CRA Advisory Board Meeting
Thursday, April 3, 2025 - 6:00 PM
City Hall Chambers, 100 E. Ocean Avenue
561-737-3256

AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Agenda Approval**
   - **A.** Additions, Deletions, Corrections to the Agenda
   - **B.** Adoption of Agenda
5. **Public Comment**
6. **Consent**
   - **A.** CRA Advisory Board Meeting Minutes - March 6, 2025
7. **Old Business**
   - **A.** Pending Assignment No. 1 - Discussion and Consideration of New Assignments from the CRA Board Assigned at the February 13, 2024 CRA Monthly Board Meeting
   - **B.** Pending Assignment No. 2 - Discussion and Consideration of New Assignments from the CRA Board assigned at the February 13, 2024 CRA Monthly Board Meeting Regarding Property Acquisition
   - **C.** Pending Assignment No. 3 - Discussion and Consideration of New Assignments from the CRA Board Assigned at the January 10, 2025 CRA Monthly Board Meeting (TABLED 03/06/2025)
8. **New Business**
   - **A.** Discussion and Consideration of Nomination of New Board Chair
   - **B.** Discussion and Consideration of Nomination of New Board Vice Chair

9. Future Agenda Items

10. Adjournment

NOTICE

THE CRA SHALL FURNISH APPROPRIATE AUXILIARY AIDS AND SERVICES WHERE NECESSARY TO AFFORD AN INDIVIDUAL WITH A DISABILITY AN EQUAL OPPORTUNITY TO PARTICIPATE IN AND ENJOY THE BENEFITS OF A SERVICE, PROGRAM OR ACTIVITY CONDUCTED BY THE CRA. PLEASE CONTACT THE CRA, (561) 737-3256, AT LEAST 48 HOURS PRIOR TO THE PROGRAM OR ACTIVITY IN ORDER FOR THE CRA TO REASONABLY ACCOMMODATE YOUR REQUEST.

ADDITIONAL AGENDA ITEMS MAY BE ADDED SUBSEQUENT TO THE PUBLICATION OF THE AGENDA ON THE CRA'S WEBSITE. INFORMATION REGARDING ITEMS ADDED TO THE AGENDA AFTER IT IS PUBLISHED ON THE CRA'S WEBSITE CAN BE OBTAINED FROM THE CRA OFFICE.

CRA ADVISORY BOARD MEETING OF: April 3, 2025

CONSENT

AGENDA ITEM 6.A

SUBJECT:
CRA Advisory Board Meeting Minutes - March 6, 2025

SUMMARY:
See attached minutes.

CRAB RECOMMENDATION:
Approve the March 6, 2025 CRA Advisory Board meeting minutes.

ATTACHMENTS:

Description
• Attachment I - March 6, 2025 CRA Advisory Board Meeting Minutes

MINUTES
COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD
100 E. OCEAN AVENUE, BOYNTON BEACH, FLORIDA
THURSDAY, MARCH 6, 2025, 6:00PM

PRESENT:

Naomi Cobb
Chevette Gadson
Alexandria Lopresto
Lesha Roundtree

Timothy Tack, Acting Executive Director
Vicki Curfman, Admin Assistant

ABSENT:

Courtlandt McQuire
Tom Ramiccio

1. Call to Order

Chair Cobb called the meeting to order at 6:06 P.M.

2. Pledge of Allegiance

The members recited the Pledge of Allegiance.

3. Roll Call

Roll was called. A quorum was present.

4. Agenda Approval

A. Additions, Deletions, Corrections to the Agenda

None.

B. Adoption of Agenda

Motion

Ms. Lopresto moved to approve the agenda. Ms. Gadson seconded the motion. The motion passed unanimously. (4-0)

5. Public Comment

None.

6. Consent

A. CRA Advisory Board Meeting Minutes – February 6, 2025

Motion

Ms. Lopresto moved to approve the meeting minutes the from February 6, 2025 meeting. Ms. Gadson seconded the motion. The motion passed unanimously. (4-0)

7. Old Business

A. Pending Assignment No. 1 - Discussion and Consideration of New Assignments from the CRA Board Assigned at the February 13, 2024, CRA Monthly Board Meeting

Mr. Tack explained to the Board that they may revisit this discussion when they have more Board members in attendance.

Chair Cobb questioned if the Board needed to pass a motion.

Mr. Tack stated that a motion does not have to be made.

All Board members verbally agreed to table the discussion.

B. Pending Assignment No. 2 - Discussion and Consideration of New Assignments from the CRA Board assigned at the February 13, 2024, CRA Monthly Board Meeting Regarding Property Acquisition

Mr. Tack stated that the Board has been assigned to look into properties for sale. He explained to the Board that he has 2 properties for them to review. He said that one of the properties were currently under contract, but if the property becomes available at some point, he will already have the Board's consensus on what they would like to do.

Mr. Tack announced the first property as 400 NE 2nd Street. He stated that it is a duplex property, and located just north of Boynton Beach Blvd, off 2nd Street. He commented that the property is adjacent to some vacant parcels and is a little over .27 acres.

Chair Cobb questioned if this property is the one currently under contract.

Mr. Tack replied that it is not the property in question.

Ms. Roundtree asked Mr. Tack if the CRA owns the adjacent property.

Mr. Tack responded that the CRA does not own the adjacent property, but that he believes the properties are owned by the same entity.

Chair Cobb asked if there had been any discussion with regards to joining the adjacent properties, to make it more viable.

Mr. Tack replied no, but that if a development was to occur, the CRA would have some type of leverage in regard to adding their property, and they could potentially receive some public benefit.

Ms. Roundtree asked if the property is purchased, what will be done with the property until it can be useful. She questioned if the CRA would continue to rent it out.

Mr. Tack explained that the CRA is not in the business of being a landlord. He stated that typically they would be looking into demolition, if the property is not in good condition and then maintaining it as a vacant parcel. He commented that if the property is in good condition, then the CRA would look into opportunities such as affordable housing or a temporary business.

Chair Cobb questioned if the property was located in the Heart of Boynton.

Mr. Tack replied that it is.

Chair Cobb announced that based on the location of the property, she would like to make a motion to pursue.

Mr. Tack questioned if Ms. Cobb would like to pursue the property as a land banking opportunity or to pursue at a future date.

Chair Cobb responded as a land banking opportunity.

Mr. Tack commented that they are unsure of what the inside of the property looks like. He reiterated that if the property is in rough shape and looks too expensive to fix up for another use, the property will likely be knocked down.

Ms. Roundtree said that her concern is that they do not own any of the surrounding properties and that none of the surrounding properties are for sale. She commented that if they decide to purchase the property and then knock it down, it will sit vacant. She mentioned that they have no plan for that area unless they decide to put in affordable homes. She questioned if the process is to build affordable homes.

Mr. Tack responded that they could get with developers or builders that could develop multiple lots, or they could partner with a non-profit organization that does affordable housing.

Ms. Roundtree expressed that she feels better about that option.

Mr. Tack stated that if it is a viable residential property, then it will be used as affordable housing. He mentioned that if the property is not viable, there could be talk with the adjacent owner on their intentions for their properties. He commented that there may be a chance for a partnership.

Ms. Lopresto questioned if the CRA pays over the listing price for a certain property.

Mr. Tack stated that it comes down to the appraised value of the property.

Motion

Motion was made by Chair Cobb to pursue the property located at 400 NE 2nd Street as a land banking opportunity, seconded by Ms. Roundtree, the motion passed unanimously. (4-0)

Mr. Tack announced the second property as a vacant parcel and that the property does not have a street number but is located NW 10th Ave. He mentioned that the property was currently under contract and provided the Board with a link to view the property.

Ms. Roundtree reiterated that the property is under contract.

Mr. Tack stated that properties go in and out of contract all the time and that the idea was to present the property to the Board and decide if it was worth to pursue. He mentioned that the CRA would be looking into affordable housing for the property and that it would more than likely be a single-family home.

Ms. Cobb questioned the depth of the property.

Mr. Tack responded that he believes the depth to be 120 but he may be off a little bit.

Ms. Lopresto asked for clarification on the options they can choose from regarding the property.

Mr. Tack responded that the Board could pursue now as a land banking opportunity, pursue at a future date or do not pursue, because it does not fit the CRA mission.

Motion

Motion was made by Ms. Lopresto to pursue the property located on NW 10th Ave at a later date. Seconded by Ms. Cobb, the motion passed unanimously. (4-0)

C. Pending Assignment No. 3 - Discussion and Consideration of New Assignments from the CRA Board Assigned at the January 10, 2025, CRA Monthly Board Meeting

Mr. Tack advised that this item can be discussed at a future meeting when more members are present.

Motion

Motion was made by Chair Cobb to table this discussion until the next meeting. Seconded by Ms. Roundtree, the motion passed unanimously. (4-0)

8. New Business

None.

9. Future Agenda Items

None.

10. Adjournment

Motion

Motion to adjourn was made by Ms. Roundtree. Motion was seconded by Ms. Gadson. The motion passed unanimously. (4-0)

The meeting was adjourned at 6:26 PM.

Keysiera Delorme

Keysiera Delorme
Administrative Coordinator II

CRA ADVISORY BOARD MEETING OF: April 3, 2025

OLD BUSINESS

AGENDA ITEM 7.A

SUBJECT:
Pending Assignment No. 1 - Discussion and Consideration of New Assignments from the CRA Board Assigned at the February 13, 2024 CRA Monthly Board Meeting

SUMMARY:
At the CRA Board Meeting on February 13, 2024, the CRA Board approved the following tasks be assigned to the CRA Advisory Board (CRAB):

1. Initiate the steps to revise the 2016 CRA Plan,
   A. Review the existing CRA plan, and
   B. Incorporate both the grocery store and public parking as part of that plan.

2. Look for ways that are above and beyond the normal City functions to beautify the area within the CRA District (cannot be in replacement of normal COBB duties and needs to be above and beyond).

3. Investigate means to acquire a grocery store in the Heart of Boynton.

4. Identify potential locations for a Public Parking Garage preferably along Ocean Avenue.

When matters are assigned to the CRAB Board, reliance on staff should be minimized to the extent possible. Individual members of CRAB may not assign work to the CRA or City staff members. Research by the members of the Advisory Board should be done independently and with minimal support from the CRA or City staff.

Once the assignment is complete and the CRAB Board is ready to present a report to the CRA or City Commission, the CRAB Board shall submit their report to CRA staff or the City Clerk for publishing on the next available agenda.

At the January 2, 2025 meeting, the CRAB board finalized their presentation to the CRA Board on their recommendations for updating the 2016 CRA Plan and presented their ideas and suggestions to the CRA Board meeting on January 14, 2025 (see Attachment II).

At the February 6, 2025 meeting, the CRAB Board discussed Assignment No. 2 which was to look for ways that are above and beyond the normal City functions to beautify the area within the CRA District (cannot be in replacement of normal COBB duties and needs to be above and beyond). The Board will continue to look at some suggestions more closely and come

back with some additional ideas.

All other assignments were moved to Pending Assignments, as no action was taken at the March meeting.

FISCAL IMPACT:
To be determined.

CRA PLAN/PROJECT/PROGRAM:
2016 Boynton Beach Community Redevelopment Plan

CRAB RECOMMENDATION:
To be determined.

ATTACHMENTS:

Description

- Attachment I - 2016 Redevelopment Plan
- Attachment II - CRAB CRA Plan Recommendations

2016

BOYNTON BEACH
Community Redevelopment Plan



Boynton Beach Community Redevelopment Plan





CITY COMMISSION
Steven B. Grant, Mayor
Mack Mcray, Vice Mayor
Justin Katz, Commissioner
Joe Casello, Commissioner
Christina Romelus, Commissioner

CRA BOARD
Steven B. Grant, Chair
Mack Mcray, Vice Chair
Justin Katz, Board Member
Joe Casello, Board Member
Christina Romelus, Board Member

CRA ADVISORY BOARD
Linda Cross, Chair
Robert Pollock, Vice Chair
Paula Melley, Board Member
Rick Maharajh, Board Member
James DeVoursney, Board Member
Thomas Murphy, Jr., Board Member
Allan Hendricks, Board Member

CITY STAFF
Lori LaVerriere, City Manager
Vivian Brooks, Executive Director
Michael Simon, Assistant Director
Andrew Mack, Development Director
Michael Rumpf, Planning and Zoning Director
Amanda Bassiely, Senior Planner/Urban Designer
Hanna Matras, Senior Planner

Adoption Date: October 4, 2016

Executive Summary

The City of Boynton Beach created the Boynton Beach Community Redevelopment Area and Agency in 1982 as a tool for the redevelopment of the downtown area. Through several expansions, the area has grown to its current size of 1,650 acres.

Until now, the redevelopment activities were guided by four different plans that overlapped and did not provide a focused vision for the entire CRA area. In August 2014, the City Commission and CRA Board held a Strategic Planning Initiative work session, out of which came a high priority recommendation to consolidate the existing plans with a comprehensive update that would reflect the changes in economic environment, the objectives, as well as the achievements of the previous efforts. There has been a consensus that, in spite of these significant achievements, the vision of a vibrant downtown with revitalized corridors has yet to be realized. The first phase of the consolidation—the analysis of the current conditions—confirmed this assessment and provided a base for the Plan's recommendations.

The overarching goal of creating this comprehensive CRA Plan is to provide a clear and consistent vision for the CRA District and therefore predictability for new development and investment in the area. It effectively and clearly communicates the direction of the Community Redevelopment Agency and key redevelopment opportunities. It also covers areas of the CRA District that have not, in the past, had formally adopted plans.

KEY FINDINGS OF THE EXISTING CONDITION ANALYSIS

The Existing Condition Report and the related research yielded the following findings:

Population:

- A significant population growth is projected for the area by 2035: the current population of 12,000 is projected to grow by 52%, to about 18,200;
- There is a significant racial and ethnic diversity: the area's profile shows approximately 52% Whites, 42% Blacks/African Americans and 12% Hispanics;
- There is a high share of the elderly: nearly one-fifth of all residents are 65 or older;
- The level of education is generally low: in most areas, less than 20% of population has a Bachelors' degree;
- Median household income is low: below $33,000 in much of the area, as compared to about

$44,000 for the City as a whole and $52,000 for the Palm Beach County.

Housing:

- Housing stock is old: some 60% of homes were built prior to 1971.
- Median values of homes in all categories are low: 78% of single-family homes and condominiums and 48% of townhomes have a taxable value below $100 K.
- Housing ownership is low: at 56.1%, compared to 64% for the City as a whole and 70% for the Plam Beach County.
- Some 17% of homes are used only for seasonal, recreational or occasional purposes.

KEY RECOMMENDATIONS

The CRA Plan is organized into six districts, identified according to their character, history, location and land use make-up: the Industrial Craft District, the Heart of Boynton District, the Cultural District, the Boynton Beach Boulevard District, the Downtown District and the Federal Highway District. Each district plan reflects a unique vision based on its role in the CRA. Achieving the vision and ultimate role of each district is facilitated by both general and specific recommendations involving topics ranging from the structure of the City's Future Land Use Classifications to the undergrounding of public utilities. Below are the three key recommendations that will have the greatest benefit to the redevelopment of the CRA.

Change in the Future Land Use Structure of the Comprehensive Plan

The Plan proposes changes to the existing future land use (FLU) and zoning structures. For example, the Mixed Use Core future land use classification currently allows a maximum density of 80 dus/acre, and the Mixed Use classification allows a maximum density of 40 dus/acre. The Plan proposes to establish a third mixed-use classification to fill this intensity gap. This action will facilitate a more appropriate transition in land use densities and intensities characteristic of the newly recognized Districts, and allow the establishment of secondary activity centers called nodes, to support redevelopment of Town Square, property at the future rail station and at Woolbright Road and Federal Highway.

Application of the Complete Streets design principles

The Plan proposes the redesign of most major streets within the CRA according to the Complete Streets design principles in order to implement the connectivity and walkability objectives of the Plan. Achieving this objective is critical to the Plan's success which depends on the interconnection of planning districts in a CRA that occupies over 1,600 acres consisting of all types of land uses and varying land use densities and intensities. By building complete streets throughout the CRA, the ideal circulation system will be established to accommodate residents, workers, commuters and visitors traveling within the downtown. These principles will be applied to both public improvements as well as private development to ensure that adequate space is secured to accommodate all components of a complete street including vehicle travel lanes at appropriate widths for the downtown, parking, bike lanes, the "pedestrian zone" and beautification.

Urban Design Guidelines

The Plan recommends adoption of a comprehensive urban design framework to ensure that the built environment achieves the intended physical vision for the CRA – high quality buildings and vibrant, rich public realm, creating the places in which people will want to live, work and relax. The design guidelines will foster sustainable and predictable development in all districts while helping to realize the Plan's vision for each. For example, to achieve the desired image and function of Ocean Avenue within the Cultural District, which will built upon its unique scale and ability to accommodate special events, the regulatory standards will address building heights, massing, setbacks and uses.

MOVING FORWARD

The 2016 Boynton Beach Community Redevelopment Plan will guide the community through the redevelopment of the CRA District for another twenty years. The Plan will be relied upon by staff and elected officials to guide policy recommendations and decisions regarding private development, public improvements and in formulating the annual CRA budget.

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A. Introduction

Updating the Vision
Public Participation Process
Planning Considerations and Strategies
Organization of the Plan

Updating the Vision

The Boynton Beach Community Redevelopment Area and Community Redevelopment Agency (both commonly referred to as the "CRA") were established in 1982, and the area was incrementally expanded over a 16-year period to ultimately envelop approximately 1,650 acres (see location map on opposite page). With the incremental establishment of the CRA came the incremental preparation of redevelopment plans required to guide private development and support the funding and construction of public infrastructure improvements.

Chapter 163 Part III of the Florida Statute enables local governments to designate parts of their jurisdictions as Community Redevelopment Areas after a determination that "slum and blight" criteria have been met. Examples of conditions that can support the designation include, but are not limited to, the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity. If the Finding of Necessity confirms the existence of such conditions, the local government may create a Community Redevelopment Area where the tools would be applied intended to foster and support redevelopment.

Pursuant to state law, the City of Boynton Beach approved Resolution 81-SS and therefore established the Community Redevelopment Agency to administer its programs and activities, and subsequently, through Resolution 82-KK, declared the downtown area to be "blighted" and created the Community Redevelopment Area.

The boundaries of the originally-designated area, generally encompassing the Central Business District zoning district within the original downtown, were expanded in October of 1982, by Resolution 82-BBB. As per state requirement, the first redevelopment plan for "Downtown Boynton Beach" was adopted in 1984 by Ordinance 84-32.
Three more expansions were made to the CRA between 1984 and 1998, beginning with a small extension of the boundary in April of 1984 by approval of Resolution 84-II. More sizeable expansions of the CRA followed in 1987 and 1998. By Resolution No. 87-QQQ, the 1987 expansion included a 518-acre area bounded by the Boynton (C-16) Canal to the north, the Florida East Coast Railroad to the east, Ocean Avenue to the south and Interstate 95 to the west. The Plan for this area was adopted in December of 1989 by Ordinance 89-49. This area subsequently became referred to as the "Heart of Boynton".

The 1998, and last significant expansion was approved by Ordinance 98-33 and extended the CRA area along Federal Highway (east of the FEC Railroad corridor) to both the north and south city limits. This

expansion also included the industrial area located on the northwest corner of Boynton Beach Boulevard and Interstate 95. These expansions were recommended by the "Boynton Beach 20/20 Redevelopment Master Plan." This plan was completed in 1998 as a product of an American Assembly forum held to "chart a positive course for the City". The scope of the plan included the entire area east of I-95; however, it emphasized the CRA, recognized the existing CRA plans, and recommended the expansion of the CRA to include the industrial area west of I-95, the Federal Highway corridor, and that portion of the municipal campus located south of Ocean Avenue.

Subsequent to 1998, the land area of the CRA has only been increased as a result of the City annexing unincorporated parcels and enclaves located at the south end of Federal Highway.

Previous Redevelopment Plans

There were four adopted plans guiding redevelopment within the CRA and a draft plan for the Boynton Beach Boulevard corridor. The adopted plans included the Heart of Boynton Community Redevelopment Plan, the Federal Highway Corridor Community Redevelopment Plan, the Ocean District Community Redevelopment Plan and the Downtown Vision and Master Plan. The original downtown area that was evaluated in the 1984 Plan was first revisited in 1998 as part of the Visions 20/20 Master Plan and again by the Downtown Master Plan in 2009. Below is a brief overview of each plan.

• The Heart of Boynton Plan was adopted in 2001, and represented the first update of the original 1989 Plan. The 2001 Plan was prepared by a consultant team and involved extensive public participation, including five charrettes. In June of 2014 a City-CRA staff team completed an update of this Plan which was adopted by Ordinance 14-008. The staff team held a meeting with community stakeholders to obtain input on proposed redevelopment options. The plan included eleven recommendations, and emphasized the preservation of residential neighborhoods west of Seacrest Boulevard, and an increase in the intensity of development in selected areas east of Seacrest Boulevard. Recommendations relative to building form and design were minimal with attention limited to traditional design for commercial structures, and the architectural style adopted by the stakeholders, "Floribbean", to recognize the historic style present in the area as well as the increase in Caribbean residents.

• The 2001 Federal Highway Corridor Community Redevelopment Plan, Plan was the first version of a Plan completed for a portion of the1998 expansion to the CRA. This Plan was also originally prepared by a consultant, and was updated in June 2006 with a Plan completed by City staff. The plan divided the corridor into five planning areas and provides land use recommendations and strategies for each. The update made few changes to the original recommendations. Additionally, the original plan included market analyses supporting a convention hotel and additional retail and office space in the downtown area; however, the update did not readdress these topics to confirm feasibility. Although the updated plan did not include an urban design and architecture section, the general recommendations called for the creation of development standards and design guidelines for bulk and building massing as well as for architectural themes. It should be noted that the plan generated the recommendations for mixed use zoning for redevelopment purposes, which culminated in the codification of the four mixed use zoning districts that are in effect today.

• The Ocean District Community Redevelopment Plan was created in-house by an urban designer-led planning team and adopted in February 2004. The plan features two alternative redevelopment scenarios for the District with corresponding detailed design recommendations. The plan's main focus is the City-owned land which represents 40% of the Ocean District's total area. This area is referred to as "Town Square". The plan also includes design concepts for the areas along Boynton Beach Boulevard, Seacrest Boulevard and Ocean Avenue, as well as the area adjacent to the FEC Railroad tracks and the single- and multi-family neighborhoods situated north and south of Ocean Avenue.

The planning process included two in-house workshops and two public workshops for community stakeholders. Aside from the alternative designs, the plan includes four broad recommendations suggesting changes in land development regulations emphasizing signage, building design, and street furniture.

• The Downtown Vision and Master Plan, adopted in January 2009, included in its scope the original CRA as studied under the 1984 Plan. The planning process, led by a team of consultants, City and CRA staff, involved stakeholders and City residents and a series of public meetings and visioning charrettes. The Master Plan provides a strategic framework for implementation of goals through five priority action items named "Big Moves". These include the Transit Oriented Development district, cultural and civic campuses anchored by government offices and services, neighborhood centers along Martin Luther

King, Jr. Boulevard and the Federal Highway gateway and linear park. The Plan emphasized urban design, but also considered regulatory assessment and economic and market factors.

The Boynton Beach Boulevard Corridor Redevelopment Plan was drafted by a consultant team in 2004. Until 2004, the corridor only received attention as a subordinate part of the plan for the large 1987 CRA expansion, which understandably placed most emphasis on the extensive residential neighborhoods of this area, and the historic commercial corridor of Martin Luther King Jr. Boulevard. However, the draft plan closely examined existing land use patterns, development constraints of the corridor, recommended zoning, and urban design recommendations for optimal streetscape and residential compatibility.

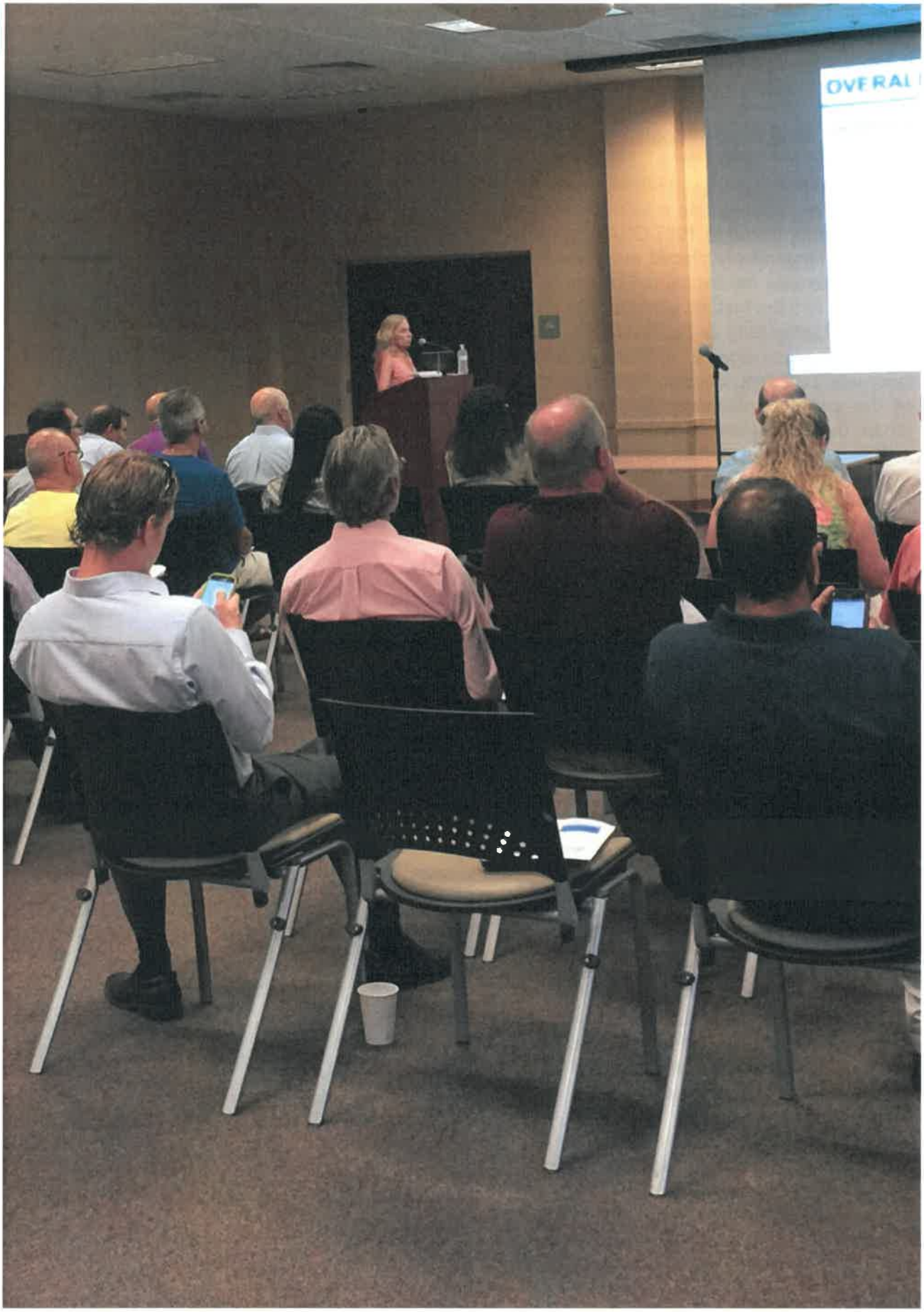
Redevelopment efforts have also been guided by three additional documents: the Urban Design Guidelines manual, adopted by the CRA Board in 2006, the 2005 Boynton Beach Community Redevelopment Agency Economic Development Plan and the 2006 CRA Housing Needs Assessment.

The CRA planning efforts have achieved notable improvements over the past 30 years. However, the outdated status of the redevelopment plans, and the incremental methodology that was used in the individual updates, reinforces the need for the Plans' consolidation and comprehensive revision. The previous approach, applied to consecutive expansions of the CRA, is being replaced with a methodology that facilitates the evaluation of the CRA as a whole. The new, comprehensive approach will use consistent framework, emphasizing interconnectivity and the relationship to focal points and nodes throughout the CRA. It will be based on common land use characteristics and unique attributes, tailoring land use intensities and densities accordingly.

This effort is intended to represent the vision for the entire area through a user-friendly plan, effectively and clearly communicating the direction of the Community Redevelopment Agency and key redevelopment opportunities.

Figure 1: Previous CRA Plans Areas




OVERAL

Public Participation Process

In October of 2015, the effort to consolidate and update the existing Community Redevelopment Agency Plans commenced with a single draft land use plan ready to be presented to the public for input, questions and comments.

Since November of 2015, CRA and City staff held four (4) public workshops, of which the first three targeted the general public; the forth one, while open to the public at large, was specifically tailored for the audience of stakeholders, including developers, real estate professionals and business leaders.

While Workshop #1, held on November 7th, 2015, covered only two CRA districts (Cultural and Industrial) out of the six identified within the consolidated plan, the remaining three, held in 2016 on March 3rd, June 11th, and June 21st, presented an overview of all districts.

The proposed consolidated plan was also presented to the CRA Advisory Board on July 7th, and to the CRA Board on July 12th and July 21st.

During the workshops, "clicker" polling was used to provide instant feedback on a variety of questions. The participants were asked to respond to the proposed land use and zoning structure changes, connectivity and streetscape improvements, and scale and type of redevelopment. For further detailed polling results, see Appendix 4.

The following is a record of attendees and their affiliations with the City.

- WORKSHOP #1: Attendance: 6 (polling of audience was not part of workshop itinerary)
- WORKSHOP #2: Attendance: 45, of which Live in City: 58%; Work in City: 8%; Work and Live in City: 21%
- WORKSHOP #3: Attendance: 115, of which Live in City: 56%; Work in City: 23%; Work and Live in City: 17%
- WORKSHOP #4: Attendance: 40, of which 38% Live or Work in City; 31% identify themselves as developers; 10% as planners or architects; 10% represent financial institutions; the remaining 21% are on the "other" category.

The proposed consolidated plan was also presented to the CRA Advisory Board on July 7th, July 21st, August 4th, and to CRA Board on July 12th and August 9th.



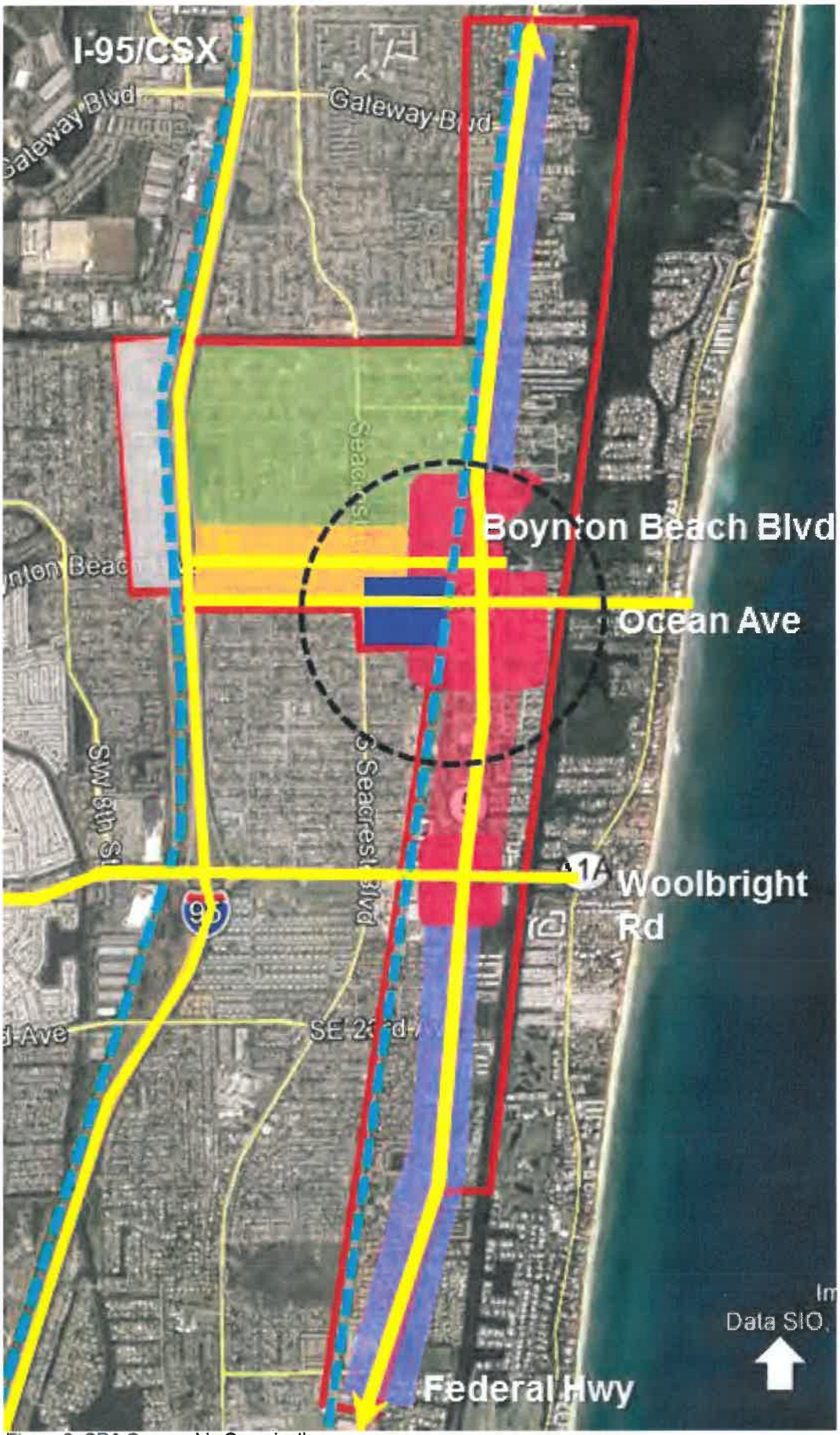


Figure 2: CRA Geographic Organization

Planning Considerations and Strategies

The process used for the preparation of this Plan considered The Analysis of Existing Conditions (see Appendix No. 5), public input, existing redevelopment plans for the CRA, and growth characteristics. It also considered physical, market, and policy-related factors that have affected (or will affect) land use patterns and development characteristics, and land availability and real estate costs. A brief description of those factors, as well as corresponding strategies, is described below.

Physical Factors

The principal physical factors affecting historical development patterns or limitations have been identified and include the linear configuration of the CRA; the emphasis on the automobile as indicated by the existence and capacity of two intersecting state roadways; confining and bifurcating boundaries to downtown growth including the F.E.C. Railroad right-of-way, the Intracoastal Waterway; and large tracts of land occupied by mangroves.

Boynton Beach originally had only a small downtown represented by low-intensity, minimal commercial land uses, constricted by abutting single-family neighborhoods, railroad right-of-way and heavy commercial uses. Additionally, the early demographics and historical role of the City in the region was a factor of it being predominantly a bedroom community for the working class, particularly those workers who built the early estates and hotels on the barrier island. A community of this nature did not support or warrant the development of a prominent commercial center and, particularly, the establishment of a notable main street necessary to support the natural evolution and growth or redevelopment of a downtown challenged to survive during periods of recession and suburban flight. Without a substantial and notable built environment, the downtown lacked influential elements to anchor and guide future expansions.

Just beyond the immediate downtown area, as documented by The Federal Highway Corridor Community Redevelopment Plan, the impact of traffic characteristics of Federal Highway and shallow lot configuration has supported marginal commercial development including small "mom and pop" hotels. Particularly in the north end of the corridor, there has been a predominance of service businesses including automobile sales and repair, a car wash, and truck and trailer rental. Until recently, the Amerigas' propane gas distribution facility was located in the downtown.

Policy Factors

Two policy related factors considered while evaluating development opportunities and challenges in the downtown are the planned return of commuter rail service to the F.E.C. Railroad right-of-way and the approval by the County of the Transportation Concurrency Exception Area (TCEA) for a portion of the CRA.

The future Tri-Rail "Coastal Link" train system is planned to begin operating on the F.E.C. Railroad with passenger rail service between Miami and West Palm Beach. This program has the potential for significant benefits for Boynton Beach as it provides convenient access to the tri-county area through the coastal communities. Boynton Beach can offer the region another option for waterfront living - with marina facilities and oceanfront recreation amenities - in a small-scale environment without the congestion that is characteristic of Dade County, Ft. Lauderdale and West Palm Beach.

A significant portion of the CRA is under the Transportation Concurrency Exception Area (TCEA) designation. While the establishment of a TCEA exempts projects within the delineated area from the requirement of meeting the County traffic concurrency requirements, it also sets limits on the amount of development that will be allowed. In addition, there are requirements for periodic monitoring and specific actions to correct any negative effects the TCEA designation may have on mobility, such as establishing a local circulator system to augment the County's public transit service. The designation overlays the Coastal Residential Exception area, which exempts all residential development east of I-95 from traffic concurrency.

The TCEA policies, as incorporated into the City's and Palm Beach County's Comprehensive Plans, set up 2025 development caps for a number of residential units as well as non-residential square footage. The maximum number of residential units was set at 8,050 units. As of the end of February 2016, the number of units within TCEA was 4,912. The 2004 TCEA Justification Report provided the analysis of the development impacts on roadway links and intersections. Moreover, the Transportation Element's Policy 2.1.6 states that "any project utilizing the TCEA and significantly impacting the Florida Interstate Highway System (FIHS) shall be required to address these impacts as required by Palm Beach County."

Pursuant to Comprehensive Plan policies, the City will monitor the number of approved dwelling units and comply with all the TCEA caps. Consequently, the CRA Plan must consider the proper allocation of land uses and densities to maintain the development allowance under the TCEA.

Market Factors

Various factors related to consumer behavior must be considered and strategized to maximize the successful implementation of this Plan, including the establishment of appropriate and effective Land Development Regulations.

The commercial core located along the Congress Avenue corridor consists of a significant number of retail and restaurant uses, anchored by a long-standing urban shopping mall and multi-screen movie complex. This area of Boynton Beach is the resource for most consumer shopping needs of locals as well as unincorporated residents and residents in nearby communities. The strongest business market is food service with extensive selection of restaurants, but also includes clothing, groceries, electronics, appliances, and sporting goods. With another one currently under construction, there will soon be 4 hotels either along or in close proximity to Congress Avenue. The vision and strategy for the Redevelopment Plan must acknowledge the value of, but not attempt to compete with the commercial resource along Congress Avenue.

The chief market factor is an ongoing shift of purchase from brick-and-mortar stores to the internet, which means a change in demand for retail space. Many of the retail players, including the brands traditionally established on Main Street, are facing increasing online competition and are being forced to downsize their footprints. At the same time, many are strengthening their internet capability, changing location and making adjustments to their inventory.

These changing consumer demand patters must be considered when creating a vision for accommodating retail businesses in the downtown. Forcing excessive commercial space and/or forcing commercial space in the wrong locations can have a negative effect on the successful redevelopment of downtown.

Strategies and Approach

The target strategies must address the limited supply of developable land, relatively high land costs, pedestrian-unfriendly corridors, potentially incompatible land uses, the lack of available quality space for retail and office uses necessary to support the establishment of a vibrant downtown and insufficient densities to support mass transit. Therefore, specific strategies to guide the development of this Plan include the following:

- Establish districts with common characteristics to promote identity and the creation of a sense of place;

- Identify potential activity centers (or "nodes"), and support appropriate densities and intensities of development including the necessary height provisions and incentives applicable to areas both inside and outside the TCEA in order to offset the lack of easily available land and high land costs in the immediate downtown area.

- Establish a retail land use base through the appropriate and limited concentration of such uses through the strategic allocation of mixed-use zoning districts and applicable regulations.

- Implement a complete street program to shift from an automobile-oriented environment to a multimodal network.

- Continue conversion of the downtown to a more livable place through greenways and ecotrails, and optimal buffering of residential areas from commercial redevelopment.

- Implement Zoning and Land Development Regulations that capitalize on the planned operation of passenger rail service along the F.E.C. Railroad right-of-way including expansion of development incentives within the Downtown Transit Oriented Development District.

- Accentuate the valuable and unique resources along the eastern fringe of the City to create a complimentary environment that is inviting to both residents and visitors.

- Reduce dependence on the automobile by accommodating basic goods and services, providing walkable streets and neighborhoods, and achieving efficient interconnectivity between the waterfront, activity nodes, and other places of interest.

Organization of the Plan

The Plan's roadmap for implementing these strategies and meeting the challenges described above is set up in four sections: Vision and Goals, Frameworks, District Plans, and Implementation Guide.

Framework

The Framework section of the Plan is further divided into two parts, Connectivity and Structure of Future Land Use and Zoning.

Connectivity. This section presents a comprehensive system of "complete streets" and other pathways that will unify the CRA area, improve multi-modal transportation, and support intensification of development.

A "complete street", one of the main concepts driving the connectivity system, is a street designed to safely and efficiently accommodate access and travel for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

In addition to complete streets, the Plan's recommended connectivity system covers greenways, ecotrails and parks, and bicycle facilities. For each, there is a general description, a list of benefits they offer, and an indication of where they are being proposed. The transit considerations emphasize the future commuter service on the FEC tracks and redevelopment within the Downtown Transit Oriented Development District.

Structure of future land use and zoning. This section describes recommended adjustments to both Future Land Use (FLU) classifications and the corresponding zoning districts for residential and mixed uses. These amendments are specifically tailored to address the land use recommendations and target zoning districts for each of the six proposed CRA districts.

District Plans

Six individual districts were identified based, in part, on their character, history, location, and land use make-up. These include:

- Boynton Beach Boulevard District, located along Boynton Beach Boulevard from I-95 to the FEC railroad tracks, bordered by West Ocean Avenue and NE 1st Avenue on its south side and NW/NE 3rd Avenue on its north;
- Cultural District, located along the Ocean Avenue Promenade from the FEC tracks west to S. Seacrest Boulevard, bordered by NE 1st Avenue to the north and SE 2nd Avenue to the south;

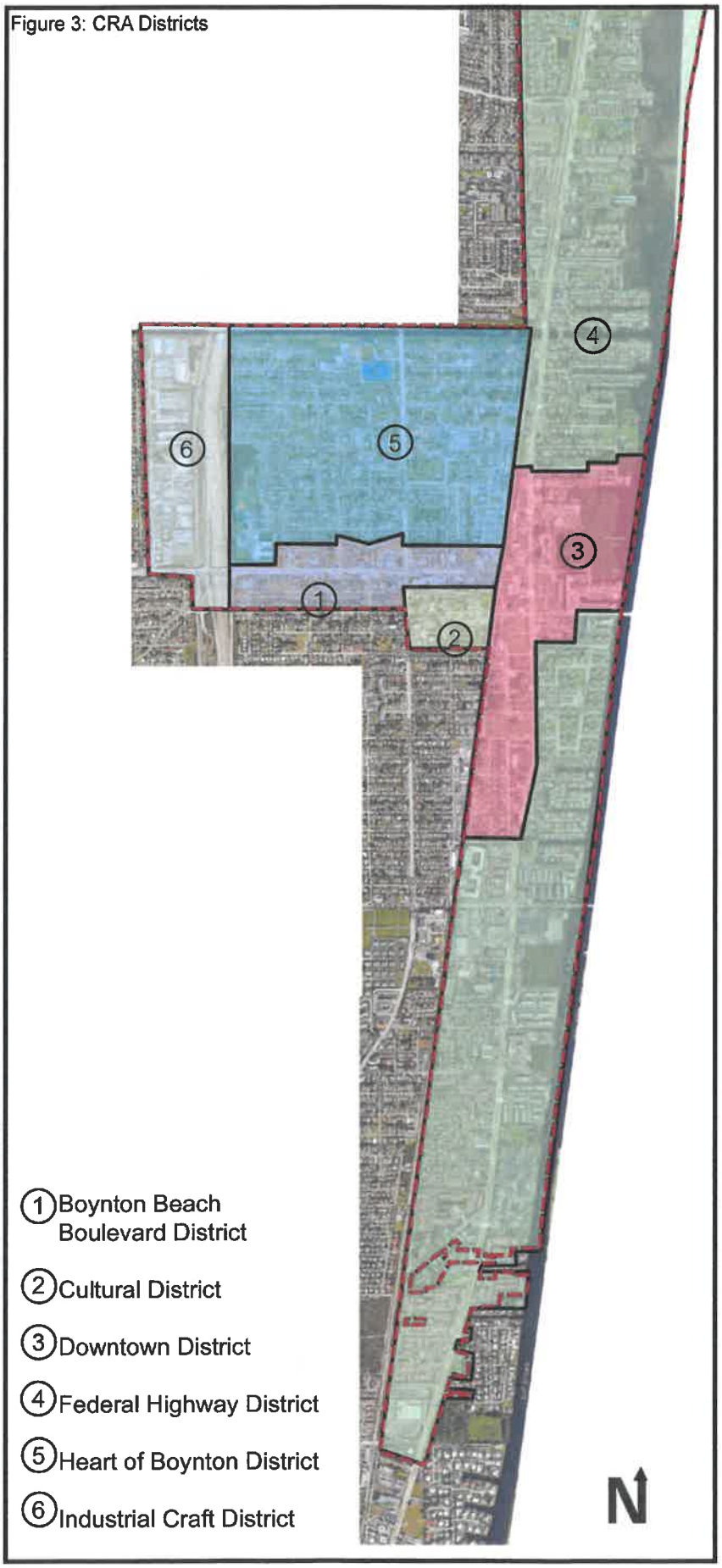
- Downtown District, located between NE 7th Avenue on the north, SE 12th Avenue on the south, the FEC tracks on the west; the slightly jagged eastern boundary includes the Intracoastal Waterway and S. Federal Highway connected roughly in the center by Ocean Avenue, SE 6th Street, and SE 2nd Avenue;
- Federal Highway Corridor District (North and South), located along the corridor, with the Downtown District as a divider, the District extends to the northernmost and southernmost sections of the CRA area. The south district contains two county-owned enclaves;
- Heart of Boynton District, located north of the Boynton Beach Boulevard District, between the FEC tracks and Interstate 95, with the C. Stanley Weaver (C-16) Canal as its northern border; and
- Industrial Crafts District, located west of I-95, extending from West Boynton Beach Boulevard north to the C. Stanley Weaver Canal.

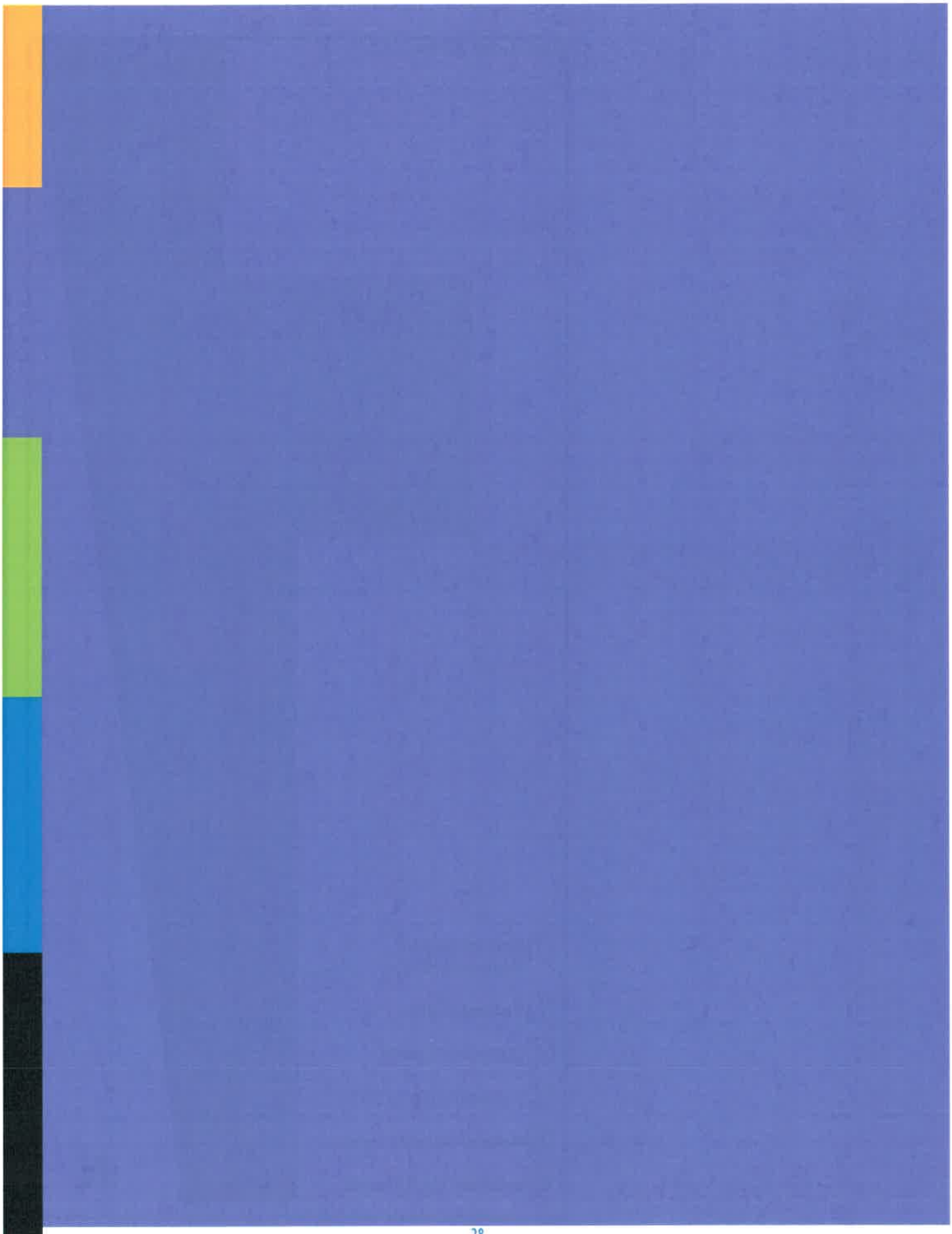
The six self-contained plans created for the districts have uniform format. After the introductory section, which includes the progress update (i.e. recent redevelopment projects and infrastructure upgrades), the plan proceeds to present the recommended streetscape improvements and land use changes (no land use or zoning changes are envisioned for the Industrial Crafts District), as well as infill and development/redevelopment opportunities. Each plan closes with a description of applicable, recommended design guidelines.

Implementation Guide

The Implementation Guide is divided into three sections: Planning & Policy, Development & Capital Projects, and Initiatives & Programs. The first section, Planning & Policy, is focused on regulatory matters (e.g. incentives, fees and permitting), the audit of the Land Development Regulations (LDR) and corresponding amendments to the LDR. Next, the Development & Capital Projects section emphasizes site-specific land assembly and streetscape improvements. Lastly, the Initiatives & Programs section involves marketing, branding and signage as well as programmed events and promotions.

Figure 3: CRA Districts





B. Vision and Goals

Mission Statement
The Vision
Goals and Principles

Mission Statement

The mission of the Boynton Beach Community Redevelopment Agency (CRA) is to guide and stimulate redevelopment activities, support affordable housing, foster a stronger economy through small business funding programs and provide free special events that contribute to enhanced quality of life for all residents.

The Vision

The Vision of the Boynton Beach CRA Redevelopment Plan is to create a thriving city with a vibrant downtown and distinct districts. The vision includes unifying, connecting, and investing in sustainable, diverse neighborhoods that support strong local economy and enhance the quality of life for residents.

Goals and Principles

The CRA has identified a set of Goals which serve as the Planning Principles:

- Create a unique identity for the Districts drawing on elements such as its historic commercial marine industries, recreational amenities and cultural and public arts through special events, programs, projects and marketing.

- Create a balance of sustainable and functional land uses for each District as a base for District plans.

- Protect and enhance existing single-family neighborhoods.

- Encourage the expansion of existing businesses and seek to attract new ones through the use of incentives and technical assistance.

- Develop a coordinated signage program, including welcome signage, way-finding signage and street banners, that will identify and and promote each District.

- Program and promote special events through available financial, staffing, marketing or other mechanisms.

- Create a comfortable, walkable and safe pedestrian-scale environment connecting residents and visitors to the commercial, social/cultural and recreational areas within each District.

- Create zoning and land use development regulations that support a diversity of mixed uses in the downtown area and adjacent planning areas including but not limited to residential, destination commercial, retail, restaurants, hotels, office, civic and recreational uses.

- Develop policies and strategies for providing adequate public parking areas within each District to support commercial and residential redevelopment such as but not limited to financial incentives, land acquisition and construction.

- Create/encourage/support land development regulations that provide alternatives to parking requirements.

- Encourage and assist existing development and redevelopment projects that provide employment and economic opportunities.

- Create programs, projects and funding which supports existing and new commercial development and act as a catalyst to leverage additional investment by private sector enterprise such as, but not limited to, economic incentives for rehabilitation or construction activities, development costs or infrastructure improvements.

- Provide programs that market and promote the businesses, activities, special events, development and redevelopment opportunities and projects within each District.

- Pursue development and redevelopment projects, actively engage in land acquisition and disposal, environmental and economic viability studies, building demolition and construction, site and infrastructure improvements, and project design and construction.

- Create, improve and promote the public waterfront areas and public open spaces, parks, greenways, blueways and bikeways.

- Encourage and incentivize the improvement, development and implementation of streetscape enhancements within the Districts, including landscaping, street furniture and hardscape features, signage, pedestrian safety and walkability/connectivity, crosswalk treatments and lighting elements.

- Encourage the preservation of existing affordable housing and the development of new affordable housing by providing technical assistance, incentives and land.

- Encourage the preservation of the commercial and recreational marine industries operating within the CRA, such as, but not limited to, the Boynton Harbor Marina District, by financial investment, physical improvements, special events, marketing and promotional activities.

- Encourage the preservation of the existing public waterfront access areas and—wherever feasible—provide for the addition of new public waterfront access through acquisition, easements or other means available to the Agency.

- Encourage and initiate various innovative community policing techniques and programs, code enforcement, "clean and safe" programs and policies, and other means deemed feasible and appropriate in order to stabilize and enhance neighborhoods and commercial areas.

C. Frameworks

Connectivity Plan
Land Use & Zoning

C. Frameworks

Connectivity Plan

The CRA is directly accessed by Interstate 95 via Boynton Beach Boulevard and a US-1 (a.k.a. Federal Highway). Being dissected by these two State roads, and situated generally between a major freeway and popular marina and oceanfront recreation amenities, the downtown has considerable exposure from local and regional traffic. However, the historic emphasis on accommodating the automobile still prevails today, as does the environment commonly associated with road rights-of-way devoted to wide travel lanes, extensive center turn lanes, minimal sidewalk widths, landscaping, and a deficient and segmented bikeway system.

Using the Complete Streets design concept as a guide, this Plan will support existing efforts to promote alternative modes of travel within the downtown area, as well as fill voids in the system which, in part, may be the result of the previous incremental redevelopment efforts. What have been individual plans and unrelated planning areas throughout the CRA, will become one document unified with a mobility plan comprised of Complete Streets and a planned-out bicycle and pedestrian network. This plan will ensure optimal linkages for residents, employees and visitors, to existing and future activity nodes consisting of the train station and transit area, business and shopping centers, event venues, and recreation amenities interspersed throughout the area.

Complete Streets

The "Complete Streets" program originated from The National Complete Streets Coalition, a program of Smart Growth America, during a collaborative effort in 2003 to expand a transportation planning initiative beyond bicycle integration. The non-profit alliance of public interest organizations and transportation professionals started this official nationwide movement to integrate people and place in the planning, design, construction, operation, and maintenance of transportation networks. The program promotes policies for various agencies that are responsible for the transportation planning to ensure that streets are routinely designed and operated to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will contribute toward making a city a better place to live.

The Complete Streets initiative for the downtown area is a critical component of the plan that connects a large and linear CRA, involves greater emphasis on densities, intensities, and land uses that support mass transit and, in particular, the commuter rail service on the F.E.C Railroad. To encourage people to get out of their vehicles and use alternative modes of travel such as walking, biking, and transit, there must be safe and esthetic routes.

The following streets represent the principal elements of the roadway network within the CRA and are therefore recommended to ultimately be designed as Complete Streets:

- **Boynton Beach Boulevard** consists of maximized vehicle travel lane widths, minimal bike lane width, narrow sidewalks, minimal separation between the travel lanes and the pedestrian way, and frequent intersections and driveway openings without design and markings for pedestrian safety. This road is the main entrance into the downtown area connecting the CRA to the greater region and the western communities. As indicated above, it is the link for local and regional patrons to ocean amenities whether for active recreation and sport such as fishing, diving and snorkeling, or for passive use of the miles of beachfront parks.

  Furthermore, the vision for the corridor includes greater retail intensity combined with residential land uses in low-rise mixed-use developments. Traffic speeds should be calmed, and pedestrians better accommodated. Wide sidewalks and greater separation from the vehicle travel lanes should be a priority. Separation can be accomplished by landscaping, on-street parking and wider bike lanes along this roadway. Plant selection and landscaping design should emphasize canopy trees where feasible to maximize shading for the pedestrian. Also, the ultimate redesign of this road should include one of more cross-walks to facilitate safe north-south movement west and east of Seacrest Boulevard. To achieve the ideal complete street, dedication of private property may be necessary, which would be timed with private redevelopment projects.

- **Federal Highway** is the main north-south entry into the CRA, providing access to the downtown and future passenger rail station. Although it is unlikely that the entire length would be traversed on foot on a regular basis, it is a rather short distance to bike. Federal Highway currently has three different retail hubs, and waterfront parks that should be easily accessible by the pedestrian and bicyclist originating from either the east or west sides of Federal Highway. Federal Highway is also one of the main bus routes in the County, with numerous bus stops scattered throughout the CRA. "Walkability" should be the priority in both public and private improvements to maximize access to these bus stops, as well as local resources such as the Walmart grocery store at Gulfstream Boulevard, the shopping node located at the Woolbright Road intersection, and the downtown area at the intersection with Boynton Beach Boulevard. The valuable waterfront parks are conveniently located at the northern middle and southern sections of the corridor, thereby minimizing travel distances for local residents and facilitating the opportunity to bike or walk to these amenities or corresponding special events. Similar to the recommendation for Boynton Beach Boulevard, wide sidewalks and greater separation from the vehicle travel lanes should be a priority. Separation should be accomplished by landscaping, on-street parking and bike lanes along this roadway. Plant selection and landscaping design should emphasize canopy trees where feasible to maximize shading for the pedestrian. Again, to achieve the ideal complete street, dedication of private property may be necessary, which would be timed with private redevelopment projects.



Figure 4: Complete Street Example

- **Ocean Avenue** is unique to the downtown roadway network as it has segments designated with different classifications and under different jurisdictions. One segment (located west of the F.E.C. Railroad tracks) is primarily used by local residents and patrons of the civic uses such as the Children's Museum, Civic Center, Library and the Arts Center. This segment has a 25 mph speed limit, frequent 4-way intersections, on-street parking, and relatively low-scale development. The segment east of Federal Highway changes in purpose, becoming an access route to, and emergency evacuation route from, the barrier island. This segment of Ocean Avenue is under State jurisdiction and provides access to a downtown node consisting of the CRA's marina and waterfront park, the Marina Village development, and waterfront restaurants. Also adjacent to this commercial center is the City's Boynton Beach Promenade and Mangrove Park with its boardwalk path through the mangroves to the Intracoastal Waterway. This area is anticipated to grow in popularity by the natural attraction to the waterfront, the waterfront restaurants and businesses and the park amenities.

Ocean Avenue has an important role in the CRA plan given its quaint charm and connection between the Cultural District and Town Square (civic campus), and the Downtown District. Given its characteristics and relationship to the civic uses, it will continue to serve as a venue for existing and future special events which use the entire right-of-way in street-festival fashion to accommodate the patrons.

- **Seacrest Boulevard** is a north-south county collector street that dissects the Heart of Boynton District and MLK Jr. Boulevard, represents the western border of Town Square, and separates the large single-family neighborhoods from the civic campus, recreation areas, and the downtown. This road is flanked by, and connects, various public, private and institutional uses such as churches, Poinciana Elementary School, Sara Sims Park and nearby Wilson Park/ Denson Pool, one of the City's largest employers (Bethesda Hospital) and City Hall. Historically, the role of this road in the area's roadway network has been a collector street extending south into the City of Delray Beach and north into the Town of Lantana. The design places a greater priority on the motor vehicle and the terminating destinations, than on the pedestrian, bicyclist, and abutting residential neighborhoods. Although streetscape improvements to a portion of the northern segment of Seacreast Boulevard were completed in 2015, the improvements excluded an increase in the sidewalk widths and the expansion of bike lanes, mostly due to the limits of the existing right-of-way and the County's design standards. Given the location within the redevelopment area the abutting land uses including substantial single-family neighborhoods, traffic calming and pedestrian circulation should be a priority in future public infrastructure improvements and in the design of private development.

- **Woolbright Road** is a county collector street serving as a second major linkage between I-95 and Seacrest Boulevard, the activity node at the intersection with Federal Highway, and waterfront land uses and amenities. Although mostly located outside of the CRA, it is a principal connector road within the network, a second entrance into the CRA and the downtown. Similar to segments of Boynton Beach Boulevard, Woolbright Road consists of wide vehicle lanes, an uninterrupted center turn lane, minimal landscaping and no shading for the pedestrian. Despite the fact that the road separates a large single-family neighborhood to the north from a recreation area to the south, it has no direct pedestrian crossings or bike paths, and there is much room for improving the aesthetics of this second access into the CRA.

- **Gateway Boulevard** is the last of the streets recommended to ultimately become a "Complete Street", and is included given its proximity to the CRA and role in the circulation system in the City. Although only a short segment of it is within the CRA, it serves as a main access route from I-95 to the north end of the CRA, and connects residential neighborhoods in this northern area to a potential future hub of convenience stores to serve local needs. The F.E.C. Railroad crossing represents a challenge to providing optimal pedestrian access along this short segment of Gateway Boulevard.



Figure 5: Recommended Complete Streets

Greenways, Ecotrails & Parks

Greenways and ecotrails represent enhanced public walkways intended to serve as a buffer (or transition) between land use categories, or provide a connection for the pedestrian between parks and conservation areas within the CRA. Depending on the purpose, such walkways could be defined by decorative buffer walls, natural landscaping and dense tree canopies, meandering paths, accentuated cross-walks, way-finding signage, and other public amenities such as covered areas and benches.

Many of the City's natural areas and parks are "off the beaten path" and therefore may not be realized by residents and visitors. Such a walkway or trail system raises awareness of, and increases accessibility to these attractions within the CRA. As described above, they are also used to simultaneously provide a buffer or transition from commercial areas or areas of higher density residential land uses to abutting low density residential neighborhoods.

Consistent with the City's Greenways, Blueways, and Trails Plan completed in 2015, this Plan highlights and recommends segments from this city-wide trails plan to increase access to and through the Mangrove Park, the Boynton Beach Marina and waterfront area, Pence Park, Sara Simms Park, Wilson Park, Palmetto Greens Park, and Barton Greenway.

A pedestrian greenway is recommended for the north side of Northwest 1st Avenue, to promote redevelopment of the full block along the south side of Boynton Beach Boulevard while buffering the single-family neighborhood to the south.



Figure 6: Greenway Example

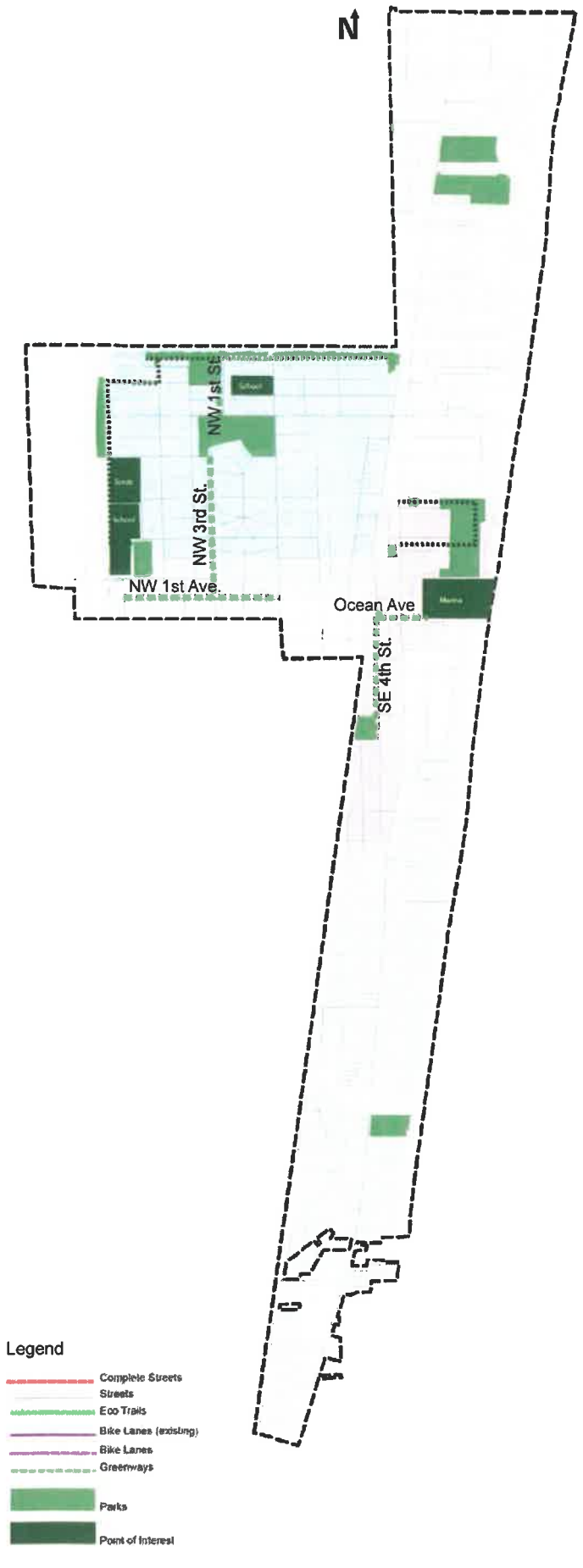


Figure 7: Recommended Greenways & EcoTrails

Bicycle

With the convenience and low cost of using a bicycle, the increasing availability of bike accommodations throughout the area, the bike accident data and reputation of our streets for being unsafe to bicyclists, bike paths and lanes are basic components of most transportation planning systems and an important part of the connectivity element of this Plan. Most all of the County's Palm Tran system accommodates bikes, and the local commuter train Tri-Rail has dedicated bike storage systems both on the trains and at the stations (most areas are covered or even include enclosed lockers).

Bike accommodations can take the form of on-street bike lanes or shared paths within rights-of-way, or dedicated or shared paths located apart from the public roadway network. As referenced above under Greenways, Ecotrails & Parks, components from the City's Greenways, Blueways and Trails Plan have been emphasized in this Plan to further the connectivity objective, while supporting a more sustainable mode of travel and promoting recreation and healthier living.

In addition to providing direct access to or within the points of interest shown on the corresponding exhibit, bike lanes or paths should be added to and/or maintained or improved on Federal Highway, Boynton Beach Boulevard, Seacrest Boulevard, Woolbright Road, Ocean Avenue, NW 2nd Street, SE 4th Street, and NW 4th Avenue.



Figure 8: Bike Lane Marking Example

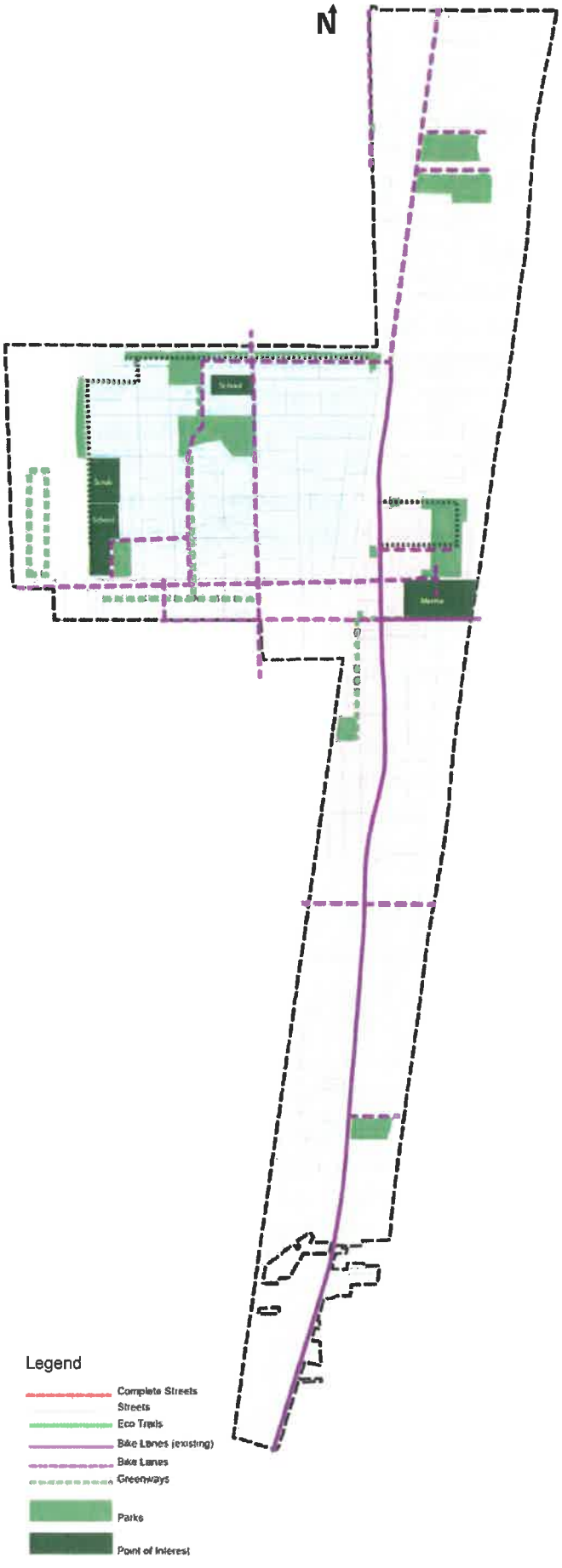


Figure 9: Recommended Bike Lanes

Transit

The CRA is currently served directly by the Palm Tran System, providing bus transit services with both a fixed route program and a door-to-door paratransit program for the disadvantaged resident and guest. Palm Tran Route #70 follows Seacrest Boulevard with numerous bus stops in the Heart of Boynton; it is an important link between the downtown and the Tri Rail Station located just west of I-95 near Gateway Boulevard. Palm Tran Route #73 primarily traverses Boynton Beach Boulevard from downtown west to Bethesda Hospital West at SR 441 and includes a direct stop at the Boynton Beach Mall. Lastly, Route #1 extends along Federal Highway and terminates at the Gardens Mall in Palm Beach Gardens, and south of Palmetto Park Road in Boca Raton. All three (3) bus routes travel through the City's Downtown Transit Oriented Development (TOD) District and would provide direct access to, or are located within a short walking distance to the planned passenger rail station near Boynton Beach Boulevard and NE 4th Street.

As indicated above, Route #70 provides the link for the downtown to regional commuter rail transit provided by Tri-Rail, which operates on a shared railroad that parallels I-95 through the tri-county area; provides stops within Palm Beach, Broward and Dade Counties; and connects with Amtrak and Metro Rail in Miami. Tri-Rail provides access to major employment centers and educational institutions within the tri-county area as well as all three major airports within the region.

There are future changes on the horizon in transit options for downtown Boynton Beach, which the City has been planning for since it became certain that Tri-Rail services would be expanded to the F.E.C. Railroad. The F.E.C. Railroad is a historic rail line originally built and operated for passenger service until discontinued in 1968. It traverses the coastal communities along the coast of Florida, closely paralleling Federal Highway within the region. This new service is currently planned to be phased in, starting with service in Miami, followed by phasing in the additional northern stops as justified by demand. Based on demand being a factor of population density and employment, the City began planning for a downtown station with the Transit Oriented Development (TOD) Study; establishment of the Downtown Transit Oriented Development District; and adoption of the initial TOD zoning provisions with density bonus incentives and a minimum density standard. These provisions apply within the Downtown TOD District (a.k.a. "Station Area"), which is defined as the area within a one-half mile radius around the future station stop planned for the intersection of Boynton Beach Boulevard and NE 4th Street.

It is important to prioritize the need to improve land development patterns in advance of station development for several reasons: (1) transit-oriented development (TOD) improves ridership for transit service, thereby increasing efficiency; (2) transit service increases access to station areas, thereby increasing potential for higher intensity and density land development; (3) TOD equally accommodates all modes of transportation (car as well as pedestrian, bicycle, and transit), further increasing access to station areas and potential for increased development capacity; and (4) TOD encourages a park-once environment, which reduces vehicular demand on the roadway network and carbon emissions. Furthermore, federal funding for transit projects such as the Tri-Rail Coastal Link are highly contingent upon existing and projected TOD patterns around station areas such as the City's planned rail station. Cities that adopt TOD plans and codes ahead of the planned service help improve the competitiveness of the City for a train stop.

The most significant features of a TOD are (1) increased density and intensity of development, with minimum levels of development recommended by FDOT; (2) walkability and interconnectivity throughout the area; and (3) mix of uses appropriate to the service and area. In July of 2013, the City adopted provisions for TOD and the corresponding standards within the mixed use zoning regulations, including the minimum density standards for mixed use districts within the Transit Core, defined as a ¼ mile radius around the future station.

Recommendations

- Prepare a Complete Streets program for the targeted streets within the CRA to guide the ultimate redesign and / or incremental improvements to implement the connectivity and walkability objectives of the plan.
- Require the completion of all missing sidewalk segments within the CRA and adjoining areas in conjunction with private development or redevelopment, and public improvements.
- Require that development design establish a pedestrian zone along the rights-of-way, tailored per roadway type and anticipated land use.
- Require that streetscape landscape design and species selection emphasize the pedestrian way with optimal location and maximized shading.
- Ensure the completion of greenways through necessary dedications and physical improvements required in conjunction with private and public development.
- Consider the opportunity to promote downtown events in appropriate areas through the use of Festive Street design.
- Consider LDRs that will ensure the installment of the greenway as a condition of rezoning for full block commercial/mixed-use redevelopment of the Boynton Beach Boulevard Corridor.
- To ensure optimal bus stop locations and design, coordinate with Palm Tran as part of the development review process, and consider additional LDRs that require related improvements concurrent with development and redevelopment throughout the CRA.

C. Frameworks

Land Use & Zoning

Recommendations for Changes to Future Land Use and Zoning Structure

The land use recommendations constitute the bedrock of a community redevelopment plan. The Plan proposes to initiate changes to the existing future land use (FLU) and zoning patterns as currently depicted on the City's official Future Land Use and Zoning Maps. Site specific changes will be facilitated and supported by significant adjustment to the future land use and zoning structure, through modifications of both FLU classifications and the corresponding zoning districts for residential and mixed uses. As shown in Table 1 and 2 below, the Plan recommends elimination of several categories and creation of new ones for both future land use and zoning, as well as modifications of the density caps:

EXISTING FLU	DENSITY DU/ACRE	RECOMMENDEDFLU	DENSITY DU/ACRE	CHANGE
RESIDENTIAL CLASSIFICATIONS				
Low Density (LDR)	5	Low Density (LDR)	7.5	Merged into one category
Moderate Density (MODR)	7.5			
Medium Density (MEDR)	10	Medium Density (MEDR)	11	Merged into one category
High Density (HDR)	11			
Special High Density (SHDR)	20	High Density (HDR)	15	Create a new HDR; SHDR remains
		Special High Density (SHDR)	20	
URBAN MIXED USE CLASSIFICATIONS				
Mixed Use (MX)	n/a	Mixed Use Low	20	NEWFLU
	40	Mixed Use Medium	50	Increased Density
Mixed Use Core (MX-C)	80	Mixed Use High	80	Renamed. Corresponds with previous Mixed Use Core

Table 1: Proposed Changes to the Future Land Use (FLU) Classifications

The recommended changes to the existing future land use classifications include a corresponding set of proposed changes to the zoning structure, shown in Table 2.

RECOMMENDED LAND USE	DENSITY DU/ACRE	ZONING DISTRICTS	DENSITY CAPS	MAX HEIGHT	CHANGE TO ZONING DISTRICTS
RESIDENTIAL					
Low Density (LDR)	7.5	R1-AAA, R1-AAB, R1-AA, R-1A, R-1, PUD	5 TO 7.5	30' (2 stories)	Merged zoning districts corresponding to existing LDR and MODR FLU categories
Medium Density (MEDR)	11	R2	10	30' (2 stories)	Corresponding to the existing MEDR
		R3, PUD, IPUD	11	45' (4 stories)	Previously under the HDR FLU
High Density (HDR)	15	R-4, IPUD, PUD	15	45' (4 stories)	**NEW** district R-4
Special High Density (SHDR)	20	IPUD, PUD	20	45' (4 stories)	No change
URBAN MIXED USE					
Mixed Use Low	20	MU-1	20	45' (4 stories)	Density and height same as the MUL-1 zoning district under the existing MX FLU
Mixed Use Medium	50	MU-2	40	65' (6 stories)	**Increased density**: existing MUL-2 under MX FLU at 30 du/acre
		MU-3	50	75' (7 stories)	**NEW** district
Mixed Use High	80	MU-4	60	100' (10 stories)	**NEW** district
		MU Core	80	150' (15 stories)	**Renamed** district. Corresponds with previous MU-H.

Table 2: Land Use Structure and Corresponding Zoning

The recommendations emphasize mixed use for development and redevelopment, which are intended to play a major role in the ongoing revitalization of the CRA area, encouraging high quality design by providing both greater flexibility and more control.

Key recommended changes to the mixed use classifications and zoning districts include:

- Transition from two to three Future Land Use classifications, and from four to five urban mixed use zoning districts. A steep increase in density and height caps between the Mixed Use and the Mixed Use Core classifications within the existing structure—from 40 DU/Acre to 80 DU/Acre and from 75 feet to 150 feet—makes for a gap that hinders future creation of a desired urban form and urban identity for the Downtown and adjacent districts of the CRA. There is no zoning district within the Mixed Use Core classification that would bridge the 40 DU/Acre density gap, and the existing

supplemental regulations created to address the vast difference in scale for potential proximity of developments under the Mixed Use and Mixed Use Core classifications are inadequate.

- Replacing of the Mixed Use Future Land Use classification with Mixed Use Medium land use classification and introducing new zoning district, MU-4 (under the Mixed Use High category) with intermediate density thresholds. The density caps for the new FLU classification and the new zoning district—50 DU/Acre and 60 DU/Acre, respectively—have been established specifically to support the appropriate continuum of scale, addressing the described above density gap.

Key Recommended changes to the residential classifications include:

- Merging of the two lowest density residential classifications into a single classification named Low Density Residential Future Land Use Classification (LDR), with the maximum allowable density of 7.5 dwelling units per acre. The existing zoning designations remain and will act to limit densities in neighborhoods developed with densities below 7.5 DU/Acre. This change contributes to "house cleaning," eliminating a City-wide inconsistency whereby a significant number of residential areas classified as Low Density Residential—for example, areas west of Seacrest Boulevard in the Heart of Boynton district—carry zoning designations corresponding to the Moderate Density future land use category.

- Merging of the Medium Density Residential and High Density Residential Future Land Use classifications into a single classification named Medium Density Residential Classification with a maximum allowable density of 11 dwelling units per acre. The corresponding zoning designations are also merged and now include R-2, R-3, IPUD and PUD will remain unchanged. It is currently under the High Density Residential category. Simply stated, this change merges two land use classifications with closely matching density caps (10 units per acre and 11 units per acre).

- Creation of a new High Density Residential Future Land Use classification with a maximum density of 15 dwelling units per acre. A new multifamily zoning district, R-4, is proposed for this category.

The Special High Density (SHDR) classification remains as is. This classification, limited to the CRA area, does not allow commercial uses except for marine-oriented and water-dependent uses in conjunction with the Palm Beach County Manatee Protection Plan. Its maximum density of 20 DU/Acre is the same as the maximum residential density of the new Mixed Use Low future land use classification. Even though the latter does not necessarily require inclusion of commercial uses, maintaining a SHDR as a residential-only classification (except as stated above) is important as it may be more appropriate than Mixed Use Low for certain locations. Further, significant amount of land within the CRA has already been developed under SHDR classification with the IPUD zoning.

Aside from the CRA area, for which they are intended, the changes will eventually have a City-wide benefit for future redevelopment.

D. District Plans

Boynton Beach Boulevard District

Cultural District

Downtown District

Federal Highway District

Heart of Boynton District

Industrial Craft District



Boynton Beach Boulevard District

Introduction
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Introduction

Currently there is no adopted plan for the Boynton Beach Boulevard corridor. There were public workshops held in 2005 to discuss the vision for the corridor, and many of the recommendations from those workshops are incorporated into this plan. There has been little redevelopment progress along the corridor at the scale envisioned by this Plan due to lack of developable parcels, no clear development vision and little to no public investment.

The CRA invested in a public parking lot in 2015 to serve the future downtown growth. The Agency is currently in the planning phase for improvements to Boynton Beach Boulevard.

The Boynton Beach Boulevard District consists of the Boynton Beach Boulevard corridor between I-95 and the FEC Railway. The District extends north to N.E. 3rd Avenue and south to W. Ocean Avenue (west of Seacreast Boulevard) and N.E. 1st Avenue (East of Seacrest Boulevard).

This area is the main entry into the downtown from the I-95 exit and will therefore establish the first impression that visitors and many residents have of the City. The district also provides easy access to the City's public beach, the Boynton Harbor Marina, City Hall, the Children's Schoolhouse Museum and the Library.

The areas directly north and south of the District are predominately large single-family neighborhoods. There is no buffer between the commercial uses fronting the corridor and residential uses which has held back property values in these neighborhoods.



Figure 10: Boynton Beach District Location Map

Planning Challenges

As the City's population grew, Boynton Beach Boulevard was widened to five lanes thereby accommodating higher traffic speeds and higher traffic volume, while lowering the aesthetic quality of the corridor. Additionally, commercial zoning only extends one-half block deep from Boynton Beach Boulevard which represents insufficient land necessary to support the land assembly and redevelopment for viable commercial uses. As a consequence, business activity along the corridor has primarily consisted of minimal conversion of single-family houses to commercial uses rather than redevelopment at the scale envisioned for this Plan. Nearly all of the parking for the businesses along the Boulevard is



in front of the buildings meaning that in many cases, cars have to back out into traffic. There are numerous curb cuts for each commercial use along the corridor leaving little room for landscape improvements and the pedestrian zone.

Due to the widening of the Boynton Beach Boulevard over the years, vehicular use has been emphasized over pedestrian or bike use. Under the current configuration of the roadway, there is insufficient right-of-way for landscaping, wider sidewalks, bike lanes, bus shelters and street furniture. Recently large utility poles were installed on the south side of the Boulevard adding to the visual blight of the corridor. There are only three signalized intersections that have formal pedestrian crossing zones. Pedestrians must walk several blocks in order to cross the Boulevard.

There are no destinations along the corridor to attract the interest of visitors or residents other than City Hall and the Post Office. The majority of the businesses belong to the small service industry with few employees. The buildings are outdated, being constructed from the 1930's to the 1970's. The majority of the buildings are for single-tenant or single-use with no cross-access for pedestrian or vehicular circulation purposes or for sharing of parking resources. Additionally, there are no large parcels ready for redevelopment thereby requiring land assemblage and willing sellers.

City Hall is located along Boynton Beach Boulevard but is envisioned to be relocated into the Cultural District as part of the Town Square project. City Hall and the other civic uses occupy 3.71 acres and offer an opportunity for a public-private partnership to facilitate a catalyst for redevelopment within the District.





Figure 11: Examples of Districts Planning Challenges

Planning Considerations

Several factors were considered in determining the land use designations for the Boynton Beach Boulevard District. Just east along the District is the location of the future site of the Tri-Rail Coastal Link commuter service on the FEC Rail line, which will serve the South Florida metropolitan region. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the planned station. The DTOD district regulations support increased intensity of development through a 25% density bonus. The Boynton Beach Boulevard District and DTOD district overlap; only the area from I-95 to (approximately) N.W. 2nd Street is not included within the DTOD District.

A second consideration is that the Boynton Beach Boulevard District is entirely enclosed within the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency thus allowing denser development.

The Plan recommends that the higher density and height occur within this District where both the TCEA and the TOD overlap.

NW 1st Avenue Historic District:

The potential NW 1st Avenue historic district contains thirteen properties, seven of which would be considered "contributing properties". The designation process was applied but failed to produce a positive result (although the outcome of the vote was very close). It is recommended that the designation of a historic district be again explored in the future if there isn't any assemblage of the properties on the north side of NW 1st Avenue for commercial development. In the meantime, the owners of the "contributing" sites will be contacted to determine their interest in applying for individual designation of their properties.



Figure 12: Historic Property on First Avenue

Vision

The Boynton Beach Boulevard District is envisioned to serve as a welcoming and beautiful entry into the Downtown District. Pedestrians will be encouraged to walk along the broad sidewalks in the shade of mature trees to visit the various stores and restaurants along the corridor. Bicyclists will safely travel along the corridor and will be able to park their bikes at one of the local shops where they'll meet a friend for a cup of coffee. Visitors will be able to find their way to the marina, the Children's Schoolhouse Museum and the Public Library using the various way finding signs along the corridor. Investors will see the value of developing in downtown Boynton Beach based on the public improvements and will begin to assemble land for development of mixed-use projects.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Boynton Beach Boulevard District. The space for these enhancements may be obtained through either right-of-way dedications or public easements and should include:

- Implement a Complete Streets program for Boynton Beach Boulevard including the addition of:
  - On-street parking
  - Bike lanes
  - Enhanced median with mature tree canopy (at time of planting) and landscape lighting
  - Marking of major intersections with materials such as pavers, paint, etc.
  - Narrowing of travel lanes to create space for landscaping and wider sidewalks and to make the street safer for bicyclists and pedestrians.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Minimum 8' wide active use area abutting the building
  - Decorative light poles at both the vehicular and pedestrian scales
  - Enhanced street furniture, bus shelters, bike racks and receptacles
  - Active uses along the first floor of development
- Create a greenway along the north side of NW 1st Avenue per the Connectivity Plan
- Create way finding signage to mark the entry into the City and brand the district
- Install public art in key locations
- Provide additional pedestrian crossings where needed
- Underground overhead utilities



Figure 13: Boynton Beach Blvd. District Streetscape Recommendations Area

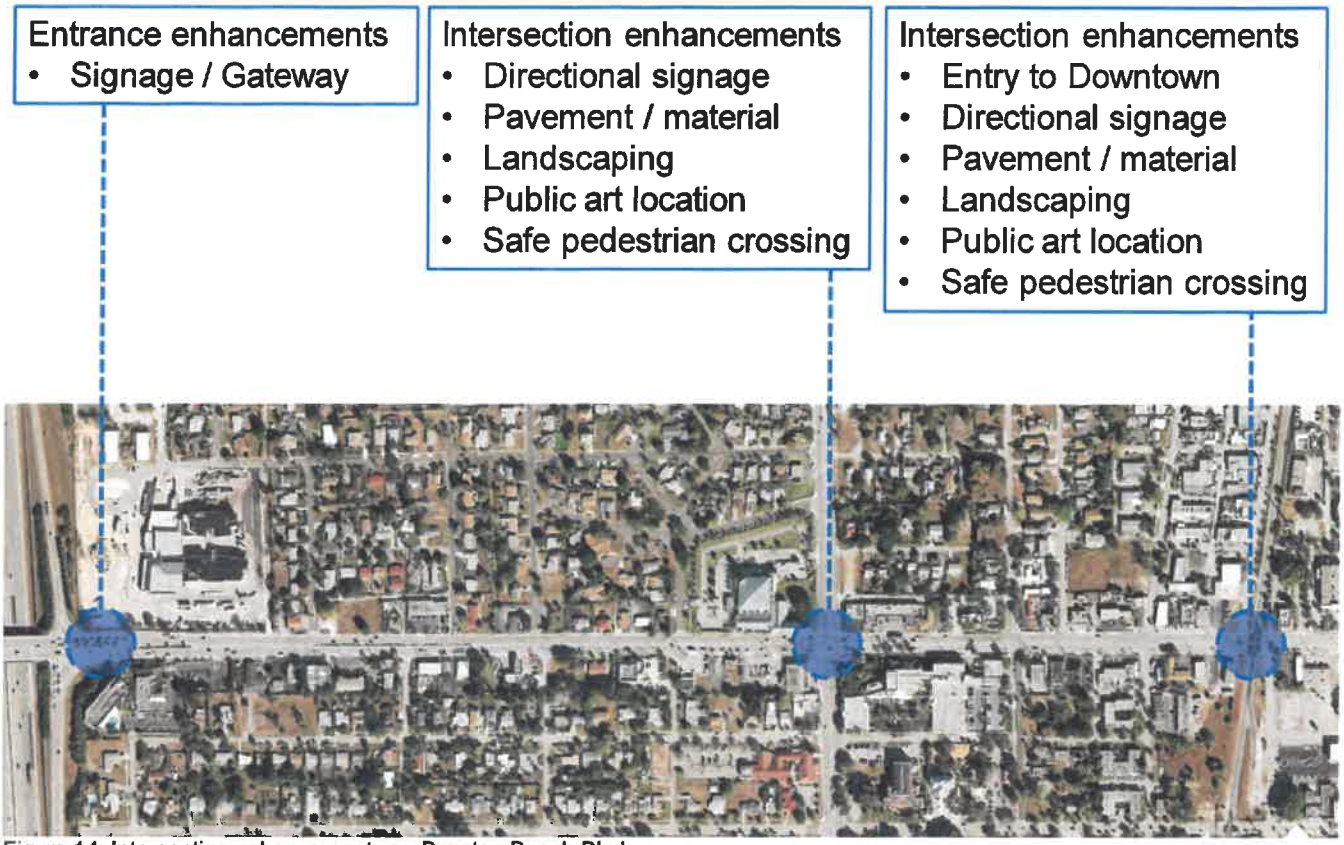


Figure 14: Intersection enhancements on Boynton Beach Blvd.


Figure 15: Example of streetscape enhancements on Boynton Beach Blvd.

Boynton Beach Boulevard Design: West of Seacrest Boulevard

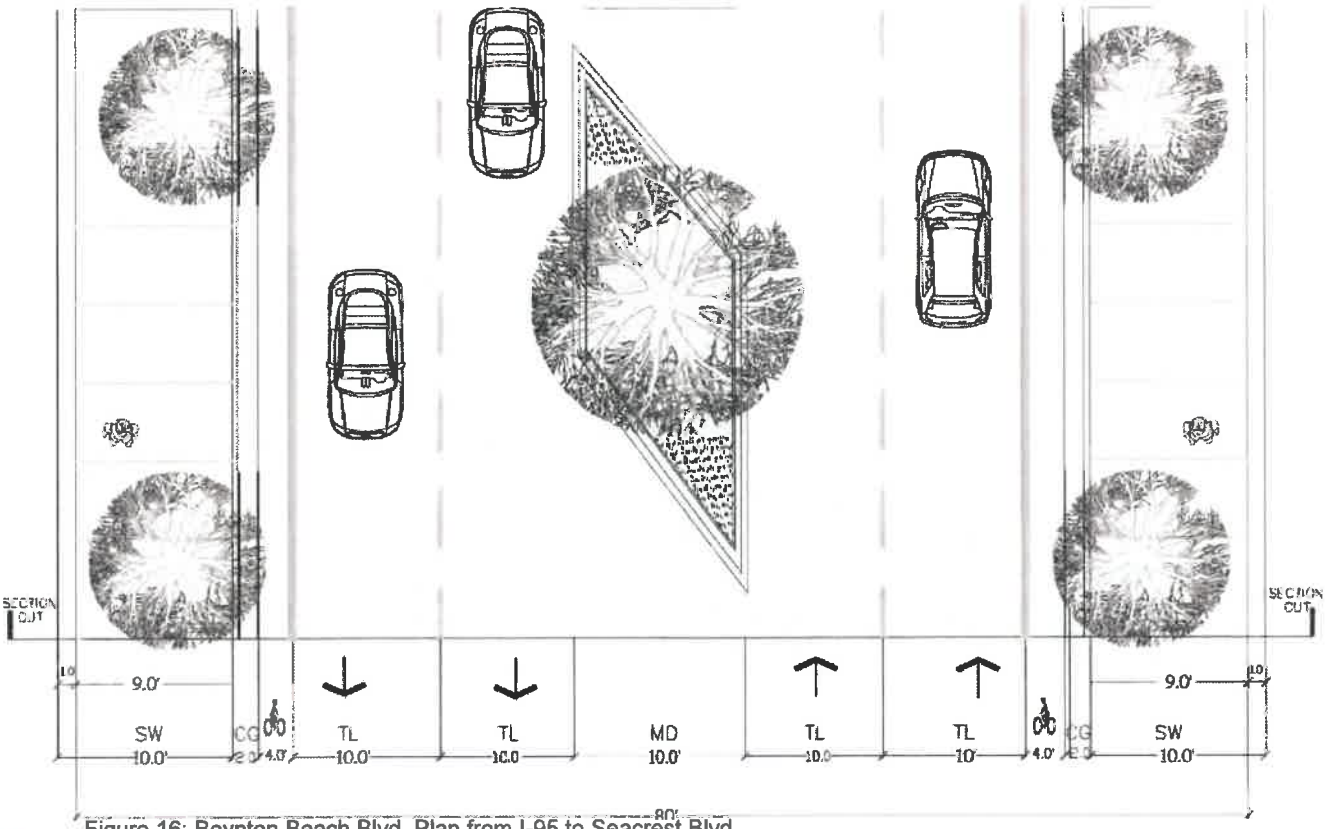


Figure 16: Boynton Beach Blvd. Plan from I-95 to Seacrest Blvd.

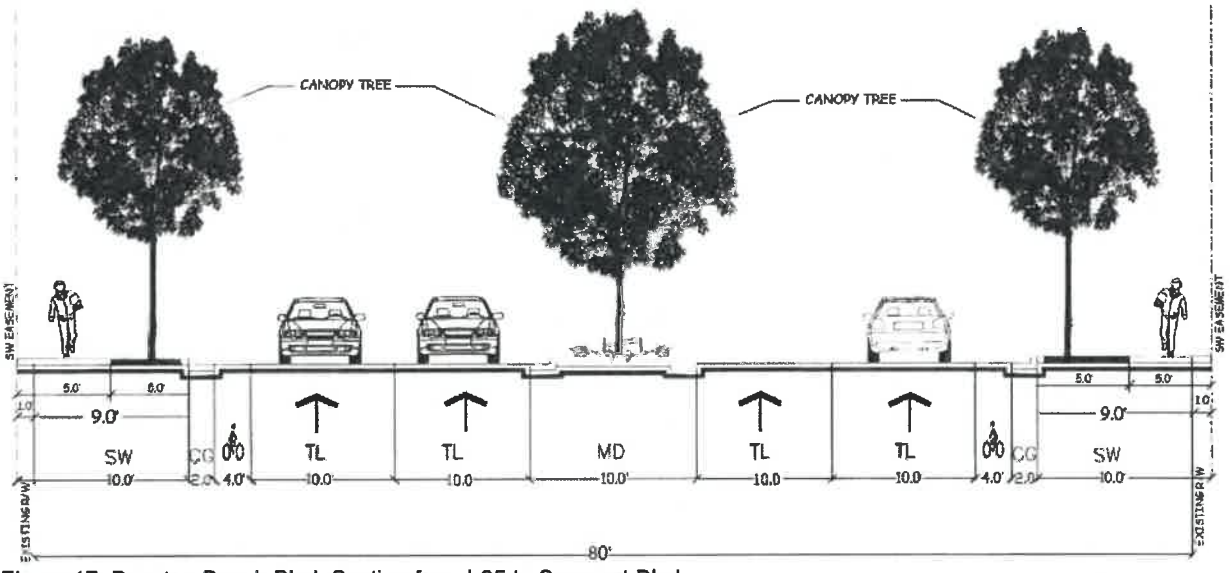


Figure 17: Boynton Beach Blvd. Section from I-95 to Seacrest Blvd.

Boynton Beach Boulevard Design: East of Seacrest Boulevard

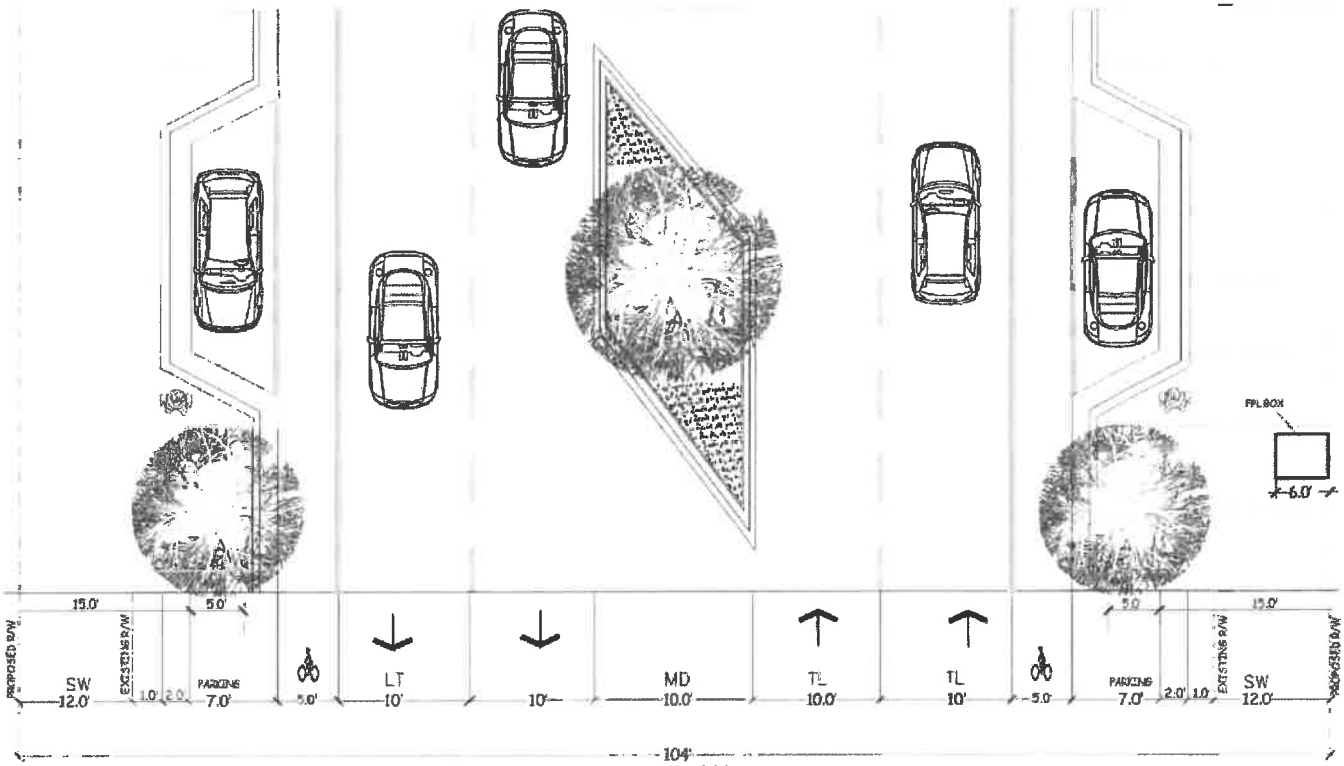


Figure 18: Boynton Beach Blvd. Plan from Seacrest Blvd. to Federal Hwy.

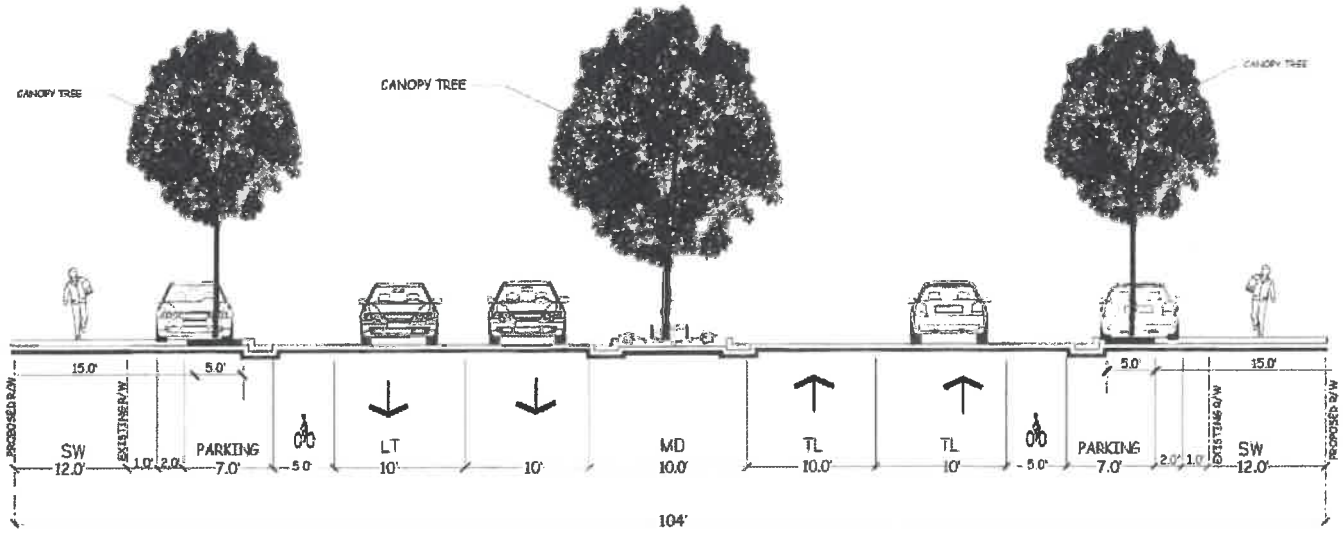


Figure 19: Boynton Beach Blvd. Section from Seacrest Blvd. to Federal Hwy.

Recommendations: Land Use

The predominant existing future land use designation along the Boynton Beach Boulevard corridor is Local Retail Commercial. Other future land use designations are Public and Private and Governmental/ Institutional (where City Hall is located) and Office Commercial. The Local Retail Commercial designation only extends one-half block to the north and south of Boynton Beach Boulevard. The lack of depth has prevented successful projects from being developed along the corridor. In order to encourage a vibrant corridor with the desired private development and public spaces, it is recommended that the following future land use changes be made:

- From I-95 east to N.W. 1st Street, change Local Retail Commercial and Low Density Residential to Mixed-Use Low. The Mixed-Use Low land use designation should extend the depth of the block north and south of Boynton Beach Boulevard.
- From N.W. 1st Street east to N.E. 3rd Street, change Local Retail Commercial, Public and Private Governmental/Institutional, Medium Density Residential, General Commercial to Mixed-Use Medium Future Land Use. The Mixed-Use Medium land use designation should extend the depth of the block north and south of Boynton Beach Boulevard.
- From N. E. 3rd Street east to the FEC Railroad, change General Commercial, Industrial, Local Retail Commercial to Mixed-Use High future land use designation. The Mixed-Use High future land use designation should extend the depth of the block north and south of Boynton Beach Boulevard.

Below is a table showing the proposed land use and zoning designations that will apply along the Boynton Beach Boulevard corridor:

Table 3: Recommended Future Land Use (FLU) Classifications within the Boynton Beach Blvd District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP	MAX HEIGHT*
Low Density Residential	5	R1AAB, PUD, MHPD	5	30'
Mixed-Use Low	20	MU-1	20	45'
Mixed-Use Medium	50	MU-2	40	65'
		MU-3	50	75'
Mixed-Use High	80	MU-4	60	100'
		MU Core	80	150'

*Properties located within the TQD may recieve a 25% density bonus

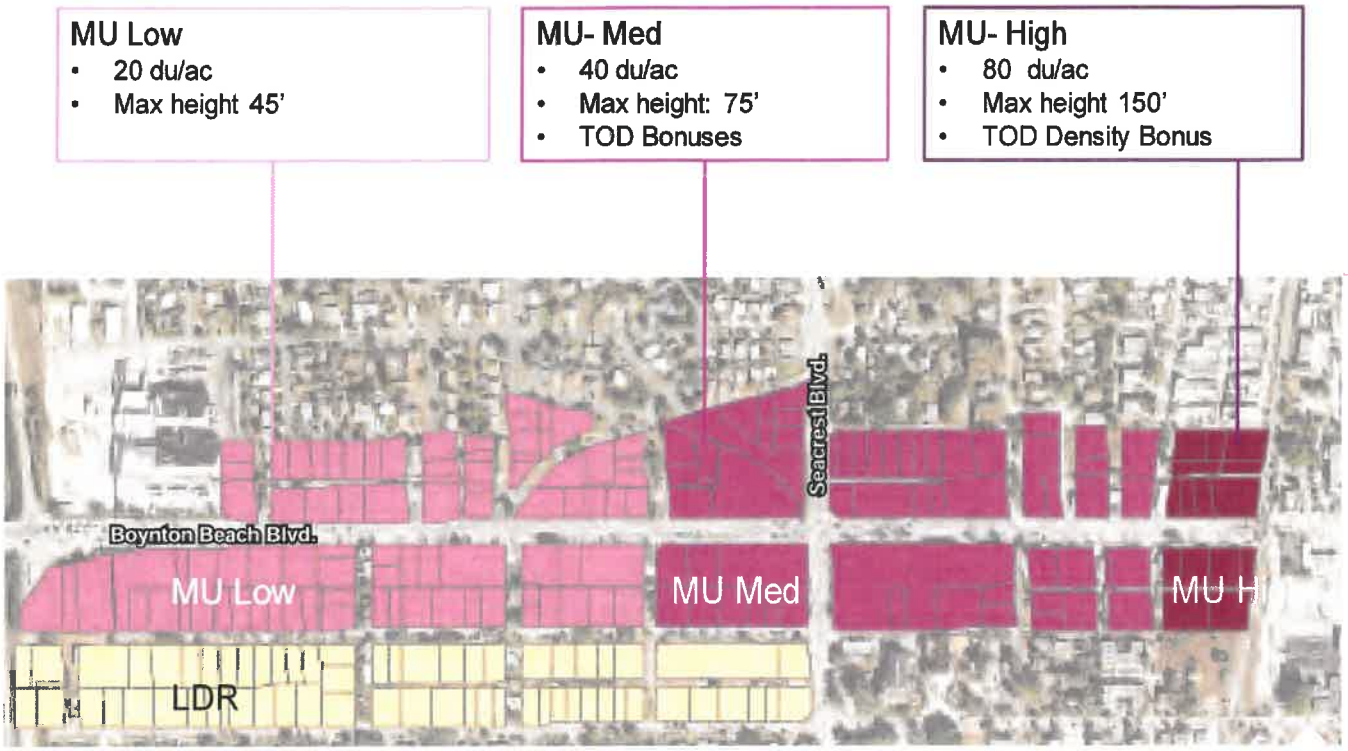


Figure 20: Recommended Future Land Use for the Boynton Beach Blvd. District

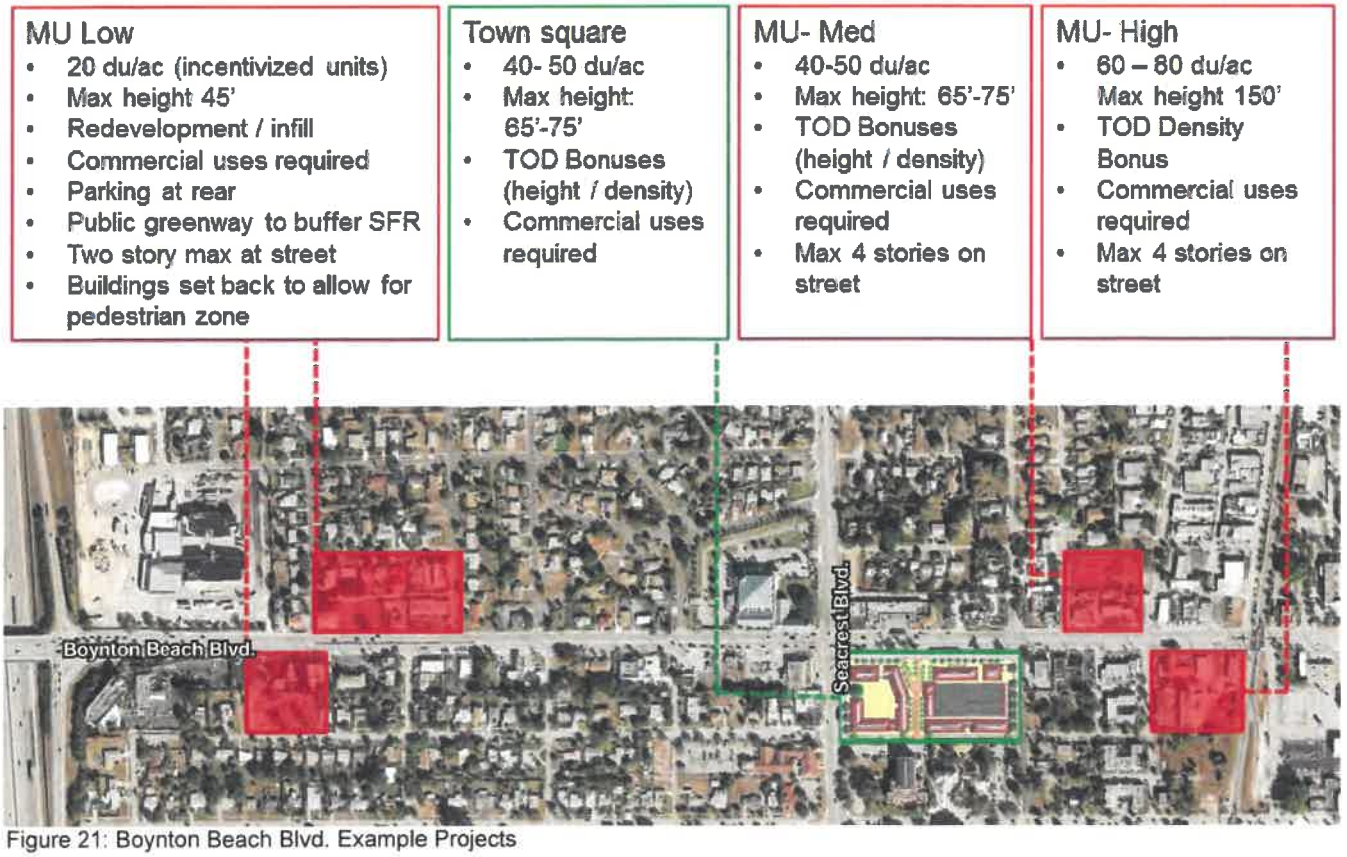


Figure 21: Boynton Beach Blvd. Example Projects

D. District Plans

Recommendations: Urban Design

Create an overlay district for Boynton Beach Boulevard to control height at street frontage, building setback, design, uses, and overal character.

- The building shall be setback to accommodate the pedestrian zone.
- Active commercial uses shall be required on the street frontage of Boynton Beach Boulevard. Automobile oriented uses, such as, gas stations and car washes, are prohibited. Drive-thrus are only permitted when not visible from right-of-ways and completely behind a structure.
- Buildings fronting Boynton Beach Boulevard shall have maximized glazing on first floors.
- Approximately 75% of the lot frontage must be occupied by structure and adjacent to the pedestrian zone.
- Buildings fronting Boynton Beach Boulevard shall have a minimum height of 30'
- Buildings fronting Boynton Beach Boulevard shall be a maximum of 45' in height, any additional height permitted by the zoning districts must be stepped back proportionately to the overall height, a minimum of 10' deep.
- Parking shall be located to the rear or side of the property. MU-L Land Uses are permitted to have one (single loaded) row of parking in front of the structure.
- Only when access is not possible from the rear or side shall curb cuts be permitted on Boynton Beach Blvd.
- All buildings along Boynton Beach Blvd shall have pedestrian access from the right-of-way/ sidewalks.
- The main pedestrian entry, or front door, must be fronting Boynton Beach Blvd.
- Mixed use projects adjacent to single-family areas shall include greenways for proper buffering

Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the District. This process will include public input.



Figure 22: Example Greenway Recommended on First Avenue



Figure 23: Example of Mixed Use Low Project on Boynton Beach Blvd.

Figure 25: Boynton Beach Blvd. District Master Plan





Figure 24: Example of Mixed Use Medium Project on Boynton Beach Blvd.




CENTRO CULTURAL
ocean avenue district

Cultural District

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Introduction

The most recent planning effort that targeted this area was the Downtown Vision and Master Plan adopted in 2009. Prior to that, the Ocean District Plan was adopted in 2004 to guide redevelopment of Ocean Avenue between Seacrest Boulevard and the F.E.C. Railroad tracks, and the properties surrounding this corridor including "Town Square". The common vision of both plans was to create a cultural district anchored by the Children's Schoolhouse Museum, library and civic uses, and to maintain and reuse the historic structures.

The City invested in a streetscape project along Ocean Avenue in the late 1990's. The CRA purchased a historic structure at 211 Ocean Avenue that is in the planning process to be converted to a bar/restaurant, and moved another historic structure onto Ocean Avenue from N.E. 1st Avenue to create a café. In 2011, the CRA developed the amphitheater where most of the CRA events are held. The goal of these projects has been to activate Ocean Avenue as a quaint gathering place and link to downtown and marina.

The Cultural District, at 28 acres, is the smallest of the six planning districts. Its boundaries are Seacrest Boulevard to the west, N.E. 1st Avenue to the north, the FEC Railway to the east and S.E. 2nd Avenue to the south; it is adjacent to the Boynton Beach Boulevard District and the Downtown District.

The western section of the District (west of SE 1st Street) is almost completely occupied by civic uses. The remaining part of the district has a significant number of single-family homes, and several small, older multifamily condo and apartment buildings. North of Ocean Avenue, several vacant parcels are part of a land assemblage targeted for redevelopment.

Figure 26: Cultural District Location Map



Planning Challenges

The Cultural District has some unique redevelopment challenges. First, the ownership pattern (seven condominium buildings) makes assemblage of developable parcels difficult. The cost and difficulty of assembling these condominium sites make the redevelopment of sections of the District a long term prospect.

A disconnect between the current future land use classifications within the District and recommendations of the redevelopment plans has been a source of confusion for both residents and investors.

A lack of active uses such as cultural venues, restaurants or galleries, discourages visitors from venturing into this area of downtown. Narrow sidewalks or no sidewalks on some streets exacerbate the problem. While the civic campus, including City Hall, the library, the Civic Center and the Art Center attract people during the day, they have no reason to stay in the District.

Planning Considerations

Several factors were considered in determining the land use designations for the Cultural District. First, located directly east of the District is the future site of the station for the planned Tri-Rail Coastal Link commuter service on the FEC Rail line, which will serve the South Florida metropolitan region. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the station's location. The DTOD district regulations support increased intensity of development through a 25% density bonus.

A second consideration is that the Cultural District is entirely enclosed within the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency thus allowing denser development.

The existence of these transportation-oriented designations is a factor in considering where increased height and density will occur within the CRA district. The Cultural District, while not an area appropriate for the height recommended in the Downtown District, is located within both the DTODD and the TCEA, supporting the move to higher densities.

A third consideration is the public-private partnership opportunity for the 16 plus acre civic campus, a major potential catalyst for redevelopment at the western end of the downtown core. The relocation of City Hall within this area would make land available at a prominent intersection along Boynton Beach Boulevard. A charrette was held and study prepared yielding various design options supporting higher densities and a mixed of civic, residential and retail uses.



Figure 27: Example of District Planning Challenges

Vision

The Cultural District is envisioned to be the principal hub for the City's civic uses, public spaces and events. The concentration of public art and other cultural amenities will foster a sense of community. Public events such as the Kinetic Art Expo and the Haunted Pirate Fest are already anchored within the District and attract residents and visitors to experience Boynton Beach's unique character. Ocean Avenue will maintain its character through the creation of an overlay district.

Recommendations: Streetscape

Streetscape enhancements are recommended for both Ocean Avenue and Seacrest Boulevard. The space for these enhancements may be obtained through either right-of-way dedications or public easements and should include:

Ocean Avenue

- Implement a Complete Streets program for Ocean Avenue to accommodate bike lanes and bike racks, safe pedestrian crossing at the FEC Railway and on-street parking where possible.
- Create a curbless festival area between Seacrest Boulevard and S.E. 1st Street
- Enhance the intersection of Ocean Avenue and Seacrest Boulevard with a vertical entry feature, with changes in surface materials such pavers and paints.
- Add signage at the FEC Railway announcing entry into the Downtown area.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Minimum 8' wide active use area abutting the building
  - Decorative light poles at both the vehicular and pedestrian scales

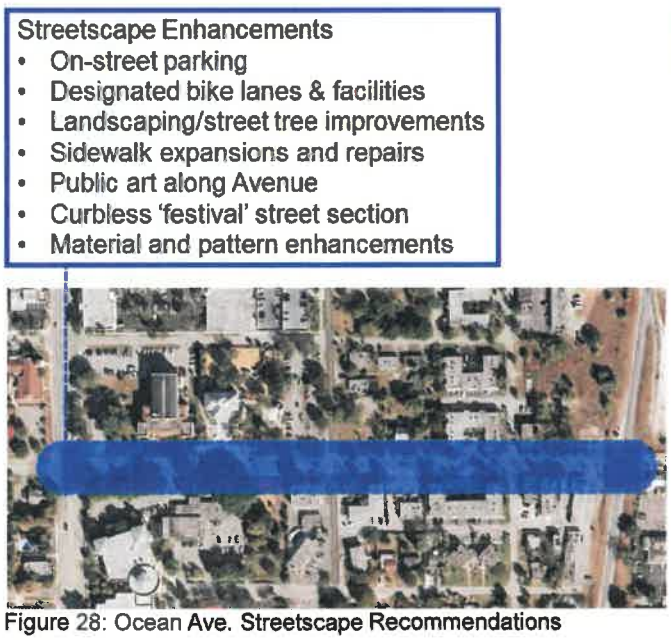


Figure 28: Ocean Ave. Streetscape Recommendations

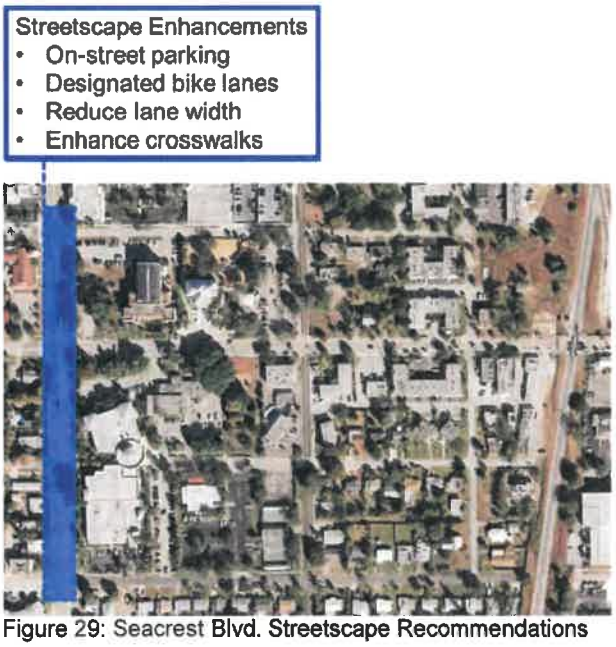


Figure 29: Seacrest Blvd. Streetscape Recommendations

- Enhanced street furniture, bus shelters, bike racks and receptacles
- Active uses along the first floor of development

Seacrest Boulevard

- Implement a Complete Streets program for Seacrest Boulevard to accommodate bike lanes and bike racks, safe pedestrian crossings, required on-street parking, and consideration for rotary intersection design at Ocean Avenue
- Install public art in key locations
- Provide additional pedestrian crossings where needed
- Underground overhead utilities



Figure 30: Example Entry Features to the Cultural District



Figure 31: Location of Entry Features to the Cultural District



Figure 32: Ocean Ave. Festival Street Section

Recommendations: Land Use

The predominant existing future land use designation within the Cultural District is Public & Private Governmental/ Institutional. This designation covers 16.5 acres and includes the blocks of City Hall, the library, etc. Other future land use designations are High-Density Residential, Local Retail Commercial and Low Density Residential.

