



2016

BOYNTON BEACH

Community Redevelopment Plan



Boynton Beach Community Redevelopment Plan



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Executive Summary

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

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

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

KEY FINDINGS OF THE EXISTING CONDITION ANALYSIS

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

Population:

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

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

Housing:

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

KEY RECOMMENDATIONS

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

Change in the Future Land Use Structure of the Comprehensive Plan

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

Application of the Complete Streets design principles

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

Urban Design Guidelines

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

MOVING FORWARD

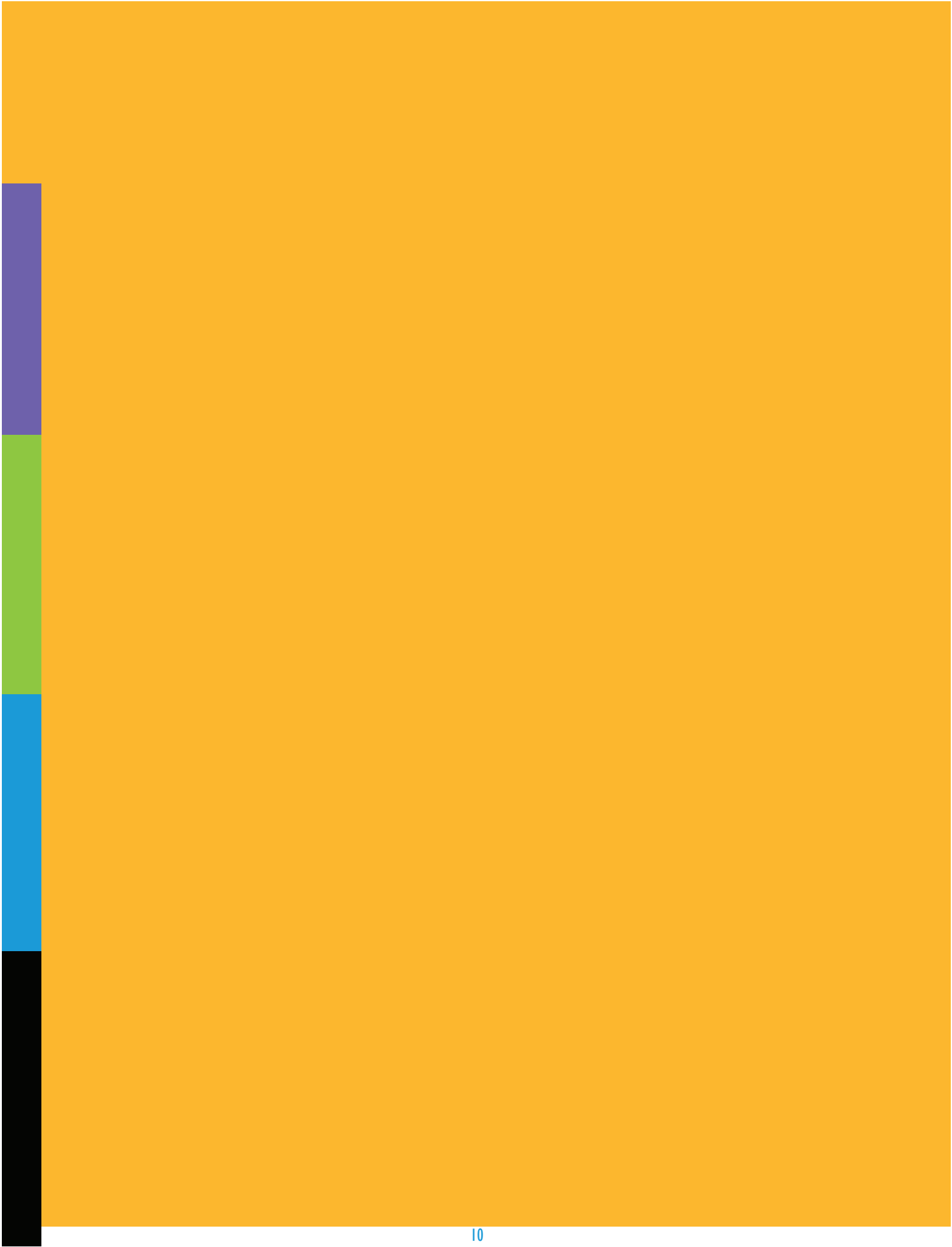
The 2016 Boynton Beach Community Redevelopment Plan will guide the community through the redevelopment of the CRA District for another twenty years. The Plan will be relied upon by staff and elected officials to guide policy recommendations and decisions regarding private development, public improvements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





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A. Introduction

Updating the Vision
Public Participation Process
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Organization of the Plan

Updating the Vision

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

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

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

The boundaries of the originally-designated area, generally encompassing the Central Business District zoning district within the original downtown, were expanded in October of 1982, by Resolution 82-BBB. As per state requirement, the first redevelopment plan for “Downtown Boynton Beach” was adopted in 1984 by Ordinance 84-32.

Three more expansions were made to the CRA between 1984 and 1998, beginning with a small extension of the boundary in April of 1984 by approval of Resolution 84-II. More sizeable expansions of the CRA followed in 1987 and 1998. By Resolution No. 87-QQQ, the 1987 expansion included a 518-acre area bounded by the Boynton (C-16) Canal to the north, the Florida East Coast Railroad to the east, Ocean Avenue to the south and Interstate 95 to the west. The Plan for this area was adopted in December of 1989 by Ordinance 89-49. This area subsequently became referred to as the “Heart of Boynton”.

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

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

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

Previous Redevelopment Plans

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

- **The Heart of Boynton Plan** was adopted in 2001, and represented the first update of the original 1989 Plan. The 2001 Plan was prepared by a consultant team and involved extensive public participation, including five charrettes. In June of 2014 a City-CRA staff team completed an update of this Plan which was adopted by Ordinance 14-008. The staff team held a meeting with community stakeholders to obtain input on proposed redevelopment options. The plan included eleven recommendations, and emphasized the preservation of residential neighborhoods west of Seacrest Boulevard, and an increase in the intensity of development in selected areas east of Seacrest Boulevard. Recommendations relative to building form and design were minimal with attention limited to traditional design for commercial structures, and the architectural style adopted by the stakeholders, “Floribbean”, to recognize the historic style present in the area as well as the increase in Caribbean residents.
- **The 2001 Federal Highway Corridor Community Redevelopment Plan**, Plan was the first version of a Plan completed for a portion of the 1998 expansion to the CRA. This Plan was also originally prepared by a consultant, and was updated in June 2006 with a Plan completed by City staff. The plan divides the corridor into five planning areas and provides land use recommendations and strategies for each. The update made few changes to the original recommendations. Additionally, the original plan included market analyses supporting a convention hotel and additional retail and office space in the downtown area; however, the update did not readdress these topics to confirm feasibility. Although the current plan does not include an urban design and architecture section, the general recommendations call for the creation of development standards and design guidelines for bulk and building massing as well as for architectural themes. It should be noted that the plan generated the recommendations for mixed use zoning for redevelopment purposes, which culminated in the codification of the four mixed use zoning districts that are in effect today.
- **The Ocean District Community Redevelopment Plan** was created in-house by an urban designer-led planning team and adopted in February 2004. The plan features two alternative redevelopment scenarios for the District with corresponding detailed design recommendations. The plan’s main focus is the City-owned land which represents 40% of the Ocean District’s total area. This area is referred to as “Town Square”. The plan also includes design concepts for the areas along Boynton Beach Boulevard, Seacrest Boulevard and Ocean Avenue, as well as the area adjacent to the FEC Railroad tracks and the single- and multi-family neighborhoods situated north and south of Ocean Avenue.

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

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

King, Jr. Boulevard and the Federal Highway gateway and linear park. The Plan emphasized urban design, but also considered regulatory assessment and economic and market factors. The Boynton Beach Boulevard Corridor Redevelopment Plan was drafted by a consultant team in 2004. Until 2004, the corridor only received attention as a subordinate part of the plan for the large 1987 CRA expansion, which understandably placed most emphasis on the extensive residential neighborhoods of this area, and the historic commercial corridor of Martin Luther King Jr. Boulevard. However, the draft plan closely examined existing land use patterns, development constraints of the corridor, recommended zoning, and urban design recommendations for optimal streetscape and residential compatibility. Redevelopment efforts have also been guided by three additional documents: the Urban Design Guidelines manual, adopted by the CRA Board in 2006, the 2005 Boynton Beach Community Redevelopment Agency Economic Development Plan and the 2006 CRA Housing Needs Assessment.

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

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

Figure 1: Existing CRA Plans Areas





Public Participation Process

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

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

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

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

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

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

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

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



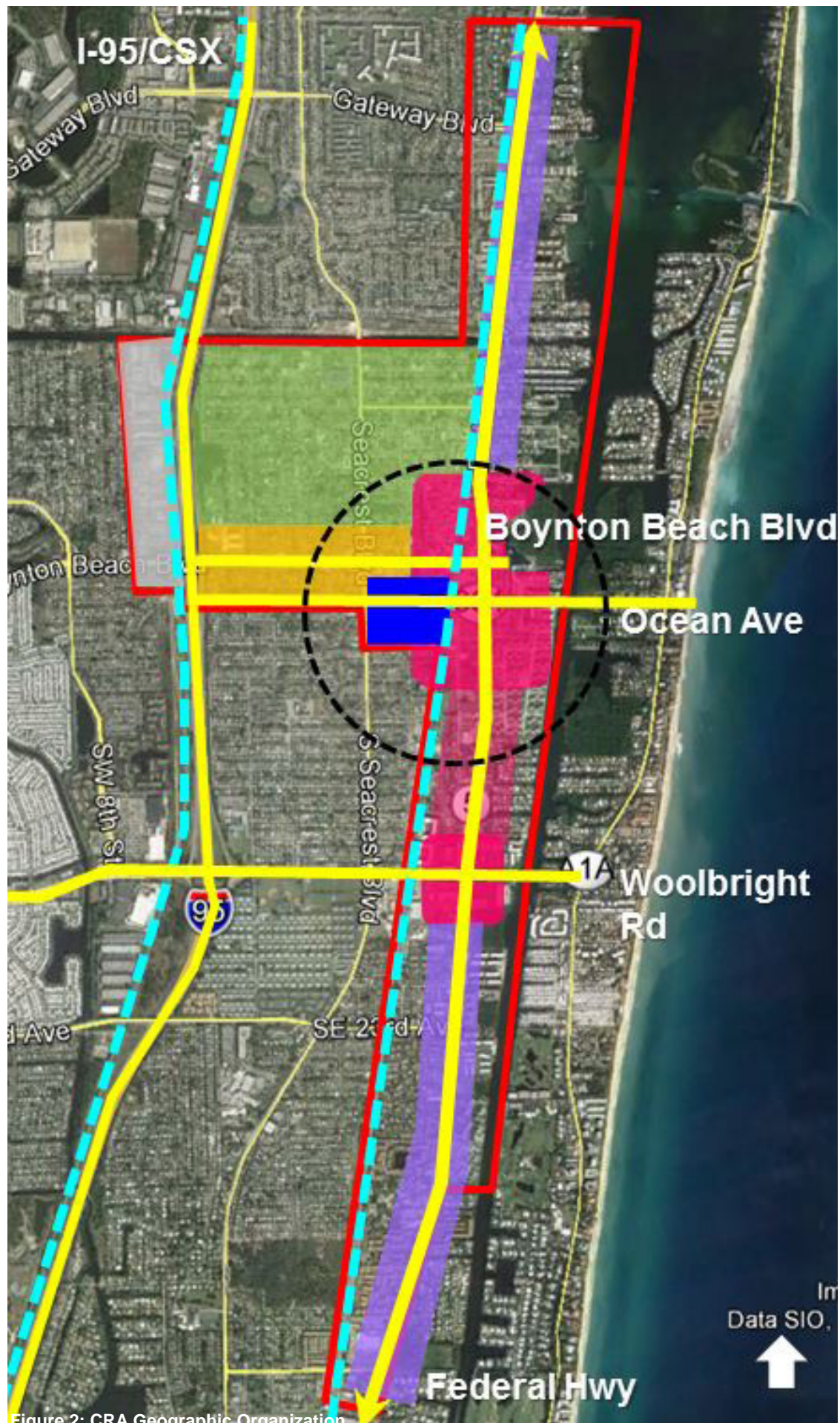


Figure 2: CRA Geographic Organization

Planning Considerations and Strategies

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

Physical Factors

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

Boynton Beach originally had only a small downtown represented by low-intensity, minimal commercial land uses, constricted by abutting single-family neighborhoods, railroad right-of-way and heavy commercial uses. Additionally, the early demographics and historical role of the City in the region was a factor of it being predominantly a bedroom community for the working class and particularly those workers who built the early estates and hotels on the barrier island. A community of this nature did not support or warrant the development of a prominent commercial center and, particularly, the establishment of a notable main street necessary to support the natural evolution and growth or redevelopment of a downtown challenged to survive

during periods of recession and suburban flight. Without a substantial and notable built environment, the downtown lacked influential elements to anchor and guide future expansions.

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

Policy Factors

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

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

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

The TCEA policies, as incorporated into the City’s and Palm Beach County’s Comprehensive Plans, set up 2025 development caps for a number of residential units as well as non-residential square footage. The maximum number of residential units was set at 8,050 units. As of the end of March, 2013, the number of units within TCEA was 4,225. The 2004 TCEA Justification Report provided the analysis of the development impacts on roadway links and intersections. Moreover, the Transportation Element’s Policy 2.1.6 states that

“any project utilizing the TCEA and significantly impacting the Florida Interstate Highway System (FIHS) shall be required to address these impacts as required by Palm Beach County.”

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

Market Factors

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

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

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

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

Strategies and Approach

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

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

both residents and visitors.

