Community Redevelopment Agency Regular Meeting
Agenda
Marina Event Center- 190 E. 13th Street, Riviera Beach, FL 33404
July 8, 2026
6:00 PM

Be advised, that the meeting location is subject to change. The public is encouraged to visit the Riviera Beach CRA (RBCRA) website, www.rbcra.com, for up to date information on meeting location and information.

Mayor, Ex Officio
Douglas A. Lawson

Chairperson
Bruce Guyton - District 1

Vice Chair
Glen Spiritis - District 4

CRA Commissioners
KaShamba Miller-Anderson - District 2
Shirley D. Lanier - District 3
Fercella Davis-Panier - District 5

Administration
Gedel Merzius, CRA Executive Director
Sherley Desir, Director of Administration
Pittman Law Group

ADA Notice

This meeting is open to the Public. In accordance with the Americans with Disabilities Act of 1990, persons in need of a special accommodation to participate in the proceedings shall contact the RBCRA Clerk at 561-844-3408 no later than 2 days (48 hours) prior to the proceedings.

To request material in accessible format, sign language interpreters, hearing impaired accommodation, or any accommodation to review any document or participate in these proceedings, please contact the Florida Relay Services 1-800- 955-8771 (TDD) or 1-800-955-8770 (voice) for assistance.

Public Comments Information

If anyone wants to speak on an agenda item, please complete a public comment card located at the front desk and give it to the RBCRA Clerk staff prior to Board discussion and before the public comments section is announced. In no event will anyone be allowed to submit a comment card to speak on an agenda item after the title of the item is read or considered.

Consent Agenda: Total time allotted for comment on the Consent Agenda to each member of the public is three (3) minutes.

Regular Agenda: Members of the public will be given three (3) minutes to speak on any regular agenda item.

Please note that the time limit for public comment may be reduced by a vote of the Board based on the voluminous nature of public comment cards.

Civility and Decorum: Please be reminded that the Riviera Beach CRA is committed to civility and decorum by its officials, employees, and members of the public who attend this meeting. The Board has adopted "Rules of Decorum Governing Public Conduct during Official Meetings", which provides in pertinent part:

- Officials shall be recognized by the Chair and shall not interrupt a speaker.
- Public comment shall be addressed to the Board as a whole and not to any individual on the dais or in the audience.
- Displays of anger, rudeness, ridicule, impatience, lack of respect and personal attacks are strictly prohibited.
- Unauthorized remarks from the audience, stamping of feet, clapping, whistles, yells and similar demonstrations shall not be permitted.
- Offenders may be removed from the meeting.
- Please mute or turn off cell phone at the start of the meeting. Failure to do so may result in being barred from the meeting.

CALL TO ORDER

Roll Call

Invocation

Pledge of Allegiance

AGENDA APPROVAL

Additions, Deletions, and Substitutions

Disclosures by Commission and Staff

Adoption of Agenda

Comments from the Public on Consent Agenda (Three Minute Limitation)

CONSENT AGENDA

Routine Board Business. The Consent Agenda is approved by a single majority vote. Item(s) may be removed for open discussion at the request of the any RBCRA Commissioner.

1. **Minutes**

2. **Invoice**

   2.a **Vendor Invoices**
   Tonya Davis, Finance Specialist, 561-844-3408

   Staff recommends the approval of the monthly vendor invoices.
   Cover Page
   Monthly vendor invoices for July 8, 2026 Meeting.pdf
   Pittman Law Group $10,237.50 #156.pdf
   Pittman Law Group $10,050.00 #155.pdf
   E.L. Waters & Company, LLC. $24,000.00 #June-26.pdf
   E.L. Waters & Company, LLC. $17,777.56 #June-26A.pdf

3. **Resolutions on Consent**

END OF CONSENT AGENDA

4. **UNFINISHED BUSINESS**

5. **PRESENTATIONS**

6. DISCUSSION

6.a **Potential Lease Agreement with Viking Marine Group for Marina District Parking Expansion**
Gedel Merzius, Executive Director, 561-844-3408

The Agency is requesting authorization to negotiate with the Viking Yacht Company (Viking Marine Group) for the expansion and construction of an additional parking lot space to the Marina Village parcel located between 13th and 14th Street in between Ave C and Broadway as a response to the increased need for additional parking
Cover Page
Memo - Potential Lease Agreement with Viking Marine Group for Marina District Parking Expansion.pdf
Professional Agreement - Potential Lease Agreement with Viking Marine Group.pdf
Attachment - Parking Lot Analysis (Viking).pdf
Attachment - Appraisal Broadway & Ave C; East 13th Street & East 14th Street.pdf

6.b **Resolution No. 2026-08 authorizing the approval of the Board to execute an extension for the professional service agreement with Jones Lang LaSalle Americas, Inc. to provide Public Private Partnership and Real Estate Development Services for the Marina Village Phase II Redevelopment Project; and providing an effective date**
Gedel Merzius, Executive Director, 561-844-3408

Staff recommends the adoption of Resolution No. 2026-08 approving an amendment to the professional service agreement with Jones Lang LaSalle Americas, Inc. to advise, prepare, develop and manage the Public Private Partnership agreement for the remaining elements of the Phase II Marina Project.
Cover Page
Resolution No. 2026 - 08 Authorizing the approval to execute an extension with Jones Lang LaSalle Americas, Inc. to provide Public Private Partnership and Real Estate Development Services for the Marina Village Phase II Redevelopment Project.pdf
Professional Agreement - Authorizing approval to execute an extension with Jones Lang LaSalle Americas, Inc. to provide Public Private Partnership and Real Estate Development Services for the Marina Village Phase II Redevelopment Project.pdf

6.c **Marina Annex Workforce Housing Development - Consideration of Riviera Beach CRA Contribution Assistance**
Gedel Merzius, Executive Director, 561-844-3408

Staff request your attention to this discussion.

Cover Page

Comments from the Public (7:30 P.M. Non-Agenda Items. Three-Minute Limitation)
Public Comments shall begin at 7:30 P.M. unless there is no further business of the CRA Commissioners, which in the event is shall begin sooner. In addition, of an item is being considered at 7:30 P.M., then comments from the public shall begin immediately after the item has concluded.

7. REGULAR AGENDA

7.a **Resolution No. 2026-09 of the Board of Commissioners of the Riviera Beach Community Redevelopment Agency adopting the Riviera Beach Community Redevelopment Agency Mobility Plan as a Guiding Planning Document for Future Mobility, Transportation, Pedestrian, Bicycle, Transit, Streetscape, and Connectivity Improvements Within the Community Redevelopment Area; Authorizing the Executive Director to Utilize the Mobility Plan in Support of Future Capital Improvement Planning, Grant Applications, and Redevelopment Initiatives; providing an effective date**
Gedel Merzius, Executive Director, 561-844-3408

Staff requests the approval from the CRA Board to adopt Resolution No. 2026-09 Riviera Beach CRA Mobility Plan as a guiding document for future mobility planning and redevelopment initiatives within the Community Redevelopment Area.
Cover Page
Memo - Pilot Trolley Circulator Program.pdf
Resolution No. 2026-09 Adopting the Riviera Beach CRA mobility plan for future transportation with the CRA area.pdf
Attachment - Corridor Mobility Plan.pdf
Attachment - Riviera Beach Mobility Plan.pdf
Attachment - Riviera Beach CRA Corridor Mobility Plan.pdf

7.b **Rafiki Tiki, LLC. DBA Rafiki Tiki Restaurant Bar and Grill Professional Agreement**
Gedel Merzius, Executive Director, 561-844-3408

Staff requests your attention to this item.
Cover Page

DISCUSSION BY EXECUTIVE DIRECTOR

DISCUSSION BY GENERAL COUNSEL

STATEMENTS BY THE RBCRA COMMISSION

ADJOURNMENT

Appeals

If any interested person desires to appeal any decision of the Board with respect to any matter considered at this meeting, at his or her own expense, that person will need a record of the proceedings and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based, pursuant to Section 286.0105, F.S. The City of Riviera Beach does not prepare or provide such a record.

Riviera Beach
COMMUNITY REDEVELOPMENT AGENCY

City of Riviera Beach

To: Honorable Chair and CRA Board of Commissioners

From: Tonya Davis, Finance Specialist

Through: Sherley Desir, Director of Administration

Subject: **Vendor Invoices**

Date: July 08, 2026

CC: General Public

Background:
Vendor invoices.

City Goals:
To enhance government stewardship and to achieve a sustainable economy.

Fiscal/Budget Impact:
There is a fiscal impact of $62,065.06.

Recommendation:
Staff recommends the approval of the monthly vendor invoices.

Attachments:
1. Monthly vendor invoices for July 8, 2026 Meeting.pdf
2. Pittman Law Group $10,237.50 #156.pdf
3. Pittman Law Group $10,050.00 #155.pdf
4. E.L. Waters & Company, LLC. $24,000.00 #June-26.pdf
5. E.L. Waters & Company, LLC. $17,777.56 #June-26A.pdf

RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY

RATIFICATION OF CONSULTANT/VENDOR INVOICES

TO BE CONSIDERED AT THE JULY 8, 2026 BOARD MEETING

ITEM	VENDOR NAME	EXPIRES	RES #, DATE;	INVOICE	INVOICE AMOUNT
1	**Pittman Law Group**	7/14/2027	Res. No. 2024-13; Approved 6/12/2024	155	$10,050.00
	Legal Services March 2026 - Team meetings, projects, contracts				
2	**Pittman Law Group**	7/14/2027	Res. No. 2024-13; Approved 6/12/2024	156	$10,237.50
	Legal Services April 2026 - Team meetings, projects, contracts				
3	**E.L. Waters & Company, LLC.**	8/27/2027	Res. No. 2025-15; Approved 8/27/2025	June -26	$24,000.00
	Economic Vision Planning - June 1-30, 2026				
4	**E.L. Waters & Company, LLC.**	8/27/2027	Res. No. 2025-15; Approved 8/27/2025	June -26A	$17,777.56
	Mobility Plan - June 1-30, 2026				
				TOTAL	**$62,065.06**

RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY
PAYMENT REQUISITION FORM

TODAYS DATE:	6/30/2026		**BCP**
VENDOR NAME:	PITTMAN LAW GROUP		**C & S**
VENDOR #:	19589		**CDE**
INVOICE #:	156	X	**CRA**
INVOICE DATE:	6/4/2026		**MEC**
PO #:			**MV**
COMPLETED BY:	GESPINOSA		**RBEC,LLC**

FUND ACCOUNT NUMBER	DESCRIPTION	JOB	AMOUNT
811-50101-531000	LEGAL FEES - APRIL 2026		$ 10,000.00
811-50101-531000	OVER CONTRACT HOURS (0.95 X $250.00)		$ 237.50
		INVOICE TOTAL	**$10,237.50**

COMMENTS:	**APPROVED BY:**	
Contracted Amount:	**Payments Per contract period:** 150,025.00	**Remaing Bal:**

CRA POLICY ON PURCHASES LESS THAN $2,500 REQUIRES THAT THE PURCHASE PRICE IS "FAIR AND REASONABLE." IF COMPETITIVE QUOTES ARE REQUIRED,

PLEASE COMPLETE SECTION C AND SUBMIT QUOTES WITH INVOICE. IF UNDER $2500 PLEASE COMPLETE SECTION A OR B BELOW.

SECTION A - CERTIFICATION

PLEASE ANNOTATE BELOW HOW YOU DETERMINED THAT THE PRICE IS FAIR AND RESONABLE; EXAMPLES INCLUDE: PROFESSIONAL MARKET EXPERIENCE, MARKET TREND, PREVIOUS PURCHASE, CATALOG PRICE, ADVERTISING PUBLICATIONS, ETC.

I HAVE DETERMINED THAT THE PRICE IS FAIR AND REASONABLE. MY REASONS INCLUDE:

SECTION B - OTHER

SECTION C - QUOTES

VENDOR	PRICE QUOTED	COMMENT / RANKING
1		
2		
3		

RECEIVED BY FINANCE:

ENTERED IN TYLER:

DATE MAILED:

Riviera Beach CRA
Payment Authorization Checklist

Vendor Name: PITTMAN LAW GROUP

Control No.: N/A **Invoice No.:** 156

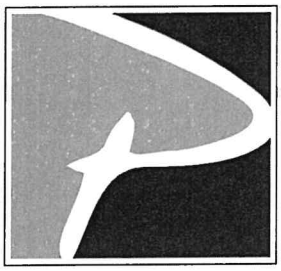
Invoice Date: 6/04/2026 **Payment Amount:** $ 10,237.50

Project Supervisor/Responsible Official: GMERZIUS

	Reviewed/Approved by
☑ Project "scope of work and deliverables" reviewed?	GM
☑ Payment support documentation appropriate based on work scope?	GM
☑ Have the deliverables due with this invoice been received?	GM
☑ If final payment, have all deliverables been received?	N/A
☑ Amount of payment agrees with the payment schedule or is appropriate and is within the limits of the total agreement amount, on a cumulative amount basis?	GM
☑ Expense reimbursement amounts meet Agency guidelines or amounts approved by the agreement.	GM
☑ The nature of work being performed is within the scope of the CRA plan.	GM
☑ Funds for payment have been budgeted and are available from the appropriate source(s) for payment.	GM

The invoice and supporting documentation have been reviewed, and the invoice is approved for payment.

Authorized Signer **Date:** 6/30/26



PITTMAN
Law Group

Pittman Law Group, P.L.
1028 E. Park Avenue
Tallahassee, FL 32301
Phone: 8502161002
www.pittman-law.com

Invoice To: accountspayable@rbcra.com
Riviera Beach CRA
600 W Blue Heron Blvd
Riviera Beach, FL 33404
INVOICE
Invoice #: 156
Date: 06/04/2026
Due On: 07/04/2026

Date	Client	Activity Cl	Activity	Description	Quantity	Price	Total
4/1/2026	Riviera Beach CRA	Service		CS - Review of loan agreements for the City of Riviera Beach and CRA; preparation of amendment language; correspondence with staff	3.2	$ 250.00	$ 800.00
4/1/2026	Riviera Beach CRA	Service		CS - Correspondence with staff regarding Villa Leons; discussions with staff	0.8	$ 250.00	$ 200.00
4/2/2026	Riviera Beach CRA	Service		CS - Marina Project and 1851 Project review of documents; discussions and meetings with staff	2.7	$ 250.00	$ 675.00
4/7/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
4/7/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
4/7/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
4/10/2026	Riviera Beach CRA	Service		CS - Follow-up discussions with Horse Development regarding 1851 Project; review of documents; discussion with staff and commission	1.8	$ 250.00	$ 450.00
4/13/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
4/13/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
4/13/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
4/14/2026	Riviera Beach CRA	Service		CS - Meeting with staff; review of Broadway Project documents	1.2	$ 250.00	$ 300.00
4/15/2026	Riviera Beach CRA	Service		CS - Preparation of resolution for 1800 property; correspondence with staff; review of all agreements	2.3	$ 250.00	$ 575.00
4/15/2026	Riviera Beach CRA	Service		CS - Review and approval of MTN Investment contracts; correspondence with staff	2.3	$ 250.00	$ 575.00
4/20/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
4/20/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
4/20/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
4/20/2026	Riviera Beach CRA	Service		CS - Agenda reviews	2.1	$ -	$ 525.00
4/21/2026	Riviera Beach CRA	Service		CS - Agenda reviews	2	$ 250.00	$ 500.00
4/22/2026	Riviera Beach CRA	Service		CS - Review of contracts regarding independent contractor agreements between commissioner and developers/sponsors	3.7	$ 250.00	$ 925.00
4/22/2026	Riviera Beach CRA	Service		CS - Agenda reviews; conversations with staff regarding agenda	1.8	$ 250.00	$ 450.00
4/22/2026	Riviera Beach CRA	Service		CS -CRA Board Meeting	1.45	$ 250.00	$ 362.50
4/22/2026	Riviera Beach CRA	Service	Pro-bono	SP -CRA Board Meeting	1.45	$ 250.00	$ -
4/28/2026	Riviera Beach CRA	Service		CS - Review of documents; conversations with staff regarding local projects including 24th and E 25th and 127th and 28th Elevate Project	2.3	$ 250.00	$ 575.00
4/29/2026	Riviera Beach CRA	Service		CS - Conversation with commission regarding ethics opinion; review of documents for ethics opinion	1.3	$ 250.00	$ 325.00
4/29/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
4/29/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
4/29/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
				Hours Billed	42.4		

Pro Bono Hours	1.45		
Total Billable Hours	40.95		
Contract Hours	40		$ 10,000.00
Hours over Contract Hours	0.95	$ 250.00	$ 237.50
			$ 10,237.50

RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY
PAYMENT REQUISITION FORM

TODAYS DATE:	6/30/2026
VENDOR NAME:	PITTMAN LAW GROUP
VENDOR #:	19589
INVOICE #:	155
INVOICE DATE:	6/4/2026
PO #:	
COMPLETED BY:	GESPINOSA

	BCP
	C & S
	CDE
X	CRA
	MEC
	MV
	RBEC,LLC

FUND ACCOUNT NUMBER	DESCRIPTION	JOB	AMOUNT
811-50101-531000	LEGAL FEES - MARCH 2026		$ 10,000.00
811-50101-531000	OVER CONTRACT HOURS (0.2 X $250.00)		$ 50.00
		INVOICE TOTAL	**$10,050.00**

COMMENTS:	**APPROVED BY:**	
Contracted Amount:	**Payments Per contract period:** 150,025.00	**Remaing Bal:**

CRA POLICY ON PURCHASES LESS THAN $2,500 REQUIRES THAT THE PURCHASE PRICE IS "FAIR AND REASONABLE." IF COMPETITIVE QUOTES ARE REQUIRED,

PLEASE COMPLETE SECTION C AND SUBMIT QUOTES WITH INVOICE. IF UNDER $2500 PLEASE COMPLETE SECTION A OR B BELOW.

SECTION A - CERTIFICATION

PLEASE ANNOTATE BELOW HOW YOU DETERMINED THAT THE PRICE IS FAIR AND RESONABLE; EXAMPLES INCLUDE: PROFESSIONAL MARKET EXPERIENCE, MARKET TREND, PREVIOUS PURCHASE, CATALOG PRICE, ADVERTISING PUBLICATIONS, ETC.

I HAVE DETERMINED THAT THE PRICE IS FAIR AND REASONABLE. MY REASONS INCLUDE:

SECTION B - OTHER

SECTION C - QUOTES

VENDOR	PRICE QUOTED	COMMENT / RANKING
1		
2		
3		

RECEIVED BY FINANCE:

ENTERED IN TYLER:

DATE MAILED:

Riviera Beach CRA
Payment Authorization Checklist

Vendor Name: PITTMAN LAW GROUP

Control No.: N/A **Invoice No.:** 155

Invoice Date: 6/04/2026 **Payment Amount:** $ 10,050.00

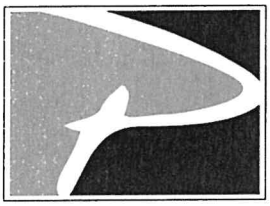
Project Supervisor/Responsible Official: GMERZIUS

	Reviewed/Approved by
☑ Project "scope of work and deliverables" reviewed?	GM
☑ Payment support documentation appropriate based on work scope?	GM
☑ Have the deliverables due with this invoice been received?	GM
☑ If final payment, have all deliverables been received?	N/A
☑ Amount of payment agrees with the payment schedule or is appropriate and is within the limits of the total agreement amount, on a cumulative amount basis?	GM
☑ Expense reimbursement amounts meet Agency guidelines or amounts approved by the agreement.	GM
☑ The nature of work being performed is within the scope of the CRA plan.	GM
☑ Funds for payment have been budgeted and are available from the appropriate source(s) for payment.	GM

The invoice and supporting documentation have been reviewed, and the invoice is approved for payment.

_____ **Date:** 6/30/26

Authorized Signer



PITTMAN
Law Group

Pittman Law Group, P.L.
1028 E. Park Avenue
Tallahassee, FL 32301
Phone: 8502161002
www.pittman-law.com

Invoice To: accountspayable@rbcra.com
Riviera Beach CRA
600 W Blue Heron Blvd
Riviera Beach, FL 33404
INVOICE
Invoice #: 155
Date: 06/04/2026
Due On: 07/04/2026

Date	Client	Activity Class	Activity	Description	Quantity	Price	Total
3/2/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
3/2/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
3/2/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
3/2/2026	Riviera Beach CRA	Service		CS - CRA discussions with staff regarding ongoing issues	0.7	$ 250.00	$ 175.00
3/2/2026	Riviera Beach CRA	Service		CS - Zoom meeting with city staff regarding subpoenas; preparation for meeting	1.6	$ 250.00	$ 400.00
3/3/2026	Riviera Beach CRA	Service		CS - Document review; first payment discussions with staff	3.6	$ 250.00	$ 900.00
3/10/2026	Riviera Beach CRA	Service		CS - Correspondence with staff; preparation of responses to subpoenas	2.4	$ 250.00	$ 600.00
3/10/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
3/10/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
3/10/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
3/11/2026	Riviera Beach CRA	Service		CS - Preparation of responses to subpoenas; discussion with staff; review of subpoena responses	4	$ 250.00	$ 1,000.00
3/11/2026	Riviera Beach CRA	Service		CS - Preparation of O&E reports	1	$ 250.00	$ 250.00
3/11/2026	Riviera Beach CRA	Service		CS - Review of service agreement; corrections to service agreement for MAG Consulting; correspondence with staff	2.7	$ 250.00	$ 675.00
3/11/2026	Riviera Beach CRA	Service		CS - Preparation and review of Ultimate Image contracts; correspondence with staff	2.6	$ 250.00	$ 650.00
3/16/2026	Riviera Beach CRA	Service		CS - CRA agenda review	1	$ 250.00	$ 250.00
3/17/2026	Riviera Beach CRA	Service		CS - Agenda reviews	1.7	$ 250.00	$ 425.00
3/18/2026	Riviera Beach CRA	Service		CS - Agenda review	0.5	$ -	$ 125.00
3/18/2026	Riviera Beach CRA	Service		CS - Element 7 discussions with staff; review of documents	1.6	$ 250.00	$ 400.00
3/23/2026	Riviera Beach CRA	Service		CS - Preparation of O&E reports with staff	2.1	$ 250.00	$ 525.00
3/23/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
3/23/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
3/23/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
3/24/2026	Riviera Beach CRA	Service		CS - Agenda review	0.7	$ 250.00	$ 175.00
3/25/2026	Riviera Beach CRA	Service		CS - CRA Board Meeting	2	$ 250.00	$ 500.00
3/25/2026	Riviera Beach CRA	Service	Pro-bono	SP - CRA Board Meeting	2	$ 250.00	$ -
3/30/2026	Riviera Beach CRA	Service		CS - Legal meeting	1	$ 250.00	$ 250.00
3/30/2026	Riviera Beach CRA	Service		SP - Legal meeting	1	$ 250.00	$ 250.00
3/30/2026	Riviera Beach CRA	Service		OMW - Legal meeting	1	$ 250.00	$ 250.00
				Hours Billed	42.2		
				Pro Bono Hours	2		
				Total Billable Hours	40.2		
				Contract Hours	40		$ 10,000.00
				Hours over Contract Hours	0.2	$ 250.00	$ 50.00
							$ 10,050.00

Invoice

E.L. Waters & Company, LLC

Date: 7/1/2026

Invoice #: Jun-26

Purchase Order #:

Period of Performance: 06/01/2026 - 06/30/2026

To: **Gedel Merzius**
Executive Director
City of Riviera Beach Community Redevelopment Area
600 West Blue Heron Blvd, Suite C-225
Riviera Beach, FL 33404

Contractor	Job	Payment Terms	Due Date
E.L. Waters & Company, LLC	Riviera Beach CBRA	Due Upon Receipt	Net 10

Qty	Description	Unit Price	Line Total
1.0	Detailed monthy report attached for services rendered for the month of June 2026.	$ 24,000.00	$ 24,000.00
		Total:	$ 24,000.00

Make all checks payable to:
E.L. Waters & Company, LLC
8264 NW 195th Terrace Hialeah, FL 33015
elwatersandcompanyllc@gmail.com
Phone: (305) 785-9757

Riviera Beach
COMMUNITY REDEVELOPMENT AGENCY

June 2026 Planning & Development Monthly Report

Executive Summary

June marked a consolidation phase across planning, development, and interdepartmental coordination. The team advanced infrastructure alignment, finalized development-related mobility criteria, and strengthened governance protocols across CRA and City departments. Workstreams focused on capital improvement integration, development review, Safe Streets alignment, and preparation for July legislative actions.

1. Planning & Development Progress

1.1 Capital Improvement & Infrastructure Alignment

- Conducted coordination with CIP leadership to align timelines and budgets for:
    - Avenue E improvements
    - Broadway corridor upgrades
    - Safe Streets lighting and ADA deficiency mitigation
- Ensured CRA recommendations do not duplicate CIP or FDOT Broadway improvements scheduled for 2027.

1.2 Development Review & Mobility Criteria Integration

- Integrated mobility criteria into upcoming development projects (Blue Heron, Broadway, Akalina, Nautilus).
- Established expectations for:
    - Parking relief tracking (TCEA credits)
    - Developer contributions to mobility infrastructure
    - Mobility-zone parking allocations
- Coordinated with development staff while respecting the “cone of silence” on active negotiations.

1.3 Mobility Trust Fund – Planning & Legal Review

- Advanced the Mobility Trust Fund concept:
    - Draft ordinance prepared and transmitted for CRA legal review.
    - Legal opinion requested from Attorney Smith regarding sufficiency and statutory compliance.

    - Strategy developed to engage Commissioner Spiritis for refinement based on development expertise.

- Benchmarks established for funding future infrastructure (bus benches, bike racks, roadway improvements).

1.4 Safe Streets Initiative Coordination

- Reviewed Safe Streets solicitation and ensured alignment with CRA mobility recommendations.
- Confirmed participation in upcoming Safe Streets vendor meeting.
- Shared CRA mobility report with Development Services staff to prevent redundant scopes.

2. Governance, Communication & Board Coordination

2.1 Board Engagement Protocol

- Implemented transparency protocol: All board-related development correspondence now includes consultants to ensure documentation and compliance.

2.2 Administrative Compliance

- Reinforced requirement that all official correspondence must be routed through the CRA for contract compliance.
- Development planning documents delayed due to office internet outage; resubmission scheduled.

3. June Metrics

- **4 major development projects** reviewed for mobility criteria integration.
- **6 CIP coordination touchpoints** completed.
- **3 legal review items** transmitted (ordinance draft, guidance memo, mobility trust fund framework).
- **5 commissioner/aide engagements** completed.
- **100+ resident feedback responses** incorporated into development-related mobility criteria.

4. Next Steps (July)

- Finalize legal opinion on Mobility Trust Fund.
- Integrate commissioner feedback into development criteria.
- Prepare implementation guidance for mobility-related zoning amendments.
- Support July 8 board meeting with development-related materials.

Invoice

E.L. Waters & Company, LLC

Date: 7/1/2026

Invoice #: June-26A

Purchase Order #:

Period of Performance: 06/01/2026 - 06/30/2026

To: **Gedel Merzius**
Executive Director
City of Riviera Beach Community Redevelopment Area
600 West Blue Heron Blvd, Suite C-225
Riviera Beach, FL 33404

Contractor	Job	Payment Terms	Due Date
E.L. Waters & Company, LLC	Riviera Beach CBRA - Corridor Mobility Plan	Due Upon Receipt	Net 10

Qty	Description	Unit Price	Line Total
1.0	Detailed monthy report attached for services rendered for the month of June 2026.	$ 12,222.00	$ 12,222.00
1.0	Management Fee for Mobility Plan	$ 5,555.56	$ 5,555.56
		Total:	$ 17,777.56

Make all checks payable to:
E.L. Waters & Company, LLC
8264 NW 195th Terrace Hialeah, FL 33015
elwatersandcompanyllc@gmail.com
Phone: (305) 785-9757

June 2026 — Corridor Mobility Plan Monthly Report

(CRA Mobility Plan — Finalization & Adoption Phase)

Executive Summary

June marked the decisive month in completing the Riviera Beach Corridor Mobility Plan. Through accelerated coordination, the project team condensed a **nine-month planning process into six months**, driven by intensive fieldwork, stakeholder engagement, and interdepartmental alignment. The plan is now ready for July 8 adoption, with board feedback incorporated following the June 10 workshop and subsequent commissioner meetings.

This accelerated timeline positions the CRA/City to immediately pursue a **citywide mobility plan expansion** in the near future contingent on board review.

1. Mobility Plan Completion Status

1.1 Plan Development Progress

- **80% complete by June 10**, with final refinements underway.
- Built using:
    - **100+ resident survey responses**
    - Field and riding tours across CRA corridors
    - CIP, Palm Tran, and Safe Streets coordination
- Core focus:
    - Reducing car dependency
    - Improving last-mile connectivity
    - Establishing Marina Village as the primary mobility hub

1.2 Acceleration Strategy — How We Achieved 9 Months of Work in 6

- Weekly CRA + City coordination meetings (January through June).
- Early identification of priority corridors (Broadway, Blue Heron, Avenue E).
- Parallel drafting of:
    - Circulator routes
    - Infrastructure recommendations
    - Pilot program framework

- Real-time feedback integration from:
    - CIP
    - Palm Tran
    - CRA development staff
    - Commissioners (post-workshop meetings)
- Consolidated mapping + narrative production by Corradino team.

Result: A fully implementable, fundable mobility plan ready for July adoption.

2. Core Mobility System Components

2.1 Transit Hub Strategy

- **Marina Village designated as the primary mobility hub**.
- City Hall remains flexible pending relocation.
- Hub anchors:
    - Circulator system
    - Workforce routes
    - Parking pilot program

2.2 Connector & Circulator Network

External Connector (Palm Tran Coordination)

- Tri-Rail → Marina Village (priority route)
- CRA Circular Connector (weekday workforce route)

Internal CRA Circulator Connects:

- Broadway
- Blue Heron
- Phil Foster
- Ocean Walk

Brightline connector excluded due to cost and low demand.

2.3 Workforce Mobility

- Prioritized corridors:
    - 13th Street
    - MLK Blvd
    - Barack Obama Blvd

- Supports access to:
    - Port of Palm Beach
    - Marina Village employment zones

2.4 Pilot Program Framework

- Marina Village pilot:
    - **10–15 parking spaces** allocated
    - CRA-managed decals/stipends
    - Palm Tran operational partnership
- Public-private coordination with parking vendor underway.

3. Infrastructure & CIP Coordination

- Traffic analysis completed for key corridors.
- CIP alignment secured for:
    - Bus shelters
    - Bike lanes
    - Avenue E improvements
- Ensures no duplication with FDOT Broadway upgrades.

4. June 10 Board Workshop — Summary

Presentation Approach

- High-level narrative
- Focus on turnkey projects
- Clear explanation of connector + circulator system

Board Feedback Themes

- Funding feasibility
- Palm Tran integration
- Traffic mitigation
- Workforce route prioritization
- Pilot program timeline

Post-Workshop Commissioner Meetings

Our team met individually with board members following the workshop to:

- Clarify operating costs
- Review route maps
- Validate pilot program structure
- Confirm support for July 8 adoption
- Gather final narrative adjustments

This feedback is now incorporated into the final July submission.

5. June Metrics

- **3 Community meetings**.
- **100+ resident responses** integrated.
- **12 corridor segments** analyzed.
- **4 route concepts** finalized.
- **1 pilot program** structured.
- **6 commissioner engagements** completed (workshop + follow-ups).
- **9-month plan condensed into 6 months**.

6. July Adoption & Citywide Expansion

July 8 Adoption

- Mobility Plan resolution prepared
- Trolley Pilot Program resolution proffered

Citywide Mobility Plan Expansion

- CRA plan establishes the foundation for:
    - Citywide Safe Streets integration
    - Mobility Trust Fund implementation
    - Regional planning model (Lake Park reference)

7. Next Steps

- Finalize full mobility plan document
- Deliver executive summary + board narrative
- Prepare July 8 agenda item
- Begin scoping for citywide mobility plan

City of Riviera Beach

To: Honorable Chair and CRA Board of Commissioners

From: Gedel Merzius, Executive Director

Through: Christopher Smith, Esq. Pittman Law Group

Subject: **Potential Lease Agreement with Viking Marine Group for Marina District Parking Expansion**

Date: July 08, 2026

CC: General Public

Background:
See attached memo.

City Goals:
To accelerate operational excellence.

Fiscal/Budget Impact:
There is a fiscal impact of $82,170.00 per month.

Recommendation:
The Agency is requesting authorization to negotiate with the Viking Yacht Company (Viking Marine Group) for the expansion and construction of an additional parking lot space to the Marina Village parcel located between 13th and 14th Street in between Ave C and Broadway as a response to the increased need for additional parking

Attachments:
1. Memo - Potential Lease Agreement with Viking Marine Group for Marina District Parking Expansion.pdf
2. Professional Agreement - Potential Lease Agreement with Viking Marine Group.pdf
3. Attachment - Parking Lot Analysis (Viking).pdf
4. Attachment - Appraisal Broadway & Ave C; East 13th Street & East 14th Street.pdf

Riviera Beach
COMMUNITY REDEVELOPMENT AGENCY

TO:	Honorable Chair and CRA Board of Commissioners
FROM:	Gedel Merzius, Executive Director
THROUGH:	Christopher Smith, Esq. – Pittman Law Group
DATE:	July 8, 2026
SUBJECT:	**Potential Lease Agreement with Viking Marine Group for Marina District Parking Expansion**

BACKGROUND

The Agency is currently completing phase I of the Marina Village development project located at along the east side of Broadway Avenue, just south of 13th Street. The Viking owned property adjacent to the Marina Village Phase 1 development site has been previously used by the public, without charge as an overflow parking area. At the June 10, 2026 CRA Board meeting, staff was provided direction by the CRA Board to engage with the Viking Marine Group to obtain additional information regarding the potential acquisition or lease of the property and to determine the organization's interest in pursuing a potential transaction.

As part of the follow-up due diligence and negotiation process, staff-initiated discussions with the Viking Marine Group to evaluate available options, including a potential sale of the property or a long-term lease arrangement. After further discussions and consideration of the available alternatives, the Viking Marine Group determined that its preferred path forward was to exclusively lease the property rather than pursue a sale.

Staff has continued negotiations with Viking Marine Group and has provided potential lease terms, operational considerations, and opportunities to support the CRA's strategic objectives associated with waterfront activation, parking capacity, and continued economic development within the Marina District.

CURRENT SITE STATUS

The parcels are ideally located adjacent to the entrance of the Marina Village and is currently vacant. This parcel is in fair condition and is an ideal location to add much needed temporary parking. Seven parcels ranging in size from 0.1492 acres to 0.4084 acres with a total of 1.3836 acres or 60,270 square feet. The proposed plan has the potential to add approximately 75 parking spaces. The surface itself, will be grated and covered with along with the addition of cement parking stops. Signage will also be added notifying the public that these lots are accessible to the public.

Market Value Conclusion Allocation By Parcel

Parcel Control Number	Acres	Square Feet	Allocation	Rounded
56-43-42-33-06-002-0130	0.4084	17,790	$1,180,688	$1,180,000
56-43-42-33-06-002-0110	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0090	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0070	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0050	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0030	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0010	0.1492	6,499	$431,339	$430,000
Total	1.3836	60,270	$4,000,000	$4,000,000

PLAN OF ACTION IF AUTHORIZED

Before reaching an agreement with Viking, CRA staff will work with City of Riviera Beach Development Services department, Engineering department and Finance to seek feasibility of developing a surface parking lot and assesses site conditions, accessibility requirements, traffic impacts, and financial considerations. The purpose of this review is to determine whether the subject property can reasonably accommodate a parking facility while complying with applicable regulatory requirements and supporting operational needs.

A review has been conducted through proper assessment through an appraisal provided by Callaway & Price, Inc. of the property to assess the parcel's overall size, shape, and development constraints to determine the usable area available for parking operations. The parcel has been analyzed to determine the most efficient parking layout while maintaining safe vehicular circulation and required landscape areas.

1. Potential Parking Count

Using industry-standard parking design criteria, staff will prepare a preliminary parking yield analysis. The resulting analysis should identify the maximum parking capacity achievable on the site. Typical parking calculations should include: Standard parking space dimensions, ADA parking requirements, Drive aisle widths.

2. Construction Cost Estimate - Preliminary construction costs should be developed based on conceptual design.

Engineering and Permitting Costs

Professional services and permitting expenses should include:

- Surveying.
- Traffic studies.
- Environmental assessments.
- Permit application fees.

3. Operating and Maintenance Costs

Annual operating expenses should be projected, including:

- Pavement maintenance.
- Landscaping.
- Lighting and utility costs.
- Security measures.

- Striping and signage replacement.
- Administrative and enforcement costs.

RECOMMENDATION

Staff recommends that the CRA Board provides authorization for staff to proceed with final lease negotiations and execution of a lease agreement with Viking Marine Group for Parcel Control Number 56-43-42-33-06-002-0010 and 56-43-42-33-06-002-0030, consisting of approximately 0.3144 acres (13,695 square feet), at a proposed lease rate of $6.00 per square foot, for an estimated annual lease cost of $82,170, subject to final lease terms, CRA legal review, and approval by the CRA Board.

LEASE RATE ANALYSIS / FISCAL IMPACT

As part of the negotiation process, the property owner has proposed a lease rate of **$**6.00 per square foot for the identified parcels. Based on the combined lease area of approximately 20,891 square feet, the anticipated annual lease obligation is calculated as follows:

Estimated Monthly Lease Payment: 20,891 SF × $6.00/SF = $125,346 per month

Staff evaluated the proposed lease rate in consideration of the recently completed appraisal by Callaway & Price, Inc., which identified the subject parcels as part of a larger assemblage consisting of seven adjacent parcels totaling 1.3836 acres (60,270 square feet), with a total appraised market value of $4,000,000. The appraisal allocated the respective parcels selected for lease at approximately $480,000 and $430,000.

Lease Option	Square Feet	Annual Lease Cost	Monthly Lease Cost
56-43-42-33-06-002-0030	7,196	$518,112	$43,176
56-43-42-33-06-002-0010	6,499	$467,928	$38,994
56-43-42-33-06-002-0050	7,196	$518,112	$43,176
	20,891	$1,504,152	$125,346.00


Subject Property


56-43-42-33-06-002-0090
56-43-42-33-06-002-0050
56-43-42-33-06-002-0130
56-43-42-33-06-002-0010
56-43-42-33-06-002-0110
56-43-42-33-06-002-0030
56-43-42-33-06-002-0070

PARKING LOT LEASE AGREEMENT

This TEMPORARY PARKING LOT LEASE AGREEMENT (this "Agreement" or "Lease") is made and entered into as of this _____ day of June, 2026 (the "Effective Date"), by and among **J.S. FAMILY HOLDINGS, INC.,** a Florida corporation (hereinafter referred to as "Landlord"), and **RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY,** a body corporate and politic created under the laws of the state of Florida ("Tenant" or "CRA"), with an address of 600 W. Blue Heron Blvd, C-225, Riviera Beach, FL 33404 (hereinafter referred to as "Tenant").

RECITALS

WHEREAS, 1320 owns the land described in the attached Exhibit "A" (the "Premises Part A").

WHEREAS, Gerald owns the land described in the attached Exhibit "B" (the "Premises Part B," and together with Premises Part A, collectively "Premises"). The Premises comprise approximately 65,340 SF +/- of land.

WHEREAS, the Premises are occupied by a building which is not presently operating and is vacant.

WHEREAS, the CRA desires to lease the Premises to use as a parking lot.

WHEREAS, the CRA has obtained authorization to enter into this Lease, a copy of such authorization is attached as Exhibit "C" hereto.

WHEREAS, Tenant desires to lease the Premises from Landlords, and Landlords desires to lease the Premises to Tenant, upon the terms, covenants and conditions hereinafter set forth.

NOW, THEREFORE, parties hereto agree as follows:

TERMS AND CONDITIONS

1. Premises. Landlords hereby demises and lets unto Tenant, and Tenant does hereby take and lease from Landlords, the Premises together with all easements, rights and appurtenances belonging or pertaining thereto, subject to the terms and conditions of this Lease.

2. Term. The initial term of this Lease shall commence on July 8, 2026 (the "Commencement Date"). Unless sooner terminated pursuant to the terms hereof, the initial lease term shall terminate upon the expiration of eighteen (18) consecutive months following the Commencement Date ("Initial Term").

3. Renewal Option. Provided that this Lease has not been terminated and further provided that Tenant is not then in default under any term, condition, covenant or agreement under this Lease, Tenant shall have a one-time option to extend the Lease Term prior to the

expiration of the Initial Term as described below, which, if properly exercised, shall convert this Lease to a month-to-month tenancy from and after the expiration of the Initial Term on the same terms and conditions as provided in this Lease ("Renewal Period"). The exercise of the option in this paragraph shall only be effective on, and in strict compliance with the following terms and conditions:

(a) Notice of Tenant's exercise of the option (the "Extension Notice") shall be given by Tenant to Landlords at least thirty (30) days before the expiration of the Initial Term.

(b) During the Renewal Period, the tenancy created under this Lease shall become month-to-month and the Landlords and the Tenant shall each have the right at all times during the Renewal Period to terminate the Term of the Lease for any or no reason by giving at least thirty (30) days advance written notice to the other party. Time shall be of the essence as to the exercise of any election by Tenant under this Paragraph. The Term of this Lease, as used herein, shall be deemed to include the Initial Term and any properly-exercised Renewal Period.

4. Rent. Tenant shall pay Landlords an annual minimum or base rent of $392,040.00, payable in monthly installments of $32,670.00 per month, plus any applicable tax, due on the first day of each month in advance. Rent shall be prorated for any partial month at the beginning or end of the lease Term. These payments shall be referred to herein as the "Minimum Rent." Minimum Rent payments shall commence on the Commencement Date. In addition, the Tenant shall pay real estate taxes and other amounts as set forth in Paragraph 19, which payments shall commence on the Commencement Date.

(a) Beginning with the first anniversary of the Commencement Date, and on the same day of each month thereafter during the Term, including any Renewal Period (each, an "Adjustment Date") of this Lease, the Minimum Rent shall increase by one quarter of one percent (0.25%) per month.

(b) All Rent shall be paid to Landlords at: Vikco, Inc., 4 Executive Campus, Suite 100, Cherry Hill, NJ 08002. Checks should be made payable to JSF YACHTSMAN, INC. Landlords may change such payment directions at any time upon no less than ten (10) days written notice to Tenant.

(c) Tenant will deliver a security deposit in the amount of one (1) month's base rent, or $32,670.00 ("Security Deposit") upon execution of this Lease. The Security Deposit will be held by Landlords without liability for interest and as security for the performance of Tenant's covenants and obligations under this Lease, it being expressly understood that it is not an advance payment of Rent or a measure of Landlord's damage upon an event of default. Landlords may commingle the Security Deposit with their other funds. Upon the occurrence of any event of default, Landlords may, from time to time, without prejudice to any other remedy, use the Security Deposit, to the extent necessary, to make good any arrears of Rent or pay any expense or liability incurred by Landlords as a result of such default. Provided Tenant delivers the

Premises to Landlords as required herein upon expiration or earlier termination of this Lease, Landlords shall return any remaining balance of the Security Deposit to Tenant within sixty (60) days following such expiration or termination of this Lease. If any portion of the Security Deposit is so used or applied, Tenant will upon ten (10) days written notice from Landlords, deposit with Landlords by cash or cashier's check an amount sufficient to restore the Security Deposit to its original amount. If Landlords transfers their interest in the Premises during the Term, Landlords may assign the Security Deposit to the transferee and, upon assumption of Landlord's obligations hereunder, have no further liability for the return of, or any matter relating to, such Security Deposit.

(d) Other remedies for nonpayment of Rent notwithstanding, if the monthly payment of Rent is not received by Landlords on or before the fifth (5th) day of the month for which such payments are due, or if any other payment due Landlords by Tenant is not received by Landlords on or before the fifth (5th) day of the month next following the month in which Tenant was invoiced, such payments will bear interest at the lesser of (i) the highest lawful rate per annum or (ii) the rate of one and one-half percent (1 ½%) per month until paid. In lieu of interest on past due amounts, Landlords may charge a late fee equal to 5% of the amount past due to cover the extra expense involved in collecting past due amounts. In addition, Landlords are entitled to charge one hundred dollars ($100.00) for each check or payment which is not honored by Tenant's bank. Said charge to be in addition to any other amounts owed under this Lease.

5. Use of the Premises; Tenant's Required Work. The Premises shall be used by Tenant solely for the parking of light-duty motor vehicles designated as Class 1 or Class 2 by the Federal Highway Administration ("Permitted Use"). Following the Effective Date but prior to Tenant's use of the Premises, Tenant shall, at its sole cost and expense, (i) demolish all existing structures on the Premises as approved in advance by Landlords, (ii) perform grading, surfacing/paving and striping of the Premises according to plans and specifications approved in advance by Landlords and (iii) make any other necessary improvements approved in advance by Landlords to make the Premises suitable for use as a public parking lot in compliance with applicable laws and regulations including. Tenant shall be exclusively responsible, at its sole cost and expense, for obtaining any required permits and pursue any necessary governmental or agency approvals to construct and operate the Premises as a public parking lot.

6. Description of the Premises. See attached Exhibit "A" and Exhibit "B."

7. Improvements. Tenant may, upon Landlords' prior written consent, which consent shall not be unreasonably withheld, delayed, or conditioned, and at Tenant's sole expense, place signage that indicates hours of use, payment instructions, and other regulations, and pavement markings, parking curb stones, and may make other customary and reasonable improvements that have been approved in advance by Landlords to facilitate the Tenant's Permitted Use.. Tenant may, at its sole cost and expense, upon Landlords' prior written consent, which consent shall not be unreasonably withheld, delayed, or conditioned, upgrade utilities on the Premises and grade the Premises to meet new flood standard set by

FEMA.

8. Absolute Net Lease; Maintenance and Repairs. This Lease shall be deemed and construed to be an "absolute net lease" and, except as herein expressly provided, the Landlords shall receive all payments required to be made by Tenant under this Lease free from all charges, assessments, impositions, expenses, deductions of any and every kind or nature whatsoever. Tenant shall, at Tenant's sole cost and expense, be responsible for any and all costs and expenses, (regardless of capital nature) associated with the Premises, including without limitation (i) the installation and construction of the parking lot, (ii) Tenant's operations at the Premises and exterior site (landscaping, trash removal, sweeping and cleaning), and (iii) all repair, maintenance and replacement of all improvements at the Premises, including without limitation, all structural, foundation/slab, all systems and glass and the interior of any structures, paving, resurfacing, pothole repair, sealing and striping/re-striping. Except as otherwise provided herein to the contrary, the Rent shall be complete and absolute net rent to Landlords, and during the entire Term of this Lease, including any Renewal Period, Landlords shall have no cost, obligation, responsibility or liability whatsoever for repairing, maintaining, operating or owning the Premises. The parties acknowledge and agree that Landlords would not enter into this Lease if the Rent described in this Lease were not completely and absolutely net to Landlords or if Landlords were to incur any liability whatsoever, foreseen or unforeseen, with respect to the Premises or any portion thereof, or Tenant's exercise of any other of its rights under this Lease. Accordingly, except as expressly and specifically provided otherwise herein, Tenant shall pay all expenses, costs, taxes, fees and charges of any nature whatsoever arising in connection with or attributable to the Premises, during the term of this Lease or in any manner whatsoever arising as a result of Tenant's exercise of, or Landlord's grant of, the rights described in this Lease, including, without limitation, intangible personal property taxes, ad valorem real estate taxes, franchise taxes and excise taxes, Tenant's accounting and attorney's fees, costs of any leasehold title insurance policy obtained by Tenant, and utility charges. Upon expiration of the Lease, Landlords may require Tenant, at Tenant's sole cost and expense and liability, to remove the improvements made by Tenant, including removing and disposing of the paving and asphalt installed on the Premises.

9. Insurance.

a. Types. Tenant, at Tenant's sole cost and expense, shall maintain and keep in effect throughout the Term with respect to the Premises:

i. insurance against loss or damage to improvements now or thereafter located on the demised land by fire and such other casualties as may be included in the forms of all risk insurance from time to time most commonly available, in an amount equal to the full insurable replacement value of such building and improvements;

ii. insurance on an occurrence basis against claims for personal injury (including death) and property damage and with broad form contractual liability coverage, under a policy or policies of comprehensive general liability insurance or commercial general liability insurance, with such

limits as may be reasonably requested by Landlords from time to time, but not less than $5,000,000 per occurrence and $5,000,000 annual aggregate for the Premises; and

iii. rent insurance and such other forms of insurance and endorsements as may be specified from time to time by Landlords; all such insurance shall be in such reasonable amounts as may be specified from time to time by Landlords.

b. Insured Parties. The policies of insurance described in subparagraphs (a)(i) and (a)(iii) above shall name Tenant and Landlords (and such other parties as Landlords may from time to time specify) as "Additional Insureds" and in addition shall contain a standard mortgagee endorsement in favor of the holder of any mortgage which may at any time be a lien upon the Premises or any part thereof. The policies of the insurance described in subparagraph (a)(ii) above shall name Tenant and Landlords (and such other parties as Landlords may from time to time specify) as the insured parties and shall state that they are primary and non-contributory over any insurance carried by Landlords.

c. Insurers; Replacement. Each policy shall provide that it shall not be cancelable without at least thirty (30) days' prior written notice to Landlords and each policy shall be issued by an insurer and licensed to do business in the state in which the Premises is located and rated satisfactory to Landlords. Upon the execution of this Lease, each policy (or a duplicate original thereof) shall be delivered by Tenant to Landlords unless Landlords requests that it be delivered to the holder of any mortgage, in which case Tenant shall deliver the policy to such holder and shall deliver to Landlords a certificate of the insurance carrier certifying that the policy so delivered has been issued and is in effect and the duration thereof. Upon demand, Tenant shall deliver to Landlords a replacement policy (or duplicate original thereof) and certificate and satisfactory evidence of payment of any premium for such renewal. Each policy shall have attached thereto an endorsement to the effect that no act or omission of Tenant shall affect the obligation of the insurer to pay the full amount of any loss sustained. Each policy shall be in such form as Landlords may from time to time require.

d. Evidence of Payment. If Tenant shall fail, refuse or neglect to obtain such insurance or maintain it, or to furnish Landlords with satisfactory evidence that it has done so and satisfactory evidence of payment of the premium of any policy, within the time required as set forth above, Landlords shall have the right, at Landlords' option and without regard to any opportunity to cure provided for elsewhere in this Lease, to purchase such insurance and to pay the premiums thereon or to pay the premiums on insurance for which Tenant should have paid. All such payments made by Landlords shall be recoverable by Landlords from Tenant upon immediate demand as additional rent hereunder plus an administrative service fee due and payable to Landlords from Tenant

equal to 2% of the amount of the premiums paid by Landlords.

e. Uninsured Loss. If Tenant fails to provide and keep in force insurance as aforesaid, Landlords shall not be limited in the proof of any damages which Landlords may claim against Tenant to the amount of the insurance premium or premiums not paid or incurred and which would have been payable upon such insurance, but Landlords shall also be entitled to recover as damages for such breach the uninsured amount of any loss, to the extent of any deficiency in the insurance required by the provisions of this Lease, and damages, expenses of suit and costs, including without limitation reasonable cancellation fees, suffered or incurred during any period when Tenant shall have failed or neglected to provide insurance as aforesaid.

f. Other Insurance Obtained by Tenant. Tenant shall not take out separate insurance concurrent in form or contributing, in the event of loss, with that required hereunder to be furnished by Tenant, or increase the amounts of any then existing insurance by securing an additional policy or additional policies, unless such separate insurance or additional policy(s) shall conform to all the requirements of set forth above.

g. Waiver of Subrogation; Rights under Insurance Policies. Each of the parties hereto hereby releases the other and the other's partners, agents and employees, to the extent of each party's insurance coverage, from any and all liability for any loss or damage which may be inflicted upon the property of such party even if such loss or damage shall be brought about by the fault or negligence of the other party, its partners, agents or employees. Landlords and Tenant each agree to cause their respective insurance companies insuring the property of either Landlords or Tenant against any such loss, to waive any right of subrogation that such insurers may have against Landlords or Tenant, as the case may be.

