

Boynton Beach Community Redevelopment Plan



Boynton Beach Community Redevelopment Plan

November 1983

Boynton Beach Community Redevelopment Agency

Chairman	Hank Thompson
Vice Chairman	Sam Scheiner
	Dale Hatch
	Capt. Donald McKone
	Don Combs

Consultants

Urban Design Studio	Project Coordination/Urban Planning
Regional Research Associates	Economic Analysis
Kenneth Hirsch Assc., Inc.	Architecture/Urban Design
Howard Searcy, P.E.	Environmental Engineering
Michael B. Schorah & Associates	Civil Engineering
Ken Rogers, P.E.	Traffic Analysis
Charles W. DeSanti	Community Redevelopment

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INTRODUCTION

In order to initiate the redevelopment planning process, on May 4, 1982, the City of Boynton Beach declared a portion of the downtown to be a blighted area appropriate for redevelopment, as indicated by Resolution 82-KK of the City Council. The text of the resolution is provided in the Appendix. Documentation of blighted conditions is available from the Community Redevelopment Agency (CRA). The boundaries of the Community Redevelopment Area contain approximately 180 acres (shown in Figure A-1) and are legally described in Resolution 82-KK.

The authority and powers vested in this plan come from the Community Redevelopment Act of 1969 (Florida Statutes, Chapter 163, Part III). The Community Redevelopment Act grants local municipalities and local redevelopment agencies the authority to undertake community redevelopment projects following the designation of a redevelopment area. Once an area has been declared appropriate for redevelopment, a Community Redevelopment Plan is prepared. Before the plan is approved, the local government body must hold a public hearing on the proposed plan.

The term "CRA" is used interchangeably in this report to refer to both the Community Redevelopment Agency and the Community Redevelopment Area. The terms "Downtown Center" or "CBD" refer to a centralized portion of the downtown which will receive the greatest concentration of development efforts in the preliminary redevelopment phases. The boundaries of the Downtown Center are shown in Figure A-2.

The Community Redevelopment Agency (CRA) is the primary agent for guiding the redevelopment program contained in this plan. To carry out its program, the CRA will work with the City Council, the Staff of the City, County and State governing bodies, the City Planning Board, and other agencies and groups whose decisions affect the downtown. The CRA will also encourage involvement of the private sector in the downtown. The success of the plan will depend on the combined efforts of the public and private sectors. The powers and responsibilities of the CRA are conveyed by City Ordinance No. 0-81-77 (see Appendix), and are in accordance with Section 163.370 of the State Community Redevelopment Act of 1969.

As part of the redevelopment process there may be times when modifications to the Redevelopment Plan are necessary. Under Chapter 163, the City Council has the authority to amend the plan after a public hearing.

Chronology of Community Redevelopment Agency Events:

- August 4, 1981

City Council established a Boynton Beach Community Redevelopment Agency in accordance with FS 163.356.

- May 4, 1982

City Council declared the downtown redevelopment area as blighted as defined in Chapter 163 F.S.

- May 18, 1982

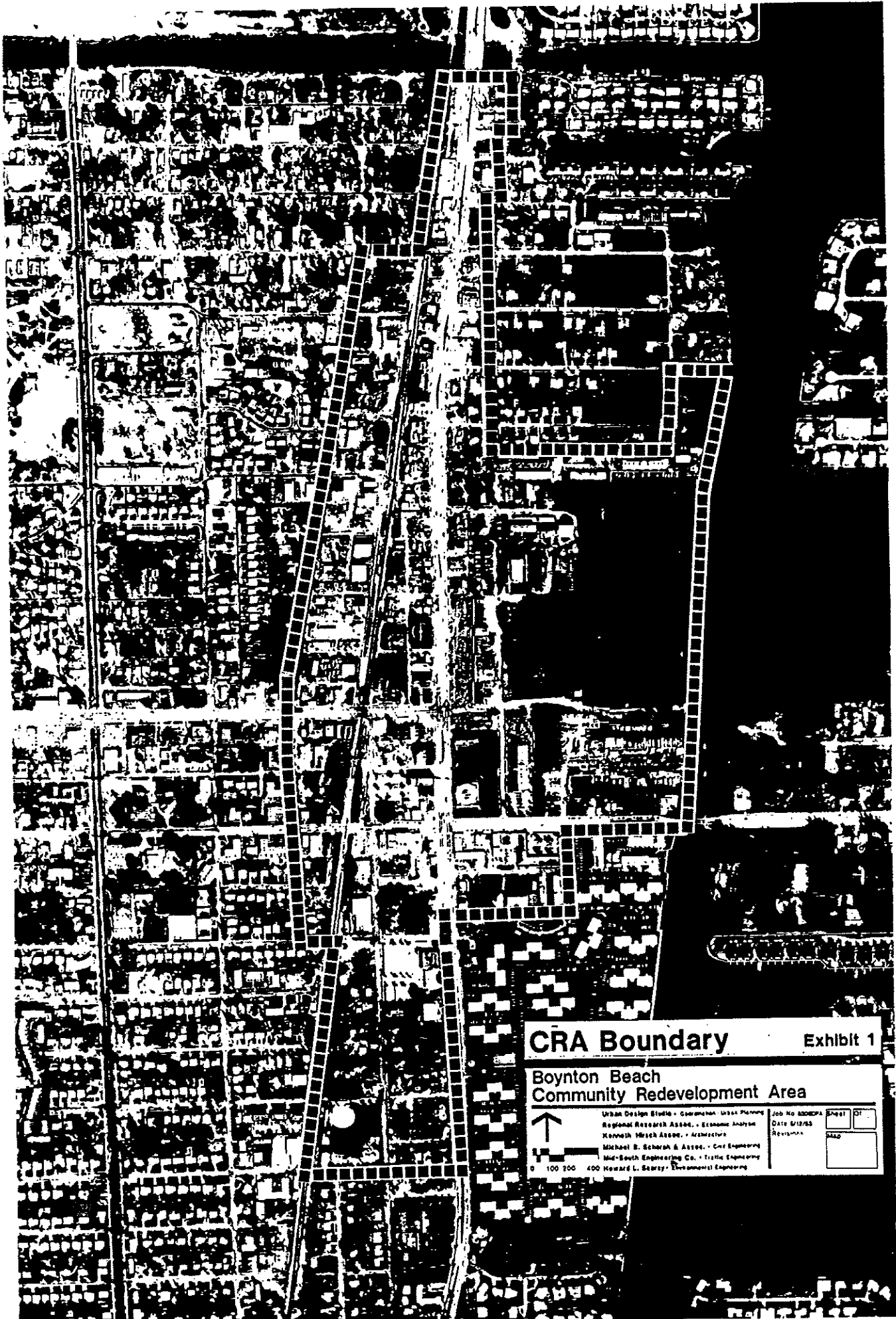
City Council appointed members to the City's Community Redevelopment Agency in accordance with F.S. 163.356.

- April, 1983

Community Redevelopment Agency retained the Urban Design Studio team to prepare the Community Redevelopment Plan

COMPREHENSIVE PLAN CONSISTENCY

In compliance with Section 163.360(2)(a) of the Florida Statutes, this Community Redevelopment Plan must conform to the City of Boynton Beach Comprehensive Plan as prepared under the Local Government Comprehensive Planning Act of 1975. (See page G-2)



CRA Boundary

Exhibit 1















Boynton Beach Community Redevelopment Area

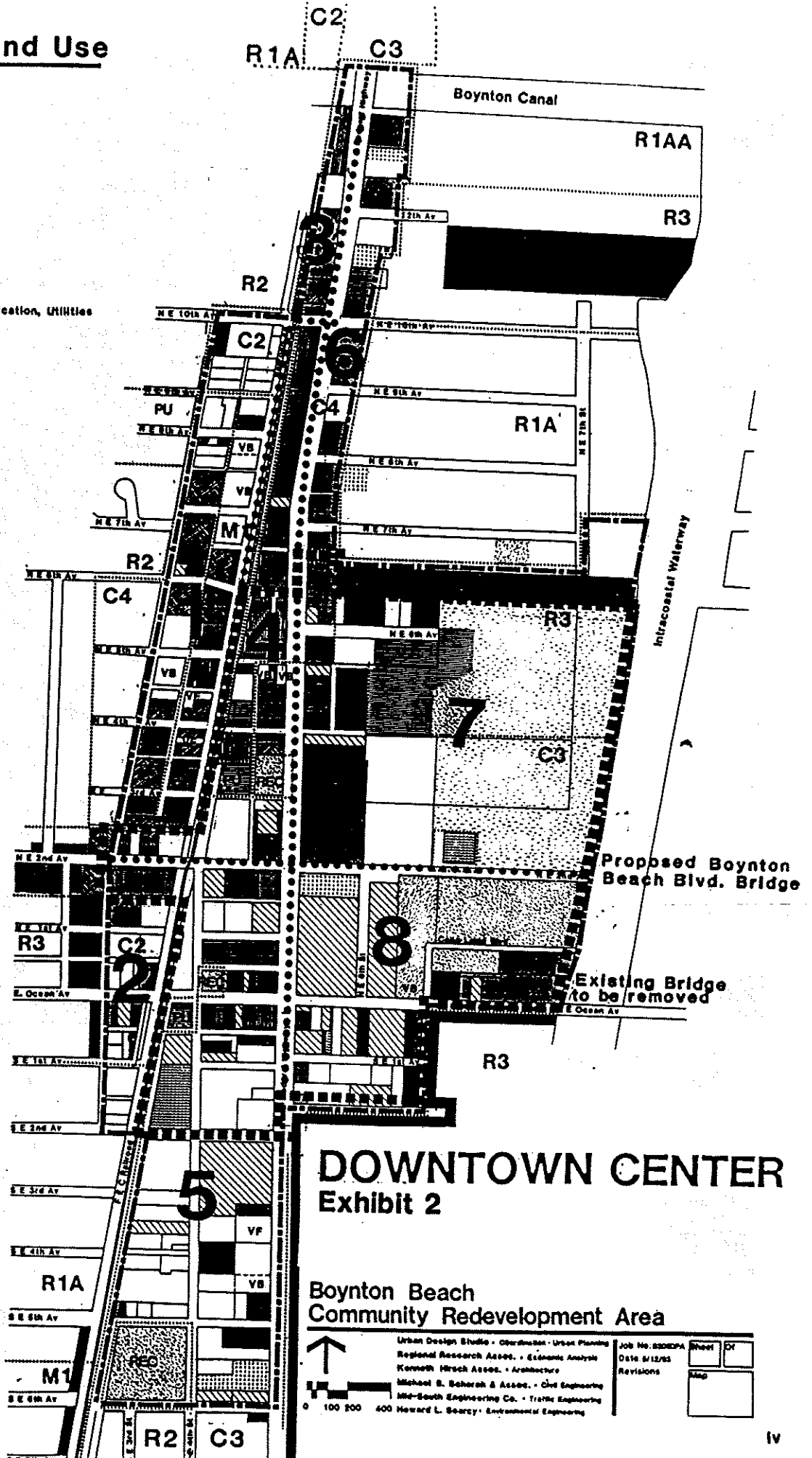


Urban Design Studio • Government Urban Planning
Regional Research Assoc. • Economic Analysis
Kenneth Hirsch Assoc. • Architecture
Michael B. Schorn & Assoc. • Civil Engineering
Mid-South Engineering Co. • Traffic Engineering
Howard L. Searcy • Environmental Engineering

Job No. 80828A	Sheet	01
Date 6/18/85	Rev.	
Revised	Drawn	

Existing Land Use

-  Offices
-  Commercial Services
-  Motels
-  Auto Sales & Services
-  Industrial
-  Public/Quasi-Public
-  Recreation & Parks
-  Transportation, Communication, Utilities
-  Single Family, Duplex
-  Multi-Family
-  VB Vacant Building
-  VP Vacant Floor
-  Vacant Land
-  Mangrove



DOWNTOWN CENTER Exhibit 2

Boynton Beach Community Redevelopment Area

Urban Design Studio - Coordinator - Urban Planning
 Regional Research Assoc. - Economic Analysis
 Kenneth Hirsch Assoc. - Architecture
 Michael S. Beharok & Assoc. - Civil Engineering
 Mid-South Engineering Co. - Traffic Engineering
 Howard L. Searcy - Environmental Engineering

Job No. 8302EPA
 Date 5/12/83
 Revisions

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Map	

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SUMMARY OF REDEVELOPMENT PLAN RECOMMENDATIONS

The three major sections of this Community Redevelopment Plan entitled Goals & Objectives, Plan Description, and Plan Implementation are summarized in this section. While many details have been edited, all of the key concepts and recommendations in the Plan are included to provide this summarized review for the convenience of the reader.

MAJOR GOALS FOR THE COMMUNITY REDEVELOPMENT AREA AND THE DOWNTOWN CENTER

Environment/Identity

- 1) Enhance the visual attractiveness of the Redevelopment Area by establishing programs with enforcement mechanisms for streetscape improvements, architectural continuity, and coordinated commercial signage along the major corridors entering the Downtown Center including: U.S.-1, Boynton Beach Blvd., and East Ocean Avenue.
- 2) Provide limited opportunities to allow a 7 to 10 story visual landmark to be built to help identify the Downtown Center from a distance.
- 3) Use a waterfront orientation in creating a unique retail/entertainment environment.
- 4) Provide active and intimate pedestrian outdoor spaces (plazas, waterfront walks, shopping arcades, cafe's) with pedestrian scaled amenities (street furniture, lighting, shade trees, canopy features).
- 5) Provide for perpetual public use of newly created waterfront.
- 6) Protect the community from the negative impacts (visual and audible) associated with the F.E.C. railroad.

Land Use

- 1) Encourage mixed-use development in the Downtown Center, including office, retail, service, financial, restaurant, entertainment, lodging and residential uses.
- 2) Encourage the location of future civic facilities downtown.
- 3) The redevelopment agency should solicit and act as an advocate for development projects that further the downtown goals by assisting in identification of sites, land assemblage, acquisition of permits, and appropriate financing.
- 4) Solicit a major redevelopment project that will serve as the catalyst for downtown revitalization.
- 5) Emphasize development east of U.S. 1 during initial redevelopment phases that can use the waterfront amenity to capture development interests and act as a catalyst for later development of non-waterfront areas.

Circulation

- 1) Plan for an integrated system of conveniently located, readily accessible, and visible parking to satisfy increasing user demands associated with new downtown development (including short-term, long-term, on-street, off-street, and garage parking).

Utility Services

- 1) Complete a comprehensive analysis of existing utility facilities servicing the Redevelopment Area to determine each system's capacity as it relates to increased land use intensities and proposed projects implied by the redevelopment plan.
- 2) Install all utility facilities underground that are located inside the Downtown Center.

Neighborhood Impacts

- 1) Require appropriate visual landscaped screens/buffers between proposed commercial/office uses and existing residential properties coordinated with an "Enforcement Program".
- 2) Restrict commercial uses (in areas adjacent to residential neighborhoods) to those that minimize impacts upon the residences (traffic volumes, noise, fumes, rear service and loading, garbage accumulation, storage, building height, etc.).

PLAN DESCRIPTION

Over-All Market Strategy

The primary thrust of the Redevelopment Plan should be to create a Downtown Center with a unique retail/entertainment environment through a waterfront orientation.

Project Size

SIZE RANGE FOR A MAJOR REDEVELOPMENT PROJECT

Hotel:	100-200 rooms plus conference and other ancillary uses.
Residential:	100 + units
Commercial Retail and Restaurant:	50,000 to 80,000 square feet
Office Space:	20,000 to 30,000 square feet

Future Land Use in the Downtown Center

Two major Specialty Retail/Entertainment areas are proposed to capitalize on the waterfront amenity. One is located at the existing marina which should continue to operate charter fishing boats and provide dockspace adjacent to new shops and restaurants. The second is located at the existing Boynton Beach Plaza and entails rehabilitating the existing structure to provide private shops and restaurants over-looking a newly created waterfront Public Park and Plaza (designated as Recreation/Open Space inclusive of the Mangrove Preserve).

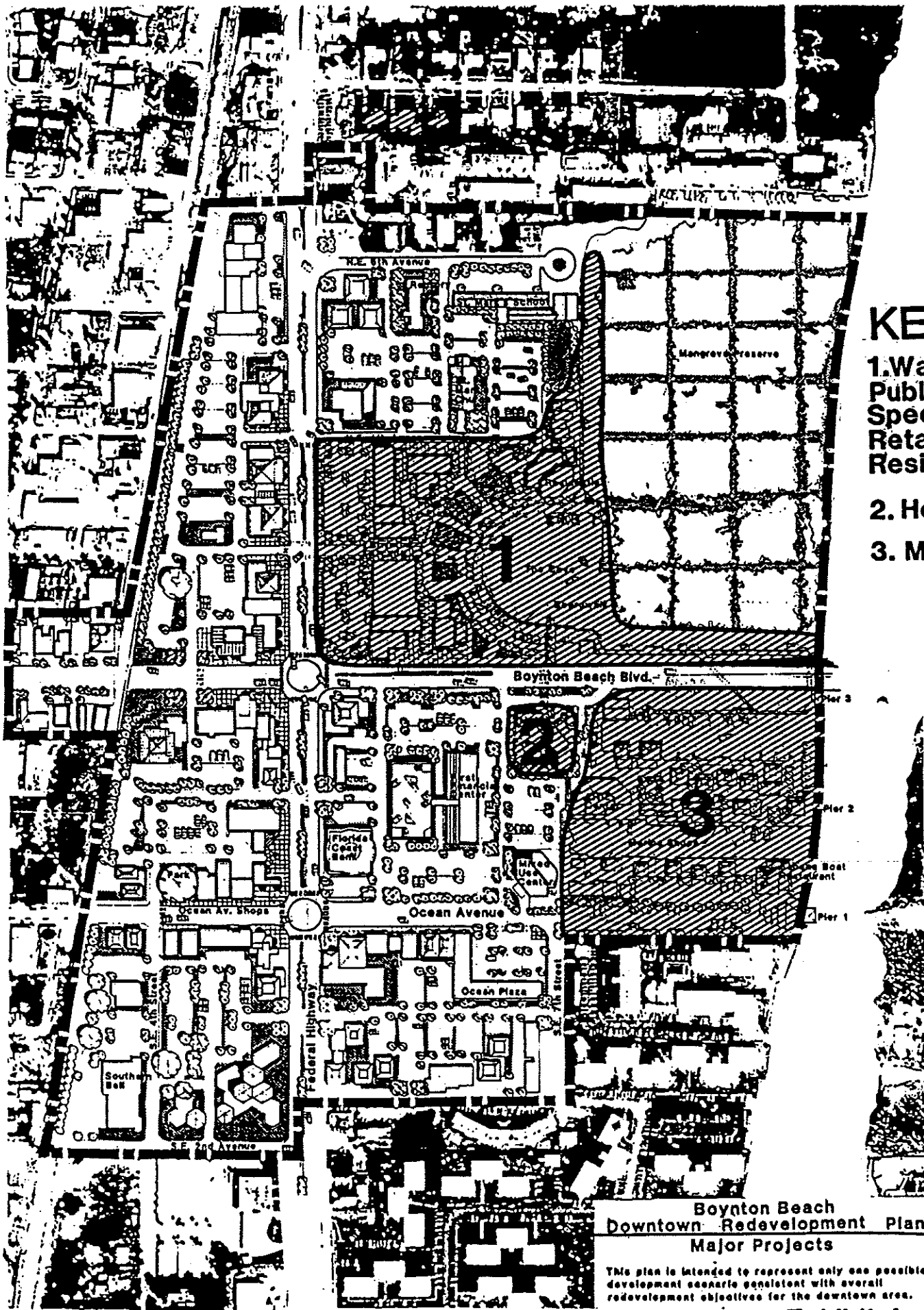
Two newly introduced land-use areas, include a Mixed Use area with a hotel, as the principal use and a High-Density Residential area. Both areas relate strongly to the waterfront amenity and are supportive of the adjacent specialty retail/entertainment uses.

Activities that are on or in closest proximity to the water should principally be eating and drinking establishments, pedestrian oriented specialty retail shops, marina uses, recreational uses, and public uses. Ideally a hotel facility and a high density residential project should be located to provide waterfront views.

Major Projects Proposed

Three major development projects are proposed:

- 1) A WATERFRONT PUBLIC PARK/SPECIALTY RETAIL/RESIDENTIAL PROJECT would redevelop the existing Boynton Beach Plaza into a specialty retail/entertainment center focused upon a newly created waterfront Public Park and Plaza. This Public Park and Plaza could almost be considered as a fourth major development project. It represents an exciting opportunity for the City Council to create an outdoor civic center for the benefit of generations to come. It is included as part of this multi-use project because of its strong potential for integration with the proposed commercial redevelopment and new residential uses. The multi-family residential project would orient on this waterfront amenity and support the adjacent retail development economically. Parking to serve shoppers and residents should be carefully coordinated with parking facilities adjacent to St. Marks.
- 2) A HOTEL PROJECT would help to enhance the Downtown Center's Indigenous market as well as the City's position in the regional tourist industry. The Hotel would be ideally located overlooking both waterfront amenities: the marina and the mangrove.



