AGENDA
TOWN OF JUPITER
PLANNING AND ZONING COMMISSION REGULAR MEETING
COUNCIL CHAMBERS
TUESDAY, NOVEMBER 12, 2024
7:00 PM

The Planning and Zoning Commission (PZC) also acts as the Local Planning Agency (LPA) and the Zoning Board of Adjustments (ZBA).

NOTE: Those who wish to speak before the Commission must submit a green comment card to the secretary. Each comment is limited to three minutes. Speakers are asked to approach the podium when called. Please state name and address for the record prior to addressing the Commission.

Call To Order

ROLL CALL

Chair Kevin Kirn
Vice Chair Richard Dunning
Comm. Michael Cassatly
Comm. Dan Guisinger
Comm. Beth Kelso
Comm. David Thompson
Comm. Karen Vinson
Comm. Paul Keenan (1st Alt)
Comm. Cynthia Blum (2nd Alt)

Town Attorney, Thomas Baird, Esq.
Director of Planning and Zoning, John Sickler
Asst. Director of Planning and Zoning, Stephanie Thoburn
Secretary, Vernisa Ayers

MINUTES

1. Motion to approve the minutes from the October 14, 2024 Planning and Zoning Commission Meeting.
   Motion to Reconsider the August 13, 2024 Planning and Zoning Commission Meeting Minutes.

CITIZEN COMMENTS

Non-agenda topic citizen comments will be noted by staff for follow-up, as appropriate. The Commission will not discuss these items at this meeting.

REGULAR AGENDA

Order of Business:
The normal order of business for hearings of agenda items is as follows:
• Declaration of ex-parte communications
• Swearing-in of witnesses
• Applicant presentation
• Staff presentation
• Intervenor (if any) presentation
• Commission questions of Applicant, Intervenor and Staff
• Public to be heard – Three-minute limit per speaker
• Rebuttal or closing arguments for quasi-judicial items
• Motion on floor - Discussion only on the motion
• Call for the vote

OLD BUSINESS

NEW BUSINESS

2. **Community Redevelopment Plan, 2024 Amendment** – Comprehensive Plan Consistency Review. *(PZ 23-5839)*

   CRA Consideration: December 3, 2024
   Town Council Consideration: December 17, 2024

3. **Ritz Carlton** - *Quasi-Judicial* - Amendment to an approved 284± acre Planned Unit Development (PUD) to allow a guest cottage on Lot 30 of Pod B, located at 502 Bald Eagle Drive. *(PZ 24-6177)*

   Town Council Consideration: December 17, 2024 (1st Reading)
   January 14, 2025 (2nd Reading)

STAFF UPDATE
Planning and Zoning Director report on recent Town Council actions on Commission items.

ADJOURN
Motion to adjourn Planning and Zoning Commission Meeting.

The next regularly scheduled Planning and Zoning Commission Meeting is scheduled for Tuesday, December 10, 2024.

PLEASE TAKE NOTICE AND BE ADVISED that if any interested person desires to appeal any decisions made by the Planning and Zoning Commission with respect to any matter considered at these hearings, such interested person may need a verbatim record of the proceedings made, including the testimony and evidence presented at this hearing.

TOWN OF JUPITER
PLANNING AND ZONING COMMISSION
DRAFT MINUTES
OCTOBER 14, 2024 7:00 P.M.

CALL TO ORDER:
Vice Chair Richard Dunning called the meeting to order at 7:00 p.m.

ATTENDANCE:
Vice Chair Richard Dunning; Comm. Michael Cassatly; Comm. Beth Kelso; Comm. Dan Guisinger; Comm. David Thompson; Comm. Karen Vinson and Cynthia Blum 2nd Alternate (voting member); John Sickler, Director of Planning & Zoning; Garret Watson, Principal Planner; Peter Meyer, Senior Planner; and Michael Schneider, Secretary.

MINUTES:
Comm. Guisinger moved to recommend approval of the September 10, 2024 minutes; seconded by Comm. Cassatly. Final: Motion passed unanimously, with a 7-0 vote.

Comm. Cassatly moved to recommend approval of the August 13, 2024 minutes with corrections to page 5, changing Number 5 from 4 COP-SFS to 2 COP-SFS and modifying Number 6 from non-individuals only to individuals only; seconded by Comm. Kelso. Final: Motion passed unanimously, with a 7-0 vote.

SWEARING IN*:*
Secretary Michael Schneider conducted the swearing-in of witnesses for all quasi-judicial items on the agenda.

CITIZEN COMMENTS: None

REGULAR AGENDA:

A. OLD BUSINESS: None.

B. NEW BUSINESS:

1. 1352 S. US1– Zoning Map amendment from Commercial, Office (C-3) to U.S. Highway One/Intracoastal Waterway Corridor District – Mixed Use Residential Subdistrict (US1/ICW-MXR) for 1.34+/- acres of property located at 1352 S. US-1. *(PZ 24-5893)*

Disclosures: Comm. Cassatly disclosed that he went by the property and spoke with one of the neighbors. Commissioners Kelso, Blum and Vice Chair Dunning also indicated that they visited the property. Commissioners Thompson, Guisinger and Vinson stated that they did not have disclosures.

*Applicant presentation***:** George Missimer, representative of Cotleur & Hearing, presented a PowerPoint presentation of the proposed project.

*Staff presentation***:** Senior Planner, Peter Meyer, reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:
Comm. Cassatly inquired about the possibility of preserving the trees that are situated along the western boundary of the vacant lot. Mr. Missimer responded by indicating that there are intentions of enhancing the landscaping in the future; however, the existing hedge in that area will remain.

Comm. Cassatly expressed his concerns regarding traffic issues that were raised by a local resident. Comm. Cassatly explained that while driving north on US1, the high hedge obstructs visibility when attempting to make a left turn or a U-turn to access the development to the South. Mr. Sickler replied saying that staff will look into the matter.

Vice Chair Dunning asked if there had been any questions or concerns raised by local residents. Mr. Missimer responded that he had not received any feedback from the public.

The remaining Commissioners did not have any questions for the applicant or staff.

Public Comment: None

Deliberation by Commission: None

Motion: Comm. Cassatly motioned to recommend approval of the Zoning Map amendment application, seconded by Comm. Guisinger. Final: Motion passed unanimously, with a 7-0 vote.

2. **Town of Jupiter Public Works Facility** – Site plan amendment to construct two light industrial/storage buildings and an open storage area on a 20.0+/- acre property located at 3131 Washington Street. *(PZ 24-6175)*

Disclosures: Commissioners Cassatly, Guisinger, Vinson and Vice Chair Dunning disclosed that they drove by the site. Commissioners Blum, Kelso and Thompson stated that they did not have disclosures.

Applicant presentation: Emily O'Mahoney, representative of 2GHO presented a PowerPoint presentation of the proposed project.

Staff presentation: Principal Planner, Garret Watson, reviewed the staff report. Thomas Hernandez, Director of Engineering for the Town of Jupiter, was also in attendance.

Commissioners asked questions of the Applicant and Staff:
Comm. Blum asked to clarify that you won't be able to see any of the proposed buildings with the trees and open storage area. Ms. O'Mahoney confirmed that this is correct.

Comm. Guisinger sought clarification regarding the daily trip figures reported by staff in comparison to those submitted by 2GHO. Mr. Watson affirmed that the

numbers included in the Traffic Impact Statement in Attachment B are the correct numbers.

Vice Chair Dunning inquired whether any questions or concerns had been expressed by members of the community. Mr. Watson replied that he received a call from the Director of the Edna Runner Center and provided an explanation of the project, but there were no concerns.

The remaining Commissioners did not have any questions for the applicant or staff.

Public Comment: None

Deliberation by Commission: None

Motion: Comm. Blum motioned to recommend approval of the site plan amendment application, seconded by Comm. Thompson. Final: Motion passed unanimously, with a 7-0 vote.

STAFF UPDATE:
Planning and Zoning Director reported on recent Town Council actions and informed interested Commissioner to save the date for the November 22, 2024 Planning Officials training.

ADJOURN:
Vice Chair Richard Dunning adjourned the meeting at 7:23 p.m.

_____ _____

Richard Dunning, Vice Chair **Michael Schneider, Secretary**

Town of Jupiter 2024 Community Redevelopment Agency (CRA) Plan Amendment
TOWN MANAGER'S OFFICE

DATE: November 5, 2024

TO: Honorable Mayor and Members of Town Council

THRU: Frank J. Kitzerow, Town Manager

FROM: John Sickler, Director of Planning and Zoning ***JS***

SUBJECT: **Community Redevelopment Plan, 2024 Amendment** – Comprehensive Plan Consistency Review

Resolution CRA #6-24
Resolution #126-24
PZ 23-5839

P&Z Commission: 11/12/24 (Local Planning Agency)
CRA: 12/03/24
Town Council: 12/17/25

Background

The Treasure Coast Regional Planning Council staff, in collaboration with Town staff, has prepared the 2024 CRA Plan Amendment. The current CRA Plan was last updated in 2012. The 2024 Plan Amendment has been updated to align with the Town Council's FY 2024-2025 Strategic Initiatives, policy changes and potential capital investment projects and programs. As the Town's CRA is scheduled to expire by 2034, it is important to focus on how to utilize the anticipated tax increment financing (approximately $28M) to accomplish the goals of the CRA. The first section of the plan includes an executive summary to provide an overview of the Town's CRA and the plan update.

The role of the Local Planning Agency (LPA) is to review the CRA Plan Amendment for consistency with the Town's Comprehensive Plan.

In its review, the LPA should concentrate on the following sections of the proposed CRA Plan: Section II. "Background Conditions" related to Consistency with the Comprehensive Plan and Florida Legislative Updates and Section III. "Redevelopment Goals and Priorities", which includes a strikethrough/underline version of the changes to the Goals and Objectives in the plan. Section IV. "CRA Projects and Programs" and Section VI. "Implementation" will be the focus of the CRA and the Town Council for policy and budgetary considerations.

Staff Compliance Review Summary

The proposed amendment is in compliance with the Town's Comprehensive Plan.

Analysis

The 2024 CRA Plan has been prepared to replace the 2012 CRA Plan (referenced as Appendix A) and maintains the supporting documents (e.g., legal description, finding of necessity, relevant resolutions and ordinances) in Appendices B-E. The 2024 CRA Plan is the product of numerous stakeholder meetings, including intergovernmental agencies, two public CRA workshops and over 25 staff meetings. Following the review by the Local Planning Agency (aka as the Planning and Zoning Commission), the schedule will include:

- Submittal of the Plan to Palm Beach County staff and other taxing agencies;

- Consideration by the Community Redevelopment Agency on December 3, 2024;
- Adoption of the Plan by the Town Council on December 17, 2024.

The amendments do not expand the CRA boundaries or extend the expiration date of the CRA, which would have required greater coordination and review by Palm Beach County and other agencies. Several public outreach efforts, including three CRA workshops were conducted in preparing the plan amendments (see amended CRA Plan page 15 for listing of public engagement activities).

Comprehensive Land Use Plan (CLUP) Consistency. Staff conducted a compliance review for consistency with the Comprehensive Plan and did not find any policies that were inconsistent with the proposed CRA Plan amendments. Staff specifically notes consistency with the following policies in the Future Land Use Element relevant to the CRA:

- Policy 1.3.8 Inlet Village Residential;
- Policy 1.3.11 Riverwalk Flex;
- Policy 1.3.12 Inlet Village Flex;
- Objective 1.5 and policies 1.5.1 and 1.5.2;
- Objective 1.9 and related policies;
- Objective 1.10 and related policies;
- Objective 1.11 and related policies;
- Objective 1.12 and related policies; and,
- Objective 1.13 and related policies.

Attachments:

Attachment 1 – Community Redevelopment Plan, Final Draft dated 10-29-24
Attachment 2 – Appendices*
Appendix A - CRA Legal Description as Established in 2011
Appendix B - Jupiter CRA Plan as Amended (2012)
Appendix C - Finding of Necessity (2001)
Appendix D - Jupiter Intracoastal Waterway/US Highway One Corridor Study (1992)
Appendix E – Relevant Resolutions & Ordinances

* Please refer to https://www.jupiter.fl.us/DocumentCenter/View/35573/2024-10-29_-CRA-Plan-Update-2024 to review the appendices or contact Vernisa Ayers at VernisaA@jupiter.fl.us or 561-741-2292 in order to obtain a copy.

Please feel free to contact Martin Schneider at MartinS@jupiter.fl.us or 561-741-2290 or Stephanie Thoburn at stepht@jupiter.fl.us or 561-741-2342 with any questions regarding the plan update.

File Path: V:\PlanningZoning\Staff\WP51\Signature - P&Z\Nov 12, 2024 PZC\CRA Update\CRA Plan Staff Report_PZC.docx
November 5, 2024

TOWN OF
JUPITER
COMMUNITY
REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT PLAN

FINAL DRAFT
10-29-2024

PREPARED FOR

TOWN OF
JUPITER
COMMUNITY
REDEVELOPMENT AGENCY

CRA BOARD OF COMMISSIONERS

JIM KURETSKI, CHAIRMAN
MALISE SUNDSTROM , VICE-CHAIR
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CAMERON MAY, COMMISSIONER

STAFF

FRANK J. KITZEROW, TOWN MANAGER / CRA EXECUTIVE DIRECTOR
KATE MORETTO, ASSISTANT TOWN MANAGER
JOHN SICKLER, DIRECTOR OF PLANNING & ZONING
STEPHANIE THOBURN, ASSISTANT DIRECTOR OF PLANNING & ZONING
SCOTT REYNOLDS, FINANCE DIRECTOR
THOMAS HERNANDEZ, ENGINEERING AND PUBLIC WORKS DIRECTOR

PREPARED BY

TREASURE COAST TCRPC REGIONAL PLANNING COUNCIL

ABBREVIATIONS & TERMS COMMONLY USED IN THIS REPORT:

CRA.....Community Redevelopment Agency

CRA Area .....that area included within the boundaries of the Community Redevelopment Agency

FDEP.....Florida Department of Environmental Protection

EPA .....Environmental Protection Agency

FHWA..... Federal Highway Administration

FDEP.....Florida Department of Environmental Protection

FDOT .....Florida Department of Transportation

FIND.....Florida Inland Navigational District

F.S. ..... Florida Statutes

IOZ .....Indiantown Overlay Zone

MSBU..... Municipal Benefit Units

LWLI..... Palm Beach County's Lake Worth Lagoon Initiative

TPA .....Palm Beach Transportation Planning Agency

SFWMD..... South Florida Water Management District

TIF ..... Tax Increment Financing

TCRPC .....Treasure Coast Regional Planning Council

US1 ..... U.S. Highway One

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INTRODUCTION

The Town of Jupiter is known for its "uniquely Jupiter" small-town feel and charm. Located along the Loxahatchee River and Atlantic Ocean in northern Palm Beach County, Jupiter is an iconic destination that celebrates its waterfront charm, environmental amenities, historic and cultural resources, and well-planned neighborhoods and districts. To stimulate private investment and remedy deteriorating conditions which had occurred over time, pursuant to the Florida Community Redevelopment Act (Chapter 163, Part III, Florida Statutes), the Town established a Community Redevelopment Agency (CRA) in 2003 and adopted a CRA Plan to guide redevelopment in the area. Encompassing approximately 399 acres, the CRA area includes both upland and submerged lands. The CRA area includes portions of the Intracoastal Waterway, the U.S. Highway One (US1) corridor, the A1A corridor, and the Jupiter Inlet and Inlet Village neighborhoods.

The CRA prioritizes the waterways and marine habitat as valuable resources for both local residents and to attract visitors and investment to the area. The CRA operates within the Town of Jupiter government and is charged with undertaking redevelopment functions within the designated CRA boundaries.

Like a town's Comprehensive Plan, a CRA Plan is a living document. While it is not intended to be regulatory, CRA Plans provide direction for agency efforts and expenditures, and they must be evaluated and amended as needed to accurately reflect changing conditions and community objectives. Per Florida Statutes (F.S.), all public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing (TIF) must be in accordance with a CRA plan approved by the governing body of the CRA.

Figure 1 *View of the Jupiter Lighthouse at sunrise.*

Since the adoption of the 2003 CRA Plan, the Town's redevelopment efforts have helped stimulate private investment, and Jupiter has welcomed several new residential, commercial, and mixed-use projects. Among the most visible CRA investments are the Jupiter Riverwalk; environmental enhancements; streetscape, infrastructure, and parking improvements; and improved waterfront access. Building on these successes, Jupiter intends to advance new and innovative projects and programs through its CRA to continue to improve and enhance the redevelopment district for existing and future generations.

The Town of Jupiter documented a "Finding of Necessity for the Creation of a Community Redevelopment Agency" by enacting Resolution No. 98-01 on November 6, 2001, which declared the designated area to suffer from slum and blight (Appendix C).

The Town of Jupiter specified the original boundaries of the redevelopment area and created a CRA within the Town of Jupiter by enacting Ordinance No. 60-01 on December 18, 2001 (Appendix A).

Palm Beach County approved the creation of the Jupiter CRA by enacting Resolution No. R-2001-0090.

Subsequently, through Town Resolution 1-12, adopted on April 3, 2012, the Town of Jupiter amended the CRA boundaries to include approximately 2 acres of additional land within the CRA boundary (Appendix D).

COMMUNITY REDEVELOPMENT AGENCY OVERVIEW

This CRA Plan provides the framework for the redevelopment of a specific area within the Town of Jupiter that encompasses portions of the Intracoastal Waterway (ICW), the US1 corridor, the A1A corridor, and the Inlet Village neighborhoods. The area includes both uplands and submerged lands as the CRA considers the waterways and marine environment to be valuable resources for both residents and businesses, and they are foundational for attracting visitors and investment. This plan has been prepared in compliance with the Florida Community Redevelopment Act, §163.330-163.450, F.S., which was enacted in 1969 and amended over time.

As required by statute, the area governed by the Plan is set forth in a legal description of the community redevelopment area and shown on an aerial map. It is within this area the Town of Jupiter intends to accomplish redevelopment through public and private actions that will reduce or ideally eliminate the blighted and sub-standard conditions that have impeded desired and targeted development within the district. Additionally, the CRA is intended to provide a source of continued funding for specific community redevelopment projects including the construction of a "Riverwalk" along the Intracoastal Waterway and Jupiter Inlet; environmental enhancement; protection of unique historic, cultural, and archaeological resources; provision of adequate public parking; establishment of a system of complete streets with supporting multimodal amenities; and other public projects and infrastructure improvements that will contribute to long-term reinvestment in and sustainability of the redevelopment area.

CRA PLAN

As required by Chapter 163, Part III F.S., all public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing must be in accordance with a redevelopment plan that has been approved by the governing body of the CRA. CRA plans are intended to be dynamic documents that are evaluated and amended as needed to maintain consistency with changing conditions, priorities, and community objectives. All redevelopment financed by tax increment revenues shall be completed no later than thirty (30) years following the establishment of the agency unless otherwise determined. The Jupiter CRA Plan provides the framework for projects and activities intended to revitalize and improve conditions within the redevelopment district. The objectives of the Plan are to provide a workable program for the redevelopment of the CRA that is consistent with the priorities as established by the CRA Commission with input from its citizens and property owners. The first CRA Plan was adopted by the Jupiter Town Council in 2008 (Resolution 44-08), and the Plan was amended in 2012.

In 2019, the State Legislature enacted section §163.3755, F.S. which states that all Community Redevelopment Agencies would sunset in 2039 unless an extension to the CRA life is approved beforehand. The first contribution to the Jupiter CRA TIF occurred in FY 2004, and the TIF is anticipated to sunset in 2033, which is 30 years after the creation of the TIF mechanism; however, the CRA may continue forward as deemed appropriate by the CRA Board and Town Council.

Figure 2 *Harbourside Place.*

CRA BOUNDARIES

The redevelopment area is comprised of approximately 399 acres, including roughly 252 acres of upland and 147 acres of waterways and submerged lands, as indicated in Figure 4. The boundaries of the CRA begin in the south at the Jupiter Ridge Natural Area and continue north, including those properties generally between US1 and the Intracoastal Waterway, including Burt Reynolds Park, Piatt Place, a portion of Jupiter Harbour, A1A, the Inlet Village, and the Shoppes of Jupiter and Jupiter Square Shoppes, which are located on the eastern side of US1 at Indiantown Road. The boundary also includes properties along A1A north to the Intracoastal Waterway/Jupiter Inlet District channel. These waterways and submerged lands were included in the CRA boundary to ensure funding for docks, marinas, and Riverwalk sections along with related improvements that may extend into these waterways.

Figure 3 *General location map of the Jupiter CRA boundary.*

CRA BOUNDARY

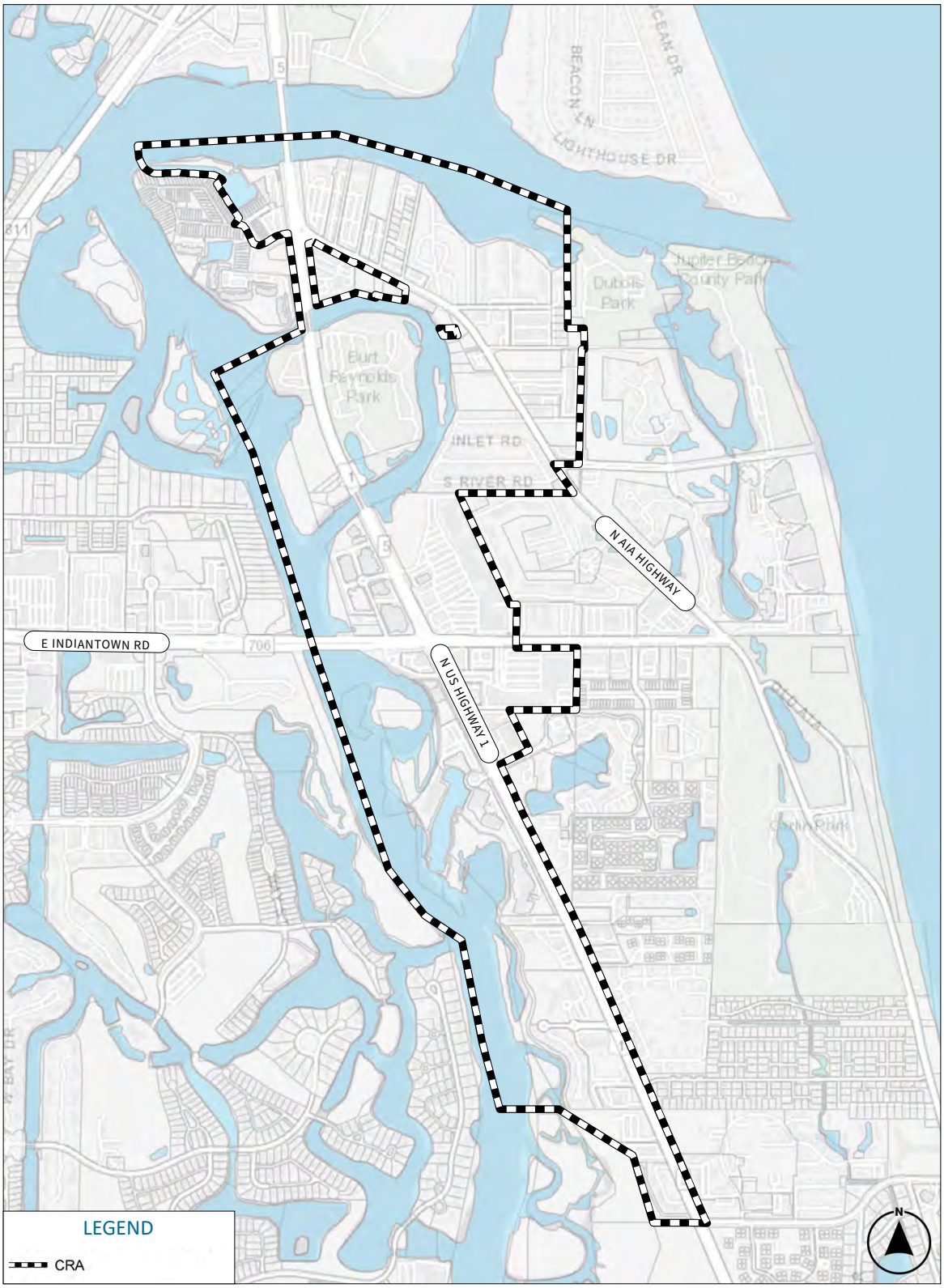


Figure 4 CRA Boundary Map

CRA BOUNDARY

Figure 5 CRA Boundary Map

CRA DISTRICTS

THE US1 CORRIDOR

The US1 corridor includes the area from Burt Reynolds Park, both east and west of US1, from the Intracoastal oxbow south along US1 to Ocean Way. This area is mixed-use, with predominately non-residential uses that include the Harbourside project, commercial shopping centers, office buildings, hotels, and multi-family residential development. US1 serves as one of the Town's primary north/south arterial roadways. Although the construction of I-95 to the west drew investment and population away from the corridor, growth patterns along the coast have rebounded. A new Jupiter Federal Bridge, connecting the CRA district north across the Intracoastal Waterway, will be completed in 2025 and contribute to redevelopment effort. The CRA has been instrumental in facilitating an initial wave of redevelopment along the corridor, and continued focus is needed to complete the revitalization of the US1 Corridor.

INLET VILLAGE

Due to its close proximity to the Atlantic Ocean and the Loxahatchee River, the area now referred to as the Inlet Village was a natural draw to early indigenous people and pioneers. As one of the earliest settlements in Palm Beach County, archaeological and historical artifacts have been documented and provide evidence of human inhabitants as early as 3,000 BC, indicating roughly 5,000 years of habitation in the area. The Ais, Jaega, and Jobe Indians are known to have settled along these shorelines. These settlers, as well as the early Europeans (French, Spanish, and English), depended on Jupiter's waterways to survive. The abundance of marine life, fish, and wildlife along with the temperate weather sustained these small waterfront settlements.

In 1860, the federal government commissioned and built the Jupiter Lighthouse that in turn established the settlement that would eventually become the Town of Jupiter. From the mid 1800s to the early 1900s, the Inlet Village area thrived as a small fishing village and was the “port” for goods that were shipped up and down the Atlantic coast. The area around what was once home to the Sperry's of S & H green stamps, later known as the Suni-Sands Mobile Home Park, was a hub of activity. As the village center for the surrounding area, it also included a hotel, store, and church. St. Martin’s Episcopal Church, the first in the area, was built in 1899 where the Sperry property is today.

A long wharf served as the “port” where goods were off loaded from the boats and onto the rail cars of the Celestial Railroad, which was also known as the "Jupiter and Lake Worth Railway." The Celestial Railroad was the area's first rail system which ran north and south between Jupiter and Juno Beach.

CRA DISTRICTS

The area was also recognized as a vacation area. Guests from the north visited the Carlin and Dubois houses and hired fishing guides to explore the Loxahatchee River. In the late 1800's, Edwin Hooley built a vacation residence that was later sold to Mr. & Mrs. Sperry. The boat house, which also served as a recreation hall on the second floor, was located on the Suni-Sands property.

In the 1920's, various developers contemplated projects in the Inlet Village area, but the Great Depression put a halt to further development plans. With the construction of the Florida East Coast Railroad and the completion of US1 from Jacksonville south to Miami, the import and export of goods moved away from the Inlet and Ocean and over to these new transportation corridors.

The Inlet Village, which once was a thriving working waterfront and commerce center, slowly became dormant. From the mid 1930s, declining conditions led to a hodgepodge of uses, dead-end streets, aged infrastructure, and non-conforming lot sizes and uses.

Today's Inlet Village has benefited from the CRA's investments in infrastructure, property acquisition, and the facilitation of private development activity. Continued redevelopment investment is needed to complete the revitalization of the area.

Figure 6 *Image from the Topside of the Jupiter Lighthouse.*

2024 CRA PLAN UPDATE

In May 2023, the Treasure Coast Regional Planning Council (TCRPC) entered into an Interlocal Agreement with the Jupiter CRA to update the CRA Plan. The last CRA Plan update had been completed in 2012, and there was a desire to reassess conditions and update priorities for redevelopment. Extensive analysis of conditions, trends, and opportunities along with public outreach were conducted to inform the updated CRA Plan. The 2024 Plan update identifies projects completed since the inception of the CRA, the status of projects underway, and proposed projects for the future. It should be noted that all maps and images provided in the update 2024 CRA Plan are illustrative only unless otherwise required by statue. The earlier CRA Plan, which contains a wealth of valuable history and reference data, has been moved to Appendix B to streamline the document while retaining the important historical information.

Since 2014, there have been state legislative changes that affect the function and operations of CRAs, with the most notable changes occurring in 2019. This Plan update acknowledges those legislative changes and has been revised accordingly.

Figure 7 *Presentation cover from March 2024 CRA Public Workshop.*

PUBLIC OUTREACH

An important component of the plan update process was a detailed public engagement component that involved residents, business and property owners, and other interested parties through the duration of the effort. With Town and CRA staff, TCRPC conducted a number of one-on-one and focus group interviews in the late 2023 and early 2024 to solicit input. More than 40 individuals and agencies were engaged in this effort. Feedback derived through this engagement provided essential understanding of the historic and current issues and desires within the CRA district. Three public workshops were conducted as follows:

- On December 11, 2023, a CRA Board workshop was conducted that included an overview of CRA activities, completed projects, and a review of agency priorities.
- On March 13, 2024, a general CRA public workshop was attended by more than 50 members of the public. A history of the CRA was provided along with a summary of CRA accomplishments, review of existing conditions, completed projects, ongoing issues of concern, and an array of potential projects and programs to continue the redevelopment effort.
- On September 11, 2024, a CRA Board workshop was conducted to solicit additional feedback for the Plan update. A summary of public input received to-date was provided, including an expanded review of existing conditions and issues of concern, and an overview of potential programs, projects, and funding sources was presented.

Following these public engagement activities, the Town of Jupiter Local Planning Agency reviewed the CRA Plan update at its meeting on November 12, 2024 and found the plan to be consistent with the Town of Jupiter Comprehensive Plan. Subsequently, the CRA Plan update was approved by the Jupiter CRA Commissioner on December 3, 2024, and by the Jupiter Town Council on December 17, 2024 with adoption of Resolution No. CRA 6-24 and No. 126-24.

Figure 8 *Photos from March 2024 CRA Public Workshop.*

NOTED CRA ACCOMPLISHMENTS

RIVERWALK: SUBSTANTIAL PORTIONS COMPLETED FROM OCEAN WAY TO THE JUPITER INLET

- Segments from Harbourside Place South to the Jupiter Ridge Natural Area (approximately 2 miles)
- Segments fronting 1000 North, U-Tiki and Charlie & Joe's at Love Street
- Jupiter Federal Bridge pedestrian underpass (south side, under construction, completion anticipated 2025)
- Gateway features installed in key locations

LOVE STREET SURFACE PARKING LOT (AND INCENTIVIZED REDEVELOPMENT AROUND IT)

- 175 public parking spaces
- Constructed a portion of the east-west road connector per Comprehensive Plan

LIGHTHOUSE PROMENADE

- Property acquisition (2 acres for parking and other future uses)
- Phase 1 (north half) - Public plaza along waterfront, landscaping, lighting, and amenities (funded mostly by private sector)

BICYCLE/PEDESTRIAN CROSSING AT OCEAN WAY & US1

US1 SCENIC CORRIDOR (WEST SIDE OF US1)

- Corridor designation per Comprehensive Plan
- Establishes 50-foot public/private corridor for expanded pedestrian pathway and landscaping

PEDESTRIAN UNDERPASSES BELOW US1/OXBROW BRIDGES (NORTH & SOUTH SIDES OF BURT REYNOLDS PARK)

- Coordination with FDOT to construct the underpasses ensures connectivity
- North underpass is integrated into Burt Reynolds Park and provides an east-west walkway in park

PLAZA DOWN UNDER (BELOW THE INDIANTOWN ROAD BRIDGE)

- Coordination with FDOT allowed for the continuation of Riverwalk, event plaza, fishing area, water taxi stop and 54 public parking spaces

RIVERWALK PHASE 1 LIVING SHORELINE (PERMITTED, TO BE COMPLETED NOVEMBER 2024)

- Installation of living shoreline and stabilization along 250 linear feet of Riverwalk
- Provides a nature-based strategy, resilient shoreline protecting infrastructure while restoring marine habitat

A1A COMPLETE STREET ENHANCEMENTS

- Includes bicycle lanes, crosswalks, pervious sidewalks, traffic calming, on-street parking, decorative pavers, lighting & enhanced landscaping

A1A/JUPITER BEACH ROAD ROUNDABOUT (COMPLETED OCTOBER 2024)

- Slows traffic and implements complete street components
- Designates boundary of the Inlet Village District and future gateway opportunity in circle

NOTED CRA ACCOMPLISHMENTS

PUBLIC BOAT DOCKS

- Developed in partnership with Florida Inlet Navigation District (FIND) as well as private entities
- Established a total of 48 slips (34 public transient & 14 privately controlled transient)

INLET VILLAGE MARINA

- Property acquisition and Phase 1 Public Dock Access Improvements
- Public restrooms (provided through public/private obligation)

INLET VILLAGE STORMWATER MASTER PLAN & IMPROVEMENTS

- Provides the opportunity for private property owners to buy into a comprehensive stormwater system that enables redevelopment to occur, while meeting stormwater management and stormwater water quality objectives.
- Drainage and water main improvements completed on Yarborough Street, N. A1A from Jupiter Beach Road to US1, Lighthouse Promenade and Love Street
- Drainage improvements completed on Clemons and Saturn Streets
- Drainage and roadway improvements completed on Parkway Street

PRIVATE AND PUBLIC/PRIVATE REDEVELOPMENT ACTIVITY (OR INVESTMENTS), INCLUDING RESIDENTIAL, COMMERCIAL, MIXED-USE, HOTEL, MARINA & ENTERTAINMENT DESTINATIONS

RIVERWALK GATEWAYS CONSTRUCTED

- Corner of Coastal Way and US1, Indiantown Road and US1, and US1 between Best Western and Jupiter Yacht Club
- Riverwalk southern entrance at Ocean Way (Constructed by Waterpointe Townhomes 2025)

PUBLIC ACCESS SECURED BY TOWN AND/OR CRA INCLUDING PROPERTY ACQUISITIONS, EASEMENTS & DEVELOPER OBLIGATIONS

• Guanabanas *(960 N Hwy A1A)*	Easement for public restrooms, maintained by developer
• Inlet Village Marina *(1116 Love Street)*	Purchased for park improvement
• Love Street Property & Parking Lot	Purchased for parking, Lighthouse Promenade amenities, and public access
• 1000 North *(1000 US1)*	Obligation for 10 parking spaces and public restroom access during operating hours
• Pelican Club *(1065 N Hwy A1A)*	Easement for riparian rights to accommodate overwater Riverwalk
• U-Tiki *(1095 N Hwy A1A)*	Obligation for provision of public restroom access during operating hours
• Parkway Street Parking Lot	Public access to a minimum of 95 spaces
• Numerous Properties	Land dedication or public access easements for Riverwalk

***Figure 9** Riverwalk Project Map.*

SUMMARY OF CRA PROJECTS & PROGRAMS

A summary of CRA Projects and Programs is provided below. While the projects are site-specific, the programs are available as "tools in a toolbox," as they may be applied throughout the CRA district as determined by the CRA Board.

PROJECTS

A. Environmental Restoration & Enhancement
B. Jupiter Riverwalk
   - SUN Trail Section
   - Inlet Village Section
   - Lighthouse Promenade
   - Oxbow Crossing
   - Piatt Place/Burt Reynolds Park Connections
C. Piatt Place Improvements
D. D. Mobility Improvements
   - Complete Street Roadway Improvements
   - Internal Access Improvements
   - Bicycle & Pedestrian Improvements
   - Bikesharing
   - Ridesharing
   - Transit
   - Electric Vehicle Charging Network
   - Launches for Personal Watercraft
E. Inlet Village Parking Improvements
F. Inlet Village Marina Park Improvements
G. Wayfinding & Gateways

PROGRAMS

A. Property Acquisition
B. Site Development & Assistance Program
C. Environmental Enhancement Program
   - Living Shorelines
   - Habitat Creation & Restoration
   - Enhanced Seawall Repair & Replacement
   - Resiliency & Sustainability Improvements
D. Parking Program
   - Alternate Parking Strategies
   - Shared Parking
E. Small Business Incentive Program
F. Marine Navigational Assistances
   - Derelict Vessel Removal
   - Waterway Surveillance & Enforcement
G. Accessibility & Circulation Program
   - Trolleys / Transit
   - Water Taxis
H. Community Policing Innovation Program
I. Financial Incentives

PURPOSE, POWERS & DUTIES OF THE CRA

AUTHORITY TO UNDERTAKE COMMUNITY REDEVELOPMENT

This document has been prepared under the direction of the Town of Jupiter CRA in accordance with the Community Redevelopment Act of 1969, FS 163, Part III. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the Community Redevelopment Act confers upon counties and municipalities the authority and powers to carry out "Community Redevelopment." For the purposes of this Community Redevelopment Plan, the following definition, taken from the F.S., shall apply:

"Community redevelopment" or "redevelopment" means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.

The ability of a county or municipality to utilize the authority granted under the Act is predicated upon the adoption of a "Finding of Necessity" by the governing body. This finding must demonstrate that:

> (1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the county or municipality; and,
>
> (2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of the public health, safety, morals, or welfare of the residents of such county or municipality.

CREATION OF THE CRA

Upon a "Finding of Necessity" by the governing body and upon further finding that there is a need for a CRA to function in the county or municipality to carry out community redevelopment purposes, any county or municipality may create a public body corporate and politic to be known as a "Community Redevelopment Agency." The Agency shall be constituted as a public instrumentality, and the exercise by the Agency of the powers conferred by F.S. Chapter 163, Part III shall be deemed and held to be the performance of an essential public function. The Town of Jupiter Town Council established the Jupiter CRA on December 18, 2001, with the adoption of Ordinance 60-1. The governing body of the Jupiter CRA consists of five (5) members who also serve as the elected officials of the Town of Jupiter Town Council. A copy of the Finding of Necessity is included in the Appendix C.

POWERS OF THE CRA

As authorized by the Community Redevelopment Act, a wide variety of powers are available to the Town of Jupiter to carry out redevelopment activities. While most of these powers may be delegated to a CRA, others may not. These powers, which continue to vest in the Town Council, are as follows:

- The power to determine an area to be a slum or blighted area, or combination thereof; to designate such area as appropriate for community redevelopment; and to hold any public hearings required with respect thereto.
- The power to grant final approval to community redevelopment plans and modifications thereof.
- The power to authorize the issuance of revenue bonds as set forth in s. 163.385.
- The power to approve the acquisition, demolition, removal, or disposal of property as provided in s. 163.370(4) and the power to assume the responsibility to bear loss as provided in s. 163.370(4).
- The power to approve the development of community policing innovations.
- The power of eminent domain.

The powers which the Town Council has chosen to delegate to the Jupiter CRA under Town Ordinance No. 60-1 (2001) include the following:

- The power to acquire property deemed necessary for community redevelopment, except that the use of eminent domain (for public purpose) shall require specific approval from the Town Council;
- The power to hold, improve, clear, or prepare any acquired property for redevelopment;
- The power to dispose of property acquired within the community redevelopment area for uses in accordance with the plan;

POWERS OF THE CRA

- The power to construct improvements necessary to carry out community redevelopment objectives;
- The power to carry out programs of repair and rehabilitation;
- The power to plan for and assist in the relocation of persons and businesses displaced by redevelopment activities;
- The power to receive and utilize tax increment revenues to fund redevelopment activities.

On December 18, 2011, the Town Council adopted Town Ordinance No. 60-1, which delegated the following power to the CRA:

- The powers to appropriate such funds and make such expenditures as are necessary to carry out the purposes of the Community Redevelopment Act of 1969.

Other powers authorized by the Act but which the Town Council has elected not to delegate to the Agency are:

- The power to zone or rezone any part of the town or make exceptions from building regulations;
- The power to close, vacate, plan, or re-plan streets, roads, sidewalks, ways or other places and to plan or re-plan any part of the town.

Figure 10 *View of Jupiter Lighthouse*

THE COMMUNITY REDEVELOPMENT AREA

Pursuant to State Statutes, a "Community Redevelopment Area" means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.

The Town of Jupiter CRA generally consists of the older waterfront core of the Town, which had become deteriorated over time due to age, obsolescence, transportation patterns, market trends, and a lack of investment. While parts of the area have been revitalized as a result of community redevelopment efforts over the years, there are portions of the redevelopment district that still remain without substantial investment or upgrade from the initial establishment of the CRA.

Additionally, while portions of the CRA's infrastructure and resources have benefited from public investment, there remain substantial needs within the CRA, including but not limited to land development, infrastructure, environmental resources, safety, accessibility, connectivity, and mobility, for which continued CRA implementation is necessary and appropriate.

A "Finding of Necessity" for the initial 397-acre Jupiter Community Redevelopment Area was adopted by Town Council Resolution No. 98-01 on November 6, 2011. A boundary expansion adding approximately 2 acres was completed in 2012, with the Town Council's adoption of Resolution 1-12 on April 3, 2012. The Community Redevelopment Area was thus increased to its current size of 399 acres, which represents less than 3% of the Town's total acreage. The overall boundaries of the Community Redevelopment Area are shown graphically in **Figure 4** and by the legal description provided in the **Appendix A**. A copy of the "Finding of Necessity" and 2012 Boundary Expansion are also included in the Appendix.

CONSISTENCY WITH COMPREHENSIVE PLAN

In accordance with F.S. 163.360(2) (a), "The community redevelopment plan shall conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Local Government Comprehensive Planning and Land Development Regulation Act."

This document conforms to the Town of Jupiter's Comprehensive Plan. On November 12 2024, the Town of Jupiter Local Planning Agency (LPA), pursuant to Chapter 163.360(4), F.S., submitted its written recommendations with respect to the consistency of the Plan with the Town's Comprehensive Plan.

FLORIDA LEGISLATIVE UPDATES

Florida Statutes, Chapter 163: Intergovernmental Programs
Part III: Community Redevelopment (ss. 163.330 – 163.463)

CHANGES SINCE ADOPTION OF CURRENT CRA PLAN IN 2012

Each year the Florida Legislature is in session for 60 consecutive days beginning in March during odd-numbered years and January during even-numbered years. During the legislative session the Florida House of Representatives and Florida Senate develop, debate, and adopt bills that can have an effect on the lives of Florida's residents and visitors. Often these bills will relate to planning, development, and redevelopment. The following is a summary of the adopted Senate and House bills since 2014 that relate directly to Community Redevelopment Agencies in the F.S.

2015

- 163.340: Definitions
  (s.7, ch. 2015-30) - Senate Bill 1216
  (references to "blighted areas" and sinkhole activity)

2016

- 163.360: Community Redevelopment Plans
  (s.3, ch. 2016-198) - Senate Bill 1288
  (non-substantive text amendment)
- 163.387: Redevelopment Trust Fund
  (s.1, ch. 2016-155) - Senate Bill 194
  (pertains to hospital special district tax exemption)

2019

House Bill 9 provided significant changes to the focus of, and restrictions on, CRA expenditures and had significant impact of the types of CRA projects and programs that could be developed and continued.

- 163.356: Creation of Community Redevelopment Agency
  (s.2, ch. 2019-163) - House Bill 9
  (pertains to report filing pursuant to s. 163.371 (1))
- 163.367: Public officials, commissioners, and employees subject to code of ethics
  (s.3, ch. 2019-163) – House Bill 9
  (pertains to ethics training requirements as imposed in s. 112.3142

FLORIDA LEGISLATIVE UPDATES

- 163.370: Powers: Counties and municipalities; Community Redevelopment Agencies
  (s.4, ch. 2019-163) – House Bill 9
  (pertains to purchasing procedures and requirements to be consistent with local government)
- 163.371: Reporting Requirements
  (s.5, ch. 2019-163) – House Bill 9
  (pertains to website maintenance and annual reports to include: annual audit, project information, expenditures, property values, expenditures for affordable housing, summary of CRA goal completion)
- 63.3755: Termination of Community Redevelopment Agencies
  (s.6, ch. 2019-163) - House Bill 9
  (pertains to the ultimate termination of all CRA's by September 30, 2039 and implications to expenditures, bond obligations and maturation)
- 163.3756: Inactive Community Redevelopment Agencies
  (s.7, ch. 2019-163) - House Bill 9
  (defines where a CRA is "inactive" and reporting of such by the Department of Economic Opportunity)
- 163.387: Redevelopment Trust Fund
  (s.8, ch. 2019-163) - House Bill 9
  (limits CRA expenditures to only those items described in the community redevelopment plan pursuant to an annual adopted budget; removes language that CRA expenditures may be for purposes "including, but not limited to"; narrowly defines appropriate CRA expenditures going forward; requires annual CRA financial audits be conducted in accordance with rules for audits of local governments adopted by Auditor General; requires CRA to provide additional annual financial reporting; requires auditor finding of annual financial compliance.)

2020

- 163.356: Creation of Community Redevelopment Agency
  (s.28, ch. 2020-2) - Senate Bill 596
  (non-substantive text amendment)

2024

- 163.504: Safe Neighborhood Improvement District
  (s.28, ch. 2024-136) - House Bill 7013
  (prohibits the creation of new neighborhood improvement districts)

HISTORY OF THE CRA

Capturing the essence and respecting the history of the Town's origins is a high priority for the Town of Jupiter overall and the redevelopment of the CRA district in particular. Although it was incorporated in 1925, the settlement that later became the Town of Jupiter began long before, with its origins in what is now known as Inlet Village. This northernmost section of the CRA has significant prehistoric and historic value for the Town, region, and nation.

Within the Inlet Village area, there is a remarkable collection of historic and cultural resources that pre-date the modern era and preserve the history of human habitation in North America. Three properties in this area are particularly noteworthy - the Sperry property, Dubois Park, and the Jupiter Lighthouse - as they contain documented historic artifacts from Ais and Jaega Indian Villages dating back more than 5,000 years. The Sperry property is exceptional as it contains a significant shell midden that illustrates indigenous people lived, fished, and celebrated the water and the environment of Jupiter long ago.

In the more recent historic era, the Jupiter and Lake Worth Railway, aka "Celestial Railway," spurred development when it was completed in 1889. Located at the confluence of the Jupiter Inlet, Loxahatchee River, and Indian River Lagoon, and running north-south through the Inlet Village, the little Celestial Railway was the original center of Town as referenced in the book "5,000 Years on the Loxahatchee," which goes on to state:

> *"Once the new Celestial Railroad wharf was in business, it became a gathering place for in Town. People tied up rowboats, kids swam, men fished, and just about every visitor (including Seminoles) had to have his photo taken with the lighthouse looming in the background…"*

Figure 11 *Multicultural history of Jupiter*

Figure 12 *Celestial Railway*

Figure 13 *Historic railway map of the Jupiter area*

HISTORY OF THE CRA

Development in the CRA area slowed when Henry Flagler's railway was constructed in 1894 further west of the waterfront, which moved the center of Town west as well, abandoning the Inlet Village and bankrupting the little Celestial Railway. From the early 1900's through the 1950's, the CRA area was predominantly a quiet place to live, visit, fish, and recreate. Post-World War II tourists drove down Old Dixie Highway with their RVs and campers, typically staying at the former Suni-Sands Motor Court (current Sperry property) and Shuey's Cottage Inn, visiting the Barden Boating Center (currently Charlie and Joe's at Love Street) to go fishing. These establishments were small-scale, casual, locally-owned, and focused on the Town's natural resources and waterfront ambiance.

The construction of the Sunshine State Parkway (now Florida Turnpike) and U.S. Highway One (US1) in 1959 brought about more development that was focused on the US1 corridor within the CRA district boundaries. Only one major development in the Town was approved in 1979 - the Jupiter Mall at the intersection of US1 and Indiantown Road. The indoor mall at what is now the Shoppes at Jupiter was completed by 1981 with a Publix, Bealls Department Store, Fountain's department store, Super X drug store, and a three-screen movie theater…along with the Town's first McDonalds. It was the only indoor, air-conditioned shopping complex between Stuart and Lake Park.

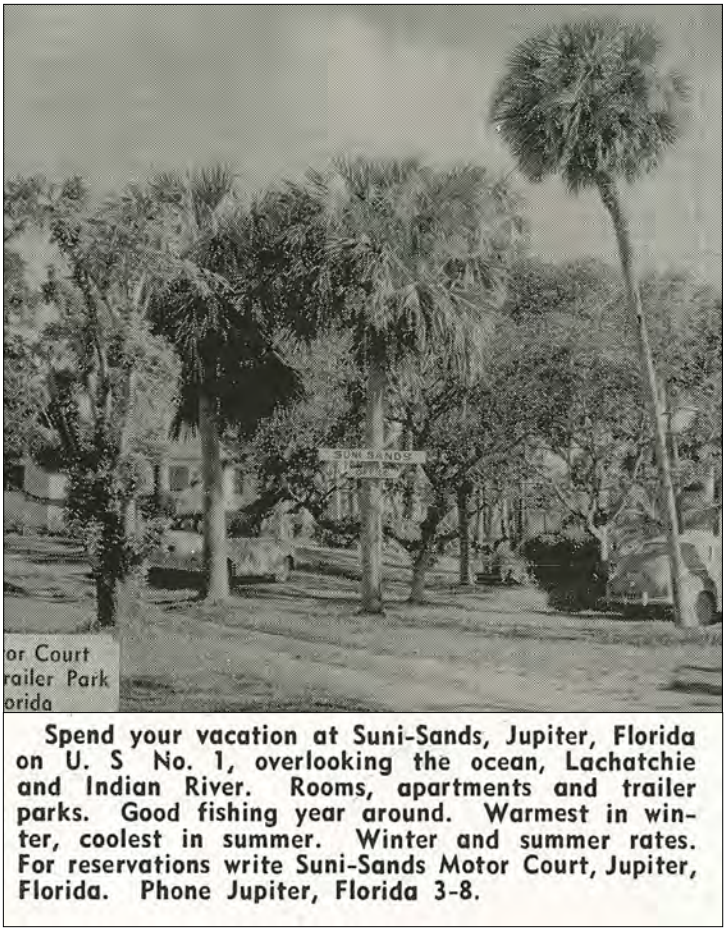


Figure 14 *Image of Suni-Sands.*

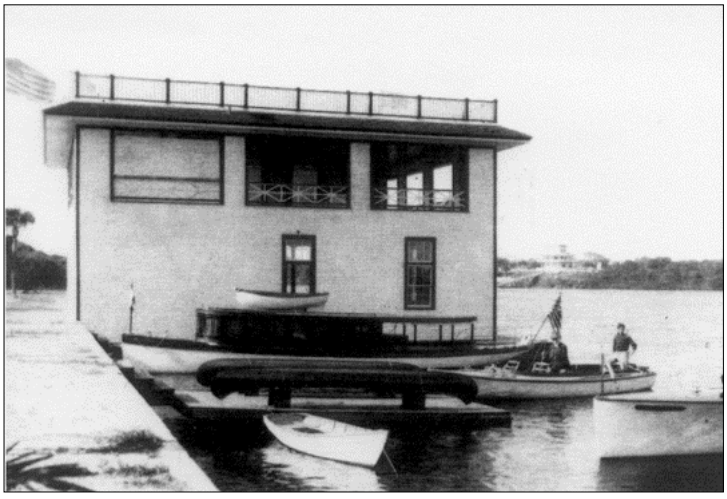


Figure 15 *Historic Image of waterfront in Jupiter.*

HISTORY OF THE CRA

However, with the suburban, auto-dominated trends of the decade, the mall was redeveloped in 1987 and converted to a strip mall, tearing the roof off the mall to provide more visibility to passer-by traffic. In 1983, the Town Council approved the Calle Vieja project at the current Town-owned Piatt Place property. This project was planned for a large restaurant, bar, bank, retail, and 94-room hotel with conference center, but the project went bankrupt during the Savings and Loan financial crisis in the 1980s. Where Harbourside Place is today was once renowned for a rotating floor associated with The Sand Dollar restaurant, which was later Jox and then Banana Max bar/restaurant in the 1980s.

The timeframe that led to the "Determination of Slum and Blight" began in 1989. Interstate 95 had just been completed through Jupiter, following a lengthy environmental battle that preserved much of the Loxahatchee as Florida's first National Wild and Scenic River (1985). The effect of the new highway connection rippled to the future CRA area, negatively impacting commercial development along US1 and A1A, which was once again bypassed. The real estate market focused its eyes and investment on Indiantown Road, which became the first special study area in Jupiter, reinforced with the adoption of the Indiantown Road Overlay Zoning (IOZ) District. The IOZ adjusted zoning requirements to facilitate investment in properties along the corridor with a pattern of development reflective of the Town's character.

Figure 16 *Image of the Barden Boating Center*

HISTORY OF THE CRA

In 1993, the Town missed an opportunity to purchase 40 acres of park land on the Intracoastal Waterway, south of Indiantown Road and US1, which is now known as the Jupiter Yacht Club developent. Residents were disappointed, and that discussion became the genesis for new strategies to protect and provide public access to the water consistent with the Town's history. The impact of the park loss was exacerbated by the Town's land development regulations that resulted in a pattern of strip commercial development and large parking lots. This pattern failed to protect public access to or engagement with the water. Consequently, the likelihood of development that reflected the history and character of the community was slim. To redirect this trend, the Town conducted the *Intracoastal Waterway / US1 Corridor Study* in 1997, which evaluated land use, transportation, waterfront access, and development character. Among the Plan's key recommendations were the establishment of the Riverwalk to protect and expand public waterfront access and environmental integrity; adoption of special comprehensive plan language to advance mixed-use development patterns through three special "sectors"; and establish a CRA to assist the Town in advancing redevelopment of Jupiter's historic center. As a result, the Riverwalk was initiated; three sector designations were adopted into the Comprehensive Plan, and the Town adopted the US1/Intracoastal Waterway Zoning District to implement the Future Land Use Sectors.

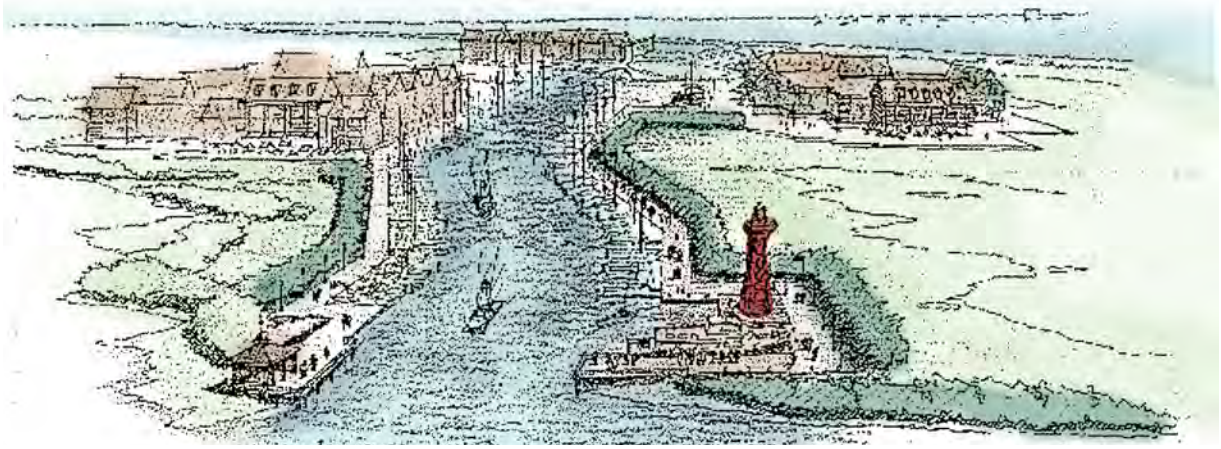


Figure 17 *Images from the Intracoastal Waterway / U.S. Highway One Corridor Study, completed in 1997, highlighted the Town's waterways, the need for public access, and the desire for a Village-scale of development in the Inlet Village area.*

HISTORY OF THE CRA

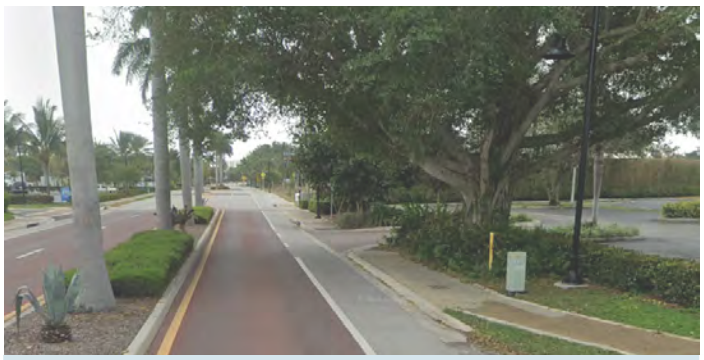
In 2001, to fund public access and assist its redevelopment efforts, the Town successfully presented the Finding of Necessity for the Jupiter CRA to the Palm Beach County Board of County Commissioners, and the CRA was established in 2002.

The first two decades of the CRA have been very successful in facilitating redevelopment character worthy of the Town. New developments and redevelopment throughout the CRA have increased values, created gathering spaces, built the Riverwalk, provided boat access, and protected waterfront access for Town residents and visitors. More than two miles of continuous Riverwalk have been constructed along the mangroves, with nearly a half-mile of Riverwalk segments built in conjunction with redevelopment projects in the Inlet Village. Through developer agreements, the Town also constructed Riverwalk segments in areas where development already existed. When the Florida Department of Transportation rebuilt the two existing US1 fixed bridges north and south of Burt Reynolds Park, the CRA Commission had the remarkable foresight to fund the construction of Riverwalk segments below the two bridges, preserving the ability for expanded public access and circulation along the water's edge.

EARLY DAYS OF THE CRA	TODAY'S CONDITIONS
DEFICIENT INFRASTRUCTURE	IMPROVED INFRASTRUCTURE
LACK OF PEDESTRIAN OR BIKE PATH	IMPROVED INFRASTRUCTURE

HISTORY OF THE CRA

In the past two decades, the Town and its CRA purchased or were deeded approximately 13 acres of land for public use. Parcels include Piatt Place (Town-owned), Inlet Village Marina (CRA-owned), the Town parking lot on Love Street (CRA-owned), and the Comerford parcel (Town-owned), which provided for lagoon bridge construction. Each of these parcels provides critical real estate to help restore the district and recapture its public access, accessibility, and ambiance. With the success of the CRA to date, there is a renewed vision and commitment to continue to improve the area respecting its history, character, and environment as the original heart of the Town of Jupiter.

EARLY DAYS OF THE CRA	TODAY'S CONDITIONS
	
LACK OF BIKE PATHS & PEDESTRIAN CROSSWALKS	BIKE PATHS & PEDESTRIAN CROSSING
VACANT DETERIORATING STRUCTURES	PRIVATE INVESTMENT
ABANDONED, UNSAFE PARKING	REMOVAL OF EXOTICS & INFRASTRUCTURE

NOTED CULTURAL AND HISTORIC RESOURCES

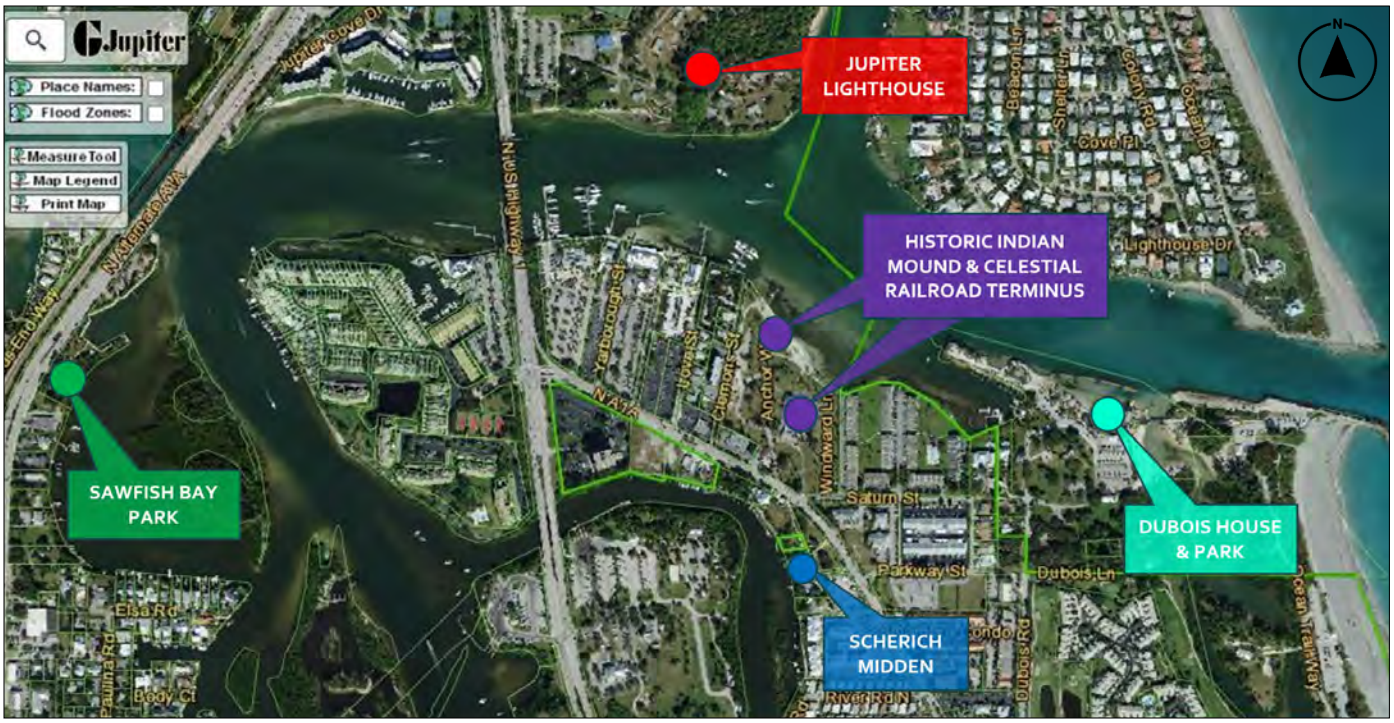


Figure 20 *Map of noted cultural and historic resources*

Figure 19 *DuBois Pioneer Home Courtesy of Bill Ingram/The Palm Beach Post*

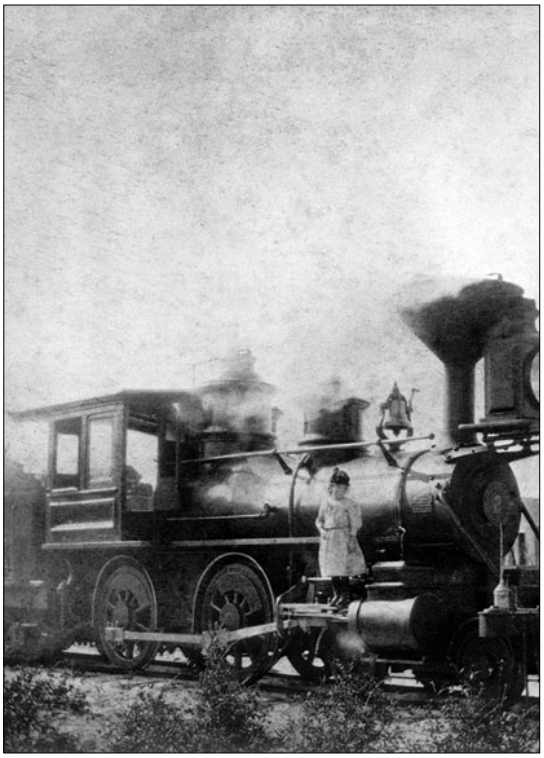


Figure 18 *Celestial railroad*

EXISTING CONDITIONS & CHALLENGES

A. LAND USE

There are approximately 399 acres within the CRA, of which approximately 252 acres are upland and 147 acres are open waterway and submerged lands. Parcels included within the CRA boundaries were identified using the property control numbers of each parcel and verified using the Palm Beach County Property Appraiser's data base. Land development patterns are mixed, with an array of historic and older structures interspersed with more recent infill development and redevelopment. Residential uses vary from smaller single-family, historic homes and a mobile/manufactured home park to townhouses and condominiums. The Indiantown Road/US1 intersection is commercially focused, with suburban-style shopping centers as well as the walkable Harbourside Place mixed-use project that introduced entertainment and hotel uses to the corridor. The Inlet Village area has generally retained the Town's Village scale, and the CRA's Inlet Village parking lot has enabled a waterfront restaurant district to emerge astride marina uses, creating a destination for residents and visitors alike. Park and recreational areas are distributed along the waterways, maintaining public access through passive recreation, water-oriented uses and activities, and the signature Riverwalk along the water's edge.

As identified in the Town's Comprehensive Plan, future land use designations in the CRA Area consist a broad range of categories, including residential, commercial, recreational, conservation, public/institutional, and mixed-use. An excerpt of the Town's Future Land Use Map as related to the CRA district is provided in this section. The distribution of future land use category by acreage is summarized below.

FUTURE LAND USE CATEGORY	ACREAGE	% OF CRA WITH ASSIGNED LAND USES*
High Density Residential	44.6	16.7%
Mixed-use	49.6	18.6%
Public/institutional	2	0.8%
Conservation**	25.4	9.5%
Recreation	28.8	10.8%
Commercial	69.3	26.0%
Inlet Village Flex	37.8	14.2%
Riverwalk Flex	8.9	3.3%
TOTAL	**266.4**	**100%**

*Percentage of Assigned Land Uses does not include water or undesignated parcels
**Conservation land use includes uplands, wetlands, and submerged lands

Additionally, the Town adopted three special "sector" designations into the Comprehensive Plan, tailored to the CRA to showcase subdistricts within the district and facilitate their redevelopment. These include the Inlet Village; Waterway, Commercial, Entertainment; and Mixed-Use Residential sectors. A map depicting the location of the sectors is included in this section.

FUTURE LAND USE MAP ~ CRA EXCERPT

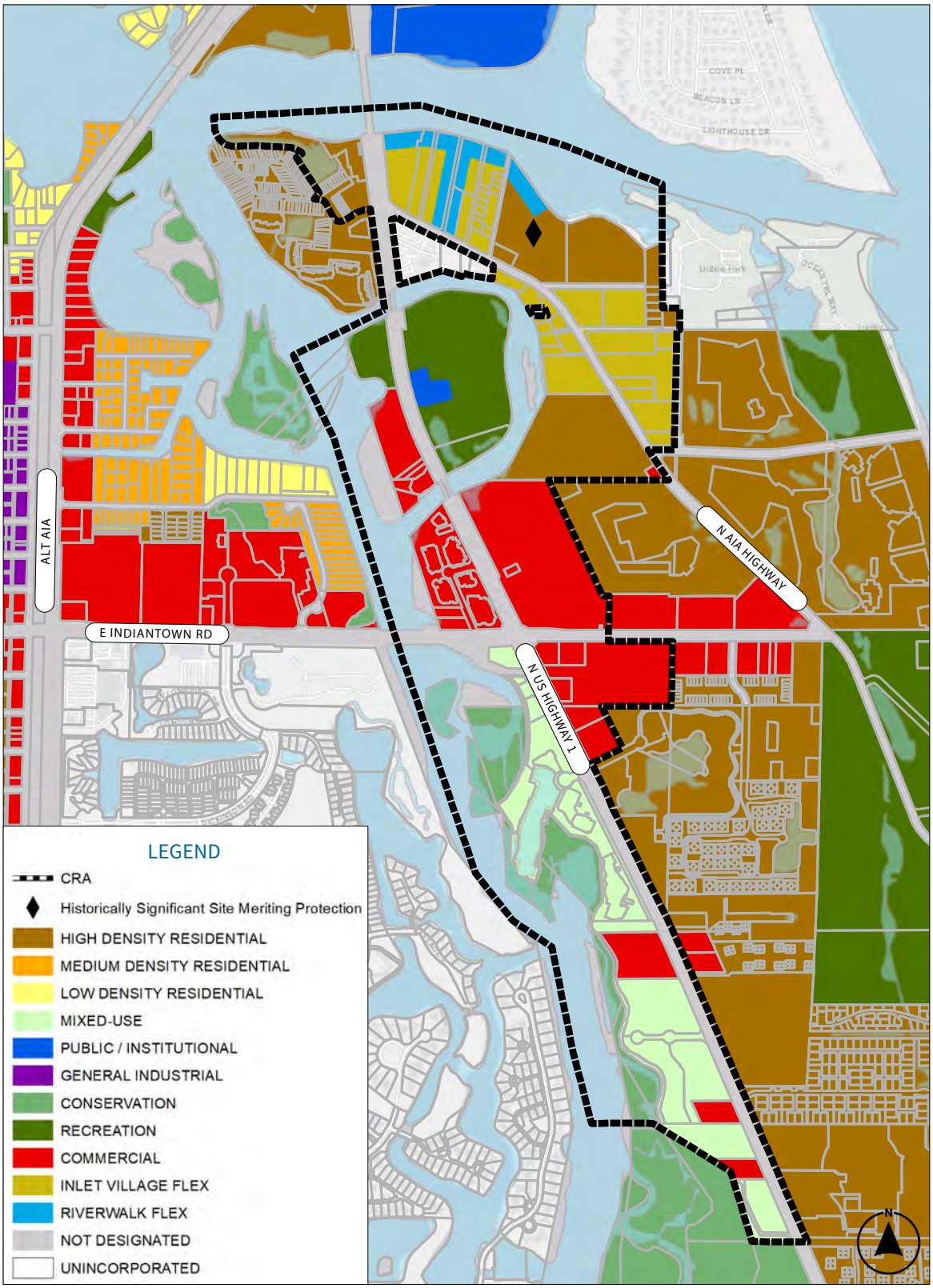


***Figure 21** Future land Use Map ~ CRA excerpt*

US1/INTRACOASTAL WATERWAY CORRIDOR SECTORS

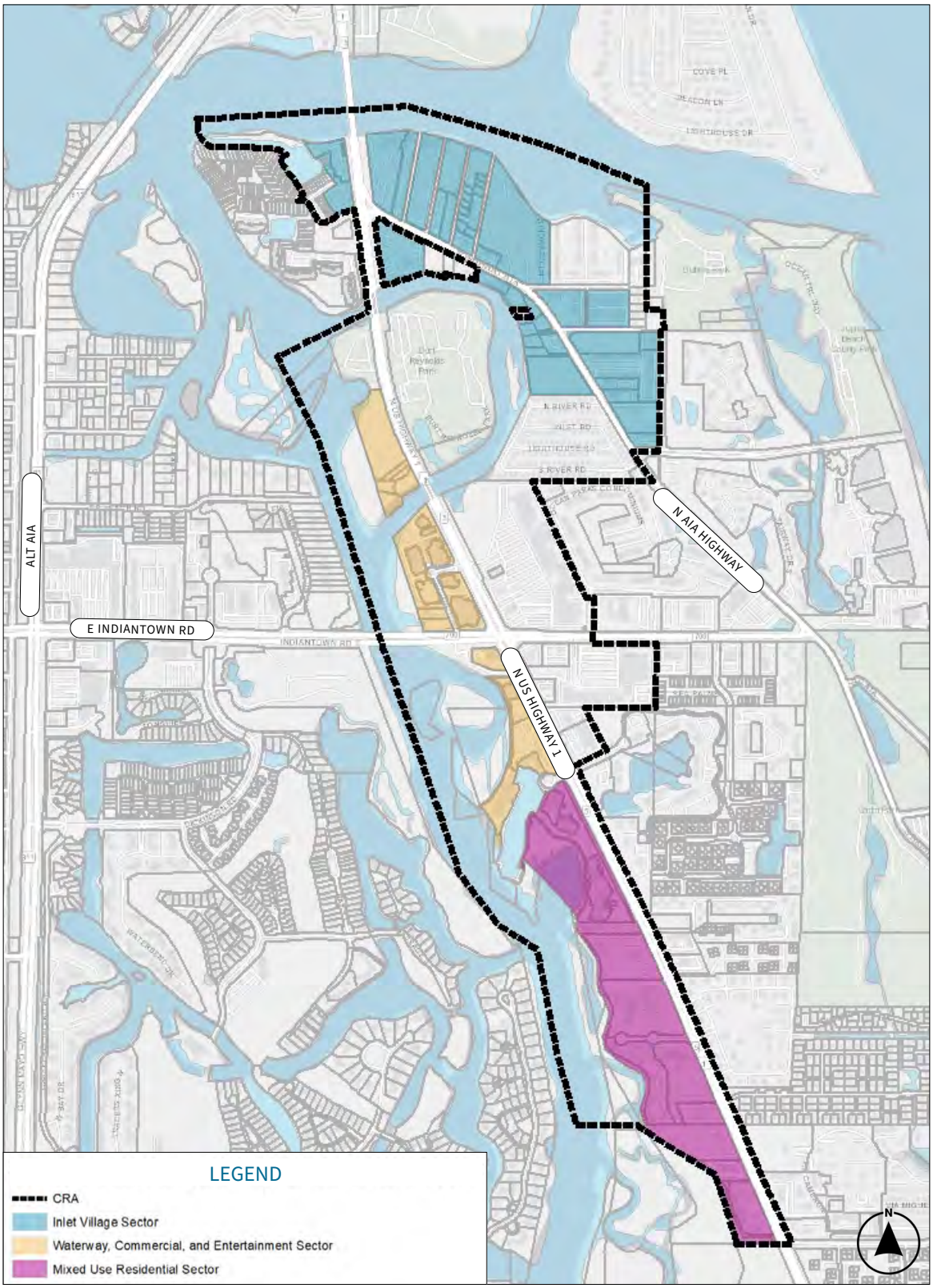


Figure 22 *US1/Intracoastal Waterway Corridor Sectors.*

ZONING MAP ~ CRA EXCERPT

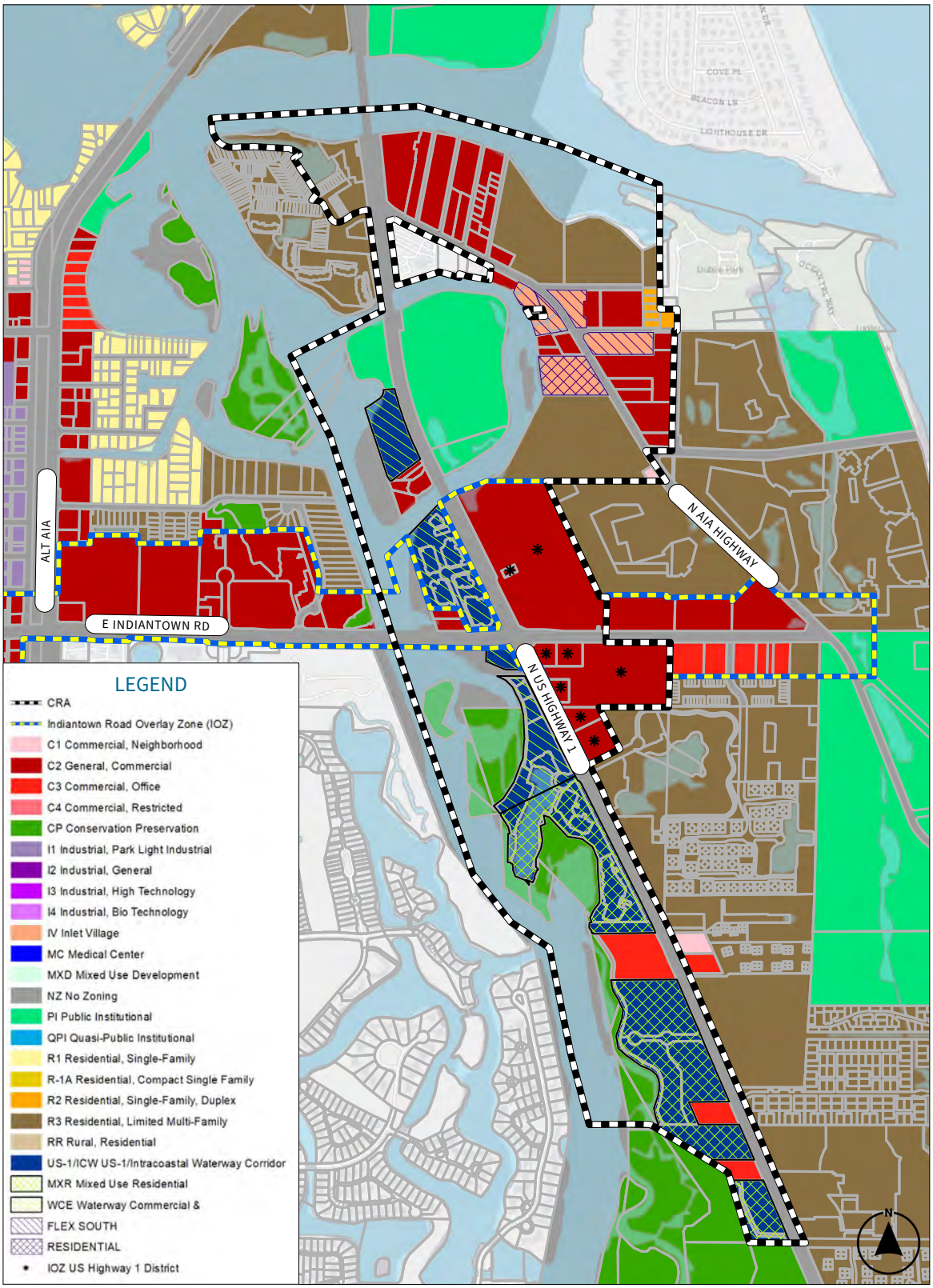


***Figure 23** Zoning Map ~ CRA excerpt*

INDIANTOWN OVERLAY ZONING MAP ~ CRA EXCERPT

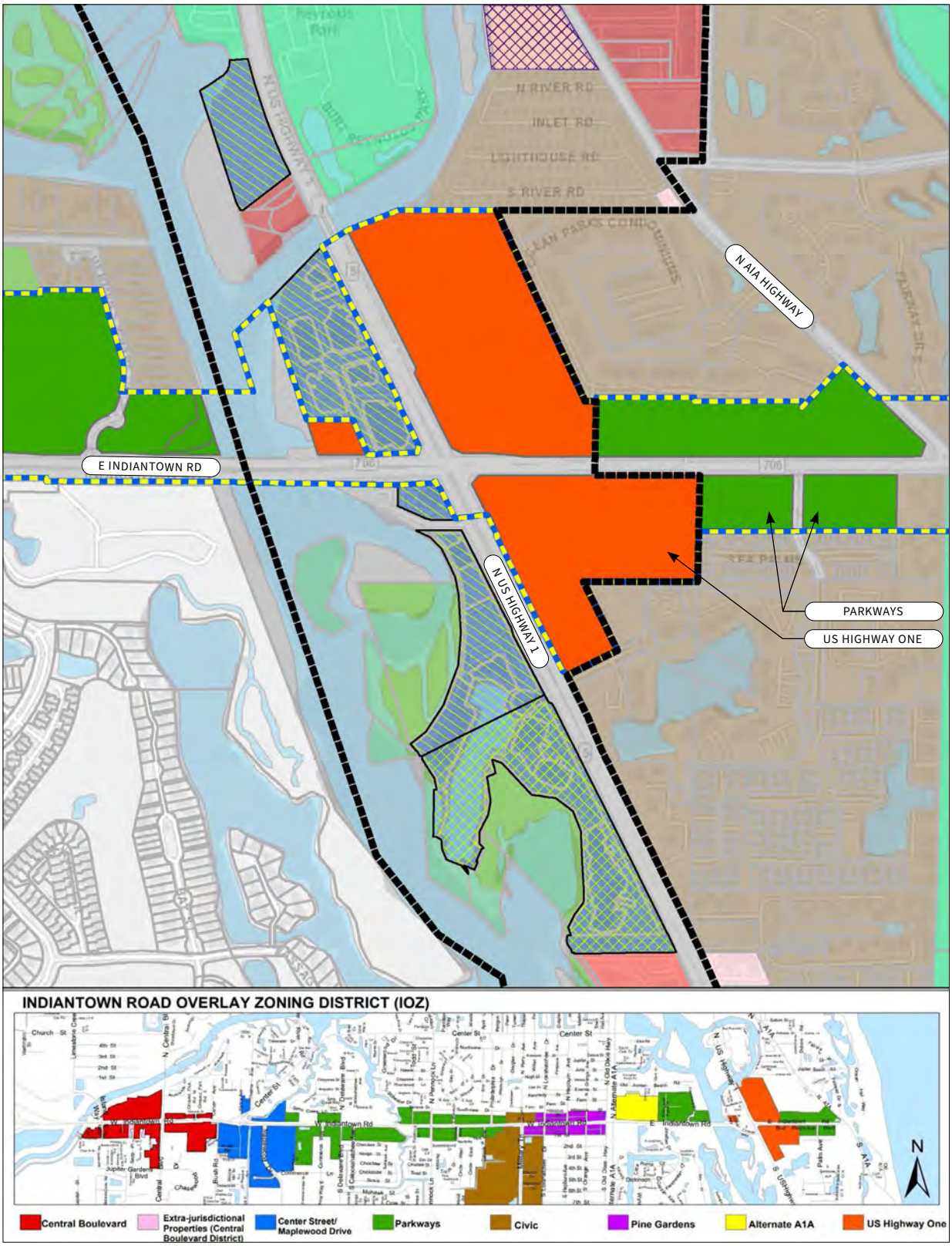


Figure 24 *Indiantown Overlay zoning Map ~ CRA excerpt .*

EXISTING CONDITIONS & CHALLENGES

Zoning designations within the CRA are also varied, and the Town has adopted several specialty zoning subdistricts to help facilitate redevelopment, including: (1) the Indiantown Overlay Zoning (IOZ) District, which applies to the several larger parcels fronting Indiantown Road; (2) the US1 / Intracoastal Waterway Corridor Subdistricts (including both Mixed-Use Residential and Waterway, Commercial and Entertainment); and (3) the Inlet Village Subdistricts (including Flex South and Residential). Maps depicting the general zoning designations as well as the IOZ and subdistricts are provided in this section.

B. ENVIRONMENTAL RESOURCES

In order to maintain continued success beyond the life of the CRA, sustainable and resilient investments in the environment with continued protection of resources must be prioritized in the CRA Plan. Environmental preservation and awareness have been ongoing initiatives in Jupiter since the Post-World War II development boom initially impacted the Town. Since the late 1800s, the removal of mangroves, fresh water wetlands, and oyster beds was seen as progress and occurred continuously across Florida and in Jupiter, which created a troubling legacy of environmental damage from which the Town continues to recover today. With the redevelopment success of the CRA and the Town, environmental efforts need to go above and beyond preservation and awareness to include restoration and stewardship. The CRA Plan provides a leadership opportunity to respect and protect the natural environment and address preservation, restoration, awareness, and stewardship along the waterways and uplands, as these are critical for the continued success of the redevelopment district. The direct correlation between a healthy and vibrant environment and property values, economic vitality, and quality of life is why residents and businesses of Jupiter and more specifically the CRA have come to live and prosper. Waterfront restaurants, hotels, dive boats, charter fishing boats, kayak and paddleboard rentals, and marinas thrive when the marine environment is healthy.

Figure 25 *Living shoreline*

Figure 26 *Shoreline protection via breakwater*

MAP OF SIGNIFICANT ENVIRONMENTAL RESOURCES

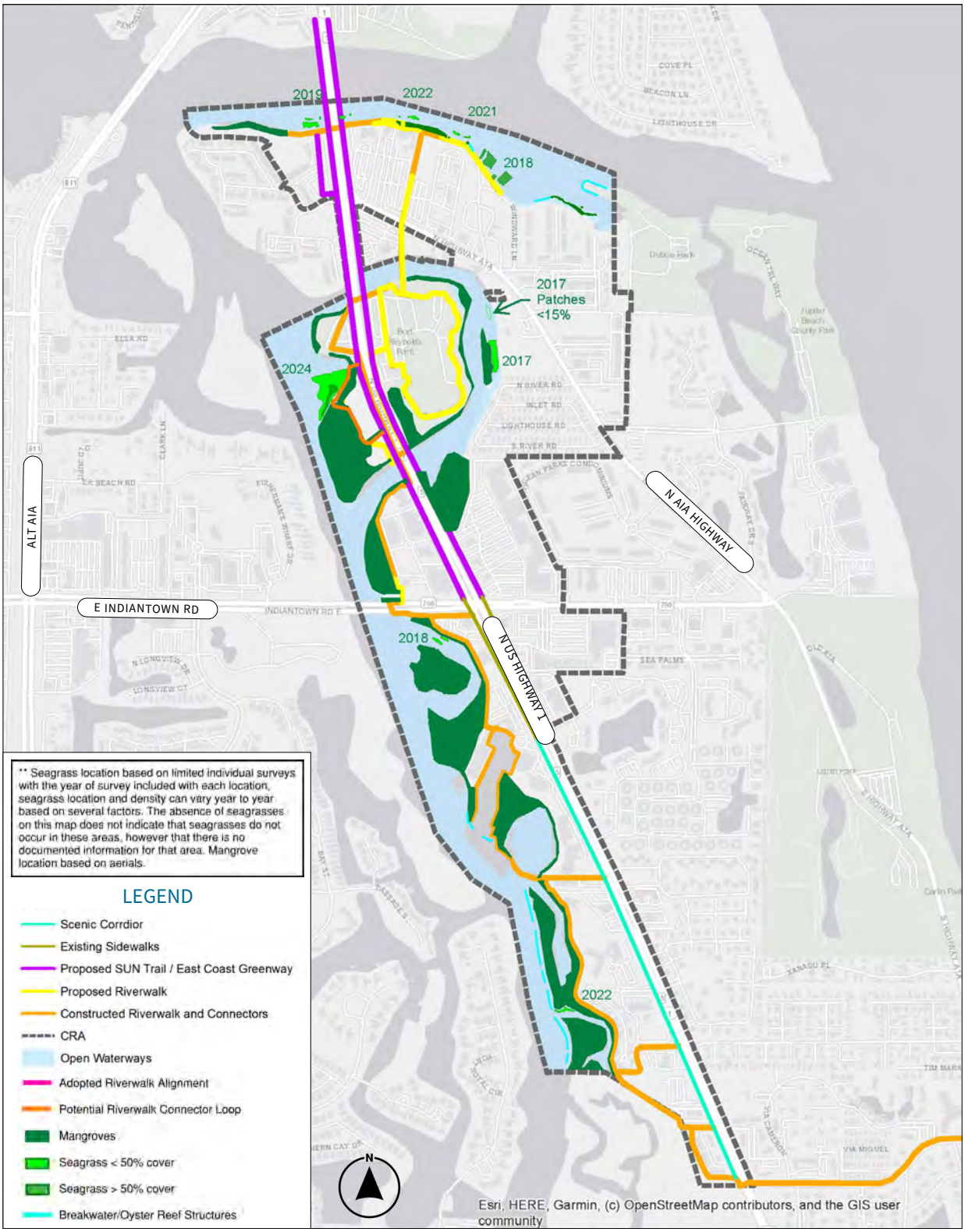


Figure 27 *Map of Significant environmental resources.*

EXISTING CONDITIONS & CHALLENGES

Figure 28 *Mangroves naturally filter seawater*

In planning for the future, it is important to focus and invest in nature-based strategies throughout the CRA that protect and stabilize the shoreline, provide habitat and shade, and naturally clean the water. While the natural resources of the CRA are both on land and water, a focus on the marine environment is among the CRA's highest priorities as nearly 40% (147 acres) of the 399-acre CRA area is located in the Intracoastal Waterway, oxbows, Jupiter inlet, or submerged lands. In addition, the CRA includes 24,000 linear feet of waterfront within the CRA boundary. The majority of the waterfront (11,500 linear feet) abuts commercial or mixed-use lands, with 7,000 linear feet along residential lands, and 5,500 linear feet of waterfront abutting parks. With a significant amount of waterfront property in the redevelopment district, the CRA plan appropriately includes programs and projects that address sea level rise and resiliency. The Town has experienced living shoreline successes along the Jupiter Inlet at Jupiter Inlet Lighthouse Outstanding Natural Area (by Bureau of Land Management and Jupiter Inlet District), the Loxahatchee River at Mangrove Island (by Jupiter Inlet District), and Sawfish Bay Park (by Jupiter). It is noteworthy that the CRA district includes submerged lands suitable for seagrass growth, including a number of areas with up to 50% seagrass coverage, which is considered environmentally significant.

Figure 29 *Over-water Riverwalk pilings provide habitat opportunities below the water's surface. Shallow water areas surrounding the Riverwalk are opportunities for adding living shoreline.*

The marine restoration projects that are currently funded in the CRA are to stabilize and install living shorelines abutting the existing two and a half miles of Riverwalk. These efforts are focused mainly in the intertidal zones ~ where the water and land meet between high and low tide ~ which is the most productive location for marine life. The varied methods include, but are not limited to, mangrove planters, oyster pods, artificial reef modules, and the installation of mangroves and transitional native upland plant material. The CRA's intent is to use nature-based strategies to create a more resilient shoreline that protects the Riverwalk infrastructure and abutting upland (businesses, homes, and parks) while also restoring the intertidal zone and marine habitat.

EXISTING CONDITIONS & CHALLENGES

Figure 30 *Manmade structures can provide habitat enhancement.*

Upland environmental restoration and stewardship will help enhance resiliency, climate change mitigation, and water quality. The CRA has prioritized its environmental commitment through a variety of projects and programs that offer a range of enhancements such as living shorelines (both stand-alone and with seawalls), the installation of street trees/palms along rights-of-way as well as wildflower or pollinator gardens, and the creation of freshwater wetlands incorporated into stormwater systems (e.g., rain gardens, bioswales, bioretention areas, wildflower gardens instead of grassy areas). Additionally, there is a focus on reducing or eliminating the need for irrigation to minimize impacts on potable water supplies and the superficial aquifer.

The task of preserving, restoring, and being good stewards of the CRA's environmental resources can benefit from working with partners for planning, design, implementation, maintenance, and funding. Palm Beach County (through its Environmental Resource Management division), Jupiter Inlet District, Loxahatchee River District and FIND have previously partnered in the Town on other environmental projects. There is also the potential for the CRA to work with local non-profits such as the Loggerhead Marine Life Center and the Jupiter Inlet Foundation for long term stewardship. Maintaining and nurturing these relationships will be important to ensure that CRA funding is supplemented so that the environmental goals are achieved.

Figure 31 *Bioswale mitigation for parking lot*

Figure 32 *Native plantings reduce water demands, boosting resiliency.*

EXISTING CONDITIONS & CHALLENGES

C. MOBILITY & ACCESSIBILITY

Overall, the transportation network in the CRA district is multimodal, with a mix of larger roadways and smaller complete streets. The Town has placed high priority on a safe, accessible, multimodal transportation network reinforced with its commitment to Jupiter's bicycle network, Riverwalk system, multi use paths, and the adoption of a "Vision Zero" policy to underscore the importance of safety.

Major roadways in the CRA include US1, Indiantown Road, and A1A, with the Intracoastal Waterway serving as a major waterborne transportation facility. The US1 corridor is the primary north/south transportation spine, carrying heavy traffic flows to and through the redevelopment district. Indiantown Road, running east/west, connects the district from I-95 and the Florida Turnpike through Town to the Atlantic Ocean. A1A is a roadway that has received considerable traffic calming improvements, making it a desirable destination for bicyclists and pedestrians across the region. The Town has maintained a delicate balance among A1A's 2-lane configuration, its small-scale development pattern, and the maintenance of appropriate roadway levels-of-service.

Smaller, local roadways are dispersed throughout the district. Where local roads form a gridded network, the district benefits from well-defined blocks that are easily traversable on foot or bike. However, there are several areas where the block grid is incomplete. Among the CRA projects are improvements designed to connect these areas with roadway interconnections and mid-block alleys that will improve circulation, accessibility, and safety. Roadway design in the CRA requires careful consideration of its smaller-scale roadways, congestion management, and roadway levels-of-service.

To improve transportation efficiency and access, transit service has also been prioritized by the CRA. The CRA has provided funding for lightweight trolley service operated with golf carts, adding a fun way to circumnavigate the area and more easily connect patrons from parking areas to destinations. Water taxi docks funded by FIND are also available in the district, which celebrate the CRA's waterfront character. Various transit modes help reduce demand on the transportation network by shifting residents and visitors away from personal vehicles for all or part of their trip, increasing the efficiency of the transportation network.

The multimodal foundation of the redevelopment district is essential for the CRA's sustainability and contributes to the resilience of the Town. By reducing vehicle demands, lessening asphalt and carbon emissions, the overall environmental health of the CRA is enhanced. Continued investments to boost multimodal travel behavior, such as bicycle/pedestrian elements, traffic calming, and wayfinding, will add to the vitality of the district.

Figure 33 *Safety for users is enhanced with well-designed, multimodal transportation networks.*

EXISTING CONDITIONS & CHALLENGES

D. PARKING

Parking as a component of individual site design and overall redevelopment district functionality is both a challenge and an opportunity. Within the redevelopment district, parking is available on-street, on individual sites, and in publicly accessible locations that include public parking areas (on both public and private properties). In general, the more flexible parking can be in relation to user demand through a 24-hour time period, the more efficient it performs as a resource. Although exclusive parking areas on individual sites is desirable and code-compliant, parking in this format has the lowest parking efficiency, as spaces remain unused when demand for the associated use is low. Commercial parking areas that are used during business hours but left vacant after hours exemplify this inefficiency. Parking can be a constraint for redevelopment, especially for smaller sites, and parking lot requirements can compromise site design, especially in areas where walkability is desired. Pedestrians tend towards streets aligned with buildings and active uses but are dissuaded by large, empty parking lots and sidewalks interrupted by prolific driveways that reduce the safety of exposed travelers on bike or foot.

Within the CRA district, parking has been recognized as an on-going challenge. The CRA has boosted parking efficiency through the Inlet Village parking lot, other public/private parking resources, and on-street parking improvements. The use of parking as a common resource across the Inlet Village has enabled an array of restaurant and entertainment uses that encourage patrons to park once and frequent multiple destinations without the need to move their vehicle. This parking inventory, which is well-used at night but typically underutilized during the day, is an available resource to facilitate adaptive reuse of smaller existing residential homes and historic buildings on constrained sites. Off-site parking can allow daytime uses to be accommodated, preserving these structures and their village-scale. Additionally, creative parking approaches such as shared off-site parking may be an appropriate incentive to facilitate desired uses such as unique retail, water-oriented uses, and breakfast restaurants. A map depicting the publicly accessible parking areas within the CRA district is provided in this section.

Figure 34 *Guanabanas, Jupiter Outdoor Center, and Castaways have parking licensing agreements to use the Town's parking lot.*

CRA PARKING INVENTORY

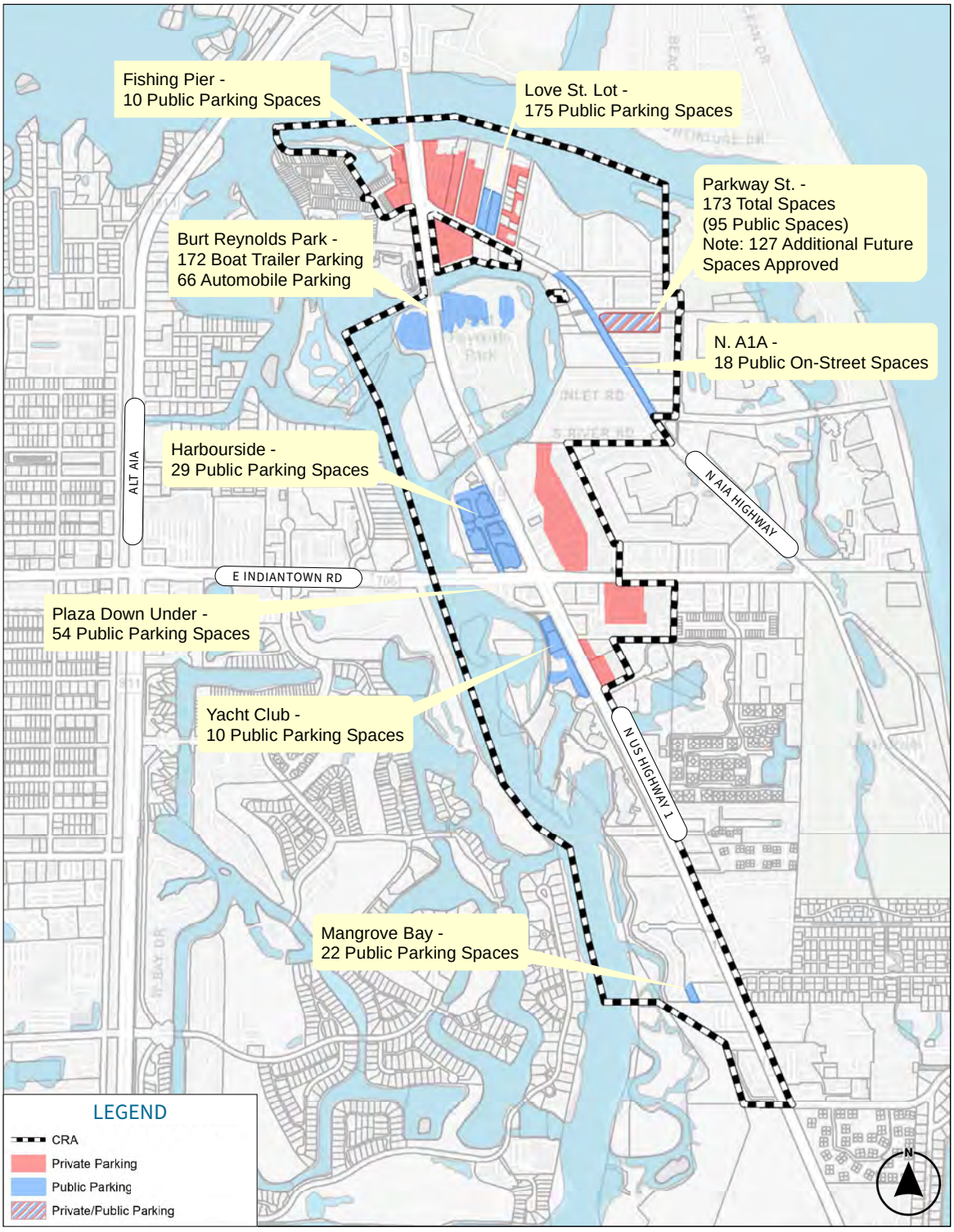


Figure 35 *Map of CRA Parking Inventory*

EXISTING CONDITIONS & CHALLENGES

E. MARINE NAVIGATION

Jupiter's waterways have always been critical to the area's identity. The original Town settlement in the Inlet Village is strategically positioned at the Jupiter Inlet, at the southern terminus of the Indian River Lagoon within which today's Intracoastal Waterway is located. The area's geography includes a number of oxbows that surround small islands adjacent to the shoreline. Marina activity is an important, long-standing commercial use in Jupiter, and the CRA district contains several marinas that provide service, storage, and year-round employment, adding value and quality to properties nearby. Several residential developments also contain associated marinas and docks, adding to their desirability and access. Burt Reynolds Park is a popular boat launch, with thousands of boaters embarking from this central CRA location throughout the year. In addition to motorized boat traffic, the redevelopment district is a popular destination for personal watercraft, with kayaks and paddleboards popular in the marine paradise that Jupiter is known for.

Among the challenges of Jupiter's waterfront popularity is the attraction of boat traffic, which can create safety hazards for other users. Safe navigation requires good knowledge of the waterways, visibility, and lawful operation of vessels in motion and while docked or anchored. Historically, Jupiter's calm waters proximate to the Jupiter Inlet and internal waterway network have attracted the mooring of vessels in or adjacent to the channel. At times, inoperable vessels or those that have been abandoned become derelict, creating environmental and navigational hazards. Derelict vessels left unattended can also become unsightly, harming property values and degrading the area's marine environment. To mitigate these effects, the Town has provided additional surveillance and enforcement as needed, in conjunction with other law enforcement entities. As the redevelopment effort becomes more successful, CRA participation may be needed to supplement this activity to maintain safe, predictable navigation and environmental integrity in the district.

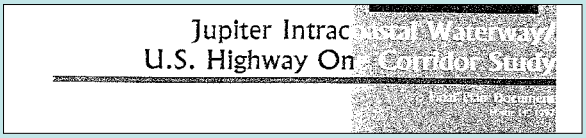
Figure 36 *Marine patrol on the waterways.*

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

Community redevelopment has been an active priority of the Town of Jupiter for more than 40 years. In the 1980s, the Town formally acknowledged the struggles of redevelopment with the adoption of the Indiantown Overlay Zone, which adjusted zoning requirements to facilitate reinvestment in properties along the corridor. In 1987, I-95's completion continued to shift the pattern of investment away from the CRA district. The *Jupiter Intracoastal Waterway/US1 Corridor Study* was undertaken to evaluate land use, transportation, waterfront access, and development character. Among the key recommendations of this plan were: (1) establish the Riverwalk to protect and expand public waterfront access and environmental integrity; (2) adopt special comprehensive plan language including future land use "sectors" tailored to maintain appropriately-scaled development patterns (e.g., Inlet Village, Indiantown Road Mixed-Use Commercial, US1 Intracoastal Waterway/Mixed-Use Residential); and (3) establish a CRA to assist the Town in advancing redevelopment of Jupiter's historic center.

Since 1996, the Town has initiated and completed numerous planning studies related to the area within the CRA boundaries. In addition to the Finding of Blight Report completed to support the establishment of the CRA, additional studies include: the US Highway One Intracoastal Waterway Study; Riverwalk Master Plan & Design Guidelines; Inlet Village Study; and the CRA Plan. Each of these planning efforts were undertaken in an effort to better understand the existing conditions of the area and help inform redevelopment opportunities throughout the CRA area. The planning efforts identified methods to stimulate desired redevelopment along the Intracoastal and Jupiter



V. WATERWAY ACCESS CORRIDOR

The waterfront contained within this study area has been identified as an important resource for the community. The following outlines options to ensure the public's access and a pleasant pedestrian environment to and along the water's edge.

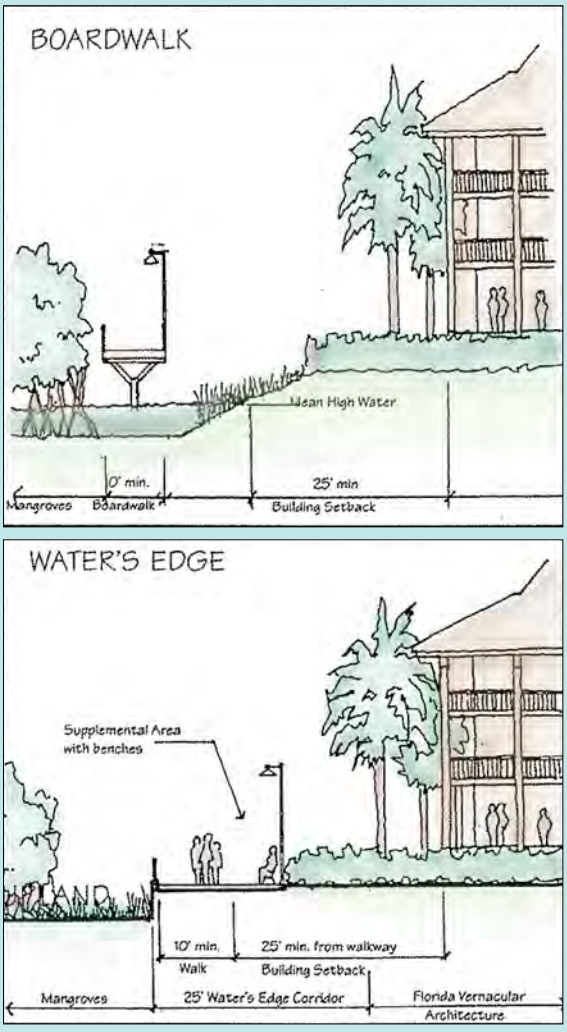


Figure 37 *Images and direction from the Town's original Intracoastal Waterway/US1 Corridor Plan with emphasis on pubic access to the water.*

GOALS & OBJECTIVES

Inlet Waterways by promoting, where appropriate, mixed-use development and flexible land development regulations. In addition, to provide for public Riverwalk access to the waterways, the plans identified opportunities for public gathering spaces along the waterfront and Inlet Village, varied activities and uses throughout the CRA, and to advance general design guidelines that would help celebrate the Town of Jupiter's historic relationship to the waterways.

As a result of these studies and community desires, the Town created a CRA and updated its Comprehensive Plan and Land Development Regulations to encourage redevelopment in the redevelopment district.

The following CRA Plan goals and objectives were developed to advance the mission of the CRA and complement the goals and objectives as outlined by the Town's Comprehensive Plan for the district. The CRA goals and objectives are intended to provide direction for the implementation of the CRA towards the revitalization of the redevelopment district and address those conditions of "blight" identified in the Findings Report. The CRA Plan goals and objectives are also intended to provide guidance for the private sector investment and development activity. These goals are designed to direct the CRA's efforts but are not to be interpreted as a definitive course of action nor an exhaustive or complete list of all activities that may be undertaken by the CRA.

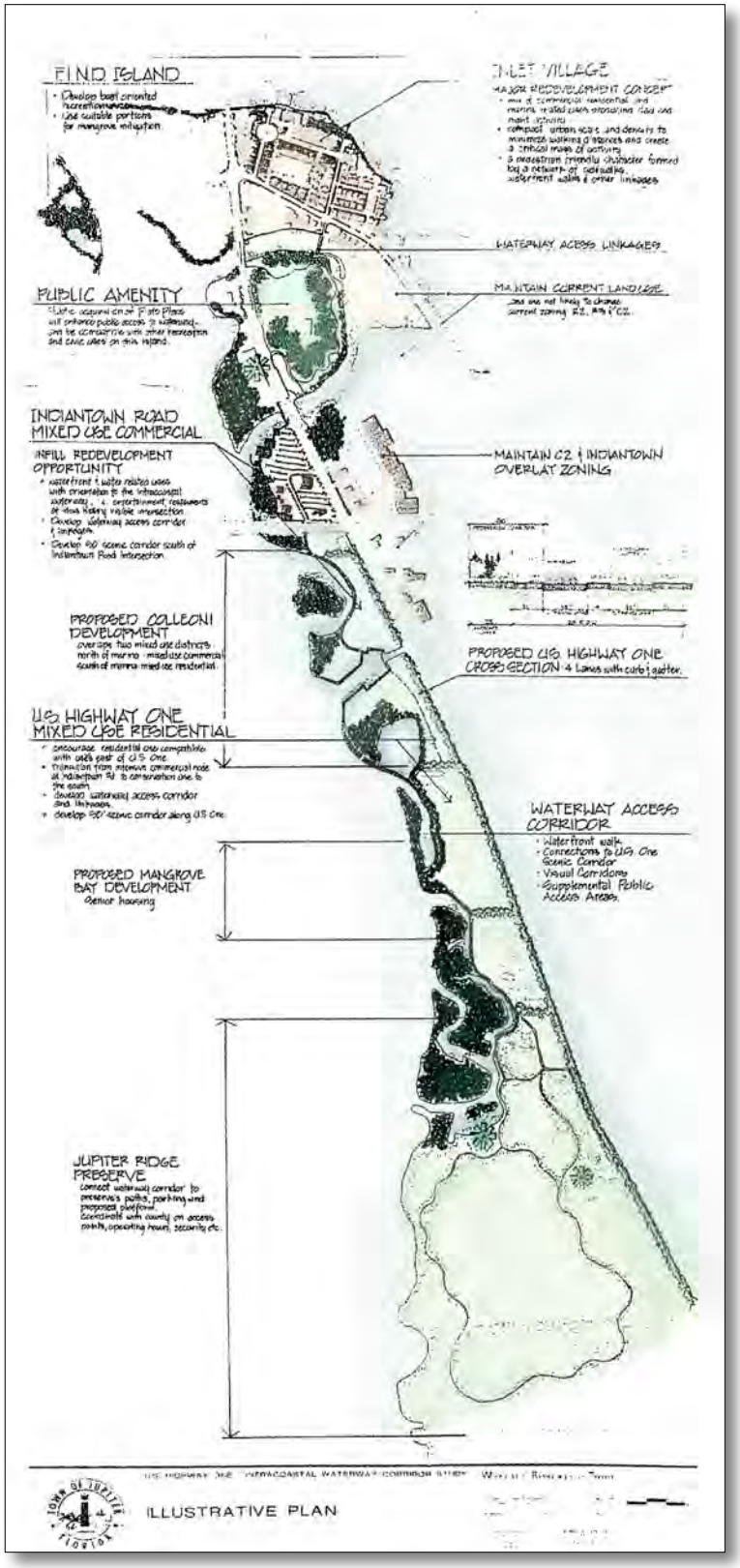


Figure 38 *Early redevelopment concepts from the 1997 Intracoastal Waterway/US1 Corridor Study.*

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

A. OPEN SPACE & MULTIMODAL CONNECTIVITY

This map has been developed in association with the goals and objectives related to open space, connectivity, and access. The Open Space and Multimodal Connectivity Map identifies existing and future open spaces and the existing and desired interconnections within the CRA boundaries.

~~The~~ "Open Space" includes existing and desired recreational facilities, including the Jupiter Riverwalk, bicycle/pedestrian facilities, public docks, public parking, water taxi docks, fishing areas, parks, open waterways, and natural areas such as mangroves, wetlands, and seagrasses.

The elements of "Multimodal Connectivity" include existing streets located in the Inlet Village as Yarborough, Cramer, Love, Clemons, Saturn, Parkway, and A1A. ~~as well as~~ The Street Layout identifies potential alignments for new roads and alleys that may be advanced ~~being considered~~ to improve vehicular circulation, ~~access by~~ emergency vehicle access, and connectivity between roadways. ~~It may be necessary in some cases for t~~The CRA may ~~to~~ use Tax Increment ~~Funds~~ Financing (TIF) to acquire rights-of-way and construct ~~to implement~~ these improvements. ~~No additional roads or rights-of-way are anticipated within the U.S. One Corridor.~~

Figure 39 *Image of path on Jupiter Ridge.*

OPEN SPACE & MULTIMODAL CONNECTIVITY

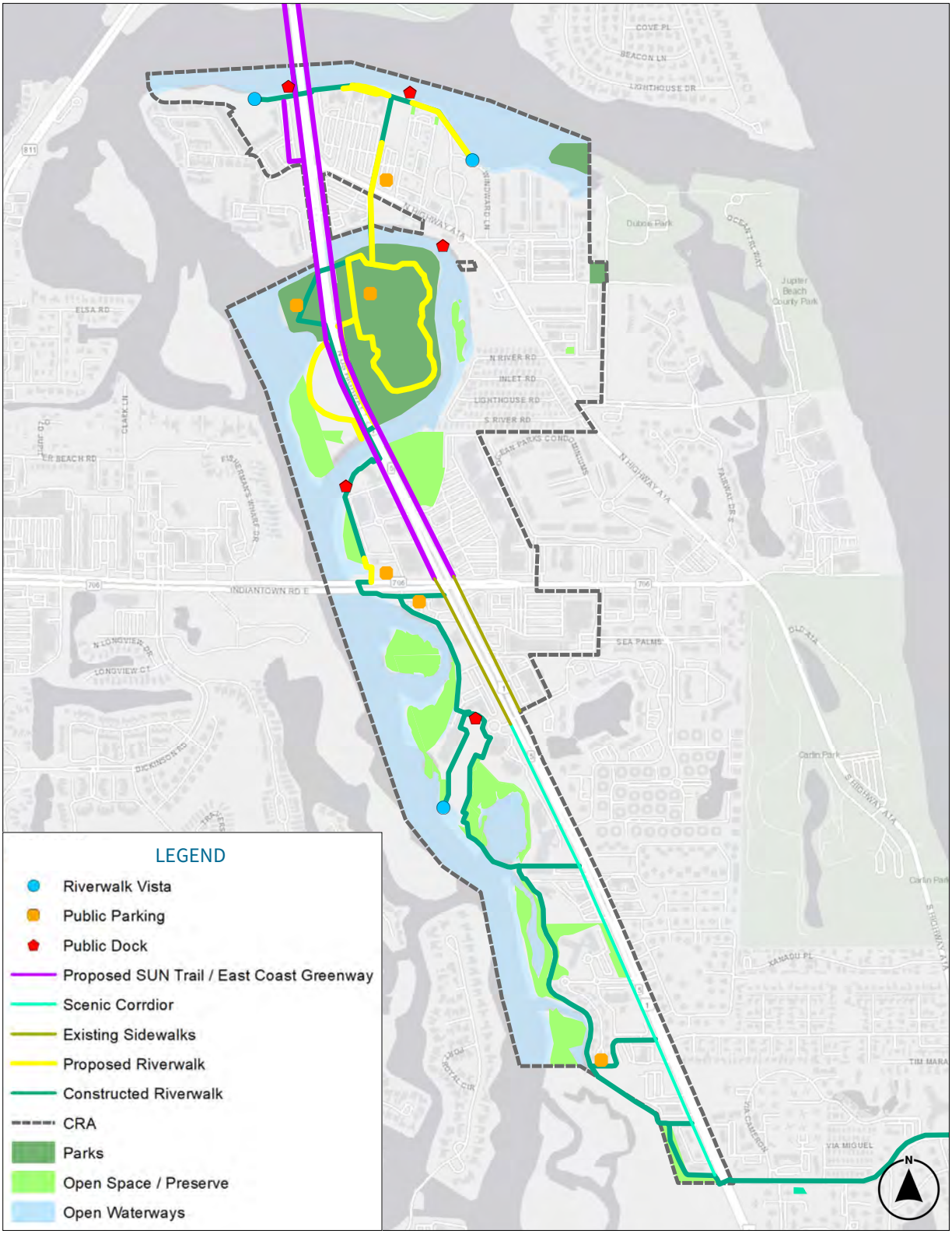


Figure 40 Map of Open Space & Multimodal Connectivity

PUBLIC WATERFRONT ACCESS & AMENITIES

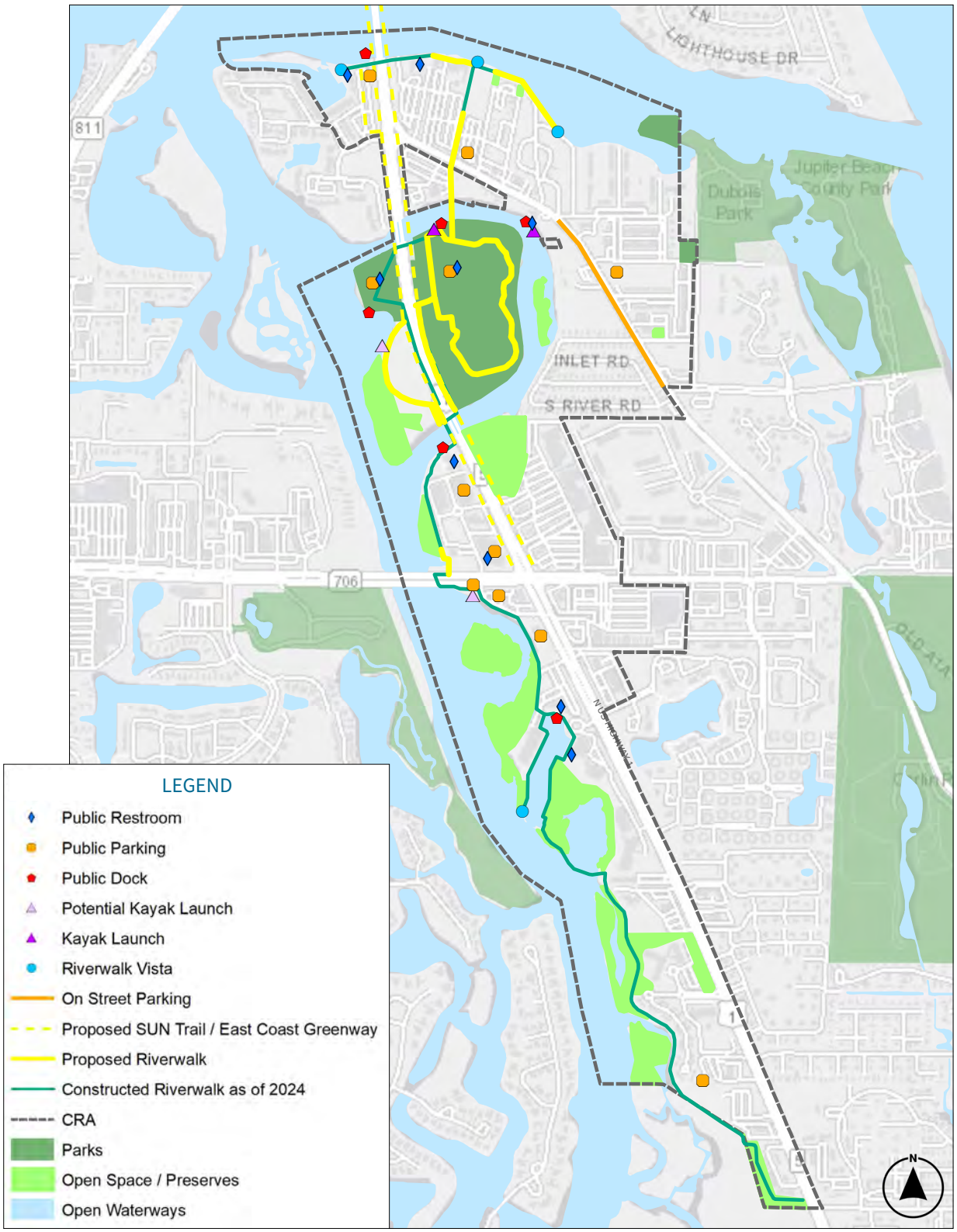


***Figure 41** Map of Public Waterfront Access and Amenities*

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

GOAL:

To create or enhance public gathering or open spaces along the waterfront and throughout the ~~Redevelopment Area~~ CRA district that are safely accessible by pedestrians, bicyclists, boaters, and vehicles.

OBJECTIVES:

Plan and build a connected system of public gathering and open spaces, pedestrian, bicycle and vehicular traffic circulation improvements, and private/public docking and parking facilities.

4.1.1. Provide and build a waterfront recreational corridor which will provide public access to the Intracoastal, Jupiter Oxbows, and Jupiter Inlet waterways.

4.1.2 Provide and/or increase centralized and shared public and private parking opportunities throughout the CRA district to encourage residents and visitors to walk or bike to their destination.

4.1.3 ~~Provide and/or increase~~ Maintain public and private docking facilities and marinas to accommodate access to the Riverwalk and Inlet Village via boat.

4.1.4 Provide incentives via a Planned Unit Development process encouraging property owners/developers to construct aesthetically pleasing public gathering spaces along the waterfronts and throughout the CRA district.

4.1.5 Identify and implement opportunities for water taxi facilities, ~~and~~ trolley stops, ridesharing, bikesharing, electric vehicle charging, and other transportation modes encouraging residents to access the CRA district via alternative forms of transportation.

4.1.6 Implement multimodal strategies ~~Develop~~ and adopt a Master Transportation Map that identify ~~identifies~~ opportunities for pedestrian, bicycle, trolley, and boat access and circulation throughout the CRA district.

4.1.7 ~~Develop and adopt a Roadway Network Plan~~ Implement Complete Street Standards for the Inlet Village which provides safe vehicular and multimodal circulation ~~improve traffic flow~~, identifies locations for new streets, and or access easements, provides for connectivity between parcels, establishes desired cross sections including location and width of travel lanes, sidewalks, bike lanes (as warranted), utilities, drainage, on street parking (as warranted), traffic calming, street lights, street trees and street furniture (as warranted).

4.1.8 Enhance the pedestrian/bicyclist environment via landscaping, ~~and~~ tree canopy, shade structures, and pedestrian realm improvements throughout the CRA district and Riverwalk corridor.

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

B. DEVELOPMENT TYPE & INTENSITY

Regulations regarding the type, size, height, number, and uses of structures to be constructed within the CRA boundaries are regulated via the US1/Intracoastal Waterway Corridor Zoning District. The US1/ Intracoastal Waterway Corridor Sector Map identifies the location of three redevelopment sectors (see **Figure 22)**. Each of the three sectors is anticipated to have a mixed-use composition that includes both commercial and residential use.

- The Inlet Village Sector is ~~desired~~ envisioned to develop as a small village-scale community with a maximum height of up to 3 ½ stories, subject to the approval of ~~with PUD~~ waivers~~.~~
- The Waterway Commercial Entertainment Sector is envisioned to be a mixed-use district with emphasis on entertainment and commercial uses. This sector has a maximum average height of ~~at~~ 35 feet ~~average, through PUD waivers.~~
- ~~Alternatively, t~~The Mixed-Use Residential Sector is envisioned as a mixed-use district with emphasis on residential uses. This sector has a maximum average height of 35 feet ~~average with PUD waivers.~~

The US1 ~~One~~/Intracoastal Waterway Corridor Sectors map reflects the location of these sectors.

GOAL:

Stimulate private investments in real property to develop or redevelop properties consistent with the Town of Jupiter's Comprehensive Plan.

OBJECTIVES:

Cause to have developed and adopted by the Town Council zoning districts and regulations consistent with the Town of Jupiter's Comprehensive Plan which promote an active and vibrant waterfront community, allow for a mix of uses, and provide public access and recreational opportunities along the Intracoastal and Jupiter Inlet waterways.

4.2.1 Adopt via zoning district and land development regulations uses, density, intensity, scale and height incentives and limitations consistent with the Town of Jupiter's Comprehensive Plan that will encourage high quality development.

4.2.2 Encourage the development and/or revitalization of properties in the Inlet Village that promote historical and natural character with ~~active~~ "destination" type uses such as parks, restaurants, outdoor cafes, hotels, bed and breakfast inns, retail shops, marinas, tour boats, fishing and diving charters, heritage tourism, ecotourism ~~and entertainment venues~~, museums, and galleries.

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

4.2.3 Adopt regulations implementing architectural styles, scale and varying height which respect the surrounding community~~,~~ and historic, archaeological and environmental resources such as the Jupiter Lighthouse, Dubois Park, and Sperry Property ~~and in case of the Inlet Village, the historic working waterfront.~~

4.2.4 The CRA and the Town of Jupiter shall be responsible for the implementation and administration of the objectives outlined in the CRA plan.

~~4.3 APPROXIMATE NUMBER OF DWELLING UNITS~~

C. RESIDENTIAL DEVELOPMENT

When the ~~Findings Report was prepared in 2001~~ CRA was first established, the housing inventory ~~stock~~ included just over 450 residential units, with 194 condominium units, 243 mobile home units and approximately 15 single family units. ~~These residential units have been identified on the 2001 Existing Housing Stock map.~~

~~The Town has, with the adoption of the U.S. Highway One/Intracoastal Waterway Corridor Zoning District increased the potential for adding another 366 – 740 units. 120-300 units in the Mixed Use/ Residential Sector, 96-240 units in the Waterway Commercial/Entertainment Sector and 150-200 units in the Inlet Village Sector. The Potential Housing Stock map indicates the location of future housing stock. Approximately 216 units have been constructed since 2001.~~

The inventory of residential units has increased over time, with just over 800 units in 2024. The composition of units is as follows: 490 multi-family units, 133 mobile/manufactured home units, 13 single-family units, and 172 assisted and independent living facility units. Through the Town's comprehensive plan and land development regulations, there is the potential to add residential uses in the various sectors.

GOAL:

Increase the number of people living along the Riverwalk corridor and Inlet Village but outside of the anticipated entertainment by adding small inns, village-scale hotels, and bed and breakfast lodging areas providing for a more active, vibrant, and safe Riverwalk and Inlet Village.

OBJECTIVES:

Consistent with the Town of Jupiter's Comprehensive Plan, encourage a variety of housing types, sizes, and price points where people of varied incomes can purchase and/or lease housing.

4.3.1. ~~Adopt~~ Maintain regulations that provide opportunities for residential units throughout the CRA but outside of the anticipated entertainment areas and encourage ~~provide incentives for~~ a mix of unit types, sizes, and price points.

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

D. PUBLIC PARKS & RECREATION AREAS

GOAL:

Optimize opportunities for acquisition of new park properties, increased environmental and historical education, engagement, and waterfront access via the Riverwalk project, gathering spaces, and recreational opportunities throughout the CRA District.

OBJECTIVES:

Increase public access to the waterfront via the Riverwalk recreational corridor, development of public gathering spaces or squares, ~~and~~ parks, and recreational opportunities throughout the CRA Area~~.~~ that promote ecotourism and heritage tourism.

4.4.1 ~~Develop~~ Maintain regulations ensuring ~~insuring~~ the development of the Riverwalk recreational corridor.

4.4.2 Create, via development regulations and incentives, public gathering spaces, squares, amphitheaters, and parks (passive and active) throughout the CRA Area.

4.4.3 Create a connected pedestrian and bicycle system to encourage walking and biking throughout the CRA Area and connecting to surrounding municipal and county systems beyond the CRA boundaries.

4.4.4 Provide yearly operational funding for the ~~continued maintenance and~~ improvement and enhancements of the public portions of the Riverwalk, squares, Plaza Down Under, natural areas, or other public assets throughout the CRA Area.

4.4.5 Provide funding and other support for acquisition of new park properties, programs, and events that ~~which~~ celebrate and market the waterway, waterfront, Riverwalk, and historic Inlet Village for recreational and environmental purposes.

Figure 42 *Images of shared use paths in CRA.*

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

E. TRANSPORTATION & INFRASTRUCTURE

GOAL:

Develop pedestrian, bicycle-friendly, functional and complete streets; underground utilities; upgraded stormwater facilities; increase and promote green infrastructure and marine restoration; and provide public parking and docks.

OBJECTIVES:

Through public-private partnerships, optimize opportunities to improve the infrastructure and public assets within the CRA Area.

4.5.1 Use development opportunities, tax increment funds and/or other sources of funding to assist in placing all utilities underground.

4.5.2 Promote ~~Develop coordinated~~ street construction~~/~~ and reconstruction opportunities with enhanced streetscaping, green infrastructure (e.g., bioswales, bioretention, environmental improvements), replacement of all aged and overhead utilities, and implementation of stormwater facilities as needed.

4.5.3 Identify and secure funding including tax increment finance revenues, grants, bonds, and developer contributions to fund infrastructure improvements.

4.5.4 Facilitate and fund marine restoration activities on public and private lands, including living shorelines, shoreline stabilization and breakwaters.

Figure 43 *Rendering of Proposed US1 Bridge Replacement Project with Riverwalk underpass.*

NOTE: NOTED CHANGES TO THE GOALS & OBJECTIVES HAVE BEEN TRACKED IN STRIKETHROUGH AND UNDERLINE

GOALS & OBJECTIVES

F. ECONOMIC DEVELOPMENT

GOAL:

To encourage and promote public/private uses and activities ensuring an active, vibrant, and viable Riverwalk and Inlet Village along a healthy marine environment for residents and visitors to enjoy.

OBJECTIVES:

~~Prepare an Economic Development Plan which identifies~~ Identify desired uses and activities for the redevelopment area, provide ~~provides~~ opportunities and/or funding support for those desired uses or activities, ~~and utlines~~ marketing, and ~~promote~~ promotional activities as appropriate that will ensure an active, diverse, vibrant, and ~~viable~~ resilient Riverwalk and Inlet Village.

4.6.1 Identify businesses and activities that are consistent with the goal of an active and vibrant Riverwalk and Inlet Village.

4.6.2 Develop a marketing initiative that ~~which~~ will identify the Riverwalk and Inlet Village as a destination location, and promote businesses, heritage tourism, ecotourism, and activities throughout the CRA Area.

4.6.3 Provide tax increment funding to assist in the development of desired and targeted waterfront improvements including but not limited to marine restoration (e.g., living shorelines, shoreline stabilization, breakwaters), marinas, docks, fishing piers and platforms, and water taxi facilities.

4.6.4 Provide tax increment funding to encourage the development of desired uses, businesses, and activities within the CRA Area.

Figure 44 *Harbourside Amphitheater.*

CRA PRIORITIES

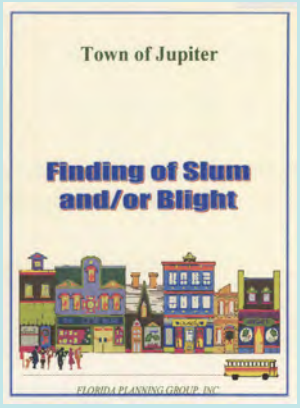
In Florida, community redevelopment is governed under Chapter 163, Part III, F.S., which identifies a series of agency requirements that must be maintained through the implementation of the effort that are supplemented by additional local areas of emphasis. The Jupiter CRA Plan acknowledges these statutory requirements and local desires, noting them as CRA Priorities as defined in this section.

A. REMOVAL OF SLUM & BLIGHT

In Fall of 2001 the Town Council commissioned a "Findings of Blight" study to evaluate existing conditions along US1 Highway One and the Inlet Village, which concluded the area met the "Blight" criteria set forth by Chapter 163, Part III, F.S. necessary to establish a CRA Area. This finding was further evidenced in 2011 with the inclusion of five additional parcels, thereby expanding the CRA from its original 397 acres to its current 399 acres. The CRA boundaries were identified and documented as part of that process.

As detailed in the agency's findings, the CRA district still contains areas with defective or inadequate street layouts, faulty lot layouts, deteriorated site improvements, inadequate and outdated density patterns, and inadequate transportation and parking facilities and infrastructure that have impaired or hindered sound growth and prevented the agency from achieving its goals and desired outcomes. The major charge of the CRA is the consistent removal of these conditions while preserving and enhancing the tax base of the CRA district. The CRA continues to provide and leverage investments in infrastructure and environmental actions to enhance the district and the sustainability of its economic, environmental, and social qualities.

The CRA has provided financial assistance and incentives to construct or encourage improvements to existing properties ~ commercial, residential, and vacant ~ through varied direct and indirect programs and projects all of which have helped stimulate private reinvestment in structures and other improvements within the redevelopment district. Continued implementation of the CRA will help achieve the CRA's goals, eliminate blight, and advance its priorities.



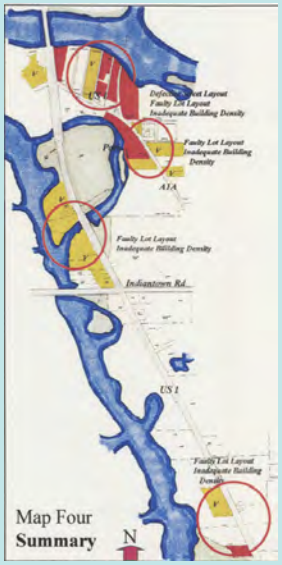


Figure 45 *The Town's original Finding of Necessity documented deteriorating conditions and identified opportunities for redevelopment.*

CRA PRIORITIES

B. NEIGHBORHOOD STABILITY

The purpose of redevelopment activities is to protect, preserve, improve, and enhance the built and natural environments that characterize the area. When the CRA was established, the majority of the property within the CRA was comprised of mostly vacant and under-utilized commercial properties. Proposed redevelopment activities include the construction of new residential units, mixed-use and commercial developments, an entertainment district, the Riverwalk, transportation and stormwater improvements, and public parking and docking facilities. Additionally, the CRA has helped facilitate, directly and through partnerships, the creation, restoration, preservation, and enhancement of environmental, recreational, historic, and archaeological lands and resources that help support the sustainability of the redevelopment district. These redevelopment activities have not negatively impacted neighborhoods and have been beneficial for neighborhood integrity and vitality.

Multi-family residential uses have increased in the CRA district, with new construction focused in the Inlet Village and US1 districts. While some conversion has occurred from residential homes to commercial use, these impacts are minimal, and the net number of new residential units has increased considerably. It is the CRA's intent to ensure the variance in the composition of land use will have an overall beneficial effect to the property owners or return on their investment.

This Plan is not intended to remedy a shortage of housing for residents of low or moderate income as there is an existing stock of condominium units and mobile/manufactured housing within the redevelopment district that provides opportunities for these income populations, and further, other locations within the Town of Jupiter can more appropriately satisfy the housing needs of such income populations. The Town and its CRA continue to coordinate with affordable housing entities concerning the development of affordable housing to address this priority. The Town's inclusionary workforce housing regulations and linkage fees are required of development in the CRA.

Figure 46 *Image of Riverwalk*

CRA PRIORITIES

C. ENVIRONMENTAL QUALITY

Environmental Quality shall be improved by the redevelopment efforts and projects to be undertaken by the CRA. Development and redevelopment projects shall meet current and more stringent environmental standards of town, state and federal regulations.

D. TRAFFIC CIRCULATION

It is the intent of the CRA to maintain the character of the multimodal transportation network within the redevelopment district, with emphasis on the connectivity, access, and mobility of the Inlet Village. The CRA prioritizes a safe street network that balances the needs of the traveling public, with emphasis on non-motorized users.

E. RELOCATION PROTECTIONS

The CRA does not anticipate the need to relocate businesses or residents as a result of property acquisition or implementation of projects within the CRA Area. Should it be determined that the CRA would need to acquire a property with a business or residential unit, the CRA shall adopt appropriate provisions for the relocation of any business or residents in conformance with all applicable State and Federal laws.

F. AVAILABILITY OF COMMUNITY SERVICES & FACILITIES

Additional capacity for water, sewer, stormwater, traffic and school impacts are subject to town, county and state impact fees ensuring sufficient capacity for projects constructed within the CRA Area.

In coordination with the Town, the CRA continues to evaluate infrastructure needs to determine the need for upgrade, expansion, and replacement.

Figure 47 *Stormwater outfall at Love Street*

CRA PRIORITIES

G. EFFECT UPON SCHOOL POPULATION

The demographics of the residents moving into the CRA Area are primarily "empty nesters," second home owners, and active retirees. It is not anticipated that the CRA Area will be home to a significant number of school-aged children. Therefore, impacts to schools are not anticipated.

H. PHYSICAL & SOCIAL QUALITY OF THE DISTRICT

It is the intent of the CRA, through its investments, grant funding, and public/private redevelopment activity to improve the physical and social qualities of the redevelopment district.

Through the implementation of the CRA plan, the desired outcomes include improved access to the waterfront, redevelopment and infill development, improved bicycle pedestrian facilities, better integrated transportation facilities, and enhanced environmental conditions.

The physical and social qualities within the district will continue to improve with the implementation of the redevelopment plan. The strategies provided in the Plan will ensure the Riverwalk corridor, Entertainment District (amphitheater), and Inlet Village become active and vibrant destinations promoting social interaction among residents within the CRA Area and the Town of Jupiter.

I. ECONOMIC ENHANCEMENT

It is the intent of the CRA, through its projects, programs, investments, and public/private redevelopment activity, to enhance the economic conditions of the redevelopment district. The values of properties and structures within the district will continue to improve with the implementation of the redevelopment plan.

J. RESILIENCY

The resiliency of the Town of Jupiter is a priority that has broadened over time. Typically considered as measures to harden an area and structures from the impacts of weather events and changes in environmental conditions, the concept of resiliency has broadened to also include economic sustainability and the preparation of communities to withstand unforeseen economic hardships. It is the intent of the CRA, through its projects, programs, investments, and leadership, to boost the resiliency of the district in its broadest definition.

CRA PRIORITIES

K. COMMUNITY POLICING INNOVATIONS

The CRA Area encompasses approximately 399 acres of land, including both upland and submerged lands, and is comprised mainly of waterfront residential, commercial, and mixed-use developments, entertainment areas, direct access to two county parks (Jupiter Ridge Natural Area, which is located just outside the CRA boundary, and Burt Reynolds Park), and extensive marina and waterfront use. The Riverwalk recreational corridor is the common thread that connects most of these uses.

Policing efforts within the CRA are undertaken by the Town of Jupiter's Police Department and other law enforcement agencies such as the Marine Patrol and Sheriff Office's Park Unit. The Town's Marine Patrol Unit provides complementary patrol of the waterways and the Riverwalk. A police substation is located in the Harbourside development.

As projects within the CRA Area have developed, particularly including the entertainment districts and special events, additional police services have been needed to support the implementation of the redevelopment plan. In addition to supplemental police oversight and surveillance activities, specialty policing activities such as bicycle patrol and citizens' volunteers may be necessary. The Town's Citizen Advisory Group, which is overseen by the Police Department, will continue to be provided to the Town as needed. The Citizen Advisory Group includes local residents and business owners who live, work, and recreate within the CRA district and are trained to identify and report suspicious activity to the Police Department. Officers assigned to this program would be anticipated to meet as needed with residents, business owners, other CRA property owner groups, and business associations.

Figure 48 *Jupiter's innovative community policing helps improve the safety of the redevelopment district.*

CRA PROJECTS & PROGRAMS

To implement the goals of the CRA, a series of projects and programs have been developed to stimulate private investment, advance the protection and enhancement of key resources, improve quality of life, and enhance the sustainability and resilience of the area. Overall redevelopment strategies of both the CRA and the Town are embodied within the projects and programs detailed in this chapter.

The following sections will provide a summary of projects and programs. For organizational purposes, this chapter is organized as follows:

PROJECTS

This section includes projects to be created, managed and/or funded by the CRA to address specific concerns and needs. Projects may be funded wholly by the CRA or may be augmented by funding from the Town, agency partners, grants, and private contributions.

PROGRAMS

This section includes activities by the CRA to be undertaken independently or in partnership with others to help the CRA implement its goals. CRA programs exist as "tools in a toolbox," whereby any individual program may apply to a number of different properties or initiatives in the redevelopment area. This approach allows the CRA to tailor its redevelopment activities to serve the needs of the area as they evolve over the remaining life of the CRA.

Figure 49 *Rendering of Proposed US1 Bridge Replacement Project*

SUMMARY OF CRA PROJECTS & PROGRAMS

PROJECTS

A. Environmental Restoration & Enhancement

B. Jupiter Riverwalk

- SUN Trail Section
- Inlet Village Section
- Lighthouse Promenade
- Oxbow Crossing
- Piatt Place/Burt Reynolds Park Connections

C. Piatt Place Improvements

D. D. Mobility Improvements

- Complete Street Roadway Improvements
- Internal Access Improvements
- Bicycle & Pedestrian Improvements
- Bikesharing
- Ridesharing
- Transit
- Electric Vehicle Charging Network
- Launches for Personal Watercraft

E. Inlet Village Parking Improvements

F. Inlet Village Marina Park Improvements

G. Wayfinding & Gateways

PROGRAMS

A. Property Acquisition

B. Site Development & Assistance Program

C. Environmental Enhancement Program

- Living Shorelines
- Habitat Creation & Restoration
- Enhanced Seawall Repair & Replacement
- Resiliency & Sustainability Improvements

D. Parking Program

- Alternate Parking Strategies
- Shared Parking

E. Small Business Incentive Program

F. Marine Navigational Assistances

- Derelict Vessel Removal
- Waterway Surveillance & Enforcement

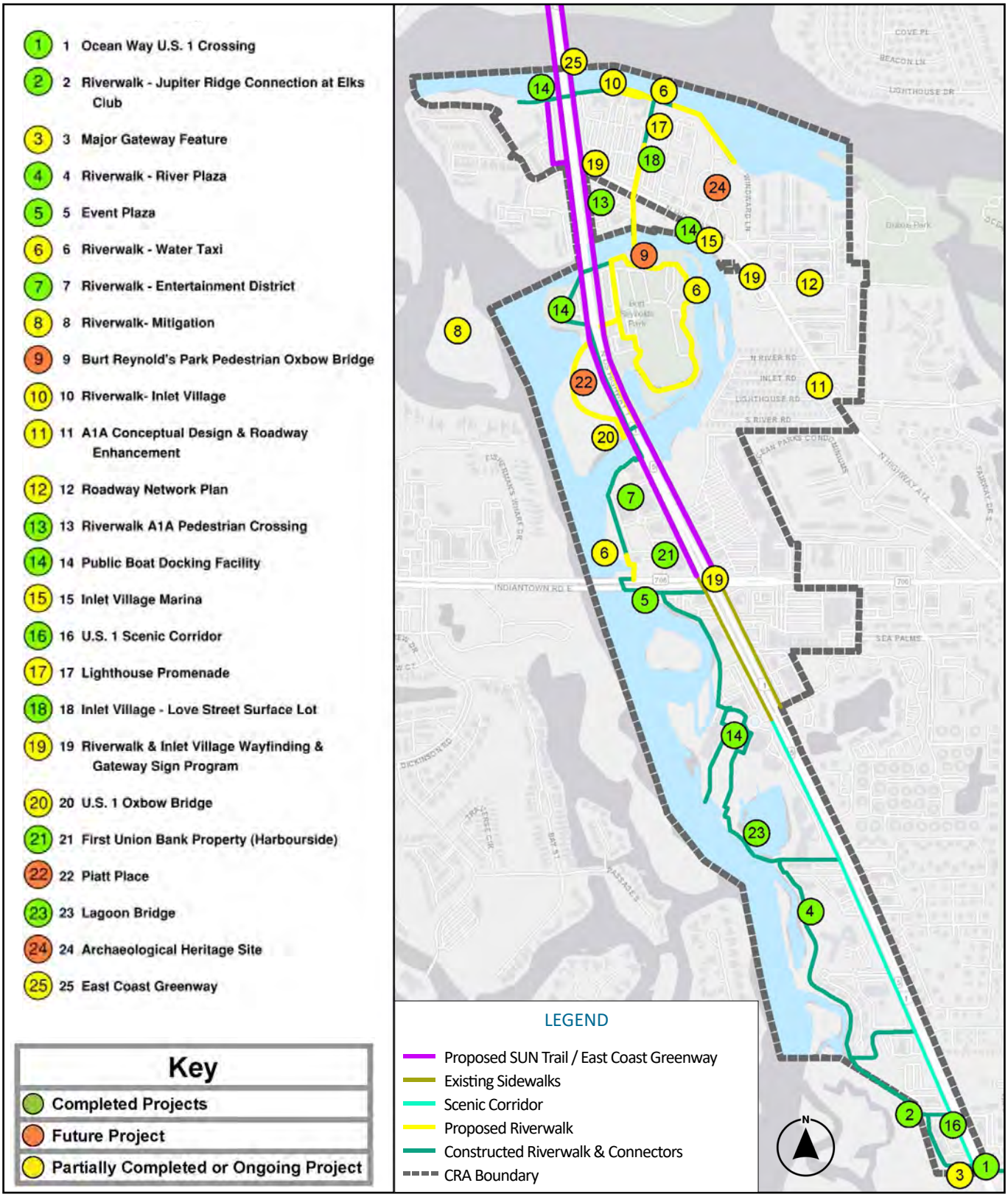
G. Accessibility & Circulation Program

- Trolleys / Transit
- Water Taxis

H. Community Policing Innovation Program

I. Financial Incentives

CRA PROJECTS & PROGRAMS MAP



PROJECTS

A. ENVIRONMENTAL RESTORATION & ENHANCEMENT

DESCRIPTION

Positioned along the banks of the Loxahatchee River-Lake Worth Creek Aquatic Preserve, at its intersections with the Loxahatchee River and Atlantic Ocean, natural resources are one of the hallmarks of Jupiter's economy, identity, and quality of life. The Town's geography includes upland, estuarine, and tidal marine resources, which have been impacted over time by both natural and man-made influences. Existing environmental resources require continued restoration and enhancement to maintain their functionality, sustainability, and resilience. Further, the creation of new environmental resources, such as habitat generated through living shorelines, native plantings, and marine structures such as reef balls, expand the viability of environmental systems and, in turn, the continued success of the redevelopment area. Additionally, improving the control and quality of stormwater discharge through enhanced stormwater management is beneficial to the overall redevelopment effort. The CRA may expend agency revenues towards related projects, including design, permitting, engineering, and construction activities.

