

The Town of Palm Beach

Comprehensive Plan 2024

Volume 1 | Data & Analysis

Volume 2 | Goals, Objectives & Policies



Acknowledgements

ORDINANCE NO. XXX-2024

First Reading, Tentative Transmittal Hearing on December 13, 2023

Second Reading, Tentative Adoption Hearing on March 13, 2024

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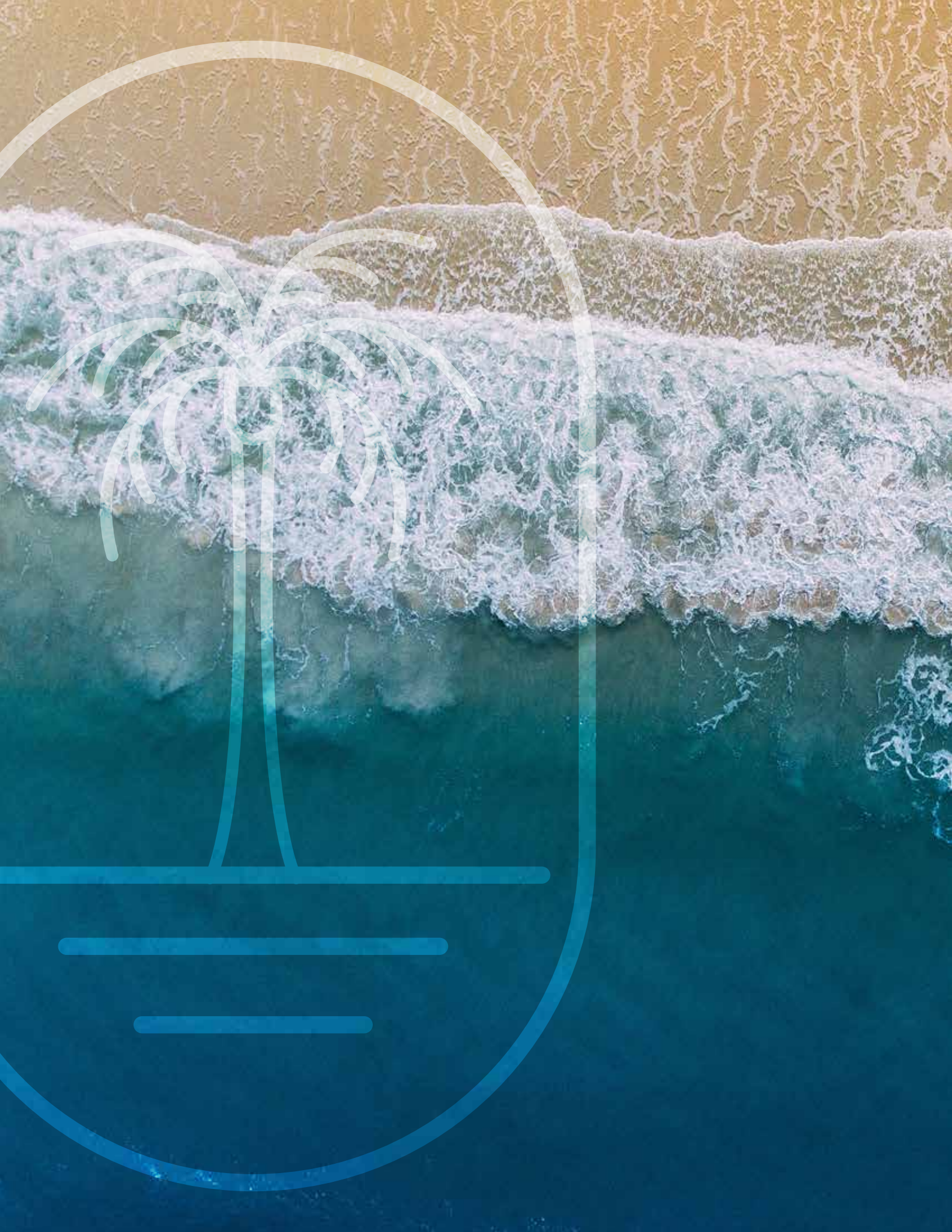


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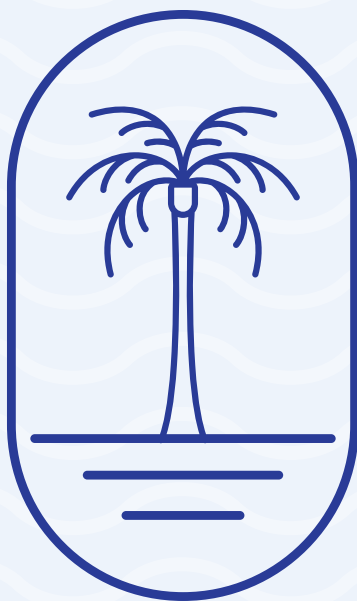
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Volume 1
Data & Analysis

Pursuant to Section 163.3177, F.S., the Town of Palm Beach Comprehensive Plan is the most important tool in land use planning.

In its most basic function, it provides a roadmap for the sustainability and any potential redevelopment of land in our “built-out” community consisting of essential natural resources, manmade infrastructure, and historic structures.



Volume 1

Introduction

Data & Analysis



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. The state’s population reached 1,000 new residents a day and environmental, water quality, transportation, housing, and other associated issues were paramount.



Beginning in 1972, the state took courageous steps to start managing the impacts associated with rampant population growth. Compounding the population pressures, Florida had experienced a serious drought, a growing environmental movement, and a progressive state political leadership that led to 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 (3) 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, (ELMS I), led by Dr. John DeGrove, who was the Director of the Urban Center at Florida Atlantic University and later co-founder of 1000 Friends of Florida, was given a mandate to review current land management processes and agencies and recommend legislation. The ELMS I Committee Report led to the 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 a 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

1. A History and New Turns in Florida’s Growth Management Reform, by Nancy Stroud and 1000 Friends of Florida.

2. Ibid

3. Florida’s Growth Management Odyssey: Revolution, Evolution, Devolution, Resolution by Robert M. Rhodes 2020

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 develop 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

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 that each county and municipality government 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.
- Enhanced 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.

4. Ibid

5. Ibid

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 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.

STATE MANDATED LAND DEVELOPMENT REVIEW HIERARCHY



During the late 1980s and early 1990s, the state growth management program, mostly 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 compliant 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 removed important checks and balances over local planning decisions that made it more challenging for citizens to participate in the process. Additionally, the changes created an expedited state review process and removed the role of state planning within the Florida Department of Community Affairs, to a 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.

6. Ibid

7. Ibid

8. Managing Growth, Promoting a Sustainable Future, 1000 Friends of Florida

The Community Planning Act is outlined in Chapter 163, Florida Statutes. It is the purpose of the Community Planning Act to utilize and strengthen the existing role, processes, and powers of local governments in the establishment and implementation of comprehensive planning programs to guide and manage future development consistent with the proper role of local government. With regard to local government control, the Community Planning Act states that it is the intent of this act that local governments have 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 jurisdictions.

The Community Planning Act goes further to state that through the process of comprehensive planning, it is intended that units of local government can preserve, promote, protect, and improve the public health, safety, comfort, good order, appearance, convenience, law enforcement and fire prevention, and general welfare; facilitate the adequate and efficient provision of transportation, water, sewerage, schools, parks, recreational facilities, housing, and other requirements and services; and conserve, develop, utilize, and protect natural resources within their jurisdictions.



The Town of Palm Beach Comprehensive Plan

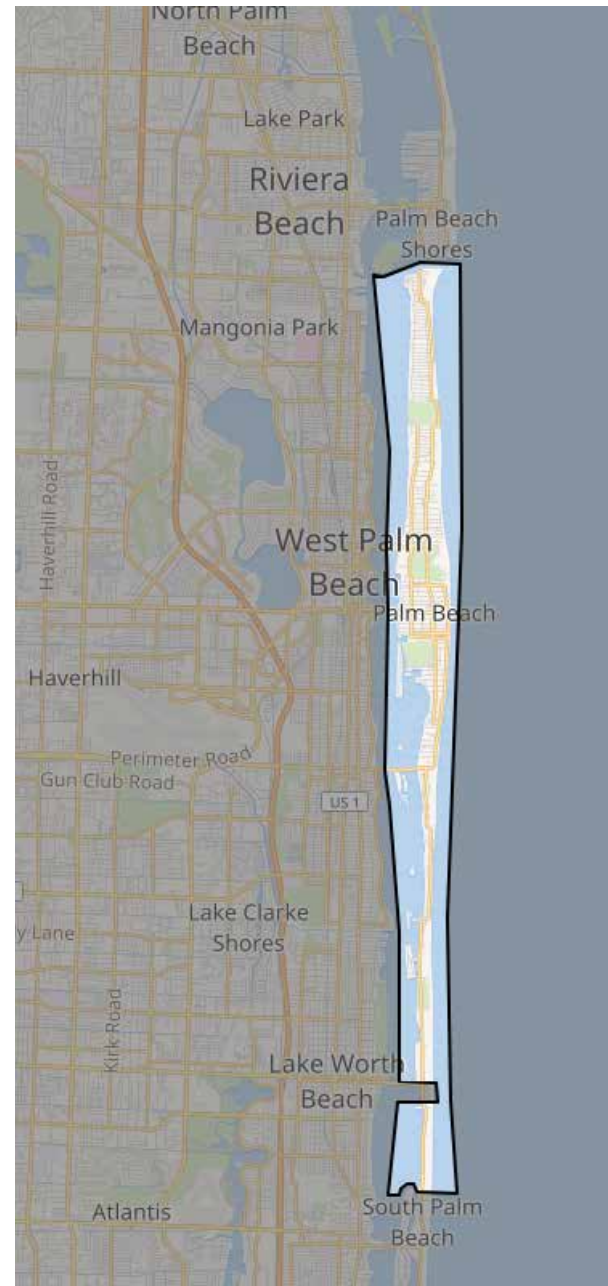
Palm Beach is an incorporated town in Palm Beach County, Florida, United States. Located on a barrier island in east-central Palm Beach County, the Town is separated from West Palm Beach and Lake Worth Beach by the Intracoastal Waterway to its west and a small section of the Intracoastal Waterway and South Palm Beach to its south. The Town encompasses 3.7 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 organized in 1928. They joined the Garden Club of America in 1931. 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 Plan of Palm Beach to the current 2024 Comprehensive Plan Update as expressed in the following citations.

“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

The 1929 Plan identified issues and assets of the Town. The Town Plan recognized that permanent residents of the State were growing, and winter visitors were 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.⁹

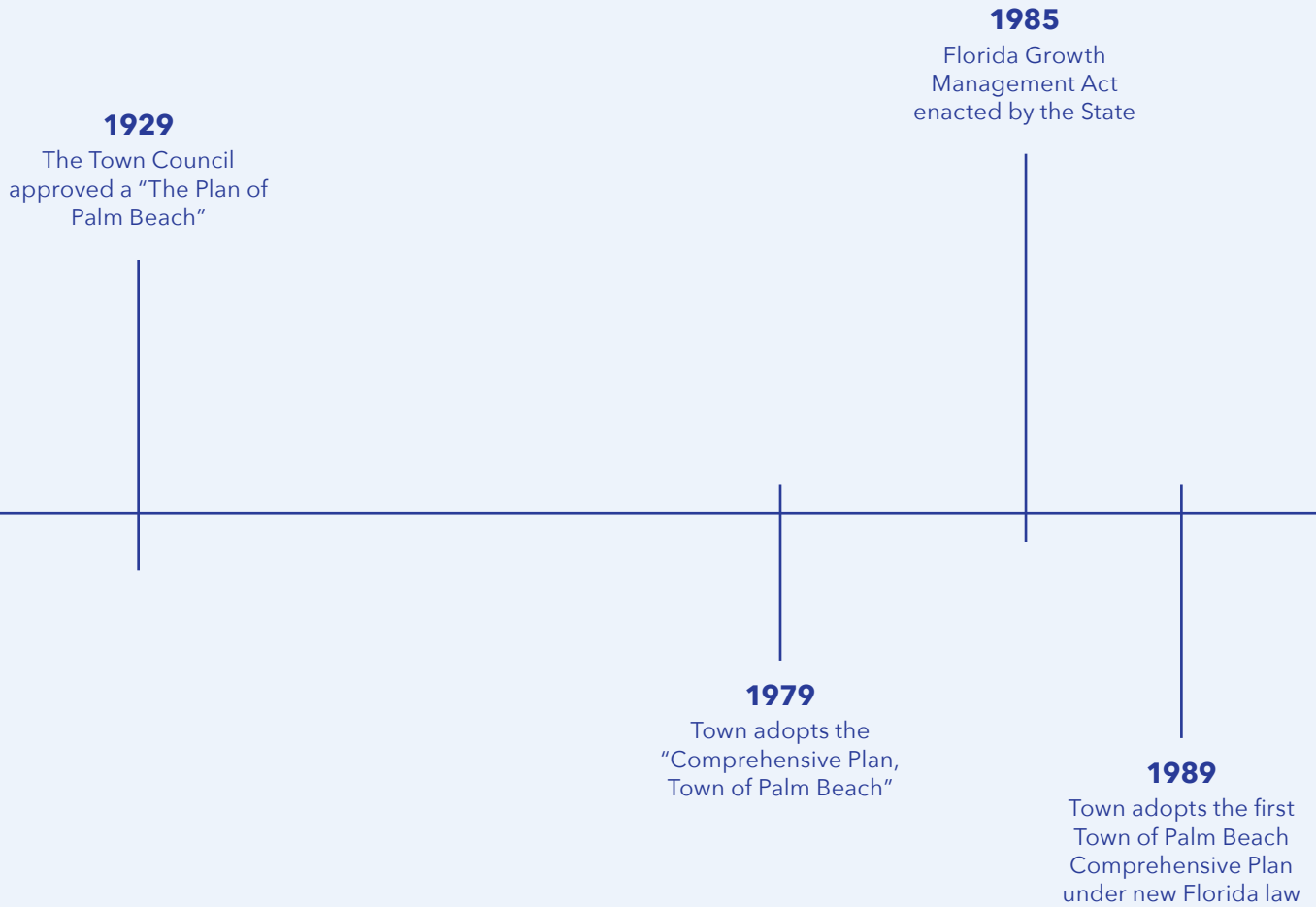
“One attractive and well managed public bath and beach, the concentration of general traffic upon a limited number of streets, beatification without especial reference to main arteries of travel, and a system of leisurely and convenient by-ways free from automobiles, punctuated with gardens:

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



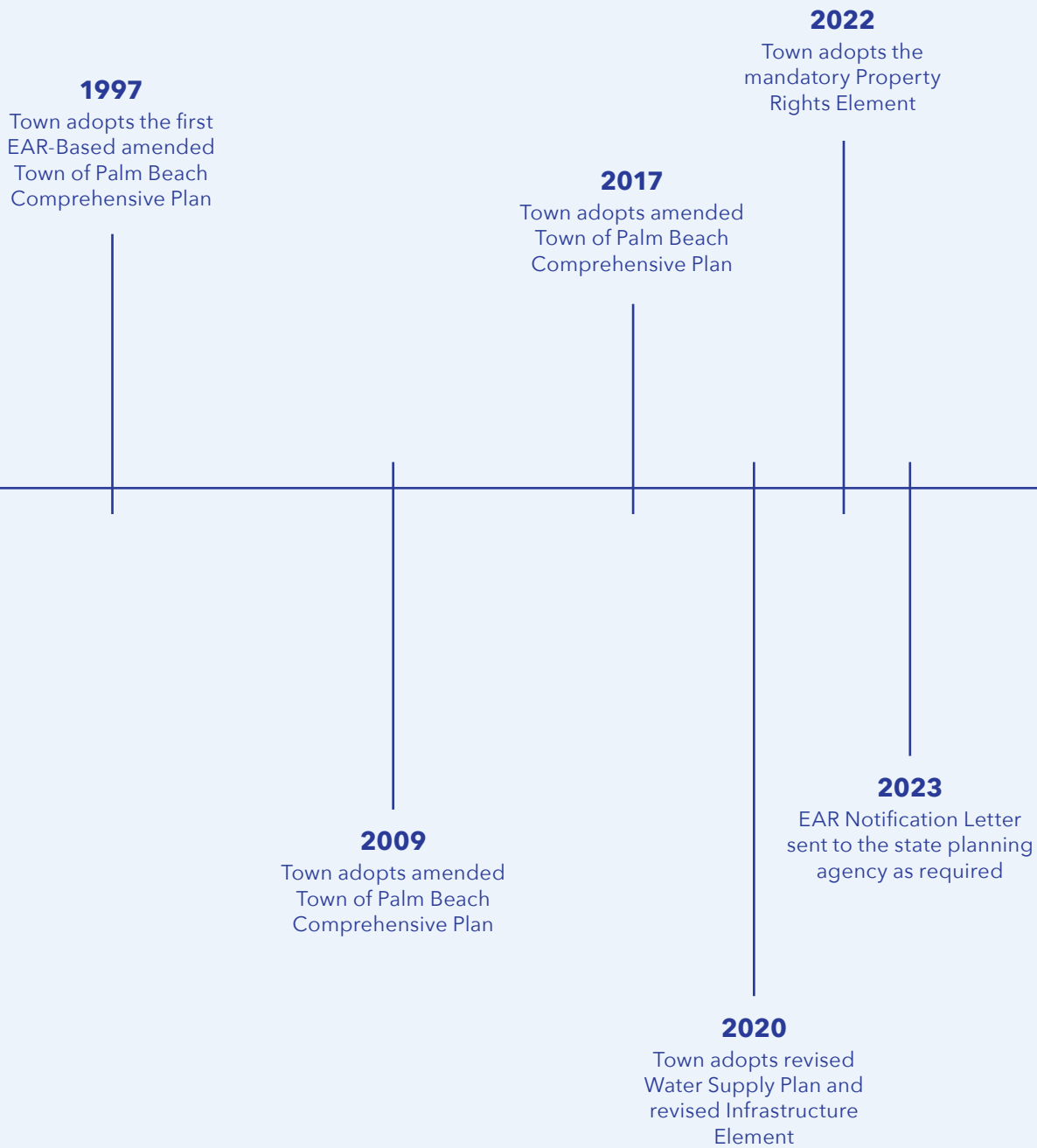
9. The Plan of Palm Beach Bennett, Parsons & Frost, Consulting Architects, 1929



The Town of Palm Beach Comprehensive Planning Timeline

As illustrated, the Town of Palm Beach began comprehensive planning prior to state law mandates that began in 1979. Since that time, the Town has continued to update the comprehensive plan pursuant to state law.

Pursuant to Section 163.3177, F.S., the state required certain elements of a comprehensive plan while also allowing for optional elements that recognize the particulars of a local jurisdiction. Each Element required 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-modal transportation network, and the ability to provide necessary public services and facilities, among other aspects of a local government.



Referred to as the Community Planning Act, the law also mandates per Section 163.3191, F.S., that every seven (7) years, local governments update their comprehensive plans through a process referred to as the Evaluation and Appraisal Review (EAR) that addresses any changes in state law since the last update to a local comprehensive plan that may impact local comprehensive plans. Additionally, the EAR requires a review to any changes in local conditions that may affect the Goals, Objectives, and Policies of a jurisdiction’s comprehensive plan.

State law also requires the establishment of a Local Planning Agency (LPA) pursuant to Section 163.3174, F.S. The local planning agency 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, Town Code of Ordinances, 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 & Town Planning Efforts

The updated 2024 Comprehensive Plan has bifurcated the Data and Analysis from the Goals, Objectives, and Policies. Most local jurisdictions in the state of Florida operate their comprehensive planning efforts this way. The separation allows the Goals, Objectives, and Policies, as adopted, to remain the vision of the community until the next Evaluation and Appraisal Report, unless an amendment is proposed, and the amendments are statutorily approved. With the Data and Analysis as a separate document, it allows for updates with regard to the conditions of the Town of Palm Beach and inclusion to related plans that affect the Town residents and businesses. This revised approach will thereby allow the Data and Analysis portion of the Comprehensive Plan to become a working document for Town staff and one (1) that is accessible to the public in current time. The relationship of the 2024 Comprehensive Plan to other planning and programming functions is displayed below.



The 2024 Comprehensive Plan update began on March 31, 2023, when the Town of Palm Beach Planning, Zoning and Building Department notified the Florida Department of Economic Opportunity (DEO), recently changed to the Department of Commerce, that amendments are necessary to reflect changes in state law and local conditions. To maintain compliance with state law, the Town must adopt the 2024 Comprehensive Plan by April 1, 2024.



Flagpole Beach

The Comprehensive Plan Addresses Quality of Life Issues

A Comprehensive Plan is a blueprint to guide the growth, development of land, resource protection, and provisions of public services and facilities in the Town.

It is not the intent to include the implementing regulations that are found in the Zoning Code, but rather to require identification of Goals, Objectives and Policies that promote the vision of the community and are then implemented through the Town Code and other regulating documents.

The Plan provides for the community's vision through a series of "Elements" that provide a framework for development to maintain and achieve the quality of life desired by the residents.

The Comprehensive Plan directly and indirectly influences all aspects of daily life, including where people live, what uses are allowed, ensuring natural areas are protected and available to visit and enjoy, and how one is able to get to and from these places safely.

Through the EAR process, the 2024 Comprehensive Plan update will address the following, provided for in each of the Elements of the 2024 Comprehensive Plan update.

- Assess how the Comprehensive Plan has guided planning, growth, and redevelopment since the last EAR-based amendment.
- Identify any changes federal, state, and local matters that have impacted the Town of Palm Beach.
- Identify and evaluate changing conditions and trends as they relate to maintaining Quality of Life for the residents of the Town of Palm Beach.
- Identify changes to the Plan needed to reflect current conditions and direction.
- Determine the financial feasibility of the Town Comprehensive Plan and the extent to which adopted Level of Service (LOS) Standards have been met.
- Respond to changes in Florida Statutes and the Florida Administrative Code regarding growth management and development.
- Prepare updated population estimates and projections.
- Propose amendments to the Goals, Objectives and Policies based upon updated Data & Analysis.

The Town’s existing Comprehensive Plan encompasses the following eleven (11) 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	Property Rights

The subject proposed amendment to the Comprehensive Plan is based on a review of each Element of the adopted 2017 Evaluation and Appraisal Report, 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 Map Series. As a result, the Town of Palm Beach 2024 Comprehensive Plan update, has been amended as follows.

- 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.
- Lastly, the order of the Elements has been amended to tell the story of the Town of Palm Beach.

The 2024 Comprehensive Plan update composition is as follows.

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

This EAR-based amendment to the Town’s Comprehensive Plan is subject to the State Coordinated Review process, pursuant to Section 163.3184(4), F.S. A summary of this process is outlined below:

1. 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.
2. The Town is required to hold a second public hearing to adopt the amendment to the Comprehensive Plan.
3. The complete adopted Comprehensive Plan amendment must then be submitted back to the State.
4. 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 which is posted on its website.

Staff meetings to review the Data & Analysis and associated Goals, Objectives and Policies were scheduled over a four (4) month period. Additionally, introductory meetings before the Planning and Zoning Commission (PZC) and Town Council were held to discuss the proposed 2024 Comprehensive Plan update.

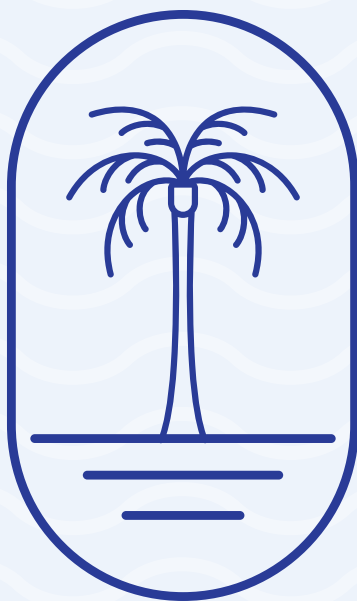
The following is a summary of the public hearing process to update the Comprehensive Plan. The Town held the following workshops with the PZC.

- May 3, 2023 | Kick off meeting
- Oct. 17, 2023 | Distribution of the draft 2024 Comprehensive Plan update
- Nov. 8, 2023 | Public meeting on the draft 2024 Comprehensive Plan update

In addition, the comprehensive plan update was presented to the Town Council on the following dates.

- May 10, 2023 | Kick off meeting
- Oct. 17, 2023 | Distribution of the draft 2024 Comprehensive Plan update
- Nov. 15, 2023 | Presentation of draft 2024 Comprehensive Plan update
- Dec. 13, 2023 | LPA and Town Council transmittal hearing

Following, state review of the draft 2024 Comprehensive Plan, the proposed 2024 Comprehensive Plan update is tentatively scheduled for adoption hearing in March 2024.



Volume 1

1

*Future
Land Use
Element*

Data & Analysis



Downtown Palm Beach

State Requirements for the Future Land Use Element

Pursuant to Section 163.3177(b)(6), F.S., local government comprehensive plans are mandated to consist of required Elements and may also include optional ones. The pivotal Element of a comprehensive plan is the Future Land Use. 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. In concert with the Future Land Use Element is the Future Land Use Map (FLUM), and Map Series.



The FLUM establishes the “physical form” of a local jurisdiction and the physical relationship of land uses. This is accomplished through the establishment of the various land use categories and by the geographic distribution, location, and extent of each land use category as delineated on the FLUM. The Future Land Use Element designates land use categories 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 significant properties, and transportation concurrency areas. As it pertains to natural areas, the following categories are also delineated within the Future Land Use Map Series when they apply to a community.

- 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. The Future Land Use Element states the purpose of each use and general standards that will be regulated through the implementing land development regulations supported in local zoning codes. Having said that, 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 Section 163.3202, that states that within one (1) 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

The Town of Palm Beach is a 12-mile-long barrier island consisting of approximately 2,385 acres. At no point is the island wider than three-quarters of a mile, and in places, the Town is only 500 feet wide.

As displayed on Map 1.4 of the Map Series and provided herein, Town of Palm Beach 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 (3) 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 of Palm Beach is accessed to the mainland, which is the City of West Palm Beach, via four (4) bridges. The bridges are referred to as Flagler Memorial Bridge to the north, the Royal Park Bridge centrally the Southern Boulevard Bridge along Mar-a-Lago to the south, and the Robert A. Harris Memorial Bridge (Lake Worth Road) which filters into the City of Lake Worth Beach further south.

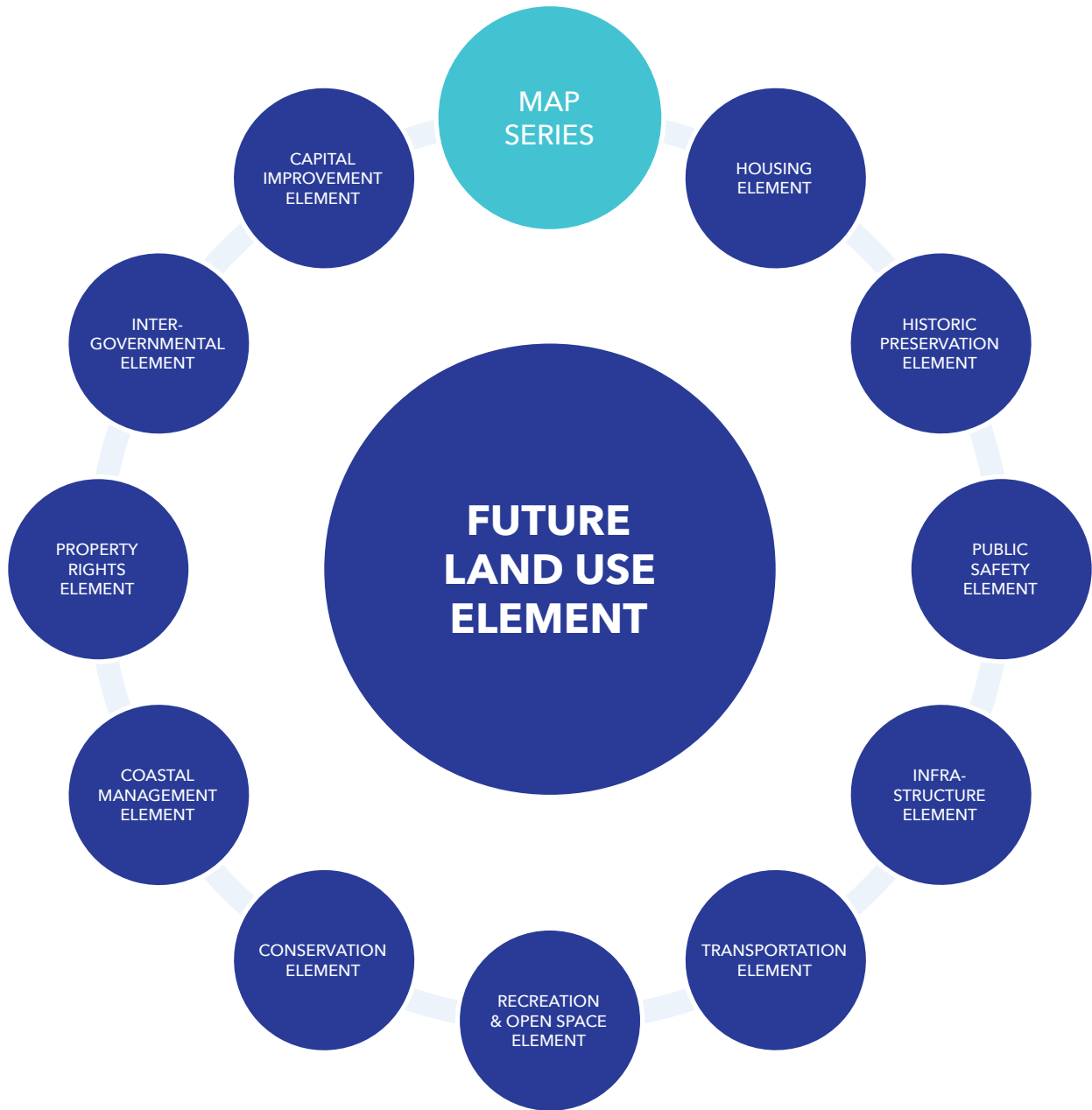
Expansion of the corporate limits of the Town is not feasible. Therefore, the Town can only accommodate future growth within its existing jurisdictional boundaries through redevelopment of existing sites.

Map 1.4 Bridges into Palm Beach

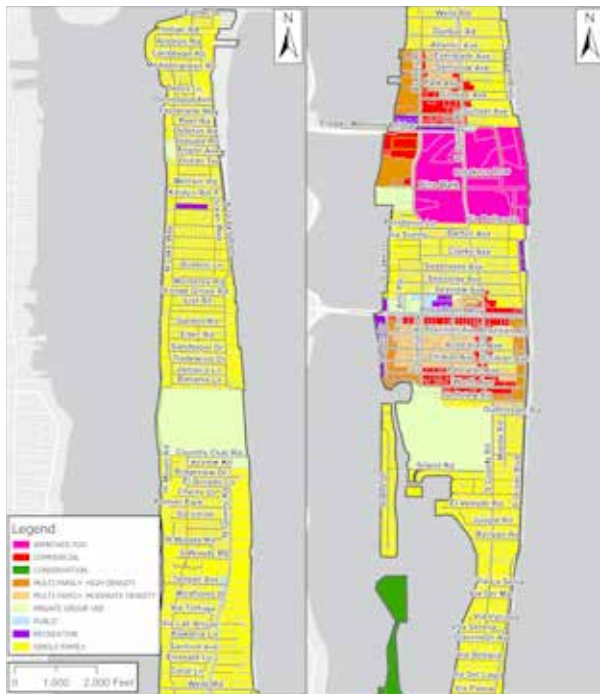


1. https://en.wikipedia.org/wiki/Palm_Beach,_Florida

As previously stated, the Future Land Use Element is the center of the comprehensive plan. For the Town of Palm Beach’s updated 2024 Comprehensive Plan, each Element ultimately is measured by the Future Land Use Element and the FLUM Series as demonstrated in the figure below.



The future land use patterns for the Town of Palm Beach are displayed on the FLUM shown below. As illustrated, single family residential is the predominant Future Land Use category in the Town.



Map 1.2 - Future Land Use Map



Map 1.2 - Future Land Use Map

The FLUM portrays the location and distribution of land uses in Palm Beach. The following diagram provides a generalized percentage of the land use patterns in the Town today. There are no agricultural, industrial, or mobile home uses in the Town; there are also no rivers, bays, freshwater lakes, harbors, water wells, cones of influence, or economically feasible mineral deposits.

The acreage by Future Land Use designation is presented in Table 1-1. They are reasonably predictable and projected to be similar for the short-term (1-5 years) and long-term (20 years) planning periods for the subject updated Comprehensive Plan. Table 1-3 and related Figure 1-1 indicate that residential designation accounts for 74.81%; and commercial is limited to 4.17% of the future land use. This land distribution is consistent with the predominant residential character of the Town of Palm Beach community. The Town is also committed to conservation as 5.78% of its land is designated as such.

Future Land Use Designation

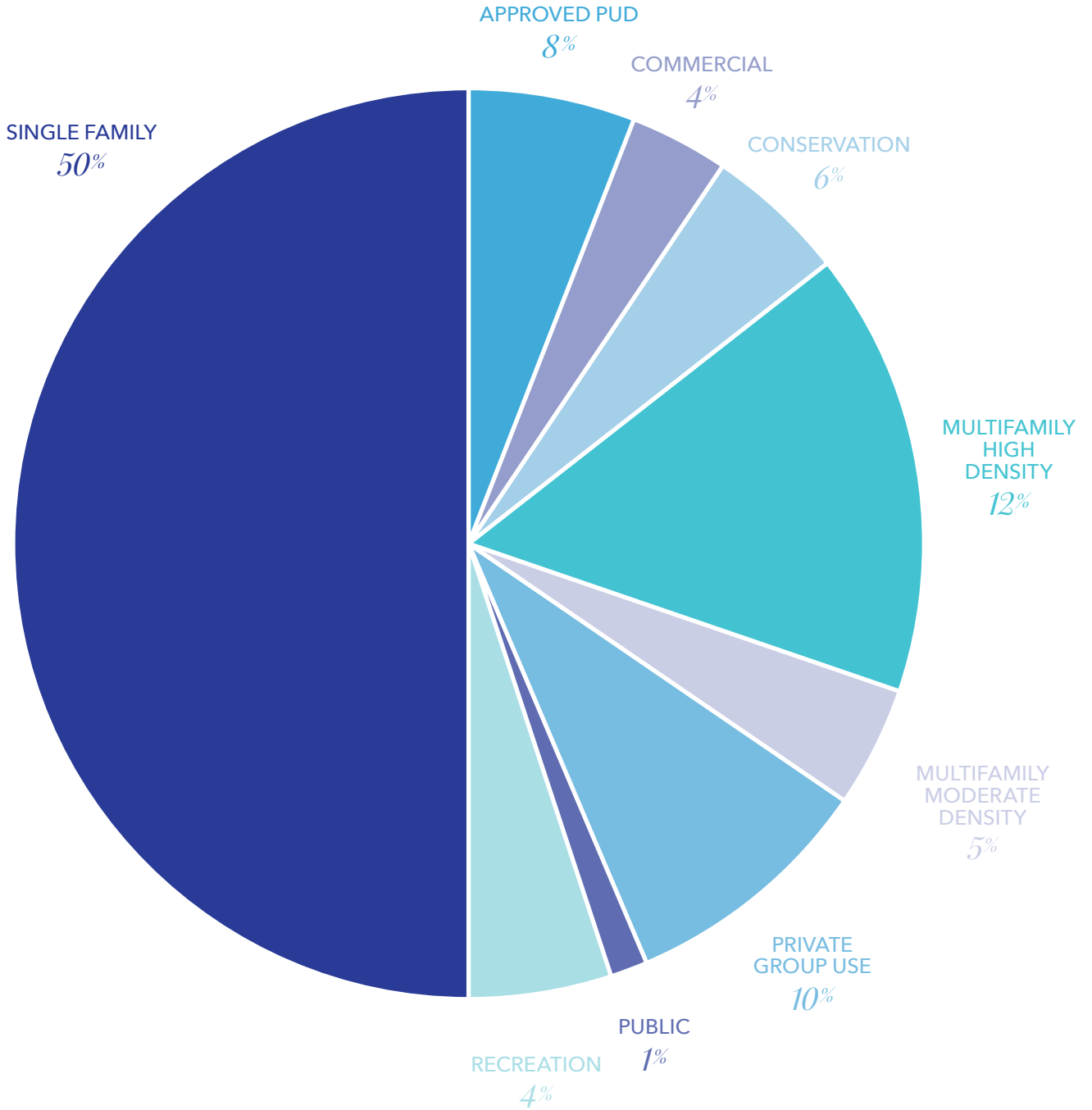


Figure 1-1. Future Land Use Percentages

Each Future Land Use designation is described in the following pages.

Table 1-1. Future Land Uses

FUTURE LAND USE DESIGNATION	SQUARE FEET	ACRES	PERCENTAGE
Approved PUD	7,542,791.30	173.16	7.71%
Commercial	4,080,652.21	93.68	4.17%
Conservation	5,656,124.92	129.85	5.78%
Multifamily High Density	12,130,252.03	278.47	12.41%
Multifamily Moderate Density	4,453,043.95	102.23	4.55%
Private Group Use	100,266,521.62	230.18	10.25%
Public	958,503.21	22.00	0.98%
Recreation	3,910,739.83	89.78	4.00%
Single Family	49,023,078.97	1125.42	50.14%
TOTAL	188,021,708.03	2244.77	100%

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

SINGLE-FAMILY USES

This land use designation comprises approximately 1,125 acres. The amount of land identified as Single Family represents approximately 50% of the total land area within the Town of Palm Beach (Table 2-4). The single-family Future Land Use Category includes historic residences and those that have been redeveloped.

MULTI-FAMILY USES

This land use designation comprises approximately 278.47 acres, which is the second largest land use in the Town. The amount of land identified as multi-Family represents approximately 16.96% of the total land area within Palm Beach (Table 1-4). The multi-family land use is split into two (2) categories. Those being Multi-Family Moderate Density and Multi-Family High Density, which as varying densities and allowable uses.

Multi-Family Moderate Density: Appropriate uses include single-family and two (2)- family homes, townhouses, multi-family units, and residential and mixed-use PUD’s up to a maximum density of six (6) dwelling units per gross Palm Beach acre (40,000 square feet); public uses and facilities; public and private schools; private group uses; group homes and foster care facilities; and essential services. The Plan designates close to 102 acres of land for Multi-Family Land Use.

Multi-Family High Density: Appropriate uses include single-family and two (2)-family homes, town-houses, multi-family units, and residential and mixed-use PUD's up to a maximum density of thirteen dwelling units per gross Palm Beach acre (40,000 square feet). Hotels are also permitted with an allowable density of up to 26 units/gross Palm Beach acre along with associated accessory commercial uses and time-sharing uses up to nine (9) units/gross Palm Beach acre, with carefully controlled conditions. The Plan designates nearly 278 acres of land for this use.

COMMERCIAL USES

The Commercial Future Land Use designation comprises approximately 93.68 acres, representing 4.17% of the total land area within Palm Beach (Table 1-4). While only one (1) 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 character of the Town's commercial sector is generally limited to three (3) specific areas. These particular areas of commercial uses were originally created to serve Town residents and are historic. The Town of Palm Beach, though, has always draw visitors to the restaurants and retail areas so they will continue to be regional attractions. The main commercial corridors and areas include Worth Avenue, Via Flagler and Royal Poinciana Plaza.



Via Flagler

More specifically, the commercial uses are concentrated in three (3) areas of the Town, as follows.

1. 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. This commercial area encompasses South County Road and Peruvian Avenue, which serves as an adjunct to the more famous Worth Avenue shopping area, providing additional shops, banking, offices, and professional uses.
2. The mixed-use commercial development, referred to as Via Flagler, located north of Royal Poinciana Way and Bradley Place, is comprised of local retail, restaurant, and residential uses.
3. The Royal Poinciana Plaza, a concentration of shops, restaurants, offices, and the Royal Poinciana Playhouse just east of the Flagler Memorial Bridge, serves a broader clientele. The Landmarked Playhouse is currently under construction to include a cultural venue and waterfront dining.

PUBLIC USES

This land use category comprises approximately 22 acres. The amount of land identified as Public represents 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 primarily serve the needs of Town persons, and owned, operated, franchised, or supervised by a governmental agency.

RECREATION USES

This land use designation comprises of 89.78 acres, and it is intended for low intensity public recreational uses or activities at a scale and intensity necessary to primarily serve the needs of Town residents, and to preserve the natural and scenic resources of the Town. Recreational land use includes Seaview Park, Phipps Ocean Park, Par 3 Golf Course, Town Marina, and Morton and Barbara Mandel Recreation Center. The amount of land identified as Recreation represents 4.0% of the total land area within Palm Beach (Table 1-1).

PRIVATE GROUP USES

This land use designation comprises approximately 230 acres. The amount of land identified as Private Group Uses 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, museums and noncommercial recreation-type or cultural uses at a scale and intensity intended to primarily serve the needs of Town residents.

APPROVED PLAN UNIT DEVELOPMENT (PUD)

This land use designation comprises of about 173 acres. The amount of land identified as Approved PUD represents only 7.71% of the total land area within Palm Beach (Table 1-1). The Breaker's PUD contains a remaining development potential. Within this Future Land Use designation, the maximum density allowed cannot exceed 13 units per acre. Densities in new PUD's are limited to the maximum density allowable in the Future Land Use category and zoning district in which they are located prior to their approval, but again cannot exceed 13 units per acre type or cultural uses at a scale and intensity intended to primarily serve the needs of Town residents.

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 only 5.78% 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 is presented in the Conservation element.

The Town of Palm Beach 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 1-2 below shows US Census data in 10-year increments from 1990 to 2020.

Table 1-2. Historic Population Trend

HISTORIC POPULATION TRENDS			
YEAR	TOWN OF PALM BEACH		
	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%

Sources: US Census.

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 10,249 by the year 2050 as indicated in Table 1-3.

Table 1-3. Population Projection

PALM BEACH	2010	2020	2030	2040	2050
Population/Population Projection	8,348	9,245	9,809	10,139	10,322

Sources: Shimberg Center of Housing Studies, University of Florida.

During the winter season, November through April, the Island’s population swells to a peak double that of its year-round residential population 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 in the Town.

Table 1-4 provides projections of the Town’s permanent and seasonal populations through the 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 population change ratio.

Table 1-4. Resident 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.

The Future Land Use Map Series

Pursuant to Section 163.3177(6)10, as a component to the Future Land Use Element, the Future Land Use Map Series has been provided as a separate Element within the 2024 Comprehensive Plan.

The following table provides the complete list of maps in the 2024 Comprehensive Plan update.

TABLE 1-5 2024 COMPREHENSIVE PLAN MAP SERIES	
1.1	Location Map
1.2	Future Land Use Map
1.3	Zoning Map
1.4	Town Bridges Map
3.1	Landmark Structures Map
3.2	Historic Districts & Scenic Vistas Map
3.3	Historically Significant Buildings Map
3.4	Historic Markers Map
3.5	Archaeological Sites Map
3.6	Historic Historic and Specimen Tree Map
5.1	Public Buildings Map
5.2	Seawall Map
6.1	Functional Classification Map
6.2	Roadway Number of Lanes Map
6.3	Road Network Map
6.4	Roadway Responsibility Map
6.5	Bicycle Facilities Map
6.6	Pedestrian Network Map
6.7	Public Transit Map
6.9	OD Zones 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

Relationship Between the Future Land Use & Zoning

The Future Land Use Element establishes the land use categories that correspond to the zoning districts contained in Chapter 134, the Town of Palm Beach Zoning Code. The relationship between these two (2) documents is significant as their origins both began in 1929. In the Town of Palm Beach, the Zoning Code is the predominant regulatory instrument for both public and private development. The relationship between the two (2) must be understood.

The original Town Plan established the vision of the Town which still exists today. The 1929 Plan of Palm Beach recognized the importance of planning for the future as changes locally and regionally have had and continue to impact the Quality of Life for Town residents. The 1929 Plan acknowledged the importance of public gardens, public buildings, open space, and trails. At the same time, traffic and parking was 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 have remained almost 100 years later. The vision of the 1929 Plan, as stated, remains the same, that being, “to “preserve the quiet, residential character, and at the same time to meet the inevitable demands of the ever-increasing numbers coming (to the back country)”.²

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 in the Town of Palm Beach. The Zoning Code of 1929 also divided the Town into seven (7) districts and created a District Zone Map. Since the original approval, there have been numerous amendments to the zoning code. The next complete revamp was completed in 1974. Currently, the Town has employed ZoneCo, a zoning consultant, to complete a Code Review of the current Zoning Code. It will be required that the results of the Zoning Code review be consistent with the 2024 Comprehensive Plan.



Table 1-6 provides the Future Land Use and corresponding Zoning Districts for residential and commercial districts in the Town of Palm Beach.

FUTURE LAND USE DESIGNATION	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 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	None
Public	None
Recreation	None
Approval PUD	PUD-A PUD-B PUD-C
None	BA - Beach Area

As witnessed in the table of comparison between the Future Land Use Map and the Zoning Map, the Maps are not consistent. The comprehensive plan purpose is to be the controlling instrument for proper planning, while the zoning code is to be the implementing regulatory document and they must correlate. To bring these documents into compliance, Zoning District regulations need to be created that correspond to their respective FLUM designations.





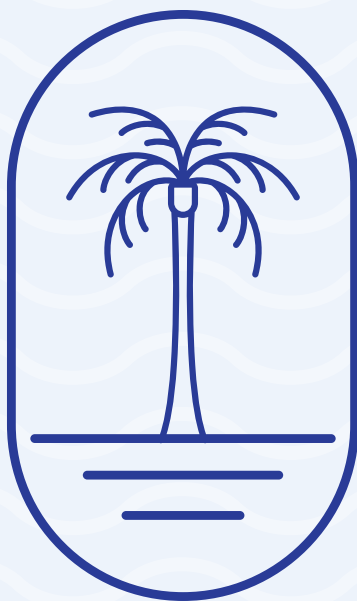
Downtown Palm Beach



Path Forward

Palm Beach is a community that has achieved a high standard of living and has retained its exclusivity, which is essential for Town residents. It is the purpose of the comprehensive planning process to uphold the vision of the Town residents as a predominantly residential community with limited commercial and recreational land uses that serve the Town. The analysis required of the 2024 Comprehensive Plan concludes that the Town is effectively managing redevelopment activities and will continue to through the 20-year planning horizon.

As required per State Statute, the Comprehensive Plan and corresponding Zoning Code must maintain consistency as together these documents lay the foundation of planning and zoning for the Town. As noted, there are land use and zoning classifications that do not correspond to one another. Therefore, it is recommended that within one (1) year following adoption of the subject updated 2024 Comprehensive Plan, that the Town consider reviewing and correcting inconsistencies with the Future Land Use Map and Zoning Map that include three (3) new zoning districts to correspond to their respective Future Land Use designations. In addition, as a coastal community, an envisioned new Beach Area Future Land Use designation should be considered that recognizes the necessary beach renourishment and coastal management services and activities.



Volume 1

2

*Housing
Element*

Data & Analysis



Building Location Unknown

State of Florida Housing Element Requirements

Pursuant to Section 163.3177(6)(f)1, F.S., every local government is mandated to include a Housing Element in its comprehensive plan. The purpose of the Housing Element is to guide plans, policies, and regulations necessary to ensure the availability of housing supply is consistent with the historical character and the identity of a community. The Housing Element is based on data and analysis collected on 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



Town of Palm Beach Housing Styles & 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 (2) and a half acre of land. In 1893, Mr. Clarke bought his second property, the Dimick Hotel, and 20 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 in 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 wooden structure in the world, comprised 1,150 rooms with six (6) stories and two (2) 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.



Flagler's Rail Spur from West Palm Beach

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, which was then demolished and was replaced by the magnificent stone 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. 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 the Sanborn Plat number 9 as ponds.

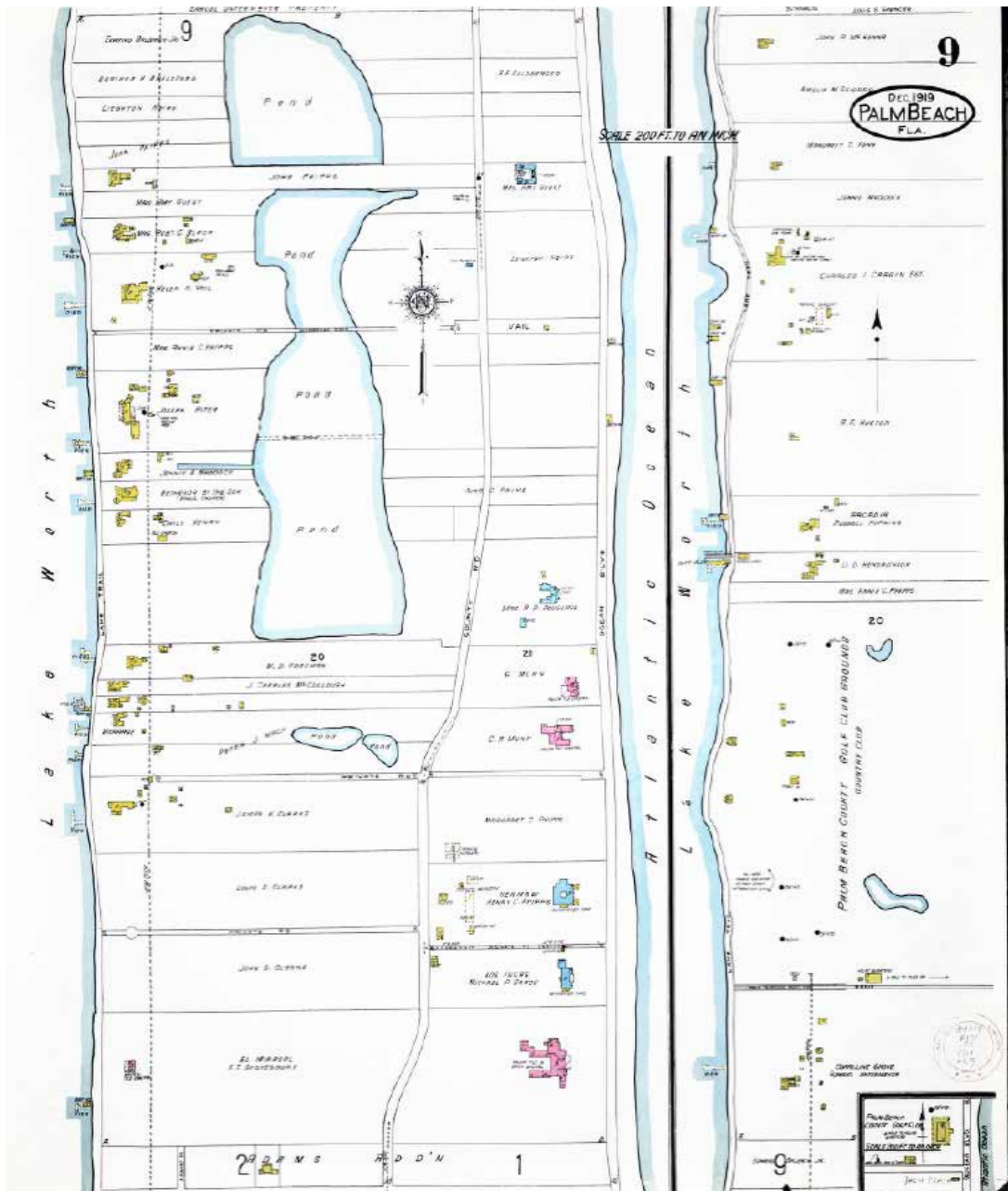


Exhibit 2-1 Sanborn Map #9

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. Similarly, the Royal Park area, was remote, low lying and swampy. 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, streetlamps, and landscaping.²

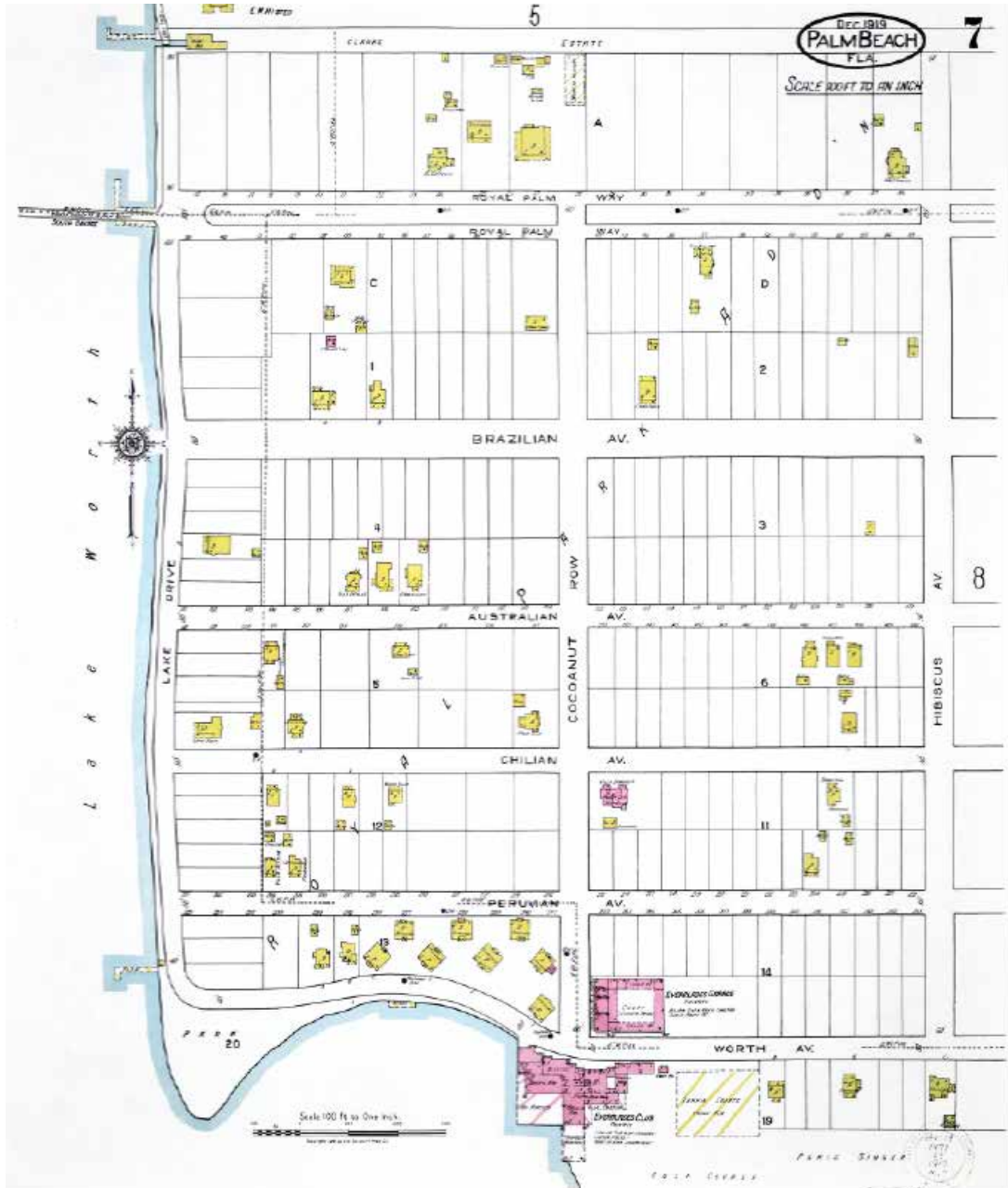


Exhibit 2-2 Sanborn Map #7

In 1918, Addison Mizner came to Palm Beach by an 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 were changing 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 would establish 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.

As time progressed, the Town Council decided to 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 In 1970, Architectural Review Commission (ARCOM) was established and consists of seven (7) members, two (2) of which are required to be state-registered architects and one (1) landscape architect.

3. 2010 Site Survey of the Town of Palm Beach

4. Ibid

5. Town of Palm Beach Landmarks Manual

6. Ordinance No. 08-70 Architectural Commission

In brief, ARCOM is charged with consideration of approval of a building permit for building plans that are, among more detailed criteria provided for in Code Section 18-205 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 imperative 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, 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



The Breakers “Ream General Hospital” 1945



El Mirasol circa 1920

Palm Beach did flourish 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 fact, in 1947, the Stotesbury Estate “El Mirasol”, designed by Addison Mizner and pictured here, was demolished. The only element that was spared was the entrance gate, which was deemed a historic landmark in years following. Today, the land is comprised of a 14-lot ranch-style development known as El Mirasol Estates.⁸

7. Library Of Congress, “ The Breakers Hotel, Places of Healing Hotels”

8. Old House Journal Updated June 21, 2021 “8 Great Addison Mizner Buildings”



Photo Credit: Arnel Hasanovic

Following World War II, many Palm Beach dwellings were replaced with low-rise apartment buildings and in the Town's south end high density condominiums. Further change resulted with the September 1947 Hurricane, which dramatically altered the landscape of the south end of Palm Beach. Prior to the storm, South Ocean Boulevard (SR A1A) had 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 on the property, and eventually oceanfront and lakefront villas, along with apartment buildings, were constructed as a part of the complex.⁹

9. Environmental Services, Inc. "Town of Palm Beach Historic Site Survey" 2020

According to the USGS maps from as late as 1945, little development 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 were 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 addition of air conditioning in residential structures, which began around 1950, significantly impacted the number of people who relocated to Florida, as well as other states in the Sunbelt. Between 1950 and 1960, Florida had the fastest growing population, with an increase of 78.7%. In 1960, it was the 10th largest state, in population, increasing to just over 6,000. Until the 1960s, Palm Beach's greatest building boom was considered 1925, but in 1962, permit costs exceeded it, largely driven by apartment complexes and office buildings in Midtown. In 1963, the state passed the Condominium Act, allowing for their construction.¹²

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.¹³

The various architectural styles that began during the early years of development in the Town are still prevalent today.¹⁴ The Town of Palm Beach's housing represents a diversity of architecture that reflects the evolution of the Town's settlement. The following are examples of each of the architectural styles within the Town of Palm Beach, all images have been obtained from the Environmental Services, Inc. report title "Town of Palm Beach Historic Site Survey" 2020.

10. Ibid

11. Ibid

12. Ibid

13. Ibid

14. Ibid



MOORISH REVIVAL
1835-1915



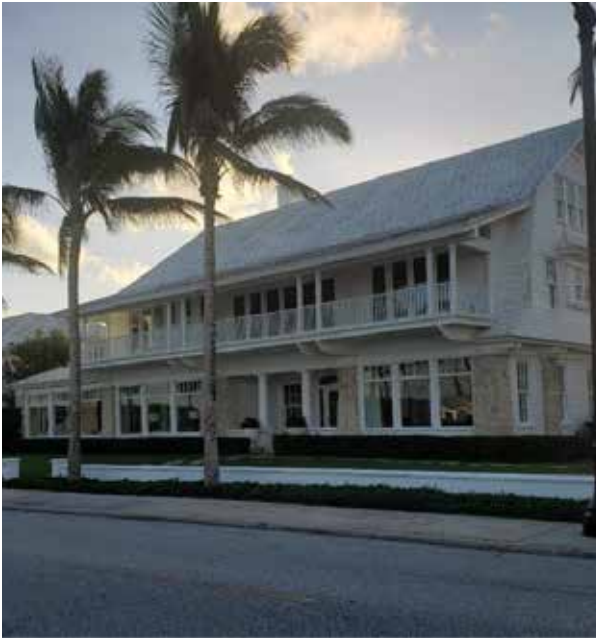
BRITISH COLONIAL
1880-1955



COLONIAL REVIVAL
1880-1955



GEORGIAN REVIVAL
1880-1995



SHINGLE
1880-1910



MEDITERRANEAN REVIVAL
1880-1940



FRAME VERNACULAR
1885-1960



MISSION
1890-1920



TUDOR
1890-1940



NEO-CLASSICAL REVIVAL
1895-1955



DUTCH COLONIAL REVIVAL
1895-1930



BUNGALOW
1905-1930



INTERNATIONAL
1925-present



MINIMAL TRADITIONAL
1935-1950



PALM BEACH REGENCY
1920-1980



ART DECO & ART MODERNE
1920-1940



MASONRY VERNACULAR
1920-1980



MONTEREY
1925-1955



RANCH
1935-1975



MID-CENTURY MODERN
1945-1990



Town of Palm Beach Housing Element

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, as well as philanthropic. That distinction remains today, and it is the mission of Town leadership, residents, and staff to uphold.

The Housing Element data has been updated with this Comprehensive Plan based upon the most recent statistics. 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. As summarized in Table 2-1, according to the 2020 U.S. Census, there were 9,256 housing units from which 54.60% of the units were occupied. In comparison with 2010, there was an increase in occupancy possible due to the pandemic Covid 19 impact that caused a growth of permanent residents in the Town. Vacant units are considered for seasonal, recreational, or occasional use.

Table 2-1. Housing Occupancy

TOWN OF PALM BEACH				
HOUSING OCCUPANCY	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 2-2 indicates that between 2010 in 2020, Palm Beach saw a slight shift in the number of owner-occupied and renter-occupied units. Owner-occupied units decreased by 5.39 percent, while renter-occupied units increase by 5.39 percent during that time. By 2020, 82.45 percent of all occupied housing units in Palm Beach were owner-occupied, in contrast with 17.55 percent occupied by renters.

Table 2-2. Housing Tenure

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 2-3 is based on data from the U.S. Census, American Community Survey (ACS). It indicates that 25% of the housing supply are single-family units; and 61.4 % of the supply belongs to building with more than 20 or more units.

Table 2-3. 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 2-4, 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 2-4. Year Structure Built

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 2-5. Also, this bracket experienced an increase of 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. The multi-million dollar homes that characterize the island are part of the character and historic identity of this community.

The most recent Site Survey was conducted in 2020. In addition to documentation of historic structures, the survey process also includes evaluating the condition of each building, using assessment standards established by the U. S. Department of the Interior. A subjective evaluation, the condition of each building was evaluated based upon a visual inspection of the structural integrity, roof profile and surfacing, the integrity of the exterior wall fabric, porches, fenestration

and window treatments, foundation, and the general appearance of the building. Not permitted onto private property, the surveyors inspected each building from the rights of way. No attempt was made to examine the interiors of buildings, or closely inspect the foundation or wall systems for the extent of integrity, deterioration, or insect infestation. Consequently, some buildings evaluated as “good” may upon further inspection be found in a “fair,” or even “deteriorated” condition. In like manner, some buildings labeled as fair may indeed possess substantial integrity of wall framing with only inconsequential exterior fabric deterioration.¹⁵

Table 2-5. Housing Value

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

15. Ibid

Tables 2-6 and 2-7 present information regarding Mortgage Status and Gross Rent. Both tables indicate an increase in number of units. Most of the current housing supply belongs to owners without a mortgage (74.6%), this is correlated to the fact that most of the units were built between 1960 and 1990, and long-time residents have paid off their mortgages. In terms of gross rent, Table 3-7, shows that there were 142 additional occupied rental units in the 2016-2020 period.

Table 2-6. Mortgage Status

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 2-7. Gross Rent

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

According to the Planning, Zoning and Building Department, and displayed on Table 2-8, the Town issued the following number of permits from January 2018 to January 2023. The data demonstrates that building permits have increased as well as the corresponding building permit revenue. 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 is misleading as it may reflect less building permits. However, the construction value based upon permit fee represents an ongoing progression in redevelopment activity in the Town.

Table 2-8. Building Permit Numbers and Value

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

On May 26, 2022, Governor DeSantis signed Senate Bill 4D (SB 4D) relating to condominium building safety. The bill was proposed and passed following the collapse of the Champlain Towers South condominium in Surfside, Florida in June 2021. The Senate Bill 4D enacts measures with the goal of helping to ensure that condominiums are safely maintained and structurally sound to reduce any possible threat to the public health, safety, or welfare. The bill includes several changes to existing law that may affect liability claims against property owners as well as first-party property insurance claims in Florida.

Senate Bill (SB-4D) established a statewide inspection program, requiring condominium and cooperative associations to conduct milestone structural inspections in two (2) phases and perform structural integrity reserve studies to ensure that condominium and cooperative buildings are safe for continued use.¹⁶

A summary of the Phase One Milestone Inspections is as follows.

1. Milestone inspections can be performed by team of professionals with the Florida-based architect or engineer acting as the design professional in responsible charge of work and reports signed and sealed by team members.
2. Require visual inspection of primary structural members and systems.
3. Identify any substantial structural deterioration that negatively affects the building’s general condition, integrity, or life-safety of occupants.
4. Document whether unsafe or dangerous conditions were observed.
5. Report to include determination of any items requiring further inspection and necessary maintenance, repair or replacement of structural components.
6. The association is responsible for costs in which governing documents say the association must maintain, not necessarily all costs from 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. Following Phase 1, a Florida-licensed engineer or architect is required to perform a phase-one inspection, a phase-two milestone inspection is necessary, it may involve materials testing, probing or removal of finishes, or non-destructive testing such as ground penetrating radar.
2. 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.
3. Failure to progress 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.¹⁷



The structural integrity reserve studies require reserves to be funded and the study determines the reserve funds required for future major repairs and replacement of the common area based on visual inspection of the common areas.

- The requirements of the study 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. Estimated remaining useful life of each element.
 4. Replacement cost or deferred maintenance expense of each element.
 5. Recommended annual reserve amount needed for replacement or deferred maintenance expense of each element.
 6. Studies must be maintained for at least 15 years after completion. Residential condominiums three stories or higher must have structural integrity reserve study every 10 years.

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

With regard to the existing housing supply in the Town of Palm Beach, it is expected that with the Town’s quality of 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 pertaining to building safety, additional housing options may result through the rebuilding of some of aging condominium buildings located in the south end.

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.

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 2-9. 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.



Building Location Unknown

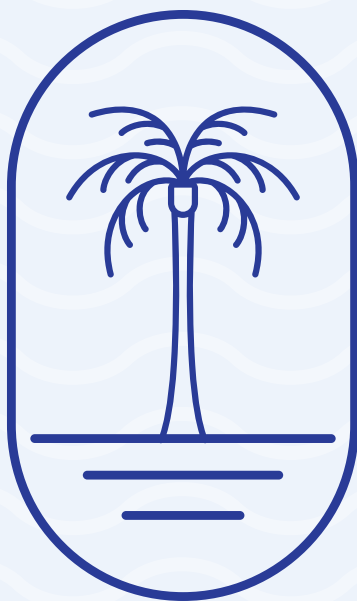


Path Forward

Palm Beach is a community that is known for a high standard of living, prestigious housing and stewardship of the natural landscape that contributes to the high Quality of Life for residents.

The present housing analysis and consideration of the 20-year planning horizon required to anticipate the needs of Town residents, indicates that the Town should focus on specific policies to maintain and enhance its current housing supply and plan for future housing demand. It is recommended that the Town maintain and enhance the current housing stock through the Town’s zoning and land development regulations, overseen by ARCOM and LPC.

Additionally, the Town should continue protecting the historic architecture and charm of residential structures and promote future landmark preservation designations (see Historic Preservation Element). As the site surveys are critical to monitoring existing and evaluating potential new landmark designations, the Town should continue to conduct Historic Site Surveys. With regard to the Town’s multi-level residential structures, the Town will need to evaluate the impacts of Senate Bill 4D regarding safety of existing condominiums on the South end.



Volume 1

3

Historic Preservation Element

Data & Analysis



Building Location Unknown



Historic Preservation in the Town of Palm Beach

Historic preservation in the Town of Palm Beach is best appreciated with a look to 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 in the Town of Palm Beach

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 Coconut Grove House, opened to accommodate tourists. By the early 1890s, the community was well established with several hotels, businesses, and winter residents.⁸

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. 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.⁹



Contemporary Photo of the Breakers, Palm Beach, FL



Historic Photo of the Breakers, Palm Beach, circa 1896

8. Town of Palm Beach website, “Town of Palm Beach’s History” and “Historic Preservation” webpages.

9. Ibid

“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

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 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, Tudor, Norman, Scandinavian, and Spanish Colonial architecture.¹⁰

A strong advocate for the architectural, botanical, and cultural heritage of the Town is the Preservation Foundation of Palm Beach. 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, with the goal 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.

10. Town of Palm Beach, Florida 2010 Historic Sites Survey

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
- The historic Town Hall
- Earl E.T. Smith Park
- A Heritage Education program for fourth-grade school children
- The Little Red Schoolhouse
- The Pan’s Garden
- The Phipps Ocean Park

Town of Palm Beach Comprehensive Plan Historic Preservation Element

In 1979, 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 lists required elements for inclusion in the Comprehensive 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 archaeological 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.