In order to encourage redevelopment of this district into an active, economically viable area, the proposed land use designation and zoning changes are proposed:

- Change entire district to Mixed-Use Medium land use designation
- Create an overlay district for Ocean Avenue to control height at street frontage, building setback, uses, etc.

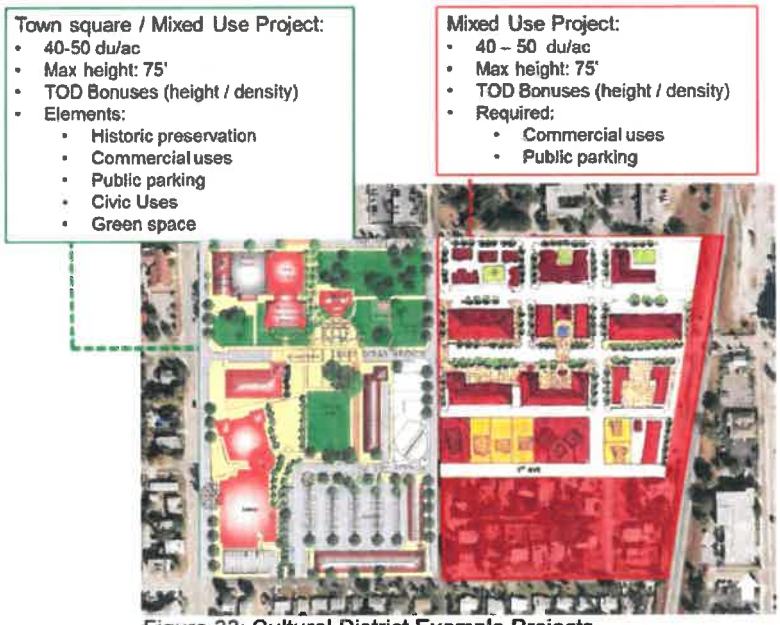


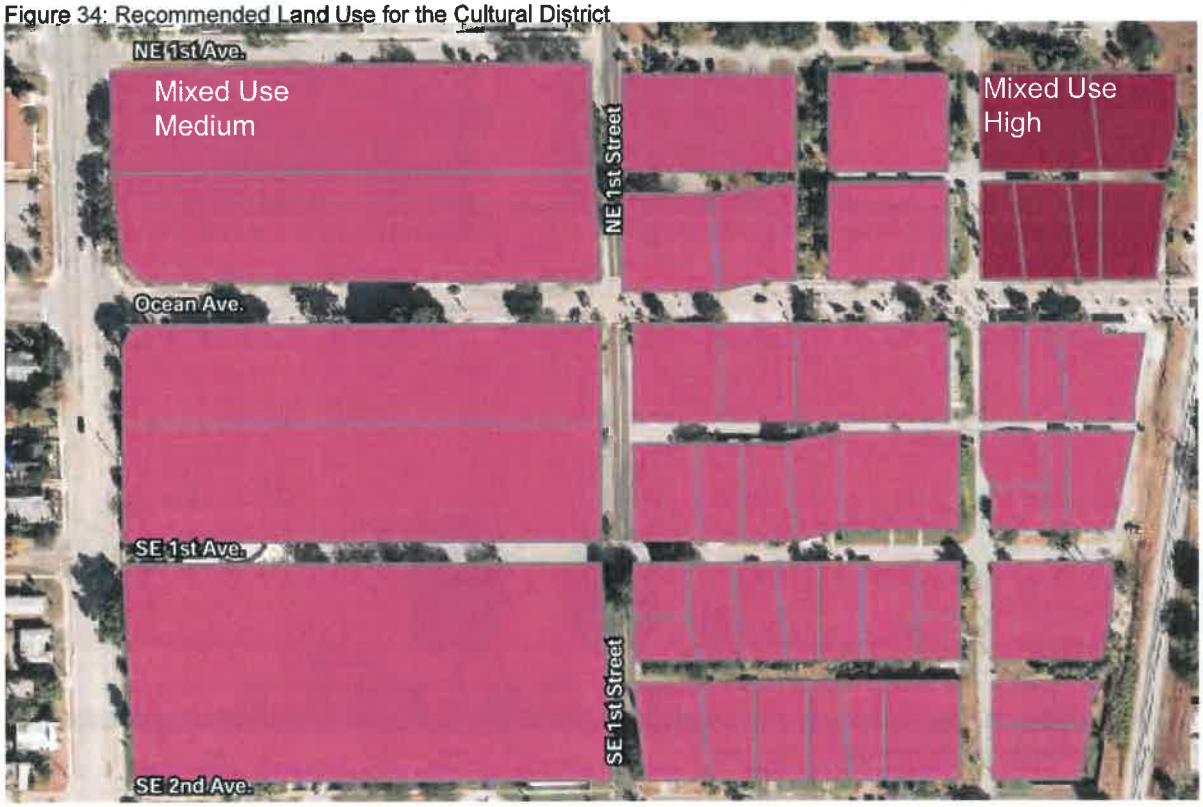
Figure 33: **Cultural District Example Projects**

Table 4: Recommended Future Land Use (FLU) Classifications within the Cultural District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use High	80	MU Core	80	150'
		MU-4	60	100'
Mixed-Use Medium	50	MU-3	50	75'
		MU-2	40	65'

*Properties located within the TOD may recieve a 25% density bonus

Figure 34: Recommended Land Use for the Cultural District



Recommendations: Urban Design

Create/ modify an overlay district for Ocean Avenue, which encompasses the entire Cultural District, to control height at street frontage, building setback, design, uses and overall character.

- Ocean Ave will be designed to have a streetwall (building faces) abutting the pedestrian zone.
- Active commercial uses shall be required on the street frontage of Ocean Ave. Automobile oriented uses, such as gas stations, car washes, and drive-thrus, are prohibited.
- Structures along Ocean Avenue shall be designed to the pedestrian scale and have a maximum height of 35', consistent for a depth of a minimum of 30'.
- Maximize glazing on first floors
- Require street canopy trees
- Public spaces such as plazas or greens shall be created as part of each project.

Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the District. This process will include public input.



Figure 35: Ocean Ave. Streetwall Design

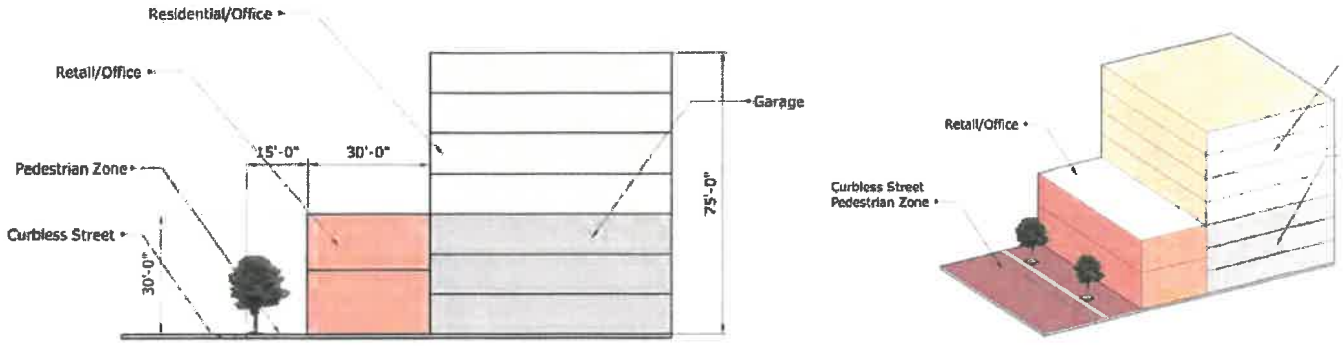


Figure 36: Ocean Ave. Design Diagram



Figure 37: Example of Mixed Use Medium Project on Ocean Ave.

Figure 38: Cultural District Master Plan





Figure 39: Example of entry and streetscape in the Cultural District



Downtown District

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Introduction

The Downtown District has been included in several planning efforts including the Federal Highway Corridor Plan, the Downtown Vision and Master Plan, and the original CRA plan adopted in 1984. It has long been the desire of the City to reinvigorate the historic center of Boynton Beach. Some progress has been made toward this goal with the development of the Casa Costa, Marina Village condominiums, and the soon to be completed 500 Ocean mixed-use development.

The CRA has invested in the redevelopment of the Boynton Harbor Marina to create a tourism destination, preserve a working waterfront and support the boating community. The Agency planned and constructed the Boynton Beach Promenade that extends from Federal Highway to the Intracoastal Waterway; the Promenade also connects to the City's Mangrove Walk Park and the Marina.

The Downtown District is bound to the north by N.E. 7th Avenue, to the south by S.E. 12th Avenue, to the east by Federal Highway and the Intracoastal Waterway, and to the west by the FEC Railway. The District connects via Federal Highway and S.E. 4th Street to the secondary development node at Woolbright and Federal Highway.

Downtown Boynton Beach is easily accessed via I-95 and Boynton Beach Boulevard: the distance from I-95 to Federal Highway is less than one mile. The City's beach at Oceanfront Park is only 1.7 miles from I-95 or, for residents of one of the new downtown developments, a quick walk over the Ocean Avenue Bridge.

The Tri-Rail Coastal Link commuter rail station is planned for the downtown at N.E. 4th Street between Ocean Avenue and Boynton Beach Boulevard. This led the City to adopt the Downtown Transit Oriented Development District, allowing for a 25% density bonus within ½ mile of the future station.

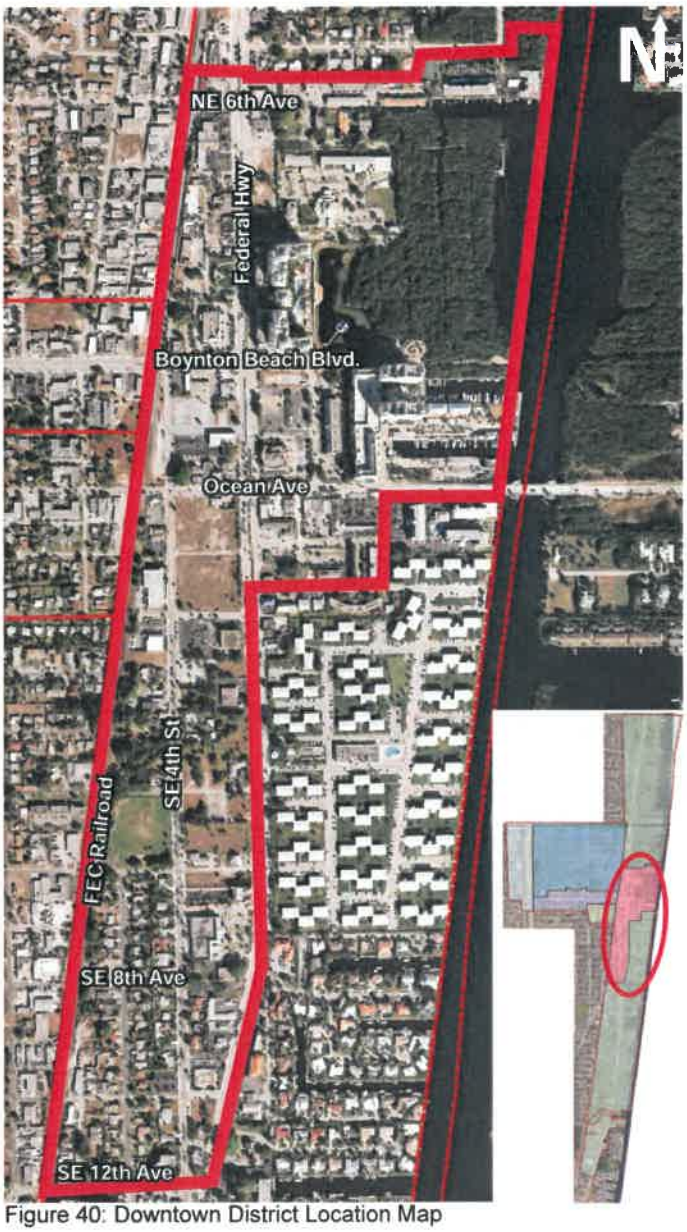


Figure 40: Downtown District Location Map

Planning Challenges

Unlike Delray Beach or West Palm Beach, Boynton Beach historically has only had a very small downtown area. It extended from just east of Federal Highway to west of Federal Highway at Ocean Avenue. There have been very few commercial buildings that could be repurposed into restaurants and stores as Delray Beach has done. Consequently, the first CRA Plan adopted in 1984 concentrated on the downtown area (smaller than proposed in this plan) as a redevelopment priority.

Some of the planning challenges are:

- Lack of developable parcels – assemblage is required
- Property owners have unrealistic expectations of the value of their property
- Not pedestrian friendly
- No shade trees
- No public parking areas and little on-street parking
- Lack of wayfinding signage
- No design theme to create an identity
- Limited space on Ocean Avenue to locate retail and restaurant uses

Planning Considerations

Several factors were considered in determining the land use designations for the Downtown District. First, the downtown will be the future site of the station for the planned Tri-Rail Coastal Link commuter service on the FEC Rail line, which will serve the South Florida metropolitan region. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the station's location. The DTOD district regulations support increased intensity of development through a 25% density bonus.

A second consideration is that the Downtown District is entirely enclosed within the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency thus allowing denser development.

The existence of both of these transportation-oriented designations is a factor in considering where increased height and density will occur within the CRA district. The Downtown District's location in the center of both the DTODD and the TCEA supports the highest density and height within this district.





Figure 41: Example of District Planning Challenges

Vision

Downtown Boynton Beach will be where people live, work and play in an environment that provides bikeable and walkable access to the beach, restaurants, transit, parks and cultural experiences. There will be areas to gather and socialize. Entrepreneurs will open new restaurants and businesses creating financial benefits to the local economy. Attractive new buildings will provide housing for people of all ages and incomes, and accommodate new shops and restaurants.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Federal Highway corridor. The space for these enhancements may be obtained through either right-of-way dedications or public easements. The enhancements should include:

- Create a Complete Street design for Federal Highway including the addition of:
  - On-street parking
  - Bike lanes
  - Enhance median with mature tree canopy (at time of planting) and landscape lighting
  - Marking of major intersections with materials such as pavers, paint, etc.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Minimum 8' wide active use area abutting the building
  - Decorative light poles at both the vehicular and pedestrian scales
  - Enhanced street furniture, bus shelters, bike racks and receptacles
  - Active uses along the first floor of development
  - Canopy trees that provide immediate shading at time of construction
- Bus shelters with unique design for the downtown district
- Underground overhead utilities
- Public art in key locations
- Additional pedestrian crossings where needed
- A greenway along SE 4th Street and Ocean Avenue connecting Pence Park and the Marina, per the Connectivity Plan
- An eco-trail connecting the pedestrian zone to Mangrove Park, per the Connectivity Plan.

Recommendations: Land Use

To attract new residents and businesses, the area must present a unified vision for the future. Therefore, it is recommended that the changes to the Future Land Use map be made using the new future land use/ zoning structure as shown:

Table 5: Recommended Future Land Use (FLU) Classifications within the Downtown District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
High Density Residential	15	R-4, IPUD, PUD	15	45'
Mixed-Use Medium	50	MU-2	40	65'
		MU-3	50	75'
Mixed-Use High	80	MU-4**	60	100'
		MU Core	80	150'
General Commercial	n/a	C-4	n/a	45'
Industrial	n/a	M-1	n/a	45'
Recreation	n/a	Recreation	n/a	45'

*Properties located within the TOD may recieve a 25% density bonus

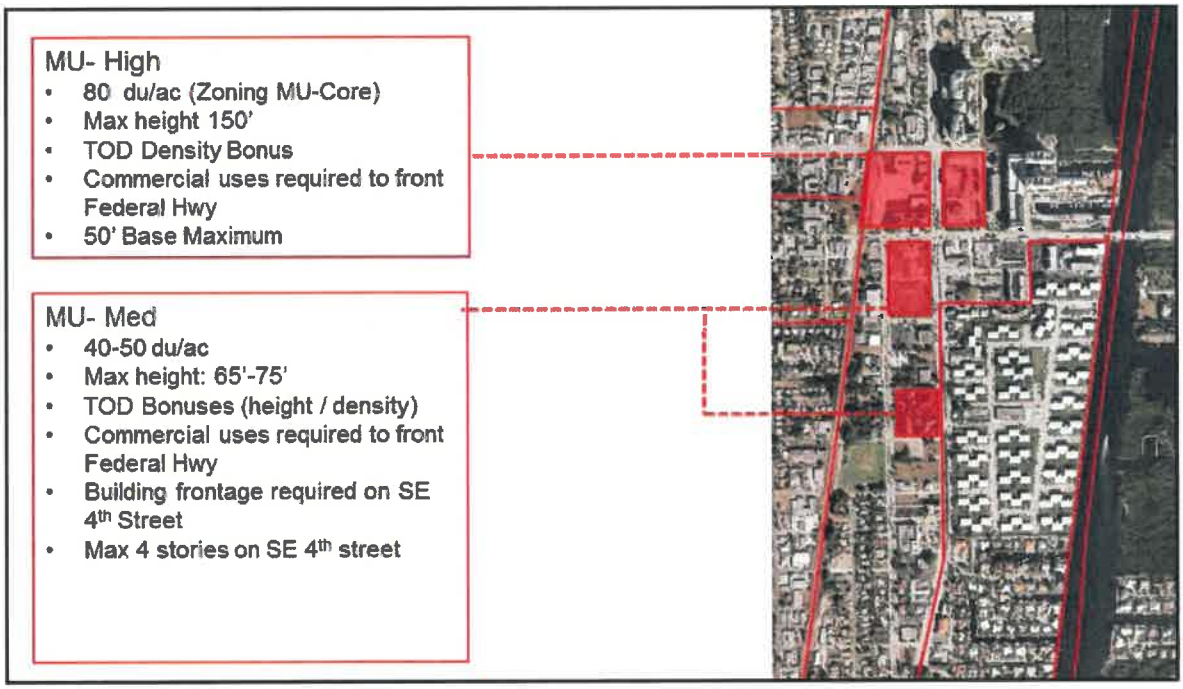
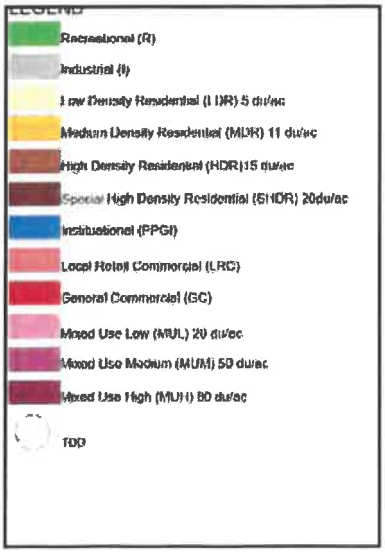


Figure 42: Cultural District Example Projects



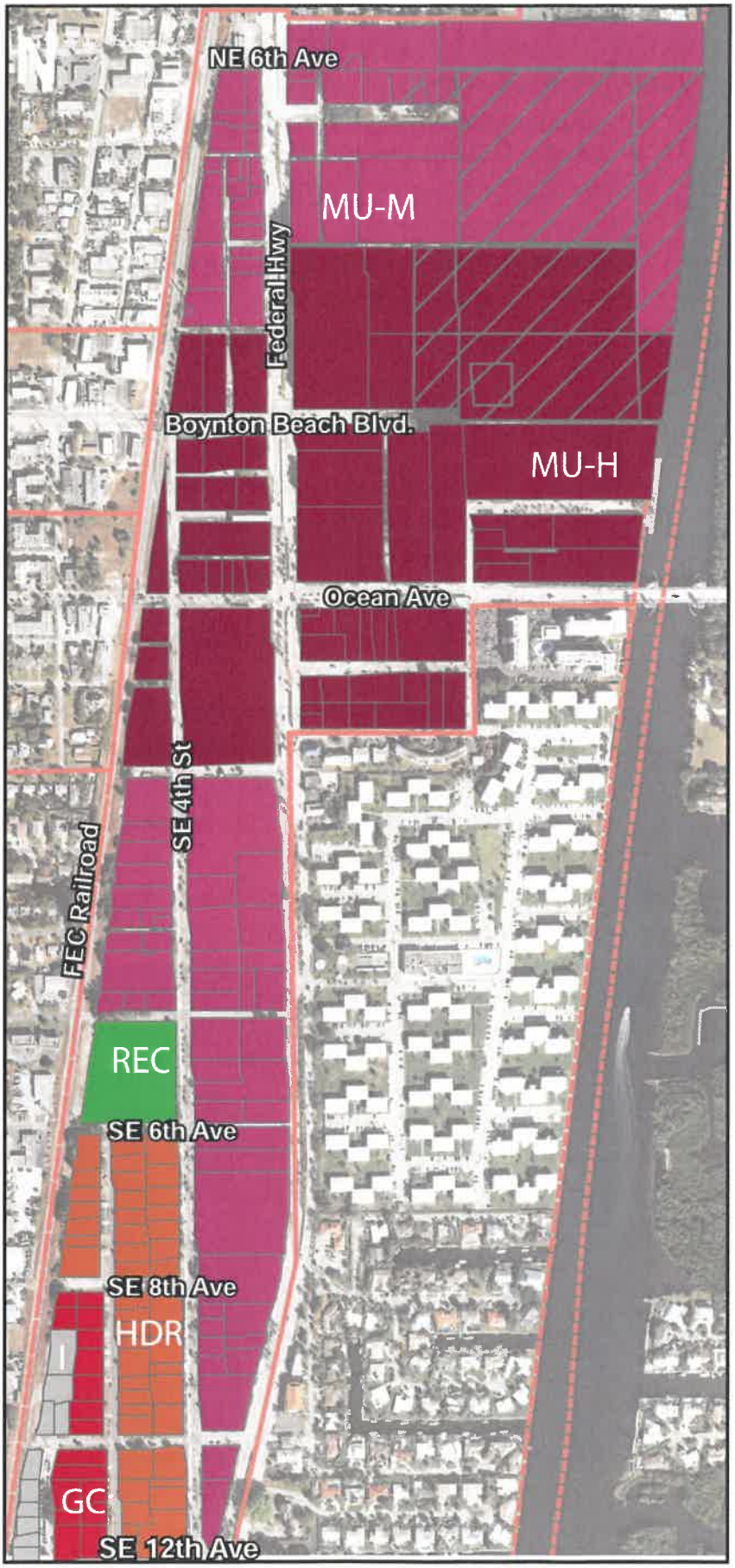


Figure 43: Recommended Land Use for the Downtown District

Recommendations: Urban Design

In order to promote an active and walkable built environment in the Downtown District, the following recommendations apply:

- Active commercial uses shall be required on the street frontage of Ocean Ave. Automobile oriented uses, such as gas stations, car washes, and drive-thrus, are prohibited.
- The build-to line shall accommodate a ten foot sidewalk, mature shade trees (at install), street lights and street furniture
- Buildings fronting Federal Highway, Boynton Beach Boulevard and S.E. 4th Street shall have a 60-90% window to wall ratio on the first floor.
- Approximately 75% of the lot frontage must be occupied by structure and adjacent to the pedestrian zone
- Buildings fronting Boynton Beach Boulevard or Federal Highway shall have a minimum height of 30'
- Buildings fronting Boynton Beach Boulevard and/or Federal Highway shall be a maximum of 45' in height, any additional height permitted by the zoning districts must be stepped back proportionately to the overall height, a minimum of 10' deep.
- Parking shall be located to the rear or side of the property.
- Only when access is not possible from the rear or side shall curb cuts be permitted on Boynton beach Blvd or Federal Highway.
- All buildings along Federal Highway must have pedestrian access from the right-of-way/ sidewalks.
- The main pedestrian entry, or front door, must be fronting Federal Highway.
- Where mixed use development is proposed adjacent residential areas, the residential areas shall be protected through the residential compatibility standards and the use of landscape buffers and/ or walls as appropriate.

Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the District. This process will include public input.



Figure 44: SE 4th St. Example Mixed Use Medium Project

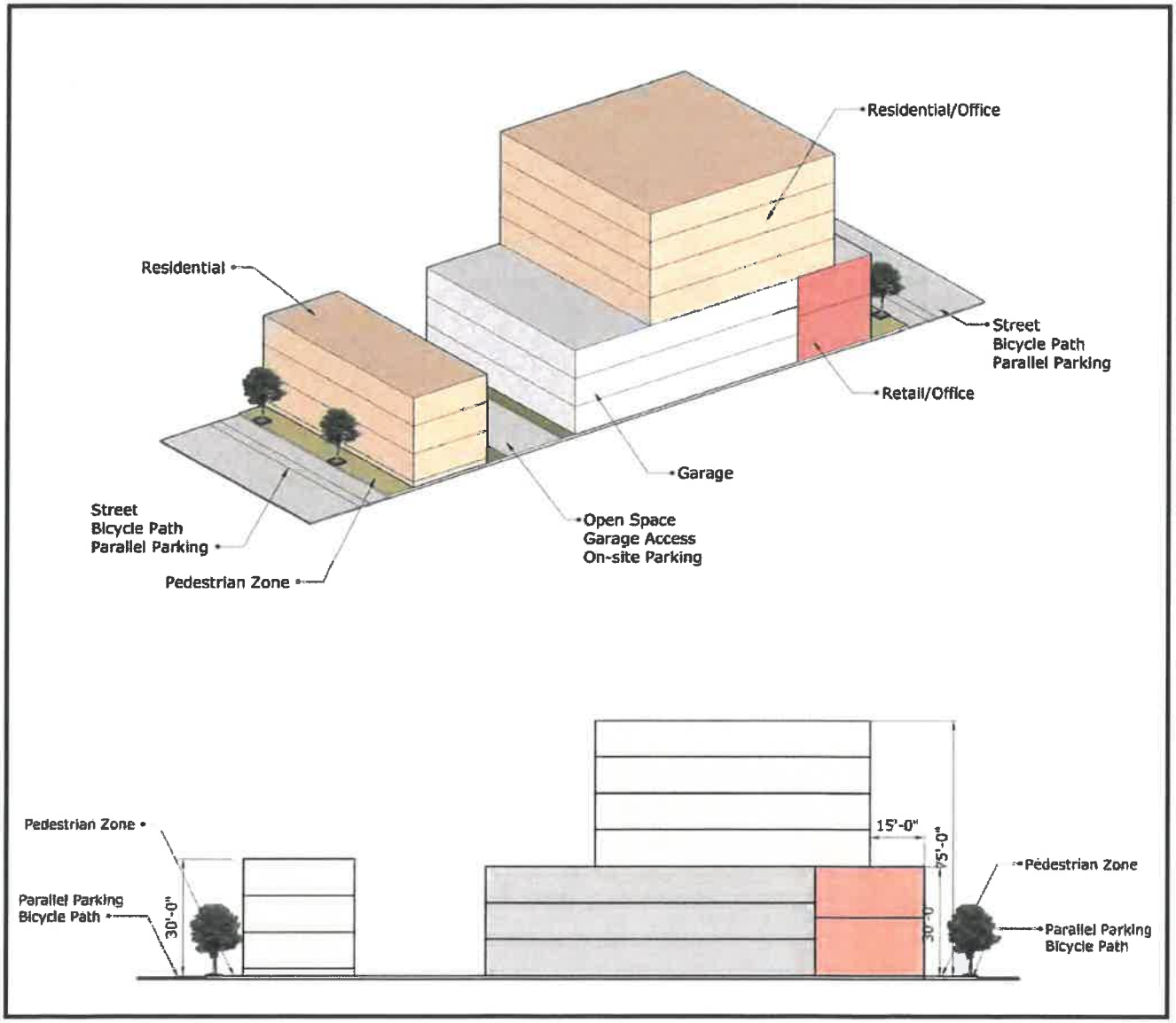


Figure 45: SE 4th St. Design Diagram



Figure 46: Example of Mixed Use High Project in the Downtown District



Figure 47: Downtown District Master Plan



Federal Highway District

Introduction
Planning Challenges
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Introduction

The Federal Highway Corridor is approximately 2.5 miles long and runs from the north to the south City boundaries. Corridor redevelopment has been difficult, given the glut of outdated commercial buildings as well as land use and zoning generally out-of-step with the changing economic environment and current vision. In 2001, to address the blight along the Federal Highway corridor, the CRA and City adopted the Federal Highway Corridor Community Redevelopment Plan. The Plan was updated in June of 2006.

The Federal Highway Corridor District benefited from redevelopment activity more than any other district. The land use changes recommended by the 2001 Plan and its update resulted in the development of 2,358 new residential units in the five new projects at the north end of Federal Highway and eight projects along the south end of the District. The CRA recently completed a capital improvement project in the area of the FEC right-of-way, on the west side of Federal Highway between the Stanley Weaver (C-16) Canal and N.E. 15th Avenue. As part of this project, new landscaping, irrigation, lighting and a new entry sign for the City were installed.

This District consists of two sections, North and South. Each section extends north and south from the Downtown District, ending at the City's boundary. On the west, they are mostly bounded by the F.E.C. Railroad right-of-way; on the east, both border on the Intracoastal Waterway. The South and North sections of the District represent the main entries into the City from US Highway 1.

There are two major arterial roadways in the district: Gateway Boulevard, an east-west arterial between I-95 and Federal Highway, and Federal Highway, which runs north/south through the entire CRA district.

The district is home to two City parks: the Harvey Oyer, Jr. Park with 8.79 acres and the Intracoastal Park with 8.97 acres. Both parks provide residents with access to the Intracoastal Waterway.

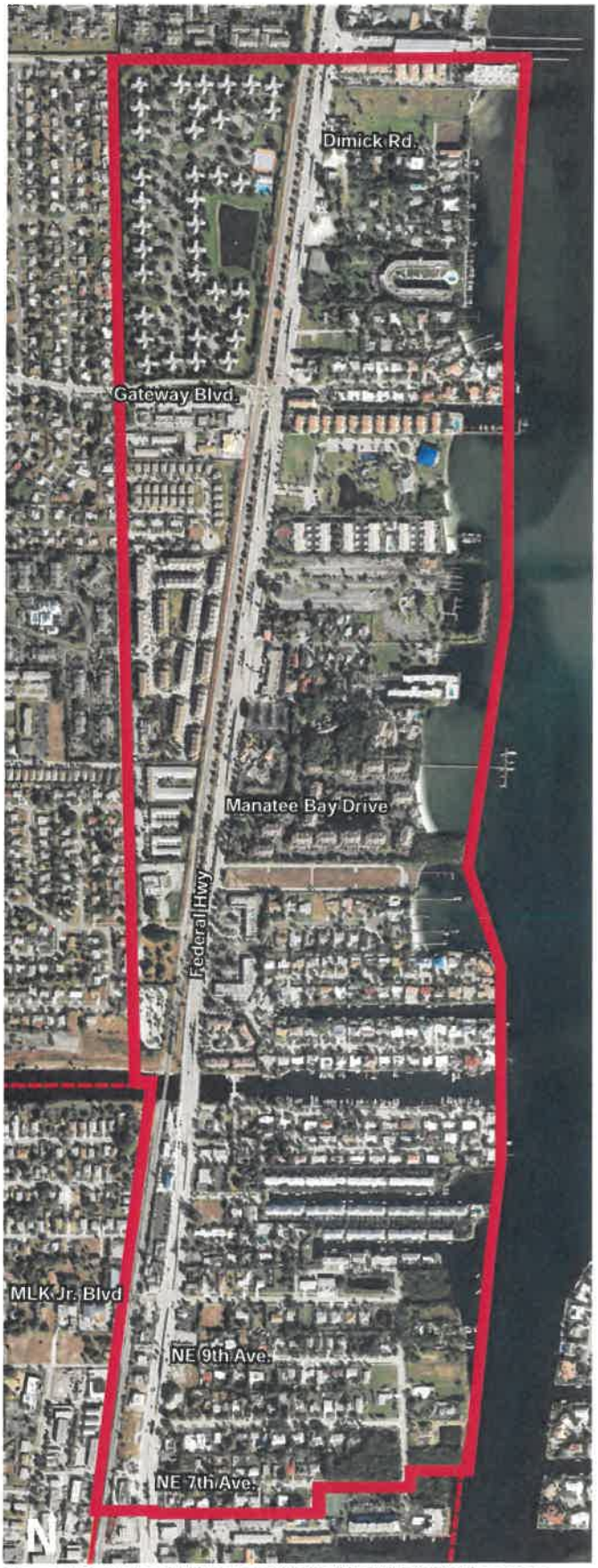


Figure 48: Federal Highway District (North) District Location Map



Figure 49: Federal Highway District (South) District Location Map

Planning Challenges

One of the most challenging aspects of the north section of the District is the geographic layout imposed by the location of the FEC Rail line and the Intracoastal Waterway. The insufficient depth of land on the west side of Federal Highway makes certain areas undevelopable or at least difficult to develop. On the east side of Federal Highway, the depth of commercial lots is also inadequate to build anything that is responsive to the market. Land assemblage is required to create a developable site; moreover, there are only a few vacant parcels.

Among numerous outdated commercial buildings, some are vacant and many under maintained. Additionally, many of the uses are not compatible with the vision of the Plan or with the adjacent residential neighborhoods.

Another predominant feature that is creating visual blight is the abundance of overhead utilities. Old utility poles often remain after new poles are installed, taking up precious sidewalk space. The sidewalks are too narrow to allow two people to walk side-by-side or to accommodate the installation of mature shade trees and decorative streetlights.

There are insufficient bus shelters along Federal Highway, even though Route 1 is one of the most used of all the Palm Tran routes.

Due to the scale of Federal Highway, the buildings and uses have been oriented to the automobile. There is little in the design of the road, sidewalks or buildings that would encourage biking or walking as an alternative to driving. The drive lanes of Federal Highway are 12' wide, encouraging speeding adjacent to the sidewalk.

A major challenge to redevelopment in the area of Federal Highway is the lack of developable parcels.





Figure 50: Example of District Planning Challenges

Planning Considerations

There are several additional factors to consider for redevelopment recommendations along the corridor.

The first one is a close proximity to the waterfront, including direct access to the barrier island and oceanfront recreation areas as well as direct access to the Intracoastal Waterway through three public parks located at each end of the corridor. However, it also makes the District vulnerable to flooding from high-tide events, storm surge, stormwater runoff and, eventually, the related impacts of sea level rise. Areas along the east side of the corridor are especially susceptible to flood damage, with large sections both north and south under FEMA-designated Special Flood Hazard Area (SFHA) and storm surge zones extending west past Federal Highway. Portions of these areas are also within evacuation zones for category 3 and 4 hurricanes.

Both the north and south parts of the District overlap with the Comprehensive Plan's Coastal Management area, and therefore are subject of all its policies. The main focus of these policies is flood prevention and mitigation, including policies regarding certain uses, development intensity increases and public infrastructure improvements in areas most prone to flooding. All have to be taken into consideration in redevelopment decisions, striking a balance between people's desire to live on the water and the need to reduce threat to life and property from natural hazards. At the same time, the policies strongly encourage that public waterfront access be a part of all waterfront development.

The return of passenger service to the F.E.C. Railroad as part of the Coastal Link project will also serve as an attraction to downtown living and working as the City redevelops. A portion of both segments of the corridor is within the Downtown Transit Oriented Development District. The entire corridor, future train station and the existing Tri-Rail Station is accessible via a short bus ride on one of the County's most ridden Route #1.

Vision

The Federal Highway Corridor shall serve as a major point of entry into the City and the downtown from both the north and south direction. There shall be a mix of uses that front the road, improve and activate the area. The streetscape will encourage biking and walking by providing shade, attractive lighting and a sense of safety. The single-family neighborhoods will experience an increase in value and become more attractive to buyers.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Federal Highway corridor. The space for these enhancements may be obtained through either right-of-way dedications or public easements and should include:

- Create a Complete Street design for Federal Highway including the addition of:
  - On-street parking
  - Bike lanes
  - Enhance median with mature tree canopy (at time of planting) and landscape lighting
  - Marking of major intersections with materials such as pavers, paint, etc.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Decorative light poles at both the vehicular and pedestrian scales
  - Require installation of canopy trees that provide immediate shading at time of construction
- Underground overhead utilities
- Provide additional pedestrian crossings where needed
- Create a greenway along SE 4th Street per the Connectivity Plan

Recommendations: Land Use

To encourage land assemblage for redevelopment of the corridor, the Plan recommends the application of the newly created future land use classification (Mixed-Use Low with a density of 20 units per acre) and zoning district (Mixed-Use 1 zoning with a 45' height limitation).This new land use designation will allow flexibility to develop retail and residential or retail and office uses, allowing the market to determine the best mix. The Mixed-Use Low would apply to the Federal Highway frontage and to Gateway Boulevard at the Federal Highway Intersection. Currently there is commercial land use at this location; however, it is in need of upgrading. Compatibility ordinances will be utilized to minimize impacts of commercial uses on adjacent residential neighborhoods.

To allow for growth within the CRA and the City, it is recommended that the new mixed-use zoning category—Mixed-Use 4 with a density of 60 units per acre and 100' height limitation—be applied at the four corners of Woolbright and Federal Highway.

Below is a table of the proposed land use and zoning designations that will apply along the Federal Highway corridor:

Table 6: Recommended Future Land Use (FLU) Classifications within the Fedeal District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use High	80	MU-4, MU Core	60-80	100'-150'
Mixed-Use Medium	50	MU-2, MU-3	40-50	65'-75'
Mixed-Use Low	20	MU-1	20	45'
Special High Density Residential	20	IPUD	20	45'
High Density Residential	15	R4, Infill-Planned Unit Development	15	45'
Medium Density Residential	11	R3, Infill Planned Unit Development	10-11	45'
Low Density Residential	7.5	R1-AAA, R1-AAB, R1-AA, R-1A, R-1, PUD	5-7.5	30'
Recreation	n/a	Recreation	n/a	45'

*Properties located within the TOD may recieve a 25% density bonus

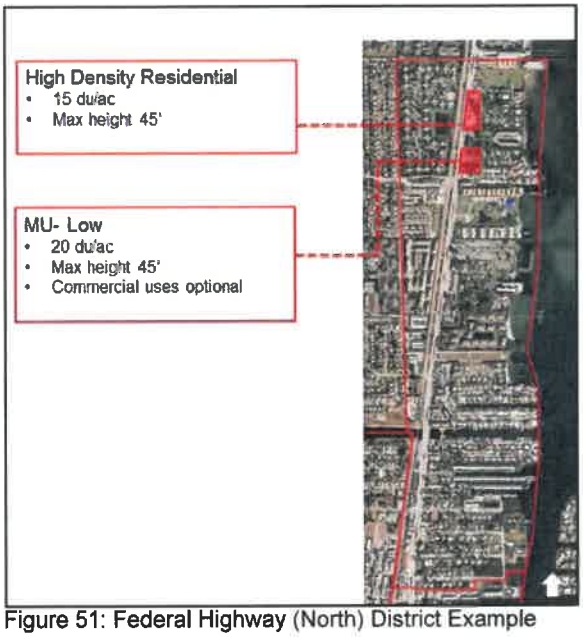


Figure 51: Federal Highway (North) District Example Projects

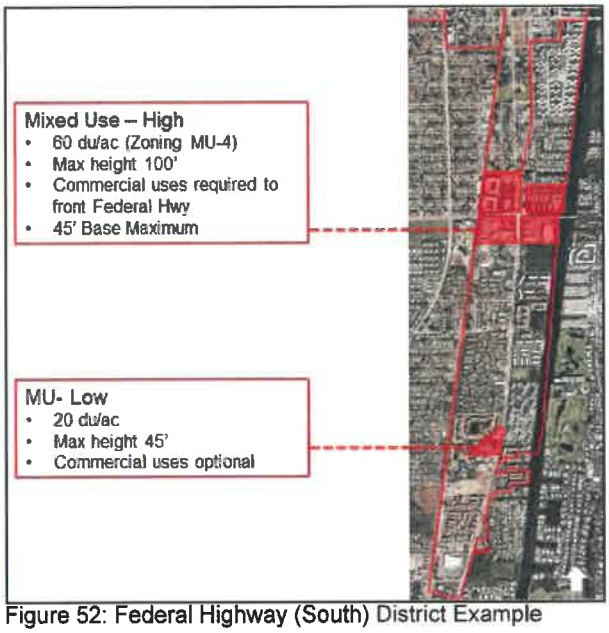


Figure 52: Federal Highway (South) District Example Projects

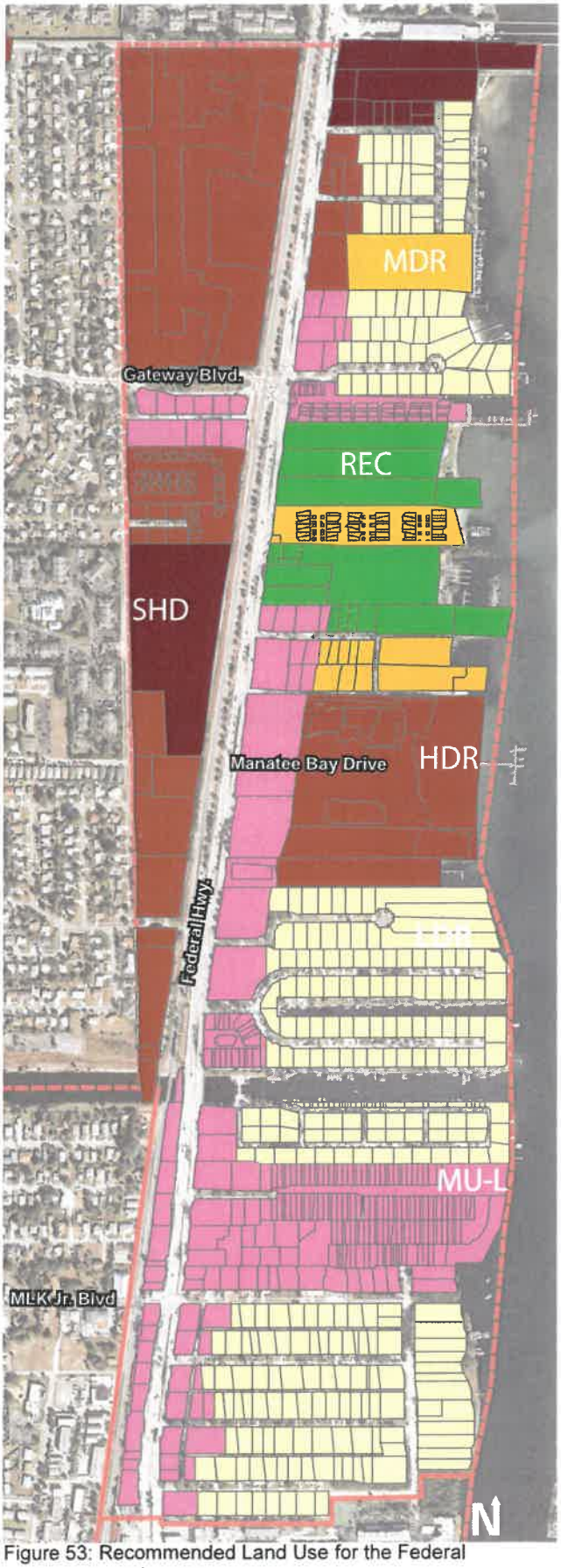


Figure 53: Recommended Land Use for the Federal Highway (North) District

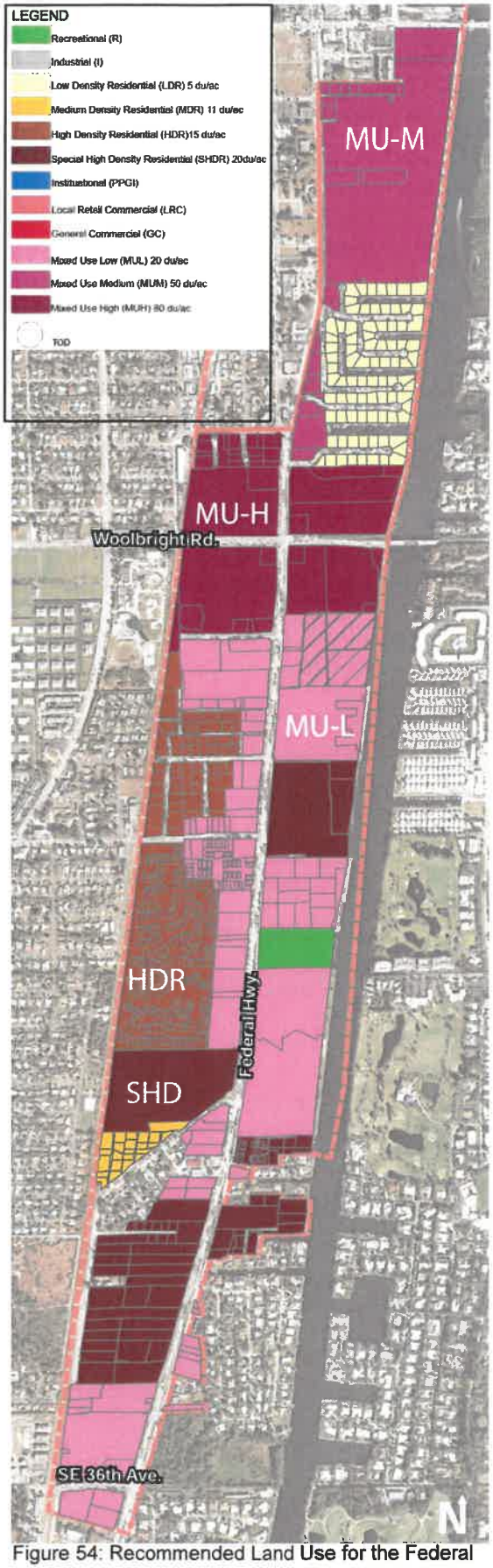


Figure 54: Recommended Land Use for the Federal Highway (South) District

Urban Design

The following urban design guidelines are recommended for the Federal Highway north district:

- The buildings shall be set back to accommodate on-street parking and the Pedestrian Zone.
- All overhead utilities shall be installed underground.
- For buildings incorporating commercial uses, these uses must front Federal Highway and shall maximize glazing facades visible from rights-of-ways.
- Approximately 75% of the lot frontage must be occupied by structure and be adjacent to the pedestrian zone.
- Buildings fronting Federal Highway shall have a minimum height of 30'
- Buildings fronting Federal Highway shall be a maximum of 45' in height, any additional height permitted by the zoning districts must be stepped back proportionately to the overall height, a minimum of 10' deep.
- Parking shall be located to the rear or side of the property. MU-L Land Uses are permitted to have one (single loaded) row of parking in front of the structure.
- Curb cuts shall be permitted on Federal Highway only when access is not possible from the rear or side.
- Adjacent single-family areas shall be protected through the use of landscape buffers and/or walls as appropriate.
- Building roofs shall have vertical breaks to prevent long unbroken spans.
- Building facades shall be articulated with plane changes at least one foot deep with changes in color texture and material.
- All buildings along Federal Highway must have pedestrian access from the right-of-way/ sidewalks.
- The main pedestrian entry, or front door, must be fronting Federal Highway.



Figure 55: Example High Density Residential Project



Figure 56: Example Mixed Use Low Project


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GROCER

Heart of Boynton District

Introduction
Planning Challenges
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Introduction

The Heart of Boynton District is a 380-acre neighborhood developed predominantly with single-family homes. The neighborhood has several parks, two public schools and numerous churches. Unfortunately, it has been the victim of disinvestment over the last 50 years. The two Census blocks of Tract 61 which encompasses this District have the median household income of $20,848, the lowest in the City.

To counter the decline of the neighborhood, in 2001 the CRA and City adopted the Heart of Boynton Community Redevelopment Plan. The Plan was updated in 2014 to reflect the achievements of the original plan and add new projects to reflect the current market conditions.

A number of recommendations of the original CRA Plan have been implemented, including:

- The demolition of the Cherry Hill public housing project
- The redevelopment of the Boynton Terrace site – Ocean Breeze West – into 21 single-family homes
- Redevelopment of Wilson Park and into Carolyn Sims Community Center
- Expansion of the Palmetto Greens Park
- Redevelopment of Sara Sims Park – Master Plan created, property acquired
- Streetscape Improvements on Seacrest Boulevard
- Redevelopment of Martin Luther King, Jr. Boulevard – Property acquired and Family Dollar developed
- Development of new housing – 60 new single family homes developed In partnership with nonprofits, the City and CRA.

The Heart of Boynton District is bounded by the C. Stanley Weaver (C-Canal) canal to the north, I-95 to the west, N.E. 3rd Avenue to the south and the FEC rail line to the east. The area is within walking distance of the Cultural and Downtown Districts.

A major arterial road—Seacrest Boulevard—runs through the neighborhood north/south. Martin Luther King, Jr. Boulevard, once lined with locally-owned businesses, runs east/west.

There are two public elementary schools in the neighborhood, Poinciana and Galaxy. Both schools are STEM schools (Science, Technology, Engineering and Math).

There are a number of parks and special use areas within the neighborhood, such as, Carolyn Sims Community Center, Galaxy Park and Scrub and Sara Sims Park.

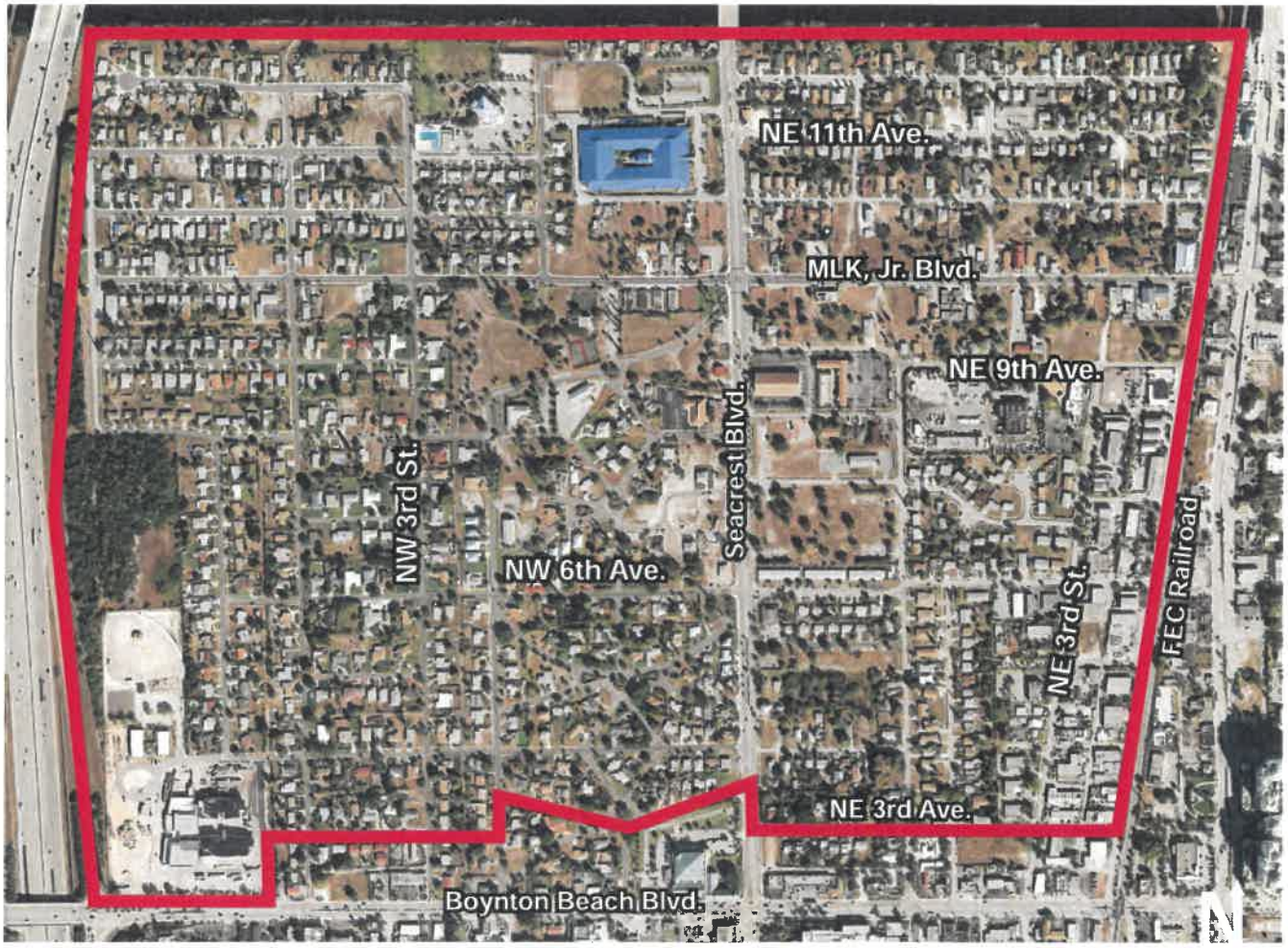


Figure 57: Heart of Boynton District Location Map

Planning Challenges

The Heart of Boynton area suffers from an aging and poorly maintained housing stock. The CRA and City, in partnership with local non-profits, continue to develop single-family homes, but there is a need for quality affordable multi-family rental housing. The problem is that—given low median household incomes—it cost more to build even modest apartments than many of the families can afford. This gap will has to be filled through some form of a subsidy.

Another major deterrent to private investment is the visible blight and crime. There are still a number of small convenience stores that allow loitering and illegal activities for all to see, discouraging people to buy homes or invest in businesses within the area.

The District is comprised of small parcels platted in the 1920's – 1930's, during Florida's land boom. The parcels are owned by many different people making assembly of a developable site very difficult and expensive. Moreover, many owners have an unrealistic sense of the value of their property.

Over the years, the neighborhood has lost most of their retailers and service providers. There is no full service grocery store and only one take-out restaurant. The majority of commercial use is represented by convenience stores. A new Family Dollar store at the corner of Martin Luther King, Jr. Boulevard and Seacrest Boulevard has been a welcome addition, but there is a need for more retail services.

The neighborhood is bifurcated by a four-lane Seacrest Boulevard, which has only one signalized pedestrian crossing even though there are two elementary schools in the neighborhood. The width of the road and drive aisles encourage speeding through the neighborhood; clearly, the road is not presently designed at a neighborhood scale.

Both Seacrest Boulevard and Martin Luther King, Jr. Boulevard have older, ill-maintained power poles with overhead utilities, causing a "visual blight."



Figure 58: Example of District Planning Challenges

Planning Considerations

Several factors were considered in determining the land use designations for the Heart of Boynton District. A future commuter rail station for the planned Tri-Rail Coastal Link service, which will serve the South Florida metropolitan region, is planned for downtown at N.E. 4th between Ocean Avenue and Boynton Beach Boulevard. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the station's location, including a portion of the Heart of Boynton. The DTOD district regulations support increased intensity of development through a 25% density bonus.

A second consideration is the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency requirements thus allowing denser development.

The Plan recommends increasing density within the area where the TCEA and TOD designations overlap. However, because this District is a low-scale neighborhood, no increase in height over 45' is recommended.

Historic District. There are a significant number of historic cottages located along both sides of NE 3rd Avenue and the south side of NE 4th Avenue between N. Seacrest Boulevard and NE 1st Street. In order to protect these cottages while allowing commercial redevelopment of the south side of NE 3rd Avenue, the Plan recommends that:

- The historic cottages from the south side of NE 3rd Avenue be relocated to the vacant lots on the north side of NE 3rd Avenue.
- On completion of the relocations, a historic district, tentatively called Shepard Funk Addition Historic Cottage District, be created within the block enclosed by N. Seacrest Boulevard, NE 1st Street, NE 3rd Avenue, and NE 4th Avenue.





Figure 59: Historically significant cottages in the HOB

Vision

The Heart of Boynton area will become a model neighborhood, with its unique character and history preserved. The vision includes enriching the original vernacular architecture of the neighborhood, investing in housing and commercial uses, and connecting both through the pedestrian and vehicular networks.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Seacrest Blvd and Martin Luther King Jr. Blvd. The space for these enhancements may be obtained through either right-of-way dedications or public easements. The enhancements should include:

- Implement a Complete Streets program for Seacrest Boulevard and ML K Jr. Boulevard to accommodate bike lanes and bike racks, widening of sidewalks, decorative street lights, street furniture, and on-street parking.
- Marking of major intersections with materials such as pavers, paint, etc.
- Enhanced median landscaping
- Bus shelters (will be required as part of new construction)
- Additional signalized pedestrian crossings (including mid-block) along Seacrest BoulevardAddition of canopy street trees
- Creation of a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Minimum 8' wide clear sidewalk
  - Decorative light poles at both the vehicular and pedestrian scales
  - Require installation of canopy trees that provide immediate shading at time of construction
- Undergrounding of overhead utilities
- Creation of a greenway to connect the greenway proposed along NW 1st Avenue, Sara Sims Park, and Wilson Park per the Connectivity Plan
- Creation of an eco-trail to connect the existing scrub and linear parks per the Connectivity Plan



Figure 60: Seacrest Blvd Streetscape Area



Figure 61: MLK JR. Blvd. Streetscape Area

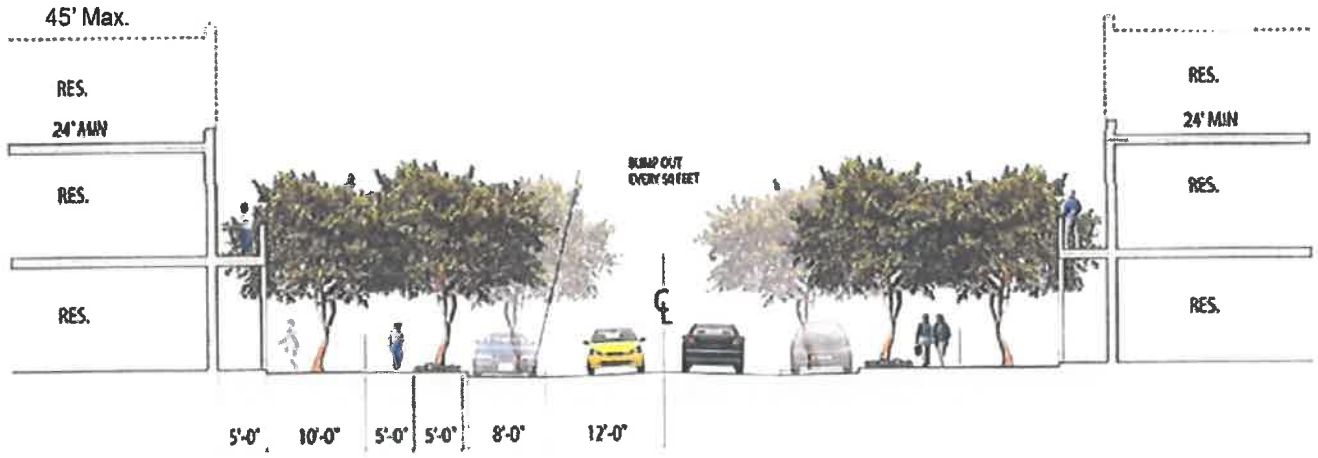


Figure 62: MLK JR. Blvd. Street Section

Recommendations: Land Use

The existing land use designations within the Heart of Boynton District are:

- Low Density Residential – 5 units per acre (all of this land use designation is concentrated on the west side of Seacrest Boulevard.
- Medium Density Residential – 10 units per acre (this land use designation is concentrated on the east side of Seacrest Boulevard)
- High Density Residential – 11 units per acre (currently over the Ocean Breeze West development and along W. Seacrest from N.W. 8th to N.W. 9th)
- Mixed-Use – 40 units per acre (this land use designation is placed on the CRA-owned Ocean Breeze East block and on CRA-owned property along MLK, Jr. Boulevard)
- Local Retail Commercial, General Commercial, Industrial, Recreational, and Public & Private Governmental/Institutional

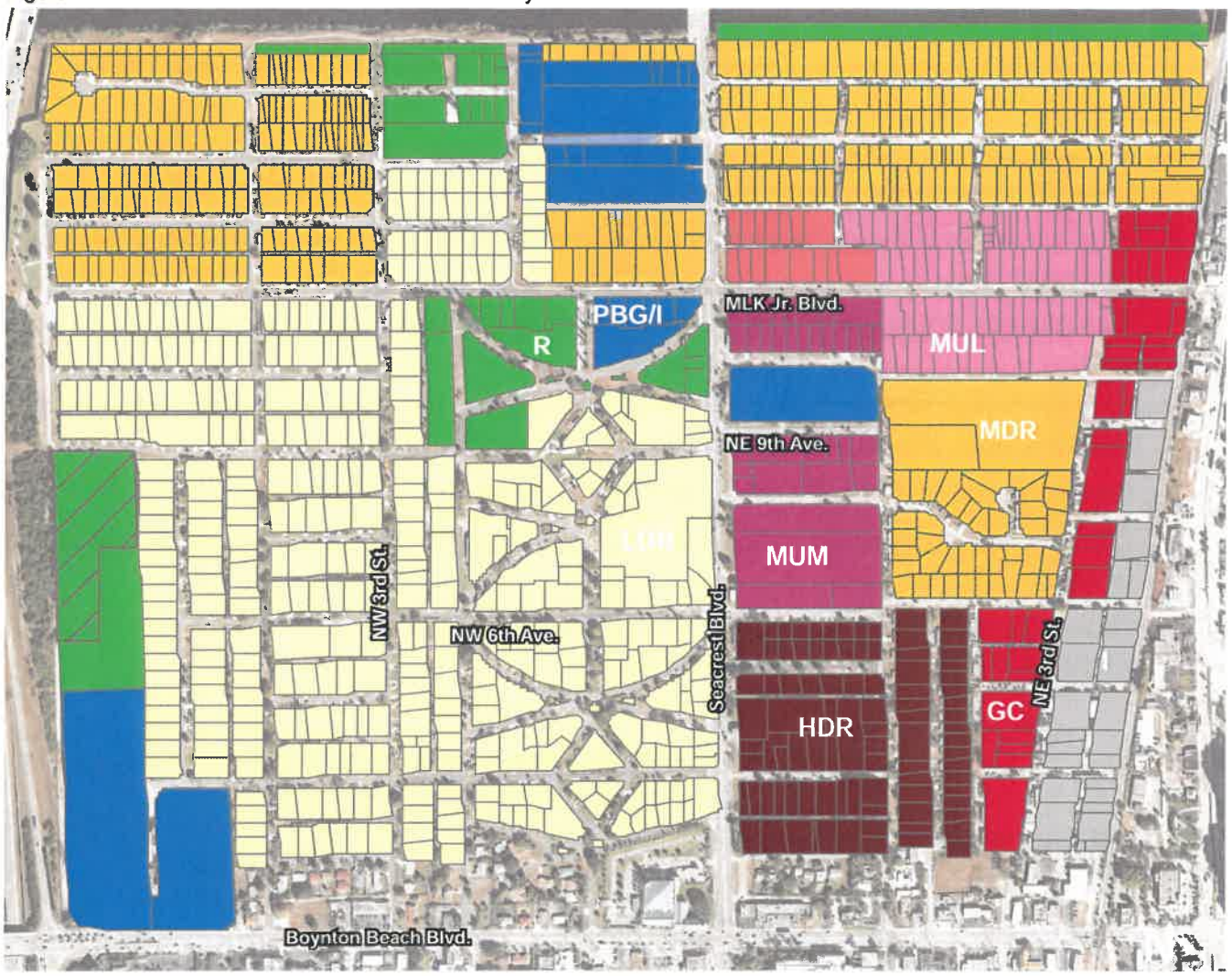
Below is a table of the proposed land use and zoning designations that will apply within the Federal Highway Corridor District:

Table 7: Recommended Future Land Use (FLU) Classifications within the Heart of Boynton District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use Medium*	50	MU-2, MU-3	50	75'
Mixed-Use Low	20	MU-1	20	45'
High Density Residential	15	R4, IPUD	15	45'
Medium Density Residential	11	R3, IPUD	11	45'
Low Density Residential	7.5	R-1-AAA, R-1-AAB, R-1-AA, R-1-A, R-1, PUD	7.5	45'
Local Retail Commercial	n/a	C-2, C-3, PCD	n/a	45'
General Commercial	n/a	C-4	n/a	45'
Industrial	n/a	M-1	n/a	45'
PPGI	n/a	Public Usage	n/a	45'
Recreation	n/a	Recreation	n/a	45'

*Properties located within the TOD may recieve a 25% density bonus

Figure 63: Recommended Land Use for the Heart of Boynton District



Recommendations: Urban Design

- There are three architectural styles of historic structures in the Heart of Boynton: Mission, Frame Vernacular, and Mediterranean Revival. When building in this District, new development shall attempt to utilize one of these architectural styles.
- A Historic Cottage District should be considered adjacent to the proposed Cottage District; where feasible, historically contributing cottages in the area shall be relocated in the Historic Cottage District.
- Commercial buildings fronting MLK Jr., Boulevard and/or Seacrest Boulevard shall maximize the amount of glazing.
- Residential buildings fronting MLK Jr., Boulevard and/or Seacrest Boulevard shall be designed to have pedestrian access from the main road and have front door facing the main road.
- All buildings along MLK Jr., Boulevard and/or Seacrest Boulevard shall be set back to allow for a pedestrian zone.
- Approximately 75% of the lot frontage must be occupied by structure and be adjacent to the pedestrian zone.
- Buildings fronting MLK Jr., Boulevard shall be a maximum of two story and stepped back to continue to the maximum allowed height in the designated Zoning District.
- Parking shall be located to the rear or side of the buildings
- Curb cuts shall be permitted on Boynton Beach Blvd only when access is not possible from the rear or side.
- When adjacent to commercial uses, single-family areas shall be protected through the use of landscape buffers and/or walls as appropriate.

Figure 64: Heart of Boynton Projects



Sara Sims Park Expansion

Working with residents of the community, the CRA and its consultant created a master plan for the expansion and improvement of Sara Sims Park. The CRA has also purchased seven properties and deeded them to the City in preparation for the eventual expansion of the park. Staff will review the feasibility of converting a portion of Sara Sims Park Master Plan, along the western boundary, from Recreational Land Use to Single Family. This process shall include a public meeting, the Parks and Recreation Board review and recommendation, and CIty Commision approval.



Figure 65: Sara Sims Expansion

Ocean Breeze East

The CRA owns 4.5 acres of vacant land east of Seacrest Boulevard between N.E. 6th and 7th Avenues. The CRA is seeking a private development partner to build a multi-family project on the site.


Figure 66: Ocean Breeze East

Cottage District

The CRA owns approximately 5 acres on the block between N.E. 4th and 5th Avenue. The CRA's goal for this site is to attract a private development partner to build single-family for-sale homes in the style of the surrounding historic cottages.


Figure 67: Cottage District

MLK Commercial

Leveraging CRA-owned land and economic development grants, the CRA was able to bring a Family Dollar store to the Martin Luther King, Jr. Boulevard corridor in 2015. The CRA owns additional land on the corridor and continues to work with developers to attract new and needed neighborhood retail.

MLK Multi Family

Utilizing CRA-owned land, the CRA is seeking to attract a private development partner to build a multi-family development along the Martin Luther King, Jr. Boulevard corridor. The development may include commercial uses.



Figure 68: Example of a Commercial Project on MLK Jr. Blvd.



Figure 69: Example of Multi Family Project on MLK Jr. Blvd.


Industrial Craft
Art District
Mural Wall
Brewery
Boynton Beach
Industrial Craft
DISTRICT
Art District
Boynton Beach

Industrial Craft District

Introduction
Planning Challenges
Planning Considerations
The Vision
Recommendations

Introduction

Prior to this Plan, the Industrial Craft District has never been included as part of a Community Redevelopment Plan. The 49 acre area is entirely comprised of industrial uses; however, there is a burgeoning arts scene utilizing some of the existing warehouses for art studios. It is the goal of the CRA and City to make necessary investments to the Industrial District to ensure its economic sustainability.

The Industrial Craft District is located in the westernmost area of the CRA district, bordered to the east by I-95, to the south by Boynton Beach Boulevard, to the west by West Industrial Avenue, and to the north by the C. Stanley Weaver canal.

The area directly to the west of the District is a single-family neighborhood, with minimal buffering against the industrial uses of the District.



Figure 70: Industrial Craft District Location Map

Planning Challenges

While there are some newer buildings interspersed throughout the District, it is an area of older warehouses build in the 1960' – 1970's. Many of the buildings have not been upgraded and are not well maintained.

The area has easy access from both I-95 and Boynton Beach Boulevard, yet there is little visibility from either roadway; there is no signage identifying the District.

Some of the business use the public right-of way along the roads to store broken equipment, causing the area to appear uncared for. As the businesses lack parking, the right-of-ways are also used for staff and customer parking, and vehicles storage. Also, most of the area has no sidewalks, forcing pedestrians to walk in the street. Moreover, there is insufficient street lighting, making the area feel unsafe in the evening.

The emerging art district, while being an opportunity, is also a challenge. Current Zoning Regulations allow for artists' studios in industrial areas, but do not permit art galleries, which would enable the District to evolve into a unique industrial crafts hub. Additionally, as described above, the area lacks infrastructure necessary to safely accommodate the public events. Lastly, although the art production (i.e. involving industrial materials and processes) may qualify as industrial use by current Zoning Regulations, the art district represents competition for space that the City may intend to reserve for the more traditional industrial businesses that would support the tax base, employment and other economic objectives of the City's Economic Development Program. The City's plan for preserving and expanding lands available for such uses may warrant the establishment of a boundary intended to limit the expansion of the arts district.

Planning Considerations

Principal considerations in evaluating the redevelopment potential and vision for this District include its location, the relatively new art district, and the types of businesses that would represent a successful symbiotic relationship between the industrial and art worlds.

The location of this District is an important consideration given its partial visibility from I-95 and ideal access from all directions. (High traffic counts on Boynton Beach Boulevard and I-95 interchange have warranted the State DOT to plan for a major expansion.) There is the opportunity for very visible wayfinding signage and branding.

As indicated above, an arts district has emerged in this industrial area; this happened in many other cities where local artists sought affordable rent in older warehouse neighborhoods. Negative aspects notwithstanding, an arts district can contribute toward the City's image and local cultural tourism, as well as motivate investment in public infrastructure that the area needs.



Figure 71: Examples of District Planning Challenges

Vision

The goal of this Plan is to ensure the development of the Industrial Craft District as a viable, modern industrial crafts district that will accommodate a range of uses and businesses while providing economic benefits for the City.

Recommendations: Land Use

The existing Future Land Use Classification within the District is Industrial; no changes to the Land Use are recommended. The existing permitted uses shall be expanded to include new uses that would complement and promote the unique character of the district. Introducing flexibility into the City code relative to permitted uses will help to attract young entrepreneurs.



Figure 72: Industrial Craft District Future Land Use

Recommendations: Streetscape

Streetscape enhancements:

- Create branding elements including entry and wayfinding signage
- Review LDRs for revisions to the sign code to allow for signage to be visible from I-95
- Installation of public art at Boynton Beach Boulevard
- Landscaping enhancements
- Installation and repair of sidewalks
- Addition of on-street parking
- Installation and enhancement of vehicular and pedestrian lighting
- Construction of buffer wall between the single-family neighborhood and industrial area

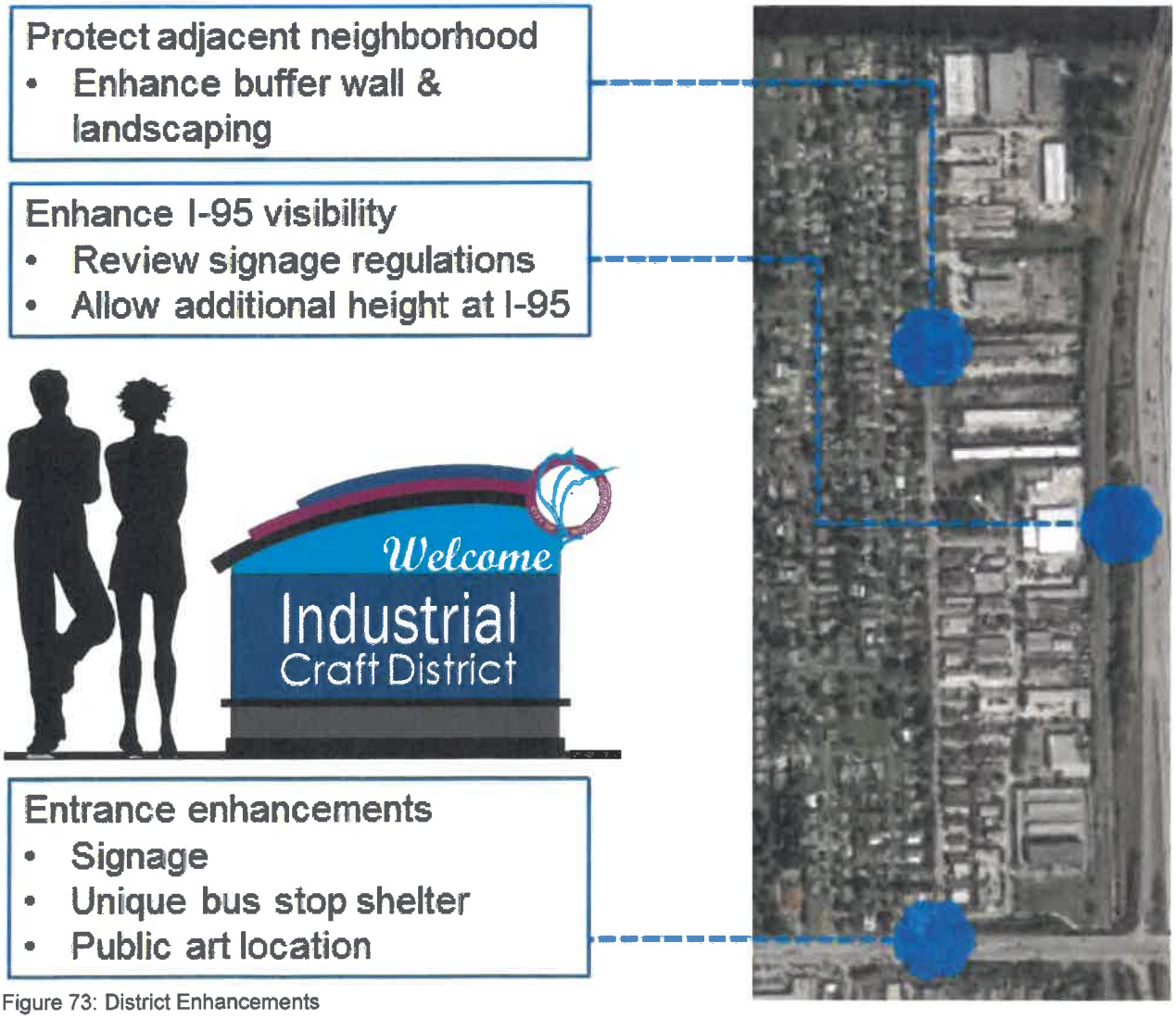


Figure 73: District Enhancements

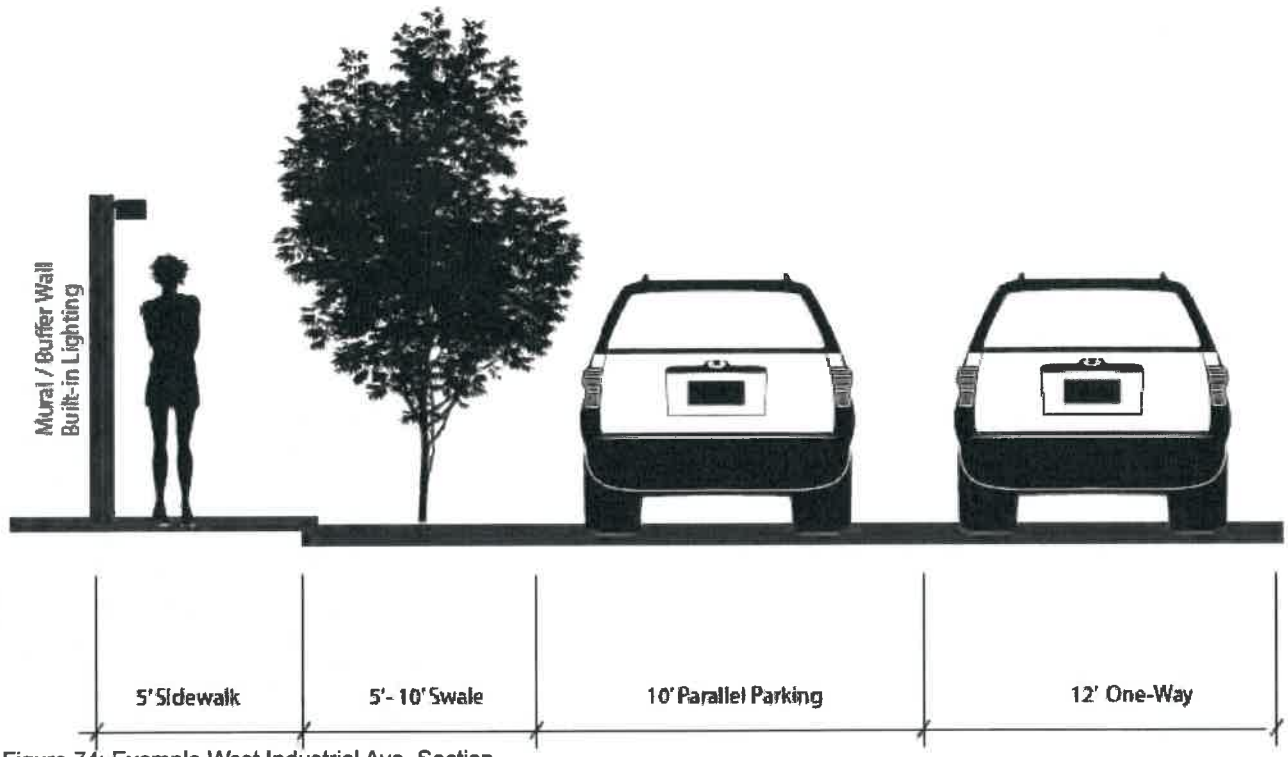


Figure 74: Example West Industrial Ave. Section

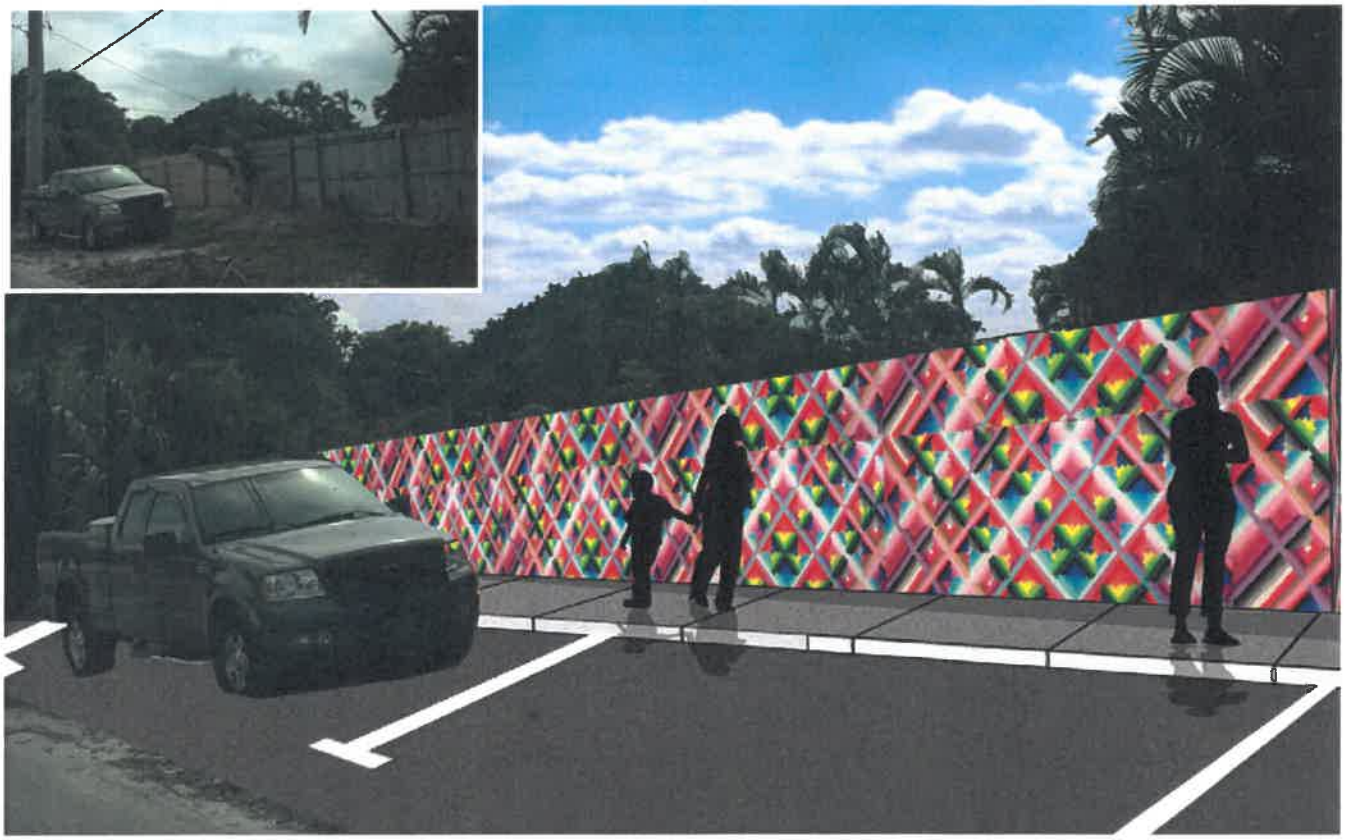
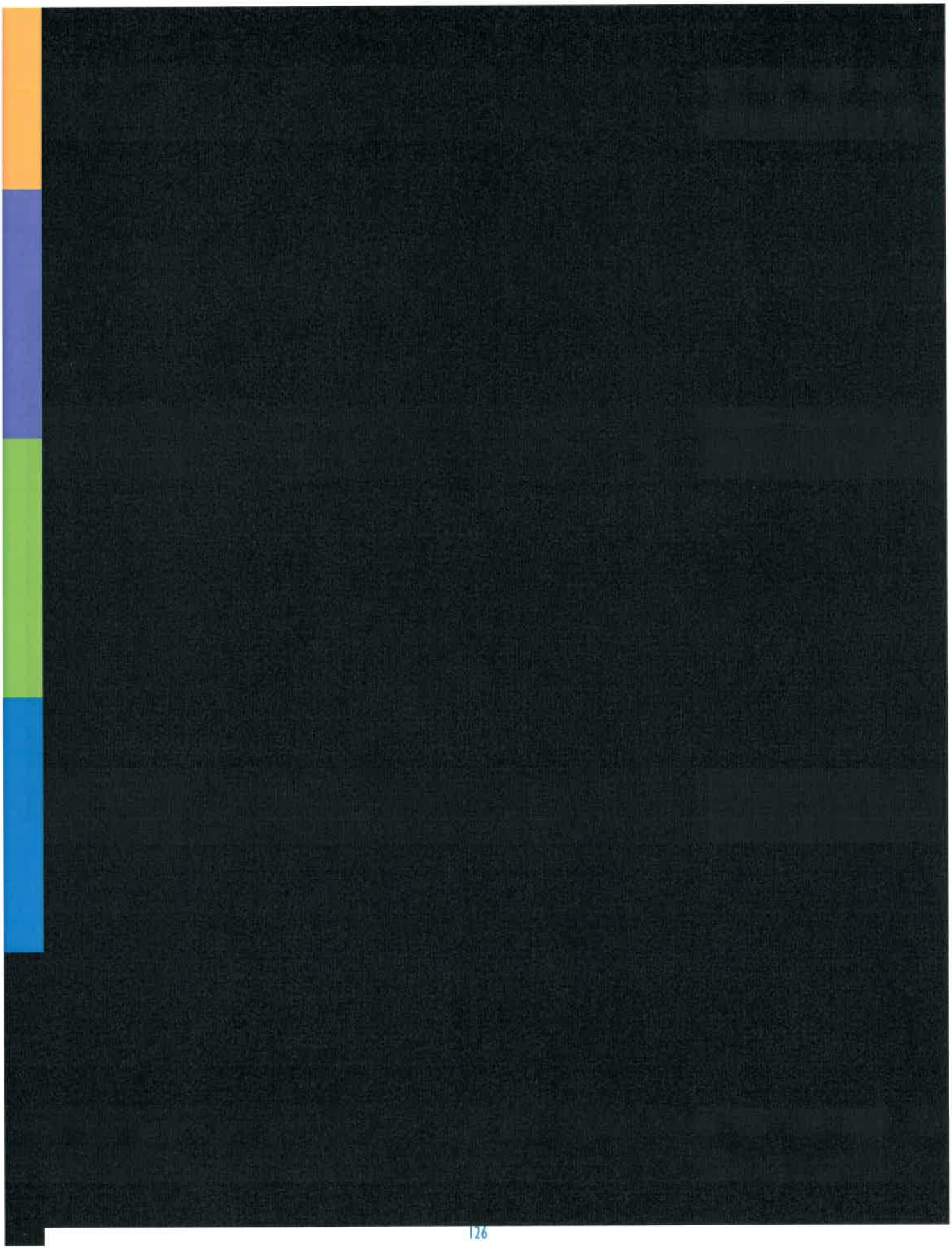


Figure 75: Example of buffer wall and pedestrian improvements on West Industrial Ave.



E. Implementation Guide

Introduction
Planning & Policy
Development & Capital Projects
Initiatives & Programs

Introduction

The Implementation Guide, covering actions critical to the implementation of this plan, includes three sections: Planning & Policy, Development and Capital Projects, and Initiatives & Programs:

- The "Planning and Policy" section covers the amendments to the City's Comprehensive Plan and Land Development Regulations, which constitute the regulatory framework for the implementation of the Plan. In addition, this section includes (i) actions aimed at enhancing readiness of selective sites for private investment by changing their land use and zoning to reflect the Plan's recommendations; (ii) Complete Street program; and (iii) the parking study.

- The "Development and Capital Projects" section focuses on the specific on-the-ground actions, including the preparation work for the Town Square Project, property acquisition for parking structures and streetscape improvements, signage and entry features as well as establishment of CRA incentives for bringing in desirable development.

- The "Initiatives and Programs" list other actions to be undertaken by the CRA as a City's economic development organization, such as marketing, business development and special events.

Taken as a whole, the tasks identified within this Guide provide actions and mechanisms intended to directly and indirectly spur new investment and development within CRA.

Planning & Policy

Table 8: Planning and Policy Implementation Steps

ID	Project Name	Project Description	Responsible Party	Proposed Funding Source	Highest Priority
P-1	Comprehensive Plan Update	Amend Comprehensive Plan's Future Land Use Element to implement the Future Land Use classification structure recommended by the CRA Plan	City	City	*
P-2	Land Development Regulations Audit	Review Land Development Regulations and generate recommendations to ensure consistency with the CRA Plan	Staff/CRA*	CRA	*
P-3	Amendments to Land Development Regulations	Implement recommendations produced by the LDR's audit	Staff/CRA*	CRA	
P-4	Priority Land Development Regulations Amendments	Review of Height Exception	Staff	Staff/CRA	*
		Adoption of R-4 Zoning District			
		Adoption of MU-4 Zoning District			
		Adoption / revision of Ocean Ave. Overlay			
		Adoption of the Boynton Beach Blvd Overlay			
		Adoption / revisions of Sustainable Development regulations			
		Review of Residential Compatibility standards			
P-5	Transition Work Plan	Establish district-by-district work plan, prioritize redevelopment sites	Staff/CRA	City	
P-6	City-initiated FLU and Zoning for Key Sites	Execute FLU amendments and rezonings for sites deemed to be a priority for redevelopment	City	City	*
P-7	Complete Streets	Create and adopt a Complete Streets program that will provide roadway and pedestrian area design requirements for major roadways within the CRA	Staff/CRA	CRA	
P-8	CRA District Parking Study	Conduct a study of current and future parking needs within identified areas of the CRA District and make recommendations of how and where to create public or shared parking.	CRA*	CRA	
P-9	Architectural Style Review	Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the applicable Districts. This process will include public input.	Staff/CRA	CRA	

*Consultant may be hired by CRA to complete this task

Development & Capital Projects

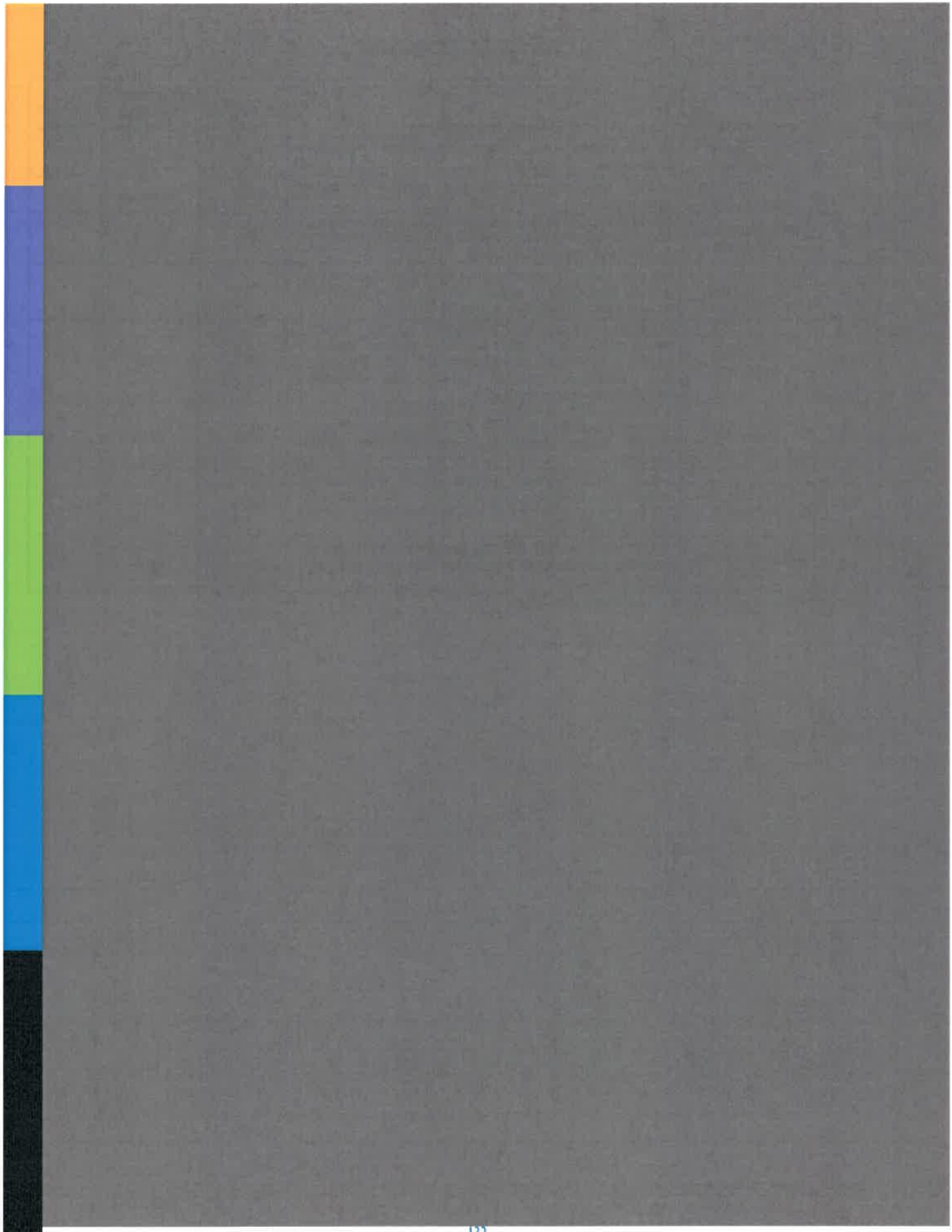
ID	Project Name	Project Description	Responsible Party	Proposed Funding Source	Highest Priority
D-1	Town Square	A public/private partnership to redevelop the City-owned 16.5 acres at the western end of the Cultural District area. The project will include new civic and private uses.	City/CRA/TBD	City/CRA/TBD	*
D-2	Development Incentives	Create and adopt financial incentive programs to attract higher paying jobs, hotels, public parking and full-service grocery stores to the CRA District	CRA	CRA	
D-3	Land Acquisition	Continue to acquire land in strategic locations to implement the goals of the CRA Plan	CRA	CRA	*
D-4	Parks, Greenways and Eco trails	Plan for and implement parks, greenways and eco trails within the CRA to enhance quality of life for residents	CRA	CRA	
D-5	Public Parking Structures	Acquire property, analyze financing options and issue Request for Proposals for development	CRA	CRA	*
D-6	Streetscape Easement and ROW Acquisition	Acquire easements and ROW where needed for streetscape improvements	CRA	CRA	
D-7	Affordable Housing	Create programs and policies to support the development of affordable housing	CRA	CRA	
D-8	CRA Wayfinding Signage Design	Design and construct a uniquely branded wayfinding program for the CRA and each District	CRA	CRA	
D-9	Critical Street Crossings	Target, design, and build critical street crossings throughout the CRA	CRA	CRA	
D-10	Boynton Beach Entry Feature at I-95	Design and build a unique entry feature at I-95	CRA	CRA	*

Table 9: Development and Capitol Projects Implementation Steps

Initiatives & Programs

ID	Project Name	Project Description	Responsible Party	Proposed Funding Source	Highest Priority
I-1	Workforce Housing	Review/amend the City's Workforce Housing Ordinance	City	City	*
I-2	Land Assembly Assistance	Create programs that remove barriers to land assembly	CRA	CRA	
I-3	Clean and Safe Program	Implement projects that include Neighborhood Policing, Code Enforcement and Litter Reduction to improve the appearance of the CRA District.	CRA	CRA	
I-4	Business Development Program	Support CRA Economic Development Programs to provide incentives to expand existing businesses and to recruit new businesses to the CRA District.	CRA	CRA	*
I-5	Marketing Initiatives	Marketing and promotional initiatives utilizing various media outlets to market the CRA District and its assets, to showcase redevelopment efforts, programs and incentives, special events and available redevelopment opportunities.	CRA	CRA	*
I-6	Small Business Marketing Program	Marketing and promotion of existing and new or emerging businesses within the CRA District utilizing various media outlets to encourage long range success.	CRA	CRA	
I-7	Special Events Programs	Create and implement unique special events and community activities that showcase redevelopment efforts and opportunities as well as existing businesses within the CRA District.	CRA	CRA	*
I-8	Boynton Harbor Marina	Continue to provide financial investment to improve, maintain and promote this unique asset to ensure its ongoing success.	CRA	CRA	*

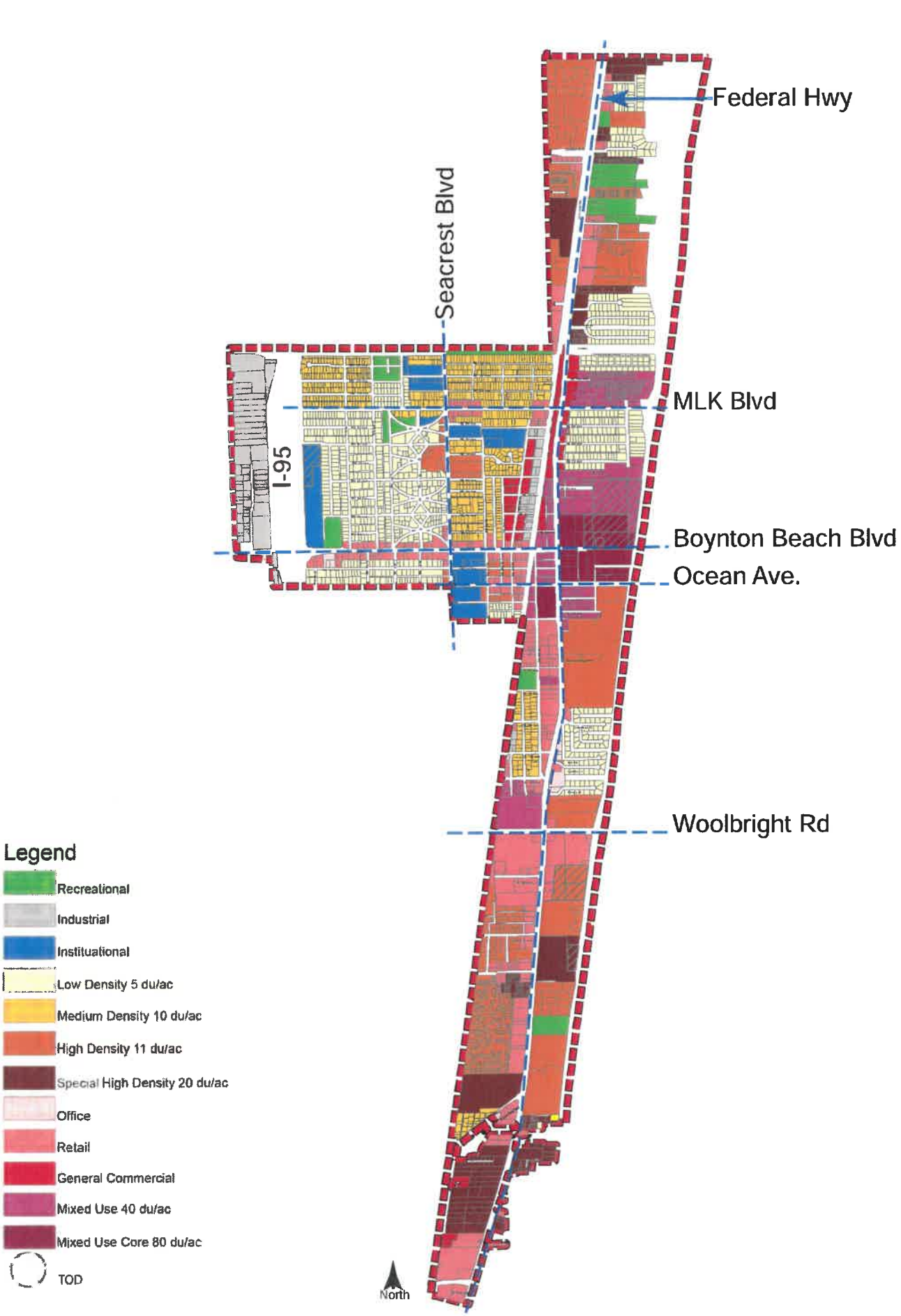
Table 10: Initiatives and Programs Implementation Steps



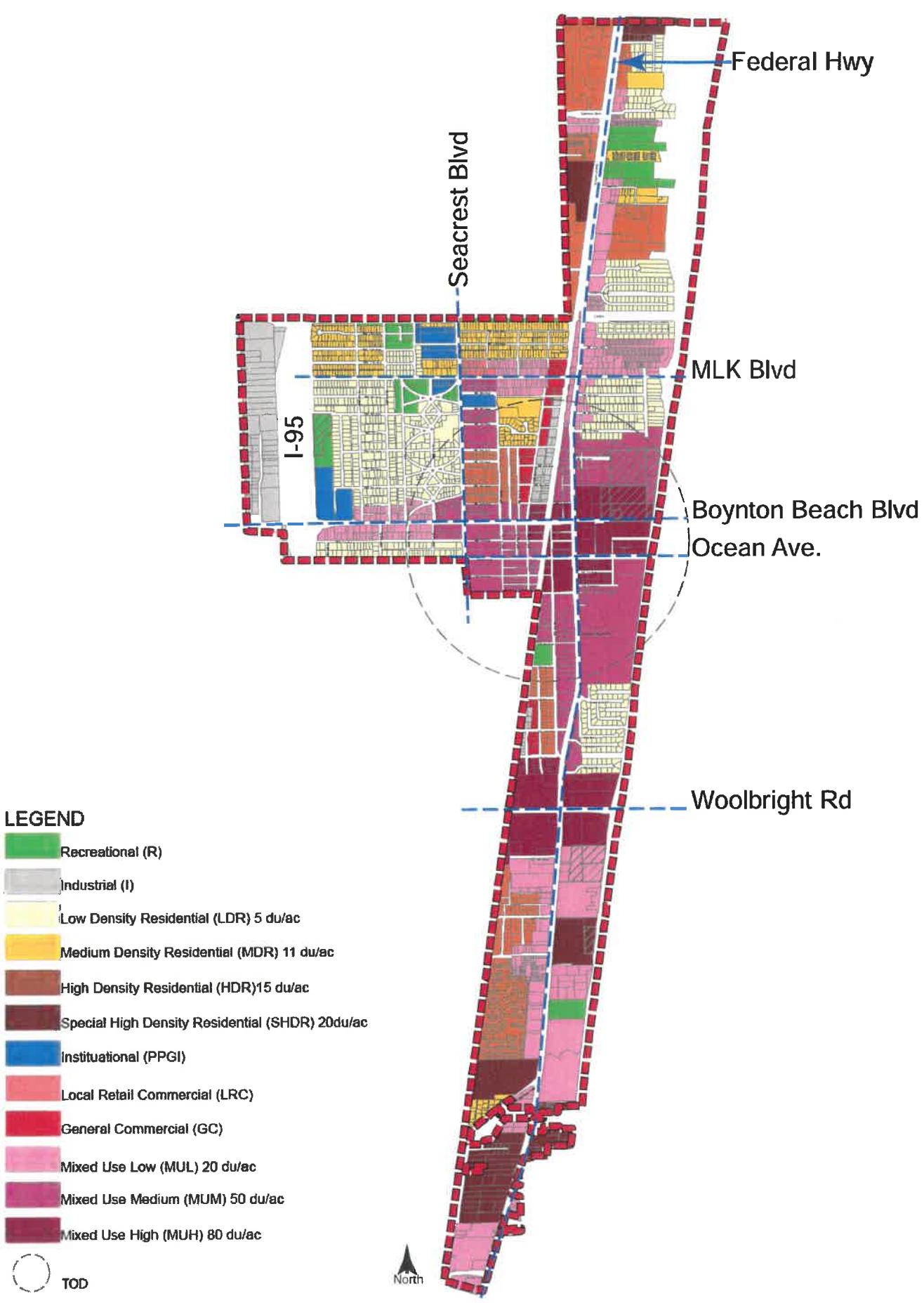
Appendix

Existing Future Land Use Map
Recommended Future Land Use Map
Recommended Connectivity Map
Workshop Polling Results
Exisiting Conditions

Appendix 1:
Existing Future Land Use Map


Federal Hwy
Seacrest Blvd
MLK Blvd
I-95
Boynton Beach Blvd
Ocean Ave.
Woolbright Rd
Legend
Recreational
Industrial
Institutional
Low Density 5 du/ac
Medium Density 10 du/ac
High Density 11 du/ac
Special High Density 20 du/ac
Office
Retail
General Commercial
Mixed Use 40 du/ac
Mixed Use Core 80 du/ac
TOD
North

Appendix 2: Recommended Future Land Use


Federal Hwy
Seacrest Blvd
I-95
MLK Blvd
Boynton Beach Blvd
Ocean Ave.
Woolbright Rd
LEGEND
Recreational (R)
Industrial (I)
Low Density Residential (LDR) 5 du/ac
Medium Density Residential (MDR) 11 du/ac
High Density Residential (HDR)15 du/ac
Special High Density Residential (SHDR) 20du/ac
Institutional (PPGI)
Local Retail Commercial (LRC)
General Commercial (GC)
Mixed Use Low (MUL) 20 du/ac
Mixed Use Medium (MUM) 50 du/ac
Mixed Use High (MUH) 80 du/ac
TOD
North

Appendix 3: Recommended Connectivity Plan



- Complete Streets
- Streets
- Eco Trails
- Bike Lanes (existing)
- Bike Lanes
- Greenways
- Parks
- Point of Interest

Appendix 4: Workshop Polling Results

General Questions Pretaining to CRA

1. Do you think the CRA should fund connectivity improvements?

The participants were presented with a list of proposed connectivity improvements, including: (i) complete street design for selected facilities; (ii) greenways connecting parks and acting as buffers between land use categories; (iii) ecotrails connecting conservation and pedestrian areas; and (iv) bike lanes.

Workshop # 3: The majority(90%) said "yes"
Workshop # 4: The majority (85%) said "yes"

2. Which do you feel needs the most improvements: pedestrian (sidewalks); bike/ park facilities; vehicular (streets); none; all of the above?

Workshop # 3: The majority(56%) felt that "all of the above" need improvements; 26% felt that pedestrian infrastructure need them most and 10% thought street do.

Workshop # 4: The majority (56%) felt that "all of the above" need improvements; 26% felt that pedestrian infrastructure need them most and 10% thought street do.

3. Do you agree with the new land use structure?

Participants were shown a table with the proposed changes to the current future land use classification structure

Workshop # 3: Some 49% of the participants agreed; the remaining responses were equally divided between those who did not and those unsure.
Workshop # 4: The majority (83%) agreed.

4. Do you think that the new zoning districts are beneficial?

Participants were shown a table with the modified future land use classifications and the corresponding changes to zoning districts.

Workshop # 3: Some 49% of the participants thought they were, while 41% thought that they were not.
Workshop # 4: The majority (74%) thought they were beneficial.

Boynton Beach Boulevard District

5. Do you think Boynton Beach Boulevard should be a Complete Street?

The participants were shown a rendering of the eastern section of Boynton Boulevard (between Seacrest Boulevard and US-1), improved with a landscaped median, bike lanes and a wide landscaped sidewalk with benches.

Workshop # 3: The majority (90%) said "yes."
Workshop # 4: All of the respondents said "yes."

6. Is this type of transition between commercial and residential uses appropriate for this portion of Boynton Beach Boulevard?

The participants were asked to respond to a rendering showing a wall and a landscape buffer separating the proposed commercial redevelopment fronting on Boynton Beach Boulevard from the single family neighborhood to the north.

Workshop # 2: The majority (78%) said "yes."

7. Would you like to see improved commercial spaces on Boynton Beach Boulevard, west of Seacrest Boulevard, and is the example shown appropriate design for Boynton Beach Boulevard, west of Seacrest Boulevard, and is this scale and type of redevelopment appropriate for this portion of Boynton Beach Boulevard?

Before responding to questions #7,#8 #9, the participants were shown:

- slides assigning density, height, uses and selected design features for different sections of the area;
- a rendering of the subject section of Boynton Beach Boulevard lined with one-to-two story retail/ commercial buildings, with a setback allowing for a sidewalk, landscape buffer and public space fronting the buildings to accommodate outdoor seating for restaurants.

Workshop # 3: The majority (84%) would like to see improved commercial spaces and 79% thought the design was appropriate.

Workshop # 4: The majority (89%) would like to see improved commercial spaces and 57% thought the design was appropriate, while 27% disagreed.
...as worded above was only asked at Workshop #2; the majority (70%) of agreed that both the scale and type of redevelopment were appropriate.

Cultural District

8. Would you like to see more restaurants and retail on Ocean Avenue?

Workshop # 3: The majority (81%) said "yes."
Workshop # 4: All of the respondents said "yes."

9. What do you think is an appropriate building height fronting Ocean Ave – 35 feet, 45 feet, 65 feet, or 100 feet or over?

Workshop # 3: The majority (62%) thought that 35 feet was an appropriate height, while 24% supported a height of 45 feet; 8% and 6%, respectively, favored the last two choices.
Workshop # 4: Some 30% of respondents thought 35 feet to be appropriate, an equal percentage of respondents (32%) chose a height of 45 feet and 65 feet, and 5% favored a height of 100 feet or over.

Downtown District

10. Do you support improving the connectivity between Boynton Beach Boulevard and Woolbright Boulevard, along Federal Hwy and SE 4th Street?
The participants were presented with a list of improvements benefiting connectivity and enhancing the streetscape along both streets.

Workshop # 3: The majority (88%) said "yes."
Workshop # 4: The majority (83%) said "yes."

11. Is ensuring a superior environment on 4th Street and Pence Park Important?
The rendering showed to the participants depicted three-story townhomes fronting SE 4th Street, responding to a concern that the residential components of mixed-use development fronting US-1 would back onto 4th Street.

Workshop # 2: The majority (61%) said "yes,"while the remaining responses were equally divided between "no" and "not sure" (both at 19%).

12. Do you think this building scale is appropriate for a Downtown?
The participants were shown a rendering depicting one- and two story retail uses lining a street corner, with outdoor restaurant seating, and two tall (over 10 story) residential buildings placed at a significant setback from the commercial component facing the street.

Workshop # 3: The majority (51%) disapproved of the proposed scale while 45% thought it was appropriate.
Workshop # 4: The overwhelming majority (96%) found the scale appropriate.

Federal Highway District

13. Do you think efforts should be made to improve the walkability of Federal Hwy?
The participants were presented with a list of potential streetscape improvements, including widened sidewalks, enhanced lighting, an addition of street trees and of safe street crossings.

Workshop # 3: The majority (88%) said "yes."
Workshop # 4: The majority (93%) said "yes."

14. Would you like to see more community commercial on South Federal Hwy?
The participants were shown a rendering picturing one- and two story commercial buildings along the South Federal Highway, placed at a significant set back from the street, with on-street parallel parking and enhanced landscaping.

Workshop # 3: The majority (53%) supported additional commercial uses, while 46% opposed the idea.
Workshop # 4: The overwhelming majority (93%) would like tosee more commercial uses.

15. Do you want commercial uses fronting the entire length of North Federal Hwy? (In addition to "yes," "no," and "I am not sure," the fourth option was "only at the Gateway Boulevard intersection.")

Workshop # 3: Some 42% of participants responded positively, 21% rejected the idea and 28% selected the Gateway Boulevard option.

16. Do you think commercial uses should be optional as a part of a Mixed Use Low project?

Workshop # 3: The majority (69%) thought so, while 27% opposed the idea.

Heart of Boynton District

17. Is this Scale and Type of Infill Appropriate for Martin Luther King Jr. Boulevard in the Heart of Boynton District?

The rendering showed two-to-three story townhomes facing the street, with a sidewalk, on-street parking and landscaped islands. The majority (72%) said yes.

Workshop # 2: The majority (72%) said "yes."

18. Would you like to see more community retail in the HOB?

The participants were shown a rendering of the Seacrest Boulevard/ Martin Luther King, Jr. Boulevard intersection featuring a grocery store/ retail uses with outdoor restaurant seating on the north east corner, across the street from the existing Family Dollar.

Workshop # 3: The majority (88%) said "yes."

Industrial Craft District

19. Is this type of transition between industrial and residential uses appropriate for this portion of the Industrial/Craft district?

The participants were asked to respond to a rendering picturing a multicolor wall separating the district from a residential neighborhood to the west.

Workshop # 2: The majority (78%) said "yes."

20. Do you support the CRA funding the proposed streetscape improvements?

The participants were presented with images of the proposed improvements, including on-street parking, utilities placed underground, and sidewalk repair/additions.

Workshop # 2: The majority (85%) said "yes."
Workshop # 3: The majority (86%) said "yes."

21. Do you support the addition of new industrial craft uses?

Workshop # 3: The majority (89%) said "yes."

22. Do you support encouraging arts uses in the Industrial Craft District?

Workshop # 2: The majority (74%) said "yes."

Appendix 5: Existing Conditions

2015

BOYNTON BEACH CRA
Redevelopment Plan

EXISTING CONDITIONS

710 N. Federal Highway
Boynton Beach FL 33435

(561)-737-3256

BOYNTON BEACH CRA

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A. Introduction

About the Boynton Beach CRA
Existing Redevelopment Plans
The Goal

About the Boynton Beach CRA

Under Florida Statute Chapter 163 Part III, local governments are able to designate parts of their jurisdictions as Community Redevelopment Areas after a determination that "slum and blight" criteria have been met. Examples of conditions that can support the designation include, but are not limited to, the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity. If the Finding of Necessity determines that the required conditions exist, the local government may create a Community Redevelopment Area to provide the tools needed to foster and support redevelopment of the targeted area.

Consistent with state law, in May of 1982 the City of Boynton Beach declared the downtown area, generally encompassing the Central Business zoning district, to be "blighted," and subsequently created the Community Redevelopment Area (CRA), and the Community Redevelopment Agency to administer its programs and activities (Resolution 82-KK). The boundaries of the originally designated area were expanded shortly thereafter, in October of 1982, by Resolution 82-BBB. As per state requirement, the redevelopment plan for the "Downtown Boynton Beach" was adopted in 1984 (Ordinance 84-32).

Following the same "slum and blight" determination process, the City implemented another small expansion of the CRA in April of 1984 (Resolution 84-II). Two other significant expansions of the CRA followed in 1987 and in 1998.

- The 1987 expansion included a 519-acre area bounded by the C-16 canal to the north, the Florida East Coast Railroad to the east, Ocean Avenue to the south and Interstate 95 to the west (Resolution No. 87-QQQ). The updated CRA redevelopment plan with the expanded area was adopted in December of 1989 (Ordinance 89-49). This area is referred to as the Heart of Boynton.

- The 1998 expansion was approved by Ordinance 98-33. It includes areas along the Federal Highway south and north of the downtown, and a small industrial area west of the Interstate 95. Concurrently, the City adopted a redevelopment plan for the expanded area, named "Boynton Beach 20/20 Redevelopment Master Plan." This plan was superseded by several plans developed after the year 2000.

Today, the CRA encompasses 1,650 acres. During the years following the last expansion, more land has been added as the City approved redevelopment-related annexations of unincorporated County parcels on the south end of Federal Highway.

Existing Redevelopment Plans

Currently, there are four adopted plans guiding redevelopment within the CRA area and a never-adopted draft plan for the Boynton Beach Boulevard Corridor. The adopted plans include the Heart of Boynton Plan, the Federal Highway Corridor Community Redevelopment Plan, the Ocean District Community Redevelopment Plan and the Downtown Vision and Master Plan.

There is some geographic overlap among the plans, and they differ slightly in terms of the scope and focus. Below is the short overview of each plan:

- The Heart of Boynton Plan was updated in June of 2014 (Ordinance 14-008). The planning area consists of the area updated by the 1989 plan. The original plan for this area was adopted in December of 2001, under the community selected name Heart of Boynton. The planning process involved extensive public participation, including five charrettes. Strategic Planning Group, Inc. (SPG) led the effort, in partnership with the RMPK Group and JEG Associates.

The 2014 update was completed in-house by the City-CRA planning team. The team held a meeting with community stakeholders to obtain input on proposed redevelopment options. The plan generated eleven recommendations, including land use and land development recommendation changes allowing for an increase in intensity of development in selected areas east of Seacrest Boulevard. There is a minimal design and architecture section included within the plan.

• The Federal Highway Corridor Community Redevelopment Plan is a June 2006 update to the original 2001 plan, which was developed to include the Federal Highway Corridor's CRA expansion areas referred to as the North Subarea and the South Subarea. The plan divides the corridor into five planning areas, and delivers analyses and subsequent redevelopment strategies for each area. The plan update does not revisit two original market analyses, the first one supporting a potential for a convention hotel, and the second additional retail and office space in the downtown area. It also makes few changes to the original recommendations.

Although the plan does not include an urban design and architecture section, the recommendations call for the creation of development standards and design guidelines for bulk and building massing as well as for architectural themes.

• The Ocean District Community Redevelopment Plan was created in-house by an urban designer-led planning team and was adopted in February 2004. The plan features two alternative redevelopment scenarios for the District with detailed design recommendations for each. The plan's main focus is the City-owned land which represents 40% of Ocean District's total area. This area is referred to as the Town Square-Public Campus. The plan also includes design concepts the areas along Boynton Beach Boulevard, Seacrest Boulevard and Ocean Avenue, as well as for the area adjacent to the FEC and the single-and multi-family areas.

The planning process included two in-house workshops and two public workshops for community stakeholders. Aside from the alternative subsection designs, the plan includes four broad recommendations suggesting changes of land development regulations as well as creation of signage and of design recommendations for structures and street furniture.

• The Downtown Vision and Master Plan, adopted in January 2009, is an update of the original 1984 Boynton Beach Community Redevelopment Plan. The planning process was headed by EDAW, Inc. consulting group in partnership with AECOM, Inc. and ERA, Inc. It involved stakeholders and City residents though a series of public meetings and visioning charrettes. The Master Plan provides a strategic framework for implementation of goals through five priority action items named "Big Moves". These include the Transit Oriented Development district around the future transit station, cultural and civic campuses anchored by government services, neighborhood centers along Martin Luther King, Jr. Boulevard and the Federal Highway linear park and gateway.

The plan analyses focus on urban design, but comprise also regulatory assessment and economic and market considerations for the overall area as well as for each of the "Big Moves."

Aside from the plans reviewed above, the CRA has a never-adopted draft Boynton Beach Boulevard Corridor Plan, and two additional documents to support redevelopment efforts; the Urban Design Guidelines manual, adopted by the CRA Board in 2006, the 2005 Boynton Beach Community Redevelopment Agency Economic Development Plan and the 2006 CRA Housing Needs Assessment.

The Goal

The goal of this effort is to amend, restate and consolidate all CRA plans into a single document. While separate "districts" have been identified and may warrant individual attention because of their specific character and unique issues, staff aims to create a consistent, comprehensive urban design framework for redevelopment strategies in the CRA area. The consolidated plan will therefore present clear overall vision for the entire area, easy to understand by the reader and the end user seeking to determine opportunities for successful projects.

B. Socio- Economic Conditions

POPULATION

Population Estimates and Projections
Population Characteristics
Race and Ethnicity
Age and Household Composition
Education and Income

HOUSING

Home Ownership
Age of stock
Residential Property values
Single-Family Homes
Townhomes
Condominiums and Cooperatives
Rental Apartment Properties

SELECTED ECONOMIC INDICATORS

Employment by Industry
Sales
Household Effective Buying Income
Worker Commuting Patterns

POPULATION

Methodology. Current population numbers and projections for the study area covered by the CRA Consolidated Redevelopment Plan are based on two sources: the U.S. Census and the 2013 Palm Beach County's Population Allocation Model. Whereas for the U.S. Census, the geographical units are Block Groups, the Population Allocation Model employs Transportation Analysis Zones (TAZs). Some of the geographical units are only partially enclosed within the CRA boundary (see Figures 1 and 2 on the following pages). Unless otherwise specified, the term "extended" CRA or a study area is used throughout the report to indicate that the information includes data for those parts of Census tracts, Census blocks or TAZs which are located outside of the CRA.

Population characteristics data draws on the Census' American Community Survey 5-year (2009-2013) estimates, or, in cases of large margins of error for small samples in that dataset, on the Census 2010 figures if available.