KEY

1. Waterfront
Public Park/
Specialty
Retail/
Residential

2. Hotel

3. Marina

Boynton Beach Downtown Redevelopment Plan Major Projects

This plan is intended to represent only one possible development scenario consistent with overall redevelopment objectives for the downtown area.

- 3) A MARINA PROJECT would intensify the popularity of the existing marina by adding specialty retail shops and more restaurants ideally located for patrons to enjoy the daily fishing and boating activities. Dry storage and repair services may be able to be located under the proposed bridge to provide space for retail shops on the existing piers. A Civic Center (auditorium, theatre, band-shell, etc.) is also proposed overlooking a waterfront plaza in a location easily accessible to Hotel guests.

Circulation

One right of way is proposed to be added (north-south between the First Financial Center and the proposed mixed-use/hotel site). This additional link will complete an important loop necessary to service future traffic associated with development of the Marina. Locating this new link as close as possible to the First Financial Center will permit the greatest development opportunities associated with the Marina.

Several rights-of-way are designated as conducive to abandonment, principally in the area northwest of the intersection of Boynton Beach Blvd. and Federal Highway. Abandonment of these r.o.w.'s should only be approved for projects substantially meeting the objectives of this Redevelopment Plan.

Parking System

The Downtown Center should provide an integrated system of conveniently located, visible, and readily accessible off-street parking areas. The Parking System should incorporate limited mid-block entrances to parking lots which would be identifiable by distinctive signage, landscaping, lighting, etc.

Along the Public Pedestrian/Streetscape System parking should be located behind building masses in consolidated block aggregations to allow a continuous active retail facade to front along pedestrian-scaled streets.

Pedestrian and Streetscape Program

The Pedestrian System proposed consists of two distinct, but related, systems: 1) the Public/Private Pedestrian System which incorporates public access through private property and, 2) the Public Pedestrian Streetscape System along major roadways where the greatest concentration of foot-traffic is to be encouraged along a fairly continuous retail facade.

Major recommended Program elements include:

- 1) The implementation of a street graphics program.
- 2) The implementation of a commercial facade renovation program.
- 3) A systematic undergrounding of all aerial utility facilities throughout the core area is recommended coinciding with a block by block implementation of the Streetscape Plan.

Open Space System

A major element of the open space system is the recommended development of a new outdoor civic plaza as part of the first major project proposed (see page F-13). This new urban park and plaza would replace the largely ceremonial and little used Bicentennial Park which is recommended to be abandoned. Bicentennial Park should be retained as an urban open space, however, until the development of the new waterfront plaza is assured.

The proposed waterfront Public Park and Plaza is envisioned as a major element in the City's Parks and Recreation Program. The site should be designed to accommodate band concerts, art shows and festivals such as the Boynton Gala. In a highly visible location, the plazas' design should reflect the quality of life in Boynton Beach and evoke enormous Community pride.

Buffer System

The principal objective of the buffer system proposed is to limit visual impacts on residential areas caused by commercial use and the F.E.C. Railroad.

PLAN IMPLEMENTATION

Comprehensive Planning

The following Comprehensive Plan amendments should be adopted concurrently with the adoption of the Community Redevelopment Plan:

- A land use designation of Downtown Center should be established and should replace all current designations in this area.
- The Plan text should permit mixed uses in accordance with an adopted Community Redevelopment Plan.

Land Development Regulations

Recommended Revisions include:

- Rezone all areas in the "Downtown Center", to a special CBD zone that includes residential/mixed use development in addition to the commercial, recreational and amusement activities presently allowed by code and provides limited opportunities for a 7 to 10 story landmark structure.
- Rezone Study Area 6 to C2 to ensure compatible land uses and building heights adjacent to the residential area to the east
- Rezone the two C2 zones in Study Areas 1 and 2 to C3 to provide more flexible redevelopment opportunities.

In order to facilitate the planning and design of redevelopment area projects a Land Development Manual should be prepared consisting of a cross-referenced development code that includes all regulations and standards that apply to development in the CRA. It should also contain a description of the various incentive programs and techniques that are available to the private sector for CRA development.

Right-of-Way Abandonment

The adoption of the Redevelopment Plan will establish a specific policy regarding the abandonment of certain right-of-ways as specified herein.

Land Acquisition/Assemblage

The CRA should focus its efforts in the two areas where the three major development projects proposed are located. Initially, the most important function will be to discuss redevelopment plans in detail with all property owners affected and establish the potential for establishing cooperative relationships between property owners and the city.

Marketing and Promotion

Marketing and promotion will be the single most important means of informing the public and gaining its support for redevelopment efforts. Recommended promotion techniques include:

- (1) Calendar of Events - Monthly downtown concerts, and exhibitions, coupled with a retail sales effort, have proven to be successful.
- (2) Media Involvement - Radio/TV/Newspaper; developing contacts in each area is essential to information dissemination.

- (3) Logo/Identity Competition - Involve the community/county in a design competition.
- (4) Signage/Graphics Program - Once a graphic logo-identity has been established a program for incorporating this identity on all signage and graphics associated with redevelopment activity should be adopted; e.g. a sign stating: "This project/event sponsored by the Boynton Beach Community Redevelopment Agency."
- (5) Entrance Identification Program - Keying on entrance identification into the downtown redevelopment area is a relatively inexpensive project that can be implemented immediately. By properly promoting this effort with a "ribbon cutting" ceremony, media involvement and an appropriate logo/signage program the CRA can "kick-off" the redevelopment process.
- (6) Landscape Improvements - Small scale, but immediate, improvements can boost community confidence in the potential of downtown and the significance of the Community Redevelopment Agency. It is recommended that initially these improvements be focused on the corridors leading into the Downtown Center.
- (7) Slide Show Program/Speakers Bureau - With or without a slide show program, a speakers bureau available to all interested organizations is a must.
- (8) Illustrative Graphics - Even before the adoption of specific design guidelines for the Downtown Center, illustrations of "what could be" can be prepared for public viewing. The exhibition of University of Miami student work is along these lines.

Water, Sewer and Drainage Improvements

In many instances the CRA must address expenditures relating to the upgrading of the general infrastructure system in the redevelopment area. However, Boynton Beach has developed a well thought out infrastructure plan which is in place and, therefore, will relieve the CRA from concentrating its funding to upgrade the system.

The analysis concludes that the proposed redevelopment project will neither strain existing facilities nor incur costly improvements.

Wetland/Waterway Improvements

The principal recommendations are as follows:

1. Attempt to gain control, either by fee title ownership, lease or exchange of all of the existing mangrove forest area.
2. Prepare a detailed study of the mangrove forest area as it may affect the future proposed development and to provide the background for an assessment of the biological and ecological impact for the proposed construction.
3. Provide a refined detail plan of the proposed waterfront development in terms of the size, depth, and exact location of the water area relative to the affected wetland areas and formulate a plan in consultation with the regulatory agencies for the mitigation of the loss of any of the wetland areas.
4. Determine a proposed strategy for the implementation of the project considering alternative financing, potential for sharing of the proposed construction with future developers in the downtown area, or the possibility of bond financed construction of the entire project as a part of a comprehensive downtown redevelopment program.

ENCOURAGING NEW DEVELOPMENT

The CRA must play an active role in soliciting and facilitating development. This includes acting as an advocate for selected projects at local, state, and possibly national levels.

CRA Sponsored Development

DESIGNATED PARCELS: The CRA should establish procedures and terms for implementing the three major development projects proposed seek the approval of necessary land acquisition and disposal of City owned land in inventory if necessary, and actively solicit developers or tenants for the project.

UNDESIGNATED PARCELS: The CRA should respond to requests for assistance by helping identify sites and provide information about parcel ownership, building codes and other restrictions, the permitting process, and the availability of financing locally and elsewhere.

ENCOURAGING COMMUNITY REHABILITATION

The CRA must immediately develop a priority of block redevelopment within the downtown area. This will include specifying an initial "model" block which in our opinion should be the "old town" retail block which has the necessary elements for a successful joint venture between the city and the private building owners/retail shop owners.

The CRA must move to establish a revolving loan fund in conjunction with conventional local financing and TIF Trust fund monies to effectuate the rehabilitation of the building facades (interiors where appropriate) along the subject redevelopment "model" block.

COMMUNITY DESIGN AND REVIEW PROCEDURES

The formulation of design guidelines is recommended to ensure that redevelopment will be carried out in a manner consistent with CRA plan objectives.

A specific architectural vernacular should not be prescribed; however, all new improvements should be designed to be unique to Boynton Beach.

In order to properly reflect Downtown Center objectives design guidelines should be adopted after the adoption of the Community Redevelopment Plan and the adoption of a revised and expanded CBD District ordinance.

Review procedures need to be formulated to ensure that projects meet design guidelines. It is recommended that a Development Review Board (DRB) be established and serve in an advisory capacity for all projects located in the Downtown Center. The DRB would essentially combine the functions of the City's Community Appearance Board and Planning and Zoning Board.

Enforcement mechanisms for design guidelines must include municipal budgeting for city staff to conduct periodic on-site inspections. This will help guarantee continued conformity to the originally approved design and construction, especially for easily changed elements, such as landscape buffer requirements.

DOWNTOWN CENTER DEVELOPMENT REGULATION PROCEDURES

Subsequent to the concurrent adoption of this Redevelopment Plan and appropriate amendments to the City's Comprehensive Plan the city must establish an effective procedure for reviewing and approving development in the Downtown Center. It is recommended that the following actions be officially and concurrently taken as soon after the adoption of the Redevelopment Plan as possible:

- 1) Adopt a revised and expanded CBD ordinance regulating development in the Downtown Center.
- 2) Rezone all lands lying within the limits of the Downtown Center to CBD.
- 3) Adopt a set of Design guidelines and standards for development in the Downtown Center.
- 4) Establish a Development Review Board (DRB) as an advisory body.
- 5) Designate the Community Redevelopment Agency (CRA) as the development approval authority for all development in the Downtown Center.
- 6) Establish a development approval process which requires only DRB review and CRA approval of all Downtown Center projects.
- 7) Lift the building moratorium for the Downtown Center. (Properties outside the Downtown Center should be released from the moratorium at the time of adoption of the Redevelopment Plan.)

INTRODUCTION

This section provides an overview of the economic, market and fiscal factors that contributed to the formulation of the Redevelopment Plan and highlights their implications for the redevelopment potential of the Boynton Beach CRA, particularly the Downtown Center. The primary purposes of the economic and market analyses that were undertaken during plan preparation were to establish the underlying objectives and constraints for the Redevelopment Plan and to provide a basis for analyzing the market and financial practicality of the physical components of the plan. The data base that has been developed for this effort includes:

- 1) Analysis and inventory of competing downtown areas in Delray Beach and Lake Worth.
- 2) Analysis of the tourism industry and tourist facilities in Palm Beach County.
- 3) Analysis of consumer expenditures in Palm Beach County.
- 4) A demographic profile of the Boynton Beach market area relative to other market areas, particularly the market areas of the Delray and Lake Worth downtown districts.
- 5) Analysis of the fiscal structure of the City of Boynton Beach.
- 6) Inventory and analysis of existing development in the Redevelopment Area including building and land square footage, assessed value, age of structures, parcel ownership, recent sale value, and other items.
- 7) Inventory and analysis of building square footage, by type, relative to population levels in various areas of Palm Beach County for comparison with Boynton Beach.

- 8) Financing techniques for redevelopment.
- 9) Inventory of Marina facilities in the Boynton Beach area.

DELINEATION OF STUDY AREAS AND IDENTIFICATION
OF THE DOWNTOWN CENTER

During early stages of the project, the CRA was disaggregated into several Study Areas which were delineated by analyzing physical and market characteristics, transportation linkage, lot configuration, and similar characteristics throughout the CRA. This analysis was accomplished by several field surveys and by analyzing construction trends, real estate values, land use patterns, traffic network configuration and other items. From this analysis it was apparent that there were eight geographic components within the CRA that had distinct characteristics which warranted individual study in order to properly assimilate all areas of the CRA into a cohesive redevelopment plan. These eight components were designated Study Areas. (See EXHIBIT D - 1).

Subsequently, it was determined that the most feasible approach for assimilating Study Areas 1 through 6 into a Redevelopment Plan, given their characteristics, would be to enhance their visual appearance and to establish linkage with a Downtown Center, which in turn would help sustain and enhance their market opportunities. Study Areas 7 and 8 were identified as having the greatest potential for establishing a Downtown Center that would serve as the catalyst for investment and improvements throughout the CRA.

The remainder of this section will focus on the Downtown Center. (The goals, objectives, and strategies for each Study Area can be found in a supplement report: Analysis by Study Area).

The primary factors for including Study Areas 7 and 8 in the Downtown Center are:

- 1) Linkage to I-95 and the island to the east.
- 2) Configuration and location that can provide cohesiveness within the Downtown Center and between the Downtown Center and surrounding areas.
- 3) Potential for waterfront orientation, and marine and recreational uses.
- 4) Some existing development that will complement redevelopment goals.
- 5) Potential for land assemblage.

A significant factor in areas 7 and 8 meeting the above criteria is the construction of the Boynton Beach Boulevard bridge. This new vehicular corridor will make land north of the bridge more accessible and allow greater pedestrian, vehicular, and market linkage with the existing waterfront areas south of the bridge. With waterfront development to the north of the bridge, the entire Downtown Center will have a waterfront orientation.

The strategy of linking areas north and south of the bridge helps mitigate potential deleterious impacts on existing commercial development along Ocean Boulevard from the "dead ending" of this street due to the relocated bridge, and provides investment incentives for those businesses located between Boynton Beach Boulevard and Ocean Avenue east of U.S. 1.

TABLE B - 1 shows land ownership and assessed value patterns in areas of the Downtown Center that offer the greatest potential for land assembly. (See TABLE B - 1 footnote). As can be seen, the area north of Boynton Beach Boulevard is considerably larger

than the area to the south but has roughly the same number of lots and owners as the area to the south. However, the northern area has a substantial amount of wetland area that is not suitable for extensive development due to environmental reasons but could be used for creating a cove and providing open space. Since extensive development of the wetlands is not possible, the opportunity exists for density trade-offs with upland areas of parcels. These factors, along with the greater amount of vacant land in the northern section make it the most suitable for land assemblage and creating additional waterfront, and therefore, the most likely area for encouraging and assisting in an initial major project to serve as a catalyst for the entire area.

TABLE B - 1
SUMMARY OF LAND
CHARACTERISTICS IN THE
DOWNTOWN CENTER

	NORTH OF BOYNTON BEACH BLVD (a)	SOUTH OF BOYNTON BEACH BLVD (b)
Lots	17	16
Parcels	11	11
Owners	9	10
Assessed Land Value	\$1,229,640	\$1,850,000
Assessed Building Value	2,071,640	3,243,105
Total Assessed Value(6)	3,300,996	5,093,105
Areas	32.4	17.0

(a) Bounded by Boynton Beach Blvd., U.S. 1, N.E. 6th Ave and the Northern CRA boundary, and the Intracoastal waterway.

(b) Bounded by Boynton Beach Blvd., Ocean Ave, U.S. 1, and the Intracoastal Waterway.

ECONOMIC ASSUMPTIONS

During the research and analysis of economic, market, and fiscal data, a number of economic and market assumptions were formulated for the plan. These assumptions are based on historical trends, current conditions, and the anticipated conditions in the future that will affect downtown revitalization. Their intent is to concisely define the underlying strategies and guidelines for plan preparation and implementation. These guidelines are not necessarily intended to represent objectives or goals, but rather, are statements that reasonably reflect current and anticipated conditions as well as a course of action to take advantage of favorable conditions and to mitigate unfavorable conditions.

Following are the Economic Assumptions on which the Boynton Beach Redevelopment Plan is based:

- 1) The Delray Beach and Lake Worth downtown districts will generate the greatest competition with a redeveloped Boynton Beach Downtown Center. In addition, the regional mall being constructed to the west will also generate competition. However, the mall may also benefit the downtown by establishing Boynton as a shopping destination and potentially providing spill-over trade.
- 2) The market area for the Boynton Beach downtown area is relatively stronger than the Lake Worth downtown market and weaker than the Delray Beach market.
- 3) The Boynton Beach downtown cannot expect to compete with West Palm Beach and Boca Raton for office space serving regional needs. However, some office space could be absorbed in the downtown that would be oriented to serving the needs of the primary market area.

- 4) The tourist lodging industry in Boynton Beach, and the downtown area in particular, does not represent a significant share of the regional market. Further, most of the lodging facilities in Boynton Beach are relatively small facilities which, during the past several years, have been leaving the market.
- 5) Retail trade, services, and tourism provide the greatest opportunities for revitalizing the Boynton Beach downtown. These have traditionally been strong industries in the region.
- 6) In order to effectively compete with surrounding downtown districts and suburban malls, the Boynton Beach downtown area must establish a unique identity, which can best be achieved through a waterfront orientation.

COMPETING DOWNTOWN AREAS

An analysis of downtown districts located in cities which are comparable to Boynton Beach, or that will compete with Boynton Beach, provides an indication of the potential for the Boynton Beach area and its competitive position within the region. The downtown districts located in Lake Worth and Delray Beach are two such districts. Both are located in southern Palm Beach County, and both have faced some of the conditions that Boynton Beach will face, such as increasing competition from shopping centers, relatively weak markets adjacent to the downtown area, and suburban growth. This section analyzes characteristics of these districts and identifies certain implications that are applicable to downtown redevelopment in Boynton Beach.

A field survey was conducted to inventory the number and types of businesses with street frontage in the core area of each district. In Lake Worth this area is Lake Avenue between Dixie Highway and Federal Highway; and in Delray, Atlantic Avenue between N.E. 3rd Avenue and the Intracoastal Waterway. Both of these districts are relatively healthy and display low vacancies. Both have also had revitalization programs in the past and, in Lake Worth, street and sidewalk improvements were underway at the time of the survey. (Early summer of 1983).

Based on the field survey results, which are presented in TABLE B - 2, these areas display certain similarities, which include:

- 1) A predominance of retail merchandise stores, relatively small in size, with women's apparel and accessories being the most common single type of store in this category.
- 2) Eating and drinking establishments are the second most common business type.
- 3) Office space was limited to insurance, legal, real estate and medical uses.
- 4) Relatively low vacancy rates, although Lake Worth does have more than double the amount that Delray has.

The predominance of retailing and services and the secondary importance of office uses in both districts is expected due to several reasons. Neither area has extensive non-local governmental centers in close proximity and each is located near a major city in the County (West Palm Beach and Boca Raton) and can not expect to compete with these areas for major office development. Further, much of the office development that has been occurring in these two cities has taken place in suburban areas.

The relatively small size of businesses and the limited goods and services provided by any individual store reflects the influence of outlying shopping centers and their ability to capture department store trade, as well as the ability of these downtown districts to capture specialty type trade.

The results of the survey also identified some distinct contrasts between the two districts which include:

- (1) The Delray district has more exclusive shops than Lake Worth as well as a greater diversity of types of stores.
- (2) The average (feet) frontage per store in Lake Worth is less than in Delray, which reflects the upper end market to which Delray caters.
- (3) Total street frontage is considerably less in Lake Worth than in Delray.

The differences in the two districts are mostly explained by the markets they serve. Even though Lake Worth has a larger population within relatively close proximity than does Delray, Delray has a larger downtown core area. This is most likely due to more upper income areas being located near the Delray district than to the Lake Worth district.

The weaker Lake Worth market area is also reflected in the number of competing facilities that have located in the market areas of each district. Delray Beach has more major shopping centers competing for its market area than does Lake Worth, indicating a greater ability to sustain commercial activity in the area.

In summary, the Lake Worth district has remained healthy despite a relatively weak market area, and Delray Beach has remained healthy with "upper end" businesses despite substantial competition from community and regional shopping facilities. This provides an indication of, and should offer confidence in, the ability to develop a healthy downtown Boynton Beach.