OBJECTIVE

To maximize the health and quality of environmental resources within and surrounding the CRA district; provide environmental stewardship; and support the implementation of the Town's goals related to sustainability, resiliency, and quality of life.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 50 *Shoreline and marine habitat*

Figure 51 *Living shoreline with riprap, reef balls, and mangrove seedlings*

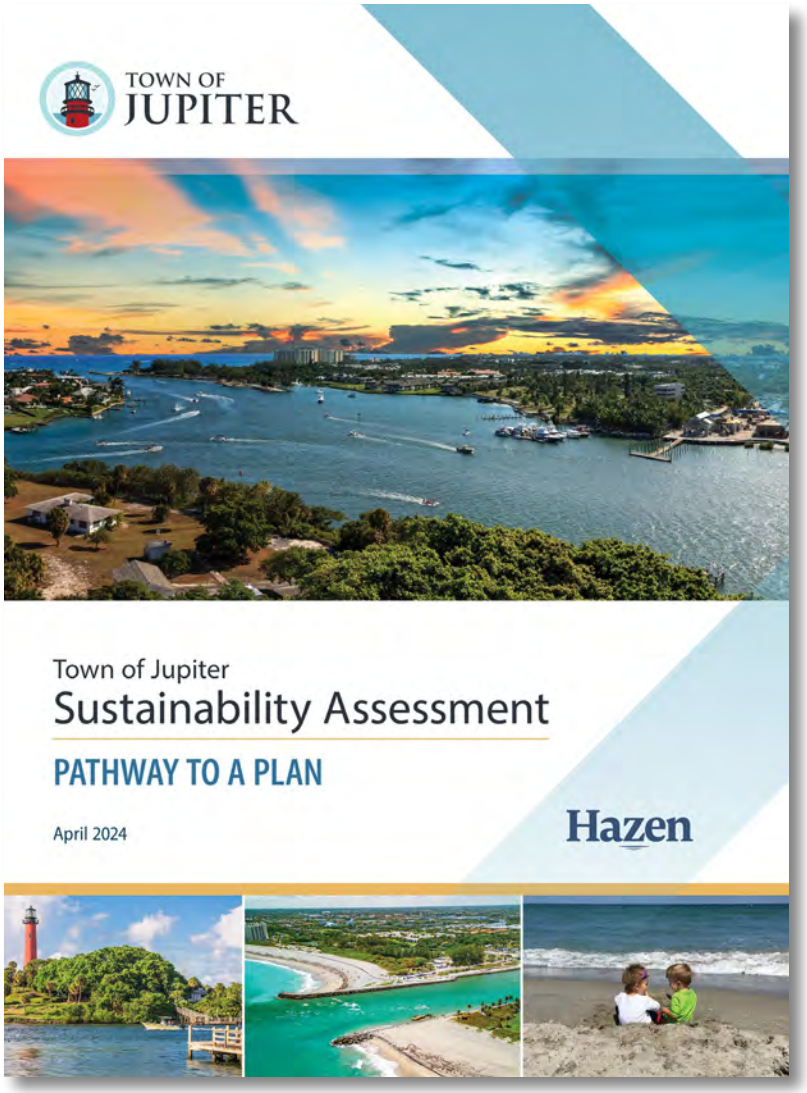


Figure 52 *The Town of Jupiter has a long-standing commitment to sustainability*

Figure 53 *Upland Habitat*

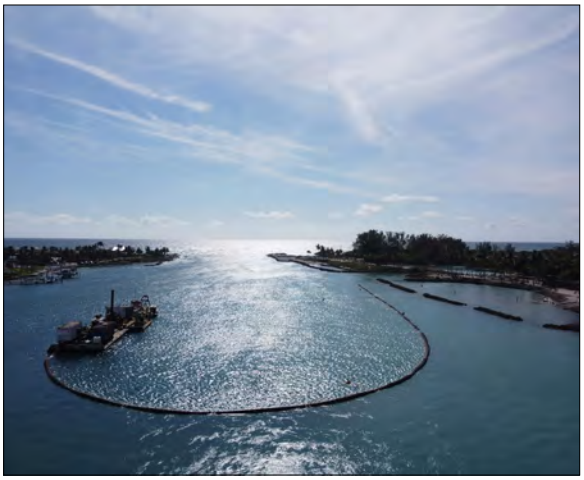


Figure 54 *2023 Sand Trap Dredging Operation*

Figure 55 *Public access to the Intracoastal Waterway enhanced through redevelopment activity*

B. JUPITER RIVERWALK

OVERVIEW

The Jupiter Riverwalk is a signature transportation and recreational facility that traverses the entire CRA district and is part of the East Coast Greenway (running from Maine to the Florida Keys). The Riverwalk provides off-road connectivity for pedestrians, cyclists, and other personal modes. The multi-use, ADA-compliant network of trails and boardwalks runs primarily along the eastern shoreline of the Intracoastal Waterway from the Jupiter Ridge Natural Area north to the Jupiter Inlet. The Riverwalk is designed to connect users to a variety of upland destinations, including environmentally sensitive lands; residential and commercial uses; marinas; historic and cultural resources; and waterfront parks and plazas. Construction of the Riverwalk began in the early 2000s, and the facility has been built in segments through public and private lands and in conjunction with private development. When completed, the Riverwalk will encompass approximately 4 miles.

In 2015, Florida created a statewide "SUN Trail" network, which is a system of premium, paved multi-use trails covering the state. The Jupiter Riverwalk includes portions that are on the SUN Trail network as well as additional portions that lie outside but complement the statewide system. The CRA Plan details the various Riverwalk portions as individual projects, distinguishing the SUN Trail portion separately as it can be funded with dedicated state funding as compared to the other portions.

Riverwalk infrastructure can enhance shoreline stabilization, and pilings and support components provide additional habitat. It is acknowledged that mitigation may be required for certain Riverwalk sections, which may occur outside the CRA boundary, but will primarily occur within the CRA.

The Riverwalk is envisioned to also include gateway features to identify access points and facilitate access to the facility. Riverwalk gateway components may include signage, lighting, landscaping and irrigation, safety elements (e.g., call boxes, lifesaving equipment, AEDs, surveillance cameras, lightning detection) and gathering areas to accommodate pedestrians and bicyclists waiting to cross US1. Identified gateway locations include US1 at Coastal Way/Jupiter Yacht Club (completed); Ocean Way/US1 (underway), and US1 at Burt Reynolds Park (potential).

Figure 56 *Images of Riverwalk.*

JUPITER RIVERWALK

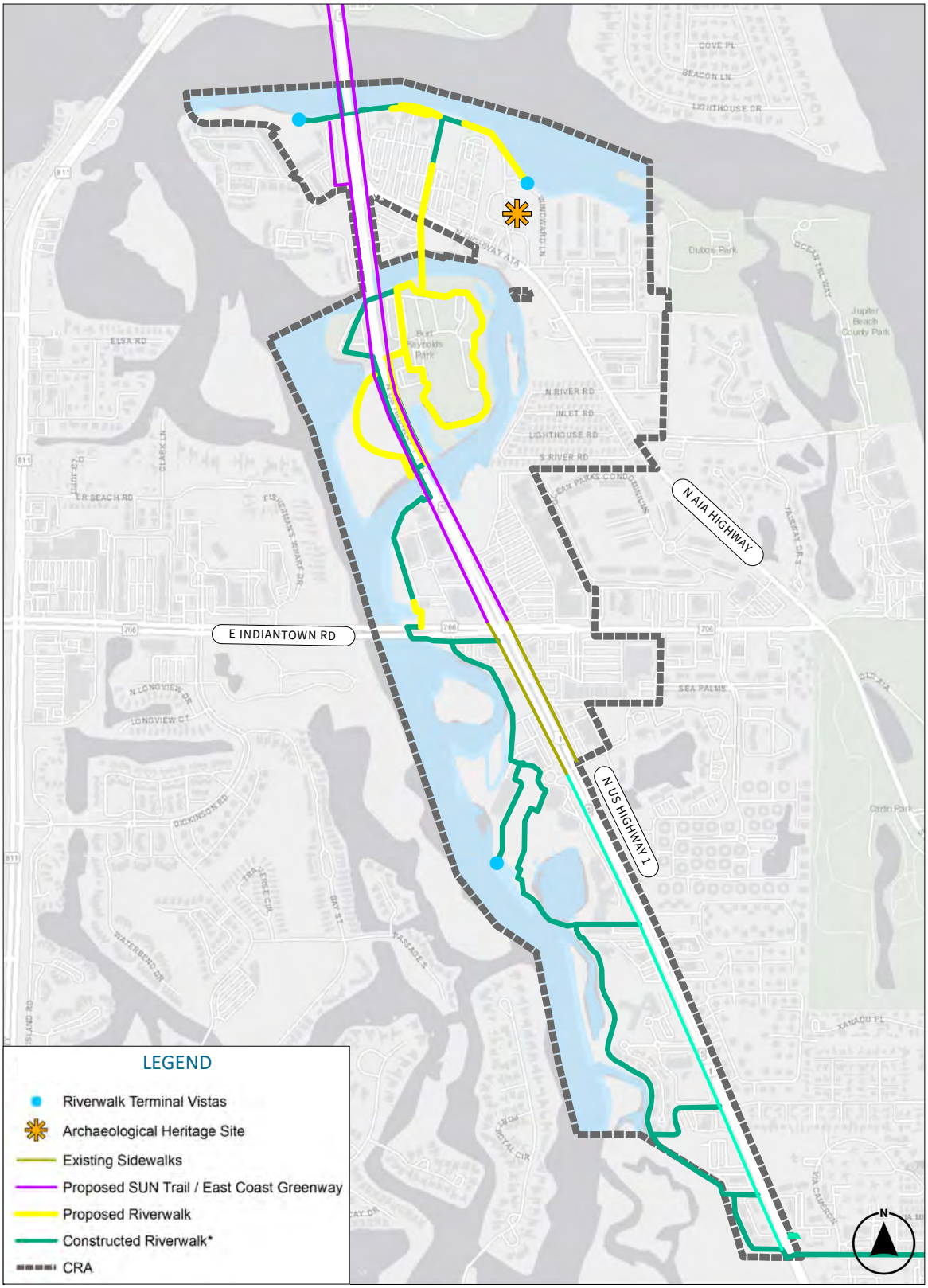


Figure 57 *Riverwalk alignment map*

JUPITER RIVERWALK

Figure 58 *Plaza Down Under at the Riverwalk Events Plaza - on the SUN Trail Section.*

Figure 59 *The Riverwalk includes land-based and over-water sections as appropriate for the locational context.*

JUPITER RIVERWALK

SUN TRAIL SECTION

DESCRIPTION

Florida's SUN Trail system is a roughly 5,000-mile statewide network of premium, paved multi-use trails that stretch across the state. Along Florida's east coast, the SUN Trail network includes the Florida portion of the East Coast Greenway (ECG), which is a 3,000-mile national facility running from Calais, Maine to Key West. The portion of the Jupiter's Riverwalk included on these two larger networks totals roughly 2.8 miles, including the generally north/south alignment running parallel to US1 as well as the east/west segment along Ocean Way that connects users from US1 to State Road A1A. Of this, approximately 2.09 miles has been constructed and designated by ECG, with the remaining unbuilt portions lying between Harbourside Place and the Jupiter U.S. One Bridge.

The SUN Trail system is managed by the Florida Department of Transportation, which oversees planning, funding, and construction activities. Trails included in the SUN Trail system must meet minimum dimensional standards (typically not less than 12 feet wide, depending on physical or environmental constraints) and be physically separated from roadways. In areas with extreme constraints, such as bridges or environmentally sensitive lands, widths may be reduced to 8 feet.

OBJECTIVE

To support the completion of the Riverwalk system as a signature component of both the Florida SUN Trail network and East Coast Greenway.

FUNDING

FDOT, CRA Revenues, Grants

Figure 60 *SUN Trail facilities are wide enough to accommodate people walking or biking side-by-side.*

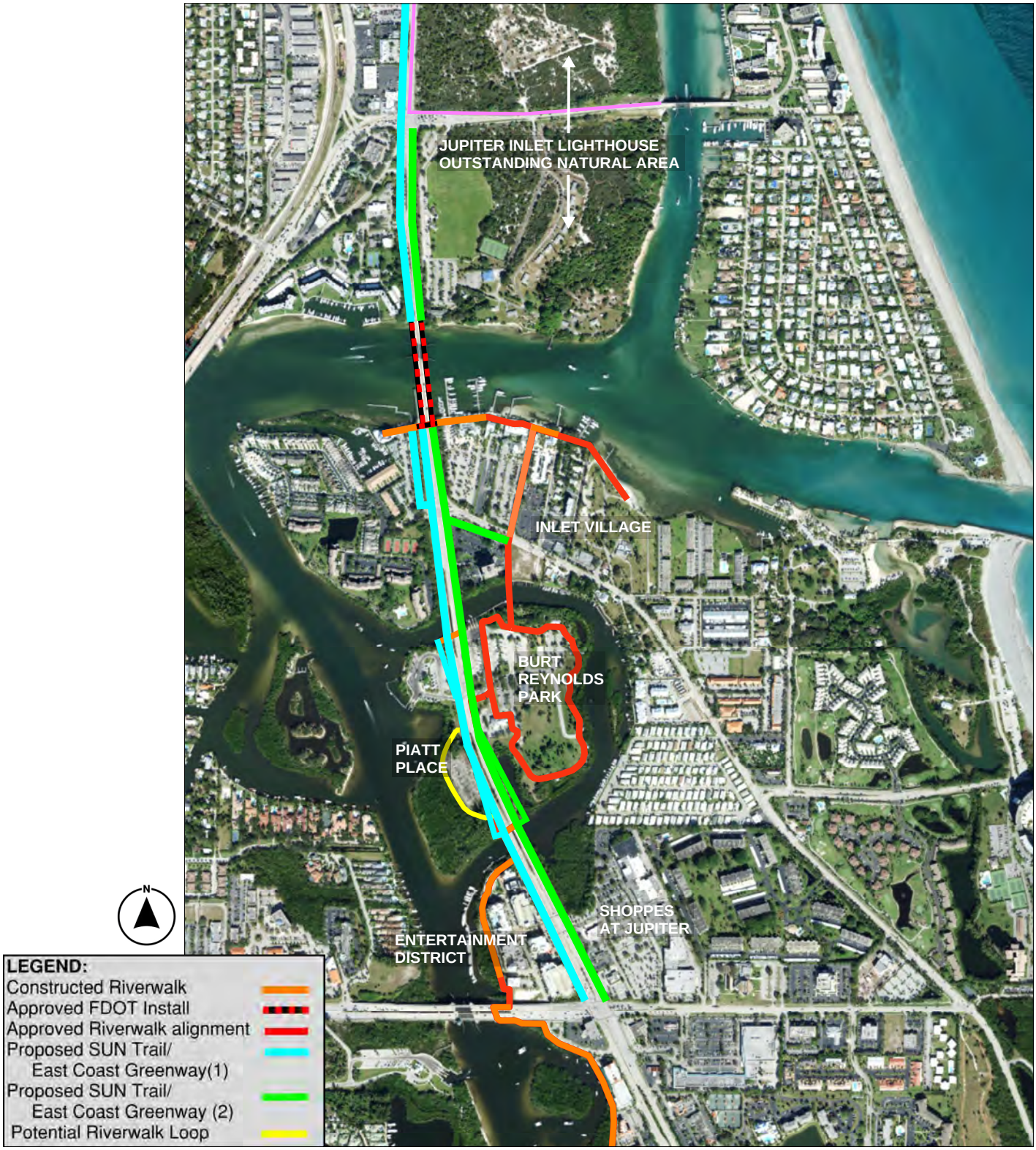
JUPITER RIVERWALK

SUN TRAIL SECTION

Figure 61 *Map of SUN Trail Program with logos for the Sun Trail and East Cost Greenway*

JUPITER RIVERWALK

SUN TRAIL SECTION



JUPITER RIVERWALK

INLET VILLAGE SECTION

DESCRIPTION

The Jupiter Inlet Village lies at the northern end of the CRA district along the banks of the Jupiter Inlet and Loxahatchee River, primarily east of US1. The Riverwalk section through the Inlet Village will be a showpiece for the CRA, providing waterfront gathering spaces and access to restaurants and retail establishments. This section begins at 1000 North and runs east past a series of restaurants and public and private gathering spaces, ending in the vicinity of the former Sperry Boathouse on the old "Suni Sands" property, which included the former dock for the Celestial Railroad terminus and currently includes an archeologically significant Indian mound. The total Inlet Village Riverwalk section is roughly 2,100-feet long with a mix of existing and planned components. The Suni Sands property is a particularly noteworthy Riverwalk feature as the Town's original settlement began in this location, and its cultural assets underscore the importance and contribution of this property to Jupiter's historic legacy. The westernmost Inlet Village segment includes both a section at 1000 North as well as a section below the new US1 bridge that will be constructed by FDOT with funding from the CRA. From the US1 bridge traveling east, some Riverwalk segments are constructed (e.g., Charlie & Joe's, Beacon, Lucky Shuck) while others remain unbuilt along Jetty's, Pelican Club, Castaways, and the Sperry property. An intersecting inland segment will connect Riverwalk users from the Lighthouse Promenade across A1A and through the 1001 US1 property to the planned "Oxbow Landing", which is due north of Burt Reynolds Park.

The fragmentation of the Inlet Village section of the Riverwalk is complicated by the need for private redevelopment activity to enable completion of the facility. As such, the Inlet Village section is envisioned to include both upland and over-water components. The Town has noted a series of constraints in the waterfront area, including aged seawalls, existing docks, and minor environmental impacts, which will be evaluated as the project advances.

OBJECTIVE

To provide public access and a gathering space for the community, connectivity, and a destination enhancement for the restaurants and retail establishments along the corridor while creating additional opportunities for marine habitat.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 62 *Riverwalk infrastructure is part of the US1 Bridge replacement .*

JUPITER RIVERWALK

LIGHTHOUSE PROMENADE

DESCRIPTION

The Lighthouse Promenade is envisioned to be the main street of the Inlet Village, connecting users from A1A to a landing at the Riverwalk that has spectacular views of the Jupiter Lighthouse, Intracoastal Waterway, and Jupiter Inlet. The Promenade is intended to function as both a transportation facility as well as a "uniquely Jupiter" public gathering space. A private development component of the Love Street Project (Charlie and Joe's) improved the northern half of the Lighthouse promenade with public realm enhancements, including pedestrian features, specialty pavement, lighting, and landscaping. The southern half of the Promenade, abutting the Love Street public parking lot and Pelican Club, still requires a continuation of the specialty pavement, a western sidewalk, and additional pedestrian features. Early phases of the project have been completed, with additional improvements needed to complete the project.

OBJECTIVE

To enhance the redevelopment district with enhanced transportation and pedestrian amenities, public infrastructure, and placemaking to celebrate with Jupiter Lighthouse and waterfront ambiance.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 63 *Lighthouse Promenade in the evening.*

Figure 64 *Lighthouse Promenade following initial phase of improvements*

JUPITER RIVERWALK

OXBOW CROSSING

DESCRIPTION

The waterways in and around the CRA district are among its most notable features, enhancing the identity and destination quality of the area. Burt Reynolds Park, a County facility, lies proximate to the Inlet Village across an oxbow and could be potentially connected by an extension to an "Oxbow Landing" at the terminus of the Lighthouse Promenade Riverwalk segment. A distinctive pedestrian connection, crossing either via bridge or ferry, could add to the Riverwalk experience and create a more direct, convenient Inlet Village connection to public parking and other activities on the park property. Additional access to Burt Reynolds Park exists via Riverwalk underpasses that have been previously constructed below US1.

OBJECTIVE

To provide a safe, convenient, and unique connection for residents and visitors from Burt Reynolds Park to the Inlet Village, enhancing access to public parking and park activities and celebrating the Lighthouse Promenade.

FUNDING

CRA Revenues, Grants

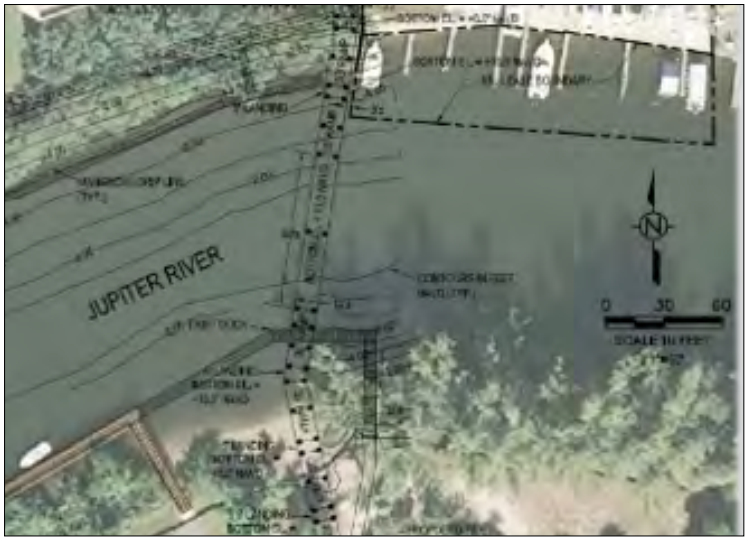


Figure 65 *Proposed Plan of Oxbow Bridge*

Figure 66 *Aerial of Burt Reynolds Park- Oxbow Pedestrian Bridge*

JUPITER RIVERWALK

PIATT PLACE /BURT REYNOLDS PARK CONNECTIONS

DESCRIPTION

The Piatt Place property provides opportunities for various Riverwalk elements. A Riverwalk segment could be extended along or into the natural waterfront habitat located on the western edge of the property and enhance the overall Riverwalk experience. This segment could include either surface pathways or boardwalk sections along or through the shoreline mangrove habitat, a kayak launch, lighting, pedestrian amenities, and interpretative signage. In addition, a Riverwalk boardwalk segment could be extended over water from Piatt Place north to Burt Reynolds Park that would provide an interesting user experience while protecting the area's very significant seagrass habitat from unregulated moorings.

OBJECTIVE

To enhance the redevelopment district with Riverwalk segments that protect and celebrate Jupiter's natural habitat and provide educational opportunities about the area's ecosystem.

FUNDING

CRA Revenues, Grants

Figure 67 *Mangrove habitat interpretive signage.*

Figure 68 *Sunset views framed by mangroves.*

C. PIATT PLACE IMPROVEMENTS

DESCRIPTION

This 4.86-acre property was purchased by the Town in 1999, prior to the establishment of the CRA. Located approximately 400 feet north of Harbourside Place and south and west of Burt Reynolds Park, the "Piatt Place" property can accommodate a range of uses, both public and private, to enhance the CRA district. The property can also accommodate a Riverwalk connector, potentially along the US1 frontage as well as adjacent to or though the natural habitat along the waterway. The property has a unique recreational advantage, with various habitat types, some of which require restoration. In addition, the property's waterfront location may be appropriate for a kayak launch and other recreational amenities.

OBJECTIVE

To enhance the CRA district through redevelopment of the Piatt Place property.

FUNDING

CRA Revenues, Town of Jupiter, Grants

Figure 69 *Existing conditions of Piatt Place*

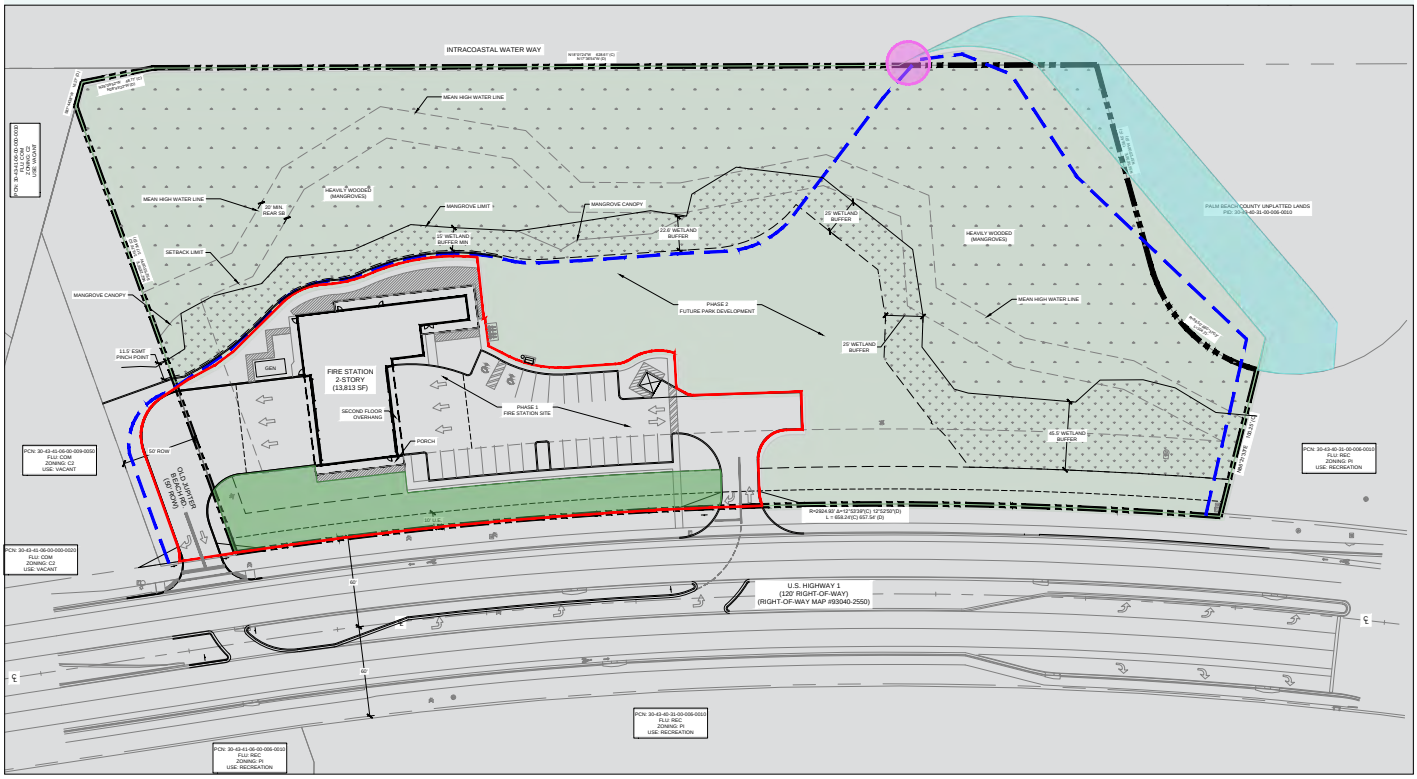


Figure 70 *Concept plan of Platt Place property*

D. MOBILITY IMPROVEMENTS

COMPLETE STREET ROADWAY IMPROVEMENTS

DESCRIPTION

Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, of all ages and abilities, including motorists, pedestrians, bicyclists, transit riders, and others. Redevelopment in the CRA district would be benefited by improved mobility and accessibility that supports a range of multimodal transportation options, with a focus on safety, efficiency, and connectivity. Enhancing the CRA's roadway grid, with expanded interconnectivity through alleys and easements as appropriate, will contribute to the sustainability of the district. In the Inlet Village section; there is a need for an alley system and additional cross access between parcels to allow for better connectivity in an area with nonconforming right-of-way widths. Roadway replacement may be needed due to aging infrastructure, stormwater enhancements, and efficiency benefits.

OBJECTIVE

To improve the safety, efficiency, and connectivity of transportation within the CRA district.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 71 *Textured pavement and chicane.*

Figure 72 *Example of a paved crosswalk and refuge.*

Figure 73 *Example of bike lane markings with protected intersection.*

MOBILITY IMPROVEMENTS

ALLEY/STREET ACCESS IMPROVEMENTS

BACKGROUND

As the CRA district's accessibility and connectivity are enhanced, property values are improved, and the transportation network can function more efficiently and safely. A series of potential connections and roadway improvements have been identified to enhance the transportation network. Roads that have been partially improved or where future connections are anticipated include: Parkway Street, Jupiter Beach Road roundabout, Barden Crossing and a parallel roadway to its south, the southern end of Lighthouse Promenade, and a mid-block alley between Love Street and Clemons Street. Additional connections may also become evident as redevelopment advances.

OBJECTIVE

To improve the interconnectivity of the CRA district.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 74 *Love Street improvements*

Figure 75 *Lighthouse Promenade - view towards A1A*

MOBILITY IMPROVEMENTS

POTENTIAL ALLEY & STREET CONNECTIONS

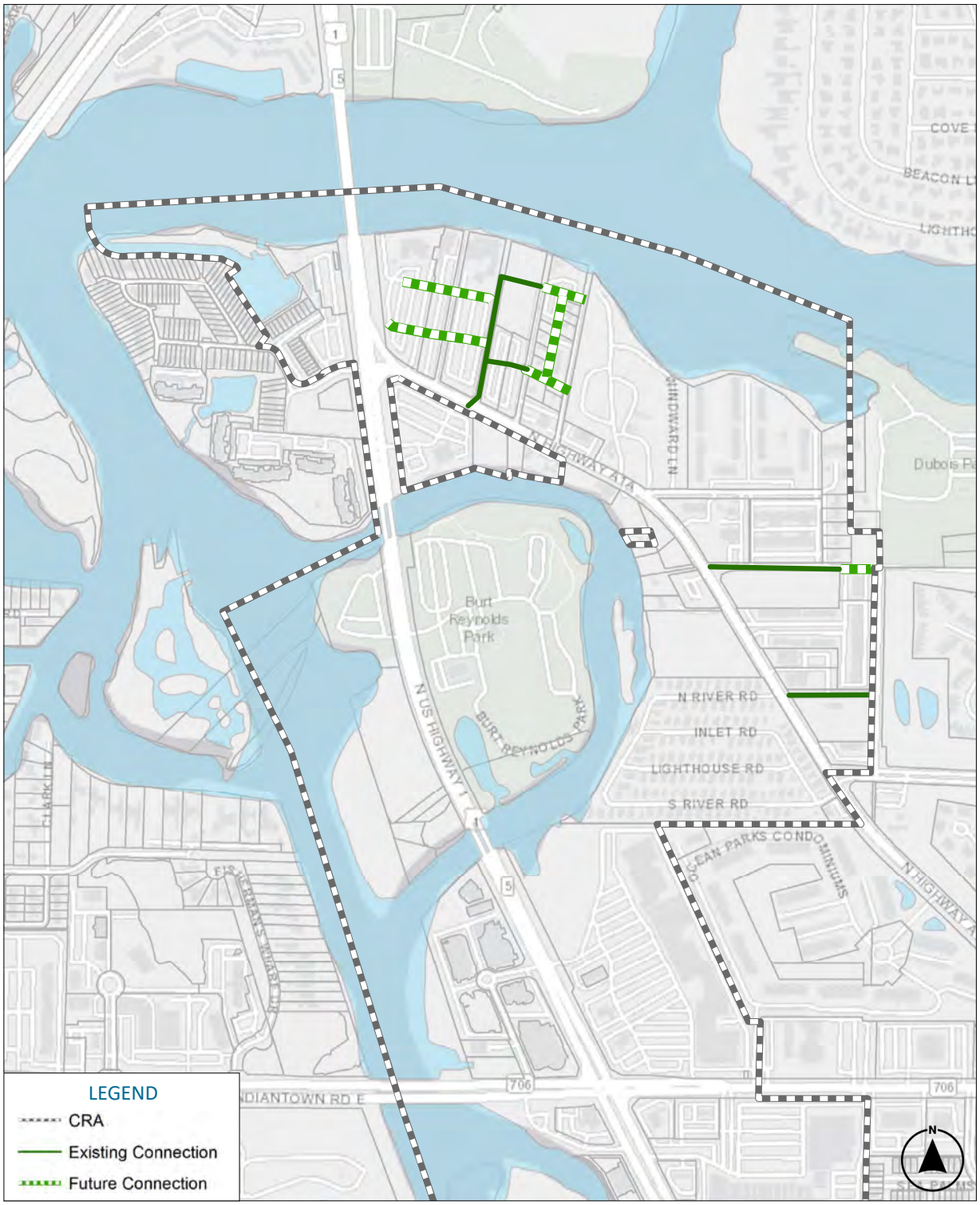


Figure 76 Map of potential alley and street connections.

MOBILITY IMPROVEMENTS

BICYCLE & PEDESTRIAN IMPROVEMENTS

BACKGROUND

As a vibrant, mixed-use destination, the CRA transportation network is increasingly utilized by bicyclists, pedestrians, and other personal mobility modes. Well-designed multimodal features throughout the transportation network will assist in safe mobility and enhance the desirability of the redevelopment district. Enhancements include connected sidewalks, multi-use paths, bike lanes to safely accommodate non-motorized users; context-appropriate crosswalks including raised, lighted, and textured facilities; protected intersections that separate motorized and non-motorized users; traffic calming; lighting, and landscaping. Additionally, the pedestrian realm can be further enhanced with street furniture, seating, and shade structures.

OBJECTIVE

To improve safe, convenient, and enjoyable multimodal access in the CRA.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 77 *Raised crosswalk located along A1A near Guanabanas.*

Figure 78 *Example of intersection treatments including buffered bike lane and pavement markings.*

MOBILITY IMPROVEMENTS

BICYCLE TRANSPORTATION MASTER PLAN (JUNE 2018)

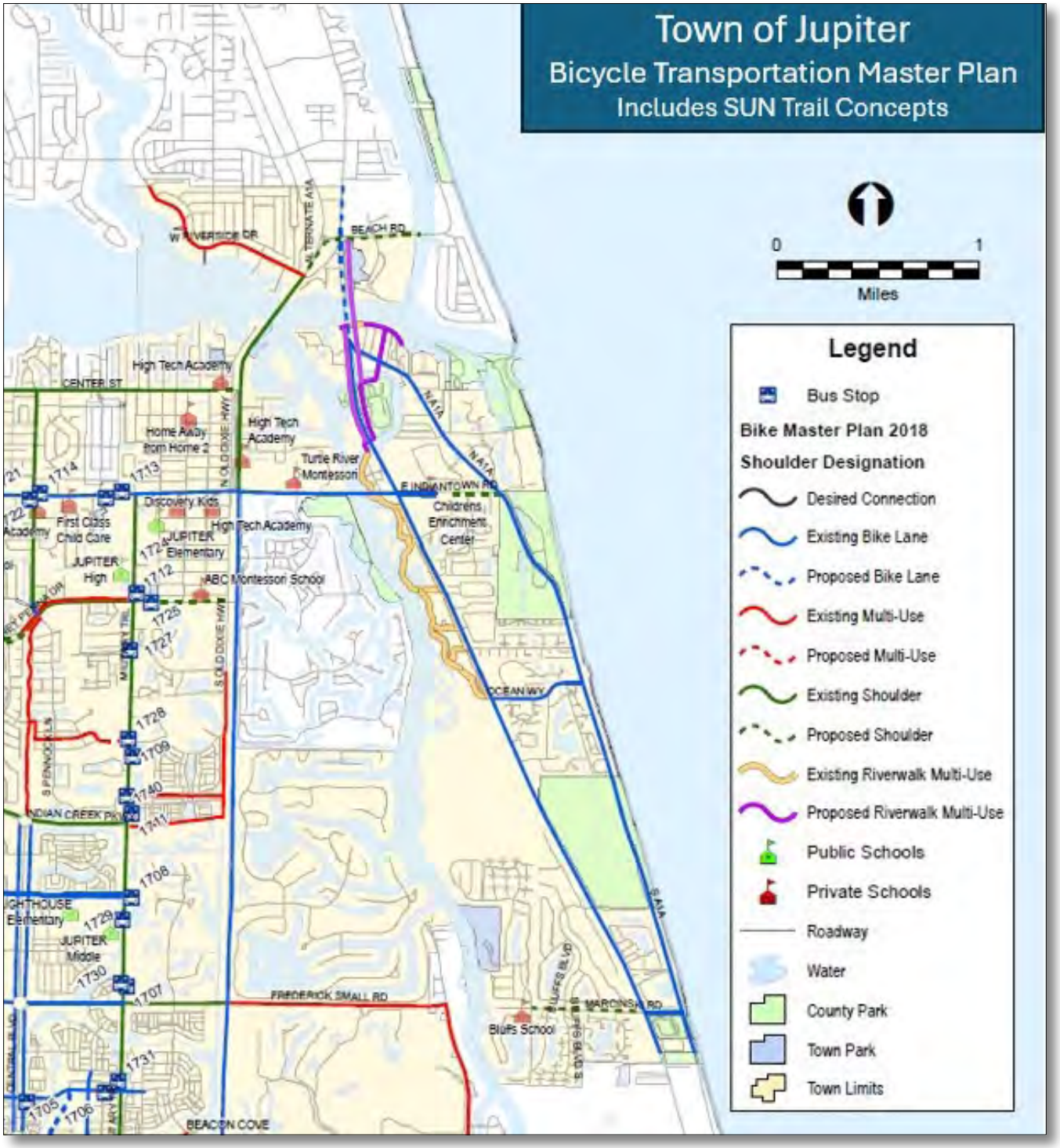


Figure 79 *Town of Jupiter Bicycle Network Map*

MOBILITY IMPROVEMENTS

BIKESHARING

DESCRIPTION

To enhance the sustainability, connectivity, and accessibility of the CRA district, Jupiter has invested strategically in a safe, functional bicycle network. Expanding upon cycling as an available mode, bikesharing offers an opportunity to broaden access to CRA destinations and activities efficiently, conveniently, and with reduced environmental impact. Bikeshare programs are a shared micromobility service offering short-term bike rentals to individuals that is typically fee-based. Programs operate with both traditional and electric bikes, and systems can be dockless or require docking stations for bike storage. On facilities with shared pedestrian and bicycle traffic, only pedal mode cycling would be encouraged to ensure safety for all users.

OBJECTIVE

To promote multimodal transportation in the CRA district and reduce demand for parking and roadway capacity.

FUNDING

CRA Revenues, Grants

Figure 80 *Image of a typical bicycle rideshare location with docking.*

Figure 81 *Image of a bicycle rideshare in use.*

MOBILITY IMPROVEMENTS

RIDESHARING

BACKGROUND

Ridesharing is a transportation service that provides trips via private vehicles driven by their owners as part of a service generally organized through a website or app. The two biggest ridesharing companies in the U.S. are Uber and Lyft, and both entities are also engaged with public transit service providers as well, typically providing "last-mile" connections from transit stops to destinations. Ridesharing can add efficiency to the transportation network by consolidating trips and reducing parking demand. Ridesharing services operate more effectively with designated locations for drop-off/pick-up, and these services can be incentived to encourage this mode shift to help improve CRA accessibility and reduce CRA district parking demands.

OBJECTIVE

To improve efficiency and connectivity within the CRA district and reduce parking demand.

FUNDING

CRA Revenues, Grants, Private Contributions

Figure 82 *Image of formalized rideshare pick-up and drop-off location*

Figure 83 *Images of current rideshare technology.*

MOBILITY IMPROVEMENTS

TRANSIT

BACKGROUND

Transit services help boost transportation network efficiency and broaden access by expanding the range of transportation choices for residents, workers, and patrons. Shifting travel modes from personal vehicles to transit reduces demand for parking, lessens carbon emissions, and can provide more direct access to destinations. While traditionally transit services are publicly provided, there is an increasing trend towards private transit providers offering a variety of transit vehicles customized for smaller scale districts. The Jupiter CRA has previously funded small-scale transit service provided via golf cart taxis. Grant funding is available for both public and private transit services to supplement other funds if desired.

OBJECTIVE

To broaden the range of transportation choices available in the CRA district.

FUNDING

CRA Revenues, Grants, Private Contributions

Figure 84 *Example of a private door-to-door service.*

Figure 85 *Local Golf Cart Taxi Service.*

Figure 86 *Example of a larger-scale trolley vehicle.*

MOBILITY IMPROVEMENTS

ELECTRIC VEHICLE CHARGING NETWORK

DESCRIPTION

Within the U.S., as the inventory and demand for electric vehicles (EV) has been increased over time, so has the demand for expanded charging infrastructure. Within the CRA district, the installation of EV charging stations would expand the desirability and productivity of the area. Stations can be installed within the public parking inventory as well as private sites, and opportunities exist for partnerships with private sector entities to enable appropriate use of this infrastructure.

OBJECTIVE

To expand the utility and desirability of the CRA district by promoting alternate modes of transportation.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 87 *Examples above of electric vehicle charging infrastructure.*

Figure 88 *Examples above of electric vehicle charging infrastructure.*

MOBILITY IMPROVEMENTS

LAUNCHES FOR PERSONAL WATERCRAFT (E.G., KAYAKS, PADDLEBOARDS)

BACKGROUND

Enjoying Jupiter's waterfront by boat ~ either motorized or human-powered ~ is a hallmark component of Jupiter's identity and destination quality. In addition to recreational and entertainment aspects of a day on or in the water, users also gain knowledge about the environmental conditions and raised awareness about the ecosystem's fragility. Burt Reynolds Park includes public boat ramps and parking for both motorized vessels as well as canoes, kayaks, and paddleboards, with a County-managed paddleboard rental concession east of US1. There are also private vendors providing rental watercraft in the Inlet Village. Additional launches for personal watercraft can be installed in conjunction with public access points to boost waterfront access and build upon this experience for residents and visitors.

OBJECTIVE

To expand public waterfront access for personal watercraft, with a focus on kayaks, paddleboards, and other human-powered vessels.

FUNDING

CRA Revenues, Grants, Private Contributions

Figure 89 *Paddleboarders in Jupiter*

Figure 90 *Map of the Jupiter Waterway Trail and launch sites*

E. INLET VILLAGE PARKING IMPROVEMENTS

DESCRIPTION

The efficiency and productivity of property in the CRA is enhanced by appropriately located and designed parking resources. Construction of the Love Street parking lot leveraged considerable private investment in a walkable format not dominated by asphalt. By alleviating parking as an on-site constraint, properties in the CRA district can be redeveloped more creatively and efficiently. The off-site parking inventory can also assist in the retention of smaller-scale buildings that contribute to the area's character, allowing them to become more productive assets in the Inlet Village through district-wide parking management. A parking app may be appropriate to improve awareness and efficienct use of parking facilities. The area also contains restaurants that are self-parked but benefit from the inventory of public parking nearby (e.g., Pelican Club, Lucky Shuck, Jetty's, Topside, U-Tiki).

OBJECTIVE

To improve access and visibility of the CRA district by providing signage showcasing CRA assets, improving parking access, and information for visitors.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 91 *CRA public parking on A1A between Love Street and Lighthouse Promenade. All nighttime spaces are licensed for non-exclusive use to Guanabanas, Square Grouper, and Jupiter Outdoor Center.*

Figure 92 *Pelican Club*

Figure 93 *Lucky Shuck*

INLET VILLAGE PARKING IMPROVEMENTS

Figure 94 *Jetty's restaurant*

Figure 95 *Topside restaurant*

Figure 96 *U-Tik restaurant*

Figure 97 *Square Grouper, enabled by CRA district parking*

F. INLET VILLAGE MARINA PARK IMPROVEMENTS

DESCRIPTION

Located in the Inlet Village, the one-acre Inlet Village Marina Park parcel was acquired by the Town and developed as a public marina and park, with the potential to expand its use as a gathering and event space. The park has the potential for expansion through the purchase of additional adjacent property. Initial phases of improvement have included seawall and dock construction and basic park amenities with public restrooms maintained by Guanabanas. Additional improvements are needed to expand the site's functionality and ability to support festivals, farmer's markets, and other special events as well as enhance public access to the waterfront. There is also an opportunity to improve the marine habitat with a living shoreline along the property's edge.

OBJECTIVE

To create a public amenity offering park, marina, and public event space to support the redevelopment district.

FUNDING

CRA Revenues, Grants

Figure 98 *Jupiter Inlet Village Marina property*

Figure 99 *Riverwalk and public docks at the Jupiter Inlet Marina property*

G. WAYFINDING & GATEWAYS

DESCRIPTION

Awareness and visibility of the CRA district and the designations within it can contribute to improved access and vitality. Wayfinding signage and gateway treatments provide information, highlight destinations, and add to a more defined sense of place. This signage can be directional as well as interpretive to enhance the educational experience. Major entries into the CRA district are located along US1 (at Ocean Way, Burt Reynolds Park, Coastal Way/Jupiter Yacht Club/new US1 Bridge) and AIA. Gateway features, including signage, landscaping, and lighting, will help promote and celebrate the CRA district. Within the district, wayfinding signage can help steer people to key resources and destinations, such as the Riverwalk; parking; transportation facilities such as transit stops, water taxi stops, and ridesharing locations; parks; historic and archaeological sites; and other noteworthy attractions and destinations.

OBJECTIVE

To provide gateways and signage to and within the CRA district to showcase assets, improve access, and provide information for visitors.

FUNDING

CRA Revenues, Grants, Developer Contributions

Figure 100 *The current Love Street parking signage is a wayfinding opportunity.*

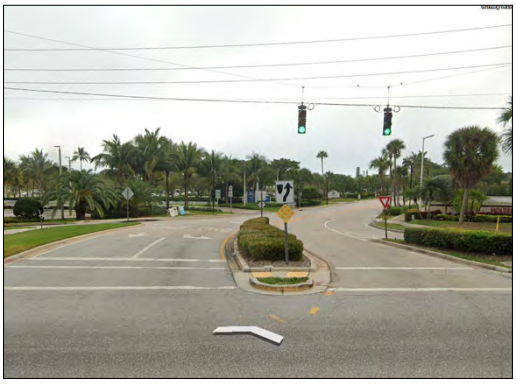


Figure 101 *Entry into the CRA district at the US1/ A1A intersection is a gateway opportunity*

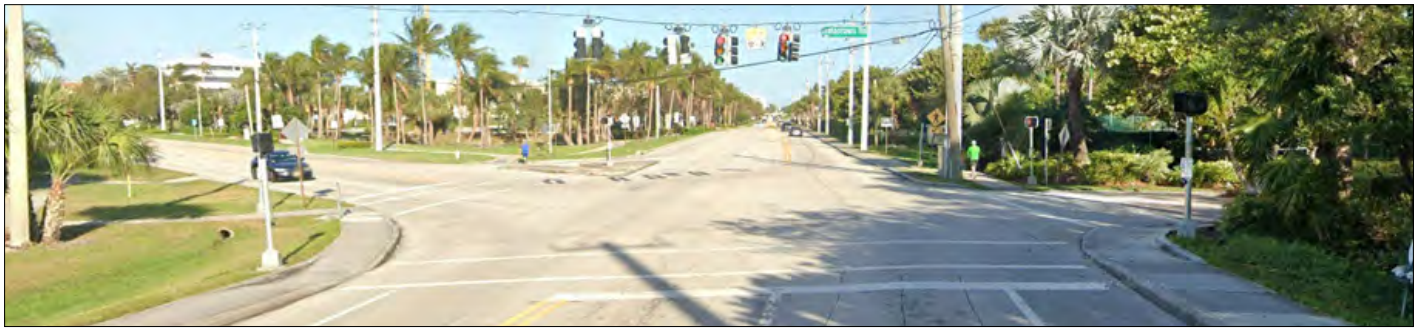


Figure 102 *As users approach the CRA on A1A, gateway elements would help announce the entry to the redevelopment district.*

WAYFINDING & GATEWAYS

Figure 103 *Example of signage package. Courtesy of Corbin Design*

Figure 104 *Gateway signage at Turnpike.*

Figure 105 *Example of interpretive signage*

PROGRAMS

A. PROPERTY ACQUISITION

DESCRIPTION

To improve and celebrate key assets within the CRA district or otherwise advance the CRA mission, the CRA may participate in land acquisition, either independently or in partnership with other entities. Priorities for property acquisition will be established by the CRA Board and may include sites identified as historic, cultural, or archaeological resources; locations for park, recreational uses, or infrastructure; environmental lands; and public/private redevelopment opportunities.

OBJECTIVE

To enable the CRA to acquire property to advance the implementation of the CRA Plan.

FUNDING

CRA Revenues, Grants, Developer Contributions and Appropriations

Figure 106 *Previous acquisition – Inlet Village Marina property (CRA-owned).*

Figure 107 *Previous acquisition - Piatt Place property, (Town-owned, acquired by Town prior to the establishment of the CRA).*

B. SITE DEVELOPMENT & ASSISTANCE PROGRAM

DESCRIPTION

To help encourage redevelopment within the CRA district that complies with the CRA's vision, there may be instances where CRA investment can help leverage private investment to enhance private projects. Properties with enhanced aesthetics, energy efficiency, interconnectivity, and improved environmental quality will benefit the larger redevelopment effort and may expedite achieving the CRA's goals. CRA funds may be allocated through grants or private agreements as determined by the CRA Board.

OBJECTIVE

To facilitate private investment through partnership with the CRA.

FUNDING

CRA Revenues, Grants

Figure 108 *Old First Union building; now part of Harbourside Place redevelopment.*

Figure 109 *In 2010, a Development Agreement between the owner and Town was approved to convey land for the Riverwalk. The Town was able to construct a missing link of the Riverwalk, while the owner maintained development rights available to the existing C-3 zoning and gained the opportunity to take advantage of development rights available under the new US1/Intracoastal Waterway Mixed Use zoning district. The owner also received credit from the conveyance toward present or future Recreation Land Dedication requirements and open space requirements. The image at the middle right depicts the built condition.*

Figure 110 *Image at the bottom right indicates a currently vacant site at 900 US1 where mixed use is proposed.*

C. ENVIRONMENTAL ENHANCEMENT PROGRAM

Achieving and maintaining clean, healthy waterways and uplands is a regionally important and essential long-term goal that will require collaboration and cooperation among many parties. The Jupiter CRA plays a significant leadership, funding, and implementation role that can be strengthened through strong partnerships with the Town and its stormwater utility, public agencies, property owners, and the public. Based on a review of existing and anticipated conditions, Jupiter CRA priorities, and funding opportunities, several key implementation activities have been identified to leverage CRA investments to boost the health and quality of environmental resources in and around the CRA district.

Figure 111 *Coral reefs provide habitat for a variety of sea life.*

Figure 113 *Manatee thriving in a healthy waterway*

Figure 112 *Oyster beds filter and clean the waterways*

ENVIRONMENTAL ENHANCEMENT PROGRAM

LIVING SHORELINES

BACKGROUND

Shorelines are dynamic environments that undergo natural erosion and accretion by the fluctuation of wave energy and tidal exchange. However, these processes can be exacerbated by human activities, causing harm to shorelines by making them less resilient to changes such as sea level rise and erosion. Rising tides and more extreme weather conditions can also threaten shorelines. Both natural, green improvements (e.g., living shorelines, creation of bio-retention areas) and structural, gray improvements (e.g., Riverwalk, rip rap) can assist in stabilization efforts, boost resilience, and improve the redevelopment district. The CRA may provide grants or other assistance to advance these efforts.

OBJECTIVE

To improve shoreline stabilization and reduce wave damage and impacts.

FUNDING

CRA Revenues, Grants

Figure 114 *Oyster balls filter the water and stabilize the shoreline.*

Figure 115 *The complexity of mangrove root structures are especially beneficial for shoreline stabilization.*

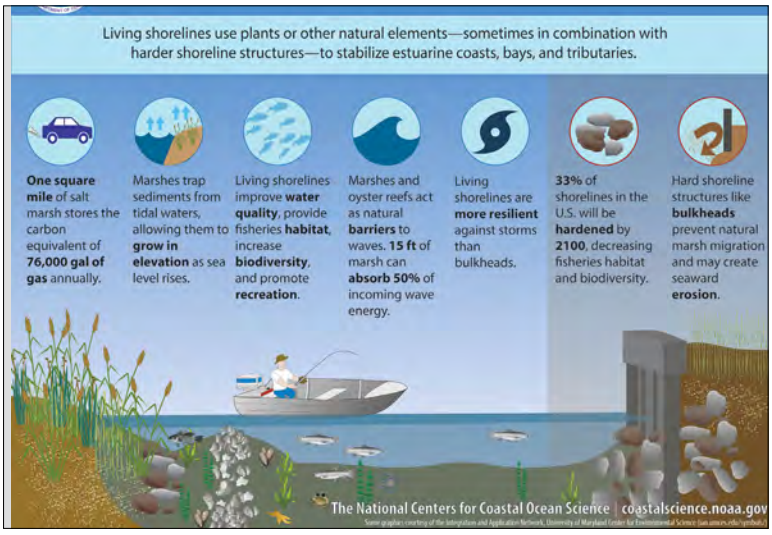


Figure 116 *Living shorelines are a noted resiliency strategy.*

ENVIRONMENTAL ENHANCEMENT PROGRAM

HABITAT CREATION & RESTORATION

DESCRIPTION

The health of Jupiter's ecosystems is evidenced in part by the variety of species. Expanding and restoring habitat on public and private lands, along rights-of-way, and within and adjacent to waterways can boost the overall health of the ecosystem and expand the biodiversity of flora and fauna. Both structural and natural improvements can expand habitat opportunity and reinforce the aquatic and upland conditions in and around the redevelopment district. The CRA may provide grants or other assistance to advance these efforts.

OBJECTIVE

To bolster the health, resilience, and sustainability of the environment of the CRA district.

FUNDING

CRA Revenues, Grants

Figure 117 *Mangroves provide habitat for marine life.*

Figure 118 *Manmade habitat enhancement.*

Figure 119 *Shoreline habitat in Jupiter.*

Figure 120 *Pilings allow encrusting species to become established.*

ENVIRONMENTAL ENHANCEMENT PROGRAM

ENHANCED SEAWALL REPAIR & REPLACEMENT

DESCRIPTION

Seawalls with living shorelines are critical infrastructure components that protect health, safety, welfare, and property from marine impacts. Tidal impacts from rising sea levels, natural disasters, and marine activity can threaten sea wall integrity. Sea walls also deteriorate over time, and failing seawalls can threaten upland structures and improvements on the subject site as well as neighboring properties. Seawall reinforcement and replacement with nature-based solutions provide shoreline stabilization and expanded marine habitat, which contribute to the environmental and economic sustainability of the CRA district. The CRA may provide grants or other assistance to advance these efforts.

OBJECTIVE

To protect the integrity of public and private investment with appropriate shoreline reinforcement.

FUNDING

CRA Revenues, Grants

Figure 121 *Seawall replacement with living shoreline in the Inlet Village.*

Figure 122 *Image of needed seawall improvement.*

ENVIRONMENTAL ENHANCEMENT PROGRAM

SUSTAINABILITY & RESILIENCY IMPROVEMENTS

DESCRIPTION

The overall sustainability and resiliency of the redevelopment district are affected by an array of impacts from air, land, and waterbourne sources. Accordingly, improving air, land, and water quality have corresponding benefits for property values, economic productivity, and quality of life. In addition to the marine-focused programs, there are a growing number of upland improvements the CRA may advance. Examples include, but are not limited to, bioswales and rain gardens along roadways; pollinator gardens that help boost biodiveristy; and native tree plantings along roadways to provide shade, reduce heat island effects, and thereby reduce greenhouse gas emissions. The CRA may undertake or encourage related improvements to improve the long-term vitality and strength of the redevelopment district.

OBJECTIVE

To improve the overall sustainability and resiliency of the CRA district through environmental enhancement activities.

FUNDING

CRA Revenues, Developer Contributions, Grants

Figure 123 *Shaded roadways reduce heat effects and encourage walking.*

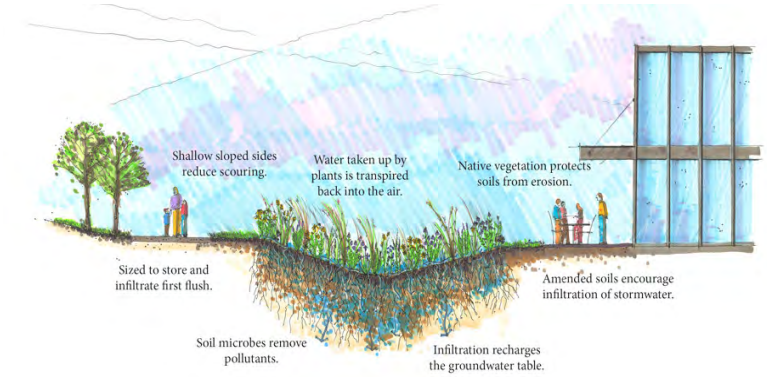


Figure 124 *Bioswale treatments can provide water quality and habitat.*

Figure 125 *Rain gardens can stormwater treatment and pollination benefits.*

D. PARKING PROGRAM

ALTERNATIVE PARKING STRATEGIES

DESCRIPTION

To incentivize redevelopment and improve land design, alternate parking strategies may be implemented. The CRA currently maintains 170 spaces at the Love Street public parking lot. These spaces have been licensed to individual businesses to meet required or overflow parking needs. There are also on-street spaces existing on A1A, with potentially additional spaces on other rights-of-way that could be incorporated into a parking program. This additional capacity could be used to incentivize desired uses. Licensing fees could be reduced or waived for uses determined to be desirable for enhancing the variety and mix of uses in the redevelopment district.

Figure 126 *CRA public parking lot on Love Street.*

SHARED PARKING

DESCRIPTION

Complementing "in-lieu" parking areas, shared parking areas on private sites can also improve parking efficiency, site design, and facilitate redevelopment. While shared parking can be implemented by the Town, improvements such as signage, lighting, and access may be needed to support this effort.

OBJECTIVE

To enhance parking efficiency, improve site design, and incentivize redevelopment

FUNDING

CRA Revenues, Developer Contributions

Figure 127 *Parkway Street parking lot, which is a privately owned parking lot with 95 spaces available to patrons of the Inlet Village.*

E. SMALL BUSINESS INCENTIVE PROGRAM

DESCRIPTION

To encourage redevelopment in the CRA district, the CRA may offer incentives to private businesses to assist with parking and/or infrastructure requirements. For projects that advance the CRA's goals, the Town, in support of the CRA, may reduce parking requirements/license fee and/or infrastructure costs (e.g., water, sewer, stormwater connection or availability fees). This assistance may be offered on a case-by-case basis or through a CRA program designed to advance this effort.

OBJECTIVE

To facilitate redevelopment by providing parking and/or infrastructure assistance.

FUNDING

CRA Revenues, Grants

Figure 128 *Pink House was redeveloped as small office in Inlet Village.*

Figure 129 *Cones & Coffee is a small business in the Inlet Village.*

F. MARINE NAVIGATIONAL ASSISTANCE

DERELICT VESSEL REMOVAL

DESCRIPTION

Marine vessels that have become inoperable or abandoned can cause environmental damage to the waterways and pose navigational hazards to boaters. Derelict vessels are unsightly and negatively effect property values. Acting independently or in partnership with regulatory authorities and/or the Town, the CRA may undertake actions to remove derelict vessels from CRA district waterways.

OBJECTIVE

To improve the safety, environmental quality, and appearance of the waterways in the CRA district.

FUNDING

CRA Revenues, Grants

Figure 130 *Abandoned and derelict vessels create navigational hazards from Palm Beach Post July 19, 2021.*

MARINE NAVIGATIONAL ASSISTANCE

WATERWAY SURVEILLANCE & ENFORCEMENT

BACKGROUND

The marine habitat in and around the CRA district is of critical importance to the redevelopment effort. The unregulated mooring of vessels can threaten habitat conditions, navigation, and degrade the CRA district. The CRA may assist in surveillance and enforcement the waterways and mooring activity as needed to enhance access to the redevelopment district, prevent navigational and environmental hazards, and improve property values and aesthetics.

OBJECTIVE

To maintain marine navigational access and environmental integrity in the CRA district.

FUNDING

CRA Revenues, Grants

Figure 131 *Derelict vessel removed by Town of Jupiter.*

Figure 132 *Vessels moored behind Piatt Place in CRA.*

Figure 133 *Inoperable boats create navigational hazards and cause environmental damage in Jupiter's waterways.*

G. ACCESSIBILITY & CIRCULATION PROGRAM

TROLLEYS/TRANSIT

DESCRIPTION

Trolleys and transit offer an opportunity to improve the efficiency of the transportation network by shifting travel modes away from personal vehicles, reducing demand on the roadway network and CRA parking facilities. Private transit providers can complement the CRA's transportation investments by offering service to and through the CRA, benefiting residents, businesses, and visitors to the district. CRA participation may be provided through agreements with transit providers.

OBJECTIVE

To broaden range of transportation modes in the CRA district.

FUNDING

CRA Revenues, Grants

Figure 134 *Smaller vehicles, like those operated by Circuit, are appropriate for smaller redevelopment districts.*

Figure 135 *Autonomous shuttle vehicle.*

Figure 136 *Local Trolley.*

ACCESSIBILITY & CIRCULATION PROGRAM

WATER TAXIS

DESCRIPTION

As a component of the overall transportation network, water taxis can provide an efficient and interesting transit mode, unique to Jupiter, that celebrates the waterfront character of the CRA. Several water taxi locations have been constructed along the Riverwalk corridor and the Plaza Down Under and could be used to link CRA patrons to parking areas within the district. In addition to the transportation function of water taxi service, residents and visitors can also experience the waterways with views of the Lighthouse, historic and cultural resources, ambiance, and marine habitat that are the signatures of the Town. Additional taxi stop locations may include 1000 North, Love Street Marina, and other locations that may be identified over time.

OBJECTIVE

To support a waterborne transit mode to complement the redevelopment effort.

FUNDING

CRA Revenues, Grants

Figure 137 *Smaller water taxi operating in Fort Myers.*

Figure 138 *Water taxis currently used in Fort Lauderdale.*

Figure 139 *Water taxis can provide a uniquely Jupiter experience.*

H. COMMUNITY POLICING INNOVATION PROGRAM

DESCRIPTION

As projects and activities within the CRA have increased over time, additional police services have become needed. Community policing innovations include techniques and strategies designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of police in the community. Additional police presence is beneficial for the overall redevelopment effort. Enhanced services may include the use of bicycle patrols, surveillance cameras, satellite police operations, and expanded Citizen Advisory Group oversight. The Town's Marine Patrol Unit provides routine patrol of the waterways and the Riverwalk. Additionally, the CRA Board may establish a Community Policing Advisory Committee, comprised of CRA residents or business owners, to review concerns in the area and further inform solutions. This committee would require specialized support from the Town's police department.

OBJECTIVE

To enhance the safety and quality of the CRA district.

FUNDING

CRA Revenues, Grants

Figure 140 *Harbourside Substation image.*

Figure 141 *Community policing bike patrol..*

I. FINANCIAL INCENTIVES

SMALL BUSINESS REVITALIZATION PROGRAM

DESCRIPTION

The varied business inventory in the CRA district enhances its destination quality, character, and appeal for residents and visitors alike. To encourage the establishment, expansion, and retention of small businesses in the district, the CRA may provide supplemental funding through grants or other agreements. Eligible activities may include exterior enhancements (e.g., lighting, landscaping, signage), energy efficiency improvements, site and building improvements, and interior modifications.

OBJECTIVES

To expand and maintain the diversity of businesses in the redevelopment district.

FUNDING

CRA Revenues, Grants

Figure 142 *Public restrooms at Guanabanas.*

Figure 143 *Small businesses in the Inlet Village.*

SAFEGUARDS TO ENSURE REDEVELOPMENT ACTIVITIES FOLLOW THE CRA PLAN

A. LAND USE PLAN

Properties located within the Redevelopment Area shall be developed in conformance with the goals, objectives, and policies of the Future Land Use Element of the Town of Jupiter's Comprehensive Plan. The provisions of the applicable zoning districts shall govern land development, including specific densities and/or intensities for properties in the redevelopment area.

B. DEVELOPMENT CONTROLS

Within the limits, restrictions, and controls established in the Plan, the CRA, working collaboratively with the Town of Jupiter's Department of Planning & Zoning, may propose amendments to the Comprehensive Plan and Land Development Regulations, including design criteria, building heights, lot coverage, setback requirements, traffic circulation, traffic access, and other development and design controls necessary for proper development of both public and private projects.

C. CONTROLS & RESTRICTIONS

For properties acquired and disposed to a private developer, development controls shall include the Town of Jupiter's Land Development Regulations. In addition, the Agency may establish any restrictions or covenants to run with the land sold or leased for private use for such periods of time and under such conditions as the CRA deems necessary to effectuate the purpose of the Plan.

Zoning approvals and building permits within the redevelopment area shall not be issued on properties until the applicant has received written approval that the proposed development is consistent with the CRA Plan and meets the Town of Jupiter's Land Development Regulations and Code of Ordinances.

Figure 144 *Evening view of Jupiter Lighthouse.*

D. MANAGEMENT FUNCTIONS

As determined by the Town, the CRA may be responsible for, although may not be limited to, the following functions:

1. Hiring or paying for staff and associated costs and operating expenses of the CRA necessary to carry out the management functions and undertake all CRA activities.
2. Preparing budgets for operating and capital expenses.
3. Reviewing and making recommendations to the LPA and/or Town Council on private development proposals in accordance with the CRA Plan.
4. Monitoring private development for conformance to redevelopment plan requirements.
5. Participating in the design and construction of public projects and improvements.
6. Managing property acquisition and disposition programs.
7. Coordinating redevelopment activities with all public agencies.
8. Developing and coordinating promotional and marketing programs.
9. Participating in continuous planning services for the redevelopment area.
10. Participating in property management programs.
11. Preparing and/or administering grants.

E. PROPERTY ACQUISITIONS

It is anticipated, upon evaluation of the transportation network needs of the redevelopment district, that additional rights-of-way, roads, and/or access easements may be necessary to address functionally obsolete roads, dead-end traffic patterns, or to improve vehicular traffic flow. As authorized by Florida's Community Redevelopment Act, CRAs are authorized to acquire real property for public safety, health, roads, rights-of-way, public facilities in designated redevelopment project areas, or other purposes consistent with Florida Statutes. Acquisition of real property may be acquired by negotiated purchase, condemnation (per §73.013 and 73.014, F.S.), gift, exchange (either inside or outside the redevelopment area), or by other lawful means. The CRA may acquire fee simple title or any other interest less than fee simple.

Whenever possible, the designated property shall be acquired through negotiation with the current owners. The basis for negotiation will be the fair market value of the property as determined by competent appraisers and approved by the CRA's Board of Commissioners. In those instances where negotiation does not result in a mutually satisfactory agreement, the properties may be acquired by eminent domain proceedings and just compensation awarded in accordance with Florida Statutes.

F. PROPERTY MANAGEMENT

Property purchased by the CRA for the purposes of the public improvements, public facilities, right-of-way, or other permanent public uses shall be deeded to the Town of Jupiter for ownership and controlled by the Town of Jupiter or other public entity as appropriate.

Property acquired by the CRA with the intent of resale or lease shall be under the management and control of the Agency. During such time that the property is owned by the CRA, such property may be rented or leased by the Agency pending its disposition for redevelopment purposes.

G. DEMOLITION, CLEARANCE, & SITE PREPARATION

The CRA is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the redevelopment project area, subject to approval by the Town Council and obtaining necessary permits.

H. PROPERTY DISPOSITION & DEVELOPMENT

The CRA is authorized to transfer ownership, or any other interest in real property acquired by sale, lease, exchange, or any other legal means. The transfer of real property or interest therein may be to any private or public entity for development, redevelopment, or use in accordance with the Plan. The purchasers or lessees and their successors and assigns shall be obligated to devote such real property only to the uses specified in the Plan, and any amendment thereto.

Such real property or interest shall be sold, leased, or otherwise transferred for its fair value. In determining the fair market value, the CRA will take into account and give consideration to the uses provided in the Plan, the restrictions upon, and the covenants, conditions, and obligations assumed by the purchaser or lessee, and the objectives of the Plan.

Prior to the disposition of any real property, the CRA shall give public notice of its intent to sell, lease, or otherwise transfer such property as per Section 163.380, F.S. The CRA shall invite proposals from, and make all pertinent information available to private developers, redevelopers, any person, or entity interested in undertaking a development, redevelopment, or rehabilitation activity within the redevelopment project area.

The CRA shall consider all proposals submitted including plans and specifications, financial and legal ability, time schedules, purchase or lease terms and conditions, and any other information as may be required by the Agency. Upon adequate investigation of each proposal, the Agency may negotiate with any or all parties involved and may accept such proposal as the Agency deems to be in the public interest and in furtherance of the purposes of the Plan.

I. DISPOSITION & DEVELOPMENT DOCUMENT

The CRA shall reserve such powers and controls through disposition and development documents (such as deed restrictions) with purchasers and lessees as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development or rehabilitation begins within a period of time, which the Agency determines as reasonable.

In order to provide adequate safeguards that the provisions of the Plan or its amendments will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the CRA, as well as all property subject to owner participation agreements, shall be made subject to the provisions of the Plan by leases, deeds, contracts, agreements, restriction, or other means.

The leases, deeds, contracts, or other forms of agreement may contain restrictions, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary to carry out this Plan.

J. SAFEGUARDS TO ENSURE FINANCIAL ACCOUNTABILITY

The Agency shall be fully subject to the Florida Sunshine Law and will meet as necessary to carry out the business of the Agency.

The Agency shall publicly adopt by-laws to govern its activities and to ratify its administrative policies.

The Agency shall file an annual report with the State of Florida Special District Program and the Palm Beach County Board of County Commissioners, and the Town of Jupiter Clerk's Office. This report shall contain a programmatic overview of the activities of the Agency as allowed by the CRA Plan.

The Agency shall provide adequate safeguards to ensure that all leases, deeds, contracts, agreements and declarations of restrictions relative to any real property conveyed shall contain restrictions, covenants, running with the land and its uses, or other such provisions necessary to carry out the goals and objectives of the Plan and Chapter 163, Part III, and other governing statutes.

K. SAFEGUARDS THROUGH RETENTION OF CERTAIN POWERS BY THE TOWN

Powers retained by the Town are provided in the Interlocal Agreements between the Agency and the Town and are noted as follows:

Powers Retained by the Town:

1. The power to determine an area to be appropriate for Community Redevelopment.
2. The power to grant final approval to Community Redevelopment plans and modifications.
3. The power to zone or rezone or make exceptions from building regulations or to enter into agreements with a housing authority.
4. The power to close, vacate, plan, or re-plan streets, roads, sidewalks, ways, or other places and to plan or re-plan any part of the Town.

Figure 145 *Love Street looking to the Jupiter Lighthouse at evening.*

PROGRAM OF REGULATORY ACTIONS

A. COMPREHENSIVE PLAN

The Town of Jupiter regulates long-range planning activity through its Comprehensive Plan. Implementation of the CRA Plan is a noted priority within the Comprehensive Plan, and redevelopment is supported through the plan's goals, objectives, and policies. Access to the Town's Comprehensive Plan is available through the Town of Jupiter website.

B. LAND DEVELOPMENT REGULATIONS

The Town of Jupiter regulates land development activity through zoning regulations implemented through the Town's municipal code. In addition to general regulations, the zoning code includes regulations specific to the "Inlet Village Redevelopment Overlay Area" and the US1/Intracoastal Waterway Corridor Zoning District, which are components of the CRA district. Access to the Town zoning regulations is available on the Town of Jupiter website.

C. OTHER TOWN ACTIONS

Through its Strategic Plan, the Town annually prioritizes policies and implementation activities, including highlighted activities pursuant to the implementation of the CRA Plan. The Town is a full-service municipality with detailed plans addressing water, sewer, stormwater, parks and recreation, open space, sustainability, and resiliency. Access to the Town's documents related to these and other Town activities are available on the Town of Jupiter website.

Figure 146 *Image of the Jupiter Lighthouse from the CRA.*

SOURCES OF REDEVELOPMENT FUNDING & FINANCING

A. TAX INCREMENT REVENUES

The principal source of revenue for use by the CRA will be the Tax Increment Trust Fund. For each taxing year beginning in 2003, ad valorem taxes generated by the assessed taxable real property value in excess of the redevelopment area's base year assessment total are deposited into the Trust Fund. The methodology for determining the amount of the tax increment to be contributed to the Trust Fund each year is provided in Section 163.387 Florida Statute.

All funds deposited into the Trust Fund are available to the CRA for any lawful purpose as defined in Section 163.370(1) (c) F.S. in fulfillment of the provisions of the Plan, and any amendments thereto.

PROJECTED TAX INCREMENT FINANCING REVENUE

CRA CASH FLOW SUMMARY ESTIMATE

	FY 2024	FY 2029	FY 2034
Beginning Cash Balance	**4,098,559**	**6,967,292**	**$23,922,579**
Revenue			
Ad Valorem Revenue			
PBC Ad Valorem Revenue	2,024,416	2,750,715	$3,637,873
TOJ Ad Valorem Revenue	1,074,920	1,460,569	1,931,630
Other Revenue	130,527	135,349	152,925
Revenue Total	**$3,229,863**	**$4,346,633**	**$5,722,428**
Expense			
Operating Expense	1,292,807	1,351,777	$1,567,080
(1) Debt Service	878,267	-	-
Capital	1,908,705	-	-
Expense Total	**$4,079,779**	**$1,351,777**	**$1,567,080**
Ending Cash Balance	**$3,248,643**	**$9,962,149**	**$28,077,927**

(1) Debt service payments end FY2027

SOURCES OF REDEVELOPMENT FUNDING & FINANCING

B. REDEVELOPMENT REVENUE BONDS

The provisions of F.S.163.385 allow the Town of Jupiter or the CRA to issue "Revenue Bonds" to finance redevelopment actions, with the security for such bonds being based on the "anticipated assessed valuation of the completed community redevelopment." In this way, the additional annual taxes generated within the CRA, the "tax increment," can be used to finance the long term bond debt. Prior to the issuance of long term revenue bonds, the Town or CRA may issue bond anticipation notes to provide advance funding for redevelopment actions until sufficient tax increment funds are available to amortize a bond issue.

C. GENERAL OBLIGATION BONDS

For the purposes of financing redevelopment actions, the Town of Jupiter may also issue General Obligation Bonds. These bonds are secured by debt service millage on the real property within the Town and must receive voter approval.

D. SPECIAL ASSESSMENT DISTRICTS

The Town of Jupiter may establish special assessment districts, Municipal Benefit Units (MSBU), for the purpose of funding various neighborhood improvements within an area or for the construction of a particular project. Typically, the assessment would appear on the tax bill of each property owner, and the assessment could be amortized over a short or long term period of time as determined by the Town. In addition, the Town may consider charging interest on the assessment equal to or less than the cost of funds the Town is charged.

E. INDUSTRIAL REVENUE BONDS

ENTERPRISE FUND REVENUE BONDS

The CRA Board may issue revenue bonds for specific enterprise purposes, including, but not limited to, projects such as the construction of marinas or parking areas, with the intent of having the revenues generated from such enterprises used to retire the revenue bonds. The CRA may pledge Redevelopment Trust Fund monies not otherwise obligated as additional security for such revenue bonds.

F. LAND SALES/LEASES

Acquisition of property and its preparation for redevelopment are powers available to the CRA under provisions of Chapter 163, Part III, F.S. The resale or leasing of such land to private developers can provide another source of income within the CRA district.

SOURCES OF REDEVELOPMENT FUNDING & FINANCING

G. CONTRIBUTIONS & GRANTS

FEDERAL, STATE & REGIONAL GRANTS

The CRA and the Town of Jupiter will seek to utilize Federal, State and regional grant programs as are applicable and available for any approved use within the redevelopment area. Trust Funds can be used as the match when needed.

FUNDING SOURCES

GRANT RESOURCE OVERVIEW

There are a number of public agency funding sources appropriate for the implementation of the CRA's project and programs. For environmental and marine-related activities, these include the Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD), Florida Inland Navigational District (FIND), Palm Beach County's Lake Worth Lagoon Initiative (LWLI), and the Environmental Protection Agency (EPA), among others. For mobility and transportation-related activities, grants are available from the Palm Beach Transportation Planning Agency (TPA), Florida Department of Transportation (FDOT), and Federal Highway Administration (FHWA), among others. Additional grant programs are available for cultural and recreational activities through various state departments and foundations. A summary of potential grant programs is provided in this section, with additional grant information available on the sponsor agency and foundation websites.

GRANT RESOURCE LISTING

- Florida Inland Navigational District: Riverwalk, shoreline stabilization, docks, public access, marine navigation
- Florida Department of Environmental Protection: environmental projects and programs
- Florida Department of Transportation: Riverwalk, beautification, transit access, complete streets, congestion mitigation, multimodal improvements
- Florida Recreation Development Assistance Program: park and recreational projects and enhancements
- Florida Boating Improvement Program: marine navigational improvements, public access
- South Florida Water Management District: environmental projects and programs
- Palm Beach Transportation Planning Agency: transportation, accessibility, connectivity
- Lake Worth Lagoon Initiative: environmental projects and programs

SOURCES OF REDEVELOPMENT FUNDING & FINANCING

- U.S. Environmental Protection Agency: environmental projects and programs
- U.S. Department of the Interior: historic preservation, cultural assets
- Federal Highway Administration: transportation improvements and enhancements
- Land and Water Conservation Fund: outdoor recreational property conservation and enhancement
- Keep America Beautiful Grant: beautification, signage and wayfinding

H. DIRECT BORROWING

The CRA is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular project(s) funding requirements, the CRA may utilize both short and long term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the CRA would be anticipated to attempt to attain the lowest available interest rate.

PROJECTED COSTS OF REDEVELOPMENT

This section provides general estimates regarding the potential projected costs of the various projects and programs described in this Plan. As provided by Florida's Community Redevelopment Act, the CRA will utilize its Tax Increment Trust Fund for redevelopment activities as described in this Plan. Additional funding for the implementation of the CRA Plan will be pursued through grants, developer contributions, and partnerships prior to using CRA funds. In addition, the Agency may utilize other private, municipal, county, state, and federal funding sources as appropriate and available for Plan implementation. The funding of redevelopment activities will be established by the CRA annually through its budgeting process and adjusted as necessary. The summary of projected costs provides a "snapshot in time" as of the date of Plan adoption, and it is acknowledged these estimates will change over time.

SUMMARY OF PROJECTED COSTS OF REDEVELOPMENT		
PROJECT CATEGORY	**COST RANGE (30% CONTINGENCY)**	
	LOW	**HIGH**
Environmental Restoration & Enhancements	$6,600,000	$8,600,000
Riverwalk – SUN Trail Section	$4,300,000	$5,600,000
Riverwalk - Inlet Village	$4,300,000	$5,600,000
Riverwalk - Lighthouse Promenade	$1,100,000	$1,500,000
Riverwalk - Oxbow Crossing	$2,000,000	$2,600,000
Piatt Place Riverwalk Connector	$1,900,000	$2,400,000
Piatt Place Park Improvements	$460,000	$600,000
Mobility Network - Alley & Street Connections	$850,000	$1,100,000
Mobility Network - Roadway, Sidewalk, Bike Improvements	$1,300,000	$1,700,000
Mobility Network - Bikeshare, Rideshare, Transit, EV Charging Sites	$1,300,000	$1,700,000
Mobility Network - Inlet Village Parking Improvements	$900,000	$1,200,000
Mobility Network – Launches for Personal Watercraft	$240,000	$320,000
Park Improvements - Inlet Village Marina Park	$1,300,000	$1,700,000
Wayfinding & Gateway Signage Improvements	$800,000	$1,100,000
CRA Programs (varies)	To be determined by the CRA Board	

NOTE: Figures are provided in 2024 dollars and represents a "snapshot in time" that is expected to change over time. It is acknowledged the costs of labor, materials, competitive bidding environments, unidentified field conditions, financial market conditions, and other factors are likely to affect these estimated costs. This estimate was prepared in accordance with the Cost Estimate Classification System as recommended by AACE International. An AACE Class 4 Cost Estimate has an expected accuracy range of -30% to +50%. Cost estimates were developed by the Town of Jupiter and its consulting engineer, CGA, Inc.

APPENDIX A

CRA LEGAL DESCRIPTION AS ESTABLISHED IN 2011

CRA LEGAL DESCRIPTION

As defined in Ordinance No. 60-01, the Town of Jupiter CRA boundary is described as:

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST, AND SECTIONS 5, 6, 7, AND 8, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSEC]1ON OF THE CENTERLINE OF OCEAN WAY AND THE EASTERLY RIGHT—OF—WAY LINE OF U.S. HIGHWAY NO. 1 STATE ROAD NO. 5) AS RECORDED IN ROAD PLAT BOOK 2, PAGE 43, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, THE CENTERLINE OF OCEAN WAY IS THE EASTERLY EXTENSION OF THE SOUTH LINE OF GOVERNMENT LOT 3, SAID SECTION 8; THENCE, DEPARTING SAID EASTERLY RIGHT—OF—WAY LINE, NORTH 8933'21" WEST, ALONG THE EASTERLY EXTENSION OF SAID GOVERNMENT LOT 3, AND THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 491.70 FEET TO THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 1635'32" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 643.56 FEET; THENCE NORTH 58'17'23" WEST, A DISTANCE OF 726.02 FEET; THENCE NORTH 8759'50" WEST, A DISTANCE OF 513.50 FEET TO THE CENTERLINE OF THE INTRACOASTAL WATERWAY ACCORDING TO PLAT BOOK 17, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 1125'13" WEST, ALONG THE CENTERLINE OF THE INTRACOASTAL WATERWAY, A DISTANCE OF 1858.92 FEET; THENCE NORTH 43'31'31" WEST, A DISTANCE OF 1095.38 FEET; THENCE NORTH 18'02'14" WEST, A DISTANCE OF 4480.92 FEET; THENCE, DEPARTING SAID CENTERLINE NORTH 660O'OO" EAST, A DISTANCE OF SAID 651.77 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 07'51'58 WEST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 955.00 FEET TO THE SOUTHEAST CORNER OF PARCEL F, ACCORDING TO THE PLAT OF JUPITER HARBOUR, AS RECORDED IN PLAT BOOK 56, PAGE 5, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 82'O8'02" WEST, ALONG THE SOUTH BOUNDARY OF SAID PARCEL F, A DISTANCE OF 30.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 2936'41"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 155.04 FEET TO THE POINT OF REVERSE CURVATURE TH A CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 220.00 FEET AND A CENTRAL ANGLE OF 1200'OO"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.08 FEET TO THE POINT OF TANGENCY; SOUTH 6431'21" WEST, A DISTANCE OF 37.17 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 65.00 FEET, AND A CENTRAL ANGLE OF 8833'06"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 100.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 2655'33" WEST, A DISTANCE OF 131.18 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 74.00 FEET, AND A CENTRAL ANGLE OF 58'43'06"; THENCE NORTHERLY AND WESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 75.84 FEET TO THE POINT OF TANGENCY; THENCE NORTH 85'38'4O" WEST, A DISTANCE OF 45.65 FEET TO THE SOUTHEAST CORNER OF LOT 1, ACCORDING TO SAID PLAT OF JUPITER HARBOUR; THENCE NORTH 3731'21" EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 69.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 3251'57" WEST, ALONG THE NORTH LINE OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF PARCEL C, ACCORDING TO SAID JUPITER HARBOUR, A DISTANCE OF 371.59 FEET; THENCE NORTH 57O8'O3" EAST, A DISTANCE OF 62.00 FEET; NORTH 3251'57" WEST, A DISTANCE OF 16.59 FEET; THENCE NORTH 63'24'49" WEST, A DISTANCE OF 84.84 FEET; THENCE NORTH 86'35'09" WEST, A DISTANCE OF 321.54 FEET; THENCE SOUTH 88'O3'3O" WEST, A DISTANCE OF 192.50 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 158.42 FEET, AND A CENTRAL ANGLE OF 6027'05"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 167.14 FEET TO THE NORTH LINE OF SAID JUPITER HARBOUR AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID PLAT OF JUPITER HARBOUR, NORTH O2OO'OO" WEST, ALONG A NON—TANGENT LINE, THROUGH THE WATERS OF THE LOXAHATCHEE RIVER, A DISTANCE OR 280.00 FEET; THENCE NORTH 88'OO'OO" EAST, A DISTANCE OF 1450.00 FEET TO A POINT 95 FEET, MORE OR LESS, EAST

OF THE U.S. HIGHWAY NO. 1 BRIDGE OVER SAID LOXAHATCHEE RIVER, AND BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 4111'O8"; THENCE, EASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 1581.41 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 16'11"O8"; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 621.48 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 67'OO'OO" EAST, A DISTANCE OF 512.15 FEET TO THE WEST LINE OF THE EAST 150.00 FEET OF SAID SECTION 31; THENCE SOUTH O027'56" EAST, ALONG SAID WEST LINE, A DISTANCE OF 818.82 FEET TO THE NORTH LINE OF THE SOUTH 190.00 FEET OF SAID SECTION 31; THENCE SOUTH 89'58'25" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 150.01 FEET TO THE EAST LINE OF SAID SECTION 31 THENCE SOUTH 0027'56" EAST, ALONG SAID EAST LINE, A DISTANCE OF 190.01 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE SOUTH Oi'18'55" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 1029.56 FEET TO THE NORTH RIGHT—OF—WAY LINE OF JUPITER BEACH ROAD; THENCE, ALONG SAID NORTH RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, A DISTANCE OF 303.79 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF STATE ROAD A—I—A; THENCE SOUTH 3121'OO" EAST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 121.12 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1811.08 FEET, AND A CENTRAL ANGLE OF 725'57"; THENCE, SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 234.94 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 6 AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID WESTERLY RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1026.55 FEET TO THE EAST LINE OF JUPITER MALL PROPERTY, ACCORDING TO OFFICIAL RECORD BOOK 9593, PAGE 1364, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE, ALONG THE EAST BOUNDARY OF THE MALL PROPERTY, SOUTH 24'59'05" EAST, A DISTANCE OF 1130.95 FEET; THENCE SOUTH 89'58'57" EAST, A DISTANCE OF 58.28 FEET TO THE WEST LINE OF THE EAST 566.02 FEET OF SAID NORTHEAST QUARTER; THENCE SOUTH 0118'55" WEST, A DISTANCE OF 300.00 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER AND THE NORTHERLY RIGHT—OF—WAY LINE OF INDIANTOWN ROAD; THENCE, DEPAR11NG SAID EAST MALL BOUNDARY, SOUTH 8958'55" EAST, ALONG SAID

10 NORTH RIGHT—OF—WAY LINE, A DISTANCE OF 566.17 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH OV14'35" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SEC11ON 6, A DISTANCE OF 670.05 FEET; THENCE NORTH 89'58'57" WEST, A DISTANCE OF 614.98 FEET; THENCE SOUTH 2627'57" EAST, A DISTANCE OF 413.09 FEET; THENCE SOUTH 63'32'03" WEST, A DISTANCE OF 315.00 FEET TO THE EASTERLY RIGHT— OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 2627'03" EAST, ALONG SAID EAST RIGHT—OF—WAY LINE, A DISTANCE OF 1157.08 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 17,248.80 FEET, AND A CENTRAL ANGLE OF 3'07'05"; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 938.69 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 2Yi9'58" EAST, A DISTANCE OF 2534.85 FEET TO THE INTERSECTION WITH SAID CENTERLINE OF OCEAN WAY AND THE POINT OF BEGINNING.

LEGEND:

LB = LICENSE BUSINESS

LS = LICENSE SURVEY

ORB = OFFICIAL RECORD BOOK

PB = PLAT BOOK

RN = R I GHT—OF—WAY

RPB = ROAD PLAT BOOK

LESS AND EXCEPT: (HAAS ENCLAVE)

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST; PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 AND THE NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL; THENCE EASTERLY ALONG SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL TO THE SOUTHERLY LINE OF PARCEL K, AMENDED PLAT OF JOHNSON'S ADDI11ON TO JUPITER, PLAT BOOK 16, PAGE 25, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE EAST ALONG SAID SOUTH LINE OF PARCEL K TO THE EAST LINE OF PARCEL K; THENCE NORTH ALONG THE EAST LINE OF PARCEL K TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD A-1-A, THENCE WEST ALONG THE SOUTH LINE OF SAID A-1-A TO SAID EA ST RIGHT OF WAY LINE OF U.S. No.

1; THENCE SOUTH ALONG SAID EAST LINE OF U.S. No. 1 TO SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL AND THE POINT OF BEGINNING.

TOTAL CRA AREA: 397 ACRES, MORE OR LESS.

SURVEYOR'S NOTES:

1. THIS IS NOT A BOUNDARY SURVEY.

2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.

3. AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.

NOVEMBER 12, 2001.

CRA BOUNDARY EXPANSION

The Community Redevelopment Area was expanded to include five additional parcels in 2011, thus the Community Redevelopment Area Boundary Legal Description as shown in Section 1.5 is hereby expanded to include the following:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the POINT OF BEGINNING of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the POINT OF BEGINNING.

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the POINT OF BEGINNING; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the POINT OF BEGINNING.

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APPENDIX B

JUPITER CRA PLAN AS AMENDED (2012)

TOWN OF JUPITER COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT PLAN

Amendment 4-3-12

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1. INTRODUCTION

1.1 Preface

This Community Redevelopment Agency (CRA) Plan (the Plan) provides the framework for the redevelopment of a specific area within the Town of Jupiter which encompasses portions of the Intracoastal Waterway, the U.S. Highway One corridor, the A1A corridor, the Jupiter Inlet and the Inlet Village neighborhoods. The CRA considers the waterways valuable resources for both the local residents and the basis for attracting visitors. This plan has been prepared in compliance with the Florida Community Redevelopment Act – Florida Statute §§ 163.330-163.450 enacted in 1969.

The area governed by the Plan is set forth in a legal description of the community redevelopment area and shown on an aerial map. It is within this area that the Town of Jupiter intends to accomplish redevelopment through public and private actions that will reduce or even eliminate the blighted and sub-standard conditions which impede desired and targeted development within the district. Additionally, the Plan is intended to provide for a source of continued funding for specific community redevelopment projects including the construction of a "Riverwalk" along the Intracoastal Waterway and Jupiter Inlet, provision of adequate public parking, repairs to deteriorating streets, and other public projects and infrastructure improvements, that will contribute to long term reinvestment in the redevelopment area.

1.2 Florida Statute Governing Community Redevelopment Area Plan (CRA)

F.S. §§ 163.360 (1): "Community redevelopment in a community redevelopment area shall not be planned or initiated unless the governing body has, by resolution, determined such area to be a slum area, a blighted area, or an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof, and designated such as appropriate for community redevelopment."

In accordance with State of Florida Statute §§ 163.360 (1):

The Town of Jupiter documented a "finding of necessity for the creation of a Community Redevelopment Agency" by enacting Resolution No. 98-01 on November 6, 2001, which declared the designated area to suffer from slum and blight. *(Exhibit A)*

The Town of Jupiter then specified the boundaries of the redevelopment area and created a Community Redevelopment Agency within the Town of Jupiter by enacting Ordinance No. 60-01 on December 18, 2001. (*Exhibit B)*

Palm Beach County approved the creation of the Jupiter Community Redevelopment Agency by enacting Resolution No. R-2001- 0090. (*Exhibit C)*

1.3 Town of Jupiter History within the Community Redevelopment Area Boundary

The area within the Community Redevelopment Area boundary is comprised of two distinct sections, the US Highway One corridor and the Inlet Village.

Community Redevelopment Agency
US Highway 1 Corridor and Inlet Village
Legend
CRA Boundary
Inlet Village
US Highway 1 Corridor
Unincorporated
Anchor Way
Saturn St
Inlet Rd
S River Rd
E Indiantown Rd
N US Highway 1
N Old Dixie Hwy
S Old Dixie Hwy
Dickinson Dr
Ocean Cove Dr
Ocean Walk Blvd
Via Miguel
Ocean Way
2,000
Feet

The U.S. Highway One Corridor

The US Highway One corridor includes the area from the Intracoastal oxbow south along US Highway One to Ocean Way. This section was primarily comprised of large vacant commercial parcels on the west side of US Highway One with four office buildings spaced out along the corridor, two relatively old shopping centers (Jupiter Square, Shoppes of Jupiter) at the intersection of US Highway One and Indiantown Rd., and Burt Reynolds Park which spans both sides of US Highway One.

US Highway One was the Town's main north/south arterial road through the early 1980s. Like many of the neighboring communities to the south it was thought this would become the Town's main commercial corridor. In the mid 1980s, the development of these parcels stalled with the installation of the I-95 "missing link". The I-95 Interstate had been completed from Miami north to the Georgia border with the exception of the 54 mile "missing link" from PGA Boulevard north to Ft. Pierce. This gap in the interstate shifted traffic east to US Highway One through the town and north to Fort Pierce. During that time the town experienced increasing growth along US Highway One. Once the missing link was completed, the traffic levels on US Highway One dropped dramatically to a level that would not support the development of these commercial properties. In fact, several successful businesses along the corridor were forced to close due to the shift in traffic from US Highway One to I-95. As the years passed with no development occurring and businesses failing, it became clear that the commercial corridor once anticipated could not be supported.

Inlet Village

Due to its close proximity to the Atlantic Ocean and the Loxahatchee River, the area now referred to as the Inlet Village was a natural draw to early settlers. This area was one of the earliest settlements in Palm Beach County. Archeological and historical artifacts have been documented and provide evidence of human inhabitants as early as 500 BC. The Tequesta and Hobe Indians are known to have settled along these shorelines. These settlers, as well as the early Europeans (French, Spanish, English), depended on these waterways to survive. The abundance of fish and wildlife along with the temperate weather sustained these small waterfront settlements.

In the mid 1800s the federal government commissioned and built the Jupiter Lighthouse that in turn established the settlement that would eventually become the Town of Jupiter.

From the mid 1800s to the early 1900s, the Inlet Village area thrived as a small fishing village and was the "port" for goods which were shipped up and down the Atlantic coast. The area around what is today Suni-Sands Mobile Home Park was a hub of activity. As the village center for the surrounding area, it also included a hotel, store and church. St. Martin's Episcopal Church, the first in the area, was built in 1899 where Suni-Sands is today.

A long wharf served as the "port" where goods where off loaded from the boats and onto the rail cars of the Celestial Railroad. The Celestial Railroad was the areas first rail system which ran north and south between Jupiter and Juno Beach.

The area was also recognized as a vacation area. Guests from the north visited the Carlin house and hired fishing guides to explore the Loxahatchee River. In the late 1800's, Edwin Hooley built a vacation residence that was later sold to Mr. & Mrs. Sperry. The old boat house, which also served as a recreation hall on the second floor, can still be seen at Suni-Sands.

In the 1920's, various developers contemplated projects in the Inlet Village area, but the Great Depression put a halt to further development plans.

With the construction of the Florida East Coast Railroad and the completion of US Highway One from Jacksonville south to Miami, the import and export of goods moved away from the Inlet and Ocean and over to these new transportation corridors.

The Inlet Village which once was a thriving working waterfront and commerce center slowly became dormant. From the mid 1930s until today, the area has failed to form a unified identity and consists of a hodge podge of uses, dead end streets, aged infrastructure and non-conforming lot sizes and uses.

Summary

It became clear that the development pattern for the town had shifted from the eastern part of the community to the west. The town leaders, seeing the decline of the area identified in the Community Redevelopment Area, began to initiate planning and revenue strategies that would stimulate desired development and public improvements to the redevelopment area. In addition, they acknowledged the need to enhance the public access to the Intracoastal Waterway and the natural habitats found within the CRA boundaries.

As a result, the Town of Jupiter initiated the process for creating a Community Redevelopment Agency (CRA), in a 397-acre area located in the east central section of the town. The Town of Jupiter's intent in pursuing the establishment of a Community Redevelopment Agency is "to provide for revenue opportunity to support the ongoing effort to establish a public Riverwalk along the Intracoastal Waterway and to assist in the implementation of a special planning study and redevelopment effort of the Inlet Village area."

As provided for in Section 163.355, Florida Statutes, the Town of Jupiter adopted Resolution 98-01 on November 6, 2001 providing for a *Finding of Necessity* study to create a Community Redevelopment Agency.

In November 2001, staff reviewed the *Finding of Necessity* to determine the appropriateness of creating a Community Redevelopment Agency, and on December 18, 2001 the Town of Jupiter, pursuant to the requirements set forth in Section 163.355 Florida Statutes adopted, through Ordinance 60-01, the Finding of Necessity to create a Community Redevelopment Agency. In other words, the Town Council:

--Determined the existence of slum or blighted conditions within a portion of the Town proposed as the Town of Jupiter Community Redevelopment Agency.

--Designated such area as appropriate for community redevelopment in the interest of the public health, safety, morals, or welfare of the residents.

The Town Council, by adopting Ordinance 60-01 created a Community Redevelopment Agency "to alleviate the adverse impacts of existing conditions and to prevent further manifestation of slum and blighting conditions" which are "detrimental to the health, safety, morals, and general welfare of the residents of the Town."

Following the enactment of Ordinance 60-01 finding that a blighted area exists in the Town of Jupiter and that it is appropriate to create a Community Redevelopment Agency to alleviate impacts of the blighted conditions, the Town Council requested formal action by the Board of County Commissioners (BCC) to grant general powers for redevelopment to a Community Redevelopment Agency for the Town. [Pursuant to Section 163.410, F.S., as a Charter County, Palm Beach County has redevelopment authority in municipalities unless the Board of County Commissioners (BCC) delegates the power to the governing body of a municipality.]

The BCC enacted Ordinance No. R-2002-0090 on January 8, 2002 determining that it is appropriate to delegate certain redevelopment powers pursuant to Chapter 163, Part III Florida Statutes to the Town of Jupiter.

1.4 Community Redevelopment Area Boundary – Aerial Map

1.5 Community Redevelopment Area Boundary Legal Description

As defined in Ordinance No. 60-01, the Town of Jupiter CRA boundary is described as:

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST, AND SECTIONS 5, 6, 7, AND 8, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSEC]1ON OF THE CENTERLINE OF OCEAN WAY AND THE EASTERLY RIGHT—OF—WAY LINE OF U.S. HIGHWAY NO. 1 STATE ROAD NO. 5) AS RECORDED IN ROAD PLAT BOOK 2, PAGE 43, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, THE CENTERLINE OF OCEAN WAY IS THE EASTERLY EXTENSION OF THE SOUTH LINE OF GOVERNMENT LOT 3, SAID SECTION 8; THENCE, DEPARTING SAID EASTERLY RIGHT—OF—WAY LINE, NORTH 8933'21" WEST, ALONG THE EASTERLY EXTENSION OF SAID GOVERNMENT LOT 3, AND THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 491.70 FEET TO THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 1635'32" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 643.56 FEET; THENCE NORTH 58'17'23" WEST, A DISTANCE OF 726.02 FEET; THENCE NORTH 8759'50" WEST, A DISTANCE OF 513.50 FEET TO THE CENTERLINE OF THE INTRACOASTAL WATERWAY ACCORDING TO PLAT BOOK 17, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 1125'13" WEST, ALONG THE CENTERLINE OF THE INTRACOASTAL WATERWAY, A DISTANCE OF 1858.92 FEET; THENCE NORTH 43'31'31" WEST, A DISTANCE OF 1095.38 FEET; THENCE NORTH 18'02'14" WEST, A DISTANCE OF 4480.92 FEET; THENCE, DEPARTING SAID CENTERLINE NORTH 660O'OO" EAST, A DISTANCE OF SAID 651.77 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 07'51'58 WEST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 955.00 FEET TO THE SOUTHEAST CORNER OF PARCEL F, ACCORDING TO THE PLAT OF JUPITER HARBOUR, AS RECORDED IN PLAT BOOK 56, PAGE 5, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 82'O8'02" WEST, ALONG THE SOUTH BOUNDARY OF SAID PARCEL F, A DISTANCE OF 30.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 2936'41"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 155.04 FEET TO THE POINT OF REVERSE CURVATURE TH A CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 220.00 FEET AND A CENTRAL ANGLE OF 1200'OO"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.08 FEET TO THE POINT OF TANGENCY; SOUTH 6431'21" WEST, A DISTANCE OF 37.17 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 65.00 FEET, AND A CENTRAL ANGLE OF 8833'06"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 100.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 2655'33" WEST, A DISTANCE OF 131.18 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 74.00 FEET, AND A CENTRAL ANGLE OF 58'43'06"; THENCE NORTHERLY AND WESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 75.84 FEET TO THE POINT OF TANGENCY; THENCE NORTH 85'38'4O" WEST, A DISTANCE OF 45.65 FEET TO THE SOUTHEAST CORNER OF LOT 1, ACCORDING TO SAID PLAT OF JUPITER HARBOUR; THENCE NORTH 3731'21" EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 69.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 3251'57" WEST, ALONG THE NORTH LINE OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF PARCEL C, ACCORDING TO SAID JUPITER HARBOUR, A DISTANCE OF 371.59 FEET; THENCE NORTH 57O8'O3" EAST, A DISTANCE OF 62.00 FEET; NORTH 3251'57" WEST, A DISTANCE OF 16.59 FEET; THENCE NORTH 63'24'49" WEST, A DISTANCE OF 84.84 FEET; THENCE NORTH 86'35'09" WEST, A DISTANCE OF 321.54 FEET; THENCE SOUTH 88'O3'3O" WEST, A DISTANCE OF 192.50 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 158.42 FEET, AND A CENTRAL ANGLE OF 6027'05"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 167.14 FEET TO THE NORTH LINE OF SAID JUPITER HARBOUR AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID PLAT OF JUPITER HARBOUR, NORTH O2OO'OO" WEST, ALONG A NON—TANGENT LINE, THROUGH THE WATERS OF THE LOXAHATCHEE RIVER, A DISTANCE OR 280.00 FEET; THENCE NORTH 88'OO'OO" EAST, A DISTANCE OF 1450.00 FEET TO A POINT 95 FEET, MORE OR LESS, EAST OF THE U.S. HIGHWAY NO. 1 BRIDGE OVER SAID LOXAHATCHEE RIVER, AND BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 4111'O8"; THENCE, EASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 1581.41 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 16'11"O8"; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 621.48 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 67'OO'OO" EAST, A DISTANCE OF 512.15 FEET TO THE WEST LINE OF THE EAST 150.00 FEET OF SAID SECTION 31; THENCE SOUTH O027'56" EAST, ALONG SAID WEST LINE, A DISTANCE OF 818.82 FEET TO THE NORTH LINE OF THE SOUTH 190.00 FEET OF SAID SECTION 31; THENCE SOUTH 89'58'25" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 150.01 FEET TO THE EAST LINE OF SAID SECTION 31 THENCE SOUTH 0027'56" EAST, ALONG SAID EAST LINE, A DISTANCE OF 190.01 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE SOUTH Oi'18'55" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 1029.56 FEET TO THE NORTH RIGHT—OF—WAY LINE OF JUPITER BEACH ROAD; THENCE, ALONG SAID NORTH RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, A DISTANCE OF 303.79 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF STATE ROAD A—i—A; THENCE SOUTH 3121'OO" EAST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 121.12 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1811.08 FEET, AND A CENTRAL ANGLE OF 725'57"; THENCE, SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 234.94 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 6 AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID WESTERLY RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1026.55 FEET TO THE EAST LINE OF JUPITER MALL PROPERTY, ACCORDING TO OFFICIAL RECORD BOOK 9593, PAGE 1364, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE, ALONG THE EAST BOUNDARY OF THE MALL PROPERTY, SOUTH 24'59'05" EAST, A DISTANCE OF 1130.95 FEET; THENCE SOUTH 89'58'57" EAST, A DISTANCE OF 58.28 FEET TO THE WEST LINE OF THE EAST 566.02 FEET OF SAID NORTHEAST QUARTER; THENCE SOUTH 0118'55" WEST, A DISTANCE OF 300.00 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER AND THE NORTHERLY RIGHT—O

OF—WAY LINE OF INDIANTOWN ROAD; THENCE, DEPAR11NG SAID EAST MALL BOUNDARY, SOUTH 8958'55" EAST, ALONG SAID NORTH RIGHT—OF—WAY LINE, A DISTANCE OF 566.17 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH OV14'35" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SEC11ON 6, A DISTANCE OF 670.05 FEET; THENCE NORTH 89'58'57" WEST, A DISTANCE OF 614.98 FEET; THENCE SOUTH 2627'57" EAST, A DISTANCE OF 413.09 FEET; THENCE SOUTH 63'32'03" WEST, A DISTANCE OF 315.00 FEET TO THE EASTERLY RIGHT— OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 2627'03" EAST, ALONG SAID EAST RIGHT—OF—WAY LINE, A DISTANCE OF 1157.08 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 17,248.80 FEET, AND A CENTRAL ANGLE OF 3'07'05"; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 938.69 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 2Yi9'58" EAST, A DISTANCE OF 2534.85 FEET TO THE INTERSECTION WITH SAID CENTERLINE OF OCEAN WAY AND THE POINT OF BEGINNING.

LEGEND:
LB = LICENSE BUSINESS
LS = LICENSE SURVEY
ORB = OFFICIAL RECORD BOOK
PB = PLAT BOOK
RN = R I GHT—OF—WAY
RPB = ROAD PLAT BOOK

LESS AND EXCEPT: (HAAS ENCLAVE)
A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST; PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 AND THE NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL; THENCE EASTERLY ALONG SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL TO THE SOUTHERLY LINE OF PARCEL K, AMENDED PLAT OF JOHNSON'S ADDI11ON TO JUPITER, PLAT BOOK 16, PAGE 25, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE EAST ALONG SAID SOUTH LINE OF PARCEL K TO THE EAST LINE OF PARCEL K; THENCE NORTH ALONG THE EAST LINE OF PARCEL K TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD A-1-A, THENCE WEST ALONG THE SOUTH LINE OF SAID A-1-A TO SAID EA ST RIGHT OF WAY LINE OF U.S. No. 1; THENCE SOUTH ALONG SAID EAST LINE OF U.S. No. 1 TO SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL AND THE POINT OF BEGINNING.

TOTAL CRA AREA: 397 ACRES, MORE OR LESS.
SURVEYOR'S NOTES:
1. THIS IS NOT A BOUNDARY SURVEY.
2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
3. AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.
NOVEMBER 12, 2001.

1.5.1 2011 CRA Boundary Expansion

The Community Redevelopment Area was expanded to include five additional parcels in 2011, thus the Community Redevelopment Area Boundary Legal Description as shown in Section 1.5 is hereby expanded to include the following:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339,*

page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:
Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*

1.6 Consistency with Town of Jupiter's Comprehensive Plan

In accordance with F.S. 163.360(2) (a), "The community redevelopment plan shall conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Local Government Comprehensive Planning and Land Development Regulation Act."

This document conforms to the Town of Jupiter's Comprehensive Plan. On February 12, 2008, the Town of Jupiter Local Planning Agency (LPA), pursuant to Chapter 163.360(4), F.S., submitted its written recommendations with respect to the consistency of the Plan with the Town's Comprehensive Plan.

1.7 Existing Land Uses

The land uses (2001) within the redevelopment area were identified using the property control numbers of each parcel and verifying the uses through the Palm Beach County Property Appraiser's data base. There are approximately 397 acres within the Community Redevelopment Area, approximately 250 acres are upland, and approximately 147 acres are open waterway and submerged lands.

The four primary existing uses within the Community Redevelopment Area in descending order of acreage are:

- Commercial (34%)
- Residential (21%)
- Park (13%)
- Commercial Vacant (12%)

2. JUPITER COMMUNITY REDEVELOPMENT AGENCY BOUNDARIES AND REASONS FOR ESTABLISHMENT/HISTORY

The area within the CRA boundary were of greatest concern due to the fact that the development of the parcels had essentially stopped within the completion of I-95 from Palm Beach Gardens north to Fort Pierce.

Prior to the 1980's, US Highway One was the main north south arterial through the town with the exception of some older multi-family mobile home housing stock. Essentially, all of the parcels now identified within the CRA boundaries had commercial land use and zoning designations.

Upon completion of the Interstate, the traffic pattern shifted west as did the demand for commercial development. The properties within the boundary area sat stagnant. The existing land use and development patterns became obsolete.

In fall of 2001 the Town Council commissioned a "Findings of Blight" study to evaluate existing conditions along US Highway One and the Inlet Village to determine if the area met the "Blight" criteria set forth by Chapter 163, Part III, Florida Statutes necessary to establish a Community Redevelopment Area. The "Finding of Slum and/or Blight" study was prepared by Florida Planning Group (see Exhibit A). The study identified the general boundaries of the Community Redevelopment Area and concluded that 7 of the 8 "blight" criteria existed within the boundaries. These 7 criteria included the following:

- Defective or inadequate street layouts
- Faulty lot layouts
- Unsanitary or unsafe conditions
- Deterioration of site improvements
- Inadequate or outdated density patterns
- Inadequate transportation and parking facilities
- Diversity of ownership

By identifying these "blighted" conditions and establishing the Jupiter Community Redevelopment Agency, the Town now had the financial tool through Tax Increment Financing (TIF) to stimulate redevelopment and to implement public projects including the Riverwalk which would stimulate investment into the area and that would address the 7 criteria listed above.

The boundaries of the Community Redevelopment Area begin in the south at the Jupiter Ridge Natural Area and continues north between US Highway One and the Intracoastal Waterway but also includes Burt Reynolds Park, Piatt Place, a portion of Jupiter Harbour, the Inlet Village, the Shoppes of Jupiter and Jupiter Square Shoppes which are located on the eastern side of US Highway One at Indiantown Road. The redevelopment area is comprised of approximately 397 acres, 250 acres of upland and 147 acres of waterways and submerged lands. These waterways and submerged lands were included in the Community Redevelopment Area boundary to insure funding for docks, marinas and Riverwalk sections that may extend into these waterways.

The purpose of the Plan is to guide the long term development within the Community Redevelopment Area, ensure the "blighted" conditions identified in the "Findings of Slum and Blight" study are remedied and further, ***to ensure the development of an active district where residents and visitors can gather, work and play along the shoreline of these waterways***. The Plan addresses operation and financial strategies and defines the development objectives, programs, and capital projects.

The Plan is a working document which will serve as a guide for the redevelopment and management of the district for 30 years. It will be necessary to update this document as development demands and strategies are refined to meet the needs of the district.

3. REDEVELOPMENT EFFORTS RELATED TO THE FINDINGS OF BLIGHT REPORT

Prior to establishing the Community Redevelopment Agency, the Town had prepared a "Finding of Slum and Blight" report which looked at eight criteria set forth by the state to determine the existence of "blight" within the targeted redevelopment area. Under each of these criteria below is the description of the "blight" condition identified in the 2001 report and the action that will be taken if necessary to reduce and or eliminate that condition. In some cases, since 2001 the Town policy regarding what constitutes blight has changed, or circumstances have changed, and this is reflected in the text below.

1. Predominance of Defective or Inadequate Street Layout

a. *"The streets at the northern end of the redevelopment area (Yarborough, Cramer, Love and Clemons) are very close together (only 200 feet apart), and have narrow right of way widths (30 feet wide versus the standard 50 feet). These streets prevent the combination of parcels into a contiguous large-scale development parcel needed for modern developments."*

Action: Through a series of public workshops it was determined that the majority of residents and stakeholders desired to maintain the small scale village character of the "area" now identified as the Inlet Village. The narrow streets and existing small blocks help to set the pattern for the desired village scale. The streets are currently dead end streets, the Agency shall encourage development plans to provide connectivity between these streets to improve traffic circulation in this core area. The Town has amended both the Comprehensive Plan and Zoning regulations to allow for the development of smaller parcels that exist in the Inlet Village.

2. Faulty Lot Layout in Relation to Size, Adequacy, or Usefulness

a. *"The area along Ocean Drive (A1A) east of U.S. Highway One to Jupiter Beach Road is divided into numerous small lots of various sizes owned by different owners. This precludes their aggregation into the larger multi-acre parcels required by the C-2 zoning district and development standards that existed at the time the Findings Report was prepared."*

Action:

In an effort to maintain the small village character of the Inlet Village area the Town Council directed staff to develop zoning and land development regulations that would permit these smaller parcels to develop in their current configurations. In 2003 the Town Council amended the Comprehensive Plan creating the Inlet Village Flex, Riverwalk Flex and Inlet Village Residential sub districts that allowed the development of these smaller lots and keeping the village scale of the area.

b. *"The western side of U.S. Highway One, south from the Chamber of Commerce site to Indiantown Road is divided into numerous lots of various sizes owned by different owners. This precludes their aggregation into the*

larger multi-acre parcels desired for today's typical financial and development standards."

Action:

The Town has with the adoption of the US One/Intracoastal Waterway Zoning District provided incentives for the development/ redevelopment of these properties by allowing mixed use and flexible sight development regulations. Though aggregation of these properties is not discouraged these zoning regulations allow for these properties to develop in the current configurations and under varied ownership.

3. Unsanitary or Unsafe Conditions

a. *"The two fixed bridges along U.S. Highway One, lack bike lanes and pedestrian sidewalks. This creates a potentially dangerous situation for pedestrians and bicyclists along this section of the road*."

Action:

FDOT is scheduled to replace these bridges in 2011 and shall add pedestrian and bicycle facilities. The Community Redevelopment Agency will contribute funds towards the construction of the Riverwalk as it crosses over and under the southern bridge connecting to Burt Reynolds park.

b. *"Illegal signs were prevalent throughout the area known as the inlet Village".*

Action:

Illegal signs and signs within the right of ways shall be removed and / or made to conform as businesses transition or new sign permits are requested.

c. *"Several vacant, deteriorating and unsafe buildings had been identified and were contributing to the blight along A1A in the Inlet Village when the Findings Report was prepared."*

Action:

Since the Findings Report was adopted in 2001 the Town has experienced 3 hurricanes, most of the structures as a result of the hurricanes have either been demolished and/or have been renovated to meet current building codes. As parcels come in for site plan approval the structures will be inspected to determine if they can be rehabilitated and brought into conformance with the existing codes or if they will need to be demolished. The Town purchased the Inlet Village Marina and recently demolished the unsafe buildings on the property.

d. *"There are no bike paths or pedestrian crosswalks along A1A which creates a potentially hazardous situation."*

Action:

The Community Redevelopment Agency shall have prepared a

Conceptual Master Plan for A1A which will include implementation of pedestrian sidewalks, cross walks and bicycle facilities as well as other roadway enhancements and will include the reconstruction of this road within the Community Redevelopment Agency CIP.

e. *"Commercial properties have parking in the front yard that back out directly into traffic on A1A, creating the potential for traffic accident*s."

Action:

The properties identified in the report include PaJa's motel and Smilin Jacks marina. Both of these properties are within an unincorporated county pocket but are anticipated to be annexed into the Town and the Community Redevelopment Area. It will be necessary to eliminate these hazardous conditions with the reconstruction of A1A. Should the properties be annexed into the Town and into the CRA, CRA funds could be used to eliminate or reduce the hazardous traffic condition.

f. *"U.S. Highway One has an abandoned and deteriorating parking structure that is currently being used as an ad hoc homeless shelter."*

Action:

This property known as Piatt Place has been purchased by the Town. The Town along with the Community Redevelopment Agency will determine the best use for the property but in the meantime the property has been fenced and secured.

g. *"Since the Findings Report was completed the Town has identified several existing residential structures built prior to the 1970's located between A1A and the Jupiter Inlet which are below the base flood elevation established by the Federal Emergency Management Agency (FEMA) and South Florida Water Management District (SFWMD). These residential properties are subject to severe damage during flood events."*

Action:

The Town along with the CRA will provide mitigation strategies and/or incentives for reducing the threat of flood to these residential properties with the development and implementation of the Master Storm Water Plan for the Inlet Village. These are anticipated to be semi temporary measures as it is anticipated that the majority if not all the residential properties in this area will redevelop and be reconstructed to meet the established base flood elevations.

4. Deterioration of Site or Other Improvements

a. *"Road Conditions – A1A and U.S. Highway One contains deteriorating roadway conditions*."

Action:

FDOT has scheduled in their work program repairing, resurfacing and adding bicycle and pedestrian facilities along US Highway One where needed by 2013. The Community Redevelopment Agency will be

committing some funds towards specific roadway enhancements as they relate to the Riverwalk and connection to the Riverwalk.

The Agency will hire a consultant to prepare a Conceptual Master Plan for A1A that will identify existing roadway and infrastructure conditions, desired road section and aerial plan to include the location of bike, pedestrian and trolley facilities, parking, medians and street lights. Upon the completion of the plan and after the review and approval by stakeholders including the County and Town Council, the Agency will develop a funding strategy and construction schedule to implement the Plan improvements.

b. *"Saturn Road has roadway deterioration."*

Action:

Saturn Road will be scheduled for resurfacing and repair in the Community Redevelopment Agency CIP.

5. Inadequate and Outdated Building Density Pattern

a.

"This was perhaps the biggest problem facing the area known as the Inlet Village. A significant percentage of the area is currently divided into a multiplicity of small residential lots that have commercial land use and zoning designations. These lot sizes were too small and inadequate for commercial development under the Town's standard commercial land development regulations; therefore, they remained as residential uses. The residential uses were considered non-conforming uses therefore they remained un-improved. Over the years several of the structures feel into disrepair and some even abandoned."

Action:

The Town Council has, by amending its Comprehensive Plan and adopting the US Highway One Intracoastal Waterway Overlay District, addressed the inadequate and outdated development patterns. The Town has provided the property owners, through these regulations, allowances for residential, commercial or mixed uses zoning districts as well as flexible site development standards which would permit these smaller lots to be developed.

6. Tax or Special Assessment Delinquency

"*None were found."*

7. Inadequate Transportation and Parking Facilities

a. *"Ocean Boulevard (A1A) from US One to Indiantown road may at build out reach an unacceptable level of congestion under the Commercial land use and zoning designation that was existing at the time of the Findings Report."*

Action:

It will be the responsibility of the Town to develop a multi-model

transportation plan which will encourage access to and from the Inlet Village using alternative forms of transportation including but not limited to bicycle, trolley water taxi and access by boat.

8. Diversity of Ownership

a. *"The area identified as the Inlet Village is currently divided into multiple small lots and uses. Approximately 45 parcels exist and are owned by 39 different owners. While there has been some attempt to aggregate parcels, the vast majority of the parcels are in separate ownership."*

Action:

Since the Findings Report was prepared, the Town Council held several community workshops where it became clear that the residents wanted to maintain the existing village scale of the Inlet Village. As a result of those workshops the Town Council adopted zoning and land development regulations that allow and encourage the development of these small parcels thereby maintaining the village scale. It still needs to be determined if the diversity of ownership will pose a problem to redevelopment. The CRA and/or the Town may still need to take additional steps to further redevelopment and avoid the potential conflicts with this diversity of owners.

4. REDEVELOPMENT GOALS AND OBJECTIVES

Since 1996, the Town has initiated and completed 4 planning studies related to the area within the Community Redevelopment Area boundaries. They are, The Findings of Blight Study prepared by Florida Planning Group, Inc., the US Highway One Intracoastal Waterway Study prepared by Wallace Roberts & Todd (WRT), The Riverwalk Master Plan & Design Guidelines prepared by PBS&J and the Inlet Village Study prepared by Glatting Jackson. Each of these planning efforts were undertaken in an effort to identify the existing conditions of the area and the reasons for the lack of development throughout the redevelopment area. Additionally, identify how to stimulate desired redevelopment along the Intracoastal and Jupiter Inlet Waterways by promoting, where appropriate, mixed use development and flexible land development regulations. In addition, to provide for public access to the waterways in the form of a Riverwalk, identify opportunities for public gathering spaces along the waterfront(s) and in the Inlet Village, create a mix of activities and uses throughout the Community Redevelopment Area, and to develop general design guidelines that would ***celebrate the Town of Jupiter's historical relationship to the waterfront***.

As a result of these studies, the Town has created a Community Redevelopment Agency and adopted Comprehensive Plan amendments to the Future Land Use Element and created the US Highway One/Intracoastal Waterway Overlay Zoning District to direct the development pattern for the Community Redevelopment Area.

The following Goals and Objectives were prepared to meet the state statute requirements for the Community Redevelopment Agency as well as complement the goals and objectives as outlined by the Town's Comprehensive Plan for the district.

Once adopted by the Community Redevelopment Agency Board, the goals and objectives will provide direction for the Community Redevelopment Agency and staff to pursue the revitalization of the Redevelopment Area, as well as to address those conditions of "blight" identified in the Findings Report. The Plan's goals and objectives will also provide the

private sector with information necessary to make appropriate development decisions. These goals are designed to direct the CRA's efforts but are not to be interpreted as a definitive course of action nor an exhaustive or complete list of all activities that may be undertaken by the CRA.

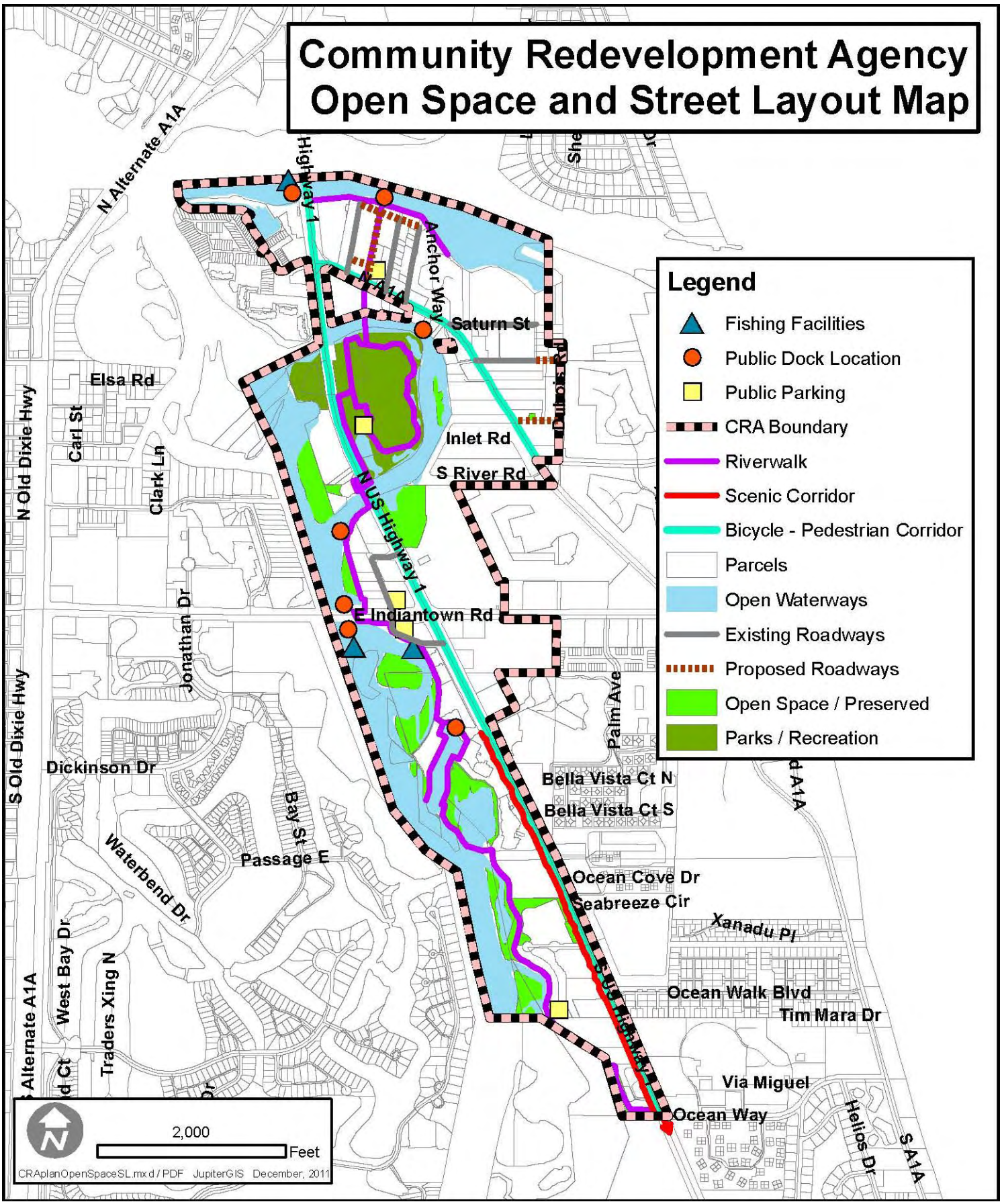
4.1 Open Space, Street Layout and Accessibility

This map has been developed in association with the goals and objectives of the open space and street layout section. The *Open Space and Street Layout Map* identifies existing and future open space and street layouts which exist or are desired within the CRA boundaries.

Open Space includes existing and desired recreational facilities including the Jupiter Riverwalk, bike/pedestrian facilities, public docks, public parking, water taxi docks, fishing areas, parks, open waterways, etc.

Street Layouts identifies the existing streets located in the Inlet Village as Yarborough, Cramer, Love, Clemons, Saturn, Parkway and A1A as well as, the proposed "new" roads being considered to improve vehicular circulation, access by emergency vehicles and connectivity between roadways. It may be necessary in some cases for the Community Redevelopment Agency to use Tax Increment Funds to acquire Right of Ways to implement these improvements.

No additional roads or Right of Ways are anticipated within the U.S. One Corridor.
(See Open Space and Street Layout Map next page)


Community Redevelopment Agency
Open Space and Street Layout Map
Legend
Fishing Facilities
Public Dock Location
Public Parking
CRA Boundary
Riverwalk
Scenic Corridor
Bicycle - Pedestrian Corridor
Parcels
Open Waterways
Existing Roadways
Proposed Roadways
Open Space / Preserved
Parks / Recreation
N Alternate A1A
Highway 1
A1A
Anchor Way
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Passage E
Waterbend Dr
West Bay Dr
Traders Xing N
S Alternate A1A
Palm Ave
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
2,000
Feet
CRAplanOpenSpaceSL.mxd / PDF JupiterGIS December, 2011

Goal: To create or enhance public gathering or open spaces along the waterfront and throughout the Redevelopment Area which are safely accessible by pedestrians, bicyclist, boaters and vehicles.

Objective:

Plan and build a connected system of public gathering and open spaces, pedestrian, bicycle and vehicular traffic circulation improvements, and private/public docking and parking facilities.

4.1.1. Provide and build a waterfront recreational corridor which will provide public access to the Intracoastal and Jupiter Inlet waterways.

4.1.2 Provide and/or increase centralized and shared public and private parking opportunities throughout the Community Redevelopment Area to encourage residents and visitors to walk to their destination.

4.1.3 Provide and/or increase public and private docking facilities and marinas to accommodate access to the Riverwalk and Inlet Village via boat.

4.1.4 Provide incentives via a bonus program encouraging property owners/ developers to construct aesthetically pleasing public gathering spaces along the waterfronts and throughout the Community Redevelopment Area.

4.1.5 Identify and implement opportunities for water taxi facilities and trolley stops encouraging residents to access the Community Redevelopment Area via alternative forms to transportation.

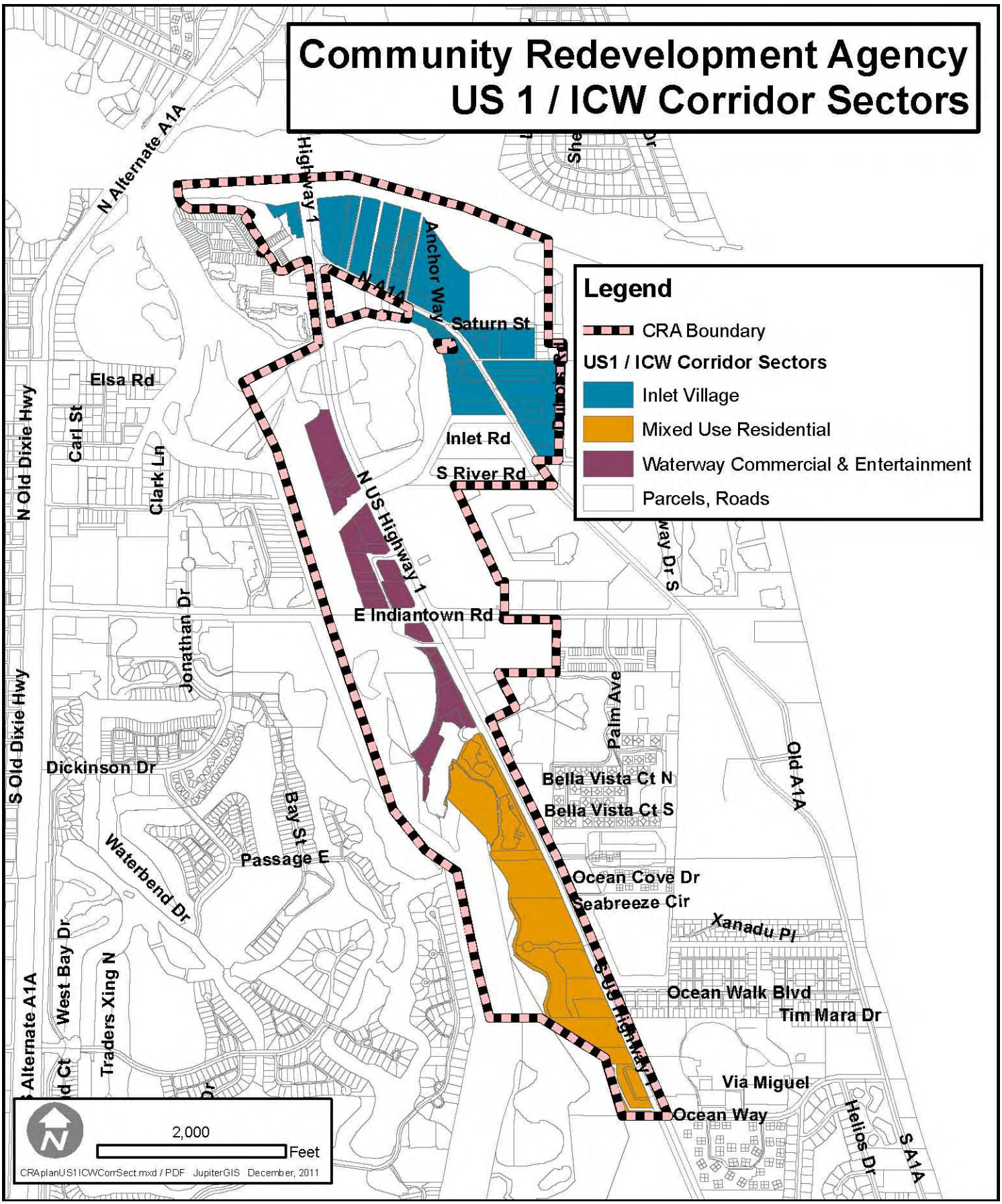
4.1.6 Develop and adopt a Master Transportation Map which identifies opportunities for pedestrian, bicycle, trolley and boat access and circulation throughout the Community Redevelopment Area.

4.1.7 Develop and adopt a Roadway Network Plan for the Inlet Village which improves vehicular traffic flow, identifies locations for new streets and or access easements, provides for connectivity between parcels, establishes desired cross sections including location and width of travel lanes, sidewalks, bike lanes (as warranted), utilities, drainage, on street parking (as warranted), street lights, street trees and street furniture (as warranted).

4.1.8 Enhance pedestrian/ bicyclist environment via landscaping and tree canopy throughout the Community Redevelopment Area and Riverwalk corridor.

4.2 Limitation on Size, Height, Number and Use of Buildings

Regulations regarding the type, size, heights, number and uses of structures to be constructed within the CRA boundaries are regulated via the US One/Intracoastal Waterway Corridor Zoning District. The US One/ICW Corridor Sector Map identifies the location of the three sectors. Each of the three sectors is mixed use, commercial and residential districts. The Inlet Village Sector is desired to develop is a small village scale community with a maximum height of 3 ½ stories with bonuses. The Waterway Commercial Entertainment Sector is desired to develop with mixed use developments with an emphasis on entertainment/commercial uses. This sector has a maximum height at 55 feet average with bonuses. The Mixed Use Residential Sector is desired to develop with mixed use developments with an emphasis on residential uses. This sector has a maximum height of 45 feet average with bonuses. The attached US One/ICW Corridor Sectors map reflects these locations.


Community Redevelopment Agency
US 1 / ICW Corridor Sectors
Legend
CRA Boundary
US1 / ICW Corridor Sectors
Inlet Village
Mixed Use Residential
Waterway Commercial & Entertainment
Parcels, Roads
N Alternate A1A
Highway 1
Anchor Way
N A1A
Saturn St
Dubois Rd
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St E
Waterbend Dr
Passage E
West Bay Dr
Traders Xing N
S Alternate A1A
Palm Ave
Old A1A
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
2,000
Feet
CRAplanUS1ICWCorrSect.mxd / PDF JupiterGIS December, 2011

Goal: Stimulate private investments in real property to develop or redevelop properties consistent with the Town of Jupiter's Comprehensive Plan.

Objective:

Cause to have developed and adopted by the Town Council zoning districts and regulations consistent with the Town of Jupiter's Comprehensive Plan which promote an active and vibrant waterfront community, allow for a mix of uses and provide public access and recreational opportunities along the Intracoastal and Jupiter Inlet waterways.

4.2.1 Adopt via zoning district and land development regulations uses, density, intensity, scale and height incentives and limitations consistent with the Town of Jupiter's Comprehensive Plan that will encourage high quality development.

4.2.2 Encourage the development and/or revitalization of properties in the Inlet Village that promote active "destination" type uses such as parks, restaurants, outdoor cafes, hotels, bed and breakfast inns, retail shops, marinas, tour boats, fishing and diving charters, ecotourism and entertainment venues, museums and galleries.

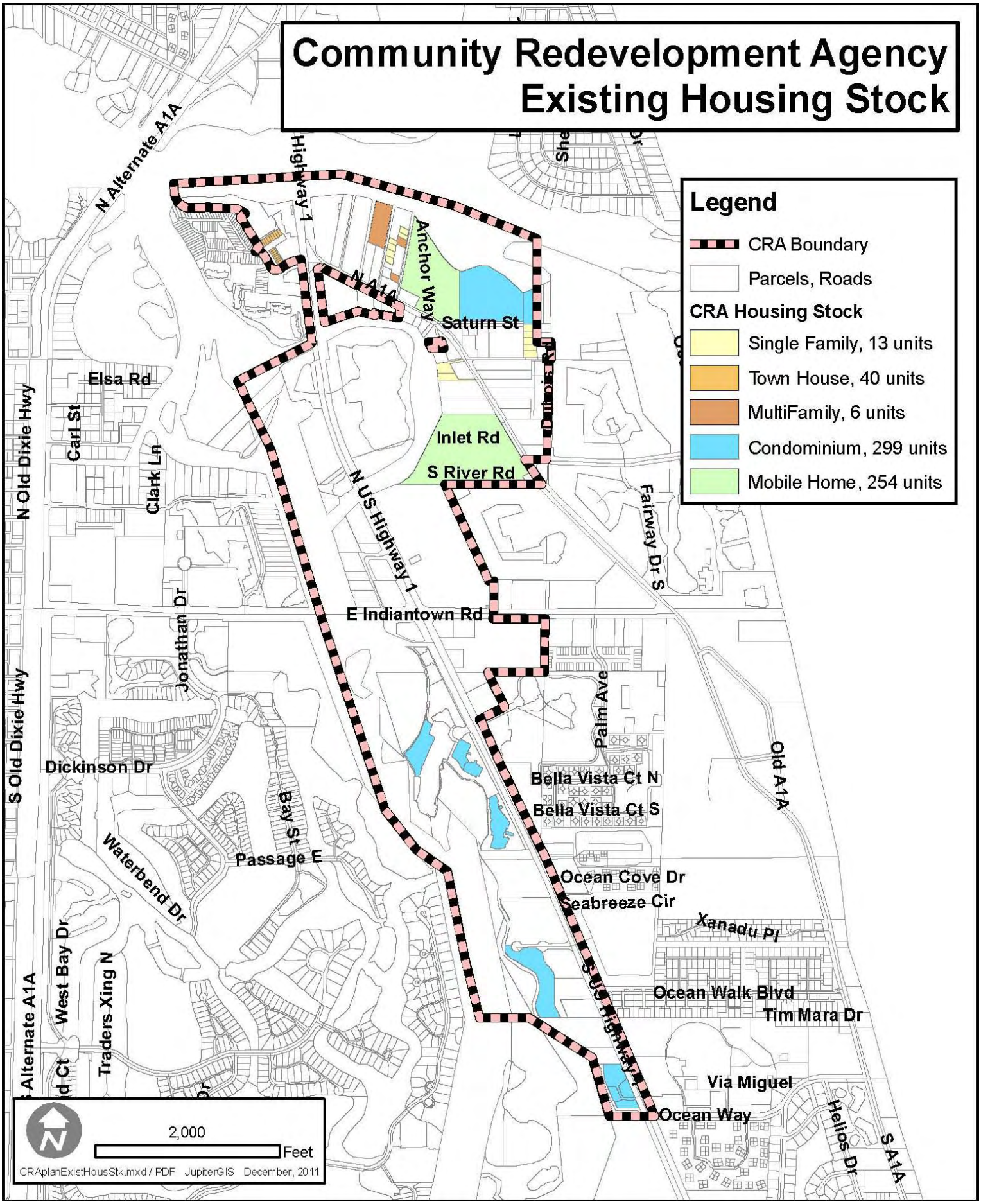
4.2.3 Adopt regulations implementing architectural styles, scale and varying height which respects the surrounding community, historical resources such as the Jupiter Lighthouse and in case of the Inlet Village, the historic working waterfront.

4.2.4 The Community Redevelopment Agency and the Town of Jupiter shall be responsible for the implementation and administration of the objectives outlined in the redevelopment plan.

4.3 Approximate Number of Dwelling Units

When the Findings Report was prepared in 2001, the housing stock included 194 condominium units, 243 mobile home units and approximately 15 single family units. These residential units have been identified on the 2001 Existing Housing Stock map.

The Town has, with the adoption of the U.S. Highway One/Intracoastal Waterway Corridor Zoning District increased the potential for adding another 366 – 740 units. 120-300 units in the Mixed Use/Residential Sector, 96-240 units in the Waterway Commercial/Entertainment Sector and 150-200 units in the Inlet Village Sector. The Potential Housing Stock map indicates the location of future housing stock. Approximately 216 units have been constructed since 2001.