Population Estimates and Projections

Since Traffic Analysis Zones No. 402, 403, 509, and 520 (bolded and italicized in Table 1) are only partly located within the CRA area, the total current and projected population figures include a significant number of people residing outside of the CRA boundaries. For example, using 2013 estimates of CRA-only population for the aforementioned zones (based on the Census block group population

TABLE 1. Population projections by Traffic Analysis Zones: extended CRA area

TAZ	2012	2013	2015	2020	2025	2030	2035
401	1,095	1,113	1,237	1,294	1,377	1,468	1,539
402	***3,496***	***3,535***	***3,545***	***3,567***	***3,632***	***3,733***	***3,797***
403	***3,651***	***3,715***	***3,776***	***3,900***	***4,001***	***4,094***	***4,160***
501	257	265	273	297	323	350	371
502	1,593	1,640	1,684	1,804	1,996	2,190	2,350
503	679	698	730	828	1,007	1,186	1,361
504	472	489	532	618	808	1,003	1,194
505	848	878	893	991	1,393	1,837	2,271
506	277	285	286	288	616	649	670
507	76	78	96	115	160	170	188
509	***977***	***997***	***1,013***	***1,050***	***1,091***	***1,134***	***1,163***
510	825	856	879	1,026	1,518	2,044	2,561
511	1,359	1,394	1,496	1,764	2,113	2,428	2,675
512	521	531	532	535	551	621	636
513	707	717	720	729	746	771	797
519	956	983	1,149	1,460	1,525	1,627	1,696
520	***943***	***953***	***993***	***1,050***	***1,060***	***1,074***	***1,091***
TOTAL	**18,734**	**19,125**	**19,833**	**21,315**	**23,916**	**26,380**	**28,520**

Source: 2013 Population Allocation Model.
Note: TAZ No. 484 has no population and thus is not included.

figures as well as number of dwelling units and average City's household size) would reduce the total 2013 CRA population estimate for that year from 19,123 to appoximately 12,000.

As expected, the high densities proposed for the downtown and the adjacent neighborhoods (as explained in the Future Land Use and Zoning chapter of this report) generate a much higher projected 2012-2035 population growth rate for the area within the listed TAZs than for the City as a whole (52% as compared to 27%).

Population Characteristics

Race and Ethnicity

The extended study area has a significantly lower percentage of White residents (51.9%) and a higher percentage of Black/ African American residents (41.6%) than the City as a whole, but a similar share of Hispanic population.

As Table 2 shows, Block groups 61.002 and 61.003 (the Heart of Boynton community) are predominantly Black/ African American, with 91% and 89.4% of Black population, respectively (see also Figures 3 and 4). Areas located east of Federal Highway are predominantly white.

TABLE 2. The largest race and ethnic groups as percent of total population by Census block groups, Census 2010

BLOCK GROUP	POPULATION	Percent White	Percent Black/African American	Percent Hispanic/ Latino
57.014	557	34.5%	57.3%	18.7%
57.022	***2,544***	***32.4%***	***59.7%***	***12.5%***
57.024	1,043	89.0%	5.7%	10.9%
61.001	978	88.8%	6.7%	8.6%
61.002	1,607	5.1%	91.0%	4.7%
61.003	1,141	6.4%	89.4%	6.4%
62.011	***2,384***	***38.8%***	***52.4%***	***17.2%***
62.012	***1,069***	***50.7%***	***41.9%***	***18.0%***
62.021	1,236	80.8%	12.0%	17.4%
62.022	874	96.1%	1.6%	3.2%
62.031	1,002	57.9%	30.2%	16.5%
63.001	861	79.8%	14.5%	14.9%
63.004	***949***	***94.0%***	***2.8%***	***3.8%***
Total Area	**16,245**	**51.9%**	**41.6%**	**11.9%**
Citywide Census 2010	*68,217*	*62.4%*	*30.3%*	*12.8%*
Citywide ACS 2008-2013	*69,257*	*62.2%*	*31.5%*	*12.0%*

Note: One race only. Block groups bolded and italicized in Table 2 are only partly located within the CRA area. Block groups 57.023 and 60.121 are not included, as they CRA-enclosed sections do not have residential uses.v

CENSUS 2010 BLOCK GROUPS

wholly or partially enclosed within the CRA boundary

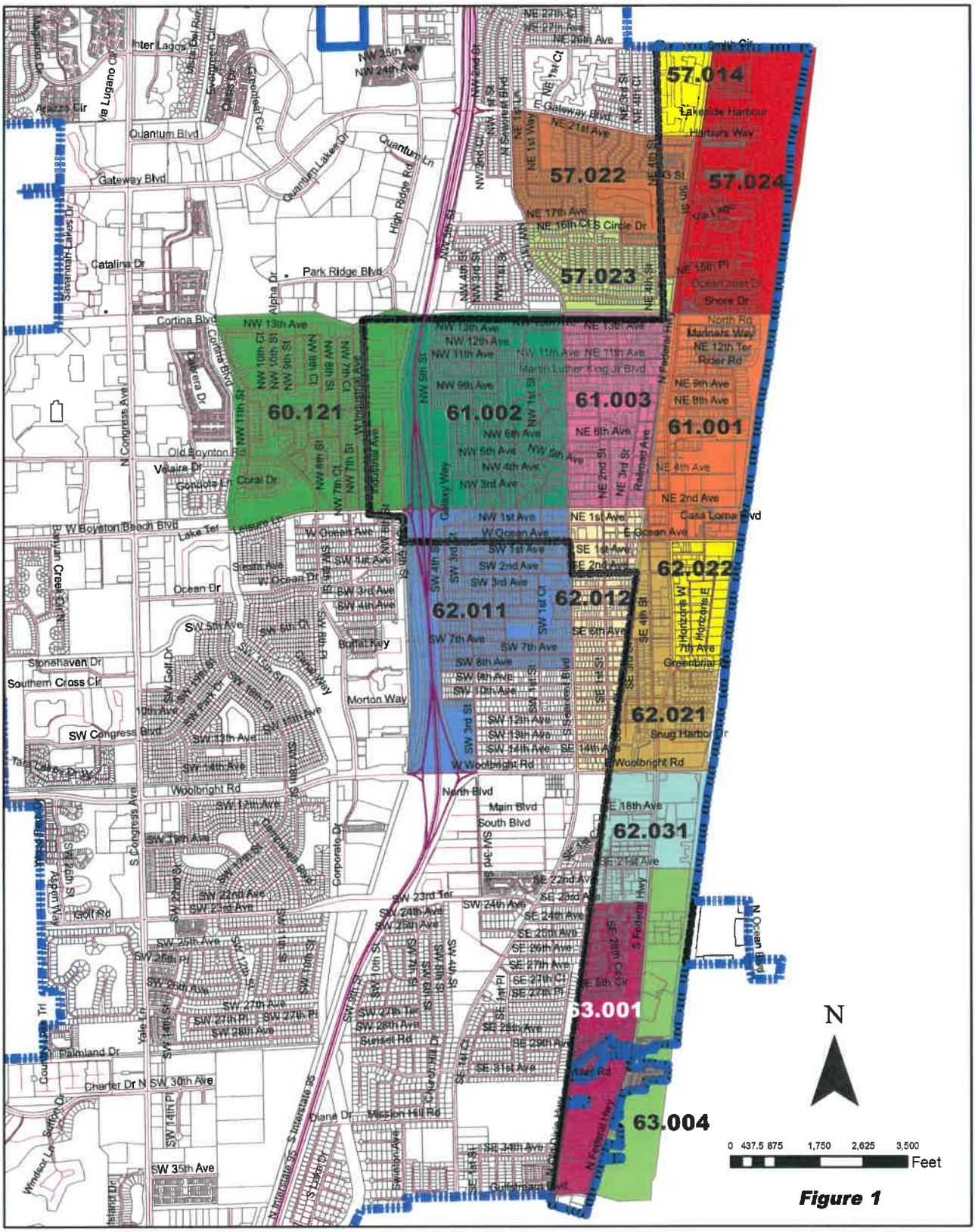


Figure 1

TRANSPORTATION ANALYSIS ZONES

wholly or partially enclosed within the CRA boundary

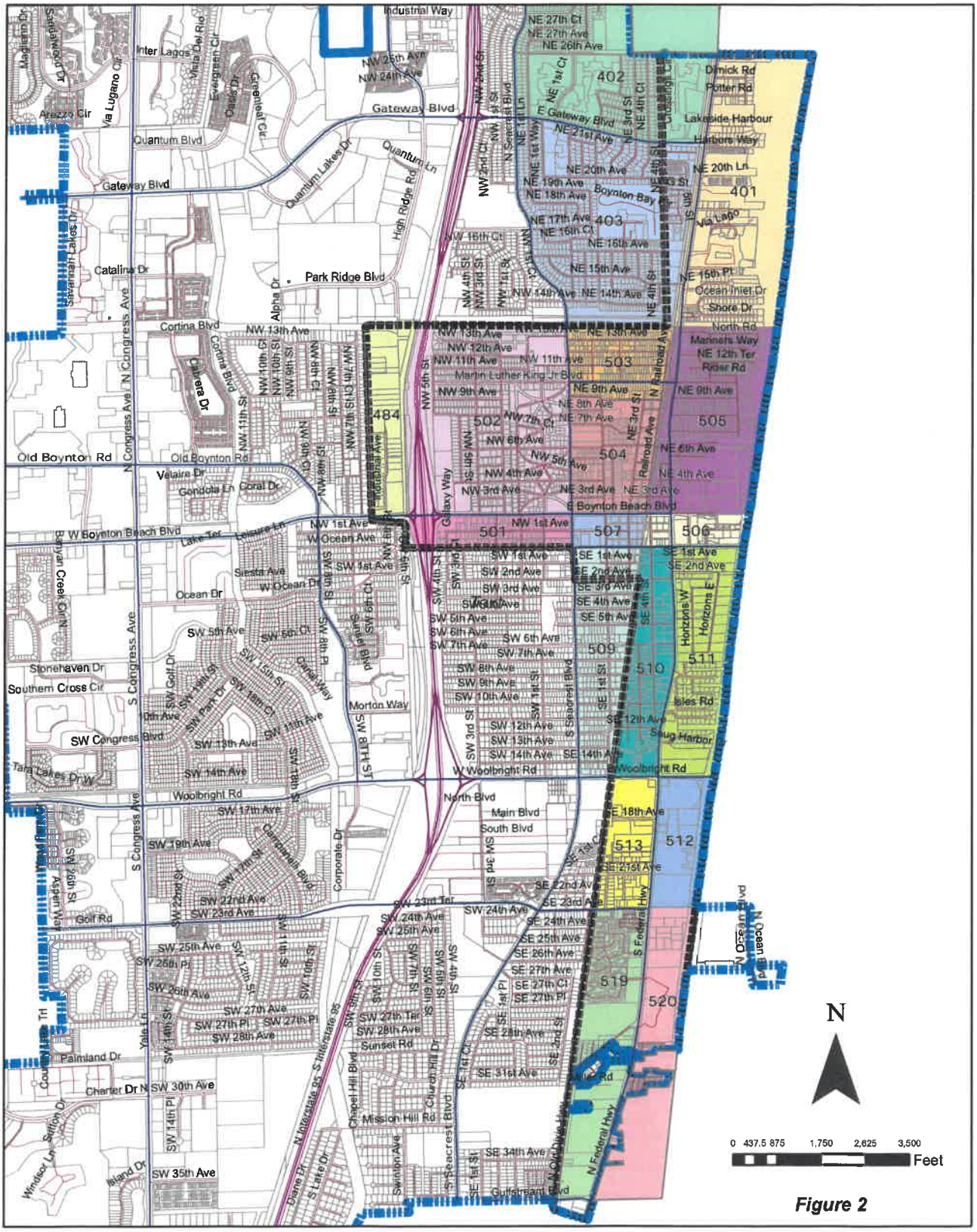


Figure 2

POPULATION OF ONE RACE - BLACKS/AFRICAN AMERICANS

as percentage of population, by Census Block Groups, Census 2010

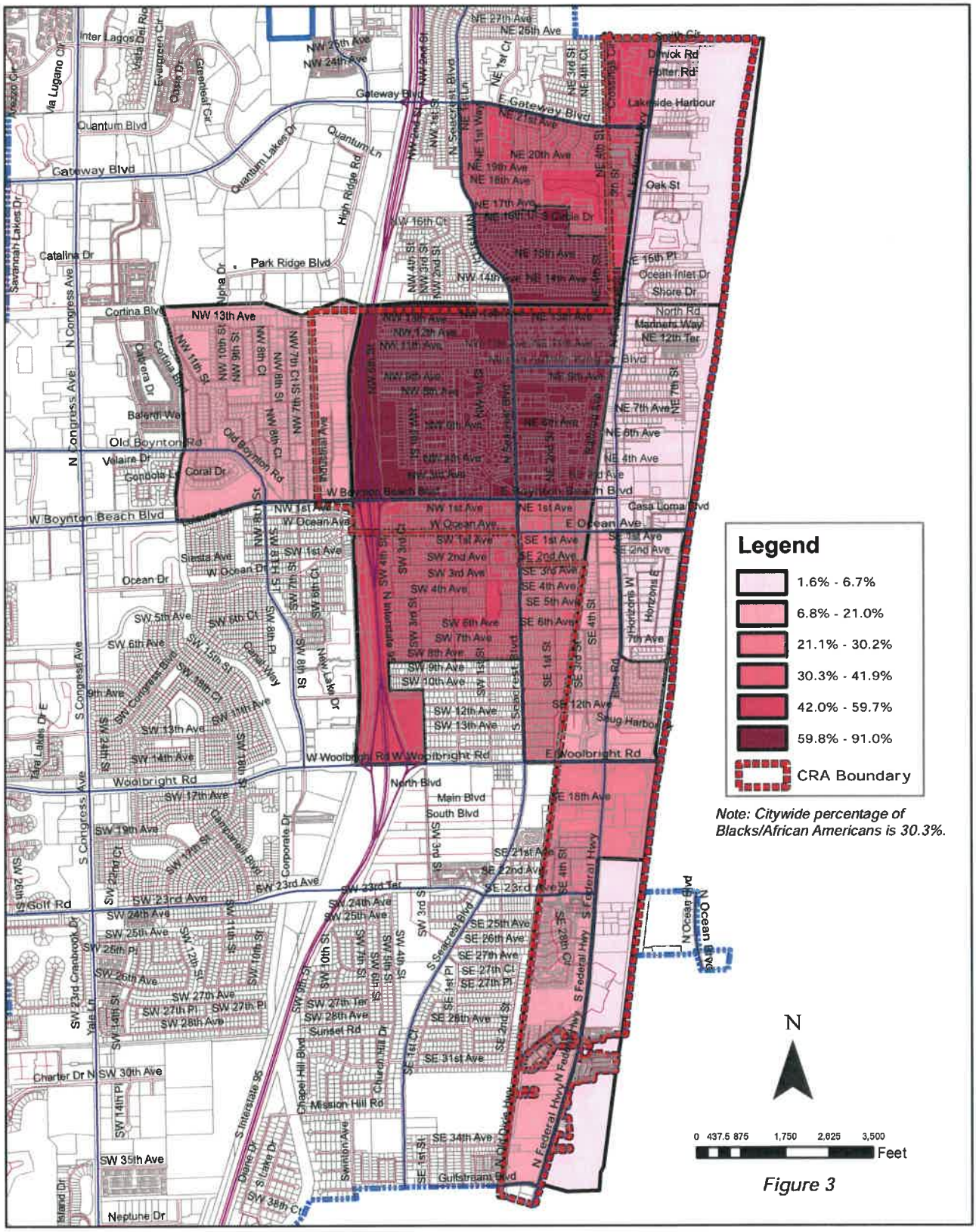
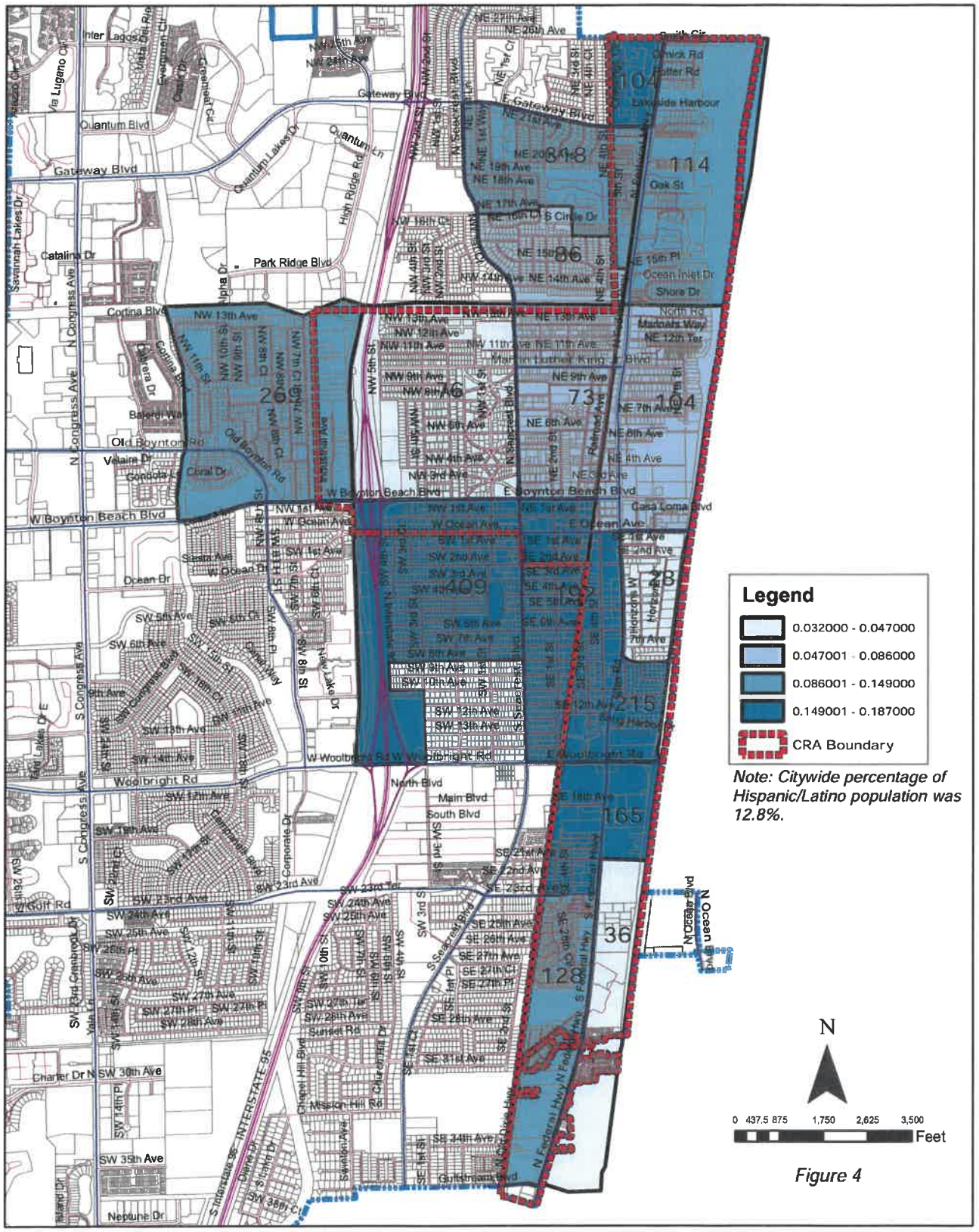


Figure 3

HISPANIC/LATINO POPULATION
IN NUMBERS AND AS PERCENTAGE OF TOTAL POPULATION
by Census Block Groups, Census 2010



Note: Citywide percentage of Hispanic/Latino population was 12.8%.

Figure 4

Age and Household Composition

TABLE 3. Median age and selected age categories as percent of total population by Census block groups, Census 2010

BLOCK GROUP	POPULATION	Percent under 18 years of age	Percent 65 years and over	Median age
57.014	557	29.4%	3.4%	31.8
57.022	***2,544***	***22.8%***	***16.9%***	***41.5***
57.024	1,043	14.9%	20.6%	47.6
61.001	978	10.9%	16.8%	47.8
61.002	1,607	24.7%	15.7%	37
61.003	1,141	29.2%	8.7%	32.7
62.011	***2,384***	***26.5%***	***6.2%***	***32.5***
62.012	***1,069***	***21.4%***	***7.1%***	***35.6***
62.021	1,236	13.7%	12.2%	38.1
62.022	874	2.9%	69.5%	72.2
62.031	1,002	15.6%	36.7%	50.4
63.001	861	14.5%	12.3%	35.9
63.004	***949***	***3.5%***	***53.1%***	***66.3***
Total Area	**16,245**	**19.1%**	**19.3%**	**X**
Citywide Census 2010	*68,217*	*19.3%*	*21.4%*	*41.9*
Citywide ACS 2008-2013	*69,257*	*18.7%*	*22.2%*	*43.3*

A review of Table 3 and Figures 5 and 6, depicting population age characteristics, shows that area-wide numbers are likely skewed by numbers for four block groups only partly located in the CRA. The recalculation of percentages for the CRA area without these block groups lowers the percentage of youth under 18 from 19.1% to 17.5%, and increases the percentage of population 65 years and older from 19.3% to 21.3%.

Generally, residents with the highest median age and the highest share of people 65 years of age and older occupy areas east of Federal Highway. Block groups in these areas also have a lower share of youth under 18, between 3% and 16%. Areas with the highest percentage of population under 18 include the eastern part of the Heart of Boynton district (29.2%) and the northernmost block group of 57.014. Block group 62.022 has the highest share of older population, nearly 70%. (Most of the area of this block group is occupied by the age-restricted Sterling Village condominiums.)

Figure 7 shows the percentage of 1-person households in the total number of households for block groups in the (extended) area under study. By and large, the highest share of 1-person households coincides with areas with a highest percentage of population age 65 and over. For example, in the block group 62.022, persons living alone constitute 55% of all households, and 42% of these persons are aged 65 or older.

Education and Income

This section draws on data from the 5-year pooling (2009-2013) of the American Community Survey's samples. Because of the small sample size and significant margins of error, individual numbers should be interpreted with caution.

TABLE 4. Educational achievement and median household income

BLOCK GROUP	POPULATION	Percent population 25 and older with a bachelor's or higher degree	Median household income
57.014	557	26.0%	$22,262
57.022	***2,544***	***6.1%***	***$30,821***
57.024	1,043	47.1%	$38,897
61.001	978	24.7%	$63,229
61.002	1,607	12.9%	$22,009
61.003	1,141	10.1%	$20,714
62.011	***2,384***	***18.8%***	***$44,955***
62.012	***1,069***	***11.3%***	***$32,958***
62.021	1,236	14.9%	$46,318
62.022	874	21.2%	$32,875
62.031	1,002	18.3%	$29,517
63.001	861	62.4%	$49,861
63.004	***949***	***28.7%***	***$46,381***
Total Area	**16,245**	**23.2%**	**X**
Citywide	**69,257**	**25.2%**	**44,390**

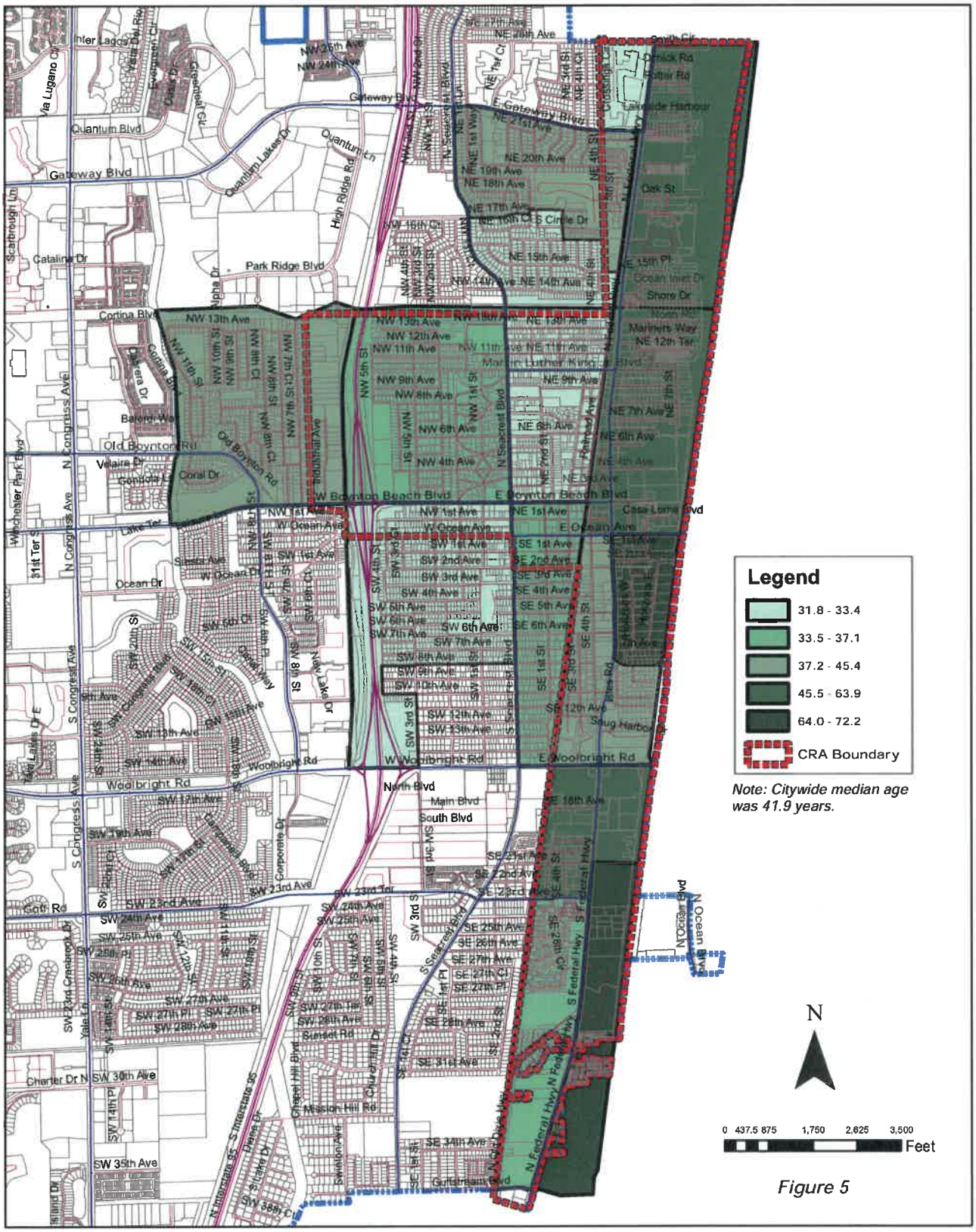
Note: Bolded and italicized block groups are only partly located within the CRA area

Even though the educational attainment of Boynton Beach residents has improved since 2000, the City lags behind in the "Bachelor's Degree or Higher" category with respect to the County's level overall as well as with respect to some of its neighbors. The data suggests that education level as measured by this category may be even lower within the (extended) CRA area: in 7 out of 13 area block groups, less than 20% of the population has a bachelor's or a higher degree.

As Table 4 indicates, block groups 61.002 and 61.003, encompassing the Heart of Boynton District, are two of the three block groups with the lowest median household income. As expected, their residents have low level of educational achievement, with 13% and 10%, respectively, of population 25 years of age and over holding a bachelor's degree or higher. (See also Figures 8 and 9.) The relationship between education and income implied by the data is more complex for block groups with high median age and high percentage of one-person households. For example, one of the block groups in the second highest median household income (block group 63.001 with an income of $49,861) has the highest share of population with a college or an advanced degree; however, that is not true for a block group of 61.00, which has the highest income, but where only about one-fourth of residents hold a bachelor's or higher degree.

MEDIAN AGE

by Census Block Groups, Census 2010



Note: Citywide median age was 41.9 years.

Figure 5

CRA AREA POPULATION 65 YEARS AND OVER
by Census Block Groups, Census 2010

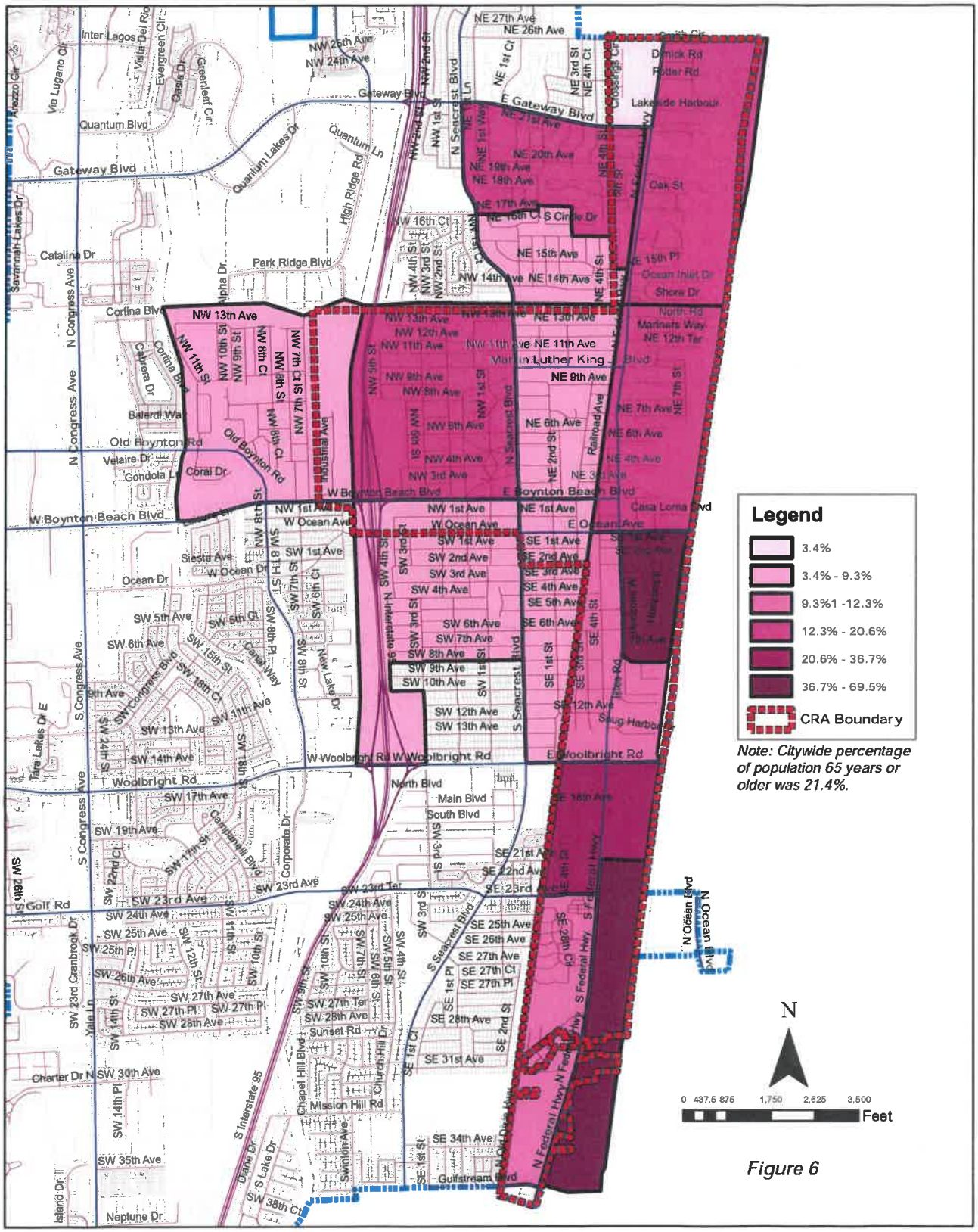
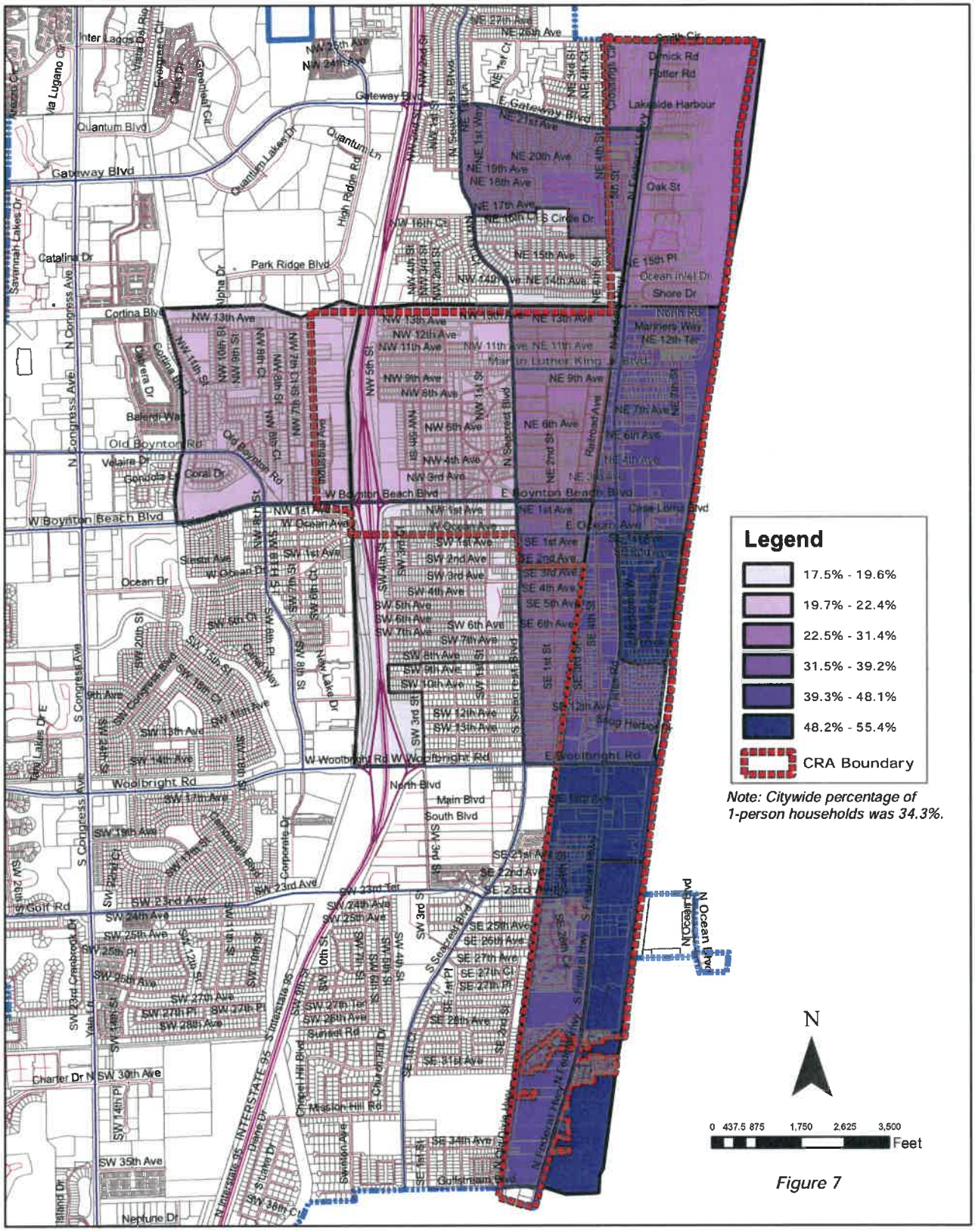


Figure 6

ONE-PERSON HOUSEHOLDS

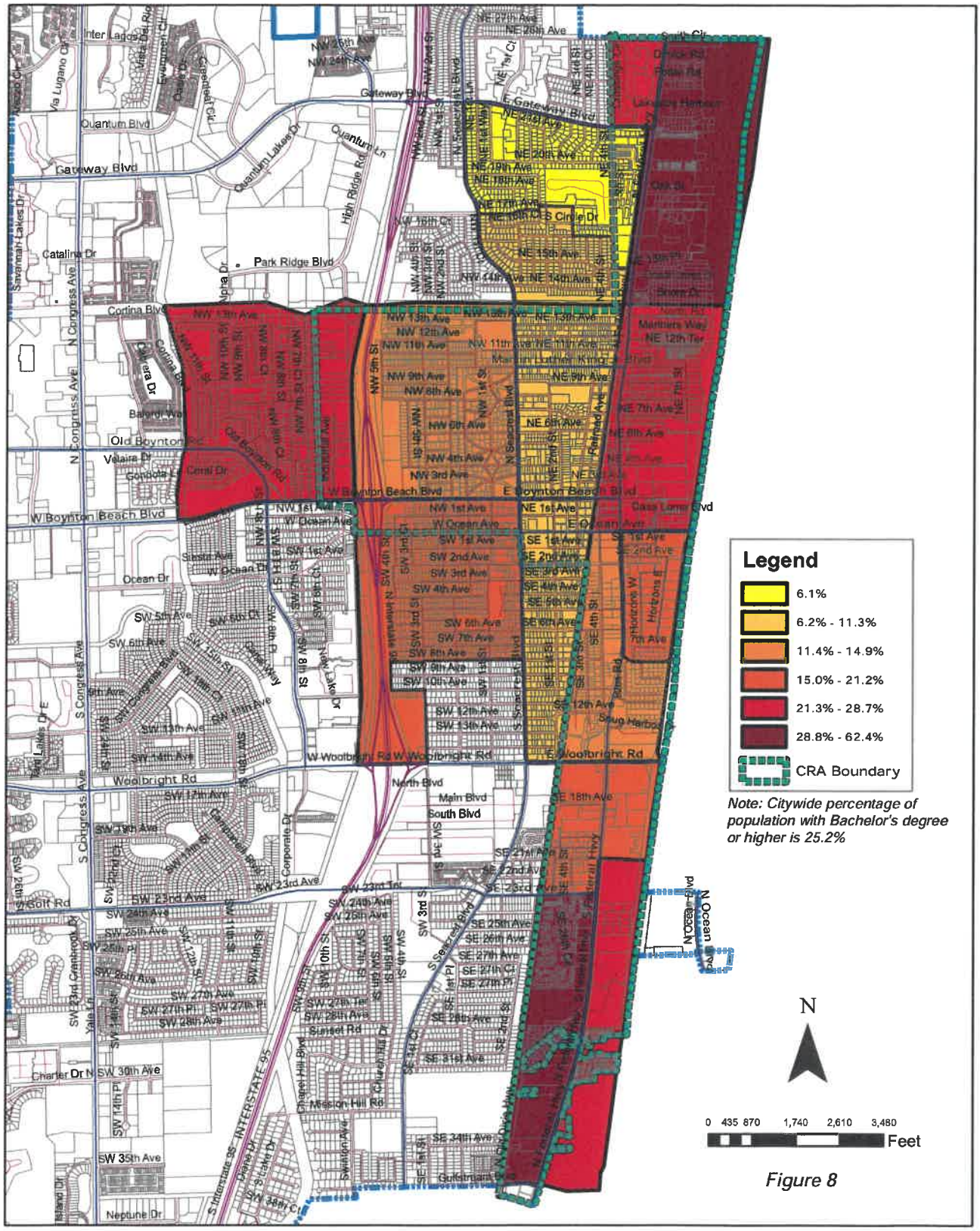
percentage of all households, by Census Block Groups, Census 2010



Note: Citywide percentage of 1-person households was 34.3%.

Figure 7

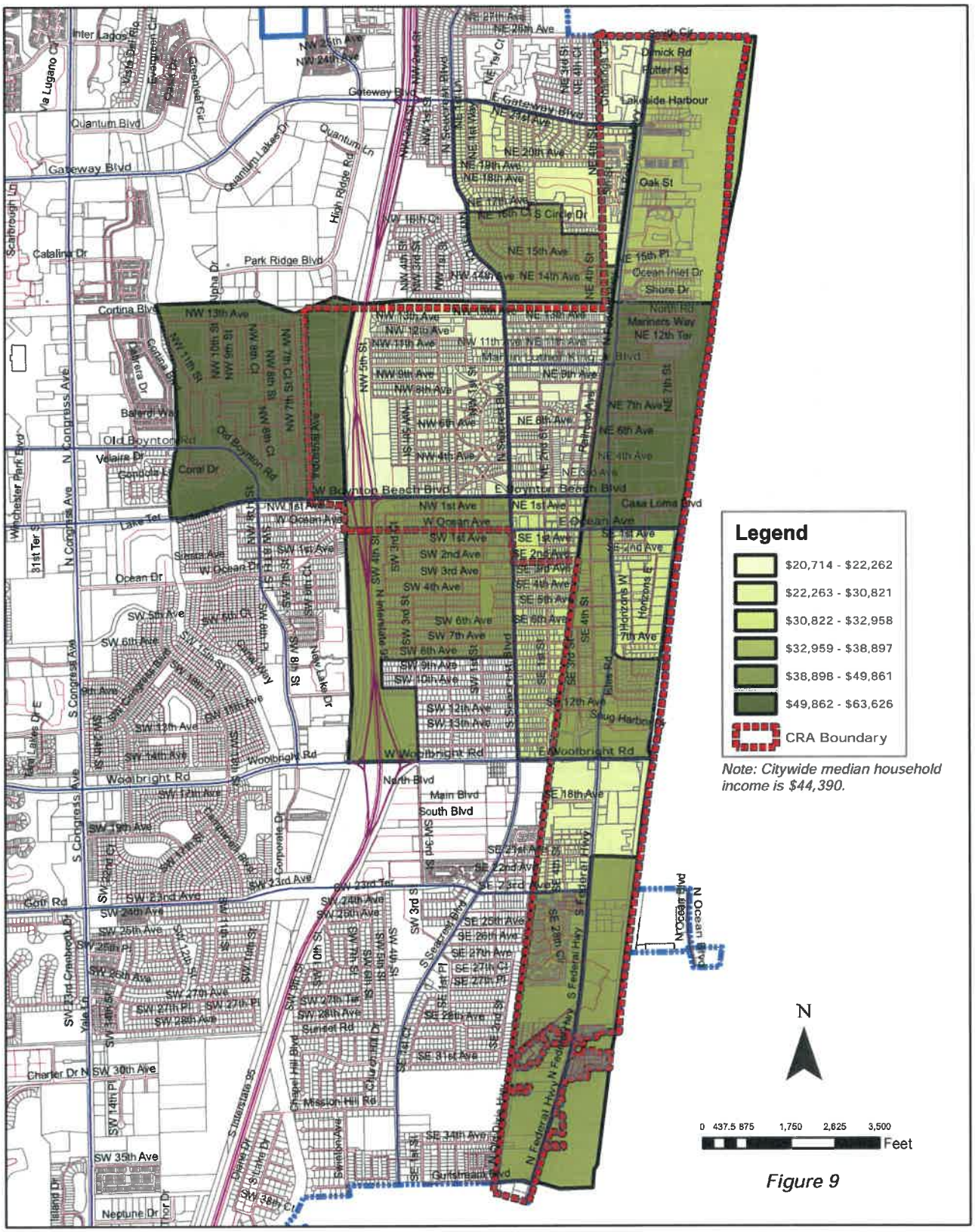
POPULATION WITH BACHELOR'S DEGREE OR HIGHER
as percentage of population 25 years or older
by Census Block Groups, 2009-2013 ACS 5-Year Estimates



Note: Citywide percentage of population with Bachelor's degree or higher is 25.2%

Figure 8

MEDIAN HOUSEHOLD INCOME
by Census Block Groups, 2009-2013 ACS 5-Year Estimates



Note: Citywide median household income is $44,390.

Figure 9

SUMMARY OF KEY FINDINGS:

- **The estimated 2013 population within the CRA boundaries was approximately 12,000.**
- **The numbers generated by the Palm Beach County Population Allocation Model show a 52% projected population growth in the extended CRA area for the 2012-2035 period.**
- **The CRA population is approximately 52% White, 42% Black/African American and 12% Hispanic.**
- **Nearly one-fifth of all residents are 65 or older; the areas with the highest median age are located east of the Federal Highway.**
- **The level of education as measured by a percent of people with a bachelor's or higher degree is generally low: in 7 out of 13 block groups, less than 20% of population achieved it.**
- **Median household income is low in much of the area: in 7 out of 13 block groups, the income is below $33,000.**

HOUSING

Homeownership

The 2010 Census figures show that the study area had—at that time—a significantly lower rate of home-ownership than the City as a whole. The current percentage for a few block groups may be lower still, as more rental developments were built in recent years. City-wide, the home ownership rate was 72.8% in the year 2000; it increased during the housing boom, and then proceeded to drop following the recession and the ensuing lending restrictions.

The block group 62.021 had, at 31.07%, the lowest share of owner-occupied housing in the area. The chief and relatively recent contributor to this tenancy profile of the area is the Las Ventanas community with 494 rental units.

Homes within the CRA were also more often designated for seasonal, recreational or occasional use. The share of such homes was high in the area east of Federal Highway: for example, in the block group 62.022, the percentage of such homes was nearly 61%. Since this means that they are only occupied part of the year, it lowers the potential pedestrian traffic, an important factor in creating a vibrant downtown—one of the main strategic goals for the City.

BLOCK GROUP	TOTAL NUMBER OF HOUSING UNITS	OCCUPIED UNITS	Percent owner-occupied	Percent units for seasonal, recreational or occasional use
57.014	283	225	60.4%	0.9%
57.022	***1,190***	***921***	***47.3%***	***13.4%***
57.024	681	509	58.7%	9.0%
61.001	751	529	56.3%	21.6%
61.002	587	521	64.5%	0.0%
61.003	454	395	38.2%	0.5%
62.011	***810***	***710***	***62.8%***	***0.7%***
62.012	***524***	***441***	***66.7%***	***4.3%***
62.021	1,049	635	31.7%	15.1%
62.022	1,038	576	82.6%	60.6%
62.031	747	534	37.5%	27.9%
63.001	669	480	52.5%	12.7%
63.004	***1,024***	***624***	***72.9%***	***36.4%***
Total Area	**9,807**	**7,100**	**56.1%**	**16.8%**
Citywide Census 2010	**36,289**	**29,104**	**66.4%**	**9.2%**
Citywide ACS 2009-2013	**36,993**	**28,846**	**66.1%**	**11.7%**

Age of Stock

The 5-year (2009-2013) ACS survey indicates that about 60% of all area units were built prior to 1971. The highest share of older housing stock was in the block group 62.022; it was also very high in the Heart of Boynton district, at 86% and 78%, respectively, in the areas west and east of Seacrest Boulevard.

Residential Property Values

This section draws on data provided by the Palm Beach County Property Appraiser's Office (see the Current Land Use Profile section elsewhere in this report for information on parcel-based use distribution).

Single-family Homes

There are 1,287 single-family homes within the CRA, with the median market value of $76,400 and an average (mean) market value of $157,636 (the significant difference is due to the fact that the values of the 97 highest-value homes are much higher than most of the values in the set, with 16 homes assessed at more than $1 million.)

Some 794 SF homes, or about 62%, are homesteaded. This results in the taxable value distribution presented in Table 7. The median taxable value of a single-family home in the area is $42,901, while an average value is $99,766. About 500 owners of single–family homes (39% of all) pay $200 or less in City taxes.

TABLE 6. Single-family market value distribution, 2014

MARKET VALUE	Number of SF homes	Percentage of total number of SF homes	Cumulative percentage
Less than $50 K	208	16.1%	16.1%
$50 K or more, but less than $100 K	646	50.2%	66.4%
$100 or more, but less than $200 K	190	14.8%	81.2%
$200 K or more, but less than $300	70	5.4%	86.6%
$300 K or more, but less than $500	76	5.9%	92.5%
More than $500 K	97	7.5%	100.0%

Source: PBC Appraiser's Office

TABLE 7. Single-family taxable value distribution, 2014

TAXABLE VALUE	Number of SF homes	Percentage of total number of SF homes	Cumulative percentage
Less than $50 K	720	55.9%	55.9%
$50 K or more, but less than $100 K	286	22.2%	78.1%
$100 or more, but less than $200 K	116	9.0%	87.1%
$200 K or more, but less than $300 K	44	3.4%	90.6%
$300 K or more, but less than $500 K	81	6.3%	96.8%
More than $500 K	40	3.1%	100.0%

Source: PBC Appraiser's Office

Townhomes

Roughly 50% of 670 townhomes in the CRA area are homesteaded. Overall, a median taxable value of a townhome is $101,383, and the average $130,621. These values—especially median—are significantly higher than those of single-family homes, a result of both lower rate of SOH (homestead) program participation and a significant percent (about 38%) of stock built since the year 2000. These developments include Waterside, Estancia, The Harbors, Coastal Bay Colony and Murano Bay.

As Table 8 shows, only about one-fourth of all townhomes have a taxable value below $50,000, while 56% of single-family homes do.

TABLE 8. Townhome taxable value distribution, 2014

TAXABLE VALUE	Number of townhomes	Percentage of total number of townhomes	Cumulative percentage
Less than $50 K	166	24.8%	24.8%
$50 K or more, but less than $100 K	157	23.4%	48.2%
$100 or more, but less than $200 K	207	30.9%	79.1%
$200 K or more, but less than $300 K	99	14.8%	93.9%
$300 K or more, but less than $500 K	32	4.8%	98.7%
More than $500 K	9	1.3%	100.0%

Source: PBC Appraiser's Office

Condominiums and Cooperatives

There are 4,485 condominium units and 245 cooperative units in the CRA multifamily buildings. The latter are all part of Hampshire Gardens, an age–restricted community built in the 1960's (median taxable value $27,500). The median taxable value for all the condominiums is $58,300. Most of the condo stock consists of older buildings developed in the 1970's and early 1980's, with a median taxable value of $38,500. Newer condos, built since the year 2000, include Bayfront, Marina Village, Tuscany on the Intracoastal and Casa Costa. The median taxable value for these developments is $143,000.

TABLE 9. Condominium taxable value distribution, 2014

TAXABLE VALUE	Number of condominiums	Percentage of total number of condominiums	Cumulative percentage
Less than $50 K	2,229	47.12%	47.12%
$50 K or more, but less than $100 K	1,453	30.72%	77.84%
$100 or more, but less than $200 K	725	15.33%	93.17%
$200 K or more, but less than $300 K	241	5.10%	98.27%
$300 K or more, but less than $500 K	80	1.69%	99.96%
More than $500 K	2	0.04%	100.00%

Source: PBC Appraiser's Office

Rental apartment properties

There are 197 parcels developed with small rental buildings containing less than 10 units; the majority of these properties consist of older duplexes, built in 1950's, 1960's and 1970's.

Among the rental properties with 10 or more units (26 parcels, 12 owners), one-half were developed between 1957 and 1974 and include between 10 and 24 units. The only larger apartment development in this group is Hatterras, with 6 buildings and a total of 72 units.

Larger and newer apartment communities include Manatee Bay with 180 units, recently completed Manatee Seaview Apartments (80 units), Peninsula (70 units), and Seabourn Cove (2 properties with a total of 456 units). Within the Preserve at Boynton Beach, 114 units in 9 buildings are included in an income-restricted apartment community, while units in the remaining 6 buildings sell as condominium townhomes. Of the first three developments, Peninsula is the most expensive, with 3-bedroom waterfront units renting for as high as $3,275 as of February 2015, compared to the $2,800 rent for a 3-bedroom unit in Seabourn Cove.

HOMEOWNERSHIP RATE

by Census Block Groups, 2009-2013 ACS 5-Year Estimates

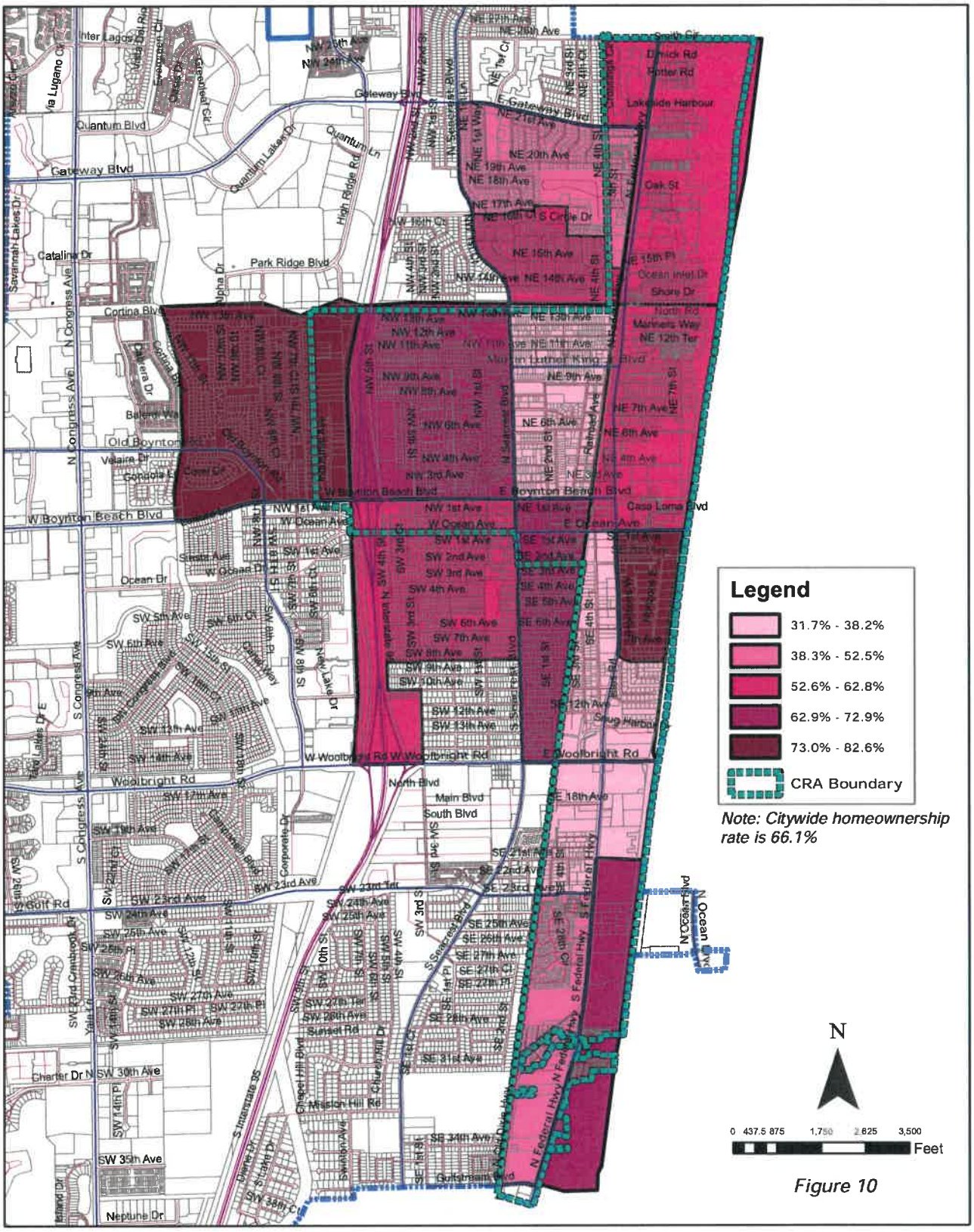


Figure 10

SUMMARY OF KEY FINDINGS:

- **Some 60% of homes were built prior to 1971.**
- **At 56.1%, the area had a significantly lower share of owner-occupied homes than the City as a whole (Census 2010). The 2015 homeownership rate may be lower still, with 900 rental apartments built since 2010.**
- **Some 17% of homes were used for seasonal, recreational or occasional purposes; of a concern is a high share of such homes in the downtown area east of Federal High way, lowering the potential of achieving desirable pedes trian traffic.**
- **Median values of homes in all categories are low: 78% of single-family homes and condominiums and 48% of townhomes have a taxable value below $100 K.**

SELECTED ECONOMIC INDICATORS

The geographic unit for data in this section is a Census Tract. However, only two tracts—61.00 and 62.02—are completely enclosed within the study area. All of the remaining tracks transect the CRA boundary, extending west to Interstate 95; track 60.12 extends even further west, past the City boundary. The part of 60.12 enclosed within the CRA is a self-contained industrial area with a small but growing arts "district." At the southernmost section of the CRA/City boundary, a 5-acre section of Tract 65.01 is developed with three commercial properties; its remaining portion lies outside of the City.

Except for the analysis of the commuting patterns, which uses ACS block group-based data, this section draws on the 3rd quarter 2014 Nielsen's Business Facts summary data (2-digit NAICS).

Employment by Industry

As Table 10 shows, the (extended) study area is dominated by small businesses, employing 20 or fewer people; on average, businesses employed about 7 workers. Tract 62.03, with two commercial nodes on the southeast and southwest corners of Woolbright Road and Federal Highway, has, at 16.4%, the

TABLE 10. Establishment-based employment in the extended study area

CENSUS TRACT	57.01	57.02	60.12	61.00	62.01	62.02	62.03	63.00	65.01	TOTAL
Number of Firms*	35	119	X	296	436	178	129	367	X	1,560
Employment	259	502	X	1,951	3,390	917	1,030	3,203	X	11,252
Employment Density (jobs/acre)	0.77	0.75	X	3.11	7.12	4.34	2.95	3.87	X	3.21
% Firms w/20 or More Employees*	5.7%	5.9%	X	7.6%	5.5%	5.1%	16.4%	4.1%	X	7.80%
% Employment in:			X						X	
Retail Trade	2.7%	11.8%	X	19.5%	5.1%	5.1%	10.1%	11.7%	X	22.4%
Healthcare/Social Assistance	1.9%	18.1%	X	4.6%	4.7%	24.1%	22.7%	72.6%	X	20.5%
Accommodation/Food Services	0.0%	26.3%	X	16.3%	1.9%	7.7%	25.8%	0.6%	X	11.9%
Construction	4.2%	4.6%	X	11.8%	14.3%	2.9%	1.3%	2.2%	X	7.7%
Professional/Scientific/ Technical	3.1%	14.3%	X	9.1%	3.5%	22.7%	9.6%	2.3%	X	5.4%
Real Estate/Rental/ Leasing	18.1%	7.8%	X	3.6%	1.8%	6.5%	1.4%	1.4%	X	3.1%
Finance/Insurance	0.0%	1.6%	X	3.0%	1.7%	7.8%	4.5%	0.6%	X	3.0%
Educational Services	57.9%	0.0%	X	8.7%	5.2%	0.7%	0.4%	0.8%	X	3.1%
Admin./Support/Waste Managm./Remediation	5.4%	6.2%	X	2.0%	2.4%	5.9%	0.1%	0.8%	X	2.3%
Administration	*0.0%*	*0.0%*	*X*	*2.1%*	*47.4%*	*0.0%*	*15.5%*	*0.0%*	*X*	*8.4%*
% EMPLOYED IN OTHER INDUSTRIES	6.6%	9.4%	X	19.3%	12.1%	16.7%	8.6%	7.1%	X	12.1%

*Except Public Administration. Note: No data for tracts 60.12 and 65.01 were included. The out-of-CRA part of tract 60.12 covers large commercial job centers around Congress Avenue and Old Boynton Road. With the total employment of 8,811, it would have skewed the summary statistics.

highest percentage of establishments employing more than 20 workers.

Generally, employment densities as measured by number of jobs per acre are low. This is especially significant since most of the area within Census tracts 61.0, 62.01 and 62.02 is part of the Downtown Transit-Oriented Development District. The employment densities in these tracts are 3.11, 7.12 and 4.34 jobs per acre while the Community Center station, a model for the Boynton Beach Downtown TOD District, stipulates densities between 45 and 65 jobs per acre (see the 2012 Florida Department of Transportation's Florida TOD Guidebook).

The industry with by far the highest share of total employment in 2014 was retail trade at 22.4%, closely followed by healthcare/social assistance at 20.5%. The share of the next two industries, accommodation/food services and construction, was much lower at 11.9% and 7.7%, respectively. Of the two Census tracts fully enclosed within the CRA area, tract 62.02 has a relatively high concentration of the healthcare and social assistance jobs, and the highest share of professional/scientific and technical assistance jobs. (Tract 63.00 clearly dominates in healthcare employment due to the location of the Bethesda Hospital within its borders, but the facility is outside of the CRA.) Retail trade dominates in tract 61.00.

For parcel-based information on selected group of uses, see also the analysis utilizing the Florida Department of Revenue's land use codes (The CRA Current Land Use Profile section of this report).

Sales

Since tract 60.12 has both the highest job number and sales per acre (see Table 6), and its major commercial section is outside of the CRA area, it was again omitted from the table as was tract 65.01, located mostly outside of the City. Among the remaining tracts, tract 62.02 ranks first in sales, but has fewer than one-half the number of jobs per acre than tract 62.01. However, its employment-by-industry profile shows a significant share of healthcare and professional jobs, generating higher per-job sales than establishments present in 62.01 (where the City Hall is located and 47% of workers are employed in public administration).

TABLE 11. Employment and sales' density

TRACT	57.01	57.02	61	62.01	62.02	62.03	63	AREA
Area in Acres	338	671	628	476	211	350	828	3,502
Jobs per Acre	0.77	0.75	3.11	7.12	4.34	2.95	3.87	3.21
Sales per Acre in $	57,923	120,295	594,427	839,128	984,141	372,186	780,885	530,461

Household Effective Buying Income

Effective Buying Income (EBI), also referred to as disposable income, is defined as income after taxes; as such, it represents an area's purchasing power. (The Buying Power Index (BPI), not calculated here, is based on a formula which includes effective buying income as well as population and retail sales.) Table 12 shows EBI density—aggregated household effective buying income per acre—for Census tracts in the extended study area.

Within the downtown area and vicinity (1-mile buffer around the intersection of Boynton Beach Boulevard and Federal Highway), tract 62.02 has the highest EBI density. Even though it does not have a high median household income, it has by far the highest number of households per acre. Population density and average effective buying income determine the magnitude of an area's buying power.

TABLE 12. Household Effective Buying Income

TRACT	57.01	57.02	61.00	62.01	62.02	62.03	63.00
Area in Acres	338	671	628	476	211	350	828
Number of Households	1,664	2,230	1,735	1,532	1,524	1,300	2,669
Number of Households per acre (occupied dwelling units per acre)	4.92	3.32	2.76	3.22	7.21	3.72	3.22
Aggregate Annual Household EBI, in millions	$57.5	$90.6	$77.5	$67.1	$77.3	$52.5	$155.9
Average Household EBI	$34,555	$40,626	$44,644	$43,804	$50,722	$40,371	$58,404
EBI per acre	$169,928	$135,044	$123,340	$140,956	$365,565	$150,140	$188,282

Worker Commuting Patterns

There are no workers in the "Workers over 16 Commuting 30 minutes or over" category for block group 62.022. This can be explained by the age distribution: 62.022 has the highest percentage of people 65 and over (69.5%) and a highest median resident age of 72.2; thus, it also has a very low labor force participation.

TABLE 13. Selected commuting indicators

BLOCK GROUP	57.014	57.022	57.024	61.001	61.002	61.003	62.011
% workers over 16, drove alone	91.8%	67.2%	93.8%	81.5%	77.0%	81.8%	80.0%
% workers over 16, commuting 30 minutes of over	24.5%	24.0%	37.4%	22.7%	7.8%	13.4%	24.5%
BLOCK GROUP	62.012	62.021	62.022	62.031	63.001	63.004	Citywide
% workers over 16, drove alone	73.9%	69.5%	92.1%	85.8%	94.7%	96.4%	82.30%
% workers over 16, commuting 30 minutes of over	16.7%	25.6%	0.0%	14.8%	55.3%	32.9%	34.30%

CRA AREA WORKERS WITH A COMMUTE OF 30 MINUTES OR MOR
by Census Block Groups, 2012 5-Year Estimates

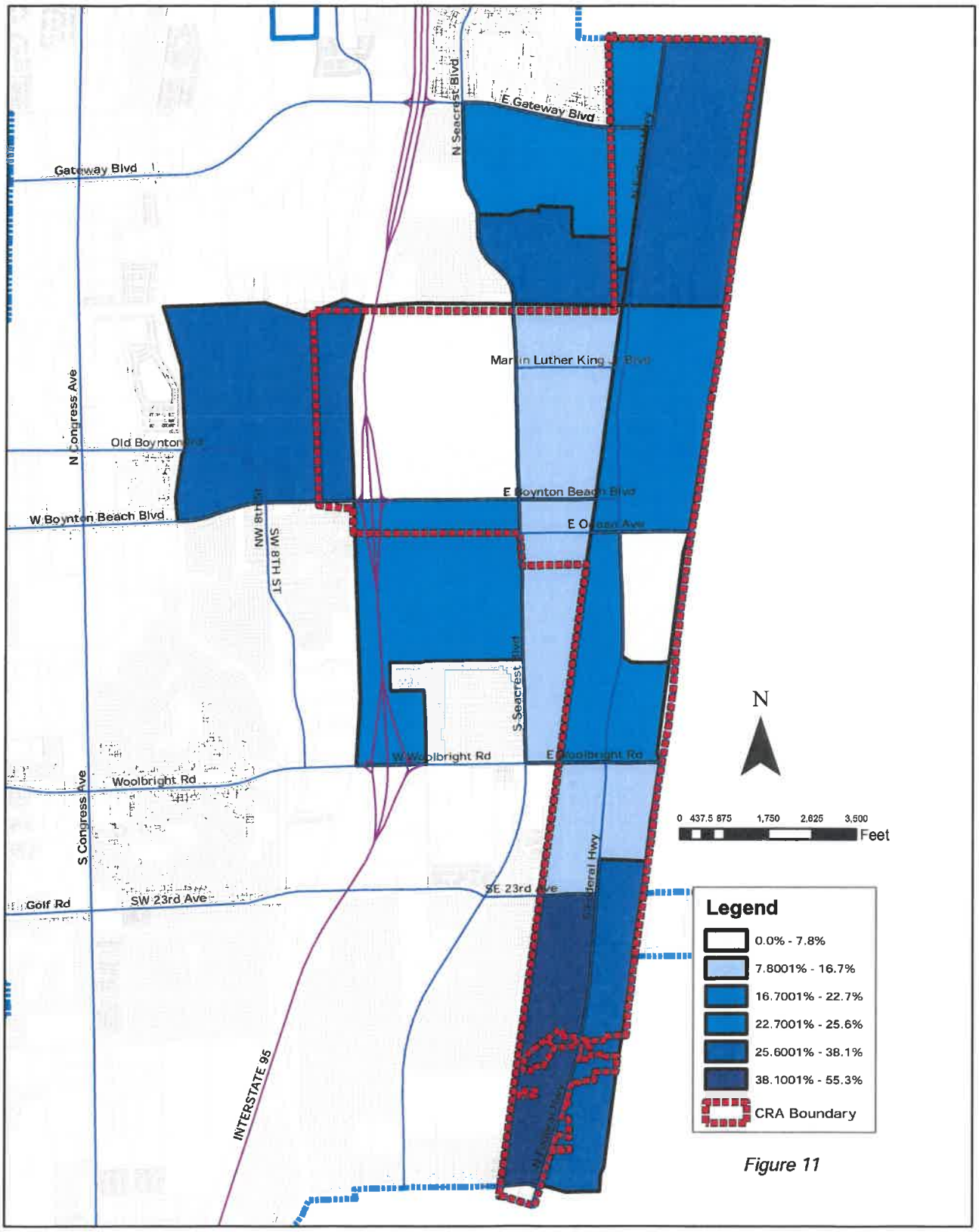


Figure 11

B Socio-Economics

SUMMARY OF KEY FINDINGS:

- **As of the 3rd quarter of 2014, 1,560 private firms in the area employed 11,252 people, an average of 7 workers per firm.**

- **Retail Trade dominated employment, at 22.4% of the total, followed by Healthcare/Social Assistance at 20.5%.**

- **Employment density (jobs per acre), was a low 3.21. Density in areas located in the Downtown Transit-Oriented Development District varied from 3.11 to 7.12, much below 45-65 recommended in the Community Center Station model.**



C. Future Land Use & Zoning Conditions

Future Land Use & Zoning TCEA & Coastal Residential Exception

LAND USE & ZONING

The City has 18 Future Land Use classifications (including a Conservation Overlay); 14 of these are present in the CRA, as shown by Table 14.

The maximum densities of the Special High Residential, Mixed Use and Mixed Use-Core categories can be increased by 25% for properties located within the Downtown Transit-Oriented Development (DTOD) District (see Figure 12), established in anticipation of the planned station for the Tri-Rail "Coastal Link," a new commuter service. The service would add a series of new passenger rail stations on the FEC in Palm Beach, Broward, and Miami-Dade Counties, including a new Boynton Beach station just south of Boynton Beach Boulevard. The increased allowable density aims to eventually bridge the gap between the current DTOD number of 7 dwelling units per acre and the 11-to-16 units per acre range recommended for the Community Center station, a model used for the Boynton Beach district.

Note that the Special High Density Residential, Mixed Use and Mixed-Use Core Future Land Use Classifications and their corresponding zoning districts are limited to the CRA area, and have been further location-restricted per applicable redevelopment plan.

As per the City's Comprehensive Plan, the Conservation Overlay on 27 acres at the center of downtown restricts development of affected properties, requiring preservation of 25% of the native habitat (federal, state and county laws may additionally apply if mangroves occur.) The downtown Conservation Overlay spans over one-half of waterfront properties located east of Federal Highway between NE 6th Court and NE 2nd Avenue.

Among the zoning districts applicable to the CRA (see Figure 13), Mixed Use Low (MU-L) has been replaced by three districts with varying densities—Mixed Use Low 1, 2, and 3. The Central Business District will eventually be replaced by the Mixed Use High (MU-H) District, corresponding to the Mixed Use-Core Future Land Use classification which has already been preemptively applied by the City to 64 acres of land located in the downtown area.

TCEA & Coastal Residential Exception

Future development in the downtown and surrounding neighborhoods will continue to be facilitated by provisions contained in the Transportation Concurrency Exception Area (TCEA, see Figure 12) designation, established in 2005. The TCEA designation constitutes a flexible transportation concurrency option approach, aimed at reducing the adverse impact transportation concurrency may have on urban infill development and redevelopment. Within the pre-established TCEA development thresholds, individual projects are exempt from the requirements of the Palm Beach County Traffic Performance Standards. The exceptions apply to all land uses and development within the TCEA area. In addition to the TCEA provisions, the CRA area is also subject to the Coastal Residential Exception.

TABLE 14. CRA Future Land Use by acreage, 2015

DESIGNATION	Maximum Density/Intensity	ESTIMATED ACREAGE
RESIDENTIAL, in which:		
Low Density	5 du/acre	110
Moderate Density	7.5 du/acre	1
Medium Density	10 du/acre	107
High Density	11 du/acre	263
Special High Density	20 du/acre*	103
COMMERCIAL, in which:		
Office	0.4 FAR	5
Local Retail	0.5 FAR	209
General	0.5 FAR	24
INDUSTRIAL	0.5 FAR	63
MIXED USE	40 du/acre*/ 3.0 FAR	75
MIXED USE-CORE	80 du/acre*/ 4.0 FAR	64
RECREATIONAL	0.5 FAR	87
PUBLIC & PRIVATE GOVERNMENT/INSTITUTIONAL	1.0 FAR	90
TOTAL	**X**	**1,201**
CONSERVATION OVERLAY	X	69

* See explanation below

CRA FUTURE LAND USE MAP

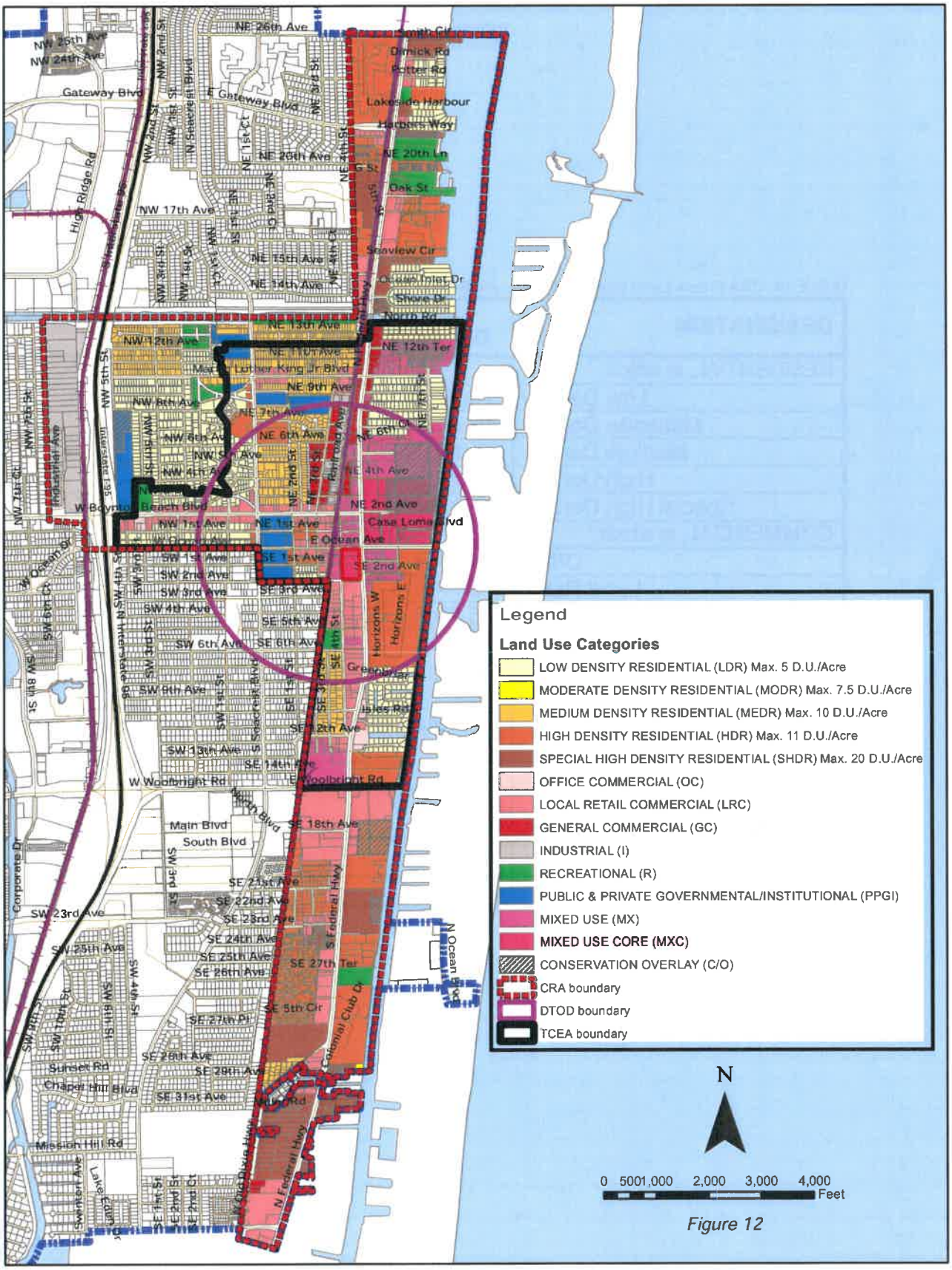


Figure 12

CRA ZONING MAP

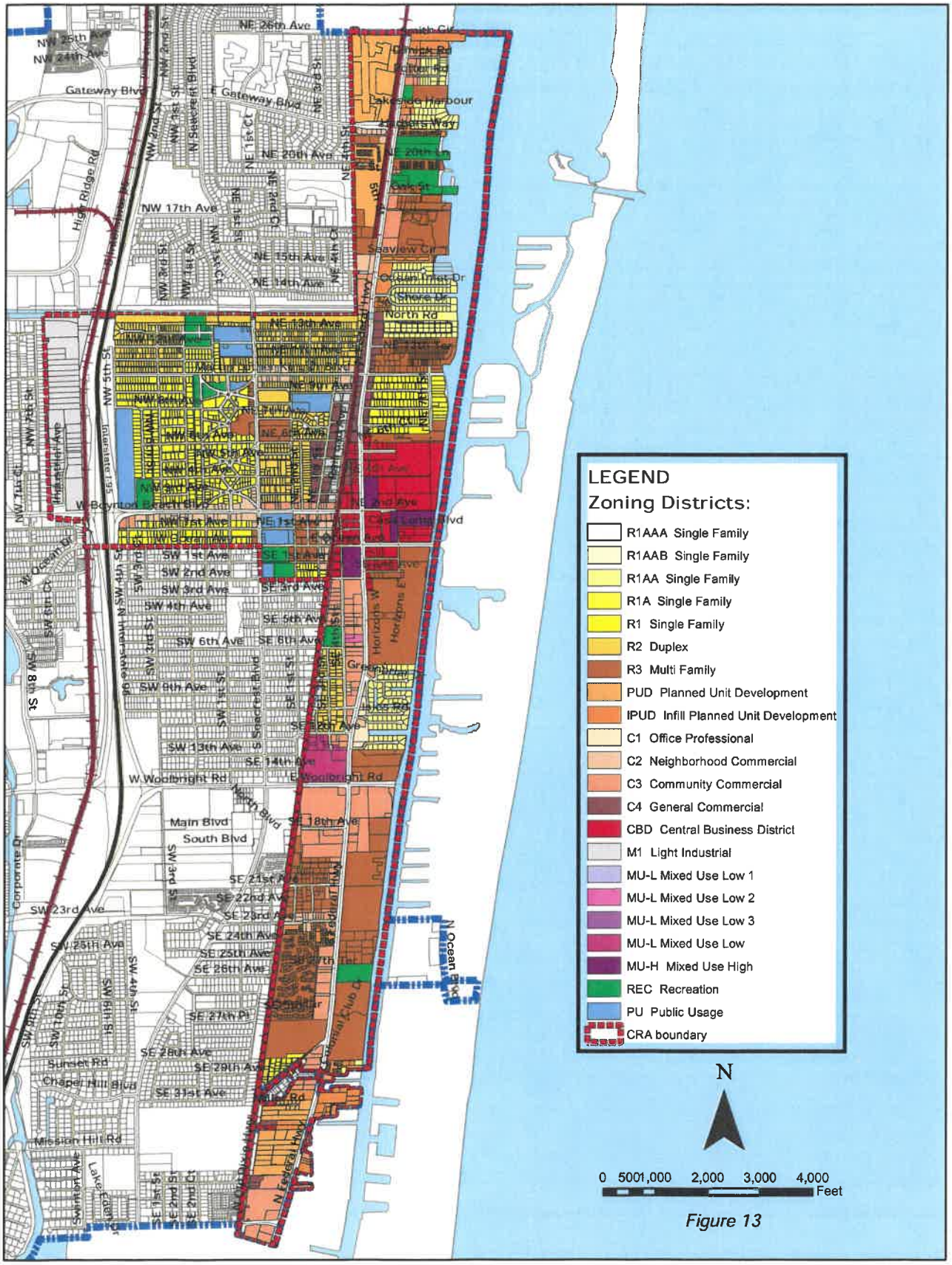


Figure 13



D. Built Conditions

Current Use Profile
City & CRA owned parcels

INVENTORIES
Historic Properties
Parks
Public Art
Structures

D Built

THE CRA CURRENT LAND USE PROFILE

This section describes current land uses on the 3,210 parcels located within the CRA. These are land uses "on the ground," reported by the Palm Beach County Property Appraiser's Office and based on the Florida Department of Revenue (DOR) land use codes. They usually—but not always—correspond to the general categories of the City's Future Land Use classifications or zoning districts, as reviewed in the Future Land Use and Zoning section above.

TABLE 15. Land uses of parcels in the CRA area, 2014`

LAND USE	No. of parcels	LAND USE	No. of parcels
1.VACANT*	**328**	**3. IMPROVED industrial**	**75**
Residential	244	Light manufacturing	5
Commercial	80	Warehouses/distribution/storage	70
Industrial	4	**4. INSTITUTIONAL/OTHER**	**206**
2. IMPROVED residential	**2,222`**	Religious	50
Single-family detached	1,289	Park/rec /private rec	55
Townhomes	623	Lake/water	22
Rental, more than 10 units	26	Private schools	6
-in which income-restricted	9	Public schools (PBC SB)	3
Rental, less than 10 units	197	Social services	5
Condominiums**	87	Nursing homes	3
3. IMPROVED commercial	**240**	Fraternal Clubs/organizations	3
Stores	67	Funeral homes	2
Dept. stores/ supermarket/shopping centers	6	Utility	3
Stores/office/residential	33	Buffer/R-O-W [2]/other	54
Office: one story/multistory/professional	53	**TOTAL NO. OF PARCELS**	**3,210**
Restaurants	18		
Auto repair/service/machinery sales/service	34	*SELECTED OWNERS*	
Financial/insurance	5	*City/CRA*	*111*
Motel	9	*FEC railroad (centrally assessed)*	*11*
Service station	6	*PBC Housing Authority*	*45*
Working waterfront	2	*DOT*	*4*
Other	7	*SFWMD*	*5*

* Vacant category includes unbuilt parcels with valid development orders. Vacant City-and CRA owned parcels may be coded "Vacant" (in a specific category), but also "Municipal" or "District."

** There are 87 parcels developed with residential condominiums or cooperatives in the CRA, with 4,485 condominium units and 245 cooperative units.

The table above shows land use-based CRA parcel distribution (see Figures 14 and 14A, 15 and 15A, and 16 and 16A for geographic distribution of land uses in the CRA's central (downtown), northern, and southern sections). The majority (71 %) of the parcels within the CRA are developed with residential uses.

About 10% of the parcels within the CRA are vacant, a majority of them residential. Most are small, less than an acre in size; only nine are larger, ranging in size from 1 to 3.2 acres.

LAND USES IN THE DOWNTOWN SECTION

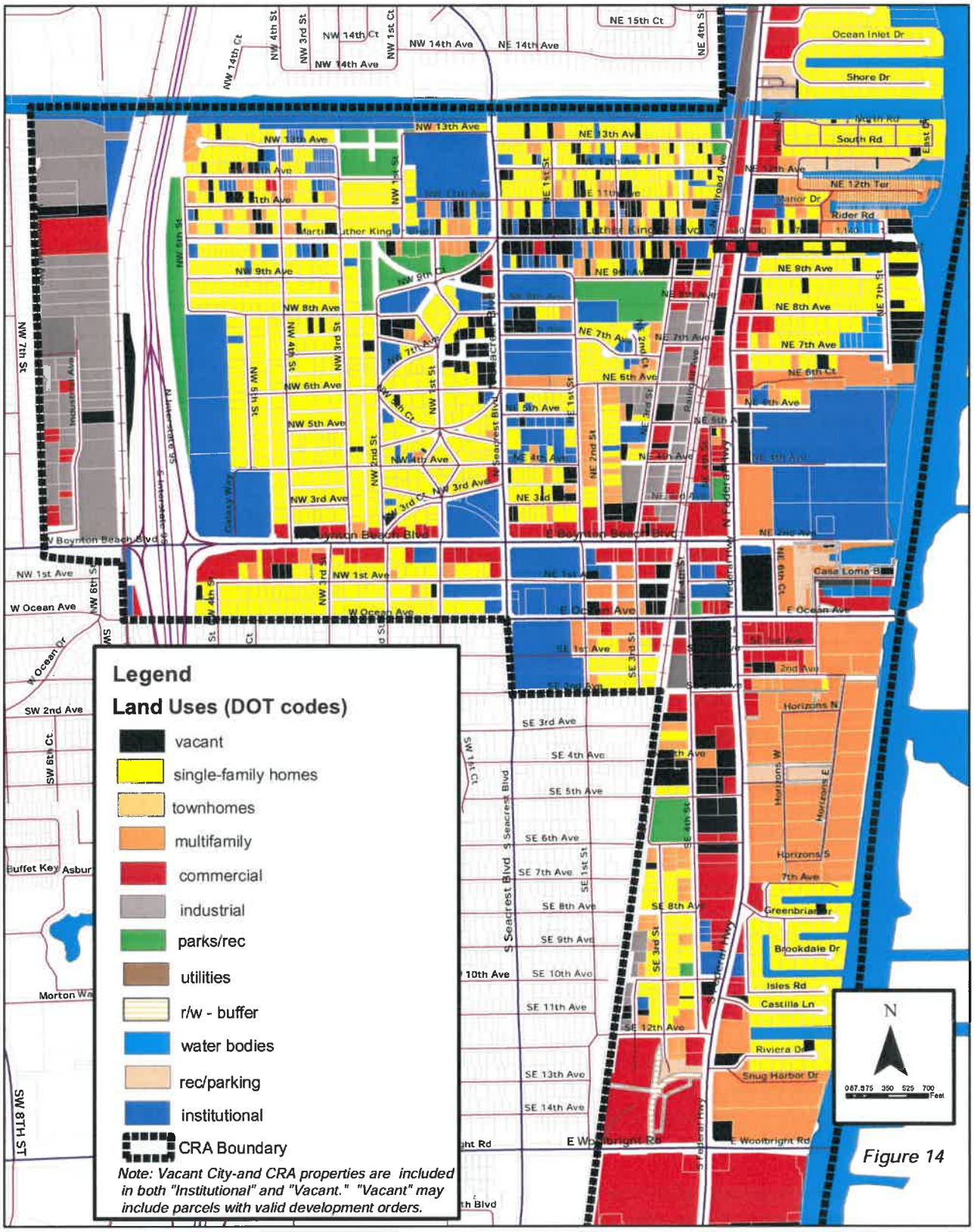


Figure 14

THE DOWNTOWN SECTION COMMERCIAL USES

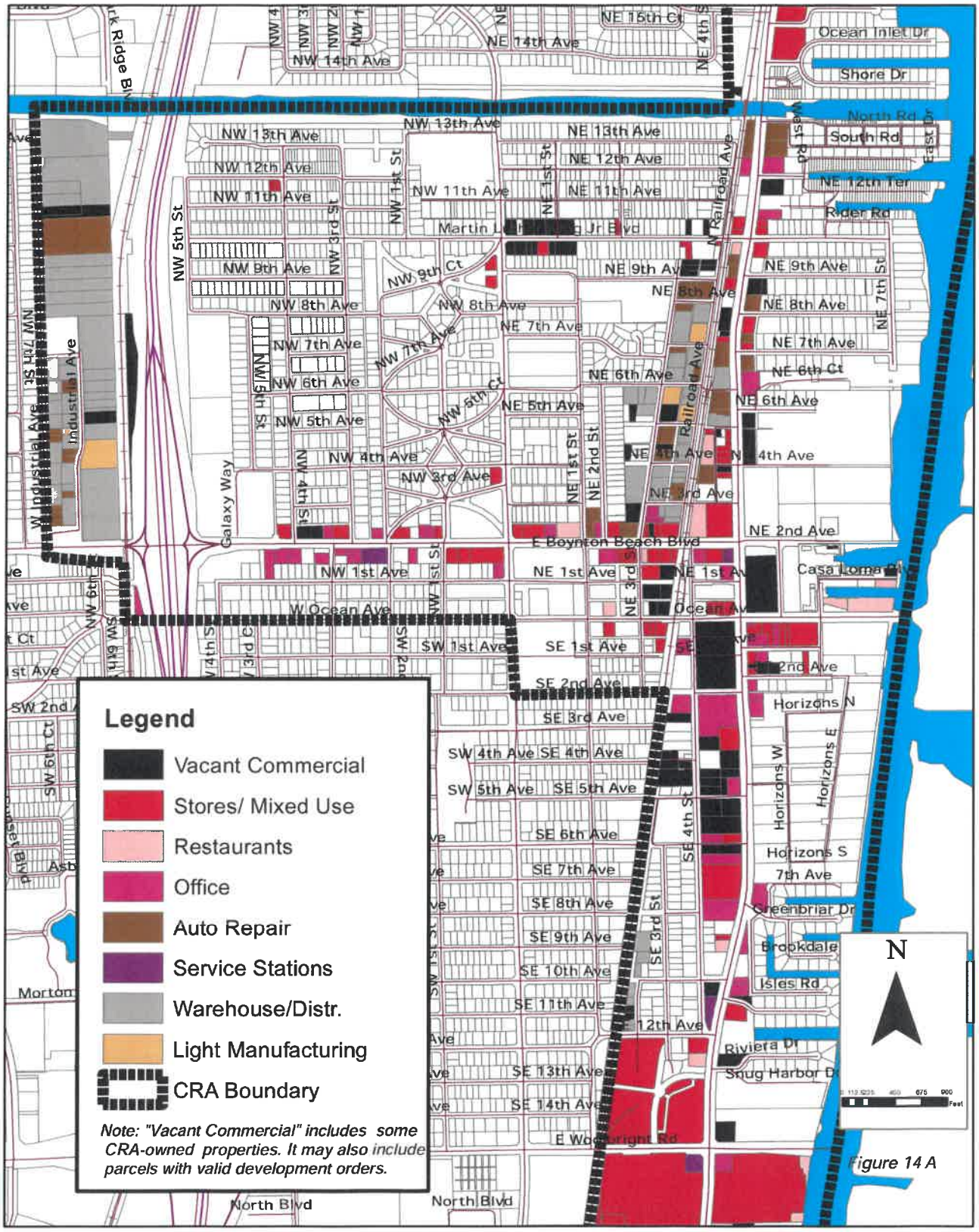
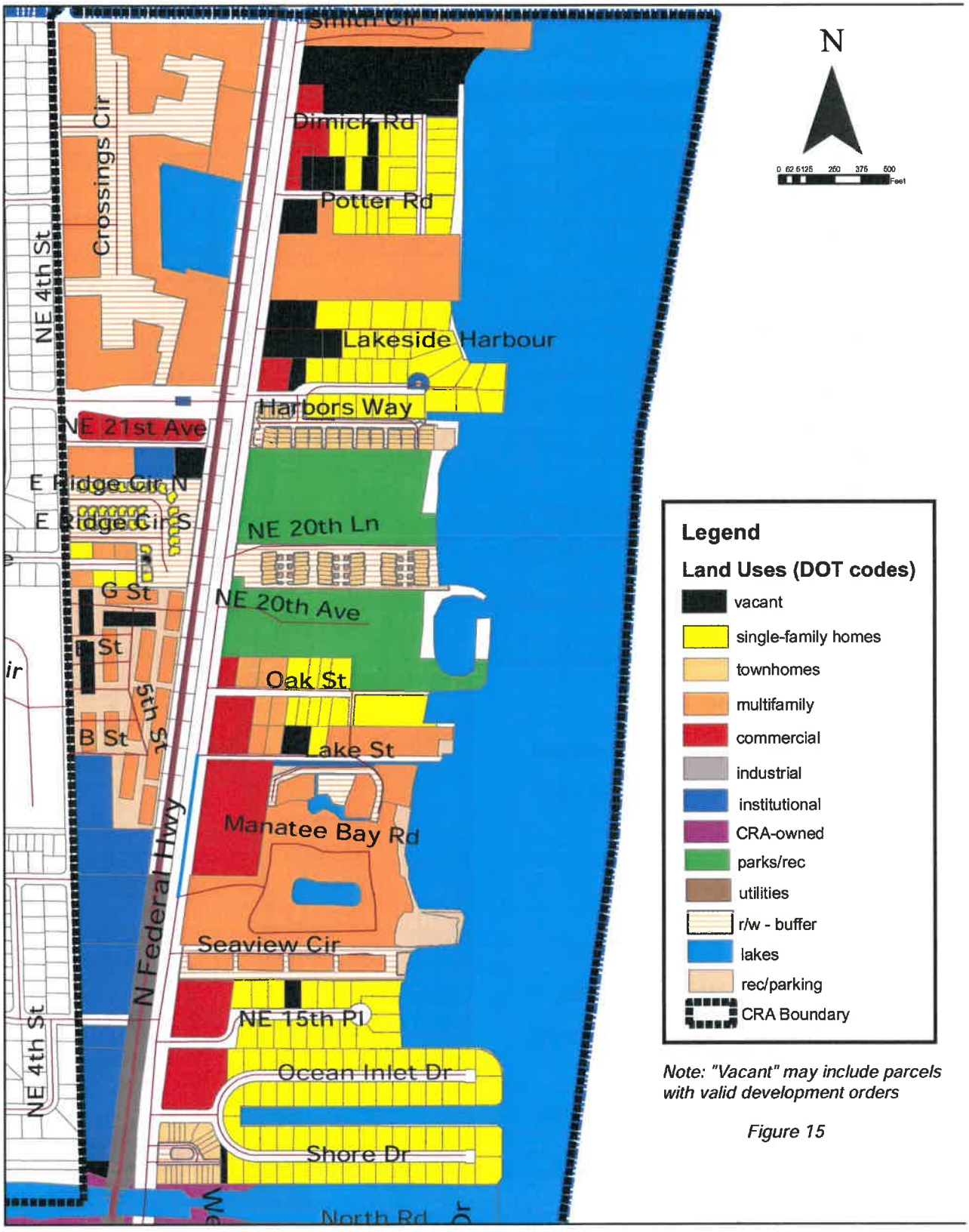


Figure 14 A

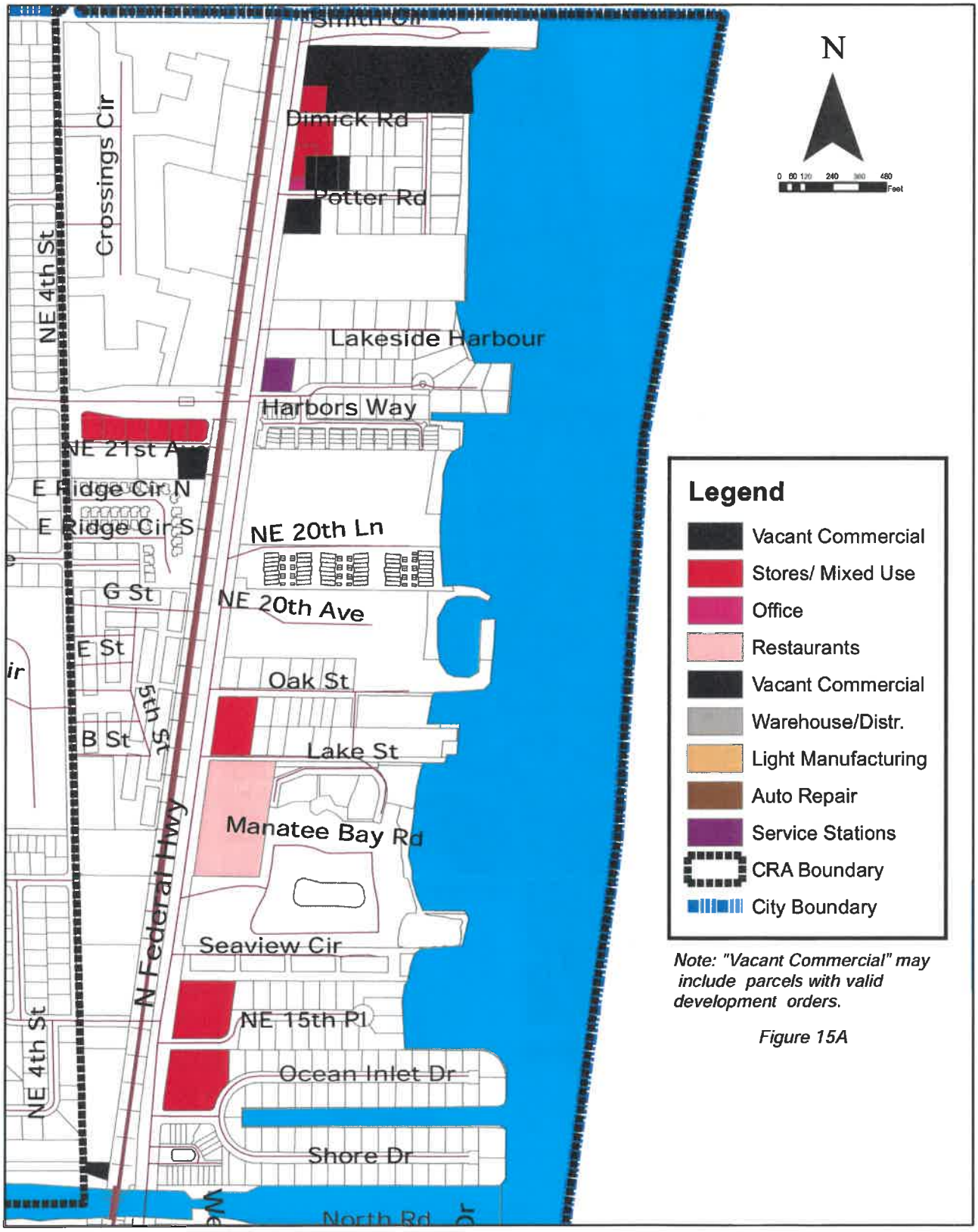
LAND USES IN THE NORTHERN SECTION



Note: "Vacant" may include parcels with valid development orders

Figure 15

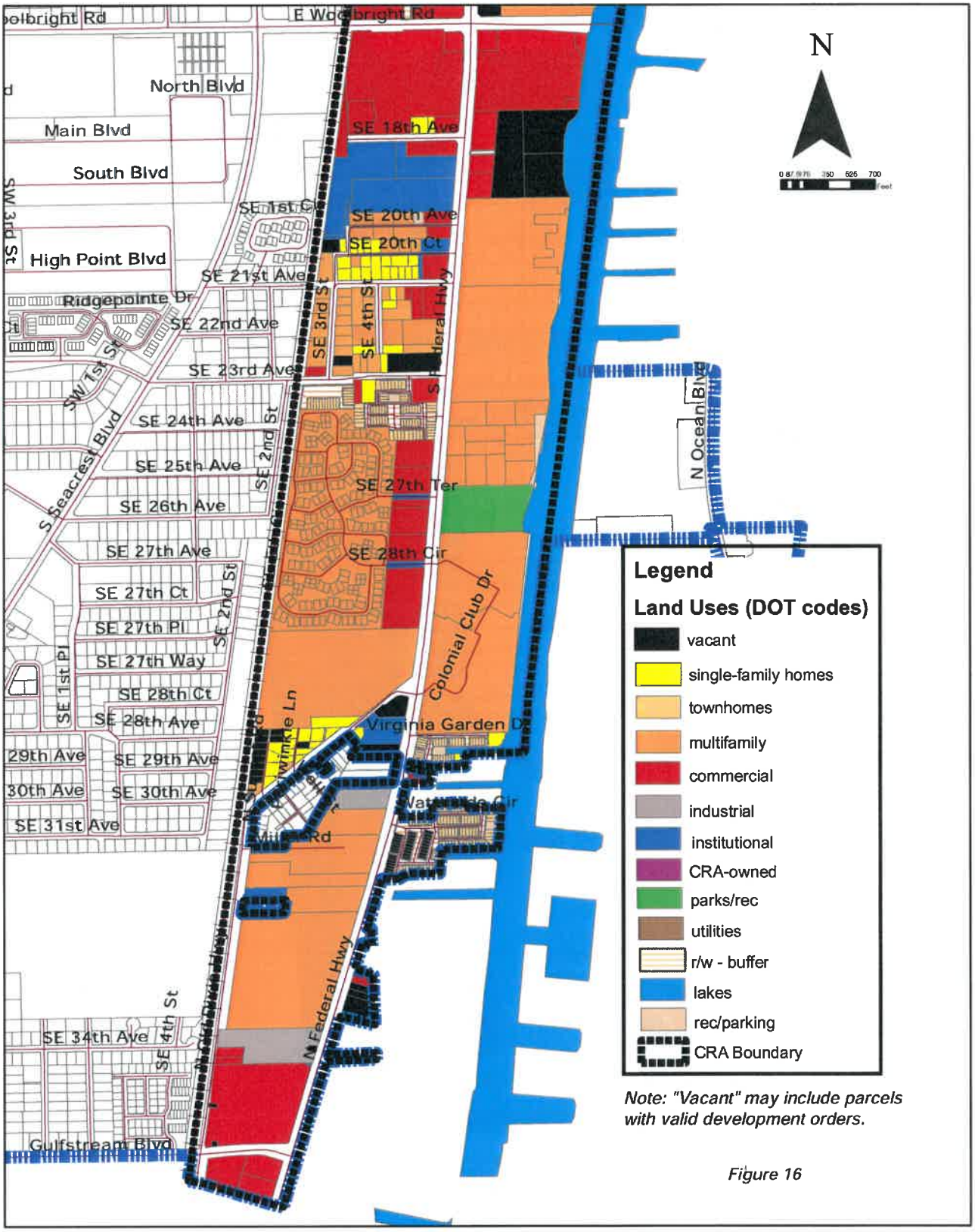
THE NORTHERN SECTION COMMERCIAL USES



Note: "Vacant Commercial" may include parcels with valid development orders.

Figure 15A

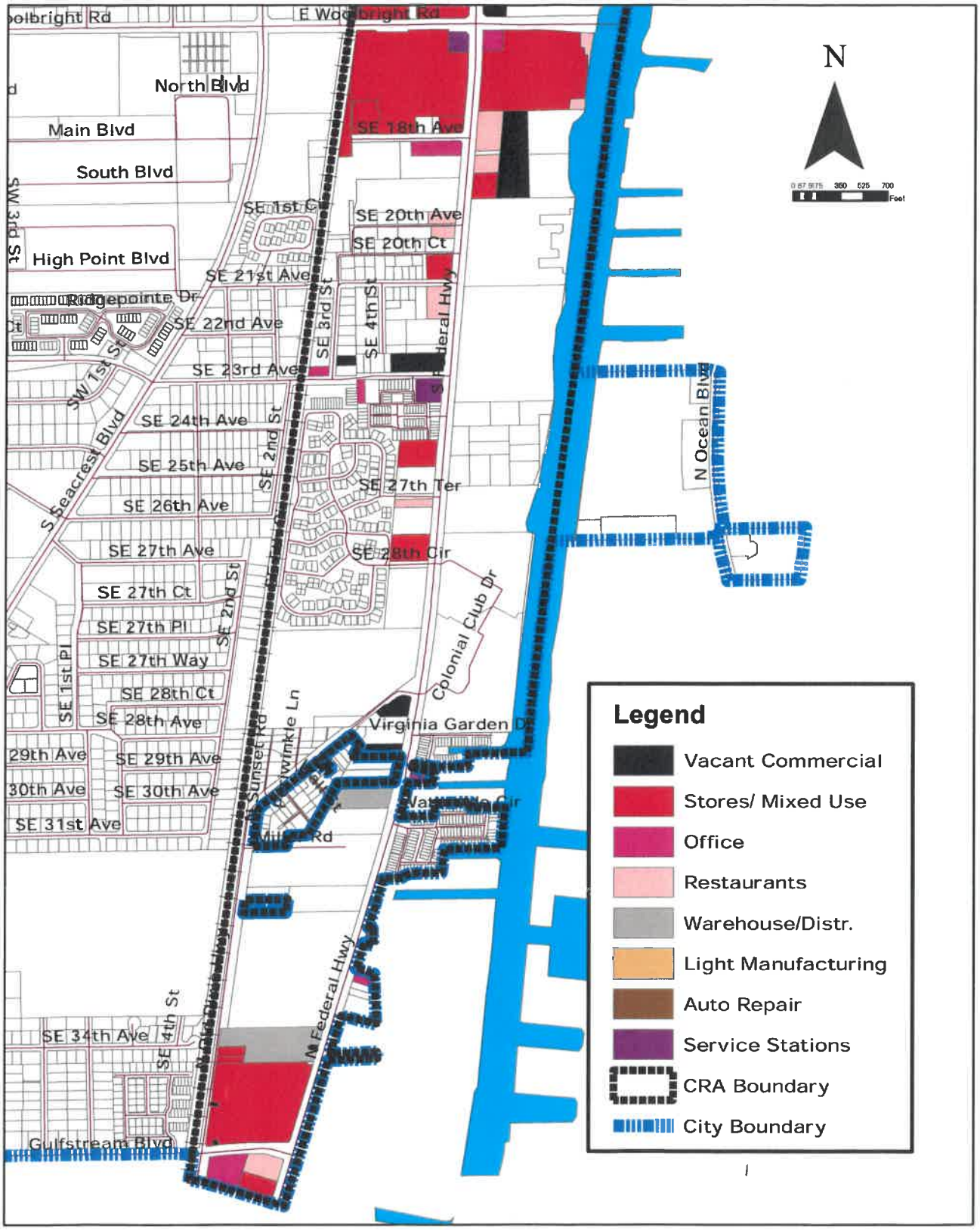
LAND USES IN THE SOUTHERN SECTION



Note: "Vacant" may include parcels with valid development orders.

Figure 16

THE SOUTHERN SECTION COMMERCIAL USES



CRA & City Owned Vacant Parcels

As Figure 17 shows, the 46 undeveloped CRA-owned parcels are concentrated in the downtown and surrounding neighborhoods, mostly in the Heart of Boynton area east of N. Seacreast Boulevard. The three largest clusters include two groups of small lots, one located between NE 4th and NE 5th Avenues, and the other between NE 9th and 11th Avenues, as well as two parcels south of NE 7th Avenue, consolidated into a property with an area exceeding 4 acres. Most of the lots in the first group face Martin Luther King, Jr., Boulevard on the north and south sides. The second group is clustered around a centrally located green space, and tentatively designated for the future Cottage District project. The large 2-lot, 4-acre property is a future site of the Ocean Breeze East project (Ocean Breeze West on the west side of N. Seacrest Boulevard has recently been developed with 21 single-family homes).

While the Cottage District project is currently envisaged to be a low density development, the Ocean Breeze East and any potential projects on the Martin Luther King, Jr., Boulevard can avail themselves of higher density options of 30 to 40 units per acre approved as part of the 2014 update of the Heart of Boynton Community Redevelopment Plan.

In addition to vacant parcels owned by the CRA, the area contains some City-owned vacant land. On the west side of N. Seacrest Boulevard and directly south of the Poinciana Elementary STEM Magnet School, City-owned vacant lots will be utilized for building for-sale single-family homes as part of the "Model Block" development.

CITY- AND CRA-OWNED VACANT PARCELS

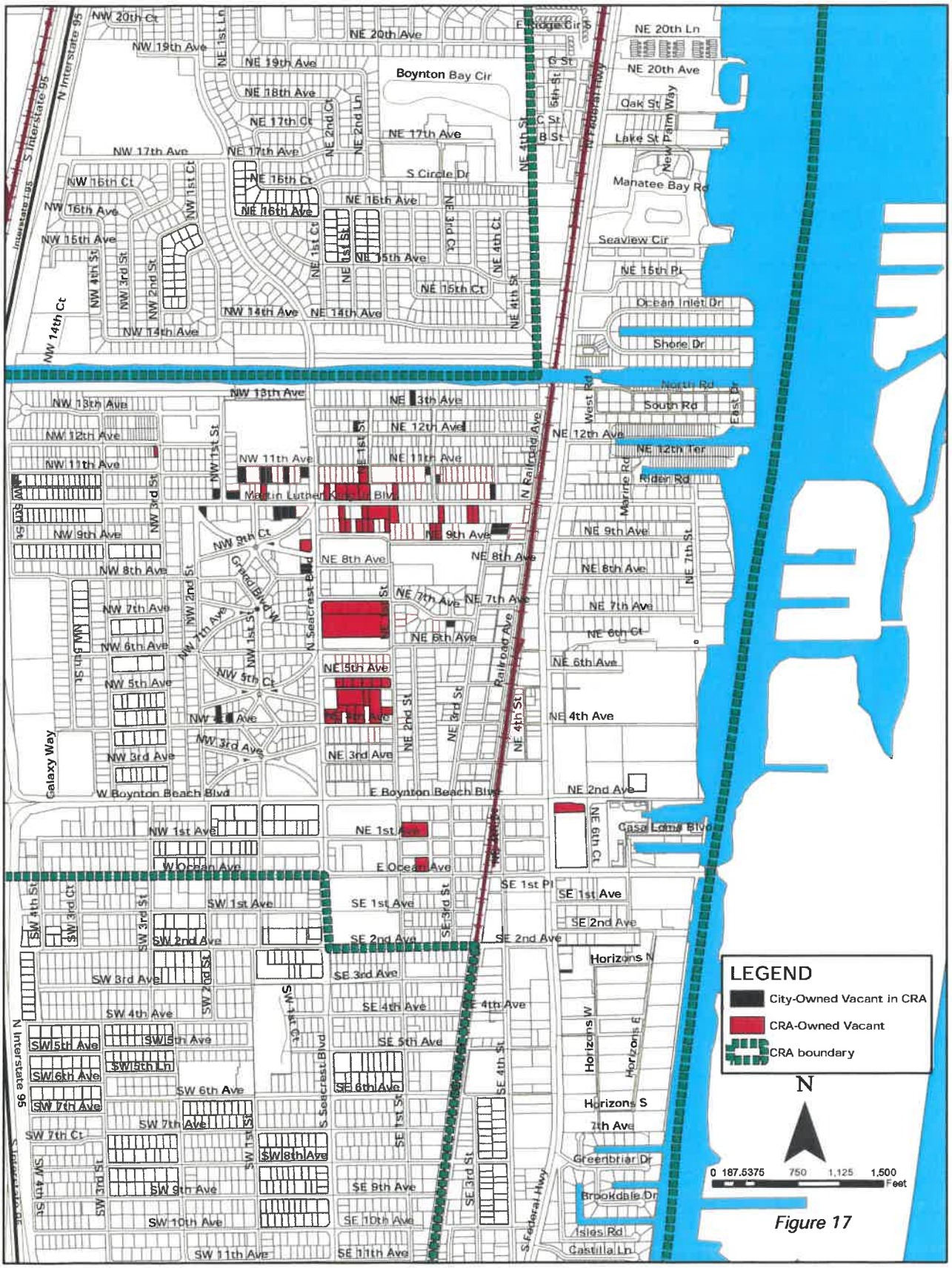


Figure 17

INVENTORIES: HISTORIC PROPERTIES

In 2011, the City of Boynton Beach adopted a new comprehensive Historic Preservation Program for the identification and protection of its historic, archaeological, and cultural resources. The program includes a number of elements such as the Certified Local Government Program, the Ad Valorem Tax Incentive Program, funding and educational opportunities, and various historic and cultural site registers.

Significant historic sites are included in the Boynton Beach Register of Historic Places (local register); a few are also included in the National Register of Historic Places. The determination of a site's historic

Table 16: FMSF Inventory Sites within the CRA

Sites Within the CRA Boundary Listed in the 1996 FMSF Survey

No.	Name	Address	PCN	Built	Style	Significance
1	United American Properties, Inc.	1120 S. Federal Hwy.	08-43-45-27-05-000-0011	c.1935	Bungalow	Architecture, recreation (tourism)
2	Mary Law House	625 S. Federal Hwy.	08-43-45-28-07-003-0091	c.1914	Frame Vernacular	Architecture
3	Joseph C. Reis House	421 SE 5th Ave.	08-43-45-28-07-002-0113	c.1930	Frame Vernacular	Architecture
4	Jean Carnahan House	415 SE 5th Ave.	08-43-45-28-07-002-0112	c.1920	Frame Vernacular	Architecture
5	Ora L. Sweat House	421 SE 4th St.	08-43-45-28-08-000-0020	c.1935	Frame Vernacular	Architecture
6	Denis D. & Cheryl J. Meadows House	419 SE 4th St.	08-43-45-28-08-000-0010	c.1930	Frame Vernacular	Architecture
7	Michael W. Bowden House	407 SE 4th St.	08-43-45-28-07-002-0050	c.1920	Frame Vernacular	Architecture
8	Micheline Many House	217 SE 3rd St.	08-43-45-28-03-010-0150	c.1913	Frame Vernacular	Architecture
9	K. & Helen Lyman House	216 SE 3rd St.	08-43-45-28-03-011-0071	c.1926	Frame Vernacular	Architecture
10	Edith Andrews House	306 SE 1st Ave.	08-43-45-28-03-011-0040	1907	Frame Vernacular	Architecture, exploration/settleme
11	Harvey E. Oyer Building	511 E. Ocean Ave.	08-43-45-28-03-006-0100	c.1948	Commercial	Architecture, commerce
12	R. & Anne E. Geller Building	104 S. Federal Hwy.	08-43-45-27-04-000-0021	c.1920	Commercial	Architecture, commerce
13	First United Methodist Church	101 N. Seacrest Blvd.	08-43-45-28-10-006-0010	c.1945	Gothic Revival	Architecture, religion
14	Gen. Dainel O'Connel House	203 NW 3rd St.	08-43-45-28-10-001-0071	c.1925	Mission	Architecture
15	Susan J. Mize House	330 NW 1st Ave.	08-43-45-28-10-006-0030	c.1924	Mission	Architecture
16	Teresa L. Willis House	324 NW 1st Ave.	08-43-45-28-10-006-0050	c.1925	Mediterranean Revival	Architecture
17	Khadey House	316 NW 1st Ave.	08-43-45-28-10-006-0100	c.1925	Mediterranean Revival	Architecture
18	Susan Murray House	310 NW 1st Ave.	08-43-45-28-10-006-0130	c.1926	Mission	Architecture
19	Herminio/Caraballo House	204 NW 2nd St.	08-43-45-28-10-003-0012	c.1926	Mission	Architecture
20	Sulus Computer Corp. House	221 NW 3rd St.	08-43-45-28-10-001-0010	c.1925	Mission	Architecture
21	Gordon Crawley House	313 NE 1st St.	08-43-45-21-30-001-0010	1945	Frame Vernacular	Architecture
22	Lucy W. Cavanaugh House	407 NE 1st St.	08-43-45-21-30-002-0231	c.1930	Frame Vernacular	Architecture
23	Sunshine Events, Inc. House	130 NE 3rd Ave.	08-43-45-21-30-001-0050	c.1935	Frame Vernacular	Architecture
24	Teresa Leija House	126 NE 3rd Ave.	08-43-45-21-30-001-0061	c.1947	Frame Vernacular	Architecture
25	Carl H. Arnold House	116 NE 3rd Ave.	08-43-45-21-30-001-0090	c.1935	Frame Vernacular	Architecture
26	Jacqueline M. Jacobson House	110 NE 3rd Ave.	08-43-45-21-30-001-0100	1935	Frame Vernacular	Architecture
27	Victor H. Trevino House	121 NE 3rd Ave.	08-43-45-21-30-002-0170	c.1940	Frame Vernacular	Architecture
28	David Eunice House	111 NE 3rd Ave.	08-43-45-21-30-002-0150	c.1940	Frame Vernacular	Architecture
29	Alberto F. & Gwendolyn Busey House	130 NE 4th Ave.	08-43-45-21-30-002-0050	c.1940	Frame Vernacular	Architecture
30	Joseph A.G. Jean House	124 NE 4th Ave.	08-43-45-21-30-002-0061	c.1940	Frame Vernacular	Architecture
31	Henry Roberson House	114 NE 4th Ave.	08-43-45-21-30-002-0090	c.1935	Frame Vernacular	Architecture
32	Foster and Deal House	112 NE 4th Ave.	08-43-45-21-30-002-0100	1935	Frame Vernacular	Architecture
33	Henry Roberson House	106 NE 4th Ave	08-43-45-21-30-002-0110	c.1925	Frame Vernacular	Architecture
34	Richard B. Holmes House	120 NW 4th Ave.	08-43-45-21-07-001-1500	c.1925	Mission	Architecture
35	Orabella McIver Nelson House	124 NW 4th Ave.	08-43-45-21-07-001-1510	c.1935	Mission	Architecture
36	Tilman Barachel House	505 N. Seacrest Blvd.	08-43-45-21-07-002-1460	c.1925	Mission	Architecture
37	Lillian F. Oyer House	512 N. Seacrest Blvd.	08-43-45-21-29-003-0054	c.1925	Frame Vernacular	Architecture
38	Lillian F. Oyer House	516 N. Seacrest Blvd.	08-43-45-21-29-003-0054	c.1935	Frame Vernacular	Architecture
39	Carlos A. and Lenor Perez House	115 NE 4th Ave.	08-43-45-21-29-003-0052	c.1930	Frame Vernacular	Architecture
40	B. Bailey and Cecilia Derle House	112 NW 5th Ave.	08-43-45-21-07-002-1430	c.1920	Mission	Architecture
41	Cornmer House	104 NW 5th Ave.	08-43-45-21-07-002-1450	c.1928	Mission	Architecture
42	H.L. and Iona L. Smith House	517 NE 1st St.	08-43-45-21-29-003-0011	c.1935	Frame Vernacular	Architecture
43	B.T. and Geneva Wilkins House	133 NW 6th Ave.	08-43-45-21-07-003-1060	c.1946	Masonry Vernacular	Architecture
44	Mascolo House	802 N. Federal Hwy.	08-43-45-22-03-001-0241	1946	Masonry Vernacular	Architecture
45	Harold E. and Marjorie Ochstein Hou	636 NE 8th Ave.	08-43-45-21-32-005-0171	1940	Frame Vernacular	Architecture
46	E.O. Properties Inc. House	1010 NE 7th St.	08-43-45-21-32-007-0021	c.1945	Frame Vernacular	Architecture
47	Old Dutch Mill	1022 N. Federal Hwy.	08-43-45-21-32-003-0200	c.1945	Frame Vernacular	Architecture, commerce
48	Benvenuto Restaurant	1730 N. Federal Hwy.	08-43-45-15-03-000-0160	c.1925	Mediterranean Revival	Architecture
49	James P. Rombakis House	626 Lakeside Harbor	08-43-45-15-03-000-0036	c.1920	Frame Vernacular	Architecture
50	Duncan and Flora Coutts House	626 Potter Rd.	08-43-45-15-02-000-1180	c.1928	Frame Vernacular	Architecture
51	Peter and Michael Flood House	644 Potter Rd.	08-43-45-15-02-000-1120	c.1925	Frame Vernacular	Architecture
52	Fl. Islander Inverstment Co. Inc. Hou	628 Dimick Rd.	08-43-45-15-02-000-0480	c.1940	Frame Vernacular	Architecture

significance (and the possible eligibility for the registers) starts with its inclusion in the Florida Master Site File (FMSF); the only requirement for a site to be entered into the FMSF is that it be over 50 years old. The FMSF is an inventory only and does not offer any form of protection for the sites included. See Figure 18 for location of historic sites.

The FMSF Inventory within the CRA Boundary

The sites listed in Table 16 are located within the CRA boundary; these were included in the original survey undertaken in 1996. The majority of these sites will likely be eligible for inclusion in the Boynton Beach Register of Historic Places (Local Register). Some may also be eligible for inclusion in the National Register of Historic Places; however, a thorough inspection is required before a decision on eligibility can be made.

The FMSF is currently being updated through an ongoing survey which will include all sites in the city built before 1965. As Boynton Beach expanded greatly in the post-war years, an estimated 1,500 sites need to be surveyed. This survey will update the current entries in the FMSF and will add a large number of new sites. Many of the newly surveyed sites will be eligible for inclusion in the Local Register and some may meet National Register requirements.