TABLE B - 2
SUMMARY OF DOWNTOWN BUSINESSES WITH STREET FRONTAGE
IN DELRAY AND LAKE WORTH

	Lake Worth	DeLray	Total
<u>MERCHANDISE GROUP</u>			
Women's Apparel and Accessories	8	12	20
Men's Apparel and Accessories	0	2	2
Men's and Women's Apparel and Accessories	4	3	7
Jewelry, Antiques, Art and Galleries	5	8	13
Gifts	2	4	6
Groceries/Health Food	2	1	3
Household Furnishings	5	4	9
Speciality - Common	3	5	8
Speciality - Narrow	7	5	12
Drug Stores	1	1	2
Total	37	45	82
<u>SERVICES</u>			
Finance, Insurance, and Real Estate	3	9	12
Legal	0	3	3
Travel	1	3	4
Hair - Women	3	2	5
Hair - Men	1	0	1
Restaurant	8	6	14
Miscellaneous	7	0	7
Total	23	23	46

TABLE B - 2 CONTINUED

<u>OTHER INCLUDING VACANT</u>	7	4	11
GRAND TOTAL	67	72	139
Front Feet (LF)	1860	2480	4340
Average Front Ftg (LF)	28	34	31

Historic Population Growth

As the previous discussion pointed out, both Delray and Lake Worth have healthy downtown districts that have experienced redevelopment projects. One might question why these two cities developed and sustained well defined, downtown districts while Boca Raton and Boynton, which have larger populations, did not. While there are probably several reasons for the differences in downtown development between these two pairs of cities, it appears that population growth patterns may have been influential. As TABLE B - 3 shows, both Delray Beach and Lake Worth had significantly larger populations during the 1930's and 1940's than did Boca Raton and Boynton. These levels of population were apparently sufficient to foster substantial development of downtown areas in Delray and Lake Worth while Boynton and Boca had more limited downtown development. Of course during this period downtown districts were the prevalent form of urban trade area.

From the 1950's through 1980, the populations of Boynton and Boca began growing very rapidly and surpassed those of Delray and Lake Worth. However, this period also represents the beginning of the predominance of suburban growth with attendant suburban shopping malls. Thus, the timing of growth in Boynton and Boca lead to the westward expansion of the transportation system and population, which in turn lead to commercial facilities locating in suburban areas rather than in downtown areas.

TABLE B - 3
POPULATION GROWTH
BOYNTON, BOCA RATON, DELRAY AND LAKE WORTH
1930 TO 1980

YEAR	BOCA	DELRAY	BOYNTON	LAKE WORTH
1930	447	2,333	1,035	5,940
1940	723	3,737	1,326	7,408
1950	992	6,312	2,542	11,777
1960	6,974	12,230	10,467	20,758
1970	29,538	19,915	18,115	23,714
1980	49,505	34,325	35,624	27,048

Source: U.S. Census

The south county area is now the fastest growing region of Palm Beach County and will continue to be the fastest growing region during the remainder of this decade. Nearly one out of every two new residents in Palm Beach County during the 1980's will be locating in the south county. This high rate of growth is attributable to a number of factors including the location of major employers such as IBM, Motorola, and Florida Atlantic University, the migration of residents to the south county from Dade and Broward, and the indigeneous expansion of commerce leading to greater employment. Further fueling growth in the area has been the traditional in-migration of northern retirees and businesses.

According to population projections of the Palm Beach County Area Planning Board, the Greater Boynton Beach area can expect an annual average of 4,881 new residents during the 1980's, which will yield an annual average of 1,952 new household formations based on 2.5 persons per household. Thus, it is clear that the

Boynton Beach downtown is situated in a high growth region which will enhance redevelopment opportunities.

Market Profile

TABLE B - 4 presents data from the annual market study conducted by Market Opinion Research (MOR) for the Palm Beach Post and Evening Times. This study generates shopping pattern information for Palm Beach County using survey questionnaires and interviews of the adult population.

One component of the study is to determine the frequency of shopping trips to twenty major shopping facilities in the county by the adult population (eighteen years of age and older). Among the twenty shopping centers listed by MOR, the Delray and Lake Worth downtown districts placed tenth and eleventh, respectively. The study found that 18% of adult shoppers in Palm Beach County had visited the Delray downtown district during the month previous to the survey, and 17% had visited the Lake Worth district.

The respondents who indicated they had visited the Delray district were evenly distributed by male and female while Lake Worth had a greater proportion of males. The study also shows that Lake Worth had a greater proportion of younger shoppers while Delray had a greater share of shoppers 50 years of age and older. This age distribution of downtown shoppers generally corresponds to the population age distribution of each district's surrounding market area, with Delray having a greater proportion of its population in the 65 and up age cohort. (See TABLE B - 5).

As the last four rows of data in TABLE B - 4 show, a greater proportion of Delray shoppers are in the highest income category compared to Lake Worth shoppers. However, Delray also had a greater proportion of shoppers in the two lowest income categories while Lake Worth has a relatively even distribution across all income categories.

TABLE B - 4
 CHARACTERISTICS OF SHOPPERS
 DELRAY BEACH AND LAKE WORTH DOWNTOWN DISTRICTS
 BY PERCENT OF THE ADULT POPULATION IN PALM BEACH COUNTY

% of Adult Population	Delray	Lake Worth
Total (%)	18	18
Male	18	18
Female	18	16
<u>By Age</u>		
18-24	7	15
25-34	14	15
35-49	10	14
50-64	23	18
65 +	28	20
<u>Income</u>		
Less than \$20,000	15	15
\$20,000-\$24,999	19	17
\$25,000-\$34,999	14	20
\$35,000 and up	21	16

Source: 1982 Palm Beach County Market Profile, Market Opinion Research.

Implications for Downtown Boynton

Both the similarities and differences of the Lake Worth and Delray downtown districts, along with the markets they serve, have implications for developing strategies to revitalize the Boynton downtown area. Being located between these two districts, the Boynton downtown area can expect to share some of their advantages and disadvantages.

TABLE B - 5 presents a profile of 1980 housing and population characteristics of the Boynton, Delray and Lake Worth areas. As the data show, Lake Worth has 115,269 persons within its market area compared to approximately 67,000 in both Delray and Boynton. Delray's population is the most heavily skewed towards retired persons as evidenced by 34.7% of the population in the 65 and over category. Lake Worth has the lowest proportion of persons in this age category with 24.0% and Boynton lies in the middle with 32.8%. Thus, Boynton's potential to capture the expenditures of retirees, which is a significant market in the Delray and Lake Worth downtown districts as well as throughout Palm Beach County, is favorable.

Boynton ranks highest in the proportion of owner occupied dwelling units, with 67.5%. This is followed by 60.7% for Delray and 58.2% for Lake Worth. This is also a favorable indicator since higher owner occupancy typically indicates greater economic stability in an area as well as a greater propensity for purchases of home furnishings and improvements, particularly non-essential items. The median value of housing is highest in the

Delray area, at \$88,786, and lowest in Lake Worth, at \$54,142, with Boynton at \$66,008.

The least favorable market indicator for Boynton Beach is the number of Hotel and Motel units. The Boynton area has 239 units compared to 598 in Delray Beach and 828 in Lake Worth. Not only does Boynton have fewer units than the other areas, but these units are also in relatively small facilities. This situation has two negative implications for the area. The first is that relatively small hotel and motel facilities are not able to accommodate seminars, conferences and attendant business and tourist trade. Secondly, there has been a historical decline in small hotel and motel facilities throughout Southeast Florida. If this pattern holds true in Boynton and units are not replaced by larger facilities, then the area would experience a declining share of economic benefits generated by tourism.

TABLE B - 5
POPULATION AND HOUSING PROFILE

	Boynton	Delray	Lake Worth
Population ^a	65,405	63,797	115,269
- 65 and over	32.8	34.7	24.0
Dwelling Units ^a	34,535	37,983	60,434
- % Owner Occupied	67.5	60.7	58.2
- Median Value	\$66,008	\$88,786	\$54,142
Hotel and Motel Units ^b	239	598	828

Sources: ^aU.S. Census, 1980

^b Florida Hotel and Restaurant Commission

SURVEY OF MARINAS IN THE
BOYNTON INLET AREA

A survey of marina facilities in the area was undertaken to inventory the number of wet slips and to determine occupancy levels and rental rates for the slips. Of the commercial marinas that were surveyed, four were found to have wet slips, with a total of 177 slips. In addition, there are approximately 17 temporary dockage berths available for overnight boaters.

All marinas indicated occupancy at or near 100 percent during the season. For those marinas that are seasonal in nature, that is, offer slips on a seasonal basis, the off-season occupancy rate ranged between 50 percent and 80 percent. For those that tend to rent on a permanent, monthly basis, non-season occupancy was usually equal to the season level, or close to 100 percent.

A factor that could significantly affect the wet slip market in the area is the recent sale of the Lakeside Marina for condominium development. This marina accounts for about 30 percent of the commercial wet slip supply in the area with 53 slips. It is the understanding of the marina operator that it is the intent of the developer to make the slips available to condominium purchasers, and thus, take them off the general market.

TABLE B - 6 summarizes the results of the survey, which only included commercial marinas and excluded private docks and berths associated with condominiums, restaurants, etc...

TABLE B - 6
MARINA SURVEY SUMMARY

TOTAL SLIPS:	177
MAXIMUM BOAT SIZE:	125'
OCCUPANCY: WINTER	98%
SUMMER	78%
TEMPORARY BERTHS:	17
MONTHLY RENTAL RATE	\$183.00 AND UP (BASED ON A 35' BOAT). THE HIGHEST RENTAL RATE WOULD BE FOR A 125' BOAT, WHICH IS THE LARGEST BOAT THAT CAN BE ACCOMMODATED, AND WOULD COST APPROXIMATELY \$450.00. WHILE THERE ARE MANY VARIABLES INVOLVED, SUCH AS BOAT SIZE, ELECTRICAL CHARGES, ETC., IT APPEARS AN AVERAGE OF BETWEEN \$200.00 AND \$250.00 PER SLIP, PER MONTH, CAN BE EXPECTED IN REVENUES.

THE TRADE AND SERVICE SECTOR IN PALM BEACH COUNTY

The Retail Trade and Service sectors have traditionally been strong industries in Palm Beach County. The strength of these industries is attributable to a number of factors, including tourism, the large retired population and the large volume of transfer payment income associated with this population segment, seasonal residents, and the overall high level of per capita personal income in the County.

TABLE B - 7 illustrates the strength of the Retail Trade and Services industries in Palm Beach County by showing employment trends from 1980 through 1982. Even though the years 1980 through 1982 represent a recessionary period nationally as well as in the state of Florida, retail trade and service employment remained resilient to the recession and increased by 11.4 and 10.9 percent, respectively, compared to an increase of 5.2 percent for total employment. Also showing healthy employment growth were the Transportation and Utilities, and Finance, Insurance, and Real Estate Sectors with 19.0 and 7.0 percent increases, respectively.

TABLE B - 7
NON-AGRICULTURAL EMPLOYMENT
IN PALM BEACH COUNTY
1980-1982(000)

	1980	1981	1982	% CHANGE 1980-82
Manufacturing	28.3	28.3	28.2	-0.4
Construction	20.0	20.4	17.7	-11.5
Trans. & Utilities	8.4	8.8	10.0	19.0
Whole Sale Trade	7.1	7.1	7.4	4.2
Retail Trade	45.5	47.0	50.7	11.4
Fin, Ins, & R.E.	17.1	17.5	18.3	7.0
Services	49.6	53.3	55.0	10.9
Government	30.5	31.6	30.0	-1.6
TOTAL	206.5	214.0	217.3	5.2

Source: Florida Department of Labor and Employment Security.

Of particular importance to redevelopment in Boynton Beach is the strength and significance of Eating and Drinking Establishments within the Retail Trade industry, which accounts for 29.3 percent of employment in this sector. TABLE B - 8 illustrates the growth in taxable retail sales for Eating and Drinking Establishments in Palm Beach County from 1978 to 1982. As these data show, real sales (sales adjusted for inflation) in this category grew a relatively healthy 19 percent during this period, even though sales were somewhat affected in 1982 by the recession although they did continue to grow. In many retail categories, sales volumes declined in real terms in the county and state (during the recent recession).

TABLE B - 8
TAXABLE SALES IN
EATING AND DRINKING ESTABLISHMENTS
IN PALM BEACH COUNTY
1980-1982
\$(MILLIONS)

	SALES IN CURRENT DOLLARS	SALES IN ADJUSTED DOLLARS (a)
1978	293	149
1979	356	163
1980	430	174
1981	481	176
1982	512	177
% CHANGE	75	19

Data Source: Florida Department of Revenue
(a): Adjusted for inflation

Of course tourists and seasonal residents have a considerable impact on consumer expenditures in Palm Beach County. TABLE B - 9 shows gross monthly sales in selected categories during 1982. As can be seen, a definite pattern exists where sales are considerably lower in summer months, the off-season, compared to winter months, the traditional peak of the tourist season.

TABLE B - 9
 GROSS MONTHLY SALES IN PALM BEACH COUNTY
 IN SELECTED CATEGORIES
 1982 \$(MILLIONS)

MONTH	RESTAURANTS	TAVERNS, & NIGHTCLUBS	CLOTHING STORES
January	35.9	10.9	13.4
February	39.1	12.0	14.9
March	41.5	12.3	19.3
April	37.3	10.9	16.0
May	30.2	8.2	10.5
Jun	26.1	8.0	9.6
Jul	27.1	7.6	8.8
Aug	27.9	7.4	8.8
Sept	26.6	7.6	7.7
Oct	28.1	8.6	8.4
Nov	31.7	10.9	11.4
Dec	38.4	14.3	21.4
TOTAL	390.5	192.2	150.6

PROPERTY TAX BASE

Existing

TABLE B - 10 illustrates the breakdown of taxable property value, by type, in the CRA. Residential value is the largest single category and contributes \$6.7 million or 23.6 percent of the total value, however, all non-residential categories combined contribute \$21.5 million or 75.6 percent of the total. The largest non-residential category is office and bank buildings, which contributes \$6.6 million or 23.1 percent. Most of this value is derived from three buildings, the First Financial Plaza office building, and the Flagship and Florida Coast bank buildings. General Commercial buildings contribute the next highest value with 18.5 percent of the total.

TABLE B - 11 compares the distribution of taxable property value by broad category in the City and the CRA. As can be seen, the CRA has a much larger proportion of land in non-residential categories than the City. Conversely, only 23.6 percent of the CRA's tax base is residential compared to 77.9 citywide. Overall, the CRA comprises 3.5 percent of the City's real property tax base. However, once the Motorola plant and the regional mall located in suburban areas are completed and added to the tax roll, the CRA's share of the property tax base, and particularly its share of non-residential value, will most likely decline.

TABLE B - 10
TAXABLE VALUE OF
PROPERTY IN THE CRA
1982 \$(000)

TYPE	TAXABLE VALUE	PERCENT OF CRA TOTAL
<u>DEVELOPED</u>		
Residential	6,703	23.6
Office & Bank Buildings	6,559	23.1
Commercial	5,268	18.5
Industrial	3,380	11.9
Restaurants & Hotels	2,228	7.8
Auto Service & Repair	1,404	4.9
Misc	946	3.3
<u>VACANT</u>		
Residential	249	0.9
Commercial	1,655	5.8
Industrial	59	0.2
TOTAL	28,452	100.0

Source: Palm Beach County NAL Property Assessment File, Florida Department of Revenue.

TABLE B - 11
 PERCENTAGE DISTRIBUTION OF REAL PROPERTY
 VALUE IN THE CRA AND CITY
 1983

CATEGORY	CRA	CITY
Residential	23.6	77.9
Commercial	54.3	8.9
Industrial	11.9	3.1
Vacant	6.9	8.7
All Other	3.3	1.4
TOTAL	100.0	100.0

Property Tax Base Growth

As contained in later sections of this Plan, a Tax Increment Financing program is being recommended as a tool to implement and encourage redevelopment. At this point in the Redevelopment process it is somewhat premature to accurately estimate the amount of revenue that can be expected from a tax increment program because some of the major factors that will influence the amount of revenue cannot be determined with certainty, including such things as:

- 1) The completion date for the new Boynton Beach Boulevard bridge, which is expected to have a substantial impact on property values in the CRA, especially the City Center.
- 2) The timing of reassessments by the Palm Beach County Property Appraisers Office to reflect changes in market value of property brought on by construction of the bridge and from property transactions that occur before the first "increment" tax roll.

- 3) The timing and phasing of property improvements, new construction, and major redevelopment projects in the CRA.

Of course there are many other unpredictable factors that will determine the ultimate amount of tax increment revenue that will be generated for which certain assumptions have to be made, such as millage rates of the affected taxing authorities, possible changes in homestead exemption laws, etc...

However, given the uncertainty of the factors described above, the following discussion provides a forecast of the amount of revenue that may arise from a tax increment program making certain broad assumptions, including:

- 1) The aggregate millage rate that will apply to the program will be 10.157 mills, the effective level in FY 1982-83 had the program been implemented at that time.
- 2) Assessed taxable value in the CRA, excluding most areas of the City Center, will increase 5 percent annually.
- 3) An annual average of 5,000 square feet of new commercial and industrial buildings with an average value of \$45.00 per square foot will be constructed on vacant land throughout the CRA, excluding the City Center.
- 4) Property values in the City Center will increase at a greater rate than in other areas of the CRA due to implementation of the Redevelopment Plan and construction of the new bridge.
- 5) Construction of major redevelopment projects in the City Center will begin in 1989 and span a five year period.

TABLE B - 12 illustrates the potential tax base increase under the assumptions listed above to the year 2000. The column headed "BASE" represents the value of all property in the CRA, less most areas of the City Center, increasing at a 5 percent annual rate.

The benchmark year for the base is 1983, the most recent year for which data was available. A 5 percent growth rate was applied to the 1983 tax roll based on growth from 1982 to 1983. The growth rate from years prior to 1982-83 can not be used due to distortions in assessed value levels created by assessment techniques that were utilized to bring assessed value to market value.

The next column in TABLE B - 12, "NEW INDUSTRIAL AND COMMERCIAL", assumes that 5,000 square feet of these improvement categories will be added annually at an average assessed value of \$45.00 per square foot. The 5,000 square feet of additional building space is based on the amount of remaining vacant land and historic growth trends.

The fourth column in the table represents the growth of land value in the City Center area. From 1984 to 1985, the first year of revenue accrual, a 5 percent increase is used. During the years 1985 through 1992 an annual growth rate of 20 percent is used followed by a 10 percent rate in subsequent years. These relatively high rates are used to reflect the anticipated rapid rise in the taxable value of property in the City Center area from their current low levels. (Much of the property in the City Center is assessed at less than \$3.00 per square foot).

The next column, headed "NEW CONSTRUCTION" represents major redevelopment projects that are described in later sections of this Plan. For the purposes of this analysis, construction of these projects are assumed to occur over a five year period beginning in 1989, and that the total value of these projects, \$25.5

TABLE B - 12
 FORCASTED GROWTH OF
 THE CRA TAX BASE
 1984-2000

YEAR	BASE	NEW INDUST. & COMMERCIAL	CITY CENTER		TOTAL	INCREASE OVER BASE YEAR
			LAND	NEW CONSTRUCTION		
1984	27,324	-	2,550	-	29,874	-
1985	28,690	225	3,060	-	31,975	2,101
1986	30,124	461	3,672	-	34,257	4,303
1987	31,631	709	4,406	-	36,746	6,872
1988	33,212	969	5,288	-	39,469	9,595
1989	34,873	1,243	6,345	5,100	47,561	17,687
1990	36,617	1,530	7,614	10,455	56,216	26,342
1991	38,448	1,831	9,137	16,078	65,494	35,620
1992	40,370	2,148	10,964	21,982	75,464	44,590
1993	42,389	2,480	13,157	28,181	86,207	56,333
1994	44,508	2,830	14,473	30,999	92,810	62,936
1995	46,734	3,197	15,920	34,099	99,950	70,076
1996	49,070	3,581	17,512	37,509	107,672	77,798
1997	51,524	3,985	19,263	41,260	116,032	86,158
1998	54,100	4,185	21,189	45,386	124,860	94,986
1999	56,805	4,619	23,308	49,924	134,656	104,691
2000	59,645	5,075	25,639	59,917	145,276	115,402

million, will be spread evenly over the five year period. Thus, \$5.1 million will be added each year from 1989 to 1984, and the value from prior years is assumed to increase 5 percent annually. The last column shows the increase in the tax base from 1984, which is the benchmark or "freeze" year.

Finally, a word of caution must be expressed in interpreting the figures in TABLE B - 12. As implied above, this analysis is intended to illustrate what may occur by the year 2000 under certain circumstances as opposed to what will occur. The approach that has been followed tends to average certain factors over time periods rather than predict a specific time for an occurrence. For instance, the amount of new commercial and industrial space is assumed to average 5,000 square feet per year although it will occur in periodic increments and, depending on their timing, will effect tax base levels in any specific year.