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

Organization of the Plan

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

Framework

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

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

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

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

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

District Plans

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

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

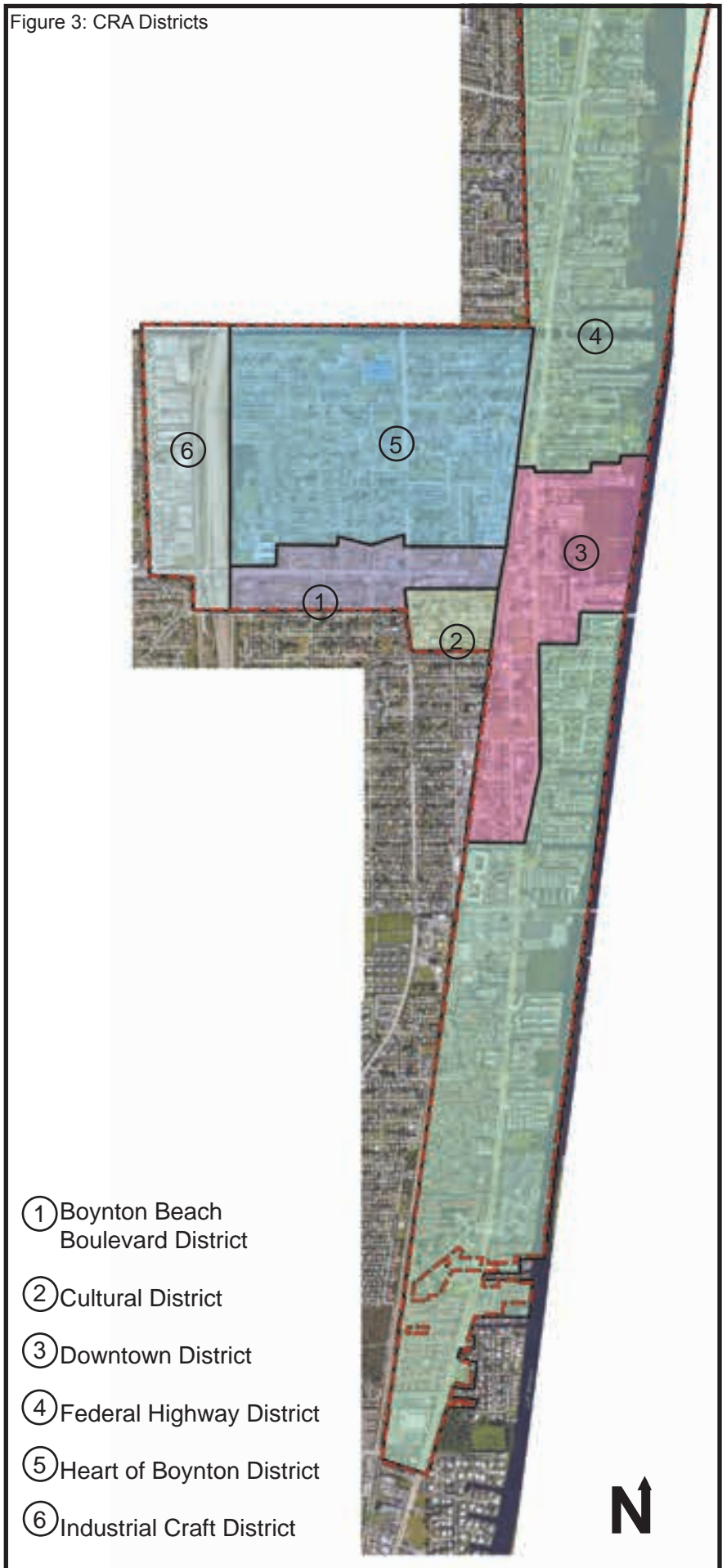
- Downtown District, generally located between NE 7th Avenue on the north, SE 12th Avenue on the south, the FEC tracks on the west; and the slightly jagged eastern boundary includes the Intracoastal Waterway and S. Federal Highway connected roughly in the center by Ocean Avenue, SE 6th Street, and SE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

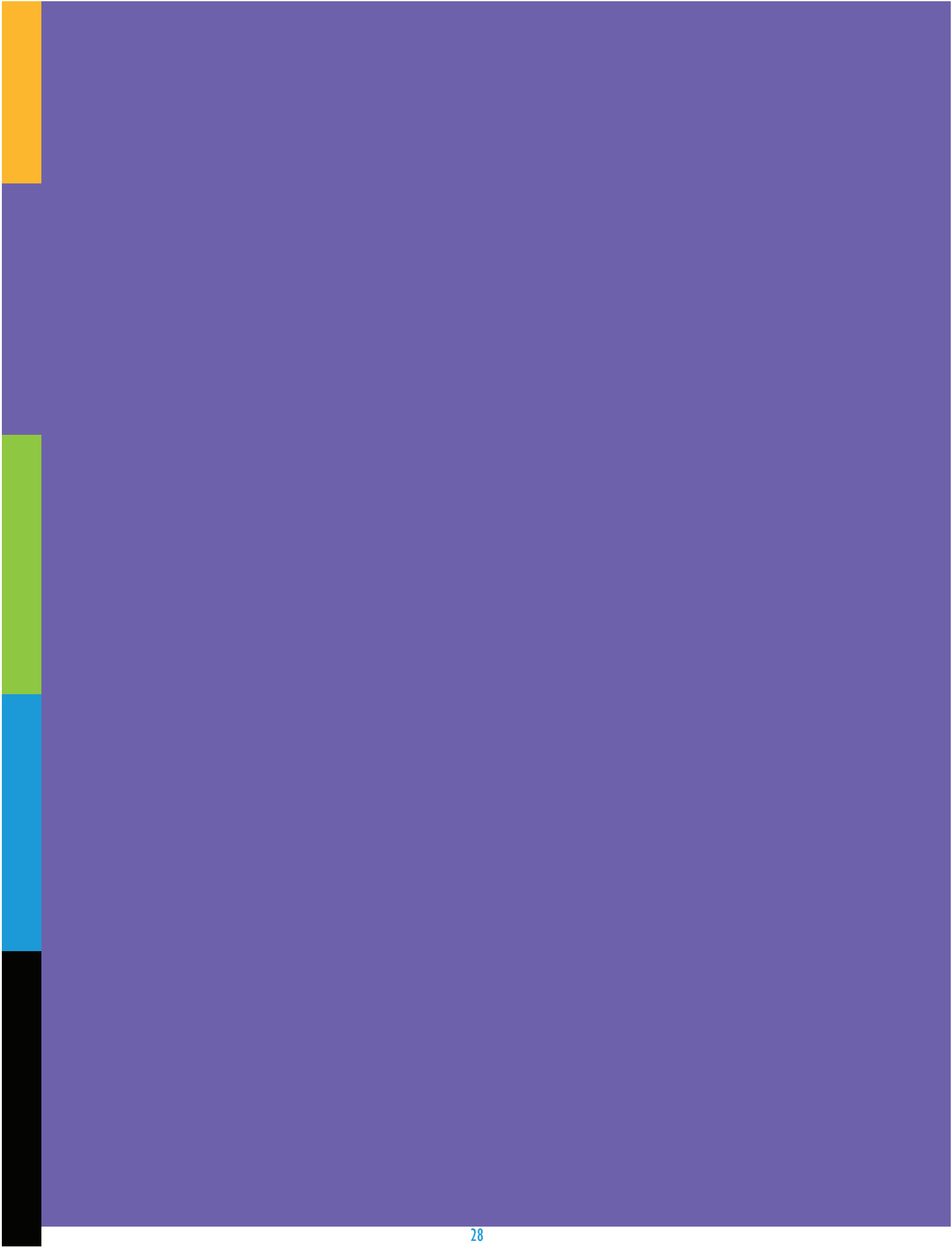
The six self-contained plans created for the districts have uniform format. After the introductory section, which includes the progress update (i.e. recent redevelopment projects and infrastructure upgrades), the plan proceeds to present the recommended streetscape improvements and land use changes (no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

Implementation Guide

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

Figure 3: CRA Districts







B. Vision and Goals

Mission Statement
The Vision
Goals and Principles

Mission Statement

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

The Vision

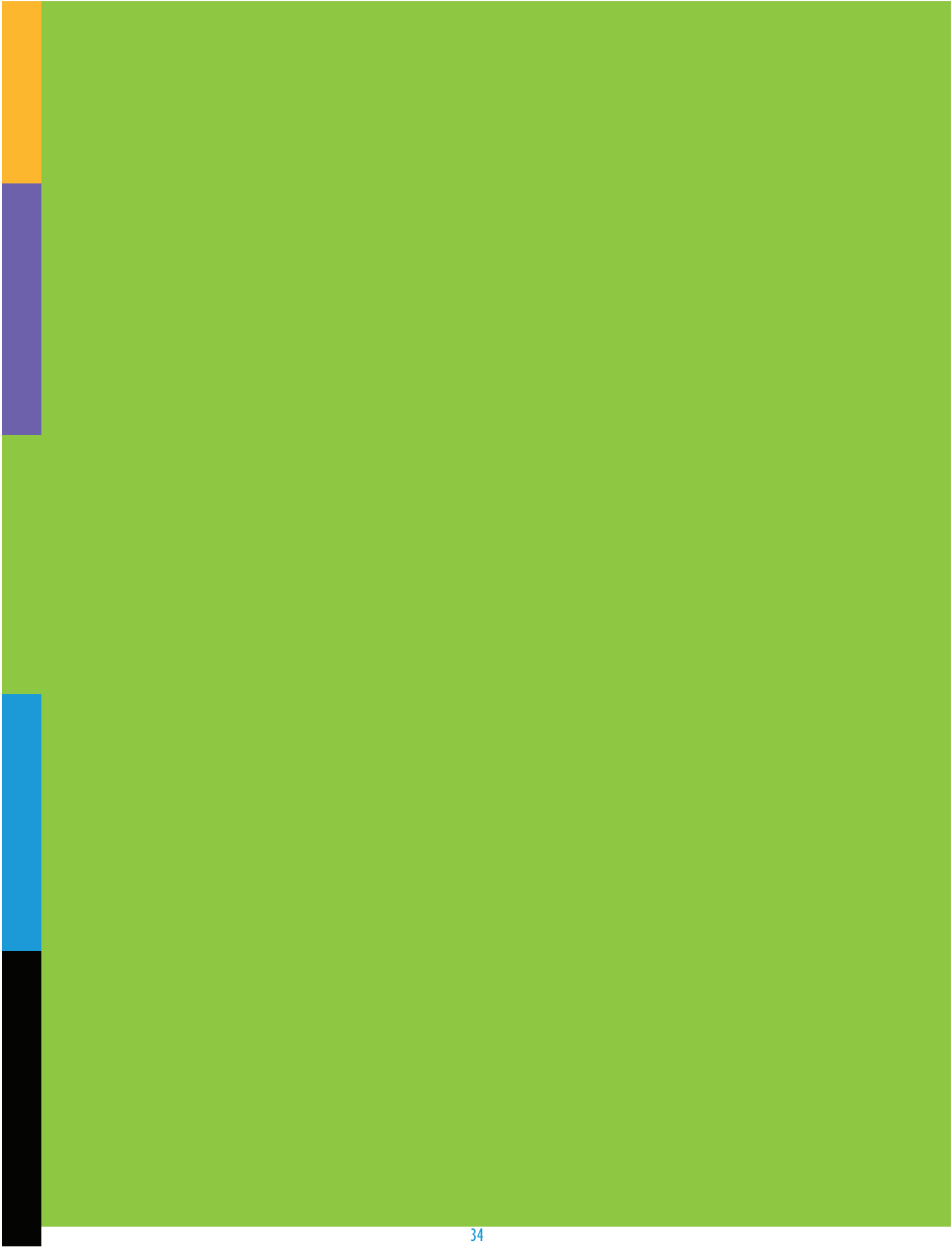
The Vision of the Boynton Beach CRA Redevelopment Plan is to create a thriving city with a vibrant downtown and distinct districts. The vision includes unifying, connecting, and investing in sustainable, diverse neighborhoods that support strong local economy and enhance the quality of life for residents.

Goals and Principles

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

- Create a unique identity for the Districts drawing on elements such as its historic commercial marine industries, recreational amenities and cultural and public arts through special events, programs, projects and marketing.
- Create a balance of sustainable and functional land uses for each District as a base for District plans.
- Protect and enhance existing single-family neighborhoods.
- Encourage the expansion of existing businesses and seek to attract new ones through the use of incentives and technical assistance.
- Develop a coordinated signage program, including welcome signage, way-finding signage and street banners, that will identify and promote each District.
- Program and promote special events through available financial, staffing, marketing or other mechanisms.
- Create a comfortable, walkable and safe pedestrian-scale environment connecting residents and visitors to the commercial, social/cultural and recreational areas within each District.
- Create zoning and land use development regulations that support a diversity of mixed uses in the downtown area and adjacent planning areas including but not limited to residential, destination commercial, retail, restaurants, hotels, office, civic and recreational uses.
- Develop policies and strategies for providing adequate public parking areas within each District to support commercial and residential redevelopment such as but not limited to financial incentives, land acquisition and construction.

- Create/encourage/support land development regulations that provide alternatives to parking requirements.
- Encourage and assist existing development and redevelopment projects that provide employment and economic opportunities.
- Create programs, projects and funding which supports existing and new commercial development and act as a catalyst to leverage additional investment by private sector enterprise such as, but not limited to, economic incentives for rehabilitation or construction activities, development costs or infrastructure improvements.
- Provide programs that market and promote the businesses, activities, special events, development and redevelopment opportunities and projects within each District.
- Pursue development and redevelopment projects, actively engage in land acquisition and disposal, environmental and economic viability studies, building demolition and construction, site and infrastructure improvements, and project design and construction.
- Create, improve and promote the public waterfront areas and public open spaces, parks, greenways, blueways and bikeways.
- Encourage and incentivize the improvement, development and implementation of streetscape enhancements within the Districts, including landscaping, street furniture and hardscape features, signage, pedestrian safety and walkability/connectivity, crosswalk treatments and lighting elements.
- Encourage the preservation of existing affordable housing and the development of new affordable housing by providing technical assistance, incentives and land.
- Encourage the preservation of the commercial and recreational marine industries operating within the CRA, such as, but not limited to, the Boynton Harbor Marina District, by financial investment, physical improvements, special events, marketing and promotional activities.
- Encourage the preservation of the existing public waterfront access areas and—wherever feasible—provide for the addition of new public waterfront access through acquisition, easements or other means available to the Agency.
- Encourage and initiate various innovative community policing techniques and programs, code enforcement, “clean and safe” programs and policies, and other means deemed feasible and appropriate in order to stabilize and enhance neighborhoods and commercial areas.



C. Frameworks

Connectivity Plan
Land Use & Zoning



Connectivity Plan

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

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

Complete Streets

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

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

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

- **Boynton Beach Boulevard** consists of maximized vehicle travel lane widths, minimal bike lane width, narrow sidewalks, minimal separation between the travel lanes and the pedestrian way, and frequent intersections and driveway openings without design and markings for pedestrian safety. This road is the main entrance into the downtown area connecting the CRA to the greater region and the western communities. As indicated above, it is the link for local and regional patrons to ocean amenities whether for active recreation and sport such as fishing, diving and snorkeling, or for passive use of the miles of beachfront parks.
 - **Federal Highway** is the main north-south entry into the CRA, providing access to the downtown and future passenger rail station. Although it is unlikely that the entire length would be traversed on foot on a regular basis, it is a rather short distance to bike. Federal Highway currently has three different retail hubs, and waterfront parks that should be easily accessible by the pedestrian and bicyclist originating from either the east or west sides of Federal Highway. Federal Highway is also one of the main bus routes in the County, with numerous bus stops scattered throughout the CRA. “Walkability” should be the priority in both public and private improvements to maximize access to these bus stops, as well as local resources such as the Walmart grocery store at Gulfstream Boulevard, the shopping node located at the Woolbright Road intersection, and the downtown area at the intersection with Boynton Beach Boulevard. The valuable waterfront parks are conveniently located at the northern middle and southern sections of the corridor, thereby minimizing travel distances for local residents and facilitating the opportunity to bike or walk to these amenities or corresponding special events. Similar to the recommendation for Boynton Beach Boulevard, wide sidewalks and greater separation from the vehicle travel lanes should be a priority. Separation should be accomplished by landscaping, on-street parking and bike lanes along this roadway. Plant selection and landscaping design should emphasize canopy trees where feasible to maximize shading for the pedestrian. Also, the ultimate redesign of this road should include one of more cross-walks to facilitate safe north-south movement west and east of Seacrest Boulevard. To achieve the ideal complete street, dedication of private property may be necessary, which would be timed with private redevelopment projects.
- Furthermore, the vision for the corridor includes greater retail intensity combined with residential land uses in low-rise mixed-use developments. Traffic speeds should be calmed, and pedestrians better accommodated. Wide sidewalks and greater separation from the vehicle travel lanes should be a priority. Separation can be accomplished by landscaping, on-street parking and wider bike lanes along this roadway. Plant selection and landscaping design should emphasize canopy trees where feasible to maximize shading for the pedestrian. Also, the ultimate redesign of this road should include one of more cross-walks to facilitate safe north-south movement west and east of Seacrest Boulevard. To achieve the ideal complete street, dedication of private property may be necessary, which would be timed with private redevelopment projects.



Figure 4: Complete Street Example

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

Waterway. This area is anticipated to grow in popularity by the natural attraction to the waterfront, the waterfront restaurants and businesses and the park amenities.