Community Redevelopment Agency
Existing Housing Stock
Legend
CRA Boundary
Parcels, Roads
CRA Housing Stock
Single Family, 13 units
Town House, 40 units
MultiFamily, 6 units
Condominium, 299 units
Mobile Home, 254 units
N Alternate A1A
Highway 1
N A1A
Anchor Way
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
Fairway Dr S
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Waterbend Dr
Passage E
Palm Ave
Old A1A
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
West Bay Dr
Traders Xing N
S Alternate A1A
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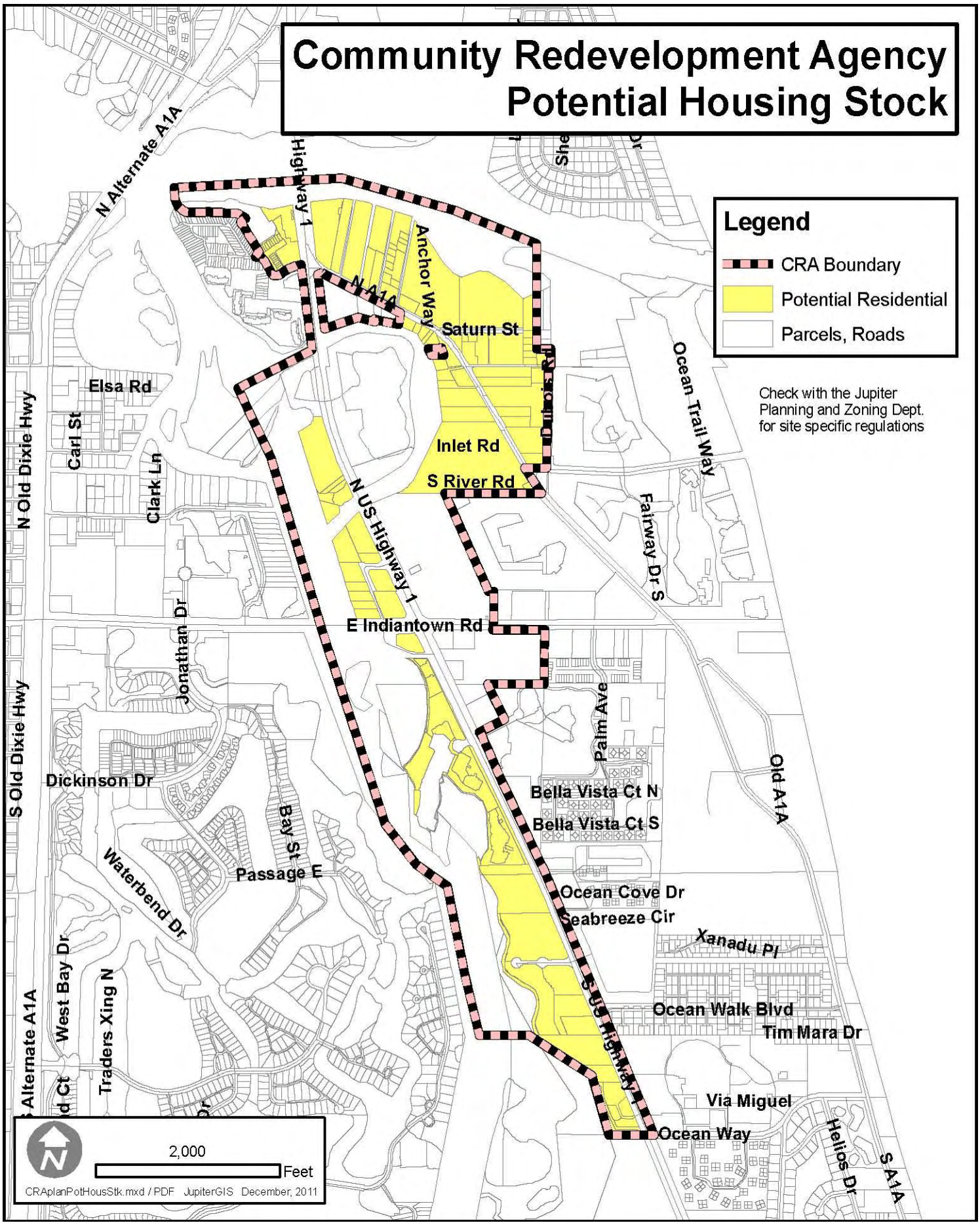
Community Redevelopment Agency
Potential Housing Stock
Legend
CRA Boundary
Potential Residential
Parcels, Roads
Check with the Jupiter Planning and Zoning Dept. for site specific regulations
N Alternate A1A
Highway 1
N A1A
Anchor Way
Saturn St
Inlet Rd
S River Rd
Ocean Trail Way
Fairway Dr S
N US Highway 1
E Indiantown Rd
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Passage E
Waterbend Dr
West Bay Dr
Traders Xing N
Alternate A1A
Palm Ave
Old A1A
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
2,000
Feet
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Goal: Increase the number of people living along the Riverwalk corridor and Inlet Village but outside of the anticipated entertainment by adding small inns, hotels, and bed and breakfast lodging areas providing for a more active, vibrant and safe Riverwalk and Inlet Village.

Objective:

Consistent with the Town of Jupiter's Comprehensive Plan encourage a variety of housing types, sizes and price points where people of varied incomes can purchase and/or lease housing.

4.3.1. Adopt regulations that provide opportunities for residential units throughout the Community Redevelopment Area but outside of the anticipated entertainment areas and provide incentives for a mix of unit types, sizes and price points.

4.4. Property intended for use as public parks and recreation areas

Goal: Optimize opportunities for waterfront access via the Riverwalk project, gathering spaces and recreational opportunities throughout the Community Redevelopment Area.

Objective:

Increase public access to the waterfront via the Riverwalk recreational corridor, development of public gathering spaces or squares, and parks and recreational opportunities throughout the Community Redevelopment Area.

4.4.1 Develop regulations insuring the development of the Riverwalk recreational corridor.

4.4.2 Create, via development regulations and incentives public gathering spaces, squares, amphitheaters and parks throughout the Community Redevelopment Area.

4.4.3 Create a connected pedestrian and bicycle system to encourage walking and biking throughout the Community Redevelopment Area and connecting to surrounding municipal and county systems beyond the Community Redevelopment Area boundaries.

4.4.4 Provide yearly operational funding for the continued maintenance and enhancements of the public portions of the Riverwalk, squares, Events Plaza or other public assets throughout the Community Redevelopment Area.

4.4.5 Provide funding and other support for events which celebrate and market the waterfront, Riverwalk and Inlet Village.

4.5 Property intended for use as streets, public utilities and public improvements of any nature.

Goal: Develop pedestrian, bicycle friendly and functional streets, underground utilities upgrade stormwater facilities and provide public parking and docks.

Objective: Through public-private partnerships optimize opportunities to improve the infrastructure and public assets within the redevelopment areas.

4.5.1 Use development opportunities, tax increment funds and/or other sources of funding to assist in placing all utilities underground.

4.5.2 Develop coordinated street construction/reconstruction opportunities with streetscaping, replacement of all aged and overhead utilities, and implementation of stormwater facilities as needed.

4.5.3 Identify and secure funding including tax increment finance revenues, grants, bonds and developer contributions to fund infrastructure improvements.

4.6 Economic Development Activities and Programs

Goal: To encourage and promote public/private uses and activities ensuring an active, vibrant and viable Riverwalk and Inlet Village for residents and visitors to enjoy.

Objective: Prepare an Economic Development Plan which identifies desired uses and activities for the redevelopment area, provides opportunities and or funding support for those desired uses or activities, and outlines marketing and promotional activities that will ensure an active, vibrant and viable Riverwalk and Inlet Village.

4.6.1 Identify businesses and activities that are consistent with the goal of an active and vibrant Riverwalk and Inlet Village.

4.6.2 Develop a marketing initiative which will identify the Riverwalk and Inlet Village as a destination location, and promote businesses, ecotourism and activities throughout the Community Redevelopment Area.

4.6.3 Provide tax increment funding to assist in the development of desired and targeted waterfront improvements including but not limited to: marinas, docks, fishing piers and platforms, water taxi facilities, etc.

4.6.4 Provide tax increment funding to encourage the development of desired uses, businesses and activities within the Community Redevelopment Area.

5. NEIGHBORHOOD IMPACT

The purpose of redevelopment activities is to protect, preserve, improve and enhance the built and natural environments which characterize the area. When the Community Redevelopment Area was established, the majority of the property within the Community Redevelopment Area boundary was vacant and/or under-utilized commercial properties. Proposed redevelopment activities include the construction of new residential units, mixed use developments and commercial developments as well as entertainment districts, the Riverwalk, public parking and docking facilities.

Since the majority of the properties within the Community Redevelopment Area boundary were vacant or under-utilized commercial properties, the impacts are expected to be minimal.

Existing single family residential is limited to approximately 15 homes in the Inlet Village area. Three of these homes have been converted to office, multi-family or rental units. All are located within a C-2 zoning district. While the redevelopment cannot be implemented without affecting existing housing, it is the Community Redevelopment Agency's intent to ensure those impacts has an overall beneficial effect to the property owners or return on their investment.

This Plan is not intended to remedy a shortage of housing for residents of low or moderate income as the existing stock of condominium units and mobile/manufactured housing within the district provide sufficient opportunities for these income populations within the District and other locations within the Town of Jupiter will better satisfy the housing needs of such income populations.

5.1 Relocation

The Community Redevelopment Agency does not anticipate the need to relocate businesses or residents as a result of property acquisition or implementation of projects within the Community Redevelopment Area.

Should it be determined that the Community Redevelopment Agency would need to acquire a property with a business or residential unit, the Community Redevelopment Agency shall adopt appropriate provisions for the relocation of any business or residents in conformance with all applicable State and Federal laws.

5.2 Traffic Circulation

Traffic circulation problems are primarily limited to the Inlet Village and shall be addressed via the development and adoption of the Roadway Network Plan. It is the intent of the Community Redevelopment Agency to maintain the character of the local streets (new and proposed) within the Inlet Village.

Functionally obsolete roads exist throughout the Community Redevelopment Area specifically US Highway One and A1A which create hazardous interactions between pedestrians/bicyclist and vehicles. These conditions will be identified and eliminated as roads/bridges are reconstructed or undergo repair as funding is available.

5.3 Environmental Quality

Environmental Quality shall be improved by the redevelopment efforts and projects to be undertaken by the Community Redevelopment Agency.

Development and redevelopment projects shall meet current and more stringent environmental standards of town, state and federal regulations.

5.4 Availability of Community Services and Facilities

Additional capacity for water, sewer, traffic and school impacts are subject to town, county and state impact fees insuring sufficient capacity for projects constructed within the Community Redevelopment Area.

The water and sewer facilities in the Inlet Village are approximately 40 to 50 years old and are at the end of their life span. These facilities will need to be evaluated to determine the need to replace the aged facilities.

5.5 Effect of School Population

The demographics of the residents moving into the Community Redevelopment Area are primarily "empty nesters", second home owners and active retirees. It is not anticipated that the Community Redevelopment Area district will be home to a significant number of school aged children. Therefore, impacts to schools are not anticipated.

5.6 Physical and Social Quality of the District

Upon approval of the Community Redevelopment Area district, the negative physical characteristics of the district including limited access to the waterfront, vacant lands with spotted commercial development, vacant and condemned buildings, disjointed pedestrian/bicycle facilities, road and traffic patterns and functionally obsolete roadways and bridges, will be eliminated or significantly diminished through implementation of the plan.

The physical and social qualities within the district will improve with the implementation of the redevelopment plan. The strategies provided in the Plan will insure that the Riverwalk corridor and the Inlet Village become an active and vibrant destination location promoting social interaction among residents within the Community Redevelopment Area and the Town of Jupiter.

6. COMMUNITY POLICING

The Community Redevelopment Area encompasses approximately 397 acres of land and waterway and is comprised mainly of waterfront residential, commercial and mixed use developments, two undeveloped entertainment districts, two county parks (Jupiter Ridge Natural Area and Burt Reynolds Park) and two large marinas (Seasport Marina and Jupiter Yacht Club Marina). The Riverwalk recreational corridor is the common thread that connects most of these uses.

As the Community Redevelopment Agency is in its infancy, the initial policing efforts will be undertaken via the Town of Jupiter's Police Department and other law enforcement agencies such as the Marine Patrol and Sheriff Office's Park Unit.

The Town's Marine Patrol Unit provides periodic patrol of the waterways though not routine at this time. Patrols may be expanded as the Riverwalk is completed.

As projects within the Community Redevelopment Area are developed, particularly the entertainment districts, it is anticipated that additional police services will be needed. Future services include the use of bicycle patrol, surveillance cameras, and citizens' volunteers. The current "Volunteer in Policing" (VIP) program deployed by the Police Department can be expanded to include the Community Redevelopment Area district. These VIP's are local residents and business owners who live, work and recreate within the district and are trained to identify and report suspicious activity to the Police Department.

6.1 Community Involvement

A Community Policing Advisory Committee may be established by the Board of the Community Redevelopment Agency. Members of a Community Policing Advisory Committee will either be residents or own businesses within the redevelopment area. The Committee will meet with the Community Policing Unit on a monthly basis to discuss concerns from within this area. Additionally, officers assigned to this program will regularly meet with other property owner groups and business associations.

7. CAPITAL IMPROVEMENT PROJECTS TO BE UNDERTAKEN WITHIN THE CRA

To implement the vision of the CRA for the public, the projects identified on Map 7.1 entitled "Capital Projects Map" described on 7.2 – 7.23 are to be implemented. It is anticipated that the primary funding sources for 7.3, 7.8, 7.12, and 7.21 will be developer contribution. The CRA Board may decide to provide CRA funds towards these projects if it is determined to be in the best interest of the CRA and the residents of the Town of Jupiter.

7.1 Capital Projects Map

1. Ocean Way US1 Crossing
2. Riverwalk - Jupiter Ridge Connection at Elks Club
3. Major Gateway Feature
4. Riverwalk - River Plaza
5. Event Plaza
6. Riverwalk - Water Taxi
7. Riverwalk - Entertainment District
8. Riverwalk - Mitigation
9. Burt Reynold's Oxbow Bridge
10. Riverwalk - Inlet Village
11. A1A Conceptual Design & Roadway Enhancement
12. Roadway Network Plan
13. Riverwalk A1A Pedestrian Crossing
14. Public Boat Docking Facility
15. Inlet Village Marina
16. US1 Scenic Corridor
17. Lighthouse Promenade
18. Public Garage
19. Inlet Village - Love Street Temporary Surface Lot
20. Riverwalk and Inlet Village Sign Program
21. U.S. 1 Oxbow Bridge
22. First Union Bank Property
23. Piatt Place
24. Lagoon Bridge

LEGEND
- Riverwalk Alignment
- Completed
- Approved Construction 2006-07
- Major Gateway
- Minor Gateway
- Docking/ Water Taxi Opportunities
- Inlet Village
- Overwater Pavilion
- CRA Boundary
- Beach Access
- Pedestrian/ Bicycle Corridor
- Town Owned Properties

7.2

RIVERWALK-OCEAN WAY U.S. ONE PEDESTRIAN BICYCLE CROSSING - *(MAP LOCATION 1)*

Background:

During the initial Riverwalk study prepared by Wallace, Roberts and Todd (WRT) they identified the need to provide safe access to the Riverwalk for the 10,000 residents that live east of U.S. One. The intent was twofold:

First, by providing a signalized pedestrian bicycle crossing at U.S. One and Ocean Way the residents could walk or ride their bikes to Riverwalk events or businesses and leave their cars at home, decreasing the vehicular parking required.

Second, by making this connection the Riverwalk would become part of the six mile recreational "loop" allowing residents and visitors to go from the beach to the Intracoastal, to the Jupiter Inlet and back to the beach.

Project Objective:

To construct a safe-signalized pedestrian/bicycle crossing at U.S. One and Ocean Way encouraging residents and visitors to access the Riverwalk corridor and leave their cars at home. Further, to provide safe access for residents to both recreational corridors at the beach and the Intracoastal.

Probable Cost:

$500,000

Funding Source:

CRA Revenue

7.3

RIVERWALK-JUPITER RIDGE NATURAL AREA CONNECTION – *(Map Location 2)*

Background:

This approximately 1,600 linear ft. section transects three parcels known as Tierra Del Sol, Jupiter Ridge Natural Area and Waterpointe providing the missing link to the Riverwalk at Mangrove Bay. This section of Riverwalk includes signage identifying wildlife and habitat found in the Jupiter Ridge Natural Area. Visitors to this section of Riverwalk will experience one of the rarest habitat and wildlife remaining in Florida.

Project Objective:

This section of Riverwalk will bring visitors from the U. S. One corridor and beaches west and north to the section at Mangrove Bay where the Riverwalk first touches the Intracoastal shoreline and continues up to the Entertainment District and beyond to the Jupiter Inlet. The Tierra Del Sol and Water Point projects are funding this section of the Riverwalk via their Development Order.

Probable Cost:

Estimated $2,000,000

Funding Source**:**

Developer Contributions via Development Order for Tierra Del Sol and Waterpointe

7.4

RIVERWALK- MAJOR GATEWAY FEATURES - *(Map Location 3)*

Background:

As identified in the Riverwalk Master Plan prepared by PBS&J it is necessary to provide Riverwalk gateway features so that residents and visitors are able to easily identify points of access to the Riverwalk as they travel along US. Highway 1. One of the key locations has been identified as Ocean Way as it is the southernmost entrance to the Riverwalk and the primary access point for pedestrian and bicyclist using the beach corridor.
Other locations identified include: US 1 at Burt Reynolds Park, US 1 at Coastal Way/ Harbourside, US 1 at Coastal Way/Jupiter Yacht Club.

Project Objective:

The project objective is to design and construct a "gateway features" which identifies access points along US. 1 to the Riverwalk. This project is anticipated to include the gateway structure w/ Riverwalk signage, pedestrian/bicycle gathering area to accommodate those waiting to cross US. 1, lighting, landscaping and irrigation. The construction cost is to be determined upon completion of the design.

Probable Cost**:**

Design: $10,000 – Conceptual design for each location.
Engineering: To be determined
Permitting: To be determined
Construction: Cost to be determined upon completion of designs

Funding Source:

CRA Revenue:
Developer Funding

7.5

RIVERWALK - RIVER PLAZA CONNECTION – *(MAP LOCATION 4)*

Background:

This section of the Riverwalk is the missing link between the Events Plaza at Indiantown Rd., south to A1A and the beach. This 650 linear foot section is located along the waterfront behind River Plaza, a 5 acre office park. The owners have no plans to complete the final phase of the office park in the foreseeable future. The completion of this project will provide continuous access to over a mile of waterfront for the residents and visitors of the Town. Staff will be working with the owner to obtain an easement via a P.U.D. and/or site plan approval process.

Project Objective:

To construct a 650 linear foot section of Riverwalk and provide continuous access from the beach to the Intracoastal Waterway north to the Events Plaza at Indiantown Road.

Probable Cost:
This section includes approximately 500 linear feet of upland construction and approximately 110 linear feet of over water section.

Design:	$ 86,250
Engineering:	$ 145,000
Construction:	$ 1,488,750
Total:	* $ 1,720,000

- Upon completion of the design, the construction cost may be amended.

Funding Source:
CRA Revenues

T-21 Grant:	$ 750,000 (Approved 2008, Funded 2010/2011)
FIND Grant:	$ 500,000 (Application submittal Spring 2010)

RIVERWALK – EVENTS PLAZA - ***(Map Location 5)***

Background:

The Events Plaza is complete and the Town has begun using the plaza for various events. With these events staff has identified several amenities which are necessary to accommodate the vendors and to have successful programming of the space. These include upgrading the electrical service to accommodate bands and certain food vendors, providing for a vehicular access point on the north side of the bridge for high clearance vehicles, bike racks, surveillance cameras, restrooms and storage building.

Project Objective:

The objective is to make permanent modifications to the plaza providing necessary amenities for vendors and visitors during events.

Electrical service: Currently, Tony Newman staff electrician must spend several hours before each event to set up temporary electrical service to accommodate bands and food vendors. For approximately $3,400 permanent electrical upgrades could be completed eliminating the need to continually use staff time.

Vehicle access: With each event vendors with high clearance vehicles have been forced to enter on the north side of the bridge in an area that is currently landscaped and curbed and contains a water meter which is run over. To accommodate these vehicles it is necessary to drop the curb, relocate the water meter and provide paved access from Coastal Way into the events plaza. This access point is also necessary for emergency rescue vehicles. The approximate cost is $5,000.

Security Cameras: On-going monitoring of area and reducing incidents of vandalism. The estimated cost is $10,000.

Bike racks: This was a repeated request by visitors to the events. Once they get there they had no place to secure their bikes. Two racks holding 5 bikes each would cost a total of $3,000 with staff installing them.

Future needs will include: Permanent restrooms, storage and event accommodations parking.

Probable Cost:

Bollards	10,000
Vehicle Access:	$ 5,000
Security Cameras:	$ 28,000
Bike Racks	$ 2,000
TOTAL	$ 45,000

Funding Source:
CRA Revenues

RIVERWALK – WATER TAXI - ***(Map Location 6)***

Background:

The Riverwalk Master Plan identified several locations for water taxis along the Riverwalk corridor including the Event Plaza. These water taxis were envisioned to not only provide "taxi" services between waterfront businesses along the corridor but also to provide residents and visitors the opportunity to enjoy the waterways and lighthouse that are the signature of the community. Locations identified for water taxi facilities include the Events Plaza, Austin's Grill, vicinity of Lighthouse Promenade, vicinity of Inlet Village Marina.

Project Objective:

To construct ADA accessible water taxi facilities that will provide alternative modes of transportation along the Riverwalk corridor as well as to the water front businesses throughout the Town. Additionally providing opportunities for residents and visitors to experience the waterways, marine habitat and tours of the community.

Probable Cost:

As specific sites are identified probable cost will be determined. Developer incentives are provided via the bonus program for water taxi facilities. Staff will encourage these facilities be provided as part of a development approval in the appropriate locations.

Events Plaza -	Anticipated cost for this facility including design, engineering and construction is $100,000
Austin's Grille -	Cost to be determined
Lighthouse Promenade -	Cost to be determined
Inlet Village Marina -	Cost to be determined

Funding Source:

Event Plaza – Grant
Austin's Grille – Developer
Lighthouse Promenade – Grant/CRA
Inlet Village Marina – Grant

7.8

RIVERWALK– HARBOURSIDE - ***(Map Location 7)***

Background:

This section of Riverwalk crosses three privately owned properties, is approximately 1,300 linear ft. beginning on the north side of the Events Plaza and continues primarily along the shoreline north and east to the U.S. 1 Bridge. It is located within the Riverwalk Entertainment District. This area is envisioned to be the main gathering area of the Riverwalk. Improvements desired in this area include the Riverwalk, public docking facilities, amphitheater area and interactive fountain (Clematis St. style), public and event parking. Most of these facilities are expected to be funded by the property owners via a Community Development District as parcels are developed.

Due to the current market and the potential that these parcels may remain vacant for the foreseeable future it may be necessary to provide CRA dollars as incentives to stimulate the development of these parcels.

Project Objective:

To construct the Riverwalk, public docks, amphitheater and interactive fountain and public /event parking in the Entertainment District for the enjoyment of the residents and visitors to the Town.

Probable Cost:

Cost identified below are estimates. Actual cost will be identified as designs are finalized.

Riverwalk (1,300 lf.) Events Plaza North of U.S. 1

Design, Engineering & Permitting –	$ 293,000
Construction -	$ 1,950,000
Total:	$ 2,243,000

Amphitheater 1 acre site with band shell / stage and grass seating		
Planning	$ 30,000	
Design, Engineering & Permitting	150,000	
Construction	1,000,000	
TOTAL	**$1,180,000**	

Public Docking facilities includes seawall – 10 docks		
Design, Engineering & Permitting	~~$ 90,000.~~	$60,000
Construction	~~$ 600,000~~	$400,000
TOTAL	~~**$690,000**~~	$460,000

Parking – (350 – 500 spaces)		
Design, Engineering & Permitting	$	183,750 to 262,500
Construction cost based on 3,500. spaces	$	1,225,000 to 1,750,000
TOTAL	**$**	**1,408,750 to 2,012,500**

Interactive fountain (Clematis Street style)	
Design, Engineering & Permitting	$ 150,000
Construction	$ 1,000,000
TOTAL	**$ 1,150,000**

Funding Source:

Developer via a Community Development District – estimated improvements	~~$25,388,000~~
Potential Grants	$25,158,000

7.9

RIVERWALK – MITIGATION ***(Map Location 8)***

Background:

The Riverwalk Corridor spans approximately 2.5 miles of the waterfront and will have some environmental impacts particularly to the mangroves. As we impact these areas, it will be necessary to identify a site to provide and create mangrove habitat as mitigation for these impacts. The cost for mitigation will be dependent on whether the Town has a site available for mitigation or if it must purchase property to create mangrove habitat. To the greatest extent possible, mitigation will be contained within the project area, (such as the Lagoon Bridge), to reduce the need for off-site mitigation land cost, though it is anticipated that some off-site mitigation will be necessary.

Project Objective:

To dedicate funding to be used for mitigation purposes as impacts and mitigation are identified in implementing the Riverwalk Corridor.

Probable Cost:

The CRA has set aside approximately $350,000 for mitigation costs to date. At this time, costs are estimated to be approximately $100,000 excluding any land cost that may be purchased for mitigation.

Cost of mitigation will be identified as each project is permitted and the impacts and mitigation needs are determined.

Funding Source:

CRA Revenues

7.10

RIVERWALK – BURT REYNOLDS OXBOW BRIDGE – *(Map Location 9)*

Background:

This 250 foot bridge will take pedestrians and bicyclists from the park over to the Inlet Village and on to Lighthouse Promenade. The park provides opportunities for event parking for the community to access the Inlet Village.

Project Objective:

This bridge connects the southern section of the Riverwalk to the Inlet Village and also connects the Inlet Village to potential parking at Burt Reynolds Park.

Probable Cost:

Design & Engineering:		$ 135,000
Construction cost:	250 x 15 = $3,750 x 300 =	$ 1,125,000
TOTAL		$ 1,260,000

Funding Source**:**

CRA Revenues
Grants

7.11

RIVERWALK AT INLET VILLAGE- ***(Map Location 10)***

Background**:**

This section of the Riverwalk begins at Austin's Grill and continues east under the U.S. One bridge past Seasport Marina, Jetty's and Crabhouse restaurants, Dale parcel, Castaways, and ends at the boathouse at Suni Sands.

This 2,100 linear ft. section of Riverwalk is by far our most complicated section as it trisects a working waterfront and large marina. It is dependent on redevelopment of the four to five of the seven parcels and will consist of upland and over water sections.

The January 24, 2005 PBS & J report identified some of the constraints of the waterfront area including aged seawalls, existing docks, as well as some relatively minor environmental impacts which will all be factors during construction.

Project Objectiv**e:**

To provide public access to approximately 2,100 linear ft. of the Jupiter Inlet servicing as a gathering area for the community while providing a draw for the restaurants and retail businesses along the corridor. This section is by far the jewel of the Riverwalk for public gatherings for its magnificent views of the waterfront and the historic Jupiter Lighthouse.

Probable Cost:

At this time, staff expects that the Riverwalk will be built in sections as parcels redevelop. The PBS&J report estimates this section to cost approximately $11.5 million which includes seawall replacement and over water at sections of the Riverwalk. Actual costs are to be determined as each section comes on line.

Funding Source:

CRA Revenues
Developer Contribution
Grants

7.12

INLET VILLAGE - A1A CONCEPTUAL DESIGN FOR LEVEL OF SERVICE IMPROVEMENTS AND ROADWAY ENHANCEMENTS - *(MAP LOCATION 11)*

Background:

The Inlet Village is planned as a heavily pedestrian oriented village with many modes of transportation such as boating, water taxis, trolleys and bicycle facilities. A key element for the long term viability of the Inlet Village is how these pedestrian and transportation facilities are integrated with vehicular traffic in the village along a the two lane road known as A1A or Ocean Blvd.

This project will develop a Corridor Master Plan by initially preparing an opportunities and constraints report to include identifying ingress & egresses, location of underground and above ground utilities, site lines, and determining necessary length of service improvements. Once a thorough report has been completed and the opportunities and constraints of the roadway are identified a community workshop will be scheduled with residents, stakeholders (business owners, Palm Beach County Engineering and the utility companies that are located within the right of way) to develop a Master Plan for the corridor. The Master Plan will address level of service improvements, transportation facilities (sidewalks, pedestrian crosswalks, trolley stops, traffic control medians, bike lanes, etc.) and aesthetics of the corridor. This Master Plan will then be used to generate permitting, funding and construction schedule strategies.

Project Objective:

The objective for this project is to survey existing conditions, identify opportunities and constraints of the corridor and through resident and stakeholders workshops develop a master plan that will accommodate large volumes of pedestrian traffic, trolley, water taxi and bicycle facilities, vehicular access and aesthetics of the corridor. Upon completion of the Master Plan an implementation and funding strategy will be determined to construct the improvements planned. It is critical to the overall health of the Inlet Village to expedite this project to minimize the impacts of construction to the businesses that the Town desires to attract to the Village. Construction is anticipated to take 24 months to complete from issuing a notice to proceed to a contractor. The Master planning effort is expected to take 12 months once a consultant has been chosen.

Probable Cost**:**
Planning Effort: $ 50,000
Estimated Engineering /Construction Cost: To be determined upon completion of planning effort

Funding Source:
CRA Revenues
T-21 Grants

7.13

INLET VILLAGE - ROADWAY NETWORK – ***(Map Location 12)***

Background:

The following roadways have been identified for construction or re-construction for the implementation of the Master Stormwater System for the Inlet Village and/or improve traffic and pedestrian circulation throughout the Village:

1. Yarborough St.
2. Love St.
3. Clemons St.
4. Celestial Way North and South
5. River Road East
6. Saturn St.

Due to the age of the infrastructure and utilities in this area, it is anticipated that all systems will need replacement. The first phase of this project will provide a conceptual plan, proposed cross sections, identify infrastructure improvements including utilities and a probable cost for these roadway improvements.

Upon completion of this initial concept plan, a detail cost and schedule can be determined.

Project Objective:

The objective for this project is to implement the Master Stormwater System, improve traffic and pedestrian circulation and identify the utilities and infrastructure improvements necessary to service the Inlet Village.

Probable Cost:

Planning Effort: $ 31,000
Engineering Construction Cost: $3,000,000 through 2011, though actual cost and schedule for construction will be determined upon completion of the Planning Effort.

Funding Source**:**
CRA Revenues
Developer Contributions

7.14

RIVERWALK – A1A PEDESTRIAN CROSSING – *(Map Location 13)*

Background:

This section of the Riverwalk will bring visitors from Burt Reynolds Park bridge though the Colonial Bank site and across A1A to the proposed Lighthouse Promenade. This section consists of approximately 310 linear ft. of Riverwalk on the Colonial Bank property and approximately 80 linear ft. of roadway crossing at A1A. To implement this section it will be necessary to obtain an easement from Colonial Bank, make some minor modifications to the existing parking lot, and relocate some existing utility boxes and a light pole.

Project Objective:

This section of Riverwalk will provide access to and from the Inlet Village and Burt Reynolds Park. Ultimately, Burt Reynolds Park can be used for overflow parking for the Inlet Village as well as a future water taxi facility.

Probable Cost:

Design: $20,000

The cost of this section is to be determined upon completion of a concept design. It will be necessary to modify the bank parking lot, potentially purchase an easement from the bank as well as determine the need for a signalized pedestrian signal at A1A.

Funding Source:
CRA Revenues
Grants

7.15

RIVERWALK – PUBLIC BOAT DOCKING – ***(Map Location 14)***

Background:

Public boat docking provides opportunities for residents and visitors to access the Riverwalk and the Inlet Village via the waterways. Each docking facility is essentially a parking space. Assuming a maximum 4 hour stay, each dock provides for 4 boats per day, 365 days per year or 1460 boats.

Similar to vehicular parking, peak docking times are anticipated to be primarily nights and weekends. However, if the Inlet Village is developed as a year round destination location, public docking could be expected to be used throughout the day year round.

Locations for public docking facilities include the Harbourside, Austin's Grille, the old US 1 Bridge, the waterfront area between Sea Sport Marina and Suni Sands, as well as along the Oxbow across from Burt Reynold's Park. The best opportunity for public docks is at the old US 1 Bridge where an estimated 30 slips could be installed.

Project Objective:

Provide alternative forms of transportation to access the Riverwalk and the Inlet Village and encourage the use of the waterways which are the signature features of our waterfront community. The target goal would be approximately ~~100~~ 75 day docks throughout the Riverwalk corridor and the Inlet Village.

Probable Cost:

Currently 16 public slips are existing at Jupiter Yacht Club Marina and Inlet Village Marina. To meet the goal of approximately ~~100~~ 75 slips, another ~~84~~ 54 slips would be desired. The cost estimate for these slips is ~~1.0~~ 1.1 million dollars or ~~$12,000~~ $20,000 per slip assuming a floating dock system. ~~15 ft. x 8 ft. average size slip~~. Most of the docks are anticipated to be constructed by developers, although dock slips at Old U.S. One bridge could be constructed by the CRA.

Funding Source:
CRA Revenue - Town docks at Old U.S. One Bridge
Developer Contributions
Grants - Town docks and water taxi facilities

7.16

INLET VILLAGE MARINA – ***(Map Location 15)***

Background**:**

This one acre waterfront property was purchased by the Town in the summer of 2006 understanding that the CRA would ultimately purchase the property once a funding source was identified. The property is to be used in conjunction with the redevelopment of the Inlet Village. The immediate use of the property is limited to the reconstruction of the seawall and docks to provide docking facilities for access to the Inlet Village. The ultimate use of the property whether it be private or public is to be determined via stakeholder workshops in the summer/fall 2007.

Project Objective:

Purchase the property from the Town and provide boating and pedestrian access to the Inlet Village. Assuming that the docks will be open seven days a week year round from 6:00 am to midnight with a max. mooring of 4 hours, this project would permit up to 8,760 boats to access the Inlet Village. Using a conservative estimate on the peak use hours of nights and weekends, we can estimate: 6 boats M-Th; 12 boats F; 25 boats Sat; 12 boats Sun. Approximately 55 boats p/week x 52 wk./yr. = 2,860 or approximately 6,000 patrons.

Probable Cost:

Land cost: $ 3.9 million
Reconstruction of the seawall and 6 docks along with providing pedestrian access from the docks to A1A: $460,000.
Storm water Impact Fee: $ 18,000

Funding Source:

It is anticipated that this project will be funded via a CRA revenue bond and a $200,000. F.I.N.D. grant
Assuming no additional improvements are desired in the immediate future for the property and the Town is successful in acquisition of the grant the bond funding needed is $ 4,178,000.

7.17

US 1 SCENIC CORRIDOR - ***(Map Location 16)***

Background:

The Scenic Corridor is a multi-use path located in the western side of US 1 from Ocean Way north to JYC. Most of the corridor was installed with the development of Tierra Del Sol, JYC and Mangrove Bay. This project will install the missing links of the Scenic Corridor multi-use path.

Project Objective:

FDOT will install the missing sidewalk on the west side of US 1 from the Tierra Del Sol parcel north to JYC. The CRA will contribute $50,000 towards the project to increase the path width from the standard 6 ft. to 10ft. to meet the criteria for the Scenic Corridor. By participating with FDOT, the Town/CRA saves $150,000 and gets the path in service.

Probable Cost:

Engineering:	$ 25,000
Construction:	$175,000

Funding Source:

CRA Revenues
FDOT

7.18

RIVERWALK - LIGHTHOUSE PROMENADE – *(Map Location 17)*

Background:

Lighthouse Promenade is the main street of the Inlet Village. This street is approximately 830 feet from A1A to the waterfront and will be heavily pedestrian oriented. It is anticipated to include two way traffic, sidewalks, street trees/palms, flowering shrubs, specialty pavement, lighting and street furniture. In addition, the street will include a portion of Riverwalk at the shoreline as well as a pier and dock facility.

Project Objective:

This section provides the Inlet Village main street access to the Riverwalk along the Inlet and a docking facility for residents and visitors to use. This street is punctuated by the sight of the water and the magnificent lighthouse and will be a natural gathering area for the community.

Probable Cost:

Conceptual Design:	20,000
Engineering:	To be determined
Construction:	To be determined

Funding Source:

CRA Revenues
Developer Contribution
Grants

7.19

INLET VILLAGE - PUBLIC GARAGE – ***(Map Location 18)***

Background:

In March, 2002, the Community Redevelopment Agency purchased the Love Street property with the knowledge that public parking would be a necessary component for the success of the Inlet Village. Additionally, the parking within a garage could be used as an incentive, to attract desired uses to the Inlet Village and the waterfront. Ultimately, it has been recommended that a garage be constructed which would accommodate approximately 230 spaces per level. It has yet to be determined how many levels of parking are needed.

Project Objective:

Provide public parking for the Riverwalk and other waterfront amenities as well as providing parking for surrounding properties as an incentive to attract desired uses to the Inlet Village.

Probable Cost:

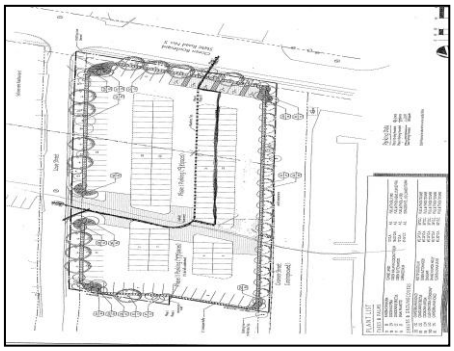
To be determined at the time that the desired amount of parking is identified.

Funding Source:

CRA Revenues
Potential Developer Contribution

7.20

INLET VILLAGE – LOVE STREET TEMPORARY SURFACE LOT – *(Map Location 19)*



Background:

In spring of 2002 the CRA purchased the property located on Love Street and A1A for parking in the Inlet Village.

As various businesses have opened including Castaways and Guanabanas, the area has become somewhat of a destination and has brought many residents and visitors to the Inlet Village to enjoy the waterfront. With the popularity of the Inlet Village, the demand for parking exceeds the existing parking. To remedy this, the CRA prepared an R.F.P. to allow local businesses to lease the property and construct a temporary surface lot.

Project Objective:

To lease the property to surrounding businesses for a temporary surface parking lot and collect revenues on a property that the CRA had no immediate plans to develop. The revenue collected is based on 170 spaces x $20.00/space for 36 months for a total of $122,400.

Probable Cost:

Engineering & Permitting: $ 25000
Construction Cost Estimate: $200,000

Funding Source:

$ 225,000 = Severn Realty Lessee

7.21

RIVERWALK AND INLET VILLAGE SIGN PROGRAM – *(Map Location 20)*

Background:

The Riverwalk ultimately will span approximately 3 miles and connect with the recreational corridor along the beach. It has always been planned to implement a sign program that, along with maps, would identify various points of interest, historic and archeological sites, docking facilities, parks, entertainment district, parking, etc.

Additionally, the Inlet Village would have a similar signage program which would identify these same elements as well as public facilities including parking, public docks, access to the waterfront, and trolley stops.

Project Objective:

To implement an aesthetically pleasing sign program which provides information and way finding for visitors, showcases the assets of the community, and identifies locations of parking, docking, trolley stops, water taxi stops, etc.

Probable Cost:

Conceptual Design: $10,000
Construction Cost: To be determined upon completion of conceptual design

Funding Source:

CRA Revenues

7.22
RIVERWALK – OXBOW BRIDGE - *(Map Location 21)*

Background:
This connection will be two phased. Phase I is improvements to be included on the bridge structure. Phase II will be the switchbacks which will be connected to the bridge upon completion of the bridge replacements. There is a partnership between the CRA and FDOT to implement the Riverwalk and Riverwalk elements in conjunction with the replacement of the US 1 fixed bridges. The Riverwalk will be placed on the west side of the southern fixed bridge than cross under the bridge. The CRA will provide the funding for the Riverwalk component as well as the upgraded decorative rails. The CRA will be responsible for Phase II which is the construction of the handicap ramp switchback from US 1 to under the bridge as well as connect to Burt Reynolds Park.

Project Objective:
This bridge connection will provide residents and visitors safe access to Burt Reynolds Park and Harbourside by going underneath the new fixed bridge opposed to having to cross 4 lanes of traffic at Piatt Place.

Probable Cost: (Phase I & Phase II)

Permitting, Design & Engineering:	$ ~~45,000~~ 91,000
Construction cost:	$ ~~854,000~~ 616,200
TOTAL	$ ~~899,000~~ 707,200

Potential Funding Source**:**

CRA Revenues
Grants
Developer Contribution

Update: 2012

Phase I cost was amended by FDOT to be $308,000 for construction cost
Phase II cost is anticipated to cost $399,200 which includes permitting, design & construction cost

7.23

FIRST UNION BANK PROPERTY – ***(Map Location 22)***

Background:
This 1.5 acre parcel was purchased by the Town of Jupiter from the Florida Department of Transportation in the spring of 2004. It was the desire of the Town Council to use the property to encourage the development of the Riverwalk Entertainment District north of the Indiantown Road Bridge. Then the property could potentially be sold and included in an overall master development plan for the Entertainment District.

Additionally, then the Town would be able to incorporate into the development of the First Union Bank property, public parking, restrooms, space for cultural use and storage for the Riverwalk events.

Project Objective:
Use the property as an incentive to encourage development of the Entertainment District and provide public parking, restrooms, storage, etc. for use by the Town for visitors to the Riverwalk Events Plaza.

Probable Cost:
No cost to the CRA is anticipated.

Funding Source:

Private Development/Community Development District

7.24

PIATT PLACE – ***(Map Location 23)***

Background:
This 4.86 acre property was purchased by the Town in the summer of 1999 anticipating that the property c0uld be developed with a joint public/private project. The discussions have included providing cultural uses with public parking and potentially having a residential component. The ultimate use of the property has yet to be determined by the CRA Board.

Project Objective:
Ultimate use to be determined.

Probable Cost:
To be determined once a use is identified.

Funding Source:

CRA Revenues
Town of Jupiter

The Community Redevelopment Agency may also pay the cost associated with the acquisition of public rights of way, the ownership of which shall be dedicated to the town or other public entity as appropriate. The Community Redevelopment Agency Board shall approve the specific details as to type, size, location, purpose, cost, timing and real property acquisition for public rights of way. All public improvements and facilities to be installed and constructed by the Community Redevelopment Agency shall be coordinated with any public improvements or projects undertaken in the redevelopment area by the Town or other public entity.

All public improvements and facilities installed or constructed by the Community Redevelopment Agency, Town or others shall conform to the Town of Jupiter's Comprehensive Plan.

8. REDEVELOPMENT STRATEGIES (PROJECT AND PROGRAM TYPES)

8.1 Purpose of This Section

This section is designed to identify the types of strategies, key and catalyst projects and programs that may be implemented by the Jupiter Community Redevelopment Agency (CRA). It includes projects outlined in Section 7 of this Community Redevelopment Plan (CRP), as well as new projects and program types and structures.

While key components of the CRA's future work plan are outlined, this section is not intended to be an exhaustive list of the projects and programs that the CRA may undertake. This section has been created with suggestions as to implementation though final project. Parameters shall be developed by the CRA to account for all conditions at the time of undertaking and they need not follow these strategies and projects precisely. This section is intended to provide a framework for understanding of future projects forms and to comply with all applicable sections of Section 163 Part III of the Florida Statutes. Potential CRA actions, as listed, are illustrative examples of the types of projects and/or programs the CRA may undertake. Actually CRA undertakings need only relate to explanation of the types of projects/programs or provide for the desired results as outlined within this CRP.

8.2. Organization of this Section

Four CRA sub-areas are outlined and will be discussed separately in this section in order to present desired conditions and potential CRA activity in an organized and easily understandable manner. These areas are:

1) **The South CRA** - The area South of Indiantown Road except for the commercial areas on the east side of US-1;

2) **The Central CRA** – The area North of Indiantown Road to the south side of the Jupiter River Oxbow and the commercial properties on the east Side of US-1 south of Indiantown Road;

3) **The Burt Reynolds Park Area** – The island of land created by the Intracoastal Waterway and the Jupiter River Oxbow;

4) **The Inlet Village** – The area North of Jupiter River Oxbow to the Jupiter Inlet.

While the four areas are all part of the CRA, each area is unique with its own characteristics that define it from the other areas and each has its own set of needs. Additionally, each property within a sub-area interacts more and has a greater influence on the other properties within their sub-area than they do on properties in the remainder of the CRA. This is not to say they do not have any influence on properties outside their sub-area, just that the influence is more direct and noticeable within.

The Section will end with a short description of financial inducements that the CRA should formulate to promote the development program outlined herein.

8.3 The South CRA Area

8.3.1 Public Infrastructure

There are only two public roadways within this area, US-1 and Coastal Way, both of which are fully constructed and enhanced. The CRA should work to insure that all segments of the US-1 Scenic Corridor project are completed. This may be done with or without the assistance of the Florida Department of Transportation (FDOT) and/or other entities (public or private).

The CRA should install a complete wayfinding system along US-1 and Coastal Way to direct pedestrians, bicyclists, and automobiles to key destinations within the CRA Area. A standardized sign style should be designed, fabricated and installed. These signs should direct traffic to uses such as trailheads of the Riverwalk, the Jupiter Yacht Club, the Riverwalk Events Plaza, and to other key destinations in and out of the CRA.

The CRA may also add decorative street lighting and other streetscape features to the roadway system in this sub-area to help define the CRA area as a whole.

The CRA should work to underground utilities, where present, along US-1 through this area. Undergrounding should not be a priority project, but should be considered and potentially constructed when redevelopment of an adjacent site is undertaken or when the opportunity presents itself (when other utility or roadway projects in the area would lessen the cost to do so).

Potential CRA Actions:

a) Complete all segments of the US-1 Scenic Corridor.
b) Design and construct a wayfinding signage system for the roadway network.
c) Install decorative lighting along US-1 and Coastal Way.
d) Underground utilities along US-1.

8.3.2 Development

The CRA should encourage development on the vacant parcels within this sub-area. The area has a pattern of mixed-use development, as desired by the Town and CRA which should be continued and potentially incentivized.

If the CRA desires a hotel in this area, it may wish to consider the creation of a development incentive program to attract a hotel. Any reimbursement of costs associated with the construction or location to a suitable site in this area would lower the cost to the developer or operator and would encourage the development as desired. This incentive could be, but may not be limited to, the form of reimbursement for impact fees, connection charges to water/sewer systems, permit fees, planning approvals or other such governmental charges.

New public boat slips/docks would also add additional users and value to the area. The significant mangrove areas will make the siting of new slips/docks difficult, but the CRA could encourage or undertake the construction of these facilities where appropriate and insure their design integrates them with existing and new development, as well as the Riverwalk, to the greatest extent possible.

Potential CRA Actions:

a) Develop an incentive grant program to grant reimbursement of costs to developers seeking to build desired project types, such as a hotel.
b) Construct or cause to be constructed new public boat slips/docks.
c) Develop list of appropriate second floor uses for retail-style buildings that will continue to encourage pedestrian traffic but not rely on walk-by traffic to the extent retail establishments might. The CRA should encourage the use of this list or uses from this list at the time of project approval.

8.3.3 The Riverwalk

The completion of the Riverwalk in this area would allow clear movement from the Events Plaza to the Ocean and would significantly increase the viability and the use of the Riverwalk area. The CRA should pursue easements from private property owners to construct east-west access ways to the Riverwalk from US-1.

The Riverwalk Events Plaza should continue to evolve to include appropriate public facilities like public restrooms and sufficient parking for all anticipated events. Other facilities such as fixed concession stands or additional utilities for vendors should be installed when determined to be necessary or advantageous to the area's operation.

Potential CRA Actions:

a) Construct the missing Riverwalk Jupiter Ridge connection at Elks Club.
b) Construct the missing Riverwalk segment at River Plaza.
c) Install entrance feature to the Riverwalk at west side of US-1 crossing at Ocean Way.
d) Establish, through construction or agreement, parking at trailhead at US-1.
e) Construct Riverwalk trailhead near west side of US-1 crossing at Ocean Way.
f) Construct a visible and safe, Riverwalk pedestrian crossing across US-1 to Ocean Way.
g) Continue to add necessary and desired public facilities (including restrooms and parking) at the Riverwalk Events Plaza.
h) Design and install a wayfinding signage system for the Riverwalk.
i) Obtain easements from private property owners and construct access paths from the US-1 walkway to the Riverwalk.
j) Develop an incentive program to grant reimbursement of costs to developers seeking to build a hotel.

8.4 The Central CRA Area

8.4.1 Public Infrastructure

The CRA should facilitate the installation of a complete way-finding system along US-1, Indiantown Road and Coastal Way to direct pedestrians, bicyclists, and automobiles to key destinations within the Central CRA Area and the rest of the CRA. A standardized sign style should be designed, fabricated and installed. These signs should direct traffic to key uses and destinations in and out of the CRA. The CRA may also add decorative street lighting and other streetscape features to the roadway system in this sub-area to help define the CRA area as a whole.

Overhead utilities on the east side of US-1, as well as those on Coastal Way should be undergrounded where possible, to enhance aesthetics and provide safety in the event of severe weather events. Undergrounding should be required for new projects and undergrounding or relocation of utilities may be undertaken by the CRA (with or without others) in the event that the opportunity to do so occurs in conjunction with another utility or roadway project.

Potential CRA Actions:

a) Design and construct a wayfinding signage system for the roadway network.
b) Install decorative lighting and streetscaping elements along US-1 and Coastal Way.
c) Underground utilities along US-1.
d) Underground utilities along Coastal Way.

8.4.2 Development

The Eastside Centers

The CRA needs to monitor existing centers and other commercial properties in the area through the economic downturn and into the future to insure that these properties do not experience excessive vacancies, particularly their anchor spaces. Should anchor spaces or key properties begin to see vacancies, the CRA could fashion incentive programs for potential new tenants. These programs could reimburse or cover the cost of permitting for the new business, additional impact fees or water/sewer connection charges that may arise due to a change in the occupancy. Such programs are utilized by other CRA across the state, but it is not advisable to provide such incentive unless absolutely necessary. As the business entity rarely owns the property, there is no way to protect granted funds through a lien or other legal instrument unless the property owner agrees. Therefore, the granting of funds to a business is a very risky investment.

Harbourside

The proposed Harbourside Project (commercial entertainment area) would utilize almost all of the vacant land on the west side of US-1 through this sub-area except for a small parcel adjacent to the bridge along the Intracoastal Waterway. The project has great promise and the CRA has already agreed to participate in the project through an increment rebate to the property of an amount equal to 50% of the revenue generated from the property (up to $350,000 annually for 10 years).

Should the project not be developed, the CRA should consider a similar increment rebate or other development inducement for a successor project that is similar in nature. The loss of this project will set the CRA's efforts back so it will be critical to replace it with another beneficial project as soon as possible. The CRA should work with the property owners, as well as network within the area to attract a new developer to

undertake a similar catalytic, mixed-use development that would take Harbourside's place.

Whether the Harbourside project continues forward or another project is ultimately constructed at this location (the area to the northwest of Indiantown Road and U.S. 1), the CRA may need to consider incentives beyond construction needs. The CRA could develop new business or other such tenant-based incentives should there be a need to implement such programs to assist in promoting a vibrant, healthy and fully tenanted property at some point in the future.

Potential CRA Actions:

a) The CRA should continue its commitment to the Harbourside Project of an increment rebate.
b) Should the Harbourside Project not come to fruition, the CRA should work with the Harbourside property owners to network and find another developer to construct a mixed-use project at the site.
c) The CRA should consider similar incentive rebates to a similar successor project should the proposed Harbourside Project not be developed.
d) The CRA should consider and potentially implement other incentives to assist in the attraction of new business to this sub-area.
e) If significant square footage in the existing commercial centers in this area becomes vacant, the CRA should consider a business attraction incentive to assist property owners attract new anchor or key tenants to the centers or to individual parcels.
f) CRA Board recognized the difficulty of integrating residential units into a commercial entertainment area and would request that the Planning & Zoning Commission consider the value of limiting or eliminating residential units in the Harbourside entertainment area.

8.4.3 The Riverwalk

The Town/CRA has secured $1.6 million in grant funding to construct the Riverwalk through the Harbourside Area. The developers of Harbourside have pledged to provide the required match for the funding and to construct the Riverwalk as part of their development plans. The concern for this segment is that the Harbourside project will not proceed within a timeframe that would have the Riverwalk segment complete prior to the expiration of the grants. The potential loss of $1.6 million in funding for this key section of the Riverwalk would significantly impair the ability to construct this segment in the future. Should it appear that the grant will be in jeopardy, it is critical for the CRA to advance the matching funding for this portion of the Riverwalk and to construct this segment. If the CRA needs to advance the funds and construct the project, the CRA should negotiate with the Harbourside developers to place a lien against the property, create a special assessment district or determine some other constructive way to recoup the advanced funding in the future from the developer, future developer or land owner(s).

Once constructed, this portion of the Riverwalk should also include appropriate wayfinding signage to indicate the location of other amenities along the Riverwalk and key destinations such as public restrooms, parking, the Events Plaza or the Jupiter Yacht Club.

Potential CRA Actions:

a) Insure construction of the Riverwalk through this sub-area and across to the Burt Reynolds Park Area.
b) Advance the match for existing Riverwalk grants and construct the Harbourside segment, if necessary.
c) Insure sufficient overflow parking for the Events Plaza at Harbourside.
d) Design and install a wayfinding signage system for the Riverwalk.

8.5. The Burt Reynolds Park Area

8.5.1 Public Infrastructure

There are no pedestrian facilities on the US-1 bridges across either side of the Oxbow (from the north end and from the south end). FDOT does have replacement bridges planned and the Town/CRA has committed to work with the Department to provide pedestrian facilities across the south bridge. The CRA should work with FDOT to provide similar pedestrian facilities across the north bridge.

The Town's Stormwater Utilities Map does not indicate any stormwater utilities in the entire Burt Reynolds Park area. The need for such facilities would come from new development and thus the CRA could get involved in providing such facilities if it or others were to develop land in the area. The CRA should also work by itself or with others to construct/relocate any other utilities (Cable, telephone, electric) underground to improve the aesthetics of the area.

Potential CRA Actions:

a) Continue to work with FDOT to install pedestrian facilities on the south US-1 Bridge when replaced.
b) Work with FDOT to install sidewalks on both side of US-1 through the area.
c) Work with FDOT to install pedestrian facilities on the north US-1 Bridge when replaced.
d) Insure that all utilities placed on the island in the future are placed underground.

8.5.2 Development

This area, which is an island, is not particularly conducive for commercial or residential development due to its isolation and environmental constraints. While the Town/CRA cannot control whether the privately-owned properties are developed for commercial or residential use when entitlements exist on the property, the CRA should not necessarily encourage such intense development. The island is better suited to be an attractor of additional visitors and potential customers of businesses in the CRA, particularly the Inlet Village area, by encouraging more boating access for the area and supportive marine-related uses as well as other destination-style tourist and recreational uses.

Palm Beach County has a conceptual design for a new marina at Burt Reynolds Park. This project is currently on hold due to budget constraints. The CRA should work with the County to find the best way to construct this marina while mitigating its impacts on the Jupiter River Park mobile home community across the river.

The CRA should investigate if there are other opportunities within this area to construct additional public boating and/or marine-related facilities. There is a lagoon off the Intracoastal Waterway to the immediate northwest of the Town-owned Piatt Place property. This lagoon should be investigated for the potential of boat docking facilities. The Piatt Place property could then be an excellent location for the Town, CRA or other entity to provide upland-facilities such as showers, restrooms parking, or storage. There may also be other opportunities on the privately owned land to the south of Piatt Place to provide public facilities and additional boating slips.

Should additional boat slips not be allowable or if they would be too costly to construct under current environmental laws, the CRA could encourage and participate in creating other public uses for the area such as an appropriate cultural facility or expansion of the Park.

Potential CRA Actions:

a) Work with Palm Beach County to provide additional boat slips at Burt Reynolds Park and mitigate impacts on the Jupiter River Park mobile home community.
b) Investigate the potential for the addition of a public boat docks in the lagoon area near the Piatt Place property as well as elsewhere around the island.
c) If public boat docks are possible on the west side of the island, work with the Town to develop upland public facilities at the Piatt Place property (i.e. restrooms, showers, parking).
d) If public boat docks are not possible seek to utilize the Town land to provide a cultural facility or other such use that would essentially expand recreational opportunities in conjunction with the Park.
e) Work with the private property owners to seek alternative developments other than retail, office or residential on the properties.

8.5.3 The Riverwalk

There are currently no facilities of the Riverwalk installed in this area. There is an agreement with FDOT to include a pedestrian facility across the South US-1 Bridge over the Jupiter River Oxbow when FDOT upgrades the bridge within the next two (2) years. The CRA has committed to making additional improvements to the bridge and constructing a second phase of the project which will bring the Riverwalk under the bridge and connect to Burt Reynolds Park.

The CRA has also allocated funds to begin design of a Riverwalk pedestrian bridge across the river from Burt Reynolds Park to the Inlet Village. The CRA should pursue designs for a Riverwalk pedestrian bridge across the river to the Inlet Village and for an easement along private property on the Inlet Village side. The CRA should pursue grant funding to the greatest extent possible for the design and construction of this facility.

Once there is access to the island, the CRA should work with the County to integrate the Riverwalk through Burt Reynolds Park and to establish the Park as a major trailhead of the Riverwalk.

Wayfinding signage should be installed at key locations along the Riverwalk and the roadway to direct users to specific locations both inside and outside the Area.

Potential CRA Actions:

a) Continue to work with FDOT to construct the south Jupiter River Oxbow crossing in conjunction with the south US-1 Bridge reconstruction.
b) Construct the Riverwalk connection under the South US-1 Bridge to Burt Reynolds Park.
c) Work with FDOT to include pedestrian facilities across the North US-1 Bridge to the Inlet Village Area.
d) Seek designs for the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow
e) Seek grant funding for the construction of the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow.
f) Construct the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow.
g) Pursue easements on the private properties on Inlet Village side of the Riverwalk pedestrian bridge.
h) Work with Palm Beach County to integrate the Riverwalk into Burt Reynolds Park.

8.6. Inlet Village Area

8.6.1 Unifying Theme

The Inlet Village area is the one of the oldest areas of what is now Palm Beach County. It has a long history starting with the Jobes tribe of Jeaga Indians, through the period of Spanish shipwrecks of the 1600's and 1700's, leading to European settlement. The area's later history as a transportation hub at the confluence of the Loxahatchee River, Jupiter Inlet and the Intracoastal Waterway was bolstered by the construction of the short-lived Celestial Railroad in the late 1800's. Remnants of this history are still scattered about the Jupiter area with the most visible being the Jupiter Inlet Lighthouse, across the Inlet from the Inlet Village area.

The CRA should actively pursue tourism related businesses that would be based in the Inlet Village area. Charter fishing boats, dive boats and area boat tours should be encouraged to run from a base of operations in the Inlet Village. Outdoor adventure operations can also be based from the Village as well. Kayaking tours of the area can be launched from locations at or near the area. Additionally, the CRA should promote historical and environmental education and tours through promotion of the Inlet Village as a base of operations for tours of the Jupiter Inlet Lighthouse and the entire Jupiter Inlet Lighthouse Outstanding Natural Area (JILONA), the Dubois Park property, the Loxahatchee River District's River Center at Burt Reynolds Park and guided environmental tours of the Loxahatchee or undeveloped natural areas along the Intracoastal Waterway. Partnerships with other eco-tourism related destinations in the area but not within the CRA should also be explored. Marketing partnerships with facilities such as Jonathan Dickson State Park and the Loggerhead Marine Life Center in Juno Beach could be formulated to entice the significant number of visitors to these facilities the Inlet Village area during their excursions.

The CRA should pursue any and all opportunities to work with the organizations, businesses and/or governments that operate any of these facilities and seek to be involved in any future planning efforts by these groups. The CRA could position itself

well if specific efforts or responsibilities were to be included in plans for JILONA or for any other local facility.

The CRA should actively seek to create a central site for information related to tours and adventures (as well as information about the entire Inlet Village area) and should be prepared to provide appropriate assistance to desired uses and businesses to the area.

In order to facilitate these opportunities, the CRA should create a marketing plan that illustrates the unified theme for the Inlet Village, as well as the existing activities in conjunction with the existing outdoor-related businesses and government agencies in the Inlet Village such as: the Loxahatchee River Historical Society, the Loxahatchee River District, Palm Beach County Parks Department, U.S. Coast Guard (as they have jurisdiction over the lighthouse), the U.S. Dept of the Interior. The undertaking of such a plan will create a sense of cooperation among all of these entities and will help to solidify the direction of the theme and how the theme will be presented to the public.

A marketing plan should devise methods to promote the theme to the public through published materials with a defining slogan or catchphrase as well as how the group and CRA can attract additional theme-related businesses and activities to strengthen the theme.

Potential CRA Actions:

a) The CRA should develop the Inlet Village on a theme such as Adventure and History.
b) Work with related non-profit organizations, government agencies and related businesses, to assist in developing an Adventure and History-themed marketing plan.
c) The CRA should develop a central location for information related to the theme and the Inlet Village as a whole.
d) Additional theme-related businesses should be attracted to the Inlet Village area
e) The CRA should take an active role in strategic planning and other planning and marketing efforts for tourist attractions in the region such as JILONA, Jonathan Dickson State Park and the Loxahatchee River.
f) The CRA Board recognized the difficulty of integrating residential units in a commercial entertainment area such as the area between US One and Clemons Street and would request that the Planning & Zoning Commission consider amending the Comprehensive Plan to limit or eliminate residential uses in this area.

8.6.2 Infrastructure

If redevelopment plans are to come to fruition, there will be a significant need to expand and/or redesign some of the area infrastructure that will require upgrades/expansion of the roadway network, parking, storm water, and other utilities, as well as aesthetic enhancements to visible (above-ground) infrastructure. It is critical for the CRA to insure these upgrades and expansions are constructed in advance of the redevelopment in order to prevent the lack of infrastructure from slowing desired development.

Infrastructure Master Plan

In order to understand all of the needs of the area, it is critical that the CRA undertake a comprehensive infrastructure master plan to account for all existing infrastructure and plan for future infrastructure needs in the Inlet Village Area. This master plan should consider all infrastructure needs and design the infrastructure to reduce conflicts, minimize the need for additional easements and right-of-way purchases and begin planning for the most efficient program of construction. The plan should also be prepared with a design and construction plan that would eliminate or reduce issues that would impede redevelopment while simultaneously increasing the safety of visitors to the area.

Stormwater

The Town has already identified, through the 2007 Stormwater Master Plan, the need for additional stormwater improvements to serve redevelopment in the Inlet Village Area. It is anticipated that stormwater will rely heavily on exfiltration trenches. It is also possible that more detailed plans can utilize other creative retention methods such as underground storage below grade of a future public parking lot or garage. The CRA should work with the Town to implement currently planned improvements as well as identify and construct additional creative methods to create stormwater retention and storage areas that can be used as shared facilities with private development or among private developers. This would allow the private development to maximize the use of their land without having to create large surface retention areas or underground storage vaults/systems.

The stormwater filtration and retention facilities at the ends of Love and Clemons Streets should be relocated or redesigned to allow for public access in these areas. The street ends provide for significant vistas across the Inlet and cannot currently be traversed due to the nature of the stormwater facilities.

Overall, the infrastructure master plan for the Inlet Village should include stormwater facilities for any planned roadway surfaces, other impervious public space, and should also be designed to maximize excess capacity that can be utilized by private developments. If constructed with additional capacity, the CRA should develop an inducement program that would offer excess capacity as an incentive to get the type of development or users contemplated by the Community Redevelopment Plan.

Roadways and Sidewalks

The CRA should undertake efforts with the Town and County to expand the roadway and sidewalk network through the Northern Inlet Village area to connect existing and future roadways. The Town's Comprehensive Plan contemplates two east-west crossings to make a grid of the roadway system in this area that is now just the north-south roads of Yarborough, Love and Clemons Streets. The CRA should seek to include on-street parking in the area as well as several well-defined pedestrian crossings. This would decrease pedestrian/motor vehicle conflicts, increasing safety along the roadway, as well as increasing parking capacity.

A connection to Dubois Road can be made through the end of Parkway Street which would make for a direct connection to between the Inlet Village and Dubois Park. There is an existing right-of-way at this point however, it needs to be expanded. The creation of this connection will help to identify Dubois Park with the Inlet Village as well as making it easier to get to.

There are opportunities along A1A and other locations for on-street parking, which would provide needed parking in the area. Additionally, on-street parking along A1A would have a calming effect on motorists (causing them to slow down) and create a buffer between moving vehicles and pedestrians.

Efforts of the CRA must be focused on creating a pedestrian friendly environment throughout the area. This can only be accomplished if there is a complete network of sidewalks on both sides of the public streets throughout the area. Many of the streets do not have sidewalks on both sides, often because the right-of-way is not large enough to accommodate them. The Master Plan must identify where there are insufficient rights-of-way and where sidewalks should be upgraded.

The infrastructure master planning efforts should look at all of the roadways and investigate the need for additional connections, sidewalks, and street widening as well as bring all of the aforementioned issues together in a single plan that considers the impacts of additional roadways and sidewalks on stormwater and other infrastructure systems.

Other Utilities

Other utilities in the area (telephone, cable, electric) are located overhead in some locations in the Inlet Village. In the Yarborough, Love, Clemons Street Area some of these utilities can be found running through the middle of the block (rear yards). While this is less visible, when redevelopment happens and the entire block is taken up by development, the CRA should work to underground utilities in their current location or relocate them. Although not anticipated to be an issue, the Infrastructure Master Plan must also ensure there is future capacity within the existing water and sewer systems.

Streetscape

The Infrastructure Master Plan must include a streetscaping design. The Inlet Village is devoid of public space landscaping (both softscape such as plants and hardscape such as decorative lighting). The streetscape design should be part of the Infrastructure Master Plan, as locations for public facilities and plants have a potential to conflict with underground utilities. Conversely, efforts should be made when planning the underground utilities to insure sufficient locations for landscaping. Wayfinding signage and decorative street lights should also be included in the Master Plan to insure designs and locations do not conflict with other components of the Plan.

Potential CRA Actions:

a) Create an Infrastructure Master Plan to address the needs of all infrastructure of the Inlet Village and insure that conflicts between systems are avoided.
b) Design and construct stormwater facilities with sufficient capacity for public facilities as well as future private redevelopment.
c) Utilize additional capacity in the new stormwater system as a development inducement.
d) Redesign/relocate stormwater retention/filtration systems at the terminal ends of Love and Clemons Streets to provide visitors access to views of the Jupiter Inlet and the Lighthouse.
e) Ensure the roadways portion of the Infrastructure Master Plan contains provisions for the design and construction of the Comprehensive Plan required east-west connector roadways between Yarborough and Clemons Streets.

f) Design and install pedestrian crossings across A1A.
g) Construct an extension of Parkway Street to connect with Dubois Road.
h) Identify and acquire locations where additional right-of-way is needed.
i) If the Infrastructure Master Plan will take more than a year to develop, the CRA should install street trees in the Northern Inlet Village Area.
j) The CRA should design, construct and install wayfinding signs for the Inlet Village Area to direct visitors to key destinations in the area such as public parking and restaurants, as well as key locations elsewhere such as the beach or Burt Reynolds Park.
k) Work to install or construct upgrades to rights-of-ways to provide for roadway improvements, on-street parking, stormwater drainage, streetscaping, and undergrounding or capacity expansions for utilities.

8.6.3 Off-Street Public Parking

The CRA is currently operating a surface lot at A1A and Love Street. This lot is not a permanent solution as it takes up too much valuable land in the area where the Lighthouse Promenade is suggested. The CRA, residents, property owners, and business owners have long talked about the potential of a parking garage to alleviate parking shortages and to free up some of the existing private parking lots for future development. The most viable site for a garage is the Seasport Marina site. It is in the CRA and it is located adjacent to the area of greatest activity and greatest anticipated activity in the Inlet Village Area. The site's location, directly adjacent to the bridge, would render it unimposing when viewed from US-1 and would keep it from overshadowing building in the center of the area. While this site is ideal, it is not the only viable option and any location within or near the Inlet Village Area should be considered as a site for the CRA to construct parking facilities.

If additional development occurs in the Southern Inlet Village Area, a need for additional public parking may develop in this area. Several of the vacant lots in the Southern Inlet Village Area would be appropriate locations for a small public lot with one of the most promising sites being the retention area located at the northwest corner of Parkway Street and A1A. Should sub-grade water storage vaults be able to be installed at this site, a surface parking lot could be constructed over it. The CRA should keep this option open should it be needed in the future.

Potential CRA Actions:

a) Acquire an appropriate location for a public parking garage
b) Design and construct a parking garage for maximum integration into the Inlet Village Area.
c) Monitor needs for parking in the Southern Inlet Village Area as development occurs.
d) Acquire land for and construct a surface parking lot in the Southern Inlet Village Area if necessary.
e) Adopt a Parking Management Plan identifying long term public/private parking strategies and funding sources for the Inlet Village.

8.6.4 Development

Lighthouse Promenade

A mixed-use project called the Lighthouse Promenade has long been considered for this site (see Appendix A). It contemplates a main street with a clear view of the Lighthouse and contains pedestrian scale buildings with a mix of shops, offices and perhaps some residential. This is envisioned by all as the signature project for the Inlet Village Area and a major draw of visitors to the area. It will be difficult for the larger-scale project to be developed in individual pieces under individual ownership. The project is intended to be located on a site consisting of four properties: the CRA-owned Love Street parking lot (PCNs 30434031040070020 and 30434031040070010, the proposed Bubba Gump restaurant site (PCN 30434031040000060), and a partially used parcel to the north of the CRA-owned parking lots (PCN 30434031040070040), as well as existing rights-of-way down the middle of the block that would create the pedestrian promenade to the water.

For the construction of this project to take place it is recommended that a single developer be found to build it. To this end, the CRA should make every effort to assemble these properties and find a developer willing and able to undertake the project. This assembly can be in the form of land acquisition by the CRA, acquisition of transferrable purchase options or a CRA-managed, self-assembly of the land by the CRA and the other two owners. This would greatly facilitate the development of the property as envisioned.

Whether the land assembly options are undertaken or not, the CRA should have a conceptual design prepared that follows its vision for the site. A design, indicating the potential amount of square footage, site needs for drainage, parking, or other requirements would assist the CRA in conveying its vision to the public and to potential developers. Additionally, it would be easier for potential developers to understand the scope of the project with this information.

The CRA may need to provide other inducements to encourage development of this project. There is potential for the CRA to write down the cost of its own land at this site, add any impact fee-offsets/credits it may obtain from infrastructure work done in the area, and offering excess capacity in any stormwater retention system(s) the CRA constructs could also be inducements to insure this project's viability.

Suni Sands Mobile Home Park

The CRA needs to be prepared should the owners of Suni Sands choose to sell their property as it is possible that such a sale might occur at some point. Any new owner would be interested in converting the property to permanent structures. Should this be the case, it would be appropriate for the CRA to support a Future Land Use change and a zoning change to encourage more mixed use development of the property. If the Lighthouse Promenade comes to fruition, this property would be an excellent location for additional restaurants and retail shops mixed with some residential properties or a hotel. The CRA should be prepared to utilize its package of development inducements to encourage appropriate development on the site.

The Boathouse, which is located in the Suni Sands area, has some local historic significance and the CRA should seek to capitalize on this history. The CRA should promote its preservation (though not participate in the preservation) and seek future access if it can be appropriately incorporated into the CRA's future planning for tourism activities.

East of A1A - Saturn Street to Jupiter Beach Road

There are several vacant parcels in this area that would be appropriate for development: the three (3) acre site at A1A and Parkway Street and the 2.4 acres site between A1A and Dubois Road just north of Jupiter Beach Road. Overall, these sites are somewhat constrained by the surrounding land uses. Both sites would benefit by new uses along the waterfront on the other west side of A1A. Some potential uses, given current conditions, are presented below.

The three (3) acre site is a narrow but deep lot. The A1A frontage could be an appropriate location for a bed and breakfast or a restaurant location. Should it become a restaurant, it should be limited to meal hours and not have the potential to be transformed into a nightclub due to its proximity to residential and the lack of nighttime activity on surrounding properties. A restaurant would cater more to beach goers and employees in the surrounding offices. These uses would be more appropriate if development happens across A1A along the Jupiter River Oxbow first. Absent of these uses, this site is limited in the potential use because it is surrounded by professional office. One other potential use would be to construct a CRA-supported artist colony that would include live-work studios. This would provide additional residential to the area while adding a creative industry that has the potential to draw visitors. The type of artists recruited for such a facility would be up and coming and thus the CRA would need to subsidize the project through any of the potential development inducements.

The 2.4 acres site is better suited for development, as it width and depth are more proportionate and the site is located further away from the heart of the professional office sites. This site might be suitable as a hotel location. While it is located away from the action of the Inlet Village, it is well positioned between the restaurants and the beach. A small boutique hotel catering to a more resort like atmosphere might work on this site. It is unlikely however, that this site would be high on a list of potential sites in the current economy. Hotels are currently seeking more centrally located sites or sites like this one that are more mature and the activities of the area have already been developed and are up and operating. A complex catering more to beachgoers and the surrounding office users would also be suitable for this location. Appropriate uses for such a complex might include a restaurant/café with limited hours, a graphics/print shop, a beach sundries shop, a sandwich shop, or other take-out style food.

Waterfront properties along A1A

It is important that these parcels be developed to utilize the waterfront locations to their highest potential. The most appropriate use for these properties would be lodging accommodations. The area should not contain large hotels, however small boutique inns or larger bed and breakfast facilities would be ideal for any of the waterfront properties. These properties might also be appropriate for more active river uses such as a retail outfitter with a canoeing/kayak launch and river tours. These sites would also be appropriate for mixed use buildings which have more residential uses than the retail or office uses. The waterfront area would also be appropriate for a café or coffee shops along with some smaller retail facilities.

CRA Marina Property

The CRA Marina property presents some interesting issues as it should be a focal point of activity and the central gathering place in the Inlet Village Area. It needs to be the place where events are held that attract new visitors particularly families. The greatest problem with the site is that it is small for what should be happening on the site.

The site is ideally situated to house a museum/information center where the public could obtain information on eco-tours, fishing and diving opportunities, and lodging.

facilities in the Inlet Village. The site should also serve as a unifying museum with exhibits on the history of the Inlet and the lighthouse as well as on the Loxahatchee River eco-system (as a promotion for the Lighthouse Museum and the River Center). The exterior of the building might include a small parking lot and open space that could host an art fair, green market or other small festival or event. This "CRA Park" should host regular, family-friendly events and private functions (outside of high traffic periods).

The CRA should make efforts to acquire some additional land to the southeast of the CRA Marina site. This would allow for the multitude of uses suggested, as well as allow for another need in the area, expansion of the restaurant to the west of the Marina site. The CRA should try to make an effort to convey part of their land to the existing restaurant property to the west to serve as insurance that the property remains marketable should the existing business fail. The allowance of a small portion of land would enable the facility to construct a kitchen facility and insure continuous operation of the site as a restaurant. Without the ability to expand, should the current business fails, the site would sit vacant for a period of time and redevelopment would require demolition of the entire facility if the current .

Water-Based Uses

The CRA should make every effort to find locations around the Inlet Village to construct additional public boat slips to promote boating in the area and determine an appropriate package of inducements to attract tourism-related marine uses. The most appropriate uses would include charter fishing operators, dive boats, water taxi or other water-based shuttle, and tour boats. These users would need minimal land-based space but could be a significant draw for visitors who would use the water-based services and potentially stay to spend money at the local retail or restaurant establishments. These types of users are also prolific marketers to their target audiences. Their marketing materials would also be indirect promotions for the Inlet Village and its potential theme of adventure and history.

Specific efforts should be undertaken to locate an appropriate dock for a water shuttle to the JILONA. This should be undertaken in order to position the Inlet Village as the place to obtain entry to the facilities of the JILONA. Several of the projects outlined in this section could be designed to include such a facility. These include the Lighthouse Promenade, the properties at the end of Love or Clemmons Streets, or at some point in the future, the Boathouse (access to which is currently restricted due to its location adjacent to the Suni Sands Mobile Home Park).

Diversity of Market

The CRA must continue to the review the marketplace and the mix of business types and the way the businesses are operating to insure the market is providing a balanced mixed of uses in a manner desired by the residents, property owners, Town and the CRA. Specifically, the CRA should work to insure appropriate safeguards are in place to prevent entertainment-type uses (particularly drinking establishments) from becoming the predominate use in the area. An overabundance of these uses would promote high activity on limited nights of the week to the detriment of other properties. Diversity will assist the CRA in establishing the Inlet Village as a family-friendly location that promotes activity throughout the entire day all week and not just at night on limited days.

While entertainment establishments (including drinking establishments) provide to a full-mix of uses and can be beneficial to the overall attraction of the area, the CRA should seek methods to insure these uses do not become detrimental to the overall mix of uses in the area and that they continue to add to the desired atmosphere. The CRA should encourage all uses that would be active and attract users at all appropriate times of the day and which would be complimentary to other desired uses in the Inlet Village.

Land Acquisition

There are a number of key projects in the Inlet Village area that require the development or redevelopment of land. If the CRA wishes to insure the project it desires are developed and/or it wishes to get those projects completed more sooner than later, then the CRA must begin to acquire land. Any property in the Inlet Village (or within the CRA) is to be considered for potential acquisition by the CRA as the best way to control what happens on the properties in the Inlet Village (or within the CRA) is to own them. The CRA can purchase property and release a Request for Proposals for the development of the property as the CRA see fit. The development contract with a selected developer can include any conditions the CRA may wish to impose from the architectural style of buildings to the uses allowed in the development.

Purchasing property may tie-up CRA funds for a period of time, but these funds can be recouped upon the sale of the property to a selected developer (unless the CRA sees fit to write-down the cost of the land as a development inducement).

CRA Potential Actions:

a) Prepare a conceptual design for the Lighthouse Promenade.
b) Participate in land assembly for the Lighthouse Promenade through land purchase, acquisition of transferrable options to purchase or through a self-assembly process.
c) Be prepared to assist a future buyer of the Suni Sands Mobile Home Park design, develop, and obtain approval for an appropriate mixed-use project.
d) Assist property owners of vacant land along A1A (on both the east and west sides) in developing their properties with desired and/or appropriate uses. This would include the use of development inducements.
e) Develop the CRA Marina site to include a museum/information center, child-friendly interactive playground area, and a parking lot and/or open space that can be used for outdoor art fairs, a green market or other festivals and events.
f) Seek additional land to the southwest of the CRA-owned land to expand the potential uses in the “CRA Park”
g) Seek to convey a small piece of CRA-owned land to the property owner to the west of the site to construct a kitchen for the existing and future restaurant uses on their property.
h) Acquire key properties in the CRA while land values are low and interest rates are low.
i) Promote, though not necessarily pay for, preservation activities related to the Boathouse and incorporate the facility in future tourism planning and marketing activities.

j) Monitor the mix of uses and seek methods to control the proliferation of detrimental uses or uses that stymie day-time activity in the Inlet Village.

8.6.5 The Riverwalk

The Riverwalk is not complete and is not constructed in the Inlet Village area. The CRA should, work with property owners through the redevelopment process to acquire easements.

Potential CRA Actions:

a) Work with property owners to acquire easements for the Riverwalk as redevelopment occurs.

8.7 Financial Inducements

There are a number of different methods for the CRA to provide inducements to get the desired development and business users. These methods include, but are not and should not be limited to: land donations and write-downs, credits for infrastructure improvements made by the CRA, reimbursement for development fees, cost of public amenities on private property and assistance with the permitting and project review process. The CRA should fashion a number of different inducement programs to facilitate the various types of programs and projects outlined earlier in this Section. The purpose of these inducements is to encourage the private sector to undertake projects that would not otherwise be financially viable due to market forces or due to desires, demands, and conditions as placed upon the private sector by the Town and the CRA.

This Plan does not outline specific inducement programs as they (the inducements) should address specific needs of the projects the CRA is promoting at any given time. A good outline of several different types of inducements that can be offered can be found in the "Town of Jupiter CRA Implementation Plan" prepared by Planning and Redevelopment Consultants in 2011. This document offers a number of different types of program that could be considered for formal adoption although the projects outlined are not an exhaustive list and the CRA should seek to create innovative, appropriate inducements at any time and in any form as may be appropriate.

Most inducements should be granted on a reimbursement basis so no funds are expended by the CRA until they are collected in increment revenue first. No matter the form of the inducement, it is important for the CRA to have clear program guidelines as to what is expected in the projects and what the CRA is willing to expend for inducements. Any recipient of inducements should sign an agreement with the CRA that can be filed as a lien against the property to insure that all conditions are met or funds will not be granted.

9. SAFEGUARDS TO ENSURE THAT THE WORK OF REDEVELOPMENT WILL BE CARRIED OUT PURSUANT TO THE PLAN

All real property in the Redevelopment Area is hereby subject to the controls and requirements of the Plan or amendments thereto.

No real property shall be developed, rehabilitated, or otherwise changed after the date of adoption of the Plan except in conformance with the provisions of the Plan and the Town's Land Development Regulations.

9.1 Land Use Plan

Properties located within the Redevelopment Area shall be developed in conformance with the goals, objectives, and policies of the Future Land Use Element of the Town of Jupiter's Comprehensive Plan. The provisions of the applicable zoning districts shall govern specific densities and/or intensities for properties in the redevelopment area.

9.2 General Urban Design Guidelines

(1) Enhance public access and views to the Intracoastal Waterway and the Jupiter Inlet.
(2) Promote infill by encouraging mixed use development, redevelopment, as well as destination uses such as small "mom and pop" retail, Inns, art and cultural uses, water dependent and ecotourism businesses and restaurants.
(3) Promote public gathering spaces throughout the corridor that fosters community interaction.
(4) Enhance and promote the existing scale and character of each section of the Riverwalk and Inlet Village.
(5) Enhance the visual quality of the built environment via minimum landscape standards for both private and public properties by promoting canopy trees, palms, shrubs and ground covers.
(6) Establish architectural and site design standards which emphasize pedestrian scale.
(7) Require special landscape and landmark features defining the Riverwalk corridor.
(8) All properties within the Community Redevelopment Area shall emphasize pedestrian, bicycle and boater access and connections as is feasible.
(9) Enhance the area's unique identity and character and contribute to a positive town image.

9.3 Development Controls

Within the limits, restrictions, and controls established in the Plan, the Community Redevelopment Agency, working collaboratively with the Town of Jupiter's Department of Planning & Zoning, may propose amendments to the Comprehensive Plan and Land Development Regulations, including design criteria, building heights, land coverage, setback requirements, traffic circulation, traffic access, and other development and design controls necessary for proper development of both public and private projects.

9.4 Retention of Controls and the Establishment of Restrictions or Covenants Running with Land Sold or Leased for Private Use

For properties acquired and disposed to a private developer, development controls shall include the Town of Jupiter's Land Development Regulations. In addition, the Agency may establish any restrictions or covenants to run with the land sold or leased for private use for such periods of time and under such conditions as the Community Redevelopment Agency deems necessary to effectuate the purpose of the Plan.

Zoning Approvals and Building Permits within the Redevelopment Area shall be not issued on properties until the applicant has received written approval that the proposed development is consistent with the Redevelopment Plan and meets the Town of Jupiter's Land Development Regulations and Code or Ordinances.

9.5 Management Functions

The Community Redevelopment Agency shall be responsible for, although may not be limited to, the following functions:

A. May hire/pay for staff and associated costs and operating expenses of the CRA necessary to carry out the Management functions and undertake all CRA activities.

B. Preparing budgets for operating and capital expenses.

C Reviewing and making recommendations to the Local Planning Agency, and or the Town Council on private development proposals in accordance with the plan.

D. Monitoring private development for conformance to redevelopment plan requirements.

E. Participating in the design and construction of public projects and improvements.

F. Managing property acquisition and disposition programs.

G. Coordinating redevelopment activities with all public agencies.

H. Developing and coordinating promotional and marketing programs.

I. Participating in continuous planning services for the redevelopment area.

J. Participating in property management programs.

K. Prepare and administer grants

9.6 Property Acquisition

It is anticipated, upon completion of a Road Network Plan, that additional rights of way, roads and or access easements may be necessary to address functionally obsolete roads, dead end traffic patterns, or to improve vehicular traffic flow. Florida's Community Redevelopment Act authorizes Redevelopment Agencies to acquire real property for public safety, health, a road, right of way or public facility purposes, etc. in designated redevelopment project areas. Acquisition of real property may be acquired by negotiated purchase, condemnation (per state statute 73.013 and 73.014), gift, exchange (either inside or outside the redevelopment area), or by other lawful means. The Community Redevelopment Agency may acquire fee simple title or any other interest less than fee simple.

Whenever possible, the designated property shall be acquired through negotiation with the current owners. The basis for negotiation will be the fair market value of the property as determined by competent appraisers and approved by the Community Redevelopment Agency's Board of Commissioners. In those instances where negotiation does not result in a mutually satisfactory agreement, the properties may be acquired by eminent domain proceedings and just compensation awarded in accordance with the Florida Statutes.

9.7 Property Management

Property purchased by the Community Redevelopment Agency for the purposes of the public improvements, public facilities, right-of-way or other **permanent** public uses shall be deeded to the Town of Jupiter for ownership and controlled by the Town of Jupiter or other public entity as appropriate.

Property acquired by the Community Redevelopment Agency with the intent of resale or lease shall be under the management and control of the Agency. During such time that the property is owned by the Agency, such property may be rented or leased by the Agency pending its disposition for redevelopment purposes.

9.8 Demolition, Clearance and Site Preparation

The Community Redevelopment Agency is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the redevelopment project area, subject to approval by the Town Council and obtaining necessary permits.

9.9 Property Disposition and Development

The Community Redevelopment Agency is authorized to transfer ownership, or any other interest in real property acquired by sale, lease, exchange, or any other legal means. The transfer of real property or interest therein may be to any private or public entity for development, redevelopment, or use in accordance with the Plan. The purchasers or lessees and their successors and assigns shall be obligated to devote such real property only to the uses specified in the Plan, and any amendment thereto.

Such real property or interest shall be sold, leased, or otherwise transferred for its fair value. In determining the fair market value, the Community Redevelopment Agency will take into account and give consideration to the uses provided in the Plan, the restrictions upon, and the covenants, conditions, and obligations assumed by the purchaser or lessee, and the objectives of the Plan.

Prior to the disposition of any real property, the Community Redevelopment Agency shall give public notice to its intent to sell, lease, or otherwise transfer such property as per Section 163.380, Florida Statutes. The Agency shall invite proposals from, and make all pertinent information available to private developers, redevelopers, any person or entity interested in undertaking a development, redevelopment, or rehabilitation activity within the redevelopment project area.

The Community Redevelopment Agency shall consider all proposals submitted including plans and specifications, financial and legal ability, time schedules, purchase or lease terms and conditions, and any other information as may be required by the Agency. Upon adequate investigation of each proposal, the Agency may negotiate with any or all parties involved and may accept such proposal as the Agency deems to be in the public interest and in furtherance of the purposes of the Plan.

9.10 Disposition and Development Documents

The Community Redevelopment Agency shall reserve such powers and controls through disposition and development documents (such as deed restrictions) with purchasers and lessees as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development or rehabilitation begins within a period of time, which the Agency fixes as reasonable.

In order to provide adequate safeguards that the provisions of the Plan or its amendments will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Redevelopment Agency, as well as all property subject to owner participation agreements, shall be made subject to the provisions of the Plan by leases, deeds, contracts, agreements, restriction, or other means.

The leases, deeds, contracts, or other forms of agreement may contain restrictions, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary to carry out this Plan.

10. REPLACEMENT HOUSING FOR THE RELOCATION OF PERSONS TEMPORAILY OR PERMENENTLY DISPLACED FROM HOUSING FACILITIES

Redevelopment efforts are expected to encourage the development of mixed-use residential and commercial projects that will increase the overall number of residential units where none exist today. The Community Redevelopment Agency does not anticipate the need to relocate residents as a result of any redevelopment projects undertaken by the Community Redevelopment Agency. As previously noted in this Plan, should it be determined that the Community Redevelopment Agency would need to acquire a residential unit, the Community Redevelopment Agency shall adopt appropriate provisions for the relocation, whether permanent or temporary, of any residents in conformance with all applicable State and Federal laws.

11. RESIDENTIAL USE IN THE REDEVELOPMENT AREA

At the adoption of the Findings Report completed in the summer of 2001, the area within the Community Redevelopment Area boundary contained limited residential units which are identified as follows:

- 15 single family units
- approximately 120 condominium units (Jupiter Inlet Condominium)
- 133 unit, fee simple mobile home park (Jupiter River Park)
- 110 unit, for rent mobile home park (Suni Sands)

With the exception of the Suni Sands mobile home park and the possible sale and redevelopment of some of the single family lots, the current residential inventory is expected to remain. Land Use and zoning changes through out the Community Redevelopment Area boundaries have in fact, allowed the opportunity of up to an additional 600 units.

Properties developed or redeveloped within the CRA boundaries which propose ten (10) residential units or greater are subject to the Town's workforce housing regulations.

12. PROJECTED COST OF REDEVELOPMENT

Redevelopment in the Community Redevelopment Area will require a substantial financial investment on the part of the Town of Jupiter's Community Redevelopment Agency. It is anticipated that the overall cost of redevelopment as projected in 2004 is approximately $34,643,500. As of 2011, approximately 37% of the 2004 projects identified have been completed. The balance of the 2004 projects is estimated to be $18,553,200. A multiplier of 6% annually has been applied to show the 2011 anticipated cost to be $29,685,120. Funding will be pursued through grants, developer contributions and partnerships prior to using CRA funds. This projected cost of redevelopment includes several construction and engineering phases that will require future analysis of costs to be determined and adjusted over several years as phases are developed. As provided for by Florida's Community Redevelopment Act, the principal source of funding for the Community Redevelopment Agency is expected to be the Tax Increment Trust Fund. In addition, the Agency and the Town will utilize other private, city, county, state, and federal funding sources as appropriate and available to carry out the provisions of the Plan and its amendments.

As required by Section 163.362(10), Florida Statutes (2005), the Plan provides a time certain for completing all redevelopment financed by increment revenues, which is 30 years after the fiscal year (FY 2002) in which the Community Redevelopment Agency was created pursuant to Section 163.2261(1), Florida Statutes (2005).

The following is a general description of the major funding sources, criteria, and programs that the Community Redevelopment Agency proposes to use in financing the Plan:

- T.I.F.
- Commercial Development District
- Grants
- Bonds
- Loans
- Private
- Developer contribution

12.1 Tax Increment Financing

The principal source of revenue for use by the Community Redevelopment Agency will be the Tax Increment Trust Fund. For each taxing year beginning in 2003, ad valorem taxes generated by the assessed taxable real property value in excess of the redevelopment area's base year assessment total are deposited into the Trust Fund. The methodology for determining the amount of the tax increment to be contributed to the Trust Fund each year is provided in Section 163.387 Florida Statute.

All funds deposited into the Trust Fund are available to the CRA for any lawful purpose as defined in Section 163.370(1) (c) Florida Statutes in fulfillment of the provisions of the Plan, and any amendments thereto.

12.2 Projected T.I.F. Revenue

The tax increment revenue prospective is identified in the following table. This prospective is included for planning purposes only. The Annual Work Plan will include updated prospective, projected operation and five year Capital budgets for the Agency. (*Spreadsheet next page)*

Fiscal Year	Year	Taxable Value	Assumed Increase (%)	Taxable Value Increment	Cumulative Tax Increment	Milage Rate County	Tax Increment County	Milage Rate TOJ	Tax Increment Town	Total CRA Milage Rate	Statutory Reduction	CRA Total Tax Increment	Year to Year Change	Percent Change
2004	Base	$ 167,553,151												
2005	1	$ 210,500,297	-	$ 42,947,146	$ 42,947,146	4.5000	$ 193,262	2.6195	$ 112,500	7.1195	5.00%	$ 290,474	$ 290,474	100%
2006	2	$ 238,922,462	-	$ 71,369,311	$ 114,316,457	4.5000	$ 321,162	2.6195	$ 186,952	7.1195	5.00%	$ 482,708	$ 192,234	39.8%
2007	3	$ 351,247,716	-	$ 183,694,565	$ 298,011,022	4.2800	$ 786,213	2.4221	$ 444,927	6.7021	5.00%	$ 1,169,582	$ 686,874	58.7%
2008	4	$ 373,111,380	-	$ 205,558,229	$ 503,569,251	3.7800	$ 777,010	2.2497	$ 462,444	6.0297	5.00%	$ 1,177,482	$ 7,899	0.7%
2009	5	$ 357,751,689	-	$ 190,198,538	$ 693,767,789	3.7800	$ 718,950	2.4903	$ 473,651	6.2703	5.00%	$ 1,132,972	$ (44,510)	-3.9%
2010	6	$ 370,272,998	3.5%	$ 202,719,847	$ 896,487,636	3.7800	$ 766,281	2.4903	$ 504,833	6.2703	5.00%	$ 1,207,559	$ 74,587	6.2%
2011	7	$ 385,083,918	4.0%	$ 217,530,767	$ 1,114,018,403	3.7800	$ 822,266	2.4903	$ 541,717	6.2703	5.00%	$ 1,295,784	$ 88,225	6.8%
2012	8	$ 402,412,694	4.5%	$ 234,859,543	$ 1,348,877,947	3.7800	$ 887,769	2.4903	$ 584,871	6.2703	5.00%	$ 1,399,008	$ 103,224	7.4%
2013	9	$ 422,533,329	5.0%	$ 254,980,178	$ 1,603,858,125	3.7800	$ 963,825	2.4903	$ 634,977	6.2703	5.00%	$ 1,518,862	$ 119,854	7.9%
2014	10	$ 443,659,996	5.0%	$ 276,106,845	$ 1,879,964,969	3.7800	$ 1,043,684	2.4903	$ 687,589	6.2703	5.00%	$ 1,644,709	$ 125,847	7.7%
2015	11	$ 465,842,995	5.0%	$ 298,289,844	$ 2,178,254,813	3.7800	$ 1,127,536	2.4903	$ 742,831	6.2703	5.00%	$ 1,776,848	$ 132,139	7.4%
2016	12	$ 489,135,145	5.0%	$ 321,581,994	$ 2,499,836,807	3.7800	$ 1,215,580	2.4903	$ 800,836	6.2703	5.00%	$ 1,915,595	$ 138,746	7.2%
2017	13	$ 513,591,902	5.0%	$ 346,038,751	$ 2,845,875,559	3.7800	$ 1,308,026	2.4903	$ 861,740	6.2703	5.00%	$ 2,061,278	$ 145,684	7.1%
2018	14	$ 539,271,497	5.0%	$ 371,718,346	$ 3,217,593,905	3.7800	$ 1,405,095	2.4903	$ 925,690	6.2703	5.00%	$ 2,214,246	$ 152,968	6.9%
2019	15	$ 566,235,072	5.0%	$ 398,681,921	$ 3,616,275,827	3.7800	$ 1,507,018	2.4903	$ 992,838	6.2703	5.00%	$ 2,374,862	$ 160,616	6.8%
2020	16	$ 594,546,826	5.0%	$ 426,993,675	$ 4,043,269,501	3.7800	$ 1,614,036	2.4903	$ 1,063,342	6.2703	5.00%	$ 2,543,510	$ 168,647	6.6%
2021	17	$ 624,274,167	5.0%	$ 456,721,016	$ 4,499,990,518	3.7800	$ 1,726,405	2.4903	$ 1,137,372	6.2703	5.00%	$ 2,720,589	$ 177,079	6.5%
2022	18	$ 655,487,876	5.0%	$ 487,934,725	$ 4,987,925,242	3.7800	$ 1,844,393	2.4903	$ 1,215,104	6.2703	5.00%	$ 2,906,522	$ 185,933	6.4%
2023	19	$ 688,262,269	5.0%	$ 520,709,118	$ 5,508,634,361	3.7800	$ 1,968,280	2.4903	$ 1,296,722	6.2703	5.00%	$ 3,101,752	$ 195,230	6.3%
2024	20	$ 722,675,383	5.0%	$ 555,122,232	$ 6,063,756,592	3.7800	$ 2,098,362	2.4903	$ 1,382,421	6.2703	5.00%	$ 3,306,744	$ 204,992	6.2%
2025	21	$ 758,809,152	5.0%	$ 591,256,001	$ 6,655,012,593	3.7800	$ 2,234,948	2.4903	$ 1,472,405	6.2703	5.00%	$ 3,521,985	$ 215,241	6.1%
2026	22	$ 796,749,610	5.0%	$ 629,196,459	$ 7,284,209,052	3.7800	$ 2,378,363	2.4903	$ 1,566,888	6.2703	5.00%	$ 3,747,988	$ 226,003	6.0%
2027	23	$ 836,587,090	5.0%	$ 669,033,939	$ 7,953,242,991	3.7800	$ 2,528,948	2.4903	$ 1,666,095	6.2703	5.00%	$ 3,985,291	$ 237,303	6.0%
2028	24	$ 878,416,445	5.0%	$ 710,863,294	$ 8,664,106,285	3.7800	$ 2,687,063	2.4903	$ 1,770,263	6.2703	5.00%	$ 4,234,460	$ 249,168	5.9%
2029	25	$ 922,337,267	5.0%	$ 754,784,116	$ 9,418,890,400	3.7800	$ 2,853,084	2.4903	$ 1,879,639	6.2703	5.00%	$ 4,496,087	$ 261,627	5.8%
2030	26	$ 968,454,130	5.0%	$ 800,900,979	$ 10,219,791,379	3.7800	$ 3,027,406	2.4903	$ 1,994,484	6.2703	5.00%	$ 4,770,795	$ 274,708	5.8%
2031	27	$ 1,016,876,837	5.0%	$ 849,323,686	$ 11,069,115,065	3.7800	$ 3,210,444	2.4903	$ 2,115,071	6.2703	5.00%	$ 5,059,239	$ 288,444	5.7%
2032	28	$ 1,067,720,678	5.0%	$ 900,167,527	$ 11,969,282,592	3.7800	$ 3,402,633	2.4903	$ 2,241,687	6.2703	5.00%	$ 5,362,104	$ 302,866	5.6%
2033	29	$ 1,121,106,712	5.0%	$ 953,553,561	$ 12,922,836,154	3.7800	$ 3,604,432	2.4903	$ 2,374,634	6.2703	5.00%	$ 5,680,114	$ 318,009	5.6%
2034	30	$ 1,177,162,048	5.0%	$ 1,009,608,897	$ 13,932,445,051	3.7800	$ 3,816,322	2.4903	$ 2,514,229	6.2703	5.00%	$ 6,014,023	$ 333,910	5.6%
2035	31	$ 1,236,020,150	5.0%	$ 1,068,466,999	$ 15,000,912,050	3.7800	$ 4,038,805	2.4903	$ 2,660,803	6.2703	5.00%	$ 6,364,628	$ 350,605	5.5%
									Total Revenues			$ 89,477,800		

Note: The above figures and percentages are subject to change annually.

12.3 Use of Tax Increment Funds

Tax increment funds shall be limited as follows:

1. Acquisition of a property within a slum area or a blighted area by purchase, lease, option, gift, grant, bequest, demise or other voluntary method of acquisition.

2. Demolition and removal of buildings and improvements.

3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, public areas of major hotels that are constructed in support of convention centers including meeting rooms, banquet facilities, parking garages, lobbies, and passageways, and other improvements necessary for carrying out in the community redevelopment area, the community redevelopment objectives of this part in accordance with the community redevelopment plan.

4. Disposition of any property acquired in the Community Redevelopment Area at its fair value for uses in accordance with .§ 163.380 Florida Statutes and the Community Redevelopment Plan

5. Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the Community Redevelopment Plan.

6. Acquisition by purchase, lease, option, gift, grant or bequest or other voluntary method of real property in the community redevelopment area which, under the Community Redevelopment Plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property.

7. Acquisition by purchase, lease, option, gift, grant or bequest or other voluntary method of any other real property in the community redevelopment area when necessary to eliminate unhealthy, unsanitary, or unsafe conditions; lessen density; eliminate obsolete or other uses detrimental to the public welfare; or otherwise to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities.

8. Acquisition by purchase, lease option, gift, grant or bequest or other voluntary method of any other real property in unincorporated enclaves surrounded by the boundaries of the Community Redevelopment Area when it is determined necessary by the agency to accomplish the Community Redevelopment Agency plan.

9. Incentive programs shall be considered for projects/businesses/ developments as to the extent possible and consistent with Florida Statute, Chapter 163, Part III. Desired projects include those that promote ecotourism, tourism conservation, historic and/or archeological preservation, Mom-Pop businesses, cultural venues, etc. Projects will be considered that will have a long-term value to the CRA and the residents of the Town of Jupiter.

12.4 Redevelopment Trust Fund Earned Interest

Any interest earned from savings institutions from deposits of Trust Fund monies shall become a part of the redevelopment monies available to the Community Redevelopment Agency for use in financing redevelopment projects.

12.5 Sale or Lease of Acquired Property

All monies received from the sale of real property acquired by the Community Redevelopment Agency shall be deposited into the Trust Fund. Property, which is acquired and held by the Agency pending resale, may from time to time be leased with such lease payments to be deposited in the Trust Fund.

12.6 Enterprise Fund Revenue Bonds

The Community Redevelopment Agency Board may issue revenue bonds for specific enterprise purposes, including, but not limited to, such projects as the construction of marinas or parking structures, with the intent of having the revenues generated from such enterprises used to retire the revenue bonds. The Community Redevelopment Agency may pledge Redevelopment Trust Fund monies not otherwise obligated as additional security for such revenue bonds.

12.7 Federal, State and Regional Grants

The Community Redevelopment Agency and the Town of Jupiter will seek to utilize Federal, State and regional grant programs as are applicable and available for any approved use within the redevelopment area. Trust Funds can be used as the match when needed.

12.8 Technical Program Assistance

The Community Redevelopment Agency and its staff will provide technical program assistance to private entities participating in redevelopment activities when required to allow the private entity to take advantage of federal or state loan assistance or tax credit programs.

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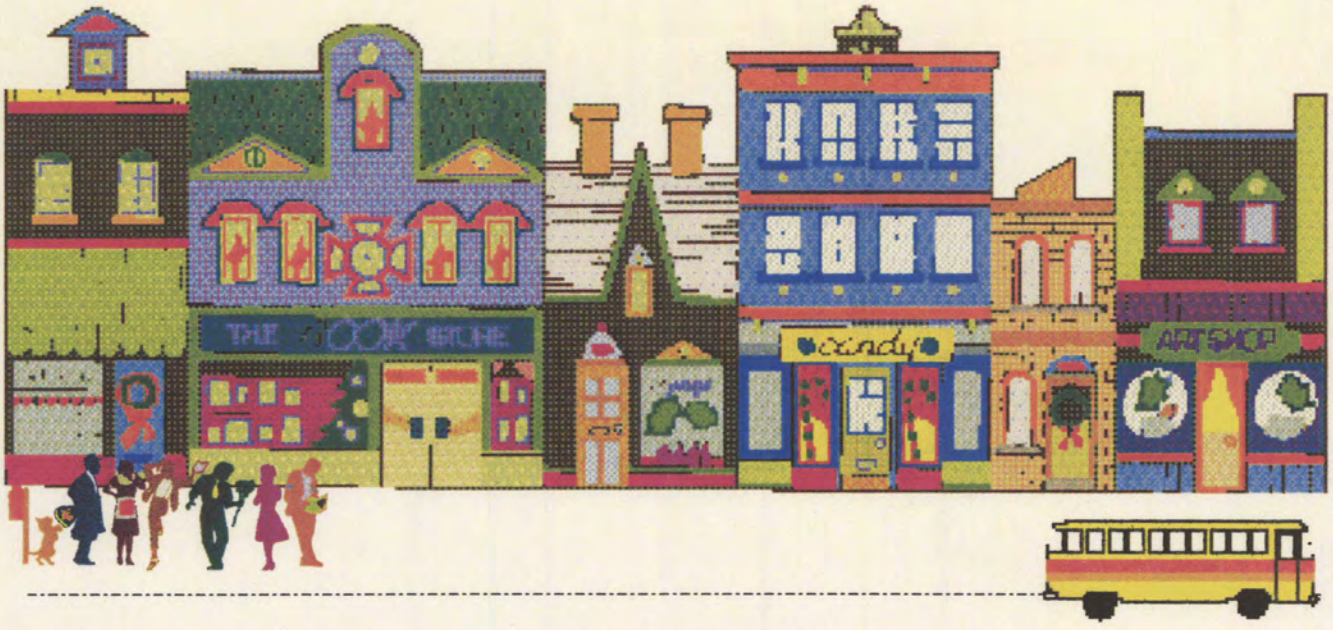
APPENDIX C

FINDING OF NECESSITY (2001)

Town of Jupiter

Finding of Slum and/or Blight



FLORIDA PLANNING GROUP, INC.

FINDING OF SLUM AND/OR BLIGHT

Purpose

The purpose of this project is to evaluate whether an older, core area of the Town of Jupiter (See Map One) meets the state's criteria for a Finding that the area is suffering from slum and/or blighted conditions.

A community must first make such a Finding before it can conduct redevelopment activities.

State Criteria

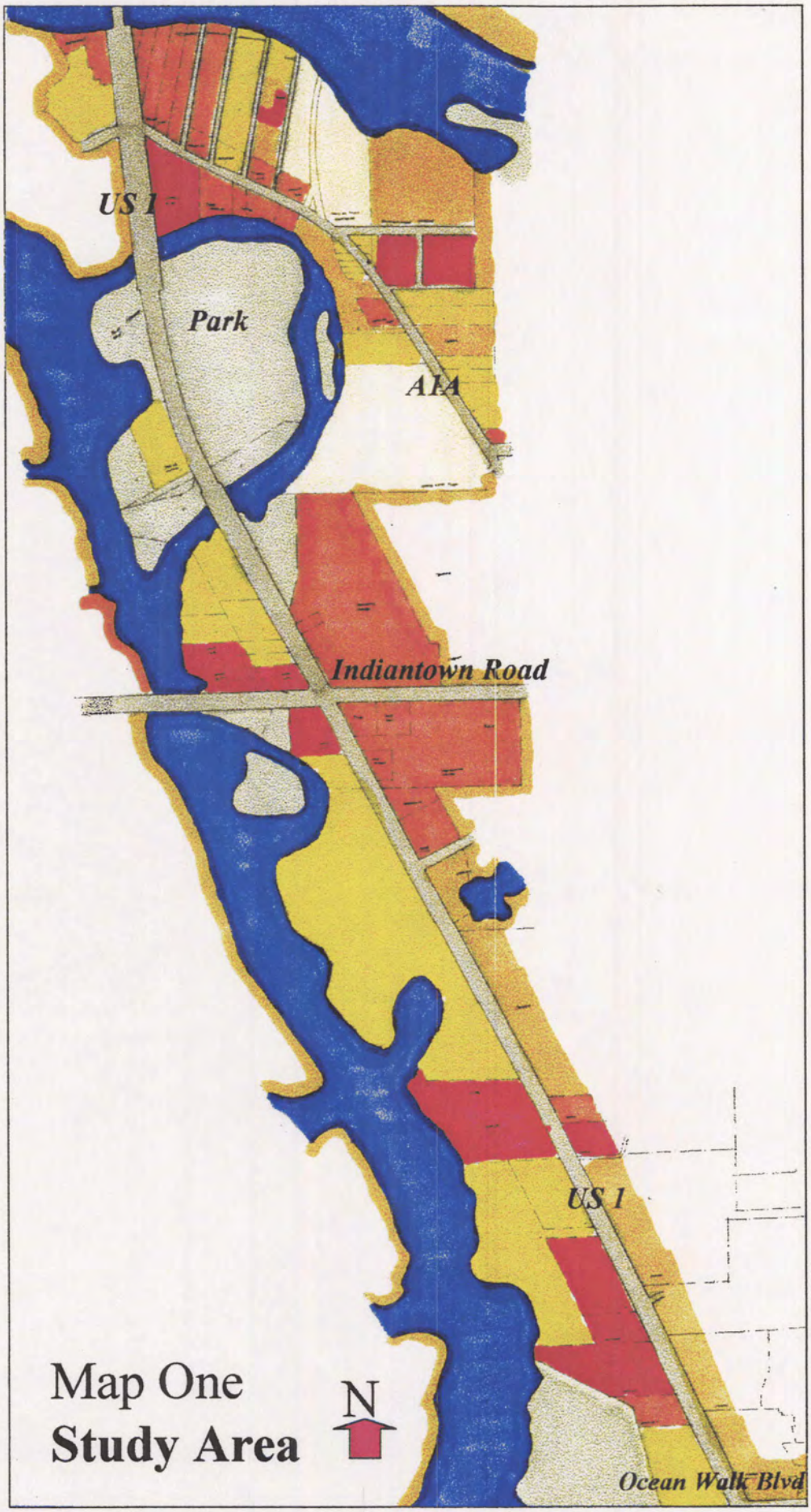
The state has established criteria for determining if an area is suffering from blight. These criteria were utilized to evaluate the area:

Criteria	Problem Present in Area
Defective or inadequate street layout	yes
Faulty lot layout	yes
Unsanitary or unsafe conditions	yes
Deterioration of site or improvements	yes
Inadequate and outdated density patterns	yes
Tax or special assessment delinquencies	no
Inadequate transportation and parking facilities	yes
Diversity of ownership	yes

Conclusion

This area meets the criteria for a Finding of Blight under state law.

pc/00-108/hupiter/finding of slum



Map One
Study Area

FINDING OF SLUM AND/OR BLIGHT

Background

The introduction of air-conditioning for cars and buildings in the early sixties made year-round living in Florida possible. The Town of Jupiter, like many communities in Florida, is for the first time witnessing the aging and deterioration of some of the initial developments built during that time period.

Because of its close proximity to the river and ocean, this area was one of the earliest sections of Jupiter to develop. It was subsequently redeveloped in the late 1960s and early 1970s. The small lot sizes, structures and commercial facilities from that time period are now reaching the end of their lifecycle. They are also obsolete by today's development standards.

By contrast, underlying land values in the area have soared. An acre of ground in the area is now valued at $300,000 and reaches $500,000 for waterfront property. Unfortunately, the small lot configuration, coupled with the existing land uses and diversity of ownership, preclude the assemblage of land into the larger size parcels needed to accommodate the modern developments that can afford these land costs.

Aging areas are a major problem for any community. Property values decline, which encourages disinvestment and hurts surrounding residential property values. The small lots and obsolete development patterns, combined with a multiplicity of owners, makes redevelopment very difficult, and often impossible for the private sector. Left unaddressed, the problem just worsens.

In recognition of this problem, every state in the nation has enacted redevelopment laws. However, in order to undertake redevelopment under state law, a local government must first establish that the area in question is actually in need of redevelopment. The state has prepared criteria that establish this condition. Under state law it is called "a finding" that the area in question is suffering from "slum and/or blighted conditions."

The purpose of this study is to evaluate an older, core area of the Town of Jupiter to determine if the area meets the basic criteria for such a finding. If the area meets the criteria, under state law the Town of Jupiter can create a Community Redevelopment Area.

Proposed Area

The proposed area is a linear dogleg corridor that runs north along US Highway 1, from Ocean Way Drive on the south to the Loxahatchee River on the north, including the area along A1A south to Jupiter Beach Road. Map One displays the area.

State Law

Redevelopment within Florida is governed by Chapter 163 F.S., which clearly sets out the requirements for establishing that an area is 'slum or blighted' as a precursor for the establishment of a Community Redevelopment Area.

> *(7) "**Slum area**" means an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age, or obsolescence; inadequate provision for ventilation, light, air, sanitation, or open spaces; high density of population and overcrowding; the existence of conditions which endanger life or property by fire or other causes; or any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health, safety, morals, or welfare.*
>
> *(8) **"Blighted area" means either**:*
>
> ***(a)** An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions that lead to economic distress or endanger life or property by fire or other causes or one or more of the following factors that substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:*
>
> *1. Predominance of defective or inadequate street layout;*
> *2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
> *3. Unsanitary or unsafe conditions;*
> *4. Deterioration of site or other improvements;*
> *5. Inadequate and outdated building density patterns;*
> *6. Tax or special assessment delinquency exceeding the fair value of the land;*
> *7. Inadequate transportation and parking facilities;*
> *8. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or*
>
> ***(b)** An area in which there exist faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.*

Unlike many states, Florida has a liberal redevelopment law. Under Chapter 163 F.S., a community can find that an area is either slum or blighted, rather then establishing that both conditions exist. Under the 'Blighted Area' definition, this requirement can be further narrowed to just traffic problems if this is the only problem that exists.

Review of the Area

I. Blighted

A. Predominance of Defective or Inadequate Street Layout

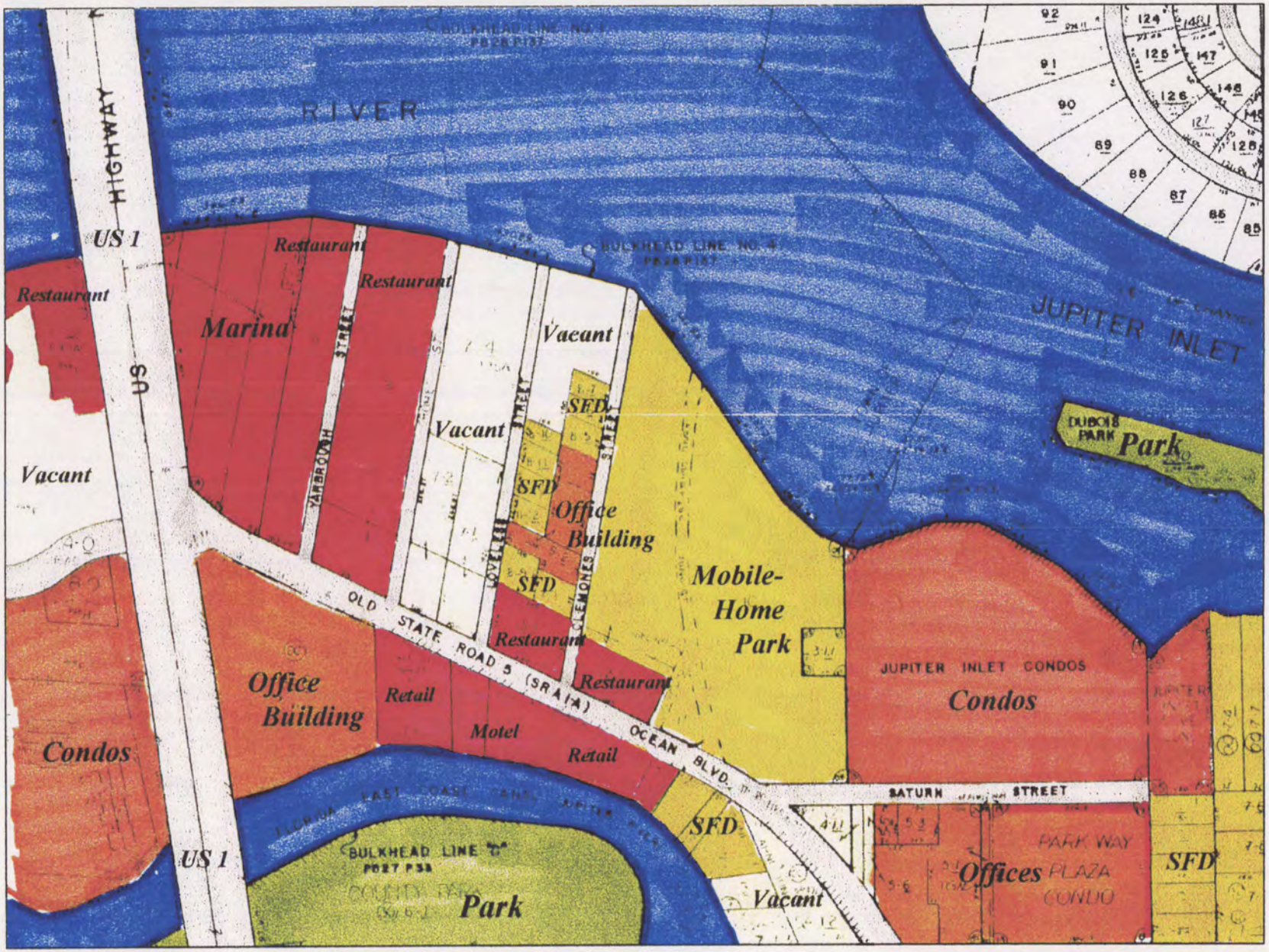
A1. The streets at the northern end of the area *(Yarbourgh, Cramer, Love and Clemmons)* are too close together *(only 200 feet apart)*, and have narrow rights-of-way *(35 feet wide versus the standard 50 feet)*. These streets prevent the combination of these parcels into a contiguous large-scale development parcel needed for modern developments. (See Map Two)

B. Faulty Lot Layout in Relation to Size, Adequacy, or Usefulness

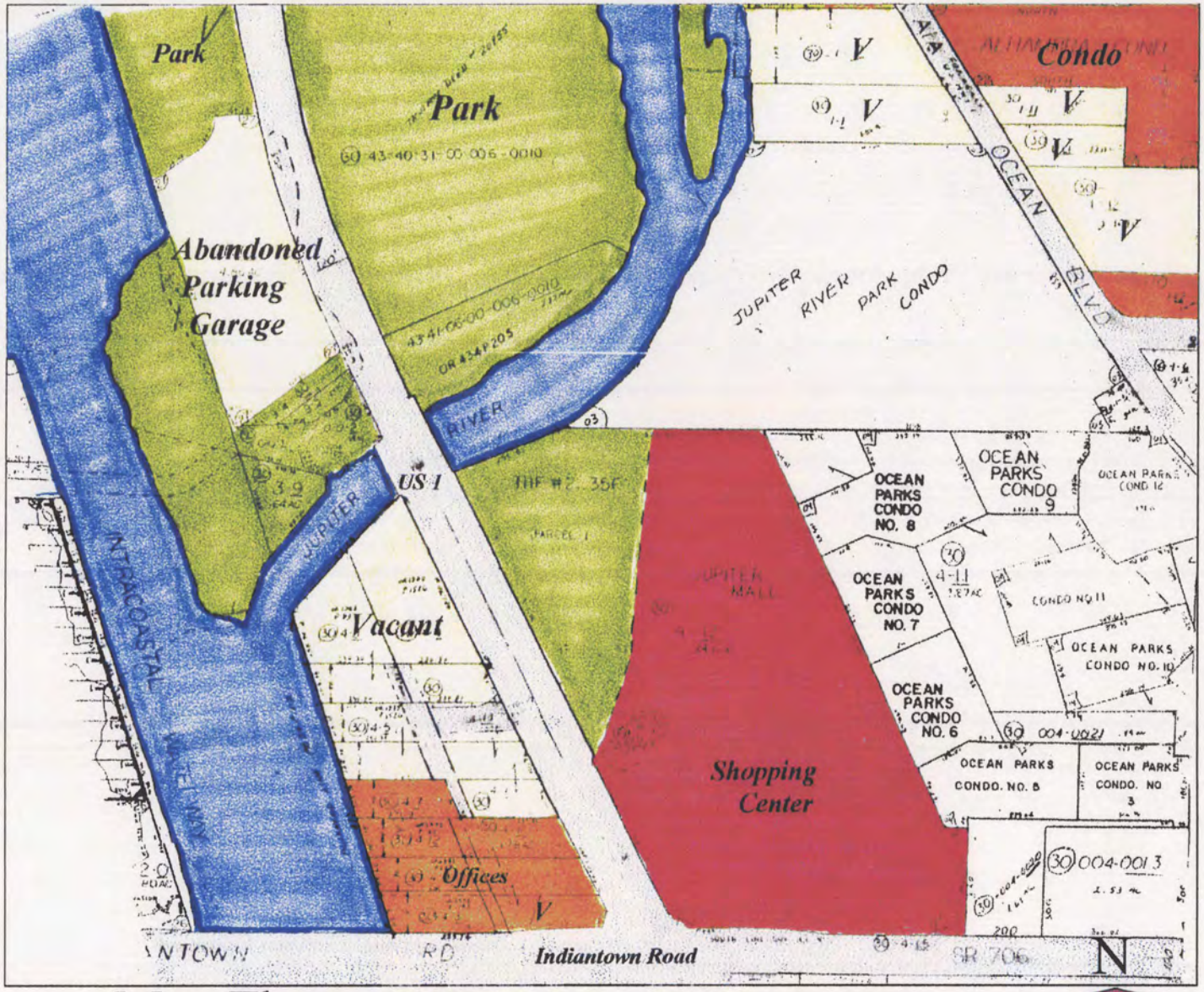
B1. The whole area along Ocean Drive (A1A) south of Federal Highway (US 1) is divided into numerous small lots of various sizes owned by different owners. This precludes their amalgamation into the larger multi-acre parcels required by today's development standards. (See Map Two)

Office, Retail & Residential on Same Block

B2. The western side of US 1, south from the Chamber of Commerce to Indiantown Road is divided into numerous lots of various sizes owned by different owners. This precludes their amalgamation into the larger multi-acre parcels required by today's development standards. (See Map Three)


RIVER
US 1
HIGHWAY
US 1
Restaurant
Restaurant
Restaurant
Marina
Restaurant
Vacant
Vacant
Vacant
SFD
SFD
SFD
SFD
Office Building
Mobile-Home Park
Park
DUBOIS PARK
JUPITER INLET
JUPITER INLET CONDOS
Condos
Condos
Office Building
Retail
Motel
Retail
Restaurant
Restaurant
OLD STATE ROAD 5 (SR A1A)
OCEAN BLVD.
SATURN STREET
PARK WAY PLAZA CONDO
Offices
Vacant
Park
BULKHEAD LINE "A"
PB27 P38
TARBOROUGH STREET
LOVELACE STREET
CLEMONES STREET

Map Two


Park
Park
Abandoned Parking Garage
Condo
OCEAN BLVD
JUPITER RIVER PARK CONDO
RIVER
US 1
JUPITER
INTRACOASTAL WATERWAY
Vacant
Offices
Shopping Center
OCEAN PARKS CONDO NO. 8
OCEAN PARKS CONDO 9
OCEAN PARKS CONDO NO. 7
OCEAN PARKS CONDO NO. 6
OCEAN PARKS CONDO NO. 10
OCEAN PARKS CONDO NO. 5
OCEAN PARKS CONDO NO 3
004-0021
004-0013
Indiantown Road
SR 706
N

Map Three

Vacant Lots Along US 1

In summary, the layout of this area of Jupiter was originally designed to accommodate and service a lower density residential community. However, due to the popularity of the waterfront, the community is becoming more densely developed with commercial, hotels/motels and higher residential densities, which have occurred on residential-sized parcels. This section of A1A is projected to deteriorate to level of service "E" prior to 2020. There is a lack of sidewalks and bicycle lanes. Should roads require widening for such amenities, then both on-street and off-street parking losses become an issue that also must be resolved.

C. Unsanitary or Unsafe Conditions

C1. Two bridges along US 1 through this area are not equipped with either bike lanes and/or pedestrian sidewalks. This creates a very dangerous situation along this section of the road.

Lack of Pedestrian or Bike Path

C2. The Town's Code Enforcement reports:

1095 Ocean Boulevard – two illegal signs attached to a fence
Corner of A1A & Love Street – illegal free standing sign in right-of-way

C3. 1116 Love Street – vacant, deteriorating, and possibly unsafe buildings.

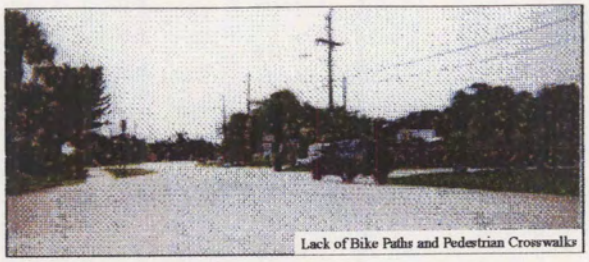
Vacant, Deteriorating Structures

C4. 1111 Love Street – unsafe structure. Needs to be demolished.

Unsafe Structure

C5. South side of A1A – Many of the commercial properties have parking in the front yard that backs out directly into traffic, creating the potential for traffic accidents.

There are no bike paths or pedestrian crosswalks along A1A. This creates a potentially hazardous situation.



Lack of Bike Paths and Pedestrian Crosswalks

There are no bike paths or pedestrian crosswalks along US 1. This creates a potentially hazardous situation.

Abandoned, Unsafe Parking Garage

C6. US 1 – Abandoned and deteriorating parking structure. Currently being used as an ad hoc homeless shelter.

C7. Abandoned and condemned structure – south side of A1A.

Unsafe Structure

D. Deterioration of Site or Other Improvements

D1. Road Conditions - A1A & US 1. The Town's Public Works Department reports the following deteriorating roadway conditions.

A1A & U.S. 1
Right-of-Way Review Summary

U.S. 1	A1A to south of Burt Reynolds Park - Asphalt sidewalk/ bike path needs repair. R/ W on west side near Burt Reynolds Park (Chamber of Commerce) is in poor condition, very sandy with some weeds. Median strip landscaping is deteriorating.
U.S. 1	Burt Reynolds Park to Jupiter Yacht Club - Asphalt patching southbound lanes near Reef Grill. Raveling observed at intersections and drive entrance areas. Potholes beginning to form near yacht club entrance. Sidewalk on west side near yacht club may requ
U.S. 1	Jupiter Yacht Club to Best Western - No sidewalk on west side of roadway. Asphalt sidewalk/ bike path badly deteriorated, asphalt broken away, cracking, undulating, patched, etc. Turn lanes have cracking and raveling. Swale on west side in poor condition
U.S. 1	Best Western to Ocean Way - Asphalt sidewalk/ bike path badly deteriorated, asphalt broken away, cracking, undulating, patched, etc. Turn lanes have cracking and raveling. Roadway striping for center turn lanes in poor condition.
U.S. 1	U.S. 1 to Venus Street - Swales in poor condition or non-existent. Roadway settlement at Seashore Marina. Rutting at edge of pavement up to 6" in isolated areas. Section of west shoulder near Saturn Street is badly blighted, very sandy with only a few wee

Source: Town of Jupiter Public Works Department

Deteriorating Infrastructure, Lack of Bike Paths & Pedestrian Crosswalks

D2. Road Conditions – Saturn Road – roadway deterioration.

D3. Building Deterioration – western side Of Ocean Drive near Saturn Road. Several small houses are slowly deteriorating. One house is currently condemned.

Deteriorating Structure

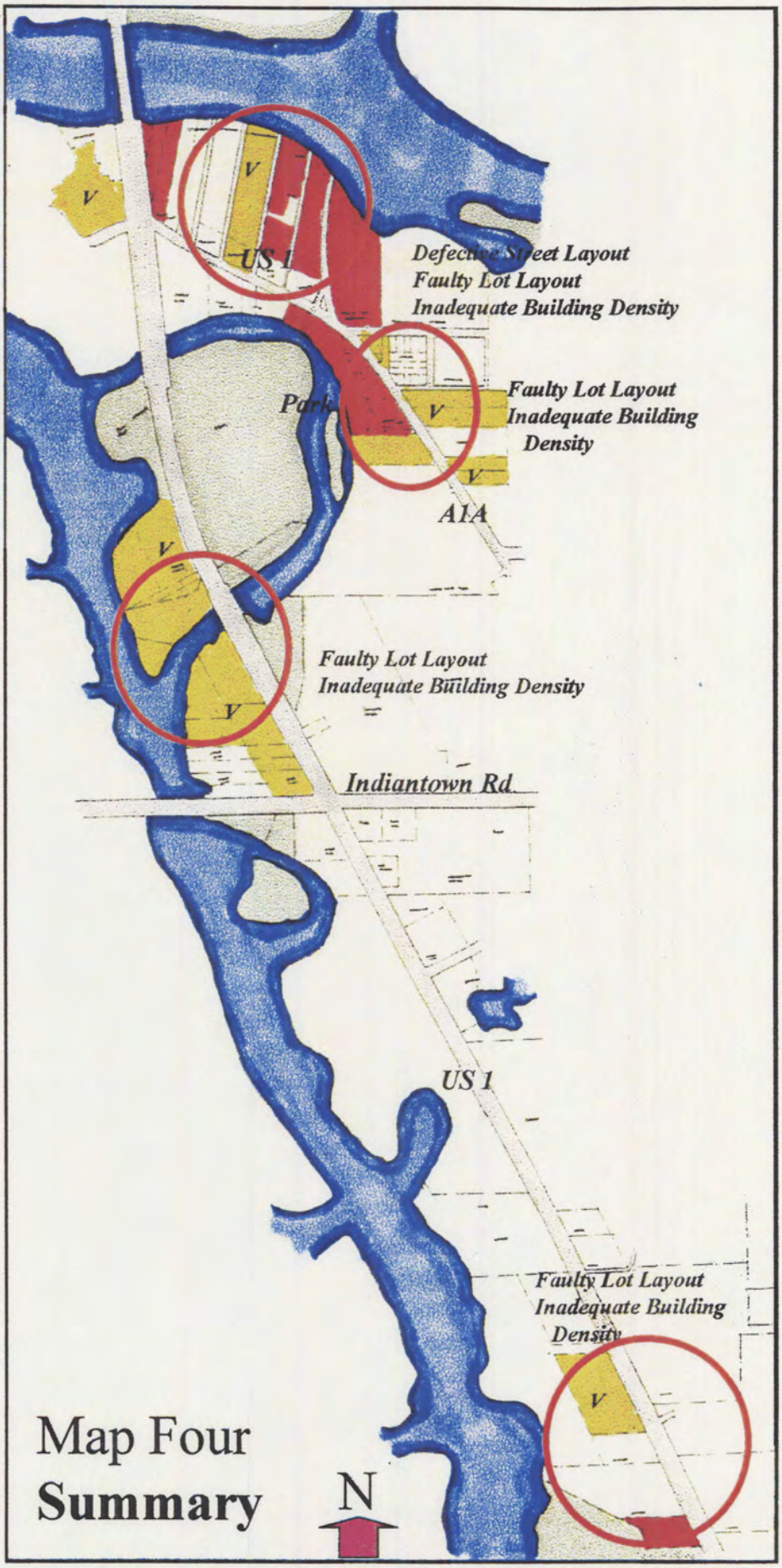
D4. Building Deterioration – Love Street at Jupiter Sound - Two small houses are vacant and slowly deteriorating. An abandoned structure needs demolition.

D5. Building Deterioration - western side of US 1, south from the Chamber of Commerce. Abandoned structured parking garage.

Deteriorating Infrastructure, Lack of Bike Paths & Pedestrian Crosswalks

E. Inadequate and Outdated Building Density Pattern

This is perhaps the biggest problem facing the area, which is currently divided into a multiplicity of small lots and uses. (See Map Four) Current land values for waterfront property in the area are close to $500,000 per acre. The average for the whole area is $300,000. As a result of this faulty lot layout, many properties have land values that far exceed the value of the structure sitting on the site. Since the structure's value should exceed the land value, (usually by a multiplier) this is a clear indication of the ongoing deterioration and declining property values within the area.


V
V
US 1
Defective Street Layout
Faulty Lot Layout
Inadequate Building Density
Park
V
Faulty Lot Layout
Inadequate Building
Density
V
AIA
V
Faulty Lot Layout
Inadequate Building Density
V
Indiantown Rd
US 1
Faulty Lot Layout
Inadequate Building
Density
V
Map Four
Summary
N

Some examples are:

The Jupiter Yacht Club currently has an assessed value of $1,100,000, yet it sits on property worth $1,736,006. It last sold for $4,500,000 in 1989. The 4.15 acres of land alone are worth and estimated $2,000,000.

Jupiter Yacht Club - Deteriorating Structure

The semi-vacant parcel at 1116 Love Street sits on almost two acres on Jupiter Sound. The value of the land makes up 94% of its total assessed value.

The Suni-Sands Mobile Home Park is extremely undervalued. The 11 acres this development sits on is currently valued at $1,836,109, of which the land value makes up 94% of the total value. This land alone is worth $5,000,000.

The Jupiter Elks Lodge sits along US 1. The parcel it sits on is valued at seven times the value of the building itself.

The collective deterioration of these undervalued properties means they are not being utilized at their *highest and best use*; and are not producing the tax revenues they are capable of producing if these properties were amalgamated into the larger parcels needed for modern developments.

F. Tax or Special Assessment Delinquency

None were found.

G. Inadequate Transportation and Parking Facilities

G1. Ocean Boulevard will decline to traffic Level of Service "E" prior to 2020 and will need to be improved to accommodate future development. *(Source: Town of Jupiter Comprehensive Plan, 2000)*

G2. The number of traffic accidents within the area has increased dramatically. As Table 1 shows, the number of accidents increased by 55% in just one year.

Table 1 Town of Jupiter
Traffic Accidents

	1998/99	1999/00	Change	Percent
U.S. 1	54	81	27	50%
A1A	4	9	5	125%
Total	**58**	**90**	**32**	**55%**

Source: City of Jupiter Beach Police Department, 2000.

H. Diversity of Ownership

The area is currently divided into a multiplicity of small lots and uses. (See Table Two)

There are 45 parcels, owned by 39 different owners. While there has been some attempt to amalgamate parcels, the vast majority of the parcels are in separate ownership.

Seventy-six percent (76%) of the parcels have less than two acres. This is far below the 10 acres or more required by modern developments.

Collectively, this acts to preclude the efficient development of this area.

II. Faulty or Inadequate Street Layout

The layout of this area of Jupiter Beach was originally designed to accommodate and service a lower density residential community. However, due to the popularity of the waterfront, the community is becoming more densely developed with commercial, hotels/motels and higher residential densities, which have occurred on residential-sized parcels. The current layout of the roads along this section of A1A can not accommodate the higher traffic generation of rates of higher density future residential and commercial development. There is a lack of sidewalks along the roads and a lack of bicycle lanes. Should roads require widening for such amenities, then both on-street and off-street parking losses become an issue that also must be resolved.

Two bridges along US 1 through this area are not equipped with either bike lanes and/or pedestrian sidewalks. This creates a very dangerous situation along this section of the road.

South side of A1A – Many of the commercial properties have parking in the front yard that backs out directly into traffic, creating the potential for traffic accidents.

There are no bike paths or pedestrian crosswalks along either A1A or US 1. This creates a potentially hazardous situation.

Ocean Boulevard will decline to traffic Level of Service "E" prior to 2020 and will need to be improved to accommodate future development. *(Source: Town of Jupiter Comprehensive Plan)*

The number of traffic accidents within the area has increased dramatically. As Table One shows, the number of accidents increased by 55% in just one year.

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A1A	4	9	5	125%
Total	**58**	**90**	**32**	**55%**

Source: City of Jupiter Beach Police Department, 2000.

