

## Exhibit 1

---

### A. Future Land Use Elements, Urban Redevelopment Area Revisions

**REVISIONS:** To revise and update. The revisions are numbered below and shown with the added text underlined, and the deleted text ~~struck out~~.

#### SUB-OBJECTIVE 1.2.2 The Urban Redevelopment Area (URA)

The purpose of the URA is to focus the County's redevelopment and infill efforts by promoting economic growth, improving the present conditions of infrastructure, investment and reinvestment in the area, and discouraging urban sprawl by directing development where resources exist. The boundaries for the URA are generally described as Community Drive to the north, Lake Worth Drainage District (LWDD) L-14 Canal to the south, Interstate Highway I-95 on the east, and extends to some points as far west as Jog Road.

**Policy 1.2.2-a:** The Urban Redevelopment Area is depicted on the Special Planning Areas Map LU 3.1 in the map series. Within the URA are designated Priority Redevelopment Areas (PRAs), depicted in the map series (LU 9.1 and LU 9.2 Urban Redevelopment Area Regulating Plan). The intent of redevelopment within the PRAs of the URA is to:

- Preserve and respect existing intact neighborhoods;
- Maintain and improve the character and the quality of life for those within and adjacent to redeveloped neighborhoods;
- Create a predictable regulatory framework for building form and the resulting physical environment;
- Reduce automobile trips, promote transit and/or alternative modes of transportation;
- Balance housing, with employment, commercial, and civic uses;
- Provide a variety of housing types to support residents of diverse ages, incomes, family sizes, ethnicities, and lifestyles;
- Create predictability and efficiency in planning and provision of infrastructure

**REVISED Policy 1.2.2-b:** Within the PRAs, two new urban, mixed-use Future Land Use Designations are established: Urban Center and Urban Infill. These shall be transect-based land use designations and zoning districts. These transect based land use designations and their corresponding zoning districts will feature a primary emphasis on regulating building form and placement in relation to the public realm, over the regulation of specific uses. The locations of Urban Center and Urban Infill transects are depicted in the Map Series, Map LU 9.1 and LU 9.2, Urban Redevelopment Area Regulating Plan.

- **Urban Center:** The Urban Center (UC) Transect applies to those areas in the PRAs with the greatest mixed-use development/redevelopment opportunities, based upon physical location and land area. The UC Transect is intended to support redevelopment using the planning strategies documented in the URA Master Plan. The UC Transects are envisioned as urban, mixed-use neighborhoods, located at prominent intersections developed consistent with the pattern illustrated in the URA Master Plan. The UC Transects shall redevelop

with the following characteristics, and will be implemented through the ULDC to require:

- A balance of land uses including residential, office/employment, and ~~retail~~commercial within the transect;
- An interconnected pedestrian-friendly street network, including parallel, alternate vehicular connectivity to the PRAs and the creation of new walkable blocks (block perimeters not to exceed 2500 linear feet);
- Vehicular and pedestrian connections to adjacent parcels and roadways;
- Buildings located along the sidewalk with uses that support and enhance pedestrian activity;
- An emphasis on multi-modal facilities (bike racks, bus shelters, on-street parking, enhanced pedestrian environments);
- A minimum of 15% of all new housing shall be provided as low, moderate, and middle income workforce housing units;
- A minimum of two, with a range of two-to-four, story buildings;
- Additional height may come from use of “green building” strategies contained in Policy 1.2.2-f (up to eight ~~six~~ stories may be allowed, ~~and up to eight for block building types~~);
- Provision for civic and/or institutional functions and spaces: additional density and intensity is permitted in this Transect, in exchange for the allocation of land for public facilities (including but not limited to a public school, significant public recreation facility, or significant component to a stormwater management facility) on portions of the site.

The UC Transect shall be utilized in conjunction with the provisions of TE Policy 1.2-v and the URA regulations in the ULDC.