TABLE B - 13 illustrates the amount of revenue that would be generated from a tax increment program based on tax base growth assuming an effective millage rate of 10.157 mills (the rate that would have applied if a program had been in effect for FY 1982-83). This millage rate was derived by taking the aggregate effective millage rate in the CRA, 17.9029 mills, and subtracting out the School Board and Water Management District tax. As the figures in TABLE B - 13 show, the initial year of the tax increment program would yield \$22,210 while the year 2000 would yield over \$1.2 million given the assumptions of this analysis. However, with respect to the first year revenues, the actual amount

TABLE B - 13
 FORECASTED TAX
 INCREMENT REVENUE
 1984-2000^a

YEAR ^a	AMOUNT	ACCUMULATED TOTAL	ACCUMULATED ANNUAL AVERAGE
1985	22,210	22,210	22,210
1986	45,487	67,697	33,848
1987	72,644	140,341	46,780
1988	101,428	241,769	60,442
1989	186,969	428,738	85,748
1990	278,461	707,199	117,866
1991	376,539	1,083,738	154,820
1992	481,932	1,565,670	195,709
1993	595,496	2,161,166	240,130
1994	665,296	2,826,462	282,646
1995	740,773	3,567,235	324,294
1996	822,403	4,389,638	365,803
1997	910,776	5,300,414	407,724
1998	1,004,097	6,304,511	420,301
1999	1,106,688	7,411,199	463,200
2000	1,219,914	8,631,113	507,713















^aRefers to the calendar year in which the fiscal year ends.

that will be generated depends on whether or not property in the CRA is substantially reassessed for the 1984-85 tax year and the applicable millage rates that are adopted. And, as mentioned previously, 5,000 square feet of new construction at \$45.00 p.s.f., or \$225,000, has been averaged in but may not actually occur.

Existing Conditions

C

Existing Land Use

-  Offices
-  Commercial Services
-  Motels
-  Auto Sales & Services
-  Industrial
-  Public/Quasi-Public
-  Recreation & Parks
-  Transportation, Communication, Utilities
-  Single Family, Duplex
-  Multi-Family
-  VB Vacant Building
-  VF Vacant Floor
-  Vacant Land
-  Mangrove

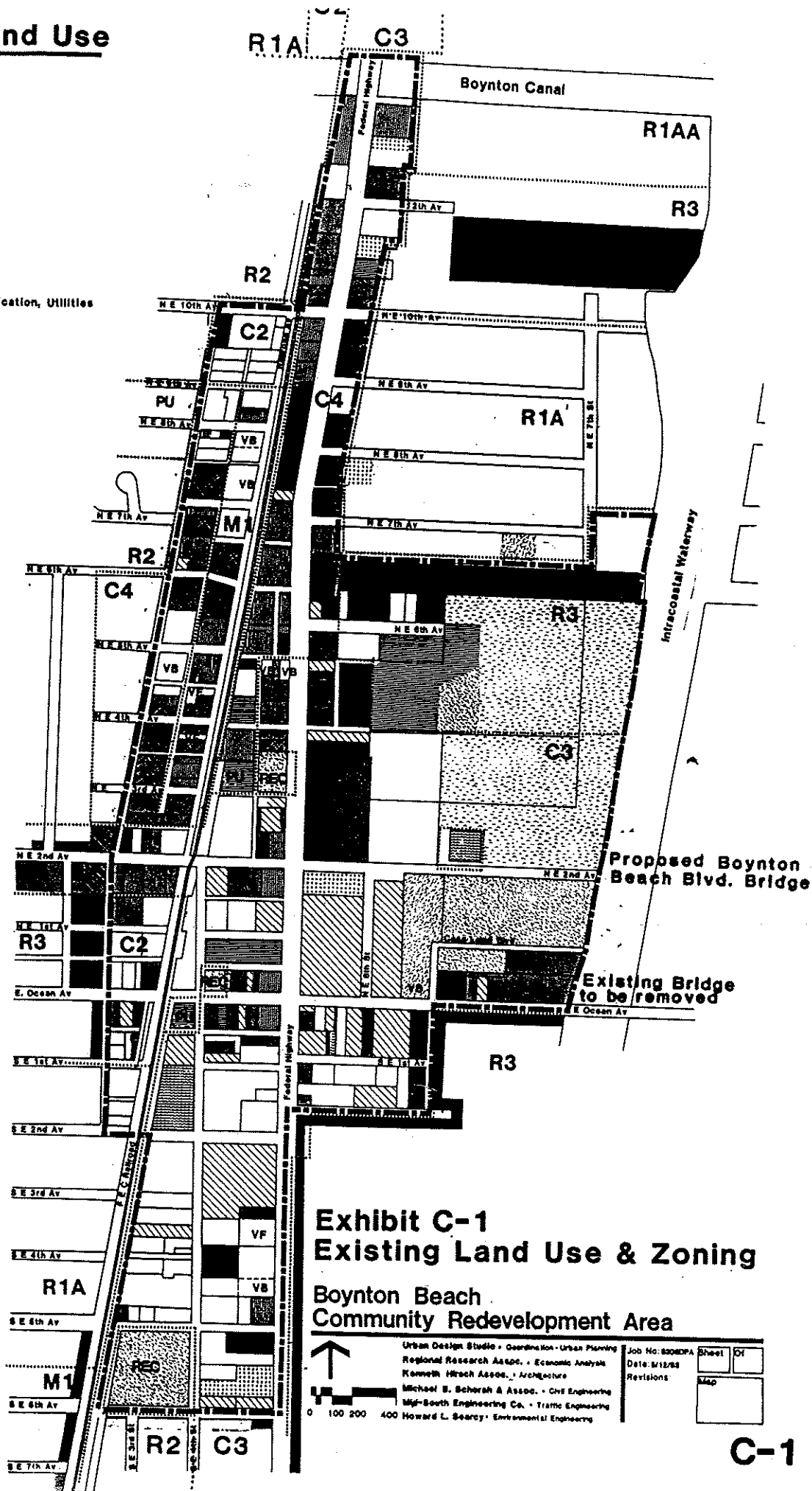


Exhibit C-1 Existing Land Use & Zoning

Boynton Beach Community Redevelopment Area

Urban Design Studio • Coordination • Urban Planning
 Regional Research Assoc. • Economic Analysis
 Kenneth Hirsch Assoc. • Architecture
 Michael B. Schorsh & Assoc. • Civil Engineering
 W&S-Booth Engineering Co. • Traffic Engineering
 Howard L. Searcy • Environmental Engineering

Job No: 8206EPA	Sheet	01
Date: 8/15/83	Revisions	
	Map	

0 100 200 400

BOYNTON BEACH COMMUNITY REDEVELOPMENT PROGRAM

COMMUNITY CHARACTER- A Sense of Place

An understanding of community character can be developed through an assessment of existing **land-use patterns** and **streetscape elements**. A brief summary of our initial findings follows:

LAND-USE PATTERNS

The attached land-use map reveals the following usage patterns with associated problems and opportunities:

1. The districts surrounding the redevelopment area are primarily residential, creating a need for sensitivity in buffering adjacent neighborhoods from downtown functions.
2. Public waterfront access is presently limited due to the existence of a private marina and a sensitive mangrove area, but potential exists to develop a public waterfront character, which is implied already in the name, "Boynton Beach".
3. Federal Highway and the F.E.C. Railroad (2 spines running north and south) create major physical boundaries and therefore define functional districts. Each has an existing character (commercial and industrial respectively) that must be dealt with in developing a positive community image.
4. Commercial functions are located primarily on Federal Highway, East Ocean Avenue, and N. E. 2nd Avenue. The two nodes formed by the intersection of these roads represent current potential locations to develop a community identity. Presently the importance of these crossroads is not reflected by the existing distribution of commercial uses.
5. Most office uses are located in the vicinity of Ocean Avenue near the Federal Highway intersection. The lack of an office employment concentration is a major reason for a lack of a viable downtown commercial core.
6. Auto service stations are located on the west side of Federal Highway; none serving northbound traffic on the east side.

7. Heavy commercial uses are concentrated west of the railroad, and north of 2nd Avenue in what was once primarily a residential area. As piecemeal redevelopment continues, special consideration should be given to buffering of adjacent residences.
8. Four Motels are located in the CRA, all fronting on Federal Highway, with three on the east side and one on the west side. One motel abutts the CRA on the east side of Federal Highway.
9. Two Churches have prime locations: the Congregational Church between Ocean Avenue and 2nd Avenue, and St. Marks fronting the mangroves.
10. The five small residential areas existing within the redevelopment boundaries need to be protected through land-use controls and screening or else require resident-relocation.
 - 1). The Harbor Hall Inlet Condominiums north of the mangroves is a healthy neighborhood.
 - 2). A deteriorating group of stucco cottages west of St. Marks Church offers a prime opportunity for development.
 - 3). A declining neighborhood near N.E. 10th Avenue (in a C-2 zone) is recognized by the Palm Beach County Department of Housing and Community Development as an area needing public assistance.
 - 4). Some single family homes south of Ocean Avenue and west of the railroad (in a C-2 zone) show unstable signs of transition to commercial uses.
 - 5). An isolated neighborhood north of Pence Park is beginning to turn commercial, evidence of existing C-3 zoning.
11. Three city parks are scattered within the CRA without interconnecting paths or greenways. These include:
 - 1) Bicentennial Park - a formal passive recreational park located on Federal Highway.

- 2) Ocean Avenue Park - a small urban open space on Ocean Avenue.
 - 3) Pence Park - an active recreational community park isolated in the south end of the CRA. Access to Pence Park via S. E. 5th Avenue (a minor road crossing the railroad) enables easy walking access to this major park from western residential areas, compared to the other parks.
12. The variety of vacant land, vacant buildings and intermixed land uses scattered throughout the CRA detracts from the ability of Boynton Beach to form a positive Community Identity. The many breaks in building facade continuity along downtown streets combined with undefined architectural character and intermittent commercial uses does not provide a comfortable defined space through which to either walk or drive.

STREETSCAPE ELEMENTS

1. An Architectural Cohesiveness does not exist.
2. Landscaping of streets, parking, open spaces and lot-line buffers is rare and fragmented. The little greenery existing is located mainly around newer structures, reflecting recent code enforcement. A streetscape program could do much to add an element of continuity throughout the community despite the lack of a cohesive architectural statement.
3. Street furniture is severely lacking, and is another opportunity to provide continuity through use of not only visual, but functional repetitive elements.
4. Existing signage, like the present architecture, lacks visual cohesiveness. The signage varies greatly in its placement, mounting size, form, color and copy style. An opportunity exists to use signage as an element of continuity to create community character by controlling its visual design aspects, beyond the present enforcement of structural and size controls.
5. Significant public views of landmarks or the waterfront, are presently lacking to provide a sense of orientation, or establish an identity for "Boynton Beach".

In summary, Boynton Beach does not presently have cohesive land-use patterns and streetscape elements to form a definitive Community Identity. Of the many "individual characters" belonging to specific areas, (such as the Marina, the Federal Highway commercial strip, or the industrial zone) none emerges as a viable Community Image that provides a strong "Sense of Place"



BOYNTON BEACH COMMUNITY REDEVELOPMENT PROGRAM
STATUS REPORT
INFRASTRUCTURE INVENTORY
May 23, 1983

We have researched and prepared graphic representations of the existing utility infrastructure in the Boynton Beach Community Redevelopment Area. In so doing it has been our intent to establish a basis upon which to perform a preliminary assessment of the adequacy of existing systems. A brief summary of our findings follows:

Potable Water:

We have met with the City of Boynton Beach Water Utilities Department and discussed existing as well as presently proposed water distribution facilities within the subject area. The existing system is in good condition and would certainly be adequate in serving future redevelopment, provided that future projected demand were not substantially greater than present demand. It is doubtful though whether the system, in its present state, could handle a substantial increase in demand. However, there is a 16 inch trunk main presently proposed by the City of Boynton Beach which is to run in the North/South direction and more or less about the Westerly boundary of the redevelopment area. If this main is installed prior to or in conjunction with the proposed redevelopment program, the resultant increase in capacity should allow for a relatively large increase in demand.

We have been advised that the subaqueous 10 inch water main which presently crosses the intracoastal waterway at Ocean Avenue will probably need to be permanently severed when the aging bridge is removed. At that time a new crossing will have to be designed to ensure continued service to users off the mainland.

Wastewater:

The entire redevelopment area is presently served by two gravity sewer systems and their respective lift station/

(continued)

Boynton Beach Community
Redevelopment Program
May 23, 1983
Page 2

force main systems. One of these systems, that which is located at the North end of the project, is basically a subsystem of the other. The force main of the subsystem feeds into the gravity system of the master system, thus the master system accommodates all wastewater within the subject area. The overall system is generally in good condition with the exception of the 20 inch vitrified clay pipe (gravity) which runs along N.E. 2nd Avenue. Recent deterioration of this pipe will most likely warrant replacement in the near future. In terms of capacity, the system appear to be in satisfactory condition.

Drainage:

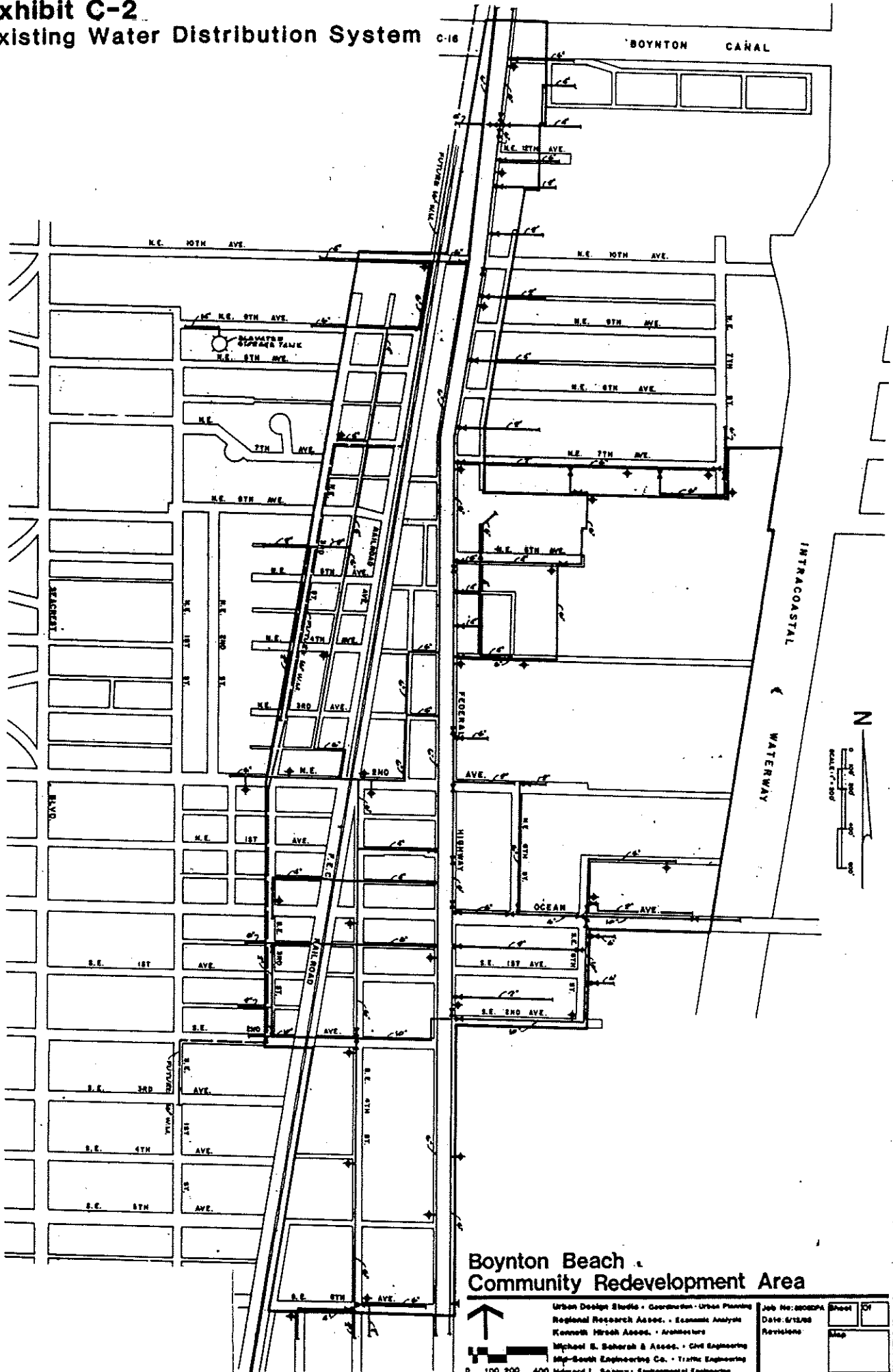
There are existing drainage facilities on N.E. 2nd Avenue and on Federal Highway. The system on N.E. 2nd Avenue has capacity to accommodate storm runoff from N.E. 2nd Avenue and surrounding areas. There are certain places within the redevelopment area which experience minor flooding problems from time to time mainly due to the sparseness of proper collection and conveyance facilities. This problem could be rectified by the installation of catch basins and connection by pipe to the N.E. 2nd Avenue system. We have been informed by the City of Boynton Beach Engineering Department that the City has an agreement with the Department of Transportation to allow City storm runoff to flow via the N.E. 2nd Avenue system to the intracoastal waterway. The facilities along Federal Highway were apparently designed to accommodate storm runoff from Federal Highway only.

Electrical Power, Telephone and Natural Gas:

We have been in contact with Florida Power & Light, Southern Bell and Florida Public Utilities. They have furnished us information about their respective existing transmission facilities and have indicated a willingness to cooperate and assist in the design and coordination of future utility installations and relocations.

**Exhibit C-2
Existing Water Distribution System**

C-16

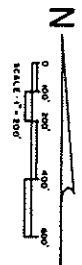
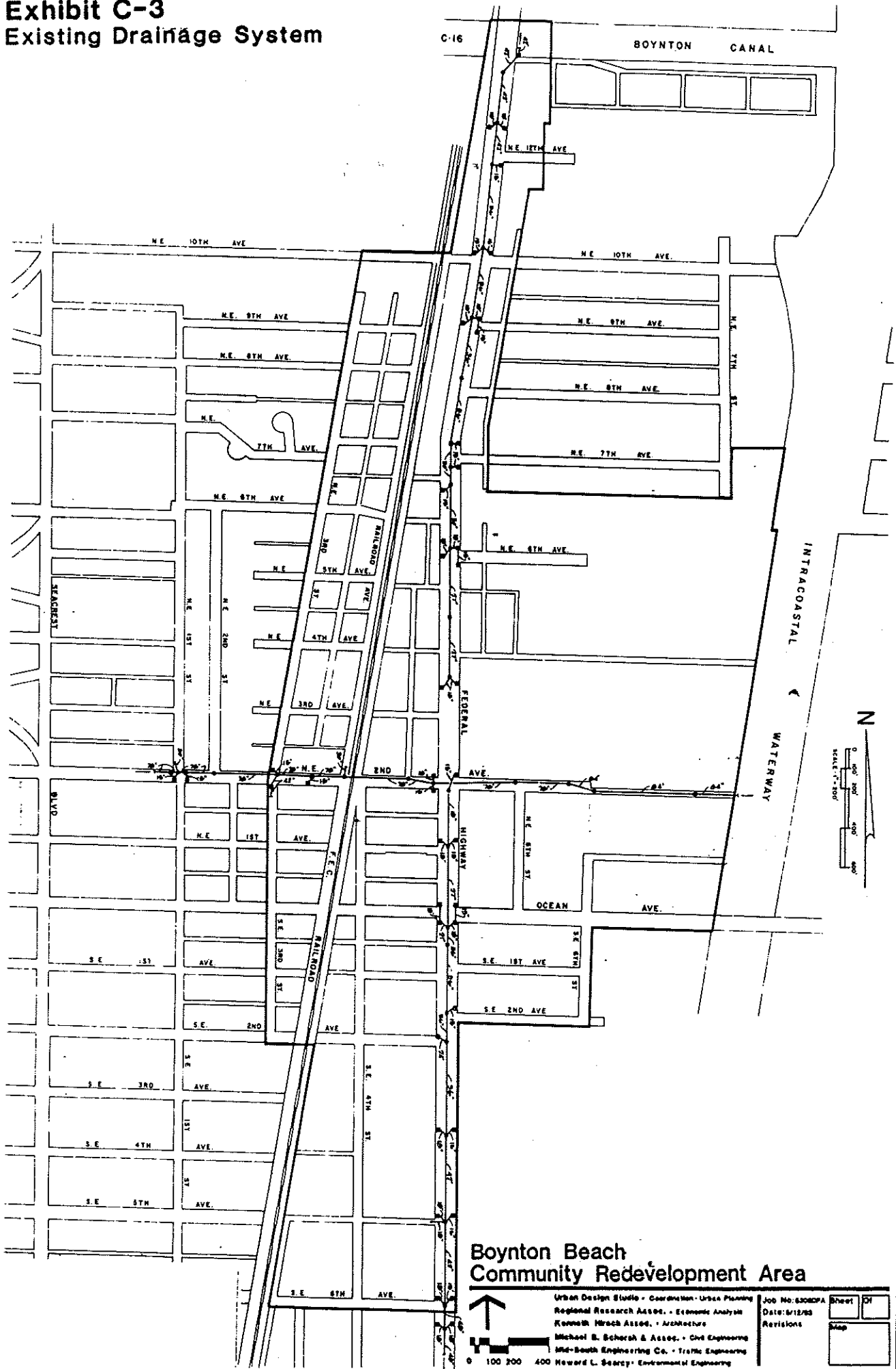


