

GOALS, OBJECTIVES AND POLICIES

GOAL *In the short term (5 year) and long term (10 year) planning horizons of this Comprehensive Plan, it will be the City's initiative to protect and enhance the residential, commercial, industrial and natural resource areas of Riviera Beach.*

OBJECTIVE 1.1: Public Facilities Availability

The City shall continue to insure that all development and redevelopment is coordinated with the availability of facilities and services, and is compatible with soil conditions and topography.

Policy 1.1.1: As new development occurs within the City, continue to use the development code to require a tie-in to the sanitary sewer and public water systems.

Policy 1.1.2: The City shall continue to supply water and sewer to new developments that occur in areas yet to be annexed and subject to receipt of a petition for voluntary annexation. If the property is contiguous, it shall be annexed prior to connection to the City's water and sewer system; otherwise, the property shall be annexed when the development becomes contiguous.

Policy 1.1.3: The City shall continue to use the flood plain provisions of the Land Development Code to assure new development at topographic elevations sufficient to minimize flood impact.

Policy 1.1.4: Periodically review all development codes to determine needed refinements relative to on-site drainage, open-space and parking lot design standards.

Policy 1.1.5: The City shall continue to use the adopted Concurrency Management System, contained in "Article X of the Land Development Code, to implement requirements contained in 9J-5.0055 and to insure that public facilities are in place concurrent with the impacts of any development, and levels of service continue to be maintained.

Policy 1.1.6: The City will encourage the use of water conserving appliances in order to reduce the per capita consumption of potable water and the increased use of energy efficient appliances to reduce energy consumption and the carbon footprint of the City through public information campaigns.

OBJECTIVE 1.2: Redevelopment

By 2010, the City shall reconsider revisions to the adopted Community Redevelopment Plan (CRA) by addressing issues and market conditions that have arisen since plan implementation was initiated.

Policy 1.2.1: The City and the CRA will revise the adopted 2001 Redevelopment Plan which shall be designed to change the image of the Riviera Beach community redevelopment area from a depressed district suffering from loss of residential and business vitality into one respected for community purpose and pride, and to reshape the City into a desirable place to live, work, shop, and visit, with special places, events, and experiences, -not available anywhere

else in the Lake Worth Lagoon Area. Updated plans and policies will review, re-consider and/or modify the following components of the adopted 2001 Redevelopment Plan:

- Utility Conditions & Redevelopment/Infrastructure Costs
- Roadway Improvements
- Density/Intensity of Proposed Waterfront Projects
- Recreation/Open Space Downtown CRA Projects
- Circulation and Public Parking
- Circulation and Dedicated ROWs for Public Transit, Pedestrians and Bikeways
- The loss of eminent domain as a redevelopment tool

Policy 1.2.2: By way of the new redevelopment plan, the City will begin to expedite the phasing out of all dilapidated housing within the Community Redevelopment Area utilizing CRA TIF funding, the Community Response Team (CRT), Unsafe Building Ordinance, and Code Enforcement staff to insure decent, safe, sound, sanitary housing for all residents of the community redevelopment area.

Policy 1.2.3: By 2010 the revisions to the adopted Redevelopment Plan will address streamlining the review process between the CRA and City that simplifies and expedites the ability to implement the redevelopment plan for both residents and developers alike, and is economically feasible.

Policy 1.2.4: By 2010 the revisions to the adopted Redevelopment Plan shall provide a mix of land uses that will create an environment conducive to development.

Policy 1.2.5: By 2010 the revisions to the adopted Redevelopment Plan shall provide for improved public access, beach visibility, improved image and uses to promote family activities for residents and visitors alike at the Riviera Beach (Ocean Mall) area of Singer Island. This will be accomplished through the redevelopment of the Ocean Mall and the construction of the adopted 2008 "Municipal Beach Plan".

Policy 1.2.6: By 2010 the revisions to the adopted Land Development Regulations will include design controls for all public and private development within the community redevelopment area. These controls will provide for a unique image and character with setbacks, height, parking, architectural elements/building facades, landscaping, and materials that ensure design excellence and quality in development projects.

Policy 1.2.7: To the maximum extent possible, the revisions to the adopted Redevelopment Plan shall provide for an active pedestrian and bicycle circulation environment linking the major neighborhoods within the community redevelopment area and stimulating continuity of the circulation system outside the community redevelopment area to existing neighborhoods and local area amenities.

Policy 1.2.8: The revisions to the adopted Redevelopment Plan shall promote the creation of a public transportation system capable of providing convenient access to neighborhoods, parks, beaches, schools and commercial activities within and adjacent to the community redevelopment area.

Policy 1.2.9: In the revisions to the adopted Redevelopment Plan the City shall include design principles that support development that attempt to meet Leadership in Energy and Environmental Design (LEED) Standards.

Policy 1.2.10: The revisions to the adopted Redevelopment Plan shall provide the opportunity for every qualified “stakeholder” in the community to participate in the opportunities evolving from the redevelopment process through its extensive citizen participation and review process.

Policy 1.2.11: The revisions to the adopted Redevelopment Plan will include a comprehensive Displacement and Relocation policy to cover individuals, families and/or businesses in the redevelopment area who become displaced as a result of public action.

Policy 1.2.12: The revisions to the adopted Redevelopment Plan will identify socioeconomic conditions within the community redevelopment area contributing to the ongoing decline of residential and retail vitality and provide recommendations to eliminate these conditions.

Policy 1.2.13: The revisions to the adopted Redevelopment Plan shall continue to pursue the planning and development of the working waterfront to optimize Riviera Beach’s unique waterfront location. The plan shall also create opportunities for mixed uses, such as high quality boat building and repair, marine industry uses requiring easy access to the ocean, support businesses including restaurants, boat sales and related businesses and wet and dry boat storage requiring “in & out” services with priorities for businesses with dependence on the proximity to deep water.

Policy 1.2.14: The revisions to the adopted Redevelopment Plan shall use the CRA/City resources –including City-owned properties- to initiate and consolidate citywide dredging, shore-edge construction, environmental studies, design and permitting to expedite the redevelopment and expansion of the waterfront facilities on an as-needed basis.

Policy 1.2.15: The revisions to the adopted Redevelopment Plan shall integrate the public oriented port activities with the redevelopment plan for the mutual benefit of the Port and the City to the greatest extent possible.

- a) The City and CRA will continue to monitor the Port’s compliance with the interlocal agreement to insure that the Port does not expand past 10th Street. Additionally, the City will continue to assure that the Port’s activities do not adversely impact downtown redevelopment, traffic, or adjacent Port Road residential areas but is complimentary to redevelopment.
- b) In conjunction with the Intergovernmental Coordination Element and in order to further many of the revisions to the adopted Redevelopment Plan components, the City shall create continuing, regular, and ongoing planning sessions with the public, City staff, CRA staff, Port staff and consultants, to exchange necessary information and to resolve conflicts.

Policy 1.2.16: The City of Riviera Beach shall ensure that prior to issuing any development approvals in the City, including the Community Redevelopment Area that the necessary public facilities, such as roadway and water and sewer improvements, will be in place and/or have funding committed.

Policy 1.2.17: In order to further many of the Redevelopment Plan elements, the City shall create continuing, regular planning sessions with the public, City staff, CRA staff, Port staff and consultants, to exchange necessary information and to resolve conflicts.

Policy 1.2.18: In order to reduce greenhouse gas emissions and the potential for urban sprawl, the City will utilize the Redevelopment Plan and the CRA to encourage new development to locate within the under-utilized downtown area. By 2010, the City will revise the land development regulations to ensure the downtown area:

- a. Establishes an efficient land use pattern allowing mixed use development and the higher densities needed to support a viable transit system;
- b. Creates a “park once” environment by providing a mix of uses within a pedestrian and bicycle-friendly environment of narrow streets with shaded sidewalks, appropriate landscaping and street details, and traffic calming measures such as on-street parking;
- c. Promotes the optimum use of transit by maintaining and enhancing the walkable block structure and interconnected transportation network to effectively link transit station(s), bike paths, sidewalks, buildings, open spaces, and the waterfront.