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 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 to increase 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) with the purpose 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 a number of 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 historic resources with intrinsic aesthetic, or 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 (7) members, six (6) 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 the worthiest 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 necessarily 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 or not 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 in order 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 a ten-year time period. The Abatement is conveyed through a covenant that accompanies the deed to the property and may be transferred to future owners during the Abatement time 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.

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, usually for minor changes (\$2,000 or less) such as security lighting, driveways, etc.
- Encourage historic research and community pride.
- Preserve the historic and cultural integrity of Palm Beach

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 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.¹¹ In 2021, the Preservation Foundation sponsored a report on the impacts of landmarking on property values in Palm Beach.

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 prior to 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. Ghost-line 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.

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.

The reason is due to the fact that 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 is simply easier and less expensive to demolish the 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.

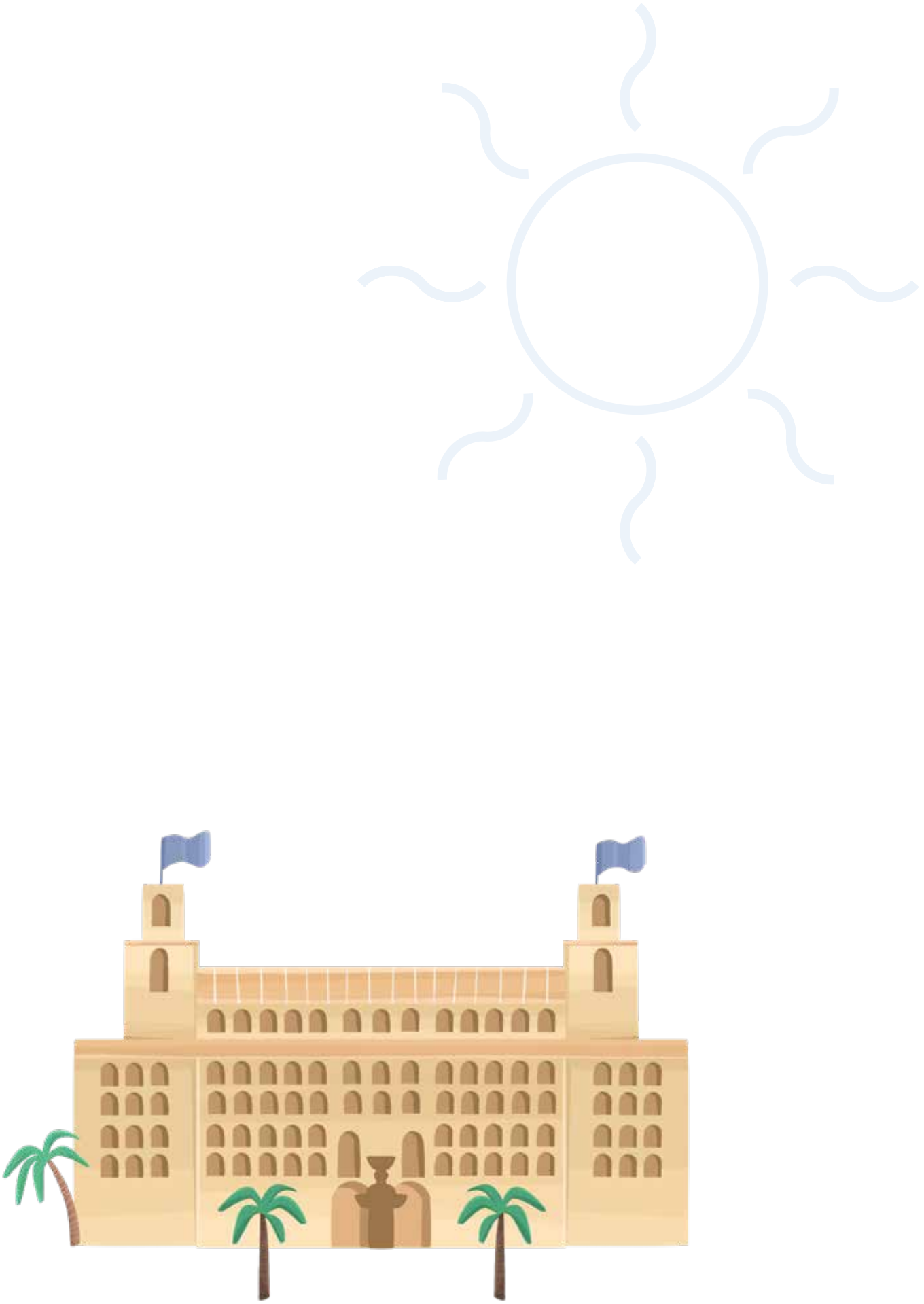
In November of 2019, Planning, Zoning and Building staff proposed the creation of a new category of building, called “Historically Significant Buildings”; that would not rise to the

11. Town of Palm Beach Historic Site Survey, Environmental Services, Inc. 2020

status and tax abatement level of a Landmarked building, but rather these structures 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 been witnessed 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 storm-water 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.



Historically 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.

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

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

Erected in 2011 by the Seminole Chapter, NSDAR and the Florida Department of State. The Cocconut 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 and the first mayor after its incorporation in 1911. The Cocconut Grove house opened as an in after adding eight (98) rooms to the building. Dimick then sold the inn in 1882 to Commodore Charles Clark, another Palm Beach pioneer. Flagler later rented the hotel for his works while they were building the Royal Poinciana Hotel. In 1893 the Cocconut Grove House was destroyed by fire.

3. DUCK'S NEST

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.

4. EPISCOPAL CHURCH OF BETHESDA-BY-THE-SEA

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.



Duck's Nest Historic Marker - Erected 1980

5. FLAGLER MEMORIAL BRIDGE

Erected in 2017 by Florida Department of Transportation, the Town of Palm Beach and the City of West Palm Beach. The bridge was completed in 1938 under the 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 in 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

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 Phipps Ocean Park and renovated by the Gardeners Society of Palm Beach. More currently, the schoolhouse will be relocated on the site of the Phipps Ocean Park site to make way for the restoration and enhancement of this 26-acre regional park.

8. PARAMOUNT THEATRE

Erected in 1973 by the Department of Interior. The Paramount Theatre has been placed on the National Register of Historic Places by the United States Department of Interior since 1973.

9. ROYAL POINCIANA HOTEL

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

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

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

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.

Archaeological Sites

The Town of Palm Beach has maintained a register of 29 known archaeological sites as of 2023 as depicted on Map 3.5 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 (4) 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 F.S. 872.05.

Pursuant to Code Section 18-2020, the Town's Comprehensive Plan requires compliance with the requirements of Section 872.05, F.S., 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 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. The distinction is that 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. In comparison, 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, or effectively destroyed through damage without prior written permission duly obtained by application to and after a hearing before the Town Council.



Kapok Tree (Ceiba pentandra)



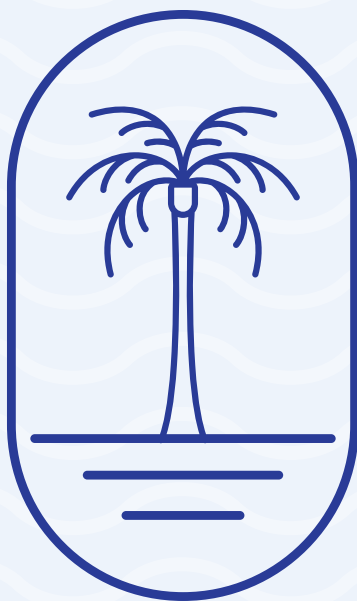
Path Forward

By preserving what is 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 Palm Beach, the history of the state of Florida and to all people 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, the enforcement of tree protection for the Town's historic and specimen trees should also be recognized in the Goals, Objectives and Policies.





Volume 1

4

Public Safety Element

Data & Analysis

South Ocean Blvd



Public Safety in the Town of Palm Beach

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 2017 Comprehensive Plan, a new Fire Chief was appointed, and the Public Safety Director position was eliminated. This change has been reflected in the corresponding Goals, Objectives, and Policies for the Public Safety Element.





We, the members of the Palm Beach Police and Fire Departments, embrace these Core Values and Value Statement to guide our behavior in all we do.

VALUE STATEMENT

Every encounter is an opportunity to positively impact the lives of others.

OUR CORE VALUES

We PROMISE to ACT with INTEGRITY in all of our encounters and efforts.

We PROMISE to PROVIDE a WOW SERVICE to all citizens.

WE PROMISE to BRING an attitude of GRIT every day.

Our WHY...The PALM BEACH WAY...SETTING THE STANDARD.

INTEGRITY

Honor • Honesty • Trust • Ethical • Accountable

Do the Right Thing • Courage • Professional

WOW

Golden Rule • Care • Compassion • Transcend Expectations

Extreme Passion • Intense Customer Service • Competence • Exceptional

Unparalleled • Phenomenal • First Rate • Unprecedented • Sense of Urgency

GRIT

Never Quit • Overcome • Get It Done • Perseverance

Passion • Never Ceasing • Relentless • Find a Way

History of the Palm Beach Fire Rescue Department

In the late 1800's, 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.¹



Historic Photo of Fire Station and Firefighters late 1800's

Separating Palm Beach and West Palm Beach is a body of water known as Lake Worth (Lagoon). Before it was dredged and became a part of the Atlantic Intracoastal Waterway (through the work of the Army Corp of Engineers), this body of water was a freshwater lake, 21 miles long and up to a mile wide. At that time, no bridges existed, which meant the Flagler Alerts could only respond by ferry or rail 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.²

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.³

Palm Beach's first fire engine was a 1921 American La France, Model #75, triple, 750 gallons per minute (GPM), chemical and hose motor car. The new fire engine and crew were housed in the Town's first fire station located on Main Street (presently Royal Poinciana Way). Early Sanborn maps indicate that this fire station was located on the north side of the street adjacent to where the Henry's restaurant (f.k.a Testa's) is currently located. It was initially staffed by the Fire Chief and two (2) full-time paid firemen.⁴

“With the growth of the Town, a second fire station was constructed in June of 1924. It was located on First Street, one block south of Worth Avenue. A second fire engine was also added.”

—
*Town of Palm Beach Fire Rescue
Department Webpage*

1. Fire Rescue Department Webpage, Town of Palm Beach, 2023
2. Ibid
3. Ibid
4. Ibid

In 1925, a new Town Hall was constructed at Australian Avenue and County Road. It contained the Town’s administration along with several other departments. The new building was also home to the police and fire departments. The fire station was called Central Station or Headquarters, when the First Street location was closed.

By early 1926, following three (3) fires in a single day, a focused attention was on Palm Beach’s inadequate fire protection. The then Chief Schultz proposed a supplementary brigade of volunteer firefighters to be organized. Many of the prominent winter residents and businessmen joined the Fire Department.⁵

In November 1927, the Main Street (north end) fire station was closed when the fire station at the corner of Wells Road and County Road (Station 2) was opened. A third new American La France pumper was purchased. The north station was staffed mostly by volunteer firefighters. Increased development and population growth in the south end of Town created the need for a third fire station (Station 3) which was opened at 2185 South Ocean Boulevard in April of 1964. The station was reconstructed from the Phipps Park attendant’s residence and originally housed an engine and squad truck. In 1995, a new South Fire Station was constructed in Phipps Ocean Park in place of the old station.⁶

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.⁷

Fire Rescue as a Component to 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

“We Promise to act with integrity in all of our encounters and efforts. We Promise to provide a WOW service to all citizens. We Promise to bring an attitude of grit every day. Our why..... The Palm Beach Way... Setting the standard.”

—
Palm Beach Fire Rescue Vision

5. Ibid

6. Ibid

7. Ibid

when entering an atmosphere considered “Immediately Dangerous to Life and Health” (IDLH), such as a structure fire, firefighters operate in teams of two (2) as a minimum and that before firefighters enter the IDLH, there must be two (2) 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 (1) paramedic and one (1) 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 (8) 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 (3) 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 (1) rescue unit and one (1) 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 in the Fire Rescue Zones Map, the Town is divided into three (3) zones that correspond to each of the fire station locations.

**NORTH FIRE STATION (STATION #2)
LOCATED AT 300 NORTH COUNTY ROAD**

- Primary Response Area is Royal Poinciana Way north the Town's northern limit.
- This station is currently under restoration as it is a designated landmarked building.
- Staffing:
 - Four (4) operational personnel, a Lieutenant/Paramedic, a Driver Engineer and two (2) firefight/paramedics.
 - One (1) Fire Engine permitted as an Advanced Life Support non-transport unit. This unit is cross staffed by the four (4) person crew.
 - One (1) Rescue Truck permitted as an Advanced Life Support transport unit. This unit is cross staffed by the four (4) person crew.
 - One (1) Reserve Rescue Truck permitted as an Advanced Life Support transport unit. This unit is staffed but is capable of being put in service immediately if needed or can replace a Rescue Truck that is in need of repairs or if an emergency.
 - The Administrative staff offices are located on the second and third floor of the Fire Station #2. The Fire Chief and Deputy Fire Chief work from this location.

**CENTRAL FIRE STATION (STATION #1)
365 SOUTH COUNTY ROAD**

- Primary Response Area is from Royal Poinciana Way south to Southern Boulevard.
- Staffing:
 - Seven (7) operations personnel including a Battalion Chief, two (2) Lieutenants, two (2) Driver Engineers, four (4) Firefighters who staff the emergency units at the Central Station.
 - One (1) Fire Engine, permitted as an Advanced Life Support non-transport unit. This unit is cross staffed by three (3) of the personnel, a Lieutenant/Paramedic, a Driver Engineer, and a Firefighter/Paramedic.
 - One (1) Battalion Chief who serves as the department's management representative on shift and has specialized training and is authorized by the by medical director to provide advanced care and techniques.
 - One (1) Squad (Heavy Rescue). This unit is unstaffed but can be brought to a scene by call in personnel. The unit serves as the department's air and light truck, providing scene lighting.
 - One (1) Reserve Rescue Truck to provide Advanced Life Support transport unit.

**SOUTH FIRE STATION (STATION #3)
2185 SOUTH OCEAN BOULEVARD**

- Primary Response Area is from Southern Boulevard south to Town’s southern limits.
- Staffing:
 - A total of six (6) operations personnel including two (2) Lieutenants, two (2) Driver Engineers, four (4) Firefighters who staff the emergency units at the Central Station.
 - One (1) Fire Engine to provide Advanced Life Support non-transport unit.
 - One (1) Rescue Truck to provide Advanced Life Support transport unit.
 - One (1) Reserve Fire Engine. This unit is not staffed but is capable of being put in service immediately if needed.



Shown on Exhibit 4-2 is a complete organizational chart of the Fire Rescue Department. As noted, ocean rescue falls under the authority of the Fire Rescue Chief.

FIRE RESCUE ORGANIZATIONAL CHART

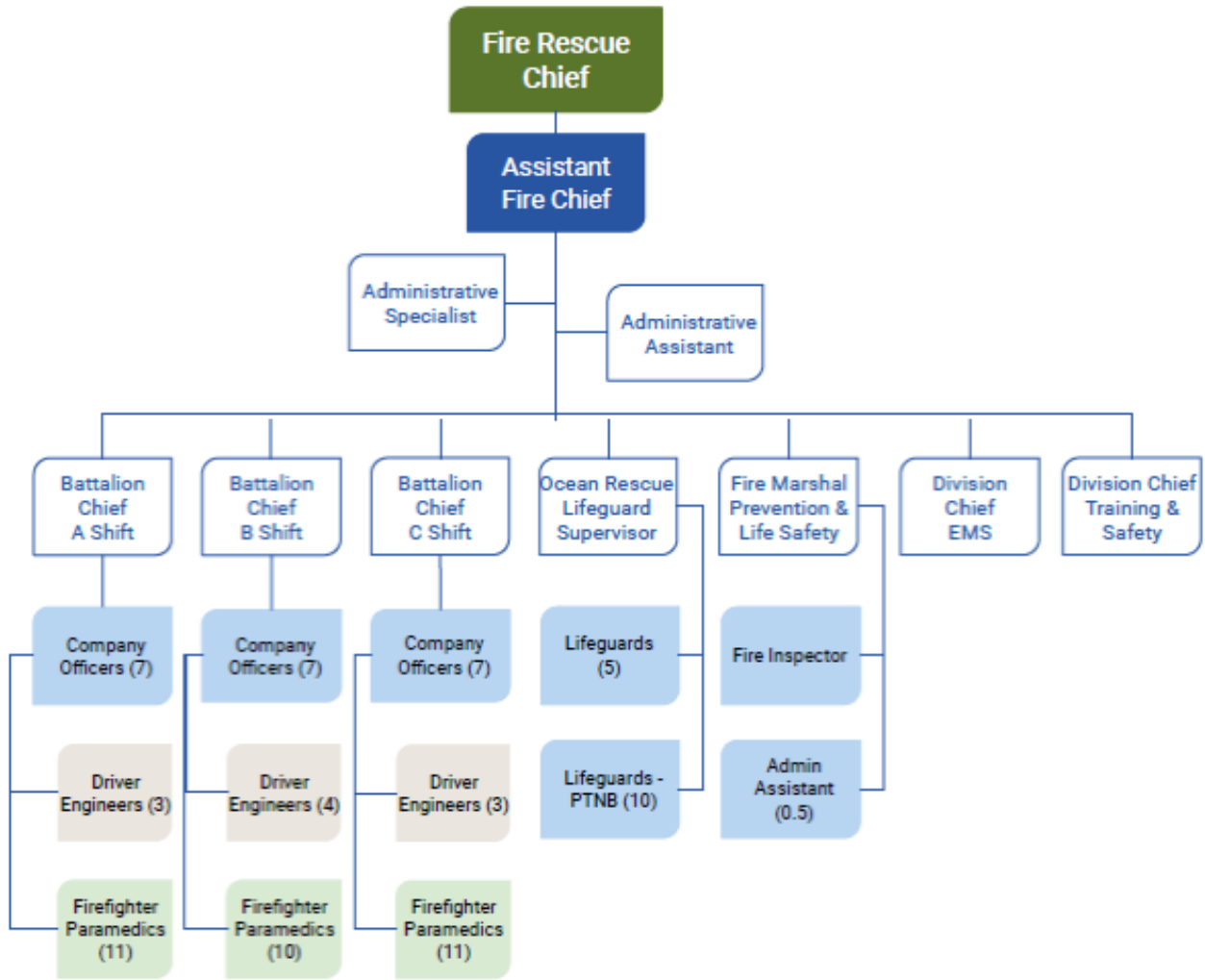


Exhibit 4-2 - Fire Rescue Department Organizational Chart

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.



Palm Beach Ocean Rescue, Palm Beach Civic Association Photo

The Town of Palm Beach employs six (6) full-time lifeguards and seven (7) part-time lifeguards, who are responsible for providing public safety and initial emergency medical service seven (7) days a week, 365 days per year on the Town's two (2) public beaches. Those Town operated beaches include the Mid-Town Municipal Beach and Phipps Ocean Park, that 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 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 Technician (EMTs). An EMT or Paramedic is generally assigned to each beach. In addition to providing service on the two (2) 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 to 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.⁸

The early days of the Palm Beach Police Department are summarized below.

1911

Society baseball games were held each year until the beginning of WWII. The New York "Police" vs. Philadelphia "Convicts", wearing appropriate uniforms, played on a field located at the present site of The Breakers tennis courts with Palm Beach Police officers playing on both sides. The games benefited the Palm Beach Police Pension Fund beginning in the 1920's. Members of the social register played on their respective home teams with the whole of Palm Beach watching. Players of note included Woolworth Donahue, E. F. Hutton and Walter P. Chrysler. Players in later years included heavyweight champ Gene Tunney and stage star Georgie Jessel.

1913

Theft of sand from the beach used for fill on the Lake Worth side was a significant problem. Fences were erected at the ends of most east-west streets to remedy the situation.

1917

The town bought the first motorcycle (referred to as a motorized bicycle) for law enforcement use.

1921

The town bought the first police car, an Essex, for \$1,700.

1924

Eight police call boxes were installed in town. A police substation was established on Royal Palm Way. The first Harley Davidson motorcycle was purchased for police use. Police officers worked seven days a week and lived in barracks above the fire station.

8. Town of Palm Beach Police Department webpage. "History of the Police Department", 2023

1926

Moved into police station and jail located at the current town Hall. First written Rules and Regulations were published.

1927

Last recorded accident of a car hitting a mule in Palm Beach; the mule died.

1928

A devastating hurricane struck the area. Martial Law was declared and 171 members of the National Guard patrolled Palm Beach. Other assistance included 15 volunteers from the Daytona Beach Police Department who were sworn in as special officers.

1933

A Palm Beach resident donated a short-wave radio with which the Palm Beach Police also dispatched for the West Palm Beach Police. WWII Years Military Police patrolled Palm Beach along with Palm Beach Police officers, as the town was a major rest and relaxation point for servicemen.

1947

Martial law was declared in Palm Beach after a hurricane caused great damage. The National Guard was again deployed in Palm Beach.⁹

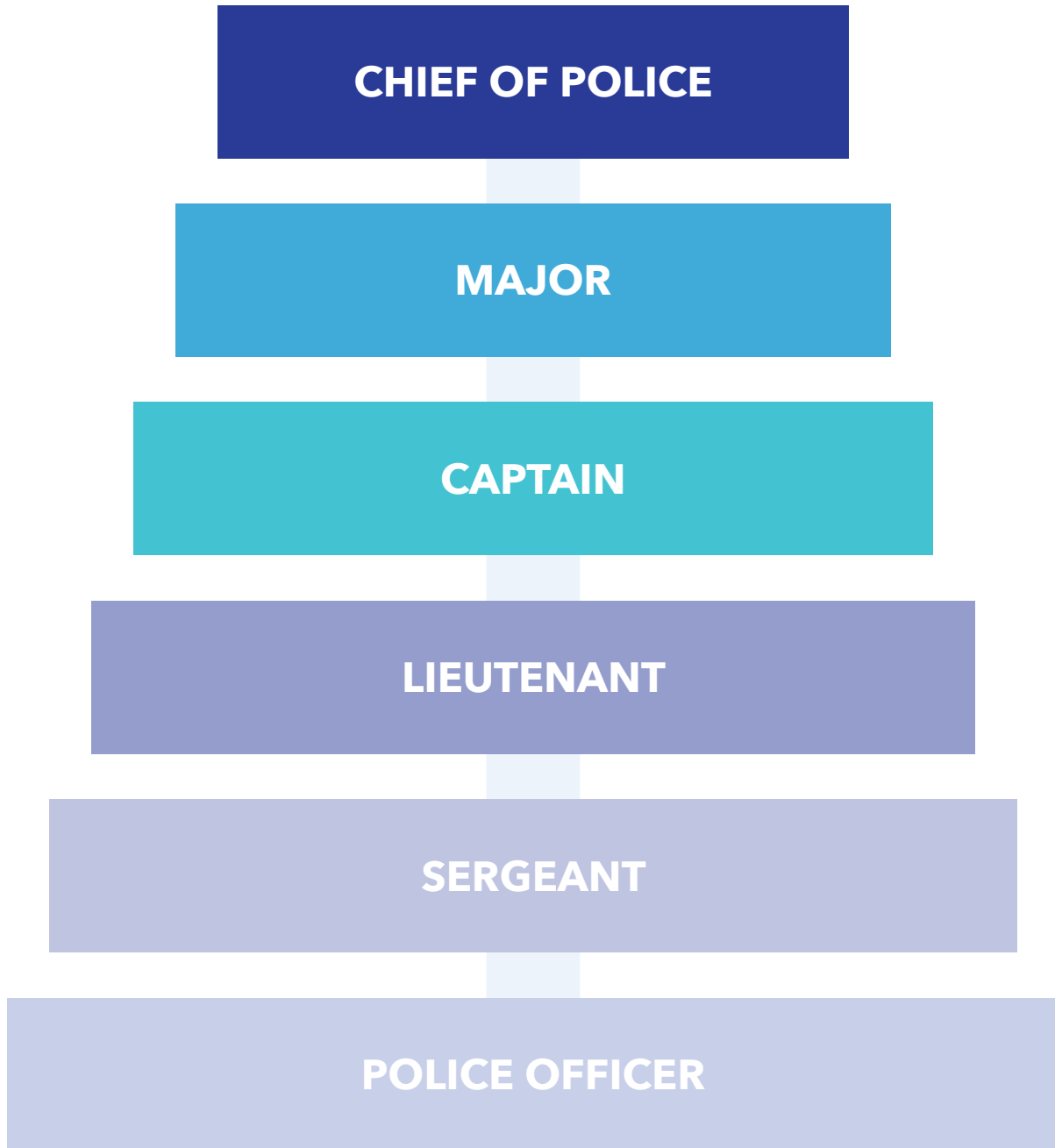
Today, the Town of Palm Beach Police Department Officers are a group of law enforcement officials who carry out the law in the Town. More specifically, Town of Palm Beach Police Officers are Town employees who are certified as sworn law enforcement officers by the State of Florida. Along with the state certification comes regular training requirements and a myriad of other rules and regulations additional 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 (1) of the first responders to an emergency, such as a car wreck or fire.

“The Palm Beach Police Department is a full-service law enforcement agency that defines the highest level of service and excellence. The Department is committed to keeping the Town of Palm Beach among the safest communities in the nation. The Department’s approach is pro-active and subscribes to the principles of mutual respect and shared responsibility in the effort to combat criminal activity.”

—
Town of Palm Beach Police Department Website

9. Ibid

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 complete organizational chart for the Police Department, including both sworn and civilian personnel is outlined in the chart below.

PALM BEACH POLICE DEPARTMENT ORGANIZATIONAL CHART

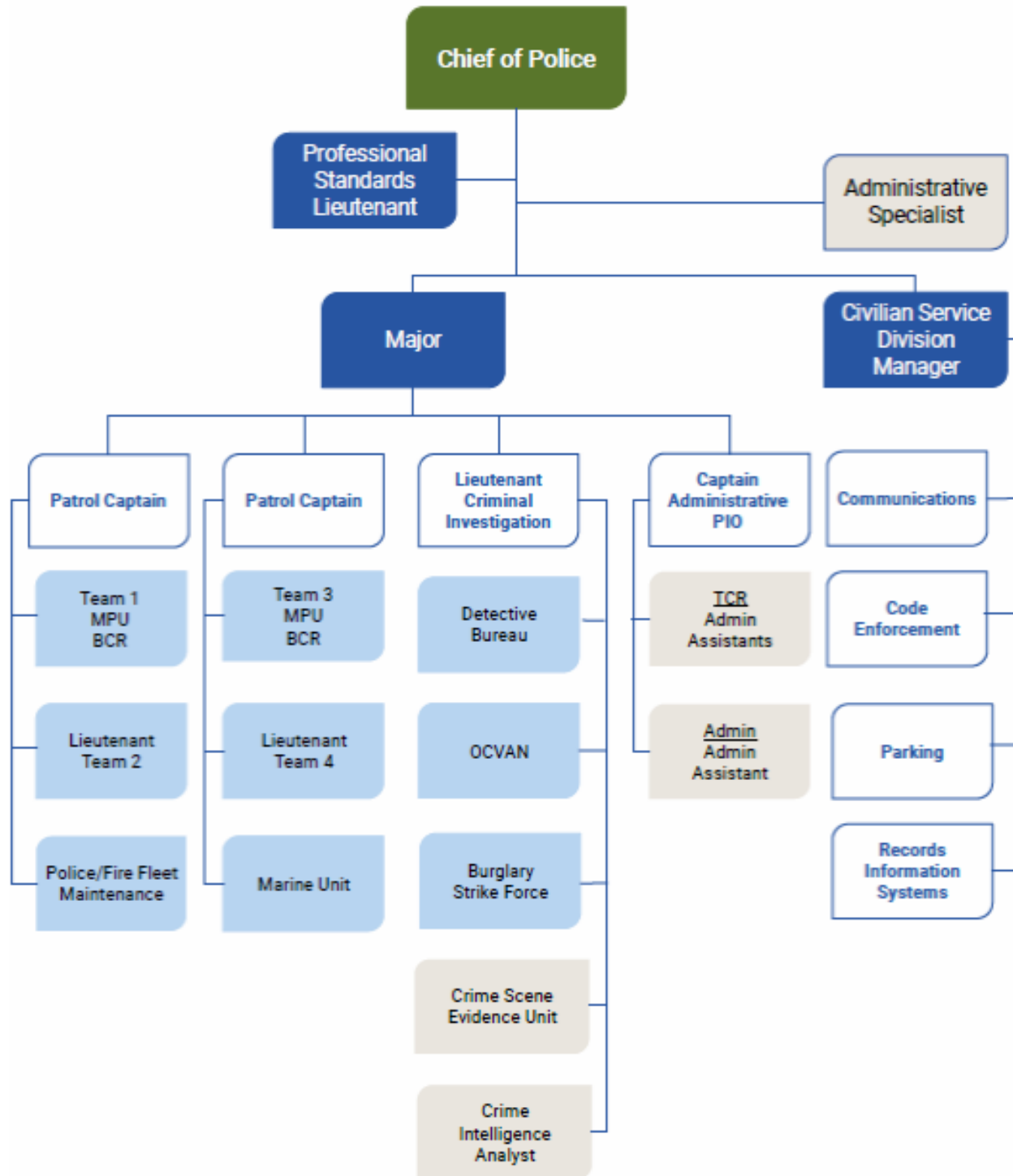


Exhibit 4-3 - Town of Palm Beach Police Department Organizational Chart

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 **65 sworn officers and 26 non-sworn employees**. However, the Town is authorized to staff 75 sworn and 32 non-sworn Police 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.



Palm Beach Ocean Rescue, Palm Beach Civic Association Photo

ALL-TERRAIN VEHICLE

The Town of Palm Beach has approximately 13 miles of beachfront. ATV's are well suited for the patrol of beaches, parks and other rough terrain. ATV patrol also offers opportunities for positive personal contact between the officers and the community while patrolling the beaches and parks in the Town.

BICYCLE PATROL UNIT

The bicycle is considered by the Palm Beach Police Department to be an adjunct to the traditional patrol car. Officers assigned to this unit use the bicycle as an outreach from their patrol car in order to facilitate community policing.

BUSINESS AND COMMUNITY RELATIONS

Police Officers assigned to this unit are multi-tasked. They focus on issues and concerns of businesses and community groups in Palm Beach, provide a variety of programs related to crime prevention and public safety, and establish relationships with the public through personal contacts.

CRIME INTELLIGENCE ANALYST

The Crime Intelligence Analyst is responsible for conducting detailed research and analysis of confidential intelligence and investigative information to law enforcement operations and programs.

CRIMINAL INVESTIGATIONS UNIT

The Criminal Investigations Unit is not one individual component but rather a combination of sub-units.

DETECTIVE BUREAU

The Detective Bureau is responsible for the investigation and follow-up of all crimes except those related to organized crime or other specialized long-term investigations.

EMERGENCY FIELD FORCE UNIT (EFF)

The Emergency Field Force Team (EFF) provides a ready response to situations which require the use of special weapons or tactics beyond the capabilities of the normally equipped and trained law enforcement agency personnel in response to civil disturbances and or mass arrest situations.

MARINE UNIT

The primary responsibility of the Marine Unit is to ensure waterway safety through enforcement of applicable State law and Municipal ordinances within the jurisdiction of the Town of Palm Beach.

MOTORCYCLE PATROL UNIT

The Motorcycle Patrol Unit is a highly mobile, highly visible patrol unit, able to rapidly respond to special problem situations within the community during peak problem times. The unit provides deterrence and vigilant protection for the residents and businesses in Palm Beach.

ORGANIZED CRIME/VICE AND NARCOTICS UNIT (OCVAN)

OCVAN is responsible for the investigation of all incidents relating to organized crime, vice activities, narcotics and coordinates all intelligence-related activities. Crime Scene/Evidence Unit. The CSEU is responsible for crime scene investigations, latent investigation, collection and recovery of physical evidence, laboratory processing, photography and related duties in the field of forensic science.

PATROL

The primary responsibilities of Patrol are to protect life and property; to prevent and suppress crime; to preserve the public order; and to apprehend violators of State, County, and Town laws and ordinances. Patrol officers are the first responders to critical incidents and to all calls for help. They are the backbone of the Police Department, and their omnipresence has a deterrent effect on criminal activity within the Town of Palm Beach.

PROFESSIONAL STANDARDS UNIT

The Professional Standards Lieutenant conducts inspections and investigates complaints assigned by the Chief of Police. The Lieutenant is responsible for ensuring that all employees meet professional and ethical standards of conduct both while performing their official duties and in their personal lives.

TACTIC RESPONSE TEAM (TRT)

These are groups of specially trained police personnel assigned to various units in the Department who, when called together, operate as a team to effectuate a mission not capable of being handled utilizing ordinary police methods.

UNDERWATER SEARCH AND RECOVERY TEAM (DIVE TEAM)

Consists of specially trained police officers assigned to various units within the Department who, when called together, operate as a team to conduct underwater search and recovery missions.



The Police Department also has support services that include the **Administrative Planning Unit**, which is multifaceted component that is essential for the efficient and effective operation of the Department. This Unit is responsible for multi-year planning, staffing and allocation alternatives, and contingency planning. The Unit assists in budgeting, operational planning, and research.

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 enforcement of Town codes and ordinances. The Parking Enforcement function also regulates the use of all parking in the Town of Palm Beach by enforcement of parking ordinances and regulations in order 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 (1) Parking Unit, that is led by one (1) Lead Parking Officer, two (2) Parking Officers, with two (2) 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, the compliance is obtained through the Code Enforcement Board. The Code Enforcement Board hears cases involving violations of the Town Code and ordinances and imposes administrative fines and other noncriminal penalties where a pending or repeated violation exists.

Below, is a summary of citations issued from 2017 to 2023 to date.

Table 4-1. Code Citations 2017-2023

CODE CITATIONS 2017-2023	
YEAR	NUMBER OF CITATIONS
2017	12,227
2018	11,556
2019	9,918
2020	12,413
2021	11,747
2022	15,912
2023	9,912 as of July 2023

Below, is a summary of code cases investigated from 2017 to 2023 to date. Common code complaints are Right of Way, Construction related, gas-powered leaf blowers, and car carriers.

Table 4-2. Code Cases Investigated 2017-2023

CODE CASES INVESTIGATED 2017-2023	
YEAR	NUMBER OF CASES INVESTIGATED
2017	1,519
2018	1,610
2019	1,530
2020	1,416
2021	1,585
2022	2,363
2023	1,214 as of July 2023

As displayed on the Parking Inventory Exhibit 4-4, the Town currently has an inventory of 1,897 on-street parking spaces generally located centrally in the Midtown area that contains a mixed 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.

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 differing fees and collection types are provided in the following Figure 4-1.



Palm Beach Parking Inventory

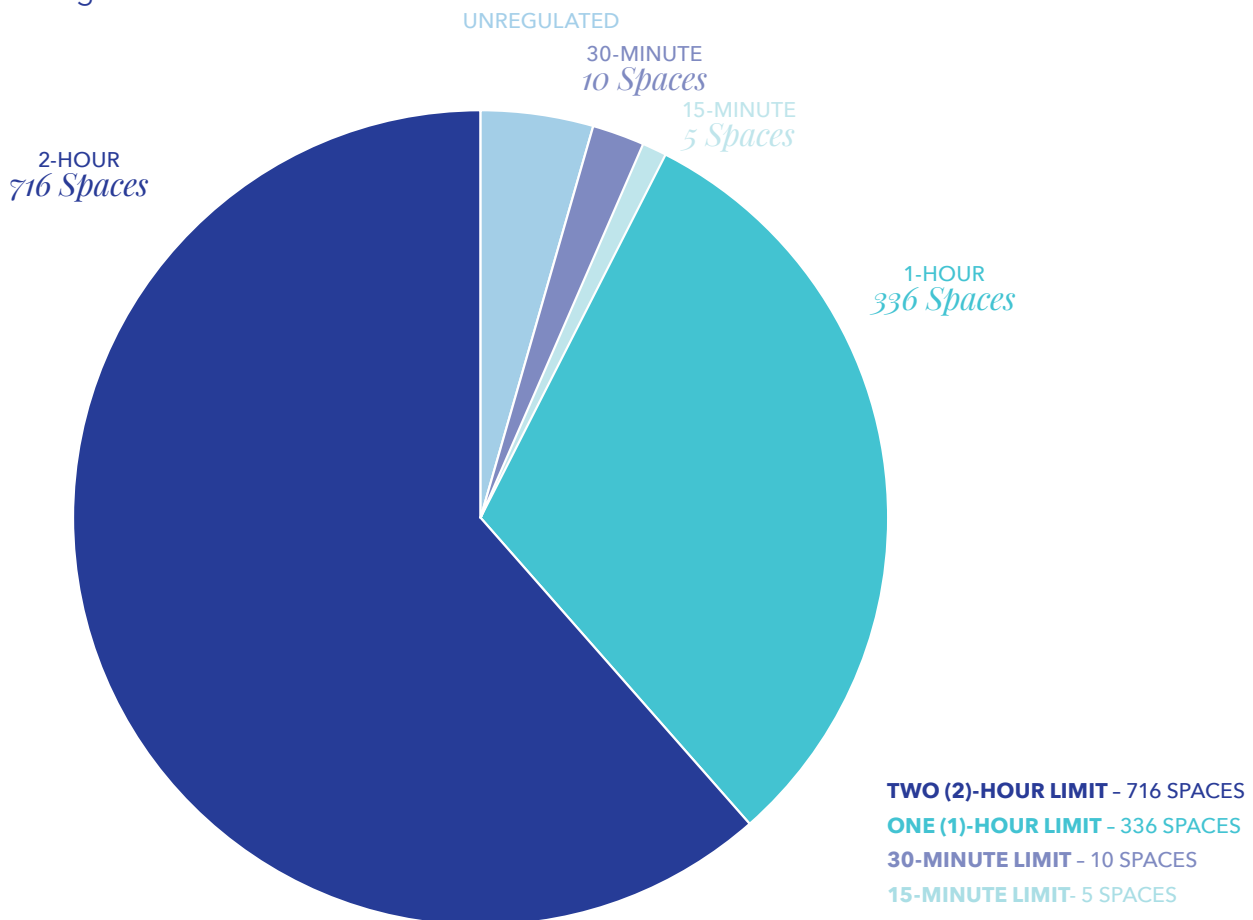


Exhibit 4-1 - Parking Rates

Due the inconsistencies in parking regulations, the Police Department in conjunction with the Town of Palm Beach Business and Administration Committee (BAC), is transitioning to a ParkMobile 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.

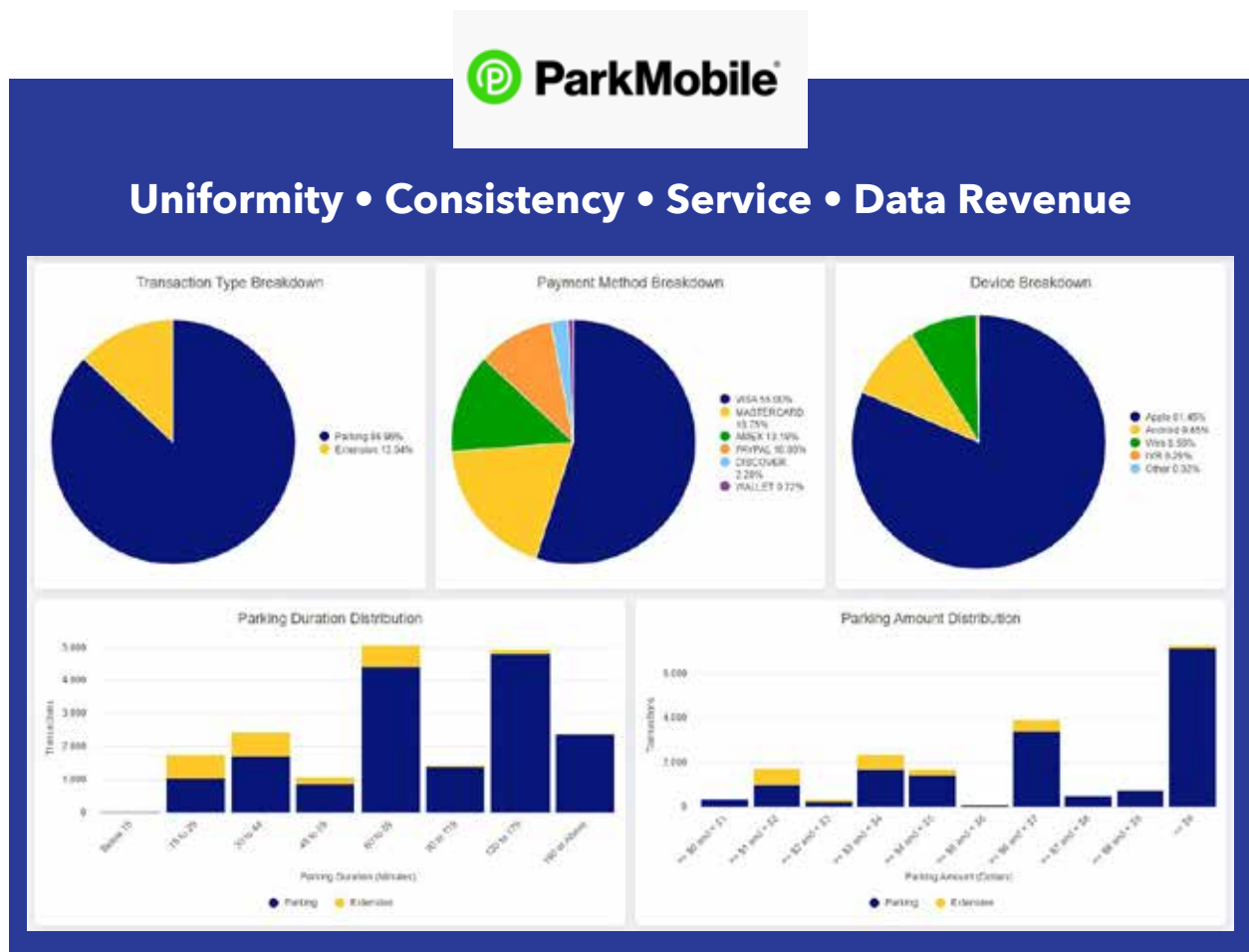


Table 4-3. Average Public Parking Payment

Sea Turtle Protection

Sea turtles are marine reptiles with streamlined bodies and large flippers that are well-adapted to life in the ocean. Six (6) 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
- In some areas, 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 (U.S. FWS) have shared jurisdiction for recovery and conservation of threatened and endangered sea turtles. The NOAA Fisheries 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.¹⁰

Pursuant to Code Section 74-228. Enforcement of federal, 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, sea turtle nests of hatchlings be observed, the notification to the Florida Department of Environmental



Palm Beach Fire Rescue

10. National Oceanic and Atmospheric Administration (NOAA) Fisheries website

Protection is required. Pursuant 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.

The individual citations for violation shall be the property owner’s responsible for placement and/or maintenance of lights on the property. Each property owner in violation of this division shall be notified of the violation by the Town’s code enforcement officer or his authorized representative, and each offense shall be punishable by a civil fine in accordance with the following schedule.

- 1st offense - Written warning
- 2nd and subsequent offenses - \$250.00
- Each day in which a violation of the provisions of this division shall occur shall constitute a separate offense.

Below, is a summary of turtle monitoring enforcement cases from 2017 to 2023 to date. The protection of the sea turtle nesting sites is administered through the Coastal Protection Program.

Table 4-4. Turtle Monitoring Cases 2017-2023

TURTLE MONITORING CASES	
YEAR	TURTLE MONITORING ENFORCEMENT CASES
2017	64
2018	51
2019	80
2020	100
2021	58
2022	90
2023	68 as of July 2023

Activity and Personnel Allocation Study

It is policy of the Palm Beach Police Department that every year a “Activity and Personnel Allocation Study” is performed to assign personnel according to service demands. In accordance with 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 on Table 4-6, the Police Department operates four (4) patrol zones, several overlapping cover zones, and a number of 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.

Table 4-6. Geographic Distribution Locations

MAP REFERENCE 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

The following Table 4-7 displays the Calls for Service over the last 10 years. The Calls for Service include both 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 (1) year has increased or decreased compared to the previous year. For 2022, the average response time for Patrol Officers to response to all Priority 1 calls was four (4) minutes and 25 seconds.

Table 4-7. Police Department Calls for Service

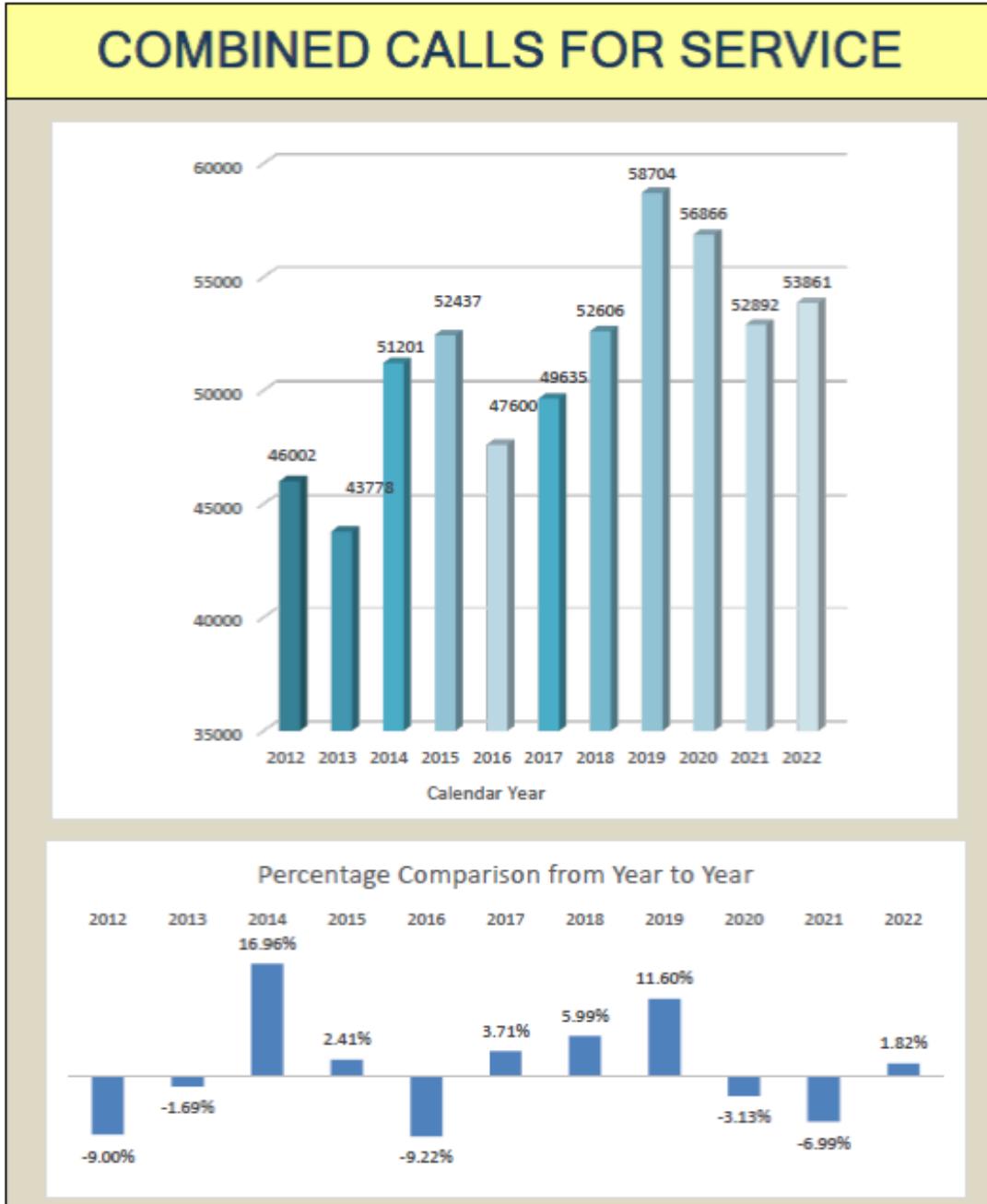
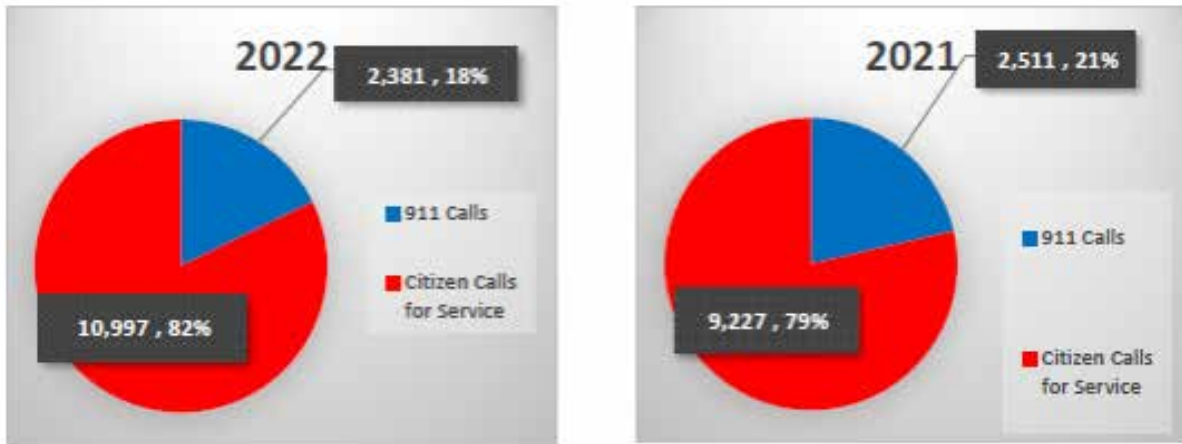


Table 4-8 below shows a comparison of the years 2021 and 2022 showing the percentage of 911 calls (emergency) and those citizen calls for service, which include all calls to the department including complaints related to code, parking and sea turtle incidents. As demonstrated, the majority of the calls are non-emergency calls.

Table 4-8. 2021-2022 911 and Citizen Calls



Emergency Management in the Town of Palm Beach

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

As graphically presented below in Exhibit 4-5, emergency management incorporates four (4) specific phases.

Exhibit 4-5 - Emergency Management Phases

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 measures.

Preparedness

Activities consist of pre-emergency actions to improve the safety or effectiveness of emergency response. These actions save lives, 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 minimize 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.

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.

The organization chart for Emergency Management for the Town of Palm Beach is provided below in Table 4-5.

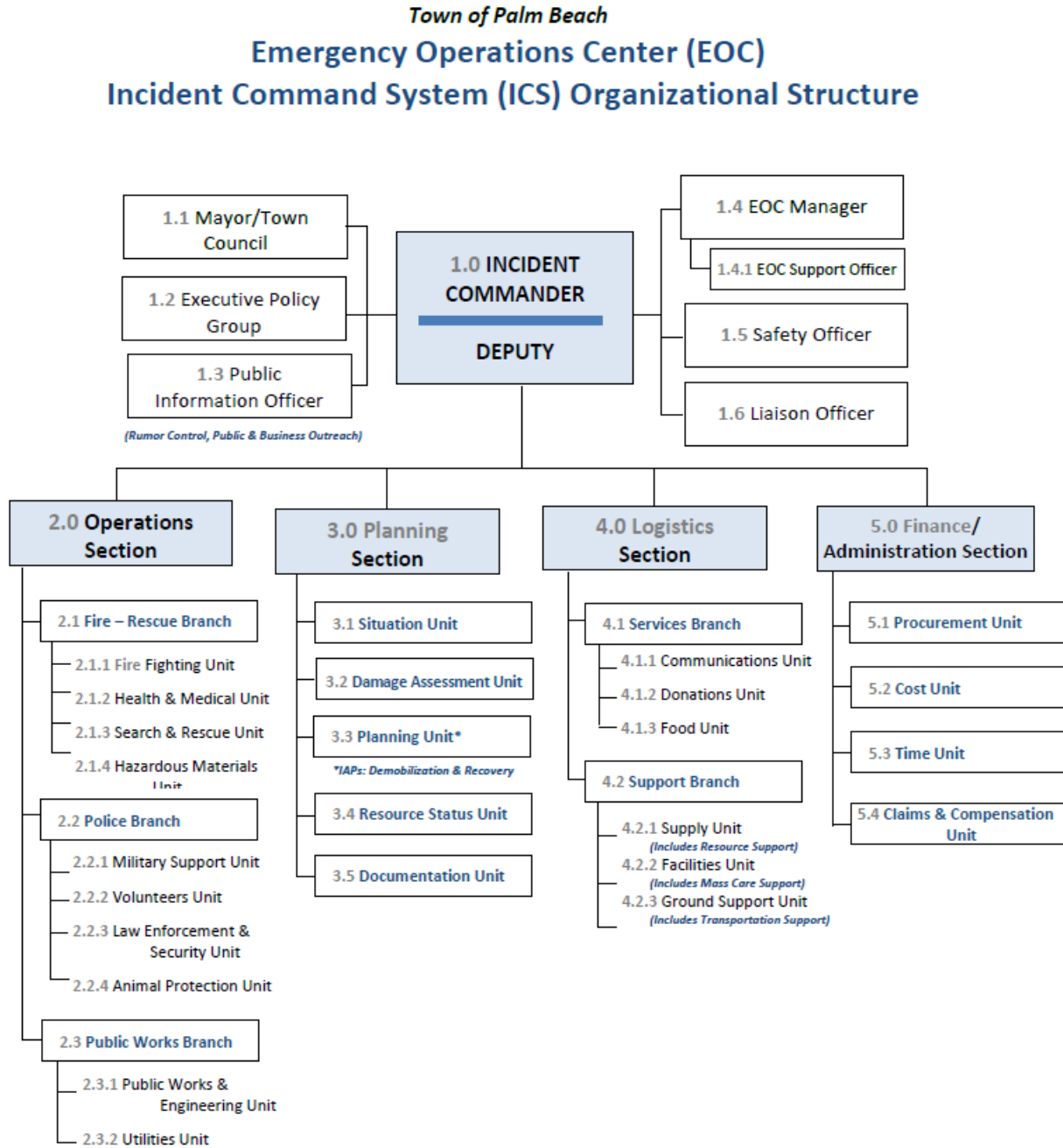


Table 4-5. Town of Palm Beach Emergency Operations Center

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 is 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.

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 affecting organizational structure of 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 Town Manager is the 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.

Town of Palm Beach
Police Department



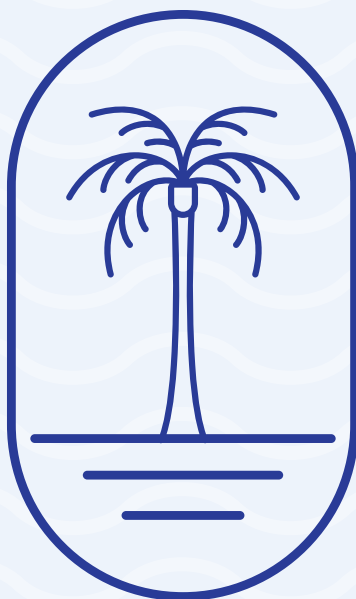


Path Forward

Since the Town's inception, public safety has been at the forefront. In fact, 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, it is recommended that the Town continue to ensure Police and Fire Rescue Department personnel is 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 should consider training ocean rescue personnel 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. With regard to development, the Town should 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 should 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.



Volume 1

5

*Infrastructure
Element*

Data & Analysis



South Ocean Blvd

The Infrastructure Element of the Town of Palm Beach

The purpose of the Infrastructure Element is to provide necessary public facilities and services 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 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.

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.

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

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.

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. To manage urban stormwater and minimize these impacts to the state's natural systems, According to DEP, 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 Section 373.403(10), F.S., 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 DEP, the five (5) water management districts (Exhibit 5-1) and local governments. The rule provides that one (1) of the primary goals of the program is to maintain, to the degree possible, during and after construction and development, the pre-development stormwater characteristics of a site. The rule also provides a specific minimum performance standard for stormwater treatment systems: to remove 80% of the post-development average annual stormwater pollutant loading of pollutants "that cause or contribute to violations of water quality standards." This performance standard is significantly different than the original one (1) used in Florida's stormwater treatment rules.¹



Exhibit 5-1 - 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. Depending on the type of construction performed, properties may be categorized as an exempt activity and only require self-certification for compliance. The FDEP also regulates subsurface drainage systems and water quality.

The South Florida Water Management District (SFWMD) is one (1) of the five (5) water management districts in the state of Florida responsible for managing and protecting the water resources of South Florida. Primary SFWMD functions include providing and regulating flood control, restoration of the Everglades, water quality, protection of coastal estuaries, and managing the regional water supply. The jurisdiction of the SFWMD includes all areas south

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

of Lake Okeechobee with additional authority within portions of Okeechobee, Highlands, Charlotte, Osceola, and Orange counties. As it relates to the Town, the SFWMD sets standards for Environmental Resource Permits (ERP), water use, and dewatering permits which may be required at a specific property depending on the construction activities performed. SFWMD also works in conjunction with FDEP to set and enforce water quality standards for stormwater discharges.

The Town of Palm Beach is a part 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.

TOWN OF PALM BEACH DRAINAGE SYSTEM

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.²



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.³

Illustrated in the following photographs is an example of the Town's pioneering efforts at stormwater management. This particular project, referred to as the "Coral Cut", combined drainage with site planning that led to one of the most significant and breathtaking geological

2. Previous Findings of the 2017 Comprehensive Plan

3. Ibid



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

“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 drinking 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.”

—
Town of Palm Beach Police Department Website

features on the island. The Town’s early pioneers recognized the need to ensure proper drainage of the land that was, in its original form, comprised up 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.⁴

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.

4. New York Social Diary Palm Beach Greening of Palm Beach Country Club, September 22, 2020.

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.⁵

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.

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 purposes 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.



The Coral Cut on Country Club Road Today

The 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 (2) 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 has caused in the Town.

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.



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

Shown on Exhibit 5-2 and detailed below are the Stormwater Pump Stations located at various locations in the Town.

NORTH COLLECTION SYSTEM: D-2, D-9, AND D-10 STORMWATER PUMP STATION

- 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: 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 5-2 - 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.⁶

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.⁷

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.⁸

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 who 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 adoption of a design storm would only be feasible if implementation is reasonable for the various property sizes and types within the Town while also being congruent with existing Town infrastructure.

Table 5-1. Current Town 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 Permitted
SYSTEMS SERVED BY GRAVITY OUTFALLS	3-Year	
GENERAL TOWN PONDING	5-Year	60 Minutes
	50-Year	90 Minutes

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

6. Technical Memorandum from Samantha C. Graybill, P.E., Kimley-Horn to Patricia Strayer, P.E., Town Engineer, October 8, 2021

7. Ibid

8. Ibid

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 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 equating to 7.0-ft above sea level for much of the Town. The Town’s Comprehensive Plan references the current flood prevention standard as 7.5-ft above sea level which makes the Town compliant with the FBC.⁹

The Town is in compliance 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 (2) inches of rainwater prior to discharging into the Town drainage system. Residential development of less than one (1)-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 KHA technical review of the Town’s stormwater management system, the Town is reviewing additional retention levels for development.



9. Ibid

Path Forward

The Town of Palm Beach has employed Lucity to monitor public facilities and services. Lucity 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.

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 will provide 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 that will include tracking capital improvements and life cycle costs.

The drainage system is 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 below, 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.

10. <https://www.linkedin.com/company/lucity-inc->

LOCATION

Drainage System

D-2 Palmo Way

D-3 Tangier Ave

D-6 Royal Palm Way

D-7 Australian Ave

D-8 Country Club Rd

D-12 Everglade Ave

D-14 Four Arts

D-17 Clarendon Ave

D-18 El Brillo Way

Stormwater Pumpstation Condition Assessment

Resiliency Implementation

Seagrass Surveys - Stormwater

Stormwater Pump/ R&R

Minor Drainage Improvements

Table 5-2. Pay-as-you-go Capital Improvement Plan FY2024 Drainage System

**TABLE 5-2 PAY-AS-YOU-GO CAPITAL IMPROVEMENT PLAN FY2024
DRAINAGE SYSTEM**

ACCUMULATED PROJECT BUDGET THROUGH FY23	FY2023 AVAILABLE BALANCE AS OF 6/16/23	FY2024 ESTIMATED	FY2025 ESTIMATED	FY2026 ESTIMATED	FY2027 ESTIMATED	FY2028 ESTIMATED	FY2024-2028 TOTAL
\$5,549,386	\$868,446	\$350,000	\$2,050,000	\$515,000	\$1,440,000	\$175,000	\$4,530,000
\$396,370	\$350,000	-	-	\$200,000	\$1,000,000	-	\$1,200,000
-	-	\$200,000	\$1,400,000	-	-	-	\$1,600,000
-	-	-	-	\$140,000	-	-	\$140,000
\$20,000	\$-	-	-	-	\$140,000	-	\$140,000
\$1,675,683	\$193,057	-	-	-	-	-	\$-
\$1,345,832	\$160,152	-	-	-	-	-	\$-
-	-	-	-	-	\$125,000	-	\$125,000
-	-	\$125,000	\$475,000	-	-	-	\$600,000
\$1,898,405	\$-	-	-	-	-	-	\$-
\$100,000	\$100,000	-	-	-	-	-	\$-
-	-	-	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
\$20,000	\$-	-	-	-	-	-	\$-
\$25,000	\$11,390	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
\$68,096	\$53,847	-	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000

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 Chapter 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 the local land use planning and water supply planning.¹¹

The statutory requirements mandate that each local government comply with the following requirements:

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 availability of adequate water supplies and public facilities and services. Data and analysis demonstrating that adequate water supplies and associated public facilities will be available to meet projected growth demands must accompany all proposed Future Land Use Map amendments submitted to the Department for review. The submitted package must also include an amendment to the Capital Improvements Element, if necessary, to demonstrate that adequate public facilities will be available to serve the proposed Future Land Use Map modification.
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 and consult with the applicable water supplier prior to approving building permits, to determine whether adequate water supplies will be available to serve the development by the anticipated issuance date of the 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 as follows.
 - a. Identify and incorporate the alternative water supply project(s) selected by the local government from projects identified in the updated regional water supply plan, or the alternative project proposed by the local government.

- b. Identify the traditional and alternative water supply projects, bulk sales agreements, and the conservation and reuse programs necessary to meet current and future water use demands within the local government's jurisdiction.
 - C. Include a water supply facility work plan for at least a 10-year planning period for constructing the public, private, and regional water supply facilities identified in the element as necessary to serve existing and new development. Amendments to incorporate the water supply facilities work plan into the comprehensive plan are exempt from the twice-a-year amendment limitation.
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 the extent necessary to maintain internal consistency after making changes described in Paragraphs 1 through 5 above, revise the Intergovernmental Coordination Element to ensure coordination of the comprehensive plan with applicable regional water supply plans and regional water supply authorities' plans.
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, including the development of alternative water supplies, and determine whether the identified alternative water supply projects, traditional water supply projects, bulk sales agreements, and conservation and reuse programs are meeting local water use demands.

THE 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.¹²

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.

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.¹³



Image of Clear Lake, West Palm Beach

The City of West Palm Beach purchased the Grassy Waters property, along with the Water Treatment Plant in 1955 and later in 1964, the Grassy Waters was given special protection by the state legislation to limit the use of Grassy Waters to water consumption. The water system

12. <https://www.wpb.org/government/public-utilities/grassy-waters-preserve/about-grassy-waters>

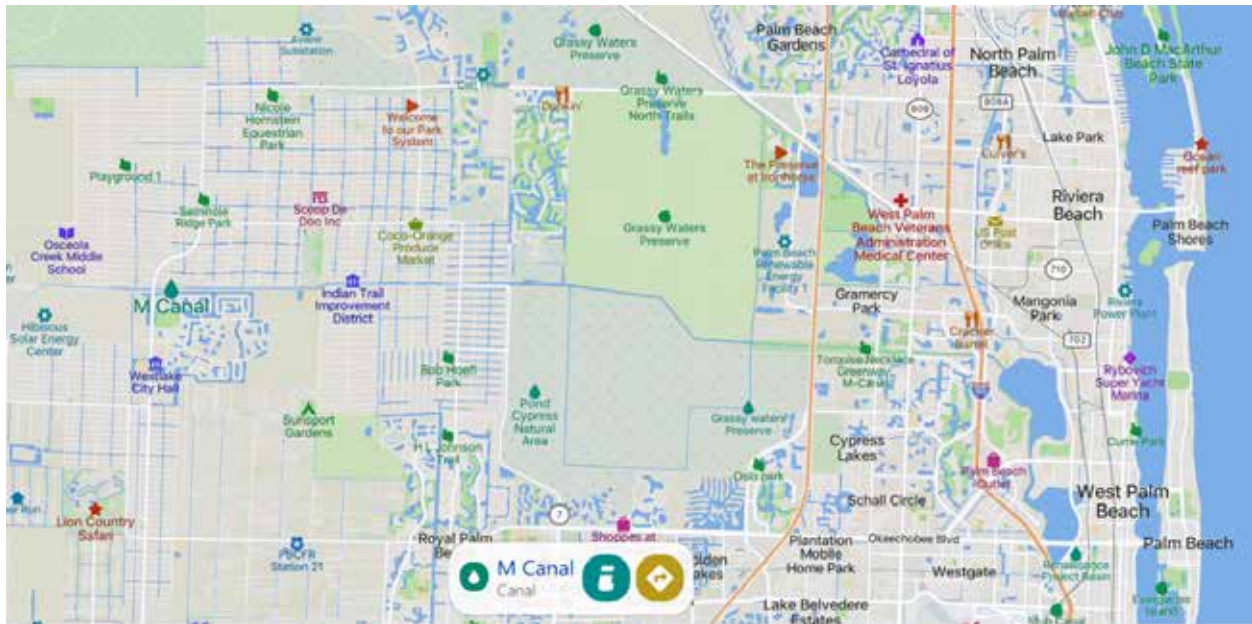
13. 2022 City of West Palm Beach Water Quality Report

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.¹⁴

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.

TOWN OF PALM BEACH 10-YEAR WATER SUPPLY FACILITY WORK PLAN

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 of the City of West Palm Beach’s Work Plan as the Town’s water supplier. The Town’s 10-Year Water Supply Facility Work Plan was approved in August 2020.



Grassy Waters Watershed - M-Canal

14. Ibid

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 Water Supply Facility Work Plan (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. 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. Because of 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'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.

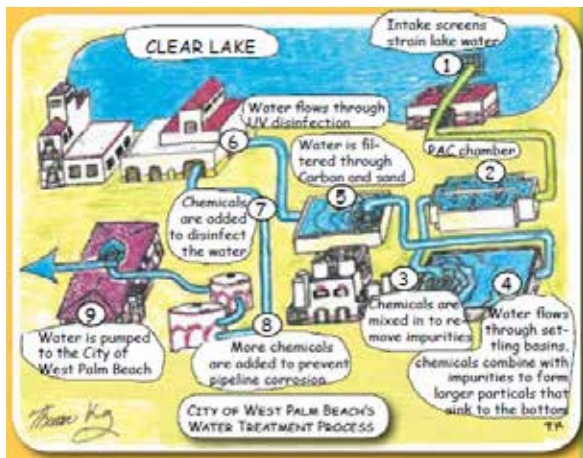


Exhibit 5-3 - Clear Lake Plant Treatment Process

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 (Exhibit 5-3). 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), and includes information on source water, treatment processes, detected contaminants, and their meaning. 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 ground water 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.¹⁵

AQUIFER RECHARGE

As demonstrated in Exhibit 5-4, the Town of Palm Beach is underlain by two (2) 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 (2) 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 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 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 con-

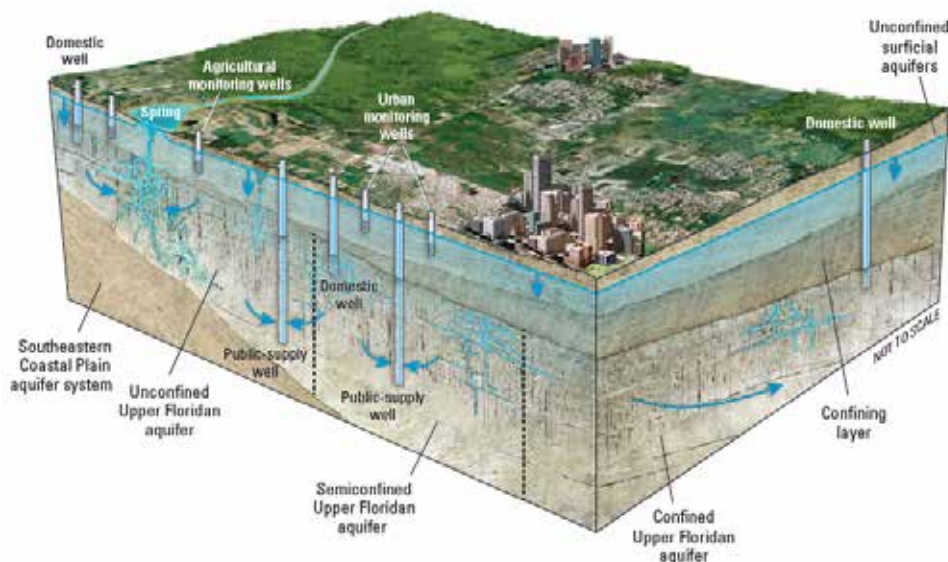


Exhibit 5-4 - Groundwater Modeling

tamination 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.