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

- **Seacrest Boulevard** is a north-south county collector street that dissects the Heart of Boynton District and MLK Jr. Boulevard, represents the western border of Town Square, and separates the large single-family neighborhoods from the civic campus, recreation areas, and the downtown. This road is flanked by, and connects various public, private and institutional uses such as various churches, Poinciana Elementary School, Sara Sims Park and nearby Wilson Park/Denson Pool, one of the City's largest employers (Bethesda Hospital) and City Hall. Historically, the role of this road in the area's roadway network has been a collector street extending south into the City of Delray Beach and north into the Town of Lantana. The design places a greater priority on the motor vehicle and the terminating destinations, than on the pedestrian, bicyclist, and abutting residential neighborhoods. Although streetscape improvements to a portion of the northern segment of Seacrest Boulevard were completed in 2015, the improvements excluded an increase in the sidewalk widths and the expansion of bike lanes, mostly due to the limits of the existing right-of-way and the County's design standards. Given the location within the redevelopment area the abutting land uses including substantial single-family neighborhoods, traffic calming and pedestrian circulation should be a priority in future public infrastructure improvements and in the design of private development.
- **Woolbright Road** is a county collector street serving as a second major linkage between I-95 and Seacrest Boulevard, the activity node at the intersection with Federal Highway, and waterfront land uses and amenities. Although mostly located outside of the CRA, it is a principal connector road within the network, a second entrance into the CRA and the downtown. Similar to segments of Boynton Beach Boulevard, Woolbright Road consists of wide vehicle lanes, an uninterrupted center turn lane, minimal landscaping and no shading for the pedestrian. Despite the fact that the road separates a large single-family neighborhood to the north from a recreation area to the south, it has no direct pedestrian crossings or bike paths, and there is much room for improving the aesthetics of this second access into the CRA.
- **Gateway Boulevard** is the last of the streets recommended to ultimately become "Complete Streets", and is included given its proximity to the CRA and role in the circulation system in the City. Although only a short segment of it is within the CRA it serves as a main access route from I-95 to the north end of the CRA, and connects residential neighborhoods in this northern area to a potential future hub of convenience stores to serve local needs. The F.E.C. Railroad crossing represents a challenge to providing optimal pedestrian access along this short segment of Gateway Boulevard.

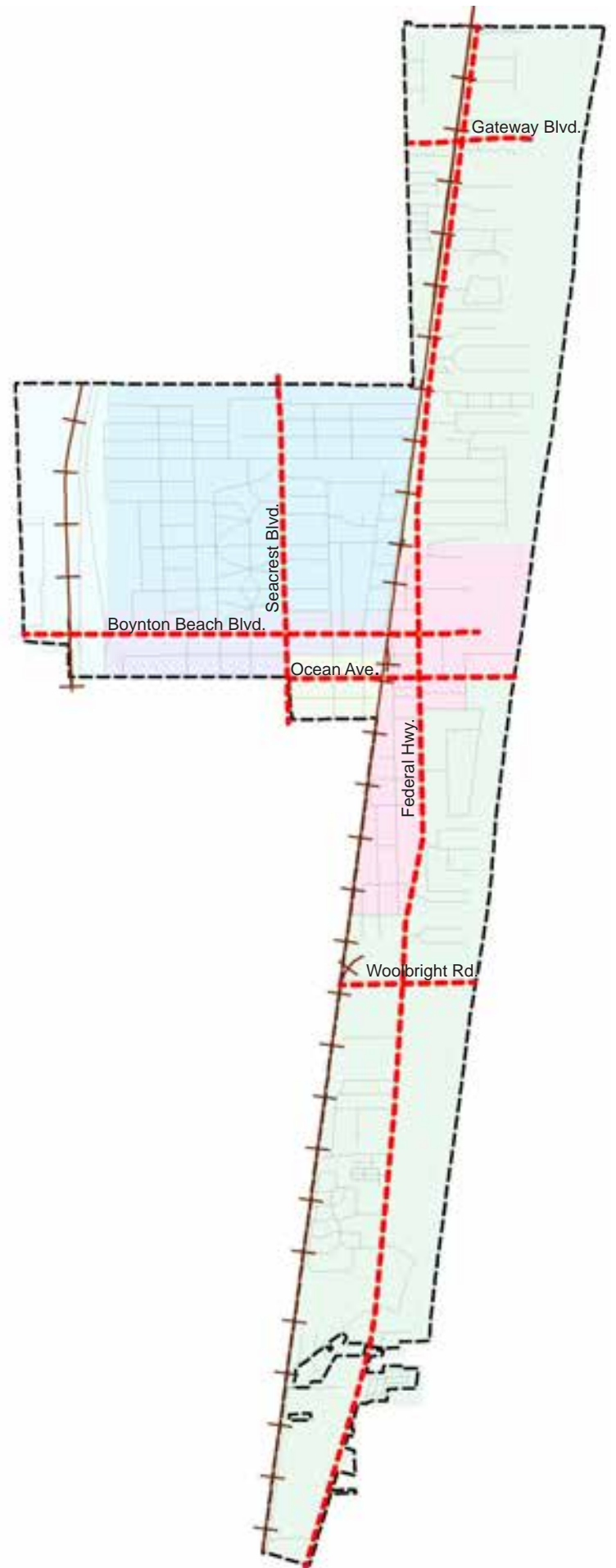


Figure 5: Recommended Complete Streets

Greenways, Ecotrails & Parks

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

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

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

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



Figure 6: Greenway Example

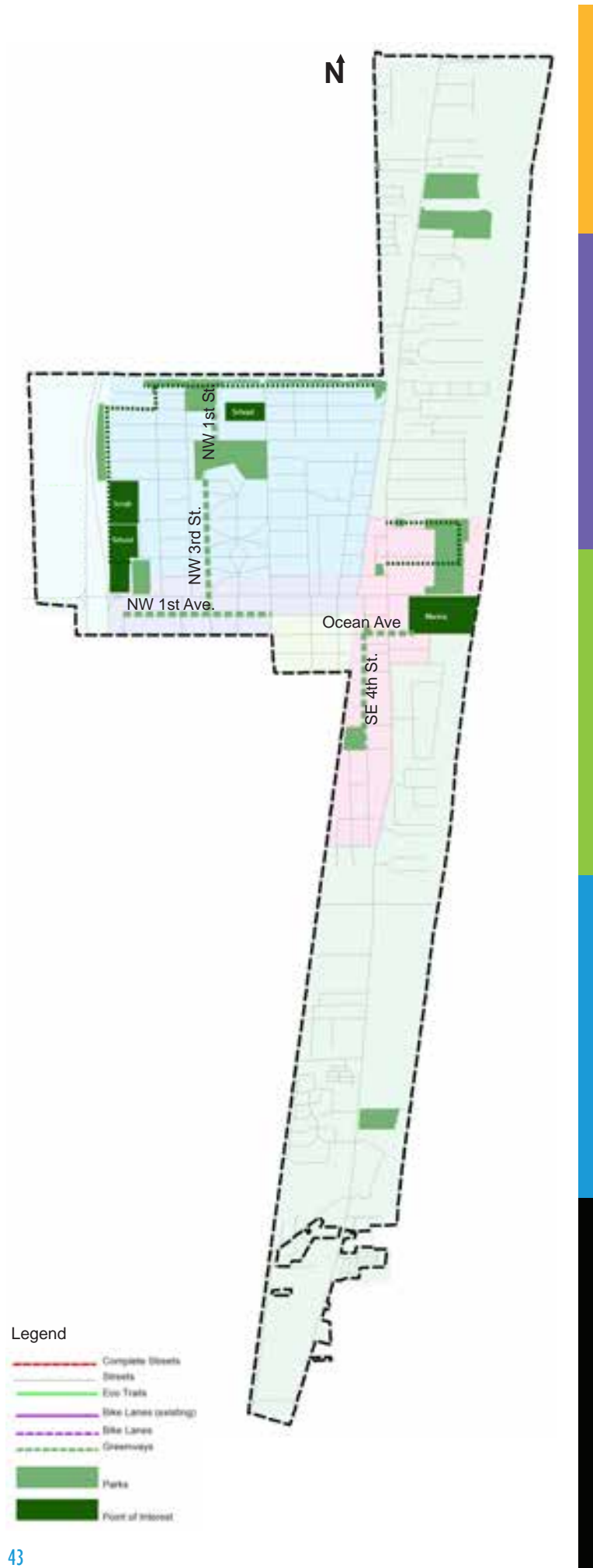


Figure 7: Recommended Greenways & EcoTrails

Bicycle

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

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

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



Figure 8: Bike Lane Marking Example

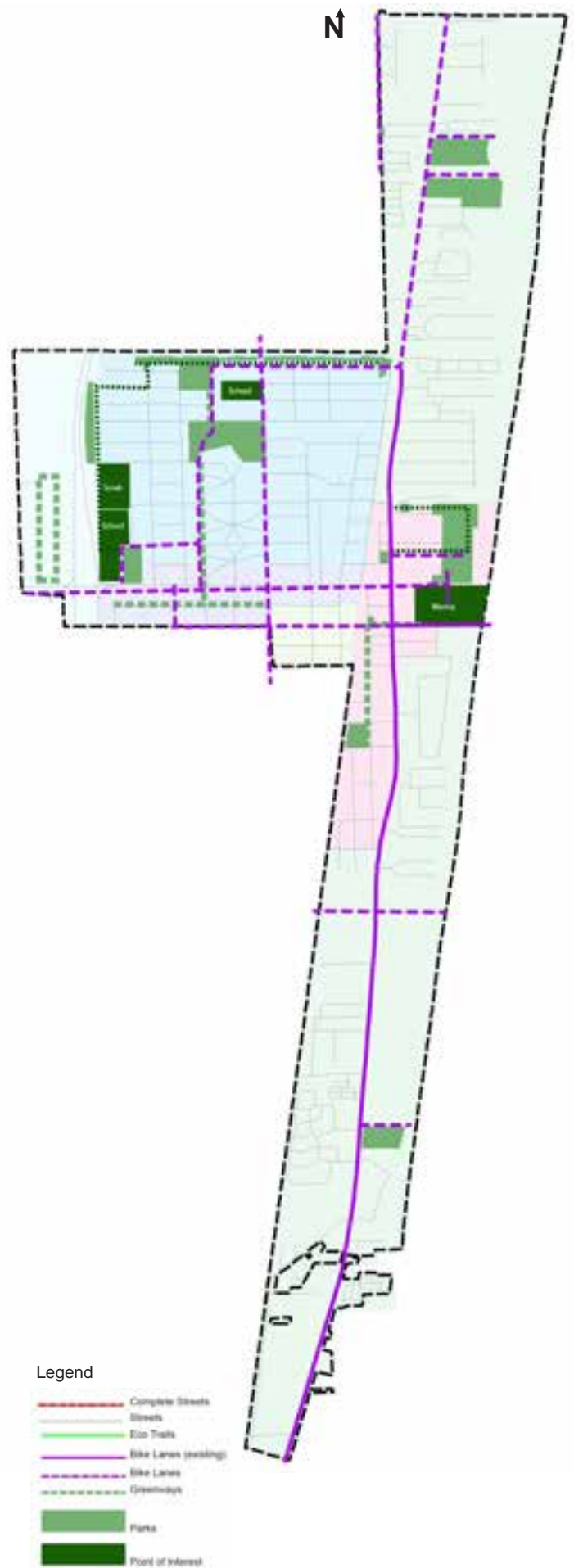


Figure 9: Recommended Bike Lanes

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

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

There are future changes on the horizon in transit options for downtown Boynton Beach, which the City has been planning for since it became certain that Tri-Rail services would be expanded to the F.E.C. Railroad. The

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

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

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

Recommendations

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



Land Use & Zoning

Recommendations for Changes to Future Land Use and Zoning Structure

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

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

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

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

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

Table 2: Land Use Structure and Corresponding Zoning

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

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

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

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

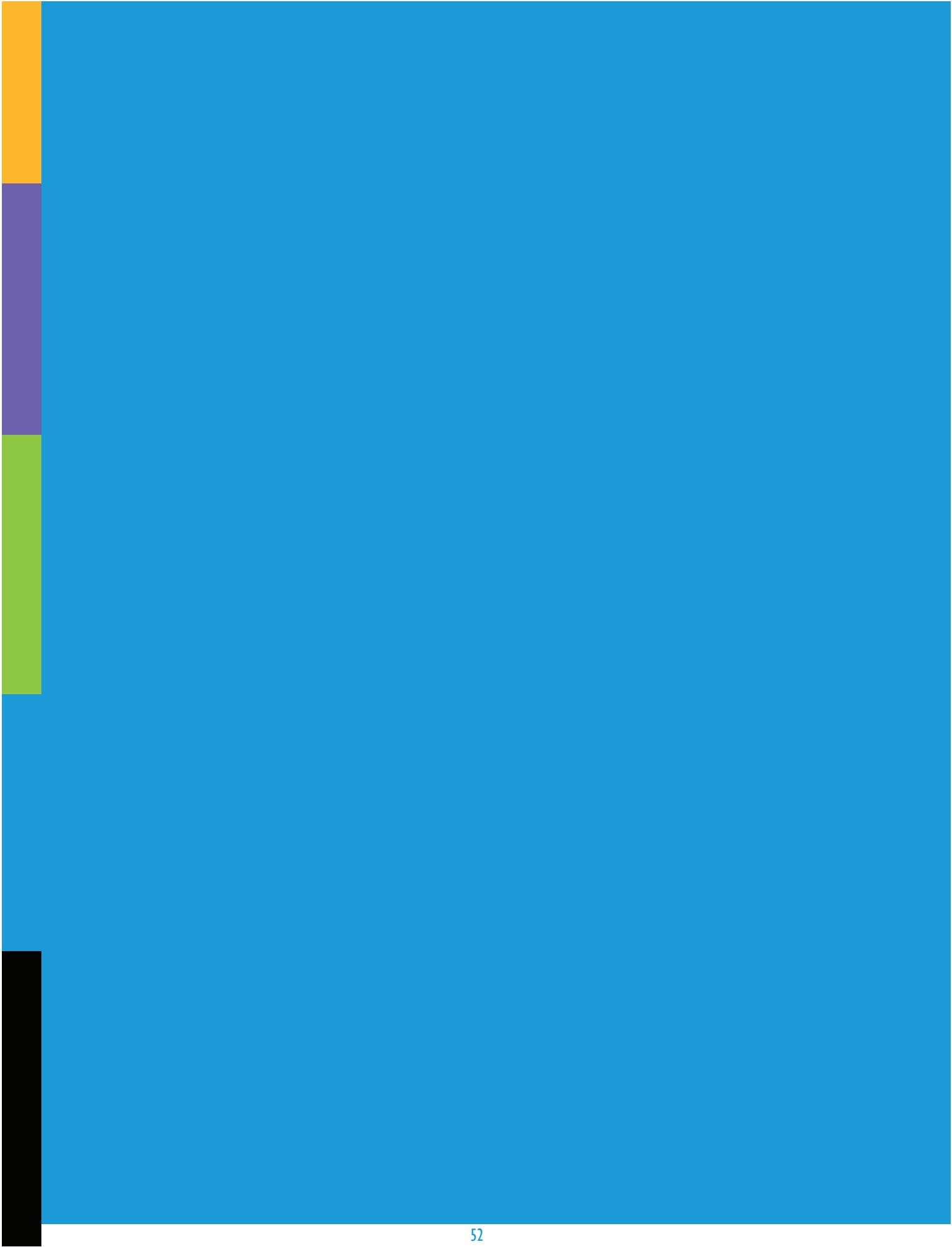
- Replacing of the Mixed Use future land use classification with Mixed Use Medium land use, classification and introducing new zoning district, MU-4 (under the Mixed Use High category) with intermediate density thresholds. The density caps for the new FLU classification and the new zoning district—50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

Key Recommended changes to the **residential classifications** include:

- Merging of the two lowest density residential classifications into a single classification named Low Density Residential Future Land Use Classification (LDR), with the maximum allowable density of 7.5 dwelling units per acre. The existing zoning designations remain and will act to limit densities in neighborhoods developed with densities below 7.5 DU/Acre. This change contributes to “house cleaning,” eliminating a City-wide inconsistency whereby a significant number of residential areas classified as Low Density Residential—for example, areas west of Seacrest Boulevard in the Heart of Boynton district—carry zoning designations corresponding to the Moderate Density future land use category.
- Merging of the Medium Density Residential and High Density Residential future land use classifications into a single classification named Medium Density Residential Classification with a maximum allowable density of 11 dwelling units per acre. The corresponding zoning designations are also merged and now include R-2, R-3, IPUD and PUD will remain unchanged. It is currently under the High Density Residential category. Simply stated, this change merges two land use classifications with closely matching density caps (10 units per acre and 11 units per acre).
- Creation of a new High Density Residential future land use classification with a maximum density of 15 dwelling units per acre. A new multifamily zoning district, R-4, is proposed for this category.