Policy 1.2.19: Substantial redevelopment of the Community Redevelopment Area (CRA) is anticipated. The Redevelopment Plan describes the vision for the future of the downtown area. New development shall conform to the pattern of development set forth in the Redevelopment Plan, which has the following characteristics:

1. Provides a variety of housing types to accommodate a diverse population;
2. Creates a “park once” environment by providing a mix of uses within a pedestrian-friendly environment, whereby drivers are comfortable utilizing one parking space and walking to several destinations;
3. Promotes the optimum use of transit by maintaining and enhancing an interconnected transportation network that effectively links transit station(s), bike paths, sidewalks, buildings, open spaces, and the waterfront;
4. Maintains and enhances a continuous, inter-connected network of narrow pedestrian- and bicycle-friendly streets with shaded sidewalks, appropriate landscaping and street details, and traffic calming measures such as on-street parking;
5. Provides public open space in the form of civic parks, plazas, or greens;
6. Maintains and enhances access to the waterfront; and
7. Encourages investment by accommodating new development at a range of scales including individual infill buildings and large redevelopment projects.

Policy 1.2.20: In order to ensure the development pattern illustrated in the adopted Redevelopment Plan is achieved, the Land Development Regulations will be amended in 2010 to create new Downtown Zoning Districts which reflect the following concepts:

1. Regulate building form to ensure a predictable development pattern, enhance the public realm, and create a pedestrian-friendly, sustainable downtown area;
2. Establish a system of primary and secondary street designations, whereby buildings are oriented to primary streets to create superior pedestrian environments, with service

functions such as parking and loading being accommodated along secondary streets; and

3. Use a transect-based strategy, which organizes building scale and uses to ensure harmonious transitions in intensity by locating buildings of similar height and massing containing compatible uses facing one another on a given street, with changes in scale and intensity occur in a back-to-back configuration or along alleys as described in Figure FLU-A.

Figure FLU-A: Transect



The Transect demonstrates how diverse buildings and uses can be compatibly arranged. The highest intensity area, comprised of tall, attached buildings containing a mix of uses, is located along the main corridor and around the center. In this example, the center is shown as a park; however, the center of downtown could be the intersection of two major thoroughfares, a civic building, or business district. Building scale and intensity gradually decrease moving from the center toward the edge of downtown, ultimately becoming

predominantly single-family neighborhoods. In order to properly transition among the various building types and uses, the following general guidelines shall be followed:

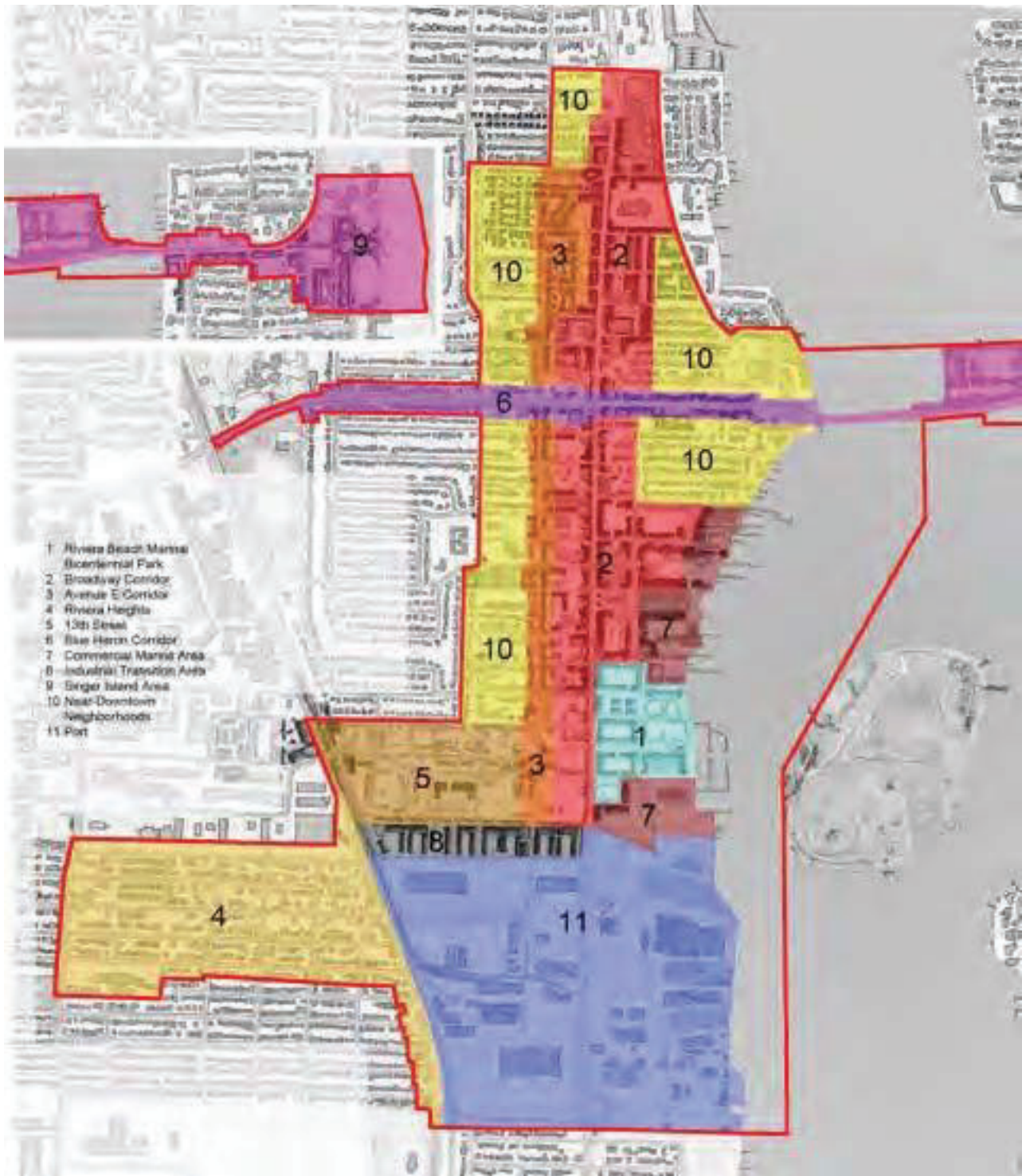
- 1) *Similar buildings should face across streets; changes in uses and/or building scale should generally occur along rear or side property lines;*
- 2) *Buildings are oriented toward primary streets (denoted as “A Street”);*
- 3) *Parking and service functions are accommodated by alleys or along secondary streets (denoted as “B Street”).*

Policy 1.2.21: The downtown area is composed of diverse areas with unique characteristics. The Land Development Regulations will reinforce these distinctions in scale, character, and intensity. As a general guide to future regulations, eleven sub-areas are shown on Figure FLU-B and are described below:

- 1) **Riviera Beach Marina/Bicentennial Park:** This is a vibrant, mixed-use regional waterfront destination centered about Bicentennial Park and the Riviera Beach Marina. Buildings in this area accommodate entertainment, retail, office, and residential uses. Signature sites, such as the intersection of 13th Street and Broadway (which serves as a gateway into the district) and land overlooking Bicentennial Park, will be designated for the tallest buildings in the downtown.
- 2) **Broadway Corridor:** Broadway, the north-south corridor traversing the downtown, will be re-established as a pedestrian-friendly main street, with storefronts and arcades lining the streets. Roadway improvements will support revitalization of the downtown by improving the pedestrian environment with wide shaded sidewalks, on-street parking to support adjacent businesses, and a steady but calm flow of traffic. Mixed-use, mid-rise buildings will line the streets to create a safe, interesting area.
- 3) **Avenue E Corridor:** Avenue E is a neighborhood main street accommodating small businesses, multi-family buildings, and single-family homes. Infrastructure improvements will establish a pleasant environment for drivers, cyclists, and pedestrians, and re-establish the missing link between 32nd Street and 34th Street. Mixed-use development in low-rise buildings will provide a harmonious transition between the Broadway Corridor and adjacent residential neighborhoods.
- 4) **Riviera Heights:** This district is predominantly residential, with some neighborhood-commercial accommodated along Martin Luther King Boulevard. Infill development which is compatible in scale with the existing residential fabric is encouraged, such as new single-family houses and multi-family buildings including townhouses, courtyard apartment buildings, and apartment houses.
- 5) **13th Street:** 13th Street will link a future rail station to the Riviera Beach Marina and Bicentennial Park. This area can accommodate mid-rise mixed-use infill development as a transition between the light industrial uses to the south and the neighborhood north of 13th Street. North of 13th street, infill development which is compatible in scale with the existing residential fabric is encouraged, such as new single-family houses and multi-family buildings including townhouses, courtyard apartment buildings, and apartment houses.

