAP**
**1.2 FUTURE LAND USE MAP**
**1.3 ZONING MAP**
**1.4 TOWN BRIDGES MAP**
**2.1 FUNCTIONAL CLASSIFICATION MAP**
**2.2 ROADWAY NUMBER OF LANES MAP**
**2.3 ROAD NETWORK MAP**
**2.4 ROADWAY RESPONSIBILITY MAP**
**2.5 BICYCLE FACILITIES MAP**
**2.6 PEDESTRIAN NETWORK MAP**
**2.7 PUBLIC TRANSIT MAP**
**2.8 OD ZONES ANALYSIS MAP**
**4.1 LANDMARK STRUCTURES MAP**
**4.2 HISTORIC DISTRICTS & SCENIC VISTAS MAP**
**4.3 HISTORICALLY SIGNIFICANT BUILDINGS MAP**
**4.4 HISTORIC MARKERS MAP**
**4.5 ARCHAEOLOGICAL SITES MAP**
**4.6 HISTORIC SPECIMEN TREES MAP**
**6.1 PUBLIC BUILDINGS MAP**
**6.2 SEAWALL MAP**
**7.1 PARKS & RECREATIONAL FACILITIES MAP**
**7.2 BEACH ACCESS MAP**
**8.1 FLOOD ZONE MAP**
**8.2 COASTAL HIGH HAZARD MAP**
**8.3 100-YEAR FLOOD PLAIN MAP**
**8.4 BEACHES, SHORES, AND WILDLIFE MAP**
**8.5 ESTUARINE AREAS, WETLANDS & VEGETATIVE COVER MAP**
**9.1 MINERALS & SOILS MAP**
**9.2 TOWN SPOIL ISLANDS MAP**
**9.3 NATURAL & ARTIFICIAL REEFS MAP**



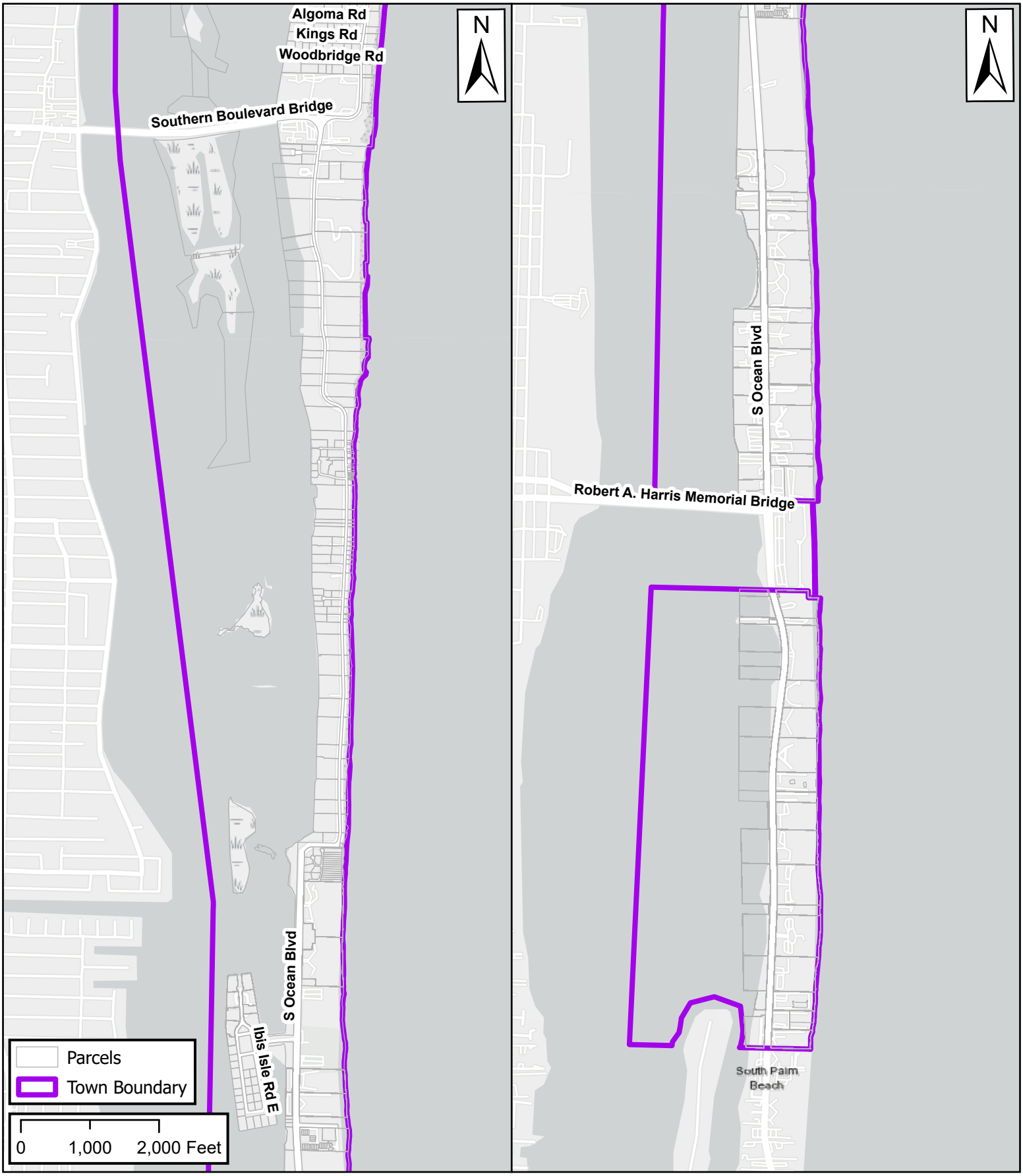

**Planning, Zoning & Building Department**
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Website: https://www.townofpalmbeach.com

This map contains approximate locations and information based on current available public records.

# Town Location Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 1.1 | 9/19/2024 |



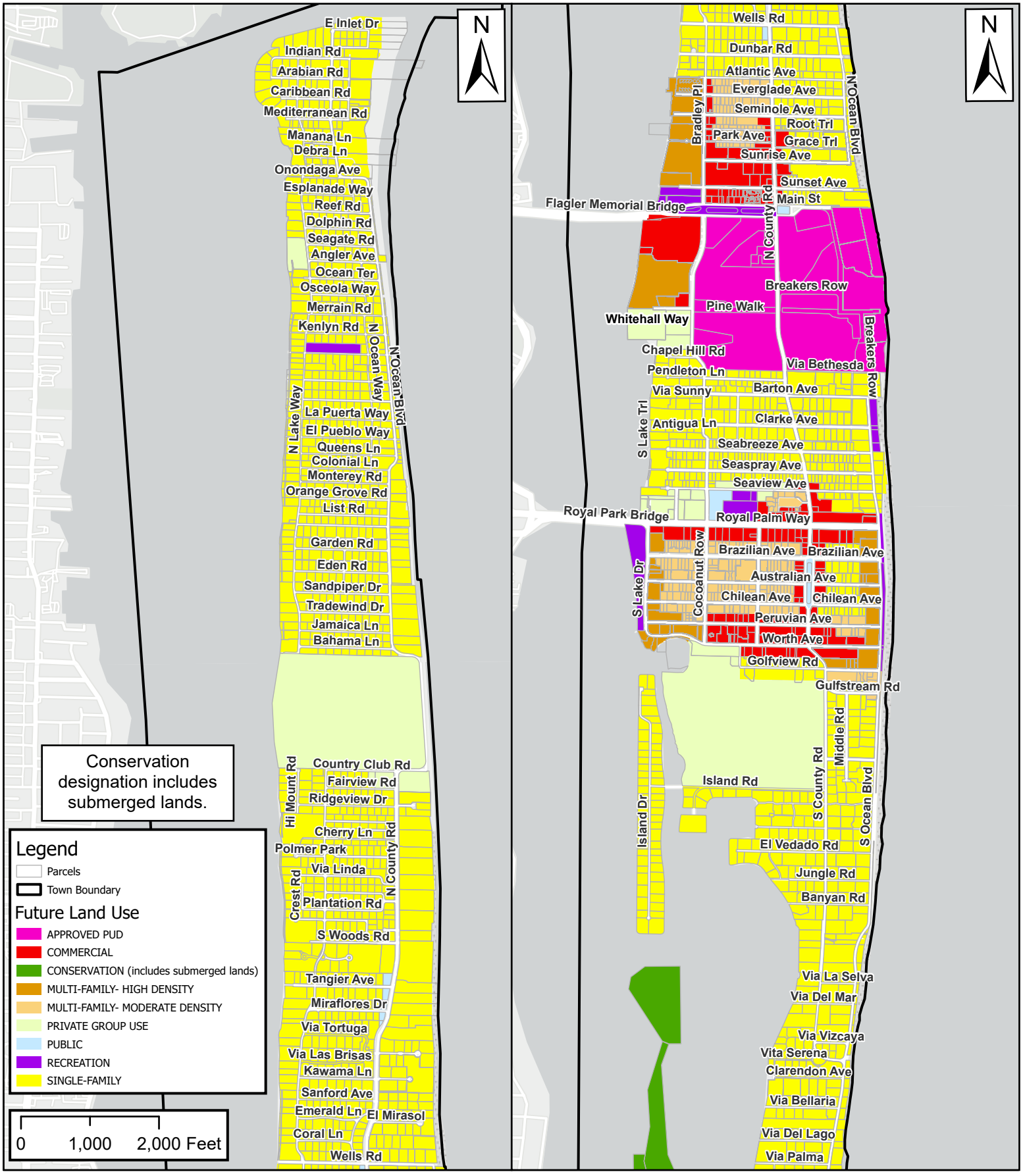

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# Town Location Map - 2024

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# Future Land Use Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 1.2 | 02/12/2024 |



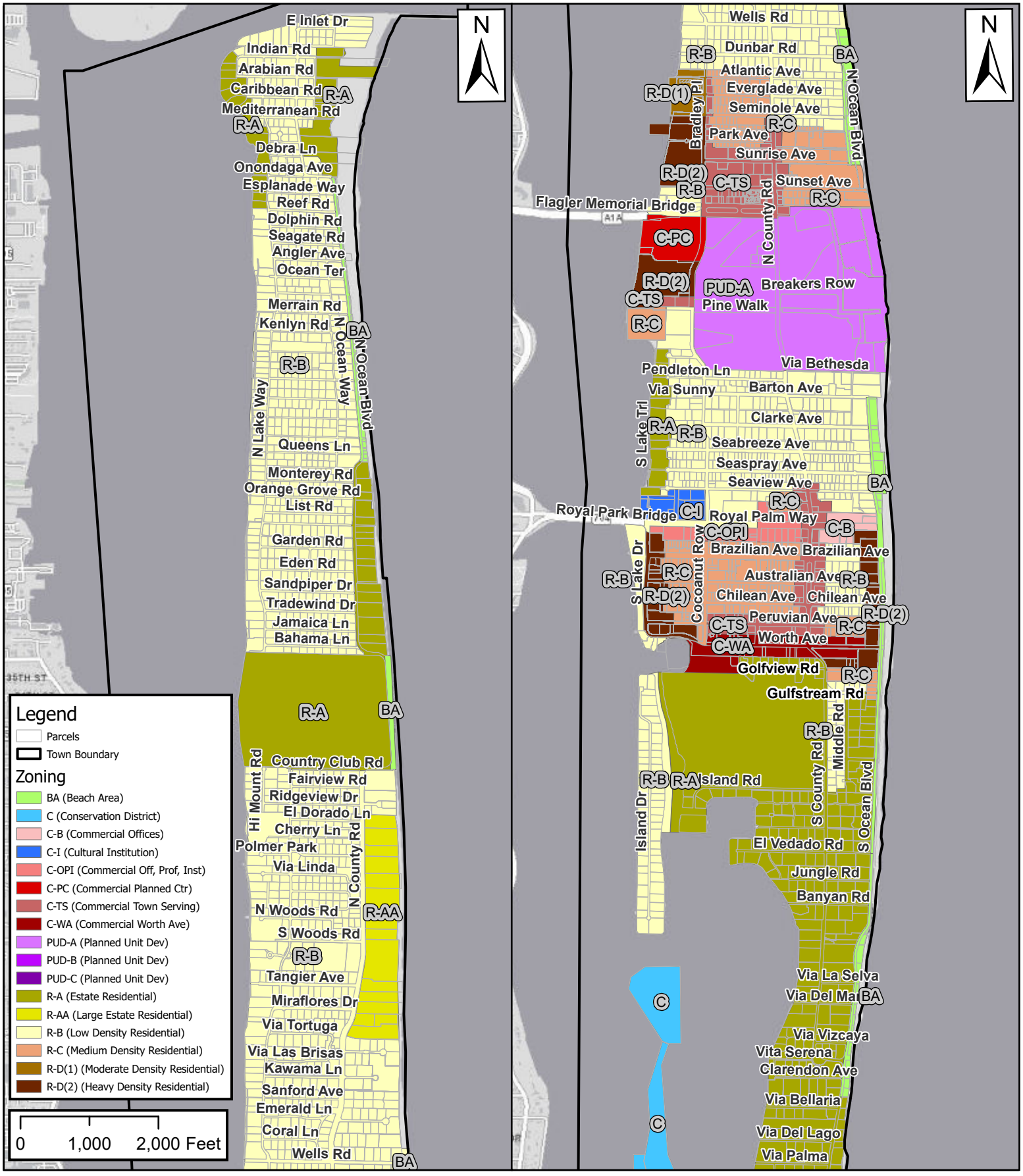

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# Future Land Use Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 1.2 | 9/23/2024 |




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# Zoning Map - 2024

GIS Department

**Map No.** 1.3

| Date | 9/26/2024 |
|---|---|



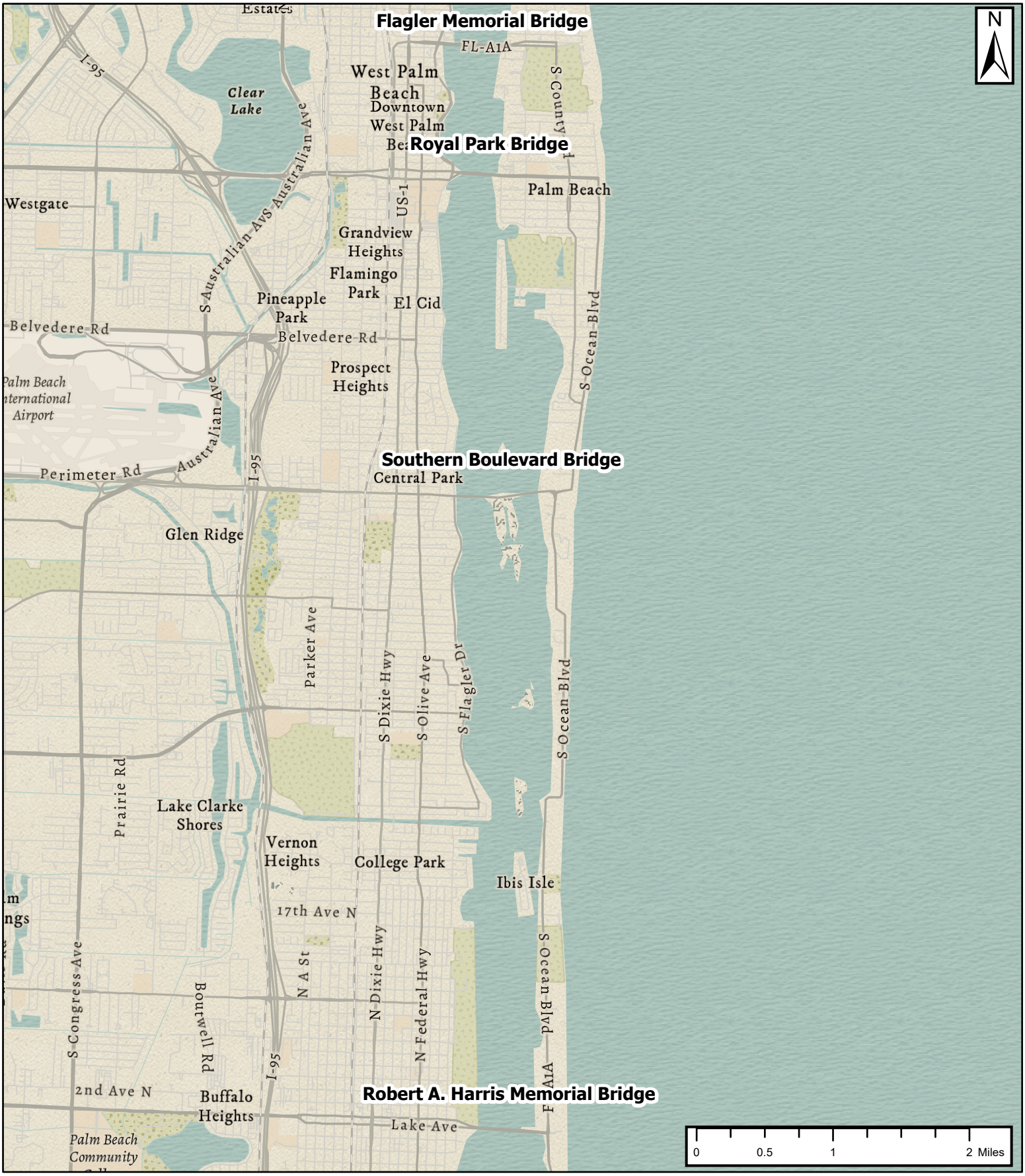

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# Zoning Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 1.3 | 9/23/2024 |

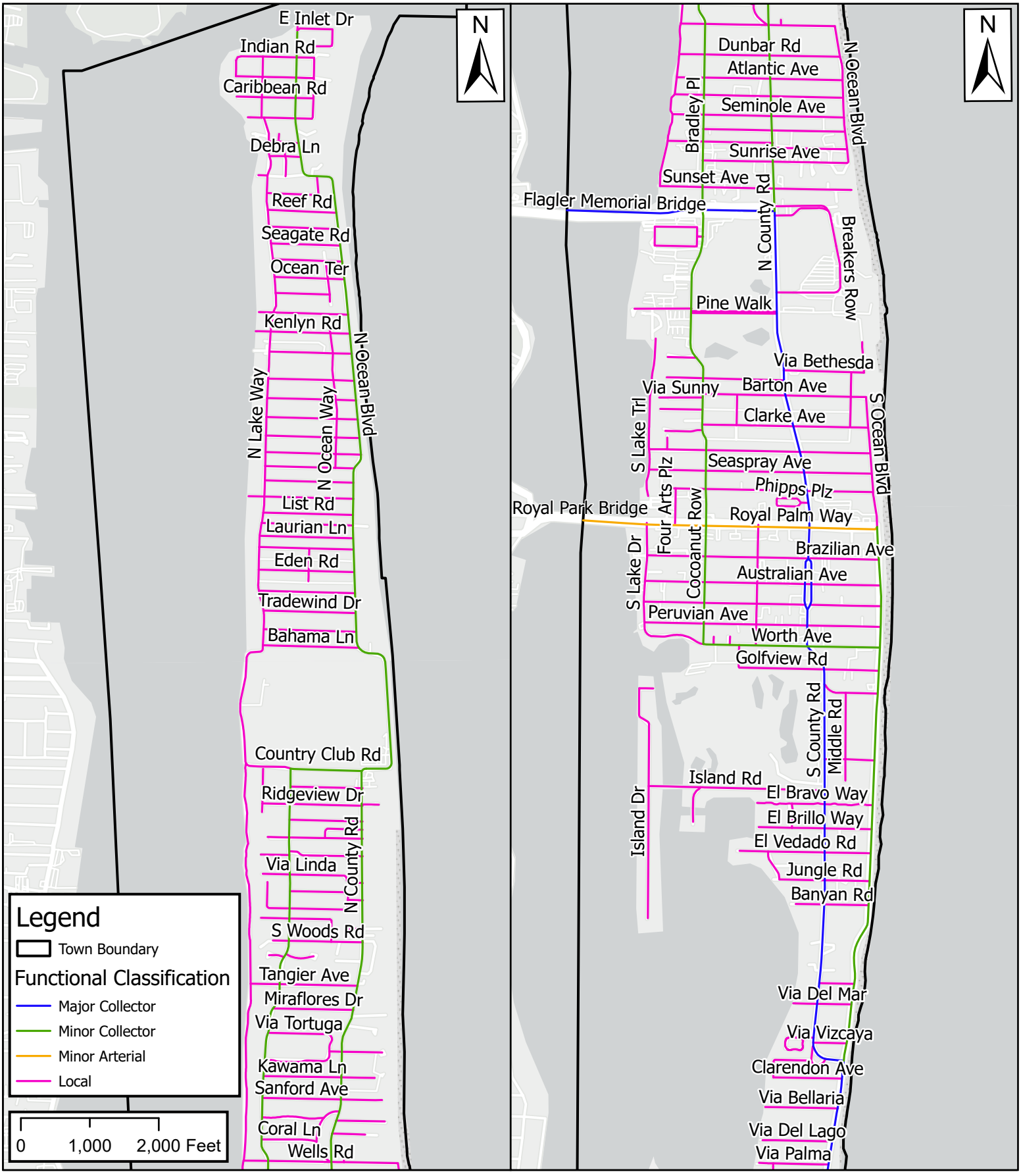



**Map Description:**
The Town of Palm Beach is accessible to the mainland, which is the City of West Palm Beach and City of Lake Worth Beach, via four (4) bridges. The bridges are referred to as the Flagler Memorial Bridge (north), the Royal Park Bridge (central), the Southern Boulevard Bridge (south), and the Robert A. Harris Memorial Bridge, which connects the Town of Palm Beach with the City of Lake Worth Beach.