10. Binding Effect. This Lease shall be binding upon the parties, their successors and assigns.

11. Disputes This Lease shall be governed by and construed in accordance with the laws of the State of Florida, without regard to conflict of laws principles that would require the application of any other law. Any legal proceedings commenced by either party hereto against the other shall be commenced in a court in Palm Beach County, Florida. Each of the parties hereto hereby submits to the exclusive jurisdiction of all state and county courts in Palm Beach County, Florida, in any legal proceedings between the parties arising from or in connection with this Agreement, and hereby waives all jurisdictional and venue objections it may have at law, in equity or otherwise to such jurisdiction and/or venue. Each of the parties hereto agrees to service of process in connection with any such legal proceedings at its address for notices set forth herein and in the manner that notices are to be given to it.

12. Notices. Any notice which either party may or is required to give, shall be given in writing by nationally recognized overnight courier, to the respective representatives of

the Landlords and Tenant at the following addresses or at such other place as may be designated by the parties from time to time:

Landlords:

c/o Vikco, Inc.
4 Executive Campus, Suite 200
Cherry Hill, NJ 08002

With a copy to:

Robert Allen Law
1441 Brickell Avenue, Suite 1400
Miami, FL 33131
Attn: Nick Zeher and Chris
Anderson

Tenant:

Riviera Beach Community Redevelopment
Agency c/o Executive Director
3501 Broadway, Suite C
Riviera Beach, FL 33404

13. Subordination.

A. This Lease shall be subject and subordinate at all times to any mortgage, deed of trust or other encumbrance heretofore or hereafter placed upon the Premises and of all renewals, modifications, consolidations, replacements and extensions thereof (all of which are hereinafter referred to as, collectively a "Mortgage") except to the extent that any Mortgage provides that this Lease is superior to that Mortgage. This provision shall operate automatically and without the necessity of any further act on the part of Tenant to effectuate such subordination. Notwithstanding the foregoing, Tenant hereby agrees upon demand to execute such further instruments subordinating this Lease and the leasehold interest consistent with the foregoing provisions and to acknowledge the subordination thereof or attornment to the holder of any such Mortgage as Landlords may reasonably request.

B. Notwithstanding the foregoing, any holder of any Mortgage may at any time subordinate its Mortgage to this Lease, without Tenant's consent, by notice in writing to Tenant, and thereupon this Lease shall be deemed prior to such Mortgage without regard to their respective dates of execution, delivery and recording and in that event such holder shall have the same rights with respect to this Lease as though this Lease had been executed, delivered and recorded prior to the execution, delivery and recording of such

Mortgage.

14. Estoppel Certificate. Tenant shall, at any time upon not less than ten (10) days prior written notice from Landlords, execute, acknowledge and deliver to Landlords a statement in writing certifying: (a) the commencement and expiration dates of the term of this Lease; (b) that the Tenant is in occupancy of the Premises, and that the Lease is in full force and effect and has not been modified, assigned, supplemented or amended except by such writing as shall be stated; (c) that all conditions and agreements under this Lease to be satisfied or performed by the Landlords have been satisfied and performed except as shall be stated; (d) that the Landlords are not in default under this Lease and that there are not defenses or offsets against the enforcement of this Lease by the Landlords, or stating the defaults and/or defenses claimed by Tenant; (e) the amount of advance rent, if any, paid by Tenant and the date to which such rent has been paid; (f) the amount of security deposit deposited with Landlords, if any; and (g) any other factual information about the Lease which the Landlords or its lender(s) may reasonably require. Any prospective purchaser or encumbrancer of the Premises may conclusively rely upon any such statement. Tenant's failure to deliver such statement within such time shall be conclusive upon Tenant (i) that the Tenant is in occupancy of the Premises, and that the Lease is in full force and effect and has not been modified, assigned, supplemented or amended; (ii) that all conditions and agreements under this Lease to be satisfied or performed by the Landlords have been satisfied and performed; (iii) that the Landlords is not in default under this Lease and that there are not defenses or offsets against the enforcement of its Lease by the Landlords; and (iv) that not more than one month's rent has been paid in advance.

15. Early Termination. From and after the expiration of the Initial Term, either party may terminate the Term of this Lease for any or no reason upon (30) thirty days' prior written notice to the other party.

16. Nonwaiver. Any failure of Landlords to enforce any remedy allowed for the violation of any provision of this Lease shall not imply the waiver of any such provision, even if such violation is continued or repeated, and no express waiver shall affect any provision other than the one(s) specified in such waiver and only for the time and in the manner specifically stated. No receipt of monies by Landlords from Tenant after the termination of this Lease shall in any way (a) alter the length of the Term or of Tenant's right of possession hereunder, or (b) after the giving of any notice, reinstate, continue or extend the Term or affect any notice given to Tenant prior to the receipt of such monies, it being agreed that after the service of notice or the commencement of a suit or after final judgment for possession of the Premises, Landlords may receive and collect any rent due, and the payment of said rent shall not waive or affect said notice, suit or judgment.

17. Severability. Should any section, sentence, clause, part or provision of this Lease be declared invalid or unenforceable by a court of competent jurisdiction, the same shall not affect the validity of this Lease as a whole or any part hereof other than the part declared to be invalid.

18. Condition of Premises. Tenant acknowledges and agrees that Landlords shall not be obligated to perform any work to or relating to the Premises with respect to this Lease, including obtaining any permits or approvals. Tenant has examined and is familiar with the condition of the Premises, and agrees and acknowledges that same are received "AS IS", without warranty by Landlords as to the condition or repair thereof. In furtherance of, but not in limitation of, Section 8 above, Tenant shall, throughout the Term and at its sole cost and expense, take good care of the Premises, and any sidewalks, parking areas, curbs and access ways upon or adjoining the Premises, and keep them in good order and condition, and promptly at Tenant's own cost and expense make all repairs necessary to maintain such good order and condition, whether such repairs be interior or exterior, structural or nonstructural, ordinary or extraordinary, foreseen or unforeseen. All portions of the Premises and any sidewalks, parking areas, curbs and access ways adjoining them shall be kept and maintained by Tenant in a clean and orderly condition.

19. Taxes and Other Impositions.

A. In addition to the minimum rent referred to above, Tenant shall, at its sole cost and expense, pay throughout the Term, as additional rent hereunder, at least thirty (30) days before any fine, penalty, interest or cost may be added thereto for the non-payment thereof (or sooner if elsewhere herein required), the following (all of which are herein called "Impositions"): all real estate taxes levied against the Premises, all levies, taxes, assessments (public or private), water and sewer rents and charges, liens, license and permit fees, charges for all public utilities and all other charges, imposts or burdens of whatsoever kind and nature, whether or not particularized by name, and whether general or special, ordinary or extraordinary, foreseen or unforeseen, which at any time during the Term may be created, levied, assessed, confirmed, adjudged, imposed or charged upon or with respect to the Premises or any improvements made thereto, or on any part of the foregoing or any appurtenances thereto, or upon or with respect to this Lease or the rent paid or payable hereunder (including but not limited to sales tax) or amounts paid or payable by any subtenants or other occupants of the Premises, or upon or with respect to the leasing, operation, use or occupancy of the Premises or upon or with respect to this transaction or any documents to which Tenant is a party or successor in interest, or against Landlords because of Landlords' estate or interest herein, by any federal, state, local or other authority, or under any law, ordinance or regulation of any such authority, including, among others, general sales taxes, general gross receipts taxes, the gross receipts portion of any local business tax, all special tax bills and general, special or other assessments and liens or charges made on local or general improvements or under any governmental or public power or authority whatsoever. Tenant shall pay all Impositions directly to the relevant authority, provided, however, if any Imposition shall be created, levied, assessed, adjudged, imposed, charged or become a lien with respect to a period of time which commences before the Commencement Date and ends after the expiration or earlier termination of the Term (other than by reason of breach of any of the terms hereof by Tenant), then Tenant shall only be required to pay that proportion of such imposition which is equal to the proportion of said period which falls within the Term and Tenant shall pay such amounts to Landlords. If

Tenant elects to pay any assessment in installments, Tenant shall nevertheless pay all unpaid installments thereof prior to the expiration or sooner termination of this Lease, whether or not such installments are then due or payable. "Impositions" shall not include any federal, state or local net income or excess profits taxes assessed against Landlords.

B. Utility Charges. Tenant shall be solely responsible for and shall promptly pay all rents and charges for water and sewer services and all costs and charges for gas, steam, heat, light, electricity, power, telephone and any other utility or service used or consumed in or servicing the Premises and all other costs and expenses involved in the care, management and use thereof.

20. Environmental Matters.

A. Tenant shall conduct, and cause to be conducted, all operations and activities at the Premises in compliance with, and shall in all other respects applicable to the Premises comply with, all present and future applicable statutes, ordinances, governmental regulations, orders and directives, and all applicable requirements of common law, concerning (i) operations at the Premises, (ii) handling of any materials, (iii) emission of any pollutant into the air, the presence or passage of any effluent or pollutant or the discharge of any effluent or pollutant into water, or the presence, passage or release of any substance or matter, (iv) the storage, treatment, disposal, presence or passage of any solid waste, industrial waste, or hazardous waste or substance at, from or connected with operations at the Premises, and (v) underground storage tanks and related facilities and connections (herein called "Environmental Statutes"). Upon prior approval from Landlords, Tenant shall obtain all permits, licenses, or approvals and shall make and file all notifications and registrations as required by Environmental Statutes in a timely manner with copies of all correspondence provided to Landlords. Tenant shall at all times comply with the terms and conditions of any such permits, licenses, approvals, notifications and registrations and shall provide copies to Landlords of any notices received by Tenant in connection therewith.

B. Tenant hereby agrees to indemnify and to hold harmless Landlords of, from and against any and all expense, loss or liability suffered by Landlords by reason of Tenant's breach of any of the provisions of this Paragraph, including, but not limited to, (i) any and all expenses that Landlords may incur in complying with any Environmental Statutes, (ii) any and all costs that Landlords may incur in studying, containing, removing, remedying, mitigating, or otherwise responding to, the release of any hazardous substance or waste at or from the Premises, (iii) any and all costs for which Landlords may be liable to any governmental agency for studying, containing, removing, remedying, mitigating, or otherwise responding to, the release of any hazardous substance or waste at or from the Premises, (iv) any and all fines or penalties assessed upon Landlords by reason of a failure of Tenant to comply with the provisions of this Paragraph, (v) any and all loss of value of the Premises by reason of such failure to comply, and (vi) any and all legal fees and costs incurred by Landlords in connection with any of the foregoing.

21. Indemnification

A. Indemnification for Breach of Lease. Tenant agrees to indemnify, defend, protect, and hold Landlords, their respective owners, members, officers, directors, employees, and agents (collectively, "Landlord Parties") completely harmless from and against any and all liabilities, losses, damages, claims, costs, and expenses (including reasonable attorneys' fees) arising out of, resulting from, or connected to any breach, default, or failure of performance by Tenant under the express financial or operational terms of this Lease. The parties explicitly acknowledge that because this subsection governs direct contractual obligations under Florida law, it is not subject to the statutory caps, limits, or provisions of Section 768.28, Florida Statutes.

B. Indemnification for Third-Party Torts. To the maximum extent permitted by law, and subject strictly to the monetary limitations and statutory caps set forth in Section 768.28, Florida Statutes, Tenant agrees to indemnify, defend, and hold Landlord Parties harmless from and against any third-party tort claims, liabilities, personal injuries, or property damage resulting from any negligent act or omission of Tenant or its employees occurring on or about the Premises during the Term.

C. Sovereign Immunity Acknowledgment. Except as it relates to a direct breach of this Lease under subsection (A) above, Landlords and Tenant acknowledge that Tenant is a political subdivision or agency of the State of Florida. Nothing contained herein shall be deemed a waiver of Tenant’s sovereign immunity regarding third-party torts beyond the limited waiver and monetary limits established under Section 768.28, Florida Statutes.

D. Primary Insurance Covenant. As a material inducement for Landlords entering into this Lease, Tenant shall, at its sole cost and expense, maintain Commercial General Liability insurance (or an authorized program of self-insurance) with limits of not less than $5,000,000 per occurrence. Tenant shall cause Landlords to be named as an "Additional Insured" on said policy on a primary, non-contributory basis to protect Landlords against third-party claims arising from Tenant's use of the premises, irrespective of Tenant's individual statutory tort liability caps. The provisions of this Section 21 shall survive the expiration or earlier termination of this Lease.

22. Hold Harmless. UNLESS CAUSED BY LANDLORDS’ WILLFUL MISCONDUCT OR GROSS NEGLIGENCE, TENANT AGREES THAT LANDLORDS ARE NOT, AND DURING THE TERM OF THIS LEASE, WILL NOT BE LIABLE TO TENANT'S EMPLOYEES, AGENTS, INVITEES, LICENSEES, CUSTOMERS OR VISITORS, OR TO ANY OTHER PERSON, CLAIMING BY, THROUGH OR UNDER TENANT, FOR AN INJURY TO PERSON OR DAMAGE TO PROPERTY ON OR ABOUT THE LEASED PREMISES OR FOR LOSS OF OR DAMAGE TO TENANT’S BUSINESS CAUSED BY ANY ACT OR OMISSION OF TENANT OR LANDLORDS, THEIR RESPECTIVE AGENTS, SERVANTS OR EMPLOYEES, OR OF ANY OTHER PERSON ENTERING UPON THE LEASED PREMISES UNDER EXPRESS OR IMPLIED INVITATION BY TENANT, OR CAUSED BY THE IMPROVEMENTS LOCATED ON THE LEASED PREMISES BECOMING OUT OF REPAIR, THE FAILURE OR

CESSATION OF ANY SECURITY PROVIDED BY TENANT OR THE CONDITION OF THE PREMISES.

23. Assignment and Subletting. Tenant shall not mortgage, pledge or encumber this Lease, collaterally or otherwise. Tenant shall not, voluntarily or by operation of law, assign this Lease, or sublet the Premises or any part of the Premises, without first obtaining the prior written consent of Landlords, which consent may be granted or withheld in Landlords' sole discretion. No subletting or assignment shall in any way relieve or release Tenant from liability for the performance of all terms, covenants and conditions of this Lease. The acceptance of rent by Landlords from any other person shall not be deemed to be a waiver by Landlords of any provision hereof. Consent to one assignment or subletting shall not be deemed consent to any subsequent assignment or subletting. Tenant shall pay Landlords' reasonable attorneys' fees incurred to effect such assignment or sublease.

24. Landlords' Right of Entry. Tenant agrees to permit Landlords and the authorized representatives of Landlords and of the holder of any mortgage or any prospective mortgagee to enter the Premises at any time . Nothing herein shall imply any duty upon the part of Landlords to inspect the Premises and nothing herein shall imply any duty on the part of Landlords to do any other work which under any provision of this Lease Tenant may be required to perform, and the performance thereof by Landlords shall not constitute a waiver of Tenant's default in failing to perform it. No entry into the Premises by Landlords by any means will constitute a forcible or unlawful entry into the Premises, or a detainer of the Premises, or an eviction, actual or constructive, of Tenant from the Premises or any part thereof, nor will such entry entitle Tenant to damages or an abatement of the rent or other sums due hereunder.

25. Services by Landlords. It is expressly agreed that Landlords is not and shall not be required to render any services of any kind to Tenant.

26. Governmental Regulations and Security.

A. Tenant shall throughout the Term, at Tenant's sole cost and expense, promptly comply with all laws and ordinances and notices, orders, rules, regulations and requirements of all federal, state and local governments and appropriate departments, commissions, boards and officers thereof, and notices, orders, rules and regulations of the National Board of Fire Underwriters, or any other body now or hereafter constituted exercising similar functions, relating to the Premises or any part thereof, exterior as well as interior, foreseen or unforeseen, ordinary as well as extraordinary, structural as well as non-structural, or to the use or manner of use of the Premises or to the sidewalks, parking areas, curbs and access ways adjoining the Premises. Tenant shall likewise observe and comply with the requirements of all policies of liability, fire and other insurance at any time in force with respect to the Premises. Tenant shall be solely responsible to secure the Premises against unlawful intrusion, vandalism and criminal activity or to provide for the safety of Tenant's employees, customers or invitees and their personal property located on the Premises. Landlords have no duty or obligation to provide security at or around the Premises. Tenant acknowledges and agrees that Landlords will not be liable to

Tenant for, and Tenant waives any claim against Landlords with respect to, any loss by theft or any other damages suffered or incurred by Tenant or its employees, invitees or customers in connection with any unauthorized entry onto the Premises or damage to vehicles or other personal property of any party at the Premises or any other breach of security with respect to the Premises. Tenant will at all times secure the Leased Premises to prevent unlawful or uninvited entry thereon. Tenant will be responsible for repairs of damage to personal property of any party and restoration of the Leased Premises following any such unauthorized entry Landlords shall not be liable to any person for any claim or cause of action related to the lack of security at the Premises or the inadequacy, deficiency or malfunctioning of any security equipment at the Premises. Further, Tenant shall be responsible, at its sole cost, expense and liability, for making any improvements required to the Premises or otherwise required in order to comply with local building or construction codes, zoning codes as applied to the Permitted Use, and/or the Americans with Disabilities Act, 42 U.S.C. § 12101 et seq., including, without limitation, Titles II and III of the Americans with Disabilities Act of 1990, all regulations issued thereunder and the 2010 Standards for ADA Accessible Design pursuant thereto, as the same are in effect on the date hereof and as may be hereafter amended or supplemented ("ADA"), at Tenant's sole cost and expense.

B. Landlords are leasing the entire Premises solely and exclusively to Tenant; and Tenant has agreed to be obligated to perform each and every term, condition, promise or obligation under the Lease. Tenant at its own expense shall obtain and keep in force all licenses, permits, certificates of occupancy, variances, special exceptions or any other permissions necessary for the Permitted Use, and Landlords make no representation or warranty with regard thereto. Without limiting the generality of the foregoing, Tenant is required to provide, obtain and maintain all necessary improvements to comply with zoning, inspection and maintenance agreements or conditions now or in the future and to pay for all costs necessary to maintain the use of the Premises.

C. Tenant shall not suffer or permit the Premises or any portion thereof to be used by the public without restriction or in such a manner as might tend to impair Landlord's title to the Premises, or any portion thereof, or in such manner that might make possible a claim or claims of adverse usage or adverse possession by the public or of implied dedication of the Premises or any portion thereof. No contractor of Tenant shall by virtue of its contract be entitled to assert any lien against the Premises. Tenant will not permit any mechanic's or materialman's lien(s) or other lien to be placed upon the Premises and nothing in the Lease will be deemed or construed in any way as constituting the consent or request of Landlords, express or implied, by inference or otherwise, to any person for the performance of any labor or the furnishing of any materials to the Premises, or any part that would give the rise to any mechanic's or materialman's or other lien against the Premises. In the event any such lien is attached to the Premises, then, in addition to any other right or remedy of Landlords, Landlords may, but will not be obligated to, obtain the release or otherwise discharge the same. Any amount paid by Landlords for any of the aforesaid purposes will be paid by Tenant to Landlords on demand. Tenant shall be in material breach of this Lease if

Tenant or any contractor, vendor or other party files a mechanic's lien, materialsmen lien or other lien or encumbrance against the title to the Premises relating to work or services commissioned by Tenant that is not withdrawn, released, discharged or dismissed within fifteen (15) days after such lien has been recorded against such title. No leasehold mortgages will be permitted with Tenant as a leasehold mortgagee or otherwise with respect to the Premises or the leasehold interest. Tenant is responsible for obtaining all necessary business licenses, permits and other approvals necessary to commence and continue operations.

D. Notwithstanding anything herein to the contrary, Tenant shall keep in force at all times all licenses, consents and permits necessary for the lawful use of the Premises for the purpose herein provided and Tenant shall pay all personal property taxes, income taxes, license fees, and other taxes which are or may be assessed, levied or imposed upon Tenant in connection with Tenant's operation of its business upon the Premises.

27. Prohibition of Construction Liens.

A. Express Disclaimer of Liability. Notwithstanding any provision in this Lease to the contrary, the interest of the Landlords (including Landlords' fee simple interest, reversionary interest, and right, title, and interest in the Premises) shall not be subject to any construction liens, mechanics' liens, materialmen's liens, or any other liens for improvements, alterations, modifications, or repairs made by or on behalf of the Tenant, or at the Tenant's direction or request.

B. Mandatory Tenant Notice to Contractors. Pursuant to Section 713.10(2)(a) of the Florida Statutes, Tenant is statutorily and contractually obligated to notify any and all contractors, subcontractors, laborers, mechanics, and materialmen making any improvements to the Premises of this express lien prohibition provision within the Lease prior to the commencement of any work or delivery of any materials. Tenant's failure to provide such notice shall constitute a material breach of this Lease.

C. Contractor Acknowledgement & Waiver. Prior to permitting any contractor or subcontractor to begin work on the Premises, Tenant shall cause such contractor to execute a written acknowledgment and waiver, in a form approved by Landlords, explicitly stating that the contractor recognizes that Landlords' interest is completely immune to liens under Section 713.10, Florida Statutes.

D. Duty to Remove and Bond Off Liens. In the event that any claim of lien is recorded against Landlords' interest or the Premises as a result of work ordered or commissioned by Tenant, Tenant shall, at its sole cost and expense, cause such lien to be fully released, cancelled, or transferred to a bond pursuant to Section 713.24 of the Florida Statutes within fifteen (15) days after receiving notice of the filing.

E. Indemnification and Daily Liquidated Damages. Tenant agrees to

indemnify, defend, and hold Landlords harmless from and against any and all claims, losses, damages, liabilities, costs, and expenses (including reasonable attorneys' fees and court costs) arising out of or related to any liens or claims of lien filed against the Premises for tenant improvements. If Tenant fails to remove or bond off any such lien within the fifteen (15) day period outlined in subsection (D) above, Tenant shall pay to Landlords liquidated damages in the amount of $500.00 per day until the lien is satisfactorily removed or bonded off, in addition to all other remedies available to Landlords under this Lease or Florida law.

F. Cooperation for Recording. Tenant agrees that Landlords may record this Lease, a short-form memorandum of this Lease, or a Notice of Lien Prohibition containing this provision in the public records of the county where the Premises are located, and Tenant shall execute any necessary documents to facilitate such recording.

28. Tenant Representations. Tenant hereby represents and warrants to Landlords as of the Commencement Date that Tenant has the full right, power and authority to enter into the Lease and carry out and be bound by Tenant's obligations hereunder. Tenant represents and warrants to Landlords that it was authorized to enter into this Lease in accordance with the authorization attached as Exhibit "C" hereto, and Tenant further represents and warrants to Landlords that this Lease is not subject to competitive bid requirements, whether through requests for proposals (RFPs) or otherwise. All requisite body politic, agency, partnership, corporate, limited liability and other actions necessary to authorize Tenant to enter into this Lease and to perform its obligations hereunder have been taken and the execution and delivery of this Lease will not conflict with, or with or without notice or the passage of time, or both, result in a breach of, any of the terms or provisions of, or constitute a default under, any applicable state or local law relating to Tenant, indenture, mortgage, loan agreement or instrument to which Tenant is a party or by which Tenant or Tenant's property is bound.

29. Recording. Neither this Lease, nor any notice or memorandum thereof, shall be recorded in the Official Records of Palm Beach County, Florida. Any breach of this provision by Tenant shall be a material breach of this Lease.

30. Holdover. If Tenant or any person claiming through Tenant shall retain possession of the Premises after the expiration or earlier termination of this Lease and, such possession shall be (unless the parties hereto shall otherwise have agreed in writing) deemed to be under a month-to-month tenancy which shall continue until either party shall notify the other, in writing, at least thirty (30) days prior to the end of any calendar month, that the party giving such notice elects to terminate such tenancy at the end of such calendar month, in which event such tenancy shall so terminate. Anything contained in this Lease to the contrary notwithstanding, the Minimum Rent payable with respect to each such monthly period shall be 150% of the monthly Minimum Rent payable with respect to the Premises immediately prior to the expiration or earlier termination of this Lease.

31. Curing Tenant's Defaults. Subject to the provisions below, requiring Landlords to give to Tenant written notice of Tenant's default and an opportunity to cure such default

(but not subject thereto in the event of an emergency situation (as reasonably determined by Landlords)), if Tenant shall be in default in the performance of any of its obligations hereunder, Landlords may (but shall not be obligated to do so), in addition to any other rights it may have in law or equity, cure such default on behalf of Tenant, and Tenant shall reimburse Landlords immediately upon demand for any sums paid or costs incurred by Landlords in curing such default from the respective dates of Landlords' making of the payments and incurring of the costs, on all sums advanced by Landlords as aforesaid, which sums and costs together with interest thereon shall be deemed additional rent payable hereunder.

32. Defaults; Landlords' Remedies.

A. Defaults. If any of the following shall occur:

1. Tenant does not pay in full when due any and all installments of rent or any other charge; or

2. Tenant violates or fails to perform or comply with any covenant or condition (other than the payment of rent or except as otherwise provided below) herein contained and such default continues for a period of ten (10) days after Tenant receives written notice from Landlords or in the case of such a default which cannot with due diligence and in good faith be cured within ten (10) days, Tenant fails to commence within such ten-day period to cure the same and thereafter to prosecute the curing of such default with due diligence and in good faith until completion.

B. Landlords' Remedies.

1. In any such event set forth above, Landlords may (if Landlords so elects), in addition to any other remedy permitted by applicable law, declare all Rent for the balance of the Term immediately due and payable and/or declare this Lease null and void and Landlords shall have the right to re-enter or repossess the Premises by any means permitted by law and dispossess and remove therefrom Tenant, or other occupants thereof, and their effects, without being liable to prosecution therefore. In such case, Landlords may, at its option, relet the Premises so repossessed, as agent for Tenant, and Tenant shall pay to Landlords the difference between the rent for the Premises herein reserved and agreed to be paid by Tenant for the portion of the term remaining at the time of re-entry or repossession and the amount, if any, received or to be received under such reletting for such portion of the term. Tenant hereby expressly waives the service of notice of intention to re-enter to of instituting legal proceedings to that end. Tenant waives and will waive all right to trial by jury in any proceedings hereinafter instituted by Landlords against Tenant in respect of the Premises.

2. In addition, should Tenant become bankrupt or insolvent or make an assignment for benefit of creditors, or should any attachment or other legal

proceedings be levied or instituted by none other than Landlords against said Premises, or should Tenant pledge or mortgage this Lease in whole or in part, or attempt to do so, or allow any lien to attach thereto, Landlords may without notice immediately terminate this Lease and all Tenant's rights hereunder, and reenter and, in any lawful manner, resume possession of said Premises, Tenant hereby waiving any claim against Landlords and the benefit of all statutory rights inconsistent herewith. In the event of such reentry, Landlords may buy for its own account, or sell or store for the account of Tenant, any personal property and stock of Tenant then on said Premises and Tenant hereby appoints Landlords its agent for such purpose, and Landlords shall not be liable in regard thereto. Landlords may retain out of the proceeds of any such sale any sums owing Landlords by Tenant, whether under this Lease, or otherwise, (without releasing Tenant from said indebtedness except as to the amount so retained) and at its discretion pay out of said proceeds or otherwise any taxes or contributions owed by Tenant which in the absent of payment would or might reasonably under applicable laws or regulations be an obligation of Tenant's successors, and may discharge any liens upon said goods, and Tenant shall reimburse Landlords for any such payments in excess of such proceeds.

Landlords shall have a landlord's lien upon all fixtures, equipment and personal property of Tenant upon the Premises for any sums due hereunder. Landlords may distrain Tenant's property for any sums due hereunder.

33. Remedies Cumulative. All remedies available to Landlords hereunder and at law and in equity shall be cumulative and concurrent. No termination of this Lease nor taking or recovering possession of the Premises shall deprive Landlords of any remedies or actions against Tenant for rent, for charges or for damages for the breach of any covenant, agreement or condition herein contained, nor shall the bringing of any such action for rent, charges or breach of covenant, agreement or condition, nor the resort to any other remedy or right for the recovery of rent, charges or damages for such breach be construed as a waiver or release of the right to insist upon the forfeiture and to obtain possession. No re-entering or taking possession of the Premises, or making of repairs, alterations or improvements thereto, or reletting thereof, shall be construed as an election on the part of Landlords to terminate this Lease unless written notice of such election be given by Landlords to Tenant. The failure of Landlords to insist upon strict and/or prompt performance of the terms, agreements, covenants and conditions of this Lease or any of them, and/or the acceptance of such performance thereafter shall not constitute or be construed as a waiver of Landlords' right to thereafter enforce the same strictly according to the terms thereof in the event of a continuing or subsequent default.

34. Surrender. At the expiration or earlier termination of this Lease, Tenant shall surrender the Premises in good order and condition, ordinary wear and tear excepted. If Landlords require Tenant to remove any alterations, improvements or additions from the Premises, including any or all paving, asphalt or other surfacing installed by Tenant or its agents, Tenant shall remove the same prior to the expiration or earlier termination of this Lease, at Tenant's sole cost, and shall restore the Premises to the condition which existed

before such alterations, improvements and additions were made, ordinary wear and tear excepted. All alterations, improvements and additions not so removed will conclusively be deemed to have been abandoned by Tenant and may be appropriated, sold, stored, destroyed or otherwise disposed of by Landlords without notice to Tenant or to any other person and without obligation to account for them. Tenant will pay Landlords one hundred fifteen percent (115%) of all costs and expenses incurred in connection with Landlords' removal and disposition of such property, including without limitation the cost of repairing any damage to the Premises caused by the removal of such property or otherwise to restore the Premises to the condition which existed before such alterations, improvements and additions were made, ordinary wear and tear excepted. Tenant's obligation to observe and perform this covenant will survive the expiration or earlier termination of this Lease.

35. Condemnation. In the event of a taking of any or all of the Premises as the result of the exercise of any power of eminent domain or condemnation or any voluntary transfer by agreement entered into in order to avoid the requirements of court procedure under threat of such a taking, this Lease shall, at the election of Landlords, terminate automatically as of the date when Tenant is required to surrender possession of the affected part of the Premises.

36. Attorney's Fees. The substantially prevailing party in any litigation between Landlords and Tenant with respect to the terms, covenants, agreements or conditions of this Lease will be entitled to recover as part of its judgment reasonable attorney's fees and costs and expenses incurred therein from the substantially non-prevailing party.

37. **Radon Gas**. Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks to persons who are exposed to it over time. To the extent there are any structures on the Property, Tenant is advised that levels of radon that exceed federal and state guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from the applicable county public health unit.

38. Entire Agreement. The foregoing constitutes the entire lease between the parties and may be modified only by a writing signed by both parties.

39. No Services Provided. Tenant understands that this Lease is a land lease and that the Landlords shall not be required to furnish any services or facilities or to make any repairs or alterations in or to the Premises. The Tenant assumes the full and sole responsibility for the condition, operation, repair, replacement and maintenance of the Premises.

40. Exculpation. Notwithstanding anything contained herein to the contrary, Tenant agrees that Landlords shall have no personal liability with respect to any of the provisions of this Lease and Tenant shall look solely to the estate and property of Landlords in the Premises for the satisfaction of Tenant's remedies, including without limitation, the

collection of any judgment or the enforcement of any other judicial process requiring the payment or expenditure of money by Landlords in the event of any default or breach by Landlords with respect to any of the terms and provisions of this Lease to be observed and/or performed by Landlords, subject, however, to the prior rights of any holder of any mortgage covering all or part of the Premises, and no other assets of Landlords or any owner or principal of Landlords shall be subject to levy, execution or other judicial process for the satisfaction of Tenant's claim, and in the event Tenant obtains a judgment against Landlords, the judgment docket shall be so noted. This Section shall inure to the benefit of Landlords' successors and assigns and their respective owners and principals.

41. No Merger of Title. There shall be no merger of this Lease nor of the leasehold estate created by this Lease with the fee estate in or ownership of any of the Premises by reason of the fact that the same person or entity may acquire, hold or own, directly or indirectly, (a) the leasehold estate created by this Lease or any part thereof or interest therein or any interest of the Tenant in this Lease, and (b) the fee estate or ownership of any of the Premises or any interest in such fee estate or ownership; and no such merger shall occur unless and until all person or entities having any interest in (i) this Lease as the Tenant or the leasehold estate created by this Lease, and
(ii) this Lease as the Landlords or the fee estate in or ownership of the Premises or any part thereof sought to be merged shall join in a written instrument effecting such merger and shall duly record the same.

36. No Brokers. Landlords hereby represents and warrant to Tenant and Tenant hereby represents and warrants to Landlords (except as set forth below), that it has not engaged or dealt with any broker, finder or any other person or agent that would be entitled to any commission or finder's fee in connection with the execution and delivery of this Lease. Each party hereto hereby agrees that should any claim be made for brokerage commissions or finder's fees by any other broker, finder or agent by, through or on account of any acts of such party or its agents, employees or representatives, then such party shall indemnify and hold the other party harmless of and from any and all loss, liability, cost, damages and expense (including without limitation attorneys' fees, court costs and interest) in connection therewith. The provisions of this Section 36 shall survive the termination of the Lease.

37. **WAIVER OF JURY TRIAL**. EACH OF THE PARTIES HERETO DOES HEREBY KNOWINGLY, VOLUNTARILY, INTENTIONALLY AND IRREVOCABLY WAIVE ANY RIGHT A PARTY MAY HAVE TO A JURY TRIAL IN EVERY JURISDICTION IN ANY ACTION, PROCEEDING OR COUNTERCLAIM BROUGHT BY EITHER OF THE PARTIES HERETO AGAINST THE OTHER PARTY HERETO OR THEIR RESPECTIVE SUCCESSORS OR ASSIGNS IN RESPECT OF ANY MATTER ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT.

Balance of Page Left Blank, Signature Page and Exhibits "A," "B," and "C" Follow.

IN WITNESS WHEREOF, the parties hereto have set their hands this 8th day of July, 2026.

LANDLORDS:

1320 North Broadway, LLC
By: Vikco, Inc. its Manager

Print: _____

Name: _____

Gerald Properties, LLC
By: Vikco, Inc., its Manager

Print: _____

Name: _____

TENANT:

Riviera Beach
Community Redevelopment Agency

Print: _____

Signature: _____

EXHIBIT “A”

1320’s Portion of Premises:

Lot 13 through 18, inclusive, LESS AND EXCEPT the West 15 feet of Lot 18, Block 2, RIVIERA, according to the map or plat thereof recorded in Plat Book 2, Page 9, Public Records of Palm Beach County, Florida, and LESS the following described parcel: A parcel of land being portions of Lots 17 and 18, Block 2 of the Plat of RIVIERA, as said plat is recorded in Plat Book 2, Pages 90 and 91, Public Records of Palm Beach, Florida, said parcel of land being more particularly described as follows: Commencing at the Southeast corner of said Lot 17, run thence N.88°11' I9"W. along the South line of said Lot 17, a distance of 10.9 I feet to the Point of Beginning; continue thence N.88°11' 19"W. along the South line of said Lots 17 and 18, a distance of 24.15 feet; thence N.00°49'47"E., a distance of 24.15 feet; thence S.43°41' 15" E., a distance of 34.44 feet to the Point of Beginning.

EXHIBIT “B”
Gerald’s Portion of Premises:

Lots 11and 12, Block 2 of RIVIERA, according to the Plat thereof as recorded in Plat Book 2, Page(s) 90, of the Public Records of Palm Beach County, Florida.

Lots 1 and 2, Block 2, RIVIERA, according to the Plat thereof as recorded in Plat Book 2, Page 90, Public Records of Palm Beach County, Florida. LESS AND EXCEPT the East 5.00 feet of Lot 1, Block 2, RIVIERA, according to the Plat thereof as recorded in Plat Book 2, Page 90, Public Records of Palm Beach County, Florida

Lots 3 and 4, Block 2, RIVIERA, according to the Plat thereof as recorded in Plat Book 2, Page 90, Public Records of Palm Beach County, Florida.

Lots 5,6,7 and 8, Block 2 of RIVIERA**,** according to the Plat thereof as recorded in Plat Book 2, Page(s) 90, of the Public Records of Palm Beach County, Florida.

Lots 9 and 10, Block 2, RIVIERA, according to the Plat thereof as recorded in Plat Book 2, Page 90, Public Records of Palm Beach County, Florida.

Lot 19, LESS the West 15 feet for road Right-of-Way, and all of Lots 20, 21, 22, 23 and 24, Block 2, of the Plat of RIVIERA, as said Plat is recorded in Plat Book 2, Pages 90 and 91, Public Records of Palm Beach County, Florida. LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL:
A parcel of land being portions of Lots 19, 20, 21, 22, 23 and 24, Block 2, of the Plat of RIVIERA, as said Plat is recorded in Plat Book 2, Pages 90 and 91, Public Records of Palm Beach County, Florida, said parcel of land being more particularly described as follows:

Beginning at the Northeast corner of said Lot 24; run thence South 00° 50' 02" West along the East line of said Lot 24 a distance of 89.41 feet; thence North 88° 12' 17" West a distance of 109.63 feet; thence South 46° 18' 45" West a distance of 35.65 feet; thence North 00° 49' 46" East along the East Right-of-Way line of U.S. Highway No. 1 (80 feet wide) a distance of 114.88 feet; thence South 88° 11' 19" East along the North line of said Lots 19, 20, 21, 22, 23 and 24 a distance of 135.06 feet to the Point of Beginning.

Lots 25 and 26, Block 2, RIVIERA, according to the Plat thereof as recorded in Plat Book 2, Page 90, Public Records of Palm Beach County, Florida.

Lots 27 and 28, Block 2, RIVIERA, according to the Plat thereof as recorded in Plat Book 2, Page 90, Public Records of Palm Beach County, Florida.

EXHIBIT “C”
CRA AUTHORIZATION

[Attached]

Property Name	City	Tenant	Owner	Type	Acreage	PSF	Operating Expense	TOTAL PSF	Term Months	Term Years	Escalation	Year Signed	Distance from RV Beach
Catalyst l1X Pompano	Pompano Beach	Mastec	Catalyst	New	1.78	$ 5.51	$ 1.00	$ 6.51	38	3.2	4%	2026	44.7
1200 Old Grifin Road	Diana Beach	Avis	DS Realty	New	4.8	$ 6.25	$ 1.10	$ 7.35	87	7.3	4%	2025	58.6
Jadian Pompano	Pompano Beach	Sunbelt Rentals	Jadian	New	4.9	$ 5.10	$ 1.00	$ 6.10	84	7.0	4%	2025	44.7
Herc Rental Sites	Hollywood	H&E Equipment	Scott Diagi	New	2.59	$ 5.25	$ 1.00	$ 6.25	36	3.0	3%	2025	59.9
				AVERAGES									
				TOTALS		$ 5.53	$ 1.03	$ 6.55	$ 61.25	$ 5.10			

AN APPRAISAL OF

SEVEN ADJACENT PARCELS TOTALING 1.38 ACRES LOCATED BETWEEN BROADWAY AND AVENUE C, AND BETWEEN EAST 13TH STREET AND EAST 14TH STREET IN THE CITY OF RIVIERA BEACH, PALM BEACH COUNTY, FLORIDA

FILE #26-87862

PREPARED FOR

RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY

AS OF

JUNE 26, 2026

BY
ROBERT A. CALLAWAY, MRICS
CALLAWAY & PRICE, INC.

Callaway & Price, Inc.

Real Estate Appraisers and Consultants
Licensed Real Estate Brokers
www.callawayandprice.com

Since 1972

Please respond to the South Florida office
E-Mail: r.callaway@callawayandprice.com

SOUTH FLORIDA
825 U.S. Highway 1
Suite 110
Jupiter, FL 33458
Phone (561) 686-0333

Stephen D. Shaw, MAI, AI-GRS
Cert Gen RZ1192
s.shaw@callawayandprice.com

Robert A. Callaway, MRICS
Cert Gen RZ2461
r.callaway@callawayandprice.com

TREASURE COAST
603 North Indian River Drive
Suite 104
Fort Pierce, FL 34950
Phone (772) 464-8607

Stephen G. Neill, Jr., MAI
Cert Gen RZ2480
s.neill@callawayandprice.com

SPACE COAST
1120 Palmetto Avenue
Suite 1
Melbourne, FL 32901
Phone (321) 726-0970

Curtis L. Phillips, MAI
Cert Gen RZ2085
c.phillips@callawayandprice.com

CENTRAL FLORIDA
111 North Orange Avenue
Suite 800
Orlando, FL 32801
Phone (321) 726-0970

Curtis L. Phillips, MAI
Cert Gen RZ2085
c.phillips@callawayandprice.com

July 1, 2026

Francisco L. Medranda, Project Manager
Riviera Beach Community Redevelopment Agency
600 West Blue Heron Boulevard
Suite C-225
Riviera Beach, FL 33404

Dear Mr. Medranda:

We have made an investigation and analysis of the seven adjacent parcels located between Broadway and Avenue C, and between East 13th Street and East 14th Street in the City of Riviera Beach, Palm Beach County, Florida. The Subject Property will be further described both narratively and legally within the following Appraisal Report. The purpose of this investigation and analysis was to provide our opinion of the Market Value of the Fee Simple Estate of the Subject Property (All Parcels Combined) based on the Extraordinary Assumption that Subject Parcel 56-43-42-33-06-002-0130 was free of contamination as of June 26, 2026.

This report has been prepared for our client and intended user, Riviera Beach Community Redevelopment Agency. The intended use was to assist the client in internal decision making. The scope of work performed is specific to the needs of the intended user and the intended use. No other use is intended, and the scope of work may not be appropriate for other uses.

Based upon the scope of the assignment, our investigation and analysis of the information contained within this report, as well as our general knowledge of real estate valuation procedures and market conditions, it is our opinion that the Market Value of the Fee Simple Estate of the Subject Property (All Parcels Combined) based on the Extraordinary Assumption that Parcel 56-43-42-33-06-002-0130 was free of contamination as of June 26, 2026, was:

$4,000,000

We have allocated the value contribution of each parcel on a price per square foot basis as follows:

Market Value Conclusion Allocation By Parcel

Parcel Control Number	Acres	Square Feet	Allocation	Rounded
56-43-42-33-06-002-0130	0.4084	17,790	$1,180,688	$1,180,000
56-43-42-33-06-002-0110	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0090	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0070	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0050	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0030	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0010	0.1492	6,499	$431,339	$430,000
Total	1.3836	60,270	$4,000,000	$4,000,000

It should be noted that the soil contamination or remediation costs relative to Subject Parcel 56-43-42-33-06-002-0130 were not considered in this valuation (See Limiting Condition 3), and it is an extraordinary assumption of this valuation that the site is free from contamination.

A description of the property appraised, together with an explanation of the valuation procedures utilized, is contained in the body of the attached report. For your convenience, an Executive Summary follows this letter. Your attention is directed to the Limiting Conditions and underlying assumptions upon which the value conclusion is contingent.

Respectfully submitted,
CALLAWAY & PRICE, INC.

Robert A. Callaway, MRICS

Digitally signed by Robert A. Callaway, MRICS
DN: cn=Robert A. Callaway, MRICS, o=Callaway & Price, Inc., ou, email=r.callaway@callawayandprice.com, c=US
Date: 2026.07.01 11:10:25 -04'00'

Robert A. Callaway, MRICS
Cert Gen RZ2461

Robert A. Callaway, MRICS

Digitally signed by Robert A. Callaway, MRICS
DN: cn=Robert A. Callaway, MRICS, o=Callaway & Price, Inc., ou, email=r.callaway@callawayandprice.com, c=US
Date: 2026.07.01 11:10:43 -04'00'

Joe M. Merritt, Associate Appraiser
Cert Gen RZ672

RAC/JMM/js/26-87862
Attachments

PROPERTY TYPE : Mixed Use Land

LOCATION : The Subject Property is located between Broadway and Avenue C, and between East 13th Street and East 14th Street, in the City of Riviera Beach, Palm Beach County, Florida. The property addresses include 1320 North Broadway, 27, 43, 47, & 59 East 14th Street & 1345 Avenue C, Riviera Beach, Palm Beach County, Florida 33404.

DATE OF VALUATION : June 26, 2026

DATE OF REPORT : July 1, 2026

PROPERTY DESCRIPTION:

LAND : Seven adjacent parcels ranging in size from 0.1492 acres to 0.4084 acres with a total of 1.3836 acres or 60,270 square feet as tabulated below.

Parcel Control Number	Acres	Square Feet
56-43-42-33-06-002-0130	0.4084	17,790
56-43-42-33-06-002-0110	0.1652	7,196
56-43-42-33-06-002-0090	0.1652	7,196
56-43-42-33-06-002-0070	0.1652	7,196
56-43-42-33-06-002-0050	0.1652	7,196
56-43-42-33-06-002-0030	0.1652	7,196
56-43-42-33-06-002-0010	0.1492	6,499
Total	1.3836	60,270

IMPROVEMENTS : All of the Subject Parcels except one consist of vacant land with no site or building improvements. Parcel 56-43-42-33-06-002-0110 is improved with a 49-year-old duplex. It is our opinion that these improvements no longer contribute to the Highest and Best Use Market Value of the Subject Property. Therefore, they are not further described or valued.

ZONING : DC, Downtown Core, by the City of Riviera Beach

FUTURE LAND USE PLAN : DMU, Downtown Mixed Use, by the City of Riviera Beach

HIGHEST AND BEST USE : Future mixed-use development

MARKET VALUE OF THE
FEE SIMPLE ESTATE OF
THE SUBJECT PROPERTY
(ALL PARCELS COMBINED)
BASED ON THE EXTRAORDINARY
ASSUMPTION THAT PARCEL
56-43-42-33-06-002-0130
WAS FREE OF CONTAMINATION
AS OF JUNE 26, 2026 : $4,000,000

Market Value Conclusion Allocation By Parcel

Parcel Control Number	Acres	Square Feet	Allocation	Rounded
56-43-42-33-06-002-0130	0.4084	17,790	$1,180,688	$1,180,000
56-43-42-33-06-002-0110	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0090	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0070	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0050	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0030	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0010	0.1492	6,499	$431,339	$430,000
Total	1.3836	60,270	$4,000,000	$4,000,000

It should be noted that the soil contamination or remediation costs relative to Subject Parcel 56-43-42-33-06-002-0130 were not considered in this valuation (See Limiting Condition 3), and it is an extraordinary assumption of this valuation that the site is free from contamination.

Page No.

CERTIFICATION 1
GENERAL ASSUMPTIONS 3
LIMITING CONDITIONS 4
DEFINITION OF THE APPRAISAL PROBLEM 10
Purpose, Date of Value, and Interest Appraised 10
Intended Use and User of Appraisal 10
Market Value 10
Extraordinary Assumption 11
Legal Description 11
Fee Simple Estate 12
Exposure Time 12
Marketing Time 13
SCOPE OF WORK 14
NEIGHBORHOOD DATA 15
PROPERTY DATA 19
Location 19
Zoning 19
Land-Use Plan 19
Site Size, Shape and Access 20
Easements and Deed Restrictions 20
Utilities 20
Topography 21
Environmental Concerns 21
Flood Hazard Zone 21
Assessed Value and Taxes 22
Property History 22
Improvements 22
HIGHEST AND BEST USE 23
Conclusion 23
LAND VALUE ANALYSIS 25
Sales Comparison Approach 25
Discussion of Vacant Land Sales 26
Conclusion – Land Value Analysis 32

ADDENDA

Qualifications:
Robert A. Callaway, MRICS
Joe M. Merritt, Associate Appraiser

CERTIFICATION

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.

2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.

3. We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest with respect to the parties involved.

4. We have not performed services, as an appraiser or in any other capacity, regarding the property that is the subject of this appraisal report within the three-year period immediately preceding the agreement to perform this assignment

5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.

6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.

7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

8. The analyses, opinions, and conclusion were developed, and this report was prepared, in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP) and The Interagency Appraisal and Evaluation Guidelines, December 10, 2010.

9. Robert A. Callaway, MRICS and Joe M. Merritt have made personal inspections of the property that is the subject of this report.

10. No one provided significant real property appraisal assistance to the persons signing this certification.

11. The use of this report is subject to the requirements of the State of Florida relating to review by the Florida Real Estate Appraisal Board.

12. This appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan.

13. The reported analyses, opinions and conclusions were developed, and this report was prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

14. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

15. As of the date of this report, Robert A. Callaway, MRICS has completed the requirements under the continuing education programs of the Royal Institute of Chartered Surveyors, the State of Florida, and FREAB.

Robert A. Callaway, MRICS

Digitally signed by Robert A. Callaway, MRICS
DN: cn=Robert A. Callaway, MRICS, o=Callaway & Price, Inc., ou, email=r.callaway@callawayandprice.com, c=US
Date: 2026.07.01 11:10:43 -04'00'

Robert A. Callaway, MRICS
Cert Gen RZ2461

Joe M. Merritt

Digitally signed by Joe M. Merritt
DN: cn=Joe M. Merritt, o=Callaway & Price, INc., ou, email=j.merritt@callawayandprice.com, c=US
Date: 2026.07.01 11:11:13 -04'00'

Joe M. Merritt, Associate Appraiser
Cert Gen RZ672

GENERAL ASSUMPTIONS

1. Unless otherwise stated, the value appearing in this appraisal represents the opinion of the Market Value or the Value Defined AS OF THE DATE SPECIFIED. Market Value of real estate is affected by national and local economic conditions and consequently will vary with future changes in such conditions.