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

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



D. District Plans

Boynton Beach Boulevard District

Cultural District

Downtown District

Federal Highway District

Heart of Boynton District

Industrial Craft District





Boynton Beach Boulevard District

Introduction
Planning Challenges
Planning Considerations
The Vision
Recommendations

Introduction

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

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

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

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

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

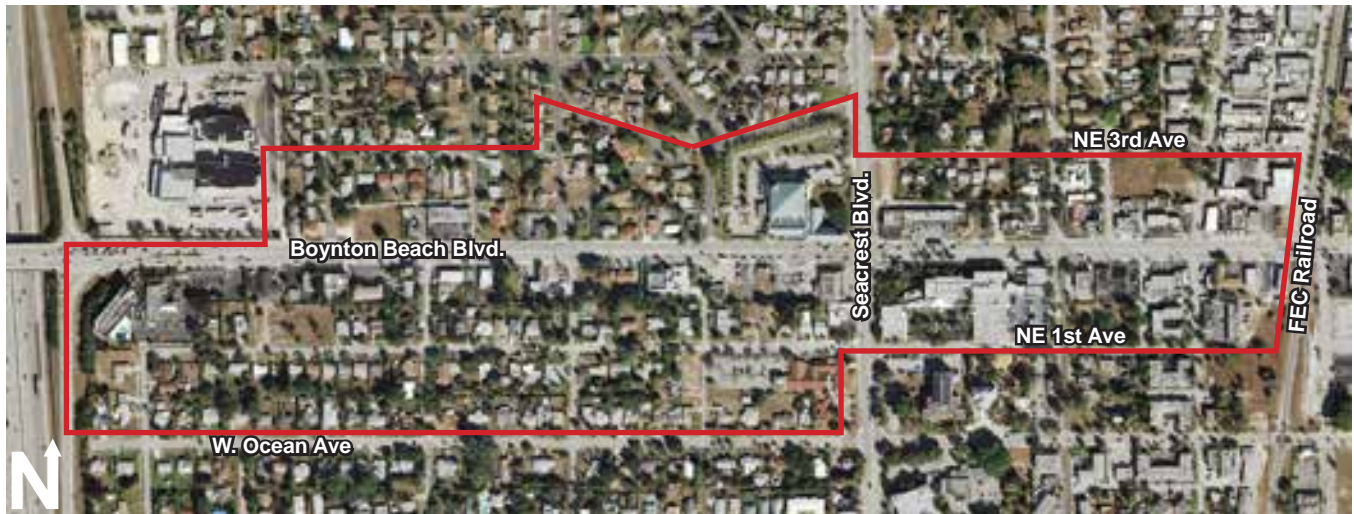


Figure 10: Boynton Beach District Location Map

Planning Challenges

As the City's population grew, Boynton Beach Boulevard was widened to five lanes thereby accommodating higher traffic speeds and higher traffic volume, while lowering the aesthetic quality of the corridor. Additionally, commercial zoning only extends one-half block deep from Boynton Beach Boulevard which represents insufficient land necessary to support the land

assembly and redevelopment for viable commercial uses. As a consequence, business activity along the corridor has primarily consisted of minimal conversion of single-family houses to commercial uses rather than redevelopment at the scale envisioned for this Plan. Nearly all of the parking for the businesses along the Boulevard is



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

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

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

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



Figure 11: Examples of Districts Planning Challenges



Planning Considerations

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

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

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

NW 1st Avenue Historic District:

The potential NW 1st Avenue historic district contains thirteen properties, seven of which would be considered “contributing properties”. The designation process was applied but failed to produce a positive result (although the outcome of the vote was very close). It is recommended that the designation of a historic district be again explored in the future if there has been no assemblage of the properties on the north side of NW 1st Avenue for commercial development. In the meantime, the owners of the “contributing” sites will be contacted to determine their interest in applying for individual designation of their properties.



Figure 12: Historic Property on First Avenue

Vision

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

Recommendations: Streetscape

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

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



Figure 13: Boynton Beach Blvd. District Streetscape Recommendations Area

Entrance enhancements

- Signage / Gateway

Intersection enhancements

- Directional signage
- Pavement / material
- Landscaping
- Public art location
- Safe pedestrian crossing

Intersection enhancements

- Entry to Downtown
- Directional signage
- Pavement / material
- Landscaping
- Public art location
- Safe pedestrian crossing

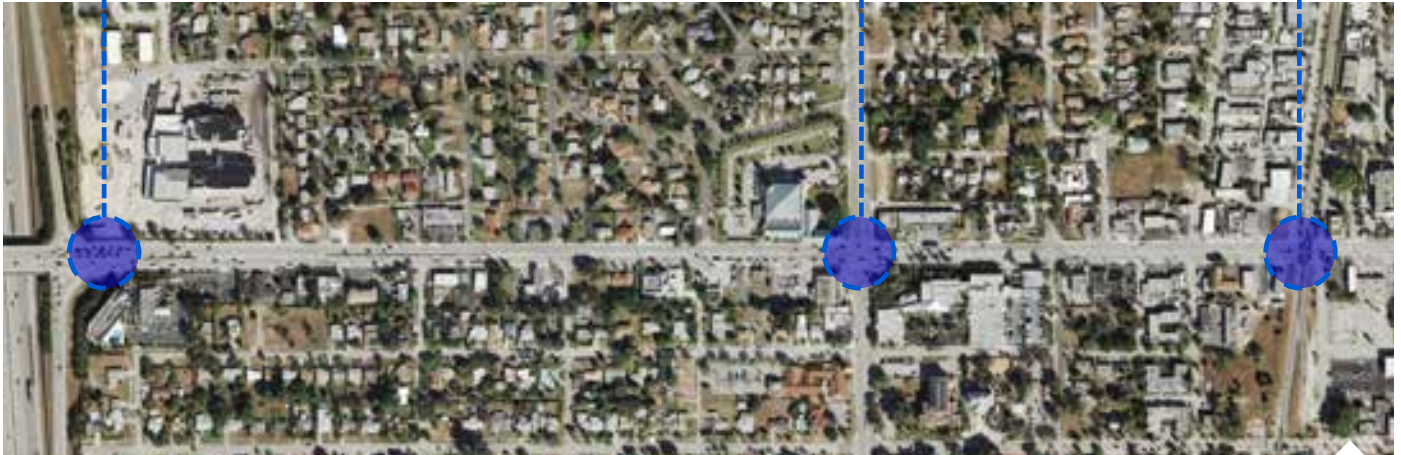


Figure 14: Boynton Beach Blvd. Intersection Enhancements



Figure 15: Boynton Beach Blvd. Example Streetscape Enhancements

Boynton Beach Boulevard Design: West of Seacrest Boulevard

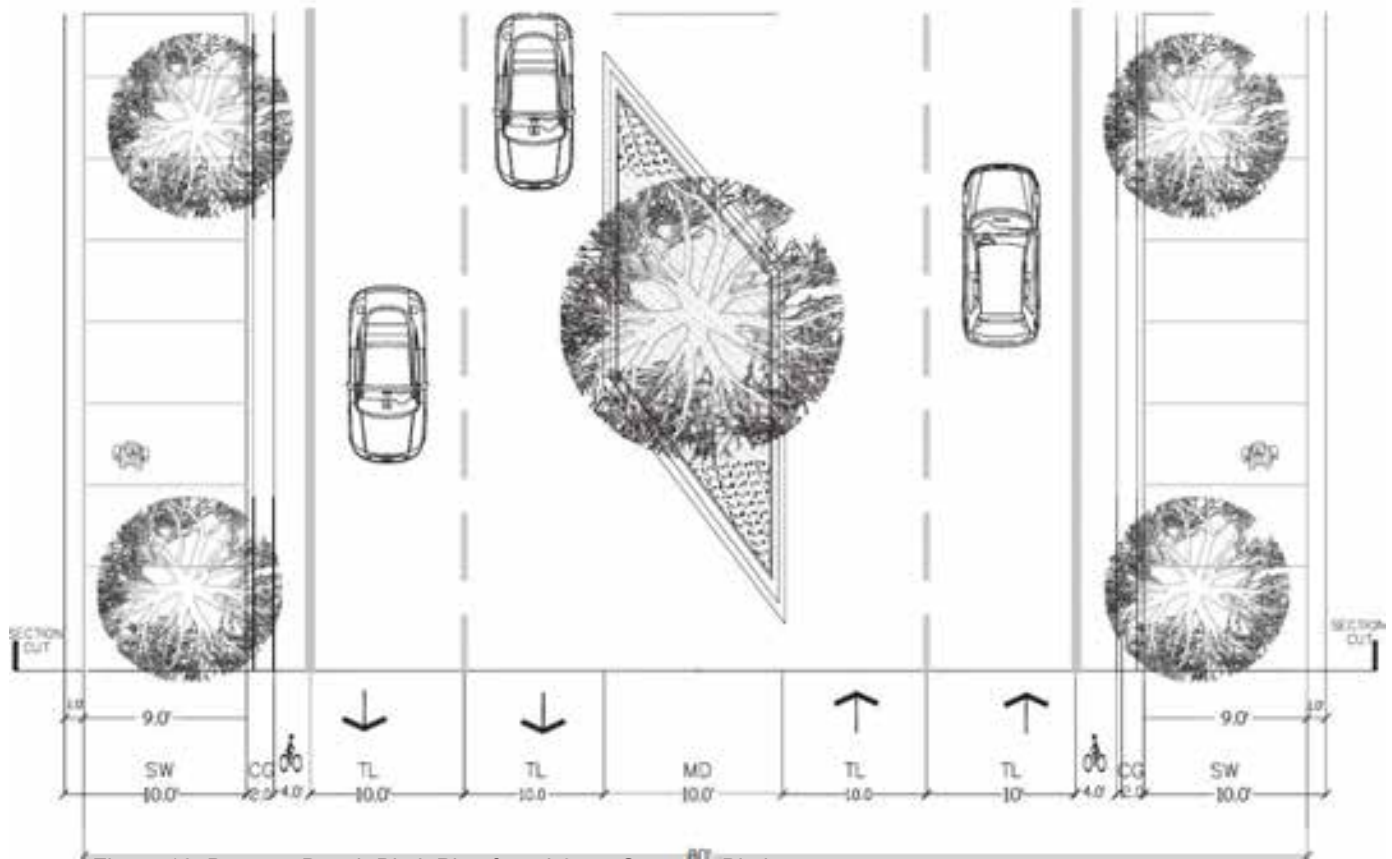


Figure 16: Boynton Beach Blvd. Plan from I-95 to Seacrest Blvd.

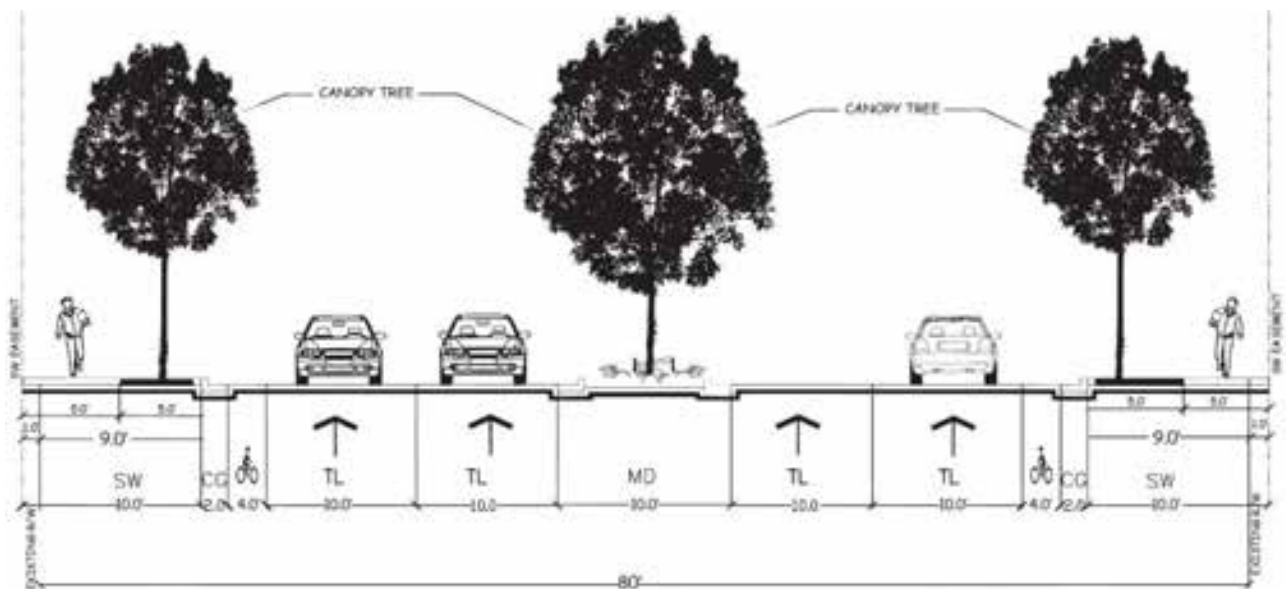
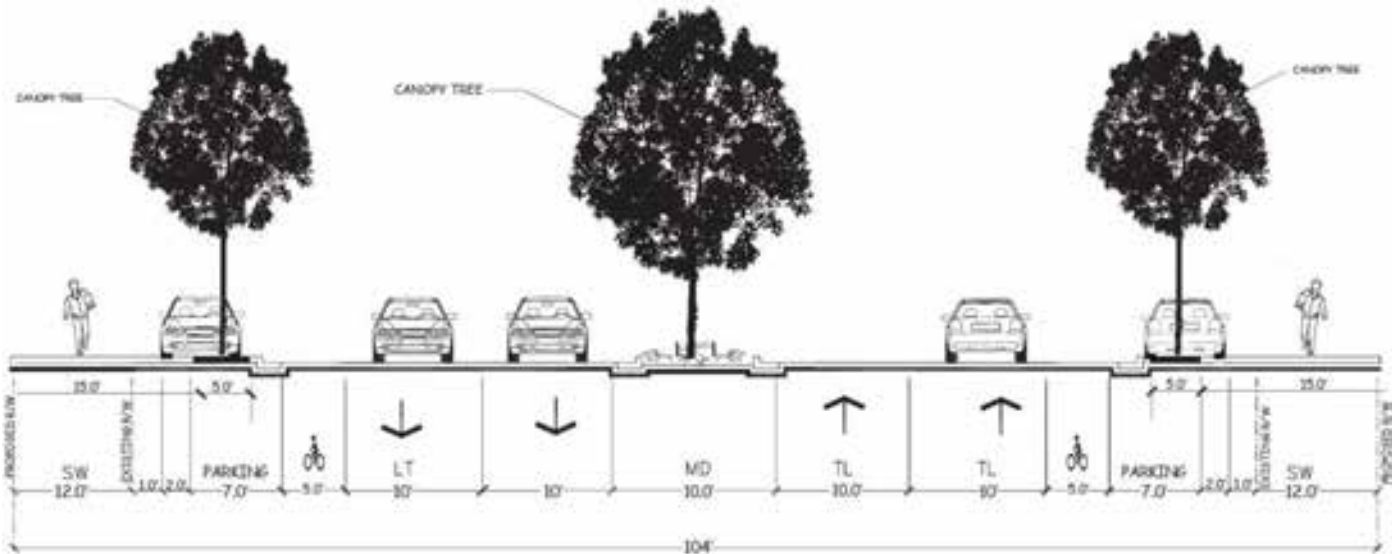
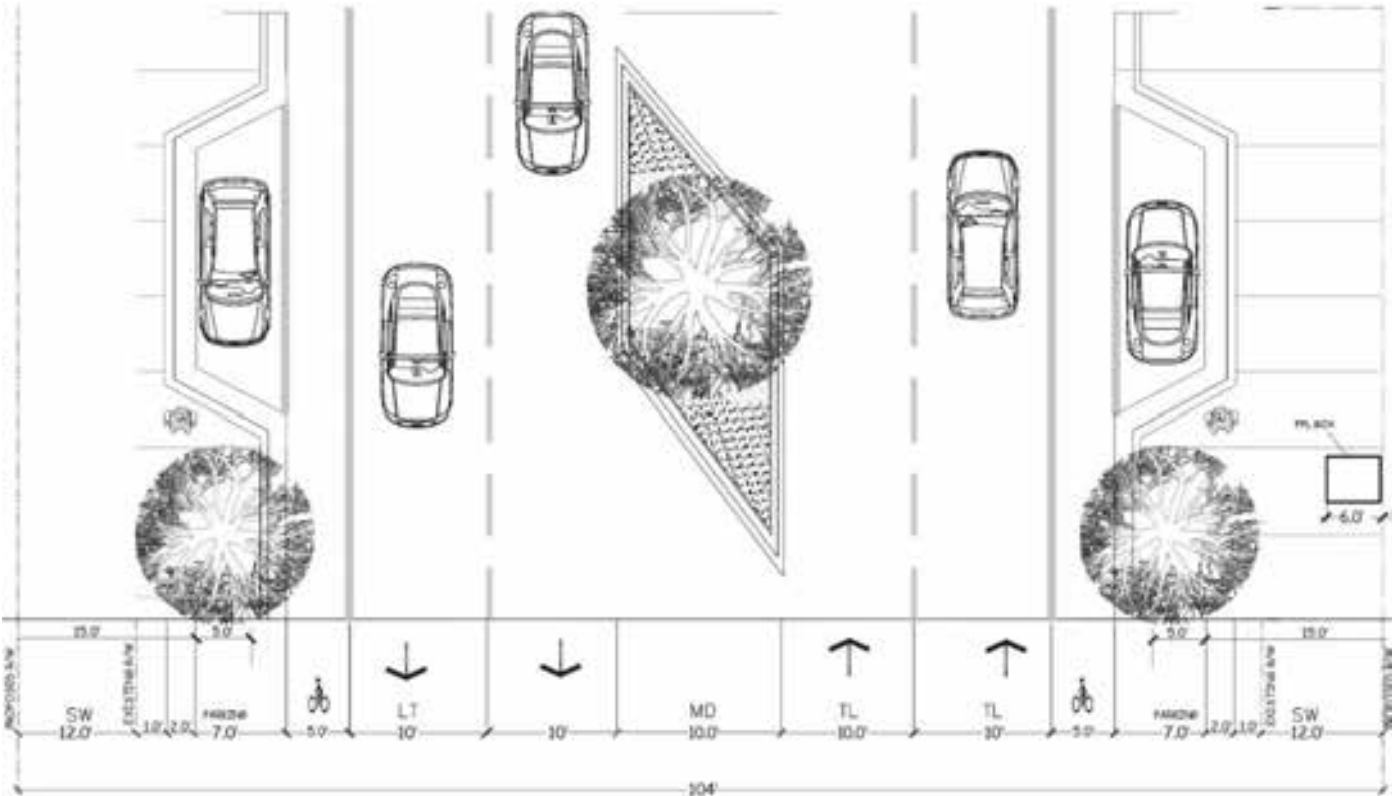