# Town Bridges Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 1.4 | 9/26/2024 |



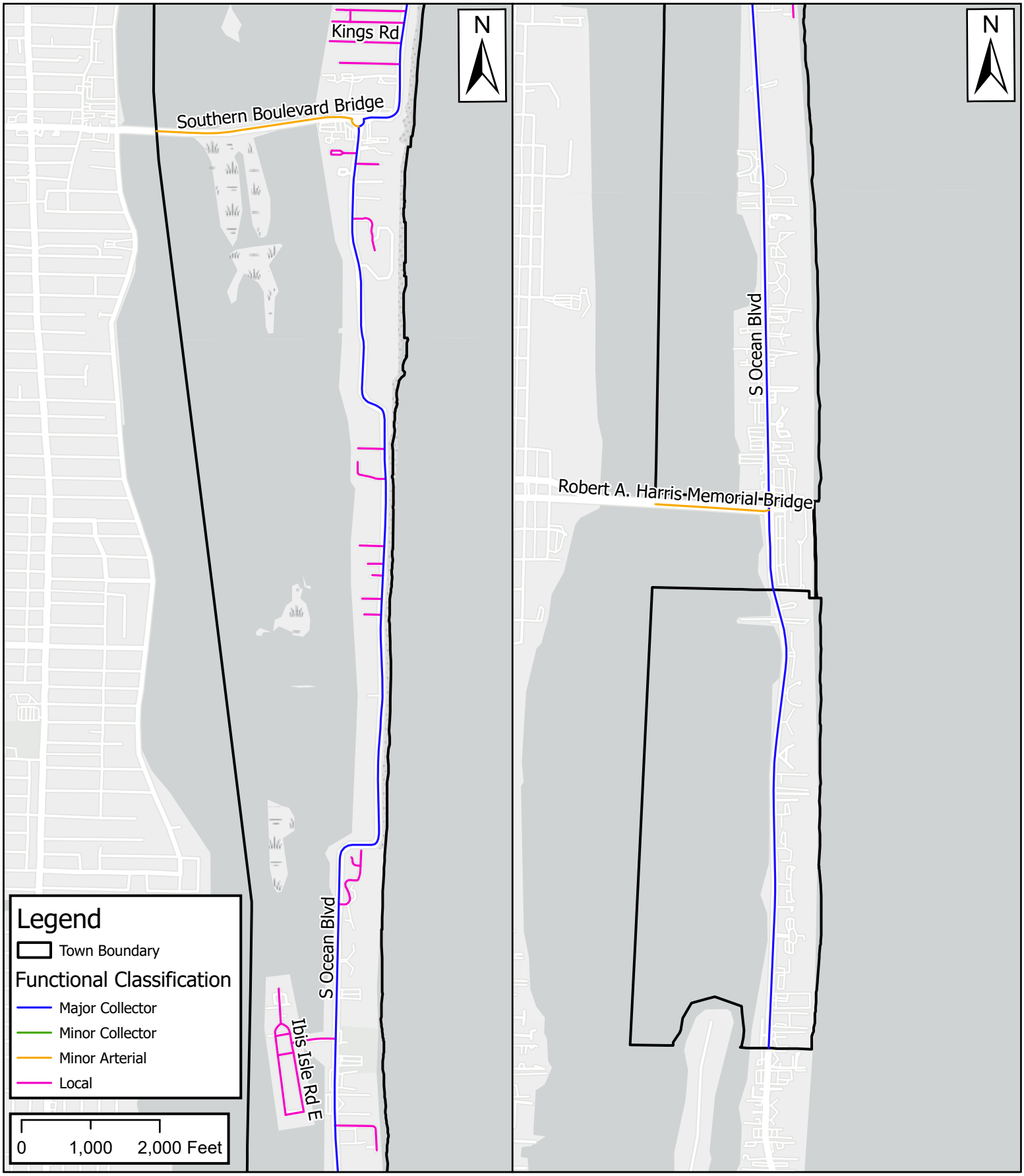

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# Functional Classification Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.1 | 09/24/2024 |



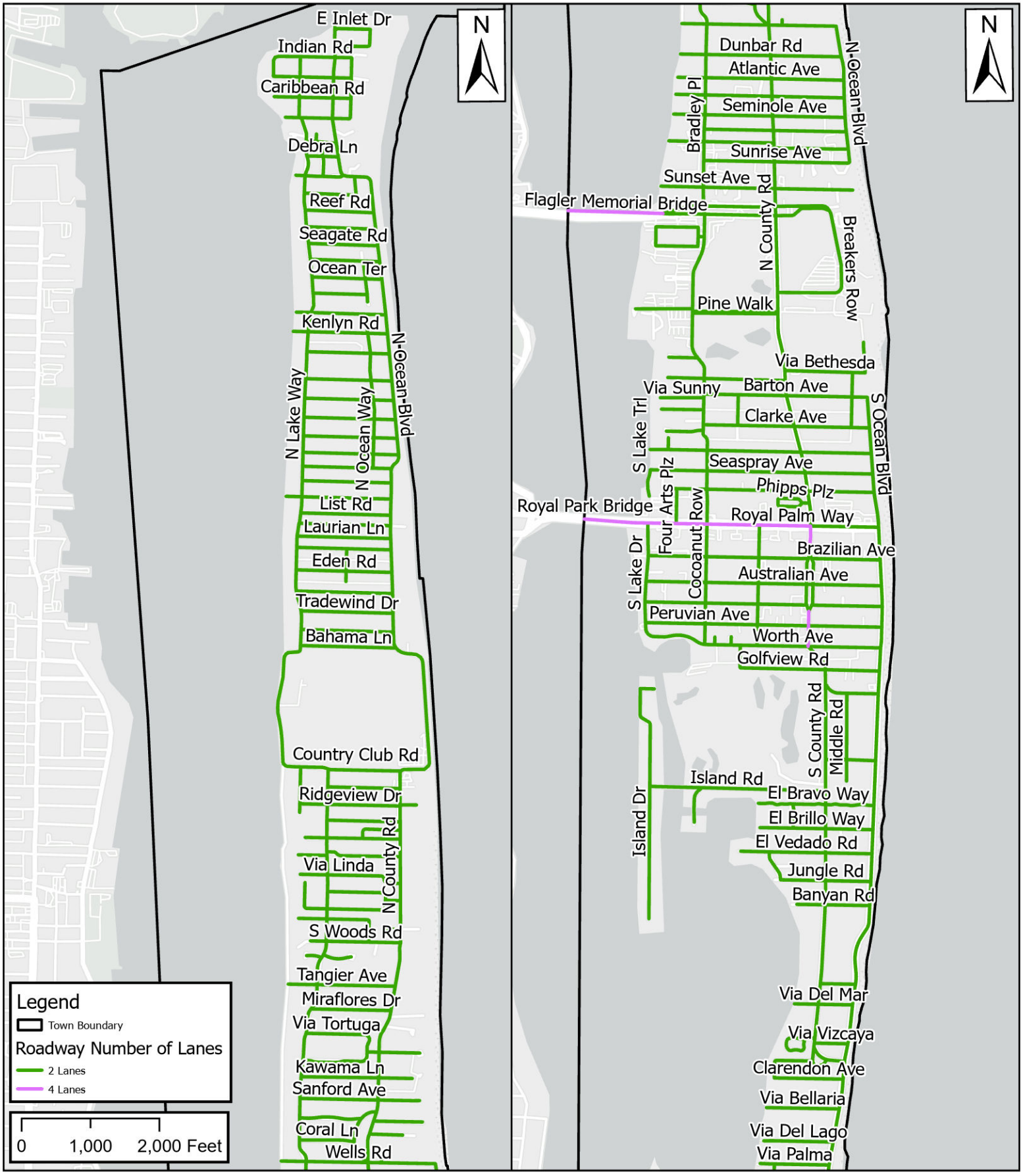

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# Functional Classification Map - 2024

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# Roadway Number of Lanes Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.2 | 9/23/2024 |



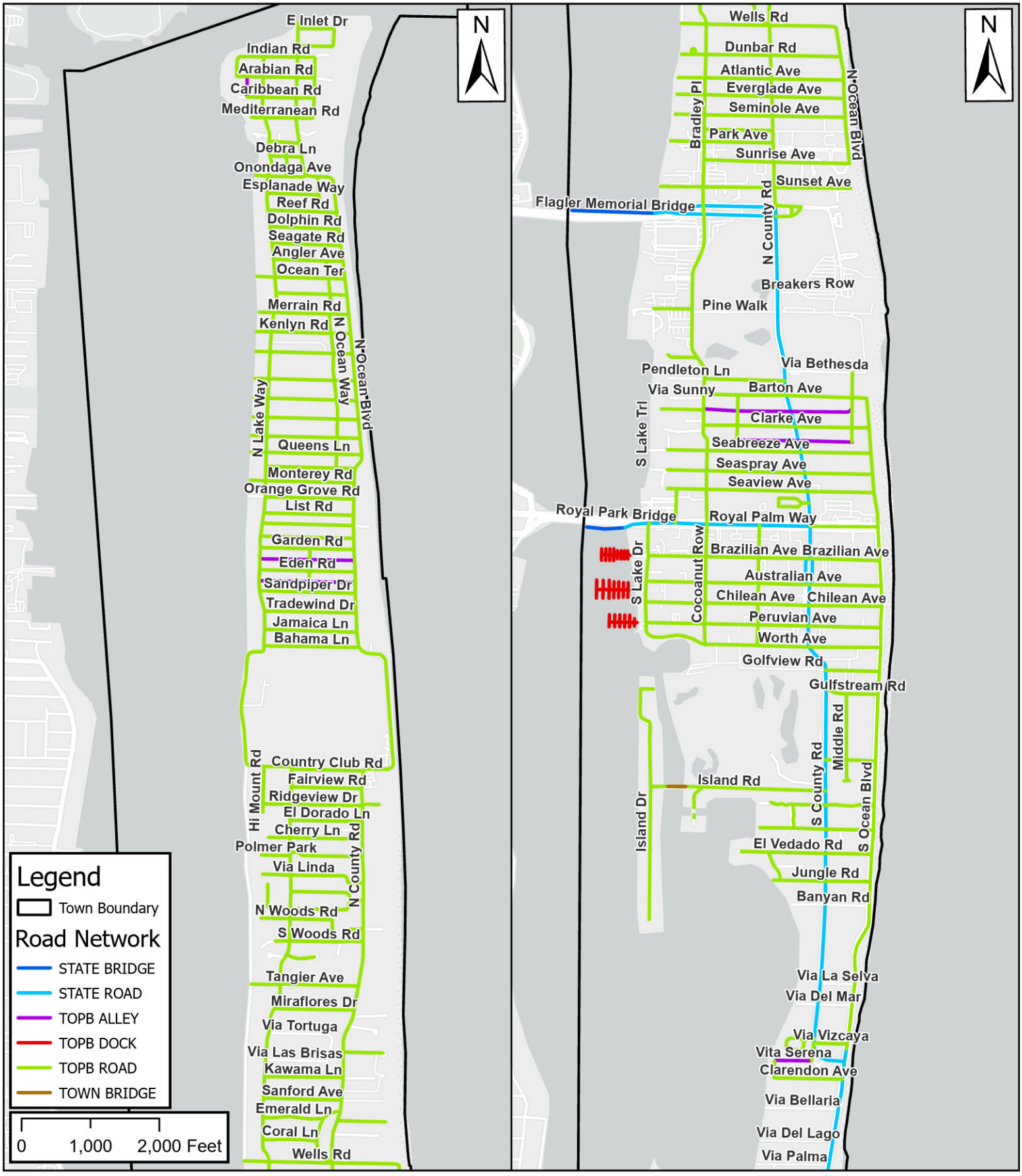

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# Roadway Number of Lanes Map - 2024

GIS Department

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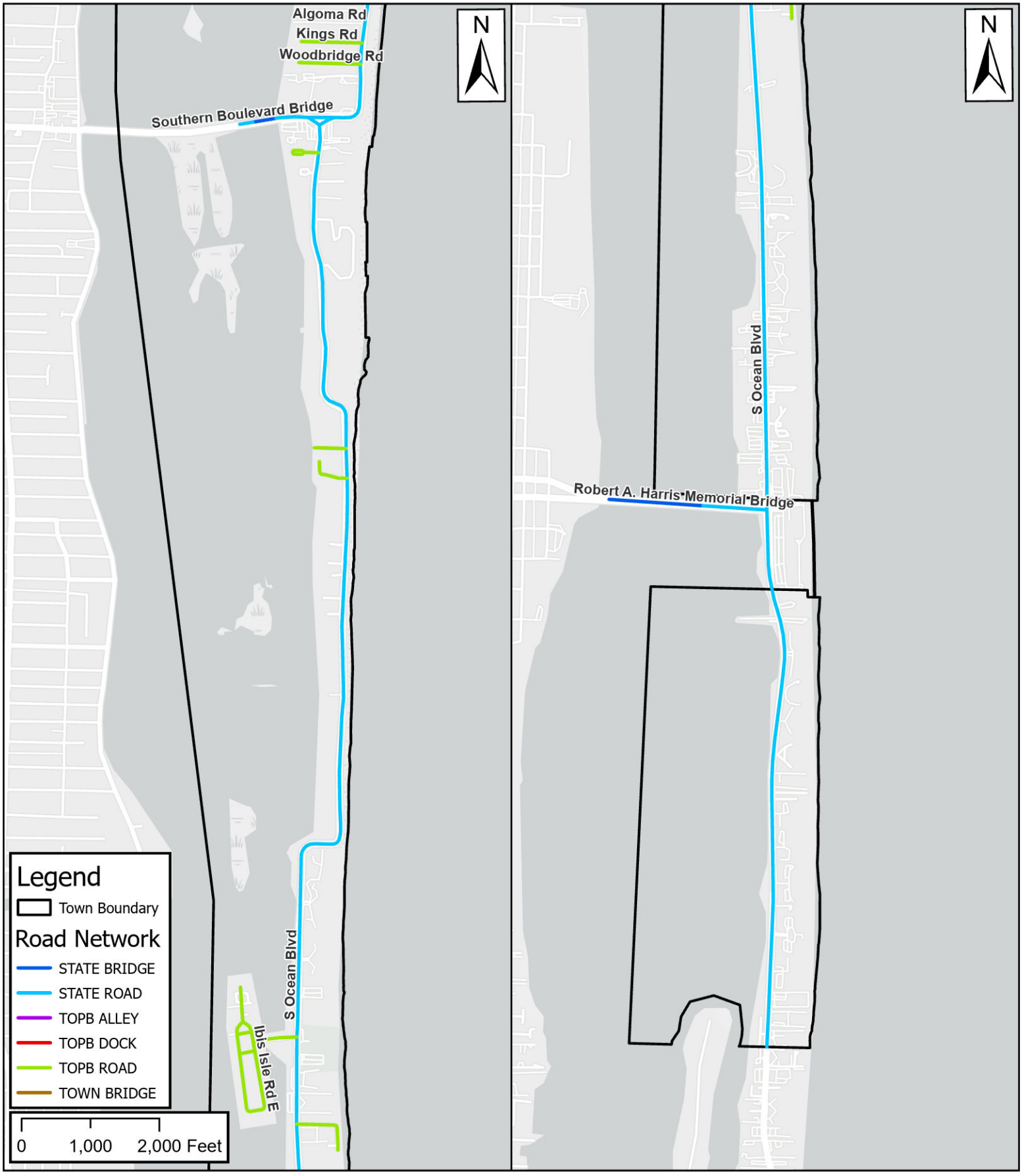
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# Road Network Map - 2024

GIS Department

| Map No. | |
|---|---|
| 2.3 | |

| Date | 9/23/2024 |
|---|---|



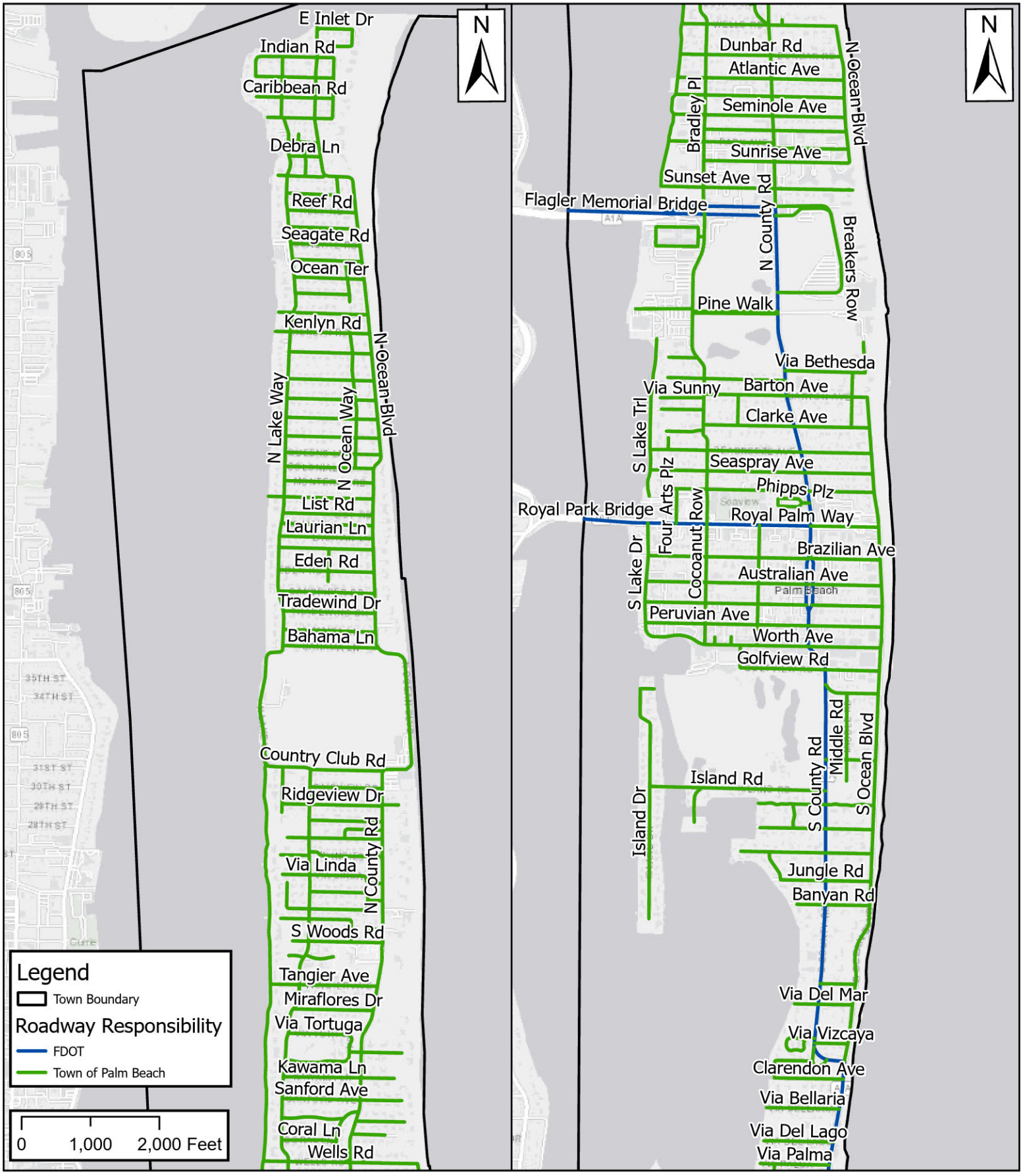

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# Road Network Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.3 | 9/23/2024 |



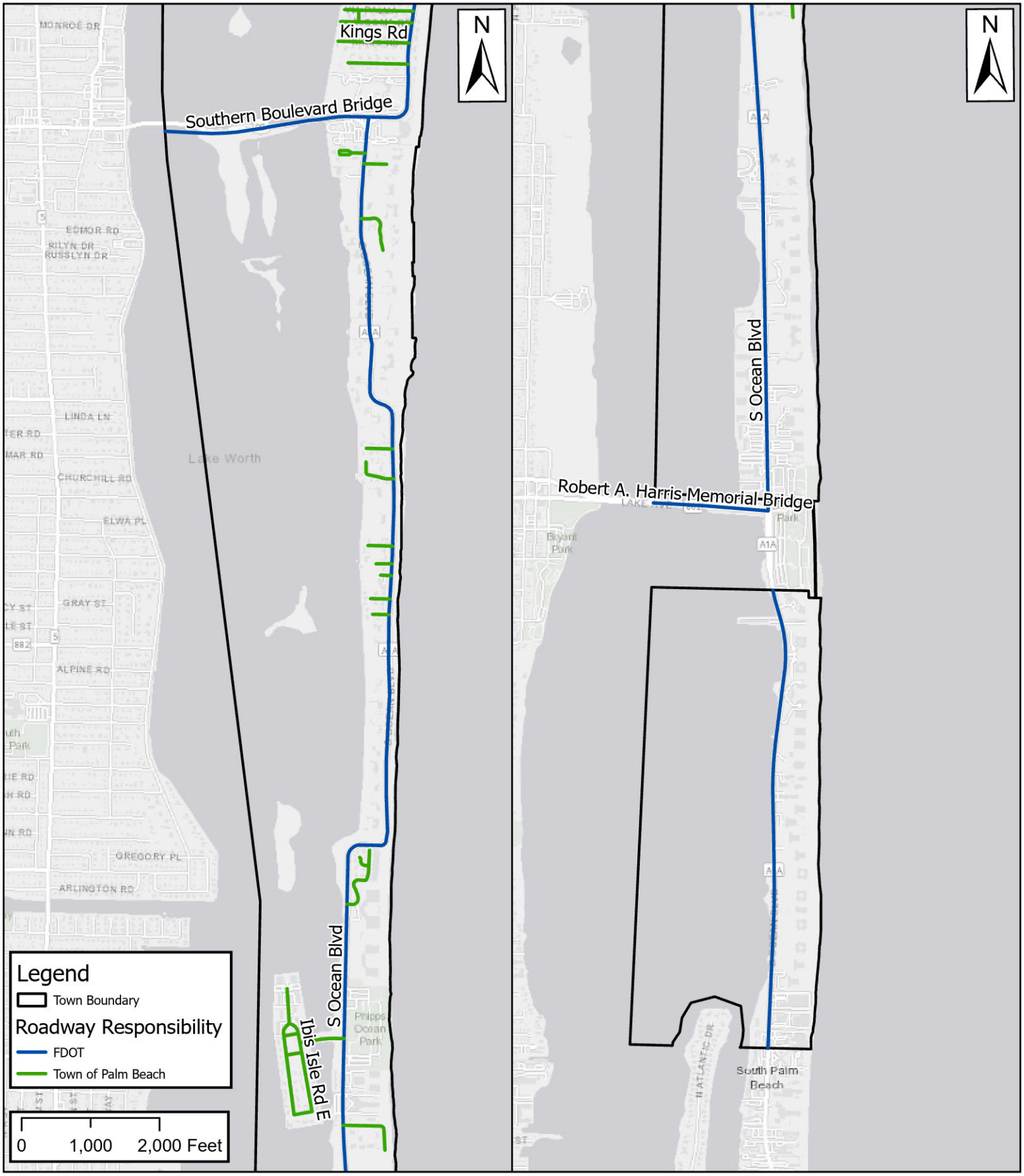

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# Roadway Responsibility Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.4 | 9/23/2024 |



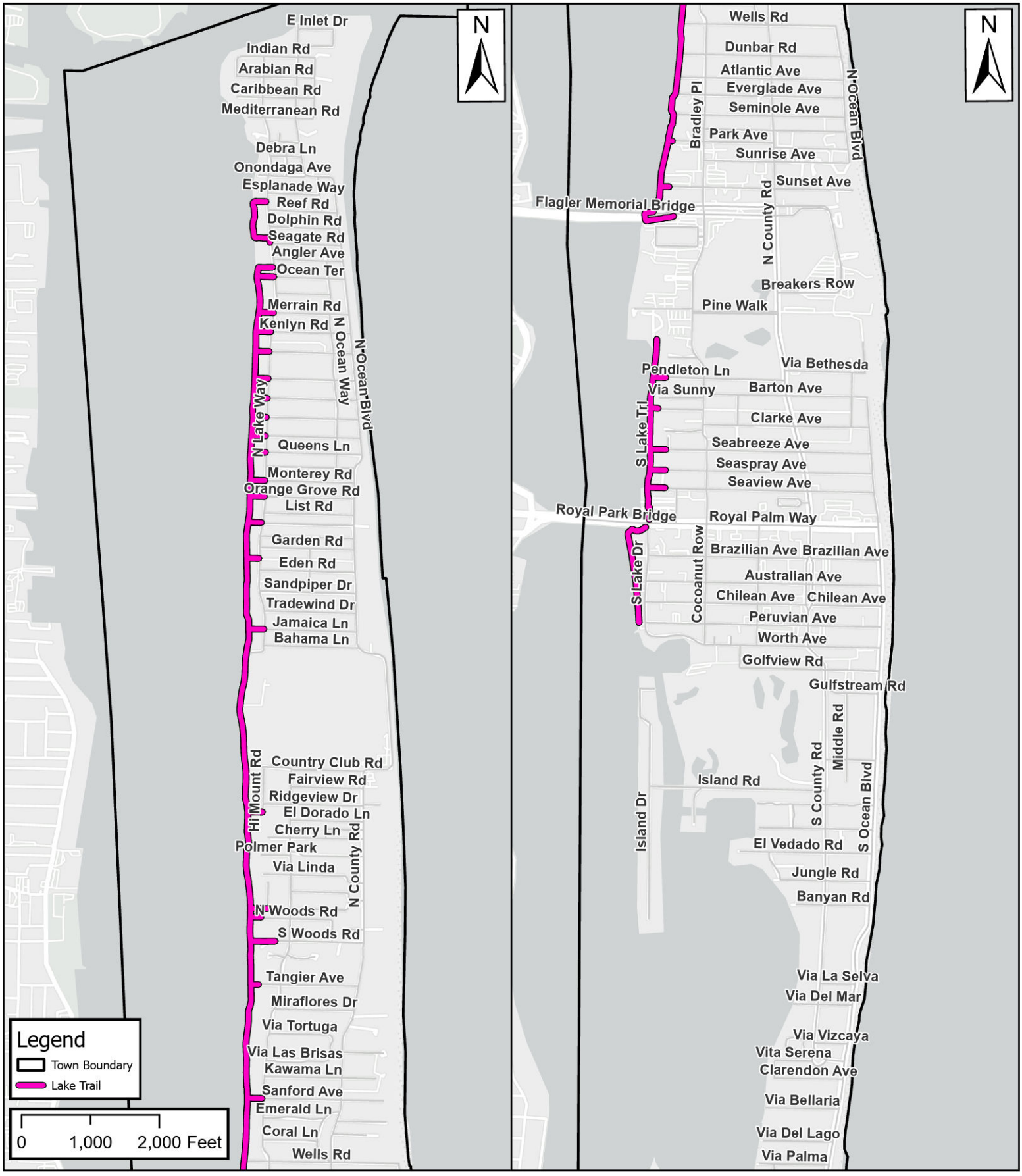

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# Roadway Responsibility Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.4 | 9/23/2024 |