Table 17: Known significant sites within the CRA not on the FMSF Survey

Known Significant Sites Within the CRA Boundary not Listed in the 1996 FMSF Survey

No.	Name	Address	Built	Style	Significance
1	3804 N. Sunset Rd.	3804 N. Sunset Rd.	c.1942	Frame Vernacular	Architecture
2	3809 Periwinkle Ln.	3809 Periwinkle Ln.	c.1942	Masonry Vernacular	Architecture, possibly Agriculture
3	1000 S. Federal Hwy.	1000 S. Federal Hwy.	1974	Nautical Moderne	Architecture, art
4	915 S. Federal Hwy.	915 S. Federal Hwy.	c.1924	Frame Vernacular	Architecture
5	815 SE 3rd St.	815 SE 3rd St.	c.1926	Mission	Architecture
6	425 SE 5th Ave.	425 SE 5th Ave.	c.1930	Frame Vernacular	Architecture
7	115 SE 4th St.	115 SE 4th St.	Pre-1935	Frame Vernacular	Architecture, Social History
8	Ruth Jones House	480 E. Ocean Ave.	c.1924	Frame Vernacular	Architecture
9	Harvey Oyer Building	529 E. Ocean Ave.	c.1919	Commercial	Architecture
10	Arcade Building	515 E. Ocean Ave.	1961	Commercial	Architecture
11	The Blossom Shoppe	402 E. Ocean Ave.	c.1951	Commercial	Architecture
12	303 NW 1st Ave.	303 NW 1st Ave.	c.1950	Masonry Vernacular	Architecture
13	First Baptist Church	301 N. Seacrest Blvd.	1947	Neoclassical Revival	Architecture, Religion
14	411 E. Boynton Beach Blvd.	411 E. Boynton Beach Blvd.	c.1958	Commercial	Architecture
15	518 NE 4th St. A	518 NE 4th St. A	c.1925	Mission	Architecture
16	617 NE 3rd St.	617 NE 3rd St.	c.1970	Commercial	Architecture
17	240 NE 6th Ave.	240 NE 6th Ave.	c.1972	Commercial	Architecture
18	Sara Sims Memorial Gardens	201 NW 9th Ct.	1958	Cemetery	Archaeology, Art, Ethnic Heritage, Social History
19	1001 N. Railroad Ave.	1001 N. Railroad Ave.	c.1930	Frame Vernacular	Architecture
20	1017 N. Railroad Ave.	1017 N. Railroad Ave.	c.1950	Frame Vernacular	Architecture
21	True Deliverance By Faith Church	428 E. Martin Luther King Jr. Blv	c.1942	Commercial	Architecture, Social History
22	St. Paul AME Church of Boynton Bea	315 E. Martin Luther King Jr. Blv	c.1954	Gothic Revival	Architecture, Religion
23	114 NE 11th Ave.	114 NE 11th Ave.	c.1948	Frame Vernacular	Architecture
24	120 NE 11th Ave.	120 NE 11th Ave.	c.1946	Frame Vernacular	Architecture
25	227 NE 11th Ave.	227 NE 11th Ave.	c.1941	Frame Vernacular	Architecture
26	329 NE 12th Ave.	329 NE 12th Ave.	c.1948	Wood Siding	Architecture
27	330 NE 12th Ave.	330 NE 12th Ave.	c.1945	Frame Vernacular	Architecture
28	335 NE 12th Ave.	335 NE 12th Ave.	c.1940	Masonry Vernacular	Architecture
29	Deise Temple Church of God in Chr	340 NE 12th Ave.	c.1950	Vernacular	Architecture, Religion
30	413 NE 12th Ave.	413 NE 12th Ave.	c.1946	Frame Vernacular	Architecture
31	416 NE 12th Ave.	416 NE 12th Ave.	c.1939	Frame Vernacular	Architecture
32	418 NE 13th Ave.	418 NE 13th Ave.	c.1938	Frame Vernacular	Social history
33	416 NE 13th Ave.	416 NE 13th Ave.	c.1946	Masonry Vernacular	Architecture
34	240 NE 13th Ave.	240 NE 13th Ave.	c.1945	Frame Vernacular	Architecture
35	123 NW 13th Ave.	123 NW 13th Ave.	c.1945	Frame Vernacular	Architecture
36	119 NW 13th Ave.	119 NW 13th Ave.	c.1945	Frame Vernacular	Architecture
37	125 NW 13th Ave.	125 NW 13th Ave.	c.1945	Frame Vernacular	Architecture
38	2611 N. Lake Dr.	2611 N. Lake Dr.	1941	Frame Vernacular	Architecture

Table 17 on the following page lists known sites within the CRA area that will most likely be eligible for inclusion in the Local Register. As this survey is ongoing, further properties will be found that will also meet the requirements for local and national designation. It should be noted that Table 2 includes three sites which are not yet fifty years old. They have been included due to their special architectural and historical significance and their uniqueness within the city. The Land Development Regulations state "Individual buildings shall normally be at least 50 years old …." thus allowing younger buildings to be designated if appropriate.

HISTORIC PROPERTIES WITHIN THE CRA

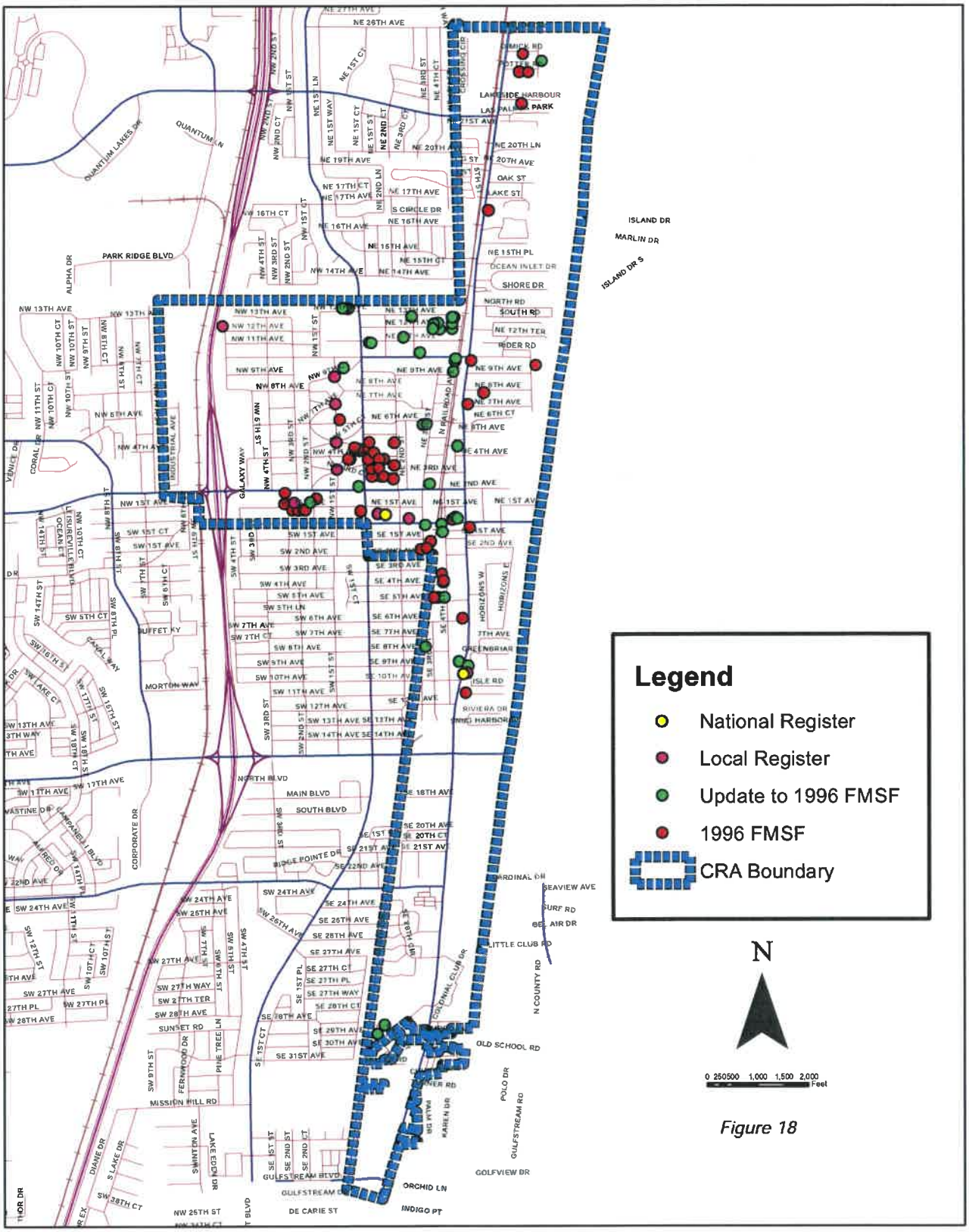


Figure 18

CRA Sites with Local or National Designation

Boynton Woman's Club, 1010 S. Federal Hwy
National & Local Registers
Significance: architecture and social history
Built in 1926, the Boynton Woman's Club building is a fine example of a Mediterranean Revival structure from the Florida Land Boom era. It was designed by the renowned architect Addison Mizner and its construction was partly funded by the estate of Major Nathan S. Boynton after whom the city is named. The Boynton Woman's Club, incorporated in 1911, was established to support the welfare and civic growth of Boynton. The building housed the city's first library until 1961, provided refuge for victims of the 1928 hurricane, served as a U.S.O. center during World war II, and has been provided free of charge to host events held by numerous civic organizations. The Woman's Club has sponsored many groups and offers annual scholarships to students who reside in the city and plan to attend a Florida college or university.



Boynton School, 141 E. Ocean Ave.
National Register
Significance: architecture and education
The Boynton School (Elementary School) was built in 1913 and is an excellent example of Masonry Vernacular architecture. It is one of the last works of William W. Maughlin, a prominent local architect who was known in Palm Beach County for his designs of several public and private buildings, including the 1908 West Palm Beach High School. The building operated as a school until 1990, after which it was used for special programs. In 1994 the site was added to the National Register of Historic Places and ownership was transferred to the City of Boynton Beach. The Schoolhouse Children's Museum and Learning Center was opened in 2001. The school is built from rusticated concrete blocks, which was a huge step forward for the city as all previous school buildings were built from wood. The site has been associated with education since 1900, when classes were held there in a one-room wood frame school. The school is the oldest school building in the city.



Audrey D. Gerger House, 331 NW 1st Ave.
Local Register
Significance: architecture
The Audrey D. Gerger House was built c.1926 and is a fine example of the Mission style from the Florida Land Boom era. It is the only example in the city of a Mission style two-story duplex. The building retains many of its original architectural features, including shaped parapets, scuppers, moldings, and exposed rafter tails on the exteri-

or, and wood flooring, decorative fire surrounds, stairs, and doors in the interior. Previous owners of the property include Minnie Paulle, who paid off the mortgage on the Boynton Woman's Club building; Leslie B. Crane, principal of the Boynton High School; and Clyde and Margaret Harris. Clyde Harris was the principal the Boynton High School and the Elementary School, principal of Palm Beach High School, director of the 8th District of the Florida Education Association, and a founder of the Orchid Society of the Palm Beaches. Margaret Harris was one of the first people to be born in Hypoluxo and her father was one of the barefoot mailmen.



Oscar Magnuson House, 211 E. Ocean Ave.
Local Register
Significance: architecture
The Oscar Magnuson House is a two-story Frame Vernacular structure that was built c.1919. It is one of the oldest structures in the city. The building retains many of its original external features including the double-hung wood frame windows and wood siding. Internally, the original wood floor remains and almost every wall surface is finished with wood beading which runs vertically, horizontally, and diagonally. Oscar Sten Magnuson was born in Sweden in 1875. It is not known when he moved to Boynton or when he bought this property although we know he lived in a shed on the site prior to building the house. An early Boynton pioneer, he earned a living as a farmer by growing ferns at his fernery on High Ridge Road. The ferns were packed in ice and shipped by rail to northern markets. Oscar also grew and grafted mango and avocado trees.



Boynton High School, 125 E. Ocean Ave.
Local Register
Significance: architecture and education
Built in 1927, the Boynton High School was the first high school in the city. It is an excellent example of the Mediterranean Revival style of architecture. Moreover, the two front corner towers incorporate elements of the up and coming Art Deco style which was introduced in the 1920s. As a hybrid of the two styles, the building is also significant in the history of Art Deco, especially as so few examples of this style can be found in the city. The school was designed by the architect William Manley King who was a designer of many Palm Beach County Schools and other notable buildings. One year after construction, the structure was badly damaged by the 1928 hurricane when the second floor walls of the auditorium collapsed. Many people who were seeking refuge from the storm were injured. The school board retained King to oversee the repairs. The school retains many of its original internal and external features. The building, which operated as a school until 1990, has lain vacant for a number of years and is in need of repair. It is currently included on the Florida Trust's list of "11 Most Endangered Historic Sites for 2015".



Boynton Hills Lights, NW 1st Str.
Local Register
Significance: architecture and streetscape design
The four Boynton Hills lights are located in the circular landscaped traffic islands in a north/south direction along NW 1st Street between Boynton Beach Boulevard and NW 10th Avenue. The lights and landscaped areas are an integral decorative element of the ornate street layout pattern of the Boynton Hills Subdivision which was platted in 1925. The lights, manufactured by Westinghouse Electric, were once common throughout the city; however, only five are known to remain. The fifth light is located at the Boynton High School. A 1925 Westinghouse catalogue identifies the lights poles as the "Sheridan" model. The "hollowspun" concrete poles were manufactured by pouring concrete into a mold containing steel reinforcement. The mold was rotated at high speed and the centrifugal force produced a dense compact wall with a hollow opening along the length of the pole into which the wiring could be inserted.



Barton Memorial Park Cemetery
Local Register
Significance: archaeology, art, ethnic heritage, and social history
The Barton Memorial Park Cemetery (historically known as Cherry Hill Cemetery) was started as an unofficial burial place for the city's African-American community. As it was not a "official" cemetery, there are very few burial records. The earliest legible grave marker dates to 1926; however, it is likely the cemetery dates to c.1900. During the initial planning stages for the construction of Interstate 95, the proposed route of the highway was planned to pass directly through the site necessitating the relocation of burials. However, research indicates that the route of the highway was altered to bypass much of the site. By the late 1970s, the cemetery had fallen into disrepair. Mary Barton, after whom the cemetery is named, successfully petitioned the city to have the site cleaned up. Although only twenty grave markers remain, in 2012 a Ground Penetrating Radar Survey—part of a successful archeology program undertaken by the City in conjunction with students from local colleges and universities—identified many underground anomalies which are most likely unmarked burials.



Historic Preservation Education Program

The Historic Preservation Education Program was initiated in 2013 by a non-matching CLG grant of $18,250 from the Florida Division of Historical Resources. This funding allowed for the creation of a Downtown Heritage Trail and Cemetery Heritage Trail with informational boards, an online interactive website, and trail brochures. The following year, an application for a second CLG grant for $27,200 was ranked first in the state. This funding is being used to create a city-wide mobile application including information on 170 sites of interest. As well as providing educational benefits, both projects encourage heritage tourism and contribute to economic development and city revitalization. The Historic Preservation Education Program was awarded first place in the Florida League of Cities 2013 Florida Municipal Achievement Awards in the "Teaching Your City's History and Heritage" category.

INVENTORIES: PARKS AND RECREATION

Park, open space and recreation facilities are classified according to a number of characteristics, including size, service area, population served, facility development, and general function. (See Table 18 and Figure 19 for location, acreage and a general description of equipment in each facility.)

Community Parks

Community parks are the largest active parks in the City and serve the largest population base. Community parks are the most comprehensive in terms of recreation activities provided. These parks are the most expensive to build and maintain. The optimum service area of the community park is three miles. Although the optimal size of a community park in Boynton Beach is 15 acres, its actual size should be based on the land area needed to accommodate the desired uses and ease of access from throughout the service area.

Wilson Park is the only community park within the CRA boundary. Completed in February 2008, the park has two basketball courts, two play areas, picnic shelters, and a multipurpose field. It also includes the Carolyn Sims Center, a two-story, 14,000 square foot recreation center that houses a game room, class rooms, multipurpose event room, and offices and catering kitchens. The refurbished John H. Denson Pool features a new triple water slide, water features, lanes for swimming and dressing rooms.

Neighborhood Parks

Neighborhood parks are the basic unit of the Boynton Beach park system and serve as the recreational and social focus of each neighborhood. These parks should accommodate a wide variety of user groups, including children, adults, seniors, family groups, and special populations and be centrally located within each service area, encompassing a ½ mile distance (if possible, uninterrupted by non-residential streets or other physical barriers). The CRA area includes two neighborhood parks—Pence Park and Galaxy Park. The Civic Center has, aside from a recreation facility, play equipment and a maze made of shrubs. Galaxy Park has recently been relocated in conjunction with construction of a new Galaxy Elementary school; re-opened in 2013, it is now located north of the school. Pence Park is the oldest park in the City system.

Urban/Open Civic Spaces

Urban parks provide civic open space in the City for the enjoyment of all residents and visitors. Some will serve as elegant public spaces that are designed to complement the urban patterns of downtown Boynton Beach and will become urban oases amongst the bustle of downtown activity. The CRA includes four parks in this category: Veterans Memorial Park (previously Bicentennial Park), renamed after a memorial to the Veterans was installed there in 2008; Heritage Park, a popular gathering place in the Heart of Boynton with a monument dedicated to Boynton Beach African Americans; Kiwanis/Sierra Club Park, a small grassy area located on Northeast 22nd Avenue; and Veterans Park, a passive park located in the downtown core of the City.

Greenways/Bikeways

Greenways serve several functions:

- They tie park components together to form a cohesive park, recreation and open space system.
- They emphasize harmony with the natural environment.
- They allow for uninterrupted and safe pedestrian movement throughout the community.

- They provide residents with a resource-based outdoor recreation opportunity and experience.

Since greenways are the preferred way to get people from their homes and into parks, adjacency to development areas and parks is important.

Bikeways are urban trails that are paved segments of roadways that serve to safely separate cyclists and pedestrians from traffic. Bikeways are those trails through the City that connect significant pedestrian destinations such as schools, parks, neighborhoods, libraries, shopping, etc.

Palmetto Green Linear Park is located within the CRA on the south side of the SFWMD C-16 Canal. The pathway turns into several overlooks that can serve as fishing piers; however, a great amount of trash and refuse has been tossed off the platforms making fishing difficult.

Barton Greenway connects the west terminus of the Palmetto Green Linear Park Extension south through Barton Memorial Park to the north side of Galaxy Elementary School.

Special Use Parks

Citywide, parks that have a unique use include Little League Park, Kids Kingdom and the cemeteries. CRA has three special use parks: Barton Memorial Park, Sara Sims Park and the Kids Kingdom Playground.

Barton Memorial Park contains gravesites of early African American residents dating back to the early 1900's. It is currently closed for burials. Boynton Beach Memorial Park is the primary public cemetery in Boynton Beach; there are several hundred gravesites remaining (the property was replatted to identify over 300 more sites). Sara Sims Park and Cemetery is an older park, with a plan for a redesign and expansion. The adopted Master Plan calls for preservation and enhancement of the historic graveyard and for creation of areas for community and family events. The CRA purchased properties to implement the plan, and additional ones are targeted for acquisition.

Kids Kingdom Playground is a Leathers-designed wooden and concrete play structure, an extremely popular destination for residents, schools, camps and visitors. The structure was built in 1996, involving a volunteer effort by residents.

Water/Beach Access Parks

The CRA parks with access to the Atlantic Ocean or Intracoastal Waterway include Harvey E. Oyer Jr. Park (formerly Boat Club Park), Intracoastal Park, Jaycee Park and Mangrove Park.

Harvey E. Oyer Jr. Park provides boat access to the Intracoastal Waterway and Atlantic Ocean. The fishing pier was replaced in 2004. The restrooms inside the community center were renovated, the playground equipment replaced, and the canal dredged in 2008.

Intracoastal Park is the newest, and an extremely popular park in the system. A two story, 7,200 square foot building is available for rent for meetings, weddings, recreation programs and activities, etc.

Jaycee Park's construction was completed in 2008. In addition to the facilities listed in Table 1, it has a walking path, open playfield, three pavilions, and two (2) bocce ball courts.

Mangrove Park contains a 1/4 mile aluminum walkway through 10 acres of mangroves on the Intracoastal Waterway and includes educational kiosks and an observation deck. Trash accumulation in the mangroves has been a problem.

Recreation Facilities

Aside from parks that are spread throughout the City, all of the community/recreation centers are located within the CRA. These include:

- Art Center, built in 1992. Operates at capacity, offering classes in arts and crafts, teen and adult fine art, pottery, painting, afternoon recreation, summer camp, specialty camps, pre-school programs and classes.

- Harvey E. Oyer Jr. Park's Clubhouse, a 2,500 square foot building that offers painting and bridge programs. It is used by community groups and neighborhood associations for meetings and is also used as a rental facility.

- Carolyn Sims Center, a 14,000 square foot two-story building completed in 2008. Programming includes pre-school, afterschool, teen recreation, sports clinic, social groups, summer camps, specialty camps and the Youth Violence Prevention Programs.

- Civic Center, opened since 1962. Programming opportunities include youth and adult dance, summer camps, pre-school programs, Jazzercise, language classes, piano and keyboard classes, bridge, music concerts and Outlook Club for the sight impaired.

- John H. Denson Pool, refurbished and improved in 2008. It includes a triple water slide, "tumble buckets" water play features, teaching area, deck chairs, large umbrellas and dressing rooms. Programs include junior lifeguard training, water fitness, adult swim classes and youth swimming lessons.

- Senior Center, purchased in 1998 and renovated thrice. Programming includes computer classes, card games, dances, live music, association and group meetings, health screenings, music lessons, lunch program, driving classes, group outings, safety courses and various special events. Local groups that provide a variety of services that include AARP, R.S.V.P, Delray Medical Center, Aker Kasten Community Outreach Program, Shopper Hopper transportation service, Mental Health Association of PBC and Mae Volen.

PARKS AND RECREATIONAL FACILITIES

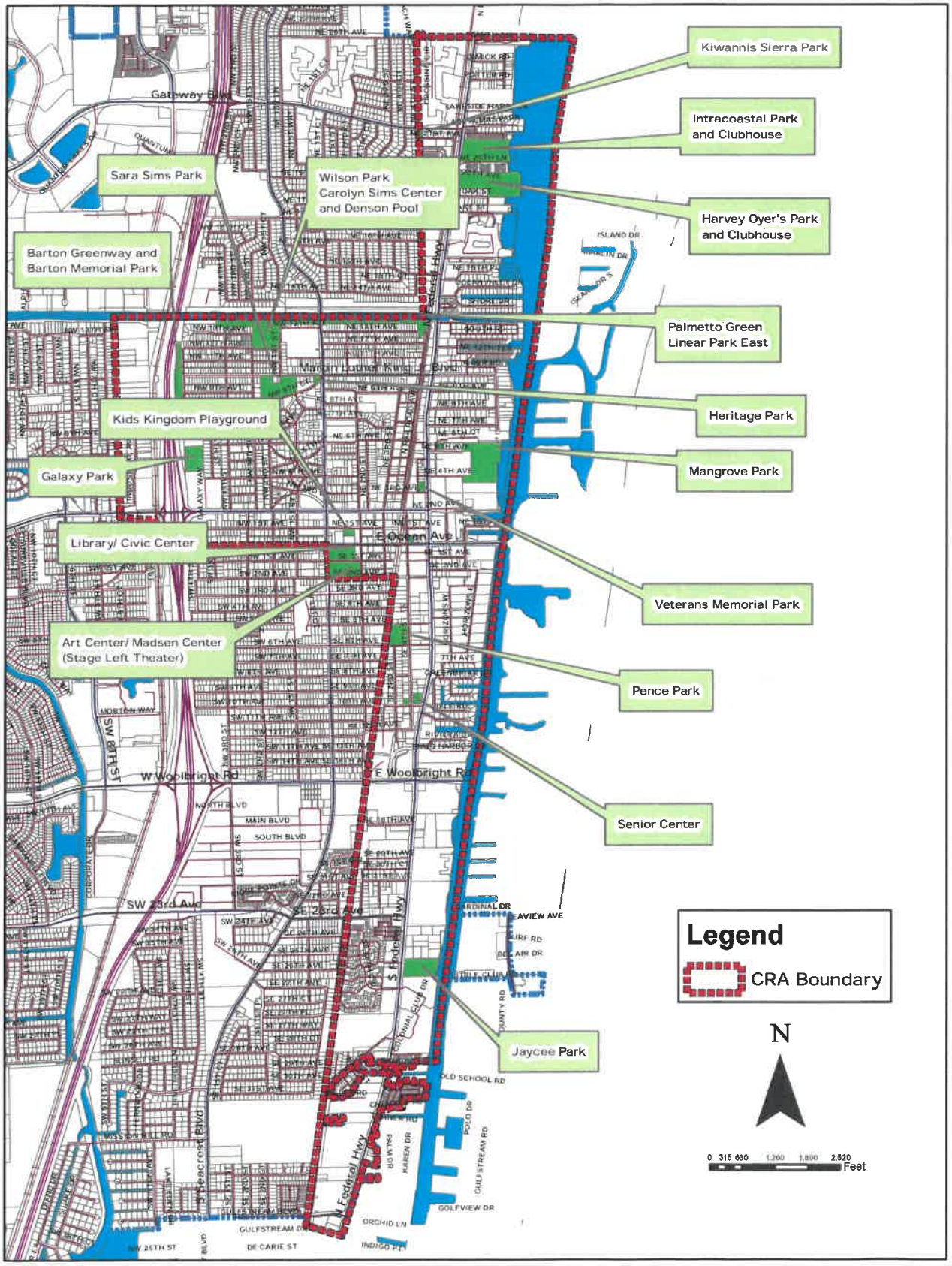


TABLE 18. Park and recreational facilities in CRA

Parks	District	Type	Size	Description/Condition
Barton Memorial Park	Heart of Boynton	Special Use	6.26 acres	The picnic equipment at the park is in good condition. This is a passive park.
Veterans (Bicentennial) Memorial Park	Downtown	Urban Open Space	0.59 acres	The equipment at the park is in very good condition. This is a passive park primarily used for special events related to veterans.
Oyer Park / Boat Club Park	Federal Hwy	Water/ Beach Access	8.79 acres	The park has a picnic area and a playground. The equipment is in good condition.
Galaxy Park	Boynton Beach Blvd/ HOB	Neighborhood	3.95 acres	The park has a picnic area, a youth baseball/softball field, two tennis courts and a playground. The equipment is in good condition, but use of the park has decreased when it was relocated due to the reconstruction of the school and the lights on the ball field and tennis courts were not replaced.
Heritage Park	Heart of Boynton	Urban Open Space	0.29 acres	The equipment at the park is in good condition. This is a passive park.
Intracoastal Park	Federal Hwy	Water/ Beach Access	9.43 acres	The park has 4 picnic areas and a playground. A Veterans Memorial is located at the entrance. A unique feature of this park is an access for non-motorized vessel launching. A 1/3-mile concrete path winds around a small lake with a floating fountain. The equipment is in good condition and is heavily used.
Jaycee Park	Federal Hwy	Water/ Beach Access	5.49 acres	The park has 3 picnic areas and a playground. It is very popular and heavily used. The equipment is in good condition.
Kids Kingdom Playground	Cultural	Special Use	0.44 acres	The playground is heavily used. It is currently in poor condition.
Mangrove Park	Downtown	Water/ Beach Access	10.72 acres	The equipment at the park is in good condition. It is a passive park, but the boardwalk through the mangroves and the viewing area on the intracoastal water way is very popular.
Palmetto Greens Linear Park	Heart of Boynton	Greenway	0.3 acres	The park has a picnic area and a playgound. The equipment is in poor condition.
Pence Park	Downtown	Neighborhood	2.84 acres	The park is very popular; it has a basketball court, a multipurpose field and a playground. The equipment is in good condition, but the heavy use of the multi-purpose field causes a lot of wear tear on the turf.

Sara Sims Park	Heart of Boynton	Special Use	6.95 acres	The park is adjacent to Sara Sims Memorial Cemetery. It has 2 picnic areas and a basketball court. The equipment is in poor condition from general wear and tear. The park is used frequently by the neighboring communities.
Dewey Park (Veteran's Park)	Downtown	Urban Open Space	2.86 acres	This is a passive park with a picnic area. The equipment is in good condition.
Wilson Park	Heart of Boynton	Community	5.44 acres	The park has two basketball courts, a multipurpose field and a playground. It is heavily used, and the sod suffers a lot of wear and tear. The outdoor furniture needs to be painted or replaced. Playground equipment in good condition.
Kwannis Sierra	Federal Hwy	Urban Open Space	0.19 acres	The equipment at the park is in good condition. This is a passive park.
Madsen Center	Cultural	Recreation Facility	2,966 sf	Building has been leased to the Stage Left Theater Company and converted into a community theater. The company allows local shuffle boarders to use the outside courts as a courtesy.
Boynton Beach Civic Center	Cultural	Recreation Facility	9,771 sf	Auditorium with stage, classroom, dance studio, kitchen, lobby, four offices, storage closet, copier room
Senior Center	Downtown	Recreation Facility	9,891 sf	Activity/Lunch room, Lobby/Coffee room, Computer room, Multi-purpose room, Stage room, Fitness room, Classroom 107, Conference room 106, Arts & Crafts room, Game room, Kitchen, Office A, Office B, 1 - Office C
Art Center	Cultural	Recreation Facility	6,642 sf	Three classrooms, pottery room, kiln room, two sink rooms, six offices, closets, lobby, restrooms
Boat Club Building	Federal Hwy	Recreation Facility	2,084 sf	Multi-purpose room, kitchen, storage, restrooms, coast guard
Denson Pool	Heart of Boynton	Recreation Facility	2,909 sf	Office; locker rooms/restrooms, main pool 75'x36', kiddie pool, 31,x30'
Carolyn Sims Center	Heart of Boynton	Recreation Facility	13,816 sf	Multipurpose room (two-sided), game room, two classrooms; three offices
Intracoastal Park Clubhouse	Federal Hwy	Recreation Facility	7,303 sf	Two offices, event room, two classrooms, two kitchens, restrooms, storage

INVENTORIES: PUBLIC ART

The Arts Commission, appointed in April 2004, researched, created and developed the Art in Public Places program. The Public Art Ordinance was adopted by the City Commission in October 2005. The Arts Commission continues to serve the City by updating the Art in Public Places Strategic Master Plan, recommending guidelines and funding for implementation and championing the current program.

Art in Public Places Program

Art in Public Places' mission is to integrate the arts into the greater community. The program's purpose is to stimulate cultural interaction, education and economic development by selecting, siting, installing and maintaining public art. Its vision is to connect the cultural environment in Boynton Beach with the global community. The program is funded through the City's Public Art ordinance that collects one percent of construction value of development and redevelopment projects. As development occurs, public art is integrated into the architecture, infrastructure, landscape and greenways throughout Boynton Beach. To date, 49 public art projects have been sited in Boynton Beach. (See Figure 20 for all the locations of public art throughout the CRA.)

Avenue of the Arts

The Avenue of the Arts is a year-long outdoor artwork exhibit designed to stimulate cultural interaction, education and economic development. The program, initiated by the City of Boynton Beach Arts Commission, is implemented by the Public Art Manager. Visitors and tour groups travel through seven blocks in east Boynton Beach to experience twelve inspiring artworks. Along the way, they learn about the City's amenities shops, restaurants, fishing and diving establishments.

The Art Commission may recommend the purchase of one or more of the artworks for permanent placement in the City. To date, nine artworks were purchased, with many participating artists awarded additional commissions.

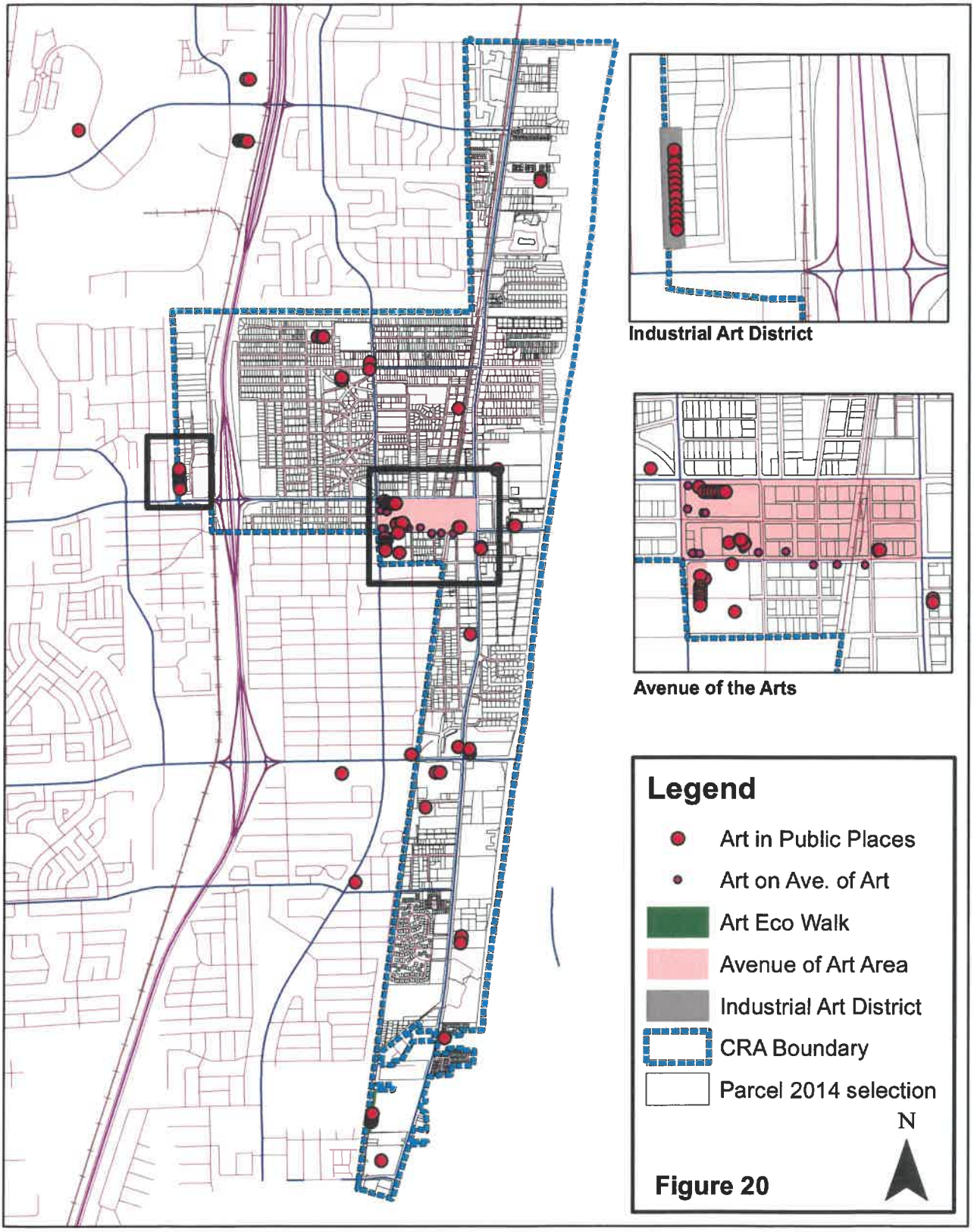
International Kinetic Art Exhibit & Symposium

Kinetic art is art that moves physically or optically. Held in 2013 and again in 2015, the biennial International Kinetic Art Exhibit and Symposium was created by the Boynton Beach Arts Commission and produced by the City of Boynton Beach through its Art in Public Places program. Its vision is to connect the global community to one-of-a kind kinetic art experiences. The free-to-the-public event features both indoor and outdoor kinetic art, educational presentations, (Science-Technology-Engineering-Art and Math (S.T.E.A.M)-based learning displays and the opportunity to meet world-renowned kinetic artists. The event positively impacts Boynton Beach's economic development, branding it as a cultural destination.

Boynton Beach Art District (BBAD)

The alternative contemporary art scene known as Boynton Beach Arts District has grown along Industrial Avenue in the industrial enclave west of Interstate I-95, off Boynton Beach Boulevard. Created by artists attracted to the area due to the City's Art in Public Places program, BBAD hosts visitors, artists and tour groups from inside and outside the Boynton Beach Community. The industrial warehouse area, once an unsafe dump site, was transformed into a thriving arts community to promote cultural exchange. Monthly Art walks, voted #1 in Palm Beach County, ever changing murals and interaction with artists create an environment where art comes alive.

PUBLIC ART LOCATIONS WITHIN THE CRA



INVENTORIES: STRUCTURES

The following is a comprehensive look at the built form throughout the Boynton Beach CRA. A survey was conducted of a general sample of a variety of buildings and land uses within the CRA. The section begins with a graphic analysis that links the footprints of the selected structures with a street view photograph. Information about each structure including the year built, type of construction, architecture, and square footage follows the images and is referenced by the corresponding map reference number assigned to that structure. This study will act as the basis for design, architectural, and site planning recommendations made in the subsequent redevelopment plan.

Federal Highway District

1. Truck Rental

This commercial lot was built in 1955. The building has a red brick façade and areas of stucco that are painted orange. There is a pitched green roof and red brick columns. It is set back from the street but still visible from the right-of-way. There is on street parking and public lighting.

2. Mixed Use

This commercial building was built in 1948. It is a concrete block painted yellow with wooden trims that are painted white. The structure has white awnings on the original windows and a barrel tile roof. There is a patio located at the front of the structure containing white wooden fencing and simple wooden columns. The building has a shallow setback on a corner lot with driveway and parking access in the front and sides of the structure.

3. Office

This office was built in 2011. It is a one (1) story structure made of concrete block and painted off-white with white trims. On the front façade there are white and blue striped awnings with lighting installed above. The windows are rectangular and darkly tinted. There is a crown molding along the flat roof. The building has a shallow set back from the street allowing for landscaping along the public sidewalks. Two driveways provide access to parking on the sides and rear of the structure.

4. Storage

This parcel was developed in 1957, including two above ground storage tanks for storage and distribution of petroleum gas. This use is currently nonconforming in this location. There are currently two (2) concrete structures on the property. The property has chain link fencing along the perimeter with barbed wire. There is minimal landscaping and/or buffering from the right-of-way.

5. Retail

This commercial lot was developed in 1960. This two-story building is concrete block construction with stucco painted yellow. The existing mansard roof is black with a slight overhang. The original windows are long vertical with cast iron rods. The building is slightly set back from the street with landscaping along the right-of-way.

6. Retail

This commercial lot was built in 1938. It is made of concrete block with stucco painted a light green and a pitched roof. A portion of the façade still has wooden siding. The second story has a decorative light house feature. Some of the windows have wooden shutters while others have awnings above the window line. The structure has mechanical equipment on the roof and at the rear which is all visible and minimally screened from the rights-of-ways.

Built Conditions Inventory:
Federal Highway (North)

1. Truck Rental, 1955



2. Mixed Use, 1948

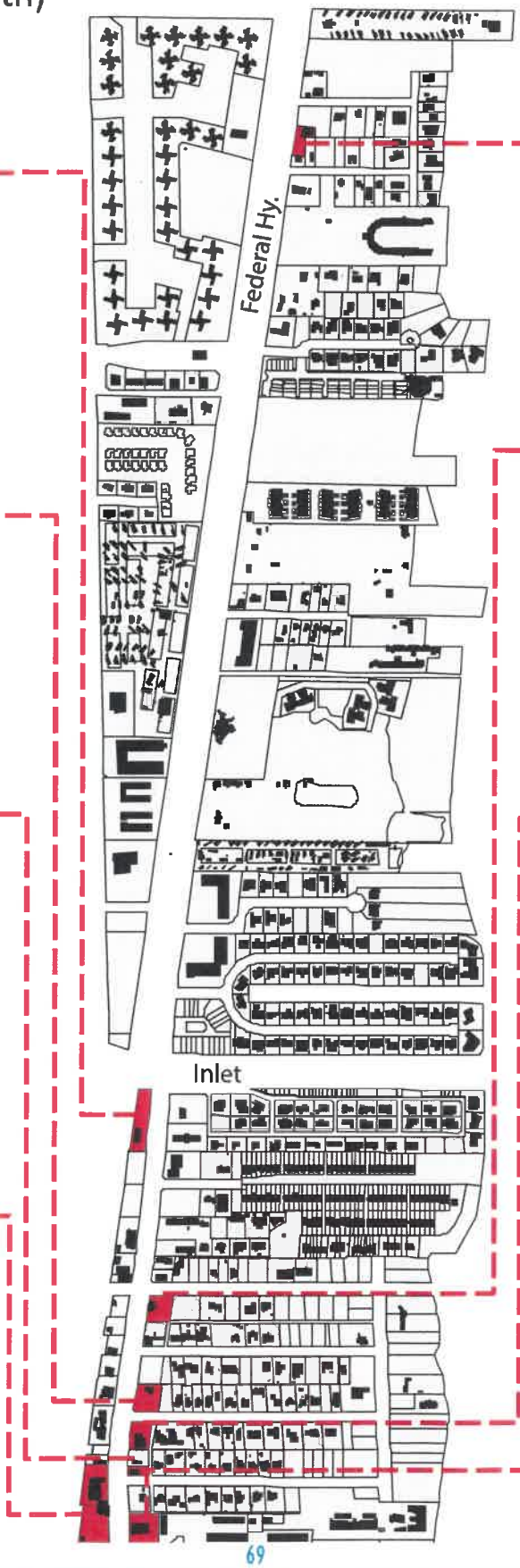


3. Office, 2011



4. Storage, 1957





5. Retail Store, 1960



6. Retail, 1938



7. Auto Sales, 1957



8. Retail, 1984



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7. Auto Sales

This commercial lot was developed in 1957. It is a one story, concrete block structure with stucco painted orange with white trims. The roof is flat and has a roof sign that protrudes above the roof line. The lot's primary use is for the storage and sale of vehicles. A chain link fence runs along the perimeter of the storage area and the vehicles are stored along the street frontage with no buffering of screening along rights-of-ways.

8. Retail- Fishing Tackle

This commercial building was built in 1984. The elevation facing Federal Highway has a brick façade, pedestrian doors and an overhead door. The structure has a mansard roof which overhangs the structure and screens the roof top mechanical equipment. The structure has original windows. It is set back from the street. The pedestrian portions of the building are shaded by a green awning that stretches from the flat roof. There is public lighting coming from the building. There is a bike lane and street parking. This use is currently nonconforming in this location.

9. Multi-Family Residential

This Mixed-use (commercial and residential) parcel was built in 2009. It has a concrete block structure that is painted red, orange and brown. The roof is tilted with red tile. There are balconies with columns and arches. The pedestrian path is shaded.

10. Big box retail

This commercial structure was built in 2011. It has a concrete block frame painted brown and orange. There are dark brown awnings over the openings and white grates on the windows.

Built Conditions Inventory:
Federal Highway (South)

9. Multifamily Dwelling, 2009



10. Big Box Retail, 2011





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Downtown

11. Restaurant

This professional services parcel was built in 1955. It is used as a commercial unit. It has a wooden structure with a gazebo and food truck parked on the site. There is a large wooden gate. The gate's frame is metal and painted black. There is no sidewalk at this location and there is on-site parking.

12. Mixed Use

This apartment complex was built in 2010. It has a brick frame structure that is painted beige and light brown. The glass doors and windows have grates that are painted white. The driveway is made of cobblestone and has vegetation.

13. Single Family Residence

This single family home was built in 1979. It has a cement block frame with stucco painted white and beige. The roof is pitched and has brown tiles. There are window shutters that are painted beige.

14. Single Family Residence

This single family home was built in 1952. It has a cement block frame with stucco painted orange. There are brick columns painted white. The original windows are still present and have white grates. The roof is pitched with gray tile. The walls are partially covered by rust and dirt. Some openings are blocked off by wooden boards.

15. Mixed Use

This multi-family housing structure was built in 2006. It has a brick frame with stucco painted pastel orange. The structure faces a boat dock on the north side. The roof is tilted and painted light green. The window grates and handrails are painted white. The sidewalks on the property are paved with red brick.

16. Restaurant

This restaurant was built in 1948 on a boat dock overlooking the intracoastal. It has a cement block frame with painted stucco.

17. Motel

This motel was built in 1954. It is a brick structure painted sky blue. The roof is slightly pitched and painted white. The windows have white grates. There are large ornaments attached to the façade of the building. Outdoor seating is provided within the property's perimeter.

18. Senior Center

This community center was built in 1947. It has a cement block structure with stucco painted pink. The roof is pitched with red tiles and white finishing at the base. The windows are shaded by blue-green awnings.

Built Conditions Inventory:
Downtown

11. Restaurant, 1955



12. Multifamily, 2010

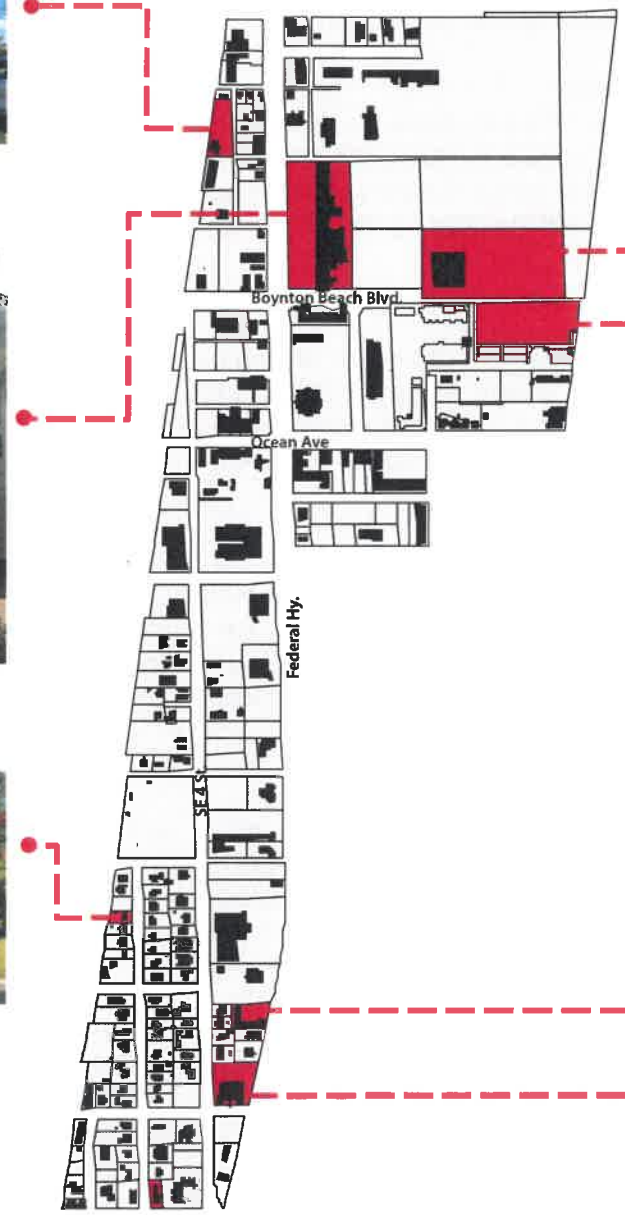


13. Single Family, 1979



14. Single Family, 1952

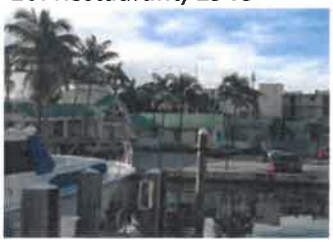




15. Multifamily, 2006



16. Restaurant, 1948



17. Motel, 1954



18. Senior Center, 1947



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Cultural District

19. Historic High School

The school was built in 1928. The frame is composed of concrete and clay tile blocks. It has a historic designation and is vacant. The exterior has stucco painted beige with dark pink outlines. There are arched windows with detailed columns painted red.

20. Children's Schoolhouse

The school was built in 1920. The structure's frame is cement block and brick painted white. The roof is pitched with light gray tiles. There is a large arch on the entrance to the building over the main staircase. There is a brick gazebo painted white. A short bell tower painted white and pink with pointed roof painted blue faces the eastern portion of the building. The driveway is paved with brick. There is a water fountain next to the driveway.

21. Municipal Library

The municipal structure was orginaly built in 1962 and underwent a major renovation and expantion in 2009. The entrance features a curved series of walls arranged. The frame is made of cement block and is painted yellow. The windows have a wide frame made of cement and painted red. There is a short gazebo on top of the building adding connectivity to the school house nearby. The gazebo has dark windows with a low pointed roof and grey tile.

22. Single Family Residence

This single family home was built in 1959. It has concrete block frame with stucco painted light beige-brown. Some of the openings have a dark brown trim. The porch roof is supported by two poles painted dark brown. The structure has a flat roof with a frame painted dark brown. There is a white brick structure extending out from the center portion of the west façade wall. There a dark brown awning above the mechanical equipment on the façade.

23. Civic Center

The municipal structure was built in 1962 on the same parcel as the library. It has a brick frame structure with stucco painted white. Structural red brick is exposed around the main entry point. The roof is flat. The entryway includes a roof that is supported by a detailed cement wall that is painted white. There is black signage on the upper portion of the entryway and public art by the sidewalk.

24. Multi-Family Residential

• These Multi Family condos were built in 1972. It is a two (2) story "U" shaped building with a cement block frame. The frame has stucco over it which is painted white and beige. The roof is flat. There are screened patios extending out from the sides and rear of the building. The residential circulation corridors are on the outside. The staircases and two floors have detailed cement railings painted white. Columns made of naturally cut rock protrude from the exterior walls facing Ocean Ave.

• This multi-family housing building was built in 1973. It has a cement block frame with stucco painted light beige. It is two story building with a flat roof. There is an exterior corridor for resident circulation on the building's east side, facing Ocean Ave. The corridor is covered by an extension of the roof. There are detailed cement railings painted white.

25. Retail store and restaurant

This parcel was developed in 1953. The frame is made of cement block and painted stucco. The roof is flat and extends slightly out to provide minimal coverage below. It is immediately west of the Florida East Coast Railway Corridor. There is seating on a red brick sidewalk facing Ocean Ave. The east side of the building has storage units with large doors painted white with white framing.

Built Conditions Inventory:
Cultural

19. Historic High School, 1928

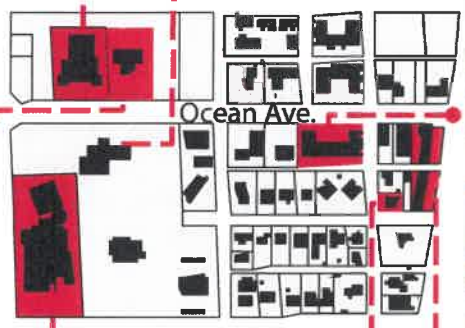


23. Civic Center, 1962



20. Childrens School House, 1920





24. Multi Family Housing, 1973





21. Municipal Library, 1962



25. Retial & Restaurant, 1953



22. Single Family Residence, 1959



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Industrial Craft District

26. Auto Service

This warehouse was built in 1972. Its frame is made of metal wall panels painted light grey, and the building appears to be prefabricated. The building is used for auto services.

27. Storage

This warehouse was built in 1980. It has as CMU frame painted light grey. The building appear to consist of storage units.

28. Warehouse and Tractor Storage

This warehouse was built in 1972. It has a CMU frame painted beige. It is partially used for auto servicing. There are many tractors stored in the parking lot and on the opposite side next to the right of way.

29. Auto Service Center

This building was constructed in 1974. It has a CMU frame painted light green. The garage doors are located on the southern façade. White awnings extend out from the garage doors.

30. Truck Parking / Storage

This light industrial lot has no buildings and has vehicles stored on the property.

31. Industrial Art Warehouse

This warehouse was built in 1977. It has a frame made of concrete masonry units. The walls are covered with art that advertises the work of local artists.

Built Conditions Inventory:
Industrial Craft

29. Green Auto Service Center, 1974

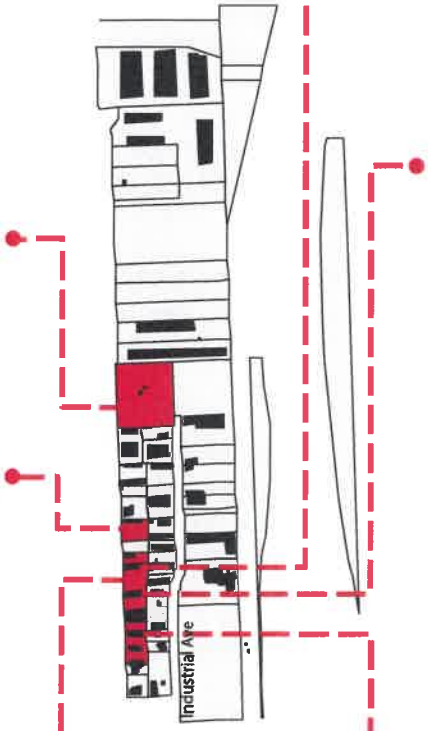


26. Atuo Service, 1972



30. Truck Parking/ Storage, 1974





27. Storage Building, 1980



31. Industrial /Art Warehouse, 1977





28. Warehouse and tractor storage



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Boynton Beach Blvd District

32. Strip Mall

This commercial retail structure was built in 1962. It has a brick frame that is partially exposed, partially painted. The roof is flat and extends over a walkway facing the store entrances. The vertical portion of the roof extension is painted pastel pink.

33. Place of Worship

This unit was originally built in 1947. It has a brick frame painted white. The pitched roof is green and there is a pediment supported by 4 Doric columns at the entrance.

34. Convenience store

This commercial unit was built in 1971. It has an exposed red brick frame. The roof is flat with a green awning providing some shade at the building's entrance.

35. Single Family Residence

This two-story residential unit was built in 1932 and fronts on Ocean Avenue. The structure is wooden frame construction with stucco and a flat roof. The property is lined with a four foot fence that has concrete columns and cast iron rods. This corner lot has its driveway on NW 3rd Street.

36. Single Family Residence

This single family unit was built in 1953. It has a concrete block structure with stucco painted light green. The structure has a pitched roof with light brown shingles. The windows and door have white trims and the decorative shutters are grey. This property does not have a driveway of a garage facing Ocean Avenue; instead, the corner lot has a driveway coming from the corss street of NW 3rd Street.

37. Post Office

The post office was originally built as a commercial unit in 1963 and is located at a prominent intersection of the boulevard. It has an exposed brick frame on one section, with glass windows wrapping the rest of the north and east facades. The roof is flat with exposed mechanical equipment. The roof and window grates are painted beige and pastel yellow.

38. Municipal- City Hall

This structure was originally built in 1958 and had a major renovation and expansion completed in 1989. It has a concrete block frame with stucco painted pastel green and beige. There are arches extending from the façade walls.

Built Conditions Inventory:
Boynton Beach Blvd.

32. Strip Mall, 1962

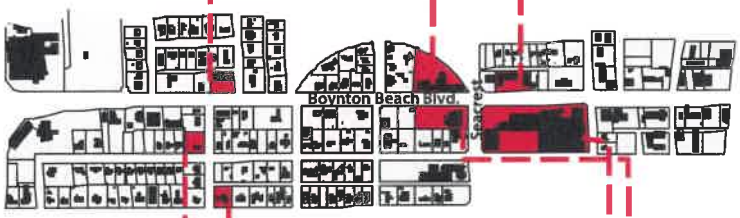


33. Place of Worship, 1947



34. Convenience Store,1971





35. Single Family Residence, 1932



36. Single Family Residence, 1957



37. Post Office, 1963



38. City Hall, 1989



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Heart of Boynton District

39. Single Family Residence

This residential unit was built in 1956. It has concrete block frame with stucco painted beige. The windows have brown grates. The roof is pitched with brown tiles. There are detailed columns supporting a patio by the front door.

40. Single Family Residence

This single family unit was built in 1975. It has a concrete block frame and stucco painted dark yellow. The pitched roof has red tiles. The grates in the windows and on the roof are painted white. The property is set back from the street and adjacent properties.

41. Convenience Store

This commercial unit was built in 1964. It has a brick frame which has been painted red. It is a 1 story structure with a flat roof outlined in white paint.

42. Multi-Family Residential

The year that this unit was built is presently unknown. It is two stories with a concrete block frame. There is stucco on the exterior that is painted white. The doors are a salmon color and the rails to the second floor are metal and painted black.

43. Single Family Residence

This single family home was originally built in 1931. This mission style home has had two additions to the original house footprint.

44. Single Family Residence

This single family home was built in 1946 and is a typical example of the existing frame vernacular architecture that is in the area. This house is wood frame with wood siding on all sides of the structures. The front façade has a prominent stone chimney that extends past the pitched roof.

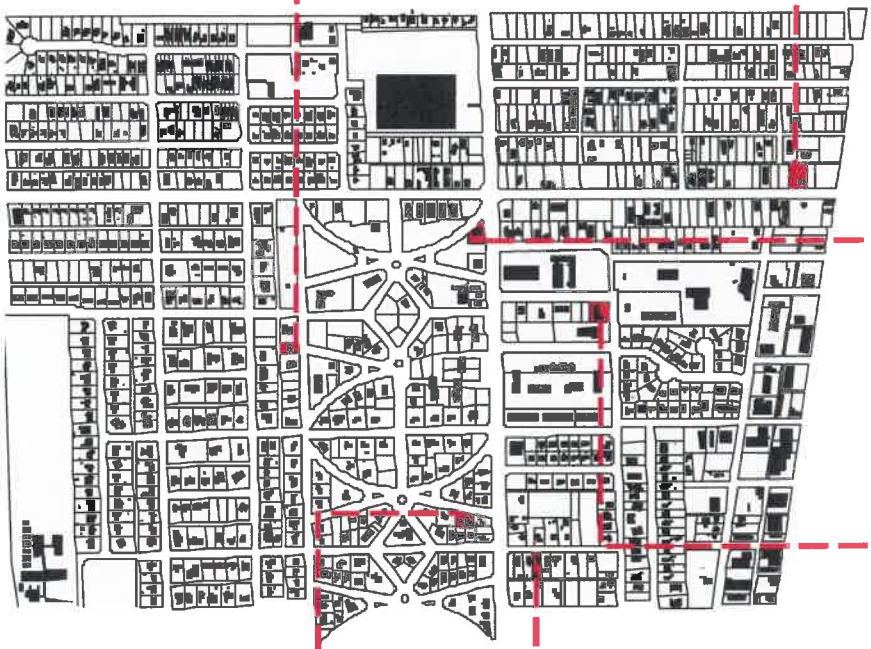
Built Conditions Inventory:
Heart of Boynton

39. Single Family Residence,1956



40. Single Family Residence, 1975





41. Convenience Store, 1964



42. Multi-Family Residential



43. Single Family Residence, 1931



44. Single Family Residence, 1946





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D Built

After reviewing the built forms of the seven geographic areas, some general conclusions can be derived:

Federal Highway District
Federal Highway is four to five lanes with overhead wires and vehicular lighting on both sides of the street. Large medians are landscaped with predominantly palm trees through the center which provides little shade. The sidewalks lack shade trees and pedestrian lighting. Most of the highway is lined with commercial properties and has multifamily properties behind. Condominiums, apartments, and townhomes are all present throughout the corridor. The commercial properties are largely strip mall design or big box retail, both of which favor large surface parking areas between the road and the business. The multifamily developments, with the exception of the two newest redevelopments, Seaborne Cove and Las Ventanas, either turn their back to the highway or are walled off from Federal Highway.

Downtown District
The Downtown District is comprised primarily of condominiums and commercial property. This district has been a recent focus of redevelopment efforts. Two examples of these efforts are the Marina Village and Casa Costa development; both condominiums have the first floor retail areas, several of which are vacant. The structures within the district vary from one to fourteen stories in height. Many of the existing structures are setback from the street and are accessed directly from Federal Highway. Parking is either in front or on the sides of the buildings. A select few of the buildings were built directly against the sidewalk. In order to create an urban setting the sidewalks should increase to a minimum of ten feet wide to be able to accommodate outdoor activities, such as seating and display areas. Federal highway has consistent vehicular light, but lacks pedestrian lighting. Street trees are not present to create shade along the sidewalks. Medians are landscaped, but do not seem to be well maintained.

Cultural District
The Cultural District is largely made up of institutional uses on the western side of the district and residential uses on the east. Ocean Avenue runs east to west through the district; it has sidewalks and lighting on both side of the road. Many of the parcels are vacant, abandoned or underutilized. This area lacks continuity; the buildings are placed in different locations on each lot and much of the land is being used for surface parking lots.

Industrial District
This district is the only area that is completely industrial. The area is concentrated with automobile services, storage warehouses and art studios. The parcels are generally smaller than the typical industrial parcels. That is one of the factors that is dictating the types of industrial uses which are present. Access to district is serviced by one secondary road which connects to Boynton Beach Boulevard. Most lots contain onsite parking; however, vehicles are parked and stored within the right-of-way. Along with storage of vehicles much of the right-of-way is cluttered with debris. Most of the existing structures were constructed within the 1970s. Generally, the structures in the district were built in the center of the parcels with pavement and other site amenities around the buildings. This area does not contain connected sidewalk and has minimal pedestrian and/or vehicular lighting.

Boynton Beach Boulevard District
Boynton Beach Boulevard is currently a four to five lane arterial road. The vast majority of the structures built along the boulevard were built in the center of the parcels which allows surface parking areas to be placed in front of the structures. This configuration is acting as a barrier between the street and the existing uses. Landscaping, pedestrian lighting, active uses, and consistent architectural styles are currently not present.

Heart of Boynton District
The Heart of Boynton District consists prominently of single family residences. Many of these homes are historically significant. There are both Wood Frame Vernacular and Mission styles are present throughout. The district is bisected by a Seacrest Boulevard, a four lane road, which has limited crosswalks, minimum pedestrian lighting and a speed limit of forty-five (45) miles per hour. The single family homes are set up in a traditional manner. The homes are set back approximately twenty feet from the right-of-way and have driveways and yards in front of the structure. Most of the interior streets do not have sidewalks, lighting, or street trees. There are several churches and day care facilities located within the residential neighborhoods. Also, at the eastern boundary of the district, along the railroad track there is a small industrial area that has predominantly automotive service uses and small warehouses.



E. Infrastructure Conditions

Water, Wastewater &
Sewer Improvements
Identified Substandard Areas
Reclaimed Water
Roads
Pavement Condition
Alleys
Street Lighting
Median Landscaping
Sidewalks
Transit

UTILITIES

While the City provides municipal services to its citizens within the City limits, Boynton Beach Utilities also provides water, wastewater, and reclaimed water services outside the City limits. Stormwater services are only provided within the City.

The utility system includes two (2) wellfields, two (2) water treatment plants, two (2) aquifer storage and recovery (ASR) wells, a wastewater collection and transmission system with approximately 160 lift stations, and the associated water distribution system, wastewater gravity and force main piping, reclaimed water distribution system, and stormwater swales, exfiltration trenches, piping, catch basins, ponds, and outfalls. The South Central Regional Wastewater Treatment Plant is co-owned by Boynton Beach and Delray Beach, and the plant is governed by a board that is comprised of the Mayors and Commissioners from each city.

Boynton Beach Utilities has identified several current or future capital improvement projects within the six (6) CRA districts.

Water, Wastewater and Stormwater Improvements

Water main and stormwater improvements are currently being constructed as part of the Central Seacrest Corridor Neighborhood Improvements project located south of Boynton Beach Boulevard and west of Seacrest Boulevard (see Figure 22). This project is replacing existing substandard water mains within roadways and rear easements with new 6-inch and 8-inch water mains within the roadway rights-of-way. This will result in improved water pressure, water quality, and fire protection for the neighborhood. The stormwater project involves removing unpermitted parking improvements within the rights-of-way and installing swales, exfiltration trench, and catch basins. New curb and gutter is being installed along Ocean Avenue to replace the existing curb and gutter, and all roadways within the project area will be resurfaced. This will result in improved drainage within the neighborhood and reduced flooding. Several incoming improvements are connected to two recently approved developments: 500 Ocean and Casa del Mar (see Figure 22). The 500 Ocean site is located on Ocean Avenue between Federal Highway and SE 4th Street. The project includes new water mains to serve the project and future redevelopment to the north. The Casa del Mar site, located east of Federal Highway and north of Dimick Road, includes new water mains on site and the replacement of an existing substandard 4-inch water main on Dimick Road with a new water main that will loop to an existing water main on Federal Highway. This will result in improved water pressure, water quality, and fire protection in the area. In terms of wastewater improvements, work in connection with 500 Ocean includes new gravity sanitary sewer mains to serve the project and connect to adjacent piping. The Casa del Mar includes new gravity sewer mains on site and connection to an existing gravity sewer that runs south on North Lake Drive.

Finally, both 500 Ocean and Casa del Mar are incorporating stormwater improvements. The 500 Ocean's will include re-routing of a large stormwater line that currently bisects the project site and connection to an existing pipe on the west side of Federal Highway that leads to the downtown stormwater pond. The Casa del Mar project includes new stormwater piping on site and along Dimick Road with outfalls to the Intracoastal Waterway.

Wastewater improvements are currently being constructed as part of the Pence Park Lift Station project located west of SE 4th Street and north of SE 6th Avenue (see Figure 22). This new sub-master lift station will receive a large portion of the wastewater flow from south of the station and east of I95 and pump into the new regional force main in the eastern part of the City to the South Central Regional Wastewater Treatment Plant. Upon completion, the Pence Park Lift Station will divert a significant amount of flow from Lift Station No. 356 located east of Federal Highway on the Boynton Beach Boulevard extension. This will relieve capacity at LS 356 and make provision to handle future developments in the downtown area such as 500 Ocean.

Improvements may be required for the Heart of Boynton's Ocean Breeze East site located on Seacrest Boulevard, south of NE 7th Ave, depending on the type of development. Utilities will coordinate with the CRA and the future

developer of the site regarding the existing water and sanitary sewer mains as well as stormwater infrastructure.

Identified Substandard Areas

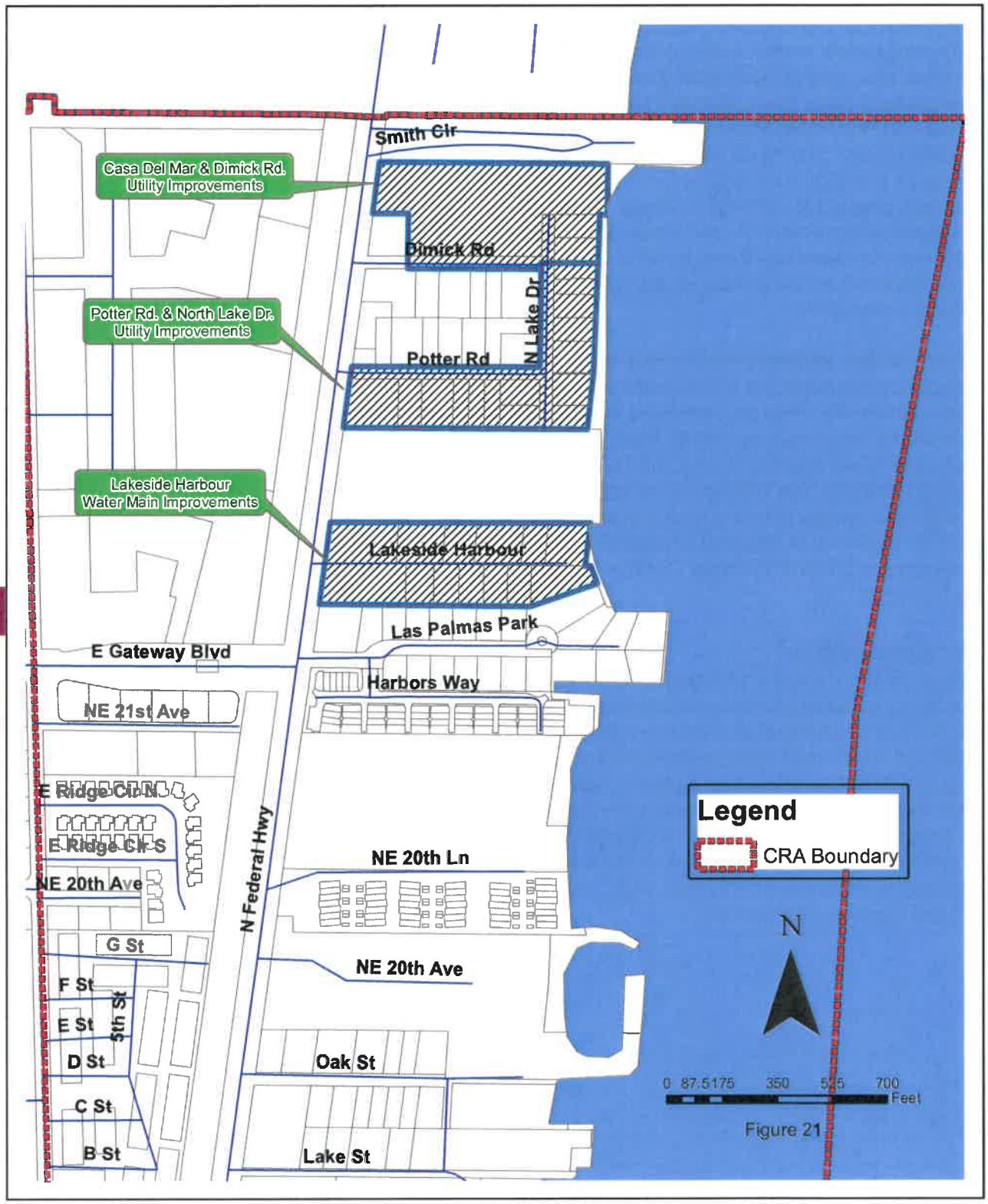
Utilities staff has identified additional areas with substandard water mains, water mains 4-inches in size or smaller, and/or inadequate fire protection. Three projects have been identified within the Federal Highway district: Potter Road & North Lake Drive, Lakeside Harbor, and North & South Roads (see Figures 21 and 22). Additional water main improvements are planned for NW 11th Avenue, and Central Seacrest Corridor Phase III (see Figure 22). Improvements may be necessary in the Heart of Boynton and Ocean Breeze East depending on the type of developments undertaken.

Utilities has also identified areas where there is substandard drainage and flooding associated with certain rain events. Two projects have been identified within the Federal Highway district: North & South Roads and Potter Road & North Lake Drive (see Figure 21 and 22). The Utilities will be commissioning a study to review potential stormwater improvements for the Heart of Boynton area east of Seacrest Boulevard and Central Seacrest Corridor Phase III (see Figure 22).

Reclaimed Water

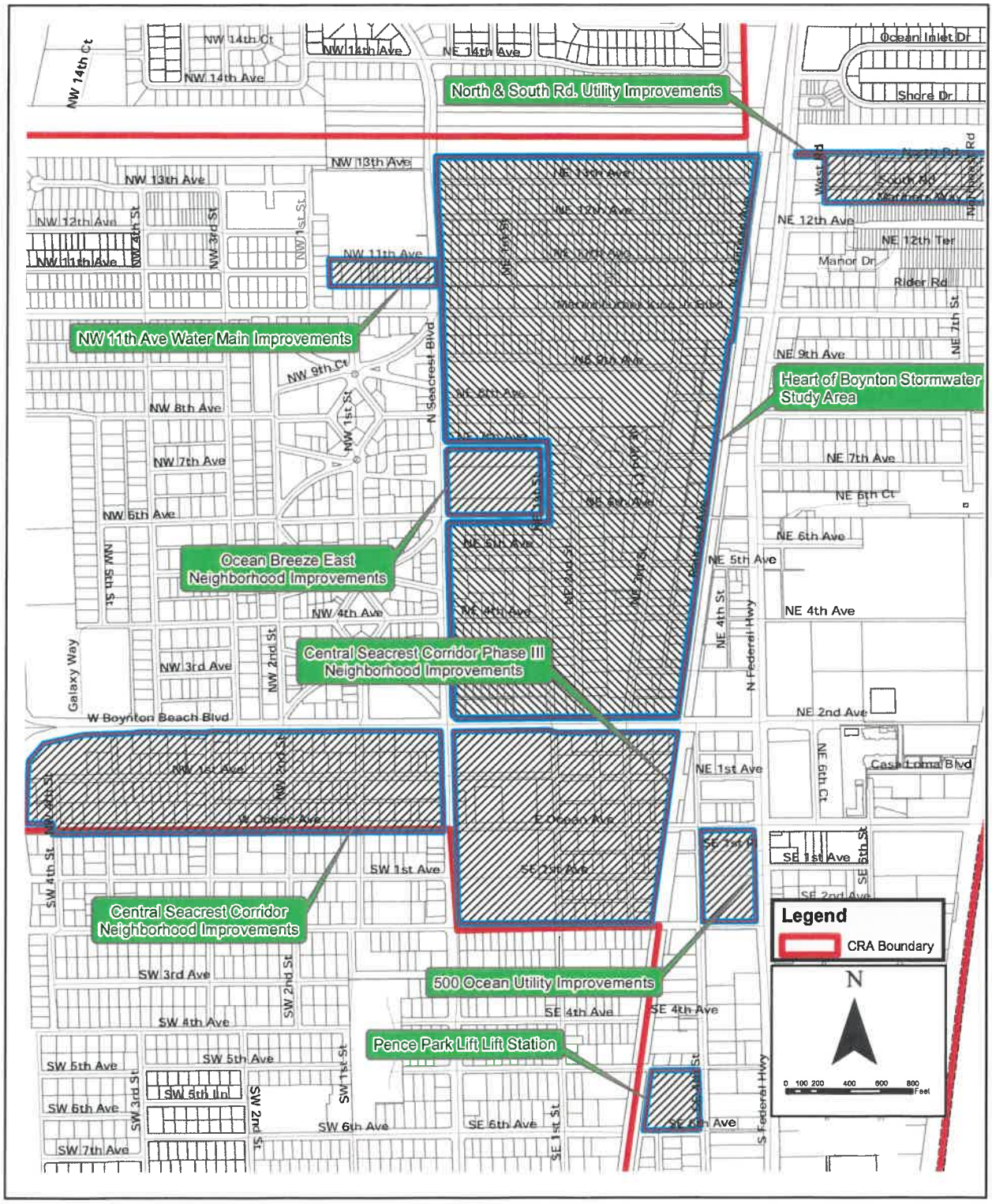
Boynton Beach Utilities is planning an extension of the existing reclaimed water main infrastructure at SW 23rd Avenue (Golf Road) and Seacrest Boulevard. Reclaimed water main piping will be constructed along SW 23rd Avenue east to connect to large irrigation users along Federal Highway (see Figure 23). The extension will continue south to Jaycee Park and will include a subaqueous crossing of the Intracoastal Waterway to serve the St. Andrews Club and Little Club golf courses for irrigation.

UTILITY IMPROVEMENTS IN NORTHERN SECTION



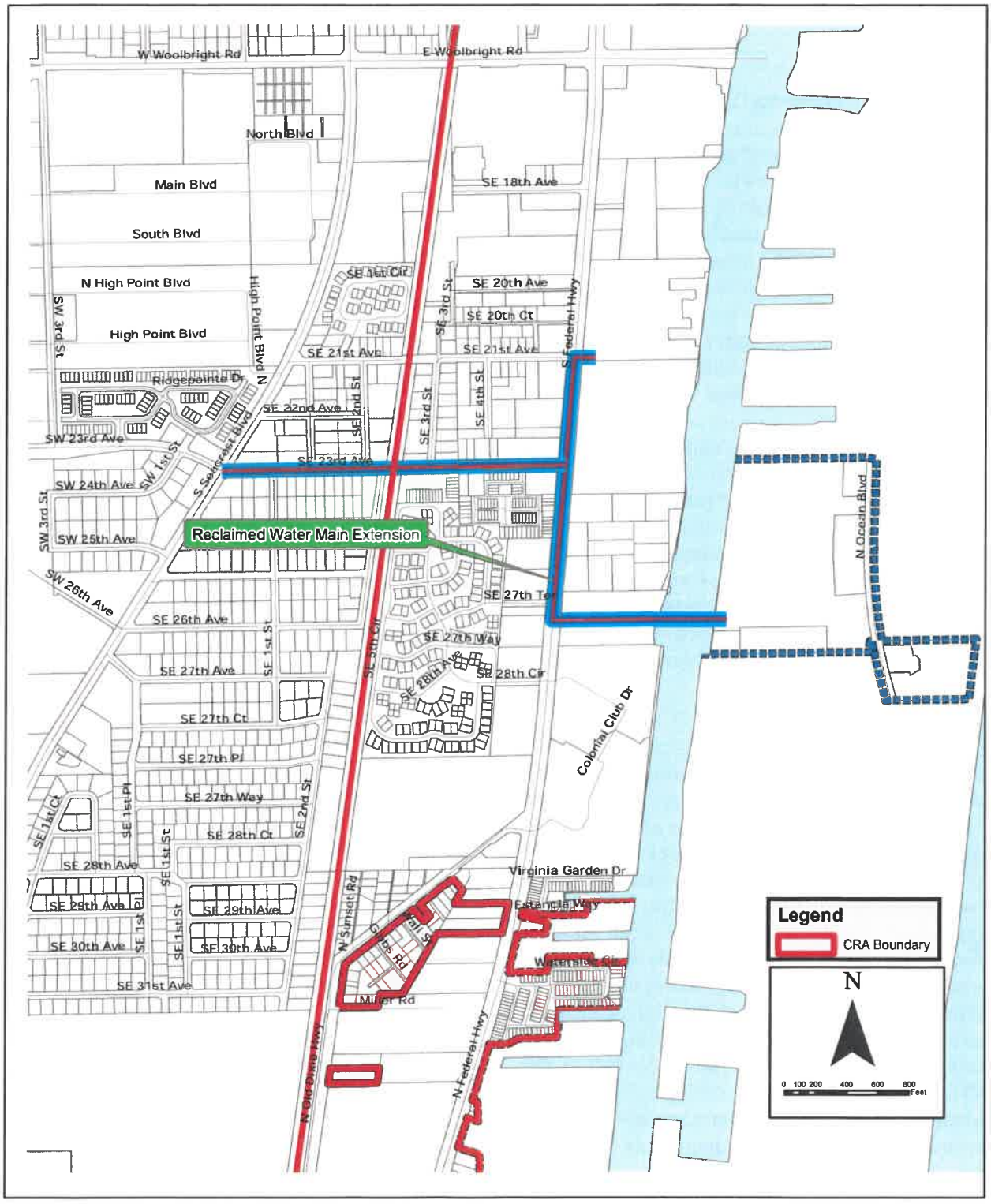
E Infrastructure

UTILITY IMPROVEMENTS IN DOWNTOWN SECTION



E Infrastructure

UTILITY IMPROVEMENTS IN SOUTHERN SECTION



TRANSPORTATION

Roads

Based on the Functional Classification of roads, the CRA area includes one Principal Arterial Urban (Interstate 95), three roadways classified Urban Minor Arterial (Federal Highway, Boynton Beach Boulevard and Woolbright Road), and six Urban Minor Collectors—Seacrest Boulevard, Gateway Boulevard, Martin Luther King Jr. Boulevard, Ocean Avenue, SE 23rd Avenue and Gulfstream Boulevard (depending on the roadway, the classification may or may not apply to its entire length within the CRA boundary: see Figure 24). All remaining streets are classified "Local Urban."

The roadway is assigned a class through the Federal Functional Classification process, according to the character of service it provides in the year of analysis. The process takes into account the improvements and additions identified in the State Transportation Improvement Program (STIP). The principal purpose of roadway classification is to establish the relative importance of a roadway in the overall hierarchy of roadways.

Pavement Condition

Pavements within the study area are in generally good to very good condition. Arterial Highways are well maintained by both the State of Florida and Palm Beach County with the use of asphalt overlays. City streets, typically 22 feet in width within a 50 feet wide right of way, have been adequately maintained as well over the last ten years and are thus also in good condition. In addition, the City has embarked on aggressive utility restoration projects; these projects, supporting the "complete street" design in portions of the study area, resulted in recent street resurfacing. Other pavements have been maintained with Micro-Surfacing, an effective preventive maintenance technique that seals and waterproofs the surface while correcting minor defects, filling non-working ruts and improving skid resistance and appearance. The City has an annual planned expenditure of $500,000 beginning October 1, 2015, to continue pavement surface maintenance and the Utility Department continues its "complete streets" efforts in portions of the study area. The City evaluates pavement markings annually and updates these items as necessary. Thermoplastic markings, highly reflective stripings with long-term performance, were recently placed on Gateway Boulevard, Martin Luther King Jr. Boulevard, and Ocean Avenue.

Alleys

There are a wide variety of alleys located throughout the CRA as noted on the Figure 25. They are concentrated in the downtown, in the area extending from SE 2 Avenue to the Boynton Canal. Alleys may be improved thus providing vehicle access to properties. However, the vast majority of alleys are unimproved and not utilized for access to property and instead may serve utility functions (i.e. Florida Power and Light, City water, etc.). Lastly, a number of alleys may simply be platted land that is neither used for access nor provision of utilities. Each alley is truly unique in purpose, function and physical dimension.

Many alleys have been abandoned in the past and the City is generally supportive of such abandonments, a practice based solely on the objective to reduce maintenance cost.

Street Lighting

Street illumination in the study area is good and meets traffic safety needs. Arterial highways have a uniform lighting pattern; lighting is also uniform throughout the Central Business District. Lighting in residential areas is more sporadic, with no uniformity. However, street lights are placed at nearly all street intersections and other locations where vehicular and/or pedestrian traffic warrants mid-block lighting. The City receives street light requests periodically in the study area and has placed new lighting where enhanced lighting is warranted.

Median Landscaping

Median landscaping has recently been improved or is in the process of being upgrades. At this time enhancement of the sidewalk areas are not included in the improvements. There have been numerous accidents that have caused damage to trees and shrubs. These are being replaced. As of this year all medians will be mulched. Medians with irrigation

are being individually evaluated and repaired. All trees have been pruned in the past year to ISA (International Arborist Association) standards.

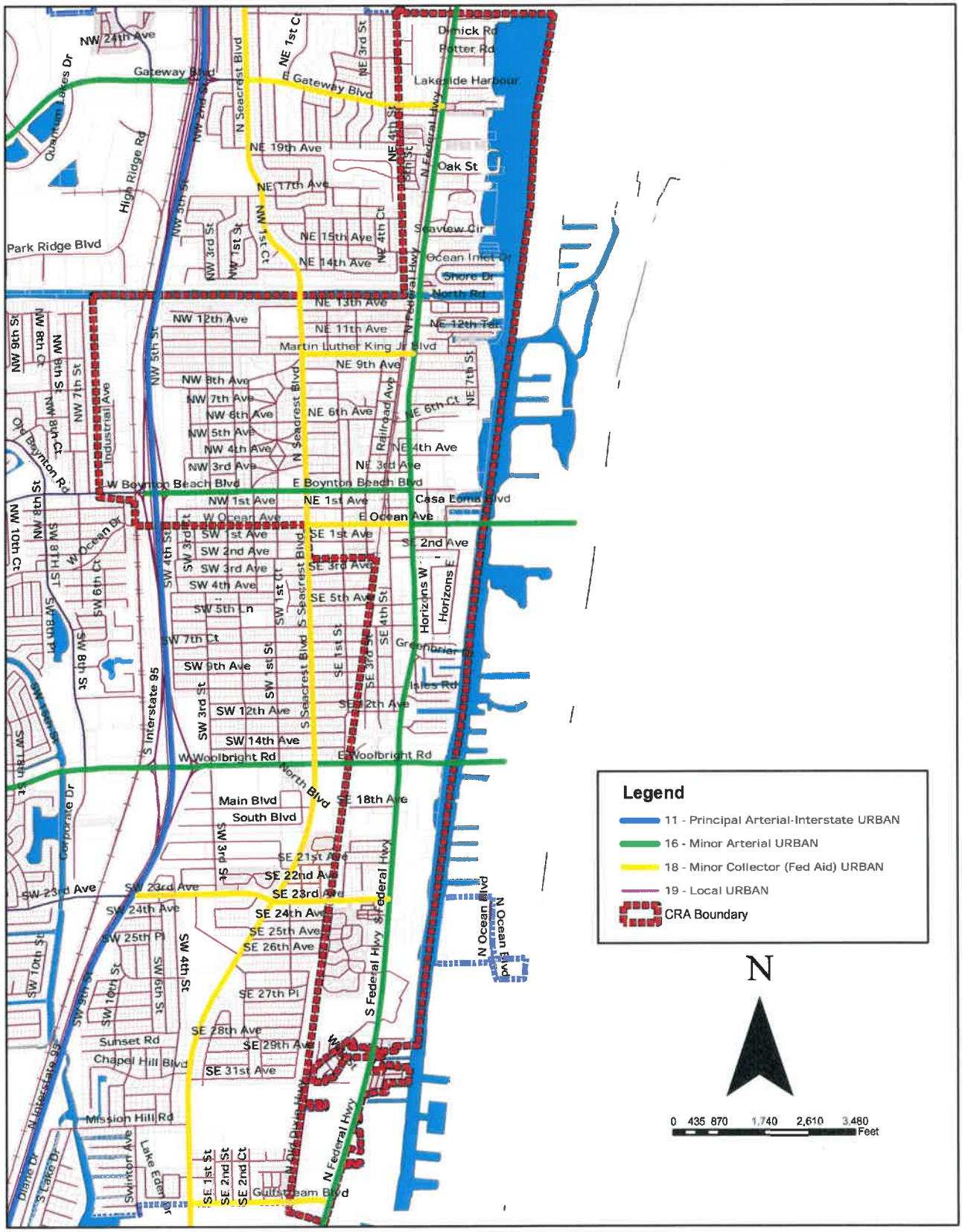
Sidewalks

As shown in Figure 26, the existing sidewalk network has many significant gaps in connectivity throughout the CRA, including downtown and adjacent neighborhoods. Since the year 2000, the City made some progress reducing these gaps. As a result of the sidewalk construction program implemented in the past 15 years, focused on making walking safer for grade school students, the current sidewalk network in residential areas close to schools requires minimal walking upon paved street surfaces, substantially reducing students' exposure to vehicular traffic. Sidewalk construction in locations that experience the highest pedestrian volume along arterial routes and/or those near pedestrian generators such as parks and commercial areas is nearly 100% complete. The sidewalk condition is adequate as well; the City has capital funds available for annual sidewalk repairs as needed based upon priority. Furthermore, improvements planned as a part of the All Aboard Florida rail project will bring forth sidewalk/pedestrian enhancements at the FEC grade crossings located at Gateway Boulevard, NE 15th Avenue, Martin Luther King Jr. Boulevard, SE 5th Avenue and SE 12th Avenue.

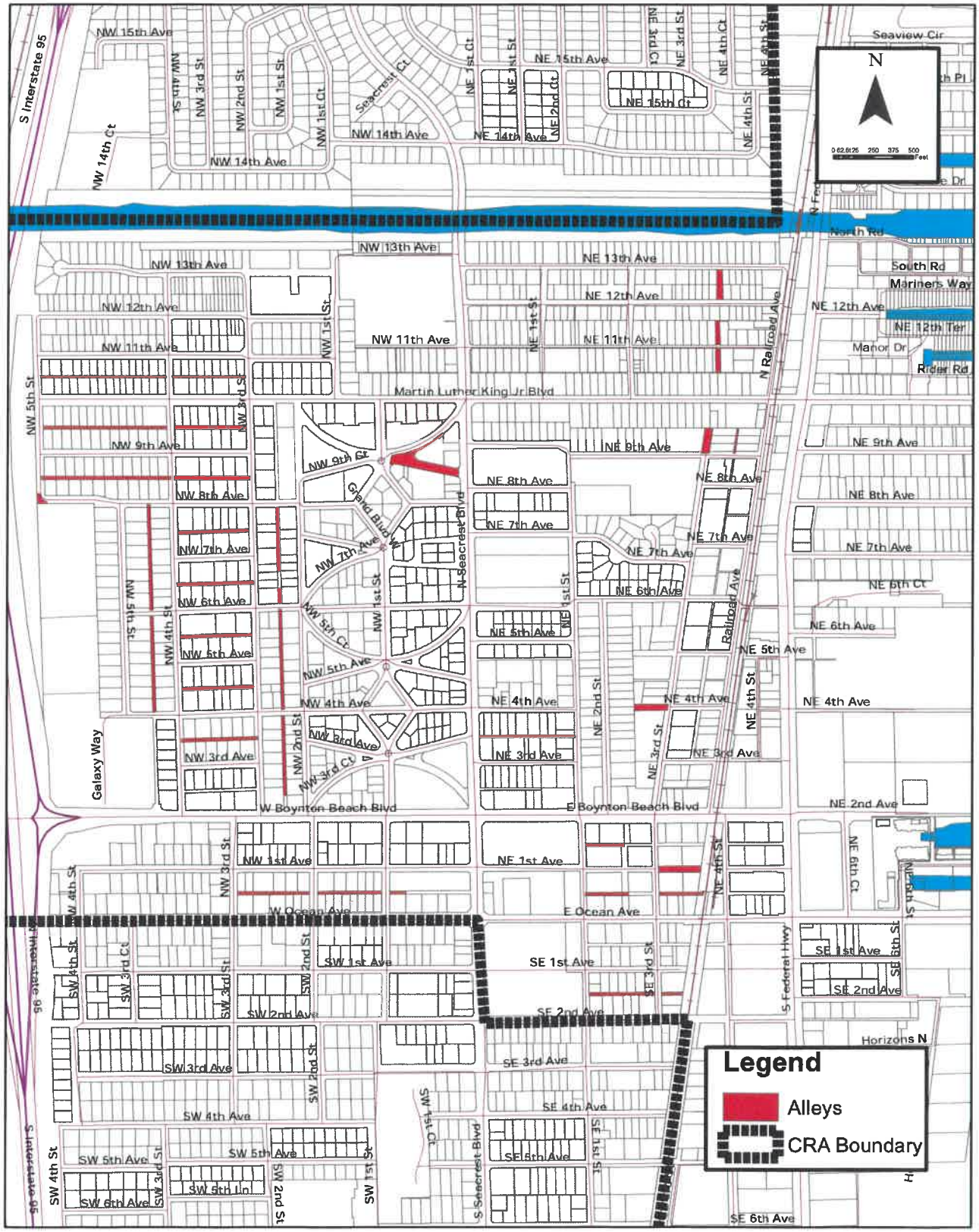
Transit

Three PalmTran bus routes transect the CRA area (see Exhibit 27): #1, #70 and #73. Route 70 provides direct connection to the TriRail commuter station.

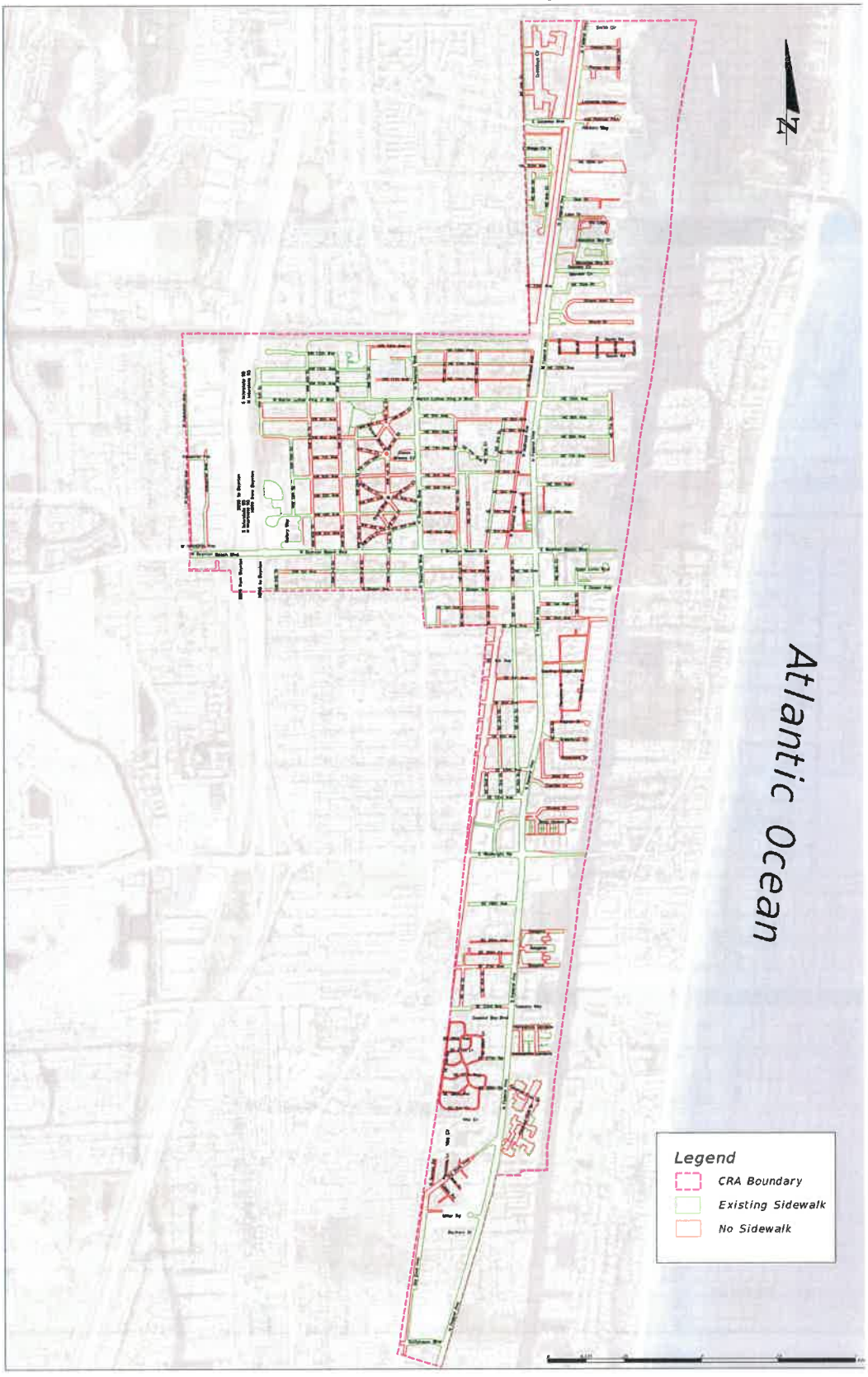
THOROUGHFARE SYSTEM
FUNCTIONAL CLASSIFICATION OF ROADS



CONCENTRATION OF ALLEYS IN THE DOWNTOWN SECTION

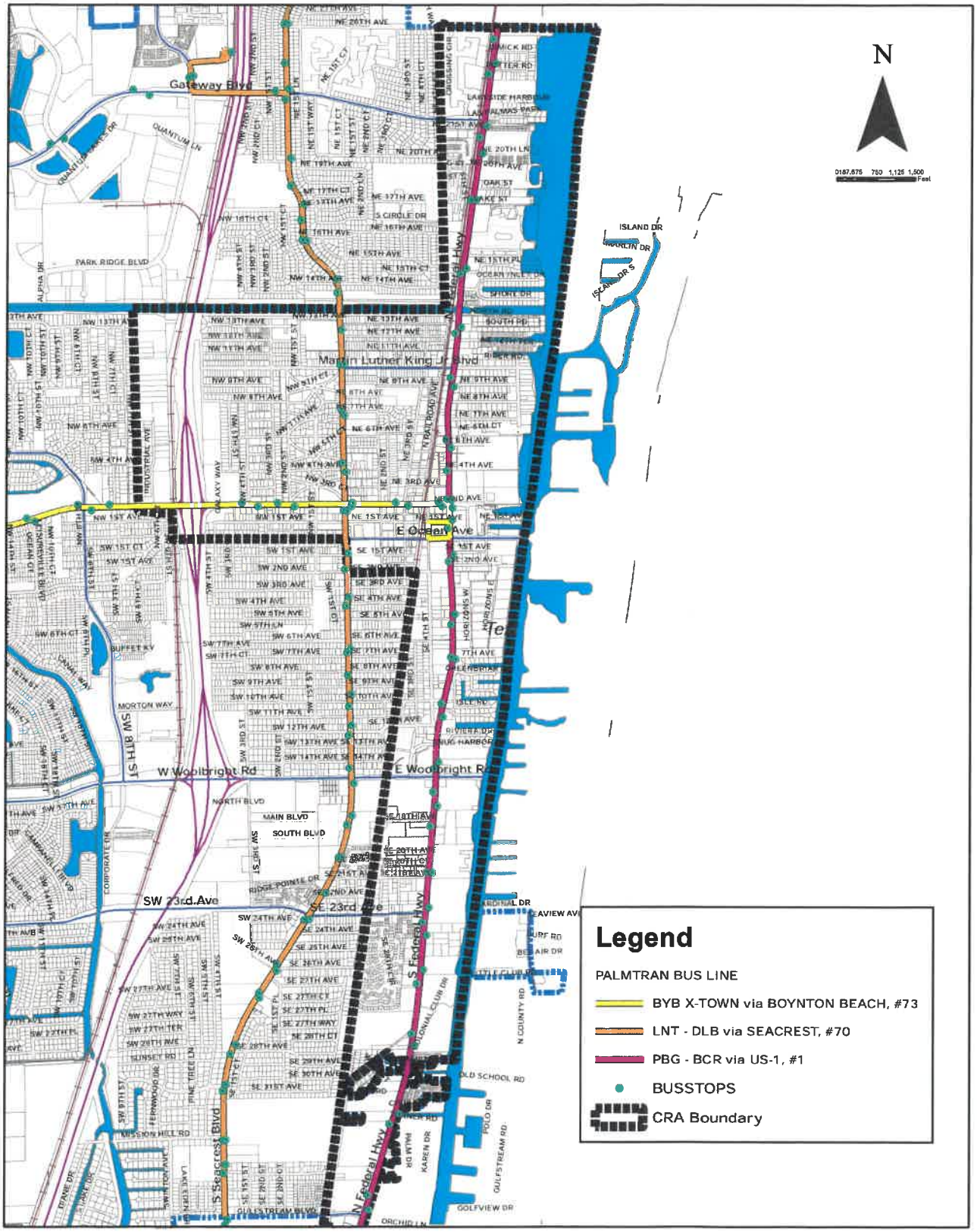


Community Redevelopment Agency
Sidewalk Map



Infrastructure

TRANSIT: PALMTRAN BUS ROUTES





BOYNTON BEACH CRA

2025

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD
PLAN RECOMMENDATIONS

MISSION STATEMENT

The Boynton Beach Community Redevelopment Agency (BBCRA) serves the community by guiding redevelopment activities such as affordable housing, free business promotional events, and small business funding programs that create a vibrant downtown core and revitalized neighborhoods within the Agency's 1,650 acres located along the eastern edge of the City of Boynton Beach.

Adoption Date: October 4, 2016



The 2016 Community Redevelopment Plan, while ambitious at its inception, no longer aligns with the current needs and aspirations of Boynton Beach residents and visitors. With the city evolving rapidly, it's time to re-imagine this plan to better reflect today's priorities—emphasizing sustainable growth, vibrant public spaces, diverse housing options, and attractions that appeal to both locals and tourists. A refreshed vision will ensure Boynton Beach remains a thriving, dynamic community that meets the demands of the future.

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY



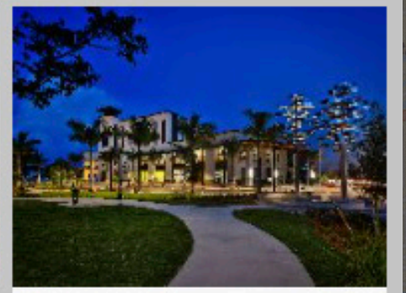
1 Federal Highway District - North Entry



2 Federal Highway District - South Entry



3 Downtown District



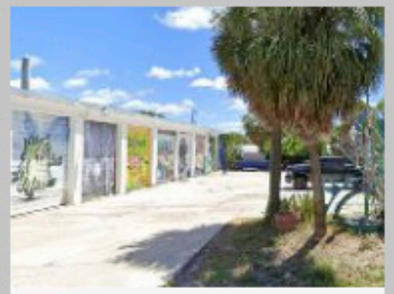
4 Cultural District



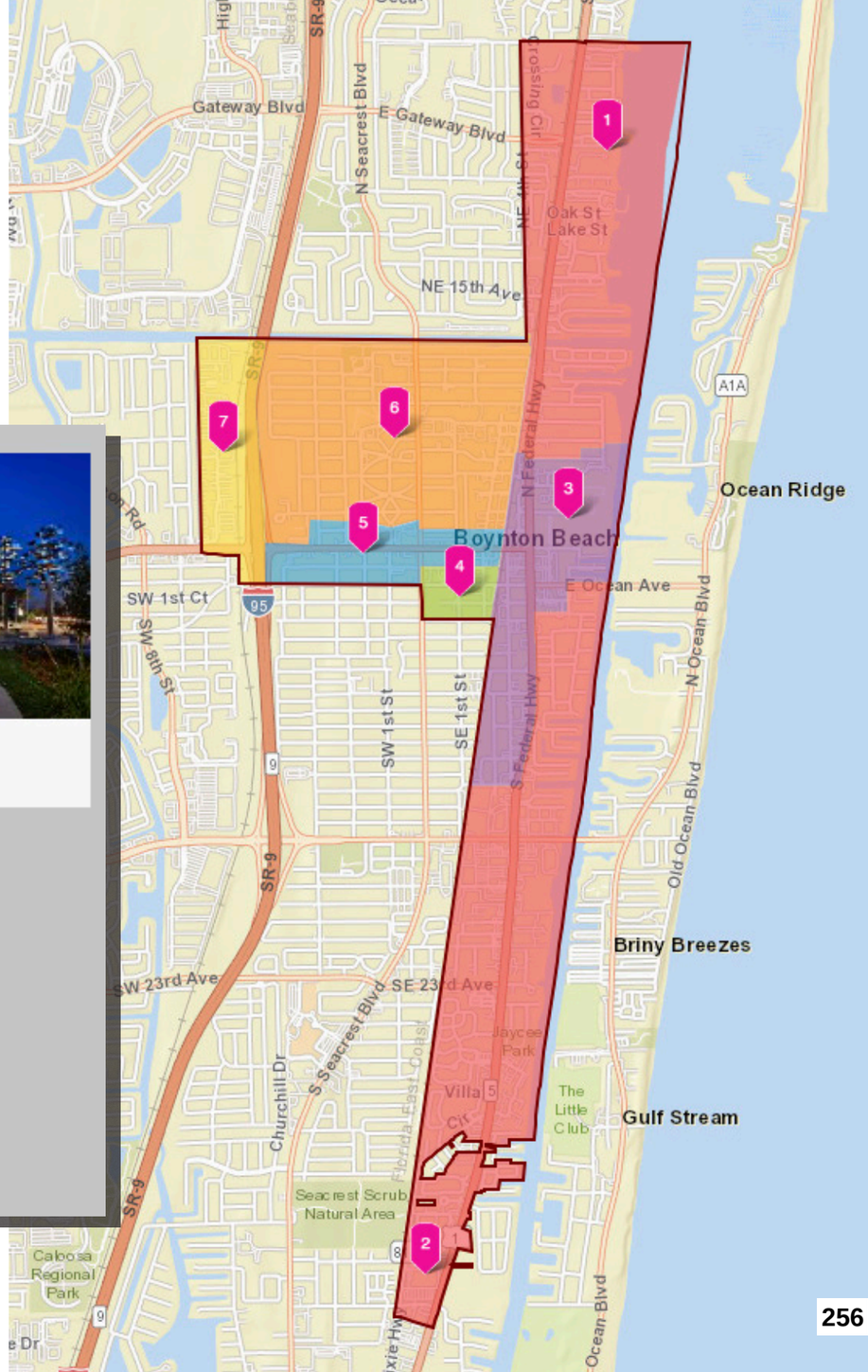
5 Boynton Beach Blvd District



6 Heart of Boynton District



7 Industrial/Craft District



DISTRICT RECOMMENDATIONS / CONSIDERATIONS

Educate residents about the CRA Districts.

Re-Evaluate district boundaries and consider renaming/re-branding.
(e.g., Creating a Marina District currently in the Downtown District)

Reevaluate the Boynton Beach CRA branding to align with the city's evolving identity and vision for the future.

Implementing a comprehensive multi-modal connectivity plan will enhance connectivity, accessibility, and efficiency across all districts/city, ensuring equitable mobility options for residents and visitors throughout the city.

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

DISTRICT RECOMMENDATIONS / CONSIDERATIONS

Consider creating a new tagline that could better encompass its vibrant community and diverse appeal. "Gateway to the Gulfstream" highlights the coast but may not reflect Boynton Beach's full identity.

Explore partnerships with Live Local projects to incorporate a grocery store, particularly in or adjacent to The Heart of Boynton district, enhancing accessibility and supporting community needs.

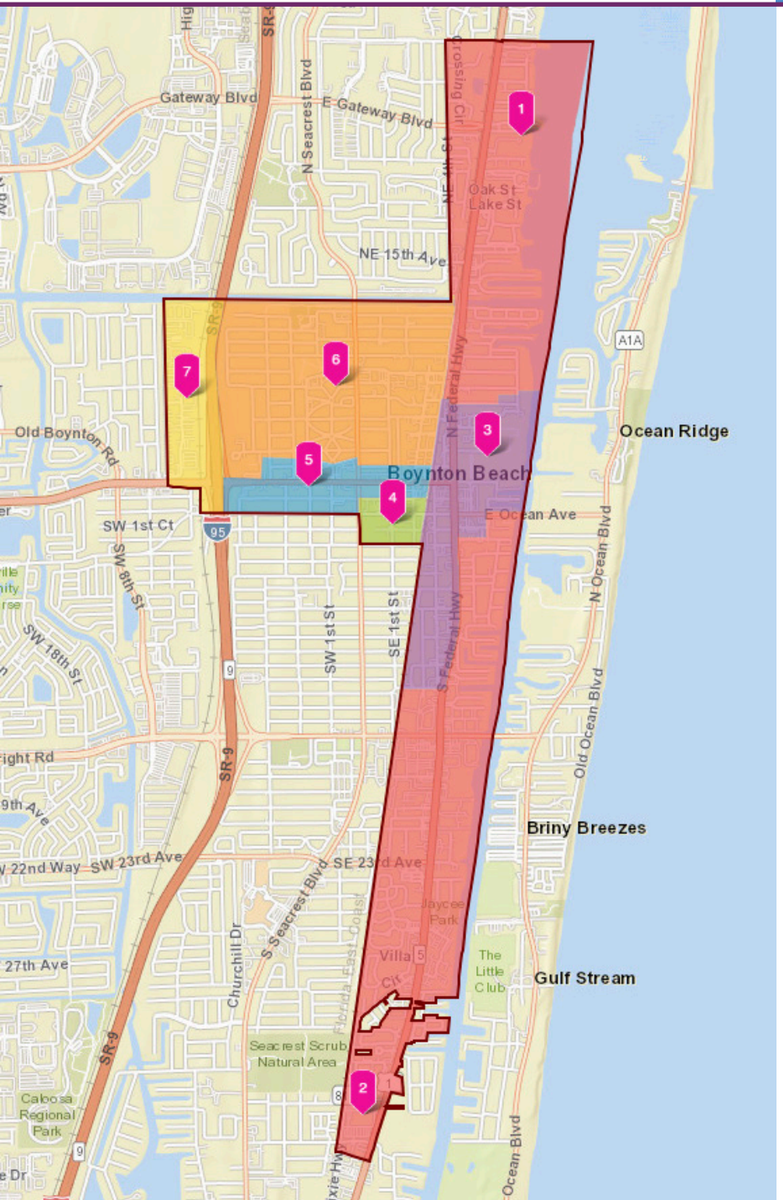
Engage community residents to collaborate with the CRA to rename the streets in our Downtown, Cultural, and Heart of Boynton districts, reflecting the area's unique character and shared heritage.

Examine and coordinate potential funding for infrastructure improvements for all districts.
(water, sewer, drainage)

Continue land banking opportunities. (affordable housing, retail, mixed-use, office, hotel, re-development)

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Federal Highway Corridor District

(North & South Entry)

- Create gateway features, and incorporate green canopy spaces.
- Create a sense of destination.
- Implement marketing techniques and attraction programs to encourage businesses, restaurants and retail to relocate, expand or start new operations within the district.
- Expand sidewalks and pedestrian areas.



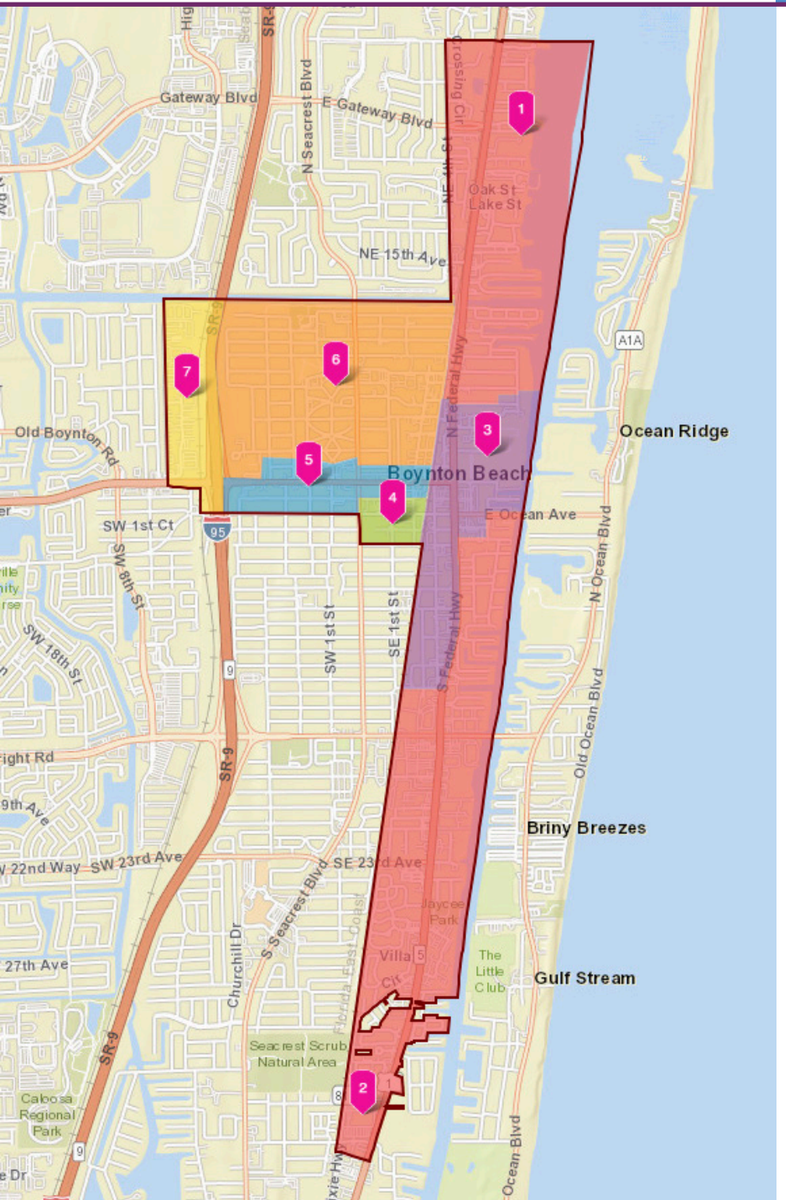
1 Federal Highway District - North Entry



2 Federal Highway District - South Entry

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Downtown District

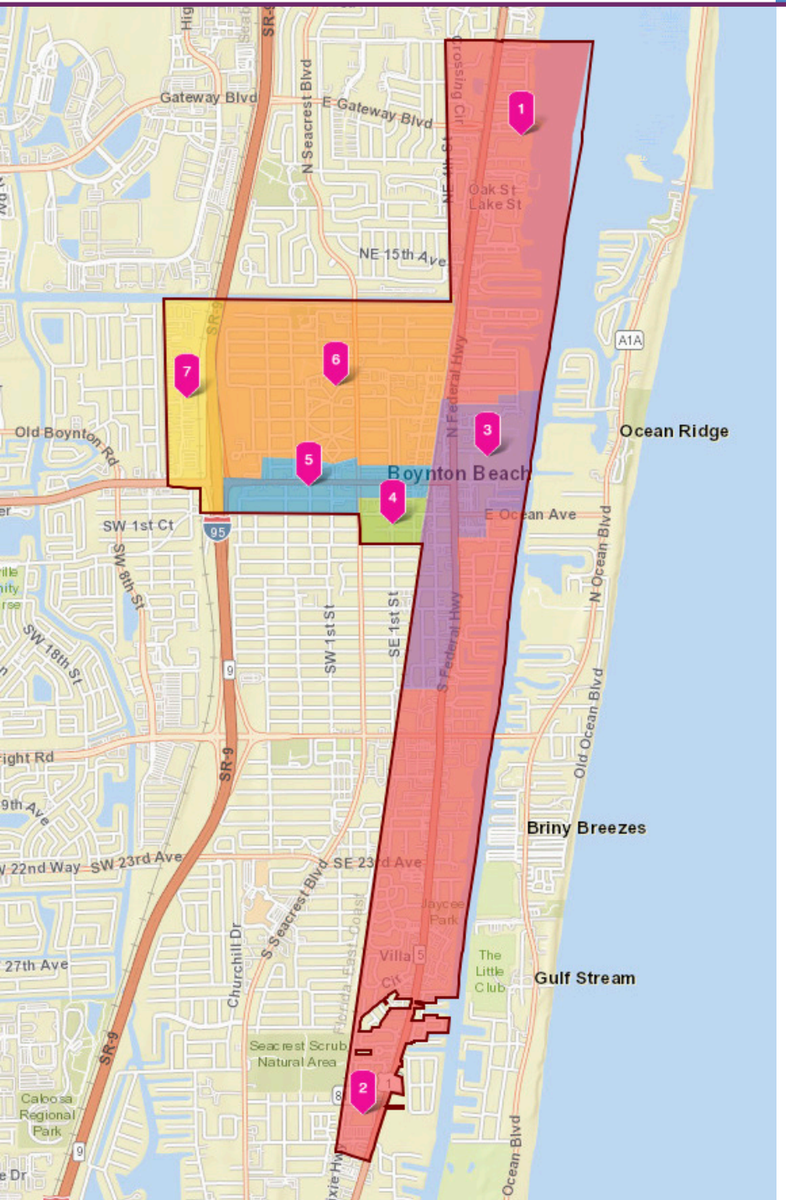
- Look for land opportunities for or a parking garage.
- Identify City and private owned surface lots in the meantime for public parking.
- Beautify the Federal corridor.
  (canopy tree, landscaping, hardscaping, wider sidewalks, decorative lighting, public art)
- Increase activation at Veteran's Park with features like red, white, and blue lighting.
- Acquire/partner land for a grocery store.
- Enhance maintenance, safety, and cleanliness to accommodate pedestrian traffic.



3 Downtown District

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



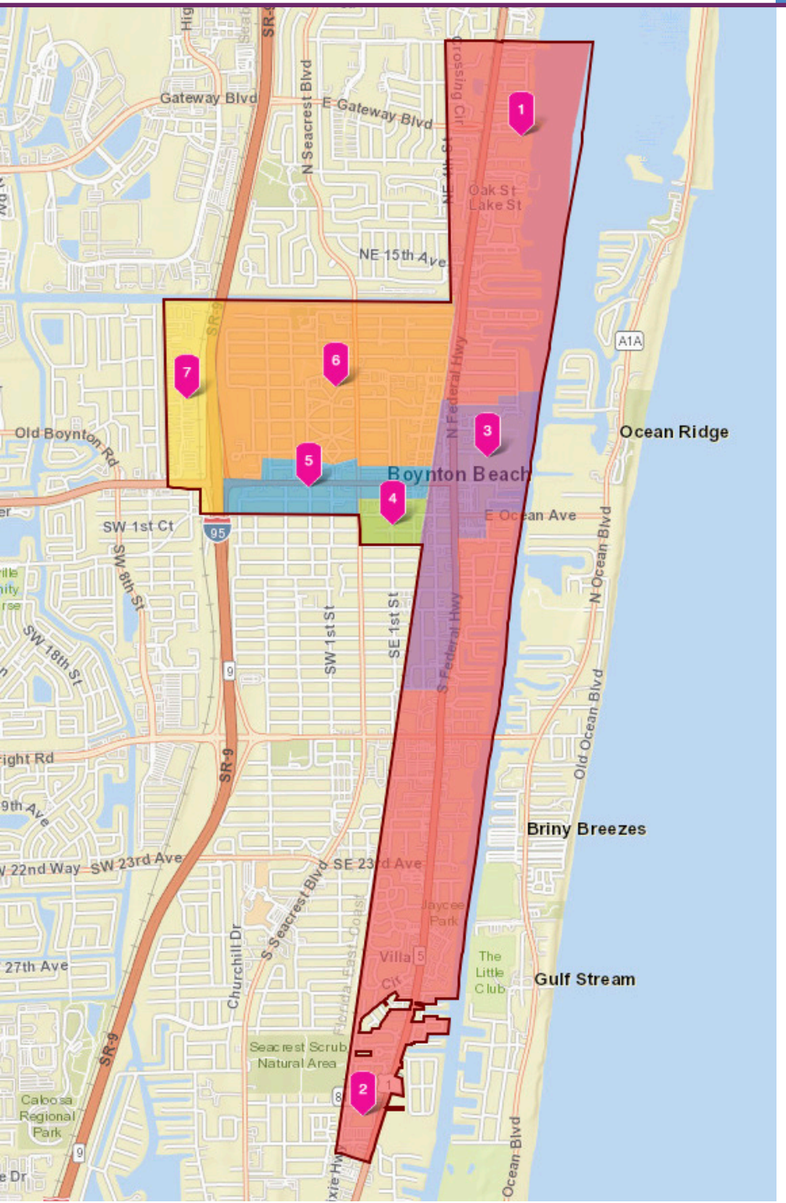
Cultural District

- Create a gateway to establish a sense of arrival.
- Increase activation throughout the corridor.
  - *splash pads, family-friendly features*
- Enhance lighting.
- Implement way-finding and signage.
- Add foliage and trees
  - *palm trees, flowers*
- Designate the area as a unique district within Boynton Beach
  - *Ocean Avenue with distinct pavers, lamppost signage etc.*
- Improve public safety. *(currently a vehicular corridor will become more pedestrian friendly)*
- Provide markets and services to support increased development and density.
- Preserve historic buildings and consider relocation when necessary.
  - *Pioneer Village: Oscar Magnuson House, Andrew's House*
- Expand and preserve the art component throughout the corridor.



BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Boynton Beach Boulevard District

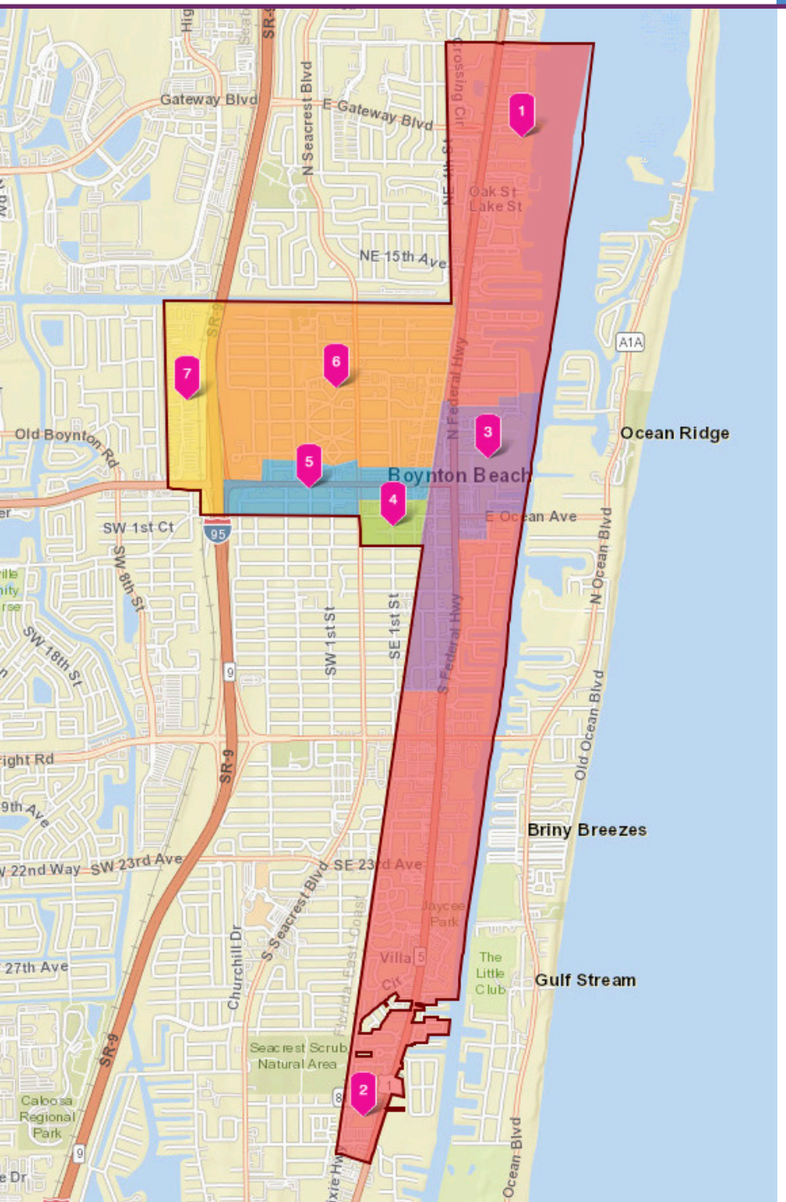
- Improve or install additional sidewalks.
- Add decorative lighting.
- Install a gateway feature.
- Increase way-finding and neighborhood identification signage.



5 Boynton Beach Blvd District

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Heart of Boynton District

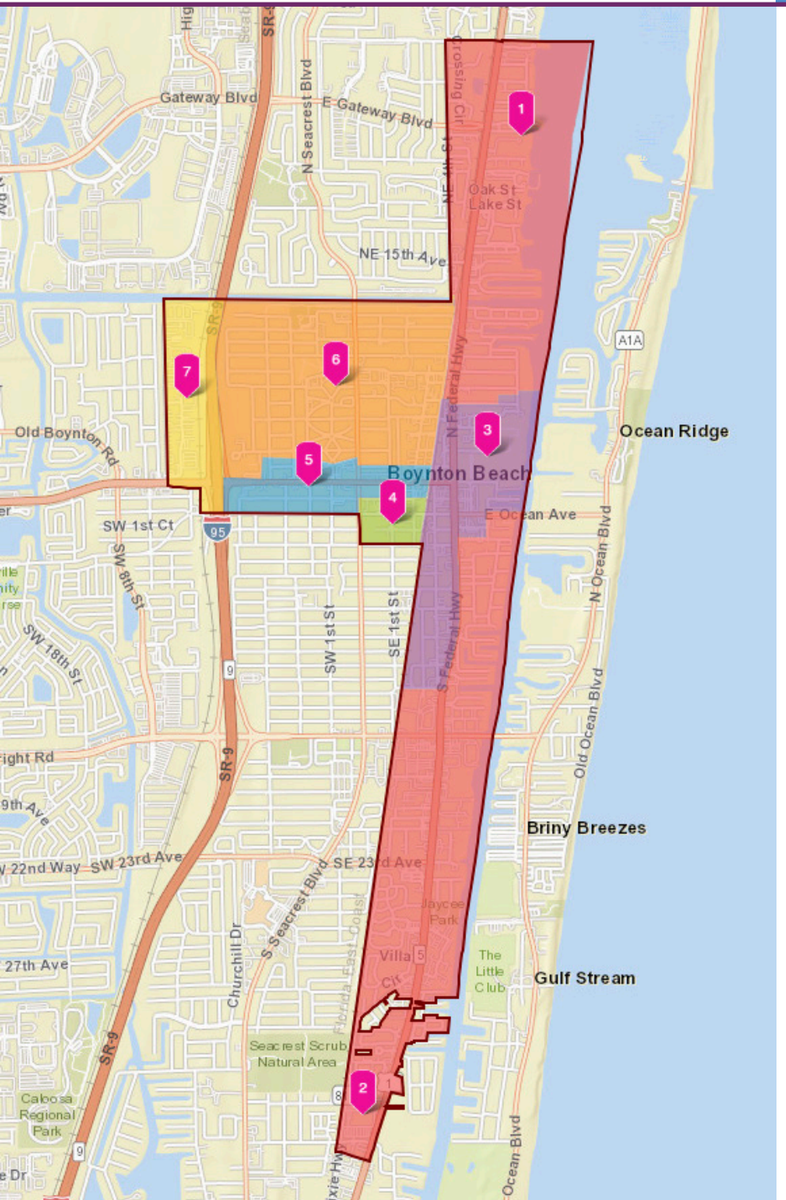
- Incorporate a grocer into or adjacent to the district .
- Solicit community input.
- Include a farmer's/green market/gathering space within the MLK corridor.
- Increase public art installations in the Heart of Boynton.
- Improve older homes in the area.
- Enhance community greening initiatives.
- Change some street names to be more represent the community.



6 Heart of Boynton District

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Industrial District

- Transform the industrial area into a destination.
- Install paved west-end walkways and lighting.
- Develop on-street parking on Industrial Avenue.
- Add fencing separation the west-end homes.
- Identify land for parking and turnarounds.
- Promote future residential and commercial redevelopment.
- Improve lighting.
- Enhance street-scape and landscaping.
- Create activation areas for art and activities.
- Add street signage.
- Incorporate CPTED principles. *(Crime Prevention Through Environmental Design)*
- Install monument signs.
- Address code enforcement to clean and beautify the area.
- Work with business owners to enhance and beautify their properties.



7 Industrial/Craft District

Thank You

ADVISORY BOARD MEMBERS 2023-2025

Naomi Cobb (Chair)
Courtlandt McQuire (Vice Chair)
Kameren Maharaj
Lesha Roundtree
Alexandria Lopresto
Chevette Gadson
Thomas Ramiccio

CRA ADVISORY BOARD MEETING OF: April 3, 2025

OLD BUSINESS

AGENDA ITEM 7.C

SUBJECT:
Pending Assignment No. 3 - Discussion and Consideration of New Assignments from the CRA Board Assigned at the January 10, 2025 CRA Monthly Board Meeting (TABLED 03/06/2025)

SUMMARY:
At the CRA Board Meeting on January 10, 2025, the CRA Board approved the following tasks be assigned to the CRA Advisory Board (CRAB):

1. Investigate specifics including locations for the splash pad in the Cultural District.

2. Continue discussion and research ideas/names for renaming streets.

3. Research and investigate opportunities to honor the two (2) Heisman Trophy winners that are from Boynton Beach. Examples include statutes/monuments and street renaming.

4. Recommendations for changing or inclusion of possible historic district or way to incorporate historic preservation within our CRA Plan (see Attachments I and II).

When matters are assigned to the CRAB Board, reliance on staff should be minimized to the extent possible. Individual members of CRAB may not assign work to the CRA or City staff members. Research by the members of the Advisory Board should be done independently and with minimal support from the CRA or City staff.

Once the assignment is complete and the CRAB is ready to present a report to the CRA or City Commission, the CRAB Board shall submit their report to CRA staff or the City Clerk for publishing on the next available agenda.

At the February 6, 2025 meeting, the CRAB Board discussed Assignment No. 1, which was to investigate specifics including locations for the splash pad in the Cultural District.

The Board decided to discuss Assignments 1 and 2 at the April meeting and Assignments 3 and 4 at the May meeting.

FISCAL IMPACT:
To be determined.

CRA PLAN/PROJECT/PROGRAM:

2016 Boynton Beach Community Redevelopment Plan

CRAB RECOMMENDATION:
To be determined.

ATTACHMENTS:

Description

- Attachment I - 2016 Redevelopment Plan
- Attachment II - CRAB CRA Plan Recommendations

2016

BOYNTON BEACH
Community Redevelopment Plan



Boynton Beach Community Redevelopment Plan

CITY COMMISSION
Steven B. Grant, Mayor
Mack Mcray, Vice Mayor
Justin Katz, Commissioner
Joe Casello, Commissioner
Christina Romelus, Commissioner

CRA BOARD
Steven B. Grant, Chair
Mack Mcray, Vice Chair
Justin Katz, Board Member
Joe Casello, Board Member
Christina Romelus, Board Member

CRA ADVISORY BOARD
Linda Cross, Chair
Robert Pollock, Vice Chair
Paula Melley, Board Member
Rick Maharajh, Board Member
James DeVoursney, Board Member
Thomas Murphy, Jr., Board Member
Allan Hendricks, Board Member

CITY STAFF
Lori LaVerriere, City Manager
Vivian Brooks, Executive Director
Michael Simon, Assistant Director
Andrew Mack, Development Director
Michael Rumpf, Planning and Zoning Director
Amanda Bassiely, Senior Planner/Urban Designer
Hanna Matras, Senior Planner

Adoption Date: October 4, 2016

Executive Summary

The City of Boynton Beach created the Boynton Beach Community Redevelopment Area and Agency in 1982 as a tool for the redevelopment of the downtown area. Through several expansions, the area has grown to its current size of 1,650 acres.

Until now, the redevelopment activities were guided by four different plans that overlapped and did not provide a focused vision for the entire CRA area. In August 2014, the City Commission and CRA Board held a Strategic Planning Initiative work session, out of which came a high priority recommendation to consolidate the existing plans with a comprehensive update that would reflect the changes in economic environment, the objectives, as well as the achievements of the previous efforts. There has been a consensus that, in spite of these significant achievements, the vision of a vibrant downtown with revitalized corridors has yet to be realized. The first phase of the consolidation—the analysis of the current conditions—confirmed this assessment and provided a base for the Plan's recommendations.

The overarching goal of creating this comprehensive CRA Plan is to provide a clear and consistent vision for the CRA District and therefore predictability for new development and investment in the area. It effectively and clearly communicates the direction of the Community Redevelopment Agency and key redevelopment opportunities. It also covers areas of the CRA District that have not, in the past, had formally adopted plans.

KEY FINDINGS OF THE EXISTING CONDITION ANALYSIS

The Existing Condition Report and the related research yielded the following findings:

Population:

- A significant population growth is projected for the area by 2035: the current population of 12,000 is projected to grow by 52%, to about 18,200;
- There is a significant racial and ethnic diversity: the area's profile shows approximately 52% Whites, 42% Blacks/African Americans and 12% Hispanics;
- There is a high share of the elderly: nearly one-fifth of all residents are 65 or older;
- The level of education is generally low: in most areas, less than 20% of population has a Bachelors' degree;
- Median household income is low: below $33,000 in much of the area, as compared to about

$44,000 for the City as a whole and $52,000 for the Palm Beach County.

Housing:

- Housing stock is old: some 60% of homes were built prior to 1971.
- Median values of homes in all categories are low: 78% of single-family homes and condominiums and 48% of townhomes have a taxable value below $100 K.
- Housing ownership is low: at 56.1%, compared to 64% for the City as a whole and 70% for the Plam Beach County.
- Some 17% of homes are used only for seasonal, recreational or occasional purposes.

KEY RECOMMENDATIONS

The CRA Plan is organized into six districts, identified according to their character, history, location and land use make-up: the Industrial Craft District, the Heart of Boynton District, the Cultural District, the Boynton Beach Boulevard District, the Downtown District and the Federal Highway District. Each district plan reflects a unique vision based on its role in the CRA. Achieving the vision and ultimate role of each district is facilitated by both general and specific recommendations involving topics ranging from the structure of the City's Future Land Use Classifications to the undergrounding of public utilities. Below are the three key recommendations that will have the greatest benefit to the redevelopment of the CRA.

Change in the Future Land Use Structure of the Comprehensive Plan

The Plan proposes changes to the existing future land use (FLU) and zoning structures. For example, the Mixed Use Core future land use classification currently allows a maximum density of 80 dus/acre, and the Mixed Use classification allows a maximum density of 40 dus/acre. The Plan proposes to establish a third mixed-use classification to fill this intensity gap. This action will facilitate a more appropriate transition in land use densities and intensities characteristic of the newly recognized Districts, and allow the establishment of secondary activity centers called nodes, to support redevelopment of Town Square, property at the future rail station and at Woolbright Road and Federal Highway.

Application of the Complete Streets design principles

The Plan proposes the redesign of most major streets within the CRA according to the Complete Streets design principles in order to implement the connectivity and walkability objectives of the Plan. Achieving this objective is critical to the Plan's success which depends on the interconnection of planning districts in a CRA that occupies over 1,600 acres consisting of all types of land uses and varying land use densities and intensities. By building complete streets throughout the CRA, the ideal circulation system will be established to accommodate residents, workers, commuters and visitors traveling within the downtown. These principles will be applied to both public improvements as well as private development to ensure that adequate space is secured to accommodate all components of a complete street including vehicle travel lanes at appropriate widths for the downtown, parking, bike lanes, the "pedestrian zone" and beautification.

Urban Design Guidelines

The Plan recommends adoption of a comprehensive urban design framework to ensure that the built environment achieves the intended physical vision for the CRA – high quality buildings and vibrant, rich public realm, creating the places in which people will want to live, work and relax. The design guidelines will foster sustainable and predictable development in all districts while helping to realize the Plan's vision for each. For example, to achieve the desired image and function of Ocean Avenue within the Cultural District, which will built upon its unique scale and ability to accommodate special events, the regulatory standards will address building heights, massing, setbacks and uses.

MOVING FORWARD

The 2016 Boynton Beach Community Redevelopment Plan will guide the community through the redevelopment of the CRA District for another twenty years. The Plan will be relied upon by staff and elected officials to guide policy recommendations and decisions regarding private development, public improvements and in formulating the annual CRA budget.

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A. Introduction

Updating the Vision
Public Participation Process
Planning Considerations and Strategies
Organization of the Plan

Updating the Vision

The Boynton Beach Community Redevelopment Area and Community Redevelopment Agency (both commonly referred to as the "CRA") were established in 1982, and the area was incrementally expanded over a 16-year period to ultimately envelop approximately 1,650 acres (see location map on opposite page). With the incremental establishment of the CRA came the incremental preparation of redevelopment plans required to guide private development and support the funding and construction of public infrastructure improvements.

Chapter 163 Part III of the Florida Statute enables local governments to designate parts of their jurisdictions as Community Redevelopment Areas after a determination that "slum and blight" criteria have been met. Examples of conditions that can support the designation include, but are not limited to, the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity. If the Finding of Necessity confirms the existence of such conditions, the local government may create a Community Redevelopment Area where the tools would be applied intended to foster and support redevelopment.

Pursuant to state law, the City of Boynton Beach approved Resolution 81-SS and therefore established the Community Redevelopment Agency to administer its programs and activities, and subsequently, through Resolution 82-KK, declared the downtown area to be "blighted" and created the Community Redevelopment Area.

The boundaries of the originally-designated area, generally encompassing the Central Business District zoning district within the original downtown, were expanded in October of 1982, by Resolution 82-BBB. As per state requirement, the first redevelopment plan for "Downtown Boynton Beach" was adopted in 1984 by Ordinance 84-32.
Three more expansions were made to the CRA between 1984 and 1998, beginning with a small extension of the boundary in April of 1984 by approval of Resolution 84-II. More sizeable expansions of the CRA followed in 1987 and 1998. By Resolution No. 87-QQQ, the 1987 expansion included a 518-acre area bounded by the Boynton (C-16) Canal to the north, the Florida East Coast Railroad to the east, Ocean Avenue to the south and Interstate 95 to the west. The Plan for this area was adopted in December of 1989 by Ordinance 89-49. This area subsequently became referred to as the "Heart of Boynton".

The 1998, and last significant expansion was approved by Ordinance 98-33 and extended the CRA area along Federal Highway (east of the FEC Railroad corridor) to both the north and south city limits. This

expansion also included the industrial area located on the northwest corner of Boynton Beach Boulevard and Interstate 95. These expansions were recommended by the "Boynton Beach 20/20 Redevelopment Master Plan." This plan was completed in 1998 as a product of an American Assembly forum held to "chart a positive course for the City". The scope of the plan included the entire area east of I-95; however, it emphasized the CRA, recognized the existing CRA plans, and recommended the expansion of the CRA to include the industrial area west of I-95, the Federal Highway corridor, and that portion of the municipal campus located south of Ocean Avenue.

Subsequent to 1998, the land area of the CRA has only been increased as a result of the City annexing unincorporated parcels and enclaves located at the south end of Federal Highway.

Previous Redevelopment Plans

There were four adopted plans guiding redevelopment within the CRA and a draft plan for the Boynton Beach Boulevard corridor. The adopted plans included the Heart of Boynton Community Redevelopment Plan, the Federal Highway Corridor Community Redevelopment Plan, the Ocean District Community Redevelopment Plan and the Downtown Vision and Master Plan. The original downtown area that was evaluated in the 1984 Plan was first revisited in 1998 as part of the Visions 20/20 Master Plan and again by the Downtown Master Plan in 2009. Below is a brief overview of each plan.

• The Heart of Boynton Plan was adopted in 2001, and represented the first update of the original 1989 Plan. The 2001 Plan was prepared by a consultant team and involved extensive public participation, including five charrettes. In June of 2014 a City-CRA staff team completed an update of this Plan which was adopted by Ordinance 14-008. The staff team held a meeting with community stakeholders to obtain input on proposed redevelopment options. The plan included eleven recommendations, and emphasized the preservation of residential neighborhoods west of Seacrest Boulevard, and an increase in the intensity of development in selected areas east of Seacrest Boulevard. Recommendations relative to building form and design were minimal with attention limited to traditional design for commercial structures, and the architectural style adopted by the stakeholders, "Floribbean", to recognize the historic style present in the area as well as the increase in Caribbean residents.

• The 2001 Federal Highway Corridor Community Redevelopment Plan, Plan was the first version of a Plan completed for a portion of the1998 expansion to the CRA. This Plan was also originally prepared by a consultant, and was updated in June 2006 with a Plan completed by City staff. The plan divided the corridor into five planning areas and provides land use recommendations and strategies for each. The update made few changes to the original recommendations. Additionally, the original plan included market analyses supporting a convention hotel and additional retail and office space in the downtown area; however, the update did not readdress these topics to confirm feasibility. Although the updated plan did not include an urban design and architecture section, the general recommendations called for the creation of development standards and design guidelines for bulk and building massing as well as for architectural themes. It should be noted that the plan generated the recommendations for mixed use zoning for redevelopment purposes, which culminated in the codification of the four mixed use zoning districts that are in effect today.

• The Ocean District Community Redevelopment Plan was created in-house by an urban designer-led planning team and adopted in February 2004. The plan features two alternative redevelopment scenarios for the District with corresponding detailed design recommendations. The plan's main focus is the City-owned land which represents 40% of the Ocean District's total area. This area is referred to as "Town Square". The plan also includes design concepts for the areas along Boynton Beach Boulevard, Seacrest Boulevard and Ocean Avenue, as well as the area adjacent to the FEC Railroad tracks and the single- and multi-family neighborhoods situated north and south of Ocean Avenue.

The planning process included two in-house workshops and two public workshops for community stakeholders. Aside from the alternative designs, the plan includes four broad recommendations suggesting changes in land development regulations emphasizing signage, building design, and street furniture.

• The Downtown Vision and Master Plan, adopted in January 2009, included in its scope the original CRA as studied under the 1984 Plan. The planning process, led by a team of consultants, City and CRA staff, involved stakeholders and City residents and a series of public meetings and visioning charrettes. The Master Plan provides a strategic framework for implementation of goals through five priority action items named "Big Moves". These include the Transit Oriented Development district, cultural and civic campuses anchored by government offices and services, neighborhood centers along Martin Luther

King, Jr. Boulevard and the Federal Highway gateway and linear park. The Plan emphasized urban design, but also considered regulatory assessment and economic and market factors.

The Boynton Beach Boulevard Corridor Redevelopment Plan was drafted by a consultant team in 2004. Until 2004, the corridor only received attention as a subordinate part of the plan for the large 1987 CRA expansion, which understandably placed most emphasis on the extensive residential neighborhoods of this area, and the historic commercial corridor of Martin Luther King Jr. Boulevard. However, the draft plan closely examined existing land use patterns, development constraints of the corridor, recommended zoning, and urban design recommendations for optimal streetscape and residential compatibility.

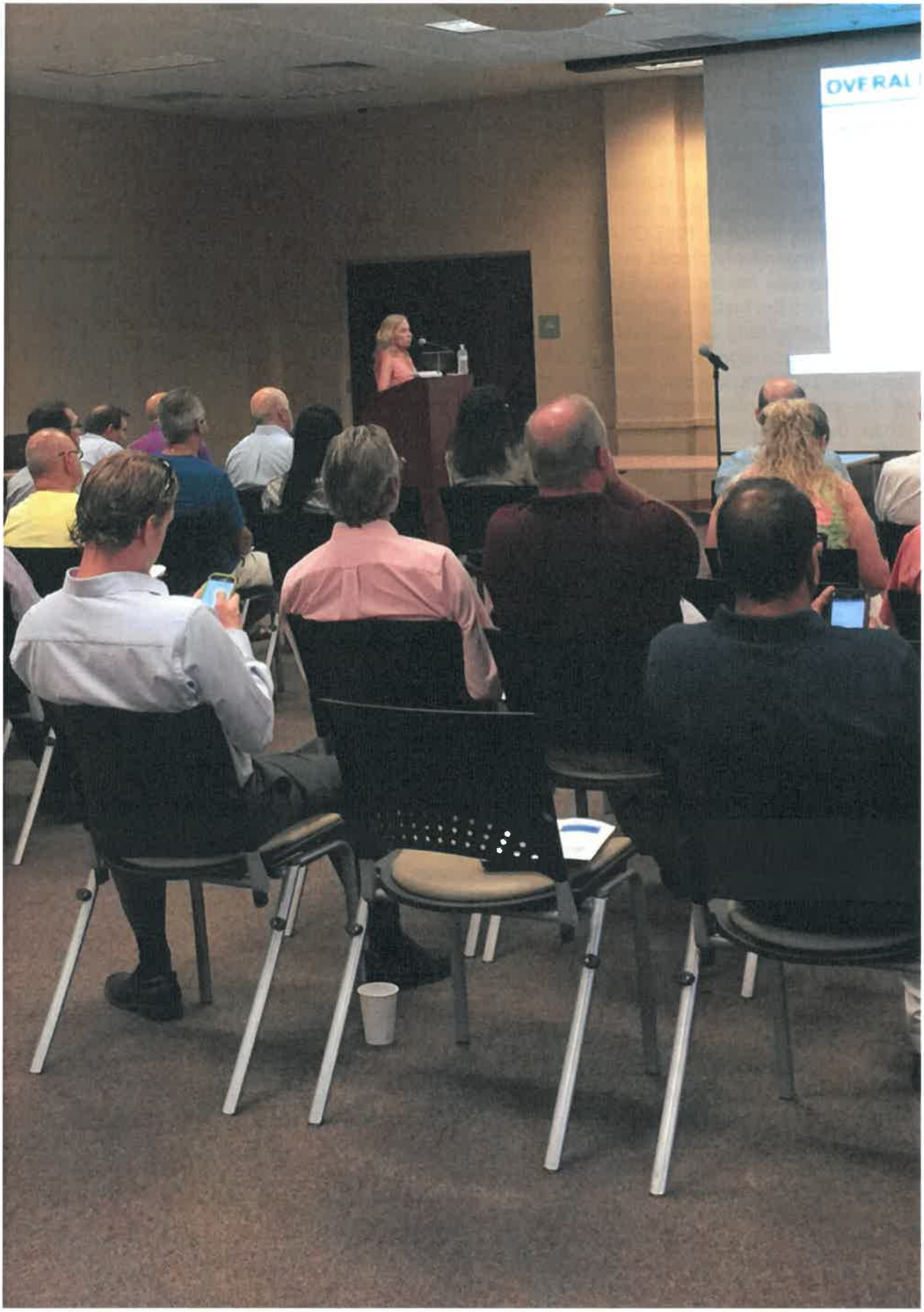
Redevelopment efforts have also been guided by three additional documents: the Urban Design Guidelines manual, adopted by the CRA Board in 2006, the 2005 Boynton Beach Community Redevelopment Agency Economic Development Plan and the 2006 CRA Housing Needs Assessment.

The CRA planning efforts have achieved notable improvements over the past 30 years. However, the outdated status of the redevelopment plans, and the incremental methodology that was used in the individual updates, reinforces the need for the Plans' consolidation and comprehensive revision. The previous approach, applied to consecutive expansions of the CRA, is being replaced with a methodology that facilitates the evaluation of the CRA as a whole. The new, comprehensive approach will use consistent framework, emphasizing interconnectivity and the relationship to focal points and nodes throughout the CRA. It will be based on common land use characteristics and unique attributes, tailoring land use intensities and densities accordingly.

This effort is intended to represent the vision for the entire area through a user-friendly plan, effectively and clearly communicating the direction of the Community Redevelopment Agency and key redevelopment opportunities.

Figure 1: Previous CRA Plans Areas




OVERAL

Public Participation Process

In October of 2015, the effort to consolidate and update the existing Community Redevelopment Agency Plans commenced with a single draft land use plan ready to be presented to the public for input, questions and comments.

Since November of 2015, CRA and City staff held four (4) public workshops, of which the first three targeted the general public; the forth one, while open to the public at large, was specifically tailored for the audience of stakeholders, including developers, real estate professionals and business leaders.

While Workshop #1, held on November 7th, 2015, covered only two CRA districts (Cultural and Industrial) out of the six identified within the consolidated plan, the remaining three, held in 2016 on March 3rd, June 11th, and June 21st, presented an overview of all districts.

The proposed consolidated plan was also presented to the CRA Advisory Board on July 7th, and to the CRA Board on July 12th and July 21st.

During the workshops, "clicker" polling was used to provide instant feedback on a variety of questions. The participants were asked to respond to the proposed land use and zoning structure changes, connectivity and streetscape improvements, and scale and type of redevelopment. For further detailed polling results, see Appendix 4.

The following is a record of attendees and their affiliations with the City.

- WORKSHOP #1: Attendance: 6 (polling of audience was not part of workshop itinerary)
- WORKSHOP #2: Attendance: 45, of which Live in City: 58%; Work in City: 8%; Work and Live in City: 21%
- WORKSHOP #3: Attendance: 115, of which Live in City: 56%; Work in City: 23%; Work and Live in City: 17%
- WORKSHOP #4: Attendance: 40, of which 38% Live or Work in City; 31% identify themselves as developers; 10% as planners or architects; 10% represent financial institutions; the remaining 21% are on the "other" category.

The proposed consolidated plan was also presented to the CRA Advisory Board on July 7th, July 21st, August 4th, and to CRA Board on July 12th and August 9th.



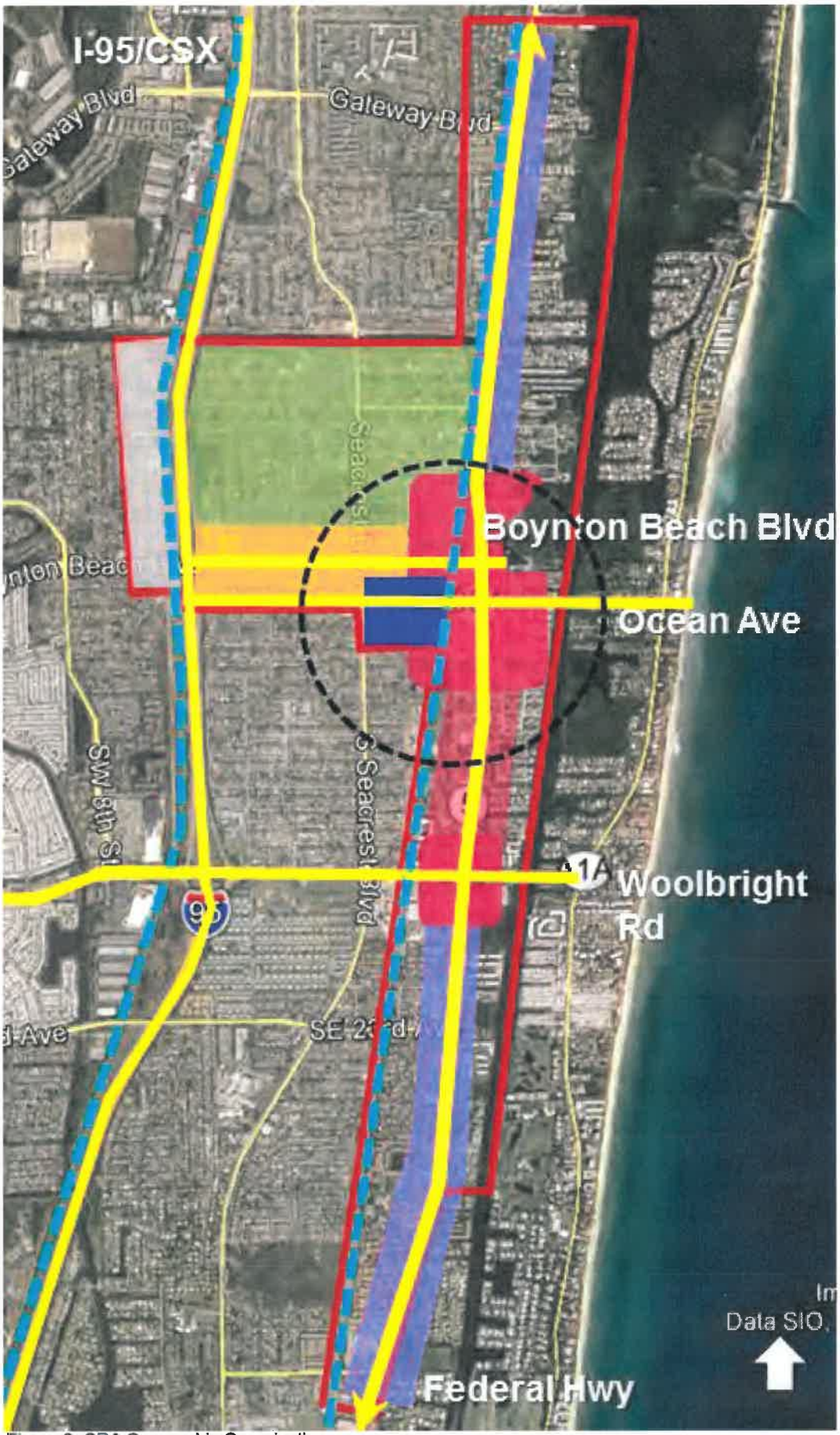


Figure 2: CRA Geographic Organization

Planning Considerations and Strategies

The process used for the preparation of this Plan considered The Analysis of Existing Conditions (see Appendix No. 5), public input, existing redevelopment plans for the CRA, and growth characteristics. It also considered physical, market, and policy-related factors that have affected (or will affect) land use patterns and development characteristics, and land availability and real estate costs. A brief description of those factors, as well as corresponding strategies, is described below.

Physical Factors

The principal physical factors affecting historical development patterns or limitations have been identified and include the linear configuration of the CRA; the emphasis on the automobile as indicated by the existence and capacity of two intersecting state roadways; confining and bifurcating boundaries to downtown growth including the F.E.C. Railroad right-of-way, the Intracoastal Waterway; and large tracts of land occupied by mangroves.

Boynton Beach originally had only a small downtown represented by low-intensity, minimal commercial land uses, constricted by abutting single-family neighborhoods, railroad right-of-way and heavy commercial uses. Additionally, the early demographics and historical role of the City in the region was a factor of it being predominantly a bedroom community for the working class, particularly those workers who built the early estates and hotels on the barrier island. A community of this nature did not support or warrant the development of a prominent commercial center and, particularly, the establishment of a notable main street necessary to support the natural evolution and growth or redevelopment of a downtown challenged to survive during periods of recession and suburban flight. Without a substantial and notable built environment, the downtown lacked influential elements to anchor and guide future expansions.

Just beyond the immediate downtown area, as documented by The Federal Highway Corridor Community Redevelopment Plan, the impact of traffic characteristics of Federal Highway and shallow lot configuration has supported marginal commercial development including small "mom and pop" hotels. Particularly in the north end of the corridor, there has been a predominance of service businesses including automobile sales and repair, a car wash, and truck and trailer rental. Until recently, the Amerigas' propane gas distribution facility was located in the downtown.

Policy Factors

Two policy related factors considered while evaluating development opportunities and challenges in the downtown are the planned return of commuter rail service to the F.E.C. Railroad right-of-way and the approval by the County of the Transportation Concurrency Exception Area (TCEA) for a portion of the CRA.

The future Tri-Rail "Coastal Link" train system is planned to begin operating on the F.E.C. Railroad with passenger rail service between Miami and West Palm Beach. This program has the potential for significant benefits for Boynton Beach as it provides convenient access to the tri-county area through the coastal communities. Boynton Beach can offer the region another option for waterfront living - with marina facilities and oceanfront recreation amenities - in a small-scale environment without the congestion that is characteristic of Dade County, Ft. Lauderdale and West Palm Beach.

A significant portion of the CRA is under the Transportation Concurrency Exception Area (TCEA) designation. While the establishment of a TCEA exempts projects within the delineated area from the requirement of meeting the County traffic concurrency requirements, it also sets limits on the amount of development that will be allowed. In addition, there are requirements for periodic monitoring and specific actions to correct any negative effects the TCEA designation may have on mobility, such as establishing a local circulator system to augment the County's public transit service. The designation overlays the Coastal Residential Exception area, which exempts all residential development east of I-95 from traffic concurrency.

The TCEA policies, as incorporated into the City's and Palm Beach County's Comprehensive Plans, set up 2025 development caps for a number of residential units as well as non-residential square footage. The maximum number of residential units was set at 8,050 units. As of the end of February 2016, the number of units within TCEA was 4,912. The 2004 TCEA Justification Report provided the analysis of the development impacts on roadway links and intersections. Moreover, the Transportation Element's Policy 2.1.6 states that "any project utilizing the TCEA and significantly impacting the Florida Interstate Highway System (FIHS) shall be required to address these impacts as required by Palm Beach County."

Pursuant to Comprehensive Plan policies, the City will monitor the number of approved dwelling units and comply with all the TCEA caps. Consequently, the CRA Plan must consider the proper allocation of land uses and densities to maintain the development allowance under the TCEA.

Market Factors

Various factors related to consumer behavior must be considered and strategized to maximize the successful implementation of this Plan, including the establishment of appropriate and effective Land Development Regulations.

The commercial core located along the Congress Avenue corridor consists of a significant number of retail and restaurant uses, anchored by a long-standing urban shopping mall and multi-screen movie complex. This area of Boynton Beach is the resource for most consumer shopping needs of locals as well as unincorporated residents and residents in nearby communities. The strongest business market is food service with extensive selection of restaurants, but also includes clothing, groceries, electronics, appliances, and sporting goods. With another one currently under construction, there will soon be 4 hotels either along or in close proximity to Congress Avenue. The vision and strategy for the Redevelopment Plan must acknowledge the value of, but not attempt to compete with the commercial resource along Congress Avenue.

The chief market factor is an ongoing shift of purchase from brick-and-mortar stores to the internet, which means a change in demand for retail space. Many of the retail players, including the brands traditionally established on Main Street, are facing increasing online competition and are being forced to downsize their footprints. At the same time, many are strengthening their internet capability, changing location and making adjustments to their inventory.

These changing consumer demand patters must be considered when creating a vision for accommodating retail businesses in the downtown. Forcing excessive commercial space and/or forcing commercial space in the wrong locations can have a negative effect on the successful redevelopment of downtown.

Strategies and Approach

The target strategies must address the limited supply of developable land, relatively high land costs, pedestrian-unfriendly corridors, potentially incompatible land uses, the lack of available quality space for retail and office uses necessary to support the establishment of a vibrant downtown and insufficient densities to support mass transit. Therefore, specific strategies to guide the development of this Plan include the following:

- Establish districts with common characteristics to promote identity and the creation of a sense of place;
- Identify potential activity centers (or "nodes"), and support appropriate densities and intensities of development including the necessary height provisions and incentives applicable to areas both inside and outside the TCEA in order to offset the lack of easily available land and high land costs in the immediate downtown area.
- Establish a retail land use base through the appropriate and limited concentration of such uses through the strategic allocation of mixed-use zoning districts and applicable regulations.
- Implement a complete street program to shift from an automobile-oriented environment to a multimodal network.
- Continue conversion of the downtown to a more livable place through greenways and ecotrails, and optimal buffering of residential areas from commercial redevelopment.
- Implement Zoning and Land Development Regulations that capitalize on the planned operation of passenger rail service along the F.E.C. Railroad right-of-way including expansion of development incentives within the Downtown Transit Oriented Development District.
- Accentuate the valuable and unique resources along the eastern fringe of the City to create a complimentary environment that is inviting to both residents and visitors.
- Reduce dependence on the automobile by accommodating basic goods and services, providing walkable streets and neighborhoods, and achieving efficient interconnectivity between the waterfront, activity nodes, and other places of interest.

Organization of the Plan

The Plan's roadmap for implementing these strategies and meeting the challenges described above is set up in four sections: Vision and Goals, Frameworks, District Plans, and Implementation Guide.

Framework

The Framework section of the Plan is further divided into two parts, Connectivity and Structure of Future Land Use and Zoning.

Connectivity. This section presents a comprehensive system of "complete streets" and other pathways that will unify the CRA area, improve multi-modal transportation, and support intensification of development.

A "complete street", one of the main concepts driving the connectivity system, is a street designed to safely and efficiently accommodate access and travel for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

In addition to complete streets, the Plan's recommended connectivity system covers greenways, ecotrails and parks, and bicycle facilities. For each, there is a general description, a list of benefits they offer, and an indication of where they are being proposed. The transit considerations emphasize the future commuter service on the FEC tracks and redevelopment within the Downtown Transit Oriented Development District.

Structure of future land use and zoning. This section describes recommended adjustments to both Future Land Use (FLU) classifications and the corresponding zoning districts for residential and mixed uses. These amendments are specifically tailored to address the land use recommendations and target zoning districts for each of the six proposed CRA districts.

District Plans

Six individual districts were identified based, in part, on their character, history, location, and land use make-up. These include:

- Boynton Beach Boulevard District, located along Boynton Beach Boulevard from I-95 to the FEC railroad tracks, bordered by West Ocean Avenue and NE 1st Avenue on its south side and NW/NE 3rd Avenue on its north;
- Cultural District, located along the Ocean Avenue Promenade from the FEC tracks west to S. Seacrest Boulevard, bordered by NE 1st Avenue to the north and SE 2nd Avenue to the south;

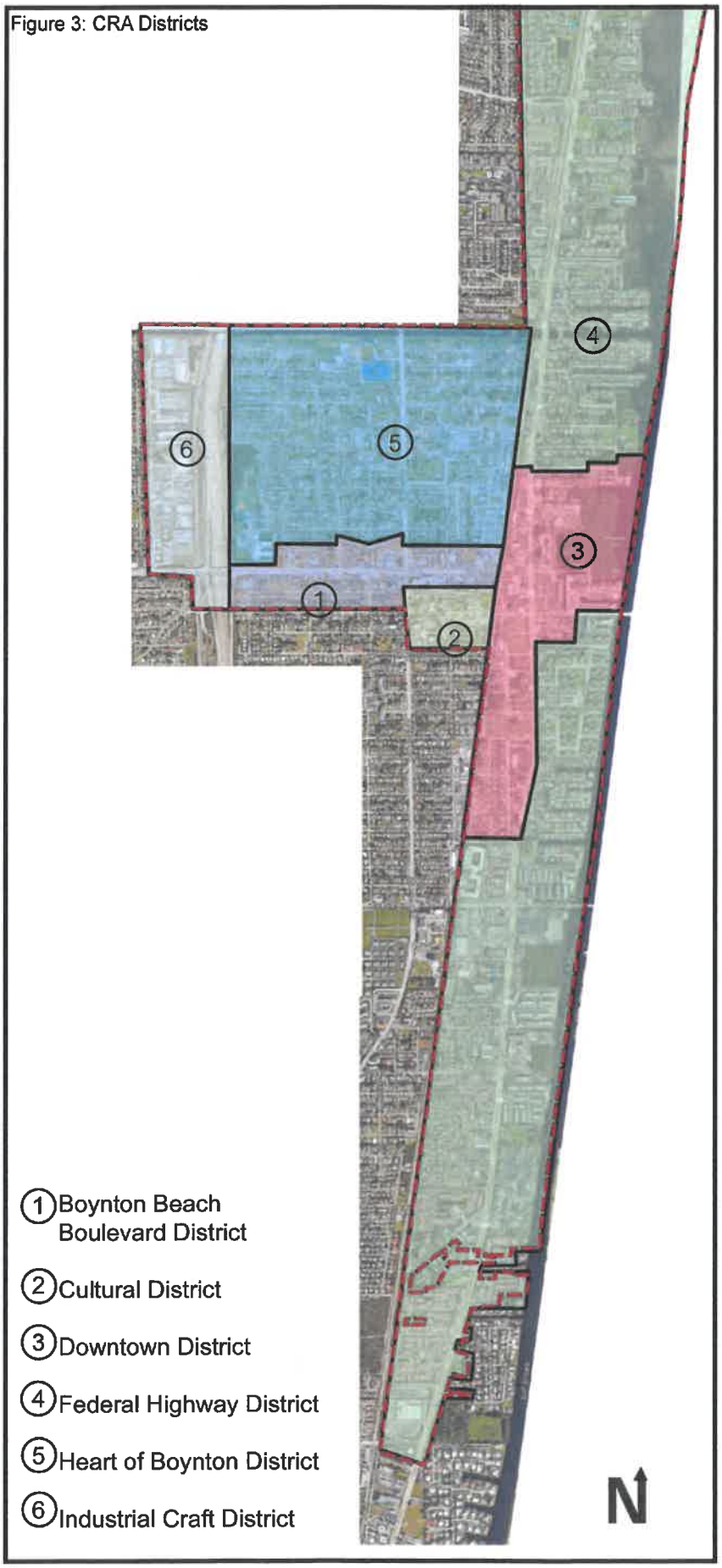
- Downtown District, located between NE 7th Avenue on the north, SE 12th Avenue on the south, the FEC tracks on the west; the slightly jagged eastern boundary includes the Intracoastal Waterway and S. Federal Highway connected roughly in the center by Ocean Avenue, SE 6th Street, and SE 2nd Avenue;
- Federal Highway Corridor District (North and South), located along the corridor, with the Downtown District as a divider, the District extends to the northernmost and southernmost sections of the CRA area. The south district contains two county-owned enclaves;
- Heart of Boynton District, located north of the Boynton Beach Boulevard District, between the FEC tracks and Interstate 95, with the C. Stanley Weaver (C-16) Canal as its northern border; and
- Industrial Crafts District, located west of I-95, extending from West Boynton Beach Boulevard north to the C. Stanley Weaver Canal.

The six self-contained plans created for the districts have uniform format. After the introductory section, which includes the progress update (i.e. recent redevelopment projects and infrastructure upgrades), the plan proceeds to present the recommended streetscape improvements and land use changes (no land use or zoning changes are envisioned for the Industrial Crafts District), as well as infill and development/redevelopment opportunities. Each plan closes with a description of applicable, recommended design guidelines.

Implementation Guide

The Implementation Guide is divided into three sections: Planning & Policy, Development & Capital Projects, and Initiatives & Programs. The first section, Planning & Policy, is focused on regulatory matters (e.g. incentives, fees and permitting), the audit of the Land Development Regulations (LDR) and corresponding amendments to the LDR. Next, the Development & Capital Projects section emphasizes site-specific land assembly and streetscape improvements. Lastly, the Initiatives & Programs section involves marketing, branding and signage as well as programmed events and promotions.

Figure 3: CRA Districts



B. Vision and Goals

Mission Statement
The Vision
Goals and Principles

Mission Statement

The mission of the Boynton Beach Community Redevelopment Agency (CRA) is to guide and stimulate redevelopment activities, support affordable housing, foster a stronger economy through small business funding programs and provide free special events that contribute to enhanced quality of life for all residents.

The Vision

The Vision of the Boynton Beach CRA Redevelopment Plan is to create a thriving city with a vibrant downtown and distinct districts. The vision includes unifying, connecting, and investing in sustainable, diverse neighborhoods that support strong local economy and enhance the quality of life for residents.

Goals and Principles

The CRA has identified a set of Goals which serve as the Planning Principles:

- Create a unique identity for the Districts drawing on elements such as its historic commercial marine industries, recreational amenities and cultural and public arts through special events, programs, projects and marketing.

- Create a balance of sustainable and functional land uses for each District as a base for District plans.

- Protect and enhance existing single-family neighborhoods.

- Encourage the expansion of existing businesses and seek to attract new ones through the use of incentives and technical assistance.

- Develop a coordinated signage program, including welcome signage, way-finding signage and street banners, that will identify and and promote each District.

- Program and promote special events through available financial, staffing, marketing or other mechanisms.

- Create a comfortable, walkable and safe pedestrian-scale environment connecting residents and visitors to the commercial, social/cultural and recreational areas within each District.

- Create zoning and land use development regulations that support a diversity of mixed uses in the downtown area and adjacent planning areas including but not limited to residential, destination commercial, retail, restaurants, hotels, office, civic and recreational uses.

- Develop policies and strategies for providing adequate public parking areas within each District to support commercial and residential redevelopment such as but not limited to financial incentives, land acquisition and construction.

- Create/encourage/support land development regulations that provide alternatives to parking requirements.

- Encourage and assist existing development and redevelopment projects that provide employment and economic opportunities.

- Create programs, projects and funding which supports existing and new commercial development and act as a catalyst to leverage additional investment by private sector enterprise such as, but not limited to, economic incentives for rehabilitation or construction activities, development costs or infrastructure improvements.

- Provide programs that market and promote the businesses, activities, special events, development and redevelopment opportunities and projects within each District.

- Pursue development and redevelopment projects, actively engage in land acquisition and disposal, environmental and economic viability studies, building demolition and construction, site and infrastructure improvements, and project design and construction.

- Create, improve and promote the public waterfront areas and public open spaces, parks, greenways, blueways and bikeways.

- Encourage and incentivize the improvement, development and implementation of streetscape enhancements within the Districts, including landscaping, street furniture and hardscape features, signage, pedestrian safety and walkability/connectivity, crosswalk treatments and lighting elements.

- Encourage the preservation of existing affordable housing and the development of new affordable housing by providing technical assistance, incentives and land.

- Encourage the preservation of the commercial and recreational marine industries operating within the CRA, such as, but not limited to, the Boynton Harbor Marina District, by financial investment, physical improvements, special events, marketing and promotional activities.

- Encourage the preservation of the existing public waterfront access areas and—wherever feasible—provide for the addition of new public waterfront access through acquisition, easements or other means available to the Agency.

- Encourage and initiate various innovative community policing techniques and programs, code enforcement, "clean and safe" programs and policies, and other means deemed feasible and appropriate in order to stabilize and enhance neighborhoods and commercial areas.

C. Frameworks

Connectivity Plan
Land Use & Zoning

Connectivity Plan

The CRA is directly accessed by Interstate 95 via Boynton Beach Boulevard and a US-1 (a.k.a. Federal Highway). Being dissected by these two State roads, and situated generally between a major freeway and popular marina and oceanfront recreation amenities, the downtown has considerable exposure from local and regional traffic. However, the historic emphasis on accommodating the automobile still prevails today, as does the environment commonly associated with road rights-of-way devoted to wide travel lanes, extensive center turn lanes, minimal sidewalk widths, landscaping, and a deficient and segmented bikeway system.

Using the Complete Streets design concept as a guide, this Plan will support existing efforts to promote alternative modes of travel within the downtown area, as well as fill voids in the system which, in part, may be the result of the previous incremental redevelopment efforts. What have been individual plans and unrelated planning areas throughout the CRA, will become one document unified with a mobility plan comprised of Complete Streets and a planned-out bicycle and pedestrian network. This plan will ensure optimal linkages for residents, employees and visitors, to existing and future activity nodes consisting of the train station and transit area, business and shopping centers, event venues, and recreation amenities interspersed throughout the area.

Complete Streets

The "Complete Streets" program originated from The National Complete Streets Coalition, a program of Smart Growth America, during a collaborative effort in 2003 to expand a transportation planning initiative beyond bicycle integration. The non-profit alliance of public interest organizations and transportation professionals started this official nationwide movement to integrate people and place in the planning, design, construction, operation, and maintenance of transportation networks. The program promotes policies for various agencies that are responsible for the transportation planning to ensure that streets are routinely designed and operated to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will contribute toward making a city a better place to live.

The Complete Streets initiative for the downtown area is a critical component of the plan that connects a large and linear CRA, involves greater emphasis on densities, intensities, and land uses that support mass transit and, in particular, the commuter rail service on the F.E.C Railroad. To encourage people to get out of their vehicles and use alternative modes of travel such as walking, biking, and transit, there must be safe and esthetic routes.

The following streets represent the principal elements of the roadway network within the CRA and are therefore recommended to ultimately be designed as Complete Streets:

- **Boynton Beach Boulevard** consists of maximized vehicle travel lane widths, minimal bike lane width, narrow sidewalks, minimal separation between the travel lanes and the pedestrian way, and frequent intersections and driveway openings without design and markings for pedestrian safety. This road is the main entrance into the downtown area connecting the CRA to the greater region and the western communities. As indicated above, it is the link for local and regional patrons to ocean amenities whether for active recreation and sport such as fishing, diving and snorkeling, or for passive use of the miles of beachfront parks.

  Furthermore, the vision for the corridor includes greater retail intensity combined with residential land uses in low-rise mixed-use developments. Traffic speeds should be calmed, and pedestrians better accommodated. Wide sidewalks and greater separation from the vehicle travel lanes should be a priority. Separation can be accomplished by landscaping, on-street parking and wider bike lanes along this roadway. Plant selection and landscaping design should emphasize canopy trees where feasible to maximize shading for the pedestrian. Also, the ultimate redesign of this road should include one of more cross-walks to facilitate safe north-south movement west and east of Seacrest Boulevard. To achieve the ideal complete street, dedication of private property may be necessary, which would be timed with private redevelopment projects.

- **Federal Highway** is the main north-south entry into the CRA, providing access to the downtown and future passenger rail station. Although it is unlikely that the entire length would be traversed on foot on a regular basis, it is a rather short distance to bike. Federal Highway currently has three different retail hubs, and waterfront parks that should be easily accessible by the pedestrian and bicyclist originating from either the east or west sides of Federal Highway. Federal Highway is also one of the main bus routes in the County, with numerous bus stops scattered throughout the CRA. "Walkability" should be the priority in both public and private improvements to maximize access to these bus stops, as well as local resources such as the Walmart grocery store at Gulfstream Boulevard, the shopping node located at the Woolbright Road intersection, and the downtown area at the intersection with Boynton Beach Boulevard. The valuable waterfront parks are conveniently located at the northern middle and southern sections of the corridor, thereby minimizing travel distances for local residents and facilitating the opportunity to bike or walk to these amenities or corresponding special events. Similar to the recommendation for Boynton Beach Boulevard, wide sidewalks and greater separation from the vehicle travel lanes should be a priority. Separation should be accomplished by landscaping, on-street parking and bike lanes along this roadway. Plant selection and landscaping design should emphasize canopy trees where feasible to maximize shading for the pedestrian. Again, to achieve the ideal complete street, dedication of private property may be necessary, which would be timed with private redevelopment projects.



Figure 4: Complete Street Example

- **Ocean Avenue** is unique to the downtown roadway network as it has segments designated with different classifications and under different jurisdictions. One segment (located west of the F.E.C. Railroad tracks) is primarily used by local residents and patrons of the civic uses such as the Children's Museum, Civic Center, Library and the Arts Center. This segment has a 25 mph speed limit, frequent 4-way intersections, on-street parking, and relatively low-scale development. The segment east of Federal Highway changes in purpose, becoming an access route to, and emergency evacuation route from, the barrier island. This segment of Ocean Avenue is under State jurisdiction and provides access to a downtown node consisting of the CRA's marina and waterfront park, the Marina Village development, and waterfront restaurants. Also adjacent to this commercial center is the City's Boynton Beach Promenade and Mangrove Park with its boardwalk path through the mangroves to the Intracoastal Waterway. This area is anticipated to grow in popularity by the natural attraction to the waterfront, the waterfront restaurants and businesses and the park amenities.

  Ocean Avenue has an important role in the CRA plan given its quaint charm and connection between the Cultural District and Town Square (civic campus), and the Downtown District. Given its characteristics and relationship to the civic uses, it will continue to serve as a venue for existing and future special events which use the entire right-of-way in street-festival fashion to accommodate the patrons.

- **Seacrest Boulevard** is a north-south county collector street that dissects the Heart of Boynton District and MLK Jr. Boulevard, represents the western border of Town Square, and separates the large single-family neighborhoods from the civic campus, recreation areas, and the downtown. This road is flanked by, and connects, various public, private and institutional uses such as churches, Poinciana Elementary School, Sara Sims Park and nearby Wilson Park/ Denson Pool, one of the City's largest employers (Bethesda Hospital) and City Hall. Historically, the role of this road in the area's roadway network has been a collector street extending south into the City of Delray Beach and north into the Town of Lantana. The design places a greater priority on the motor vehicle and the terminating destinations, than on the pedestrian, bicyclist, and abutting residential neighborhoods. Although streetscape improvements to a portion of the northern segment of Seacreast Boulevard were completed in 2015, the improvements excluded an increase in the sidewalk widths and the expansion of bike lanes, mostly due to the limits of the existing right-of-way and the County's design standards. Given the location within the redevelopment area the abutting land uses including substantial single-family neighborhoods, traffic calming and pedestrian circulation should be a priority in future public infrastructure improvements and in the design of private development.

- **Woolbright Road** is a county collector street serving as a second major linkage between I-95 and Seacrest Boulevard, the activity node at the intersection with Federal Highway, and waterfront land uses and amenities. Although mostly located outside of the CRA, it is a principal connector road within the network, a second entrance into the CRA and the downtown. Similar to segments of Boynton Beach Boulevard, Woolbright Road consists of wide vehicle lanes, an uninterrupted center turn lane, minimal landscaping and no shading for the pedestrian. Despite the fact that the road separates a large single-family neighborhood to the north from a recreation area to the south, it has no direct pedestrian crossings or bike paths, and there is much room for improving the aesthetics of this second access into the CRA.

- **Gateway Boulevard** is the last of the streets recommended to ultimately become a "Complete Street", and is included given its proximity to the CRA and role in the circulation system in the City. Although only a short segment of it is within the CRA, it serves as a main access route from I-95 to the north end of the CRA, and connects residential neighborhoods in this northern area to a potential future hub of convenience stores to serve local needs. The F.E.C. Railroad crossing represents a challenge to providing optimal pedestrian access along this short segment of Gateway Boulevard.



Figure 5: Recommended Complete Streets

Greenways, Ecotrails & Parks

Greenways and ecotrails represent enhanced public walkways intended to serve as a buffer (or transition) between land use categories, or provide a connection for the pedestrian between parks and conservation areas within the CRA. Depending on the purpose, such walkways could be defined by decorative buffer walls, natural landscaping and dense tree canopies, meandering paths, accentuated cross-walks, way-finding signage, and other public amenities such as covered areas and benches.

Many of the City's natural areas and parks are "off the beaten path" and therefore may not be realized by residents and visitors. Such a walkway or trail system raises awareness of, and increases accessibility to these attractions within the CRA. As described above, they are also used to simultaneously provide a buffer or transition from commercial areas or areas of higher density residential land uses to abutting low density residential neighborhoods.

Consistent with the City's Greenways, Blueways, and Trails Plan completed in 2015, this Plan highlights and recommends segments from this city-wide trails plan to increase access to and through the Mangrove Park, the Boynton Beach Marina and waterfront area, Pence Park, Sara Simms Park, Wilson Park, Palmetto Greens Park, and Barton Greenway.

A pedestrian greenway is recommended for the north side of Northwest 1st Avenue, to promote redevelopment of the full block along the south side of Boynton Beach Boulevard while buffering the single-family neighborhood to the south.



Figure 6: Greenway Example

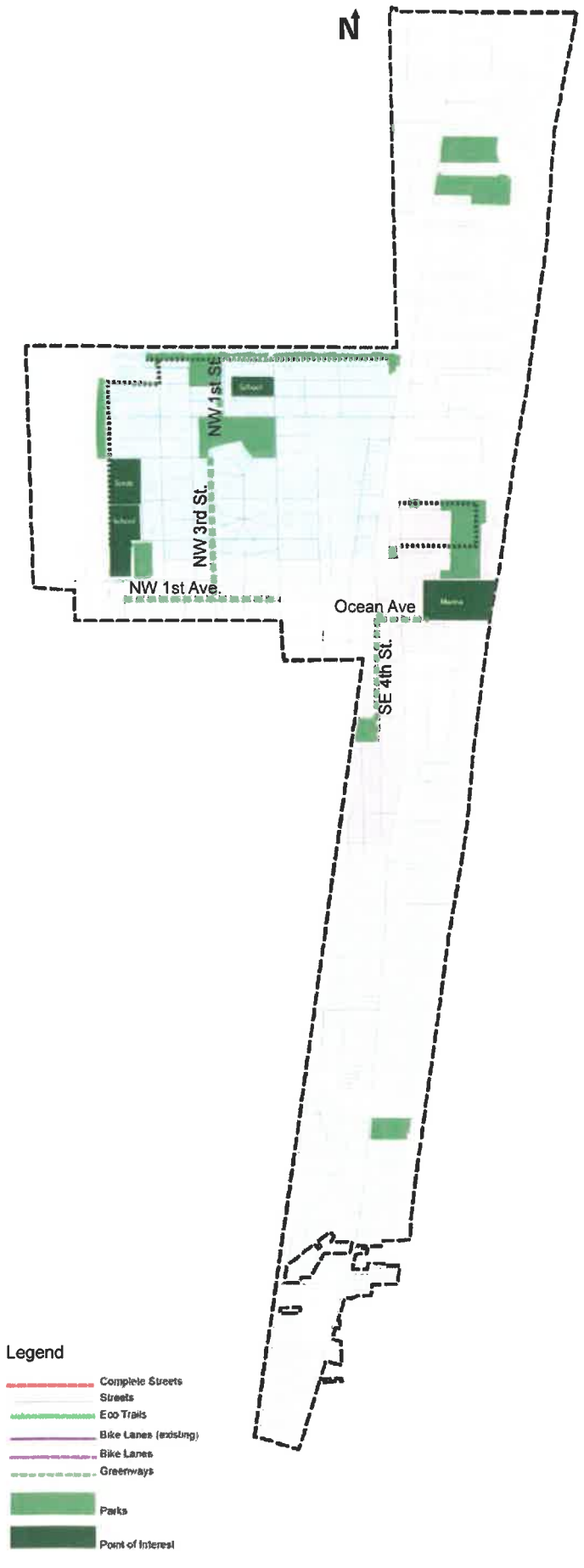


Figure 7: Recommended Greenways & EcoTrails

Bicycle

With the convenience and low cost of using a bicycle, the increasing availability of bike accommodations throughout the area, the bike accident data and reputation of our streets for being unsafe to bicyclists, bike paths and lanes are basic components of most transportation planning systems and an important part of the connectivity element of this Plan. Most all of the County's Palm Tran system accommodates bikes, and the local commuter train Tri-Rail has dedicated bike storage systems both on the trains and at the stations (most areas are covered or even include enclosed lockers).

Bike accommodations can take the form of on-street bike lanes or shared paths within rights-of-way, or dedicated or shared paths located apart from the public roadway network. As referenced above under Greenways, Ecotrails & Parks, components from the City's Greenways, Blueways and Trails Plan have been emphasized in this Plan to further the connectivity objective, while supporting a more sustainable mode of travel and promoting recreation and healthier living.

In addition to providing direct access to or within the points of interest shown on the corresponding exhibit, bike lanes or paths should be added to and/or maintained or improved on Federal Highway, Boynton Beach Boulevard, Seacrest Boulevard, Woolbright Road, Ocean Avenue, NW 2nd Street, SE 4th Street, and NW 4th Avenue.



Figure 8: Bike Lane Marking Example

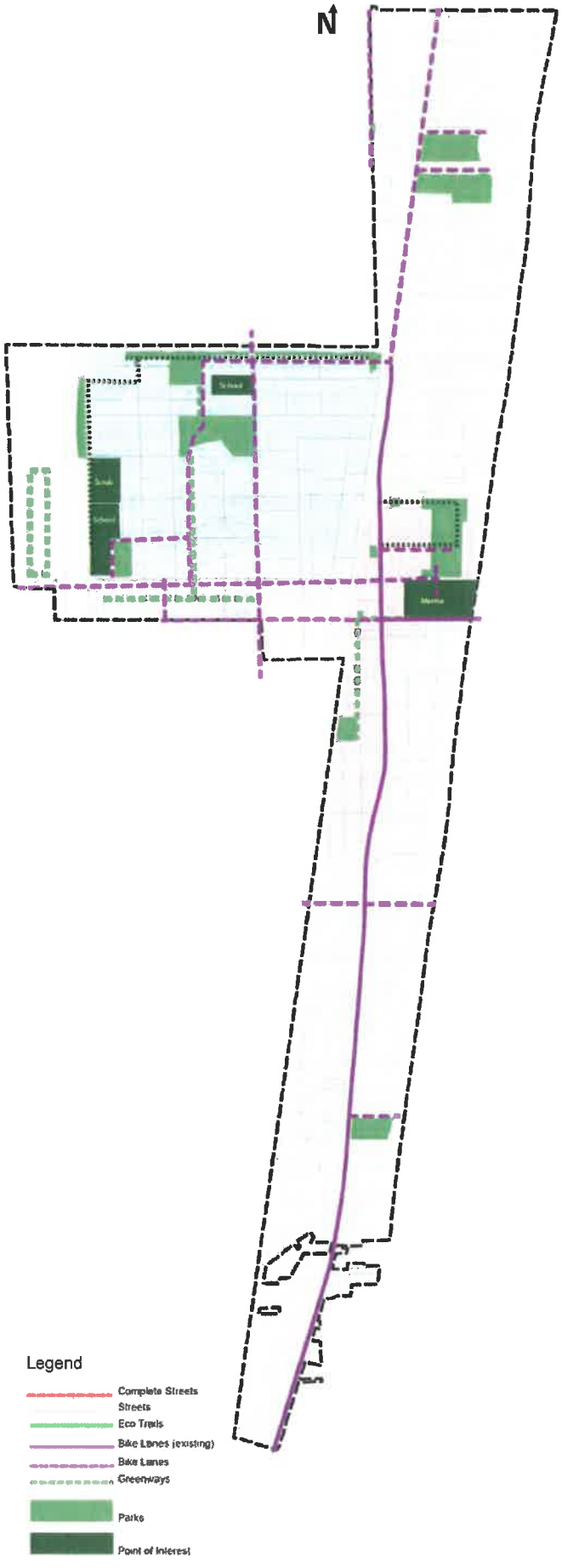


Figure 9: Recommended Bike Lanes

Transit

The CRA is currently served directly by the Palm Tran System, providing bus transit services with both a fixed route program and a door-to-door paratransit program for the disadvantaged resident and guest. Palm Tran Route #70 follows Seacrest Boulevard with numerous bus stops in the Heart of Boynton; it is an important link between the downtown and the Tri Rail Station located just west of I-95 near Gateway Boulevard. Palm Tran Route #73 primarily traverses Boynton Beach Boulevard from downtown west to Bethesda Hospital West at SR 441 and includes a direct stop at the Boynton Beach Mall. Lastly, Route #1 extends along Federal Highway and terminates at the Gardens Mall in Palm Beach Gardens, and south of Palmetto Park Road in Boca Raton. All three (3) bus routes travel through the City's Downtown Transit Oriented Development (TOD) District and would provide direct access to, or are located within a short walking distance to the planned passenger rail station near Boynton Beach Boulevard and NE 4th Street.

As indicated above, Route #70 provides the link for the downtown to regional commuter rail transit provided by Tri-Rail, which operates on a shared railroad that parallels I-95 through the tri-county area; provides stops within Palm Beach, Broward and Dade Counties; and connects with Amtrak and Metro Rail in Miami. Tri-Rail provides access to major employment centers and educational institutions within the tri-county area as well as all three major airports within the region.

There are future changes on the horizon in transit options for downtown Boynton Beach, which the City has been planning for since it became certain that Tri-Rail services would be expanded to the F.E.C. Railroad. The F.E.C. Railroad is a historic rail line originally built and operated for passenger service until discontinued in 1968. It traverses the coastal communities along the coast of Florida, closely paralleling Federal Highway within the region. This new service is currently planned to be phased in, starting with service in Miami, followed by phasing in the additional northern stops as justified by demand. Based on demand being a factor of population density and employment, the City began planning for a downtown station with the Transit Oriented Development (TOD) Study; establishment of the Downtown Transit Oriented Development District; and adoption of the initial TOD zoning provisions with density bonus incentives and a minimum density standard. These provisions apply within the Downtown TOD District (a.k.a. "Station Area"), which is defined as the area within a one-half mile radius around the future station stop planned for the intersection of Boynton Beach Boulevard and NE 4th Street.

It is important to prioritize the need to improve land development patterns in advance of station development for several reasons: (1) transit-oriented development (TOD) improves ridership for transit service, thereby increasing efficiency; (2) transit service increases access to station areas, thereby increasing potential for higher intensity and density land development; (3) TOD equally accommodates all modes of transportation (car as well as pedestrian, bicycle, and transit), further increasing access to station areas and potential for increased development capacity; and (4) TOD encourages a park-once environment, which reduces vehicular demand on the roadway network and carbon emissions. Furthermore, federal funding for transit projects such as the Tri-Rail Coastal Link are highly contingent upon existing and projected TOD patterns around station areas such as the City's planned rail station. Cities that adopt TOD plans and codes ahead of the planned service help improve the competitiveness of the City for a train stop.

The most significant features of a TOD are (1) increased density and intensity of development, with minimum levels of development recommended by FDOT; (2) walkability and interconnectivity throughout the area; and (3) mix of uses appropriate to the service and area. In July of 2013, the City adopted provisions for TOD and the corresponding standards within the mixed use zoning regulations, including the minimum density standards for mixed use districts within the Transit Core, defined as a ¼ mile radius around the future station.

Recommendations

- Prepare a Complete Streets program for the targeted streets within the CRA to guide the ultimate redesign and / or incremental improvements to implement the connectivity and walkability objectives of the plan.
- Require the completion of all missing sidewalk segments within the CRA and adjoining areas in conjunction with private development or redevelopment, and public improvements.
- Require that development design establish a pedestrian zone along the rights-of-way, tailored per roadway type and anticipated land use.
- Require that streetscape landscape design and species selection emphasize the pedestrian way with optimal location and maximized shading.
- Ensure the completion of greenways through necessary dedications and physical improvements required in conjunction with private and public development.
- Consider the opportunity to promote downtown events in appropriate areas through the use of Festive Street design.
- Consider LDRs that will ensure the installment of the greenway as a condition of rezoning for full block commercial/mixed-use redevelopment of the Boynton Beach Boulevard Corridor.
- To ensure optimal bus stop locations and design, coordinate with Palm Tran as part of the development review process, and consider additional LDRs that require related improvements concurrent with development and redevelopment throughout the CRA.

C. Frameworks

Land Use & Zoning

Recommendations for Changes to Future Land Use and Zoning Structure

The land use recommendations constitute the bedrock of a community redevelopment plan. The Plan proposes to initiate changes to the existing future land use (FLU) and zoning patterns as currently depicted on the City's official Future Land Use and Zoning Maps. Site specific changes will be facilitated and supported by significant adjustment to the future land use and zoning structure, through modifications of both FLU classifications and the corresponding zoning districts for residential and mixed uses. As shown in Table 1 and 2 below, the Plan recommends elimination of several categories and creation of new ones for both future land use and zoning, as well as modifications of the density caps:

EXISTING FLU	DENSITY DU/ACRE	RECOMMENDEDFLU	DENSITY DU/ACRE	CHANGE
RESIDENTIAL CLASSIFICATIONS				
Low Density (LDR)	5	Low Density (LDR)	7.5	Merged into one category
Moderate Density (MODR)	7.5			
Medium Density (MEDR)	10	Medium Density (MEDR)	11	Merged into one category
High Density (HDR)	11			
Special High Density (SHDR)	20	High Density (HDR)	15	Create a new HDR; SHDR remains
		Special High Density (SHDR)	20	
URBAN MIXED USE CLASSIFICATIONS				
Mixed Use (MX)	n/a	Mixed Use Low	20	NEWFLU
	40	Mixed Use Medium	50	Increased Density
Mixed Use Core (MX-C)	80	Mixed Use High	80	Renamed. Corresponds with previous Mixed Use Core

Table 1: Proposed Changes to the Future Land Use (FLU) Classifications

The recommended changes to the existing future land use classifications include a corresponding set of proposed changes to the zoning structure, shown in Table 2.

RECOMMENDED LAND USE	DENSITY DU/ACRE	ZONING DISTRICTS	DENSITY CAPS	MAX HEIGHT	CHANGE TO ZONING DISTRICTS
RESIDENTIAL					
Low Density (LDR)	7.5	R1-AAA, R1-AAB, R1-AA, R-1A, R-1, PUD	5 TO 7.5	30' (2 stories)	Merged zoning districts corresponding to existing LDR and MODR FLU categories
Medium Density (MEDR)	11	R2	10	30' (2 stories)	Corresponding to the existing MEDR
		R3, PUD, IPUD	11	45' (4 stories)	Previously under the HDR FLU
High Density (HDR)	15	R-4, IPUD, PUD	15	45' (4 stories)	**NEW** district R-4
Special High Density (SHDR)	20	IPUD, PUD	20	45' (4 stories)	No change
URBAN MIXED USE					
Mixed Use Low	20	MU-1	20	45' (4 stories)	Density and height same as the MUL-1 zoning district under the existing MX FLU
Mixed Use Medium	50	MU-2	40	65' (6 stories)	**Increased density**: existing MUL-2 under MX FLU at 30 du/acre
		MU-3	50	75' (7 stories)	**NEW** district
Mixed Use High	80	MU-4	60	100' (10 stories)	**NEW** district
		MU Core	80	150' (15 stories)	**Renamed** district. Corresponds with previous MU-H.

Table 2: Land Use Structure and Corresponding Zoning

The recommendations emphasize mixed use for development and redevelopment, which are intended to play a major role in the ongoing revitalization of the CRA area, encouraging high quality design by providing both greater flexibility and more control.

Key recommended changes to the mixed use classifications and zoning districts include:

- Transition from two to three Future Land Use classifications, and from four to five urban mixed use zoning districts. A steep increase in density and height caps between the Mixed Use and the Mixed Use Core classifications within the existing structure—from 40 DU/Acre to 80 DU/Acre and from 75 feet to 150 feet—makes for a gap that hinders future creation of a desired urban form and urban identity for the Downtown and adjacent districts of the CRA. There is no zoning district within the Mixed Use Core classification that would bridge the 40 DU/Acre density gap, and the existing

supplemental regulations created to address the vast difference in scale for potential proximity of developments under the Mixed Use and Mixed Use Core classifications are inadequate.

- Replacing of the Mixed Use Future Land Use classification with Mixed Use Medium land use classification and introducing new zoning district, MU-4 (under the Mixed Use High category) with intermediate density thresholds. The density caps for the new FLU classification and the new zoning district—50 DU/Acre and 60 DU/Acre, respectively—have been established specifically to support the appropriate continuum of scale, addressing the described above density gap.

Key Recommended changes to the residential classifications include:

- Merging of the two lowest density residential classifications into a single classification named Low Density Residential Future Land Use Classification (LDR), with the maximum allowable density of 7.5 dwelling units per acre. The existing zoning designations remain and will act to limit densities in neighborhoods developed with densities below 7.5 DU/Acre. This change contributes to "house cleaning," eliminating a City-wide inconsistency whereby a significant number of residential areas classified as Low Density Residential—for example, areas west of Seacrest Boulevard in the Heart of Boynton district—carry zoning designations corresponding to the Moderate Density future land use category.

- Merging of the Medium Density Residential and High Density Residential Future Land Use classifications into a single classification named Medium Density Residential Classification with a maximum allowable density of 11 dwelling units per acre. The corresponding zoning designations are also merged and now include R-2, R-3, IPUD and PUD will remain unchanged. It is currently under the High Density Residential category. Simply stated, this change merges two land use classifications with closely matching density caps (10 units per acre and 11 units per acre).

- Creation of a new High Density Residential Future Land Use classification with a maximum density of 15 dwelling units per acre. A new multifamily zoning district, R-4, is proposed for this category.

The Special High Density (SHDR) classification remains as is. This classification, limited to the CRA area, does not allow commercial uses except for marine-oriented and water-dependent uses in conjunction with the Palm Beach County Manatee Protection Plan. Its maximum density of 20 DU/Acre is the same as the maximum residential density of the new Mixed Use Low future land use classification. Even though the latter does not necessarily require inclusion of commercial uses, maintaining a SHDR as a residential-only classification (except as stated above) is important as it may be more appropriate than Mixed Use Low for certain locations. Further, significant amount of land within the CRA has already been developed under SHDR classification with the IPUD zoning.

Aside from the CRA area, for which they are intended, the changes will eventually have a City-wide benefit for future redevelopment.

D. District Plans

Boynton Beach Boulevard District

Cultural District

Downtown District

Federal Highway District

Heart of Boynton District

Industrial Craft District



Boynton Beach Boulevard District

Introduction
Planning Challenges
Planning Considerations
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Recommendations

Introduction

Currently there is no adopted plan for the Boynton Beach Boulevard corridor. There were public workshops held in 2005 to discuss the vision for the corridor, and many of the recommendations from those workshops are incorporated into this plan. There has been little redevelopment progress along the corridor at the scale envisioned by this Plan due to lack of developable parcels, no clear development vision and little to no public investment.

The CRA invested in a public parking lot in 2015 to serve the future downtown growth. The Agency is currently in the planning phase for improvements to Boynton Beach Boulevard.

The Boynton Beach Boulevard District consists of the Boynton Beach Boulevard corridor between I-95 and the FEC Railway. The District extends north to N.E. 3rd Avenue and south to W. Ocean Avenue (west of Seacreast Boulevard) and N.E. 1st Avenue (East of Seacrest Boulevard).

This area is the main entry into the downtown from the I-95 exit and will therefore establish the first impression that visitors and many residents have of the City. The district also provides easy access to the City's public beach, the Boynton Harbor Marina, City Hall, the Children's Schoolhouse Museum and the Library.

The areas directly north and south of the District are predominately large single-family neighborhoods. There is no buffer between the commercial uses fronting the corridor and residential uses which has held back property values in these neighborhoods.



Figure 10: Boynton Beach District Location Map

Planning Challenges

As the City's population grew, Boynton Beach Boulevard was widened to five lanes thereby accommodating higher traffic speeds and higher traffic volume, while lowering the aesthetic quality of the corridor. Additionally, commercial zoning only extends one-half block deep from Boynton Beach Boulevard which represents insufficient land necessary to support the land assembly and redevelopment for viable commercial uses. As a consequence, business activity along the corridor has primarily consisted of minimal conversion of single-family houses to commercial uses rather than redevelopment at the scale envisioned for this Plan. Nearly all of the parking for the businesses along the Boulevard is



in front of the buildings meaning that in many cases, cars have to back out into traffic. There are numerous curb cuts for each commercial use along the corridor leaving little room for landscape improvements and the pedestrian zone.

Due to the widening of the Boynton Beach Boulevard over the years, vehicular use has been emphasized over pedestrian or bike use. Under the current configuration of the roadway, there is insufficient right-of-way for landscaping, wider sidewalks, bike lanes, bus shelters and street furniture. Recently large utility poles were installed on the south side of the Boulevard adding to the visual blight of the corridor. There are only three signalized intersections that have formal pedestrian crossing zones. Pedestrians must walk several blocks in order to cross the Boulevard.

There are no destinations along the corridor to attract the interest of visitors or residents other than City Hall and the Post Office. The majority of the businesses belong to the small service industry with few employees. The buildings are outdated, being constructed from the 1930's to the 1970's. The majority of the buildings are for single-tenant or single-use with no cross-access for pedestrian or vehicular circulation purposes or for sharing of parking resources. Additionally, there are no large parcels ready for redevelopment thereby requiring land assemblage and willing sellers.

City Hall is located along Boynton Beach Boulevard but is envisioned to be relocated into the Cultural District as part of the Town Square project. City Hall and the other civic uses occupy 3.71 acres and offer an opportunity for a public-private partnership to facilitate a catalyst for redevelopment within the District.





Figure 11: Examples of Districts Planning Challenges

Planning Considerations

Several factors were considered in determining the land use designations for the Boynton Beach Boulevard District. Just east along the District is the location of the future site of the Tri-Rail Coastal Link commuter service on the FEC Rail line, which will serve the South Florida metropolitan region. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the planned station. The DTOD district regulations support increased intensity of development through a 25% density bonus. The Boynton Beach Boulevard District and DTOD district overlap; only the area from I-95 to (approximately) N.W. 2nd Street is not included within the DTOD District.

A second consideration is that the Boynton Beach Boulevard District is entirely enclosed within the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency thus allowing denser development.

The Plan recommends that the higher density and height occur within this District where both the TCEA and the TOD overlap.

NW 1st Avenue Historic District:

The potential NW 1st Avenue historic district contains thirteen properties, seven of which would be considered "contributing properties". The designation process was applied but failed to produce a positive result (although the outcome of the vote was very close). It is recommended that the designation of a historic district be again explored in the future if there isn't any assemblage of the properties on the north side of NW 1st Avenue for commercial development. In the meantime, the owners of the "contributing" sites will be contacted to determine their interest in applying for individual designation of their properties.



Figure 12: Historic Property on First Avenue

Vision

The Boynton Beach Boulevard District is envisioned to serve as a welcoming and beautiful entry into the Downtown District. Pedestrians will be encouraged to walk along the broad sidewalks in the shade of mature trees to visit the various stores and restaurants along the corridor. Bicyclists will safely travel along the corridor and will be able to park their bikes at one of the local shops where they'll meet a friend for a cup of coffee. Visitors will be able to find their way to the marina, the Children's Schoolhouse Museum and the Public Library using the various way finding signs along the corridor. Investors will see the value of developing in downtown Boynton Beach based on the public improvements and will begin to assemble land for development of mixed-use projects.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Boynton Beach Boulevard District. The space for these enhancements may be obtained through either right-of-way dedications or public easements and should include:

- Implement a Complete Streets program for Boynton Beach Boulevard including the addition of:
  - On-street parking
  - Bike lanes
  - Enhanced median with mature tree canopy (at time of planting) and landscape lighting
  - Marking of major intersections with materials such as pavers, paint, etc.
  - Narrowing of travel lanes to create space for landscaping and wider sidewalks and to make the street safer for bicyclists and pedestrians.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Minimum 8' wide active use area abutting the building
  - Decorative light poles at both the vehicular and pedestrian scales
  - Enhanced street furniture, bus shelters, bike racks and receptacles
  - Active uses along the first floor of development
- Create a greenway along the north side of NW 1st Avenue per the Connectivity Plan
- Create way finding signage to mark the entry into the City and brand the district
- Install public art in key locations
- Provide additional pedestrian crossings where needed
- Underground overhead utilities



Figure 13: Boynton Beach Blvd. District Streetscape Recommendations Area

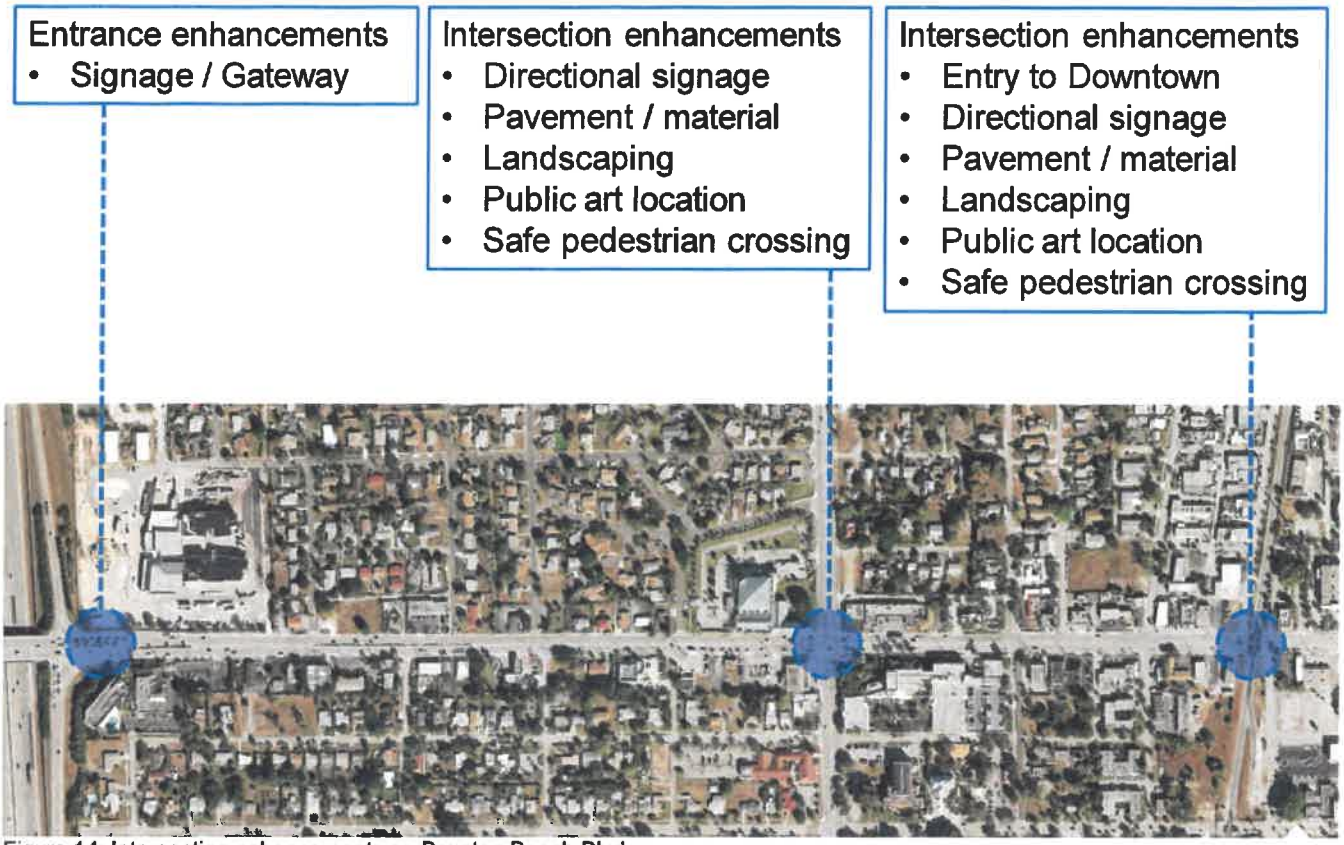


Figure 14: Intersection enhancements on Boynton Beach Blvd.


Figure 15: Example of streetscape enhancements on Boynton Beach Blvd.

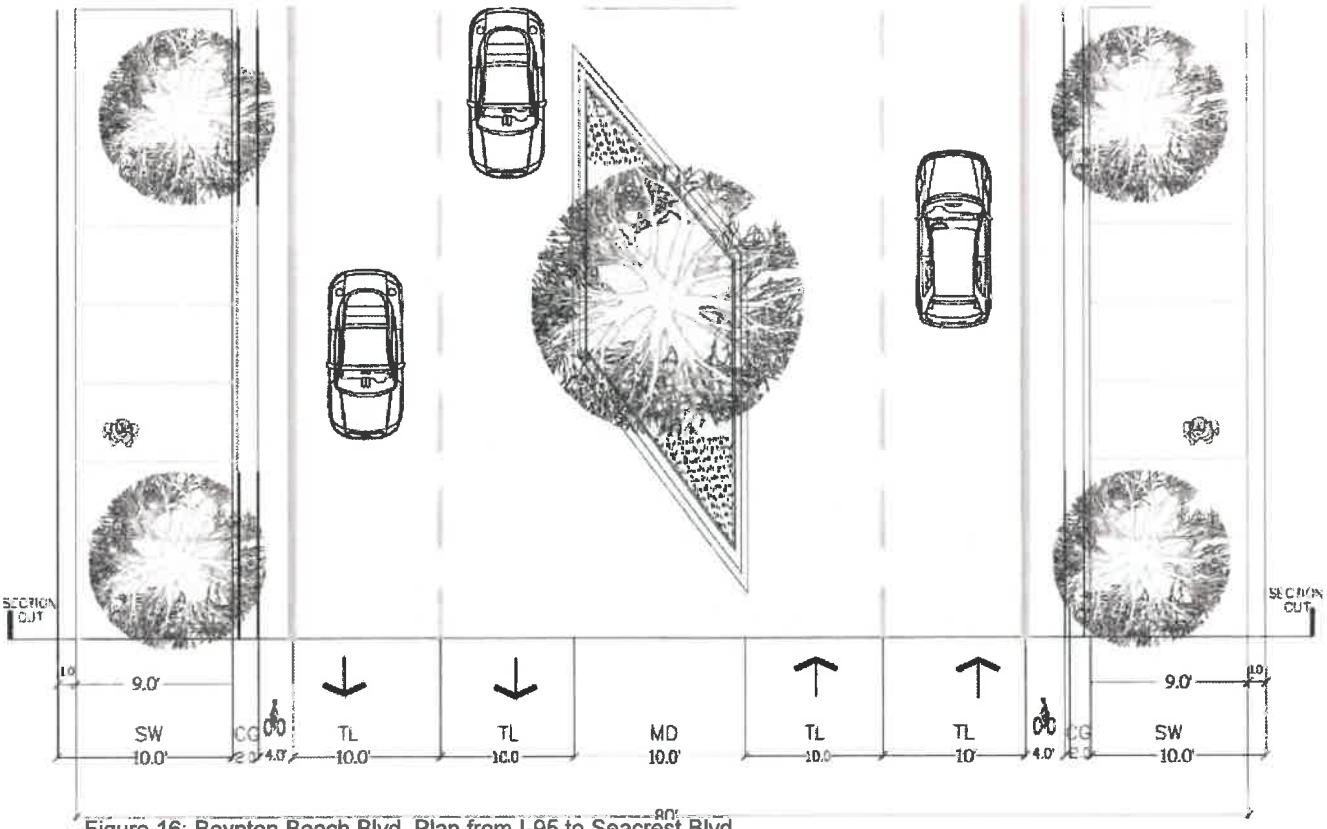


Figure 16: Boynton Beach Blvd. Plan from I-95 to Seacrest Blvd.

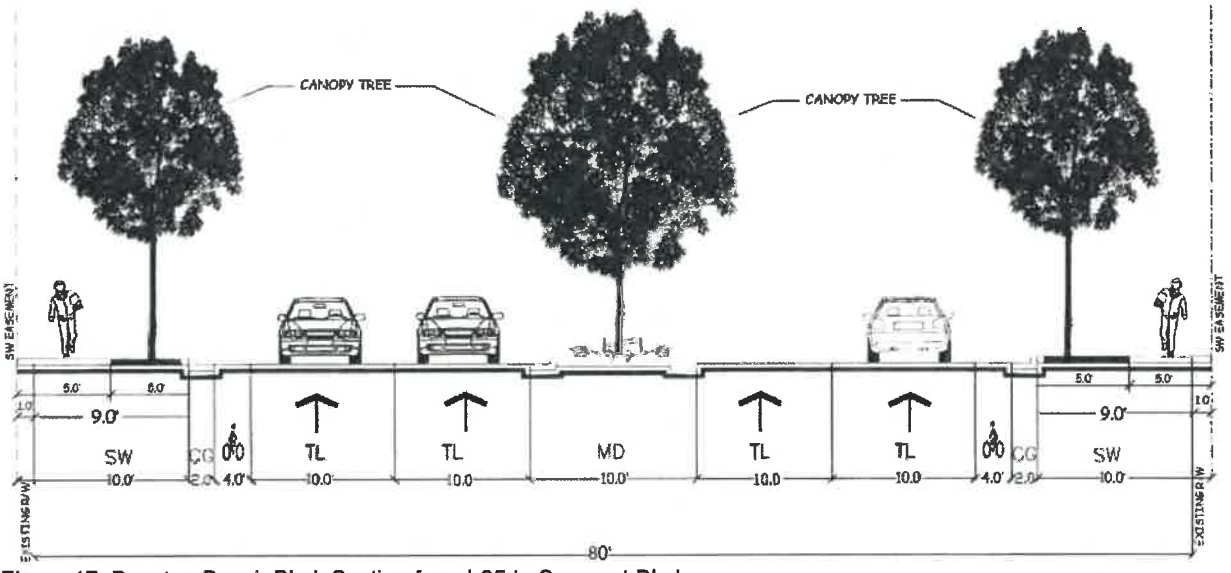


Figure 17: Boynton Beach Blvd. Section from I-95 to Seacrest Blvd.

Boynton Beach Boulevard Design: East of Seacrest Boulevard

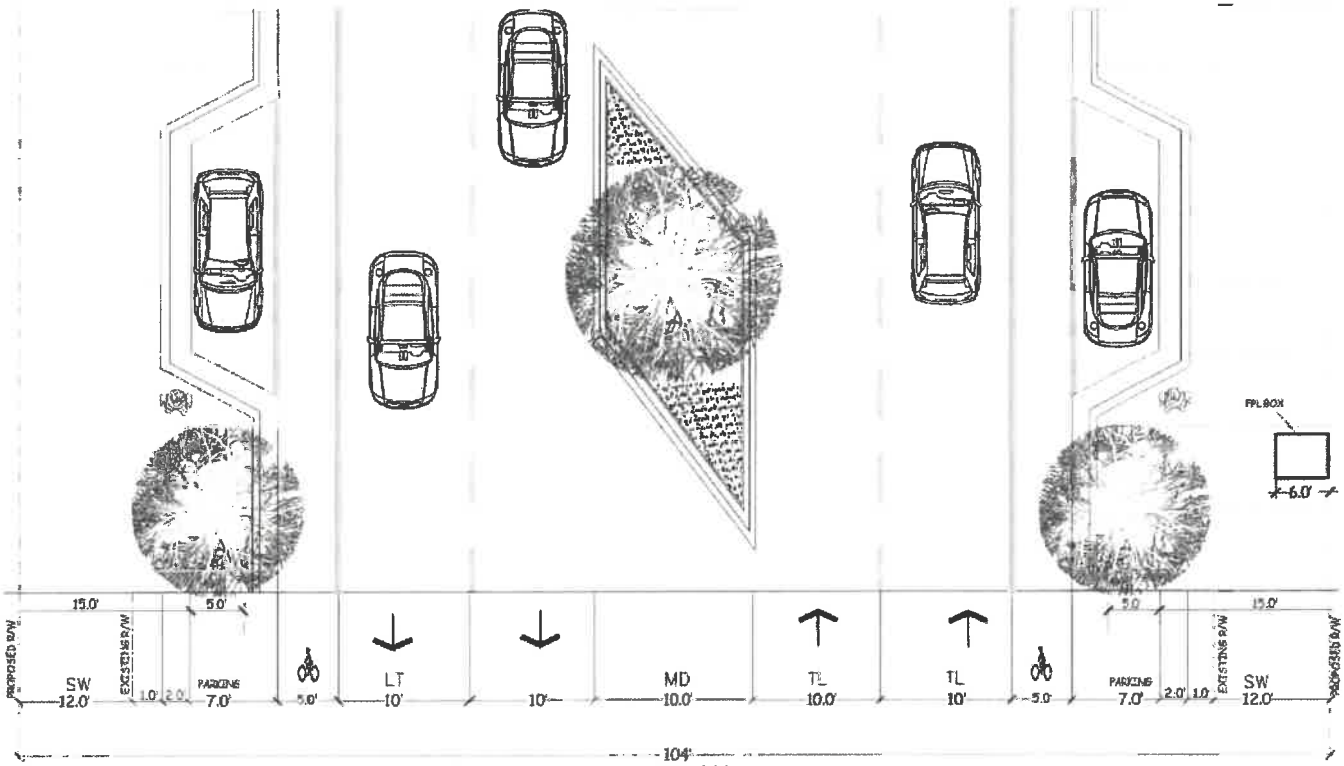


Figure 18: Boynton Beach Blvd. Plan from Seacrest Blvd. to Federal Hwy.

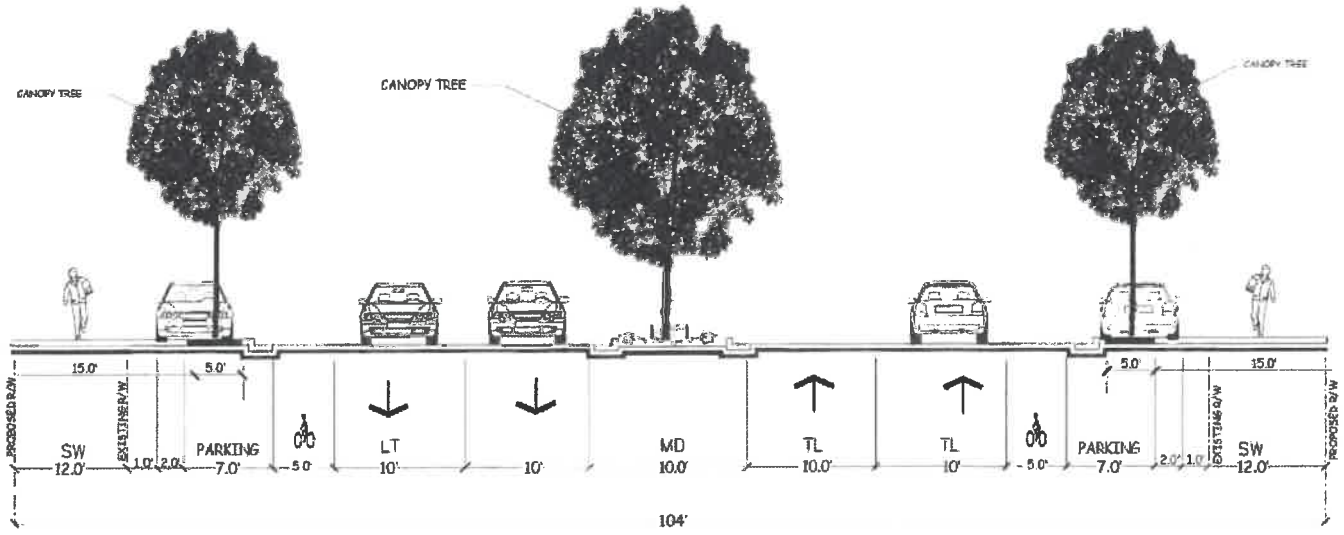


Figure 19: Boynton Beach Blvd. Section from Seacrest Blvd. to Federal Hwy.

Recommendations: Land Use

The predominant existing future land use designation along the Boynton Beach Boulevard corridor is Local Retail Commercial. Other future land use designations are Public and Private and Governmental/ Institutional (where City Hall is located) and Office Commercial. The Local Retail Commercial designation only extends one-half block to the north and south of Boynton Beach Boulevard. The lack of depth has prevented successful projects from being developed along the corridor. In order to encourage a vibrant corridor with the desired private development and public spaces, it is recommended that the following future land use changes be made:

- From I-95 east to N.W. 1st Street, change Local Retail Commercial and Low Density Residential to Mixed-Use Low. The Mixed-Use Low land use designation should extend the depth of the block north and south of Boynton Beach Boulevard.
- From N.W. 1st Street east to N.E. 3rd Street, change Local Retail Commercial, Public and Private Governmental/Institutional, Medium Density Residential, General Commercial to Mixed-Use Medium Future Land Use. The Mixed-Use Medium land use designation should extend the depth of the block north and south of Boynton Beach Boulevard.
- From N. E. 3rd Street east to the FEC Railroad, change General Commercial, Industrial, Local Retail Commercial to Mixed-Use High future land use designation. The Mixed-Use High future land use designation should extend the depth of the block north and south of Boynton Beach Boulevard.

Below is a table showing the proposed land use and zoning designations that will apply along the Boynton Beach Boulevard corridor:

Table 3: Recommended Future Land Use (FLU) Classifications within the Boynton Beach Blvd District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP	MAX HEIGHT*
Low Density Residential	5	R1AAB, PUD, MHPD	5	30'
Mixed-Use Low	20	MU-1	20	45'
Mixed-Use Medium	50	MU-2	40	65'
		MU-3	50	75'
Mixed-Use High	80	MU-4	60	100'
		MU Core	80	150'

*Properties located within the TOD may recieve a 25% density bonus

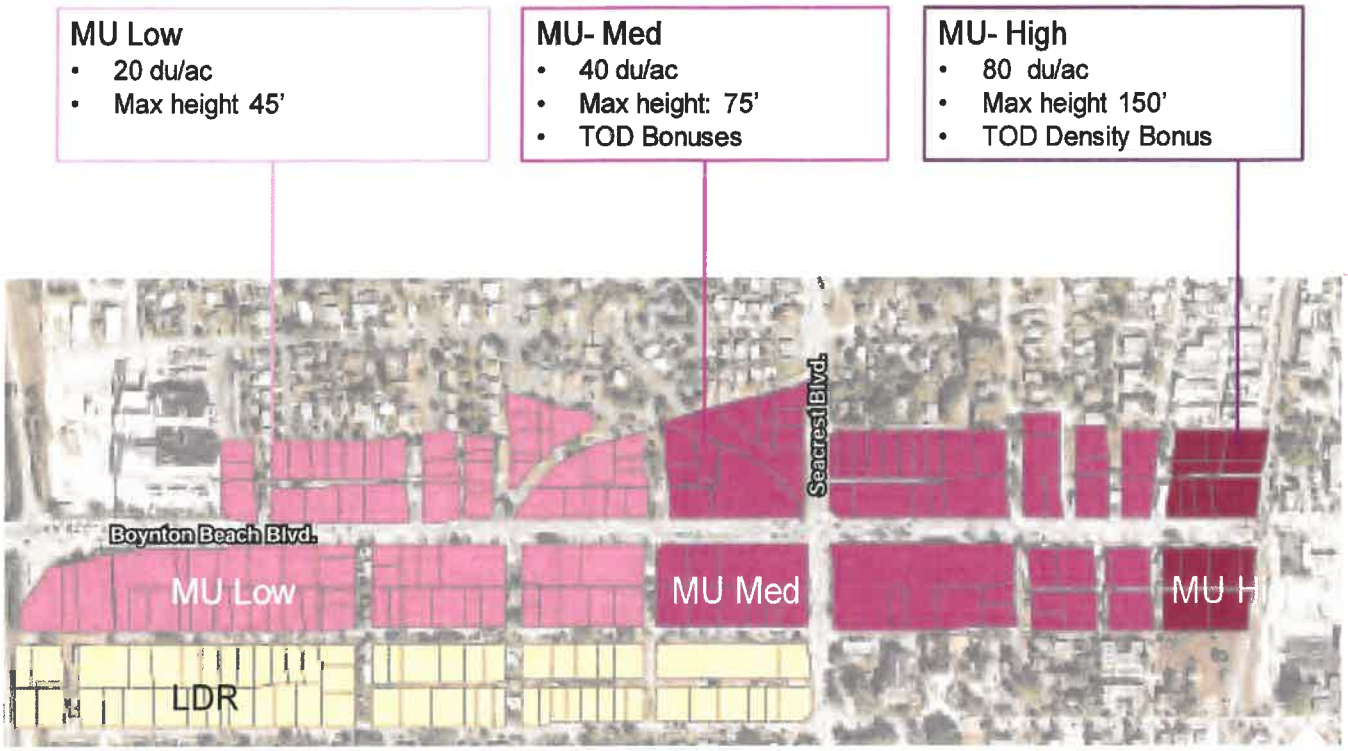


Figure 20: Recommended Future Land Use for the Boynton Beach Blvd. District

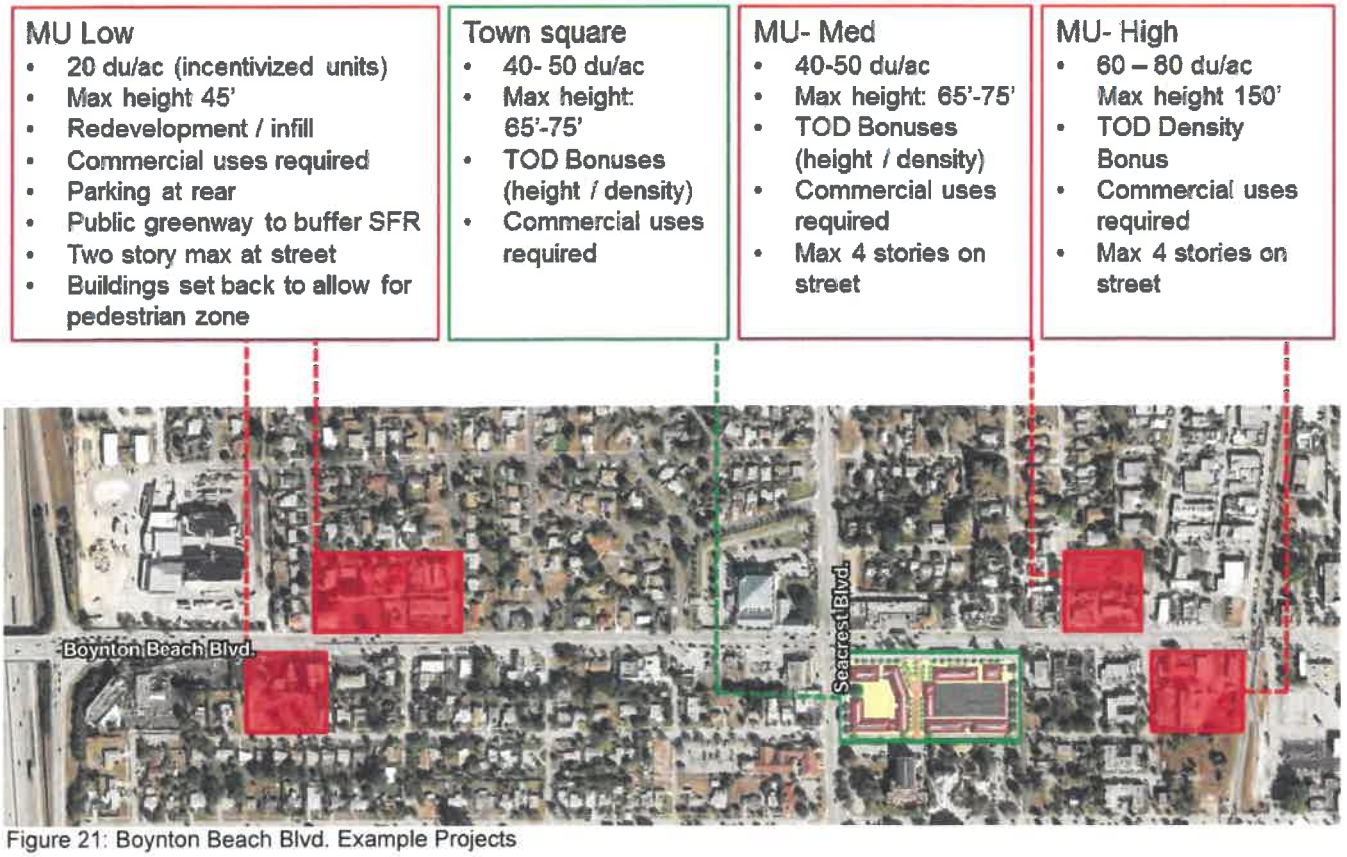


Figure 21: Boynton Beach Blvd. Example Projects

Recommendations: Urban Design

Create an overlay district for Boynton Beach Boulevard to control height at street frontage, building setback, design, uses, and overal character.

- The building shall be setback to accommodate the pedestrian zone.
- Active commercial uses shall be required on the street frontage of Boynton Beach Boulevard. Automobile oriented uses, such as, gas stations and car washes, are prohibited. Drive-thrus are only permitted when not visible from right-of-ways and completely behind a structure.
- Buildings fronting Boynton Beach Boulevard shall have maximized glazing on first floors.
- Approximately 75% of the lot frontage must be occupied by structure and adjacent to the pedestrian zone.
- Buildings fronting Boynton Beach Boulevard shall have a minimum height of 30'
- Buildings fronting Boynton Beach Boulevard shall be a maximum of 45' in height, any additional height permitted by the zoning districts must be stepped back proportionately to the overall height, a minimum of 10' deep.
- Parking shall be located to the rear or side of the property. MU-L Land Uses are permitted to have one (single loaded) row of parking in front of the structure.
- Only when access is not possible from the rear or side shall curb cuts be permitted on Boynton Beach Blvd.
- All buildings along Boynton Beach Blvd shall have pedestrian access from the right-of-way/ sidewalks.
- The main pedestrian entry, or front door, must be fronting Boynton Beach Blvd.
- Mixed use projects adjacent to single-family areas shall include greenways for proper buffering

Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the District. This process will include public input.



Figure 22: Example Greenway Recommended on First Avenue



Figure 23: Example of Mixed Use Low Project on Boynton Beach Blvd.

Figure 25: Boynton Beach Blvd. District Master Plan





Figure 24: Example of Mixed Use Medium Project on Boynton Beach Blvd.




CENTRO CULTURAL
ocean avenue district

Cultural District

Introduction
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Introduction

The most recent planning effort that targeted this area was the Downtown Vision and Master Plan adopted in 2009. Prior to that, the Ocean District Plan was adopted in 2004 to guide redevelopment of Ocean Avenue between Seacrest Boulevard and the F.E.C. Railroad tracks, and the properties surrounding this corridor including "Town Square". The common vision of both plans was to create a cultural district anchored by the Children's Schoolhouse Museum, library and civic uses, and to maintain and reuse the historic structures.

The City invested in a streetscape project along Ocean Avenue in the late 1990's. The CRA purchased a historic structure at 211 Ocean Avenue that is in the planning process to be converted to a bar/restaurant, and moved another historic structure onto Ocean Avenue from N.E. 1st Avenue to create a café. In 2011, the CRA developed the amphitheater where most of the CRA events are held. The goal of these projects has been to activate Ocean Avenue as a quaint gathering place and link to downtown and marina.

The Cultural District, at 28 acres, is the smallest of the six planning districts. Its boundaries are Seacrest Boulevard to the west, N.E. 1st Avenue to the north, the FEC Railway to the east and S.E. 2nd Avenue to the south; it is adjacent to the Boynton Beach Boulevard District and the Downtown District.

The western section of the District (west of SE 1st Street) is almost completely occupied by civic uses. The remaining part of the district has a significant number of single-family homes, and several small, older multifamily condo and apartment buildings. North of Ocean Avenue, several vacant parcels are part of a land assemblage targeted for redevelopment.

Figure 26: Cultural District Location Map



Planning Challenges

The Cultural District has some unique redevelopment challenges. First, the ownership pattern (seven condominium buildings) makes assemblage of developable parcels difficult. The cost and difficulty of assembling these condominium sites make the redevelopment of sections of the District a long term prospect.

A disconnect between the current future land use classifications within the District and recommendations of the redevelopment plans has been a source of confusion for both residents and investors.

A lack of active uses such as cultural venues, restaurants or galleries, discourages visitors from venturing into this area of downtown. Narrow sidewalks or no sidewalks on some streets exacerbate the problem. While the civic campus, including City Hall, the library, the Civic Center and the Art Center attract people during the day, they have no reason to stay in the District.

Planning Considerations

Several factors were considered in determining the land use designations for the Cultural District. First, located directly east of the District is the future site of the station for the planned Tri-Rail Coastal Link commuter service on the FEC Rail line, which will serve the South Florida metropolitan region. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the station's location. The DTOD district regulations support increased intensity of development through a 25% density bonus.

A second consideration is that the Cultural District is entirely enclosed within the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency thus allowing denser development.

The existence of these transportation-oriented designations is a factor in considering where increased height and density will occur within the CRA district. The Cultural District, while not an area appropriate for the height recommended in the Downtown District, is located within both the DTODD and the TCEA, supporting the move to higher densities.

A third consideration is the public-private partnership opportunity for the 16 plus acre civic campus, a major potential catalyst for redevelopment at the western end of the downtown core. The relocation of City Hall within this area would make land available at a prominent intersection along Boynton Beach Boulevard. A charrette was held and study prepared yielding various design options supporting higher densities and a mixed of civic, residential and retail uses.



Figure 27: Example of District Planning Challenges

Vision

The Cultural District is envisioned to be the principal hub for the City's civic uses, public spaces and events. The concentration of public art and other cultural amenities will foster a sense of community. Public events such as the Kinetic Art Expo and the Haunted Pirate Fest are already anchored within the District and attract residents and visitors to experience Boynton Beach's unique character. Ocean Avenue will maintain its character through the creation of an overlay district.

Recommendations: Streetscape

Streetscape enhancements are recommended for both Ocean Avenue and Seacrest Boulevard. The space for these enhancements may be obtained through either right-of-way dedications or public easements and should include:

Ocean Avenue

- Implement a Complete Streets program for Ocean Avenue to accommodate bike lanes and bike racks, safe pedestrian crossing at the FEC Railway and on-street parking where possible.
- Create a curbless festival area between Seacrest Boulevard and S.E. 1st Street
- Enhance the intersection of Ocean Avenue and Seacrest Boulevard with a vertical entry feature, with changes in surface materials such pavers and paints.
- Add signage at the FEC Railway announcing entry into the Downtown area.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Minimum 8' wide active use area abutting the building
  - Decorative light poles at both the vehicular and pedestrian scales

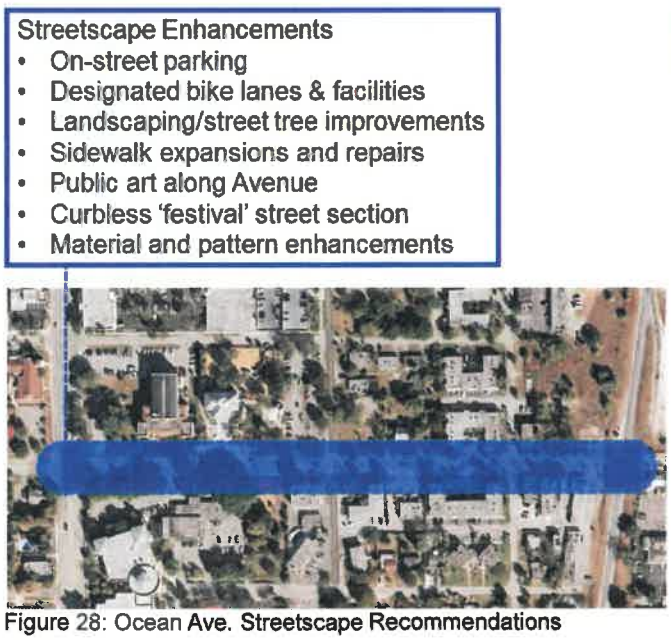


Figure 28: Ocean Ave. Streetscape Recommendations

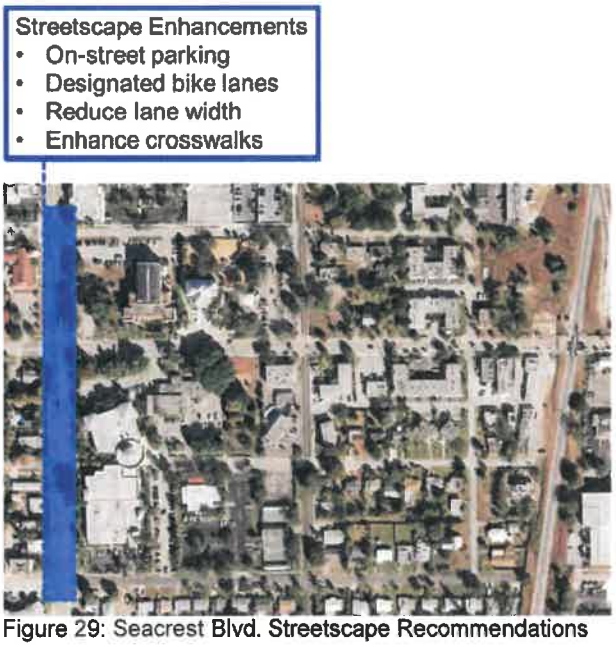


Figure 29: Seacrest Blvd. Streetscape Recommendations

- Enhanced street furniture, bus shelters, bike racks and receptacles
- Active uses along the first floor of development

Seacrest Boulevard

- Implement a Complete Streets program for Seacrest Boulevard to accommodate bike lanes and bike racks, safe pedestrian crossings, required on-street parking, and consideration for rotary intersection design at Ocean Avenue
- Install public art in key locations
- Provide additional pedestrian crossings where needed
- Underground overhead utilities



Figure 30: Example Entry Features to the Cultural District



Figure 31: Location of Entry Features to the Cultural District



Figure 32: Ocean Ave. Festival Street Section

Recommendations: Land Use

The predominant existing future land use designation within the Cultural District is Public & Private Governmental/ Institutional. This designation covers 16.5 acres and includes the blocks of City Hall, the library, etc. Other future land use designations are High-Density Residential, Local Retail Commercial and Low Density Residential.

In order to encourage redevelopment of this district into an active, economically viable area, the proposed land use designation and zoning changes are proposed:

- Change entire district to Mixed-Use Medium land use designation
- Create an overlay district for Ocean Avenue to control height at street frontage, building setback, uses, etc.

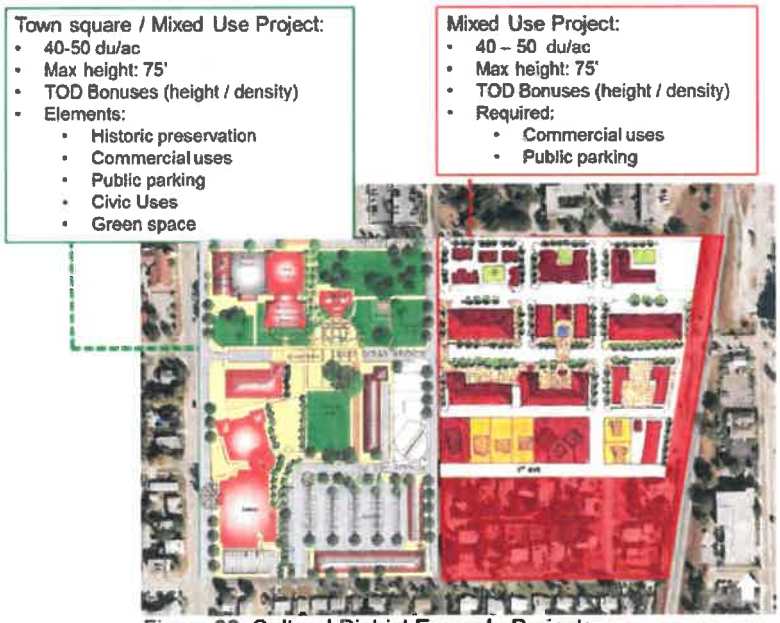


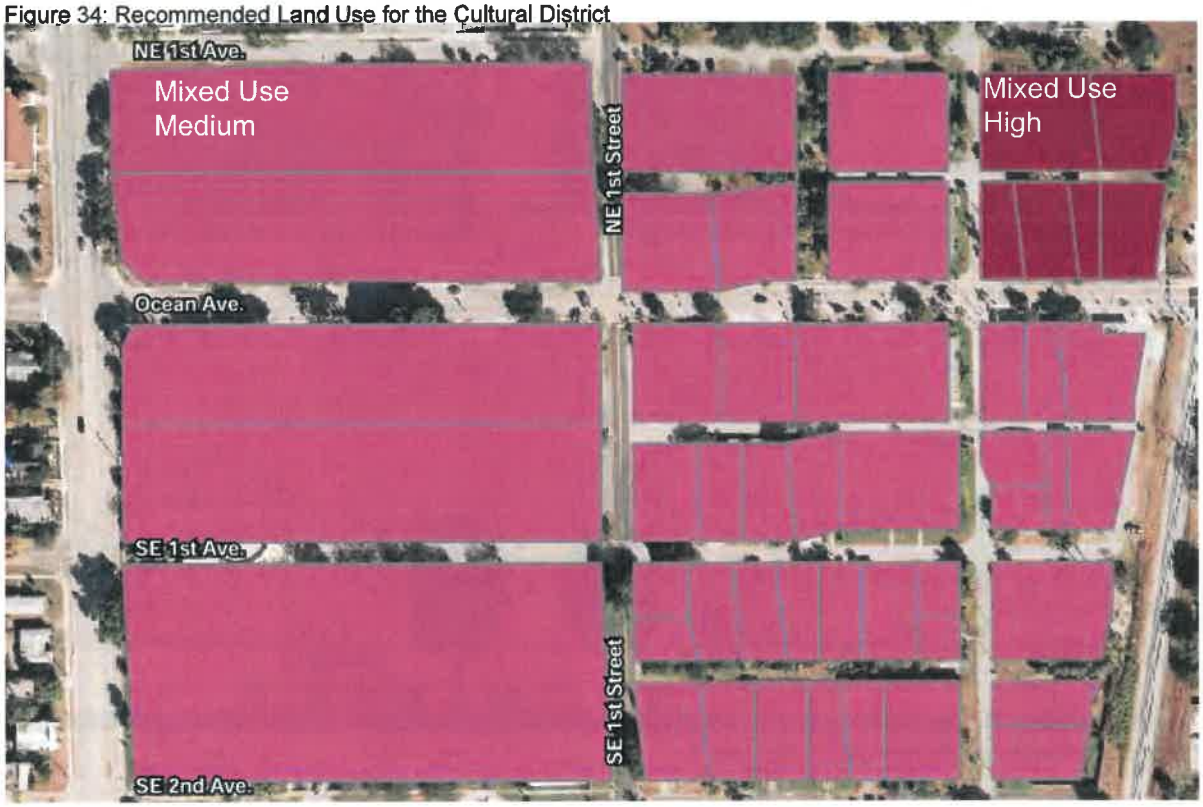
Figure 33: **Cultural District Example Projects**

Table 4: Recommended Future Land Use (FLU) Classifications within the Cultural District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use High	80	MU Core	80	150'
		MU-4	60	100'
Mixed-Use Medium	50	MU-3	50	75'
		MU-2	40	65'

*Properties located within the TOD may recieve a 25% density bonus

Figure 34: Recommended Land Use for the Cultural District



Recommendations: Urban Design

Create/ modify an overlay district for Ocean Avenue, which encompasses the entire Cultural District, to control height at street frontage, building setback, design, uses and overall character.

- Ocean Ave will be designed to have a streetwall (building faces) abutting the pedestrian zone.
- Active commercial uses shall be required on the street frontage of Ocean Ave. Automobile oriented uses, such as gas stations, car washes, and drive-thrus, are prohibited.
- Structures along Ocean Avenue shall be designed to the pedestrian scale and have a maximum height of 35', consistent for a depth of a minimum of 30'.
- Maximize glazing on first floors
- Require street canopy trees
- Public spaces such as plazas or greens shall be created as part of each project.

Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the District. This process will include public input.