2. The value opinion in this appraisal report is gross, without consideration given to any encumbrance, restriction or question of title, unless specifically defined.

3. It is assumed that the title to the premises is good; that the legal description is correct; that the improvements are entirely and correctly located on the property described and that there are no encroachments on this property, but no investigation or survey has been made.

4. No responsibility is assumed for matters legal in nature, nor is any opinion of title rendered. No right to expert testimony is included unless other arrangements have been completed. In the performance of our investigation and analysis leading to the conclusions reached herein, the statements of others were relied on. No liability is assumed for the correctness of these statements; and, in any event, the appraiser's total liability for this report is limited to the actual fee charged.

5. No rights to expert witness testimony, pre-trial or other conferences, depositions, or related services are included with this appraisal. If as a result of this appraisal process Callaway and Price, Inc., or any of its principals, its appraisal consultants or experts are requested or required to provide any litigation services, such shall be subject to the provisions of the engagement letter or, if not specified therein, subject to the reasonable availabilty of Callaway and Price, Inc. and/or said principals or appraisers at the time and shall further be subject to the party or parties requesting or requiring such services paying the then applicable professional fees and expenses of Callaway and Price, Inc. either in accordance with the engagement letter or arrangements at the time, as the case may be.

6. Any material error in any of the data relied upon herein could have an impact on the conclusions reported. We reserve the right to amend conclusions reported if made aware of such error. Accordingly, the client-addressee should carefully review all assumptions, data, relevant calculations, and conclusion within 30 days of delivery of this reported and should immediately notify us of any questions or errors.

7. The market value reported herein assumes that all taxes and assessments have been paid and assumes a fee simple interest unless otherwise reported. The body of the report will define the interest appraised if it differs.

8. Neither all nor any part of the contents of this report (especially any conclusions, the identity of the appraiser or the firm with which he is connected, or any reference to the Appraisal Institute or any of its designations) shall be disseminated to the public through advertising media, public relations media, news media, sales media or any other public means of communication without our prior written consent and approval.

9. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures which would render it more or less valuable. The appraiser assumes no responsibility for such conditions or the engineering which might be required to discover these factors.

10. Our opinion of value was based on the assumption of competent marketing and management regarding the property. If there is no competent marketing and management, then the market value opinion herein may not apply.

LIMITING CONDITIONS

1. There are no hypothetical conditions in this appraisal assignment.

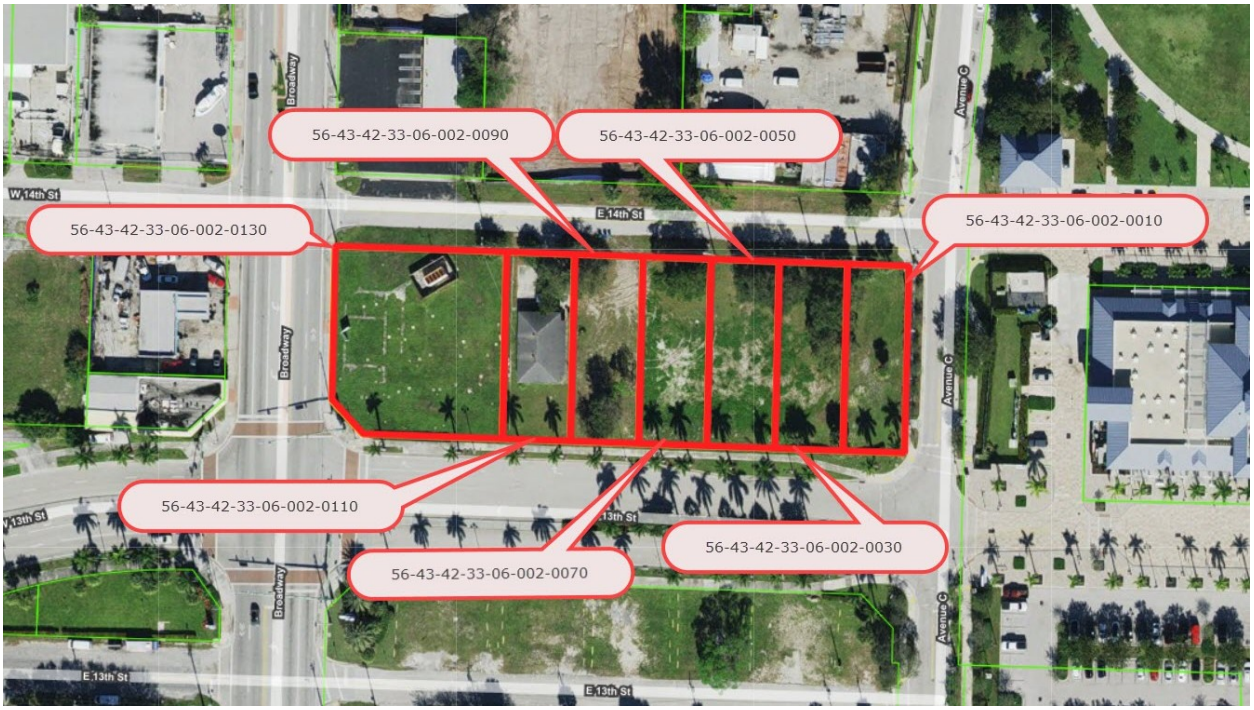
2. This appraisal was based on the Extraordinary Assumption that Subject Parcel 56-43-42-33-06-002-0130 was free of contamination as of June 26, 2026.

3. Unless otherwise stated in this report, the existence of hazardous substances, including without limitation stachybotrys chartarum (mold), asbestos, polychlorinated biphenyls, petroleum leakage, or agricultural chemicals, which may or may not be present on the property, or other environmental conditions, was not called to the attention of, nor did the appraisers become aware of such during their inspection. The appraisers have no knowledge of the existence of such materials on or in the property unless otherwise stated. The appraisers, however, are not qualified to test for such substances or conditions. If the presence of such substances, such as asbestos, urea formaldehyde foam insulation, or other hazardous substances or environmental conditions, may affect the value of the property, the value estimated is predicated on the assumption that there is no such proximity thereto that would cause a loss in value. We are unaware of very wet conditions that may have existed for days or weeks which are required to grow mold. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them.

It should be noted that the Subject Parcel fronting Broadway (56-43-42-33-06-002-0130) was previously improved with a Hess gas station. We observed numerous contamination remediation well caps on the site. The Department of Environmental Protection web site indicates that the underground gas storage tanks have been removed. It is listed as DEP Cleanup Site (Facility ID# 8513827) and that RSC2_REMEDIATION_STAT US KEY was ACTIVE as of June 27, 2026. Therefore, we highly recommend that an environmental assessment be carried out prior to purchasing this property. If it is determined that this site is contaminated and remediation costs will be substantial, this appraisal will be subject to revision. This appraisal was based on the Extraordinary Assumption that Subject Parcel 56-43-42-33-06-002-0130 was free of contamination as of June 26, 2026.

4. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. The appraisers have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since the appraisers have no direct evidence relating to this issue, possible noncompliance with the requirements of ADA in estimating the value of the property has not been considered.





AERIAL VIEWS OF THE SUBJECT PROPERTY



NORTHEAST VIEW OF THE SUBJECT PROPERTY FROM BROADWAY AND EAST 13TH STREET



SOUTHEAST VIEW OF THE SUBJECT PROPERTY FROM BROADWAY AND EAST 14TH STREET



NORTHWEST VIEW OF THE SUBJECT PROPERTY FROM EAST 13TH STREET AND AVENUE C



SOUTHWEST VIEW OF THE SUBJECT PROPERTY FROM AVENUE C AND EAST 14TH STREET



NORTH STREET VIEW ALONG BROADWAY
FROM EAST 13TH STREET



SOUTH STREET VIEW ALONG BROADWAY
FROM EAST 14TH STREET

DEFINITION OF THE APPRAISAL PROBLEM

Purpose, Date of Value, and Interest Appraised

The purpose of this investigation and analysis was to provide our opinion of the Market Value of the Fee Simple Estate of the Subject Property (All Parcels Combined) based on the Extraordinary Assumption that Parcel 56-43-42-33-06-002-0130 was free of contamination as of June 26, 2026.

Intended Use and User of Appraisal

This report has been prepared for our client and intended user, Riviera Beach Community Redevelopment Agency. The intended use was to assist the client in internal decision making. The scope of work performed is specific to the needs of the intended user and the intended use. No other use is intended, and the scope of work may not be appropriate for other uses.

Market Value

> "As defined in the Agencies' appraisal regulations, the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition are the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:
>
> a. Buyer and seller are typically motivated;
>
> b. Both parties are well informed or well advised, and acting in what they consider their own best interests;
>
> c. A reasonable time is allowed for exposure in the open market;
>
> d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
>
> e. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale."

Source: The Interagency Appraisal and Evaluation Guidelines, Federal Register, Volume 75, No. 237, December 10, 2010, Pgs. 61-62.

Extraordinary Assumption

The Dictionary of Real Estate Appraisal, Eighth Edition 2026, by the Appraisal Institute, defines Extraordinary Assumptions on page 60 as follows:

"An assignment specific assumption as of the effective date regarding uncertain information used in an analysis which, if found to be false, could alter the appraiser's opinions or conclusions. Uncertain information might include physical, legal, or economic characteristics of the Subject Property, or conditions external to the property, such as market conditions or trends, or about the integrity of data used in an analysis."

This appraisal was based on the Extraordinary Assumption that Subject Parcel 56-43-42-33-06-002-0130 was free of contamination as of June 26, 2026.

The Subject Parcel fronting Broadway (56-43-42-33-06-002-0130) was previously improved with a Hess gas station. We observed numerous contamination remediation well caps on the site. The Department of Environmental Protection web site indicates that the underground gas storage tanks have been removed. It is listed as DEP Cleanup Site (Facility ID# 8513827) and that RSC2_REMEDIATION_STAT US KEY was ACTIVE as of June 27, 2026. Therefore, we highly recommend that an environmental assessment be carried out prior to purchasing this property (See Limiting Condition 3). The remaining 6 Subject Parcels do not appear to have any environmental concerns.

Legal Description

Parcel Identification Number: 56-43-42-33-06-002-0130

RIVIERA LTS 13 THRU 16 & LT 17 (LESS SW TRGLR PAR W 13TH ST R/W) & LT 18 (LESS W 15 FT US HWY NO 1 & SW TRGLR PAR W 13TH ST R/WS)

Parcel Identification Number: 56-43-42-33-06-002-0110

RIVIERA LTS 11 & 12 BLK 2

Parcel Identification Number: 56-43-42-33-06-002-0090

RIVIERA LTS 9 & 10 BLK 2

Parcel Identification Number: 56-43-42-33-06-002-0070

RIVIERA LTS 7 & 8 BLK 2

Parcel Identification Number: 56-43-42-33-06-002-0050

RIVIERA LTS 5 & 6 BLK 2

Parcel Identification Number: 56-43-42-33-06-002-0030

RIVIERA LTS 3 & 4 BLK 2

Parcel Identification Number: 56-43-42-33-06-002-0010

RIVIERA LT 1 (LESS E 5 FT AVENUE C RD R/W) & LT 2 BLK 2

Source: Palm Beach County Property Appraiser.

Fee Simple Estate

The Dictionary of Real Estate Appraisal, Eighth Edition 2026, by the Appraisal Institute, defines Fee Simple Estate on page 65 as follows:

> "Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat."

Exposure Time

The Dictionary of Real Estate Appraisal, Eighth Edition 2026, by the Appraisal Institute, defines Exposure Time on page 60 as follows:

1. "The time a property remains on the market."

2. "An opinion, based on supporting market data, of the length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal."

There is a requirement under Standard Two to report exposure time according to the latest USPAP publication. "Exposure Time" is different for various types of property under different market conditions.

We have reviewed the exposure time on the sales contained in the Sales Comparison Approach in this appraisal. Based on that data and the current market, it is our opinion that the Subject Property would have had an exposure time of approximately 12 months.

Marketing Time

The Dictionary of Real Estate Appraisal, Eighth Edition 2026, by the Appraisal Institute, defines Marketing Time on page 104 as follows:

"An opinion of the amount of time to sell a property interest at the concluded market value or at a benchmark price during the period immediately after the effective date of an appraisal. Marketing time differs from exposure time, which precedes the effective date of an appraisal."

"Advisory Opinion 7 of the Appraisal Standards Board of The Appraisal Foundation and Statement on Appraisal Standards No. 6, "Reasonable Exposure Time in Real Property and Personal Property Market Value Opinions" address the determination of reasonable exposure and marketing time."

We have reviewed the marketing time on the sales used in this appraisal, as well as other sales and current listings in the market. As in most markets, properties which are priced competitively and are professionally marketed will sell quicker than those which have higher or above market asking prices. It is our opinion that the Subject Property would have had a marketing period of up to 12 months.

SCOPE OF WORK

According to the 15th Edition of The Appraisal of Real Estate, page 75, "In the valuation process, the identification of the assignment elements leads directly into the determination of the scope of work of an assignment, i.e., the type and extent of research needed to solve a appraisal problem. Professional valuation standards place the responsibility for determining the appropriate scope of work in an appraisal assignment squarely on the shoulders of the appraiser. The scope of work for an assignment is acceptable if it leads to credible assignment results, is consistent with the expectations of parties who are regularly intended users for similar assignments and is consistent with what the actions of an appraiser's peers would be in the same or a similar assignment.

The first step in the appraisal process is the identification of the appraisal problem which included the purpose and date of value, determining the interest being appraised, intended use and user of the appraisal, and identifying the real estate (legal description). This step also determines if the appraisal was subject to any extraordinary assumptions or hypothetical conditions.

The next step involved inspections of the Subject Property in June 2026 by Robert A. Callaway, MRICS and Joe M. Merritt. The inspections allowed us to understand the physical components of the Subject Property. In addition to the inspections of the Subject Property, we also began the data-collection process and, subsequently, an analysis of the factors that affect the market value of the Subject Property, including property data analysis. We gathered and reviewed information from the Palm Beach County Property Appraiser's Office, the City of Riviera Beach Planning and Zoning Department, and interviews with brokers and other market participants to understand and describe the Subject Property and its surroundings.

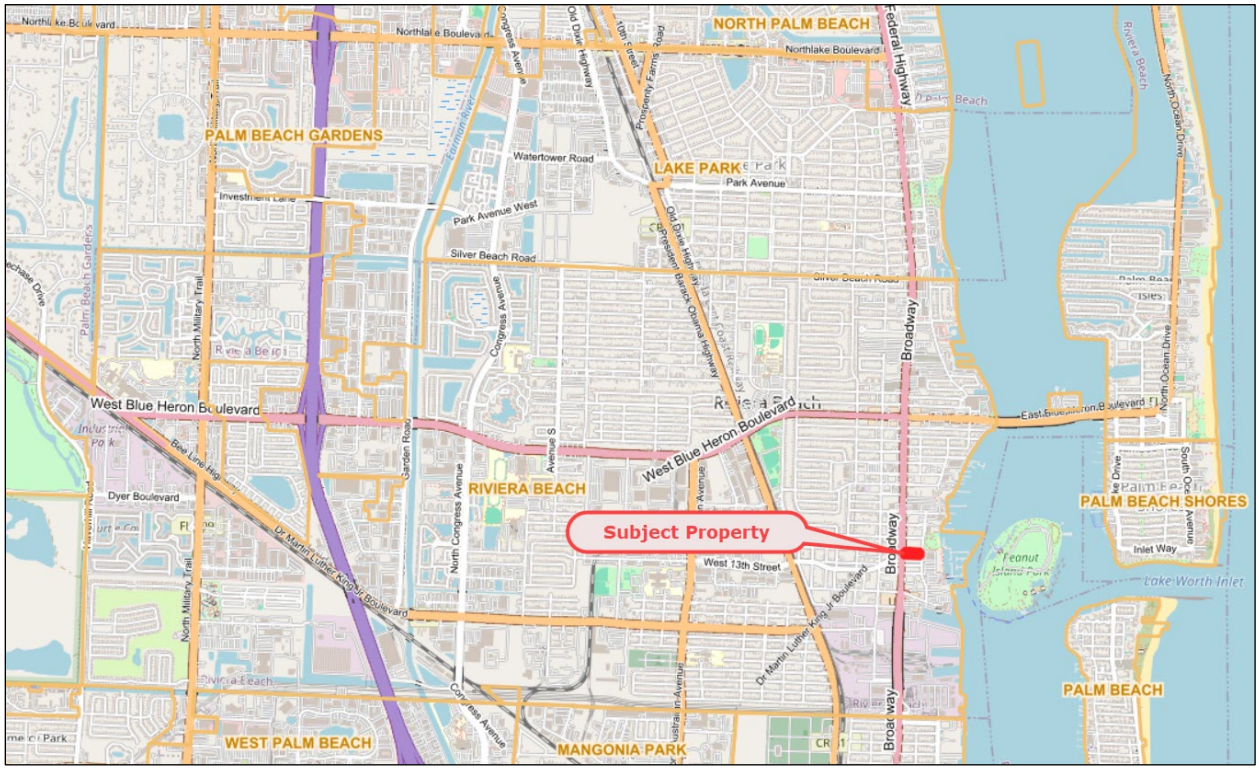
The third step in the process was to determine the Highest and Best Use of the Subject Property. Through the Highest and Best Use analysis, we determined the issues that influence the final opinion of value. To determine the Highest and Best Use, we relied on information obtained from the data-collection process.

The fourth step was the application of the appropriate approaches for the valuation of the Subject Property. The Subject Property consists of seven adjacent parcels ranging in size from 0.1492 acres (6,499 square feet) to 0.4084 acres (17,790 square feet) with a total of 1.3836 acres or 60,270 square feet. Parcel 56-43-42-33-06-002-0110 is improved with a 49-year-old duplex. However, it is our opinion that these improvements no longer contribute to the Highest and Best Use Market Value of the Site, which is for future mixed-use development. Therefore, the entire Subject Property is being valued as vacant land. The applicable valuation procedure for estimating the Market Value of vacant land is the Sales Comparison Approach, which is performed in the following Land Value Analysis.

NEIGHBORHOOD DATA

The relationship of the Subject Property with surrounding properties forms the basis of neighborhood analysis. The Appraisal of Real Estate, 15th Edition on page 141 states: "The boundaries of market areas, neighborhoods, and districts identify the areas that influence a subject property's value. These boundaries may coincide with observable changes in land use or demographic characteristics. Physical features such as structure types, street patterns, terrain, vegetation, and lot sizes help to identify land use districts. Transportation arteries (highways, major streets, and railroads), bodies of water (rivers, lakes, and streams), and changing elevation (hills, mountains, cliffs, and valleys) can also be significant boundaries."

Neighborhood Map



The Subject neighborhood includes incorporated areas of Riviera Beach, Lake Park and Palm Beach Gardens as well as an unincorporated area of Palm Beach County. The neighborhood is considered to include those properties bounded on the north by Northlake Boulevard, on the west by Military Trail, on the south by State Road 710, (a/k/a Beeline Highway, Port Road, 8th Street, and Martin Luther King Boulevard), and on the east by the Intracoastal Waterway.

The major north/south arteries through the neighborhood are Broadway, Old Dixie Highway, Australian Avenue, Interstate 95 and Military Trail. Broadway is the local section of U.S. Highway 1 which runs north/south along the eastern seaboard of the United States. Old Dixie Highway, through the neighborhood, is a four-lane divided highway which extends as far north as Tequesta and south to 45th Street. Due to the neighborhood's centralized location and its concentration of industrial uses, a high percentage of traffic utilizing Old Dixie Highway in the neighborhood consists of large trucks. Australian Avenue is a four- to six-lane road that extends from Blue Heron Boulevard to Southern Boulevard. Interstate 95 (I-95) is an eight-lane, limited access highway which parallels the eastern coast of the United States extending from Florida City, Florida to Maine. I-95 is also the major commuter artery in south Florida. Military Trail is a north/south artery that runs from Jupiter to the north into Broward County.

The major east/west arteries through the neighborhood are Blue Heron Boulevard and Inlet Avenue (also known as Martin Luther King Boulevard, Port Road and West 8th Street), which becomes the Beeline Highway (State Road 710) west of the neighborhood, and Northlake Boulevard. Blue Heron Boulevard is a two-, four- and six-lane artery which extends from the Atlantic Ocean to the Beeline Highway. Northlake Boulevard is a four- and six-lane roadway extending from the Intracoastal Waterway west beyond State Road 710 to the "Acreage". Both Blue Heron Boulevard and Northlake Boulevard have interchanges on I-95. The Beeline Highway extends from the subject neighborhood northwesterly to the City of Okeechobee. It is the primary artery used to access Pratt Whitney, and Sikorsky Aircraft by employees and suppliers. Florida's Turnpike to the west can be accessed from PGA Boulevard, located approximately three miles north of the neighborhood, or Okeechobee Boulevard located approximately six miles to the south of the Subject neighborhood.

The neighborhood has a mixture of primarily commercial and industrial development with surrounding residential uses. Commercial development consists primarily of industrial uses (warehouses), some retail and office buildings, convenience stores, fast food restaurants and mobile home parks. Residential development consists primarily of apartment projects and older single-family homes in the low to moderate price range. Properties located on the perimeter of the neighborhood are water oriented and consist mainly of well-maintained hotels, motels, and condominiums. Some of the older motels and rental apartments in the area to the south have been converted into condominiums, interval ownership properties and commercial/office space.

Commercial development is concentrated along Blue Heron Boulevard, Northlake Boulevard, and Broadway (U.S. Highway 1), with the majority clustering at intersections with Interstate 95. The commercial uses include a variety of retail stores, service-oriented businesses, hotels, motels, and service stations. Newer residential projects and commercial development consisting of a Lowe's, a Super Target and a Super Wal-Mart are located along Congress Avenue north of Blue Heron Boulevard.

Platted business parks within the Subject neighborhood include the Interstate Industrial Park and Congress Park, both on the south side of Blue Heron Boulevard and Central Industrial Park on the north side of Blue Heron. Westroads Business Industrial Park and Port West Industrial Park, both south of Blue Heron Boulevard, are located just outside the western boundary of the neighborhood. Lewis Terminals lies in the southeastern portion of the neighborhood. In addition, there are many unplatted areas, primarily for industrial uses.

As previously mentioned, the Subject neighborhood's eastern boundary is largely water oriented, which provides an excellent area for recreational and tourist-oriented businesses. The Atlantic Ocean is accessible via the Blue Heron Boulevard Bridge, and the Intracoastal Waterway bounds the neighborhood. This makes portions of the neighborhood ideal for marina use and there is a heavy marina presence as the neighborhood is home to many boat-builders, shipyards and marina related industries. Marine related businesses include Viking Yachts, Lockheed Martin/Perry Institute, the Cracker Boy Boat Works Yard, Rybovich Boat Yard and Port of Palm Beach. Both Viking Yachts and Rybovich Boat Yard have been assembling properties in this area for expansion of their facilities.

The Loggerhead Club and Marina (formerly Inlet Harbor Marina) is located along the north side of Blue Heron Boulevard, east of Lake Shore Drive. The marina offers inside dry storage for 300 boats up to 46 feet, with a state-of-the-art rack system and the largest ever built marine forklifts. The marina, open seven days a week, has a ship's store, fueling facilities, and reciprocal dockage at nine other marinas. The Loggerhead Marina is also connected to the 26-story Marina Grande residential condominium project. The two-tower project contains 350 units that were built in 2006.

The Port of Palm Beach is the fourth busiest port in Florida. The Port's completion of the Sky Pass Project, which was the elevating of U.S. Highway 1, allows rail and truck traffic easier access into the Port, in addition to linking the 65-acre wharf area with 100 acres of support industries. The Port has also increased dock space and added an additional slip to handle vessel traffic.

The southeastern portion of the neighborhood, north of and adjacent to the Port, has been recently undergoing significant redevelopment. The City of Riviera Beach has been actively swapping land to obtain Broadway Avenue frontage and expand their recently redeveloped Marina Village project (Phase I). It is planned for Marina Village Phase II to include mixed uses including waterfront restaurants, entertainment, a hotel, retail and office development and hundreds of parking spaces. Developer Related Urban is currently constructing an 8-story building called Residences at Marina Village. The project broke ground in late 2025 and is slated for completion around 2028. This eight-story building will include 149 residential units. All but 37 units will go to people who earn less than 80% of area median income.

Related Urban also plans to develop Gallery at Marina Village, which will include 20-story twin towers with 418 apartments next door on city property at 1300 Broadway. Developer Jeffrey Sobel plans to build 508 condos in the vacant block on the west side of Broadway between 11th and 12th Streets west of Marina Village. The city's affordable housing project, the 54-unit Villa L'Onz, is under construction on 11th Street and Avenue E, west of Sobel's project.

Forest Development recently received approvals for a $325 million project to build up to 450 apartments and 17,000 square feet of restaurant and retail space on 2.2 acres owned by the city at 1851 Broadway south of Blue Heron Boulevard.

Forest Development is also the developer of the recently opened Nautilus 220 condominium high-rise in Lake Park and has proposed the 25-story Oculina residential towers next door on the Riviera Beach side of Silver Beach Road.

The City of Riviera Beach recently allocated hundreds of millions of dollars to break down, redevelop or move many of its municipal facilities including its City Hall. As the population grows, the city's "Reimagine Riviera Beach" campaign seeks to redevelop many of its facilities, such as its water treatment plant, police stations, fire stations and public library.

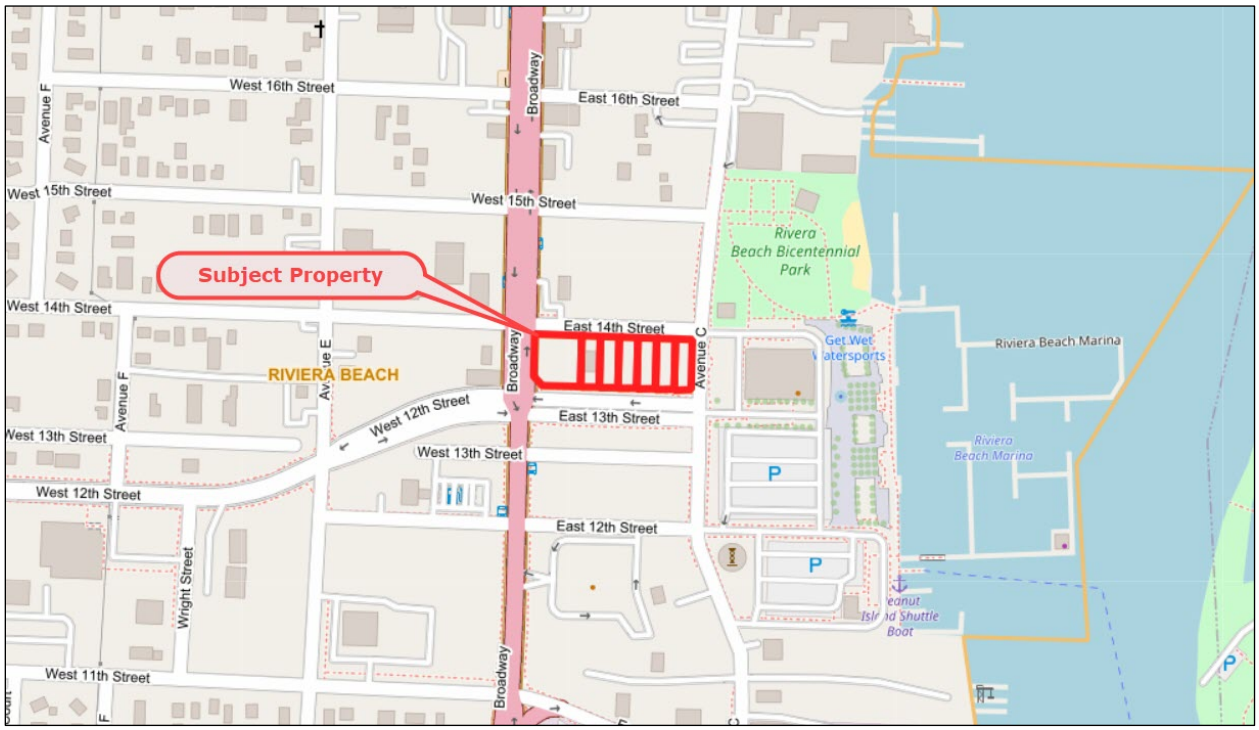
Conclusion

The Subject neighborhood is an established area of central Palm Beach County that continues to evolve and is currently undergoing significant redevelopment. The Subject neighborhood has good access to major roads and highways, with substantial existing residential and commercial development and a working waterfront with numerous marinas and boatyards. Overall, the neighborhood is a well-positioned, established residential and commercial area that is in the process of being redeveloped. This trend is expected to continue during the foreseeable future.

PROPERTY DATA

Location

The Subject Property is located between Broadway and Avenue C, and between East 13th Street and East 14th Street, in the City of Riviera Beach, Palm Beach County, Florida. The property addresses include 1320 North Broadway, 27, 43, 47, & 59 East 14th Street & 1345 Avenue C, Riviera Beach, Palm Beach County, Florida 33404.



Subject Property Location Map

Zoning

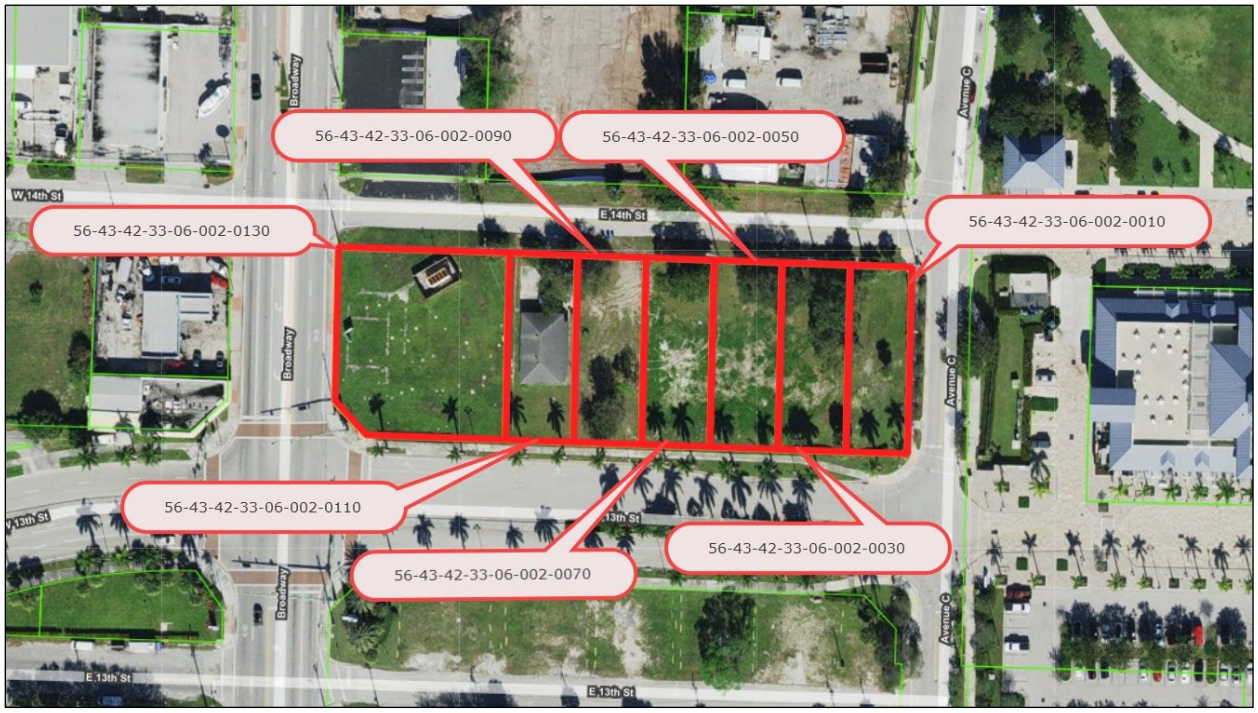
The Subject Property is zoned DC, Downtown Core, by the City of Riviera Beach. The DC downtown core district promotes redevelopment of the commercial center of downtown Riviera Beach. The existing commercial corridor and marina area will become a vibrant, pedestrian-friendly, mixed-use district that accommodates shops, businesses, residences, marine-related, and entertainment uses.

Land-Use Plan

The Subject Property is designated DMU, Downtown Mixed Use, by the City of Riviera Beach Future Land Use Plan, which is consistent with the current zoning.

Site Size, Shape and Access

The Subject Property consists of seven adjacent parcels ranging in size from 0.1492 acres to 0.4084 acres with a total of 1.3836 acres or 60,270 square feet. Most of the parcels have rectangular shapes. Parcel 56-43-42-33-06-002-0130 is rectangular except for a small corner cut on the southwest corner of Broadway and East 13th Street. Access to all the parcels is provided by East 14th Street, which extends along the north boundaries. Parcel 56-43-42-33-06-002-0130 has curb cuts and access from Broadway, which extends along the west boundary, and West 13th Street, which extends along the south boundary. There are currently no curb cuts or access to the other six parcels from West 13th Street or Avenue C.



Easements and Deed Restrictions

We were not provided with a title search for the Subject Property. Based upon our review of the public records and our on-site inspections, there are no obvious atypical easements or adverse deed restrictions that would negatively affect the value of the Subject Property.

Utilities

All public utilities are available to the Subject Property. Water and sewer service is provided by the City of Riviera Beach, electricity by Florida Power & Light and telephone by numerous providers.

Topography

All the Subject Parcels are level and at the approximate grade of the adjacent street improvements. They are all upland and useable with a sandy soil type that is suitable for a wide variety of uses. No drainage problems were noted during our inspections.

Environmental Concerns

The Subject Parcel fronting Broadway (56-43-42-33-06-002-0130) was previously improved with a Hess gas station. We observed numerous contamination remediation well caps on the site. The Department of Environmental Protection web site indicates that the underground gas storage tanks have been removed. It is listed as DEP Cleanup Site (Facility ID# 8513827) and that RSC2_REMEDIATION_STAT US KEY was ACTIVE as of June 27, 2026. Therefore, we highly recommend that an environmental assessment be carried out prior to purchasing this property (See Limiting Condition 3). The remaining 6 Subject Parcels do not appear to have any environmental concerns.

Flood Hazard Zone

As shown on the following map, Subject Parcel 56-43-42-33-06-002-0130 and the south portions of Subject Parcels 56-43-42-33-06-002-0110 and 56-43-42-33-06-002-0090 lie within Flood Zone "X", according to the FEMA Digital Flood Information Rate Map. Flood Zone “X” includes areas located outside of the floodplain. The north portion of Subject Parcels 56-43-42-33-06-002-0110 and 56-43-42-33-06-002-0090, and the remaining parcels (56-43-42-33-06-002-0070, 56-43-42-33-06-002-0050, 56-43-42-33-06-002-0030 & 56-43-42-33-06-002-0010 lie within Flood Zone X500. Flood Zone “X500” includes areas located within the 500-year floodplain.

Address (from parcels)	1320 BROADWAY
FEMA Data Source	DFIRM - Digital Flood Information Rate Map
Inside Special Flood Hazard Area?	OUTSIDE SPECIAL FLOOD HAZARD AREA OUTSIDE SPECIAL FLOOD HAZARD AREA
Risk Level	MODERATE TO LOW RISK AREAS MODERATE RISK AREAS
Flood Zone(s)	X X500
Description(s)	X = OUTSIDE FLOODPLAIN X500 = 500-YEAR FLOODPLAIN
Base Flood Elevation	N/A N/A
NFIP Community Name	City of Riviera Beach
County	PALM_BEACH
State	Florida
NFIP Community Number	125142
NFIP Map Number or Community Panel Number	12099C0393G
Inside CBRA?	FALSE
CBRA Type	N/A
Map Panel Effective Date	12/20/2024
LOMA/LOMR (yes/no)	UNKNOWN - check map
LOMA/LOMR Date	UNKNOWN - check map



Assessed Value and Taxes

The 2025 assessed value and taxes for the Subject Property were as follows.

Parcel Control Number	Acres	2025 Market Value			2025 Assessed Value	2025 Taxes
		Land	Improvements	Total		
56-43-42-33-06-002-0130	0.4084	$336,250	$0	$336,250	$336,250	$6,929.46
56-43-42-33-06-002-0110	0.1652	$80,000	$99,251	$179,251	$158,281	$3,622.41
56-43-42-33-06-002-0090	0.1652	$90,682	$288	$90,970	$90,970	$1,874.71
56-43-42-33-06-002-0070	0.1652	$90,682	$0	$90,682	$90,682	$1,868.79
56-43-42-33-06-002-0050	0.1652	$90,682	$0	$90,682	$90,682	$1,868.79
56-43-42-33-06-002-0030	0.1652	$90,682	$0	$90,682	$90,682	$1,868.79
56-43-42-33-06-002-0010	0.1492	$81,862	$0	$81,862	$81,862	$1,687.02
Total	1.3836	$860,840	$99,539	$960,379	$939,409	$19,719.97

According to the Palm Beach County Tax Collector, the 2025 taxes were paid on November 24, 2025, in the amount of $18,931.18, which included a 4% early-payment discount.

Property History

According to the Palm Beach County Public Records, the west Subject Parcel (56-43-42-33-06-002-0130) has been under the ownership of 1320 North Broadway, LLC, for more than five years. The remaining six Subject Parcels have been under the ownership of Gerald Properties, Inc. for more than five years. It should be noted that the registered agent for both entities is JS Family Holdings, Inc. To our knowledge, the Subject Parcels were not listed for sale or under contract as of the appraisal date.

Improvements

All the Subject Parcels except one consist of vacant land with no site or building improvements. Parcel 56-43-42-33-06-002-0110 is improved with a 49-year-old duplex. However, it is our opinion that these improvements no longer contribute to the Highest and Best Use Market Value of the Site, which is for future mixed-use development. Therefore, they are not further described or valued.

HIGHEST AND BEST USE

The Dictionary of Real Estate Appraisal, Eighth Edition 2026, by the Appraisal Institute defines Highest and Best Use on page 79 as follows:

> "The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity."

To estimate the Highest and Best Use of the Subject, we have considered those uses which are legally permissible, physically possible, financially feasible, and maximally productive. Consideration was given to individual features of the land such as size, shape, location, access to roadways, and the availability of utilities. Consideration was also given to the surrounding land uses and the demand for property in the current real estate market.

Conclusion

It is our opinion that the Highest and Best Use of the Subject Property is for future mixed-use development. The reasons for this conclusion are as follows:

1. Future mixed-use primarily residential development would be legally permissible under the current zoning regulations. The Subject Property is zoned DC, Downtown Core, by the City of Riviera Beach. The DC downtown core district promotes redevelopment of the commercial center of downtown Riviera Beach. The existing commercial corridor and marina area will become a vibrant, pedestrian-friendly, mixed-use district that accommodates shops, businesses, residences, marine-related, and entertainment uses. In addition, the Subject Property is designated DMU, Downtown Mixed Use, by the City of Riviera Beach Future Land Use Plan, which is consistent with the current zoning.

2. The physical attributes of the Subject site appear to be suitable for future mixed-use development due to its shape, topography and access. It is located on the east side of Broadway adjacent to the entrance to the City of Riviera Beach Marina Village redevelopment project. The Subject Parcel fronting Broadway (56-43-42-33-06-002-0130) was previously improved with a Hess gas station. We observed numerous contamination remediation well caps on the site. The Department of Environmental Protection web site indicates that the underground gas storage tanks have been removed. It is listed as DEP Cleanup Site (Facility ID# 8513827) and that RSC2_REMEDIATION_STAT US KEY was ACTIVE as of June 27, 2026. Therefore, we highly recommend that an environmental assessment be carried out prior to purchasing this property (See Limiting Condition 3). The remaining 6 Subject Parcels do not appear to have any environmental concerns.

3. As can be seen in the following Land Value Analysis, we have analyzed recent market activity for properties with the same future land use plan designation as the Subject Property. The available data indicates recent market activity and stable values. We observed significant new development in the area north of the Subject Property involving mostly marine-related facility expansion. There is significant mixed-use redevelopment activity in the Marina Village Expansion area south of the Subject and north of the Port of Palm Beach. It is our opinion that future mixed-use development could be economically feasible if redevelopment continues and the demand for residential housing continues to increase.

4. Therefore, by definition, when these reasons exist, future mixed-use primarily residential development is the Highest and Best and Maximally Productive Use of the Subject Property. The most typical purchaser for the Subject would be a mixed-use developer or an investor, in our opinion.

LAND VALUE ANALYSIS

According to the 15th Edition of The Appraisal of Real Estate on page 35, developing an opinion of land value can be considered a separate step in the valuation model or an essential technique for applying certain approaches to value, depending on the defined appraisal problem and on the highest and best use analysis. The relationship between highest and best use and land value may indicate whether an existing use is the highest and best use of the land.

An appraiser can use several techniques to obtain an indication of land value:

- Sales Comparison
- Extraction
- Allocation
- Subdivision Development
- Land Residual
- Ground Rent Capitalization

The most common way to develop an opinion of land value is by sales comparison. When few sales are available, however, or when the value indications produced through sales comparison need additional support, procedures like extraction or allocation may be applied. In the case of the Subject Property, the only approach used was the sales comparison approach.

Sales Comparison Approach

To estimate the Market Value the Subject Property, a search was made for recent sales of vacant commercial land in the City of Riviera Beach. Due to the minimal amount of recent market activity in the immediate vicinity of the Subject (Riviera Beach), it was necessary to expand our search to include properties to the north in Juno Beach and to the south in West Palm Beach. We analyzed the Subject Property and the comparable sales on a price per square foot of land area basis, which is the most recognized unit of comparison in the market for this property type. The sales were compared to the Subject Property regarding property rights appraised, financing, conditions of sale, time or market conditions, location, site size, site quality/shape and zoning/future land use.

Discussion of Vacant Land Sales

As shown on the chart below, our search revealed four recent sales of vacant land considered to be the best market data available for direct comparison to the Subject Property. The sales indicated a non-adjusted value range from $50.07 to $68.87 per square foot of land area. A vacant land sales location map, aerial photographs of each comparable and a discussion of the comparables are included on the following pages.

VACANT LAND LAND SALES
Callaway & Price, Inc. #26-87862

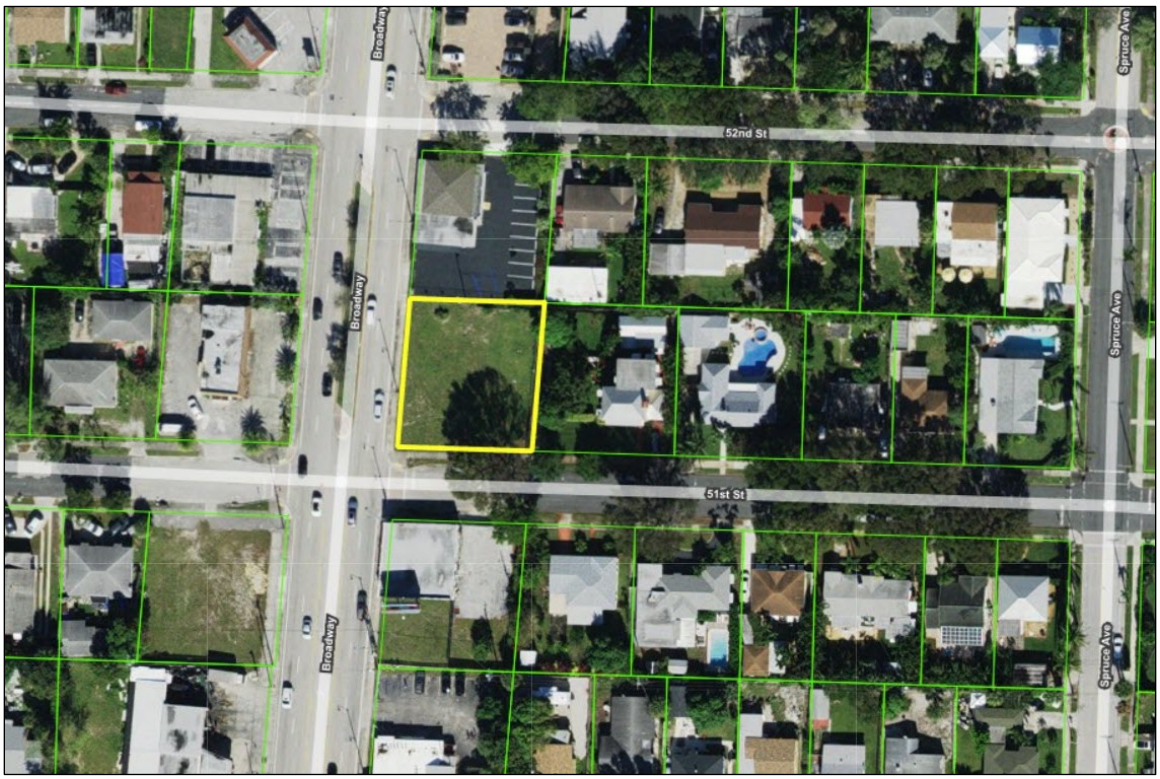
Sale Number	Subject Property	1	2	3	4
Record ID #		11724	11740	11611	11243
ORBK / PG		35726/49	35618/785	35438/780	34253/465
Address	1320 North Broadway, 27, 43, 47, & 59 East 14th Street & 1345 Avenue C	5200 Broadway	1117 Broadway	13951 US Highway 1	2823 Broadway
Location	Northeast corner of Broadway and West 13th Street	Northeast corner of Broadway and 51st Street	West side of Broadway between West 11th and West 12th Street	Southwest quadrant of US Highway 1 and Donald Ross Road	Southwest corner of Broadway and 28th Street
Municipality	Riviera Beach	West Palm Beach	Riviera Beach	Juno Beach	West Palm Beach
County	Palm Beach	Palm Beach	Palm Beach	Palm Beach	Palm Beach
Folio Numbers	56-43-42-33-06-002-0130 56-43-42-33-06-002-0110 56-43-42-33-06-002-0090 56-43-42-33-06-002-0070 56-43-42-33-06-002-0050 56-43-42-33-06-002-0030 56-43-42-33-06-002-0010	74-43-43-04-06-055-0190	56-43-42-33-05-016-0011 Plus 15 More	28-43-41-28-10-007-0111	74-43-43-09-05-045-0070 74-43-43-09-05-045-0010
Owner / Grantor	1320 North Broadway, LLC & Gerald Properties, LLC	David G. Pittman	JS 12 Real Estate Holdings, LLC	Juno Square LLP	CHS-CAPC JV1, LLC
Grantee		Janet Rosa, Trustee of the 5200 Broadway Trust dated April 30, 2025	SJS #2 LLC (Aquao Holdings, LLC)	Pulte Home Company, LLC	2823 BROADWAY QOZB, LLC
Date of Sale / Listing		Apr-25	Mar-25	Dec-24	Apr-23
Sale Price / Listing Price		$475,000	$12,000,000	$12,960,000	$1,100,000
Size - Acres	1.38	0.22	4.29	4.32	0.50
Size - Square Feet	60,270	9,487	186,720	188,179	21,876
Price / Square Foot		**$50.07**	**$64.27**	**$68.87**	**$50.28**
Zoning	DC, Downtown Core	BMUD-1 Broadway Mixed Use	DC, Downtown Core & DG, Downtown General	RM-2, Residential Multi-Family - Moderate Density	BMUD-1 Broadway Mixed Use
Future Land Use Plan	DMU, Downtown Mixed Use	MU, Mixed Use	DMU, Downtown Mixed Use	MDR, Moderate Density Residential	MU, Mixed Use
Conditions of Sale		0%	0%	0%	0%
Market Condition Adj.		0%	0%	0%	0%
Adjusted Price Per Acre		**$50.07**	**$64.27**	**$68.87**	**$50.28**
Physical Adjustments					
Location		30%	0%	-20%	30%
Site Size		-5%	5%	5%	-5%
Site Quality / Shape		0%	0%	10%	10%
Zoning / Future Land Use		0%	0%	0%	0%
Total Physical Adjustment		25%	5%	-5%	35%
Adjusted Price Per Acre		**$62.59**	**$67.48**	**$65.43**	**$67.88**

Low	**$62.59**
High	**$67.88**
Average	**$65.84**

Vacant Land Sales Map



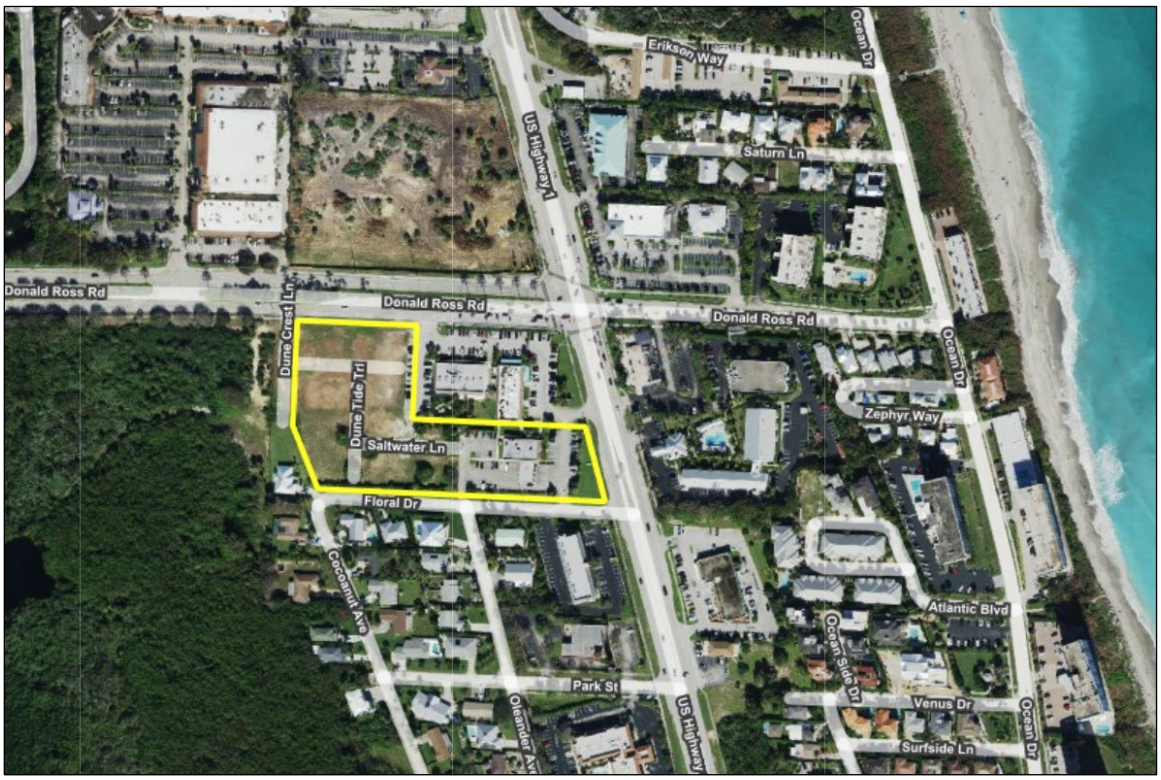
Copyright © and (P) 1988–2012 Microsoft Corporation and/or its suppliers. All rights reserved. http://www.microsoft.com/streets/
Certain mapping and direction data © 2012 NAVTEQ. All rights reserved. The Data for areas of Canada includes information taken with permission from Canadian authorities, including: © Her Majesty the Queen in Right of Canada, © Queen's Printer for Ontario. NAVTEQ and NAVTEQ ON BOARD are trademarks of NAVTEQ. © 2012 Tele Atlas North America, Inc. All rights reserved. Tele Atlas and Tele Atlas North America are trademarks of Tele Atlas, Inc. © 2012 by Applied Geographic Solutions. All rights reserved. Portions © Copyright 2012 by Woodall Publications Corp. All rights reserved.