Figure 17: Boynton Beach Blvd. Section from I-95 to Seacrest Blvd.

Boynton Beach Boulevard Design: East of Seacrest Boulevard



Recommendations: Land Use

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

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

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

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

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use Low	20	MU-1	20	45'
Mixed-Use Medium	50	MU-2	40	65'
		MU-3	50	75'
Mixed-Use High	80	MU-4	60	100'
		MU Core (not recommended in this District)	80	150'

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



- MU Low**

 - 20 du/ac
 - Max height 45'
- MU- Med**

 - 40 du/ac
 - Max height: 75'
 - TOD Bonuses
- MU- High**

 - 80 du/ac
 - Max height 150'
 - TOD Density Bonus

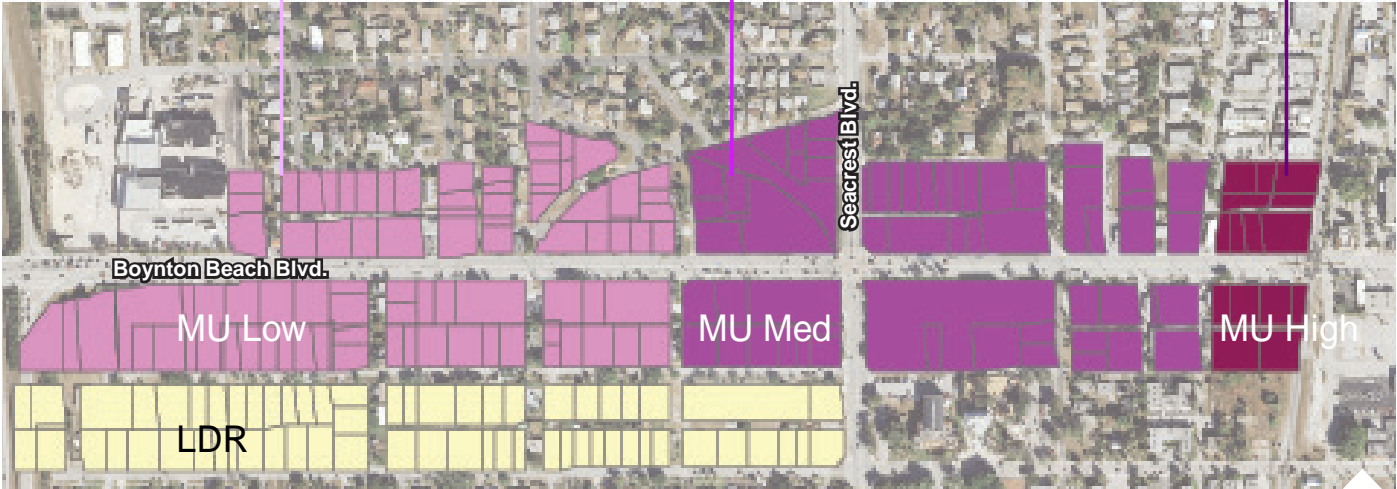


Figure 20: Recommended Future Land Use for the Boynton Beach Blvd. District

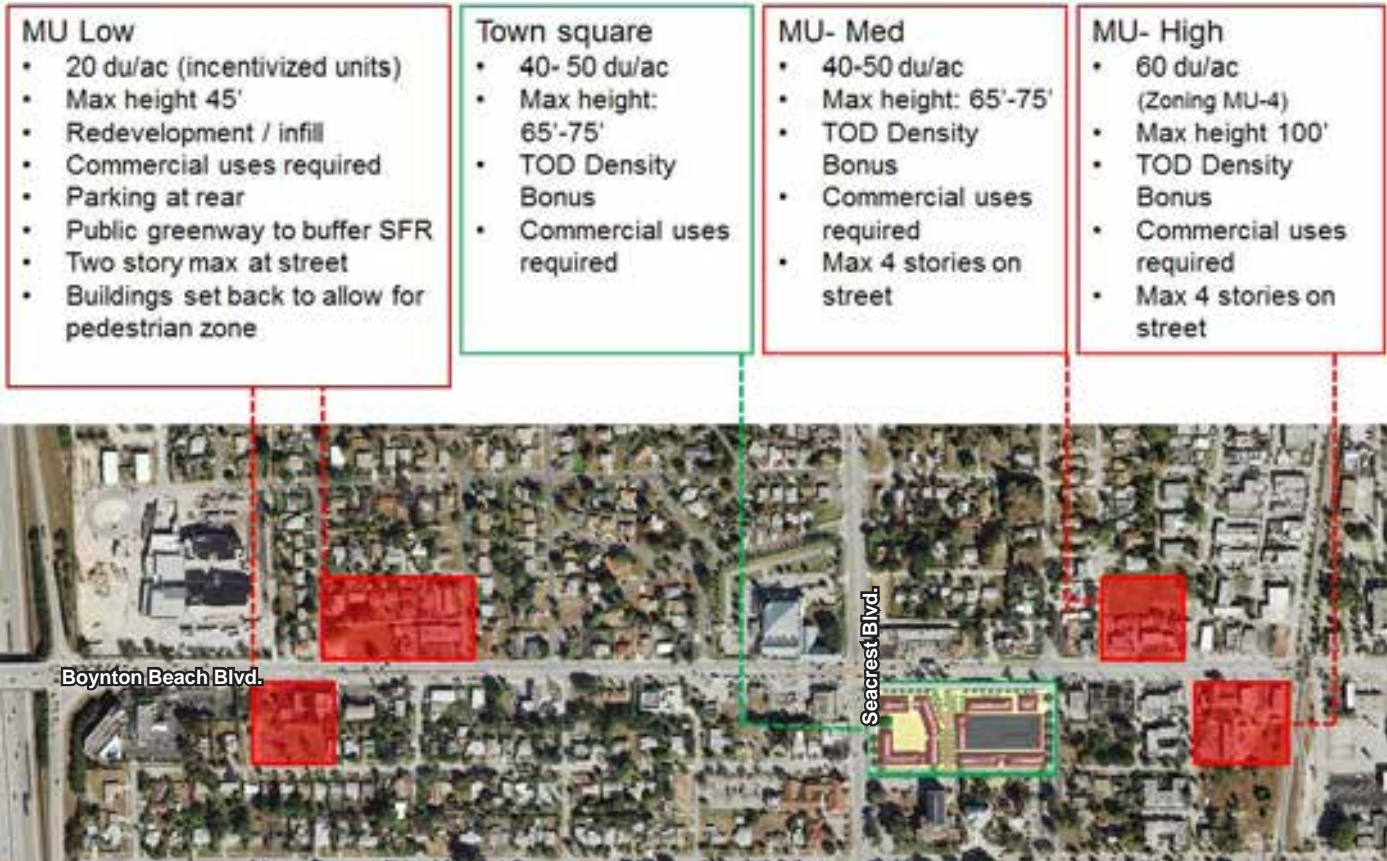


Figure 21: Boynton Beach Blvd. Example Projects



Recommendations: Urban Design

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

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

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



Figure 22: Example Greenway Recommended on First Avenue



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

Figure 25: Boynton Beach Blvd District Master Plan





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







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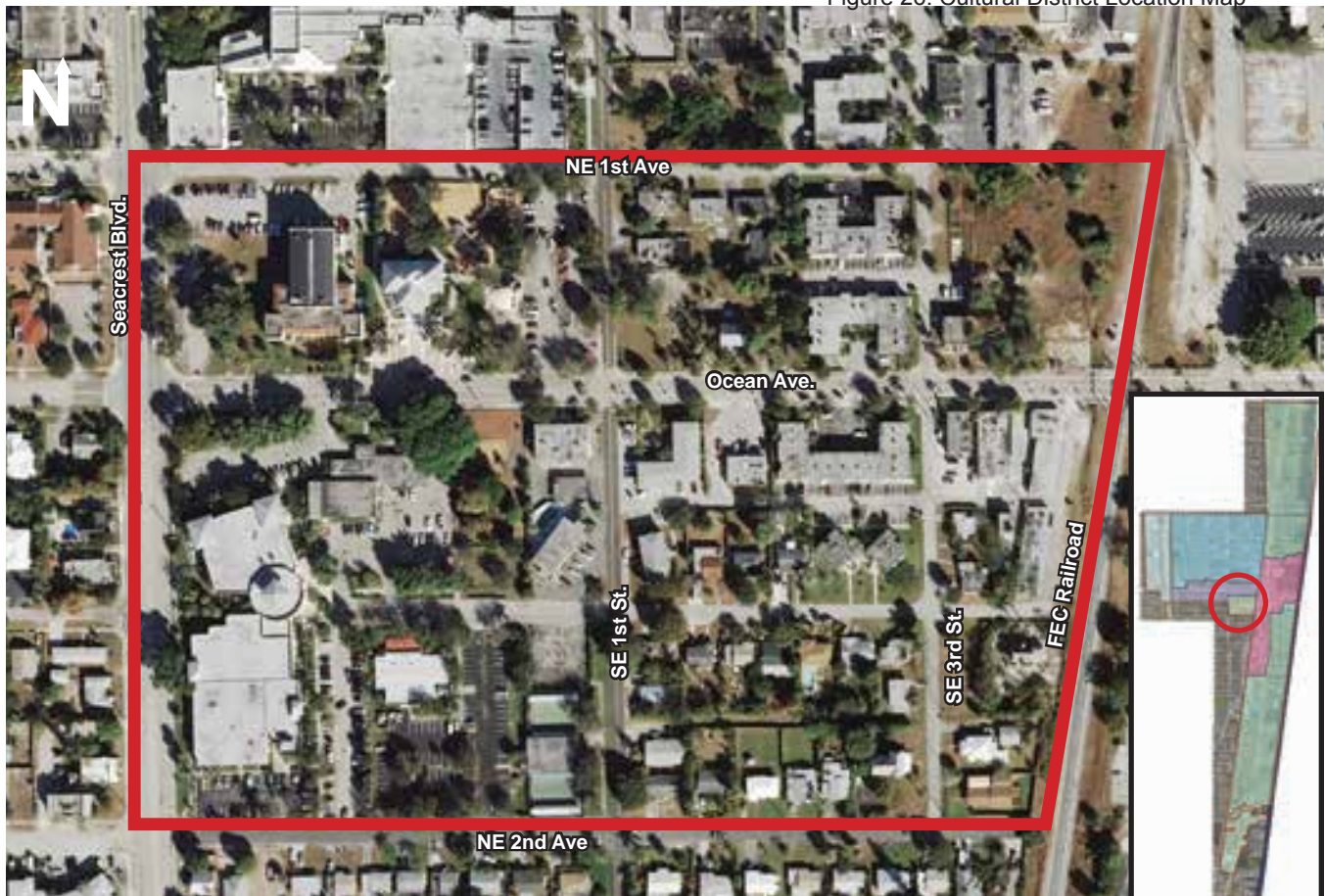
The most recent planning effort that targeted this area was the Downtown Vision and Master Plan adopted in 2009. Prior to that, the Ocean District Plan was adopted in 2004 to guide redevelopment of Ocean Avenue between Seacrest Boulevard and the F.E.C. Railroad tracks, and the properties surrounding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

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

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

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

Figure 26: Cultural District Location Map



Planning Challenges

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

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

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

Planning Considerations

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

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

Beach County traffic concurrency thus allowing denser development.