Figure 35: Ocean Ave. Streetwall Design

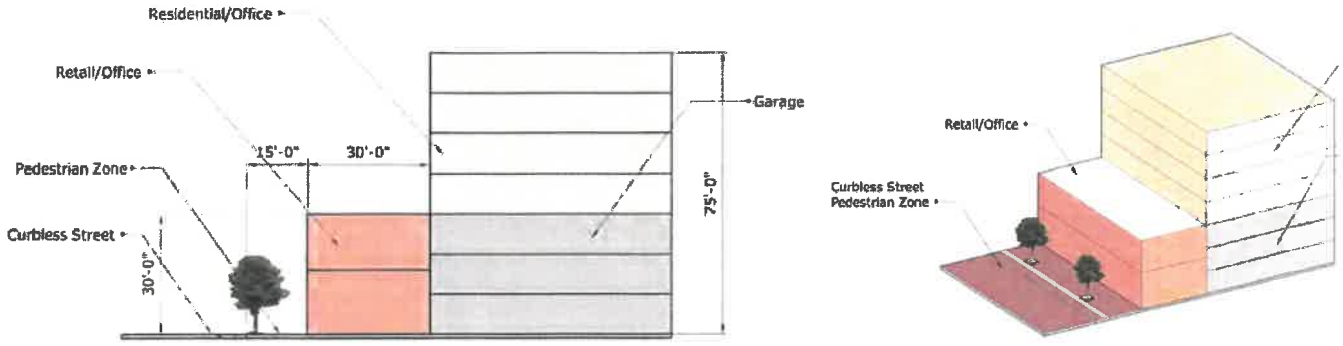


Figure 36: Ocean Ave. Design Diagram



Figure 37: Example of Mixed Use Medium Project on Ocean Ave.

Figure 38: Cultural District Master Plan





Figure 39: Example of entry and streetscape in the Cultural District



Downtown District

Introduction
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Introduction

The Downtown District has been included in several planning efforts including the Federal Highway Corridor Plan, the Downtown Vision and Master Plan, and the original CRA plan adopted in 1984. It has long been the desire of the City to reinvigorate the historic center of Boynton Beach. Some progress has been made toward this goal with the development of the Casa Costa, Marina Village condominiums, and the soon to be completed 500 Ocean mixed-use development.

The CRA has invested in the redevelopment of the Boynton Harbor Marina to create a tourism destination, preserve a working waterfront and support the boating community. The Agency planned and constructed the Boynton Beach Promenade that extends from Federal Highway to the Intracoastal Waterway; the Promenade also connects to the City's Mangrove Walk Park and the Marina.

The Downtown District is bound to the north by N.E. 7th Avenue, to the south by S.E. 12th Avenue, to the east by Federal Highway and the Intracoastal Waterway, and to the west by the FEC Railway. The District connects via Federal Highway and S.E. 4th Street to the secondary development node at Woolbright and Federal Highway.

Downtown Boynton Beach is easily accessed via I-95 and Boynton Beach Boulevard: the distance from I-95 to Federal Highway is less than one mile. The City's beach at Oceanfront Park is only 1.7 miles from I-95 or, for residents of one of the new downtown developments, a quick walk over the Ocean Avenue Bridge.

The Tri-Rail Coastal Link commuter rail station is planned for the downtown at N.E. 4th Street between Ocean Avenue and Boynton Beach Boulevard. This led the City to adopt the Downtown Transit Oriented Development District, allowing for a 25% density bonus within ½ mile of the future station.

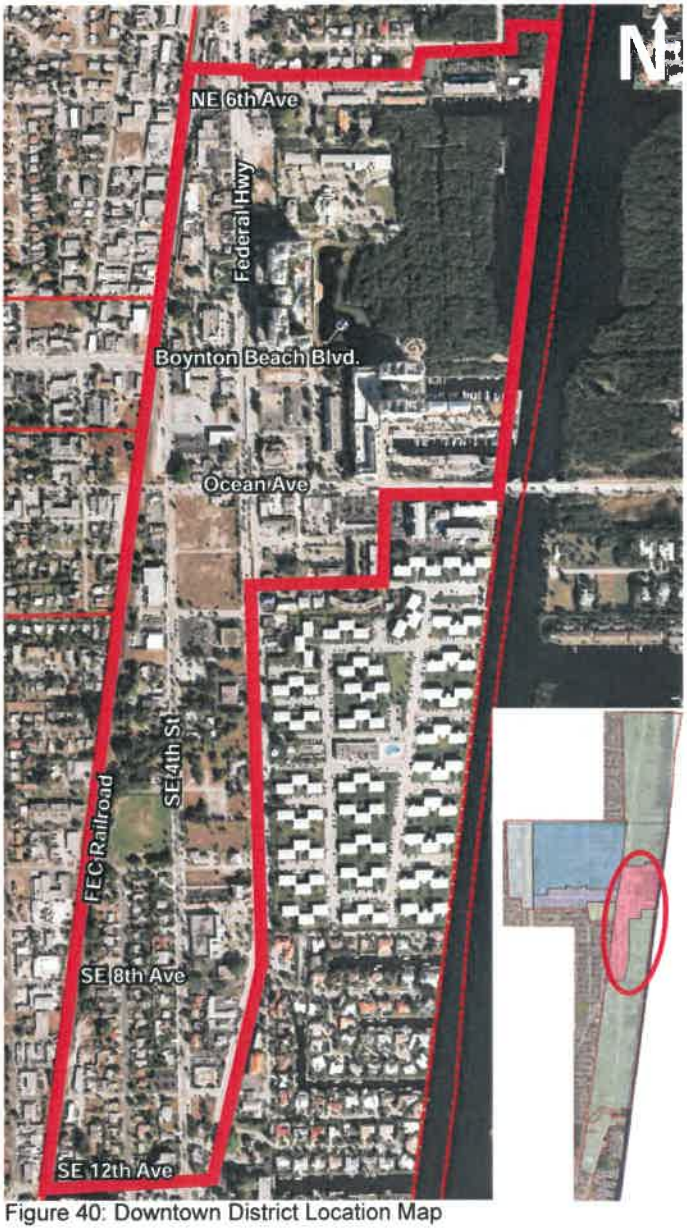


Figure 40: Downtown District Location Map

Planning Challenges

Unlike Delray Beach or West Palm Beach, Boynton Beach historically has only had a very small downtown area. It extended from just east of Federal Highway to west of Federal Highway at Ocean Avenue. There have been very few commercial buildings that could be repurposed into restaurants and stores as Delray Beach has done. Consequently, the first CRA Plan adopted in 1984 concentrated on the downtown area (smaller than proposed in this plan) as a redevelopment priority.

Some of the planning challenges are:

- Lack of developable parcels – assemblage is required
- Property owners have unrealistic expectations of the value of their property
- Not pedestrian friendly
- No shade trees
- No public parking areas and little on-street parking
- Lack of wayfinding signage
- No design theme to create an identity
- Limited space on Ocean Avenue to locate retail and restaurant uses

Planning Considerations

Several factors were considered in determining the land use designations for the Downtown District. First, the downtown will be the future site of the station for the planned Tri-Rail Coastal Link commuter service on the FEC Rail line, which will serve the South Florida metropolitan region. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the station's location. The DTOD district regulations support increased intensity of development through a 25% density bonus.

A second consideration is that the Downtown District is entirely enclosed within the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency thus allowing denser development.

The existence of both of these transportation-oriented designations is a factor in considering where increased height and density will occur within the CRA district. The Downtown District's location in the center of both the DTODD and the TCEA supports the highest density and height within this district.





Figure 41: Example of District Planning Challenges

Vision

Downtown Boynton Beach will be where people live, work and play in an environment that provides bikeable and walkable access to the beach, restaurants, transit, parks and cultural experiences. There will be areas to gather and socialize. Entrepreneurs will open new restaurants and businesses creating financial benefits to the local economy. Attractive new buildings will provide housing for people of all ages and incomes, and accommodate new shops and restaurants.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Federal Highway corridor. The space for these enhancements may be obtained through either right-of-way dedications or public easements. The enhancements should include:

- Create a Complete Street design for Federal Highway including the addition of:
  - On-street parking
  - Bike lanes
  - Enhance median with mature tree canopy (at time of planting) and landscape lighting
  - Marking of major intersections with materials such as pavers, paint, etc.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Minimum 8' wide active use area abutting the building
  - Decorative light poles at both the vehicular and pedestrian scales
  - Enhanced street furniture, bus shelters, bike racks and receptacles
  - Active uses along the first floor of development
  - Canopy trees that provide immediate shading at time of construction
- Bus shelters with unique design for the downtown district
- Underground overhead utilities
- Public art in key locations
- Additional pedestrian crossings where needed
- A greenway along SE 4th Street and Ocean Avenue connecting Pence Park and the Marina, per the Connectivity Plan
- An eco-trail connecting the pedestrian zone to Mangrove Park, per the Connectivity Plan.

Recommendations: Land Use

To attract new residents and businesses, the area must present a unified vision for the future. Therefore, it is recommended that the changes to the Future Land Use map be made using the new future land use/ zoning structure as shown:

Table 5: Recommended Future Land Use (FLU) Classifications within the Downtown District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
High Density Residential	15	R-4, IPUD, PUD	15	45'
Mixed-Use Medium	50	MU-2	40	65'
		MU-3	50	75'
Mixed-Use High	80	MU-4**	60	100'
		MU Core	80	150'
General Commercial	n/a	C-4	n/a	45'
Industrial	n/a	M-1	n/a	45'
Recreation	n/a	Recreation	n/a	45'

*Properties located within the TOD may recieve a 25% density bonus

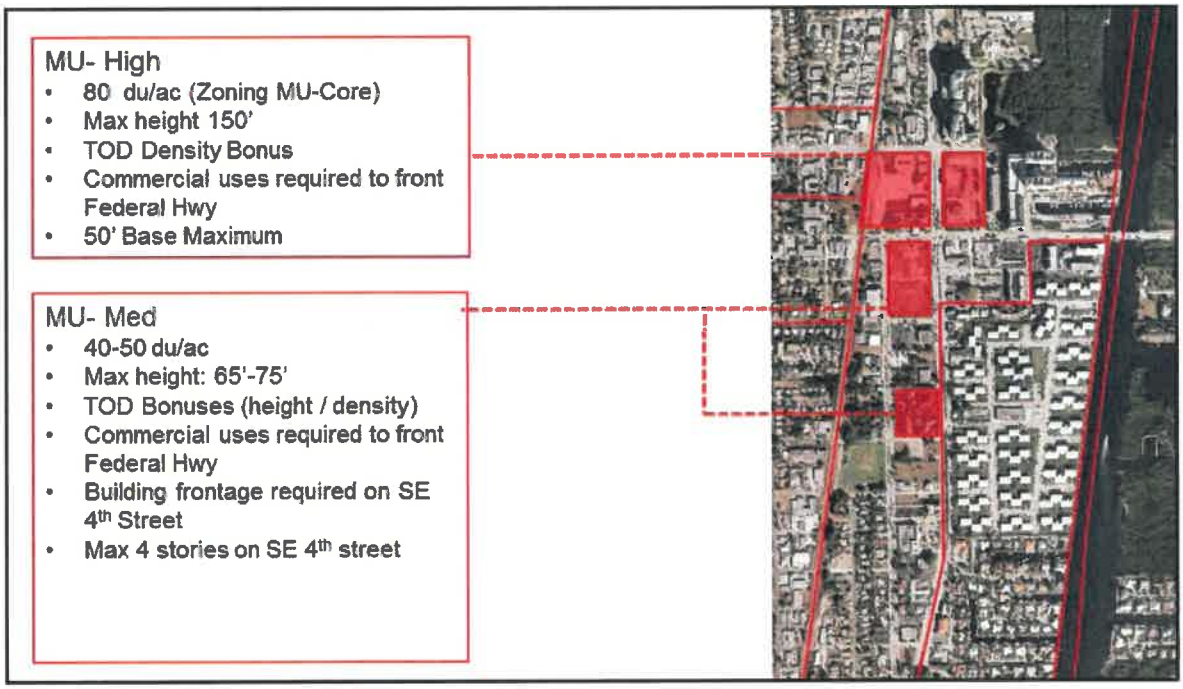
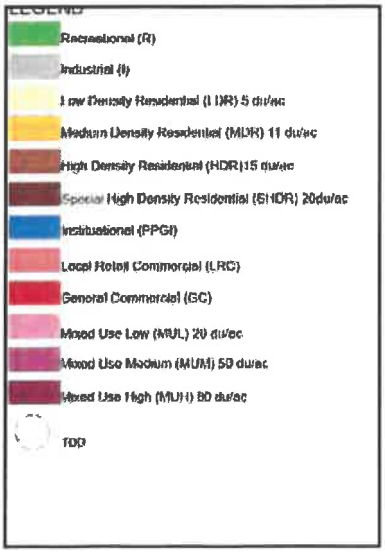


Figure 42: Cultural District Example Projects



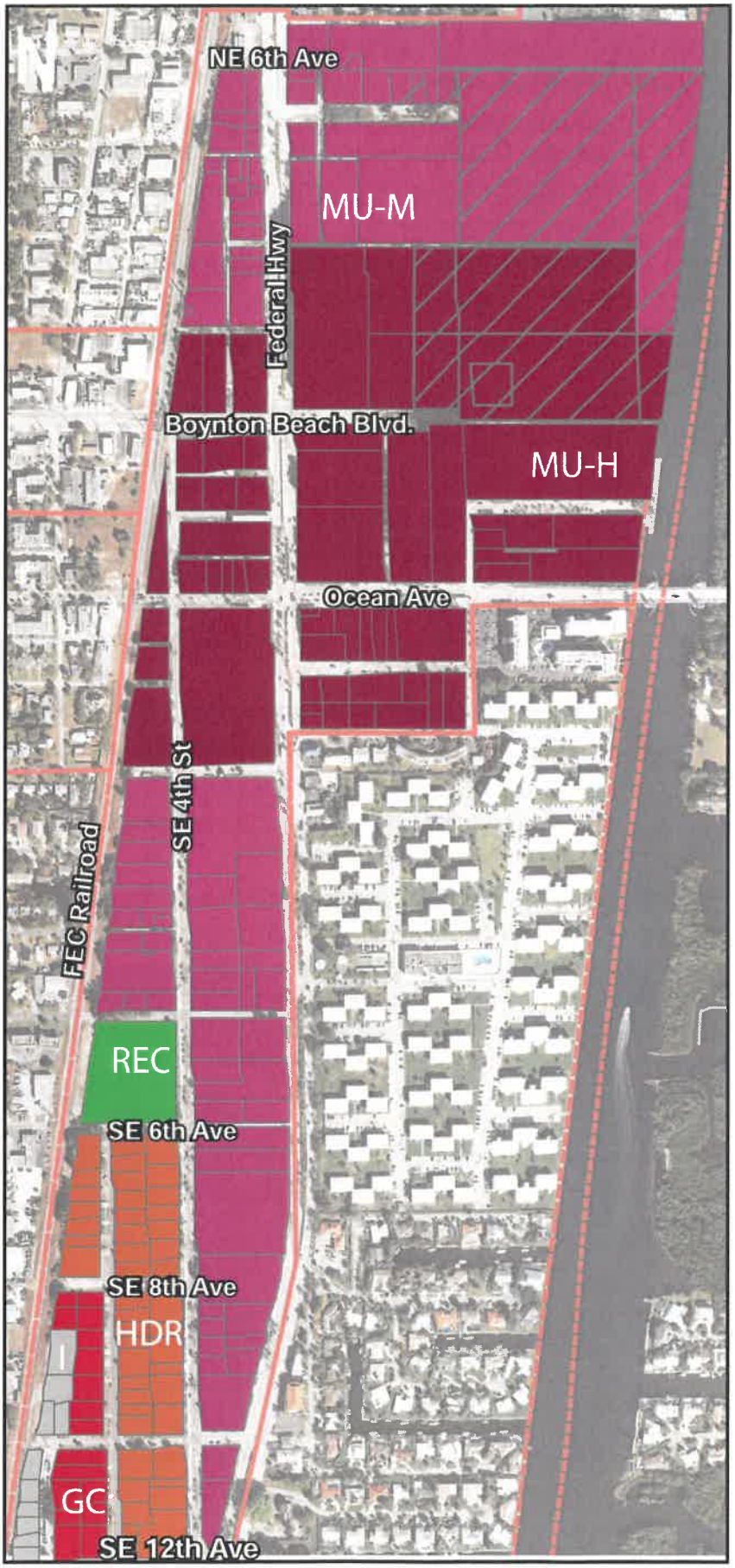


Figure 43: Recommended Land Use for the Downtown District

Recommendations: Urban Design

In order to promote an active and walkable built environment in the Downtown District, the following recommendations apply:

- Active commercial uses shall be required on the street frontage of Ocean Ave. Automobile oriented uses, such as gas stations, car washes, and drive-thrus, are prohibited.
- The build-to line shall accommodate a ten foot sidewalk, mature shade trees (at install), street lights and street furniture
- Buildings fronting Federal Highway, Boynton Beach Boulevard and S.E. 4th Street shall have a 60-90% window to wall ratio on the first floor.
- Approximately 75% of the lot frontage must be occupied by structure and adjacent to the pedestrian zone
- Buildings fronting Boynton Beach Boulevard or Federal Highway shall have a minimum height of 30'
- Buildings fronting Boynton Beach Boulevard and/or Federal Highway shall be a maximum of 45' in height, any additional height permitted by the zoning districts must be stepped back proportionately to the overall height, a minimum of 10' deep.
- Parking shall be located to the rear or side of the property.
- Only when access is not possible from the rear or side shall curb cuts be permitted on Boynton beach Blvd or Federal Highway.
- All buildings along Federal Highway must have pedestrian access from the right-of-way/ sidewalks.
- The main pedestrian entry, or front door, must be fronting Federal Highway.
- Where mixed use development is proposed adjacent residential areas, the residential areas shall be protected through the residential compatibility standards and the use of landscape buffers and/ or walls as appropriate.

Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the District. This process will include public input.



Figure 44: SE 4th St. Example Mixed Use Medium Project

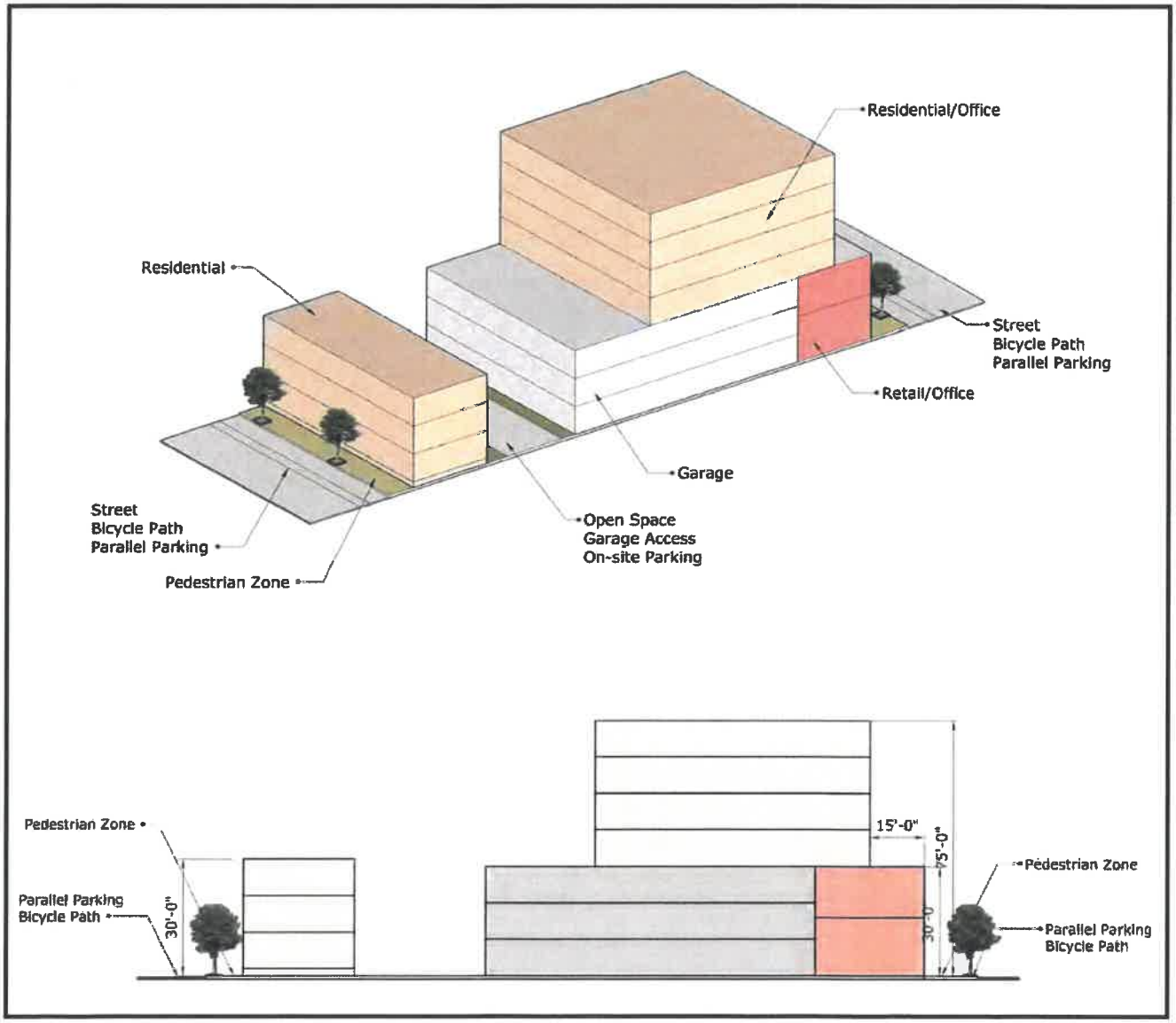


Figure 45: SE 4th St. Design Diagram



Figure 46: Example of Mixed Use High Project in the Downtown District



Figure 47: Downtown District Master Plan



Federal Highway District

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Introduction

The Federal Highway Corridor is approximately 2.5 miles long and runs from the north to the south City boundaries. Corridor redevelopment has been difficult, given the glut of outdated commercial buildings as well as land use and zoning generally out-of-step with the changing economic environment and current vision. In 2001, to address the blight along the Federal Highway corridor, the CRA and City adopted the Federal Highway Corridor Community Redevelopment Plan. The Plan was updated in June of 2006.

The Federal Highway Corridor District benefited from redevelopment activity more than any other district. The land use changes recommended by the 2001 Plan and its update resulted in the development of 2,358 new residential units in the five new projects at the north end of Federal Highway and eight projects along the south end of the District. The CRA recently completed a capital improvement project in the area of the FEC right-of-way, on the west side of Federal Highway between the Stanley Weaver (C-16) Canal and N.E. 15th Avenue. As part of this project, new landscaping, irrigation, lighting and a new entry sign for the City were installed.

This District consists of two sections, North and South. Each section extends north and south from the Downtown District, ending at the City's boundary. On the west, they are mostly bounded by the F.E.C. Railroad right-of-way; on the east, both border on the Intracoastal Waterway. The South and North sections of the District represent the main entries into the City from US Highway 1.

There are two major arterial roadways in the district: Gateway Boulevard, an east-west arterial between I-95 and Federal Highway, and Federal Highway, which runs north/south through the entire CRA district.

The district is home to two City parks: the Harvey Oyer, Jr. Park with 8.79 acres and the Intracoastal Park with 8.97 acres. Both parks provide residents with access to the Intracoastal Waterway.

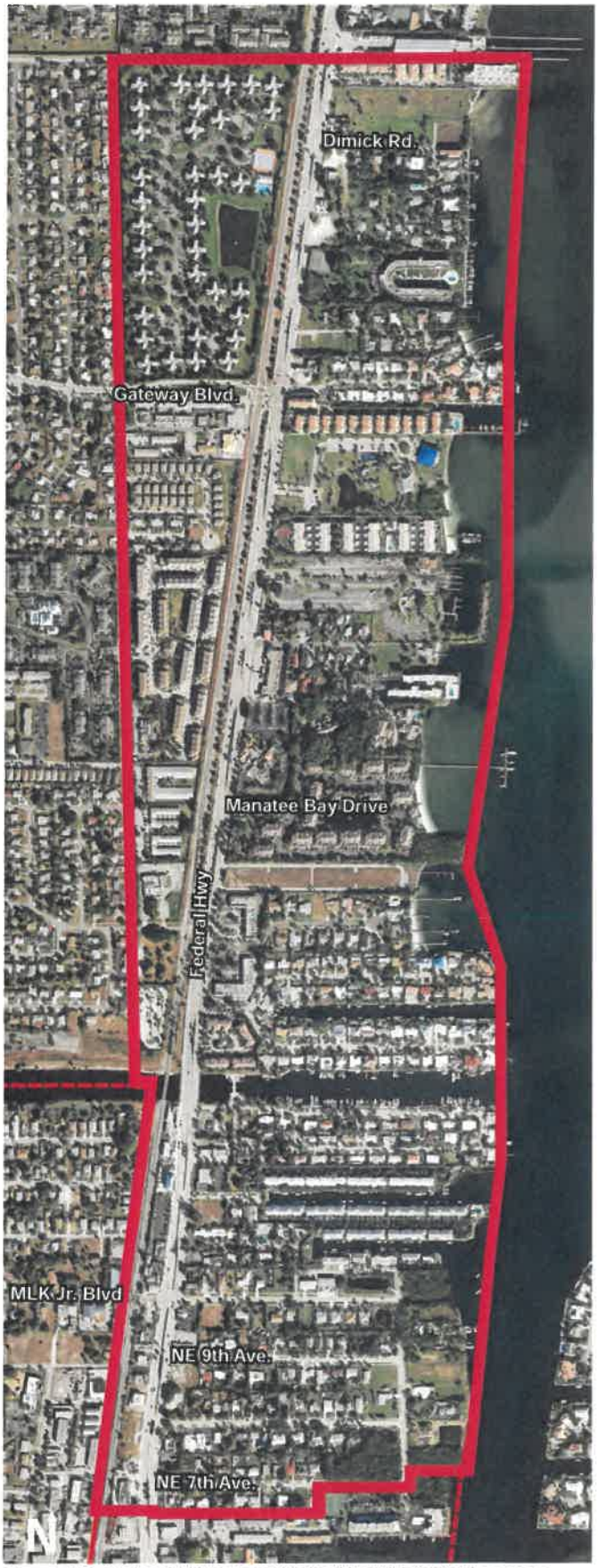


Figure 48: Federal Highway District (North) District Location Map



Figure 49: Federal Highway District (South) District Location Map

Planning Challenges

One of the most challenging aspects of the north section of the District is the geographic layout imposed by the location of the FEC Rail line and the Intracoastal Waterway. The insufficient depth of land on the west side of Federal Highway makes certain areas undevelopable or at least difficult to develop. On the east side of Federal Highway, the depth of commercial lots is also inadequate to build anything that is responsive to the market. Land assemblage is required to create a developable site; moreover, there are only a few vacant parcels.

Among numerous outdated commercial buildings, some are vacant and many under maintained. Additionally, many of the uses are not compatible with the vision of the Plan or with the adjacent residential neighborhoods.

Another predominant feature that is creating visual blight is the abundance of overhead utilities. Old utility poles often remain after new poles are installed, taking up precious sidewalk space. The sidewalks are too narrow to allow two people to walk side-by-side or to accommodate the installation of mature shade trees and decorative streetlights.

There are insufficient bus shelters along Federal Highway, even though Route 1 is one of the most used of all the Palm Tran routes.

Due to the scale of Federal Highway, the buildings and uses have been oriented to the automobile. There is little in the design of the road, sidewalks or buildings that would encourage biking or walking as an alternative to driving. The drive lanes of Federal Highway are 12' wide, encouraging speeding adjacent to the sidewalk.

A major challenge to redevelopment in the area of Federal Highway is the lack of developable parcels.





Figure 50: Example of District Planning Challenges

Planning Considerations

There are several additional factors to consider for redevelopment recommendations along the corridor.

The first one is a close proximity to the waterfront, including direct access to the barrier island and oceanfront recreation areas as well as direct access to the Intracoastal Waterway through three public parks located at each end of the corridor. However, it also makes the District vulnerable to flooding from high-tide events, storm surge, stormwater runoff and, eventually, the related impacts of sea level rise. Areas along the east side of the corridor are especially susceptible to flood damage, with large sections both north and south under FEMA-designated Special Flood Hazard Area (SFHA) and storm surge zones extending west past Federal Highway. Portions of these areas are also within evacuation zones for category 3 and 4 hurricanes.

Both the north and south parts of the District overlap with the Comprehensive Plan's Coastal Management area, and therefore are subject of all its policies. The main focus of these policies is flood prevention and mitigation, including policies regarding certain uses, development intensity increases and public infrastructure improvements in areas most prone to flooding. All have to be taken into consideration in redevelopment decisions, striking a balance between people's desire to live on the water and the need to reduce threat to life and property from natural hazards. At the same time, the policies strongly encourage that public waterfront access be a part of all waterfront development.

The return of passenger service to the F.E.C. Railroad as part of the Coastal Link project will also serve as an attraction to downtown living and working as the City redevelops. A portion of both segments of the corridor is within the Downtown Transit Oriented Development District. The entire corridor, future train station and the existing Tri-Rail Station is accessible via a short bus ride on one of the County's most ridden Route #1.

Vision

The Federal Highway Corridor shall serve as a major point of entry into the City and the downtown from both the north and south direction. There shall be a mix of uses that front the road, improve and activate the area. The streetscape will encourage biking and walking by providing shade, attractive lighting and a sense of safety. The single-family neighborhoods will experience an increase in value and become more attractive to buyers.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Federal Highway corridor. The space for these enhancements may be obtained through either right-of-way dedications or public easements and should include:

- Create a Complete Street design for Federal Highway including the addition of:
  - On-street parking
  - Bike lanes
  - Enhance median with mature tree canopy (at time of planting) and landscape lighting
  - Marking of major intersections with materials such as pavers, paint, etc.
- Create a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Addition of canopy street trees
  - Minimum 8' wide clear sidewalk
  - Decorative light poles at both the vehicular and pedestrian scales
  - Require installation of canopy trees that provide immediate shading at time of construction
- Underground overhead utilities
- Provide additional pedestrian crossings where needed
- Create a greenway along SE 4th Street per the Connectivity Plan

Recommendations: Land Use

To encourage land assemblage for redevelopment of the corridor, the Plan recommends the application of the newly created future land use classification (Mixed-Use Low with a density of 20 units per acre) and zoning district (Mixed-Use 1 zoning with a 45' height limitation).This new land use designation will allow flexibility to develop retail and residential or retail and office uses, allowing the market to determine the best mix. The Mixed-Use Low would apply to the Federal Highway frontage and to Gateway Boulevard at the Federal Highway Intersection. Currently there is commercial land use at this location; however, it is in need of upgrading. Compatibility ordinances will be utilized to minimize impacts of commercial uses on adjacent residential neighborhoods.

To allow for growth within the CRA and the City, it is recommended that the new mixed-use zoning category—Mixed-Use 4 with a density of 60 units per acre and 100' height limitation—be applied at the four corners of Woolbright and Federal Highway.

Below is a table of the proposed land use and zoning designations that will apply along the Federal Highway corridor:

Table 6: Recommended Future Land Use (FLU) Classifications within the Fedeal District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use High	80	MU-4, MU Core	60-80	100'-150'
Mixed-Use Medium	50	MU-2, MU-3	40-50	65'-75'
Mixed-Use Low	20	MU-1	20	45'
Special High Density Residential	20	IPUD	20	45'
High Density Residential	15	R4, Infill-Planned Unit Development	15	45'
Medium Density Residential	11	R3, Infill Planned Unit Development	10-11	45'
Low Density Residential	7.5	R1-AAA, R1-AAB, R1-AA, R-1A, R-1, PUD	5-7.5	30'
Recreation	n/a	Recreation	n/a	45'

*Properties located within the TOD may recieve a 25% density bonus

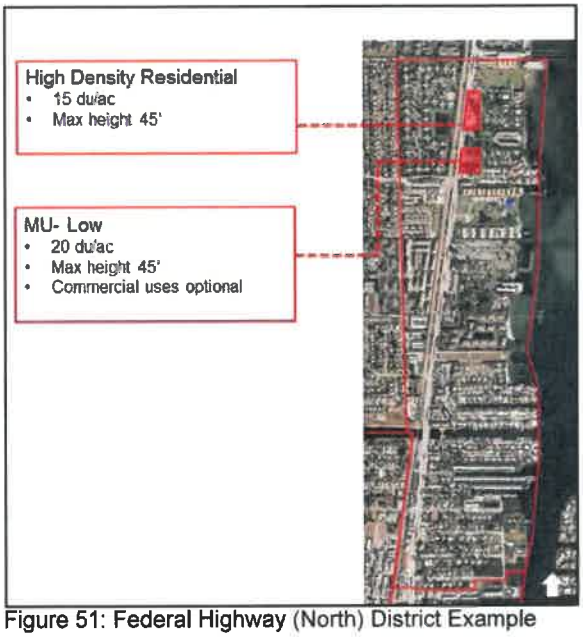


Figure 51: Federal Highway (North) District Example Projects

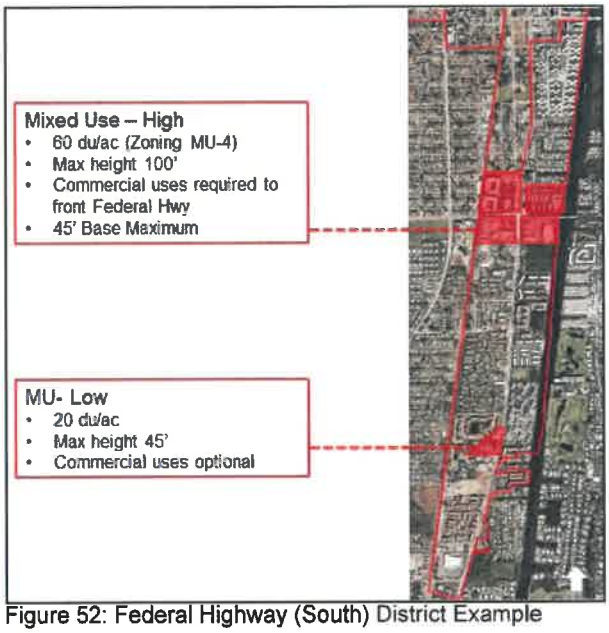


Figure 52: Federal Highway (South) District Example Projects

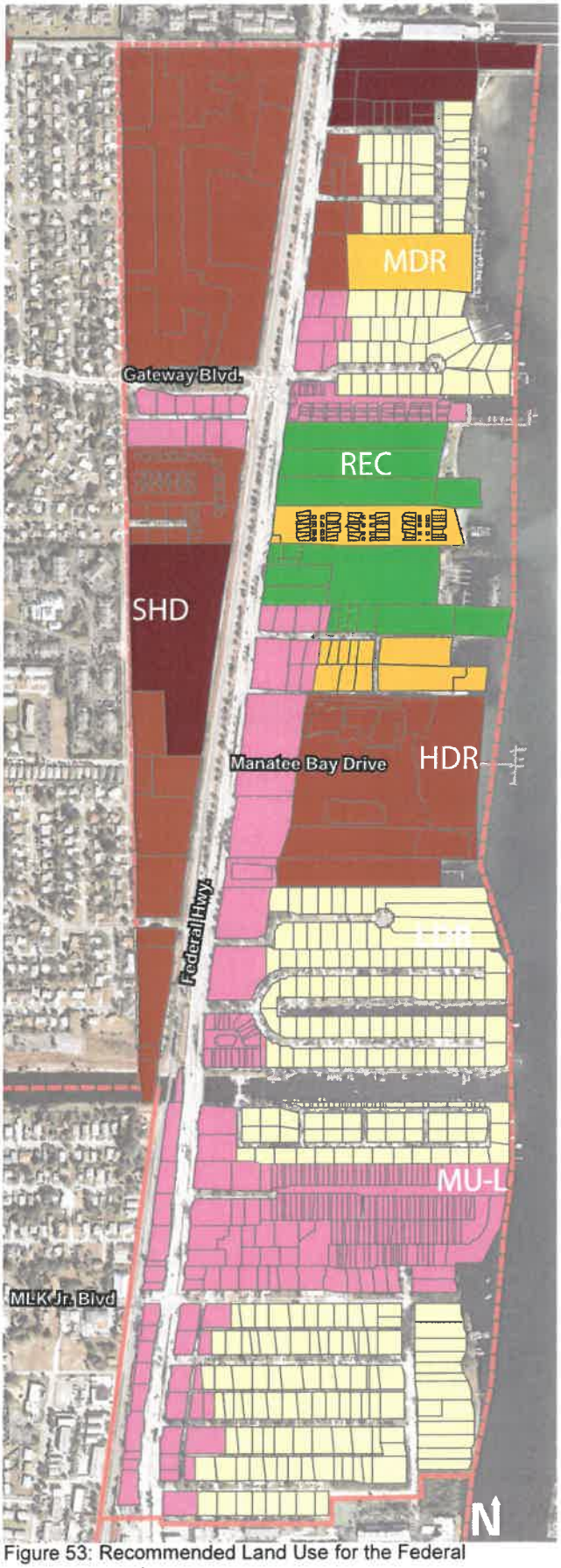


Figure 53: Recommended Land Use for the Federal Highway (North) District

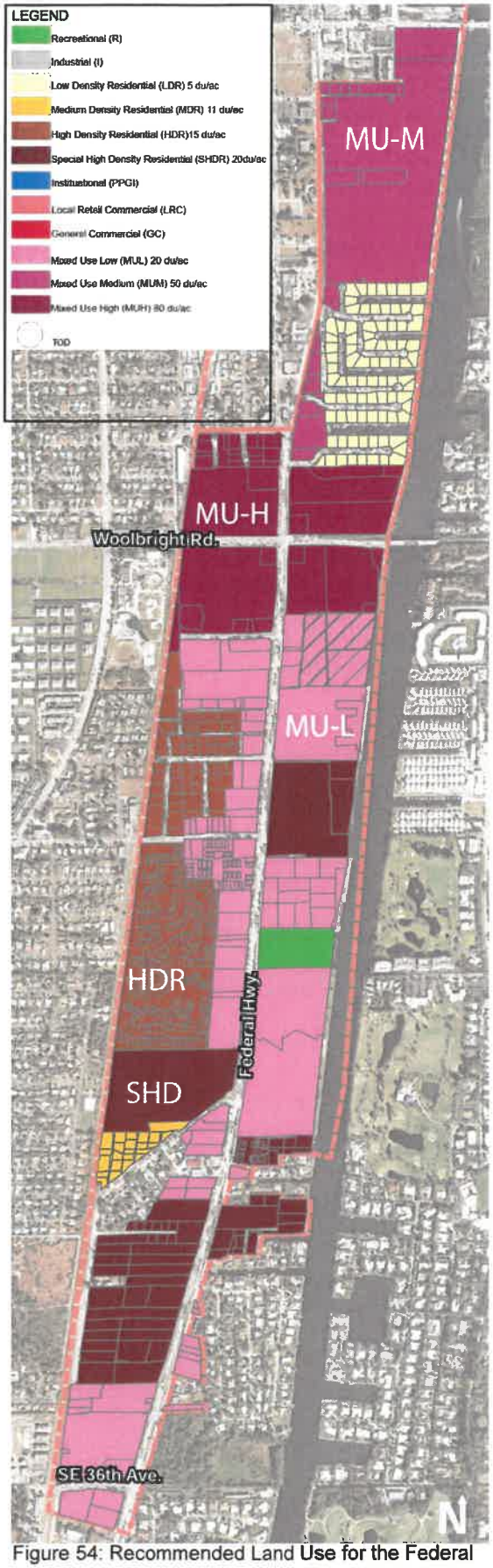


Figure 54: Recommended Land Use for the Federal Highway (South) District

Urban Design

The following urban design guidelines are recommended for the Federal Highway north district:

- The buildings shall be set back to accommodate on-street parking and the Pedestrian Zone.
- All overhead utilities shall be installed underground.
- For buildings incorporating commercial uses, these uses must front Federal Highway and shall maximize glazing facades visible from rights-of-ways.
- Approximately 75% of the lot frontage must be occupied by structure and be adjacent to the pedestrian zone.
- Buildings fronting Federal Highway shall have a minimum height of 30'
- Buildings fronting Federal Highway shall be a maximum of 45' in height, any additional height permitted by the zoning districts must be stepped back proportionately to the overall height, a minimum of 10' deep.
- Parking shall be located to the rear or side of the property. MU-L Land Uses are permitted to have one (single loaded) row of parking in front of the structure.
- Curb cuts shall be permitted on Federal Highway only when access is not possible from the rear or side.
- Adjacent single-family areas shall be protected through the use of landscape buffers and/or walls as appropriate.
- Building roofs shall have vertical breaks to prevent long unbroken spans.
- Building facades shall be articulated with plane changes at least one foot deep with changes in color texture and material.
- All buildings along Federal Highway must have pedestrian access from the right-of-way/ sidewalks.
- The main pedestrian entry, or front door, must be fronting Federal Highway.



Figure 55: Example High Density Residential Project



Figure 56: Example Mixed Use Low Project


GROCER
GROCER

Heart of Boynton District

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Introduction

The Heart of Boynton District is a 380-acre neighborhood developed predominantly with single-family homes. The neighborhood has several parks, two public schools and numerous churches. Unfortunately, it has been the victim of disinvestment over the last 50 years. The two Census blocks of Tract 61 which encompasses this District have the median household income of $20,848, the lowest in the City.

To counter the decline of the neighborhood, in 2001 the CRA and City adopted the Heart of Boynton Community Redevelopment Plan. The Plan was updated in 2014 to reflect the achievements of the original plan and add new projects to reflect the current market conditions.

A number of recommendations of the original CRA Plan have been implemented, including:

- The demolition of the Cherry Hill public housing project
- The redevelopment of the Boynton Terrace site – Ocean Breeze West – into 21 single-family homes
- Redevelopment of Wilson Park and into Carolyn Sims Community Center
- Expansion of the Palmetto Greens Park
- Redevelopment of Sara Sims Park – Master Plan created, property acquired
- Streetscape Improvements on Seacrest Boulevard
- Redevelopment of Martin Luther King, Jr. Boulevard – Property acquired and Family Dollar developed
- Development of new housing – 60 new single family homes developed In partnership with nonprofits, the City and CRA.

The Heart of Boynton District is bounded by the C. Stanley Weaver (C-Canal) canal to the north, I-95 to the west, N.E. 3rd Avenue to the south and the FEC rail line to the east. The area is within walking distance of the Cultural and Downtown Districts.

A major arterial road—Seacrest Boulevard—runs through the neighborhood north/south. Martin Luther King, Jr. Boulevard, once lined with locally-owned businesses, runs east/west.

There are two public elementary schools in the neighborhood, Poinciana and Galaxy. Both schools are STEM schools (Science, Technology, Engineering and Math).

There are a number of parks and special use areas within the neighborhood, such as, Carolyn Sims Community Center, Galaxy Park and Scrub and Sara Sims Park.

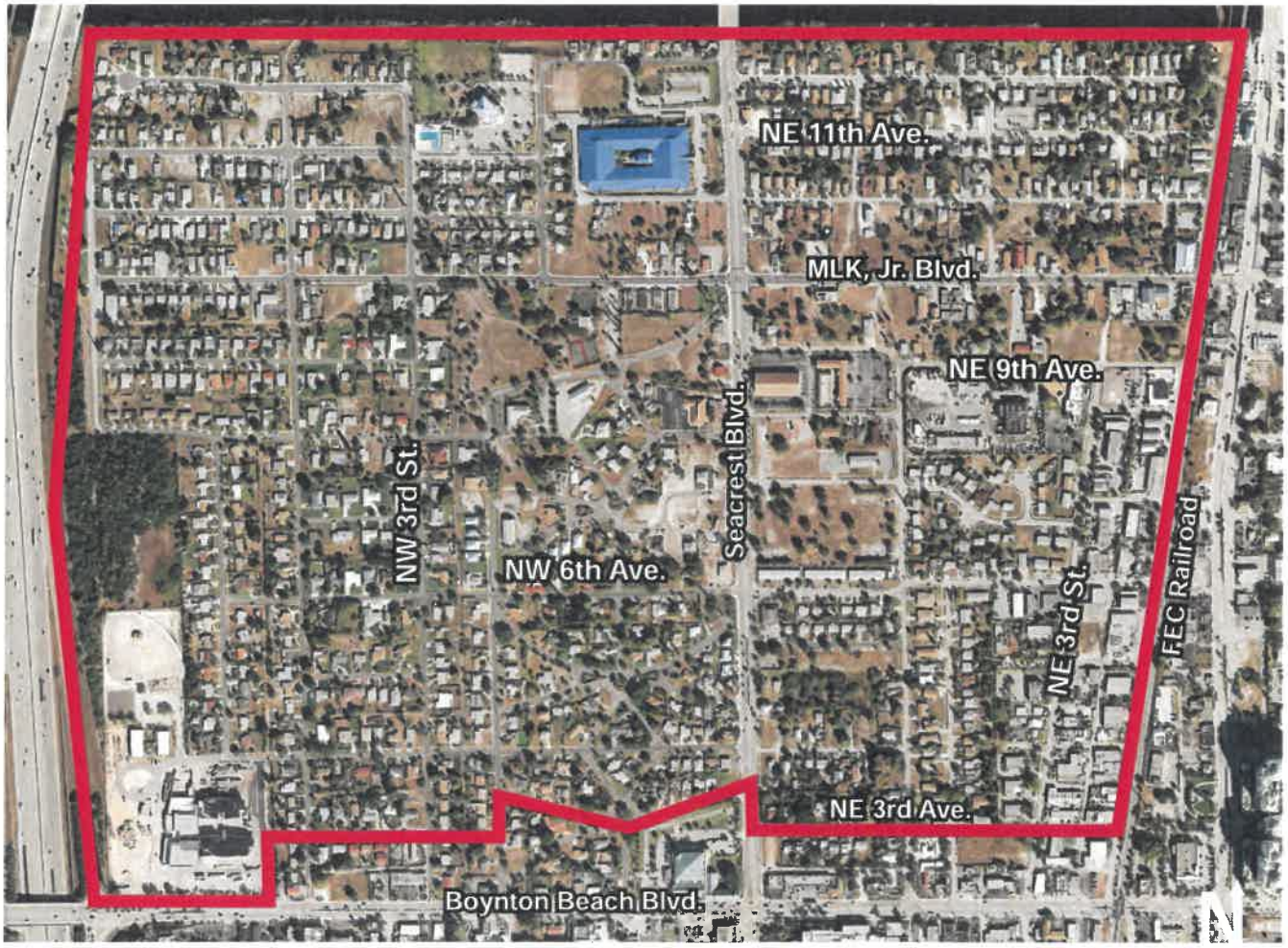


Figure 57: Heart of Boynton District Location Map

Planning Challenges

The Heart of Boynton area suffers from an aging and poorly maintained housing stock. The CRA and City, in partnership with local non-profits, continue to develop single-family homes, but there is a need for quality affordable multi-family rental housing. The problem is that—given low median household incomes—it cost more to build even modest apartments than many of the families can afford. This gap will has to be filled through some form of a subsidy.

Another major deterrent to private investment is the visible blight and crime. There are still a number of small convenience stores that allow loitering and illegal activities for all to see, discouraging people to buy homes or invest in businesses within the area.

The District is comprised of small parcels platted in the 1920's – 1930's, during Florida's land boom. The parcels are owned by many different people making assembly of a developable site very difficult and expensive. Moreover, many owners have an unrealistic sense of the value of their property.

Over the years, the neighborhood has lost most of their retailers and service providers. There is no full service grocery store and only one take-out restaurant. The majority of commercial use is represented by convenience stores. A new Family Dollar store at the corner of Martin Luther King, Jr. Boulevard and Seacrest Boulevard has been a welcome addition, but there is a need for more retail services.

The neighborhood is bifurcated by a four-lane Seacrest Boulevard, which has only one signalized pedestrian crossing even though there are two elementary schools in the neighborhood. The width of the road and drive aisles encourage speeding through the neighborhood; clearly, the road is not presently designed at a neighborhood scale.

Both Seacrest Boulevard and Martin Luther King, Jr. Boulevard have older, ill-maintained power poles with overhead utilities, causing a "visual blight."



Figure 58: Example of District Planning Challenges

Planning Considerations

Several factors were considered in determining the land use designations for the Heart of Boynton District. A future commuter rail station for the planned Tri-Rail Coastal Link service, which will serve the South Florida metropolitan region, is planned for downtown at N.E. 4th between Ocean Avenue and Boynton Beach Boulevard. To improve land development patterns in advance of station development, the City adopted a Downtown Transit Oriented Development District (DTOD), covering a ½ mile radius around the station's location, including a portion of the Heart of Boynton. The DTOD district regulations support increased intensity of development through a 25% density bonus.

A second consideration is the Transportation Concurrency Exception Area (TCEA) which, in addition to the residential exception area applicable east of I-95, exempts all development from the Palm Beach County traffic concurrency requirements thus allowing denser development.

The Plan recommends increasing density within the area where the TCEA and TOD designations overlap. However, because this District is a low-scale neighborhood, no increase in height over 45' is recommended.

Historic District. There are a significant number of historic cottages located along both sides of NE 3rd Avenue and the south side of NE 4th Avenue between N. Seacrest Boulevard and NE 1st Street. In order to protect these cottages while allowing commercial redevelopment of the south side of NE 3rd Avenue, the Plan recommends that:

- The historic cottages from the south side of NE 3rd Avenue be relocated to the vacant lots on the north side of NE 3rd Avenue.
- On completion of the relocations, a historic district, tentatively called Shepard Funk Addition Historic Cottage District, be created within the block enclosed by N. Seacrest Boulevard, NE 1st Street, NE 3rd Avenue, and NE 4th Avenue.





Figure 59: Historically significant cottages in the HOB

Vision

The Heart of Boynton area will become a model neighborhood, with its unique character and history preserved. The vision includes enriching the original vernacular architecture of the neighborhood, investing in housing and commercial uses, and connecting both through the pedestrian and vehicular networks.

Recommendations: Streetscape

Streetscape enhancements are recommended for the Seacrest Blvd and Martin Luther King Jr. Blvd. The space for these enhancements may be obtained through either right-of-way dedications or public easements. The enhancements should include:

- Implement a Complete Streets program for Seacrest Boulevard and ML K Jr. Boulevard to accommodate bike lanes and bike racks, widening of sidewalks, decorative street lights, street furniture, and on-street parking.
- Marking of major intersections with materials such as pavers, paint, etc.
- Enhanced median landscaping
- Bus shelters (will be required as part of new construction)
- Additional signalized pedestrian crossings (including mid-block) along Seacrest BoulevardAddition of canopy street trees
- Creation of a Pedestrian Zone adjacent to the right-of-ways that is inviting, safe and includes:
  - Minimum 8' wide clear sidewalk
  - Decorative light poles at both the vehicular and pedestrian scales
  - Require installation of canopy trees that provide immediate shading at time of construction
- Undergrounding of overhead utilities
- Creation of a greenway to connect the greenway proposed along NW 1st Avenue, Sara Sims Park, and Wilson Park per the Connectivity Plan
- Creation of an eco-trail to connect the existing scrub and linear parks per the Connectivity Plan



Figure 60: Seacrest Blvd Streetscape Area



Figure 61: MLK JR. Blvd. Streetscape Area

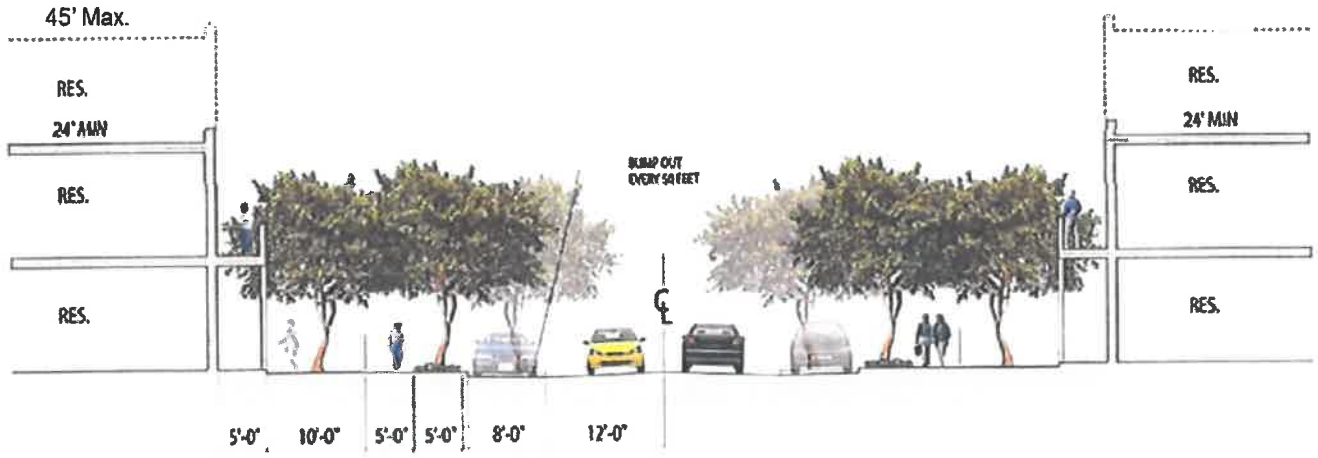


Figure 62: MLK JR. Blvd. Street Section

Recommendations: Land Use

The existing land use designations within the Heart of Boynton District are:

- Low Density Residential – 5 units per acre (all of this land use designation is concentrated on the west side of Seacrest Boulevard.
- Medium Density Residential – 10 units per acre (this land use designation is concentrated on the east side of Seacrest Boulevard)
- High Density Residential – 11 units per acre (currently over the Ocean Breeze West development and along W. Seacrest from N.W. 8th to N.W. 9th)
- Mixed-Use – 40 units per acre (this land use designation is placed on the CRA-owned Ocean Breeze East block and on CRA-owned property along MLK, Jr. Boulevard)
- Local Retail Commercial, General Commercial, Industrial, Recreational, and Public & Private Governmental/Institutional

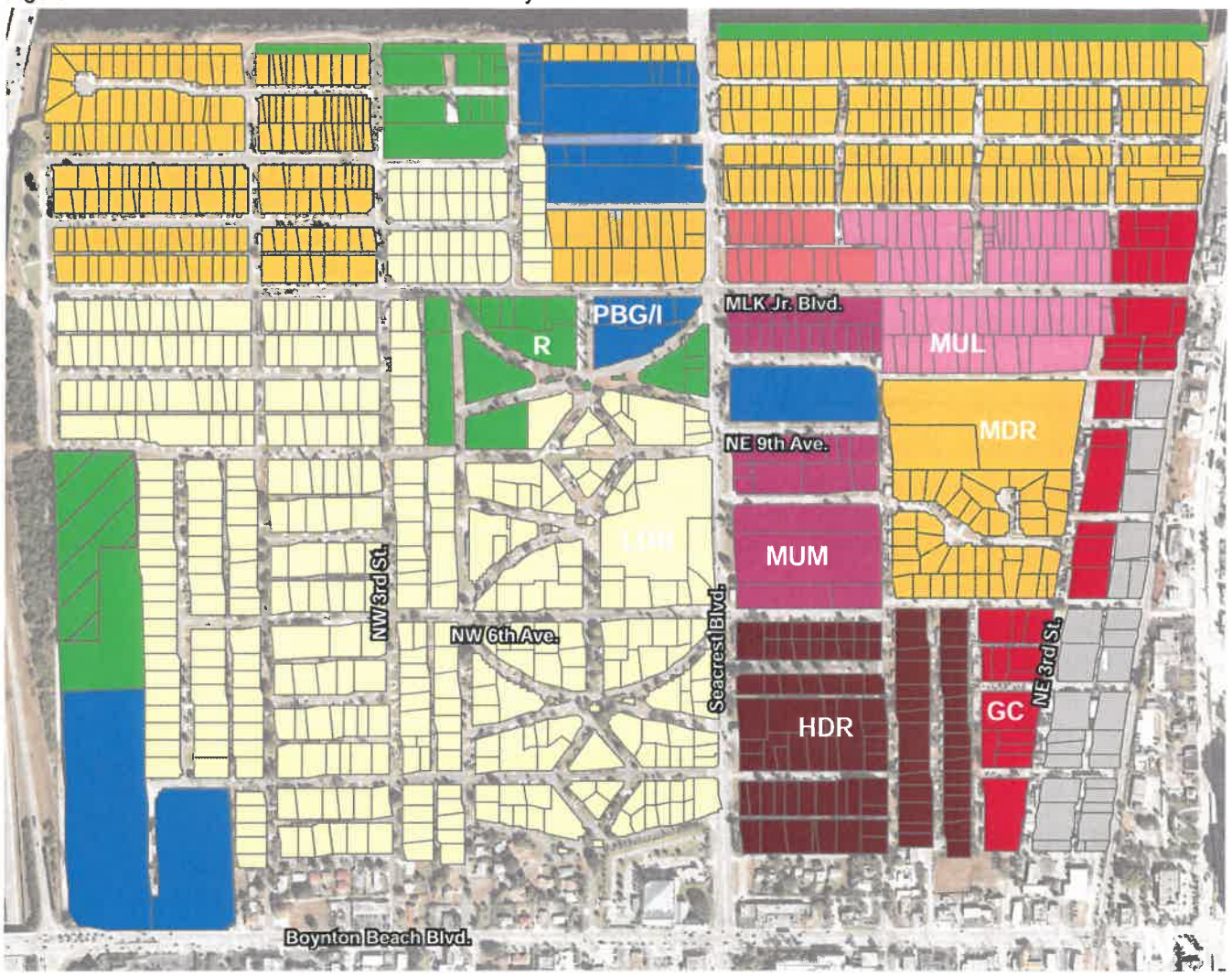
Below is a table of the proposed land use and zoning designations that will apply within the Federal Highway Corridor District:

Table 7: Recommended Future Land Use (FLU) Classifications within the Heart of Boynton District

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use Medium*	50	MU-2, MU-3	50	75'
Mixed-Use Low	20	MU-1	20	45'
High Density Residential	15	R4, IPUD	15	45'
Medium Density Residential	11	R3, IPUD	11	45'
Low Density Residential	7.5	R-1-AAA, R-1-AAB, R-1-AA, R-1-A, R-1, PUD	7.5	45'
Local Retail Commercial	n/a	C-2, C-3, PCD	n/a	45'
General Commercial	n/a	C-4	n/a	45'
Industrial	n/a	M-1	n/a	45'
PPGI	n/a	Public Usage	n/a	45'
Recreation	n/a	Recreation	n/a	45'

*Properties located within the TOD may recieve a 25% density bonus

Figure 63: Recommended Land Use for the Heart of Boynton District



Recommendations: Urban Design

- There are three architectural styles of historic structures in the Heart of Boynton: Mission, Frame Vernacular, and Mediterranean Revival. When building in this District, new development shall attempt to utilize one of these architectural styles.
- A Historic Cottage District should be considered adjacent to the proposed Cottage District; where feasible, historically contributing cottages in the area shall be relocated in the Historic Cottage District.
- Commercial buildings fronting MLK Jr., Boulevard and/or Seacrest Boulevard shall maximize the amount of glazing.
- Residential buildings fronting MLK Jr., Boulevard and/or Seacrest Boulevard shall be designed to have pedestrian access from the main road and have front door facing the main road.
- All buildings along MLK Jr., Boulevard and/or Seacrest Boulevard shall be set back to allow for a pedestrian zone.
- Approximately 75% of the lot frontage must be occupied by structure and be adjacent to the pedestrian zone.
- Buildings fronting MLK Jr., Boulevard shall be a maximum of two story and stepped back to continue to the maximum allowed height in the designated Zoning District.
- Parking shall be located to the rear or side of the buildings
- Curb cuts shall be permitted on Boynton Beach Blvd only when access is not possible from the rear or side.
- When adjacent to commercial uses, single-family areas shall be protected through the use of landscape buffers and/or walls as appropriate.

Figure 64: Heart of Boynton Projects



Sara Sims Park Expansion

Working with residents of the community, the CRA and its consultant created a master plan for the expansion and improvement of Sara Sims Park. The CRA has also purchased seven properties and deeded them to the City in preparation for the eventual expansion of the park. Staff will review the feasibility of converting a portion of Sara Sims Park Master Plan, along the western boundary, from Recreational Land Use to Single Family. This process shall include a public meeting, the Parks and Recreation Board review and recommendation, and CIty Commision approval.



Figure 65: Sara Sims Expansion

Ocean Breeze East

The CRA owns 4.5 acres of vacant land east of Seacrest Boulevard between N.E. 6th and 7th Avenues. The CRA is seeking a private development partner to build a multi-family project on the site.


Figure 66: Ocean Breeze East

Cottage District

The CRA owns approximately 5 acres on the block between N.E. 4th and 5th Avenue. The CRA's goal for this site is to attract a private development partner to build single-family for-sale homes in the style of the surrounding historic cottages.


Figure 67: Cottage District

MLK Commercial

Leveraging CRA-owned land and economic development grants, the CRA was able to bring a Family Dollar store to the Martin Luther King, Jr. Boulevard corridor in 2015. The CRA owns additional land on the corridor and continues to work with developers to attract new and needed neighborhood retail.

MLK Multi Family

Utilizing CRA-owned land, the CRA is seeking to attract a private development partner to build a multi-family development along the Martin Luther King, Jr. Boulevard corridor. The development may include commercial uses.



Figure 68: Example of a Commercial Project on MLK Jr. Blvd.



Figure 69: Example of Multi Family Project on MLK Jr. Blvd.


Industrial Craft
Art District
Mural Wall
Brewery
Boynton Beach
Industrial Craft
DISTRICT
Art District
Boynton Beach

Industrial Craft District

Introduction
Planning Challenges
Planning Considerations
The Vision
Recommendations

Introduction

Prior to this Plan, the Industrial Craft District has never been included as part of a Community Redevelopment Plan. The 49 acre area is entirely comprised of industrial uses; however, there is a burgeoning arts scene utilizing some of the existing warehouses for art studios. It is the goal of the CRA and City to make necessary investments to the Industrial District to ensure its economic sustainability.

The Industrial Craft District is located in the westernmost area of the CRA district, bordered to the east by I-95, to the south by Boynton Beach Boulevard, to the west by West Industrial Avenue, and to the north by the C. Stanley Weaver canal.

The area directly to the west of the District is a single-family neighborhood, with minimal buffering against the industrial uses of the District.



Figure 70: Industrial Craft District Location Map

Planning Challenges

While there are some newer buildings interspersed throughout the District, it is an area of older warehouses build in the 1960' – 1970's. Many of the buildings have not been upgraded and are not well maintained.

The area has easy access from both I-95 and Boynton Beach Boulevard, yet there is little visibility from either roadway; there is no signage identifying the District.

Some of the business use the public right-of way along the roads to store broken equipment, causing the area to appear uncared for. As the businesses lack parking, the right-of-ways are also used for staff and customer parking, and vehicles storage. Also, most of the area has no sidewalks, forcing pedestrians to walk in the street. Moreover, there is insufficient street lighting, making the area feel unsafe in the evening.

The emerging art district, while being an opportunity, is also a challenge. Current Zoning Regulations allow for artists' studios in industrial areas, but do not permit art galleries, which would enable the District to evolve into a unique industrial crafts hub. Additionally, as described above, the area lacks infrastructure necessary to safely accommodate the public events. Lastly, although the art production (i.e. involving industrial materials and processes) may qualify as industrial use by current Zoning Regulations, the art district represents competition for space that the City may intend to reserve for the more traditional industrial businesses that would support the tax base, employment and other economic objectives of the City's Economic Development Program. The City's plan for preserving and expanding lands available for such uses may warrant the establishment of a boundary intended to limit the expansion of the arts district.

Planning Considerations

Principal considerations in evaluating the redevelopment potential and vision for this District include its location, the relatively new art district, and the types of businesses that would represent a successful symbiotic relationship between the industrial and art worlds.

The location of this District is an important consideration given its partial visibility from I-95 and ideal access from all directions. (High traffic counts on Boynton Beach Boulevard and I-95 interchange have warranted the State DOT to plan for a major expansion.) There is the opportunity for very visible wayfinding signage and branding.

As indicated above, an arts district has emerged in this industrial area; this happened in many other cities where local artists sought affordable rent in older warehouse neighborhoods. Negative aspects notwithstanding, an arts district can contribute toward the City's image and local cultural tourism, as well as motivate investment in public infrastructure that the area needs.



Figure 71: Examples of District Planning Challenges

Vision

The goal of this Plan is to ensure the development of the Industrial Craft District as a viable, modern industrial crafts district that will accommodate a range of uses and businesses while providing economic benefits for the City.

Recommendations: Land Use

The existing Future Land Use Classification within the District is Industrial; no changes to the Land Use are recommended. The existing permitted uses shall be expanded to include new uses that would complement and promote the unique character of the district. Introducing flexibility into the City code relative to permitted uses will help to attract young entrepreneurs.



Figure 72: Industrial Craft District Future Land Use

Recommendations: Streetscape

Streetscape enhancements:

- Create branding elements including entry and wayfinding signage
- Review LDRs for revisions to the sign code to allow for signage to be visible from I-95
- Installation of public art at Boynton Beach Boulevard
- Landscaping enhancements
- Installation and repair of sidewalks
- Addition of on-street parking
- Installation and enhancement of vehicular and pedestrian lighting
- Construction of buffer wall between the single-family neighborhood and industrial area

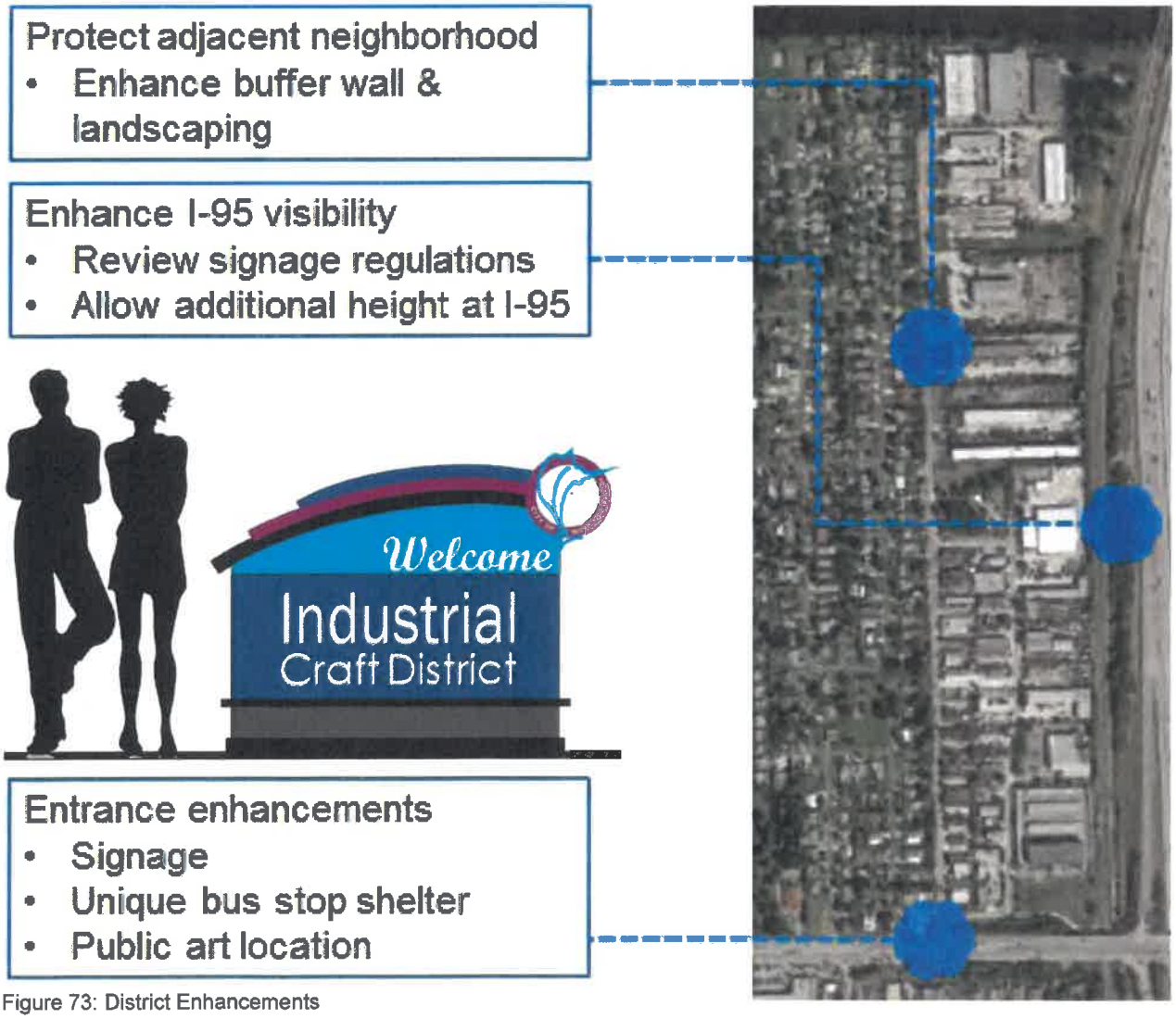


Figure 73: District Enhancements

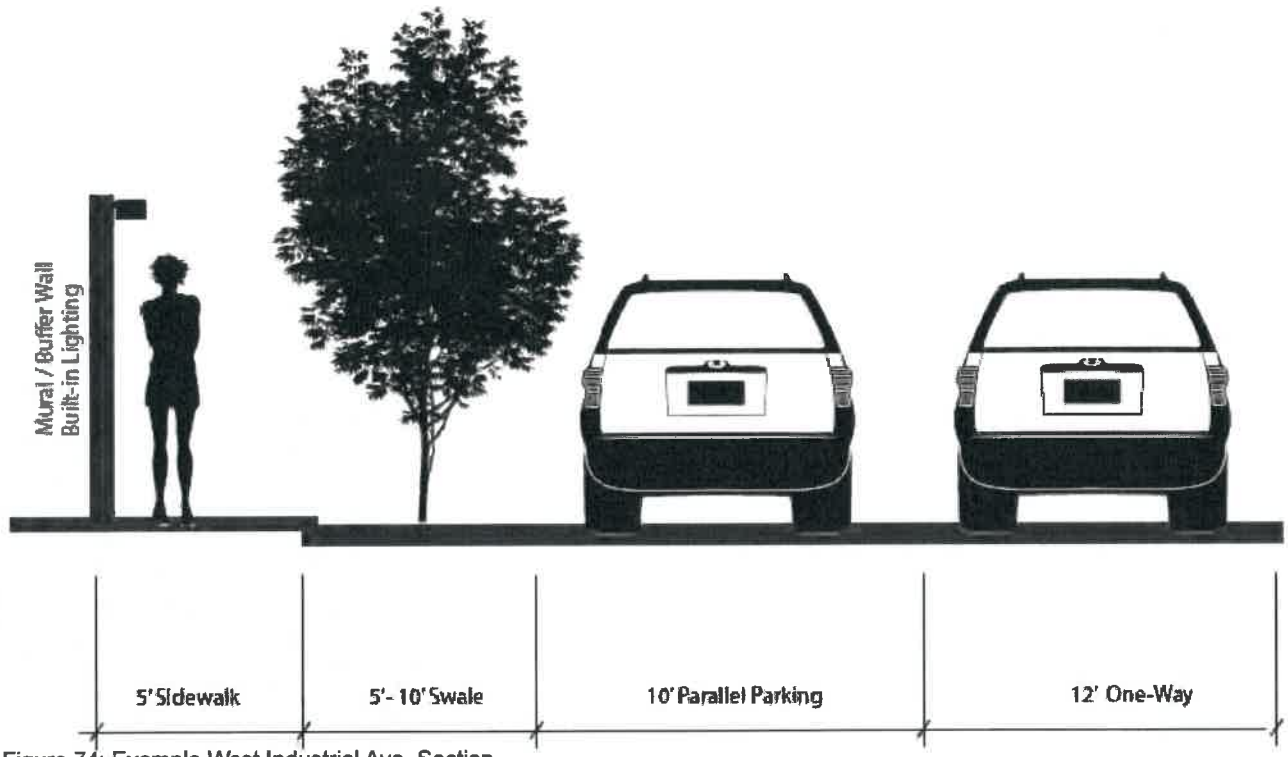


Figure 74: Example West Industrial Ave. Section

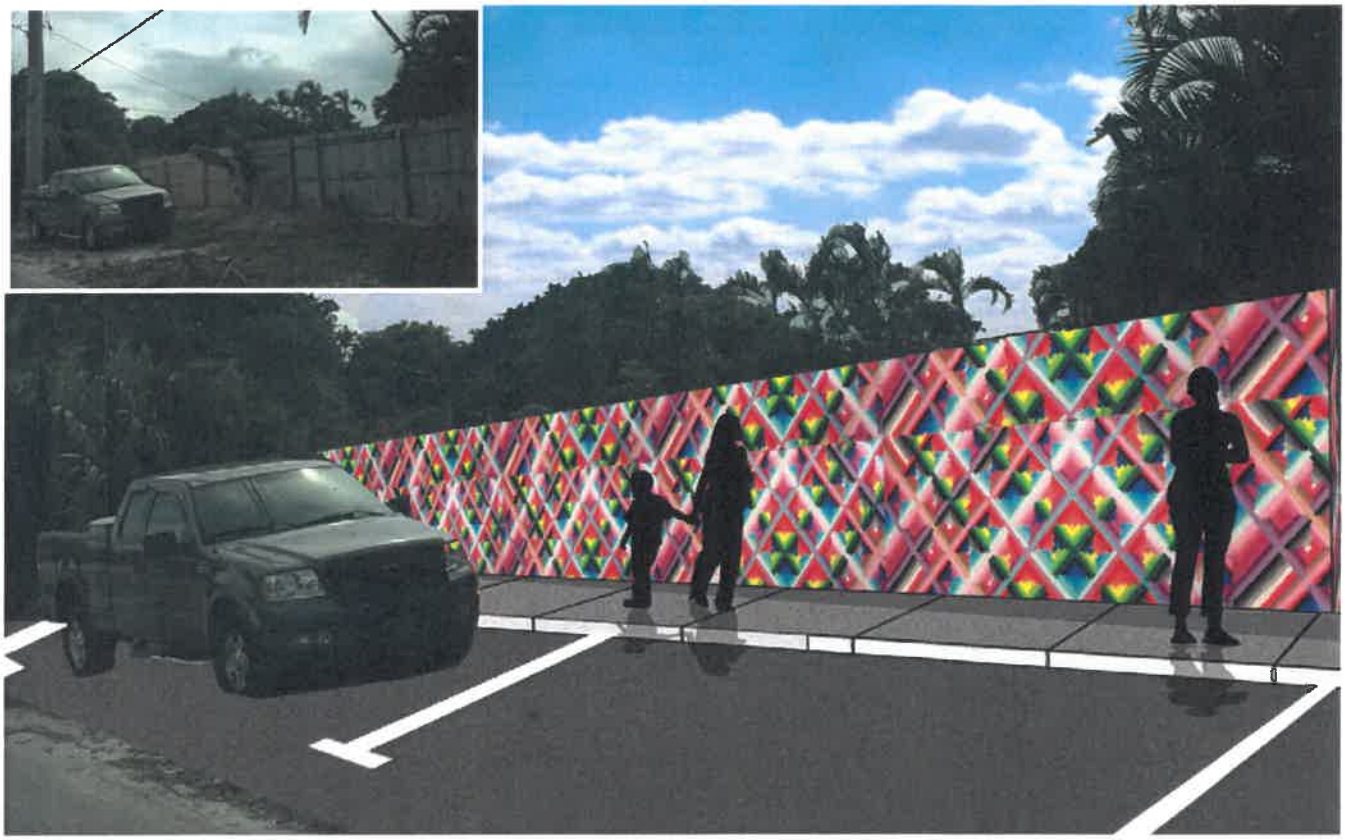
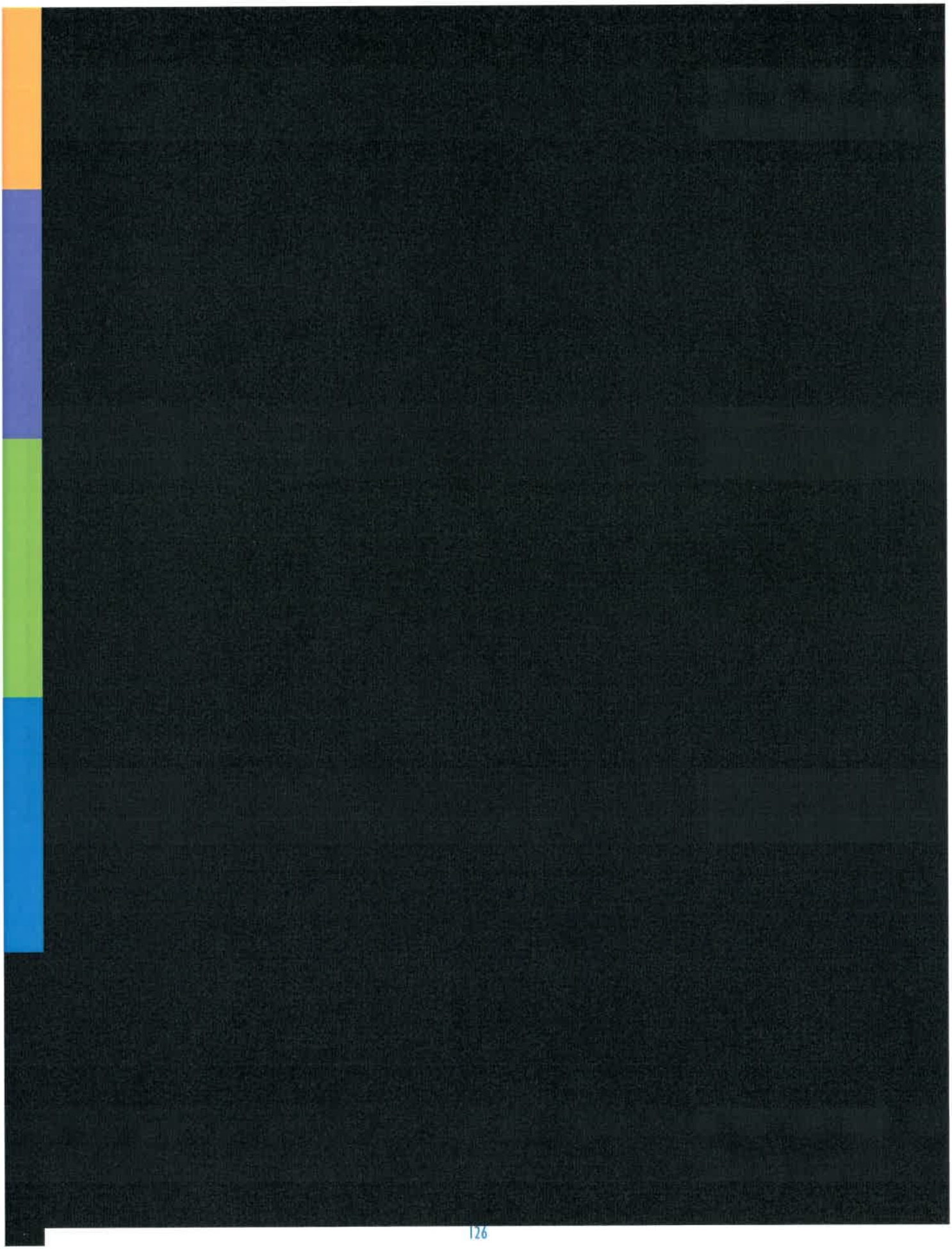


Figure 75: Example of buffer wall and pedestrian improvements on West Industrial Ave.



E. Implementation Guide

Introduction
Planning & Policy
Development & Capital Projects
Initiatives & Programs

Introduction

The Implementation Guide, covering actions critical to the implementation of this plan, includes three sections: Planning & Policy, Development and Capital Projects, and Initiatives & Programs:

- The "Planning and Policy" section covers the amendments to the City's Comprehensive Plan and Land Development Regulations, which constitute the regulatory framework for the implementation of the Plan. In addition, this section includes (i) actions aimed at enhancing readiness of selective sites for private investment by changing their land use and zoning to reflect the Plan's recommendations; (ii) Complete Street program; and (iii) the parking study.

- The "Development and Capital Projects" section focuses on the specific on-the-ground actions, including the preparation work for the Town Square Project, property acquisition for parking structures and streetscape improvements, signage and entry features as well as establishment of CRA incentives for bringing in desirable development.

- The "Initiatives and Programs" list other actions to be undertaken by the CRA as a City's economic development organization, such as marketing, business development and special events.

Taken as a whole, the tasks identified within this Guide provide actions and mechanisms intended to directly and indirectly spur new investment and development within CRA.

Planning & Policy

Table 8: Planning and Policy Implementation Steps

ID	Project Name	Project Description	Responsible Party	Proposed Funding Source	Highest Priority
P-1	Comprehensive Plan Update	Amend Comprehensive Plan's Future Land Use Element to implement the Future Land Use classification structure recommended by the CRA Plan	City	City	*
P-2	Land Development Regulations Audit	Review Land Development Regulations and generate recommendations to ensure consistency with the CRA Plan	Staff/CRA*	CRA	*
P-3	Amendments to Land Development Regulations	Implement recommendations produced by the LDR's audit	Staff/CRA*	CRA	
P-4	Priority Land Development Regulations Amendments	Review of Height Exception	Staff	Staff/CRA	*
		Adoption of R-4 Zoning District			
		Adoption of MU-4 Zoning District			
		Adoption / revision of Ocean Ave. Overlay			
		Adoption of the Boynton Beach Blvd Overlay			
		Adoption / revisions of Sustainable Development regulations			
		Review of Residential Compatibility standards			
P-5	Transition Work Plan	Establish district-by-district work plan, prioritize redevelopment sites	Staff/CRA	City	
P-6	City-initiated FLU and Zoning for Key Sites	Execute FLU amendments and rezonings for sites deemed to be a priority for redevelopment	City	City	*
P-7	Complete Streets	Create and adopt a Complete Streets program that will provide roadway and pedestrian area design requirements for major roadways within the CRA	Staff/CRA	CRA	
P-8	CRA District Parking Study	Conduct a study of current and future parking needs within identified areas of the CRA District and make recommendations of how and where to create public or shared parking.	CRA*	CRA	
P-9	Architectural Style Review	Staff will review architectural styles and make recommendations regarding Architectural Guidelines that may enhance the character of the applicable Districts. This process will include public input.	Staff/CRA	CRA	

*Consultant may be hired by CRA to complete this task

Development & Capital Projects

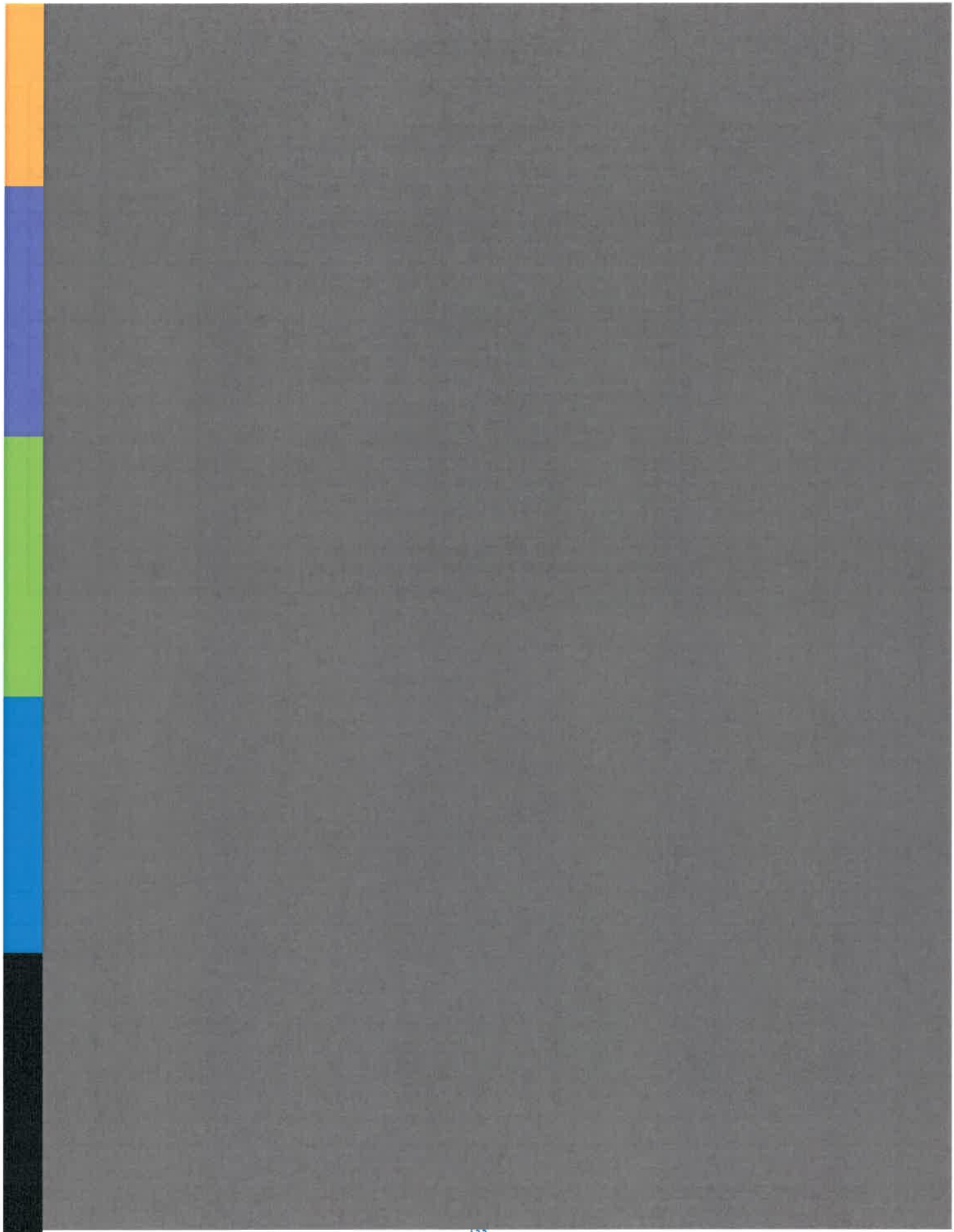
ID	Project Name	Project Description	Responsible Party	Proposed Funding Source	Highest Priority
D-1	Town Square	A public/private partnership to redevelop the City-owned 16.5 acres at the western end of the Cultural District area. The project will include new civic and private uses.	City/CRA/TBD	City/CRA/TBD	*
D-2	Development Incentives	Create and adopt financial incentive programs to attract higher paying jobs, hotels, public parking and full-service grocery stores to the CRA District	CRA	CRA	
D-3	Land Acquisition	Continue to acquire land in strategic locations to implement the goals of the CRA Plan	CRA	CRA	*
D-4	Parks, Greenways and Eco trails	Plan for and implement parks, greenways and eco trails within the CRA to enhance quality of life for residents	CRA	CRA	
D-5	Public Parking Structures	Acquire property, analyze financing options and issue Request for Proposals for development	CRA	CRA	*
D-6	Streetscape Easement and ROW Acquisition	Acquire easements and ROW where needed for streetscape improvements	CRA	CRA	
D-7	Affordable Housing	Create programs and policies to support the development of affordable housing	CRA	CRA	
D-8	CRA Wayfinding Signage Design	Design and construct a uniquely branded wayfinding program for the CRA and each District	CRA	CRA	
D-9	Critical Street Crossings	Target, design, and build critical street crossings throughout the CRA	CRA	CRA	
D-10	Boynton Beach Entry Feature at I-95	Design and build a unique entry feature at I-95	CRA	CRA	*

Table 9: Development and Capitol Projects Implementation Steps

Initiatives & Programs

ID	Project Name	Project Description	Responsible Party	Proposed Funding Source	Highest Priority
I-1	Workforce Housing	Review/amend the City's Workforce Housing Ordinance	City	City	*
I-2	Land Assembly Assistance	Create programs that remove barriers to land assembly	CRA	CRA	
I-3	Clean and Safe Program	Implement projects that include Neighborhood Policing, Code Enforcement and Litter Reduction to improve the appearance of the CRA District.	CRA	CRA	
I-4	Business Development Program	Support CRA Economic Development Programs to provide incentives to expand existing businesses and to recruit new businesses to the CRA District.	CRA	CRA	*
I-5	Marketing Initiatives	Marketing and promotional initiatives utilizing various media outlets to market the CRA District and its assets, to showcase redevelopment efforts, programs and incentives, special events and available redevelopment opportunities.	CRA	CRA	*
I-6	Small Business Marketing Program	Marketing and promotion of existing and new or emerging businesses within the CRA District utilizing various media outlets to encourage long range success.	CRA	CRA	
I-7	Special Events Programs	Create and implement unique special events and community activities that showcase redevelopment efforts and opportunities as well as existing businesses within the CRA District.	CRA	CRA	*
I-8	Boynton Harbor Marina	Continue to provide financial investment to improve, maintain and promote this unique asset to ensure its ongoing success.	CRA	CRA	*

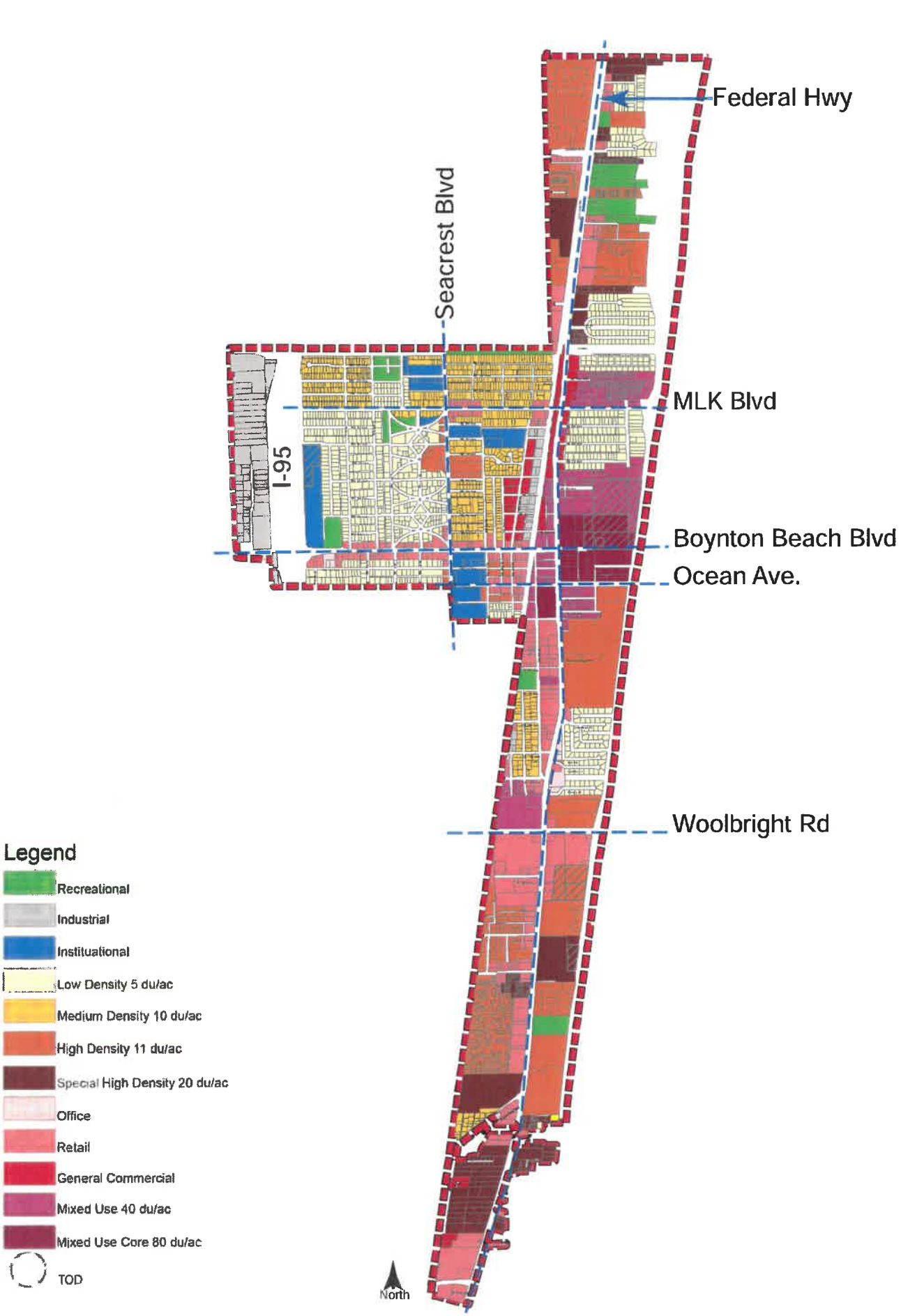
Table 10: Initiatives and Programs Implementation Steps



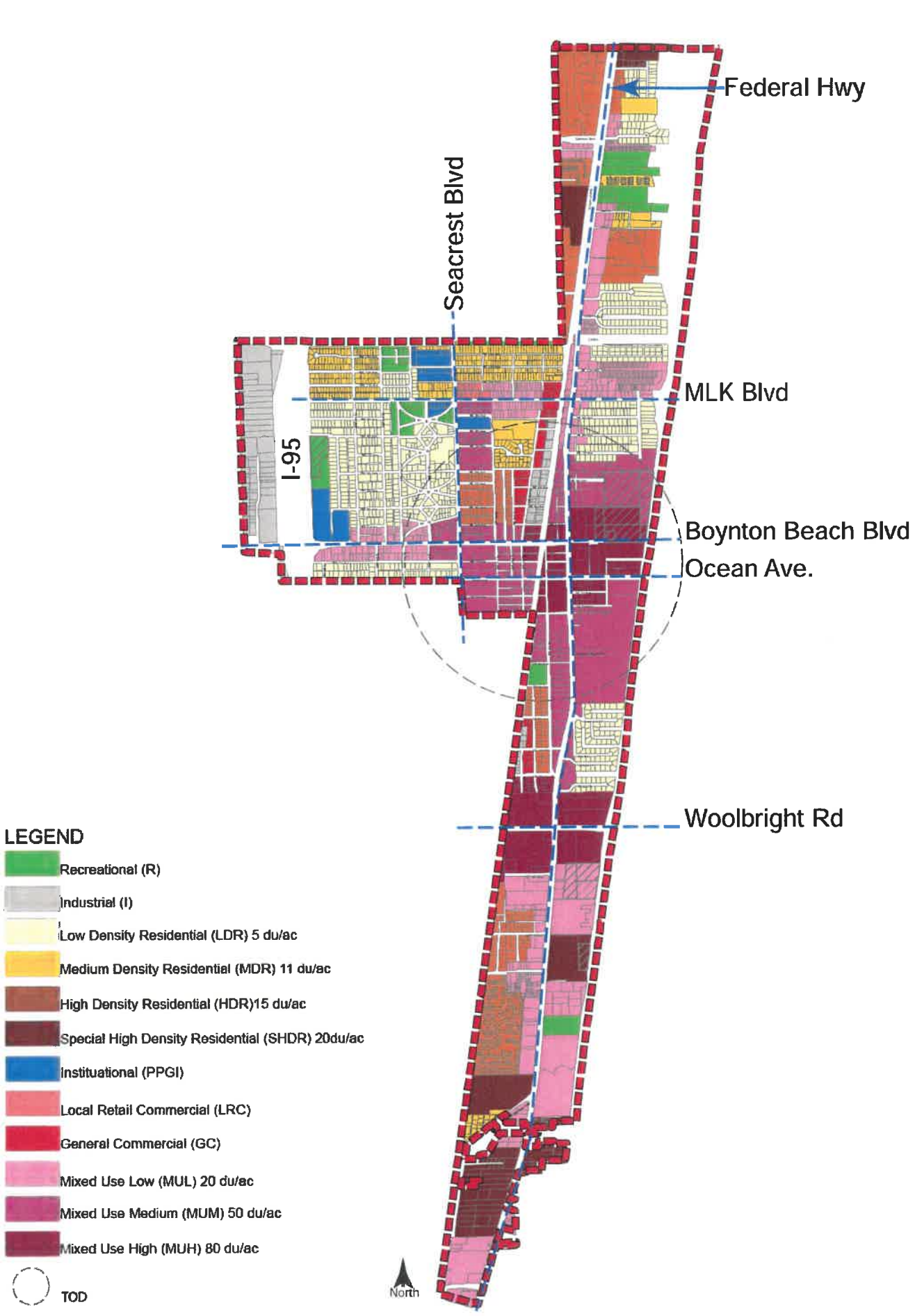
Appendix

Existing Future Land Use Map
Recommended Future Land Use Map
Recommended Connectivity Map
Workshop Polling Results
Exisiting Conditions

Appendix 1:
Existing Future Land Use Map


Federal Hwy
Seacrest Blvd
I-95
MLK Blvd
Boynton Beach Blvd
Ocean Ave.
Woolbright Rd
Legend
Recreational
Industrial
Institutional
Low Density 5 du/ac
Medium Density 10 du/ac
High Density 11 du/ac
Special High Density 20 du/ac
Office
Retail
General Commercial
Mixed Use 40 du/ac
Mixed Use Core 80 du/ac
TOD
North

Appendix 2: Recommended Future Land Use


Federal Hwy
Seacrest Blvd
I-95
MLK Blvd
Boynton Beach Blvd
Ocean Ave.
Woolbright Rd
LEGEND
Recreational (R)
Industrial (I)
Low Density Residential (LDR) 5 du/ac
Medium Density Residential (MDR) 11 du/ac
High Density Residential (HDR)15 du/ac
Special High Density Residential (SHDR) 20du/ac
Institutional (PPGI)
Local Retail Commercial (LRC)
General Commercial (GC)
Mixed Use Low (MUL) 20 du/ac
Mixed Use Medium (MUM) 50 du/ac
Mixed Use High (MUH) 80 du/ac
TOD
North

Appendix 3: Recommended Connectivity Plan



Complete Streets
Streets
Eco Trails
Bike Lanes (existing)
Bike Lanes
Greenways
Parks
Point of Interest

Appendix 4: Workshop Polling Results

General Questions Pretaining to CRA

1. Do you think the CRA should fund connectivity improvements?

The participants were presented with a list of proposed connectivity improvements, including: (i) complete street design for selected facilities; (ii) greenways connecting parks and acting as buffers between land use categories; (iii) ecotrails connecting conservation and pedestrian areas; and (iv) bike lanes.

Workshop # 3: The majority(90%) said "yes"
Workshop # 4: The majority (85%) said "yes"

2. Which do you feel needs the most improvements: pedestrian (sidewalks); bike/ park facilities; vehicular (streets); none; all of the above?

Workshop # 3: The majority(56%) felt that "all of the above" need improvements; 26% felt that pedestrian infrastructure need them most and 10% thought street do.

Workshop # 4: The majority (56%) felt that "all of the above" need improvements; 26% felt that pedestrian infrastructure need them most and 10% thought street do.

3. Do you agree with the new land use structure?

Participants were shown a table with the proposed changes to the current future land use classification structure

Workshop # 3: Some 49% of the participants agreed; the remaining responses were equally divided between those who did not and those unsure.
Workshop # 4: The majority (83%) agreed.

4. Do you think that the new zoning districts are beneficial?

Participants were shown a table with the modified future land use classifications and the corresponding changes to zoning districts.

Workshop # 3: Some 49% of the participants thought they were, while 41% thought that they were not.
Workshop # 4: The majority (74%) thought they were beneficial.

Boynton Beach Boulevard District

5. Do you think Boynton Beach Boulevard should be a Complete Street?

The participants were shown a rendering of the eastern section of Boynton Boulevard (between Seacrest Boulevard and US-1), improved with a landscaped median, bike lanes and a wide landscaped sidewalk with benches.

Workshop # 3: The majority (90%) said "yes."
Workshop # 4: All of the respondents said "yes."

6. Is this type of transition between commercial and residential uses appropriate for this portion of Boynton Beach Boulevard?

The participants were asked to respond to a rendering showing a wall and a landscape buffer separating the proposed commercial redevelopment fronting on Boynton Beach Boulevard from the single family neighborhood to the north.

Workshop # 2: The majority (78%) said "yes."

7. Would you like to see improved commercial spaces on Boynton Beach Boulevard, west of Seacrest Boulevard, and is the example shown appropriate design for Boynton Beach Boulevard, west of Seacrest Boulevard, and is this scale and type of redevelopment appropriate for this portion of Boynton Beach Boulevard?

Before responding to questions #7,#8 #9, the participants were shown:

- slides assigning density, height, uses and selected design features for different sections of the area;
- a rendering of the subject section of Boynton Beach Boulevard lined with one-to-two story retail/ commercial buildings, with a setback allowing for a sidewalk, landscape buffer and public space fronting the buildings to accommodate outdoor seating for restaurants.

Workshop # 3: The majority (84%) would like to see improved commercial spaces and 79% thought the design was appropriate.

Workshop # 4: The majority (89%) would like to see improved commercial spaces and 57% thought the design was appropriate, while 27% disagreed.
...as worded above was only asked at Workshop #2; the majority (70%) of agreed that both the scale and type of redevelopment were appropriate.

Cultural District

8. Would you like to see more restaurants and retail on Ocean Avenue?

Workshop # 3: The majority (81%) said "yes."
Workshop # 4: All of the respondents said "yes."

9. What do you think is an appropriate building height fronting Ocean Ave – 35 feet, 45 feet, 65 feet, or 100 feet or over?

Workshop # 3: The majority (62%) thought that 35 feet was an appropriate height, while 24% supported a height of 45 feet; 8% and 6%, respectively, favored the last two choices.
Workshop # 4: Some 30% of respondents thought 35 feet to be appropriate, an equal percentage of respondents (32%) chose a height of 45 feet and 65 feet, and 5% favored a height of 100 feet or over.

Downtown District

10. Do you support improving the connectivity between Boynton Beach Boulevard and Woolbright Boulevard, along Federal Hwy and SE 4th Street?
The participants were presented with a list of improvements benefiting connectivity and enhancing the streetscape along both streets.

Workshop # 3: The majority (88%) said "yes."
Workshop # 4: The majority (83%) said "yes."

11. Is ensuring a superior environment on 4th Street and Pence Park Important?
The rendering showed to the participants depicted three-story townhomes fronting SE 4th Street, responding to a concern that the residential components of mixed-use development fronting US-1 would back onto 4th Street.

Workshop # 2: The majority (61%) said "yes,"while the remaining responses were equally divided between "no" and "not sure" (both at 19%).

12. Do you think this building scale is appropriate for a Downtown?
The participants were shown a rendering depicting one- and two story retail uses lining a street corner, with outdoor restaurant seating, and two tall (over 10 story) residential buildings placed at a significant setback from the commercial component facing the street.

Workshop # 3: The majority (51%) disapproved of the proposed scale while 45% thought it was appropriate.
Workshop # 4: The overwhelming majority (96%) found the scale appropriate.

Federal Highway District

13. Do you think efforts should be made to improve the walkability of Federal Hwy?
The participants were presented with a list of potential streetscape improvements, including widened sidewalks, enhanced lighting, an addition of street trees and of safe street crossings.

Workshop # 3: The majority (88%) said "yes."
Workshop # 4: The majority (93%) said "yes."

14. Would you like to see more community commercial on South Federal Hwy?
The participants were shown a rendering picturing one- and two story commercial buildings along the South Federal Highway, placed at a significant set back from the street, with on-street parallel parking and enhanced landscaping.

Workshop # 3: The majority (53%) supported additional commercial uses, while 46% opposed the idea.
Workshop # 4: The overwhelming majority (93%) would like tosee more commercial uses.

15. Do you want commercial uses fronting the entire length of North Federal Hwy? (In addition to "yes," "no," and "I am not sure," the fourth option was "only at the Gateway Boulevard intersection.")

Workshop # 3: Some 42% of participants responded positively, 21% rejected the idea and 28% selected the Gateway Boulevard option.

16. Do you think commercial uses should be optional as a part of a Mixed Use Low project?

Workshop # 3: The majority (69%) thought so, while 27% opposed the idea.

Heart of Boynton District

17. Is this Scale and Type of Infill Appropriate for Martin Luther King Jr. Boulevard in the Heart of Boynton District?

The rendering showed two-to-three story townhomes facing the street, with a sidewalk, on-street parking and landscaped islands. The majority (72%) said yes.

Workshop # 2: The majority (72%) said "yes."

18. Would you like to see more community retail in the HOB?

The participants were shown a rendering of the Seacrest Boulevard/ Martin Luther King, Jr. Boulevard intersection featuring a grocery store/ retail uses with outdoor restaurant seating on the north east corner, across the street from the existing Family Dollar.

Workshop # 3: The majority (88%) said "yes."

Industrial Craft District

19. Is this type of transition between industrial and residential uses appropriate for this portion of the Industrial/Craft district?

The participants were asked to respond to a rendering picturing a multicolor wall separating the district from a residential neighborhood to the west.

Workshop # 2: The majority (78%) said "yes."

20. Do you support the CRA funding the proposed streetscape improvements?

The participants were presented with images of the proposed improvements, including on-street parking, utilities placed underground, and sidewalk repair/additions.

Workshop # 2: The majority (85%) said "yes."
Workshop # 3: The majority (86%) said "yes."

21. Do you support the addition of new industrial craft uses?

Workshop # 3: The majority (89%) said "yes."

22. Do you support encouraging arts uses in the Industrial Craft District?

Workshop # 2: The majority (74%) said "yes."

Appendix 5: Existing Conditions

2015

BOYNTON BEACH CRA
Redevelopment Plan

EXISTING CONDITIONS

710 N. Federal Highway
Boynton Beach FL 33435

(561)-737-3256

BOYNTON BEACH CRA

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A. Introduction

About the Boynton Beach CRA
Existing Redevelopment Plans
The Goal

About the Boynton Beach CRA

Under Florida Statute Chapter 163 Part III, local governments are able to designate parts of their jurisdictions as Community Redevelopment Areas after a determination that "slum and blight" criteria have been met. Examples of conditions that can support the designation include, but are not limited to, the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity. If the Finding of Necessity determines that the required conditions exist, the local government may create a Community Redevelopment Area to provide the tools needed to foster and support redevelopment of the targeted area.

Consistent with state law, in May of 1982 the City of Boynton Beach declared the downtown area, generally encompassing the Central Business zoning district, to be "blighted," and subsequently created the Community Redevelopment Area (CRA), and the Community Redevelopment Agency to administer its programs and activities (Resolution 82-KK). The boundaries of the originally designated area were expanded shortly thereafter, in October of 1982, by Resolution 82-BBB. As per state requirement, the redevelopment plan for the "Downtown Boynton Beach" was adopted in 1984 (Ordinance 84-32).

Following the same "slum and blight" determination process, the City implemented another small expansion of the CRA in April of 1984 (Resolution 84-II). Two other significant expansions of the CRA followed in 1987 and in 1998.

- The 1987 expansion included a 519-acre area bounded by the C-16 canal to the north, the Florida East Coast Railroad to the east, Ocean Avenue to the south and Interstate 95 to the west (Resolution No. 87-QQQ). The updated CRA redevelopment plan with the expanded area was adopted in December of 1989 (Ordinance 89-49). This area is referred to as the Heart of Boynton.

- The 1998 expansion was approved by Ordinance 98-33. It includes areas along the Federal Highway south and north of the downtown, and a small industrial area west of the Interstate 95. Concurrently, the City adopted a redevelopment plan for the expanded area, named "Boynton Beach 20/20 Redevelopment Master Plan." This plan was superseded by several plans developed after the year 2000.

Today, the CRA encompasses 1,650 acres. During the years following the last expansion, more land has been added as the City approved redevelopment-related annexations of unincorporated County parcels on the south end of Federal Highway.

Existing Redevelopment Plans

Currently, there are four adopted plans guiding redevelopment within the CRA area and a never-adopted draft plan for the Boynton Beach Boulevard Corridor. The adopted plans include the Heart of Boynton Plan, the Federal Highway Corridor Community Redevelopment Plan, the Ocean District Community Redevelopment Plan and the Downtown Vision and Master Plan.

There is some geographic overlap among the plans, and they differ slightly in terms of the scope and focus. Below is the short overview of each plan:

- The Heart of Boynton Plan was updated in June of 2014 (Ordinance 14-008). The planning area consists of the area updated by the 1989 plan. The original plan for this area was adopted in December of 2001, under the community selected name Heart of Boynton. The planning process involved extensive public participation, including five charrettes. Strategic Planning Group, Inc. (SPG) led the effort, in partnership with the RMPK Group and JEG Associates.

The 2014 update was completed in-house by the City-CRA planning team. The team held a meeting with community stakeholders to obtain input on proposed redevelopment options. The plan generated eleven recommendations, including land use and land development recommendation changes allowing for an increase in intensity of development in selected areas east of Seacrest Boulevard. There is a minimal design and architecture section included within the plan.

• The Federal Highway Corridor Community Redevelopment Plan is a June 2006 update to the original 2001 plan, which was developed to include the Federal Highway Corridor's CRA expansion areas referred to as the North Subarea and the South Subarea. The plan divides the corridor into five planning areas, and delivers analyses and subsequent redevelopment strategies for each area. The plan update does not revisit two original market analyses, the first one supporting a potential for a convention hotel, and the second additional retail and office space in the downtown area. It also makes few changes to the original recommendations.

Although the plan does not include an urban design and architecture section, the recommendations call for the creation of development standards and design guidelines for bulk and building massing as well as for architectural themes.

• The Ocean District Community Redevelopment Plan was created in-house by an urban designer-led planning team and was adopted in February 2004. The plan features two alternative redevelopment scenarios for the District with detailed design recommendations for each. The plan's main focus is the City-owned land which represents 40% of Ocean District's total area. This area is referred to as the Town Square-Public Campus. The plan also includes design concepts the areas along Boynton Beach Boulevard, Seacrest Boulevard and Ocean Avenue, as well as for the area adjacent to the FEC and the single-and multi-family areas.

The planning process included two in-house workshops and two public workshops for community stakeholders. Aside from the alternative subsection designs, the plan includes four broad recommendations suggesting changes of land development regulations as well as creation of signage and of design recommendations for structures and street furniture.

• The Downtown Vision and Master Plan, adopted in January 2009, is an update of the original 1984 Boynton Beach Community Redevelopment Plan. The planning process was headed by EDAW, Inc. consulting group in partnership with AECOM, Inc. and ERA, Inc. It involved stakeholders and City residents though a series of public meetings and visioning charrettes. The Master Plan provides a strategic framework for implementation of goals through five priority action items named "Big Moves". These include the Transit Oriented Development district around the future transit station, cultural and civic campuses anchored by government services, neighborhood centers along Martin Luther King, Jr. Boulevard and the Federal Highway linear park and gateway.

The plan analyses focus on urban design, but comprise also regulatory assessment and economic and market considerations for the overall area as well as for each of the "Big Moves."

Aside from the plans reviewed above, the CRA has a never-adopted draft Boynton Beach Boulevard Corridor Plan, and two additional documents to support redevelopment efforts; the Urban Design Guidelines manual, adopted by the CRA Board in 2006, the 2005 Boynton Beach Community Redevelopment Agency Economic Development Plan and the 2006 CRA Housing Needs Assessment.

The Goal

The goal of this effort is to amend, restate and consolidate all CRA plans into a single document. While separate "districts" have been identified and may warrant individual attention because of their specific character and unique issues, staff aims to create a consistent, comprehensive urban design framework for redevelopment strategies in the CRA area. The consolidated plan will therefore present clear overall vision for the entire area, easy to understand by the reader and the end user seeking to determine opportunities for successful projects.

B. Socio- Economic Conditions

POPULATION

Population Estimates and Projections
Population Characteristics
Race and Ethnicity
Age and Household Composition
Education and Income

HOUSING

Home Ownership
Age of stock
Residential Property values
Single-Family Homes
Townhomes
Condominiums and Cooperatives
Rental Apartment Properties

SELECTED ECONOMIC INDICATORS

Employment by Industry
Sales
Household Effective Buying Income
Worker Commuting Patterns

POPULATION

Methodology. Current population numbers and projections for the study area covered by the CRA Consolidated Redevelopment Plan are based on two sources: the U.S. Census and the 2013 Palm Beach County's Population Allocation Model. Whereas for the U.S. Census, the geographical units are Block Groups, the Population Allocation Model employs Transportation Analysis Zones (TAZs). Some of the geographical units are only partially enclosed within the CRA boundary (see Figures 1 and 2 on the following pages). Unless otherwise specified, the term "extended" CRA or a study area is used throughout the report to indicate that the information includes data for those parts of Census tracts, Census blocks or TAZs which are located outside of the CRA.

Population characteristics data draws on the Census' American Community Survey 5-year (2009-2013) estimates, or, in cases of large margins of error for small samples in that dataset, on the Census 2010 figures if available.

Population Estimates and Projections

Since Traffic Analysis Zones No. 402, 403, 509, and 520 (bolded and italicized in Table 1) are only partly located within the CRA area, the total current and projected population figures include a significant number of people residing outside of the CRA boundaries. For example, using 2013 estimates of CRA-only population for the aforementioned zones (based on the Census block group population

TABLE 1. Population projections by Traffic Analysis Zones: extended CRA area

TAZ	2012	2013	2015	2020	2025	2030	2035
401	1,095	1,113	1,237	1,294	1,377	1,468	1,539
402	***3,496***	***3,535***	***3,545***	***3,567***	***3,632***	***3,733***	***3,797***
403	***3,651***	***3,715***	***3,776***	***3,900***	***4,001***	***4,094***	***4,160***
501	257	265	273	297	323	350	371
502	1,593	1,640	1,684	1,804	1,996	2,190	2,350
503	679	698	730	828	1,007	1,186	1,361
504	472	489	532	618	808	1,003	1,194
505	848	878	893	991	1,393	1,837	2,271
506	277	285	286	288	616	649	670
507	76	78	96	115	160	170	188
509	***977***	***997***	***1,013***	***1,050***	***1,091***	***1,134***	***1,163***
510	825	856	879	1,026	1,518	2,044	2,561
511	1,359	1,394	1,496	1,764	2,113	2,428	2,675
512	521	531	532	535	551	621	636
513	707	717	720	729	746	771	797
519	956	983	1,149	1,460	1,525	1,627	1,696
520	***943***	***953***	***993***	***1,050***	***1,060***	***1,074***	***1,091***
TOTAL	**18,734**	**19,125**	**19,833**	**21,315**	**23,916**	**26,380**	**28,520**

Source: 2013 Population Allocation Model.
Note: TAZ No. 484 has no population and thus is not included.

figures as well as number of dwelling units and average City's household size) would reduce the total 2013 CRA population estimate for that year from 19,123 to appoximately 12,000.

As expected, the high densities proposed for the downtown and the adjacent neighborhoods (as explained in the Future Land Use and Zoning chapter of this report) generate a much higher projected 2012-2035 population growth rate for the area within the listed TAZs than for the City as a whole (52% as compared to 27%).

Population Characteristics

Race and Ethnicity

The extended study area has a significantly lower percentage of White residents (51.9%) and a higher percentage of Black/ African American residents (41.6%) than the City as a whole, but a similar share of Hispanic population.

As Table 2 shows, Block groups 61.002 and 61.003 (the Heart of Boynton community) are predominantly Black/ African American, with 91% and 89.4% of Black population, respectively (see also Figures 3 and 4). Areas located east of Federal Highway are predominantly white.