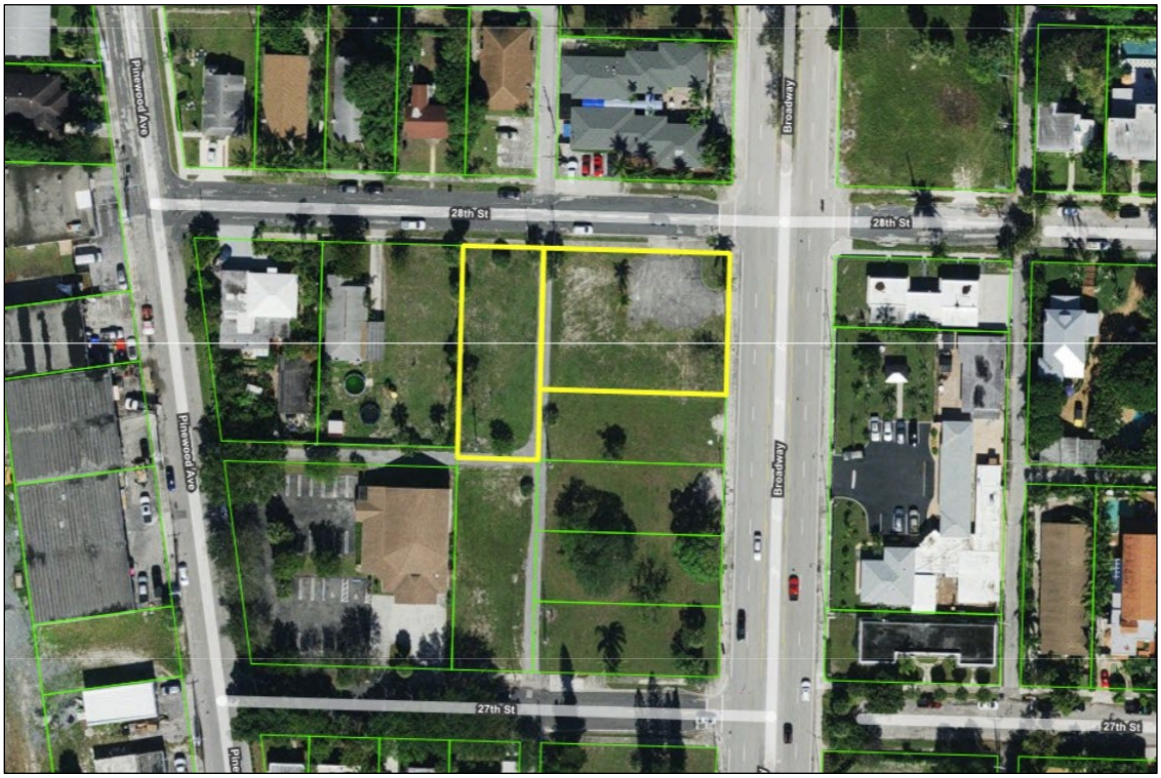
Land Sale 1



Land Sale 2



Land Sale 3



Land Sale 4

Property Rights Transferred

All the comparable sales used in this analysis involved ownership transfer on a Fee Simple Estate basis, with the buyers receiving full property rights. We are also unaware of any adverse deed restrictions or any other property rights limitations which would have affected the sales. Therefore, no adjustments were necessary for property rights transferred.

Terms of Financing

The transaction price of one property may differ from that of a similar property due to atypical financing arrangements. In a case where favorable financing is established, a cash equivalency adjustment is often necessary. However, all the comparable sales analyzed herein involved either market financing terms or cash to the Grantor. Therefore, no terms of financing adjustments were made, nor any cash equivalency performed.

Conditions of Sale

Adjustments for conditions of sale usually reflect the motivations of the buyer and seller at the time of conveyance. Within the confirmation process, detailed attention was paid to ensure the conditions of each sale. All the comparable sales were arm's length transactions and required no conditions of sale adjustments.

Time or Changes in Market Conditions

Market conditions generally change over time and may be caused by inflation, deflation, fluctuations in supply and demand, or other factors. The sales occurred from April 2023 to April 2025. The available market data indicates that property values for this property type remained generally stable during the time that the sales occurred. Therefore, no adjustments were made regarding time or changes in market conditions.

Location

The Subject Property is considered to have a very good location for future mixed-use development. It is situated on the east side of Broadway at the entrance to the City of Riviera Beach Marina redevelopment project. Sales 1 and 4 are located south of the Subject in the Northwood future redevelopment area West Palm Beach. Since redevelopment of this area is not expected to occur in the immediate future, it is generally inferior to the Subject in location. Therefore, Sales 1 and 4 received significant upward locations adjustments. Sale 3, which is located north of the Subject in the Town of Juno Beach on the high-traffic intersection of US Highway 1 and Donald Ross Road near the Atlantic Ocean, received a significant downward adjustment for its superior location compared to the Subject. Sale 2, which is located

just south of the Subject on the west side of Broadway near the Marina Village redevelopment project, was not adjusted for location.

Site Size

The Subject Property includes seven adjacent parcels with a combined size of 1.38 acres (60,270 square feet). The comparables range in size from 0.22 acres to 4.29 acres. Sales 1 and 4 are significantly smaller than the Subject at 0.22 and 0.50 acres respectively. It is typical for a small property to sell at a higher price per square foot than a large property when all other characteristics are equal and vice versa. Therefore, Sale 1 and 4 received downward site size adjustments for their smaller size/higher price per acre characteristics. Sale 2 and 3, which are significantly larger than the Subject at 4.29 and 4.32 acres respectively, received upward adjustments for their larger size/lower price per square foot characteristics.

Site Quality/Shape

The Subject Property is considered to have a good overall site quality, being leveled, all upland and useable. It has a rectangular shape with adequate width for future mixed-use development. Sales 1 and 2 are similar to the Subject as to overall site quality. Sales 3 and 4 are both "L" shaped, which reduces the development flexibility. Therefore, Sales 3 and 4 received upward adjustments for their inferior shapes compared to the Subject. It should be noted that the potential contamination issues with the Subject Parcel 56-43-42-33-06-002-0130 were not considered (See Limiting Condition 3). It was valued with the extraordinary assumption that the property was free of any contamination issues.

Zoning/Future Land Use Plan

The Subject Property is zoned DC, Downtown Core, by the City of Riviera Beach. It is designated Downtown Mixed Use by the City of Riviera Beach Future Land Use Plan. All the comparables have zoning and future land use designations that are generally similar to that of the Subject and no adjustments were made for this factor.

Conclusion – Land Value Analysis

As can be seen on the chart displayed earlier, the comparables indicated an adjusted value range from $62.59 to $67.88 per square foot with an average of $65.84 per square foot. All the comparables were considered to provide reasonable indications of value for the Subject Property. Sales 2 and 3, which required the least net adjustments and indicated values of $67.48 and $65.43 per square foot, were the best comparables. Therefore, after considering the indications provided by the available market data, it is our opinion that the Subject Property had a Market Value of approximately $65.00 to $67.00 per square foot of land area based on the Extraordinary Assumption that Subject Parcel 56-43-42-33-06-002-0130 was free of petroleum soil contamination as of June 26, 2026, as calculated below.

60,270	Square Feet	X	$65.00	Per Square Foot	=	$3,917,550
60,270	Square Feet	X	$67.00	Per Square Foot	=	$4,038,090
					Say	$4,000,000

We have allocated the value contribution of each parcel on a price per square foot basis as follows:

Market Value Conclusion Allocation By Parcel

Parcel Control Number	Acres	Square Feet	Allocation	Rounded
56-43-42-33-06-002-0130	0.4084	17,790	$1,180,688	$1,180,000
56-43-42-33-06-002-0110	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0090	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0070	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0050	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0030	0.1652	7,196	$477,595	$480,000
56-43-42-33-06-002-0010	0.1492	6,499	$431,339	$430,000
Total	1.3836	60,270	$4,000,000	$4,000,000

It should be noted that the soil contamination or remediation costs relative to Subject Parcel 56-43-42-33-06-002-0130 were not considered in this valuation (See Limiting Condition 3), and it is an extraordinary assumption of this valuation that the site is free from contamination.

ADDENDA

QUALIFICATIONS

Professional Designations\Licenses\Certifications

MRICS; Member Royal Institution Chartered Surveyors, Member #6587380,
Certified General Real Property Appraiser

State-Certified General Real Estate Appraiser RZ2461
State-Licensed Real Estate Broker, BK3415548

Professional Experience

Principal, Callaway & Price, Inc., January 2017 - Present
Executive Vice President, Callaway & Price, Inc., August 2015 – Present
Special Magistrate, Value Adjustment Board, Palm Beach County, 2018 - 2020
Associate Appraiser, Callaway & Price, Inc., September 1989 – August 2015
Researcher, Callaway & Price, Inc., 1987 - 1989

Qualified Expert Witness

Palm Beach County, 15th Judicial Circuit Court, State of Florida
United States Bankruptcy Court Southern District of Florida
Palm Beach County, Value Adjustment Board, Special Magistrate (2018 - 2021)

Geographic Experience

Florida, Texas, Alabama, Bahamas, Puerto Rico, St. Croix

Education

Bachelor of Business Administration, College of Business, Major in Real Estate,
Florida Atlantic University

Florida Real Estate Commission, Course 1
University of Florida, Real Estate and Finance Department:
    Real Estate Principles and Practice, Valuation, Law, Feasibility
Florida Atlantic University, Real Estate/Finance Department:
    Real Estate Theory, Finance
Society of Real Estate Appraisers:
    Real Estate Valuation Using Spreadsheet
    Appraising Condominium Properties
American Law Institute – American Bar Association:
    Eminent Domain and Land Valuation Litigation
American Institute of Real Estate Appraisers:
    Real Estate Appraisal Principles
    Basic Valuation Procedures

Uniform Standards of Professional Appraisal Practice
Appraisal Institute:
- Advanced Income Capitalization
- Uniform Standards of Professional Appraisal Practice
- Florida Appraisal Law

Appraisal/Consulting Expertise

Agricultural Lands
Apartment Projects
Automobile Dealerships
Civic/Institutional Sites
Retail Buildings
Self-Storage Facilities
Shopping Centers
Submerged Land/Wetlands
Special Purpose Properties
Commercial Land
Warehouses/Distribution Centers
Medical Office Buildings/Condos
Schools/Daycares
Equestrian Properties
Marinas/Docks
Office Buildings/Condo Units
Commercial Buildings
Condominium Units/Projects
Eminent Domain/Condemnation
Environmentally Sensitive Lands
Gas Stations/Convenience Stores
Golf Courses
Industrial Land
Residential Land
Hospitals
Residential Homes/Condos

Ron DeSantis, Governor

Melanie S. Griffin, Secretary

Florida dbpr

STATE OF FLORIDA

DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE CERTIFIED GENERAL APPRAISER HEREIN IS CERTIFIED UNDER THE PROVISIONS OF CHAPTER 475, FLORIDA STATUTES

CALLAWAY, ROBERT ANTHONY

1410 PARK LANE SOUTH
SUITE 1
JUPITER FL 33458

LICENSE NUMBER: RZ2461

EXPIRATION DATE: NOVEMBER 30, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 08/26/2024

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

Professional Designations\Licenses\Certifications

State-certified general real estate appraiser RZ672

Professional Experience

Staff Appraiser, First Federal Savings & Loan Association of Delray Beach, 1977-1982
Associate Appraiser, Callaway & Price, Inc., since September 1982

Qualified As An Expert Witness

Circuit Court of Palm Beach County, Florida

Education

Florida Real Estate Commission, Course 1, 1977
Appraisal Institute:
- Course 101 - An Introduction to Appraising Real Property, 1978
- Course 201 - Principles of Income Property Appraising, 1978
- Narrative Report Writing Seminar & R-2 Examination, 1978
- Course 1A-1 - Real Estate Appraisal Principles, 1987
- Course 1A-2 - Basic Valuation Procedures, 1987
- USPAP Core Law for Appraisers, 1994
- Appraisal Review, 1994

Numerous Continuing Education Courses and Seminars by:
- Appraisal Institute
- Gold Coast Professional Schools
- Bert Rodgers Schools
- McKissock Appraisal School
- South Florida Water Management District

Appraising\Consulting Expertise

Agricultural Land
Automobile Dealerships
Civic Sites
Commercial Buildings
Condominium Projects
Eminent Domain
Environmentally Sensitive Lands
Gas Stations/Convenience Stores
Golf Courses
Market/Feasibility Studies
Warehouses
Marinas
Office Buildings
Regional Malls
Retail Buildings
Self Storage Facilities
Shopping Centers
Sovereignty Submerged Land
Special Purpose Properties
Commercial Land
Industrial Land
Residential Land

Ron DeSantis, Governor

Melanie S. Griffin, Secretary

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE CERTIFIED GENERAL APPRAISER HEREIN IS CERTIFIED UNDER THE PROVISIONS OF CHAPTER 475, FLORIDA STATUTES

MERRITT, JOE M

509 CHAPEL HILL BLVD
BOYNTON BEACH FL 33435

LICENSE NUMBER: RZ672

EXPIRATION DATE: NOVEMBER 30, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 09/05/2024

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

City of Riviera Beach

To: Honorable Chair and CRA Board of Commissioners

From: Gedel Merzius, Executive Director

Through: Christopher Smith, Esq. Pittman Law Group

Subject: **Resolution No. 2026-08 authorizing the approval of the Board to execute an extension for the professional service agreement with Jones Lang LaSalle Americas, Inc. to provide Public Private Partnership and Real Estate Development Services for the Marina Village Phase II Redevelopment Project; and providing an effective date**

Date: July 08, 2026

CC: General Public

Background:

The Riviera Beach Community Redevelopment Agency (CRA) has engaged JLL since September 2021 to provide specialized real estate advisory and Public-Private Partnership services supporting the Marina Village Redevelopment Project.

To date, JLL-supported efforts have resulted in the successful execution of ground leases for Elements 7 and 8, including residential development along the Broadway Corridor. These components include a mix of market-rate and affordable housing, ground-floor retail activation, and long-term economic benefits projected to exceed $200 million over a 45-year period. Continued advisory services are required to complete the remaining Phase II elements, including complex negotiations, ground lease structuring, and development agreement finalization.

SCOPE OF SERVICES – MARINA VILLAGE PHASE II - JLL will continue to provide advisory and negotiation support across the following tasks:

Task 1: Marina Village Events Center Negotiations

- Review developer financial pro forma for the Events Center

- Negotiate management agreement and key commercial terms for inclusion in the ground lease
- Conduct multiple negotiation sessions with CRA staff and development team
- Prepare Board workshop materials, including:
    - Financial analysis
    - Project timeline
    - Sources and uses of funds
    - Recommended negotiation positions
- Facilitate and participate in Board workshop discussions
  Deliverable/Milestone: Finalized management agreement terms and Board direction

Task 2: Ground Lease Negotiations – Elements 0, 1–3, 5, and 6

- Serve as advisor and negotiation representative for CRA and City
- Coordinate due diligence and refine development proposals
- Negotiate final ground lease terms and related operating agreements
- Identify and document variances from initial development proposals
- Prepare final Board and City Council presentation materials
- Present final negotiated terms for approval
  Deliverable/Milestone: Executed ground lease agreements (Board/Council approval)

Task 3: City Parking Agreement – New Garage

- Negotiate commercial and financial terms for public parking use within developer-owned garage facilities
- Coordinate lease terms for public parking allocation
- Work with CRA staff and counsel on agreement structure
- Prepare and present final agreement for Board and City Council consideration
  Deliverable/Milestone: Approved parking agreement

Task 4: Amendments to Elements 7 and 8 Ground Leases

- Review and negotiate any proposed amendments to existing executed ground leases
- Coordinate modifications with legal counsel and development partners
- Prepare updated terms for Board and City Council approval
  Deliverable/Milestone: Approved lease amendments

Task 5 (As Needed): Element 4 Ground Lease Negotiation

- Review project program and financial pro forma
- Develop term sheet outlining key commercial and financial terms

- Negotiate final ground lease agreement on behalf of CRA/City
- Prepare Board and City Council presentation materials
  Deliverable/Milestone: Final executed agreement (Board/Council approval)

Task 6: Project and Development Services (Owner's Representative Support)

JLL may provide ongoing owner's representative services during predevelopment and construction phases, including:

- Review of architectural and engineering plans for compliance with project goals
- Coordination with design teams and CRA staff
- Design-phase and construction-phase monitoring
- Review of schedules, budgets, change orders, RFIs, and submittals
- Monitoring contractor performance (cost, quality, schedule)
- Attendance at project meetings and preparation of meeting documentation
- Field observation and progress reporting
- Construction closeout and punch list management
- Project documentation control and reporting systems

Services under this task will be performed on a time-and-materials basis as authorized and will transition to hourly billing following completion of Task 4.

Task 7: Optional Solicitation Services (If Authorized)

- Development of RFQ/RFP materials for re-solicitation of project elements
- Market outreach to regional and national development firms
- Assistance with procurement structure, marketing, and branding
- Evaluation support of developer submissions, including:
  - Financial capacity
  - Experience and track record
  - Project feasibility and risk analysis
  - Development team qualifications
- Provide recommendations and advisory summaries to CRA staff

City Goals:
To accelerate operational excellence and achieve a sustainable economy.

Fiscal/Budget Impact:
Funding for this expenditure has been provided in the approved FY2025-2026 CRA Budget.

Recommendation:
Staff recommends the adoption of Resolution No. 2026-08 approving an amendment to the

professional service agreement with Jones Lang LaSalle Americas, Inc. to advise, prepare, develop and manage the Public Private Partnership agreement for the remaining elements of the Phase II Marina Project.

Attachments:

1. Resolution No. 2026 - 08 Authorizing the approval to execute an extension with Jones Lang LaSalle Americas, Inc. to provide Public Private Partnership and Real Estate Development Services for the Marina Village Phase II Redevelopment Project.pdf
2. Professional Agreement - Authorizing approval to execute an extension with Jones Lang LaSalle Americas, Inc. to provide Public Private Partnership and Real Estate Development Services for the Marina Village Phase II Redevelopment Project.pdf

RESOLUTION NO. 2026 – 08

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY (THE "AGENCY") AUTHORIZING THE APPROVAL OF THE BOARD TO EXECUTE AN EXTENSION FOR PROFESSIONAL SERVICE AGREEMENT WITH JONES LANG LASALLE AMERICAS, INC. TO PROVIDE PUBLIC-PRIVATE PARTNERSHIP SERVICES AND REAL ESATE DEVELOPMENT SERVICE FOR THE MARINA VILLAGE PHASE II REDEVELOPMENT PROJECT; AND PROVIDING AN EFFECTIVE DATE

* * * * * * * *

WHEREAS, the Riviera Beach Community Redevelopment Agency ("Agency") is responsible for carrying out community redevelopment activities and projects within the Community Redevelopment Area; and

WHEREAS, the Agency previously retained Jones Lang LaSalle Americas, Inc. ("JLL") to provide Public-Private Partnership Advisory Services for the Marina Village Phase II Redevelopment Project; and

WHEREAS, JLL has assisted the Agency in the successful negotiation and completion of multiple development agreements and ground leases associated with the Marina Village Redevelopment Project, including Elements 7 and 8; and

WHEREAS, the Agency desires to continue utilizing JLL's professional expertise to assist with the negotiation, preparation, development, and management of the remaining public-private partnership agreements, development agreements, ground leases, parking agreements, project advisory services, and related real estate development activities associated with the remaining elements of the Marina Village Phase II Redevelopment Project; and

WHEREAS, the proposed extension will allow JLL to continue representing the Agency's interests through negotiations, Board workshops, Board and City Council presentations, due diligence activities, project development services, and other professional services necessary to advance the Marina Village Phase II Redevelopment Project; and

WHEREAS, the Board of Commissioners finds that the continued engagement of JLL is in the best interest of the Agency and will assist in facilitating the successful completion of the remaining redevelopment activities associated with the Marina Village Phase II Redevelopment Project; and

WHEREAS, compensation for such services shall be established by the Board of Commissioners and shall not exceed Twenty-Five Thousand Dollars ($25,000.00) per month, subject to annual budget appropriations approved by the Board.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY THAT:

SECTION 1. The foregoing recitals are hereby ratified and incorporated herein as true and correct.

SECTION 2. The Chairperson and Executive Director are hereby authorized to execute a two-year extension to the Professional Services Agreement with Jones Lang LaSalle Americas, Inc. to provide Public-Private Partnership Advisory and Real Estate Development Services for the remaining elements of the Marina Village Phase II Redevelopment Project, subject to approval as to form and legal sufficiency by the CRA Attorney.

SECTION 3. Compensation under the Agreement shall be in an amount determined and approved by the Board of Commissioners and shall not exceed Twenty-Five Thousand Dollars ($25,000.00) per month. Any future compensation shall be contingent upon funding being appropriated through the Agency's annual budget process.

SECTION 4. The Executive Director is authorized to approve and administer services authorized under the Agreement in accordance with Board-approved funding levels and budget appropriations.

SECTION 5. This Resolution shall take effect immediately upon adoption.

[Signatures on following page]

PASSED AND ADOPTED this 8th day of July 2026.

RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY

By: _____
Bruce Guyton, Chairperson

ATTEST:

_____
Gedel Merzius, Executive Director

Approved as to form and legal sufficiency

_____
Christopher Smith, Esq., CRA Attorney

MOTION BY: _____

SECOND BY: _____

F. DAVIS-PANIER _____

S. LANIER _____

K. MILLER-ANDERSON _____

G. SPIRITIS _____

B. GUYTON _____

PROFESSIONAL SERVICE AGREEMENT
BETWEEN
RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY AND
JONES LANG LASALLE AMERICAS, INC.

This Agreement is made as of this _____ day of _____ 2026 by and between the RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY, a body corporate and politic created pursuant to Part III, Chapter 163, Florida Statutes, hereinafter referred to as "CRA", whose address is 3501 Broadway, Suite C, Riviera Beach, FL 33404, and JONES LANG LASALLE AMERICAS, INC., a foreign corporation authorized to do business in the State of Florida, hereinafter referred to as the "Consultant", whose address is 200 East Randolph Drive, Chicago, Illinois, 60601.

WHEREAS, the CRA is responsible for carrying out community redevelopment activities and projects in the community redevelopment area of the City of Riviera Beach ("the City"); and

WHEREAS, the CRA needs professional services to provide Public-Private Partnership development assistance for services including, but not limited to market analysis, space programming analysis, feasibility and financial analysis, RFP development/response analysis, and development negotiations ("P3 Services"); and

WHEREAS, in accordance with the provisions of the City's Procurement Ordinance No. 16.5, staff solicited Request for Qualifications (RFQ) for various Public Private Partnership Advisory Services and following City Council Approval the Consultant was included in the pool of qualified firms; and

WHEREAS, the CRA entered into an agreement with the Consultant to provide P3 Services on September 9, 2021 (Agreement), which is attached as Attachment A.

WHEREAS, the CRA and the Consultant, desire to extend the aforementioned agreement.

NOW THEREFORE, in consideration of the mutual promises contained herein, the CRA and the Consultant agree as follows:

ARTICLE 1 – SERVICES AND FEES

The CRA agrees to compensate the Consultant for Public-Private Partnership Advisory and Real Estate Development Services associated with the Marina Village Phase II Redevelopment Project.

Compensation for Tasks 1 through 4 shall be paid as a monthly professional services fee in an amount determined and approved by the CRA Board of Commissioners, not to exceed Twenty-Five Thousand Dollars ($25,000.00) per month.

Upon completion of Tasks 1 through 4, additional services, including Tasks 5 through 7 and Project Development Services, may be authorized by the CRA on an as-needed basis. Such services shall be billed in accordance with the hourly rates established within the Agreement and shall not exceed Twenty-Five Thousand Dollars ($25,000.00) per month, unless otherwise approved by the CRA Board of Commissioners.

The Consultant shall submit monthly invoices detailing services performed during the billing period. Payment shall be made in accordance with the provisions of this Agreement and shall be subject to Board-approved funding and budget appropriations.

Reasonable reimbursable expenses shall be subject to prior written approval by the Executive Director and shall be documented with supporting receipts and backup documentation.

ARTICLE 2 – TERM OF CONTRACT

The term of this Agreement shall be from execution of this Extension by the last of the parties for a period of two years. Consultant agrees that time is of the essence and that Consultant shall complete each deliverable for the Project within the time frames set forth in Attachment A to the Agreement.

ARTICLE 3- APPROPRIATION OF FUNDS

Notwithstanding anything in the Agreement to the contrary, in the even that no funds are appropriated or budgeted by the CRA's governing body in any fiscal year to pay the costs associated with the CRA's obligations under this Agreement, or in the event the funds budgeted or appropriated are, or are estimated by the CRA to be insufficient to pay the costs associated with the CRA's obligations under the Agreement in any fiscal period, then the CRA will notify the CONTRACTOR of such occurrence and either the CRA or CONTRACTOR may terminate the Agreement as provided herein.

ARTICLE 4 - TERMINATION

The AGENCY may terminate this Agreement with or without cause upon thirty (30) days written notice to the CONTRACTOR.

ARTICLE 5 - PERSONNEL

The CONTRACTOR represents that it has, or will secure at its own expense, all necessary personnel required to perform the services under this Contract. Such personnel shall not be employees of or have any contractual relationship with the CRA.

All of the eservices required hereunder shall be performed by the CONTRACTOR or under its supervision, and all personnel engaged in performing the services shall be fully qualified and, if required, authorized or permitted under state and local law to perform such services.

ARTICLE 6 - FEDERAL AND STATE TAX

The CRA is exempt from payment of Florida State Sales and Use Taxes. The CRA will sign an exemption certificate submitted by the CONTRACTOR. The CONTRACTOR shall not be exempt from paying sales tax to its suppliers for materials used to fulfill contractual obligations with the

CRA, nor is the CONTRACTOR authorized to use the CRA'S Tax Exemption Number in securing such materials.

The CONTRACTOR shall be responsible for payment of its own and its share of its employees' payroll, payroll taxes, and benefits with respect to this Contract.

ARTICLE 7 - TRUTH-IN-NEGOTIATION CERTIFICATE

Signature of this Contract by the CONTRACTOR shall also act as the execution of a truth-in-negotiation certificate certifying that the wage rates, over-head charges, and other costs used to determine the compensation provided for in this Contract are accurate, complete and current as of the date of the Contract and no higher than those charged to the CONTRACTOR 'S most favored customer for the same or substantially similar service.

The said rates and costs shall be adjusted to exclude any significant sums should the CRA determine that the rates and costs were increased due too inaccurate, incomplete or noncurrent wage rates or due to inaccurate representations of fees paid to outside CONTRACTOR (S). The CRA shall exercise its rights under this Article 4 within three (3) years following final payment.

ARTICLE 8 - INDEMNIFICATION

To the extent allowed by law, the CONTRACTOR shall indemnify and hold harmless the CRA, its agents, officers, and employees from and against any and all claims, liability, losses, and/or causes of action which may arise from any negligent act, recklessness, or intentional wrongful conduct or omission of the CONTRACTOR, its agents, officers, or employees in the performance of services under this Contract.

The CONTRACTOR further agrees to indemnify and hold harmless the CRA, its agents, officers and employees from and against any claim, demand or cause of action of whatsoever kind or nature arising out of any conduct or misconduct of the CONTRACTOR not included in the paragraph above and for which the CRA, its agents, officers, or employees are alleged to be liable.

CONTRACTOR shall pay all claims, losses, liens, fines, settlements or judgments of any nature whatsoever in connection with the foregoing indemnifications including, but not limited to, all costs, expert witness fees, reasonable attorney’s fees, and court and/or arbitration costs. These indemnifications shall survive the term of this Contract or any renewal thereof.

Nothing contained in this Article shall be construed or interpreted as consent by the CRA to be sued, nor as a waiver of sovereign immunity beyond the waiver provided in Section 768.28, Florida Statutes.

ARTICLE 9 - SUCCESSORS AND ASSIGNS

The CRA and the CONTRACTOR each binds itself and its partners, successors, executors, administrators and assigns to the other party of this Contract and to the partners, successors, executors, administrators and assigns of such other party, in respect to all covenants of this Contract. Neither the CRA nor the CONTRACTOR shall assign, sublet, convey or transfer its interest in this Contract without the written consent of the other. Nothing herein shall be construed as creating any personal liability on the part of any officer or agent of the CRA which a party may

be hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than the CRA and the CONTRACTOR.

ARTICLE 10 – VENUE

This Contract and any dispute, disagreement, or issue of construction or interpretation arising hereunder whether relating to its execution, its validity, the obligations provided therein, performance or breach shall be governed and interpreted according to laws of the State of Florida. Venue for any and all actions arising from and/or relating to the Contract shall be Palm Beach County, Florida.

ARTICLE 11 - REMEDIES

No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

ARTICLE l2 - CONFLICT OF INTEREST

The CONTRACTOR represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance or services required hereunder, as provided for in Florida Statutes, Section 112.311. The CONTRACTOR further represents that no person having any such conflicting interest shall be employed for said performance.

The CONTRACTOR shall promptly notify the CRA'S representative, in writing, by certified mail, of all potential conflicts of interest for any prospective business association, interest or other circumstance which may influence or appear to influence the CONTRACTOR 'S judgment or quality of services being provided hereunder. Such written notification shall identify the prospective business association, interest or circumstance, the nature of work that the CONTRACTOR may undertake and request an opinion of the CRA as to whether the association, interest or circumstance would, in the opinion of the CRA, constitute a conflict of interest if entered into by the CONTRACTOR. The CRA agrees to notify the CONTRACTOR of its opinion by certified mail within thirty (30) days of receipt of notification by the CONTRACTOR. If, in the opinion of the CRA, the prospective business association, interest or circumstance would not constitute a conflict of interest by the CONTRACTOR, the CRA shall so state in the notification and the CONTRACTOR shall, at its option, enter into said association, interest or circumstance and it shall be deemed not in conflict of interest with respect to services provided to the CRA by the CONTRACTOR under the terms of this Contract.

ARTICLE 13 – DELAYS AND EXTENSION OF TIME

The CONTRACTOR shall not be considered in default by reason of any failure in performance if such failure arises out of causes reasonably beyond the control of the CONTRACTOR or its Sub CONTRACTORS and without their fault or negligence. Such causes include but are not limited to: acts of God; natural or public health emergencies; labor disputes; freight embargoes; and abnormally severe and unusual weather conditions.

Upon the CONTRACTOR'S request, the CRA shall consider the facts and extent of any failure to perform the work and, if the CONTRACTOR'S failure to perform was without it or its Sub VENDORS' fault or negligence, as determined by the CRA, the Contract Schedule and/or any other affected provision of this Contract shall be revised accordingly; subject to the CRA'S rights to change, terminate, or stop any or all of the work at any time.

If the CONTRACTOR is delayed at any time in the process of the work by any act or neglect of the CRA or its employees, or by any other CONTRACTOR employed by the CRA, or by changes ordered by the CRA or in an unusual delay in transportation, unavoidable casualties, or any causes beyond the CONTRACTOR'S control, or by delay authorized by the CONTRACTOR pending negotiation or by any cause which the CONTRACTOR shall decide justifies the delay, then the time of completion shall be extended for any reasonable time the CRA may decide. No extension shall be made for a delay occurring more than seven (7) days before a claim therefore is made in writing to the CONTRACTOR. In the case of continuing cause of delay, only one (1) claim is necessary.

If no schedule or other agreement sets forth the dates by which the drawing(s) shall be furnished, then no claims for delay shall be allowed because of failure to furnish such drawing(s), until two (2) weeks after demand for the drawings and not then unless said claim is reasonable.

This Article does not exclude the recovery of damages for delay by either party under other provisions in the Contract.

ARTICLE 14 – INDEBTEDNESS

The CONTRACTOR shall not pledge the CRA'S credit or make it a guarantor of payment or surety for any contract, debt, obligation, judgment, lien, or any form of indebtedness. The CONTRACTOR further warrants and represents that it has no obligation or indebtedness that would impair its ability to fulfill the terms of this Contract.

ARTICLE 15 - DISCLOSURE AND OWNERSHIP OF DOCUMENTS

The CONTRACTOR shall deliver to the CRA'S representative for approval and acceptance, and before being eligible for final payment of any amounts due, all documents and materials prepared by and for the CRA under this Contract.

All written and oral information not in the public domain or not previously known, and all information and data obtained, developed, or supplied by the CRA or at its expense will be kept confidential by the CONTRACTOR and will not be disclosed to any other party, directly or *indirectly*, without the CRA'S prior written consent unless required by a lawful order. All drawings, maps, sketches, programs, data base, reports and other data developed, or purchased, under this Contract for or at the CRA'S expense shall be and remain the CRA'S property and may be reproduced and reused at the discretion of the CRA.

The CRA and the CONTRACTOR shall comply with the provisions of Chapter 119, Florida Statutes (Public Records Law).

All covenants, agreements, representations and warranties made herein, or otherwise made in writing by any party pursuant hereto, including but not limited to any representations made herein

relating to disclosure or ownership of documents, shall survive the execution and delivery of this Contract and the consummation of the transactions contemplated hereby.

ARTICLE 16 - INDEPENDENT CONTRACTOR RELATIONSHIP

The CONTRACTOR is, and shall be, in the performance of all work, services and activities under this Contract, an Independent CONTRACTOR, and not an employee, agent, or servant of the CRA. All persons engaged in any of the work or services performed pursuant to this Contract shall at all times, and in all places, be subject to the CONTRACTOR'S sole direction, supervision, and control. The CONTRACTOR shall exercise control over the means and manner in which it and its employees perform the work, and in all respects the CONTRACTOR's relationship and the relationship of its employees to the CRA shall be that of an Independent CONTRACTOR and not as employees or agents of the CRA.

The CONTRACTOR does not have the power or authority to bind the CRA in any promise, agreement or representation other than as specifically provided for in this Contract.

ARTICLE 17 - CONTINGENT FEES

The CONTRACTOR warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONTRACTOR to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the CONTRACTOR, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Contract.

ARTICLE 18 - ACCESS AND AUDITS

The CONTRACTOR shall maintain adequate records to justify all charges, expenses, and costs incurred in estimating and performing the work for at least three (3) years after completion of this Contract. The CRA shall have access to such books, records, and documents as required in this Article for the purpose of inspection or audit during normal business hours, at the CONTRACTOR'S place of business.

ARTICLE 19 - NONDISCRIMINATION

The CONTRACTOR warrants and represents that all of its employees are treated equally during employment without regard to race, color, religion, disability, sex, age, national origin, ancestry, political affiliation, marital status, handicap, or sexual orientation. Further, CONTRACTOR shall not discriminate or permit discrimination against any employee or an applicant for employment on the basis of race, color, sex, religion, political affiliation, natural origin, ancestry, marital status, sexual orientation or handicap.

ARTICLE 20 - ENFORCEMENT COSTS

If any legal action or other proceeding is brought for any dispute, disagreement, or issue of construction or interpretation arising hereunder whether relating to the Contract's execution, validity, the obligations provided therein, or performance of this Contract, or because of an alleged breach, default or misrepresentation in connection with any provisions of this Contract, the successful or prevailing party or parties shall be entitled to recover reasonable attorney's fees, court costs and all expenses (including taxes) even if not taxable as court costs (including, without

limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief to which such party or parties may be entitled.

ARTICLE 21 - AUTHORITY TO PRACTICE

The CONTRACTOR hereby represents and warrants that it has and will continue to maintain all licenses and approvals required to conduct its business, and that it will at all times conduct its business activities in a reputable manner. Proof of such licenses and approvals shall be submitted to the CRA'S representative upon request.

The CONTRACTOR shall be solely responsible for obtaining and complying with all necessary permits, licenses, approvals and authorizations required for any work done pursuant to this Contract from any federal, state, regional, county or CRA agency.

ARTICLE 22 – SEVERABILITY

If any term or provision of this Contract, or the application thereof to any person or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Contract, or the application of such terms or provisions, to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected, and every other term and provision of this Contract shall be deemed valid and enforceable to the extent permitted by law.

ARTICLE 23 - MODIFICATIONS OF WORK

The CRA reserves the right to make changes in the Scope of Work, including alterations, reductions therein or additions thereto. Upon receipt by the CONTRACTOR of the CRA'S notification of a contemplated change, the CONTRACTOR shall, in writing: (1) provide a detailed estimate for the increase or decrease in cost due to the contemplated change; (2) notify the CRA of any estimated change in the completion date; and (3) advise the CRA if the contemplated change shall affect the CONTRACTOR'S ability to meet the completion dates or schedules of this Contract.

If the CRA so instructs in writing, the CONTRACTOR shall suspend work on that portion of the Scope of Work affected by a contemplated change, pending the CRA'S decision to proceed with the change.

If the CRA elects to make the change, the CRA shall initiate a Contract Amendment and the CONTRACTOR shall not commence work on any such change until such written amendment is signed by the CONTRACTOR and approved and executed by the BOARD OF COMMISSIONERS FOR THE CRA OF RIVIERA BEACH or its designated representative.

ARTICLE 24 - NOTICE

All notices required in this Contract shall be sent by certified mail, return receipt requested, and if sent to the CRA shall be mailed to:

Attn: Gedel Merzius, CRA Executive Director
3501 Broadway, Suite C
Riviera Beach, FL 33404

With a copy to:
Pittman Law Group
128 E. Park Ave.
Tallahassee, FL 33404

CONTRACTOR:
Jones Lang LaSalle, Americas, Inc.
200 East Randolph Drive
Chicago, Illinois 60601

ARTICLE 24 - ENTIRETY OF CONTRACTUAL AGREEMENT

The CRA and the CONTRACTOR agree that this Contract and any attachments hereto or other documents as referenced in the Contract sets forth the entire agreement between the parties, that there are no promises or understandings other than those stated herein, and this Contract supersedes all prior oral and written agreements between the parties hereto with respect to the subject matter hereof. None of the provisions, terms and conditions contained in this Contract may be added to, modified, superseded or otherwise altered, except by written instrument executed by the parties hereto in accordance with Article 27 Modifications of Work.

ARTICLE 25 – TIME

Time is of the essence in all respects under this Contract.

ARTICLE 26 - TERMINOLOGY AND CAPTIONS

All pronouns, singular, plural, masculine, feminine or neuter, shall mean and include the person, entity, firm or corporation to which they relate as the context may require. Wherever the context may require, the singular shall mean and include the plural and the plural shall mean and include the singular. The term "Contract" as used herein, as well as the terms "herein", "hereof", "hereunder", "hereinafter" and the like mean this Contract in its entirety and all exhibits, amendments and addenda attached hereto and made a part hereof. The captions and paragraph headings are for reference and convenience only and do not enter into or become a part of the context of this Contract, nor shall such headings affect the meaning or interpretation of this Contract.

ARTICLE 30 - WAIVER

Failure of the CRA to enforce or exercise any right(s) under this Contract shall not be deemed a waiver of the CRA'S right to enforce or exercise said right(s) at any time thereafter.

ARTICLE 31 - PREPARATION

This Contract shall not be construed more strongly against either party regardless of who was more responsible for its preparation.

ARTICLE 32 - MATERIALITY

All provisions of the Contract shall be deemed material. In the event CONTRACTOR fails to comply with any of the provisions contained in this Contract or exhibits, amendments and addenda attached hereto, said failure shall be deemed a material breach of this Contract and CRA may at its option and without notice terminate this Contract.

ARTICLE 33 - REPRESENTATIONS/BINDING AUTHORITY

CONTRACTOR has full power, authority, and legal right to execute and deliver this Contract and perform all of its obligations under this Contract. By signing this Contract, the CONTRACTOR hereby represents to the CRA that he/she has the authority and full legal power to execute this Contract and any and all documents necessary to effectuate and implement the terms of this Contract on behalf of the party for whom he or she is signing and to bind and obligate such party with respect to all provisions contained in this Contract.

ARTICLE 34 - EXHIBITS

Each exhibit referred to in this Contract forms an essential part of this Contract. The exhibits, if not physically attached, should be treated as part of this Contract and are incorporated herein by reference.

ARTICLE 35 - CONTRACT DOCUMENTS AND CONTROLLING PROVISIONS

This Contract consists of the Contract and the Scope of Services attached hereto as "Exhibit "A'. The CONTRACTOR agrees to be bound by all the terms and conditions set forth in this Contract and the Scope of Services. To the extent that there exists a conflict between this Contract and the Scope of Services, the terms, conditions, covenants, and/or provisions of this Contract shall prevail. Wherever possible, the provisions of such documents shall be construed in such a manner as to avoid conflicts between provisions of the various documents.

ARTICLE 36 - LEGAL EFFECT

This Contract shall not become binding and effective until approved by the EXECUTIVE DIRECTOR OF THE RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY or its designated representative.

ARTICLE 37 - NOTICE OF COMPLAINTS OR SUITS

Each party will promptly notify the other of any complaint, claim, suit or cause of action threatened or commenced against it which arises out of or relates, in any manner, to the performance of this Contract. Each party agrees to cooperate with the other in any investigation either may conduct, the defense of any claim or suit in which either party is named and shall do nothing to impair or invalidate any applicable insurance coverage.

ARTICLE 38 – SURVIVABILITY

Any provision of this Contract which is of a continuing nature or imposes an obligation which extends beyond the term of this Contract shall survive its expiration or earlier termination.

ARTICLE 39 - WAIVER OF SUBROGATION

CONTRACTOR hereby waives any and all rights to Subrogation against the CRA, its officers, employees and agents for each required policy. When required by the insurer or should a policy condition not permit an insured to enter into a pre-loss agreement to waive subrogation without an endorsement, then the CONTRACTOR shall agree to notify the insurer and request the policy be endorsed with a Waiver of Transfer of Rights of Recovery Against Others, or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy, which a condition to the policy

specifically prohibits such an endorsement, or voids coverage should the CONTRACTOR enter into such an agreement on a pre-loss basis.

ARTICLE 40- RIGHT TO REVIEW

The CRA, by and through its Risk Management Department, in cooperation with the contracting/monitoring department, reserves the right to review, reject or accept any required policies of insurance, including limits, coverages, or endorsements, therein from time to time throughout the term of this Contract. The CRA reserves the right, but not the obligation, to review and reject any insurer providing coverage because of poor financial condition or failure to operate legally.

ARTICLE 41- FLORIDA PUBLIC RECORDS ACT

The CONTRACTOR shall comply with Florida's Public Records Act, and specifically section 119.0701, Florida Statutes, by agreeing to:

(a) Keep and maintain all public records required by the CRA perform the services under this Agreement.

(b) Upon request from the CRA" custodian of public records, provide the CRA with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.

(c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the contractor does not transfer the records to the CRA.

(d) Upon completion of the contract, transfer, at no cost, to the CRA all said public records in possession of the CONTRACTOR or keep and maintain public records required by the CRA to perform the service. If the CONTRACTOR transfers all public records to the CRA upon completion of the contract, the CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public record disclosure requirements. If the CONTRACTOR keeps and maintains public records upon completion of the contract, the CONTRACTOR shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CRA, upon request from the CRA's custodian of public records, in a format that is compatible with the information technology systems of the CRA.

IF THE CONTRACTOR HAS A QUESTION REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, RELATING TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS, Sherley Desir, Director of Administration at 561-844-3408, sdesir@rbcra.com, 3501 Broadway, Suite C, Riviera Beach FL. 33404.

[Signatures on following page]

IN WITNESS WHEREOF, the parties unto this Contract have set their hand and seal on the day and year above written.

RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY

BY: _____
Gedel Merzius
CRA Executive Director

ATTEST:

BY: _____

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
By: _____
Christopher Smith, Esq.
CRA Attorney
Date: June 10, 2026

Jones Lang LaSalle Americas, Inc.

_____
Managing Director
Date: June 10, 2026

City of Riviera Beach

To: Honorable Chair and CRA Board of Commissioners

From: Gedel Merzius, Executive Director

Through: Christopher Smith, Esq. Pittman Law Group

Subject: **Marina Annex Workforce Housing Development - Consideration of Riviera Beach CRA Contribution Assistance**

Date: July 08, 2026

CC: General Public

Background:

The Riviera Beach Community Redevelopment Agency ("CRA") has received a request from the Riviera Beach Housing Authority ("Housing Authority") seeking financial assistance related to the Marina Annex (Judge Rodgers Court) Development. The request seeks a CRA contribution to assist with water and sewer connection fees and associated development impact fees necessary for completion of the project developed by the Marina Annex, LLC.

The proposed Marina Annex Development includes 175 income-restricted workforce housing units and a 15,000 square foot community center located within the City of Riviera Beach. The Housing Authority has indicated that the development will transform an underutilized parcel into a residential and community-serving asset, generating significant economic and community benefits. The Housing Authority has requested a CRA contribution of approximately $2.8 million to offset anticipated water, sewer, and related impact fees associated with the project. The submitted fee analysis identifies a total estimated fee obligation of approximately $2,780,620.96.

Following a preliminary review of the request, staff recognizes the significant public benefit associated with the development of workforce housing and the Marina Annex project. Given the potential economic and community impacts, staff recommends that this item be placed on the July CRA Board agenda for discussion and Board direction regarding potential CRA participation.

Should the Board determine that participation is appropriate, staff requests consideration of a motion authorizing the allocation of up to $1.5 million to the City of Riviera Beach for the payment of impact fees and utility connection fees associated with the Marina Annex development. The proposed motion would also authorize the CRA Executive Director to negotiate and execute a tripartite interlocal agreement among Marina Annex Housing, LLC, the City of Riviera Beach, and the Riviera Beach Community Redevelopment Agency to establish the terms and conditions governing the allocation and use of the funds.

As part of the due diligence process, the developer shall be required to provide a detailed construction schedule, including anticipated commencement of construction, major project milestones, and projected completion dates. In addition, the developer shall provide a definitive due date for the payment of all applicable impact fees and utility connection fees, along with supporting documentation from the City confirming the amount and timing of such obligations. Any funding commitment would remain contingent upon the completion of satisfactory due diligence, verification of funding availability, legal review, confirmation of the construction schedule, establishment of a definitive payment deadline for the impact and connection fees, and execution of a mutually acceptable agreement that protects the interests of the CRA and ensures the public purpose of the investment.

City Goals:
To strengthen community engagement.

Fiscal/Budget Impact:
There is a fiscal impact of $2,800,000.00

Recommendation:
Staff request your attention to this discussion.

Attachments:

N/A

City of Riviera Beach

To: Honorable Chair and CRA Board of Commissioners

From: Gedel Merzius, Executive Director

Through: Christopher Smith, Esq. Pittman Law Group

Subject: **Resolution No. 2026-09 of the Board of Commissioners of the Riviera Beach Community Redevelopment Agency adopting the Riviera Beach Community Redevelopment Agency Mobility Plan as a Guiding Planning Document for Future Mobility, Transportation, Pedestrian, Bicycle, Transit, Streetscape, and Connectivity Improvements Within the Community Redevelopment Area; Authorizing the Executive Director to Utilize the Mobility Plan in Support of Future Capital Improvement Planning, Grant Applications, and Redevelopment Initiatives; providing an effective date**

Date: July 08, 2026

CC: General Public

Background:

The Riviera Beach CRA commissioned E.L. Waters & Company in partnership with The Corradino Group, to prepare a comprehensive Mobility Plan to evaluate existing transportation conditions and identify strategies to improve safety, accessibility, connectivity, and economic vitality within the CRA. The planning process included technical analysis, corridor assessments, public outreach and engagement, stakeholder outreach, and community surveys.

The resulting plan establishes a long-term framework for implementing Complete Streets improvements, pedestrian and bicycle infrastructure, mobility hubs, transit enhancements, streetscape projects, and other multimodal transportation initiatives. It also provides a phased implementation strategy intended to guide future capital improvements and support grant funding opportunities.

City Goals:

To accelerate operational excellence.

Fiscal/Budget Impact:
There are currently no fiscal impact to the budget.

Recommendation:
Staff requests the approval from the CRA Board to adopt Resolution No. 2026-09 Riviera Beach CRA Mobility Plan as a guiding document for future mobility planning and redevelopment initiatives within the Community Redevelopment Area.

Attachments:
1. Memo - Pilot Trolley Circulator Program.pdf
2. Resolution No. 2026-09 Adopting the Riviera Beach CRA mobility plan for future transportation with the CRA area.pdf
3. Attachment - Corridor Mobility Plan.pdf
4. Attachment - Riviera Beach Mobility Plan.pdf
5. Attachment - Riviera Beach CRA Corridor Mobility Plan.pdf

Riviera Beach
COMMUNITY REDEVELOPMENT AGENCY

MEMORANDUM

To: Honorable Chair and CRA Board of Commissioners

From: Gedel Merzius, Executive Director

Through: Christopher Smith, Esq. Pittman Law Group

SUBJECT: **Pilot Trolley / Circulator Transit Program as a Day One Implementation Initiative of the Riviera Beach CRA Mobility Plan**

DATE: July 8, 2026

CC: General Public

Background:

The Riviera Beach CRA Mobility Plan ("The Plan") identifies the development of a Pilot Trolley / Circulator Transit Program as one of its Day One Implementation initiatives to improve connectivity between key destinations, enhance mobility options, and support redevelopment throughout the Community Redevelopment Area. The Plan recognizes that a local circulator system has the potential to improve access to employment, commercial corridors, parks, waterfront destinations, public facilities, and other transit connection options while reducing transportation barriers for residents and visitors in Riviera Beach.

As an initial step toward implementing this recommendation, staff is requesting the Board's direction to begin development of the proposed pilot program. This effort would include evaluating potential service models, identifying routes and stop locations, researching operational and procurement options, coordinating with Palm Tran and other public and private partners, exploring grant and other funding opportunities, and developing implementation strategies for future Board consideration.

City Goals:

To accelerate operational excellence.

Fiscal Impact:

There is currently no fiscal impact to the budget.