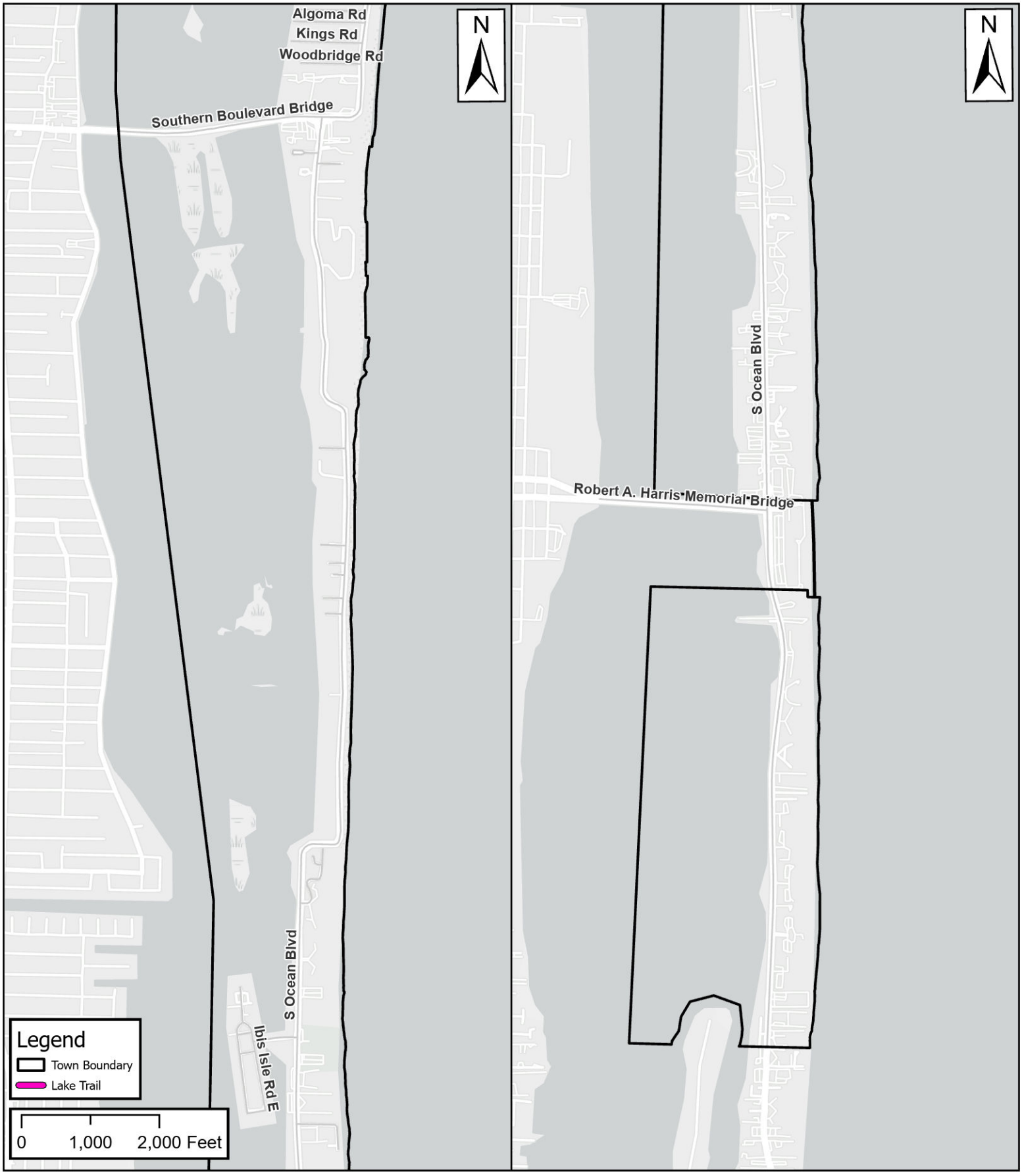

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# Bicycle Facilities Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.5 | 9/23/2024 |




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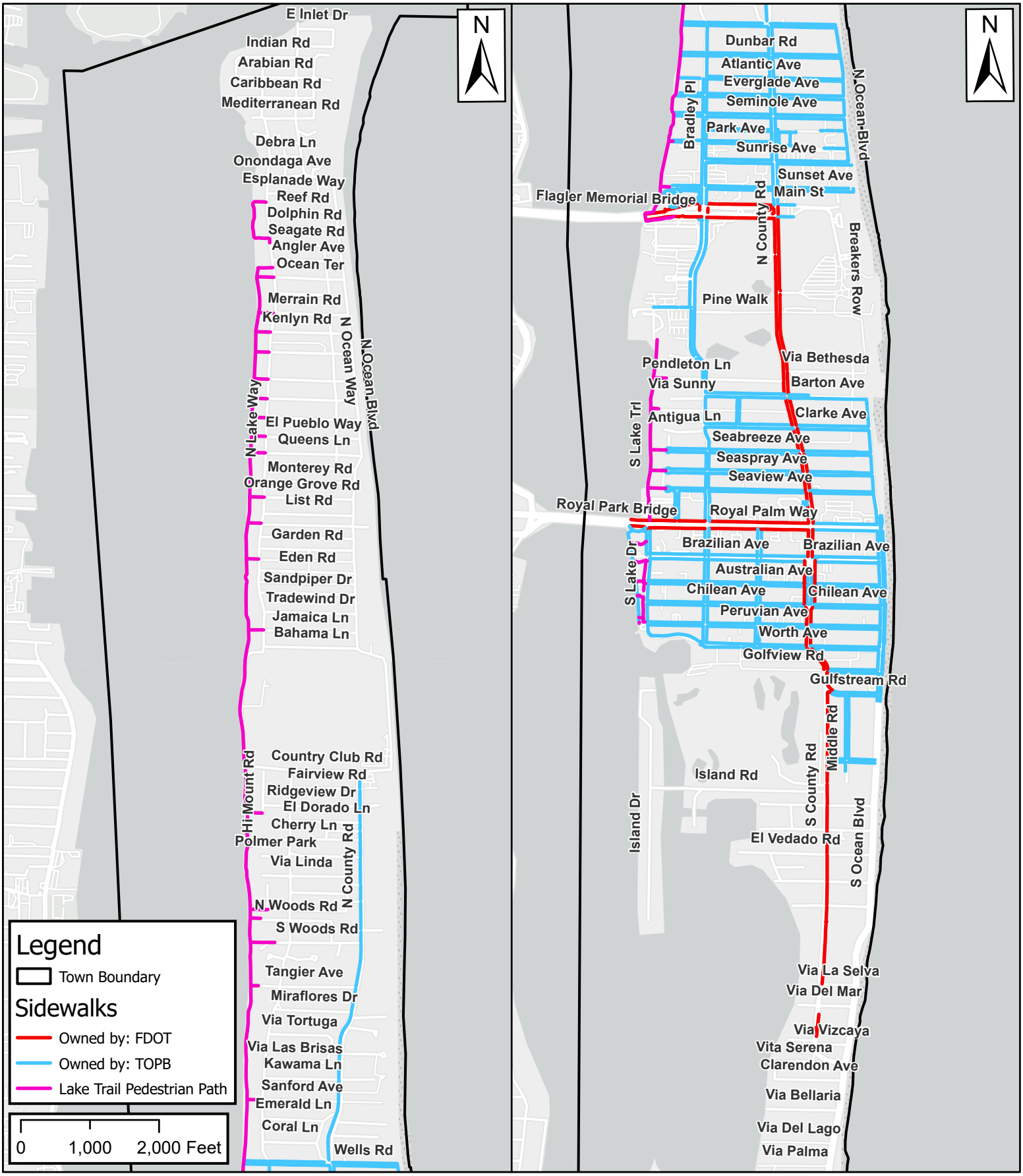
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# Bicycle Facilities Map - 2024

GIS Department

| Map No. | |
|---|---|
| 2.5 | |

| Date | 9/23/2024 |
|---|---|



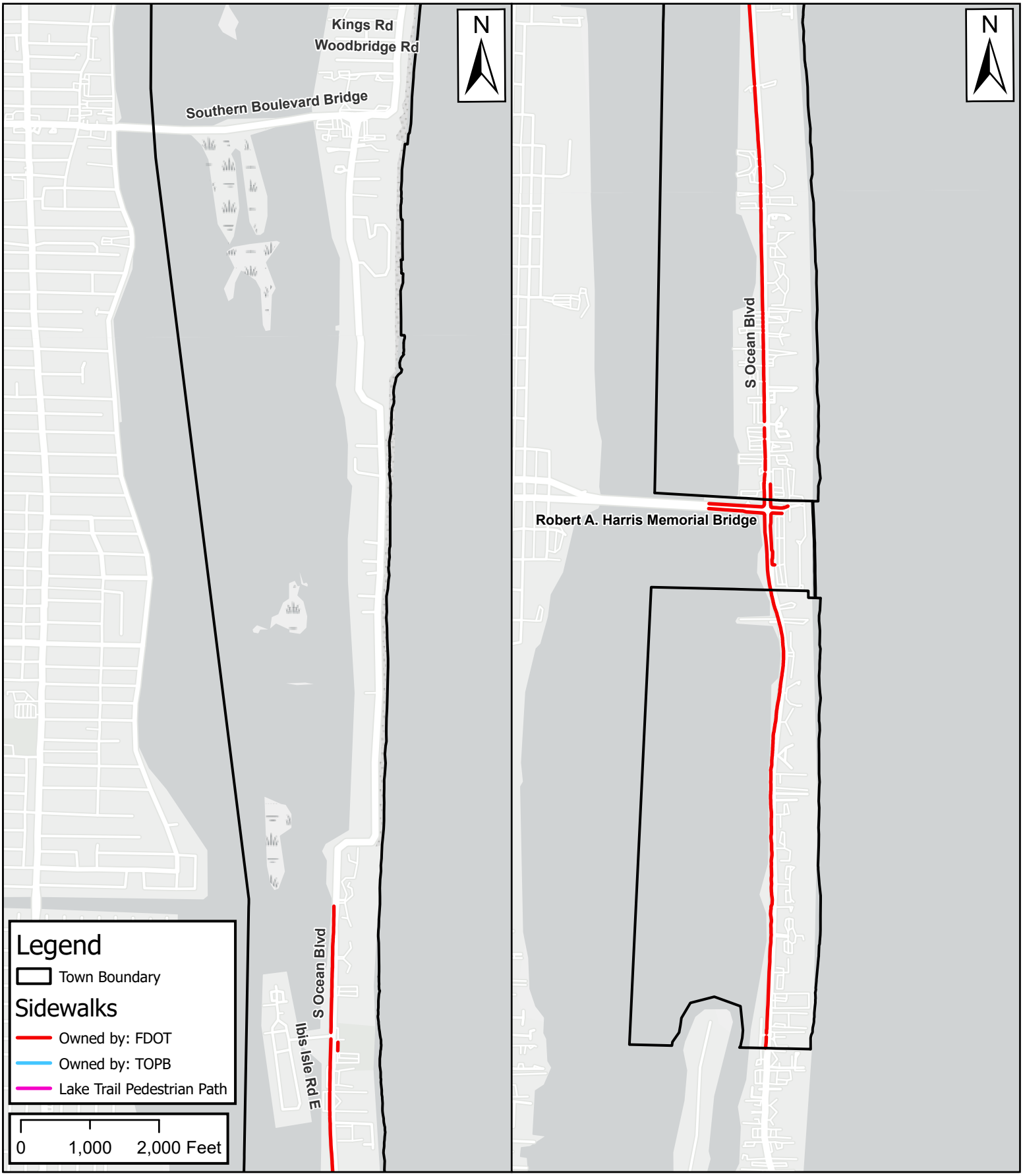

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# Pedestrian Network Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.6 | 9/24/2024 |



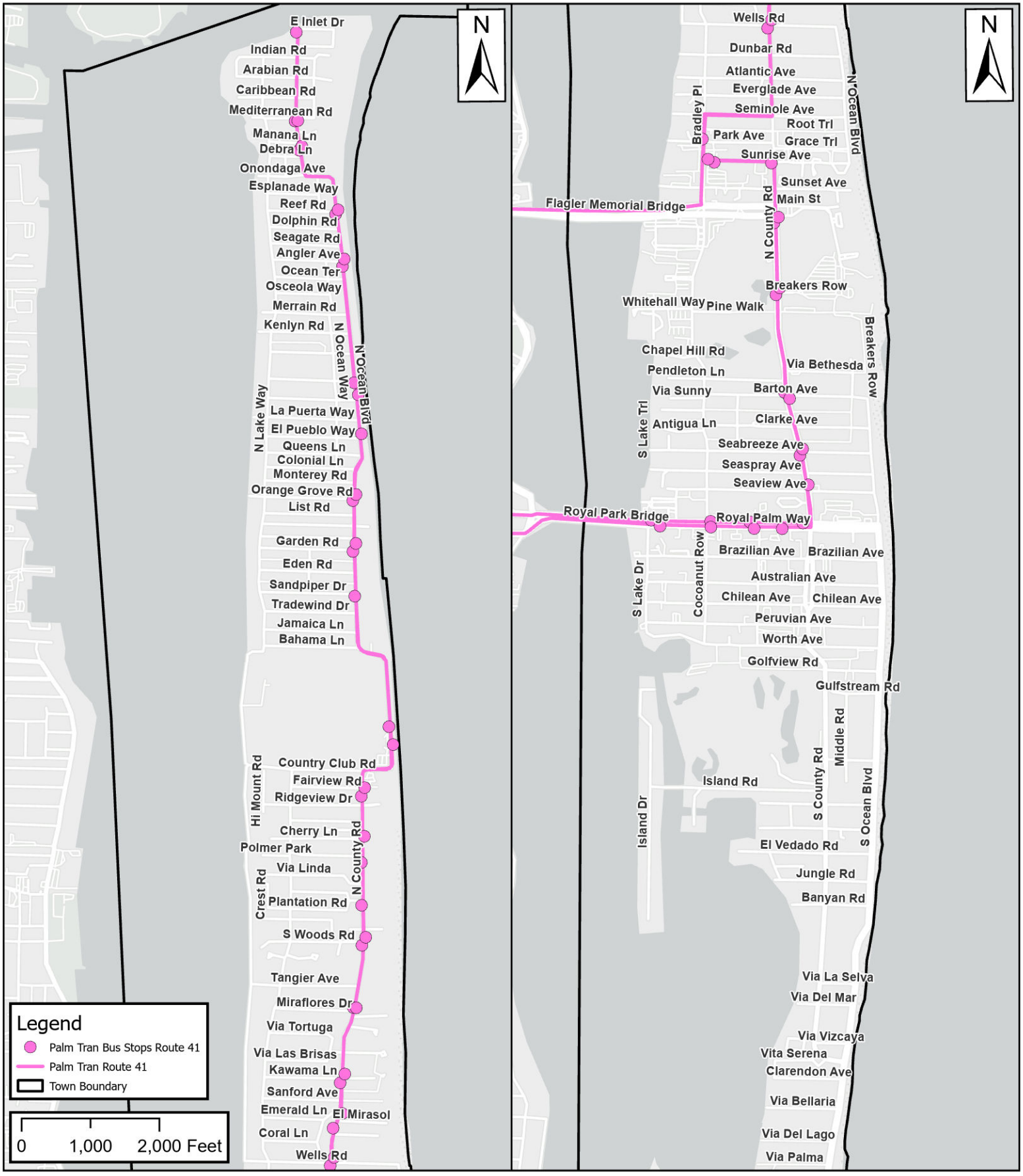

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# Pedestrian Network Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.6 | 9/24/2024 |



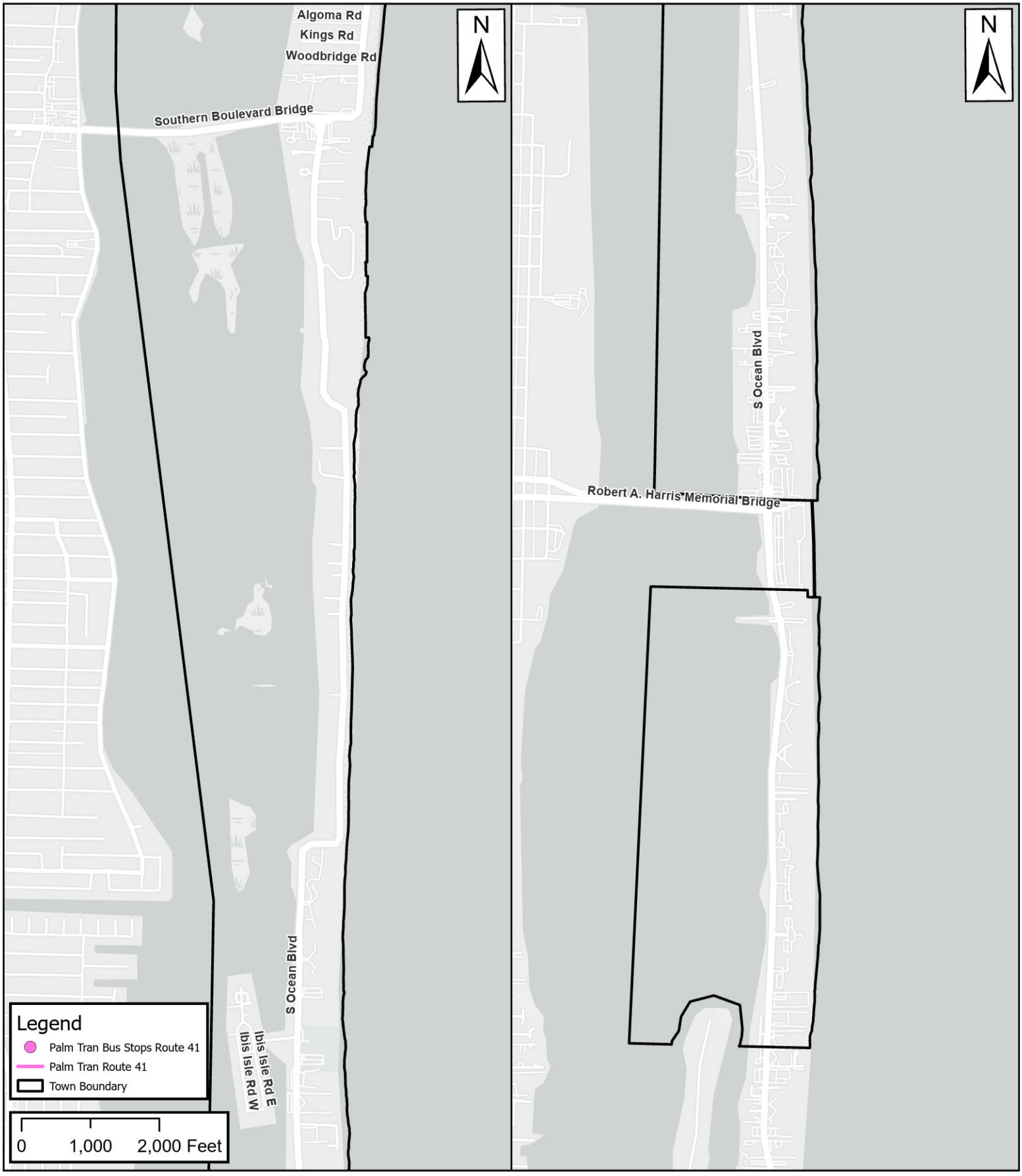

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# Public Transit Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.7 | 9/24/2024 |




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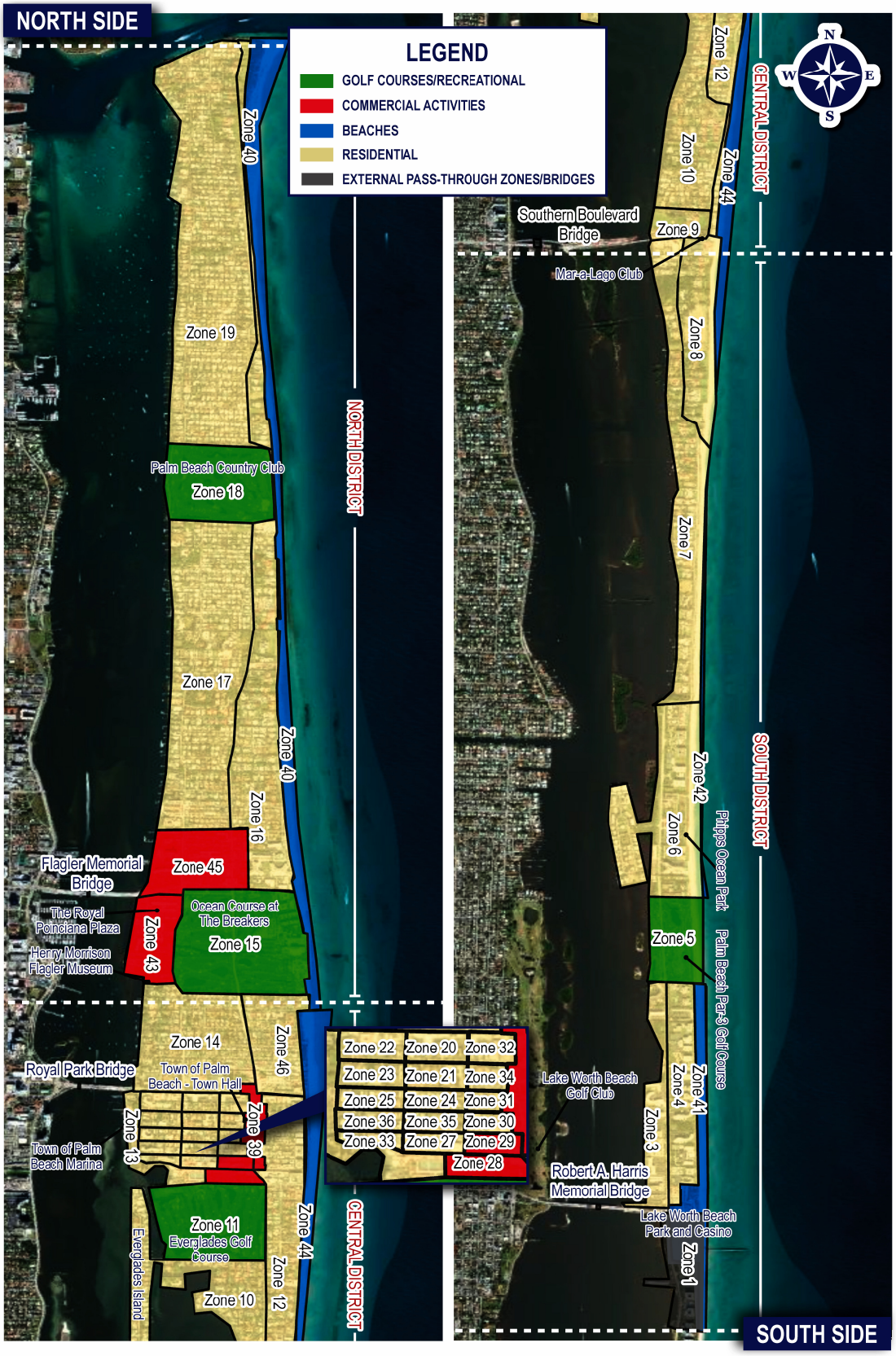
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# Public Transit Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.7 | 9/24/2024 |