Conclusion

There exists a number of deteriorating and unsafe conditions which would justify a 'finding of blight' under Florida redevelopment law.

pc/00-108/hupiter/finding of slum

City of Jupiter

Table Two: ***Property Assessor Records***

Parcel Number	Owner	Address	Use	Land		Improvements	Assessed Value	Date Sold	Price	Acres	Land Value/Acre
30-43-40-31-04-000-0100	Jupiter Yacht Club Marina LTD	1095 N A1A	Boat Sales/Marina	$ 1,736,006	158%	$ (636,005)	$ 1,100,000	Jun-89	$ 4,550,000	4.15	$ 418,315
30-43-40-31-04-000-0050	Jettys Inc	1075 N A1A	Restaurant	$ 951,348	61%	$ 617,251	$ 1,568,599	Nov-90	$ 1,600,000	1.91	$ 498,088
30-43-40-31-04-000-0060	US Restaurants Properties	1065 N A1A	Restaurant	$ 1,837,860	56%	$ 1,431,104	$ 3,268,964	Dec-95	$ 4,140,000	3.52	$ 522,119
30-43-40-31-04-007-0040	Jupter Bay Company	1116 Love St	MFR<10 Units	$ 927,567	94%	$ 57,797	$ 985,364			1.95	$ 475,675
30-43-40-31-04-007-0010	D. Coleman	Love St	Vacant Commercial	$ 294,000	100%	$ -	$ 294,000			0.96	$ 306,250
30-43-40-31-04-013-0010	Schooners Market Inc	1001 N A1A	Restaurant	$ 210,000	63%	$ 124,795	$ 334,795	Mar-00	$ 550,000	0.69	$ 304,348
30-43-40-31-04-008-0080	P. Daniels	1111 Love St	Stores	$ 591,600	97%	$ 16,082	$ 607,682			1.47	$ 402,449
30-43-40-31-04-007-0020	D. Coleman	Love St	Vacant Commercial	$ 290,899	100%	$ -	$ 290,899			0.96	$ 303,020
30-43-40-31-04-008-0020	Big Dog Holdings Inc	1016 Clemones St	Office Building	$ 208,173	23%	$ 691,827	$ 900,000			0.8	$ 260,216
30-43-40-31-04-008-0120	W. VanBuren	1019 Love St	Single Family	$ 46,200	73%	$ 17,096	$ 63,296			0.15	$ 308,000
30-43-40-31-04-008-0010	Schooners Market Inc	1010 Clemons St	MFR<10 Units	$ 52,500	78%	$ 14,997	$ 67,497	Sep-98	$ 95,000	0.11	$ 477,273
30-43-40-31-04-000-0090	Suni Sands MHP Inc	961 N A1A	MH Park	$ 1,744,000	95%	$ 92,109	$ 1,836,109			11	$ 158,545
30-43-41-06-00-004-0080	Jupiter LTD	Coastal Way	Vacant.Commercial	$ 692,600	98%	$ 12,600	$ 705,200	Jul-84	$ 1,234,000	1.59	$ 435,597
30-43-41-06-00-004-0040	Jupiter LTD	US Highway 1	Vacant Commercial	$ 749,230	100%	$ -	$ 749,230	Jul-84	$ 1,234,000	1.72	$ 435,599
30-43-41-06-00-004-0050	Jupiter LTD	Coastal Way	Vacant Commercial	$ 444,310	100%	$ -	$ 444,310	Jul-84	$ 1,234,000	1.02	$ 435,598
30-43-41-06-00-004-0070	L. Desai	106 Coastal Way	Professional Offices	$ 265,000	62%	$ 164,239	$ 429,239	Feb-90	$ 585,000	0.61	$ 434,426
30-43-41-06-00-004-0084	M Benaim	Coastal Way	Vacant Commercial	$ 246,180	99%	$ 2,926	$ 249,106	Feb-98	$ 385,000	0.57	$ 431,895
30-43-41-06-00-004-0090	Jupiter Eye Center	102 Coastal Way	Professional Offices	$ 228,630	25%	$ 696,370	$ 925,000	Dec-91	$ 1,675,000	0.67	$ 341,239
30-43-41-06-00-004-0030	Jupiter Eye Center	535 E Indiantown Rd	Office Building	$ 290,800	89%	$ 34,200	$ 325,000	Apr-93	$ 610,000	0.67	$ 434,030
30-43-41-06-00-004-0012	Jupiter Festival LTD	201 US Highway 1	Shopping Center	$ 6,597,873	45%	$ 8,113,088	$ 14,710,691	Dec-96	$ 9,200,000	24.16	$ 273,091
30-43-41-06-00-004-0000	G. Juster	101 US Highway 1	Shopping Center	$ 4,076,416	44%	$ 5,123,584	$ 9,200,000	Jul-93	$ 9,300,000	11.7	$ 348,412
30-43-41-06-19-002-0000	R. Tromble	738 E Indiantown Rd	Drive-in Restaurant	$ 435,168	77%	$ 127,658	$ 562,826	May-98	$ 700,000	1.1	$ 395,607
30-43-41-06-19-001-0000	Bank of America	51 S US Highway 1	Financial Office	$ 432,575	51%	$ 411,474	$ 844,049	Dec-96	$ 675,000	0.9	$ 480,639
30-43-41-06-19-003-0000	Mobil Oil Corp	151 S US Highway 1	Gas Station	$ 304,580	71%	$ 124,915	$ 429,495	Feb-87	$ 410,000	0.7	$ 435,114
30-43-41-06-00-005-0140	Jupiter Investments	50 S US Highway 1	Office Building	$ 446,660	50%	$ 443,340	$ 890,000	Apr-93	$ 507,000	1.03	$ 433,650
30-43-41-06-00-005-0150	JYC Holdings Inc	US Highway 1	Vacant Commercial	$ 684,768	100%	$ -	$ 684,768	Mar-99	$ 17,540,000	1.07	$ 639,970
30-43-41-06-00-005-0030	JYC Holdings Inc	US Highway 1	Vacant Commercial	$ 8,018,532	100%	$ -	$ 8,018,532	Mar-99	$ 17,540,000	29.01	$ 276,406
30-43-40-06-04-008-0010	L. Desai	810 S US Highway 1	Motel	$ 528,980	42%	$ 721,020	$ 1,250,000	Sep-95	$ 1,376,000	1.21	$ 437,174
30-43-41-07-02-001-0000	Executive Park Enterprises	900 S US Highway 1	Office Building	$ 1,602,662	44%	$ 2,037,521	$ 3,640,183	Mar-96	$ 3,225,000	5.11	$ 313,632
30-43-41-07-02-002-0000	Senior-Lifestyle Jupiter Corp	US Highway 1	Vacant Commercial	$ 1,160,000	100%	$ -	$ 1,160,000	Sep-98	$ 2,474,700	4	$ 290,000
30-43-41-07-02-005-0000	Mangrove Bay Masters LTD	US Highway 1	Vacant Commercial	$ 2,262,000	100%	$ -	$ 2,262,000	Sep-98	$ 2,800,000	8.91	$ 253,872
30-43-41-07-02-006-0000	Senior-Lifestyle Jupiter Corp	US Highway 1	Vacant Commercial	$ 957,000	100%	$ -	$ 957,000	Sep-98	$ 2,474,700	4.41	$ 217,007
30-43-41-07-02-004-0000	Dynamic Business Services Inc	1150 S US Highway 1	Office Building	$ 571,504	29%	$ 1,428,496	$ 2,000,000	Jun-87	$ 2,318,900	1.64	$ 348,478
30-43-41-07-00-001-0011	Jupiter Elks Lodge	1122 S US Highway 1	Club	$ 1,467,096	87%	$ 210,630	$ 1,677,726			4.21	$ 348,479
00-43-40-31-00-007-0010	W. Scheurich	18011 Ocean Blvd	Single Family	$ 137,339	84%	$ 26,243	$ 163,582			0.51	$ 269,292
00-43-40-31-00-007-0040	N. Carnell	18105 Dubois Rd	Single Family	$ 225,000	59%	$ 155,155	$ 380,155			0.14	$ 1,607,143
00-43-40-31-00-007-0060	S. Kindt	18055 Dubois Rd	Single Family	$ 26,250	32%	$ 57,051	$ 83,301			0.34	$ 77,206
00-43-40-31-00-007-0070	S. Kindt	18069 Dubois Rd	MFR<10 Units	$ 135,000	87%	$ 20,528	$ 155,528			1.4	$ 96,429
00-43-40-31-00-007-0080	L. Schneeweiss	18045 Dubois Rd	Single Family	$ 26,250	28%	$ 67,288	$ 93,538	Mar-98	$ 142,000	0.34	$ 77,206
00-43-40-31-00-006-0020	D. Baron	18125 N A1A	MFR<10 Units	$ 230,000	62%	$ 139,837	$ 369,837			0.66	$ 348,485
00-43-40-31-00-006-0030	Pa Ja Villas Inc	18265 N A1A	Motel	$ 128,936	46%	$ 149,431	$ 278,367			0.37	$ 348,476
00-43-40-31-00-006-0022	Jupiter FL Marina LTD	18275 N A1A	Marina	$ 341,512	59%	$ 240,320	$ 581,832	Jun-98	$ 1,200,000	0.98	$ 348,482
00-43-40-31-00-006-0050	Babalouie LTD	18093 N A1A	MFR<10 Units	$ 188,176	82%	$ 42,176	$ 230,352	Dec-97	$ 475,000	0.54	$ 348,474
00-43-40-31-00-006-0060	L. Haas Family	1001 US Highway 1	Office Building	$ -	0%	$ 4,500,000	$ 4,500,000			3.98	$ -
00-43-40-31-00-006-0070	Babalouie LTD	18091 N A1A	MFR<10 Units	$ 55,760	62%	$ 34,092	$ 89,852	Dec-97	$ 475,000	0.16	$ 348,500
			Total:	$ 42,846,940	61%	$ 27,511,235	$ 70,357,904			143.1	$ 299,420

Source: Palm Beach County Property Appraiser, 2000

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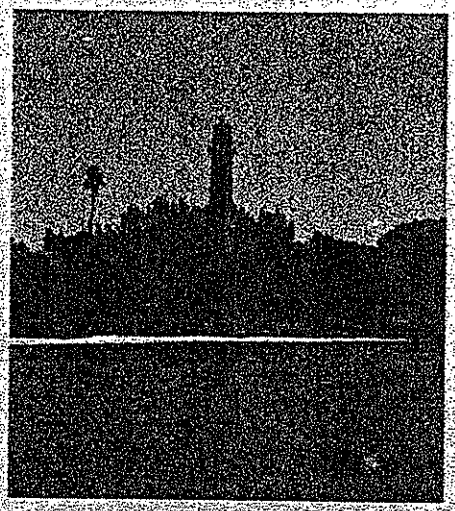
APPENDIX D

JUPITER INTRACOASTAL WATERWAY/US HIGHWAY ONE CORRIDOR STUDY (1992)



Jupiter Intrac[illegible]oastal Waterway/
U.S. Highway On[illegible] Corridor Study

Final Usha Documents
Version 2.1 (XX)

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  - Mixed Use PUD Overlay
  - Mixed Use Overlay
- C. Inlet Village District 6.
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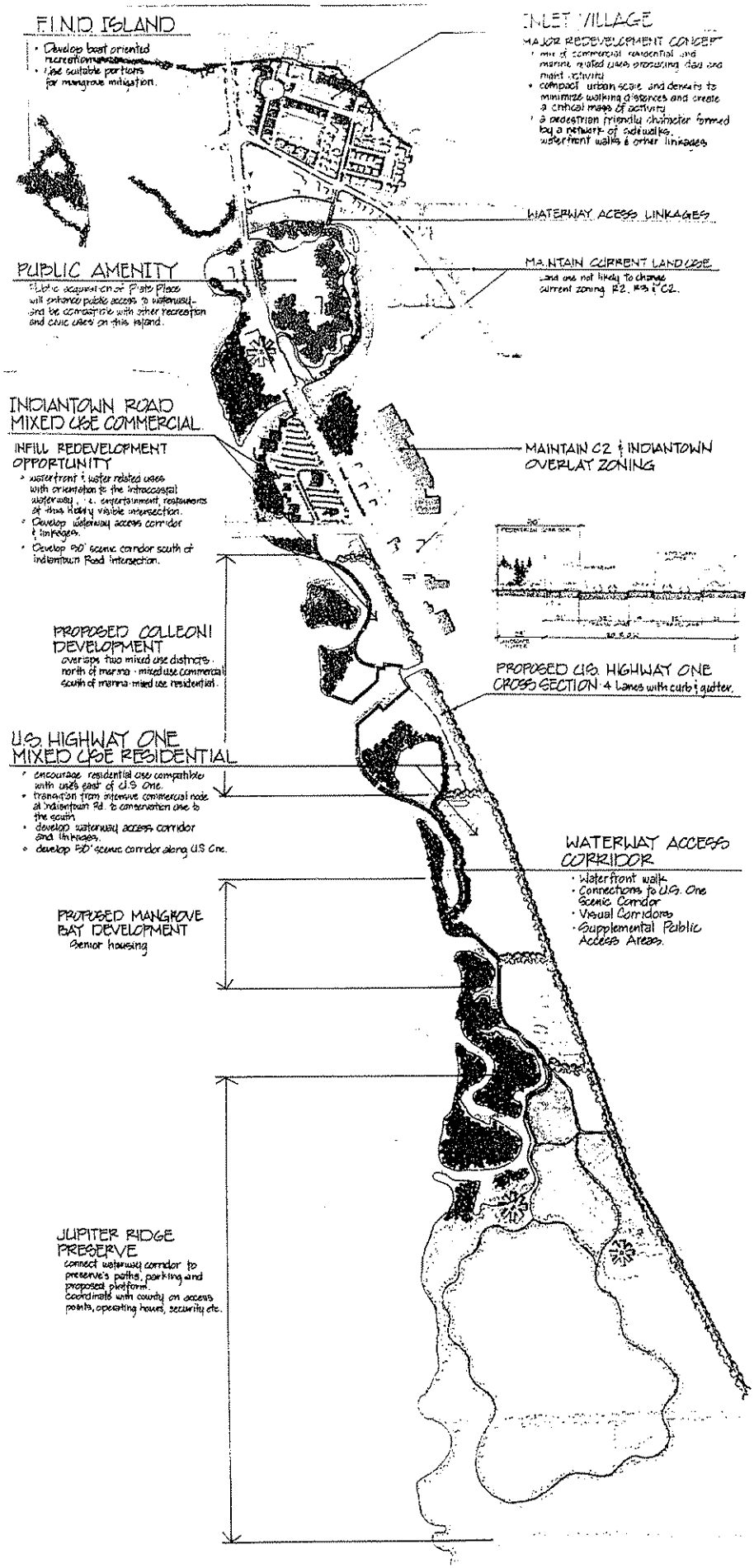


U.S. HIGHWAY ONE - INTRACOASTAL WATERWAY CORRIDOR STUDY

ILLUSTRATIVE PLAN

II. OVERVIEW & SUMMARY

The Town of Jupiter has undertaken a comprehensive evaluation of its U.S. Highway One/ Intracoastal Waterway Corridor. Specific areas of interest have included the following:

U.S. Highway One Configuration:
including a detailed evaluation of the potential need for roadway widening (6 laning) and associated policies for highway cross sections and for enhancement of the corridor's scenic character.

Waterfront Access:
including provisions to enhance public access to and along the Intracoastal Waterway.

Land Uses and Development Character:
including possible adjustments to existing zoning to avoid undue concentrations of commercial ("strip") development, permit mixed uses where appropriate and tailor development to the unique characteristics which exist within the study area.

The planning process which culminated in this document was preceded by two phases of investigation.

Phase One: Existing Conditions Evaluation
This phase included extensive "stakeholders" interviews and documentation of existing development conditions, trends and proposed projects. In addition detailed analyses were undertaken to determine the possible need and justification for widening of U.S. Highway One.

Phase Two: Concept Development
This phase posed:
Alternative Land Uses-
particularly various alternative mixed use designations.
U.S. Highway One Corridor Design Alternatives-
various methods of landscape enhancements as well as pedestrian and bicycle circulation.
Waterfront Access Alternatives -
depicting various potential alignments of waterfront boardwalks and access patterns.
In addition, urban design opportunities were evaluated particularly with respect to the character of special areas such as a potential "village" area along the Jupiter Inlet.

Following public workshops conducted with the Town Council and Planning commission a consensus was derived for a policy direction for each of these variables. This plan document complements previously submitted documentation of Phase One: Existing Conditions Evaluation and Phase Two: Concept Development. Herein are specific policy recommendations summarized as follows:

Land Use and Regulatory Framework

Three specific new mixed use districts are proposed:

INLETVILLAGE - described as a compact mixed use redevelopment area with unique historic and scenic attributes.

INDIANTOWN ROAD MIXED USE DISTRICT- a special node of commercial activity on U.S. Highway One in the vicinity of Indiantown Road

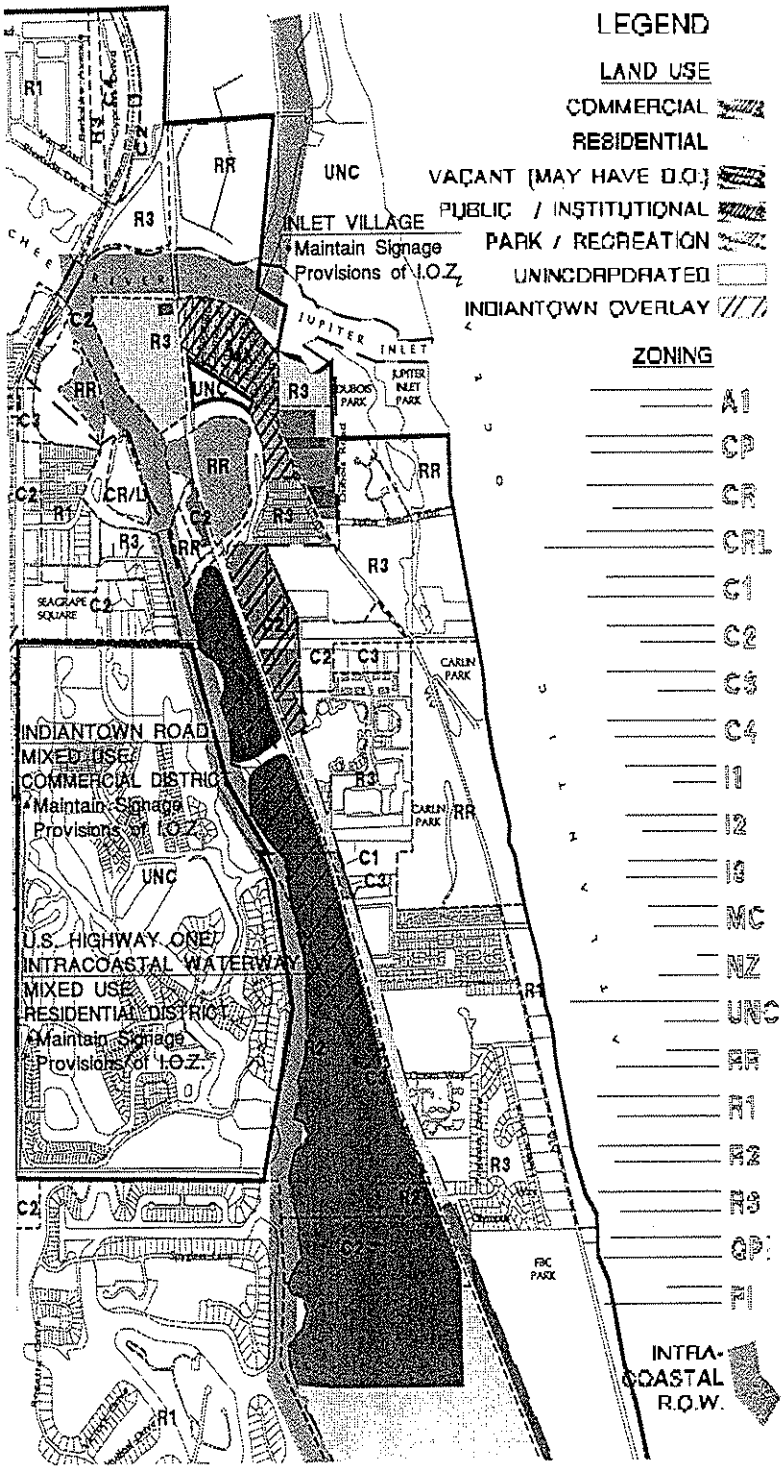
U.S. ONE HIGHWAY / INTRACOASTAL WATERWAY MIXED USE DISTRICT - to the south replacing existing C3 zoning with a residential orientation.

U. S. Highway One Element

Specific recommendations are to retain the present 4 lane configuration south of Indiantown Road with some intersection modifications and do not modify the segment north of Indiantown Road until the Inlet Bridge is scheduled for widening. Establish a scenic corridor, revising the 4 lane rural cross section to an urban cross section with curb and gutter and incorporate a 50' pedestrian corridor south of Indiantown Road along the western side of the road.

Intracoastal Waterway Access Corridor

Ensure public access to and along the water's edge with the following specific components; Waterfront Public Walkway, Upland Connections, Supplemental Public Access Areas and Visual Corridors offering unobstructed views of the water from the U.S. Highway One Corridor.



LAND USE PLAN

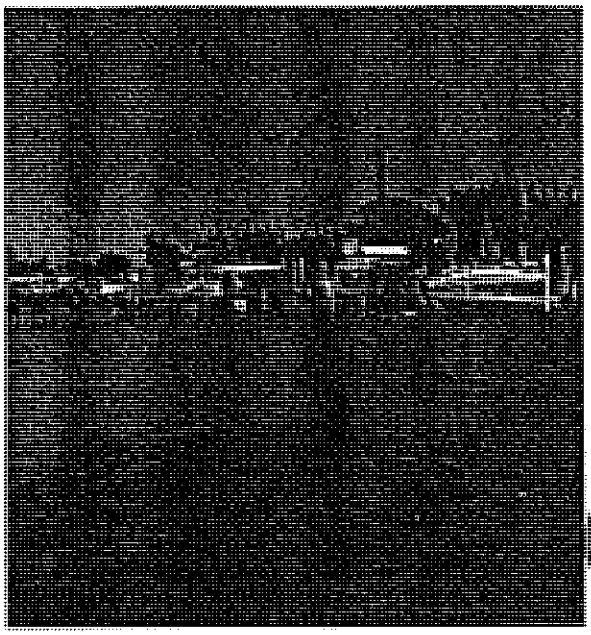
III. LAND USE & DEVELOPMENT FRAMEWORK

A. OVERVIEW OF PROPOSED LAND USE POLICY

As previously documented much of the study area contained within the U.S. Highway One/ Intracoastal Waterway Corridor is "built out" or subject to certain policy "givens" such as the park and conservation lands maintained by Palm Beach County. Although in some cases zoning designations for such areas must be modified to reflect their use restrictions, such areas are not a major focus of land use policy.

Described in detail below are three sub-areas where it is both necessary and appropriate to modify land use and development regulations to advance one or more of the following public purposes:

* To allow greater flexibility in accommodating mixed uses and proposed development initiatives.
* To avoid unnecessary and inappropriate concentrations of commercial or office uses.
* To discourage a strip or suburban auto-orientation.
* To enhance the scenic character of the U.S. Highway One Corridor and facilitate pedestrian and bicycle usage.
* To facilitate protection of and public access to and along the scenic Intracoastal waterfront.
* To encourage and offer incentives for appropriate forms of development and redevelopment which meet these and other public objectives.



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INLET VILLAGE DISTRICT:
to encourage a compact, urban mixed use waterfront area celebrating the Town's unique history and the scenic value of the Inlet.

INDIANTOWN ROAD MIXED USE COMMERCIAL DISTRICT:
To provide for an active waterfront commercial oriented district near the high visibility urban intersection of U.S. Highway One and Indiantown Road.

U.S. HIGHWAY ONE MIXED USE RESIDENTIAL DISTRICT:
To avoid an undue concentration of commercial uses, accommodate major proposed developments and to enhance the scenic and public use and character of the U.S. Highway One and Intracoastal Waterway Corridor.

B. DEVELOPMENT FRAMEWORK

The built environment is influenced by three main factors; the local and regional transportation patterns, the economic viability of specific land uses and the constraints imposed by Land Development Regulations (LDR). It is possible for a community to influence the pattern of development by providing LDR modifications to allow or encourage a specific type of development to occur. These changes have a range of administrative and regulatory costs associated with them which need to be considered. The following options reflect the various ways in which communities can choose to modify development regulations to encourage mixed uses. They include a Mixed Use Zoning District, a Mixed Use PUD Overlay and a Mixed Use Overlay.

MIXED USE ZONING DISTRICT:

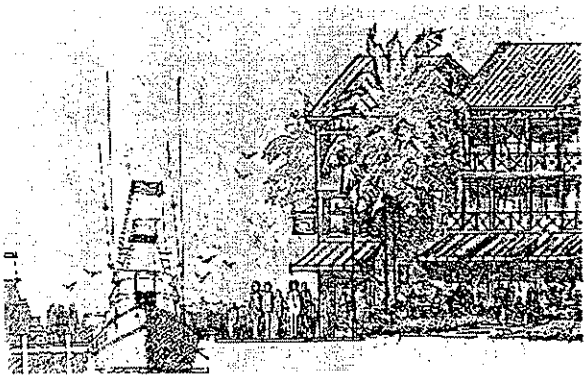
The first option is to change base zoning to a new district which would mandate that all properties over a certain size (10 acres) provide a prescribed mix of specific land uses. This prescriptive approach is similar to that of the Town's MXD 1 & 2 zoning districts. This approach tends to impose a greater administrative burden and provides somewhat less flexibility to adjust land use provisions to specific development proposals or site conditions.

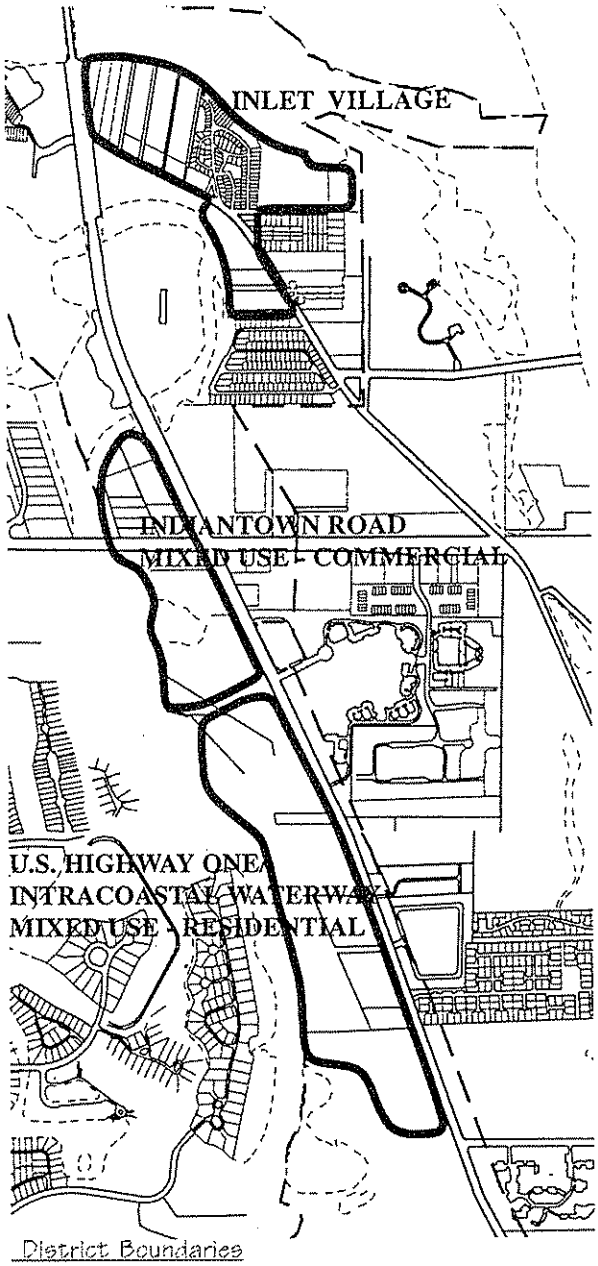
MIXED USE P.U.D. OVERLAY

A second option is to retain underlying zoning but to permit applicants to request designation as a Mixed Use P.U.D. This provides the greatest degree of flexibility in tailoring development standards (densities, setbacks etc.) and the mix of uses to site specific development proposals. Once approved, the P.U.D. development order essentially becomes the applicable zoning which runs with the land until amended. The trade off of this high degree of flexibility is the uncertainty of what development patterns would actually result and the possibility that development might actually take a "conventional" approach reflecting existing zoning. Such an approach for U.S. Highway One would not preclude the entire corridor from building out as a commercial strip as allowed by present zoning.

MIXED USE OVERLAY

In this alternative the underlying zoning is retained but amended in some fashion. Such amendments could take the form of added mixed use flexibility, for example,. allowing for some residential use in C-3 or some commercial uses in R-3 designations. Similarly, this approach could also modify conventional regulations affecting characteristics such as compactness or density by adjusting standards for parking, open space, site coverage etc.





C. INLET VILLAGE DISTRICT DEVELOPMENT CONCEPT

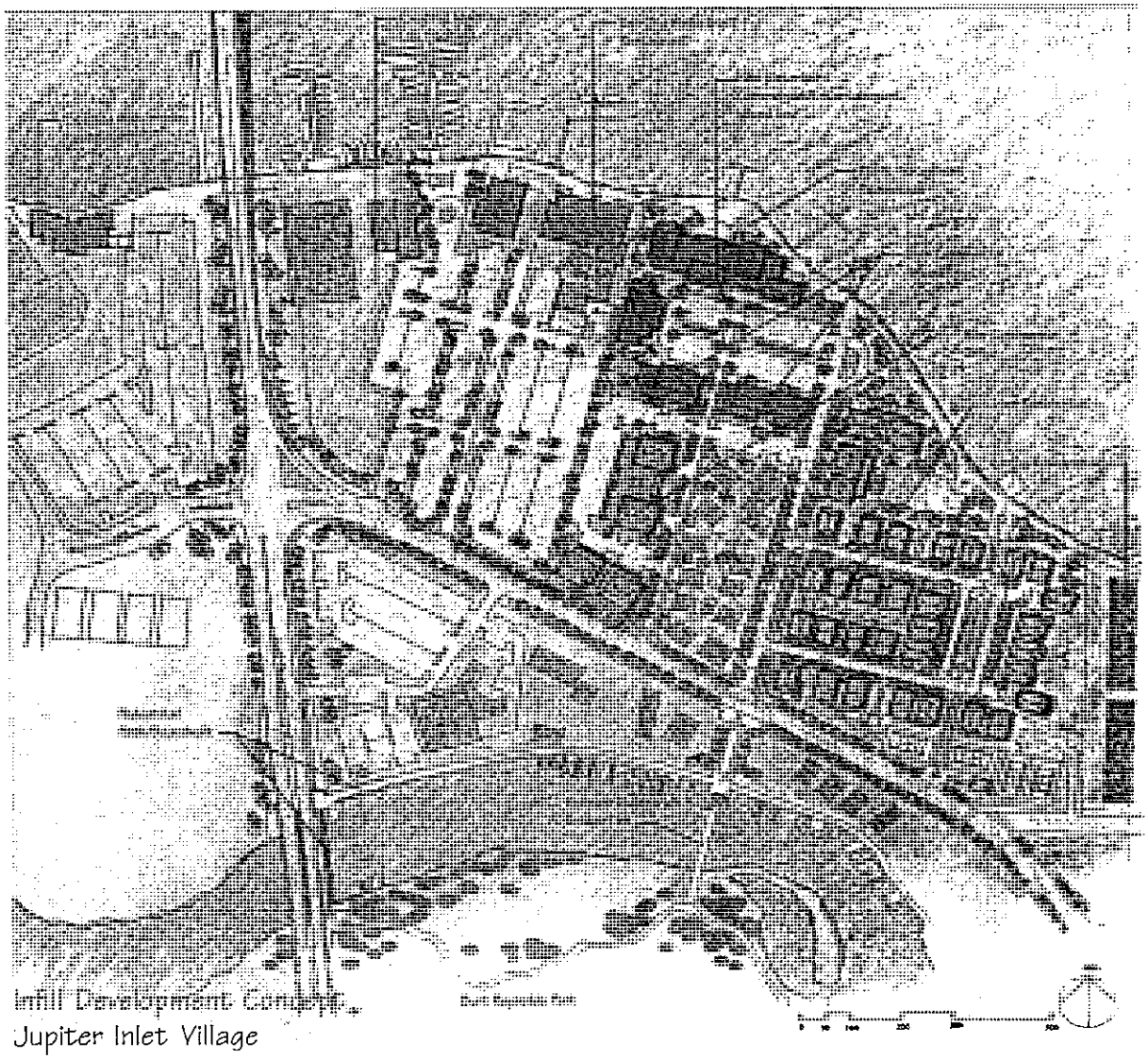
The proposed Inlet Village is one of the oldest original settlement areas in the Town of Jupiter, one which retains remnants of the area's historic waterfront character. Because of its location along the Jupiter Inlet, with expansive views of the lighthouse on the opposite shore, this area is also one of the Town's most valuable scenic assets and is strategically located for boat traffic at the confluence of the Intracoastal Waterway and Atlantic Ocean via the Inlet. These characteristics of the area, its strategic location, its history as the Town's original settlement and its colorful waterfront character make it a prime opportunity to become village center. Specifically the opportunity exists to create at this location a compact urban scale and level of activity not found in other, more suburban areas of Jupiter .

Desirable characteristics :

- A mix of commercial, residential, entertainment, and marine related uses producing day and nighttime activity.
- A pedestrian friendly character with convenient and scenic pedestrian linkages formed by a network of sidewalks, water front boardwalks and other linkages.
- A compact "urban" scale and density to minimize walking distances and create a "critical mass" of activity.

Liabilities and constraints :

- "Standard" zoning (i.e. C-2 and R-3) which reflects suburban conditions and precludes a desirable mix of uses.
- Development standards for setbacks, parking and open space which preclude more compact development patterns.
- Fragmentation of property ownership hampering larger scale more efficient develop ment.
- The absence of a traditional "grid" of streets and sidewalks found in an urban village environment.



Infill Development Concept
Jupiter Inlet Village

CONCEPT ALTERNATIVES

In order to depict the possible characteristics and program of uses associated with the redevelopment of the Inlet Village, two redevelopment concepts are depicted.

Infill Development Concept is a "minimum" scheme indicating new development on sites considered to be underutilized, but without alteration to street parking or existing stable uses.

Major Redevelopment Concept depicts more significant changes and improvements within the district with substantial changes to streets and streetscapes, redevelopment of existing activities such as marina services and dry rack storage and the creation of shared parking in one or more garages.

Infill Development Concept

Key elements of the Infill Redevelopment Concept are as follows:

Jupiter Inlet Walkway / Streetscape Improvements

A key to the development of a village environment is the creation of a pedestrian orientation and a spine of activity. A continuous waterfront pedestrian walkway is proposed to

link all existing and new waterfront developments including restaurant / entertainment attractions and residential development. This waterfront walking experience of approximately ½ mile links to a north south streetscape spine on Clemens Street, which then links to the walkway system to the south via either a pedestrian walk directly across the lagoon to Burt Reynolds Park or along a "lagoon walk" connecting to a pedestrian crossing over the existing U. S. Highway One bridge.

Waterfront Commercial / Entertainment

The continuous flow of people along the scenic inlet walkway acts to create a new image and a "draw" for the village, thus becoming a catalyst for additional waterfront uses; further increasing the "critical mass" of activity that defines a true village center. The depicted additional waterfront building could accommodate approximately 35,000 square feet of restaurant / entertainment uses at ground level, plus up to an additional 40,000 square feet of professional services type office space on optional second and third floors.

"Village Commercial" Area

On presently underutilized sites between the eastern edge of the existing restaurant parking lots and Clemens Street are depicted infill commercial structures of 2-4 stories. Uses would include ground level retail including local convenience goods and services as well as specialty items including crafts, art galleries and similar activities oriented to leisure shopping and "browsing" activities. Approximately 35,000 square feet of such activity would be provided at ground level. On upper levels a mix of professional offices and / or apartments would compliment the balance of day and nighttime activity and total up to an additional 85,000 square feet.

Parking is supplied in a series of linked lots and spaces under the building footprints. However, the immediate proximity to the existing restaurant parking lots, which remain largely vacant during normal working hours, provides an excellent opportunity for shared parking.

Village Cluster Residential

To the east of Clemens Street the site of the existing trailer park is depicted as a compact in-town cluster of multi-family housing; a source of day and nighttime activity in the village and particularly, along the waterfront walkway. In fact, the walkway is depicted as terminating in a picturesque "village square" green space facing the inlet waterfront. Approximately 200 units are depicted in predominantly low rise 3-4 story structures.

Major Redevelopment Concept

Key elements of the Major Redevelopment Concept are as follows:

Circulation Improvements

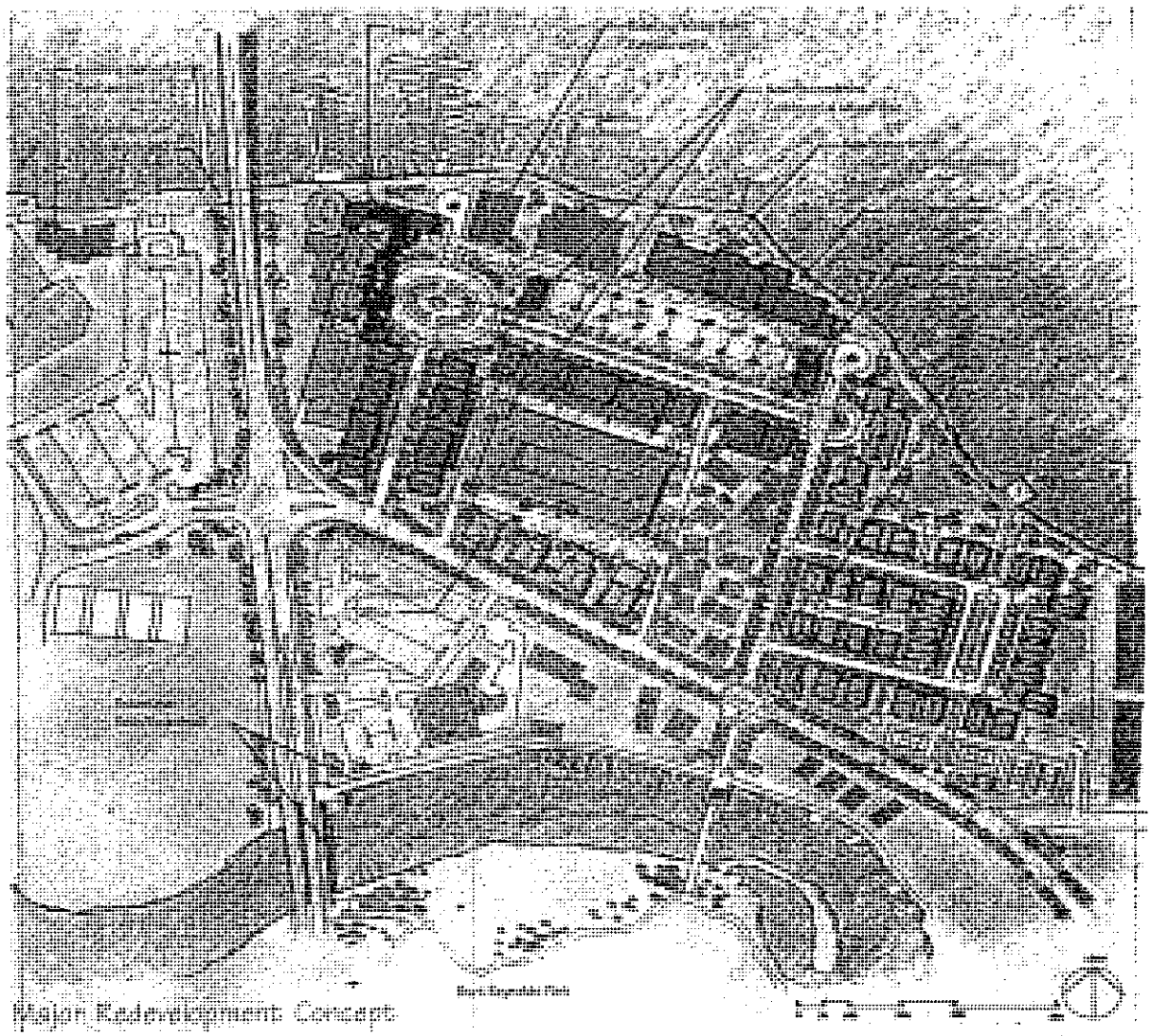
In addition to the continuous waterfront walkway, streetscape improvements and the extended Clemens Street pedestrian axis linked to Burt Reynolds Park, this concept incorporates a new, axial east-west roadway. "Jupiter Village Boulevard" is proposed to provide improved east-west pedestrian and vehicular circulation with focal plazas and signature structures "terminating" the two ends of the boulevard.

Waterfront Commercial / Entertainment

The expansion of waterfront commercial and entertainment uses is depicted to occur in similar fashion to that depicted for the Infill Development Concept.

"Village Commercial" Area

The concept of mixed ground level neighborhood or specialty retail at ground level with offices



Major Redevelopment Concept
Jupiter Inlet Village

or residential above, as depicted on the Infill Development Concept is expanded and given more formal street-oriented arrangements along Yarborough Street and Jupiter Inlet Boulevard. In a pattern which surrounds and screens from view the central shared parking garage, a total of approximately 75,000 square feet of ground level retail and up to 175,000 square feet of upper level office and/or residential development could be accommodated.

Shared Parking

Completely hidden from view from A1A, Yarborough Street and Jupiter Inlet Boulevard is a proposed 180' x 360' parking deck. If built at 2 levels above grade, the garage would accommodate approximately 600 cars, enabling a substantial reduction in surface parking lots and the resulting increased development compactness. By combining mixed uses such as professional offices, retail and entertainment, their variable peak parking demand periods allow for efficient shared parking facilities where parking demand for each use can be satisfied with fewer spaces. The available on-street parking along Yarborough Street, Inlet Boulevard will permit further reductions in neces-

sary on site parking. However as depicted, waterfront restaurants and entertainment activities will continue to require a reasonable proportion of their parking be provided in surface lots immediately adjacent to building entrances, particularly for valet operations.

A1A Commercial

On the north side of A1A between Cramer and Love Streets are depicted as several commercial structures of up to 3 story buildings totaling approximately 60,000 square feet.

Hotel

The market support for a prospective hotel has not been confirmed as part of this planning exercise. However, such use could further enhance the critical mass of visitor activity, drawn by the unique village environment, the scenic waterfront walkway, entertainment and shopping attractions and the immediately adjacent marina. Depicted as an architectural "anchor" to Jupiter Inlet Boulevard, the hotel could accommodate 200 to 300 rooms on 5 to 8 floors, up to approximately 160,000 including square footage for lobby, restaurant, meeting rooms, health and exercise, etc.

Village Cluster Residential

As in the Infill Development Concept the site of the former trailer park is converted into a compact predominantly low scale, 3-4 story residential enclave, with approximately 200 dwelling units. However, to take advantage of the new Jupiter Inlet Boulevard a mid rise (up to 6 stories) residential structure is positioned at the eastern boulevard terminus.

County Outparcel Sites:

In the vicinity of the proposed Inlet Village south of SR A1A exists an area of unincorporated Palm Beach County, including the substantial office structure at the U.S. Highway One and A1A intersection. The present land use character is mixed use, comprising office as well as older commercial, residential and motel uses. Such uses are considered compatible with the redevelopment concept for the Inlet Village. However, as new investment and intensification occurs in the Inlet Village, redevelopment pressures can be expected to be exerted on the County areas. Therefore to properly guide this potential redevelopment in a manner consistent with the concept for the Inlet Village, Palm Beach County should be encouraged to apply mixed use districts in a similar pattern to those proposed herein, extending south across A1A from the Inlet Village. Specifically, the area to the east of an extended Clemens Street is constrained by shallow property depths and is now largely residential in scale. This area should be encouraged to become an extension of the village cluster residential enclave with townhouse and garden apartment residential use and provisions for public pedestrian access and small boat access along a waterfront walkway. To the west of the extended Clemens Street properties become deeper and are influenced by the intensity and scale of the existing office structure. Commercial/office/residential mixed uses are approriate in this area.

IMPLEMENTATION STRATEGIES

The following describes three alternative approaches to the implementation of the vision of the Inlet Village:

Minimum Action Regulatory Incentives

This option relies solely on modifications to zoning and development regulations alone. An overlay zone would permit certain types of mixed uses in the underlying zones, such as. residential in C-2 and/or certain types of compatiable neighborhood commercial in R-3. In addition development standards would be altered to achieve a higher density, compact

ness and pedestrian scale suitable for an urban village environment. These "incentive" measures would, in turn be coupled with requirements for providing public waterfront access via a boardwalk along the Inlet. No direct capital investments or other strategic initiatives would be made by the Town.

Limited Investments / Special Taxing District

In this option the Town would go beyond the minimal regulatory modifications to execute certain capital improvements as catalysts for private investments including:

- A boardwalk/ walkway along the Inlet from the U.S. Highway One bridge eastward.
North - South pathway linkages to the Burt Reynolds Park and the walkway system extending to the south.

- An internal roadway midway between Jupiter inlet and AIA. (Parallel to AIA.)

Funding could be from a combination of grant sources (F. I.N.D., ISTEA and others) and contributions by property owners made through a special taxing district.

Community Redevelopment Area (CRA) Designation

The establishment of a Community Redevelopment Area as provided under Chapter 163.340 Florida Statutes provides for certain redevelopment tools, most significant of which are:

- Powers of eminent domain (to be used for property assembly or reassignment)

- Tax increment financing
Unlike a special taxing district this method derives revenues by allocating the increasing tax revenue (increment) associated with rising property values to a special redevelopment trust fund which is used to finance improvements necessary to stimulate redevelopment.

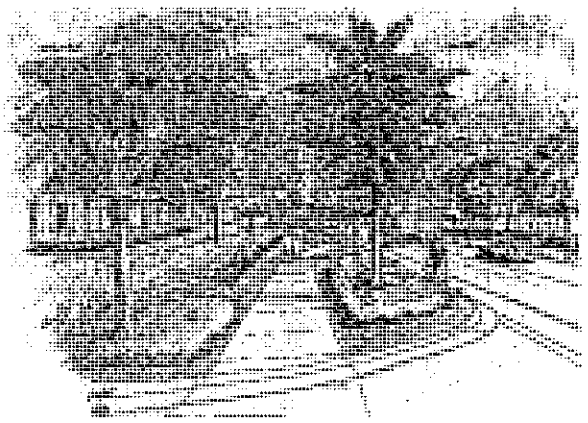
In general the steps to be taken in pursuing this implementation strategy include the following:

Finding of Necessity

Chapter 163.355 requires that local government must find that there exist conditions which necessitate redevelopment . Such conditions are broadly defined to include physical deterioration of structures, inadequate infrastructure systems, congested roadways, inadequate parking, deteriorated site conditions and inefficient lot patterns. In certain Home Rule counties, Findings of Necessities must also be made and redevelopment powers transferred by County Commission action.

Community Redevelopment Agency

Following ordinance or resolution establishing the Finding of Necessity, the Town Council should create a Community Redevelopment Agency (CRA) charged with creating and implementing a community redevelopment plan. The Town Council has the option of appointing an independent body to become the CRA or to name the Town Council (governing body) as the CRA.



Community Redevelopment Plan

The Community Redevelopment Agency will prepare a community redevelopment plan containing those elements mandated by statute, including elements dealing with land use, financing, relocation and other components. Following confirmation by the local planning agency that the community redevelopment plan is consistent with the Town's Comprehensive Plan, plan implementation can proceed.

Redevelopment Implementation

Specific steps in the redevelopment implementation process may include one or all of the following:

- Creation of a Redevelopment Trust Fund for receipt of tax increment revenues.
- Issuance of redevelopment bonds, bond anticipation notes or other finance mechanisms.
- Property acquisition or assembly (selective or optional) and relocation assistance (as necessary).
- Installation of capital improvements (roads, shared parking facilities, civic amenities, boardwalks, etc.)
- Selection of developers and private investment.

CRA - Pros and Cons:

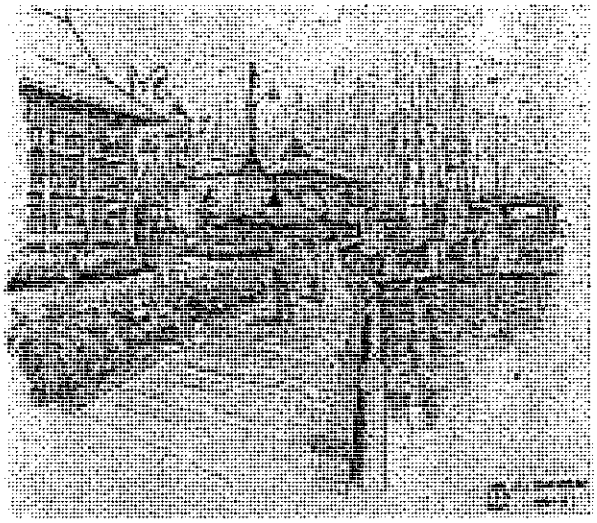
Although some 40 or more Florida communities are currently pursuing redevelopment with community redevelopment areas according to the process established by Chapter 163, Part III, certain aspects of this process can become controversial and divisive if the associated "Pros and Cons" are not fully understood and weighed in advance.

CONS:

* Some may object to the declaration of "slum" or "blight" required in making an initial Finding of Necessity. It should be recognized that under definitions contained in state law, traffic congestion alone can constitute "blight". Similarly, it should be recognized that such popular areas as Mizner Park in Boca Raton are within areas found to include "slum and blight" conditions.
* Tax increment financing will divert any increased tax revenues away from the general fund.
* Some property owners may object to the potential use of the power of eminent domain to bring about property assemblies.
* Some may object to the perceived additional layer of government represented by the community redevelopment agency. However, most CRA'S are simply the local governing bodies (council) sitting as the CRA.

PROS:

* The Chapter 163/CRA process is the only means to gain the use of the power of eminent domain for redevelopment purposes; which, in turn is the only means of directly causing property assemblies and dispositions to development entities.
* Tax increment financing as provided exclusively through the Chapter 163/CRA process, is not an "additional" tax as in a special taxing district, but is a reallocation of additional tax revenues resulting from an expanded tax base in the redevelopment area.
* Bonded indebtedness supported by the tax increment revenue stream does not rely upon the full faith and credit of local government nor does it affect the debt limits of local government.
* Tax increment financing reallocates to the local redevelopment trust fund, revenues that would be otherwise allocated to Palm Beach County and some other units of government.



RECOMMENDED PROVISIONS

It is possible to conceive of a future development pattern in the Inlet Village which would include major redevelopment and revitalization coupled with public investment in boardwalks, streetcape linkages and a reservoir of shared (garage) parking . It is also possible to envision major revisions to the development codes to greatly reduce on-site parking requirements and/or increase development densities and compactness. In the interim it is appropriate to provide a vehicle to afford some flexibility regarding certain provisions of the underlying C-2 and R-3 zoning. This assumes the compliance of the intent of the objectives of the Inlet Village Development Concept. Specifically the purpose of the following recommended regulatory modifications is to provide limited opportunities for mixed use and for increased levels of compactness suitable to an urban village environment.

In an overlay to present applicable C-2 and R-3 zoning, permit in accordance with appropriate application and review requirements the following regulatory modifications:

* Permit limited commercial in R-3 (trailer park)similar to the use provisions of MXD-2.
* Permit residential development (R-3) within present C-2 zoning.
* Increase development compactness by waiving setbacks at property lines with the consent of adjacent owners.
* Reduce applicable parking require ments by up to 25% upon adequate demonstration of lessened parking needs associated with shared park ing, on-street parking or use of other transportation modes.
* Require provisions of a waterfront boardwalk or easement.
* Permit increased development density by increasing maximum site coverage from 35% to 50%.

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D. INDIANTOWN ROAD MIXED USE COMMERCIAL DISTRICT

DEVELOPMENT CONCEPT

This area , presently zoned C-2 extends from the Chamber of Commerce facility to the site of the marina within the planned Colleoni Mixed Use development. Located entirely on the west side of U.S. Highway One, this area is intended as a "node" of intensive development of predominantly commercial development with an active, continuous boardwalk linkage, Specifically envisioned are a collection of related waterfront and water related commercial uses, particularly entertainment attractions and restaurants with an orientation to the Intracoastal Waterway and high visibility at this key intersection. This will link the public spaces and marina related commercial uses along a "walkable" compact urban waterfront corridor. Certain provisions of the present IOZ covering signage regulations would continue to apply to this area.

In addition it is recommended that consideration be given to acquisition of the "Piat" property for expanded waterfront access. Although it is not anticipated that residential

activity will be significant in this district, such use may be considered by special exception where appropriate and complimentary to the adjacent mix of uses.

RECOMMENDED PROVISIONS

* Discourage auto-oriented and other inappropriate commercial use provisions by applying those uses permit ted under the proposed MXD-2 ordinance.
* Require waterfront corridor development and linkages.
* Require 50' U.S. Highway One Scenic Corridor development south of the Indiantown Road intersection.

BRIO BEACH CLUB & BENEATH BRIDGE RECOMMENDATIONS

This area presents an unique opportunity for redevelopment within this district. Listed below is some land use and urban design criteria specifically for this area.

* A mixture of commercial and entertainment uses are recommended, including restaurants, specialty retail and office. All such uses should be linked, north and south of the bridge by the Intracoastal waterfront walkway. The existing bank with daytime business hours (if it remains) will permit efficient shared parking with evening entertain ment uses.

* Building setbacks from U.S. Highway One and Indiantown Road will be maintained as no less than 15 feet.

* "Auto Urban" users should be discouraged including convenience stores, ser vice stations, fast food or any uses with the "drive through" facilities.

* A continuous public walkway shall be provided through the site, extending from Coastal Way (the roadway under pass beneath Indiantown Road) be tween the waterway and the development. This walkway shall connect to the proposed pedestrian walkway on the west side of U.S. Highway One bridge spanning the waterway to the north of this site. (Note the need for a pedestrian crossing to Burt Reynolds Park). Where the walkway crosses vehicular driveways, crosswalk markings and traffic controls are recommended.

* Architectural character shall be in accordance with the criteria established herein for the U.S. Highway One corridor area. Florida Vernacular architectural style is recommended as a design theme. The following design features are recommended:
  * Sloped gabled or hipped roof forms, with a min. 4:12 pitch
  * Large window openings, emphasizing vertical proportions.
  * Public covered arcades, entrances and deck areas, with colonnade or porch like character. Upper level decks and windows providing views of the water.
  * Roof dormers with windows or louvered vents to accent roofscape.

* Recommended building materials are stucco, clapboard or brick, with painted timber or ironwork colonnades, frame work and trim. Standing seam metal or shingle sloped roofing materials are recommended.

* IOZ sign guidelines shall apply modified as follows:
  * Animated signs with mechanically moving armatures or rotating parts should be prohibited. Individual dimensional let tering (cut-out profiles, including neon) are preferred.
  * Signs should be mounted on building walls or supported by standards of limited height (to 20 feet). Roof-top mounted signs should be prohibited.

* Accent lighting of buildings should be encouraged, including floodlighting of special building features and "Tivoli" lights. Tall highway type "cobra head" fixtures are discouraged and fixtures shall not exceed 25 feet. Special consideration should be paid to the effect of reflected light as seen across the water from residential areas west of the waterway and from traffic approaching from across the new Indiantown Road bridge. Site area lighting shall be designed to minimize glare, utilizing "cut-off" type fixtures.

* Mechanical equipment shall be screened from view, including both roof top and ground mounted units. Sight lines from existing public roadways (U.S. Highway One and Indiantown Road) and from the Intracoastal Waterway shall be taken into consider ation when planning visual screening elements. The character of roof profiles and visual screening is particularly important because this site occupies a "gateway" location and will be seen from the higher elevations of the Indiantown Road fixed span bridge.

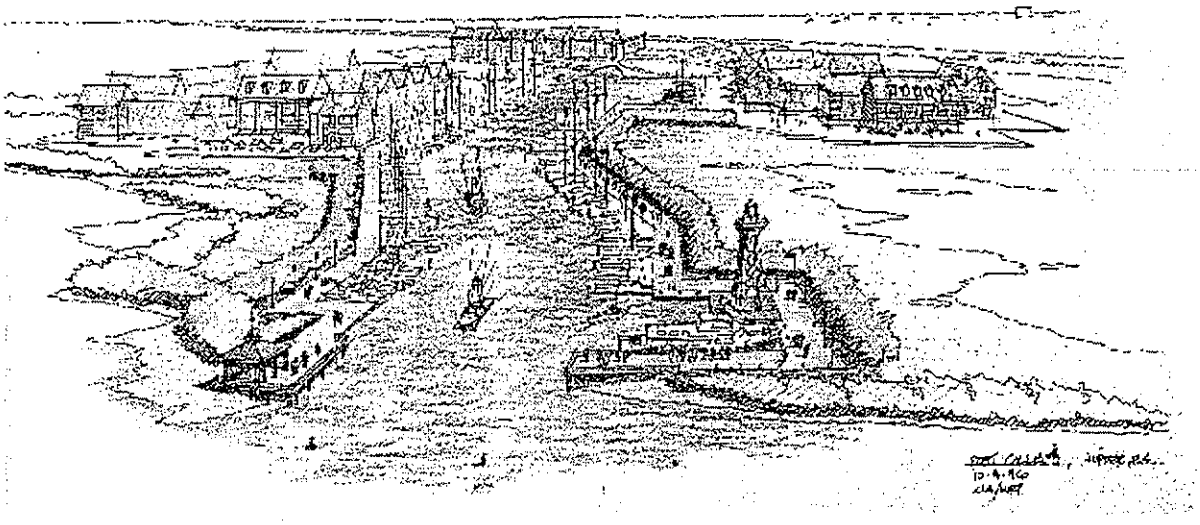
* Service areas, trash compactors, dumpsters, outdoor refrigeration units and other service equipment shall be screened from public view through the use of landscaping, walls and fences and designed with materials and colors coordinated with the building architecture.

* Building height shall be limited to three stories, not including sloped roof elements. Parking at or below grade shall not be included in the calculation of building height. A single architectural tower feature to establish highway visibility for the commercial development (not a pylon sign) should be permitted, pending approval based on appropriate design character. Other existing ordinance sign controls may apply.

The area beneath Indiantown Road is an opportunity in that it functions as a key pedestrian waterfront linkage between Intracoastal Waterway walkway segments extending to the north and the south. However, this linkage can only be realized if it is well used and perceived as safe. Consequently the walkway under the bridge must be designed to be comfortable in scale and consistent with the boardwalk general design criteria contained herein. Because of its "crossroads" characteristic this area beneath the bridge offers an excellent opportunity for the expansion of shared parking. Specifically, the improvements under the bridge must be designed to incorporate principles of crime prevention through environmental design (CPTED), otherwise known as "defensible space".

These principles include:

* Clear, straight lines of sight through the site from adjacent properties and streets.



* Absence of hedges, fences or other potential blind spots.
* Ample lighting for nighttime comfort but without the "security lighting" image of overly bright sodium vapor fixtures.
* Encouragement of pedestrian activity by appropriate siting of underbridge parking, boat tie-ups and, during week end or peak activity periods, vendor carts.

E. U.S. HIGHWAY ONE MIXED USE RESIDENTIAL DISTRICT

DEVELOPMENT CONCEPT

Presently zoned C-3 this area extending southward on the west side of U.S. Highway One has significant portions that are undeveloped but includes fragmented uses including offices, commercial and hotel. The bulk of this area however, includes the proposed Colleoni development (south of the proposed marina) as well as the proposed Mangrove Bay development. Key elements of the development concept are to:

* Avoid undue concentrations of commercial / office development permitted under C-3.
* Encourage residential uses compatible with such uses on the east side of U.S. Highway One and with the conservation areas to the south.
* Provide for scenic buffer treatments along U.S. Highway One.
* Provide for scenic protection and public access linkages to and along the Intracoastal Waterway.
* Provide for reasonably efficient and compact multifamily housing densities.

RECOMMENDED PROVISIONS

* On sites over 10 acres provide for a maximum of 50 % commercial use with uses limited to those in MXD-2.
* On sites over 10 acres permit up to 100 % residential use at up to 15 units per acre. ACLF may be permitted a density bonus at the discretion of the Town Council up to 20 units per gross acre as provided for in the Comprehensive Plan.
* Require waterfront corridor development and linkages.
* Require 50' U.S. Highway One Scenic Corridor development.

F. ALTERNATE AIA

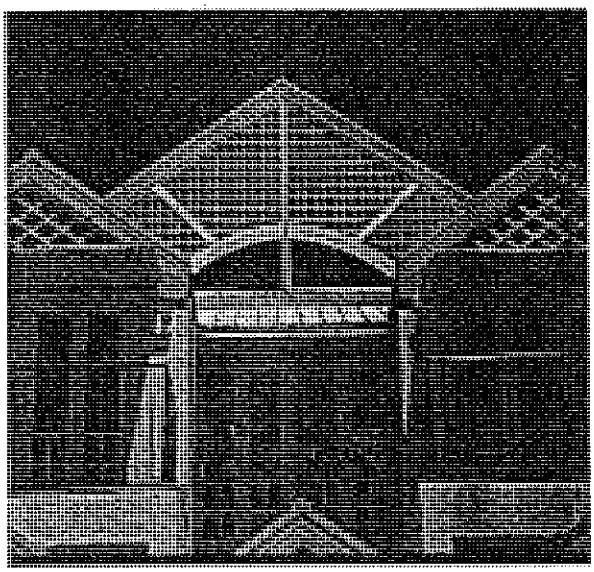
The small strip of land located east of Alternate AIA included in the study area is located on the water and adjacent to an old marina site. The suggested land uses would include water oriented uses which maintian the current scale of structures and does not impair the important visual corridor to the lighthouse. Where possible both visual and public access should be provided to the water's edge.

G. URBAN DESIGN

The U. S. Highway one/ Intracoastal Waterway Study area includes a variety of districts with opportunities to enhance existing or develop distinctive character but it is important that there be a unifying element that can tie the various areas together and identify the entire area as an unique and distinct place. This unifying element is the waterfront walkway corridor and the U.S. Highway One scenic corridor which will run through the entire area.

The waterfront walkway is conceived as a key linkage element connecting special activity areas much as a "string of pearls". The palette of colors, materials and design details used in the boardwalk design and in appurtenances such as lighting fixture, signage and graphics, interpretive panels and adjacent landscape will act as a unifying thematic design tool.

Similarly the design concept for the U.S. Highway One Corridor is that of a lushly landscaped scenic corridor which also will have an associated "palette" of repeated landscape elements, combining color, scale and texture variations in a rhythmic pattern thus affording an unique set of visual experiences as one walks, bicycles or drives along the corridor.



GENERAL DESIGN GUIDELINES
applicable to each of the three subareas.

Roof Forms

Variable pitched, gabled or hip roofs are preferred. Flat and mansard roofs are discouraged.

Pedestrian Scale

Architectural elements at the ground level including arcades, cornices, seat walls, fenestration patterns, detailing and other devices which enhance pedestrian scale and comfort are encouraged.

Styles

No specific architectural styles are mandated. Styles generally interpreted as "vernacular", "old Florida", "seaside", Mediterranean and other similar styles, particularly adapted to local climate, history and a relaxed lifestyle in a coastal environment are encouraged. Highly ornamented facades and styles that are clearly out of context are discouraged, including colonial, tudor, oriental, New Orleans, and similar styles associated with specific geographic areas or cultures foreign to south Florida.

Height

35 feet above base flood elevation. Structures up to 8 stories may be approved subject to design review and adequate separation from waterfront edges and U.S. Highway One scenic corridor buffers.

Building Materials

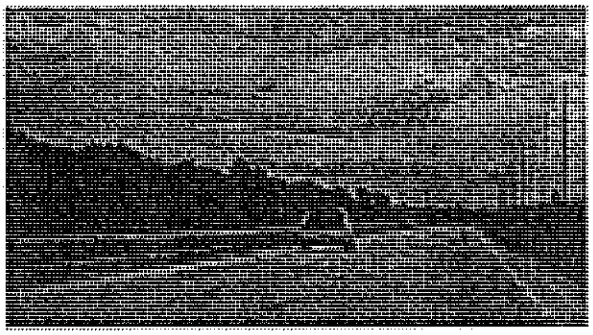
Stucco, wood(painted or light stained) and similar materials commonly in use in South Florida. Standing seam metal, tile (flat or barrel) or wood shakes preferred for roof materials.

Screening

Mechanical equipment and satellite dishes over 3' diameter should be screened.

Discouraged Materials and Elements

* Excessively brilliant, reflective or dark materials, colors or stains
* "Simulated" brick or stone work
* Metal and glass "curtain wall" construction
* Unfenestrated and unarticulated (blank) facades
* Exposed or unfinished concrete or concrete block



IV. U.S.HIGHWAY ONE CORRIDOR

This unique corridor represents an opportunity for the Town of Jupiter to enhance the natural landscape character, preserve the environmentally sensitive areas and to provide a pedestrian/bicycle path system for the length of the corridor without greatly compromising the area's roadway system.

A. VEHICULAR CIRCULATION

One of the primary purposes of this study is to determine whether the six laning of U.S. One within its boundaries will be necessary or could the roadway be maintained as a four lane facility indefinitely. The Florida Department of Transportation (FDOT) is currently in the process of designing this US One Corridor as a six lane facility from Parker Bridge to Indiantown Road. The current construction of the new Indiantown Road Bridge at the Intracoastal Waterway includes widening of the intersection at US One and the widening of the approaches of the latter to six lanes.

The following represents a summary of the traffic engineer's analysis of the existing and projected traffic conditions along this U.S. One Corridor and to provide possible viable strategies to maintain the four lane configuration.

The traffic engineer used data provided by the Palm Beach County MPO, Palm Beach County Traffic Department, and the FDOT's traffic analyses tool ART-PLAN was utilized for the corridor analysis. All the detailed data and assumptions have been previously provided in the Phase 1 & 2 report appendix.

TRAFFIC ANALYSIS

The ART-PLAN ANALYSIS conducted for this study included the following scenarios:

A. EXISTING CONDITIONS: four lane configuration and existing intersection geometry, existing number of signalized intersections, signal timings and AADT.(Assumes U.S. One and 706 intersection with pre-reconstruction reconfiguration.)

B. FUTURE 2015 CONDITIONS W/4 LANES: existing geometrics, no increase in the number of signalized intersections and year 2015 AADT. (Assumes U.S. One and 706 intersection with pre-reconstruction configuration.)

C. FUTURE 2015 CONDITIONS W/4 LANES & INTERSECTION IMROVEMENTS: assumes no new signalized intersections but existing intersection would be improved to provide three through lanes in each direction on U.S. One at the intersections.

D. FUTURE 2015 CONDITIONS W/4 LANES & 6 SIGNALS: assumes two signalized intersections will be added to the north & south of Marcinski Rd. No other intersections improvements are assumed. (Assumes U.S. One and 706 intersection with pre-reconstruction configuration.)

E. FUTURE 2015 CONDITIONS W/4 LANES &

6 SIGNALS & INTERSECTION IMPROVEMENTS: assumes two signalized intersections will be added and existing intersections will be improved to enhance operations to provide three through lanes in each direction on U.S. One at the intersections.

F. FUTURE 2015 CONDITIONS W/6 LANES & 6 SIGNALS: assumes that the U.S. One Corridor will be six lanes with the addition of two signalized intersections.

The results of the ART PLAN analysis are outlined below:

CONDITION	ARTERIAL LEVEL OF SERVICE
A. EXISTING CONDITIONS	A.
B. FUTURE 2015 (As Is)	F.
C. FUTURE 2015 (4 lanes & 4 signals)	B.
D. FUTURE 2015 (4 lanes & 6 signals)	F.
E. FUTURE 2015 (4 lanes & 6 signals w/intersection improvements).	C.
F. FUTURE 2015 (6 lanes & 6 signals)	B.

As indicated, the existing level of service is at acceptable level of service; however, based on current traffic projections the level of service is expected to deteriorate. It is clear from the analysis that the intersections serve as bottlenecks for the traffic flow. The mitigations proposed are to improve the intersection approaches. The improvements proposed include intersection treatments through the addition of add-on and drop-off lanes. The FDOT has established criteria that add-on and drop-off lanes should be added and the minimum distance should be 2000 feet.

RECOMMENDATIONS

Based on the existing data and the localized analyses of the current and projected traffic on a general areawide and corridor planning basis, the following optional policy recommendations are presented:

1. The Town of Jupiter should seek to establish policy agreement with the MPO and FDOT to maintain a four lane configuration for U.S. One Highway until other area roadway improvements or construction alternatives have been exhausted. Alternately, establish policy to maintain the 4 lane configuration as a permanent situation.

   Current modeling projects an increase in traffic volume along the Corridor, U.S. One can be expected to reach level of service D at a later date than other major area roadways, specifically Alternate State Road A1A. This road, currently a four lane road, would require widening to 6 lanes by the year 2010 as per the current development order of the ABACOA project. The Town of Jupiter should petition the MPO to give higher priority to the widening of Alt. A1A. FDOT should be petitioned to construct this widening in the near future. Future fundings from the private developer, ABACOA to be used for other needed improvements in the area.

   The MPO is in the process of updating the travel model to a "Lifestyle Model" which will take into account the differences in travel behavior of the retirement households, especially in the home based to work trips. While the model revalidation will not necessarily reduce the actual number of trips in the corridor, it will, however; most likely change the proportion of trips generated by the various land uses.

The preliminary FDOT design work for the six laning of U.S. One currently in process only extends to Indiantown Rd and does not include any improvements north of Indiantown Rd., especially the intersection with SR AIA and the replacement of the four lane drawbridge.It also does not include the replacement of the Parker Bridge to the south. It is important to note that preliminary corridor analyses of US One shows that with the improvements currently being implemented at the 706 Intersection in combination with some minor signal operation enhancments and additional turn ing lanes at Marcinski Road & Donald Ross Rd. The corridor segment between the southern limits of the Town of Jupiter and south of the intersection with SR AIA will generally operate at Level of Service D or better with current future projected volumes.

The Marcinski bridge alternatives should be looked at as part of the Model Update Study.

A policy to maintain the four lane configuration should convey the need to accept a lower level of service (E or even F) during certain short term periods.

The Town of Jupiter should closely coordinate its efforts with the County and State officials in the Model Revalidation Project.

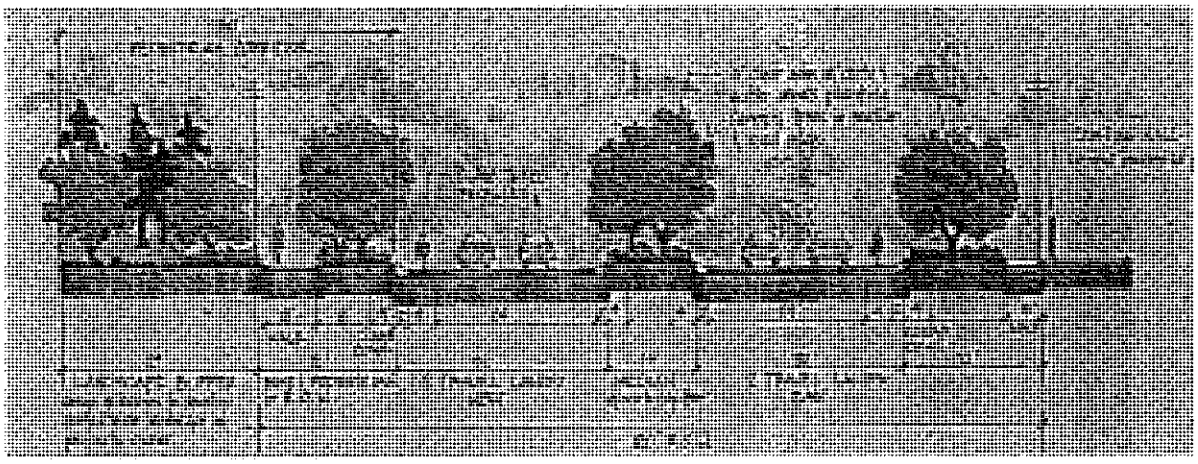
The Town of Jupiter should establish land development regulations to maintian projected traffic levels at no greater than is currently pro posed.

2. The principal access to the large tract of developable land along the west side of US One, south of Ocean Way, can be located approximately midway between Ocean Way and Ocean Bluffs Blvd. This access can be combined with the future access for the County Park along the east side of the corridor. Signalization is an option but this action should be looked at in more detail prior to recommendation. It may be possible to install a semi-actuated control system, especially for the northbound left turn vehicles. The ART PLAN analysis considered this signal as a part of the future signal system.

3. While bicycle and pedestrian paths are essential components of the proposed U.S. Highway One scenic corridor concept, conflicts with present high speed traffic necessitate ample separation. Safety considerations may also warrant reducing the speed limit to 45 MPH along the U.S. Highway One in this area.

B. RECOMMENDED CROSS SECTION

Three alternative U.S. One Highway cross sections were presented to the public, the Planning & Zoning Board and Town Council and there was an overwhelming recommendation that the corridor cross section should remain four lanes but should be altered from a rural cross section to an urban cross section with curb and gutter. This will allow canopy trees to be planted within four feet of the travel lane which can provide a buffer to the pedestrian and act as a traffic calming device.



SCENIC CORRIDOR DESIGNATION

The U.S. One Highway corridor within this study area currently has a mix of scenic characteristics. Commercial development dominates north of Indiantown Road and Residential development dominates the majority of the eastern edge of the corridor until you reach the undeveloped PBC park property. The dominate landscape characteristic of these developed parcels is the typical small strip of lawn and ornamental plant materials. The undeveloped parcels within the corridor are what provide the predominant scenic character. The scrub oak, sand pine and palmetto upland vegetation should be enhanced with additional scrub community plant material and native canopy trees.

All of the cross section alternatives presented included a minimum 50' pedestrian corridor south of Indiantown Road along the western side of the road to the PBC property where the corridor would cross the road and continue south on the eastern side of the road, connecting to the existing 5' walk which runs in front of the developed parcels south of the proposed park. The exact location of this crossing would require further development and coordination with the proposed development of the park property and traffic improvement plans. The 50' corridor will allow the necessary area to develop a 10' min. path for pedestrians and bicyclists with a buffer of naturalized plantings to buffer the adjacent traffic.

The recommended 4 lane cross section would incorporate the 50' pedestrian corridor, with 21' being located within the existing ROW and a 29' landscape buffer on adjacent private property. This buffer could be established through development standards and the property owner would be required to enhance and maintain the landscape per design guidelines. In addition a 4' bikeway on the roadway would be provided adjacent to the travel lane for the bicyclist who chooses to share the pavement with the automobiles. The Town should closely coordinate the design of the cross section with FDOT. This coordination should include agreements with respect to the cross section configuration which would permit the possible widening of the roadway to six lanes at some future date (beyond year 2010), as absolutely warranted and with a possible change in MPO and FDOT policy in the future. The implementation costs and responsibilities should be established as soon as possible.

V. WATERWAY ACCESS CORRIDOR

The waterfront contained within this study area has been identified as an important resource for the community. The following outlines options to ensure the public's access and a pleasant pedestrian environment to and along the water's edge.

A. DEVELOPMENT STANDARDS

Development standards adapted within the regulatory framework should require specific components of public access to be provided. Recommended components are:

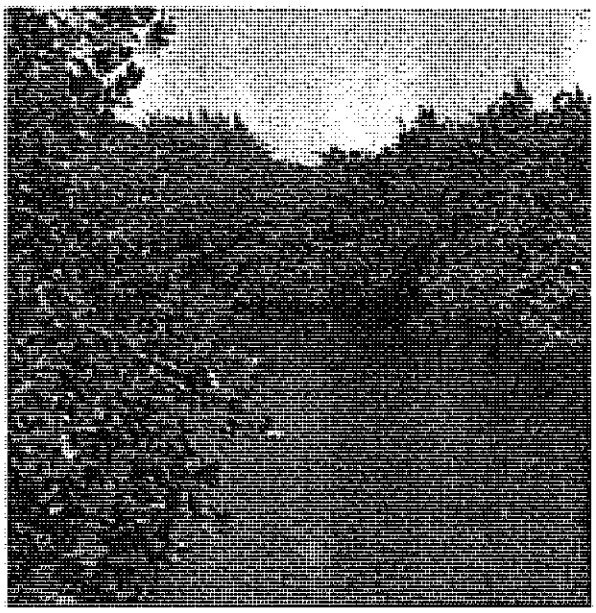
Waterfront Public Walkway - a path or boardwalk generally parallel to and along the water's edge with connections to adjacent property's waterfront walkway.

Upland Connection - a walkway that connects the waterfront to the U.S. Highway One pedestrian corridor.

Supplemental Public Access Area - a landscaped sitting area where on can view the water. This can simply be a widening of the walkway to allow for site furniture, arcades, plazas or it may be a larger lawn, shaded areas or benches overlooking the water.

Visual Corridors - Locations that offer unobstructed views of the water from the U.S. Highway One corridor.

For each of these components, the general design criteria sets generic standards for size, location and design, which might differ depending on the specific site and proposed use for the site. A commercial site could have a greater degree of interface with this public amenity while a residential site may want some separation from the public walkway. The property owners/developers would have the flexibility in deciding how to provide each of these elements, subject to town approval.



In addition the Town should consider the acquisition of the Piate property located adjacent to the active boat ramps for public use , parking and access to this waterway access corridor.

The island located within the F.I.N.D. right of way in this study area should be considered as open space and mangrove mitigation for the development of this public corridor.

B. IMPLEMENTATION OPTIONS

In planning for the success of a waterfront access corridor of the scale proposed for Jupiter, success must be measured by the extent to which the walkway system meets five key objectives, namely:

* To greatly expand public use of and exposure to the waterfront as a public amenity and recreational activity.
* To link together variou centers of activity offering a viable safe and pleasant alternative travel mode.

* To contribute to the community's civic self image, contributing a unify ing thematic element to enhance a sense of place.
* To act as a catalyst for private investment in the form of develop ment and redevelopment by virtue of the "value"created by the amenity and activity created by the water-front walkway.
* To alter the community's develop-ment pattern, fostering a more compact, "connected" relationship among neighboring land uses.

With these key objectives in mind, successful implementation will be determined by a number of factors, namely;

Design & Engineering

* Creating an approporiate palette of thematic design features.
* Detailed routing plans to minimize permitting difficulties and ensure an optimum balance and variety of visual expectancies over, along and set back from the water's edge.
* Careful engineering to ensure safe pedestrian and bicycle use, designating specific sections for shared use.
* Creative construction design and specifications to balance costs of construction and maintenance with minimum liability associated with public use.

Coordination with Development/Redevelopment

* Carefully integrating routings so as to complement and provide ease of access to various private developments which it connects.
* Acting as a proactive redevelopment catalyst in transitional areas.

Finance and Administration:

* Combining all available external (grant) funding sources for construc tion.
* Creating appropriate local adminis trative mechanisms to determine policies and funding sources for on-going maintenance, security and operations.

Described below are fundamental choices in approach to the construction of the waterfront walkway system; or largely reliant on the private sector and the other focused on public sector responsibility. It is recommended that the waterfront system be implemented as a collaborative public private partnership. Key areas of public sector responsibility may include:

* Construction of walkway segments through existing developed property, public properties (parks) and key linkages including along side or under bridges.
* Preparation of engineering design standards and permitting.
* Development site plan reviews of private waterfront development to ensure compliance with requirements for public waterfront access.
* Initiation and administration of organizations to provide maintenance and security.
* Development or collaborative assis tance on those sections of the walkway system which are the most challenging to develop, particularly overwater sections where specific public purposes are served, which will likely be costly and pose permitting difficulties.

Private sector responsibilities are to incorporate and fund construction of waterfront walkway segments to coincide with waterfront development or redevelopment activity.

C. PRIORITIES & NEXT STEPS

The plan for a continuous waterfront walkway system described conceptually herein, requires a multitude of immediate specific coordinated actions for successful implementation. These include:

* Preparation of grant requests including, but not limited to F.I.N.D., Florida Boating Improvement Fund, FRDAP, and ISTEA
* Design and development review of waterfront walkway components of planned developments (Mangrove Bay and Porto Colleoni).
* Selection of priority "public" board walk sections to be followed by final routing, engineering design and permitting.

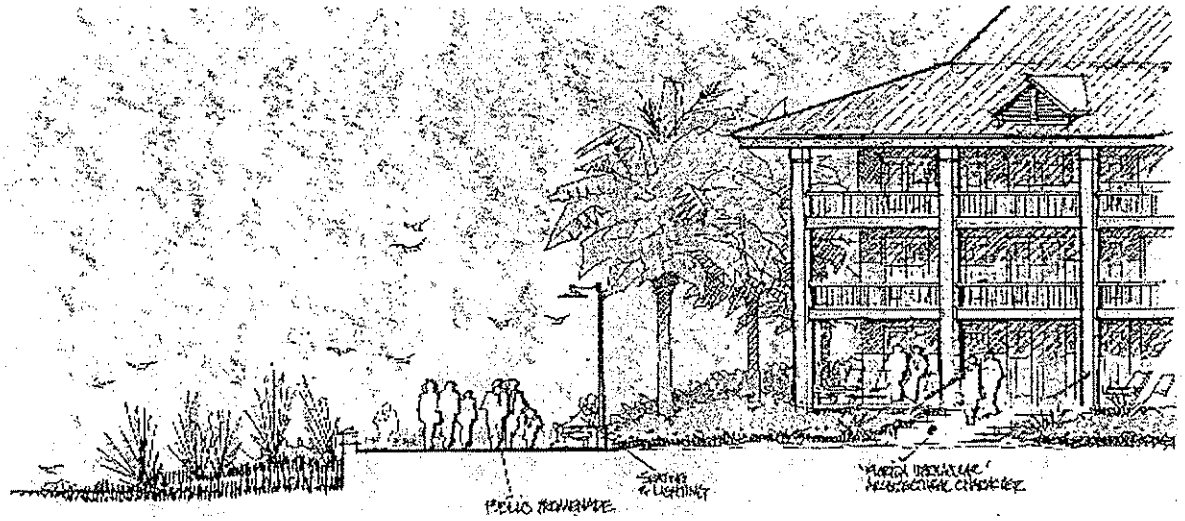
It is recommended that criteria for selecting priority public boardwalk sections for implementation include those which:

* Link planned private walkway sections or sections that accomodate optimum walking distances of approximately 1/2 mile. (e.g., Mangrove Bay to Porto Colleoni to under bridge/Brio Beach area.
* Link to existing public walkway systems open space (e.g., bridge links to and from Burt Reynolds Park and the Jupiter Ridge preserve site.)

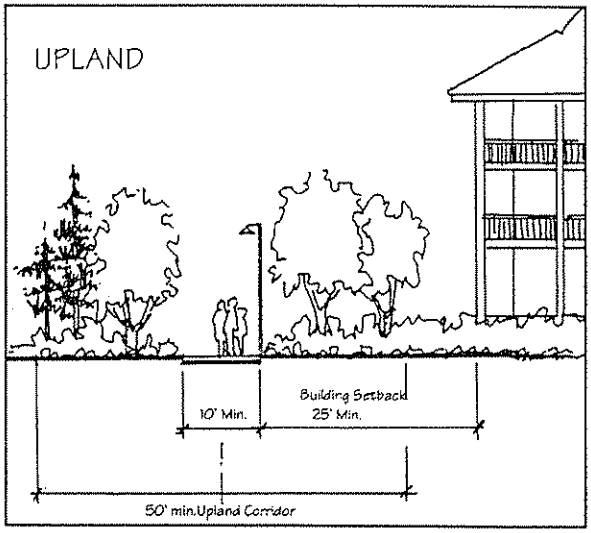
Although the waterfront walkway in the vicinity of the proposed Inlet Village could have the greatest potential effect in leveraging new private development, boardwalk design and funding must be carefully integrated into a more detailed redevelopment plan for this area. In addition, key constraints must be removed in this area (namely the marina service area) prior to implementation of the walkway through the Inlet Village

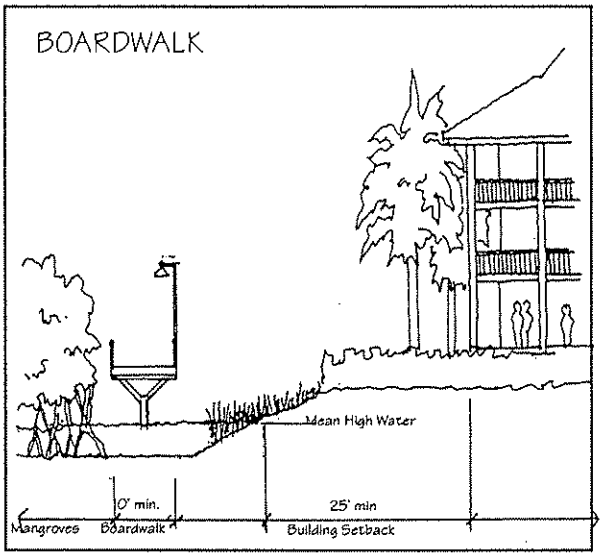
D. WATERFRONT ACCESS DESIGN

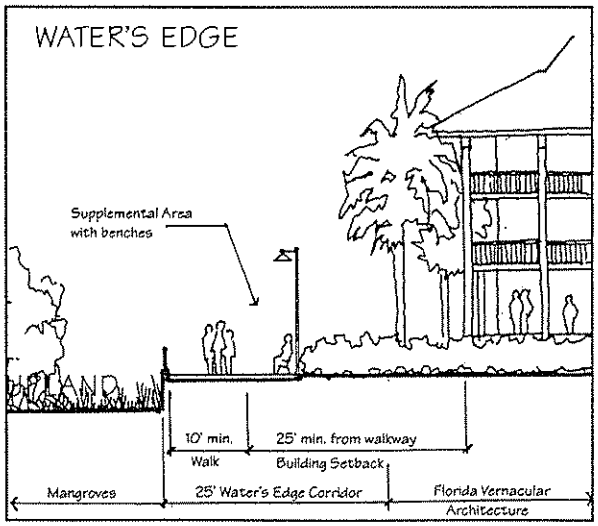
The conceptual routing for the waterfront walkway corridor has been illustrated in diagram form on the Illustrative Plan contained herein. The intent of the routing is to maximize public access to the waterfront and to connect this corridor to the U.S. Highway One Corridor where appropriate. This layout will require further refinement and study to develop a design based on more



site specific existing environmental conditions, cost implications and the ability to permit the access plan. This should be a participatory process involving the community, property owners and permit agencies to develop a plan which will address the special feature that need preservation and enhancement, the physical conditions that will require modification to the generic design standards and to capture that perfect sunset spot.







E. GENERAL DESIGN CRITERIA

The waterfront corridor shall be composed of a 25' scenic easement which shall include a minimum 10' unobstructed walkway, plus a palette of related improvements including lighting, benches, trash recpetacles and landscape elements. Various water edge conditions and the responding walkway design shall require variable design sections. For example, a bulkhead edge will usually require a 3-4 foot edge with dock associated appurtenances adjacent to the walkway. A rip rap edge or natural water edge condition usually requires a landscape area or area of seperation between the walkway and the water's edge to discourage the public from walking over the rip rap. The Ft Lauderdale Riverwalk is an example of a walkway's response to some of these variable edge conditions. Within the 25' corridor in addition to the min. 10' walkway the following element and activities would be considered compatiable and may be allowed or incorporated into the easement are with staff approval:

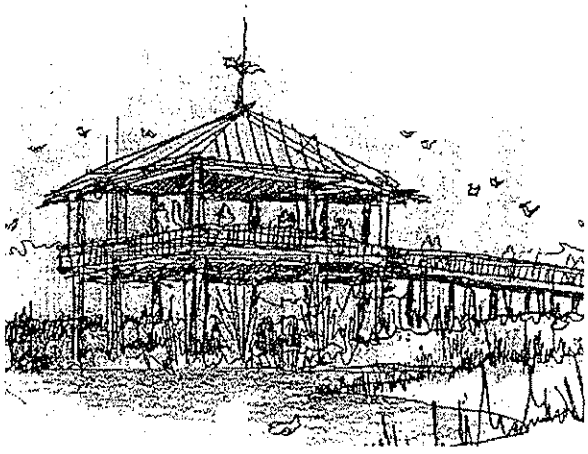
* Decks, gazebos, pavilions.
* Site furniture, including benches, lights, trash receptacles, bike racks, kiosk, educational exhibits.
* Paved areas for activities which will

contribute to the public activity of the corridor, i.e. outdoor dining, ven dors etc.

* Landscape elements including trees, palms, shrubs, pots, land scape lighting.
* Awning, balconies and building can tilevers or overhangs with a mini mum height of 12' may encroach within this easement.

In addition the following general design criteria should be followed as a guideline in developing the detailed design standards.

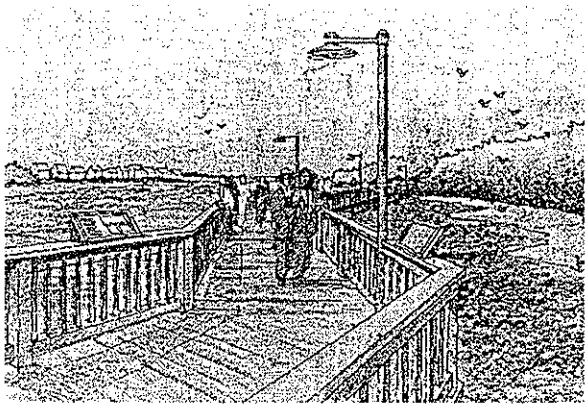
* Corridor shall follow the water's edge or extend into the water for a minimum of 50% of the property's frontage.
* Any upland portion of the corridor shall be a min. of 50' wide for ad equate landscape area.
* For every 300' linear feet on aver age, an unobstructed view of the water shall be provided by using natural opening, elevated walkway sections or boardwalk segments in the open water.
* Min. 10' width unobstructed walkway or boardwalk.
* 25' min. building setback for buildngs up to 25' height. The setback shall increase equal to building height. Elements discribed above as being allowed to encroach upon the easement may encroach within this setback with discretionary approval. Setback may be waived if adjacent use is retail or will contribute to the public activity of the corridor.



* Standardized construction materials for similar segments, materi als to be selected for durability and ease of maintenance qualities; plastic wood, aluminum, concrete etc.
* Standardized Lighting - maintain minimum .5 footcandle, necessary for safety and security. Lighting should be designed to light the path only and not overspill on adjacent properties.

  Standardized boardwalk decking & railing design - designed to meet ADA & Life Safety Codes. DEP requires ½" spacing between deck members to allow for light penetration in certain areas.

  Boardwalk shall be constructed in a manner to minimize disturbance and utilize each previously constructed section as a work platform.
* Boardwalk elevation shall be above mean high water level and meet environmental regulations for light penetration.



IMPLEMENTATION RECOMMENDATIONS

In the initial portion of this chapter we have outlined some of the regulatory framework necessary for implementation. The other critical portion of the implementation equation is the funding. As mentioned earlier one source of funding is the creation of an endowment fund to be funded by the individual developers prior to obtaining development approval.

Other possible funding sources are:

- F.I.N.D. - Waterways Assistance Program
- ISTEA grants
- Pedestrian and Bicycle Safety Program
- The Trust for Private Land - Conservation Services Program
- Florida Recreation Development Assistance Program
- Florida Communities Trust
- Florida Greenways and Trail Program
- Save Our State Environmental Education Grants Program

APPENDIX E

RELEVANT RESOLUTIONS & ORDINANCES

- RESOLUTION 1-12 CRA PLAN AMENDMENT (2012)
- RESOLUTION 22-11 CRA BOUNDARY CHANGE
- ORDINANCE 60-01 CONCERNING COMMUNITY REDEVELOPMENT AGENCY WITHIN TOWN

RESOLUTION NO. 1 - 12

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, ADOPTING AN AMENDMENT TO THE TOWN OF JUPITER'S COMMUNITY REDEVELOPMENT PLAN; PROVIDING FOR THE EXPANSION OF THE BOUNDARIES OF THE COMMUNITY REDEVELOPMENT AGENCY'S AREA AND REVISING ITS MAPS; PROVIDING FOR ADDITIONAL REDEVELOPMENT STRATEGIES; PROVIDING FOR CERTAIN PROJECTED COSTS ASSOCIATED WITH THE REDEVELOPMENT PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Jupiter (Town) has created a Community Redevelopment Agency pursuant to Chapter 163 Part III, Florida Statutes (the Act); and

WHEREAS, the Act empowers and authorizes the Town to amend its Community Redevelopment Agency (Agency) Plan upon the recommendation of the Agency's Board of Commissioners ; and

WHEREAS, in accordance with the Act, the Board of County Commissions of Palm Beach County, Florida, by Resolution No.R-2011-1104 has approved the Town and Agency's proposal to expand the Agency's boundaries pursuant to CRA Resolution No. 3-11 and the Town Resolution No. 22-11 ; and

WHEREAS, the legal descriptions of the parcels to be included within the expanded boundaries of the CRA together with the expanded boundary maps are attached hereto and incorporated herein as Exhibit "A"; and

WHEREAS, in the CRA Plan, Section 5. Neighborhood Impact , amendments to the last paragraph have been updated to include reference to existing stock of condominium units and mobile/manufactured housing that provides opportunities for housing for low to moderate income residents and that, other locations within the

Town to satisfy the housing needs of such income populations; and

WHEREAS, in the CRA Plan, Section 8. Redevelopment Strategies (Project and Program Types) has been added for the purpose of identifying the types of strategies, key and catalyst projects and programs that may be implemented by the Jupiter Community Redevelopment Agency (CRA). ; and

WHEREAS, the Town and Agency's staff have recommended the amendments set forth with this Resolution to the Agency's Plan ; and

WHEREAS, the Town Council finds that it is in the best interest of its residents and visitors to include these amendments to the CRA Plan; and

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA

Section 1. The above recitals are all true and accurate and are incorporated herein and made a part of this resolution.

Section 2. Pursuant to and in accordance with the provisions of the "Community Redevelopment Act" of Part III of Chapter 163, Florida Statues, the Town Council hereby amends the Jupiter Community Redevelopment Agency's Community Redevelopment Plan to include: Section 1.5.1 2011 CRA Boundary Expansion with the legal descriptions of these parcels along with the updated expanded boundary maps, adding to Section 5. Neighborhood Impact, the last paragraph has been updated to include reference to existing stock of condominium units and mobile/manufactured housing that provides opportunities for housing for low to moderate income residents and that, other locations within the Town of Jupiter better satisfy the housing needs of such income populations, Section 8. Redevelopment Strategies (Project and Program Types) has been added to the

CRA Plan for the purpose of identifying the types of strategies, key and catalyst projects and programs that may be implemented by the Jupiter Community Redevelopment Agency (CRA). This section is not intended to be an exhaustive list of the projects and programs that the CRA may undertake. This section is intended to provide a framework for understanding of future projects forms and to comply with all applicable sections of Section 163 Part III of the Florida Statutes.

Section 3. This Resolution shall be effective upon its adoption.

EXHIBIT "A"

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

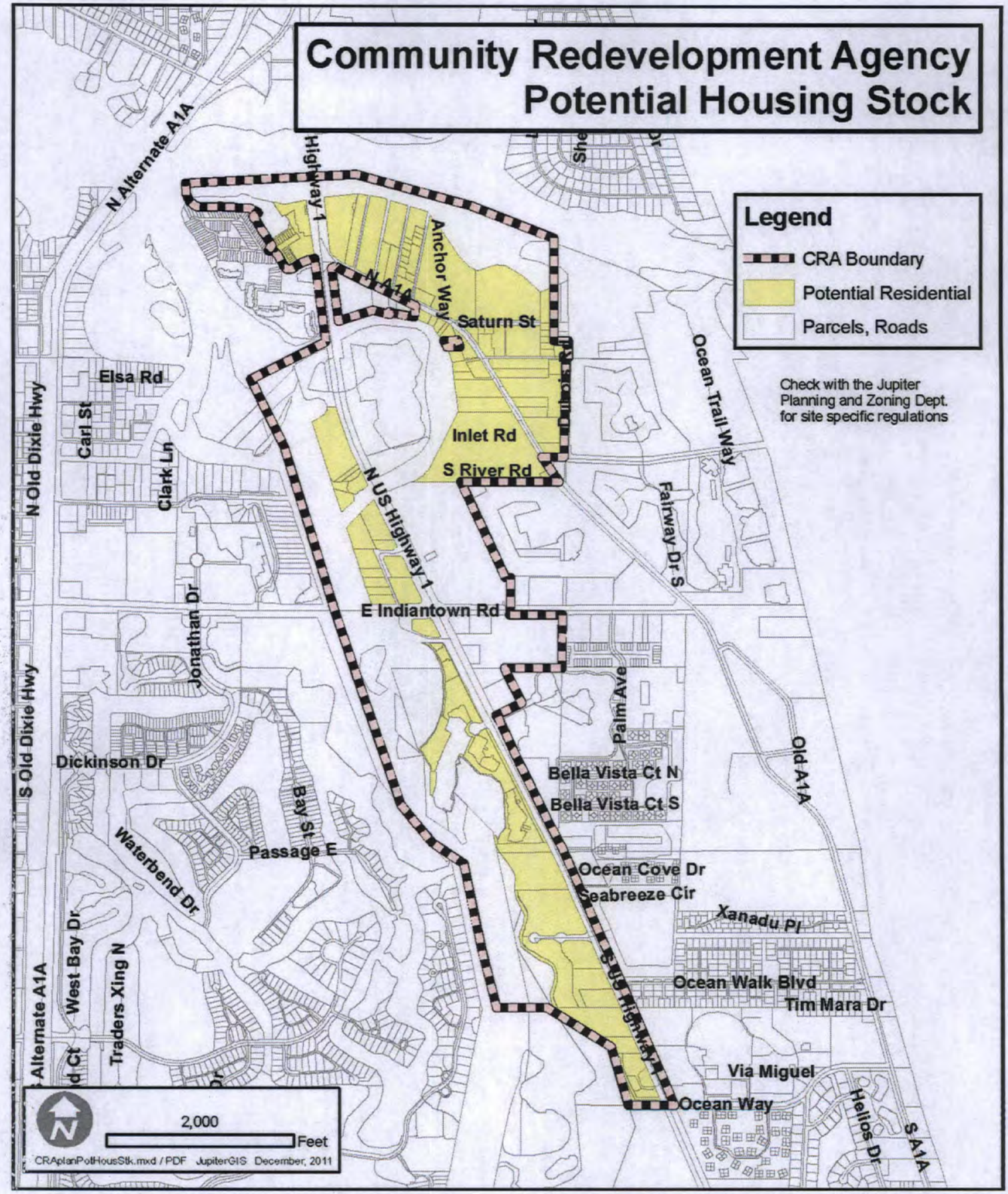
From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the* ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*


Community Redevelopment Agency
Potential Housing Stock
Legend
CRA Boundary
Potential Residential
Parcels, Roads
Check with the Jupiter Planning and Zoning Dept. for site specific regulations
N Alternate A1A
Highway 1
Anchor Way
N A1A
Saturn St
Ocean Trail Way
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
Fairway Dr S
E Indiantown Rd
Jonathan Dr
Palm Ave
Old A1A
Dickinson Dr
Bella Vista Ct N
Bella Vista Ct S
Bay St
Waterbend Dr
Passage E
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S Old Dixie Hwy
West Bay Dr
Traders Xing N
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
Alternate A1A
2,000
Feet
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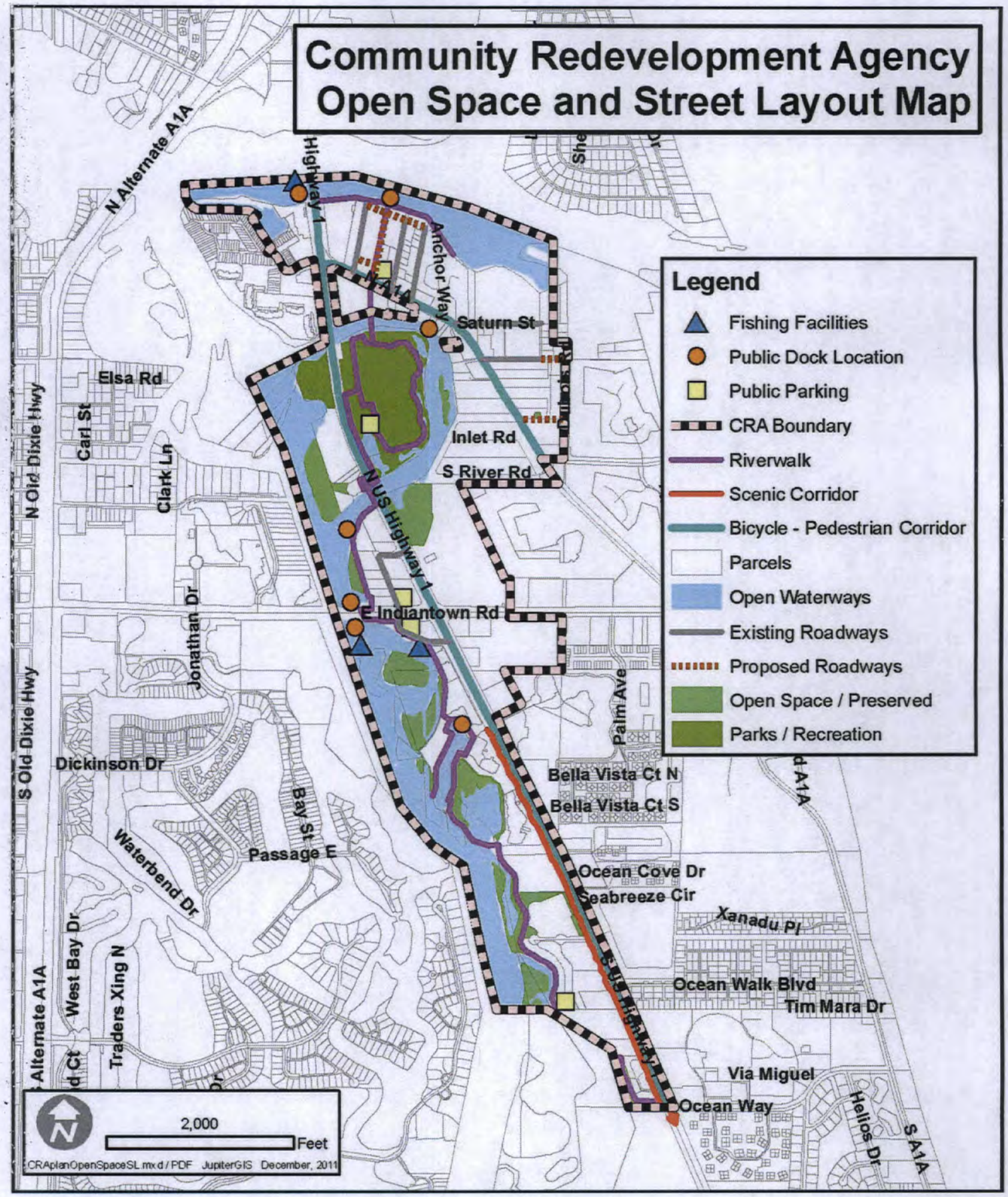
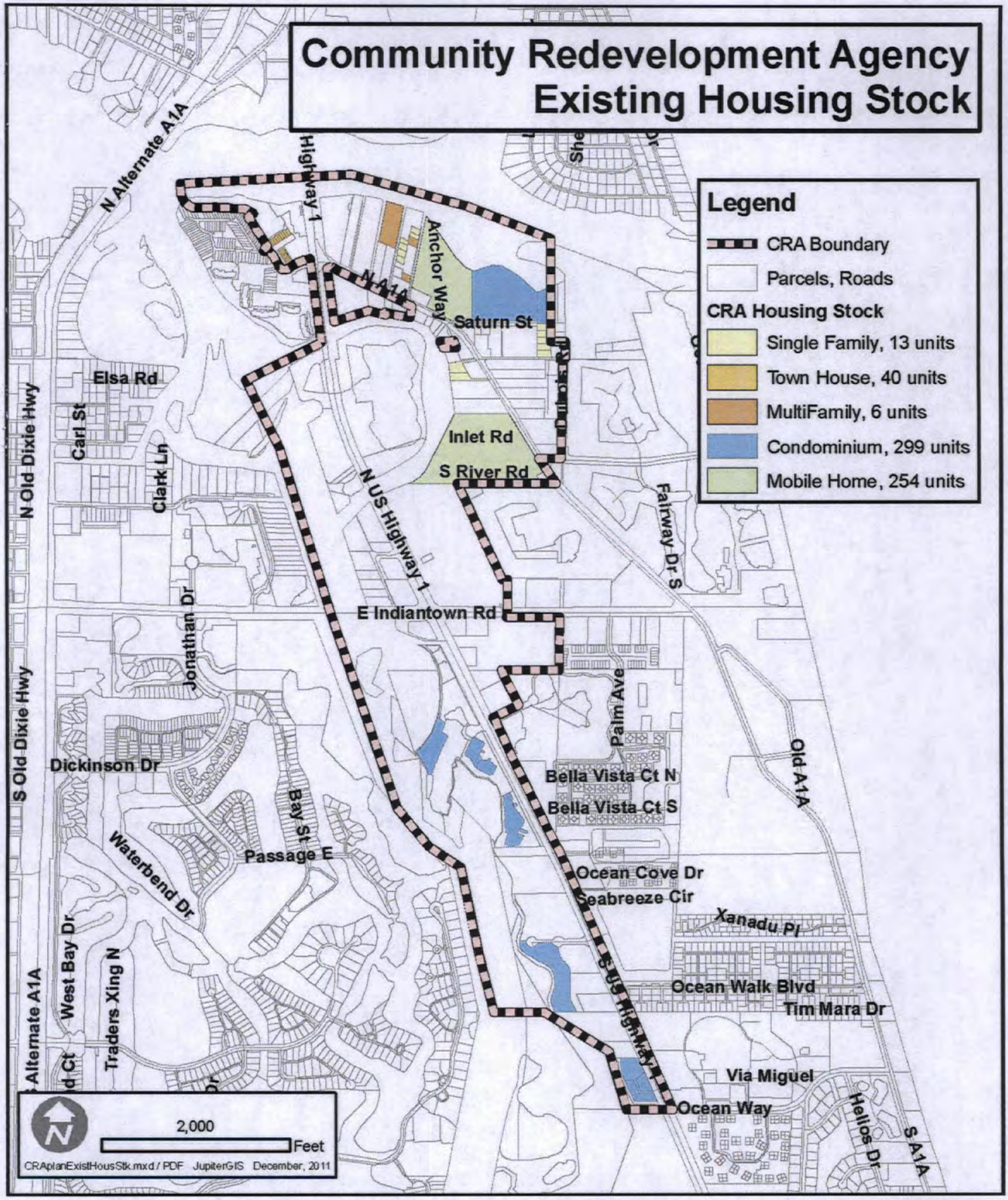
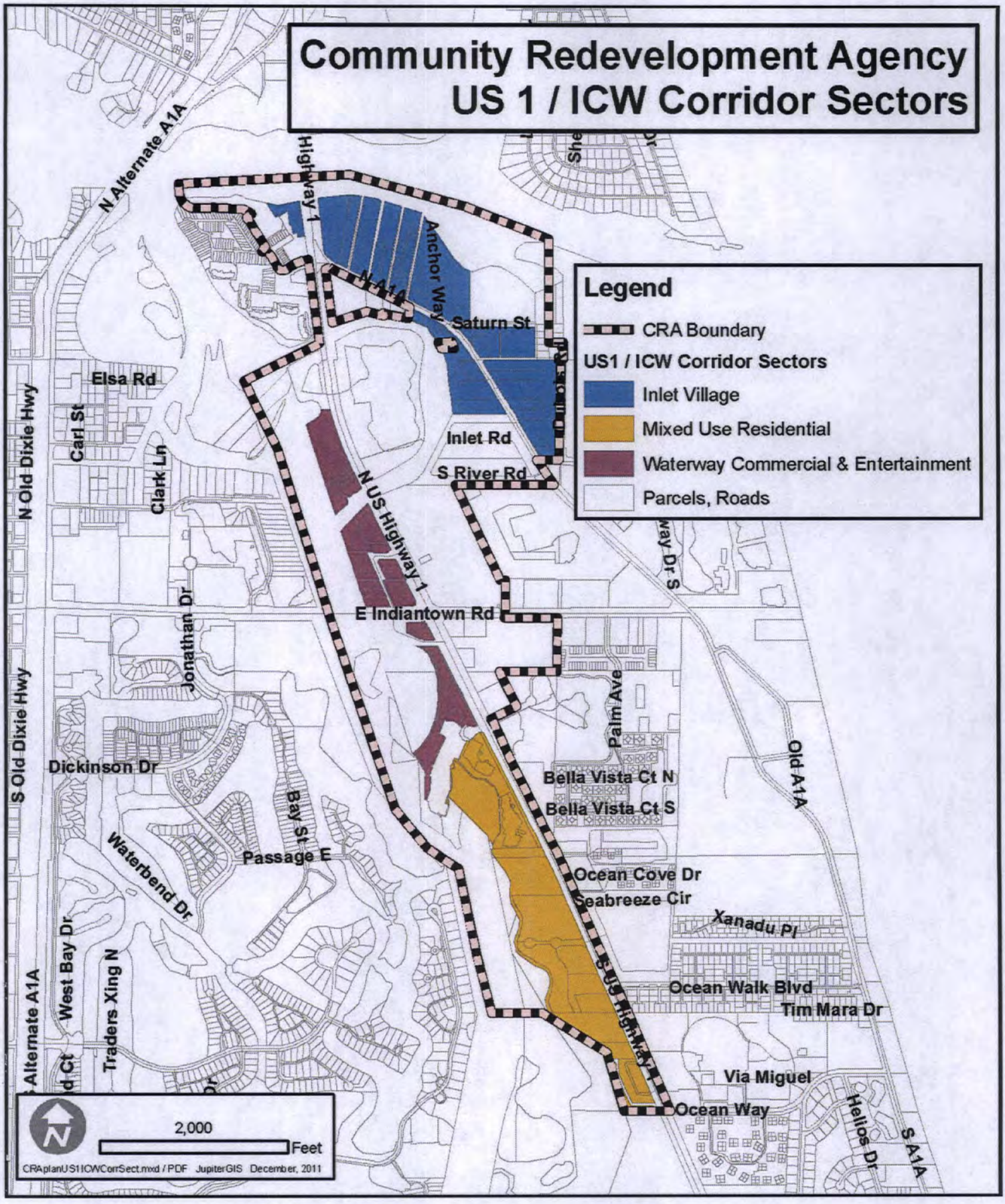

Community Redevelopment Agency
Open Space and Street Layout Map
Legend
Fishing Facilities
Public Dock Location
Public Parking
CRA Boundary
Riverwalk
Scenic Corridor
Bicycle - Pedestrian Corridor
Parcels
Open Waterways
Existing Roadways
Proposed Roadways
Open Space / Preserved
Parks / Recreation
N Alternate A1A
Highway 1
Anchor Way
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Passage E
Waterbend Dr
West Bay Dr
Traders Xing N
Alternate A1A
Palm Ave
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
2,000
Feet
CRAplanOpenSpaceSL.mxd / PDF JupiterGIS December, 2011


Community Redevelopment Agency
Existing Housing Stock
Legend
CRA Boundary
Parcels, Roads
CRA Housing Stock
Single Family, 13 units
Town House, 40 units
MultiFamily, 6 units
Condominium, 299 units
Mobile Home, 254 units
N Alternate A1A
Highway 1
N A1A
Anchor Way
Saturn St
Elsa Rd
Carl St
N Old Dixie Hwy
Clark Ln
Inlet Rd
S River Rd
Dubois Rd
N US Highway 1
Fairway Dr S
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Palm Ave
Old A1A
Bella Vista Ct N
Bella Vista Ct S
Waterbend Dr
Passage E
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
West Bay Dr
Traders Xing N
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
2,000
Feet
CRAplanExistHousStk.mxd / PDF JupiterGIS December, 2011


Community Redevelopment Agency
US 1 / ICW Corridor Sectors
Legend
CRA Boundary
US1 / ICW Corridor Sectors
Inlet Village
Mixed Use Residential
Waterway Commercial & Entertainment
Parcels, Roads
N Alternate A1A
Highway 1
Anchor Way
N A1A
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Passage E
Waterbend Dr
West Bay Dr
Traders Xing N
S Alternate A1A
Palm Ave
Old A1A
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Hellos Dr
S A1A
2,000
Feet
CRAplanUS1ICWCorrSect.mxd / PDF JupiterGIS December, 2011

The foregoing Resolution was offered by Councilor Todd R. Wodraska, who moved its adoption. The motion was seconded by Councilor Robert M. Friedman, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR JIM KURETSKI		X
COUNCILOR ROBERT M. FRIEDMAN	X	
COUNCILOR WENDY HARRISON	X	
COUNCILOR TODD R. WODRASKA	X	

The Mayor thereupon declared the foregoing Resolution 1-12 duly passed and adopted this 3rd day of April, 2012.

TOWN OF JUPITER, FLORIDA

ATTEST:

BY: _____
KAREN J. GOLONKA
MAYOR

_____
SALLY M. BOYLAN, MMC
TOWN CLERK

(TOWN SEAL)

TOWN OF JUPITER, FLORIDA, PALM BEACH COUNTY
INCORPORATED 1925

_____
THOMAS J. BAIRD, ESQ.
Approved as to form and legal sufficiency

RESOLUTION NO. 22-11

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, AMENDING THE TOWN OF JUPITER'S COMMUNITY REDEVELOPMENT PLAN BY EXPANDING THE BOUNDARIES OF THE EXISTING COMMUNITY REDEVLOPMENT AREA TO INCLUDE TWO PARCELS OF LAND ADJACENT TO THE EXISTING BOUNDARY, KNOWN AS GUANABANAS AND INLET VILLAGE PARK; PROVIDING FOR A FINDING OF NECESSITY FOR THE EXPANSION OF THE JUPITER COMMUNITY REDEVELOPMENT AGENCY AREA'S BOUNDARIES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Planning and Redevelopment Consultants, Inc. ("PRC") has conducted a Necessity Study, copy of which is on file in the Office of the Town Clerk, the purpose of which was to determine if slum or blighted areas, as defined by Section163.340, Florida Statutes, existed within the boundaries of two parcels which are adjacent to the existing Community Redevelopment Area (Area); and

WHEREAS, the Necessity Study confirmed the existence of slum and blighted areas in the area wherein the two parcels known as Guanabanas and Inlet Village Park are located; and

WHEREAS, Section 163.361, Florida Statutes, empowers and authorizes the Town to amend its Community Redevelopment Agency (Agency) Plan to expand the boundaries of the Area upon the recommendations of the Agency's Board of Commissioners ; and

WHEREAS, the Town of Jupiter, Florida ("Town") has completed a study of an area which is adjacent to the Agency's boundaries; and

WHEREAS, the Town has determined, based on this study that the area adjacent to the Agency's current boundary in the area known as the Inlet Village meets the statutory definition of a slum and blighted area, pursuant to the

"Community Redevelopment Act" of Part III of Chapter 163, Florida Statutes; and

WHEREAS, the Agency's boundaries are located adjacent to and contiguous with an area which includes two separate parcels of land which exhibit slum and blighted conditions and the two parcels are legally described and depicted in Exhibit "1", which is attached hereto and incorporated herein; and

WHEREAS, the rehabilitation, conservation or redevelopment, or any combination thereof of the two parcels legally described herein is necessary and in the best interest of the health, safety, morals, and general welfare of the residents and visitors of the Town of Jupiter; and

WHEREAS, the Town and Agency's staff have recommended the amendment of the Agency's Plan to expand the boundaries of the existing Area, to include the two parcels legally described herein; and

WHEREAS, the Town of Jupiter Town Council finds that it is in the best interest of its residents and visitors to include the two parcels legally described herein within the boundaries of the Agency's Area.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA

Section 1. The above recitals are all true and accurate and are incorporated herein and made a part of this resolution.

Section 2. Pursuant to and in accordance with the provisions of Section 163.361, Florida Statutes, as amended, that the Town Council of the Town of Jupiter, Florida hereby, amends the Agency's Community Redevelopment Plan to expand the boundaries of the existing Area to include the following legally described parcels:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the* ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*

Section 3. The Mayor, Karen J. Golonka, is hereby authorized and directed to sign this Resolution and the Town Clerk is directed to maintain a copy in the Office of the Town Clerk.

Section 4. This Resolution shall be effective upon its adoption.

The foregoing Resolution was offered by Councilor Todd R. Wodraska, who moved its adoption. The motion was seconded by Councilor Robert M. Friedman, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR JIM KURETSKI	X	
COUNCILOR ROBERT M. FRIEDMAN	X	
COUNCILOR WENDY HARRISON	X	
COUNCILOR TODD R. WODRASKA	X	

The Mayor thereupon declared the foregoing Resolution 22-11 duly passed and adopted this 17th day of May, 2011.

TOWN OF JUPITER, FLORIDA

ATTEST:

BY: _____
KAREN J. GOLONKA
MAYOR

_____
SALLY M. BOYLAN, MMC
TOWN CLERK

_____
THOMAS J. BAIRD, ESQ.
Approved as to form and legal sufficiency

(TOWN SEAL)

TOWN OF JUPITER, FLORIDA

INVESTIGATION OF THE EXISTENCE OF BLIGHTING CONDITIONS

AND

A FINDING OF NECESSITY FOR REDEVELOPMENT

FOR PARCELS

30434031000060050, 30434031000060070, 30434031070000020, 30434031070000040

AND

30434031070000010

May 4, 2010

Prepared by:

Planning and Redevelopment Consultants, Inc.
5062 NW 45th Avenue
Coconut Creek, Florida

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SECTION ONE

BACKGROUND AND OVERVIEW

BACKGROUND

In November 2001, the Jupiter Town Council prepared and adopted a Finding of Necessity for the creation of a Community Redevelopment Agency (CRA) for a defined area within the Town of Jupiter and subsequently approved the creation of the Town of Jupiter CRA. The CRA was legally created upon the approval of Resolution 2001-0090 by the Palm Beach County Board of County Commissioners on January 2, 2002 which delegated powers under Section 163 Part III of the Florida Statutes to the Town of Jupiter (in a chartered county such as Palm Beach, the power to undertake activities outlined in Sec. 163 Part III, Fla. Stat. is vested in the County and not any municipality within its borders). While delegating a majority of powers to Jupiter, the Board of County Commissioner retained for the right to approve expansion of the Jupiter CRA.

In March 2011, the Jupiter Town Council and the Board of Commissioners of the Jupiter CRA determined that there was cause to believe that slum and/or blighting conditions existed in an area comprised of several parcels of land adjacent to the Inlet Village sub-area of CRA. This area consisted of five (5) parcels totaling 1.53 acres. Two (2) of these parcels comprise the property that is currently operated as Guanabanas restaurant and the remaining three (3) make up what is informally known as the Inlet Village Marina. In addition to the belief that blighting conditions exist in this area, the Town Council and CRA believe that investment by the CRA in these parcels could be beneficial to the success of the Inlet Village area and thus the CRA. Both entities believe that it would have been appropriate to include these parcels within CRA when it originally created however, these parcels were part of unincorporated Palm Beach County at the time and were not part of the Town of Jupiter. All five (5) parcels have subsequently been annexed by the Town, the two restaurant parcels on April 16, 2002 (Ordinance No. 27-02) and the three (3) Inlet Village Marina parcel on August 16, 2005 (Ordinance No. 5-05).

The Town of Jupiter and Jupiter CRA engaged Planning and Redevelopment Consultants, Inc. (PARC) in March of 2011 to prepare a study to document what blighting conditions (as defined by Section 163. 346 (8)), if any, exist with the five (5) parcel area. PARC was also tasked with determining if there was sufficient justification to request the County allow an expansion of the Jupiter CRA to include this new study area.

FINDING OF NECESSITY

In order for the Town of Jupiter to expand the existing Town of Jupiter CRA to include the area of the subject five (5) parcels into the existing Town of Jupiter CRA, the conditions outlined in F.S. 163.340 (7) and/or F.S. 163.340 (8) must be found to exist just as these same conditions needed to be found when originally creating the CRA.

F.S. 163.340 (7) requires the following be met in order for a determination of "slum" to be verified:

(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:

(a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
(b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
(c) The existence of conditions that endanger life or property by fire or other causes.

While some of the conditions that would satisfy subsection (c) above are present (specifically issues related to drainage in rights-of-way, lack of drainage on commercial properties, lack of sidewalks, and non-adherence to the Florida Accessibility Code throughout the neighborhoods and commercial areas), the majority of these conditions are not present within the defined study area.

Given this situation, attention is turned to F.S. 163.340 (8), the definition for the verification of "blight". In order for a finding of "blight" the following criteria must be met:

(8) "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
(b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
(d) Unsanitary or unsafe conditions;
(e) Deterioration of site or other improvements;
(f) Inadequate and outdated building density patterns;
(g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
(h) Tax or special assessment delinquency exceeding the fair value of the land;
(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
(j) Incidence of crime in the area higher than in the remainder of the county or municipality;
(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to s. 163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection

As the conditions of blight, as defined by the statutes, are more evident and easier to document than the conditions of slum, a very small percentage of CRA's in the State of Florida have been established on the existence of slum conditions. This situation along with the difficulty in showing that slum conditions exist within a non-residential area of only 1.53 acres will cause the review of the potential expansion area to focus on whether blighting conditions alone exist in the area. Due to the need to complete this study within an extremely limited timeline, focus shall be given on physical conditions of blight; review of items requiring comparison to the remainder of the county or municipality shall not be undertaken.

THE POTENTIAL EXPANSION AREA

The potential expansion area consists of five parcels. Two properties are owned by Babalouie LTD, two are owned by the Town of Jupiter and one is under the ownership of the Jupiter Community Redevelopment Agency (purchased under the auspices of Section 163.370 (2) (c) 9). The Babalouie LTD parcels are under singular control and are operated as a single commercial entity, Guanabanas Restaurant. The remaining three parcels, although owned by different governmental entities, are essentially controlled by the Jupiter Town Council and the Jupiter CRA Board which both comprised of the members of the Town Council which, for purposes of this investigation, are considered to be under a singular control. These three government parcels are planned to become a public park/marina facility.

As these five parcels of land are actually operated as two "properties" each with their own use and not five individual parcels, this study will identify them by the two uses, the "Restaurant Site" for the Babalouie LTD parcels, and "Inlet Village Marina" for the remaining three parcels owned by the Town and the CRA (Map 1-1).

The following further identifies the parcels in the potential expansion area by the Parcel Control Number (PCN) and groups them as described above (See Exhibit A for maps and parcel information).

The Restaurant Site:

30434031000060050 (Babalouie LTD)

30434031000060070 (Babalouie LTD)

The Inlet Village Marina:

30434031070000020 (Town of Jupiter)

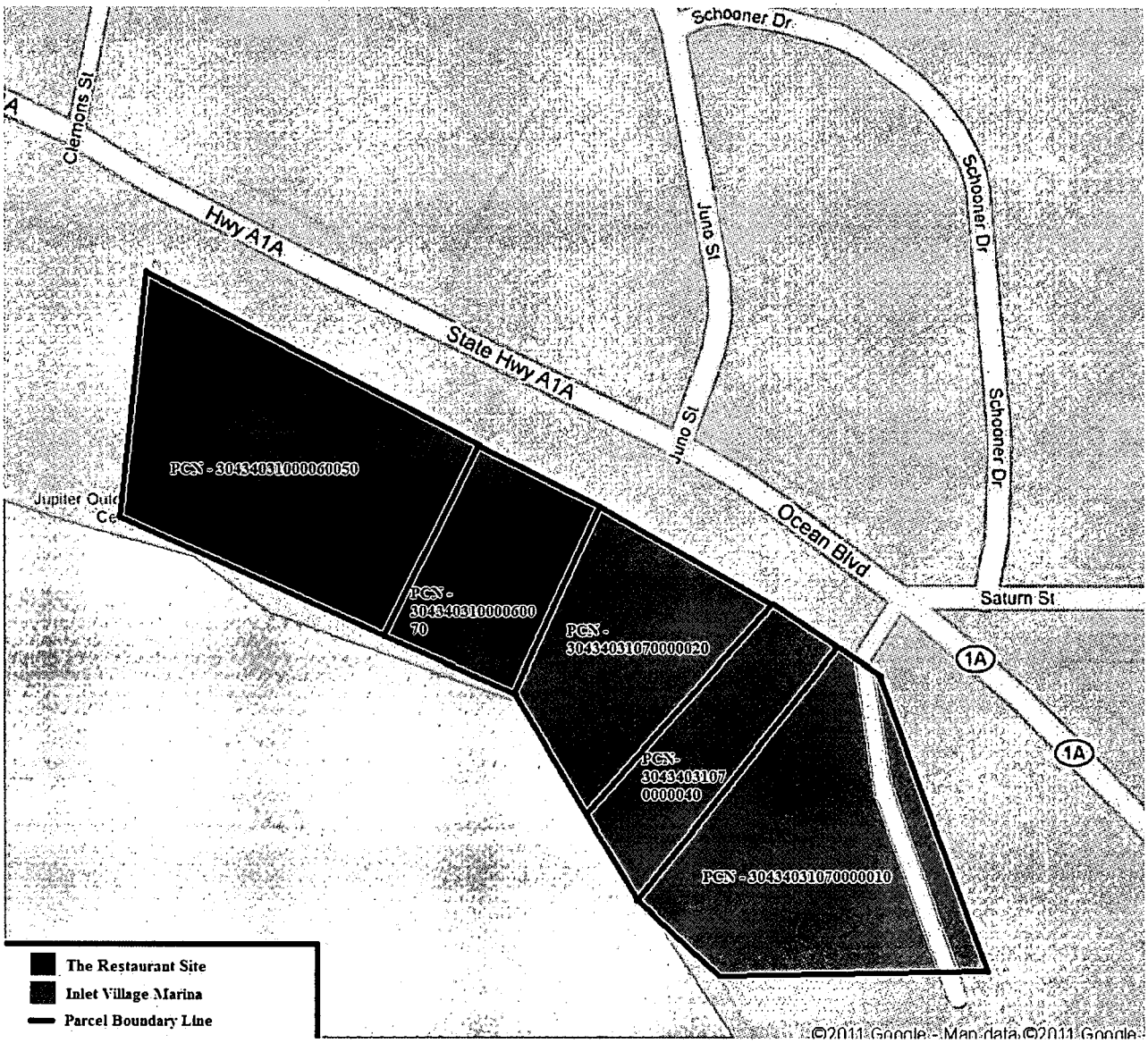
30434031070000040 (Town of Jupiter)

30434031070000010 (Jupiter CRA)

MAP 1-1

PARCELS REVIEWED

(The Restaurant Site and Inlet Village Marina)



SECTION TWO

EXISTING SITE CONDITIONS

SITE VISITATION

On April 6, 2011 and April 26, 2011 representatives of Planning and Redevelopment Consultants, Inc. visited the sites to document the basic conditions as they existed on those days. The following identifies the conditions found on each property.

The Restaurant Site

This site contains two parcels owned by Babalouie LTD. The combined site is approximately .62 acres and is currently occupied by Guanabanas Restaurant with a small portion of the property occupied by a vendor renting kayaks and boats. The site contains several small buildings, docks for small boats and a small customer drop-off driveway. Both parcels are zoned C-2 and have a future land use of Inlet Village Flex. The zoning and future land use are both consistent with surrounding parcels and the current restaurant and boating rental uses are allowable under the zoning and future land use.

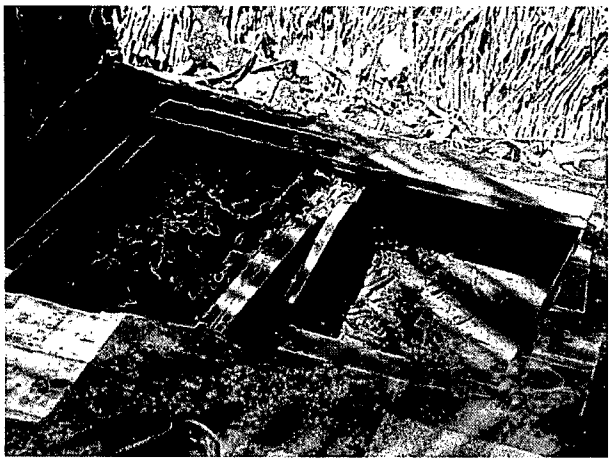
Buildings

The restaurant itself is unique in that all the customer seating is not contained within a building(s) but is instead covered outdoor seating. Large, thatched roof structures protect patrons from rain and sun, however there are no walls to the dining areas and thus it is open to the elements. There are several smaller buildings on the site which include a small stage, a bar and restrooms, a small on-site kitchen and dishwashing area, and a small building occupied by the rental vendor. It should also be noted that the kitchen building is not large enough to be a full-kitchen so the restaurant maintains an off-site "prep" kitchen across A1A with food brought to the on-site kitchen by refrigerated truck for cooking and plating.

The main building on the property which houses the kitchen and dishwashing facilities, is experiencing significant deterioration issues. Two issues are of particular concern: the structure's roof and the floor. The roof is experiencing significant deterioration due to age. In fact, on the date of PARC's second visitation (April 26, 2011), workmen were undertaking an emergency patching of the roof to repair a failure. The open roof gave insight into the overall deteriorated nature of the roof (Photos 2-1 and 2-2).

This building is also of a raised-wood construction. The structure is not set on a concrete pad and thus in some areas deterioration and settling due to age is causing the floor to sag. The sagging is producing warping in the flooring and a buckling and breaking of flooring tiles which has become a hazard for the restaurant's employees. (Photos 2-3 and 2-4).

Photo 2-1

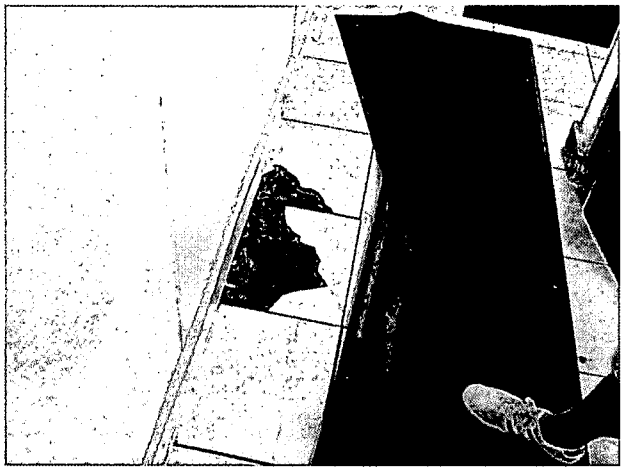


Guanabanas kitchen building emergency roof repair showing underlying deterioration.

Photo 2-2

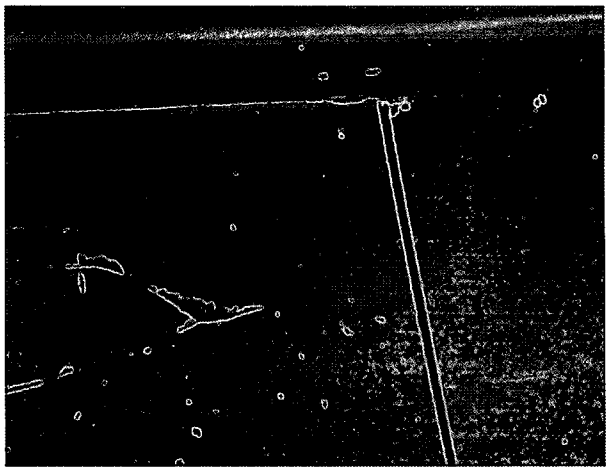
Roof Shingles of different coloring show extent Multiple repairs (NOTE: Newer shingles at top of photo due to tie-in of a building addition not repairs).

Photo 2-3



Missing tiles due to warping floor in kitchen/ dishwashing building.

Photo 2-4

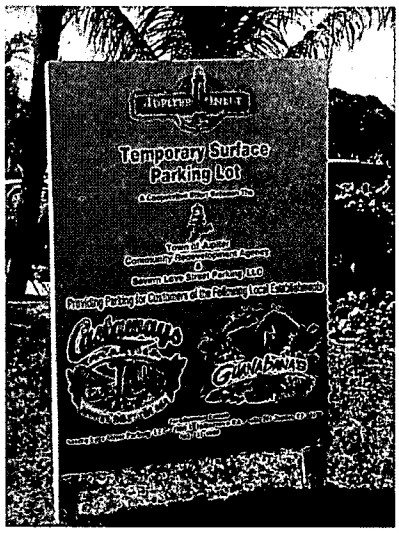


Cracked tiles due to warping floor in the kitchen dishwashing building.

Other Structures/Site Improvements

The site includes only two (2) parking spots thus, patrons and employees are forced to park in, or have their vehicles taken by valet to, a temporary parking lot owned by the CRA a block away from the restaurant's front entrance (Photo 2-5). This was allowed as a short-term situation by the Town to promote new activity in the area and it is unlikely any other similar use would receive such treatment. Should the existing user not continue, it is unlikely the Town would approve such an arrangement again as the CRA has long term plans to develop this lot and thus off-site parking could not be guaranteed.

Photo 2-5



CRA Temporary Parking Lot

Photo 2-6

Valet drop-off area with gravel washed from around drain.

There is an existing customer drop-off driveway at the restaurant. This area contains the two on-site parking spaces and a valet stand. The driveway is made of gravel on a coquina-type substrate. These materials have proven a maintenance issue during the rainy season as the gravel tends to wash away. The wash of the gravel plus debris from the extensive area landscaping has had a significant effect on site drainage. Drainage in the drop-off area consists of two connected French drains that collect stormwater from both the drop-off area as well as from within the dining area. These drains have become clogged with debris and this during heavy rains they do not perform as designed and cause overflow into the parking lot, specifically around the southernmost drain which is at a lower elevation. Visual inspection of the driveway shows evidence of these issues (Photos 2-6, 2-7 and 2-8). These conditions were verified by an on-site visit by Thompson & Associates Civil Engineering (Exhibit B).

Photo 2-7

Depression/rut showing damage from stormwater undermining Coquina base of drop-off area.

Photo 2-8

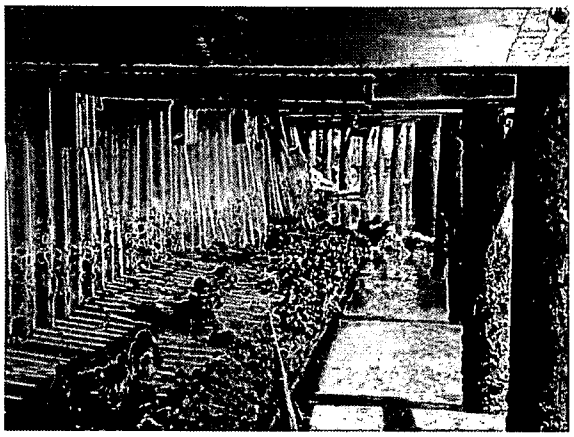
Wash-out of gravel and other debris into drain grate.

The site also contains a number of boat slips and docks including a walkway along the property's seawall on the river. The seawall which runs the entire length of the property along the Jupiter River Oxbow (approximately 230 feet), is failing. This seawall, which is a set of interlocking metal panels, is deteriorating and significantly corroded (Photo 2-9). The wall is noticeably bowed in several locations with rocks piled along the bows to prevent total failure of the seawall (Photos 2-10 and 2-11). Additionally where the wall is bowed, earth behind the wall has fallen into the void left behind the wall or under the wall into the river leaving significant gaps behind the wall (Photo 2-12, Photo 2-13). The Town Engineering Department identified in a letter dated May 13, 2009 to the restaurant owner, Chad Van Bovan, (Exhibit C) the unsafe nature of the seawall along this property and the remedies required. These conditions were also verified by an on-site visit by Thompson & Associates Civil Engineering (Exhibit B). No action has yet to be taken regarding this situation.

Photo 2-9

Metal Seawall showing significant corrosion including holes in the metal and several inches of at the bottom of the panels missing.

Photo 2-10

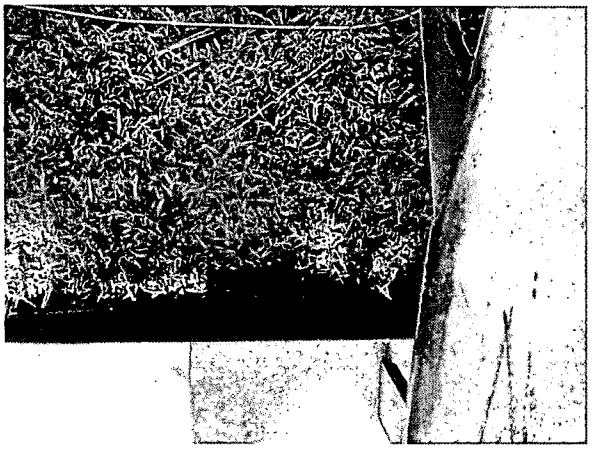


Bowing of The Restaurant site seawall.

Photo 2-11

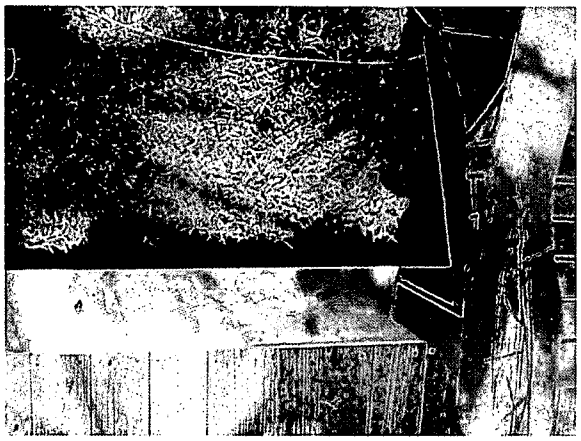
Bowing of The Restaurant site seawall with rocks placed to prevent total failure and washout.

Photo 2-12



Open gap behind seawall exposing underground irrigation pipes

Photo 2-13



Open gap behind sewall.

<u>The Inlet Village Marina Site</u>

This site contains three parcels of which two are owned by the Town of Jupiter and one by the Jupiter CRA (a dependent special district of the Town). The site is .93 acres in total area. The property is currently vacant and not open for use though the Town recently completed grant-funded work to install public boat docks and replace the seawall along the length of the entire property (approximately 220 feet). The intent of the Town and CRAs is to transform this site into park with boating facilities and other active public uses. All three parcels are zoned C-2 and have a future land use of Inlet Village Flex. The zoning and future land use are both consistent with surrounding parcels and the intended uses as a public park and marina are allowable under the zoning and future land use.

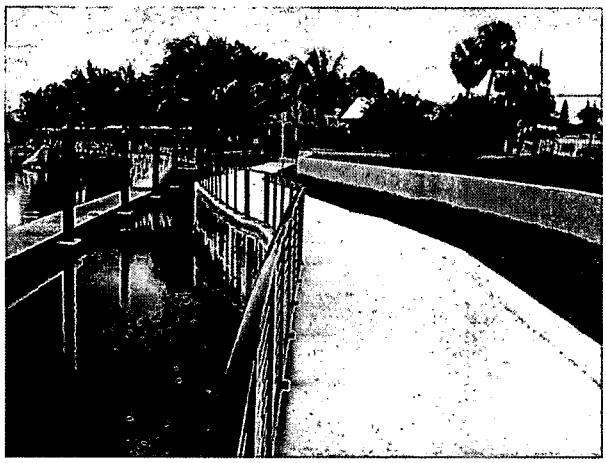
Buildings

There are currently no buildings on this site.

Other Structures/Site Improvements

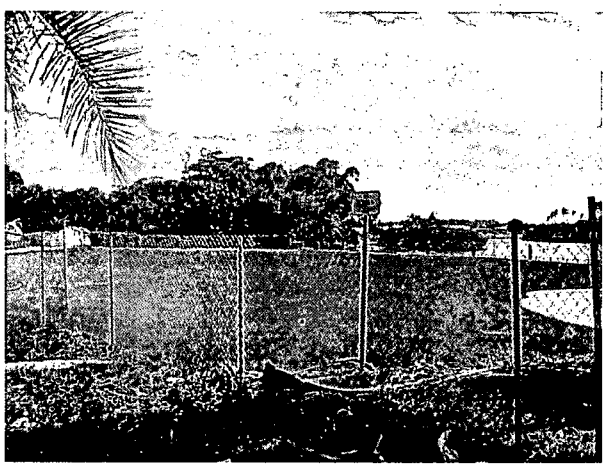
While the docks have been installed, there are no upland facilities whatsoever on the site to support boating or any other use (Photo 2-14). There are no on-site utilities and thus no running water for cleaning of the boating facilities, showers or restrooms. There are no open pedestrian connections to the adjacent properties which might allow sharing of such facilities and the entire site is enclosed by a chain link fence for safety (Photo 2-15) since the lack of facilities keeps it closed to the public. The chain link fencing along the north and west sides of the property is bent over, has been cut or is otherwise in a state of disrepair in several locations (Photo 2-16, Photo 2-17) and a wooden plank fence along the southern property line is deteriorated with the wood rotting, cracking and falling off the posts (Photo 2-18).

Photo 2-14



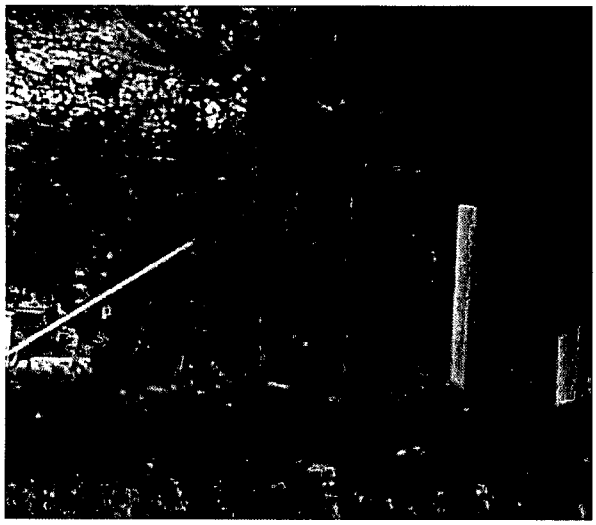
New Boat Docks w/ no Facilities.

Photo 2-15



Fenced marina site w/no upland support facilities

Photo 2-16



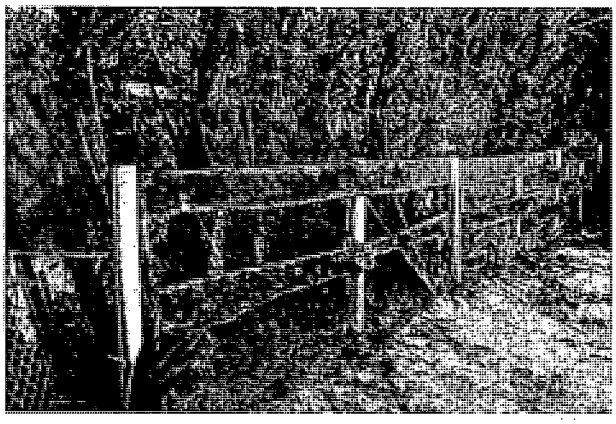
Inlet Village Marina fencing in disrepair

Photo 2-17

Inlet Village Marina fencing in disrepair

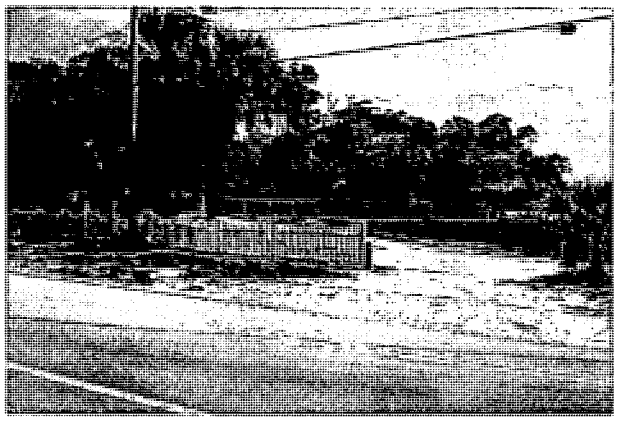
There are no parking facilities available (on or off-site) to support use of the property as would be required by the Town Zoning Code. Opportunity for use of the CRA owned parcel is hampered by an existing access easement for the adjacent property (Photo 2-19) and the parcel has limited frontage on A1A as the property to the immediate east has a triangular extension along the roadway frontage (Photo 2-20). Access potential to the site is also significantly hampered by anchoring wires stabilizing utility poles across the entire frontage of the site.