Recommendation:

This discussion item does not seek authorization to implement a trolley service or commit Agency funding. Rather, it seeks the Board's consensus to begin the planning and evaluation process necessary to determine

600 West Blue Heron Boulevard, Suite C-225 | Riviera Beach, FL 33404

the feasibility of a pilot program and return with a comprehensive implementation strategy, including service recommendations, estimated costs, potential funding sources, and partnership opportunities, for future Board consideration.

600 West Blue Heron Boulevard, Suite C-225 | Riviera Beach, FL 33404

RESOLUTION NO. 2026-09

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY (THE "AGENCY") ADOPTING THE RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY MOBILITY PLAN AS A GUIDING PLANNING DOCUMENT FOR FUTURE MOBILITY, TRANSPORTATION, PEDESTRIAN, BICYCLE, TRANSIT, STREETSCAPE, AND CONNECTIVITY IMPROVEMENTS WITHIN THE COMMUNITY REDEVELOPMENT AREA; AUTHORIZING THE EXECUTIVE DIRECTOR TO UTILIZE THE MOBILITY PLAN IN SUPPORT OF FUTURE CAPITAL IMPROVEMENT PLANNING, GRANT APPLICATIONS, AND REDEVELOPMENT INITIATIVES; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Riviera Beach Community Redevelopment Agency ("Agency") was established pursuant to Part III, Chapter 163, Florida Statutes, to eliminate conditions of slum and blight, stimulate economic redevelopment, and improve the quality of life within the Community Redevelopment Area; and

WHEREAS, the Agency commissioned the preparation of the Riviera Beach Community Redevelopment Agency Mobility Plan ("Mobility Plan") to evaluate existing transportation conditions and establish a comprehensive strategy to improve mobility, accessibility, safety, connectivity, and multimodal transportation throughout the Community Redevelopment Area; and

WHEREAS, the Mobility Plan was prepared by E.L. Waters & Company in partnership with The Corradino Group through a comprehensive planning process that included technical analyses, corridor assessments, stakeholder outreach, public workshops, senior mobility engagement, and community surveys to identify transportation needs and priorities throughout the Community Redevelopment Area; and

WHEREAS, the Mobility Plan establishes a long-range framework for Complete Streets improvements, pedestrian and bicycle infrastructure, transit enhancements, mobility hubs, local circulator services, streetscape improvements, and other multimodal transportation initiatives intended to enhance public safety, accessibility, economic development, and quality of life within the Community Redevelopment Area; and

WHEREAS, the Board of Commissioners finds that adoption of the Mobility Plan will provide a strategic framework for evaluating and prioritizing future mobility improvements, supporting capital improvement planning, pursuing grant opportunities, coordinating with local, regional, state, and federal partners, and advancing redevelopment initiatives consistent with the goals and objectives of the Agency; and

WHEREAS, the Board further finds that adoption of the Mobility Plan does not appropriate funding or authorize the construction or implementation of any specific capital project

identified therein, and that all future projects shall remain subject to separate Board approval and the availability of funding.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY, that:

SECTION 1. The foregoing recitals are hereby ratified, adopted, and incorporated herein as if fully set forth.

SECTION 2. The Board of Commissioners hereby adopts the Riviera Beach Community Redevelopment Agency Mobility Plan, attached hereto as Exhibit "A," as a guiding planning document for future mobility, transportation, pedestrian, bicycle, transit, streetscape, and connectivity improvements within the Community Redevelopment Area.

SECTION 3. The Executive Director, or designee, is hereby authorized to utilize the Mobility Plan in support of future capital improvement planning, grant applications, intergovernmental coordination, redevelopment initiatives, and other planning activities that further the goals and objectives of the Agency.

SECTION 4. Adoption of the Mobility Plan shall not constitute approval of any individual project or expenditure of Agency funds unless separately authorized by the Board of Commissioners.

SECTION 5. This Resolution shall become effective immediately upon adoption.

[Signatures on following page]

PASSED AND ADOPTED this 8th day of July 2026.

RIVIERA BEACH COMMUNITY REDEVELOPMENT AGENCY

By: _____
Bruce Guyton, Chairperson

ATTEST:

_____
Gedel Merzius, Executive Director

Approved as to form and legal sufficiency

_____
Christopher Smith, Esq., CRA Attorney

MOTION BY: _____

SECOND BY: _____

F. DAVIS-PANIER _____

S. LANIER _____

K. MILLER-ANDERSON _____

G. SPIRITIS _____

B. GUYTON _____

Riviera Beach CRA: Corridor Mobility Plan

Leveraging New Development to Fund Future Mobility Infrastructure

Riviera Beach is positioned to adopt a modern mobility framework that ensures new development actively contributes to the multimodal infrastructure required to support long-term growth. The attached narrative outlines how the RBCRA can use **development agreements**, **mobility fees**, and **public benefit contributions** to secure pedestrian, bicycle, transit, and micromobility improvements as part of the redevelopment process.

Core Purpose

The document establishes a policy foundation for shifting from traditional roadway-capacity planning toward **multimodal, safety-focused, and transit-supportive mobility investments**. It emphasizes that major development projects generate new mobility demand and should therefore help fund or construct the infrastructure needed to accommodate that demand.

This aligns Riviera Beach with statewide best practices and positions the CRA to negotiate stronger, more predictable mobility outcomes in its redevelopment corridors.

Key Takeaways for RBCRA & Planning Staff

1. Framework for Mobility-Linked Development Requirements

The narrative provides ordinance-ready language enabling the CRA to require mobility improvements from developments that:

- Exceed a defined size threshold
- Request height, density, or intensity bonuses
- Are located within to be adopted Mobility Investment Zones or CRA districts
- Require a statutory development agreement under **Florida Statutes §163.3220–163.3243**

This creates a clear, enforceable structure for integrating mobility obligations into the development review process.

2. Menu of Eligible Mobility Improvements

Developers may be required to design, fund, or build improvements such as:

- **Pedestrian–bike bridges** and grade-separated crossings
- **ADA-compliant sidewalks**, lighting, and shaded corridors
- **Transit-supportive infrastructure** (shelters, mobility hubs, microtransit zones)
- **Micromobility facilities** (bike/scooter parking, lanes, signage)
- **Traffic-calming and safety upgrades** in high-injury corridors

These improvements directly support CRA goals for walkability, safety, and equitable access.

3. Mobility Fee or Public Benefit Contribution Option

Developers may satisfy obligations through contributions to a **City Mobility Fund**, dedicated exclusively to multimodal projects. This provides flexibility while ensuring predictable funding for priority corridors.

4. Development Agreement Requirements

The ordinance language authorizes the City to require binding agreements that specify:

- Required mobility improvements
- Construction timelines
- Funding responsibilities
- Coordination with Palm Tran, Brightline, and private mobility providers
- Long-term maintenance obligations

This ensures commitments are enforceable and aligned with regional mobility systems.

5. Incentives for Developers

To encourage above-minimum mobility investments, the framework allows for:

- Height/density bonuses
- Reduced parking requirements
- Expedited review
- Public-private partnership opportunities

These incentives help attract high-quality, mobility-supportive development.

6. Alignment with Florida Precedents

The narrative benchmarks Riviera Beach against comparable programs in:

- **Miami** (Public Benefits Program)
- **Orlando** (Transportation Impact Fee & TOD incentives)
- **West Palm Beach** (Downtown Mobility Fee)
- **St. Petersburg** (Complete Streets requirements)
- **Gainesville** (Mobility Fee Ordinance)
- **Miami-Dade RTZ** (station-area mobility obligations)

These examples demonstrate that the proposed approach is consistent with statewide practice and legally defensible.

Strategic Value for RBCRA

This mobility framework strengthens the CRA's ability to:

- Shape redevelopment outcomes in priority corridors
- Ensure private development contributes to public mobility goals
- Advance safety, walkability, and transit access
- Leverage development activity to fund long-term infrastructure needs
- Coordinate mobility investments across City, County, and regional partners

It also provides a clear policy foundation for negotiating mobility improvements as part of CRA-supported projects.

RIVIERA BEACH

2026 Mobility Plan

Report Prepared for: City of Riviera Beach

Table of Contents

Introduction 1
Complete Streets 4
Basis for Complete Streets in Riviera Beach 4
Existing Conditions 5
Street Network 5
Preliminary Roadway User Assessment 8
Sidewalks 15
Bike Network 18
Streetscape Features 22
Transit System 23
Land Use 25
Public Input 27
Planned Projects ..... **Error! Bookmark not defined.**
Complete Streets Design Elements 36
Pedestrian Facilities 36
Bike Facilities 41
Mobility Hubs 42
Transit First and Last Mile 42
Implementation 47

List of Tables

Table 1: sample..... **Error! Bookmark not defined.**

List of Figures

Figure 1: Test..... **Error! Bookmark not defined.**

Introduction

The City of Riviera Beach is an established community in Palm Beach County and has long been connected to, and influenced by, its proximity to US-1 and the waters of the Lake Worth intercoastal. The section of US Route 1 that runs through the City of Riviera Beach, known as “Broadway” or “the Broadway Corridor” by locals, has a history that spans 100 years back to the early 1900’s, when the first developments were popping up along Florida’s growing southeast coast. The invention of the automobile rapidly propelled this growth, and historically, US-1 served as the primary mobility option for north-south vehicular trips in Palm Beach County. As one of the original transcontinental roads planned in the United States, US-1 spans over 2,300 miles, reaching from Key West to northern Maine, and remains the longest north-south road in the nation. Although much of the volume of vehicular traffic now occurs on the larger I-95 corridor, the roadway remains a critical and heavily utilized north–south conduit serving Riviera Beach, Palm Beach County, and the greater South Florida area.

Over the years, US-1 has seen an evolution of the route's function, beginning in 1926 when it was first designated. Over the next 50 years, the highway would serve as the primary north-south route along Florida’s east coast, with development catering to auto-centric uses in the form of motels, restaurants and repair shops. Its growing importance and increased usage led to widening projects after WW-II that reflect its current alignment. With the construction of I-95 in the 1970s, most long-distance trips were shifted, instead favoring the convenience and speed of interstate highway travel.



Broadway (looking north) at Blue Heron Blvd. in 1979, when land uses catering to automobiles were the primary businesses in the corridor.

Source: Historical Society of Palm Beach

With I-95 providing direct access to Fort Lauderdale and Miami, the roadway that was once full of developments catering to auto-centric uses such as gas stations, auto repair shops, car sales lots, and low-intensity commercial uses saw less pass-through traffic. As the traffic patterns changed with the development of I-95, the land uses along the corridor evolved to serve local needs. In some cases, properties have sat underutilized awaiting redevelopment. In Riviera Beach, the inclusion of the Broadway Corridor into the City’s Community Redevelopment Agency (CRA) led to the adoption of regulations that are now resulting in the addition of new mixed-use projects.

Blue Heron Boulevard is the primary east-west corridor in Riviera Beach. The roadway includes a high-rise bridge connection to Singer Island, which, until 1925, was isolated from the mainland. In that year, the county built the wooden "Sherman Point" bridge from Riviera Beach to Singer Island to accommodate Paris Singer's proposed Blue Heron Hotel. This bridge from Sherman Point was destroyed in the hurricane of 1928 and was not rebuilt until 1935. Singer Island remained desolate after the 1928 hurricane and the following years of depression. Fishermen

continued to take advantage of the abundance of crabs, clams, and wide variety of fish about the island's shores. When the second wooden bridge burned, the concrete and steel Blue Heron lift span was constructed in 1949. The eastern half of this bridge remains as a fishing pier today. Finally, because of the problems created by ever increasing automobile and boat traffic, the lift span was replaced by the present high-rise bridge in 1976.

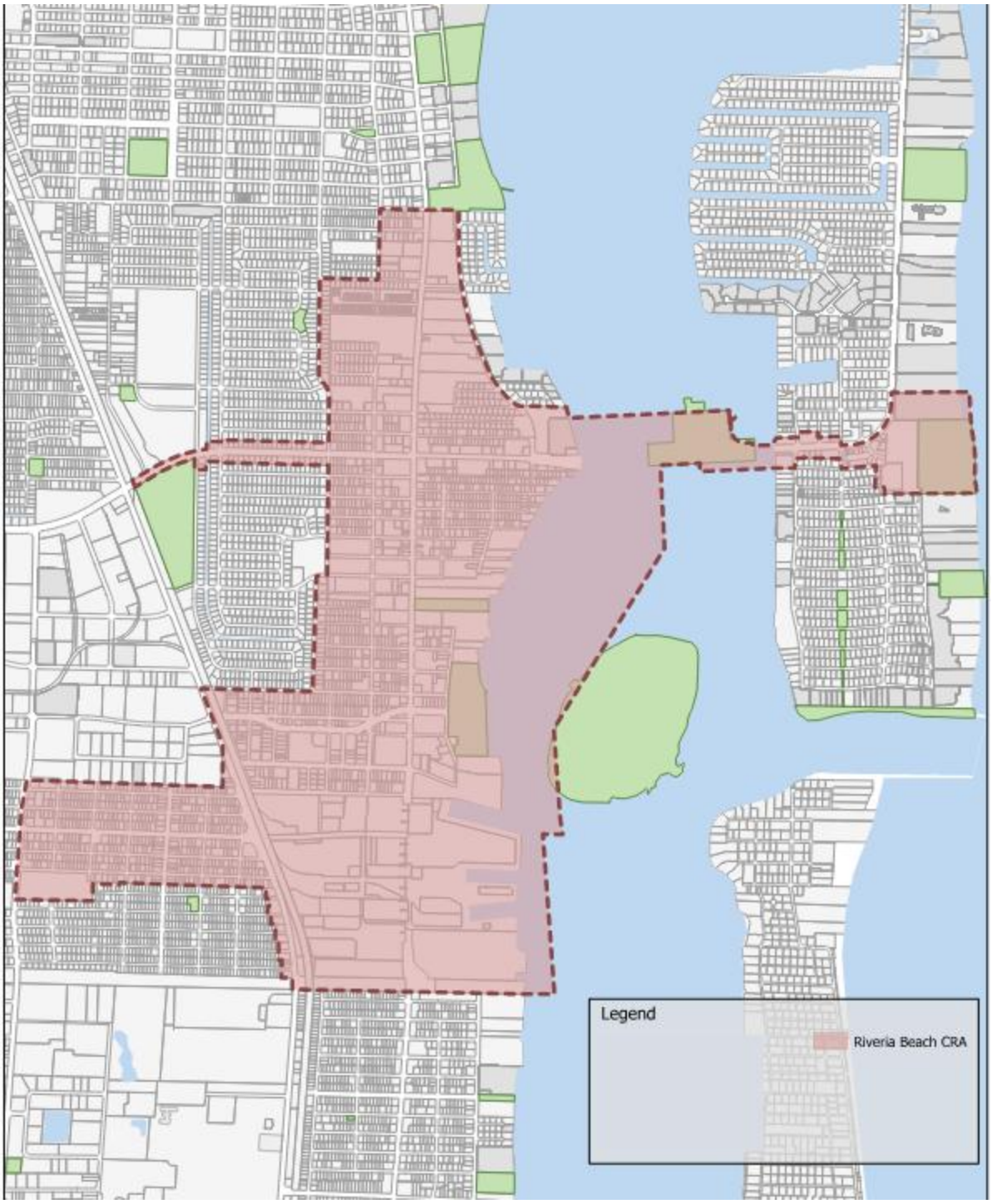
The Boulevard's eastern portion caters heavily to the marine industry and provides access to popular recreational water activities around Peanut Island Park from launches at Phil Foster Park. The Boulevard's western portion is predominantly single-family residential with some small commercial businesses. The roadway transitions from shared middle turn lanes to one-way turn lanes frequently over a short distance, posing safety issues not only for vehicular traffic but also for cyclists and pedestrians.

Today, Broadway (US RT1) and the Blue Heron Boulevard corridors serve as the main connectors through Palm Beach County’s eastern and central core, connecting waterfront communities, downtowns, businesses, and residents to each other. In recent years, communities have leveraged evolving planning concepts to accommodate the increasing number of pedestrians, bikers, and transit riders by implementing Complete Streets Concepts on these roadways.

Purpose of the Study

The purpose of this study is to develop a *Mobility Plan* within the Riviera Beach CRA that facilitates a complete streets system designed and operated to prioritize safety, accessibility, and connectivity for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The primary outcome of this plan is to provide all people with a safe, sustainable, convenient, and effective transportation system that balances the needs of users through a systematic approach. While not every street can be designed for all systems, if designed properly the infrastructure and programming will enhance not only the safety and effectiveness of the network, but will support economic development by making it convenient and affordable for people to live in, work at, and enjoy the cultural and economic assets of Riviera Beach. These principles are measured by defined data points in the plan by evaluating transit ridership, vehicle trips, crash counts and connectivity of bike lanes to establish a baseline for tracking progress to support investments in transit. The product will provide a mobility plan that maximizes the systematic and programmatic abilities within the public right of ways in Riviera Beach to safely connect people to key destinations within the Riviera Beach CRA.

Map 1: Riviera Beach CRA – Study Area



Complete Streets

Basis for Complete Streets in Riviera Beach

Complete streets concepts have been incorporated into planning principles for decades, with the first official policies adopted in Oregon in the 1970's. Florida was the second state in the nation to adopt a statewide Complete Streets law, requiring that bicyclists and pedestrians be considered in road construction projects. This same statute also charged the state with developing a statewide "integrated system of bicycle and pedestrian ways." This policy evolved over the years and in 2014 FDOT adopted an official Complete Streets Policy. This formally acknowledged that each location is unique, requiring its own customized solution through context-sensitive Complete Streets. The policy was integrated into FDOT's manuals to govern the planning, design, construction, and operation of Florida's transportation facilities at the local level as well as within the State Highway System. This ensured that context-sensitive design and Complete Streets principles are the standard for FDOT projects. In 2016 FDOT published a new design manual that incorporates context-based design criteria and decision making, and Palm Beach County Metropolitan Planning Organization (PBC MPO) also adopted its own localized Complete Streets Policy. Over the last 10 years, several municipalities in Palm Beach County have followed suit and are among more than 1,700 communities across the U.S. that have adopted Complete Streets policies. This plan utilizes the FDOT and PBC MPO design guidelines to provide a context sensitive approach that addresses the unique characteristics that define the transportation network in Riviera Beach.

Benefits of Complete Streets

Complete Streets design focuses on moving users safely and efficiently throughout a community. They encourage a shift in the City's modal split to increase the use of transit, biking, and walking. By diversifying modes of transportation, such as transit and ride share, more people can move throughout the CRA by means other than solely using motor vehicles. The reduction of vehicle trips makes the roadways safer by reducing the number of potential vehicular conflicts. A Complete Streets system will benefit the City of Riviera Beach in the following ways:

- Improve safety by designing and accommodating for all travel modes, including bicyclists, pedestrians, drivers, transit users, children, seniors, and persons with disabilities
- Increase the overall capacity of the transportation network while offering options to avoid traffic
- Create more walking and bicycling opportunities which improves public health and wellbeing
- Provide social equity to those who choose not to own or drive a car
- Create increased social, civic, and economic activity on streets
- Provide incentives for economic revitalization by reducing transportation costs and travel time while increasing property values and job growth
- Reduce the demand on existing infrastructure by incorporating stormwater management into street designs

- Improve the return on infrastructure investments by integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project sparing the expense of later retrofits

Existing Conditions

To evaluate the CRA corridor network, a mobility audit was conducted to identify and analyze the pedestrian, bicycle, transit, and vehicular networks within the Riviera Beach CRA. This provided an assessment of what exists today to better understand the possibilities that should be considered in the future. The inventory utilized previous plans and studies, field visits, Palm Beach County Metropolitan Planning Agency data, long-range plans, and Florida Department of Transportation traffic counts and standards.

Street Network

The street network in the study area is established by the presence of the two intersecting state minor arterial roads, Broadway and Blue Heron Boulevard, surrounded by a grid of local city streets in each of the four quadrants around this primary intersection. The Broadway Corridor in Riviera Beach is a 1.5-mile-long segment that serves as the primary north-south route within the eastern portion of Riviera Beach and Palm Beach County. Blue Heron Boulevard serves as the primary east-west corridor, connecting the Broadway corridor to I-95 to the west and Singer Island to the east. The meeting of these two roads is the primary intersection of Downtown Riviera Beach, with each surrounding quadrant composed of unique characteristics that affect the way residents interact with, and access, the corridors and the community assets within them. Both roads share similar characteristics as they carry heavy traffic volumes on wide roadways that cater to automobiles, with secondary consideration for pedestrians and transit users.

Streets

- **Broadway (US RT1)** is an 80’ wide State Minor Arterial Road that carries nearly 26,000 vehicles a day on a 5-lane, boulevard-style street, with a center lane that alternates between a left turn lane and a landscape island. This is the primary north-south corridor in the city, providing direct access to commercial, retail, and mixed-use developments, including the City’s Marina District. Posted speeds are 35 MPH, although traffic can exceed that speed at times.

- **Blue Heron Blvd** provides the primary east-west connection from I-95 to Downtown Riviera Beach and Singer Island on an undivided 5-lane roadway. West of Broadway, Blue Heron Blvd is a 90’ wide State Principal Arterial and carries upwards of 30,000 vehicles a day. East of Broadway, the ROW narrows to 70’ while maintaining all 5 lanes as a State Minor Arterial. This section sees significantly less traffic, with just under 17,000 trips daily. The speed limit on Blue Heron is 35 MPH.

- **Avenue E** is a local city street that runs parallel to Broadway, approximately 2 blocks (1,000’) to the west. Avenue E provides continuous secondary street access to the Downtown area, serving as the unofficial western edge of the district. The ROW varies between 50’-68’, and carries approximately 3,600 vehicular trips a day, with a 25 MPH speed limit posted.

- **Avenue F,** also a local city street with a 50’ right f way, provides secondary north-south access west of Broadway, and is located one block west of Avenue E. Traffic volumes range from 1,850 daily trips south of Blue Heron to 3,600 trips north of Blue Heron, and the current ROW represents a typical residential street with two travel lanes and sidewalks on both sides of the road.

- **13th Street** is an east-west, 4-lane city collector that provides direct access from the Marina District to President Barack Obama Highway, west of the Port of Palm Beach. Carrying 5,100 trips a day, this route provides a key connection as it is the only east-west access from Broadway to President Barack Obama Highway south of Blue Heron Blvd.

- **Lake Shore Dr** is a local City street east of Broadway that provides local north-south access for the area along the north/east border of the CRA and waterfront, carrying 5,800 trips per day within a 60’ - 70’ ROW.



Map 2: Riviera Beach Street Network – Study Area

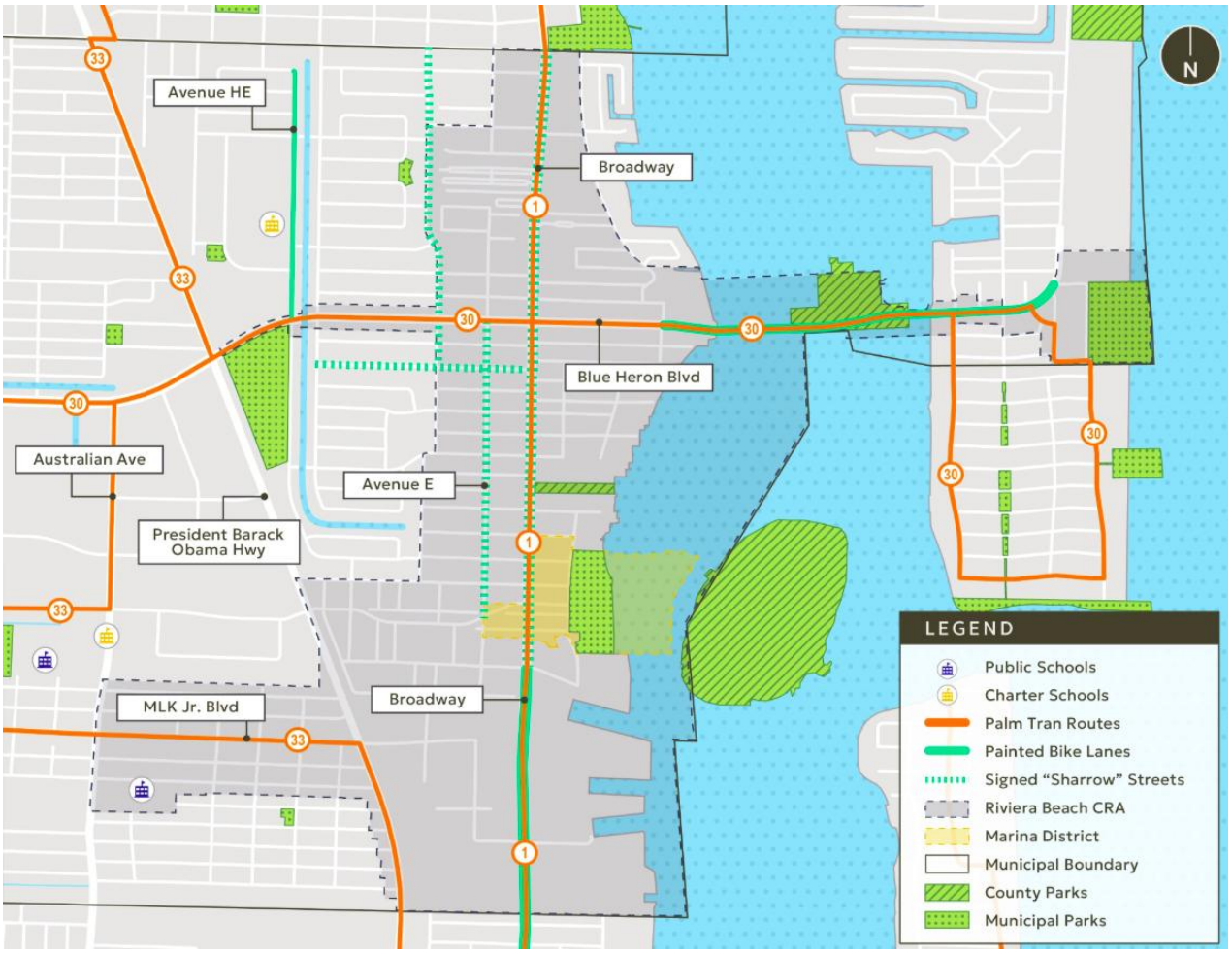


Table 1: Road Network

Road (Segment)	ROW Width	Number of Lanes	Functional Classification	Ownership
Broadway	80’	5	Urban Minor Arterial	State
Blue Heron (Avenue H to Broadway)	100’	5	Urban Minor Arterial	State
Blue Heron (Broadway to Ocean Ave)	70’ – 80’	5	Urban Minor Arterial	State
Avenue E	50’ – 70’	2	Minor Collector	Local
Avenue F	50’ – 60’	2	Urban Minor Collector	Local
W 13th Street	90’ – 100’	4	Urban Minor Collector	Local
Lake Shore	60’ – 70’	2	Urban Minor Collector	Local
City Local Streets	50’ – 60’	2	Urban Minor Collector	Local

Source: FDOT Functional Classification

Study Area Street Network

The street network within the Riviera Beach CRA is defined by physical and operational constraints that limit the ability to expand capacity or implement traditional Complete Streets features. Along the Broadway corridor, the built environment is highly restrictive. Many existing commercial structures were constructed up to the property lines, leaving little to no additional Right-of-Way (ROW) for sidewalk widening or the introduction of buffered bike lanes without costly land acquisition. Furthermore, the corridor is hemmed in by the Florida East Coast (FEC) Railway to the west and the Intracoastal Waterway to the east. This coastal squeeze funnels all north-south regional traffic, local transit, and heavy port-bound freight into a single corridor, leaving few alternative routes to alleviate congestion during peak hours.

Operationally, the network is constrained by the competing requirements of its diverse users. The Blue Heron Boulevard and Broadway intersection must maintain wide turning radii and heavy-duty pavement sections to accommodate the high volume of commercial trucks serving the Port of Palm Beach. These industrial requirements are fundamentally at odds with the compact design needed for a walkable, mixed-use downtowns. Additionally, frequent drive cuts and closely spaced intersections, particularly in the residential grids of the Southwest and Northwest quadrants, create a stop-and-go environment that degrades travel experience for motorists while simultaneously increasing the number of conflict points for pedestrians. These multi-layered constraints mean that any future roadway improvements cannot rely on simple expansion, but must instead focus on the highly efficient, multimodal facilities and connections to promote modal split.

Multimodal Considerations

The multimodal environment within the Riviera Beach CRA is defined by the capabilities and interests of pedestrians, cyclists, and transit riders who must navigate a landscape designed primarily for vehicular traffic, leading to a high-speed environment that can make users uncomfortable . The most critical safety concern is the prevalence of unprotected bike lanes on Broadway, which places bike riders directly next to high volumes of high-speed vehicular traffic. Conflict points at major intersections, and along with the high-density drive-cut segments of Blue Heron Boulevard and Broadway, lead to a low level of service for pedestrian and bike travel in the corridors. Data from the Palm Beach TPA’s High Injury Network (HIN) confirm that these corridors

are hotspots for crashes, often due to the lack of dedicated bicycle facilities and insufficient pedestrian crossing intervals. Cyclists, deterred by heavy truck traffic and high speeds, frequently utilize narrow sidewalks due to the lack signage and road marking to properly guide them through the city. By utilizing the main corridors that lack the proper bike facilities, secondary conflicts with pedestrians and transit boarders occur. This sidewalk sharing is a direct result of the total absence of buffered or protected bike lanes that would otherwise separate cyclists safely from vehicular traffic.

Accessibility remains a challenge throughout the district, particularly for the CRA's significant transit-dependent and elderly populations. Many sidewalk segments are non-compliant with the Americans with Disabilities Act (ADA), featuring steep cross-slopes at driveway aprons, cracked or uneven pavement caused by heavy vehicle overhangs, and a lack of warning strips at crossings. Furthermore, the last-mile connection to the Riviera Beach Marina and the Port is hindered by a lack of mid-block crossings on Broadway, forcing pedestrians to make long, indirect detours or risk mid-block collisions from crossing multiple lanes of traffic. These accessibility gaps are further hindered by a lack of basic transit amenities. Many high-volume bus stops lack shelters or sufficient lighting, leaving riders exposed to the elements and reducing their visibility to motorists at night. Addressing these systemic gaps is essential not only for safety but for the functional success of the proposed Downtown Mixed-Use District.

Preliminary Roadway User Assessment

The roadway network within the Riviera Beach Community Redevelopment Area (CRA) serves as the functional backbone of the city, balancing a complex set of competing demands. As the primary gateway to the Port of Palm Beach and a vital link in the regional coastal corridor, these streets must accommodate heavy freight volumes and high-speed commuter transit. Simultaneously, as the city pivots toward a Downtown mixed-use framework, the same infrastructure is being reimagined to support pedestrian-scale commerce, multimodal safety, and high-quality public spaces. This section provides a comprehensive diagnostic of the current roadway environment, beginning with a baseline analysis of Annual Average Daily Traffic (AADT), existing curb management, and the operational footprint of freight and transit services.

To understand the current state of the network, this overview evaluates the physical and operational characteristics of Broadway (US Route 1) and Blue Heron Boulevard, examining how accessways, drive-cuts, and parking configurations influence the flow of people and goods. Following the baseline assessment, the report reviews the current and future planning landscape, aligning local Capital Improvement Programs (CIP) with regional long-range transportation goals. The final analysis identifies critical gaps in the system, specifically focusing on constrained intersections, right-of-way (ROW) limitations, and the urgent need for enhanced crosswalk safety. By identifying where the current infrastructure fails to meet the needs of vulnerable road users and transit riders, this overview establishes the technical justification for a transition toward a Complete Streets framework that supports both economic vitality and public safety.

The following analysis summarizes roadway user data for the Broadway and Blue Heron Boulevard corridors. This data serves as a critical foundation for aligning future transportation infrastructure with the evolving land-use patterns of the adjacent districts.

Average Annual Daily Traffic

The analysis of roadway volumes has long served as a cornerstone of transportation planning, providing a quantitative baseline of Average Annual Daily Traffic (AADT) to gauge current system performance. By integrating these volumes with demographic shifts and population growth trends derived from Traffic Analysis Zones (TAZ), planners can model future travel demand with a high degree of accuracy. However, in a modern planning context, these projections do more than just justify lane counts. They provide the framework necessary to balance vehicular travel with the safety and access requirements of densifying an urban core. Understanding these forecasted demands is essential for ensuring that the roadway network can support both regional mobility and the localized traffic generated by new developments.

Blue Heron Boulevard

Blue Heron Boulevard (State Road 708) is classified as a state arterial roadway that carries the majority of east-west traffic through the center of Riviera Beach. The following chart details the AADT of the roadway in segments, with 10- and 20-year projections included to understand the future operational capacity of the roadways.

Table 2: Projected Traffic Counts and Level of Service 2024 – 2044 – Blue Heron Boulevard

Segment Number	From	To	2024 AADT	2024 LOS	2034 Projected AADT	2044 Projected AADT	2044 LOS
1	President Barack Obama Hwy	Avenue F	30000	D	31534	33147	D
2	Avenue F	US 1/ Broadway	23000	C	24176	25413	C
3	US 1/ Broadway	Lake Drive	16800	C	17659	18562	C
4	Lake Drive	S Harbor Drive	11500	C	12088	12706	C

Projections indicate that Blue Heron is anticipated to maintain its current level of service for the next 20 years, accounting for local and regional growth in populations. This suggests that no roadway expansion will be necessary and that steady traffic counts are expected, information that can be leveraged to prioritize investment into transit stops and routes, or multimodal facilities.

Broadway (US 1)

Broadway (US Route 1) is classified as a state arterial roadway that provides for the majority of north-south vehicular travel within the city. The Florida Department of Transportation defines AADT segments along this corridor at a broader scale than those used for Blue Heron Boulevard (SR 708). As a result, a single FDOT AADT segment encompasses the entire study area and extends slightly beyond the city limits to the north. The following is the AADT of this roadway.

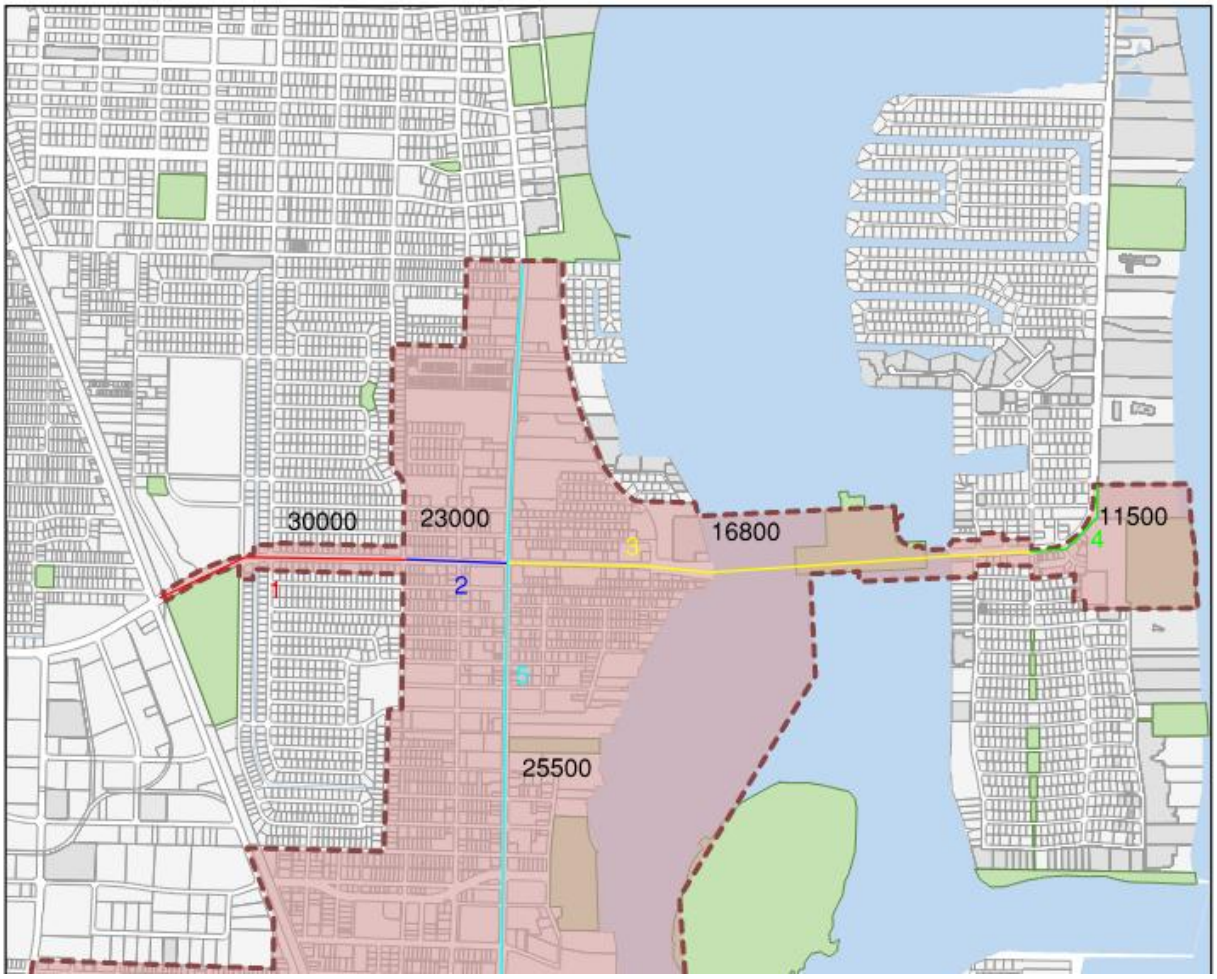
Table 3: Projected traffic Counts and Level of service 2024 – 2044 – Broadway

Segment Number	From	To	2024 AADT	2024 LOS	2034 Projected AADT	2044 Projected AADT	2044 LOS
5	E 11th Street	Park Avenue	25500	D	26804	28175	D

The table above shows that Broadway is anticipated to see minimal traffic increases through 2044, while maintaining a level of service D throughout the corridor. With increased corridor trips projected, mode-split strategies can be targeted to spread trips across several transportation modes, particularly in local developments in designated mixed-use areas. By reducing parking requirements, enhancing ride-share and carpool opportunities, and ensuring infrastructure is in place to move pedestrians around the local network, vehicular trips can be limited, and roadways can operate more efficiently.

Riviera Beach Mobility Plan

Map 3 - Riviera Beach CRA Road Segment Traffic Counts



Pedestrian and Bike Traffic

Pedestrians

Pedestrian volumes in the study area are most concentrated along the Broadway (US-1) and Blue Heron Boulevard corridors. With Palm Tran bus Routes 1 and 30 being high-frequency lines, hundreds of pedestrian trips are generated daily by transit users walking to and from bus stops. The intersection of Blue Heron and Broadway acts as a primary pedestrian hub, where users must navigate wide crossings to transfer between routes.

During weekends and seasonal peaks, pedestrian volumes increase significantly between Broadway and the Riviera Beach Marina (E. 13th St to E. 22nd St) and across the Blue Heron Bridge toward the Municipal Beach. However, high pedestrian activity is unfortunately confirmed by High Injury Network (HIN) data. The MPO identifies this area as a hotspot for pedestrian-vehicle conflicts, a direct indicator of high foot traffic in an environment with insufficient crossing infrastructure.

Bicyclists

Bicycle usage in the CRA is primarily for residents who use bikes as their main form of transportation to reach jobs at the Port, Singer Island, or West Palm Beach. This is supported by U.S. Census data for the CRA tracts shows a significantly higher-than-average percentage of residents who "Commute by Other Means" (walking or biking) compared to the Palm Beach County average. In some census blocks within the CRA, this rate is 3 to 5 times higher than the regional mean.

However, due to the high speeds and heavy truck traffic on Broadway and Blue Heron, and the lack of protected bike lanes, the vast majority of cyclists are observed riding on the sidewalks. This creates conflicts with pedestrians, particularly in the Northwest and Southwest quadrants, where sidewalks are narrow and interrupted by frequent drive-cuts.

The Blue Heron Bridge is a critical choke point for cyclists. It is one of the few ways for workers to reach the hospitality jobs on Singer Island. Despite the lack of facilities west of the bridge, and the steep grade and narrow paths, it sees constant daily bicycle traffic.

Accessways and Drive Cuts

The pedestrian experience along sidewalks is affected by a variety of factors, including inconsistent width, drive cuts, or interruptions along the block. Understanding the areas along these corridors that have comfortable, uncomfortable, and ADA-compliant travel paths is critical to planning and prioritizing future improvements.

Blue Heron Boulevard

The Blue Heron Boulevard corridor was analyzed in distinct segments to account for significant shifts in roadway character and land-use intensity. The 1,600-foot segment extending from Broadway to Lake Shore Drive (the mainland approach to the Blue Heron Bridge) is characterized by high driveway density. This stretch contains 13 drive cuts on the north side and 12 on the south, resulting in an average spacing of 123 to 133 feet. This frequent interruption of the curb line creates a high-conflict environment for both motorists and cyclists. In contrast, the segment east of Lake Shore Drive, extending toward the Municipal Beach Park, features significantly improved access management. With average spacing increasing to approximately

370 feet, this section offers a more fluid travel experience with substantially fewer vehicle conflict points.

The segment west of Broadway presents the most challenging environment for non-motorized users. Here, driveway spacing narrows significantly, averaging 49 feet on the north side and 72 feet on the south. This high frequency is primarily attributed to the primarily single-family residential land uses, where individual private driveways dominate the frontage. These frequent curb cuts result in uneven pavement and persistent sidewalk obstructions from vehicle overhangs. Despite the advantage of long block lengths in this segment, the density of these micro-conflicts severely compromises pedestrian safety and undermines the neighborhood's overall walkability.

Broadway (US 1)

The Broadway (US-1) corridor exhibits varying physical conditions that shift significantly at the Blue Heron Boulevard intersection. These variations in block length and driveway frequency dictate the safety and comfort level of the pedestrian environment.

North of the intersection with Blue Heron Boulevard, the corridor is characterized by elongated blocks exceeding 660 feet. While fewer street intersections typically suggest a more continuous path, the high concentration of commercial drive-cuts creates a fragmented sidewalk network. On the east side of Broadway, pedestrians encounter a vehicle conflict point every 167 feet, while the west side averages one every 226 feet. This forces pedestrians to remain hyper-vigilant of turning vehicles, despite the longer block lengths.

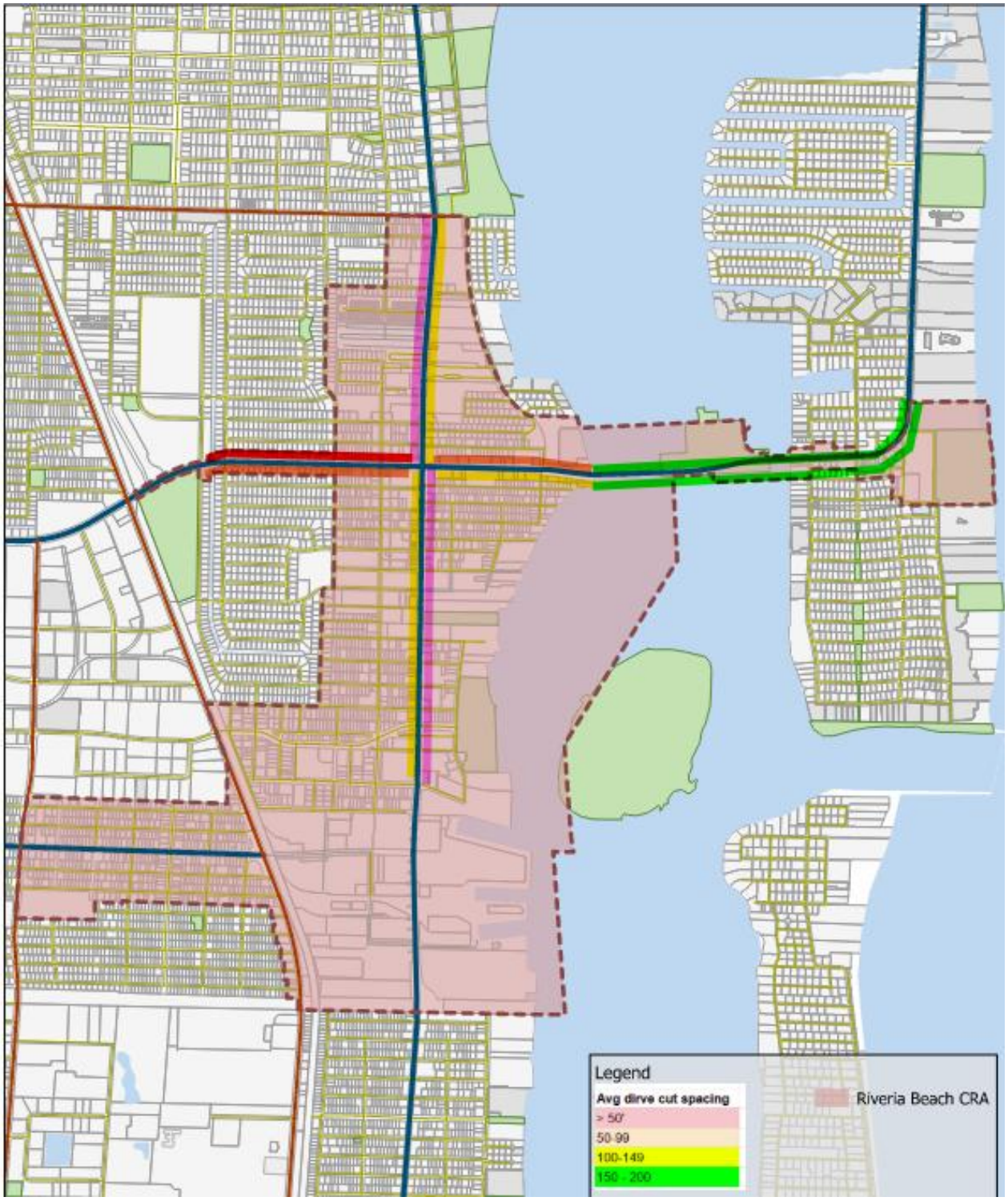
South of the intersection with Blue Heron Boulevard, the urban grain becomes much finer. The average block length drops by more than half, measuring approximately 303 feet on the east side and 283 feet on the west.

Map 4 depicts the road segments and shows the average distance between drive cuts, illustrating that Blue Heron Blvd west of Broadway has many drive cuts spaced close together due to the single-family home access. Any redevelopment in areas with high drive-cut density should seek to consolidate driveways and promote side-street access over main-corridor access to improve traffic flow.



Drive cuts, like the one shown here, create uneven walking surfaces slanted toward the roadways. These create uncomfortable walking and running surfaces, and some exceed the maximum slope for ADA compliance. Unused drive cuts should be eliminated, and new drive cuts should be minimized to provide a flat, continuous sidewalk.

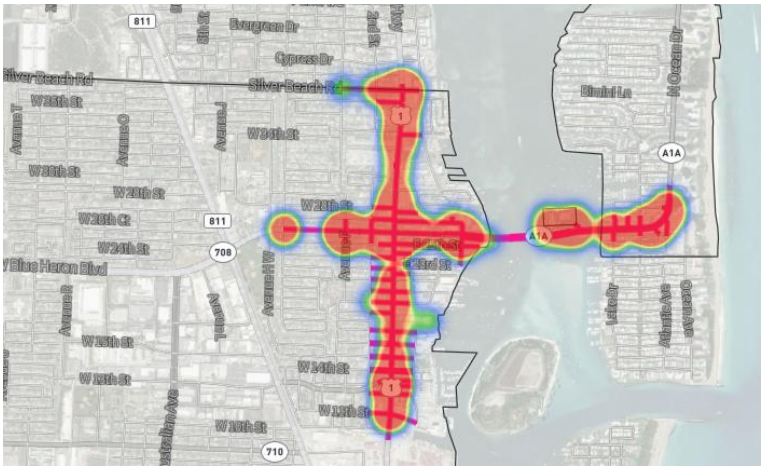
MAP 4: Drive Cut Spacing



Crash Data Overview

A review of traffic safety data reveals that there has been a significant number of incidents within the study area. Between January 1, 2023, and December 31, 2025, a total of 327 roadway crashes were documented along the primary corridors of Blue Heron Boulevard and Broadway (US-1), as well as key segments of Silver Beach Road and their adjacent intersecting cross-streets. The heat map below depicts the concentrations of these crashes.

Figure 1

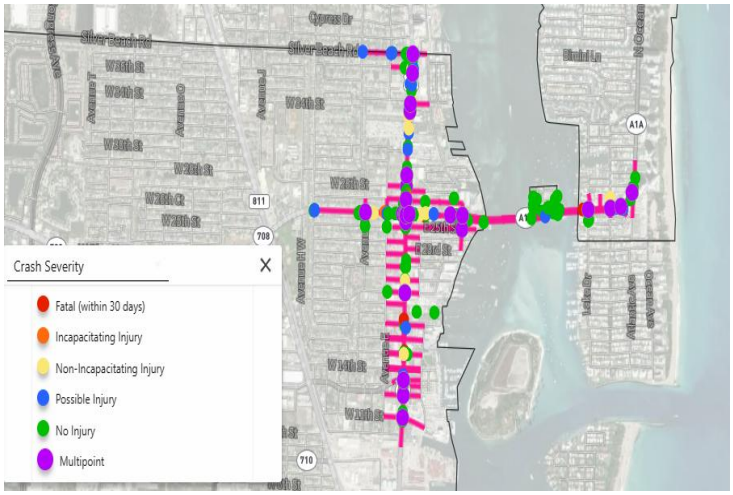


Most of the recorded incidents are turning-movement crashes. These occur primarily at the major signalized intersections and at the frequent commercial and residential drive-cuts identified in the access management analysis. These high-crash areas are depicted on Figure 1. The high frequency of vehicles entering and exiting these establishments appears to be leading to rear-end and angle collision

The high density of crashes along Broadway and Blue Heron Boulevard further supports the need to address the multimodal conflict in the district. The high volume of port-bound freight, frequent transit stops, and local commuters create a volatile traffic environment for vehicular traffic, and by proxy, cyclists and pedestrians too. The data suggests that the current roadway geometry, characterized by wide travel lanes that encourage speed and frequent driveway interruptions, fails to provide the necessary reaction time for motorists to navigate the environment safely.

Figure 2

While the 327 crashes represent total vehicular incidents, and the total number of injuries is low, as shown in Figure 2, a significant subset involves pedestrians and cyclists. In a district with high transit dependency, these turning-movement crashes are particularly dangerous at intersections where pedestrians are crossing multiple lanes of traffic. The concentration of crashes during this three-year period underscores the urgent need for Vision Zero interventions.



Summary of Crash Data

Overall, the data shows a clustering of crashes at the Blue Heron and Broadway intersection. As the primary gateway for both regional commuters and industrial freight, this intersection functions as the highest-risk point in the CRA. The high crash volume here not only impacts public safety but also causes high secondary economic costs through recurring congestion and emergency response delays.