# TOWN OF PALM BEACH OD ZONES ANALYSIS





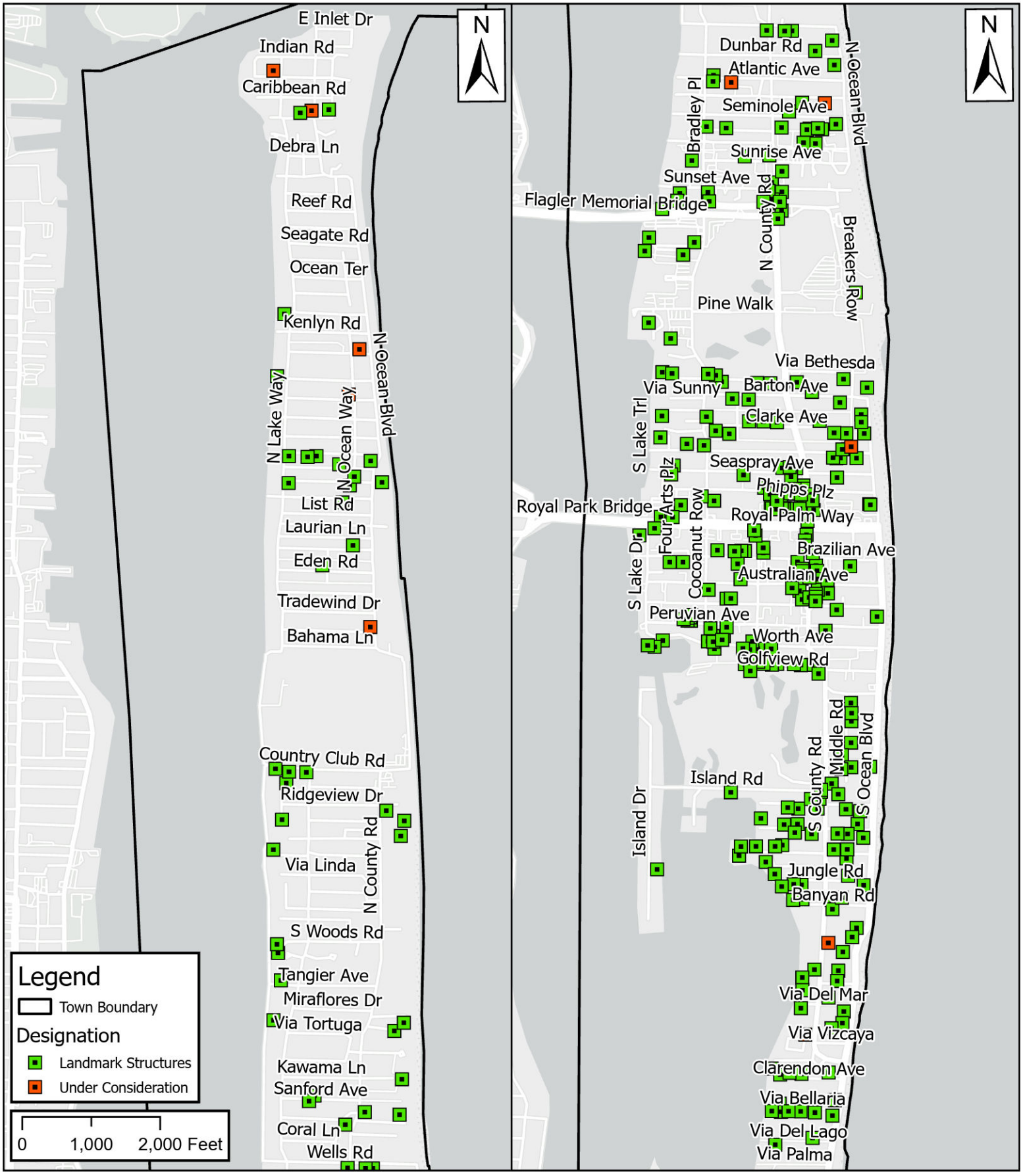
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## Origin Destination (OD) Zones Analysis Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 2.8 | 9/26/2024 |




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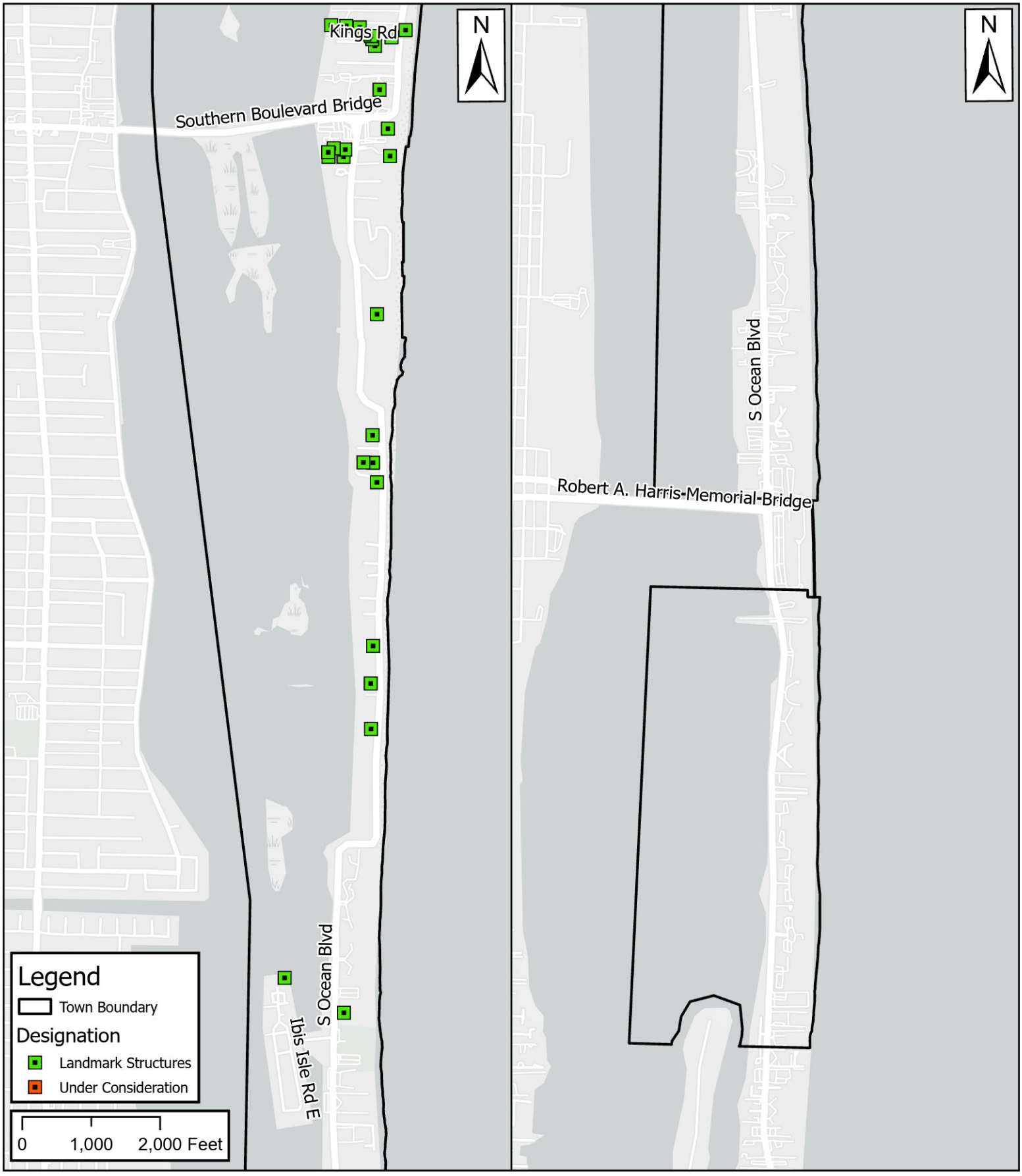
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# Landmark Structures Map - 2024

GIS Department

| Map No. | |
|---|---|
| 4.1 | |

| Date | 9/24/2024 |
|---|---|



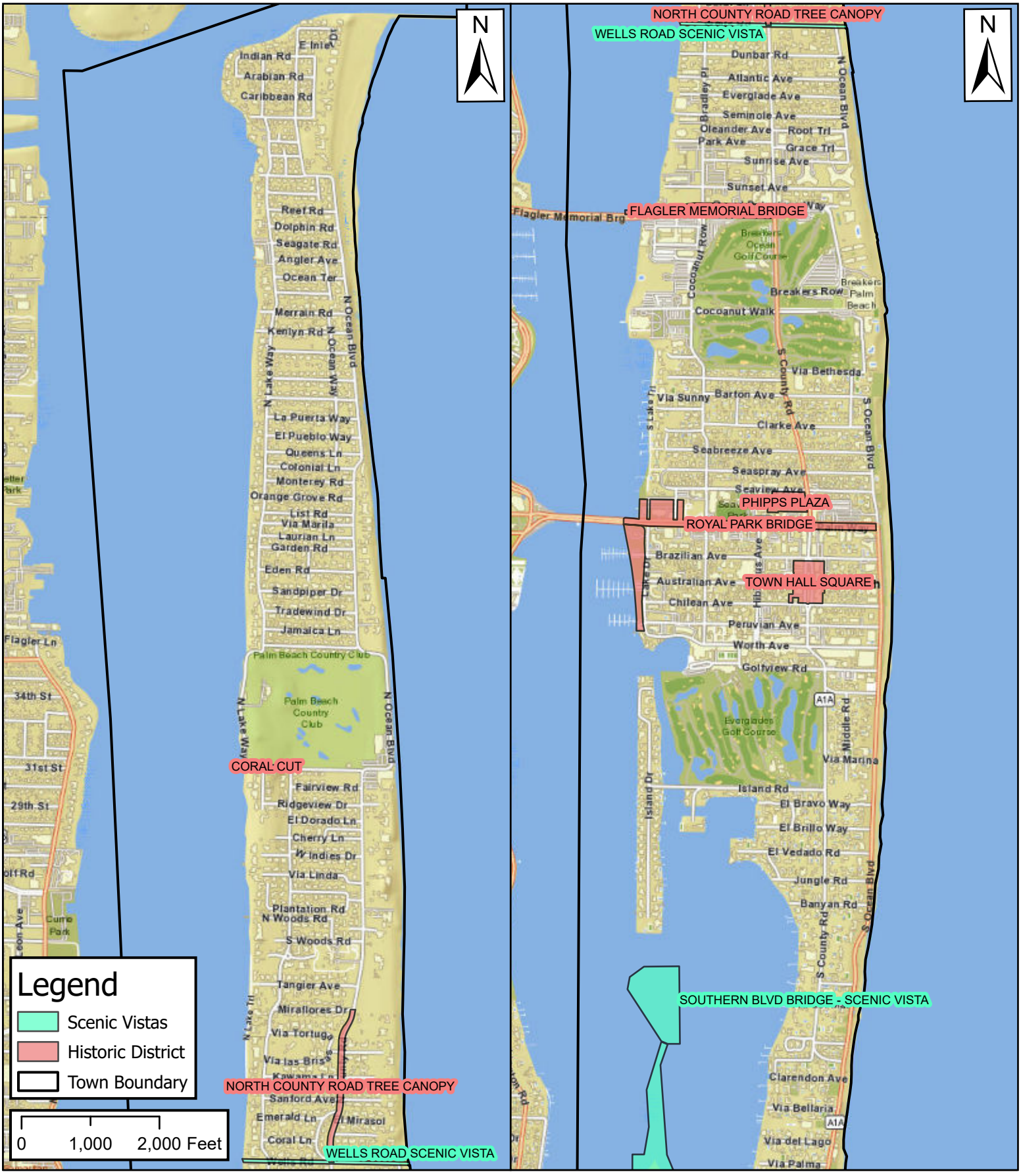

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# Landmark Structures Map - 2024

GIS Department

| Map No. | Date |
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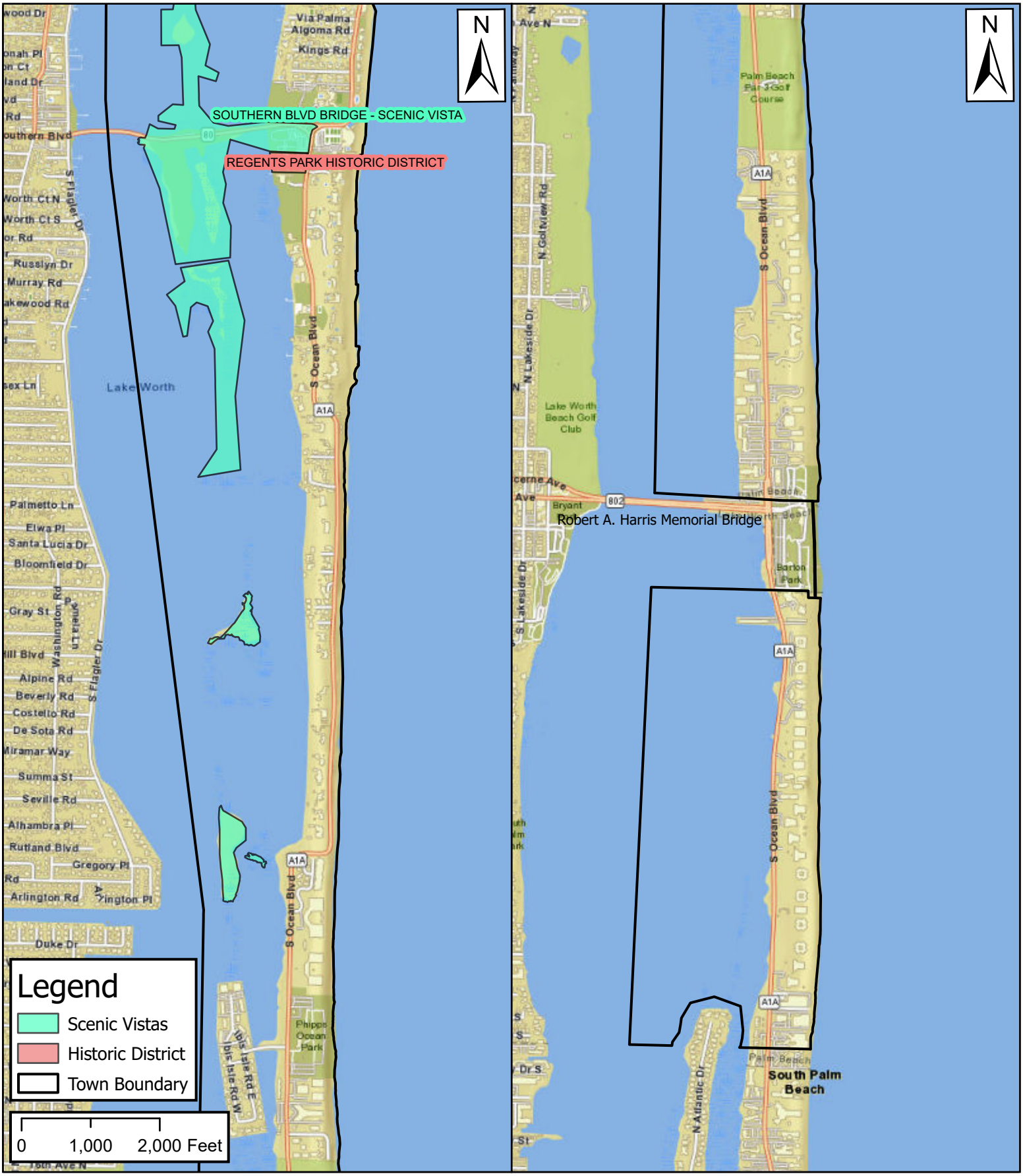

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# Historic Districts and Scenic Vistas Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 4.2 | 9/24/2024 |



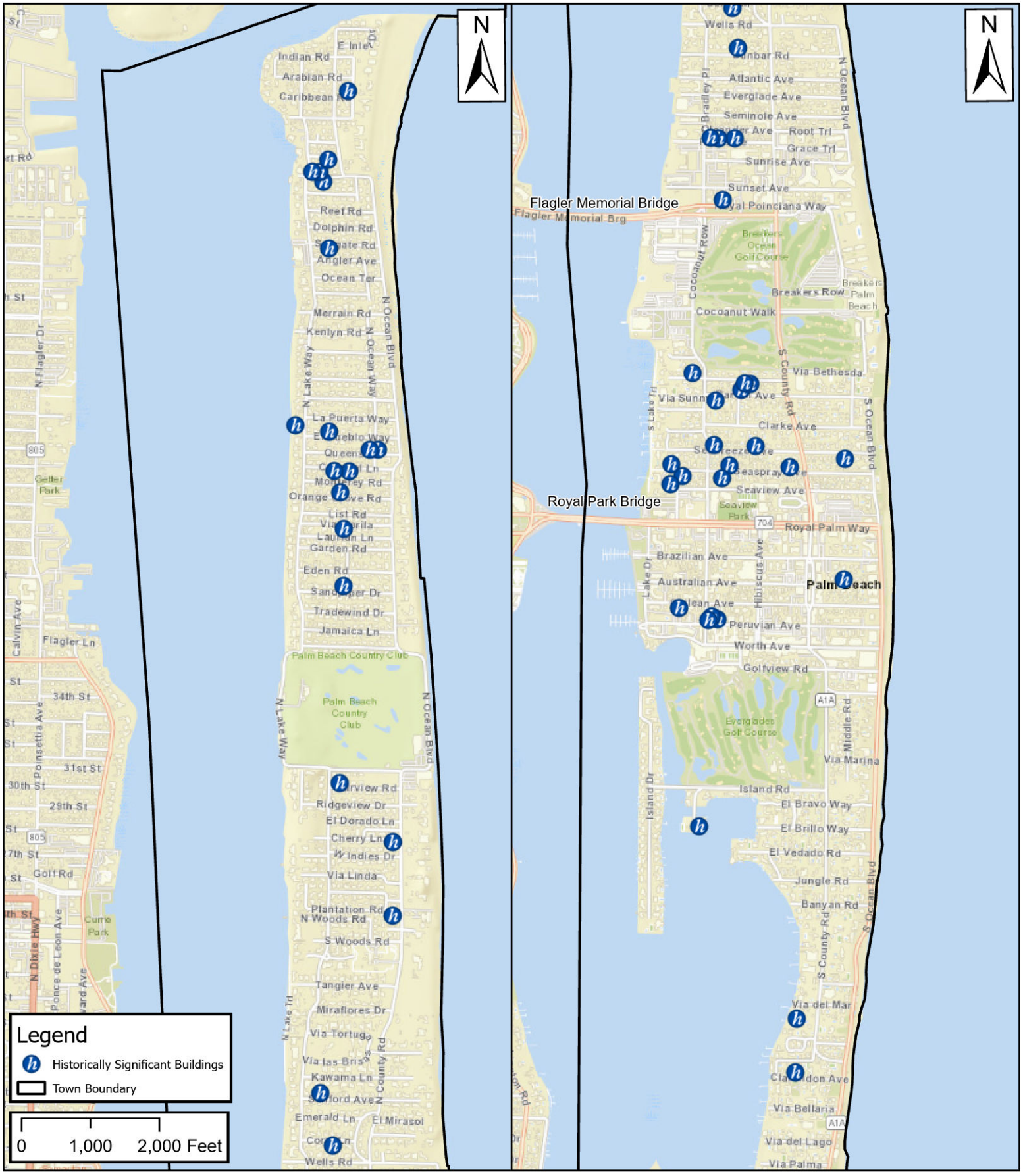

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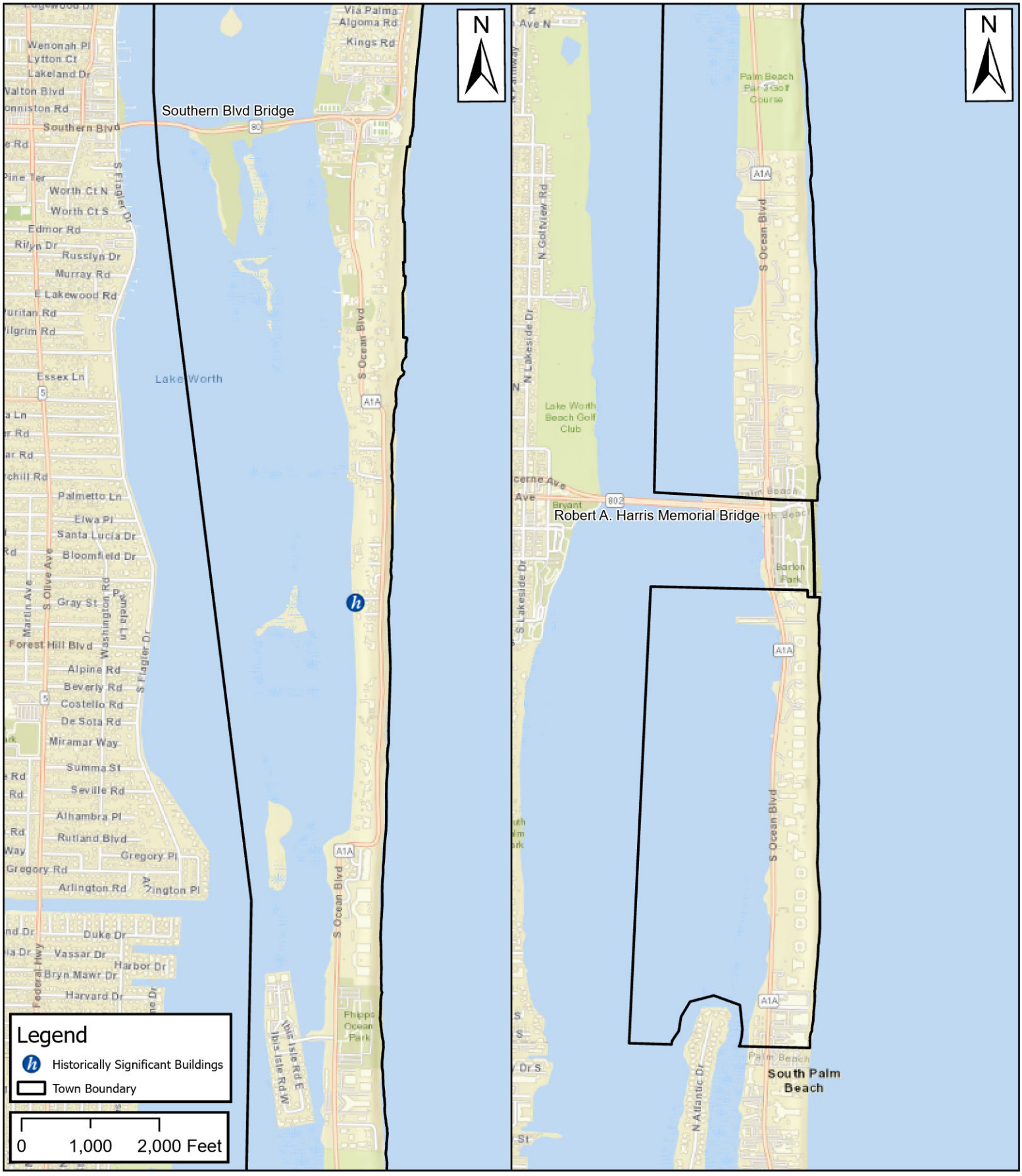

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# Historically Significant Buildings Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 4.3 | 9/24/2024 |