TABLE 2. The largest race and ethnic groups as percent of total population by Census block groups, Census 2010

BLOCK GROUP	POPULATION	Percent White	Percent Black/African American	Percent Hispanic/ Latino
57.014	557	34.5%	57.3%	18.7%
57.022	***2,544***	***32.4%***	***59.7%***	***12.5%***
57.024	1,043	89.0%	5.7%	10.9%
61.001	978	88.8%	6.7%	8.6%
61.002	1,607	5.1%	91.0%	4.7%
61.003	1,141	6.4%	89.4%	6.4%
62.011	***2,384***	***38.8%***	***52.4%***	***17.2%***
62.012	***1,069***	***50.7%***	***41.9%***	***18.0%***
62.021	1,236	80.8%	12.0%	17.4%
62.022	874	96.1%	1.6%	3.2%
62.031	1,002	57.9%	30.2%	16.5%
63.001	861	79.8%	14.5%	14.9%
63.004	***949***	***94.0%***	***2.8%***	***3.8%***
Total Area	**16,245**	**51.9%**	**41.6%**	**11.9%**
Citywide Census 2010	*68,217*	*62.4%*	*30.3%*	*12.8%*
Citywide ACS 2008-2013	*69,257*	*62.2%*	*31.5%*	*12.0%*

Note: One race only. Block groups bolded and italicized in Table 2 are only partly located within the CRA area. Block groups 57.023 and 60.121 are not included, as they CRA-enclosed sections do not have residential uses.v

CENSUS 2010 BLOCK GROUPS

wholly or partially enclosed within the CRA boundary

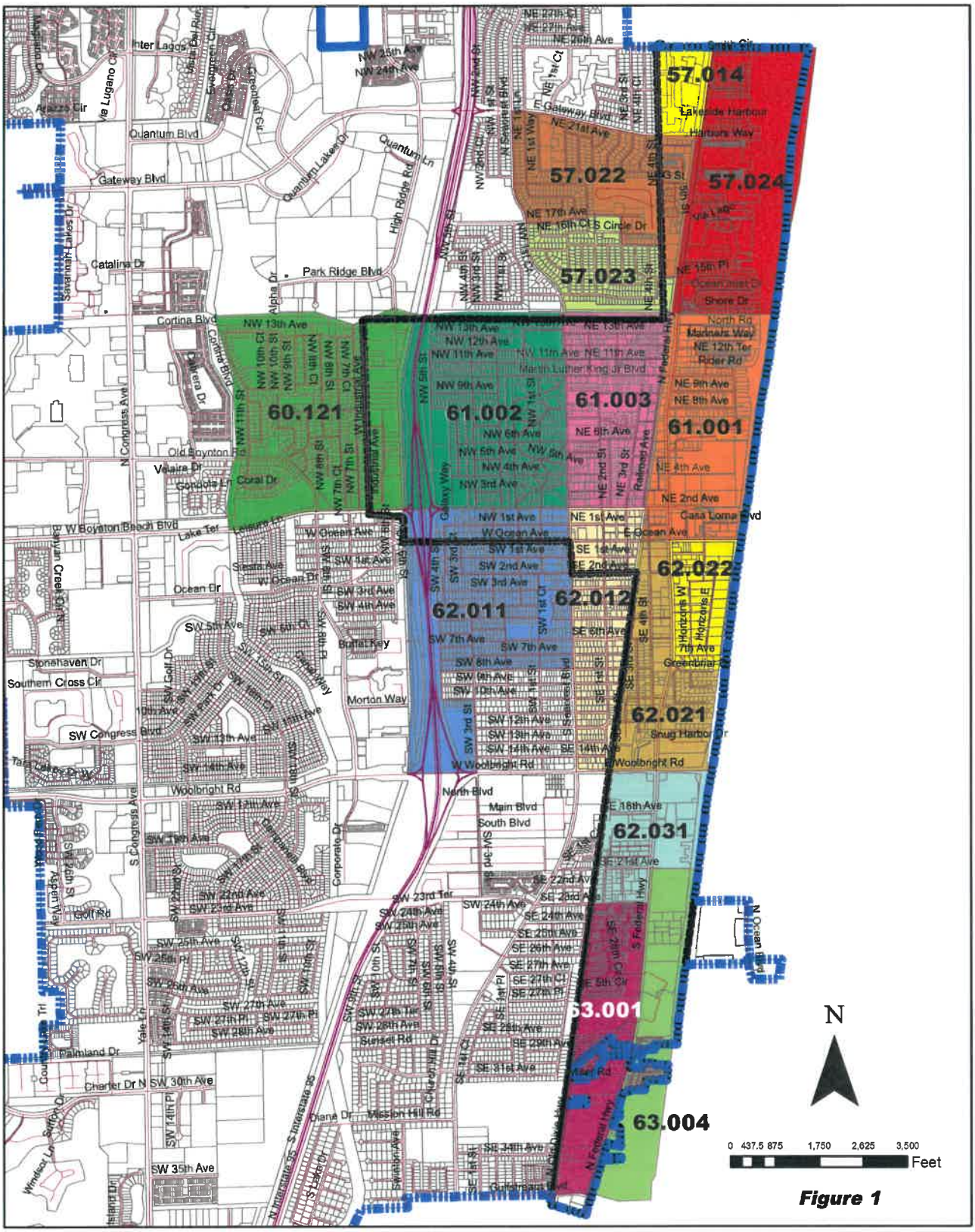


Figure 1

TRANSPORTATION ANALYSIS ZONES

wholly or partially enclosed within the CRA boundary

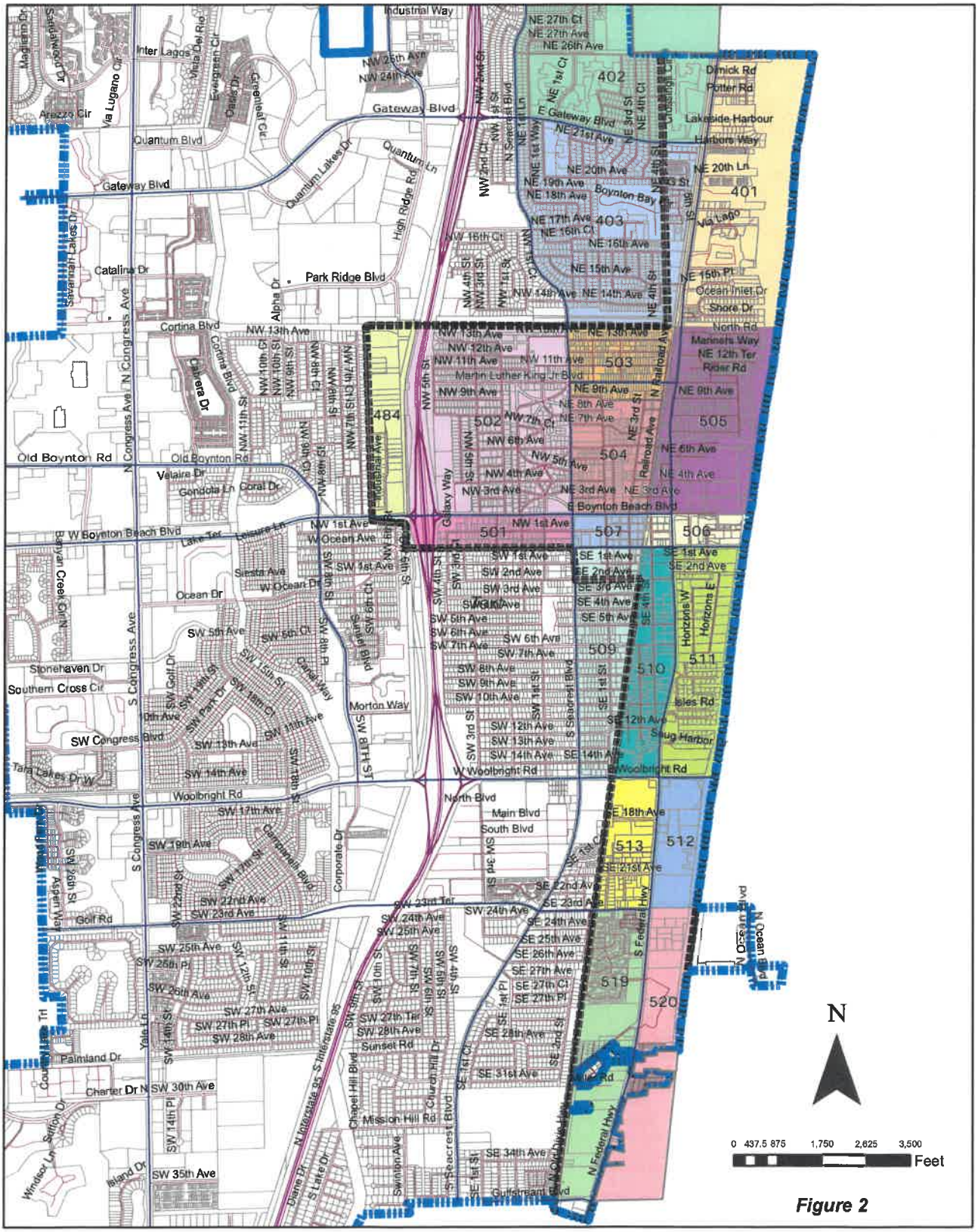


Figure 2

POPULATION OF ONE RACE - BLACKS/AFRICAN AMERICANS

as percentage of population, by Census Block Groups, Census 2010

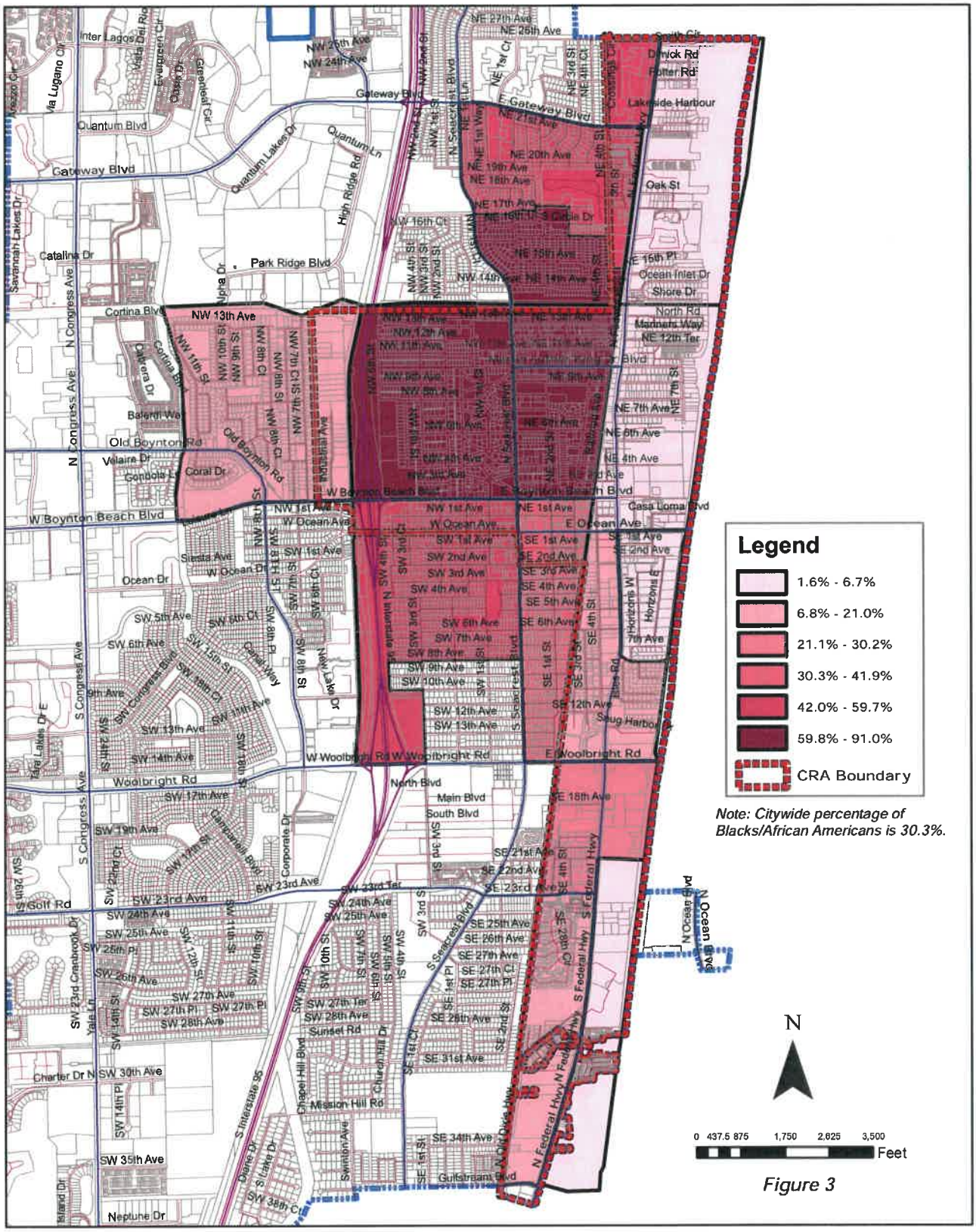


Figure 3

HISPANIC/LATINO POPULATION
IN NUMBERS AND AS PERCENTAGE OF TOTAL POPULATION
by Census Block Groups, Census 2010

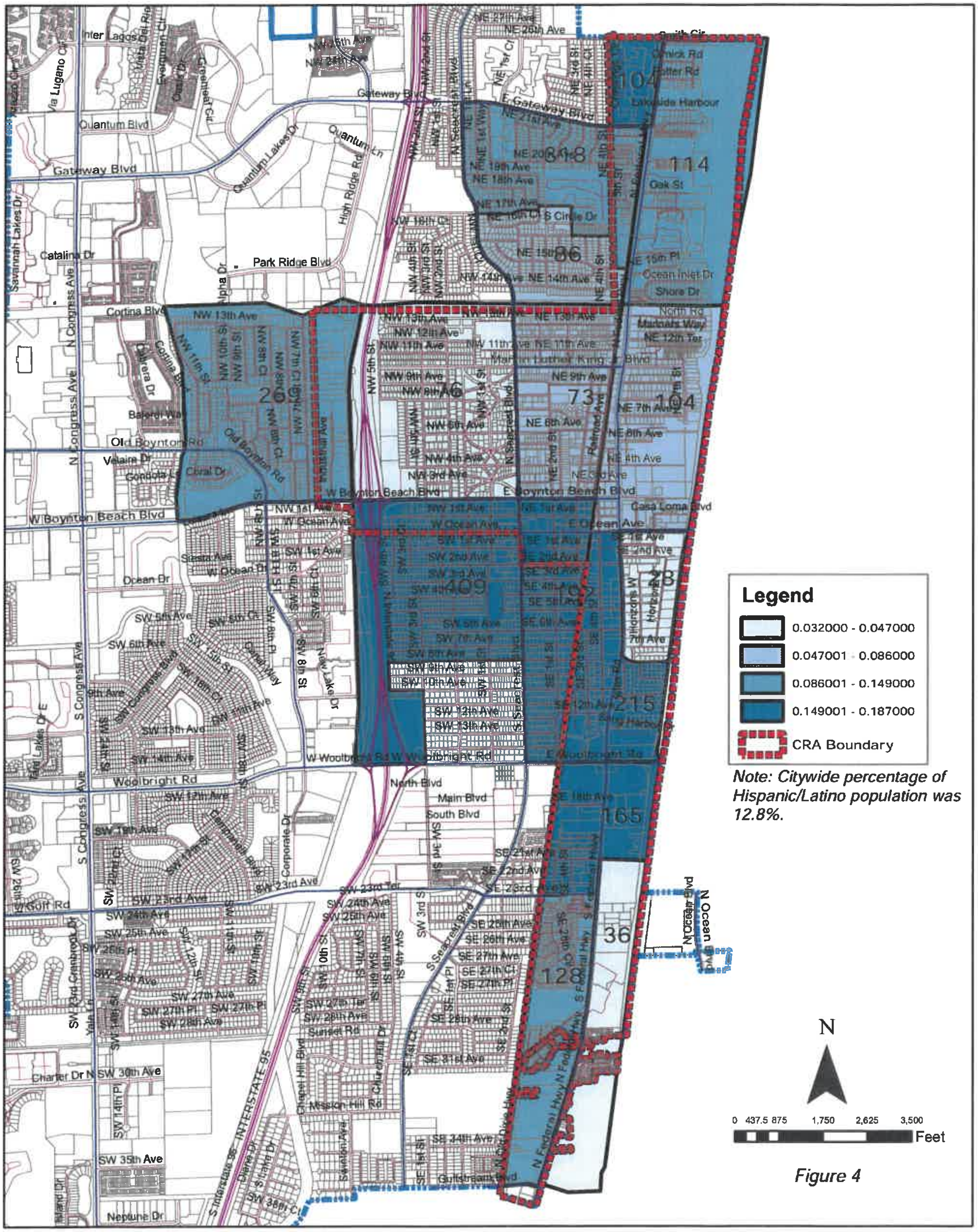


Figure 4

Age and Household Composition

TABLE 3. Median age and selected age categories as percent of total population by Census block groups, Census 2010

BLOCK GROUP	POPULATION	Percent under 18 years of age	Percent 65 years and over	Median age
57.014	557	29.4%	3.4%	31.8
57.022	***2,544***	***22.8%***	***16.9%***	***41.5***
57.024	1,043	14.9%	20.6%	47.6
61.001	978	10.9%	16.8%	47.8
61.002	1,607	24.7%	15.7%	37
61.003	1,141	29.2%	8.7%	32.7
62.011	***2,384***	***26.5%***	***6.2%***	***32.5***
62.012	***1,069***	***21.4%***	***7.1%***	***35.6***
62.021	1,236	13.7%	12.2%	38.1
62.022	874	2.9%	69.5%	72.2
62.031	1,002	15.6%	36.7%	50.4
63.001	861	14.5%	12.3%	35.9
63.004	***949***	***3.5%***	***53.1%***	***66.3***
Total Area	**16,245**	**19.1%**	**19.3%**	**X**
Citywide Census 2010	*68,217*	*19.3%*	*21.4%*	*41.9*
Citywide ACS 2008-2013	*69,257*	*18.7%*	*22.2%*	*43.3*

A review of Table 3 and Figures 5 and 6, depicting population age characteristics, shows that area-wide numbers are likely skewed by numbers for four block groups only partly located in the CRA. The recalculation of percentages for the CRA area without these block groups lowers the percentage of youth under 18 from 19.1% to 17.5%, and increases the percentage of population 65 years and older from 19.3% to 21.3%.

Generally, residents with the highest median age and the highest share of people 65 years of age and older occupy areas east of Federal Highway. Block groups in these areas also have a lower share of youth under 18, between 3% and 16%. Areas with the highest percentage of population under 18 include the eastern part of the Heart of Boynton district (29.2%) and the northernmost block group of 57.014. Block group 62.022 has the highest share of older population, nearly 70%. (Most of the area of this block group is occupied by the age-restricted Sterling Village condominiums.)

Figure 7 shows the percentage of 1-person households in the total number of households for block groups in the (extended) area under study. By and large, the highest share of 1-person households coincides with areas with a highest percentage of population age 65 and over. For example, in the block group 62.022, persons living alone constitute 55% of all households, and 42% of these persons are aged 65 or older.

Education and Income

This section draws on data from the 5-year pooling (2009-2013) of the American Community Survey's samples. Because of the small sample size and significant margins of error, individual numbers should be interpreted with caution.

TABLE 4. Educational achievement and median household income

BLOCK GROUP	POPULATION	Percent population 25 and older with a bachelor's or higher degree	Median household income
57.014	557	26.0%	$22,262
57.022	***2,544***	***6.1%***	***$30,821***
57.024	1,043	47.1%	$38,897
61.001	978	24.7%	$63,229
61.002	1,607	12.9%	$22,009
61.003	1,141	10.1%	$20,714
62.011	***2,384***	***18.8%***	***$44,955***
62.012	***1,069***	***11.3%***	***$32,958***
62.021	1,236	14.9%	$46,318
62.022	874	21.2%	$32,875
62.031	1,002	18.3%	$29,517
63.001	861	62.4%	$49,861
63.004	***949***	***28.7%***	***$46,381***
Total Area	**16,245**	**23.2%**	**X**
Citywide	**69,257**	**25.2%**	**44,390**

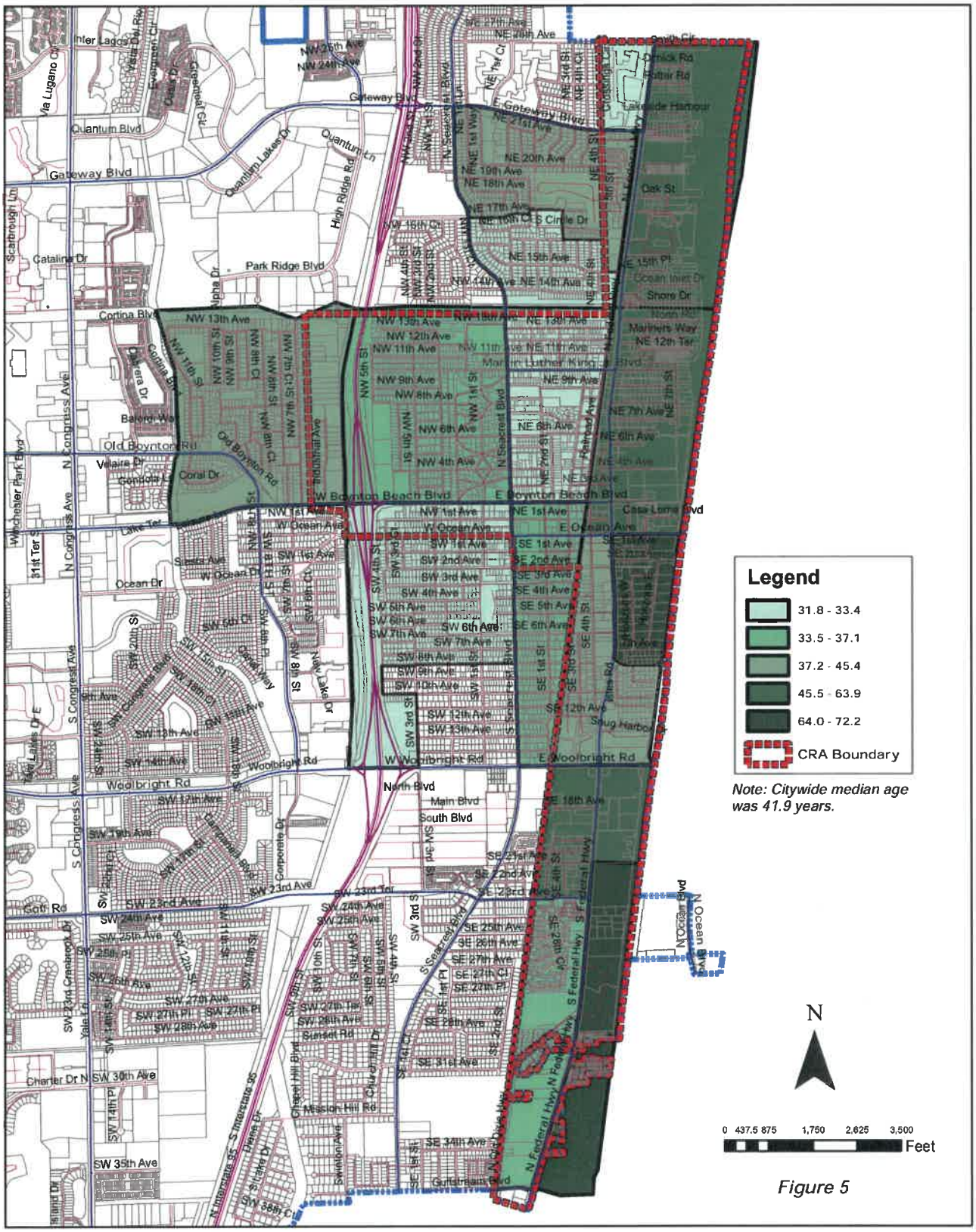
Note: Bolded and italicized block groups are only partly located within the CRA area

Even though the educational attainment of Boynton Beach residents has improved since 2000, the City lags behind in the "Bachelor's Degree or Higher" category with respect to the County's level overall as well as with respect to some of its neighbors. The data suggests that education level as measured by this category may be even lower within the (extended) CRA area: in 7 out of 13 area block groups, less than 20% of the population has a bachelor's or a higher degree.

As Table 4 indicates, block groups 61.002 and 61.003, encompassing the Heart of Boynton District, are two of the three block groups with the lowest median household income. As expected, their residents have low level of educational achievement, with 13% and 10%, respectively, of population 25 years of age and over holding a bachelor's degree or higher. (See also Figures 8 and 9.) The relationship between education and income implied by the data is more complex for block groups with high median age and high percentage of one-person households. For example, one of the block groups in the second highest median household income (block group 63.001 with an income of $49,861) has the highest share of population with a college or an advanced degree; however, that is not true for a block group of 61.00, which has the highest income, but where only about one-fourth of residents hold a bachelor's or higher degree.

MEDIAN AGE

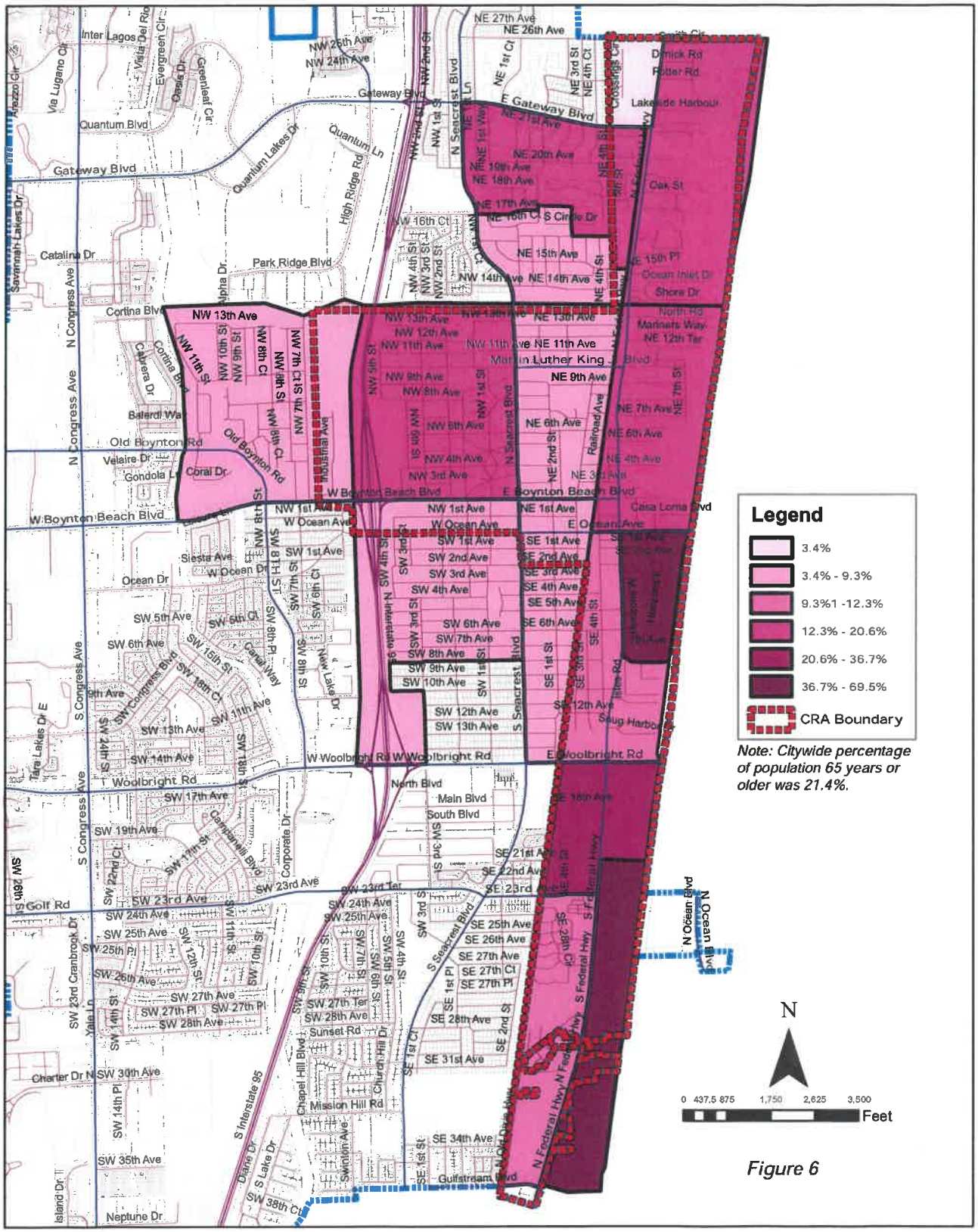
by Census Block Groups, Census 2010



Note: Citywide median age was 41.9 years.

Figure 5

CRA AREA POPULATION 65 YEARS AND OVER
by Census Block Groups, Census 2010

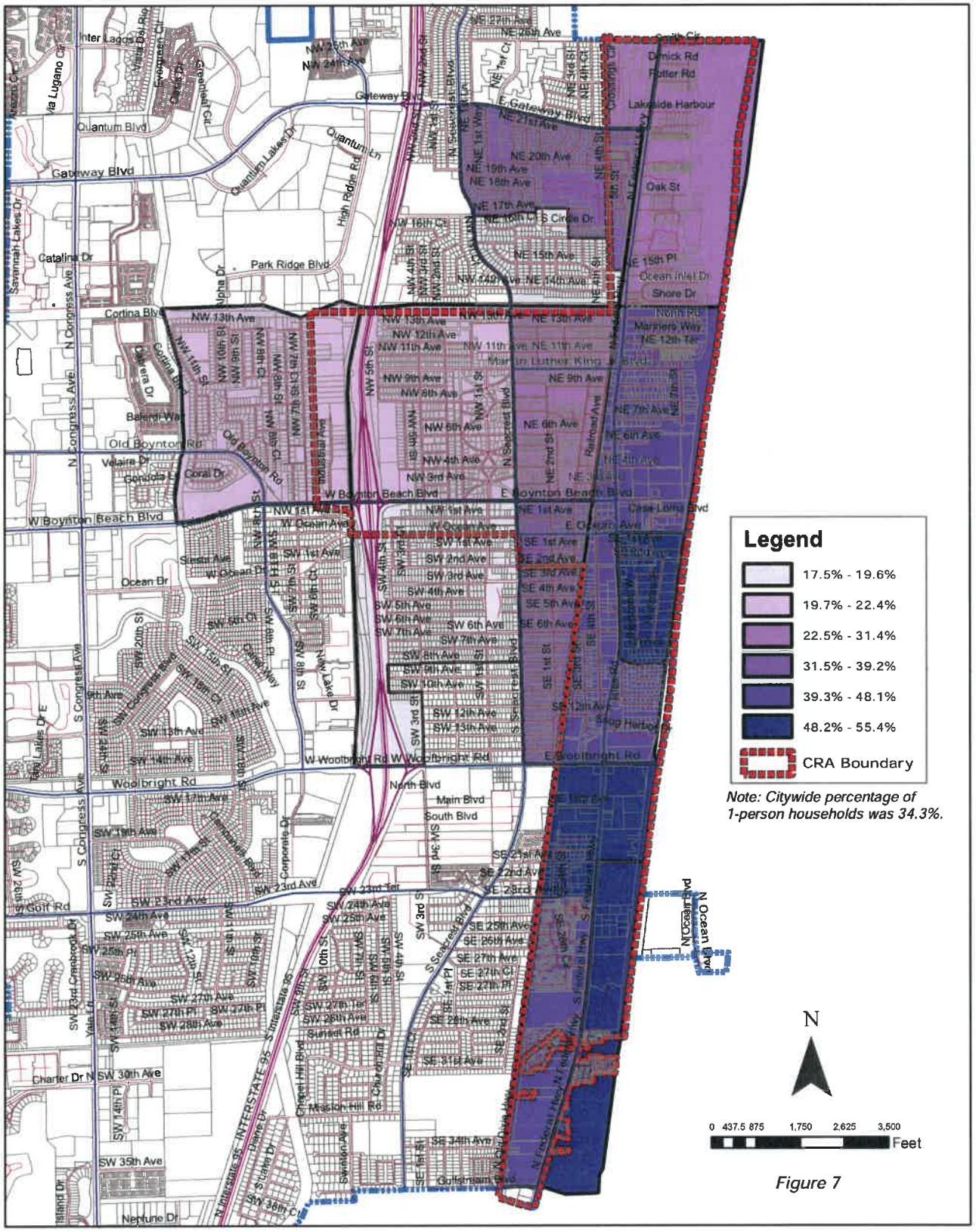


Note: Citywide percentage of population 65 years or older was 21.4%.

Figure 6

ONE-PERSON HOUSEHOLDS

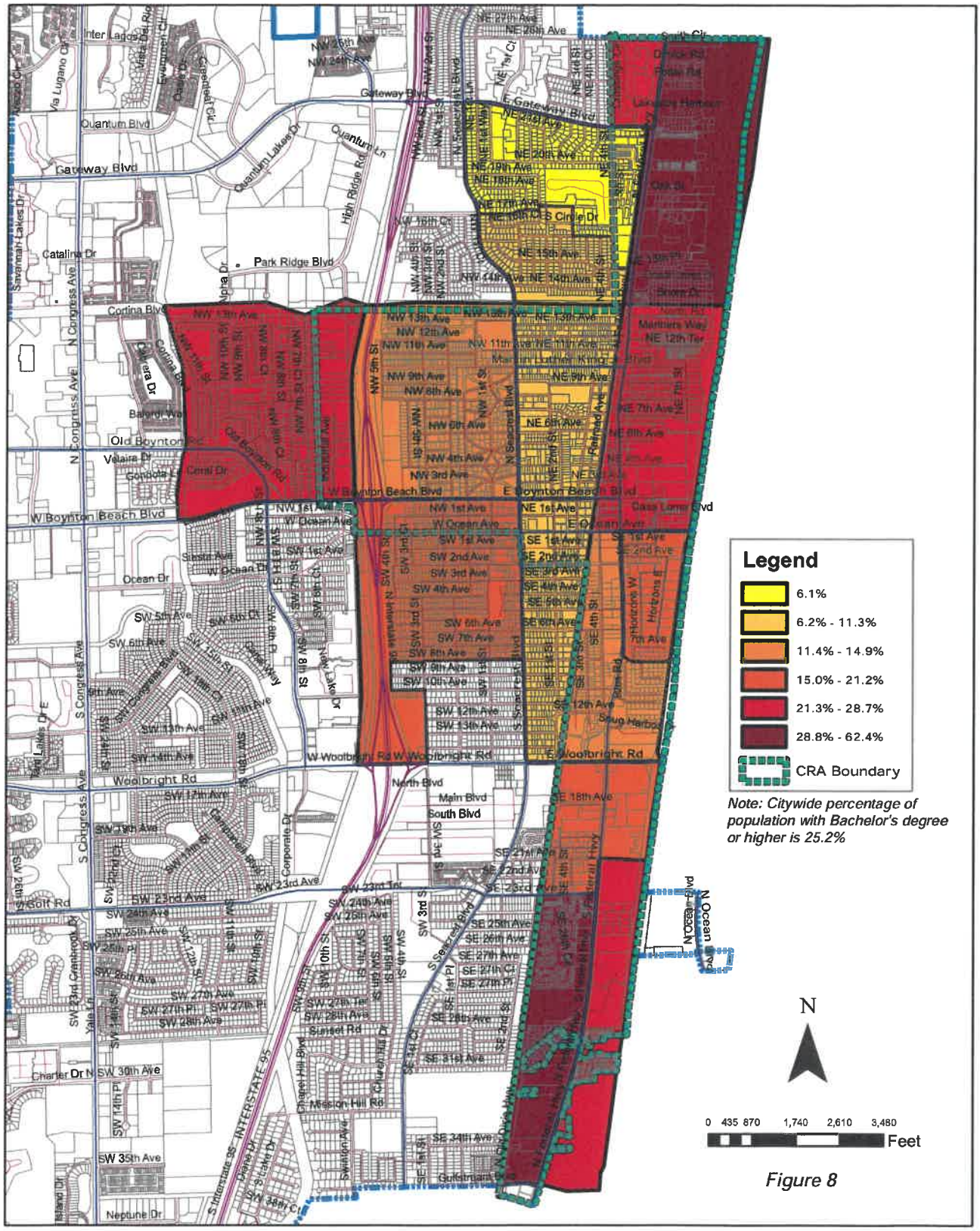
percentage of all households, by Census Block Groups, Census 2010



Note: Citywide percentage of 1-person households was 34.3%.

Figure 7

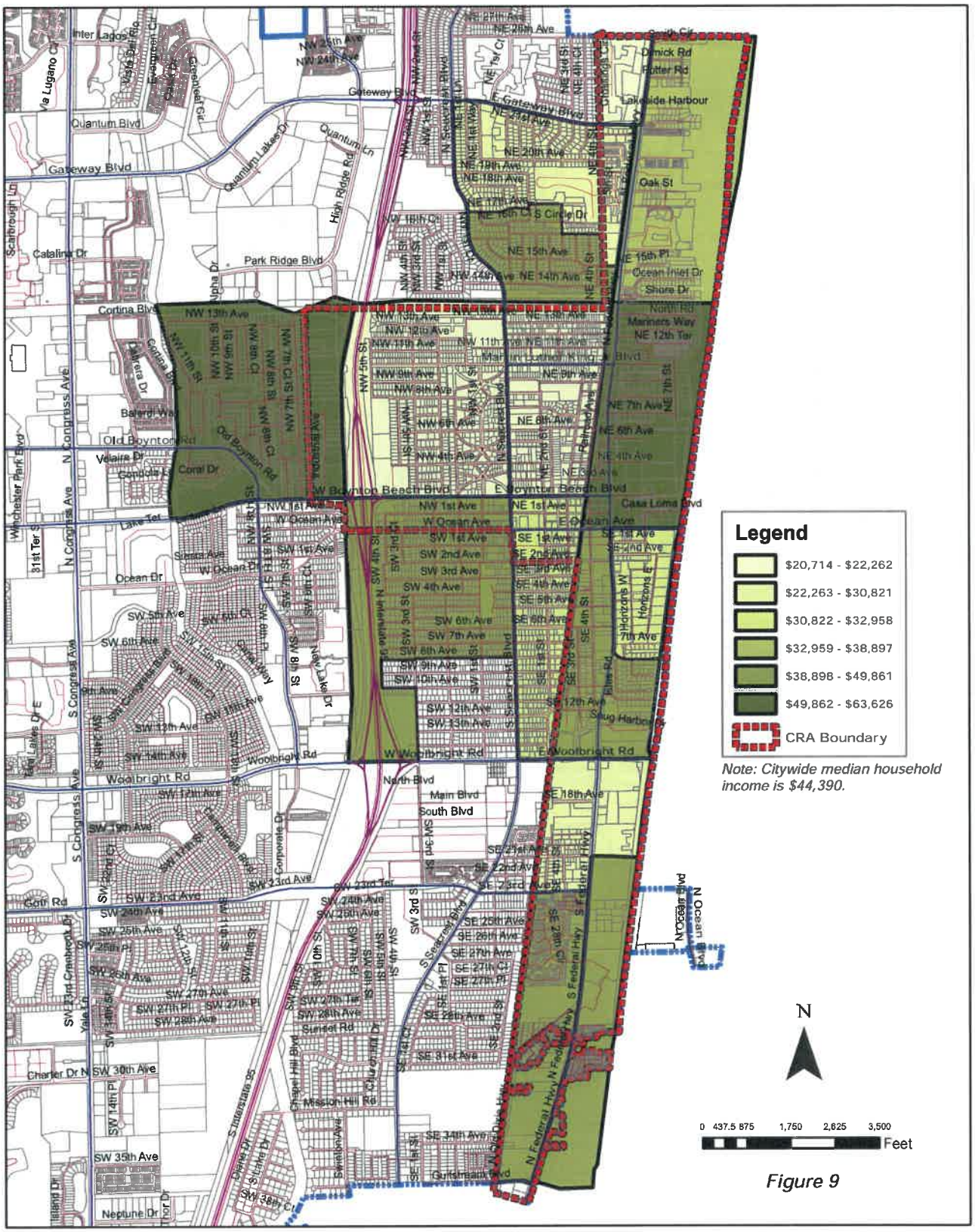
POPULATION WITH BACHELOR'S DEGREE OR HIGHER
as percentage of population 25 years or older
by Census Block Groups, 2009-2013 ACS 5-Year Estimates



Note: Citywide percentage of population with Bachelor's degree or higher is 25.2%

Figure 8

MEDIAN HOUSEHOLD INCOME
by Census Block Groups, 2009-2013 ACS 5-Year Estimates



Note: Citywide median household income is $44,390.

Figure 9

SUMMARY OF KEY FINDINGS:

- **The estimated 2013 population within the CRA boundaries was approximately 12,000.**
- **The numbers generated by the Palm Beach County Population Allocation Model show a 52% projected population growth in the extended CRA area for the 2012-2035 period.**
- **The CRA population is approximately 52% White, 42% Black/African American and 12% Hispanic.**
- **Nearly one-fifth of all residents are 65 or older; the areas with the highest median age are located east of the Federal Highway.**
- **The level of education as measured by a percent of people with a bachelor's or higher degree is generally low: in 7 out of 13 block groups, less than 20% of population achieved it.**
- **Median household income is low in much of the area: in 7 out of 13 block groups, the income is below $33,000.**

HOUSING

Homeownership

The 2010 Census figures show that the study area had—at that time—a significantly lower rate of home-ownership than the City as a whole. The current percentage for a few block groups may be lower still, as more rental developments were built in recent years. City-wide, the home ownership rate was 72.8% in the year 2000; it increased during the housing boom, and then proceeded to drop following the recession and the ensuing lending restrictions.

The block group 62.021 had, at 31.07%, the lowest share of owner-occupied housing in the area. The chief and relatively recent contributor to this tenancy profile of the area is the Las Ventanas community with 494 rental units.

Homes within the CRA were also more often designated for seasonal, recreational or occasional use. The share of such homes was high in the area east of Federal Highway: for example, in the block group 62.022, the percentage of such homes was nearly 61%. Since this means that they are only occupied part of the year, it lowers the potential pedestrian traffic, an important factor in creating a vibrant downtown—one of the main strategic goals for the City.

BLOCK GROUP	TOTAL NUMBER OF HOUSING UNITS	OCCUPIED UNITS	Percent owner-occupied	Percent units for seasonal, recreational or occasional use
57.014	283	225	60.4%	0.9%
57.022	***1,190***	***921***	***47.3%***	***13.4%***
57.024	681	509	58.7%	9.0%
61.001	751	529	56.3%	21.6%
61.002	587	521	64.5%	0.0%
61.003	454	395	38.2%	0.5%
62.011	***810***	***710***	***62.8%***	***0.7%***
62.012	***524***	***441***	***66.7%***	***4.3%***
62.021	1,049	635	31.7%	15.1%
62.022	1,038	576	82.6%	60.6%
62.031	747	534	37.5%	27.9%
63.001	669	480	52.5%	12.7%
63.004	***1,024***	***624***	***72.9%***	***36.4%***
Total Area	**9,807**	**7,100**	**56.1%**	**16.8%**
Citywide Census 2010	**36,289**	**29,104**	**66.4%**	**9.2%**
Citywide ACS 2009-2013	**36,993**	**28,846**	**66.1%**	**11.7%**

Age of Stock

The 5-year (2009-2013) ACS survey indicates that about 60% of all area units were built prior to 1971. The highest share of older housing stock was in the block group 62.022; it was also very high in the Heart of Boynton district, at 86% and 78%, respectively, in the areas west and east of Seacrest Boulevard.

Residential Property Values

This section draws on data provided by the Palm Beach County Property Appraiser's Office (see the Current Land Use Profile section elsewhere in this report for information on parcel-based use distribution).

Single-family Homes

There are 1,287 single-family homes within the CRA, with the median market value of $76,400 and an average (mean) market value of $157,636 (the significant difference is due to the fact that the values of the 97 highest-value homes are much higher than most of the values in the set, with 16 homes assessed at more than $1 million.)

Some 794 SF homes, or about 62%, are homesteaded. This results in the taxable value distribution presented in Table 7. The median taxable value of a single-family home in the area is $42,901, while an average value is $99,766. About 500 owners of single–family homes (39% of all) pay $200 or less in City taxes.

TABLE 6. Single-family market value distribution, 2014

MARKET VALUE	Number of SF homes	Percentage of total number of SF homes	Cumulative percentage
Less than $50 K	208	16.1%	16.1%
$50 K or more, but less than $100 K	646	50.2%	66.4%
$100 or more, but less than $200 K	190	14.8%	81.2%
$200 K or more, but less than $300	70	5.4%	86.6%
$300 K or more, but less than $500	76	5.9%	92.5%
More than $500 K	97	7.5%	100.0%

Source: PBC Appraiser's Office

TABLE 7. Single-family taxable value distribution, 2014

TAXABLE VALUE	Number of SF homes	Percentage of total number of SF homes	Cumulative percentage
Less than $50 K	720	55.9%	55.9%
$50 K or more, but less than $100 K	286	22.2%	78.1%
$100 or more, but less than $200 K	116	9.0%	87.1%
$200 K or more, but less than $300 K	44	3.4%	90.6%
$300 K or more, but less than $500 K	81	6.3%	96.8%
More than $500 K	40	3.1%	100.0%

Source: PBC Appraiser's Office

Townhomes

Roughly 50% of 670 townhomes in the CRA area are homesteaded. Overall, a median taxable value of a townhome is $101,383, and the average $130,621. These values—especially median—are significantly higher than those of single-family homes, a result of both lower rate of SOH (homestead) program participation and a significant percent (about 38%) of stock built since the year 2000. These developments include Waterside, Estancia, The Harbors, Coastal Bay Colony and Murano Bay.

As Table 8 shows, only about one-fourth of all townhomes have a taxable value below $50,000, while 56% of single-family homes do.

TABLE 8. Townhome taxable value distribution, 2014

TAXABLE VALUE	Number of townhomes	Percentage of total number of townhomes	Cumulative percentage
Less than $50 K	166	24.8%	24.8%
$50 K or more, but less than $100 K	157	23.4%	48.2%
$100 or more, but less than $200 K	207	30.9%	79.1%
$200 K or more, but less than $300 K	99	14.8%	93.9%
$300 K or more, but less than $500 K	32	4.8%	98.7%
More than $500 K	9	1.3%	100.0%

Source: PBC Appraiser's Office

Condominiums and Cooperatives

There are 4,485 condominium units and 245 cooperative units in the CRA multifamily buildings. The latter are all part of Hampshire Gardens, an age–restricted community built in the 1960's (median taxable value $27,500). The median taxable value for all the condominiums is $58,300. Most of the condo stock consists of older buildings developed in the 1970's and early 1980's, with a median taxable value of $38,500. Newer condos, built since the year 2000, include Bayfront, Marina Village, Tuscany on the Intracoastal and Casa Costa. The median taxable value for these developments is $143,000.

TABLE 9. Condominium taxable value distribution, 2014

TAXABLE VALUE	Number of condominiums	Percentage of total number of condominiums	Cumulative percentage
Less than $50 K	2,229	47.12%	47.12%
$50 K or more, but less than $100 K	1,453	30.72%	77.84%
$100 or more, but less than $200 K	725	15.33%	93.17%
$200 K or more, but less than $300 K	241	5.10%	98.27%
$300 K or more, but less than $500 K	80	1.69%	99.96%
More than $500 K	2	0.04%	100.00%

Source: PBC Appraiser's Office

Rental apartment properties

There are 197 parcels developed with small rental buildings containing less than 10 units; the majority of these properties consist of older duplexes, built in 1950's, 1960's and 1970's.

Among the rental properties with 10 or more units (26 parcels, 12 owners), one-half were developed between 1957 and 1974 and include between 10 and 24 units. The only larger apartment development in this group is Hatterras, with 6 buildings and a total of 72 units.

Larger and newer apartment communities include Manatee Bay with 180 units, recently completed Manatee Seaview Apartments (80 units), Peninsula (70 units), and Seabourn Cove (2 properties with a total of 456 units). Within the Preserve at Boynton Beach, 114 units in 9 buildings are included in an income-restricted apartment community, while units in the remaining 6 buildings sell as condominium townhomes. Of the first three developments, Peninsula is the most expensive, with 3-bedroom waterfront units renting for as high as $3,275 as of February 2015, compared to the $2,800 rent for a 3-bedroom unit in Seabourn Cove.

HOMEOWNERSHIP RATE
by Census Block Groups, 2009-2013 ACS 5-Year Estimates

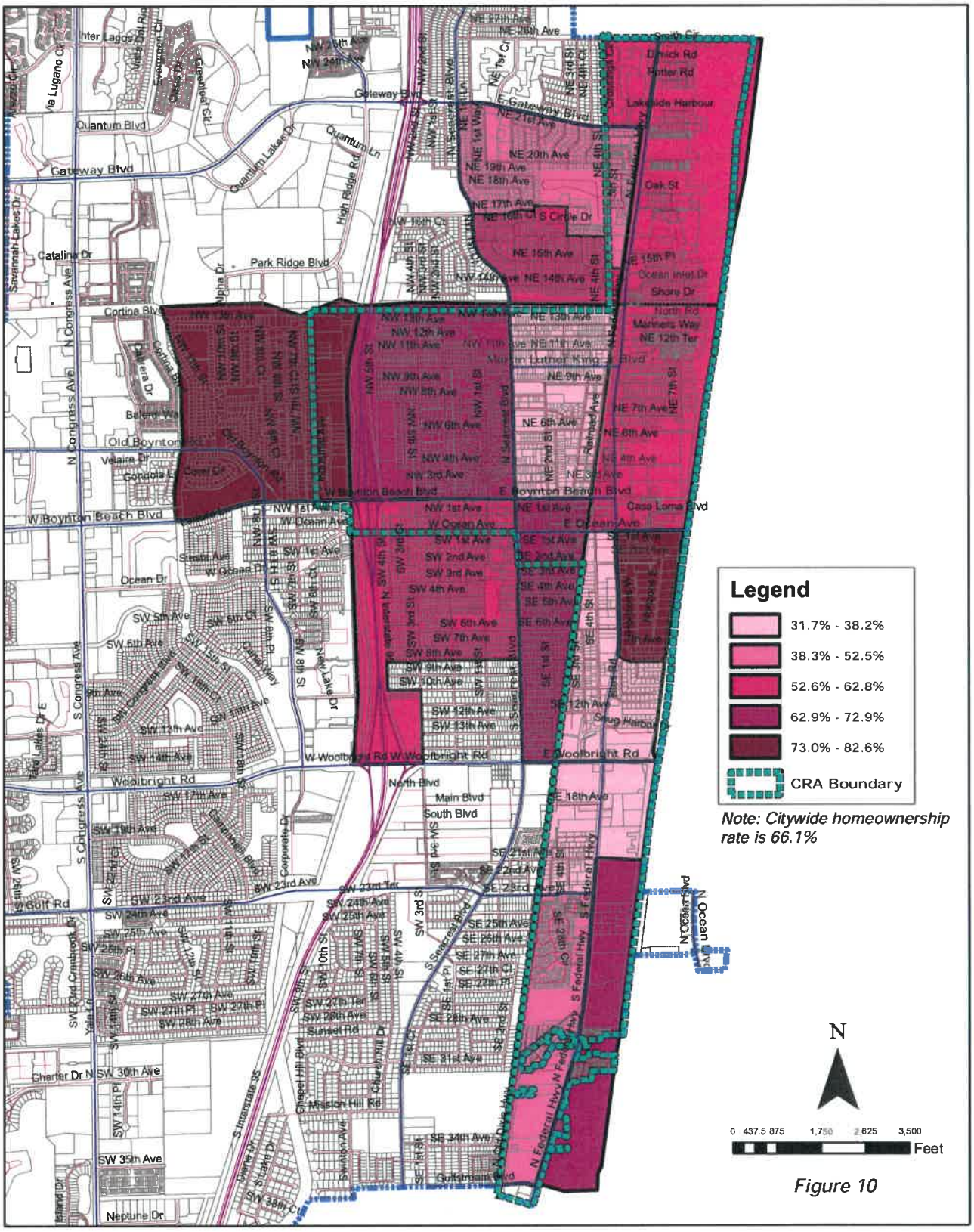


Figure 10

SUMMARY OF KEY FINDINGS:

- **Some 60% of homes were built prior to 1971.**
- **At 56.1%, the area had a significantly lower share of owner-occupied homes than the City as a whole (Census 2010). The 2015 homeownership rate may be lower still, with 900 rental apartments built since 2010.**
- **Some 17% of homes were used for seasonal, recreational or occasional purposes; of a concern is a high share of such homes in the downtown area east of Federal High way, lowering the potential of achieving desirable pedes trian traffic.**
- **Median values of homes in all categories are low: 78% of single-family homes and condominiums and 48% of townhomes have a taxable value below $100 K.**

SELECTED ECONOMIC INDICATORS

The geographic unit for data in this section is a Census Tract. However, only two tracts—61.00 and 62.02—are completely enclosed within the study area. All of the remaining tracks transect the CRA boundary, extending west to Interstate 95; track 60.12 extends even further west, past the City boundary. The part of 60.12 enclosed within the CRA is a self-contained industrial area with a small but growing arts "district." At the southernmost section of the CRA/City boundary, a 5-acre section of Tract 65.01 is developed with three commercial properties; its remaining portion lies outside of the City.

Except for the analysis of the commuting patterns, which uses ACS block group-based data, this section draws on the 3rd quarter 2014 Nielsen's Business Facts summary data (2-digit NAICS).

Employment by Industry

As Table 10 shows, the (extended) study area is dominated by small businesses, employing 20 or fewer people; on average, businesses employed about 7 workers. Tract 62.03, with two commercial nodes on the southeast and southwest corners of Woolbright Road and Federal Highway, has, at 16.4%, the

TABLE 10. Establishment-based employment in the extended study area

CENSUS TRACT	57.01	57.02	60.12	61.00	62.01	62.02	62.03	63.00	65.01	TOTAL
Number of Firms*	35	119	X	296	436	178	129	367	X	1,560
Employment	259	502	X	1,951	3,390	917	1,030	3,203	X	11,252
Employment Density (jobs/acre)	0.77	0.75	X	3.11	7.12	4.34	2.95	3.87	X	3.21
% Firms w/20 or More Employees*	5.7%	5.9%	X	7.6%	5.5%	5.1%	16.4%	4.1%	X	7.80%
% Employment in:			X						X	
Retail Trade	2.7%	11.8%	X	19.5%	5.1%	5.1%	10.1%	11.7%	X	22.4%
Healthcare/Social Assistance	1.9%	18.1%	X	4.6%	4.7%	24.1%	22.7%	72.6%	X	20.5%
Accommodation/Food Services	0.0%	26.3%	X	16.3%	1.9%	7.7%	25.8%	0.6%	X	11.9%
Construction	4.2%	4.6%	X	11.8%	14.3%	2.9%	1.3%	2.2%	X	7.7%
Professional/Scientific/ Technical	3.1%	14.3%	X	9.1%	3.5%	22.7%	9.6%	2.3%	X	5.4%
Real Estate/Rental/ Leasing	18.1%	7.8%	X	3.6%	1.8%	6.5%	1.4%	1.4%	X	3.1%
Finance/Insurance	0.0%	1.6%	X	3.0%	1.7%	7.8%	4.5%	0.6%	X	3.0%
Educational Services	57.9%	0.0%	X	8.7%	5.2%	0.7%	0.4%	0.8%	X	3.1%
Admin./Support/Waste Managm./Remediation	5.4%	6.2%	X	2.0%	2.4%	5.9%	0.1%	0.8%	X	2.3%
Administration	*0.0%*	*0.0%*	*X*	*2.1%*	*47.4%*	*0.0%*	*15.5%*	*0.0%*	*X*	*8.4%*
% EMPLOYED IN OTHER INDUSTRIES	6.6%	9.4%	X	19.3%	12.1%	16.7%	8.6%	7.1%	X	12.1%

*Except Public Administration. Note: No data for tracts 60.12 and 65.01 were included. The out-of-CRA part of tract 60.12 covers large commercial job centers around Congress Avenue and Old Boynton Road. With the total employment of 8,811, it would have skewed the summary statistics.

highest percentage of establishments employing more than 20 workers.

Generally, employment densities as measured by number of jobs per acre are low. This is especially significant since most of the area within Census tracts 61.0, 62.01 and 62.02 is part of the Downtown Transit-Oriented Development District. The employment densities in these tracts are 3.11, 7.12 and 4.34 jobs per acre while the Community Center station, a model for the Boynton Beach Downtown TOD District, stipulates densities between 45 and 65 jobs per acre (see the 2012 Florida Department of Transportation's Florida TOD Guidebook).

The industry with by far the highest share of total employment in 2014 was retail trade at 22.4%, closely followed by healthcare/social assistance at 20.5%. The share of the next two industries, accommodation/food services and construction, was much lower at 11.9% and 7.7%, respectively. Of the two Census tracts fully enclosed within the CRA area, tract 62.02 has a relatively high concentration of the healthcare and social assistance jobs, and the highest share of professional/scientific and technical assistance jobs. (Tract 63.00 clearly dominates in healthcare employment due to the location of the Bethesda Hospital within its borders, but the facility is outside of the CRA.) Retail trade dominates in tract 61.00.

For parcel-based information on selected group of uses, see also the analysis utilizing the Florida Department of Revenue's land use codes (The CRA Current Land Use Profile section of this report).

Sales

Since tract 60.12 has both the highest job number and sales per acre (see Table 6), and its major commercial section is outside of the CRA area, it was again omitted from the table as was tract 65.01, located mostly outside of the City. Among the remaining tracts, tract 62.02 ranks first in sales, but has fewer than one-half the number of jobs per acre than tract 62.01. However, its employment-by-industry profile shows a significant share of healthcare and professional jobs, generating higher per-job sales than establishments present in 62.01 (where the City Hall is located and 47% of workers are employed in public administration).

TABLE 11. Employment and sales' density

TRACT	57.01	57.02	61	62.01	62.02	62.03	63	AREA
Area in Acres	338	671	628	476	211	350	828	3,502
Jobs per Acre	0.77	0.75	3.11	7.12	4.34	2.95	3.87	3.21
Sales per Acre in $	57,923	120,295	594,427	839,128	984,141	372,186	780,885	530,461

Household Effective Buying Income

Effective Buying Income (EBI), also referred to as disposable income, is defined as income after taxes; as such, it represents an area's purchasing power. (The Buying Power Index (BPI), not calculated here, is based on a formula which includes effective buying income as well as population and retail sales.) Table 12 shows EBI density—aggregated household effective buying income per acre—for Census tracts in the extended study area.

Within the downtown area and vicinity (1-mile buffer around the intersection of Boynton Beach Boulevard and Federal Highway), tract 62.02 has the highest EBI density. Even though it does not have a high median household income, it has by far the highest number of households per acre. Population density and average effective buying income determine the magnitude of an area's buying power.

TABLE 12. Household Effective Buying Income

TRACT	57.01	57.02	61.00	62.01	62.02	62.03	63.00
Area in Acres	338	671	628	476	211	350	828
Number of Households	1,664	2,230	1,735	1,532	1,524	1,300	2,669
Number of Households per acre (occupied dwelling units per acre)	4.92	3.32	2.76	3.22	7.21	3.72	3.22
Aggregate Annual Household EBI, in millions	$57.5	$90.6	$77.5	$67.1	$77.3	$52.5	$155.9
Average Household EBI	$34,555	$40,626	$44,644	$43,804	$50,722	$40,371	$58,404
EBI per acre	$169,928	$135,044	$123,340	$140,956	$365,565	$150,140	$188,282

Worker Commuting Patterns

There are no workers in the "Workers over 16 Commuting 30 minutes or over" category for block group 62.022. This can be explained by the age distribution: 62.022 has the highest percentage of people 65 and over (69.5%) and a highest median resident age of 72.2; thus, it also has a very low labor force participation.

TABLE 13. Selected commuting indicators

BLOCK GROUP	57.014	57.022	57.024	61.001	61.002	61.003	62.011
% workers over 16, drove alone	91.8%	67.2%	93.8%	81.5%	77.0%	81.8%	80.0%
% workers over 16, commuting 30 minutes of over	24.5%	24.0%	37.4%	22.7%	7.8%	13.4%	24.5%
BLOCK GROUP	62.012	62.021	62.022	62.031	63.001	63.004	Citywide
% workers over 16, drove alone	73.9%	69.5%	92.1%	85.8%	94.7%	96.4%	82.30%
% workers over 16, commuting 30 minutes of over	16.7%	25.6%	0.0%	14.8%	55.3%	32.9%	34.30%

CRA AREA WORKERS WITH A COMMUTE OF 30 MINUTES OR MOR
by Census Block Groups, 2012 5-Year Estimates

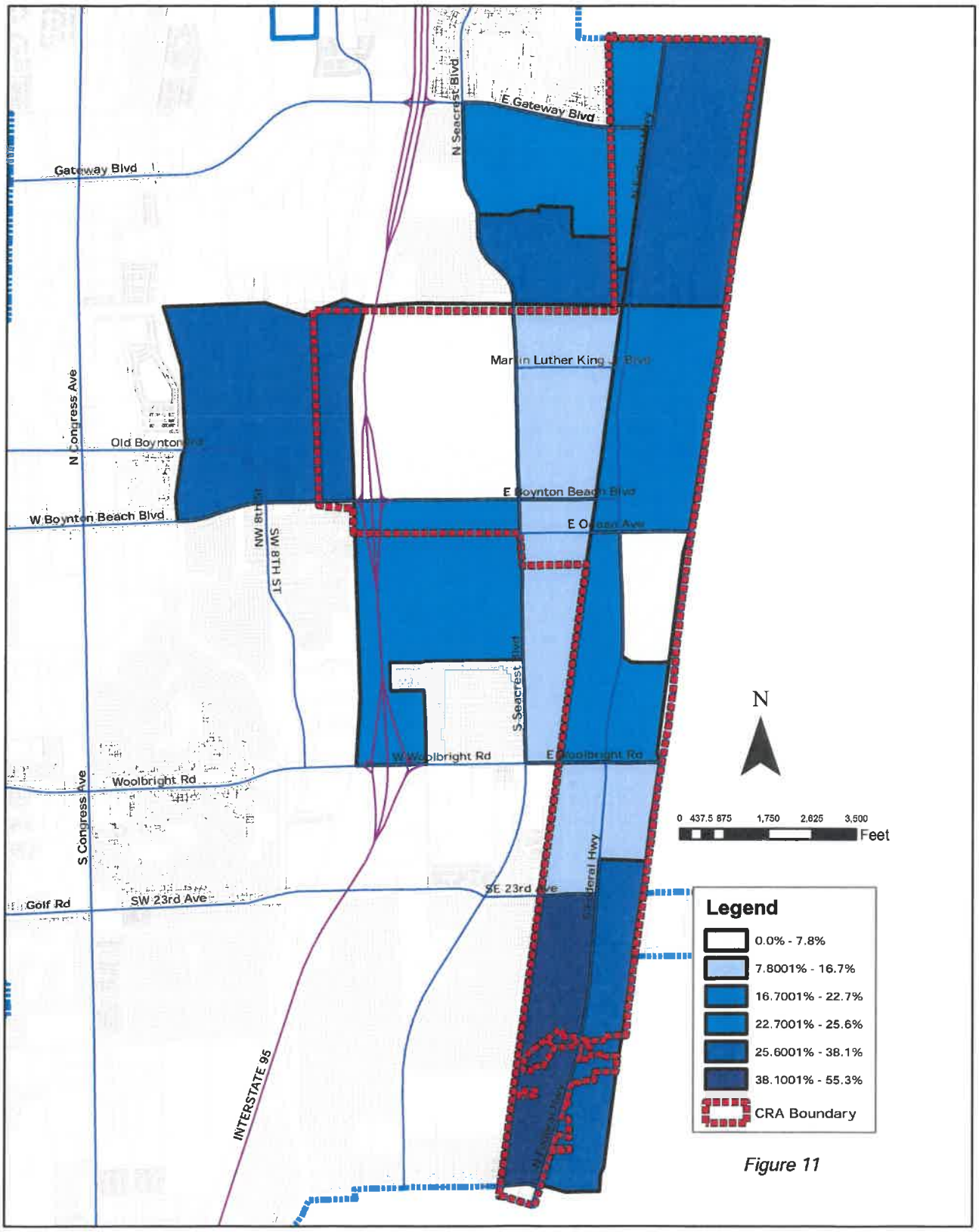


Figure 11

B Socio-Economics

SUMMARY OF KEY FINDINGS:

- **As of the 3rd quarter of 2014, 1,560 private firms in the area employed 11,252 people, an average of 7 workers per firm.**

- **Retail Trade dominated employment, at 22.4% of the total, followed by Healthcare/Social Assistance at 20.5%.**

- **Employment density (jobs per acre), was a low 3.21. Density in areas located in the Downtown Transit-Oriented Development District varied from 3.11 to 7.12, much below 45-65 recommended in the Community Center Station model.**



C. Future Land Use & Zoning Conditions

Future Land Use & Zoning
TCEA &
Coastal Residential Exception

LAND USE & ZONING

The City has 18 Future Land Use classifications (including a Conservation Overlay); 14 of these are present in the CRA, as shown by Table 14.

The maximum densities of the Special High Residential, Mixed Use and Mixed Use-Core categories can be increased by 25% for properties located within the Downtown Transit-Oriented Development (DTOD) District (see Figure 12), established in anticipation of the planned station for the Tri-Rail "Coastal Link," a new commuter service. The service would add a series of new passenger rail stations on the FEC in Palm Beach, Broward, and Miami-Dade Counties, including a new Boynton Beach station just south of Boynton Beach Boulevard. The increased allowable density aims to eventually bridge the gap between the current DTOD number of 7 dwelling units per acre and the 11-to-16 units per acre range recommended for the Community Center station, a model used for the Boynton Beach district.

Note that the Special High Density Residential, Mixed Use and Mixed-Use Core Future Land Use Classifications and their corresponding zoning districts are limited to the CRA area, and have been further location-restricted per applicable redevelopment plan.

As per the City's Comprehensive Plan, the Conservation Overlay on 27 acres at the center of downtown restricts development of affected properties, requiring preservation of 25% of the native habitat (federal, state and county laws may additionally apply if mangroves occur.) The downtown Conservation Overlay spans over one-half of waterfront properties located east of Federal Highway between NE 6th Court and NE 2nd Avenue.

Among the zoning districts applicable to the CRA (see Figure 13), Mixed Use Low (MU-L) has been replaced by three districts with varying densities—Mixed Use Low 1, 2, and 3. The Central Business District will eventually be replaced by the Mixed Use High (MU-H) District, corresponding to the Mixed Use-Core Future Land Use classification which has already been preemptively applied by the City to 64 acres of land located in the downtown area.

TCEA & Coastal Residential Exception

Future development in the downtown and surrounding neighborhoods will continue to be facilitated by provisions contained in the Transportation Concurrency Exception Area (TCEA, see Figure 12) designation, established in 2005. The TCEA designation constitutes a flexible transportation concurrency option approach, aimed at reducing the adverse impact transportation concurrency may have on urban infill development and redevelopment. Within the pre-established TCEA development thresholds, individual projects are exempt from the requirements of the Palm Beach County Traffic Performance Standards. The exceptions apply to all land uses and development within the TCEA area. In addition to the TCEA provisions, the CRA area is also subject to the Coastal Residential Exception.

TABLE 14. CRA Future Land Use by acreage, 2015

DESIGNATION	Maximum Density/Intensity	ESTIMATED ACREAGE
RESIDENTIAL, in which:		
Low Density	5 du/acre	110
Moderate Density	7.5 du/acre	1
Medium Density	10 du/acre	107
High Density	11 du/acre	263
Special High Density	20 du/acre*	103
COMMERCIAL, in which:		
Office	0.4 FAR	5
Local Retail	0.5 FAR	209
General	0.5 FAR	24
INDUSTRIAL	0.5 FAR	63
MIXED USE	40 du/acre*/ 3.0 FAR	75
MIXED USE-CORE	80 du/acre*/ 4.0 FAR	64
RECREATIONAL	0.5 FAR	87
PUBLIC & PRIVATE GOVERNMENT/INSTITUTIONAL	1.0 FAR	90
TOTAL	**X**	**1,201**
CONSERVATION OVERLAY	X	69

* See explanation below

CRA FUTURE LAND USE MAP

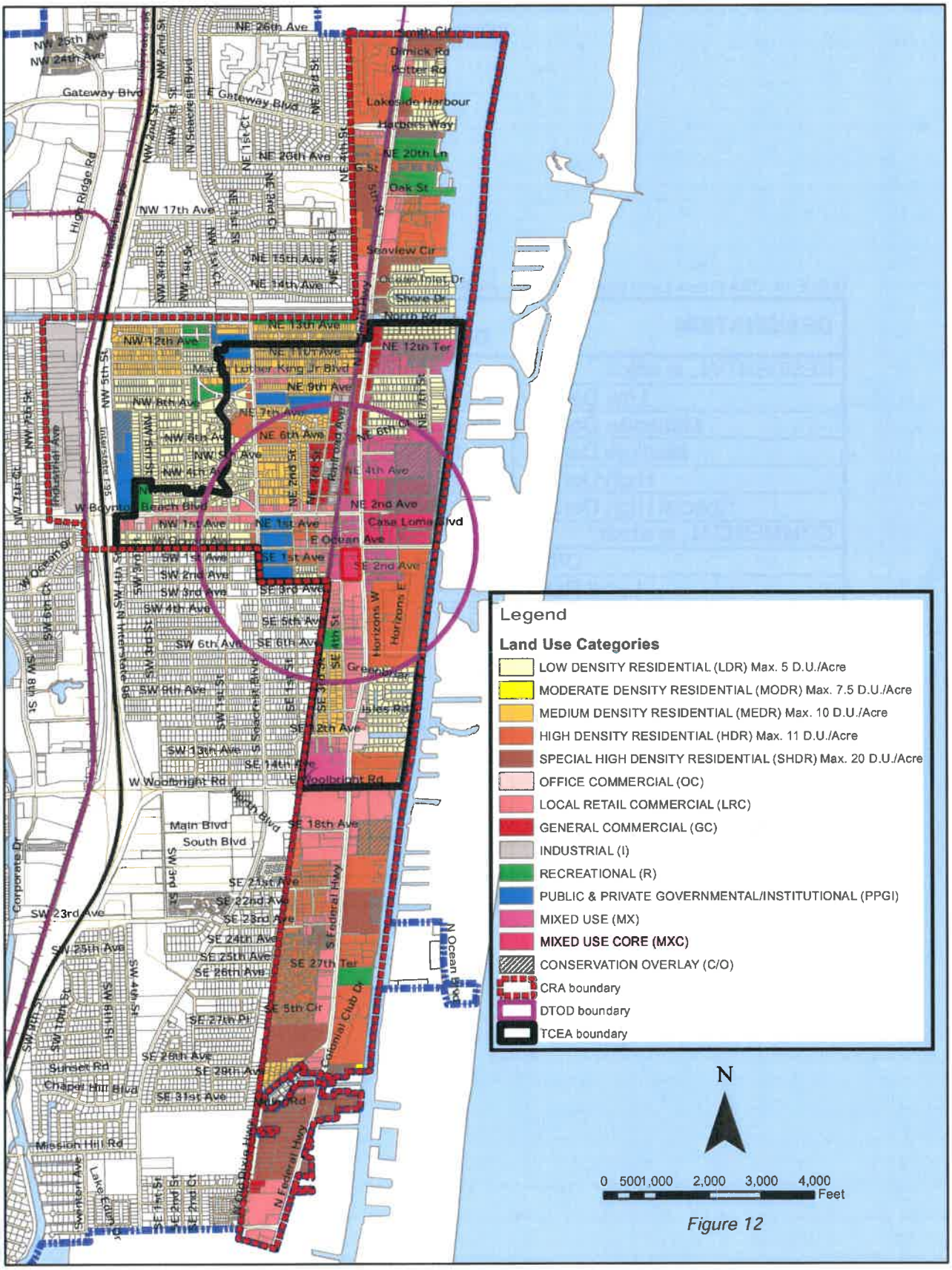


Figure 12

CRA ZONING MAP

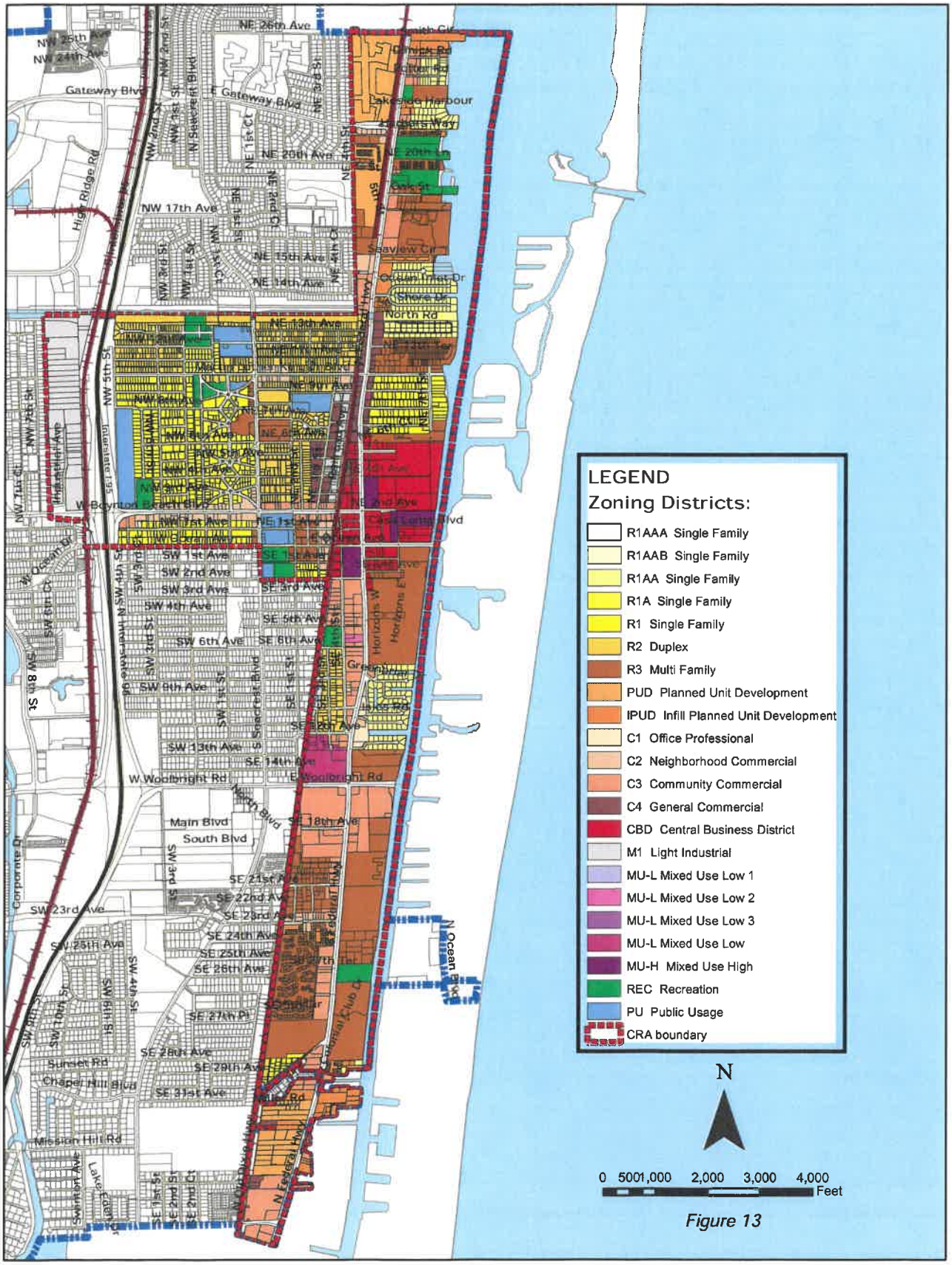


Figure 13



D. Built Conditions

Current Use Profile
City & CRA owned parcels

INVENTORIES
Historic Properties
Parks
Public Art
Structures

D Built

THE CRA CURRENT LAND USE PROFILE

This section describes current land uses on the 3,210 parcels located within the CRA. These are land uses "on the ground," reported by the Palm Beach County Property Appraiser's Office and based on the Florida Department of Revenue (DOR) land use codes. They usually—but not always—correspond to the general categories of the City's Future Land Use classifications or zoning districts, as reviewed in the Future Land Use and Zoning section above.

TABLE 15. Land uses of parcels in the CRA area, 2014`

LAND USE	No. of parcels	LAND USE	No. of parcels
1.VACANT*	**328**	**3. IMPROVED industrial**	**75**
Residential	244	Light manufacturing	5
Commercial	80	Warehouses/distribution/storage	70
Industrial	4	**4. INSTITUTIONAL/OTHER**	**206**
2. IMPROVED residential	**2,222`**	Religious	50
Single-family detached	1,289	Park/rec /private rec	55
Townhomes	623	Lake/water	22
Rental, more than 10 units	26	Private schools	6
-in which income-restricted	9	Public schools (PBC SB)	3
Rental, less than 10 units	197	Social services	5
Condominiums**	87	Nursing homes	3
3. IMPROVED commercial	**240**	Fraternal Clubs/organizations	3
Stores	67	Funeral homes	2
Dept. stores/ supermarket/shopping centers	6	Utility	3
Stores/office/residential	33	Buffer/R-O-W [2]/other	54
Office: one story/multistory/professional	53	**TOTAL NO. OF PARCELS**	**3,210**
Restaurants	18		
Auto repair/service/machinery sales/service	34	*SELECTED OWNERS*	
Financial/insurance	5	*City/CRA*	*111*
Motel	9	*FEC railroad (centrally assessed)*	*11*
Service station	6	*PBC Housing Authority*	*45*
Working waterfront	2	*DOT*	*4*
Other	7	*SFWMD*	*5*

* Vacant category includes unbuilt parcels with valid development orders. Vacant City-and CRA owned parcels may be coded "Vacant" (in a specific category), but also "Municipal" or "District."

** There are 87 parcels developed with residential condominiums or cooperatives in the CRA, with 4,485 condominium units and 245 cooperative units.

The table above shows land use-based CRA parcel distribution (see Figures 14 and 14A, 15 and 15A, and 16 and 16A for geographic distribution of land uses in the CRA's central (downtown), northern, and southern sections). The majority (71 %) of the parcels within the CRA are developed with residential uses.

About 10% of the parcels within the CRA are vacant, a majority of them residential. Most are small, less than an acre in size; only nine are larger, ranging in size from 1 to 3.2 acres.

LAND USES IN THE DOWNTOWN SECTION

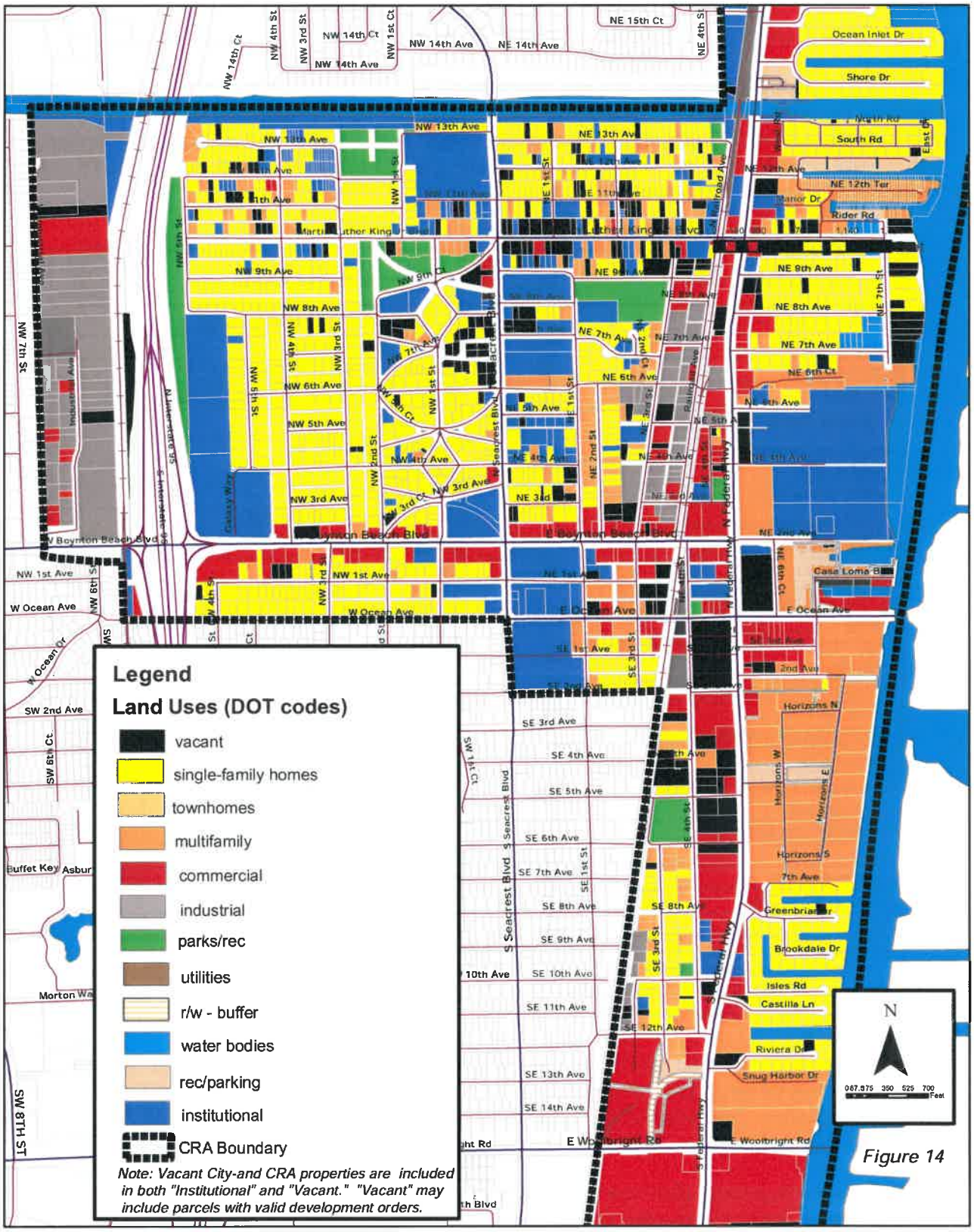
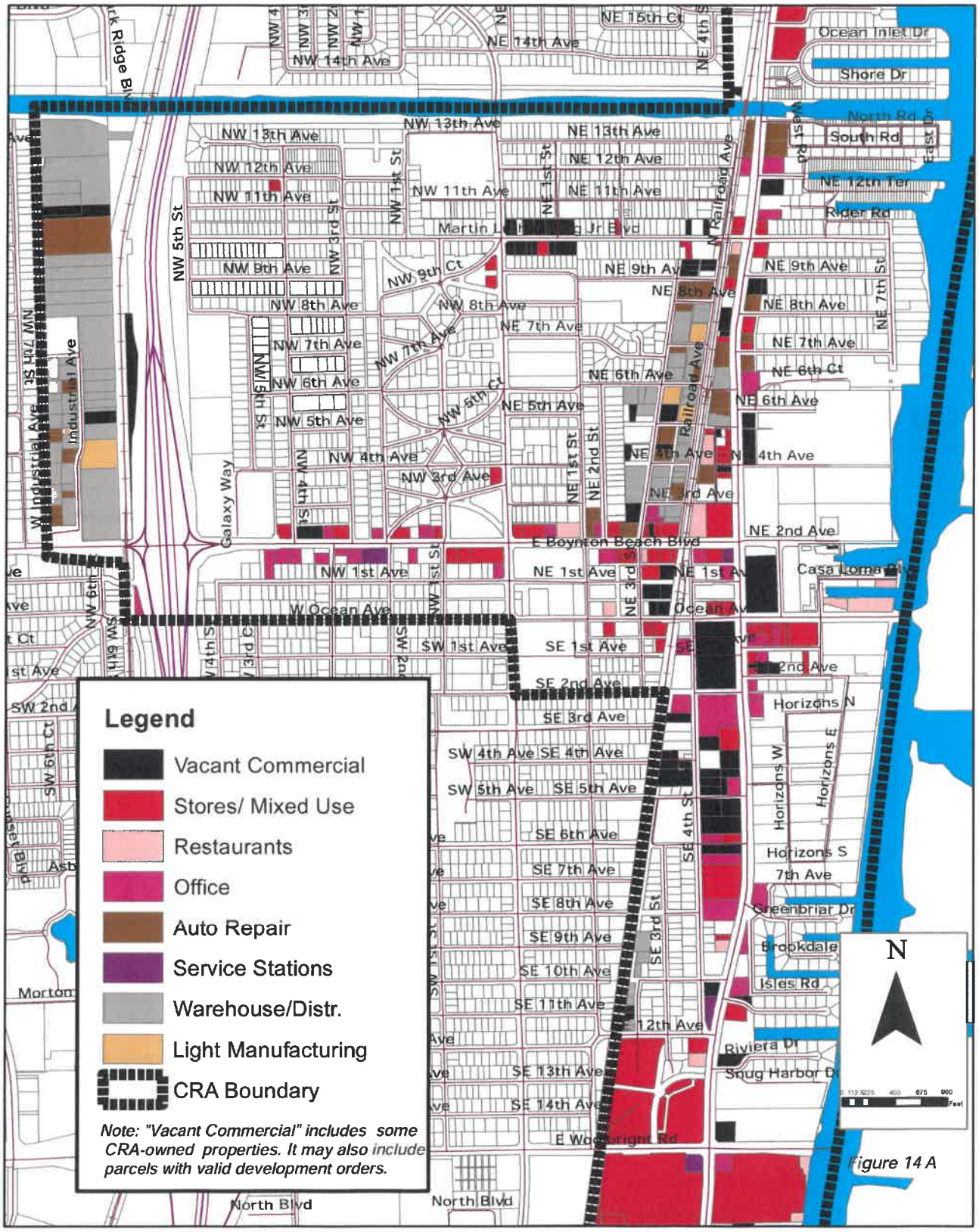
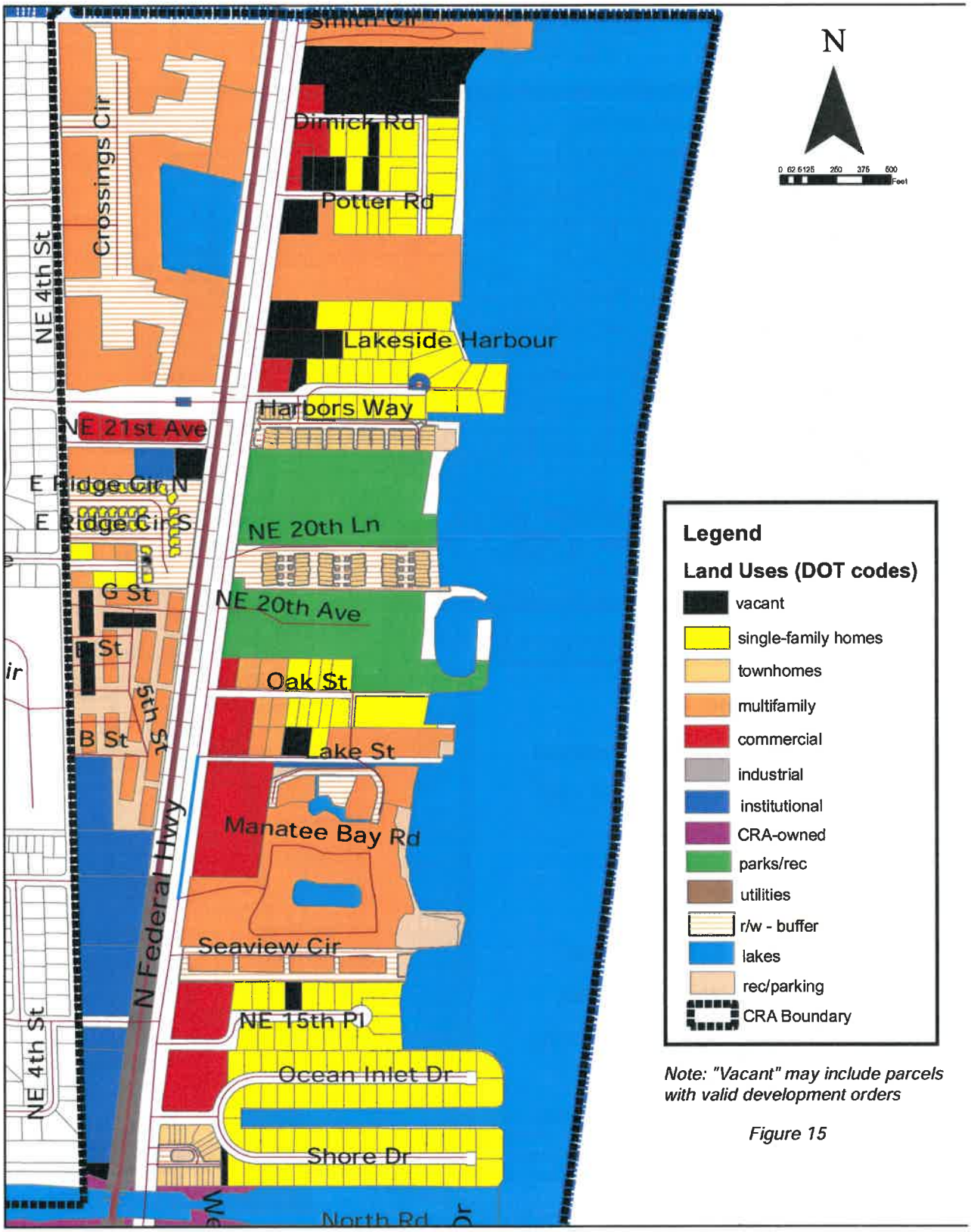


Figure 14

THE DOWNTOWN SECTION COMMERCIAL USES



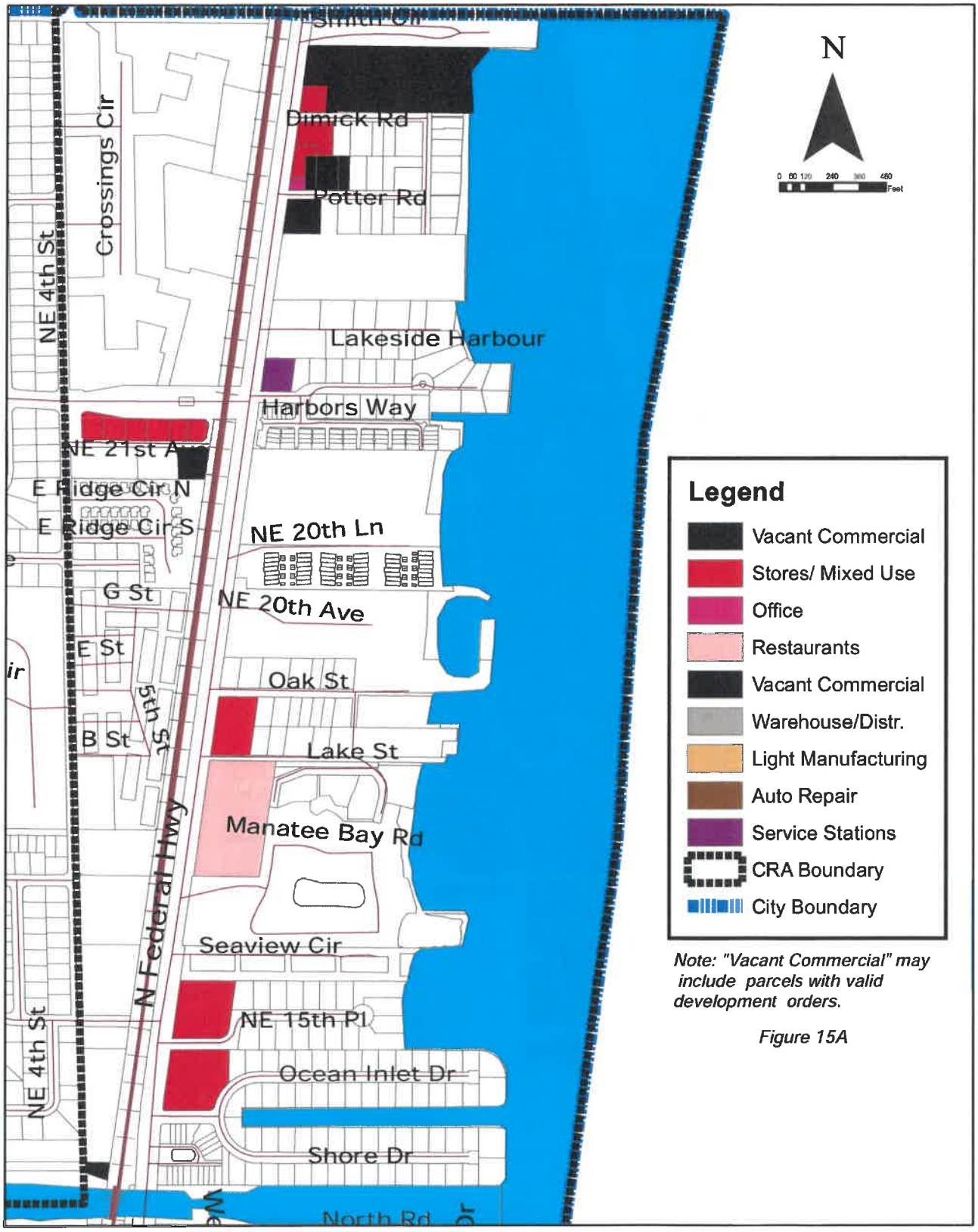
LAND USES IN THE NORTHERN SECTION



Note: "Vacant" may include parcels with valid development orders

Figure 15

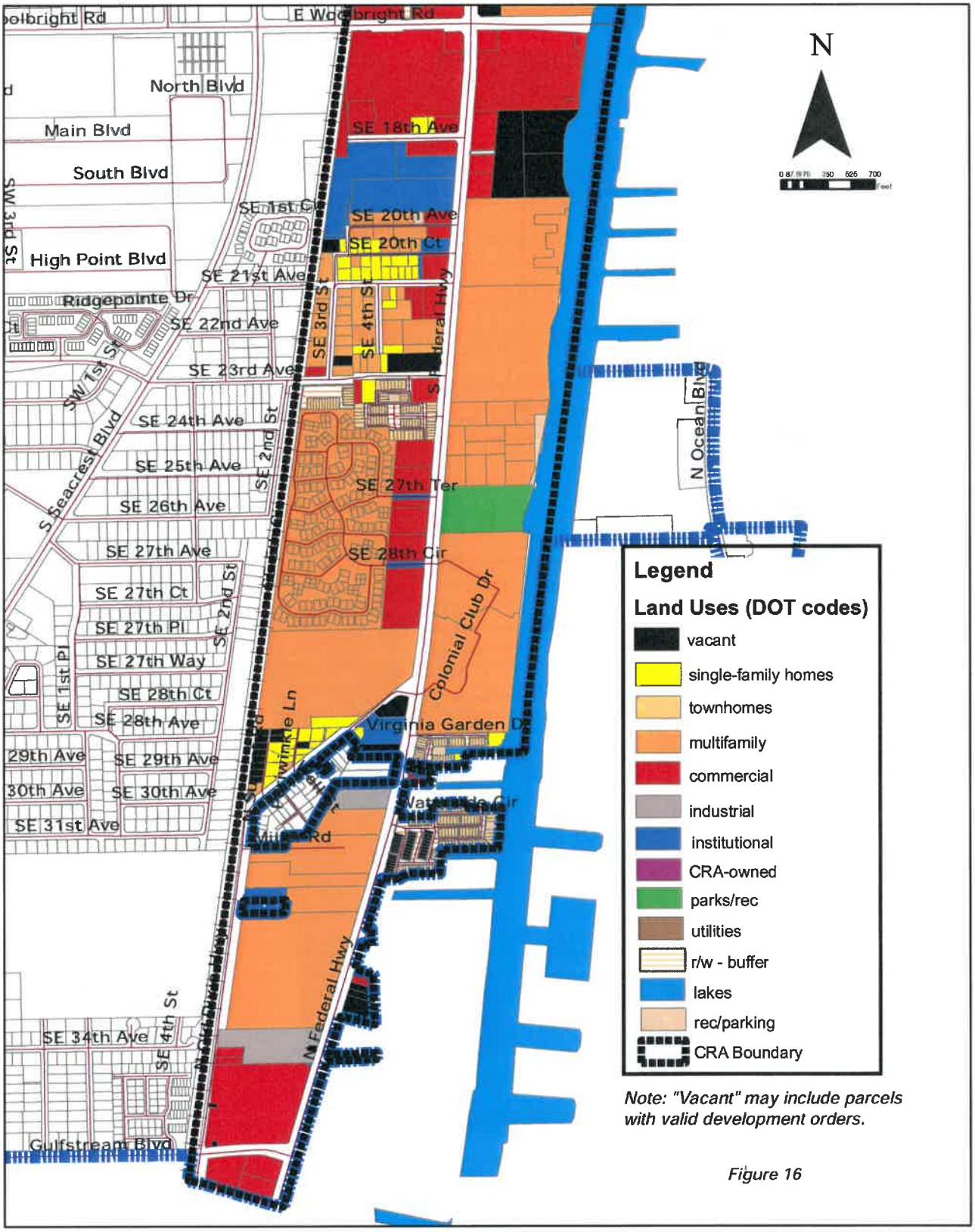
THE NORTHERN SECTION COMMERCIAL USES



Note: "Vacant Commercial" may include parcels with valid development orders.

Figure 15A

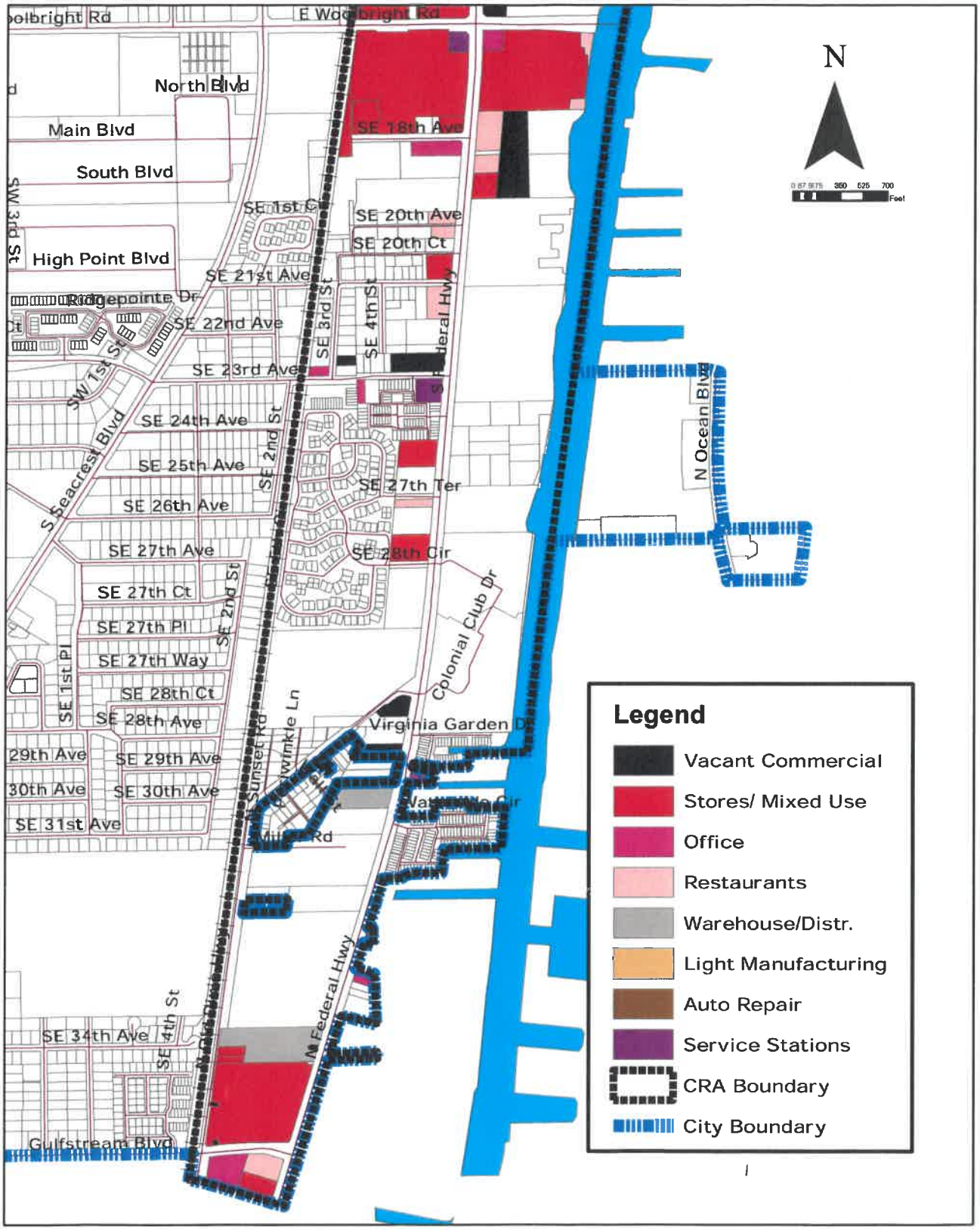
LAND USES IN THE SOUTHERN SECTION



Note: "Vacant" may include parcels with valid development orders.

Figure 16

THE SOUTHERN SECTION COMMERCIAL USES



CRA & City Owned Vacant Parcels

As Figure 17 shows, the 46 undeveloped CRA-owned parcels are concentrated in the downtown and surrounding neighborhoods, mostly in the Heart of Boynton area east of N. Seacreast Boulevard. The three largest clusters include two groups of small lots, one located between NE 4th and NE 5th Avenues, and the other between NE 9th and 11th Avenues, as well as two parcels south of NE 7th Avenue, consolidated into a property with an area exceeding 4 acres. Most of the lots in the first group face Martin Luther King, Jr., Boulevard on the north and south sides. The second group is clustered around a centrally located green space, and tentatively designated for the future Cottage District project. The large 2-lot, 4-acre property is a future site of the Ocean Breeze East project (Ocean Breeze West on the west side of N. Seacrest Boulevard has recently been developed with 21 single-family homes).

While the Cottage District project is currently envisaged to be a low density development, the Ocean Breeze East and any potential projects on the Martin Luther King, Jr., Boulevard can avail themselves of higher density options of 30 to 40 units per acre approved as part of the 2014 update of the Heart of Boynton Community Redevelopment Plan.

In addition to vacant parcels owned by the CRA, the area contains some City-owned vacant land. On the west side of N. Seacrest Boulevard and directly south of the Poinciana Elementary STEM Magnet School, City-owned vacant lots will be utilized for building for-sale single-family homes as part of the "Model Block" development.

CITY- AND CRA-OWNED VACANT PARCELS

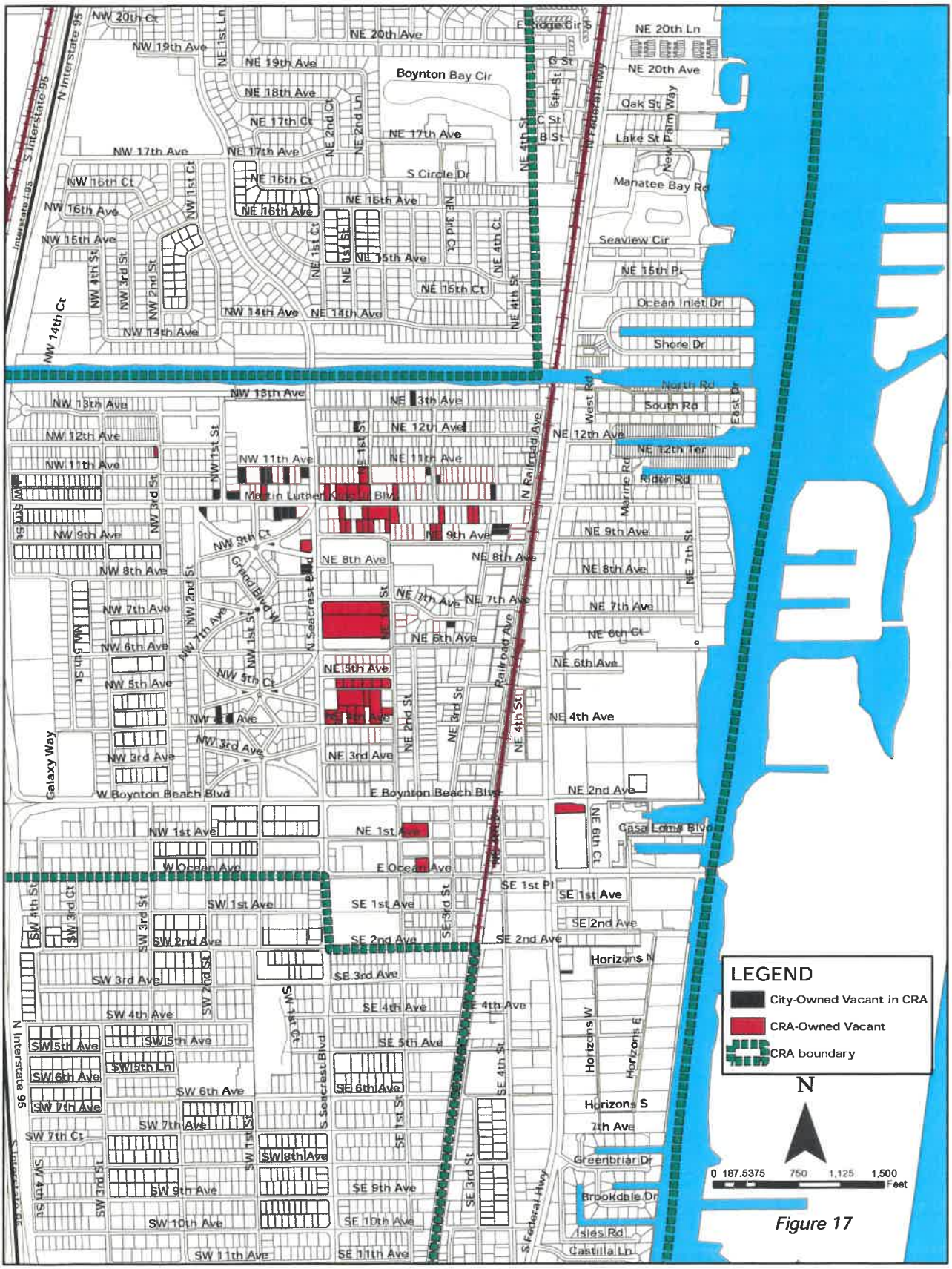


Figure 17

INVENTORIES: HISTORIC PROPERTIES

In 2011, the City of Boynton Beach adopted a new comprehensive Historic Preservation Program for the identification and protection of its historic, archaeological, and cultural resources. The program includes a number of elements such as the Certified Local Government Program, the Ad Valorem Tax Incentive Program, funding and educational opportunities, and various historic and cultural site registers.

Significant historic sites are included in the Boynton Beach Register of Historic Places (local register); a few are also included in the National Register of Historic Places. The determination of a site's historic

Table 16: FMSF Inventory Sites within the CRA

Sites Within the CRA Boundary Listed in the 1996 FMSF Survey

No.	Name	Address	PCN	Built	Style	Significance
1	United American Properties, Inc.	1120 S. Federal Hwy.	08-43-45-27-05-000-0011	c.1935	Bungalow	Architecture, recreation (tourism)
2	Mary Law House	625 S. Federal Hwy.	08-43-45-28-07-003-0091	c.1914	Frame Vernacular	Architecture
3	Joseph C. Reis House	421 SE 5th Ave.	08-43-45-28-07-002-0113	c.1930	Frame Vernacular	Architecture
4	Jean Carnahan House	415 SE 5th Ave.	08-43-45-28-07-002-0112	c.1920	Frame Vernacular	Architecture
5	Ora L. Sweat House	421 SE 4th St.	08-43-45-28-08-000-0020	c.1935	Frame Vernacular	Architecture
6	Denis D. & Cheryl J. Meadows House	419 SE 4th St.	08-43-45-28-08-000-0010	c.1930	Frame Vernacular	Architecture
7	Michael W. Bowden House	407 SE 4th St.	08-43-45-28-07-002-0050	c.1920	Frame Vernacular	Architecture
8	Micheline Many House	217 SE 3rd St.	08-43-45-28-03-010-0150	c.1913	Frame Vernacular	Architecture
9	K. & Helen Lyman House	216 SE 3rd St.	08-43-45-28-03-011-0071	c.1926	Frame Vernacular	Architecture
10	Edith Andrews House	306 SE 1st Ave.	08-43-45-28-03-011-0040	1907	Frame Vernacular	Architecture, exploration/settleme
11	Harvey E. Oyer Building	511 E. Ocean Ave.	08-43-45-28-03-006-0100	c.1948	Commercial	Architecture, commerce
12	R. & Anne E. Geller Building	104 S. Federal Hwy.	08-43-45-27-04-000-0021	c.1920	Commercial	Architecture, commerce
13	First United Methodist Church	101 N. Seacrest Blvd.	08-43-45-28-10-006-0010	c.1945	Gothic Revival	Architecture, religion
14	Gen. Dainel O'Connel House	203 NW 3rd St.	08-43-45-28-10-001-0071	c.1925	Mission	Architecture
15	Susan J. Mize House	330 NW 1st Ave.	08-43-45-28-10-006-0080	c.1924	Mission	Architecture
16	Teresa L. Willis House	324 NW 1st Ave.	08-43-45-28-10-006-0050	c.1925	Mediterranean Revival	Architecture
17	Khadey House	316 NW 1st Ave.	08-43-45-28-10-006-0100	c.1925	Mediterranean Revival	Architecture
18	Susan Murray House	310 NW 1st Ave.	08-43-45-28-10-006-0130	c.1926	Mission	Architecture
19	Herminio/Caraballo House	204 NW 2nd St.	08-43-45-28-10-003-0012	c.1926	Mission	Architecture
20	Sulus Computer Corp. House	221 NW 3rd St.	08-43-45-28-10-001-0010	c.1925	Mission	Architecture
21	Gordon Crawley House	313 NE 1st St.	08-43-45-21-30-001-0010	1945	Frame Vernacular	Architecture
22	Lucy W. Cavanaugh House	407 NE 1st St.	08-43-45-21-30-002-0231	c.1930	Frame Vernacular	Architecture
23	Sunshine Events, Inc. House	130 NE 3rd Ave.	08-43-45-21-30-001-0050	c.1935	Frame Vernacular	Architecture
24	Teresa Leija House	126 NE 3rd Ave.	08-43-45-21-30-001-0061	c.1947	Frame Vernacular	Architecture
25	Carl H. Arnold House	116 NE 3rd Ave.	08-43-45-21-30-001-0090	c.1935	Frame Vernacular	Architecture
26	Jacqueline M. Jacobson House	110 NE 3rd Ave.	08-43-45-21-30-001-0100	1935	Frame Vernacular	Architecture
27	Victor H. Trevino House	121 NE 3rd Ave.	08-43-45-21-30-002-0170	c.1940	Frame Vernacular	Architecture
28	David Eunice House	111 NE 3rd Ave.	08-43-45-21-30-002-0150	c.1940	Frame Vernacular	Architecture
29	Alberto F. & Gwendolyn Busey House	130 NE 4th Ave.	08-43-45-21-30-002-0050	c.1940	Frame Vernacular	Architecture
30	Joseph A.G. Jean House	124 NE 4th Ave.	08-43-45-21-30-002-0061	c.1940	Frame Vernacular	Architecture
31	Henry Roberson House	114 NE 4th Ave.	08-43-45-21-30-002-0090	c.1935	Frame Vernacular	Architecture
32	Foster and Deal House	112 NE 4th Ave.	08-43-45-21-30-002-0100	1935	Frame Vernacular	Architecture
33	Henry Roberson House	106 NE 4th Ave	08-43-45-21-30-002-0110	c.1925	Frame Vernacular	Architecture
34	Richard B. Holmes House	120 NW 4th Ave.	08-43-45-21-07-001-1500	c.1925	Mission	Architecture
35	Orabella McIver Nelson House	124 NW 4th Ave.	08-43-45-21-07-001-1510	c.1935	Mission	Architecture
36	Tilman Barachel House	505 N. Seacrest Blvd.	08-43-45-21-07-002-1460	c.1925	Mission	Architecture
37	Lillian F. Oyer House	512 N. Seacrest Blvd.	08-43-45-21-29-003-0054	c.1925	Frame Vernacular	Architecture
38	Lillian F. Oyer House	516 N. Seacrest Blvd.	08-43-45-21-29-003-0054	c.1935	Frame Vernacular	Architecture
39	Carlos A. and Lenor Perez House	115 NE 4th Ave.	08-43-45-21-29-003-0052	c.1930	Frame Vernacular	Architecture
40	B. Bailey and Cecilia Derle House	112 NW 5th Ave.	08-43-45-21-07-002-1430	c.1920	Mission	Architecture
41	Cornmer House	104 NW 5th Ave.	08-43-45-21-07-002-1450	c.1928	Mission	Architecture
42	H.L. and Iona L. Smith House	517 NE 1st St.	08-43-45-21-29-003-0011	c.1935	Frame Vernacular	Architecture
43	B.T. and Geneva Wilkins House	133 NW 6th Ave.	08-43-45-21-07-003-1060	c.1946	Masonry Vernacular	Architecture
44	Mascolo House	802 N. Federal Hwy.	08-43-45-22-03-001-0241	1946	Masonry Vernacular	Architecture
45	Harold E. and Marjorie Ochstein Hou	636 NE 8th Ave.	08-43-45-21-32-005-0171	1940	Frame Vernacular	Architecture
46	E.O. Properties Inc. House	1010 NE 7th St.	08-43-45-21-32-007-0021	c.1945	Frame Vernacular	Architecture
47	Old Dutch Mill	1022 N. Federal Hwy.	08-43-45-21-32-003-0200	c.1945	Frame Vernacular	Architecture, commerce
48	Benvenuto Restaurant	1730 N. Federal Hwy.	08-43-45-15-03-000-0160	c.1925	Mediterranean Revival	Architecture
49	James P. Rombakis House	626 Lakeside Harbor	08-43-45-15-03-000-0036	c.1920	Frame Vernacular	Architecture
50	Duncan and Flora Coutts House	626 Potter Rd.	08-43-45-15-02-000-1180	c.1928	Frame Vernacular	Architecture
51	Peter and Michael Flood House	644 Potter Rd.	08-43-45-15-02-000-1120	c.1925	Frame Vernacular	Architecture
52	Fl. Islander Inverstment Co. Inc. Hou	628 Dimick Rd.	08-43-45-15-02-000-0480	c.1940	Frame Vernacular	Architecture

significance (and the possible eligibility for the registers) starts with its inclusion in the Florida Master Site File (FMSF); the only requirement for a site to be entered into the FMSF is that it be over 50 years old. The FMSF is an inventory only and does not offer any form of protection for the sites included. See Figure 18 for location of historic sites.

The FMSF Inventory within the CRA Boundary

The sites listed in Table 16 are located within the CRA boundary; these were included in the original survey undertaken in 1996. The majority of these sites will likely be eligible for inclusion in the Boynton Beach Register of Historic Places (Local Register). Some may also be eligible for inclusion in the National Register of Historic Places; however, a thorough inspection is required before a decision on eligibility can be made.

The FMSF is currently being updated through an ongoing survey which will include all sites in the city built before 1965. As Boynton Beach expanded greatly in the post-war years, an estimated 1,500 sites need to be surveyed. This survey will update the current entries in the FMSF and will add a large number of new sites. Many of the newly surveyed sites will be eligible for inclusion in the Local Register and some may meet National Register requirements.

Table 17: Known significant sites within the CRA not on the FMSF Survey

Known Significant Sites Within the CRA Boundary not Listed in the 1996 FMSF Survey

No.	Name	Address	Built	Style	Significance
1	3804 N. Sunset Rd.	3804 N. Sunset Rd.	c.1942	Frame Vernacular	Architecture
2	3809 Periwinkle Ln.	3809 Periwinkle Ln.	c.1942	Masonry Vernacular	Architecture, possibly Agriculture
3	1000 S. Federal Hwy.	1000 S. Federal Hwy.	1974	Nautical Moderne	Architecture, art
4	915 S. Federal Hwy.	915 S. Federal Hwy.	c.1924	Frame Vernacular	Architecture
5	815 SE 3rd St.	815 SE 3rd St.	c.1926	Mission	Architecture
6	425 SE 5th Ave.	425 SE 5th Ave.	c.1930	Frame Vernacular	Architecture
7	115 SE 4th St.	115 SE 4th St.	Pre-1935	Frame Vernacular	Architecture, Social History
8	Ruth Jones House	480 E. Ocean Ave.	c.1924	Frame Vernacular	Architecture
9	Harvey Oyer Building	529 E. Ocean Ave.	c.1919	Commercial	Architecture
10	Arcade Building	515 E. Ocean Ave.	1961	Commercial	Architecture
11	The Blossom Shoppe	402 E. Ocean Ave.	c.1951	Commercial	Architecture
12	303 NW 1st Ave.	303 NW 1st Ave.	c.1950	Masonry Vernacular	Architecture
13	First Baptist Church	301 N. Seacrest Blvd.	1947	Neoclassical Revival	Architecture, Religion
14	411 E. Boynton Beach Blvd.	411 E. Boynton Beach Blvd.	c.1958	Commercial	Architecture
15	518 NE 4th St. A	518 NE 4th St. A	c.1925	Mission	Architecture
16	617 NE 3rd St.	617 NE 3rd St.	c.1970	Commercial	Architecture
17	240 NE 6th Ave.	240 NE 6th Ave.	c.1972	Commercial	Architecture
18	Sara Sims Memorial Gardens	201 NW 9th Ct.	1958	Cemetery	Archaeology, Art, Ethnic Heritage, Social History
19	1001 N. Railroad Ave.	1001 N. Railroad Ave.	c.1930	Frame Vernacular	Architecture
20	1017 N. Railroad Ave.	1017 N. Railroad Ave.	c.1950	Frame Vernacular	Architecture
21	True Deliverance By Faith Church	428 E. Martin Luther King Jr. Blv	c.1942	Commercial	Architecture, Social History
22	St. Paul AME Church of Boynton Bea	315 E. Martin Luther King Jr. Blv	c.1954	Gothic Revival	Architecture, Religion
23	114 NE 11th Ave.	114 NE 11th Ave.	c.1948	Frame Vernacular	Architecture
24	120 NE 11th Ave.	120 NE 11th Ave.	c.1946	Frame Vernacular	Architecture
25	227 NE 11th Ave.	227 NE 11th Ave.	c.1941	Frame Vernacular	Architecture
26	329 NE 12th Ave.	329 NE 12th Ave.	c.1948	Wood Siding	Architecture
27	330 NE 12th Ave.	330 NE 12th Ave.	c.1945	Frame Vernacular	Architecture
28	335 NE 12th Ave.	335 NE 12th Ave.	c.1940	Masonry Vernacular	Architecture
29	Deise Temple Church of God in Chr	340 NE 12th Ave.	c.1950	Vernacular	Architecture, Religion
30	413 NE 12th Ave.	413 NE 12th Ave.	c.1946	Frame Vernacular	Architecture
31	416 NE 12th Ave.	416 NE 12th Ave.	c.1939	Frame Vernacular	Architecture
32	418 NE 13th Ave.	418 NE 13th Ave.	c.1938	Frame Vernacular	Social history
33	416 NE 13th Ave.	416 NE 13th Ave.	c.1946	Masonry Vernacular	Architecture
34	240 NE 13th Ave.	240 NE 13th Ave.	c.1945	Frame Vernacular	Architecture
35	123 NW 13th Ave.	123 NW 13th Ave.	c.1945	Frame Vernacular	Architecture
36	119 NW 13th Ave.	119 NW 13th Ave.	c.1945	Frame Vernacular	Architecture
37	125 NW 13th Ave.	125 NW 13th Ave.	c.1945	Frame Vernacular	Architecture
38	2611 N. Lake Dr.	2611 N. Lake Dr.	1941	Frame Vernacular	Architecture

Table 17 on the following page lists known sites within the CRA area that will most likely be eligible for inclusion in the Local Register. As this survey is ongoing, further properties will be found that will also meet the requirements for local and national designation. It should be noted that Table 2 includes three sites which are not yet fifty years old. They have been included due to their special architectural and historical significance and their uniqueness within the city. The Land Development Regulations state "Individual buildings shall normally be at least 50 years old …." thus allowing younger buildings to be designated if appropriate.