High-crash segments included

- Blue Heron Blvd.
  - Between N. Ocean Avenue and Phil Foster Park
  - Between Lake Shore Drive and Avenue F
- Broadway (US-1)
  - Between the Port of West Palm Beach and E 21st Street
  - Between E 23rd Street and Helen CT
  - Between Bandol Street and Silver Beach Road
- The primary safety concerns noted are:
  - Current roadway design promotes high speeds.
  - Lack of pedestrian safety measures heightens risk potential.
  - Roadway crashes have a high injury rate.
  - Missing traffic calming measures increases crash severity.
  - No dedicated bike facilities add to exposure risk.
  - Heavy freight and commercial vehicles increase the number of turning movement crashes.

Future roadway safety planning improvements should emphasize priority at the intersection of Broadway and Blue Heron Blvd., the beach access streets along Blue Heron Blvd., and the section of Broadway immediately north of the Port of Palm Beach.

This three-year review of crash data serves as a critical baseline for future roadway planning. The high frequency of incidents confirms that the current design of these corridors is incompatible with the city's transition toward a high-density, mixed-use downtown district. Addressing these safety gaps is not merely a matter of traffic flow, but a prerequisite for the economic and social viability of the CRA. Tracking these numbers over the years, particularly in areas where improvements are made or have recently been made, will justify future investments in community safety.

Sidewalks

This section examines the sidewalk network in the study area to identify critical gaps, ROW constraints, and necessary design elements needed so that people can safely and comfortably walk along streets throughout Riviera Beach.

Blue Heron Blvd and Broadway have sidewalks present along both edges of their respective 80' ROWs, although they vary in width and maneuverability, as signs, poles, overgrown landscaping, curb cut slopes, and damage make travel conditions inconsistent. The typical sidewalks on these corridors range from 5'-7' in width, and do not contain consistent street trees or pedestrian amenities. The sidewalks are directly adjacent to the curbs, giving little buffer between traffic and pedestrians. Numerous driveways along older sections of the sidewalks can present uneven conditions where the sidewalk slants towards the roads.





The **Marina District,** generally bounded by E. 16th Street to the north, the intercoastal to the east, E. 11th St. to the south, and Avenue E to the west, is planned as a mixed-use district containing commercial, recreational, civic and residential uses. This area, with its established history and waterfront access, has limited pedestrian sidewalk access. The main entrance, W. 13th St, has sidewalks on both sides. The four streets to the north (E. 13th St - E. 17th St., and the two streets to the south, E 13th and E 12th, do not have sidewalks on either side. This limits all pedestrian access to W 13th Street, or Avenue C, which has inconsistent sidewalks north and south of the core district area.



Avenue E was recently studied to determine the best course of action to develop a streetscape and building redesign program that focuses on the land use and building form along that secondary street corridor. The study, performed in 2020, highlighted an inconsistent sidewalk network, abundant vacant properties, and commercial property parking conditions as challenges that affected streetscape conditions. The sidewalk network is incomplete west of Avenue E, with Avenue F providing the only consistent sidewalk network, which has sidewalks on both sides from W 14th Street (at the south end of the study area) to Silver Beach Road at the north end of the city and study area. There are limited east-west streets that have sidewalks on both sides, with only four streets in the 1.5-mile stretch that connects Broadway to Avenue F.



Pedestrians Crossings

Along Broadway, there are a total of five pedestrian crossings, all of which are at the signalized intersections. There are three signalized crossings south of Blue Heron, compared to five transit stops. North of Blue Heron Blvd, there are five transit stops and only one crossing, 0.6 miles north at Silver Beach Road. Within that stretch, there have been three bicycle injuries, three pedestrian injuries, and one pedestrian death over the last six years, which is a majority of pedestrian accidents in the study area. This high rate of pedestrian fatalities suggests a marked crossing is warranted along the northern segment of Broadway north of Blue Heron.

Broadway and Blue Heron is the primary and busiest intersection in the study area, where both main north-south and east-west corridors converge. According to the Palm Beach County TPO, this signalized intersection provides a safe space for pedestrians to cross, with no recorded pedestrian accidents since 2019, although the intersection does see an above-average number of vehicular crashes. Travel distances are a minimum of 60' to cross either street, so ensuring enough time for all pedestrians to cross will be essential in maintaining this as a safe intersection.



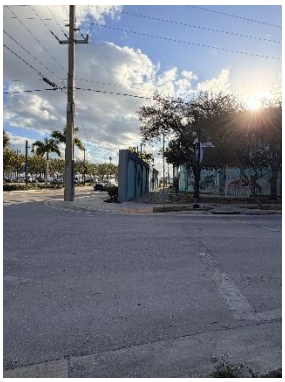
Broadway and W. 13th is the gateway to the Marina District and Bicentennial Park, with a four-way signalized intersection controlling traffic. This intersection also has long crossing distances of over 60' with no pedestrian refuge areas, yet no pedestrian accidents have been recorded here since 2019 either. Lighting, striping, and pavement differentiation all play key roles in pedestrian visibility, which are all present at this intersection but can be improved upon maintaining this area a as safe space to cross, particularly as Marina Village and the area west of Broadway see more development .

Blue Heron and Avenue F have a four-way signalized intersection that delivers controlled access across Blue Heron Blvd., providing a safe, secondary street north-south route in conjunction with Avenue E.

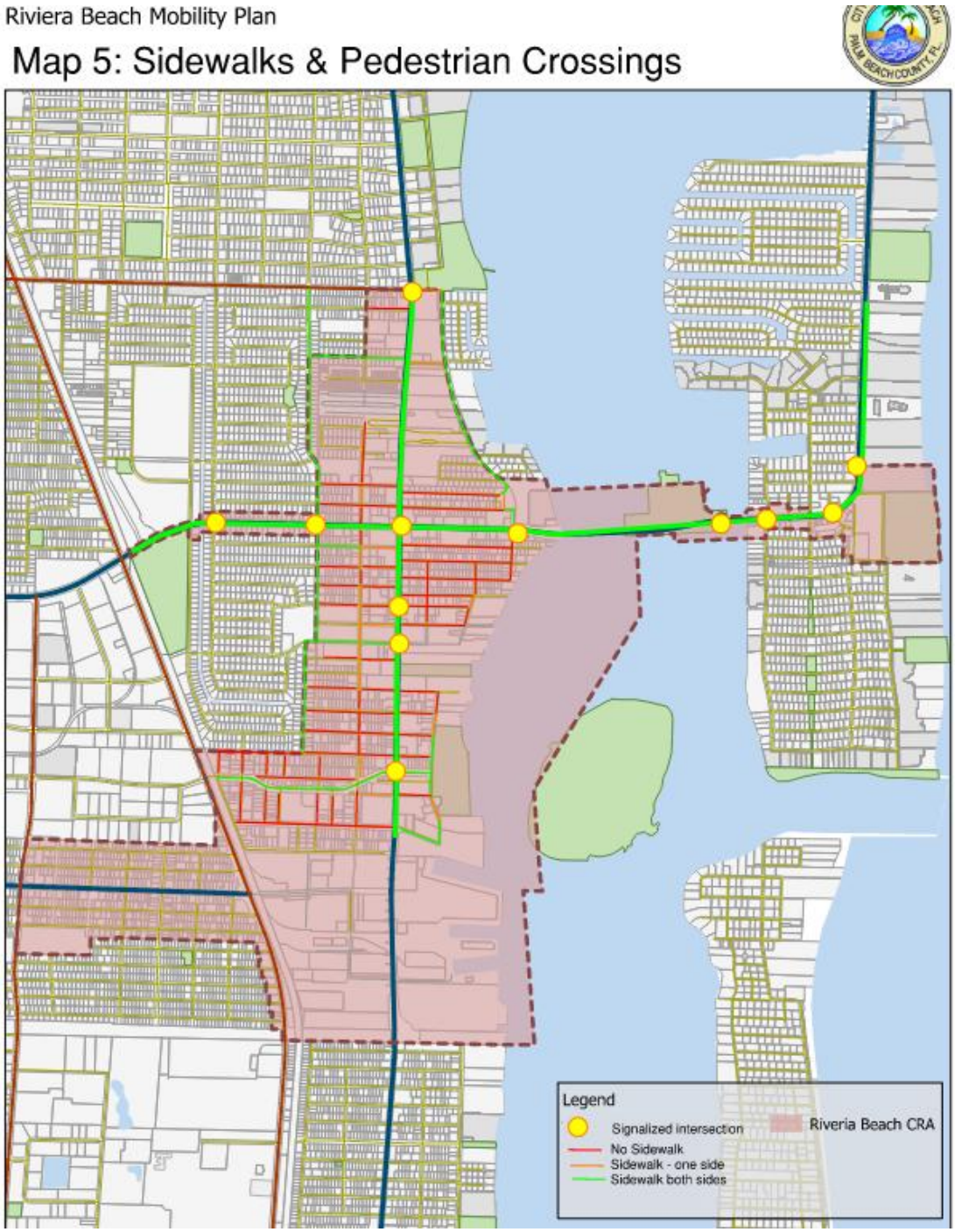


Blue Heron and Lake Shore is the only pedestrian crossing and intersection between Broadway and the Blue Heron Bridge, a 0.3-mile span of road. This intersection provides a key connection for secondary and pedestrian traffic to access areas east of Broadway, both north and south of Blue Heron Blvd.

Within the local street network, pedestrian crossings lack consistency and quality. Common issues include irregular transition angles, faded or missing pavement markings, steep curb profiles, and abrupt sidewalk terminations. A complete inventory of intersections requirement improvements is included in the appendix, and these locations are shown on the complete streets plan.







Bike Network

Bike Parking

Much like vehicular parking, bike parking is an essential use to ensure users can complete their trips and safely store their mode of transportation. An analysis of the Marina District and public spaces in the study area revealed a lack of bicycle parking. One bike rack was observed in Bicentennial Park, and two at the Beach Municipal Park. With each rack accommodating ~4 bikes, 12 bike spaces were observed. To support the bicycle network, safe, secure parking will be

crucial to attracting riders. The rack shown (right) was the lone rack observed at Bicentennial Park in the far northeast corner, over 300' away from the event center. The location and lack of abundant choice likely deter users from making the trip on a bike when there are hundreds of car spaces available.

Bike Facilities

The bike infrastructure in the district provides an inconsistent network of bike facilities, including on-street shared lanes (sharrows) and both protected and unprotected bike lanes.

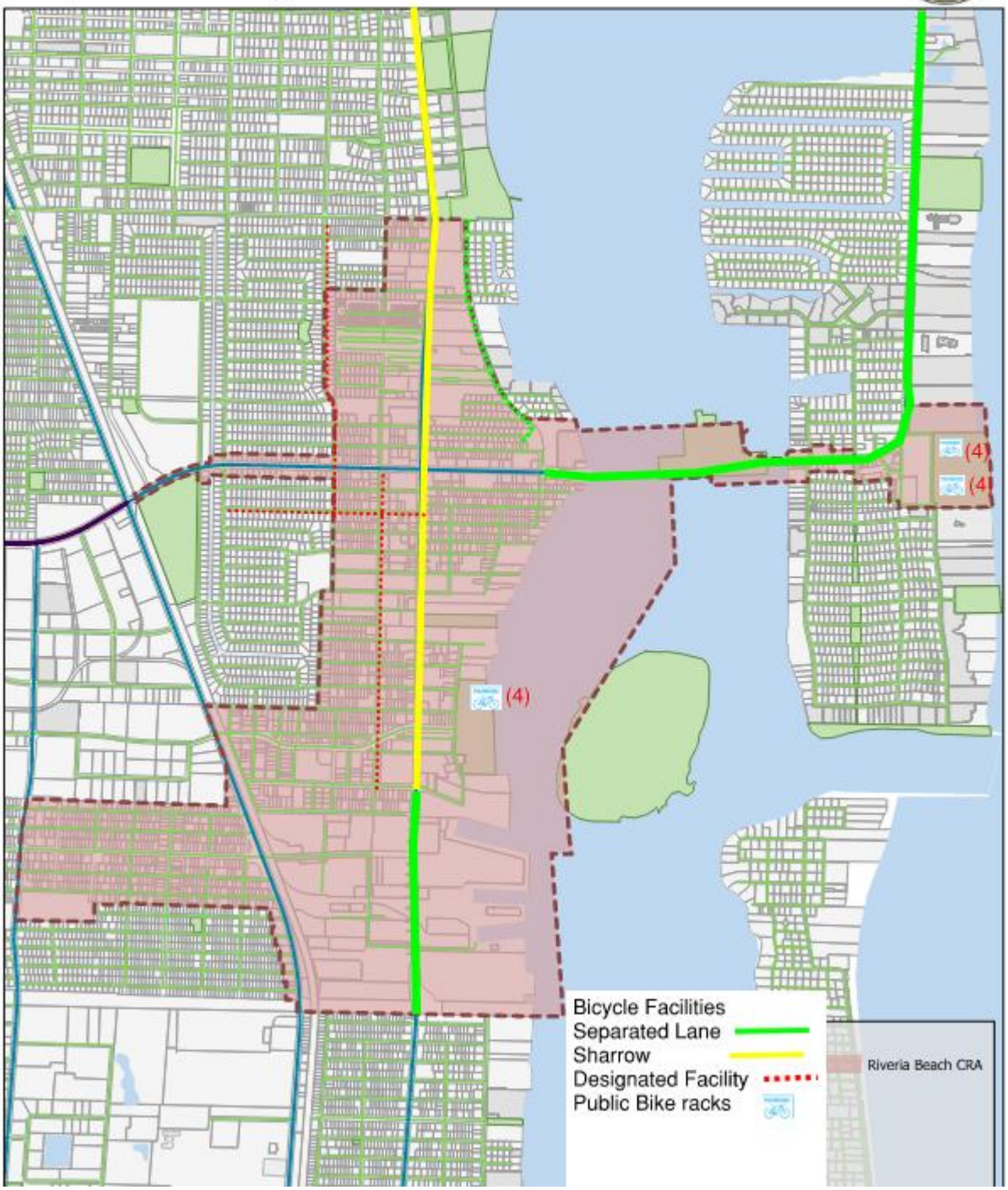
- Sharrow streets, or streets where bikers and vehicles share the roadway, are present along Broadway, despite the high traffic counts and 35 mph speed limit. While Broadway has protected bike lanes on the bridge approaching the district from the south (traveling northbound), the lanes terminate at 11th street, and users mingle with vehicular traffic on a "sharrow" street, or designated facility per the Palm Beach Metropolitan Planning Organization Standards (Palm Beach MPO). Designated facilities can be uncomfortable for inexperienced riders, so providing alternative routes and proper signage is key to ensuring a safe non-motorized system

- Bike lanes are provided on Broadway south of 11th Street, including the bridge over the Port of Palm Beach, and on Blue Heron Boulevard beginning at the west end of the bridge and continuing east along A1A beyond the study area to northern Riviera Beach on Singer Island. Although these bridges include separated bike lanes in some areas, transitions into and out of the lanes can be difficult for inexperienced riders and those unfamiliar with the corridor. This issue occurs on Blue Heron Boulevard, where cyclists traveling from Singer Island are filtered onto Lake Shore Drive because no shared bicycle facilities are provided west of the bridge, despite no signage indicating that it is the bike route. Lake Shore Drive offers shared facilities, but worn pavement markings and inconsistent lane widths make them largely ineffective.

- Designated facilities are unmarked roadway facilities that the county has identified for local roadway travel. These are present on local roads like Avenue E and 24th Street, although no signage is shown to alert drivers to the presence of bikers.

Riviera Beach Mobility Plan

Map 7: Existing Bike Network



Wayfinding Signage for bikers

There is little bike signage throughout the study area, and the signs that are present are not consistent. The images below show the three signs observed, all different types.

- Signage at the Blue Heron Bridge is not clear and does not warn drivers what types of facilities are present. (Upper left)
- This sign, located on Lakeshore Drive traveling north, appears to indicate that bikes are only allowed in the right lane, where bikes are typically [legally] expected to operate. (Upper right)
- The green bike route sign, typical of non-motorized wayfinding, is the only one located in the corridor and directs riders onto Blue Heron Boulevard, which does not have shared facilities. Riders unfamiliar with the area may unexpectedly find themselves on a non-designated facility. (bottom)







Streetscape Features

Local Bus Stops

There are numerous transit stops along the corridors, many of them are unsheltered and are not designed as comfortable refuge areas. As the examples below show, many lack defined areas and pedestrian amenities such as shade, adequate seating and ADA accessibility.



Lighting



Street lighting plays a critical role in both the perceived and actual safety of pedestrian environments. Along Broadway, lighting conditions are inadequate, with streetlights provided only on the west side of the roadway (right). While Blue Heron Boulevard features lighting on both sides of the street, its design primarily serves vehicular traffic, with limited emphasis on pedestrian areas. Local side streets generally feature minimal lighting that focuses on the roadway rather than sidewalks or crossing points. In contrast, the Marina District provides consistent lighting throughout parking areas and pedestrian spaces, creating a well-lit, walkable environment. This area provides a strong precedent that could inform the expansion of a cohesive, pedestrian-oriented lighting network throughout the corridor.

Respite

When assessing the pedestrian network, it is also important to consider where pedestrians may stop and rest along the way. Encouraging residents and guests to walk more than a few blocks requires thoughtful planning to provide a shaded rest and gathering area. The study area was assessed, and a few were observed. These areas are often included in private developments adjacent to public ROWs and can serve as community benefits for all. Continuing to require these.

Encouraging thoughtful design through flexible guidelines and partnerships will foster a unique sense of place that draws people out of their cars.

Obstructions

A key aspect of maintaining walkability is ensuring that sidewalks remain free and clear of obstacles that inhibit movement. This is particularly important for disabled or elderly members of the community to ensure they are safe and do not need to exist the sidewalk to reach a destination.

Landscaping

Tree-lined streets and well-maintained landscaping can enhance the pedestrian experience by providing shade and coverage from the elements, enhancing an areas sense of place and identity, and it can also act as a traffic calming measure along roadway. The study area, with the exception of the Marina Village, is generally lacking consistent tree coverage. Ensuring appropriate street trees are placed along pedestrian walkways will improve not only the pedestrian experience but combined with proper landscaping can greatly enhance stormwater retention and runoff quality.

Transit System

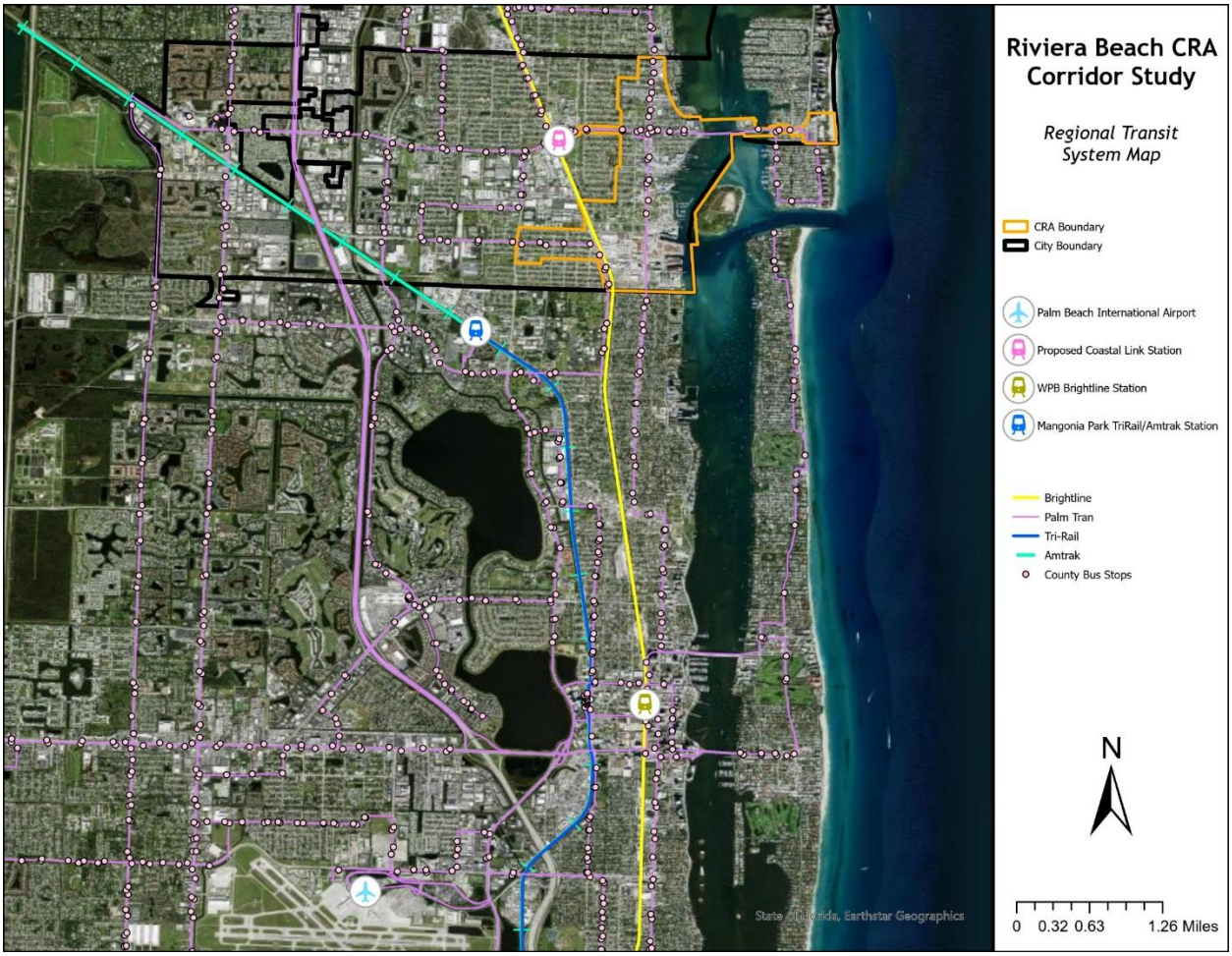
Transit Ridership

Transit within the Riviera Beach CRA is characterized by high utilization and a strong transit-dependent population. According to MPO demographic data, the CRA has a higher-than-average percentage of zero-vehicle households. This is reflected in the steady ridership numbers, which remained more resilient in this area during the pandemic compared to more affluent, commuter-heavy parts of the county.

The city is served by some of the most productive routes in the Palm Tran system, making public transportation a vital component of the district's economic and social mobility. Despite high ridership, many stops within the CRA lack basic amenities such as shelters, lighting, or ADA-compliant boarding pads. The high volume of boardings at stops with narrow sidewalks (particularly along Blue Heron Blvd) often leads to pedestrian spillover into the roadway, highlighting a critical need for transit-facility improvement.

Palm Tran

- **Route 1** is the flagship Bus Transit route in Palm Beach County, providing frequent trips along US-1 from Boca Raton to Palm Beach Gardens. This route provides a direct connection to the West Palm Beach Brightline Station, and has 10 stops (per direction) along Broadway within the Corridor, including a key transfer stop (#64) at the Blue Heron intersection, providing connection to route 30. Buses run every 20 minutes along this route on weekdays and 30 minutes on weekends.
- **Route 30** provides access along Blue Heron, from Palm Beach Shores to Military Trail, west of I-95, with seven stops in each direction within the study area. Buses run every 30 minutes along this from Monday - Saturday and once per hour on Sundays.
- **Route 33** is located just west of the study area, and runs along President Barack Obama Highway, connecting to the Gardens Mall to the north and the Mangoni Park Tri Rail station and the Okeechobee / Military trail commercial area to the south. Buses run every hour along this route.



Palm Tran Connection:

Palm Tran Connection is a door-to-door paratransit service for senior citizens and individuals with disabilities who are unable to use the fixed-route bus system.

PTX

The Palm Tran PTX service is envisioned to be a mixed traffic corridor-based premium transit service that supplements the existing Route 1 with modified headways and is planned to operate in place of The Bolt, the current limited stop service. The county is currently in the planning phase of this program, with express stops planned along Broadway at 13th Street (Marina Village) and Blue Heron Blvd.

Tri-Rail

The Mangonia Park Station is located immediately south of the Riviera Beach border at 45th Street. This is the northern terminus of the Tri-Rail system, providing commuter access to Fort Lauderdale and Miami. Many Riviera Beach residents use Palm Tran Route 30 or 33 to connect to this station.

A “Tri-Rail East” concept, also called “The Coastal Link” project, is a planned commuter rail service along the FEC tracks from Miami to Palm Beach County. The segment within Palm Beach County is referred to as the “North Transit Corridor”. A proposed station in this program is identified in the Long-Range Transportation Plan (LRTP) for Riviera Beach, and further planning efforts will dictate that location for that station when funding is approved.

Brightline

Brightline is a private higher-speed intercity passenger rail service between Miami and Orlando, along the Florida East Coast (FEC) railway. Brightline offers two stations in Palm Beach County – West Palm Beach and Boca Raton, with several others throughout Florida from Miami to Orlando. This is the newest transit system serving South Florida since its inception in early 2018

There are regional rail transit stops in West Palm Beach and Mangonia Park that provide access to the Tri-Rail and Brightline commuter rail facilities.

The Magnolia Park Tri Rail station is an approximately three mile drive from the Marina District, with transit connection to Riviera Beach provided by the Route 33 Palm train bus.

The West Palm Beach Tri Rail station in West Palm Beach has an established connection to the CRA study area via Route 1, which takes approximately 23 minutes to travel from the Marina District to the Tri Rail station. This route is a crucial regional connector due to its frequent service to the Tri-Rail station, which provides rail travel south to the Miami-Dade airport.

Peanut Island Ferry

The Marina District provides access to Peanut Island through a privately operated ferry service that departs from the southern end of the dock. This service connects Riviera Beach to this well-known regional destination, attracting residents and visitors year-round. The ferry operation contributes to increased activity within the Marina District, supporting local businesses and reinforcing the area’s role as a gateway to waterfront recreation. In addition, the presence of this regional attraction enhances Riviera Beach’s visibility in the broader South Florida tourism market and highlights the Marina District's growing importance as a hub for multimodal access, visitor orientation, and pedestrian activity. Leveraging this connection offers opportunities to strengthen wayfinding, public realm improvements, and linkages between the ferry service, surrounding streets, and nearby commercial and civic areas.

Land Use

Existing land use

The existing land use within the Study area consists primarily of single-family residential (44%) and commercial uses (26%), accounting for nearly three-quarters of the land area. Commercial and retail uses are concentrated along the corridors within the Downtown Core, Downtown General, and Downtown Marina districts along Broadway and Avenue E. The single-family neighborhoods are generally located west of Avenue E and are accessible within internal residential street patterns, with the exception of Blue Heron west of Broadway, where many of the single-family homes access the corridor directly.

Northwest: The northwest quadrant is generally bounded by Avenue F on the west, Silver Beach road to the north, with the frontage on Blue Heron to Avenue H included. Avenue F provides continuous local road north-south connectivity in the area, with east-west streets creating a grid

pattern that provides the residential areas with access to Broadway and the commercial uses There. This quadrant is primarily residential west of Avenue E, with commercial to the east.

Northeast: The area north of Blue Heron Blvd and east of Broadway has the least-defined grid network, as the intercoastal curves westward in this area and creates a narrow quadrant. Lake Shore Drive serves as the eastern border of the CRA, and five street connections are provided from Broadway to Lake Shore.

Southwest: The area south of Blue Heron, east of Broadway, features some of the most intact and robust street grid systems. This area has two primary north-south streets, Avenue E and Avenue F, and more than a dozen east-west streets that provide access from Broadway to the west side of the neighborhood. Blocks are typically 300' x 500' east of Avenue E, and 300' x 750' to the west. The area, though, is bounded on the west by the FEC railroad tracks, and there are limited connections to CR-811/President Barack Obama Highway, located just outside the CRA district.

Southeast: The quadrant south of Blue Heron, east of Broadway, has a residential street grid from E. 25th to E. 22nd Ct; however, the blocks south between E. 21st St. and E. 17th St. are composed of properties that extend from Broadway to the water. This means there is no secondary street access to the Marina District south of E 21st Street, and all trips through this area are forced onto the Broadway corridor. South of E. 17th Street, the block pattern resumes and providing a strong connection within the Marina District.

Freight Activity and Loading

The Riviera Beach CRA is home to a unique and intensive freight environment, primarily driven by the Port of Palm Beach, the fourth busiest container port in Florida. Because the Port is located directly at the terminus of the district's primary corridors, the roadway network must function as a heavy-duty industrial conduit while simultaneously serving as a local business main street.

The intersection of Blue Heron Boulevard and Broadway (US-1) serves as the primary gateway for nearly all landside Port operations. Broadway acts as the critical north-south artery for regional distribution, while Blue Heron Boulevard provides the essential link to I-95.

- Heavy Vehicle Volumes: Freight traffic accounts for a significant percentage of the Annual Average Daily Traffic (AADT) on these corridors. The constant movement of commercial trucks, fuel tankers, and containers creates a high-vibration, high-noise environment that complicates the transition toward a mixed-use downtown.
- Infrastructure Wear: The sheer volume and weight of port-bound freight necessitate more frequent maintenance cycles for pavement and signal infrastructure, as the turning movements of heavy trucks at the Blue Heron/Broadway intersection place extreme stress on the pavement.

While the regional freight moves through the city on major arterials, local business delivery of goods faces significant infrastructure gaps. The adequacy of loading zones varies by quadrant:

- On-Street Loading Conflicts**:** In the older commercial segments of the Broadway corridor, many buildings were constructed without dedicated off-street loading docks or rear-alley access. Consequently, the US-1 Multimodal Corridor Study detailed that delivery vehicles frequently utilize the center turn lane or the outer travel lane as de facto loading zones.

This in-street loading forces following traffic to make abrupt lane changes, increasing the risk of sideswipe crashes and creating sight-line obstructions for pedestrians.

- Sidewalk Encroachment: In areas where off-street parking is limited, delivery drivers often park partially on the sidewalk or within the drive-cuts analyzed previously. This further degrades the pedestrian environment, forcing those with mobility devices or strollers into the active roadway to bypass the delivery vehicle.
- The Marina District and Southeast Quadrant: As noted in the grid analysis, the lack of secondary street access between E. 21st and E. 17th Streets forces all loading activity directly onto Broadway. Without a secondary service road or a uniform alley system, the Main Street functionality of Broadway is constantly compromised by the logistical needs of the adjacent waterfront properties.

Public Input

The Riviera Beach Mobility plan background and recommendations were derived from a combination of research, data analysis, and public outreach. In order to reach as many people as possible, who all experience the CRA in unique ways, several opportunities were made available for public input, including a public workshop, online survey, and meeting with focus groups composed of city employees, seniors and residents.

Overall findings

The key themes that emerged from the public input opportunities are summarized below, with details provided on the subsequent pages on how information was gathered and analyzed.

The most popular destinations included Marina Village, Riviera Beach Municipal parks, and daily goods and services like grocery. When traveling to these destinations and throughout the CRA, residents noted the following:

- **Lighting improvements** are needed along the corridors and key side streets
- **Sidewalk Conditions** deter users from walking, including missing gaps and uneven pavement
- **Local Transit Access** is desired to connect people to the Tri-rail, Marna Village and to Beach
- **Existing Transit stops** need improvements, like seating, shade and signage
- **Wayfinding** would improve the pedestrian experience and encourage walking and biking

Public Input # 1: Mobility Plan Kickoff Workshop

On April 7th, 2026, a public workshop was held at the Riviera Beach Marina Event Center. The event was open to the public and was advertised on the city and CRA websites, social media, word of mouth, and via other city communication channels. The workshop was held from 6:00 PM to 8:00 PM and consisted of an interactive open house format, with an informational presentation from 6:20- 7:00 to describe the project to the public. The overall project goal and the concept of complete streets were discussed, with the presentation concluding with a live survey. The results of the kickoff workshop are provided below.

Open House

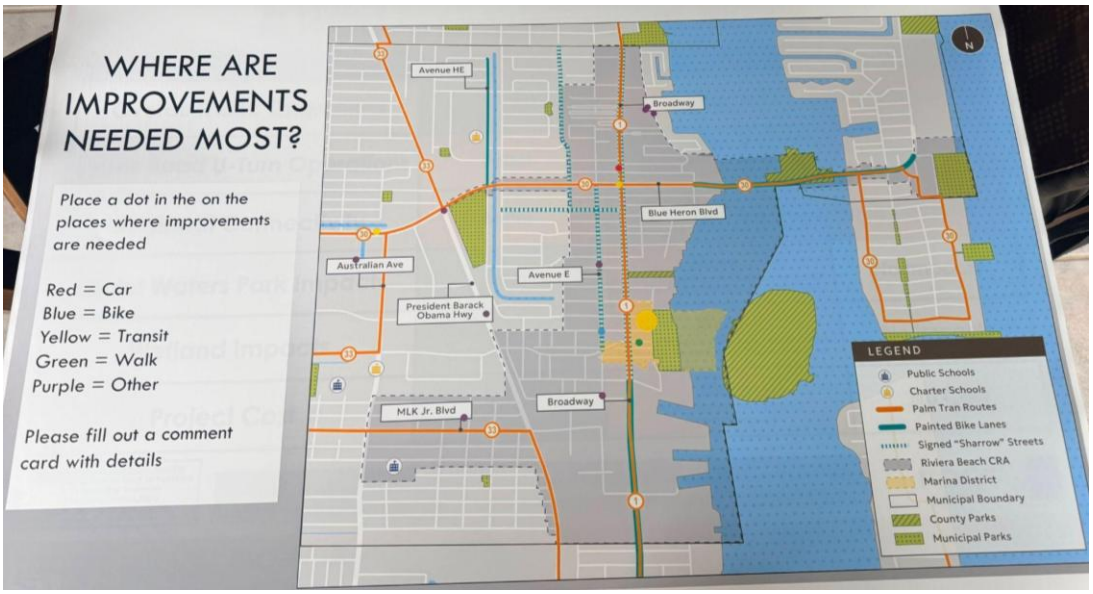
The open house was attended by approximately 30 residents, including children, working adults and senior citizens who live and work within Riviera Beach. The board below provided the first opportunity for interaction, and requested location information on residency, although no confirmed residents residing within the CRA attended.



When asked where participants like to visit in the CRA, and how they get there, the results were split between the Marina Event Center and the Riviera Beach Municipal Park. Most drove to these destinations (50%) for each, with some walking and biking to each destination. One resident indicated they use transit to access the Marina Event Center, with none using transit to access the Riviera Beach Municipal Park.



When asked where and what type of improvements were needed most, the primary request was focused on lighting improvements along Broadway and Avenue E. Transit improvements were also noted at the Blue Heron Blvd /Broadway intersection, in addition to the Marina Event Center.



After an introduction to the study area and a review of the boards on the previous pages, ttendees were asked to consider the improvements they would like to see prioritized in the CRA mobility plan. Images of existing sidewalks, wayfinding signage, bike infrastructure, crosswalks, landscaping/shading and lighting were displayed, along with matching boards to inspire ideas and generate feedback.





The results indicated the following priorities:

1. Lighting - 10
2. Wider / active sidewalks - 8
3. Transit Stop improvements- 8
4. Fill sidewalk gaps - 7
5. Wayfinding signage - 4
6. Bike Lanes- 4
7. Crosswalks - 3
8. More shaded sitting areas - 2
9. Landscaping / Street Trees - 2

Overall, lighting was the highest priority to address within the district, followed by wider/active sidewalks, transit stop improvements and filling sidewalk gaps. The results of this exercise indicated that there is more of a priority to address pedestrian sidewalk infrastructure over bicycle infrastructure, although there was still interest in wayfinding and bike lane improvements. It may be the case that the current state of the bicycle network does not support riders of all abilities, which can discourage use of the facilities if they are not well advertised and marked. Additionally, the lack of bike racks and secure parking is a detriment to increasing bike ridership.

Additional conversations were held with attendees, where some additional themes emerged that were not captured on the board information. Parking, and in particular the city's paid parking system, was a detriment for residents to visit the parks and the beach within the CRA district. There were noted concerns over the cost and the app-only payment system, which requires users to share their personal data with a third party if they drive to visit the beach, as cash payment is not an option. This experience has had a negative effect on several of the attendees, who would

like to see discounts for residents and seniors, and an ability to pay for parking without connecting directly to their bank accounts.

Another topic that was discussed with the ideas of a mobility fund that developers could pay into for reduced parking. The fund would be used to support alternate modes of transportation within the district to offset the trips and loss of parking. The process of other municipalities utilizing these funds to support a free or low-cast rideshare service was supported and should be studies further.

Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis

During the presentation portion of the meeting a SWOT analysis was conducted using a live online survey tool (Mentimeter) as a way to engage the public in an interactive way. Approximately 18 attendees participated, answering 5 questions, with results being posted live so that the community could provide anonymous feedback as a group. The full results of the survey are included in the appendix. While answers varied due to the exact phrasing of the responses, general themes emerged that provide a consensus for the direction of the strengths to build on and the improvements needed to achieve a system that addresses the needs of the community.

Strengths of the CRA district generally focused on the development and redevelopment opportunities within a defined area (CRA district), with steady funding and community engagement also noted as strong supporting factors. The entertainment in the district was also mentioned as a strength, along with the location and sense of place created by the waterfront.

Weaknesses identified by the community included poor lighting, pedestrian safety, and the perception of the district as unsafe. Favorability of large projects over local small businesses, and the time it takes to see change happen were also included as weaknesses

Opportunities identified by the community included support for first time and affordable home ownership, the ability of the CRA to provide assistance to support small businesses, and the ability to create activity centers that can attract a range of businesses to create a downtown

Threats that participants noted included the potential misuse of funding, the politics of decision making in the CRA, and rapidly increasing costs.

The final question of the survey inquired about where investments should be prioritized, with the top responses indicating better sidewalks, a low cost rideshare service, more parking and improved bike infrastructure.

Online Survey

An online survey was published in March and was available through May when public input was concluded. The survey was published on the City and CRA websites and social media accounts, and flyers were posted to alert residents and stakeholders inviting them to participate. Overall, 41 respondents provided feedback. A Summary of that feedback is below that highlights the key points drawn from the data, and a copy of the results is included in the Appendix.

- A majority of visits to the CRA are for parks and recreation (21) and shopping (20)
- Many work in the CRA (20)
- Top activities includes dining socializing (27), visiting parks (20) and exercise (22)
- Marina District (32) and Singer Island shops (29) are top destinations
- Marina district has a high rate of daily users (31%)
- Most travel to the Marina District by car (78%)
- Safer intersections, improved sidewalks, lighting, shade/landscaping and wayfinding were most desired improvements in the Corridors.

Based on these responses, several overlapping themes emerged to target planning and investment efforts:

1. Improving sidewalk conditions on Corridors is a top priority that would benefit a majority of users

2. There is community support for providing alternative modes to access Marina Village and the Riviera Beach Municipal Park

3. Supporting bike infrastructure can increase usage (protected routes and secure parking

Senior Citizen Input

In addition to the online survey, the consultant group met with a group of Seniors Citizens to discuss their priorities, how they get around the CRA, and what services they would benefit the most from. The overriding theme from these surveys indicated that these was strong support for accessible, reliable, affordable daily transit to key services within CRA district like grocery, doctors and shopping.

Land Use Analysis

With an understanding of the location and condition of the transportation infrastructure in the CRA, mapping and analyzing the relationship with the existing and future land uses in the area helps identify the key connections between them. Utilizing the data to identify travel patterns, needed improvements can be identified to prioritize planning efforts. This section identifies key existing land use “activity centers” and “destinations” to understand where people are gathered and where their destinations are. By mapping these areas, key corridors, road crossings and gateways, routes can be identified and enhanced to ensure the infrastructure supports all modes of travel.

Activity Center Land Uses

Activity Center Land Uses are places where people typically live, gather, and work as part of their daily and weekly routines. Identifying these activity centers informs travel patterns to destinations within the CRA. Connecting activity centers to transit stops, commercial centers and entertainment hubs via complete streets can reduce the number of vehicular trips and ease traffic and parking.

Residential

Single Family Residential land uses are concentrated west of Avenue E and east of the FEC railroad tracks. While most of the land area is outside the CRA boundaries, these residents are physically connected to the CRA area through the local street network. The presence of the railroad tracks acts as a physical barrier, funneling traffic into the area via Blue Heron and 13th Street. Several multifamily uses and higher density SF areas are present in the area, including a senior housing facility and compact neighborhood north of Blue Heron. East of Broadway, residential uses are found east of Lake Shore and near the Blue Heron intersection.

Institutional

There are several religious institutions located along Avenue E, which are essential community gathering centers within Riviera Beach. With frequent gatherings here that promote strong social bonds, connecting these areas to the Broadway Corridor and Marina Village can create synergies between the land uses. As most attendees walk to, or drive and park at these locations, the opportunity to generate foot traffic within the CRA can be achieved without adding vehicular trips.

Government Facilities, like city hall and the CRA offices, provide job centers and destinations for residents to access services. Schools and social clubs also generate predictable, consistent activity to consider as routes are prioritized.

Job Centers

Industrial uses associated with the Port of Palm Beach to the south, and a large industrial center to the west along 13th Street, bring hundreds of workers to the area daily that may access goods and services along Broadway.

Destinations

For the purposes of this study, “destination” land uses are identified based on the concept of connecting activity generators to the commercial goods, services and Parks in the CRA, which are located along the Broadway and Blue Heron Corridors, and within Marina Village. These areas also have the existing transit stops that can be leveraged to move people in and out of the area. Specific destination land uses identified include the Broadway Corridor, Marina Village, Parks and

key existing transit stops. By prioritizing access to these uses, investments can be directed to enhance key corridors and connections.

Gateways are identified to establish where trips are concentrated, as vehicles, pedestrians and bikers must all use these areas. With limited entry points into the CRA, these are critical points to provide intersection improvements, signage and infrastructure to ensure safety for all users.

Ongoing Development

There are several projects within the Marina District and Avenue E mixed-use area that have the potential to reshape the streetscape and spur additional development. These are summarized below and are indicated on the land use map for context.

Element 8 – Residences at Marina Village. - Under construction

Element 8 is an eight-story, mixed-use building located at 1124 Broadway Avenue. It will offer 149 new workforce housing residences, 5,000 sq. ft. of ground-floor commercial retail space, and a public parking garage with over 270 spaces.

Developed in partnership with Related Urban Development Group, the project will anchor Phase II of Marina Village, complementing the success of Phase I and setting the stage for future development.

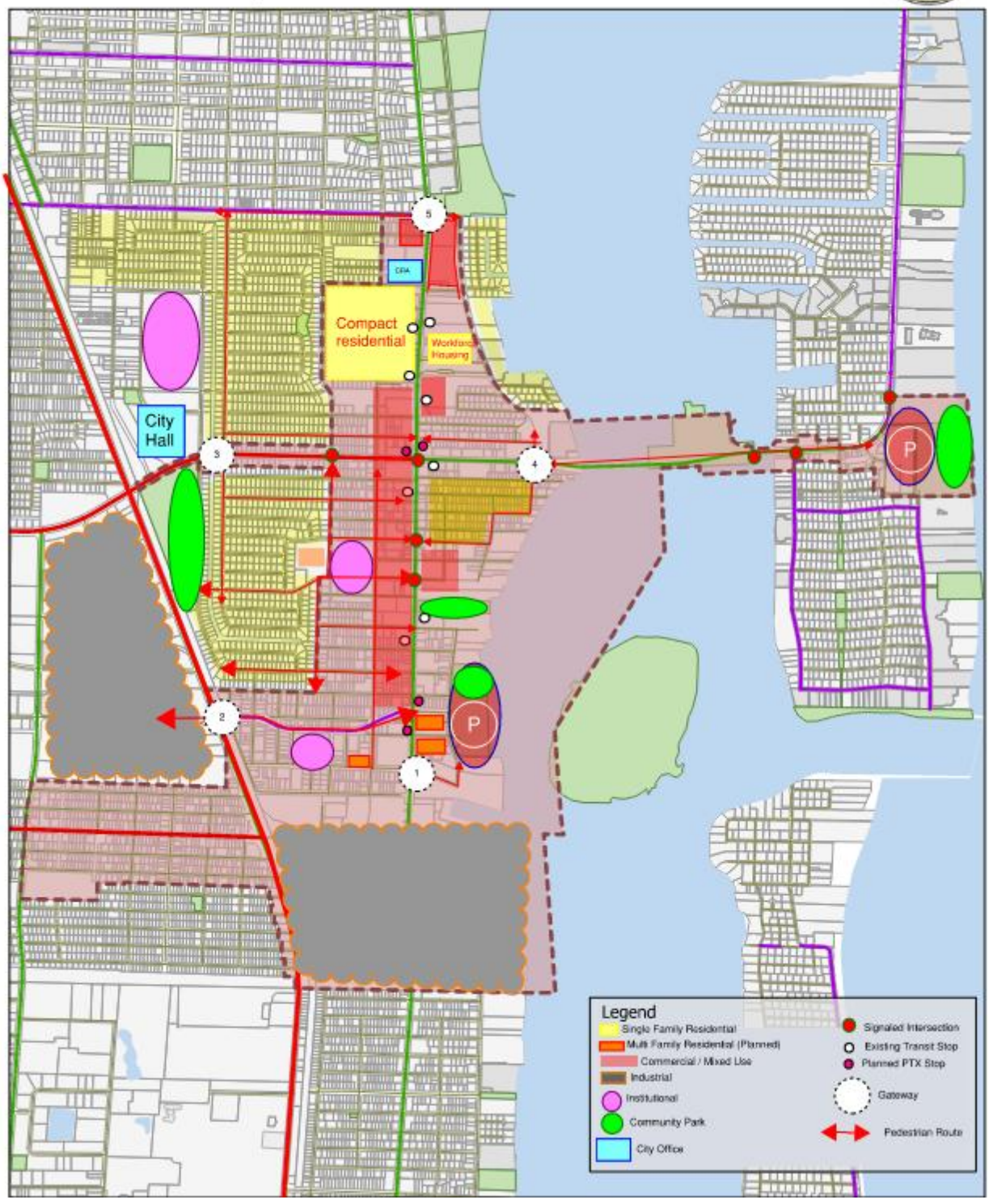
Element 7 - 1300 Broadway - Under Review

Element 7 is a proposed 20-story mixed-use building, one block north of Element 8, and will create the gateway to the Marina District. The project is proposed to accommodate 418 residential units, 3,300 SF of retail, and 3,000 SF of office space. This project, along with Element 8, would establish a significant residential presence within the Marina District

Villa L'Onz

The Villa L'Onz Townhome project is a proposed 45-unit mixed-use development that will be completed in two-phases, with structures along Avenue E and W 11th Street. The north building is proposed to be 4 stories with retail on the ground floor, and 3 stories of residential (18 units) above. The south building will contain surface parking with three stories of residential (15 units) above. Unit rates will be mixed, providing affordable and market-rate rental units. This project has the potential to spur development west of Broadway, an area that has experienced disinvestment over the years but is well-positioned for redevelopment.

Land Use Analysis



Complete Streets Design Elements

To develop a context sensitive Complete Streets plan, we applied the following FDOT, PBC MPO, NACTO and best practice design principles in considering the recommendations for the future street design of each area.

Pedestrian Facilities

Pedestrian facilities are features or elements used to support pedestrian travel for any person traveling on foot or in a wheelchair. Pedestrian facilities are facilities designed and constructed to support safe pedestrian travel along all roadway within the study area. Pedestrian facilities may include the following:

- Sidewalks (ADA)
- Lighting
- Curb ramps and blended transitions
- Crosswalks
- Refuge islands
- Curb extensions
- Public transit loading zones
- Street furniture

This is not a complete list of pedestrian facilities defined by the state, although it does cover a majority of the elements that should be considered for the roadways within this plan. These elements should be applied within the framework of the state design guidelines in consideration of all factors related to a project or roadway. Because roadways have evolved over time and present a variety of characteristics based on a particular set of conditions, the following section provides a description of the pedestrian elements listed above, with specific recommendations for context sensitive design.

Sidewalks are continuous concrete or paved pathways that are found parallel to roadways, designed exclusively for pedestrian traffic. The following standards, in addition to the Americans with Disabilities Act standards, need to be incorporated in the design of sidewalk in Riviera Beach to ensure a complete streets mobility network:

- Sidewalk should be constructed on both sides of the roadway; however, if sidewalk is constructed on only one side, reasonable pedestrian access to destinations (e.g., transit stops, homes, places of work, stores, schools, post offices, libraries, parks) on the opposite side should be accommodated.
- No less than five feet of clearance should be provided on local streets
- A minimum 7-foot vertical clearance over the entire walking surface is required. This includes clearance for signage, shelters and landscaping.
- Nearing intersections, the sidewalk should be transitioned as necessary to provide a more functional crossing location that also meets driver expectations.
- Urban General streets (Broadway north of Blue Heron) should maintain a sidewalk width of 7’ wide
- Urban Center streets (Broadway south of Bluer Heron) should maintain a sidewalk width of 10’ wide

Additional context sensitive design consideration includes minimum unobstructed sidewalk width in the presence of utility poles. When there is no practical alternative to placing a pole (other than in the sidewalk), the following standards apply.

- 36 inches for aboveground utilities. This 36-inch width may be reduced to 32 inches, not exceeding 24 inches in length, when there is no practical alternative available to avoid obstruction.
- 48 inches for signal, light, and sign poles. When used for plantings and street furniture, the area between the back of curb and the sidewalk should be 5 feet or greater in width.

Recommendation*: Require context appropriate sidewalks (minimum 5' wide) on all streets when reconstruction occurs. Utilize Capital Improvements funds or other funding mechanisms to address critical gaps in the sidewalk network as identified on the sidewalk project list. Require new development to provide complete streetscape design based on street frontage and development type.*

Grades and cross slopes inconsistencies were identified in the infrastructure inventory and require consideration when designing and approving sidewalks. When a sidewalk is adjacent to the roadway (i.e., located at the back of the curb or consistent separation from the curb), sidewalk grades may mirror the roadway profile. When a sidewalk is not adjacent to a traveled way, sidewalk grades are not to exceed 5%, unless accessible ramps are provided.

There should be enough sidewalk cross slope to allow for adequate drainage; however, to comply with ADA requirements, the maximum cross slope is 2%. A clear 1-foot wide graded area with a maximum 1:6 slope should be provided adjacent to the sidewalk and edge drop-offs should be avoided. When drop-offs cannot be avoided and lie within 2 feet of the edge of the sidewalk, they should be shielded.

Recommendation*: Require all new development to install properly graded cross slopes when projects necessitate sidewalk crossing. Encourage and promote side street entry to reduce drive cuts, and only permit the minimum width needed for safe vehicular access.*

Curb ramps and blended transitions provide smooth transitions for pedestrians as they approach an intersection, crosswalk or facility that requires a grade change. Ensuring the route along a sidewalk maintains an continuous and accessible design may requires curb ramps, which should be as wide as the sidewalk it serves. Sidewalk curb ramps should be installed at all intersections and driveways with curbed returns and should include a landing at the top of each ramp. Curbed roadways between intersections where a crosswalk has been established also require curb ramps.