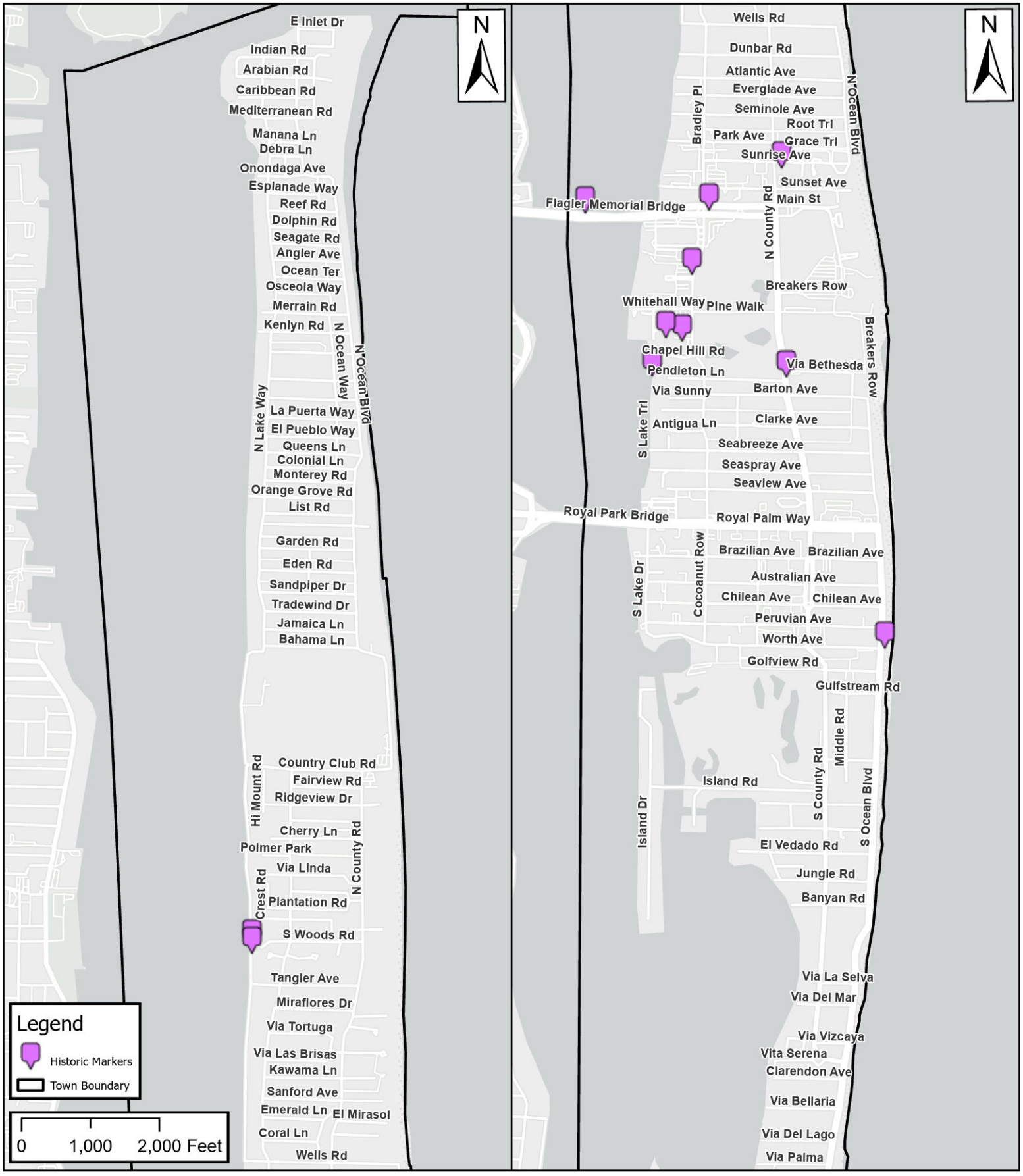

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# Historically Significant Buildings Map - 2024

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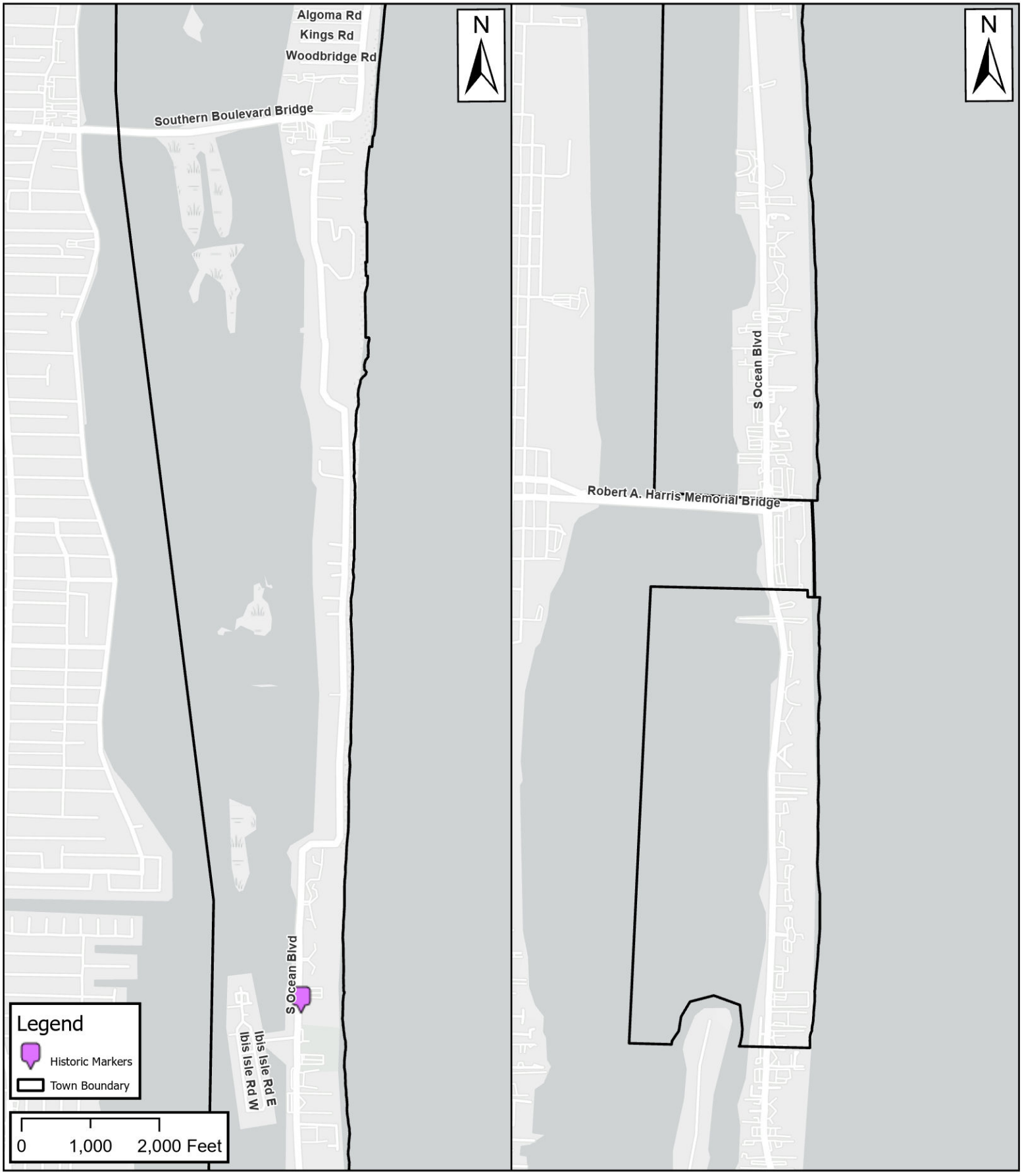
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# Historic Markers Map - 2024

GIS Department

| Map No. | |
|---|---|
| 4.4 | |

| Date | 9/24/2024 |
|---|---|



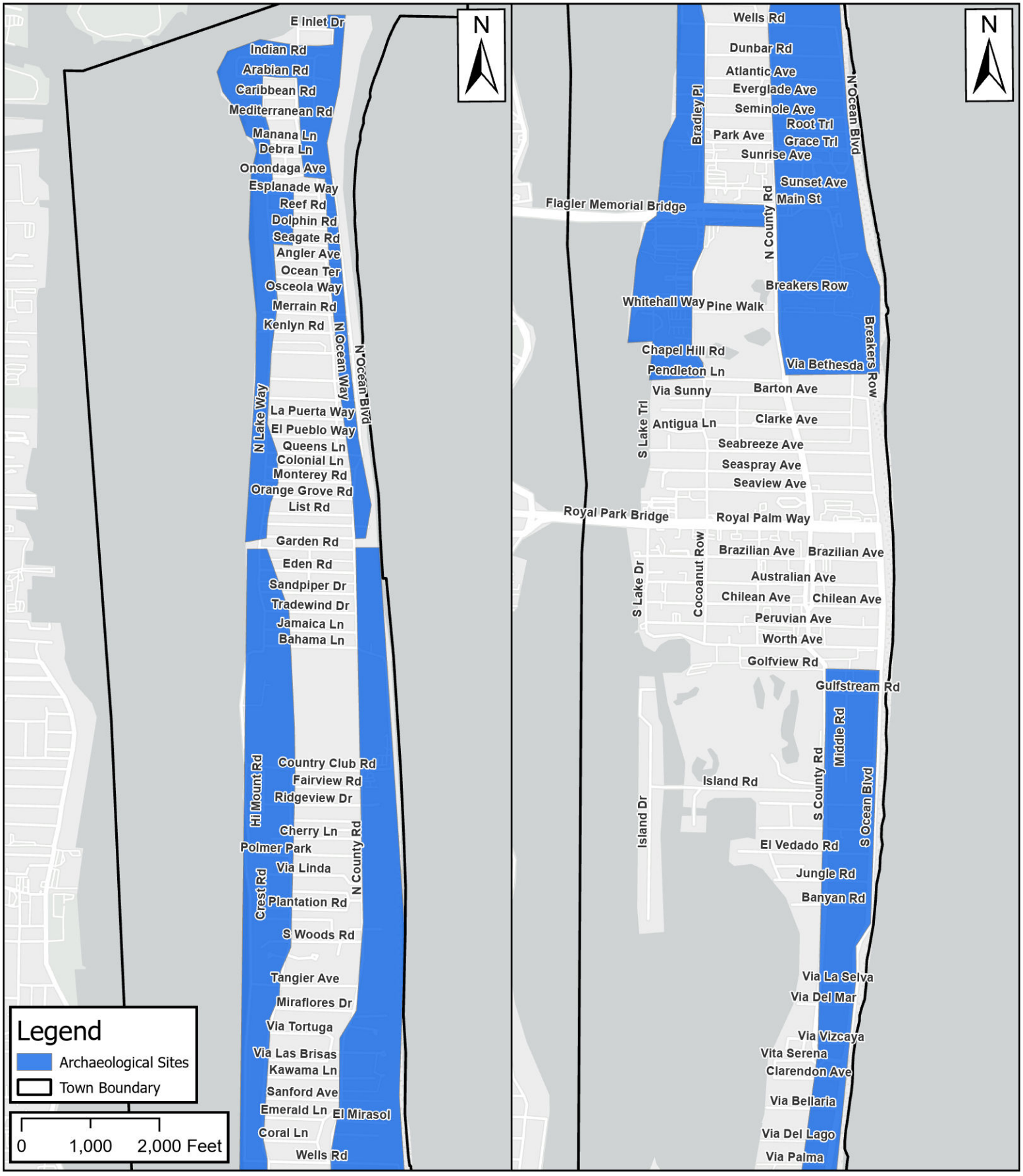

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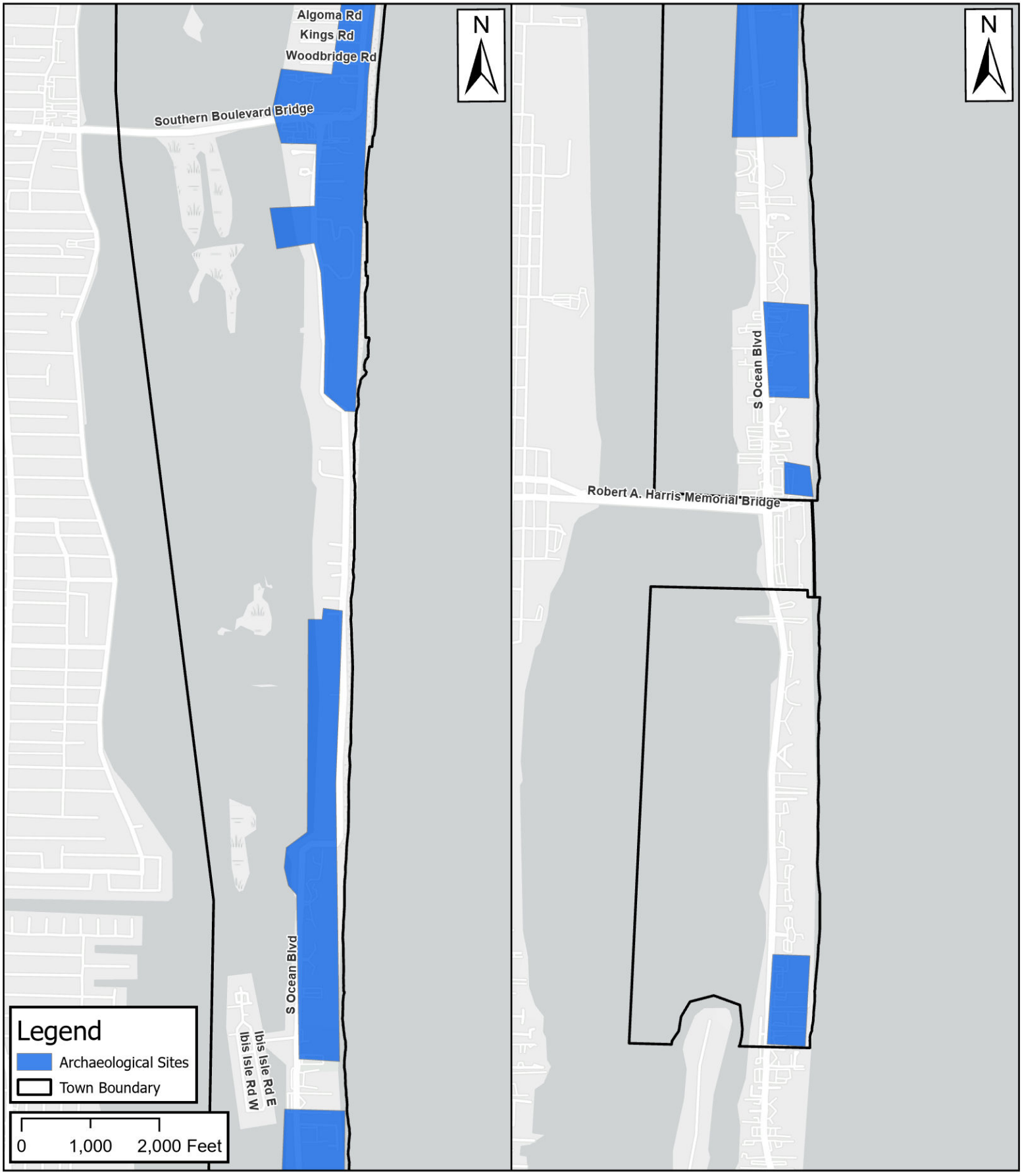

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This map contains approximate locations and information based on current available public records.

# Archaeological Sites Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 4.5 | 9/24/2024 |



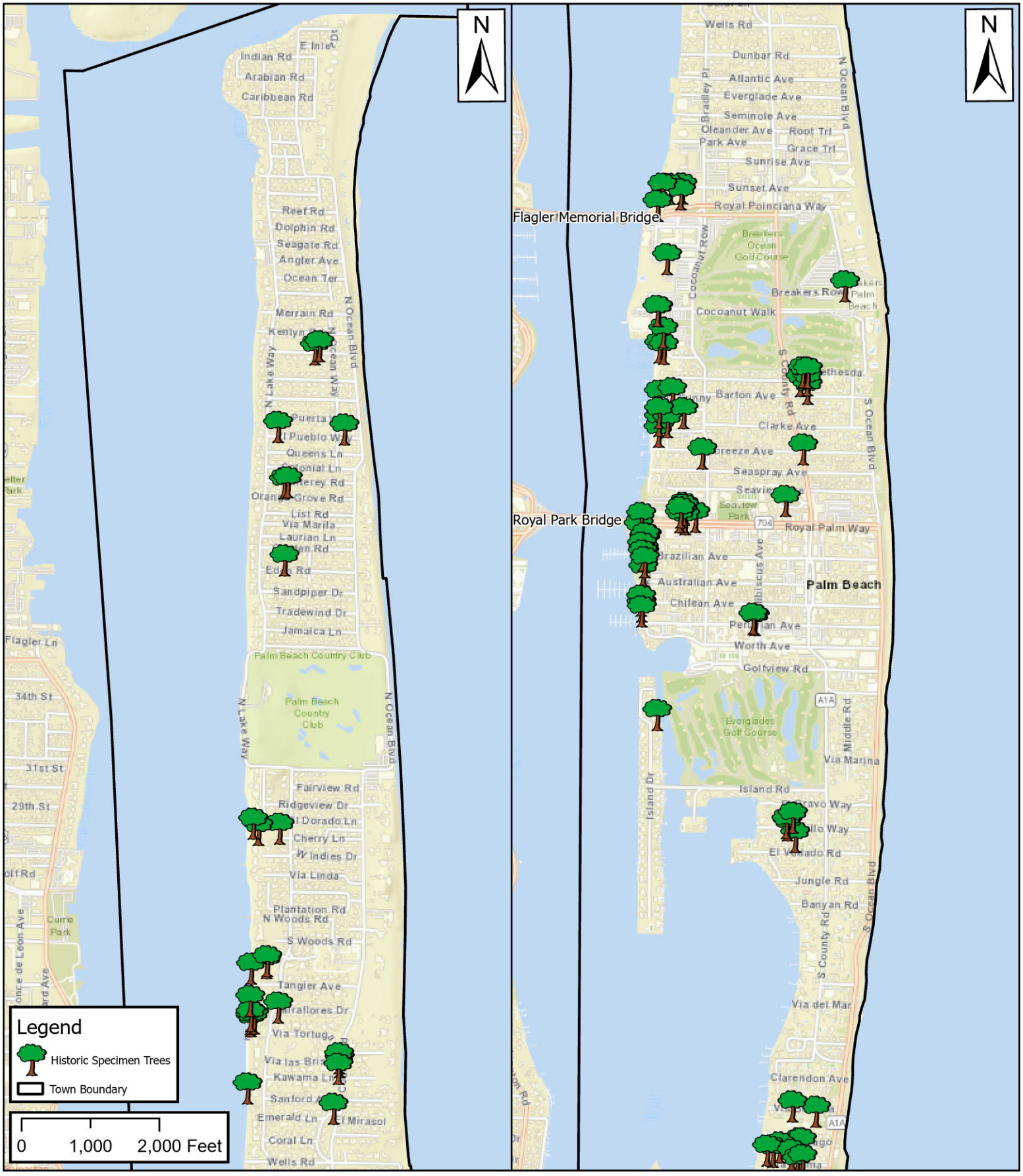

**Planning, Zoning & Building Department**
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# Archaeological Sites Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 4.5 | 9/24/2024 |



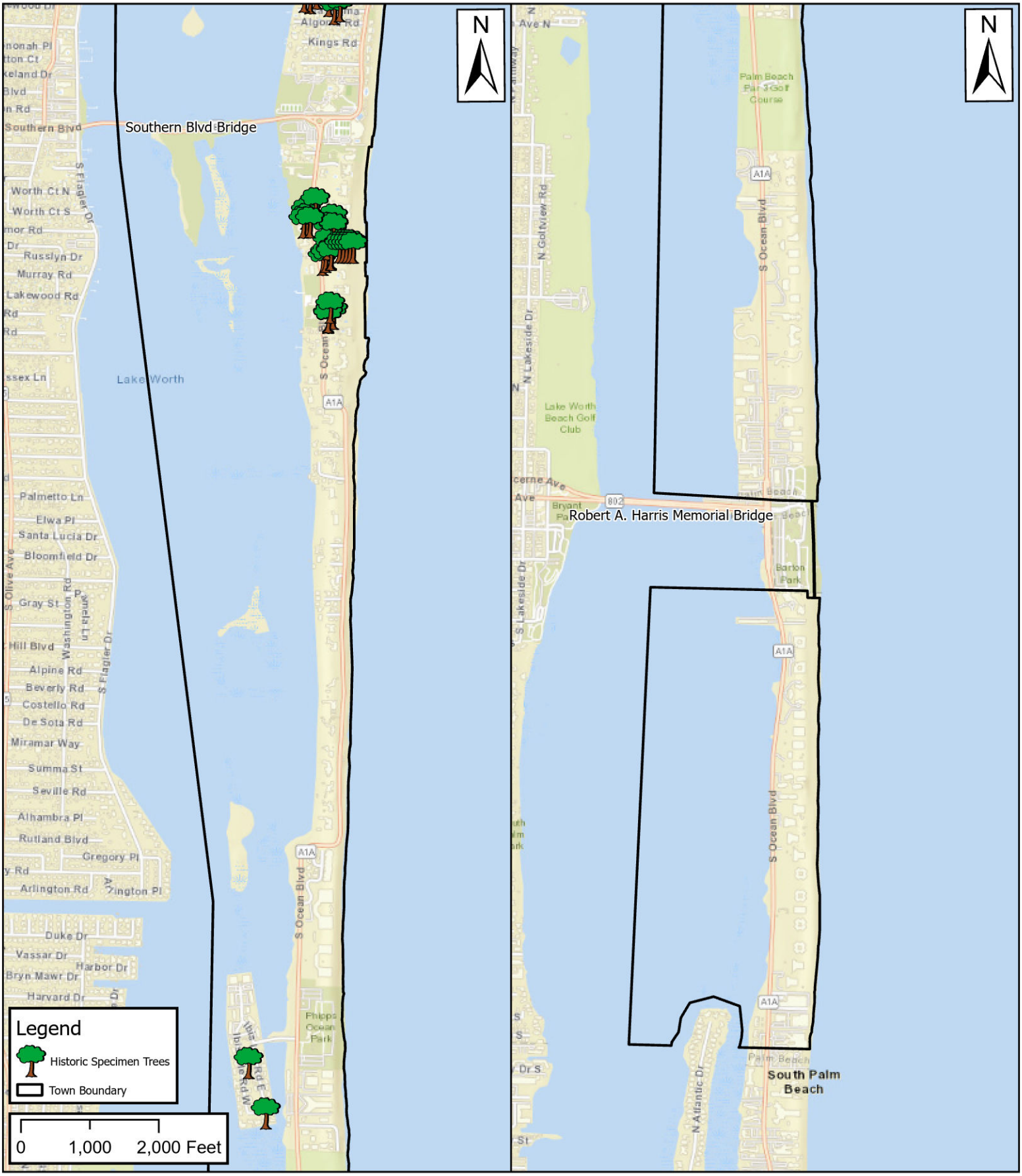

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# Historic Specimen Trees Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 4.6 | 9/24/2024 |




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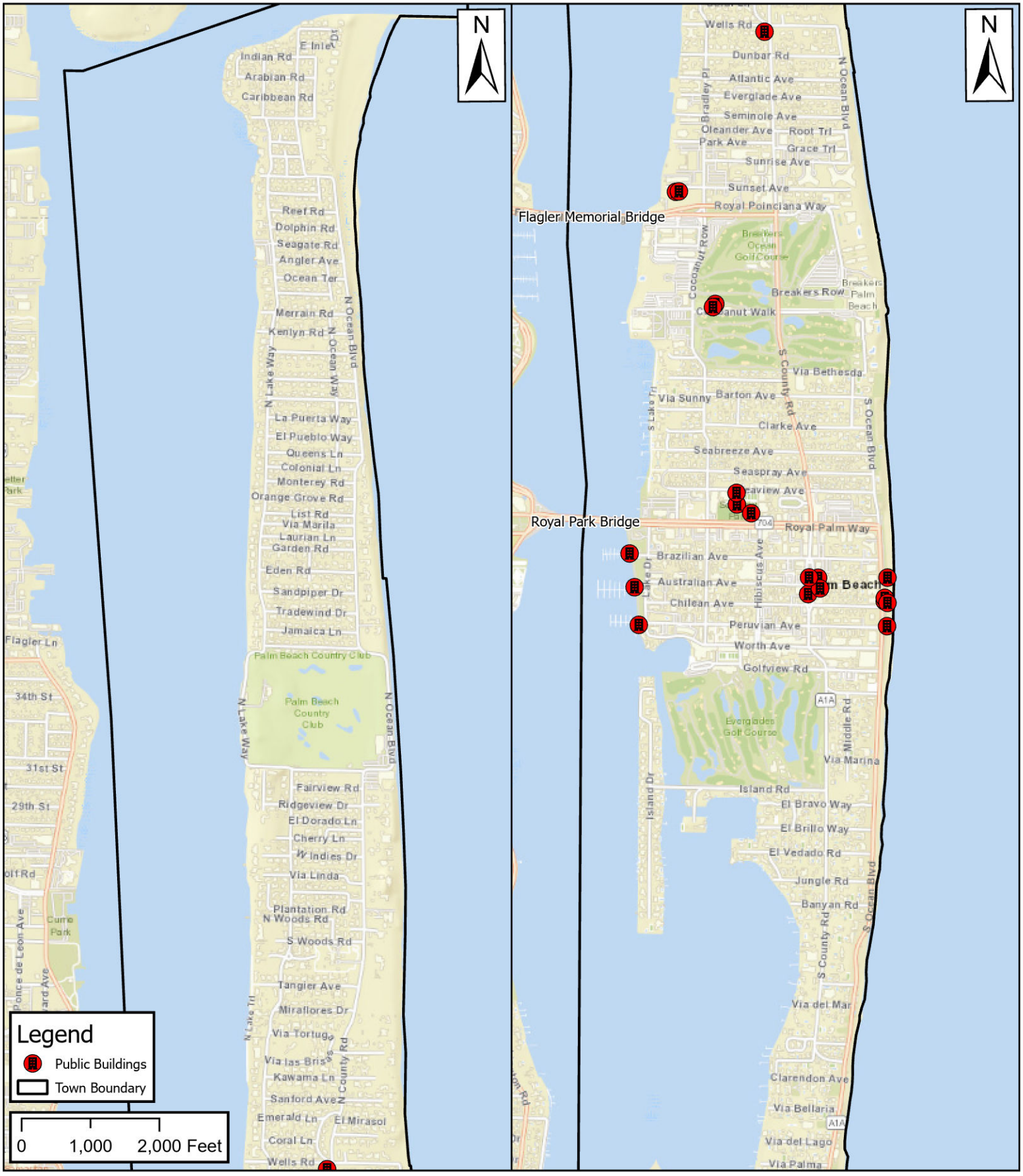
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# Historic Specimen Trees Map - 2024