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

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



Figure 27: Example of District Planning Challenges

Vision

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

Recommendations: Streetscape

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

Ocean Avenue

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



Figure 28: Ocean Ave. Streetscape Recommendations

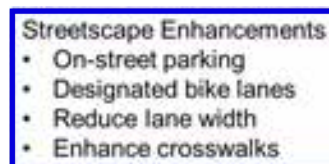


Figure 29: Seacrest Blvd. Streetscape Recommendations

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

Seacrest Boulevard

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



Figure 30: Example Entry Features to the Cultural District



Figure 31: Location of Entry Features to the Cultural District



Figure 32: Ocean Ave. Festival Street Section

Recommendations: Land Use

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

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

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



Figure 33: Cultural District Example Projects

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

LAND USE	DENSITY	CORRESPONDING ZONING	DENSITY CAP*	MAX HEIGHT
Mixed-Use High	80	MU Core (not recommended in Cultural District)	80	150'
		MU-4	60	100'
Mixed-Use Medium	50	MU-3	50	75'
		MU-2	40	65'

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

Figure 34: Recommended Land Use for the Cultural District



Recommendations: Urban Design

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

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

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



Figure 35: Ocean Ave. Streetwall Design

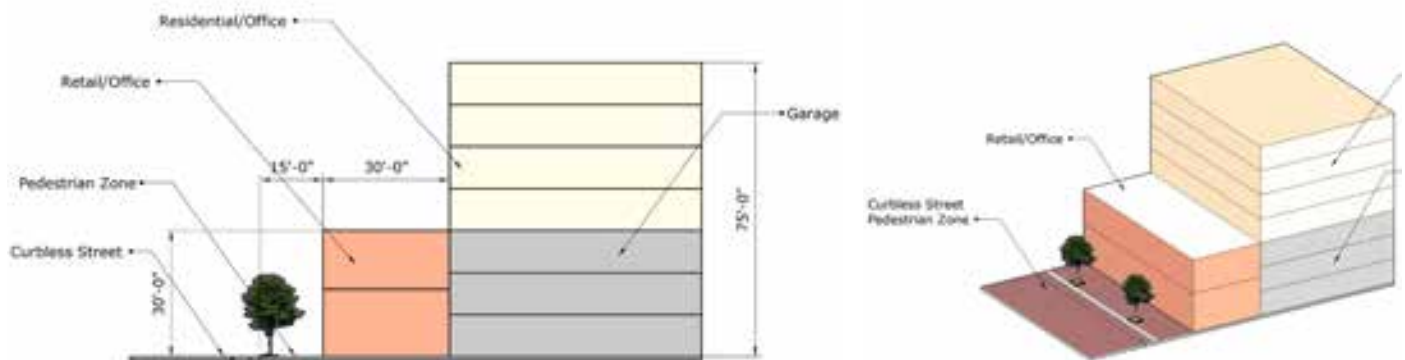


Figure 36: Ocean Ave. Design Diagram



Figure 37: Ocean Ave. Example Mixed Use Medium Project

Figure 38: Cultural District Master Plan





Figure 39: Cultural District Example Entry and Streetscape





Downtown District

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Introduction

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

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

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

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

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

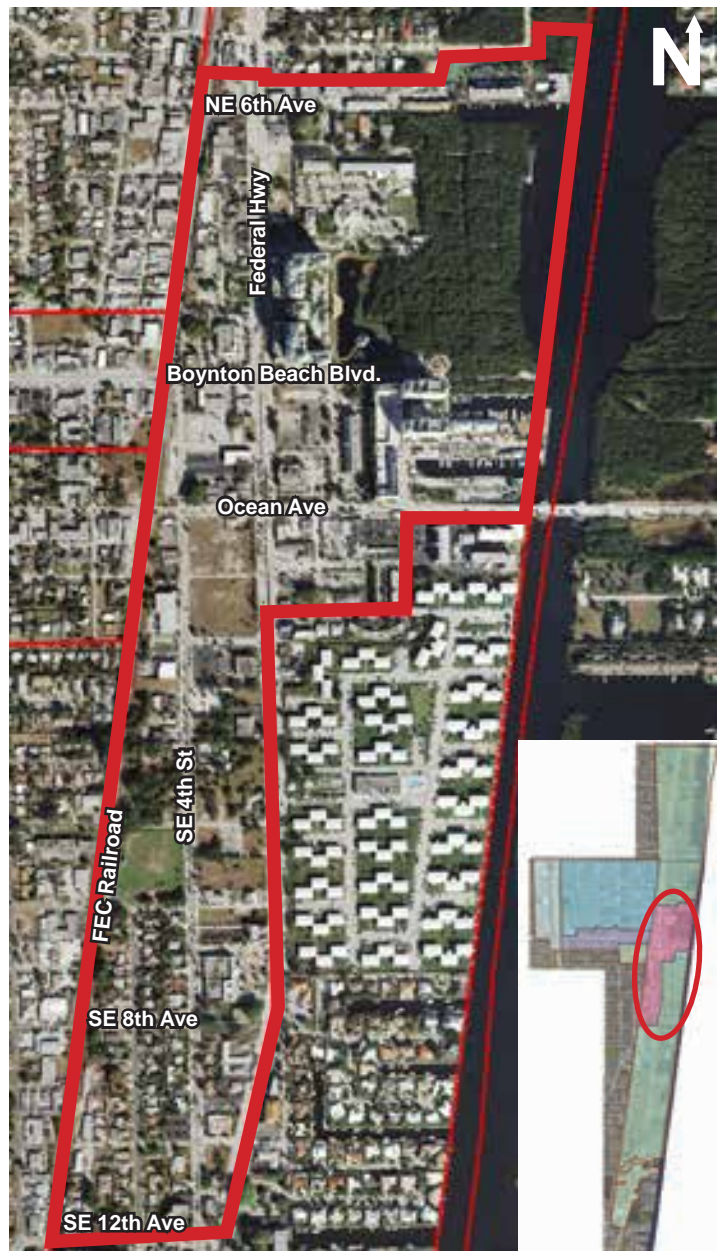


Figure 40: Downtown District Location Map

Planning Challenges

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

Some of the planning challenges are:

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

Planning Considerations

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

25% density bonus.