Curb ramps must provide non-visual physically detectable elements such as concrete edge lines or curb lines to clearly indicate the direction of the crossing. Curb ramp alignments and configurations must meet the minimum requirements and geometrically fit within the specified location.

Providing landing at all pedestrian pushbutton locations is critical to ensure pedestrians of all abilities can operate the pushbutton. This will require the landing to provide a clear area of 30 inches by 48 inches directly in front of the pedestrian push button to allow people using a wheeled mobility device to actuate the button while remaining stationary. Horizontally center the 48-inch dimension on the push button.

Intersections and Crosswalks are critical components of safety, as they dictate the space shared by pedestrians and vehicles. When these are shared at the same time accidents happen and lead to serious injuries or death. In that regard, pedestrian-oriented designs should aim to minimize conflicts with other modes of traffic. Intersections must be designed for pedestrians of all ages and abilities, and should include the following design standards

- The location of crosswalk markings should be designed at right angles where practical and must be balanced with pedestrian desire lines
- Crosswalks should be at least 10' wide or the width of the approaching sidewalk, if it is greater. In areas of heavy pedestrian volumes, crosswalks can be up to 25' wide.
- ADA-compliant curb ramps should direct pedestrians into the crosswalk and the bottom of the ramp should lie within the area of the crosswalk. Flares do not need to fall within the crosswalk.
- Crosswalk placement should also maximize the visibility of pedestrians to turning vehicle movements.
- Signalized intersections generally should have crosswalk markings on all approaches.

***Recommendation**: When designing road projects, or when development and redevelopment occur, curb ramps approaching an intersection should be analyzed to ensure compliance with ADA and complete street standards, and all local street crosswalks shall be designed with high visibility markings.*

Mid-Block Crosswalks

Providing additional crossing areas along major corridors must be carefully balanced with user needs, driveway spacing, vehicle speed and visibility to ensure safety for all users. FDOT provides guidance and design standards for installing these on state roadways, which include:

- Proximity to Intersections: The crossing cannot be located less than 300 feet from the nearest intersection or established crossing point.
- Maximum Lane Width: The total crossing distance cannot exceed 60 feet unless a protective pedestrian refuge island or median is provided.
- Sight Distance: Marked crossings are prohibited if sightlines are inadequate for either the motorist or the pedestrian.
- Geometric Profiles: The profile cross slope of the crosswalk cannot exceed 5%, and the overall grade cannot exceed the normal crown of the road

***Recommendation**: Several mid-block crossings are proposed on the complete streets map on Broadway and Bue Heron Blvd. These areas should be prioritized as part of any roadway redesign or maintenance that would accommodate a new crossing installation. Coordination with Palm Beach County MPO should be undertaken to ensure projects are proportionally funded*

Refuge Islands & Hardened Centerlines

Refuge islands provide a safe place for pedestrians and bicyclists to pause while crossing a roadway. They can improve navigation at complex intersections and support midblock crossings. To accommodate pedestrian and bicycle movement, refuge islands must meet specific design criteria. They should be at least 6 feet wide between traveled ways, with 8 feet or more preferred. On curbed roadways, this width is measured from face of curb to face of curb. Designers should

also account for storage needs during higher pedestrian and bicycle volumes, including space for strollers, wheelchairs, wagons, cargo bikes, box bikes, and bikes with trailers.

Hardened Centerlines are an extension of the traffic separator or centerline past the crosswalk. Hardened Centerlines improve pedestrian safety by reducing the turning speeds of left-turning motorists and by improving their approach to the crosswalk to increase pedestrian visibility. Provide a hardened centerline where it is not possible to provide a pedestrian refuge island.

Curb extensions

Curb extensions, or bulb outs, can be utilized in conjunction with on-street parking at intersections or midblock locations where there is a crosswalk, provided there is adequate width for existing traffic movements. Curb extensions shorten the crossing distance, and provide additional space at intersections, allowing pedestrians to see and be seen before entering a crosswalk. The design of curb extensions must take into consideration the needs of transit, emergency vehicles, commercial trucks, drainage, and bicyclists.

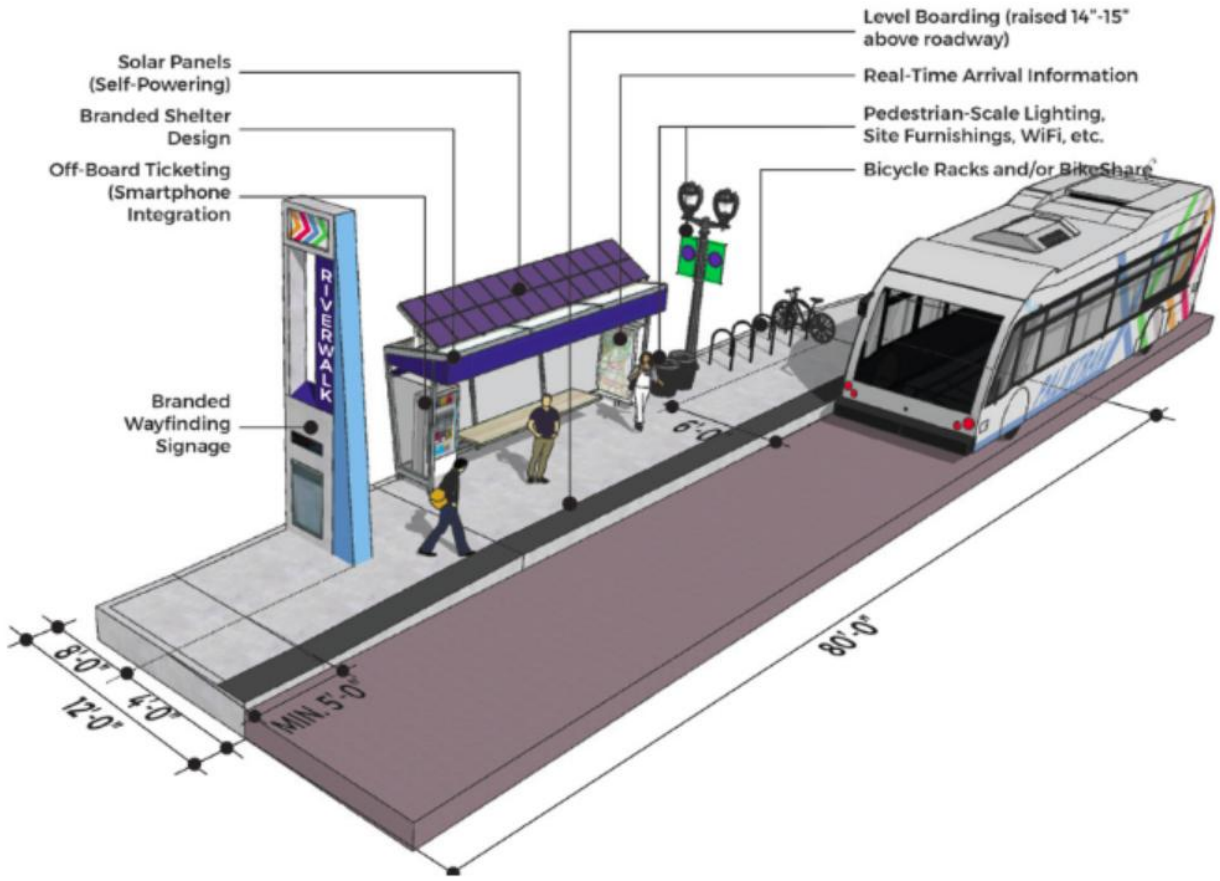
***Recommendation**: Hardened centerlines and curb extensions are proposed at major intersections along Broadway and Blue Heron and should be incorporated into roadway design in coordination with FDOT and PBCMPO. Avenue E also has areas at intersections with 50"+ of ROW to incorporate curb extensions at crossings to shorten crossing distance.*

Public transit loading areas

A bus stop boarding waiting area or accessory pad is the area at a bus stop provided for riders as they wait for the next bus. Basic bus stop boarding areas contain signage and a bench, like the ones along Broadway in Riviera Beach. Enhanced bus stop boarding area contain shelters, trash receptacles, bike racks and enhanced landscaping. Waiting area size is dependent on the available space as they must consider length and width of shelters and benches, placement of street furniture, locations of wheelchair lift extension while maintaining a clear path through the sidewalk.

While a standard ten-foot depth by thirty-foot length waiting area is recommended by Palm Tran, the limited availability along the Broadway ROW will require context sensitive placement to work within the available 9' sidewalk area. The waiting area should be separated from the sidewalk to preserve general pedestrian flow. It is generally recommended that 5-feet of clearance be preserved on sidewalks to reduce potential pedestrian conflicts and limit congestion during boarding and alighting. With only 4' of waiting area available, typical shelters are not practical unless private property is utilized or an easement is granted.

***Recommendation**: Conversations with Palm Tran staff indicated that improvements are planned at the Blue Heron and Broadway intersection stops. The city should continue coordination in order to enhance the transit boarding and waiting experience utilizing the prototype PTX station as the basis for design coordination, which may require easements and coordination with landowners to ensure full implementation. Local stops along Broadway and Blue Heron should be considered as part of development projects along those corridors, with incentives included to improve the stops in lieu of parking as part of an overall Transportation Demand Management program.*



Signage

Installing and maintaining consistent, coordinated signage is a major aspect of pedestrian mobility and comfort. Many of the streets in Riviera Beach are locally owned and can incorporate signage in the ROW or on adjacent property when needed, and signage can be coordinated with FDOT and the county when necessary to implement a wayfinding program in Riviera Beach. This should build on the established design standard for the signage in Marina Village and the city parks.

***Recommendation**: Develop a wayfinding signage program to guide pedestrians, bicyclists and motorists around the CRA and downtown area, including gateway entrance signage and coordinated route signage.*

Lighting

The Florida Department of Transportation (FDOT) street lighting standards are outlined in the FDOT Design Manual (FDM) and provide an appropriate baseline to establish standards from, as the corridors in this study are under FDOT jurisdiction. Key requirements dictate how roads are illuminated, providing target Illumination values along major arterials (1.5 Foot Candles(FC)), at signalized intersections (3.0 FC) and midblock Crosswalks (1.5 - 2.3). These standards can be

***Recommendation**: Street lighting should be incorporated into any new roadway project, including local sidewalks and pedestrian routes. High impact areas where deficient lighting was observed are identified in the recommendation chart.*

Bike Facilities

An essential component of a complete streets plans is ensuring bicycle users have a safe space to ride with appropriate separation from vehicular traffic when the context is appropriate. This plan proposes base design components to establish a understanding of the appropriate facility based on the roads on which they are located.

Bike Routes or Sharrows

Shared lane markings, or sharrows, are pavement markings that are placed within the vehicular travel lane of the roadway to indicate a shared lane. Unlike bike lanes, shared lane markings do not designate a particular part of the roadway for the exclusive use of bicyclists. The pavement marking symbols alert motorists to the expected lateral placement of bicyclists within the shared lane and encourage safer passing behaviors.

Bike Lanes

A conventional bicycle lane consists of a striped lane at the edge of the vehicle lanes and is the most basic form of a dedicated bicycle facility. Conventional bicycle lanes can be placed between vehicle lanes and the curb or, if parking is present, between travel lanes and the parking lane. In instances where on-street parking is provided, a wider parking lane can provide space for drivers to open doors without conflicting with bicyclists. Buffered bicycle lanes are similar to conventional bicycle lanes with the addition of a striped or painted buffer that increases the separation between bicyclists and vehicles. The buffer can also be provided between the bicycle lane and a parking lane to reduce conflicts between bicycles and opening vehicle doors. The additional space provided by the buffer can also present an opportunity for loading and waiting vehicles to use the space. Enforcement and signage are important components of keeping buffered bicycle lanes clear of vehicles. A raised bike lane, level with the sidewalk, creates an additional buffer by elevating the lane to sidewalk level, utilizing the curb for spacing and protection.

The Palm Beach County MPO Complete street standards provide a target recommendation of 6’ wide conventional bicycle lanes, with 4’ being the minimum allowed. Separated bike lanes should be a minimum of 5’ wide with 2’ of separation, although ideally 6’ wide with 2’ of separation is preferred with on street facilities are required.

Green Color Pavement Marking

Green pavement markings can be provided to enhance bicycle lanes. This treatment helps bicyclists to know where to ride and helps increase driver awareness of the potential presence of bicycles. The FHWA has given an Interim Approval for the use of green colored pavement in bicycle lanes, meaning this treatment can be used after requesting written permission by FHWA. Green colored pavement can be used in bicycle lanes and at conflict points between vehicles and bicycle lanes. FDOT states that green colored pavement will only be permitted on the State Highway System when used in conflict points, often called “keyholes.” Practitioners must satisfy two conditions for use of green coloration on the SHS, demonstrating a need based on traffic conflict in the area and a demonstrated need for safety treatments, either through crash history

or through document failure of motor vehicles to yield to bicycles. Green colored pavement has been used on both 15th Street in West Palm Beach and NE 2nd Avenue in Delray Beach

***Application**: The street sections described in the roadway design section indicate the street types that support the appropriate bike facility. Local streets should accommodate on street bikes shared with traffic, with certain streets designated as bike boulevards to enhance key connections in the network. Pedestrian streets should accommodate bike lanes with separation provided as available, and commercial corridors will require separated bike lanes or a side path for maximum safety. Bike facilities should be placed within roadways per the chart below, which indicates minimum and ideal spacing for bike lanes.*

Element	*Target*		*Constrained*	
	Lane	*Buffer*	*Lane*	*Buffer*
Raised separated bike lane	*6.5*	*1' for vertical*	*4'*	*1' for vertical*
Buffered bike lane	*5'*	*3'*	*-*	*-*
Conventional bike lane	*6'*	*-*	*4'*	*-*

Mobility Hubs

Transit First and Last Mile

First-Mile-Last-Mile (FMLM) connectivity refers to the critical links between someone's location or destination, and the nearest transit stop, station, or mobility hub. The quality of an area's FMLN connections is judged by the distance a person must walk, bike, or otherwise travel to reach a bus stop or train station at the beginning and end of their journey. Research consistently shows that most people are unwilling to walk more than a quarter to a half mile to access transit, making the quality, safety, and comfort of these short connections among the most important factors in whether someone uses public transportation at all. When first- and last-mile gaps persist, even a well-designed transit system will underperform because riders cannot conveniently get to or from transit options.

Solutions to FMLM challenges span a wide range of infrastructure and service interventions. On the infrastructure side, these include protected sidewalks and crosswalks, shade structures, wayfinding signage, secure bicycle parking at transit stops, and continuous ADA-compliant pathways. On the mobility service side, they

include bikeshare and scooter-share programs, on-demand microtransit shuttles, ride-hailing integration, and employer- or institution-sponsored circulator services. The most successful FMLM strategies are multi-modal, layering several of these options so that people of varying abilities, ages, and income levels all have at least one possible way to access transit options.

For the Riviera Beach CRA along the Broadway and Blue Heron Boulevard corridors, gaps in First-Mile-Last-Mile connectivity are a challenge and an opportunity. Palm Tran bus routes serve the area, but many stops lack proper sidewalk connections, shade, seating, or safe crossings. These barriers discourage transit use, even among residents who live close to a transit stop. Improving FMLM connections along these corridors means upgrading pedestrian infrastructure at and between bus stops, introducing protected bike facilities that link neighborhoods to the Broadway spine, and exploring micromobility options that can serve the CRA's mixed-income

residential areas. These improvements directly support the CRA's redevelopment goals by increasing access to jobs, services, and amenities without requiring every resident to own or rely on a personal vehicle. The following chart details the FMLM needs of the Blue Heron and Broadway corridors.

Mobility Hubs

Mobility hubs are places where multiple modes of transportation converge, making it easy for travelers to transition between modes. Such as, bicycle to bus or scooter to train. These hubs provide for the physical infrastructure for First-Mile-Last-Mile connections by concentrating services, amenities, and connections at individual nodes. At their core, mobility hubs are designed to expand the transit network's service area by making it faster, safer, and more convenient to access the network from surrounding neighborhoods. When strategically located along corridors like Broadway and Blue Heron in Riviera Beach, mobility hubs can serve as anchors for transit-oriented development, draw pedestrian activity, and reinforce a vibrant, walkable downtown.

Mobility hubs are typically organized into three tiers based on their scale, services offered, and the volume of travelers they serve.

Major Mobility Hubs are the centralized capitals of any multi-modal network. They are typically located at primary transit transfer points such as intermodal terminals, downtown transit centers, or high-frequency corridor intersections. They offer the most amenities, including covered waiting areas, real-time transit information, bikeshare and scooter docking stations, EV charging, rideshare pick-up/drop-off zones, restrooms, retail, and wayfinding kiosks.

Secondary Mobility Hubs are mid-tier nodes located at important but less central stops along transit corridors, such as key neighborhood intersections or major destinations like medical centers, schools, or employment centers. They provide a meaningful amount of services such as secure bike parking, seating, shade, real-time information displays, and micromobility access.

Tertiary Mobility Hubs are the smallest and most distributed tier. They are essentially enhanced bus stops or neighborhood access points that provide basic yet highly needed infrastructure, such

as benches, shade structures, wayfinding signage, and bike racks. Together, the three tiers form a network hierarchy that ensures every resident, regardless of where they live relative to the main transit routes, has a nearby, convenient entry point into the broader mobility system. The figure below provides a detailed description of the different types of mobility hubs.



Source: Corradino (AI)

Recommended Mobility Hubs

Locations for Mobility hubs within the Riviera Beach CRA consider both existing conditions and planned developments that will reshape the corridor and CRA in the years ahead. The placement of Major, Secondary, and Tertiary hubs should respond directly to where people already travel, where transit service currently operates, and where key destinations are already concentrated.

At the same time, the mobility hub network must be forward-looking enough to anticipate and accommodate the developments that are on the horizon for Riviera Beach.

Marina Village is proposed to be established as a Major mobility hub to serve as the central hub for walking, driving, biking or utilizing public transit to access the waterfront activity, parks, attend meetings or shop at future commercial centers within the several mixed-use redevelopment projects proposed and under construction along the Broadway corridor. The timing of development for the proposed project in Marina Village downtown Riveira Beach presents a generational opportunity to bring mobility hub infrastructure directly into new developments. As these projects move through the design and approval process, the City and CRA have leverage to require or incentivize the incorporation of Secondary and Tertiary hub element.

Secondary hubs are proposed at high traffic activity areas at (1) Blue Heron and Broadway as well as (2) Riviera Beach Municipal Park. While these areas differ in size and function for transit purposes, development of hubs at both will serve to enhance the goals of the Riviera Beach CRA.

- *A Broadway and Blue Heron Blvd secondary transit hub will enhance the transit facilities at one of the busiest Plam Tran stops in Riviera Beach. This area serves as a key transfer station, as the main north/south route (Route 1) intersects with a key east/east route (Route 30). This is also the location of a future PTX stop, emphasizing the importance of providing shelter, shade, seating, and real time route information. Amenities prioritized for this hub include a transit shelter along Broadway (future PTX stop), secure bicycle and micro transit parking, live time transit information and enhanced pedestrian wayfinding along Broadway and Blue Heron should be provided .*

- *Riviera Beach Municipal Park is also designated as a secondary transit hub due to the concentration of activity generators, parking demand, bike and pedestrian infrastructure and location with the overall transportation system. This area experiences high parking demand due to the beach access and popular shops, bars and restaurants; however, the current infrastructure and programming does not support multimodal access. Due to high parking demand in this area, shuttle services should provide connections from around the CRA, a designated drop-off should be established, bike parking should be secured, and parking demand strategies should be explored to provide opportunities for residents to park on off-peak hours for discounted rates.*

Tertiary hubs are planned at Phil Foster Park, City Hall and along 13th Street at Avenue F to service the Max. M Fisher Boys and Girls Club, as well as current and future residents it the surrounding area. These stops should be prioritized for shelter improvements in conjunction with the proposed system circulator program.

Future mobility hub planning should strongly consider the location of the proposed Tri Rail Coastal Link commuter rail station. If realized, the development of a trial rail station in or adjacent to the Riviera Beach CRA would represent the most significant transit infrastructure addition in the region in decades. This location would be a natural anchor for a Major Mobility Hub that connects

regional rail passengers to local bus service, bikeshare, microtransit, and the broader pedestrian network. Conceptual plans indicate a station should be placed between 13th Street and Blue Heroin Blvd along the FEC railroad tracks, pending availability of land and projected demand.

Transit Systems

Local circulator routes, such as community shuttles, trolleys, and neighborhood connector services, play a vital role in filling service gaps that county-level transit systems like Palm Tran cannot practically serve. Regional transit networks are designed to move large volumes of passengers efficiently along high-demand corridors, which means they prioritize major arterials and high-frequency routes. This results in the absence of transit services on the smaller residential streets and neighborhood blocks where many residents actually live. Local circulators bridge this gap by operating at a more localized geographic scale, weaving through the side streets and community destinations. This includes senior centers, grocery stores, schools, medical clinics, and parks that fall outside the reach of fixed regional bus routes.

By collecting riders from these underserved areas and delivering them to Palm Tran stops, mobility hubs, or key destinations along Broadway and Blue Heron, a local circulator essentially functions as the "first mile" of the transit trip, making the broader county network accessible to residents who would otherwise have no convenient way to reach it. For a community like Riviera Beach, where many households are car-light, and walking conditions remain challenging in many neighborhoods, a locally operated circulator would be a highly beneficial service that connects residents to jobs, healthcare, recreation, and opportunities. Creating connections between modes of transit is essential to achieving a local circulator service with high ridership. However, as shown, entire neighborhoods, including most of the CRA, have no transit options.

Recommended Local Transit: Fixed Route Circulator

Analyzing the existing transit network revealed that the Palm Tran bus service covers a large portion of the study area's major corridors. However, many areas within the CRA not only lack access to Palm Tran but also to any transit options. A local circulator service would not be able to connect residents directly to Palm Beach International Airport or the West Palm Beach Brightline station. However, connections to the Mangonia Park Tri Rail/Amtrak station are possible. In addition, through mobility hubs, a local circulator could connect to Palm Tran to reach Palm Beach International Airport or the West Palm Beach Brightline station.

Implementation

Within this section, the components of complete streets described in the previous section are utilized to establish a hierarchy of street types that will form the basis for a context sensitive street grid. Street types are planned based on available right of way, functional classification, traffic counts, vehicle speed, and local land use. This will establish the basis for minimum standards each street in the CRA should have. These standards are intended to complement the Streets and Sidewalks design concepts in Chapter 29 of the city code, which guides the design of local streets within the CRA. As part of this process, that code will require review and modification to align with the following complete street system recommendations.

A project list is provided for the City of Riviera Beach CRA, city staff and elected officials to implement. In order to provide recommendations that can be implemented through a systemwide approach, typical street types are described to guide the implementation of the plan on local streets. While each street warrants special consideration, the plan has prioritized certain streets, intersections, networks gaps and study areas to provide immediate context sensitive analysis.

The roadway street sections and recommendations are based on FDOT and PBC MPO Complete Streets design guidelines to ensure compliance with federal and state funding requirements, and alignment with state and county plans. The typical street types address local streets with right of ways that vary from 30'-70', and are planned to accommodate pedestrian, bicycle, and vehicular travel. The county and state roads, such as Broadway and Blue Heron, have context sensitive recommendations that account for the current ROW, road design, required building placement, transit ridership, and future needs of the Riviera Beach CRA and community.

Complete Streets Projects						
Project no		**Roadway**	**Projects Limits**		**Length**	**Description**
			From	**To**		
CS-1		Broadway	E 11th St	Silver Beach Road	1.2 miles	Implement Complete Street project to install separated, sidewalk grade bike lanes on both sides; add green road paint treatment to side street intersections; enhance transit stops with shade and landscaping; add street trees;
CS-2		Blue Heron Blvd	Avenue H	Lake Shore		Implement Complete Street project with median and mid-block crossing
CS-3		Blue Heron Blvd	Blue Heron Bridge			Shift concrete barriers adjacent to traffic lanes to protect bike lanes from vehicles
CS-4		Avenue C	E 11th St	E 16th St		Complete Street Pedestrian Street

CS-5		W 13th Street	Broadway	Avenue H		Complete Street - Road Diet
CS-6		Avenue E	W 10th St	Blue Heron Blvd		Complete Street Pedestrian Street
CS-7		W 15th Street	Broadway	Avenue F		Complete Street Bike Boulevard (50')
CS-8		W 20th St	Broadway	Avenue F		Complete Street Bike Boulevard (50')
CS-9		W 22nd	Broadway	Avenue F		Complete Street Bike Boulevard (50')
CS-10		W 24th	Avenue E	Avenue F		Complete Street Bike Boulevard (50')
CS-11		E 22nd St	Broadway	Avenue B		Complete Street Bike Boulevard (40')
		Avenue B	E 22nd St	E 23rd St		Complete Street Bike Boulevard (
		E 23rd St	Avenue B	Lake Shore		Complete Street Bike Boulevard
		Lake Shore	E 23rd St	Blue Heron Blvd		Complete Street Pedestrian 70'
CS-12		Lake Shore	Blue Heron Blvd	Silver Beach Road		Complete Street Bike Boulevard
CS-13		Avenue F	W 14th	Silver Beach Road		Complete Street Bike Boulevard
CS-17		W 14th St	Avenue E	Avenue F		Complete Street Bike Boulevard

Intersection Improvements

Project no		**Roadway**	**Cross street**	**Side of Street**	**Description**
I-1		Avenue C	E 11th St	All	Study intersection alignment to increase visibility and reduce pedestrian crossing length
I-2		Avenue C	Private Drive	E	Add crosswalk striping with high visibility local crosswalk design
I-3		Avenue C	Marina Village Parking Lot Access	E	Redo crosswalk striping with high visibility local crosswalk design
I-4		**Broadway**	**E 13th St**	**E**	**Redo crosswalk striping with high visibility local crosswalk design and realign at 90 degree angle**
I-5		Avenue C	W 13th St	All	Redo crosswalk striping with high visibility crosswalk design
I-6		Avenue C	E 14th St	W	Redo crosswalk striping with high visibility crosswalk design
I-7		Avenue C	E 15th St	W	Redo crosswalk striping with high visibility crosswalk design
I-8		Avenue C	E 16th St	W	Add crosswalk striping with high visibility crosswalk design
I-9		W 13th St	Avenue E	All	Study intersection alignment to increase visibility and reduce pedestrian crossing length

I-10		W 13th St	Avenue F	All	Add sidewalk extension to street along crosswalk striping with high visibility crosswalk design
I-11		W 13th St	Avenue H	N & S	Add sidewalk extension to street along crosswalk striping with high visibility crosswalk design
I-12		Avenue F	W 15th St	E	Redo crosswalk striping with high visibility crosswalk design
I-13		Avenue E	W 16th St	E	Redo crosswalk striping with high visibility crosswalk design
I-14		Avenue F	W 16th St	E	Redo crosswalk striping with high visibility crosswalk design
I-15		Avenue E	W 17th St	E	Redo crosswalk striping with high visibility crosswalk design
I-16		Avenue F	W 17th St	E	Redo crosswalk striping with high visibility crosswalk design
I-17		Avenue F	W 20th St	All	Redo crosswalk striping with high visibility crosswalk design
I-18		Avenue E	W 20th St	W	Redo crosswalk striping with high visibility crosswalk design
I-19		Broadway	W 20th St	All	Redo crosswalk striping with high visibility crosswalk design
I-20		Avenue E	W 21st St	W	Removing D curbs for ADA compliance and add high visibility crosswalk
I-21		Avenue F	W 22nd St	E / All	High visibility crosswalk crossing, 22nd st; add crosswalk connections for four-way intersection
I-22		Avenue F	W 23rd St	E	Redo crosswalk striping with high visibility crosswalk design
I-23		Avenue E	W 23rd St		Redo crosswalk striping with high visibility crosswalk design
I-24		Avenue F	W 24th St		Redo crosswalk striping with high visibility crosswalk design
I-25		Avenue E	W 25th St		Redo crosswalk striping with high visibility crosswalk design
I-26		Avenue F	W 25th St		Redo crosswalk striping with high visibility crosswalk design
I-27		Avenue F	Blue Heron Boulevard		Redo crosswalk striping with high visibility crosswalk design
I-28		Blue Heron Boulevard	Avenue H	All	Redo crosswalk striping with high visibility crosswalk design
I-29		**Blue Heron Boulevard**	**Broadway**	**All**	**Study intersection alignment to increase visibility and reduce pedestrian crossing length and improve striping for bike lane transition**
I-30		**Blue Heron Boulevard**	**Lake Shore**	**All**	**Study intersection alignment to increase visibility and reduce pedestrian crossing length and improve striping for bike lane transition**
I-31		Lake Shore	E 27th St	W	Redo crosswalk striping with high visibility crosswalk design
I-32		Lake Shore	E 28th St	W	Redo crosswalk striping with high visibility crosswalk design

I-33		Lake Shore	E 29th St	W	Redo crosswalk striping with high visibility crosswalk design	
I-34		Lake Shore	E 30th St	W	Redo crosswalk striping with high visibility crosswalk design	
I-35		Lake Shore	Private Drive	W	Redo crosswalk striping with high visibility crosswalk design	
I-36		Lake Shore	Dennis St	W	Redo crosswalk striping with high visibility crosswalk design	
I-37		Lake Shore	Helen Ct	W	Redo crosswalk striping with high visibility crosswalk design	
I-38		Avenue F	W 27th St	W	Redo crosswalk striping with high visibility crosswalk design	
I-39		Avenue F	W 28th St	W	Redo crosswalk striping with high visibility crosswalk design	
I-40		Avenue F	W 29th St	W	Redo crosswalk striping with high visibility crosswalk design	
I-41		Avenue F	W 31st St	W	Redo crosswalk striping with high visibility crosswalk design	
I-42		Avenue F	W 34th St	E	Redo crosswalk striping with high visibility crosswalk design	
Mid Block Crossings						
Project no		**Roadway**	**Between**		**Description**	
MBC-1		Broadway	15th Street	17th Street	Mid block high visibility crosswalk	
MBC-2		Broadway	W 23rd	W 24th	Mid block high visibility crosswalk	
MBC-3		Broadway	Brandol St	Silver Beach	Mid block high visibility crosswalk	
MBC-4		Blue Heron Blvd	Avenue H	Avenue F	Mid block high visibility crosswalk within new median	
Transit Hubs & Stop Improvements						
Project no		**Location**	**Type**	**Needs**		**Program references**
T-1		Marina Village	Major	Transit stop with shelter, secure bike parking, designated rideshare drop off (signage and stacking)		PTX
T-2		Riviera Beach Municipal Park	Secondary	Designated curbside transit drop off for local circulator or rideshare, secured bike racks, wayfinding		
T-3		Phil Foster Park	Secondary	Bike parking and rideshare drop off area		
T-4		Boys and Girls Club	Tertiary	Transit Shelter		

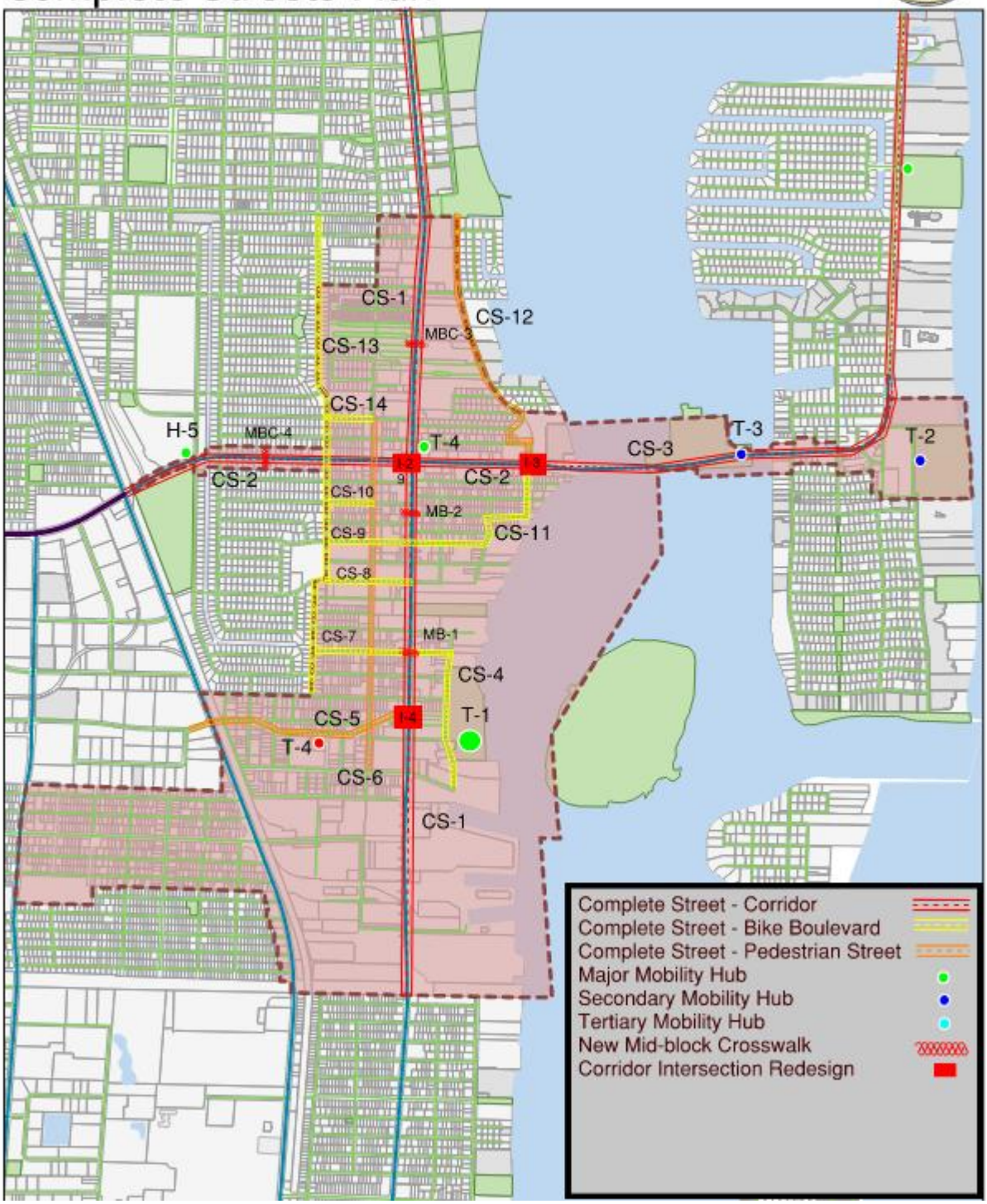
T-5		Broadway and Blue Heron	Secondary	Transit Shelter, enhanced pedestrian amenities for seating and comfort, real time bus info kiosk		PTX
T-6		Riviera Beach City Hall	Secondary	Transit shelter, shaded seating, live time route info		
Programs and Plans						
Project no		**Project Name**	**Type**	**Description**		**Program references**
P-1		Wayfinding signage plan	Active Transportation	Develop a comprehensive bicycle wayfinding system of signs and/or pavement markings that affirm route-specific decision-making and overall orientation within a city and its bike network		CRA Core Gateway Signage Project
P-2		Fixed Route trolley	Transit	Tri Rail ↔ Marina Village Connector Tri Rail ↔ City Hall Connector CRA trolley circulator		Palm Tran
P-3		CRA Ride share service	Transit	Contract with on demand ride share service provider to offer free or low cost on demand rides within the CRA District		
P-4		Safe Streets Lighting Program	Safety	Street lighting program within CIP to prioritize street lighting projects and program with street project; coordinate with local Police department to identify high crime areas where lighting can be improved;		CIP
P-5		Complete Streets Policy	Active Transportation	Adopt Citywide complete streets policy to support investments in projects citywide; review funding mechanisms such as mobility fees to systematically fund projects based on impact		Zoning, Comprehensive Plan

Project no	**Roadway**	**Side of Street**	**Projects Limits**		**Description**
			From	**To**	
S-1	Avenue C	W	E 11th	E 12th	Critical sidewalk gap
S-2	Avenue E	Both	W 11th St	W 13th St	Critical gap from new residential development to sidewalk grid, transit stops, and Marina Village
S-3	W 14th	Both	Avenue F	Broadway	

	W 16th	Both	Avenue F	Broadway	Critical gap from future downtown mixed use area and residential and institutional activity areas to signalized crossing at Broadway
	W 22nd	Both	Avenue F	Broadway	
	W 24th	Both	Avenue F	Broadway	
	Avenue E	Both	W 13th	Blue Heron	
S-4	W 27th	Both	Avenue F	Broadway	Connects established residential areas to existing Palm Tran stops and future PTX stops
	E 27th	Both	Lakeshore	Broadway	
S-5	E 22nd	Both	Broadway	Avenue B	Critical gap from Lakeshore and Blue Heron Intersection for residents who want to avoid the Commercial corridors. Sidewalks should be installed on at least one side of the road
	Avenue B	Both	E 22nd	E 23rd	
	E 23rd	Both	Avenue B	Lake Shore	
	Lake Shore	Both	E 23rd	Blue Heron	

Riviera Beach Mobility Plan

Complete Streets Plan



Neighborhood Streets

These local residential streets within Riviera Beach have a current and planned right of way of 30' - 55' and provide for two lanes of traffic, one in each direction. These streets handle local neighborhood traffic at low speeds of 20-25 mph, do not typically handle transit routes, and have low traffic volumes, making them more desirable for pedestrian and bicycle traffic. Based on the traffic volumes and present conditions, bicycles can share these streets with cars without the need for additional signage of facilities. These streets should have:

- Two ten-foot travel lanes
- Six-foot-wide sidewalks on at least one side, preferably on both (5' minimum)
- Street lighting in 3' landscape strips separating the sidewalk from roadway
- Street trees that provide adequate shade



A 30' wide local street should provide a lit sidewalk on one side of the street, with a curb and landscape/grass buffer to separate the pedestrian facility from the roadway.



With 10' of additional right of way, a 40; local street should include sidewalks on both sides and canopy trees in the landscape medians separating the sidewalk and roadway



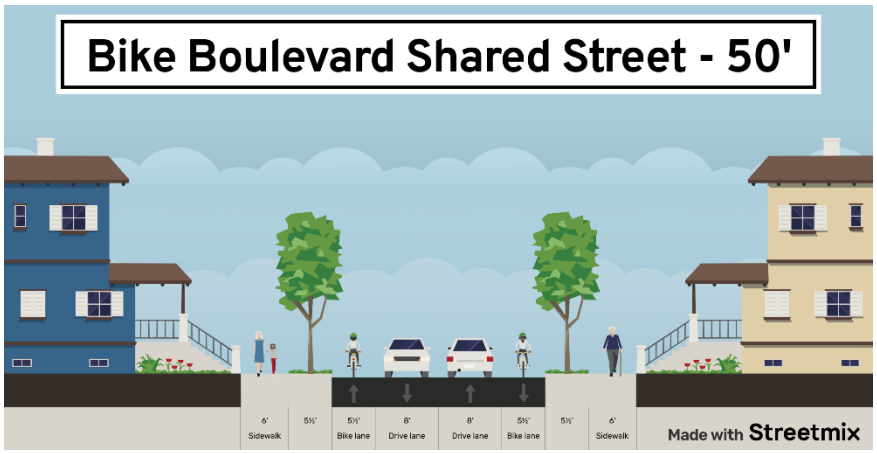
A local street with 50' of ROW should provide wider vehicle lanes and landscape buffers. Alternatively, an street parking lane could be included if desired by residents or determined a need by the City due to existing conditions at the time of redesign.

Recommendations: *All local streets not designated as a bike boulevard or pedestrian street*

Bike Boulevards

Similar to neighborhood streets, bike boulevards are local streets with 30'-60' right of ways and have low speed limits and traffic counts. The Bike Boulevards identified in this plan provide key connections between Neighborhood Streets and Pedestrian Streets or Commercial Corridors. Due to the importance of these connections, and the likelihood for higher bike traffic, bicycle facilities should be marked and/or separated from vehicular traffic in bike lanes when possible, and wayfinding signage should alert riders along these routes. For these streets, a hybrid "shared street" design is implemented wherein all streets will have marked bicycle lanes in combination with reduced vehicle lane widths. This allows for continuous bicycle travel, reduces vehicle speeds, and alerts drivers to the presence of riders though road markings. Standards for these streets include:

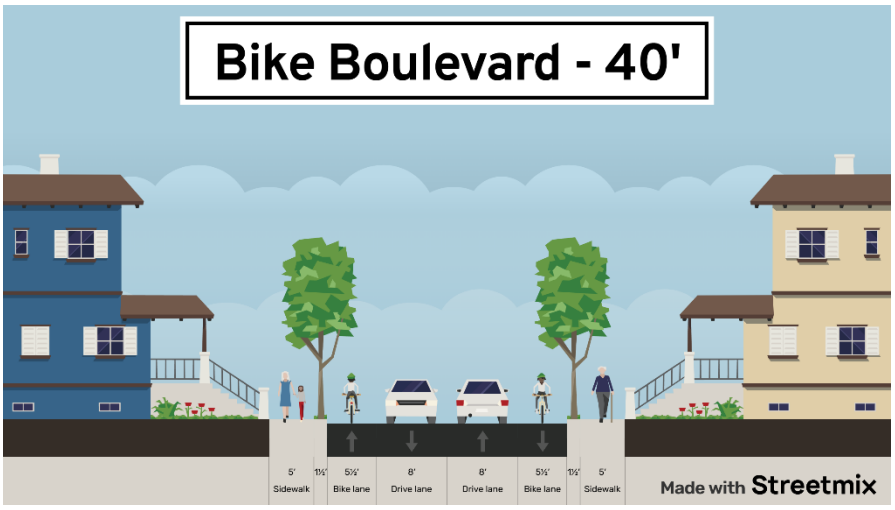
- Two 8' travel lanes with no centerline
- 5.5' bicycle lanes
- Six-foot-wide sidewalks on at least one side, preferably on both (5' minimum)
- Street lighting in 5' landscape strips separating the sidewalk from roadway
- Street trees that provide adequate shade



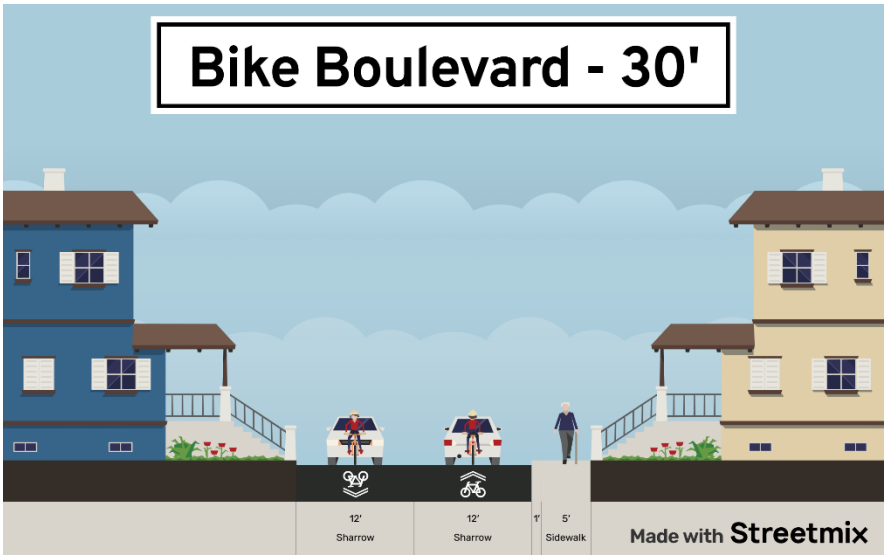
With 50' or more or right of way, like on avenue F, the best practice design can be implemented with sidewalks and street trees on both sides



Spruce Avenue (picture left) in West Palm Beach recently implemented this street design to increase safety within the neighborhood .



When ROW is reduced to 40' sidewalks and medians are narrowed to preserved the on street design



When the ROW narrows to 30', like on Lakeshore south of Blue Heron, traditional sharrows can be utilized to create a shared roadway and preserve room for pedestrian travel

Recommendations: *The following streets are designated as bike boulevards in this plan:*

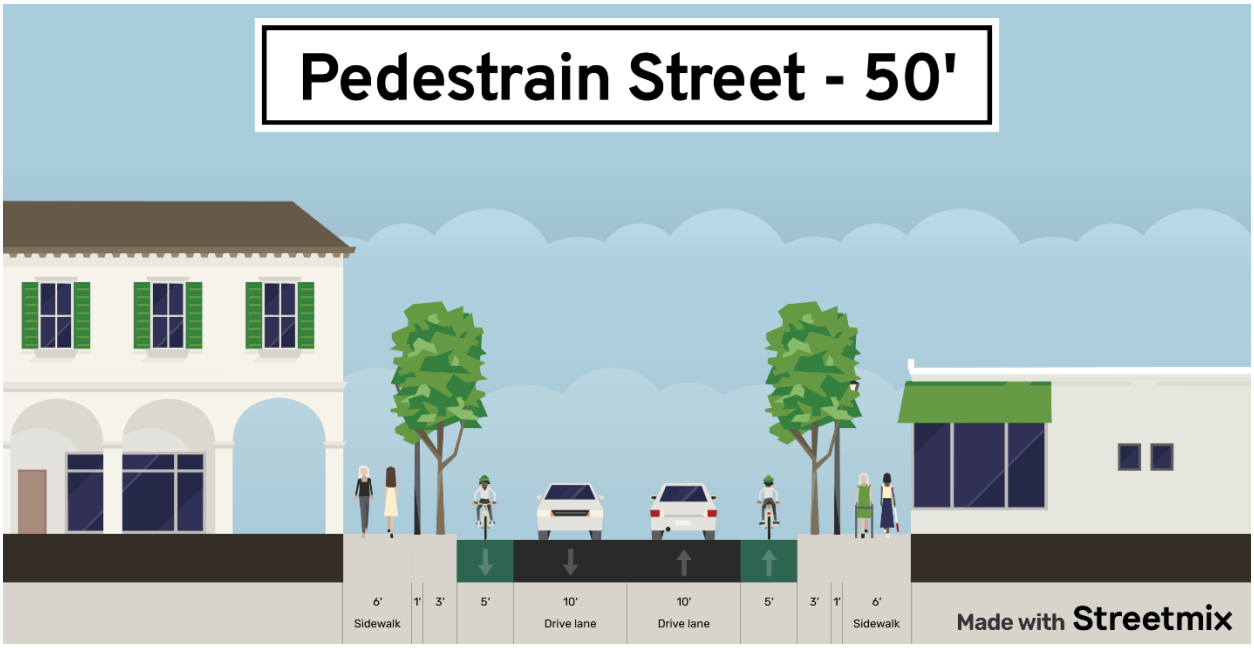
- *Avenue F*
- *Lake Shore Drive (30') / E 23rd / Avenue B / E 22nd Street (Select section to complete route)*
- *W 22nd Street*
- *W 20th Street*

Pedestrian Streets

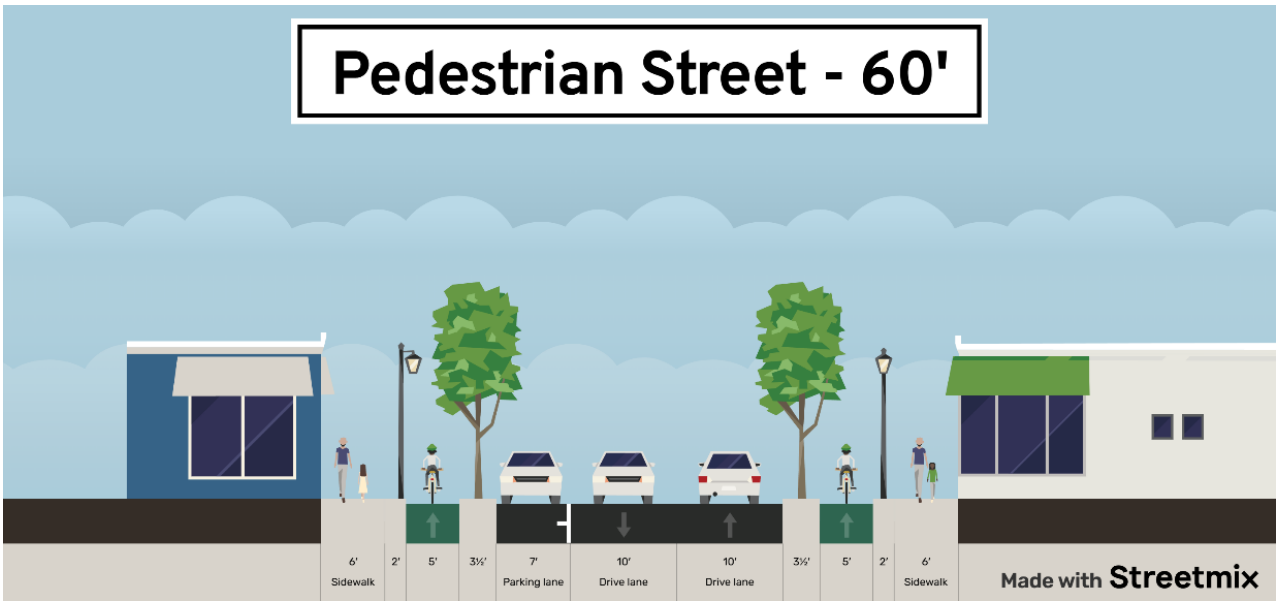
Much like neighborhood streets, pedestrian streets in Riviera Beach handle local traffic within a 50'-70' ROW; however, pedestrian streets are anticipated to handle higher volumes of pedestrian traffic than local streets due to their designation as Urban Minor Collector Roads. Avenue E, for example, is anticipated to serve as a secondary north-south local commercial corridor adjacent to Dixie Highway. With existing land uses that include residential and institutional, routes were determined based on future capacity, programmatic needs and the ability to provide secondary routes to avoid main corridors.