- 6) **Blue Heron Corridor:** The Blue Heron Corridor is the primary entrance to downtown and Singer Island. This corridor will accommodate mid-rise mixed-use development. Buildings must be placed on their sites in a manner that improves the pedestrian environment on the corridor.
- 7) **Commercial Marine Area:** The land development regulations will define appropriate transitions between marine industry and surrounding uses. Rather than relying solely on landscape buffers for separation, the land development regulations will include techniques which will regulate the edges of the lots using mixed use buildings with usable windows and doors to provide appropriate transitions. Residential uses, businesses, restaurants, and office functions can be located along these edges to provide an appropriate transition.
- 8) **Industrial Transition Area:** This area will provide a transition from the Port to the neighborhood to the north. Light industrial uses will be oriented along 10th Street, with buildings containing the office and support functions for the industrial uses, businesses, restaurants, and some residential uses can be located along 11th Street to provide an appropriate transition to adjoining neighborhood. Vehicular access for the industrial uses will be accommodated from 10th Street and the side streets whenever possible, so that 11th Street will have building façades with usable windows and pedestrian access facing the neighborhood.
- 9) **Singer Island Area:** This area can accommodate mixed-use development, with taller buildings located along Lake Worth, acting as a gateway into the area. Mid-rise mixed use buildings will be accommodated in the Ocean Mall, overlooking the public beach.
- 10) **Near-Downtown Neighborhoods:** These neighborhoods can accommodate infill development which is compatible in scale with the existing residential fabric, such as new single-family houses and multi-family buildings including townhouses, courtyard apartment buildings, and apartment houses.
- 11) **Port:** This area is comprised of the Port of Palm Beach.

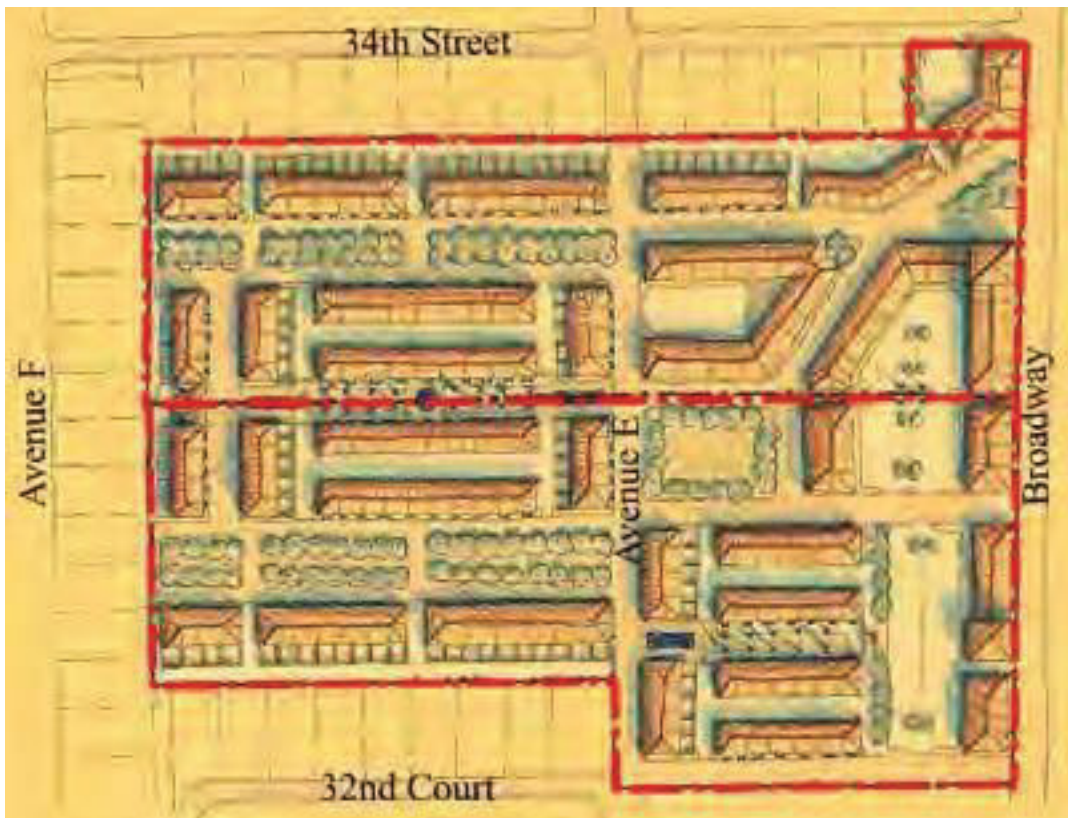
Figure FLU-B: General Guide to Downtown Riviera Beach Sub-Areas



Policy 1.2.22: Provide in the Land Development Regulations a pre-approved option to encourage future redevelopment of mobile home/trailer park properties located within the CRA in a manner consistent with the city’s vision of a mixed-use, sustainable, pedestrian-friendly environment that accommodates diverse housing options within an interconnected street and block structure. Conceptual redevelopment plans have been created to illustrate the intended pattern of redevelopment:

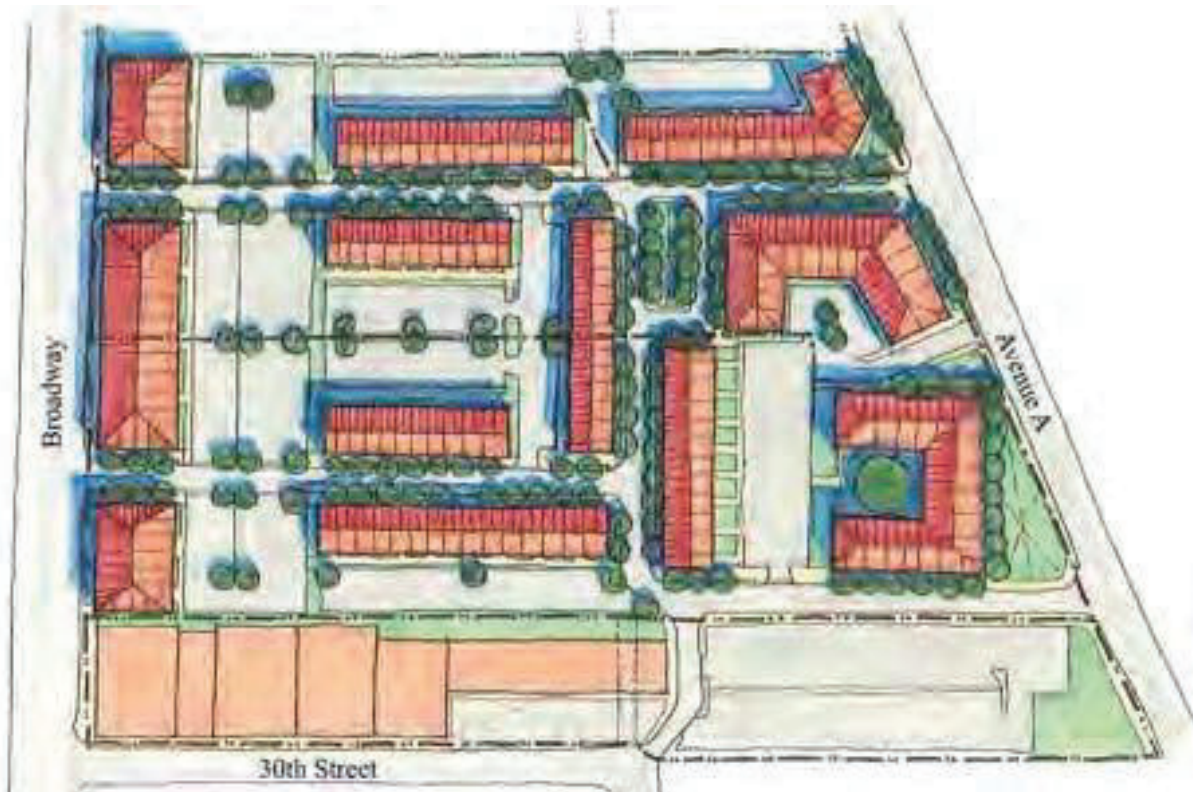
- 1) The City’s preferred redevelopment plan for Chateau Circle, Ocean Tides, and Southern Park has the following characteristics (see conceptual plan in Figure FLU-C):
 - a. Avenue E is reconnected through the properties;
 - b. A system of new streets, alleys, and pedestrian paths connect the adjacent parcels to each other and to Broadway;
 - c. Mixed-use buildings are located along Broadway;
 - d. Townhouses and low-rise multi-family buildings can provide a transition between the single-family houses located to the west and the mixed-use buildings facing Broadway;
 - e. The fronts of buildings face the fronts of buildings, the backs of buildings face the backs of buildings;
 - f. Green space is organized into public parks, plazas, or greens, lined by streets and the fronts of buildings; and
 - g. Off-street parking is accommodated in the rear of buildings.