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

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



Figure 41: Example of District Planning Challenges



Vision

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

Recommendations: Streetscape

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

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

Recommendations: Land Use

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

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

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

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

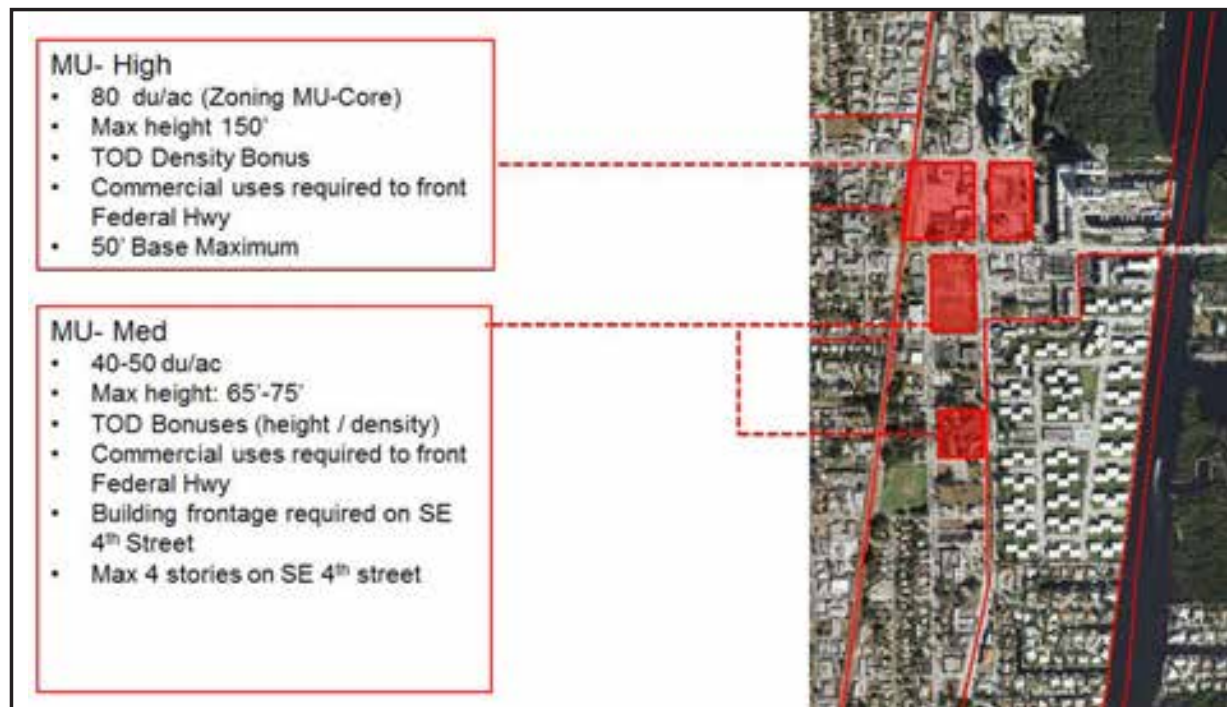


Figure 42: Cultural District Example Projects

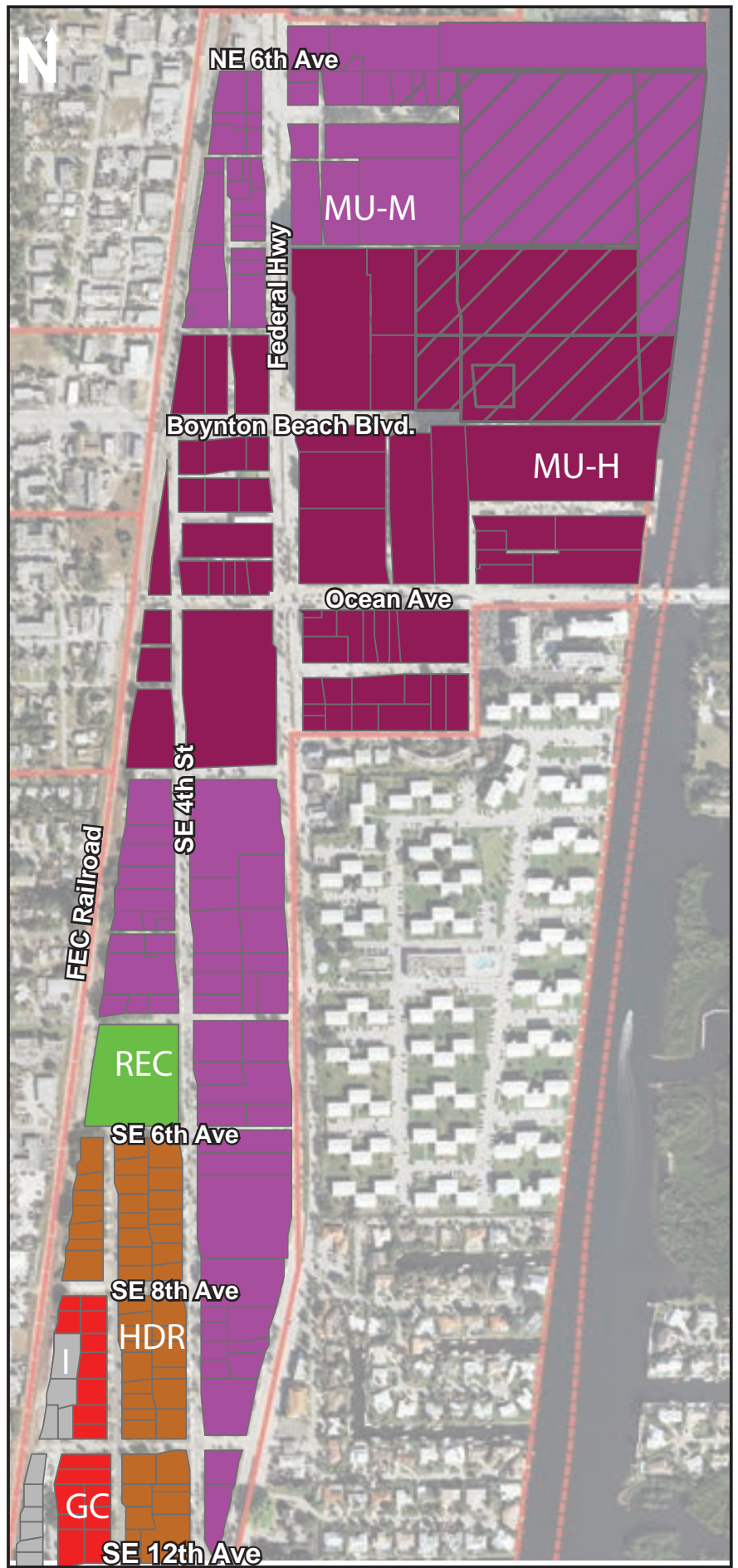


Figure 43: Recommended Land Use for the Downtown District

Recommendations: Urban Design

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

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

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



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

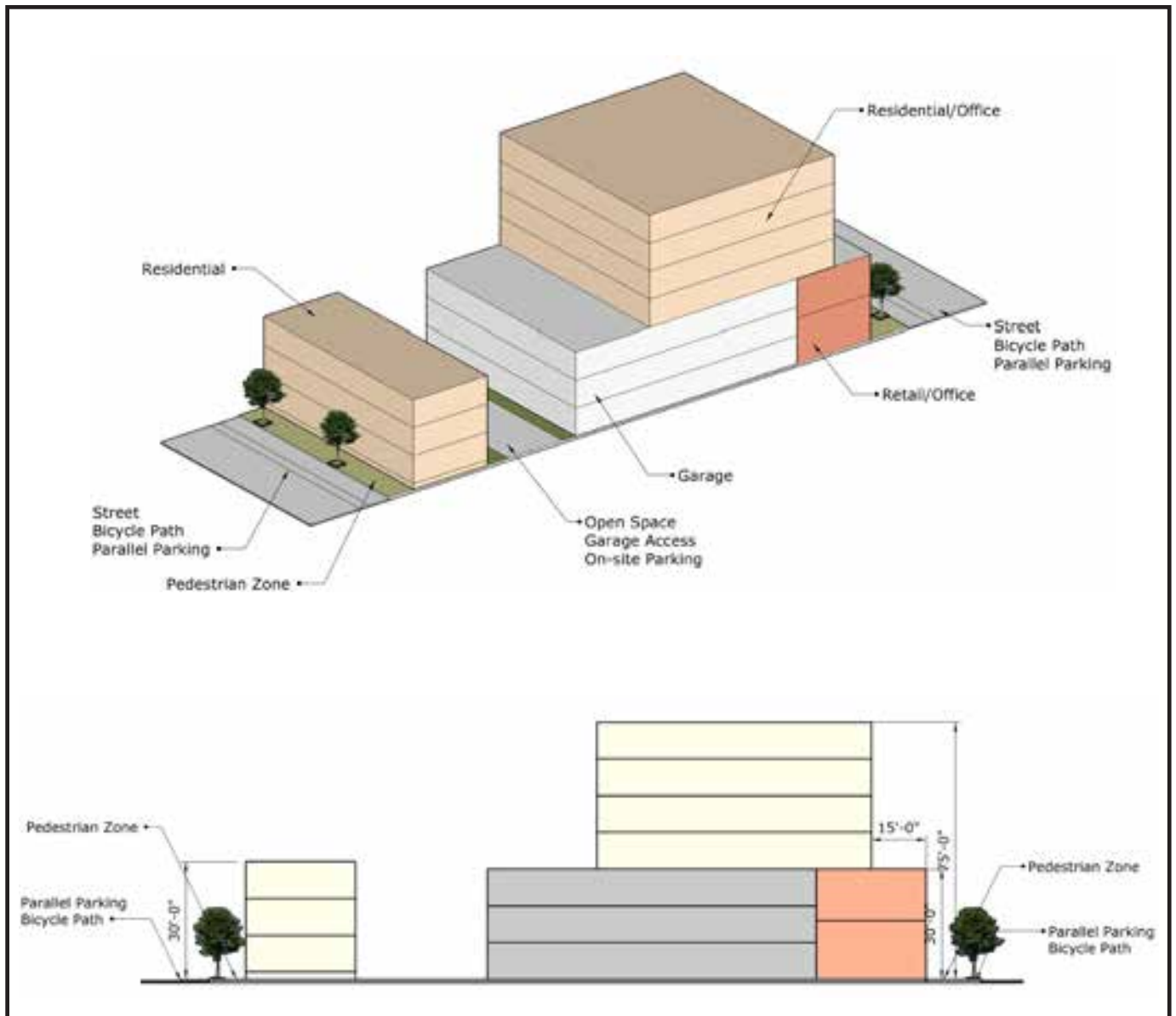


Figure 45: SE 4th St. Design Diagram



Figure 46: Downtown District Example Mixed Use High Project



Figure 47: Downtown District Master Plan



Federal Highway District



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Introduction

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

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

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

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

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

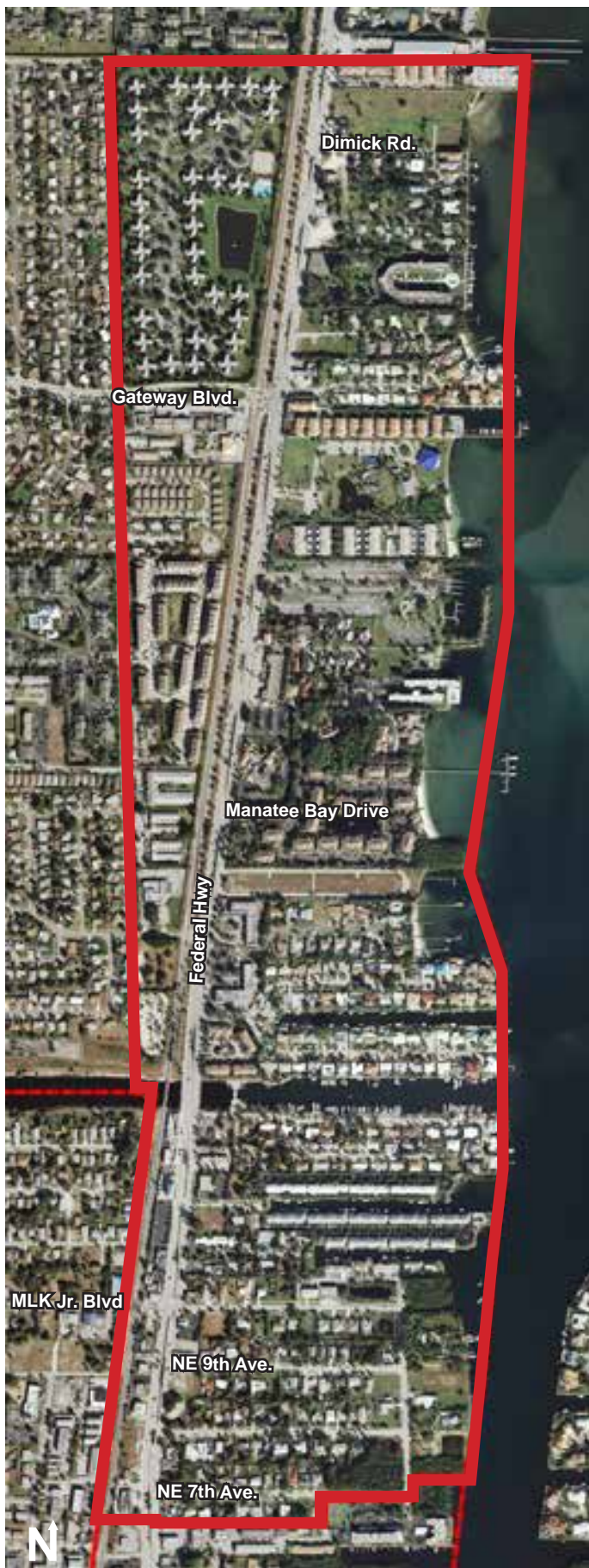


Figure 48: Federal Highway District (North) District Location Map



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

Planning Challenges

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

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

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

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

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

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



Figure 50: Example of District Planning Challenges

Planning Considerations

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

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

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

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



Vision

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

Recommendations: Streetscape

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

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

Recommendations: Land Use

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

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

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

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

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

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



Figure 51: Federal Highway (North) District Example Projects



Figure 52: Federal Highway (South) District Example Projects

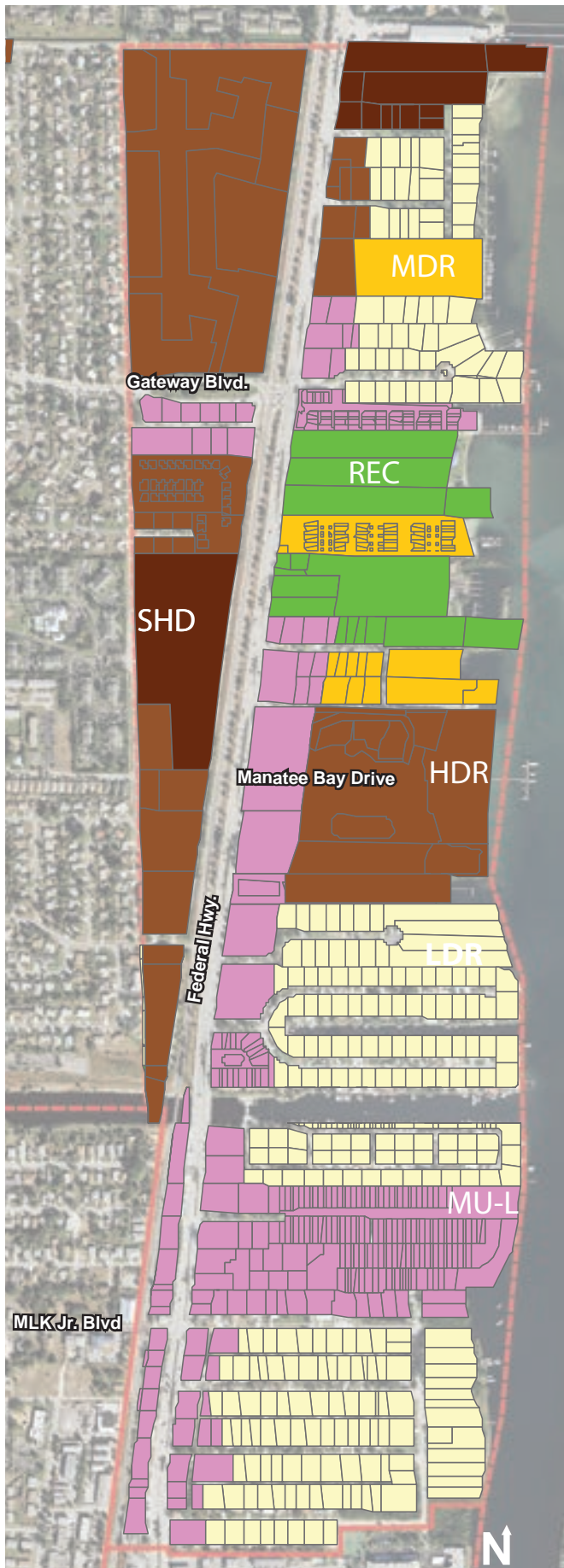


Figure 53: Recommended Land Use for the Federal Highway (North) District

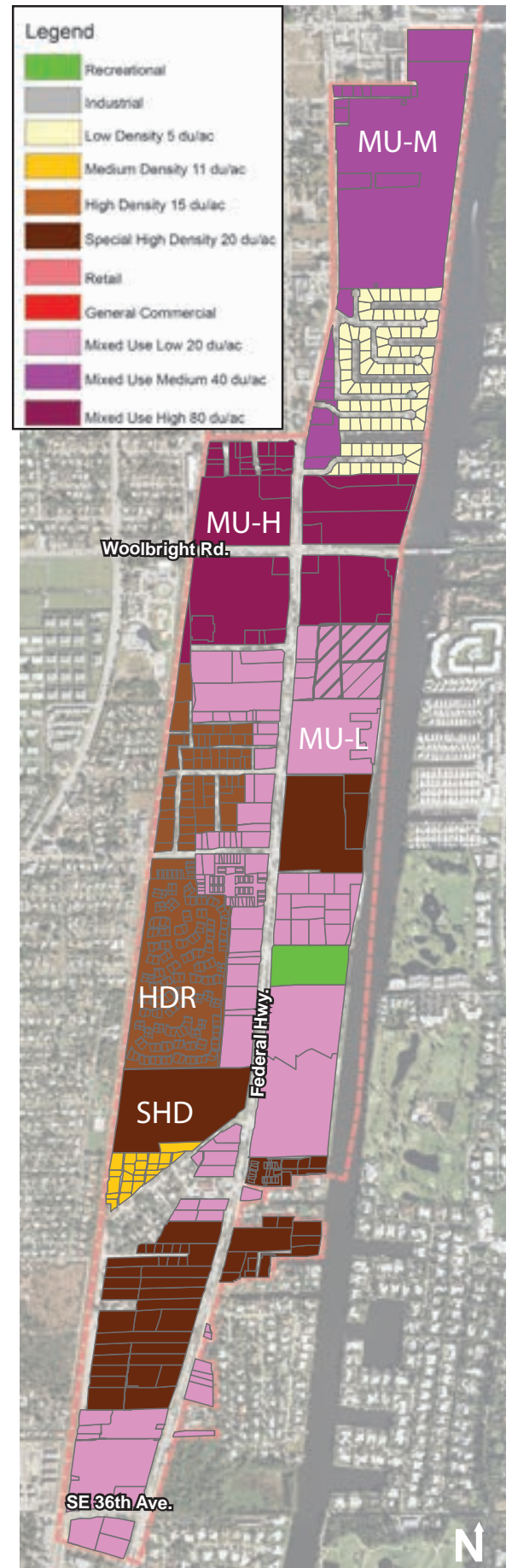


Figure 54: Recommended Land Use for the Federal Highway (South) District

Urban Design

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

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



Figure 55: Example High Density Residential Project



Figure 56: Example Mixed Use Low Project





Heart of Boynton District

Introduction
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Introduction

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

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

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

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

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

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

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

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

The Heart of Boynton District is bounded by the

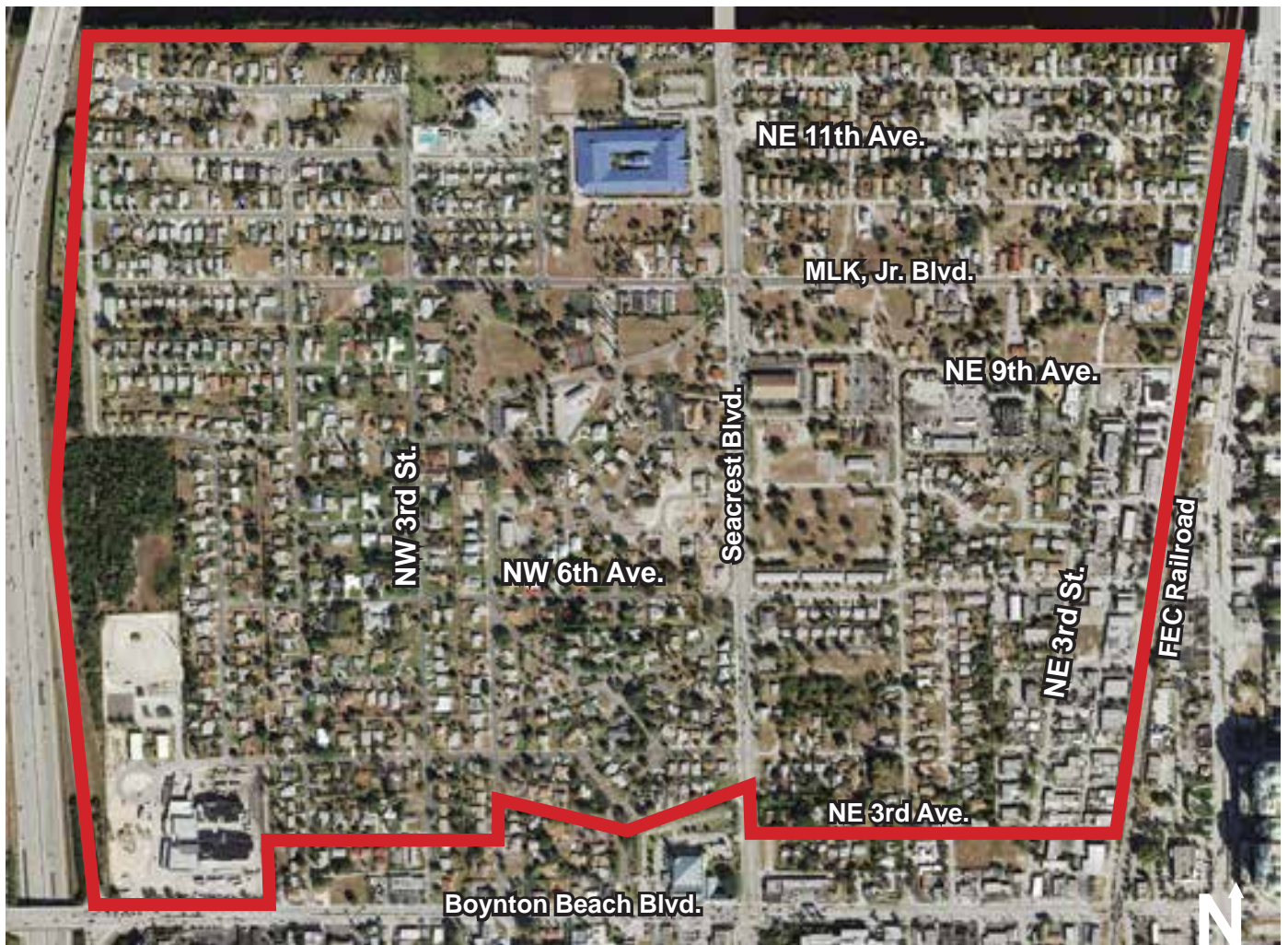


Figure 57: Heart of Boynton District Location Map

Planning Challenges

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

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

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

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

The neighborhood is bifurcated by a four-lane Seacrest Boulevard, which has only one signalized pedestrian crossing even though there are two elementary schools in the neighborhood. The width of the road and drive aisles encourage speeding through

the neighborhood; clearly, the road is not presently designed at a neighborhood scale.