GIS Department

| Map No. | |
|---|---|
| 4.6 | |

| Date | 9/24/2024 |
|---|---|



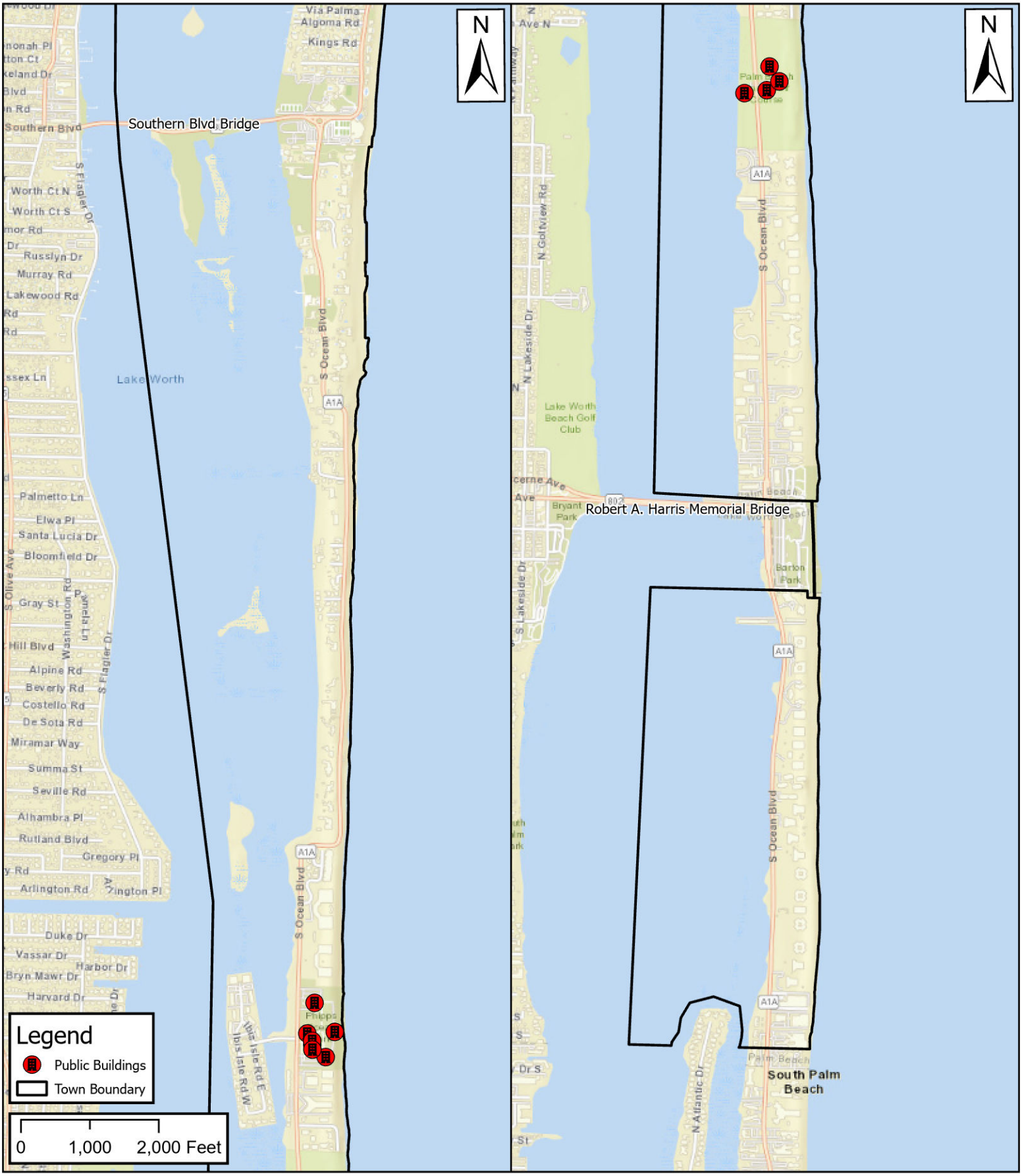

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# Public Buildings Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 6.1 | 9/24/2024 |



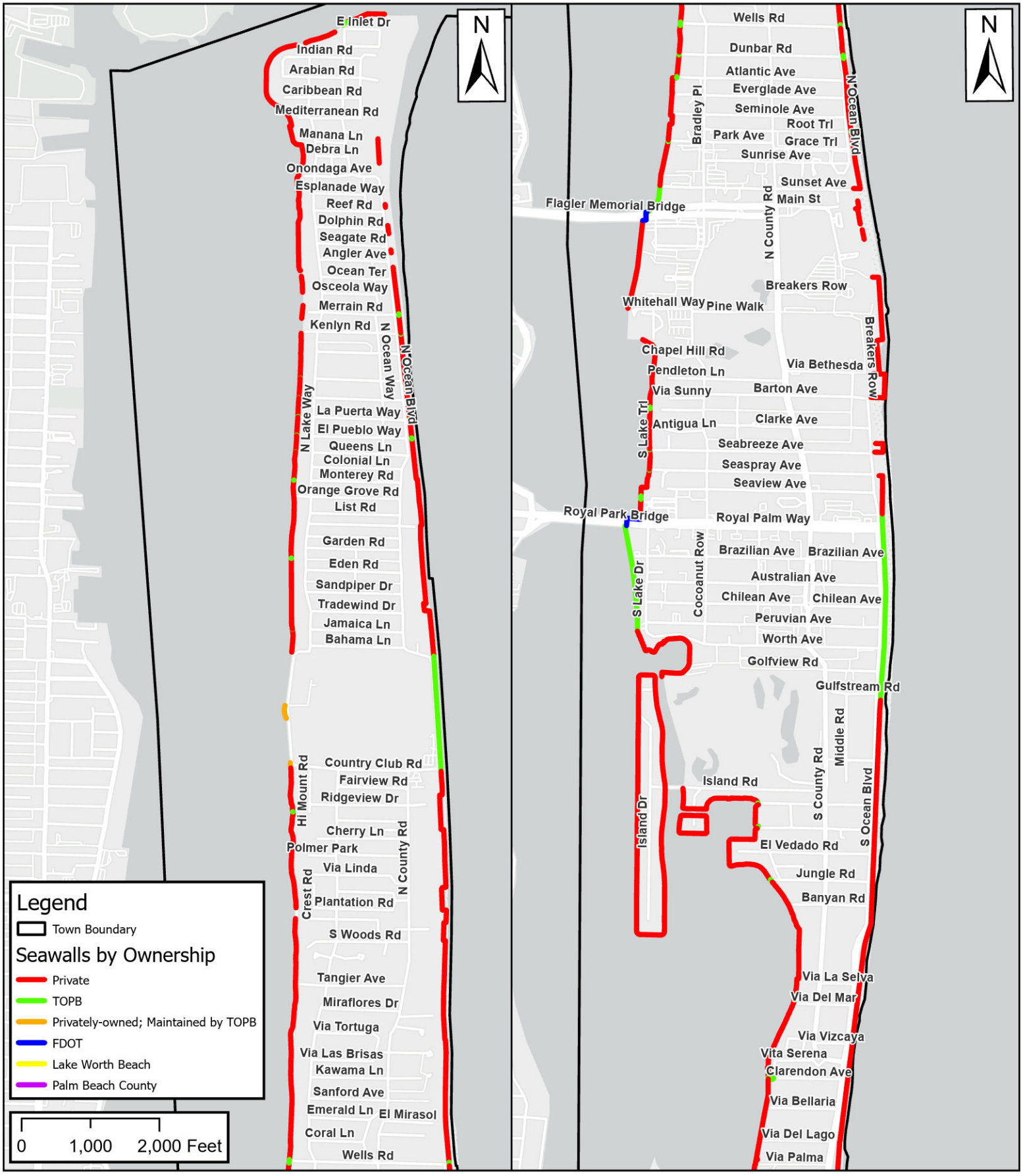

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# Public Buildings Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 6.1 | 9/24/2024 |



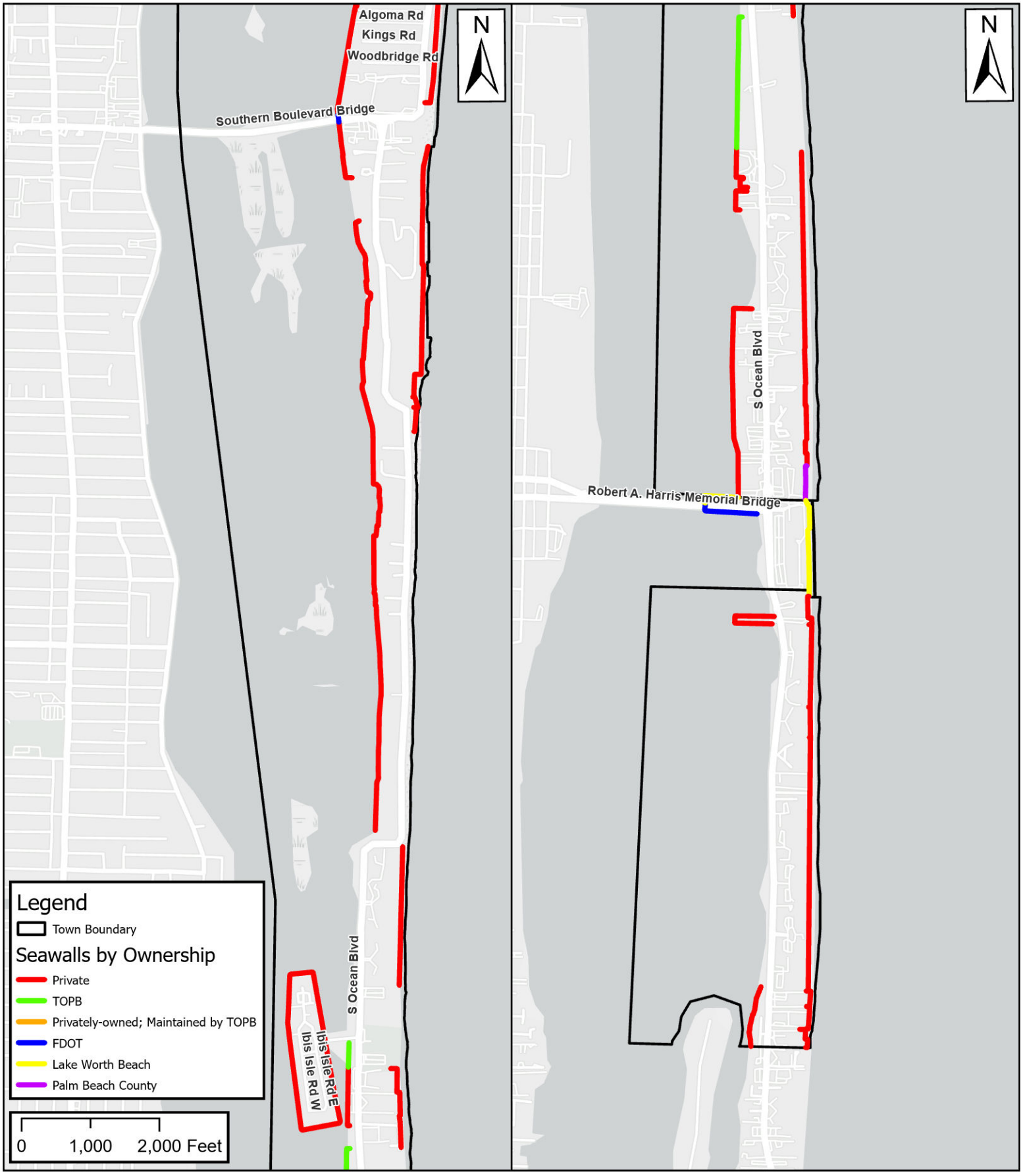

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# Seawall Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 6.2 | 9/24/2024 |



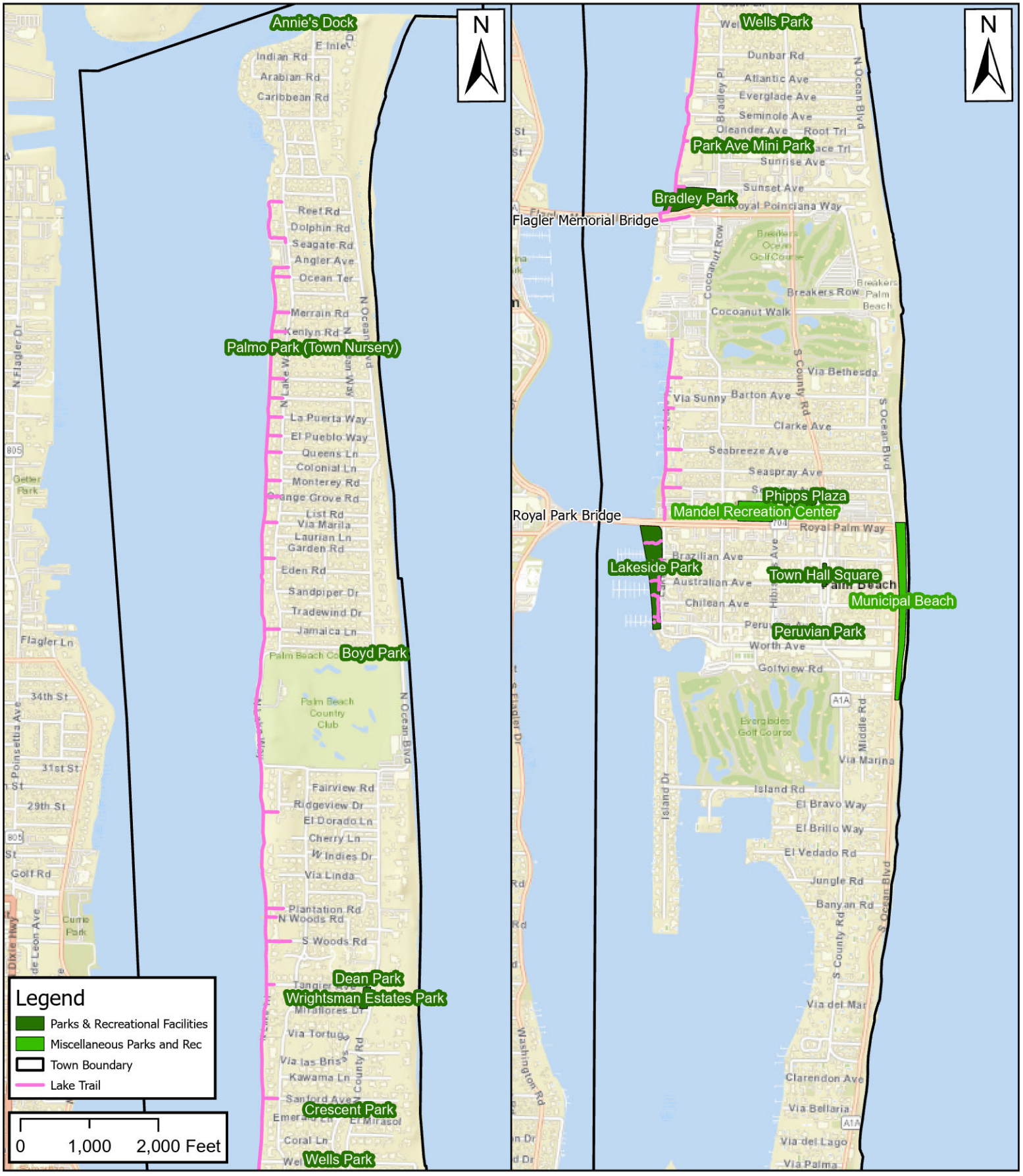

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# Seawall Map - 2024

GIS Department

| Map No. | Date |
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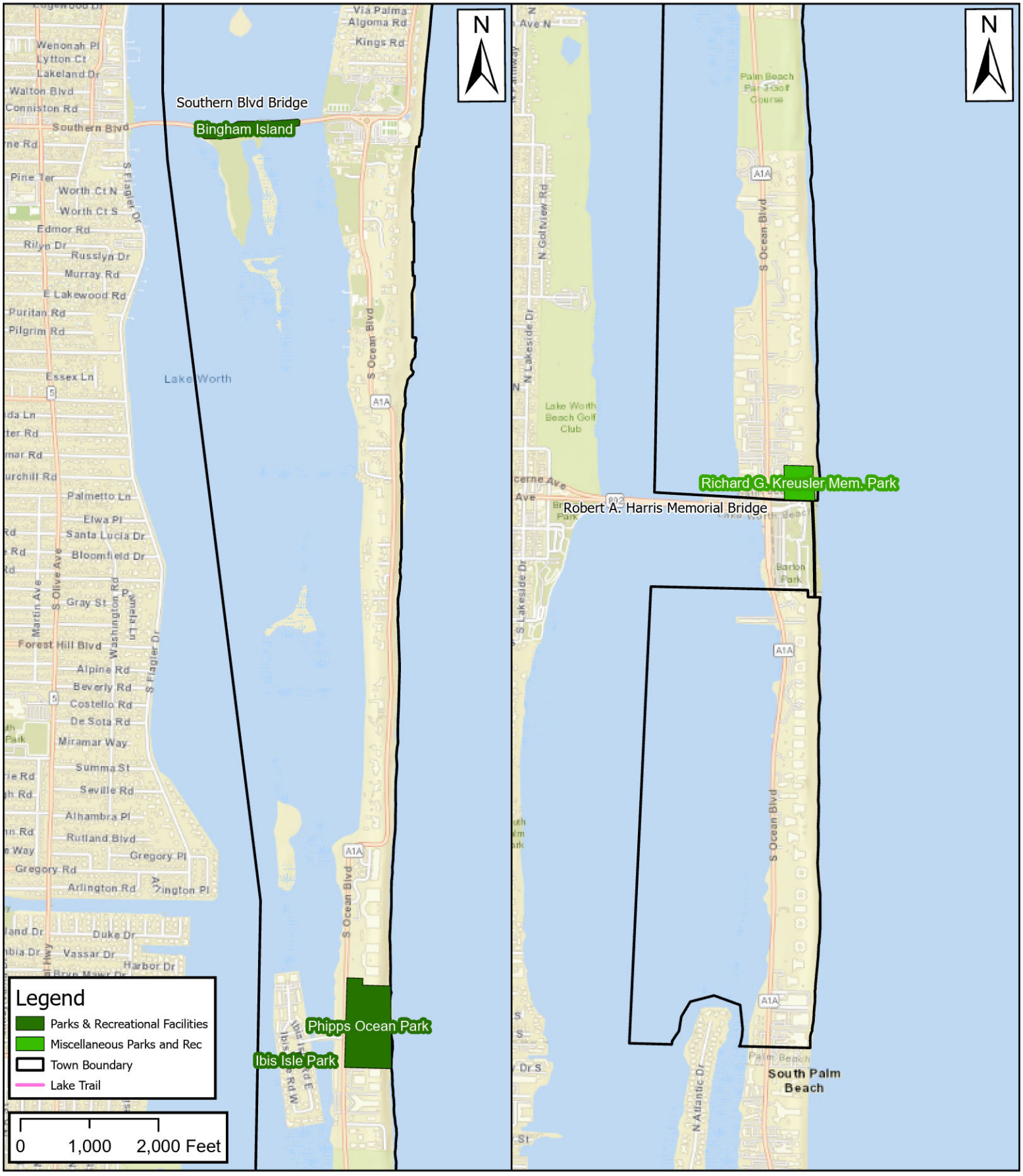

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# Parks & Recreation Facilities Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 7.1 | 9/24/2024 |



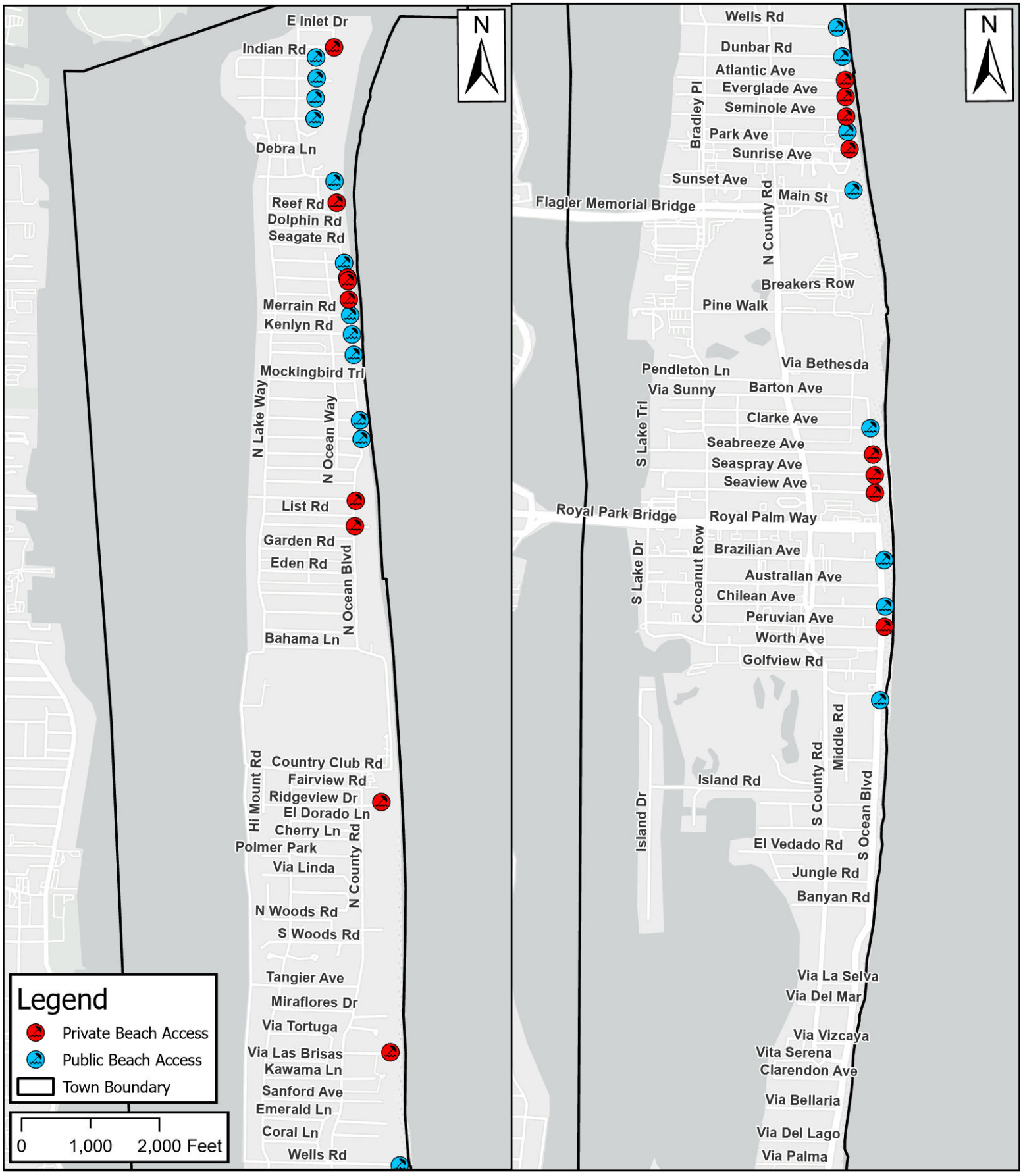

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# Parks & Recreation Facilities Map - 2024