Figure FLU-C: Conceptual Redevelopment Plan for Chateau Circle, Ocean Tides & Southern Park



- 2) The City's preferred redevelopment plan for the Harbor Lights Inn and Oasis has the following characteristics (see conceptual plan in Figure FLU-D):
- a. A system of new streets and alleys connect the parcels to each other, and between Broadway and Avenue A;
 - b. Mixed-use buildings are located along Broadway;
 - c. Multi-family buildings such as low-rise apartments and townhouses provide a transition between residential uses along Avenue A and the more intense uses along Broadway.
 - d. The fronts of buildings face the fronts of buildings, the backs of buildings face the backs of buildings; and
 - e. Off-street parking is accommodated in the rear of buildings.

Figure FLU-D: Conceptual Redevelopment Plan for Harbor Lights Inn and the Oasis properties



Final redevelopment plans may vary from these conceptual plans; however, plans qualifying for the pre-approved option must have the characteristics described in this policy and set forth in greater detail in the Downtown Zoning Districts.

OBJECTIVE 1.3: Incompatible Land Uses

The City shall continue to take/support actions which reduce uses which are inconsistent or incompatible with the future land use map and City's adopted objectives, measured by the following policies:

Policy 1.3.1: By 2010, the development code shall be reviewed and revised to eliminate any potentially incompatible land uses including non conforming uses within zoning districts, and to contain updated land development regulations.

Policy 1.3.2: As part of the above review, the City shall continue to assess the adequacy of the non-residential zoning districts provisions in terms of their ability to protect adjacent housing from existing and future incompatible uses.

Policy 1.3.3: The LDC shall be reviewed and revised to eliminate incompatible uses, and to this end by 2010 the revisions to the adopted Redevelopment Plan shall include an assessment and prioritization of the reduction of such uses which would be inconsistent with new redevelopment.

Policy 1.3.4: The City Council will work with the Town of Lake Park to use rezoning and code enforcement to mitigate the impacts of incompatible land uses on the north side of Silver Beach Road.

Policy 1.3.5: In the case of the residential and non-residential land use designations located along the same streets—within the CRA, the Land Development Code will include criteria that ensures compatible transitions between uses and building scale, including regulating building orientation, vehicular access, landscaping, and using mixed-use buildings to shield incompatible uses from the street.

Policy 1.3.6: Existing water dependent uses (i.e., uses that cannot exist or occur without ocean or estuarine association) shall be maintained through compatible zoning policies.

OBJECTIVE 1.4: Natural Resources

Development activities shall ensure protection of natural resources, and the city shall continue to enforce the Land Development Code and amend if necessary to assure adequate protection of natural resources and environmentally sensitive land; particularly mangroves, significant estuarine bottomlands, wetlands, the beach and wellfields.

Policy 1.4.1: In order to achieve protection of the natural Singer Island lakefront habitat (particularly mangroves, adjacent wetlands and significant estuarine bottomlands) the City shall continue to enforce the Wetlands Preservation Ordinance and shall continue to pursue public acquisition of submerged lands.

Policy 1.4.2: The City has adopted and shall continue to enforce the Palm Beach County Wellfield Protection Ordinance, and by 2010 amend the Land Development Code to prohibit any uses within wellhead protection areas which would be detrimental. In the interim the City shall continue to review any uses at time of development request, for compliance with the City/County Wellfield Protection Ordinance, and in conjunction with the Policy 1.7 of the Infrastructure Element and Objective 4.1, Policies 4.1.8 and 4.1.9 or the Conservation Element.

Policy 1.4.3: The City shall continue to implement the predominant use of native vegetation through the Land Development Code.

OBJECTIVE 1.5: Hurricane Evacuation

Grant no land use plan amendments that would increase residential land use density and intensity in the coastal high hazard area (CHHA [9J-5.006(3)(b)5, F.A.C.]

Policy 1.5.1: The City shall evaluate plan amendments and rezoning requests that would increase the permanent and transient residential population densities permitted by the Comprehensive Plan in the CHHA in order to avoid further burdens on the hurricane evacuation process. Vacant parcels shall be developed at densities and intensities consistent with the Future Land Use Map, and will adhere to Objective 2.2 (Development in The Coastal High Hazard Area [CHHA]) and related policies of the Coastal Management Element.

Policy 1.5.2: The City of Riviera Beach has adopted the hurricane evacuation routes and times as stated in the Palm Beach County Comprehensive Emergency Management Plan. The City has developed its own Emergency Management Plan for category 5 hurricanes which includes the state-mandated evacuation times of 16 hours out of county and 12 hours to shelter including a description of routes for potential evacuees.

OBJECTIVE 1.6: Annexation

The City shall continue to identify and annex pockets and enclaves, east of the City's western limits, to create a unified, compact pattern of municipal development and efficiency of utility service delivery.

Policy 1.6.1: The City will continue to annex enclaves within its municipal boundaries in accordance with its interlocal agreement with Palm Beach County (Resolution 98-01: Designating the Future Annexation Boundaries of the City of Riviera Beach).

Policy 1.6.2: The City will continue to annex enclaves within its municipal boundaries for the purposes of economies of scale as relates to the provision of utility services.

OBJECTIVE 1.7: Innovative Land Development

The City shall continue to develop and encourage utilization of innovative land regulations and zoning districts, including PUD, mixed-use development, and new urbanist approaches.

Policy 1.7.1: The City shall continue its review of existing Planned Unit Development (PUD) Districts to determine if adjustments to the PUD code are necessary. To date, the City has made revisions to minimum lot areas within PUDs, and in the future will create/adopt additional districts with Land Use designations as necessary.

Policy 1.7.2: The City shall review existing Floor Area Ratios (FAR's) and make adjustments as needed to facilitate innovative development.

Policy 1.7.3: The City shall incorporate crime prevention through environmental design into the review of all development projects.

OBJECTIVE 1.8: Future Land Use Categories

The City shall continue to ensure that its land development regulations are consistent with and further the provisions of the Comprehensive Plan, and shall incorporate densities and intensities of Future Land Use Categories into the Land Development Code.