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



Figure 58: Example of District Planning Challenges

Planning Considerations

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

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

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

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

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



Figure 59: Planning Consideration Examples

Vision

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

Recommendations: Streetscape

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

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



Figure 60: Seacrest Blvd Streetscape Area



Figure 61: MLK JR. Blvd. Streetscape Area

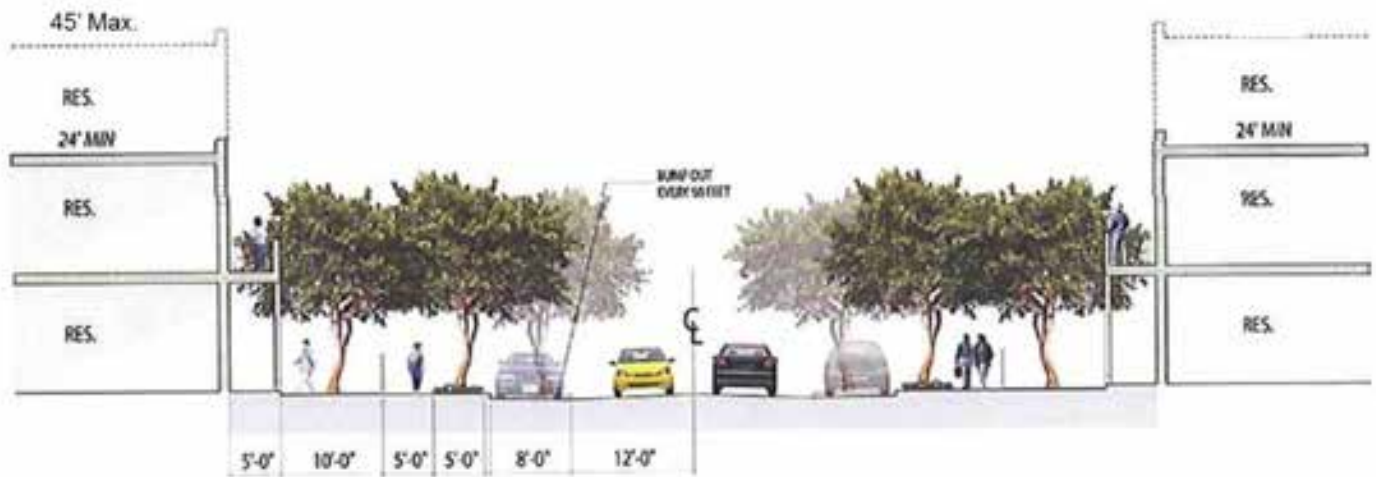


Figure 62: MLK JR. Blvd. Street Section

Recommendations: Land Use

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

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

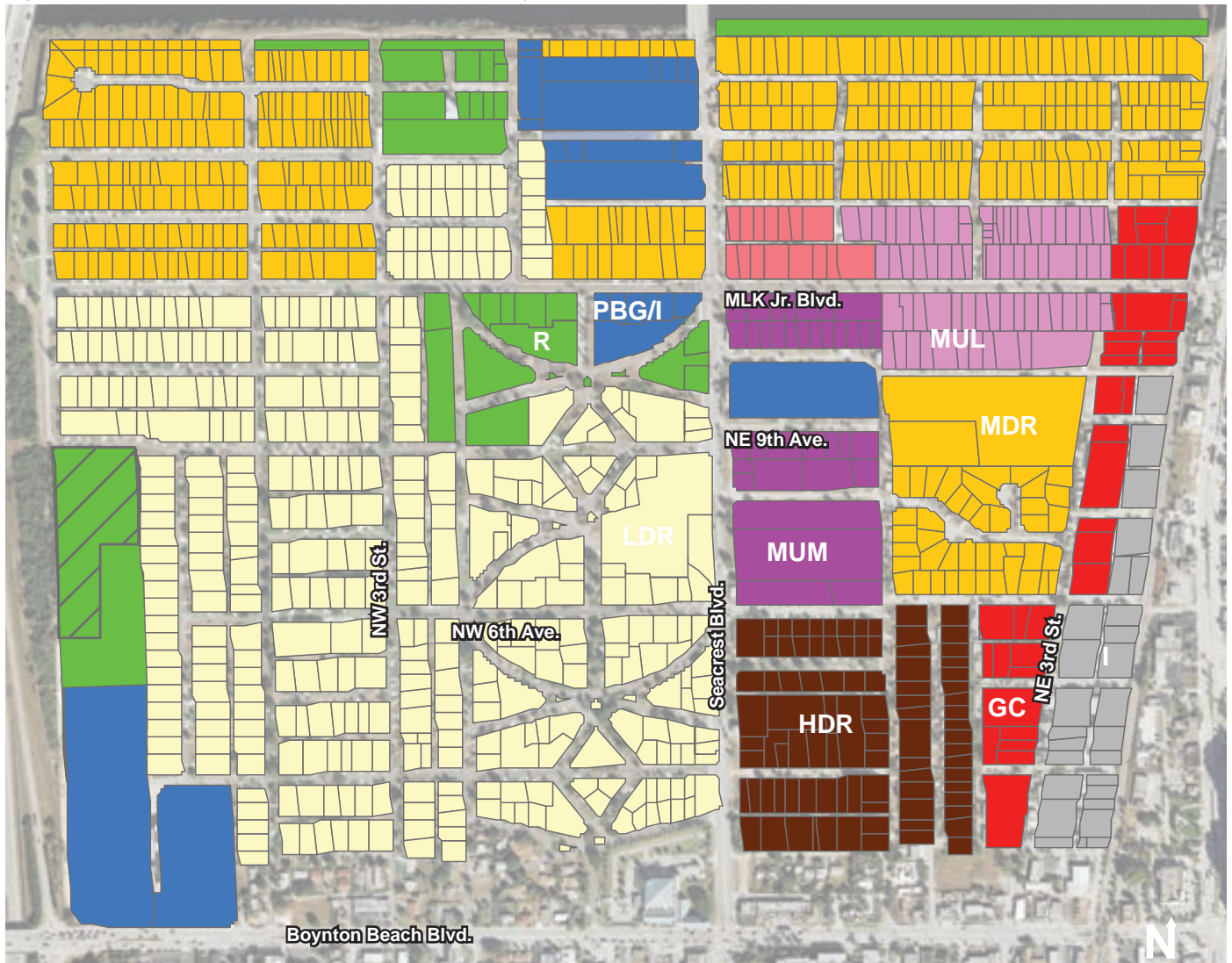
Below is a table of the proposed land use and zoning designations that will apply within the Federal Highway Corridor District:

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

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

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

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



Recommendations: Urban Design

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

Figure 64: Heart of Boynton Projects



Sara Sims Park Expansion

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



Figure 65: Sara Sims Expansion

Ocean Breeze East

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



Figure 66: Ocean Breeze East

Cottage District

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



Figure 67: Cottage District

MLK Commercial

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

MLK Multi Family

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



Figure 68: Example MLK Commercial Project



Figure 69: Example MLK Multi Family Project





Industrial Craft District

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Introduction

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

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

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



Figure 70: Industrial Craft District Location Map

Planning Challenges

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

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

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

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

Planning Considerations

Principal considerations in evaluating the redevelopment potential and vision for this District include its location, the relatively new art district, and

the types of businesses that would represent a successful symbiotic relationship between the industrial and art worlds.

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

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



Figure 71: Examples of District Planning Challenges

Vision

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

Recommendations: Land Use

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

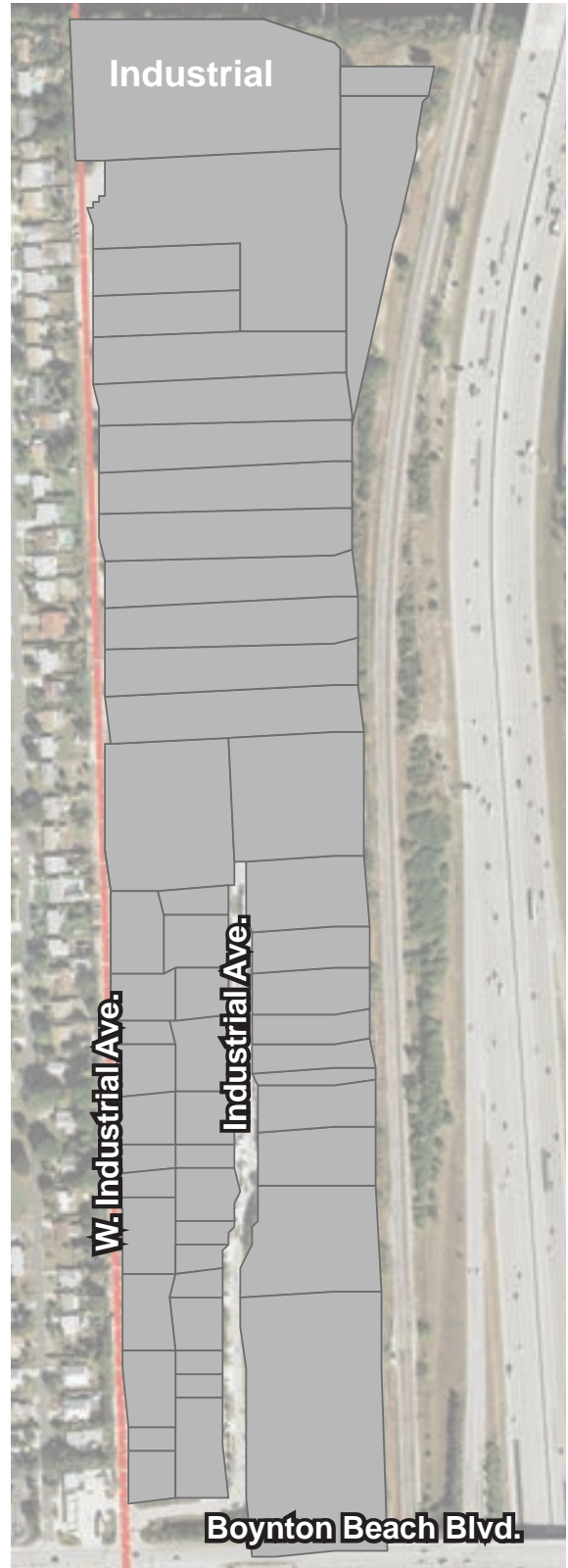


Figure 72: Industrial Craft District Future Land Use

Recommendations: Streetscape

Streetscape enhancements:

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

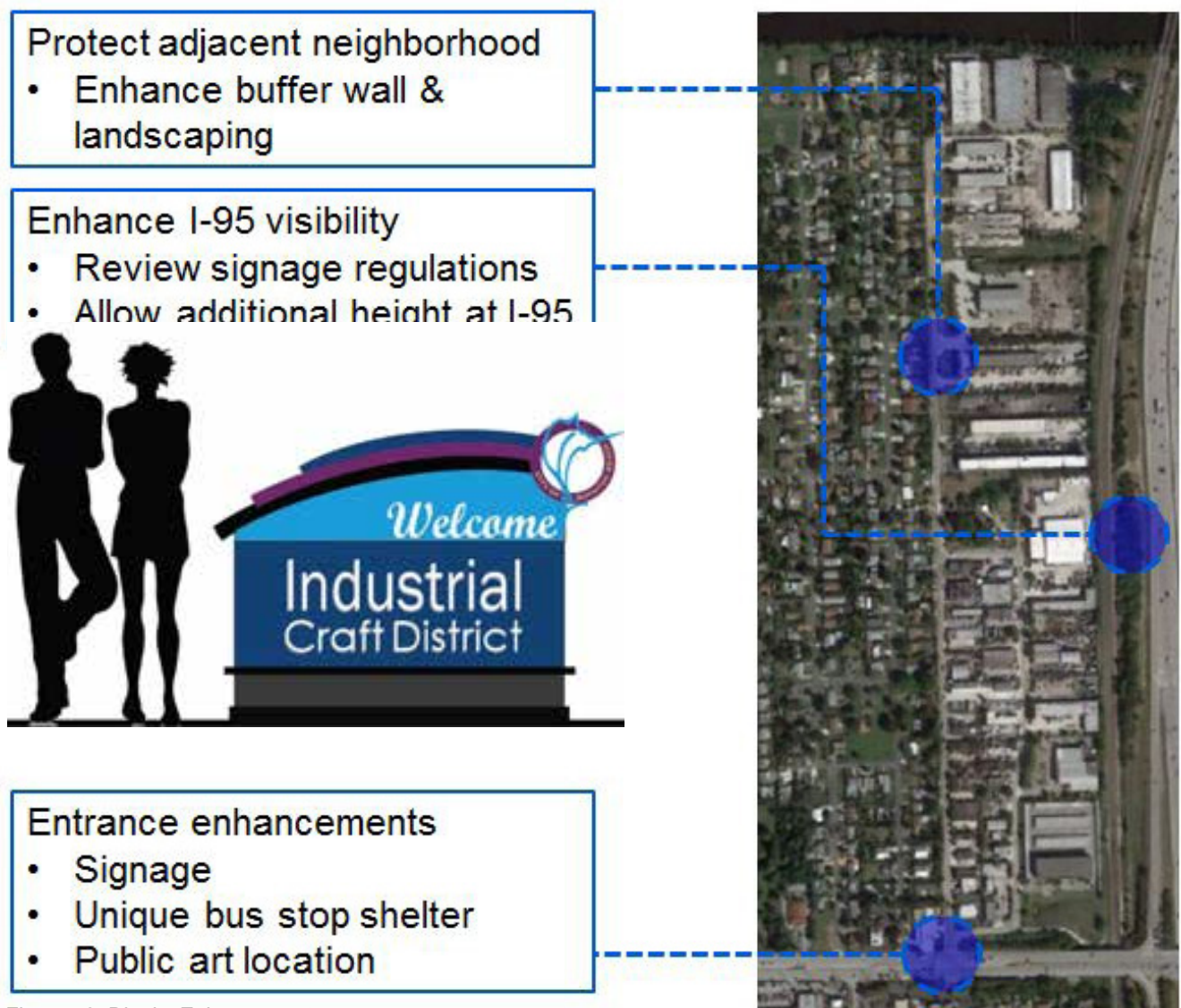


Figure 73: District Enhancements

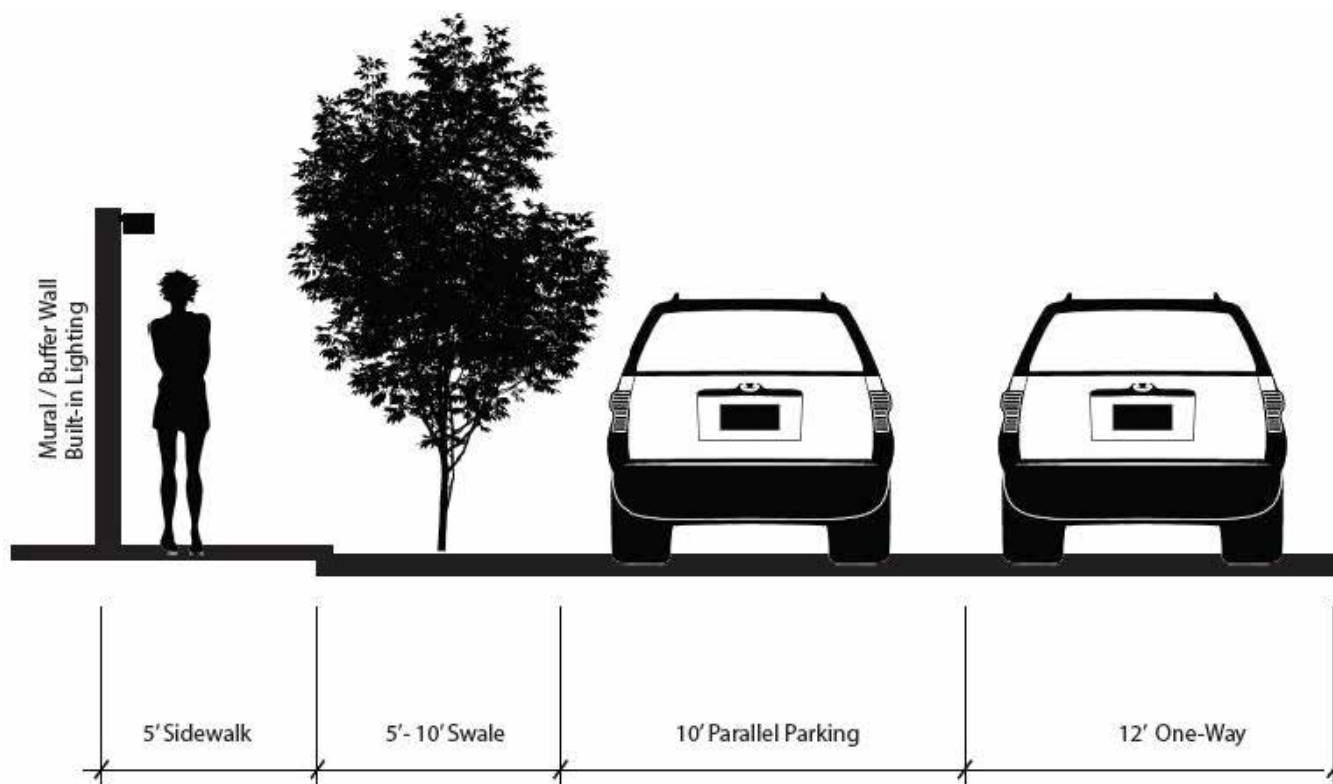


Figure 74: Example West Industrial Ave. Section



Figure 75: Example West Industrial Ave. Buffer Wall and Pedestrian improvements