15. Ibid

Path Forward

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 was available to implement whichever alternative is selected by 2029, the time of the existing contract expiration.





Downtown Palm Beach

Sanitary Sewer Sub-Element

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 of Palm Beach, 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 dry well/wet well, wet well, and air ejector types), force mains, gravity mains and manholes. The Town can pump its wastewater to either West Palm Beach or Lake Worth for ultimate pumping to, and 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 - Dry well/wet well pump stations
- “E” Pump Stations - Electric submersible wet well type pump stations
- “G” Pump Stations - Very small electric submersible wet well type pump stations
- Estimated 70 miles of collection system
- A-7 Wastewater Pump Station - Combination of an Inline booster and dry well/wet well

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 sewage can only come from toilets. 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.¹⁶

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, a 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.¹⁷

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.



17. Ibid

Path Forward

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, and 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.

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.

LOCATION

Sanitary Sewer System

A-4 The Breakers

A-5 Royal Poinciana Way (S of S-2)

A-6 Royal Palm Way/ Intercoastal

A-7 Island Road/S County Road

A-39 Phipps Park

A-41 Palm Beach Par 3 Golf Course

A-42 Bellaria Condominium

A-43 Atriums of Palm Beach

E-1 Mediterranean Road

E-2 Mockingbird Trail

E-3 Garden Road (trail)

E-5 Country Club Drive

E-6 Tangier Avenue

E-11 El Vedado Way

S-2 royal Poinciana Way (N of A-5)

Ejector Stations - 21 in Total

I and I Implementation

Wastewater Pumpstation Condition Assessment

Resiliency Implementation

Wastewater Pump/ R&R

Sanitary Sewer Air Release Valve R&R

Table 5-3. Pay-as-you-go Capital Improvement Plan FY2024 Sanitary Sewer System

TABLE 5-3 PAY-AS-YOU-GO CAPITAL IMPROVEMENT PLAN FY2024 SANITARY SEWER SYSTEM							
ACCUMULATED PROJECT BUDGET THROUGH FY23	FY2023 AVAILABLE BALANCE AS OF 6/16/23	FY2024 ESTIMATED	FY2025 ESTIMATED	FY2026 ESTIMATED	FY2027 ESTIMATED	FY2028 ESTIMATED	FY2024-2028 TOTAL
\$10,911,136	\$4,233,363	\$1,235,000	\$2,795,000	\$905,000	\$235,000	\$235,000	\$5,405,000
\$912,000	\$158,600	-	-	-	-	-	\$-
-	-	-	\$2,000,000	-	-	-	\$2,000,000
-	-	-	-	-	-	-	\$-
\$484,576	\$10,447	-	-	-	-	-	\$-
\$847,112	\$34,850	\$1,100,000	-	-	-	-	\$1,100,000
-	-	-	-	-	-	-	-
\$80,000	\$80,000	-	\$560,000	-	-	-	\$560,000
\$90,000	\$90,000	-	-	\$550,000	-	-	\$550,000
-	-	-	-	-	-	-	\$-
-	-	-	-	-	-	-	\$-
-	-	-	-	-	-	-	\$-
\$1,400,715	\$375,111	-	-	-	-	-	\$-
\$2,277,063	\$945,996	-	-	-	-	-	\$-
-	-	-	-	\$120,000	-	-	\$120,000
\$50,000	\$16,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
-	-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
\$4,505,508	\$2,258,198	-	-	-	-	-	\$-
\$180,000	\$180,000	-	-	-	-	-	\$-
-	-	-	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
-	-	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
\$84,162	\$84,162	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000

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 (6)-cubic yard packers are used for garbage collection. In contrast, commercial garbage is collected in 20-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 the Palm Beach County's North County Regional Resource Recovery facility (NCRRRF), through an agreement with the Palm Beach Solid Waste Authority (SWA) that 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.

Since opening the second unit in 2015, SWA now has a capacity of 3,000 tons per day. 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 year 2043.

The Palm Beach SWA, which operates the 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.

Path Forward

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 demonstrates continued upgrades that will maintain the level of service standard over the 20-year planning horizon.

Table 5-4. Pay-as-you-go Capital Improvement Plan FY2024 Solid Waste/Vegetation Disposal

TABLE 5-4 PAY-AS-YOU-GO CAPITAL IMPROVEMENT PLAN FY2024 SOLID WASTE/VEGETATION DISPOSAL								
LOCATION	ACCUMULATED PROJECT BUDGET THROUGH FY23	FY2023 AVAILABLE BALANCE AS OF 6/16/23	FY2024 ESTIMATED	FY2025 ESTIMATED	FY2026 ESTIMATED	FY2027 ESTIMATED	FY2028 ESTIMATED	FY2024-2028 TOTAL
Solid Waste/ Vegetation Disposal	\$30,000	\$30,000	\$-	\$200,000	\$-	\$-	\$-	\$200,000
Skees / Okeechobee Landfill	\$30,000	\$30,000	-	\$200,000	\$-	\$-	\$-	\$200,000



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.¹⁸

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



Workers Installing Underground Utilities

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.¹⁹

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.

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 FPL became an added impetus to view the large-scale undergrounding of utilities located on these poles an alternative whose time had perhaps come.²⁰

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.

18. <https://www.townofpalmbeach.com/376/UndergroundUtilities>

19. Ibid

20. Ibid



Exhibit 5-5 - Sequence of Phases for Undergrounding

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 Florida Power & Light, Comcast and AT&T. As displayed in Exhibit 5-4, 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 are provided below.

- Phases 1 north and south are complete.
- Phases 2 north and south are complete.
- Phase 3 north is complete.
- Phase 4 north is complete.
- Phase 3 south is under construction to be completed in 2023.
- 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.



Town of Palm Beach
Marina

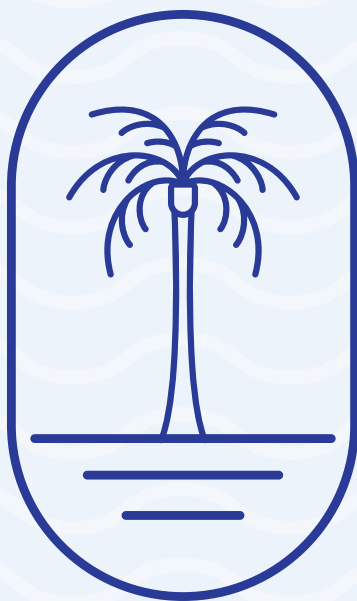


Path Forward

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.



Volume 1

6

Transportation Element

Data & Analysis



Downtown Palm Beach



History of Transportation Planning in the State of Florida

Prior to the incorporation of the Town of Palm Beach in 1911, the early years of transportation to the Town began via water and rail. As Henry Flagler was promoting the rail as the most efficient means of travel, the Florida Legislature was similarly analyzing the means of travel to South Florida.

The State established in 1915, the Florida State Road Department, the precursor to the Florida Department of Transportation, and the State Road Board officially began operation on October 8, 1915.¹ Many years later, transportation remains a critical component to the Quality of Life for the Town of Palm Beach, as also described below in the Town of Palm Beach's 1929 Town Plan and within the current updated 2024 Comprehensive Plan Public Safety, Housing, Future Land Use and Historic Preservation Elements' Data and Analysis.

1. "Transportation History Month in Florida", Florida Department of Transportation October 12, 2015

“In the Town of Palm Beach, the streets and right-of-way widths are restricted to expansion thereby eliminated the opportunities for alteration or widening. Further, due to the predominate grid pattern, limited opportunities are available to redesign existing streets to relieve pressures on its major north-south arterial thoroughfare, including South Ocean Boulevard (SR A1A), South Ocean Boulevard, South and North County Roads, or North Ocean Boulevard.”

—
1929 Town Plan

In 1969, the Florida Department of Transportation (FDOT) was created by the Florida Legislature and absorbed all the authority and responsibilities of the Florida State Road Department.² The FDOT became a decentralized agency charged with the establishment, maintenance, and regulation of public transportation in the State of Florida.³ In accordance with legislative mandates, the FDOT consists of seven (7) districts strategically bound by geography.

Each district is managed by a District Secretary, which vary in organizational structure, but in general, each has major divisions for Administration, Planning, Production, and Operations. Additionally, the districts have a Public Information Office that reports to the District Secretary and a District Chief Counsel who reports to the United States Department of Transportation (DOT) General Counsel in Tallahassee.⁴

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)

This plan is updated at least every 5 years and includes long-range goals, objectives and strategies to meet the needs of Florida’s “entire transportation system.”

STRATEGIC INTERMODAL SYSTEMS PLAN (SIS)

Also updated every five (5)-years, the SIS includes corridors, facilities and services of statewide and multi-regional significance, and guides future state investments in and management of the SIS.

FDOT WORK PROGRAM

Each year FDOT develops and adopts a five (5)-year work program which includes all projects planned by the department for that period. FDOT holds at least one (1) public hearing in each

2. <https://www.tuckerpaving.com/fdot-traces-interesting-history-back-1915/>

3. “Florida Statutes 334.044 Powers and duties of the department”. Florida Statutes. Florida Legislature. Retrieved August 14, 2021.

4. <https://www.fdot.gov/agencyresources/districts/index.shtml>

district, followed by a statewide public hearing by the Florida Transportation Commission. The program is then submitted to the Governor and Legislature. Once adopted, it takes effect July 1 of each year. FDOT may propose an amendment to the Governor, who has the right to approve or deny it.

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)

The SHSP is the statewide plan focusing 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.⁵

As displayed in Exhibit 6-1, Palm Beach is one (1) of the five (5) counties that comprise District 4. The remaining four (4) include Broward, Martin, St. Lucie, and Indian River counties. District 4 is located within Southeast Florida and consists of 5,000 square miles and home to over four (4) million residents.

In District 4, which includes Palm Beach County, 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 to two (2) major transit authorities (Broward County Transit and Palm Tran) with 319 vehicles in their fleets.⁶

Additionally, Brightline, which is an inter-city rail route between Miami and West Palm Beach, runs on a track owned by Florida East Coast Railway.

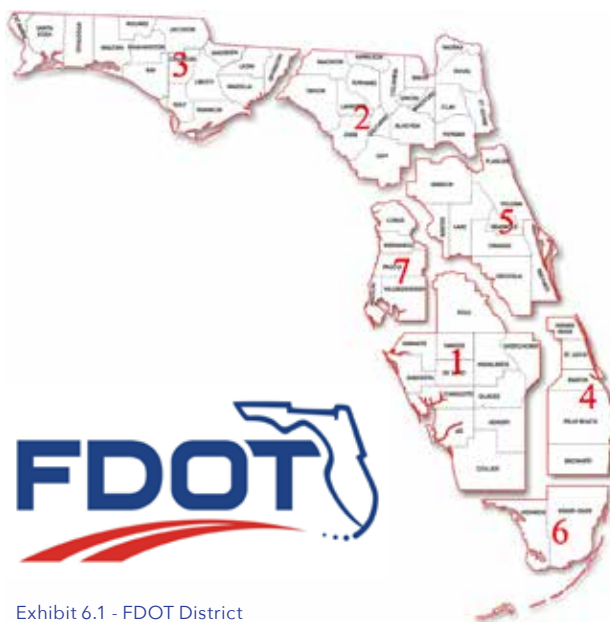


Exhibit 6.1 - FDOT District

5. <https://1000foc.org/wp-content/uploads/2021/12/transportation-planning-process-FINAL.pdf>

6. Ibid

Brightline is the only privately owned and operated intercity passenger railroad in the United States. Its development started in March 2012 as “All Aboard Florida” by Florida East Coast Industries. Construction began in November 2014 and the current routes are shown in Exhibit 6-2 and opened in January 2018. An extension from West Palm Beach to Orlando International Airport is expected to open by the end of 2023, as detailed in Exhibit 6-3. Additional stops are also being planned for the route as displayed in the Phased Development of Brightline Stations.⁷

Brightline plans to reach as many riders as possible and also capitalizes on existing infrastructure by running trains on a blend of conventional, upgraded, and dedicated high-speed track. Today, Brightline trains share tracks with freight trains from Miami to West Palm Beach. The company is paying for track upgrades on that shared-use line from West Palm Beach north to Cocoa. Those improvements will allow Brightline to run up to 110 mph from West Palm Beach to Cocoa starting in 2023. Brightline trains will seamlessly exit the freight line at Cocoa and head west on the new dedicated tracks to Orlando International Airport. Future service will extend from Orlando International Airport to Tampa on dedicated tracks in the median of I-4, which was widened in the late 2000s to accommodate high-speed trains.⁸

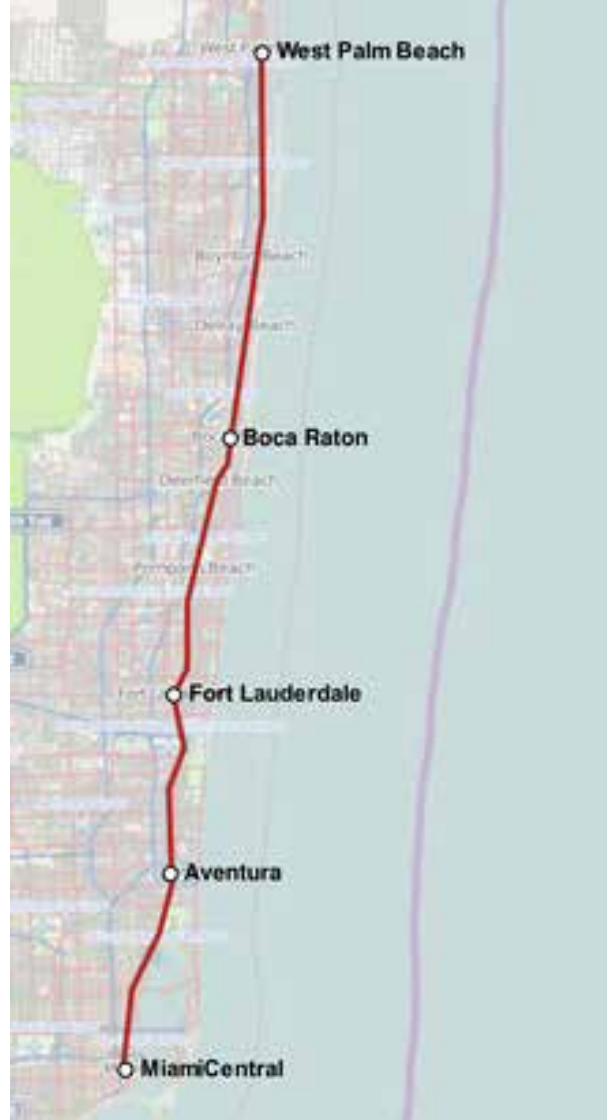


Exhibit 6-2 - Current Operating Brightline Routes 2023



Exhibit 6-3 - Phased Development of Brightline Stations

7. <https://en.wikipedia.org/wiki/Brightline>
 8. <https://www.hsrail.org/brightline-florida/>

Florida Requirements for the Transportation Element

Chapter 163, F.S. requires that as 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. Pursuant to Section 16.3177(6)(b), F.S., the purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on 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 (M.P.O.) pursuant to Section 339.175, F.S, 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. Transportation corridors, as defined in Section 334.03, F.S., may be designated in the transportation element pursuant to Section 337.273, F.S. Should the transportation corridors be designated, the local government may adopt a Transportation Corridor Management Ordinance.

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.

1. The existing transportation system levels of service and system needs and the availability of transportation facilities and services.
2. The growth trends and travel patterns and interactions between land use and transportation.
3. Existing and projected intermodal deficiencies and needs.
4. The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.
5. How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.

6. Local governments within a Metropolitan Planning Area designated as an MPO pursuant to Section 339.175, F.S., shall also address the following.
 - a. All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.
 - b. Aviation, rail, seaport facilities, access to those facilities, and intermodal terminals.
 - c. The capability to evacuate the coastal population before an impending natural disaster.
 - d. Airports, projected airport and aviation development, and land use compatibility around airports, which includes areas defined in Section 333.01, F.S. and Section 333.02, F.S.
 - e. An identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.

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. Transportation corridors, as defined in Section 334.03, F.S., may be designated in the transportation element pursuant to Section 337.273, F.S. Should the transportation corridors be designated, the local government may adopt a Transportation Corridor Management Ordinance.

- a. The provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.
- b. Plans for port, aviation, and related facilities coordinated with the general circulation and transportation element.
- c. Plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.

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, 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, has a five (5)-member Executive Committee and three (3) advisory committees, which consists 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 (TD LCB) in Palm Beach County.

As one of the TPA’s most important documents, the 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 continuing, cooperative, 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 TPA, 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. 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

Pursuant to Section 163.3177((6)(b)), and as previously stated, a local government that has all or part of its jurisdiction included within the Metropolitan Planning Area of a Metropolitan Planning Organization (MPO) pursuant to Section 339.175, F.S, is required to prepare and adopt a Transportation Element. The Town of Palm Beach is part of the South Florida Metropolitan

Area. The Palm Beach Transportation Planning Agency (TPA) serves as the federally designated Metropolitan Planning Organization for Palm Beach County.

The Town of Palm Beach’s Transportation Element addresses the mandated traffic circulation, which includes the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. Transportation corridors, as defined in Section 334.03, F.S., may be designated in the Transportation Element pursuant to Section 337.273, F.S., if the transportation corridors are designated, the local government may adopt a transportation corridor management ordinance.

The Transportation Element must include a Map Series depicting the general location of the existing and proposed transportation system features that reflects shall reflect the data, analysis, and associated principles and strategies relating to the following.

- a. The existing transportation system levels of service and system needs and the availability of transportation facilities and services.
- b. The growth trends and travel patterns and interactions between land use and transportation.
- c. Existing and projected intermodal deficiencies and needs.
- d. The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.
- e. How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.

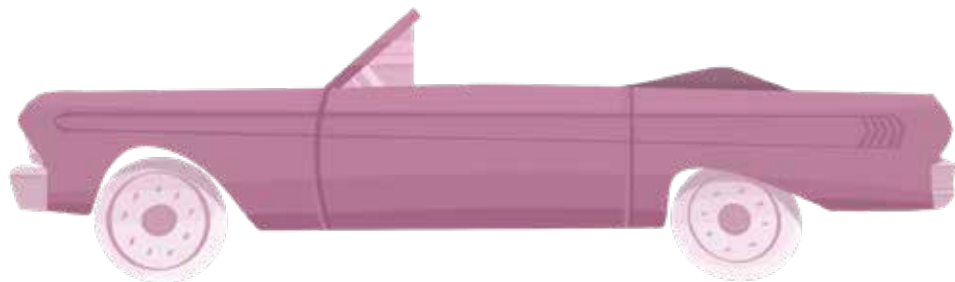
The purpose of the Town’s Transportation Element is to provide the framework for establishing its desired transportation system, with the limitations of geography and development, while planning for future motorized and non-motorized traffic circulation needs. The Town of Palm Beach Transportation Element supports the basic philosophy expressed throughout the Town’s planning efforts since its first Plan was adopted in 1929 as shown below. The principal goal at that time was to concentrate general traffic upon limited streets to provide safety and quiet for Town residents. Over the years as the Town has developed, traffic congestion on both the main corridors and within residential neighborhoods has growth to a point where the Quality of Life for the residents has been affected. Not with standing, the basic philosophy of the traffic circulation has remained consistent, to concentrate the general traffic on the major corridors.

“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.”

—
1929 Town Plan

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 including valet parking agreements with private businesses.



ROADWAY FUNCTIONAL CLASSIFICATION

Map 6.1 of the Map Series provides functional classifications of the roadways within the Town for the current year (2023) and the 20-year planning timeframe (2043). The roadways are divided into major arterials that are under the jurisdiction of the FDOT and include the following divided and undivided roadways.

The following divided major arterials include the following.

- Royal Poinciana Way and South Ocean Boulevard (SR A1A).
- Royal Palm Way and South Ocean Boulevard.

The following undivided major arterials include the following.

- North County Road and South Ocean Boulevard.
- South County Road and South Ocean Boulevard.
- Southern Boulevard and South Ocean Boulevard.
- South County Road and Bradley Place.

Maps 6.4 provides the roadway responsibility by state, county and local governments. Undivided collectors include Cocanut Row and South Ocean Boulevard. The remaining roads within the Town are local streets. In addition, Maps 6.5 and 6.6 of the Map Series identifies bicycle and pedestrian facilities.

There are four (4) main bridges crossing the Intracoastal Waterway and connecting the Town to the mainland; these are:

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

Aside from these bridges, the major generators of traffic in the Town are limited to the two (2) major commercial areas that include the following geographical areas.

- The northern commercial area encompassing uses on Royal Poinciana Way, Sunrise and Sunset Avenues, Bradley Place, North County Road, and the Royal Poinciana Plaza.
- The Midtown area which includes the retail concentrations along South County Road, Peruvian Avenue, Worth Avenue, and the office area along Royal Palm Way.

Level of Service (LOS) is a representation of the traffic congestion on a roadway. The Town sets the Level of Service standard for Town roads. Palm Beach County has the 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. Studies have been conducted to develop formulas for predicting the number of trips various land uses will generate. Computer models have been created to try and predict how many vehicles will use which roadways to get between various land uses. Short term predictions can be fairly accurate, but long-term predictions often are not. By convention, level of service is written as "LOS" when accompanying a letter standard.

- LOS "A": Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
- LOS "B": Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted.
- LOS "C": Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average speeds.
- LOS "D": Borders on a range in which small increases in traffic flow may cause substantial increase in approach delay and hence decrease in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these.
- LOS "E": Represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
- LOS "F": Represents traffic flow characterized by extremely low speeds. Intersection congestion is likely at critical signalized intersections, resulting in high approach delays. Adverse signal progression is frequently a contributor to this condition.



Worth Avenue

Table 6-1 below states the Level of Service for facility type from 2017 forecasted to the projected date of 2043 based upon traffic volumes taken from FDOT and are referred to as Daily Peak Season Road Segment Level of Service Analysis of the Town of Palm Beach.

Table 6-1. Daily Peak Season Traffic Counts Selected Locations

#	Street Segment	Facility Type	2017	2018	2019	2021	2022	2023		Growth Rate (Annual)	2043		LOS D THRESHOLD
								Count	LOS		Count	LOS	
1	Southern Blvd. (W of SR A1A)	2L ART Undiv.	11,500	10,900	10,600	11,200	9,100	9,156	C	0.64	10,402	C	15,200
2	SR A1A (N of Via Del Lago)	2L ART Undiv.	14,100	13,600	13,000	11,700	12,900	12,979	C	0.64	14,745	C	15,200
3	SR A1A (S of Via Pelicano)	2L ART Undiv.	9,200	7,500	8,200	11,300	9,200	9,256	C	0.64	10,516	C	15,200
4	Ocean Blvd. (N. of El Vedado)	2L COLL Undiv.	9,700	10,200	8,500	8,300	8,300	8,351	C	0.64	9,487	C	15,200
5	S. County Rd. (N. of Peruvian)	4L ART Undiv.	11,000	11,600	9,900	12,100	14,200	14,287	C	0.64	16,231	C	31,500
6	N. County Rd. (N. of Breakers Rd)	4L ART Undiv.	12,600	11,000	14,400	11,200	12,400	12,476	C	0.64	14,174	C	31,500
7	N. County Rd.(N of Royal Poinciana Way)	4L ART Undiv.	12,600	11,000	14,400	11,200	12,400	12,476	C	0.64	14,174	C	31,500
8	Cocoanut Row (S of Seabreeze)	2L COLL Undiv.	7,000	8,700	8,700	8,600	8,600	8,652	C	0.64	9,829	C	15,200
9	Cocoanut Row (N of Whitehall)	2L COLL Undiv.	7,000	8,700	8,700	8,600	8,600	8,652	C	0.64	9,829	C	15,200
10	Bradley Pl. (N. of Royal Poinciana Way)	2L COLL Undiv.	5,500	5,500	5,500	5,300	6,100	6,137	C	0.64	6,972	C	15,200
11	Royal Palm Way (E of Hibiscus)	4L ART Divided	24,000	24,000	24,000	25,000	25,000	25,153	C	0.64	28,576	C	33,200
12	Royal Palm Way (W of Hibiscus)	4L ART Divided	24,000	24,000	24,000	25,000	25,000	25,153	C	0.64	28,576	C	33,200
13	Royal Poinciana Way (W of Cocoanut Row)	4L ART Divided	10,800	11,100	13,700	14,200	12,200	12,274	C	0.64	13,944	C	33,200
14	Royal Poinciana Way (W of County Rd.)	4L ART Divided	9,200	10,200	10,100	11,600	12,600	12,677	C	0.64	14,402	C	33,200

Note: LOS D Generalized Service Volume is defined in Table 12.B.2.C-1 1A of the Palm Beach County Unified Land Development Code.

Note: AADT values for the year 2020 have not been recorded due to irregularities in traffic volumes due to the COVID 19 pandemic.

REGIONALLY SIGNIFICANT ROADWAYS

Growth of the Town's population, over many decades, and now built out, has contributed to the traffic and parking concerns. An additional factor has continued to be the 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. Additionally, a critical demographic condition affecting demands on the traffic circulation system for the Town of Palm Beach is the annual fluctuation of population that occurs with transient visitors and seasonal residents. The seasonal fluctuation is important to ensure systems can handle recurring seasonal demands not present the rest of the year. In addition, Town roadways are subject to traffic impacts resulting from developments in neighboring communities.

As shown on Map 6.3 of the Map Series, the roadways under the authority of the FDOT include the following.

- Royal Palm Way
- Southern Boulevard
- Royal Poinciana Way
- South County/SR A1A from Royal Poinciana Way to the southern Town limits.

Land on either side of these roadways have been fully developed, although there may be some opportunity for redevelopment in the future. Developments in nearby communities may also cause increases in traffic on regionally significant roadways in the Town.

TRAFFIC CIRCULATION ANALYSIS

Traffic circulation in Palm Beach is mainly influenced by the four (4) connecting bridges from the mainland, two (2) of which feed directly to the Town's two (2) major commercial areas. In 2023, the Town of Palm Beach Town Council commissioned The Corradino Group, a transportation consulting firm, to perform a traffic and parking analysis that was limited to the commercial areas, but the data collected pertains to the residential areas as well. The report titled "Town of Palm Beach Commercial Areas Traffic and Parking Analysis" findings are provided within the subject Transportation Element, including the Parking Sub-Element, Data and Analysis.

The basis of the effort was a response to resident concern which then became a strategic focus of the Town of Palm Beach Strategic Plan. The parking goals established include the following.

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

The Corradino Group and the Town of Palm Beach partnered with Streetlight Data to obtain a license for the Big Data available through the Streetlight InSight Data platform. StreetLight InSight users can access customized analytics like Origin-Destination, select link, travel time, speed percentiles, routing, and more. Corradino has utilized the Streetlight InSight Data platform using 44 traffic analysis zones defined by the area type to aid in the evaluation of the origins and destinations from external and internal trips. The report examined the current traffic patterns for the average weekday and weekend day using Origin-Destination (OD) data, is provided within the subject Transportation Element Data and Analysis. The subject data was calibrated using directional Annual Average Daily Traffic (AADT). This analysis included 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.

The Town of Palm Beach was evaluated into three (3) distinct areas including the North District, Central District and South District. The OD analysis results are tabulated as follows for the weekday and weekend day.

Table 6-2. OD Analysis Weekday Daily

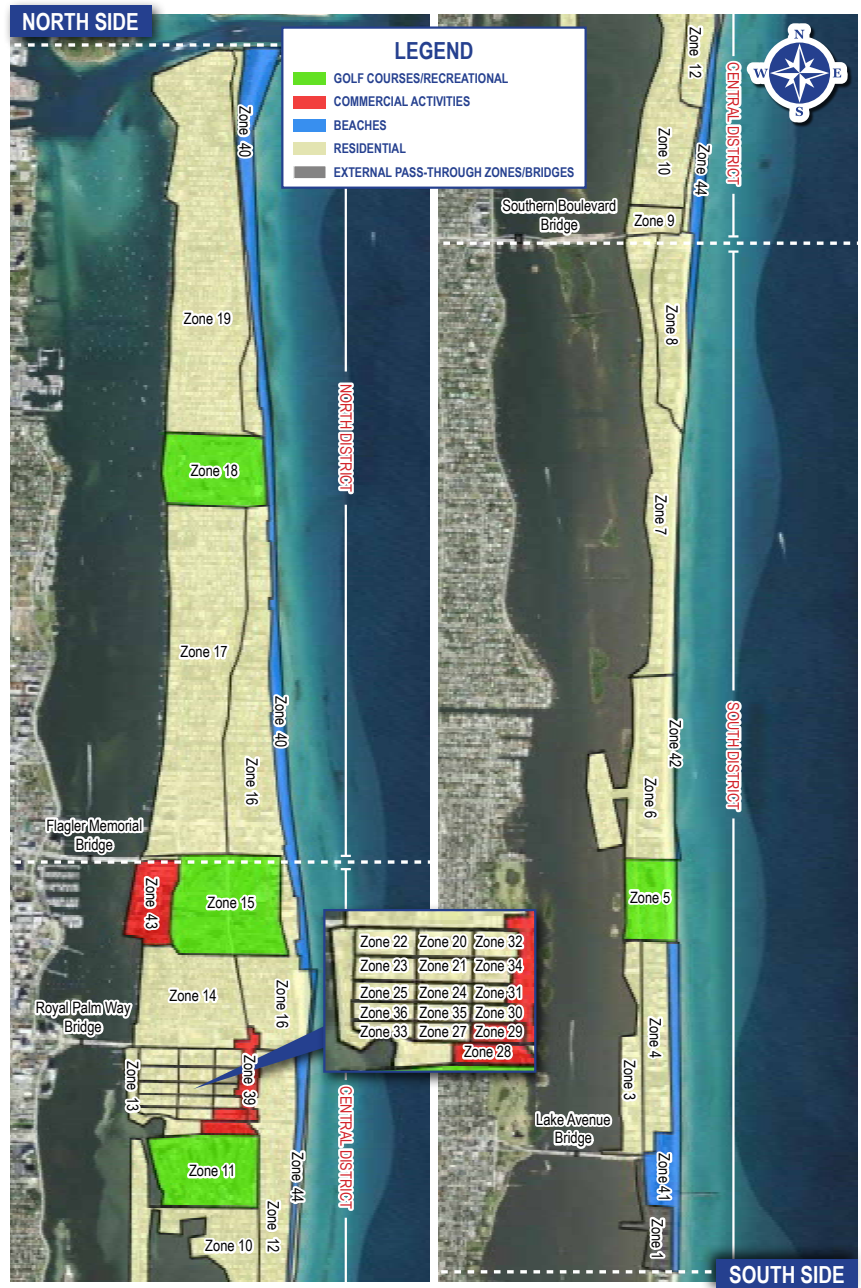
Destination Origin	North District			Central District			South District		Total	AADT	Percent	Total Average Daily O-D Traffic (StL Volume)
	Recreational	Commercial	Beaches	Recreational	Commercial	Beaches	Recreational	Beaches				
Flagler Memorial Bridge	1,886	1459	21		706	160	8	83	4,323	9,000	48%	9,384
Royal Palm Bridge	2,418	1405	8	24	2756	913	46	123	7,693	12,500	62%	15,604
SouthernBlvd Bridge	328	85		155	559	685	183	406	2,401	4,550	53%	7,047
Lake Ave Bridge	47	0		4	20	37	221	5,533	5,862	7,350	80%	8,605
Zone 1/ Barton Park	135	109			325	138	162	1,300	2,169	5,000	43%	5,348
Grand Total	4,814	3058	29	183	4366	1,933	620	7,445	22,448	38,400	58%	45,988

Table 6-2. OD Analysis Weekday Daily

Destination Origin	North District			Central District			South District		Total	AADT	Percent	Total Average Daily O-D Traffic (StL)
	Recreational	Commercial	Beaches	Recreational	Commercial	Beaches	Recreational	Beaches				
Flagler Memorial Bridge	1,691	1248	6		464	175		15	3,599	9,000	40%	7,336
Royal Palm Bridge	2,716	1711	36	28	2221	1,280	36	258	8,286	12,500	66%	14,264
SouthernBlvd Bridge	288	118	13	56	510	1,395	201	955	3,536	4,550	78%	7,490
Lake Ave Bridge	85	14		6	13	75	252	11,758	12,203	7,350	166%	14,037
Zone 1/ Barton Park	159	154			275	153	131	3,055	3,927	5000	79%	7,913
Grand Total	4,939	3245	55	90	3483	3,078	620	16,041	31,551	38,400	82%	51,040

Corradino has developed the traffic analysis zones in the Streetlight Data InSight data platform. As shown on Map 6.11, the OD Zones Analysis Map depicts all 44 traffic analysis zones along with the three different districts.

- Zone numbers 5,11, 15 and 18 include Golf Clubs/Courses.
- Zone numbers 28, 29, 39 and 43 include commercial business strips.
- Zone numbers 41, 42 and 44 include the beach areas.
- And all other zones are categorized as residential zones.



Map 6.9 OD Zones Map

From these OD analysis results the following inferences were drawn:

1. A total one (1)-way AADT of 38,400 trips come into the town daily using the five (5) entry points that included the four (4) bridge causeways in addition to Ocean Boulevard at the south end of the town.
2. A total of 22,448 average weekday trips are destined to the major attractors in the area (beaches, shopping areas and golf courses). These can include work trips and recreational trips.
3. A total of 31,551 average weekend day trips destined to the major attractors in the area.
4. On a typical weekday, the North District attracts mainly golf courses (4814) and commercial area (3058) trips; the Central District attracts mainly commercial area trips (4366) and beach trips (1933); and the South District attracts mainly beach trips (7455) and golf courses trips (620).
5. On a typical weekend day, the types of trips each district attracts is similar to those of the weekday, except that the magnitude of trips are different. North District attracts mainly golf courses (4939) and commercial area (3245) trips; the Central District attracts mainly commercial area trips (3483) and beach trips (3078); and the South District attracts mainly beach trips (16041) and golf courses trips (620).



As displayed on Exhibit 6-4, the report sought to understand how many of these trips are work trips. For this, an aggregate assessment for the entire Town has been made using the Census Longitudinal Employer-Household Dynamics (LEHD) Data that provides the worker flows information. This data is developed by Census by using the employer payroll data and matching with the workers home ends to their work end. The LEHD data for the town has been extracted and is shown in the following figure. Approximately 11,000 daily trips come into the Town for work purposes.

Since approximately 11,000 work trips are destined to the Town on a daily basis, the total trips from OD analysis into major attractors in the town are about 22,000, the remaining can be assumed as visitors into the town. There are other employment trips such as temporary construction workers, and self-employment trips such as plumbers, landscapers are not generally accounted for in the work trips of the LEHD. The OD analysis provides the magnitude of total worker and visitor trips that come into the town and for various districts within the Town.

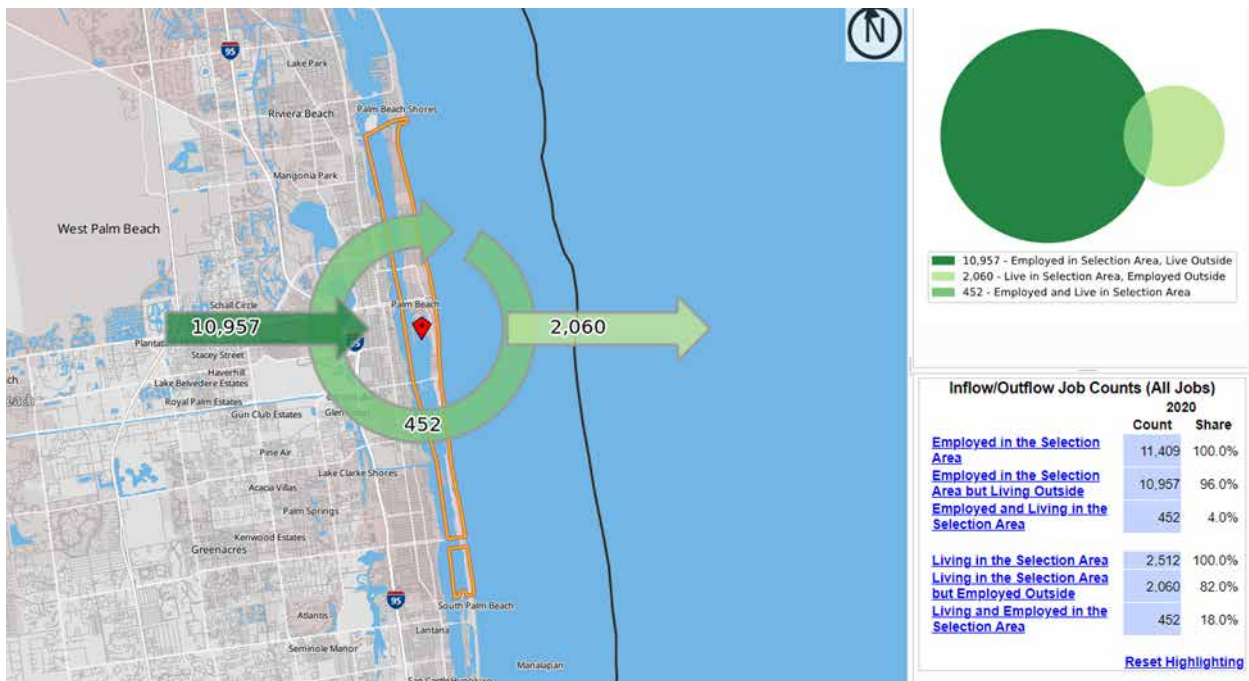


Exhibit 6-4 - Town of Palm Beach: Census Longitudinal Employer-Household Dynamics (LEHD) Data

Due to geographical constraints, the Town’s existing roadway network does not lend itself to major improvements to increase capacity. As in most communities approaching build-out, development has occurred immediately adjacent to the rights-of-way, virtually precluding any major network improvements. In assessing and analyzing traffic circulation service and capacities, the basic “level of service” methodology was utilized, along with recent and historical traffic volume data.

INTERSECTION CAPACITY

The 2023 existing conditions analysis indicate that all the signalized intersections evaluated currently operate at an acceptable LOS D or better during the AM and PM peak hour scenario except for the Coconut Row and Royal Palm Way signalized intersection which operates at a LOS E in the AM peak hour.

The 2028 future conditions analysis indicates that all the signalized intersections evaluated operate at an acceptable LOS D or better during the AM and PM peak hour scenario. The Coconut Row and Royal Palm Way signalized intersection improves to a LOS C in the AM peak hour. The 2028 future conditions analysis includes modified/optimized signal timings from the proposed Adaptive Traffic Signal Control System (ATCS).

Unsignalized intersections were also evaluated, all individual approaches during the AM peak scenario are expected to operate at an acceptable LOS D or better. During the PM peak scenario, all individual approaches, except for the westbound (WB) movement at the Bradley Place and Sunset Avenue intersection would operate at an acceptable LOS D or better. The WB movement at Bradley Place and Sunset Avenue is operating at a LOS E in the PM peak hour for existing conditions. The WB movement at Bradley Place and Sunset Avenue is operating at a LOS F in the PM peak hour of the future 2028 conditions.

There has been growth in the traffic volumes in the Town since 2015. The average annual growth rate in the Town was calculated to be 0.64% annually between 2015 and 2045 based on vehicle miles traveled (VMT). The vehicle miles traveled growth rate considers employment, population, and visitors in this traffic forecasting model. The growth rate for each individual corridor varies by corridor.

Given the fact that there is very little vacant land available, there does not appear to be further potential for substantial increases in traffic volumes generated by new development, although traffic will likely increase as surrounding areas develop or redevelop to higher intensity or with additional population migration into the Town as have occurred since 2020-2021 post pandemic.

While the Town has taken numerous steps to ameliorate traffic and parking problems, they persist in selected areas, chiefly during the peak winter tourist months. Of particular concern are the Royal Park, Flagler Memorial, and Southern Boulevard bridges during the morning and afternoon "rush hours", and the central area of Town and Royal Poinciana commercial areas. Traffic and parking conflicts continue, particularly in residential districts adjacent to these commercial districts or the beach areas. Parking is discussed further in this Element, under the Parking Sub-Element.

Town staff are continually addressing localized traffic circulation problems, or implementing traffic operation improvements, to increase capacity and safety at points of congestion including the deployment of the new Econolite Centracs Edaptive ATCS. Traffic volume data indicate that all major roadways operate at Level of Service D or better during peak periods.

The Town has observed that the timed bridge openings during the peak season help to mitigate traffic congestion. To a lesser degree, congestion also develops in the commercial areas during the midday hours (11 a.m. – 1 p.m.). Map 6.5 of the Map Series identifies the principal areas of traffic and parking problems in the Town.

The study conducted by the transportation consultant analyzed intersection capacity. The intersections examined included both signalized as well as unsignalized intersections and are provided and displayed below.

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. Coconut Row and Royal Poinciana Way (Signalized)
16. Coconut 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. Coconut Row and Worth Avenue (Unsignalized)



Exhibit 6-5 - Study Intersection Locations

The intersection locations are displayed on Exhibit 6-5. The analysis indicated that the annual historic growth is projected to decrease in future years. A conservative annual growth rate of 1.0% was used for the purpose of this study. The forecasted traffic volumes considered in the operational analysis for the year 2028 are the sum of the seasonal adjusted traffic counts, an additional amount of traffic annually for potential area wide growth and the committed trips from recently approved and unbuilt sites within the study area. The FDOT Peak Season Factor Category Report (2022), the collected peak hour turning movement counts, the seasonally adjusted counts and the forecasted 2028 peak hour turning movement counts.



Exhibit 6-5 - Study Intersection Locations

The study intersections were modeled using Synchro 11 Signal Timing and Analysis Software to establish the existing traffic patterns and level of service in the study area. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/ jammed conditions) and are measured based upon approach delay as defined by the HCM.

Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/ jammed conditions) and are measured based upon approach delay as defined by the HCM.

Table 6-4 shows the existing level of service and delay for each study intersection during the weekday AM and PM peak hours. As shown on Table 6-4, all signalized intersections currently operate at an acceptable LOS D or better during the PM peak scenario, and, during the AM peak all signalized intersections, except for Intersection #16. Coconut Row and Royal Palm Way, operate at an acceptable LOS D or better. Intersection #16, Coconut Row and Royal Palm Way, currently operates at an overall LOS E with 61 seconds of delay.

Table 6-4. Existing Level of Service

№	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
				DELAY (s)	LOS	DELAY (s)	LOS
1	S County Road & Golfview Rd	Signalized	EB	37	D	31.1	C
			WB	41.6	D	33.2	C
			NB	1.1	A	1.8	A
			SB	1.2	A	4.8	A
			OVERALL	3.5	A	6.5	A
2	S County Rd & Worth Ave	Signalized	EB	-	-	-	-
			WB	26.7	C	21.7	C
			NB	2.8	A	4	A
			SB	3.1	A	7.7	A
			OVERALL	9.5	A	10.9	B
3	S County Rd & Peruvian Ave	Signalized	EB	26.4	C	21.3	C
			WB	-	-	-	-
			NB	3.1	A	6.2	A
			SB	6.2	A	10.2	B
			OVERALL	7.8	A	11.6	B
4	S County Rd & Chilean Ave	Unsignalized	EB	-	-	-	-
			WB	9.3	A	9.9	A
			NB	0	-	0	-
			SB	0	-	0	-
			OVERALL	-	-	-	-
5	S County Rd & Australian Ave	Unsignalized	EB	10	B	10.1	B
			WB	-	-	-	-
			NB	0	-	13.5	B
			SB	0	-	10.4	B
			OVERALL	-	-	-	-
6	S County Rd & Brazilian Ave	Unsignalized	EB	12	B	19.2	C
			WB	12.7	B	25.7	D
			NB	0.8	-	0.8	-
			SB	0.6	-	0.3	-
			OVERALL	-	-	-	-
7	S County Rd & Royal Palm Way	Signalized	EB	25.9	C	32.3	C
			WB	42.3	D	43.1	D
			NB	14.7	B	9.7	A
			SB	27.3	C	20.7	C
			OVERALL	25.6	C	24.9	C
8	S County Rd & Seaview Ave	Unsignalized	EB	-	-	-	-
			WB	11.9	B	11.6	B
			NB	2.1	-	0.9	-
			SB	0	-	0	-
			OVERALL	-	-	-	-
9	N County Rd & Royal Poinciana Way (See № 81)	Signalized	EB	0	-	0	-
			WB	34.2	C	47.8	D
			NB	0.6	A	1	A
			SB	15.8	B	27.2	C
			OVERALL	6.9	A	16.7	B
10	S County Rd & Breakers Row	Signalized	EB	-	-	-	-
			WB	30.6	C	29.8	C
			NB	3.8	A	4.6	A
			SB	3	A	4.9	A
			OVERALL	4.6	A	7	A
11	N County Rd & Sunset Ave	Signalized	EB	38	D	77.4	D
			WB	34.7	C	47.7	D
			NB	4	A	4.3	A
			SB	1.5	A	2.2	A
			OVERALL	5.7	A	9.8	A
12	N County Rd & Sunrise Ave	Signalized	EB	39.9	D	51.3	D
			WB	28.7	C	37.1	D
			NB	7.4	A	4.8	A
			SB	7.4	A	9.3	A
			OVERALL	11.6	B	14.5	B
13	Bradley Pl & Sunset Ave	Unsignalized	EB	16.5	C	15.4	C
			WB	25.8	D	63.6	F
			NB	0.3	-	0.4	-
			SB	0.2	-	0	-
			OVERALL	-	-	-	-
14	Bradley Pl & Sunrise Ave	Signalized	EB	-	-	-	-
			WB	33.3	C	40.9	D
			NB	3.3	A	10.8	B
			SB	3.5	A	6	A
			OVERALL	7.4	A	15.3	B
15	Coconut Row & Royal Poinciana Way	Signalized	EB	32.7	C	29.7	C
			WB	23.6	C	32	C
			NB	26.5	C	33.5	C
			SB	12.2	B	21	C
			OVERALL	27.4	C	29	C
16	Coconut Row & Royal Palm Way	Signalized	EB	15.9	B	22	C
			WB	19.5	B	32.6	C
			NB	41.5	D	29.3	C
			SB	39.7	D	30.5	C
			OVERALL	20.8	C	28.5	C
17	S Ocean Blvd & Southern Blvd	Roundabout	EB	11.7	B	3.6	A
			WB	2.4	A	4.6	A
			NB	3.1	A	4.4	A
			SB	-	-	-	-
			OVERALL	-	-	-	-
18	S Lake Dr & Royal Palm Way	Unsignalized	EB	0	-	0	-
			WB	0.2	-	4.4	-
			NB	20.7	C	12.8	B
			SB	-	-	-	-
			OVERALL	-	-	-	-
19	S Lake Dr & Brazilian Ave	Unsignalized	EB	7.5	A	7.6	A
			WB	7.8	A	7.7	A
			NB	8.2	A	7.5	A
			SB	9.4	A	8.3	A
			OVERALL	-	-	-	-
20	S Lake Dr & Australian Ave	Unsignalized	EB	-	-	-	-
			WB	-	-	-	-
			NB	9.5	A	9.2	A
			SB	-	-	-	-
			OVERALL	-	-	-	-
21	S Lake Dr & Chilean Ave	Unsignalized	EB	-	-	-	-
			WB	7.1	A	7.2	A
			NB	6.7	A	6.8	A
			SB	8	A	7.6	A
			OVERALL	-	-	-	-
22	S Lake Dr & Peruvian Ave	Unsignalized	EB	-	-	-	-
			WB	0	-	0	-
			NB	7	A	7.3	A
			SB	8.2	A	7.8	A
			OVERALL	-	-	-	-
23	Coconut Row & Worth Ave	Unsignalized	EB	-	-	-	-
			WB	0	-	0	-
			NB	-	-	-	-
			SB	8.6	A	8.6	A
			OVERALL	-	-	-	-
81	N County Rd & E Main Street	Signalized	EB	32.9	C	40.6	D
			WB	0	A	0	A
			NB	12	B	11.3	B
			SB	3.3	A	2.5	A
			OVERALL	18.1	B	21	C

The Town is currently working on the deployment of 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 realtime traffic demands. The forecasted 2028 analyses include the proposed signal timings, provided by Town staff, to be implemented as part of the Town’s ATCS project, as well as the approved and committed trips from the Traffic Impact Studies of the following proposed sites’ addresses: 125 Worth Avenue, 139 North County Road, and 363 Coconut Road. Table 6-5 identifies the forecasted level of services and delays for all study intersections during the weekday AM and PM peak hours for the year 2028.

Table 6-5.
Level of Service 2028

INTERSECTION	MOVEMENT	2028 WITH EXISTING ROADWAY CONFIGURATION				2028 WITH S. LAKE DR. CORRIDOR SB ONLY			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		DELAY (s)	LOS	DELAY (s)	LOS	DELAY (s)	LOS	DELAY (s)	LOS
1. S County Rd. & Golfview Rd. (Signalized)	EB	37	D	31.1	C				
	WB	41.6	D	33.2	C				
	NB	1.1	A	1.8	A				
	SB	1.2	A	4.8	A				
	OVERALL	3.5	A	6.5	A				
2. S County Rd. & Worth Ave. (Signalized)	EB								
	WB	26.7	C	21.7	C				
	NB	2.8	A	4	A				
	SB	3.1	A	7.7	A				
	OVERALL	9.5	A	10.9	B				
3. S County Rd & Peruvian Ave. (Signalized)	EB	26.4	C	21.3	C				
	WB								
	NB	3.1	A	6.2	A				
	SB	6.2	A	10.2	B				
	OVERALL	7.8	A	11.6	B				
4. S County Rd. & Chilean Ave. (Unsignalized)	EB								
	WB	9.3	A	9.9	A				
	NB	0	-	0	-				
	SB	0	-	0	-				
	OVERALL								
5. S County Rd. & Australian Ave. (Unsignalized)	EB	10	B	10.1	B				
	WB								
	NB	0	-	13.5	B				
	SB	0	-	10.4	B				
	OVERALL								
6. S County Rd. & Brazilian Ave. (Unsignalized)	EB	12	B	19.2	C				
	WB	12.7	B	25.7	D				
	NB	0.8	-	0.8	-				
	SB	0.6	-	0.3	-				
	OVERALL								
7. S County Rd. & Royal Palm Way (Signalized)	EB	25.9	C	32.3	C				
	WB	42.3	D	43.1	D				
	NB	14.7	B	9.7	A				
	SB	27.3	C	20.7	C				
	OVERALL	25.6	C	24.9	C				
8. S County Rd. & Seaview Ave. (Unsignalized)	EB								
	WB	11.9	B	11.6	B				
	NB	2.1	-	0.9	-				
	SB	0	-	0	-				
	OVERALL								
9. N County Rd. & Royal Poinciana Way (Signalized)	EB	0	-	0	-				
	WB	34.2	C	47.8	D				
	NB	0.6	A	1	A				
	SB	15.8	B	27.2	C				
	OVERALL	6.9	A	16.7	B				
10. S County Rd. & Breakers Row (Signalized)	EB								
	WB	30.6	C	29.8	C				
	NB	3.8	A	4.6	A				
	SB	3	A	4.9	A				
	OVERALL	4.6	A	7	A				
11. N County Rd. & Sunset Ave. (Signalized)	EB	38	D	77.4	E				
	WB	34.7	C	47.7	D				
	NB	4	A	4.3	A				
	SB	1.5	A	2.2	A				
	OVERALL	5.7	A	9.8	A				
12. N County Rd. & Sunrise Ave. (Signalized)	EB	39.9	D	51.3	D				
	WB	28.7	C	37.1	D				
	NB	7.4	A	4.8	A				
	SB	7.4	A	9.3	A				
	OVERALL	11.6	B	14.5	B				
13. Bradley Pl. & Sunset Ave. (Unsignalized)	EB	16.5	C	15.4	C				
	WB	25.8	D	63.6	F				
	NB	0.3	-	0.4	-				
	SB	0.2	-	0	-				
	OVERALL								
14. Bradley Pl. & Sunrise Ave. (Signalized)	EB								
	WB	33.3	C	40.9	D				
	NB	3.3	A	10.8	B				
	SB	3.5	A	6	A				
	OVERALL	7.4	A	15.3	B				
15. Coconut Row & Royal Poinciana Way (Signalized)	EB	32.7	C	29.7	C				
	WB	23.6	C	32	C				
	NB	26.5	C	33.5	C				
	SB	12.2	B	21	C				
	OVERALL	27.4	C	29	C				
16. Coconut Row & Royal Palm Way (Signalized)	EB	15.9	B	22	C	15.9	B	22	C
	WB	19.5	B	32.6	C	19.5	B	32.6	C
	NB	41.5	D	29.3	C	42.3	D	32.5	C
	SB	39.7	D	30.5	C	39.7	D	30.6	C
	OVERALL	20.8	C	28.5	C	21.1	C	29	C
17. S Ocean Blvd. & Southern Blvd. (Roundabout)	EB	11.7	B	3.8	A				
	WB	2.4	A	4.6	A				
	NB	3.1	A	4.4	A				
	SB	-	-	-	-				
	OVERALL								
18. S Lake Dr. & Royal Palm Way (Unsignalized)	EB	0	-	0	-	0	-	0	-
	WB	0.2	-	4.4	-	0.1	-	0.5	-
	NB	20.7	C	12.8	B				
	SB								
	OVERALL								
19. S Lake Dr. & Brazilian Ave. (Unsignalized)	EB	7.5	A	7.6	A	7.7	A	7.3	A
	WB	7.8	A	7.7	A	8.1	A	7.7	A
	NB	8.2	A	7.5	A				
	SB	9.4	A	8.3	A	9.2	-	8.1	-
	OVERALL								
20. S Lake Dr. & Australian Ave. (Unsignalized)	EB								
	WB								
	NB	9.5	A	9.2	A				
	SB	-	-	-	-				
	OVERALL								
21. S Lake Dr. & Chilean Ave. (Unsignalized)	EB								
	WB	7.1	A	7.2	A	9.5	A	9.1	A
	NB	6.7	A	6.8	A				
	SB	8	A	7.6	A	0	-	0	-
	OVERALL								
22. S Lake Dr. & Peruvian Ave. (Unsignalized)	EB								
	WB	0	-	0	-	0	-	0	-
	NB	7	A	7.3	A	6.7	A	6.7	A
	SB	8.2	A	7.8	A	8.2	A	7.8	A
	OVERALL								
23. Coconut Row & Worth Ave. (Unsignalized)	EB								
	WB	0	-	0	-				
	NB								
	SB	8.6	A	8.6	A				
	OVERALL								
N County Rd & E Main Street (Signalized)	EB	32.9	C	40.6	D				
	WB	0	A	0	A				
	NB	12	B	11.3	B				
	SB	3.3	A	2.5	A				
	OVERALL	18.1	B	21	C				

The Westbound (WB) movement at **Intersection #13, Bradley Place and Sunset Avenue**, is expected to operate at a LOS F with 63.6 seconds of delay. Since this is an unsignalized intersection with heavy northbound (NB) and southbound (SB) movement when compared to the WB movement, evaluated improvements were limited to geometric improvements. The addition of an extra WB lane was evaluated, so the evaluated configuration for the WB movement was a WB shared through-left and an exclusive WB right, all other movements and lane assignment remain the same as the existing conditions. This kind of improvement yields the same LOS F but with 58.2 second of delay, which is a little over five (5) seconds of improvement in delay. A signal warrant analysis can also be contemplated at this intersection, volumes for three (3) out of the four (4) hours collected seem to be high enough. Should a signal warrant analysis indicate that a signal is warranted at this intersection, signal coordination with nearby traffic signals would be necessary.

TRAFFIC SIGNAGE

The issue of traffic signage and clutter was addressed in a pilot program in 2004 where the signage situation on Royal Poinciana Way was evaluated and several problems identified. A working committee of staff assisted by volunteers identified that signs were sometimes repetitious, poorly located, often concealed by vegetation, aesthetically displeasing, and confusing.

Traffic signals in the center of the Town are computer-synchronized. However, there are no signals on SR A1A south of Hammon Avenue all the way to Lake Worth Road, a distance of nearly six (6) miles. Additionally, there are no traffic signals on Southern Boulevard within the Town but has a single lane roundabout at the intersection of Southern Boulevard and South Ocean Boulevard.

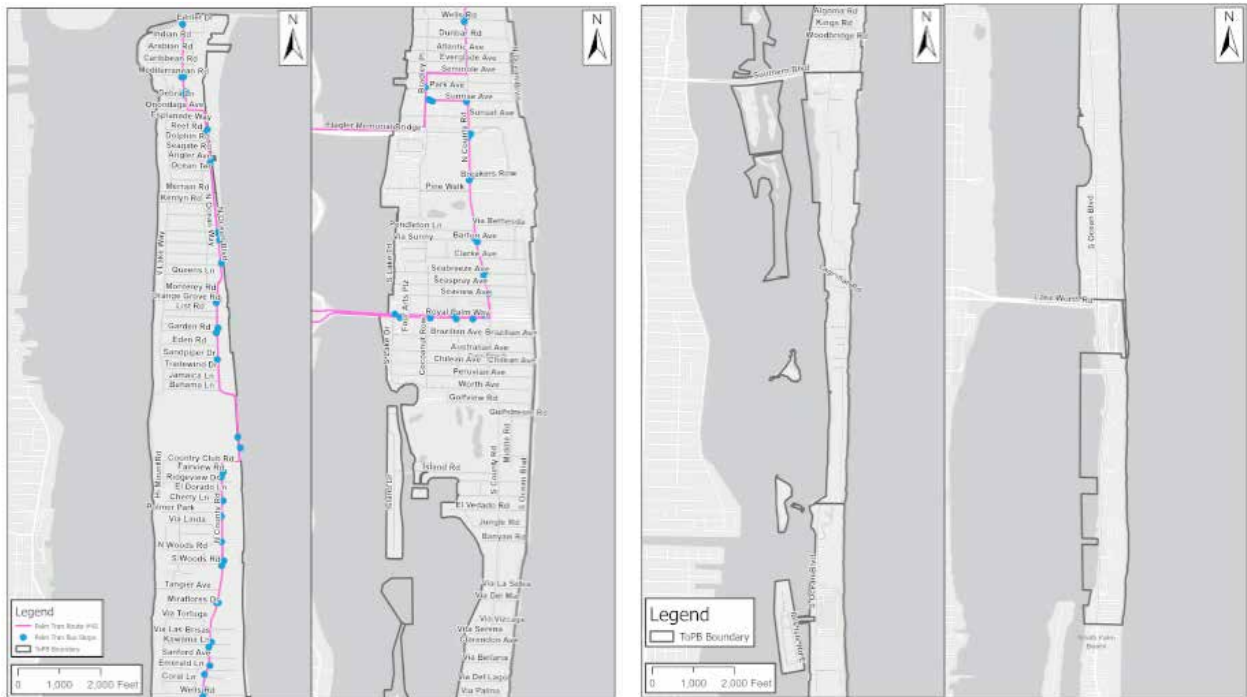
The Town completed a signal retiming analysis in 2023 which included adaptive signal control technology through an Econolite Centrac's Adaptive system. The Econolite Centrac's Adaptive system is Econolite's next generation cloud based adaptive signal control system which optimizes signal cycle, offset and splits in real time.

The Town is currently working on the deployment of 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 realtime traffic demands. The forecasted 2028 analyses include the proposed signal timings, provided by Town staff, to be implemented as part of the Town's ATCS project, as well as the approved and committed trips from the Traffic Impact Studies of the following proposed sites' addresses: 125 Worth Avenue, 139 North County Road, and 363 Coconut Road.

Table 6-5 also identifies the forecasted level of services and delays for all study intersections during the weekday AM and PM peak hours for the year 2028. As demonstrated, all signalized intersections are expected to operate at an acceptable Level of Service (LOS) D or better during the AM and PM peak hour scenarios. **Intersection #16, Coconut Row and Royal Palm Way**, is expected to improve from an overall existing LOS E with 61 seconds of delay to an overall LOS C with 21.8 seconds of delay during the AM peak scenario. The PM peak scenario is not discussed for this intersection, as neither the existing nor proposed PM peak results show any failures. Unsignalized intersections were also evaluated, all individual approaches during the AM peak scenario are expected to operate at an acceptable LOS D or better. During the PM peak hour scenario, all individual approaches, except for the westbound (WB) movement at the Bradley Place and Sunset Avenue intersection (intersection #13) will operate at an acceptable LOS D or better.

MULTIMODAL TRANSPORTATION SERVICES

Public transit services, including disadvantaged services, are provided by PalmTran, the countywide system, which operates two (2) bus routes that connect destinations within the Town to the City of West Palm Beach. The Town does not directly provide transit services. Map 6.7 of the Map Series shows 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.



Map 6.7 Public Transit Map

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. In the past

12 months, ridership has grown 63%, from 7,098 passengers in March 2022 to 11,606 unique passengers in March 2023. In that same time span, Circuit has provided 129,012 rides, leading to a reduction of approximately 70 metric tons of greenhouse gas emissions, and the creation of 37 jobs for local residents as managers, supervisors and drivers/ambassadors. 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.⁹



WPB Circuit in along Worth Avenue

In spring 2023, the Town of Palm Beach Town Council voted to fund supplemental Circuit service with a financial investment to add two (2) Circuit on-demand electric vehicles to better serve the Town during a six (6)-week pilot program. Funding also included business outreach and engagement supported by WPBgo, which is West Palm Beach's public-private mobility coalition focused on improving area transportation to benefit the region's economic vitality and quality of life. Data from the pilot will help determine the nature of future investments by the Town to reduce parking demand and to assist employees and patrons to access businesses without the need for a car.¹⁰

Parking Sub-Element

Parking in the Town of Palm Beach has been an identified issue since 1929 Town Plan. However, there has not been formal recognition within the Town of Palm Beach Comprehensive Plans since comprehensive planning was statutorily required in the 1970s. With the subject 2024 updated Comprehensive Plan, a new Parking Sub-Element has been created.

As the Town of Palm Beach is a destination for visitors for its natural and architectural beauty, shops, and restaurants, parking availability and utilization has continued to affect the daily life of the Town's residents. The residents of the Town of Palm Beach have expressed concerns that land development and parking regulations in the commercial areas need improvement, with an emphasis on parking management.



Sunrise Avenue Street parking

9. <https://downtownwpb.com/news/town-of-palm-beach-invests-in-pilot-expansion-of-free-circuit-on-demand-service/>

10. Ibid

The parking analysis portion of the Town of Palm Beach Commercial Areas Traffic and Parking Analysis, prepared by the Corradino Group, focused on the commercial area. 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).
- In addition to a few private lots, garages, and valet operations.

The Study area distinguished the South and North Parking Study Districts. The South Parking Study District, shown on Exhibit 6-6, is the Town's primary tourist destination and is bound by Royal Palm Way to the north, South Lake Drive to the west; South Ocean Boulevard to the east and to the south, the alley south of Worth Avenue.

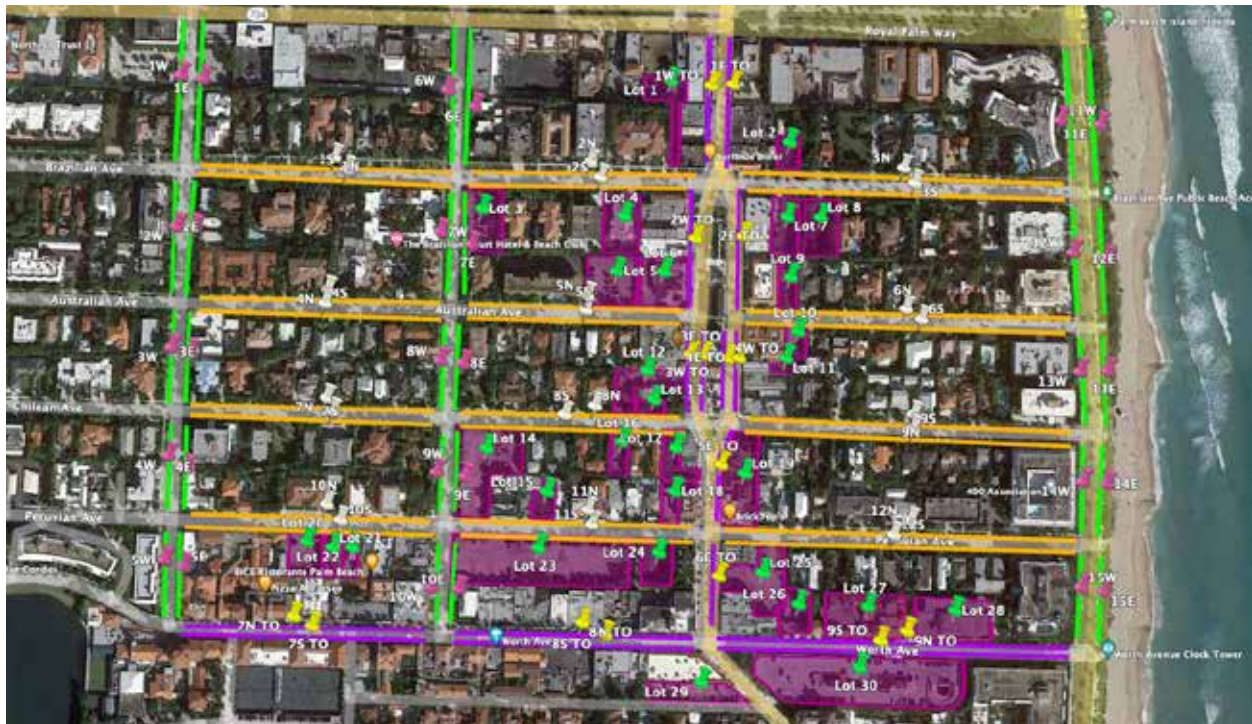


Exhibit 6-6 - South Parking Study District

The South Study District included 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. For the entire area, only about 70% is available to the public for self-parking, with the rest reserved for special uses, used for commercial and passenger loading, valet areas, or reserved for residential and dock permit holders.

Ownership patterns and proprietary restrictions 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 as displayed in Table 6-6.

Table 6-6. South Study District Parking Space Availability by Regulation

TABLE 6-6 SOUTH STUDY DISTRICT PARKING SPACE AVAILABILITY BY REGULATION							
	TOTAL	PUBLICLY AVAILABLE MONDAY-SATURDA	PUBLICLY AVAILABLE SUNDAYS, HOLIDAYS	AVAILABLE VIA VALET	AVAILABLE TO SPECIFIC BUSINESS	PARKING BY PERMIT ONLY	NOT AVAILABLE
On-Street Parking	1,188	749 (63%)	776 (65%)	n.a.	n.a.	322 (27%)	117 (10%)
Off-Street Parking	1,350	895 (66%)	895 (66%)	79 (6%)	82 (6%)	n.a.	294 (22%)
Total	2,538	1,644 (65%)	1,671 (66%)	79 (3%)	82 (3%)	322 (13%)	411 (16%)

As displayed in Exhibit 6-7, the North Parking Study District is smaller, and a more locally serving commercial area to the north of the Breakers Golf Course. This District is bound by Park Avenue to the north, Bradley Place to the west, North County Road to the east and Royal Poinciana Boulevard to the south.

In the North Parking Study District, on-street parking is less impacted by restrictions, where there are 220 on-street parking spaces in total, and only nine (9) are regulated as commercial and passenger loading zones or taxi stands, leaving 96% available for public self-parking. The off-street parking in the North Study District is more impacted by ownership patterns and proprietary restrictions. Of the 502 off-street spaces, 386 (77%) are publicly available for self-parking. In the North Study District, restrictions lower the publicly available parking supply by 17%.



Exhibit 6-7 - North Parking Study District

Table 6-7. North Study District Parking Space Availability by Regulation

TABLE 6-7 NORTH STUDY DISTRICT PARKING SPACE AVAILABILITY BY REGULATION							
	TOTAL	PUBLICLY AVAILABLE MONDAY-SATURDA	PUBLICLY AVAILABLE SUNDAYS, HOLIDAYS	AVAILABLE VIA VALET	AVAILABLE TO SPECIFIC BUSINESS	PARKING BY PERMIT ONLY	NOT AVAILABLE
On-Street Parking	220	211 (96%)	211 (96%)	n.a.	n.a.	0	9 (4%)
Off-Street Parking	502	386 (77%)	386 (77%)	0 (0%)	54 (11%)	60 (12%)	2 (<1%)
Total	722	597 (83%)	597 (83%)	0 (0%)	54 (7%)	60 (8%)	11 (2%)

For each district, two (2) forms of parking data were collected, accumulation studies and occupancy studies. The Accumulation Studies are a “snapshot” of conditions that measure 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 accumulation studies were performed during the three (3) time periods.