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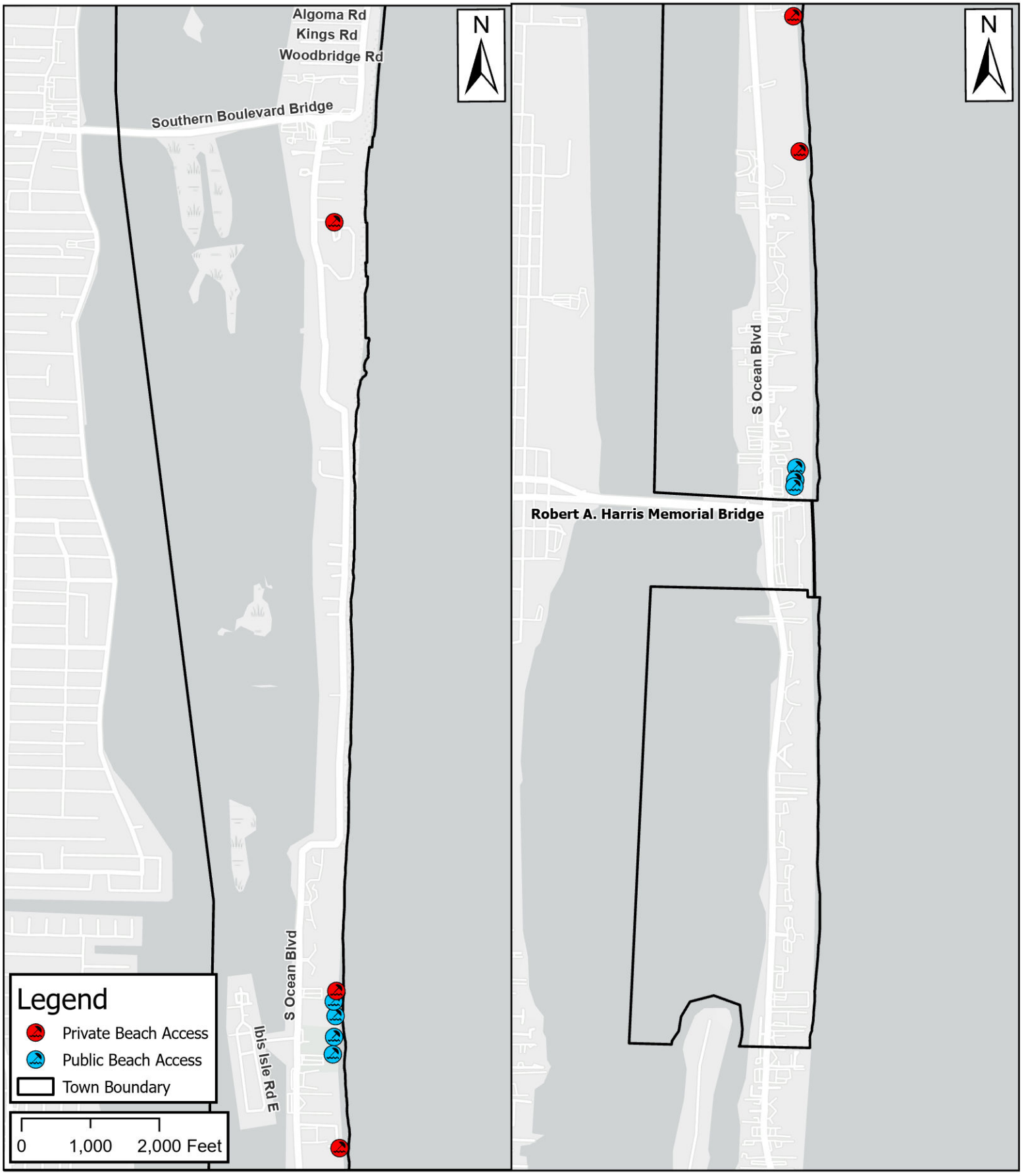

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# Beach Access Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 7.2 | 9/24/2024 |



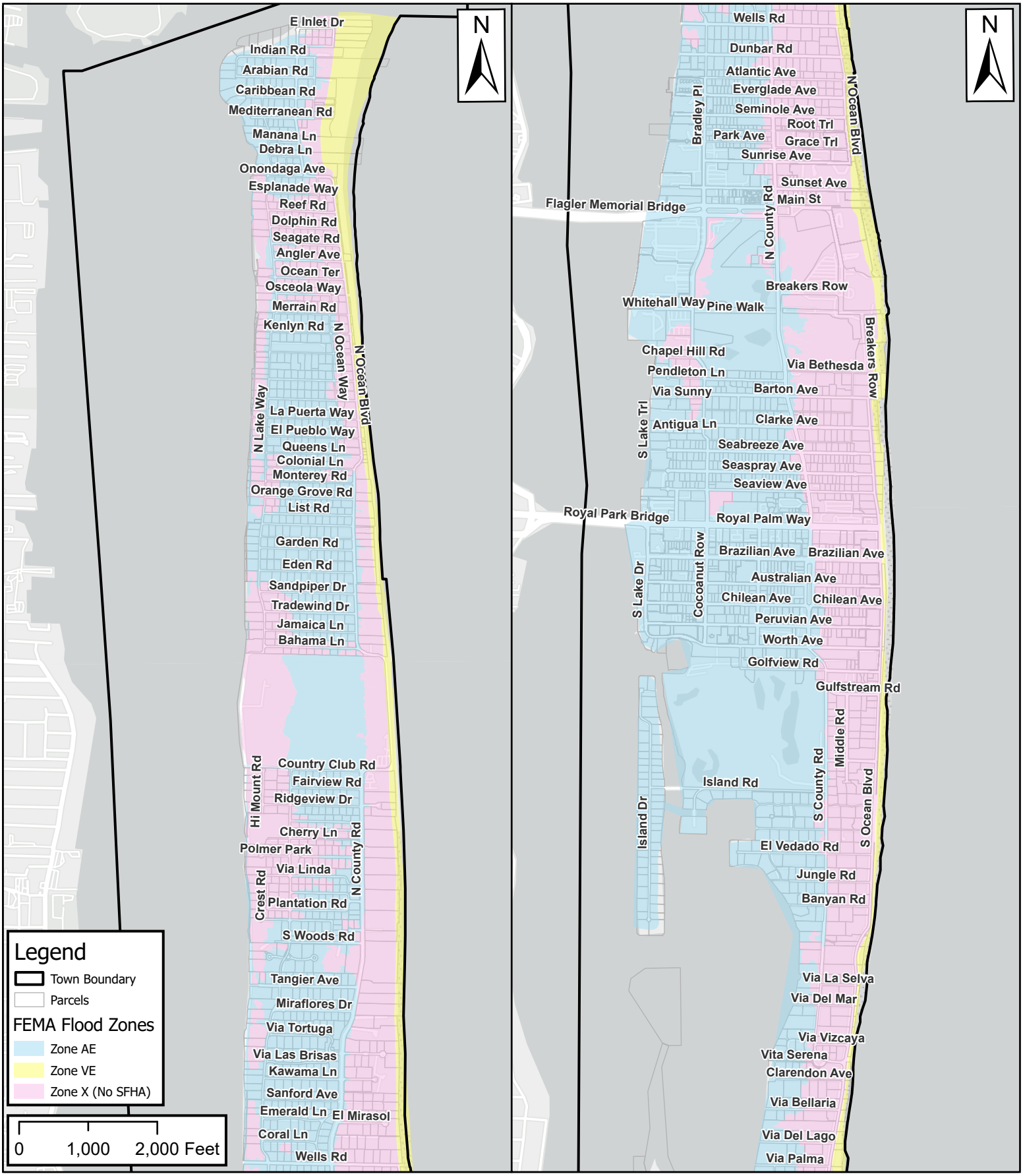

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# Beach Access Map - 2024

GIS Department

| Map No. | Date |
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| 7.2 | 9/24/2024 |



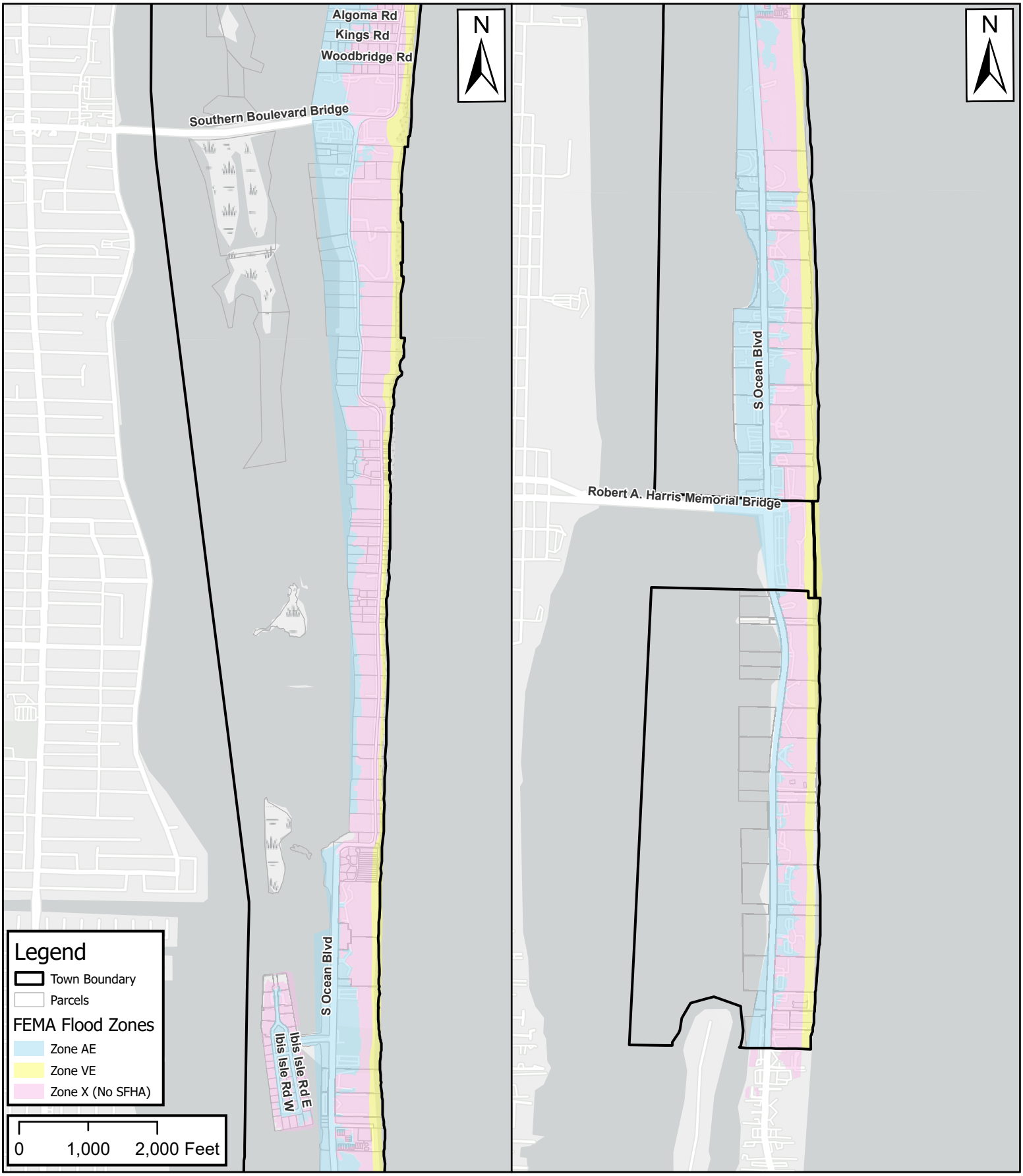

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# Flood Zone Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.1 | 9/24/2024 |




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# Flood Zone Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.1 | 9/24/2024 |




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# Coastal High Hazard Area Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.2 | 9/24/2024 |



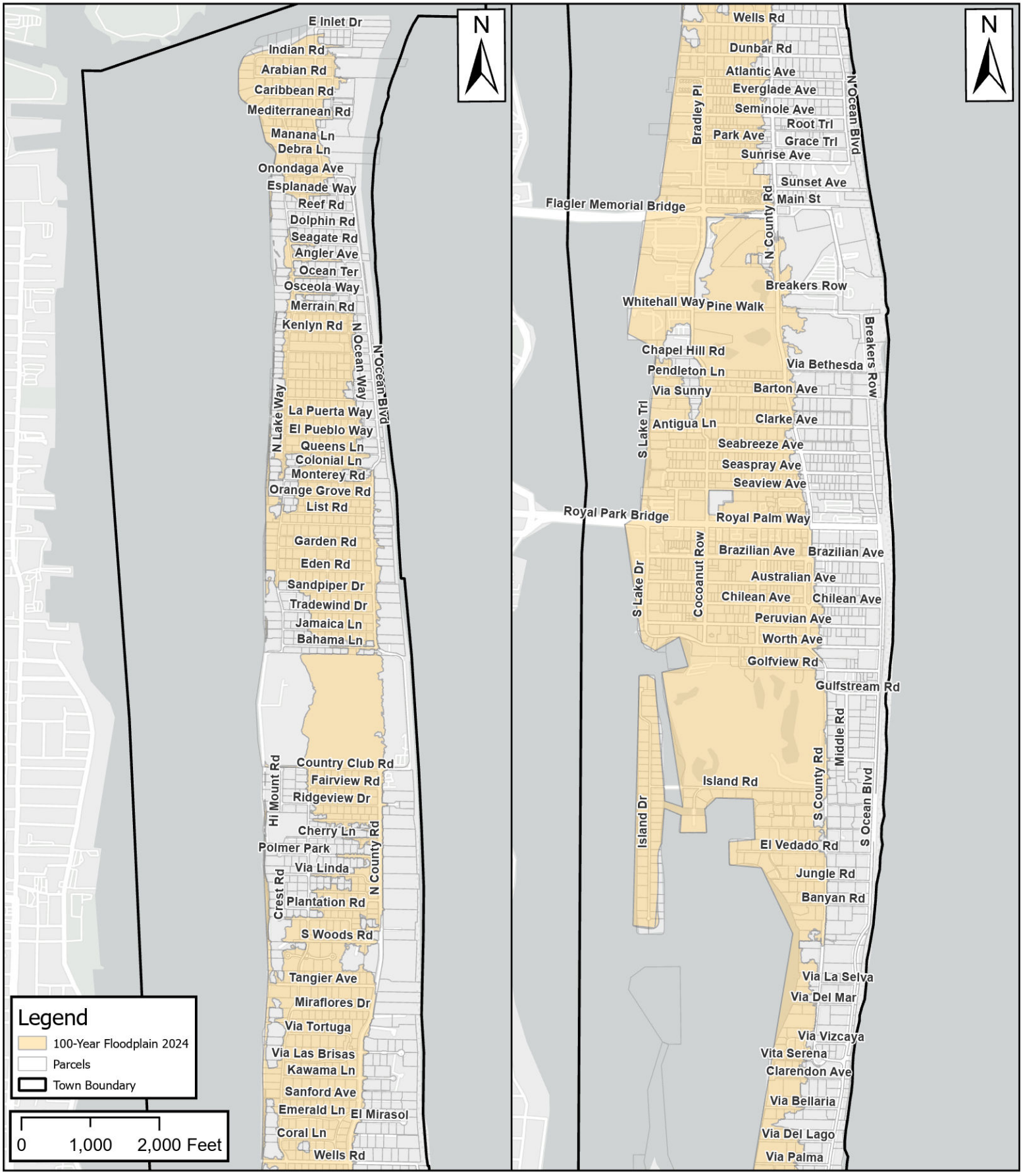

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# Coastal High Hazard Area Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.2 | 9/25/2024 |



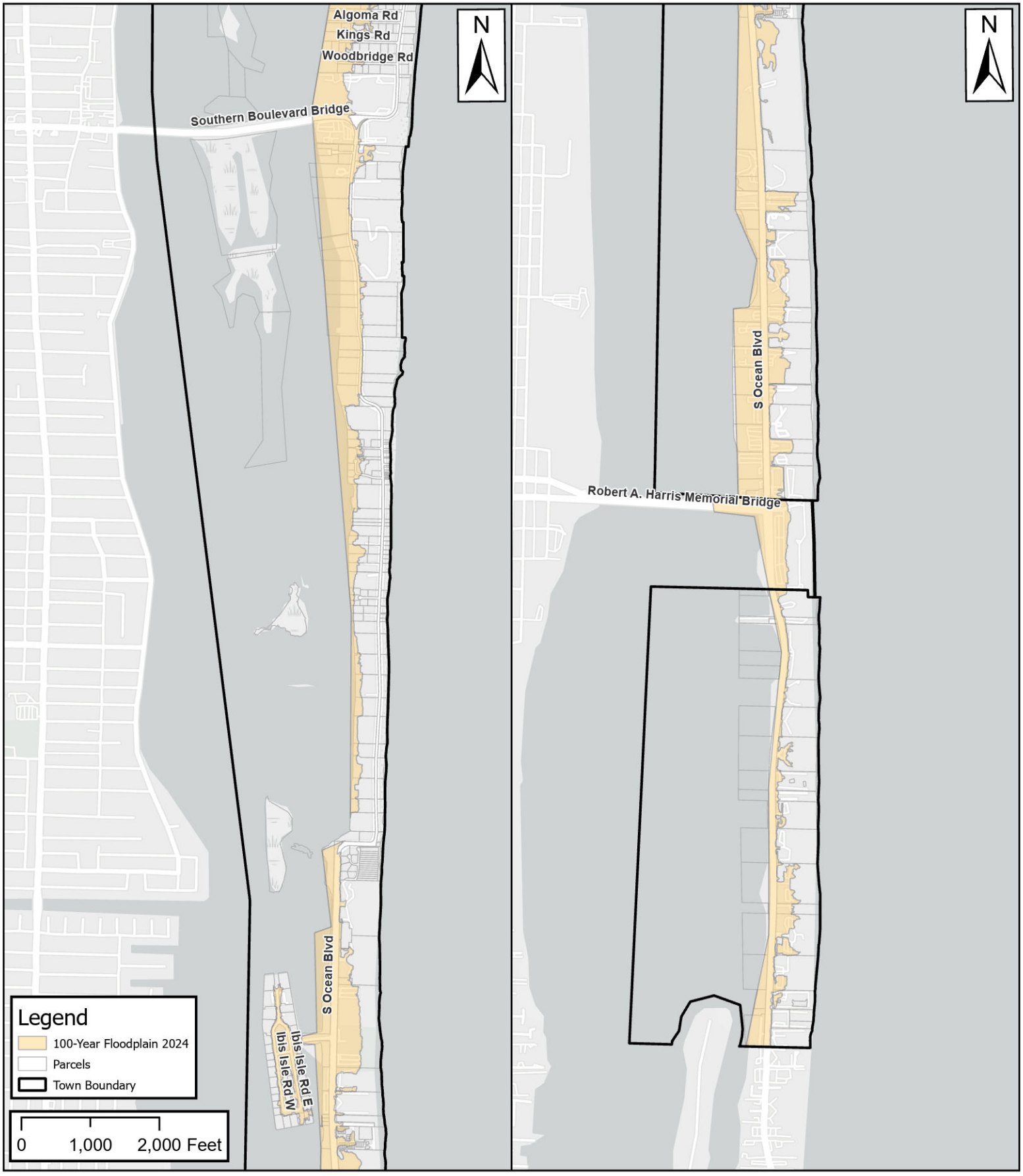

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# 100-Year Floodplain Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.3 | 9/25/2024 |



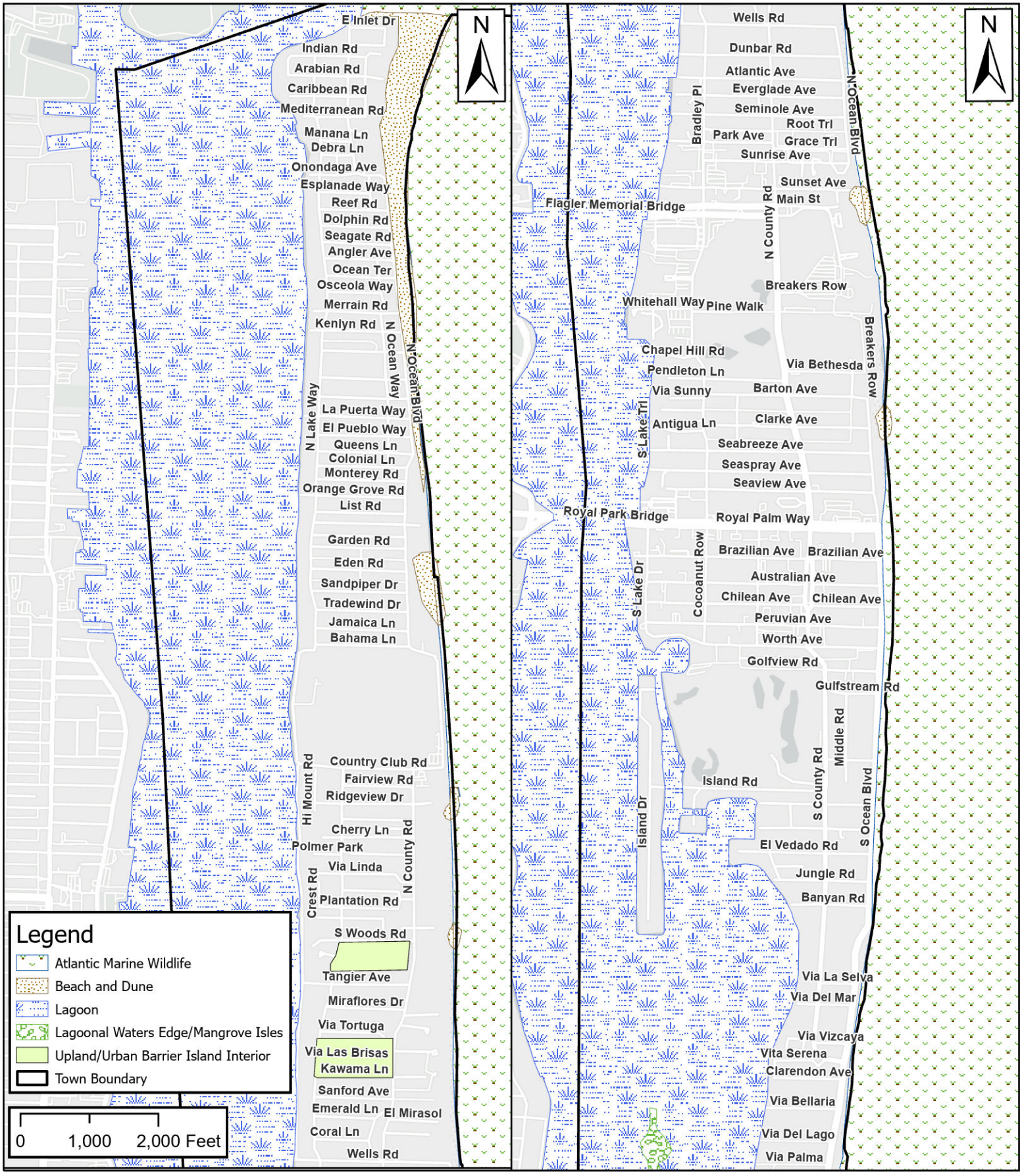

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# 100-Year Floodplain Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.3 | 9/25/2024 |