**Boynton Beach
Community Redevelopment Area**

Urban Design Studio - Coordinator - Urban Planning
 Regional Research Assoc. - Economic Analysis
 Kenneth Hirsch Assoc. - Architecture
 Michael S. Beharok & Assoc. - Civil Engineering
 Mid-South Engineering Co. - Traffic Engineering
 Howard L. Searey - Environmental Engineering

Job No: 200204	Sheet	Of
Date: 6/2/82		
Revisions:		
	Map	

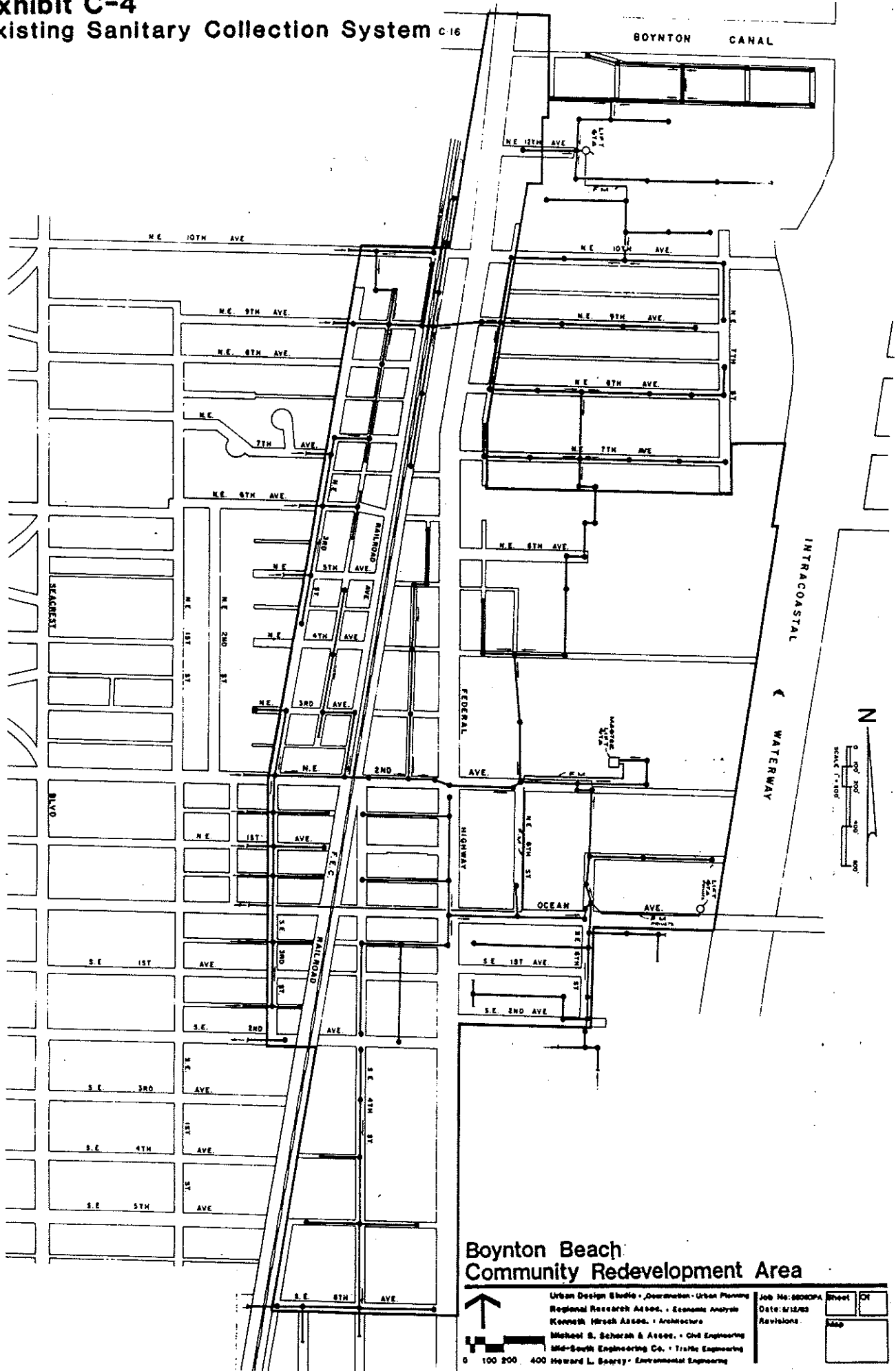
Exhibit C-3 Existing Drainage System



Boynton Beach Community Redevelopment Area

Urban Design Studio - Coordination - Urban Planning	Job No. 63082PA	Sheet	Of
Regional Research Assoc. - Economic Analysis	Date: 5/12/63	Map	
Kenneth Hirsch Assoc. - Architecture	Revisions		
Michael B. Schorah & Assoc. - Civil Engineering			
Mid-South Engineering Co. - Traffic Engineering			
Howard L. Seay - Environmental Engineering			

Exhibit C-4
Existing Sanitary Collection System C-16



**Boynton Beach
 Community Redevelopment Area**

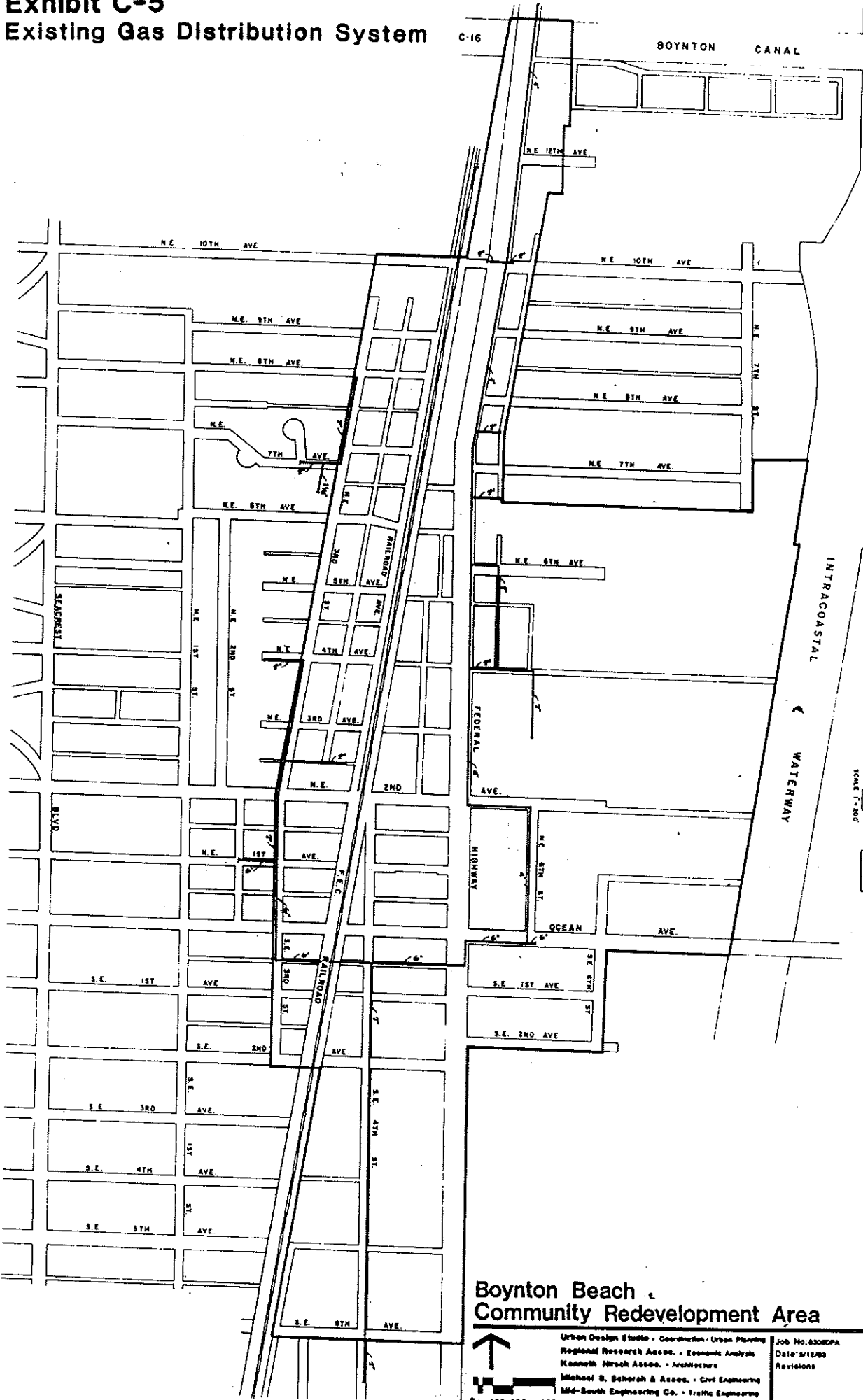
Urban Design Studio • Architecture • Urban Planning
 Regional Research Assoc. • Economic Analysis
 Kenneth Hirsch Assoc. • Architecture
 Michael S. Scharan & Assoc. • Civil Engineering
 Mid-South Engineering Co. • Traffic Engineering
 Howard L. Seary • Environmental Engineering

Job No: 8002074
 Date: 8/12/83
 Revisions:

Sheet	of
Map	

0 100 200 400
 Howard L. Seary • Environmental Engineering

Exhibit C-5 Existing Gas Distribution System



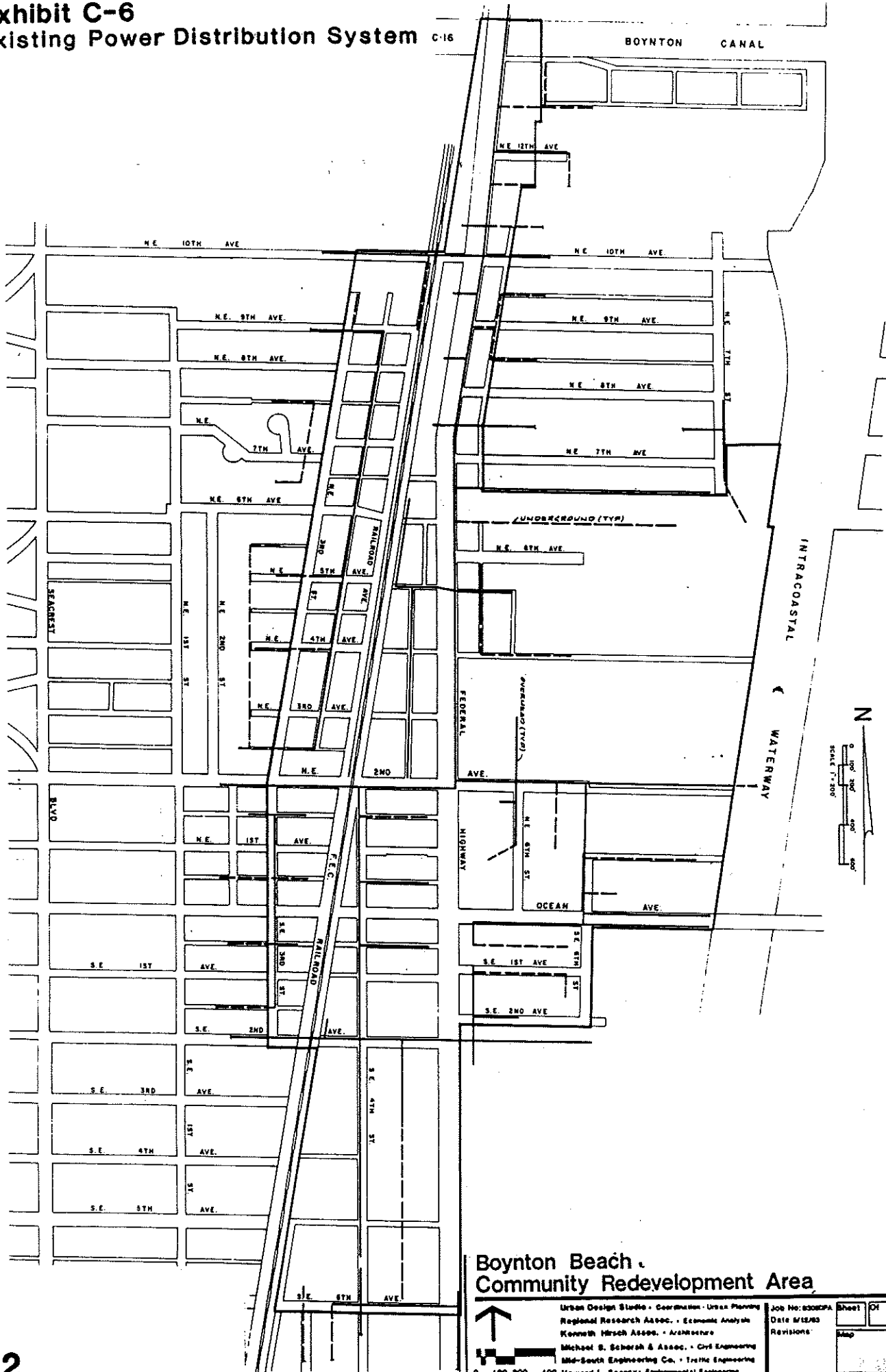
Boynton Beach Community Redevelopment Area

Urban Design Studio - Coordination - Urban Planning
 Regional Research Assoc. - Economic Analysis
 Kenneth Hirsch Assoc. - Architecture
 Michael B. Schorck & Assoc. - Civil Engineering
 Mid-South Engineering Co. - Traffic Engineering
 Howard L. Searcy - Environmental Engineers

Job No: 8208CPA
 Date: 5/12/83
 Revisions

Exhibit C-6 Existing Power Distribution System

C-16



Boynton Beach Community Redevelopment Area



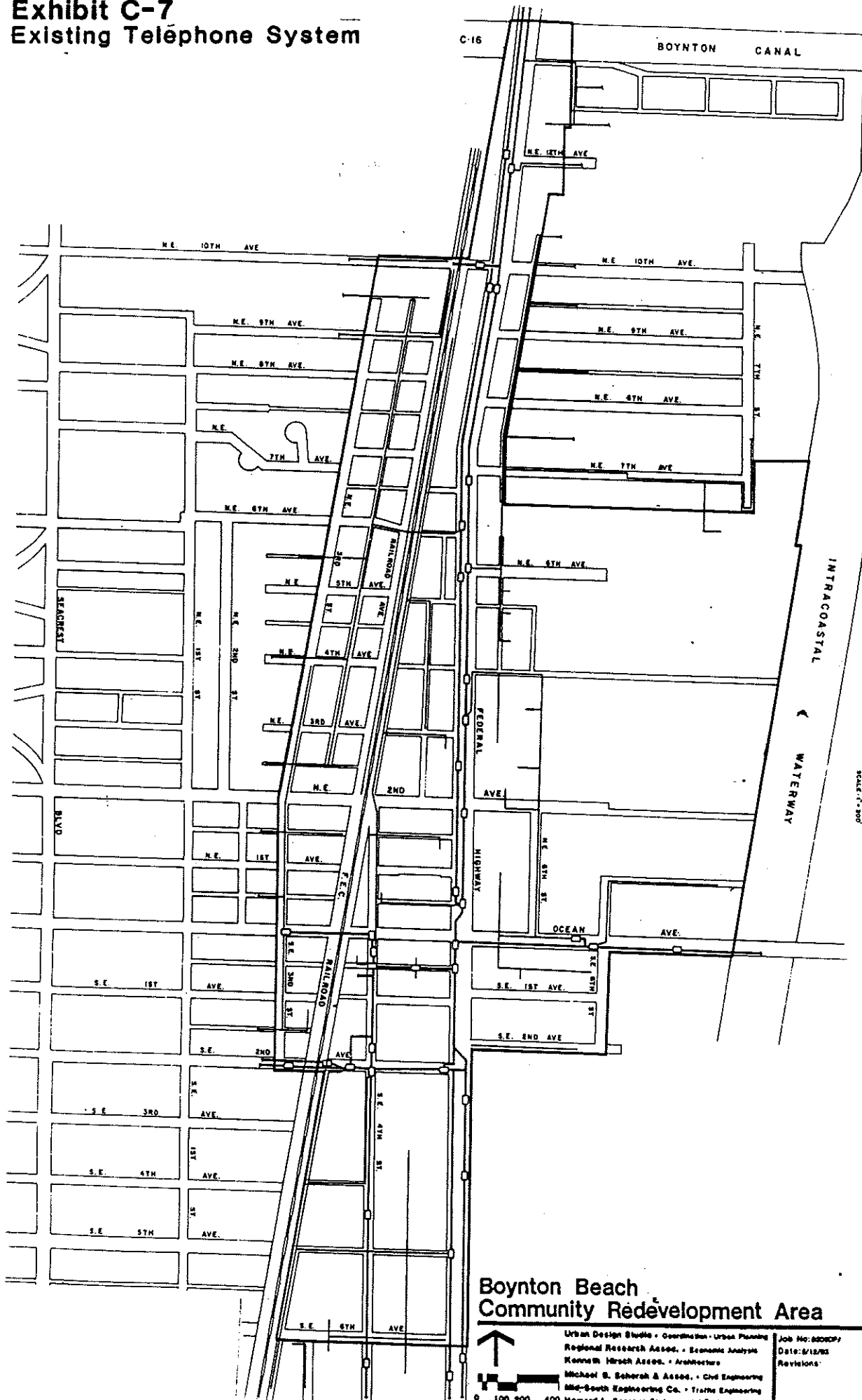
 	Urban Design Studio - Coordination - Urban Planning Regional Research Assoc. - Economic Analysis Kenneth Hirsch Assoc. - Architecture	Job No: 8308CPA Date: 8/12/83 Revisions:	Sheet 01 of 01 Map
	Michael S. Scherish & Assoc. - Civil Engineering Mid-South Engineering Co. - Traffic Engineering		
	Howard L. Stacey - Environmental Engineering		

Exhibit C-7 Existing Telephone System



C-16

BOYNTON CANAL

INTRACOASTAL WATERWAY

N



Boynton Beach Community Redevelopment Area

Urban Design Studio • Coordination • Urban Planning
Regional Research Assoc. • Economic Analysis
Kenneth Hirsch Assoc. • Architecture
Michael S. Scherck & Assoc. • Civil Engineering
Mid-South Engineering Co. • Traffic Engineering
Howard L. Seary • Environmental Engineering

Job No: 8006CP
Date: 5/12/83
Revisions:



BOYNTON BEACH REDEVELOPMENT PLAN
TRANSPORTATION SECTION

Existing Conditions

The redevelopment area is primarily served by two main corridors; U.S. 1 which traverses north/south through the study area and; Boynton West/N.E. 2nd Avenue which traverses east/west through the study area. Access to the beach area is provided currently by Ocean Avenue, which extends from Seacrest Boulevard to SR A1A. Both U.S. 1 and Boynton West Road are 4-lane divided facilities. Ocean Avenue is 4-lane divided between U.S. 1 and SR A1A with an existing 2-lane bridge structure over the Intracoastal Waterway. All other facilities within the study area are 2-lane. Seacrest Boulevard, a north/south facility, is immediately outside the study area and was recently widened to 4-lane divided. Access to I-95 is provided at Boynton West Road approximately one mile from the center of the study area.

Usage Characteristics

Traffic counts for the study area were compiled for years 1976 through 1982. The average daily traffic for each of the count stations were evaluated to determine growth trends within the area. Traffic counts were also obtained for several count stations which are immediately outside the study area but which reflect the traffic flow within the immediate vicinity. A comparison between the 1980 average daily traffic (ADT) and the 1982 ADT shows that for the redevelopment area traffic has decreased at a rate of approximately 6% per year. This reduction in traffic could be caused by several factors. One factor that should

be considered is the growth that is occurring outside the study area in the area of Woolbright and U.S. 1, and the rapid growth which is occurring west of I-95. The growth in retail shopping facilities in areas outside of the study area may also be contributing to a reduction in traffic.

Programmed Improvements

The Transportation Improvement Program by the Metropolitan Planning Organization of Palm Beach County does not provide any major improvements to the street system within the Boynton Redevelopment Area other than the extension of Boynton West Road/N.E. 2 Avenue east of U.S. 1 across the Intracoastal Waterway to SR A1A. This improvement will replace the old 2-lane bridge structure on Ocean Avenue and provide a 4-lane divided roadway with direct access to I-95 from SR A1A.

Right-of-Way

U.S. 1 currently functions as a 4-lane divided facility with parking provided on both sides of the roadway. This facility could, in the long range, be restriped to 6-lane divided with the right-of-way and pavement currently provided for this roadway. This expansion would result in the elimination of all on-street parking on U.S. 1. There remains certain deficiencies in right-of-way and roadways within the redevelopment area, one of which is N.E. 4 Street north of Boynton West Road which provides access to commercial areas immediately west of U.S. 1.

The right-of-way for the street system within the study area varies greatly and ranges from 20' to 90'. Access across the FEC Railroad is

provided at several locations. Each crossing should be upgraded to improve traffic flow. This is true for the crossing at N.E. 6 Avenue which needs to be upgraded and also realigned.