- **Urban Infill:** The Urban Infill (UI) Transect should be the predominant land use in the PRAs. ~~The UI Transects applies to existing commercially designated parcels along the corridor adjacent to existing residential uses~~are envisioned as urban, mixed-use areas at the edges of existing neighborhoods proximate to an arterial thoroughfare; therefore, the UI Transects are transitional by nature. The UI Transect is intended to support development and redevelopment using the planning strategies documented in the URA Master Plan. The UI Transects are intended to be flexible allowing residential, office, ~~retail, civic, and~~ employment generating, and commercial uses. The UI Transects shall develop/redevelop with the following characteristics, and will be implemented through the ULDC to require:
  - ~~Primarily~~ residential uses, with non-residential uses encouraged in the first story;
  - An interconnected pedestrian-friendly street network, including parallel, alternate vehicular connectivity to the PRAs and the creation of new walkable blocks where feasible (block perimeters not to exceed 1800 linear feet);
  - Vehicular and pedestrian connections to adjacent parcels and roadways;
  - Buildings located along the sidewalk with uses that support and enhance pedestrian activity;
  - An emphasis on multi-modal facilities (bike racks, bus shelters, on-street parking, enhanced pedestrian environments —as appropriate);
  - A minimum of 15% of all new housing shall be provided as low, moderate, and middle income workforce housing units;

- ~~A minimum of two, with a~~ range of one ~~two~~-to-three story buildings; with a minimum of two stories, unless a project/parcel is less than one acre in size;
- Additional height may come from the use of “green building” strategies contained in Policy 1.2.2-f (up to four stories may be allowed);

The UI Transect shall be utilized in conjunction with the provisions of TE Policy 1.2-v and the URA regulations in the ULDC.

~~Specialized Districts: The ULDC shall be amended to establish a Specialized District zoning category, with detailed objectives and standards for approval, for use within Priority Redevelopment Areas. Parcels eligible for Specialized Districts are those that cannot conform to the mixed-use requirements established for the PRAs, nor strictly conform to the provisions of the URA Master Plan, but are generally desirable and contribute to the furthering of the County Directions and characteristics of a livable community. Projects that receive a Specialized District designation may only be exempted from the specific requirements of the building types and the location and configurations of uses as outlined in Policy 1.2.2-d. All Specialized District projects shall, at a minimum, conform to the following requirements:~~

- ~~The Transect Zone shall determine the development intensity and density and compatibility with surrounding non-transect-based future land use designations (if applicable).~~
- ~~Specialized District projects shall include a regulating plan depicting the block forms, streets, frontages, civic/useable open spaces, and the function and configuration of all uses within the petition area.~~
- ~~Specialized District projects may be permitted in any Transect Zone subject to a public hearing, conditions for development, and approval by the BCC.~~

~~Specialized Districts for Congress Avenue are specifically established for the following areas with their corresponding exceptions:~~

- ~~Between L-14 Canal and Melaleuca Lane/6th Avenue South—office and other medical related uses are exempt from use restrictions for Mixed Use Type II buildings (office uses may exist above the second story).~~
- ~~Between Melaleuca Lane/6th Avenue South and Lake Worth Road—Residential and commercial uses oriented to serve and support the educational and residential needs of Palm Beach Community College are allowed and encouraged.~~

**REVISED Policy 1.2.2-c: PRA Standards for Approval:** Within the PRAs, all approvals for redevelopment and new development intensity/density shall be based on conformity with the following:

- URA Planning Study and Corridor Master Plans, and Addendum;
- Urban Redevelopment Area Regulating Plans (Map Series LU 9.1 and LU 9.2);
- Transportation Element Policy 1.2-v;
- Urban Redevelopment Area TCEA Map (Map Series TE 15.1, TE 15.3, TE 15.5 and TE 15.6);
- The provisions of Sub-Objective 1.2.2;
- The form-based code criteria in the ULDC.