Photo 2-18



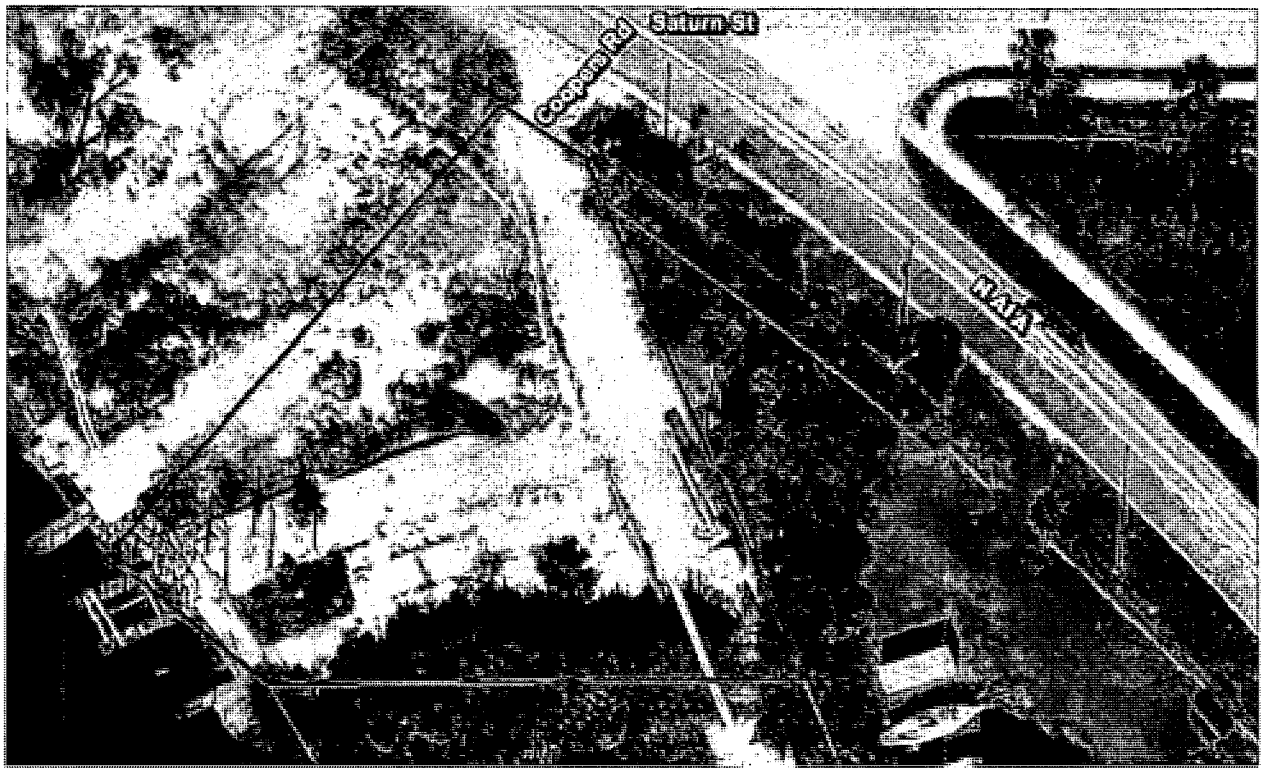
Dilapidated wooden plank fencing on the east property line of the Inlet Village Marina site

Photo 2-19



Adjacent property and access easement inhibiting use of Inlet Village Marina Property

Photo 2-20



CRA Parcel (Outlined) with Adjacent Property Frontage Topping the Parcel. Access Easement visible along property line.

SECTION THREE

FINDINGS AND RECOMMENDATIONS

FINDINGS OF THE INVESTIGATION

On-site visitations and review of all physical conditions in the Potential Expansion Area found conditions that warrant the labeling of the area as "blighted" according to definitions of blight contained in Section 163.340 (8), Fla. Stat. Existing conditions as documented through the photographs in this reports along with testimony obtained from the Town of Jupiter, Chad Van Bovan (owner of Guanabanas restaurant) and the civil engineering firm of Thompson and Associates, Inc. are proof that the following conditions exist within the Potential Expansion Area:

163.340 (8) – a substantial number of deteriorated or deteriorating structures:

The Restaurant site includes a seriously deteriorated and continuously deteriorating seawall structure as well as a deteriorating valet-drop off lot.

The Inlet Village Marina site is surrounded by chain link fencing which has several sections torn from the posts or in which the chain link has been cut.

These constitute a substantial number of deteriorated or deteriorating structures due to the limited amount of structures in this area.

163.340 (8) (a) – Predominance of defective or inadequate street layout, parking facilities, roadways, bridges or public transportation facilities:

The Restaurant site has no on-site parking and no prospects at this time for off-site parking in the long term as the lot currently being used is slated for future development.

The Inlet Village Marina site has no on-site or off-site parking available to it at this time. Additionally, the inclusion of a significant access roadway, which is shown on some maps as a street easement, to the adjacent lot significantly impedes the use of the Public Marina site.

163.340 (8) (c) – Faulty lot layout in relation to size, adequacy, accessibility, or usefulness:

The Inlet Village Marina site is "topped" by the triangular protrusion of the adjacent parcel to the east which impedes the accessibility and usefulness of the site. Additionally, the inclusion of a significant access roadway to the adjacent lot significantly impedes the usefulness of the Inlet Village Marina site.

163.340 (8) (d) – Unsanitary or unsafe conditions:

The Restaurant Site contains a seawall in a significant state of disrepair. There is a boardwalk area along the docks on the outside of the seawall that is used by patrons of the restaurant and boat owners and there are chairs along the inside of the seawall where significant gaps exist between the land and the seawall. Both of the conditions are unsafe to people utilizing this area as the seawall could fail or patrons could fall in the gaps behind the seawall.

The Inlet Village Marina site is unsanitary in its current condition if it is used or if its docks are utilized by the public as it contains no upland facilities for use by people visiting the site or by

boaters. This could promote boaters to pollute the river with sewage or trash and prevents proper cleaning of the docks. The sections of disrepair to the existing fencing are also safety hazards as the gaps allow people to trespass on the property while it is closed to the public.

163.340 (8) (e) – Deterioration of site or other improvements:

Conditions meeting this provision of the definitions are the same as those outlined in deteriorated or deteriorating structures:

The Restaurant site includes a seriously deteriorated and continuously deteriorating seawall structure as well as a deteriorating valet-drop off lot.

The Inlet Village Marina site is surrounded by chain link fencing which has several sections torn from the posts or in which the chain link has been cut.

Purpose for Inclusion into the CRA

There are several reasons for seeking inclusion of these properties into the CRA even though they will provide little or no direct increment revenue to the CRA in the near term and, in fact, would have resulted in a net decrease in revenue to the CRA over the past two years. Under the appropriate conditions, including these properties within the CRA would allow the CRA to fashion programs and/or purchase land that could alleviate all of the blighting conditions.

The Restaurant Site

Guanabanas Restaurant is a major draw to the Inlet Village area of the CRA as would be expected for any restaurant on this site as it is currently designed. However, the deficiencies on the site, including the condition of the seawall and the lack of a full-sized kitchen are of great concern to the Town and the CRA both as they relate to the health of the existing business and how they would impede the attraction of any new user to the site should this business falter. The CRA would like to find ways to assist the property and business owners remedy these existing deficiencies so that the site will continue to be a major draw to the area.

The Inlet Village Marina Site

This site is being contemplated as a major public gathering site within the CRA. Its purpose would be to serve as the central information point and meet-up site for all visitors to the Inlet Village area of the CRA. Currently there are no public park facilities located within the Inlet Village area that can serve this purpose. Often redevelopment efforts are jump-started by an investment in such a facility that can be used for festivals or other events that promote the area and lead to increased patronage of local businesses (Old School Square in Delray Beach is an excellent example of such investment). The Public Marina site could be such an area if it is included within the CRA.

There may also be opportunity to expand this facility and alleviate the adverse conditions due to the "topping" of the CRA parcel by purchasing the privately held parcel to the east of the site.

Impact on Taxing Authorities

It is important to note that the fiscal impact on the taxing authorities contributing increment to the Jupiter CRA would be minimal if these parcels were to be included in the CRA. The Public Marina site consists of three parcels that are currently held for public use and thus are tax-exempt. The Restaurant Site, while in private hands and generating property taxes, has dropped in value by 21.5% in the last year alone. Had this property been part of the CRA during this decline in value, the CRA would have experienced a loss of revenue and the taxing authorities would actually have had lower increment revenue payments to the CRA in the current year.

While this fiscal condition will not continue infinitum, the increment revenue contribution from the taxing authorities to the CRA would be insignificant while the improvements to the properties would allow the CRA to insure both sites would be draws to the Inlet Village area and would solidify future plans to make the area a major jobs creator and economic generator.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

It is believe that this study shows sufficient evidence and documentation to declare blight, as defined by Sec. 163.346(8), Fla. Stat., exists on the 5 (five) parcels that combined, make up the properties defined in this document as The Restaurant Site and the Inlet Village Marina. The Statute requires that a substantial number of deteriorated or deteriorating structures exist within the study area and at least two other factors from a list of 14 other potential factors. Investigation into the area that is the focus of this report shows a substantial number of deteriorated structures (which also considers the limited number of structures in the area) and four (4) of the other blighting factors as outlined above.

The parcels reviewed also show need for public intervention to promote the uses upon them as destination sites within the CRA that will induce additional activity on other properties in the Inlet Village Area of the CRA. There is a high potential for the minimal fiscal impact on the Town and County to be returned within a short timeframe due to additional private sector investment in the area.

It is recommended that the Town of Jupiter proceed with efforts to expand the Jupiter Community Redevelopment Area to include the five (5) parcels investigated.

EXHIBIT A

PARCEL INFORMATION AND MAPS

Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County

House | Block | Neighborhood | City | County

Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031000060050

View Property Details

Name: BABALOUIE LTD
Location: 1000 N A1A
Mailing: 810 SATURN ST STE 20
JUPITER, FL 33477 4456

Appraisal Value

Market Value:	$634,075
Assessed Value:	$634,075
Exempt Amnt:	$0
Taxable:	$634,075

Tax Value

Ad Valorem:	$13,649.81
Non ad valorem:	$851.20
Total:	$14,501.01

Sales Info

Sale Date	Sale Price
12/15/1997	$475,000
12/01/1989	$415,000
01/01/1976	$100

Gary R. Nikolits, CFA Property Appraiser's Public Access System
Property Appraiser Palm Beach County
Home

Property Information

Location Address: 1000 N A1A

Municipality: JUPITER

Parcel Control Number: 30-43-40-31-00-006-0050

Subdivision:

Official Records Book: 10329 **Page:** 1296 **Sale Date:** Dec-1997

Legal Description: 31-40-43, NWLY 200 FT OF SELY 272 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ

View Map
Calculate Portability
2010 Proposed Tax Notice
Reverse Side
Help

Owner Information

Name: BABALOUIE LTD

Mailing Address: 810 SATURN ST STE 20
JUPITER FL 33477 4456

All Owners

Sales Information

Sales Date	Book/Page	Price	Sale Type	Owner
Dec-1997	10329/1296	$475,000	WARRANTY DEED	BABALOUIE LTD
Dec-1989	06310/1968	$415,000	QUIT CLAIM	

Exemptions

Exemption Information Unavailable.

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$100,190	$116,865	$0
Land Value:	$533,885	$718,832	$740,943
Total Market Value:	$634,075	$835,697	$740,943

Use Code: 2100- RESTAURANT

Property Information

Number of Units: 1
***Total Square Feet:** 800
Acres: 0.4457
* May indicate living area in residential properties.

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$634,075	$835,697	$740,943
Exemption Amount:	$0	$0	$0
Taxable Value:	$634,075	$835,697	$740,943

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$13,650	$17,106	$14,142
Non Ad Valorem:	$851	$835	$0
Total Tax:	$14,501	$17,941	$14,142

Tax Calculator

Details

Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County

House | Block | Neighborhood | City | County

Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031000060070

View Property Details

Name: BABALOUIE LTD
Location: 960 N A1A
Mailing: 810 SATURN ST STE 20
JUPITER, FL 33477 4456

Appraisal Value

Market Value:	$271,224
Assessed Value:	$271,224
Exempt Amnt:	$0
Taxable:	$271,224

Tax Value

Ad Valorem:	$5,838.67
Non ad valorem:	$619.36
Total:	$6,458.03

Sales Info

Sale Date	Sale Price
12/15/1997	$475,000
12/01/1989	$415,000
03/01/1986	$100

Property Appraiser Property Search

Home

Property Information

Location Address: 960 N A1A

Municipality: JUPITER

Parcel Control Number: 30-43-40-31-00-006-0070

Subdivision:

Official Records Book: 10329 Page: 1296 Sale Date: Dec-1997

Legal Description: 31-40-43, SELY 72 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ TO STA POINT

View Map

Calculate Portability

2010 Proposed Tax Notice

Reverse Side

Help

Owner Information

Name: BABALOUIE LTD

Mailing Address: 810 SATURN ST STE 20
JUPITER FL 33477 4456

All Owners

Sales Information

Sales Date	Book/Page	Price	Sale Type	Owner
Dec-1997	10329/1296	$475,000	WARRANTY DEED	BABALOUIE LTD
Dec-1989	06310/1968	$415,000	QUIT CLAIM	
Mar-1986	04815/0721	$100	QUIT CLAIM	

Exemptions

Exemption Information Unavailable.

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$60,216	$68,085	$57,141
Land Value:	$211,008	$249,981	$257,670
Total Market Value:	$271,224	$318,066	$314,811

Use Code: 1100- STORES

Property Information

Number of Units: 2
*Total Square Feet: 0
Acres: 0.1761
* May indicate living area in residential properties.

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$271,224	$318,066	$314,811
Exemption Amount:	$0	$0	$0
Taxable Value:	$271,224	$318,066	$314,811

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$5,839	$6,511	$6,009
Non Ad Valorem:	$619	$607	$909
Total Tax:	$6,458	$7,118	$6,918

Tax Calculator

Details

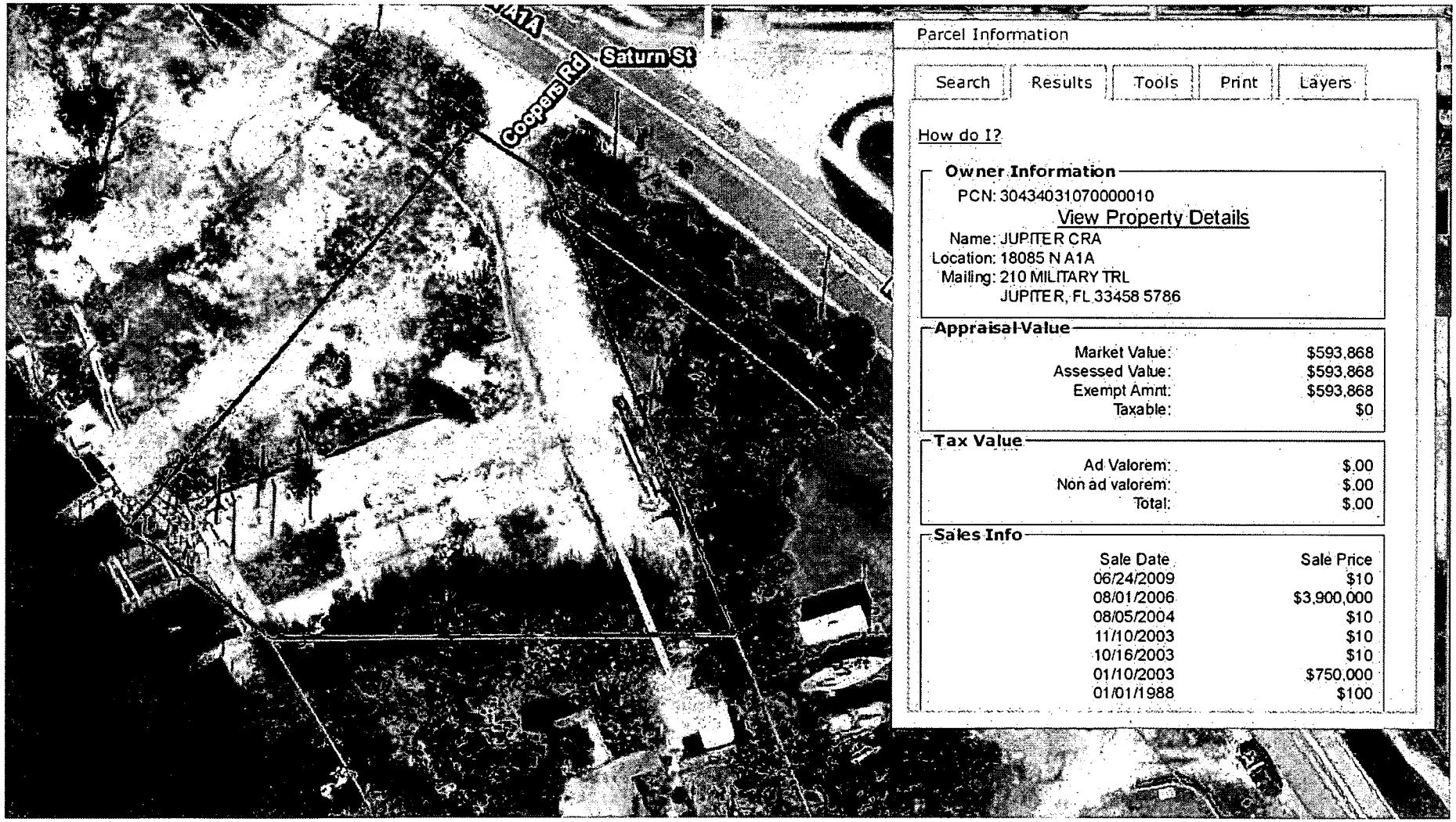
Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County

House | Block | Neighborhood | City | County



Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031070000010

View Property Details

Name: JUPITER CRA
Location: 18085 N A1A
Mailing: 210 MILITARY TRL
JUPITER, FL 33458 5786

Appraisal Value

Market Value:	$593,868
Assessed Value:	$593,868
Exempt Amnt:	$593,868
Taxable:	$0

Tax Value

Ad Valorem:	$.00
Non ad valorem:	$.00
Total:	$.00

Sales Info

Sale Date	Sale Price
06/24/2009	$10
08/01/2006	$3,900,000
08/05/2004	$10
11/10/2003	$10
10/16/2003	$10
01/10/2003	$750,000
01/01/1988	$100

?qtype=parcels&pcn=30434031070000010

Property Appraiser Public Access System

Appraiser

on

ss: 18085 N A1A

ty: JUPITER

er: 30-43-40-31-07-000-0010

on: JUPITER INLET ESTS IN

ok: 23525 Page: 748 Sale Date: Jun-2009

on: JUPITER INLET ESTS NLY 180.19 FT AS MEAS ALONG E LI OF TH PT OF GOV LTS 6, 7 & OLD JUPITER/LAKE WORTH RY

View Map

Calculate Portability

2010 Proposed Tax Notice

Reverse Side

Help

ne: JUPITER CRA

ss: 210 MILITARY TRL

JUPITER FL 33458 5786

All Owners

All Sales

e	Price	Sale Type	Owner
8	$10	QUIT CLAIM	JUPITER CRA
5	$3,900,000	WARRANTY DEED	JUPITER TOWN OF
1	$10	QUIT CLAIM	COLEMAN WILLIAM A IV

Year	Detail
2011	FULL: CRA'S AND DDA'S

2010	2009	2008
$0	$0	$0
$593,868	$659,832	$680,249
$593,868	$659,832	$680,249

ANT COMMERCIAL

Property Information

Number of Units: 0

Acres: 0.46

All values are as of January 1st each year

5/4/2011 11:55 AM

ble Values

Tax Year:	2010	2009	2008
Assessed Value:	$593,868	$659,832	$680,249
Exemption Amount:	$593,868	$659,832	$680,249
Taxable Value:	$0	$0	$0

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$0	$0	$0
Non Ad Valorem:	$0	$0	$0
Total Tax:	$0	$0	$0

Tax Calculator

Details

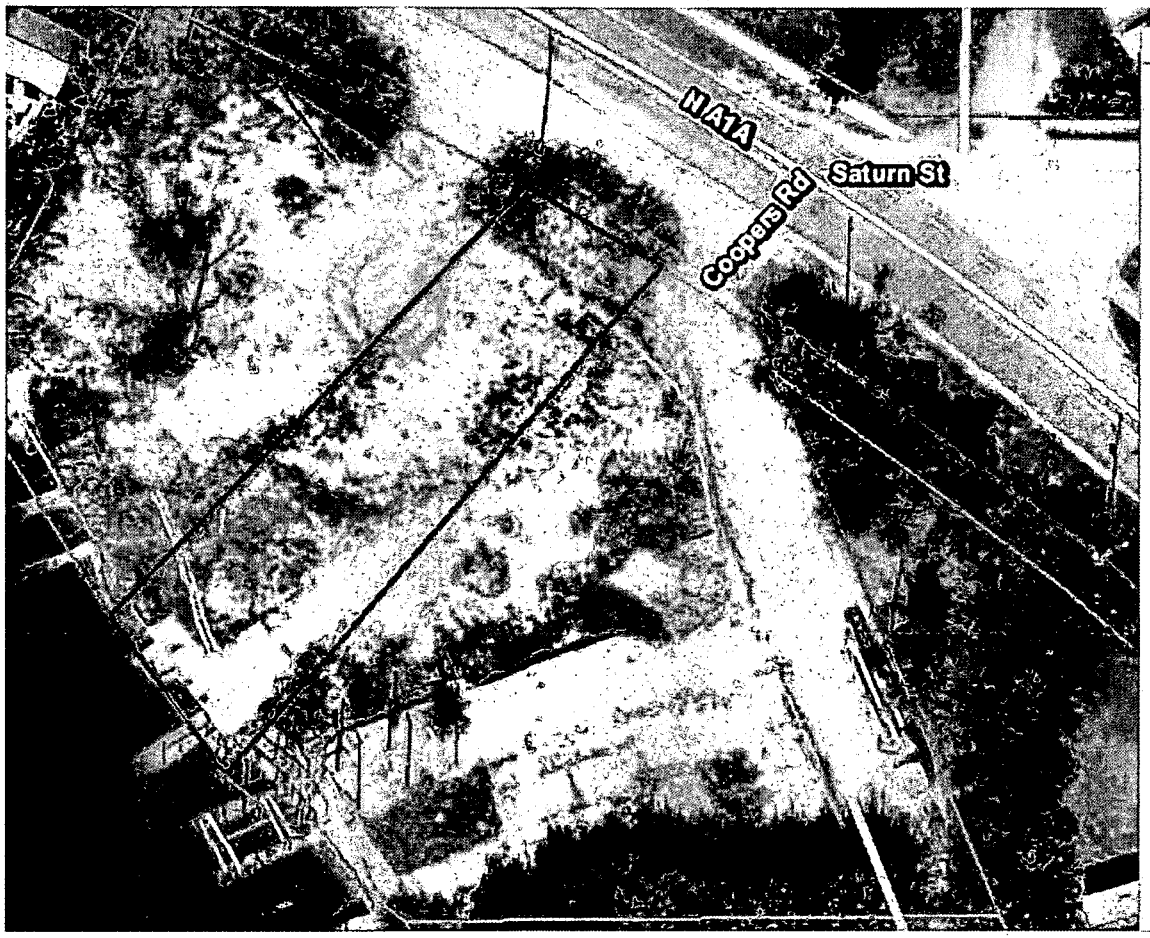
Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County

House | Block | Neighborhood | City | County



Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031070000040

View Property Details

Name: JUPITER TOWN OF
Location: N A1A
Mailing: 210 MILITARY TRL
JUPITER, FL 33458 5786

Appraisal Value

Market Value:	$224,001
Assessed Value:	$224,001
Exempt Amnt:	$224,001
Taxable:	$0

Tax Value

Ad Valorem:	$.00
Non ad valorem:	$.00
Total:	$.00

Sales Info

Sale Date	Sale Price
08/01/2006	$3,900,000
11/10/2003	$10
01/24/2003	$435,000
09/01/1984	$100

Gary R. Nikolits, CFA Property Appraiser's Public Access System
Property Appraiser Palm Beach County
Home

Property Information

Location Address: N A1A
Municipality: JUPITER
Parcel Control Number: 30-43-40-31-07-000-0040
Subdivision: JUPITER INLET ESTS IN
Official Records Book: 20741 Page: 1285 Sale Date: Aug-2006
Legal Description: JUPITER INLEET ESTS SELY 40 FT OF NWLY 144.26 FT AS MEAS FROM POINT OF CURVE ALONG N LI OF TH PT OF GOV

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2010 Proposed Tax Notice
Reverse Side
Help

Owner Information

Name: JUPITER TOWN OF
Mailing Address: 210 MILITARY TRL
JUPITER FL 33458 5786

All Owners

Sales Information

All Sales

Sales Date	Book/Page	Price	Sale Type	Owner
Aug-2006	20741/1285	$3,900,000	WARRANTY DEED	JUPITER TOWN OF
Nov-2003	16187/0117	$10	QUIT CLAIM	INLET VILLAGE MARINA INC
Jan-2003	14778/1277	$435,000	WARRANTY DEED	COLEMAN WILLIAM IV

Exemptions

Applicant/Owner	Year	Detail
JUPITER TOWN OF	2011	FULL: MUNICIPAL GOVERNMENT

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$0	$0	$0
Land Value:	$224,001	$248,882	$256,583
Total Market Value:	$224,001	$248,882	$256,583

Use Code: 8900- MUNICIPAL

Property Information
Number of Units: 0
Acres: 0.17

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$224,001	$248,882	$256,583
Exemption Amount:	$224,001	$248,882	$256,583
Taxable Value:	$0	$0	$0

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$0	$0	$0
Non Ad Valorem:	$0	$0	$0
Total Tax:	$0	$0	$0

Tax Calculator

Details

Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County

House | Block | Neighborhood | City | County

Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031070000020

View Property Details

Name: JUPITER TOWN OF
Location: 18089 N A1A
Mailing: 210 MILITARY TRL
JUPITER, FL 33458 5786

Appraisal Value

Market Value:	$389,473
Assessed Value:	$389,473
Exempt Amnt:	$389,473
Taxable:	$0

Tax Value

Ad Valorem:	$.00
Non ad valorem:	$.00
Total:	$.00

Sales Info

Sale Date	Sale Price
08/01/2006	$3,900,000
11/18/2003	$1,000,000
03/01/1966	$100

Gary R. Nikolits, CFA Property Appraiser's Public Access System
Property Appraiser Palm Beach County
Home

Property Information

Location Address: 18089 N A1A
Municipality: JUPITER
Parcel Control Number: 30-43-40-31-07-000-0020
Subdivision: JUPITER INLET ESTS IN
Official Records Book: 20741 Page: 1285 Sale Date: Aug-2006
Legal Description: JUPITER INLET ESTS NWLY 104.26 FT FROM A POINT OF CURVE AS MEAS ALONG N LI OF TH PT OF GOV LTS 6, 7, &

View Map
Calculate Portability
2010 Proposed Tax Notice
Reverse Side
Help

Owner Information

Name: JUPITER TOWN OF
Mailing Address: 210 MILITARY TRL
JUPITER FL 33458 5786

All Owners

Sales Information

Sales Date	Book/Page	Price	Sale Type	Owner
Aug-2006	20741/1285	$3,900,000	WARRANTY DEED	JUPITER TOWN OF
Nov-2003	16227/1309	$1,000,000	WARRANTY DEED	COLEMAN WILLIAM A IV
Mar-1966	01339/0549	$100	WARRANTY DEED	

Exemptions

Applicant/Owner	Year	Detail
JUPITER TOWN OF	2011	FULL: MUNICIPAL GOVERNMENT

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$20,514	$22,606	$34,375
Land Value:	$368,959	$409,941	$422,626
Total Market Value:	$389,473	$432,547	$457,001

Use Code: 8900- MUNICIPAL

Property Information

Number of Units: 2
*Total Square Feet: 0
Acres: 0.28
* May indicate living area in residential properties.

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$389,473	$432,547	$457,001
Exemption Amount:	$389,473	$432,547	$457,001
Taxable Value:	$0	$0	$0

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$0	$0	$0
Non Ad Valorem:	$0	$0	$0
Total Tax:	$0	$0	$0

Tax Calculator

Details

Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

EXHIBIT B

VERIFICATION LETTER FROM THOMPSON & ASSOCIATES RE: SEAWALL & DRAINAGE

Thompson & Associates
Civil Engineering

May 4, 2011

Town of Jupiter
c/o Jeffrey L. Oris, CEcD
Planning and Redevelopment Consultants, Inc.
5062 NW 45th Avenue
Coconut Creek, FL 33073

Reference: Statement of Engineer's Opinion

Dear Mr. Oris,
Please allow this Statement of Engineer's Opinion to clarify the integrity of the infrastructure for the commercial property located at 960 North AIA, Jupiter, Florida 33477. Currently operating on the property is Guanabanas Restaurant. The facility offers valet parking, off-site self parking, off-site prep-kitchen, and marina docking for small vessels. The following opinions are based on a site visit completed on April 26, 2011:

BULKHEAD INFRASTRUCTURE
The existing bulkhead is comprised of aluminum sheet piling which is showing significant signs of failure at several locations. The water interface of the bulkhead is pitted with corrosion which allows soil to migrate to the inter-coastal. In additional to the corrosion problem, the bottom of the bulkhead is noticeably bowing out demonstrating loss of toe support which usually means undermining of the sheet pile. It seems that most of the structural support provided for the upland property is directly from the original concrete bulkhead that was left intact when the aluminum sheet pile bulkhead was installed. Although attempts have been made to correct the problems, such as rip-rap placement at key locations and placement of fill behind the bulkhead, the bulkhead continues to deteriorate and soil continues to migrate into the inter-coastal. The loss of soil is undermining the property's infrastructure and filling in the marina portion of the inter-coastal which may require maintenance dredging to bring it back to its intended cross-section. In order to rectify this issue, a new bulkhead system needs to be installed in order to stop the migration of soil to the inter-coastal.

DRAINAGE INFRASTRUCTURE
The only existing drainage system on the site in located in the small valet drop-off area and handicapped parking lot. There are two (2) large catch basin connected with a short exfiltration trench system. After years of accepting stormwater runoff from the right-of-way, the system appears to be over-burdened and clogged with sediment. Simply cleaning the catch basins and perforated pipe would slightly improve the system's performance during a storm event; however the exfiltration trench portion outside of the pipe cannot be cleaned. The localized flooding that occurs on this area of the property can be avoided by either replacing the exfiltration trench in its entirety, or connecting the small drainage system to an outfall to provide positive discharge.

If you have any questions regarding this opinion letter, please contact me any time.

Respectfully submitted,

James F. Thompson, PE, LEED-AP
President, Thompson & Associates, Inc.

PO Box 22398, Fort Lauderdale, FL 33335 Tel: (954) 761-1073 Fax: (954) 761-1074 Email: jim@thompson-inc.com

EXHIBIT C

TOWN OF JUPITER
LETTER TO CHAD VAN BOVAN
RE: SEAWALL

TOWN OF JUPITER

DPIC
Tom D
P.C

c: Tom L

May 13, 2009

Chad Von Bovan
997 North A1A
Jupiter FL, 33477

John Zimmerman
997 North A1A
Jupiter FL, 33477

Rick Clegg
Babalouie, Ltd.
810 Saturn Street, suite 20
Jupiter, FL 33477-4456

RE: Guanabanas's Sea Wall
960 North A1A, Jupiter FL 33477

Gentlemen:

The Town's Engineering Department has identified several concerns regarding the condition of the sea wall at Guanabanas. Field observation indicates the sea wall is bowing and tilting in several locations.

The following immediate actions are necessary to mitigate these concerns.

1. Provide an independent engineering analysis of the sea wall to verify it is functionally capable of sustaining the current loading without failure.
2. Provide a mitigation plan which provides for repair of the sea wall as determined by the engineer.
3. Provide a separate engineering analysis on the functional stability of the existing deck and dock.
4. Acquire the necessary permits for all repairs identified within the two requested engineering reports.

Please provide this office with the requested reports and mitigation plan prepared by a state certified professional engineer within 10 days of receipt of this letter.

If you have any questions contact this office immediately.

Sincerely,

Robert Lecky, CBO
Building Department Director

C: Doug Koennicke, Town Engineer
Brenda Arnold, Riverwalk Project Manager

RESOLUTION NO. R-2011- 1104

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, GRANTING THE REQUEST OF THE TOWN OF JUPITER TO EXPAND THE BOUNDARIES OF THE EXISTING JUPITER COMMUNITY REDEVELOPMENT AREA (CRA) TO INCLUDE FIVE ADJACENT PARCELS, KNOWN AS GUANABANAS AND INLET VILLAGE PARK

WHEREAS, Chapter 163, Part III, Florida Statutes (F.S.), known as the Community Redevelopment Act of 1969, provides for a mechanism for local governments to create a Community Redevelopment Agency to deal with conditions of slums and blight; and

WHEREAS, the Board of County Commissioners delegated the exercise of powers conferred by Chapter 163, Part III, F.S., "The Community Redevelopment Area" to allow the Town of Jupiter to create the Community Redevelopment Area (CRA) by Resolution No. 2002-0090; and

WHEREAS, the Board of County Commissioners retained authority to expand boundaries of the CRA as authorized by Resolution No. 2002-0090; and

WHEREAS, the 5 parcels, totaling 1.53 acres, known as Guanabanas and the Inlet Village Park, were unincorporated at the time of the creation of the Jupiter CRA; and

WHEREAS, the Town of Jupiter provided the "Finding of Necessity" report that determined the expanded areas as having slum or blighted areas, as defined by Section 163.340, F.S.; and

WHEREAS, the Jupiter Community Redevelopment Agency (JCRA) adopted the expansion of the boundaries on May 11, 2011 by Resolution No. CRA 3-11; and

WHEREAS, the Town of Jupiter adopted the expansion of the boundaries on May 17, 2011, by Resolution No. 22-11.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that:

1. The Board of County Commissioners hereby grants the Town of Jupiter and the Jupiter Community Redevelopment Agency the expansion of the boundaries of the existing CRA to include the parcels identified in Exhibit "A".

2. This resolution is not intended to and does not alter or amend the powers or provisions of Resolution 2002-0090, but is instead intended solely to expand the boundaries as described in Exhibit. "A".

3. Effective Date and Duration. The provisions of this Resolution shall become effective upon adoption by the Board of County Commissioners and shall continue to be effective for a period not to exceed the term of the initial bonds issued to finance the redevelopment identified in the Community Redevelopment Plan prepared pursuant to Section 163.362, F.S., but in no event to exceed thirty (30) years from the adoption of the Community Redevelopment Plan unless otherwise specifically extended by the Board of County Commissioners. It is specifically the intention of the Board of County Commissioners to delegate the herein described powers only for the length of the bonds, and such delegation is not intended to extend to any period of time associated with any amendment of the Community Redevelopment Plan or any refinancing of the bonds.

The foregoing Resolution was offered by Commissioner Aaronson, who moved its adoption. The motion was seconded by Commissioner Vana, and upon being put to a vote, the vote was as follows:

Commissioner Karen T. Marcus, Chair	-	Aye
Commissioner Shelley Vana, Vice Chair	-	Aye
Commissioner Paulette Burdick	-	Aye
Commissioner Steven L. Abrams	-	Aye
Commissioner Burt Aaronson	-	Aye
Commissioner Jess R. Santamaria	-	Aye
Commissioner Priscilla A. Taylor	-	Absent

The Chair thereupon declared the Resolution duly passed and adopted this 19th day of July, 2011.

PALM BEACH COUNTY, FLORIDA, BY ITS
BOARD OF COUNTY COMMISSIONERS

SHARON R. BOCK, CLERK & COMPTROLLER

By: _____
Deputy Clerk

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

By: _____
County Attorney

STATE OF FLORIDA, COUNTY OF PALM BEACH
I, SHARON R. BOCK, Clerk and Comptroller,
certify this to be a true and correct copy of the original
filed in my office on JUL 19 2011
dated at West Palm Beach, FL on
By: _____
Deputy Clerk

Exhibit A

Parcels Identified for the Jupiter CRA

Parcel Number	Owner	Acres	Legal Description
30-43-40-31-00-006-0050	Babalouie Ltd	0.4457	31-40-43, NWLY 200 FT OF SELY 272 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ TO STA POINT 1180+23.1 PB16P25
30-43-40-31-00-006-0070	Babalouie Ltd	0.1761	31-40-43, SELY 72 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ TO STA POINT 1180+23.1 PB16P25
30-43-40-31-07-000-0020	Jupiter CRA	0.46	JUPITER INLET ESTS NWLY 104.26 FT FROM A POINT OF CURVE AS MEAS ALONG N LI OF TH PT OF GOV LTS 6, 7, & OLD JUPITER/LAKE WORTH RY R/W LYG BET SR A-1-A & FEC CNL A/K/A TH PT OF TR K
30-43-40-31-07-000-0040	Town of Jupiter	0.17	JUPITER INLEET ESTS SELY 40 FT OF NWLY 144.26 FT AS MEAS FROM POINT OF CURVE ALONG N LI OF TH PT OF GOV LTS 6, 7 & OLD JUPITER/LAKE WORTH RY R/W LYG BET SR 1-1 R/W & FEC CNL A/K/A TH PT OF TR K
30-43-40-31-07-000-0010	Town of Jupiter	0.28	JUPITER INLET ESTS NLY 180.19 FT AS MEAS ALONG E LI OF TH PT OF GOV LTS 6, 7 & OLD JUPITER/LAKE WORTH RY R/W LYG SLY OF SR A-1-A R/W & BET W LI OF E 30 FT OF ABND JUNO ST & FEC CNL A/K/A PT OF TR K
	Total:	1.5318	

Source: 2011 Property Appraiser Data

RESOLUTION NO. 22-11

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, AMENDING THE TOWN OF JUPITER'S COMMUNITY REDEVELOPMENT PLAN BY EXPANDING THE BOUNDARIES OF THE EXISTING COMMUNITY REDEVLOPMENT AREA TO INCLUDE TWO PARCELS OF LAND ADJACENT TO THE EXISTING BOUNDARY, KNOWN AS GUANABANAS AND INLET VILLAGE PARK; PROVIDING FOR A FINDING OF NECESSITY FOR THE EXPANSION OF THE JUPITER COMMUNITY REDEVELOPMENT AGENCY AREA'S BOUNDARIES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Planning and Redevelopment Consultants, Inc. ("PRC") has conducted a Necessity Study, copy of which is on file in the Office of the Town Clerk, the purpose of which was to determine if slum or blighted areas, as defined by Section163.340, Florida Statutes, existed within the boundaries of two parcels which are adjacent to the existing Community Redevelopment Area (Area); and

WHEREAS, the Necessity Study confirmed the existence of slum and blighted areas in the area wherein the two parcels known as Guanabanas and Inlet Village Park are located; and

WHEREAS, Section 163.361, Florida Statutes, empowers and authorizes the Town to amend its Community Redevelopment Agency (Agency) Plan to expand the boundaries of the Area upon the recommendations of the Agency's Board of Commissioners ; and

WHEREAS, the Town of Jupiter, Florida ("Town") has completed a study of an area which is adjacent to the Agency's boundaries; and

WHEREAS, the Town has determined, based on this study that the area adjacent to the Agency's current boundary in the area known as the Inlet Village meets the statutory definition of a slum and blighted area, pursuant to the

"Community Redevelopment Act" of Part III of Chapter 163, Florida Statutes; and

WHEREAS, the Agency's boundaries are located adjacent to and contiguous with an area which includes two separate parcels of land which exhibit slum and blighted conditions and the two parcels are legally described and depicted in Exhibit "1", which is attached hereto and incorporated herein; and

WHEREAS, the rehabilitation, conservation or redevelopment, or any combination thereof of the two parcels legally described herein is necessary and in the best interest of the health, safety, morals, and general welfare of the residents and visitors of the Town of Jupiter; and

WHEREAS, the Town and Agency's staff have recommended the amendment of the Agency's Plan to expand the boundaries of the existing Area, to include the two parcels legally described herein; and

WHEREAS, the Town of Jupiter Town Council finds that it is in the best interest of its residents and visitors to include the two parcels legally described herein within the boundaries of the Agency's Area.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA

Section 1. The above recitals are all true and accurate and are incorporated herein and made a part of this resolution.

Section 2. Pursuant to and in accordance with the provisions of Section 163.361, Florida Statutes, as amended, that the Town Council of the Town of Jupiter, Florida hereby, amends the Agency's Community Redevelopment Plan to expand the boundaries of the existing Area to include the following legally described parcels:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the* ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*

ORDINANCE NO. 60-01

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, CREATING A COMMUNITY REDEVELOPMENT AGENCY WITHIN THE TOWN OF JUPITER; PROVIDING FOR LEGISLATIVE INTENT AND PURPOSE; PROVIDING FOR THE MEMBERSHIP ORGANIZATION OF THE AGENCY; PROVIDING FOR THE EXERCISE OF CERTAIN POWERS; PROVIDING FOR THE PREPARATION OF A COMMUNITY REDEVELOPMENT PLAN; PROVIDING FOR CODIFICATION; PROVIDING FOR REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature has enacted the Community Redevelopment Act of 1969, codified at Chapter 163, Part III, Florida Statutes (the Act); and

WHEREAS, upon a finding of necessity, the Act authorizes a municipality to create a separate body corporate and politic to be known as a community redevelopment agency; and

WHEREAS, the Town Council of the Town of Jupiter has received a report entitled "A Finding of Necessity" as prepared by Florida Planning Group, Inc. enumerating conditions of slum and blight in the Town; and

WHEREAS, the conditions of slum and blight include, but are not limited to, defective or inadequate street layout, faulty lot layout, unsanitary or unsafe conditions,

deterioration of site or improvements, inadequate and outdated density patterns, inadequate transportation and parking facilities and diversity of ownership; and

WHEREAS, the existence of slum and blighted areas as defined by the Act contributes substantially and increasingly to, among other things, increased crime; constitutes an economic and social liability; decreases the tax base and reduces tax revenues; impairs sound growth; aggravates traffic problems and the improvement of traffic facilities; and

WHEREAS, there exists a need to protect the health, safety, morals, and general welfare of the residents of the Town of Jupiter from the effects of slum and blighting conditions; and

WHEREAS, the preservation and enhancement of the Town's tax base is essential to its existence and financial health; and

WHEREAS, the enhancement of the Town's tax base is implicit in the purposes for which a community development agency is established; and

WHEREAS, tax increment financing is an effective method of achieving the preservation and enhancement of areas which are experiencing a declining tax base; and

WHEREAS, the redevelopment of areas, pursuant to the Act, when complete will enhance the tax base and provide tax revenues to all affected taxing authorities, thereby increasing their ability to provide services; and

WHEREAS, the Town Council of the Town of Jupiter has adopted Resolution No. 98-01 finding a necessity for the creation of a Community Redevelopment Agency within the Town of Jupiter; and

WHEREAS, the Palm Beach County Board of County Commissioners has adopted a resolution authorizing and approving the Town's creation of a community development agency; and.

WHEREAS, the Town Council of the Town of Jupiter has provided public notice of its proposed creation of a Community Redevelopment Agency; and

WHEREAS, the Town Council of the Town of Jupiter has provided notice by registered mail to each taxing authority which levies ad valorem taxes on taxable property contained within the proposed boundaries of the Community Redevelopment Agency.

NOW THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, that:

Section 1. LEGISLATIVE INTENT AND PURPOSE.

The whereas clauses are hereby incorporated herein as an expression of the Town Council's legislative intent and purposes for the creation of a Community Redevelopment Agency.

Section 2. CREATION OF COMMUNITY REDEVELOPMENT AGENCY.

There is hereby created a public body corporate and politic to be known as the Town of Jupiter Community Redevelopment Agency, hereinafter referred to as the "Agency". The Agency shall be a legal entity, separate, distinct and independent from the Town Council of the Town of Jupiter, Florida. The Agency shall have all of the powers

necessary or convenient to carry out and effectuate the purposes and provisions of Chapter 163, Part III, Florida Statutes, and this ordinance, as either or both may be amended from time to time.

Section 3. MEMBERSHIP.

3.01. The Agency shall be governed by the five (5) council members of the Town of Jupiter Town Council who shall comprise the Agency's board of commissioners. The terms of office of commissioners of the Agency shall coincide with the terms of office of the Town Council members.

3.02. The commissioners of the Agency shall receive no compensation for their services, but shall be entitled to the reimbursement of necessary expenses, including traveling expenses, incurred in the discharge of their duties, as approved by the Town Council.

3.03 The powers of the Agency shall be exercised by the commissioners thereof. A majority of the commissioners shall constitute a quorum for the purpose of conducting business and exercising the powers of the Agency and for all other purposes. Action may be taken by the Agency upon a vote of a majority of the commissioners present.

3.04 The Mayor and Vice Mayor of the Town Council shall serve as the Agency's chair and vice chair, respectively.

3.05 The Agency may employ an executive director, technical experts, and such other agents and employees, permanent and temporary, as it may require, and determine their qualifications, duties, and compensation. For such legal

service as it may require, the commissioners may appoint the Town Attorney and/or may retain such other legal counsel as it deems necessary.

3.06 The Agency shall annually file with the Town Council and with the Auditor General, a certified audit report of its activities for the preceding fiscal year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of each fiscal year. At the time of filing the report, the Agency shall publish in a newspaper of general circulation in the Town, a notice to the effect that such report has been filed and that the report is available for inspection during business hours in the Office of the Clerk for the Town Council and in the office of the Agency.

3.07 The Agency shall have the power and authority to make and issue such regulations, bylaws and rules as it deems necessary to implement its powers and functions. Such regulations and bylaws shall be consistent with Chapter 163, Part III, Florida Statutes, and this ordinance as either or both may be amended from time to time.

3.08 The officers, commissioners and employees of the Agency shall be subject to the provisions and requirements of Part III of Chapter 112, Florida Statutes and Section 163.367, Florida Statutes, as these statutes may be amended from time to time.

Section 4. POWERS.

The Agency shall have all of the powers of a community redevelopment agency as set forth in Chapter 163, Part III, Florida Statutes, as it may be amended from time to time.

Section 5. BOUNDARIES

The boundaries of the Community Redevelopment Agency area are as shown on Attachment "A" and are incorporated herein.

Section 6. COMMUNITY REDEVELOPMENT PLAN.

The Agency shall prepare or cause to be prepared a community redevelopment plan as described in Section 163.360, Florida Statutes, for the area that the Town Council has determined to be a slum area, a blighted area.

Section 7. DELEGATION OF POWER.

The Town Council of Jupiter hereby delegates to the Agency each of the powers set forth in Sections 163.370, Florida Statutes, as this statute may be amended from time to time. Provided, however, that the Town Council of the Town of Jupiter retains the right to exercise any of the powers delegated herein to the Agency, and the Agency's exercise of such powers shall not be deemed to be vested exclusively in the Agency.

Section 8. CODIFICATION.

The provisions of this ordinance shall become and be made a part of the code of laws and ordinances of the Town of Jupiter, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such, and the sections of this ordinance may be changed to "section," "division," "article," or any other appropriate word.

Section 9. REPEAL OF LAWS IN CONFLICT

All local laws and ordinances applying to the Town of Jupiter in conflict with any provisions of this ordinance are hereby repealed.

Section 10. SEVERABILITY.

Should any section or provision of this ordinance or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof as a whole or any part thereof other than the part declared to be invalid.

Section 11. EFFECTIVE DATE.

This ordinance shall take effect upon adoption.

Attachment "A"

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11/30/01 Final

DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

DESCRIPTION: TOWN OF JUPITER CRA

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST, AND SECTIONS 5, 6, 7, AND 8, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF OCEAN WAY AND THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 1 (STATE ROAD NO. 5) AS RECORDED IN ROAD PLAT BOOK 2, PAGE 43, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, THE CENTERLINE OF OCEAN WAY IS THE EASTERLY EXTENSION OF THE SOUTH LINE OF GOVERNMENT LOT 3, SAID SECTION 8; THENCE, DEPARTING SAID EASTERLY RIGHT-OF-WAY LINE, NORTH 89°33'21" WEST, ALONG THE EASTERLY EXTENSION OF SAID GOVERNMENT LOT 3, AND THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 491.70 FEET TO THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 16°35'32" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 643.56 FEET; THENCE NORTH 58°17'23" WEST, A DISTANCE OF 726.02 FEET; THENCE NORTH 87°59'50" WEST, A DISTANCE OF 513.50 FEET TO THE CENTERLINE OF THE INTRACOASTAL WATERWAY ACCORDING TO PLAT BOOK 17, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 11°25'13" WEST, ALONG THE CENTERLINE OF THE INTRACOASTAL WATERWAY, A DISTANCE OF 1858.92 FEET; THENCE NORTH 43°31'31" WEST, A DISTANCE OF 1095.38 FEET; THENCE NORTH 18°02'14" WEST, A DISTANCE OF 4480.92 FEET; THENCE, DEPARTING SAID CENTERLINE NORTH 66°00'00" EAST, A DISTANCE OF SAID 651.77 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 07°51'58 WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 955.00 FEET TO THE SOUTHEAST CORNER OF PARCEL F, ACCORDING TO THE PLAT OF JUPITER HARBOUR, AS RECORDED IN PLAT BOOK 56, PAGE 5, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 82°08'02" WEST, ALONG THE SOUTH BOUNDARY OF SAID PARCEL F, A DISTANCE OF 30.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 29°36'41"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 155.04 FEET TO THE POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 220.00 FEET AND A CENTRAL ANGLE OF 12°00'00"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.08 FEET TO THE POINT OF TANGENCY; SOUTH 64°31'21" WEST, A DISTANCE OF 37.17

LIDBERG LAND SURVEYING, INC.
LB4431
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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 65.00 FEET, AND A CENTRAL ANGLE OF 88°33'06"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 100.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 26°55'33" WEST, A DISTANCE OF 131.18 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 74.00 FEET, AND A CENTRAL ANGLE OF 58°43'06"; THENCE NORTHERLY AND WESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 75.84 FEET TO THE POINT OF TANGENCY; THENCE NORTH 85°38'40" WEST, A DISTANCE OF 45.65 FEET TO THE SOUTHEAST CORNER OF LOT 1, ACCORDING TO SAID PLAT OF JUPITER HARBOUR; THENCE NORTH 37°31'21" EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 69.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 32°51'57" WEST, ALONG THE NORTH LINE OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF PARCEL C, ACCORDING TO SAID JUPITER HARBOUR, A DISTANCE OF 371.59 FEET; THENCE NORTH 57°08'03" EAST, A DISTANCE OF 62.00 FEET; NORTH 32°51'57" WEST, A DISTANCE OF 16.59 FEET; THENCE NORTH 63°24'49" WEST, A DISTANCE OF 84.84 FEET; THENCE NORTH 86°35'09" WEST, A DISTANCE OF 321.54 FEET; THENCE SOUTH 88°03'30" WEST, A DISTANCE OF 192.50 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 158.42 FEET, AND A CENTRAL ANGLE OF 60°27'05"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 167.14 FEET TO THE NORTH LINE OF SAID JUPITER HARBOUR AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID PLAT OF JUPITER HARBOUR, NORTH 02°00'00" WEST, ALONG A NON-TANGENT LINE, THROUGH THE WATERS OF THE LOXAHATCHEE RIVER, A DISTANCE OR 280.00 FEET; THENCE NORTH 88°00'00" EAST, A DISTANCE OF 1450.00 FEET TO A POINT 95 FEET, MORE OR LESS, EAST OF THE U.S. HIGHWAY NO. 1 BRIDGE OVER SAID LOXAHATCHEE RIVER, AND BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 41°11'08"; THENCE, EASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 1581.41 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 16°11"08"; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 621.48 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 67°00'00" EAST, A DISTANCE OF 512.15 FEET TO THE WEST LINE OF THE EAST 150.00 FEET OF SAID SECTION 31; THENCE SOUTH 00°27'56" EAST, ALONG SAID WEST LINE, A DISTANCE OF 818.82 FEET TO THE NORTH LINE OF THE SOUTH 190.00 FEET OF SAID SECTION 31; THENCE SOUTH 89°58'25" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 150.01 FEET TO THE EAST LINE OF SAID SECTION 31;

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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

THENCE SOUTH 00°27'56" EAST, ALONG SAID EAST LINE, A DISTANCE OF 190.01 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE SOUTH 01°18'55" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 1029.56 FEET TO THE NORTH RIGHT-OF-WAY LINE OF JUPITER BEACH ROAD; THENCE, ALONG SAID NORTH RIGHT-OF-WAY LINE, NORTH 89°58'41" WEST, A DISTANCE OF 303.79 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD A-1-A; THENCE SOUTH 31°21'00" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 121.12 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1811.08 FEET, AND A CENTRAL ANGLE OF 7°25'57"; THENCE, SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 234.94 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 6 AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE, NORTH 89°58'41" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1026.55 FEET TO THE EAST LINE OF JUPITER MALL PROPERTY, ACCORDING TO OFFICIAL RECORD BOOK 9593, PAGE 1364, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE, ALONG THE EAST BOUNDARY OF THE MALL PROPERTY, SOUTH 24°59'05" EAST, A DISTANCE OF 1130.95 FEET; THENCE SOUTH 89°58'57" EAST, A DISTANCE OF 58.28 FEET TO THE WEST LINE OF THE EAST 566.02 FEET OF SAID NORTHEAST QUARTER; THENCE SOUTH 01°18'55" WEST, A DISTANCE OF 300.00 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER AND THE NORTHERLY RIGHT-OF-WAY LINE OF INDIANTOWN ROAD; THENCE, DEPARTING SAID EAST MALL BOUNDARY, SOUTH 89°58'55" EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 566.17 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH 01°14'35" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 670.05 FEET; THENCE NORTH 89°58'57" WEST, A DISTANCE OF 614.98 FEET; THENCE SOUTH 26°27'57" EAST, A DISTANCE OF 413.09 FEET; THENCE SOUTH 63°32'03" WEST, A DISTANCE OF 315.00 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 26°27'03" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 1157.08 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 17,248.80 FEET, AND A CENTRAL ANGLE OF 3°07'05"; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 938.69 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 23°19'58" EAST, A DISTANCE OF 2534.85 FEET TO THE INTERSECTION WITH SAID CENTERLINE OF OCEAN WAY AND THE POINT OF BEGINNING.

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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

LEGEND:

LB = LICENSE BUSINESS
LS = LICENSE SURVEY
ORB = OFFICIAL RECORD BOOK
PB = PLAT BOOK
ROW = RIGHT-OF-WAY
RPB = ROAD PLAT BOOK

LESS AND EXCEPT: (HAAS ENCLAVE)

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST; PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 AND THE NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL; THENCE EASTERLY ALONG SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL TO THE SOUTHERLY LINE OF PARCEL K, AMENDED PLAT OF JOHNSON'S ADDITION TO JUPITER, PLAT BOOK 16, PAGE 25, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE EAST ALONG SAID SOUTH LINE OF PARCEL K TO THE EAST LINE OF PARCEL K; THENCE NORTH ALONG THE EAST LINE OF PARCEL K TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD A-1-A, THENCE WEST ALONG THE SOUTH LINE OF SAID A-1-A TO SAID EAST RIGHT OF WAY LINE OF U.S. No. 1; THENCE SOUTH ALONG SAID EAST LINE OF U.S. No. 1 TO SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL AND THE POINT OF BEGINNING.

TOTAL CRA AREA: 397 ACRES, MORE OR LESS.

SURVEYOR'S NOTES:

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
3. THE DESCRIPTION SKETCH AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION. THE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER.
4. THIS LEGAL DESCRIPTION IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.
5. DATE OF LEGAL DESCRIPTION: NOVEMBER 12, 2001.

LIDBERG LAND SURVEYING, INC.

WRAY D. JORDAN
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 4244

LIDBERG LAND SURVEYING, INC.
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675 West Indiantown Road, Suite 200, Jupiter, Florida 33458 TEL. 561-746-8454

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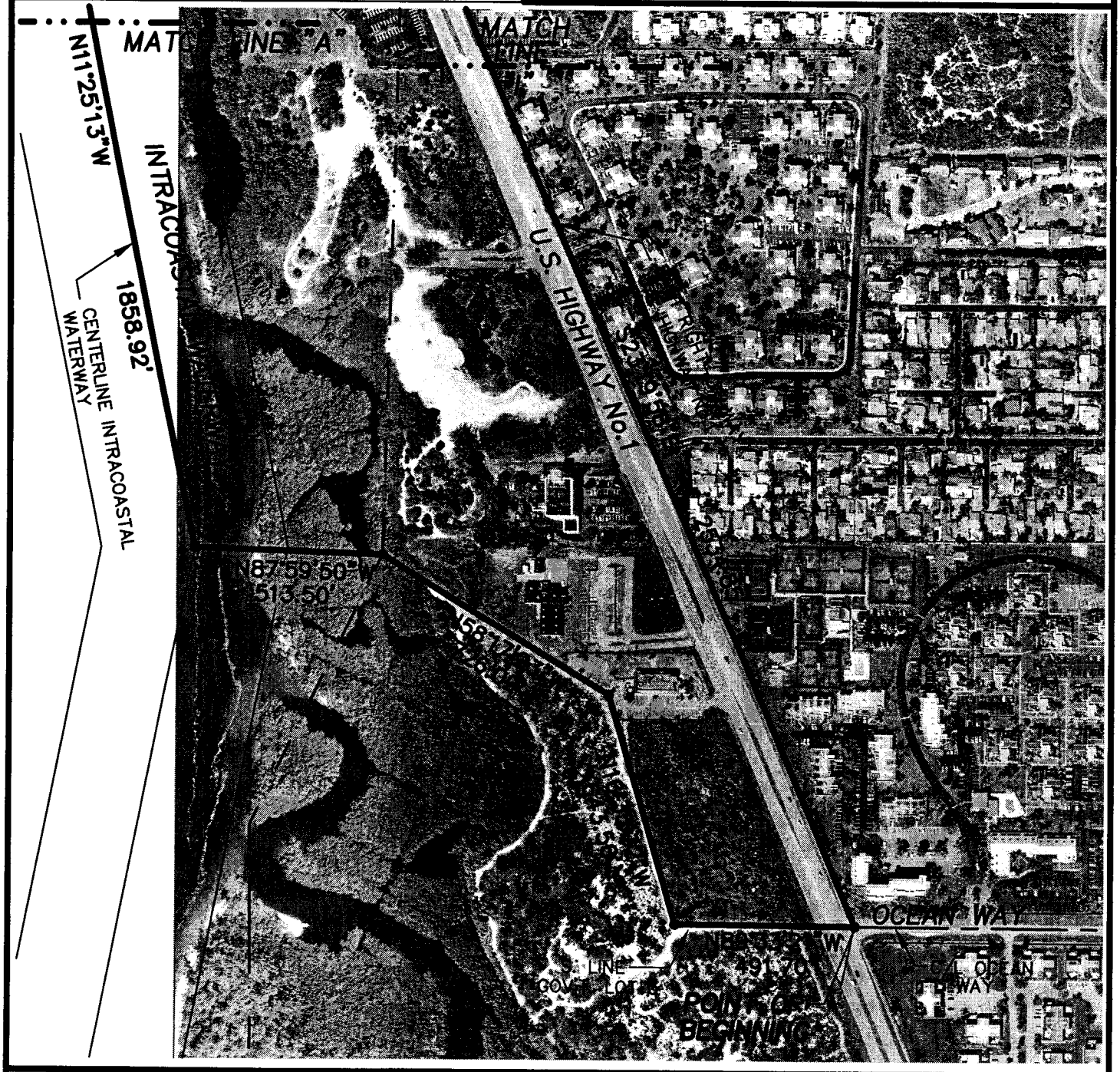
DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

N

400' 200' 0' 400'

GRAPHIC SCALE IN FEET
SCALE: 1" = 400'



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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA
BOUNDARY

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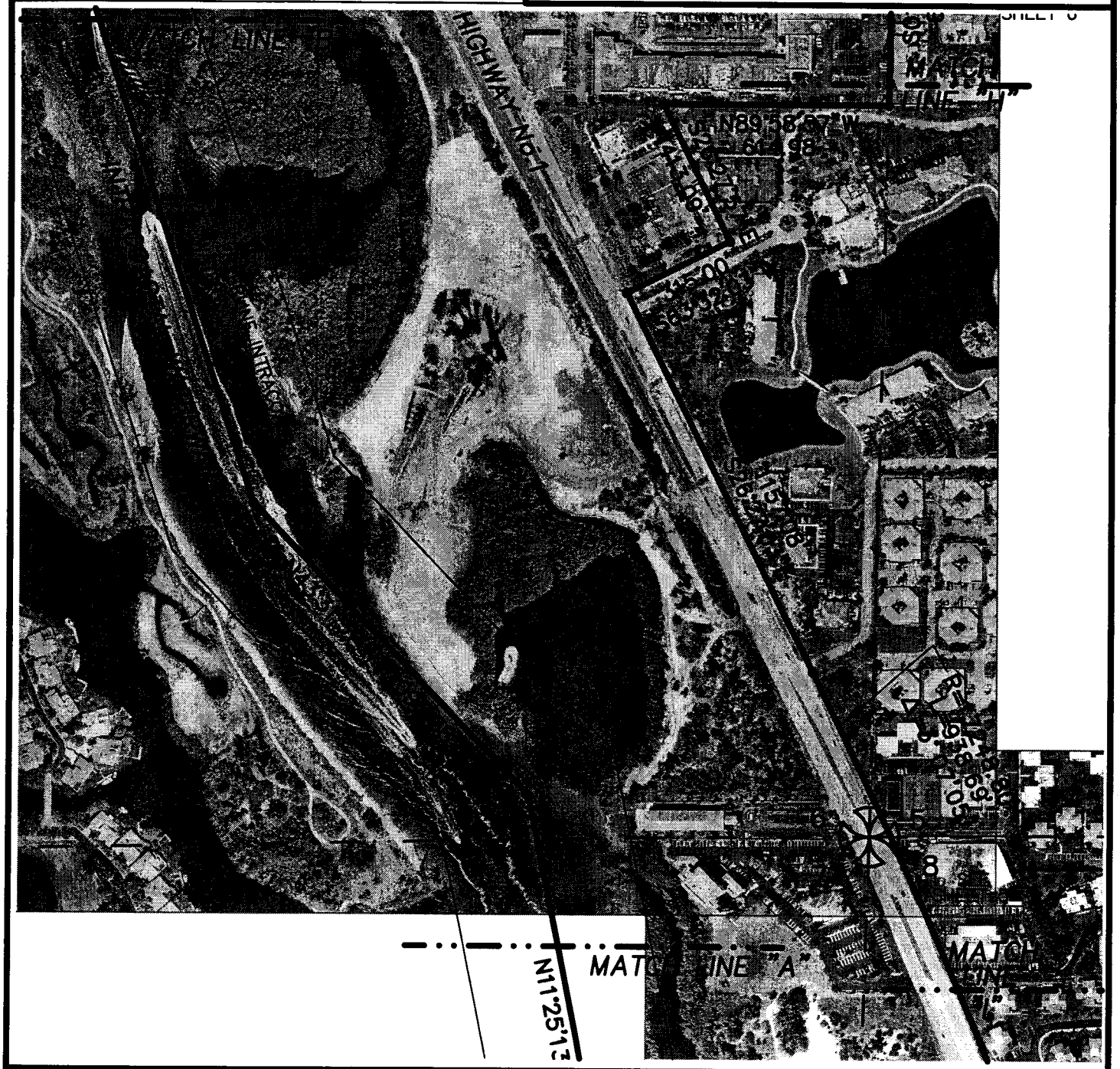
400' 200' 0' 400'

GRAPHIC SCALE IN FEET
SCALE: 1" = 400'



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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

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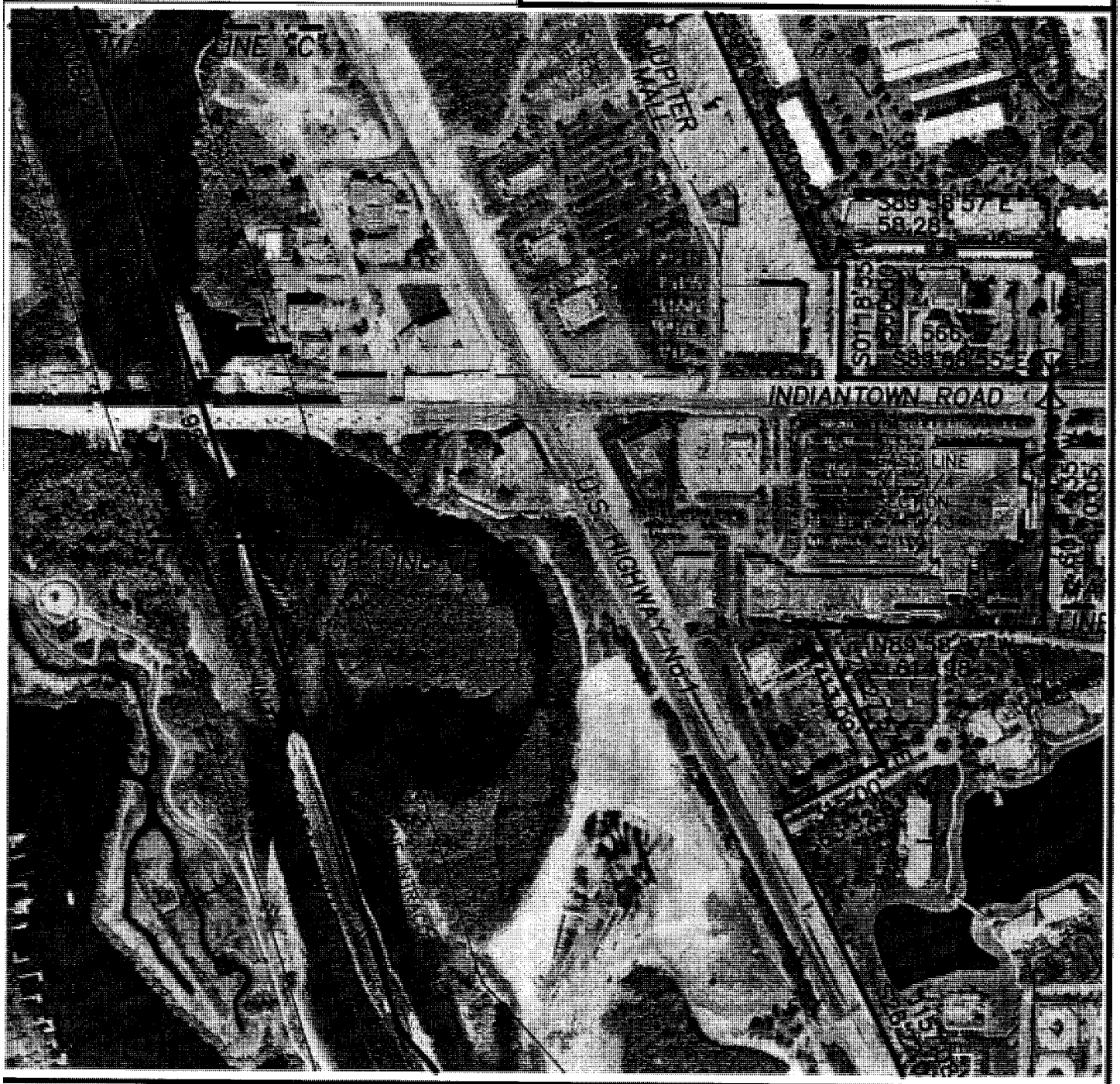
400' 200' 0' 400'

GRAPHIC SCALE IN FEET
SCALE: 1" = 400'



LIDBERG LAND SURVEYING, INC.

LB4431

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Jupiter, Florida 33458 TEL. 561-746-9454

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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

N

400' 200' 0' 400'

GRAPHIC SCALE IN FEET
SCALE: 1" = 400'

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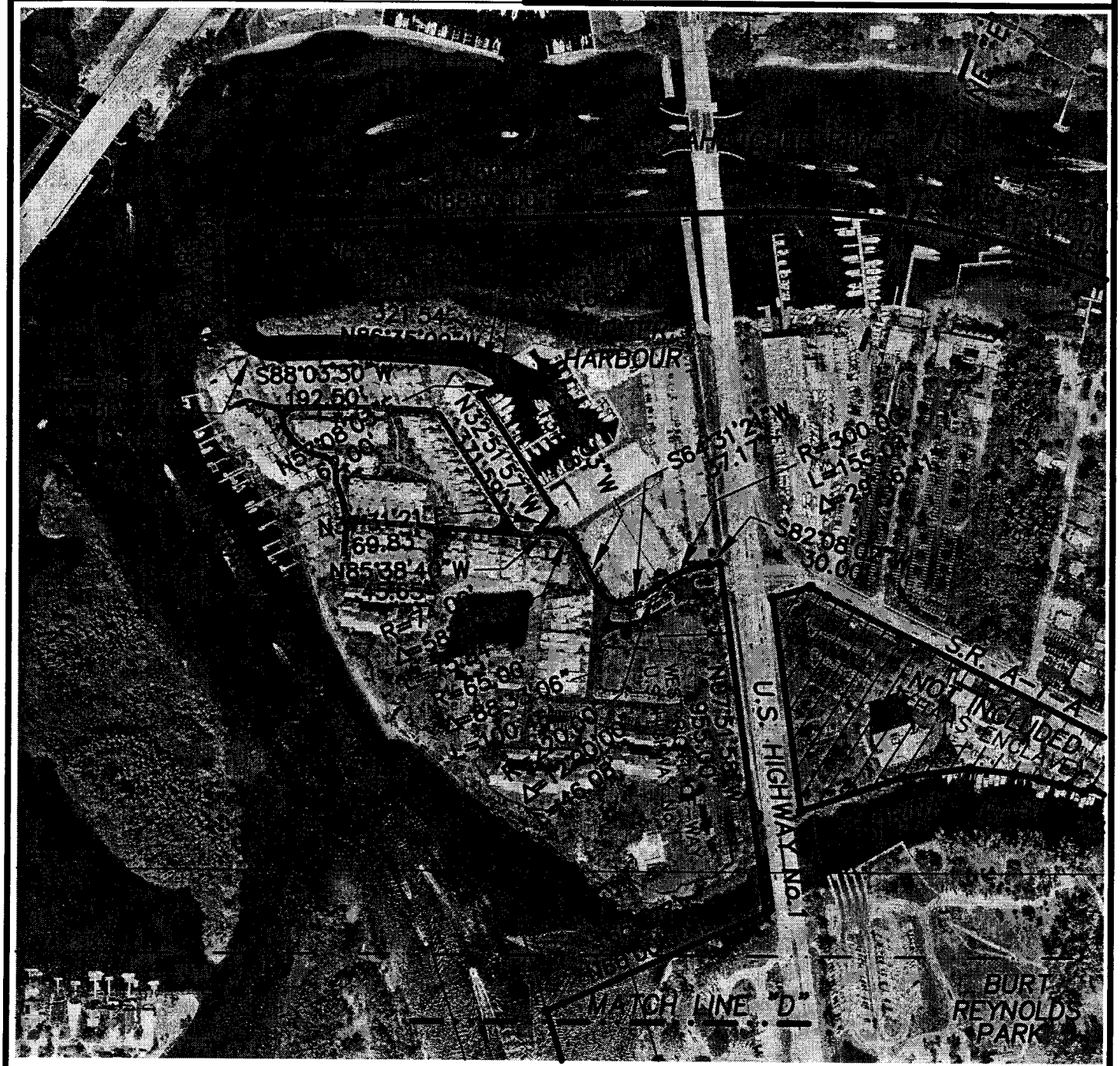

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COMMUNITY REDEVELOPMENT AREA BOUNDARY

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400' 200' 0' 400'

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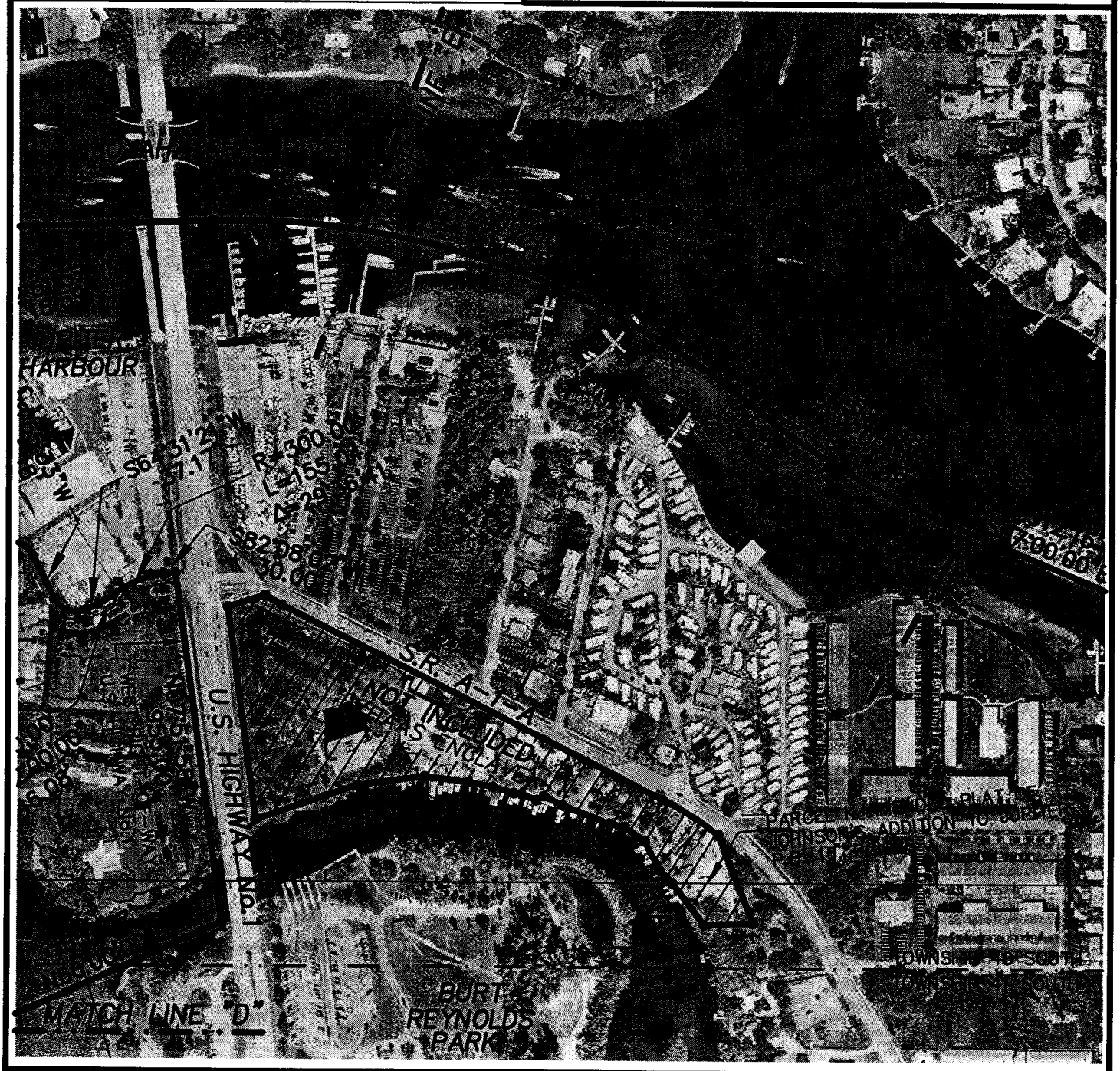

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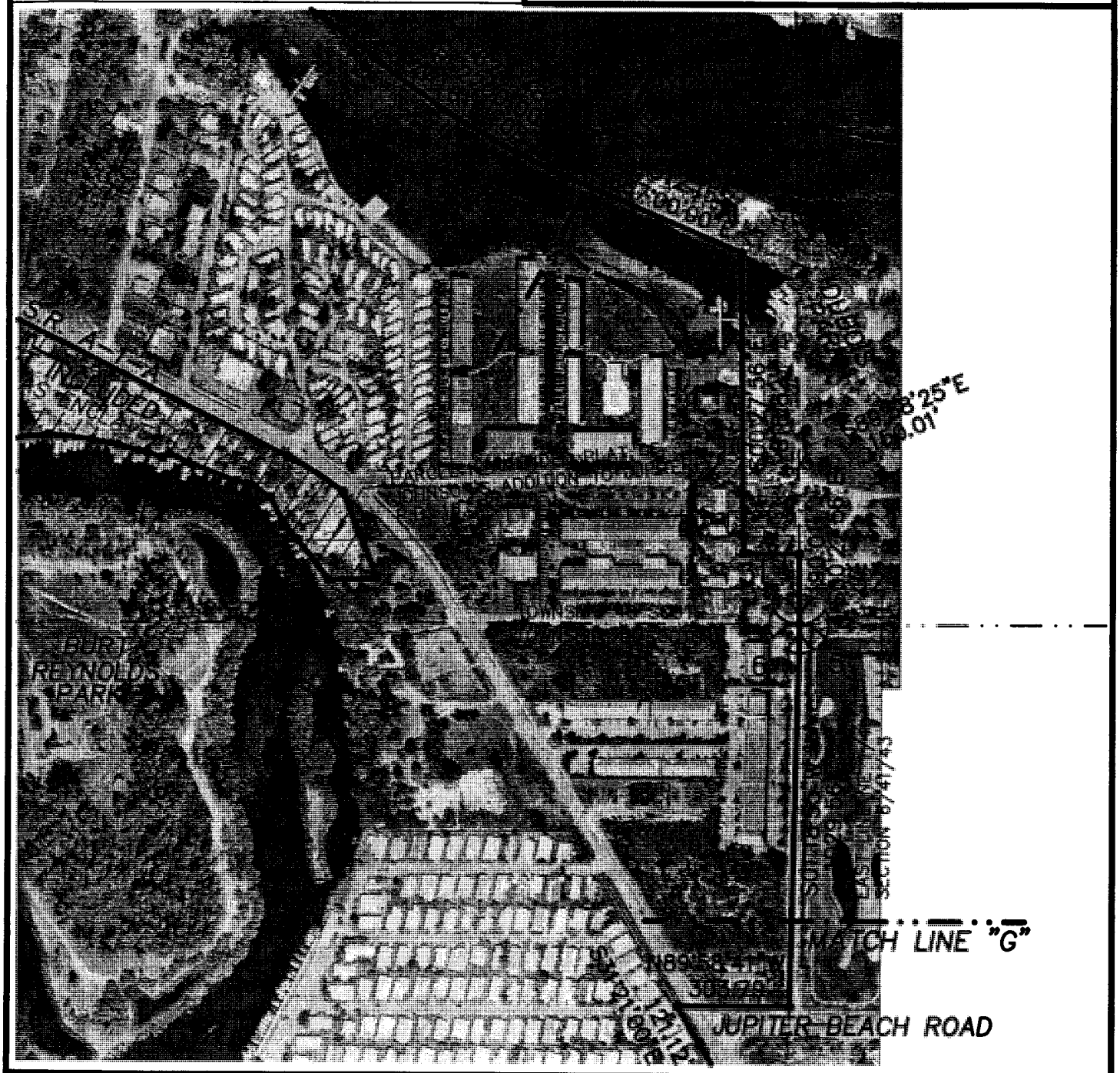
DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA
BOUNDARY

N

400' 200' 0' 400'

GRAPHIC SCALE IN FEET
SCALE: 1" = 400'



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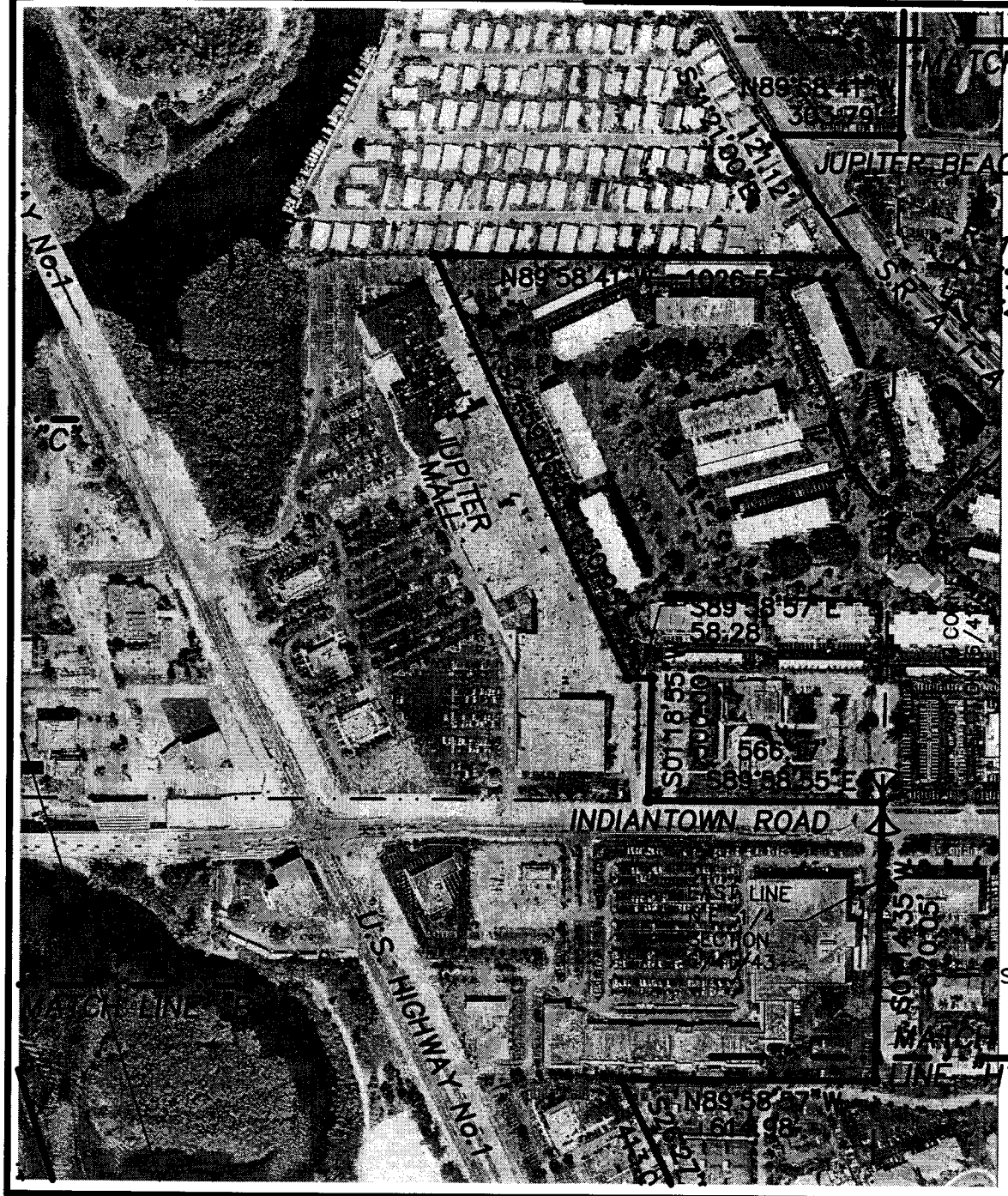
DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA
BOUNDARY

N

400' 200' 0' 400'

GRAPHIC SCALE IN FEET
SCALE: 1" = 400'



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CKD	D.C.L.	SHEET 12 OF 12		DWG	A01-202

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Upon First Reading this 4th day of December, 2001, the foregoing Ordinance was offered by Councilor Barbara P. Henderson, who moved its adoption. The motion was seconded by Councilor Donald D. Daniels, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR KATHLEEN G. KOZINSKI	X	
COUNCILOR BARBARA P. HENDERSON	X	
COUNCILOR DONALD D. DANIELS	X	
COUNCILOR JIM KURETSKI	X	

Upon Second Reading this 18th day of December, 2001, the foregoing Ordinance was offered by Councilor Donald D. Daniels, who moved its adoption. The motion was seconded by Vice-Mayor Kathleen G. Kozinski, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR KATHLEEN G. KOZINSKI	X	
COUNCILOR BARBARA P. HENDERSON	X	
COUNCILOR DONALD D. DANIELS	X	
COUNCILOR JIM KURETSKI	X	

The Mayor thereupon declared Ordinance 60 - 01 duly passed and adopted this 18th day of December, 2001.

TOWN OF JUPITER, FLORIDA

ATTEST:

BY: _____
KAREN J. GOLONKA
MAYOR

_____
SALLY M. BOYLAN, CMC
TOWN CLERK

(TOWN SEAL)

_____
THOMAS J. BAIRD, ESQ.
Approved as to form and legal sufficiency

APPENDIX A

CRA LEGAL DESCRIPTION AS ESTABLISHED IN 2011

CRA LEGAL DESCRIPTION

As defined in Ordinance No. 60-01, the Town of Jupiter CRA boundary is described as:

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST, AND SECTIONS 5, 6, 7, AND 8, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSEC]1ON OF THE CENTERLINE OF OCEAN WAY AND THE EASTERLY RIGHT—OF—WAY LINE OF U.S. HIGHWAY NO. 1 STATE ROAD NO. 5) AS RECORDED IN ROAD PLAT BOOK 2, PAGE 43, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, THE CENTERLINE OF OCEAN WAY IS THE EASTERLY EXTENSION OF THE SOUTH LINE OF GOVERNMENT LOT 3, SAID SECTION 8; THENCE, DEPARTING SAID EASTERLY RIGHT—OF—WAY LINE, NORTH 8933'21" WEST, ALONG THE EASTERLY EXTENSION OF SAID GOVERNMENT LOT 3, AND THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 491.70 FEET TO THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 1635'32" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 643.56 FEET; THENCE NORTH 58'17'23" WEST, A DISTANCE OF 726.02 FEET; THENCE NORTH 8759'50" WEST, A DISTANCE OF 513.50 FEET TO THE CENTERLINE OF THE INTRACOASTAL WATERWAY ACCORDING TO PLAT BOOK 17, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 1125'13" WEST, ALONG THE CENTERLINE OF THE INTRACOASTAL WATERWAY, A DISTANCE OF 1858.92 FEET; THENCE NORTH 43'31'31" WEST, A DISTANCE OF 1095.38 FEET; THENCE NORTH 18'02'14" WEST, A DISTANCE OF 4480.92 FEET; THENCE, DEPARTING SAID CENTERLINE NORTH 660O'OO" EAST, A DISTANCE OF SAID 651.77 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 07'51'58 WEST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 955.00 FEET TO THE SOUTHEAST CORNER OF PARCEL F, ACCORDING TO THE PLAT OF JUPITER HARBOUR, AS RECORDED IN PLAT BOOK 56, PAGE 5, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 82'O8'02" WEST, ALONG THE SOUTH BOUNDARY OF SAID PARCEL F, A DISTANCE OF 30.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 2936'41"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 155.04 FEET TO THE POINT OF REVERSE CURVATURE TH A CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 220.00 FEET AND A CENTRAL ANGLE OF 1200'OO"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.08 FEET TO THE POINT OF TANGENCY; SOUTH 6431'21" WEST, A DISTANCE OF 37.17 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 65.00 FEET, AND A CENTRAL ANGLE OF 8833'06"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 100.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 2655'33" WEST, A DISTANCE OF 131.18 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 74.00 FEET, AND A CENTRAL ANGLE OF 58'43'06"; THENCE NORTHERLY AND WESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 75.84 FEET TO THE POINT OF TANGENCY; THENCE NORTH 85'38'4O" WEST, A DISTANCE OF 45.65 FEET TO THE SOUTHEAST CORNER OF LOT 1, ACCORDING TO SAID PLAT OF JUPITER HARBOUR; THENCE NORTH 3731'21" EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 69.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 3251'57" WEST, ALONG THE NORTH LINE OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF PARCEL C, ACCORDING TO SAID JUPITER HARBOUR, A DISTANCE OF 371.59 FEET; THENCE NORTH 57O8'O3" EAST, A DISTANCE OF 62.00 FEET; NORTH 3251'57" WEST, A DISTANCE OF 16.59 FEET; THENCE NORTH 63'24'49" WEST, A DISTANCE OF 84.84 FEET; THENCE NORTH 86'35'09" WEST, A DISTANCE OF 321.54 FEET; THENCE SOUTH 88'O3'3O" WEST, A DISTANCE OF 192.50 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 158.42 FEET, AND A CENTRAL ANGLE OF 6027'05"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 167.14 FEET TO THE NORTH LINE OF SAID JUPITER HARBOUR AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID PLAT OF JUPITER HARBOUR, NORTH O2OO'OO" WEST, ALONG A NON—TANGENT LINE, THROUGH THE WATERS OF THE LOXAHATCHEE RIVER, A DISTANCE OR 280.00 FEET; THENCE NORTH 88'OO'OO" EAST, A DISTANCE OF 1450.00 FEET TO A POINT 95 FEET, MORE OR LESS, EAST

OF THE U.S. HIGHWAY NO. 1 BRIDGE OVER SAID LOXAHATCHEE RIVER, AND BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 4111'O8"; THENCE, EASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 1581.41 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 16'11"O8"; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 621.48 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 67'OO'OO" EAST, A DISTANCE OF 512.15 FEET TO THE WEST LINE OF THE EAST 150.00 FEET OF SAID SECTION 31; THENCE SOUTH O027'56" EAST, ALONG SAID WEST LINE, A DISTANCE OF 818.82 FEET TO THE NORTH LINE OF THE SOUTH 190.00 FEET OF SAID SECTION 31; THENCE SOUTH 89'58'25" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 150.01 FEET TO THE EAST LINE OF SAID SECTION 31 THENCE SOUTH 0027'56" EAST, ALONG SAID EAST LINE, A DISTANCE OF 190.01 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE SOUTH Oi'18'55" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 1029.56 FEET TO THE NORTH RIGHT—OF—WAY LINE OF JUPITER BEACH ROAD; THENCE, ALONG SAID NORTH RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, A DISTANCE OF 303.79 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF STATE ROAD A—I—A; THENCE SOUTH 3121'OO" EAST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 121.12 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1811.08 FEET, AND A CENTRAL ANGLE OF 725'57"; THENCE, SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 234.94 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 6 AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID WESTERLY RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1026.55 FEET TO THE EAST LINE OF JUPITER MALL PROPERTY, ACCORDING TO OFFICIAL RECORD BOOK 9593, PAGE 1364, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE, ALONG THE EAST BOUNDARY OF THE MALL PROPERTY, SOUTH 24'59'05" EAST, A DISTANCE OF 1130.95 FEET; THENCE SOUTH 89'58'57" EAST, A DISTANCE OF 58.28 FEET TO THE WEST LINE OF THE EAST 566.02 FEET OF SAID NORTHEAST QUARTER; THENCE SOUTH 0118'55" WEST, A DISTANCE OF 300.00 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER AND THE NORTHERLY RIGHT—OF—WAY LINE OF INDIANTOWN ROAD; THENCE, DEPAR11NG SAID EAST MALL BOUNDARY, SOUTH 8958'55" EAST, ALONG SAID

10 NORTH RIGHT—OF—WAY LINE, A DISTANCE OF 566.17 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH OV14'35" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SEC11ON 6, A DISTANCE OF 670.05 FEET; THENCE NORTH 89'58'57" WEST, A DISTANCE OF 614.98 FEET; THENCE SOUTH 2627'57" EAST, A DISTANCE OF 413.09 FEET; THENCE SOUTH 63'32'03" WEST, A DISTANCE OF 315.00 FEET TO THE EASTERLY RIGHT— OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 2627'03" EAST, ALONG SAID EAST RIGHT—OF—WAY LINE, A DISTANCE OF 1157.08 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 17,248.80 FEET, AND A CENTRAL ANGLE OF 3'07'05"; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 938.69 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 2Yi9'58" EAST, A DISTANCE OF 2534.85 FEET TO THE INTERSECTION WITH SAID CENTERLINE OF OCEAN WAY AND THE POINT OF BEGINNING.

LEGEND:

LB = LICENSE BUSINESS

LS = LICENSE SURVEY

ORB = OFFICIAL RECORD BOOK

PB = PLAT BOOK

RN = R I GHT—OF—WAY

RPB = ROAD PLAT BOOK

LESS AND EXCEPT: (HAAS ENCLAVE)

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST; PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 AND THE NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL; THENCE EASTERLY ALONG SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL TO THE SOUTHERLY LINE OF PARCEL K, AMENDED PLAT OF JOHNSON'S ADDI11ON TO JUPITER, PLAT BOOK 16, PAGE 25, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE EAST ALONG SAID SOUTH LINE OF PARCEL K TO THE EAST LINE OF PARCEL K; THENCE NORTH ALONG THE EAST LINE OF PARCEL K TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD A-1-A, THENCE WEST ALONG THE SOUTH LINE OF SAID A-1-A TO SAID EA ST RIGHT OF WAY LINE OF U.S. No.

1; THENCE SOUTH ALONG SAID EAST LINE OF U.S. No. 1 TO SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL AND THE POINT OF BEGINNING.

TOTAL CRA AREA: 397 ACRES, MORE OR LESS.

SURVEYOR'S NOTES:

1. THIS IS NOT A BOUNDARY SURVEY.

2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.

3. AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.

NOVEMBER 12, 2001.

CRA BOUNDARY EXPANSION

The Community Redevelopment Area was expanded to include five additional parcels in 2011, thus the Community Redevelopment Area Boundary Legal Description as shown in Section 1.5 is hereby expanded to include the following:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the POINT OF BEGINNING of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the POINT OF BEGINNING.

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the POINT OF BEGINNING; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the POINT OF BEGINNING.

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APPENDIX B

JUPITER CRA PLAN AS AMENDED (2012)

TOWN OF JUPITER
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT PLAN

Amendment 4-3-12

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1. INTRODUCTION

1.1 Preface

This Community Redevelopment Agency (CRA) Plan (the Plan) provides the framework for the redevelopment of a specific area within the Town of Jupiter which encompasses portions of the Intracoastal Waterway, the U.S. Highway One corridor, the A1A corridor, the Jupiter Inlet and the Inlet Village neighborhoods. The CRA considers the waterways valuable resources for both the local residents and the basis for attracting visitors. This plan has been prepared in compliance with the Florida Community Redevelopment Act – Florida Statute §§ 163.330-163.450 enacted in 1969.

The area governed by the Plan is set forth in a legal description of the community redevelopment area and shown on an aerial map. It is within this area that the Town of Jupiter intends to accomplish redevelopment through public and private actions that will reduce or even eliminate the blighted and sub-standard conditions which impede desired and targeted development within the district. Additionally, the Plan is intended to provide for a source of continued funding for specific community redevelopment projects including the construction of a "Riverwalk" along the Intracoastal Waterway and Jupiter Inlet, provision of adequate public parking, repairs to deteriorating streets, and other public projects and infrastructure improvements, that will contribute to long term reinvestment in the redevelopment area.

1.2 Florida Statute Governing Community Redevelopment Area Plan (CRA)

F.S. §§ 163.360 (1): "Community redevelopment in a community redevelopment area shall not be planned or initiated unless the governing body has, by resolution, determined such area to be a slum area, a blighted area, or an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof, and designated such as appropriate for community redevelopment."

In accordance with State of Florida Statute §§ 163.360 (1):

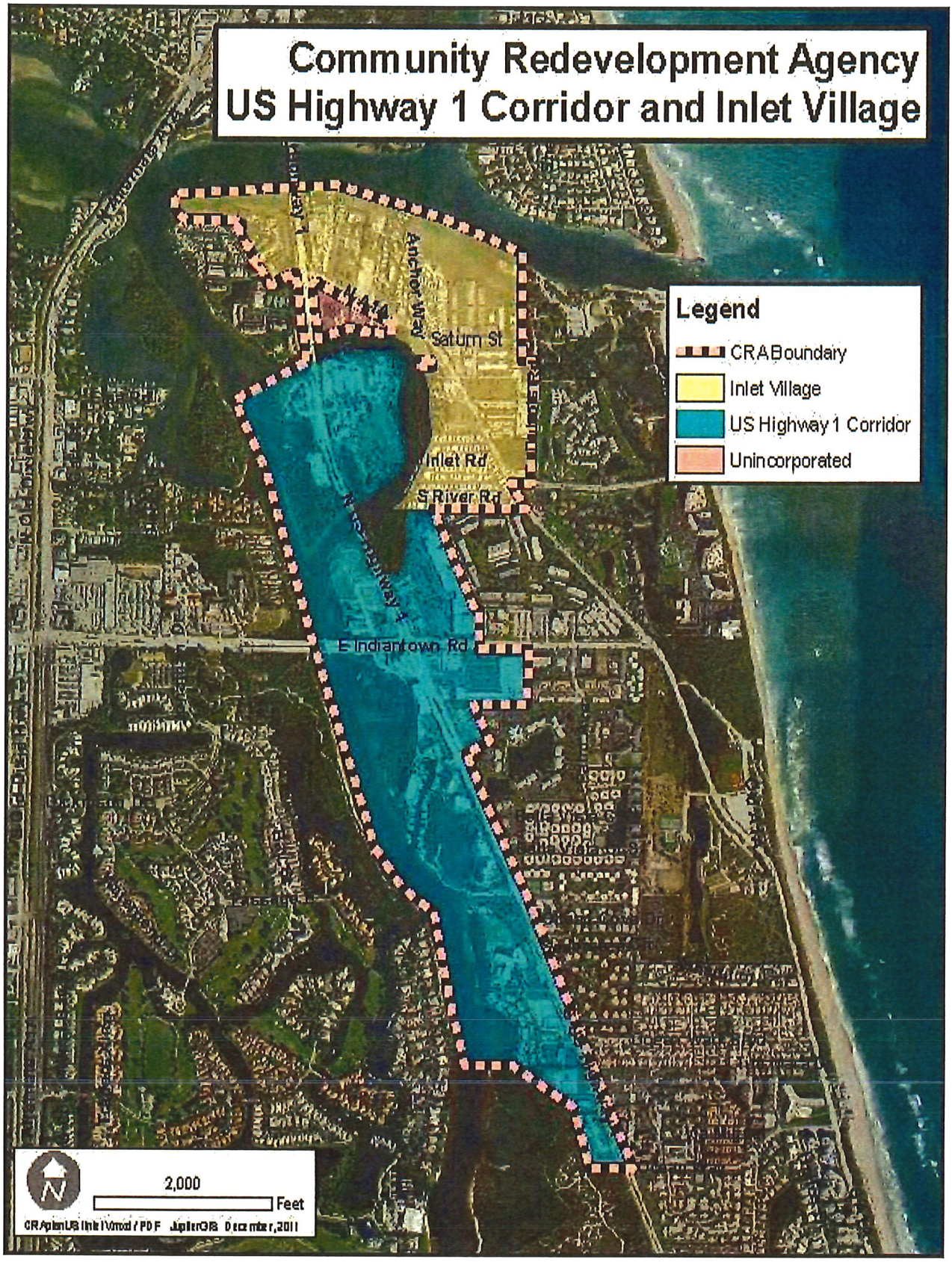
The Town of Jupiter documented a "finding of necessity for the creation of a Community Redevelopment Agency" by enacting Resolution No. 98-01 on November 6, 2001, which declared the designated area to suffer from slum and blight. *(Exhibit A)*

The Town of Jupiter then specified the boundaries of the redevelopment area and created a Community Redevelopment Agency within the Town of Jupiter by enacting Ordinance No. 60-01 on December 18, 2001. *(Exhibit B)*

Palm Beach County approved the creation of the Jupiter Community Redevelopment Agency by enacting Resolution No. R-2001- 0090. *(Exhibit C)*

1.3 Town of Jupiter History within the Community Redevelopment Area Boundary

The area within the Community Redevelopment Area boundary is comprised of two distinct sections, the US Highway One corridor and the Inlet Village.


Community Redevelopment Agency
US Highway 1 Corridor and Inlet Village
Legend
CRA Boundary
Inlet Village
US Highway 1 Corridor
Unincorporated
Anchor Way
Saturn St
Inlet Rd
S River Rd
E Indiantown Rd
2,000
Feet

The U.S. Highway One Corridor

The US Highway One corridor includes the area from the Intracoastal oxbow south along US Highway One to Ocean Way. This section was primarily comprised of large vacant commercial parcels on the west side of US Highway One with four office buildings spaced out along the corridor, two relatively old shopping centers (Jupiter Square, Shoppes of Jupiter) at the intersection of US Highway One and Indiantown Rd., and Burt Reynolds Park which spans both sides of US Highway One.

US Highway One was the Town's main north/south arterial road through the early 1980s. Like many of the neighboring communities to the south it was thought this would become the Town's main commercial corridor. In the mid 1980s, the development of these parcels stalled with the installation of the I-95 "missing link". The I-95 Interstate had been completed from Miami north to the Georgia border with the exception of the 54 mile "missing link" from PGA Boulevard north to Ft. Pierce. This gap in the interstate shifted traffic east to US Highway One through the town and north to Fort Pierce. During that time the town experienced increasing growth along US Highway One. Once the missing link was completed, the traffic levels on US Highway One dropped dramatically to a level that would not support the development of these commercial properties. In fact, several successful businesses along the corridor were forced to close due to the shift in traffic from US Highway One to I-95. As the years passed with no development occurring and businesses failing, it became clear that the commercial corridor once anticipated could not be supported.

Inlet Village

Due to its close proximity to the Atlantic Ocean and the Loxahatchee River, the area now referred to as the Inlet Village was a natural draw to early settlers. This area was one of the earliest settlements in Palm Beach County. Archeological and historical artifacts have been documented and provide evidence of human inhabitants as early as 500 BC. The Tequesta and Hobe Indians are known to have settled along these shorelines. These settlers, as well as the early Europeans (French, Spanish, English), depended on these waterways to survive. The abundance of fish and wildlife along with the temperate weather sustained these small waterfront settlements.

In the mid 1800s the federal government commissioned and built the Jupiter Lighthouse that in turn established the settlement that would eventually become the Town of Jupiter.

From the mid 1800s to the early 1900s, the Inlet Village area thrived as a small fishing village and was the "port" for goods which were shipped up and down the Atlantic coast. The area around what is today Suni-Sands Mobile Home Park was a hub of activity. As the village center for the surrounding area, it also included a hotel, store and church. St. Martin's Episcopal Church, the first in the area, was built in 1899 where Suni-Sands is today.

A long wharf served as the "port" where goods where off loaded from the boats and onto the rail cars of the Celestial Railroad. The Celestial Railroad was the areas first rail system which ran north and south between Jupiter and Juno Beach.

The area was also recognized as a vacation area. Guests from the north visited the Carlin house and hired fishing guides to explore the Loxahatchee River. In the late 1800's, Edwin Hooley built a vacation residence that was later sold to Mr. & Mrs. Sperry. The old boat house, which also served as a recreation hall on the second floor, can still be seen at Suni-Sands.

In the 1920's, various developers contemplated projects in the Inlet Village area, but the Great Depression put a halt to further development plans.

With the construction of the Florida East Coast Railroad and the completion of US Highway One from Jacksonville south to Miami, the import and export of goods moved away from the Inlet and Ocean and over to these new transportation corridors.

The Inlet Village which once was a thriving working waterfront and commerce center slowly became dormant. From the mid 1930s until today, the area has failed to form a unified identity and consists of a hodge podge of uses, dead end streets, aged infrastructure and non-conforming lot sizes and uses.

Summary

It became clear that the development pattern for the town had shifted from the eastern part of the community to the west. The town leaders, seeing the decline of the area identified in the Community Redevelopment Area, began to initiate planning and revenue strategies that would stimulate desired development and public improvements to the redevelopment area. In addition, they acknowledged the need to enhance the public access to the Intracoastal Waterway and the natural habitats found within the CRA boundaries.

As a result, the Town of Jupiter initiated the process for creating a Community Redevelopment Agency (CRA), in a 397-acre area located in the east central section of the town. The Town of Jupiter's intent in pursuing the establishment of a Community Redevelopment Agency is "to provide for revenue opportunity to support the ongoing effort to establish a public Riverwalk along the Intracoastal Waterway and to assist in the implementation of a special planning study and redevelopment effort of the Inlet Village area."

As provided for in Section 163.355, Florida Statutes, the Town of Jupiter adopted Resolution 98-01 on November 6, 2001 providing for a *Finding of Necessity* study to create a Community Redevelopment Agency.

In November 2001, staff reviewed the *Finding of Necessity* to determine the appropriateness of creating a Community Redevelopment Agency, and on December 18, 2001 the Town of Jupiter, pursuant to the requirements set forth in Section 163.355 Florida Statutes adopted, through Ordinance 60-01, the Finding of Necessity to create a Community Redevelopment Agency. In other words, the Town Council:

--Determined the existence of slum or blighted conditions within a portion of the Town proposed as the Town of Jupiter Community Redevelopment Agency.

--Designated such area as appropriate for community redevelopment in the interest of the public health, safety, morals, or welfare of the residents.

The Town Council, by adopting Ordinance 60-01 created a Community Redevelopment Agency "to alleviate the adverse impacts of existing conditions and to prevent further manifestation of slum and blighting conditions" which are "detrimental to the health, safety, morals, and general welfare of the residents of the Town."

Following the enactment of Ordinance 60-01 finding that a blighted area exists in the Town of Jupiter and that it is appropriate to create a Community Redevelopment Agency to alleviate impacts of the blighted conditions, the Town Council requested formal action by the Board of County Commissioners (BCC) to grant general powers for redevelopment to a Community Redevelopment Agency for the Town. [Pursuant to Section 163.410, F.S., as a Charter County, Palm Beach County has redevelopment authority in municipalities unless the Board of County Commissioners (BCC) delegates the power to the governing body of a municipality.]

The BCC enacted Ordinance No. R-2002-0090 on January 8, 2002 determining that it is appropriate to delegate certain redevelopment powers pursuant to Chapter 163, Part III Florida Statutes to the Town of Jupiter.

1.4 Community Redevelopment Area Boundary – Aerial Map

1.5 Community Redevelopment Area Boundary Legal Description

As defined in Ordinance No. 60-01, the Town of Jupiter CRA boundary is described as:

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST, AND SECTIONS 5, 6, 7, AND 8, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSEC]1ON OF THE CENTERLINE OF OCEAN WAY AND THE EASTERLY RIGHT—OF—WAY LINE OF U.S. HIGHWAY NO. 1 STATE ROAD NO. 5) AS RECORDED IN ROAD PLAT BOOK 2, PAGE 43, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, THE CENTERLINE OF OCEAN WAY IS THE EASTERLY EXTENSION OF THE SOUTH LINE OF GOVERNMENT LOT 3, SAID SECTION 8; THENCE, DEPARTING SAID EASTERLY RIGHT—OF—WAY LINE, NORTH 8933'21" WEST, ALONG THE EASTERLY EXTENSION OF SAID GOVERNMENT LOT 3, AND THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 491.70 FEET TO THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 1635'32" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 643.56 FEET; THENCE NORTH 58'17'23" WEST, A DISTANCE OF 726.02 FEET; THENCE NORTH 8759'50" WEST, A DISTANCE OF 513.50 FEET TO THE CENTERLINE OF THE INTRACOASTAL WATERWAY ACCORDING TO PLAT BOOK 17, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 1125'13" WEST, ALONG THE CENTERLINE OF THE INTRACOASTAL WATERWAY, A DISTANCE OF 1858.92 FEET; THENCE NORTH 43'31'31" WEST, A DISTANCE OF 1095.38 FEET; THENCE NORTH 18'02'14" WEST, A DISTANCE OF 4480.92 FEET; THENCE, DEPARTING SAID CENTERLINE NORTH 660O'OO" EAST, A DISTANCE OF SAID 651.77 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 07'51'58 WEST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 955.00 FEET TO THE SOUTHEAST CORNER OF PARCEL F, ACCORDING TO THE PLAT OF JUPITER HARBOUR, AS RECORDED IN PLAT BOOK 56, PAGE 5, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 82'O8'02" WEST, ALONG THE SOUTH BOUNDARY OF SAID PARCEL F, A DISTANCE OF 30.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 2936'41"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 155.04 FEET TO THE POINT OF REVERSE CURVATURE TH A CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 220.00 FEET AND A CENTRAL ANGLE OF 1200'OO"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.08 FEET TO THE POINT OF TANGENCY; SOUTH 6431'21" WEST, A DISTANCE OF 37.17 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 65.00 FEET, AND A CENTRAL ANGLE OF 8833'06"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 100.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 2655'33" WEST, A DISTANCE OF 131.18 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 74.00 FEET, AND A CENTRAL ANGLE OF 58'43'06"; THENCE NORTHERLY AND WESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 75.84 FEET TO THE POINT OF TANGENCY; THENCE NORTH 85'38'4O" WEST, A DISTANCE OF 45.65 FEET TO THE SOUTHEAST CORNER OF LOT 1, ACCORDING TO SAID PLAT OF JUPITER HARBOUR; THENCE NORTH 3731'21" EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 69.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 3251'57" WEST, ALONG THE NORTH LINE OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF PARCEL C, ACCORDING TO SAID JUPITER HARBOUR, A DISTANCE OF 371.59 FEET; THENCE NORTH 57O8'O3" EAST, A DISTANCE OF 62.00 FEET; NORTH 3251'57" WEST, A DISTANCE OF 16.59 FEET; THENCE NORTH 63'24'49" WEST, A DISTANCE OF 84.84 FEET; THENCE NORTH 86'35'09" WEST, A DISTANCE OF 321.54 FEET; THENCE SOUTH 88'O3'3O" WEST, A DISTANCE OF 192.50 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 158.42 FEET, AND A CENTRAL ANGLE OF 6027'05"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 167.14 FEET TO THE NORTH LINE OF SAID JUPITER HARBOUR AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID PLAT OF JUPITER HARBOUR, NORTH O2OO'OO" WEST, ALONG A NON—TANGENT LINE, THROUGH THE WATERS OF THE LOXAHATCHEE RIVER, A DISTANCE OR 280.00 FEET; THENCE NORTH 88'OO'OO" EAST, A DISTANCE OF 1450.00 FEET TO A POINT 95 FEET, MORE OR LESS, EAST OF THE U.S. HIGHWAY NO. 1 BRIDGE OVER SAID LOXAHATCHEE RIVER, AND BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 4111'O8"; THENCE, EASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 1581.41 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 16'11"O8"; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 621.48 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 67'OO'OO" EAST, A DISTANCE OF 512.15 FEET TO THE WEST LINE OF THE EAST 150.00 FEET OF SAID SECTION 31; THENCE SOUTH O027'56" EAST, ALONG SAID WEST LINE, A DISTANCE OF 818.82 FEET TO THE NORTH LINE OF THE SOUTH 190.00 FEET OF SAID SECTION 31; THENCE SOUTH 89'58'25" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 150.01 FEET TO THE EAST LINE OF SAID SECTION 31 THENCE SOUTH 0027'56" EAST, ALONG SAID EAST LINE, A DISTANCE OF 190.01 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE SOUTH Oi'18'55" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 1029.56 FEET TO THE NORTH RIGHT—OF—WAY LINE OF JUPITER BEACH ROAD; THENCE, ALONG SAID NORTH RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, A DISTANCE OF 303.79 FEET TO THE WESTERLY RIGHT—OF—WAY LINE OF STATE ROAD A—i—A; THENCE SOUTH 3121'OO" EAST, ALONG SAID WESTERLY RIGHT—OF—WAY LINE, A DISTANCE OF 121.12 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1811.08 FEET, AND A CENTRAL ANGLE OF 725'57"; THENCE, SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 234.94 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 6 AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID WESTERLY RIGHT—OF—WAY LINE, NORTH 8958'41" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1026.55 FEET TO THE EAST LINE OF JUPITER MALL PROPERTY, ACCORDING TO OFFICIAL RECORD BOOK 9593, PAGE 1364, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE, ALONG THE EAST BOUNDARY OF THE MALL PROPERTY, SOUTH 24'59'05" EAST, A DISTANCE OF 1130.95 FEET; THENCE SOUTH 89'58'57" EAST, A DISTANCE OF 58.28 FEET TO THE WEST LINE OF THE EAST 566.02 FEET OF SAID NORTHEAST QUARTER; THENCE SOUTH 0118'55" WEST, A DISTANCE OF 300.00 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER AND THE NORTHERLY RIGHT—

OF—WAY LINE OF INDIANTOWN ROAD; THENCE, DEPAR11NG SAID EAST MALL BOUNDARY, SOUTH 8958'55" EAST, ALONG SAID NORTH RIGHT—OF—WAY LINE, A DISTANCE OF 566.17 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH OV14'35" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SEC11ON 6, A DISTANCE OF 670.05 FEET; THENCE NORTH 89'58'57" WEST, A DISTANCE OF 614.98 FEET; THENCE SOUTH 2627'57" EAST, A DISTANCE OF 413.09 FEET; THENCE SOUTH 63'32'03" WEST, A DISTANCE OF 315.00 FEET TO THE EASTERLY RIGHT— OF—WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 2627'03" EAST, ALONG SAID EAST RIGHT—OF—WAY LINE, A DISTANCE OF 1157.08 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 17,248.80 FEET, AND A CENTRAL ANGLE OF 3'07'05"; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 938.69 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 2Yi9'58" EAST, A DISTANCE OF 2534.85 FEET TO THE INTERSECTION WITH SAID CENTERLINE OF OCEAN WAY AND THE POINT OF BEGINNING.

LEGEND:
LB = LICENSE BUSINESS
LS = LICENSE SURVEY
ORB = OFFICIAL RECORD BOOK
PB = PLAT BOOK
RN = R I GHT—OF—WAY
RPB = ROAD PLAT BOOK

LESS AND EXCEPT: (HAAS ENCLAVE)
A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST; PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 AND THE NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL; THENCE EASTERLY ALONG SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL TO THE SOUTHERLY LINE OF PARCEL K, AMENDED PLAT OF JOHNSON'S ADDI11ON TO JUPITER, PLAT BOOK 16, PAGE 25, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE EAST ALONG SAID SOUTH LINE OF PARCEL K TO THE EAST LINE OF PARCEL K; THENCE NORTH ALONG THE EAST LINE OF PARCEL K TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD A-1-A, THENCE WEST ALONG THE SOUTH LINE OF SAID A-1-A TO SAID EA ST RIGHT OF WAY LINE OF U.S. No. 1; THENCE SOUTH ALONG SAID EAST LINE OF U.S. No. 1 TO SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL AND THE POINT OF BEGINNING.

TOTAL CRA AREA: 397 ACRES, MORE OR LESS.
SURVEYOR'S NOTES:
1. THIS IS NOT A BOUNDARY SURVEY.
2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
3. AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.
NOVEMBER 12, 2001.

1.5.1 2011 CRA Boundary Expansion

The Community Redevelopment Area was expanded to include five additional parcels in 2011, thus the Community Redevelopment Area Boundary Legal Description as shown in Section 1.5 is hereby expanded to include the following:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339,*

page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:
Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*

1.6 Consistency with Town of Jupiter's Comprehensive Plan

In accordance with F.S. 163.360(2) (a), "The community redevelopment plan shall conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Local Government Comprehensive Planning and Land Development Regulation Act."

This document conforms to the Town of Jupiter's Comprehensive Plan. On February 12, 2008, the Town of Jupiter Local Planning Agency (LPA), pursuant to Chapter 163.360(4), F.S., submitted its written recommendations with respect to the consistency of the Plan with the Town's Comprehensive Plan.

1.7 Existing Land Uses

The land uses (2001) within the redevelopment area were identified using the property control numbers of each parcel and verifying the uses through the Palm Beach County Property Appraiser's data base. There are approximately 397 acres within the Community Redevelopment Area, approximately 250 acres are upland, and approximately 147 acres are open waterway and submerged lands.

The four primary existing uses within the Community Redevelopment Area in descending order of acreage are:

- Commercial (34%)
- Residential (21%)
- Park (13%)
- Commercial Vacant (12%)

2. JUPITER COMMUNITY REDEVELOPMENT AGENCY BOUNDARIES AND REASONS FOR ESTABLISHMENT/HISTORY

The area within the CRA boundary were of greatest concern due to the fact that the development of the parcels had essentially stopped within the completion of I-95 from Palm Beach Gardens north to Fort Pierce.

Prior to the 1980's, US Highway One was the main north south arterial through the town with the exception of some older multi-family mobile home housing stock. Essentially, all of the parcels now identified within the CRA boundaries had commercial land use and zoning designations.

Upon completion of the Interstate, the traffic pattern shifted west as did the demand for commercial development. The properties within the boundary area sat stagnant. The existing land use and development patterns became obsolete.

In fall of 2001 the Town Council commissioned a "Findings of Blight" study to evaluate existing conditions along US Highway One and the Inlet Village to determine if the area met the "Blight" criteria set forth by Chapter 163, Part III, Florida Statutes necessary to establish a Community Redevelopment Area. The "Finding of Slum and/or Blight" study was prepared by Florida Planning Group (see Exhibit A). The study identified the general boundaries of the Community Redevelopment Area and concluded that 7 of the 8 "blight" criteria existed within the boundaries. These 7 criteria included the following:

- Defective or inadequate street layouts
- Faulty lot layouts
- Unsanitary or unsafe conditions
- Deterioration of site improvements
- Inadequate or outdated density patterns
- Inadequate transportation and parking facilities
- Diversity of ownership

By identifying these "blighted" conditions and establishing the Jupiter Community Redevelopment Agency, the Town now had the financial tool through Tax Increment Financing (TIF) to stimulate redevelopment and to implement public projects including the Riverwalk which would stimulate investment into the area and that would address the 7 criteria listed above.

The boundaries of the Community Redevelopment Area begin in the south at the Jupiter Ridge Natural Area and continues north between US Highway One and the Intracoastal Waterway but also includes Burt Reynolds Park, Piatt Place, a portion of Jupiter Harbour, the Inlet Village, the Shoppes of Jupiter and Jupiter Square Shoppes which are located on the eastern side of US Highway One at Indiantown Road. The redevelopment area is comprised of approximately 397 acres, 250 acres of upland and 147 acres of waterways and submerged lands. These waterways and submerged lands were included in the Community Redevelopment Area boundary to insure funding for docks, marinas and Riverwalk sections that may extend into these waterways.

The purpose of the Plan is to guide the long term development within the Community Redevelopment Area, ensure the "blighted" conditions identified in the "Findings of Slum and Blight" study are remedied and further, ***to ensure the development of an active district where residents and visitors can gather, work and play along the shoreline of these waterways.*** The Plan addresses operation and financial strategies and defines the development objectives, programs, and capital projects.

The Plan is a working document which will serve as a guide for the redevelopment and management of the district for 30 years. It will be necessary to update this document as development demands and strategies are refined to meet the needs of the district.

3. REDEVELOPMENT EFFORTS RELATED TO THE FINDINGS OF BLIGHT REPORT

Prior to establishing the Community Redevelopment Agency, the Town had prepared a "Finding of Slum and Blight" report which looked at eight criteria set forth by the state to determine the existence of "blight" within the targeted redevelopment area. Under each of these criteria below is the description of the "blight" condition identified in the 2001 report and the action that will be taken if necessary to reduce and or eliminate that condition. In some cases, since 2001 the Town policy regarding what constitutes blight has changed, or circumstances have changed, and this is reflected in the text below.

1. Predominance of Defective or Inadequate Street Layout

a. *"The streets at the northern end of the redevelopment area (Yarborough, Cramer, Love and Clemons) are very close together (only 200 feet apart), and have narrow right of way widths (30 feet wide versus the standard 50 feet). These streets prevent the combination of parcels into a contiguous large-scale development parcel needed for modern developments."*

Action: Through a series of public workshops it was determined that the majority of residents and stakeholders desired to maintain the small scale village character of the "area" now identified as the Inlet Village. The narrow streets and existing small blocks help to set the pattern for the desired village scale. The streets are currently dead end streets, the Agency shall encourage development plans to provide connectivity between these streets to improve traffic circulation in this core area. The Town has amended both the Comprehensive Plan and Zoning regulations to allow for the development of smaller parcels that exist in the Inlet Village.

2. Faulty Lot Layout in Relation to Size, Adequacy, or Usefulness

a. *"The area along Ocean Drive (A1A) east of U.S. Highway One to Jupiter Beach Road is divided into numerous small lots of various sizes owned by different owners. This precludes their aggregation into the larger multi-acre parcels required by the C-2 zoning district and development standards that existed at the time the Findings Report was prepared."*

Action:

In an effort to maintain the small village character of the Inlet Village area the Town Council directed staff to develop zoning and land development regulations that would permit these smaller parcels to develop in their current configurations. In 2003 the Town Council amended the Comprehensive Plan creating the Inlet Village Flex, Riverwalk Flex and Inlet Village Residential sub districts that allowed the development of these smaller lots and keeping the village scale of the area.

b. *"The western side of U.S. Highway One, south from the Chamber of Commerce site to Indiantown Road is divided into numerous lots of various sizes owned by different owners. This precludes their aggregation into the*

larger multi-acre parcels desired for today's typical financial and development standards."

Action:

The Town has with the adoption of the US One/Intracoastal Waterway Zoning District provided incentives for the development/ redevelopment of these properties by allowing mixed use and flexible sight development regulations. Though aggregation of these properties is not discouraged these zoning regulations allow for these properties to develop in the current configurations and under varied ownership.

3. Unsanitary or Unsafe Conditions

a. *"The two fixed bridges along U.S. Highway One, lack bike lanes and pedestrian sidewalks. This creates a potentially dangerous situation for pedestrians and bicyclists along this section of the road."*

Action:

FDOT is scheduled to replace these bridges in 2011 and shall add pedestrian and bicycle facilities. The Community Redevelopment Agency will contribute funds towards the construction of the Riverwalk as it crosses over and under the southern bridge connecting to Burt Reynolds park.

b. *"Illegal signs were prevalent throughout the area known as the inlet Village".*

Action:

Illegal signs and signs within the right of ways shall be removed and / or made to conform as businesses transition or new sign permits are requested.

c. *"Several vacant, deteriorating and unsafe buildings had been identified and were contributing to the blight along A1A in the Inlet Village when the Findings Report was prepared."*

Action:

Since the Findings Report was adopted in 2001 the Town has experienced 3 hurricanes, most of the structures as a result of the hurricanes have either been demolished and/or have been renovated to meet current building codes. As parcels come in for site plan approval the structures will be inspected to determine if they can be rehabilitated and brought into conformance with the existing codes or if they will need to be demolished. The Town purchased the Inlet Village Marina and recently demolished the unsafe buildings on the property.

d. *"There are no bike paths or pedestrian crosswalks along A1A which creates a potentially hazardous situation."*

Action:

The Community Redevelopment Agency shall have prepared a

Conceptual Master Plan for A1A which will include implementation of pedestrian sidewalks, cross walks and bicycle facilities as well as other roadway enhancements and will include the reconstruction of this road within the Community Redevelopment Agency CIP.

e. *"Commercial properties have parking in the front yard that back out directly into traffic on A1A, creating the potential for traffic accidents."*

Action:

The properties identified in the report include PaJa's motel and Smilin Jacks marina. Both of these properties are within an unincorporated county pocket but are anticipated to be annexed into the Town and the Community Redevelopment Area. It will be necessary to eliminate these hazardous conditions with the reconstruction of A1A. Should the properties be annexed into the Town and into the CRA, CRA funds could be used to eliminate or reduce the hazardous traffic condition.

f. *"U.S. Highway One has an abandoned and deteriorating parking structure that is currently being used as an ad hoc homeless shelter."*

Action:

This property known as Piatt Place has been purchased by the Town. The Town along with the Community Redevelopment Agency will determine the best use for the property but in the meantime the property has been fenced and secured.

g. *"Since the Findings Report was completed the Town has identified several existing residential structures built prior to the 1970's located between A1A and the Jupiter Inlet which are below the base flood elevation established by the Federal Emergency Management Agency (FEMA) and South Florida Water Management District (SFWMD). These residential properties are subject to severe damage during flood events."*

Action:

The Town along with the CRA will provide mitigation strategies and/or incentives for reducing the threat of flood to these residential properties with the development and implementation of the Master Storm Water Plan for the Inlet Village. These are anticipated to be semi temporary measures as it is anticipated that the majority if not all the residential properties in this area will redevelop and be reconstructed to meet the established base flood elevations.

4. Deterioration of Site or Other Improvements

a. *"Road Conditions – A1A and U.S. Highway One contains deteriorating roadway conditions."*

Action:

FDOT has scheduled in their work program repairing, resurfacing and adding bicycle and pedestrian facilities along US Highway One where needed by 2013. The Community Redevelopment Agency will be

committing some funds towards specific roadway enhancements as they relate to the Riverwalk and connection to the Riverwalk.

The Agency will hire a consultant to prepare a Conceptual Master Plan for A1A that will identify existing roadway and infrastructure conditions, desired road section and aerial plan to include the location of bike, pedestrian and trolley facilities, parking, medians and street lights. Upon the completion of the plan and after the review and approval by stakeholders including the County and Town Council, the Agency will develop a funding strategy and construction schedule to implement the Plan improvements.

b. *"Saturn Road has roadway deterioration."*

Action:

Saturn Road will be scheduled for resurfacing and repair in the Community Redevelopment Agency CIP.

5. Inadequate and Outdated Building Density Pattern

a. *"This was perhaps the biggest problem facing the area known as the Inlet Village. A significant percentage of the area is currently divided into a multiplicity of small residential lots that have commercial land use and zoning designations. These lot sizes were too small and inadequate for commercial development under the Town's standard commercial land development regulations; therefore, they remained as residential uses. The residential uses were considered non-conforming uses therefore they remained un-improved. Over the years several of the structures feel into disrepair and some even abandoned."*

Action:

The Town Council has, by amending its Comprehensive Plan and adopting the US Highway One Intracoastal Waterway Overlay District, addressed the inadequate and outdated development patterns. The Town has provided the property owners, through these regulations, allowances for residential, commercial or mixed uses zoning districts as well as flexible site development standards which would permit these smaller lots to be developed.

6. Tax or Special Assessment Delinquency

"None were found."

7. Inadequate Transportation and Parking Facilities

a. *"Ocean Boulevard (A1A) from US One to Indiantown road may at build out reach an unacceptable level of congestion under the Commercial land use and zoning designation that was existing at the time of the Findings Report."*

Action:

It will be the responsibility of the Town to develop a multi-model

transportation plan which will encourage access to and from the Inlet Village using alternative forms of transportation including but not limited to bicycle, trolley water taxi and access by boat.

8. Diversity of Ownership

a. *"The area identified as the Inlet Village is currently divided into multiple small lots and uses. Approximately 45 parcels exist and are owned by 39 different owners. While there has been some attempt to aggregate parcels, the vast majority of the parcels are in separate ownership."*

Action:

Since the Findings Report was prepared, the Town Council held several community workshops where it became clear that the residents wanted to maintain the existing village scale of the Inlet Village. As a result of those workshops the Town Council adopted zoning and land development regulations that allow and encourage the development of these small parcels thereby maintaining the village scale. It still needs to be determined if the diversity of ownership will pose a problem to redevelopment. The CRA and/or the Town may still need to take additional steps to further redevelopment and avoid the potential conflicts with this diversity of owners.

4. REDEVELOPMENT GOALS AND OBJECTIVES

Since 1996, the Town has initiated and completed 4 planning studies related to the area within the Community Redevelopment Area boundaries. They are, The Findings of Blight Study prepared by Florida Planning Group, Inc., the US Highway One Intracoastal Waterway Study prepared by Wallace Roberts & Todd (WRT), The Riverwalk Master Plan & Design Guidelines prepared by PBS&J and the Inlet Village Study prepared by Glatting Jackson. Each of these planning efforts were undertaken in an effort to identify the existing conditions of the area and the reasons for the lack of development throughout the redevelopment area. Additionally, identify how to stimulate desired redevelopment along the Intracoastal and Jupiter Inlet Waterways by promoting, where appropriate, mixed use development and flexible land development regulations. In addition, to provide for public access to the waterways in the form of a Riverwalk, identify opportunities for public gathering spaces along the waterfront(s) and in the Inlet Village, create a mix of activities and uses throughout the Community Redevelopment Area, and to develop general design guidelines that would ***celebrate the Town of Jupiter's historical relationship to the waterfront***.

As a result of these studies, the Town has created a Community Redevelopment Agency and adopted Comprehensive Plan amendments to the Future Land Use Element and created the US Highway One/Intracoastal Waterway Overlay Zoning District to direct the development pattern for the Community Redevelopment Area.

The following Goals and Objectives were prepared to meet the state statute requirements for the Community Redevelopment Agency as well as complement the goals and objectives as outlined by the Town's Comprehensive Plan for the district.

Once adopted by the Community Redevelopment Agency Board, the goals and objectives will provide direction for the Community Redevelopment Agency and staff to pursue the revitalization of the Redevelopment Area, as well as to address those conditions of "blight" identified in the Findings Report. The Plan's goals and objectives will also provide the

private sector with information necessary to make appropriate development decisions. These goals are designed to direct the CRA's efforts but are not to be interpreted as a definitive course of action nor an exhaustive or complete list of all activities that may be undertaken by the CRA.

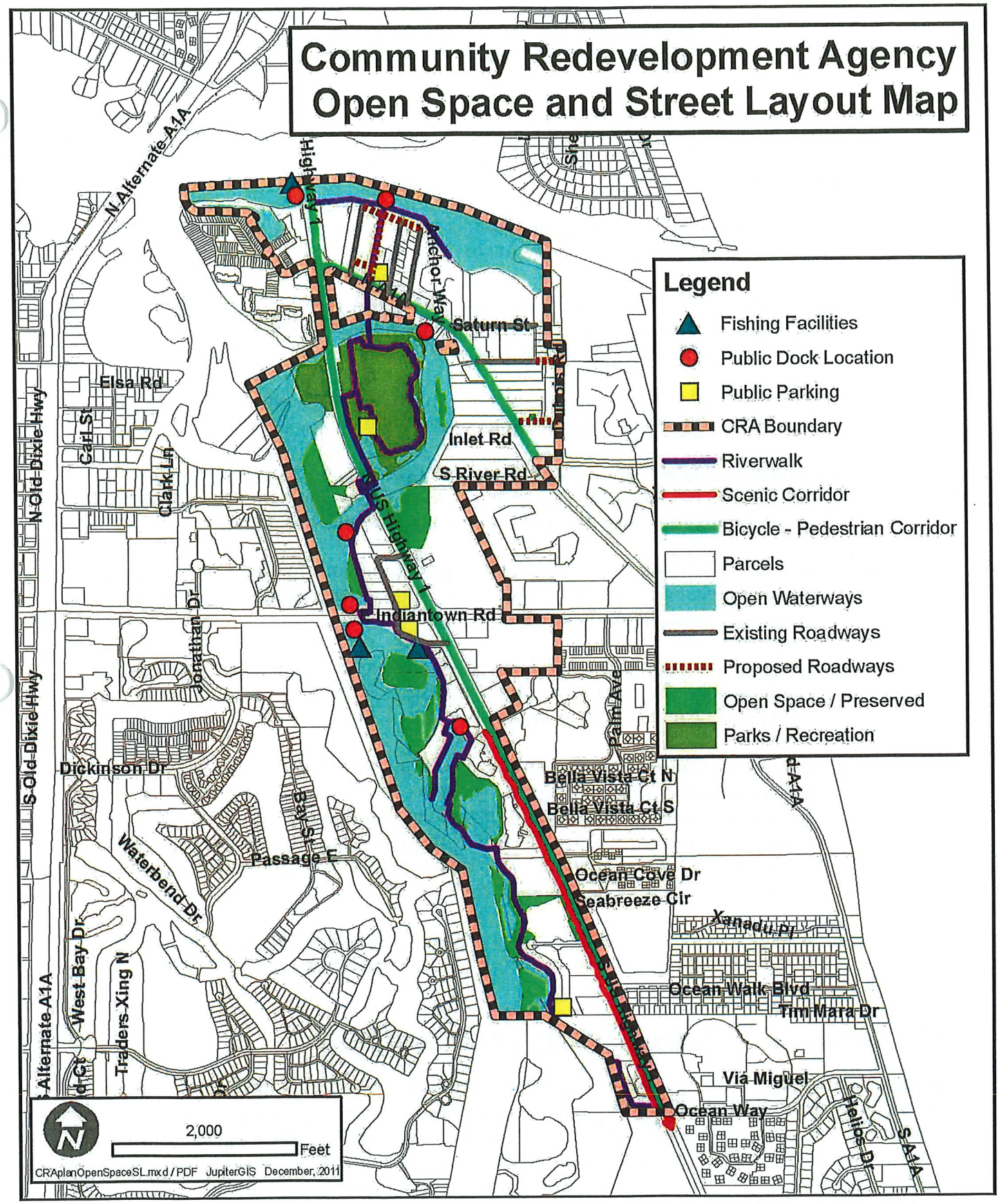
4.1 Open Space, Street Layout and Accessibility

This map has been developed in association with the goals and objectives of the open space and street layout section. The *Open Space and Street Layout Map* identifies existing and future open space and street layouts which exist or are desired within the CRA boundaries.

Open Space includes existing and desired recreational facilities including the Jupiter Riverwalk, bike/pedestrian facilities, public docks, public parking, water taxi docks, fishing areas, parks, open waterways, etc.

Street Layouts identifies the existing streets located in the Inlet Village as Yarborough, Cramer, Love, Clemons, Saturn, Parkway and A1A as well as, the proposed "new" roads being considered to improve vehicular circulation, access by emergency vehicles and connectivity between roadways. It may be necessary in some cases for the Community Redevelopment Agency to use Tax Increment Funds to acquire Right of Ways to implement these improvements.

No additional roads or Right of Ways are anticipated within the U.S. One Corridor.
(See Open Space and Street Layout Map next page)


Community Redevelopment Agency
Open Space and Street Layout Map
Legend
Fishing Facilities
Public Dock Location
Public Parking
CRA Boundary
Riverwalk
Scenic Corridor
Bicycle - Pedestrian Corridor
Parcels
Open Waterways
Existing Roadways
Proposed Roadways
Open Space / Preserved
Parks / Recreation
N Alternate A1A
Highway 1
Anchor Way
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
US Highway 1
Jonathan Dr
Indiantown Rd
S Old Dixie Hwy
Dickinson Dr
Bay St E
Passage E
Waterbend Dr
West Bay Dr
Traders Xing N
Alternate A1A
Palm Ave
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Dr
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
2,000
Feet
CRAplanOpenSpaceSL.mxd / PDF JupiterGIS December, 2011

Goal: To create or enhance public gathering or open spaces along the waterfront and throughout the Redevelopment Area which are safely accessible by pedestrians, bicyclist, boaters and vehicles.

Objective:

Plan and build a connected system of public gathering and open spaces, pedestrian, bicycle and vehicular traffic circulation improvements, and private/public docking and parking facilities.

4.1.1. Provide and build a waterfront recreational corridor which will provide public access to the Intracoastal and Jupiter Inlet waterways.

4.1.2 Provide and/or increase centralized and shared public and private parking opportunities throughout the Community Redevelopment Area to encourage residents and visitors to walk to their destination.

4.1.3 Provide and/or increase public and private docking facilities and marinas to accommodate access to the Riverwalk and Inlet Village via boat.

4.1.4 Provide incentives via a bonus program encouraging property owners/ developers to construct aesthetically pleasing public gathering spaces along the waterfronts and throughout the Community Redevelopment Area.

4.1.5 Identify and implement opportunities for water taxi facilities and trolley stops encouraging residents to access the Community Redevelopment Area via alternative forms to transportation.

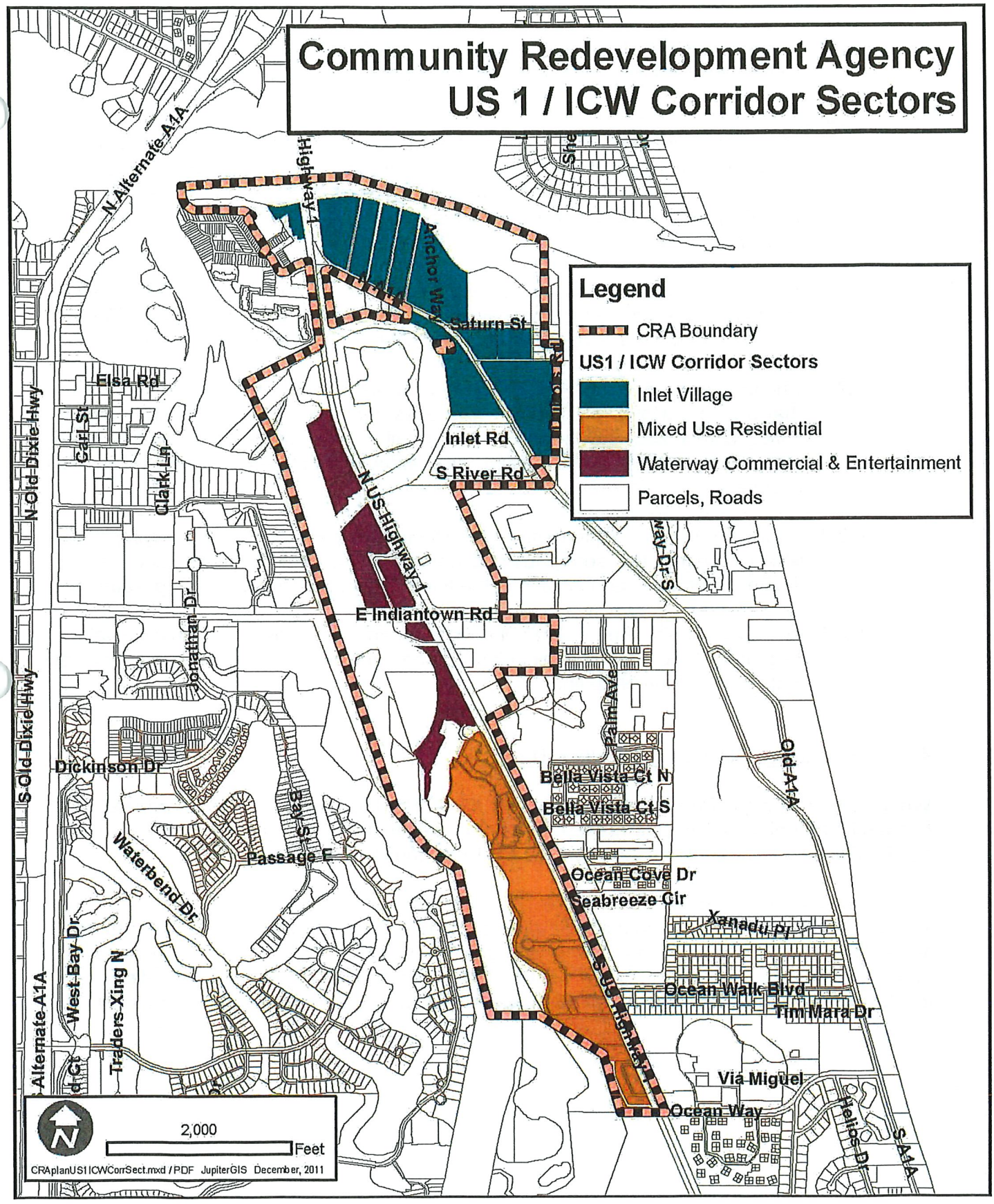
4.1.6 Develop and adopt a Master Transportation Map which identifies opportunities for pedestrian, bicycle, trolley and boat access and circulation throughout the Community Redevelopment Area.

4.1.7 Develop and adopt a Roadway Network Plan for the Inlet Village which improves vehicular traffic flow, identifies locations for new streets and or access easements, provides for connectivity between parcels, establishes desired cross sections including location and width of travel lanes, sidewalks, bike lanes (as warranted), utilities, drainage, on street parking (as warranted), street lights, street trees and street furniture (as warranted).

4.1.8 Enhance pedestrian/ bicyclist environment via landscaping and tree canopy throughout the Community Redevelopment Area and Riverwalk corridor.

4.2 Limitation on Size, Height, Number and Use of Buildings

Regulations regarding the type, size, heights, number and uses of structures to be constructed within the CRA boundaries are regulated via the US One/Intracoastal Waterway Corridor Zoning District. The US One/ICW Corridor Sector Map identifies the location of the three sectors. Each of the three sectors is mixed use, commercial and residential districts. The Inlet Village Sector is desired to develop is a small village scale community with a maximum height of 3 ½ stories with bonuses. The Waterway Commercial Entertainment Sector is desired to develop with mixed use developments with an emphasis on entertainment/commercial uses. This sector has a maximum height at 55 feet average with bonuses. The Mixed Use Residential Sector is desired to develop with mixed use developments with an emphasis on residential uses. This sector has a maximum height of 45 feet average with bonuses. The attached US One/ICW Corridor Sectors map reflects these locations.


Community Redevelopment Agency
US 1 / ICW Corridor Sectors
Legend
CRA Boundary
US1 / ICW Corridor Sectors
Inlet Village
Mixed Use Residential
Waterway Commercial & Entertainment
Parcels, Roads
N Alternate A1A
Highway 1
Anchor Way
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Waterbend Dr
Passage E
West Bay Dr
Traders Xing N
Alternate A1A
Palm Ave
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Dr
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
Old A1A
2,000
Feet
CRAplanUS1ICWCorrSect.mxd / PDF JupiterGIS December, 2011

Goal: Stimulate private investments in real property to develop or redevelop properties consistent with the Town of Jupiter's Comprehensive Plan.

Objective:

Cause to have developed and adopted by the Town Council zoning districts and regulations consistent with the Town of Jupiter's Comprehensive Plan which promote an active and vibrant waterfront community, allow for a mix of uses and provide public access and recreational opportunities along the Intracoastal and Jupiter Inlet waterways.

4.2.1 Adopt via zoning district and land development regulations uses, density, intensity, scale and height incentives and limitations consistent with the Town of Jupiter's Comprehensive Plan that will encourage high quality development.

4.2.2 Encourage the development and/or revitalization of properties in the Inlet Village that promote active "destination" type uses such as parks, restaurants, outdoor cafes, hotels, bed and breakfast inns, retail shops, marinas, tour boats, fishing and diving charters, ecotourism and entertainment venues, museums and galleries.