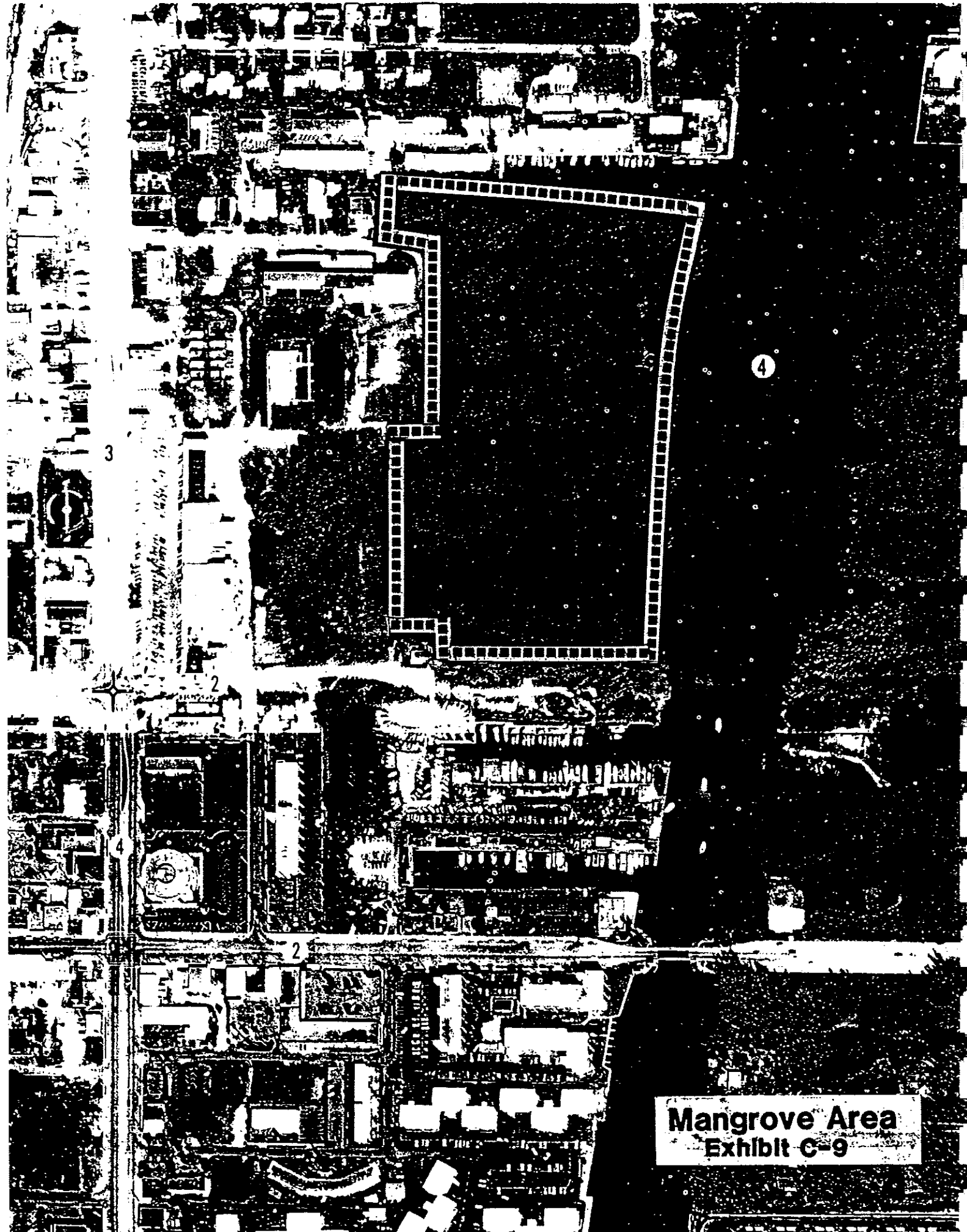
Transit Service

Transit is provided by the Palm Beach County Transportation Authority by routes 9 and 1S. Route 9 travels from Boynton West Road east to U.S. 1, south to Ocean Avenue and serves SR A1A. Route 1S travels along U.S. 1 to N.E. 2 Avenue, west to Seacrest Boulevard and north to N.E. 22 Avenue. Both routes have one hour headways.

BOYNTON BEACH
REDEVELOPMENT PLAN
TRANSPORTATION
MAY 16, 1983

Exhibit C-8
TRAFFIC COUNT DATA

STATION #	ROADWAY	STATION LOCATION	DESIGN TYPE	1976 ADT	1977 ADT	1978 ADT	1979 ADT	1980 ADT	1981 ADT	1982 ADT	1977-82 GROWTH	1980-82 GROWTH	ANNUAL GROWTH
5203-2	BOYNTON WEST RD.	N OF I-95	4LD	12732	12522	17150	N.A.	19278	21653	20959	40.25	8.02	8.05
5301-2	BOYNTON WEST RD.	E OF I-95	4LD	12211	18121	19727	N.A.	19816	21782	20508	11.64	3.37	2.33
* 5807-2	BOYNTON WEST RD.	E OF SEACREST	4LD	8629	11562	12883	N.A.	20045	17938	17394	33.53	-15.24	6.71
* 5801-1	OCEAN AVENUE	N OF INTRACOASTAL	4L	6602	6723	6300	N.A.	5980	5430	5770	-16.52	-3.64	-3.30
* 5304-1	US -1	S OF BOYNTON CANAL	4LD	21197	12908	13725	N.A.	18140	14420	16020	19.43	-13.23	3.89
* 5800-2	SEACREST BLVD	S OF BOYNTON WEST	4LD	7699	6609	8320	N.A.	12082	10951	10919	39.47	-10.65	7.89
5208-1	I-95	S OF BOYNTON WEST	6L EXPY	40624	47224	46290	N.A.	62140	69130	75210	37.21	17.39	7.44
4222-1	I-95	N OF BOYNTON WEST	6L EXPY	34023	48857	46200	N.A.	69070	62580	77500	36.96	10.88	7.39
* REDEVELOPMENT AREA GROWTH				37802				56247	50103	24.55	-12.26		4.91



Mangrove Area
Exhibit C-9

Howard L. Searcy, P.E.
CONSULTING ENGINEER, INC.

2000 Palm Beach Lakes Blvd. • Suite 702 • West Palm Beach, FL 33409 • 684-3375

May 18, 1983

MEMORANDUM

TO: Henry Skokowski
Urban Design Studio

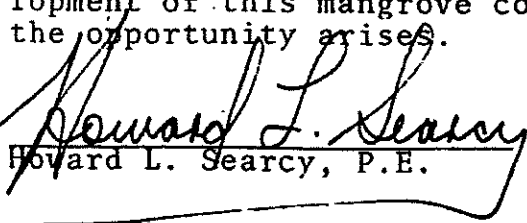
FROM: Howard L. Searcy, P.E.

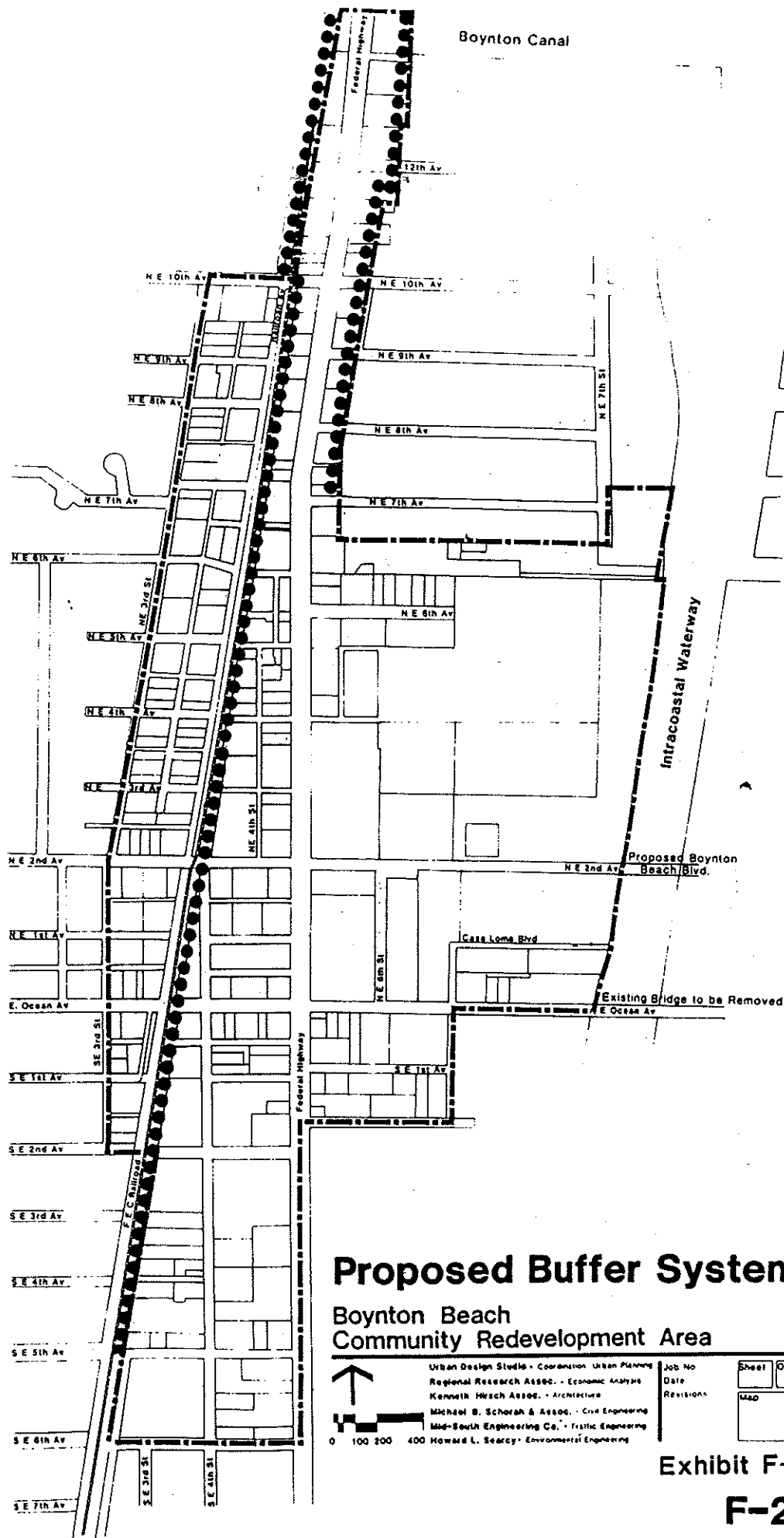
SUBJECT: Boynton Beach Re-development Area,
23 Acre Mangrove Community

At your request, I have reviewed the biological inventory prepared by a team from the U.S. Army Corps of Engineers, Florida Department of Environmental Regulation, City of Boynton Beach and Palm Beach County Health Department. Based on that survey, it is evident that the mangrove community is under the jurisdiction of the Corps of Engineers and the Florida Department of Environmental Regulation and therefore, any proposed dredge or fill activity in this area would require a permit from both the Corps of Engineers and the Florida Department of Environmental Regulation. Based on current policies of those departments, the following are the constraints to the use of this area:

1. Destruction of existing mangrove communities by dredging or filling, if required to accomplish the purpose of the comprehensive plan, should be very limited.
2. Any destruction of mangrove for dredging and filling operation should be clearly in the public interest, resulting in a substantial public benefit. Some private facility such as a restaurant, marina operation or other commercial enterprises might be allowed; however, the overall program must be one which clearly establishes a benefit to the public.
3. Loss of mangroves or other species in connection with any development activity may have to be restored by the replanting of additional wetland plants to mitigate their loss.
4. The transfer of the undisturbed or replanted mangrove community to public ownership would be a substantial benefit to the public and one which should be considered.

We are prepared to discuss alternative proposals for limited development of this mangrove community with the planning team when the opportunity arises.


Howard L. Searcy, P.E.



Proposed Buffer System

Boynton Beach Community Redevelopment Area



 	Urban Design Studio - Correlation Urban Planning Regional Research Assoc. - Economic Analysis Kenneth Hirsch Assoc. - Architecture Michael B. Schorah & Assoc. - Civil Engineering Mid-South Engineering Co. - Traffic Engineering 0 100 200 400 Howard L. Searcy - Environmental Engineering	Job No. _____ Date _____ Revisions _____	<table border="1"> <tr> <td>Sheet</td> <td>01</td> </tr> <tr> <td colspan="2">MAD</td> </tr> </table>	Sheet	01	MAD	
	Sheet	01					
MAD							

Exhibit F-9

F-23

INTRODUCTION

In many instances, the success of redevelopment will be predicated on the community belief in the potential of the Community Redevelopment Area. This belief is manifested in implementation programs designed to stabilize, create, enhance and/or reassure the market forces to ensure an economically viable plan for implementation. The Community Redevelopment Act, Chapter 163, Florida Statutes, establishes a framework of needs, tasks, goals and minimum criteria for redevelopment plans and sanctions the financing mechanism known as Tax Increment Financing (TIF). However, the redevelopment strategy is much more comprehensive than any two (2) financing mechanisms, and a TIF program alone will not yield desired results. The community leadership will determine the successes and failures of a comprehensive redevelopment program.

This section outlines the leadership role that the CRA should undertake and describes the methods and techniques that are available to both the CRA and City Council and that will enable the City to achieve its Redevelopment Plan objectives.

The critical policy tasks to be undertaken by the CRA fall into the general categories of attracting investment to the downtown, guiding physical improvements, and supporting and extending the effects of these reinvestments. To achieve this program, the CRA will need the support and guidance of the City Council, assistance from City departments, and technical expertise from its own staff and consultants. The various components of the plan will be undertaken step by step, with timing and progress being dependent on funding and the success of the initial steps.

The day to day administration and leadership to accomplish the Plan's goals will come from the CRA as the implementing body for the City Council. The CRA will be expected to mobilize the technical staff necessary to enhance the existing city personnel in order to implement the Redevelopment Plan. Of particular importance will be the CRA's role in encouraging private sector participation for implementing the plan, and its ability to work with programs that can accomplish private sector investment. While the ultimate decisions to approve or undertake a specific action, such as the abandonment of rights-of-way, often lies within the City Council, the significance of an aggressive CRA involvement in the decision making process cannot be overstated.

CRA MANAGEMENT

To support and increase the impact of many individual redevelopment efforts, management will be needed. Such tasks as promotion, improving security, recruiting new businesses, and ensuring a well maintained environment are important to support a reinvestment program. These elements are particularly important in support of an expanded urban area. Management is required in at least three general uses:

- 1) Promotion, including special events, advertising, and sales.
- 2) Administration, including record keeping, maintenance, and security.
- 3) Business development, including leasing, (where applicable) sales, market research and attracting new tenants.

Through this plan, management is keyed as important in the overall success of the plan as proposed herein. In that regard, the Community Redevelopment Agency must develop short, medium and long range goals, objectives, policies and programs all designed to achieve the ultimate end: a vital, successful, economically productive urban community of which the citizens can be proud. The CRA must, therefore, use this document as a bench mark from which to develop additional technical reports which will be designed for a specific implementation (i.e., old town/special taxing district improvements).

CRA MANAGEMENT AND COORDINATION

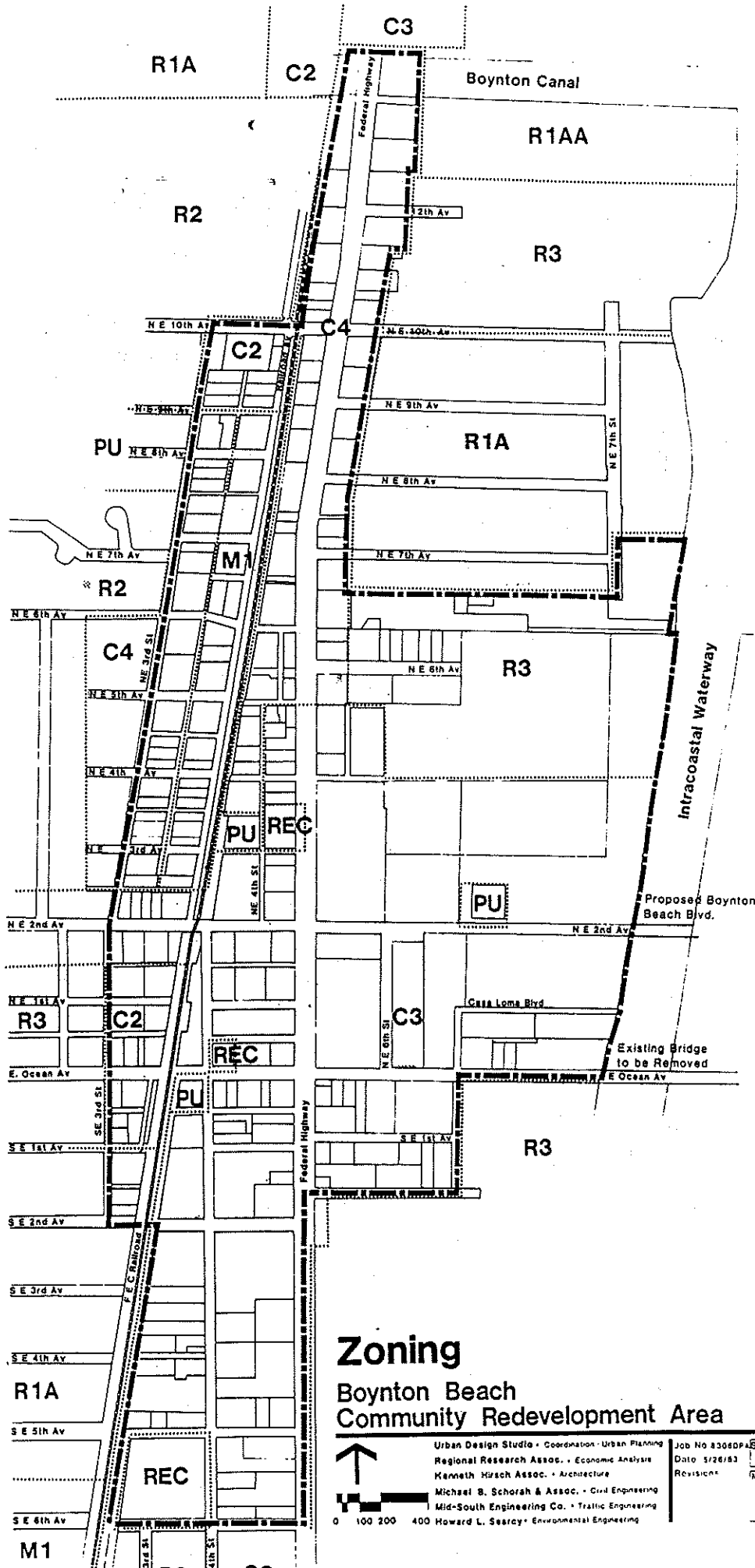
To fully develop a comprehensive redevelopment program the CRA must closely coordinate with the City Council with respect to ongoing ordinance development and existing regulatory functions, presently sponsored by the City. Areas with immediate opportunities for implementation are as follows:

Comprehensive Planning:

Section 163.360(2)(a) of the Florida Statutes requires that the Community Redevelopment Plan conform to the City of Boynton Beach Comprehensive Plan as prepared under the local Government Comprehensive Planning Act of 1975. The following Comprehensive Plan amendments should be adopted concurrently with the adoption of the Redevelopment Plan:

Land use designations in the CRA include Low and High Density Residential, Local and General Commercial, Recreational, and Public and Private Institutional Governmental. The Low Density Residential and Recreational designations occur outside the Downtown Center and are not recommended for change. The three rezonings recommended in Study Areas 1, 2 and 6 will not require any change. (See page G-4)

Because the Downtown Center envisions a number of potential "mixed" uses (see Exhibit F-3) it is recommended that the area be designated as "Downtown Center" on the land use plan. This approach would permit the adopted Redevelopment Plan, as referenced in the Comprehensive Plan, to guide downtown development.