HISTORIC PROPERTIES WITHIN THE CRA

D Built

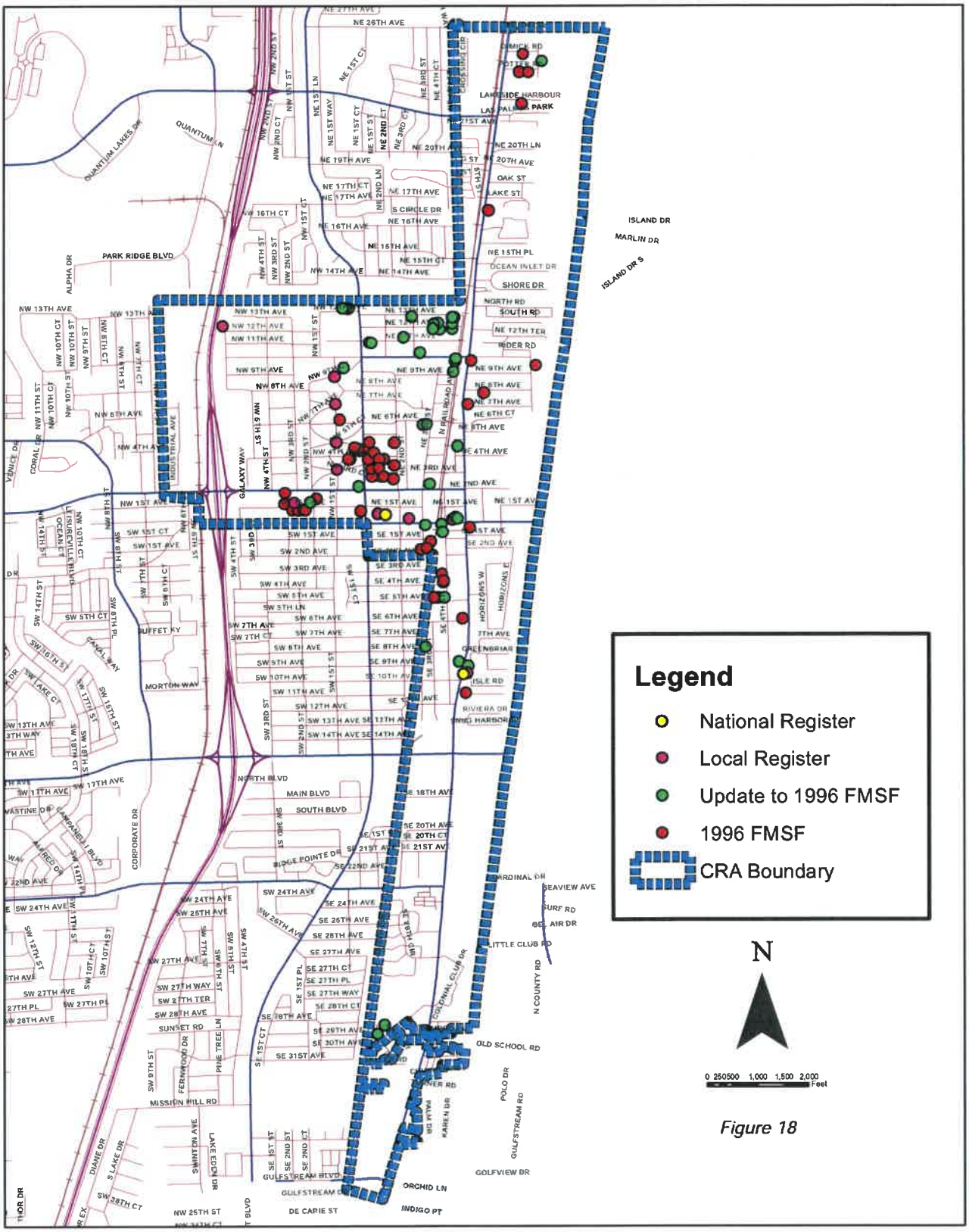


Figure 18

CRA Sites with Local or National Designation

Boynton Woman's Club, 1010 S. Federal Hwy
National & Local Registers
Significance: architecture and social history
Built in 1926, the Boynton Woman's Club building is a fine example of a Mediterranean Revival structure from the Florida Land Boom era. It was designed by the renowned architect Addison Mizner and its construction was partly funded by the estate of Major Nathan S. Boynton after whom the city is named. The Boynton Woman's Club, incorporated in 1911, was established to support the welfare and civic growth of Boynton. The building housed the city's first library until 1961, provided refuge for victims of the 1928 hurricane, served as a U.S.O. center during World war II, and has been provided free of charge to host events held by numerous civic organizations. The Woman's Club has sponsored many groups and offers annual scholarships to students who reside in the city and plan to attend a Florida college or university.



Boynton School, 141 E. Ocean Ave.
National Register
Significance: architecture and education
The Boynton School (Elementary School) was built in 1913 and is an excellent example of Masonry Vernacular architecture. It is one of the last works of William W. Maughlin, a prominent local architect who was known in Palm Beach County for his designs of several public and private buildings, including the 1908 West Palm Beach High School. The building operated as a school until 1990, after which it was used for special programs. In 1994 the site was added to the National Register of Historic Places and ownership was transferred to the City of Boynton Beach. The Schoolhouse Children's Museum and Learning Center was opened in 2001. The school is built from rusticated concrete blocks, which was a huge step forward for the city as all previous school buildings were built from wood. The site has been associated with education since 1900, when classes were held there in a one-room wood frame school. The school is the oldest school building in the city.



Audrey D. Gerger House, 331 NW 1st Ave.
Local Register
Significance: architecture
The Audrey D. Gerger House was built c.1926 and is a fine example of the Mission style from the Florida Land Boom era. It is the only example in the city of a Mission style two-story duplex. The building retains many of its original architectural features, including shaped parapets, scuppers, moldings, and exposed rafter tails on the exteri-

or, and wood flooring, decorative fire surrounds, stairs, and doors in the interior. Previous owners of the property include Minnie Paulle, who paid off the mortgage on the Boynton Woman's Club building; Leslie B. Crane, principal of the Boynton High School; and Clyde and Margaret Harris. Clyde Harris was the principal the Boynton High School and the Elementary School, principal of Palm Beach High School, director of the 8th District of the Florida Education Association, and a founder of the Orchid Society of the Palm Beaches. Margaret Harris was one of the first people to be born in Hypoluxo and her father was one of the barefoot mailmen.



Oscar Magnuson House, 211 E. Ocean Ave.
Local Register
Significance: architecture
The Oscar Magnuson House is a two-story Frame Vernacular structure that was built c.1919. It is one of the oldest structures in the city. The building retains many of its original external features including the double-hung wood frame windows and wood siding. Internally, the original wood floor remains and almost every wall surface is finished with wood beading which runs vertically, horizontally, and diagonally. Oscar Sten Magnuson was born in Sweden in 1875. It is not known when he moved to Boynton or when he bought this property although we know he lived in a shed on the site prior to building the house. An early Boynton pioneer, he earned a living as a farmer by growing ferns at his fernery on High Ridge Road. The ferns were packed in ice and shipped by rail to northern markets. Oscar also grew and grafted mango and avocado trees.



Boynton High School, 125 E. Ocean Ave.
Local Register
Significance: architecture and education
Built in 1927, the Boynton High School was the first high school in the city. It is an excellent example of the Mediterranean Revival style of architecture. Moreover, the two front corner towers incorporate elements of the up and coming Art Deco style which was introduced in the 1920s. As a hybrid of the two styles, the building is also significant in the history of Art Deco, especially as so few examples of this style can be found in the city. The school was designed by the architect William Manley King who was a designer of many Palm Beach County Schools and other notable buildings. One year after construction, the structure was badly damaged by the 1928 hurricane when the second floor walls of the auditorium collapsed. Many people who were seeking refuge from the storm were injured. The school board retained King to oversee the repairs. The school retains many of its original internal and external features. The building, which operated as a school until 1990, has lain vacant for a number of years and is in need of repair. It is currently included on the Florida Trust's list of "11 Most Endangered Historic Sites for 2015".



Boynton Hills Lights, NW 1st Str.
Local Register
Significance: architecture and streetscape design
The four Boynton Hills lights are located in the circular landscaped traffic islands in a north/south direction along NW 1st Street between Boynton Beach Boulevard and NW 10th Avenue. The lights and landscaped areas are an integral decorative element of the ornate street layout pattern of the Boynton Hills Subdivision which was platted in 1925. The lights, manufactured by Westinghouse Electric, were once common throughout the city; however, only five are known to remain. The fifth light is located at the Boynton High School. A 1925 Westinghouse catalogue identifies the lights poles as the "Sheridan" model. The "hollowspun" concrete poles were manufactured by pouring concrete into a mold containing steel reinforcement. The mold was rotated at high speed and the centrifugal force produced a dense compact wall with a hollow opening along the length of the pole into which the wiring could be inserted.



Barton Memorial Park Cemetery
Local Register
Significance: archaeology, art, ethnic heritage, and social history
The Barton Memorial Park Cemetery (historically known as Cherry Hill Cemetery) was started as an unofficial burial place for the city's African-American community. As it was not a "official" cemetery, there are very few burial records. The earliest legible grave marker dates to 1926; however, it is likely the cemetery dates to c.1900. During the initial planning stages for the construction of Interstate 95, the proposed route of the highway was planned to pass directly through the site necessitating the relocation of burials. However, research indicates that the route of the highway was altered to bypass much of the site. By the late 1970s, the cemetery had fallen into disrepair. Mary Barton, after whom the cemetery is named, successfully petitioned the city to have the site cleaned up. Although only twenty grave markers remain, in 2012 a Ground Penetrating Radar Survey—part of a successful archeology program undertaken by the City in conjunction with students from local colleges and universities—identified many underground anomalies which are most likely unmarked burials.



Historic Preservation Education Program

The Historic Preservation Education Program was initiated in 2013 by a non-matching CLG grant of $18,250 from the Florida Division of Historical Resources. This funding allowed for the creation of a Downtown Heritage Trail and Cemetery Heritage Trail with informational boards, an online interactive website, and trail brochures. The following year, an application for a second CLG grant for $27,200 was ranked first in the state. This funding is being used to create a city-wide mobile application including information on 170 sites of interest. As well as providing educational benefits, both projects encourage heritage tourism and contribute to economic development and city revitalization. The Historic Preservation Education Program was awarded first place in the Florida League of Cities 2013 Florida Municipal Achievement Awards in the "Teaching Your City's History and Heritage" category.

INVENTORIES: PARKS AND RECREATION

Park, open space and recreation facilities are classified according to a number of characteristics, including size, service area, population served, facility development, and general function. (See Table 18 and Figure 19 for location, acreage and a general description of equipment in each facility.)

Community Parks

Community parks are the largest active parks in the City and serve the largest population base. Community parks are the most comprehensive in terms of recreation activities provided. These parks are the most expensive to build and maintain. The optimum service area of the community park is three miles. Although the optimal size of a community park in Boynton Beach is 15 acres, its actual size should be based on the land area needed to accommodate the desired uses and ease of access from throughout the service area.

Wilson Park is the only community park within the CRA boundary. Completed in February 2008, the park has two basketball courts, two play areas, picnic shelters, and a multipurpose field. It also includes the Carolyn Sims Center, a two-story, 14,000 square foot recreation center that houses a game room, class rooms, multipurpose event room, and offices and catering kitchens. The refurbished John H. Denson Pool features a new triple water slide, water features, lanes for swimming and dressing rooms.

Neighborhood Parks

Neighborhood parks are the basic unit of the Boynton Beach park system and serve as the recreational and social focus of each neighborhood. These parks should accommodate a wide variety of user groups, including children, adults, seniors, family groups, and special populations and be centrally located within each service area, encompassing a ½ mile distance (if possible, uninterrupted by non-residential streets or other physical barriers). The CRA area includes two neighborhood parks—Pence Park and Galaxy Park. The Civic Center has, aside from a recreation facility, play equipment and a maze made of shrubs. Galaxy Park has recently been relocated in conjunction with construction of a new Galaxy Elementary school; re-opened in 2013, it is now located north of the school. Pence Park is the oldest park in the City system.

Urban/Open Civic Spaces

Urban parks provide civic open space in the City for the enjoyment of all residents and visitors. Some will serve as elegant public spaces that are designed to complement the urban patterns of downtown Boynton Beach and will become urban oases amongst the bustle of downtown activity. The CRA includes four parks in this category: Veterans Memorial Park (previously Bicentennial Park), renamed after a memorial to the Veterans was installed there in 2008; Heritage Park, a popular gathering place in the Heart of Boynton with a monument dedicated to Boynton Beach African Americans; Kiwanis/Sierra Club Park, a small grassy area located on Northeast 22nd Avenue; and Veterans Park, a passive park located in the downtown core of the City.

Greenways/Bikeways

Greenways serve several functions:

- They tie park components together to form a cohesive park, recreation and open space system.
- They emphasize harmony with the natural environment.
- They allow for uninterrupted and safe pedestrian movement throughout the community.

- They provide residents with a resource-based outdoor recreation opportunity and experience.

Since greenways are the preferred way to get people from their homes and into parks, adjacency to development areas and parks is important.

Bikeways are urban trails that are paved segments of roadways that serve to safely separate cyclists and pedestrians from traffic. Bikeways are those trails through the City that connect significant pedestrian destinations such as schools, parks, neighborhoods, libraries, shopping, etc.

Palmetto Green Linear Park is located within the CRA on the south side of the SFWMD C-16 Canal. The pathway turns into several overlooks that can serve as fishing piers; however, a great amount of trash and refuse has been tossed off the platforms making fishing difficult.

Barton Greenway connects the west terminus of the Palmetto Green Linear Park Extension south through Barton Memorial Park to the north side of Galaxy Elementary School.

Special Use Parks

Citywide, parks that have a unique use include Little League Park, Kids Kingdom and the cemeteries. CRA has three special use parks: Barton Memorial Park, Sara Sims Park and the Kids Kingdom Playground.

Barton Memorial Park contains gravesites of early African American residents dating back to the early 1900's. It is currently closed for burials. Boynton Beach Memorial Park is the primary public cemetery in Boynton Beach; there are several hundred gravesites remaining (the property was replatted to identify over 300 more sites). Sara Sims Park and Cemetery is an older park, with a plan for a redesign and expansion. The adopted Master Plan calls for preservation and enhancement of the historic graveyard and for creation of areas for community and family events. The CRA purchased properties to implement the plan, and additional ones are targeted for acquisition.

Kids Kingdom Playground is a Leathers-designed wooden and concrete play structure, an extremely popular destination for residents, schools, camps and visitors. The structure was built in 1996, involving a volunteer effort by residents.

Water/Beach Access Parks

The CRA parks with access to the Atlantic Ocean or Intracoastal Waterway include Harvey E. Oyer Jr. Park (formerly Boat Club Park), Intracoastal Park, Jaycee Park and Mangrove Park.

Harvey E. Oyer Jr. Park provides boat access to the Intracoastal Waterway and Atlantic Ocean. The fishing pier was replaced in 2004. The restrooms inside the community center were renovated, the playground equipment replaced, and the canal dredged in 2008.

Intracoastal Park is the newest, and an extremely popular park in the system. A two story, 7,200 square foot building is available for rent for meetings, weddings, recreation programs and activities, etc.

Jaycee Park's construction was completed in 2008. In addition to the facilities listed in Table 1, it has a walking path, open playfield, three pavilions, and two (2) bocce ball courts.

Mangrove Park contains a 1/4 mile aluminum walkway through 10 acres of mangroves on the Intracoastal Waterway and includes educational kiosks and an observation deck. Trash accumulation in the mangroves has been a problem.

Recreation Facilities

Aside from parks that are spread throughout the City, all of the community/recreation centers are located within the CRA. These include:

- Art Center, built in 1992. Operates at capacity, offering classes in arts and crafts, teen and adult fine art, pottery, painting, afternoon recreation, summer camp, specialty camps, pre-school programs and classes.
- Harvey E. Oyer Jr. Park's Clubhouse, a 2,500 square foot building that offers painting and bridge programs. It is used by community groups and neighborhood associations for meetings and is also used as a rental facility.
- Carolyn Sims Center, a 14,000 square foot two-story building completed in 2008. Programming includes pre-school, afterschool, teen recreation, sports clinic, social groups, summer camps, specialty camps and the Youth Violence Prevention Programs.
- Civic Center, opened since 1962. Programming opportunities include youth and adult dance, summer camps, pre-school programs, Jazzercise, language classes, piano and keyboard classes, bridge, music concerts and Outlook Club for the sight impaired.
- John H. Denson Pool, refurbished and improved in 2008. It includes a triple water slide, "tumble buckets" water play features, teaching area, deck chairs, large umbrellas and dressing rooms. Programs include junior lifeguard training, water fitness, adult swim classes and youth swimming lessons.
- Senior Center, purchased in 1998 and renovated thrice. Programming includes computer classes, card games, dances, live music, association and group meetings, health screenings, music lessons, lunch program, driving classes, group outings, safety courses and various special events. Local groups that provide a variety of services that include AARP, R.S.V.P, Delray Medical Center, Aker Kasten Community Outreach Program, Shopper Hopper transportation service, Mental Health Association of PBC and Mae Volen.

PARKS AND RECREATIONAL FACILITIES

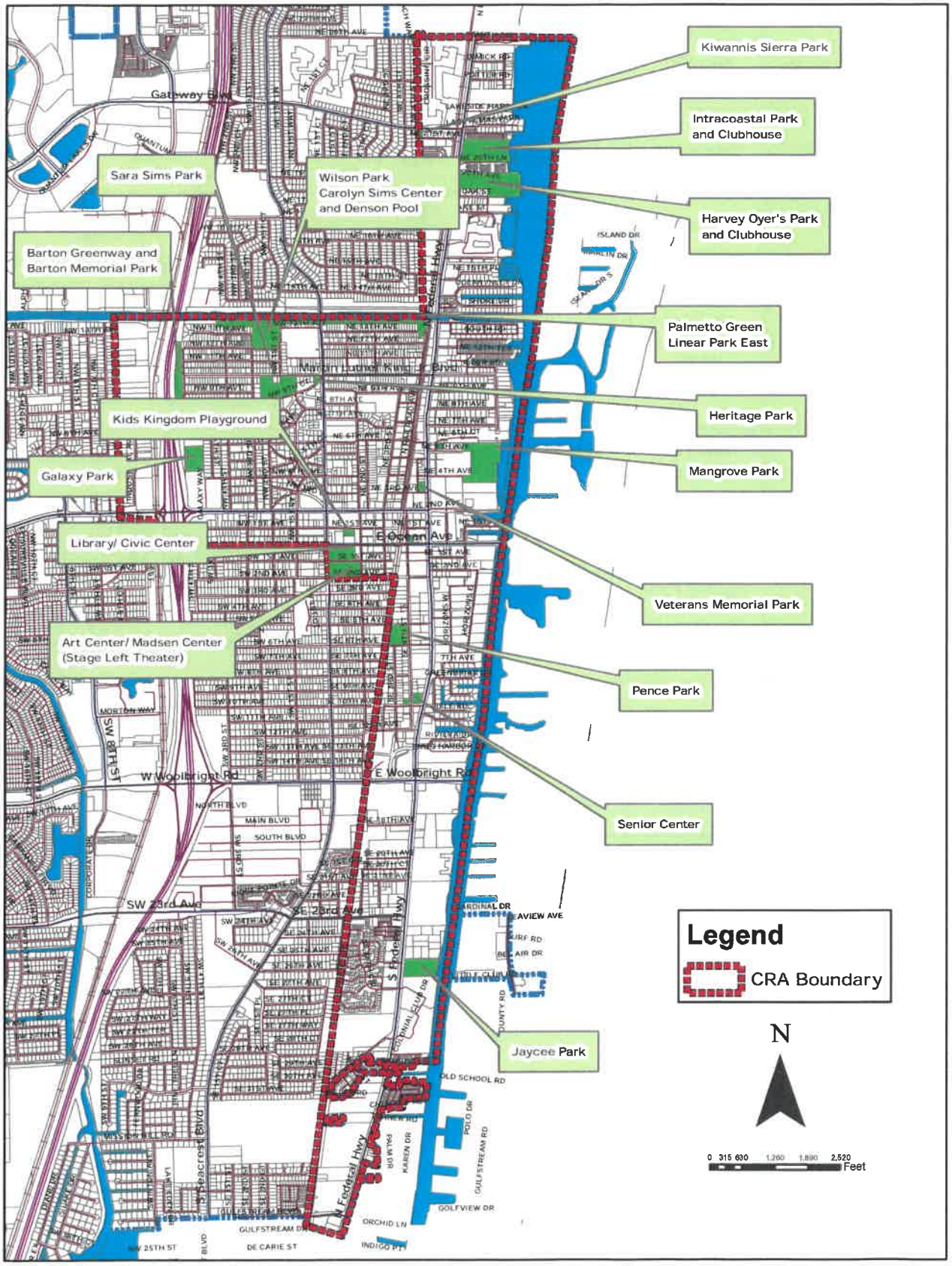


TABLE 18. Park and recreational facilities in CRA

Parks	District	Type	Size	Description/Condition
Barton Memorial Park	Heart of Boynton	Special Use	6.26 acres	The picnic equipment at the park is in good condition. This is a passive park.
Veterans (Bicentennial) Memorial Park	Downtown	Urban Open Space	0.59 acres	The equipment at the park is in very good condition. This is a passive park primarily used for special events related to veterans.
Oyer Park / Boat Club Park	Federal Hwy	Water/ Beach Access	8.79 acres	The park has a picnic area and a playground. The equipment is in good condition.
Galaxy Park	Boynton Beach Blvd/ HOB	Neighborhood	3.95 acres	The park has a picnic area, a youth baseball/softball field, two tennis courts and a playground. The equipment is in good condition, but use of the park has decreased when it was relocated due to the reconstruction of the school and the lights on the ball field and tennis courts were not replaced.
Heritage Park	Heart of Boynton	Urban Open Space	0.29 acres	The equipment at the park is in good condition. This is a passive park.
Intracoastal Park	Federal Hwy	Water/ Beach Access	9.43 acres	The park has 4 picnic areas and a playground. A Veterans Memorial is located at the entrance. A unique feature of this park is an access for non-motorized vessel launching. A 1/3-mile concrete path winds around a small lake with a floating fountain. The equipment is in good condition and is heavily used.
Jaycee Park	Federal Hwy	Water/ Beach Access	5.49 acres	The park has 3 picnic areas and a playground. It is very popular and heavily used. The equipment is in good condition.
Kids Kingdom Playground	Cultural	Special Use	0.44 acres	The playground is heavily used. It is currently in poor condition.
Mangrove Park	Downtown	Water/ Beach Access	10.72 acres	The equipment at the park is in good condition. It is a passive park, but the boardwalk through the mangroves and the viewing area on the intracoastal water way is very popular.
Palmetto Greens Linear Park	Heart of Boynton	Greenway	0.3 acres	The park has a picnic area and a playgound. The equipment is in poor condition.
Pence Park	Downtown	Neighborhood	2.84 acres	The park is very popular; it has a basketball court, a multipurpose field and a playground. The equipment is in good condition, but the heavy use of the multi-purpose field causes a lot of wear tear on the turf.

Sara Sims Park	Heart of Boynton	Special Use	6.95 acres	The park is adjacent to Sara Sims Memorial Cemetery. It has 2 picnic areas and a basketball court. The equipment is in poor condition from general wear and tear. The park is used frequently by the neighboring communities.
Dewey Park (Veteran's Park)	Downtown	Urban Open Space	2.86 acres	This is a passive park with a picnic area. The equipment is in good condition.
Wilson Park	Heart of Boynton	Community	5.44 acres	The park has two basketball courts, a multipurpose field and a playground. It is heavily used, and the sod suffers a lot of wear and tear. The outdoor furniture needs to be painted or replaced. Playground equipment in good condition.
Kwannis Sierra	Federal Hwy	Urban Open Space	0.19 acres	The equipment at the park is in good condition. This is a passive park.
Madsen Center	Cultural	Recreation Facility	2,966 sf	Building has been leased to the Stage Left Theater Company and converted into a community theater. The company allows local shuffle boarders to use the outside courts as a courtesy.
Boynton Beach Civic Center	Cultural	Recreation Facility	9,771 sf	Auditorium with stage, classroom, dance studio, kitchen, lobby, four offices, storage closet, copier room
Senior Center	Downtown	Recreation Facility	9,891 sf	Activity/Lunch room, Lobby/Coffee room, Computer room, Multi-purpose room, Stage room, Fitness room, Classroom 107, Conference room 106, Arts & Crafts room, Game room, Kitchen, Office A, Office B, 1 - Office C
Art Center	Cultural	Recreation Facility	6,642 sf	Three classrooms, pottery room, kiln room, two sink rooms, six offices, closets, lobby, restrooms
Boat Club Building	Federal Hwy	Recreation Facility	2,084 sf	Multi-purpose room, kitchen, storage, restrooms, coast guard
Denson Pool	Heart of Boynton	Recreation Facility	2,909 sf	Office; locker rooms/restrooms, main pool 75'x36', kiddie pool, 31,x30'
Carolyn Sims Center	Heart of Boynton	Recreation Facility	13,816 sf	Multipurpose room (two-sided), game room, two classrooms; three offices
Intracoastal Park Clubhouse	Federal Hwy	Recreation Facility	7,303 sf	Two offices, event room, two classrooms, two kitchens, restrooms, storage

INVENTORIES: PUBLIC ART

The Arts Commission, appointed in April 2004, researched, created and developed the Art in Public Places program. The Public Art Ordinance was adopted by the City Commission in October 2005. The Arts Commission continues to serve the City by updating the Art in Public Places Strategic Master Plan, recommending guidelines and funding for implementation and championing the current program.

Art in Public Places Program

Art in Public Places' mission is to integrate the arts into the greater community. The program's purpose is to stimulate cultural interaction, education and economic development by selecting, siting, installing and maintaining public art. Its vision is to connect the cultural environment in Boynton Beach with the global community. The program is funded through the City's Public Art ordinance that collects one percent of construction value of development and redevelopment projects. As development occurs, public art is integrated into the architecture, infrastructure, landscape and greenways throughout Boynton Beach. To date, 49 public art projects have been sited in Boynton Beach. (See Figure 20 for all the locations of public art throughout the CRA.)

Avenue of the Arts

The Avenue of the Arts is a year-long outdoor artwork exhibit designed to stimulate cultural interaction, education and economic development. The program, initiated by the City of Boynton Beach Arts Commission, is implemented by the Public Art Manager. Visitors and tour groups travel through seven blocks in east Boynton Beach to experience twelve inspiring artworks. Along the way, they learn about the City's amenities shops, restaurants, fishing and diving establishments.

The Art Commission may recommend the purchase of one or more of the artworks for permanent placement in the City. To date, nine artworks were purchased, with many participating artists awarded additional commissions.

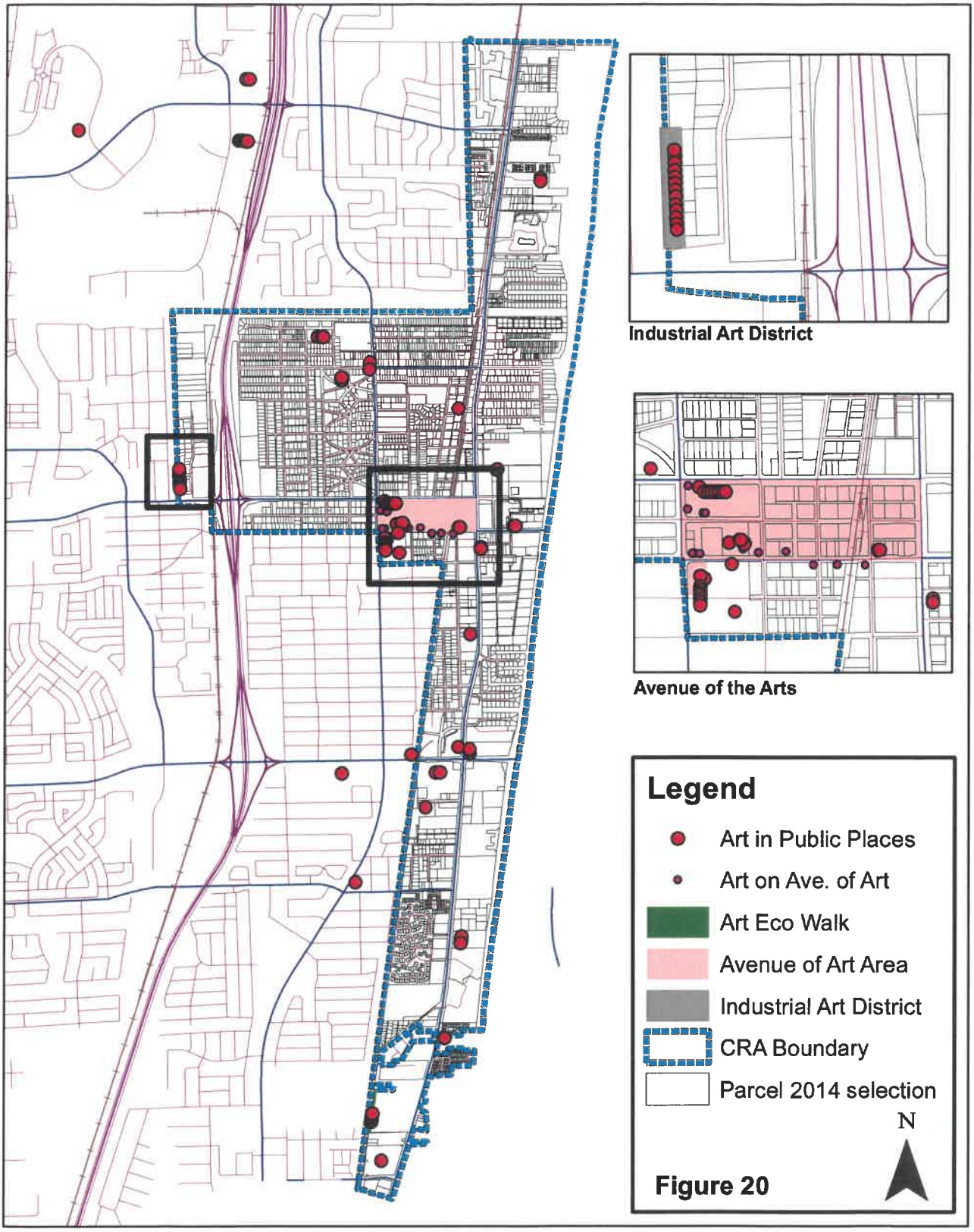
International Kinetic Art Exhibit & Symposium

Kinetic art is art that moves physically or optically. Held in 2013 and again in 2015, the biennial International Kinetic Art Exhibit and Symposium was created by the Boynton Beach Arts Commission and produced by the City of Boynton Beach through its Art in Public Places program. Its vision is to connect the global community to one-of-a kind kinetic art experiences. The free-to-the-public event features both indoor and outdoor kinetic art, educational presentations, (Science-Technology-Engineering-Art and Math (S.T.E.A.M)-based learning displays and the opportunity to meet world-renowned kinetic artists. The event positively impacts Boynton Beach's economic development, branding it as a cultural destination.

Boynton Beach Art District (BBAD)

The alternative contemporary art scene known as Boynton Beach Arts District has grown along Industrial Avenue in the industrial enclave west of Interstate I-95, off Boynton Beach Boulevard. Created by artists attracted to the area due to the City's Art in Public Places program, BBAD hosts visitors, artists and tour groups from inside and outside the Boynton Beach Community. The industrial warehouse area, once an unsafe dump site, was transformed into a thriving arts community to promote cultural exchange. Monthly Art walks, voted #1 in Palm Beach County, ever changing murals and interaction with artists create an environment where art comes alive.

PUBLIC ART LOCATIONS WITHIN THE CRA



INVENTORIES: STRUCTURES

The following is a comprehensive look at the built form throughout the Boynton Beach CRA. A survey was conducted of a general sample of a variety of buildings and land uses within the CRA. The section begins with a graphic analysis that links the footprints of the selected structures with a street view photograph. Information about each structure including the year built, type of construction, architecture, and square footage follows the images and is referenced by the corresponding map reference number assigned to that structure. This study will act as the basis for design, architectural, and site planning recommendations made in the subsequent redevelopment plan.

Federal Highway District

1. Truck Rental

This commercial lot was built in 1955. The building has a red brick façade and areas of stucco that are painted orange. There is a pitched green roof and red brick columns. It is set back from the street but still visible from the right-of-way. There is on street parking and public lighting.

2. Mixed Use

This commercial building was built in 1948. It is a concrete block painted yellow with wooden trims that are painted white. The structure has white awnings on the original windows and a barrel tile roof. There is a patio located at the front of the structure containing white wooden fencing and simple wooden columns. The building has a shallow setback on a corner lot with driveway and parking access in the front and sides of the structure.

3. Office

This office was built in 2011. It is a one (1) story structure made of concrete block and painted off-white with white trims. On the front façade there are white and blue striped awnings with lighting installed above. The windows are rectangular and darkly tinted. There is a crown molding along the flat roof. The building has a shallow set back from the street allowing for landscaping along the public sidewalks. Two driveways provide access to parking on the sides and rear of the structure.

4. Storage

This parcel was developed in 1957, including two above ground storage tanks for storage and distribution of petroleum gas. This use is currently nonconforming in this location. There are currently two (2) concrete structures on the property. The property has chain link fencing along the perimeter with barbed wire. There is minimal landscaping and/or buffering from the right-of-way.

5. Retail

This commercial lot was developed in 1960. This two-story building is concrete block construction with stucco painted yellow. The existing mansard roof is black with a slight overhang. The original windows are long vertical with cast iron rods. The building is slightly set back from the street with landscaping along the right-of-way.

6. Retail

This commercial lot was built in 1938. It is made of concrete block with stucco painted a light green and a pitched roof. A portion of the façade still has wooden siding. The second story has a decorative light house feature. Some of the windows have wooden shutters while others have awnings above the window line. The structure has mechanical equipment on the roof and at the rear which is all visible and minimally screened from the rights-of-ways.

Built Conditions Inventory:
Federal Highway (North)

1. Truck Rental, 1955



2. Mixed Use, 1948

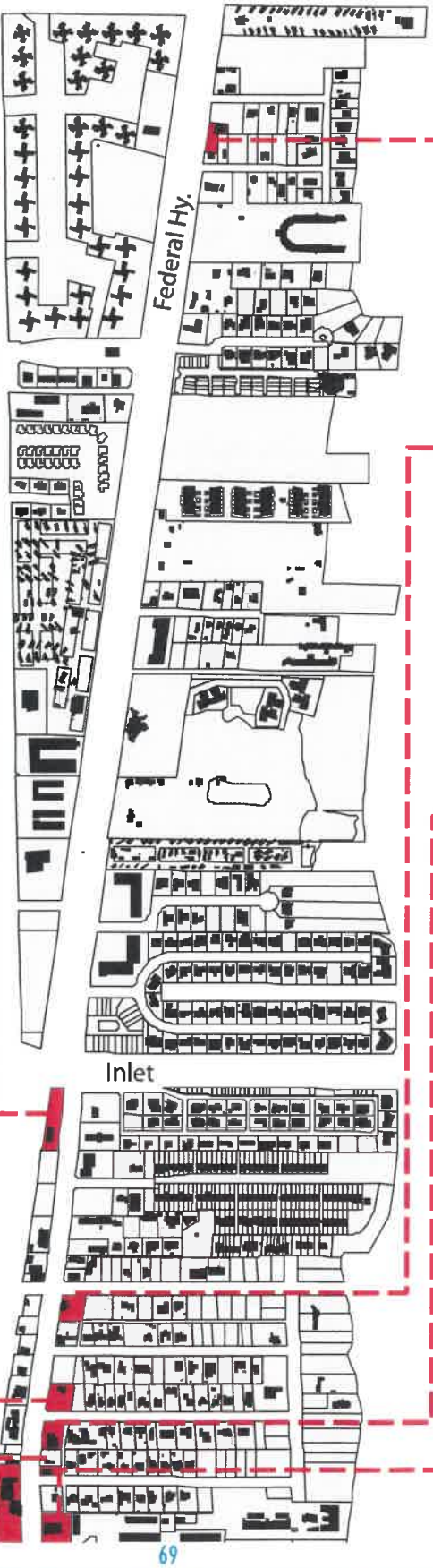


3. Office, 2011



4. Storage, 1957





5. Retail Store, 1960



6. Retail, 1938



7. Auto Sales, 1957



8. Retail, 1984



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7. Auto Sales

This commercial lot was developed in 1957. It is a one story, concrete block structure with stucco painted orange with white trims. The roof is flat and has a roof sign that protrudes above the roof line. The lot's primary use is for the storage and sale of vehicles. A chain link fence runs along the perimeter of the storage area and the vehicles are stored along the street frontage with no buffering of screening along rights-of-ways.

8. Retail- Fishing Tackle

This commercial building was built in 1984. The elevation facing Federal Highway has a brick façade, pedestrian doors and an overhead door. The structure has a mansard roof which overhangs the structure and screens the roof top mechanical equipment. The structure has original windows. It is set back from the street. The pedestrian portions of the building are shaded by a green awning that stretches from the flat roof. There is public lighting coming from the building. There is a bike lane and street parking. This use is currently nonconforming in this location.

9. Multi-Family Residential

This Mixed-use (commercial and residential) parcel was built in 2009. It has a concrete block structure that is painted red, orange and brown. The roof is tilted with red tile. There are balconies with columns and arches. The pedestrian path is shaded.

10. Big box retail

This commercial structure was built in 2011. It has a concrete block frame painted brown and orange. There are dark brown awnings over the openings and white grates on the windows.

Built Conditions Inventory:
Federal Highway (South)

9. Multifamily Dwelling, 2009



10. Big Box Retail, 2011





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Downtown

11. Restaurant

This professional services parcel was built in 1955. It is used as a commercial unit. It has a wooden structure with a gazebo and food truck parked on the site. There is a large wooden gate. The gate's frame is metal and painted black. There is no sidewalk at this location and there is on-site parking.

12. Mixed Use

This apartment complex was built in 2010. It has a brick frame structure that is painted beige and light brown. The glass doors and windows have grates that are painted white. The driveway is made of cobblestone and has vegetation.

13. Single Family Residence

This single family home was built in 1979. It has a cement block frame with stucco painted white and beige. The roof is pitched and has brown tiles. There are window shutters that are painted beige.

14. Single Family Residence

This single family home was built in 1952. It has a cement block frame with stucco painted orange. There are brick columns painted white. The original windows are still present and have white grates. The roof is pitched with gray tile. The walls are partially covered by rust and dirt. Some openings are blocked off by wooden boards.

15. Mixed Use

This multi-family housing structure was built in 2006. It has a brick frame with stucco painted pastel orange. The structure faces a boat dock on the north side. The roof is tilted and painted light green. The window grates and handrails are painted white. The sidewalks on the property are paved with red brick.

16. Restaurant

This restaurant was built in 1948 on a boat dock overlooking the intracoastal. It has a cement block frame with painted stucco.

17. Motel

This motel was built in 1954. It is a brick structure painted sky blue. The roof is slightly pitched and painted white. The windows have white grates. There are large ornaments attached to the façade of the building. Outdoor seating is provided within the property's perimeter.

18. Senior Center

This community center was built in 1947. It has a cement block structure with stucco painted pink. The roof is pitched with red tiles and white finishing at the base. The windows are shaded by blue-green awnings.

Built Conditions Inventory:
Downtown

11. Restaurant, 1955



12. Multifamily, 2010

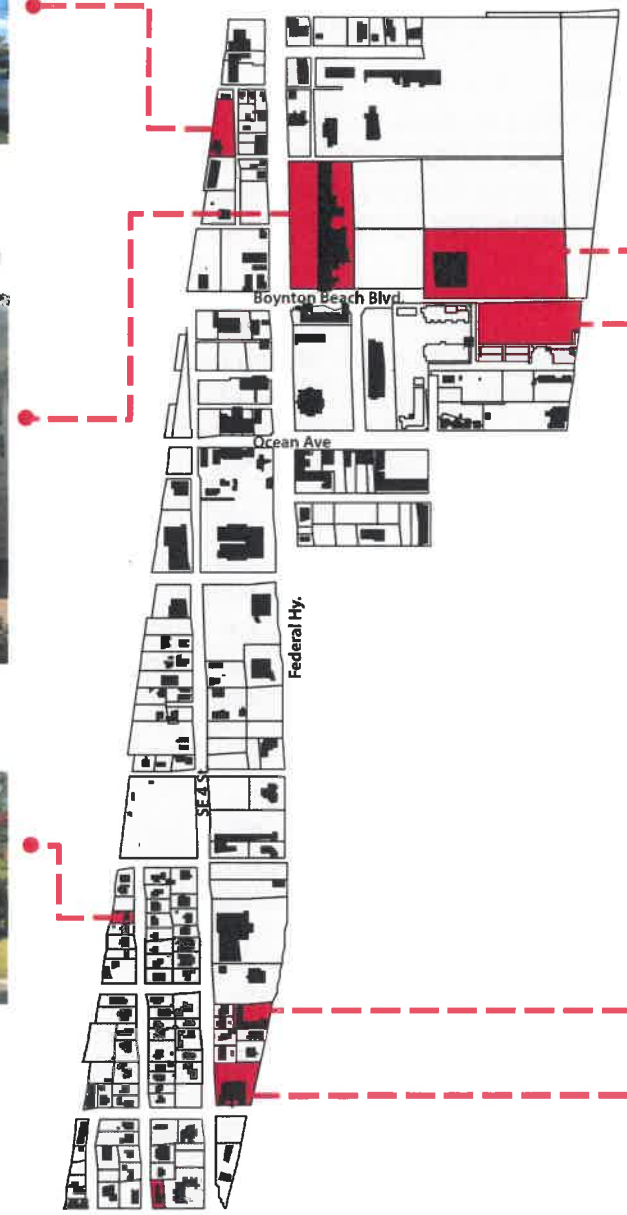


13. Single Family, 1979



14. Single Family, 1952

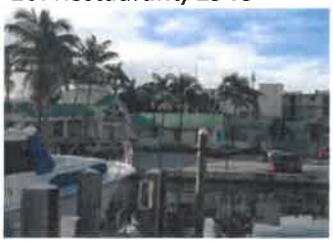




15. Multifamily, 2006



16. Restaurant, 1948



17. Motel, 1954



18. Senior Center, 1947



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Cultural District

19. Historic High School

The school was built in 1928. The frame is composed of concrete and clay tile blocks. It has a historic designation and is vacant. The exterior has stucco painted beige with dark pink outlines. There are arched windows with detailed columns painted red.

20. Children's Schoolhouse

The school was built in 1920. The structure's frame is cement block and brick painted white. The roof is pitched with light gray tiles. There is a large arch on the entrance to the building over the main staircase. There is a brick gazebo painted white. A short bell tower painted white and pink with pointed roof painted blue faces the eastern portion of the building. The driveway is paved with brick. There is a water fountain next to the driveway.

21. Municipal Library

The municipal structure was orginaly built in 1962 and underwent a major renovation and expantion in 2009. The entrance features a curved series of walls arranged. The frame is made of cement block and is painted yellow. The windows have a wide frame made of cement and painted red. There is a short gazebo on top of the building adding connectivity to the school house nearby. The gazebo has dark windows with a low pointed roof and grey tile.

22. Single Family Residence

This single family home was built in 1959. It has concrete block frame with stucco painted light beige-brown. Some of the openings have a dark brown trim. The porch roof is supported by two poles painted dark brown. The structure has a flat roof with a frame painted dark brown. There is a white brick structure extending out from the center portion of the west façade wall. There a dark brown awning above the mechanical equipment on the façade.

23. Civic Center

The municipal structure was built in 1962 on the same parcel as the library. It has a brick frame structure with stucco painted white. Structural red brick is exposed around the main entry point. The roof is flat. The entryway includes a roof that is supported by a detailed cement wall that is painted white. There is black signage on the upper portion of the entryway and public art by the sidewalk.

24. Multi-Family Residential

• These Multi Family condos were built in 1972. It is a two (2) story "U" shaped building with a cement block frame. The frame has stucco over it which is painted white and beige. The roof is flat. There are screened patios extending out from the sides and rear of the building. The residential circulation corridors are on the outside. The staircases and two floors have detailed cement railings painted white. Columns made of naturally cut rock protrude from the exterior walls facing Ocean Ave.

• This multi-family housing building was built in 1973. It has a cement block frame with stucco painted light beige. It is two story building with a flat roof. There is an exterior corridor for resident circulation on the building's east side, facing Ocean Ave. The corridor is covered by an extension of the roof. There are detailed cement railings painted white.

25. Retail store and restaurant

This parcel was developed in 1953. The frame is made of cement block and painted stucco. The roof is flat and extends slightly out to provide minimal coverage below. It is immediately west of the Florida East Coast Railway Corridor. There is seating on a red brick sidewalk facing Ocean Ave. The east side of the building has storage units with large doors painted white with white framing.

Built Conditions Inventory:
Cultural

19. Historic High School, 1928

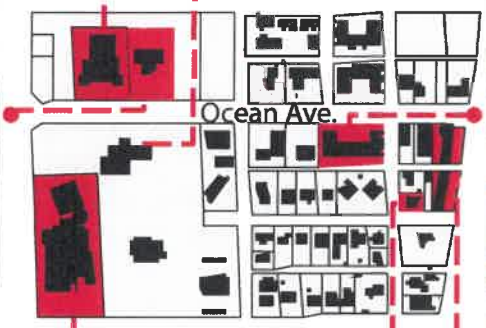


23. Civic Center, 1962



20. Childrens School House, 1920





24. Multi Family Housing, 1973





21. Municipal Library, 1962



25. Retial & Restaurant, 1953



22. Single Family Residence, 1959



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Industrial Craft District

26. Auto Service

This warehouse was built in 1972. Its frame is made of metal wall panels painted light grey, and the building appears to be prefabricated. The building is used for auto services.

27. Storage

This warehouse was built in 1980. It has as CMU frame painted light grey. The building appear to consist of storage units.

28. Warehouse and Tractor Storage

This warehouse was built in 1972. It has a CMU frame painted beige. It is partially used for auto servicing. There are many tractors stored in the parking lot and on the opposite side next to the right of way.

29. Auto Service Center

This building was constructed in 1974. It has a CMU frame painted light green. The garage doors are located on the southern façade. White awnings extend out from the garage doors.

30. Truck Parking / Storage

This light industrial lot has no buildings and has vehicles stored on the property.

31. Industrial Art Warehouse

This warehouse was built in 1977. It has a frame made of concrete masonry units. The walls are covered with art that advertises the work of local artists.

Built Conditions Inventory:
Industrial Craft

29. Green Auto Service Center, 1974

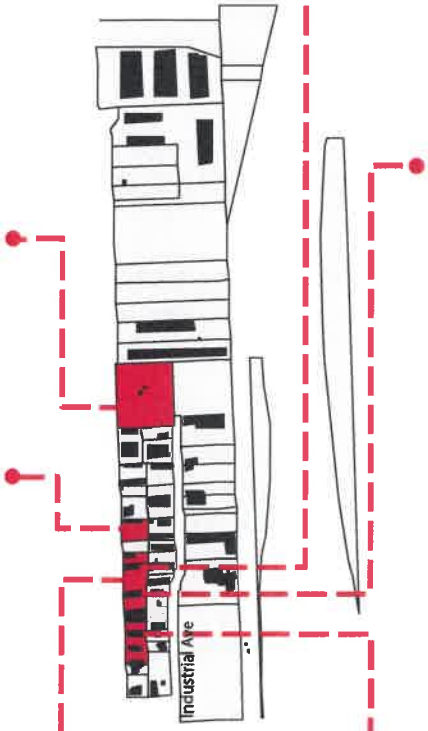


26. Atuo Service, 1972



30. Truck Parking/ Storage, 1974





27. Storage Building, 1980



31. Industrial /Art Warehouse, 1977





28. Warehouse and tractor storage



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Boynton Beach Blvd District

32. Strip Mall

This commercial retail structure was built in 1962. It has a brick frame that is partially exposed, partially painted. The roof is flat and extends over a walkway facing the store entrances. The vertical portion of the roof extension is painted pastel pink.

33. Place of Worship

This unit was originally built in 1947. It has a brick frame painted white. The pitched roof is green and there is a pediment supported by 4 Doric columns at the entrance.

34. Convenience store

This commercial unit was built in 1971. It has an exposed red brick frame. The roof is flat with a green awning providing some shade at the building's entrance.

35. Single Family Residence

This two-story residential unit was built in 1932 and fronts on Ocean Avenue. The structure is wooden frame construction with stucco and a flat roof. The property is lined with a four foot fence that has concrete columns and cast iron rods. This corner lot has its driveway on NW 3rd Street.

36. Single Family Residence

This single family unit was built in 1953. It has a concrete block structure with stucco painted light green. The structure has a pitched roof with light brown shingles. The windows and door have white trims and the decorative shutters are grey. This property does not have a driveway of a garage facing Ocean Avenue; instead, the corner lot has a driveway coming from the corss street of NW 3rd Street.

37. Post Office

The post office was originally built as a commercial unit in 1963 and is located at a prominent intersection of the boulevard. It has an exposed brick frame on one section, with glass windows wrapping the rest of the north and east facades. The roof is flat with exposed mechanical equipment. The roof and window grates are painted beige and pastel yellow.

38. Municipal- City Hall

This structure was originally built in 1958 and had a major renovation and expansion completed in 1989. It has a concrete block frame with stucco painted pastel green and beige. There are arches extending from the façade walls.

Built Conditions Inventory:
Boynton Beach Blvd.

32. Strip Mall, 1962

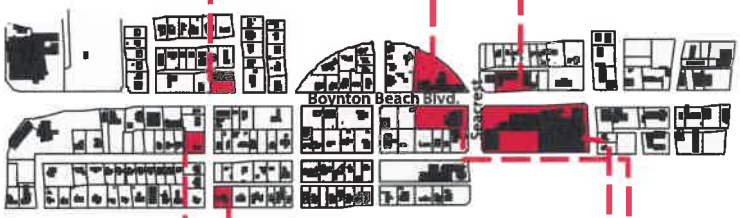


33. Place of Worship, 1947



34. Convenience Store,1971





35. Single Family Residence, 1932



36. Single Family Residence, 1957



37. Post Office, 1963



38. City Hall, 1989



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Heart of Boynton District

39. Single Family Residence

This residential unit was built in 1956. It has concrete block frame with stucco painted beige. The windows have brown grates. The roof is pitched with brown tiles. There are detailed columns supporting a patio by the front door.

40. Single Family Residence

This single family unit was built in 1975. It has a concrete block frame and stucco painted dark yellow. The pitched roof has red tiles. The grates in the windows and on the roof are painted white. The property is set back from the street and adjacent properties.

41. Convenience Store

This commercial unit was built in 1964. It has a brick frame which has been painted red. It is a 1 story structure with a flat roof outlined in white paint.

42. Multi-Family Residential

The year that this unit was built is presently unknown. It is two stories with a concrete block frame. There is stucco on the exterior that is painted white. The doors are a salmon color and the rails to the second floor are metal and painted black.

43. Single Family Residence

This single family home was originally built in 1931. This mission style home has had two additions to the original house footprint.

44. Single Family Residence

This single family home was built in 1946 and is a typical example of the existing frame vernacular architecture that is in the area. This house is wood frame with wood siding on all sides of the structures. The front façade has a prominent stone chimney that extends past the pitched roof.

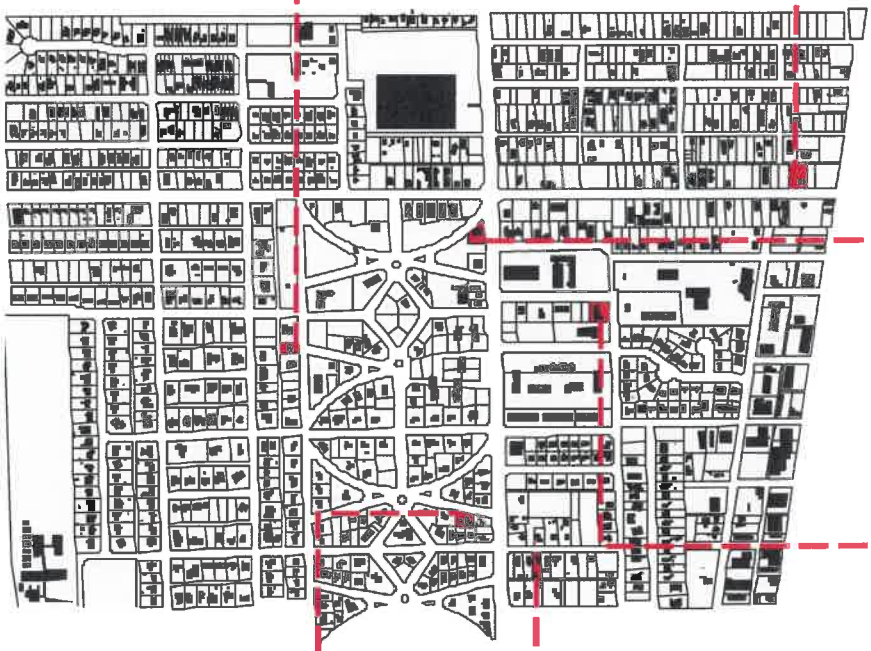
Built Conditions Inventory:
Heart of Boynton

39. Single Family Residence,1956



40. Single Family Residence, 1975





41. Convenience Store, 1964



42. Multi-Family Residential



43. Single Family Residence, 1931



44. Single Family Residence, 1946





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D Built

After reviewing the built forms of the seven geographic areas, some general conclusions can be derived:

Federal Highway District

Federal Highway is four to five lanes with overhead wires and vehicular lighting on both sides of the street. Large medians are landscaped with predominantly palm trees through the center which provides little shade. The sidewalks lack shade trees and pedestrian lighting. Most of the highway is lined with commercial properties and has multifamily properties behind. Condominiums, apartments, and townhomes are all present throughout the corridor. The commercial properties are largely strip mall design or big box retail, both of which favor large surface parking areas between the road and the business. The multifamily developments, with the exception of the two newest redevelopments, Seaborne Cove and Las Ventanas, either turn their back to the highway or are walled off from Federal Highway.

Downtown District

The Downtown District is comprised primarily of condominiums and commercial property. This district has been a recent focus of redevelopment efforts. Two examples of these efforts are the Marina Village and Casa Costa development; both condominiums have the first floor retail areas, several of which are vacant. The structures within the district vary from one to fourteen stories in height. Many of the existing structures are setback from the street and are accessed directly from Federal Highway. Parking is either in front or on the sides of the buildings. A select few of the buildings were built directly against the sidewalk. In order to create an urban setting the sidewalks should increase to a minimum of ten feet wide to be able to accommodate outdoor activities, such as seating and display areas. Federal highway has consistent vehicular light, but lacks pedestrian lighting. Street trees are not present to create shade along the sidewalks. Medians are landscaped, but do not seem to be well maintained.

Cultural District

The Cultural District is largely made up of institutional uses on the western side of the district and residential uses on the east. Ocean Avenue runs east to west through the district; it has sidewalks and lighting on both side of the road. Many of the parcels are vacant, abandoned or underutilized. This area lacks continuity; the buildings are placed in different locations on each lot and much of the land is being used for surface parking lots.

Industrial District

This district is the only area that is completely industrial. The area is concentrated with automobile services, storage warehouses and art studios. The parcels are generally smaller than the typical industrial parcels. That is one of the factors that is dictating the types of industrial uses which are present. Access to district is serviced by one secondary road which connects to Boynton Beach Boulevard. Most lots contain onsite parking; however, vehicles are parked and stored within the right-of-way. Along with storage of vehicles much of the right-of-way is cluttered with debris. Most of the existing structures were constructed within the 1970s. Generally, the structures in the district were built in the center of the parcels with pavement and other site amenities around the buildings. This area does not contain connected sidewalk and has minimal pedestrian and/or vehicular lighting.

Boynton Beach Boulevard District

Boynton Beach Boulevard is currently a four to five lane arterial road. The vast majority of the structures built along the boulevard were built in the center of the parcels which allows surface parking areas to be placed in front of the structures. This configuration is acting as a barrier between the street and the existing uses. Landscaping, pedestrian lighting, active uses, and consistent architectural styles are currently not present.

Heart of Boynton District

The Heart of Boynton District consists prominently of single family residences. Many of these homes are historically significant. There are both Wood Frame Vernacular and Mission styles are present throughout. The district is bisected by a Seacrest Boulevard, a four lane road, which has limited crosswalks, minimum pedestrian lighting and a speed limit of forty-five (45) miles per hour. The single family homes are set up in a traditional manner. The homes are set back approximately twenty feet from the right-of-way and have driveways and yards in front of the structure. Most of the interior streets do not have sidewalks, lighting, or street trees. There are several churches and day care facilities located within the residential neighborhoods. Also, at the eastern boundary of the district, along the railroad track there is a small industrial area that has predominantly automotive service uses and small warehouses.



E. Infrastructure Conditions

Water, Wastewater &
Sewer Improvements
Identified Substandard Areas
Reclaimed Water
Roads
Pavement Condition
Alleys
Street Lighting
Median Landscaping
Sidewalks
Transit

UTILITIES

While the City provides municipal services to its citizens within the City limits, Boynton Beach Utilities also provides water, wastewater, and reclaimed water services outside the City limits. Stormwater services are only provided within the City.

The utility system includes two (2) wellfields, two (2) water treatment plants, two (2) aquifer storage and recovery (ASR) wells, a wastewater collection and transmission system with approximately 160 lift stations, and the associated water distribution system, wastewater gravity and force main piping, reclaimed water distribution system, and stormwater swales, exfiltration trenches, piping, catch basins, ponds, and outfalls. The South Central Regional Wastewater Treatment Plant is co-owned by Boynton Beach and Delray Beach, and the plant is governed by a board that is comprised of the Mayors and Commissioners from each city.

Boynton Beach Utilities has identified several current or future capital improvement projects within the six (6) CRA districts.

Water, Wastewater and Stormwater Improvements

Water main and stormwater improvements are currently being constructed as part of the Central Seacrest Corridor Neighborhood Improvements project located south of Boynton Beach Boulevard and west of Seacrest Boulevard (see Figure 22). This project is replacing existing substandard water mains within roadways and rear easements with new 6-inch and 8-inch water mains within the roadway rights-of-way. This will result in improved water pressure, water quality, and fire protection for the neighborhood. The stormwater project involves removing unpermitted parking improvements within the rights-of-way and installing swales, exfiltration trench, and catch basins. New curb and gutter is being installed along Ocean Avenue to replace the existing curb and gutter, and all roadways within the project area will be resurfaced. This will result in improved drainage within the neighborhood and reduced flooding. Several incoming improvements are connected to two recently approved developments: 500 Ocean and Casa del Mar (see Figure 22). The 500 Ocean site is located on Ocean Avenue between Federal Highway and SE 4th Street. The project includes new water mains to serve the project and future redevelopment to the north. The Casa del Mar site, located east of Federal Highway and north of Dimick Road, includes new water mains on site and the replacement of an existing substandard 4-inch water main on Dimick Road with a new water main that will loop to an existing water main on Federal Highway. This will result in improved water pressure, water quality, and fire protection in the area. In terms of wastewater improvements, work in connection with 500 Ocean includes new gravity sanitary sewer mains to serve the project and connect to adjacent piping. The Casa del Mar includes new gravity sewer mains on site and connection to an existing gravity sewer that runs south on North Lake Drive.

Finally, both 500 Ocean and Casa del Mar are incorporating stormwater improvements. The 500 Ocean's will include re-routing of a large stormwater line that currently bisects the project site and connection to an existing pipe on the west side of Federal Highway that leads to the downtown stormwater pond. The Casa del Mar project includes new stormwater piping on site and along Dimick Road with outfalls to the Intracoastal Waterway.

Wastewater improvements are currently being constructed as part of the Pence Park Lift Station project located west of SE 4th Street and north of SE 6th Avenue (see Figure 22). This new sub-master lift station will receive a large portion of the wastewater flow from south of the station and east of I95 and pump into the new regional force main in the eastern part of the City to the South Central Regional Wastewater Treatment Plant. Upon completion, the Pence Park Lift Station will divert a significant amount of flow from Lift Station No. 356 located east of Federal Highway on the Boynton Beach Boulevard extension. This will relieve capacity at LS 356 and make provision to handle future developments in the downtown area such as 500 Ocean.

Improvements may be required for the Heart of Boynton's Ocean Breeze East site located on Seacrest Boulevard, south of NE 7th Ave, depending on the type of development. Utilities will coordinate with the CRA and the future

developer of the site regarding the existing water and sanitary sewer mains as well as stormwater infrastructure.

Identified Substandard Areas

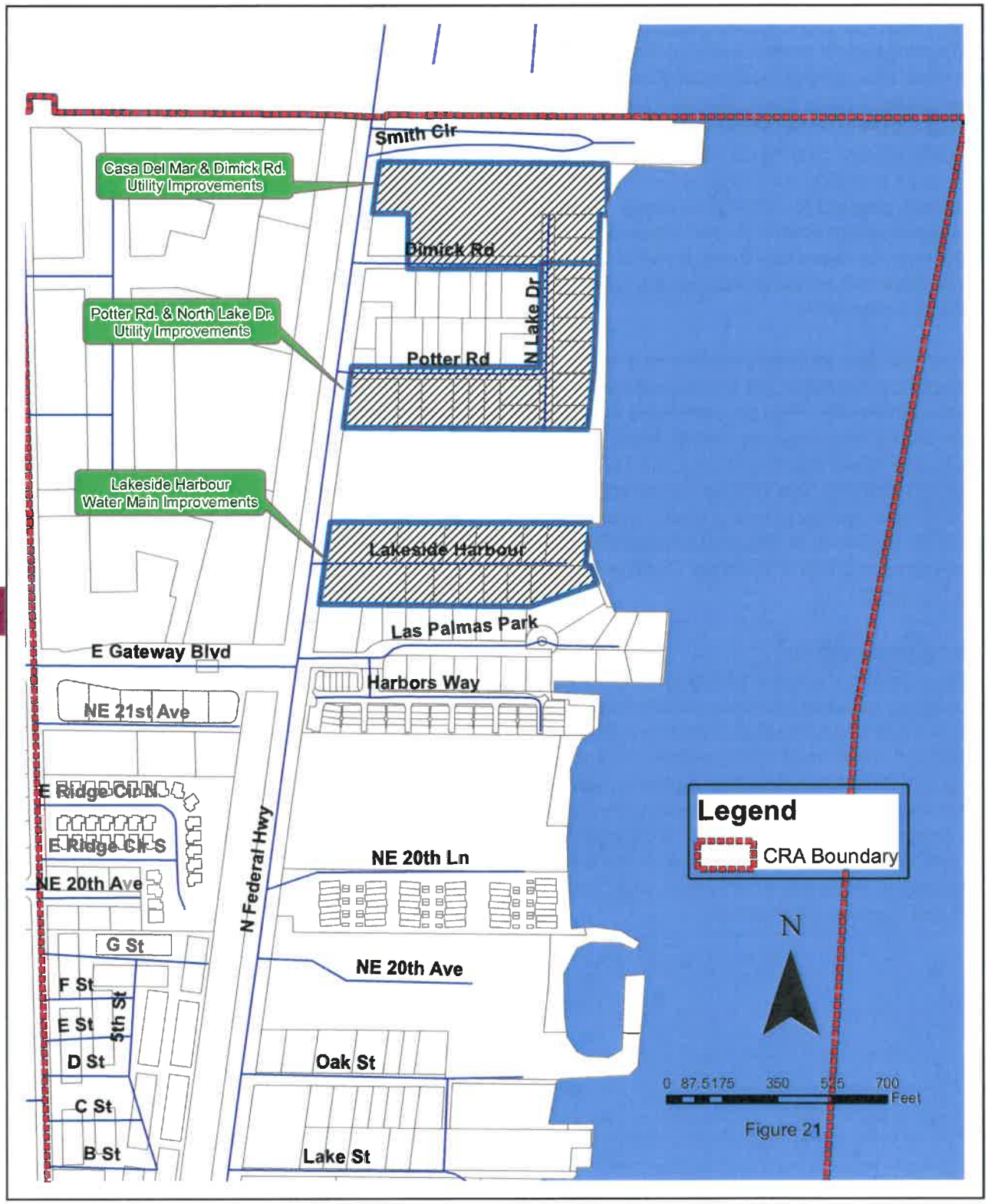
Utilities staff has identified additional areas with substandard water mains, water mains 4-inches in size or smaller, and/or inadequate fire protection. Three projects have been identified within the Federal Highway district: Potter Road & North Lake Drive, Lakeside Harbor, and North & South Roads (see Figures 21 and 22). Additional water main improvements are planned for NW 11th Avenue, and Central Seacrest Corridor Phase III (see Figure 22). Improvements may be necessary in the Heart of Boynton and Ocean Breeze East depending on the type of developments undertaken.

Utilities has also identified areas where there is substandard drainage and flooding associated with certain rain events. Two projects have been identified within the Federal Highway district: North & South Roads and Potter Road & North Lake Drive (see Figure 21 and 22). The Utilities will be commissioning a study to review potential stormwater improvements for the Heart of Boynton area east of Seacrest Boulevard and Central Seacrest Corridor Phase III (see Figure 22).

Reclaimed Water

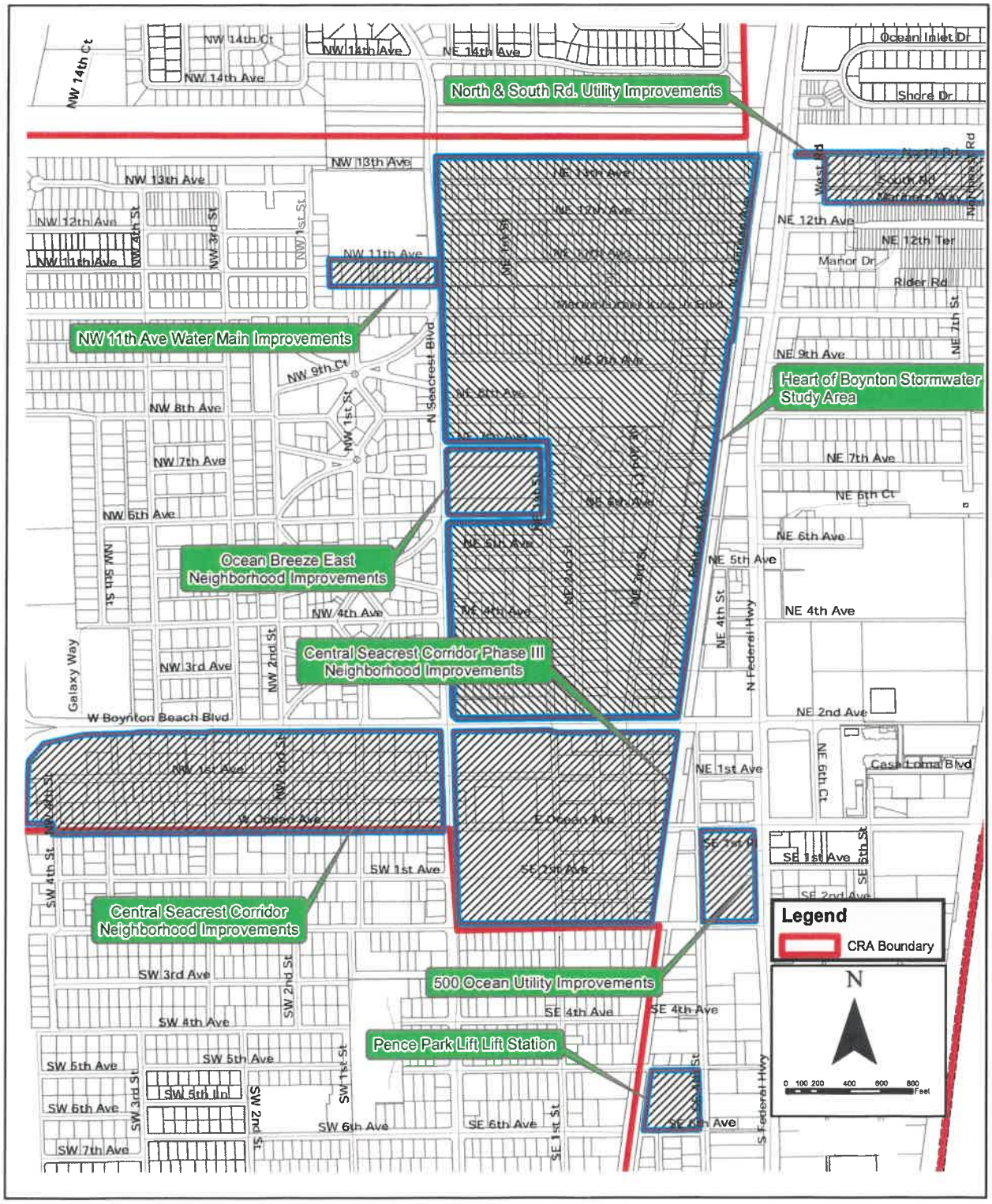
Boynton Beach Utilities is planning an extension of the existing reclaimed water main infrastructure at SW 23rd Avenue (Golf Road) and Seacrest Boulevard. Reclaimed water main piping will be constructed along SW 23rd Avenue east to connect to large irrigation users along Federal Highway (see Figure 23). The extension will continue south to Jaycee Park and will include a subaqueous crossing of the Intracoastal Waterway to serve the St. Andrews Club and Little Club golf courses for irrigation.

UTILITY IMPROVEMENTS IN NORTHERN SECTION



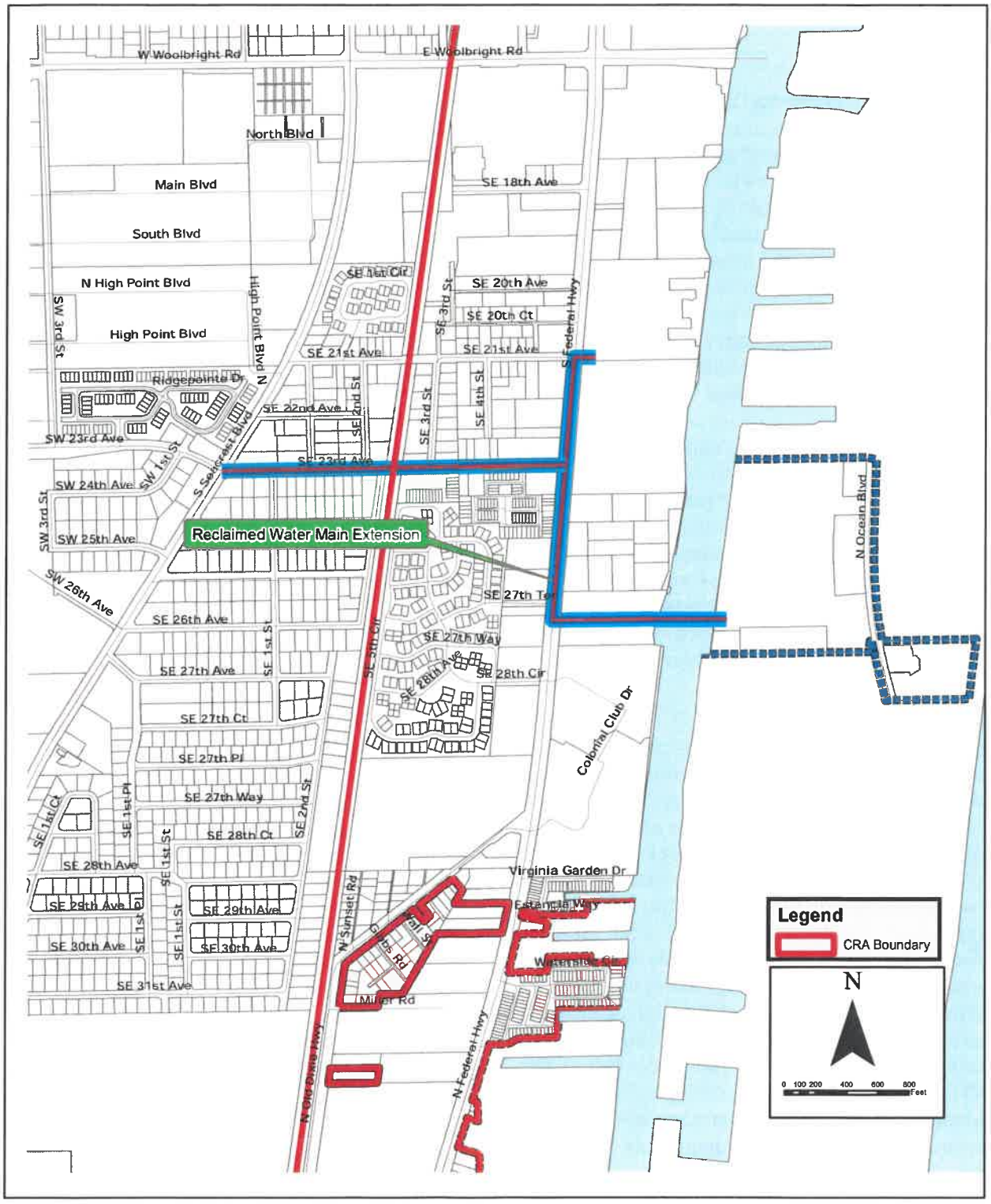
E Infrastructure

UTILITY IMPROVEMENTS IN DOWNTOWN SECTION



E Infrastructure

UTILITY IMPROVEMENTS IN SOUTHERN SECTION



TRANSPORTATION

Roads

Based on the Functional Classification of roads, the CRA area includes one Principal Arterial Urban (Interstate 95), three roadways classified Urban Minor Arterial (Federal Highway, Boynton Beach Boulevard and Woolbright Road), and six Urban Minor Collectors—Seacrest Boulevard, Gateway Boulevard, Martin Luther King Jr. Boulevard, Ocean Avenue, SE 23rd Avenue and Gulfstream Boulevard (depending on the roadway, the classification may or may not apply to its entire length within the CRA boundary: see Figure 24). All remaining streets are classified "Local Urban."

The roadway is assigned a class through the Federal Functional Classification process, according to the character of service it provides in the year of analysis. The process takes into account the improvements and additions identified in the State Transportation Improvement Program (STIP). The principal purpose of roadway classification is to establish the relative importance of a roadway in the overall hierarchy of roadways.

Pavement Condition

Pavements within the study area are in generally good to very good condition. Arterial Highways are well maintained by both the State of Florida and Palm Beach County with the use of asphalt overlays. City streets, typically 22 feet in width within a 50 feet wide right of way, have been adequately maintained as well over the last ten years and are thus also in good condition. In addition, the City has embarked on aggressive utility restoration projects; these projects, supporting the "complete street" design in portions of the study area, resulted in recent street resurfacing. Other pavements have been maintained with Micro-Surfacing, an effective preventive maintenance technique that seals and waterproofs the surface while correcting minor defects, filling non-working ruts and improving skid resistance and appearance. The City has an annual planned expenditure of $500,000 beginning October 1, 2015, to continue pavement surface maintenance and the Utility Department continues its "complete streets" efforts in portions of the study area. The City evaluates pavement markings annually and updates these items as necessary. Thermoplastic markings, highly reflective stripings with long-term performance, were recently placed on Gateway Boulevard, Martin Luther King Jr. Boulevard, and Ocean Avenue.

Alleys

There are a wide variety of alleys located throughout the CRA as noted on the Figure 25. They are concentrated in the downtown, in the area extending from SE 2 Avenue to the Boynton Canal. Alleys may be improved thus providing vehicle access to properties. However, the vast majority of alleys are unimproved and not utilized for access to property and instead may serve utility functions (i.e. Florida Power and Light, City water, etc.). Lastly, a number of alleys may simply be platted land that is neither used for access nor provision of utilities. Each alley is truly unique in purpose, function and physical dimension.

Many alleys have been abandoned in the past and the City is generally supportive of such abandonments, a practice based solely on the objective to reduce maintenance cost.

Street Lighting

Street illumination in the study area is good and meets traffic safety needs. Arterial highways have a uniform lighting pattern; lighting is also uniform throughout the Central Business District. Lighting in residential areas is more sporadic, with no uniformity. However, street lights are placed at nearly all street intersections and other locations where vehicular and/or pedestrian traffic warrants mid-block lighting. The City receives street light requests periodically in the study area and has placed new lighting where enhanced lighting is warranted.

Median Landscaping

Median landscaping has recently been improved or is in the process of being upgrades. At this time enhancement of the sidewalk areas are not included in the improvements. There have been numerous accidents that have caused damage to trees and shrubs. These are being replaced. As of this year all medians will be mulched. Medians with irrigation

are being individually evaluated and repaired. All trees have been pruned in the past year to ISA (International Arborist Association) standards.

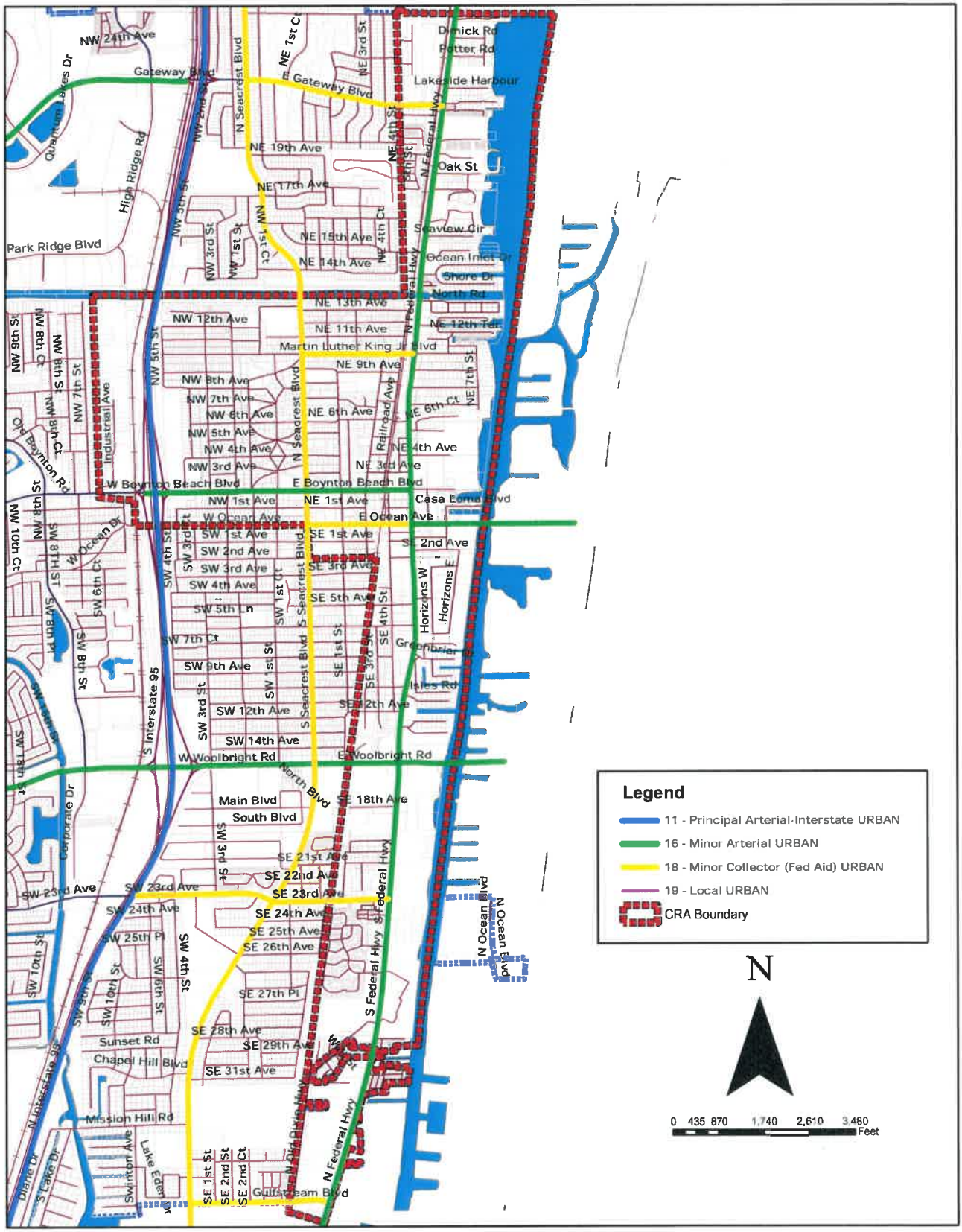
Sidewalks

As shown in Figure 26, the existing sidewalk network has many significant gaps in connectivity throughout the CRA, including downtown and adjacent neighborhoods. Since the year 2000, the City made some progress reducing these gaps. As a result of the sidewalk construction program implemented in the past 15 years, focused on making walking safer for grade school students, the current sidewalk network in residential areas close to schools requires minimal walking upon paved street surfaces, substantially reducing students' exposure to vehicular traffic. Sidewalk construction in locations that experience the highest pedestrian volume along arterial routes and/or those near pedestrian generators such as parks and commercial areas is nearly 100% complete. The sidewalk condition is adequate as well; the City has capital funds available for annual sidewalk repairs as needed based upon priority. Furthermore, improvements planned as a part of the All Aboard Florida rail project will bring forth sidewalk/pedestrian enhancements at the FEC grade crossings located at Gateway Boulevard, NE 15th Avenue, Martin Luther King Jr. Boulevard, SE 5th Avenue and SE 12th Avenue.

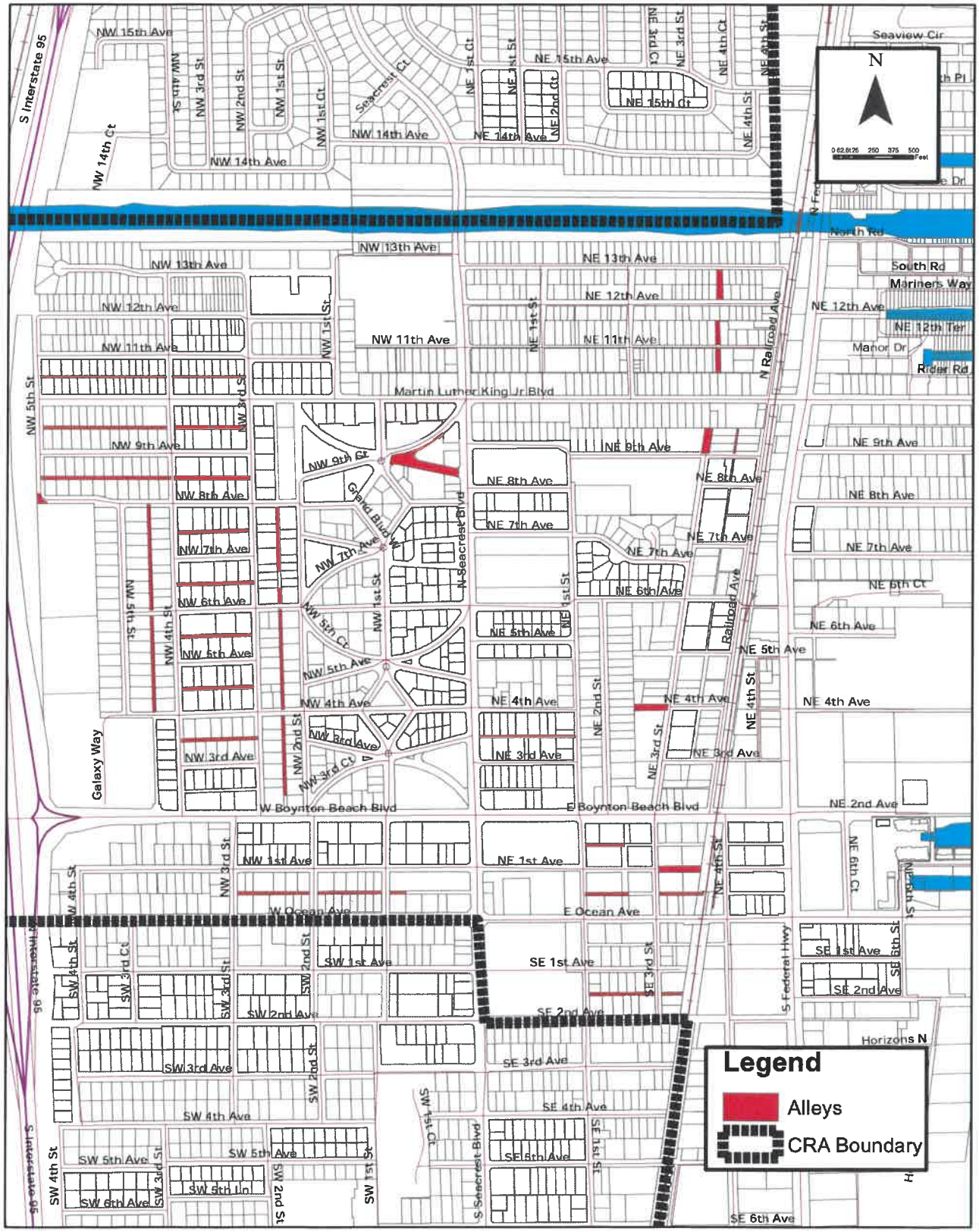
Transit

Three PalmTran bus routes transect the CRA area (see Exhibit 27): #1, #70 and #73. Route 70 provides direct connection to the TriRail commuter station.

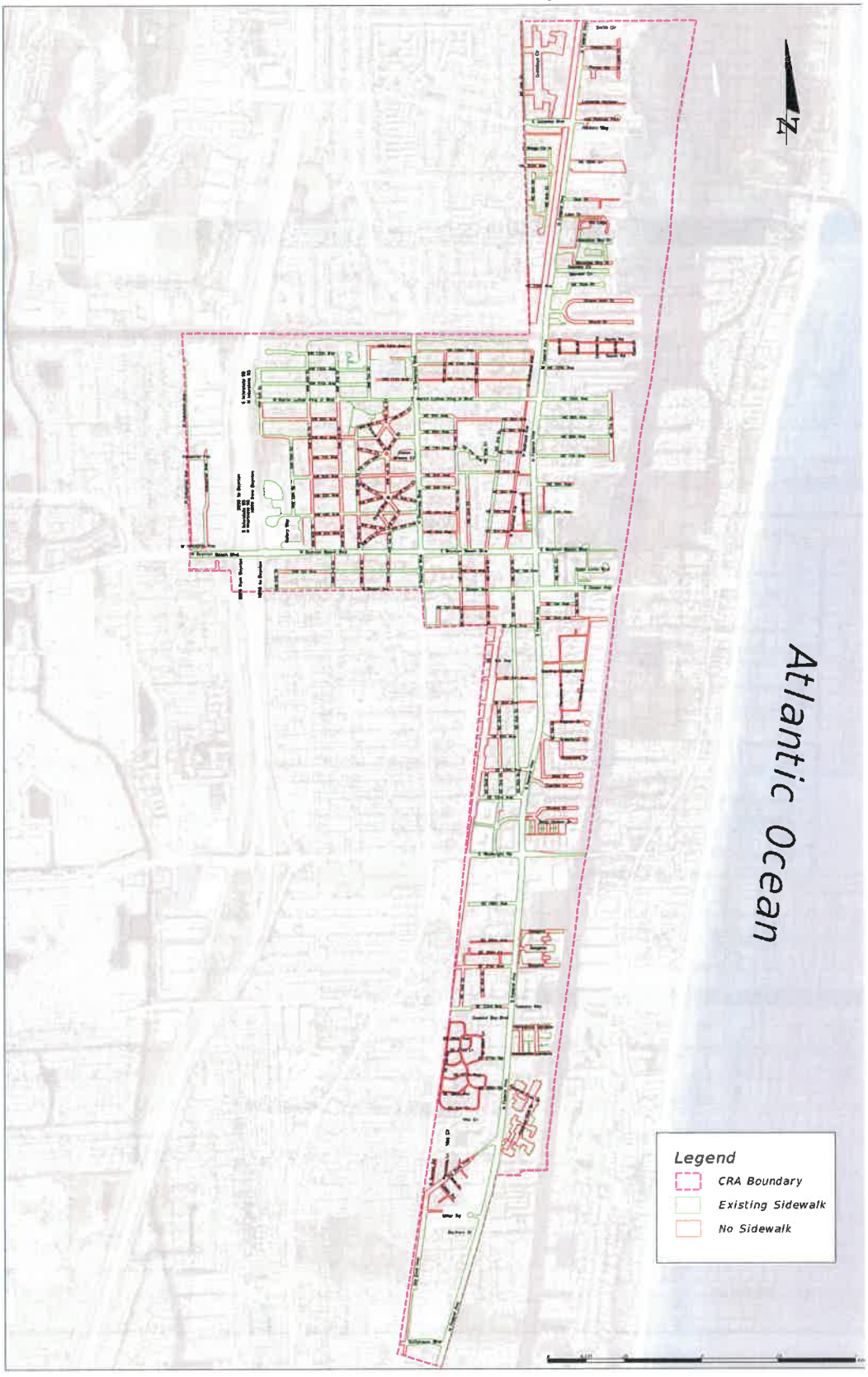
THOROUGHFARE SYSTEM
FUNCTIONAL CLASSIFICATION OF ROADS



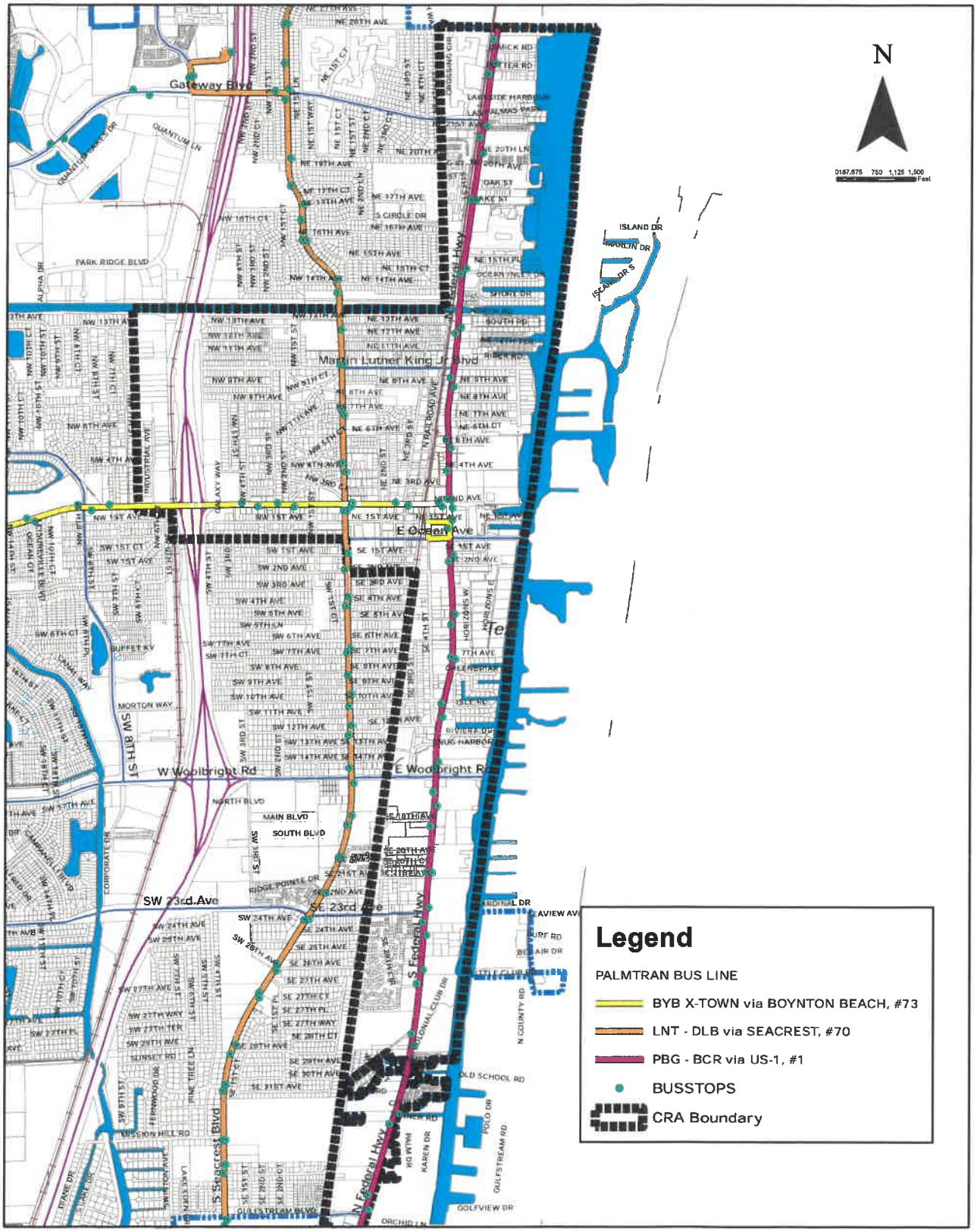
CONCENTRATION OF ALLEYS IN THE DOWNTOWN SECTION



Community Redevelopment Agency
Sidewalk Map



TRANSIT: PALMTRAN BUS ROUTES





2025

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD
PLAN RECOMMENDATIONS

MISSION STATEMENT

The Boynton Beach Community Redevelopment Agency (BBCRA) serves the community by guiding redevelopment activities such as affordable housing, free business promotional events, and small business funding programs that create a vibrant downtown core and revitalized neighborhoods within the Agency's 1,650 acres located along the eastern edge of the City of Boynton Beach.

Adoption Date: October 4, 2016



The 2016 Community Redevelopment Plan, while ambitious at its inception, no longer aligns with the current needs and aspirations of Boynton Beach residents and visitors. With the city evolving rapidly, it's time to re-imagine this plan to better reflect today's priorities—emphasizing sustainable growth, vibrant public spaces, diverse housing options, and attractions that appeal to both locals and tourists. A refreshed vision will ensure Boynton Beach remains a thriving, dynamic community that meets the demands of the future.

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY



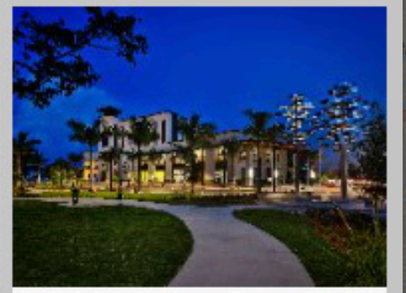
1 Federal Highway District - North Entry



2 Federal Highway District - South Entry



3 Downtown District



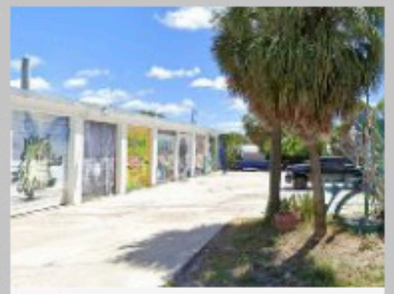
4 Cultural District



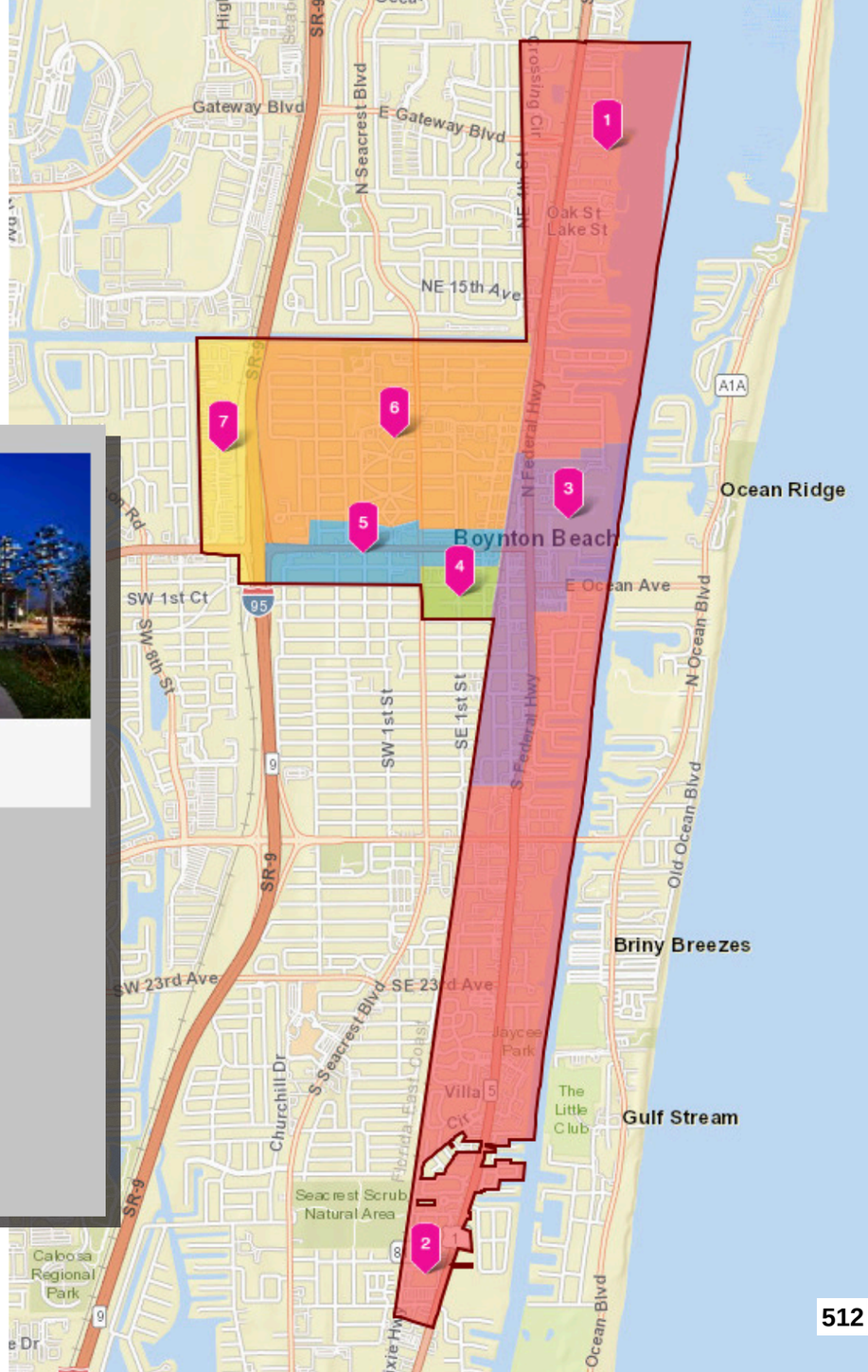
5 Boynton Beach Blvd District



6 Heart of Boynton District



7 Industrial/Craft District



DISTRICT RECOMMENDATIONS / CONSIDERATIONS

Educate residents about the CRA Districts.

Re-Evaluate district boundaries and consider renaming/re-branding.
(e.g., Creating a Marina District currently in the Downtown District)

Reevaluate the Boynton Beach CRA branding to align with the city's evolving identity and vision for the future.

Implementing a comprehensive multi-modal connectivity plan will enhance connectivity, accessibility, and efficiency across all districts/city, ensuring equitable mobility options for residents and visitors throughout the city.

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

DISTRICT RECOMMENDATIONS / CONSIDERATIONS

Consider creating a new tagline that could better encompass its vibrant community and diverse appeal. "Gateway to the Gulfstream" highlights the coast but may not reflect Boynton Beach's full identity.

Explore partnerships with Live Local projects to incorporate a grocery store, particularly in or adjacent to The Heart of Boynton district, enhancing accessibility and supporting community needs.

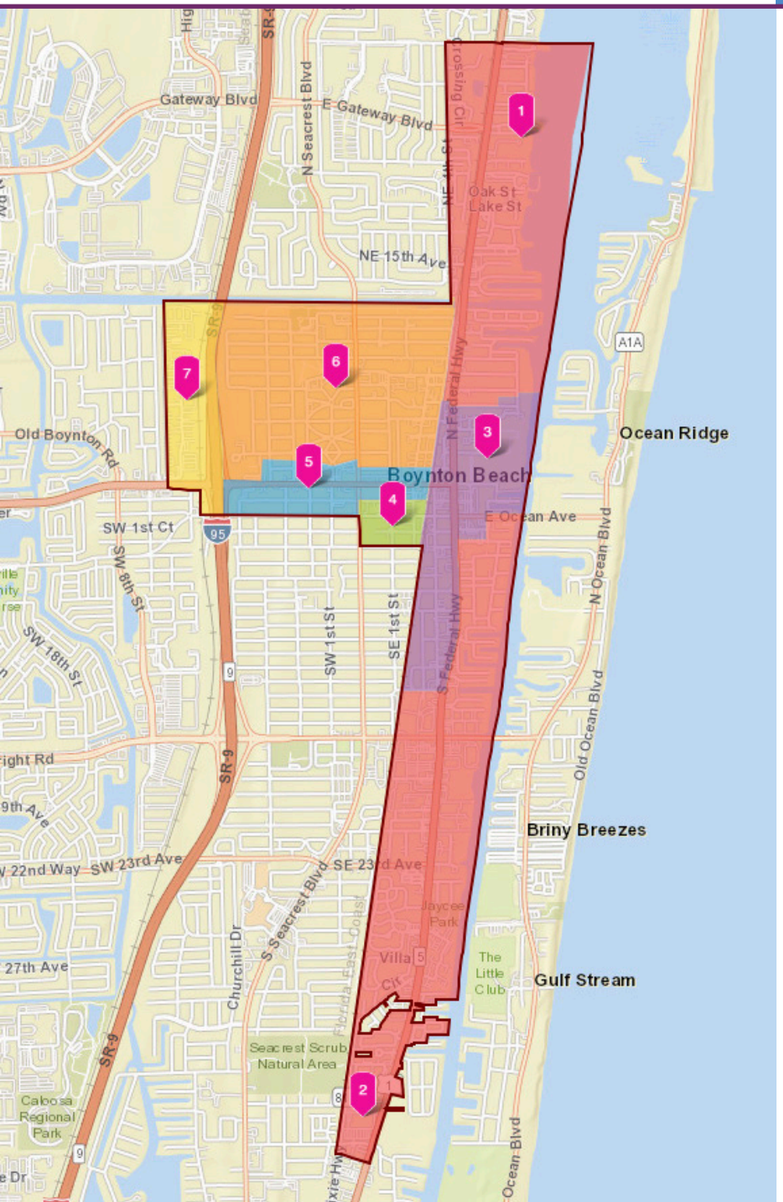
Engage community residents to collaborate with the CRA to rename the streets in our Downtown, Cultural, and Heart of Boynton districts, reflecting the area's unique character and shared heritage.

Examine and coordinate potential funding for infrastructure improvements for all districts.
(water, sewer, drainage)

Continue land banking opportunities. (affordable housing, retail, mixed-use, office, hotel, re-development)

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Federal Highway Corridor District

(North & South Entry)

- Create gateway features, and incorporate green canopy spaces.
- Create a sense of destination.
- Implement marketing techniques and attraction programs to encourage businesses, restaurants and retail to relocate, expand or start new operations within the district.
- Expand sidewalks and pedestrian areas.



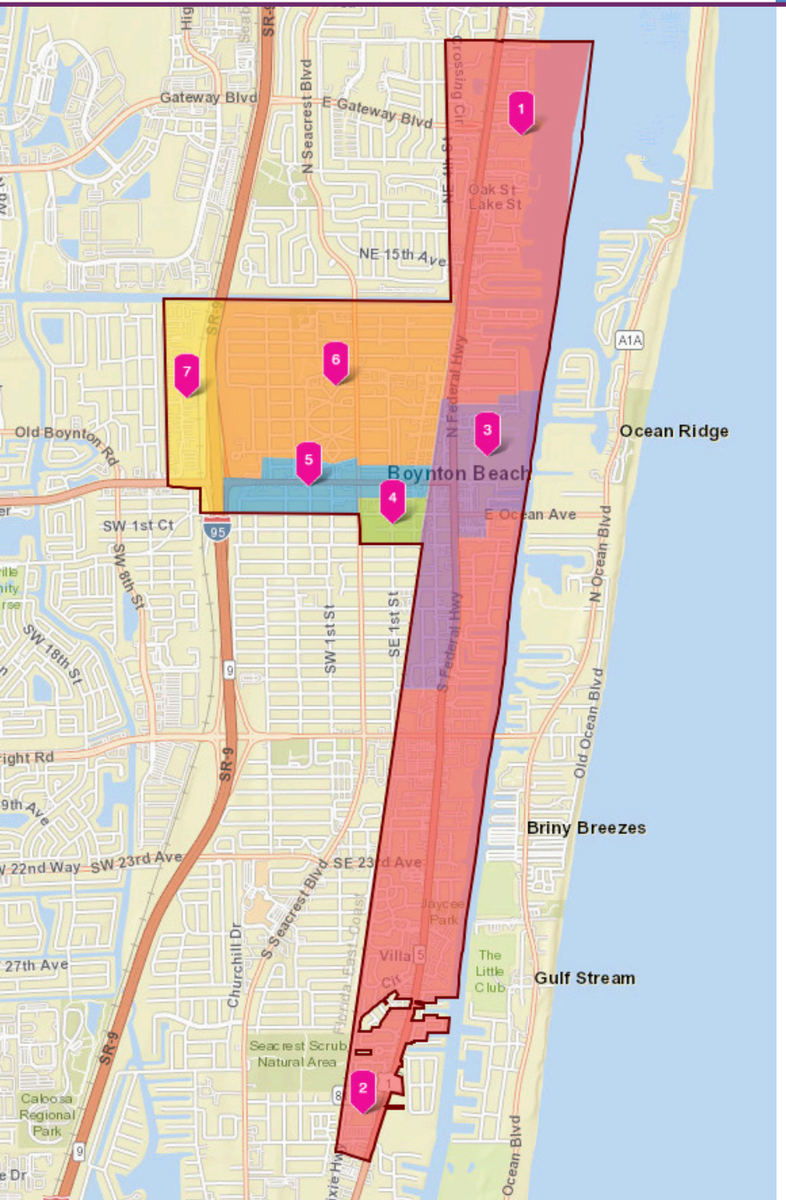
1 Federal Highway District - North Entry



2 Federal Highway District - South Entry

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Downtown District

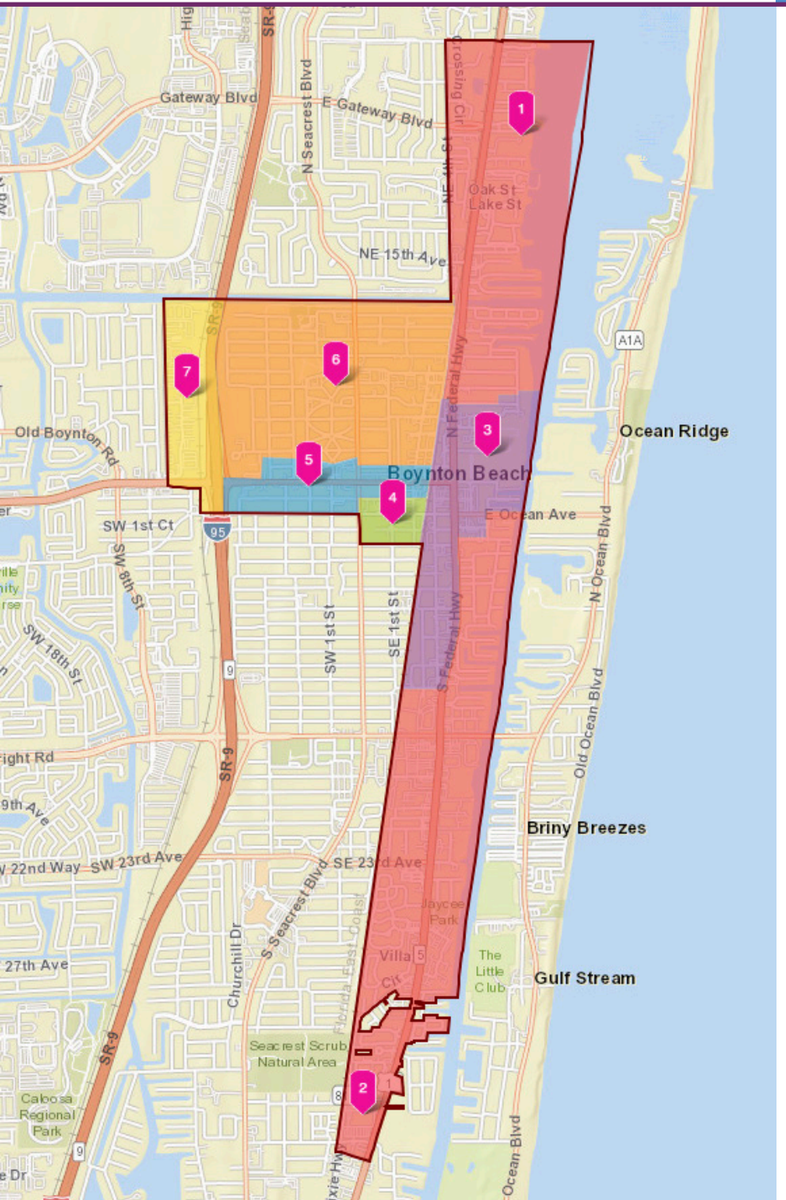
- Look for land opportunities for or a parking garage.
- Identify City and private owned surface lots in the meantime for public parking.
- Beautify the Federal corridor.
  (canopy tree, landscaping, hardscaping, wider sidewalks, decorative lighting, public art)
- Increase activation at Veteran's Park with features like red, white, and blue lighting.
- Acquire/partner land for a grocery store.
- Enhance maintenance, safety, and cleanliness to accommodate pedestrian traffic.



3 Downtown District

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Cultural District

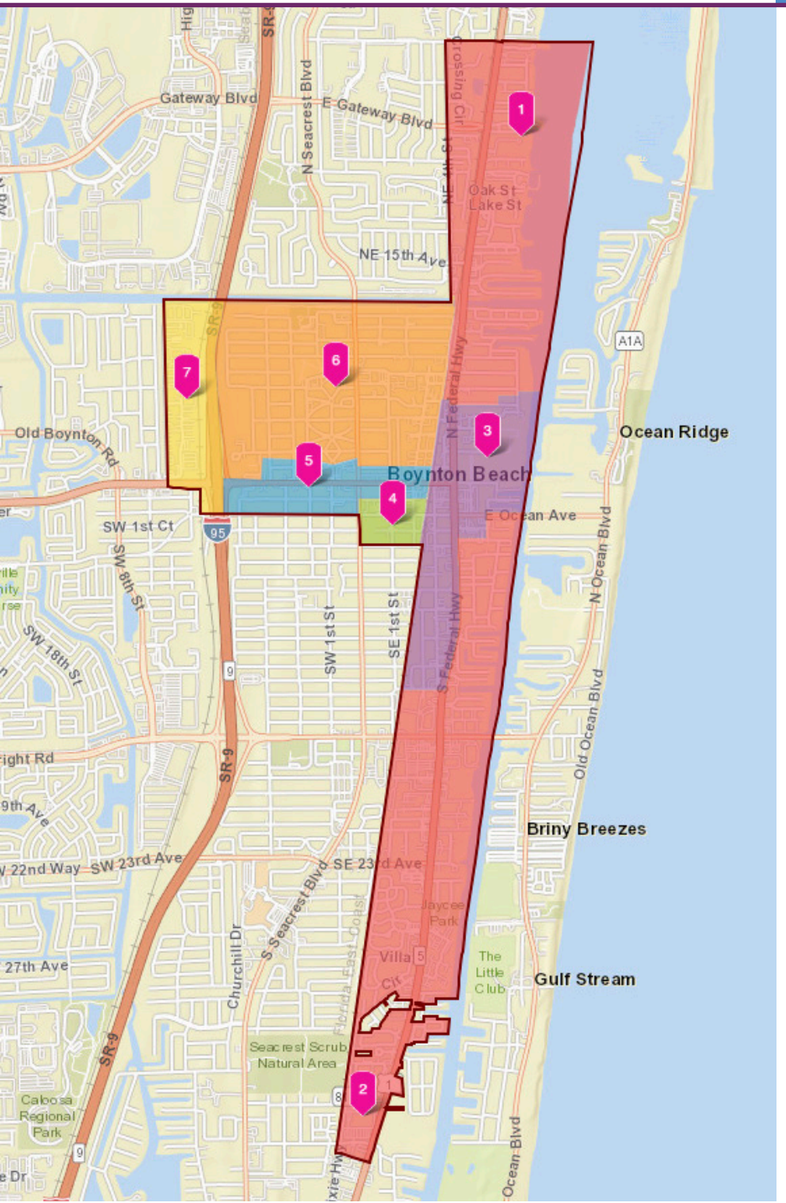
- Create a gateway to establish a sense of arrival.
- Increase activation throughout the corridor.
  - *splash pads, family-friendly features*
- Enhance lighting.
- Implement way-finding and signage.
- Add foliage and trees
  - *palm trees, flowers*
- Designate the area as a unique district within Boynton Beach
  - *Ocean Avenue with distinct pavers, lamppost signage etc.*
- Improve public safety. *(currently a vehicular corridor will become more pedestrian friendly)*
- Provide markets and services to support increased development and density.
- Preserve historic buildings and consider relocation when necessary.
  - *Pioneer Village: Oscar Magnuson House, Andrew's House*
- Expand and preserve the art component throughout the corridor.



4 Cultural District

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Boynton Beach Boulevard District

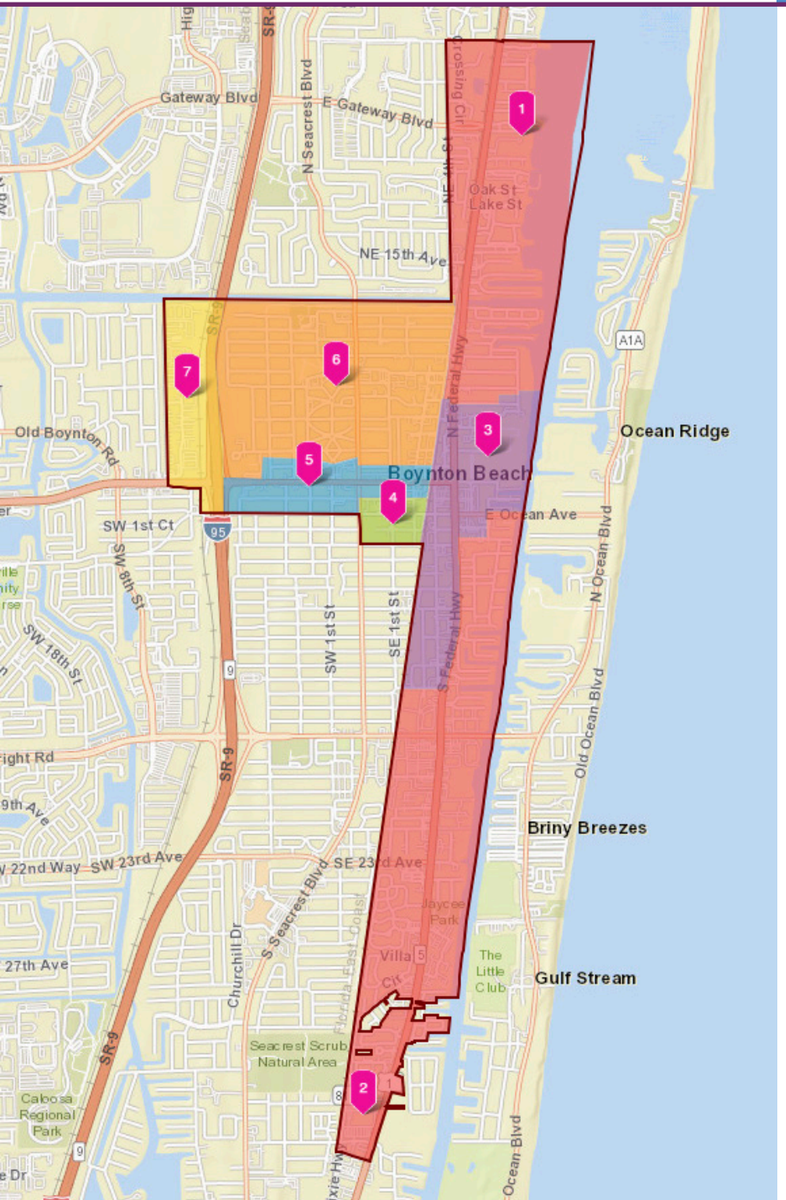
- Improve or install additional sidewalks.
- Add decorative lighting.
- Install a gateway feature.
- Increase way-finding and neighborhood identification signage.



5 Boynton Beach Blvd District

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Heart of Boynton District

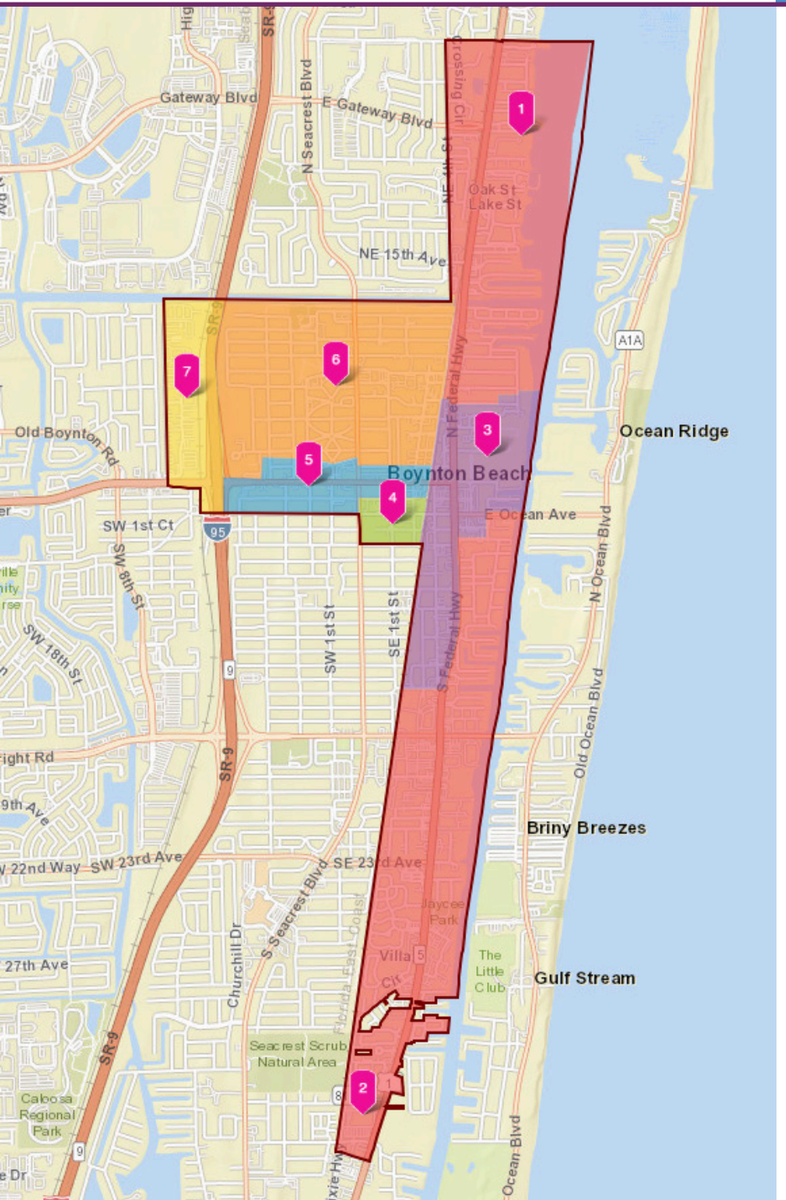
- Incorporate a grocer into or adjacent to the district .
- Solicit community input.
- Include a farmer's/green market/gathering space within the MLK corridor.
- Increase public art installations in the Heart of Boynton.
- Improve older homes in the area.
- Enhance community greening initiatives.
- Change some street names to be more represent the community.



6 Heart of Boynton District

BOYNTON BEACH CRA
COMMUNITY REDEVELOPMENT AGENCY

COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD PLAN RECOMMENDATIONS



Industrial District

- Transform the industrial area into a destination.
- Install paved west-end walkways and lighting.
- Develop on-street parking on Industrial Avenue.
- Add fencing separation the west-end homes.
- Identify land for parking and turnarounds.
- Promote future residential and commercial redevelopment.
- Improve lighting.
- Enhance street-scape and landscaping.
- Create activation areas for art and activities.
- Add street signage.
- Incorporate CPTED principles. *(Crime Prevention Through Environmental Design)*
- Install monument signs.
- Address code enforcement to clean and beautify the area.
- Work with business owners to enhance and beautify their properties.



7 Industrial/Craft District

Thank You

ADVISORY BOARD MEMBERS 2023-2025

Naomi Cobb (Chair)
Courtlandt McQuire (Vice Chair)
Kameren Maharaj
Lesha Roundtree
Alexandria Lopresto
Chevette Gadson
Thomas Ramiccio

CRA ADVISORY BOARD MEETING OF: April 3, 2025

NEW BUSINESS

AGENDA ITEM 8.A

SUBJECT:
Discussion and Consideration of Nomination of New Board Chair

SUMMARY:
Discussion and Consideration of Nomination of New Board Chair

CRA BOARD OPTIONS:
Nominate and vote on new board chair.

CRA ADVISORY BOARD MEETING OF: April 3, 2025

NEW BUSINESS

AGENDA ITEM 8.B

SUBJECT:
Discussion and Consideration of Nomination of New Board Vice Chair

SUMMARY:
Discussion and Consideration of Nomination of New Board Vice Chair

CRA BOARD OPTIONS:
Nominate and vote on new board vice chair.