- Midday Weekday from 12:00 noon to 2:00 pm to capture the presumed peak for offices, retail, and restaurant patronage on a weekday. The data was collected on Wednesday, March 8, 2023.
- Weekend Afternoon from 3:00 pm to 5:00 pm to capture the presumed peak for shopping and visitor traffic prior to dinner hours. The data was collected on Saturday, March 4, 2023.
- Weekend Evening from 6:00 pm to 8:00 pm to capture the peak for restaurant and evening entertainment patronage. The data was collected on Saturday, March 4, 2023.

According to the study, in addition to peak accumulation, a key data point for parking analysis is the understanding as to how long a parking space is occupied. Long occupancies are typical of work and residential parking patterns; however, in a retail and services setting, long occupancies can exacerbate parking supply insufficiencies by not turning over spaces often enough for newly arriving patrons to find available parking spaces. In a retail and services setting that is combined with high tourism, it is more typical to experience longer occupancy in the system as tourists visit multiple destinations that may include longer duration activities such as full-service dining or visiting the beach.

Furthermore, if overall there is sufficient parking for the district, individual “walksheds” are also considered to provide parking that is of a service quality that satisfies residents, employees and business patrons. A walkshed is defined as distances of approximately a five-(5) minute walk time, about ¼-mile from parking space to destination. To the purpose of understanding potential local parking supply deficiencies, the distribution of parking accumulation results are disaggregated by street segments and mapped to visualize spatial patterns of unmet parking needs. These results help identify localized parking insufficiencies that can be addressed with locationally specific parking capacity improvements or parking management alternatives.

The study indicated that long-term parking should be regulated to off-street locations to allow for convenient “hitching post” parking on the street to support short-term retail access by patrons, by having clearly visible short-term parking spaces in the immediate vicinity of short retail visits. Short retail visits include retail purchases of goods from store inventories, or personal services that are on a drop-off and pick-up basis, such as cobblers, but not services where the service is performed while the patron is present, such as barbers and doctors. The shortest-term parking in Palm Beach are the five (5) spaces at the post office that are limited to 15 minutes.



Exhibit 6-7 - North Parking Study District

Throughout the South Study District and the North Study District, all on-street parking is regulated to 2 hours or less. On one hand, this supports shopping and multiple destinations, browsing and dining; however, a shorter duration of ½ to 1 hour or less would better support the businesses that require short-term visits.

The study also examined Chapter 134, Article IX, Off-Street Parking and Loading, and compared the regulations with three (3) similar communities to determine if parking standards need to be modernized to fit contemporary forms of development, as well as contemporary travel and vehicle usage patterns. 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.

Valet parking is prevalent within the midtown section of the Town. These services are necessary as parking is limited and as a result can be inconvenient. The Town of Palm Beach Police Department administers the valet parking agreements with private businesses and one (1)

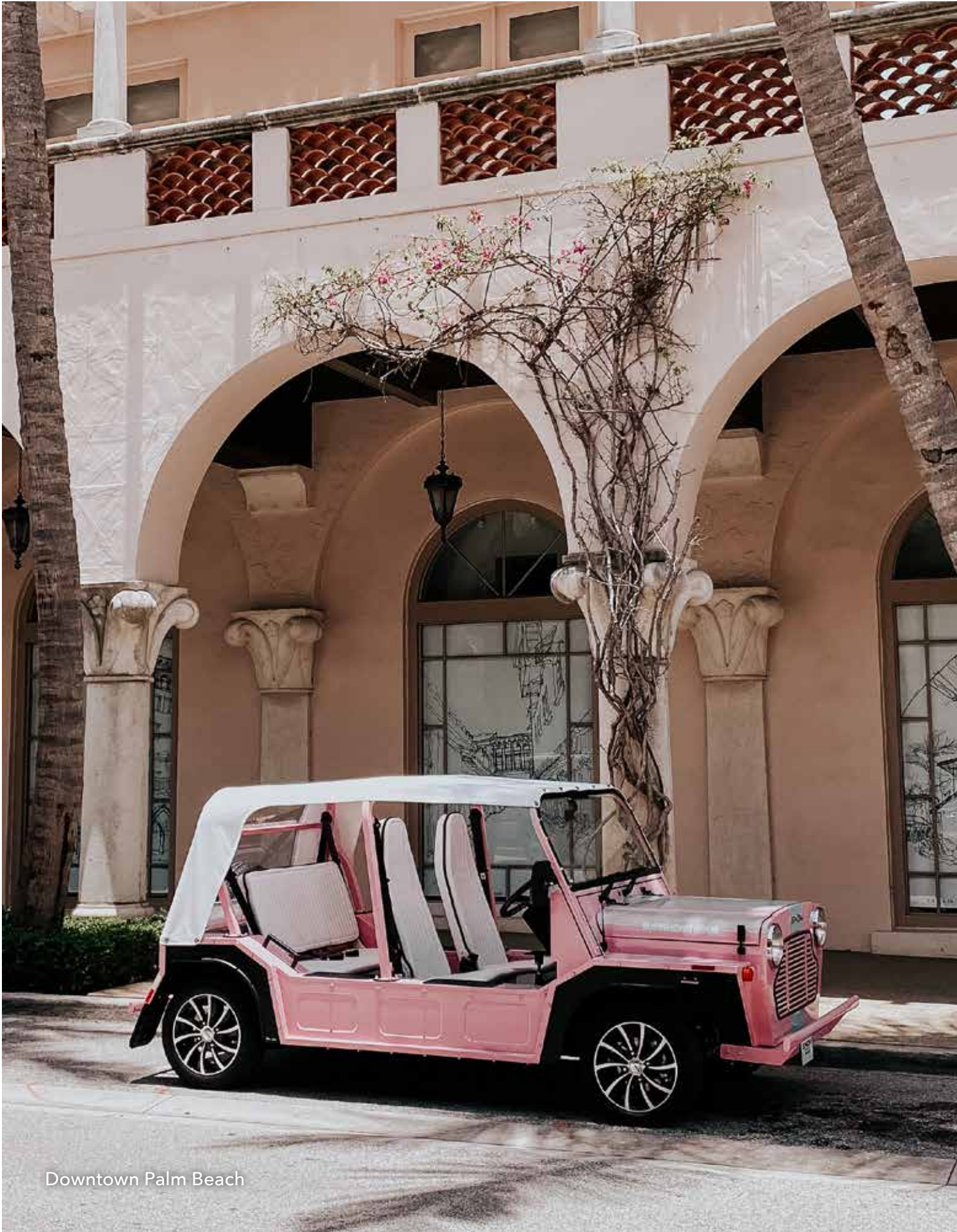
with the Preservation Foundation. Currently there are 32 such valet parking agreements. The valet parking agreements identify the locations of parking spaces that each establishment has been authorized to use per their approved parking plan.

As detailed, parking is a premium in the Town of Palm Beach. The cumulation of resident complaints led to the Town Council in 2022 directing the Town of Palm Beach Business and Administrative Committee to examine the parking problem. What resulted has been a proposed Seven (7) Point Parking Program, referred to as Palm Beach ParkMobile Expansion.

- Part 1: Expansion of paid parking in the business district, 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: Transit options for customers and employees
- Part 5: Signage to direct drivers to Parking Opportunities
- Part 6: Free 30-minute Parking Spaces for added Convenience
- Part 7: Long-term Goal of Building a Parking Facility in the Business District

Worth Avenue





Downtown Palm Beach

Path Forward

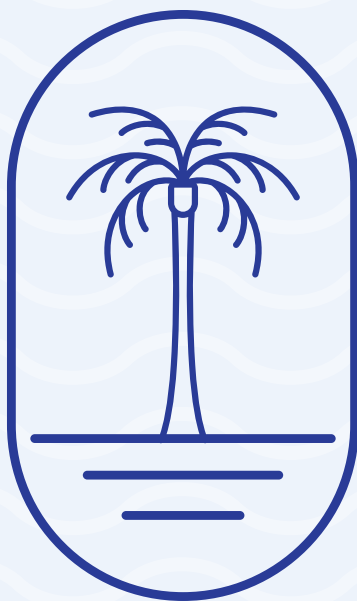
Due to the geographic and developmental limitations, the traffic circulation system in the Town is limited in the ability to physically change the roadway network to improve automobile circulation. It is recommended that the Town should consider the data and conclusions of the Traffic and Parking Analysis prepared by The Corradino Group and make any warranted policy decisions to better manage existing and future parking conditions. The transportation planning strategies by the Town should focus on improvements that are operational in nature, such as traffic signalization, alternative modes of transportation and controlled bridge openings during peak hours. The ParkMobile Expansion program should be further evaluated in concert with the approved Valet Parking Plans. Additionally, applications for development or modifications to existing uses within the Town should continue to undergo a review of site-specific traffic impacts.

As previously stated, the subject updated 2024 Comprehensive Plan, will separate the Data and Analysis from the adopted Goals, Objectives, and Policies. This process will allow continuous updates to critical issues contained within the Comprehensive Plan. Specific to the Transportation Element, this new process will allow staff to monitor conditions to improve the issues associated with traffic and parking.

To improve the Quality-of-Life and economic viability of the commercial areas, the Town should consider the results of the Traffic and Parking Study and conduct improved parking audit information for a data-driven approach. As with the Conservation, Historical Preservation and Infrastructure Elements, the efforts of the Town of Palm Beach Strategic Plan are being recognized within the Comprehensive Plan. The following statement is proposed as an Objective and Policy, among others, within the Town of Palm Beach Transportation Element.

Strategic Focus Area: Quality of Life | Our 'Palm Beach Way' 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; exceptions for respectful community conduct; and a safe and secure community.

Strategic Focus Area: Control, regulate and stabilize on-island mobility including traffic, parking, and pedestrian -friendly routing.



Volume 1

7

*Recreation
& Open Space
Element*

Data & Analysis



Recreation & 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.

1. National Recreation and Park Association "Parks-Recreation - Essential Public Services - January 2020

Recreation and Open Space Planning in the Town of Palm Beach

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 which the private sector plays in the recreational network.

The two (2) 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 (6) 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 5.28 acres, resulting in a total of 97.75 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.

“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

Table 7-1. Recreation and Open Space Acreage

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
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
Wrightsmen 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	3.75
SCHOOL FACILITIES	
Palm Beach Elementary School	1.60
Palm Beach Day Academy	1.50
TOTAL CULTURAL AND SCHOOL FACILITIES ACREAGE	10.56
ACREAGE TOWARDS TOWN PARK LOS (50%)	5.28
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
TOTAL PRIVATE CLUBS AND FACILITIES	344.64
TOTAL RECREATION AND OPEN SPACE LOS ACREAGE	97.75

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 and Recreation Departments. 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.

Below organizational chart is provided below to indicate where this responsibility lies within the Public Works Department.

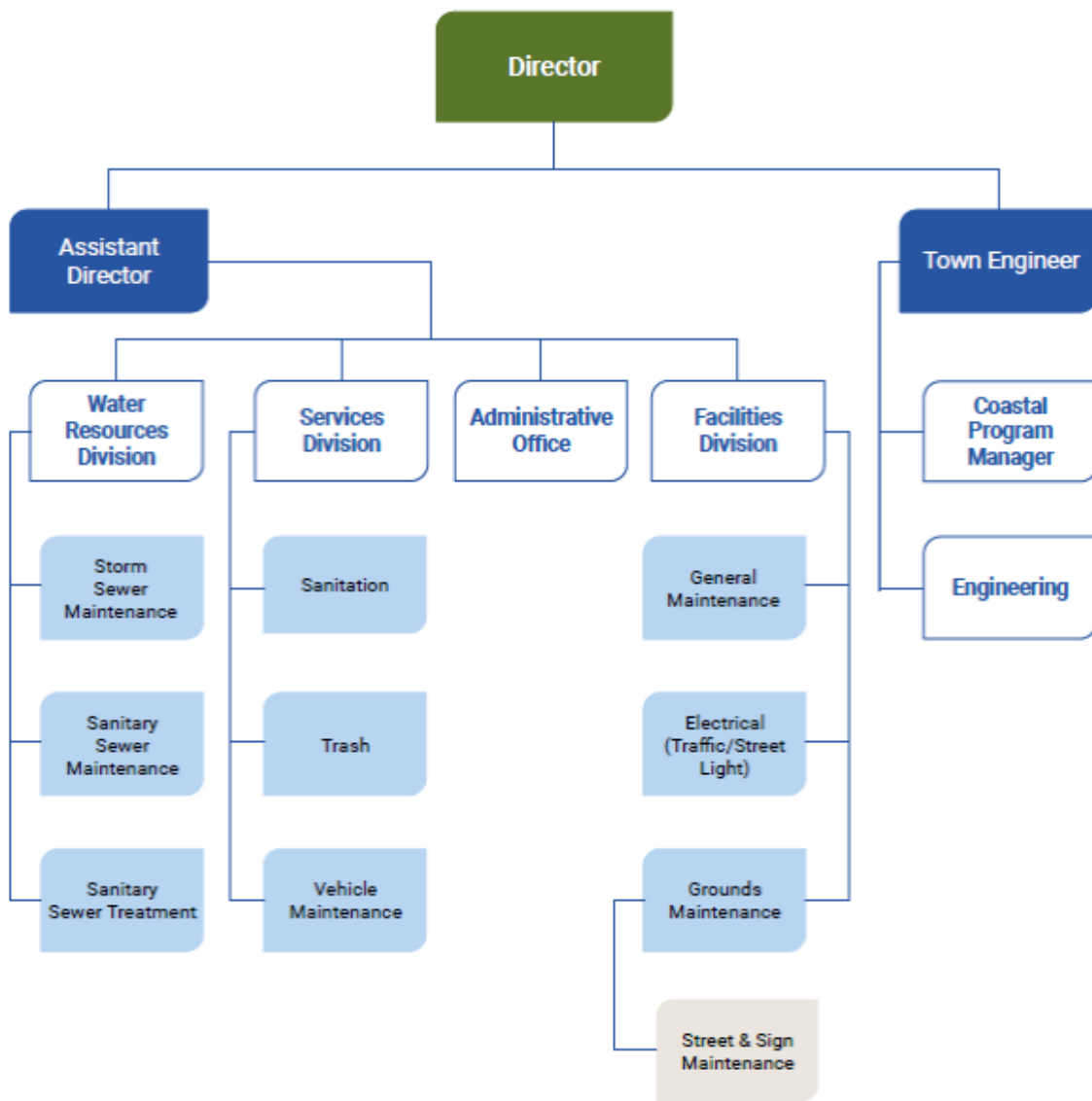


Table 7-2. Public Works Organizational Chart

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.

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



Lake Drive Linear Park

Midtown Beach Linear Park: 2,715 linear feet. Extending from just south of Gulfstream Road to Chilean Avenue along South Ocean Boulevard.

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

Town Hall Square: 21,271 square feet (0.49 acres) Located on South County Road in between Australian Avenue and Brazilian Avenue

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

Wrightsmen 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 historic 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.”

In addition to the period rooms, the mansion displays collections of porcelain, silver, glass, lace, dolls, costumes, and paintings acquired by the family. Local historical exhibits, accented by Florida East Coast Railroad background, including Mr. Flagler’s private rail car, are also

available for viewing. A library, of the PostTimes issues from 1916-1956 is maintained within the home. Charitable events, concerts, lectures, special exhibitions, and school proms often take place at “Whitehall”.

Society of the Four Arts: Occupying 3.75 acres, the Four Arts Plaza was founded in 1936, with the objective of encouraging the appreciation of art, music, drama, and literature. The Society accomplishes its objectives through the maintenance of a sculpture garden and 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.

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 and visitors. The organizational structure for the Recreation Department is shown in Table 7-3 with a breakout for the two (2) facilities that are Enterprise Funds (Tables 7-4 and 7-5).

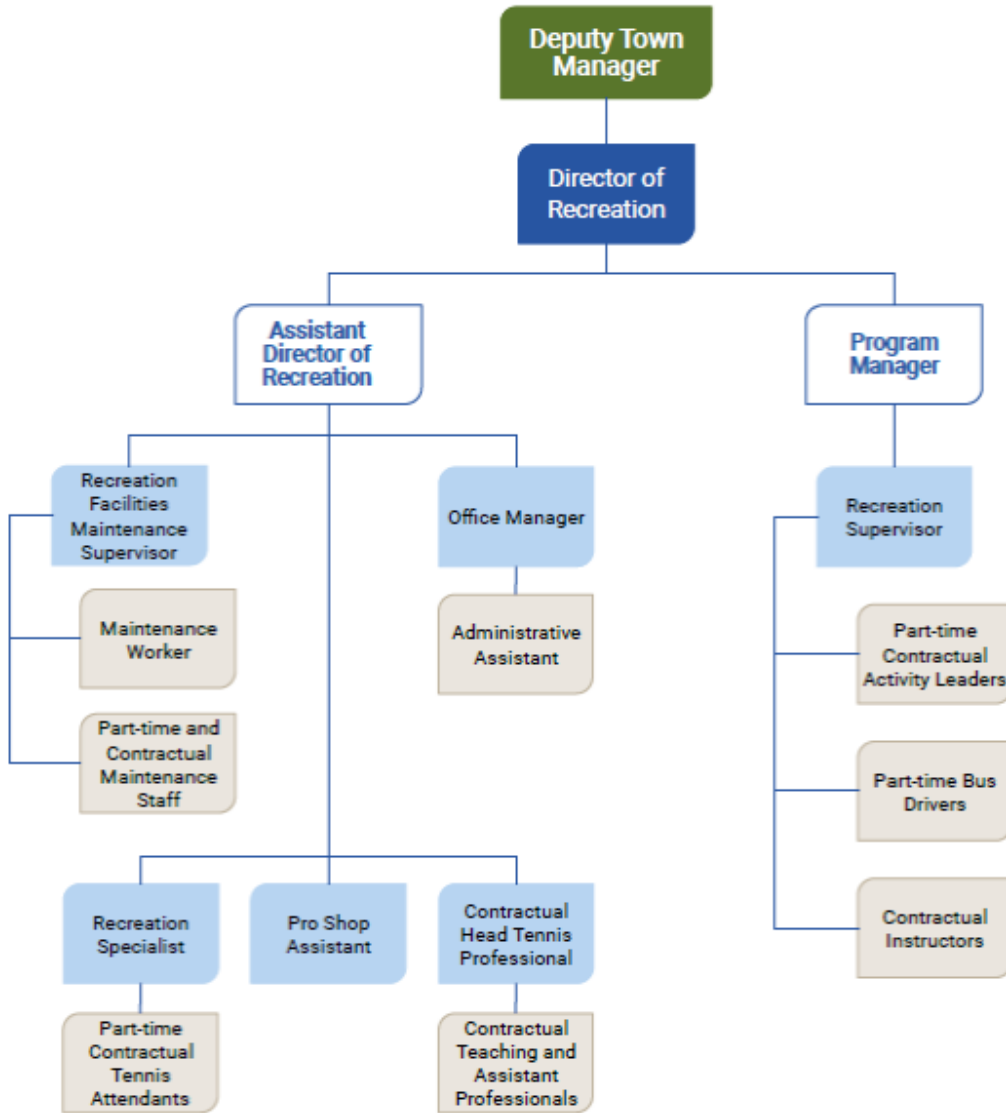


Table 7-3.
Recreation Department Organizational Chart

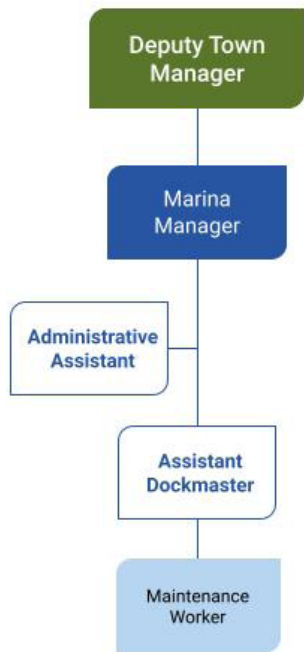


Table 7-4.
Marina Enterprise Fund Organizational Chart

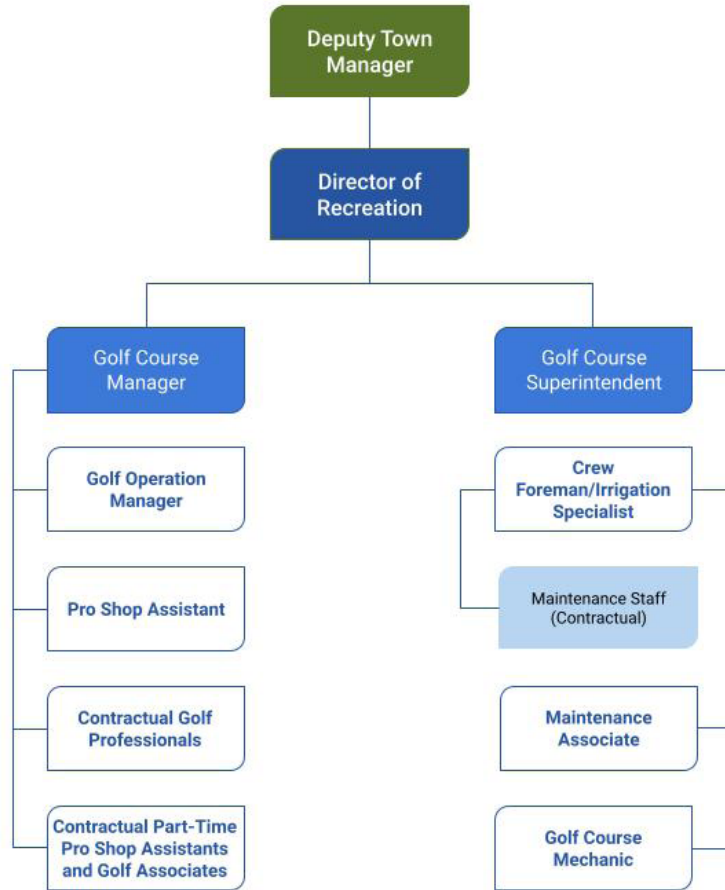


Table 7-5.
Par 3 Enterprise Fund Organizational Chart

Recreational programming managed by the Recreation Department are located throughout the Town 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.





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.



TOWN OF PALM BEACH MARINA

Pursuant to 342.07, F.S., 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.

For the purposes of this legislation, the term "recreational and commercial working waterfront" means a parcel or parcels of real property which provide access for water-dependent commercial activities, including hotels and motels as defined in Section 509.242(1), F.S., 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.

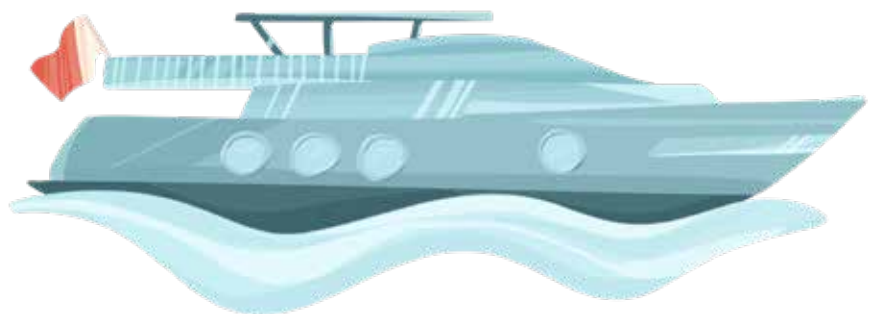
The term includes water-dependent facilities that are open to the public and offer public access by vessels to the waters of the state or that support facilities for recreational, commercial, research, or governmental vessels. These facilities include public lodging establishments, docks, wharfs, lifts, 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 with 84 slips ranging in size from 60-294 feet.

The marina consists of the following features.

- State of the art engineering
- Bellingham concrete floating dock system
- Wider and deeper slips to facilitate super yachts
- Expanded shore power with up to 480 V, 200 amps power per slip
- High speed wireless internet
- High-capacity, in-slip pump-out
- 16-foot-wide main pier with extra wide finger piers
- Cart and porter concierge services
- Gated docks with access control system
- State-of-the-art lighting
- Security cameras throughout
- Sustainable operations that protect the environment
- Three (3) Mediterranean style amenity buildings with shower facilities and lounge

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.





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 (2) 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.

TABLE 7-6 RECREATIONAL FACILITIES
Athletic Field
Classroom
Fieldhouse
Multi-Purpose Room
Kids Playground
Fitness Center (Resident Only)

TABLE 7-7 PROGRAMS/ACTIVITIES	
Basketball	
Soccer	
Pickleball	
Adult Fitness Classes	Adult Leisure/Classes
Kids Sports	Kids Leisure/Classes
After School Programs	
Seasonal Camps	

As listed in Tables 7-6 and 7-7, 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 (7) years on recreational programming at the various facilities managed by the Town of Palm Beach Recreational Department staff. As noted, the years 2019 were impact due to construction and 2020 were affected due to COVID-19.

Data is collected annually as to the percentage of resident and non-resident recreational users. As evidenced in Tables 7-8 through 7-12, 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 7-8 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 7-9 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 7-10 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 7-11 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

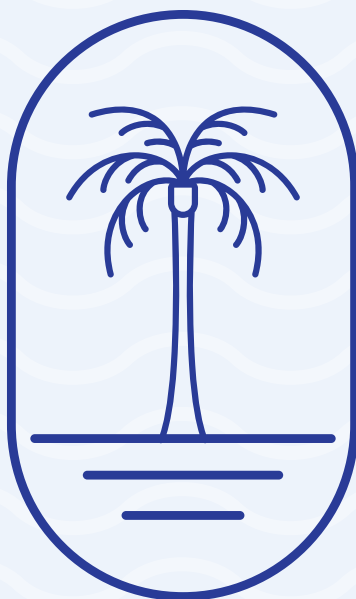
TABLE 7-12 MANDEL FITNESS CENTER	
FISCAL YEAR	CHECK-INS
2020	4,342
2021	5,945
2022	9,098





Path Forward

The Town has developed a cohesive recreation and open space plan, including an exceptional recreational program. 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 which the private sector plays in the recreational network. It is recommended that the Town create a Park and Recreation Guidebook that can access both digitally and by hard copy to the public.

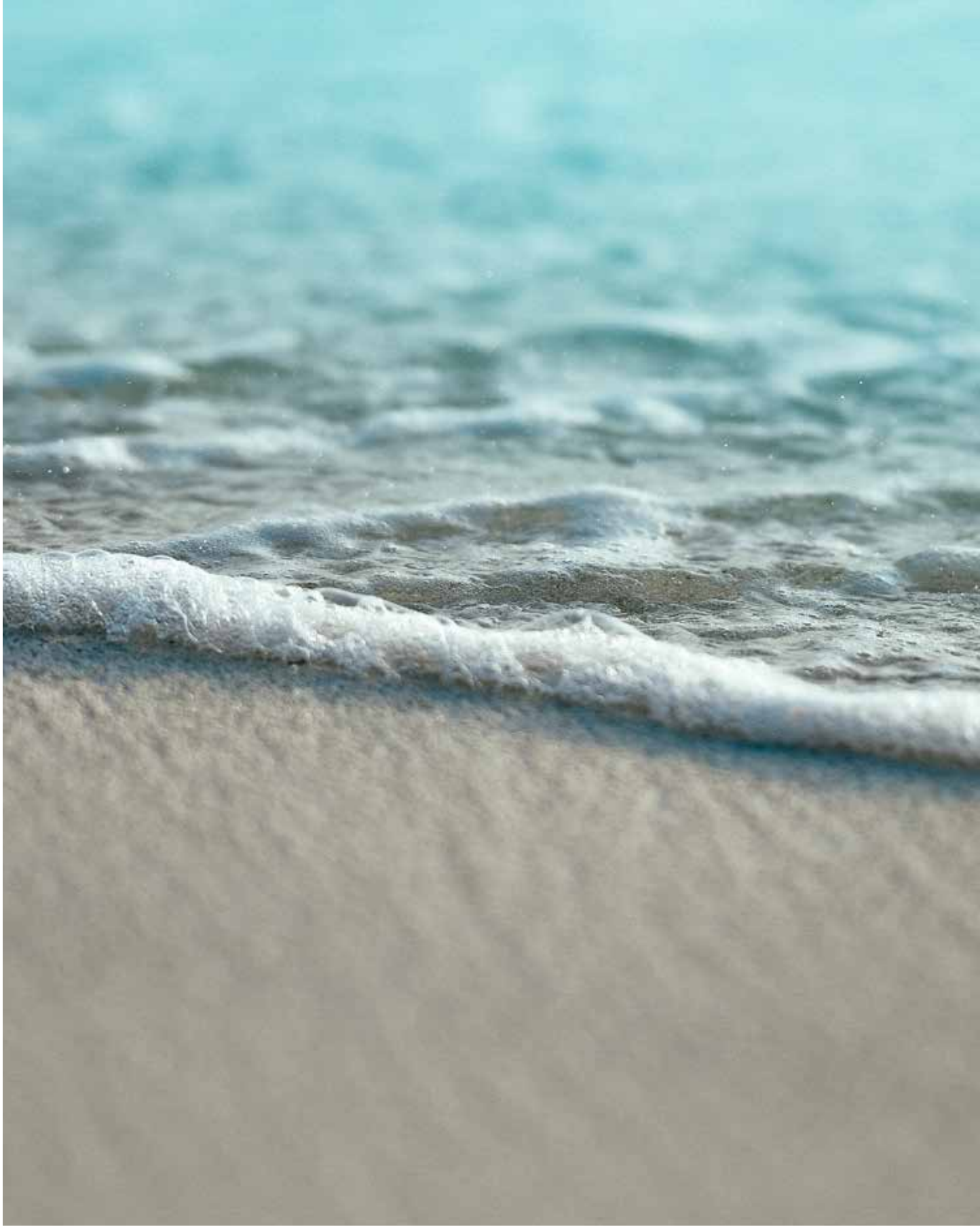


Volume 1

8

Coastal Management Element

Data & Analysis



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

1. <https://coast.noaa.gov/czm/act>

2. Ibid

State Requirements for the Coastal Management Element

Pursuant to Section 163.3177(b)(g), for those units of local government that are abutting the Gulf of Mexico or the Atlantic Ocean, the preparation of a Coastal Management Element is required. In addition to the requirements of Section 163.3177(b)(g), the Coastal Management Element must also meet the requirements of Section 163.3178, F.S., which is solely dedicated to coastal management.

The Coastal Management Element objectives set forth in Section 163.3177(b)(g) 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. Limit public expenditures that subsidize development in coastal high-hazard areas.
7. Protect human life against the effects of natural disasters.
8. Direct the orderly development, maintenance, and use of ports identified to facilitate deep-water commercial navigation and other related activities.
9. Preserve historic and archaeological resources, which include the sensitive adaptive use of these resources.
10. 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 Section 163.3178, F.S. 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 has been 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 disaster.

Pursuant to Section 163.3178(2), each Coastal Management Element is required to be based on studies, surveys, and data that are consistent with coastal resource plans prepared and adopted pursuant to general or special law; and contain the following.

- a. 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.
- b. 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.
- c. 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.
- d. A component which outlines principles for hazard mitigation and protection of human life against the effects of natural disaster, including population evacuation, which take 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 in a consistent manner, and ensure that the methodology used for modeling storm surge is that used by the National Hurricane Center.
- e. A component which outlines principles for protecting existing beach and dune systems from human-induced erosion and for restoring altered beach and dune systems.
- f. 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, Section 163.3178(20)(f), was adopted via Florida Senate Bill 1094 (S.B. 1094) that recognized the priority to integrate sea level rise into local government planning. Florida former-Governor Rick Scott signed S.B. 1094 in May 2015, amending Section 163.3178(2) 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 which 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.
- Established minimum standards for construction activities seaward of the coastal construction.
- Encouraged 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 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 advance occurring primarily as a result of impoundment north of the county's four (4) 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 provides 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 by 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 (PBC) 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.

Hurricanes that have impacted Palm Beach County's coastline since the seventies are listed below.

- 1979: Hurricane David
- 1984: Thanksgiving Day Northeaster
- 1992: Hurricane Andrew
- 1999: Hurricane Irene
- 2004: Hurricane Frances,
Hurricane Jeanne
- 2005: Hurricane Wilma
- 2007: Tropical Storm Andrea;
October Northeasters (unnamed);
Tropical Storm Noel
- 2008: Tropical Storm Fay;
September Storm (unnamed);
Tropical Storm Hannah
- 2011: Hurricane Irene (swell only)
- 2012: Hurricane Sandy
- 2016: Hurricane Matthew
- 2017: Hurricane Irma
- 2022: Hurricane Ian
- 2022: Hurricane Nicole

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

The impact of shoreline protection and the defense of submerged lands is paramount to the continued Quality of Life for the Town of Palm Beach residents. Coastal management has broad implications from social, economic, and environmental issues as the Town of Palm Beach is a barrier island regulated and protected by federal, state, and local regulations.

Recognizing the importance of managing its beach resources, in 1986, the Town of Palm Beach commissioned a consultant, Cubit Engineering, to prepare the first 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 MidTown 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 a 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 Land to preform 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 (8) 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.

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 make any necessary updates to programming and/or lists. The BMA was last updated in 2021 and a public hearing on the agreement was recently held in August 2023, and 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 Section 403.0752(2)(a), F.S.⁵

The BMA purpose is to coordinate and facilitate flexible permitting for beach management and to achieve net ecosystem benefits and related public objectives for the Town of Palm Beach and affected area. 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, 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,

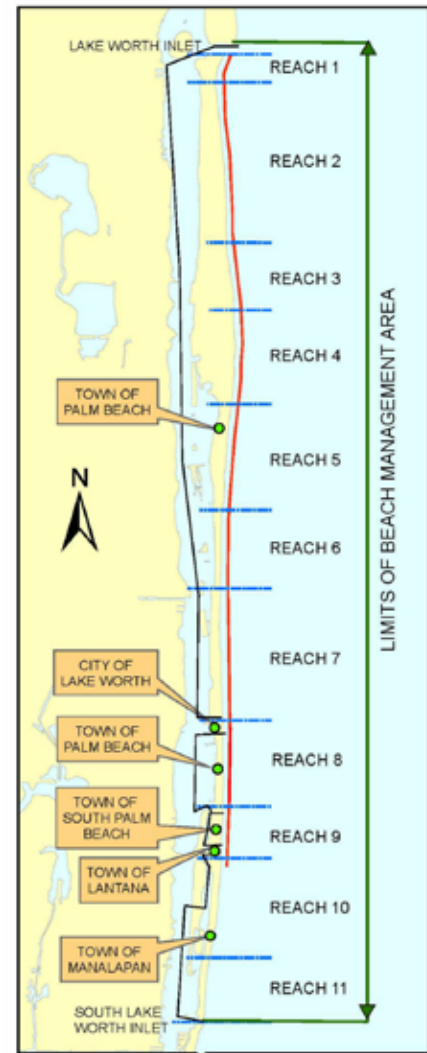


Exhibit 8-1 - Reach Zones

4. Natural and Structural Measures for Shoreline Stabilization, NOAA Office for Coastal Management

5. Ibid

6. Ibid

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 (8) 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 (3) forms of authorization: coastal construction permits (Chapter 161, F.S.), environmental resource permits (Part IV Chapter 373, F.S.), and proprietary authorization to use sovereign submerged lands (Chapters 253 and 258, F.S.). The JCP consolidated these authorizations into one (1) permit which now 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 the 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, F.S., and their implementing rules, and for dune restoration, Chapter 161, F.S., 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

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 coastal shoreline from Lake Worth Inlet to South Lake Worth Inlet, which expands 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.

7. Ibid

8. Ibid

9. Ibid

10. Ibid

11. Ibid

12. DEP presentation August 24, 2023, at the Town of Palm Beach

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 are designed to last decades or more, these programs need to factor future risk into design criteria where coastal flooding is a risk. 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 TOPB 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 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 the Figure 8-1. The vulnerability assessment also provides the TOPB 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

13. Woods Hole Study - Coastal Flood Vulnerability Assessment 2020

14. Ibid

15. Ibid

16. Ibid

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 5.3: 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. Primary dune restoration to a higher crest elevation and sediment volume along Reach 1 is a high priority for coastal flood control.

Added Policy 8.6: The Town will adapt public access facilities to also function as coastal flood control structures.

Added Objective 15: The Town shall adopt and implement policies that limit development and public expenditure within the Coastal High Hazard Area (CHHA).



Figure 8-1 - Florida Adaptation Planning Guidebook 2018 Four-Step process

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.

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.

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 (2) ordinances in 2017 related to FEMA's updated flood insurance maps and flood hazard prevention. An update is anticipated in 2023, 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) with the majority being located along the Atlantic Ocean on the barrier island, the ICWW and fringe areas along the North and Northwest Forks of the Loxahatchee River.

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 (4) categories.¹⁸

- Public Information
- Mapping and Regulations
- Flood Damage Reduction
- Warning and Response

18. <http://fema.gov/floodplain-management/community-rating-system>

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.

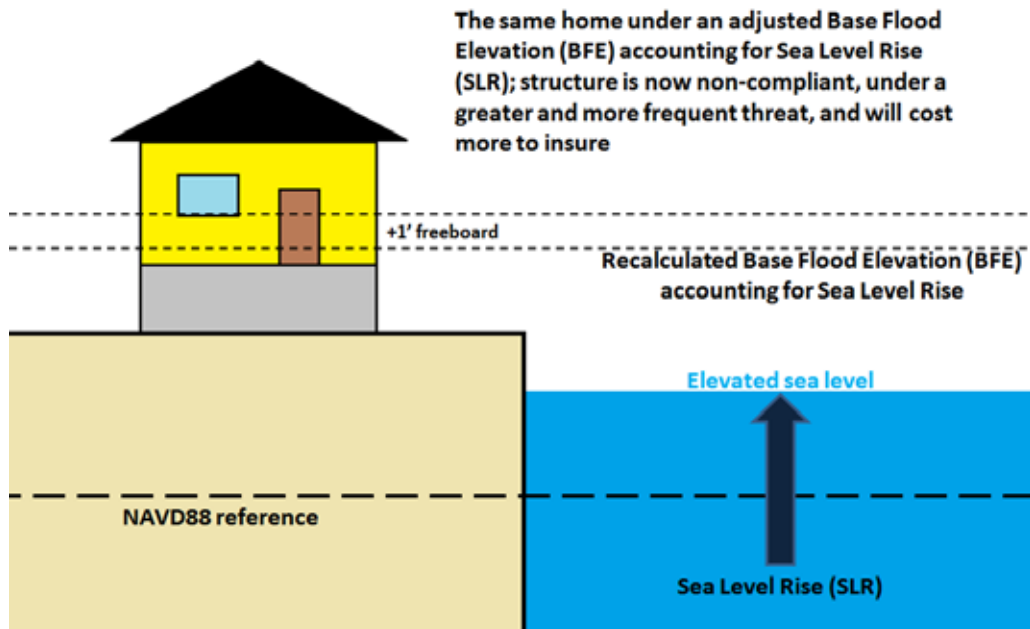


Figure 8-2 - Adjusted Base Flood Elevation Accounting for Sea Level Rise

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 long-term planning, public education, and assisting Town staff in applicable communication with the public.

Hurricane Preparedness in the Town of Palm Beach

With regard to response procedures for hurricanes and other natural disasters, Palm Beach County and the Town of Palm Beach coordinates in hurricane and disaster planning and management efforts. In addition, the ongoing management and coordination efforts continue to be redefined, as necessary, and have been implemented several times in recent years.

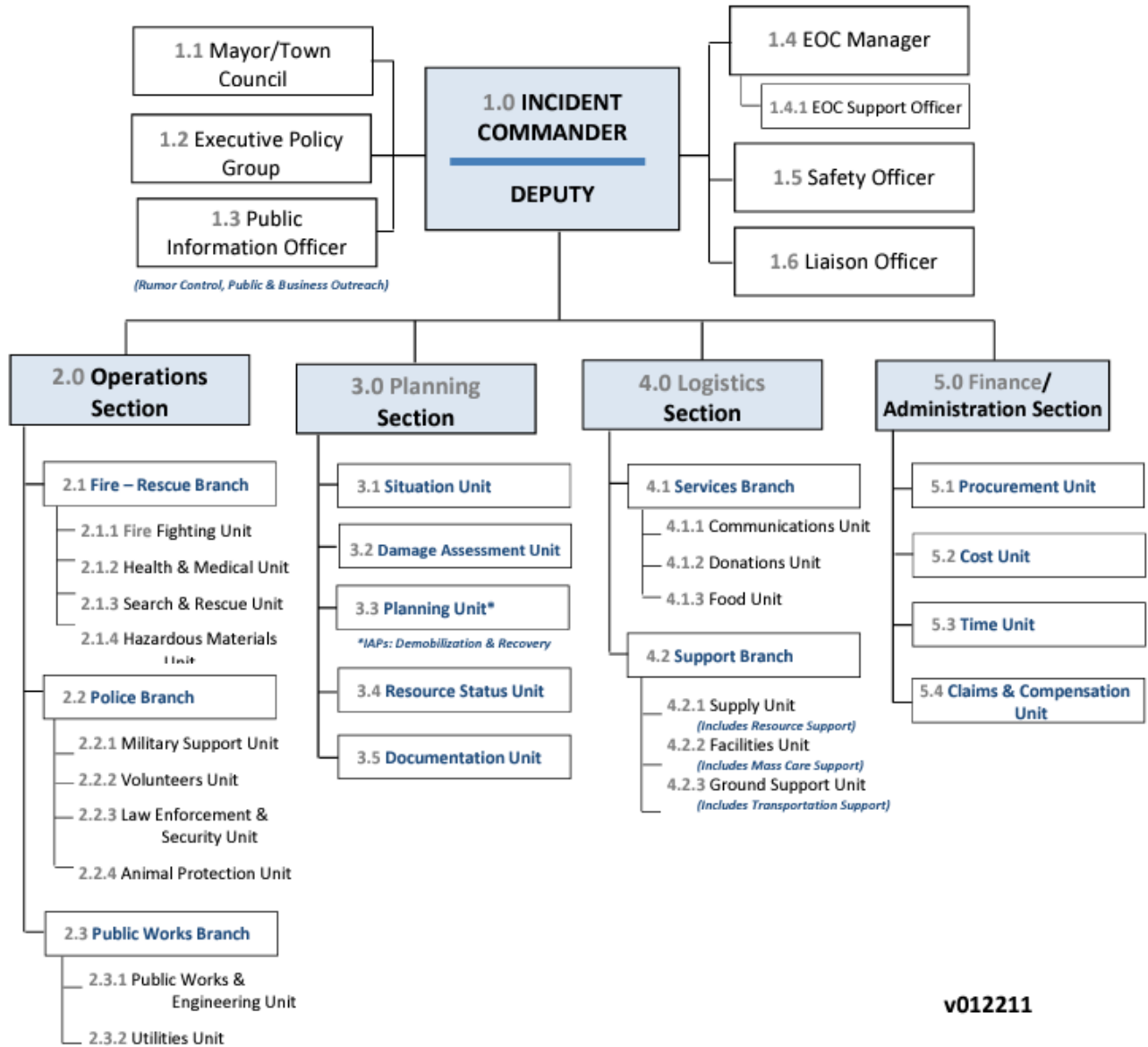
The official warning process for an approaching hurricane begins with issuance of a hurricane watch by the National Hurricane Center. A hurricane watch, alerts residents of a specified area to the potential of a hurricane and advises them to monitor hurricane advisories, which are issued every six hours. A hurricane watch suggests that residents begin preparations for a possible evacuation.

The legal authority for ordering and coordinating evacuations in the State of Florida resides with the Governor. The Governor has delegated this authority to local governments. Thus, an evacuation order may be issued by a municipality in the absence or an order by a higher level of government. However, an order issued by a higher level of government takes precedence.

As stated in the Public Safety Element, Chapter 18-33 of the Town Code of Ordinances designates the Fire Chief as the Emergency Management Director. The Town of Palm Beach will support the County and the Red Cross by assigning security and emergency medical personnel, if needed, to shelters as they are opened by the County. The Town of Palm beach Emergency Operations Center will serve as the nerve center for the coordination and control of the Town's response and recovery efforts. The EOC will be activated by the Emergency Management Director upon determination of a significant and immediate threat to life and property. The below graphic indicates the incident command system organization structure in times of EOC initiation.

Evacuation order time is the time in hours prior to hurricane eye landfall by which an evacuation order must be issued in order to allow all evacuees to reach their chosen destinations. Determining the appropriate time to issue an evacuation order involves not only calculation of total evacuation time, or clearance time, but also consideration of the following: According to the Town of Palm Beach's Comprehensive Emergency Management Plan (CEMP), the Town uses a graduated response approach in responding to and managing emergencies and disasters such as hurricanes and tropical storms. As the potential severity of the emergency or the demand on local resources grow, there will be an increase in emergency response and coordination activities to meet increasing emergency demands. Readiness Levels will be determined by the Town Manager or Emergency Management.

Town of Palm Beach
Emergency Operations Center (EOC)
Incident Command System (ICS) Organizational Structure



Town of Palm Beach
 Emergency Operations Center (EOC)
 Incident Command System (ICS) Organizational Structure





Path Forward

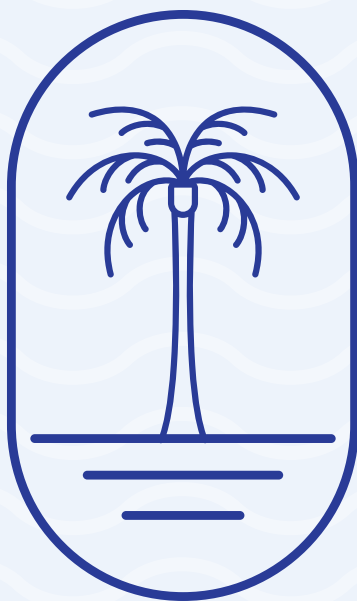
Due to its location along the coast, the Town and its resources are vulnerable to various natural disasters. The Coastal Management Element provides insight into the Town's coastal resources and emphasizes the importance of maintaining a resilient community to preserve and protect these resources and 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 take necessary steps in adaptive planning and work to develop a policy framework that is integrated into its local planning system.

Steps to take include best management practices that address adaptation or sea level mitigation issues, ensuring consistency across all municipal operations and their guiding plans and programs. Additionally, it is suggested to include educational programming for residents and visitors on the importance of the challenges posed by storm surge and major flooding from rising sea levels, and finally, how to work as a community to address these challenges.

These steps lay the foundation toward building a more resilient community, and together with informed public and committed elected officials, reaching the community's established goals and strategies are achievable. As such, changes to the Coastal Management Element Goals, Objectives and Policies from the Woods Hole Study, Level-Up-Plan, are recommended.





Volume 1

9

*Conservation
Element*

Data & Analysis



History of Florida's Conservation Efforts



Florida is one (1) 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.¹ Acquisition of land by the State takes into consideration the proximity of land for purchase to promote 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.²

1. https://floridawildlifecorridor.org/wp-content/uploads/2011/12/FWC_History_11_09_2015.pdf

2. <https://floridadep.gov/lands/lands-director/content/history-state-lands>



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 Recreational Lands (CARL) program was established by the Florida legislature in 1979 to acquire lands of environmental and cultural significance.³

The CARL management funds were allocated annually to the Florida Division of Historical Resources to provide land managers with the necessary information to effectively manage archaeological and historical resources on land purchased or proposed for purchase through conservation lands programs. Through these conservation land purchases that were typically managed as state preserves, state parks, historic sites, or wildlife management areas, the State of Florida acquired many properties of considerable archaeological significance. Many undiscovered sites existed on public lands, but they were not well known due to a general lack of systematic, professional archaeological surveying.⁴ All of these trends helped support further development of Florida's landscape conservation strategies embodied in proposals and plans to protect wildlife corridors and ecological networks starting in the mid-1980s.⁵

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 Governor Bob Martinez created a Blue-Ribbon Commission in

3. <https://dos.myflorida.com/historical/archaeology/public-lands/program-history/>

4. Ibid

5. https://floridawildlifecorridor.org/wp-content/uploads/2011/12/FWC_History_11_09_2015.pdf

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.⁶

The former Governor Martinez then proposed a \$3 billion land preservation fund based upon \$300 million in yearly bonded funds over 10 years. Florida lawmakers agreed with the proposal and in 1990 provided funding for the first year of bonds in the form of an increase in documentary stamp tax. Preservation 2000 established a mechanism for supplemental funding of existing land acquisition programs. Preservation 2000 funds were distributed to the following programs.⁷

- 50%: Conservation and Recreation Lands.
- 30%: Water Resources.
- 10%: Local Government Comprehensive Plan Implementation.
- 2.9%: Wildlife Management Areas (additions).
- 2.9%: State Forests (additions).
- 2.9%: State Parks (additions).
- 1.3%: Greenways and Trails.

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.⁸

On June 7, 1999, former 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. The then-Governor Bush heralded Florida Forever as “the nation’s most progressive effort to conserve and preserve land and natural resources.”⁹ Florida Forever broadened the land purchasing criteria to include historical preservation.¹⁰ The Legislature

6. <https://floridadep.gov/lands/lands-director/content/history-state-lands>

7. Ibid

8. Ibid

9. <http://ufdcimages.uflib.ufl.edu/IR/00/00/19/42/00001/FE33100.pdf>

10. <https://dos.myflorida.com/historical/archaeology/public-lands/program-history>

added several more reporting requirements, provided for more prioritization of projects within additional categories and provided for spending Florida Forever funds on capital improvements on state-owned conservation lands.

The list of programs funded, and the distribution of those funds was changed, as follows.

- 35%: Conservation and Recreation Lands.
- 30%: Water Resources.
- 21%: Florida Communities Trust.
- 3.5%: Rural and Family Lands.
- 2.5%: Working Waterfronts.
- 1.5%: Wildlife Management Areas (additions).
- 1.5%: State Forests (additions).
- 1.5%: State Parks (additions).
- 1.5%: Greenways and Trails.
- 2.0%: Development of Recreation Facilities.

As Florida's estuaries and offshore waters support one (1) 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.¹¹

Florida Forever has become Florida's primary environmental land acquisition initiative. As a result, the program is an integral component of the conservation landscape in the State. Florida Forever and its landmark predecessor program,



Preservation 2000, together are responsible for acquisition of more than two (2) million acres of the most significant natural areas in Florida since 1990. The State of Florida has invested approximately \$300 million per year towards Florida's future through the purchase of the state's most important lands and waters for conservation. These programs offer the opportunity to conserve and protect Florida's biological and cultural elements for future generations to enjoy.¹²

11. <https://floridadep.gov/lands/lands-director/content/history-state-lands>

12. Ibid

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.¹³

- 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.



13. Ibid

State Requirements for the Conservation Element

Pursuant to Section 163.3177(6)(d), 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.
- Protects existing natural reservations identified in the recreation and open space element.
- 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.
- Manages hazardous waste to protect natural resources.
- Protects and conserves wetlands and the natural functions of wetlands.
- Directs future land uses that are incompatible with the protection and conservation of wetlands and wetland functions away from wetlands.
- Projects current and projected needs and sources for at least a 10-year period based on the demands for industrial, agricultural, if applicable, and potable water use and the quality and quantity of water available to meet these demands shall be analyzed.

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.¹⁴ 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 Chapter 163.3177.

NATURAL RESOURCES

A variety of mammals, reptiles, birds, aquatic species, and other animals live in and around the Town of Palm Beach in a variety of ecological communities 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.¹⁵

COMMUNITY	ATLANTIC OCEAN	ATLANTIC BEACH & DUNES
	DESCRIPTION	Zone begins 3 miles east of the MHW line & extends west through the breaking surf to the MHW lines.
SOIL	Submerged, unconsolidated sand; coquina outcroppings from reefs.	Well drained sand and shells.
VEGETATION	Plankton, sarragussum, seaweed, red and brown algae.	Salt tolerant dune grasses, herbaceous plants, vines, shrubs, and stunted trees.
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
NATURAL FUNCTION	-Marine habitat -Moderation of climate	-Wind & wave protection for island -Shoreline maintenance -Interface between marine & terrestrial wildlife -Shallow aquifer recharge (dunes)
ELEMENTS ESSENTIAL TO NATURAL FUNCTION	-Good water quality	-Natural beach profile -Uninterrupted littoral drift -Natural dune form -Hardy vegetation -Good water quality
POST DEVELOPMENT CHARACTER	-Water pollution (oil) from residue and garbage)	-Intense development of primary dune area -Removal of foredune and replacement with bulkhead -Breaches of dune due to pedestrian and vehicular activity

14. https://www.fema.gov/pdf/plan/ehp/final_f.pdf

15. Town of Palm Beach 2017 adopted Comprehensive Plan

**TABLE 9-1
SUMMARY OF ECOLOGICAL COMMUNITIES IN THE TOWN OF PALM BEACH**

BARRIER ISLAND INTERIOR	LAGOONAL WATER'S EDGE	LAGOON	MANGROVE ISLAND
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
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
Live oak, slash pine, cabbage palm, saw palmetto; invasion by Australian pine, Brazilian pepper.	Black, red & white mangroves, salt marsh grass; invasion of Brazilian pepper & Australian pine.	Sea grass beds	Red and black mangroves, Australian pine and Brazilian pepper on upland spoil areas; some hardwoods on native island uplands
	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
<ul style="list-style-type: none"> -Wildlife habitat -Shallow aquifer recharge in elevated areas -Vegetation purifies air 	<ul style="list-style-type: none"> -Shoreline stability -Maintenance of water quality -Wildlife habitat -Detrital source -Important nursery area for marine wildlife 	<ul style="list-style-type: none"> -Feeding area for manatees -Source of detrital food web -Vital nursery habitat for larval & juvenile stages of marine life -Maintenance water quality 	<ul style="list-style-type: none"> -Habitat, rookeries for birds -Maintenance of water quality -Maintenance of marine life -Detrital source
<ul style="list-style-type: none"> -Vegetation -Good water quality 	<ul style="list-style-type: none"> -Healthy and prolific vegetation -Good water quality 	<ul style="list-style-type: none"> -Good water quality -Natural circulation -Undisturbed bottom 	<ul style="list-style-type: none"> -Healthy vegetation -Good water quality -Minimal disturbance by man
<ul style="list-style-type: none"> -Most of area heavily urbanized. Native vegetation replaced with exotic landscaping 	<ul style="list-style-type: none"> -Most of wetland edge filled and elevated for residential development and cleared of natural vegetation -Shoreline hardened -Invasion of exotic vegetation 	<ul style="list-style-type: none"> -Some areas dredged for boat channels -Seagrass loss due to poor water quality, dredge and fill -Habitat loss for marine organisms 	<ul style="list-style-type: none"> -Invasion of exotic vegetation -Litter -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 which have adapted to the urban environment. Among these are the red fox, possum, raccoon, squirrel, rat, mouse, songbirds, including a flock of wild parrots, and shore birds.¹⁶

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, 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.¹⁷



Red Mangrove Forest



The Bingham Island - Audubon Society Photo

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. Fisherman's Island, Hunter's Island, and Bingham Island, displayed on the Spoils Islands of Palm Beach as shown on Map 9.1 of the Map Series and shown below, are leased by

¹⁶. Ibid

¹⁷. Ibid

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 (1) 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.¹⁸ These unique lagoon islands offer the following amenities.¹⁹

- Meditative respite for connecting with nature.
- Subtropical hardwood hammocks and mangrove forests.
- Nesting and roosting areas for the birds of Lake Worth Lagoon

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 surfing activities. Vistas to the Ocean and Lake Worth Lagoon are valued accommodations. Lake Worth Lagoon is also used to moor boats and to obtain access to the Intracoastal Waterway. As such, the natural environment in the Town of Palm Beach is almost exclusively used for recreation and aesthetic enjoyment. No commercial fishing industries operate from Palm Beach.²⁰

Of the Town’s 12 miles of shoreline, approximately 4,760 linear feet, or approximately 8%, is accessible for public bathing and recreational purposes. Of this, about 4,245 linear feet is 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 Kreuzler 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.²¹

18. Ibid
 19. Ibid
 20. Ibid
 21. Ibid

WATER QUALITY

Stormwater discharge is a major water quality problem for the Town. Drainage improvements have focused on eliminating floodprone 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.²²

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.

AIR QUALITY AND MINING

Gases that trap heat in the atmosphere are called greenhouse gases. Carbon dioxide (CO₂) is the primary greenhouse gas emitted through human activities. In 2021, CO₂ 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 CO₂ to the atmosphere and by influencing the ability of natural sinks, like forests and soils, to remove and store CO₂ from the atmosphere. While CO₂ 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.²³

The Department of Energy manages an Energy Efficiency Conservation Strategy that consists of four (4) long-term goals that consist of the following.

- 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.²⁴ 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.

22. Ibid

23. <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>

24. Ibid

TABLE 9-2 GLOSSARY OF SOIL SCIENCE TERMS	
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.
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.

Source: US Soil Conservation Services <https://soilseries.sc.egov.usda.gov/>

Regarding mining, the Florida Mining Atlas identifies two (2) potentially valuable mineral resources in Palm Beach, those 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.²⁵

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.

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, 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 that 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. | 6. Attract wildlife. |
| 2. Right place. | 7. Manage yard pests responsibly. |
| 3. Water Efficiently. | 8. Recycle. |
| 4. Fertilize appropriately. | 9. Reduce stormwater runoff. |
| 5. Mulch. | 10. Protect the waterfront. |

Section 66-286 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 is 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.







Path Forward

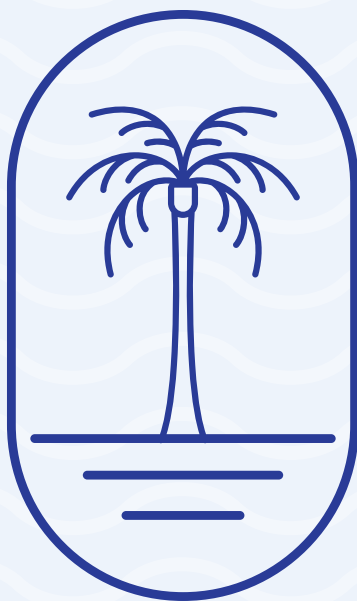
It is recommended that the Town continue to enforce the regulations pertaining to conservation and protection of natural resources and wildlife. Further, the Conservation Element provides an inventory of ecological communities that were inventoried in 1996. As almost 30 years have passed, a policy is 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 (6) focus areas, one of which speaks to conservation and environmental protection. The following Strategic Focus Area is recommended to be added as an Objective to the Conservation Element Goals, Objectives, and Policies.

SFA: Proactive Management of Environmental Threats

The Town creates resilience to environmental (natural and man-made) 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.

Promote sustainable management and enhancement of the Town of Palm Beach's outstanding parks and natural environment through conservation and environmental protection.



Volume 1

10

*Property
Rights
Element*

Data & Analysis

SECTION 70.002, F.S.*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:



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*



Building Location Unknown

Background for Property Rights Element in the State of Florida

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.

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 ss. 163.3177(6), Florida Statutes, (F.S.), 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 s. 163.3191, F.S. In accordance with the legislative intent expressed in ss. 163.3161(10), F.S. and 187.101(3), F.S., 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.

Citizens rely on local government plans: In general, residents choose to live in a community based upon 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, those 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.

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. 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 (1) key to a successful local economy.



Downtown Palm Beach

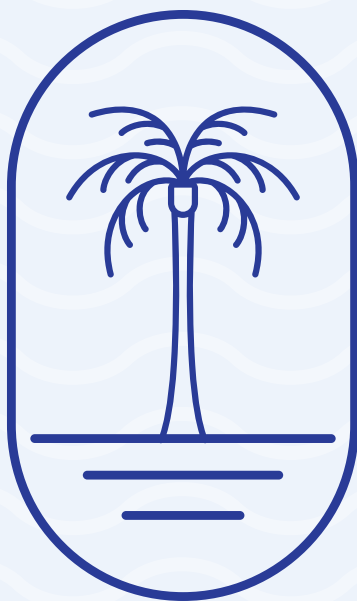


Path Forward

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. As such, this Element has been amended to recognize that the Town should foster a 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, businesses, and visitors. In order to do such, communication to residents and businesses should be enhanced to create an informed community about emerging topics within the Town, County, and State.

A comprehensive formal communications program should be created to provide appropriate resources to address information expectations for community residents and Town employees. Additionally, a more formal two (2) way communication program between the Town and its residents and businesses should be created. Lastly, the Town should enhance the relationships among Town employees and residents and businesses.



Volume 1

11

*Capital
Improvement
Element*

Data & Analysis



Street Location Unknown

State Requirements for the Capital Improvement Element

Pursuant to Section 163.3177(3)(a), F.S., comprehensive plans are required to contain a Capital Improvements 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 multiyear period. Those projects that are necessary to achieve the adopted level-of-service standards are maintained 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 pursuant to Section 339.175(7) and (8) 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 Section 403.067(7). Lastly, the Capital Improvements 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 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 upon 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 upon 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 commencing in Fiscal Year 2023 and identifies potential projects by year for a rolling five (5) year period, beginning in 2024 and ending in 2028. 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.

Capital Expenditures
Town of Palm Beach

FY2023

CAPITAL EXPENDITURES

The Town of Palm Beach 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. Capital expenditures with the following minimum dollar threshold are recognized as depreciable as recommended by GFOA Best Practices:

- Infrastructure - \$50,000
- Computer Software - \$25,000
- Machinery, equipment, vehicles and office furniture - \$5,000
- Computers - \$3,000

Exhibit 11-1 - FY 2023 Capital Expenditures

The five (5) year programming period has been chosen to correspond to the requirements in Chapter 163, F.S. The longterm 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 location.
- 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 build 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 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 (5) 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 Schedule of Capital Improvements 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 waiting until the infrastructure maintenance becomes critical.

Other activities that will be undertaken within the next five (5) 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.

Table 11-1, the Capital Improvement Plan, displays the infrastructure capital projects proposed for Fiscal Year 2024.

Additionally, the Pay-As-You-Go Capital Improvement Plan Fiscal Year 2024 Budget, provides for short term budgeting and five (5) 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 2023 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. Expected Fiscal Year 2024 projects include conducting a sand search to identify suitable sand resources to further support future nourishment projects under the Beach Management Agreement. Other notable items within the Fiscal Year 2024 proposed budget include appropriations coastal resiliency, water level monitoring, as well as regulatory required physical, biological, and sea turtle nesting monitoring.

Pay-as-you-go Capital Improvement Plan									
FY2024 Budget									
Item #	Location	Accumulated Project Budget through FY23							FY2024-2028 Total
Pavement Management		\$8,941,679	\$5,732,074	\$-0	\$1,300,000	\$1,900,000	\$1,900,000	\$1,300,000	\$6,400,000
	Town-Wide Paving Program	\$6,325,524	\$1,699,101		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
	N County Rd Improvements		\$1,600,000						\$-0
	Interconnect Traffic Signals	\$1,500,000	\$1,437,814						\$-0
	Crosswalk Improvements	\$1,000,000	\$987,187						\$-0
	Town-wide Sidewalk and Curb				\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
	Mast Arm Replacements	\$116,155	\$7,972			\$600,000	\$600,000		\$1,200,000
Drainage System		\$5,549,386	\$868,446	\$350,000	\$2,050,000	\$615,000	\$1,440,000	\$175,000	\$4,630,000
1	D-2 Palmo Way	\$396,370	\$350,000			\$200,000	\$1,000,000		\$1,200,000
2	D-3 Tangler Avenue			\$200,000	\$1,400,000				\$1,600,000
3	D-6 Royal Palm Way					\$140,000			\$140,000
4	D-7 Australian Avenue	\$20,000	\$-0				\$140,000		\$140,000
5	D-8 Country Club Road	\$1,675,683	\$193,057						\$-0
6	D-12 Everglade Avenue	\$1,345,832	\$160,152						\$-0
7	D-14 Four Arts						\$125,000		\$125,000
8	D-17 Clarendon Avenue			\$125,000	\$475,000				\$600,000
9	D-18 El Brillo Way	\$1,898,405	\$-0						\$-0
10	Stormwater Pumpstation Condition Assessment	\$100,000	\$100,000						\$-0
11	Resiliency Implementation				\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
12	Seagrass Surveys - Stormwater	\$20,000	\$-0						\$-0
13	Stormwater Pump/R&R	\$25,000	\$11,390	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
14	Minor Drainage Improvements	\$68,096	\$53,847		\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
Sanitary Sewer System		\$10,911,136	\$4,233,363	\$1,235,000	\$2,795,000	\$905,000	\$235,000	\$235,000	\$5,405,000
1	A-4 The Breakers	\$912,000	\$158,600						\$-0
2	A-5 Royal Poinciana Way (S of S-2)				\$2,000,000				\$2,000,000
3	A-6 Royal Palm Way/Intracoastal								\$-0
4	A-7 Island Road/S County Road	\$484,576	\$10,447						\$-0
5	A-39 Phipps Park	\$847,112	\$34,850	\$1,100,000					\$1,100,000
6	A-41 Palm Beach Par 3 Golf Course								\$-0
7	A-42 Bellaria Condominium	\$80,000	\$80,000		\$560,000				\$560,000
8	A-43 Atriums of Palm Beach	\$90,000	\$90,000			\$550,000			\$550,000
9	E-1 Mediterranean Road								\$-0
10	E-2 Mockingbird Trail								\$-0
11	E-3 Garden Road (trail)								\$-0
12	E-5 Country Club Drive	\$1,400,715	\$375,111						\$-0
13	E-6 Tangler Avenue	\$2,277,063	\$945,996						\$-0
14	E-11 El Vedado Way					\$120,000			\$120,000
15	S-2 Royal Poinciana Way (N of A-5)	\$50,000	\$16,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
16	Ejector Stations - 21 in Total			\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
17	I and I Implementation	\$4,505,508	\$2,258,198						\$-0
18	Wastewater Pumpstation Condition Assessment	\$180,000	\$180,000						\$-0
19	Resiliency Implementation				\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
20	Wastewater Pump/R&R			\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
21	Sanitary Sewer Air Release Valve R&R	\$84,162	\$84,162	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Town Facilities		\$8,138,435	\$2,201,244	\$11,558,604	\$3,128,493	\$5,657,597	\$2,889,941	\$1,499,179	\$24,733,814
1	Bradley Park Restrooms and Tea House						\$18,958		\$18,958
2	Central Fire Station / Emergency Operations Cent	\$149,000	\$99,697		\$209,592	\$132,376	\$270,416	\$280,059	\$892,443
3	Maintenance Shop				\$10,207	\$91,586	\$42,322	\$94,743	\$238,858
4	Mid-Town Life Guard Station and Restrooms				\$5,103	\$29,626	\$2,581	\$32,446	\$69,756
5	Phipps Ocean Park Restrooms					\$4,897	\$5,161	\$6,334	\$16,392
6	Phipps Ocean Park Tennis Center				\$22,976	\$6,674	\$18,393	\$6,228	\$54,271
7	Pinewalk Transfer Station							\$11,965	\$11,965
8	Police Department	\$170,000	\$158,900		\$1,247,310	\$107,977	\$261,138	\$172,037	\$1,788,462
9	Public Works Facility	\$323,766	\$250,306		\$526,720	\$326,579	\$761,648	\$261,251	\$1,876,198
10	Skees Road Storage						\$25,073		\$25,073
11	South Fire Station				\$254,270	\$215,917	\$924,541	\$359,403	\$1,754,131
12	Town Hall	\$133,000	\$133,000		\$852,315	\$141,965	\$228,668	\$255,756	\$1,478,703
13	Security Access Upgrades	\$192,669	\$80,000						\$-0
14	Royal Poinciana Way Median	\$200,000	\$-0						\$-0
15	Phipps Ocean Park Improvements	\$250,000	\$50,973						\$-0
16	Phipps Ocean Park Lifeguard Building	\$150,000	\$56,972						\$-0
17	North Fire Station	\$6,100,000	\$1,291,396	\$11,208,604					\$11,208,604
18	Midtown Beach Linear Park	\$470,000	\$80,000			\$4,500,000			\$4,500,000
19	Phipps park tennis resurfacing			\$350,000					\$350,000
20	Mandel Rec Center exterior Paint/Seal					\$100,000			\$100,000
21	Sports Field Renovation						\$250,000		\$250,000
22	Royal Palm Fence Replacement/Landscaping						\$100,000		\$100,000
Solid Waste/Vegetation Disposal		\$30,000	\$30,000	\$-0	\$200,000	\$-0	\$-0	\$-0	\$200,000
1	Skees / Okeechobee Landfill	\$30,000	\$30,000		\$200,000				\$200,000
CIP Expenditures		\$32,541,530	\$14,972,194	\$11,447,188	\$10,926,477	\$8,288,188	\$4,869,638	\$50,503,665	
General Engineering Services			\$100,000	\$200,000	\$100,000	\$100,000	\$100,000	\$600,000	
CIP Expenditures - Subtotal		\$13,065,127	\$13,143,604	\$9,473,493	\$8,977,597	\$6,464,941	\$3,209,179	\$41,268,814	
Town Wide Undergrounding Transfer - Sales Tax		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	
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		\$17,976,403						\$-0	
Designated Reserves/Contingency			\$328,590	\$473,675	\$448,880	\$323,247	\$160,459	\$1,734,951	
REVENUES									
General Fund Transfer		\$9,371,020	\$10,308,122	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$50,308,122
Transfer from Building Fund		\$688,049							\$-0
Water Main Improvements		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
Donations		\$289,095	\$-0	\$-0	\$-0	\$-0	\$-0	\$-0	\$-0
Interest		\$1,175,000	\$500,000	\$150,000	\$100,000	\$70,000	\$70,000	\$70,000	\$890,000
1 Cent Sales Tax		\$700,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Capital Improvement Program Revenues		\$13,223,164	\$12,308,122	\$11,650,000	\$11,600,000	\$11,570,000	\$11,570,000	\$11,570,000	\$58,698,122
Surplus/(Deficit)		\$19,318,368	\$(2,664,072)	\$202,832	\$673,523	\$3,281,812	\$6,700,362	\$6,700,362	\$8,194,457
Beginning Reserve Balance		\$22,301,367	\$2,983,001	\$318,929	\$521,761	\$1,195,284	\$4,477,096	\$4,477,096	
Ending Reserve Balance		\$2,983,001	\$318,929	\$521,761	\$1,195,284	\$4,477,096	\$11,177,458	\$11,177,458	

Table 11-1. Capital Improvement Plan

ENTERPRISE FUNDS

The Town manages three (3) 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 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 (3) dock buildings, electrical service panels for all vessels, freshwater, Wi-Fi, Captain's lounge and showers, sewage pump-out systems, and seven (7) 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.