Zoning

Boynton Beach Community Redevelopment Area

Urban Design Studio • Coordination • Urban Planning
 Regional Research Assoc. • Economic Analysis
 Kenneth Hirsch Assoc. • Architecture
 Michael B. Schorah & Assoc. • Civil Engineering
 Mid-South Engineering Co. • Traffic Engineering
 Howard L. Searcy • Environmental Engineering

Job No 8306DPA Sheet 01
 Date 1/26/83
 Revisions: M&D

0 100 200 400

Land Development Regulations:

In order to create commercial nodes, protect adjacent neighborhoods, encourage mixed-use development, and support a diversified economic base the following zoning changes are recommended:

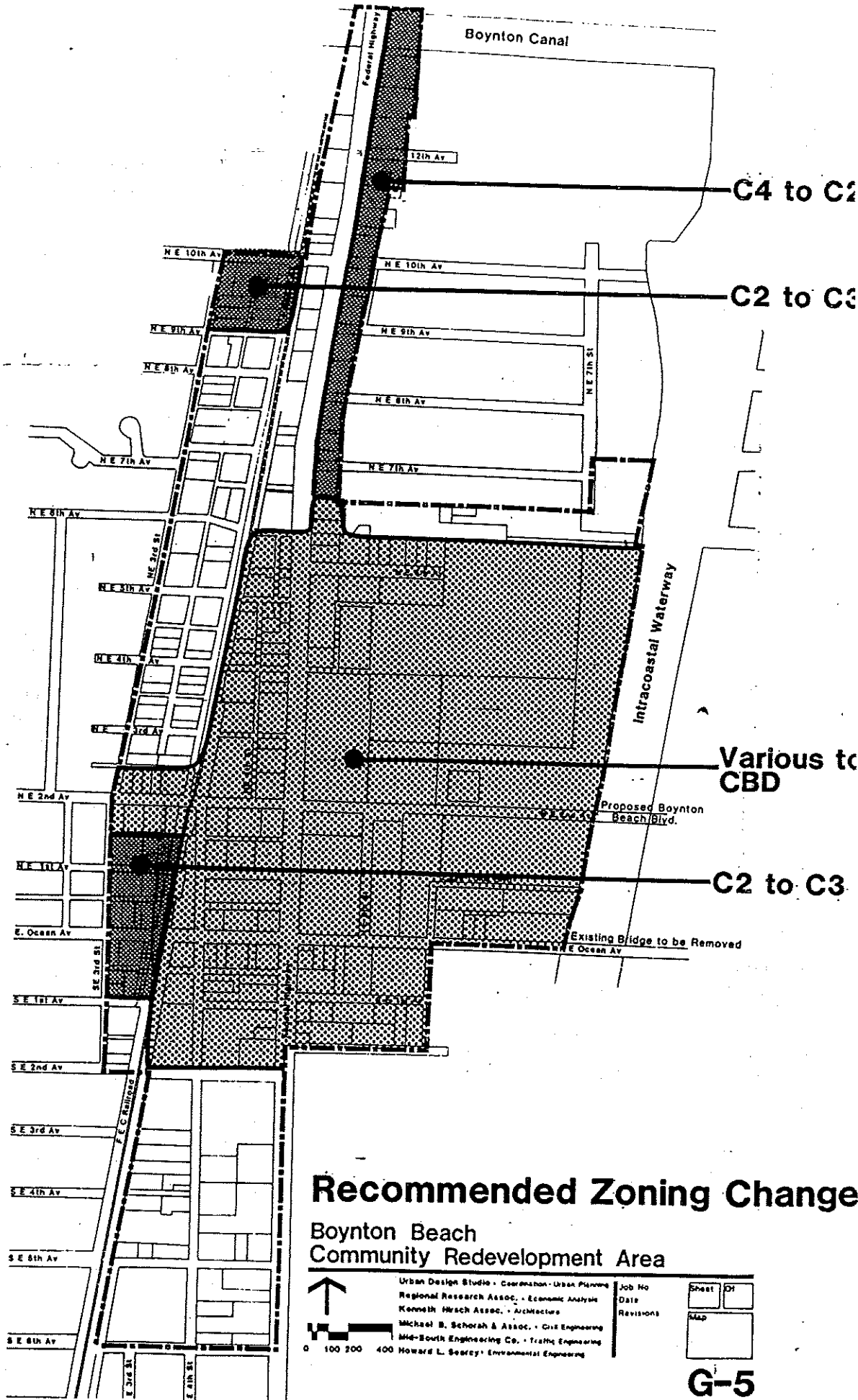
- Rezone all areas in the "Downtown Center", to a special CBD zone that includes residential/mixed use development in addition to the commercial, recreational and amusement activities presently allowed by code. Provide development flexibility for projects less than 5 acres in the CBD.
- Rezone Study Area 6 to C2 to ensure compatible land uses and building heights adjacent to the residential area to the east.
- Rezone the two C2 zones in Study Areas 1 and 2 to C3 to provide more flexible redevelopment opportunities.

In addition, in order to establish a proper regulatory framework for the CBD zoning referenced above, it is recommended that the existing CBD zoning district provisions in the City's zoning code be expanded to specifically provide for:

- a greater opportunity for the integration of land uses, including residential
- limited opportunity(s) for increased height
- transferring or clustering of residential density and/or commercial intensity
- the preservation of natural resources
- adherence to a specific set of land development guidelines for the Downtown Center
- a community design review process developed specifically for the Downtown Center
- the coordination of individual redevelopment efforts
- the creation of public open space and access to the principal Downtown Center amenity: the waterfront
- the development of incentives for private investment and reinvestment


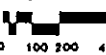
In order to facilitate the planning and design of redevelopment area projects a Land Development Manual should be prepared consisting of a cross-referenced development code that includes all regulations and standards that apply to development in the CRA. It should also contain a description of the various incentive programs and techniques that are available to the private sector for CRA developments.

Proposed
 Federal Highway
 NE 12th St
 NE 10th St
 NE 9th St
 NE 8th St
 NE 7th St
 NE 6th St
 NE 5th St
 NE 4th St
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 SE 99th St
 SE 100th St



Recommended Zoning Change

Boynton Beach Community Redevelopment Area

 	Urban Design Studio - Coordination - Urban Planning Regional Research Assoc. - Economic Analysis Kenneth Wrasch Assoc. - Architects Michael B. Schorah & Assoc. - Civil Engineering M&E-South Engineering Co. - Traffic Engineering Howard L. Searey - Environmental Engineering	Job No. Date Revisions	<table border="1"> <tr> <td>Sheet</td> <td>DI</td> </tr> <tr> <td>Map</td> <td></td> </tr> </table>	Sheet	DI	Map	
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Map							
<p style="text-align: right;">G-5</p>							

Code Enforcement:

Coordination within City Building Inspection Divisions - one mechanism to help in achieving rehabilitation is a sensitive code enforcement project that, in an orderly fashion, inspects existing older buildings to ensure that minimum building standards are maintained. A sensitive code enforcement program (working with building owners) will result in renovation investment that produces improvements that surpass city minimum requirements.

Right-Of-Way Abandonment:

Abandonment of R/W is a proven positive incentive to the private sector for investment in the urban area. Unnecessary R/W can be dedicated back to the developer thus creating a more flexible design opportunity and realistically reducing land cost, which will positively impact the economics of the project.

Referenced in the Text of the Plan is an immediate opportunity for the CRA to adopt a R/W abandonment policy.

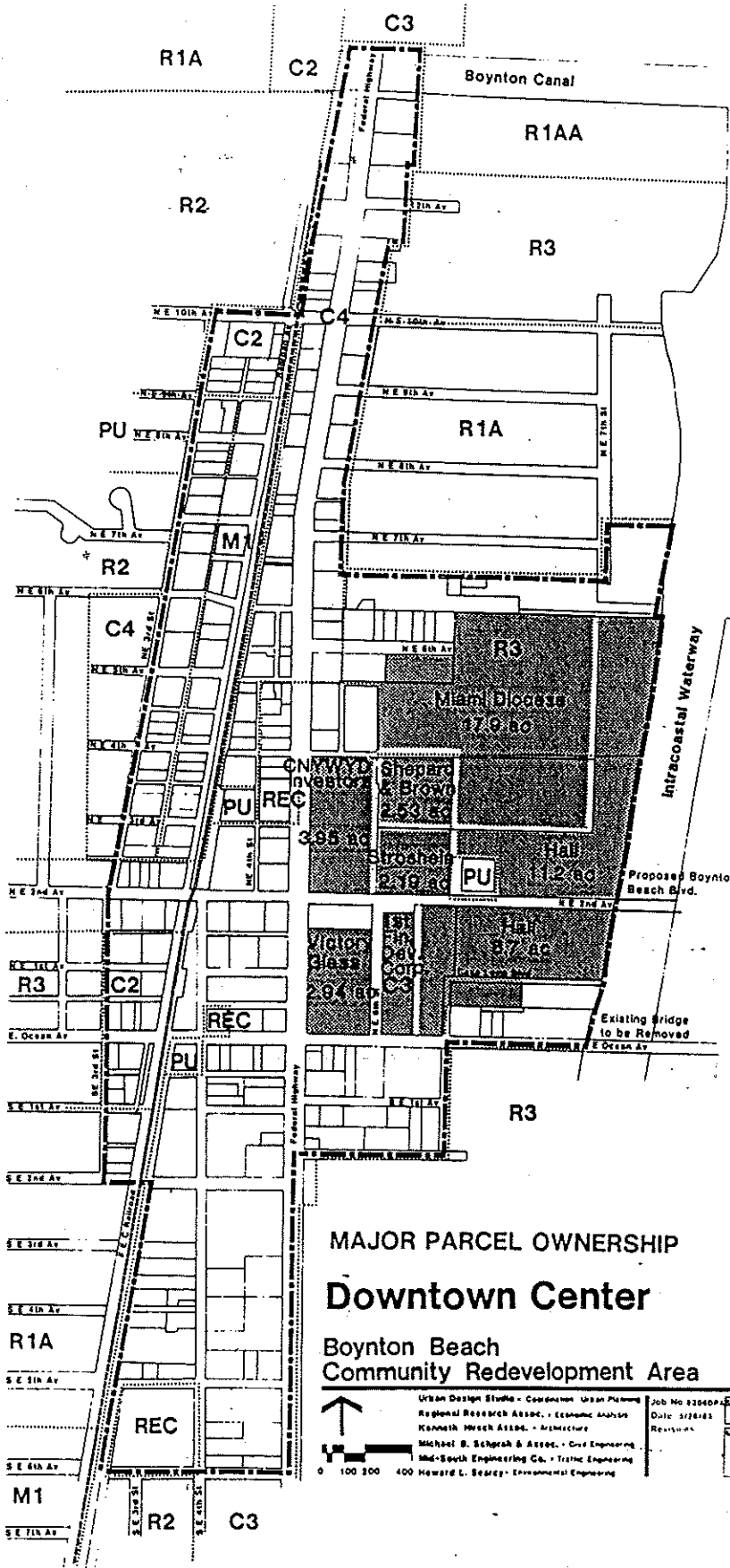
Land Acquisition/Assemblage:

An important tool for the CRA to utilize is the technique of Land Acquisition and Disposition to qualified developers for projects deemed consistent with the plan. The assemblage program can be as direct as acquisition and as indirect as sponsoring an appropriate R/W abandonment program, which will serve as an incentive for developers by reducing land costs.

There are a variety of alternatives to secure land for redevelopment. CRA direct negotiations with property owners for purposes of assembling potential parcels is simple and direct. Established leaders in the community, on the other hand, may be able to encourage property owners to pool their holdings, for sale directly to interested developers. In any event, the CRA must be in close contact with key property owners maintaining open lines of communication throughout the redevelopment process.

Marketing & Promotion

The most visible management responsibility will be that of Marketing and Promotion. To a great degree, this effort will set the tempo for community support and will be the single most important mechanism to inform the community about this redevelopment effort.



MAJOR PARCEL OWNERSHIP
Downtown Center
 Boynton Beach
 Community Redevelopment Area

Urban Design Studio - Coordination Urban Planning
 Regional Research Assoc. - Economic Analysis
 Kenneth Hirsch Assoc. - Architecture
 Michael B. Schrock & Assoc. - Civil Engineering
 Mid-South Engineering Co. - Traffic Engineering
 Howard L. Sealey - Environmental Engineering

Job No. 2260P
 Date: 3/28/83
 Revision: _____

Scale: 0 100 200 400 Feet

The first step in coordinating a meaningful Marketing Program, is that of determining the positive aspects of the redevelopment effort. The intra-coastal waterway, reinforced by the suggested plan improvements is the basis upon which to build a successful marketing program.

The New Boynton Beach Boulevard and Bridge improvement program is another key publicly financed improvement that must be used to promote the public commitment to the downtown redevelopment effort. Keying on access, circulation (vehicular and pedestrian) and parking as referenced in the plan, in terms of convenience to the consumer, will establish a positive base upon which to build this comprehensive marketing effort.

The Marketing Strategy must incorporate every possible positive aspect of the urban area, thereby heightening the perceptions of the public (both locally and in the secondary market area). The CRA must consider the need for identifying responsibility of this marketing task to one individual for purposes of coordination. This may be an in-house staff member of the CRA, a City Staff member or, given the importance of this function, a professional marketing consultant.

An alternative to CRA day to day implementation of this marketing effort would be to organize the downtown interests into an association which would have, among others, the responsibility of developing the marketing strategies.

Recommended promotion techniques include:

- (1) Calendar of Events - Monthly downtown concerts, and exhibitions, coupled with a retail sales effort, have proven to be successful.
- (2) Media Involvement - Radio/TV/Newspaper: developing contacts in each area is essential to information dissemination.
- (3) Logo/Identity Competition - Involve the community/county in a design competition.
- (4) Signage/Graphics Program - Once a graphic logo-identity has been established a program for incorporating this identity on all signage and graphics associated with redevelopment activity should be adopted; e.g. a sign stating: "This project/event sponsored by the Boynton Beach Community Redevelopment Agency."
- (5) Entrance Identification Program - Keying on entrance identification into the downtown redevelopment area is a relatively inexpensive project that can be implemented immediately. By properly promoting this effort with a "ribbon cutting" ceremony, media involvement and an appropriate logo/signage program the CRA can "kick-off" the redevelopment process.

- (6) Landscape Improvements - Small scale, but immediate, improvements can boost community confidence in the potential of downtown and the significance of the Community Redevelopment Agency. It is recommended that initially these improvements be focused on the corridors leading into the Downtown Center.
- (7) Slide Show Program/Speakers Bureau - With or without a slide show program, a speakers bureau available to all interested organizations is a must.
- (8) Illustrative Graphics - Even before the adoption of specific design guidelines for the Downtown Center, illustrations of "what could be" can be prepared for public viewing. The exhibition of University of Miami student work is along these lines.

PUBLIC IMPROVEMENTS

Water, Sewer and Drainage Improvements

In many instances the CRA must address expenditures relating to the upgrading of the general infrastructure system in the redevelopment area. However, Boynton Beach has developed a well through out infrastructure plan which is in place and, therefore, will relieve the CRA from concentrating its funding to upgrade the system. As a result, CRA funding will be able to concentrate on other necessary redevelopment expenditures.

Based on the proposed development program for the Downtown Center, an analysis of the impact that the proposed projects would have on water, sewer and drainage services was done to determine the adequacy of existing facilities and/or propose a means of expanding these services to accommodate the projects. For the purpose of this analysis it has been assumed that redevelopment outside of the Downtown Center would not be of the same magnitude and that, while redevelopment would often involve the upgrading or replacement of existing structures and uses with newer structures and more economically viable uses, the additional impact on water, sewer and drainage services would not be significant.

The analysis concludes that the proposed redevelopment project will neither strain existing facilities nor incur costly improvements. (see following pages, for justification).

Electrical Power, Telephone and Natural Gas

F.P.&L., Southern Bell and Florida Public Utilities have indicated a willingness to cooperate and assist in the design and coordination of future utility installations and relocations.

POTABLE WATER AND SANITARY SEWAGE

INTRODUCTION

The comprehensive plan for the Boynton Beach Community Redevelopment Area includes the following existing and proposed land uses in the Downtown Center:

Type of Use	Existing (approx.)	Proposed	Total
office	75,000 S.F.	50,000 S.F.	125,000 S.F.
retail	150,000 S.F.	80,000 S.F.	230,000 S.F.
residential	--	120 D.U.	120 D.U.
schools/ institution	20,000 S.F.	0	20,000 S.F.
hotel	--	150 Rooms	150 Rooms
theatre/ civic	0	12,000 S.F.	12,000 S.F.

SCOPE

The scope of this study is to provide a preconstruction analysis of the future utilities impact that the proposed project will have on the area in which it is to be built and to ensure the adequacy of existing facilities and/or propose a feasible and economical means of adequately serving the project.

LOCATION AND DESCRIPTION

The site of the proposed Redevelopment Area could be loosely defined as the area surrounding the intersection of U.S. Highway 1 and Boynton Beach Boulevard in downtown Boynton Beach, Florida.

The approximate boundaries are the F.E.C. Railroad tracks on the West, N.E. 6th Avenue on the North, S.E. 2nd Avenue on the South and the Intracoastal Waterway on the East.

EXISTING POTABLE WATER AND SANITARY SEWER CONDITIONS

The existing water distribution system is in good condition and has adequate capacity to serve the existing demands in the Redevelopment Area. There is a 16 inch trunk main presently proposed by the City of Boynton Beach which is to run in the North/South direction and more or

less about the westerly boundary of the Redevelopment Area.

The sanitary sewage collection system, which presently serves the Redevelopment Area is generally in good condition with the exception of the 20" vitrified clay pipe (gravity) which runs along N.E. 2nd Avenue. Recent deterioration of this pipe will most likely warrant replacement in the near future.

There is one master lift station which serves the entire area. Said lift station is in excellent operating condition and has a design capacity of 3800 gallons per minute at 116 feet T.D.H.

PROJECTED INCREASE IN POTABLE WATER DEMAND

I. Office:

Net usable office space = 50,000 sq. ft.

- Assume: 1) 0.1 gallons per day/sq. ft.
2) 100% occupancy rate
3) Peak factor = 2.0
4) 1440 minutes/day

$$\begin{aligned} \text{Max. office demand} &= (2.0 \times 50,000 \times 0.1) / 1440 \\ &= \underline{6.9 \text{ g.p.m.}} \end{aligned}$$

II. Retail:

Net leasable space = 80,000 sq. ft.

- Assume: 1) 0.1 gallons per day/sq.ft.
2) 100% occupancy rate
3) Peak factor = 2.5
4) 1440 minutes/day

$$\begin{aligned} \text{Max. Retail Demand} &= (2.5 \times 80,000 \times 0.1) / 1440 \\ &= \underline{13.9 \text{ g.p.m.}} \end{aligned}$$

III. Residential:

Number of Dwelling Units = 120 D.U.

- Assume: 1) 2.5 persons/D.U.
2) 100 gallons per person/day
3) Peak factor = 2.5
4) 1440 minutes/day

$$\begin{aligned} \text{Max. Residential Demand} &= (2.5 \times 100 \times 2.5 \times 120) / 1440 \\ &= \underline{52.1 \text{ g.p.m.}} \end{aligned}$$

IV. Schools and Institutions:

No net increase in demand anticipated.

V. Hotel:

Number of Rooms = 150

- Assume: 1) 1.8 persons/room
2) 100 gallons per person/day
3) 100% occupancy
4) Peak factor = 2.5
5) 1440 minutes/day

$$\text{Max. Hotel Demand} = (2.5 \times 150 \times 1.8 \times 100) / 1440 \\ = 46.9$$

VI. Theater/Civic Center:

Net usable area = 12,000 sq. ft.

- Assume: 1) 0.1 gallons per day/sq. ft.
2) Peak factor = 3.0
3) 1440 minutes/day

$$\text{Max. Theater/Civic Center} \\ \text{Demand} = (12,000 \times 0.1 \times 3.0) / 1440 \\ = 2.5 \text{ g.p.m.}$$

VII. Net Incremental Potable Water Demand:

Expected increase in potable water
Demand = 6.9 + 13.9 + 52.1 + 46.9 + 2.5
= 122.3 g.p.m.

ESTIMATED INCREASE IN SEWAGE FLOW

Assume sewage flow increase = 95% of Max. Potable
Water Demand Increase

$$\text{Max. Sewage Flow Increase} = (.95)(122.3 \text{ g.p.m.}) \\ = 116.2 \text{ g.p.m.}$$

CONCLUSION

The contract has been let for the proposed 16" water main along N.E. 3rd Street. Said water main, when installed, will act as a booster to the downtown area and will ensure adequate capacity for the Community Redevelopment Project. Any proposed mid-rise buildings will need to be equipped with water supply booster pumps to overcome the static head differential which is inherent in that type of structure.

The gravity sewer system and master lift station which serve the area are presently operating below design capacity and will not be adversely affected by the Community Redevelopment Project.

The 20" gravity sewer main which flows eastward along Boynton Beach Boulevard is in disrepair and will warrant attention in the near future regardless of whether the redevelopment project is or is not implemented. We propose that the section of pipe which lies east of U.S. 1 be replaced with new pipe in conjunction with construction of the proposed new bridge. After discussion with Mr. Perry Cessna, Director of Utilities of the City of Boynton Beach, we feel that a process known as Insituform can be utilized to repair the section of 20" gravity sewer that lies west of U.S. 1. Said process will ensure the future functionality of the existing pipe and will preclude the need of costly cut and repair of the Boynton Beach Boulevard road surface.

In general, it is our judgement that the existing potable water and sanitary sewer infrastructure has been well designed and is in good operating condition. The proposed redevelopment project will neither strain existing facilities nor incur costly improvements.