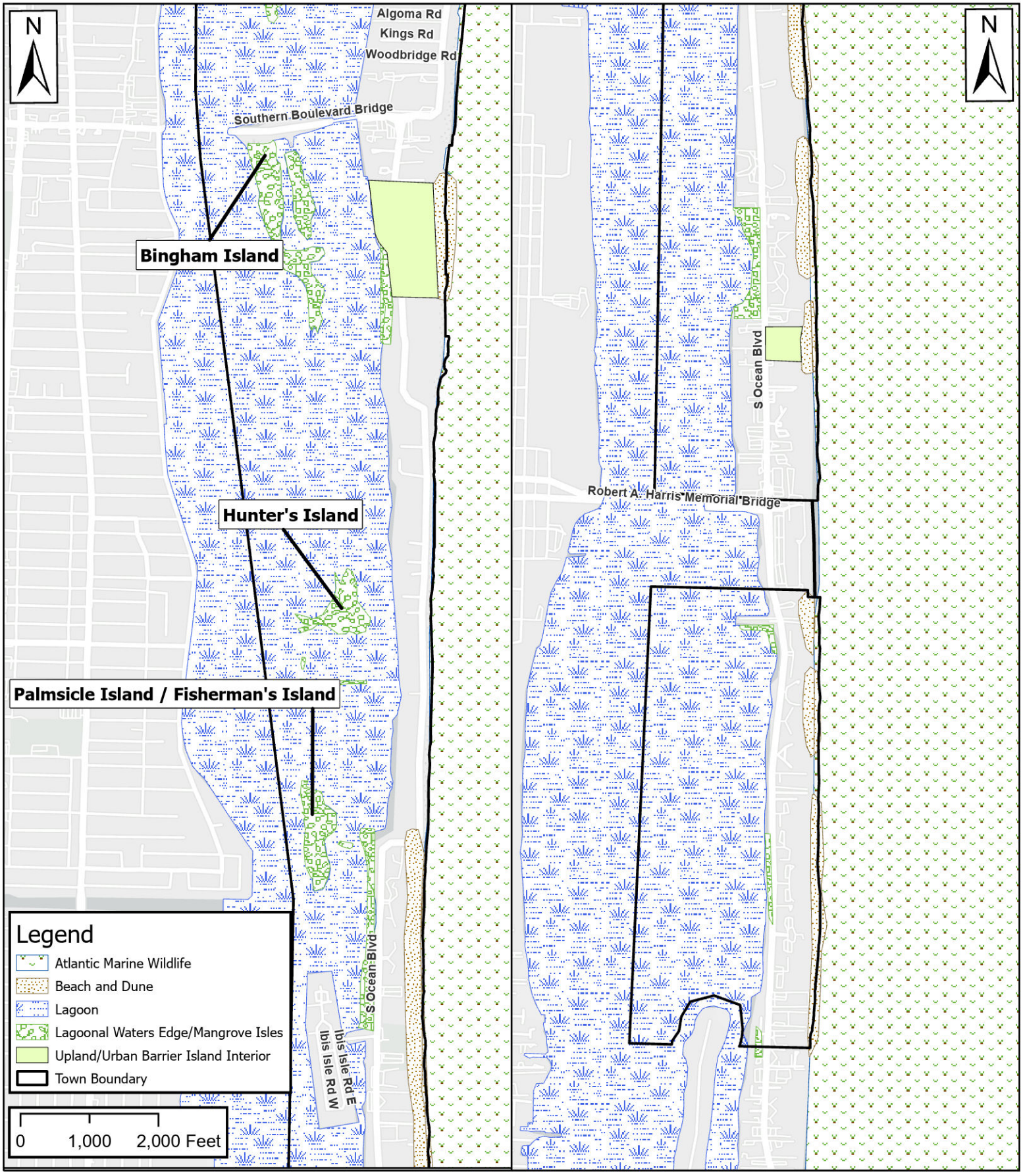

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# Beaches, Shores, and Wildlife Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.4 | 9/25/2024 |



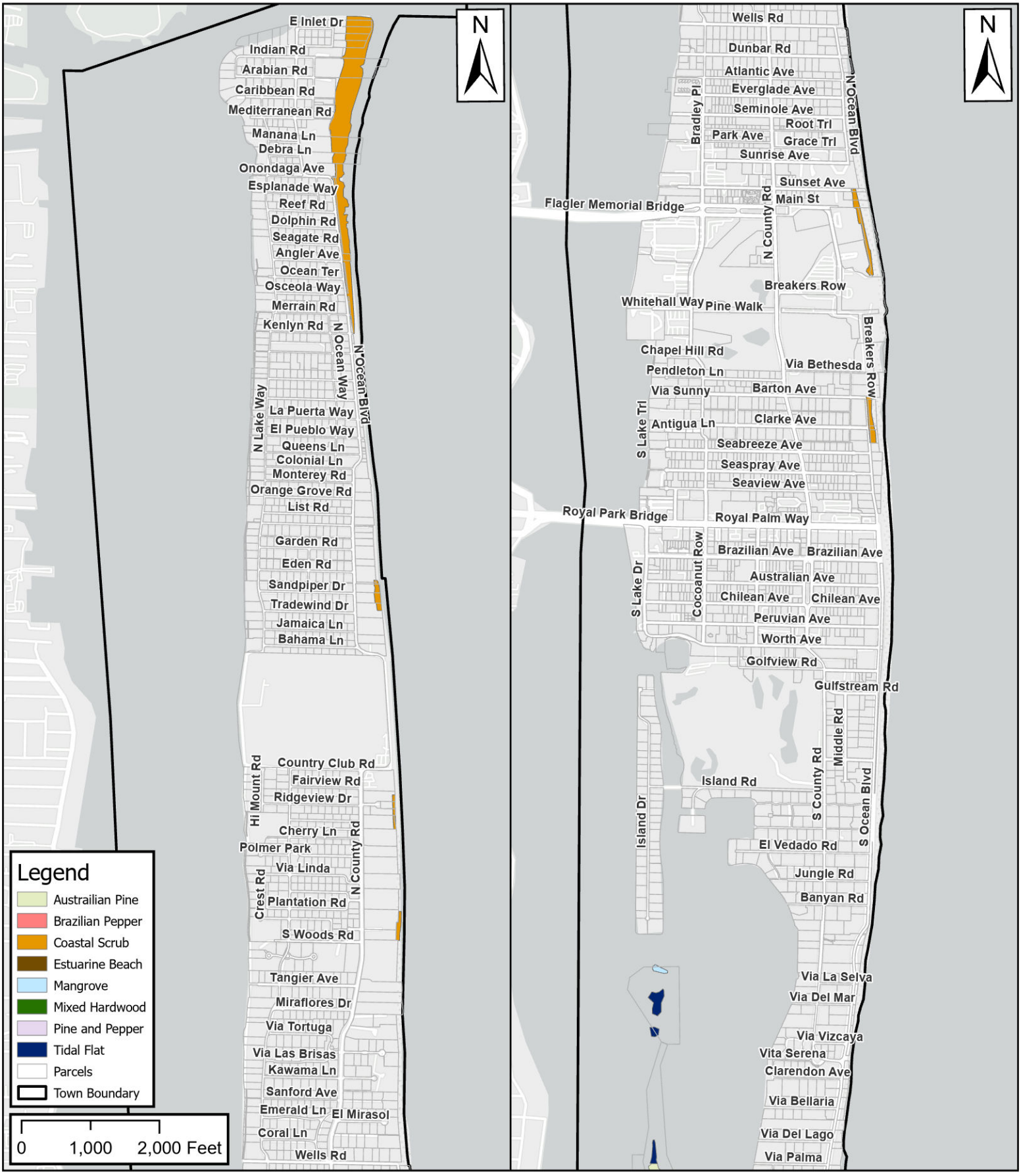

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# Beaches, Shores, and Wildlife Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.4 | 9/25/2024 |



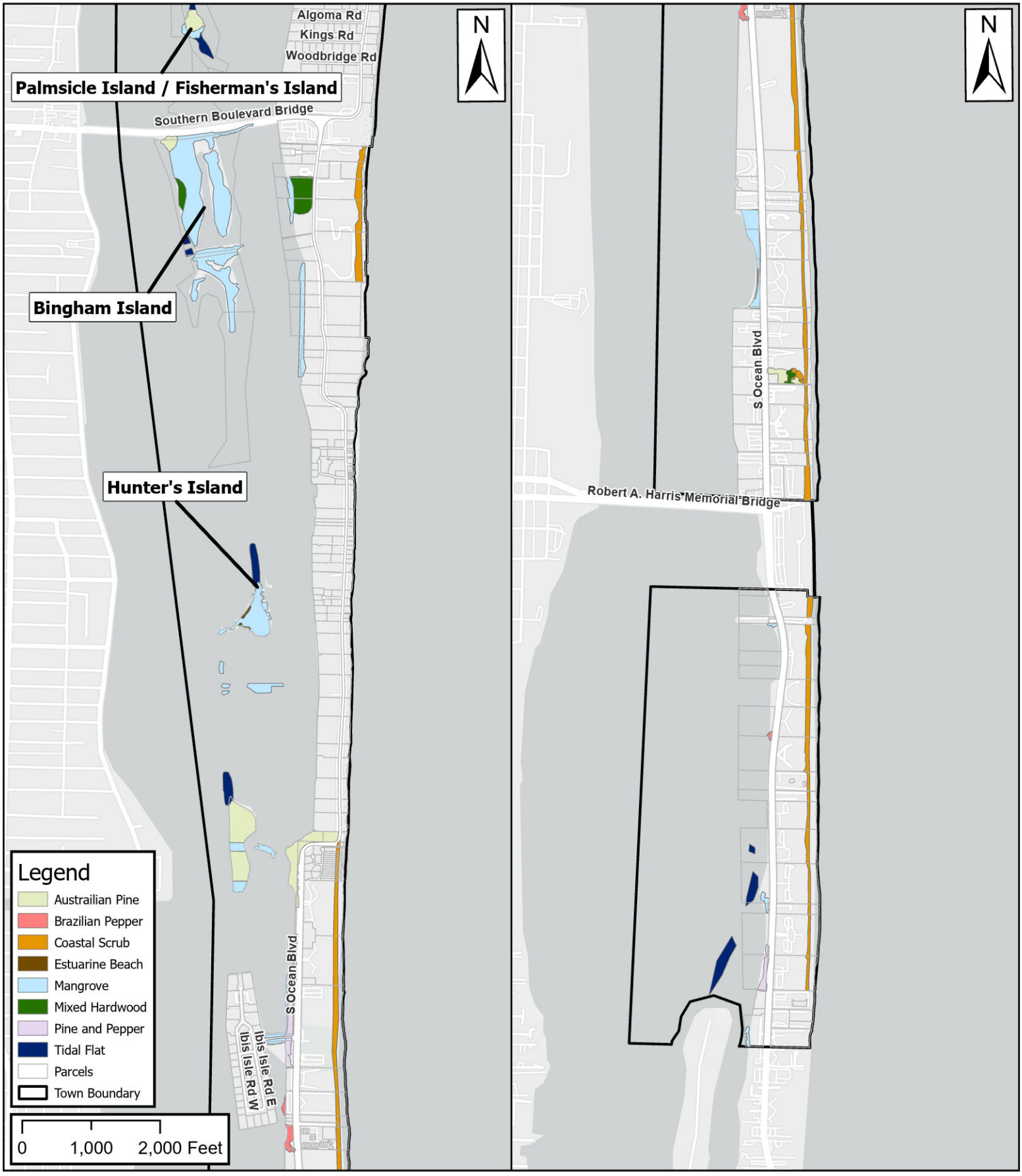

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# Estuarine Areas, Wetlands, & Vegetative Cover Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.5 | 9/25/2024 |



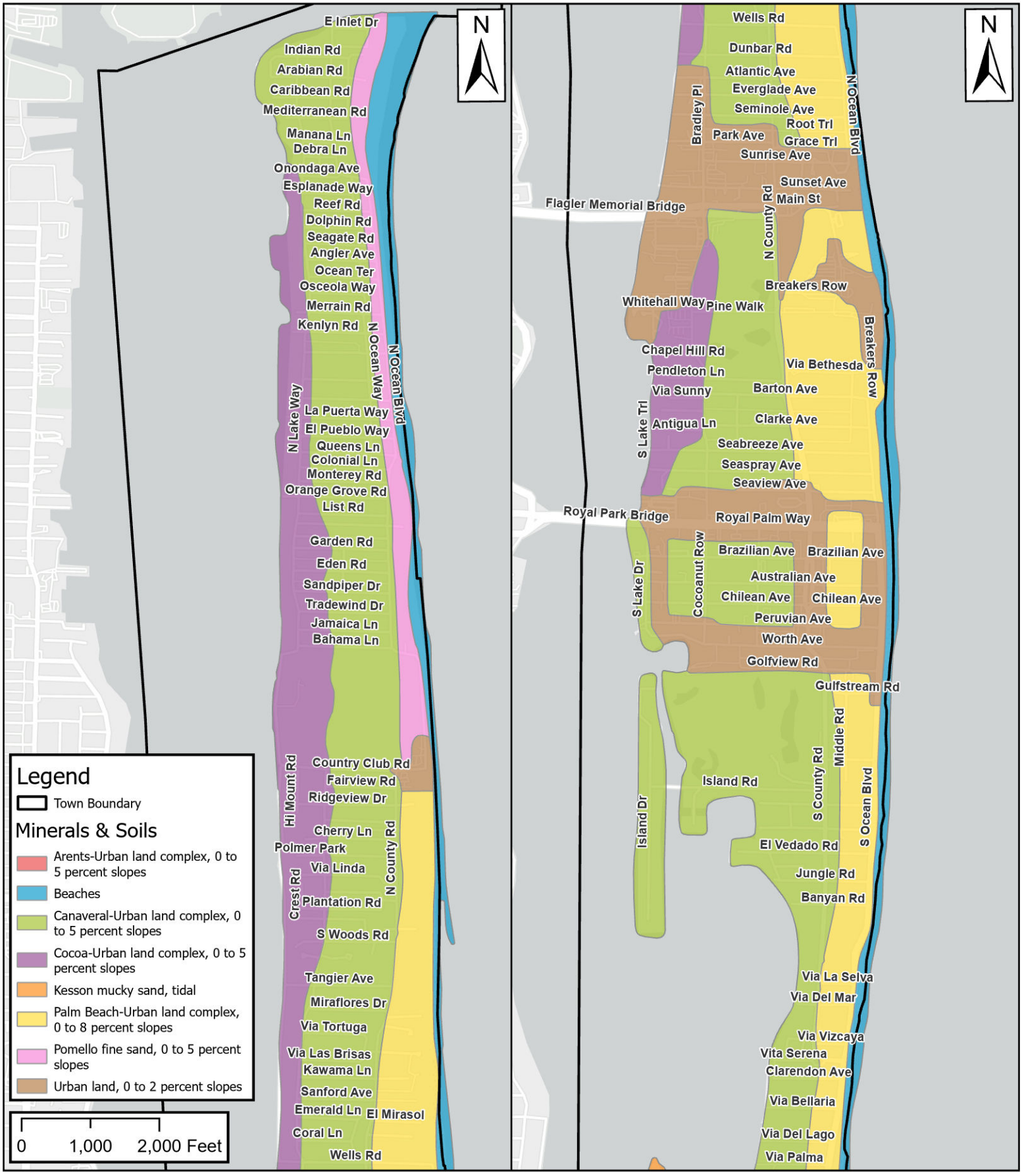

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# Estuarine Areas, Wetlands, & Vegetative Cover Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 8.5 | 9/25/2024 |




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# Minerals & Soils Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 9.1 | 9/25/2024 |




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# Minerals & Soils Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 9.1 | 9/25/2024 |

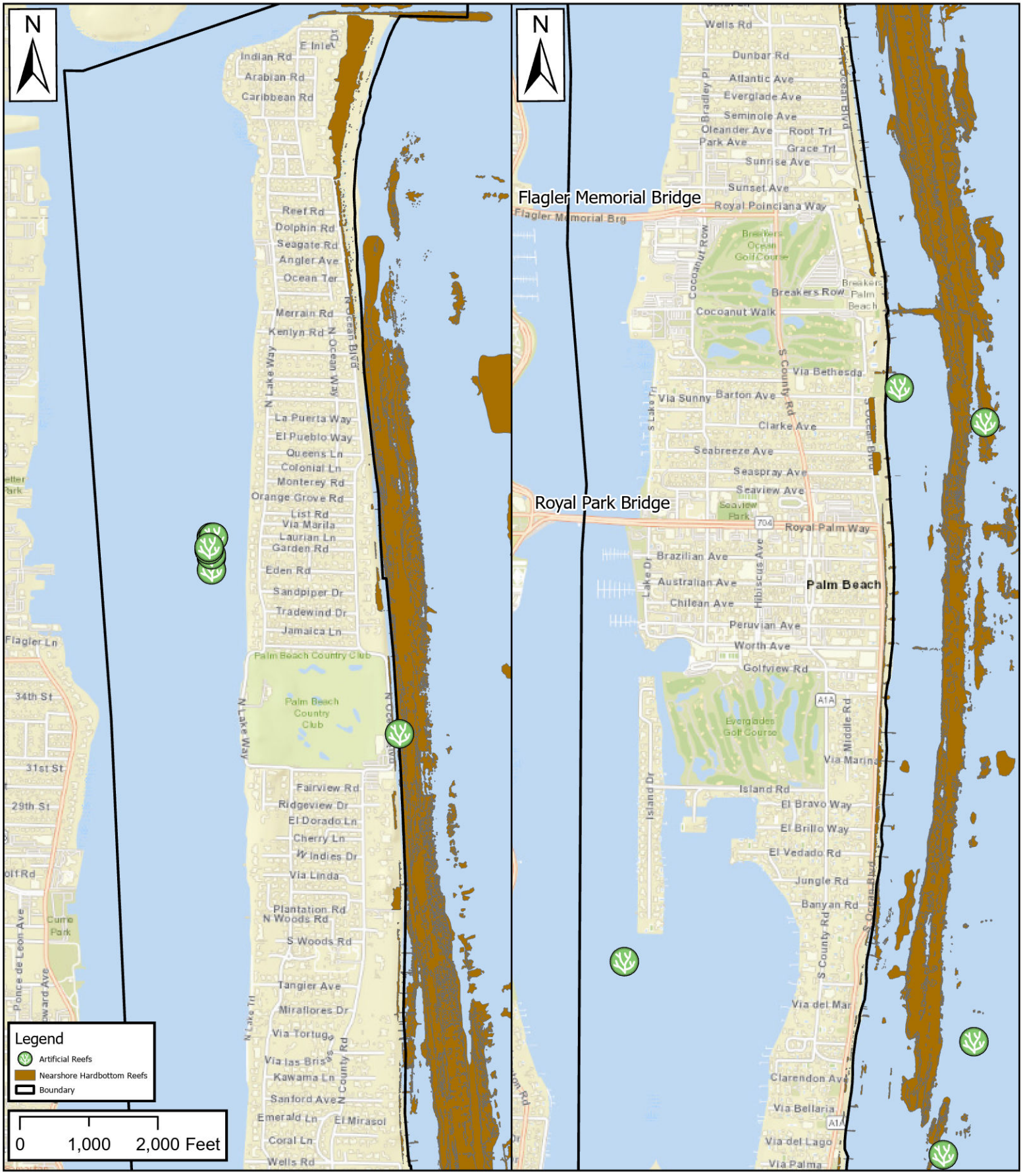



**Map Description:**
The Town of Palm Beach has some nearby islands. Besides Bingham Island, which is partially a bird sanctuary and partially Southern Blvd, the other islands are all undeveloped. These names are based on current available public records.

# Town Spoil Islands Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 9.2 | 9/25/2024 |



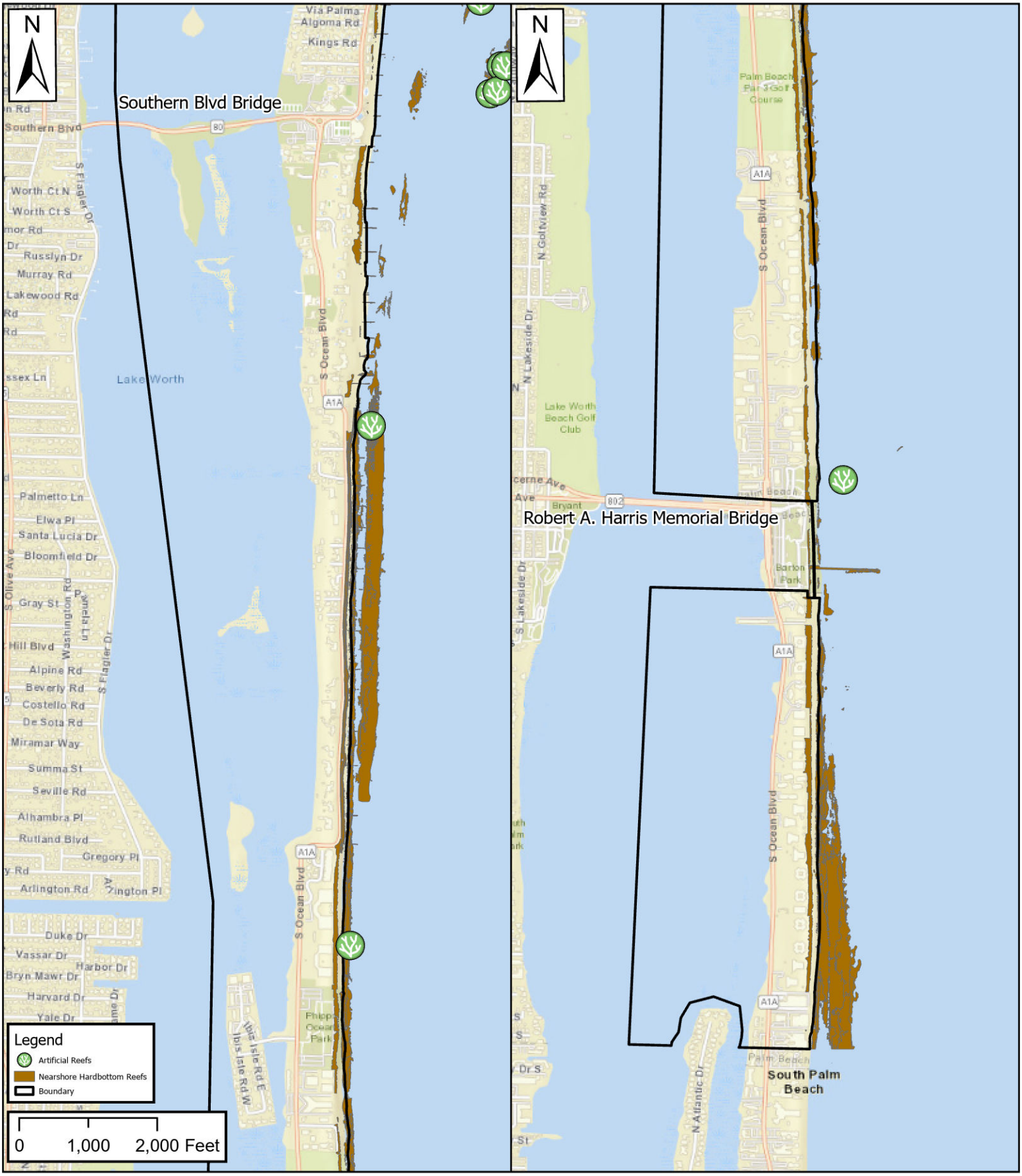

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# Natural & Artificial Reefs Map - 2024

GIS Department

| Map No. | Date |
|---|---|
| 9.3 | 9/25/2024 |




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# Natural & Artificial Reefs Map - 2024

GIS Department

| Map No. | |
|---|---|
| 9.3 | |

| Date | 9/25/2024 |
|---|---|