Table 11-2 shows that the fiscal Year 2023 for the Marina Enterprise Fund has been 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 24 revenue budget is projected to be 27% or \$3,352,800 higher than Fiscal Year 23 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.

Marina Budget Forecast for Business (continued)											
Plan FY23 - FY33											
Marina Income	FY2024 Proposed	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	
Marina Budget Forecast for Business											
Plan FY23 - FY33											
FUND 401: MARINA ENTERPRISE FUND											
Marina Income	FY2023 Approved	FY2024 Proposed	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
Annual/Seasonal Lease Revenue	11,000,000	13,262,000	13,650,800	14,009,656	14,491,745	14,926,498	15,374,293	15,825,522	16,316,587	16,799,905	17,303,902
Tenant Rental	770,000	1,750,000	1,802,500	1,856,575	1,912,272	1,969,640	2,028,730	2,089,592	2,152,279	2,216,848	2,283,353
Sub-Total Dockage revenues	11,770,000	15,012,000	15,453,300	15,926,231	16,404,017	16,896,138	17,403,023	17,905,114	18,462,866	19,016,753	19,587,255
Tender revenue	5,000	-	-	-	-	-	-	-	-	-	-
Utility Reimbursement	687,700	650,000	663,000	676,260	689,785	703,581	717,653	732,006	746,646	761,579	776,810
Investment Income	50,000	250,000	396,543	454,567	531,305	612,182	703,449	805,016	1,167,296	1,360,916	1,576,115
Merchandise	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Waiting List Fee	40,000	-	-	-	-	-	-	-	-	-	-
Miscellaneous Revenue/Deposits	6,500	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	12,579,200	15,932,660	16,541,903	17,061,648	17,545,107	18,231,301	18,924,124	19,642,135	20,384,907	21,159,247	21,960,180
Marina Expenses											
Salaries and Wages	373,904	456,924	475,201	494,209	513,977	534,536	555,978	578,195	601,281	625,332	650,345
Employee Benefits	192,889	206,490	240,281	260,535	271,962	283,427	295,400	307,827	321,032	334,745	348,093
Contractual Costs	2,310,700	2,914,764	3,068,008	3,177,814	3,262,502	3,345,182	3,433,174	3,524,200	3,618,284	3,715,896	3,816,896
Commodities	42,200	53,700	55,311	56,970	58,679	60,440	62,253	64,121	66,044	68,026	70,066
Total Marina Operating Expenses	2,919,693	3,631,818	3,836,801	3,989,528	4,104,741	4,223,585	4,346,745	4,474,432	4,606,751	4,743,999	4,886,361
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	9,659,507	12,300,842	12,705,102	13,091,120	13,340,366	14,007,716	14,577,379	15,167,703	15,788,156	16,415,248	17,073,819
Other Non Operating Expenses											
Capital Expenses		81,725	250,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Debt Service	1,992,950	1,992,463	1,996,244	1,999,238	1,999,500	1,999,031	2,000,719	2,003,563	2,007,563	2,005,719	2,008,031
Depreciation Reserve	1,246,774	1,723,069	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	145,965	161,591	191,840	199,496	205,237	211,179	217,337	223,720	230,338	237,200	244,378
Maintenance and Improvement Reserve 1% of Reven	125,292	156,620	161,454	166,225	171,138	176,197	181,407	186,771	192,295	197,963	203,841
Transfer to General Fund for Cost Allocation	620,465	1,096,000	1,128,880	1,162,748	1,197,626	1,233,558	1,270,564	1,308,681	1,347,942	1,388,380	1,430,031
Transfer to TWUJ Fund	2,690,900	4,100,000	4,100,000	4,100,000	4,100,000						
Total Non Operating Expenses	6,731,486	9,331,668	9,854,427	9,453,719	9,496,513	9,444,974	9,499,636	9,548,745	9,604,146	9,655,291	9,712,230
Net Income Including all Operating and Non Operating Marina Expenses	2,928,021	2,969,174	2,850,675	3,637,401	4,043,853	4,562,742	5,077,743	5,618,958	6,183,910	6,759,957	7,348,589
Beginning Unrestricted Net Position	13,930,614	16,856,655	19,827,109	22,927,845	26,265,250	30,009,103	34,172,445	38,780,788	43,864,786	49,449,744	55,564,744
Ending Unrestricted Net Position	16,856,655	19,827,109	22,927,845	26,265,250	30,009,103	34,172,445	38,780,788	43,864,786	49,449,744	55,564,744	62,149,744
Depreciation Reserve Balance	7,892,843	6,715,812	11,491,321	13,267,530	15,043,339	16,819,948	18,596,557	20,373,166	22,149,775	23,926,384	25,702,993
Maintenance and Improvement Reserve	125,292	282,112	443,566	605,791	769,029	933,277	1,107,525	1,281,773	1,456,021	1,630,269	1,804,517
Total Reserves	8,118,135	6,997,924	11,934,887	13,873,321	15,812,368	17,752,826	19,704,082	21,659,300	23,626,046	25,596,353	27,507,510

Table 11-2. Marina Budget Forecast for Business

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 (2) 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. Shown of Table 11-3 the Par 3 revenues are projected to increase over end of year estimates during Fiscal Year 24. The various Fiscal Year 24 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.

The 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 23 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.

Par 3 Golf Course Five Year Capital Improvement Plan									
FY2024 Budget									
Item #	Description	Location							
Expenditures									
Recreation									
Par 3 Golf Course									
1	Synthetic Tee Club for Range	Golf Course			22,000			28,000	\$50,000
2	Paint New/Old Clubhouse (Interior and Exterior)	Clubhouse			20,000	60,000			\$80,000
3	A/C Replacement	Clubhouse	53,855				90,000		\$90,000
4	Women's/Men's Restroom Refresh	Clubhouse							\$-0
5	Sealcoat/Stripe Parking Lot	Clubhouse	10,000				25,000		\$25,000
6	New Carpet in Proshop	Clubhouse			20,000				\$20,000
7	Mill/Resurface Parking Lot/repair parking lot	Clubhouse	15,000						\$-0
8	Chairlift on Back Stairs	Clubhouse		25,000				150,000	\$175,000
9	Sox Erosion System installed	Clubhouse		60,000					\$60,000
10	Roof replacement-Clubhouse/Maint Bldgs	Clubhouse	23,202						\$-0
11	expand parking lot, double parking	Golf Course							\$-0
12	Sod Replacement improvement range	Golf Course	412	21,000	15,000	15,000	15,000	15,000	\$81,000
13	Concrete repair clubhouse and cart paths	Golf Course	6,320	120,000					\$120,000
14	Landscaping Improvements	Golf Course	6,997	20,000		20,000		20,000	\$60,000
15	Relevel 9 Tees/enhance	Golf Course	17,194	50,000		60,000		60,000	\$170,000
16	Rebuild/Enlarge Putting Green	Golf Course	134,250						\$-0
17	Renovate Old Clubhouse Restrooms	Golf Course		250,000					\$250,000
18	Irrigation Pump House Repairs	Golf Course	17,767			30,000			\$30,000
19	Renovate Irrigation System	Golf Course	4,250	40,000					\$40,000
20	Expand Maint. Building, Move Fuel Pumps, Redo Parking Configuration						2,750,000		\$2,750,000
Capital Improvement Program Expenditures			\$349,247	\$586,000	\$77,000	\$185,000	\$2,880,000	\$273,000	\$4,001,000
REVENUES									
Source									
	M&I Reserve			\$586,000	\$77,000	\$185,000	\$2,880,000	\$273,000	\$4,001,000
	Financing								\$-0
	Reserves								\$-0
	Interest								\$-0
Capital Improvement Program Revenues			\$586,000	\$77,000	\$185,000	\$2,880,000	\$273,000	\$4,001,000	
NET COST									
(Surplus / (Deficit))									
Sub-Total - Net Cost			\$-0	\$-0	\$-0	\$-0	\$-0	\$-0	\$-0

Table 11-3. Par 3 Golf Course Five Year Capital Improvement Plan



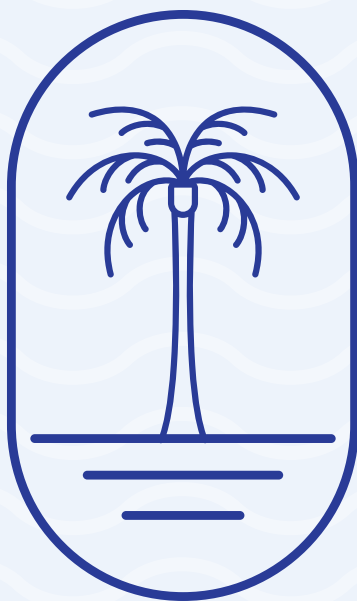
South Ocean Blvd



Path Forward

The Town should continue to employ a five (5) 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, will review the SCI to ensure its consistency with the Capital Improvements Element.

It is recommended that the Town annually update the Data and Analysis Section of the Capital Improvement Element simultaneously. Additionally, the Town should continue to prioritize capital improvement projects identified as necessary in the various elements of its Comprehensive Plan.



Volume 1

12

*Intergovernmental
Coordination
Element*

Data & Analysis



Town of Palm Beach City Hall



Intergovernmental Coordination in the State of Florida



Pursuant to Section 163.3177(6)(h), F.S., 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



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 provide 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.

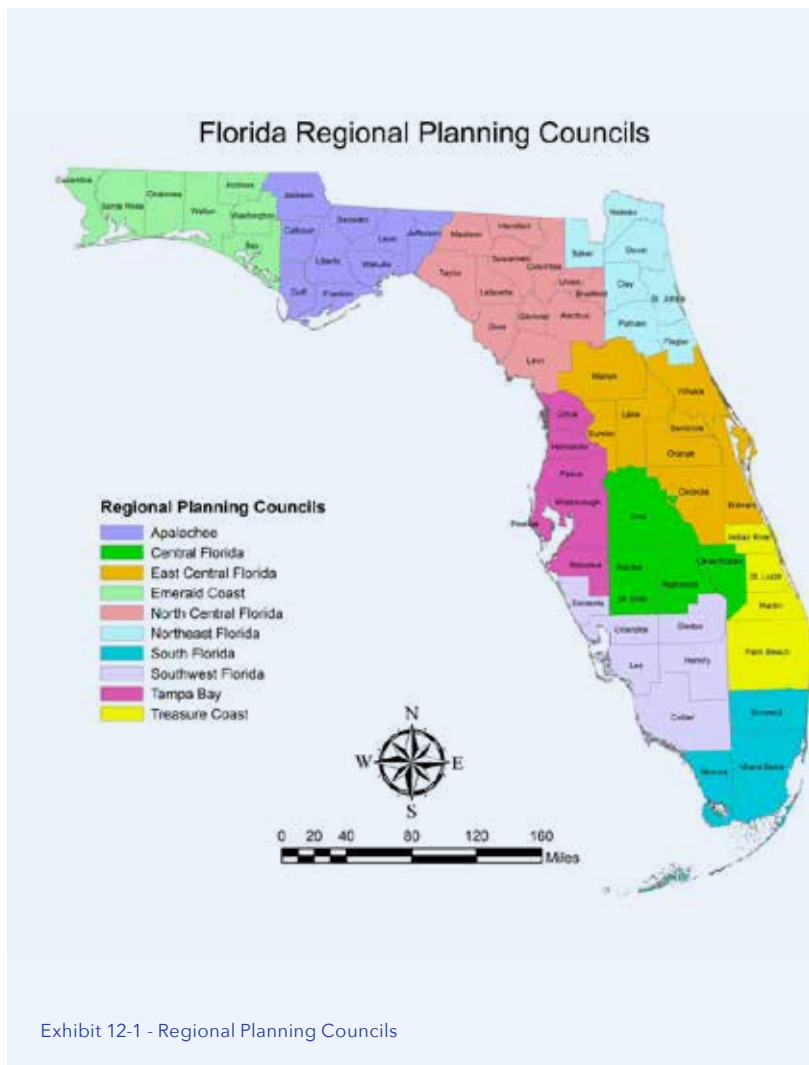
In 1995, the State of Florida adopted the Strategic Regional Policy Plan designating Florida's 10 Regional Planning Councils as "regional clearinghouses" giving the Regional Planning Councils responsibility for coordinating local reviews of projects. The Treasure Coast Regional Planning Council coordinates 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.

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 sunset 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 to establish 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 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 (2) 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.

The 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 needs for coordination processes and procedures with adjacent local governments and regional and state agencies.

The Town's Intergovernmental Coordination Element has been developed based upon the following.

1. Identification, analysis, and description of coordination mechanisms with other local governments and other agencies with the Town of Palm Beach.
2. Summarize the effectiveness of existing coordination mechanisms.
3. Identify areas which would benefit from improved intergovernmental coordination.

This Element is intended to show relationships and identify principles and guidelines to be used to coordinate with, and show consideration of, the effects of the Town's Comprehensive Plan upon the plans of school boards 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 (1) 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 ensure coordination continues.

Plans of the County and other local governments have been reviewed to determine impacts upon, or conflicts with, the Town's Comprehensive Plan. The Town should 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 has been reviewed and continues to be effective.

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 participate and 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 of Palm Beach. Coordination will occur through the Town's 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 Town's Planning, Zoning and Building Department.
- Coordinate with the Florida Building Commission, if necessary, with the implementation of Senate Bill 4-D related to mandatory inspections for affected condominiums.

HOUSING ELEMENT

- Coordinate with Palm Beach County on regional affordable housing issues as stipulated is 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 to maintain and enforce building standards consistent with the Florida Building Code.

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's designation as a Certified Local Government. Coordination will occur through the Town's Planning, Zoning and Building Department.
- Continue to coordinate with the Archaeological & Historical Conservancy to maintain an accurate archaeological 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 Architectural Review and Landmarks Preservation Commissions 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.

PUBLIC SAFETY ELEMENT

- Continue mutual aid agreements with Palm Beach County and West Palm Beach regarding hazardous waste materials. Coordination will occur through the Fire Rescue Department.
- Continue to coordinate with the Florida Department of Environmental Protection through the building permit review process to require 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 provides 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, Public Works and Planning, Zoning and Building Departments.

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, and the City of West Palm Beach 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 Town's Public Works Department.
- Continue to utilize the concurrency management system in review of development projects as a means to coordinate 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.

TRANSPORTATION ELEMENT

- Continue coordination with the Florida Department of Transportation, and other appropriate agencies and local governments, regarding drainage work along State Road A1A; studies for rehabilitation of the Royal Park, 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.
- Make recommendations to Transportation Planning Agency, as needed, based on review of the Transportation Element, and coordinate with the Regional Planning Council, regarding ways in which 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'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 ways 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 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 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 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.
- Submit request to the Intergovernmental Plan Amendment Review Committee (IPARC) that, 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.

RECREATION AND OPEN SPACE ELEMENT

- Continue to maintain interlocal agreement with the Palm Beach County Public School Board to use school facilities, during nonschool 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 Department.
- 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.
- 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 Town's Public Works Department.
- Continue to work closely with the U.S. Army Corps of Engineers, the Florida Department of Environmental Protection, the Florida Inland Navigation District, and advising agencies. Coordination will occur through the Town Manager's Office and 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, 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 Fire Rescue Department.
- 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.

PROPERTY RIGHTS ELEMENT

- Create an informed communication program 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.
- Enhance relationship between Town employees and residents and businesses. Coordination will occur through the Town Manager’s Office.

CAPITAL IMPROVEMENTS ELEMENT

- Traffic improvements will require coordination with the Florida Department of Transportation, and any major drainage improvements will be subject to review by the Florida Department of Environmental Protection. Coordination will occur through the Town Manager’s Office and the Public Works Department.
- Continue to coordinate Beach Nourishment Projects, groins 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.

Palm Beach Coastline North View





Path Forward

A high degree of cooperation among governmental entities and within Town Departments is essential in addressing complex issues related to transportation, land use, environmental and environmental resource management, and protection. Cooperation between different units of government aids in the identification and resolution of conflicts and allows for the identification of mutual service needs and way to collaborate on improving service delivery.

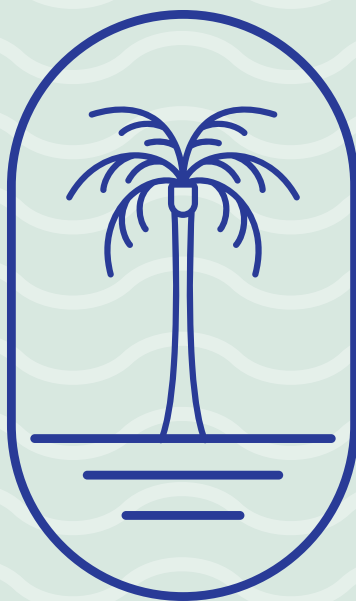
More importantly, collaborative discussions among governmental entities improves the understanding of regional issues and creates a basis for sharing resources, technology, and knowledge in working to solve regional problems that can eventually become local ones. The Town of Palm Beach recognized years ago the need for maintaining or improving cooperation and communication in order to promote efficiency, reduce costs and improve service delivery. It is recommended that the Town continue to work among the Departmental disciplines, other local jurisdictions, as well as regional, state, and federal agencies.



Volume 2
Goals, Objectives & Policies

Each Element contains Goals, Objectives and Policies, which become the heart of the Town of Palm Beach Comprehensive Plan. These Elements define our community's vision and identify how policy direction will sustain the future of our community.

The Town's Zoning Code, which includes land development regulations, must be consistent with the Comprehensive Plan, pursuant to Section 163.3202, F.S. This consistency mandate is significant as the Town of Palm Beach Comprehensive Plan must be followed if it is to be an effective tool to mitigate the impacts of natural and manmade changes to our land and water resources and built environment.



Volume 2

1

*Future
Land Use
Element*

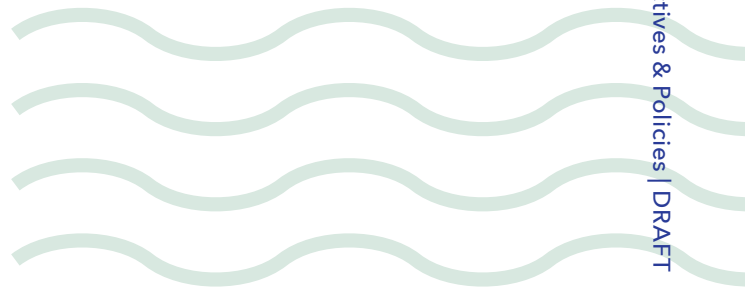
Goals, Objectives and Policies



Downtown Palm Beach

Goal

THE TOWN SHALL UPHOLD THE HIGH QUALITY OF LIFE DESIRED BY TOWN RESIDENTS AND BUSINESSES TO MAINTAIN THE TOWN'S UNIQUE IDENTITY AND ITS HIGH QUALITY OF LIFE THROUGH PROPER PLANNING THAT INCLUDES THE EFFICIENT DISTRIBUTION OF COMPATIBLE FUTURE LAND USES THAT ARE CONSISTENT WITH THE ZONING CODE.



Objective 1

The Town shall regulate future growth and redevelopment within the Town shall be managed to that maintains and enhances the Town's unique physical and historic character with emphasis on its visual qualities, compatibility, and harmony among its diverse land uses. 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 Section 163.3202, F.S., regarding land development regulations, enforcement of the Town's Charter and Code of Ordinances 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 convenient on-site 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. Reasonably ensure that newly planted trees are located in a manner that will require no more than minimal trimming in order to avoid contact with power lines.

POLICY 1.2

The Town shall continue to conduct a 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.

Objective 2

The Town shall continue to 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 ensure that the listing of appropriate land permitted and special exception uses in each of Zoning District are compatible with the individual corresponding Future Land Use categories designation. ~~identifies those uses generally expected to be appropriate.~~

- 2.1.1 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, coastal management 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 2.2

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

- 2.2.1 Single-Family Residential - Intended to accommodate and preserve estates and single-family residential development at a maximum density of four (4) dwelling units per gross Palm Beach acre (40,000 square feet) and a maximum height of two (2) stories. **Contained within Code Sections 134-1060(8)d, 134.791(b)(1), 134.793(a)(10), 134.841(b), 134.843(10), 134-891(b), 134-893(10)**

Appropriate uses include single-family dwellings, residential PUD's as set forth in Policies ~~11.1.1~~ 11.1.1 and ~~11.1.4~~ 11.1.4, cluster development, public uses and facilities, public and private schools, private group uses, ~~group homes and foster care facilities~~, and essential services. **Per Section 419.001(3)(a), F.S., siting of group homes shall be considered in multifamily residential zoning districts.**

- 2.2.2 Multi-Family Moderate Density - Intended to accommodate and preserve residential development at a maximum density of six ~~(6)~~ (2) dwelling units per gross Palm Beach acre (40,000 square feet) and a maximum height of two stories. **Contained within Code Section 134-1004(8)**

Appropriate uses include single-family, two ~~(2)~~ (2)-family, townhouses and multi-family dwellings; residential PUD's as set forth in Policy 11.1.2; mixed-use PUD's as set forth in Policy 11.1.3; public uses and facilities; public and private schools; private group uses; group homes and foster care facilities; and essential services.

- 2.2.3 Multi-Family High Density – Intended to accommodate residential development at a maximum density of 13 dwelling units per gross Palm Beach acre (40,000 square feet) and, under limited circumstances, a maximum height of five stories.

Appropriate uses include single-family, two-family, townhouses and multi-family dwellings; residential PUD’s as set forth in Policy 11.1.2; mixed-use PUD’s as set forth in Policy 11.1.3; hotel and motel uses up to 26 rooms per gross Palm Beach acre (40,000 square feet) and associated accessory commercial uses (hotel and motel rooms are considered to be equivalent to 0.5 dwelling units); timesharing uses up to nine units per gross Palm Beach acre (40,000 square feet); public uses and facilities; public and private schools; private group uses; group homes and foster care facilities; and essential services.

POLICY 2.3

The Town shall ensure dDevelopment orders ~~shall be~~ are issued by the Town only for new non-residential development or redevelopment that is consistent with the Future Land Use Map Element and Zoning Code and descriptions and intensities of land use as set forth in the following policies.

- 2.3.1 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 persons not defined as Town persons. Commercial establishments (other than those in the “Commercial – Office, Professional & Institutional” (C-OPI) zoning district, which are not required to meet town-serving requirements) of 3,000 square-feet or less of gross leasable area in the 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.
 - b. “Town persons” shall mean all full-time and seasonal residents of the Town as well as visitors staying at accommodations in, or employees working in establishments located within, the Town.
- 2.3.2 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.
- 2.3.3 Commercial – Intended to create, preserve, and enhance areas of attractive, small-scale, retail, personal and professional/business services, and mixed commercial/

residential use, developed either as a unit or in individual parcels, providing primarily for the frequently recurring needs of Town persons with limited provision for more intensive commercial uses that are proven to be compatible with the Future Land Use Plan Element and the character of the Town.

- a. Appropriate uses include a wide range of commercial retail, service, professional and business uses for residents and visitors; hotels/motels up to 26 rooms per gross Palm Beach acre (40,000 square feet); timesharing uses up to nine (9) units per gross Palm Beach acre (40,000 square feet); 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 (1) residential unit may be located above the ground floor, or up to a maximum density of six (6) dwelling units per gross Palm Beach acre, whichever is greater. In the Worth Avenue zoning district, the maximum allowable density shall be 10 dwelling units per gross Palm Beach acre provided the Worth Avenue Design Guidelines are met.
- c. ~~Maximum lot coverage for non-residential uses shall be 75%. It varies for each commercial district. Contained within Code Sections 134.1113(9), 134-1163(9), 134-1213(9), 134-1262(9) and 134-1308(9)~~
- d. In limited circumstances, the maximum building height ~~shall~~ may be three (3) stories. ~~Contained within Code Sections 134.1113(8), 134-1163(8), 134-1213(8), 134-1262(8) and 134-1308(8)~~

2.3.4 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 persons. Only public uses owned, operated, franchised, 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; ~~and, further, that such properties may also be appropriate for residential or commercial development with uses identified under the Single-Family Residential and Commercial land use categories.~~
- c. ~~Maximum lot coverage shall be 40%. This is a land development regulation and there is no corresponding zoning district for the Future Land Use~~

- d. In limited circumstances, the maximum building height shall may be three stories. This is a land development regulation and there is no corresponding zoning district for the Future Land Use
- 2.3.5 Public Recreation - Intended to provide for low intensity public recreational uses or activities, natural resource and scenic resources of a scale and intensity necessary to primarily serve the needs of Town persons. Only public facilities owned, operated, franchised, or supervised by a public governmental entity are given this designation.
- 2.3.6 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 persons.
- a. 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, that such properties may also be appropriate for residential or commercial development with uses identified under the Single-Family Residential, Multi-family Moderate Density, and Commercial Future Land Use categories.~~
- b. ~~Maximum lot coverage shall be 40%.~~ This is a land development regulation and there is no corresponding zoning district for the Future Land Use.
- c. In limited circumstances, ~~the Commercial Worth Avenue (C-WA) zoning district,~~ the maximum building height shall may be three stories.
- 2.3.7 Approved PUD - Intended to recognize existing or previously approved PUD's and provide for new PUD's within the density limits of the land use category in which they are located prior to approval of the PUD. PUD densities shall not exceed 13 dwelling units per gross Palm Beach acre.

POLICY 2.4

The Town shall continue to prevent critical and dangerous overuse of its streets, parking resources, public services and facilities, and damage to its historic character, and to overall property values of the community, the Town will 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, and thereby lower the pattern of density, where possible, and to minimize tourism inflow.

POLICY 2.5

The Town shall continue to enforce the provisions of the Town's Zoning Ordinance

which are directed toward the encouragement of Town-serving commercial uses and the discouragement of those uses which are likely to attract patronage on a regional level.

POLICY 2.6

~~The Town shall provide the amount, location, and type of on-street parking and street furniture, signage, beautification measures and traffic control that is sufficient to assure efficient functioning of the Town's business centers at Town-serving levels, and shall require off-street parking as necessary.~~ **Policy moved to the Transportation Element.**

Objective 3

~~The Town shall issue dDevelopment orders or and permits for new development or and redevelopment shall be issued for construction in the floodplain or coastal high hazard area only if they meet the building elevations identified in the Flood Insurance Rate Maps (FIRM) unless the structure has been landmarked or designated as 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 following determinations:

- a. ~~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

~~No new development shall be permitted 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 4.1

~~Areas identified as predominantly characterized by Tidal Swamp (TM) soils or identified as submerged lands shall be designated on the Town's Future Land Use Map for Conservation, and the Town's land development regulations shall prohibit urban development on such lands.~~

Moved to the Conservation Element

Objective 54

~~The Town shall ensure that development orders and permits for new development or redevelopment, or building permits for developments that have been issued development orders prior to the adoption of the Comprehensive Plan, shall be~~ are 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 54.1

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

POLICY 5.2

~~In order to ensure the 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 through the following determinations:~~

- a. ~~—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.~~
- b. ~~—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; or,~~
- c. ~~—For all commercial, or residential development or redevelopment where:

 - i. ~~The proposed value of the improvement exceeds 25% of the market value of the property;~~
 - ii. ~~A new swimming pool is constructed;~~~~

iii. ~~There is 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%;~~

iv. ~~New driveways or parking areas are constructed;~~

v. ~~The proposed work includes replacement or reconstruction of parking areas other than parking areas designed for less than three residential units; or~~

vi. ~~Other development as may be deemed appropriate by the Town Engineer.~~

This is a land development regulation and contained within Chapter 86, Article III, Stormwater Management

d. ~~There is adequate potable water supply capacity to continue providing the level of service standard established by the City of West Palm Beach, the Town’s water provider. The City’s current Potable Water Level of Service (LOS) is 272 gallons/ per person/day (gpd);~~

e. ~~There are adequate recreation facilities to maintain a standard of 6 acres/1000 population;~~

f. ~~The traffic generation of the project will not reduce the level of service on roadways in the Town to a category lower than that established in this Plan;~~

g. ~~There is adequate sanitary sewer capacity to continue providing the level of service standard established by the City of West Palm Beach, the Town’s water provider. The City’s current LOS is as follows:~~

Wastewater Collection

Development Type ————— Avg. Daily Water Flow, gallons per day (gpd)

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 ————— AC=acre

Pumping Station

Peaking Factor	Avg. Daily Flow Million Gallons per Day (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 record.

- i. There is adequate capacity to continue collecting and disposing of least 2.55 pounds of solid waste per person per day;
- j. The project will not increase the time necessary to evacuate the Town, in the event of a hurricane, to greater than twelve hours; or,
- k. The development order or permit is specifically conditioned on the availability of the necessary facilities and services for each of the above and that said facilities are authorized when the project is authorized.

Level of Service standards are provided in the Infrastructure Data and Analysis and Goals, Objectives and Policies.

POLICY 5.34.2

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

Objective 65

The Town shall Efforts shall continue to be made to control blighting influences or other negative impacts to the Town, and redevelopment will be encouraged redevelopment in areas experiencing deterioration, when appropriate.

POLICY 65.1

The Town shall continue to utilize the code enforcement procedures provided for in Article V, enforce’s Code of Ordinances, to proactively allows potential problems to be cited and requires property owners of cited property to take remedial action.

Objective 76

The number of uses incompatible with the range and location of land uses, identified in the Town's Future Land Use Plan Map, shall be reduced by attrition; and, no Town shall ensure that no new uses shall be permitted within the Future Land Use categories that are inconsistent with the community's character and the Town's Future Land Use Plan Map.

POLICY 76.1

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

POLICY 76.2

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 76.3

The Town shall continue to allow designated landmark 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 FDEP standards are met when building east of the CCCL. Actual construction to replace, restore or reconstruct the nonconforming building or structure shall commence within the time frame outlined in the land development regulations.

POLICY 6.4

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

POLICY 6.5

The Town shall consider creating Zoning Districts to correspond with the Private Group Use, Public and Recreation Zoning Districts.

POLICY 6.6

The Town shall within one (1) year following the adoption of EAR-based amended comprehensive plan update the amend land development regulations and Zoning Map to be consistent with the adopted comprehensive plan.

Objective 8 (Moved to the Conservation Element)

~~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 8.1

~~The Town shall protect the quality of its air from degradation by continuing to prohibit industrial uses within the Town.~~

POLICY 8.2

~~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 8.3

~~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 8.4

~~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 8.5

~~The Town will require soil erosion control techniques be used during construction.~~

POLICY 8.6

~~No development or redevelopment shall 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 its inheritance of structures and neighborhoods having historic or architectural merit. The measurement of this objective is the extent to which historic or architectural structures or neighborhoods are preserved, and the degree to which the following policies are implemented:

POLICY 9.1

Continue to protect the Town's historically significant properties and aesthetic character through the active participation of the Architectural and Historic Landmarks Preservation Commissions in the development review and approval process, as authorized by the Town's Code of Ordinances.

POLICY 9.2

The Town shall enforce its archaeological requirements as authorized by the Town's Code of Ordinances.

Moved to the Historic Preservation Element

Objective 107

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

POLICY 107.1

Coordinate with State, regional, county and local agencies to ensure mutual cooperation in the development of all appropriate resource planning and management plans prepared pursuant to Chapter 380, F.S. 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 Treasure Coast Regional Planning Council, Palm Beach County and School Board 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.

POLICY 107.2

Continue to coordinate with other governments in securing full resources by the State and other agencies for programs of their design, creation and/or benefit, and continue to ensure

the protection of local self-determination in matters which are not demonstrated to be of actual regional significance.

Objective 118

Provide for Planned Unit Developments, and other innovative regulations and techniques that will assist the Town in maintaining its high standards, quality of life, and appropriate mix and location of land use types and structures; and, in ensuring that new development is compatible with existing surrounding properties.

POLICY 1110.1

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

- 118.1.1 Single-family PUD’s located within the Single Family Residential Land Use Category not exceeding four dwelling units per gross Palm Beach acre.
- 118.2 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.
- 118.3 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
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

- 118.4 In order to encourage preservation of historic residential structures, such single-family structures may be permitted to be converted through a historic preservation PUD to contain multiple residential units, within the confines of the existing structure, provided the density does not exceed four dwelling units per gross Palm Beach acre.

Objective 129

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 129.1

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

POLICY 129.4

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:

Objective 1310

Public access shall be maintained to all recreational facilities, including recreational and commercial working waterfronts as defined in F.S. 342.07, under the jurisdiction of the Town of Palm Beach.

POLICY 1310.1

The Town of Palm Beach shall establish priorities for siting appropriate water dependent and water related land uses consistent with F.S. 342.07, while at the same time protecting shoreline and conservation areas from degradation.

POLICY 1310.2

The Town of Palm Beach shall continue to implement corrective measures on all access points identified by the Town as inadequate.

POLICY 1310.3

The Town will, on an annual 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. It will notify respective governing agencies of impediments within three months of their identification.

POLICY 1310.4

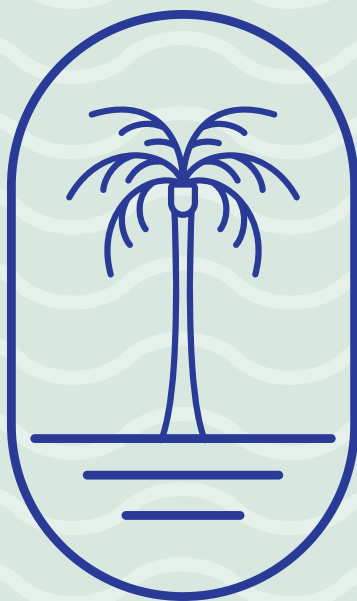
In evaluating applications for marinas or marina siting all of the following shall be addressed: land use compatibility; availability of upland support services; existing protective status or ownership; hurricane contingency planning; protection of water quality; water depth; environmental disruptions and mitigation actions; availability for public use; and, economic need and feasibility. The criteria shall be reviewed by the Planning Department on an annual basis and updated as necessary.

Objectives and Policies Not Applicable

~~No objectives or policies pertaining to the discouragement of the proliferation of urban sprawl are necessary or applicable in the Town of Palm Beach because it is virtually fully developed, and the only areas for potential development are located on “in-fill” parcels.~~

~~No objectives or policies encouraging the availability of suitable land for utility facilities are necessary or applicable. The City of West Palm Beach provides the potable water supply to the Town from its facility on the mainland. Wastewater treatment is provided by the East Central Regional Sewage Treatment Plant, also located on the mainland. Solid waste disposal sites are all located on the mainland with the North County Regional Resource Recovery plant, also located on the mainland, to come on line in the near future.~~

~~No policies are necessary or applicable to the protection of potable water wellfields since there are now no such facilities in the Town, nor are any expected in the future.~~



Volume 2

2

Housing Element

Goals, Objectives and Policies



Building Location Unknown

Goal

~~THE TOWN SHALL PROMOTE ENCOURAGE-
THE MAINTENANCE OF THE 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.
~~HOUSING STOCK THROUGHOUT THE TOWN-
WITH A HEALTHY LIVING ENVIRONMENT-
FOR ALL RESIDENTS.~~~~



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. Assist in providing opportunities for comparably affordable housing in sound structural condition for the current resident and seasonal population.~~

POLICY 1.1

~~The Town shall process, review and analyze development projects and present staff memorandums to Provide information and technical assistance, upon request, and assist with the design process and zoning review on new construction and rehabilitation, and demolition projects through the Architectural Review Commission (ARCOM) and Landmarks Preservation Commissions (LPC) for the resident and seasonal population.~~

POLICY 1.2

~~The Town shall continue to maintain and enforce building standards consistent with the Florida Building 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 regulate through code enforcement, the pPrevention of 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 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, within one year.~~

POLICY 5.1 2.3

The Town shall classify Substandard structures shall be determined on the basis of the criteria established in Code Section 12-16 (Article II, Obnoxious Conditions on Private Property) of the Town's Code of Ordinances.

Objective 3

The Town shall permit the location of manufactured housing in all residential districts throughout the Town. (This is a land development regulation as it pertains to design review. The Town has in place a design review board, ARCOM, since 1970).

POLICY 3.1

The Town's land development regulations shall continue to allow manufactured housing as a permitted form of construction in all residential zoning districts.

POLICY 3.2

The Town shall include the following definition of manufactured housing in its land development regulations:

"A structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, or panels, and which is built on a frame and designed to be used as a dwelling with a permanent foundation and connected to all required utilities, and may include plumbing, heating, air conditioning, and electrical systems contained therein. If fabricated after June 15, 1976, each section shall bear a U. S. Department of Housing and Urban Development label certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standards."

POLICY 3.3

The Town's guidelines for the location of manufactured housing shall be the same as for conventionally built homes in that they;

- a. Must comply with all Town building codes, hurricane wind velocity codes, and U.S. Department of Housing and Urban Development Body and Frame Construction Requirements as applied to hurricane resistive design standards; and,
- b. Shall be subject to the review of the Architectural Commission and Landmarks Commission as provided in the Town's Code of Ordinances.

Objective 4~~3~~

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

POLICY 4.13.1

The Town shall continue to allow a community residential home, as defined by Chapter 419, F.S., in its multi-family 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 prevent increases in the number of substandard housing units through rehabilitation or demolition of such housing within one year of its identification. 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 5.1

~~Substandard structures shall be determined on the basis of the criteria established in Section 12-16 (Article II, Obnoxious Conditions on Private Property) of the Town's Code of Ordinances.~~

POLICY 5.1

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

POLICY 5.1

~~If obnoxious conditions or structural deficiencies are found, the Town will cite the property owner, and require rehabilitation of a deteriorating structure, or demolition of a dilapidated structure, within one year.~~

Objective 6~~4~~

The Town shall support high quality of housing through the review and approval of new construction by the Architectural Review Commission (ARCOM) and Landmarks Preservation Commission (LPC), and the conformance with the Town's building and zoning codes.

Identify, 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 6.4.1

~~The Town shall require a~~All requests for ~~demolition,~~ building, ~~hardscape~~ and landscape plans shall be reviewed by either the Town's ~~Architectural Commission~~ ARCOM or ~~Landmarks Preservation Commission~~ LPC as a prerequisite to the issuance of a building permit.

POLICY 6.4.2

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

POLICY 6.4.3

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

POLICY 6.4.4

~~The Town shall maintain~~ Based on a 2010 ~~environmental Services, Inc,~~ survey and analysis of Historic Structures in the Town, a listing of those structures identified in such survey ~~the 2020 Historic Site Survey prepared by Environmental Services, Inc.,~~ analysis of Historic Structures in the Town ~~and shall be maintained which that~~ meet the criteria for designation as "Landmark Structures" in accordance with Chapter 54 of the Town's Code of Ordinances.

POLICY 4.5

The Town shall consider additional protective measures for residential zoning districts to ensure for historic preservation as well as new home construction Best Management Practices for coastal communities outlined in the Coastal Management Element, pursuant to Chapter 380, F.S.

Objective 7

Although the Town does not foresee taking any actions that would displace persons from their housing, in the event such actions occur, the Town shall provide necessary relocation housing. The measurement of this objective is the provision of relocation housing as needed.

POLICY 7.1

If and when housing is eliminated by action(s) by the Town, relocation and/or assistance shall be provided by the Town as required by law (Section 421.55, FS). **Section 421.55, F.S, relates to eminent domain for transportation needs. Not applicable to the Town.**

Objective 8

The Town's Housing Implementation Program shall consist of the following:

1. Provision of information and technical assistance, upon request, to developers of housing in the Town.
2. Conduct of windshield surveys of structures in the Town to identify structural deficiencies.
3. Citation of owners of housing in the Town identified to be substandard and require such owners to rehabilitate or demolish such housing within one year of the citation.
4. Allow group homes and foster care facilities, licensed or funded by the Florida Department of Health and Rehabilitative Services, housing up to six persons, in its residential zoning districts; and, follow principles and criteria to guide the location of such facilities in the Town, adopted by the Town as part of its land development regulations.
5. Continue to permit the location of on-site living quarters for domestic and maintenance help in existing and new residential units in the Town's residential zoning district.

Objective 9

The Town shall designate the Planning Administrator to identify housing programs and funding opportunities which may in the future become applicable to the Town, as needed.

Objective 10

In order to continue to provide adequate sites for existing low and moderate income households in the Town, or preserve existing properties within the Town, the Town shall encourage existing methods of housing provision, and shall monitor provision of housing in the future, taking remedial measures as deemed necessary. The measurement of this Objective is the extent to which the following policies are implemented:

POLICY 10.1

~~The Town shall continue to permit the location of on-site quarters for domestic and maintenance help in its residential zoning districts, with preferred locations for other new housing for low and moderate income households in proximity to the Town Center and commercial areas, because of the greater availability of goods and services, both public and private.~~

POLICY 10.2

~~All amendments to the Town's Zoning Code shall be reviewed by the Town 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.~~

POLICY 10.3

~~The Planning, Zoning and Building Department shall monitor the availability of affordable housing, taking into consideration existing and new units, and unit losses, current land costs, hurricane evacuation times, insurance costs and other limiting factors associated with barrier island communities.~~

POLICY 10.4

~~If an affordable housing shortage is identified, the Town shall take remedial measures to address the deficiency. Amendments to the Comprehensive Plan and Land Development Regulations to implement remedial measures shall be made, as necessary.~~

POLICY 10.5

~~Priority consideration for remedial measures shall be given to the Town's senior citizens, residents, and workforce (in that order).~~

Objective 5

The Town shall assist with state, regional and local efforts in affordable workforce housing that are fair and equitable through intergovernmental coordination and other appropriate mechanisms.

POLICY 5.1

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.

Objective 6

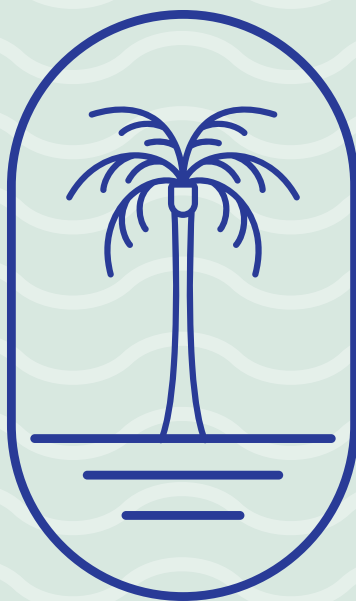
The Town shall ensure the safety of structures considered ‘high-rise’ per State Statute.

POLICY 6.1

The Town shall administer the regulations adopted by Senate Bill 4-D that mandates statewide inspection program, requiring condominium and cooperative associations to conduct milestone structural inspections and perform structural integrity reserve studies to ensure that condominium and cooperative buildings are safe.

POLICY 6.2

The Town shall consider additional staffing, whether Town staff or consultants, to ensure compliance with the regulations of SB 4-D within the Planning, Zoning and Building Department.



Volume 2

3

Historic Preservation Element

Goals, Objectives and Policies



Goal

THE TOWN SHALL ENSURE HIGH QUALITY OF LIFE FOR TOWN RESIDENTS THROUGH THE PRESERVATION AND PROTECTION OF THE HISTORIC, PREHISTORIC AND ARCHAEOLOGICAL RESOURCES AND THE PERPETUATION OF CURRENT AND FUTURE PROPERTIES OF NOTABLE AESTHETIC, ARCHITECTURAL AND HISTORIC SIGNIFICANCE.

~~PRESERVE, PROTECT AND ENHANCE THE HISTORIC AND PREHISTORIC RESOURCES OF THE TOWN. THE TOWN SHALL PROTECT THE VISUAL APPEARANCE OF PALM BEACH THROUGH THE PERPETUATION OF PROPERTIES OF SPECIAL NOTABLE AESTHETIC, ARCHITECTURAL AND HISTORICAL SIGNIFICANCE.~~



Objective 1

The Town shall protect and preserve its prehistoric, 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 historic structures eligible or existing landmarked properties.

POLICY 1.2

The Town shall continue to designate structures, sites, and districts considered worthy of Landmarking in accordance with Chapter ~~16~~, 18, Article III of the Town's Code of Ordinances.

POLICY 1.3

The Town shall prevent destruction of Historic Landmark Structures through provisions in Chapter 16, Article III 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 coordinating with the appropriate state and county agencies.

POLICY 1.5

The Town shall continue to ~~encourage~~ a implement the Historic Marker Program and encourage other such-educational programs.

POLICY 1.6

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

POLICY 1.7

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 1.8

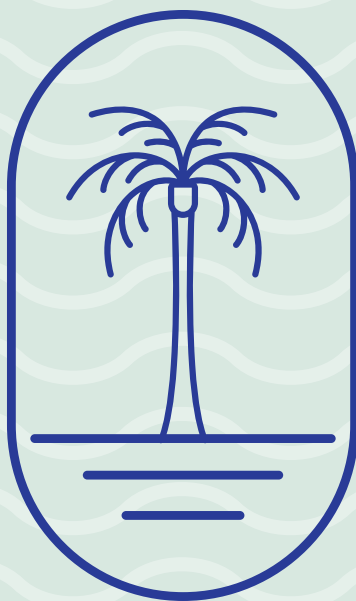
The Town shall maintain status as a Certified Local Government (CLG) through the requirements for participation in the CLG programs as specified in Florida Certified Local Government Guidelines under the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Objective 2

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

POLICY 2.1

Continue to protect the Town’s historically significant properties and aesthetic character through the active participation of the Architectural Review and Landmarks Preservation Commissions in the development review and approval process, as authorized by the Town’s Code of Ordinances.



Volume 2

4

Public Safety Element

Goals, Objectives and Policies



Goal

THE TOWN SHALL ENSURE A HIGH QUALITY OF LIFE THROUGH THE PROTECTION OF THE HEALTH, SAFETY AND SECURITY OF THE TOWN OF PALM RESIDENTS AND VISITORS.

~~PROMOTE THE HEALTH, SAFETY, AND SECURITY OF THE CITY'S RESIDENTS AND VISITORS, INCLUDING IN TIMES OF DISASTERS AND OTHER EMERGENCIES.~~



Objective 1

The Town of Palm Beach shall continue to provide for the protection of life, property and resources maintain and enhance a high level of safety and security for residents and visitors of the Town.

POLICY 1.1

The Town shall provide a coordinated and proactive public safety program through the coordinated roles of the Police and Fire Rescue Departments. Public Safety Director.

POLICY 1.2

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

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 that excellent professionally maintained fire rescue services are provided within the Town.

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 (1) paramedic and one (1) 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 at 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 to 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, businesses, and visitors.

POLICY 2.1

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

POLICY 2.2

The Town of Palm Beach Police Department shall continue utilize an innovative parking management program(s) to provide consistent parking regulations and fees. high profile enforcement of all vehicular and non-vehicular 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 is not degraded as a result of Transportation Concurrency Exemption Areas (TCEA) of increased development and related population in the West Palm Beach area.

POLICY 3.4

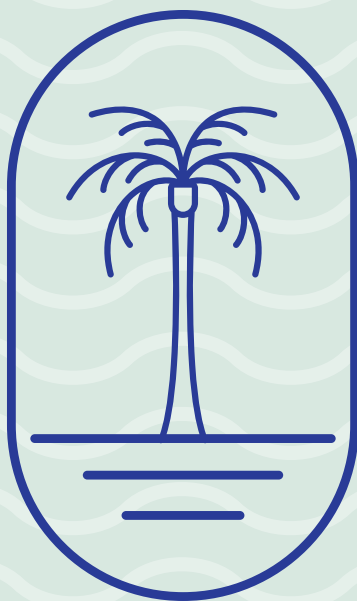
The Town, once a hurricane watch has been declared, shall coordinate with the Florida Division of Emergency Management and the County Emergency Management officials to facilitate orderly and timely evacuation of residents and visitors in the Town.

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 and for those essential employees, that they are trained in emergency preparedness and response.



Volume 2

5

Infrastructure

Goals, Objectives and Policies



Goal

THE TOWN SHALL ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS AND BUSINESSES, THROUGH THE MAINTENANCE AND UTILIZATION OF PUBLIC SERVICES AND FACILITIES FOR EXISTING AND FUTURE RESIDENTS MAINTAIN ADEQUATE LEVELS OF UTILITY SERVICES FOR EXISTING AND FUTURE POPULATIONS AND MAXIMIZE UTILIZATION OF EXISTING INVESTMENT AND FACILITIES.



Drainage Sub-Element

Objective 71

The Town shall maintain its existing drainage facilities ~~by correcting drainage problems in 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 operation. degree to which the following policies are implemented:~~

According to Public Works, the only drainage problems are ponding on the streets.

POLICY 7.1

~~The Town shall incorporate the funding of drainage improvements in its Capital Improvements Element with first priority to be given to actions that will protect the natural functions of Lake Worth.~~

According to Public Works this is not an accurate statement.

POLICY 7.2-1.1

~~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 is being completed in 2024. This assessment will be integrated into the Capital Improvement Program and the Lucity program to track life cycle maintenance. The Town shall implement trunk lines and pump stations as set forth in the Town's adopted drainage improvement program.~~

POLICY 7.3

~~Following the implementation of Policy 7.2, the Town shall re-evaluate needs, priorities, and financing of future storm drainage improvements on residential side streets.~~

POLICY 7.4-1.2

~~The Town shall maintain its Long-Range Public Works Plan (Storm Drainage Chapter) to continue to comply with the following items and actions:~~

7.4a ~~The Environmental Protection Agency NPDES Program with respect to methods for instituting water quality analysis of the Town's stormwater discharge into the Lake Worth Lagoon.~~

Repeated intent in 1.4d below

- 7.4b1.4a The current FEMA Flood Mapping Data
- 7.4c1.4b Update existing stormwater system information, as needed
- 7.4d1.4c Determine “hot spots” where pollutant loadings and water quality problems are severe, if they exist
- 7.4e1.4d Implement NPDES Permit requirement

POLICY 7.51.5

The Town shall ~~request, coordinate and follow through~~ with the Florida Department of Transportation to maintain drainage collection on State Roads, especially S.R. A.1.A., and South County Road.

Objective 8.2

The Town shall only issue ~~development orders and permits for new development or redevelopment shall be issued only~~ if the proposed project meets the Town’s adopted level of service ~~standards goals~~, or if needed expansion of facilities is coordinated with future development.

POLICY 8.1.2.1

The Town shall ~~establishes~~ the following level of service ~~standards goals~~.

Flooding will not occur during a one-~~(1)~~-year storm for systems served by pumping stations, or during a three ~~(3)~~-year storm for systems with gravity outfalls; and, the minor flooding associated with a five-~~(5)~~-year storm shall be carried off within ~~sixty~~ 60 minutes.

Negative impacts of stormwater discharge upon water quality in Lake Worth (Lagoon) are ameliorated by the retention of the first two (2) 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 pre-development runoff for a three-~~(3)~~-year one-~~(1)~~-hour storm, whichever is greater.

POLICY 8.2.2.2

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:

For all commercial or residential development or redevelopment, where the proposed work falls into one (1) of the following categories:

- ~~8.2a~~2.2a The proposed work exceeds 25% of the market value of the property;
- ~~8.2b~~2.2b The proposed work includes the construction of a new swimming pool;
- ~~8.2c~~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%;
- ~~8.2d~~2.2d The proposed work includes new driveways or parking areas;
- ~~8.2e~~2.2e The proposed work includes replacement or reconstruction of parking areas other than parking areas designed for less than three residential units; or
- ~~8.2f~~2.2f Other development as may be deemed appropriate by the Town Engineer.

POLICY ~~8.3~~2.3

The Town shall encourage the installation of upgraded storm drainage systems to meet current or new storm water standards on properties which are ~~not otherwise being proposed for redevelopment~~.

Objectives and Policies Not Included

~~Other than dunes and coastal wetlands, no natural drainage features remain in the Town. Objectives and policies for protecting dunes and wetlands are included in the Coastal Zone Management/Conservation Element, specifically, dunes in Objective 5 and Policies 5.1 through 5.8, and wetlands in Objective 2 and Policy 2.7. Further policies relating to restoration of wetlands are described in Policies 2.1 and 2.3.~~

Potable Water Sub-Element

Objective ~~9~~3

~~The Town shall only issue d~~Development orders and permits for new development or redevelopment ~~shall be issued only~~ if potable water capacity is available concurrent with the impacts of the development.

POLICY ~~9.1~~3.1

The Town shall ~~establish~~adopt a potable water level of service standard in accordance with the City of West Palm Beach or future provider of potable water, the Town's water provider. The City of West Palm Beach's current Potable Water LOS is 243.3 gallons per capita per day (gpcpd), based upon the 2020 CAR submitted in January 2020.

POLICY 9-2-3.2

The Town shall require developers to ~~c~~Consultation with the Town's Potable Water Supplier prior to the issuance of a building permit to ensure that adequate water supply is available to serve new development by the date of issuance of its certificate of occupancy.

POLICY 9-3-3.3

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 ~~10-4~~

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)~~

This not within the Town's capability

POLICY 10-1-4.1

The Town ~~will establish and~~ continue to implement a program of public education to promote water conservation, ~~preferably~~ in conjunction with the City of West Palm Beach and the South Florida Water Management District.

POLICY 10-2-4.2

The Town ~~has adopted~~ shall continue to and implemented regulations that includes a the water conserving landscape design (Florida Friendly) ordinance applicable to new development and redevelopment.

POLICY 10-3-4.3

The Town shall continue to ~~modify~~ enforce through the Florida Building Code its ~~land development regulations and other Town codes to~~ require 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 10-4-4.4

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 10.5 4.5

The Town shall continue to implement and enforce watering restrictions and requires new water sensing devices on new automatic irrigation systems.

Objective 11.5

The Town will 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 or meet future needs. ~~Town shall also ensure that the water quality shall 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 policies is are implemented.~~

POLICY 11.15.1

~~A representative of the~~ Should City of West Palm Beach remain the Town's potable water service provider past 2029, the Town will shall meet work with representatives of the City of West Palm Beach 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 11.2 5.2

The Town will continue to support; ~~coordinating the~~ City of West Palm Beach, as the Town's current potable water provider, with the following as they relate to the implementation of the 10 Year Water Supply Facility Work Plan SFWMD, that was originally created a 10-Year Water Supply Facility Work Plan in 2010, and amended it 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 Town City of West Palm Beach shall send a letter to SFWMD with identified projects for future water supply needs of the Town 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 its current water supplier, i.e. the City of West Palm Beach, in this regard. The Town shall address future updates by SFWMD within 18 months of adoption by SFWMD of a new LEC Regional Water Supply Plan, and subsequent update to the by revising the Town's City of West Palm Beach 10-Year Water Supply Facility Work Plan by updated the Town's 10-Year Water Supply Facility Work Plan.

POLICY 11.3

The Town may explore future options for water service following the termination or expiration of the current potable water contract with the City of West Palm Beach.

POLICY 11.4

The City of West Palm Beach, the Town's water provider, has updated their 10 Year Water Supply Facility Work Plan and their Comprehensive Plan to identify and incorporate their alternative water supply projects, either identified in the updated regional water supply plan, or identified and proposed by the City of West Palm Beach under s. 373.709(8)(b) and 373.709(2)(a) F.S.; identified the traditional and alternative water supply projects, bulk sales agreements, and the conservation and reuse programs necessary to meet current and future water use demands within the City of West Palm Beach's water use area; and included a water supply facility work plan for at least a 10-year planning period for constructing any water supply facility identified as necessary to serve existing and new development.

~~Aquifer Recharge Goal~~ Maintain and Improve the Natural Drainage Functions and Quality of the Surficial Aquifer

Objective ~~12~~ 6

The Town shall protect, and maintain and improve 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 ~~12.1-6.1~~

The Town shall ~~amend its~~ continue to enforce the land development regulations through Chapter 86 ~~that~~ requires that 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 ~~12.2-6.2~~

The Town shall continue to prohibit industry and the storage of hazardous materials.

POLICY ~~12.3-6.3~~

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 ~~12.4-6.4~~

The Town shall continue to identify Existing land uses in the aquifer recharge area ~~will to~~ remain as indicated on the Future Land Use Map.

POLICY 12.5 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.

Objectives and Policies Not Included

~~No objectives or policies pertaining to discouraging the proliferation of urban sprawl are necessary or applicable in the Town of Palm Beach, because it is virtually fully developed and the only areas for potential development are and the only areas for potential development are located on "in-fill" parcels.~~

Sanitary Sewer Services Sub-Element

Objective ~~17~~

The Town shall assure that all existing and future residents, and businesses in the Town, will have access to sanitary sewer facilities; ~~maximize 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 ~~1.17.1~~

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 ~~(1)~~-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 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 ~~1.2-7.3~~

~~The Town will, through its concurrency management system, the Town will, 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 2-8

The Town shall continue to issue dDevelopment orders and permits for new development or redevelopment ~~shall be issued~~ only if sanitary sewer facilities, necessary to meet the Town's adopted level of service standards, are available concurrent with the impacts of the development.

POLICY 2-1 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

SF=Square feet

gpd=gallons per day

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 2-2 8.2

The Town shall, pPrior to the issuance of a development order or permit, ~~the Town shall~~ 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 3-9

The Town will coordinate with the ~~City of West Palm Beach~~ East Coast Regional (ECR) Board in the City'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 3-1-9.1

A representative of the Town will meet with representatives of the ~~City of West Palm Beach ECR~~, upon request, to coordinate and assist the City in its efforts to establish priorities for replacement of, or corrections of deficiencies to, sanitary sewer treatment facilities, as well as provision for future sanitary sewer treatment needs.

Objectives and Policies Not Included

~~No objective for correcting existing sanitary sewer treatment facility deficiencies is necessary or applicable, since the data and analysis provided in the supporting documentation identify that no such deficiencies exist.~~

~~No objectives or policies pertaining to discouraging the proliferation of urban sprawl are necessary or applicable in the Town, because the Town is virtually fully developed and the only areas for potential development are located on "in-fill" parcels.~~

~~No objectives or policies are necessary with regard to protecting the functions of natural groundwater recharge areas, since the only such areas are the surficial aquifer, and these areas are developed with single-family homes. Further, no objectives or policies are necessary with regard to protecting natural drainage features, since these have already been largely altered by urban development and the Town has no sanitary sewer treatment facilities, but provides only local collection lines which have no effect upon the area's natural drainage features.~~

Solid Waste Disposal Sub-Element

Objective ~~4-10~~

The Town shall maximize utilization of its capital facilities, and work with the County's Solid Waste Authority 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 4-1-10.1

~~The Town shall~~ pPrior to any development of the Pinewalk area and loss of use of the Pinewalk Transfer Station, ~~the Town shall~~ 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 ~~5~~11

~~The Town shall issue d~~Development orders and permits for new development or redevelopment shall be issued 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 impacts of the development.

POLICY ~~5.1~~11.1

The Town's level of service for garbage collection and disposal shall be 2.55 pounds/person/day ~~tons per year~~.

~~POLICY 5.2~~

~~Prior to the issuance of a development order or permit, the Town shall make and record a determination that the Town has adequate capacity to collect, and the County's Solid Waste Authority has adequate capacity to dispose of, garbage generated in the Town, at the average rate of 2.55 pounds per person per day; 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 6

~~The Town will coordinate with the Palm Beach County Solid Waste Authority in its efforts to extend or increase the capacity of its solid waste disposal facilities to meet future needs. The measurement of this objective is whether or not the Town coordinates with the Water and Sewer Authority in its efforts, and the extent to which the following policy is implemented.~~

POLICY ~~6.1~~ 11.2

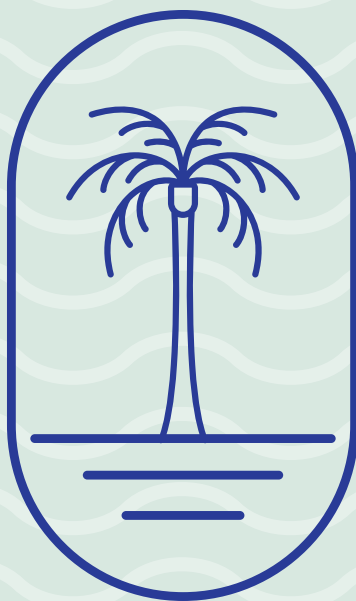
~~A representative of the~~ The Town will meet with representatives of coordinate with the Solid Waste Authority, upon request, to ~~coordinate and~~ assist in its efforts to establish priorities for replacement of, or corrections of deficiencies to, solid waste disposal facilities, as well as provision for future solid waste disposal needs.

Objectives and Policies Not Included

~~No objectives or policies are necessary with regard to correcting existing solid waste disposal facility deficiencies, since the information contained in the supporting documentation indicates there are no such deficiencies.~~

~~No objectives or policies pertaining to discouraging the proliferation of urban sprawl are necessary or applicable in the Town of Palm Beach, because it is virtually fully developed and the only areas for potential development are located on "in-fill" parcels.~~

No objectives or policies are necessary with regard to protecting the functions of natural groundwater recharge areas, since the only such areas are to the surficial aquifer, and these areas are developed with single-family homes. Further, no objectives or policies are necessary with regard to protecting natural drainage features, since these have already been largely altered by urban development, and the Town has no solid waste disposal facilities, but provides only local collection and transfer which have no effect upon the area's natural drainage features.



Volume 2

6

Transportation Element

Goals, Objectives and Policies



Goal

THE TOWN SHALL EFFECTIVELY MANAGE
MAXIMIZE THE EXISTING STREET TRAFFIC
SYSTEM AND PARKING OPERATIONS
TO FOSTER A SAFE, EFFICIENT AND
CONVENIENT TRANSPORTATION
SYSTEM, COORDINATED WITH THE
OTHER GOVERNMENTAL AGENCIES, FOR
ALL EXISTING AND FUTURE LAND USES
THAT WILL SUSTAIN THE HIGH QUALITY
OF LIFE FOR TOWN RESIDENTS.



Objective 1

The Town shall continue to correct traffic operational deficiencies and undertake other needed measures, identified in this Element, that are necessary to the provision of a safe, convenient, and energy efficient, multimodal transportation system, including providing for protection of existing and future rights-of-way from building encroachment. Design of the multimodal transportation system will be done to ensure the safety of not only motorists, but also the safety of cyclists and pedestrians, particularly where they interact with motorists.

POLICY 1.1

~~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 1.2

The Town ~~should consider~~ shall continue to enforce ~~modifying its~~ land development regulations ~~to adopt a "joint use access" provision controlling that limit~~ the number of access points at which driveways enter onto the roadway system pursuant to Code Section 134-2180.

Objective 2

The Town shall issue development permits for land uses provided for on the Future Land Use Map only when there is sufficient roadway capacity 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 level of services for vehicles for this purpose.

POLICY 2.1

The Town shall use the following two-way peak-hour, peak-season level of service (LOS) standards for facilities and segments listed below, effective one year from adoption of this Element.

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

The Town will continue to work with the Florida DOT, Palm Beach County and the ~~Palm Beach Metropolitan Planning Organization (MPO) Transportation Planning Agency~~ for the purpose of determining an appropriate methodology for determining the level of service on roadways in the Town where there are no traffic signals. The purpose of this effort will be to develop a constrained roadway strategy for SR A1A and Southern Boulevard within the Town.

POLICY 2.2

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

- 2.2a The project provides for safe and convenient on-site traffic flow and vehicular parking. Consider needed motorized and non-motorized vehicle parking commensurate with the requirements of the Town's land development regulations; and,
- 2.2b The traffic generation of 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 2.3

The Town, ~~As needed the Town~~ will review its adopted level of service standards to determine if modification, in response to changed conditions, is warranted.

POLICY 2.4

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 2.5

~~The Town will continue to recognize the use of~~ For those projects that cannot meet the concurrency requirement for transportation, the Town's land development regulations include provisions for the use of "proportionate fair-share mitigation for transportation facilities" consistent with Section 163.3180(16), Florida Statutes. Additionally, the regulations operate in a consistent manner with Palm Beach County's proportionate fair-share regulations for those projects that cannot meet the concurrency requirement for transportation.

POLICY 2.6

~~The Town shall require,~~ As part of the Town's concurrency management system, ~~Town shall require that~~ all transportation facilities be in place prior to the final inspection approval of a development permit.

Objective 3

The Town shall continue to ~~c~~Coordinate the Town's transportation planning efforts with the plans and programs of the ~~Metropolitan Planning Organization~~ Palm Beach 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 ways in future transportation planning.

POLICY 3.1

The Town will continue to review ~~this the subject~~ Element on a regular basis to determine its consistency with the Florida Department of Transportation's Adopted five (5)-Year Work Program, and plans of the ~~Metropolitan Planning Organization~~ Palm Beach Transportation Planning Agency, and make appropriate recommendations to these agencies regarding proposed projects that will improve ~~impact design deficiencies on the~~ major thoroughfares arterials leading into the Town.

POLICY 3.2

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

POLICY 3.3

Town shall continue to coordinate between several local, county, state and federal agencies responsible for street and right-of-way signage to improve the repetitious, poorly located, aesthetically unpleasing and confusing signage within the Town. Community awareness shall also be advanced to educate the public about the Town's initiatives and the advantages of proper signage.

POLICY 3.4

The Town will continue to coordinate with the ~~MPO,~~ Palm Beach Transportation Planning Agency, FDOT ~~Florida Department of Transportation,~~ and PalmTran to ensure ~~evaluate that~~ pedestrian, bicycle, and mass transit connections are provided within the Town. The Town ~~will~~ may also seek consider enhancement grants through the ~~MPO,~~ Palm Beach Transportation Planning Agency, FDOT ~~and Florida Department of Transportation,~~ and other available sources to fund bicycle and pedestrian improvements within the Town, as opportunities arise.

POLICY 3.5

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

POLICY 3.6

The Town will work coordinate when directed by the with the MPOTPA/State Bicycle and Pedestrian Coordinator to promote public education of the benefits of walking and bicycling through distribution of available on-line and printed materials.

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 to SR 80 and other regionally significant roads leading to the Town.

POLICY 4.1

The Town will continue to coordinate with the Florida Department of Transportation (FDOT), Palm Beach County, West Palm Beach and other communities to minimize transportation impacts to the Town through participation in the Palm Beach Metropolitan Planning Organization (MPO) Palm Beach Transportation Planning Agency and its respective committees.

POLICY 4.2

The Town will continue to coordinate directly with Florida Department of Transportation to mitigate traffic impacts on SR 80 and other regionally significant roads leading to Palm Beach.

Objective 5 (Town of Palm Beach proposed Strategic Planning Priority)

The Town shall preserve the built and natural environment by managing traffic, parking, and mobility impacts.

POLICY 5.1

The Town shall consider the recommendations of the report titled "Town of Palm Beach Commercial Areas Traffic and Parking Analysis" prepared by The Corradino Group.

POLICY 5.2

The Town shall control, regulate, and stabilize mobility including traffic, parking, and pedestrian-friendly routing.

POLICY 5.3

The Town shall improve the safety of all modes of traffic to reduce accidents in roadways and waterways through enforcement of traffic laws and increased public education opportunities.

POLICY 5.4

The Town shall consider implementing emerging methods and technologies to enhance pedestrian safety including Adaptive traffic signal control (ATSC) and strategic crosswalk initiatives.

POLICY 5.5

The Town shall continue to evaluate existing parking inventory to identify opportunities and shortcomings to develop a comprehensive parking management plan.