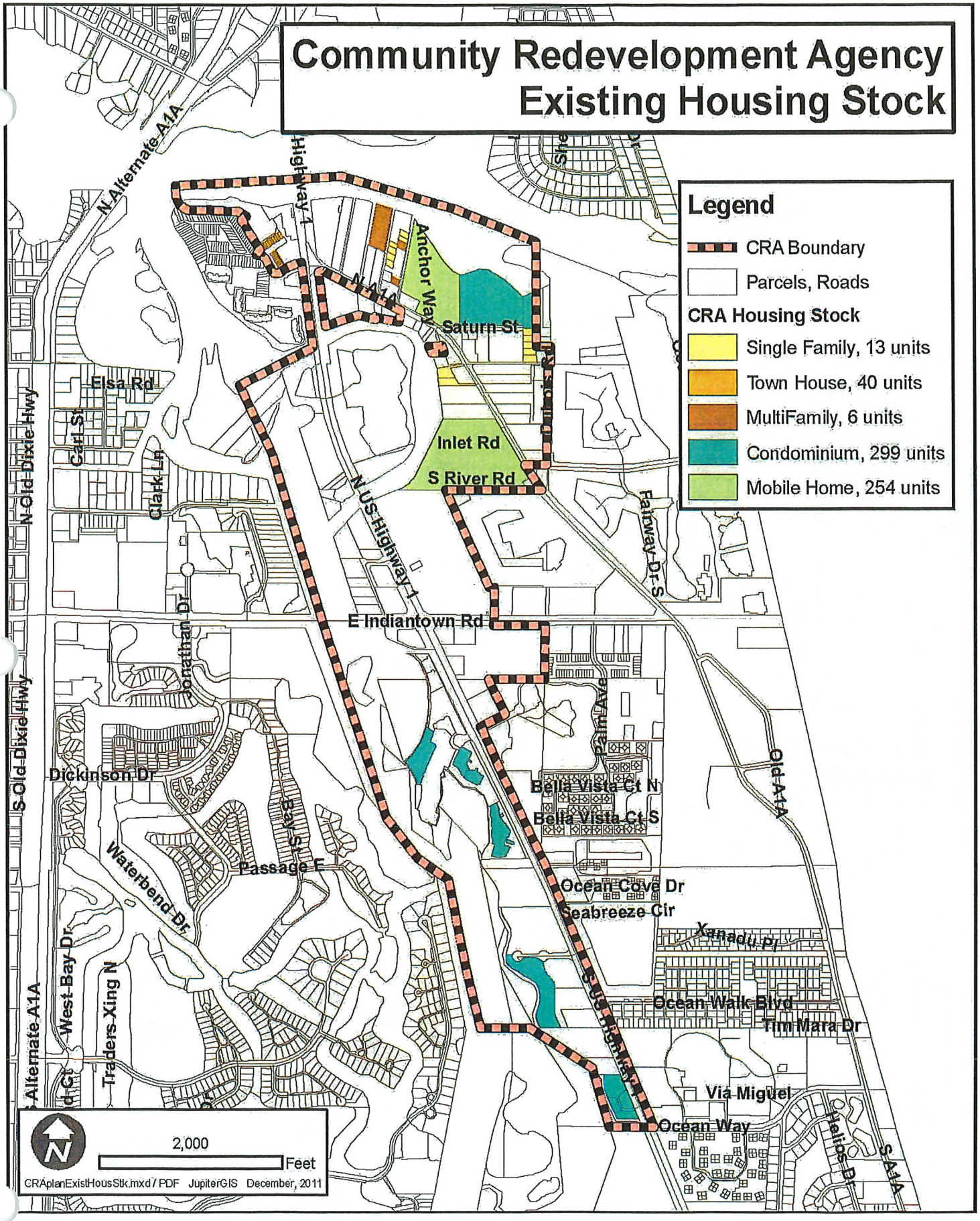
4.2.3 Adopt regulations implementing architectural styles, scale and varying height which respects the surrounding community, historical resources such as the Jupiter Lighthouse and in case of the Inlet Village, the historic working waterfront.

4.2.4 The Community Redevelopment Agency and the Town of Jupiter shall be responsible for the implementation and administration of the objectives outlined in the redevelopment plan.

4.3 Approximate Number of Dwelling Units

When the Findings Report was prepared in 2001, the housing stock included 194 condominium units, 243 mobile home units and approximately 15 single family units. These residential units have been identified on the 2001 Existing Housing Stock map.

The Town has, with the adoption of the U.S. Highway One/Intracoastal Waterway Corridor Zoning District increased the potential for adding another 366 – 740 units. 120-300 units in the Mixed Use/Residential Sector, 96-240 units in the Waterway Commercial/Entertainment Sector and 150-200 units in the Inlet Village Sector. The Potential Housing Stock map indicates the location of future housing stock. Approximately 216 units have been constructed since 2001.


Community Redevelopment Agency
Existing Housing Stock
Legend
CRA Boundary
Parcels, Roads
CRA Housing Stock
Single Family, 13 units
Town House, 40 units
MultiFamily, 6 units
Condominium, 299 units
Mobile Home, 254 units
N Alternate A1A
Highway 1
N A1A
Anchor Way
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
Fairway Dr S
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Passage E
Waterbend Dr
West Bay Dr
Traders Xing N
Alternate A1A
Bella Vista Ct N
Bella Vista Ct S
Old A1A
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Pl
S A1A
2,000
Feet
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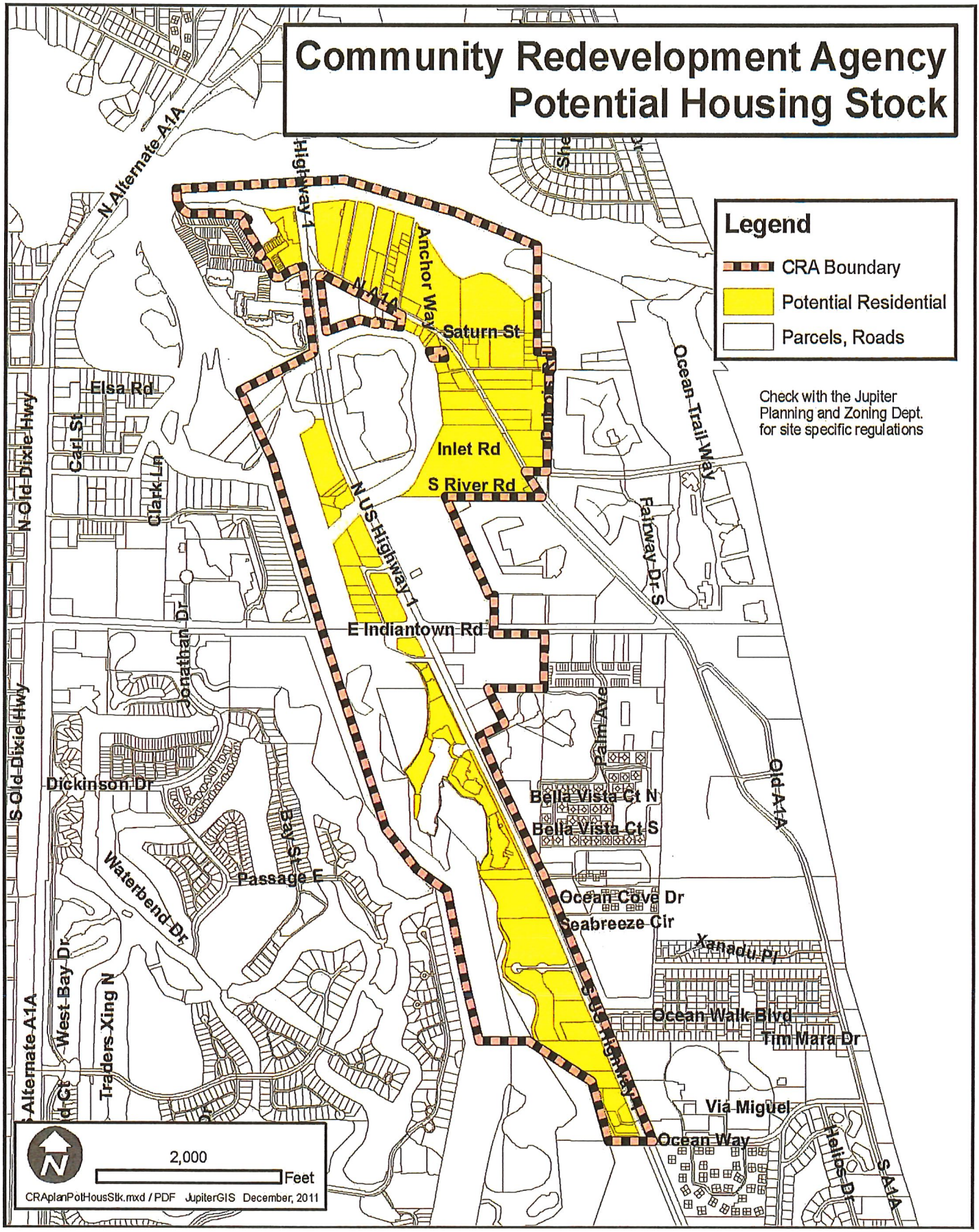

Community Redevelopment Agency
Potential Housing Stock
Legend
CRA Boundary
Potential Residential
Parcels, Roads
Check with the Jupiter Planning and Zoning Dept. for site specific regulations
N Alternate A1A
Highway 1
Anchor Way
N A1A
Saturn St
Ocean Trail Way
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
Fairway Dr S
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Passage E
Waterbend Dr
Bella Vista Ct N
Bella Vista Ct S
Old A1A
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
Alternate A1A
West Bay Dr
Traders Xing N
2,000
Feet
CRAplanPotHousStk.mxd / PDF JupiterGIS December, 2011

Goal: Increase the number of people living along the Riverwalk corridor and Inlet Village but outside of the anticipated entertainment by adding small inns, hotels, and bed and breakfast lodging areas providing for a more active, vibrant and safe Riverwalk and Inlet Village.

Objective:

Consistent with the Town of Jupiter's Comprehensive Plan encourage a variety of housing types, sizes and price points where people of varied incomes can purchase and/or lease housing.

4.3.1. Adopt regulations that provide opportunities for residential units throughout the Community Redevelopment Area but outside of the anticipated entertainment areas and provide incentives for a mix of unit types, sizes and price points.

4.4. Property intended for use as public parks and recreation areas

Goal: Optimize opportunities for waterfront access via the Riverwalk project, gathering spaces and recreational opportunities throughout the Community Redevelopment Area.

Objective:

Increase public access to the waterfront via the Riverwalk recreational corridor, development of public gathering spaces or squares, and parks and recreational opportunities throughout the Community Redevelopment Area.

4.4.1 Develop regulations insuring the development of the Riverwalk recreational corridor.

4.4.2 Create, via development regulations and incentives public gathering spaces, squares, amphitheaters and parks throughout the Community Redevelopment Area.

4.4.3 Create a connected pedestrian and bicycle system to encourage walking and biking throughout the Community Redevelopment Area and connecting to surrounding municipal and county systems beyond the Community Redevelopment Area boundaries.

4.4.4 Provide yearly operational funding for the continued maintenance and enhancements of the public portions of the Riverwalk, squares, Events Plaza or other public assets throughout the Community Redevelopment Area.

4.4.5 Provide funding and other support for events which celebrate and market the waterfront, Riverwalk and Inlet Village.

4.5 Property intended for use as streets, public utilities and public improvements of any nature.

Goal: Develop pedestrian, bicycle friendly and functional streets, underground utilities upgrade stormwater facilities and provide public parking and docks.

Objective: Through public-private partnerships optimize opportunities to improve the infrastructure and public assets within the redevelopment areas.

4.5.1 Use development opportunities, tax increment funds and/or other sources of funding to assist in placing all utilities underground.

4.5.2 Develop coordinated street construction/reconstruction opportunities with streetscaping, replacement of all aged and overhead utilities, and implementation of stormwater facilities as needed.

4.5.3 Identify and secure funding including tax increment finance revenues, grants, bonds and developer contributions to fund infrastructure improvements.

4.6 Economic Development Activities and Programs

Goal: To encourage and promote public/private uses and activities ensuring an active, vibrant and viable Riverwalk and Inlet Village for residents and visitors to enjoy.

Objective: Prepare an Economic Development Plan which identifies desired uses and activities for the redevelopment area, provides opportunities and or funding support for those desired uses or activities, and outlines marketing and promotional activities that will ensure an active, vibrant and viable Riverwalk and Inlet Village.

4.6.1 Identify businesses and activities that are consistent with the goal of an active and vibrant Riverwalk and Inlet Village.

4.6.2 Develop a marketing initiative which will identify the Riverwalk and Inlet Village as a destination location, and promote businesses, ecotourism and activities throughout the Community Redevelopment Area.

4.6.3 Provide tax increment funding to assist in the development of desired and targeted waterfront improvements including but not limited to: marinas, docks, fishing piers and platforms, water taxi facilities, etc.

4.6.4 Provide tax increment funding to encourage the development of desired uses, businesses and activities within the Community Redevelopment Area.

5. NEIGHBORHOOD IMPACT

The purpose of redevelopment activities is to protect, preserve, improve and enhance the built and natural environments which characterize the area. When the Community Redevelopment Area was established, the majority of the property within the Community Redevelopment Area boundary was vacant and/or under-utilized commercial properties. Proposed redevelopment activities include the construction of new residential units, mixed use developments and commercial developments as well as entertainment districts, the Riverwalk, public parking and docking facilities.

Since the majority of the properties within the Community Redevelopment Area boundary were vacant or under-utilized commercial properties, the impacts are expected to be minimal.

Existing single family residential is limited to approximately 15 homes in the Inlet Village area. Three of these homes have been converted to office, multi-family or rental units. All are located within a C-2 zoning district. While the redevelopment cannot be implemented without affecting existing housing, it is the Community Redevelopment Agency's intent to ensure those impacts has an overall beneficial effect to the property owners or return on their investment.

This Plan is not intended to remedy a shortage of housing for residents of low or moderate income as the existing stock of condominium units and mobile/manufactured housing within the district provide sufficient opportunities for these income populations within the District and other locations within the Town of Jupiter will better satisfy the housing needs of such income populations.

5.1 Relocation

The Community Redevelopment Agency does not anticipate the need to relocate businesses or residents as a result of property acquisition or implementation of projects within the Community Redevelopment Area.

Should it be determined that the Community Redevelopment Agency would need to acquire a property with a business or residential unit, the Community Redevelopment Agency shall adopt appropriate provisions for the relocation of any business or residents in conformance with all applicable State and Federal laws.

5.2 Traffic Circulation

Traffic circulation problems are primarily limited to the Inlet Village and shall be addressed via the development and adoption of the Roadway Network Plan. It is the intent of the Community Redevelopment Agency to maintain the character of the local streets (new and proposed) within the Inlet Village.

Functionally obsolete roads exist throughout the Community Redevelopment Area specifically US Highway One and A1A which create hazardous interactions between pedestrians/bicyclist and vehicles. These conditions will be identified and eliminated as roads/bridges are reconstructed or undergo repair as funding is available.

5.3 Environmental Quality

Environmental Quality shall be improved by the redevelopment efforts and projects to be undertaken by the Community Redevelopment Agency.

Development and redevelopment projects shall meet current and more stringent environmental standards of town, state and federal regulations.

5.4 Availability of Community Services and Facilities

Additional capacity for water, sewer, traffic and school impacts are subject to town, county and state impact fees insuring sufficient capacity for projects constructed within the Community Redevelopment Area.

The water and sewer facilities in the Inlet Village are approximately 40 to 50 years old and are at the end of their life span. These facilities will need to be evaluated to determine the need to replace the aged facilities.

153 5.5 Effect of School Population

The demographics of the residents moving into the Community Redevelopment Area are primarily "empty nesters", second home owners and active retirees. It is not anticipated that the Community Redevelopment Area district will be home to a significant number of school aged children. Therefore, impacts to schools are not anticipated.

5.6 Physical and Social Quality of the District

Upon approval of the Community Redevelopment Area district, the negative physical characteristics of the district including limited access to the waterfront, vacant lands with spotted commercial development, vacant and condemned buildings, disjointed pedestrian/bicycle facilities, road and traffic patterns and functionally obsolete roadways and bridges, will be eliminated or significantly diminished through implementation of the plan.

The physical and social qualities within the district will improve with the implementation of the redevelopment plan. The strategies provided in the Plan will insure that the Riverwalk corridor and the Inlet Village become an active and vibrant destination location promoting social interaction among residents within the Community Redevelopment Area and the Town of Jupiter.

6. COMMUNITY POLICING

The Community Redevelopment Area encompasses approximately 397 acres of land and waterway and is comprised mainly of waterfront residential, commercial and mixed use developments, two undeveloped entertainment districts, two county parks (Jupiter Ridge Natural Area and Burt Reynolds Park) and two large marinas (Seasport Marina and Jupiter Yacht Club Marina). The Riverwalk recreational corridor is the common thread that connects most of these uses.

As the Community Redevelopment Agency is in its infancy, the initial policing efforts will be undertaken via the Town of Jupiter's Police Department and other law enforcement agencies such as the Marine Patrol and Sheriff Office's Park Unit.

The Town's Marine Patrol Unit provides periodic patrol of the waterways though not routine at this time. Patrols may be expanded as the Riverwalk is completed.

As projects within the Community Redevelopment Area are developed, particularly the entertainment districts, it is anticipated that additional police services will be needed. Future services include the use of bicycle patrol, surveillance cameras, and citizens' volunteers. The current "Volunteer in Policing" (VIP) program deployed by the Police Department can be expanded to include the Community Redevelopment Area district. These VIP's are local residents and business owners who live, work and recreate within the district and are trained to identify and report suspicious activity to the Police Department.

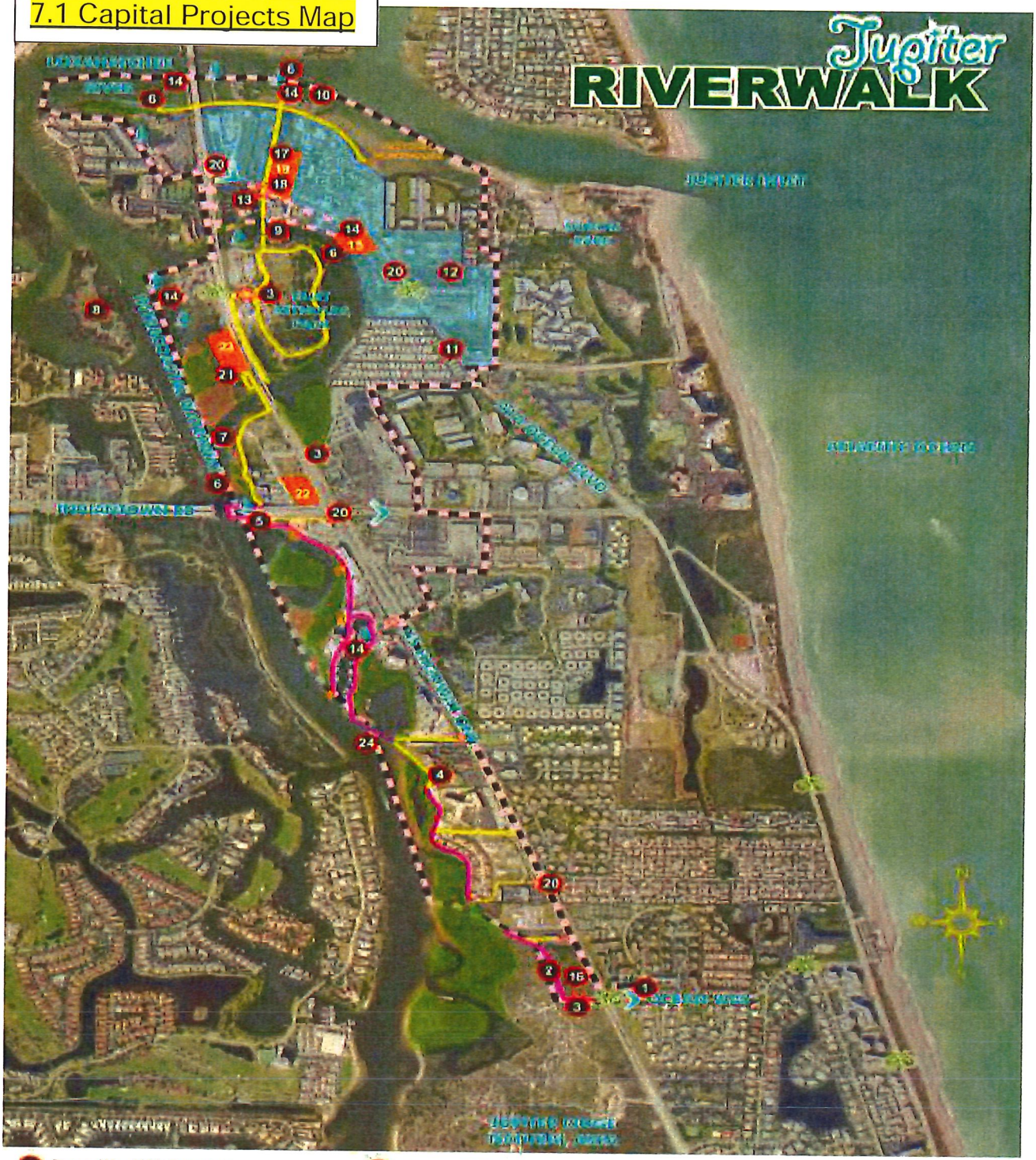
6.1 Community Involvement

A Community Policing Advisory Committee may be established by the Board of the Community Redevelopment Agency. Members of a Community Policing Advisory Committee will either be residents or own businesses within the redevelopment area. The Committee will meet with the Community Policing Unit on a monthly basis to discuss concerns from within this area. Additionally, officers assigned to this program will regularly meet with other property owner groups and business associations.

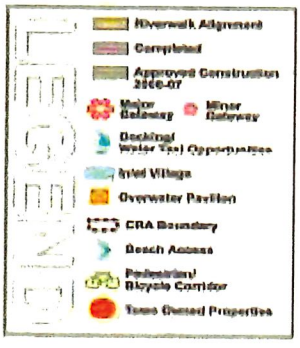
7. CAPITAL IMPROVEMENT PROJECTS TO BE UNDERTAKEN WITHIN THE CRA

To implement the vision of the CRA for the public, the projects identified on Map 7.1 entitled "Capital Projects Map" described on 7.2 – 7.23 are to be implemented. It is anticipated that the primary funding sources for 7.3, 7.8, 7.12, and 7.21 will be developer contribution. The CRA Board may decide to provide CRA funds towards these projects if it is determined to be in the best interest of the CRA and the residents of the Town of Jupiter.

7.1 Capital Projects Map



1. Ocean Way US1 Crossing
2. Riverwalk - Jupiter Ridge Connection at Elks Club
3. Major Gateway Feature
4. Riverwalk - River Plaza
5. Event Plaza
6. Riverwalk - Water Taxi
7. Riverwalk - Entertainment District
8. Riverwalk - Mitigation
9. Burt Reynold's Oxbow Bridge
10. Riverwalk - Inlet Village
11. A1A Conceptual Design & Roadway Enhancement
12. Roadway Network Plan
13. Riverwalk A1A Pedestrian Crossing
14. Public Boat Docking Facility
15. Inlet Village Marina
16. US1 Scenic Corridor
17. Lighthouse Promenade
18. Public Garage
19. Inlet Village - Love Street Temporary Surface Lot
20. Riverwalk and Inlet Village Sign Program
21. U.S. 1 Oxbow Bridge
22. First Union Bank Property
23. Piatt Place
24. Lagoon Bridge



7.2
RIVERWALK-OCEAN WAY U.S. ONE PEDESTRIAN BICYCLE CROSSING - *(MAP LOCATION 1)*

Background:

During the initial Riverwalk study prepared by Wallace, Roberts and Todd (WRT) they identified the need to provide safe access to the Riverwalk for the 10,000 residents that live east of U.S. One. The intent was twofold:

First, by providing a signalized pedestrian bicycle crossing at U.S. One and Ocean Way the residents could walk or ride their bikes to Riverwalk events or businesses and leave their cars at home, decreasing the vehicular parking required.

Second, by making this connection the Riverwalk would become part of the six mile recreational "loop" allowing residents and visitors to go from the beach to the Intracoastal, to the Jupiter Inlet and back to the beach.

Project Objective:

To construct a safe-signalized pedestrian/bicycle crossing at U.S. One and Ocean Way encouraging residents and visitors to access the Riverwalk corridor and leave their cars at home. Further, to provide safe access for residents to both recreational corridors at the beach and the Intracoastal.

Probable Cost:

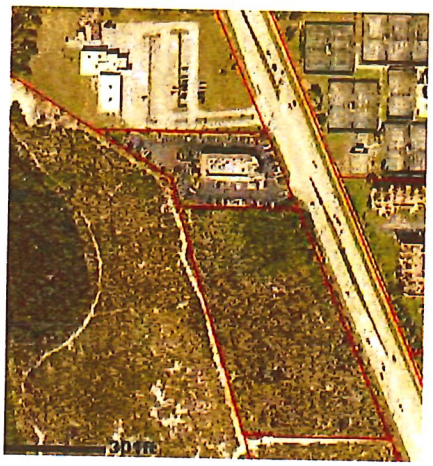
$500,000

Funding Source:

CRA Revenue

7.3

RIVERWALK-JUPITER RIDGE NATURAL AREA CONNECTION – ***(Map Location 2)***



Background:

This approximately 1,600 linear ft. section transects three parcels known as Tierra Del Sol, Jupiter Ridge Natural Area and Waterpointe providing the missing link to the Riverwalk at Mangrove Bay. This section of Riverwalk includes signage identifying wildlife and habitat found in the Jupiter Ridge Natural Area. Visitors to this section of Riverwalk will experience one of the rarest habitat and wildlife remaining in Florida.

Project Objective:

This section of Riverwalk will bring visitors from the U. S. One corridor and beaches west and north to the section at Mangrove Bay where the Riverwalk first touches the Intracoastal shoreline and continues up to the Entertainment District and beyond to the Jupiter Inlet. The Tierra Del Sol and Water Point projects are funding this section of the Riverwalk via their Development Order.

Probable Cost:

Estimated $2,000,000

Funding Source:

Developer Contributions via Development Order for Tierra Del Sol and Waterpointe

7.4

RIVERWALK- MAJOR GATEWAY FEATURES - _____ *(Map Location 3)*

Background:

As identified in the Riverwalk Master Plan prepared by PBS&J it is necessary to provide Riverwalk gateway features so that residents and visitors are able to easily identify points of access to the Riverwalk as they travel along US. Highway 1. One of the key locations has been identified as Ocean Way as it is the southernmost entrance to the Riverwalk and the primary access point for pedestrian and bicyclist using the beach corridor.
Other locations identified include: US 1 at Burt Reynolds Park, US 1 at Coastal Way/ Harbourside, US 1 at Coastal Way/Jupiter Yacht Club.

Project Objective:

The project objective is to design and construct a "gateway features" which identifies access points along US. 1 to the Riverwalk. This project is anticipated to include the gateway structure w/ Riverwalk signage, pedestrian/bicycle gathering area to accommodate those waiting to cross US. 1, lighting, landscaping and irrigation. The construction cost is to be determined upon completion of the design.

Probable Cost:

Design: $10,000 – Conceptual design for each location.
Engineering: To be determined
Permitting: To be determined
Construction: Cost to be determined upon completion of designs

Funding Source:

CRA Revenue:
Developer Funding

RIVERWALK - RIVER PLAZA CONNECTION – ***(MAP LOCATION 4)***

Background:

This section of the Riverwalk is the missing link between the Events Plaza at Indiantown Rd., south to A1A and the beach. This 650 linear foot section is located along the waterfront behind River Plaza, a 5 acre office park. The owners have no plans to complete the final phase of the office park in the foreseeable future. The completion of this project will provide continuous access to over a mile of waterfront for the residents and visitors of the Town. Staff will be working with the owner to obtain an easement via a P.U.D. and/or site plan approval process.

Project Objective:

To construct a 650 linear foot section of Riverwalk and provide continuous access from the beach to the Intracoastal Waterway north to the Events Plaza at Indiantown Road.

Probable Cost:
This section includes approximately 500 linear feet of upland construction and approximately 110 linear feet of over water section.

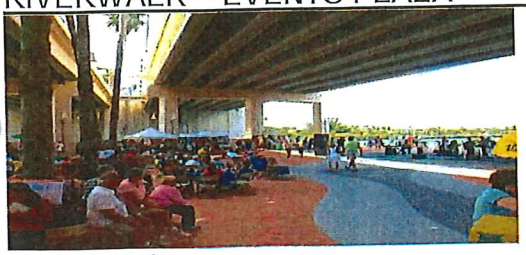
Design:	$ 86,250
Engineering:	$ 145,000
Construction:	$ 1,488,750
Total:	* $ 1,720,000

- Upon completion of the design, the construction cost may be amended.

Funding Source:
CRA Revenues

T-21 Grant:	$ 750,000 (Approved 2008, Funded 2010/2011)
FIND Grant:	$ 500,000 (Application submittal Spring 2010)

RIVERWALK – EVENTS PLAZA - *(Map Location 5)*



Background:

The Events Plaza is complete and the Town has begun using the plaza for various events. With these events staff has identified several amenities which are necessary to accommodate the vendors and to have successful programming of the space. These include upgrading the electrical service to accommodate bands and certain food vendors, providing for a vehicular access point on the north side of the bridge for high clearance vehicles, bike racks, surveillance cameras, restrooms and storage building.

Project Objective:

The objective is to make permanent modifications to the plaza providing necessary amenities for vendors and visitors during events.

Electrical service: Currently, Tony Newman staff electrician must spend several hours before each event to set up temporary electrical service to accommodate bands and food vendors. For approximately $3,400 permanent electrical upgrades could be completed eliminating the need to continually use staff time.

Vehicle access: With each event vendors with high clearance vehicles have been forced to enter on the north side of the bridge in an area that is currently landscaped and curbed and contains a water meter which is run over. To accommodate these vehicles it is necessary to drop the curb, relocate the water meter and provide paved access from Coastal Way into the events plaza. This access point is also necessary for emergency rescue vehicles. The approximate cost is $5,000.

Security Cameras: On-going monitoring of area and reducing incidents of vandalism. The estimated cost is $10,000.

Bike racks: This was a repeated request by visitors to the events. Once they get there they had no place to secure their bikes. Two racks holding 5 bikes each would cost a total of $3,000 with staff installing them.

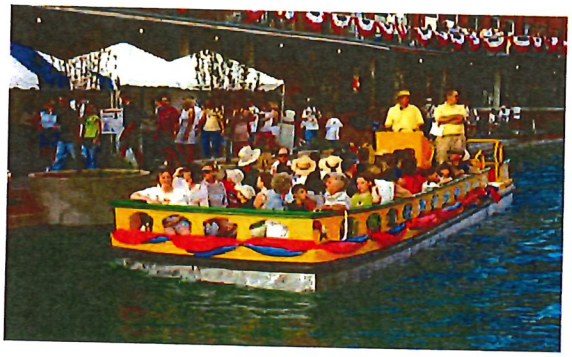
Future needs will include: Permanent restrooms, storage and event accommodations parking.

Probable Cost:

Bollards	10,000
Vehicle Access:	$ 5,000
Security Cameras:	$ 28,000
Bike Racks	$ 2,000
TOTAL	$ 45,000

Funding Source:
CRA Revenues

RIVERWALK – WATER TAXI - ***(Map Location 6)***



Background:

The Riverwalk Master Plan identified several locations for water taxis along the Riverwalk corridor including the Event Plaza. These water taxis were envisioned to not only provide "taxi" services between waterfront businesses along the corridor but also to provide residents and visitors the opportunity to enjoy the waterways and lighthouse that are the signature of the community. Locations identified for water taxi facilities include the Events Plaza, Austin's Grill, vicinity of Lighthouse Promenade, vicinity of Inlet Village Marina.

Project Objective:

To construct ADA accessible water taxi facilities that will provide alternative modes of transportation along the Riverwalk corridor as well as to the water front businesses throughout the Town. Additionally providing opportunities for residents and visitors to experience the waterways, marine habitat and tours of the community.

Probable Cost:

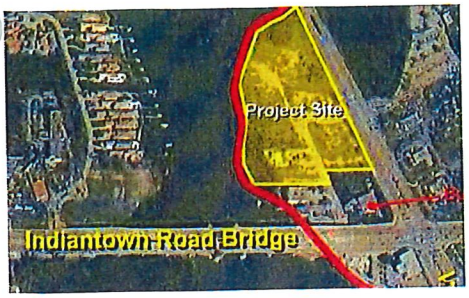
As specific sites are identified probable cost will be determined. Developer incentives are provided via the bonus program for water taxi facilities. Staff will encourage these facilities be provided as part of a development approval in the appropriate locations.

Events Plaza -	Anticipated cost for this facility including design, engineering and construction is $100,000
Austin's Grille -	Cost to be determined
Lighthouse Promenade -	Cost to be determined
Inlet Village Marina -	Cost to be determined

Funding Source:

Event Plaza – Grant
Austin's Grille – Developer
Lighthouse Promenade – Grant/CRA
Inlet Village Marina – Grant

RIVERWALK– HARBOURSIDE - *(Map Location 7)*



Background:

This section of Riverwalk crosses three privately owned properties, is approximately 1,300 linear ft. beginning on the north side of the Events Plaza and continues primarily along the shoreline north and east to the U.S. 1 Bridge. It is located within the Riverwalk Entertainment District. This area is envisioned to be the main gathering area of the Riverwalk. Improvements desired in this area include the Riverwalk, public docking facilities, amphitheater area and interactive fountain (Clematis St. style), public and event parking. Most of these facilities are expected to be funded by the property owners via a Community Development District as parcels are developed.

Due to the current market and the potential that these parcels may remain vacant for the foreseeable future it may be necessary to provide CRA dollars as incentives to stimulate the development of these parcels.

Project Objective:

To construct the Riverwalk, public docks, amphitheater and interactive fountain and public /event parking in the Entertainment District for the enjoyment of the residents and visitors to the Town.

Probable Cost:

Cost identified below are estimates. Actual cost will be identified as designs are finalized.

Riverwalk (1,300 lf.) Events Plaza North of U.S. 1

Design, Engineering & Permitting –	$ 293,000
Construction -	$ 1,950,000
Total:	$ 2,243,000

Amphitheater 1 acre site with band shell / stage and grass seating		
Planning	$ 30,000	
Design, Engineering & Permitting	150,000	
Construction	1,000,000	
TOTAL	$1,180,000	
Public Docking facilities includes seawall – 10 docks		
Design, Engineering & Permitting	~~$ 90,000.~~	$60,000
Construction	~~$ 600,000~~	$400,000
TOTAL	~~$690,000~~	$460,000
Parking – (350 – 500 spaces)		
Design, Engineering & Permitting	$ 183,750 to 262,500	
Construction cost based on 3,500. spaces	$ 1,225,000 to 1,750,000	
TOTAL	$ 1,408,750 to 2,012,500	
Interactive fountain (Clematis Street style)		
Design, Engineering & Permitting	$ 150,000	
Construction	$ 1,000,000	
TOTAL	$ 1,150,000	

Funding Source:

Developer via a Community Development District – estimated improvements	~~$25,388,000~~
Potential Grants	$25,158,000

7.9

RIVERWALK – MITIGATION *(Map Location 8)*

Background:

The Riverwalk Corridor spans approximately 2.5 miles of the waterfront and will have some environmental impacts particularly to the mangroves. As we impact these areas, it will be necessary to identify a site to provide and create mangrove habitat as mitigation for these impacts. The cost for mitigation will be dependent on whether the Town has a site available for mitigation or if it must purchase property to create mangrove habitat. To the greatest extent possible, mitigation will be contained within the project area, (such as the Lagoon Bridge), to reduce the need for off-site mitigation land cost, though it is anticipated that some off-site mitigation will be necessary.

Project Objective:

To dedicate funding to be used for mitigation purposes as impacts and mitigation are identified in implementing the Riverwalk Corridor.

Probable Cost:

The CRA has set aside approximately $350,000 for mitigation costs to date. At this time, costs are estimated to be approximately $100,000 excluding any land cost that may be purchased for mitigation.

Cost of mitigation will be identified as each project is permitted and the impacts and mitigation needs are determined.

Funding Source:

CRA Revenues

7.10

RIVERWALK – BURT REYNOLDS OXBOW BRIDGE – ***(Map Location 9)***

Background:

This 250 foot bridge will take pedestrians and bicyclists from the park over to the Inlet Village and on to Lighthouse Promenade. The park provides opportunities for event parking for the community to access the Inlet Village.

Project Objective:

This bridge connects the southern section of the Riverwalk to the Inlet Village and also connects the Inlet Village to potential parking at Burt Reynolds Park.

Probable Cost:

Design & Engineering:		$ 135,000
Construction cost:	250 x 15 = $3,750 x 300 =	$ 1,125,000
TOTAL		$ 1,260,000

Funding Source:

CRA Revenues
Grants

7.11

RIVERWALK AT INLET VILLAGE- ***(Map Location 10)***

Background:

This section of the Riverwalk begins at Austin's Grill and continues east under the U.S. One bridge past Seasport Marina, Jetty's and Crabhouse restaurants, Dale parcel, Castaways, and ends at the boathouse at Suni Sands.

This 2,100 linear ft. section of Riverwalk is by far our most complicated section as it trisects a working waterfront and large marina. It is dependent on redevelopment of the four to five of the seven parcels and will consist of upland and over water sections.

The January 24, 2005 PBS & J report identified some of the constraints of the waterfront area including aged seawalls, existing docks, as well as some relatively minor environmental impacts which will all be factors during construction.

Project Objective:

To provide public access to approximately 2,100 linear ft. of the Jupiter Inlet servicing as a gathering area for the community while providing a draw for the restaurants and retail businesses along the corridor. This section is by far the jewel of the Riverwalk for public gatherings for its magnificent views of the waterfront and the historic Jupiter Lighthouse.

Probable Cost:

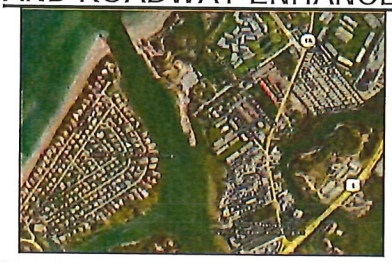
At this time, staff expects that the Riverwalk will be built in sections as parcels redevelop. The PBS&J report estimates this section to cost approximately $11.5 million which includes seawall replacement and over water at sections of the Riverwalk. Actual costs are to be determined as each section comes on line.

Funding Source:

CRA Revenues
Developer Contribution
Grants

7.12

INLET VILLAGE - A1A CONCEPTUAL DESIGN FOR LEVEL OF SERVICE IMPROVEMENTS AND ROADWAY ENHANCEMENTS - ***(MAP LOCATION 11)***



Background:

The Inlet Village is planned as a heavily pedestrian oriented village with many modes of transportation such as boating, water taxis, trolleys and bicycle facilities. A key element for the long term viability of the Inlet Village is how these pedestrian and transportation facilities are integrated with vehicular traffic in the village along a the two lane road known as A1A or Ocean Blvd.

This project will develop a Corridor Master Plan by initially preparing an opportunities and constraints report to include identifying ingress & egresses, location of underground and above ground utilities, site lines, and determining necessary length of service improvements. Once a thorough report has been completed and the opportunities and constraints of the roadway are identified a community workshop will be scheduled with residents, stakeholders (business owners, Palm Beach County Engineering and the utility companies that are located within the right of way) to develop a Master Plan for the corridor. The Master Plan will address level of service improvements, transportation facilities (sidewalks, pedestrian crosswalks, trolley stops, traffic control medians, bike lanes, etc.) and aesthetics of the corridor. This Master Plan will then be used to generate permitting, funding and construction schedule strategies.

Project Objective:

The objective for this project is to survey existing conditions, identify opportunities and constraints of the corridor and through resident and stakeholders workshops develop a master plan that will accommodate large volumes of pedestrian traffic, trolley, water taxi and bicycle facilities, vehicular access and aesthetics of the corridor. Upon completion of the Master Plan an implementation and funding strategy will be determined to construct the improvements planned. It is critical to the overall health of the Inlet Village to expedite this project to minimize the impacts of construction to the businesses that the Town desires to attract to the Village. Construction is anticipated to take 24 months to complete from issuing a notice to proceed to a contractor. The Master planning effort is expected to take 12 months once a consultant has been chosen.

Probable Cost:
Planning Effort: $ 50,000
Estimated Engineering /Construction Cost: To be determined upon completion of planning effort

Funding Source:
CRA Revenues
T-21 Grants

7.13

INLET VILLAGE - ROADWAY NETWORK – ***(Map Location 12)***

Background:

The following roadways have been identified for construction or re-construction for the implementation of the Master Stormwater System for the Inlet Village and/or improve traffic and pedestrian circulation throughout the Village:

1. Yarborough St.
2. Love St.
3. Clemons St.
4. Celestial Way North and South
5. River Road East
6. Saturn St.

Due to the age of the infrastructure and utilities in this area, it is anticipated that all systems will need replacement. The first phase of this project will provide a conceptual plan, proposed cross sections, identify infrastructure improvements including utilities and a probable cost for these roadway improvements.

Upon completion of this initial concept plan, a detail cost and schedule can be determined.

Project Objective:

The objective for this project is to implement the Master Stormwater System, improve traffic and pedestrian circulation and identify the utilities and infrastructure improvements necessary to service the Inlet Village.

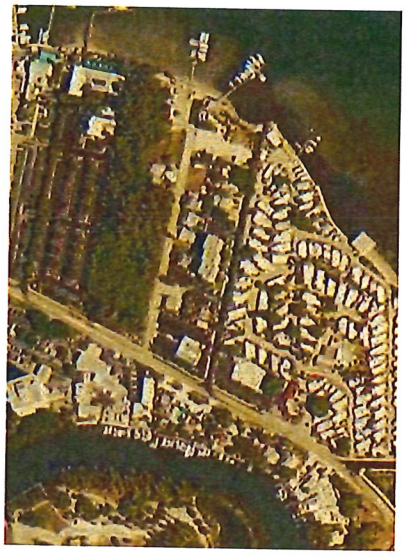
Probable Cost:

Planning Effort: $ 31,000
Engineering Construction Cost: $3,000,000 through 2011, though actual cost and schedule for construction will be determined upon completion of the Planning Effort.

Funding Source:
CRA Revenues
Developer Contributions

7.14

RIVERWALK – A1A PEDESTRIAN CROSSING – ***(Map Location 13)***



Background:

This section of the Riverwalk will bring visitors from Burt Reynolds Park bridge though the Colonial Bank site and across A1A to the proposed Lighthouse Promenade. This section consists of approximately 310 linear ft. of Riverwalk on the Colonial Bank property and approximately 80 linear ft. of roadway crossing at A1A. To implement this section it will be necessary to obtain an easement from Colonial Bank, make some minor modifications to the existing parking lot, and relocate some existing utility boxes and a light pole.

Project Objective:

This section of Riverwalk will provide access to and from the Inlet Village and Burt Reynolds Park. Ultimately, Burt Reynolds Park can be used for overflow parking for the Inlet Village as well as a future water taxi facility.

Probable Cost:

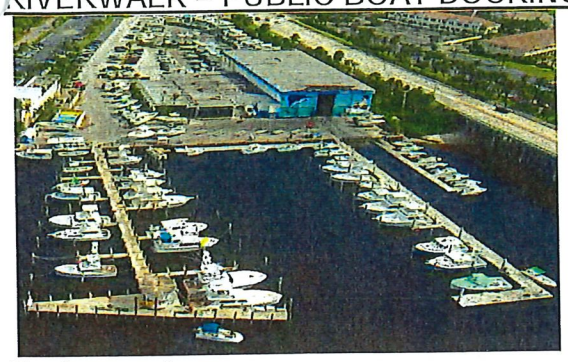
Design: $20,000

The cost of this section is to be determined upon completion of a concept design. It will be necessary to modify the bank parking lot, potentially purchase an easement from the bank as well as determine the need for a signalized pedestrian signal at A1A.

Funding Source:
CRA Revenues
Grants

7.15

RIVERWALK – PUBLIC BOAT DOCKING – ***(Map Location 14)***



Background:

Public boat docking provides opportunities for residents and visitors to access the Riverwalk and the Inlet Village via the waterways. Each docking facility is essentially a parking space. Assuming a maximum 4 hour stay, each dock provides for 4 boats per day, 365 days per year or 1460 boats.

Similar to vehicular parking, peak docking times are anticipated to be primarily nights and weekends. However, if the Inlet Village is developed as a year round destination location, public docking could be expected to be used throughout the day year round.

Locations for public docking facilities include the Harbourside, Austin's Grille, the old US 1 Bridge, the waterfront area between Sea Sport Marina and Suni Sands, as well as along the Oxbow across from Burt Reynold's Park. The best opportunity for public docks is at the old US 1 Bridge where an estimated 30 slips could be installed.

Project Objective:

Provide alternative forms of transportation to access the Riverwalk and the Inlet Village and encourage the use of the waterways which are the signature features of our waterfront community. The target goal would be approximately ~~100~~ 75 day docks throughout the Riverwalk corridor and the Inlet Village.

Probable Cost:

Currently 16 public slips are existing at Jupiter Yacht Club Marina and Inlet Village Marina. To meet the goal of approximately ~~100~~ 75 slips, another ~~84~~ 54 slips would be desired. The cost estimate for these slips is ~~1.0~~ 1.1 million dollars or ~~$12,000~~ $20,000 per slip assuming a floating dock system.~~15 ft. x 8 ft. average size slip~~. Most of the docks are anticipated to be constructed by developers, although dock slips at Old U.S. One bridge could be constructed by the CRA.

Funding Source:
CRA Revenue - Town docks at Old U.S. One Bridge
Developer Contributions
Grants - Town docks and water taxi facilities

7.16

INLET VILLAGE MARINA – ***(Map Location 15)***

Background:

This one acre waterfront property was purchased by the Town in the summer of 2006 understanding that the CRA would ultimately purchase the property once a funding source was identified. The property is to be used in conjunction with the redevelopment of the Inlet Village. The immediate use of the property is limited to the reconstruction of the seawall and docks to provide docking facilities for access to the Inlet Village. The ultimate use of the property whether it be private or public is to be determined via stakeholder workshops in the summer/fall 2007.

Project Objective:

Purchase the property from the Town and provide boating and pedestrian access to the Inlet Village. Assuming that the docks will be open seven days a week year round from 6:00 am to midnight with a max. mooring of 4 hours, this project would permit up to 8,760 boats to access the Inlet Village. Using a conservative estimate on the peak use hours of nights and weekends, we can estimate: 6 boats M-Th; 12 boats F; 25 boats Sat; 12 boats Sun. Approximately 55 boats p/week x 52 wk./yr. = 2,860 or approximately 6,000 patrons.

Probable Cost:

Land cost: $ 3.9 million
Reconstruction of the seawall and 6 docks along with providing pedestrian access from the docks to A1A: $460,000.
Storm water Impact Fee: $ 18,000

Funding Source:

It is anticipated that this project will be funded via a CRA revenue bond and a $200,000. F.I.N.D. grant
Assuming no additional improvements are desired in the immediate future for the property and the Town is successful in acquisition of the grant the bond funding needed is $ 4,178,000.

7.17

US 1 SCENIC CORRIDOR - ***(Map Location 16)***

Background:

The Scenic Corridor is a multi-use path located in the western side of US 1 from Ocean Way north to JYC. Most of the corridor was installed with the development of Tierra Del Sol, JYC and Mangrove Bay. This project will install the missing links of the Scenic Corridor multi-use path.

Project Objective:

FDOT will install the missing sidewalk on the west side of US 1 from the Tierra Del Sol parcel north to JYC. The CRA will contribute $50,000 towards the project to increase the path width from the standard 6 ft. to 10ft. to meet the criteria for the Scenic Corridor. By participating with FDOT, the Town/CRA saves $150,000 and gets the path in service.

Probable Cost:

Engineering:	$ 25,000
Construction:	$175,000

Funding Source:

CRA Revenues
FDOT

7.18

RIVERWALK - LIGHTHOUSE PROMENADE – ***(Map Location 17)***

Background:

Lighthouse Promenade is the main street of the Inlet Village. This street is approximately 830 feet from A1A to the waterfront and will be heavily pedestrian oriented. It is anticipated to include two way traffic, sidewalks, street trees/palms, flowering shrubs, specialty pavement, lighting and street furniture. In addition, the street will include a portion of Riverwalk at the shoreline as well as a pier and dock facility.

Project Objective:

This section provides the Inlet Village main street access to the Riverwalk along the Inlet and a docking facility for residents and visitors to use. This street is punctuated by the sight of the water and the magnificent lighthouse and will be a natural gathering area for the community.

Probable Cost:

Conceptual Design:	20,000
Engineering:	To be determined
Construction:	To be determined

Funding Source:

CRA Revenues
Developer Contribution
Grants

7.19

INLET VILLAGE - PUBLIC GARAGE – ***(Map Location 18)***

Background:

In March, 2002, the Community Redevelopment Agency purchased the Love Street property with the knowledge that public parking would be a necessary component for the success of the Inlet Village. Additionally, the parking within a garage could be used as an incentive, to attract desired uses to the Inlet Village and the waterfront. Ultimately, it has been recommended that a garage be constructed which would accommodate approximately 230 spaces per level. It has yet to be determined how many levels of parking are needed.

Project Objective:

Provide public parking for the Riverwalk and other waterfront amenities as well as providing parking for surrounding properties as an incentive to attract desired uses to the Inlet Village.

Probable Cost:

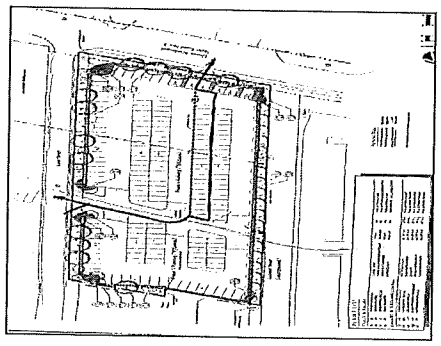
To be determined at the time that the desired amount of parking is identified.

Funding Source:

CRA Revenues
Potential Developer Contribution

7.20

INLET VILLAGE – LOVE STREET TEMPORARY SURFACE LOT – ***(Map Location 19)***



Background:

In spring of 2002 the CRA purchased the property located on Love Street and A1A for parking in the Inlet Village.

As various businesses have opened including Castaways and Guanabanas, the area has become somewhat of a destination and has brought many residents and visitors to the Inlet Village to enjoy the waterfront. With the popularity of the Inlet Village, the demand for parking exceeds the existing parking. To remedy this, the CRA prepared an R.F.P. to allow local businesses to lease the property and construct a temporary surface lot.

Project Objective:

To lease the property to surrounding businesses for a temporary surface parking lot and collect revenues on a property that the CRA had no immediate plans to develop. The revenue collected is based on 170 spaces x $20.00/space for 36 months for a total of $122,400.

Probable Cost:

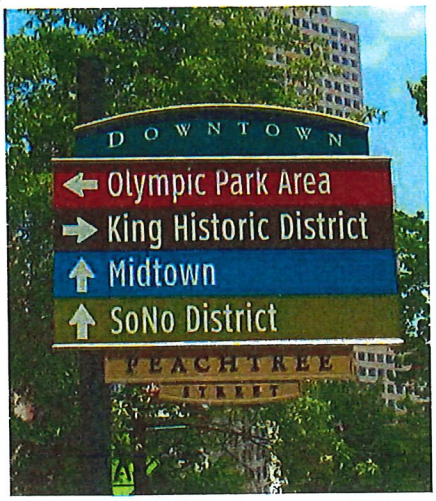
Engineering & Permitting:	$ 25000
Construction Cost Estimate:	$200,000

Funding Source:

$ 225,000 = Severn Realty Lessee

7.21

RIVERWALK AND INLET VILLAGE SIGN PROGRAM – ***(Map Location 20)***



Background:

The Riverwalk ultimately will span approximately 3 miles and connect with the recreational corridor along the beach. It has always been planned to implement a sign program that, along with maps, would identify various points of interest, historic and archeological sites, docking facilities, parks, entertainment district, parking, etc.

Additionally, the Inlet Village would have a similar signage program which would identify these same elements as well as public facilities including parking, public docks, access to the waterfront, and trolley stops.

Project Objective:

To implement an aesthetically pleasing sign program which provides information and way finding for visitors, showcases the assets of the community, and identifies locations of parking, docking, trolley stops, water taxi stops, etc.

Probable Cost:

Conceptual Design: $10,000
Construction Cost: To be determined upon completion of conceptual design

Funding Source:

CRA Revenues

7.22

RIVERWALK – OXBOW BRIDGE - *(Map Location 21)*

Background:
This connection will be two phased. Phase I is improvements to be included on the bridge structure. Phase II will be the switchbacks which will be connected to the bridge upon completion of the bridge replacements. There is a partnership between the CRA and FDOT to implement the Riverwalk and Riverwalk elements in conjunction with the replacement of the US 1 fixed bridges. The Riverwalk will be placed on the west side of the southern fixed bridge than cross under the bridge. The CRA will provide the funding for the Riverwalk component as well as the upgraded decorative rails. The CRA will be responsible for Phase II which is the construction of the handicap ramp switchback from US 1 to under the bridge as well as connect to Burt Reynolds Park.

Project Objective:
This bridge connection will provide residents and visitors safe access to Burt Reynolds Park and Harbourside by going underneath the new fixed bridge opposed to having to cross 4 lanes of traffic at Piatt Place.

Probable Cost: (Phase I & Phase II)

Permitting, Design & Engineering:	$ ~~45,000~~ 91,000
Construction cost:	$ ~~854,000~~ 616,200
TOTAL	$ ~~899,000~~ 707,200

Potential Funding Source:

CRA Revenues
Grants
Developer Contribution

Update: 2012

Phase I cost was amended by FDOT to be $308,000 for construction cost
Phase II cost is anticipated to cost $399,200 which includes permitting, design & construction cost

7.23

FIRST UNION BANK PROPERTY – ***(Map Location 22)***

Background:
This 1.5 acre parcel was purchased by the Town of Jupiter from the Florida Department of Transportation in the spring of 2004. It was the desire of the Town Council to use the property to encourage the development of the Riverwalk Entertainment District north of the Indiantown Road Bridge. Then the property could potentially be sold and included in an overall master development plan for the Entertainment District.

Additionally, then the Town would be able to incorporate into the development of the First Union Bank property, public parking, restrooms, space for cultural use and storage for the Riverwalk events.

Project Objective:
Use the property as an incentive to encourage development of the Entertainment District and provide public parking, restrooms, storage, etc. for use by the Town for visitors to the Riverwalk Events Plaza.

Probable Cost:
No cost to the CRA is anticipated.

Funding Source:

Private Development/Community Development District

7.24

PIATT PLACE – ***(Map Location 23)***

Background:
This 4.86 acre property was purchased by the Town in the summer of 1999 anticipating that the property c0uld be developed with a joint public/private project. The discussions have included providing cultural uses with public parking and potentially having a residential component. The ultimate use of the property has yet to be determined by the CRA Board.

Project Objective:
Ultimate use to be determined.

Probable Cost:
To be determined once a use is identified.

Funding Source:

CRA Revenues
Town of Jupiter

The Community Redevelopment Agency may also pay the cost associated with the acquisition of public rights of way, the ownership of which shall be dedicated to the town or other public entity as appropriate. The Community Redevelopment Agency Board shall approve the specific details as to type, size, location, purpose, cost, timing and real property acquisition for public rights of way. All public improvements and facilities to be installed and constructed by the Community Redevelopment Agency shall be coordinated with any public improvements or projects undertaken in the redevelopment area by the Town or other public entity.

All public improvements and facilities installed or constructed by the Community Redevelopment Agency, Town or others shall conform to the Town of Jupiter's Comprehensive Plan.

8. REDEVELOPMENT STRATEGIES (PROJECT AND PROGRAM TYPES)

8.1 Purpose of This Section

This section is designed to identify the types of strategies, key and catalyst projects and programs that may be implemented by the Jupiter Community Redevelopment Agency (CRA). It includes projects outlined in Section 7 of this Community Redevelopment Plan (CRP), as well as new projects and program types and structures.

While key components of the CRA's future work plan are outlined, this section is not intended to be an exhaustive list of the projects and programs that the CRA may undertake. This section has been created with suggestions as to implementation though final project. Parameters shall be developed by the CRA to account for all conditions at the time of undertaking and they need not follow these strategies and projects precisely. This section is intended to provide a framework for understanding of future projects forms and to comply with all applicable sections of Section 163 Part III of the Florida Statutes. Potential CRA actions, as listed, are illustrative examples of the types of projects and/or programs the CRA may undertake. Actually CRA undertakings need only relate to explanation of the types of projects/programs or provide for the desired results as outlined within this CRP.

8.2. Organization of this Section

Four CRA sub-areas are outlined and will be discussed separately in this section in order to present desired conditions and potential CRA activity in an organized and easily understandable manner. These areas are:

1) The South CRA - The area South of Indiantown Road except for the commercial areas on the east side of US-1;

2) The Central CRA – The area North of Indiantown Road to the south side of the Jupiter River Oxbow and the commercial properties on the east Side of US-1 south of Indiantown Road;

3) The Burt Reynolds Park Area – The island of land created by the Intracoastal Waterway and the Jupiter River Oxbow;

4) The Inlet Village – The area North of Jupiter River Oxbow to the Jupiter Inlet.

While the four areas are all part of the CRA, each area is unique with its own characteristics that define it from the other areas and each has its own set of needs. Additionally, each property within a sub-area interacts more and has a greater influence on the other properties within their sub-area than they do on properties in the remainder of the CRA. This is not to say they do not have any influence on properties outside their sub-area, just that the influence is more direct and noticeable within.

The Section will end with a short description of financial inducements that the CRA should formulate to promote the development program outlined herein.

8.3 The South CRA Area

8.3.1 Public Infrastructure

There are only two public roadways within this area, US-1 and Coastal Way, both of which are fully constructed and enhanced. The CRA should work to insure that all segments of the US-1 Scenic Corridor project are completed. This may be done with or without the assistance of the Florida Department of Transportation (FDOT) and/or other entities (public or private).

The CRA should install a complete wayfinding system along US-1 and Coastal Way to direct pedestrians, bicyclists, and automobiles to key destinations within the CRA Area. A standardized sign style should be designed, fabricated and installed. These signs should direct traffic to uses such as trailheads of the Riverwalk, the Jupiter Yacht Club, the Riverwalk Events Plaza, and to other key destinations in and out of the CRA.

The CRA may also add decorative street lighting and other streetscape features to the roadway system in this sub-area to help define the CRA area as a whole.

The CRA should work to underground utilities, where present, along US-1 through this area. Undergrounding should not be a priority project, but should be considered and potentially constructed when redevelopment of an adjacent site is undertaken or when the opportunity presents itself (when other utility or roadway projects in the area would lessen the cost to do so).

Potential CRA Actions:

a) Complete all segments of the US-1 Scenic Corridor.
b) Design and construct a wayfinding signage system for the roadway network.
c) Install decorative lighting along US-1 and Coastal Way.
d) Underground utilities along US-1.

8.3.2 Development

The CRA should encourage development on the vacant parcels within this sub-area. The area has a pattern of mixed-use development, as desired by the Town and CRA which should be continued and potentially incentivized.

If the CRA desires a hotel in this area, it may wish to consider the creation of a development incentive program to attract a hotel. Any reimbursement of costs associated with the construction or location to a suitable site in this area would lower the cost to the developer or operator and would encourage the development as desired. This incentive could be, but may not be limited to, the form of reimbursement for impact fees, connection charges to water/sewer systems, permit fees, planning approvals or other such governmental charges.

New public boat slips/docks would also add additional users and value to the area. The significant mangrove areas will make the siting of new slips/docks difficult, but the CRA could encourage or undertake the construction of these facilities where appropriate and insure their design integrates them with existing and new development, as well as the Riverwalk, to the greatest extent possible.

Potential CRA Actions:

a) Develop an incentive grant program to grant reimbursement of costs to developers seeking to build desired project types, such as a hotel.
b) Construct or cause to be constructed new public boat slips/docks.
c) Develop list of appropriate second floor uses for retail-style buildings that will continue to encourage pedestrian traffic but not rely on walk-by traffic to the extent retail establishments might. The CRA should encourage the use of this list or uses from this list at the time of project approval.

8.3.3 The Riverwalk

The completion of the Riverwalk in this area would allow clear movement from the Events Plaza to the Ocean and would significantly increase the viability and the use of the Riverwalk area. The CRA should pursue easements from private property owners to construct east-west access ways to the Riverwalk from US-1.

The Riverwalk Events Plaza should continue to evolve to include appropriate public facilities like public restrooms and sufficient parking for all anticipated events. Other facilities such as fixed concession stands or additional utilities for vendors should be installed when determined to be necessary or advantageous to the area's operation.

Potential CRA Actions:

a) Construct the missing Riverwalk Jupiter Ridge connection at Elks Club.
b) Construct the missing Riverwalk segment at River Plaza.
c) Install entrance feature to the Riverwalk at west side of US-1 crossing at Ocean Way.
d) Establish, through construction or agreement, parking at trailhead at US-1.
e) Construct Riverwalk trailhead near west side of US-1 crossing at Ocean Way.
f) Construct a visible and safe, Riverwalk pedestrian crossing across US-1 to Ocean Way.
g) Continue to add necessary and desired public facilities (including restrooms and parking) at the Riverwalk Events Plaza.
h) Design and install a wayfinding signage system for the Riverwalk.
i) Obtain easements from private property owners and construct access paths from the US-1 walkway to the Riverwalk.
j) Develop an incentive program to grant reimbursement of costs to developers seeking to build a hotel.

8.4 The Central CRA Area

8.4.1 Public Infrastructure

The CRA should facilitate the installation of a complete way-finding system along US-1, Indiantown Road and Coastal Way to direct pedestrians, bicyclists, and automobiles to key destinations within the Central CRA Area and the rest of the CRA. A standardized sign style should be designed, fabricated and installed. These signs should direct traffic to key uses and destinations in and out of the CRA. The CRA may also add decorative street lighting and other streetscape features to the roadway system in this sub-area to help define the CRA area as a whole.

Overhead utilities on the east side of US-1, as well as those on Coastal Way should be undergrounded where possible, to enhance aesthetics and provide safety in the event of severe weather events. Undergrounding should be required for new projects and undergrounding or relocation of utilities may be undertaken by the CRA (with or without others) in the event that the opportunity to do so occurs in conjunction with another utility or roadway project.

Potential CRA Actions:

a) Design and construct a wayfinding signage system for the roadway network.
b) Install decorative lighting and streetscaping elements along US-1 and Coastal Way.
c) Underground utilities along US-1.
d) Underground utilities along Coastal Way.

8.4.2 Development

The Eastside Centers

The CRA needs to monitor existing centers and other commercial properties in the area through the economic downturn and into the future to insure that these properties do not experience excessive vacancies, particularly their anchor spaces. Should anchor spaces or key properties begin to see vacancies, the CRA could fashion incentive programs for potential new tenants. These programs could reimburse or cover the cost of permitting for the new business, additional impact fees or water/sewer connection charges that may arise due to a change in the occupancy. Such programs are utilized by other CRA across the state, but it is not advisable to provide such incentive unless absolutely necessary. As the business entity rarely owns the property, there is no way to protect granted funds through a lien or other legal instrument unless the property owner agrees. Therefore, the granting of funds to a business is a very risky investment.

Harbourside

The proposed Harbourside Project (commercial entertainment area) would utilize almost all of the vacant land on the west side of US-1 through this sub-area except for a small parcel adjacent to the bridge along the Intracoastal Waterway. The project has great promise and the CRA has already agreed to participate in the project through an increment rebate to the property of an amount equal to 50% of the revenue generated from the property (up to $350,000 annually for 10 years).

Should the project not be developed, the CRA should consider a similar increment rebate or other development inducement for a successor project that is similar in nature. The loss of this project will set the CRA's efforts back so it will be critical to replace it with another beneficial project as soon as possible. The CRA should work with the property owners, as well as network within the area to attract a new developer to

undertake a similar catalytic, mixed-use development that would take Harbourside's place.

Whether the Harbourside project continues forward or another project is ultimately constructed at this location (the area to the northwest of Indiantown Road and U.S. 1), the CRA may need to consider incentives beyond construction needs. The CRA could develop new business or other such tenant-based incentives should there be a need to implement such programs to assist in promoting a vibrant, healthy and fully tenanted property at some point in the future.

Potential CRA Actions:

a) The CRA should continue its commitment to the Harbourside Project of an increment rebate.
b) Should the Harbourside Project not come to fruition, the CRA should work with the Harbourside property owners to network and find another developer to construct a mixed-use project at the site.
c) The CRA should consider similar incentive rebates to a similar successor project should the proposed Harbourside Project not be developed.
d) The CRA should consider and potentially implement other incentives to assist in the attraction of new business to this sub-area.
e) If significant square footage in the existing commercial centers in this area becomes vacant, the CRA should consider a business attraction incentive to assist property owners attract new anchor or key tenants to the centers or to individual parcels.
f) CRA Board recognized the difficulty of integrating residential units into a commercial entertainment area and would request that the Planning & Zoning Commission consider the value of limiting or eliminating residential units in the Harbourside entertainment area.

8.4.3 The Riverwalk

The Town/CRA has secured $1.6 million in grant funding to construct the Riverwalk through the Harbourside Area. The developers of Harbourside have pledged to provide the required match for the funding and to construct the Riverwalk as part of their development plans. The concern for this segment is that the Harbourside project will not proceed within a timeframe that would have the Riverwalk segment complete prior to the expiration of the grants. The potential loss of $1.6 million in funding for this key section of the Riverwalk would significantly impair the ability to construct this segment in the future. Should it appear that the grant will be in jeopardy, it is critical for the CRA to advance the matching funding for this portion of the Riverwalk and to construct this segment. If the CRA needs to advance the funds and construct the project, the CRA should negotiate with the Harbourside developers to place a lien against the property, create a special assessment district or determine some other constructive way to recoup the advanced funding in the future from the developer, future developer or land owner(s).

Once constructed, this portion of the Riverwalk should also include appropriate wayfinding signage to indicate the location of other amenities along the Riverwalk and key destinations such as public restrooms, parking, the Events Plaza or the Jupiter Yacht Club.

Potential CRA Actions:

a) Insure construction of the Riverwalk through this sub-area and across to the Burt Reynolds Park Area.
b) Advance the match for existing Riverwalk grants and construct the Harbourside segment, if necessary.
c) Insure sufficient overflow parking for the Events Plaza at Harbourside.
d) Design and install a wayfinding signage system for the Riverwalk.

8.5. The Burt Reynolds Park Area

8.5.1 Public Infrastructure

There are no pedestrian facilities on the US-1 bridges across either side of the Oxbow (from the north end and from the south end). FDOT does have replacement bridges planned and the Town/CRA has committed to work with the Department to provide pedestrian facilities across the south bridge. The CRA should work with FDOT to provide similar pedestrian facilities across the north bridge.

The Town's Stormwater Utilities Map does not indicate any stormwater utilities in the entire Burt Reynolds Park area. The need for such facilities would come from new development and thus the CRA could get involved in providing such facilities if it or others were to develop land in the area. The CRA should also work by itself or with others to construct/relocate any other utilities (Cable, telephone, electric) underground to improve the aesthetics of the area.

Potential CRA Actions:

a) Continue to work with FDOT to install pedestrian facilities on the south US-1 Bridge when replaced.
b) Work with FDOT to install sidewalks on both side of US-1 through the area.
c) Work with FDOT to install pedestrian facilities on the north US-1 Bridge when replaced.
d) Insure that all utilities placed on the island in the future are placed underground.

8.5.2 Development

This area, which is an island, is not particularly conducive for commercial or residential development due to its isolation and environmental constraints. While the Town/CRA cannot control whether the privately-owned properties are developed for commercial or residential use when entitlements exist on the property, the CRA should not necessarily encourage such intense development. The island is better suited to be an attractor of additional visitors and potential customers of businesses in the CRA, particularly the Inlet Village area, by encouraging more boating access for the area and supportive marine-related uses as well as other destination-style tourist and recreational uses.

Palm Beach County has a conceptual design for a new marina at Burt Reynolds Park. This project is currently on hold due to budget constraints. The CRA should work with the County to find the best way to construct this marina while mitigating its impacts on the Jupiter River Park mobile home community across the river.

The CRA should investigate if there are other opportunities within this area to construct additional public boating and/or marine-related facilities. There is a lagoon off the Intracoastal Waterway to the immediate northwest of the Town-owned Piatt Place property. This lagoon should be investigated for the potential of boat docking facilities. The Piatt Place property could then be an excellent location for the Town, CRA or other entity to provide upland-facilities such as showers, restrooms parking, or storage. There may also be other opportunities on the privately owned land to the south of Piatt Place to provide public facilities and additional boating slips.

Should additional boat slips not be allowable or if they would be too costly to construct under current environmental laws, the CRA could encourage and participate in creating other public uses for the area such as an appropriate cultural facility or expansion of the Park.

Potential CRA Actions:

a) Work with Palm Beach County to provide additional boat slips at Burt Reynolds Park and mitigate impacts on the Jupiter River Park mobile home community.
b) Investigate the potential for the addition of a public boat docks in the lagoon area near the Piatt Place property as well as elsewhere around the island.
c) If public boat docks are possible on the west side of the island, work with the Town to develop upland public facilities at the Piatt Place property (i.e. restrooms, showers, parking).
d) If public boat docks are not possible seek to utilize the Town land to provide a cultural facility or other such use that would essentially expand recreational opportunities in conjunction with the Park.
e) Work with the private property owners to seek alternative developments other than retail, office or residential on the properties.

8.5.3 The Riverwalk

There are currently no facilities of the Riverwalk installed in this area. There is an agreement with FDOT to include a pedestrian facility across the South US-1 Bridge over the Jupiter River Oxbow when FDOT upgrades the bridge within the next two (2) years. The CRA has committed to making additional improvements to the bridge and constructing a second phase of the project which will bring the Riverwalk under the bridge and connect to Burt Reynolds Park.

The CRA has also allocated funds to begin design of a Riverwalk pedestrian bridge across the river from Burt Reynolds Park to the Inlet Village. The CRA should pursue designs for a Riverwalk pedestrian bridge across the river to the Inlet Village and for an easement along private property on the Inlet Village side. The CRA should pursue grant funding to the greatest extent possible for the design and construction of this facility.

Once there is access to the island, the CRA should work with the County to integrate the Riverwalk through Burt Reynolds Park and to establish the Park as a major trailhead of the Riverwalk.

Wayfinding signage should be installed at key locations along the Riverwalk and the roadway to direct users to specific locations both inside and outside the Area.

Potential CRA Actions:

a) Continue to work with FDOT to construct the south Jupiter River Oxbow crossing in conjunction with the south US-1 Bridge reconstruction.
b) Construct the Riverwalk connection under the South US-1 Bridge to Burt Reynolds Park.
c) Work with FDOT to include pedestrian facilities across the North US-1 Bridge to the Inlet Village Area.
d) Seek designs for the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow
e) Seek grant funding for the construction of the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow.
f) Construct the Riverwalk pedestrian bridge across the north portion of the Jupiter River Oxbow.
g) Pursue easements on the private properties on Inlet Village side of the Riverwalk pedestrian bridge.
h) Work with Palm Beach County to integrate the Riverwalk into Burt Reynolds Park.

8.6. Inlet Village Area

8.6.1 Unifying Theme

The Inlet Village area is the one of the oldest areas of what is now Palm Beach County. It has a long history starting with the Jobes tribe of Jeaga Indians, through the period of Spanish shipwrecks of the 1600's and 1700's, leading to European settlement. The area's later history as a transportation hub at the confluence of the Loxahatchee River, Jupiter Inlet and the Intracoastal Waterway was bolstered by the construction of the short-lived Celestial Railroad in the late 1800's. Remnants of this history are still scattered about the Jupiter area with the most visible being the Jupiter Inlet Lighthouse, across the Inlet from the Inlet Village area.

The CRA should actively pursue tourism related businesses that would be based in the Inlet Village area. Charter fishing boats, dive boats and area boat tours should be encouraged to run from a base of operations in the Inlet Village. Outdoor adventure operations can also be based from the Village as well. Kayaking tours of the area can be launched from locations at or near the area. Additionally, the CRA should promote historical and environmental education and tours through promotion of the Inlet Village as a base of operations for tours of the Jupiter Inlet Lighthouse and the entire Jupiter Inlet Lighthouse Outstanding Natural Area (JILONA), the Dubois Park property, the Loxahatchee River District's River Center at Burt Reynolds Park and guided environmental tours of the Loxahatchee or undeveloped natural areas along the Intracoastal Waterway. Partnerships with other eco-tourism related destinations in the area but not within the CRA should also be explored. Marketing partnerships with facilities such as Jonathan Dickson State Park and the Loggerhead Marine Life Center in Juno Beach could be formulated to entice the significant number of visitors to these facilities the Inlet Village area during their excursions.

The CRA should pursue any and all opportunities to work with the organizations, businesses and/or governments that operate any of these facilities and seek to be involved in any future planning efforts by these groups. The CRA could position itself

well if specific efforts or responsibilities were to be included in plans for JILONA or for any other local facility.

The CRA should actively seek to create a central site for information related to tours and adventures (as well as information about the entire Inlet Village area) and should be prepared to provide appropriate assistance to desired uses and businesses to the area.

In order to facilitate these opportunities, the CRA should create a marketing plan that illustrates the unified theme for the Inlet Village, as well as the existing activities in conjunction with the existing outdoor-related businesses and government agencies in the Inlet Village such as: the Loxahatchee River Historical Society, the Loxahatchee River District, Palm Beach County Parks Department, U.S. Coast Guard (as they have jurisdiction over the lighthouse), the U.S. Dept of the Interior. The undertaking of such a plan will create a sense of cooperation among all of these entities and will help to solidify the direction of the theme and how the theme will be presented to the public.

A marketing plan should devise methods to promote the theme to the public through published materials with a defining slogan or catchphrase as well as how the group and CRA can attract additional theme-related businesses and activities to strengthen the theme.

Potential CRA Actions:

a) The CRA should develop the Inlet Village on a theme such as Adventure and History.
b) Work with related non-profit organizations, government agencies and related businesses, to assist in developing an Adventure and History-themed marketing plan.
c) The CRA should develop a central location for information related to the theme and the Inlet Village as a whole.
d) Additional theme-related businesses should be attracted to the Inlet Village area
e) The CRA should take an active role in strategic planning and other planning and marketing efforts for tourist attractions in the region such as JILONA, Jonathan Dickson State Park and the Loxahatchee River.
f) The CRA Board recognized the difficulty of integrating residential units in a commercial entertainment area such as the area between US One and Clemons Street and would request that the Planning & Zoning Commission consider amending the Comprehensive Plan to limit or eliminate residential uses in this area.

8.6.2 Infrastructure

If redevelopment plans are to come to fruition, there will be a significant need to expand and/or redesign some of the area infrastructure that will require upgrades/expansion of the roadway network, parking, storm water, and other utilities, as well as aesthetic enhancements to visible (above-ground) infrastructure. It is critical for the CRA to insure these upgrades and expansions are constructed in advance of the redevelopment in order to prevent the lack of infrastructure from slowing desired development.

Infrastructure Master Plan

In order to understand all of the needs of the area, it is critical that the CRA undertake a comprehensive infrastructure master plan to account for all existing infrastructure and plan for future infrastructure needs in the Inlet Village Area. This master plan should consider all infrastructure needs and design the infrastructure to reduce conflicts, minimize the need for additional easements and right-of-way purchases and begin planning for the most efficient program of construction. The plan should also be prepared with a design and construction plan that would eliminate or reduce issues that would impede redevelopment while simultaneously increasing the safety of visitors to the area.

Stormwater

The Town has already identified, through the 2007 Stormwater Master Plan, the need for additional stormwater improvements to serve redevelopment in the Inlet Village Area. It is anticipated that stormwater will rely heavily on exfiltration trenches. It is also possible that more detailed plans can utilize other creative retention methods such as underground storage below grade of a future public parking lot or garage. The CRA should work with the Town to implement currently planned improvements as well as identify and construct additional creative methods to create stormwater retention and storage areas that can be used as shared facilities with private development or among private developers. This would allow the private development to maximize the use of their land without having to create large surface retention areas or underground storage vaults/systems.

The stormwater filtration and retention facilities at the ends of Love and Clemons Streets should be relocated or redesigned to allow for public access in these areas. The street ends provide for significant vistas across the Inlet and cannot currently be traversed due to the nature of the stormwater facilities.

Overall, the infrastructure master plan for the Inlet Village should include stormwater facilities for any planned roadway surfaces, other impervious public space, and should also be designed to maximize excess capacity that can be utilized by private developments. If constructed with additional capacity, the CRA should develop an inducement program that would offer excess capacity as an incentive to get the type of development or users contemplated by the Community Redevelopment Plan.

Roadways and Sidewalks

The CRA should undertake efforts with the Town and County to expand the roadway and sidewalk network through the Northern Inlet Village area to connect existing and future roadways. The Town's Comprehensive Plan contemplates two east-west crossings to make a grid of the roadway system in this area that is now just the north-south roads of Yarborough, Love and Clemons Streets. The CRA should seek to include on-street parking in the area as well as several well-defined pedestrian crossings. This would decrease pedestrian/motor vehicle conflicts, increasing safety along the roadway, as well as increasing parking capacity.

A connection to Dubois Road can be made through the end of Parkway Street which would make for a direct connection to between the Inlet Village and Dubois Park. There is an existing right-of-way at this point however, it needs to be expanded. The creation of this connection will help to identify Dubois Park with the Inlet Village as well as making it easier to get to.

There are opportunities along A1A and other locations for on-street parking, which would provide needed parking in the area. Additionally, on-street parking along A1A would have a calming effect on motorists (causing them to slow down) and create a buffer between moving vehicles and pedestrians.

Efforts of the CRA must be focused on creating a pedestrian friendly environment throughout the area. This can only be accomplished if there is a complete network of sidewalks on both sides of the public streets throughout the area. Many of the streets do not have sidewalks on both sides, often because the right-of-way is not large enough to accommodate them. The Master Plan must identify where there are insufficient rights-of-way and where sidewalks should be upgraded.

The infrastructure master planning efforts should look at all of the roadways and investigate the need for additional connections, sidewalks, and street widening as well as bring all of the aforementioned issues together in a single plan that considers the impacts of additional roadways and sidewalks on stormwater and other infrastructure systems.

Other Utilities

Other utilities in the area (telephone, cable, electric) are located overhead in some locations in the Inlet Village. In the Yarborough, Love, Clemons Street Area some of these utilities can be found running through the middle of the block (rear yards). While this is less visible, when redevelopment happens and the entire block is taken up by development, the CRA should work to underground utilities in their current location or relocate them. Although not anticipated to be an issue, the Infrastructure Master Plan must also ensure there is future capacity within the existing water and sewer systems.

Streetscape

The Infrastructure Master Plan must include a streetscaping design. The Inlet Village is devoid of public space landscaping (both softscape such as plants and hardscape such as decorative lighting). The streetscape design should be part of the Infrastructure Master Plan, as locations for public facilities and plants have a potential to conflict with underground utilities. Conversely, efforts should be made when planning the underground utilities to insure sufficient locations for landscaping. Wayfinding signage and decorative street lights should also be included in the Master Plan to insure designs and locations do not conflict with other components of the Plan.

Potential CRA Actions:

a) Create an Infrastructure Master Plan to address the needs of all infrastructure of the Inlet Village and insure that conflicts between systems are avoided.
b) Design and construct stormwater facilities with sufficient capacity for public facilities as well as future private redevelopment.
c) Utilize additional capacity in the new stormwater system as a development inducement.
d) Redesign/relocate stormwater retention/filtration systems at the terminal ends of Love and Clemons Streets to provide visitors access to views of the Jupiter Inlet and the Lighthouse.
e) Ensure the roadways portion of the Infrastructure Master Plan contains provisions for the design and construction of the Comprehensive Plan required east-west connector roadways between Yarborough and Clemons Streets.

f) Design and install pedestrian crossings across A1A.
g) Construct an extension of Parkway Street to connect with Dubois Road.
h) Identify and acquire locations where additional right-of-way is needed.
i) If the Infrastructure Master Plan will take more than a year to develop, the CRA should install street trees in the Northern Inlet Village Area.
j) The CRA should design, construct and install wayfinding signs for the Inlet Village Area to direct visitors to key destinations in the area such as public parking and restaurants, as well as key locations elsewhere such as the beach or Burt Reynolds Park.
k) Work to install or construct upgrades to rights-of-ways to provide for roadway improvements, on-street parking, stormwater drainage, streetscaping, and undergrounding or capacity expansions for utilities.

8.6.3 Off-Street Public Parking

The CRA is currently operating a surface lot at A1A and Love Street. This lot is not a permanent solution as it takes up too much valuable land in the area where the Lighthouse Promenade is suggested. The CRA, residents, property owners, and business owners have long talked about the potential of a parking garage to alleviate parking shortages and to free up some of the existing private parking lots for future development. The most viable site for a garage is the Seasport Marina site. It is in the CRA and it is located adjacent to the area of greatest activity and greatest anticipated activity in the Inlet Village Area. The site's location, directly adjacent to the bridge, would render it unimposing when viewed from US-1 and would keep it from overshadowing building in the center of the area. While this site is ideal, it is not the only viable option and any location within or near the Inlet Village Area should be considered as a site for the CRA to construct parking facilities.

If additional development occurs in the Southern Inlet Village Area, a need for additional public parking may develop in this area. Several of the vacant lots in the Southern Inlet Village Area would be appropriate locations for a small public lot with one of the most promising sites being the retention area located at the northwest corner of Parkway Street and A1A. Should sub-grade water storage vaults be able to be installed at this site, a surface parking lot could be constructed over it. The CRA should keep this option open should it be needed in the future.

Potential CRA Actions:

a) Acquire an appropriate location for a public parking garage
b) Design and construct a parking garage for maximum integration into the Inlet Village Area.
c) Monitor needs for parking in the Southern Inlet Village Area as development occurs.
d) Acquire land for and construct a surface parking lot in the Southern Inlet Village Area if necessary.
e) Adopt a Parking Management Plan identifying long term public/private parking strategies and funding sources for the Inlet Village.

8.6.4 Development

Lighthouse Promenade

A mixed-use project called the Lighthouse Promenade has long been considered for this site (see Appendix A). It contemplates a main street with a clear view of the Lighthouse and contains pedestrian scale buildings with a mix of shops, offices and perhaps some residential. This is envisioned by all as the signature project for the Inlet Village Area and a major draw of visitors to the area. It will be difficult for the larger-scale project to be developed in individual pieces under individual ownership. The project is intended to be located on a site consisting of four properties: the CRA-owned Love Street parking lot (PCNs 30434031040070020 and 30434031040070010, the proposed Bubba Gump restaurant site (PCN 30434031040000060), and a partially used parcel to the north of the CRA-owned parking lots (PCN 30434031040070040), as well as existing rights-of-way down the middle of the block that would create the pedestrian promenade to the water.

For the construction of this project to take place it is recommended that a single developer be found to build it. To this end, the CRA should make every effort to assemble these properties and find a developer willing and able to undertake the project. This assembly can be in the form of land acquisition by the CRA, acquisition of transferrable purchase options or a CRA-managed, self-assembly of the land by the CRA and the other two owners. This would greatly facilitate the development of the property as envisioned.

Whether the land assembly options are undertaken or not, the CRA should have a conceptual design prepared that follows its vision for the site. A design, indicating the potential amount of square footage, site needs for drainage, parking, or other requirements would assist the CRA in conveying its vision to the public and to potential developers. Additionally, it would be easier for potential developers to understand the scope of the project with this information.

The CRA may need to provide other inducements to encourage development of this project. There is potential for the CRA to write down the cost of its own land at this site, add any impact fee-offsets/credits it may obtain from infrastructure work done in the area, and offering excess capacity in any stormwater retention system(s) the CRA constructs could also be inducements to insure this project's viability.

Suni Sands Mobile Home Park

The CRA needs to be prepared should the owners of Suni Sands choose to sell their property as it is possible that such a sale might occur at some point. Any new owner would be interested in converting the property to permanent structures. Should this be the case, it would be appropriate for the CRA to support a Future Land Use change and a zoning change to encourage more mixed use development of the property. If the Lighthouse Promenade comes to fruition, this property would be an excellent location for additional restaurants and retail shops mixed with some residential properties or a hotel. The CRA should be prepared to utilize its package of development inducements to encourage appropriate development on the site.

The Boathouse, which is located in the Suni Sands area, has some local historic significance and the CRA should seek to capitalize on this history. The CRA should promote its preservation (though not participate in the preservation) and seek future access if it can be appropriately incorporated into the CRA's future planning for tourism activities.

East of A1A - Saturn Street to Jupiter Beach Road

There are several vacant parcels in this area that would be appropriate for development: the three (3) acre site at A1A and Parkway Street and the 2.4 acres site between A1A and Dubois Road just north of Jupiter Beach Road. Overall, these sites are somewhat constrained by the surrounding land uses. Both sites would benefit by new uses along the waterfront on the other west side of A1A. Some potential uses, given current conditions, are presented below.

The three (3) acre site is a narrow but deep lot. The A1A frontage could be an appropriate location for a bed and breakfast or a restaurant location. Should it become a restaurant, it should be limited to meal hours and not have the potential to be transformed into a nightclub due to its proximity to residential and the lack of nighttime activity on surrounding properties. A restaurant would cater more to beach goers and employees in the surrounding offices. These uses would be more appropriate if development happens across A1A along the Jupiter River Oxbow first. Absent of these uses, this site is limited in the potential use because it is surrounded by professional office. One other potential use would be to construct a CRA-supported artist colony that would include live-work studios. This would provide additional residential to the area while adding a creative industry that has the potential to draw visitors. The type of artists recruited for such a facility would be up and coming and thus the CRA would need to subsidize the project through any of the potential development inducements.

The 2.4 acres site is better suited for development, as it width and depth are more proportionate and the site is located further away from the heart of the professional office sites. This site might be suitable as a hotel location. While it is located away from the action of the Inlet Village, it is well positioned between the restaurants and the beach. A small boutique hotel catering to a more resort like atmosphere might work on this site. It is unlikely however, that this site would be high on a list of potential sites in the current economy. Hotels are currently seeking more centrally located sites or sites like this one that are more mature and the activities of the area have already been developed and are up and operating. A complex catering more to beachgoers and the surrounding office users would also be suitable for this location. Appropriate uses for such a complex might include a restaurant/café with limited hours, a graphics/print shop, a beach sundries shop, a sandwich shop, or other take-out style food.

Waterfront properties along A1A

It is important that these parcels be developed to utilize the waterfront locations to their highest potential. The most appropriate use for these properties would be lodging accommodations. The area should not contain large hotels, however small boutique inns or larger bed and breakfast facilities would be ideal for any of the waterfront properties. These properties might also be appropriate for more active river uses such as a retail outfitter with a canoeing/kayak launch and river tours. These sites would also be appropriate for mixed use buildings which have more residential uses than the retail or office uses. The waterfront area would also be appropriate for a café or coffee shops along with some smaller retail facilities.

CRA Marina Property

The CRA Marina property presents some interesting issues as it should be a focal point of activity and the central gathering place in the Inlet Village Area. It needs to be the place where events are held that attract new visitors particularly families. The greatest problem with the site is that it is small for what should be happening on the site.

The site is ideally situated to house a museum/information center where the public could obtain information on eco-tours, fishing and diving opportunities, and lodging

facilities in the Inlet Village. The site should also serve as a unifying museum with exhibits on the history of the Inlet and the lighthouse as well as on the Loxahatchee River eco-system (as a promotion for the Lighthouse Museum and the River Center). The exterior of the building might include a small parking lot and open space that could host an art fair, green market or other small festival or event. This "CRA Park" should host regular, family-friendly events and private functions (outside of high traffic periods).

The CRA should make efforts to acquire some additional land to the southeast of the CRA Marina site. This would allow for the multitude of uses suggested, as well as allow for another need in the area, expansion of the restaurant to the west of the Marina site. The CRA should try to make an effort to convey part of their land to the existing restaurant property to the west to serve as insurance that the property remains marketable should the existing business fail. The allowance of a small portion of land would enable the facility to construct a kitchen facility and insure continuous operation of the site as a restaurant. Without the ability to expand, should the current business fails, the site would sit vacant for a period of time and redevelopment would require demolition of the entire facility if the current .

Water-Based Uses

The CRA should make every effort to find locations around the Inlet Village to construct additional public boat slips to promote boating in the area and determine an appropriate package of inducements to attract tourism-related marine uses. The most appropriate uses would include charter fishing operators, dive boats, water taxi or other water-based shuttle, and tour boats. These users would need minimal land-based space but could be a significant draw for visitors who would use the water-based services and potentially stay to spend money at the local retail or restaurant establishments. These types of users are also prolific marketers to their target audiences. Their marketing materials would also be indirect promotions for the Inlet Village and its potential theme of adventure and history.

Specific efforts should be undertaken to locate an appropriate dock for a water shuttle to the JILONA. This should be undertaken in order to position the Inlet Village as the place to obtain entry to the facilities of the JILONA. Several of the projects outlined in this section could be designed to include such a facility. These include the Lighthouse Promenade, the properties at the end of Love or Clemmons Streets, or at some point in the future, the Boathouse (access to which is currently restricted due to its location adjacent to the Suni Sands Mobile Home Park).

Diversity of Market

The CRA must continue to the review the marketplace and the mix of business types and the way the businesses are operating to insure the market is providing a balanced mixed of uses in a manner desired by the residents, property owners, Town and the CRA. Specifically, the CRA should work to insure appropriate safeguards are in place to prevent entertainment-type uses (particularly drinking establishments) from becoming the predominate use in the area. An overabundance of these uses would promote high activity on limited nights of the week to the detriment of other properties. Diversity will assist the CRA in establishing the Inlet Village as a family-friendly location that promotes activity throughout the entire day all week and not just at night on limited days.

While entertainment establishments (including drinking establishments) provide to a full-mix of uses and can be beneficial to the overall attraction of the area, the CRA should seek methods to insure these uses do not become detrimental to the overall mix of uses in the area and that they continue to add to the desired atmosphere. The CRA should encourage all uses that would be active and attract users at all appropriate times of the day and which would be complimentary to other desired uses in the Inlet Village.

Land Acquisition

There are a number of key projects in the Inlet Village area that require the development or redevelopment of land. If the CRA wishes to insure the project it desires are developed and/or it wishes to get those projects completed more sooner than later, then the CRA must begin to acquire land. Any property in the Inlet Village (or within the CRA) is to be considered for potential acquisition by the CRA as the best way to control what happens on the properties in the Inlet Village (or within the CRA) is to own them. The CRA can purchase property and release a Request for Proposals for the development of the property as the CRA see fit. The development contract with a selected developer can include any conditions the CRA may wish to impose from the architectural style of buildings to the uses allowed in the development.

Purchasing property may tie-up CRA funds for a period of time, but these funds can be recouped upon the sale of the property to a selected developer (unless the CRA sees fit to write-down the cost of the land as a development inducement).

CRA Potential Actions:

a) Prepare a conceptual design for the Lighthouse Promenade.
b) Participate in land assembly for the Lighthouse Promenade through land purchase, acquisition of transferrable options to purchase or through a self-assembly process.
c) Be prepared to assist a future buyer of the Suni Sands Mobile Home Park design, develop, and obtain approval for an appropriate mixed-use project.
d) Assist property owners of vacant land along A1A (on both the east and west sides) in developing their properties with desired and/or appropriate uses. This would include the use of development inducements.
e) Develop the CRA Marina site to include a museum/information center, child-friendly interactive playground area, and a parking lot and/or open space that can be used for outdoor art fairs, a green market or other festivals and events.
f) Seek additional land to the southwest of the CRA-owned land to expand the potential uses in the "CRA Park"
g) Seek to convey a small piece of CRA-owned land to the property owner to the west of the site to construct a kitchen for the existing and future restaurant uses on their property.
h) Acquire key properties in the CRA while land values are low and interest rates are low.
i) Promote, though not necessarily pay for, preservation activities related to the Boathouse and incorporate the facility in future tourism planning and marketing activities.

j) Monitor the mix of uses and seek methods to control the proliferation of detrimental uses or uses that stymie day-time activity in the Inlet Village.

8.6.5 The Riverwalk

The Riverwalk is not complete and is not constructed in the Inlet Village area. The CRA should, work with property owners through the redevelopment process to acquire easements.

Potential CRA Actions:

a) Work with property owners to acquire easements for the Riverwalk as redevelopment occurs.

8.7 Financial Inducements

There are a number of different methods for the CRA to provide inducements to get the desired development and business users. These methods include, but are not and should not be limited to: land donations and write-downs, credits for infrastructure improvements made by the CRA, reimbursement for development fees, cost of public amenities on private property and assistance with the permitting and project review process. The CRA should fashion a number of different inducement programs to facilitate the various types of programs and projects outlined earlier in this Section. The purpose of these inducements is to encourage the private sector to undertake projects that would not otherwise be financially viable due to market forces or due to desires, demands, and conditions as placed upon the private sector by the Town and the CRA.

This Plan does not outline specific inducement programs as they (the inducements) should address specific needs of the projects the CRA is promoting at any given time. A good outline of several different types of inducements that can be offered can be found in the "Town of Jupiter CRA Implementation Plan" prepared by Planning and Redevelopment Consultants in 2011. This document offers a number of different types of program that could be considered for formal adoption although the projects outlined are not an exhaustive list and the CRA should seek to create innovative, appropriate inducements at any time and in any form as may be appropriate.

Most inducements should be granted on a reimbursement basis so no funds are expended by the CRA until they are collected in increment revenue first. No matter the form of the inducement, it is important for the CRA to have clear program guidelines as to what is expected in the projects and what the CRA is willing to expend for inducements. Any recipient of inducements should sign an agreement with the CRA that can be filed as a lien against the property to insure that all conditions are met or funds will not be granted.

9. SAFEGUARDS TO ENSURE THAT THE WORK OF REDEVELOPMENT WILL BE CARRIED OUT PURSUANT TO THE PLAN

All real property in the Redevelopment Area is hereby subject to the controls and requirements of the Plan or amendments thereto.

No real property shall be developed, rehabilitated, or otherwise changed after the date of adoption of the Plan except in conformance with the provisions of the Plan and the Town's Land Development Regulations.

9.1 Land Use Plan

Properties located within the Redevelopment Area shall be developed in conformance with the goals, objectives, and policies of the Future Land Use Element of the Town of Jupiter's Comprehensive Plan. The provisions of the applicable zoning districts shall govern specific densities and/or intensities for properties in the redevelopment area.

9.2 General Urban Design Guidelines

(1) Enhance public access and views to the Intracoastal Waterway and the Jupiter Inlet.
(2) Promote infill by encouraging mixed use development, redevelopment, as well as destination uses such as small "mom and pop" retail, Inns, art and cultural uses, water dependent and ecotourism businesses and restaurants.
(3) Promote public gathering spaces throughout the corridor that fosters community interaction.
(4) Enhance and promote the existing scale and character of each section of the Riverwalk and Inlet Village.
(5) Enhance the visual quality of the built environment via minimum landscape standards for both private and public properties by promoting canopy trees, palms, shrubs and ground covers.
(6) Establish architectural and site design standards which emphasize pedestrian scale.
(7) Require special landscape and landmark features defining the Riverwalk corridor.
(8) All properties within the Community Redevelopment Area shall emphasize pedestrian, bicycle and boater access and connections as is feasible.
(9) Enhance the area's unique identity and character and contribute to a positive town image.

9.3 Development Controls

Within the limits, restrictions, and controls established in the Plan, the Community Redevelopment Agency, working collaboratively with the Town of Jupiter's Department of Planning & Zoning, may propose amendments to the Comprehensive Plan and Land Development Regulations, including design criteria, building heights, land coverage, setback requirements, traffic circulation, traffic access, and other development and design controls necessary for proper development of both public and private projects.

9.4 Retention of Controls and the Establishment of Restrictions or Covenants Running with Land Sold or Leased for Private Use

For properties acquired and disposed to a private developer, development controls shall include the Town of Jupiter's Land Development Regulations. In addition, the Agency may establish any restrictions or covenants to run with the land sold or leased for private use for such periods of time and under such conditions as the Community Redevelopment Agency deems necessary to effectuate the purpose of the Plan.

Zoning Approvals and Building Permits within the Redevelopment Area shall be not issued on properties until the applicant has received written approval that the proposed development is consistent with the Redevelopment Plan and meets the Town of Jupiter's Land Development Regulations and Code or Ordinances.

9.5 Management Functions

The Community Redevelopment Agency shall be responsible for, although may not be limited to, the following functions:

A. May hire/pay for staff and associated costs and operating expenses of the CRA necessary to carry out the Management functions and undertake all CRA activities.

B. Preparing budgets for operating and capital expenses.

C Reviewing and making recommendations to the Local Planning Agency, and or the Town Council on private development proposals in accordance with the plan.

D. Monitoring private development for conformance to redevelopment plan requirements.

E. Participating in the design and construction of public projects and improvements.

F. Managing property acquisition and disposition programs.

G. Coordinating redevelopment activities with all public agencies.

H. Developing and coordinating promotional and marketing programs.

I. Participating in continuous planning services for the redevelopment area.

J. Participating in property management programs.

K. Prepare and administer grants

9.6 Property Acquisition

It is anticipated, upon completion of a Road Network Plan, that additional rights of way, roads and or access easements may be necessary to address functionally obsolete roads, dead end traffic patterns, or to improve vehicular traffic flow. Florida's Community Redevelopment Act authorizes Redevelopment Agencies to acquire real property for public safety, health, a road, right of way or public facility purposes, etc. in designated redevelopment project areas. Acquisition of real property may be acquired by negotiated purchase, condemnation (per state statute 73.013 and 73.014), gift, exchange (either inside or outside the redevelopment area), or by other lawful means. The Community Redevelopment Agency may acquire fee simple title or any other interest less than fee simple.

Whenever possible, the designated property shall be acquired through negotiation with the current owners. The basis for negotiation will be the fair market value of the property as determined by competent appraisers and approved by the Community Redevelopment Agency's Board of Commissioners. In those instances where negotiation does not result in a mutually satisfactory agreement, the properties may be acquired by eminent domain proceedings and just compensation awarded in accordance with the Florida Statutes.

9.7 Property Management

Property purchased by the Community Redevelopment Agency for the purposes of the public improvements, public facilities, right-of-way or other permanent public uses shall be deeded to the Town of Jupiter for ownership and controlled by the Town of Jupiter or other public entity as appropriate.

Property acquired by the Community Redevelopment Agency with the intent of resale or lease shall be under the management and control of the Agency. During such time that the property is owned by the Agency, such property may be rented or leased by the Agency pending its disposition for redevelopment purposes.

9.8 Demolition, Clearance and Site Preparation

The Community Redevelopment Agency is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the redevelopment project area, subject to approval by the Town Council and obtaining necessary permits.

9.9 Property Disposition and Development

The Community Redevelopment Agency is authorized to transfer ownership, or any other interest in real property acquired by sale, lease, exchange, or any other legal means. The transfer of real property or interest therein may be to any private or public entity for development, redevelopment, or use in accordance with the Plan. The purchasers or lessees and their successors and assigns shall be obligated to devote such real property only to the uses specified in the Plan, and any amendment thereto.

Such real property or interest shall be sold, leased, or otherwise transferred for its fair value. In determining the fair market value, the Community Redevelopment Agency will take into account and give consideration to the uses provided in the Plan, the restrictions upon, and the covenants, conditions, and obligations assumed by the purchaser or lessee, and the objectives of the Plan.

Prior to the disposition of any real property, the Community Redevelopment Agency shall give public notice to its intent to sell, lease, or otherwise transfer such property as per Section 163.380, Florida Statutes. The Agency shall invite proposals from, and make all pertinent information available to private developers, redevelopers, any person or entity interested in undertaking a development, redevelopment, or rehabilitation activity within the redevelopment project area.

The Community Redevelopment Agency shall consider all proposals submitted including plans and specifications, financial and legal ability, time schedules, purchase or lease terms and conditions, and any other information as may be required by the Agency. Upon adequate investigation of each proposal, the Agency may negotiate with any or all parties involved and may accept such proposal as the Agency deems to be in the public interest and in furtherance of the purposes of the Plan.

9.10 Disposition and Development Documents

The Community Redevelopment Agency shall reserve such powers and controls through disposition and development documents (such as deed restrictions) with purchasers and lessees as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development or rehabilitation begins within a period of time, which the Agency fixes as reasonable.

In order to provide adequate safeguards that the provisions of the Plan or its amendments will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Redevelopment Agency, as well as all property subject to owner participation agreements, shall be made subject to the provisions of the Plan by leases, deeds, contracts, agreements, restriction, or other means.

The leases, deeds, contracts, or other forms of agreement may contain restrictions, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary to carry out this Plan.

10. REPLACEMENT HOUSING FOR THE RELOCATION OF PERSONS TEMPORAILY OR PERMENENTLY DISPLACED FROM HOUSING FACILITIES

Redevelopment efforts are expected to encourage the development of mixed-use residential and commercial projects that will increase the overall number of residential units where none exist today. The Community Redevelopment Agency does not anticipate the need to relocate residents as a result of any redevelopment projects undertaken by the Community Redevelopment Agency. As previously noted in this Plan, should it be determined that the Community Redevelopment Agency would need to acquire a residential unit, the Community Redevelopment Agency shall adopt appropriate provisions for the relocation, whether permanent or temporary, of any residents in conformance with all applicable State and Federal laws.

11. RESIDENTIAL USE IN THE REDEVELOPMENT AREA

At the adoption of the Findings Report completed in the summer of 2001, the area within the Community Redevelopment Area boundary contained limited residential units which are identified as follows:

- 15 single family units
- approximately 120 condominium units (Jupiter Inlet Condominium)
- 133 unit, fee simple mobile home park (Jupiter River Park)
- 110 unit, for rent mobile home park (Suni Sands)

With the exception of the Suni Sands mobile home park and the possible sale and redevelopment of some of the single family lots, the current residential inventory is expected to remain. Land Use and zoning changes through out the Community Redevelopment Area boundaries have in fact, allowed the opportunity of up to an additional 600 units.

Properties developed or redeveloped within the CRA boundaries which propose ten (10) residential units or greater are subject to the Town's workforce housing regulations.

12. PROJECTED COST OF REDEVELOPMENT

Redevelopment in the Community Redevelopment Area will require a substantial financial investment on the part of the Town of Jupiter's Community Redevelopment Agency. It is anticipated that the overall cost of redevelopment as projected in 2004 is approximately $34,643,500. As of 2011, approximately 37% of the 2004 projects identified have been completed. The balance of the 2004 projects is estimated to be $18,553,200. A multiplier of 6% annually has been applied to show the 2011 anticipated cost to be $29,685,120. Funding will be pursued through grants, developer contributions and partnerships prior to using CRA funds. This projected cost of redevelopment includes several construction and engineering phases that will require future analysis of costs to be determined and adjusted over several years as phases are developed. As provided for by Florida's Community Redevelopment Act, the principal source of funding for the Community Redevelopment Agency is expected to be the Tax Increment Trust Fund. In addition, the Agency and the Town will utilize other private, city, county, state, and federal funding sources as appropriate and available to carry out the provisions of the Plan and its amendments.

As required by Section 163.362(10), Florida Statutes (2005), the Plan provides a time certain for completing all redevelopment financed by increment revenues, which is 30 years after the fiscal year (FY 2002) in which the Community Redevelopment Agency was created pursuant to Section 163.2261(1), Florida Statutes (2005).

The following is a general description of the major funding sources, criteria, and programs that the Community Redevelopment Agency proposes to use in financing the Plan:

- T.I.F.
- Commercial Development District
- Grants
- Bonds
- Loans
- Private
- Developer contribution

12.1 Tax Increment Financing

The principal source of revenue for use by the Community Redevelopment Agency will be the Tax Increment Trust Fund. For each taxing year beginning in 2003, ad valorem taxes generated by the assessed taxable real property value in excess of the redevelopment area's base year assessment total are deposited into the Trust Fund. The methodology for determining the amount of the tax increment to be contributed to the Trust Fund each year is provided in Section 163.387 Florida Statute.

All funds deposited into the Trust Fund are available to the CRA for any lawful purpose as defined in Section 163.370(1) (c) Florida Statutes in fulfillment of the provisions of the Plan, and any amendments thereto.

12.2 Projected T.I.F. Revenue

The tax increment revenue prospective is identified in the following table. This prospective is included for planning purposes only. The Annual Work Plan will include updated prospective, projected operation and five year Capital budgets for the Agency. *(Spreadsheet next page)*

Fiscal Year	Year	Taxable Value	Assumed Increase (%)	Taxable Value Increment	Cumulative Tax Increment	Milage Rate County	Tax Increment County	Milage Rate TOJ	Tax Increment Town	Total CRA Milage Rate	Statutory Reduction	CRA Total Tax Increment	Year to Year Change	Percent Change
2004	Base	$ 167,553,151												
2005	1	$ 210,500,297	-	$ 42,947,146	$ 42,947,146	4.5000	$ 193,262	2.6195	$ 112,500	7.1195	5.00%	$ 290,474	$ 290,474	100%
2006	2	$ 238,922,462	-	$ 71,369,311	$ 114,316,457	4.5000	$ 321,162	2.6195	$ 186,952	7.1195	5.00%	$ 482,708	$ 192,234	39.8%
2007	3	$ 351,247,716	-	$ 183,694,565	$ 298,011,022	4.2800	$ 786,213	2.4221	$ 444,927	6.7021	5.00%	$ 1,169,582	$ 686,874	58.7%
2008	4	$ 373,111,380	-	$ 205,558,229	$ 503,569,251	3.7800	$ 777,010	2.2497	$ 462,444	6.0297	5.00%	$ 1,177,482	$ 7,899	0.7%
2009	5	$ 357,751,689	-	$ 190,198,538	$ 693,767,789	3.7800	$ 718,950	2.4903	$ 473,651	6.2703	5.00%	$ 1,132,972	$ (44,510)	-3.9%
2010	6	$ 370,272,998	3.5%	$ 202,719,847	$ 896,487,636	3.7800	$ 766,281	2.4903	$ 504,833	6.2703	5.00%	$ 1,207,559	$ 74,587	6.2%
2011	7	$ 385,083,918	4.0%	$ 217,530,767	$ 1,114,018,403	3.7800	$ 822,266	2.4903	$ 541,717	6.2703	5.00%	$ 1,295,784	$ 88,225	6.8%
2012	8	$ 402,412,694	4.5%	$ 234,859,543	$ 1,348,877,947	3.7800	$ 887,769	2.4903	$ 584,871	6.2703	5.00%	$ 1,399,008	$ 103,224	7.4%
2013	9	$ 422,533,329	5.0%	$ 254,980,178	$ 1,603,858,125	3.7800	$ 963,825	2.4903	$ 634,977	6.2703	5.00%	$ 1,518,862	$ 119,854	7.9%
2014	10	$ 443,659,996	5.0%	$ 276,106,845	$ 1,879,964,969	3.7800	$ 1,043,684	2.4903	$ 687,589	6.2703	5.00%	$ 1,644,709	$ 125,847	7.7%
2015	11	$ 465,842,995	5.0%	$ 298,289,844	$ 2,178,254,813	3.7800	$ 1,127,536	2.4903	$ 742,831	6.2703	5.00%	$ 1,776,848	$ 132,139	7.4%
2016	12	$ 489,135,145	5.0%	$ 321,581,994	$ 2,499,836,807	3.7800	$ 1,215,580	2.4903	$ 800,836	6.2703	5.00%	$ 1,915,595	$ 138,746	7.2%
2017	13	$ 513,591,902	5.0%	$ 346,038,751	$ 2,845,875,559	3.7800	$ 1,308,026	2.4903	$ 861,740	6.2703	5.00%	$ 2,061,278	$ 145,684	7.1%
2018	14	$ 539,271,497	5.0%	$ 371,718,346	$ 3,217,593,905	3.7800	$ 1,405,095	2.4903	$ 925,690	6.2703	5.00%	$ 2,214,246	$ 152,968	6.9%
2019	15	$ 566,235,072	5.0%	$ 398,681,921	$ 3,616,275,827	3.7800	$ 1,507,018	2.4903	$ 992,838	6.2703	5.00%	$ 2,374,862	$ 160,616	6.8%
2020	16	$ 594,546,826	5.0%	$ 426,993,675	$ 4,043,269,501	3.7800	$ 1,614,036	2.4903	$ 1,063,342	6.2703	5.00%	$ 2,543,510	$ 168,647	6.6%
2021	17	$ 624,274,167	5.0%	$ 456,721,016	$ 4,499,990,518	3.7800	$ 1,726,405	2.4903	$ 1,137,372	6.2703	5.00%	$ 2,720,589	$ 177,079	6.5%
2022	18	$ 655,487,876	5.0%	$ 487,934,725	$ 4,987,925,242	3.7800	$ 1,844,393	2.4903	$ 1,215,104	6.2703	5.00%	$ 2,906,522	$ 185,933	6.4%
2023	19	$ 688,262,269	5.0%	$ 520,709,118	$ 5,508,634,361	3.7800	$ 1,968,280	2.4903	$ 1,296,722	6.2703	5.00%	$ 3,101,752	$ 195,230	6.3%
2024	20	$ 722,675,383	5.0%	$ 555,122,232	$ 6,063,756,592	3.7800	$ 2,098,362	2.4903	$ 1,382,421	6.2703	5.00%	$ 3,306,744	$ 204,992	6.2%
2025	21	$ 758,809,152	5.0%	$ 591,256,001	$ 6,655,012,593	3.7800	$ 2,234,948	2.4903	$ 1,472,405	6.2703	5.00%	$ 3,521,985	$ 215,241	6.1%
2026	22	$ 796,749,610	5.0%	$ 629,196,459	$ 7,284,209,052	3.7800	$ 2,378,363	2.4903	$ 1,566,888	6.2703	5.00%	$ 3,747,988	$ 226,003	6.0%
2027	23	$ 836,587,090	5.0%	$ 669,033,939	$ 7,953,242,991	3.7800	$ 2,528,948	2.4903	$ 1,666,095	6.2703	5.00%	$ 3,985,291	$ 237,303	6.0%
2028	24	$ 878,416,445	5.0%	$ 710,863,294	$ 8,664,106,285	3.7800	$ 2,687,063	2.4903	$ 1,770,263	6.2703	5.00%	$ 4,234,460	$ 249,168	5.9%
2029	25	$ 922,337,267	5.0%	$ 754,784,116	$ 9,418,890,400	3.7800	$ 2,853,084	2.4903	$ 1,879,639	6.2703	5.00%	$ 4,496,087	$ 261,627	5.8%
2030	26	$ 968,454,130	5.0%	$ 800,900,979	$ 10,219,791,379	3.7800	$ 3,027,406	2.4903	$ 1,994,484	6.2703	5.00%	$ 4,770,795	$ 274,708	5.8%
2031	27	$ 1,016,876,837	5.0%	$ 849,323,686	$ 11,069,115,065	3.7800	$ 3,210,444	2.4903	$ 2,115,071	6.2703	5.00%	$ 5,059,239	$ 288,444	5.7%
2032	28	$ 1,067,720,678	5.0%	$ 900,167,527	$ 11,969,282,592	3.7800	$ 3,402,633	2.4903	$ 2,241,687	6.2703	5.00%	$ 5,362,104	$ 302,866	5.6%
2033	29	$ 1,121,106,712	5.0%	$ 953,553,561	$ 12,922,836,154	3.7800	$ 3,604,432	2.4903	$ 2,374,634	6.2703	5.00%	$ 5,680,114	$ 318,009	5.6%
2034	30	$ 1,177,162,048	5.0%	$ 1,009,608,897	$ 13,932,445,051	3.7800	$ 3,816,322	2.4903	$ 2,514,229	6.2703	5.00%	$ 6,014,023	$ 333,910	5.6%
2035	31	$ 1,236,020,150	5.0%	$ 1,068,466,999	$ 15,000,912,050	3.7800	$ 4,038,805	2.4903	$ 2,660,803	6.2703	5.00%	$ 6,364,628	$ 350,605	5.5%
									Total Revenues			$ 89,477,800		

Note: The above figures and percentages are subject to change annually.

12.3 Use of Tax Increment Funds

Tax increment funds shall be limited as follows:

1. Acquisition of a property within a slum area or a blighted area by purchase, lease, option, gift, grant, bequest, demise or other voluntary method of acquisition.

2. Demolition and removal of buildings and improvements.

3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, public areas of major hotels that are constructed in support of convention centers including meeting rooms, banquet facilities, parking garages, lobbies, and passageways, and other improvements necessary for carrying out in the community redevelopment area, the community redevelopment objectives of this part in accordance with the community redevelopment plan.

4. Disposition of any property acquired in the Community Redevelopment Area at its fair value for uses in accordance with .§ 163.380 Florida Statutes and the Community Redevelopment Plan

5. Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the Community Redevelopment Plan.

6. Acquisition by purchase, lease, option, gift, grant or bequest or other voluntary method of real property in the community redevelopment area which, under the Community Redevelopment Plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property.

7. Acquisition by purchase, lease, option, gift, grant or bequest or other voluntary method of any other real property in the community redevelopment area when necessary to eliminate unhealthy, unsanitary, or unsafe conditions; lessen density; eliminate obsolete or other uses detrimental to the public welfare; or otherwise to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities.

8. Acquisition by purchase, lease option, gift, grant or bequest or other voluntary method of any other real property in unincorporated enclaves surrounded by the boundaries of the Community Redevelopment Area when it is determined necessary by the agency to accomplish the Community Redevelopment Agency plan.

9. Incentive programs shall be considered for projects/businesses/ developments as to the extent possible and consistent with Florida Statute, Chapter 163, Part III. Desired projects include those that promote ecotourism, tourism conservation, historic and/or archeological preservation, Mom-Pop businesses, cultural venues, etc. Projects will be considered that will have a long-term value to the CRA and the residents of the Town of Jupiter.

12.4 Redevelopment Trust Fund Earned Interest

Any interest earned from savings institutions from deposits of Trust Fund monies shall become a part of the redevelopment monies available to the Community Redevelopment Agency for use in financing redevelopment projects.

12.5 Sale or Lease of Acquired Property

All monies received from the sale of real property acquired by the Community Redevelopment Agency shall be deposited into the Trust Fund. Property, which is acquired and held by the Agency pending resale, may from time to time be leased with such lease payments to be deposited in the Trust Fund.

12.6 Enterprise Fund Revenue Bonds

The Community Redevelopment Agency Board may issue revenue bonds for specific enterprise purposes, including, but not limited to, such projects as the construction of marinas or parking structures, with the intent of having the revenues generated from such enterprises used to retire the revenue bonds. The Community Redevelopment Agency may pledge Redevelopment Trust Fund monies not otherwise obligated as additional security for such revenue bonds.

12.7 Federal, State and Regional Grants

The Community Redevelopment Agency and the Town of Jupiter will seek to utilize Federal, State and regional grant programs as are applicable and available for any approved use within the redevelopment area. Trust Funds can be used as the match when needed.

12.8 Technical Program Assistance

The Community Redevelopment Agency and its staff will provide technical program assistance to private entities participating in redevelopment activities when required to allow the private entity to take advantage of federal or state loan assistance or tax credit programs.

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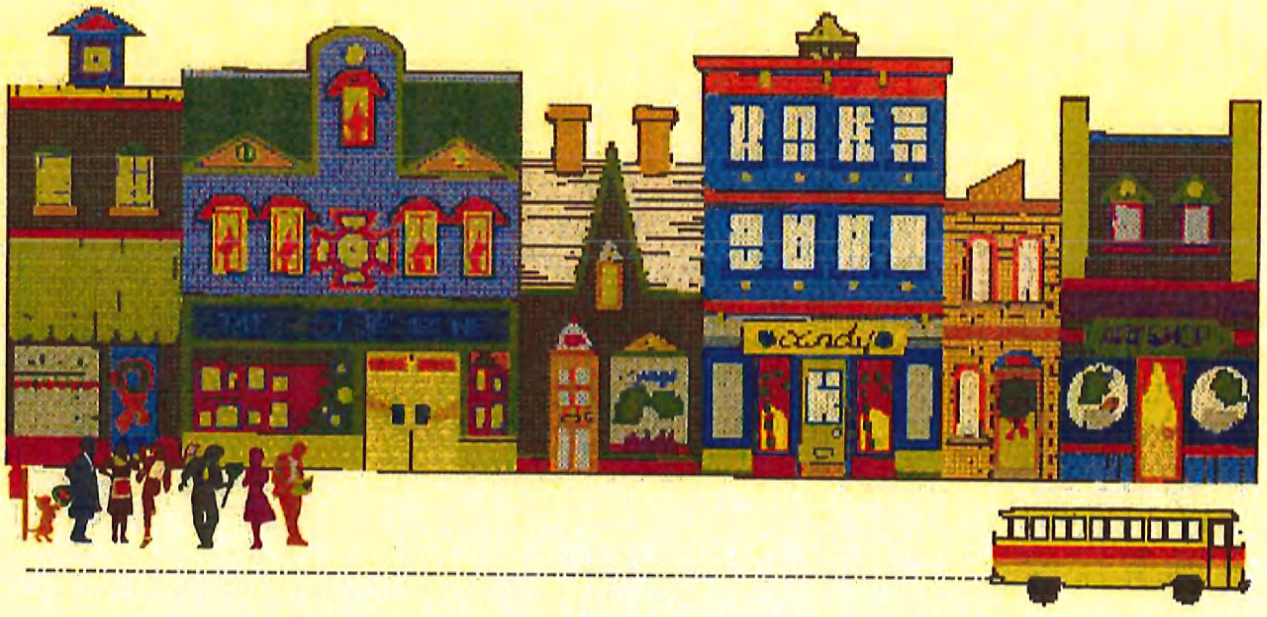
APPENDIX C

FINDING OF NECESSITY (2001)

Town of Jupiter

Finding of Slum and/or Blight



FLORIDA PLANNING GROUP, INC.

FINDING OF SLUM AND/OR BLIGHT

Purpose

The purpose of this project is to evaluate whether an older, core area of the Town of Jupiter (See Map One) meets the state's criteria for a Finding that the area is suffering from slum and/or blighted conditions.

A community must first make such a Finding before it can conduct redevelopment activities.

State Criteria

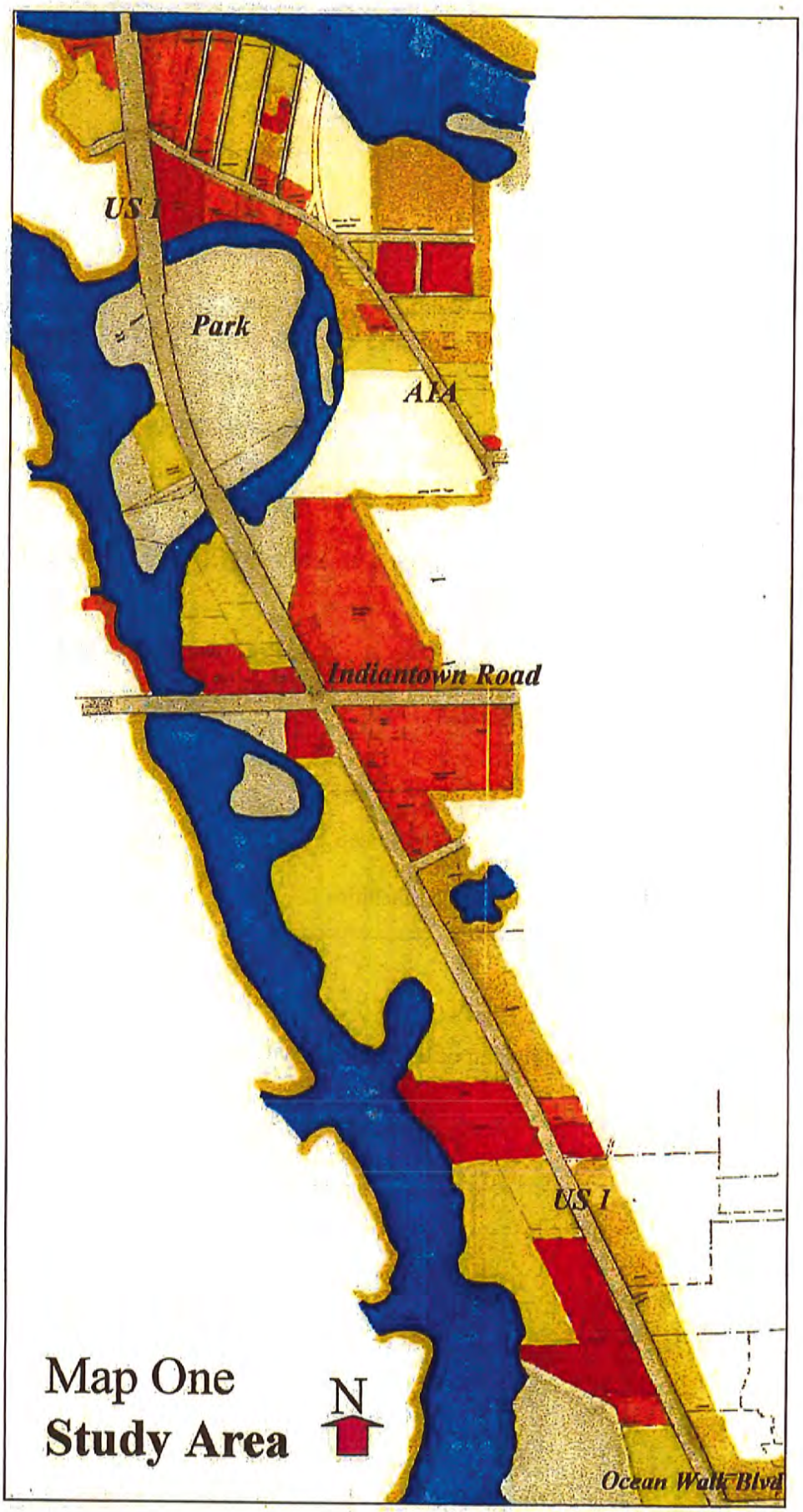
The state has established criteria for determining if an area is suffering from blight. These criteria were utilized to evaluate the area:

Criteria	Problem Present in Area
Defective or inadequate street layout	yes
Faulty lot layout	yes
Unsanitary or unsafe conditions	yes
Deterioration of site or improvements	yes
Inadequate and outdated density patterns	yes
Tax or special assessment delinquencies	no
Inadequate transportation and parking facilities	yes
Diversity of ownership	yes

Conclusion

This area meets the criteria for a Finding of Blight under state law.

pc/00-108/hupiter/finding of slum


US 1
Park
AIA
Indiantown Road
US 1
Ocean Walk Blvd
Map One
Study Area
N

FINDING OF SLUM AND/OR BLIGHT

Background

The introduction of air-conditioning for cars and buildings in the early sixties made year-round living in Florida possible. The Town of Jupiter, like many communities in Florida, is for the first time witnessing the aging and deterioration of some of the initial developments built during that time period.

Because of its close proximity to the river and ocean, this area was one of the earliest sections of Jupiter to develop. It was subsequently redeveloped in the late 1960s and early 1970s. The small lot sizes, structures and commercial facilities from that time period are now reaching the end of their lifecycle. They are also obsolete by today's development standards.

By contrast, underlying land values in the area have soared. An acre of ground in the area is now valued at $300,000 and reaches $500,000 for waterfront property. Unfortunately, the small lot configuration, coupled with the existing land uses and diversity of ownership, preclude the assemblage of land into the larger size parcels needed to accommodate the modern developments that can afford these land costs.

Aging areas are a major problem for any community. Property values decline, which encourages disinvestment and hurts surrounding residential property values. The small lots and obsolete development patterns, combined with a multiplicity of owners, makes redevelopment very difficult, and often impossible for the private sector. Left unaddressed, the problem just worsens.

In recognition of this problem, every state in the nation has enacted redevelopment laws. However, in order to undertake redevelopment under state law, a local government must first establish that the area in question is actually in need of redevelopment. The state has prepared criteria that establish this condition. Under state law it is called "a finding" that the area in question is suffering from "slum and/or blighted conditions."

The purpose of this study is to evaluate an older, core area of the Town of Jupiter to determine if the area meets the basic criteria for such a finding. If the area meets the criteria, under state law the Town of Jupiter can create a Community Redevelopment Area.

Proposed Area

The proposed area is a linear dogleg corridor that runs north along US Highway 1, from Ocean Way Drive on the south to the Loxahatchee River on the north, including the area along A1A south to Jupiter Beach Road. Map One displays the area.

State Law

Redevelopment within Florida is governed by Chapter 163 F.S., which clearly sets out the requirements for establishing that an area is 'slum or blighted' as a precursor for the establishment of a Community Redevelopment Area.

> *(7) "**Slum area**" means an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age, or obsolescence; inadequate provision for ventilation, light, air, sanitation, or open spaces; high density of population and overcrowding; the existence of conditions which endanger life or property by fire or other causes; or any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health, safety, morals, or welfare.*
>
> *(8) **"Blighted area" means either:***
>
> ***(a)** An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions that lead to economic distress or endanger life or property by fire or other causes or one or more of the following factors that substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:*
>
> *1. Predominance of defective or inadequate street layout;*
> *2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
> *3. Unsanitary or unsafe conditions;*
> *4. Deterioration of site or other improvements;*
> *5. Inadequate and outdated building density patterns;*
> *6. Tax or special assessment delinquency exceeding the fair value of the land;*
> *7. Inadequate transportation and parking facilities;*
> *8. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or*
>
> ***(b)** An area in which there exist faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.*

Unlike many states, Florida has a liberal redevelopment law. Under Chapter 163 F.S., a community can find that an area is either slum or blighted, rather then establishing that both conditions exist. Under the 'Blighted Area' definition, this requirement can be further narrowed to just traffic problems if this is the only problem that exists.

Review of the Area

I. Blighted

A. Predominance of Defective or Inadequate Street Layout

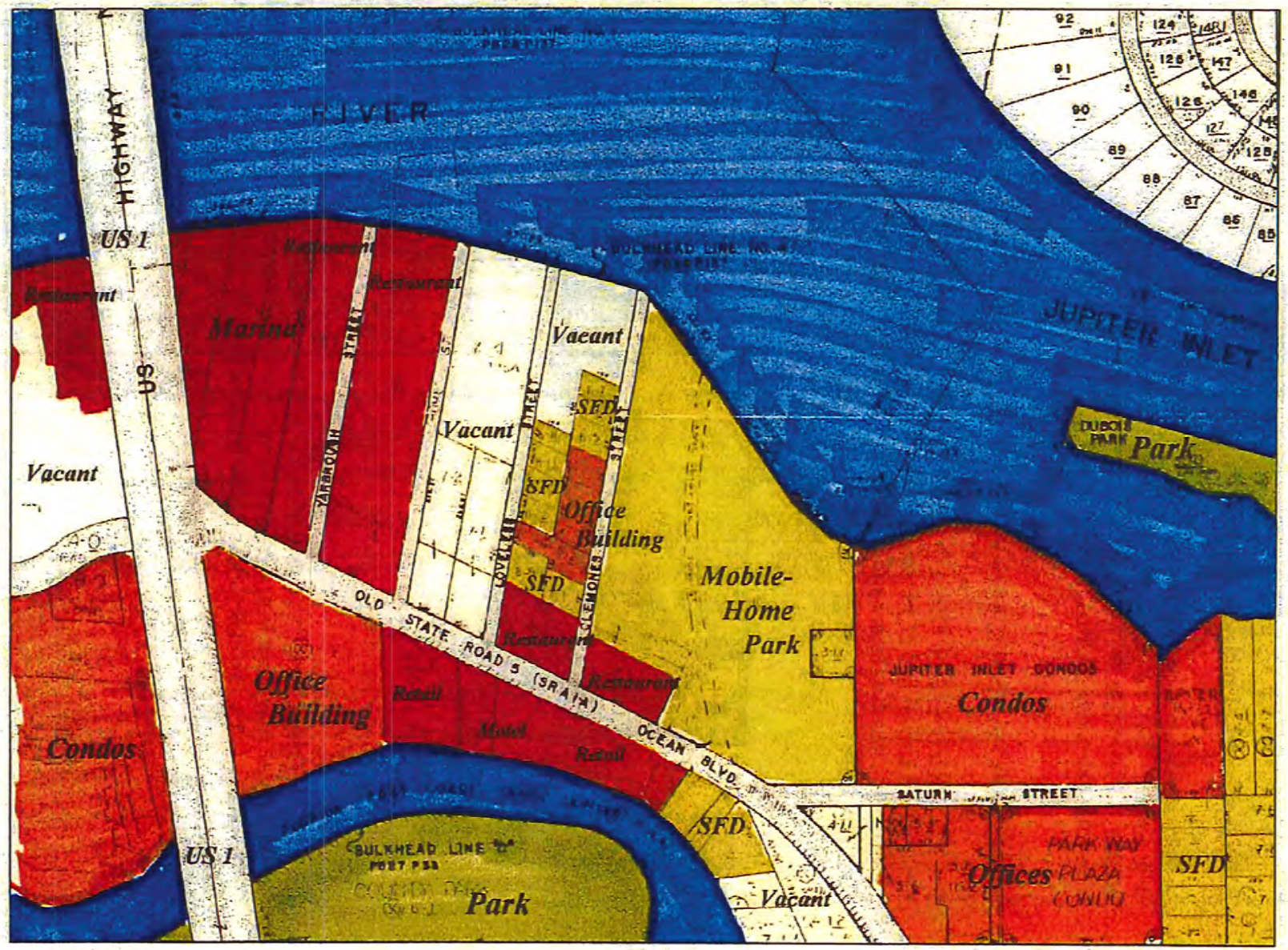
A1. The streets at the northern end of the area *(Yarbourgh, Cramer, Love and Clemmons)* are too close together *(only 200 feet apart)*, and have narrow rights-of-way *(35 feet wide versus the standard 50 feet)*. These streets prevent the combination of these parcels into a contiguous large-scale development parcel needed for modern developments. (See Map Two)

B. Faulty Lot Layout in Relation to Size, Adequacy, or Usefulness

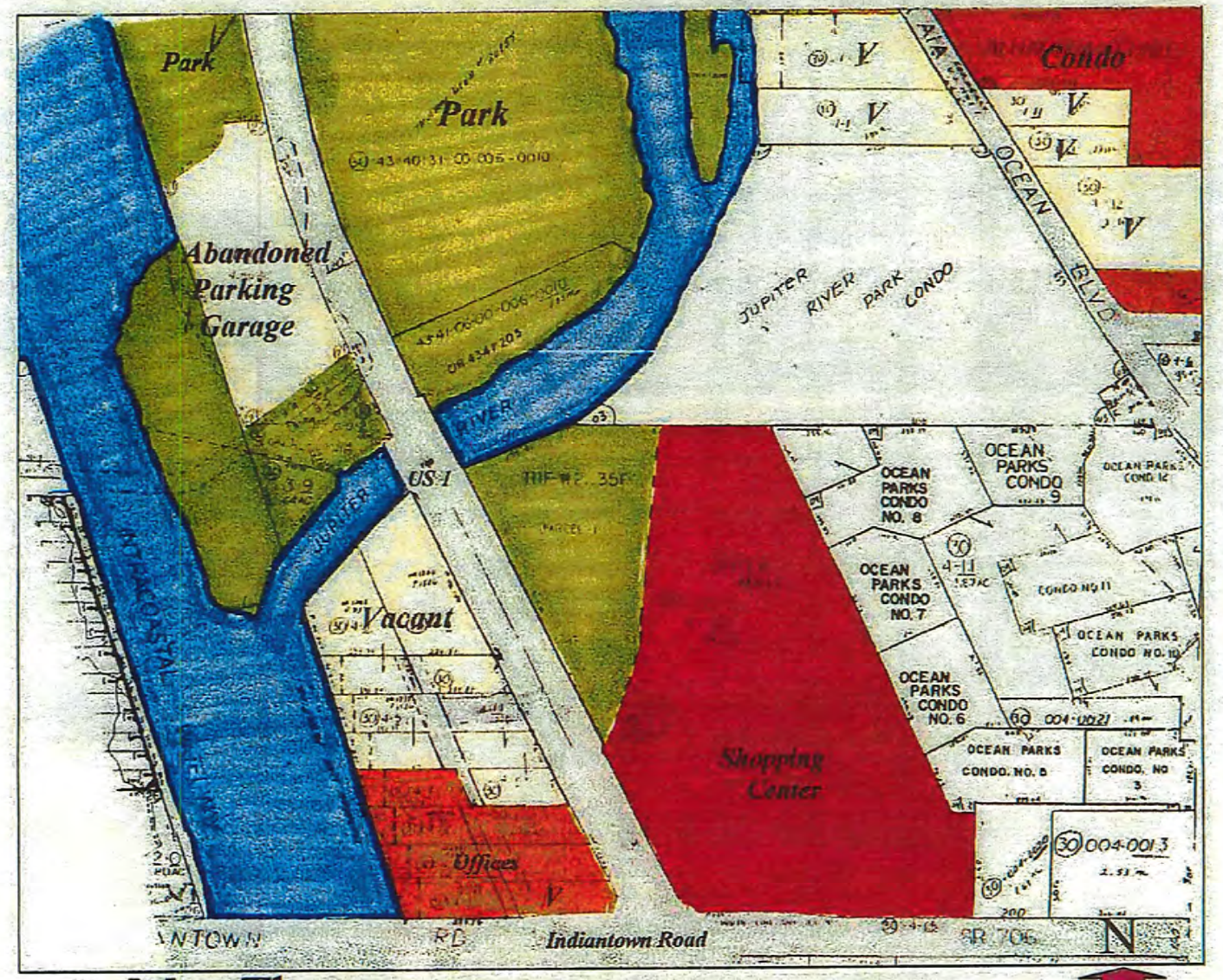
B1. The whole area along Ocean Drive (A1A) south of Federal Highway (US 1) is divided into numerous small lots of various sizes owned by different owners. This precludes their amalgamation into the larger multi-acre parcels required by today's development standards. (See Map Two)

Office, Retail & Residential on Same Block

B2. The western side of US 1, south from the Chamber of Commerce to Indiantown Road is divided into numerous lots of various sizes owned by different owners. This precludes their amalgamation into the larger multi-acre parcels required by today's development standards. (See Map Three)


RIVER
HIGHWAY
US 1
Restaurant
Restaurant
Marina
Vacant
Vacant
SFD
SFD
Office Building
SFD
Restaurant
Mobile-Home Park
Vacant
JUPITER INLET
DUBOIS PARK
Park
JUPITER INLET CONDOS
Condos
OLD STATE ROAD 5 (SR A1A)
OCEAN BLVD.
SATURN STREET
Office Building
Retail
Retail
Retail
Condos
SFD
BULKHEAD LINE
PORT PSA
US 1
Park
Vacant
PARK WAY PLAZA CONDO
Offices
SFD

Map Two


Park
Park
Abandoned Parking Garage
Condo
A1A
OCEAN BLVD
JUPITER RIVER PARK CONDO
RIVER
US 1
JUPITER
TIF-WP 35F
OCEAN PARKS CONDO NO. 8
OCEAN PARKS CONDO 9
OCEAN PARKS CONDO NO. 7
CONDO NO 11
OCEAN PARKS CONDO NO. 10
OCEAN PARKS CONDO NO. 6
OCEAN PARKS CONDO. NO. 5
OCEAN PARKS CONDO. NO 3
Vacant
Shopping Center
Offices
Indiantown Road
SR 706
N

Map Three

Vacant Lots Along US 1

In summary, the layout of this area of Jupiter was originally designed to accommodate and service a lower density residential community. However, due to the popularity of the waterfront, the community is becoming more densely developed with commercial, hotels/motels and higher residential densities, which have occurred on residential-sized parcels. This section of A1A is projected to deteriorate to level of service "E" prior to 2020. There is a lack of sidewalks and bicycle lanes. Should roads require widening for such amenities, then both on-street and off-street parking losses become an issue that also must be resolved.

C. Unsanitary or Unsafe Conditions

C1. Two bridges along US 1 through this area are not equipped with either bike lanes and/or pedestrian sidewalks. This creates a very dangerous situation along this section of the road.

Lack of Pedestrian or Bike Path

C2. The Town's Code Enforcement reports:

1095 Ocean Boulevard – two illegal signs attached to a fence
Corner of A1A & Love Street – illegal free standing sign in right-of-way

C3. 1116 Love Street – vacant, deteriorating, and possibly unsafe buildings.

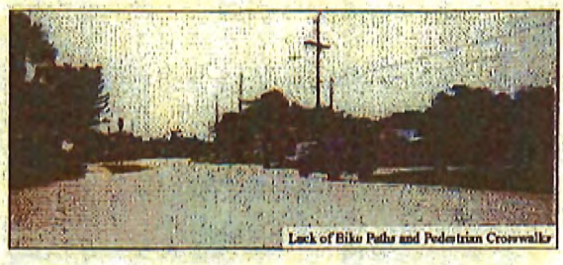
Vacant, Deteriorating Structures

C4. 1111 Love Street – unsafe structure. Needs to be demolished.

Unsafe Structure

C5. South side of A1A – Many of the commercial properties have parking in the front yard that backs out directly into traffic, creating the potential for traffic accidents.

There are no bike paths or pedestrian crosswalks along A1A. This creates a potentially hazardous situation.



There are no bike paths or pedestrian crosswalks along US 1. This creates a potentially hazardous situation.

C6. US 1 – Abandoned and deteriorating parking structure. Currently being used as an ad hoc homeless shelter.

C7. Abandoned and condemned structure – south side of A1A.

D. Deterioration of Site or Other Improvements

D1. Road Conditions - A1A & US 1. The Town's Public Works Department reports the following deteriorating roadway conditions.

A1A & U.S. 1
Right-of-Way Review Summary

U.S. 1	A1A to south of Burt Reynolds Park - Asphalt sidewalk/ bike path needs repair. R/ W on west side near Burt Reynolds Park (Chamber of Commerce) is in poor condition, very sandy with some weeds. Median strip landscaping is deteriorating.
U.S. 1	Burt Reynolds Park to Jupiter Yacht Club - Asphalt patching southbound lanes near Reef Grill. Raveling observed at intersections and drive entrance areas. Potholes beginning to form near yacht club entrance. Sidewalk on west side near yacht club may requ
U.S. 1	Jupiter Yacht Club to Best Western - No sidewalk on west side of roadway. Asphalt sidewalk/ bike path badly deteriorated, asphalt broken away, cracking, undulating, patched, etc. Turn lanes have cracking and raveling. Swale on west side in poor condition
U.S. 1	Best Western to Ocean Way - Asphalt sidewalk/ bike path badly deteriorated, asphalt broken away, cracking, undulating, patched, etc. Turn lanes have cracking and raveling. Roadway striping for center turn lanes in poor condition.
U.S. 1	U.S. 1 to Venus Street - Swales in poor condition or non-existent. Roadway settlement at Seashore Marina. Rutting at edge of pavement up to 6" in isolated areas. Section of west shoulder near Saturn Street is badly blighted, very sandy with only a few wee

Source: Town of Jupiter Public Works Department

Deteriorating Infrastructure, Lack of Bike Paths & Pedestrian Crosswalks

D2. Road Conditions – Saturn Road – roadway deterioration.