Maximum Intensity/Density for Land Use Categories

Future Land Use Category	Floor Ratios	Area	Density
Single-Family Residential	-		6 units/acre
Low Density Multiple Family Residential	-		10 units/acre
Medium Density Multiple Family Residential	-		15 units/acre
High Density Multiple Family Residential	-		20 units/acres
Resort Hotel			40 suites/acre; 20 units/acre
Commercial	1.4		
Working Waterfront	1.15		
Downtown Mixed Use	2.0		
General Mixed Use	2.0		
Office	1.0		15 units/acre
Industrial	1.15		
Recreational	.6		
Utilities	.8		
Special Preservation	0.0		
Port: As set out in the Port Master Plan			

Policy 1.8.1: The Future Land Use Map designations shall include the following land use categories, densities and intensities, which shall be implemented through land development regulations. The City shall take the necessary actions to implement the categories in accordance with criteria described below:

Residential

There are five residential land-use categories, which include predominantly single-family and multiple family uses. Institutional uses such as parks, and other governmental facilities are appropriate, subject to criteria to ensure compatibility with the residential character. Manufactured housing and mobile home parks are allowed within this use in accordance with Land Development Regulations.

Single-Family Residential: Up to 6 units per acre; implemented through the RS-5 zoning district.

Low Density Multiple Family Residential: Up to 10 units per acres: This category is intended to provide for mixed density type residential. It will be implemented through the RS-8, RS-6, and RD-15 two-family districts; within the CRA, this category will be implemented through the exclusive use of the Downtown Zoning Districts.

Medium Density Multiple Family Residential: Up to 15 units per acre: A medium density category that includes hotels as special exceptions. It will be implemented by the RML-12, RM-15 and RMH-15; within the CRA, this category will be implemented through the exclusive use of the Downtown Zoning Districts.

High Density Multiple Family Residential: Up to 20 units per acre: This is the highest density category, available when the Minority Employment and Affordable Housing Opportunity Plan (MEAHOP) bonus provision is used; otherwise, 17 units per acre without the MEAHOP provision. It will be implemented by the RM-20 and RMH-20 districts; within the CRA, this category will be implemented through the exclusive use of the Downtown Zoning Districts.

Resort Hotel: Up to 40 suites per acre: This category is primarily resort commercial in character and is intended to promote resort and tourist related activities. The highest density available is 40 suites (80 rooms) per acre, when the Minority Employment and Affordable Housing Opportunity Plan (MEAHOP) bonus provision is used, otherwise the density shall be 30 suites (60 rooms) per acre. This category is restricted to the areas between the two municipal beaches located on Singer Island east of A1A. A special Resort Hotel zoning district allowing resort/hotels/timeshares of up to 30 suites (60 rooms) per acre (40 suites, 80 rooms/acre with MEAHOP) with an accessory restaurant and accessory retail shall be adopted for a section of the Singer Island beachfront east of A1A between the two (2) public beaches. This density may be increased to 60 suites per acre for Resort Hotel land use parcels within the Community Redevelopment Area on Singer Island, based on the final ordinance to be enacted by the City in the near future.

Condominiums may be permitted under this category at a density of 17 dwelling units per acre or a maximum of 20 dwelling units per acre if the Minority Employment and Affordable Housing Opportunity Plan (MEAHOP) bonus provision is used.

Mixed Use

Downtown Mixed Use: The Downtown Mixed Use category provides for a wide range of uses including retail, commercial, residential, restaurant, entertainment, civic, parks, marinas, and boardwalks. The Land Development Regulations will ensure compatibility between the wide ranges of uses desirable in a successful downtown environment through the exclusive use of the Downtown Zoning Districts, which will:

- 1) Establish a vibrant, mixed-use regional waterfront destination around Bicentennial Park and the Riviera Beach Marina;
- 2) Allow for intense mixed-use development along the Broadway corridor in the core of the downtown area;
- 3) Allow for less intense mixed-use development along the Avenue E corridor;

- 4) Provide for harmonious transitions in building scale and use between the predominantly single-family residential neighborhoods and mixed-use corridors;
- 5) Ensure existing access and views of the Intercoastal waterway are retained and increased; and
- 6) Ensure the street network is maintained and enhanced.

Commercial and Office

- **Office:** A transitional category, intended to encourage office development along corridors and in commercial centers, which also permits multifamily housing and low intensity commercial uses. Implemented through the OP Zoning district, density is limited to 15 units/acre. Use intensity is moderate, and shall vary depending on adjacent uses. The maximum impervious area shall be 75%. Height standards shall relate to adjacent uses, being more restrictive in proximity to single-family land use areas, as described in the Land Development Code.
- **Commercial:** Uses predominantly connected with the sale, rental or consumption of products, or performances of professional or non-professional services. The maximum impervious area shall be 70%. A range of zoning districts from a commercial neighborhood district (CN) to general commercial districts. (CG) shall implement this land use category.

Industrial and Related Uses

Working Waterfront: Commercial fishing, vessel construction and repair, marine-related repair and construction, marine commerce, research, services and sales, marine related defense industry and related manufacturing and support services, inside and outside boat storage, and related uses including boat ramps, marinas, and waterfront restaurants. The City will continually promote policies to encourage businesses (and those that service them) requiring deep water access. Transitions between working waterfront properties and existing residential streets will be managed using transitional/flexible spaces as set forth in Policy 1.3.5.

Marina siting should be based on upland, shoreline and in-water characteristics, as well as submerged land ownership.

Port: Uses related to the Port of Palm Beach cruise and cargo ships. This Land Use is assigned to property within the Port of Palm Beach District only.

General Industrial: Includes both the limited industrial district (light manufacturing, automotive uses, construction firms, wholesaling, etc.) to general industrial districts which include heavier manufacturing and petroleum storage. The maximum impervious area shall be 85%. Within the CRA, this category shall be implemented through the exclusive use of the Downtown Industrial zoning district.

Mining shall continue to be prohibited. The City shall amend the IG zoning district to reflect these changes by 2010.

The City will increase its efforts to facilitate development of the bio-science industry within the general industrial land use category.

Public-related Land Uses

- **Community Facilities:** Schools and municipal, State and Federal uses. Implemented by CF Zoning District.
- **Special Preservation:** Mangrove, wetlands and special estuarine bottomlands. These mangroves and special estuarine bottomlands area protected by federal, State and local agencies involved in wetlands preservation, dredge and fill permitting, and other hydrological modifications. It is the expressed policy objective of the City to preclude and development of Submerged Lands except as specifically permitted by this section, including but not limited to mangroves, wetlands and estuarine bottomlands, to the maximum extent permissible by law.

Private residential fishing or viewing platforms and docks for non-motorized boats may be permitted subject to the following regulations:

1. Platforms and docks shall not extend outward past the mean low water line.
2. Construction must be fully achievable from an on-shore location.
3. Permits must be obtained from DEP and/or all other applicable regulatory agencies.

By 2010, the City shall adopt Land Development regulations addressing the use of the bottomlands for purposes listed above and which are compatible with the City's preservation policies 3.1.5 and 3.3.5 contained in the Conservation Element, which mandates no loss of natural shoreline bordering the estuary on Singer Island.

It is further the policy of the City to oppose any application for dredge or fill pending permits before applicable State or Federal agencies for lands in the Preservation Area. This policy objective shall not be construed nor implemented to impair or preclude judicially determined vested rights to develop or alter submerged lands.

For properties found to have judicially determined vested rights to develop or alter submerged lands, a density of one unit per 20 acres will be assigned to said property.

- **Recreation:** Public parks and selected commercial recreation uses including commercial uses with parks subjected to City review and control. It will be implemented through the RO district.
- **Utilities:** Municipal water and sewer, electrical and communications uses. It will be implemented through the U District, although utilities may be allowed elsewhere per the Land Development Code.

Policy 1.8.2: By 2011, the City will review and revise the Land Development Code and other code provisions including, but not limited to zoning, subdivision control, sign controls, landscaping, lot width, litter, vacant lot maintenance, and floodplain protection to assure their compatibility with the intent of this plan. A provision shall be adopted whereby annual business license renewals are granted only if required landscaping is adequately maintained.

Policy 1.8.3: The Land Development Code shall continue to include special buffer requirements for all industrial properties that abut residential districts and all multifamily residential development that abuts single family. This shall include landscaping on the lower intensity side of any walls.

OBJECTIVE 1.9: Community Enhancement

The City shall direct its efforts to enhance the community and improve quality of life, focusing on programs to 1.) Stabilize neighborhoods and reduce land use conflicts, and 2.) to improve the appearance of major corridors.