POLICY 5.6

The Town shall continue to partner with local, state, and federal stakeholders to proactively review and address regional transportation challenges, including technology-driven traffic coordination.

POLICY 5.7

The Town shall explore alternatives to reduce traffic and parking congestion, including bicycle and pedestrian infrastructure, evaluation of hybrid work programs, and alternative modes of transportation.

POLICY 5.8

The Town shall consider the engagement and deployment of proposed a Seven (7) Point Parking Program, referred to as Palm Beach ParkMobile Expansion.

POLICY 5.9

The Town shall consider creating a resident-focused Parking Management Plan.

POLICY 5.10

The Town shall consider alternative traffic circulation options to improve traffic flow to achieve service levels in line with the comprehensive plan and implement a Traffic Mitigation Plan for roadways not meeting the Town's level of service standards.

POLICY 5.11

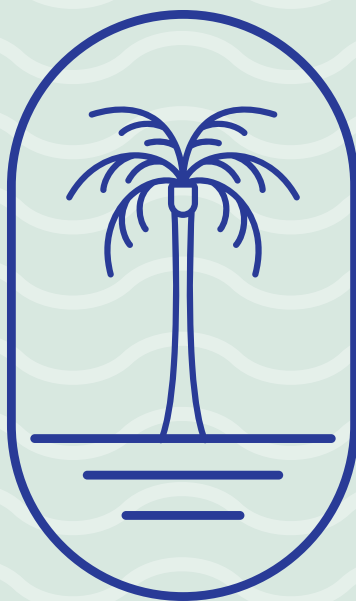
The Town shall consider exploring traffic impact solutions as a part of a Traffic Mitigation Plan for school zones, including drop-off and pick-up.

POLICY 5.12

The Town shall consider implementing a Parking Placard Program email communication system to reduce product materials renewals.

POLICY 5.13 (results of traffic and parking study)

The Town should consider revising the land development and parking regulations and conduct improved parking audit information for a data-driven approach.



Volume 2

7

Recreation & Open Space Element

Goals, Objectives and Policies



Goal

THE TOWN SHALL PROVIDE RECREATIONAL PROGRAMMING AND WELL-MAINTAINED OPEN SPACE THAT SUPPORT A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS.

~~ENSURE THE PROVISION OF LOW INTENSITY RECREATIONAL USES, WHILE PRESERVING, TO THE MAXIMUM EXTENT POSSIBLE, THE RESIDENTIAL CHARACTER OF THE TOWN OF PALM BEACH.~~



Objective 1

Public access shall be maintained to all recreational facilities, including “recreational and commercial working waterfronts” as defined in Section 342.07, Florida Statutes under the jurisdiction of the Town of Palm Beach.

POLICY 1.1

The Town of Palm Beach shall ~~identify~~ continue to provide inadequate ~~acceptable~~ access to its recreational facilities ~~within one year of the adoption of this Comprehensive Plan.~~

POLICY 1.2

The Town of Palm Beach shall continue to implement corrective measures ~~on~~ to all access points ~~if~~ identified as inadequate.

POLICY 1.3

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 1.4

Pursuant to F.S. Section 163.3177 and 163.3178, F.S., the Town shall devise regulatory incentives and criteria that encourage the preservation of “recreational and commercial working waterfronts” as defined in Section 342.07, F.S.

Objective 2

~~In providing recreational amenities,~~ Ithe Town will ensure the continued mutual relationship ~~between it and~~ with public and private sector ventures in providing recreational programming and amenities.

POLICY 2.1

The Town will ~~offer regulatory assistance to~~ continue to serve the public through contracting with ~~protect~~ private sector recreational providers ~~which do not employ membership, employment, or usage policies that~~ do not discriminate on the basis of race, color, sex, religion, or marital status. ~~The Town will schedule, as needed, a staff workshop targeted at identifying and resolving private sector recreational issues.~~

POLICY 2.2

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 to ensure continued agreed upon joint use.

POLICY 2.3

The Town shall periodically review recreational programming at the Mandel Recreation Center.

Objective 3

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 3.1

The Town of Palm Beach adopts a minimum recreation standard of six (6) 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 3.2

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 3.3

The Town shall require aAll acquisitions of, and physical improvements to, park and recreation facilities costing greater than ~~\$25,000~~ \$50,000 each, included in this Element, ~~shall 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 3.4

The Town of Palm Beach shall review ~~with~~ its park and recreational facilities: for deficiency identification as needed.

POLICY 3.54

The Town of Palm Beach shall develop a master plan for maintaining, improving or redeveloping Seaview Park and Recreation Center. (Completed)

POLICY 3.65

The Town of Palm Beach shall prioritize potential future improvements to Town parks and recreational facilities.

Objective 4

The Town shall continue to protect lands designated as open space ~~will be protected to remain functionally intact~~, as provided in this the subject Element and the Coastal Management/Conservation Element ~~and will remain functionally intact~~.

POLICY 4.1

Article 6, Section 21, of the Town's Zoning Ordinance, which requires that buffering be provided between parking lots and noncompatible adjacent uses (e.g. residential adjoining commercial), shall be maintained or strengthened during the Town's periodic update of its land development regulations. (Regulatory, provided in Zoning Code, Chapter 134)

POLICY 4.2

Article 4 of the Town's Zoning Ordinance provides, through its PUD provisions, for additional building height in exchange for decreased impervious ground coverage. This provision shall be maintained in the Town's land development regulations. (Regulatory - within the Zoning Code, Chapter 134)

POLICY 4.31

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 4.2

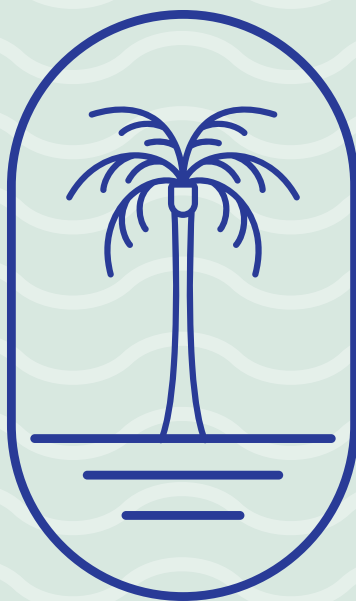
The Town shall continue to provide landscape maintenance through either Town staff or contracted vendors to ensure high quality grounds for all Town parks and recreational facilities.

POLICY 4.3

The Town shall prepare a Parks Guidebook that provides a complete list of active and passive parks and public open space within one (1) year of adoption of the subject comprehensive plan update.

POLICY 4.4

The Town shall continue to participate in the Florida Clean Marina Program for the Town Marina.



Volume 2

8

Coastal Management/ Conservation Element

Goals, Objectives and Policies



(Conservation has been separated into a New Conservation Element)

Goal

THE TOWN SHALL PRESERVE, PROTECT AND ENHANCE THE HIGH QUALITY OF LIFE FOR TOWN RESIDENTS THROUGH THE PROTECTION OF NATURAL AND HISTORIC RESOURCES OF THE TOWN, AND LIMIT PUBLIC EXPENDITURES IN AREAS SUBJECT TO DESTRUCTION BY NATURAL DISASTERS, WHILE ENSURING MAXIMUM ENJOYMENT AND WITH MINIMUM EXPOSURE TO THE IMPACTS OF NATURAL DISASTERS ALONG THE OF HUMAN LIFE IN THE COASTAL ZONE.



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

Continue to prohibit industry within the Town through existing restraints in the Zoning Code.

POLICY 1.2

Continue to prohibit commercial development from spreading beyond commercial areas as designated in the Zoning Code.

POLICY 1.3

Maintain lush, vegetated strips, along roadways and in high density areas, through enforcement of the Historic and Specimen Tree Ordinance, landscaping ordinance, and through Town initiated landscaping projects.

POLICY 1.4

The Town will 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. **(relocated to the Conservation Element)**

Objective 2 **(relocated entire objective and its policies to the Conservation Element)**

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

Modify the Town's Landscape Ordinance to:

- a. Incorporate standards for tree removal, landscaping aesthetics, and minimum native vegetation requirements;
- b. Prohibit planting of pestilent exotics; and require removal of pestilent exotic species from sites of new construction or development.

- c. Prohibit removal of vegetation species listed as endangered or threatened by State or Federal agencies on publicly-owned property and new private development.
- d. Allow very limited trimming of shoreline vegetation for visual access, upon the approval of the Town and any other government agencies having jurisdiction.

POLICY 2.2

The Town will continue to serve as coordinator in support of efforts to revegetate, and remove exotic vegetation from, the Lake Worth shoreline.

POLICY 2.3

The Town will continue to use native or drought resistant vegetation in all public landscaping projects.

POLICY 2.4

The Town shall change its 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 (relocated entire objective and its policies to the Conservation Element)

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

Continue assisting with sea turtle nesting studies each year for the duration of the planning period.

POLICY 3.2

The Town will 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 will 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 3.4

The Town will continue to enforce landscaping standards that require the preservation of existing natural growth where practical, and the removal of invasive, exotic plant species.

Objective 4 (relocated entire objective and its policies to the Conservation Element)

The Town shall ~~protect and restore wetland habitat and estuarine water quality 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 update its Long-Range Public Works Plan (Storm Drainage Chapter) regularly to meet the requirements of the EPA NPDES Program, when necessary.

POLICY 4.2

Ensure that the negative impacts of stormwater discharge upon water quality in Lake Worth are ameliorated by the retention of the first two (2) inches of rainfall prior to discharge into the Town system, or the post-development runoff does not exceed pre-development runoff for a three-year one-hour storm, whichever is greater.

Objective 5.1

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 5.1.1

The Town will manage its beach resources through continued implementation of the 1998 Comprehensive Coastal Management Plan (CCMP).and the scope and cost of the CCMP will be reviewed annually by Town staff, the Shore Protection Board, and Town Council.

POLICY 5.1.2

The Town shall continue to implement the mission of the Beach Management Agreement (BMA) with the Florida Department of Environment Protection to regulate all possible

structural or non-structural alternatives for beach protection and beach erosion prevention, consistent with the Town's Comprehensive Coastal Management Plan.

POLICY 5.1.3

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 Florida Department of Environmental Protection. Primary dune restoration to a higher crest elevation and sediment volume along Reach 1 is a high priority for coastal flood control. (Recommended by the Woods Hole Level-Up Plan).

POLICY 5.1.4

The Town shall maintain its bulkhead line along Lake Worth at the mean high-water line.

POLICY 5.1.5

The Town shall continue to enforce Land Development Regulations which minimize 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 5.1.6

The Town shall evaluate opportunities to protect coastal investments and infrastructure, as necessary and feasible, from the impacts of climate change. Specifically, the Town will maintain shoreline protection and erosion control by the following.

- a. Continuing the appropriate use of beach renourishment.
- 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 ~~2023~~ 2044 with input from the Shore Protection Board.
- d. Establishing the bulkhead line in Lake Worth as the Mean High-Water Line (MHWL).

POLICY 5.7

~~Explore the possibility with the Treasure Coast Regional Planning Council, pursuant to Florida Statutes 380.05(3) of designating the Town as an Area of Critical Concern as it relates to the shoreline, natural and historic resources and sea level rise. The basis for seeking this designation is the Florida Department of Environmental Protection (FDEP) June 2015 Study,~~

Critically Eroded Beaches, noted the “area extending south of Lake Worth Inlet along the town of Palm Beach (R76-R128) are 10.9 miles of critical erosion threatening private development, local parks, and State Road A1A.

Objective 6 (Relocated to Conservation Element)

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 6.1

The Town will require soil erosion control techniques be used during construction.

POLICY 6.2

The Town will 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 6.3

The Town will continue mutual aid agreements with West Palm Beach and Palm Beach County for hazardous materials removal and storage.

Objective 72

The Town will continue to enforce Land Development Regulations which establish priorities for shoreline uses.

POLICY 7.1

The Town shall ~~continue to implement priorities for the~~ utilize the remaining limited opportunities for shoreline land uses for essential services provided for protection of natural resources and ultimately the residents in of the Town.

Objective 83

The Town will provide and maintain existing public access to beach areas which have been renourished at public expense, 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 8.3.1

The Town will 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 8.23.2

~~The Town will~~ In order to maintain visual access to Lake Worth, ~~the Town shall~~ to allow selective trimming of vegetated areas along the shoreline when such trimming is accompanied by measures to improve the natural resources of the shoreline.

POLICY 8.33.3

The Town shall provide public access to beach areas nourished at public expense unless otherwise exempted by the Florida Department of Environmental Protection.

POLICY 8.43.4

The Town will enforce the public access requirements of the 1985 Coastal Zone Protection Act.

POLICY 8.53.5

The Town shall continue to provide and maintain existing on-street parking facilities near beach access points.

POLICY 3.6

The Town will adapt public access facilities to also function as coastal flood control structures.
(Recommended by the Woods Hole Level-Up Plan).

Objective 9 (moved to the Historic Preservation Element)

~~The Town shall protect and preserve its prehistoric and historic 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 9.1

~~The Town will update its list of historic structures as needed.~~

POLICY 9.2

~~Continue to designate structures, sites, and districts considered worthy of Landmarking in accordance with the Town's Code of Ordinances.~~

POLICY 9.3

Prevent destruction of Historic Landmark Structures through provisions in the Town's Code of Ordinances.

POLICY 9.4

The Town will address preservation of prehistoric resources in its optional Historic Preservation Element

Objective 10-4

The Town shall increase public awareness of potential hazards to human life in the event of a natural disaster. The measurement of this objective is the extent which public awareness is increased, and the degree which the following policy is implemented.

POLICY 10.1 4.1

~~The Town shall annually prior to the start of hurricane season, a~~At least once per year during the hurricane season, publish on the Town website basic hurricane evacuation precautionary information.

Objective 11

When an emergency evacuation is necessary, protect, within the Town's ability, residents and visitors, and maintain or reduce evacuation times. The measurement of this objective is the extent which population exodus evacuation is provided, and the degree which the following policies are implemented: **Confusing language. Similar and concise language related to same is Objective 3 of the Public Safety Element.**

POLICY 11.1

Once a hurricane watch has been declared, the Town shall coordinate with the County Emergency Management officials to facilitate orderly and timely evacuation of residents and visitors in the Town. **Moved to Public Safety Element Policy 3.4**

POLICY 11.2

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. **Moved to Public Safety Element Policy 3.4**

POLICY 11.3

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

The Town is not within a Transportation Concurrency Exception Area

Objective 12

~~The Town shall foster post-disaster redevelopment activities that will reduce or minimize exposure of human life and public or private property to the effects of natural disasters, particularly hurricanes. The measurement of this objective is the extent which exposure of life and property is reduced, and the degree which the following policies are implemented.~~

POLICY 12.16.1

The Town will continue to support and use the post-disaster redevelopment plan sponsored and published by the Countywide Issues Forum.

The Town maintains their own CEMP that includes the SERP and COOP. See Objective 3 of the Public Safety Element.

Objective 13 Moved to Conservation Element

~~The Town shall continue to employ its criteria for marina siting. POLICY 13.1 The Town shall continue to require, as part of its building permitting process, that:~~

- a. All new marinas, docks, and boat ramps will be located and designed in accordance with the Manatee Protection Plan, published by the FDEP and Palm Beach County.
- b. Marinas are situated adjacent to recreational or commercial land uses, and have adequate upland support services.
- c. Marinas do not adversely affect environmental quality of Lake Worth.
- d. Marinas are economically feasible as established by a feasibility study.

Objective ~~14~~ 11

~~Public access shall be 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 14.1~~ 11.1

~~The Town will, on 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 ~~15~~ 5

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. (Language added from recommendations from the Woods Hole Level-Up Plan)

~~POLICY 15.1~~ 5.1

The Town will continue to participate in the National Flood Insurance Program Community Rating System (CRS) and strive to maintain or improve its current CRS rating.

~~POLICY 15.2~~ 5.2

The Town will require that the impact of sea level rise be addressed in all Future Land Use Map amendments.

~~POLICY 15.1~~ 5.3

~~Publicly funded facilities that subsidize development will not 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~~ The Town shall only permit projects associated with providing beach restoration, public access, recreation, resource restoration, or the rehabilitation, maintenance or construction of shore protection structures such as groins, revetments or seawalls to be built in the Coastal High Hazard Area.

POLICY 15.2

The Town shall not expand utility systems or public services that would be necessitated by increased development within the Coastal High Hazard Area.

POLICY 15.3 5.4

The Town will continue to enforce its building code and drainage requirements. The Town will coordinate with, and will rely on, the Florida Department of Environmental Protection to enforce building limitations seaward of the Coastal Construction Control Line.

POLICY 15.4 5.5

The Town shall continue to prohibit the use of septic tanks.

POLICY 15.5 5.6

The Town will mitigate hazards through building practices and implementation of FEMA requirements, stormwater retention requirements, and other restrictions within the Coastal High Hazard Area.

POLICY 15.6 5.7

The Town will limit residential development within the Coastal High Hazard Area (CHHA).

POLICY 15.7 5.8

The Town will limit public building and infrastructure investment in the CHHA Coastal High Hazard Area.

POLICY 15.8 5.9

Town-funded public facilities shall not 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 15.9 5.10

The Town will not permit density increases in the CHHA for redevelopment and new development unless such requests are consistent with this Comprehensive Plan.

POLICY 15.10 5.11

~~The Town will c~~Continue to examine community-wide strategies to increase the resiliency of the Town to address future effects of coastal storms and climate change on the community.

POLICY 15.11 5.12

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 15.12 5.13

The Town shall continue to utilize best 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. [\[New state law Section 163.3178, F.S.\]](#)

- a. Incorporate Federal Emergency Management Agency (FEMA) Floodplain Management Regulations or higher regulatory standards to guide development and redevelopment activities where applicable.
- b. Support the implementation of engineering solutions to prevent flooding including retaining walls, and elevation of seawalls.

POLICY 5.14

The Town shall prioritize public outreach and education to residents and the business and development community on the importance and benefits of mitigating flood risk, and how the Town's participation in these efforts results in reduced flood insurance premiums.

Objective 16 (Objective and policies relocated to Conservation Element)

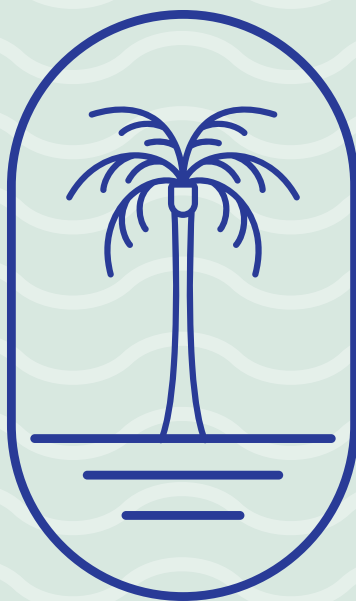
~~The Town will continue to promote ways to reduce Greenhouse Gas Emissions and become more Energy Efficient.~~

POLICY 16.1

~~As provided in the Town's Energy Efficiency and Conservation Strategy (EECS) the Town will help the community take advantage of technologies, incentives, and knowledge to conserve energy use in homes and businesses.~~

POLICY 16.2

~~The Town will 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.~~



Volume 2

9

Conservation Element

Goals, Objectives and Policies





Goal

THE TOWN SHALL PROTECT THE HIGH QUALITY OF LIFE FOR TOWN RESIDENTS BY PRESERVEING, AND PROTECTING AND ENHANCE THE NATURAL AND HISTORIC RESOURCES AND WILDLIFE OF THE TOWN., AND LIMITING PUBLIC EXPENDITURES IN AREAS SUBJECT TO DESTRUCTION BY NATURAL DISASTERS, WHILE AND PROMOTING ENVIRONMENTAL CONSERVATION EFFORTS. ENSURING MAXIMUM ENJOYMENT AND MINIMUM EXPOSURE OF HUMAN LIFE IN THE COASTAL ZONE.



Objective 1 (relocated from the former Coastal/Conservation Element)

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 c~~Continue to prohibit industry within the Town through ~~existing restraints prohibiting an Industrial Future Land Use designation on the Future Land Use Map. in the Zoning Code.~~

POLICY 1.2

~~The Town shall c~~Continue to prohibit new commercial development from spreading beyond commercial areas as designated on the Future Land Use Map and corresponding in the Zoning Code Map.

POLICY 1.3

~~The Town shall continue to m~~Maintain lush-vegetated ~~strips medians and existing plantings~~ along ~~the roadways~~ within the Town and ~~and in high-density areas, through enforcement by adhering to Chapter 126, Article II, Code of Ordinances and of the Historic and Specimen Tree Ordinance, and the landscaping ordinance,~~ and through Town initiated landscaping projects.

POLICY 1.4

The Town ~~will~~ 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 (1) year of the report date. Implementation of proposed methods will ensue within an additional year.

Objective 2 (relocated from the former Coastal/Conservation Element)

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

~~Modify The Town shall continue to E~~enforce the regulations adopted in Chapter 66 Article IV, Vegetation ~~Town's Landscape Ordinance to 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 pestilent exotics; ~~and~~
- 2.1c Requires removal of pestilent exotic species from sites of new construction or redevelopment.
- 2.1e~~d~~ 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~~e~~ Allows ~~very limited~~ 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 will continue to ~~serve as coordinator in~~ support of efforts to revegetate and remove exotic vegetation from, the Lake Worth Lagoon shoreline.

POLICY 2.3

The Town ~~will~~ shall continue to use native or drought resistant vegetation in all public landscaping projects.

POLICY 2.4

The Town shall ~~change its~~ 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 (relocated from the former Coastal/Conservation Element)

The Town shall continue to pProtect 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 cContinue assisting with sea turtle nesting studies each year for the duration of the planning period.

POLICY 3.2

The Town ~~will~~ 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 ~~will~~ 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.

POLICY 3.4

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.

Objective 4 (relocated from the former Coastal/Conservation Element)

The Town shall Pprotect 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 ~~update its Long Range Public Works Plan (Storm Drainage Chapter) regularly~~ continue to meet the requirements of the EPA NPDES Program; ~~when necessary~~.

POLICY 4.2

The Town shall eEnsure that the negative impacts of stormwater discharge upon water quality in the Lake Worth Lagoon are ameliorated by the retention of the first two (2) inches of rainfall prior to discharge into the Town drainage system, or the post-development runoff does not exceed pre-development runoff for a three-(3) year one-(1) hour storm, whichever is greater.

Objective 16 5

The Town ~~will~~ shall ~~continue to~~ promote ways to reduce Greenhouse Gas Emissions and become more Energy Efficient.

POLICY 5.1

The Town shall provide information to the Town residents and businesses on the As provided in the Town's United States Department of Energy Energy Efficiency and Conservation Strategy (EECS) the Town will help the community take to advantages of technologies, and incentives, and knowledge grants to conserve energy use in homes and businesses.

POLICY 5.2

The Town will 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 6 (Incorporating the Town of Palm Beach Strategic Planning Priorities regarding Environmental Stewardship)

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 6.1

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 6.2

The Town shall identify and implement actions and standards that will be consistent with the Town's Green Initiative program.

POLICY 6.3

The 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 6.4

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 6.5

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 6.6

The Town shall continue to identify and implement actions and standards that are in keeping with the Town's Green Initiative including 'greener' practices including smart irrigation, energy-efficient equipment, and implementation of Integrated Pest Management (IPM) in Town parks, fields, and golf course.

POLICY 6.7

The Town shall evaluate sister municipalities and trade recommendations as it relates to equipment, industry labor, and standardization of materials.

POLICY 6.8

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 6.9

The Town shall seek to earn Clean Marina Designation, through the Department of Environmental Protection.

POLICY 6.10

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 6.11

The Town shall continue to preserve natural vegetation and trees.

POLICY 6.12

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 in.

POLICY 6.13

The Town shall consider optimizing vehicle and equipment replacement with consideration for environmentally friendly options.

POLICY 6.14

The Town shall consider limiting the Town's liability through exploration of Vendor information verification.

POLICY 6.15

The Town shall consider creating opportunities for native plant education and gardening.

POLICY 6.16

The Town shall continue to preserve natural vegetation and trees.

Objective 7 (relocated from the Future Land Use Element Objective 4, Policy 4.1)

The Town shall not permit ~~No new development shall be permitted~~ 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 4.7.1

The Town shall continue to maintain identified area ~~Areas identified as~~ predominantly characterized by Tidal Swamp (TM) soils or identified as submerged lands ~~shall be designated~~ 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 8 (relocated from the Future Land Use Element Objective 8, Policies 8.1 through 8.6)

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 8.1

The Town shall protect the quality of its air from degradation by continuing to prohibit industrial uses within the Town.

POLICY 8.2

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 8.3

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 8.4

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 8.5

The Town will require soil erosion control techniques be used during construction.

POLICY 8.6

The Town shall not permit ~~No~~ development or redevelopment to occur on or over submerged land other than docks, essential services or parks owned and operated by the Town.

Objective 3 9 (relocated entire objective and its policies from the Coastal Management Element)

The Town shall continue to pProtect 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 3-9.1

The Town shall cContinue assisting with sea turtle nesting studies each year for the duration of the planning period.

POLICY 3.9.2

The Town will 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 3.9.3

The Town will 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 3.9.4

The Town will continue to enforce landscaping standards that require the preservation of existing natural growth where practical, and the removal of invasive, exotic plant species.

Objective 4.10 (relocated entire objective and its policies from the Coastal Management Element)

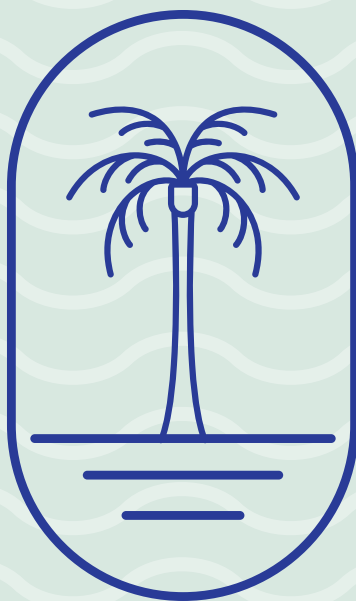
The Town shall pProtect and restore wetland habitat and estuarine water quality the Town, thereby protecting fisheries and marine habitat. The measurement of this objective is the extent to which wetland habitat and estuarine quality are protected, and the degree to which the following policies are implemented.

POLICY 4.10.1

The Town shall update its Long-Range Public Works Plan (Storm Drainage Chapter) regularly to meet the requirements of the EPA NPDES Program, when necessary.

POLICY 4.10.2

The Town shall eEnsure that the negative impacts of stormwater discharge upon water quality in Lake Worth are ameliorated by the retention of the first two (2) inches of rainfall prior to discharge into the Town system, or the post-development runoff does not exceed pre-development runoff for a three-year one-hour storm, whichever is greater.



Volume 2

10

*Property
Rights
Element*

Goals, Objectives and Policies





Goal 1

THE TOWN OF ~~PALM BEACH~~ SHALL RESPECT JUDICIALLY ACKNOWLEDGED AND CONSTITUTIONALLY PROTECTED PRIVATE PROPERTY RIGHTS, IN ADDITION TO LOCAL TRANSPARENCY IN ITS LOCAL DECISION-MAKING PROCESSES TO MAINTAIN A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS.



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 Sections 163.3161(10) and 187.101(3), F.S.

POLICY 1.1

The Town shall consider ~~t~~The right of a property owner to physically possess and control his or her interests in the property, including easements, and leases, ~~or mineral rights.~~

POLICY 1.2

The Town shall consider the right 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 Town shall consider the right 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 Town shall consider the right of a property owner to dispose of his or her property through sale or gift.

Objective 2 (Town of Palm Beach Strategic Plan Strategic Priority)

The Town shall foster a 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, businesses, and visitors.

POLICY 2.1

The Town shall foster communication to residents and businesses to create an informed community about emerging topics within the Town, County, and State.

POLICY 2.2

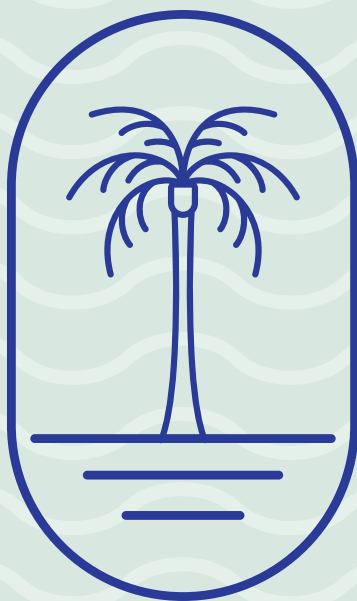
The Town shall develop a comprehensive formal communications program and provide appropriate resources to address information expectations for community residents and Town employees.

POLICY 2.3

The Town shall support and enhance open, two-(2) way communication between the Town and its residents and businesses.

POLICY 2.4

The Town shall enhance the relationships among Town employees and residents and businesses.



Volume 2

11

Capital Improvement Element

Goals, Objectives and Policies



Goal

THE TOWN SHALL ENSURE A HIGH QUALITY OF LIFE FOR TOWN RESIDENTS BY ADHERING TO, USING SOUND FISCAL POLICIES, AND PROVIDING ~~PROVIDE ADEQUATE EFFICIENT PUBLIC SERVICES AND FACILITIES IN A TIMELY AND EFFICIENT MANNER.~~



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 first 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 ~~and those related to growth~~.

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~~ Appropriate Town departments shall 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. ~~The Town's current policy is to fund renewal and replacement of existing infrastructure on a cash basis unless the cost of the facilities or improvements are such that bonding would be a more equitable and appropriate method for funding certain facilities or improvements and is deemed by the Town Council as a policy decision to be the most feasible financial alternative.~~

POLICY 1.5

The Town shall continue to ~~establish a priority ranking system~~ prioritize for 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.
- 1.4a ~~Is needed to eliminate public hazards;~~ 1.4b ~~Is needed to eliminate existing capacity deficiencies, or other current infrastructure deficiencies;~~
- 1.4c ~~Prevents or reduces future capital costs;~~
- 1.4d ~~Is located to serve new growth or redevelopment and existing needs for repairs and/or rehabilitation;~~
- 1.4e ~~Is financially feasible; and~~
- 1.4f ~~Is compatible with facility or acquisition plans of Federal, State, Regional, and local agencies that provide public facilities within the Town.~~

POLICY 1.6

The Town's ~~shall ensure that the~~ maximum indebtedness shall 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 remains 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 ~~no~~ 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 fund allow funding nor construction of public facilities will not be built within the Coastal High Hazard Area, as defined by the Town with the excepting exception of those facilities which that provide public access, recreation, resource restoration/enhancement or shore protection.~~

POLICY 2.2

~~The Town nor will not the Town expand utility systems or public services that would be necessitated by increased development within the Coastal High Hazard Area.~~

OBJECTIVE 3 Moved to 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. These capital improvements and facility improvements shall have first priority for allocation of the Town's fiscal resources available for capital expenditures.~~

The following Policies are not related to capital improvements of public facilities.

POLICY 3.1

~~The Town shall utilize the following Level of Service standards, found in other elements of the Town's Comprehensive Plan, for public facilities in the Town.~~

3.1a ~~Stormwater Discharge or Runoff~~

- ~~1) 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 would be carried off within sixty minutes.~~
- ~~2) 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 pre-development runoff for a three-year one-hour storm, whichever is greater.~~
- ~~3) For all commercial, multi-family, new residential subdivision, and single family lots of one-half acre or more:

 - ~~a. the impact on the system will not lower the LOS as stated in Policy 3.1a 1 and 2; or,~~
 - ~~b. the drainage problem area is scheduled and contracted for improvement in the Town's Schedule of Capital Improvements (SCI); or,~~~~

- c. the developer upgrades the drainage system to meet LOS as stated in Policy 3.1a 1 and 2; or,
- d. the post-development run-off does not exceed pre-development run-off, thereby preventing additional degradation of the system;

And, for all single family development of a half-acre or less which is not the result of new subdivision, that one of the four above requirements will be met, when feasible, or that no degradation of existing drainage capacity occurs as the result of development.

3.1b — Potable Water – 272 gallons/person/day;

3.1c — Recreation – 6 acres/1000 population;

3.1d — Transportation – two-way peak-hour, peak-season level of service (LOS) standards for facilities and segments listed below, effective one year from adoption of this Element.

FACILITY OR SEGMENT		“LOS”
(1)	SR AIA	“E”
(2)	ROYAL POINCIANA WAY	“D”
(3)	COCOANUT ROW/BRADLEY PLACE FROM SEABREEZE TO NORTH OF ROYAL POINCIANA WAY	“E”
(4)	OTHER NONRESIDENTIAL USES	“E”
(5)	OTHER NONRESIDENTIAL USES	“D”

3.1e — **Waste Water 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 ————— **AC=acre**

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

3.1f — Solid Waste – 2.55 pounds/person/day for garbage and 0.033 cubic yards per person per day for vegetative yard trash.

Objective 4

Development orders and permits for new development or redevelopment, or building permits for developments that have been issued development orders prior to the adoption of the Comprehensive Plan, 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

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 will 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.

Objective 5

Since there is little potential for growth in the Town, impact fees are presently considered to be unnecessary and an inefficient 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

Within six months of a project being denied a development order or permit under Objective 4 of this Element, 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 63

The Town shall include in its Schedule of Capital Improvements (SCI) all capital improvements needed within the five(5) year period covered by its ~~CIP Capital Improvement Plan~~ including replacement of sanitary sewer infrastructure recognized as obsolete or wornout and improvements needed to eliminate recognized deficiencies in its drainage system, as identified in the Comprehensive Plan;

POLICY 63.1

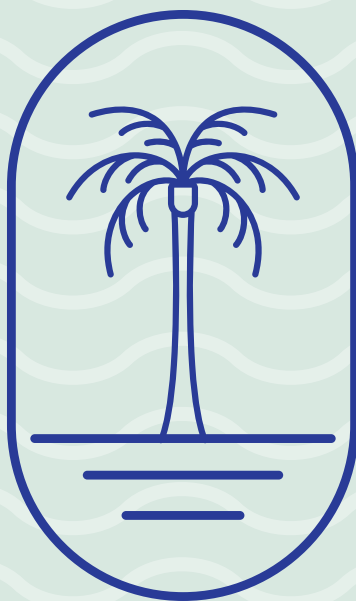
The Town's annual revision of its Schedule of Capital Improvements (SCI) shall include a finding that the funds available for capital expenditure will be adequate for capital items identified as necessary in the Comprehensive Plan and included in the Schedule of Capital Improvements (SCI).

Objective 64

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 4.1

As approved by Town voters on March 15, 2016, the Town shall continue to develop and implement a Master Plan to place utilities underground.



Volume 2

12

*Intergovernmental
Coordination
Element*

Goals, Objectives and Policies





Goal 1

THE TOWN SHALL PROVIDE FOR THE OVERALL HIGH QUALITY OF LIFE FOR THE TOWN RESIDENTS THROUGH EFFECTIVE GOVERNMENT OPERATIONS THAT WHICH UTILIZES INTERGOVERNMENTAL COORDINATION TO MAXIMIZE EFFICIENCY IN PROVIDING SERVICES AND FACILITIES; TO AND REDUCE DUPLICATION OF EFFORT; AND TO SOLVE COMMON PROBLEMS.



Objective 1.1

The Town shall participate in intergovernmental coordination processes to ~~insure~~ ensure full consideration is given to the impacts of proposed comprehensive plan amendments and future developments on the ability of the Town and adjacent local governments to implement their comprehensive plans and to address area wide land use needs and justification for amendments.

POLICY 1.1

The Town will maintain ~~an atlas of existing~~ 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. ~~land use (including land uses adjoining the Town) in the Town Clerk's Office.~~

POLICY 1.1.2

The Town ~~Planning, Zoning and Building Director Administrator~~ shall continue to review the Intergovernmental Coordination Element Plan in light of the plans of adjacent local governments. This process will continue through the Intergovernmental Plan Amendment Review Committee (IPARC) which consists of regional and local representation, including ~~During the review process the Planner will contact representatives of 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. ~~The Planning Administrator will continue to review the Intergovernmental Coordination Element will be on an as needed basis for implementation and incompatibilities.~~

POLICY 1.1.3

The Town shall continue to participate in the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) process and shall cooperate with the Treasure Coast Regional Planning Council and all other local governments in a voluntary dispute resolution process for the purpose of facilitating intergovernmental coordination, if needed. ~~The IPARC process is established pursuant to the Comprehensive Plan Amendment Coordinated Review Inter-local Agreement, effective date October 1, 1993, and shall include results and any written determination from the IPARC Process as data and analysis to DEO with proposed and adopted comprehensive plan amendments.~~

POLICY 1.1.4

~~The Town shall coordinate with those schools in its jurisdiction that are part of the State University System regarding the development of campus master plans or amendments thereto, to be done in accordance with Section 240.155 of the Florida Statutes. (Not relative to the Town)~~

POLICY 1.1.5.4

The Town shall ~~utilize~~ continue to participate in the Palm Beach Countywide Intergovernmental Coordination Process Intergovernmental Plan Amendment Review Committee (IPARC), as a regular formal forum in which to deal with issues unique to Palm Beach County and the municipalities therein. ~~The Multi-Jurisdictional Issues Coordination Forum Participation with IPARC shall be utilized as a means of collaborating planning for matters of inter-jurisdictional significance. including, but not limited to, the siting of facilities with countywide significance and locally unwanted land uses.~~

Objective 1.2

~~The Town shall~~ In order to ensure coordination mechanisms to address impacts of developments proposed in and adjacent to the Town that may affect adjacent local governments, the Town will continue to participate on through various intergovernmental advisory committees, boards, commissions or groups serving the Town.

POLICY 1. 2.1

The Town ~~will~~ shall consider requesting the County to appoint at least two (2) Town representatives to appropriate County advisory committees.

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 1. 2.2

The Town shall continue to coordinate with adjacent municipalities and governmental agencies to ensure increased development from those adjacent municipalities and/or entities do not degrade LOS or negatively impact public safety within the Town.

POLICY 1. 2.3

~~The Town shall continue to w~~Work with the City of West Palm Beach in their review of the City's "Buildable Areas Monitoring Table" that is a projection of how the Downtown Master Plan will be developed to ensure any impacts to the Town can be addressed. ~~Parks and Recreation LOS for the Town of 4 acres per 1,000 persons should be met within the area defined in the downtown master plan. Ensure spillover of neighboring residents into the Town's Parks and Recreation facilities do not negatively affect LOS.~~ **(These are related to City of West Palm Beach development projects)**

POLICY 1: 2.4

~~The Town shall c~~Continue and improve coordination with adjacent local governments of proposed development adjacent to the borders of the Town of Palm Beach.

POLICY 1: 2.5

~~The Town, t~~Through the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) ~~shall~~ request that proposed development and/or redevelopment in neighboring municipalities include findings that in relation to levels of service and identified concerns outlined in the Town's comprehensive plan.

POLICY 1: 2.6

~~The Town shall continue to participate in~~ Pursue joint resolution on growth management, development and impact assessment issues ~~through IPARC, League of Cities, and other similar means with impacts~~ transcending the Town's political jurisdiction.

POLICY 1: 2.7

~~The Town shall address i~~ssues of regional and state significance ~~shall be coordinated 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 1.2.8

The Town shall consider taking 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.

Objective 1.3.3

The Town shall continue to be a partner with ~~will submit written comments or recommendations on permitting or planning issues, or on requests for information,~~ to 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 ~~also~~ 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 (formerly the Department of Economic Opportunity) for comprehensive plan review. ~~the Town will mail one copy to each required governmental agency.~~

Objective 1.4

The Town will maintain citizen participation in its planning process, including policy development, planning, and operations.

POLICY 1. 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. ~~On the bulletin board in the lobby of Town Hall, and initiate legal advertisements as required.~~

POLICY 1. 4.2

The Town shall maintain ~~the Planning, Zoning and Building Department (PZB) website to provide to the public all applicable policy documents, zoning regulations and development projects under review and approved. Should a resident request a printed version, the PZB shall provide. at least two copies of the Town's major land development documents and regulations in the offices of the Town Clerk and the Town's Planning Administrator, and provide updated copies as changes are made.~~

Objective 1.5

The Town will coordinate its level of service standards for State roadways with the Florida Department of Transportation's FiveYear Plan, and the plans of the Metropolitan Planning Organization.

POLICY 1. 5.1

~~As necessary, t~~The Town, ~~as necessary,~~ will continue to coordinate its level of service standards to the Florida Department of Transportation and the ~~Metropolitan Planning Organization Transportation Planning Agency~~ to ensure continued coordination of levels of service.

POLICY 1. 5.2

The Town will continue its participation in the ~~Metropolitan Planning Organization Transportation Planning Agency's~~ Technical Advisory Committee throughout the planning period.

POLICY 1. 5.3

The Town will ~~Prior to~~ ~~as part of the Evaluation and Appraisal Review and associated~~ required updates of the Town's Comprehensive Plan, ~~the Town will~~ present its draft level of service standards to the Florida Department of Transportation and the ~~Metropolitan Planning Organization Transportation Planning Agency,~~ and will request review of these standards by these agencies.

Objective 1.6

The Town shall continue to coordinate LOS standards for sanitary sewer, solid waste and potable water with the appropriate entities which have operational responsibility for these facilities.

POLICY 1.6.1

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 1.6.2

The Town shall contact each entity as specified in the Town's concurrency management system in regards to facility capacity and projected levels of service.

Objective 1.7

The Town will 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 to Southern Boulevard (SR 80) and other regionally significant roads leading to the Town.

POLICY 1.7.1

The Town will coordinate with the FDOT, Palm Beach County, West Palm Beach and other communities to minimize transportation impacts to the Town through participation in the MPO Transportation Planning Agency Technical Review Committee and its respective committees.

POLICY 1.7.2

The Town will coordinate directly with FDOT to mitigate traffic impacts on Southern Boulevard (SR 80) and other regionally significant roads leading to Palm Beach.

GOAL 2: School Facility Siting and Development Coordination

It is the goal of the Town of Palm Beach to maintain and 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.

Objective 28

The Town shall coordinate with the Palm Beach School District to ~~It is the goal of the Town of Palm Beach to maintain and~~ 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.

POLICY 2.18.1

The Town will ~~continue~~ Establish 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 2.21-8.2

The Town of Palm Beach shall ~~coordinate and provide for expedited review of development proposals with the School District during the development review process to ensure integration of public school facilities with surrounding land uses and the compatibility of uses with schools.~~

POLICY 2.1.2:8.3

The Town shall continue to 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 2.1.3:8.4

The Town shall verify that ~~t~~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 2.1.4 8.5

The Town shall ~~site shall be~~ ensure sites for potential schools are suitable or adaptable for development in accordance with applicable water management standards, and shall not be in conflict with the adopted or officially accepted plans of the South Florida Water Management District, or any applicable Stormwater Utility or Drainage District.

POLICY 2.1.4 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 2.1.6: 8.7

The Town of Palm Beach shall encourage the location of schools proximate to urban residential areas that have redevelopment opportunities may or may not be available within the Town of Palm Beach by:

- Assisting the School District in identifying funding and/or construction opportunities (including developer participation or Town of Palm Beach capital budget expenditures) for sidewalks, traffic signalization, access, water, sewer, drainage and other infrastructure improvements;
- Providing for the review for all school sites ~~as indicated in Policy 2.1.1 above;~~ and,
- Allowing schools as a Special Exception Uses ~~permitted use within all urban residential land use categories as currently provided in specific Residential and Commercial zoning districts.~~

POLICY 2.1.7: 8.8

The Town of Palm Beach 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.

Objective 2.2 Intergovernmental Coordination

(Provided in Objective 2)

~~To establish and maintain a cooperative relationship with the School District and municipalities in coordinating land use planning with development of public school facilities that are proximate to existing or proposed residential areas they will serve and that serve as community focal points.~~

POLICY 2.2.1: 8.9

As required, the The Town of Palm Beach 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 F.S.163.3177(6)(h)(1) and (2) and F.S. 163.3180 F.S.

POLICY 8.10

The Town shall continue to abide by the “Interlocal Agreement between the Town of Palm Beach and Palm Beach Day Academy, Inc.

POLICY 2.2.2: 8.11

As required, the ~~The Town of Palm Beach~~, in coordination with the School District, the County and other local governments, shall 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 2.2.3: 8.12

As required, the ~~The Town of Palm Beach~~ 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 2.2.4: 8.13

The Town of ~~Palm Beach~~ shall continue to provide the School District with its Comprehensive Plan, along with the ~~five-year Land Use~~ and population projections, to facilitate development of school enrollment projections and shall update this information as needed. The Town of ~~Palm Beach~~ 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 2.2.5: 8.14

The Town of ~~Palm Beach~~ 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 2.2.6: 8.15

The Town of ~~Palm Beach~~ 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 on the Public Schools Facilities Plan.

POLICY 2.2.7: 8.16

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 2.3 Population Projections

To establish a joint process of coordination and collaboration between the Town of Palm Beach, Palm Beach County and the School District in the planning and decision making on population projections.

POLICY 2.3.1: 8.17

The Town of Palm Beach will continue ~~commits to~~ working with the School District and Palm Beach County to improve the population allocation methodology and enhance coordination with the plans of the School District and local governments. Population and student enrollment projections will be revised as needed to ensure that any new residential development and redevelopment information provided by the Town as well as changing demographic conditions are reflected in the updated projections.

GOAL 3: Coastal Protection and Beach Erosion

Objective 3.9

~~It is the goal of the~~ The Town of Palm Beach shall ~~to~~ work with Federal, State, County, and adjacent municipalities or agencies to protect and restore the existing coastal dune system and beaches along the City's beachfront and establish standards to minimize impacts resulting from beach erosion.

Objective 3.1

POLICY 39.1

The Town will 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 3.1.19.2

~~The Town shall continue to a~~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 3.1.19.3

~~The Town shall continue to s~~Submit Local Government Funding Requests to FDEP for coastal activities eligible for State cost-sharing.

POLICY 3.1.19.4

~~The Town shall continue to m~~Maintain regular verbal and written communication between U.S. Army Corps of Engineers Civil Works staff, Coastal Program Manager, 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 3.1.19.5

~~The Town shall continue to i~~Investigate 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 Town's chosen consultant.

POLICY 3.1.19.6

~~The Town shall continue to p~~Participate in the Lake Worth Lagoon Steering Committee on the implementation of the FDEP's program for the Lake Worth Lagoon Ecosystem Management Area. ~~Verbal and written communication, in addition to meetings, will be conducted in conjunction with the Coastal Program Manager and the Planning Administrator or other appropriate representative of the Town.~~

POLICY 3.1.19.7

~~The Town shall coordinate with the~~ Contact the Palm Beach County Health Department 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. ~~The Planning Administrator will coordinate, in writing, with the County.~~

POLICY 3.1.19.8

~~The Town shall cContinue to administer mutual aid agreements with Palm Beach County and West Palm Beach regarding hazardous waste materials. Coordination will be maintained through written agreements and regular Fire Chief Association meetings.~~

POLICY 3.1.19.9

~~The Town shall cContinue to work closely with the U.S. Army Corps of Engineers and the Florida Department of Environmental Protection on beach nourishment projects. The Town Manager's Office and Public Works Department further beach nourishment efforts through continual verbal and written contact and meetings with Federal, State, Regional permitting and advisory agencies.~~

POLICY 3.1.19.10

~~The Town shall cContinue 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, and South Palm Beach.~~

POLICY 3.1.19.11

~~The Town shall continue to cCoordinate the implementation of the Post Disaster Redevelopment Plan. currently being developed by the Issues Forum. Coordination will take place through the Town Manager's Office and the Town Planning Administrator.~~

POLICY 3.1.19.12

~~The Town shall mMaintain regular verbal and written communication with non-governmental organizations applicable to the implementation of the Town's Coastal Management Program with the Coastal Program Manager or and other appropriate representative of the Town.~~

POLICY 3.1. (Will not protect the interests of the Town of Palm Beach residents.)

~~Explore the possibility with the Treasure Coast Regional Planning Council, pursuant to 380.05(3) of designating the Town as an Area of Critical Concern as is relates to the shoreline, natural and historic resources and sea level rise as a result of Florida Department of Environmental Protection June 2015 Study, Critically Eroded Beaches that NOTED the "area extending south of Lake Worth Inlet along the town of Palm Beach (R76-R128) are 10.9 miles of critical erosion threatening private development, local parks, and State Road A1A~~

Volume 2

Map Series

Goals, Objectives & Policies

Map Series

- 1.1 LOCATION MAP
- 1.2 FUTURE LAND USE MAP
- 1.3 ZONING MAP
- 1.4 TOWN BRIDGES MAP
- 3.1 LANDMARK STRUCTURES MAP
- 3.2 HISTORIC DISTRICTS & SCENIC VISTAS MAP
- 3.3 HISTORICALLY SIGNIFICANT BUILDINGS
- 3.4 HISTORIC MARKERS MAP
- 3.5 ARCHAEOLOGICAL SITES MAP
- 3.6 HISTORIC AND SPECIMEN TREES MAP
- 5.1 PUBLIC BUILDINGS
- 5.2 SEAWALL MAP
- 6.1 FUNCTIONAL CLASSIFICATION
- 6.2 ROADWAY NUMBER OF LANES
- 6.3 ROAD NETWORK MAP
- 6.4 ROADWAY RESPONSIBILITY
- 6.5 BICYCLE FACILITIES MAP
- 6.6 PEDESTRIAN NETWORK MAP
- 6.7 PUBLIC TRANSIT MAP
- 6.9 OD ZONES 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 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



Green's Pharmacy

SUNRISE AVENUE

ROYAL POINCIANA WAY

Royal Poinciana Plaza

The Breakers

Mandel Recreations Center

City Hall

Pars Garden

Billoquet Clock Towers

SLAKE DR.

COCOANUT ROW

WORTH AVE

The Tower of Palm Beach Marina

Everglades Club

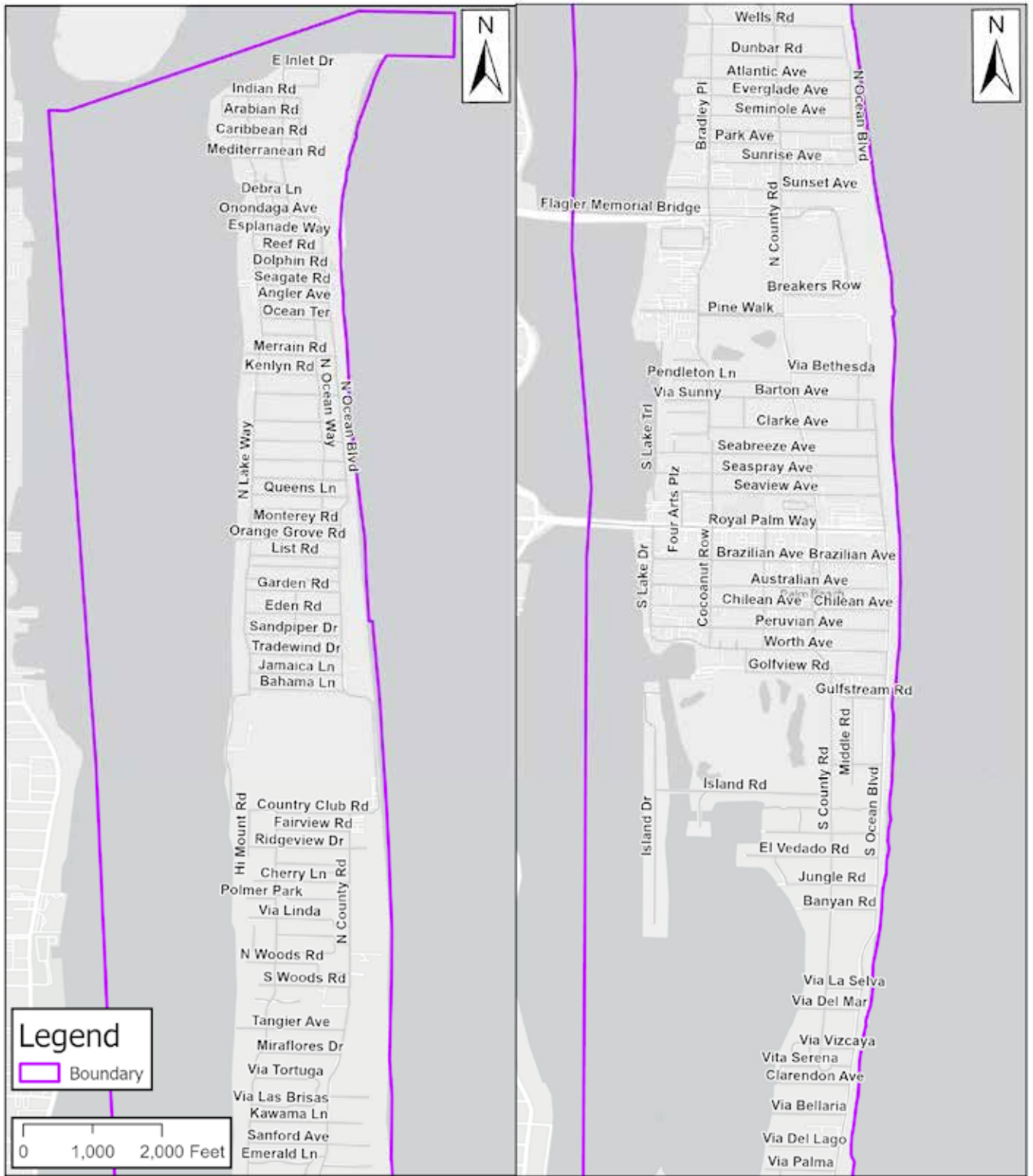
The Colony Hotel

Palm Beach

SOUTHERN BOULEVARD

Pars Golf Course





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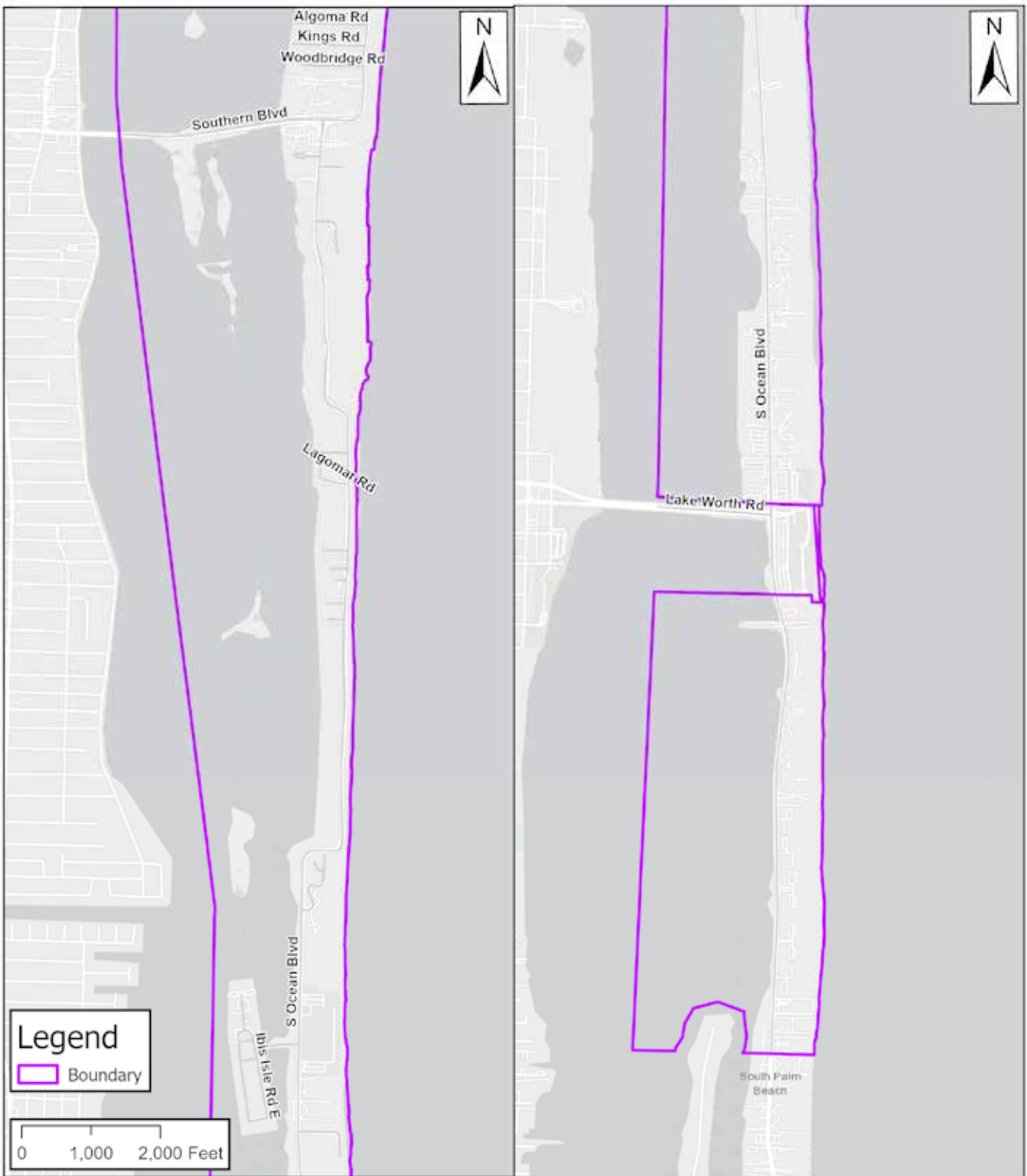
This map contains approximate locations and information based on current available public records.



Town Location Map - 2024

GIS Department

Map No. 1.1	Date 10/9/2023
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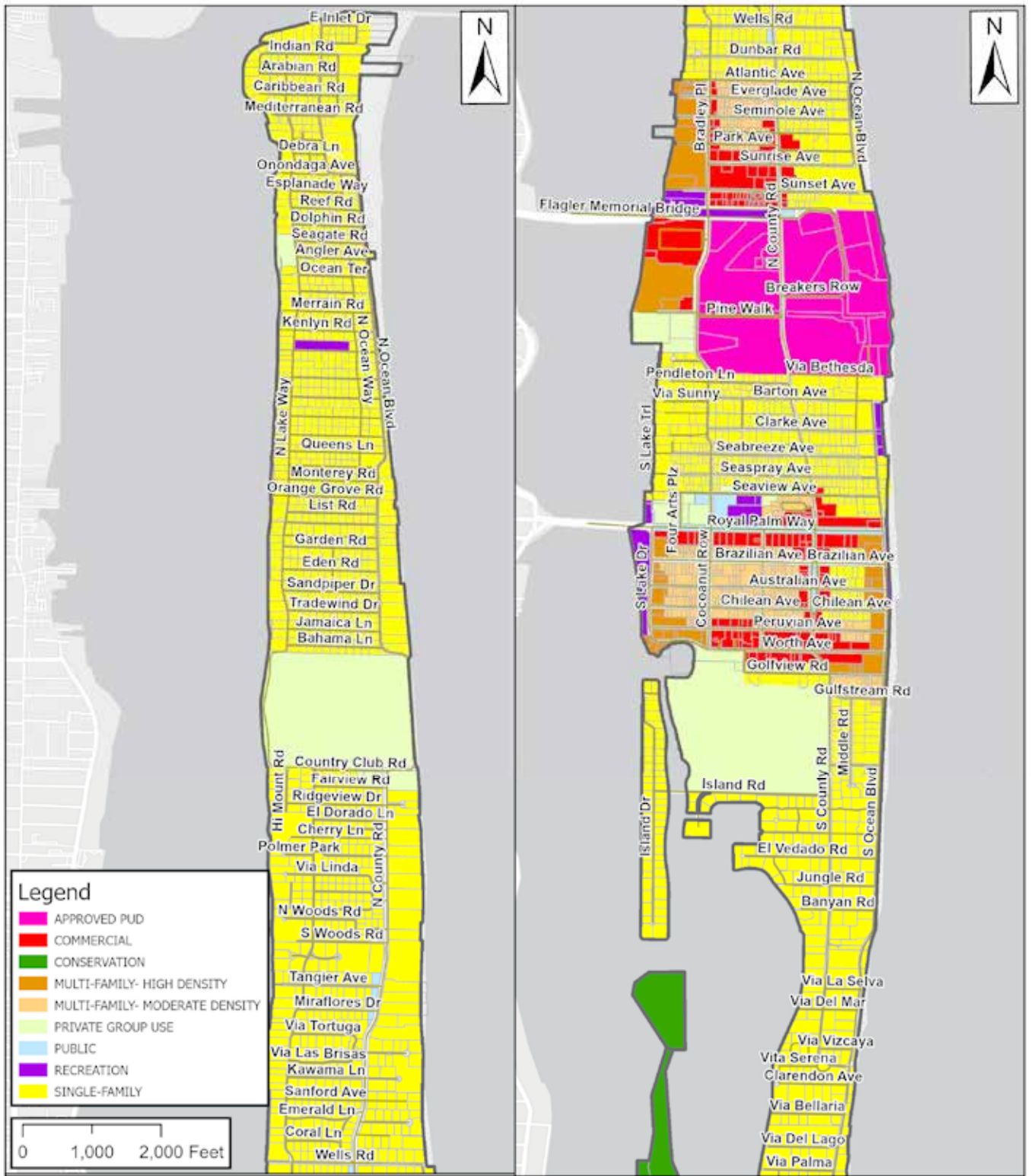


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Future Land Use Map - 2024

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Map No.
1.2

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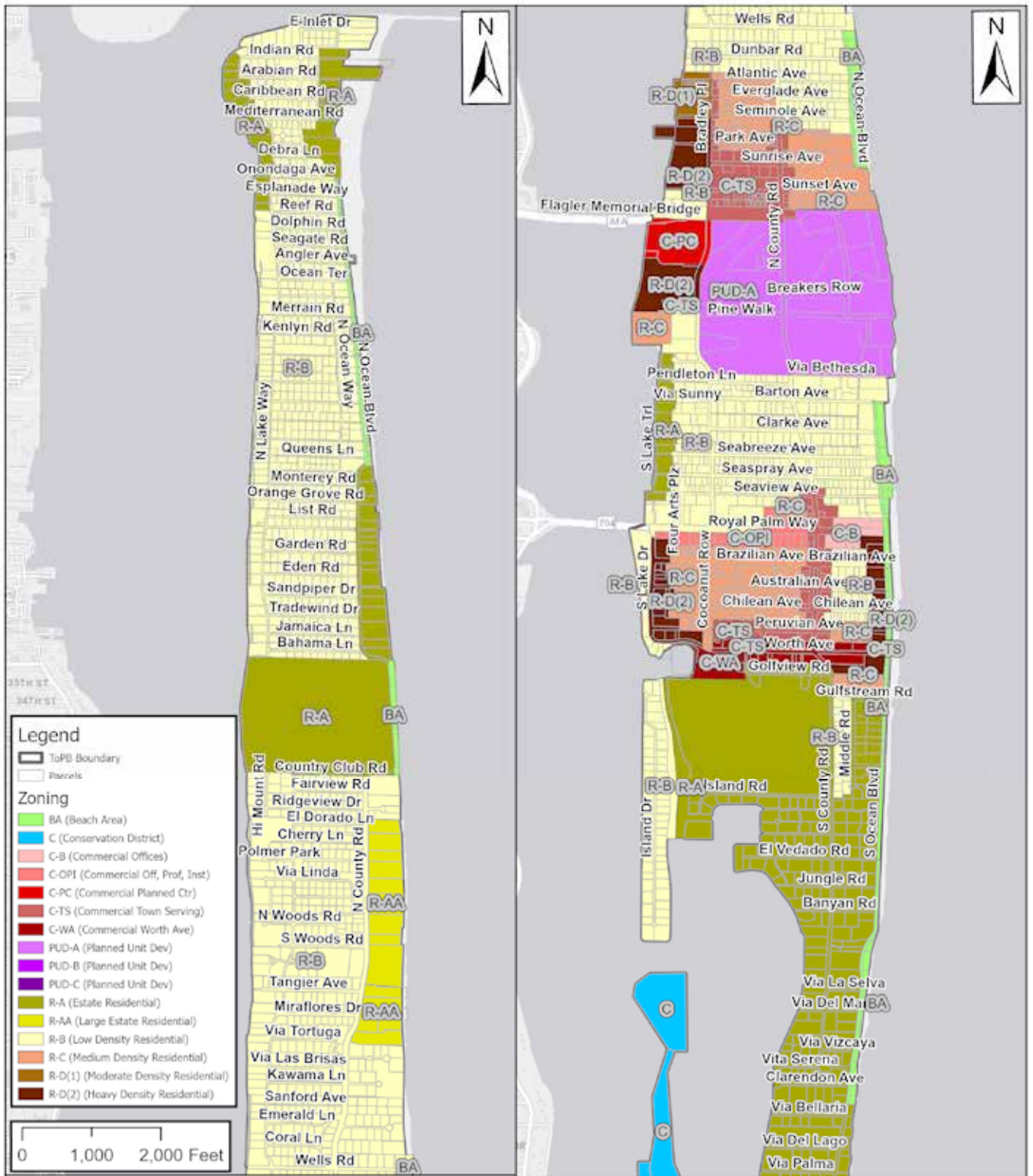


Future Land Use Map - 2024

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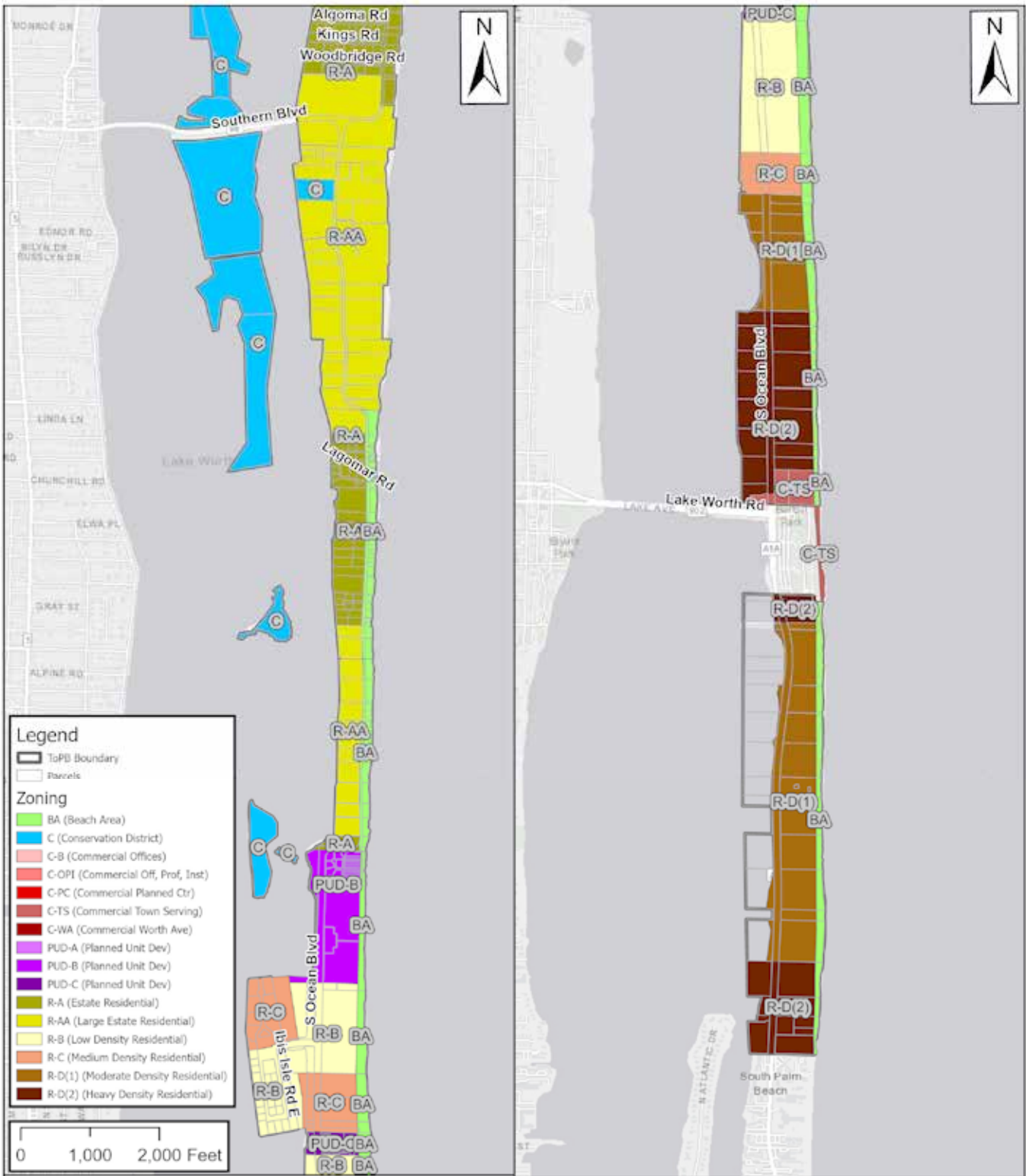
Zoning Map - 2024

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Map No.
1.3

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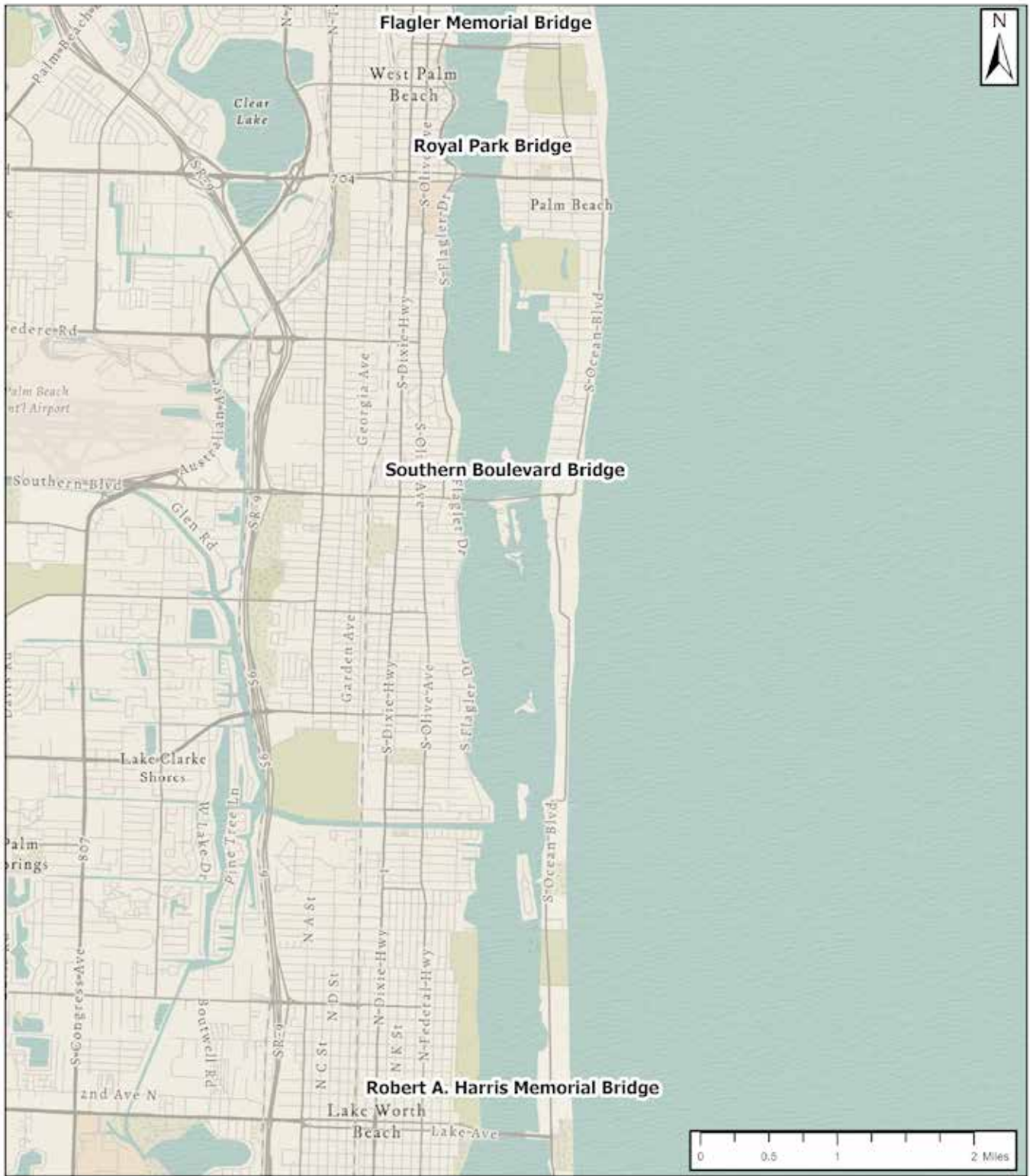


Zoning Map - 2024

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Map No.
1.3

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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 to the north, the Royal Park Bridge (central), the Southern Boulevard Bridge to the south, and the Robert A. Harris Memorial Bridge which filters into the City of Lake Worth Beach.