During the development review process for each project, the Planning Division shall assign and monitor the allocation of density/intensity based upon the URA TCEA Tables

TE-7A through TE-7E of Transportation Element Policy 1.2-v, the Transect, ~~building type~~, the form-based code criteria in the ULDC, and the physical constraints of the site. As an incentive, development or redevelopment projects that comply with all of the above requirements shall be reviewed through an abbreviated review process. Projects within the PRAs, in the Urban Center and Urban Infill Transects shall be exempt from the density restrictions found in Table 2.1-1 Residential Categories & Allowed Densities, and the intensity limitations found in Table 2.1-2 Maximum Floor Area Ratios (FARs) for Non-Residential Future Land Use Categories and Non-Residential Uses.

**Alternative Standards:** In order to allow some flexibility in the requirements for Urban Infill and Urban Centers in Policy 1.2.2-b, the County shall allow projects to apply for relief through the Zoning approval processes, subject to alternative standards. The alternative standards shall ensure that projects are generally desirable and contribute to the furthering of the County Directions and characteristics of a livable community. All projects utilizing the alternative standards shall, at a minimum, conform to the following requirements:

- The Transect/FLU designation shall determine the development intensity and density and compatibility with surrounding non-transect-based future land use designations (if applicable).
- The inter-connectivity provision in Policy 1.2.2-h.
- Include a plan depicting (as applicable) the block forms, streets, frontages, civic/useable open spaces, and the function and configuration of all uses within the project area.

**REVISED Policy 1.2.2-d:** For the PRAs, in the Urban Center and Urban Infill Transects, the shaping of the public thoroughfares as part of the public/civic realm shall be done by the incorporation of mixed-use, liner buildings types. These are buildings that are wide to the primary street but shallow to the block depth. When done in continuous sections, liner buildings can hide parking lots or blank building walls, frame the public realm, reduce gaps in the streetscape between buildings, or when interrupted, create new pockets of public open spaces in small increments. The building types ~~are as follows~~ and shall be further detailed in the ULDC based on the liner building concept. ~~through further illustration and descriptive text:~~

- ~~Mixed use, Type I is a two story building built to the sidewalk, with retail storefronts on the ground story, with office and/or residential uses on the second story. Parking is located in the rear of the building or the lot, behind the building facade.~~
- ~~Mixed use, Type II is a three to four story building, built to the sidewalk, with retail storefronts on the ground story, with office and/or residential uses on the second story, and exclusively residential uses on the remaining stories. Parking is located in the rear of the building or the lot, behind the building facade.~~
- ~~Mixed use, Type III is a four to six story building, built to the sidewalk, with office and/or residential uses on the second story, and exclusively residential uses on the remaining stories. Parking is located in the rear of the building or the lot, behind the building facade. Mixed Use, Type III buildings shall be confined to the UC transect and utilize the provisions of Policy 1.2.2-f.~~
- ~~Rowhouse is a two-to-three story, building built to the sidewalk that predominantly features attached residential units. Parking is located to the rear in a communal lot, or either an attached/detached garage, or other parking structure. Home-office uses are permitted in rowhouse buildings. A fourth story is permitted if utilizing the provisions of Policy 1.2.2-f.~~
- ~~Civic Building is an architecturally distinctive building, which appears to be~~

~~between two to six stories in built form, either built to the sidewalk, or set back to front on a prominent public open space such as a plaza, square, or green that is adjacent to a sidewalk. At least 60% of the square footage of a civic building shall be utilized by a government/institutional entity.~~