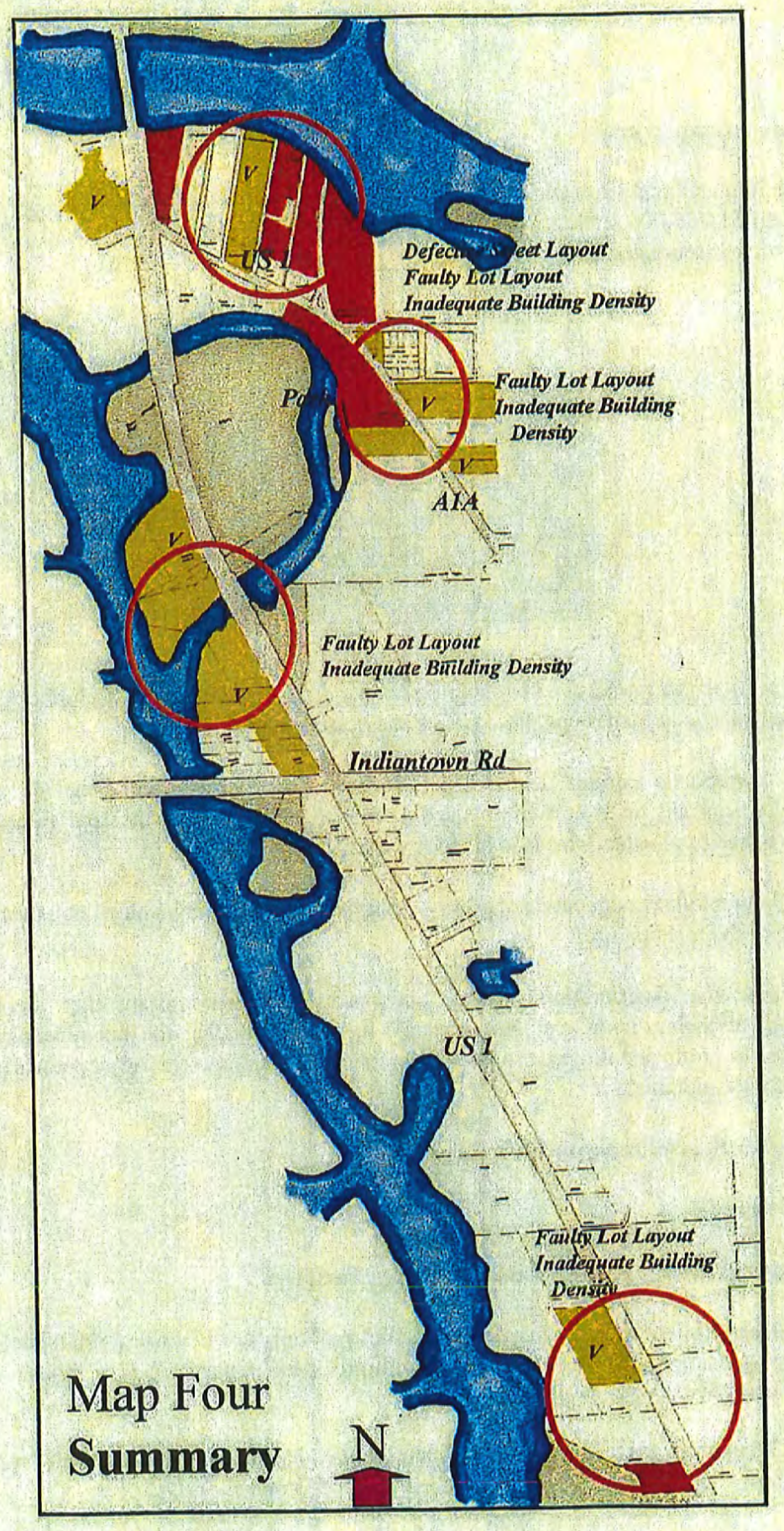
D3. Building Deterioration – western side Of Ocean Drive near Saturn Road. Several small houses are slowly deteriorating. One house is currently condemned.

D4. Building Deterioration – Love Street at Jupiter Sound - Two small houses are vacant and slowly deteriorating. An abandoned structure needs demolition.

D5. Building Deterioration - western side of US 1, south from the Chamber of Commerce. Abandoned structured parking garage.

E. Inadequate and Outdated Building Density Pattern

This is perhaps the biggest problem facing the area, which is currently divided into a multiplicity of small lots and uses. (See Map Four) Current land values for waterfront property in the area are close to $500,000 per acre. The average for the whole area is $300,000. As a result of this faulty lot layout, many properties have land values that far exceed the value of the structure sitting on the site. Since the structure's value should exceed the land value, (usually by a multiplier) this is a clear indication of the ongoing deterioration and declining property values within the area.


Defec eet Layout
Faulty Lot Layout
Inadequate Building Density
Faulty Lot Layout
Inadequate Building
Density
AIA
Faulty Lot Layout
Inadequate Building Density
Indiantown Rd
US 1
Faulty Lot Layout
Inadequate Building
Density
Map Four
Summary
N

Some examples are:

The Jupiter Yacht Club currently has an assessed value of $1,100,000, yet it sits on property worth $1,736,006. It last sold for $4,500,000 in 1989. The 4.15 acres of land alone are worth and estimated $2,000,000.

Jupiter Yacht Club - Deteriorating Structure

The semi-vacant parcel at 1116 Love Street sits on almost two acres on Jupiter Sound. The value of the land makes up 94% of its total assessed value.

The Suni-Sands Mobile Home Park is extremely undervalued. The 11 acres this development sits on is currently valued at $1,836,109, of which the land value makes up 94% of the total value. This land alone is worth $5,000,000.

The Jupiter Elks Lodge sits along US 1. The parcel it sits on is valued at seven times the value of the building itself.

The collective deterioration of these undervalued properties means they are not being utilized at their *highest and best use*; and are not producing the tax revenues they are capable of producing if these properties were amalgamated into the larger parcels needed for modern developments.

F. Tax or Special Assessment Delinquency

None were found.

G. Inadequate Transportation and Parking Facilities

G1. Ocean Boulevard will decline to traffic Level of Service "E" prior to 2020 and will need to be improved to accommodate future development. *(Source: Town of Jupiter Comprehensive Plan, 2000)*

G2. The number of traffic accidents within the area has increased dramatically. As Table 1 shows, the number of accidents increased by 55% in just one year.

Table 1 Town of Jupiter
Traffic Accidents

	1998/99	1999/00	Change	Percent
U.S. 1	54	81	27	50%
A1A	4	9	5	125%
Total	**58**	**90**	**32**	**55%**

Source: City of Jupiter Beach Police Department, 2000.

H. Diversity of Ownership

The area is currently divided into a multiplicity of small lots and uses. (See Table Two)

There are 45 parcels, owned by 39 different owners. While there has been some attempt to amalgamate parcels, the vast majority of the parcels are in separate ownership.

Seventy-six percent (76%) of the parcels have less than two acres. This is far below the 10 acres or more required by modern developments.

Collectively, this acts to preclude the efficient development of this area.

II. Faulty or Inadequate Street Layout

The layout of this area of Jupiter Beach was originally designed to accommodate and service a lower density residential community. However, due to the popularity of the waterfront, the community is becoming more densely developed with commercial, hotels/motels and higher residential densities, which have occurred on residential-sized parcels. The current layout of the roads along this section of A1A can not accommodate the higher traffic generation of rates of higher density future residential and commercial development. There is a lack of sidewalks along the roads and a lack of bicycle lanes. Should roads require widening for such amenities, then both on-street and off-street parking losses become an issue that also must be resolved.

Two bridges along US 1 through this area are not equipped with either bike lanes and/or pedestrian sidewalks. This creates a very dangerous situation along this section of the road.

South side of A1A – Many of the commercial properties have parking in the front yard that backs out directly into traffic, creating the potential for traffic accidents.

There are no bike paths or pedestrian crosswalks along either A1A or US 1. This creates a potentially hazardous situation.

Ocean Boulevard will decline to traffic Level of Service "E" prior to 2020 and will need to be improved to accommodate future development. *(Source: Town of Jupiter Comprehensive Plan)*

The number of traffic accidents within the area has increased dramatically. As Table One shows, the number of accidents increased by 55% in just one year.

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Total	**58**	**90**	**32**	**55%**

Source: City of Jupiter Beach Police Department, 2000.

Conclusion

There exists a number of deteriorating and unsafe conditions which would justify a 'finding of blight' under Florida redevelopment law.

pc/00-108/hupiter/finding of slum

City of Jupiter

Table Two: ***Property Assessor Records***

Parcel Number	Owner	Address	Use	Land		Improvements	Assessed Value	Date Sold	Price	Acres	Land Value/Acre
30-43-40-31-04-000-0100	Jupiter Yacht Club Marina LTD	1095 N A1A	Boat Sales/Marina	$ 1,736,006	158%	$ (636,005)	$ 1,100,000	Jun-89	$ 4,550,000	4.15	$ 418,315
30-43-40-31-04-000-0050	Jettys Inc	1075 N A1A	Restaurant	$ 951,348	61%	$ 617,251	$ 1,568,599	Nov-90	$ 1,600,000	1.91	$ 498,088
30-43-40-31-04-000-0060	US Restaurants Properties	1065 N A1A	Restaurant	$ 1,837,860	56%	$ 1,431,104	$ 3,268,964	Dec-95	$ 4,140,000	3.52	$ 522,119
30-43-40-31-04-007-0040	Jupter Bay Company	1116 Love St	MFR<10 Units	$ 927,567	94%	$ 57,797	$ 985,364			1.95	$ 475,675
30-43-40-31-04-007-0010	D. Coleman	Love St	Vacant Commercial	$ 294,000	100%	$ -	$ 294,000			0.96	$ 306,250
30-43-40-31-04-013-0010	Schooners Market Inc	1001 N A1A	Restaurant	$ 210,000	63%	$ 124,795	$ 334,795	Mar-00	$ 550,000	0.69	$ 304,348
30-43-40-31-04-008-0080	P. Daniels	1111 Love St	Stores	$ 591,600	97%	$ 16,082	$ 607,682			1.47	$ 402,449
30-43-40-31-04-007-0020	D. Coleman	Love St	Vacant Commercial	$ 290,899	100%	$ -	$ 290,899			0.96	$ 303,020
30-43-40-31-04-008-0020	Big Dog Holdings Inc	1016 Clemones St	Office Building	$ 208,173	23%	$ 691,827	$ 900,000			0.8	$ 260,216
30-43-40-31-04-008-0120	W. VanBuren	1019 Love St	Single Family	$ 46,200	73%	$ 17,096	$ 63,296			0.15	$ 308,000
30-43-40-31-04-008-0010	Schooners Market Inc	1010 Clemons St	MFR<10 Units	$ 52,500	78%	$ 14,997	$ 67,497	Sep-98	$ 95,000	0.11	$ 477,273
30-43-40-31-04-000-0090	Suni Sands MHP Inc	961 N A1A	MH Park	$ 1,744,000	95%	$ 92,109	$ 1,836,109			11	$ 158,545
30-43-41-06-00-004-0080	Jupiter LTD	Coastal Way	Vacant Commercial	$ 692,600	98%	$ 12,600	$ 705,200	Jul-84	$ 1,234,000	1.59	$ 435,597
30-43-41-06-00-004-0040	Jupiter LTD	US Highway 1	Vacant Commercial	$ 749,230	100%	$ -	$ 749,230	Jul-84	$ 1,234,000	1.72	$ 435,599
30-43-41-06-00-004-0050	Jupiter LTD	Coastal Way	Vacant Commercial	$ 444,310	100%	$ -	$ 444,310	Jul-84	$ 1,234,000	1.02	$ 435,598
30-43-41-06-00-004-0070	L. Desai	106 Coastal Way	Professional Offices	$ 265,000	62%	$ 164,239	$ 429,239	Feb-90	$ 585,000	0.61	$ 434,426
30-43-41-06-00-004-0084	M Benaim	Coastal Way	Vacant Commercial	$ 246,180	99%	$ 2,926	$ 249,106	Feb-98	$ 385,000	0.57	$ 431,895
30-43-41-06-00-004-0090	Jupiter Eye Center	102 Coastal Way	Professional Offices	$ 228,630	25%	$ 696,370	$ 925,000	Dec-91	$ 1,675,000	0.67	$ 341,239
30-43-41-06-00-004-0030	Jupiter Eye Center	535 E Indiantown Rd	Office Building	$ 290,800	89%	$ 34,200	$ 325,000	Apr-93	$ 610,000	0.67	$ 434,030
30-43-41-06-00-004-0012	Jupiter Festival LTD	201 US Highway 1	Shopping Center	$ 6,597,873	45%	$ 8,113,088	$ 14,710,691	Dec-96	$ 9,200,000	24.16	$ 273,091
30-43-41-06-00-004-0000	G. Juster	101 US Highway 1	Shopping Center	$ 4,076,416	44%	$ 5,123,584	$ 9,200,000	Jul-93	$ 9,300,000	11.7	$ 348,412
30-43-41-06-19-002-0000	R. Tromble	738 E Indiantown Rd	Drive-in Restaurant	$ 435,168	77%	$ 127,658	$ 562,826	May-98	$ 700,000	1.1	$ 395,607
30-43-41-06-19-001-0000	Bank of America	51 S US Highway 1	Financial Office	$ 432,575	51%	$ 411,474	$ 844,049	Dec-96	$ 675,000	0.9	$ 480,639
30-43-41-06-19-003-0000	Mobil Oil Corp	151 S US Highway 1	Gas Station	$ 304,580	71%	$ 124,915	$ 429,495	Feb-87	$ 410,000	0.7	$ 435,114
30-43-41-06-00-005-0140	Jupiter Investments	50 S US Highway 1	Office Building	$ 446,660	50%	$ 443,340	$ 890,000	Apr-93	$ 507,000	1.03	$ 433,650
30-43-41-06-00-005-0150	JYC Holdings Inc	US Highway 1	Vacant Commercial	$ 684,768	100%	$ -	$ 684,768	Mar-99	$ 17,540,000	1.07	$ 639,970
30-43-41-06-00-005-0030	JYC Holdings Inc	US Highway 1	Vacant Commercial	$ 8,018,532	100%	$ -	$ 8,018,532	Mar-99	$ 17,540,000	29.01	$ 276,406
30-43-40-06-04-008-0010	L. Desai	810 S US Highway 1	Motel	$ 528,980	42%	$ 721,020	$ 1,250,000	Sep-95	$ 1,376,000	1.21	$ 437,174
30-43-41-07-02-001-0000	Executive Park Enterprises	900 S US Highway 1	Office Building	$ 1,602,662	44%	$ 2,037,521	$ 3,640,183	Mar-96	$ 3,225,000	5.11	$ 313,632
30-43-41-07-02-002-0000	Senior-Lifestyle Jupiter Corp	US Highway 1	Vacant Commercial	$ 1,160,000	100%	$ -	$ 1,160,000	Sep-98	$ 2,474,700	4	$ 290,000
30-43-41-07-02-005-0000	Mangrove Bay Masters LTD	US Highway 1	Vacant Commercial	$ 2,262,000	100%	$ -	$ 2,262,000	Sep-98	$ 2,800,000	8.91	$ 253,872
30-43-41-07-02-006-0000	Senior-Lifestyle Jupiter Corp	US Highway 1	Vacant Commercial	$ 957,000	100%	$ -	$ 957,000	Sep-98	$ 2,474,700	4.41	$ 217,007
30-43-41-07-02-004-0000	Dynamic Business Services Inc	1150 S US Highway 1	Office Building	$ 571,504	29%	$ 1,428,496	$ 2,000,000	Jun-87	$ 2,318,900	1.64	$ 348,478
30-43-41-07-00-001-0011	Jupiter Elks Lodge	1122 S US Highway 1	Club	$ 1,467,096	87%	$ 210,630	$ 1,677,726			4.21	$ 348,479
00-43-40-31-00-007-0010	W. Scheurich	18011 Ocean Blvd	Single Family	$ 137,339	84%	$ 26,243	$ 163,582			0.51	$ 269,292
00-43-40-31-00-007-0040	N. Carnell	18105 Dubois Rd	Single Family	$ 225,000	59%	$ 155,155	$ 380,155			0.14	$ 1,607,143
00-43-40-31-00-007-0060	S. Kindt	18055 Dubois Rd	Single Family	$ 26,250	32%	$ 57,051	$ 83,301			0.34	$ 77,206
00-43-40-31-00-007-0070	S. Kindt	18069 Dubois Rd	MFR<10 Units	$ 135,000	87%	$ 20,528	$ 155,528			1.4	$ 96,429
00-43-40-31-00-007-0080	L. Schneeweiss	18045 Dubois Rd	Single Family	$ 26,250	28%	$ 67,288	$ 93,538	Mar-98	$ 142,000	0.34	$ 77,206
00-43-40-31-00-006-0020	D. Baron	18125 N A1A	MFR<10 Units	$ 230,000	62%	$ 139,837	$ 369,837			0.66	$ 348,485
00-43-40-31-00-006-0030	Pa Ja Villas Inc	18265 N A1A	Motel	$ 128,936	46%	$ 149,431	$ 278,367			0.37	$ 348,476
00-43-40-31-00-006-0022	Jupiter FL Marina LTD	18275 N A1A	Marina	$ 341,512	59%	$ 240,320	$ 581,832	Jun-98	$ 1,200,000	0.98	$ 348,482
00-43-40-31-00-006-0050	Babalouie LTD	18093 N A1A	MFR<10 Units	$ 188,176	82%	$ 42,176	$ 230,352	Dec-97	$ 475,000	0.54	$ 348,474
00-43-40-31-00-006-0060	L. Haas Family	1001 US Highway 1	Office Building	$ -	0%	$ 4,500,000	$ 4,500,000			3.98	$ -
00-43-40-31-00-006-0070	Babalouie LTD	18091 N A1A	MFR<10 Units	$ 55,760	62%	$ 34,092	$ 89,852	Dec-97	$ 475,000	0.16	$ 348,500
			Total:	$ 42,846,940	61%	$ 27,511,235	$ 70,357,904			143.1	$ 299,420

Source: Palm Beach County Property Appraiser, 2000

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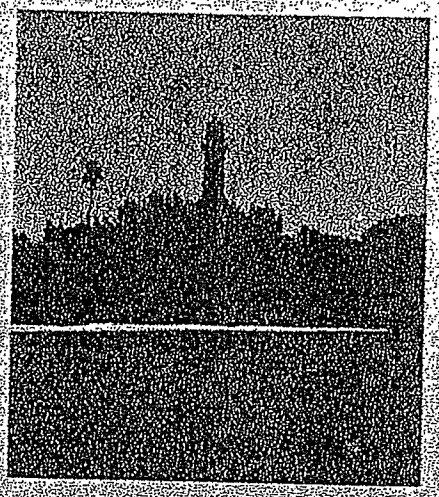
APPENDIX D

JUPITER INTRACOASTAL WATERWAY/US HIGHWAY ONE CORRIDOR STUDY (1992)



Jupiter Intracoastal Waterway/ U.S. Highway One Corridor Study

Draft Final Document

March 2, 2007

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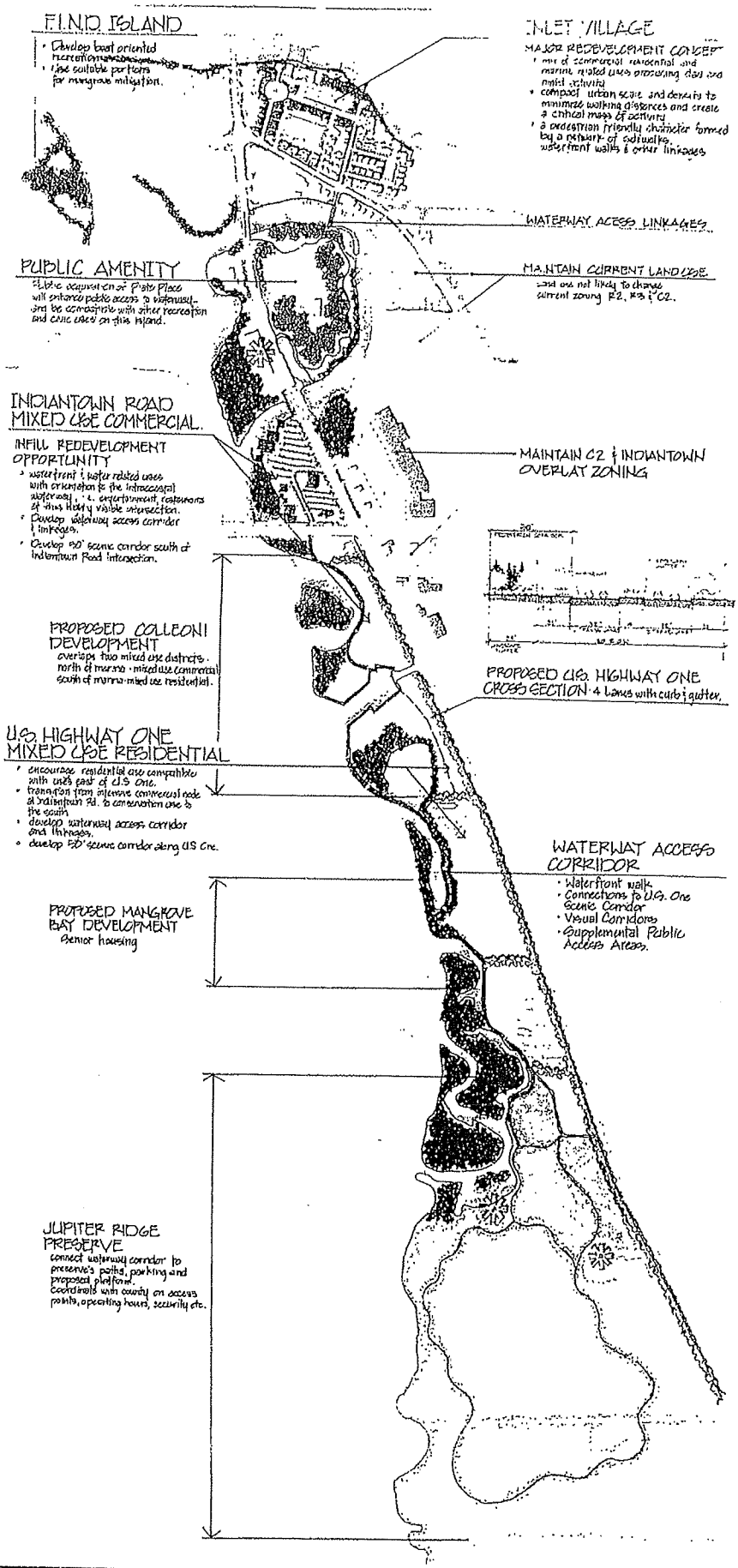


U.S. HIGHWAY ONE · INTRACOASTAL WATERWAY CORRIDOR STUDY

ILLUSTRATIVE PLAN

II. OVERVIEW & SUMMARY

The Town of Jupiter has undertaken a comprehensive evaluation of its U.S. Highway One/ Intracoastal Waterway Corridor. Specific areas of interest have included the following:

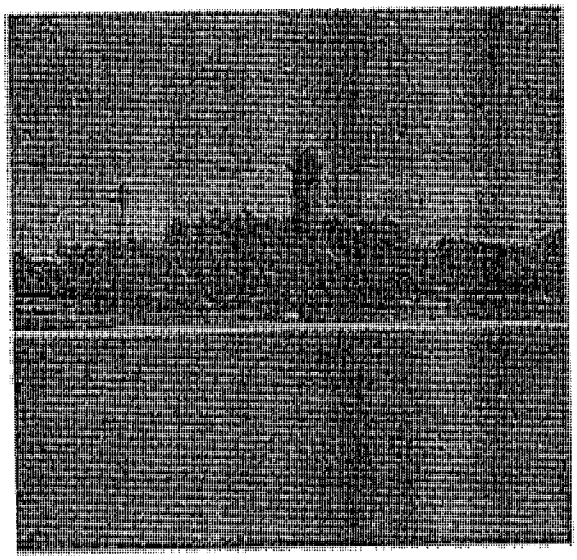
U.S. Highway One Configuration:
including a detailed evaluation of the potential need for roadway widening (6 laning) and associated policies for highway cross sections and for enhancement of the corridor's scenic character.

Waterfront Access:
including provisions to enhance public access to and along the Intracoastal Waterway.

Land Uses and Development Character:
including possible adjustments to existing zoning to avoid undue concentrations of commercial ("strip") development, permit mixed uses where appropriate and tailor development to the unique characteristics which exist within the study area.

The planning process which culminated in this document was preceded by two phases of investigation.

Phase One: Existing Conditions Evaluation
This phase included extensive "stakeholders" interviews and documentation of existing development conditions, trends and proposed projects. In addition detailed analyses were undertaken to determine the possible need and justification for widening of U.S. Highway One.



Phase Two: Concept Development
This phase posed:
Alternative Land Uses-
particularly various alternative mixed use designations.
U.S. Highway One Corridor Design Alternatives-
various methods of landscape enhancements as well as pedestrian and bicycle circulation.
Waterfront Access Alternatives -
depicting various potential alignments of waterfront boardwalks and access patterns.
In addition, urban design opportunities were evaluated particularly with respect to the character of special areas such as a potential "village" area along the Jupiter Inlet.

Following public workshops conducted with the Town Council and Planning commission a consensus was derived for a policy direction for each of these variables. This plan document complements previously submitted documentation of Phase One: Existing Conditions Evaluation and Phase Two: Concept Development. Herein are specific policy recommendations summarized as follows:

Land Use and Regulatory Framework

Three specific new mixed use districts are proposed:

INLETVILLAGE - described as a compact mixed use redevelopment area with unique historic and scenic attributes.

INDIANTOWN ROAD MIXED USE DISTRICT- a special node of commercial activity on U.S. Highway One in the vicinity of Indiantown Road

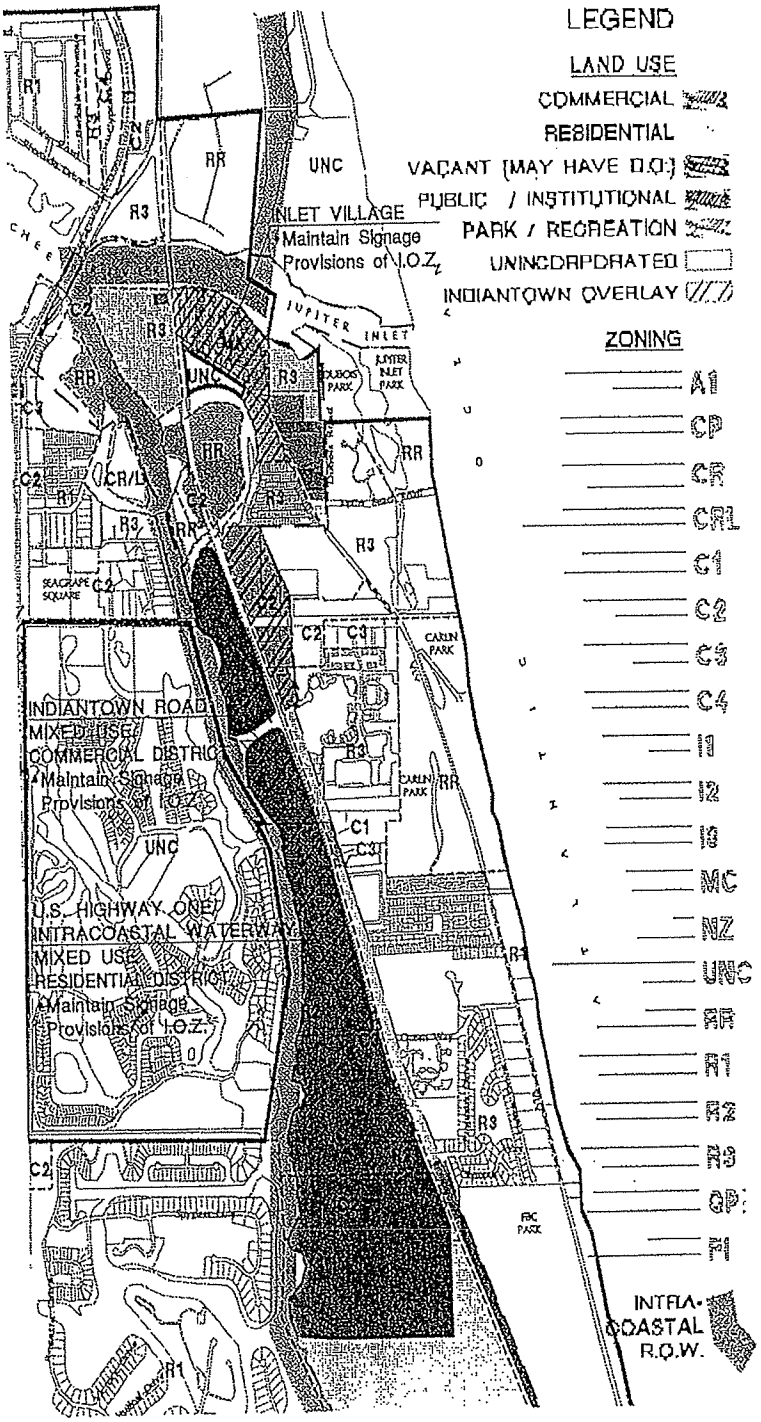
U.S. ONE HIGHWAY / INTRACOASTAL WATERWAY MIXED USE DISTRICT - to the south replacing existing C3 zoning with a residential orientation.

U. S. Highway One Element

Specific recommendations are to retain the present 4 lane configuration south of Indiantown Road with some intersection modifications and do not modify the segment north of Indiantown Road until the Inlet Bridge is scheduled for widening. Establish a scenic corridor, revising the 4 lane rural cross section to an urban cross section with curb and gutter and incorporate a 50' pedestrian corridor south of Indiantown Road along the western side of the road.

Intracoastal Waterway Access Corridor

Ensure public access to and along the water's edge with the following specific components; Waterfront Public Walkway, Upland Connections, Supplemental Public Access Areas and Visual Corridors offering unobstructed views of the water from the U.S. Highway One Corridor.

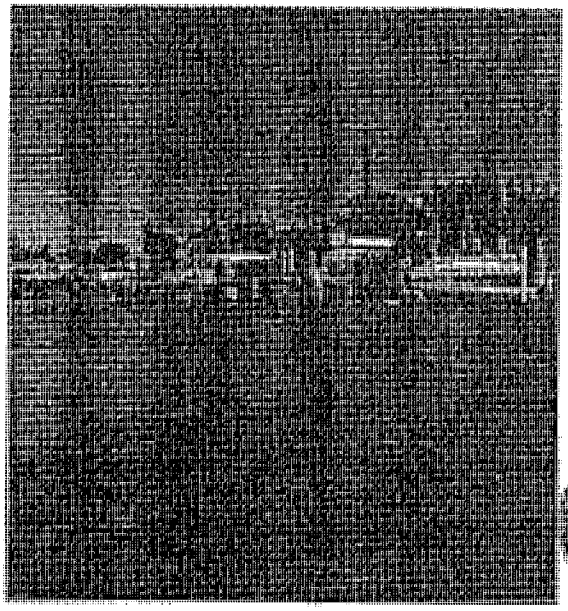


LAND USE PLAN

III. LAND USE & DEVELOPMENT FRAMEWORK

A. OVERVIEW OF PROPOSED LAND USE POLICY

As previously documented much of the study area contained within the U.S. Highway One/ Intracoastal Waterway Corridor is "built out" or subject to certain policy "givens" such as the park and conservation lands maintained by Palm Beach County. Although in some cases zoning designations for such areas must be modified to reflect their use restrictions, such areas are not a major focus of land use policy.



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Described in detail below are three sub-areas where it is both necessary and appropriate to modify land use and development regulations to advance one or more of the following public purposes:

* To allow greater flexibility in accommodating mixed uses and proposed development initiatives.
* To avoid unnecessary and inappropriate concentrations of commercial or office uses.
* To discourage a strip or suburban auto-orientation.
* To enhance the scenic character of the U.S. Highway One Corridor and facilitate pedestrian and bicycle usage.
* To facilitate protection of and public access to and along the scenic Intracoastal waterfront.
* To encourage and offer incentives for appropriate forms of development and redevelopment which meet these and other public objectives.

INLET VILLAGE DISTRICT:
to encourage a compact, urban mixed use waterfront area celebrating the Town's unique history and the scenic value of the Inlet.

INDIANTOWN ROAD MIXED USE COMMERCIAL DISTRICT:
To provide for an active waterfront commercial oriented district near the high visibility urban intersection of U.S. Highway One and Indiantown Road.

U.S. HIGHWAY ONE MIXED USE RESIDENTIAL DISTRICT:
To avoid an undue concentration of commercial uses, accommodate major proposed developments and to enhance the scenic and public use and character of the U.S. Highway One and Intracoastal Waterway Corridor.

B. DEVELOPMENT FRAMEWORK

The built environment is influenced by three main factors; the local and regional transportation patterns, the economic viability of specific land uses and the constraints imposed by Land Development Regulations (LDR). It is possible for a community to influence the pattern of development by providing LDR modifications to allow or encourage a specific type of development to occur. These changes have a range of administrative and regulatory costs associated with them which need to be considered. The following options reflect the various ways in which communities can choose to modify development regulations to encourage mixed uses. They include a Mixed Use Zoning District, a Mixed Use PUD Overlay and a Mixed Use Overlay.

MIXED USE ZONING DISTRICT:

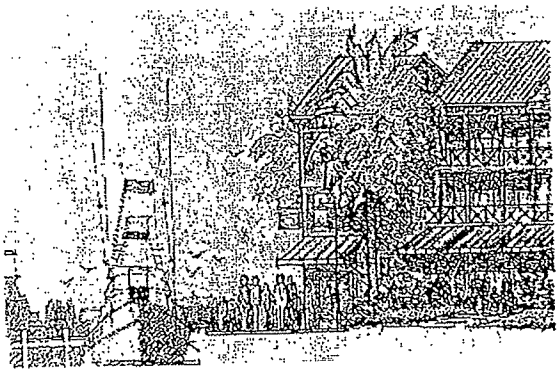
The first option is to change base zoning to a new district which would mandate that all properties over a certain size (10 acres) provide a prescribed mix of specific land uses. This prescriptive approach is similar to that of the Town's MXD 1 & 2 zoning districts. This approach tends to impose a greater administrative burden and provides somewhat less flexibility to adjust land use provisions to specific development proposals or site conditions.

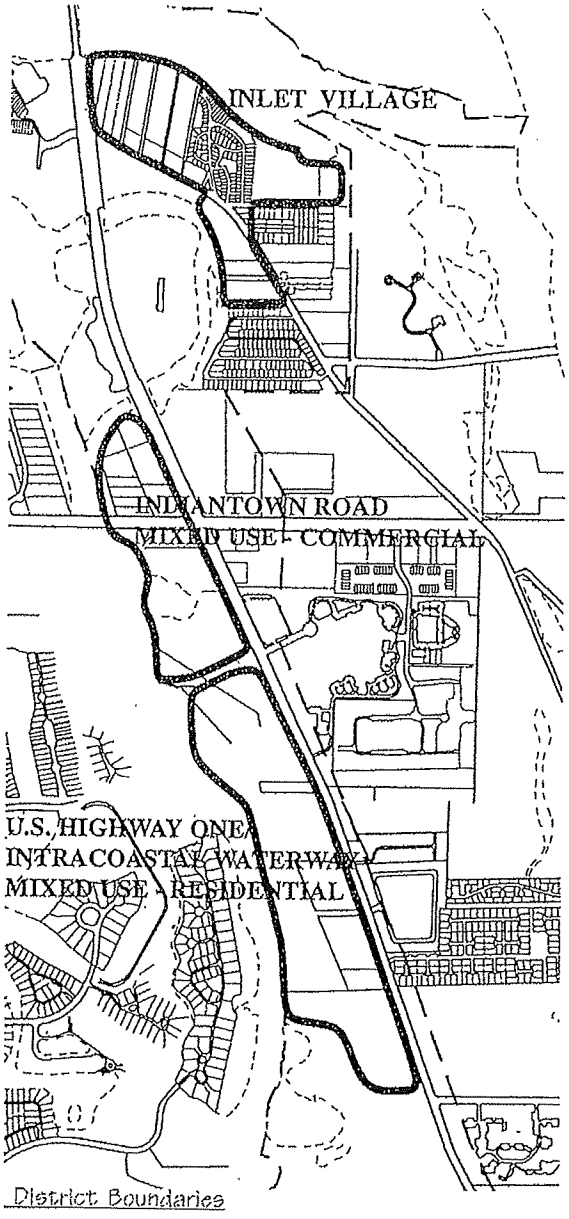
MIXED USE P.U.D. OVERLAY

A second option is to retain underlying zoning but to permit applicants to request designation as a Mixed Use P.U.D. This provides the greatest degree of flexibility in tailoring development standards (densities, setbacks etc.) and the mix of uses to site specific development proposals. Once approved, the P.U.D. development order essentially becomes the applicable zoning which runs with the land until amended. The trade off of this high degree of flexibility is the uncertainty of what development patterns would actually result and the possibility that development might actually take a "conventional" approach reflecting existing zoning. Such an approach for U.S. Highway One would not preclude the entire corridor from building out as a commercial strip as allowed by present zoning.

MIXED USE OVERLAY

In this alternative the underlying zoning is retained but amended in some fashion. Such amendments could take the form of added mixed use flexibility, for example,. allowing for some residential use in C-3 or some commercial uses in R-3 designations. Similarly, this approach could also modify conventional regulations affecting characteristics such as compactness or density by adjusting standards for parking, open space, site coverage etc.





C. INLET VILLAGE DISTRICT DEVELOPMENT CONCEPT

The proposed Inlet Village is one of the oldest original settlement areas in the Town of Jupiter, one which retains remnants of the area's historic waterfront character. Because of its location along the Jupiter Inlet, with expansive views of the lighthouse on the opposite shore, this area is also one of the Town's most valuable scenic assets and is strategically located for boat traffic at the confluence of the Intracoastal Waterway and Atlantic Ocean via the Inlet. These characteristics of the area, its strategic location, its history as the Town's original settlement and its colorful waterfront character make it a prime opportunity to become village center. Specifically the opportunity exists to create at this location a compact urban scale and level of activity not found in other, more suburban areas of Jupiter .

Desirable characteristics :

- A mix of commercial, residential, entertainment, and marine related uses producing day and nighttime activity.
- A pedestrian friendly character with convenient and scenic pedestrian linkages formed by a network of sidewalks, water front boardwalks and other linkages.
- A compact "urban" scale and density to minimize walking distances and create a "critical mass" of activity.

Liabilities and constraints :

- "Standard" zoning (i.e. C-2 and R-3) which reflects suburban conditions and precludes a desirable mix of uses.
- Development standards for setbacks, parking and open space which preclude more compact development patterns.
- Fragmentation of property ownership hampering larger scale more efficient development.
- The absence of a traditional "grid" of streets and sidewalks found in an urban village environment.

Jupiter Inlet Village

CONCEPT ALTERNATIVES

In order to depict the possible characteristics and program of uses associated with the redevelopment of the Inlet Village, two redevelopment concepts are depicted.

Infill Development Concept is a "minimum" scheme indicating new development on sites considered to be underutilized, but without alteration to street parking or existing stable uses.

Major Redevelopment Concept depicts more significant changes and improvements within the district with substantial changes to streets and streetscapes, redevelopment of existing activities such as marina services and dry rack storage and the creation of shared parking in one or more garages.

Infill Development Concept

Key elements of the Infill Redevelopment Concept are as follows:

Jupiter Inlet Walkway / Streetscape Improvements

A key to the development of a village environment is the creation of a pedestrian orientation and a spine of activity. A continuous waterfront pedestrian walkway is proposed to

link all existing and new waterfront developments including restaurant / entertainment attractions and residential development. This waterfront walking experience of approximately ½ mile links to a north south streetscape spine on Clemens Street, which then links to the walkway system to the south via either a pedestrian walk directly across the lagoon to Burt Reynolds Park or along a "lagoon walk" connecting to a pedestrian crossing over the existing U. S. Highway One bridge.

Waterfront Commercial / Entertainment

The continuous flow of people along the scenic inlet walkway acts to create a new image and a "draw" for the village, thus becoming a catalyst for additional waterfront uses; further increasing the "critical mass" of activity that defines a true village center. The depicted additional waterfront building could accommodate approximately 35,000 square feet of restaurant / entertainment uses at ground level, plus up to an additional 40,000 square feet of professional services type office space on optional second and third floors.

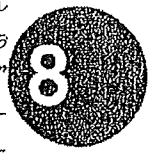
"Village Commercial" Area

On presently underutilized sites between the eastern edge of the existing restaurant parking lots and Clemens Street are depicted infill commercial structures of 2-4 stories. Uses would include ground level retail including local convenience goods and services as well as specialty items including crafts, art galleries and similar activities oriented to leisure shopping and "browsing" activities. Approximately 35,000 square feet of such activity would be provided at ground level. On upper levels a mix of professional offices and / or apartments would compliment the balance of day and nighttime activity and total up to an additional 85,000 square feet.

Parking is supplied in a series of linked lots and spaces under the building footprints. However, the immediate proximity to the existing restaurant parking lots, which remain largely vacant during normal working hours, provides an excellent opportunity for shared parking.

Village Cluster Residential

To the east of Clemens Street the site of the existing trailer park is depicted as a compact in-town cluster of multi-family housing; a source of day and nighttime activity in the village and particularly, along the waterfront walkway. In fact, the walkway is depicted as terminating in a picturesque "village square" green space facing the inlet waterfront. Approximately 200 units are depicted in predominantly low rise 3-4 story structures.



Major Redevelopment Concept

Key elements of the Major Redevelopment Concept are as follows:

Circulation Improvements

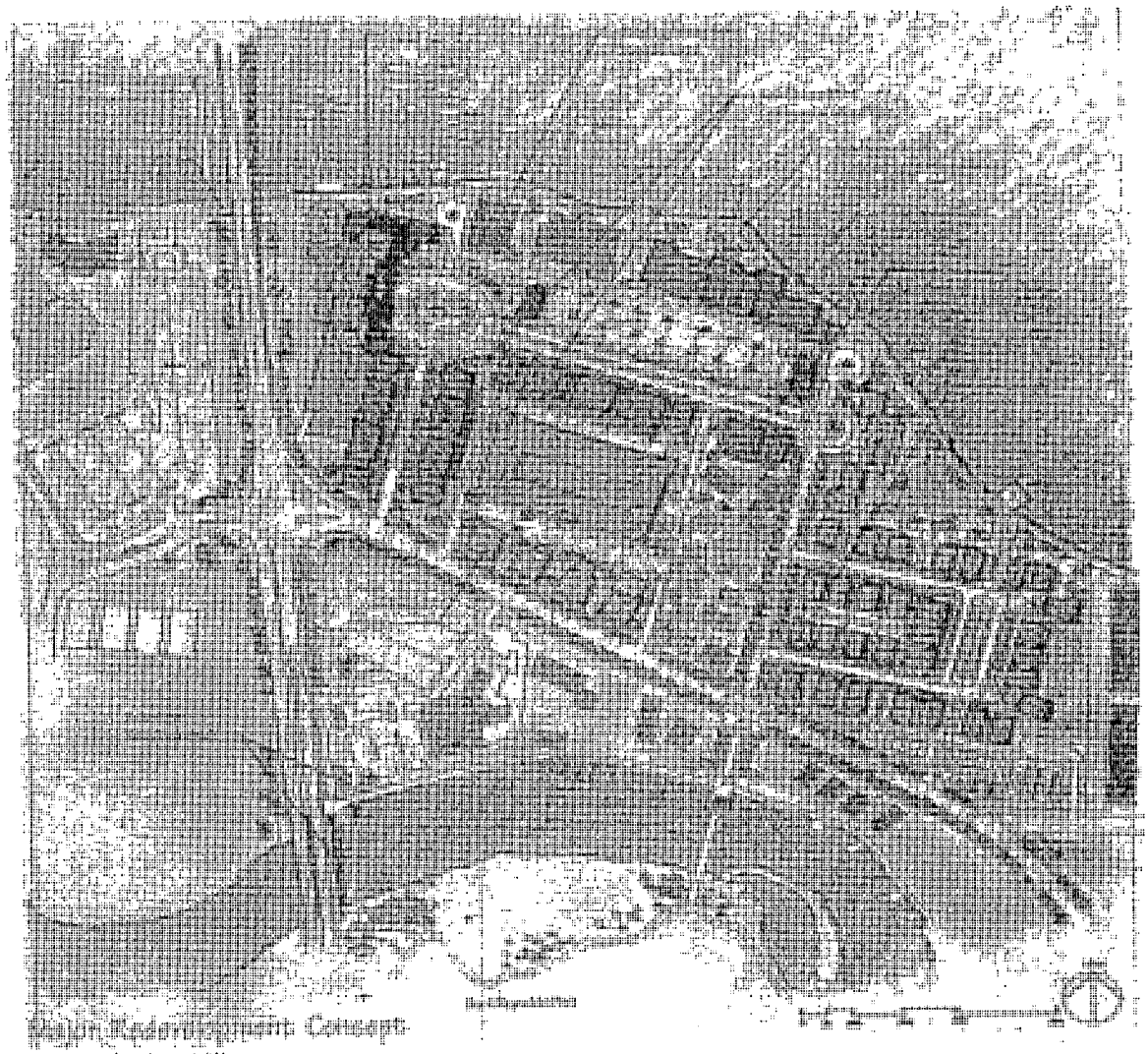
In addition to the continuous waterfront walkway, streetscape improvements and the extended Clemens Street pedestrian axis linked to Burt Reynolds Park, this concept incorporates a new, axial east-west roadway. "Jupiter Village Boulevard" is proposed to provide improved east-west pedestrian and vehicular circulation with focal plazas and signature structures "terminating" the two ends of the boulevard.

Waterfront Commercial / Entertainment

The expansion of waterfront commercial and entertainment uses is depicted to occur in similar fashion to that depicted for the Infill Development Concept.

"Village Commercial" Area

The concept of mixed ground level neighborhood or specialty retail at ground level with offices



Jupiter Inlet Village

or residential above, as depicted on the Infill Development Concept is expanded and given more formal street-oriented arrangements along Yarborough Street and Jupiter Inlet Boulevard. In a pattern which surrounds and screens from view the central shared parking garage, a total of approximately 75,000 square feet of ground level retail and up to 175,000 square feet of upper level office and/or residential development could be accommodated.

Shared Parking

Completely hidden from view from A1A, Yarborough Street and Jupiter Inlet Boulevard is a proposed 180' x 360' parking deck. If built at 2 levels above grade, the garage would accommodate approximately 600 cars, enabling a substantial reduction in surface parking lots and the resulting increased development compactness. By combining mixed uses such as professional offices, retail and entertainment, their variable peak parking demand periods allow for efficient shared parking facilities where parking demand for each use can be satisfied with fewer spaces. The available on-street parking along Yarborough Street, Inlet Boulevard will permit further reductions in neces-

sary on site parking. However as depicted, waterfront restaurants and entertainment activities will continue to require a reasonable proportion of their parking be provided in surface lots immediately adjacent to building entrances, particularly for valet operations.

A1A Commercial

On the north side of A1A between Cramer and Love Streets are depicted as several commercial structures of up to 3 story buildings totaling approximately 60,000 square feet.

Hotel

The market support for a prospective hotel has not been confirmed as part of this planning exercise. However, such use could further enhance the critical mass of visitor activity, drawn by the unique village environment, the scenic waterfront walkway, entertainment and shopping attractions and the immediately adjacent marina. Depicted as an architectural "anchor" to Jupiter Inlet Boulevard, the hotel could accommodate 200 to 300 rooms on 5 to 8 floors, up to approximately 160,000 including square footage for lobby, restaurant, meeting rooms, health and exercise, etc.

Village Cluster Residential

As in the Infill Development Concept the site of the former trailer park is converted into a compact predominantly low scale, 3-4 story residential enclave, with approximately 200 dwelling units. However, to take advantage of the new Jupiter Inlet Boulevard a mid rise (up to 6 stories) residential structure is positioned at the eastern boulevard terminus.

County Outparcel Sites:

In the vicinity of the proposed Inlet Village south of SR A1A exists an area of unincorporated Palm Beach County, including the substantial office structure at the U.S. Highway One and A1A intersection. The present land use character is mixed use, comprising office as well as older commercial, residential and motel uses. Such uses are considered compatible with the redevelopment concept for the Inlet Village. However, as new investment and intensification occurs in the Inlet Village, redevelopment pressures can be expected to be exerted on the County areas. Therefore to properly guide this potential redevelopment in a manner consistent with the concept for the Inlet Village, Palm Beach County should be encouraged to apply mixed use districts in a similar pattern to those proposed herein, extending south across A1A from the Inlet Village. Specifically, the area to the east of an extended Clemens Street is constrained by shallow property depths and is now largely residential in scale. This area should be encouraged to become an extension of the village cluster residential enclave with townhouse and garden apartment residential use and provisions for public pedestrian access and small boat access along a waterfront walkway. To the west of the extended Clemens Street properties become deeper and are influenced by the intensity and scale of the existing office structure. Commercial/office/residential mixed uses are approriate in this area.

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IMPLEMENTATION STRATEGIES

The following describes three alternative approaches to the implementation of the vision of the Inlet Village:

Minimum Action Regulatory Incentives

This option relies solely on modifications to zoning and development regulations alone. An overlay zone would permit certain types of mixed uses in the underlying zones, such as. residential in C-2 and/or certain types of compatiable neighborhood commercial in R-3. In addition development standards would be altered to achieve a higher density, compact

ness and pedestrian scale suitable for an urban village environment. These "incentive" measures would, in turn be coupled with requirements for providing public waterfront access via a boardwalk along the Inlet. No direct capital investments or other strategic initiatives would be made by the Town.

Limited Investments / Special Taxing District
In this option the Town would go beyond the minimal regulatory modifications to execute certain capital improvements as catalysts for private investments including:

- A boardwalk/ walkway along the Inlet from the U.S. Highway One bridge eastward.
North - South pathway linkages to the Burt Reynolds Park and the walkway system extending to the south.

- An internal roadway midway between Jupiter Inlet and AIA. (Parallel to AIA.)

Funding could be from a combination of grant sources (F. I.N.D., ISTEA and others) and contributions by property owners made through a special taxing district.

Community Redevelopment Area (CRA) Designation
The establishment of a Community Redevelopment Area as provided under Chapter 163.340 Florida Statutes provides for certain redevelopment tools, most significant of which are:

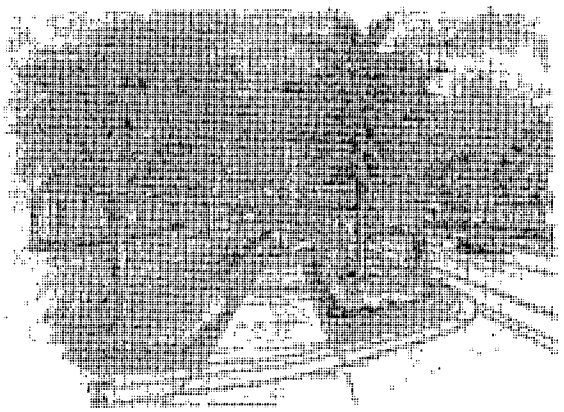
- Powers of eminent domain (to be used for property assembly or reassignment)

- Tax increment financing
Unlike a special taxing district this method derives revenues by allocating the increasing tax revenue (increment) associated with rising property values to a special redevelopment trust fund which is used to finance improvements necessary to stimulate redevelopment.

In general the steps to be taken in pursuing this implementation strategy include the following:

Finding of Necessity
Chapter 163.355 requires that local government must find that there exist conditions which necessitate redevelopment . Such conditions are broadly defined to include physical deterioration of structures, inadequate infrastructure systems, congested roadways, inadequate parking, deteriorated site conditions and inefficient lot patterns. In certain Home Rule counties, Findings of Necessities must also be made and redevelopment powers transferred by County Commission action.

Community Redevelopment Agency
Following ordinance or resolution establishing the Finding of Necessity, the Town Council should create a Community Redevelopment Agency (CRA) charged with creating and implementing a community redevelopment plan. The Town Council has the option of appointing an independent body to become the CRA or to name the Town Council (governing body) as the CRA.



Community Redevelopment Plan

The Community Redevelopment Agency will prepare a community redevelopment plan containing those elements mandated by statute, including elements dealing with land use, financing, relocation and other components. Following confirmation by the local planning agency that the community redevelopment plan is consistent with the Town's Comprehensive Plan, plan implementation can proceed.

Redevelopment Implementation

Specific steps in the redevelopment implementation process may include one or all of the following:

- Creation of a Redevelopment Trust Fund for receipt of tax increment revenues.
- Issuance of redevelopment bonds, bond anticipation notes or other finance mechanisms.
- Property acquisition or assembly (selective or optional) and relocation assistance (as necessary).
- Installation of capital improvements (roads, shared parking facilities, civic amenities, boardwalks, etc.)
- Selection of developers and private investment.

CRA - Pros and Cons:

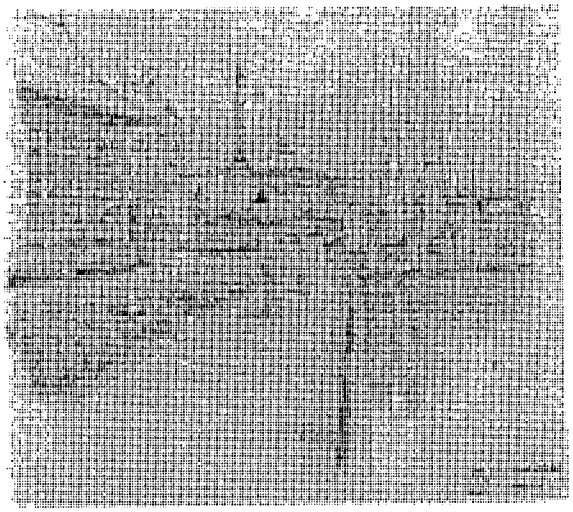
Although some 40 or more Florida communities are currently pursuing redevelopment with community redevelopment areas according to the process established by Chapter 163, Part III, certain aspects of this process can become controversial and divisive if the associated "Pros and Cons" are not fully understood and weighed in advance.

CONS:

* Some may object to the declaration of "slum" or "blight" required in making an initial Finding of Necessity. It should be recognized that under definitions contained in state law, traffic congestion alone can constitute "blight". Similarly, it should be recognized that such popular areas as Mizner Park in Boca Raton are within areas found to include "slum and blight" conditions.
* Tax increment financing will divert any increased tax revenues away from the general fund.
* Some property owners may object to the potential use of the power of eminent domain to bring about property assemblies.
* Some may object to the perceived additional layer of government represented by the community redevelopment agency. However, most CRA'S are simply the local governing bodies (council) sitting as the CRA.

PROS:

* The Chapter 163/CRA process is the only means to gain the use of the power of eminent domain for redevelopment purposes; which, in turn is the only means of directly causing property assemblies and dispositions to development entities.
* Tax increment financing as provided exclusively through the Chapter 163/CRA process, is not an "additional" tax as in a special taxing district, but is a reallocation of additional tax revenues resulting from an expanded tax base in the redevelopment area.
* Bonded indebtedness supported by the tax increment revenue stream does not rely upon the full faith and credit of local government nor does it affect the debt limits of local government.
* Tax increment financing reallocates to the local redevelopment trust fund; revenues that would be otherwise allocated to Palm Beach County and some other units of government.



RECOMMENDED PROVISIONS

It is possible to conceive of a future development pattern in the Inlet Village which would include major redevelopment and revitalization coupled with public investment in boardwalks, streetcape linkages and a reservoir of shared (garage) parking . It is also possible to envision major revisions to the development codes to greatly reduce on-site parking requirements and/or increase development densities and compactness. In the interim it is appropriate to provide a vehicle to afford some flexibility regarding certain provisions of the underlying C-2 and R-3 zoning. This assumes the compliance of the intent of the objectives of the Inlet Village Development Concept. Specifically the purpose of the following recommended regulatory modifications is to provide limited opportunities for mixed use and for increased levels of compactness suitable to an urban village environment.

In an overlay to present applicable C-2 and R-3 zoning, permit in accordance with appropriate application and review requirements the following regulatory modifications:

* Permit limited commercial in R-3 (trailer park)similar to the use provisions of MXD-2.
* Permit residential development (R-3) within present C-2 zoning.
* Increase development compactness by waiving setbacks at property lines with the consent of adjacent owners.
* Reduce applicable parking require ments by up to 25% upon adequate demonstration of lessened parking needs associated with shared park ing, on-street parking or use of other transportation modes.
* Require provisions of a waterfront boardwalk or easement.
* Permit increased development density by increasing maximum site coverage from 35% to 50%.

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D. INDIANTOWN ROAD MIXED USE COMMERCIAL DISTRICT

DEVELOPMENT CONCEPT

This area , presently zoned C-2 extends from the Chamber of Commerce facility to the site of the marina within the planned Colleoni Mixed Use development. Located entirely on the west side of U.S. Highway One, this area is intended as a "node" of intensive development of predominantly commercial development with an active, continuous boardwalk linkage, Specifically envisioned are a collection of related waterfront and water related commercial uses, particularly entertainment attractions and restaurants with an orientation to the Intracoastal Waterway and high visibility at this key intersection. This will link the public spaces and marina related commercial uses along a "walkable" compact urban waterfront corridor. Certain provisions of the present IOZ covering signage regulations would continue to apply to this area.

In addition it is recommended that consideration be given to acquisition of the "Piat" property for expanded waterfront access. Although it is not anticipated that residential

activity will be significant in this district, such use may be considered by special exception where appropriate and complimentary to the adjacent mix of uses.

RECOMMENDED PROVISIONS

* Discourage auto-oriented and other inappropriate commercial use provisions by applying those uses permit ted under the proposed MXD-2 ordinance.
* Require waterfront corridor development and linkages.
* Require 50' U.S. Highway One Scenic Corridor development south of the Indiantown Road intersection.

BRIO BEACH CLUB & BENEATH BRIDGE RECOMMENDATIONS

This area presents an unique opportunity for redevelopment within this district. Listed below is some land use and urban design criteria specifically for this area.

* A mixture of commercial and entertainment uses are recommended, including restaurants, specialty retail and office. All such uses should be linked, north and south of the bridge by the Intracoastal waterfront walkway. The existing bank with daytime business hours (if it remains) will permit efficient shared parking with evening entertain ment uses.

* Building setbacks from U.S. Highway One and Indiantown Road will be maintained as no less than 15 feet.

* "Auto Urban" users should be discouraged including convenience stores, ser vice stations, fast food or any uses with the "drive through" facilities.

* A continuous public walkway shall be provided through the site, extending from Coastal Way (the roadway under pass beneath Indiantown Road) be tween the waterway and the development. This walkway shall connect to the proposed pedestrian walkway on the west side of U.S. Highway One bridge spanning the waterway to the north of this site. (Note the need for a pedestrian crossing to Burt Reynolds Park). Where the walkway crosses vehicular driveways, crosswalk markings and traffic controls are recommended.

* Architectural character shall be in accordance with the criteria established herein for the U.S. Highway One corridor area. Florida Vernacular architectural style is recommended as a design theme. The following design features are recommended:
  * Sloped gabled or hipped roof forms, with a min. 4:12 pitch
  * Large window openings, emphasizing vertical proportions.
  * Public covered arcades, entrances and deck areas, with colonnade or porch like character. Upper level decks and windows providing views of the water.
  * Roof dormers with windows or louvered vents to accent roofscape.

* Recommended building materials are stucco, clapboard or brick, with painted timber or ironwork colonnades, frame work and trim. Standing seam metal or shingle sloped roofing materials are recommended.

* IOZ sign guidelines shall apply modified as follows:
  * Animated signs with mechanically moving armatures or rotating parts should be prohibited. Individual dimensional let tering (cut-out profiles, including neon) are preferred.
  * Signs should be mounted on building walls or supported by standards of limited height (to 20 feet). Roof-top mounted signs should be prohibited.

* Accent lighting of buildings should be encouraged, including floodlighting of special building features and "Tivoli" lights. Tall highway type "cobra head" fixtures are discouraged and fixtures shall not exceed 25 feet. Special consideration should be paid to the effect of reflected light as seen across the water from residential areas west of the waterway and from traffic approaching from across the new Indiantown Road bridge. Site area lighting shall be designed to minimize glare, utilizing "cut-off" type fixtures.

* Mechanical equipment shall be screened from view, including both roof top and ground mounted units. Sight lines from existing public roadways (U.S. Highway One and Indiantown Road) and from the Intracoastal Waterway shall be taken into consider ation when planning visual screening elements. The character of roof profiles and visual screening is particularly important because this site occupies a "gateway" location and will be seen from the higher elevations of the Indiantown Road fixed span bridge.

* Service areas, trash compactors, dumpsters, outdoor refrigeration units and other service equipment shall be screened from public view through the use of landscaping, walls and fences and designed with materials and colors coordinated with the building architecture.

* Building height shall be limited to three stories, not including sloped roof elements. Parking at or below grade shall not be included in the calculation of building height. A single architectural tower feature to establish highway visibility for the commercial development (not a pylon sign) should be permitted, pending approval based on appropriate design character. Other existing ordinance sign controls may apply.

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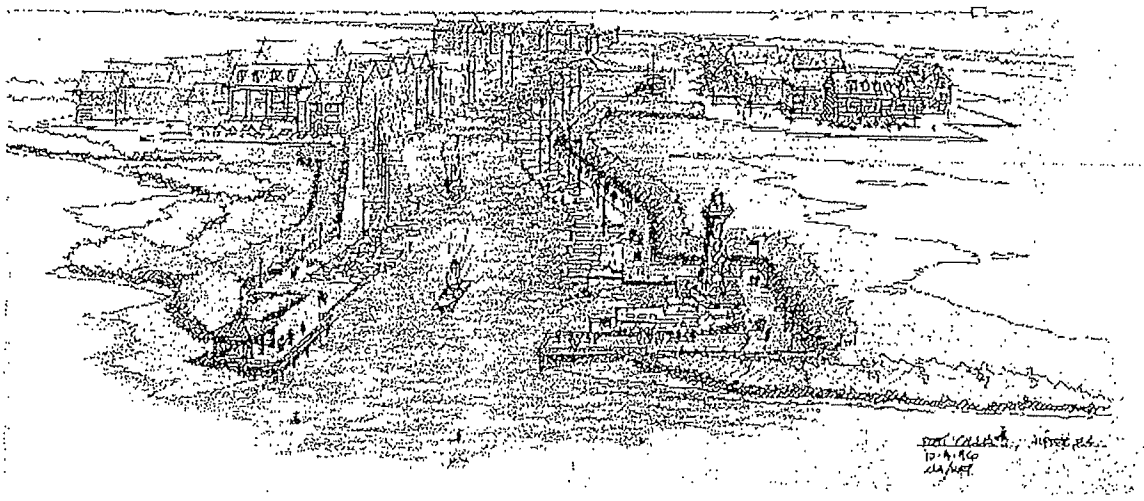
The area beneath Indiantown Road is an opportunity in that it functions as a key pedestrian waterfront linkage between Intracoastal Waterway walkway segments extending to the north and the south. However, this linkage can only be realized if it is well used and perceived as safe. Consequently the walkway under the bridge must be designed to be comfortable in scale and consistent with the boardwalk general design criteria contained herein. Because of its "crossroads" characteristic this area beneath the bridge offers an excellent opportunity for the expansion of shared parking. Specifically, the improvements under the bridge must be designed to incorporate principles of crime prevention through environmental design (CPTED), otherwise known as "defensible space".

These principles include:

* Clear, straight lines of sight through the site from adjacent properties and streets.



* Absence of hedges, fences or other potential blind spots.
* Ample lighting for nighttime comfort but without the "security lighting" image of overly bright sodium vapor fixtures.
* Encouragement of pedestrian activity by appropriate siting of underbridge parking, boat tie-ups and, during week end or peak activity periods, vendor carts.

E. U.S. HIGHWAY ONE MIXED USE RESIDENTIAL DISTRICT

DEVELOPMENT CONCEPT

Presently zoned C-3 this area extending southward on the west side of U.S. Highway One has significant portions that are undeveloped but includes fragmented uses including offices, commercial and hotel. The bulk of this area however, includes the proposed Colleoni development (south of the proposed marina) as well as the proposed Mangrove Bay development. Key elements of the development concept are to:

* Avoid undue concentrations of commercial / office development permitted under C-3.
* Encourage residential uses compatible with such uses on the east side of U.S. Highway One and with the conservation areas to the south.
* Provide for scenic buffer treatments along U.S. Highway One.
* Provide for scenic protection and public access linkages to and along the Intracoastal Waterway.
* Provide for reasonably efficient and compact multifamily housing densities.

RECOMMENDED PROVISIONS

* On sites over 10 acres provide for a maximum of 50 % commercial use with uses limited to those in MXD-2.
* On sites over 10 acres permit up to 100 % residential use at up to 15 units per acre. ACLF may be permitted a density bonus at the discretion of the Town Council up to 20 units per gross acre as provided for in the Comprehensive Plan.
* Require waterfront corridor development and linkages.
* Require 50' U.S. Highway One Scenic Corridor development.

F. ALTERNATE AIA

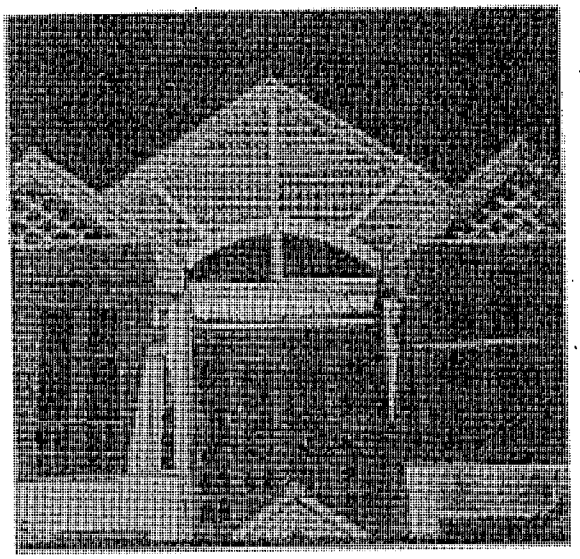
The small strip of land located east of Alternate AIA included in the study area is located on the water and adjacent to an old marina site. The suggested land uses would include water oriented uses which maintian the current scale of structures and does not impair the important visual corridor to the lighthouse. Where possible both visual and public access should be provided to the water's edge.

G. URBAN DESIGN

The U. S. Highway one/ Intracoastal Waterway Study area includes a variety of districts with opportunities to enhance existing or develop distinctive character but it is important that there be a unifying element that can tie the various areas together and identify the entire area as an unique and distinct place. This unifying element is the waterfront walkway corridor and the U.S. Highway One scenic corridor which will run through the entire area.

The waterfront walkway is conceived as a key linkage element connecting special activity areas much as a "string of pearls". The palette of colors, materials and design details used in the boardwalk design and in appurtenances such as lighting fixture, signage and graphics, interpretive panels and adjacent landscape will act as a unifying thematic design tool.

Similarly the design concept for the U.S. Highway One Corridor is that of a lushly landscaped scenic corridor which also will have an associated "palette" of repeated landscape elements, combining color, scale and texture variations in a rhythmic pattern thus affording an unique set of visual experiences as one walks, bicycles or drives along the corridor.



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GENERAL DESIGN GUIDELINES applicable to each of the three subareas.

Roof Forms

Variable pitched, gabled or hip roofs are preferred. Flat and mansard roofs are discouraged.

Pedestrian Scale

Architectural elements at the ground level including arcades, cornices, seat walls, fenestration patterns, detailing and other devices which enhance pedestrian scale and comfort are encouraged.

Styles

No specific architectural styles are mandated. Styles generally interpreted as "vernacular", "old Florida", "seaside", Mediterranean and other similar styles, particularly adapted to local climate, history and a relaxed lifestyle in a coastal environment are encouraged. Highly ornamented facades and styles that are clearly out of context are discouraged, including colonial, tudor, oriental, New Orleans, and similar styles associated with specific geographic areas or cultures foreign to south Florida.

Height

35 feet above base flood elevation. Structures up to 8 stories may be approved subject to design review and adequate separation from waterfront edges and U.S. Highway One scenic corridor buffers.

Building Materials

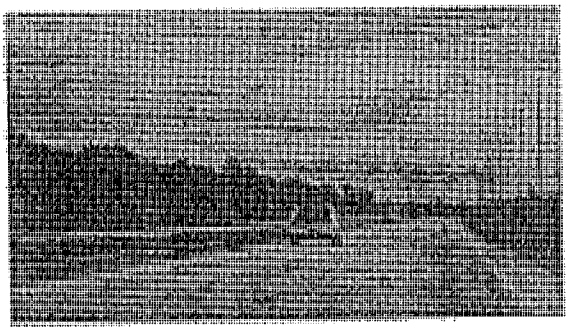
Stucco, wood(painted or light stained) and similar materials commonly in use in South Florida. Standing seam metal, tile (flat or barrel) or wood shakes preferred for roof materials.

Screening

Mechanical equipment and satellite dishes over 3' diameter should be screened.

Discouraged Materials and Elements

* Excessively brilliant, reflective or dark materials, colors or stains
* "Simulated" brick or stone work
* Metal and glass "curtain wall" construction
* Unfenestrated and unarticulated (blank) facades
* Exposed or unfinished concrete or concrete block



IV. U.S. HIGHWAY ONE CORRIDOR

This unique corridor represents an opportunity for the Town of Jupiter to enhance the natural landscape character, preserve the environmentally sensitive areas and to provide a pedestrian/bicycle path system for the length of the corridor without greatly compromising the area's roadway system.

A. VEHICULAR CIRCULATION

One of the primary purposes of this study is to determine whether the six laning of U.S. One within its boundaries will be necessary or could the roadway be maintained as a four lane facility indefinitely. The Florida Department of Transportation (FDOT) is currently in the process of designing this US One Corridor as a six lane facility from Parker Bridge to Indiantown Road. The current construction of the new Indiantown Road Bridge at the Intracoastal Waterway includes widening of the intersection at US One and the widening of the approaches of the latter to six lanes.

The following represents a summary of the traffic engineer's analysis of the existing and projected traffic conditions along this U.S. One Corridor and to provide possible viable strategies to maintain the four lane configuration.

The traffic engineer used data provided by the Palm Beach County MPO, Palm Beach County Traffic Department, and the FDOT's traffic analyses tool ART-PLAN was utilized for the corridor analysis. All the detailed data and assumptions have been previously provided in the Phase 1 & 2 report appendix.

TRAFFIC ANALYSIS

The ART-PLAN ANALYSIS conducted for this study included the following scenarios:

A. EXISTING CONDITIONS: four lane configuration and existing intersection geometry, existing number of signalized intersections, signal timings and AADT.(Assumes U.S. One and 706 intersection with pre-reconstruction reconfiguration.)

B. FUTURE 2015 CONDITIONS W/4 LANES: existing geometrics, no increase in the number of signalized intersections and year 2015 AADT. (Assumes U.S. One and 706 intersection with pre-reconstruction configuration.)

C. FUTURE 2015 CONDITIONS W/4 LANES & INTERSECTION IMROVEMENTS: assumes no new signalized intersections but existing intersection would be improved to provide three through lanes in each direction on U.S. One at the intersections.

D. FUTURE 2015 CONDITIONS W/4 LANES & 6 SIGNALS: assumes two signalized intersections will be added to the north & south of Marcinski Rd. No other intersections improvements are assumed. (Assumes U.S. One and 706 intersection with pre-reconstruction configuration.)

E. FUTURE 2015 CONDITIONS W/4 LANES &

6 SIGNALS & INTERSECTION IMPROVEMENTS: assumes two signalized intersections will be added and existing intersections will be improved to enhance operations to provide three through lanes in each direction on U.S. One at the intersections.

F. FUTURE 2015 CONDITIONS W/6 LANES & 6 SIGNALS: assumes that the U.S. One Corridor will be six lanes with the addition of two signalized intersections.

The results of the ART PLAN analysis are outlined below:

CONDITION	ARTERIAL LEVEL OF SERVICE
A. EXISTING CONDITIONS	A.
B. FUTURE 2015 (As Is)	F.
C. FUTURE 2015 (4 lanes & 4 signals)	B.
D. FUTURE 2015 (4 lanes & 6 signals)	F.
E. FUTURE 2015 (4 lanes & 6 signals w/intersection improvements).	C.
F. FUTURE 2015 (6 lanes & 6 signals)	B.

As indicated, the existing level of service is at acceptable level of service; however, based on current traffic projections the level of service is expected to deteriorate. It is clear from the analysis that the intersections serve as bottlenecks for the traffic flow. The mitigations proposed are to improve the intersection approaches. The improvements proposed include intersection treatments through the addition of add-on and drop-off lanes. The FDOT has established criteria that add-on and drop-off lanes should be added and the minimum distance should be 2000 feet.

RECOMMENDATIONS

Based on the existing data and the localized analyses of the current and projected traffic on a general areawide and corridor planning basis, the following optional policy recommendations are presented:

1. The Town of Jupiter should seek to establish policy agreement with the MPO and FDOT to maintain a four lane configuration for U.S. One Highway until other area roadway improvements or construction alternatives have been exhausted. Alternately, establish policy to maintain the 4 lane configuration as a permanent situation.

   Current modeling projects an increase in traffic volume along the Corridor, U.S. One can be expected to reach level of service D at a later date than other major area roadways, specifically Alternate State Road A1A. This road, currently a four lane road, would require widening to 6 lanes by the year 2010 as per the current development order of the ABACOA project. The Town of Jupiter should petition the MPO to give higher priority to the widening of Alt. A1A. FDOT should be petitioned to construct this widening in the near future. Future fundings from the private developer, ABACOA to be used for other needed improvements in the area.

   The MPO is in the process of updating the travel model to a "Lifestyle Model" which will take into account the differences in travel behavior of the retirement households, especially in the home based to work trips. While the model revalidation will not necessarily reduce the actual number of trips in the corridor, it will, however; most likely change the proportion of trips generated by the various land uses.

The preliminary FDOT design work for the six laning of U.S. One currently in process only extends to Indiantown Rd and does not include any improvements north of Indiantown Rd., especially the intersection with SR AIA and the replacement of the four lane drawbridge.It also does not include the replacement of the Parker Bridge to the south. It is important to note that preliminary corridor analyses of US One shows that with the improvements currently being implemented at the 706 Intersection in combination with some minor signal operation enhancments and additional turning lanes at Marcinski Road & Donald Ross Rd. The corridor segment between the southern limits of the Town of Jupiter and south of the intersection with SR AIA will generally operate at Level of Service D or better with current future projected volumes.

The Marcinski bridge alternatives should be looked at as part of the Model Update Study.

A policy to maintain the four lane configuration should convey the need to accept a lower level of service (E or even F) during certain short term periods.

The Town of Jupiter should closely coordinate its efforts with the County and State officials in the Model Revalidation Project.

The Town of Jupiter should establish land development regulations to maintian projected traffic levels at no greater than is currently pro posed.

2. The principal access to the large tract of developable land along the west side of US One, south of Ocean Way, can be located approximately midway between Ocean Way and Ocean Bluffs Blvd. This access can be combined with the future access for the County Park along the east side of the corridor. Signalization is an option but this action should be looked at in more detail prior to recommendation. It may be possible to install a semi-actuated control system, especially for the northbound left turn vehicles. The ART PLAN analysis considered this signal as a part of the future signal system.

3. While bicycle and pedestrian paths are essential components of the proposed U.S. Highway One scenic corridor concept, conflicts with present high speed traffic necessitate ample separation. Safety considerations may also warrant reducing the speed limit to 45 MPH along the U.S. Highway One in this area.

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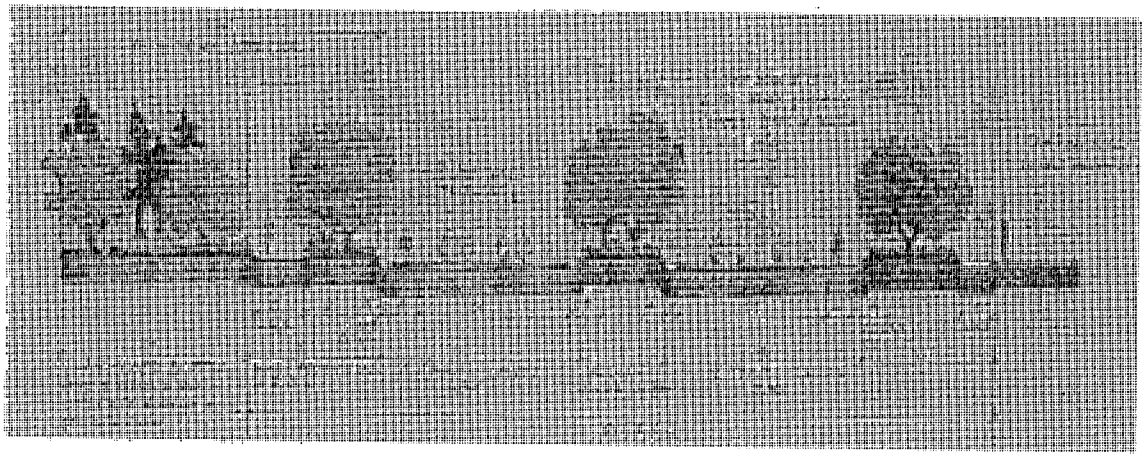
B. RECOMMENDED CROSS SECTION

Three alternative U.S. One Highway cross sections were presented to the public, the Planning & Zoning Board and Town Council and there was an overwhelming recommendation that the corridor cross section should remain four lanes but should be altered from a rural cross section to an urban cross section with curb and gutter. This will allow canopy trees to be planted within four feet of the travel lane which can provide a buffer to the pedestrian and act as a traffic calming device.



SCENIC CORRIDOR DESIGNATION

The U.S. One Highway corridor within this study area currently has a mix of scenic characteristics. Commercial development dominates north of Indiantown Road and Residential development dominates the majority of the eastern edge of the corridor until you reach the undeveloped PBC park property. The dominate landscape characteristic of these developed parcels is the typical small strip of lawn and ornamental plant materials. The undeveloped parcels within the corridor are what provide the predominant scenic character. The scrub oak, sand pine and palmetto upland vegetation should be enhanced with additional scrub community plant material and native canopy trees.

All of the cross section alternatives presented included a minimum 50' pedestrian corridor south of Indiantown Road along the western side of the road to the PBC property where the corridor would cross the road and continue south on the eastern side of the road, connecting to the existing 5' walk which runs in front of the developed parcels south of the proposed park. The exact location of this crossing would require further development and coordination with the proposed development of the park property and traffic improvement plans. The 50' corridor will allow the necessary area to develop a 10' min. path for pedestrians and bicyclists with a buffer of naturalized plantings to buffer the adjacent traffic.

The recommended 4 lane cross section would incorporate the 50' pedestrian corridor, with 21' being located within the existing ROW and a 29' landscape buffer on adjacent private property. This buffer could be established through development standards and the property owner would be required to enhance and maintain the landscape per design guidelines. In addition a 4' bikeway on the roadway would be provided adjacent to the travel lane for the bicyclist who chooses to share the pavement with the automobiles. The Town should closely coordinate the design of the cross section with FDOT. This coordination should include agreements with respect to the cross section configuration which would permit the possible widening of the roadway to six lanes at some future date (beyond year 2010), as absolutely warranted and with a possible change in MPO and FDOT policy in the future. The implementation costs and responsibilities should be established as soon as possible.

V. WATERWAY ACCESS CORRIDOR

The waterfront contained within this study area has been identified as an important resource for the community. The following outlines options to ensure the public's access and a pleasant pedestrian environment to and along the water's edge.

A. DEVELOPMENT STANDARDS

Development standards adapted within the regulatory framework should require specific components of public access to be provided. Recommended components are:

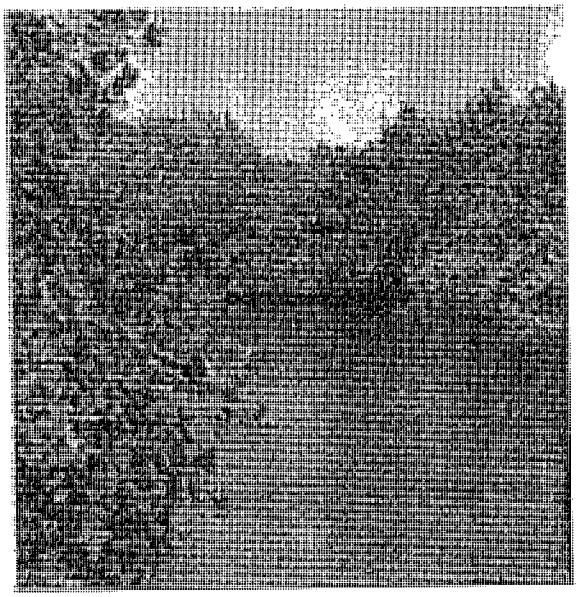
Waterfront Public Walkway - a path or boardwalk generally parallel to and along the water's edge with connections to adjacent property's waterfront walkway.

Upland Connection - a walkway that connects the waterfront to the U.S. Highway One pedestrian corridor.

Supplemental Public Access Area - a landscaped sitting area where on can view the water. This can simply be a widening of the walkway to allow for site furniture, arcades, plazas or it may be a larger lawn, shaded areas or benches overlooking the water.

Visual Corridors - Locations that offer unobstructed views of the water from the U.S. Highway One corridor.

For each of these components, the general design criteria sets generic standards for size, location and design, which might differ depending on the specific site and proposed use for the site. A commercial site could have a greater degree of interface with this public amenity while a residential site may want some separation from the public walkway. The property owners/developers would have the flexibility in deciding how to provide each of these elements, subject to town approval.



In addition the Town should consider the acquisition of the Plate property located adjacent to the active boat ramps for public use, parking and access to this waterway access corridor.

The island located within the F.I.N.D. right of way in this study area should be considered as open space and mangrove mitigation for the development of this public corridor.

B. IMPLEMENTATION OPTIONS

In planning for the success of a waterfront access corridor of the scale proposed for Jupiter, success must be measured by the extent to which the walkway system meets five key objectives, namely:

* To greatly expand public use of and exposure to the waterfront as a public amenity and recreational activity.
* To link together variou centers of activity offering a viable safe and pleasant alternative travel mode.

* To contribute to the community's civic self image, contributing a unify ing thematic element to enhance a sense of place.
* To act as a catalyst for private investment in the form of develop ment and redevelopment by virtue of the "value"created by the amenity and activity created by the water-front walkway.
* To alter the community's develop-ment pattern, fostering a more compact, "connected" relationship among neighboring land uses.

With these key objectives in mind, successful implementation will be determined by a number of factors, namely;

Design & Engineering

* Creating an approporiate palette of thematic design features.
* Detailed routing plans to minimize permitting difficulties and ensure an optimum balance and variety of visual expectancies over, along and set back from the water's edge.
* Careful engineering to ensure safe pedestrian and bicycle use, designating specific sections for shared use.
* Creative construction design and specifications to balance costs of construction and maintenance with minimum liability associated with public use.

Coordination with Development/Redevelopment

* Carefully integrating routings so as to complement and provide ease of access to various private developments which it connects.
* Acting as a proactive redevelopment catalyst in transitional areas.

Finance and Administration:

* Combining all available external (grant) funding sources for construc tion.
* Creating appropriate local adminis trative mechanisms to determine policies and funding sources for on-going maintenance, security and operations.

Described below are fundamental choices in approach to the construction of the waterfront walkway system; or largely reliant on the private sector and the other focused on public sector responsibility. It is recommended that the waterfront system be implemented as a collaborative public private partnership. Key areas of public sector responsibility may include:

* Construction of walkway segments through existing developed property, public properties (parks) and key linkages including along side or under bridges.
* Preparation of engineering design standards and permitting.
* Development site plan reviews of private waterfront development to ensure compliance with requirements for public waterfront access.
* Initiation and administration of organizations to provide maintenance and security.
* Development or collaborative assis tance on those sections of the walkway system which are the most challenging to develop, particularly overwater sections where specific public purposes are served, which will likely be costly and pose permitting difficulties.

Private sector responsibilities are to incorporate and fund construction of waterfront walkway segments to coincide with waterfront development or redevelopment activity.

C. PRIORITIES & NEXT STEPS

The plan for a continuous waterfront walkway system described conceptually herein, requires a multitude of immediate specific coordinated actions for successful implementation. These include:

* Preparation of grant requests including, but not limited to F.I.N.D., Florida Boating Improvement Fund, FRDAP, and ISTEA
* Design and development review of waterfront walkway components of planned developments (Mangrove Bay and Porto Colleoni).
* Selection of priority "public" board walk sections to be followed by final routing, engineering design and permitting.

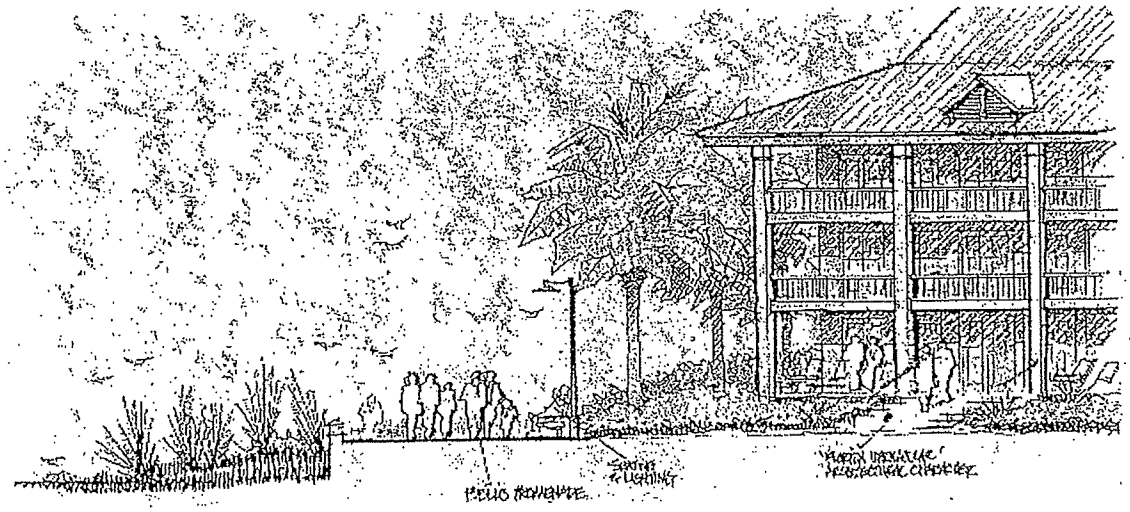
It is recommended that criteria for selecting priority public boardwalk sections for implementation include those which:

* Link planned private walkway sections or sections that accomodate optimum walking distances of approximately 1/2 mile. (e.g., Mangrove Bay to Porto Colleoni to under bridge/Brio Beach area.
* Link to existing public walkway systems open space (e.g., bridge links to and from Burt Reynolds Park and the Jupiter Ridge preserve site.)

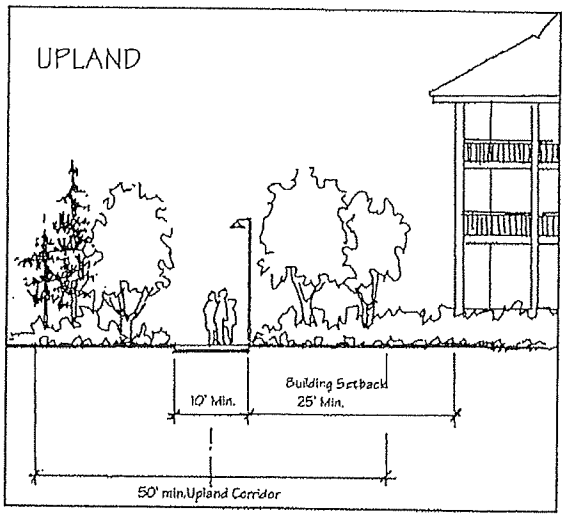
Although the waterfront walkway in the vicinity of the proposed Inlet Village could have the greatest potential effect in leveraging new private development, boardwalk design and funding must be carefully integrated into a more detailed redevelopment plan for this area. In addition, key constraints must be removed in this area (namely the marina service area) prior to implementation of the walkway through the Inlet Village

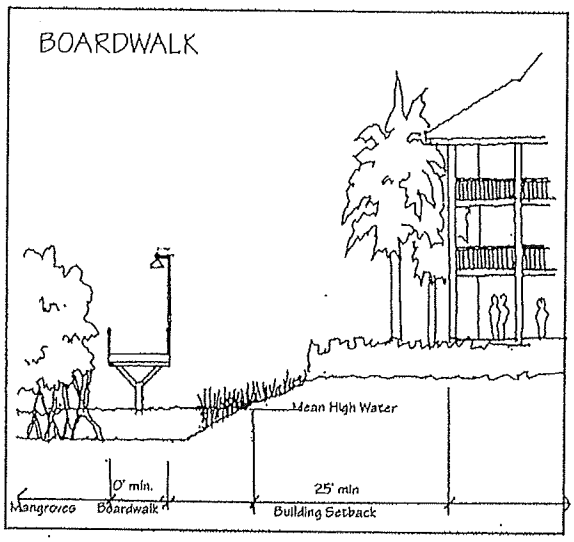
D. WATERFRONT ACCESS DESIGN

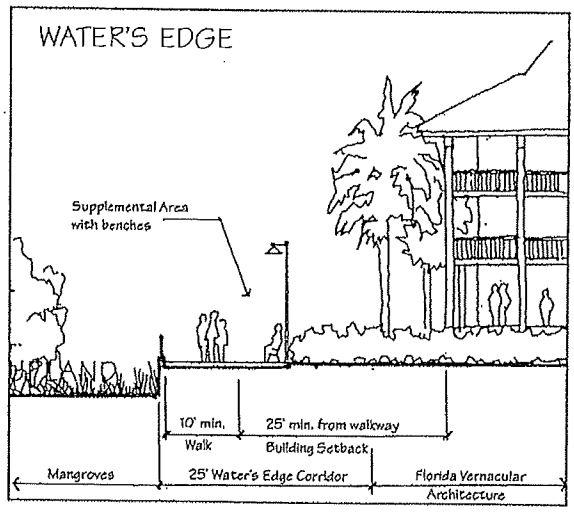
The conceptual routing for the waterfront walkway corridor has been illustrated in diagram form on the Illustrative Plan contained herein. The intent of the routing is to maximize public access to the waterfront and to connect this corridor to the U.S. Highway One Corridor where appropriate. This layout will require further refinement and study to develop a design based on more



site specific existing environmental conditions, cost implications and the ability to permit the access plan. This should be a participatory process involving the community, property owners and permit agencies to develop a plan which will address the special feature that need preservation and enhancement, the physical conditions that will require modification to the generic design standards and to capture that perfect sunset spot.







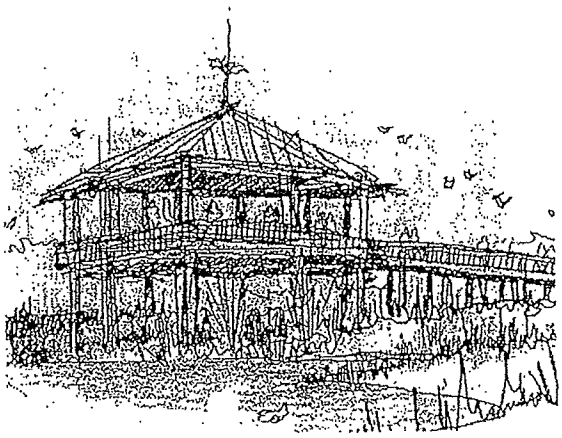
E. GENERAL DESIGN CRITERIA

The waterfront corridor shall be composed of a 25' scenic easement which shall include a minimum 10' unobstructed walkway, plus a palette of related improvements including lighting, benches, trash recpetacles and landscape elements. Various water edge conditions and the responding walkway design shall require variable design sections. For example, a bulkhead edge will usually require a 3-4 foot edge with dock associated appurtenances adjacent to the walkway. A rip rap edge or natural water edge condition usually requires a landscape area or area of seperation between the walkway and the water's edge to discourage the public from walking over the rip rap. The Ft Lauderdale Riverwalk is an example of a walkway's response to some of these variable edge conditions. Within the 25' corridor in addition to the min. 10' walkway the following element and activities would be considered compatiable and may be allowed or incorporated into the easement are with staff approval:

* Decks, gazebos, pavilions.
* Site furniture, including benches, lights, trash receptacles, bike racks, kiosk, educational exhibits.
* Paved areas for activities which will

contribute to the public activity of the corridor, i.e. outdoor dining, ven dors etc.

* Landscape elements including trees, palms, shrubs, pots, land scape lighting.
* Awning, balconies and building can tilevers or overhangs with a mini mum height of 12' may encroach within this easement.



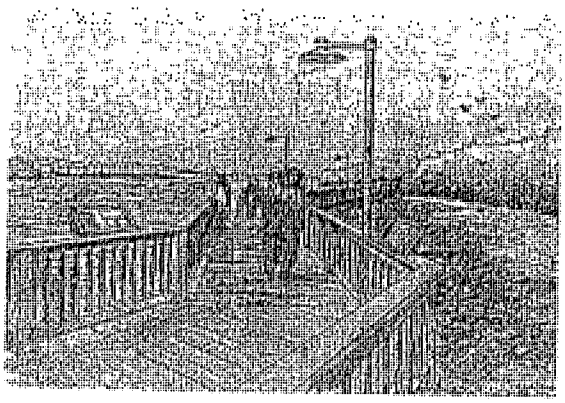
In addition the following general design criteria should be followed as a guideline in developing the detailed design standards.

* Corridor shall follow the water's edge or extend into the water for a minimum of 50% of the property's frontage.
* Any upland portion of the corridor shall be a min. of 50' wide for ad equate landscape area.
* For every 300' linear feet on aver age, an unobstructed view of the water shall be provided by using natural opening, elevated walkway sections or boardwalk segments in the open water.
* Min. 10' width unobstructed walkway or boardwalk.
* 25' min. building setback for buildngs up to 25' height. The setback shall increase equal to building height. Elements discribed above as being allowed to encroach upon the easement may encroach within this setback with discretionary approval. Setback may be waived if adjacent use is retail or will contribute to the public activity of the corridor.
* Standardized construction materials for similar segments, materi als to be selected for durability and ease of maintenance qualities; plastic wood, aluminum, concrete etc.
* Standardized Lighting - maintain minimum .5 footcandle, necessary for safety and security. Lighting should be designed to light the path only and not overspill on adjacent properties.

  Standardized boardwalk decking & railing design - designed to meet ADA & Life Safety Codes. DEP requires ½" spacing between deck members to allow for light penetration in certain areas.

  Boardwalk shall be constructed in a manner to minimize disturbance and utilize each previously constructed section as a work platform.
* Boardwalk elevation shall be above mean high water level and meet environmental regulations for light penetration.

27



IMPLEMENTATION RECOMMENDATIONS

In the initial portion of this chapter we have outlined some of the regulatory framework necessary for implementation. The other critical portion of the implementation equation is the funding. As mentioned earlier one source of funding is the creation of an endowment fund to be funded by the individual developers prior to obtaining development approval.

Other possible funding sources are:

- F.I.N.D. - Waterways Assistance Program
- ISTEA grants
- Pedestrian and Bicycle Safety Program
- The Trust for Private Land - Conservation Services Program
- Florida Recreation Development Assistance Program
- Florida Communities Trust
- Florida Greenways and Trail Program
- Save Our State Environmental Education Grants Program

APPENDIX E

RELEVANT RESOLUTIONS & ORDINANCES

- RESOLUTION 1-12 CRA PLAN AMENDMENT (2012)
- RESOLUTION 22-11 CRA BOUNDARY CHANGE
- ORDINANCE 60-01 CONCERNING COMMUNITY REDEVELOPMENT AGENCY WITHIN TOWN

RESOLUTION NO. 1 - 12

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, ADOPTING AN AMENDMENT TO THE TOWN OF JUPITER'S COMMUNITY REDEVELOPMENT PLAN; PROVIDING FOR THE EXPANSION OF THE BOUNDARIES OF THE COMMUNITY REDEVELOPMENT AGENCY'S AREA AND REVISING ITS MAPS; PROVIDING FOR ADDITIONAL REDEVELOPMENT STRATEGIES; PROVIDING FOR CERTAIN PROJECTED COSTS ASSOCIATED WITH THE REDEVELOPMENT PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Jupiter (Town) has created a Community Redevelopment Agency pursuant to Chapter 163 Part III, Florida Statutes (the Act); and

WHEREAS, the Act empowers and authorizes the Town to amend its Community Redevelopment Agency (Agency) Plan upon the recommendation of the Agency's Board of Commissioners ; and

WHEREAS, in accordance with the Act, the Board of County Commissions of Palm Beach County, Florida, by Resolution No.R-2011-1104 has approved the Town and Agency's proposal to expand the Agency's boundaries pursuant to CRA Resolution No. 3-11 and the Town Resolution No. 22-11 ; and

WHEREAS, the legal descriptions of the parcels to be included within the expanded boundaries of the CRA together with the expanded boundary maps are attached hereto and incorporated herein as Exhibit "A"; and

WHEREAS, in the CRA Plan, Section 5. Neighborhood Impact , amendments to the last paragraph have been updated to include reference to existing stock of condominium units and mobile/manufactured housing that provides opportunities for housing for low to moderate income residents and that, other locations within the

Town to satisfy the housing needs of such income populations; and

WHEREAS, in the CRA Plan, Section 8. Redevelopment Strategies (Project and Program Types) has been added for the purpose of identifying the types of strategies, key and catalyst projects and programs that may be implemented by the Jupiter Community Redevelopment Agency (CRA). ; and

WHEREAS, the Town and Agency's staff have recommended the amendments set forth with this Resolution to the Agency's Plan ; and

WHEREAS, the Town Council finds that it is in the best interest of its residents and visitors to include these amendments to the CRA Plan; and

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA

Section 1. The above recitals are all true and accurate and are incorporated herein and made a part of this resolution.

Section 2. Pursuant to and in accordance with the provisions of the "Community Redevelopment Act" of Part III of Chapter 163, Florida Statues, the Town Council hereby amends the Jupiter Community Redevelopment Agency's Community Redevelopment Plan to include: Section 1.5.1 2011 CRA Boundary Expansion with the legal descriptions of these parcels along with the updated expanded boundary maps, adding to Section 5. Neighborhood Impact, the last paragraph has been updated to include reference to existing stock of condominium units and mobile/manufactured housing that provides opportunities for housing for low to moderate income residents and that, other locations within the Town of Jupiter better satisfy the housing needs of such income populations, Section 8. Redevelopment Strategies (Project and Program Types) has been added to the

CRA Plan for the purpose of identifying the types of strategies, key and catalyst projects and programs that may be implemented by the Jupiter Community Redevelopment Agency (CRA). This section is not intended to be an exhaustive list of the projects and programs that the CRA may undertake. This section is intended to provide a framework for understanding of future projects forms and to comply with all applicable sections of Section 163 Part III of the Florida Statutes.

Section 3. This Resolution shall be effective upon its adoption.

EXHIBIT "A"

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

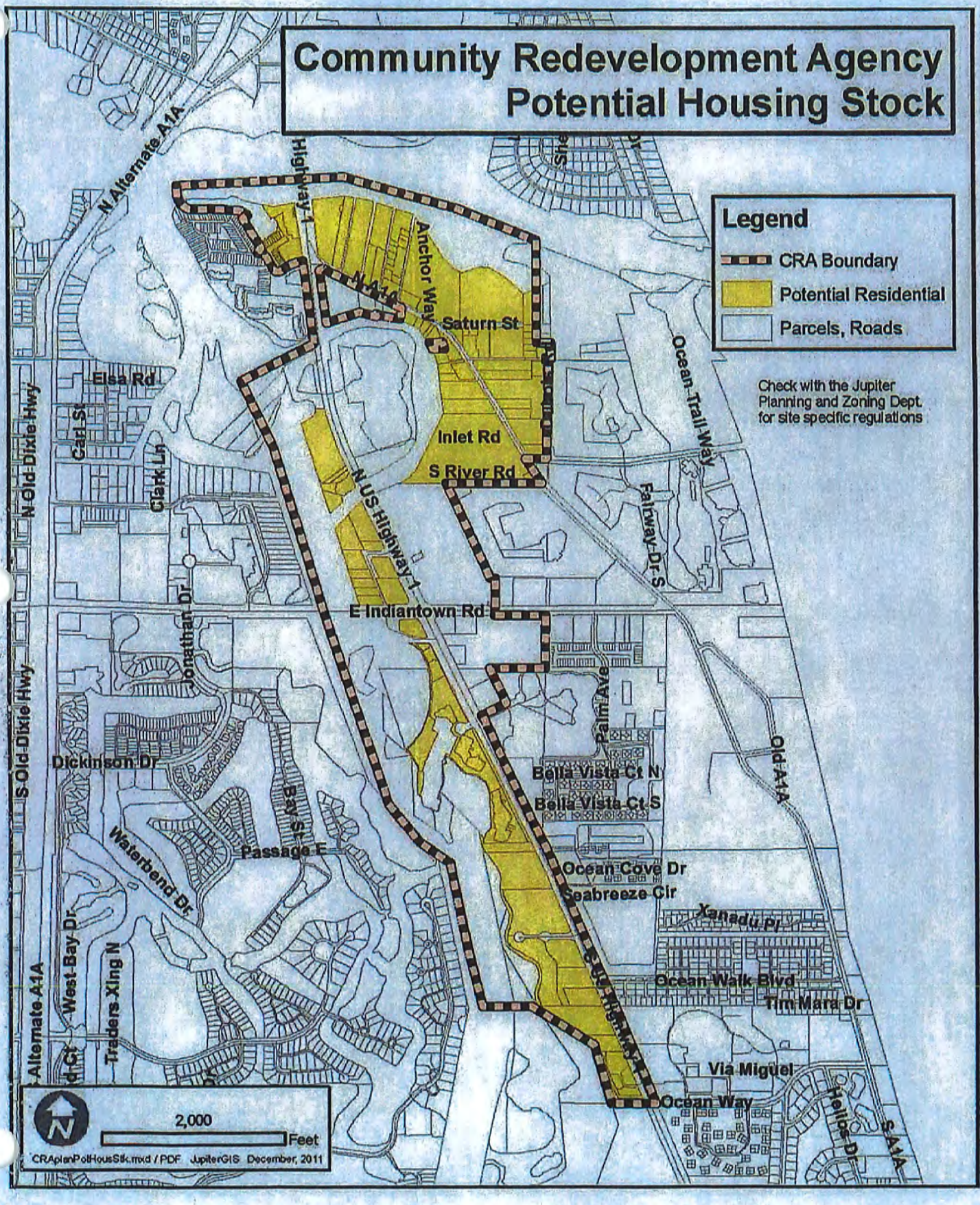
From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the* ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*


Community Redevelopment Agency
Potential Housing Stock
Legend
CRA Boundary
Potential Residential
Parcels, Roads
Check with the Jupiter Planning and Zoning Dept. for site specific regulations
N Alternate A1A
N Old Dixie Hwy
Elsa Rd
Carl St
Clark Ln
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St
Passage E
Waterbend Dr
West Bay Dr
Traders Xing N
Alternate A1A
Highway 1
Anchor Way
Saturn St
Inlet Rd
S River Rd
N US Highway 1
E Indiantown Rd
Ocean Trail Way
Fairway Dr S
Palm Ave
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Hellos Dr
S A1A
Old A1A
2,000
Feet
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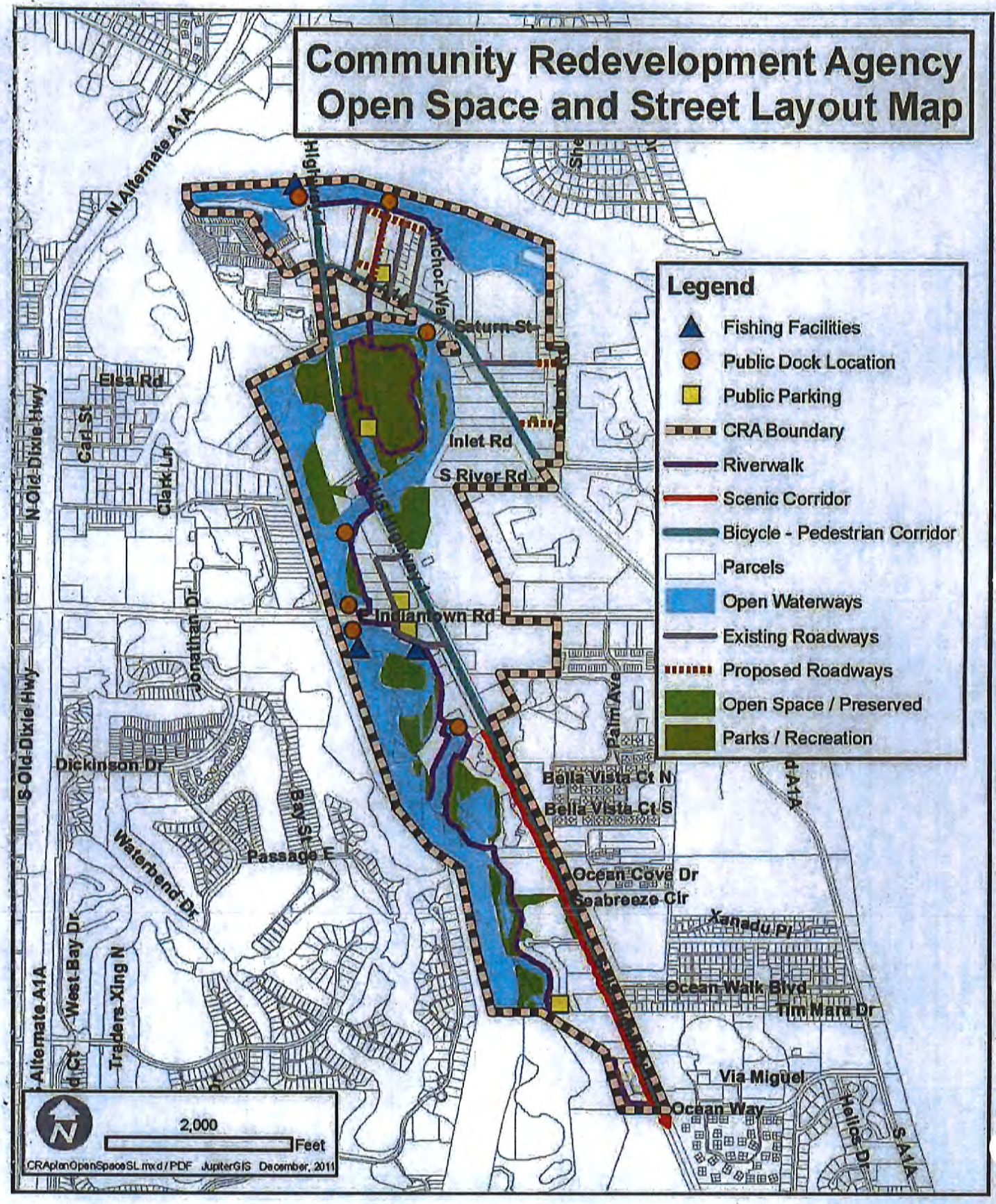
Community Redevelopment Agency
Open Space and Street Layout Map
Legend
Fishing Facilities
Public Dock Location
Public Parking
CRA Boundary
Riverwalk
Scenic Corridor
Bicycle - Pedestrian Corridor
Parcels
Open Waterways
Existing Roadways
Proposed Roadways
Open Space / Preserved
Parks / Recreation
N Alternate A1A
Anchor Way
Saturn St
Elsa Rd
Carl St
N Old Dixie Hwy
Clark Ln
Inlet Rd
S River Rd
Jonathan Dr
Indiantown Rd
S Old Dixie Hwy
Dickinson Dr
Palm Ave
Bella Vista Ct N
Bella Vista Ct S
Bay St E
Waterbend Dr
Passage E
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
Alternate A1A
West Bay Dr
Traders Xing N
2,000
Feet
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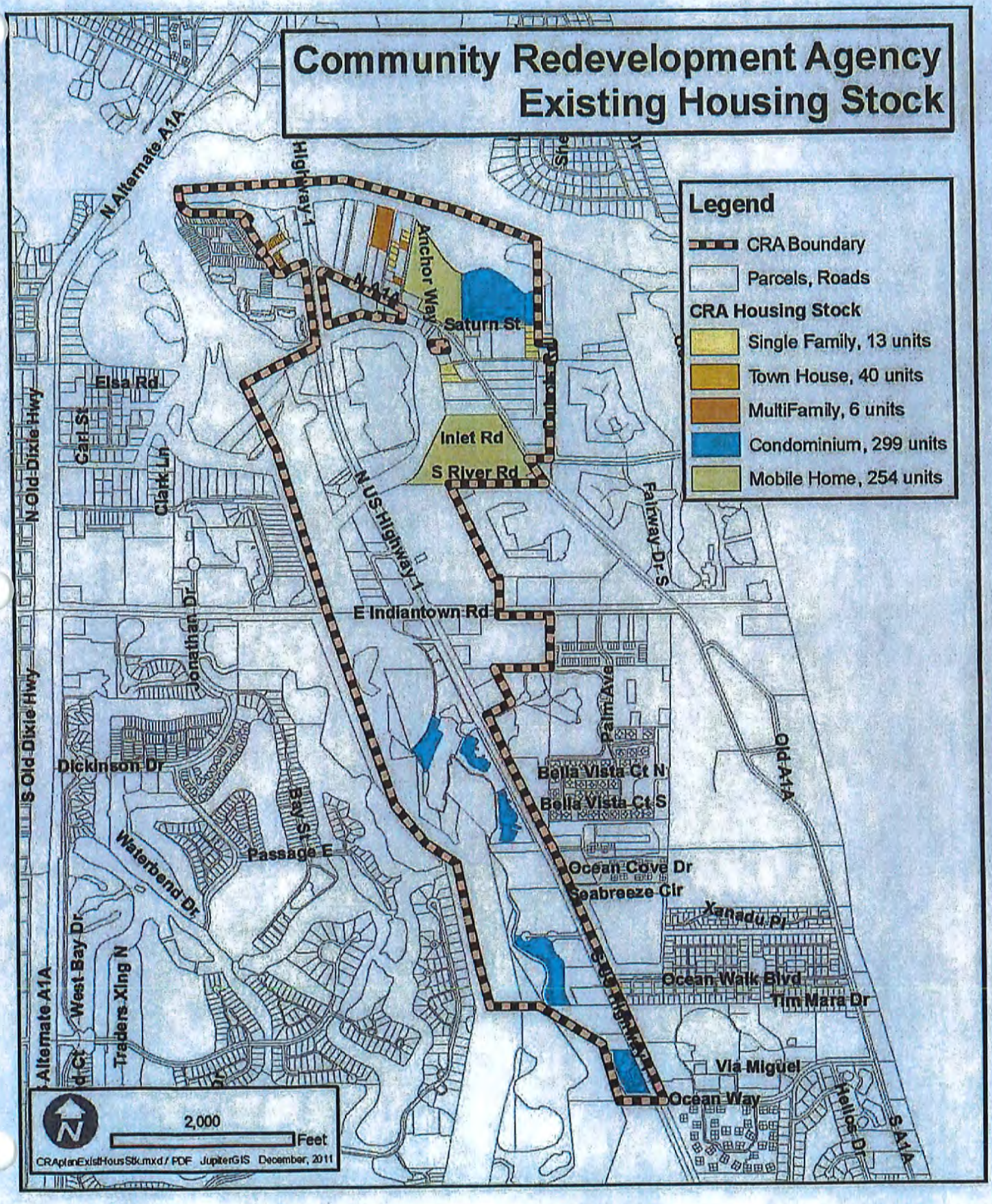
Community Redevelopment Agency
Existing Housing Stock
Legend
CRA Boundary
Parcels, Roads
CRA Housing Stock
Single Family, 13 units
Town House, 40 units
MultiFamily, 6 units
Condominium, 299 units
Mobile Home, 254 units
N Alternate A1A
Highway 1
Anchor Way
N A1A
Saturn St
Elsa Rd
Carl St
Clark Ln
N Old Dixie Hwy
Inlet Rd
S River Rd
N US Highway 1
Fairway Dr S
Jonathan Dr
E Indiantown Rd
Palm Ave
Old A1A
Dickinson Dr
Bella Vista Ct N
Bella Vista Ct S
Bay St
Passage E
Waterbend Dr
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
West Bay Dr
Traders Xing N
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
Alternate A1A
2,000
Feet
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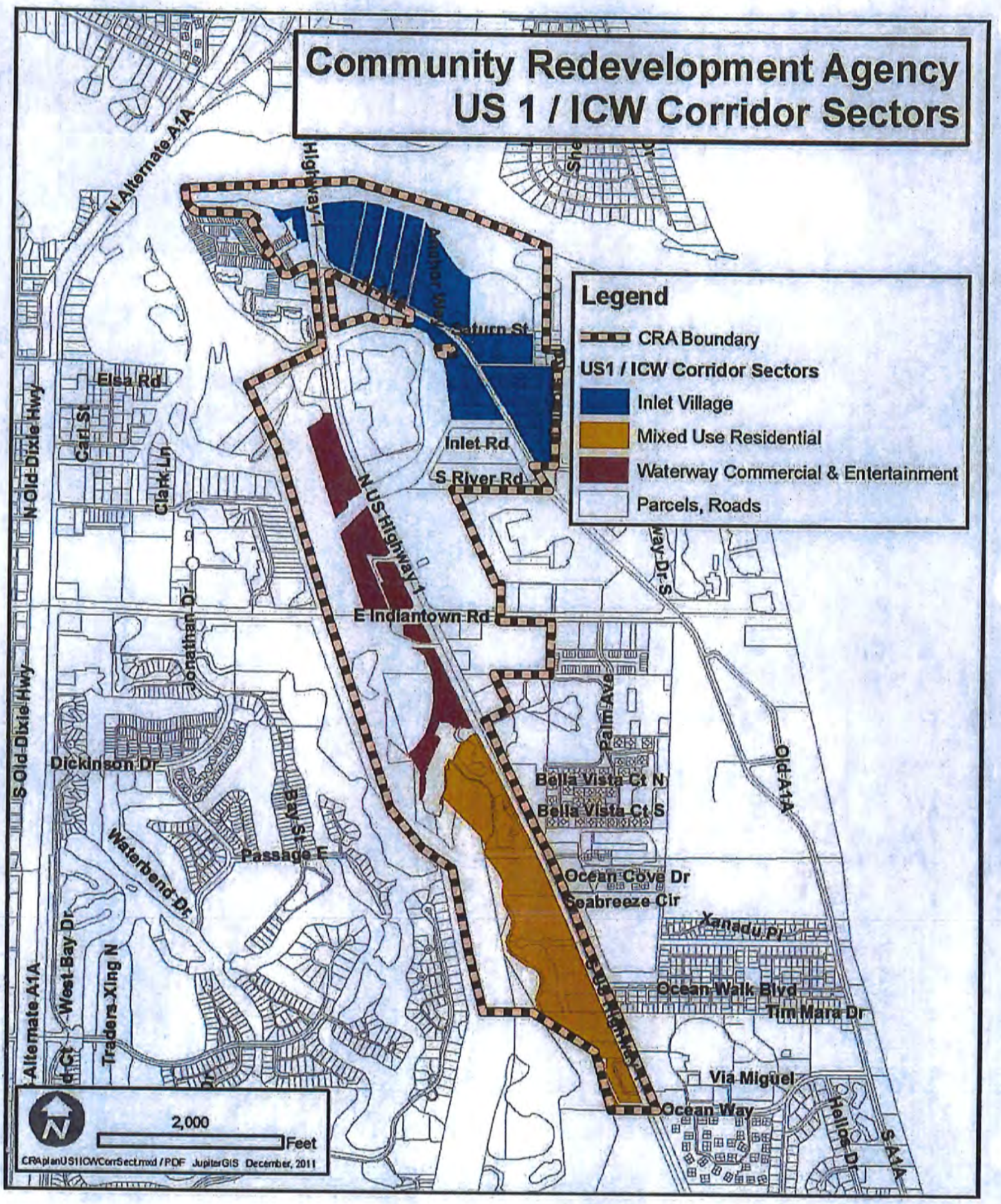
Community Redevelopment Agency
US 1 / ICW Corridor Sectors
Legend
CRA Boundary
US1 / ICW Corridor Sectors
Inlet Village
Mixed Use Residential
Waterway Commercial & Entertainment
Parcels, Roads
N Alternate A1A
Highway 1
Anchor Way
Saturn St
Elsa Rd
Carl St
N Old Dixie Hwy
Clark Ln
Inlet Rd
S River Rd
N US Highway 1
Mayo Dr S
E Indiantown Rd
Jonathan Dr
S Old Dixie Hwy
Dickinson Dr
Bay St E
Waterbend Dr
Passage E
Palm Ave
Old A1A
Bella Vista Ct N
Bella Vista Ct S
Ocean Cove Dr
Seabreeze Cir
Xanadu Pl
S US Highway 1
Ocean Walk Blvd
Tim Mara Dr
Via Miguel
Ocean Way
Helios Dr
S A1A
Alternate A1A
West Bay Dr
Traders Xing N
2,000
Feet
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The foregoing Resolution was offered by Councilor Todd R. Wodraska, who moved its adoption. The motion was seconded by Councilor Robert M. Friedman, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR JIM KURETSKI		X
COUNCILOR ROBERT M. FRIEDMAN	X	
COUNCILOR WENDY HARRISON	X	
COUNCILOR TODD R. WODRASKA	X	

The Mayor thereupon declared the foregoing Resolution 1-12 duly passed and adopted this 3rd day of April, 2012.

TOWN OF JUPITER, FLORIDA

BY: _____
KAREN J. GOLONKA
MAYOR

ATTEST:

_____
SALLY M. BOYLAN, MMC
TOWN CLERK

(TOWN SEAL)

_____
THOMAS J. BAIRD, ESQ.
Approved as to form and legal sufficiency

RESOLUTION NO. 22-11

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, AMENDING THE TOWN OF JUPITER'S COMMUNITY REDEVELOPMENT PLAN BY EXPANDING THE BOUNDARIES OF THE EXISTING COMMUNITY REDEVLOPMENT AREA TO INCLUDE TWO PARCELS OF LAND ADJACENT TO THE EXISTING BOUNDARY, KNOWN AS GUANABANAS AND INLET VILLAGE PARK; PROVIDING FOR A FINDING OF NECESSITY FOR THE EXPANSION OF THE JUPITER COMMUNITY REDEVELOPMENT AGENCY AREA'S BOUNDARIES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Planning and Redevelopment Consultants, Inc. ("PRC") has conducted a Necessity Study, copy of which is on file in the Office of the Town Clerk, the purpose of which was to determine if slum or blighted areas, as defined by Section163.340, Florida Statutes, existed within the boundaries of two parcels which are adjacent to the existing Community Redevelopment Area (Area); and

WHEREAS, the Necessity Study confirmed the existence of slum and blighted areas in the area wherein the two parcels known as Guanabanas and Inlet Village Park are located; and

WHEREAS, Section 163.361, Florida Statutes, empowers and authorizes the Town to amend its Community Redevelopment Agency (Agency) Plan to expand the boundaries of the Area upon the recommendations of the Agency's Board of Commissioners ; and

WHEREAS, the Town of Jupiter, Florida ("Town") has completed a study of an area which is adjacent to the Agency's boundaries; and

WHEREAS, the Town has determined, based on this study that the area adjacent to the Agency's current boundary in the area known as the Inlet Village meets the statutory definition of a slum and blighted area, pursuant to the

"Community Redevelopment Act" of Part III of Chapter 163, Florida Statutes; and

WHEREAS, the Agency's boundaries are located adjacent to and contiguous with an area which includes two separate parcels of land which exhibit slum and blighted conditions and the two parcels are legally described and depicted in Exhibit "1", which is attached hereto and incorporated herein; and

WHEREAS, the rehabilitation, conservation or redevelopment, or any combination thereof of the two parcels legally described herein is necessary and in the best interest of the health, safety, morals, and general welfare of the residents and visitors of the Town of Jupiter; and

WHEREAS, the Town and Agency's staff have recommended the amendment of the Agency's Plan to expand the boundaries of the existing Area, to include the two parcels legally described herein; and

WHEREAS, the Town of Jupiter Town Council finds that it is in the best interest of its residents and visitors to include the two parcels legally described herein within the boundaries of the Agency's Area.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA

Section 1. The above recitals are all true and accurate and are incorporated herein and made a part of this resolution.

Section 2. Pursuant to and in accordance with the provisions of Section 163.361, Florida Statutes, as amended, that the Town Council of the Town of Jupiter, Florida hereby, amends the Agency's Community Redevelopment Plan to expand the boundaries of the existing Area to include the following legally described parcels:

ADDITIONAL PARCEL 1:

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the* ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*

Section 3. The Mayor, Karen J. Golonka, is hereby authorized and directed to sign this Resolution and the Town Clerk is directed to maintain a copy in the Office of the Town Clerk.

Section 4. This Resolution shall be effective upon its adoption.

K:\Staff\RIVERWALK--ALL AREAS\CRA\CRA BOUNDARY documents- MAPS\CRA Resolution 22-11 for TC mtg 5-17-11.DOC

The foregoing Resolution was offered by Councilor Todd R. Wodraska, who moved its adoption. The motion was seconded by Councilor Robert M. Friedman, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR JIM KURETSKI	X	
COUNCILOR ROBERT M. FRIEDMAN	X	
COUNCILOR WENDY HARRISON	X	
COUNCILOR TODD R. WODRASKA	X	

The Mayor thereupon declared the foregoing Resolution 22-11 duly passed and adopted this 17th day of May, 2011.

TOWN OF JUPITER, FLORIDA

BY: _____
KAREN J. GOLONKA
MAYOR

ATTEST:

_____
SALLY M. BOYLAN, MMC
TOWN CLERK

(TOWN SEAL)

TOWN OF JUPITER, FLORIDA, PALM BEACH COUNTY
INCORPORATED 1925

_____
THOMAS J. BAIRD, ESQ.
Approved as to form and legal sufficiency

TOWN OF JUPITER, FLORIDA

INVESTIGATION OF THE EXISTENCE OF BLIGHTING CONDITIONS

AND

A FINDING OF NECESSITY FOR REDEVELOPMENT

FOR PARCELS

30434031000060050, 30434031000060070, 30434031070000020, 30434031070000040

AND

30434031070000010

May 4, 2010

Prepared by:

Planning and Redevelopment Consultants, Inc.
5062 NW 45th Avenue
Coconut Creek, Florida

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Buildings 2-5

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SECTION ONE

BACKGROUND AND OVERVIEW

BACKGROUND

In November 2001, the Jupiter Town Council prepared and adopted a Finding of Necessity for the creation of a Community Redevelopment Agency (CRA) for a defined area within the Town of Jupiter and subsequently approved the creation of the Town of Jupiter CRA. The CRA was legally created upon the approval of Resolution 2001-0090 by the Palm Beach County Board of County Commissioners on January 2, 2002 which delegated powers under Section 163 Part III of the Florida Statutes to the Town of Jupiter (in a chartered county such as Palm Beach, the power to undertake activities outlined in Sec. 163 Part III, Fla. Stat. is vested in the County and not any municipality within its borders). While delegating a majority of powers to Jupiter, the Board of County Commissioner retained for the right to approve expansion of the Jupiter CRA.

In March 2011, the Jupiter Town Council and the Board of Commissioners of the Jupiter CRA determined that there was cause to believe that slum and/or blighting conditions existed in an area comprised of several parcels of land adjacent to the Inlet Village sub-area of CRA. This area consisted of five (5) parcels totaling 1.53 acres. Two (2) of these parcels comprise the property that is currently operated as Guanabanas restaurant and the remaining three (3) make up what is informally known as the Inlet Village Marina. In addition to the belief that blighting conditions exist in this area, the Town Council and CRA believe that investment by the CRA in these parcels could be beneficial to the success of the Inlet Village area and thus the CRA. Both entities believe that it would have been appropriate to include these parcels within CRA when it originally created however, these parcels were part of unincorporated Palm Beach County at the time and were not part of the Town of Jupiter. All five (5) parcels have subsequently been annexed by the Town, the two restaurant parcels on April 16, 2002 (Ordinance No. 27-02) and the three (3) Inlet Village Marina parcel on August 16, 2005 (Ordinance No. 5-05).

The Town of Jupiter and Jupiter CRA engaged Planning and Redevelopment Consultants, Inc. (PARC) in March of 2011 to prepare a study to document what blighting conditions (as defined by Section 163. 346 (8)), if any, exist with the five (5) parcel area. PARC was also tasked with determining if there was sufficient justification to request the County allow an expansion of the Jupiter CRA to include this new study area.

FINDING OF NECESSITY

In order for the Town of Jupiter to expand the existing Town of Jupiter CRA to include the area of the subject five (5) parcels into the existing Town of Jupiter CRA, the conditions outlined in F.S. 163.340 (7) and/or F.S. 163.340 (8) must be found to exist just as these same conditions needed to be found when originally creating the CRA.

F.S. 163.340 (7) requires the following be met in order for a determination of "slum" to be verified:

(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:

(a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
(b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
(c) The existence of conditions that endanger life or property by fire or other causes.

While some of the conditions that would satisfy subsection (c) above are present (specifically issues related to drainage in rights-of-way, lack of drainage on commercial properties, lack of sidewalks, and non-adherence to the Florida Accessibility Code throughout the neighborhoods and commercial areas), the majority of these conditions are not present within the defined study area.

Given this situation, attention is turned to F.S. 163.340 (8), the definition for the verification of "blight". In order for a finding of "blight" the following criteria must be met:

(8) "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
(b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
(d) Unsanitary or unsafe conditions;
(e) Deterioration of site or other improvements;
(f) Inadequate and outdated building density patterns;
(g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
(h) Tax or special assessment delinquency exceeding the fair value of the land;
(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
(j) Incidence of crime in the area higher than in the remainder of the county or municipality;
(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to s. 163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection

As the conditions of blight, as defined by the statutes, are more evident and easier to document than the conditions of slum, a very small percentage of CRA's in the State of Florida have been established on the existence of slum conditions. This situation along with the difficulty in showing that slum conditions exist within a non-residential area of only 1.53 acres will cause the review of the potential expansion area to focus on whether blighting conditions alone exist in the area. Due to the need to complete this study within an extremely limited timeline, focus shall be given on physical conditions of blight; review of items requiring comparison to the remainder of the county or municipality shall not be undertaken.

THE POTENTIAL EXPANSION AREA

The potential expansion area consists of five parcels. Two properties are owned by Babalouie LTD, two are owned by the Town of Jupiter and one is under the ownership of the Jupiter Community Redevelopment Agency (purchased under the auspices of Section 163.370 (2) (c) 9). The Babalouie LTD parcels are under singular control and are operated as a single commercial entity, Guanabanas Restaurant. The remaining three parcels, although owned by different governmental entities, are essentially controlled by the Jupiter Town Council and the Jupiter CRA Board which both comprised of the members of the Town Council which, for purposes of this investigation, are considered to be under a singular control. These three government parcels are planned to become a public park/marina facility.

As these five parcels of land are actually operated as two "properties" each with their own use and not five individual parcels, this study will identify them by the two uses, the "Restaurant Site" for the Babalouie LTD parcels, and "Inlet Village Marina" for the remaining three parcels owned by the Town and the CRA (Map 1-1).

The following further identifies the parcels in the potential expansion area by the Parcel Control Number (PCN) and groups them as described above (See Exhibit A for maps and parcel information).

The Restaurant Site:

30434031000060050 (Babalouie LTD)

30434031000060070 (Babalouie LTD)

The Inlet Village Marina:

30434031070000020 (Town of Jupiter)

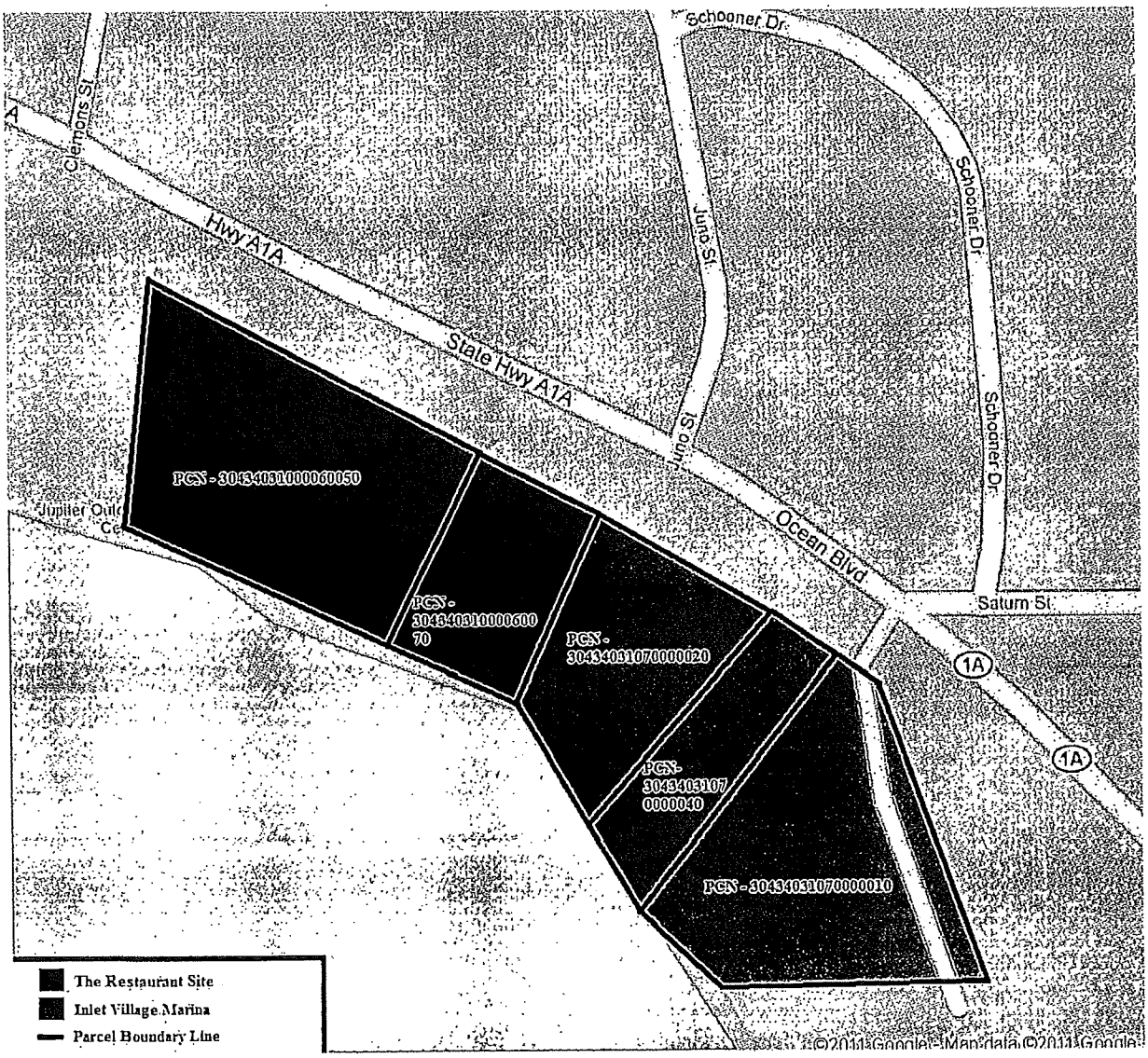
30434031070000040 (Town of Jupiter)

30434031070000010 (Jupiter CRA)

MAP 1-1

PARCELS REVIEWED

(The Restaurant Site and Inlet Village Marina)



SECTION TWO

EXISTING SITE CONDITIONS

SITE VISITATION

On April 6, 2011 and April 26, 2011 representatives of Planning and Redevelopment Consultants, Inc. visited the sites to document the basic conditions as they existed on those days. The following identifies the conditions found on each property.

The Restaurant Site

This site contains two parcels owned by Babalouie LTD. The combined site is approximately .62 acres and is currently occupied by Guanabanas Restaurant with a small portion of the property occupied by a vendor renting kayaks and boats. The site contains several small buildings, docks for small boats and a small customer drop-off driveway. Both parcels are zoned C-2 and have a future land use of Inlet Village Flex. The zoning and future land use are both consistent with surrounding parcels and the current restaurant and boating rental uses are allowable under the zoning and future land use.

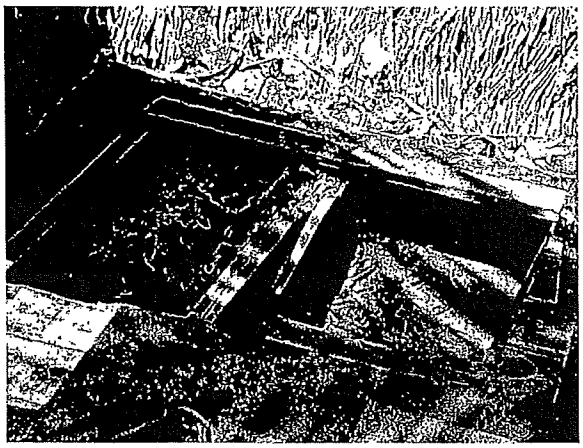
Buildings

The restaurant itself is unique in that all the customer seating is not contained within a building(s) but is instead covered outdoor seating. Large, thatched roof structures protect patrons from rain and sun, however there are no walls to the dining areas and thus it is open to the elements. There are several smaller buildings on the site which include a small stage, a bar and restrooms, a small on-site kitchen and dishwashing area, and a small building occupied by the rental vendor. It should also be noted that the kitchen building is not large enough to be a full-kitchen so the restaurant maintains an off-site "prep" kitchen across A1A with food brought to the on-site kitchen by refrigerated truck for cooking and plating.

The main building on the property which houses the kitchen and dishwashing facilities, is experiencing significant deterioration issues. Two issues are of particular concern: the structure's roof and the floor. The roof is experiencing significant deterioration due to age. In fact, on the date of PARC's second visitation (April 26, 2011), workmen were undertaking an emergency patching of the roof to repair a failure. The open roof gave insight into the overall deteriorated nature of the roof (Photos 2-1 and 2-2).

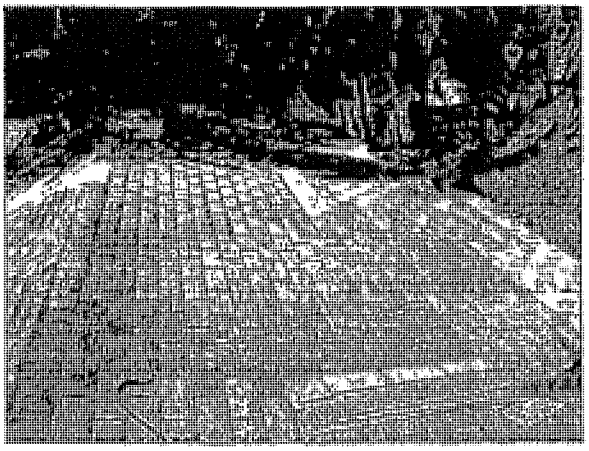
This building is also of a raised-wood construction. The structure is not set on a concrete pad and thus in some areas deterioration and settling due to age is causing the floor to sag. The sagging is producing warping in the flooring and a buckling and breaking of flooring tiles which has become a hazard for the restaurant's employees. (Photos 2-3 and 2-4).

Photo 2-1



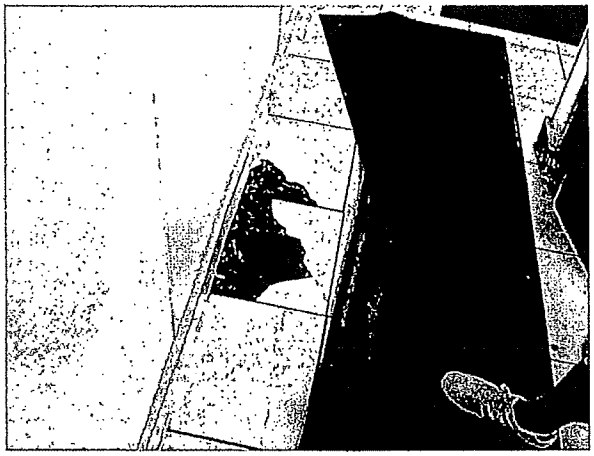
Guanabanas kitchen building emergency roof repair showing underlying deterioration.

Photo 2-2



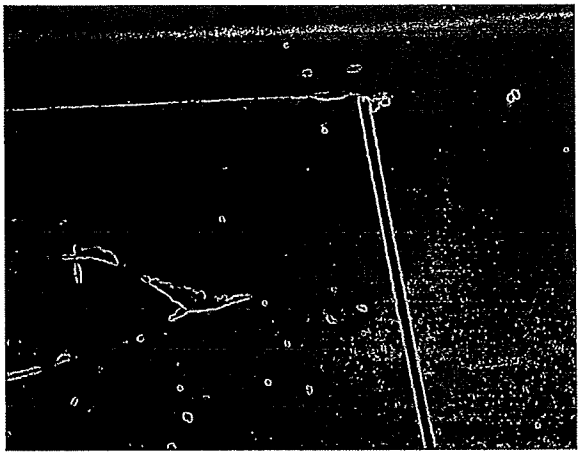
Roof Shingles of different coloring show extent Multiple repairs (NOTE: Newer shingles at top of photo due to tie-in of a building addition not repairs).

Photo 2-3



Missing tiles due to warping floor in kitchen/ dishwashing building.

Photo 2-4

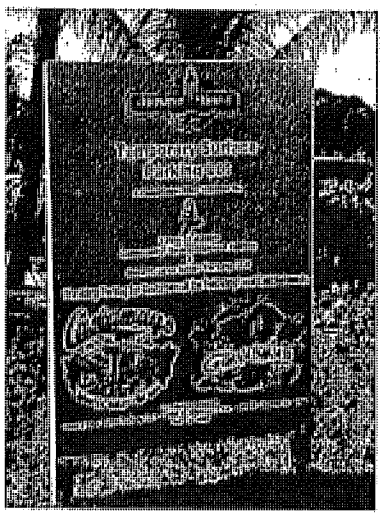


Cracked tiles due to warping floor in the kitchen dishwashing building.

Other Structures/Site Improvements

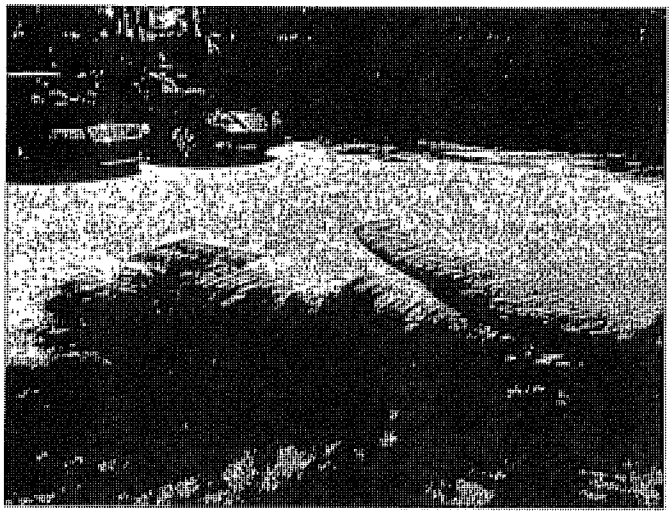
The site includes only two (2) parking spots thus, patrons and employees are forced to park in, or have their vehicles taken by valet to, a temporary parking lot owned by the CRA a block away from the restaurant's front entrance (Photo 2-5). This was allowed as a short-term situation by the Town to promote new activity in the area and it is unlikely any other similar use would receive such treatment. Should the existing user not continue, it is unlikely the Town would approve such an arrangement again as the CRA has long term plans to develop this lot and thus off-site parking could not be guaranteed.

Photo 2-5



CRA Temporary Parking Lot

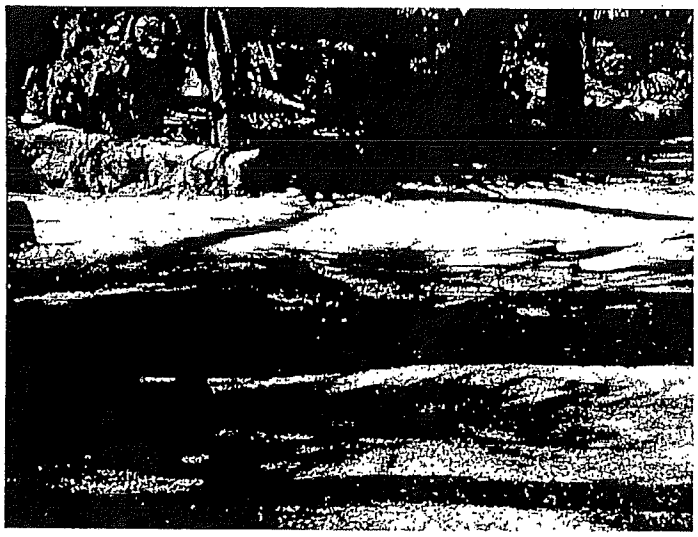
Photo 2-6



Valet drop-off area with gravel washed from around drain.