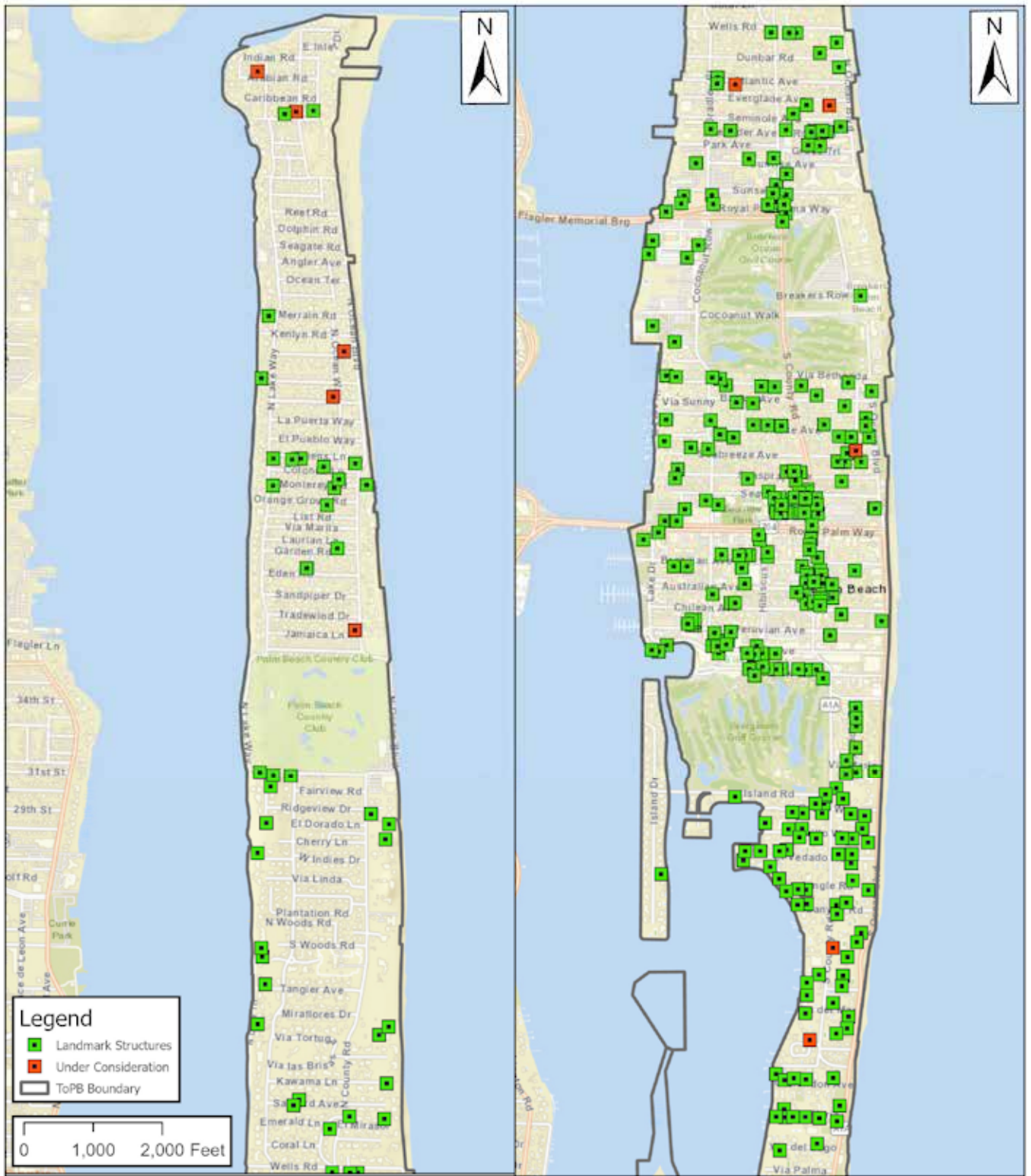


Town Bridges Map - 2024

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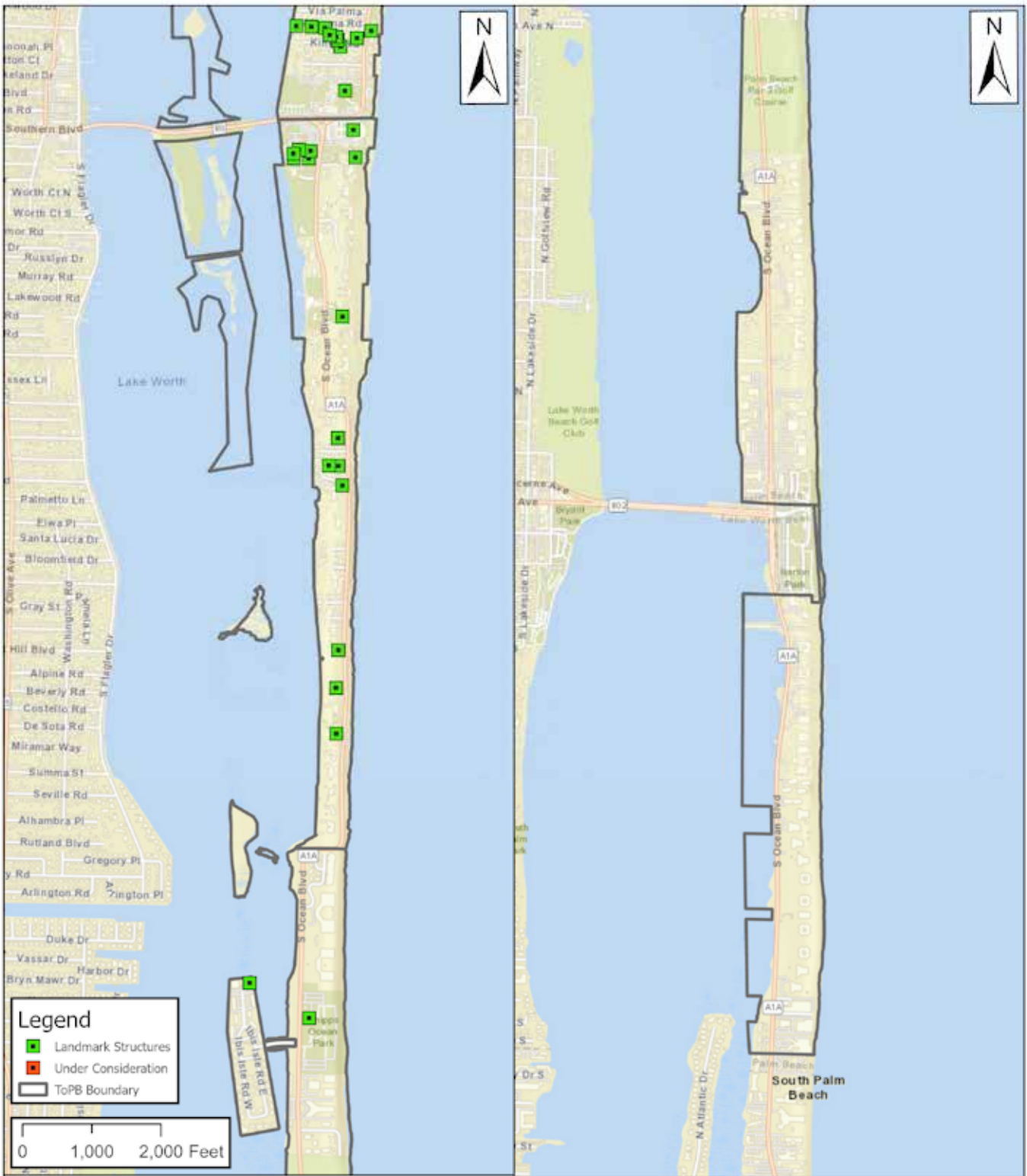


Landmark Structures Map - 2024

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Map No.
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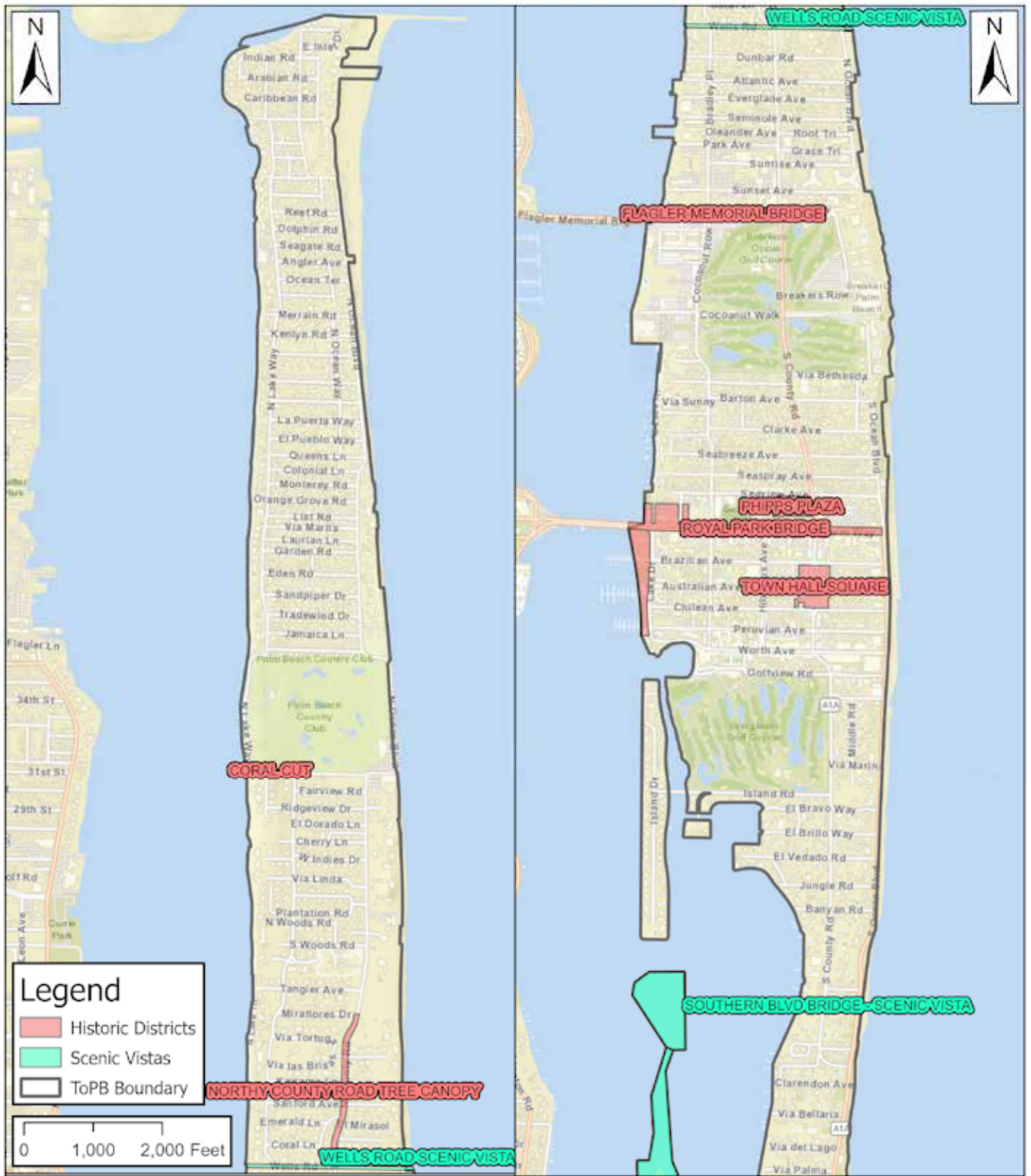


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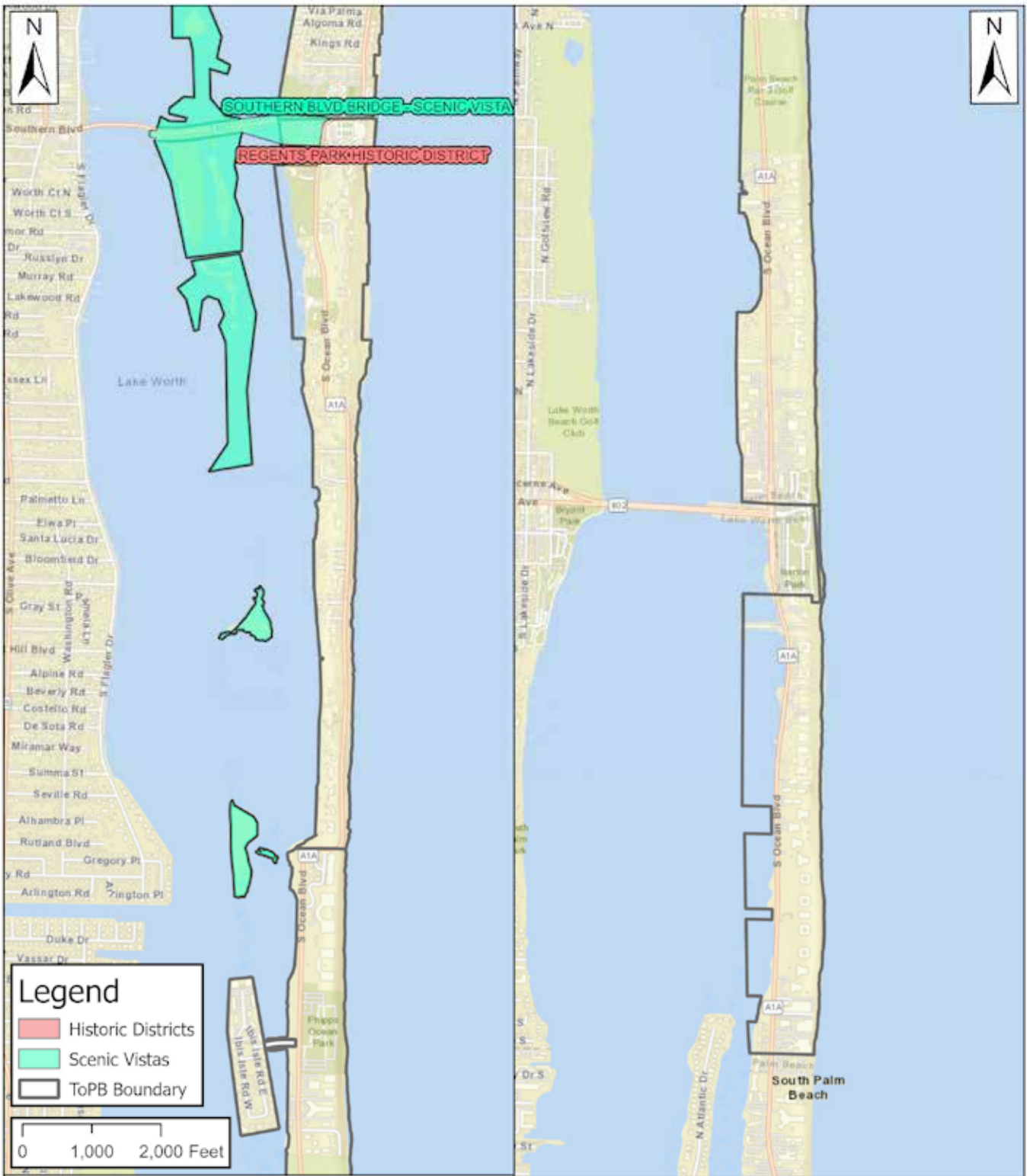


Historic Districts and Scenic Vistas Map - 2024

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Map No.
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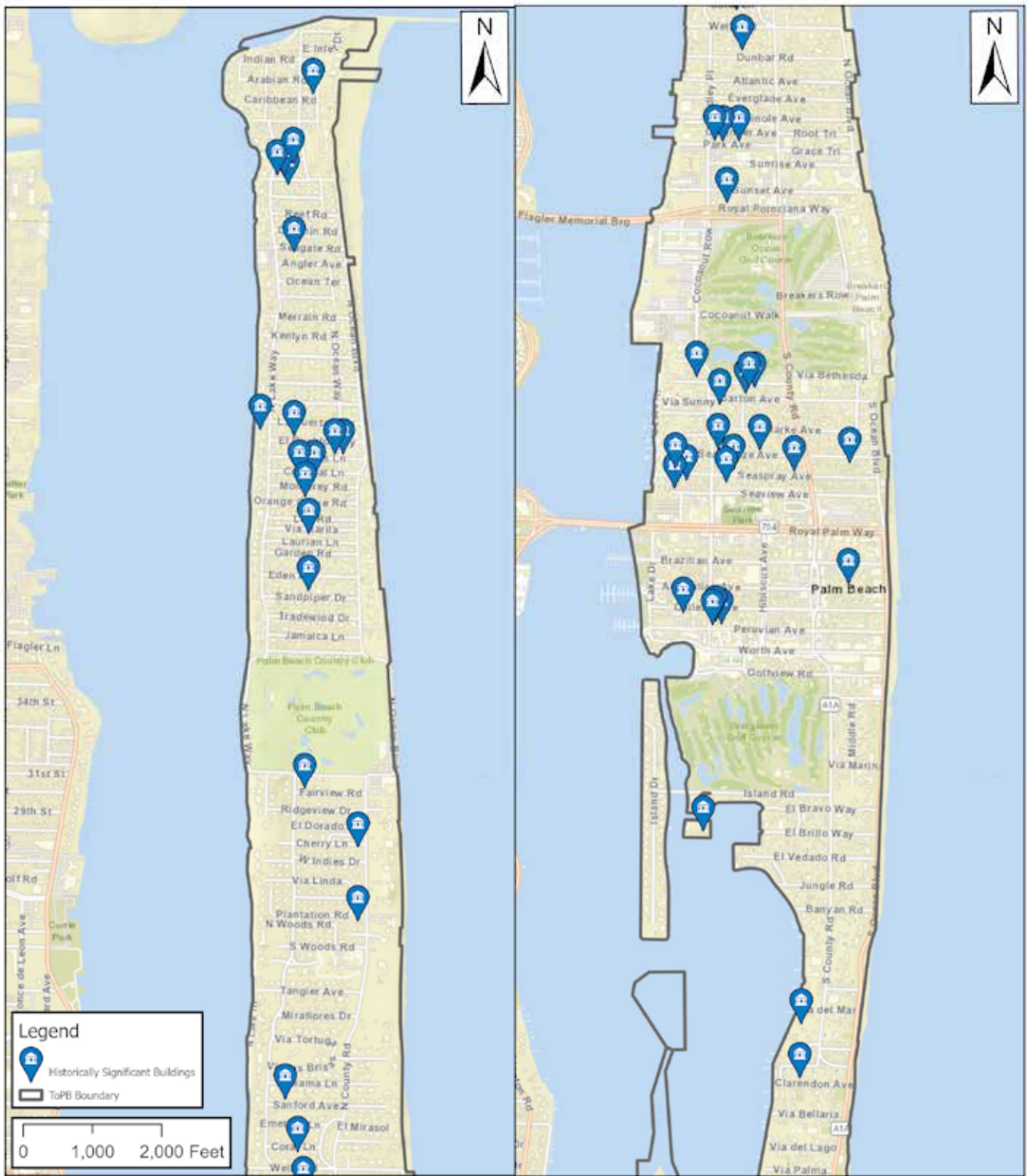


Historic Districts and Scenic Vistas Map - 2024

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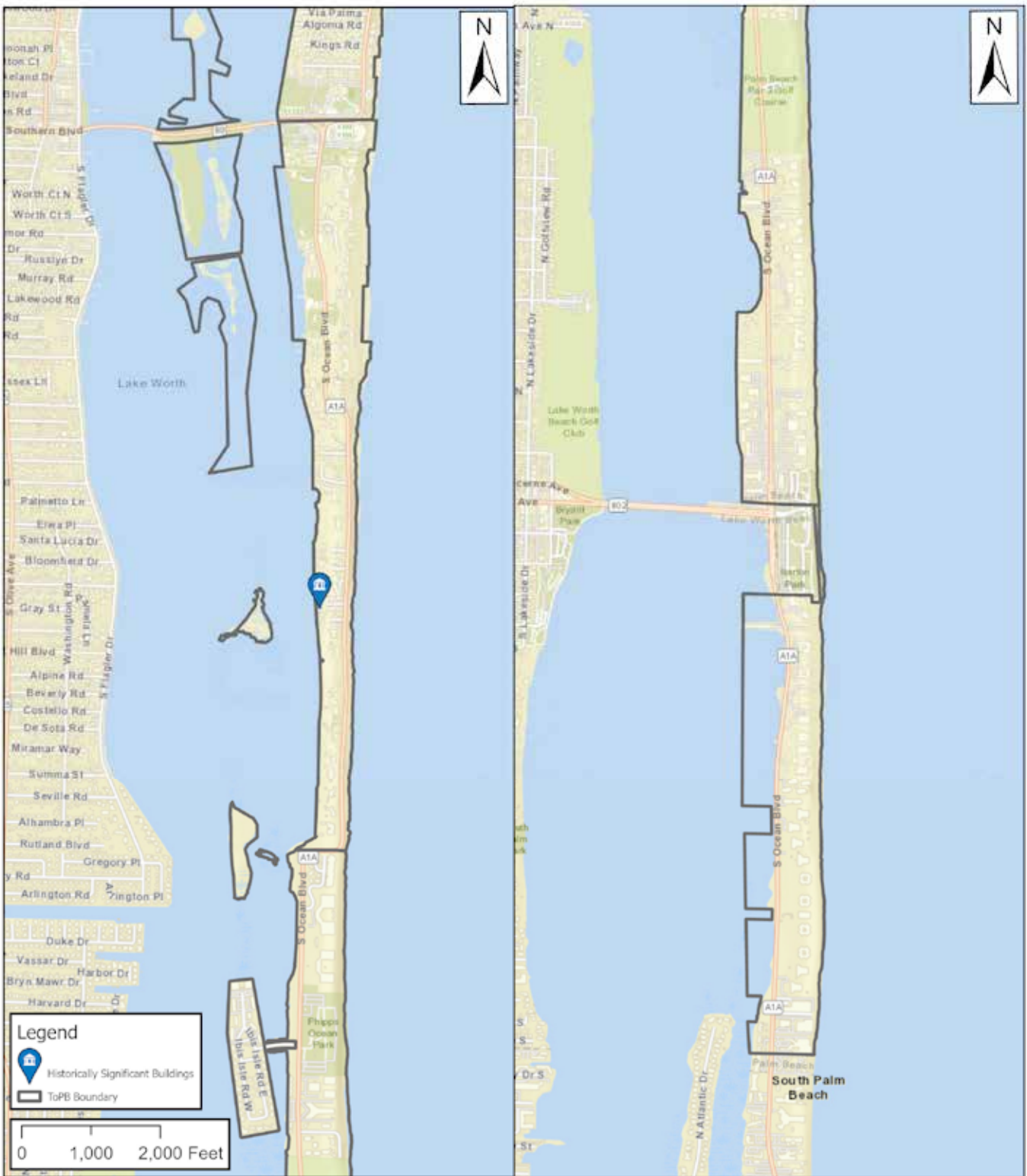
Historically Significant Buildings Map - 2024

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3.3

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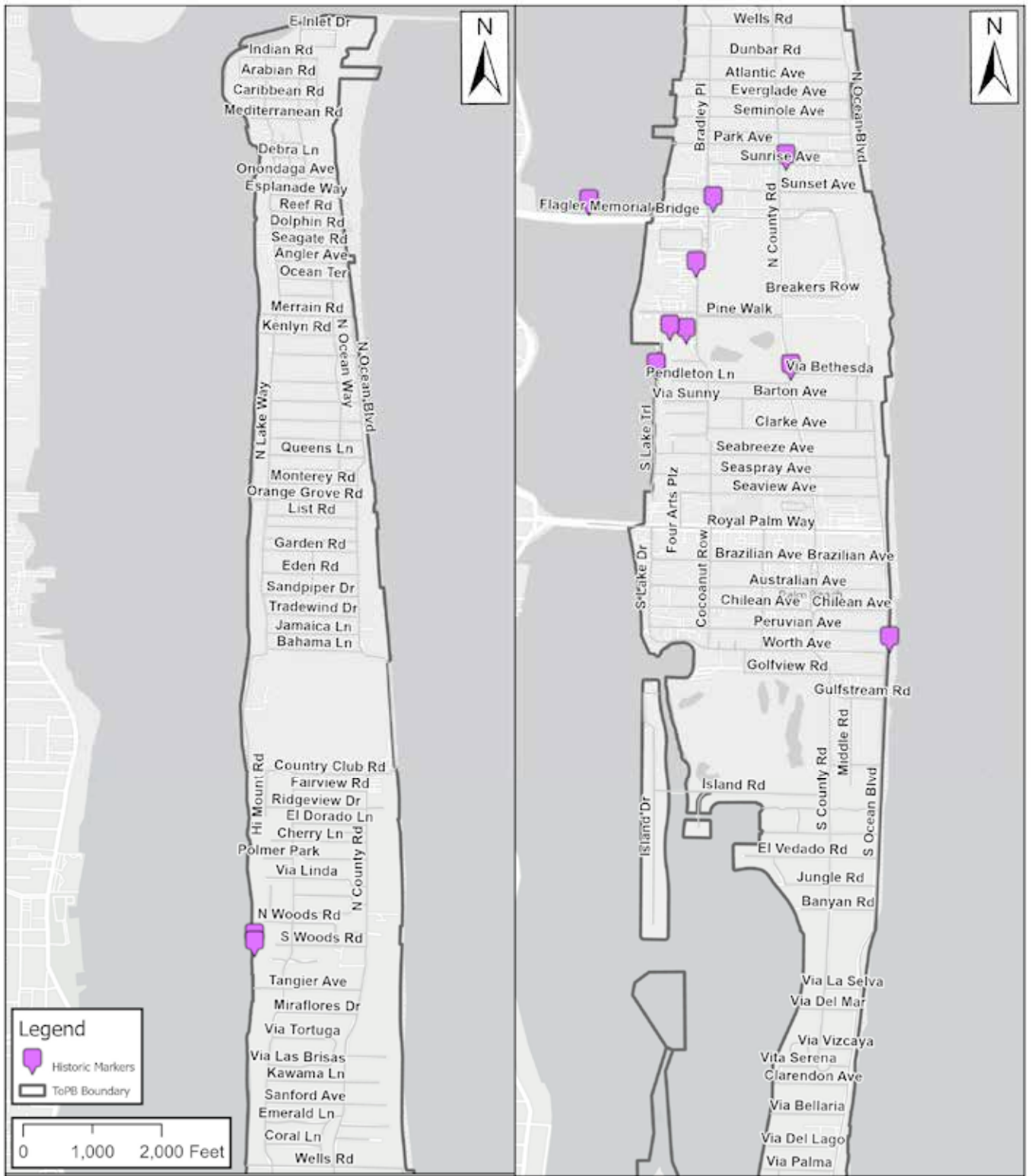


Historically Significant Buildings Map - 2024

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Historic Markers Map - 2024

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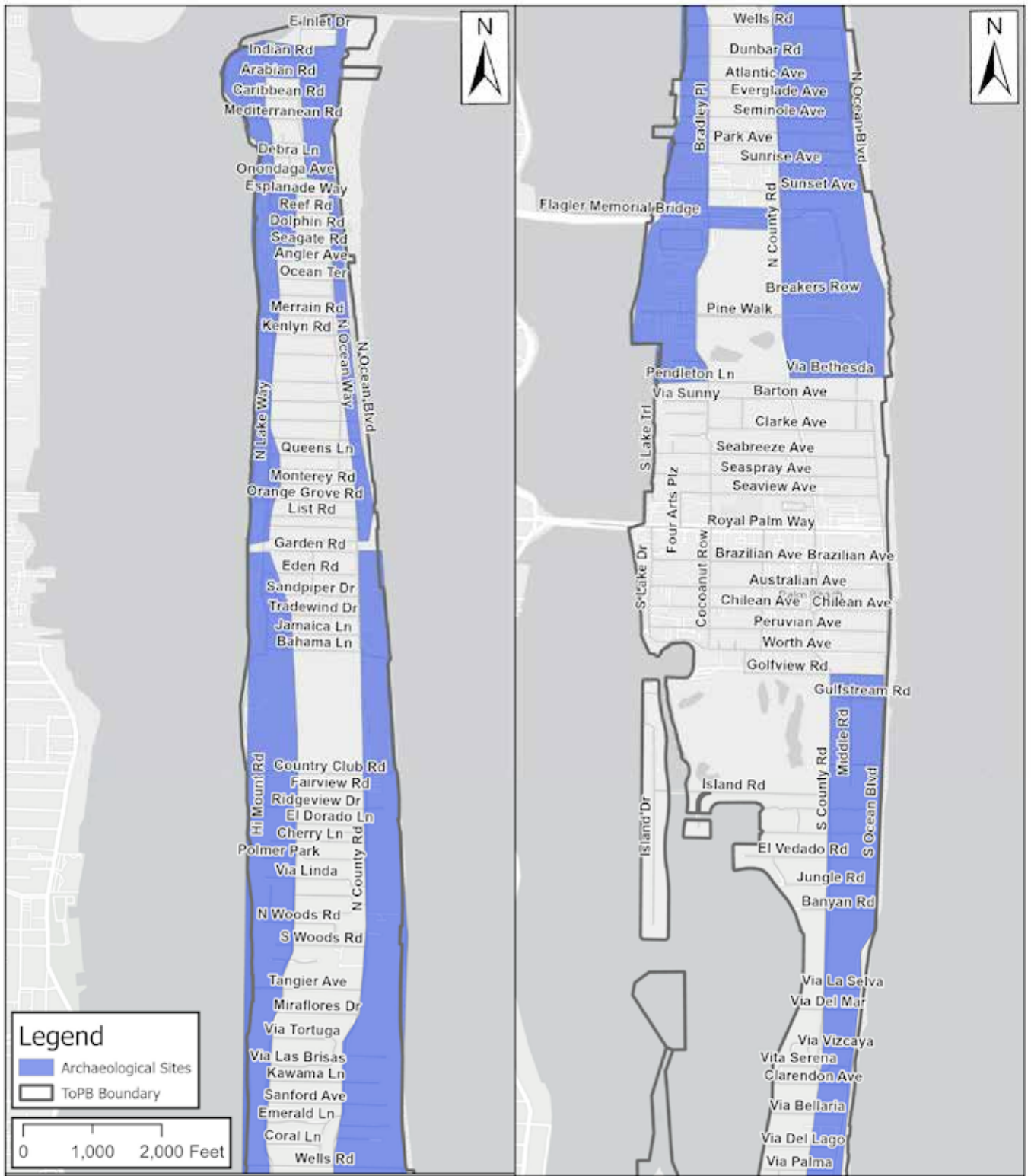


Historic Markers Map - 2024

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**Archaeological Sites
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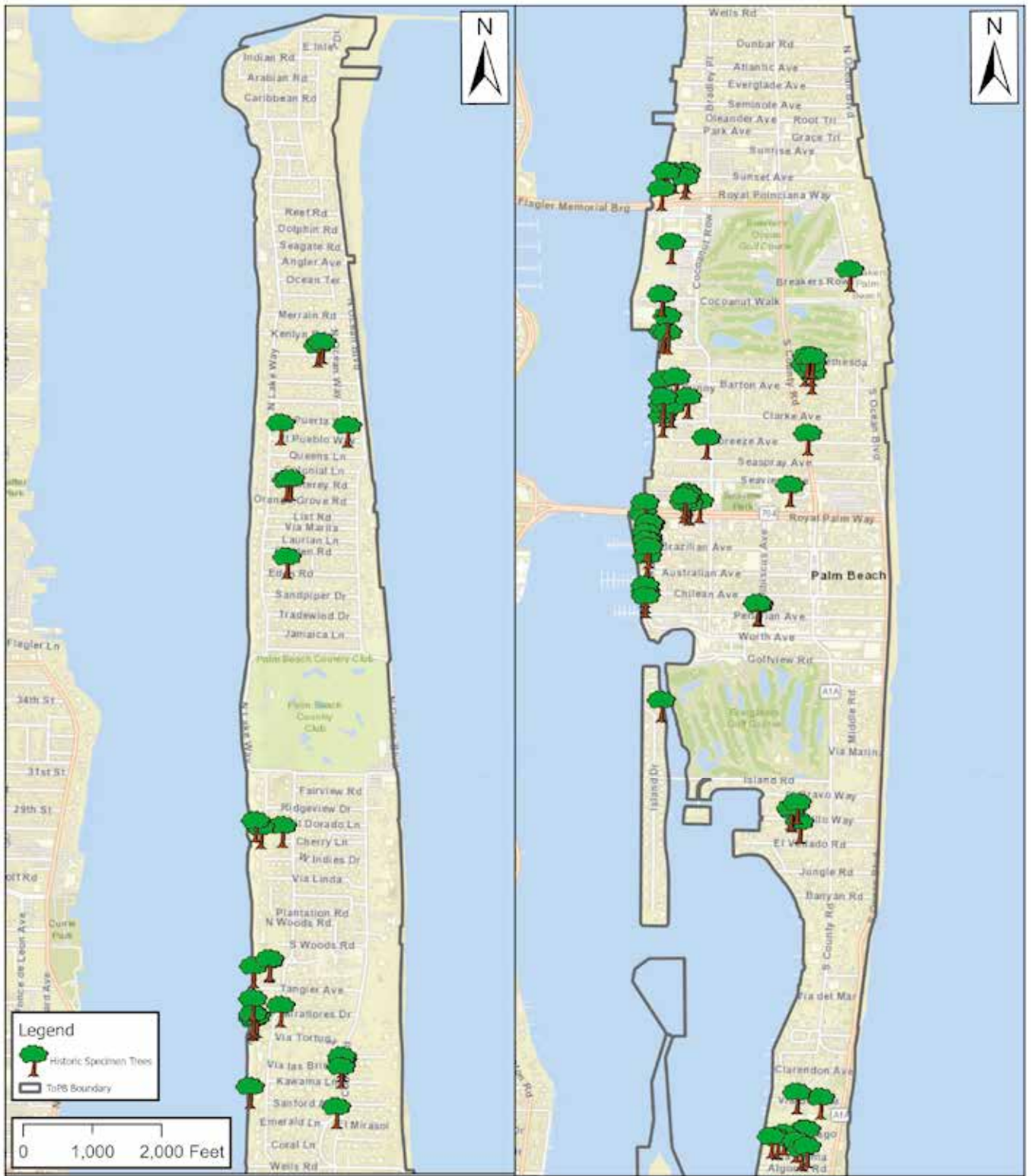
**Archaeological Sites
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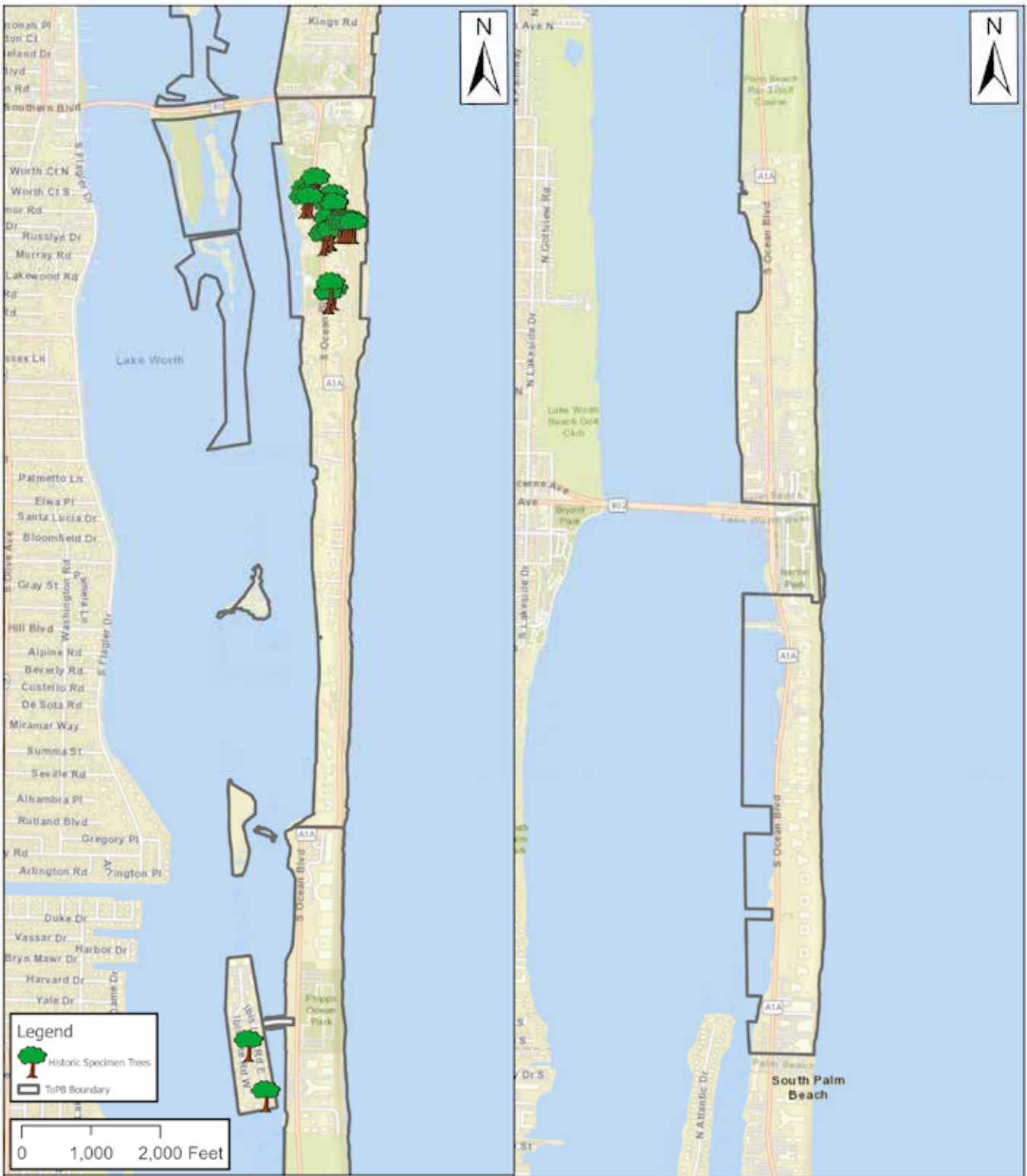


Historic Specimen Trees Map - 2024

GIS Department

Map No.
3.6

Date 9/12/2023



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 Phone: (561) 838-5431
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 Website: <https://www.townofpalmbeach.com>

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Historic Specimen Trees Map - 2024

GIS Department

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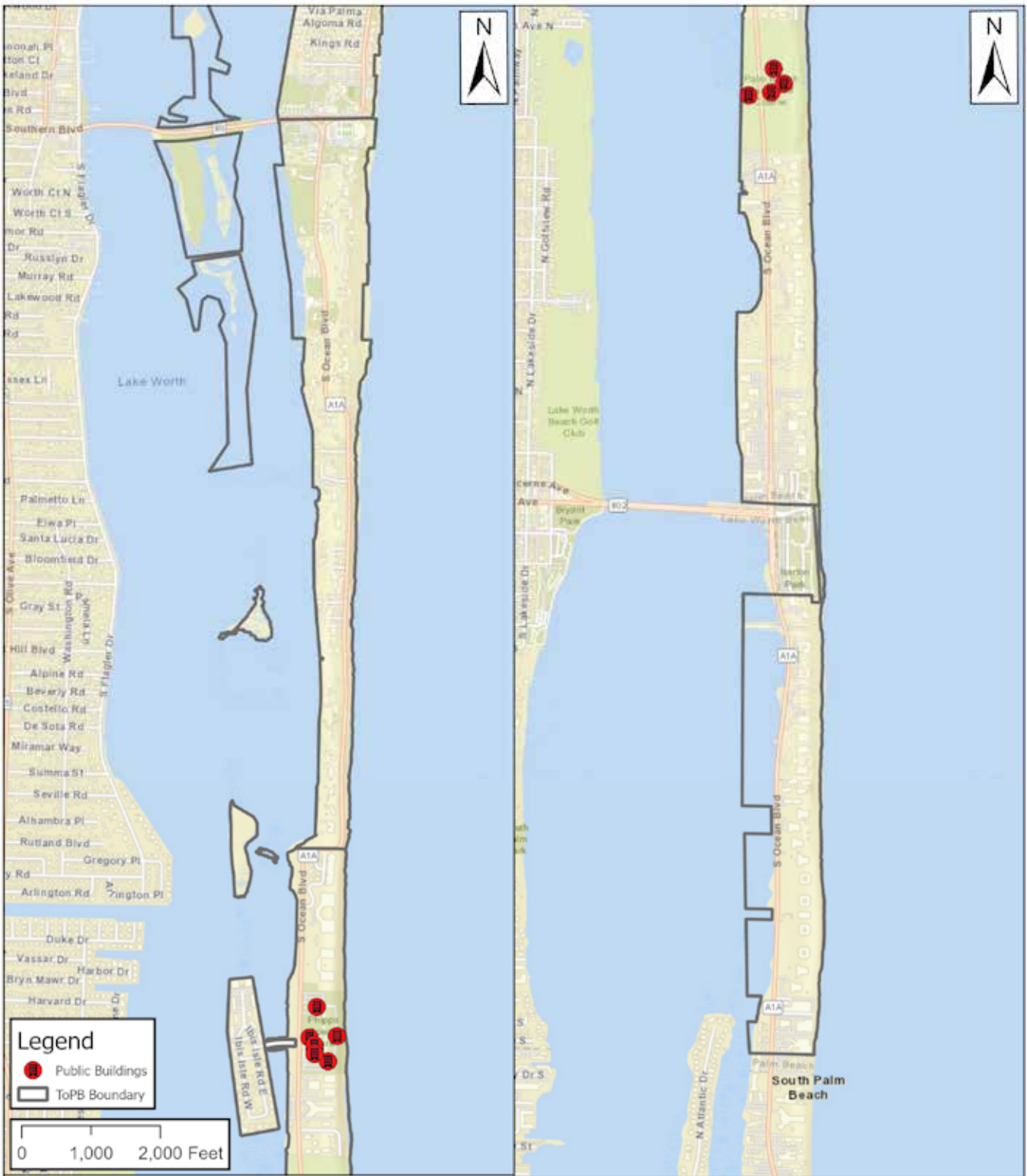
Public Buildings Map - 2024

GIS Department

This map contains approximate locations and information based on current available public records.

Map No.
5.1

Date 9/12/2023



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Phone: (561) 838-5431
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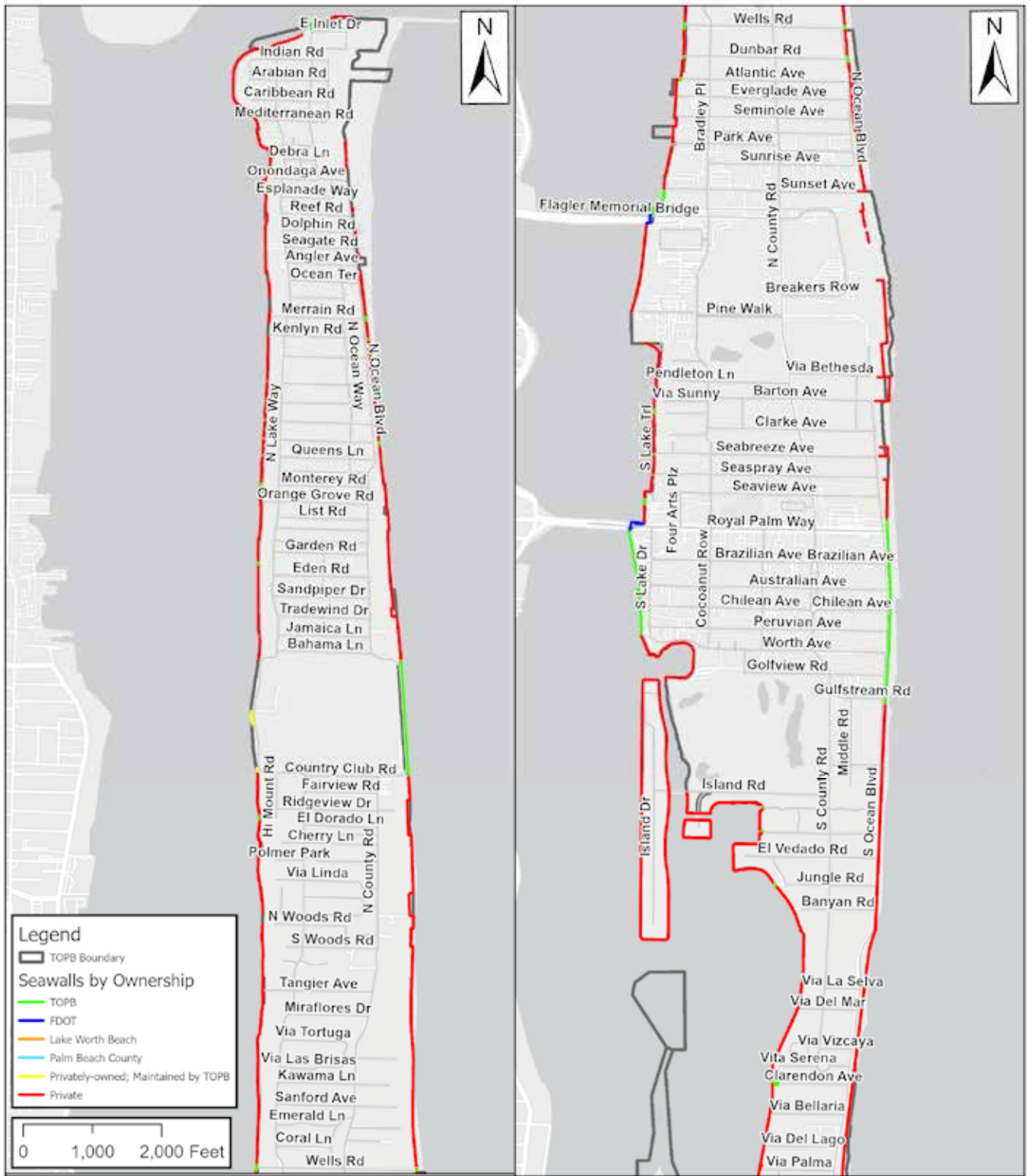


Public Buildings Map - 2024

GIS Department

Map No.
5.1

Date 9/12/2023



Planning, Zoning & Building Department
 Phone: (561) 838-5431
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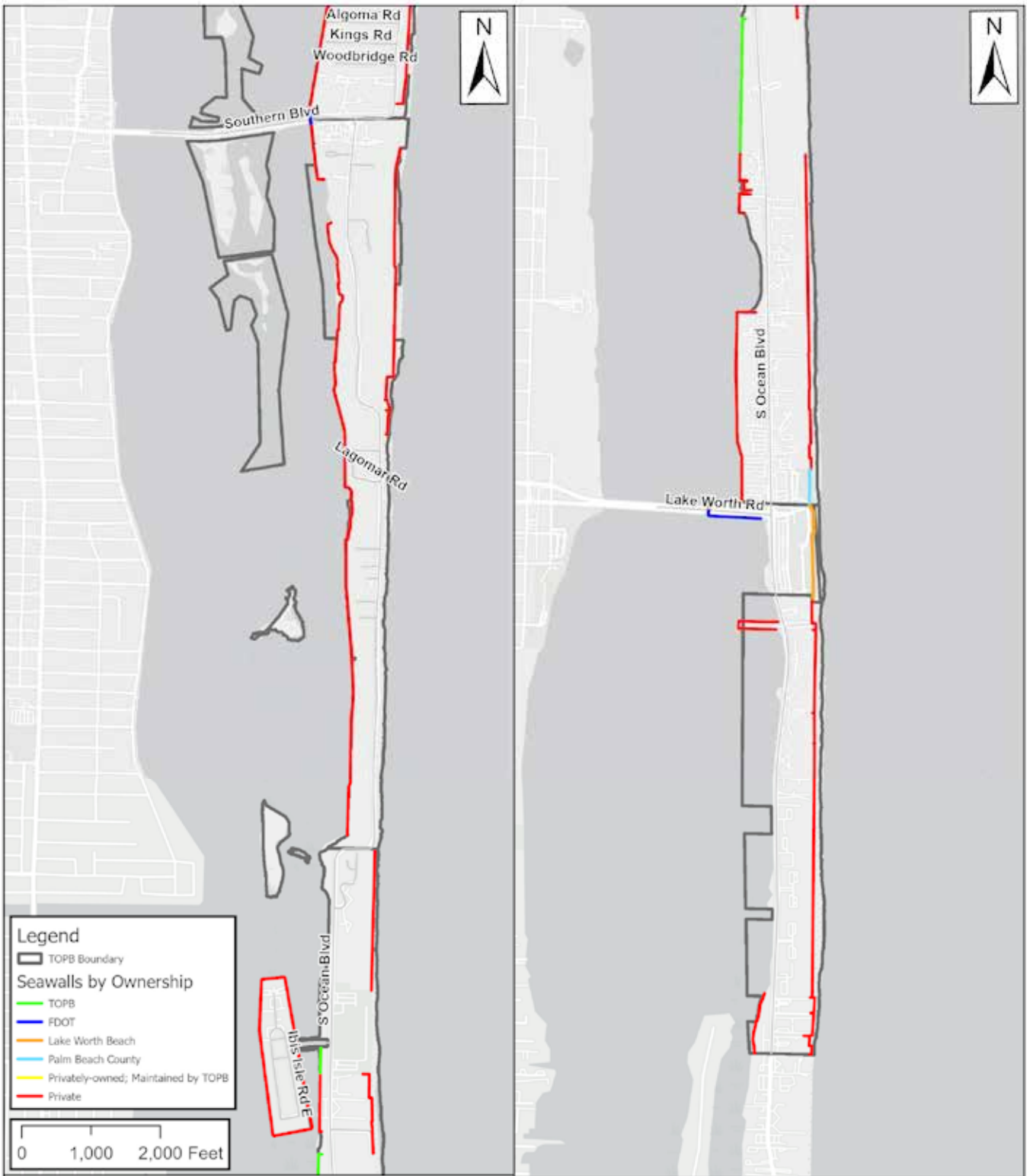
This map contains approximate locations and information based on current available public records.



Seawall Map - 2024

GIS Department

Map No. 5.2	Date 9/11/2023
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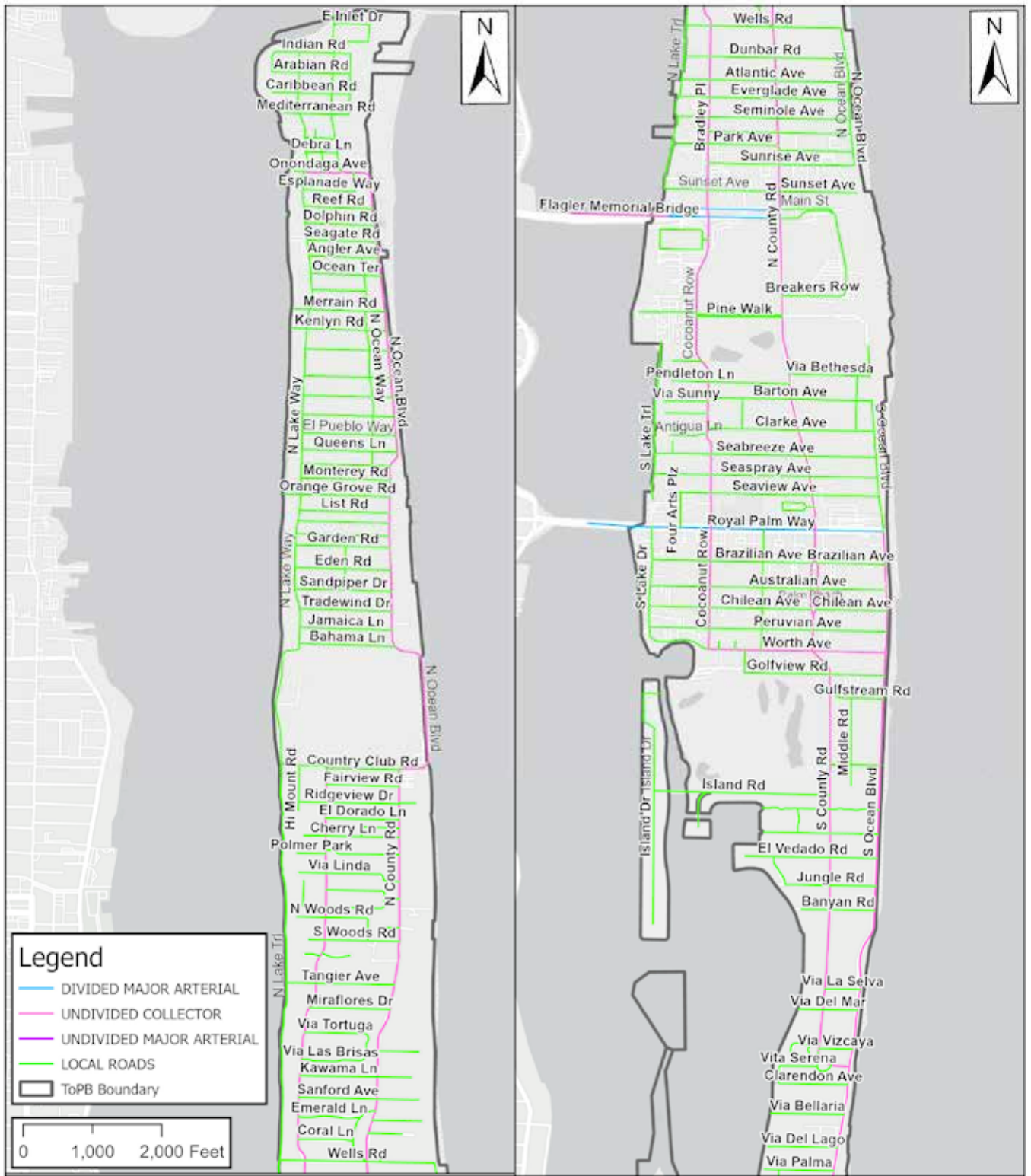
Seawall Map - 2024

GIS Department

Map No.
5.2

Date
9/11/2023

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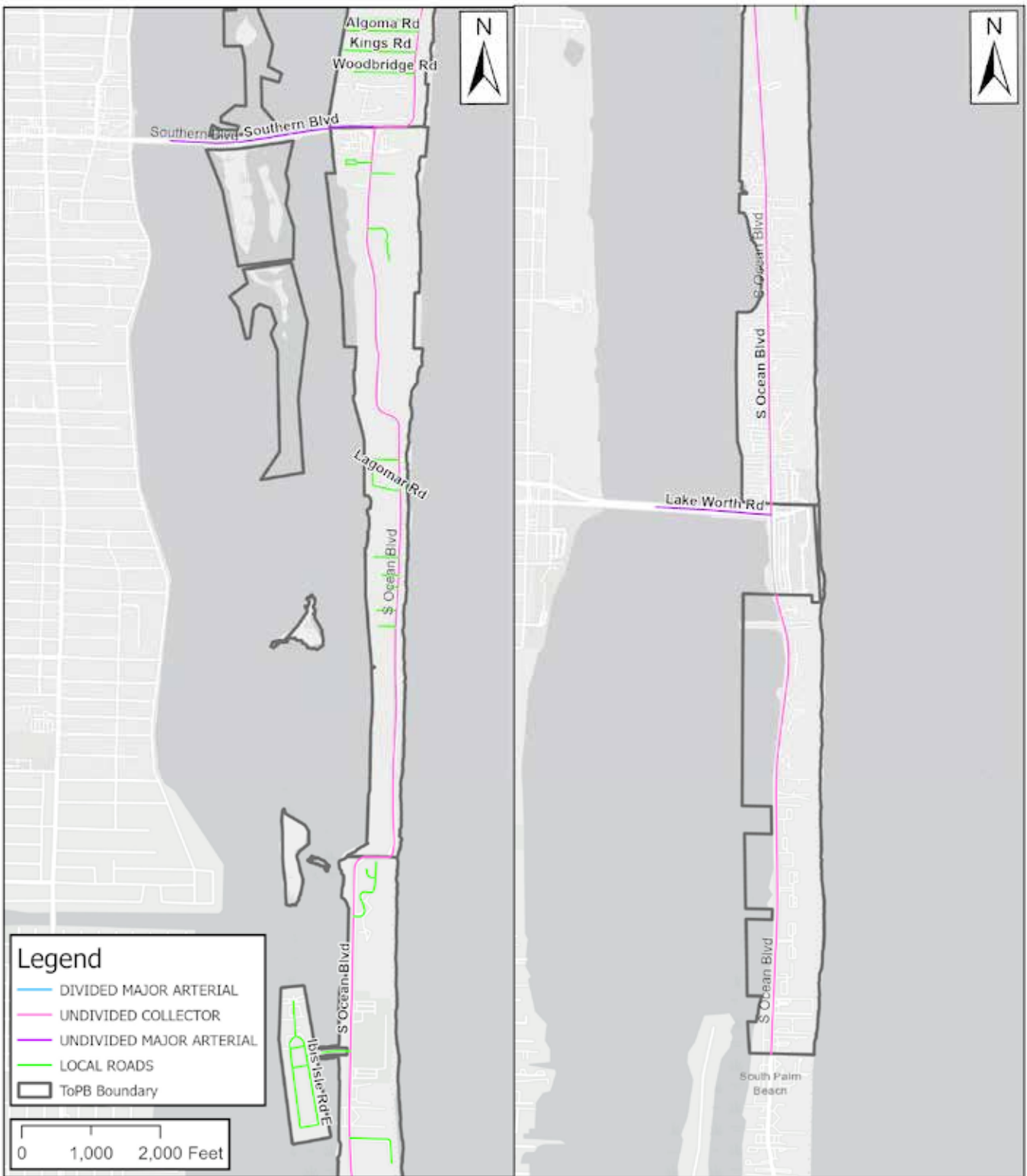
Functional Classification Map - 2024

GIS Department

This map contains approximate locations and information based on current available public records.

Map No.
6.1

Date 9/12/2023



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 Phone: (561) 838-5431
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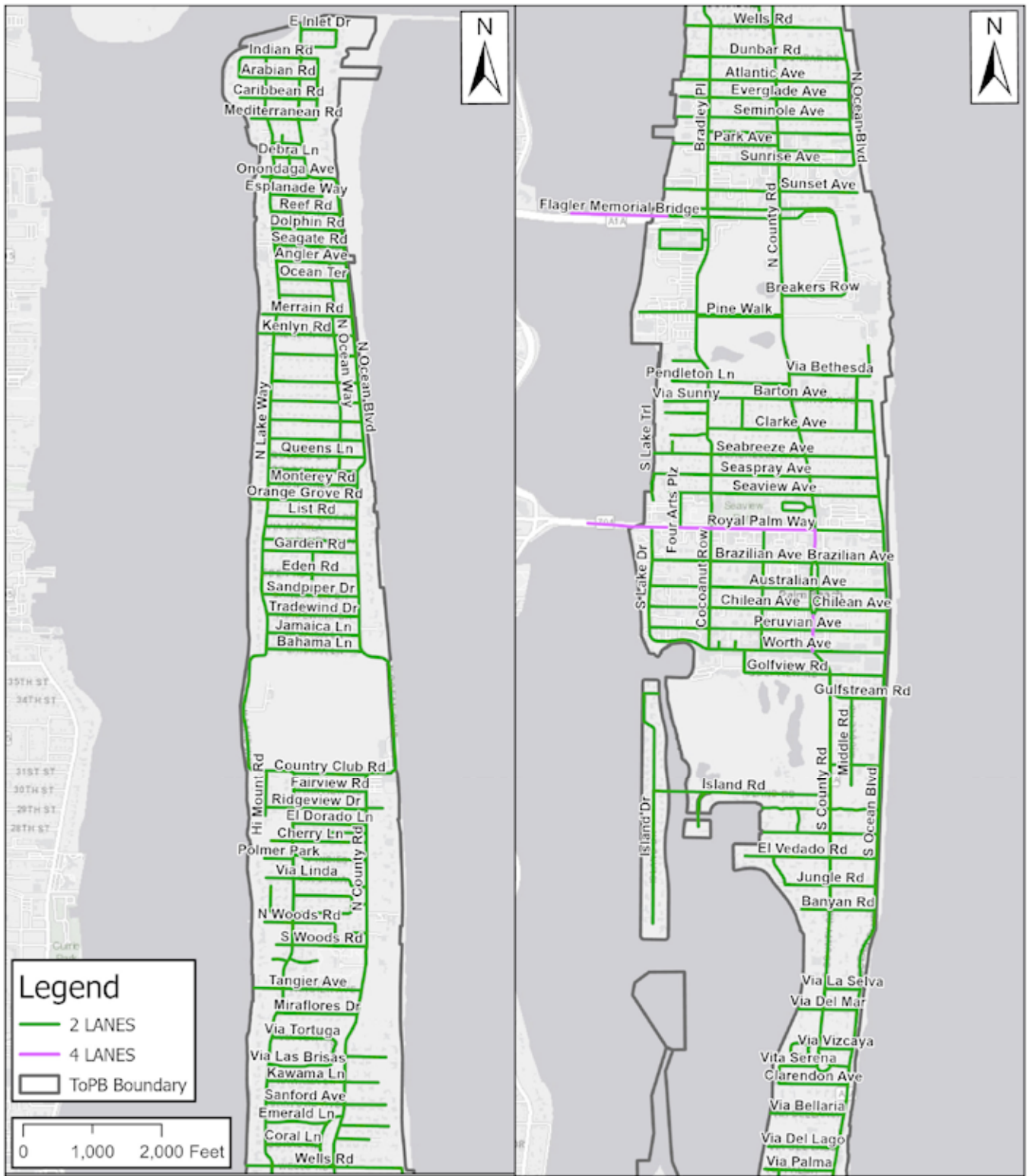


**Functional Classification
 Map - 2024**
 GIS Department

This map contains approximate locations and information based on current available public records.