The City shall continue its Neighborhood Enhancement Strategy through the multi- departmental, and multi-disciplinary approach developed in 2004 and coordinated with strategic neighborhood planning processes such as the Sector Plans, Weed and Seed programming, the Community Revitalization Teams (CRTs), the Unsafe Building Ordinance.

Policy 1.9.1: The City shall continue streetscape efforts along its “gateways”, and will continue with implementation of the following projects:

- Decorative lighting on the Blue Heron Bridge
- Blue Heron Boulevard/SRA1A beautification
- Maintenance of all landscaping on City’s entrance ways

Policy 1.9.2: The City, in 2005, adopted a Neighborhood Sector Plan, which addresses the stabilization and revitalization of City neighborhoods. The City has and will continue to implement the recommendations of the plans by identifying and funding the recommended improvements in the City’s Capital Improvements Plan.

Policy 1.9.3: Land Use and zoning requests that increase density or intensity in/or adjacent to residential neighborhoods shall be required to demonstrate a benefit to that neighborhood.

Policy 1.9.4: Commercial and other non-residential uses adjacent to residential neighborhoods shall not be expanded into those areas unless such uses do not diminish or degrade the residential character of the neighborhood. (See Objective 1.3 Incompatible land uses and Policy 1.37 on commercial/residential neighborhoods adjacent to each another).

Policy 1.9.5: By 2010, the City shall initiate a program to identify those non-conforming uses which are not compatible with residential areas and not in conformance with the Comprehensive Plan, and develop a strategy through its Land Development Code (with incentives or other means) to replace the uses or encourage adaptive re-use of those structures.

OBJECTIVE 1.10: Water and Sewer System Land Needs

The City shall monitor the status of and continue to coordinate its Utility District Capital Improvement Plans with the Land Development Code to insure adequate provision of water and sewer facilities.

OBJECTIVE 1.11: Historic Preservation

Policy 1.11.1: The City (as well as within the CRA Redevelopment Area) shall assess all structures citywide to determine if any properties are of historic significance. If any significant structures are found, the City’s planning staff shall establish restoration standards and review procedures consistent with the Department of the Interior standards for renovation.

OBJECTIVE 1.12: School Siting

In Coordination with the Interlocal Agreement executed with The Palm Beach County School Board, the City has made, and will continue to make, every effort to provide sufficient land on the Future Land Use Map and within the City's Zoning code in proximity to residential development to meet the projected needs for schools. This Objective shall be made measurable by the City's satisfactorily meeting the School Board and its own implementing policies regarding concurrency, which guide the location of all private, public, and charter educational facilities.

Policy 1.12.1: Public, Private, and Charter schools shall be allowed in the Community Facility land use category in the Future Land Use Element.

Policy 1.12.2: The City shall ensure that proposed school sites will be compatible with present and projected use of adjacent property.

Policy 1.12.3: All proposed school sites shall be located away from industrial uses, major arterial roadways, railroads, airports, seaports, and similar land uses to avoid noise, odors, dust, and traffic impacts and hazards.

Policy 1.12.4: The City shall — in conjunction with the Interlocal Agreement with Palm Beach County -- continue to coordinate with the Palm Beach County School Board to maintain the historical character of existing schools and to ensure their use as public facilities for use as community facilities during off-peak hours.

Policy 1.12.5: The City shall — in conjunction with the Interlocal Agreement with Palm Beach County -- coordinate with the Palm Beach County School Board to plan and establish future school sites throughout the City; ensure adequate lands proximate to urban residential areas, and to collocate public facilities, such as parks, libraries, and community centers, with schools to the extent possible.

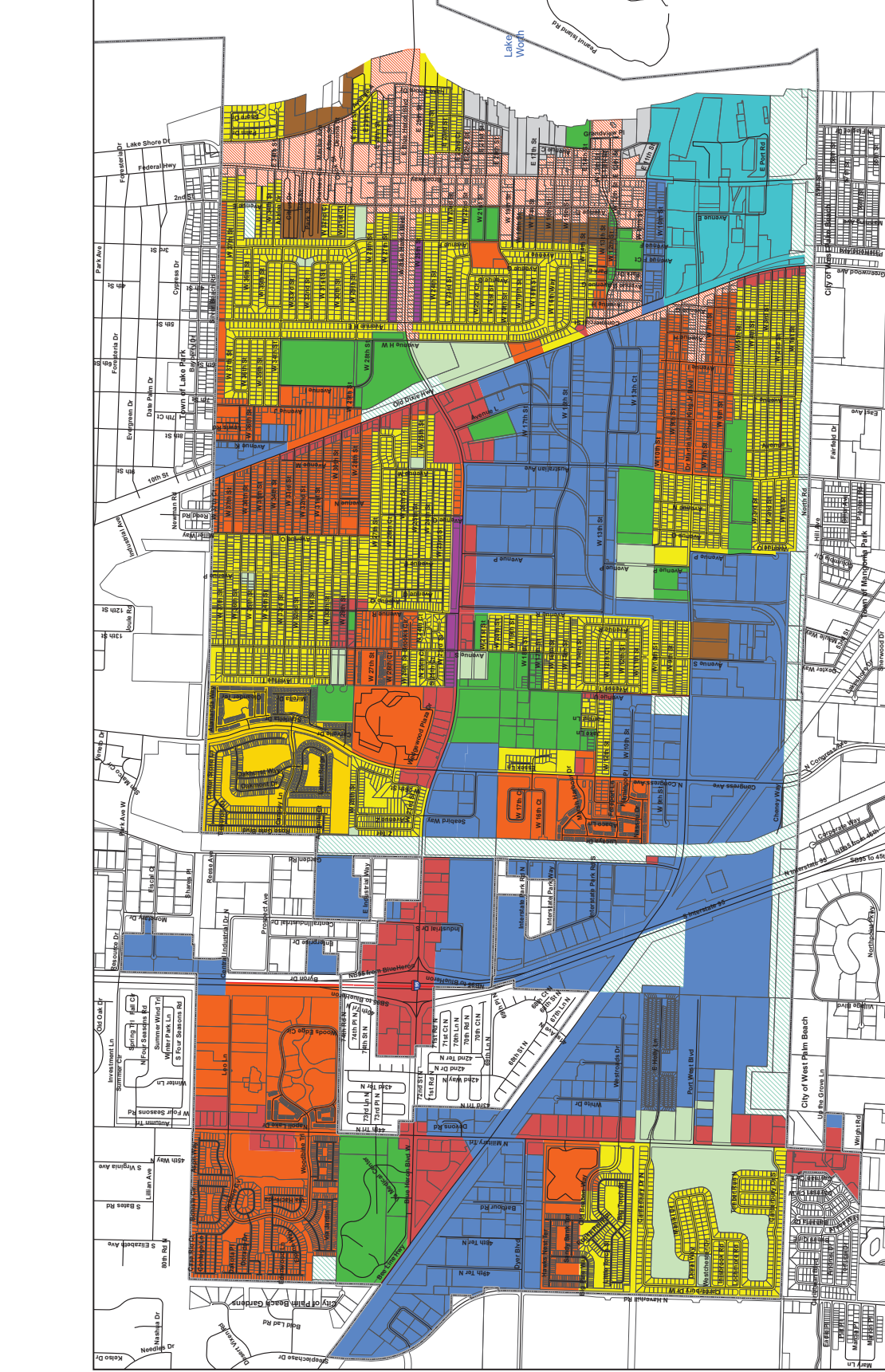
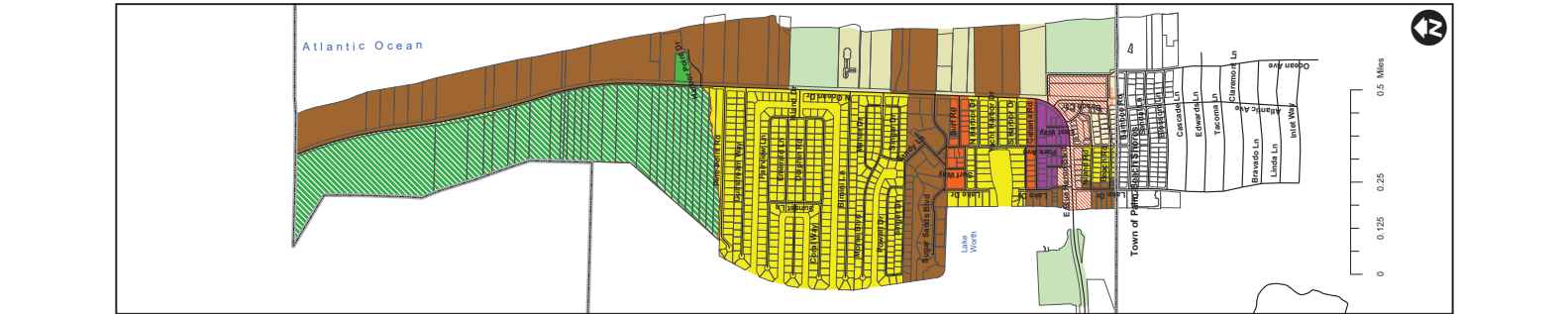
Policy 1.12.6: By August 2010, the City shall adopt Land Development Regulations to include criteria for school siting.