- ~~• Laminated Building is a two to three story building built to the sidewalk with individual retail storefronts on the ground story, but with another larger, generally office/employment use or a parking structure, located immediately behind the smaller ground floor storefronts. Residential, employment and/or office uses may be located on the second story and above. A fourth story is permitted if utilizing the provisions of Policy 1.2.2.f. Laminated Buildings shall be confined to the UC transect.~~
- ~~• Block Building is a two to six story predominantly single use building, devoted to employment, office, or residential uses. Some neighborhood serving retail and institutional uses are allowable on the ground story. Up to eight stories are permitted if utilizing the provisions of Policy 1.2.2.f. Block Buildings shall be built to the sidewalk on all sides of the building, unless a public open space is incorporated in the block form in which case, only the portion of the building facing the public open space is exempt from the build-to-sidewalk requirement. Parking is either internalized in the building or is found in an adjacent parking structure. Block Buildings shall be confined to the UC transect.~~
- ~~• Apartment Building is a two to four story building intended for residential uses, built to the sidewalk that accommodates residential uses on all floors with some potential for general commercial/office uses. The principal residential entrance is typically recessed from the sidewalk via a courtyard, forecourt, or other similar means, with dwelling units being accessed from this quasi-public/private space. When facing a public open space such as a park or a green, or when located along primary frontages, general commercial/office storefronts may be permitted on the first story. Parking is provided to the rear of the building.~~

**NOTE:** *all graphic depictions associated with Policy 1.2.2-d are deleted too.*

**REVISED Policy 1.2.2-e:** ~~The ULDC shall be amended to include~~maintain a clear and concise set of urban, form-based regulations that implement the Urban Center and Urban Infill Transects, ~~and the identified building types for in the PRAs. Compliance with the form-based code should result in an administrative approval process for redevelopment projects, to significantly reduce the review and approval process as an incentive.~~ This form based-code shall establish an urban, pedestrian-friendly and transit supportive environment, through:

- Precise regulation of building and parking placement;
- Allow for flexibility in building use, and mixing of uses;
- Allow for reduced parking requirements and/or shared parking provisions;
- Stipulate streetscape components, ancillary landscaping, and allow for the creation of micro-climates through urban landscape standards;
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles;
- Provide for public open spaces and recreational needs.

**REVISED Policy 1.2.2-f: Green Buildings** - ~~By January 2010, the Planning Division~~PZB shall establish maintain an incentive program to encourage construction of more environmentally friendly “green buildings,” consistent with the URA Master Plan. The Program shall include the following:

- All new development, redevelopment, or rehabilitation projects within the PRAs shall utilize the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating System in order to be eligible for bonus height consideration—, or the appropriate Florida Green Building Coalition's designation standards. In order to qualify for the height bonus, the development must guarantee a LEED rating at the Silver level or above, or the appropriate Florida Green Building Coalition's designation standards.
- Projects in the Urban Infill Transect, which can normally build ~~one-to-two~~ or three story buildings, may build a fourth story.
- Projects located in the Urban Center Transect, which can normally build two-to-four story buildings, may build up to six~~eight~~ stories, ~~and up to eight stories for block building types.~~

This incentive program shall be implemented in the ULDC.

**Policy 1.2.2-g:** The Planning Division shall coordinate with interested, affected municipalities in PRAs, to assist them in establishing zoning districts and regulations that allow and encourage the effective integration of residential and non-residential uses, consistent with the URA Master Plan and TE Policy 1.2-v.

**REVISED Policy 1.2.2-h:** The County shall require inter-connectivity in the URA between complementary neighboring land uses for both vehicular and pedestrian cross access, which shall be implemented through criteria established in the ULDC.

**Policy 1.2.2-i:** The County shall seek and encourage affordable and workforce housing opportunities in the URA.

**Policy 1.2.2-j:** The County shall coordinate with adjacent municipalities regarding redevelopment activities within the URA to ensure that such efforts are consistent with municipal annexation plans and redevelopment activities within the URA, as appropriate.

**Policy 1.2.2-k:** Mixed-use centers and employment centers shall be encouraged in the Urban Redevelopment Area (URA) where appropriate.

~~**DELETE Policy 1.2.2-l:** By January 2011, Palm Beach County shall conduct a stormwater feasibility study to investigate the creation of an independent, master stormwater drainage district or utility to meet the retention and detention requirements of areas targeted for redevelopment by the URA Master Plan.~~