Map No.
6.1

Date 9/12/2023



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Roadway Number of Lanes Map - 2024
 GIS Department

Map No. 6.2	Date 9/12/2023
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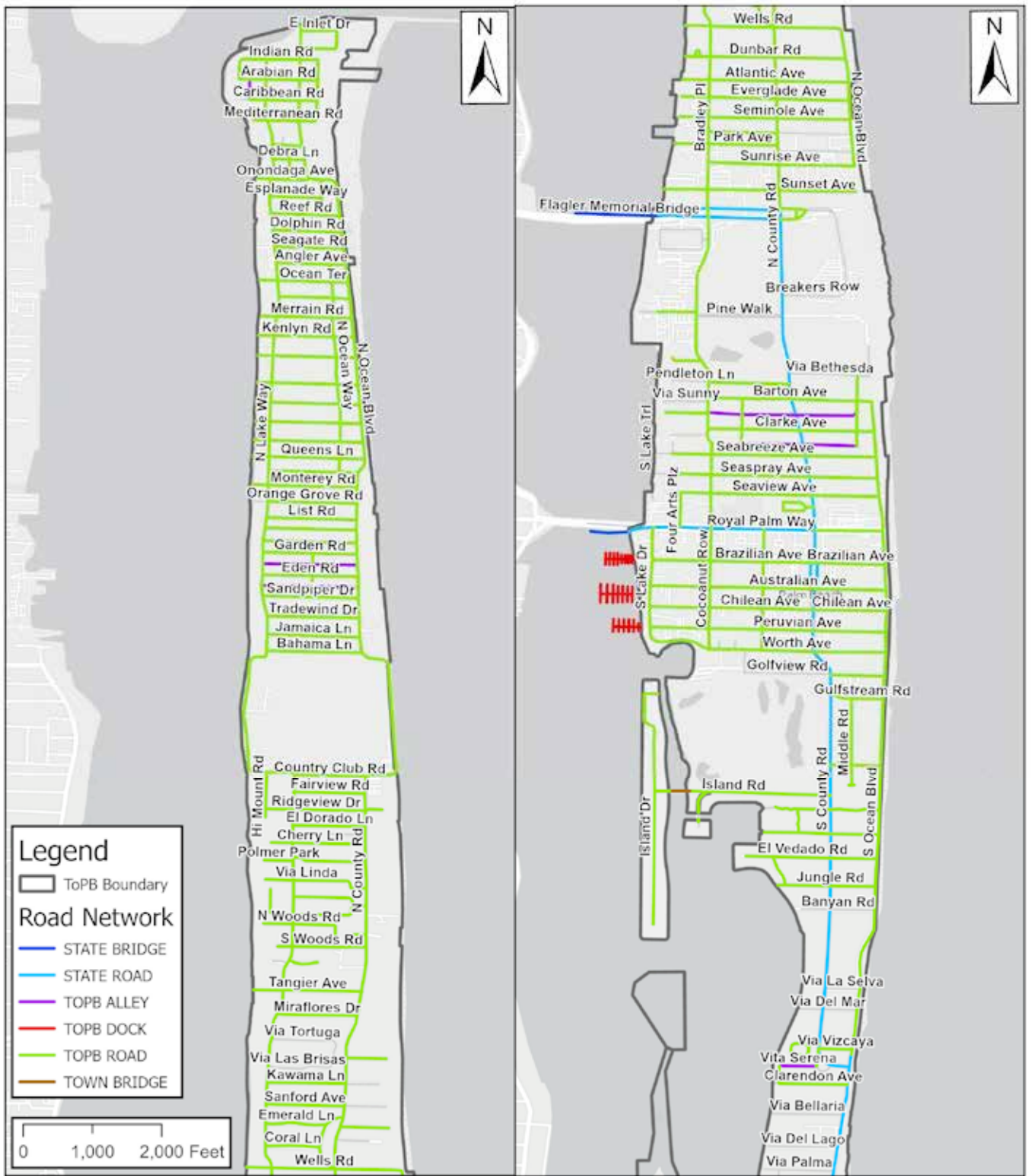


**Roadway Number of Lanes
Map - 2024**

GIS Department

Map No.
6.2

Date 9/12/2023



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Road Network Map - 2024

GIS Department

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Map No.
6.3

Date 9/13/2023



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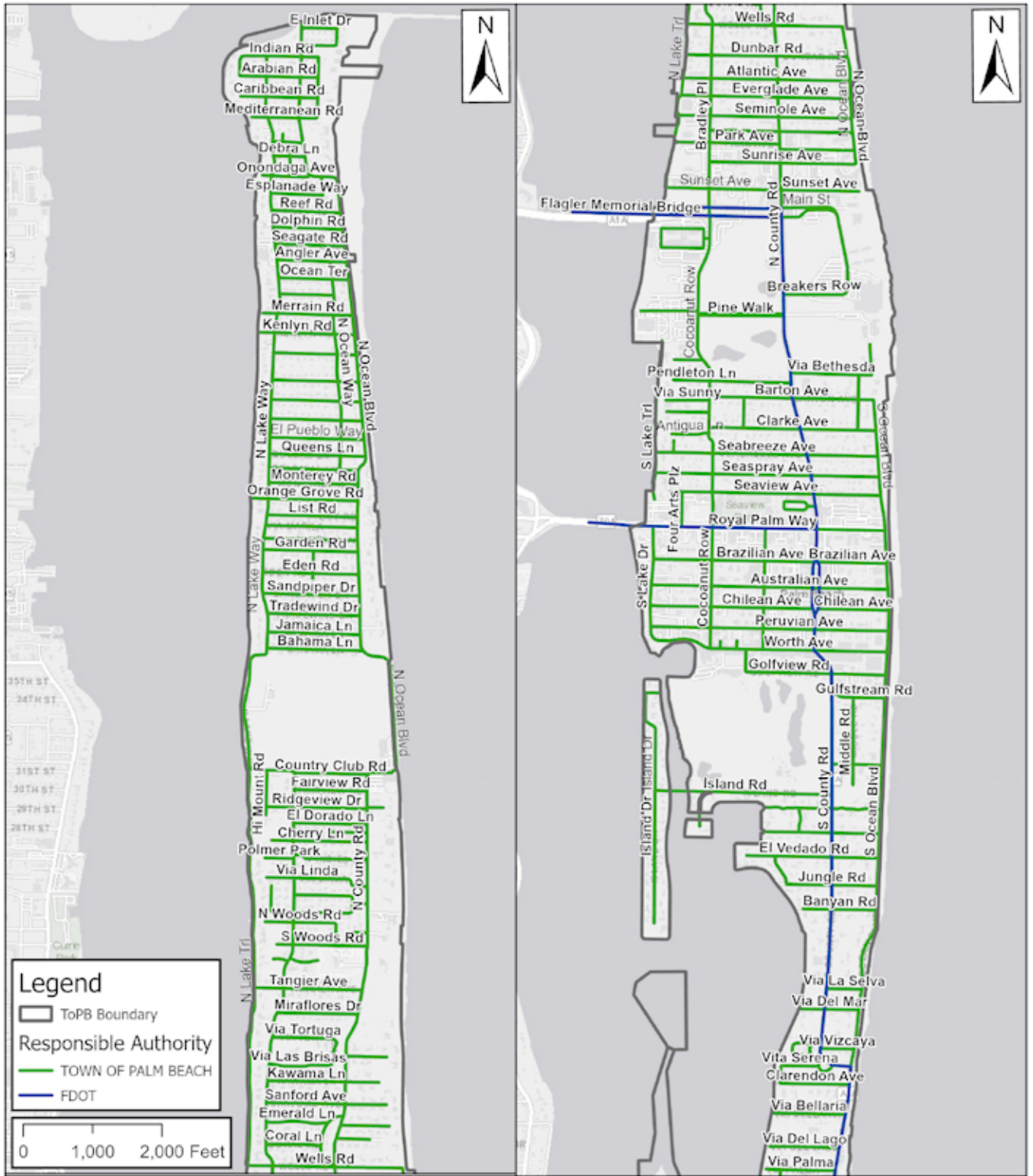
Road Network Map - 2024

GIS Department

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Map No.
6.3

Date 9/13/2023



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Roadway Responsibility Map - 2024

GIS Department

Map No. 6.4	Date 9/13/2023
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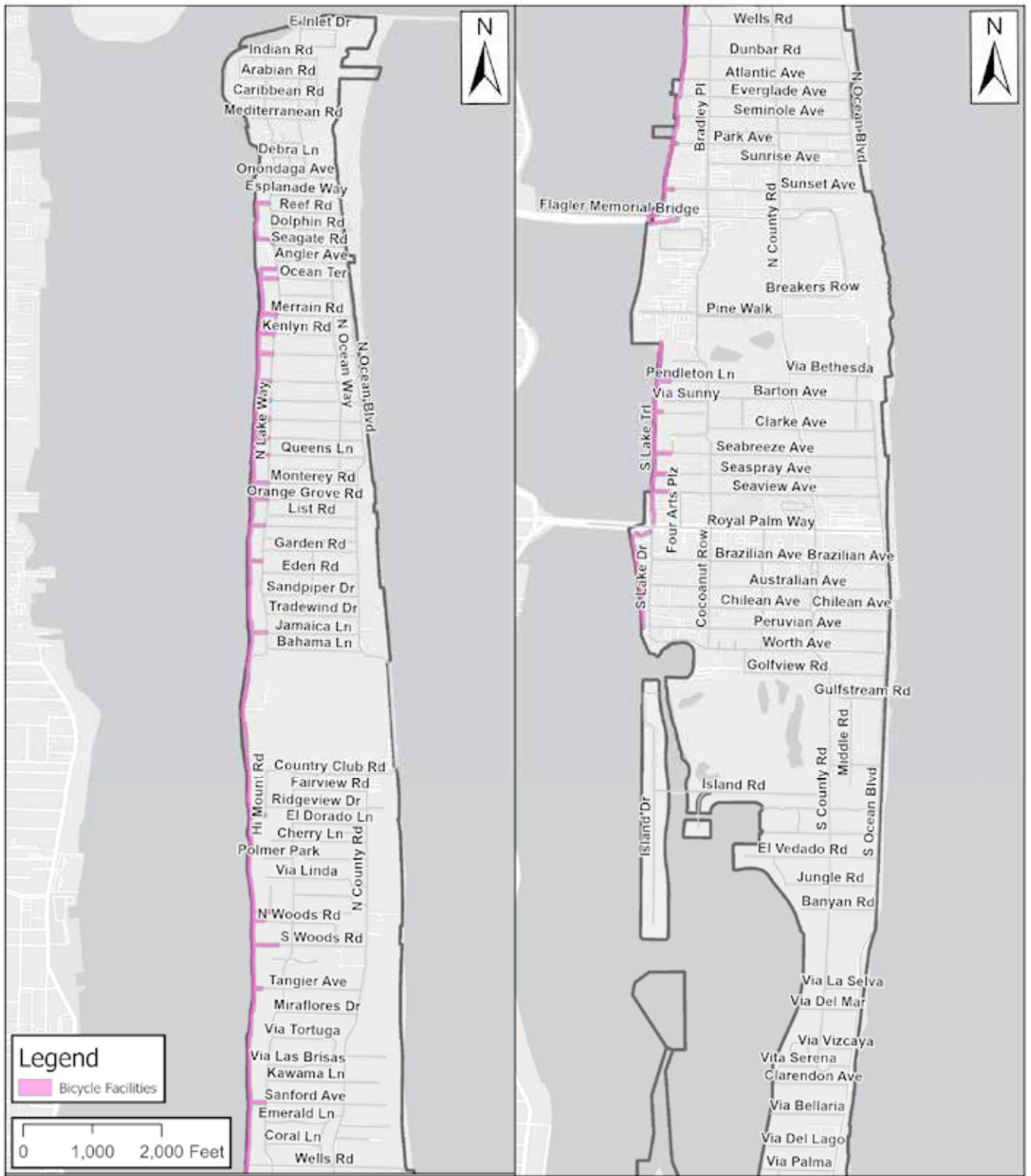


**Roadway Responsibility
 Map - 2024**

GIS Department

Map No.
6.4

Date 9/13/2023



Planning, Zoning & Building Department

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Bicycle Facilities Map - 2024

GIS Department

Map No.
6.5

Date 9/12/2023



Planning, Zoning & Building Department

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Email: pzb@townofpalmbeach.com
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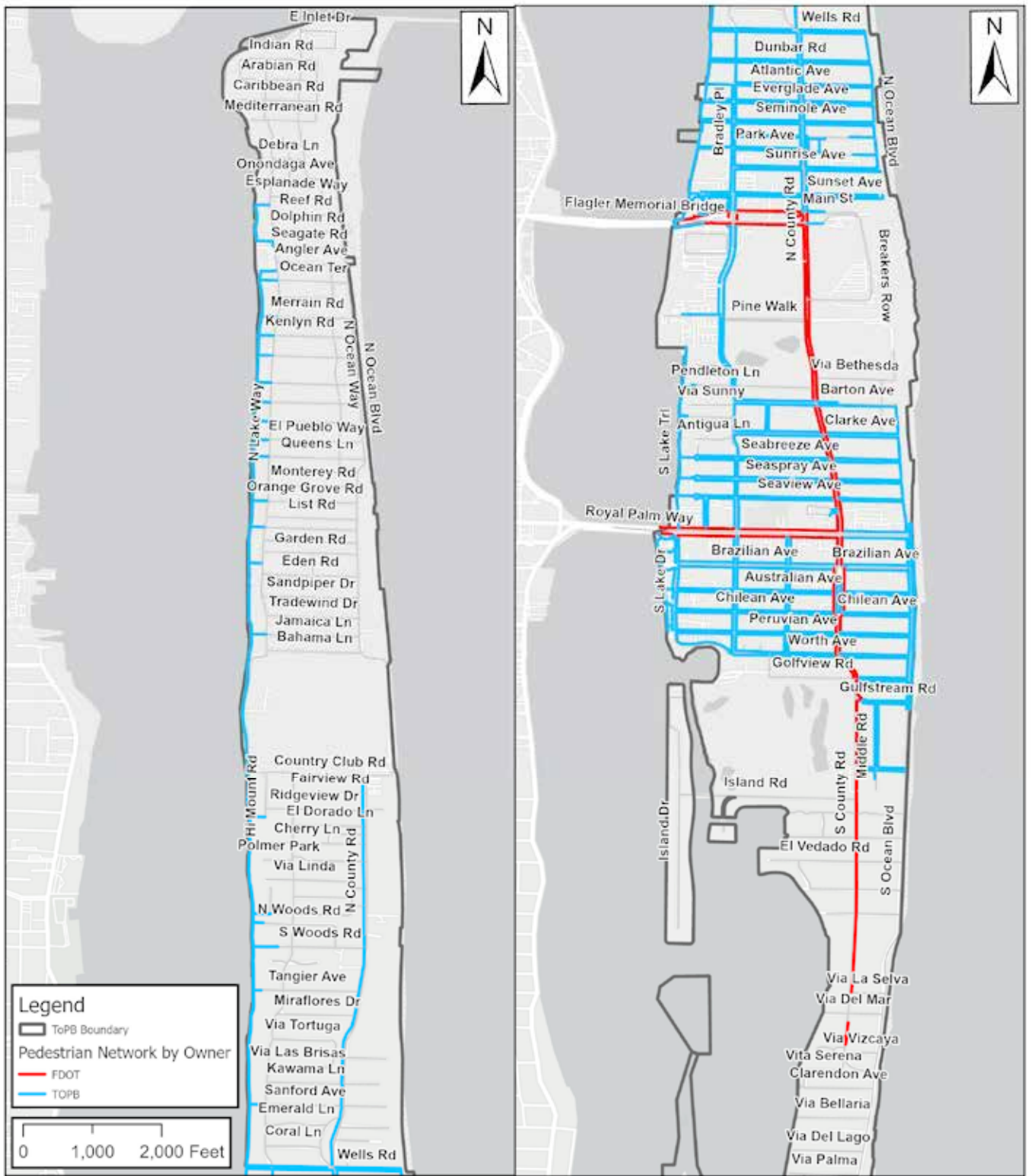


Bicycle Facilities Map - 2024

GIS Department

Map No.
6.5

Date 9/12/2023



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Pedestrian Network Map - 2024

GIS Department

Map No. 6.6	Date 9/13/2023
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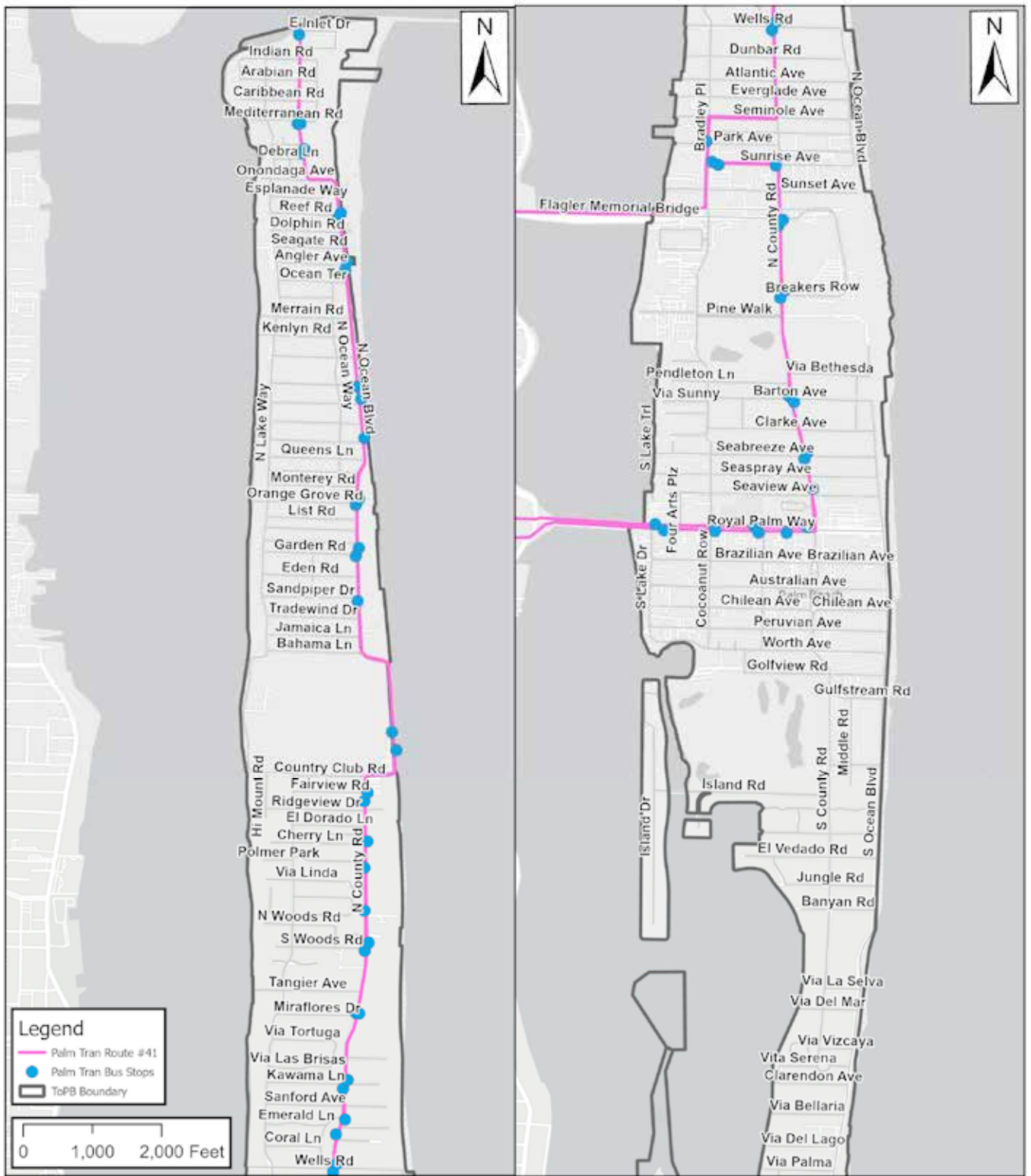
Pedestrian Network Map - 2024

GIS Department

Map No.
6.6

Date 9/13/2023

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Public Transit Map - 2024

GIS Department

Map No. 6.7	Date 9/13/2023
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Public Transit Map - 2024

GIS Department

Map No.
6.7

Date 9/13/2023

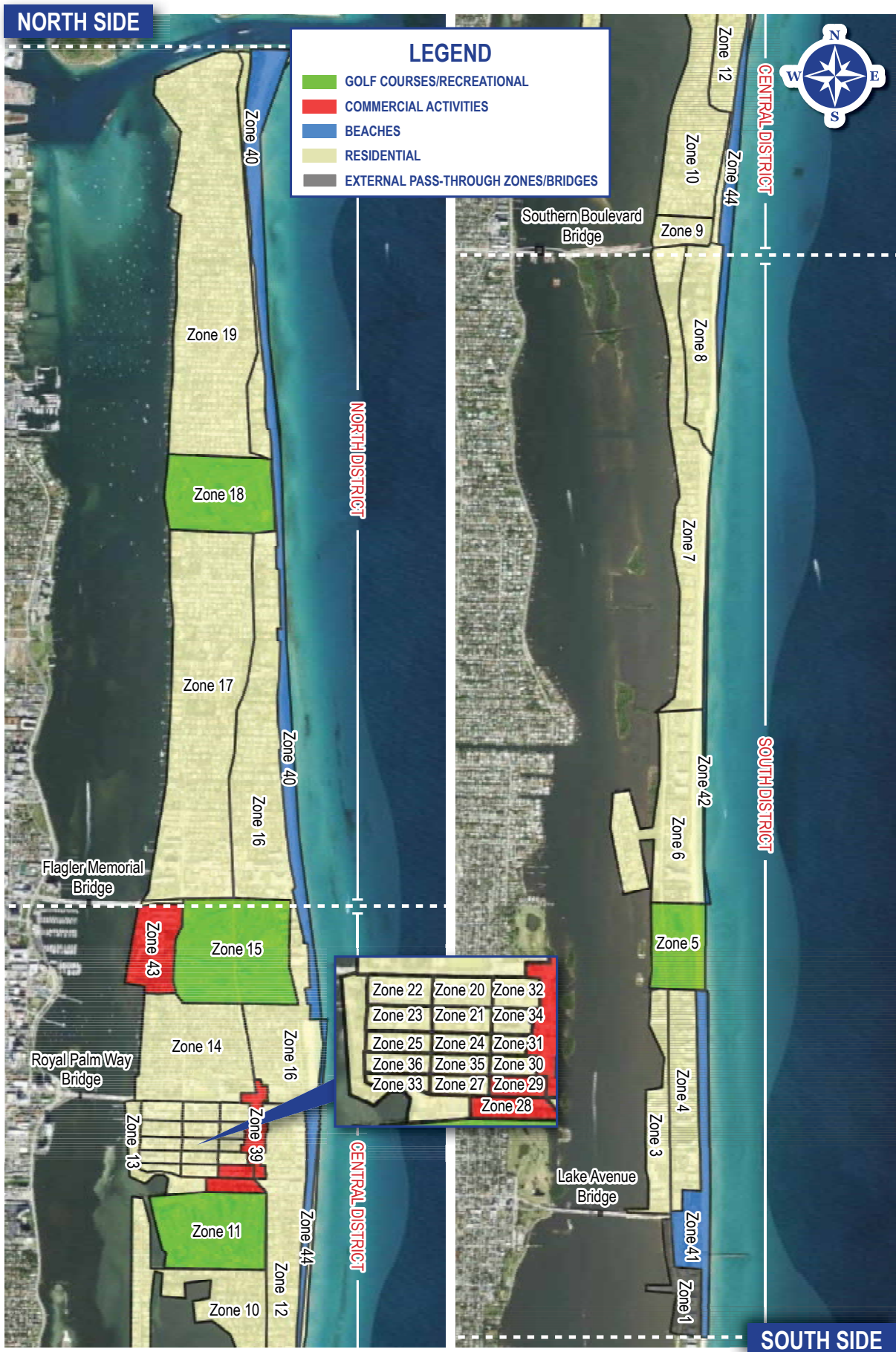
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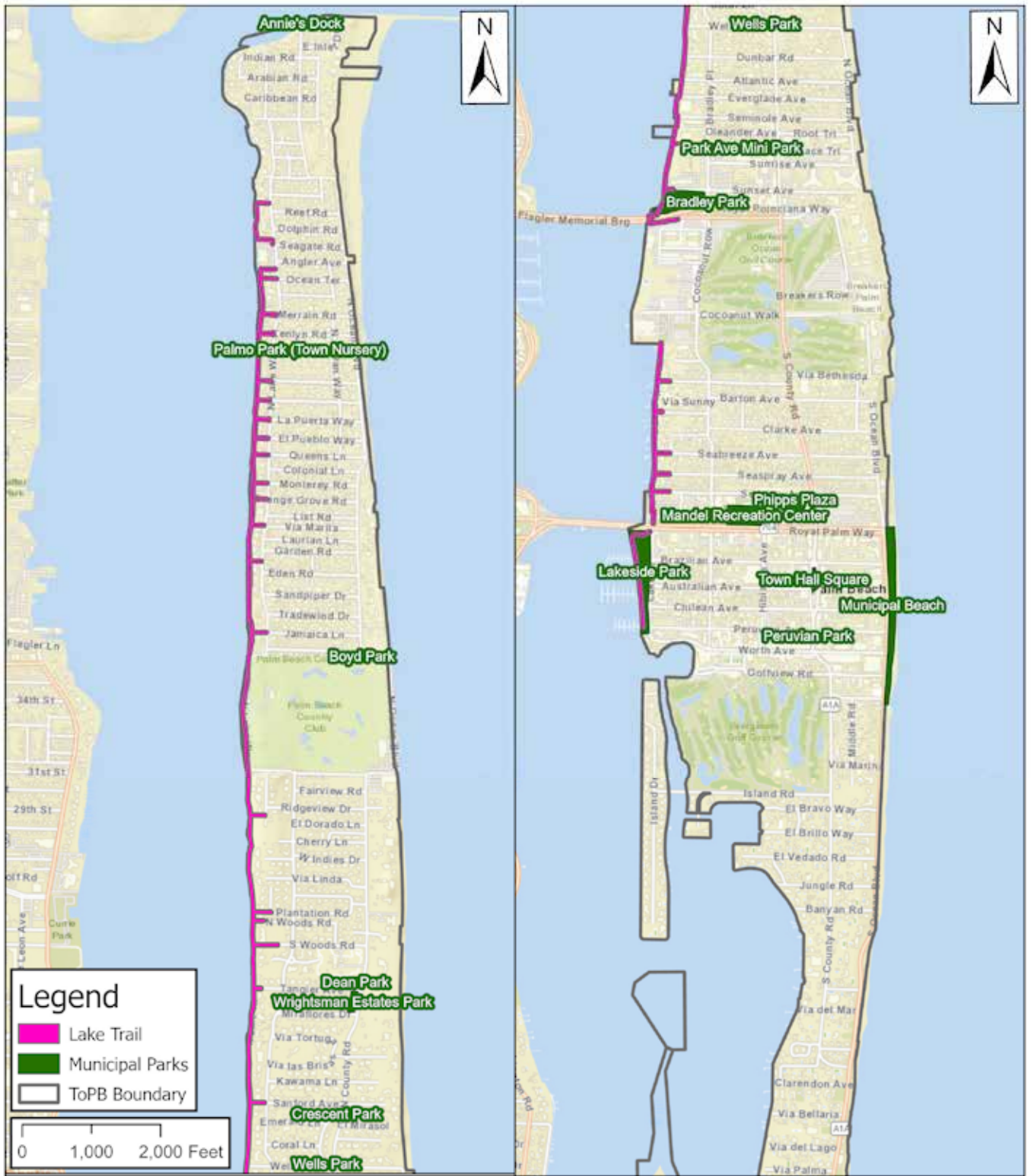
TOWN OF PALM BEACH OD ZONES ANALYSIS

Map No. 6.9

MAP SERIES

Town of Palm Beach Comprehensive Plan 2024 | VOL 1 | Data & Analysis | DRAFT





Planning, Zoning & Building Department
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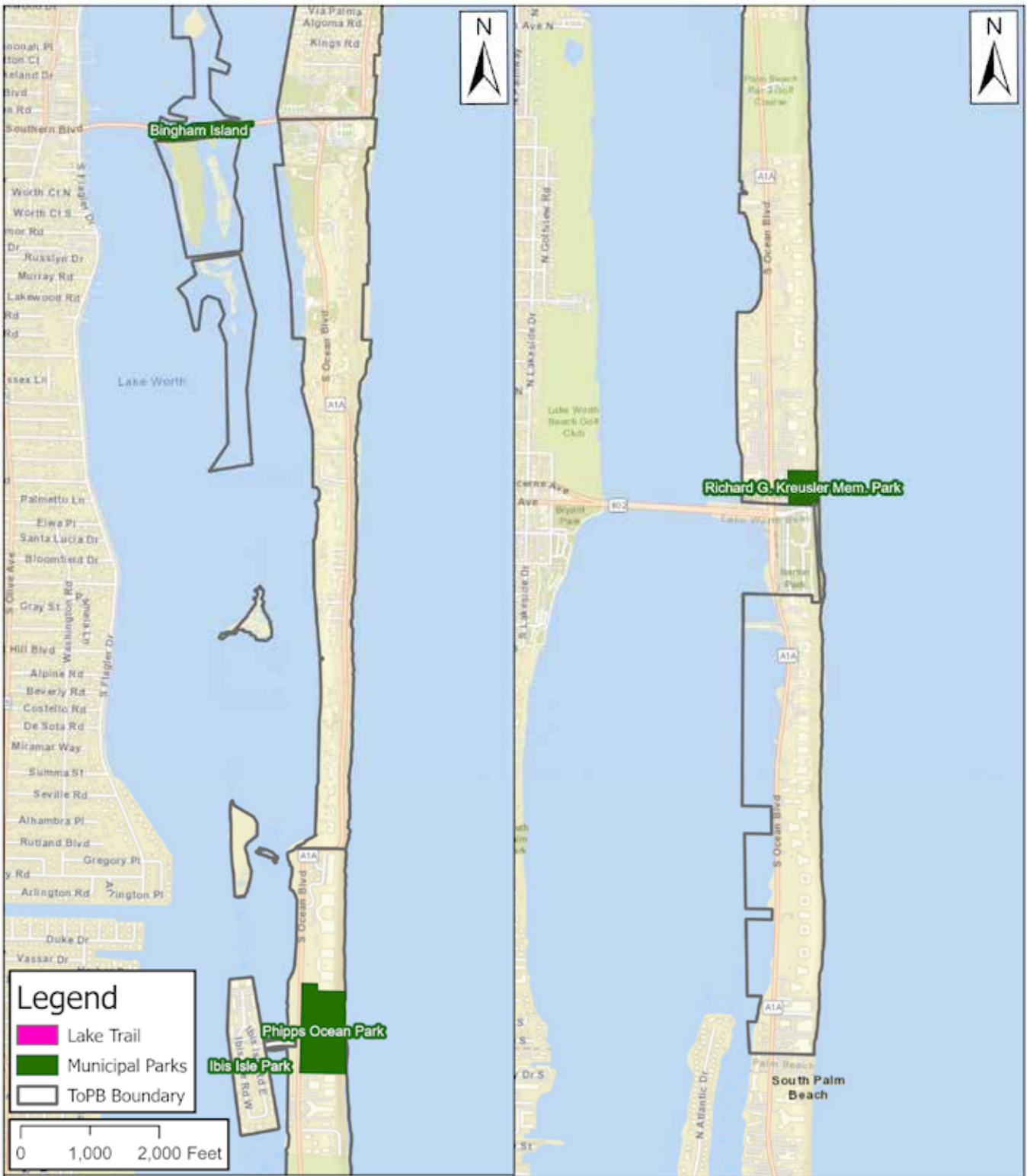


**Parks & Recreation Facilities
 Map - 2024**
 GIS Department

This map contains approximate locations and information based on current available public records.

Map No.
7.1

Date 9/11/2023



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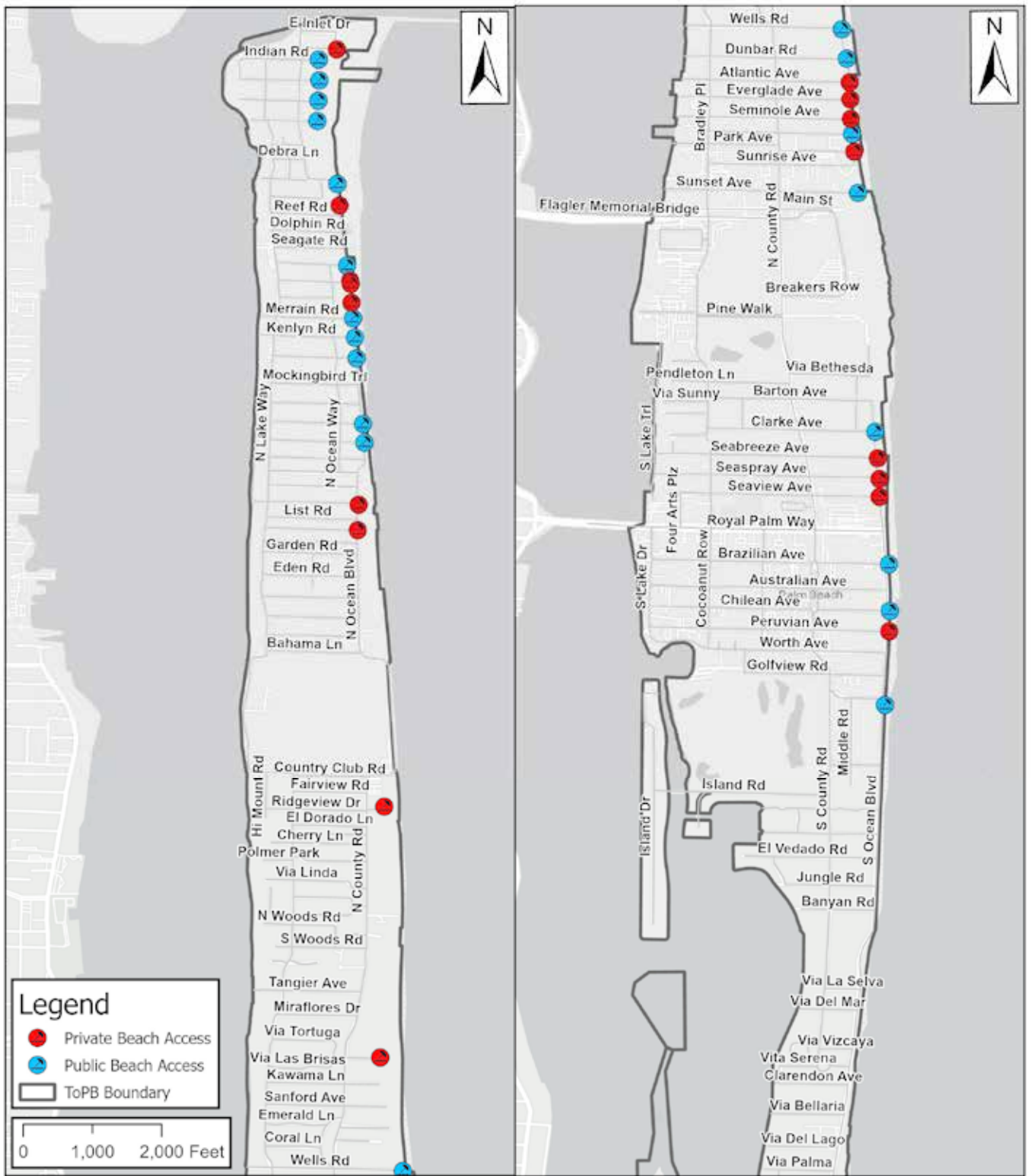


**Parks & Recreation Facilities
 Map - 2024**

GIS Department

Map No.
7.1

Date 9/11/2023



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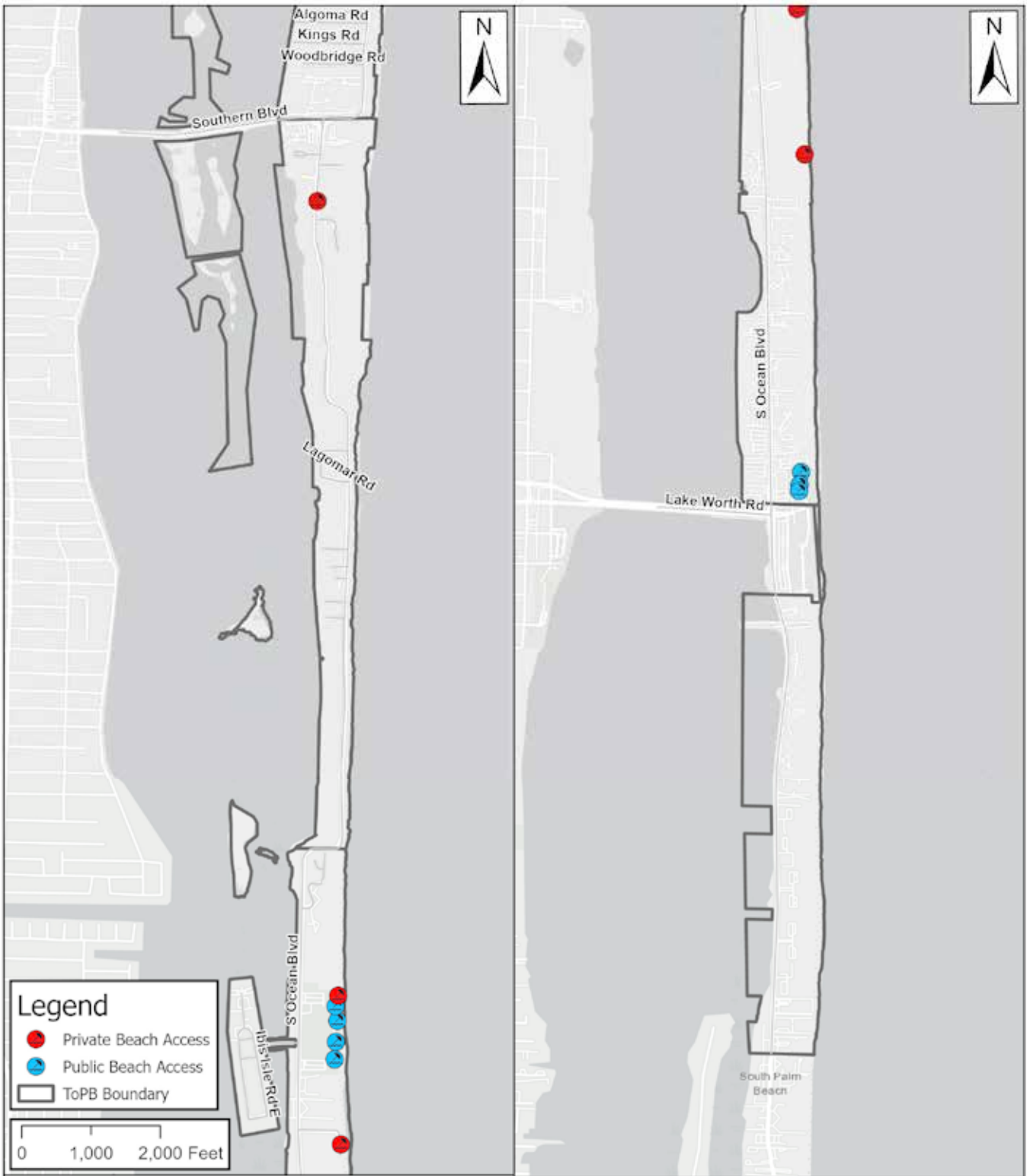
Beach Access Map - 2024

GIS Department

This map contains approximate locations and information based on current available public records.

Map No.
7.2

Date 9/12/2023



Legend

- Private Beach Access
- Public Beach Access
- ▭ ToPB Boundary



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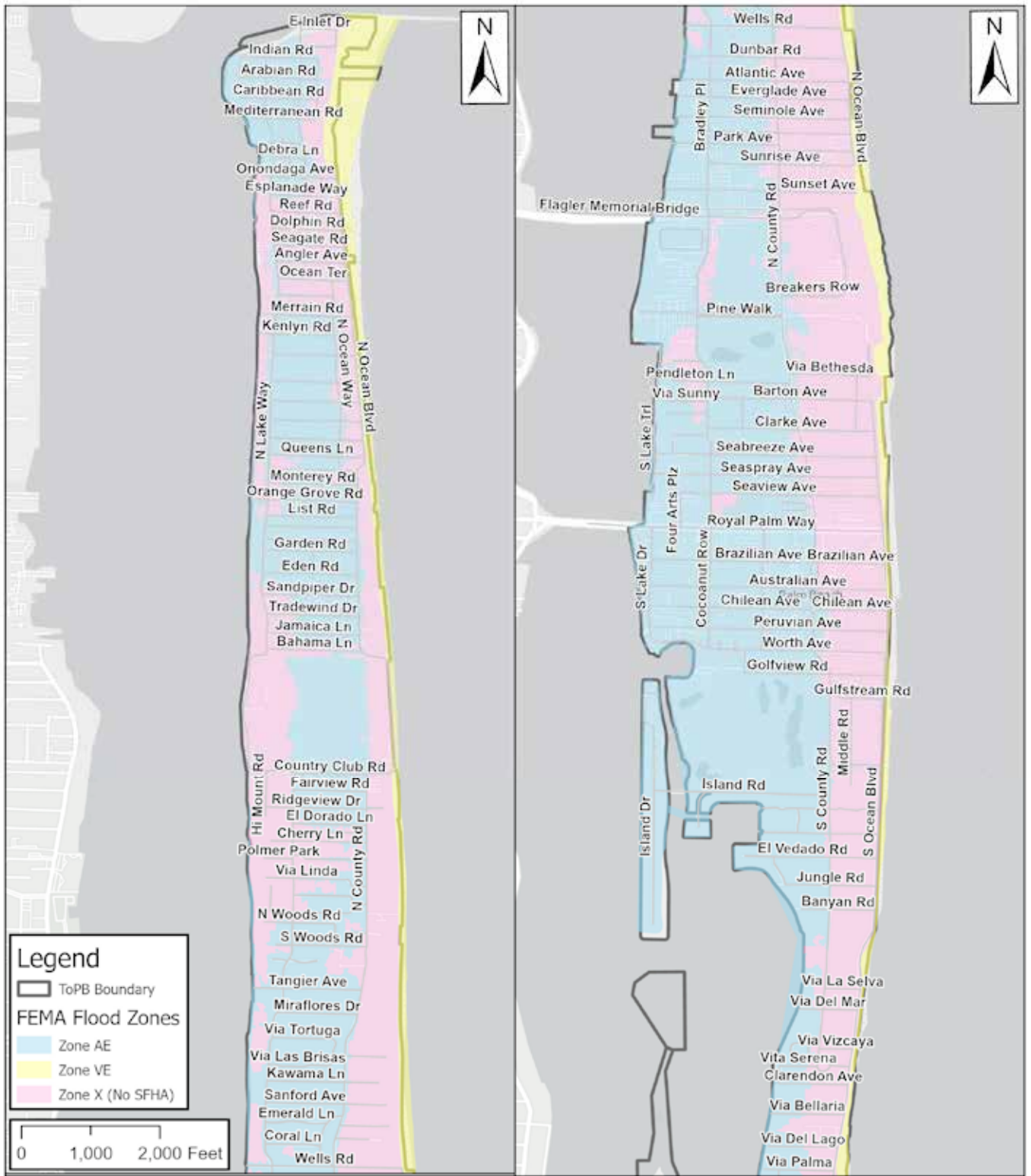
Beach Access Map - 2024

GIS Department

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Map No.
7.2

Date 8/30/2023



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Flood Zone Map - 2024

GIS Department

This map contains approximate locations and information based on current available public records.

Map No.
8.1

Date 9/11/2023



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Flood Zone Map - 2024

GIS Department

Map No.
8.1

Date 9/11/2023

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**Coastal High Hazard Area
 Map - 2024**

GIS Department

This map contains approximate locations and information based on current available public records.

Map No.
8.2

Date 9/11/2023



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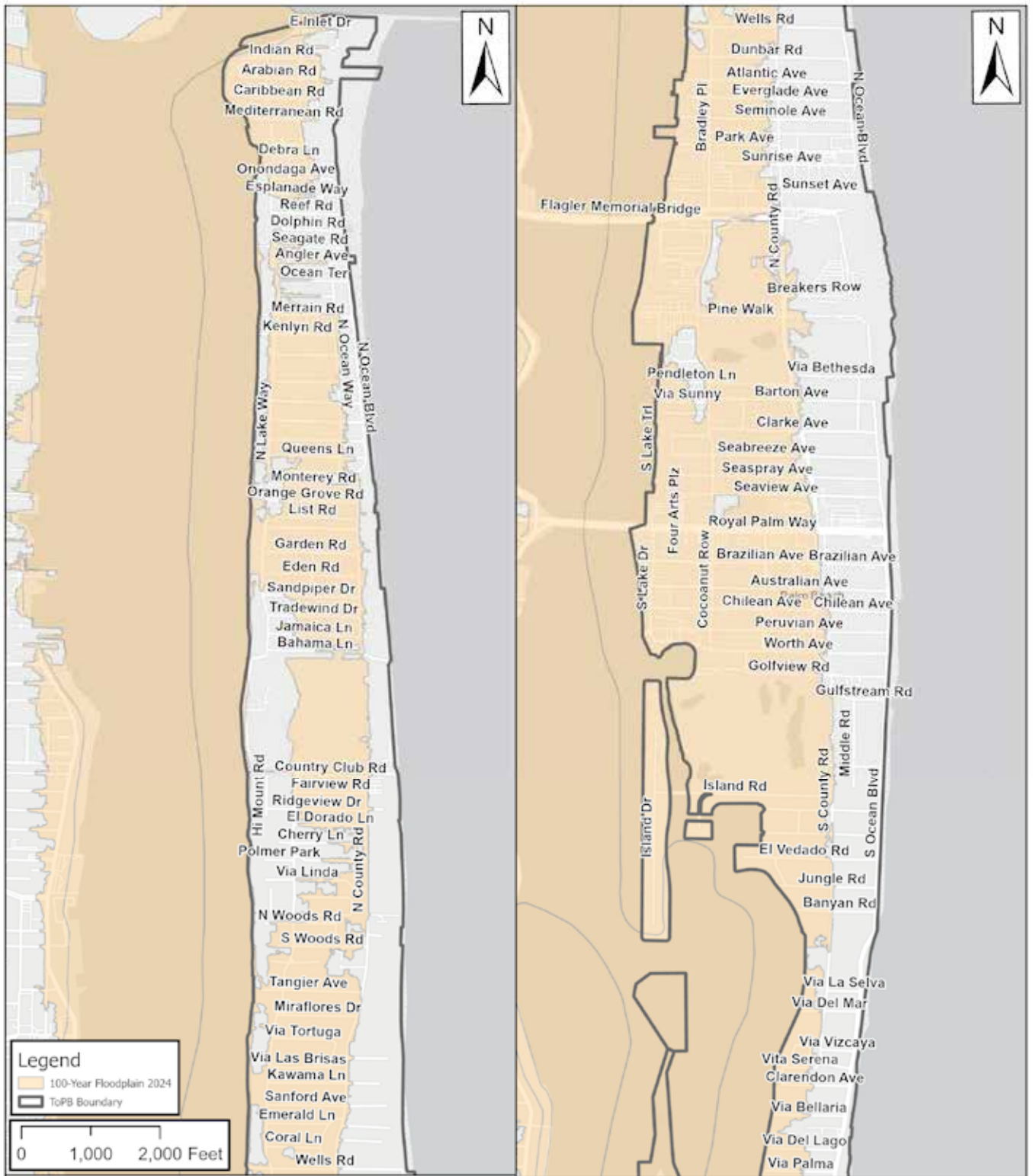
**Coastal High Hazard Area
Map - 2024**

GIS Department

Map No.
8.2

Date 9/11/2023

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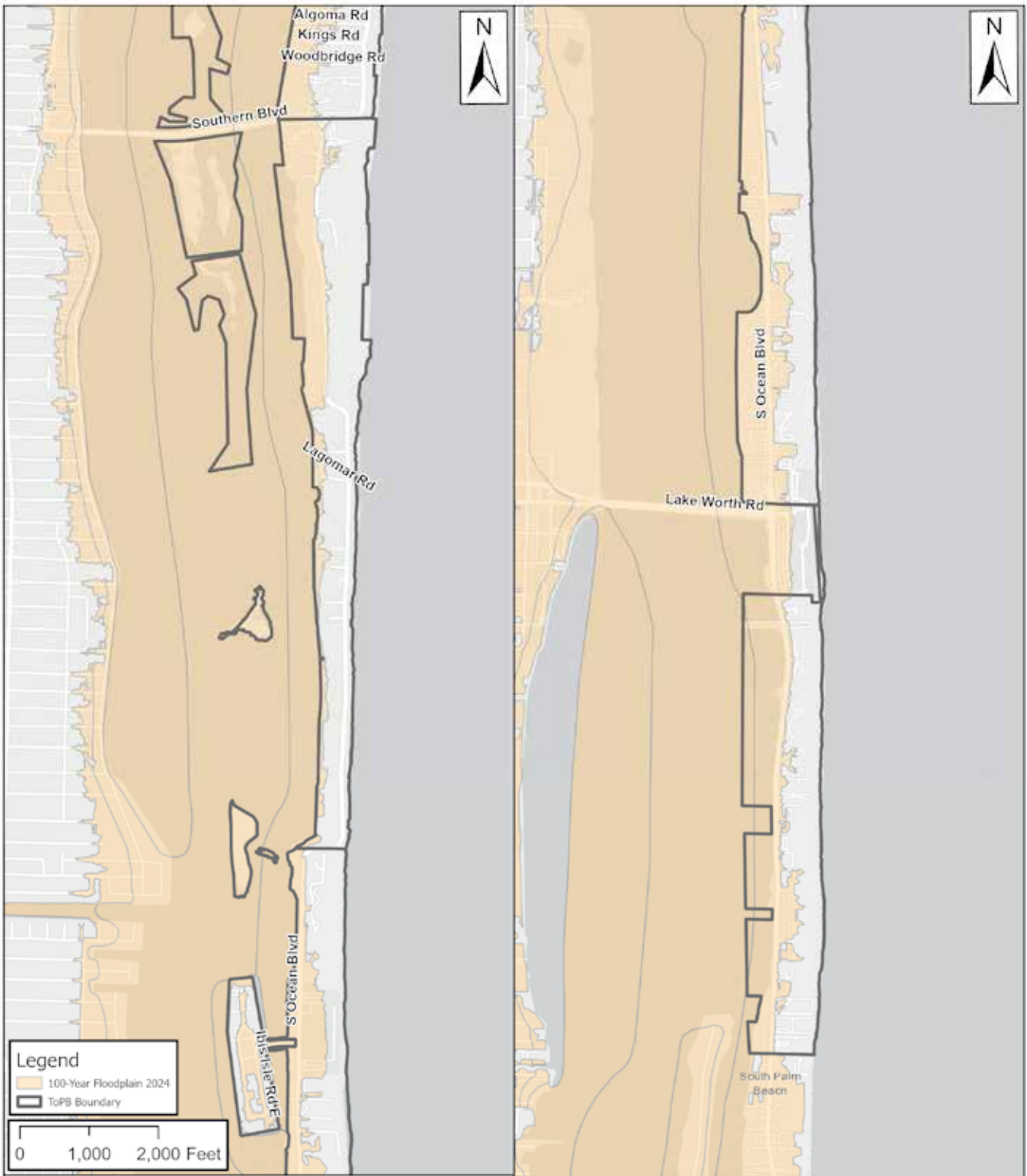
This map contains approximate locations and information based on current available public records.



100-Year Floodplain Map - 2024

GIS Department

Map No. 8.3	Date 9/11/2023
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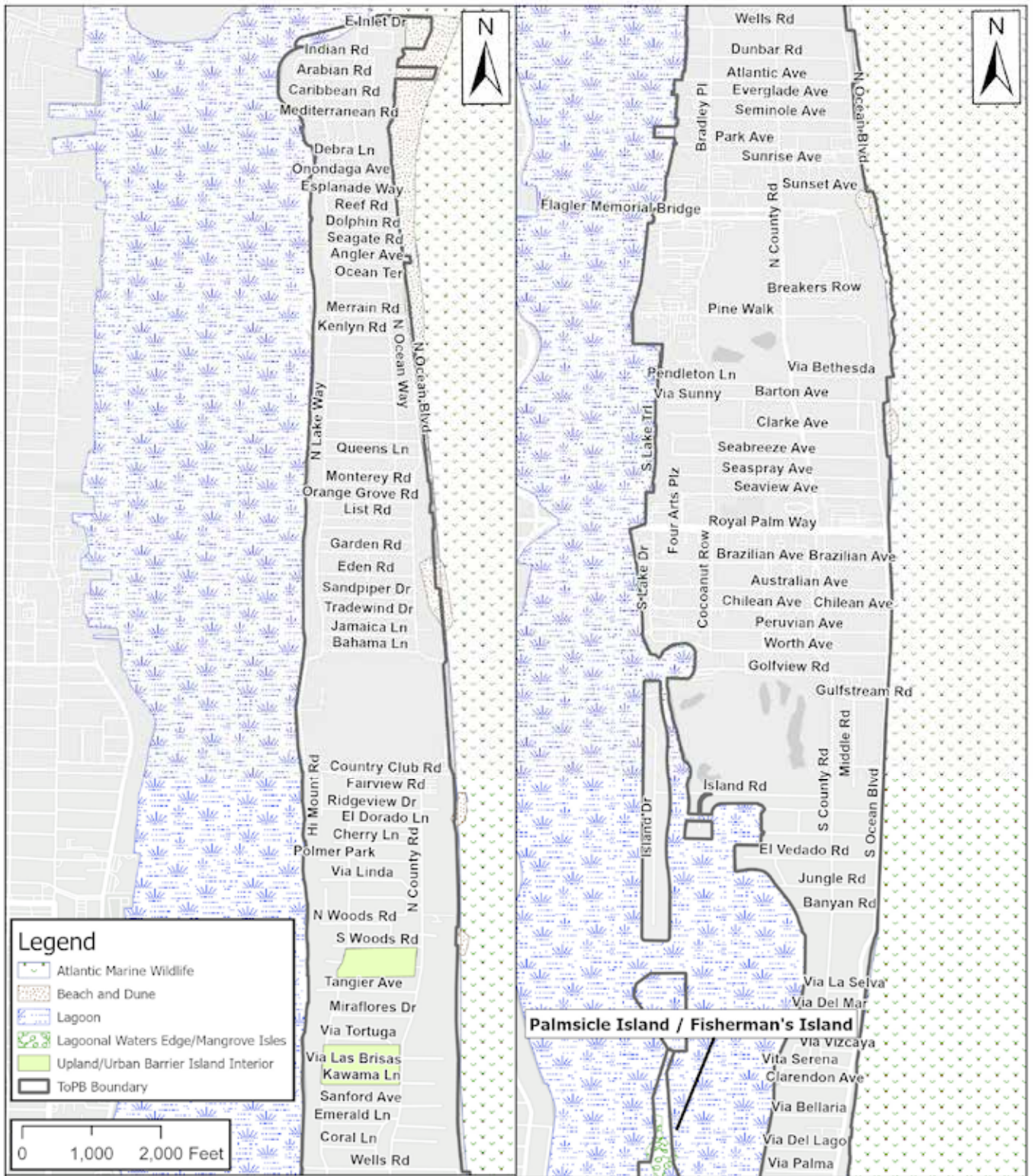


100-Year Floodplain Map - 2024

GIS Department

Map No.
8.3

Date 9/11/2023



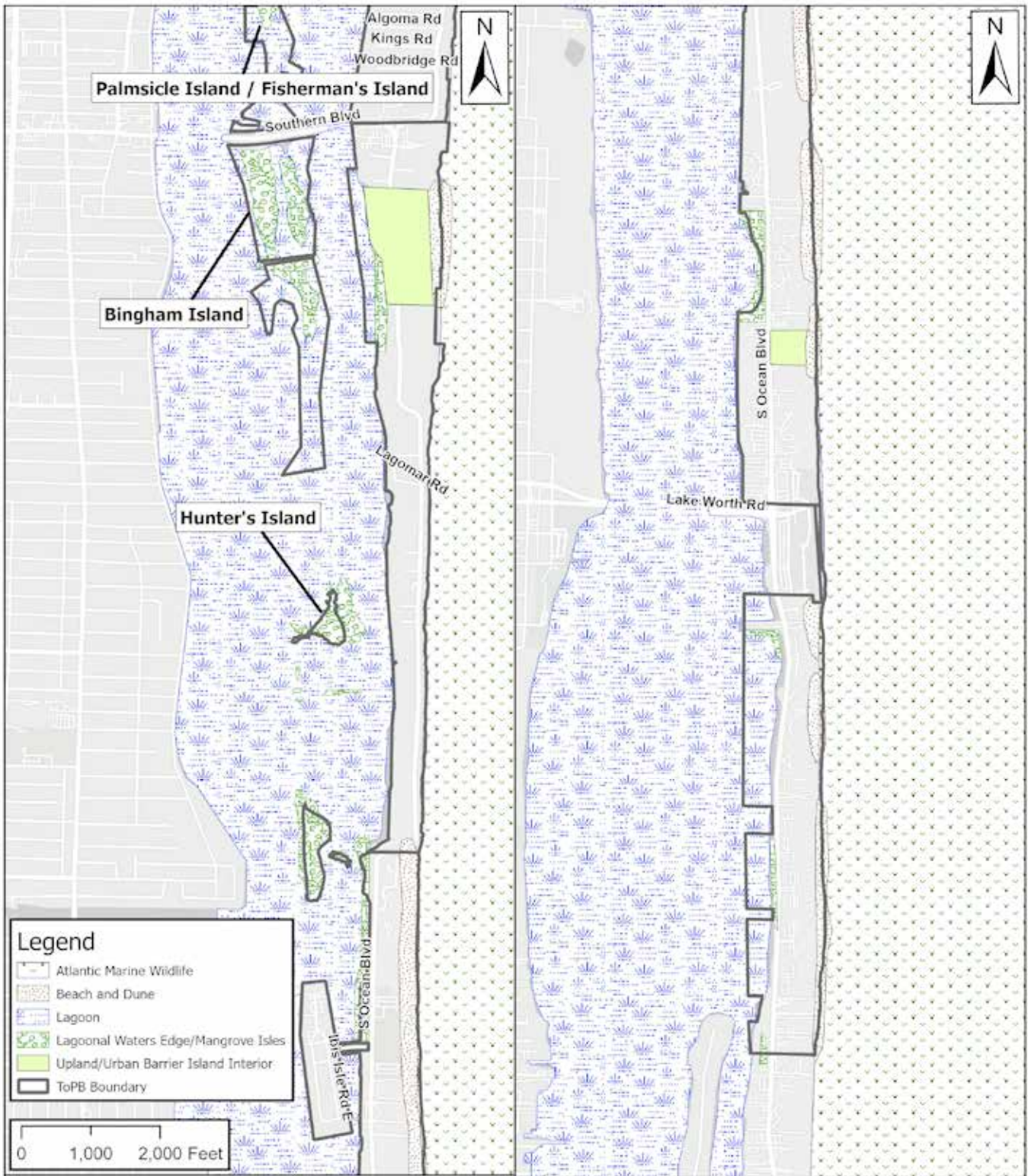
Planning, Zoning & Building Department
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 Website: <https://www.townofpalmbeach.com>



**Beaches, Shores, and Wildlife
 Map - 2024**
 GIS Department

This map contains approximate locations and information based on current available public records.

Map No. 8.4	Date 9/11/2023
-----------------------	--------------------------



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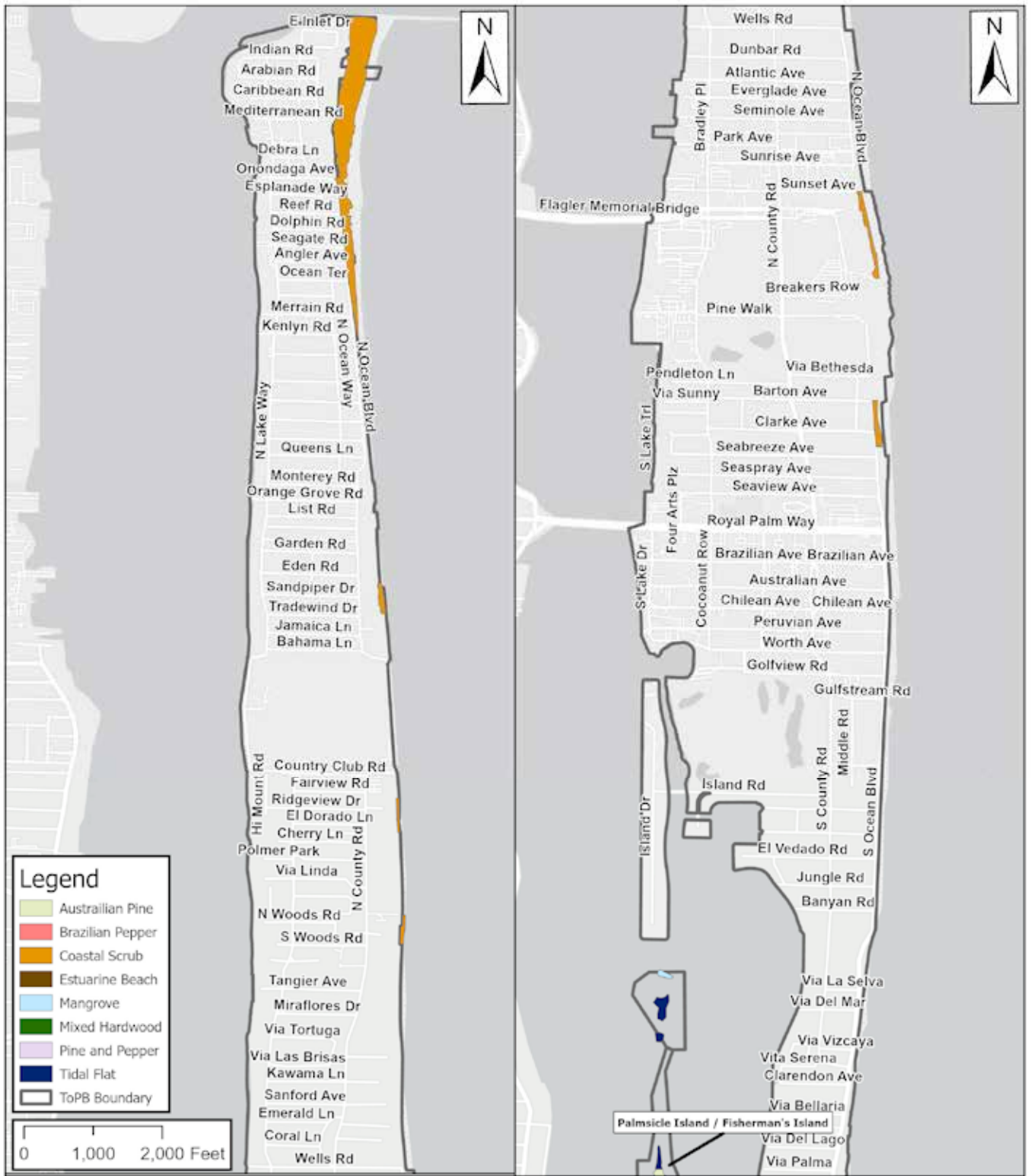


**Beaches, Shores, and Wildlife
 Map - 2024**

GIS Department

Map No.
8.4

Date 9/11/2023



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Estuarine Areas, Wetlands, & Vegetative Cover Map - 2024

GIS Department

Map No. 8.5	Date 8/15/2023
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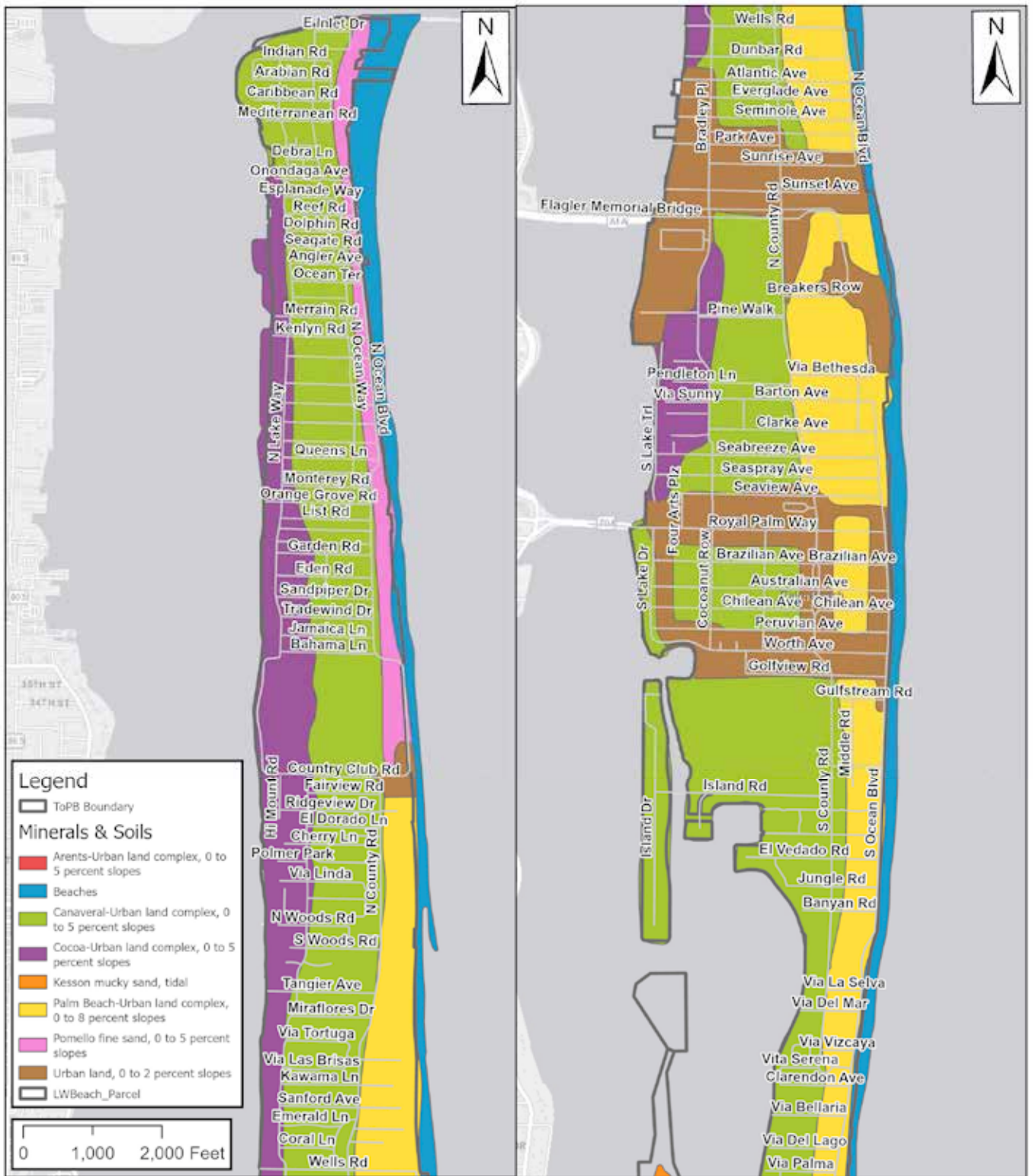
Estuarine Areas, Wetlands, & Vegetative Cover Map - 2024

GIS Department

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Map No.
8.5

Date 9/11/2023



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Minerals & Soils Map - 2024

GIS Department

Map No.
9.1

Date 9/12/2023



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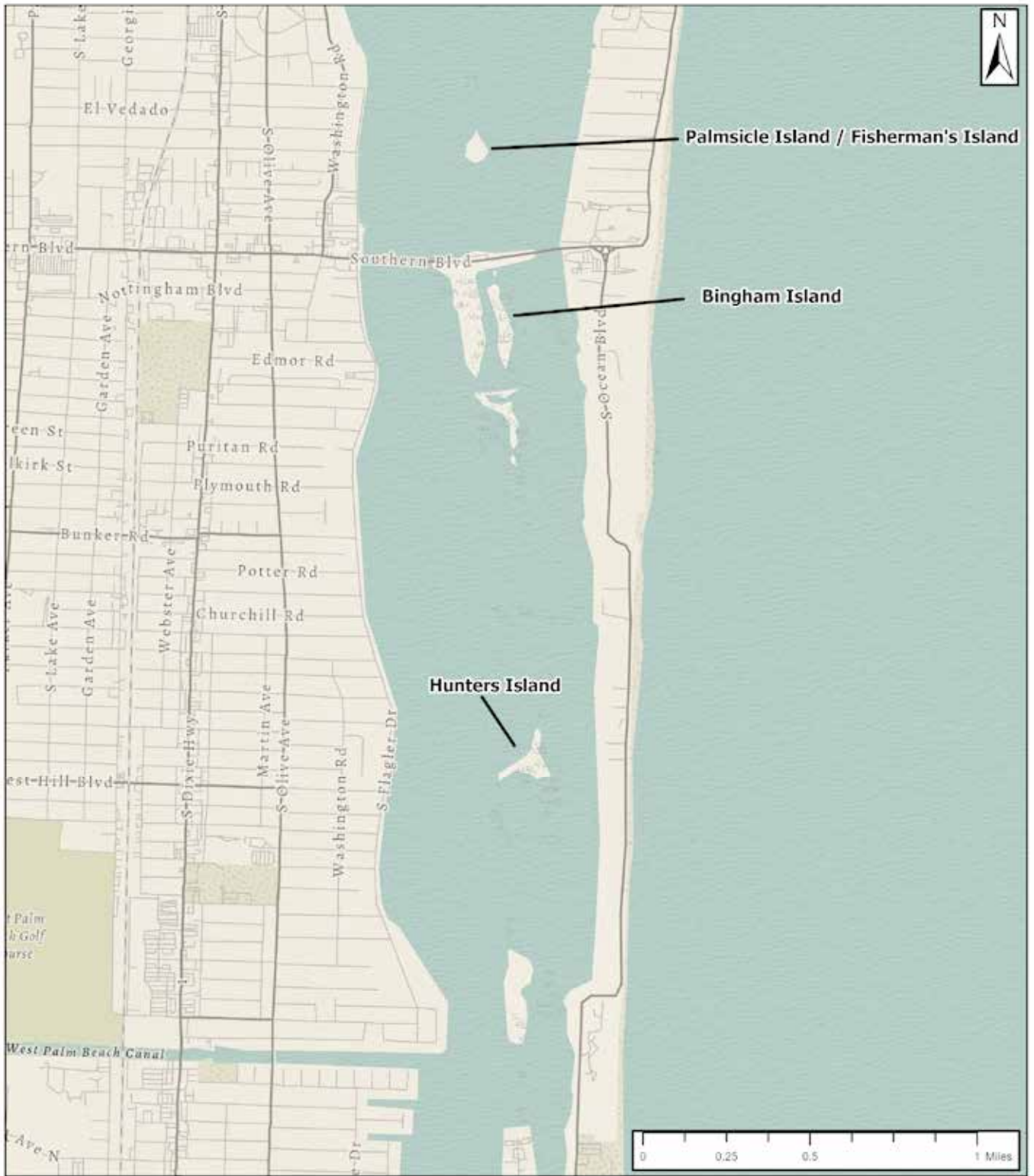


Minerals & Soils Map - 2024

GIS Department

Map No.
9.1

Date 9/12/2023



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.
9.2

Date | 9/14/2023

Appendix

*PDF Documents
to be attached*

10-Year Water Supply Facility Work Plan

1998 CCMP

MASTER CEMP Revised June 2022



The Town of Palm Beach