OBJECTIVE 1.13: Hazard Mitigation

The City shall —on an ongoing basis—shall coordinate future land uses as necessary to encourage the reduction or elimination of uses that the City determines are inconsistent with the adopted County-wide Hazard Mitigation plan. This Plan was, revised by the Emergency Management Committee in 2003 with new guidelines incorporated based upon the type of hazard.

Policy 1.13.1: By 2010, the City shall continue to review the effectiveness of the Hazard Mitigation Plan and determine and implement any necessary actions.

Policy 1.13.2: The City —by 2010--shall prioritize a list of potential hazard-mitigation related projects, and seek funding assistance through the programs available for this purpose.



City of Riviera Beach, Florida

Future Landuse Map

CITY OF PALM BEACH COUNTY, FLORIDA

Revisions

Date	Description	Ordinance
3/20/2002	Stipulated agreement	2914
8/21/2002	Annexation	2921
12/18/2002	Annexation	2932
11/26/2002	Land Use Change	2923
5/21/2003	Annexation	2943
7/22/2003	Annexation	2940
12/17/2003	Land Use Change	2952
4/7/2004	Annexation	2954
10/6/2004	Annexation	2965
11/17/2004	Annexation	2982
3/15/2006	Land Use Change	3005
6/7/2006	Land Use Change	3007
11/15/2006	Land Use Change	3019
4/2/2008	Land Use Change	3040
9/17/2008	Land Use Change	3051
10/6/2010	Landuse Change	3073

Land Use Districts

- Single Family Residential: Up to 6 dwelling units per acre
- Annexed, ELU not yet assigned
- Resort Hotel
- Low Density Mixed Type Multiple Family Residential: Up to 10 dwelling units per acre
- Medium Density Multiple Family Residential: Up to 15 dwelling units per acre
- High Density Multiple Family Residential: Up to 20 dwelling units per acre
- Resort, Hotel, and Timeshare up to 40 suites per acre
- Commercial
- Working Waterfront
- Downtown Mixed Use
- General Mixed Use
- Office
- Port
- Industrial
- Community Facilities
- Recreational
- Special Preservation
- Utilities

Base Map Features

- City Boundary
- Roads
- Parcels

The City of Riviera Beach, Florida, is an incorporated city with a population of approximately 20,000. The City is located in Palm Beach County, Florida. The City's jurisdiction extends to the area bounded by the Atlantic Ocean to the east, the Town of Palm Beach to the north, the City of West Palm Beach to the west, and the City of West Palm Beach to the south. The City's land use plan is based on the City's comprehensive land use plan and the City's zoning ordinance. The City's land use plan is subject to periodic review and update. The City's land use plan is based on the City's comprehensive land use plan and the City's zoning ordinance. The City's land use plan is subject to periodic review and update.

0 0.25 0.5 1 Miles

Base Map Features

- City Boundary
- Roads
- Parcels

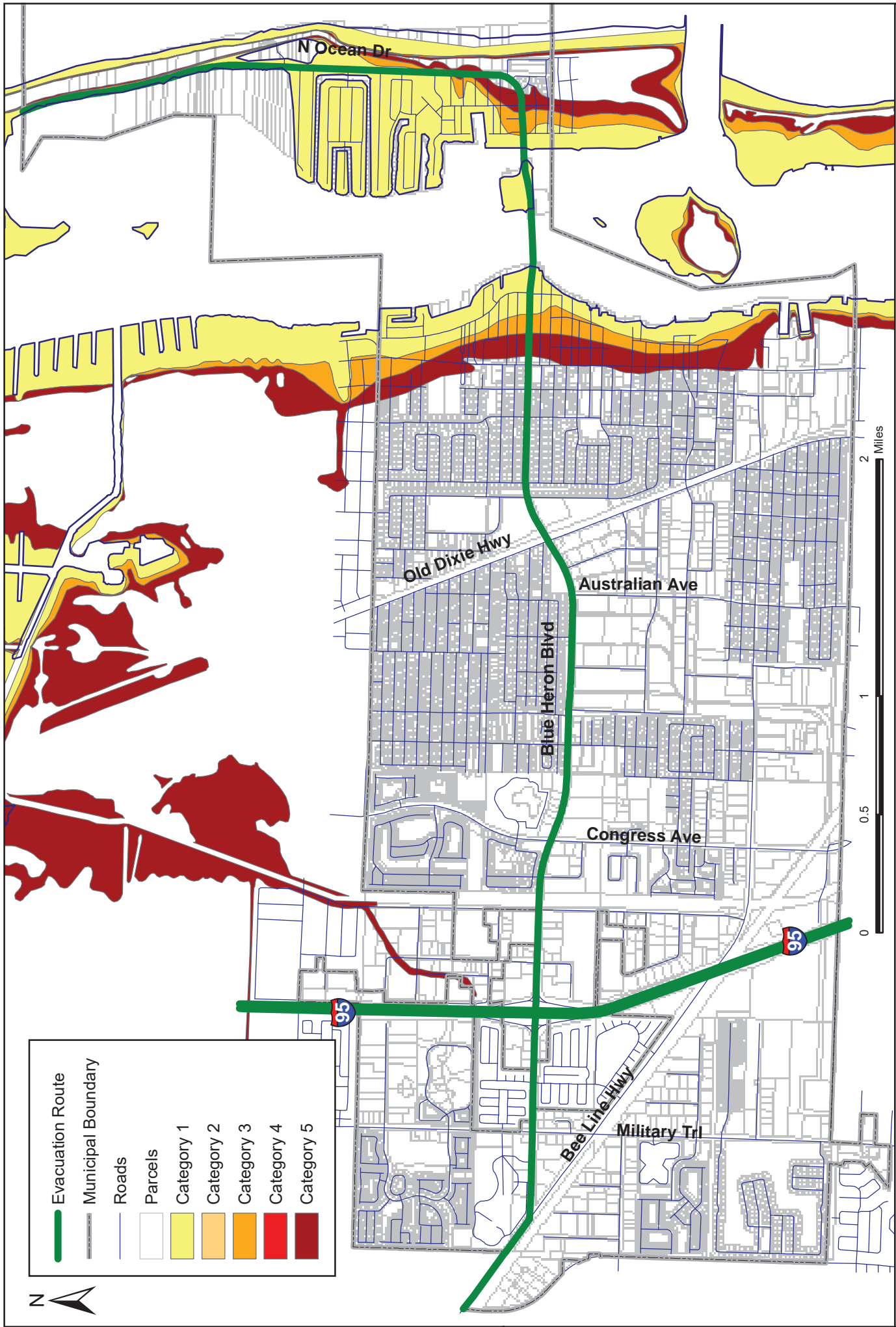
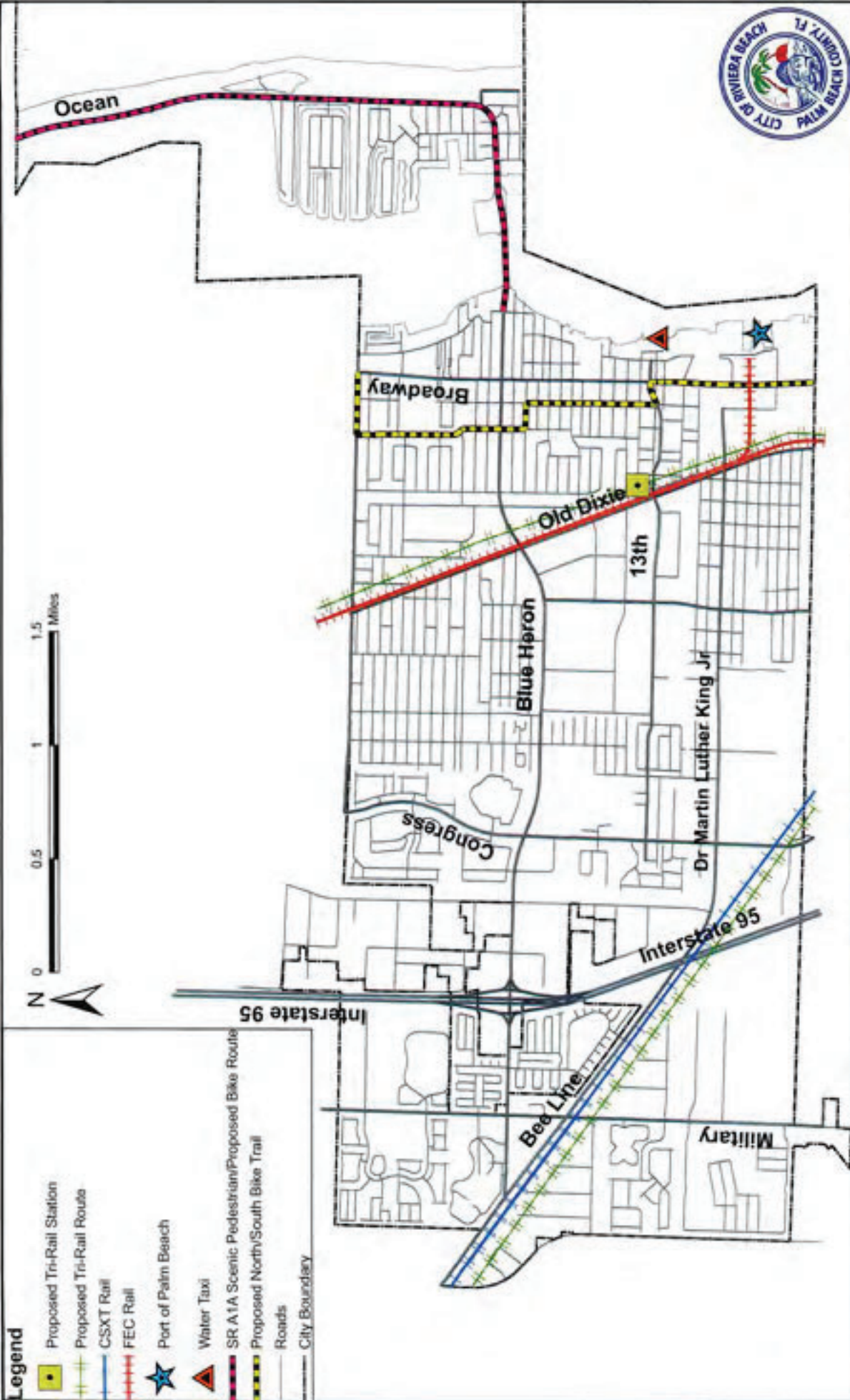