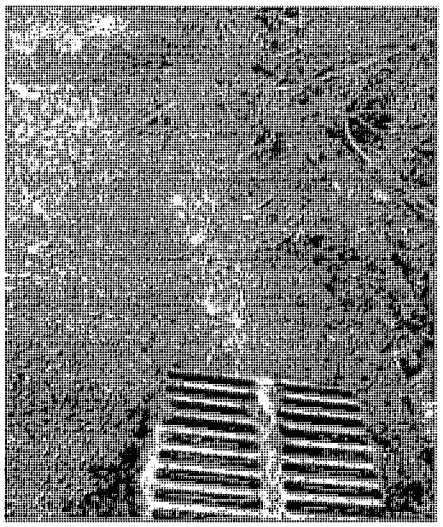
There is an existing customer drop-off driveway at the restaurant. This area contains the two on-site parking spaces and a valet stand. The driveway is made of gravel on a coquina-type substrate. These materials have proven a maintenance issue during the rainy season as the gravel tends to wash away. The wash of the gravel plus debris from the extensive area landscaping has had a significant effect on site drainage. Drainage in the drop-off area consists of two connected French drains that collect stormwater from both the drop-off area as well as from within the dining area. These drains have become clogged with debris and this during heavy rains they do not perform as designed and cause overflow into the parking lot, specifically around the southernmost drain which is at a lower elevation. Visual inspection of the driveway shows evidence of these issues (Photos 2-6, 2-7 and 2-8). These conditions were verified by an on-site visit by Thompson & Associates Civil Engineering (Exhibit B).

Photo 2-7



Depression/rut showing damage from stormwater undermining Coquina base of drop-off area.

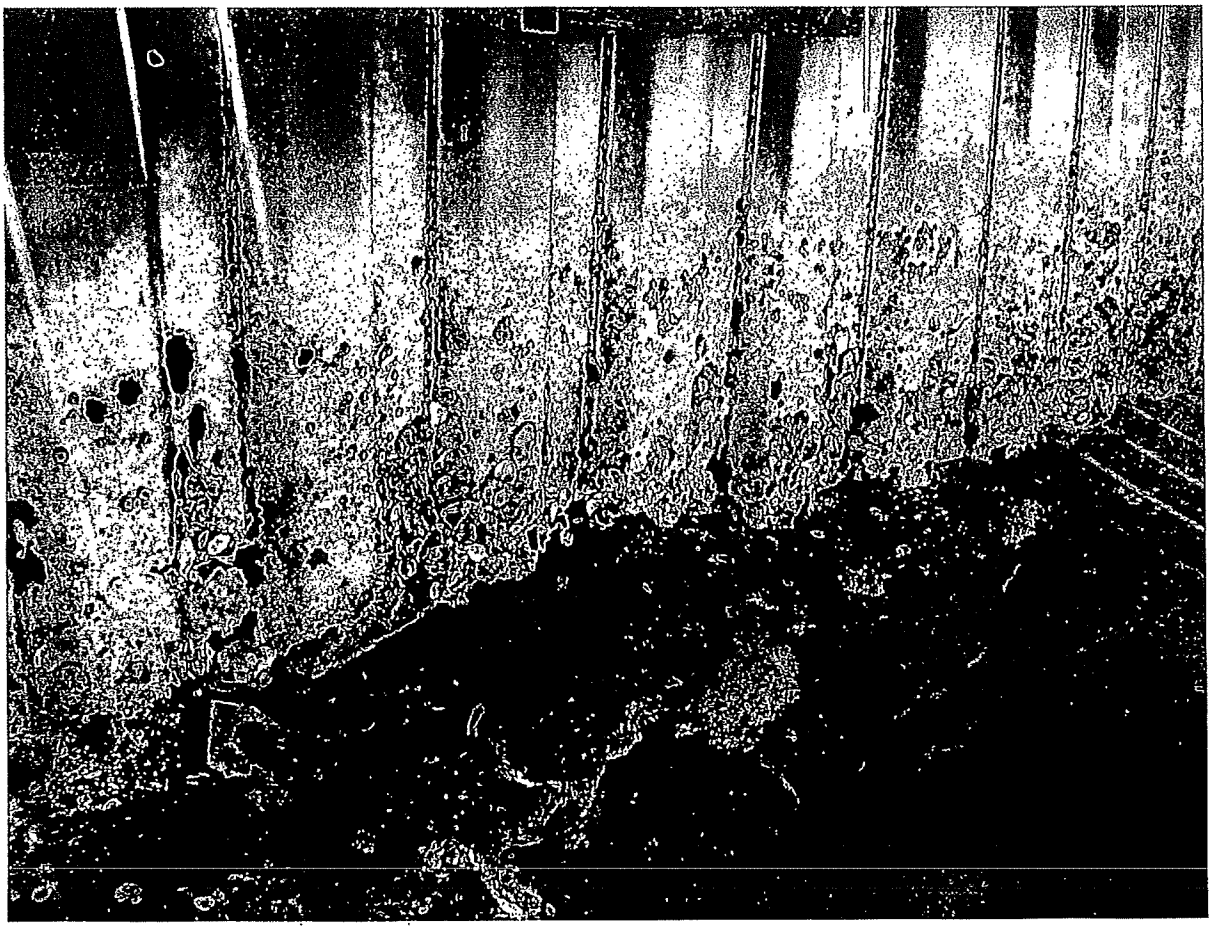
Photo 2-8



Wash-out of gravel and other debris into drain grate.

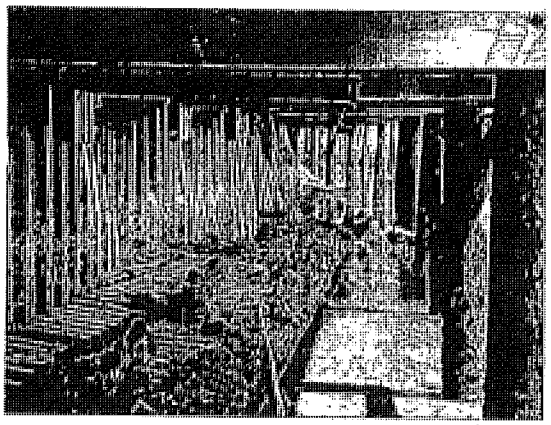
The site also contains a number of boat slips and docks including a walkway along the property's seawall on the river. The seawall which runs the entire length of the property along the Jupiter River Oxbow (approximately 230 feet), is failing. This seawall, which is a set of interlocking metal panels, is deteriorating and significantly corroded (Photo 2-9). The wall is noticeably bowed in several locations with rocks piled along the bows to prevent total failure of the seawall (Photos 2-10 and 2-11). Additionally where the wall is bowed, earth behind the wall has fallen into the void left behind the wall or under the wall into the river leaving significant gaps behind the wall (Photo 2-12, Photo 2-13). The Town Engineering Department identified in a letter dated May 13, 2009 to the restaurant owner, Chad Van Bovan, (Exhibit C) the unsafe nature of the seawall along this property and the remedies required. These conditions were also verified by an on-site visit by Thompson & Associates Civil Engineering (Exhibit B). No action has yet to be taken regarding this situation.

Photo 2-9



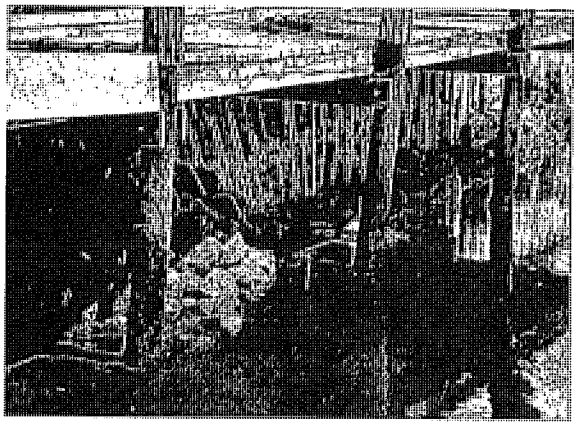
Metal Seawall showing significant corrosion including holes in the metal and several inches of at the bottom of the panels missing.

Photo 2-10



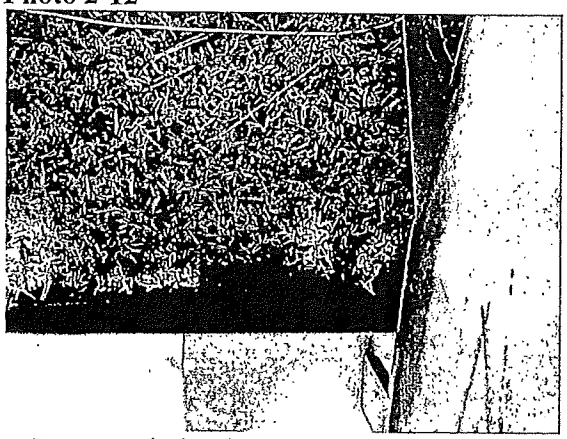
Bowing of The Restaurant site seawall.

Photo 2-11



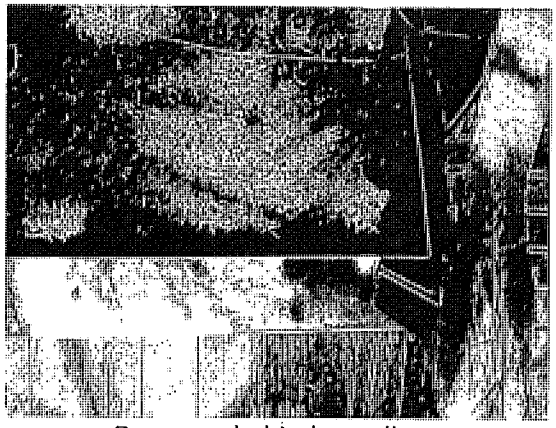
Bowing of The Restaurant site seawall with rocks placed to prevent total failure and washout.

Photo 2-12



Open gap behind seawall exposing underground irrigation pipes

Photo 2-13



Open gap behind sewall.

The Inlet Village Marina Site

This site contains three parcels of which two are owned by the Town of Jupiter and one by the Jupiter CRA (a dependent special district of the Town). The site is .93 acres in total area. The property is currently vacant and not open for use though the Town recently completed grant-funded work to install public boat docks and replace the seawall along the length of the entire property (approximately 220 feet). The intent of the Town and CRAs is to transform this site into park with boating facilities and other active public uses. All three parcels are zoned C-2 and have a future land use of Inlet Village Flex. The zoning and future land use are both consistent with surrounding parcels and the intended uses as a public park and marina are allowable under the zoning and future land use.

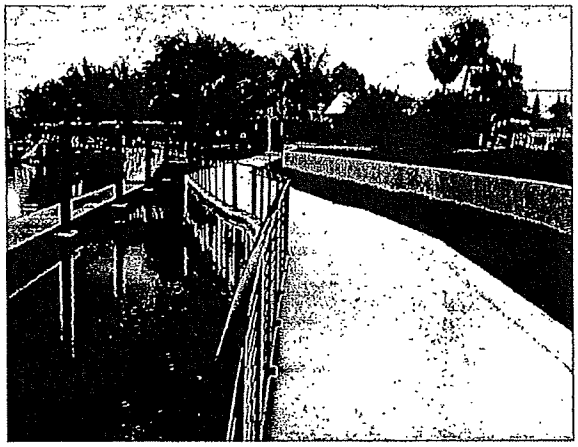
Buildings

There are currently no buildings on this site.

Other Structures/Site Improvements

While the docks have been installed, there are no upland facilities whatsoever on the site to support boating or any other use (Photo 2-14). There are no on-site utilities and thus no running water for cleaning of the boating facilities, showers or restrooms. There are no open pedestrian connections to the adjacent properties which might allow sharing of such facilities and the entire site is enclosed by a chain link fence for safety (Photo 2-15) since the lack of facilities keeps it closed to the public. The chain link fencing along the north and west sides of the property is bent over, has been cut or is otherwise in a state of disrepair in several locations (Photo 2-16, Photo 2-17) and a wooden plank fence along the southern property line is deteriorated with the wood rotting, cracking and falling off the posts (Photo 2-18).

Photo 2-14

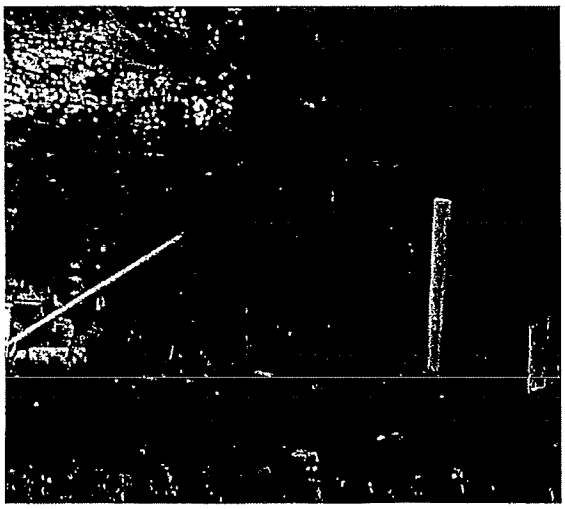


New Boat Docks w/ no Facilities.

Photo 2-15

Fenced marina site w/no upland support facilities

Photo 2-16



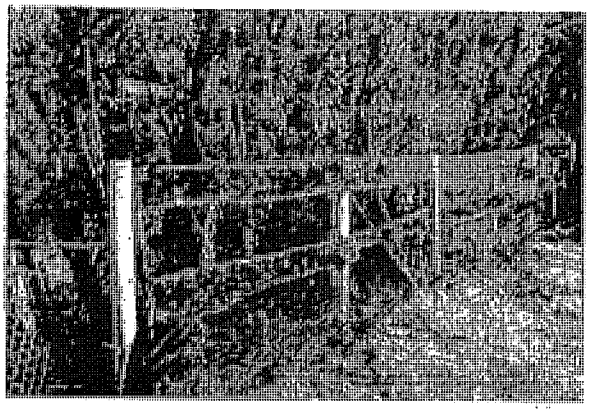
Inlet Village Marina fencing in disrepair

Photo 2-17

Inlet Village Marina fencing in disrepair

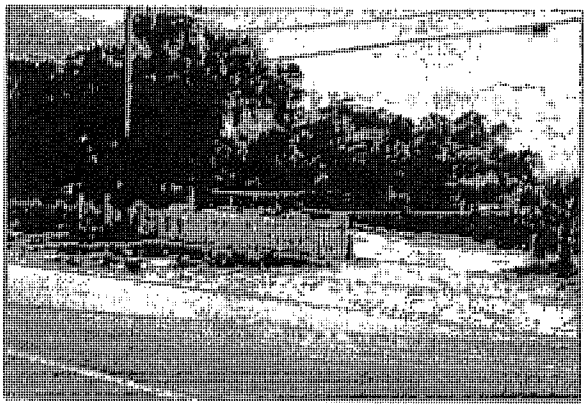
There are no parking facilities available (on or off-site) to support use of the property as would be required by the Town Zoning Code. Opportunity for use of the CRA owned parcel is hampered by an existing access easement for the adjacent property (Photo 2-19) and the parcel has limited frontage on A1A as the property to the immediate east has a triangular extension along the roadway frontage (Photo 2-20). Access potential to the site is also significantly hampered by anchoring wires stabilizing utility poles across the entire frontage of the site.

Photo 2-18



Dilapidated wooden plank fencing on the east property line of the Inlet Village Marina site

Photo 2-19



Adjacent property and access easement inhibiting use of Inlet Village Marina Property

Photo 2-20

CRA Parcel (Outlined) with Adjacent Property Frontage Topping the Parcel. Access Easement visible along property line.

SECTION THREE

FINDINGS AND RECOMMENDATIONS

FINDINGS OF THE INVESTIGATION

On-site visitations and review of all physical conditions in the Potential Expansion Area found conditions that warrant the labeling of the area as "blighted" according to definitions of blight contained in Section 163.340 (8), Fla. Stat. Existing conditions as documented through the photographs in this reports along with testimony obtained from the Town of Jupiter, Chad Van Bovan (owner of Guanabanas restaurant) and the civil engineering firm of Thompson and Associates, Inc. are proof that the following conditions exist within the Potential Expansion Area:

163.340 (8) – a substantial number of deteriorated or deteriorating structures:

The Restaurant site includes a seriously deteriorated and continuously deteriorating seawall structure as well as a deteriorating valet-drop off lot.

The Inlet Village Marina site is surrounded by chain link fencing which has several sections torn from the posts or in which the chain link has been cut.

These constitute a substantial number of deteriorated or deteriorating structures due to the limited amount of structures in this area.

163.340 (8) (a) – Predominance of defective or inadequate street layout, parking facilities, roadways, bridges or public transportation facilities:

The Restaurant site has no on-site parking and no prospects at this time for off-site parking in the long term as the lot currently being used is slated for future development.

The Inlet Village Marina site has no on-site or off-site parking available to it at this time. Additionally, the inclusion of a significant access roadway, which is shown on some maps as a street easement, to the adjacent lot significantly impedes the use of the Public Marina site.

163.340 (8) (c) – Faulty lot layout in relation to size, adequacy, accessibility, or usefulness:

The Inlet Village Marina site is "topped" by the triangular protrusion of the adjacent parcel to the east which impedes the accessibility and usefulness of the site. Additionally, the inclusion of a significant access roadway to the adjacent lot significantly impedes the usefulness of the Inlet Village Marina site.

163.340 (8) (d) – Unsanitary or unsafe conditions:

The Restaurant Site contains a seawall in a significant state of disrepair. There is a boardwalk area along the docks on the outside of the seawall that is used by patrons of the restaurant and boat owners and there are chairs along the inside of the seawall where significant gaps exist between the land and the seawall. Both of the conditions are unsafe to people utilizing this area as the seawall could fail or patrons could fall in the gaps behind the seawall.

The Inlet Village Marina site is unsanitary in its current condition if it is used or if its docks are utilized by the public as it contains no upland facilities for use by people visiting the site or by

boaters. This could promote boaters to pollute the river with sewage or trash and prevents proper cleaning of the docks. The sections of disrepair to the existing fencing are also safety hazards as the gaps allow people to trespass on the property while it is closed to the public.

163.340 (8) (e) – Deterioration of site or other improvements:

Conditions meeting this provision of the definitions are the same as those outlined in deteriorated or deteriorating structures:

The Restaurant site includes a seriously deteriorated and continuously deteriorating seawall structure as well as a deteriorating valet-drop off lot.

The Inlet Village Marina site is surrounded by chain link fencing which has several sections torn from the posts or in which the chain link has been cut.

Purpose for Inclusion into the CRA

There are several reasons for seeking inclusion of these properties into the CRA even though they will provide little or no direct increment revenue to the CRA in the near term and, in fact, would have resulted in a net decrease in revenue to the CRA over the past two years. Under the appropriate conditions, including these properties within the CRA would allow the CRA to fashion programs and/or purchase land that could alleviate all of the blighting conditions.

The Restaurant Site

Guanabanas Restaurant is a major draw to the Inlet Village area of the CRA as would be expected for any restaurant on this site as it is currently designed. However, the deficiencies on the site, including the condition of the seawall and the lack of a full-sized kitchen are of great concern to the Town and the CRA both as they relate to the health of the existing business and how they would impede the attraction of any new user to the site should this business falter. The CRA would like to find ways to assist the property and business owners remedy these existing deficiencies so that the site will continue to be a major draw to the area.

The Inlet Village Marina Site

This site is being contemplated as a major public gathering site within the CRA. Its purpose would be to serve as the central information point and meet-up site for all visitors to the Inlet Village area of the CRA. Currently there are no public park facilities located within the Inlet Village area that can serve this purpose. Often redevelopment efforts are jump-started by an investment in such a facility that can be used for festivals or other events that promote the area and lead to increased patronage of local businesses (Old School Square in Delray Beach is an excellent example of such investment). The Public Marina site could be such an area if it is included within the CRA.

There may also be opportunity to expand this facility and alleviate the adverse conditions due to the "topping" of the CRA parcel by purchasing the privately held parcel to the east of the site.

Impact on Taxing Authorities

It is important to note that the fiscal impact on the taxing authorities contributing increment to the Jupiter CRA would be minimal if these parcels were to be included in the CRA. The Public Marina site consists of three parcels that are currently held for public use and thus are tax-exempt. The Restaurant Site, while in private hands and generating property taxes, has dropped in value by 21.5% in the last year alone. Had this property been part of the CRA during this decline in value, the CRA would have experienced a loss of revenue and the taxing authorities would actually have had lower increment revenue payments to the CRA in the current year.

While this fiscal condition will not continue infinitum, the increment revenue contribution from the taxing authorities to the CRA would be insignificant while the improvements to the properties would allow the CRA to insure both sites would be draws to the Inlet Village area and would solidify future plans to make the area a major jobs creator and economic generator.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

It is believe that this study shows sufficient evidence and documentation to declare blight, as defined by Sec. 163.346(8), Fla. Stat., exists on the 5 (five) parcels that combined, make up the properties defined in this document as The Restaurant Site and the Inlet Village Marina. The Statute requires that a substantial number of deteriorated or deteriorating structures exist within the study area and at least two other factors from a list of 14 other potential factors. Investigation into the area that is the focus of this report shows a substantial number of deteriorated structures (which also considers the limited number of structures in the area) and four (4) of the other blighting factors as outlined above.

The parcels reviewed also show need for public intervention to promote the uses upon them as destination sites within the CRA that will induce additional activity on other properties in the Inlet Village Area of the CRA. There is a high potential for the minimal fiscal impact on the Town and County to be returned within a short timeframe due to additional private sector investment in the area.

It is recommended that the Town of Jupiter proceed with efforts to expand the Jupiter Community Redevelopment Area to include the five (5) parcels investigated.

EXHIBIT A

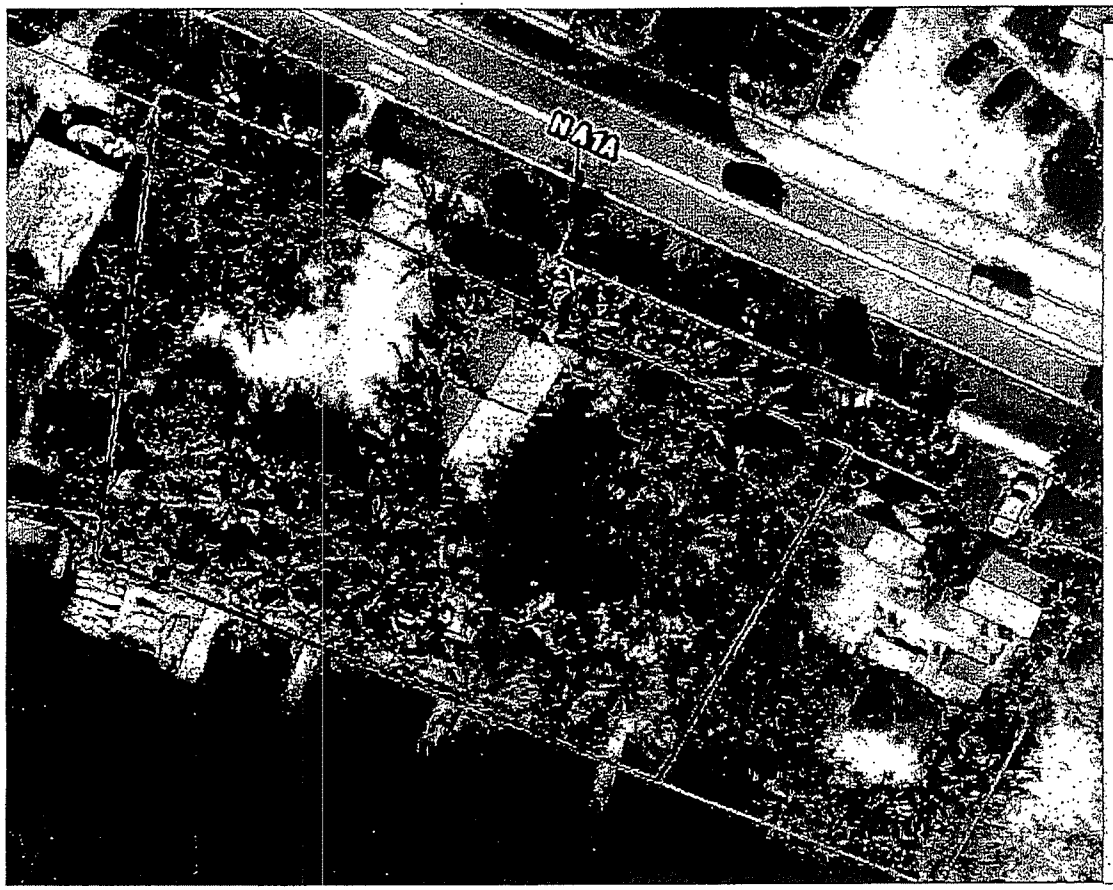
PARCEL INFORMATION AND MAPS

293

Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County

House | Block | Neighborhood | City | County



Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031000060050

View Property Details

Name: BABALOUIE LTD
Location: 1000 N A1A
Mailing: 810 SATURN ST STE 20
JUPITER, FL 33477 4456

Appraisal Value

Market Value:	$634,075
Assessed Value:	$634,075
Exempt Amt:	$0
Taxable:	$634,075

Tax Value

Ad Valorem:	$13,649.81
Non ad valorem:	$851.20
Total:	$14,501.01

Sales Info

Sale Date	Sale Price
12/15/1997	$475,000
12/01/1989	$415,000
01/01/1976	$100

Gary R. Nikolits, CFA Property Appraiser's Public Access System
Property Appraiser Palm Beach County
Home

Property Information

Location Address: 1000 N A1A
Municipality: JUPITER
Parcel Control Number: 30-43-40-31-00-006-0050
Subdivision:
Official Records Book: 10329 Page: 1296 Sale Date: Dec-1997
Legal Description: 31-40-43, NWLY 200 FT OF SELY 272 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ

View Map
Calculate Portability
2010 Proposed Tax Notice
Reverse Side
Help

Owner Information

Name: BABALOUIE LTD
Mailing Address: 810 SATURN ST STE 20
JUPITER FL 33477 4456

All Owners

Sales Information

Sales Date	Book/Page	Price	Sale Type	Owner
Dec-1997	10329/1296	$475,000	WARRANTY DEED	BABALOUIE LTD
Dec-1989	06310/1968	$415,000	QUIT CLAIM	

Exemptions

Exemption Information Unavailable.

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$100,190	$116,865	$0
Land Value:	$533,885	$718,832	$740,943
Total Market Value:	$634,075	$835,697	$740,943

Use Code: 2100- RESTAURANT

Property Information

Number of Units: 1
*Total Square Feet: 800
Acres: 0.4457
* May indicate living area in residential properties.

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$634,075	$835,697	$740,943
Exemption Amount:	$0	$0	$0
Taxable Value:	$634,075	$835,697	$740,943

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$13,650	$17,106	$14,142
Non Ad Valorem:	$851	$835	$0
Total Tax:	$14,501	$17,941	$14,142

Tax Calculator

Details

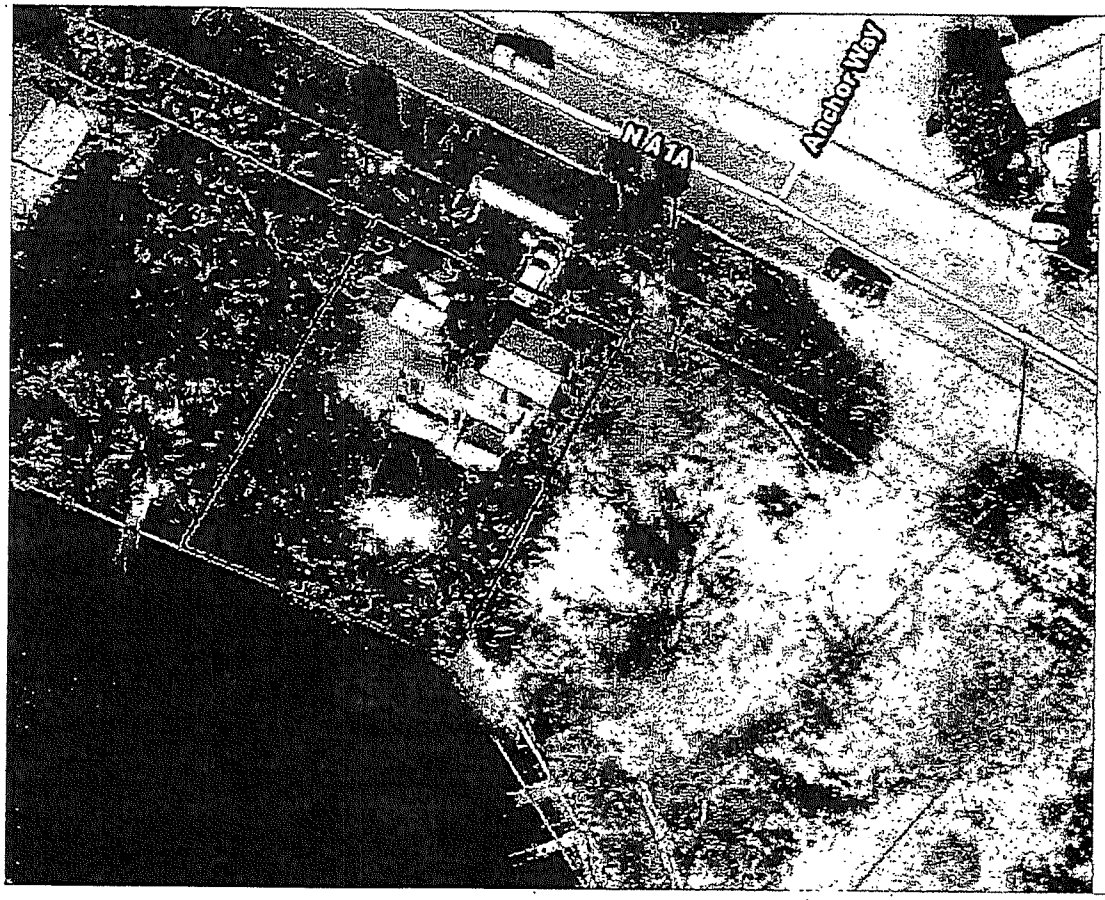
Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County, Florida

House | Block | Neighborhood | City | County



Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031000060070

View Property Details

Name: BABALOUIE LTD
Location: 960 N A1A
Mailing: 810 SATURN ST STE 20
JUPITER, FL 33477 4456

Appraisal Value

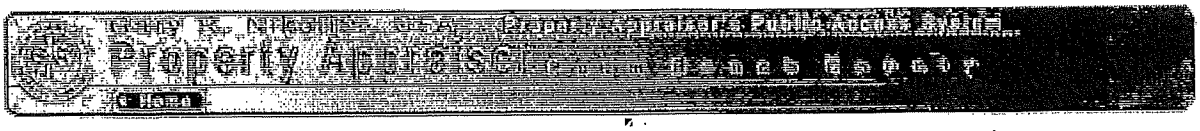
Market Value:	$271,224
Assessed Value:	$271,224
Exempt Amt:	$0
Taxable:	$271,224

Tax Value

Ad Valorem:	$5,838.67
Non ad valorem:	$619.36
Total:	$6,458.03

Sales Info

Sale Date	Sale Price
12/15/1997	$475,000
12/01/1989	$415,000
03/01/1986	$100



Property Information

Location Address: 960 N A1A

Municipality: JUPITER

Parcel Control Number: 30-43-40-31-00-006-0070

Subdivision:

Official Records Book: 10329 Page: 1296 Sale Date: Dec-1997

Legal Description: 31-40-43, SELY 72 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ TO STA POINT

View Map | Calculate Portability | 2010 Proposed Tax Notice | Reverse Side | Help

Owner Information

Name: BABALOUIE LTD

All Owners

Mailing Address: 810 SATURN ST STE 20
JUPITER FL 33477 4456

Sales Information

Sales Date	Book/Page	Price	Sale Type	Owner
Dec-1997	10329/1296	$475,000	WARRANTY DEED	BABALOUIE LTD
Dec-1989	06310/1968	$415,000	QUIT CLAIM	
Mar-1986	04815/0721	$100	QUIT CLAIM	

Exemptions

Exemption Information Unavailable.

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$60,216	$68,085	$57,141
Land Value:	$211,008	$249,981	$257,670
Total Market Value:	$271,224	$318,066	$314,811

Use Code: 1100- STORES

Property Information

Number of Units: 2
*Total Square Feet: 0
Acres: 0.1761
* May indicate living area in residential properties.

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$271,224	$318,066	$314,811
Exemption Amount:	$0	$0	$0
Taxable Value:	$271,224	$318,066	$314,811

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$5,839	$6,511	$6,009
Non Ad Valorem:	$619	$607	$909
Total Tax:	$6,458	$7,118	$6,918

Tax Calculator

Details

Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

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Gary R. Nikolits, CFA Property Appraiser's Public Access System

Property Appraiser Palm Beach County

House | Block | Neighborhood | City | County

Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031070000010
View Property Details
Name: JUPITER CRA
Location: 18085 N A1A
Mailing: 210 MILITARY TRL
JUPITER, FL 33458 5786

Appraisal Value

Market Value:	$593,868
Assessed Value:	$593,868
Exempt Amt:	$593,868
Taxable:	$0

Tax Value

Ad Valorem:	$.00
Non ad valorem:	$.00
Total:	$.00

Sales Info

Sale Date	Sale Price
06/24/2009	$10
08/01/2006	$3,900,000
08/05/2004	$10
11/10/2003	$10
10/16/2003	$10
01/10/2003	$750,000
01/01/1988	$100

ptype=parcels&pcn=30434031070000010

Appraiser Property Report

on

ss: 18085 N A1A

ty: JUPITER

er: 30-43-40-31-07-000-0010

on: JUPITER INLET ESTS IN

ok: 23525 Page: 748 Sale Date: Jun-2009

on: JUPITER INLET ESTS NLY 180.19 FT AS MEAS ALONG E LI OF TH PT OF GOV LTS 6, 7 & OLD JUPITER/LAKE WORTH RY

View Map

Calculate Portability

2010 Proposed Tax Notice

Reverse Side

Help

ne: JUPITER CRA

ss: 210 MILITARY TRL
JUPITER FL 33458 5786

All Owners

All Sales

e	Price	Sale Type	Owner
8	$10	QUIT CLAIM	JUPITER CRA
5	$3,900,000	WARRANTY DEED	JUPITER TOWN OF
1	$10	QUIT CLAIM	COLEMAN WILLIAM A IV

Year	Detail
2011	FULL: CRA'S AND DDA'S

2010	2009	2008
$0	$0	$0
$593,868	$659,832	$680,249
$593,868	$659,832	$680,249

ANT COMMERCIAL

Property Information
Number of Units: 0
Acres: 0.46

All values are as of January 1st each year

5/4/2011 11:55 AM

ble Values

Tax Year:	2010	2009	2008
Assessed Value:	$593,868	$659,832	$680,249
Exemption Amount:	$593,868	$659,832	$680,249
Taxable Value:	$0	$0	$0

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$0	$0	$0
Non Ad Valorem:	$0	$0	$0
Total Tax:	$0	$0	$0

Tax Calculator

Details

Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

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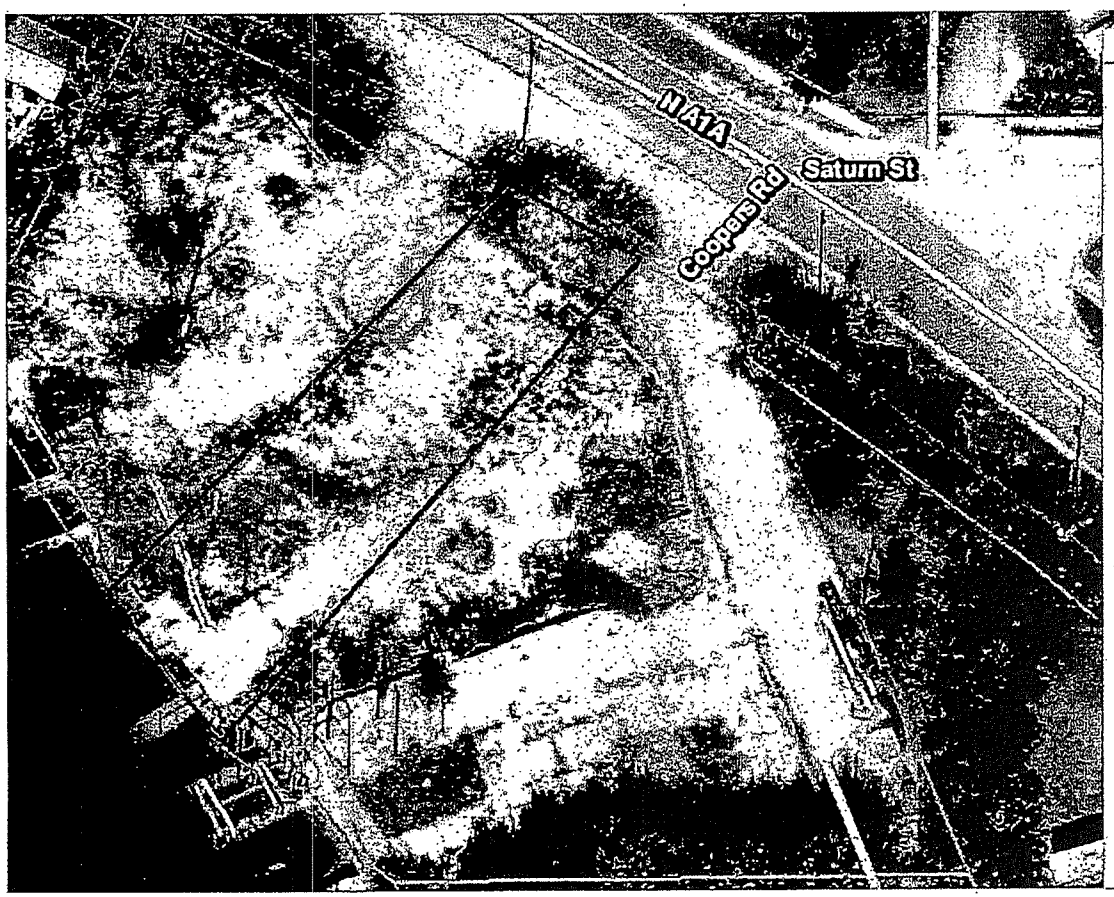
Gary R. Nikolits, CFA Property Appraiser's Public Access System
Property Appraiser Palm Beach County
House | Block | Neighborhood | City | County



Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031070000040
View Property Details
Name: JUPITER TOWN OF
Location: N A1A
Mailing: 210 MILITARY TRL
JUPITER, FL 33458 5786

Appraisal Value

Market Value:	$224,001
Assessed Value:	$224,001
Exempt Amt:	$224,001
Taxable:	$0

Tax Value

Ad Valorem:	$.00
Non ad valorem:	$.00
Total:	$.00

Sales Info

Sale Date	Sale Price
08/01/2006	$3,900,000
11/10/2003	$10
01/24/2003	$435,000
09/01/1984	$100

Gary R. Nikolits, CFA Property Appraiser's Public Access System
Property Appraiser Palm Beach County
Home

Property Information

Location Address: N A1A
Municipality: JUPITER
Parcel Control Number: 30-43-40-31-07-000-0040
Subdivision: JUPITER INLET ESTS IN
Official Records Book: 20741 Page: 1285 Sale Date: Aug-2006
Legal Description: JUPITER INLEET ESTS SELY 40 FT OF NWLY 144.26 FT AS MEAS FROM POINT OF CURVE ALONG N LI OF TH PT OF GOV

View Map
Calculate Portability
2010 Proposed Tax Notice
Reverse Side
Help

Owner Information

Name: JUPITER TOWN OF
Mailing Address: 210 MILITARY TRL
JUPITER FL 33458 5786

All Owners

Sales Information

All Sales

Sales Date	Book/Page	Price	Sale Type	Owner
Aug-2006	20741/1285	$3,900,000	WARRANTY DEED	JUPITER TOWN OF
Nov-2003	16187/0117	$10	QUIT CLAIM	INLET VILLAGE MARINA INC
Jan-2003	14778/1277	$435,000	WARRANTY DEED	COLEMAN WILLIAM IV

Exemptions

Applicant/Owner	Year	Detail
JUPITER TOWN OF	2011	FULL: MUNICIPAL GOVERNMENT

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$0	$0	$0
Land Value:	$224,001	$248,882	$256,583
Total Market Value:	$224,001	$248,882	$256,583

Use Code: 8900- MUNICIPAL

Property Information
Number of Units: 0
Acres: 0.17

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$224,001	$248,882	$256,583
Exemption Amount:	$224,001	$248,882	$256,583
Taxable Value:	$0	$0	$0

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$0	$0	$0
Non Ad Valorem:	$0	$0	$0
Total Tax:	$0	$0	$0

Tax Calculator

Details

Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

Property Appraiser's Public Access System

House | Block | Neighborhood | City | County

Parcel Information

Search | Results | Tools | Print | Layers

How do I?

Owner Information

PCN: 30434031070000020

View Property Details

Name: JUPITER TOWN OF
Location: 18089 N A1A
Mailing: 210 MILITARY TRL
JUPITER, FL 33458 5786

Appraisal Value

Market Value:	$389,473
Assessed Value:	$389,473
Exempt Amt:	$389,473
Taxable:	$0

Tax Value

Ad Valorem:	$.00
Non ad valorem:	$.00
Total:	$.00

Sales Info

Sale Date	Sale Price
08/01/2006	$3,900,000
11/18/2003	$1,000,000
03/01/1966	$100

Gary R. Nikolits, CFA Property Appraiser's Public Access System
Property Appraiser Palm Beach County
Home

Property Information

Location Address: 18089 N A1A
Municipality: JUPITER
Parcel Control Number: 30-43-40-31-07-000-0020
Subdivision: JUPITER INLET ESTS IN
Official Records Book: 20741 Page: 1285 Sale Date: Aug-2006
Legal Description: JUPITER INLET ESTS NWLY 104.26 FT FROM A POINT OF CURVE AS MEAS ALONG N LI OF TH PT OF GOV LTS 6, 7, &

View Map
Calculate Portability
2010 Proposed Tax Notice
Reverse Side
Help

Owner Information

Name: JUPITER TOWN OF
Mailing Address: 210 MILITARY TRL
JUPITER FL 33458 5786

All Owners

Sales Information

Sales Date	Book/Page	Price	Sale Type	Owner
Aug-2006	20741/1285	$3,900,000	WARRANTY DEED	JUPITER TOWN OF
Nov-2003	16227/1309	$1,000,000	WARRANTY DEED	COLEMAN WILLIAM A IV
Mar-1966	01339/0549	$100	WARRANTY DEED	

Exemptions

Applicant/Owner	Year	Detail
JUPITER TOWN OF	2011	FULL: MUNICIPAL GOVERNMENT

Appraisals

Tax Year:	2010	2009	2008
Improvement Value:	$20,514	$22,606	$34,375
Land Value:	$368,959	$409,941	$422,626
Total Market Value:	$389,473	$432,547	$457,001

Use Code: 8900- MUNICIPAL

Property Information

Number of Units: 2
*Total Square Feet: 0
Acres: 0.28
* May indicate living area in residential properties.

All values are as of January 1st each year

Assessed and Taxable Values

Tax Year:	2010	2009	2008
Assessed Value:	$389,473	$432,547	$457,001
Exemption Amount:	$389,473	$432,547	$457,001
Taxable Value:	$0	$0	$0

Structure Detail

Taxes

Tax Year:	2010	2009	2008
Ad Valorem:	$0	$0	$0
Non Ad Valorem:	$0	$0	$0
Total Tax:	$0	$0	$0

Tax Calculator

Details

Tax Collector WebSite

NOTE: Lower the top and bottom margins to 0.25 on File->Page Setup menu option in the browser to print the detail on one page.

EXHIBIT B

VERIFICATION LETTER FROM THOMPSON & ASSOCIATES RE: SEAWALL & DRAINAGE

Thompson & Associates
Civil Engineering

May 4, 2011

Town of Jupiter
c/o Jeffrey L. Oris, CEcD
Planning and Redevelopment Consultants, Inc.
5062 NW 45th Avenue
Coconut Creek, FL 33073

Reference: Statement of Engineer's Opinion

Dear Mr. Oris,
Please allow this Statement of Engineer's Opinion to clarify the integrity of the infrastructure for the commercial property located at 960 North AIA, Jupiter, Florida 33477. Currently operating on the property is Guanabanas Restaurant. The facility offers valet parking, off-site self parking, off-site prep-kitchen, and marina docking for small vessels. The following opinions are based on a site visit completed on April 26, 2011:

BULKHEAD INFRASTRUCTURE
The existing bulkhead is comprised of aluminum sheet piling which is showing significant signs of failure at several locations. The water interface of the bulkhead is pitted with corrosion which allows soil to migrate to the inter-coastal. In additional to the corrosion problem, the bottom of the bulkhead is noticeably bowing out demonstrating loss of toe support which usually means undermining of the sheet pile. It seems that most of the structural support provided for the upland property is directly from the original concrete bulkhead that was left intact when the aluminum sheet pile bulkhead was installed. Although attempts have been made to correct the problems, such as rip-rap placement at key locations and placement of fill behind the bulkhead, the bulkhead continues to deteriorate and soil continues to migrate into the inter-coastal. The loss of soil is undermining the property's infrastructure and filling in the marina portion of the inter-coastal which may require maintenance dredging to bring it back to its intended cross-section. In order to rectify this issue, a new bulkhead system needs to be installed in order to stop the migration of soil to the inter-coastal.

DRAINAGE INFRASTRUCTURE
The only existing drainage system on the site in located in the small valet drop-off area and handicapped parking lot. There are two (2) large catch basin connected with a short exfiltration trench system. After years of accepting stormwater runoff from the right-of-way, the system appears to be over-burdened and clogged with sediment. Simply cleaning the catch basins and perforated pipe would slightly improve the system's performance during a storm event; however the exfiltration trench portion outside of the pipe cannot be cleaned. The localized flooding that occurs on this area of the property can be avoided by either replacing the exfiltration trench in its entirety, or connecting the small drainage system to an outfall to provide positive discharge.

If you have any questions regarding this opinion letter, please contact me any time.

Respectfully submitted,

James F. Thompson, PE, LEED-AP
President, Thompson & Associates, Inc.

PO Box 22398, Fort Lauderdale, FL 33335 Tel: (954) 761-1073 Fax: (954) 761-1074 Email: jim@thompson-inc.com

EXHIBIT C

TOWN OF JUPITER
LETTER TO CHAD VAN BOVAN
RE: SEAWALL

TOWN OF JUPITER

May 13, 2009

Chad Von Bovan
997 North A1A
Jupiter FL, 33477

John Zimmerman
997 North A1A
Jupiter FL, 33477

Rick Clegg
Babalouie, Ltd.
810 Saturn Street, suite 20
Jupiter, FL 33477-4456

RE: Guanabanas's Sea Wall
960 North A1A, Jupiter FL 33477

Gentlemen:

The Town's Engineering Department has identified several concerns regarding the condition of the sea wall at Guanabanas. Field observation indicates the sea wall is bowing and tilting in several locations.

The following immediate actions are necessary to mitigate these concerns.

1. Provide an independent engineering analysis of the sea wall to verify it is functionally capable of sustaining the current loading without failure.
2. Provide a mitigation plan which provides for repair of the sea wall as determined by the engineer.
3. Provide a separate engineering analysis on the functional stability of the existing deck and dock.
4. Acquire the necessary permits for all repairs identified within the two requested engineering reports.

Please provide this office with the requested reports and mitigation plan prepared by a state certified professional engineer within 10 days of receipt of this letter.

If you have any questions contact this office immediately.

Sincerely,

Robert Lecky, CBO
Building Department Director

C: Doug Koennicke, Town Engineer
Brenda Arnold, Riverwalk Project Manager

210 Military Trail • Jupiter, Florida 33458 • Phone (561) 746-5134 • Fax (561) 575-7785
www.jupiter.fl.us

RESOLUTION NO. R-2011- 1104

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, GRANTING THE REQUEST OF THE TOWN OF JUPITER TO EXPAND THE BOUNDARIES OF THE EXISTING JUPITER COMMUNITY REDEVELOPMENT AREA (CRA) TO INCLUDE FIVE ADJACENT PARCELS, KNOWN AS GUANABANAS AND INLET VILLAGE PARK

WHEREAS, Chapter 163, Part III, Florida Statutes (F.S.), known as the Community Redevelopment Act of 1969, provides for a mechanism for local governments to create a Community Redevelopment Agency to deal with conditions of slums and blight; and

WHEREAS, the Board of County Commissioners delegated the exercise of powers conferred by Chapter 163, Part III, F.S., "The Community Redevelopment Area" to allow the Town of Jupiter to create the Community Redevelopment Area (CRA) by Resolution No. 2002-0090; and

WHEREAS, the Board of County Commissioners retained authority to expand boundaries of the CRA as authorized by Resolution No. 2002-0090; and

WHEREAS, the 5 parcels, totaling 1.53 acres, known as Guanabanas and the Inlet Village Park, were unincorporated at the time of the creation of the Jupiter CRA; and

WHEREAS, the Town of Jupiter provided the "Finding of Necessity" report that determined the expanded areas as having slum or blighted areas, as defined by Section 163.340, F.S.; and

WHEREAS, the Jupiter Community Redevelopment Agency (JCRA) adopted the expansion of the boundaries on May 11, 2011 by Resolution No. CRA 3-11; and

WHEREAS, the Town of Jupiter adopted the expansion of the boundaries on May 17, 2011, by Resolution No. 22-11.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that:

1. The Board of County Commissioners hereby grants the Town of Jupiter and the Jupiter Community Redevelopment Agency the expansion of the boundaries of the existing CRA to include the parcels identified in Exhibit "A".

2. This resolution is not intended to and does not alter or amend the powers or provisions of Resolution 2002-0090, but is instead intended solely to expand the boundaries as described in Exhibit. "A".

3. Effective Date and Duration. The provisions of this Resolution shall become effective upon adoption by the Board of County Commissioners and shall continue to be effective for a period not to exceed the term of the initial bonds issued to finance the redevelopment identified in the Community Redevelopment Plan prepared pursuant to Section 163.362, F.S., but in no event to exceed thirty (30) years from the adoption of the Community Redevelopment Plan unless otherwise specifically extended by the Board of County Commissioners. It is specifically the intention of the Board of County Commissioners to delegate the herein described powers only for the length of the bonds, and such delegation is not intended to extend to any period of time associated with any amendment of the Community Redevelopment Plan or any refinancing of the bonds.

The foregoing Resolution was offered by Commissioner Aaronson, who moved its adoption. The motion was seconded by Commissioner Vana, and upon being put to a vote, the vote was as follows:

Commissioner Karen T. Marcus, Chair	-	Aye
Commissioner Shelley Vana, Vice Chair	-	Aye
Commissioner Paulette Burdick	-	Aye
Commissioner Steven L. Abrams	-	Aye
Commissioner Burt Aaronson	-	Aye
Commissioner Jess R. Santamaria	-	Aye
Commissioner Priscilla A. Taylor	-	Absent

The Chair thereupon declared the Resolution duly passed and adopted this 19th day of July, 2011.

PALM BEACH COUNTY, FLORIDA, BY ITS
BOARD OF COUNTY COMMISSIONERS

SHARON R. BOCK, CLERK & COMPTROLLER

By: _____
Deputy Clerk

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

By: _____
County Attorney

STATE OF FLORIDA, COUNTY OF PALM BEACH
I, SHARON R. BOCK, Clerk and Comptroller
certify this to be a true and correct copy of the original
filed in my office on JUL 19 2011
dated at West Palm Beach, FL on
By: _____
Deputy Clerk

Exhibit A

Parcels Identified for the Jupiter CRA

Parcel Number	Owner	Acres	Legal Description
30-43-40-31-00-006-0050	Babalouie Ltd	0.4457	31-40-43, NWLY 200 FT OF SELY 272 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ TO STA POINT 1180+23.1 PB16P25
30-43-40-31-00-006-0070	Babalouie Ltd	0.1761	31-40-43, SELY 72 FT OF PAR IN OR10329P1296 IN GOV LT 6 LYG BET FEC CNL & SR A-1-A R/WS & NW OF & ADJ TO STA POINT 1180+23.1 PB16P25
30-43-40-31-07-000-0020	Jupiter CRA	0.46	JUPITER INLET ESTS NWLY 104.26 FT FROM A POINT OF CURVE AS MEAS ALONG N LI OF TH PT OF GOV LTS 6, 7, & OLD JUPITER/LAKE WORTH RY R/W LYG BET SR A-1-A & FEC CNL A/K/A TH PT OF TR K
30-43-40-31-07-000-0040	Town of Jupiter	0.17	JUPITER INLEET ESTS SELY 40 FT OF NWLY 144.26 FT AS MEAS FROM POINT OF CURVE ALONG N LI OF TH PT OF GOV LTS 6, 7 & OLD JUPITER/LAKE WORTH RY R/W LYG BET SR 1-1 R/W & FEC CNL A/K/A TH PT OF TR K
30-43-40-31-07-000-0010	Town of Jupiter	0.28	JUPITER INLET ESTS NLY 180.19 FT AS MEAS ALONG E LI OF TH PT OF GOV LTS 6, 7 & OLD JUPITER/LAKE WORTH RY R/W LYG SLY OF SR A-1-A R/W & BET W LI OF E 30 FT OF ABND JUNO ST & FEC CNL A/K/A PT OF TR K
	Total:	1.5318	

Source: 2011 Property Appraiser Data

RESOLUTION NO. 22-11

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, AMENDING THE TOWN OF JUPITER'S COMMUNITY REDEVELOPMENT PLAN BY EXPANDING THE BOUNDARIES OF THE EXISTING COMMUNITY REDEVLOPMENT AREA TO INCLUDE TWO PARCELS OF LAND ADJACENT TO THE EXISTING BOUNDARY, KNOWN AS GUANABANAS AND INLET VILLAGE PARK; PROVIDING FOR A FINDING OF NECESSITY FOR THE EXPANSION OF THE JUPITER COMMUNITY REDEVELOPMENT AGENCY AREA'S BOUNDARIES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Planning and Redevelopment Consultants, Inc. ("PRC") has conducted a Necessity Study, copy of which is on file in the Office of the Town Clerk, the purpose of which was to determine if slum or blighted areas, as defined by Section163.340, Florida Statutes, existed within the boundaries of two parcels which are adjacent to the existing Community Redevelopment Area (Area); and

WHEREAS, the Necessity Study confirmed the existence of slum and blighted areas in the area wherein the two parcels known as Guanabanas and Inlet Village Park are located; and

WHEREAS, Section 163.361, Florida Statutes, empowers and authorizes the Town to amend its Community Redevelopment Agency (Agency) Plan to expand the boundaries of the Area upon the recommendations of the Agency's Board of Commissioners ; and

WHEREAS, the Town of Jupiter, Florida ("Town") has completed a study of an area which is adjacent to the Agency's boundaries; and

WHEREAS, the Town has determined, based on this study that the area adjacent to the Agency's current boundary in the area known as the Inlet Village meets the statutory definition of a slum and blighted area, pursuant to the

"Community Redevelopment Act" of Part III of Chapter 163, Florida Statutes; and

WHEREAS, the Agency's boundaries are located adjacent to and contiguous with an area which includes two separate parcels of land which exhibit slum and blighted conditions and the two parcels are legally described and depicted in Exhibit "1", which is attached hereto and incorporated herein; and

WHEREAS, the rehabilitation, conservation or redevelopment, or any combination thereof of the two parcels legally described herein is necessary and in the best interest of the health, safety, morals, and general welfare of the residents and visitors of the Town of Jupiter; and

WHEREAS, the Town and Agency's staff have recommended the amendment of the Agency's Plan to expand the boundaries of the existing Area, to include the two parcels legally described herein; and

WHEREAS, the Town of Jupiter Town Council finds that it is in the best interest of its residents and visitors to include the two parcels legally described herein within the boundaries of the Agency's Area.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA

Section 1. The above recitals are all true and accurate and are incorporated herein and made a part of this resolution.

Section 2. Pursuant to and in accordance with the provisions of Section 163.361, Florida Statutes, as amended, that the Town Council of the Town of Jupiter, Florida hereby, amends the Agency's Community Redevelopment Plan to expand the boundaries of the existing Area to include the following legally described parcels:

ADDITIONAL PARCEL 1.

Legal Description:

A parcel of land lying in Section 31, Township 40 South, Range43 East, Palm Beach County Florida and being more particularly described as follows:

From the intersection of the centerline of the State Road A1A with the South line of the said Section 31, run N 31degrees 21minutes and 17 seconds West, making an angle of 58 degrees, 43 minutes and 40 seconds when measured from the West to North, with the South line of said Section 31, a distance of 352.24 feet; thence North 63 degrees, 41 minutes and 17 seconds West, a distance of 329.03 feet to a point in the Southerly right-of-way line of State Road A1A (SR#5), and the ***POINT OF BEGINNING*** *of the herein described parcel. Proceed then South 32 degrees, 14 minutes and 43 seconds West along the Northwesterly line of a parcel of land now or formally owned by William and Mildred Zamperini, as recorded in Deed Book 1339, page 549 records of Palm Beach County, Florida, a distance of 108.73 feet more or less to the waters of the Florida East Coast Canal, thence Westerly meandering the waters of the Florida East Coast Canal, a distance of 230 feet more or less; thence N 12 degrees, 22 minutes and 31 seconds East along the Easterly line of a parcel of land now or formerly the property of Albert and Elsie Derrick, as recorded in Deed Book 963, Page 84 Records of Palm Beach County, Florida, a distance of 129.66 feet more or less, to a point in the Southerly right-of-way line of State Road #5; thence South 63 degrees, 41 minutes and 17 seconds East, along said Southerly right-of-way line a distance of 272.00 feet to the* ***POINT OF BEGINNING.***

ADDITIONAL PARCEL 2

Legal Description

Parcels of land in government lots 6 & 7, Section 31, Township 40 South, Range 43 East, described in Palm Beach County, Florida Official Records Book 14665, page 0490, Official Records Book 16227, page 1309, and Official Records Book 14778, page 1277, more particularly described as follows:

Begin at station 1180+23.1 on the southerly right-of-way line of US Highway One (now State Road A1A) as shown on amended plat of Jupiter Inlet Estates, Inc. as recorded in Plat Book 16, page 25, Palm Beach County, Florida Public Records. Said point being the point of curvature of a curve concave to the Southwest having a radius of 922.40 feet and a tangent having as assumed bearing of N63 degrees,00 minutes, 00 seconds W, which is the basis of bearings in this in this description; thence Southeasterly along the arc of said curve 161.50 feet to the Easterly right-of-way line of the Old Jupiter and Lake Worth Railway as shown on the Plat of Jupiter as recorded in Plat Book1, page 56, Palm Beach County, Florida public records; thence S21 degrees, 11 minutes, 28 seconds E along said Easterly right-of-way line 180.51 feet; thence S 83 degrees, 49 minutes, 39 seconds W 140.24 feet, more or less, to the shore of Lake Worth Canal; thence Northwesterly along said shore to a line which bears S32 degrees, 56 minutes and 00 seconds W from the ***POINT OF BEGINNING****; thence N 32 degrees, 56 minutes, 00 seconds E, 112.07 feet, more or less, to the* ***POINT OF BEGINNING****.*

ORDINANCE NO. 60-01

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, CREATING A COMMUNITY REDEVELOPMENT AGENCY WITHIN THE TOWN OF JUPITER; PROVIDING FOR LEGISLATIVE INTENT AND PURPOSE; PROVIDING FOR THE MEMBERSHIP ORGANIZATION OF THE AGENCY; PROVIDING FOR THE EXERCISE OF CERTAIN POWERS; PROVIDING FOR THE PREPARATION OF A COMMUNITY REDEVELOPMENT PLAN; PROVIDING FOR CODIFICATION; PROVIDING FOR REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature has enacted the Community Redevelopment Act of 1969, codified at Chapter 163, Part III, Florida Statutes (the Act); and

WHEREAS, upon a finding of necessity, the Act authorizes a municipality to create a separate body corporate and politic to be known as a community redevelopment agency; and

WHEREAS, the Town Council of the Town of Jupiter has received a report entitled "A Finding of Necessity" as prepared by Florida Planning Group, Inc. enumerating conditions of slum and blight in the Town; and

WHEREAS, the conditions of slum and blight include, but are not limited to, defective or inadequate street layout, faulty lot layout, unsanitary or unsafe conditions,

deterioration of site or improvements, inadequate and outdated density patterns, inadequate transportation and parking facilities and diversity of ownership; and

WHEREAS, the existence of slum and blighted areas as defined by the Act contributes substantially and increasingly to, among other things, increased crime; constitutes an economic and social liability; decreases the tax base and reduces tax revenues; impairs sound growth; aggravates traffic problems and the improvement of traffic facilities; and

WHEREAS, there exists a need to protect the health, safety, morals, and general welfare of the residents of the Town of Jupiter from the effects of slum and blighting conditions; and

WHEREAS, the preservation and enhancement of the Town's tax base is essential to its existence and financial health; and

WHEREAS, the enhancement of the Town's tax base is implicit in the purposes for which a community development agency is established; and

WHEREAS, tax increment financing is an effective method of achieving the preservation and enhancement of areas which are experiencing a declining tax base; and

WHEREAS, the redevelopment of areas, pursuant to the Act, when complete will enhance the tax base and provide tax revenues to all affected taxing authorities, thereby increasing their ability to provide services; and

WHEREAS, the Town Council of the Town of Jupiter has adopted Resolution No. 98-01 finding a necessity for the creation of a Community Redevelopment Agency within the Town of Jupiter; and

WHEREAS, the Palm Beach County Board of County Commissioners has adopted a resolution authorizing and approving the Town's creation of a community development agency; and.

WHEREAS, the Town Council of the Town of Jupiter has provided public notice of its proposed creation of a Community Redevelopment Agency; and

WHEREAS, the Town Council of the Town of Jupiter has provided notice by registered mail to each taxing authority which levies ad valorem taxes on taxable property contained within the proposed boundaries of the Community Redevelopment Agency.

NOW THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, that:

Section 1. LEGISLATIVE INTENT AND PURPOSE.

The whereas clauses are hereby incorporated herein as an expression of the Town Council's legislative intent and purposes for the creation of a Community Redevelopment Agency.

Section 2. CREATION OF COMMUNITY REDEVELOPMENT AGENCY.

There is hereby created a public body corporate and politic to be known as the Town of Jupiter Community Redevelopment Agency, hereinafter referred to as the "Agency". The Agency shall be a legal entity, separate, distinct and independent from the Town Council of the Town of Jupiter, Florida. The Agency shall have all of the powers

necessary or convenient to carry out and effectuate the purposes and provisions of Chapter 163, Part III, Florida Statutes, and this ordinance, as either or both may be amended from time to time.

Section 3. MEMBERSHIP.

3.01. The Agency shall be governed by the five (5) council members of the Town of Jupiter Town Council who shall comprise the Agency's board of commissioners. The terms of office of commissioners of the Agency shall coincide with the terms of office of the Town Council members.

3.02. The commissioners of the Agency shall receive no compensation for their services, but shall be entitled to the reimbursement of necessary expenses, including traveling expenses, incurred in the discharge of their duties, as approved by the Town Council.

3.03 The powers of the Agency shall be exercised by the commissioners thereof. A majority of the commissioners shall constitute a quorum for the purpose of conducting business and exercising the powers of the Agency and for all other purposes. Action may be taken by the Agency upon a vote of a majority of the commissioners present.

3.04 The Mayor and Vice Mayor of the Town Council shall serve as the Agency's chair and vice chair, respectively.

3.05 The Agency may employ an executive director, technical experts, and such other agents and employees, permanent and temporary, as it may require, and determine their qualifications, duties, and compensation. For such legal

service as it may require, the commissioners may appoint the Town Attorney and/or may retain such other legal counsel as it deems necessary.

3.06 The Agency shall annually file with the Town Council and with the Auditor General, a certified audit report of its activities for the preceding fiscal year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of each fiscal year. At the time of filing the report, the Agency shall publish in a newspaper of general circulation in the Town, a notice to the effect that such report has been filed and that the report is available for inspection during business hours in the Office of the Clerk for the Town Council and in the office of the Agency.

3.07 The Agency shall have the power and authority to make and issue such regulations, bylaws and rules as it deems necessary to implement its powers and functions. Such regulations and bylaws shall be consistent with Chapter 163, Part III, Florida Statutes, and this ordinance as either or both may be amended from time to time.

3.08 The officers, commissioners and employees of the Agency shall be subject to the provisions and requirements of Part III of Chapter 112, Florida Statutes and Section 163.367, Florida Statutes, as these statutes may be amended from time to time.

Section 4. POWERS.

The Agency shall have all of the powers of a community redevelopment agency as set forth in Chapter 163, Part III, Florida Statutes, as it may be amended from time to time.

Section 5. BOUNDARIES

The boundaries of the Community Redevelopment Agency area are as shown on Attachment "A" and are incorporated herein.

Section 6. COMMUNITY REDEVELOPMENT PLAN.

The Agency shall prepare or cause to be prepared a community redevelopment plan as described in Section 163.360, Florida Statutes, for the area that the Town Council has determined to be a slum area, a blighted area.

Section 7. DELEGATION OF POWER.

The Town Council of Jupiter hereby delegates to the Agency each of the powers set forth in Sections 163.370, Florida Statutes, as this statute may be amended from time to time. Provided, however, that the Town Council of the Town of Jupiter retains the right to exercise any of the powers delegated herein to the Agency, and the Agency's exercise of such powers shall not be deemed to be vested exclusively in the Agency.

Section 8. CODIFICATION.

The provisions of this ordinance shall become and be made a part of the code of laws and ordinances of the Town of Jupiter, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such, and the sections of this ordinance may be changed to "section," "division," "article," or any other appropriate word.

Section 9. REPEAL OF LAWS IN CONFLICT

All local laws and ordinances applying to the Town of Jupiter in conflict with any provisions of this ordinance are hereby repealed.

Section 10. SEVERABILITY.

Should any section or provision of this ordinance or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof as a whole or any part thereof other than the part declared to be invalid.

Section 11. EFFECTIVE DATE.

This ordinance shall take effect upon adoption.

Attachment "A"

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11/30/01 Final

DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

DESCRIPTION: TOWN OF JUPITER CRA

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST, AND SECTIONS 5, 6, 7, AND 8, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF OCEAN WAY AND THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 1 (STATE ROAD NO. 5) AS RECORDED IN ROAD PLAT BOOK 2, PAGE 43, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, THE CENTERLINE OF OCEAN WAY IS THE EASTERLY EXTENSION OF THE SOUTH LINE OF GOVERNMENT LOT 3, SAID SECTION 8; THENCE, DEPARTING SAID EASTERLY RIGHT-OF-WAY LINE, NORTH 89°33'21" WEST, ALONG THE EASTERLY EXTENSION OF SAID GOVERNMENT LOT 3, AND THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 491.70 FEET TO THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 16°35'32" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 643.56 FEET; THENCE NORTH 58°17'23" WEST, A DISTANCE OF 726.02 FEET; THENCE NORTH 87°59'50" WEST, A DISTANCE OF 513.50 FEET TO THE CENTERLINE OF THE INTRACOASTAL WATERWAY ACCORDING TO PLAT BOOK 17, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 11°25'13" WEST, ALONG THE CENTERLINE OF THE INTRACOASTAL WATERWAY, A DISTANCE OF 1858.92 FEET; THENCE NORTH 43°31'31" WEST, A DISTANCE OF 1095.38 FEET; THENCE NORTH 18°02'14" WEST, A DISTANCE OF 4480.92 FEET; THENCE, DEPARTING SAID CENTERLINE NORTH 66°00'00" EAST, A DISTANCE OF SAID 651.77 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 07°51'58 WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 955.00 FEET TO THE SOUTHEAST CORNER OF PARCEL F, ACCORDING TO THE PLAT OF JUPITER HARBOUR, AS RECORDED IN PLAT BOOK 56, PAGE 5, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 82°08'02" WEST, ALONG THE SOUTH BOUNDARY OF SAID PARCEL F, A DISTANCE OF 30.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 29°36'41"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 155.04 FEET TO THE POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 220.00 FEET AND A CENTRAL ANGLE OF 12°00'00"; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.08 FEET TO THE POINT OF TANGENCY; SOUTH 64°31'21" WEST, A DISTANCE OF 37.17

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LB4431
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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 65.00 FEET, AND A CENTRAL ANGLE OF 88°33'06"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 100.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 26°55'33" WEST, A DISTANCE OF 131.18 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 74.00 FEET, AND A CENTRAL ANGLE OF 58°43'06"; THENCE NORTHERLY AND WESTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 75.84 FEET TO THE POINT OF TANGENCY; THENCE NORTH 85°38'40" WEST, A DISTANCE OF 45.65 FEET TO THE SOUTHEAST CORNER OF LOT 1, ACCORDING TO SAID PLAT OF JUPITER HARBOUR; THENCE NORTH 37°31'21" EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 69.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 32°51'57" WEST, ALONG THE NORTH LINE OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF PARCEL C, ACCORDING TO SAID JUPITER HARBOUR, A DISTANCE OF 371.59 FEET; THENCE NORTH 57°08'03" EAST, A DISTANCE OF 62.00 FEET; NORTH 32°51'57" WEST, A DISTANCE OF 16.59 FEET; THENCE NORTH 63°24'49" WEST, A DISTANCE OF 84.84 FEET; THENCE NORTH 86°35'09" WEST, A DISTANCE OF 321.54 FEET; THENCE SOUTH 88°03'30" WEST, A DISTANCE OF 192.50 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 158.42 FEET, AND A CENTRAL ANGLE OF 60°27'05"; THENCE WESTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 167.14 FEET TO THE NORTH LINE OF SAID JUPITER HARBOUR AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID PLAT OF JUPITER HARBOUR, NORTH 02°00'00" WEST, ALONG A NON-TANGENT LINE, THROUGH THE WATERS OF THE LOXAHATCHEE RIVER, A DISTANCE OR 280.00 FEET; THENCE NORTH 88°00'00" EAST, A DISTANCE OF 1450.00 FEET TO A POINT 95 FEET, MORE OR LESS, EAST OF THE U.S. HIGHWAY NO. 1 BRIDGE OVER SAID LOXAHATCHEE RIVER, AND BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 41°11'08"; THENCE, EASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 1581.41 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2200.00 FEET, AND A CENTRAL ANGLE OF 16°11"08"; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 621.48 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 67°00'00" EAST, A DISTANCE OF 512.15 FEET TO THE WEST LINE OF THE EAST 150.00 FEET OF SAID SECTION 31; THENCE SOUTH 00°27'56" EAST, ALONG SAID WEST LINE, A DISTANCE OF 818.82 FEET TO THE NORTH LINE OF THE SOUTH 190.00 FEET OF SAID SECTION 31; THENCE SOUTH 89°58'25" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 150.01 FEET TO THE EAST LINE OF SAID SECTION 31;

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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

THENCE SOUTH 00°27'56" EAST, ALONG SAID EAST LINE, A DISTANCE OF 190.01 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE SOUTH 01°18'55" WEST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 1029.56 FEET TO THE NORTH RIGHT-OF-WAY LINE OF JUPITER BEACH ROAD; THENCE, ALONG SAID NORTH RIGHT-OF-WAY LINE, NORTH 89°58'41" WEST, A DISTANCE OF 303.79 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD A-1-A; THENCE SOUTH 31°21'00" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 121.12 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1811.08 FEET, AND A CENTRAL ANGLE OF 7°25'57"; THENCE, SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 234.94 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 6 AND THE TERMINUS OF SAID CURVE; THENCE, DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE, NORTH 89°58'41" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 1026.55 FEET TO THE EAST LINE OF JUPITER MALL PROPERTY, ACCORDING TO OFFICIAL RECORD BOOK 9593, PAGE 1364, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE, ALONG THE EAST BOUNDARY OF THE MALL PROPERTY, SOUTH 24°59'05" EAST, A DISTANCE OF 1130.95 FEET; THENCE SOUTH 89°58'57" EAST, A DISTANCE OF 58.28 FEET TO THE WEST LINE OF THE EAST 566.02 FEET OF SAID NORTHEAST QUARTER; THENCE SOUTH 01°18'55" WEST, A DISTANCE OF 300.00 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER AND THE NORTHERLY RIGHT-OF-WAY LINE OF INDIANTOWN ROAD; THENCE, DEPARTING SAID EAST MALL BOUNDARY, SOUTH 89°58'55" EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 566.17 FEET TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH 01°14'35" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6, A DISTANCE OF 670.05 FEET; THENCE NORTH 89°58'57" WEST, A DISTANCE OF 614.98 FEET; THENCE SOUTH 26°27'57" EAST, A DISTANCE OF 413.09 FEET; THENCE SOUTH 63°32'03" WEST, A DISTANCE OF 315.00 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 26°27'03" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 1157.08 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 17,248.80 FEET, AND A CENTRAL ANGLE OF 3°07'05"; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, A DISTANCE OF 938.69 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 23°19'58" EAST, A DISTANCE OF 2534.85 FEET TO THE INTERSECTION WITH SAID CENTERLINE OF OCEAN WAY AND THE POINT OF BEGINNING.

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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

LEGEND:

LB = LICENSE BUSINESS
LS = LICENSE SURVEY
ORB = OFFICIAL RECORD BOOK
PB = PLAT BOOK
ROW = RIGHT-OF-WAY
RPB = ROAD PLAT BOOK

LESS AND EXCEPT: (HAAS ENCLAVE)

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 40 SOUTH, RANGE 43 EAST; PALM BEACH COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 AND THE NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL; THENCE EASTERLY ALONG SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL TO THE SOUTHERLY LINE OF PARCEL K, AMENDED PLAT OF JOHNSON'S ADDITION TO JUPITER, PLAT BOOK 16, PAGE 25, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE EAST ALONG SAID SOUTH LINE OF PARCEL K TO THE EAST LINE OF PARCEL K; THENCE NORTH ALONG THE EAST LINE OF PARCEL K TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD A-1-A, THENCE WEST ALONG THE SOUTH LINE OF SAID A-1-A TO SAID EAST RIGHT OF WAY LINE OF U.S. No. 1; THENCE SOUTH ALONG SAID EAST LINE OF U.S. No. 1 TO SAID NORTHERLY WATERS OF THE FLORIDA EAST COAST CANAL AND THE POINT OF BEGINNING.

TOTAL CRA AREA: 397 ACRES, MORE OR LESS.

SURVEYOR'S NOTES:

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
3. THE DESCRIPTION SKETCH AND THE DESCRIPTION TEXT COMPRISE THE COMPLETE LEGAL DESCRIPTION. THE LEGAL DESCRIPTION IS NOT VALID UNLESS BOTH ACCOMPANY EACH OTHER.
4. THIS LEGAL DESCRIPTION IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.
5. DATE OF LEGAL DESCRIPTION: NOVEMBER 12, 2001.

LIDBERG LAND SURVEYING, INC.

WRAY D. JORDAN
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 4244

LIDBERG LAND SURVEYING, INC.
LB4431
675 West Indiantown Road, Suite 200,
Jupiter, Florida 33458 TEL. 561-746-8454

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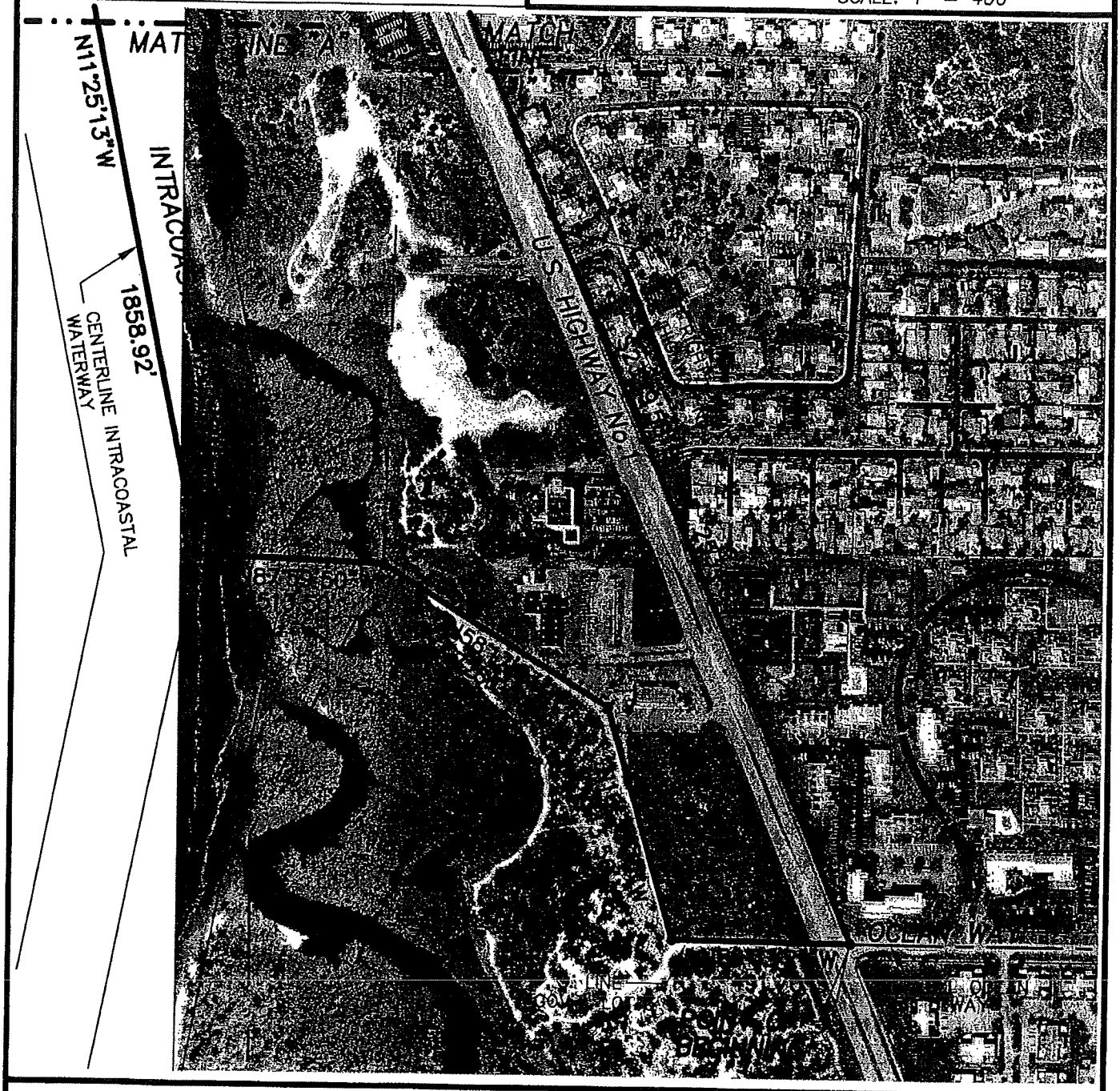
DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

N

400' 200' 0' 400'

GRAPHIC SCALE IN FEET
SCALE: 1" = 400'



LIDBERG LAND SURVEYING, INC.
LB4431
675 West Indiantown Road, Suite 200,
Jupiter, Florida 33458 TEL. 561-746-8454

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DESCRIPTION & SKETCH
PREPARED FOR:
TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA
BOUNDARY

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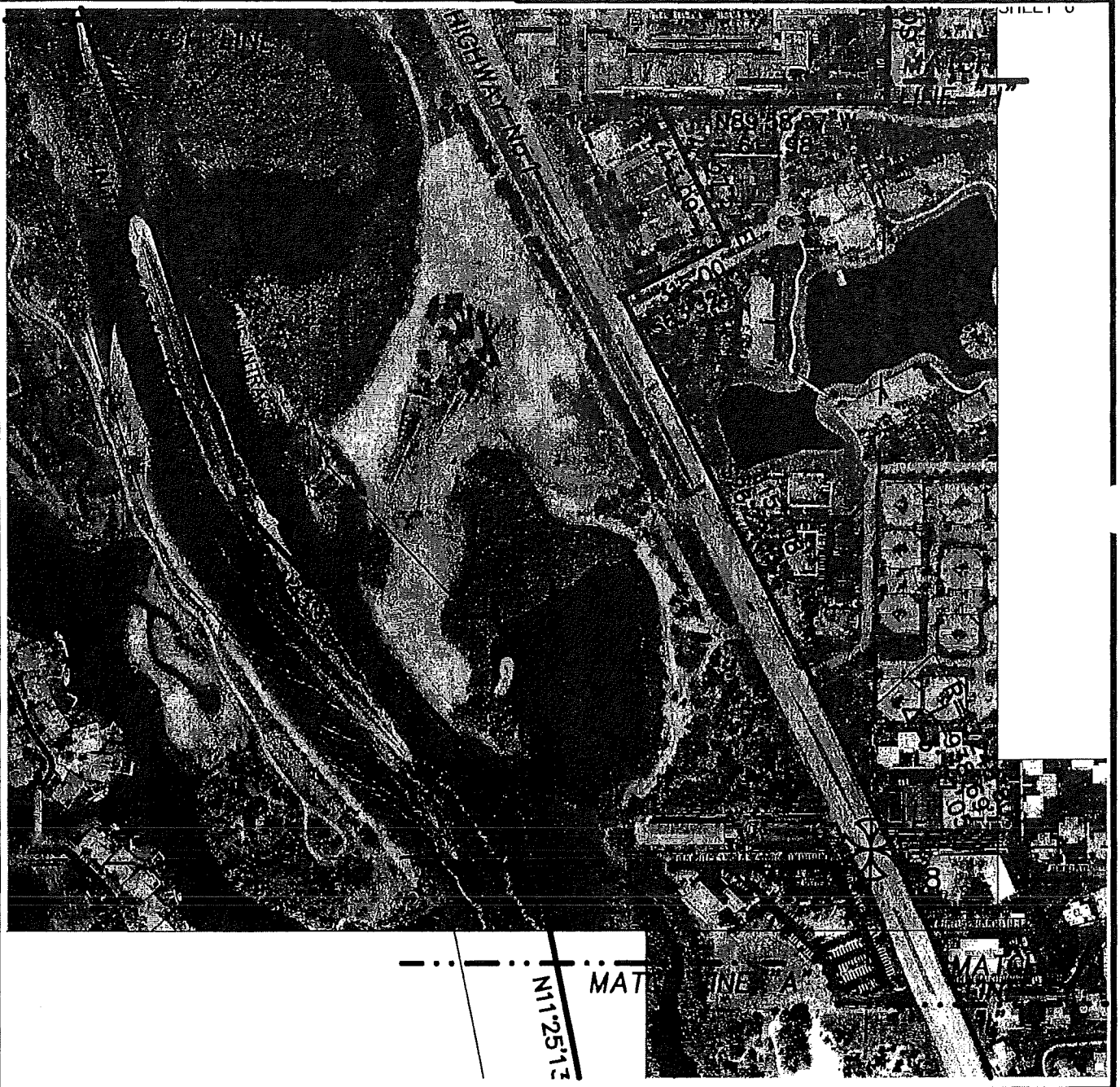

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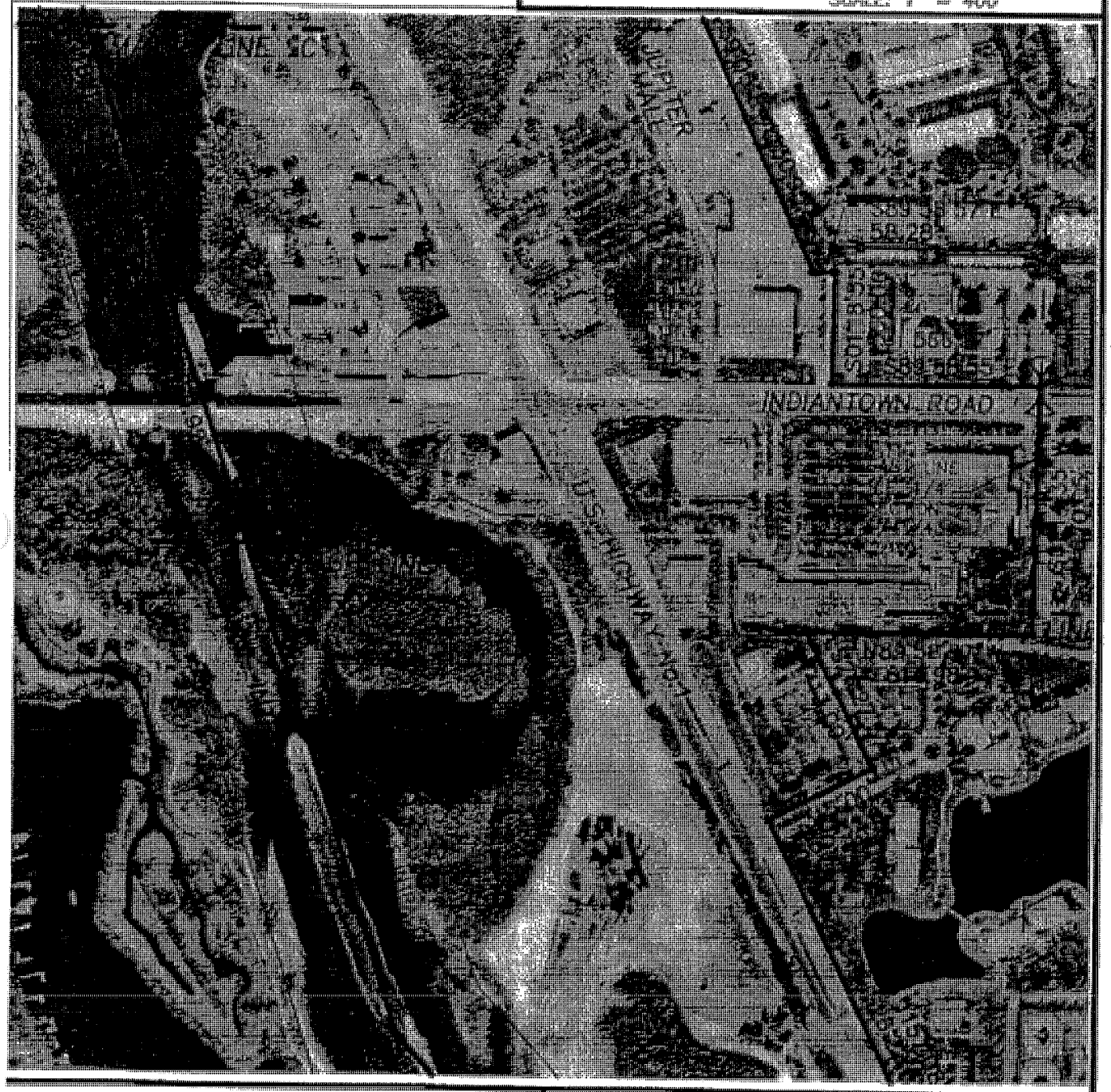

LIDBERG LAND SURVEYING, INC.

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DESCRIPTION & SKETCH
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TOWN OF JUPITER

COMMUNITY REDEVELOPMENT AREA BOUNDARY

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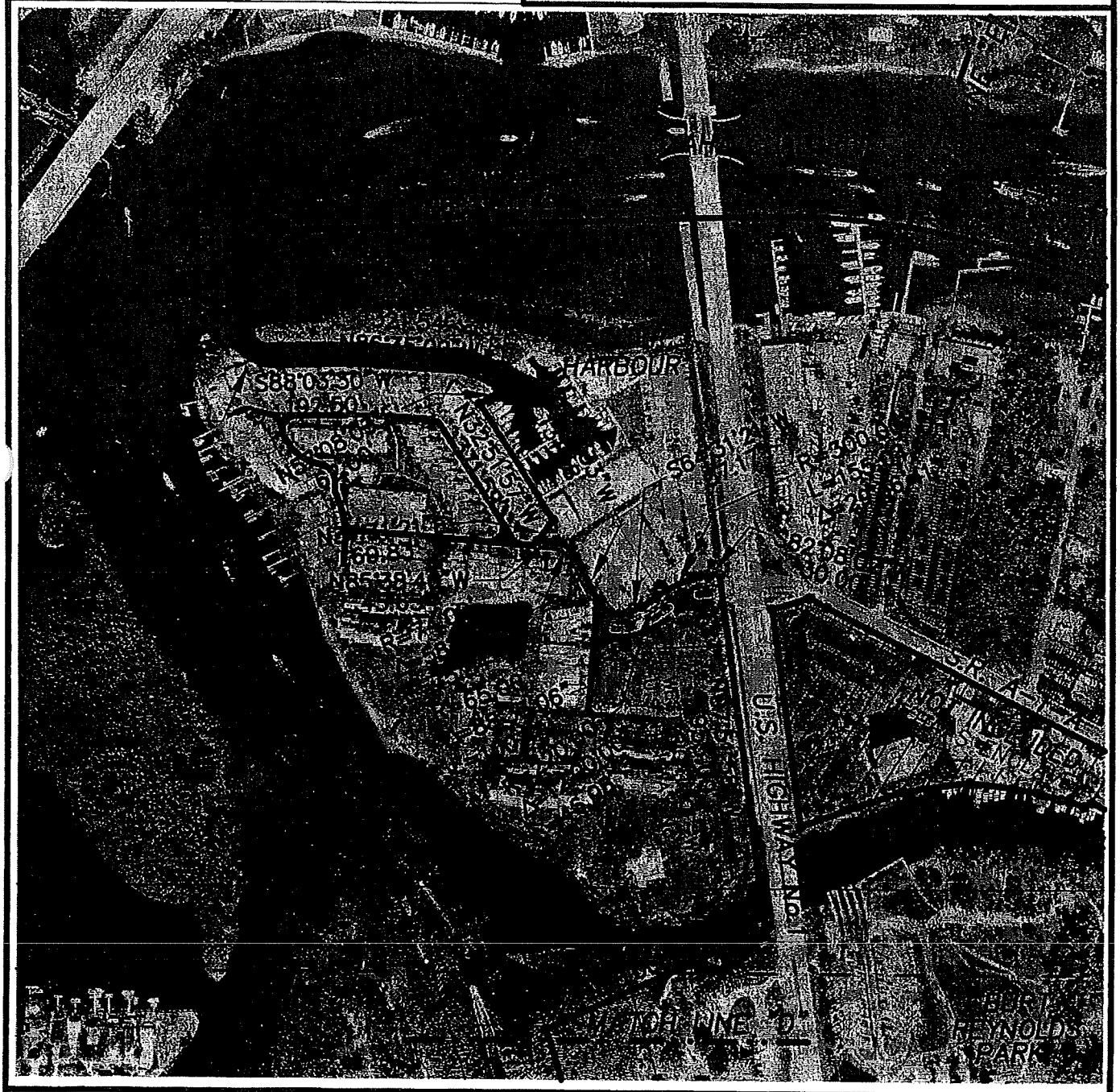

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675 West Indiantown Road, Suite 200,
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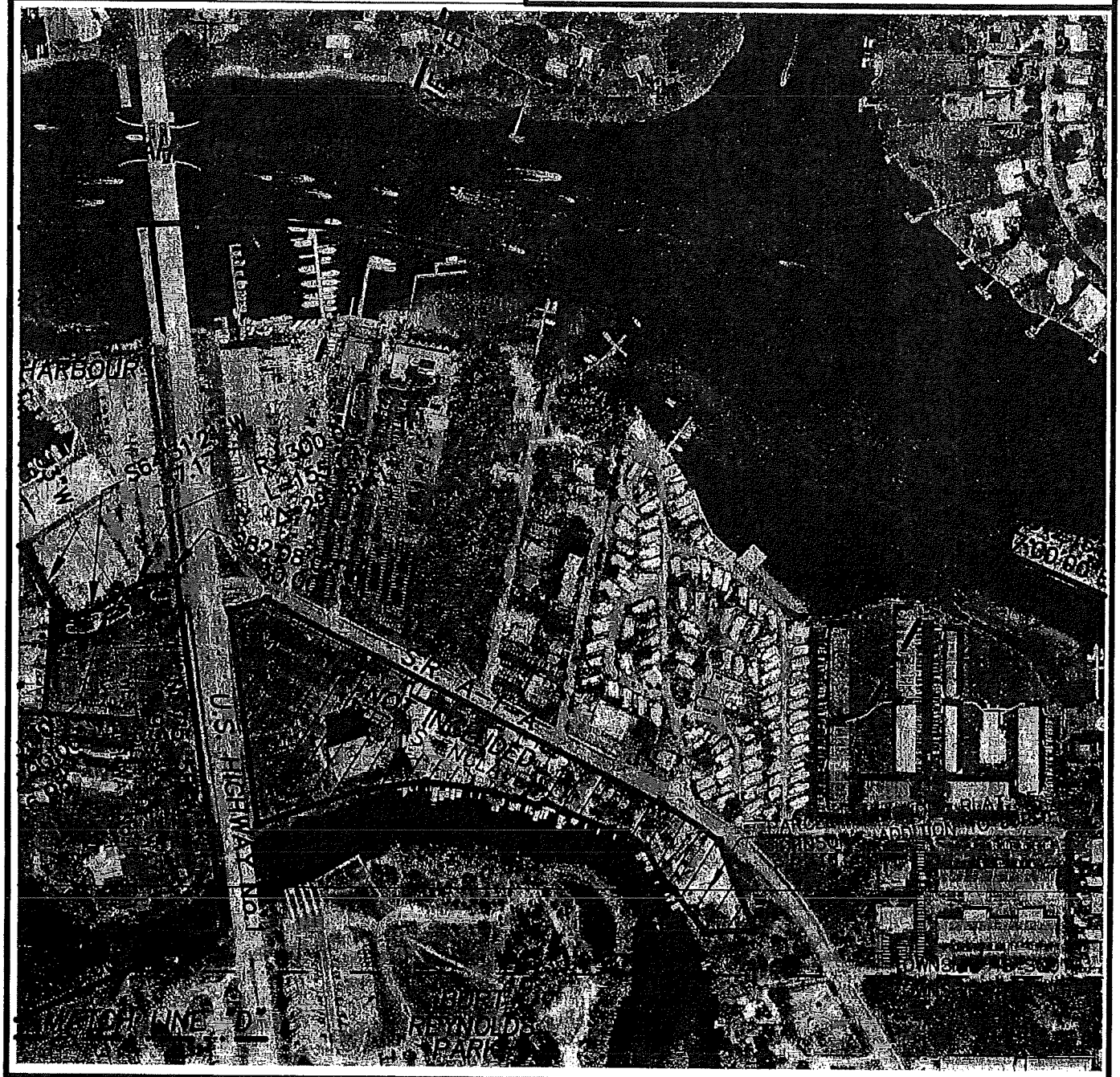

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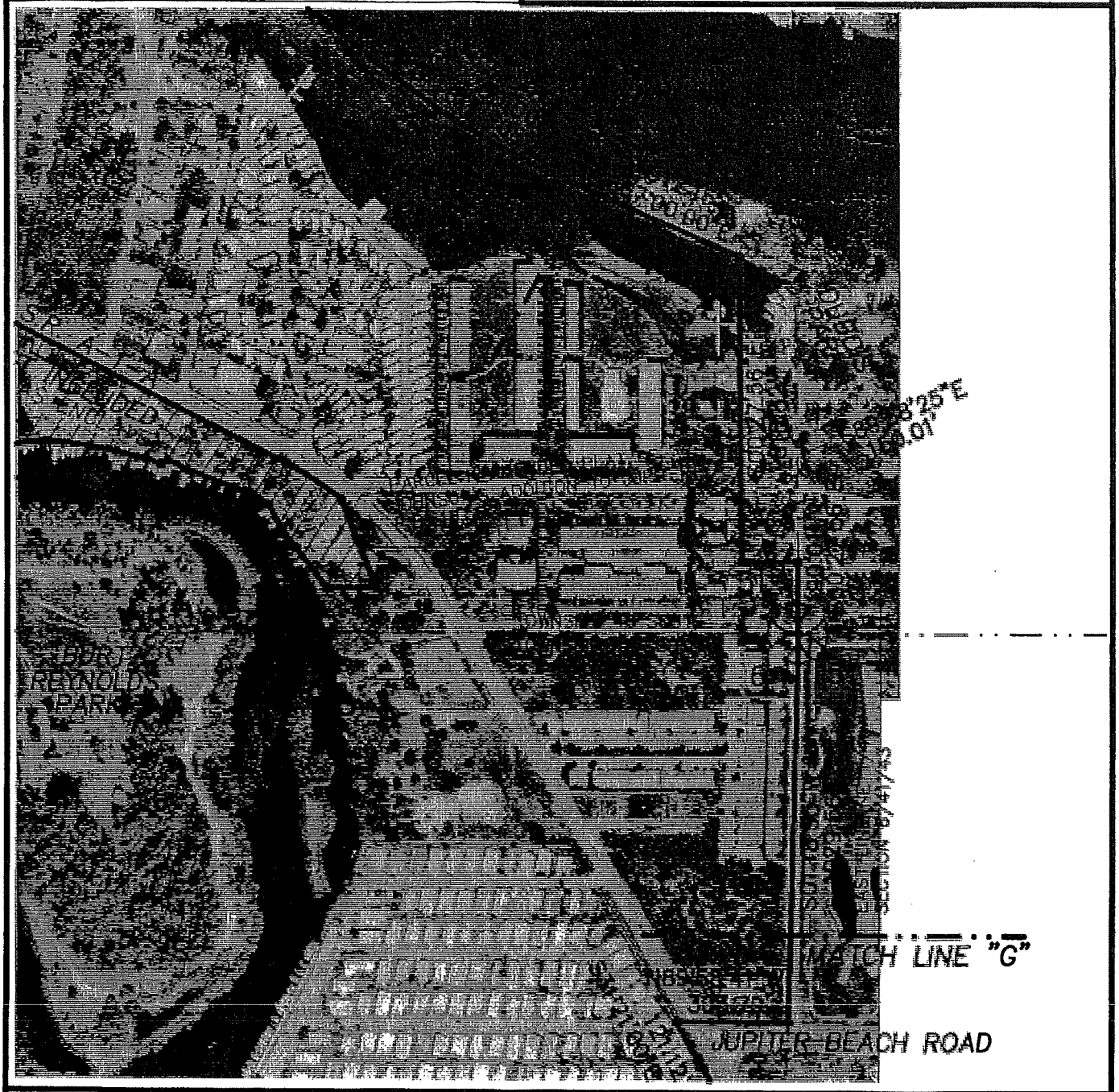

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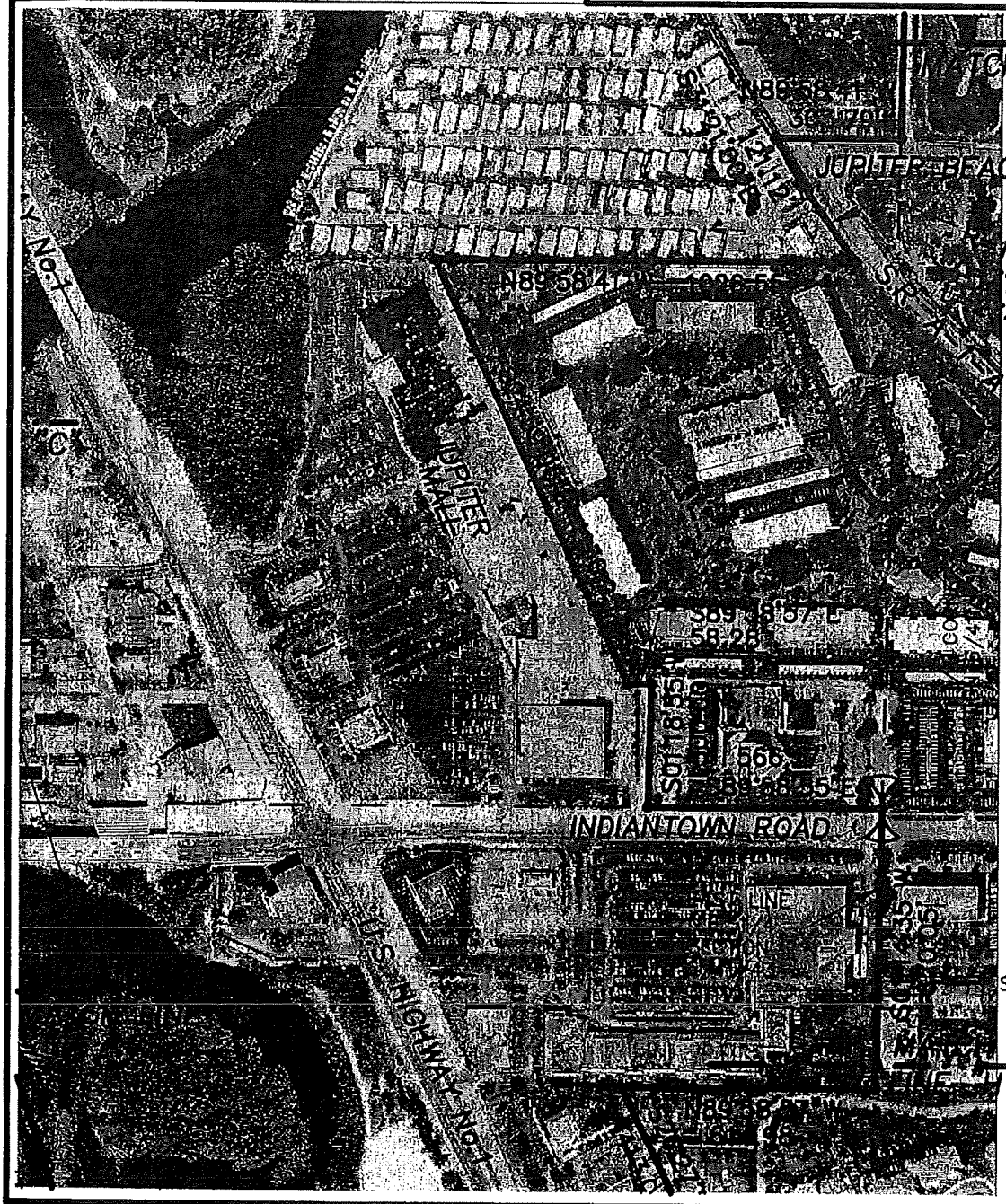

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Upon First Reading this 4th day of December, 2001, the foregoing Ordinance was offered by Councilor Barbara P. Henderson, who moved its adoption. The motion was seconded by Councilor Donald D. Daniels, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR KATHLEEN G. KOZINSKI	X	
COUNCILOR BARBARA P. HENDERSON	X	
COUNCILOR DONALD D. DANIELS	X	
COUNCILOR JIM KURETSKI	X	

Upon Second Reading this 18th day of December, 2001, the foregoing Ordinance was offered by Councilor Donald D. Daniels, who moved its adoption. The motion was seconded by Vice-Mayor Kathleen G. Kozinski, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR KATHLEEN G. KOZINSKI	X	
COUNCILOR BARBARA P. HENDERSON	X	
COUNCILOR DONALD D. DANIELS	X	
COUNCILOR JIM KURETSKI	X	

The Mayor thereupon declared Ordinance 60 - 01 duly passed and adopted this 18th day of December, 2001.

TOWN OF JUPITER, FLORIDA

ATTEST:

BY: _____
KAREN J. GOLONKA
MAYOR

_____
SALLY M. BOYLAN, CMC
TOWN CLERK

(TOWN SEAL)

_____
THOMAS J. BAIRD, ESQ.
Approved as to form and legal sufficiency

TOWN OF JUPITER STAFF REPORT FOR RITZ CARLTON
TOWN MANAGER'S OFFICE

DATE: November 5, 2024

TO: Honorable Mayor and Members of Town Council

THRU: Frank J. Kitzerow, Town Manager

FROM: John Sickler, Director of Planning and Zoning ***JS***

SUBJECT: **Ritz Carlton –** Amendment to an approved 284± acre Planned Unit Development (PUD) to allow a guest cottage on Lot 30 of Pod B, located at 502 Bald Eagle Drive.

Ordinance #31-24	P&Z Commission: 11/12/24
PZ 24-6177	Town Council: 12/17/24 1st reading
P. Meyer	Town Council: 01/14/25 2nd reading (quasi-judicial)

Project Information

Project Name:	Ritz Carlton PUD
Owner of PUD:	Overall PUD controlled by the Eagle Tree Property Owners Association, Inc. which has common property ownership; Single family residential lots are under individual ownership
Owner/Applicant of individual lot 30:	Owner of 502 Bald Eagle Drive (Eric F. Trump and Lara L. Trump)
Agent:	Stergas & Associates, AIA
Location:	• PUD located north of Donald Ross Road, south of Frederick Small Road and east of Alternate A1A • Guest cottage proposed associated with a single family unit at 502 Bald Eagle Drive
Acreage:	• 284 +/- acres (PUD total) • 0.60 +/- acres
Future Land use designation:	Low Density Residential
Zoning:	Single-Family Residential (R-1)
Existing use:	Single family dwelling units (DU)
Proposed use/Request:	PUD amendment to request a waiver to allow a detached guest cottage [1](see Attachment A).

Staff Compliance Review Summary

The requested amendment to the PUD will be in compliance with the Town Code subject to the **approval** of the conditions in ***Ordinance #31-24***; and ***contingent on Town Council approval of the proposed public benefit and waiver requested by the applicant***.

[1] Section 27-1 definition of guest cottage "means living quarters within a detached accessory building located on the same premises as the main building to be used exclusively for housing members of the family occupying the main building, or their nonpaying guests; such quarters having no kitchen facilities and not to be rented or otherwise used as a separate dwelling.

Project Data

Pertinent site plan data and information in reference to the application is listed below:

Table 1: Adjacent Properties to PUD

Direction	Existing Land Uses	Future Land Use | Zoning Districts
North	Residential (Admirals Cove)	Low Density Residential / Residential, Single-Family (R-1)
South	Residential (Frenchman's Creek)	Palm Beach Gardens/ PCD (Planned Community District)
East	Residential (Bear's Club)	Low Density Residential / Residential, Single-Family (R-1)
West	Residential and Preserve (Abacoa)	Mixed Use/ MXD

Table 2: Traffic

Traffic Performance Standards (TPS)	Owner's proposal
Satisfies Town of Jupiter TPS	Yes
New daily trips (see Attachment B)	0
New AM peak hour trips	0
New PM peak hour trips	0

Background and History

The following is a history of development approvals for the Ritz-Carlton Golf Club:

Table 3: History

Date of approval	Approvals
October of 1973	The Frenchman's Creek Development of Regional Impact (DRI), which The Ritz-Carlton Golf Club is part of, is approved by Palm Beach County's Board of County Commissioners.
July of 1990	The Town annexed the portion of the Frenchman's Creek DRI lying north of Donald Ross Road.
August 18, 1998	The Town Council approved an amendment to the DRI to decrease the total number of units permitted on the north half of the Frenchman's Creek DRI from 3,050 to 1,594.
March 20, 2001	The number of units was further reduced by Resolution # 18-01 to allow a total of 275 units in the DRI. 139 units were allocated to the Ritz-Carlton Club and 136 to the Bear's Club.
March 20, 2001	The Town Council approved the PUD and site plan for the Ritz-Carlton which included a golf course, clubhouse, spa, maintenance facility and 133 units (22 single family and 111 villas).
November 29, 2001	Staff approved a minor PUD amendment reducing the number of units to 131. This approval included reducing the number of dwelling units in Pod "B" from 22 units to 20 units and in Pod "C" from 44 units to 34 units. Also, Pod "C" was converted from villa to single family units.
February 6, 2003	Staff approved another minor amendment that transfers ten (10) lots to Pod "B' from those that were removed from Pod "C", increasing the number of lots from 20 to 30. The total number of units proposed remains at 131 units.
May 20, 2003	The Town Council approved a modification to Pod "B" to allow a reduction in setbacks for the homes, accessory pools and screen rooms

Date of approval	Approvals
February 15, 2005	The Town Council approved a Notice of Proposed Change (NOPC) to the Frenchman's Creek North DRI. This amendment allowed for the reallocation of units in the Frenchman's Creek DRI and the transfer of 12.1± acres from the Bear's Club to the Ritz-Carlton Club. 275 units are permitted to be developed in the DRI, with the approval of the NOPC, the maximum number of units in the Ritz-Carlton Club becomes 168 units and 107 units are permitted in the Bear's Club. This proposal resulted in an increase of 29 units in the Ritz-Carlton Club and Spa and a reduction of 29 units in the Bear's Club. Previously 139 units were allocated to the Ritz-Carlton Club and 136 units to the Bear's Club.
February 17, 2009	The Town Council approved an amendment to the PUD to allow a guest cottage on Lot 15 with Pod B.
March 17, 2009	The Town Council approved an amendment to the PUD and site plan to allow interval ownership in Pod D, to allow up to sixteen property interests in five villa units (208, 212, 214, 640, and 644) in Pods A and D, and to allow units in Pods A, D, E, to be owned in a land trust.
March 16, 2010	The Town Council approved an amendment to Ritz Carlton PUD and site plan amendment to change 17 existing condominium units to fee simple lots in a portion of Pod A, and add two single family dwelling units to POD A in the previously approved eagle preserve area.
October 11, 2012	Staff approved an administrative PUD and site plan amendment for the addition of custom unit types to the approved site plan for Lots 1 and 2 of replat 2 in Pod A.
June 6, 2023	The Town Council approved an amendment to the PUD to convert a single-family dwelling to a guest cottage on a lot within Pod A, located at 612 and 614 White Pelican Way.

The subject property was approved for a single family residence, which was built in 2004.

Between 1994 and 2005, pursuant to a 1994 policy, guest cottages were permitted and constructed in single family neighborhoods by policy, as an accessory use throughout the Town (see attachment "C"). Guest cottages are defined as a living quarters within a detached accessory building having no kitchen facilities and for use by the family occupying the principle structure. Since guest cottages can't have cooking facilities, they are not considered dwelling units[2]. In some areas of the Town, guest cottages were being used as independent rental units causing neighborhood issues with parking and nuisances. In February 2005, this policy was discontinued since guest cottages were not specifically listed among the other accessory uses permitted within the residential zoning districts like other accessory uses including private garages, swimming pools, storage buildings and private boat docks. Building permits are no longer issued for guest cottages as an accessory use, when the use is not allowed per the zoning or as part of a PUD.

As a result of this change, the Bear's Club requested an amendment to their PUD to allow guest cottages as a permitted accessory structure within their development. The PUD amendment was approved by Town Council on December 20, 2005. Other PUD's, such as Admirals Cove, have provisions within their development approvals that allow for guest cottages.

The applicant is requesting an amendment to the Ritz Carlton Golf Club PUD only to allow a guest cottage as an accessory use to the primary single-family dwelling on Lot 30 of Pod B. It is recognized that developments with a property or homeowner association have independent

[2] Section 27-1 definition of dwelling unit "means a group of interrelated rooms: 1) Intended or designed for the use of one family; 2) Separated from other space by lockable doors; 3) Having access to the outdoors without crossing another dwelling; and 4) Having cooking and sleeping facilities, fixed or portable, and complete sanitary facilities.

covenants and restrictions that may provide for guest cottages to be more carefully monitored to ensure they function as an accessory use and not as an independent rental unit.

Analysis

This section analyzes the land development regulations and notes the application's inability or ability to satisfy all applicable development provisions of the Town Code and Comprehensive Land Use Plan (CLUP). The analysis is as follows:

Comprehensive Land Use Plan (CLUP) Consistency. The proposed development is generally in conformance with the Comprehensive Plan. The subject property is designated with the Low Density Residential future land use.

Planned Unit Development (PUD). The applicant's request is to amend the Ritz Carlton PUD to allow a guest cottage on a single-family lot within the PUD located at 502 Bald Eagle Drive.

PUD Waiver. Town Council may approve waivers within a PUD, pursuant to Section 27-1555(b) and (b) and Section 27-1641(a)(b). The Owner is requesting a waiver for a different unit type in the R-1, single family residential zoning district [Section 27-1323(b) entitled "Use regulations" of the R-1 single family residential zoning district], to allow a guest cottage as an accessory use to the primary single-family dwelling (See Attachment A, PUD statement of use). To ensure that the guest cottage remains an accessory use to the primary single-family dwelling, Staff recommends a **condition that the guest cottage must: be incidental and subordinate to the principal residential structure on the same lot; not exceed the height of the principal building on the same lot; and not exceed 35 percent of the gross square footage of the principal building**.

Section 27-1641, entitled "Waiver of standard zoning regulations allowed" of the PUD regulations, which defines regulations that may be waived by Town Council through the PUD process, includes the ability to waive the type of dwelling unit. The requested waiver is consistent with the intent of the large scale PUD (Section 27-1555), which is to provide design freedom by permitting an opportunity to more fully utilize the physical characteristics of the site through the reduction or waiver of certain development regulations and the planned mixing of use.

Public benefit. The proposed planned unit development waiver is in conformance with the requirements of Section 27-1555, entitled "Intent", subject to the Town Council's determination that the project provides adequate public benefit to justify the requested waiver.

- Pursuant to Section 27-1555, entitled "Intent", a large-scale PUD, by definition may depart from the strict application of use and property development regulations in which the planned unit development is proposed to be located. Additionally, the section states that "It is intended that a Large-Scale Planned Unit Development District (PUD) provide substantial public benefit".
- *Applicant's public benefit:* The applicant proposes to donate $10,000 to the Town to be used towards funding upgrades to Town Parks, such as the incorporation of spashpads.

  Staff comment: It is a strategic priority of the Town to complete a recreational master plan to include current facilities, future, planned facilities, and partner facilities and opportunities. If the Town Council is supportive of a contribution to the Town, the funds should be deposited in a special Town fund for the purpose of funding upgrades to Town Parks. Therefore, if Town Council determines the applicant's proposal provides adequate public benefit, staff recommends the following **condition that the Owner contribute $10,000 to be placed in a special Town fund for upgrades to Town Parks.**

Other considerations for public benefit, if the Town Council finds that the proposed public benefit is not adequate to justify the proposed waiver:

- Staff advised the applicant to review the Town's strategic plan when considering what might be appropriate as a public benefit, since these initiatives have been identified by the Town Council. A strategic priority of the Town Council is to update the future land use and zoning designations of existing preservation areas and golf courses to provide consistency with the development orders approved by the Town Council. The Ritz Carlton PUD development order includes lands designated for preservation and golf course, which currently have residential zoning and future land use designations. In order to reflect the actual use of these lands, the land use and zoning need to be changed from Residential to Conservation or Recreation, as applicable. It was identified that agreeing to implement these changes could be considered as a public benefit by having the controlling entity of the PUD provide authorization to modify the land use and zoning of these areas.
- In 2023, the Town Council raised concerns, as part of an amendment for the Bears Club PUD, regarding the grassed area along the north side of the Ritz Carlton PUD being unsightly due to vehicles and car haulers regularly parking along the shoulder of the road. Staff had suggested that the applicant look at ways to improve the appearance along the shoulder of the road by discouraging parking or stabilizing the shoulder. The applicant reached out to James Peters from Palm Beach County Department of Engineering and Public Works who indicated that the County is not supportive of improvements that encourage parking along Frederick Small Road.

Staff has provided the table below that summarizes the public benefits that have been provided in the past for the PUD and subsequent amendments:

Table 4: History of public benefits

Ordinance	Application	Approved Public Benefits
Ord 54-00	Original PUD approval	Construct an eight (8.0') foot wide sidewalk from Alternate A-1-A to the main entrance on Donald Ross Road (+/- 2,500 linear feet), and construct 8.0' sidewalks along the south side of Fredrick Small Road and along Alternate A-1-A (exceeding the minimum width requirement by four (4.0') feet)
Ord 54-00	Original PUD approval	Construct only 133 units, which is substantially less than the 1,481 units approved Install a sixty five (65.0') foot wide buffer adjacent to Donald Ross Road and Alternate A-1-A and a twenty-five (25.0') foot buffer adjacent to Frederick Small Road in the original DRI development order
Ord 54-00	Original PUD approval	Grant an easement (approximately 6,500 square feet) to the Town for a pedestrian area and Town identification sign at the northeast corner of Donald Ross Road and Alternate A-1-A; and
Ord 54-00	Original PUD approval	Provide additional area to the south of the bald eagles nest in order to ensure less intrusion on the eagle's nesting area (This public benefit was removed when the Lots 1 and 2 were created in Pod A)
Ord 51-08	Allow a guest cottage on Lot 15 of Pod B	Contribute $7,500 towards a bus shelter

Ordinance	Application	Approved Public Benefits
Ord 2-09	Allow interval ownership in Pod D and up to 16 property interests in Villa unit numbers 208, 212, 214, 640 and 644 in Pods A and D; and to allow units in Pods A, D and E, to be owned in a land trust	Contribute $15,000 to the Town for the Town's use towards a bus shelter or other public purposes deemed appropriate by the Town Council.
Ord 13-10	Amend PUD to waive a minimum three foot driveway side setback on a portion of Pod A	Contribute $5,000 towards trees and other landscaping to be used in a public park owned by the Town, and as approved by the Department and the Director of Parks and Recreation (associated with waiver to driveway setback).
Ord 9-23	Amend PUD to allow a guest cottage on Lots 1 and 2 of replat 2 of Pod A	Contribute $10,000 to the Town for the Town's use toward the funding for the design and construction of Town Green as part of the construction of the new Town Hall.

Traffic. The proposed application is in conformance with the Town's traffic performance standards. The proposed guest cottage does not add any new trips since the proposed guest cottage was viewed as accessory to a single-family dwelling unit in the traffic statement (see Attachment B).

Site Plan Criteria.
Section 27-175, contains minimum criteria for review of all site plan applications processed. Upon review of the 12 criteria in Section 27-175, staff finds that the Applicant has 11 of the 12 criteria. The criterion that is not satisfied is:

3. Is the application consistent with all applicable land development regulations and all other portions of the Jupiter Town Code.

If the waiver is approved by the Town Council, staff has provided conditions of approval for the following code section that will ensure that the proposed guest cottage is in compliance and requiring the applicant to provide the public benefit.

1) Section 27-1323 entitled "Use regulations"

Attachments:

Exhibit 1 – Conditions of approval
Attachment A – Statement of use
Attachment B – Traffic statement
Attachment C – Policy regarding accessory uses (February 18, 1994)

* Please contact Peter Meyer at peterm@jupiter.fl.us or 561-741-2691 in order to obtain a copy of the proposed plans or any attachments.

File Path: V:\PlanningZoning\Staff\WP51\PROJECTS\Ritz-Carlton Club\PZ 24-6177 add guest cottage to 502 Bald Eagle\11.12 PZ mtg\Staff Report_PZC.docx November 4, 2024

Conditions of Approval

The recommendation for approval is subject to the following conditions:

1) The Owner shall install and maintain all improvements in compliance with the following:
   a) Traffic Statement, prepared by Jeff H. Iravani, Inc., dated 08/20/24, received and dated by the Department of Planning and Zoning on 09/04/24.
   b) Statement of Use, prepared by Stergas & Associates, AIA, dated 08/27/24, received and dated by the Department of Planning and Zoning on 10/29/24.
2) The uses conducted on the subject property shall be consistent with the Statement of Use, dated 08/27/24, received and received by the Department of Planning and Zoning on 10/29/24.
3) Any revisions to the site plan, Statement of Use, or other details submitted as part of this application, including but not limited to the location of the proposed improvements or additional, revised or deleted colors, materials, or structures, or changes to how the use operates, shall be submitted to the Department of Planning and Zoning and shall be subject to its review and approval.
4) The guest cottage shall:
   a) Be incidental and subordinate to the principal residential structure on the same lot.
   b) Not exceed the height of the principal residential structure on the same lot.
   c) Not exceed 35 percent of the gross square footage of the principal residential structure.
5) Prior to the issuance of a building permit for the guest cottage, the Owner shall contribute $10,000 to the Town which shall be earmarked by the Town for upgrading Town Parks.
6) The conditions of approval herein shall apply to the Owner, the Eagle Tree Property Owners Association, Inc. and their successors and assigns.

Attachment A

Rev 2- November 1, 2024

502 Bald Eagle Drive
At Ritz Carlton Golf Club and Spa (Trump National)
PUD Amendment/Site Plan Review
Statement of Use
August 27, 2024

Request & Location:

Architect Stergas & Associates, as agent for the Owner, is requesting review and approval of this amendment with wavier to the fully developed residential Ritz-Carlton PUD, which will allow for a Guest Cottage incorporated into an expanded existing freestanding garage on the property located at Lot 30, 502 Bald Eagle Drive. A PUD amendment is requested to allow for a non-attached Guest Cottage.

The subject property is approximately 0.60 acres, located in POD B of the 284± acres of the fully developed Residential Ritz-Carlton Golf Club & Spa PUD (Trump National Golf Club). Further the PUD is assigned a land use designation of Residential Low Density, and a zoning designation of R-1.

Site Description & Proposed Modification:

The subject property is on Bald Eagle Drive, and on its south side abuts an open space (Tract "I").

The proposed Guest Cottage is 758± SF of conditioned space and a 148± SF Covered Balcony. It is proposed to be constructed above the existing detached garage being expanded to 1056± SF, incidental to the primary residence on Lot 30. The Guest Cottage will provide a Bonus Room, a Bathroom, Storage & Covered Balcony; and WILL NOT provide Kitchen Facilities. It will be exclusively used for family members/non-paying guests.

Development History:

Date of Approval	Approvals
October of 1973	The Frenchman's Creek Development of Regional Impact (DRI), which The Ritz-Carlton Golf Club is part of, is approved by Palm Beach County's Board of County Commissioners.
July of 1990	The Town annexed the portion of the Frenchman's Creek DRI lying north of Donald Ross Road.
August 18, 1998	The Town Council approved an amendment to the DRI to decrease the total number of units permitted on the north half of the Frenchman's Creek DRI from 3,050 to 1,594.
March 20, 2001	The number of units was further reduced by Resolution # 18-01 to allow a total of 275 units in the DRI. 139 units were allocated to the Ritz-Carlton Club and 136 to the Bear's Club.

Date of Approval	Approvals
March 20, 2001	The Town Council approved the PUD and site plan for the Ritz-Carlton with included a golf course, clubhouse, spa, maintenance facility and 133 units (22 single family and 111 villas).
November 29, 2001	Staff approved a minor amendment reducing the number of units to 131. This approval included reducing the number of dwelling units in Pod "B" from 22 units to 20 units and in Pod "C" from 44 units to 34 units. Also, Pod "C" was converted from villa to single family units.
February 6, 2003	Staff approved another minor amendment that transfers (10) lots to Pod "B" from those that were removed from Pod "C", increasing the number of lots from 20 to 30. The total number of units proposed remains at 131.
May 20, 2003	The Town Council approved a modification to Pod "B" to allow a reduction in setbacks for the homes, accessory pools and screen rooms.
February 15, 2005	The Town Council approved a Notice of Proposed Change (NOPC) to the Frenchman's Creek North DRI. This amendment allowed for the reallocation of units in the Frenchman's Creek DRI and the transfer of 12.1± acres from the Bear's Club to the Ritz-Carlton Club. 275 units are permitted to be developed in the DRI, with the approval of the NOPC, the maximum number of units in the Ritz-Carlton Club becomes 168 units and 107 units are permitted in the Bear's Club. This proposal results in an increase of 29 units in the Ritz-Carlton Club and Spa and a reduction of 29 units in the Bear's Club. Previously 139 units where allocated to the Ritz-Carlton Club and 136 units to the Bear's Club.
February 17, 2009	**The Town Council approved an amendment to the PUD to allow a guest cottage on Lot 15 with Pod B.**
March 17, 2009	The Town Council approved an amendment to the PUD and site plan to allow interval ownership in Pod D, to allow up to sixteen property interests in five villa units (208, 212, 214, 640, and 644) in Pods A and D, and to allow units in Pods A, D, E, to be owned in a land trust.
March 16, 2010	The Town Council approved an amendment to Ritz Carlton PUD and site plan amendment to change 17 existing condominium units to fee simple lots in a portion of Pod A, and add two single family dwelling units to POD A in the previously approved eagle preserve area.
October 11, 2012	Staff approved an administrative PUD and site plan amendment for the addition of custom unit type to the approved site plan for replat of Lots 1 and 2 in Pod A.
June 6, 2023	**The Town Council approved an amendment to the PUD and site plan amendment on the combined Lots 1 and 2 of Pod A and have a main house and a guest cottage**.

Waiver Request:

Currently, single-family dwellings are the only dwelling type allowed by right in the Town's R-1 zoning district, and so guest cottages are not allowed unless it's part of an approved PUD; and the Ritz-Carlton PUD does not specifically include guest cottages in their allowances. And whereas the zoning code considers any detached conditioned space a Guest Cottage, the Owner requests a waiver from the Town's zoning code for Lot 30 in Pod B to allow a different type of dwelling unit- see waiver request below.

WAIVER (CODE SECTION)	ALLOWED	PROPOSED
Dwelling Unit Type (Section 37-1323)	Single Family Dwelling in R-1 (with garage & storage incidental uses)	To include a Guest Cottage as an incidental use in R-1 on Lot 30b in Pod B

Justification:

Per Section 27-1641(a)(5) in the Large Scale PUD zoning code, the Town Council may waive the standard zoning regulations for type of dwelling. In previous code versions guest cottages were allowed as an accessory use in residential zoning districts. This was removed after some structures were being used as rental units separate from the primary residence.

In the following years approved PUD's have amended their development to allow for guest cottages including the adjoining Bear's Club. And the adjacent Admiral's Cove PUD is also approved to allow for Guest Cottages.

The subject PUD (Ritz-Carlton Golf Club & Spa) has filed, and received approval to allow guest cottages on Lot 15 of Pod B and combined Lots 1 & 2 of Pod A. The intent of their approvals was to require any additional properties to submit an application proposing a PUD amendment for guest cottages incidental to the primary residence.

The Owner is filing this request to be consistent with previous applications, and is conforming with the established design guidelines approved per the PUD including setbacks, lot coverage, etc. Also, included as supporting documents is a letter of approval authorizing the property Owner to submit for permit with Town.

Public Benefit:

As a Public Benefit the Owner proposes to donate $10,000 to the Town of Jupiter to be used toward the Council's current Strategic Initiative of upgrading the Town parks, such as incorporation of splash pads. As a point of reference, the previous application requests for a guest cottage donated $10,000 (2023 toward design and construction of the Town Green) and $7,500 (2009 toward a bus shelter).

Site Plan Review Criteria:

Per zoning code Section 27-175, the application addresses the required criteria as follows;

(1) The proposed development is consistent with the goals, objectives and policies of the town comprehensive plan.

Response: The proposed development is consistent with the intent of the Town of Jupiter, Comprehensive Plan, Policy 1.3.1, Low Density Residential.

(2) The proposed development is consistent with any applicable, countywide land development regulations.

Response: The development is consistent with the applicable countywide land development regulations.

(3) The proposed development is consistent with all applicable land development regulations and all other portions of this Code.

Response: The proposed development is consistent with all applicable Town of Jupiter Land Development Regulations and the subject PUD.

(4) The proposed development is compatible and/or consistent with the established or proposed character of a neighborhood or area.

Response: The subject property is located in the Eagle Tree component of the Ritz-Carlton (Trump National Golf Club) PUD, which has strict guidelines for architectural character and consistency throughout the development. The Owner intends to comply with those regulations and has received Approval from Eagle Tree POA.

(5) The proposed development does not create or excessively increase traffic congestion or otherwise affect public safety.

Response: As indicated in the attached Traffic Statement, as the proposed guest cottage is not meant for permanent living, there is no increase in traffic and it will therefore have no negative impact and will not otherwise affect public safety.

(6) There are adequate levels of service for public facilities, including, but not limited to, transportation, water supply, drainage and sanitation, available concurrent with the impacts of the development proposed by the application.

Response: As this addition is incidental to the existing primary residence, adequate levels of service already exist at the existing home and will be available to the approved development.

(7) The proposed development does not significantly reduce light and air to adjacent properties.

Response: The proposed addition is on the southeast portion of the site, the opposite side of the property of the only other adjacent existing residence on Lot 29 to the north, and is adjacent to a large open space to the south and a divided roadway on the east.

(8) The proposed development does not adversely affect property values in adjacent areas.

Response: The subject development will not adversely affect property values in the area. This is one of the two largest lots in Pod B, and previous requests for guest cottages have been approved in this PUD. And per adopted ordinance 21-03 of the PUD, the Owner of each lot that wishes to add a guest cottage must file a PUD amendment application.

(9) The proposed development would not be a deterrent to the improvement or development of adjacent property in accordance with existing regulations.

Response: As the proposed addition is on the southeast portion of the site, the opposite side of the property of the only other adjacent existing residence on Lot 29 to the north, and is adjacent to a large open space to the south, and a divided roadway on the east, the proposed development will not deter the improvement of any adjacent lots in accordance with the existing PUD regulations.

(10) The proposed development does not create noise or visual pollution.

Response: The proposed development will not cause any noise or visual pollution. The development will comply with current strict Architectural Design Guidelines as set forth by Trump National Golf Club PUD.

(11) The proposed development does not negatively impact adjacent natural systems or public facilities, such as parks.

Response: The proposed development will not negatively impact adjacent natural systems or public facilities.

(12) The proposed development provides pedestrian amenities, including, but not limited to, benches, trash receptacles, and/or bicycle parking.

Response: The existing PUD, which is fully developed, has provided all necessary pedestrian amenities.

Conclusion:

In closing, the Owner requests a PUD Amendment to construct a guest cottage incidental to the primary residence located at 502 Bald Eagle Drive (Lot 30, Pod B). This request is consistent with other properties in Ritz Carlton Golf Club and Spa (Trump National Golf Club) PUD which have received approval.

Traffic Impact Statement

For

502 Bald Eagle Drive
Lot 30B
Ritz Carlton

PCN#
30-43-41-19-03-000-0300

Jupiter, Florida

08-20-24

Prepared By:

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John B. Iravani, P.E.
Florida Registration # 87431
FR # 6986

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I. Introduction

The site is located within the Ritz-Carlton Golf Club & Spa community, which is a residential community that is developed. The address for the property is 502 Bald Eagle Drive and consists of a single family home. There is an existing house with a stand alone garage located on the property.

It is proposed to expand the standalone garage and build a guest cottage above the garage. The cottage has no kitchen and is not meant for a separate dwelling. Since the expansion is not meant for permanent living and is considered an accessory structure it does not increase traffic within the community.

See Exhibit-A for the Aerial and Exhibit B for the Site Plan of the project.

Section 19, Township 41S, Range 43E, Jupiter, Florida

II. Trip Generation

The proposed Trip Generation numbers are per latest Palm Beach County Trip Generation rates.

A. Existing

USE		Bldg SF/EA	ADT VTEPD	AM PHT VTEPH					PM PHT VTEPH				
	(%)				IN	(%)	OUT	(%)		IN	(%)	OUT	(%)
Single Family ITE 210		1	10	1	0	26%	1	74%	1	1	63%	0	37%
Internal	0			0	0		0			0		0	
Pass-by	0%		0	0	0		0		0	0		0	
Total Attracted			**10**	**1**	**0**		**1**		**1**	**1**		**0**	
Total Generated		**1**	**10**	**1**	**0**		**1**		**1**	**1**		**0**	

B. Proposed

USE		Bldg SF/EA	ADT VTEPD	AM PHT VTEPH					PM PHT VTEPH			
	(%)				IN	(%)	OUT	(%)		IN	(%)	OUT
Single Family ITE 210		1	10	1	0	26%	1	74%	1	1	63%	0
Internal	0			0	0		0			0		0
Pass-by	0%		0	0	0		0		0	0		0
Total Attracted			**10**	**1**	**0**		**1**		**1**	**1**		**0**
Total Generated		**1**	**10**	**1**	**0**		**1**		**1**	**1**		**0**
Net Generated		0	0	0	0		0		0	0		0

Single Family Detached ITE 210: ADT= 10 per DU, AM PHT = 30.7 per DU, PM PHT=

Rounding to whole numbers may cause small discrepancies in adding up totals

III. Radius of Influence

The proposed improvement does not increase the AM or PM PHT generation.
Since there is no increase in AM and PM PHT there is no radius of influence determination and no impact analysis is needed to determine if the proposed causes a significant impact(1%).

Exhibit-A Aerial

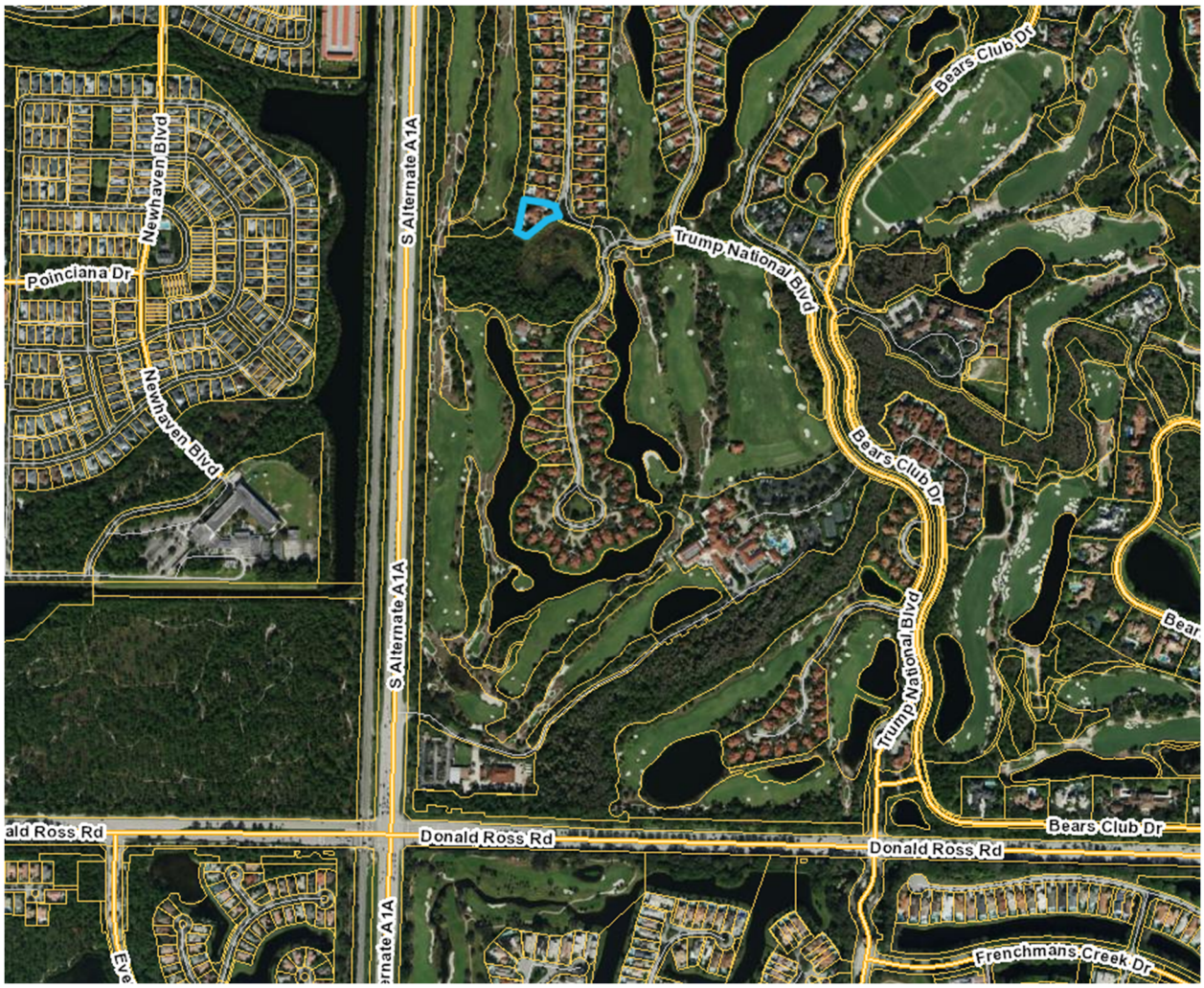
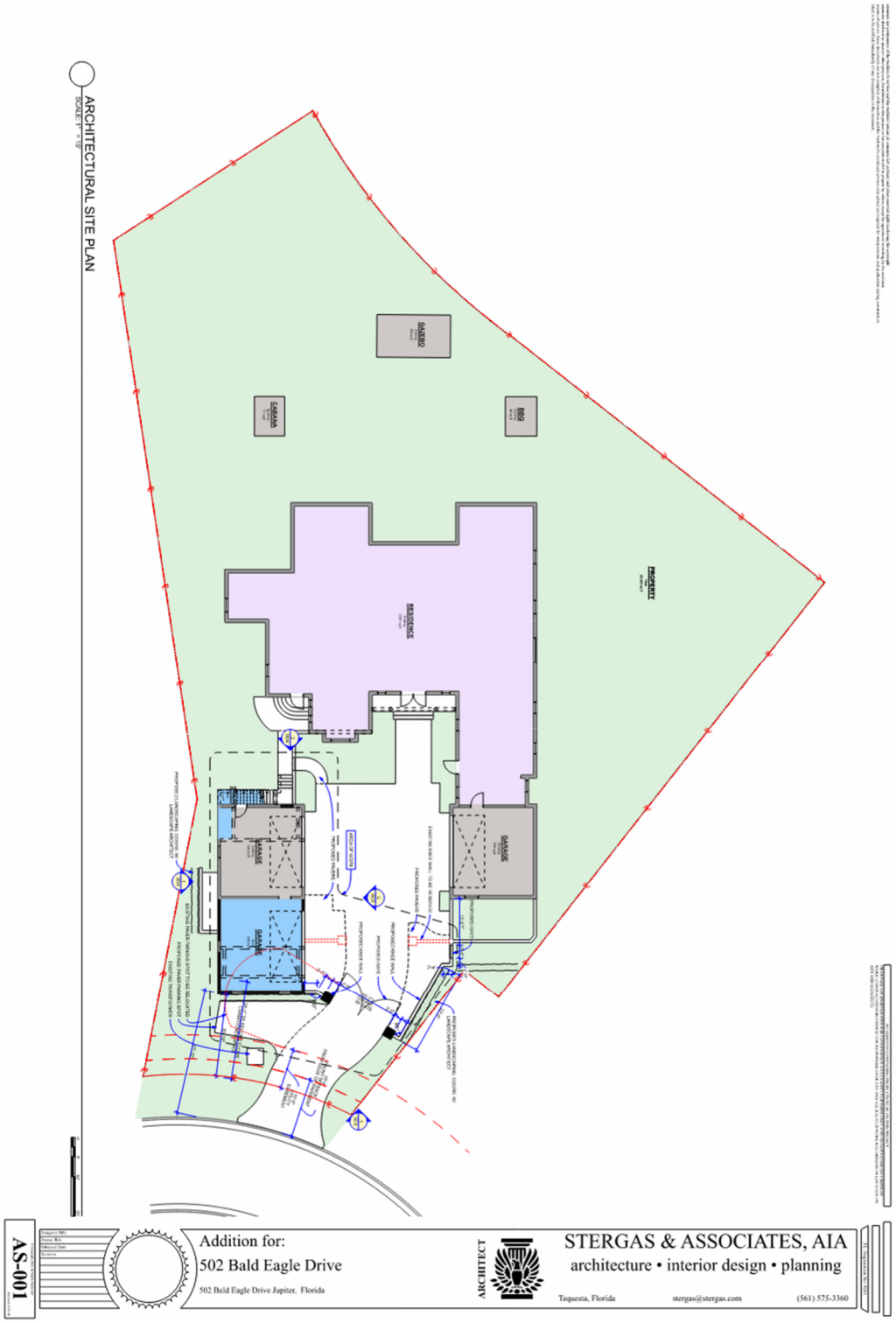


Exhibit-B: Site Plan



*Addition shown in blue

TOWN OF JUPITER

INTER-OFFICE MEMORANDUM

Attachment C

February 18, 1994

Distribution

Eric Biel Jr., Planning and Zoning Administration

Revised policy regarding the use of accessory structures

Recently the Department of Planning and Zoning Administration has received several inquires regarding the proposed construction of an accessory buildings or structures in conjunction with a single family residential dwelling. The following policy shall assist Town Staff in administering the equal application of inquiries relating to accessory structures.

In the past, Town policy has been allow the construction of accessory structures only if the accessory structure was physically attached to the principal structure via an air conditioned enclosed walkway which included access between the principal structure and the accessory structure.

Chapter 27, entitled "Zoning," of the Code of the Town of Jupiter defines an accessory building as follows:

> "Accessory Building shall mean a structure, the use of which is customarily incidental and subordinate to that of the main building on the same lot, such as detached garage, carport, barn, greenhouse, woodshed, tool shed, kennel or guest cottage"

It is evident by the above definition accessory structures such as pool cabanas, guest cottages, etc. are permitted uses. The intent of the accessory structure is to function as solely an accessory building or structure to the principle residence located on site. The accessory structure is not considered as a separate dwelling unit; and based upon the definition of a dwelling unit, accessory structures shall not be designed or intended for the use of one family. Therefore, cooking facilities shall not be permitted.

I will be pleased to answer any questions regarding the above change in policy or any other questions that may arise.

Thank you for your time and consideration

cc: Robert Lecky, Building Official
Marilyn Jennings, Planning and Zoning Technician
Mark Ciarfella, Planner
Cyndi Snay, Planner
Planning and Zoning Policy Manual

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