With future land uses including small scale mixed use residential and commercial developments, along with the existing institutional uses, these streets are critical in ensuring a comfortable experience for all users. These will include design elements in the ROW to slow traffic like narrow lanes, street parking, painted bike lanes, traffic control devices, and enhanced markings for crosswalks and bike lanes. Standards for these streets include:

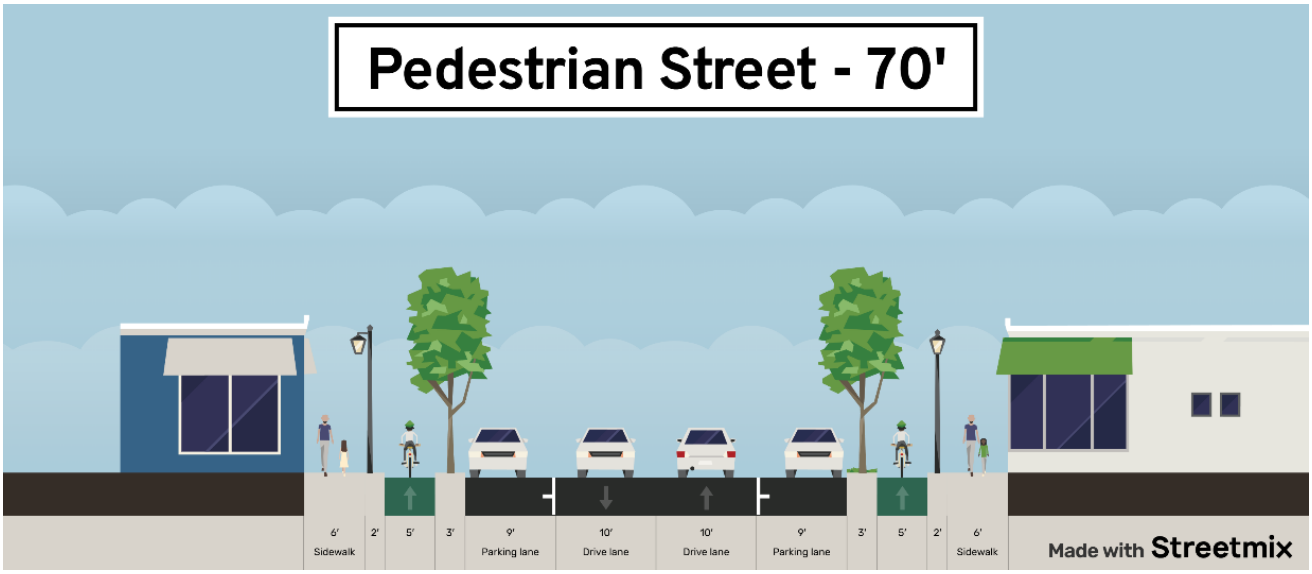
- Two 10' travel lanes
- On Street Parking
    - One side when 60' of ROW is available
    - Two sides with 70' of ROW is available (Avenue E south of 13th Street)
- 5' marked bicycle (protected by 3.5' landscaped medians when parking is present)
- Six-foot-wide sidewalks on at least one side, preferably on both (5' minimum)
    - Zoning along Avenue E requires sidewalk to be placed in building setbacks on private property, providing more space for seating and landscaping amenities
- Street lighting



At minimum, pedestrian streets will provide 6' sidewalks on both sides of the street, with bike lanes placed at the edge of the roadway.



With 10' of additional ROW along streets like Avenue E, street parking can be accommodated on one side. In this scenario, the bike lanes will be protected from traffic with a landscape island.



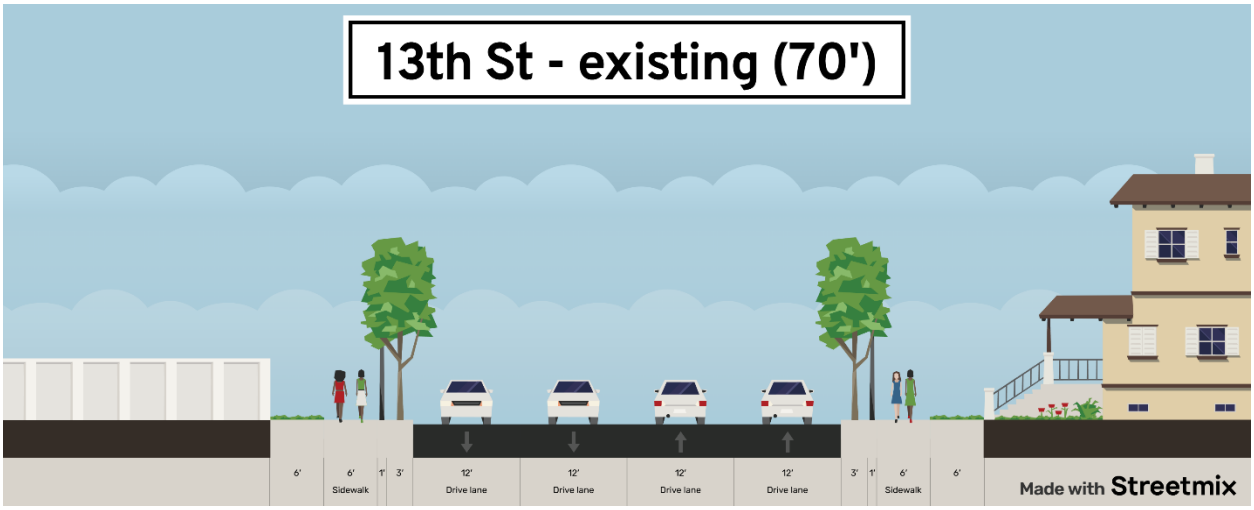
The section of Avenue E south of W 13th Street can accommodate street parking on both sides of the road. In this scenario, the bike lanes will be protected from traffic with a landscape island.

Recommendations: *The following streets are designated as pedestrian streets in this plan:*

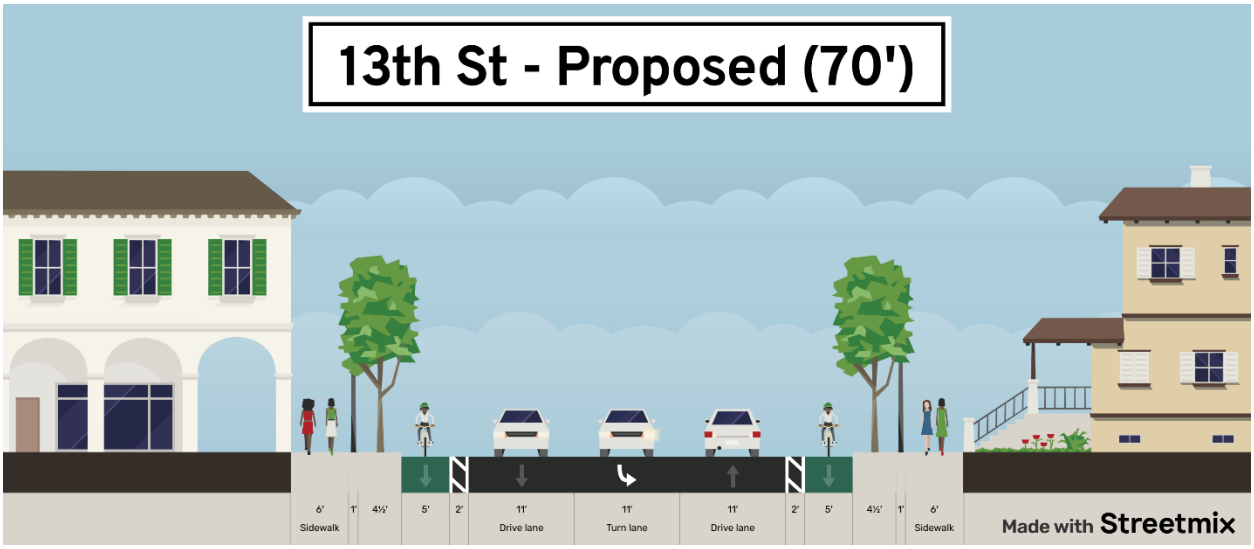
- *Avenue E*
  - *W 14TH – Blue Heron – 50'*
  - *W 10th – W 11th | W 12th – W 14th - 60'*
  - *W 11th – W 12th – 70'*
- *Lake Shore Drive (north of 26th Street)*
- *13th Street (road diet)*
- *Avenue C*

13th Street Road Diet

The section of 13th Street between Broadway and Barak Obama Highway is currently a four-lane configuration, with no designated turn lanes or bike lanes, as shown below.



With traffic counts that can be supported within a three lane configuration, this road is prospeod tonbe reduced to three lanes, elimnating one vehcile travel lane in each direction in exchange for protected bike lanes and a left turn lane.



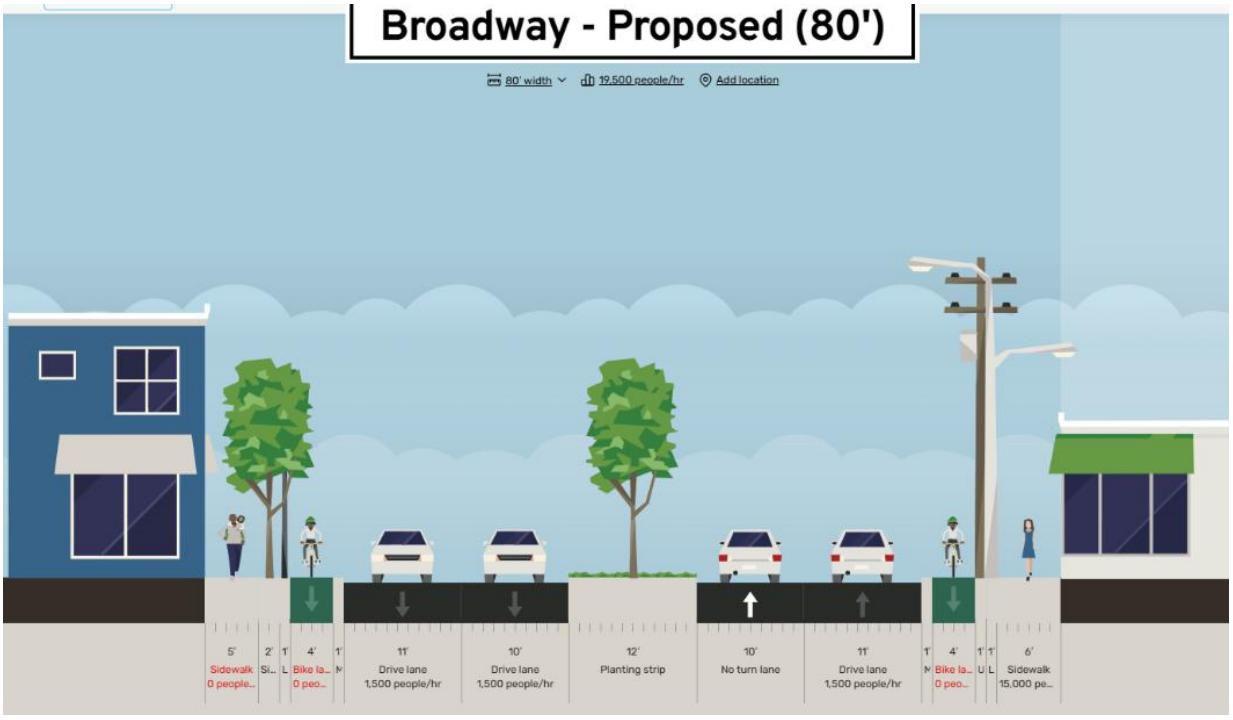
Commercial Corridors

Broadway and Blue Heron Blvd are the primary commercial corridors in this study, both of which provide effective 80’ right of ways and carry thousands of cars a day. The proposed design of these streets focuses on balancing safety and efficiency for drivers and pedestrians, as there are numerous points of conflict that need careful consideration on a case-by-case basis based on the crash analysis findings. A typical 80’ ROW section is provided below

Complete Street: Broadway Corridor

The Broadway corridor in Riviera Beach is limited to 80's of the right way to accommodate four lanes of traffic, two in each direction, and an alternating left turn lane with medians utilized to guide left turns and avoid head on conflicts. Per FDOT and County standards, the travel lanes were recently (Spring/Summer 2026) reduced to a 10' lane and an 11' lane to accommodate a 4' conventional bike lane on the shoulder, per the cross section below.

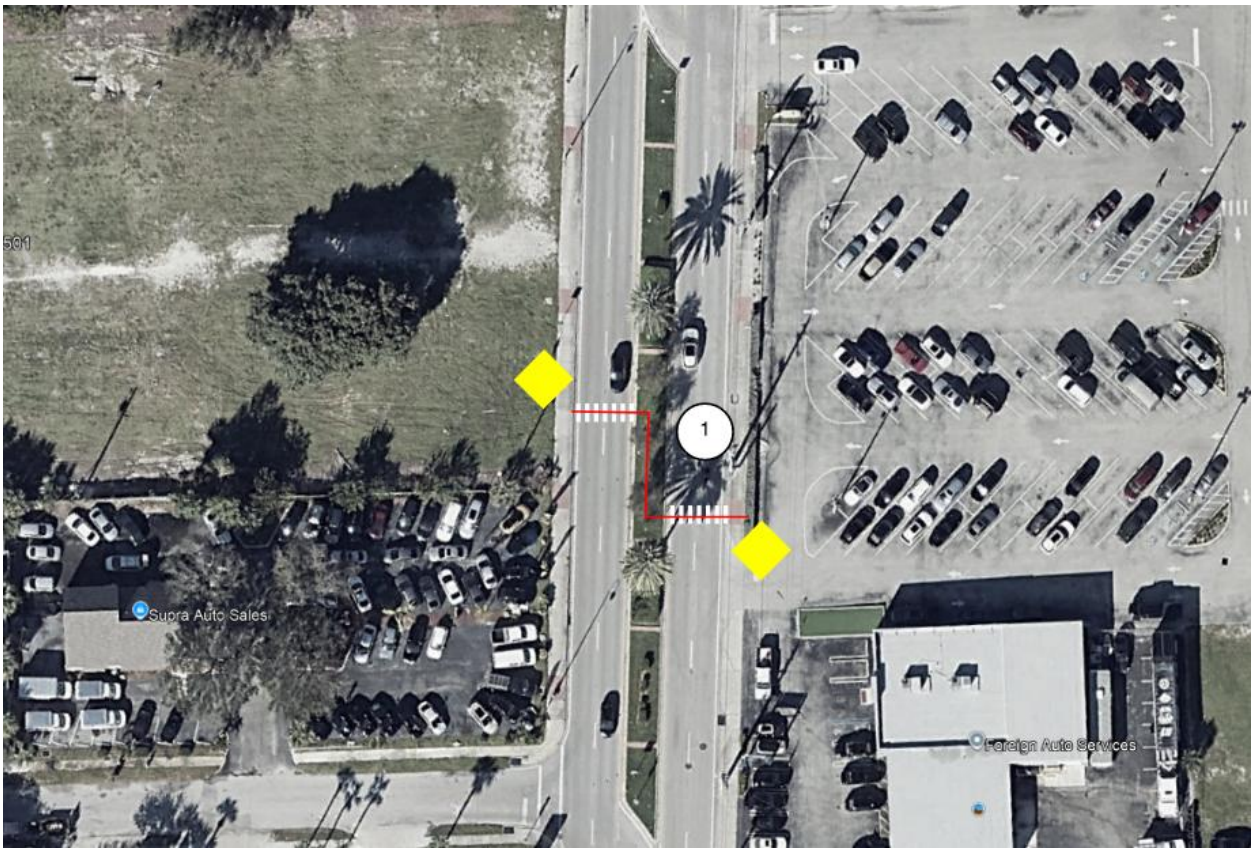




The proposed design for this plan would elevate the bike lane to the sidewalk level, add a 1' buffer, and would require street trees to be placed along the curbs edge to slow traffic.

Mid-Block Crossings

As notes in the infrastructure inventory, Broadway has several sections without any marked or signalized crossings. The conceptual design below shows how a mid-block crossing could be implemented on Broadway north of Blue Heron, within the existing median.

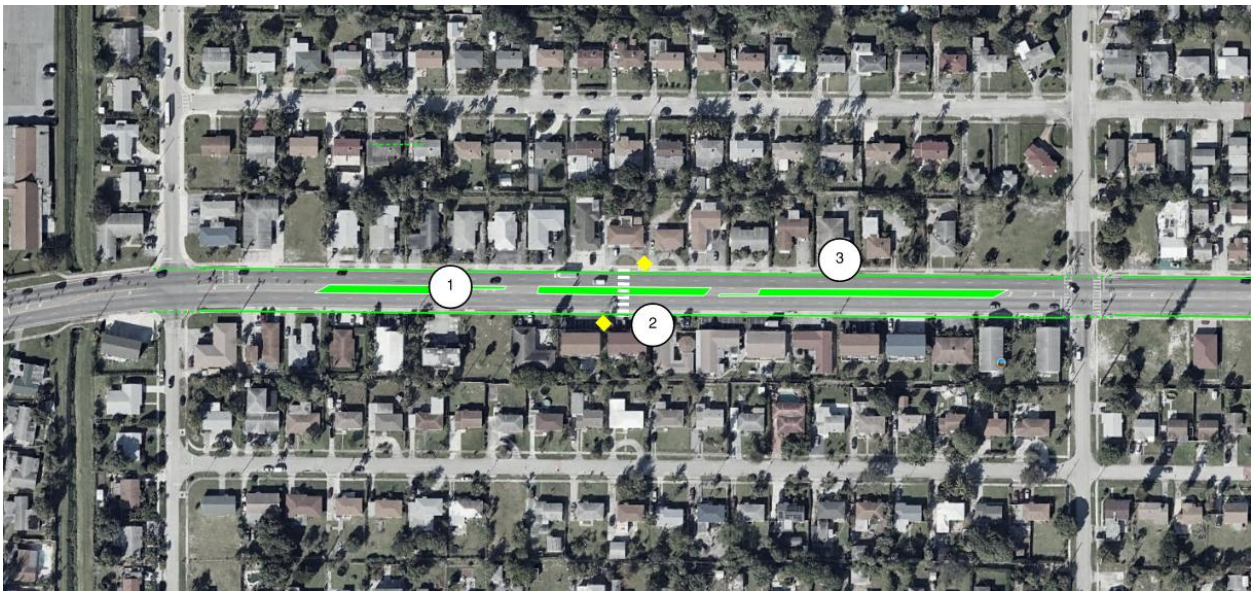




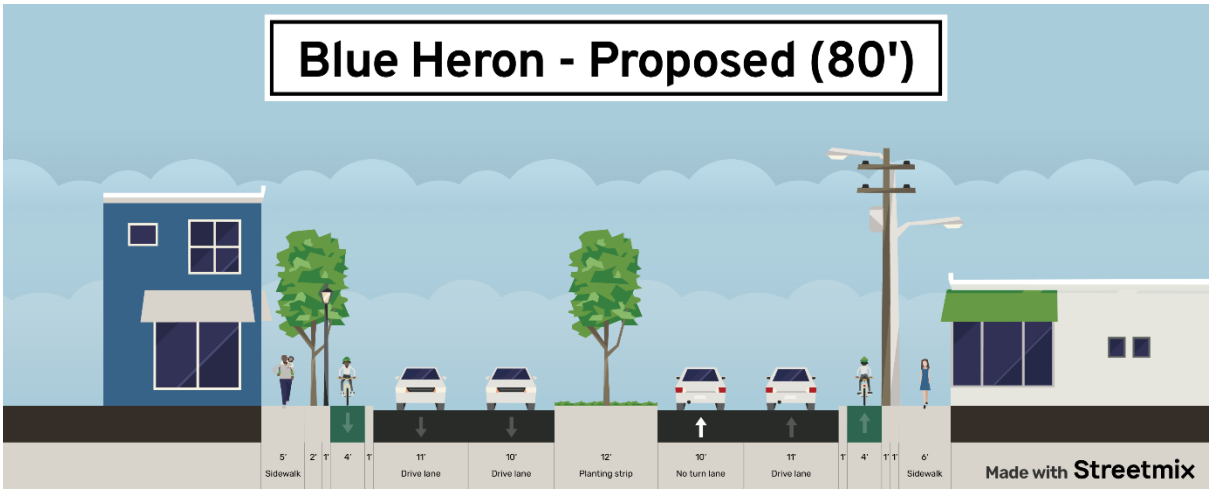
Mid-block crossings like the one pictured (left) in Delray Beach along US-1 alert drivers to the presence of pedestrian crossing through advanced road marking and signage.

Complete Street: Blue Heron Boulevard

The section of Blue Heron Boulevard west of Broadway, between Avenue E and Avenue F, is a high crash segment of the corridor, due to the combination of conflicting turn movements (left on left), high driveway density, and a wide roadway that does little to slow traffic. A center median is proposed within this section to reduce left turn conflicts and to slow traffic. A mid-block crossing should be installed here to guide pedestrian traffic safely across the road, particularly as this area is planned for higher intensity uses via its downtown mixed-use designation along Blue Heron.

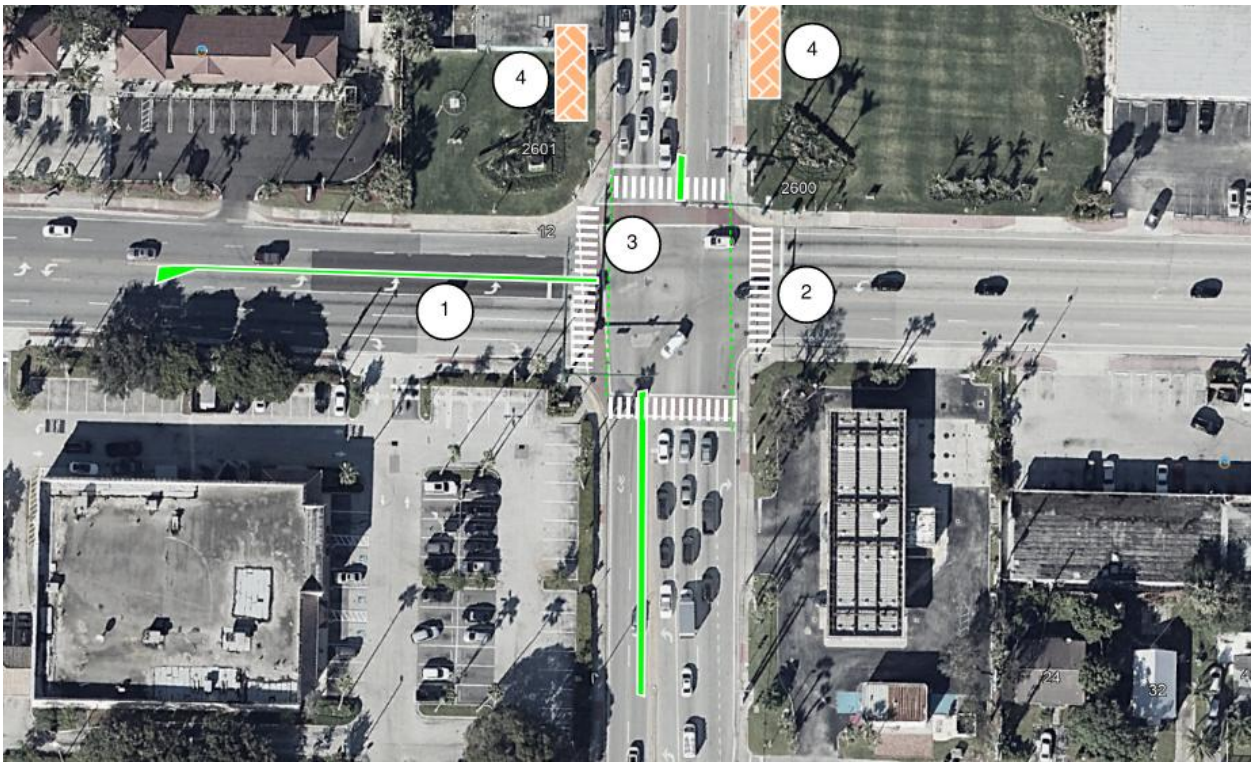


1. **Center medians control** channel turn movements to centralized points and center presence, which slows traffic
2. **Mid-block crossings** offer safe crossing at unsignalized intersections and can be implemented within center median design
3. **Green-colored pavement markings** \enhance the bicycle areas to ensure drivers are paying attention for potential bicyclists that may cross their path. Using the technique of **lane narrowing** on a road in this context creates enough space for the additional Complete Streets components.



Intersection Improvements

Several intersections were studied to understand pedestrian movements and develop recommendations to improve pedestrian safety. The graphic below demonstrates how the Broadway and Blue Heron intersection could apply FDOT complete street standards for Urban Minor Arterial Roadways. The use of extended medians, enhanced crosswalk markings, and green bike lane paint would add needed visibility to this key intersection, without hindering vehicular flow.



1. **Hardened centerlines** with tubular markers provide added safety for pedestrians where an intersection of a refuge island is not possible. They enhance pedestrian safety by reducing the turning speeds of left-turning motorists and by improving their approach to the crosswalk to increase pedestrian visibility.

2. **Special emphasis crosswalk pavement markings** are standard additions that draw more attention to the area where pedestrians will be crossing a high speed road to encourage drivers to slow down.

3. **Green-colored pavement markings** enhance the bicycle areas to ensure drivers are paying attention for potential bicyclists that may cross their path.

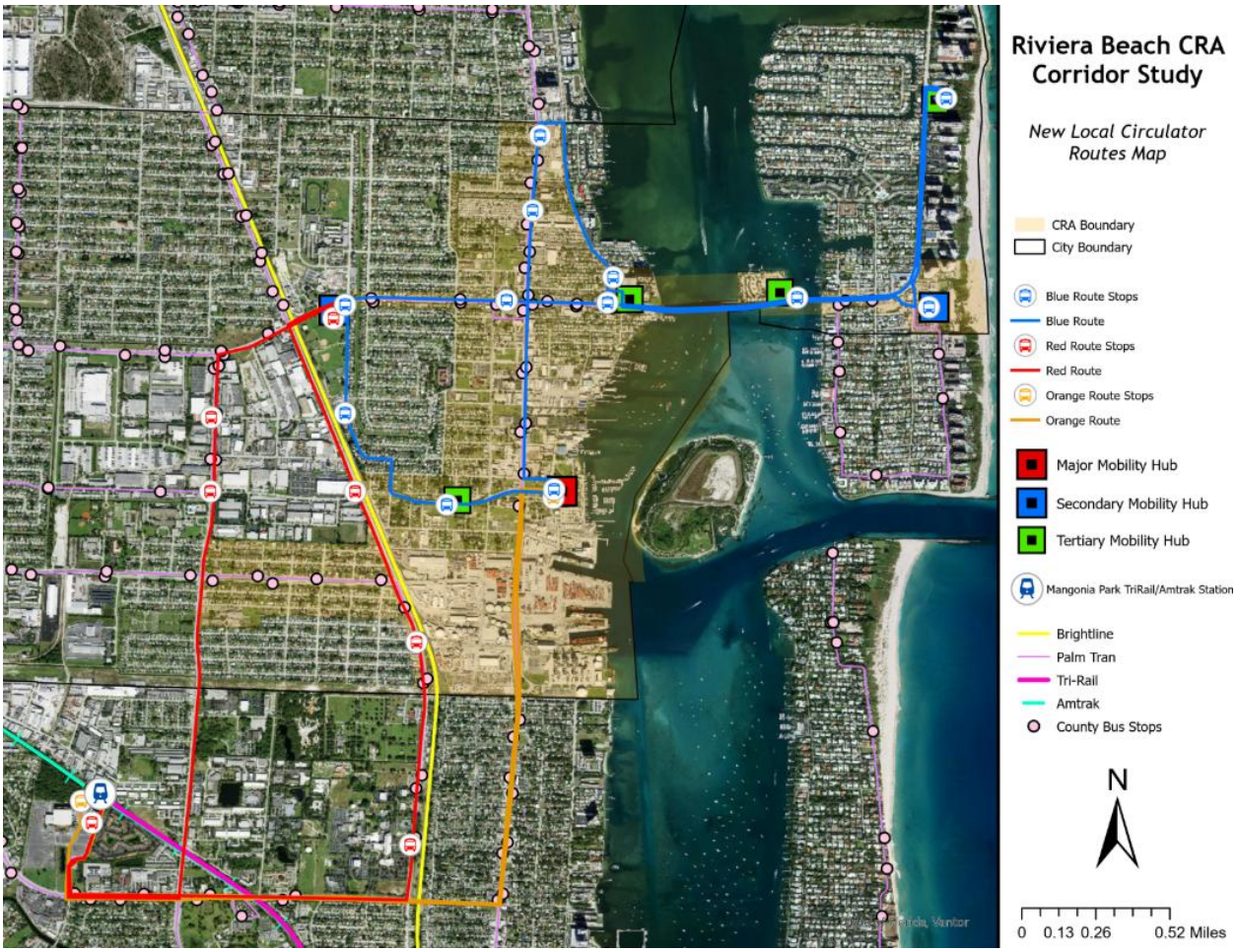
4. Future PTX station coordination with Palm Tran to develop full-service station with shelter, microtransit parking and technology upgrades.\

Sidewalk & Lighting Gaps

The existing land use map identifies the key areas that pedestrian activity generators in context with transit stops, areas under development or anticipated for development, and the conditions within the FLFM that connect them. Utilizing this map will assist the CRA in identifying high priority areas for investment, as well as aligning future CIP projects to coordinate project timing. The following projects were identified to address key FLFM needs where sidewalk facilities are deficient

Project no	Roadway	Side of Street	Projects Limits		Description
			From	To	
S-1	Avenue C	W	E 11th	E 12th	Critical sidewalk gap
S-2	Avenue E	Both	W 11th St	W 13th St	Critical gap from new residential development to sidewalk grid, transit stops, and Marina Village
S-3	W 14th	Both	Avenue F	Broadway	Critical gap from future downtown mixed use area and residential and institutional activity areas to signalized crossing at Broadway
	W 16th	Both	Avenue F	Broadway	
	W 22nd	Both	Avenue F	Broadway	
	W 24th	Both	Avenue F	Broadway	
	Avenue E	Both	W 13th	Blue Heron	
S-4	W 27th	Both	Avenue F	Broadway	Connects established residential areas to existing Palm Tran stops and future PTX stops
	E 27th	Both	Lakeshore	Broadway	
S-5	E 22nd	Both	Broadway	Avenue B	Critical gap from Lakeshore and Blue Heron Intersection for residents who want to avoid the Commercial corridors. Sidewalks should be installed on at least one side of the road
	Avenue B		E 22nd	E 23rd	
	E 23rd		Avenue B	Lake Shore	
	Lake Shore		E 23rd	Blue Heron	

Local fixed route Trolley Circulator



The Blue Route - Coastal Trolley

A dedicated service that provides transit to the residents far removed from existing Palm Tran routes would provide a much-needed mode of transportation to these underserved areas. The proposed Coastal trolley would begin at the Marina Village and Recreation Center off Broadway then head north along Broadway to service multi-family unit areas before coming back south toward the beach. This route weaves through neighborhoods without current transit, and provides transportation to grocery stores, retail, parks, community centers, recreation, and beach access, providing for connections to all mobility hubs in the CRA.

The total drive time of this proposed route is 27 minutes and covers 8 miles. With an average stop time of 1.5 minutes, the route's headway would be approximately 41 minutes. The Blue Route table details the proposed route of the Coastal Trolley.

The Red Route – The Tri-Rail Connector

The Palm Tran routes average an estimated bus ride time of 45-56 minutes one-way to get from the Tri-Rail/Amtrak station at Mangonia Park to Riviera Beach City Hall complex. In comparison, on-demand ride services such as Uber or Lyft can complete the same trip in roughly 9–12 minutes. However, during peak travel periods, these services often become significantly more expensive, making them less practical for frequent or short-distance travel.

To address this gap, the city would benefit from the implementation of a direct transit link to the Tri-Rail/Amtrak station in Mangonia Park. The proposed route is expected to operate with a round-trip headway of approximately 24–39 minutes, with the higher range reflecting worst-case traffic conditions. Even at its upper limit, this represents a substantial improvement over existing Palm Tran service travel time.

The proposed route would be designed as a limited-stop service, focusing on key locations to maximize efficiency and ridership. Planned stops include major employment hubs along Australian Avenue, the City Hall/Wells Recreation Center area, and the Amazon warehouse facility. The area near the Amazon warehouse has been identified as a potential future site for a Coastal Link commuter rail station. By providing a direct connection between Tri-Rail and this future Coastal Link station, the route is expected to generate strong ridership and support regional transit integration.

The Orange Route – Tri-Rail – Marina Village Connector

As highlighted in the previous section, Marina Village is envisioned as a major mobility hub within the city's transportation network. This destination attracts a significant number of visitors from outside the area, contributing to increased traffic congestion on surrounding roadways. Establishing a direct transit connection to the Tri-Rail/Amtrak station at Mangonia Park could help alleviate these congestion impacts.

In addition, this connection would support planned high-density developments in the surrounding area by improving access to the regional transit network. The proposed route would function as a limited-stop shuttle, serving only Marina Village and the Mangonia Park station to maximize speed and efficiency. The service is expected to operate with an estimated round-trip headway of approximately 22–37 minutes, offering a substantial improvement in connectivity compared to existing options

Blue Route (Coastal Loop)		
Stops	Time at Stop	
Origin – W 13TH ST at Marina Village (Entertainment/Recreation Area)	N/A	
Broadway at Ocean Tide MHP (Several MF Units)	15-30 seconds	
Broadway at 37th ST (Shopping Center)	30-60 seconds	
Lake Shore DR at E 28th ST (Residential/Publix Area)	30-60 seconds	

Plaza Circle at Riviera Beach Public Beach (Shopping, restaurants, beach access)	2 minutes	**Time at Shuttle Stops**
CR 703 at Ocean Reef Park (Public Beach/Recreation Area)	2 minutes	
Blue Heron Blvd. at Phil Foster Park (Recreation Area)	30-60 seconds	
Blue Heron Blvd. at Publix (Grocery)	30-60 seconds	
Blue Heron Blvd. at Broadway ST (Shopping center near intersection)	15-30 seconds	
Blue Heron Blvd. at Wells Recreation Center (Recreation, municipal services)	30-60 seconds	
Avenue W at W 20th ST(Community Center, and place of worship	15-30 seconds	
W 13th ST at Boys and Girls Club/ Judge Edward Rodgers Center (Community Center)	15-30 seconds	
End – W 13TH ST at Marina Village (Entertainment/Recreation Area)	N/A	
Total Time at Stops	**7.5-11 minutes**	

Route Statistics	
Total Route Distance	8.2 miles
# of Left Turns	4
# of Right Turns	7
Average Drive Times	
Weekdays	
8:00 AM	25-33 minutes
12:00 PM	33-40 minutes
5:00 PM	33-39 minutes
Average	**30-37 minutes**
Weekend	
8:00 AM	22-30 minutes
12:00 PM	27-35 minutes
5:00 PM	25-31 minutes
Average	**25-32 minutes**
Weekday-Weekend Average	**28-35 minutes**
Total Estimated Headway	**35.5-46 minutes**

Red Route (TriRail Loop)		
Stops	Time at Stop	
Origin – TriRail Mangonia Park	N/A	

Australian Ave at W 15TH ST (Employment Zone)	15-30 seconds	**Time at Shuttle Stops**
Australian Ave at W 17TH ST (Employment Zone)	15-30 seconds	
Blue Heron Blvd. at AVE H ST W (Wells Recreation Center/City Hall)	2 minutes	
B. Obama Highway at W 13TH ST (Amazon Warehouse – Potential future Coastal Link Rail Station)	15-30 seconds	
B. Obama Highway at 4TH ST W (General Services)	15-30 seconds	
Old Dixie Highway at ST Mary's Emergency (Hospital and Medical Offices)	4 minutes	
End – TriRail Mangonia Park	N/A	
Total Time at Stops	**7-8 minutes**	
Route Statistics		
Total Route Distance	7.1 miles	
# of Left Turns	6	
# of Right Turns	4	
Average Drive Times		
Weekdays		
8:00 AM	17-32 minutes	
12:00 PM	18-30 minutes	
5:00 PM	17-34 minutes	
Average	**17-32 minutes**	
Weekend		
8:00 AM	16-29 minutes	
12:00 PM	18-30 minutes	
5:00 PM	18-31 minutes	
Average	**17-30 minutes**	
Weekday-Weekend Average	**17-31 minutes**	
Total Estimated Headway	**24-39 minutes**	
Orange Route (TriRail – Marina Village Direct)		
Stops	Time at Stop	
Origin – TriRail Mangonia Park	N/A	
W 13TH ST at Marina Village (Entertainment/Recreation Area)	5 Minutes	

		Time at Shuttle Stops
End – TriRail Mangonia Park	N/A	
Total Time at Stops	**5 minutes**	
Route Statistics		
Total Route Distance	6.7 miles	
# of Left Turns	3	
# of Right Turns	3	
Average Drive Times		
Weekdays		
8:00 AM	17-30 minutes	
12:00 PM	17-36 minutes	
5:00 PM	19-36 minutes	
Average	**18-34 minutes**	
Weekend		
8:00 AM	15-27 minutes	
12:00 PM	17-32 minutes	
5:00 PM	17-30 minutes	
Average	**16-30 minutes**	
Weekday-Weekend Average	**17-32 minutes**	
Total Estimated Headway	**22-37 minutes**	

Appendix

Planned Projects

Based on the Palm Beach Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) and the current Transportation Improvement Program (TIP), several

key roadway and multimodal improvements are identified for the intersection and corridors of Blue Heron Boulevard (SR 708) and Broadway (US-1) in Riviera Beach.

The improvements are categorized into three main areas: Capacity/Operational Improvements, Safety/Multimodal Enhancements, and Regional Transit Integration.

Blue Heron Blvd & Broadway Intersection Improvements

This specific intersection is identified as a high-priority node due to freight traffic heading to the Port of Palm Beach and high pedestrian activity.

- The LRTP identifies the need for operational improvements to reduce congestion for vehicles turning from eastbound Blue Heron Blvd onto southbound Broadway (US-1).
- As part of the Palm Beach MPO's commitment to eliminating fatalities, this intersection is slated for High Visibility Crosswalks, pedestrian countdown signals, and ADA ramp upgrades. All in line with Vision Zero goals and policies.
- Freight Priority: Because this is a primary access point for the Port of Palm Beach, the plan includes hardening the intersection to accommodate heavy truck turning while separating freight from local pedestrian traffic.

Broadway (US-1) Corridor Improvements

The section of US-1 running through Riviera Beach is part of the US-1 Multimodal Corridor Study.

- The LRTP transitions US-1 from a traditional highway design to include a Complete Streets framework. This includes narrowing travel lanes to discourage speeding and reallocating space for wider sidewalks and buffered bicycle lanes.
- Significant funding is allocated for beautification and safety lighting to support the Riviera Beach Community Redevelopment Agency (CRA) goals for the Reimagine Broadway initiative.
- US-1 is a major route for Palm Tran (Route 1). The LRTP includes installing Transit Signal Priority (TSP) technology to allow buses to move through intersections more efficiently.

Blue Heron Boulevard (SR 708) Corridor Improvements

Blue Heron Boulevard is undergoing changes in land use and roadway users, which is calling for improvements along the corridor.

- The Blue Heron Bridge (connecting the mainland to Singer Island) is monitored in the long-range plan for structural maintenance and potential future capacity enhancements to include better bicycle/pedestrian separation.
- ITS (Intelligent Transportation Systems): Installation of ITS (Intelligent Transportation Systems), such as fiber optic communication and traffic sensors, to manage the heavy flow of traffic during peak hours and bridge openings.

Regional Transit & Connectivity

- The LRTP identifies the area near Blue Heron Blvd and 56th Street as a potential Mobility Hub. This would serve as a centralized hub for Palm Tran transfers, bike-sharing, and first-mile-last-mile connectivity.

- Broadway (US-1) is identified as a candidate for Premium Transit (such as Bus Rapid Transit or enhanced limited-stop service) to connect Riviera Beach more effectively to West Palm Beach and Jupiter.

Coordination between the Palm Beach MPO and the Port of Palm Beach continues to focus on separating port-bound rail and truck traffic from the Blue Heron/Broadway intersection to reduce bottlenecking.

Riviera Beach CRA Corridor Mobility Plan

Executive Overview — For Board Review | June 2026 | *Draft*

Prepared By

E.L. Waters & Company in partnership with The Corradino Group, commissioned by the Riviera Beach Community Redevelopment Agency

Plan Purpose

A comprehensive, data-driven blueprint for transforming how people move through the CRA district over the next decade — addressing safety, economic activity, and quality of life.

6

Corridors Audited

Marina Village, Avenue E, Broadway, Blue Heron, Singer Island, Phil Foster Park

30+

Senior Workshop

Participants in dedicated senior mobility workshop

100+

Survey Responses

Community members and stakeholders engaged

10

Priority Programs

Spanning infrastructure, transit, programming, and governance

The plan is organized around a **Complete Streets philosophy** — the principle that every road in a community should be designed to serve all users safely, regardless of age, ability, or mode of travel. It establishes a clear typology of street improvements, a hierarchy of multimodal mobility hubs, a proposed local circulator and rideshare system, and a 10-year capital investment roadmap with identified funding mechanisms. It is intended to serve as the mobility chapter of the CRA Master Plan and as a direct guide for capital project prioritization and grant strategy.

Key Findings: Existing Conditions

The planning team conducted a nine-month technical and community engagement process including field mobility audits, a senior mobility workshop, and over 100+ community surveys. The findings were consistent and sobering.

High-Injury Corridors

Broadway (US-1) and Blue Heron Blvd are the primary crash segments. **~28.9% of crashes occurred at night, dusk, or dawn** — pointing directly to inadequate lighting as a compounding safety factor. The Broadway/Blue Heron intersection is the single highest-severity crash cluster in the entire corridor and is flagged for immediate intervention.

Infrastructure Gaps

Sidewalk coverage is fragmented with significant ADA gaps. There are **no dedicated bicycle facilities of any kind.** Street lighting is insufficient at dozens of locations. Road geometry along major corridors was designed to move vehicles quickly, actively inducing higher speeds and increasing pedestrian crash severity.

Speed & Freight Risk

Roadway design promotes high vehicle speeds. Heavy freight and commercial vehicles share corridors with pedestrians, significantly increasing crash severity and creating hostile conditions for vulnerable road users.

Transit Deficiencies

Bus stops lack shade, seating, and ADA-compliant waiting areas at most locations — making transit uncomfortable and inaccessible, particularly for seniors and car-free residents who depend most on the system.

What the Community Said

Stakeholder Open House — Top Priorities

- Better lighting — **10 votes**
- Wider / active sidewalks — 8 votes
- Transit stop improvements — 8 votes
- Fill sidewalk gaps — 7 votes
- Bike lanes — 4 votes
- Crosswalks — 3 votes

Online Survey — 41 Responses

- Better lighting — **22 responses**
- Safer pedestrian crossings — 21 responses
- Shuttle / trolley service — 21 responses
- Improved sidewalks — 20 responses

78% of respondents said they would visit CRA destinations more often with free or low-cost shuttle, trolley, or rideshare services — a direct signal that mobility barriers are suppressing economic activity in the district.

What the Plan Proposes

The plan's recommendations are organized into ten priority programs spanning infrastructure, transit, programming, and governance, representing a transformational shift in how the CRA corridor functions as a multimodal environment.

Complete Streets Projects

17

Full pedestrian, bicycle, and transit accommodations on primary multimodal arterials

Intersection Improvements

42

ADA compliance and high-visibility crosswalks required at every location

Mid-Block Crossings

4

New safe crossing points added across the corridor network

Mobility Hubs

5

From Marina Village Major Hub to neighborhood tertiary stops anchoring the system

Complete Streets Framework — Street Typologies

Complete Street Corridors

Primary multimodal arterials with full pedestrian, bicycle, and transit accommodations. Design standards draw from Palm Beach County Complete Streets Design Guide, FDOT, and NACTO guidelines.

Bike Boulevards

Low-volume streets prioritizing bicycle movement with traffic calming and wayfinding signage throughout the CRA network.

Pedestrian Streets

High-priority walking environments serving neighborhood destinations and transit connections, especially near hubs and commercial areas.

Commercial Corridors

Mixed-use streets balancing access, parking, and active transportation for economic activity along the CRA's commercial spine.

Proposed Local Circulator Routes

Four color-coded circulator routes connect all mobility hub tiers and integrate with Brightline, Palm Tran, Tri-Rail, and Amtrak.

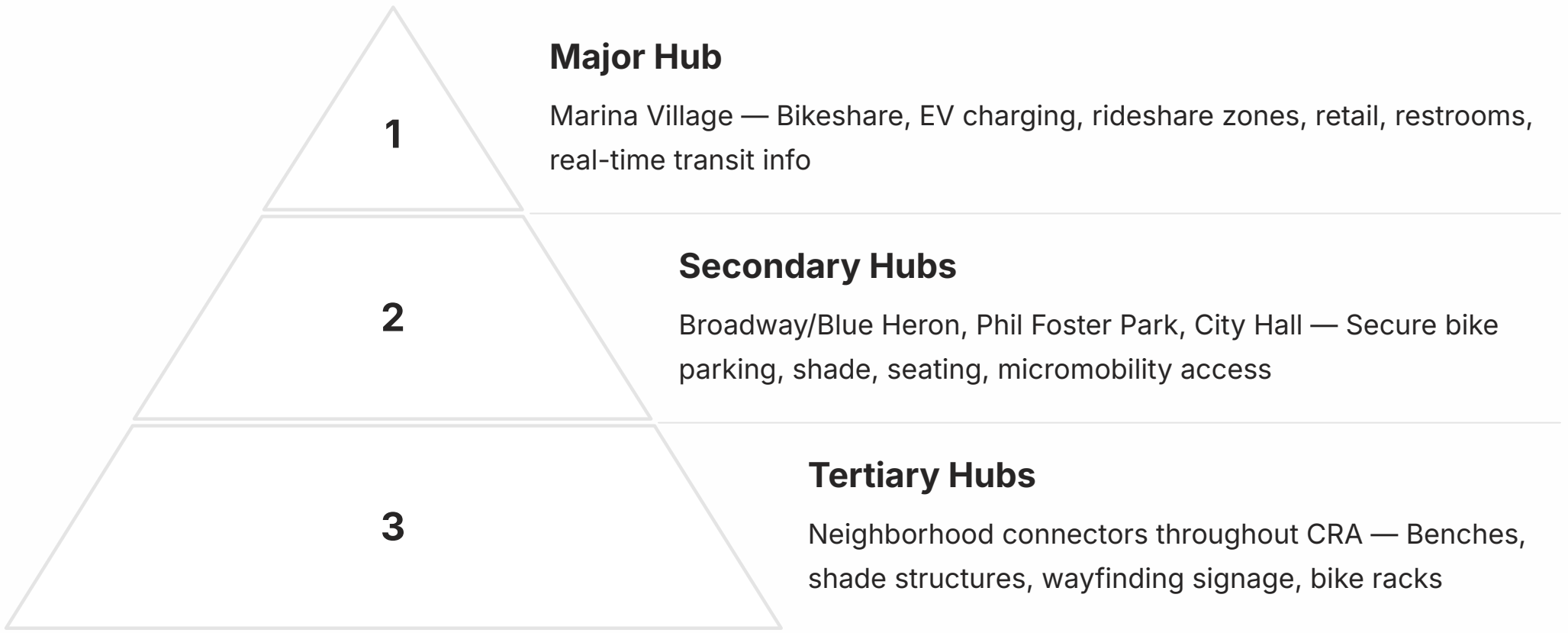
🔵 **Blue Route** US-1 loop from Mangonia Park Tri-Rail / Amtrak Station	🔴 **Red Route** South US-1 loop connector
🟠 **Orange Route** Internal CRA circulator	🟣 **Purple Route** Tri-Rail → Marina Village connector

Priority Recommendations & Mobility Hub Strategy

Ten priority programs have been identified for Board review, spanning the full spectrum from immediate Day-One service launches to long-term system integration. The following table summarizes each recommendation with lead agency, timeline, and key outcome metrics.

#	Recommendation	Lead Agency	Timeline	Key Metric / Outcome
1	**Day-One Connector + Circulator**	CRA / Palm Tran	2026–2027	Ridership + coverage metrics
2	**Multimodal Infrastructure Priority Program**	CRA / City	2026–2028	Sidewalk miles + ADA completions
3	**CRA Mobility Trust Fund**	CRA Board	2026	Funds leveraged; TIF allocation
4	**Pilot Trolley / Microtransit Program**	CRA / Palm Tran	2026–2027	Ridership; cost per trip
5	**Mobility Hub Strategy**	CRA / City	2027–2031	Hub utilization rates
6	**Safe Streets & Lighting Initiative**	City / FDOT	2026–2028	Crash reduction rate
7	**Avenue E Streetscape Phase 1**	CRA	2027–2029	Pedestrian counts; business activity
8	**Waterfront & Blueways Access Strategy**	CRA / City	2029–2031	Access points; visitor counts
9	**Parking Equity Program**	CRA / City	2028–2030	Utilization; equity metrics
10	**Mobility Governance Framework**	CRA Board	2026	Policy adoption; interagency MOUs

Mobility Hub Hierarchy



10-Year Capital Phasing Plan & Board Action

The plan's capital investment roadmap is organized into three phases, supported by a dedicated CRA Mobility Trust Fund and aligned with state and federal grant opportunities. The Board is asked to provide direction to advance the plan toward final adoption.

1

Phase 1: Foundation

2026–2028

- Day-One Connector + Circulator launch
- Avenue E Streetscape Phase 1
- Lighting upgrades + mobility hubs
- Complete Streets Policy adoption

2

Phase 2: Expansion

2029–2031

- Avenue E Streetscape Phase 2
- Blue Heron + Broadway upgrades
- Water taxi / blueways access
- Parking Equity Program

3

Phase 3: System Integration

2032–2036

- Full Complete Streets network
- Permanent trolley service
- All mobility hubs operational
- Full interagency MOU framework

Funding Strategy

CRA-Accelerated CIP Projects

- Sidewalk construction and repair
- Streetscape and lighting upgrades
- Marina Village access improvements
- Park and waterfront connections

Funding Mechanisms

- CRA Mobility Trust Fund (TIF + grants + development contributions)
- Development agreements tied to mobility impact fees
- State and federal grant alignment (FDOT, FTA)
- CRA TIF revenues dedicated to mobility improvements

Board Action Requested

01

Receive & Review

Receive and review the draft mobility recommendations presented in the full report

02

Provide Direction

Provide feedback and direction on priorities, scope, and CRA role in implementation

03

Authorize Cost Estimates

Authorize staff to finalize cost estimates and complete the capital phasing plan

04

July Final Draft

Direct staff to prepare the final plan document for adoption as a component of the CRA Master Plan — target completion July 2026

No formal vote on the plan is required at this time. This is a direction-setting session ahead of the final adoption process. The June 10 public workshop has been completed. Board review is the current step.

City of Riviera Beach

To:	Honorable Chair and Board of Commissioners
From:	Gedel Merzius, Executive Director
Through:	Christopher Smith, Esq. â€“ Pittman Law Group
Subject:	**Rafiki Tiki, LLC. DBA Rafiki Tiki Restaurant Bar and Grill Professional Agreement**
Date:	July 08, 2026
CC:	General Public

Background:
Please review attached agreement.

City Goals:
To strengthen community engagement.

Fiscal/Budget Impact:
N/A

Recommendation:
Staff requests your attention to this item.

Attachments:

N/A