Figure CO-1, FLU-2, T-7
 Evacuation routes and storm surge categories.
 Hurricanes based on SLOSH modeling and LIDAR.



- Legend**
- Proposed Tri-Rail Station
 - Proposed Tri-Rail Route
 - CSXT Rail
 - FEC Rail
 - Port of Palm Beach
 - Water Taxi
 - SR A1A Scenic Pedestrians/Proposed Bike Route
 - Proposed North/South Bike Trail
 - Roads
 - City Boundary



FLU-3 Energy Conservation Location Map

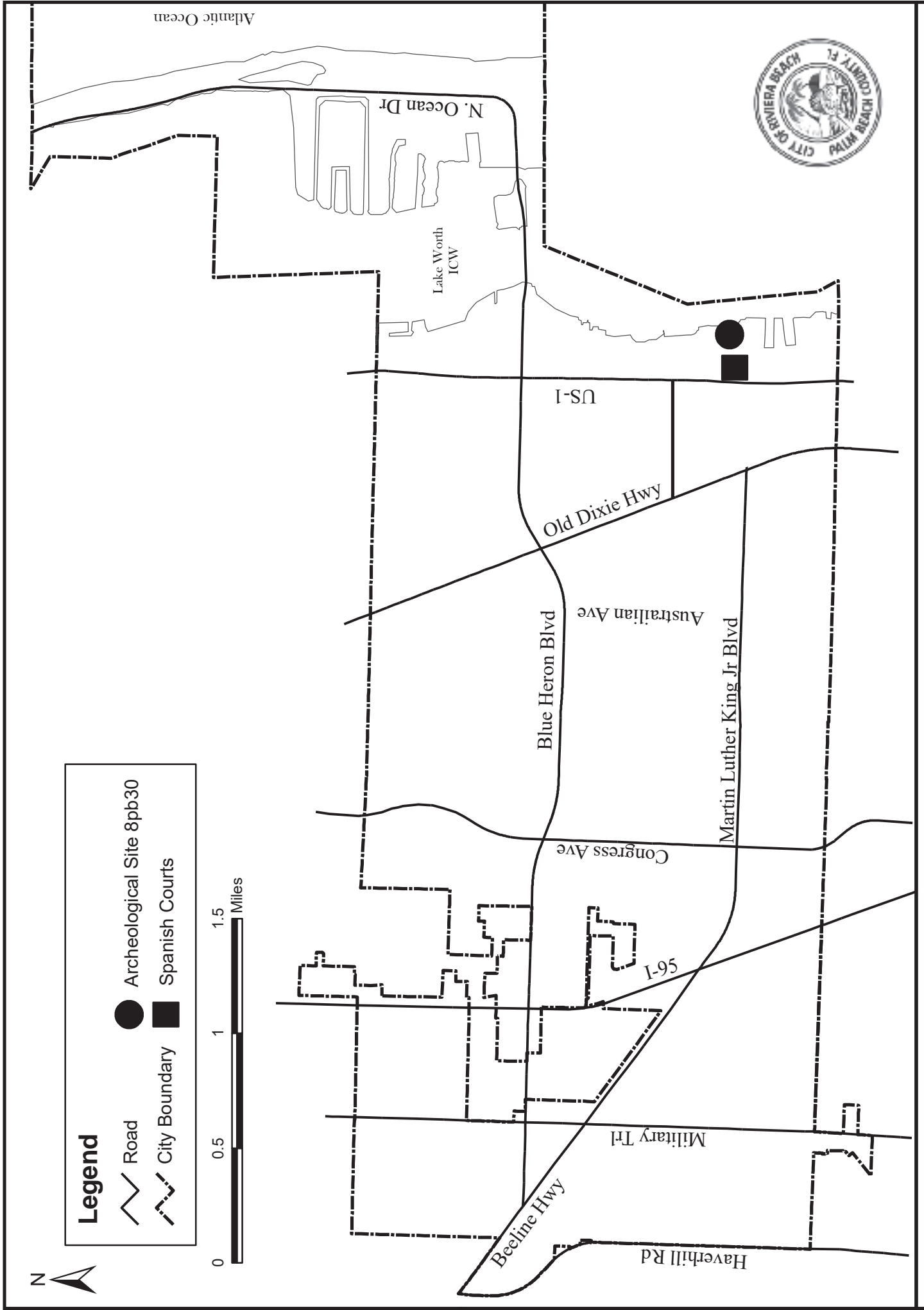


Figure FLU-4. Historic Resources. Source: Florida Department of Historic Resources, March 2002