Wetland/Waterway Improvements

As part of the Master Plan Development for the redevelopment of the downtown area of Boynton Beach, it is contemplated that a waterfront amenity be developed involving the extension of a canal access from the Intracoastal Waterway into a bay area around which commercial development could take place. This development would necessitate the removal of some of the existing mangrove forest to provide water access into that area. A part of this program would also be the development of a small channel entering this area from the north to provide a flushing loop through the area to enhance the water quality of the completed project. In the implementation of this portion of the project, the Redevelopment Authority should take the following steps:

1. Attempt to gain control, either by fee title ownership, lease or exchange of all of the existing mangrove forest area. This would provide them with a better position relative to permitting of a proposed project through the regulatory agencies both at the State and Federal levels.
2. Prepare a detailed study of the mangrove forest area as it may affect the future proposed development and to provide the background for an assessment of the biological and ecological impact for the proposed construction.
3. Provide a refined detail plan of the proposed waterfront development in terms of the size, depth, and exact location of the water area relative to the affected wetland areas and formulate a plan in consultation with the regulatory agencies for the mitigation of the loss of any of the wetland areas.
4. Determine a proposed strategy for the implementation of the project considering alternative financing, potential for sharing of the proposed construction with future developers in the downtown area, or the possibility of bond financed construction of the entire project as a part of a comprehensive downtown redevelopment program.
5. Assess the feelings of the community and the environmental interest groups regarding the project so the possibility of any future objections to the proposed program may be overcome prior to implementation.

ALTERNATIVE METHODS OF FINANCING

The following is a list of potential financing techniques which can stimulate and enhance the tax increment financing program that is being developed through this plan. It should be clearly understood that not one, but several techniques should be developed and that those techniques that would best suit a particular need be used. Ultimately the CRA in conjunction with local financial institutions, merchants and interested citizens are responsible for promotion, administration and business development. The CRA will also be responsible for the review and monitoring of proposed legislation which will affect the downtown redevelopment process through the Florida Downtown Development Association and other lobbying organizations.

Chapter 163 of the Florida Statutes, as amended, was developed by the lobbying effort referenced herein, through the efforts of many organized downtown development authorities and community redevelopment agencies in the state.

Tax Increment Financing:

Tax increment financing is a financing technique which would enable the Redevelopment Agency to capture the anticipated value, to be added to the tax base in the subject area through redevelopment. Generally, at the time the redevelopment plan is formally adopted, the assessment base within the redevelopment area is frozen for municipal and county tax purposes. These jurisdictions would be guaranteed, the same amount of taxes as collected prior to the adoption of the tax increment district. Assuming the same tax rates, new development in the area would result in increased valuation and an increased tax flow. The increment is the difference between the new gross tax revenue flow, and the frozen, previously existing flow. This increment is then utilized to amortize bonds, initially issued to finance public improvements in the redevelopment area or tax increment district.

Land Write-Downs:

Land write-downs refer to the sale of land by a public or development agency at less than its fair market value. This provides a direct front end cost savings to the developer. Federal funds (EDA or HUD) and local bond issues can be used to finance original land purchases by the redevelopment agency.

Tax Abatements:

Tax Abatement affects the operating costs of the project and thereby has a direct impact on the rate of return on investment. Taxes on property are postponed for 5-10 years and then gradually increase over a 20-25 year period. Tax abatement is unconstitutional under Florida law.

Lease or Sale of Real Property:

Develop/lease or sell real property is where a redevelopment agency purchases and accumulates land, constructs site improvements and possibly buildings, and then leases the land and/or buildings. The redevelopment agency could also sell the land and improvements to a developer. This procedure greatly reduces the developer costs and investment risk.

Interest Rate Subsidy and Loan Guarantees:

Interest rate and loan guarantees leverage private investment by reducing interest rate costs and promoting financial stability by insuring lending monies are available. These mechanisms also make financing possible for high risk areas not prone to normal development pressures.

Joint Participation:

Joint participation is an approach designed to stimulate private property improvements. The city constructs certain public improvements such as a pedestrian system, in reciprocation for improvements to private property. The city has the option to use local or federal funds to pay for its improvements as well as help finance (loans or grants) property owner improvements.

Special Assessment District:

A special assessment district is another form of joint participation. The special assessment district is created when 51 percent or more of abutting property owners petition the City Council to establish a defined area for some specified public improvements (i.e., sidewalk improvements). The total or partial cost for the improvements is then assessed to all property owners within the district over a specified period of time. The establishment of such districts must be created through City Council ordinance and therefore public hearings are necessary.

Economic Development Corporation (EDC):

The Economic Development Corporation (EDC) offers a strategic organization for attracting private investments because of the flexibility afforded its quasi-public, non-profit status. The advantages of EDC's are described below.

Because they are administratively autonomous quasi-public agencies, staffs are hired by and accountable to a full-time director. Salaries and overhead costs are financed out of public rather than private sector grants as well as through fees and service charges.

EDC's are private corporations rather than city agencies and as a result are not prohibited from assisting private firms in real estate and financial matters.

Many quasi-public EDC's have demonstrated a special capacity to "package" various development financing tools by combining various capital resources through urban municipalities with private business assistance funds.

These various leveraging techniques offer opportunities for tailoring incentive and financial mechanisms to meet specific local situations.

OTHER FINANCING ALTERNATIVES

Introduction

Successful downtown redevelopment is undoubtedly tied to the availability of adequate funding. In order to implement this plan sufficient financial resources are required. There are a variety of ways to approach the issue of funding downtown redevelopment projects utilizing a combination of federal, state and local resources. The ultimate combination of funding resources will be determined by availability and criteria requirements of the various funding sources.

It is important to note that federal funding has historically provided the majority of support for redevelopment projects. This phenomenon has its roots in the massive urban renewal movement which began as a result of federal legislation in 1949. The ability of cities to rely on this source of funding has been declining in the past several years with the elimination of the urban renewal program and the altered intent of the Community Development Block Grant (CDBG) program. The constant flux of current federal fiscal policies increases the difficulty in delineating the availability of programs and their funding levels for an extended time period. This is further complicated by the inequities between the money authorized for a particular program and the money which is ultimately appropriated. The consequences of this trend are important; the competition for appropriated federal money increases as does the reliance on State and local resources. Because of these conditions the need for an open information flow with the federal government increases. To maximize all avenues of financial resources it is important to explore all possibilities; however, the nature of change in the availability of federal funding does emphasize the importance of focusing on State and local funding sources.

State financial assistance for downtown redevelopment exists in several indirect forms. These include enabling legislation and tax credits. Enabling legislation gives municipalities the authority to do a number of things which can be used for downtown revitalization; these include instituting tax increment financing, issuing industrial development revenue bonds (IRB's) and issuing revenue bonds. In addition, there are three tax credits, which the state legislature enacted and which became effective recently, that relate directly to community revitalization.

Local financial resources are largely the programs available through State enabling legislation. The State's only function in this area is in the actual delegation of power to the municipality to institute particular programs. Accordingly the Boynton Beach CRA has concentrated its efforts on implementing tax increment financing. The possibility of using IRB's and revenue bonds are also options in addition to tax increment financing that could be instituted at the local level.

It should be stressed that the nature of funding programs is extremely fluid. The following is a discussion of programs that currently exist. Although at this point the possibility of new funding sources does not appear promising there have been some examples of new sources in the recent past, such as the emergence of the Urban Development Action Grant program by the federal government.

Federal Funding

- 1) Housing and Urban Development (HUD) - There are several programs under the auspices of HUD in the form of project grants, direct loans and guaranteed loans. The following assortment includes applicable programs which have been earmarked for further funding.
 - a) Community Development Block Grant (CDBG) - This program is based on an entitlement formula and is set up to provide assistance to facilitate decent housing, a suitable living environment and opportunities for low and moderate income groups. This program evolved out of the former categorical grant programs and instead of being earmarked for a specific type of urban improvement can be used in a variety of ways. Some of these include the acquisition or construction of certain public works, facilities, improvements, clearance or rehabilitation. CDBG monies are channeled into "target areas".
 - b) Urban Development Action Grant (UDAG) - The most recent addition to the Federal Government's efforts to "prime the pump" for redevelopment in America's cities today, UDAG is a highly flexible economic development tool in which the main thrust is to stimulate private investment by providing seed money supplied by the program. These grants are to assist cities in revitalizing stagnating economies and to help deteriorating neighborhoods. UDAG is specifically geared to one time opportunities and to

help communities capture and leverage significant private investment. A private sector financial commitment, must be secured before an Action Grant can be awarded. The ratio of private investment to grant funds must be at least 3:1. One significant advantage of this program is the rapid turn-around time. Applications may be submitted quarterly and HUD makes final decisions on approval no later than the last day of each quarter. Awards are announced shortly thereafter.

UDAG has great potential for the Boynton Beach Redevelopment program. Initially, local government must develop private sector interest in the redevelopment concept. Public improvements necessary to make private investment feasible (i.e., roadway improvements, water/sewer, land acquisition, etc.) must be evaluated and relative costs determined. The analysis of private investment, project by project, must be summarized and a private/public dollar investment ratio determined. The ratios must be in line with historical standards (HUD statistics). Specifically, the three major projects cited in the Plan are excellent opportunities for a UDAG leverage program. This effort must be coordinated by the City Planning Department or its agent.

- c) HUD/FHA Loan Insurance Programs -
1. Section 213 - For construction or rehabilitation of cooperative housing.
 2. Section 233 - For construction or rehabilitation of housing using advanced technology or experimental design.
 3. Section 234(d) - For construction or rehabilitation of condominium projects.
 4. Section 235 - For interest subsidies and mortgage insurance for new or substantially rehabilitated single family units for lower income families.

- 2) Economic Recovery Tax Act of 1981 - Congress recently passed legislation which provides tax incentives for rehabilitating older business structures to encourage business to remain in center cities instead of relocating in new buildings in outlying suburbs solely to take advantage of the tax advantages offered by the present accelerated cost recovery system. The new system (Section 157, Tax Credit for Rehabilitation Expenditures) is a three tier investment

credit. It applies to rehabilitation costs incurred after December 31, 1981. The tax credit is 15% for nonresidential structures that are at least 30 years old, 20% for nonresidential structures that are at least 40 years old and 25% for all structures that are certified on the National Register of Historic Places. In order to receive these credits the taxpayer must meet the criteria for "substantial rehabilitation" and must use the straight line method of cost recovery for rehabilitation expenditures.

- 3) Small Business Administration (SBA) - Available SBA programs include:
- a. Loan guarantees - most SBA financing is done under the 7-A program which focuses on working capital needs. Under this program a bank makes a loan to a small business with a 90% federal guarantee. Loans usually extend for 5 to 7 years.
 - b. Section 502 - this section provides long-term loans and guarantees to local development corporations for construction, conversion or expansion of business facilities, including purchase of land, building and equipment. The local developers must provide 10-20% of the costs.
 - c. Neighborhood Business Revitalization Program (NBRP) This is a new program to stimulate jobs and business in order to strengthen neighborhoods and increase private sector investment and the local tax base. NBRP uses 502 monies, as well as SBA individual loans.
- 4) Economic Development Administration (EDA) - EDA provides a variety of grants and loans to encourage long-term economic development and increased employment. The creation of jobs is a major objective of EDA.
- a. Title I - Grants and loans are available for public works and development facilities. Direct loans are for up to 100% of the costs and grants up to 60%.
 - b. Title II - Business and development loans are to help finance the cost of fixed assets and working capital directly or through guaranteed loans from private lending institutions.
 - c. Title III - This is to assist in the planning of economic development programs.
 - d. Title IX - Areas impacted by structural dislocations or changes in the local economy can qualify for adjustment assistance and special economic development.

State Funding

Financial assistance from the state that comes as a result of enabling legislation will be discussed in the local funding section, as the municipality is responsible for the implementation of such programs. The Florida Legislature in 1980, passed three major pieces of legislation addressing community revitalization. All of these laws are not effective.

- 1) Tax Credits for New Jobs (Chapter 80-247) - This creates an economic revitalization job creation credit against the corporate income tax to businesses which employ residents of blighted areas. The credit is equal to 25% of wages paid up to \$1500 a month for one year.
- 2) Tax Credit for New or Expanded Businesses (Chapter 80-248) - New businesses or expansion of existing businesses located in slum or blighted areas can receive an economic revitalization tax incentive credit against the corporate income tax. The amount of allowable credit is determined by the ad valorem taxed paid on expansion-related property by an expanded business.
- 3) Tax Credit for Contribution to Community Development Projects (Chapter 80-249) - The Community Improvement Act of 1980 is included in this bill and provides incentives for private corporations to participate in revitalization projects undertaken by redevelopment organizations. It established a procedure through which businesses may receive a tax credit of 50% of their contributions to eligible community development projects. There is an annual limit of \$200,000 with a program cap of \$3 million.

Local Funding

Through state enabling legislation, Boynton Beach has the authority to utilize financial tools such as tax increment financing, industrial development revenue bonds and revenue bonds.

- 1) Tax Increment Financing - Tax increment financing as a tool for redevelopment is gaining in popularity. The Community Redevelopment Act of 1969 was amended on July 1, 1977 to include provisions for tax increment financing.
- 2) Industrial Development Revenue Bonds (IRB's) - Industrial Development Revenue Bonds are tax exempt bonds issued by counties and cities or their agencies to provide funds for purposes of buying land or constructing buildings or facilities for manufacturing. The categories of projects eligible for IRB's were amended on July 1, 1980 by Florida House Bill 1572 to include commercial projects. Typically the interest rate on an IDB would be 2 to 3% less than the conventional commercial mortgage rate.

- 3) Revenue Bonds - Revenue bonds are a type of municipal bond whose obligations are payable from revenues derived from tolls, charges, user fees or rents that are collected from those citizens who use a particular municipal service or facility. The objective is to recover the costs of financing construction for a particular facility or service. The interest costs and marketability of revenue bonds vary widely. The bond market is usually more receptive to revenue bonds for facilities that are subject to mandatory use such as water, sewer, electricity or gas. Uses of a non-mandatory nature such as recreational purposes generally require higher interest costs.

ENCOURAGING NEW DEVELOPMENT

The major task of the CRA is to encourage new investment, in the form of new construction, renovation, and intensified use of existing facilities, and thus strengthen the economic base, improve the physical characteristics, and expand activities in the downtown. Two major ways for the CRA to achieve its task are to solicit new development and tenants and to encourage physical improvements and increased use of existing facilities.

Soliciting New Development

The following criteria should be considered in determining what kinds of developments should be sought:

- 1) The development should be economically viable in a downtown location.
- 2) The development should contribute to a diverse and healthy economic base.
- 3) Structures should be pedestrian-oriented along the Major Pedestrian System and related to the existing or planned character of the surrounding area rather than isolated structures.
- 4) The development should attract people to the downtown.
- 5) Projects able to preserve and reuse significant older buildings should be encouraged.

To carry out its task, the CRA must play an active role in soliciting and facilitating development. This includes acting as an advocate for selected projects at local, state, and possibly national levels. The CRA is uniquely positioned and empowered to seek and advocate the downtown location of projects that further the goals of downtown redevelopment.

CRA Sponsored Development

For projects that the CRA sponsors, certain design considerations should be established. They should include pedestrian orientation, signage, parking and compatibility with the surrounding area. Broad guidelines should be imposed beforehand and considered in the review of development proposals. Certain restrictions could be included as restrictive covenants in the sale or lease of land, where appropriate.

- A. Designated Parcels Several major projects have been specifically recommended in the preceding section of this plan, and sites have been identified. The CRA, should establish procedures and terms for implementing the three major development projects proposed, seek the approval of necessary land acquisition and disposal of City owned land in inventory if necessary, and actively solicit developers or tenants for the project.

Some projects depend on the initiative of the CRA to market the project and actively seek proposals. In other projects the CRA is in a unique position to consider the impact of the facility on the downtown. It should provide advice and assistance to ensure that the project is developed in a way that maximizes its impact on redevelopment of the downtown.

- B. Undesignated Parcels The CRA should monitor development opportunities and actively solicit and encourage appropriate developments. The CRA should respond to requests for assistance by helping identify sites and provide information about parcel ownership, building codes and other restrictions, the permitting process, and the availability of financing locally and elsewhere.

In case of a particularly significant and appropriate development opportunity, the CRA should consider amendment of the plan to allow for land acquisition or other forms of public assistance to facilitate the development, if necessary.

The CRA should explore the opportunities and appropriate procedures and terms for lease or sale of air rights on city-owned parcels. Selection of development proposals using air rights should be in accordance with the land use proposals, goals and objectives, and development criteria of this plan.

ENCOURAGING COMMUNITY REHABILITATION

There are a variety of financing mechanisms available to the CRA for implementing a comprehensive rehabilitation program by using local, state and federal funds. The programs established herein must be in the form of city/property owner participation to yield the desired results. In addition to the improvement loan programs herein, the municipality can further enhance its position by creating incentive "public" improvement programs in the form of sidewalk, street lighting and landscaping improvements including signage and coordinated architectural review which will further enhance the redevelopment process. The key, is to concentrate, on an area by area basis, as opposed to scattering loan incentives throughout the downtown area. By concentrating loan programs a visual impact will be established which will encourage a rippling effect off of that specific block rehabilitation program which will further encourage reinvestment in the downtown area. As you can see, the rippling effect begins to develop momentum which creates the positive market place which causes the investor, developer and property owner to invest in rehabilitation and new construction in the area. The four basic programs available are as follows:

- 1) A guarantee for conventional improvement loans made by banks willing to provide reduced interest rates in the area in which the bank obviously has as its primary target loan area.
- 2) A principal subsidy at present value (based on percentage of principal loan amount which creates a reduction of the effective interest rate on the loan) and/or
- 3) An interest subsidy based on some percentage below a prime rate.
- 4) Revolving loan fund for direct loans with variable interest rates depending upon the persons ability to pay (guidelines to be established).

All of these programs require a great deal of coordination and must be implemented with the same vigor which the primary community redevelopment agency target area will be approached.

In terms of sources of funds to facilitate the already outlined improvement programs the following funding sources can potentially be available: tax increment financing trust fund, local and federal loan guarantee subsidy programs as well as a tax credit program pursuant to Chapter 80-249 Laws of Florida (1980) which will allow for the state corporate tax credit to become an incentive for private corporation contribution to the aforementioned revolving loan fund and/or interest subsidy program.

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The CRA must immediately develop a priority of block redevelopment within the downtown area. This will include specifying an initial "model" block which in our opinion should be the "old town" retail block which has the necessary elements for a successful joint venture between the city and the private building owners/retail shop owners.

Steps for implementing this model block program are as follows:

- 1) The individual land owners/merchants should be polled to determine their interest in the above program (the Merchants Assoc. should be used to coordinate this effort).
- 2) The CRA must coordinate with the city administration to determine any available federal/revenue sharing or other grant programs available immediately (possibly through the county community development dept). This money would be used to match private guarantees for funds to be expended for the subject street, sidewalk, landscaping, lighting, street furniture, etc. improvement program.
- 3) The municipality must coordinate the front end financing for such a program. The individual property owners would have the opportunity of paying their fair share in a cash lump sum payment or making payments on a regular basis as determined through a guarantee supported by a lien on the subject property, until such time as all payments are made.
- 4) The CRA through the local merchants assoc. should develop a petition of intent to be executed by all property owners (understanding 51% ownership approval is all that is necessary).

The CRA must move to establish a revolving loan fund in conjunction with conventional local financing and TIF Trust fund monies to effectuate the rehabilitation of the building facades (interiors where appropriate) along the subject redevelopment "model" block.

The comprehensive approach required for the block by block restoration of commercial establishments must be ultimately coordinated by an association, made up of the representative property owners, which obviously creates an incentive for a successful program. All in all, the joint venture between city and the owners will tend to insure the greatest opportunity for redevelopment success.

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COMMUNITY DESIGN AND REVIEW PROCEDURES

The formulation of design guidelines is recommended to ensure that redevelopment will be carried out in a manner consistent with CRA plan objectives. Different guidelines will apply to specific areas, including: property fronting the major corridors entering the downtown (U.S. 1, Boynton Beach Blvd., and East Ocean Avenue), and the eight different land-use classifications in the Downtown Center.

Distinctive design guidelines for these specific areas will create an image consistent with the dominant uses, create contrast between primary retail nodes and other more general commercial/office areas, improve the quality of the pedestrian environment, and provide a cohesive downtown identity.

In order to establish design continuity the agency should develop guidelines that integrate the public and private sector functionally and visually. Roadways and walkways should have consistent detailing and design that provides a specific character to the community. This can be in the form of colored materials and textured surfaces that repeat a theme throughout the community. Suggested alternative details should be provided to the private sector to implement designs compatible to the public sector overall character. Signage and street furniture should also be designed to establish Boynton Beach as a special place. Landscaping is perhaps the most important element, since it can be the most dominant visual element that ties the community together. A predesigned variety of plant material and trees would blend a specific feeling within each type of street scene. More prominent street intersections and pedestrian ways should have distinctive solutions. Special monuments and artwork should also be planned into the overall scheme to provide special visual interest and encourage other property improvements to incorporate art work into the overall plans. In addition, guidelines should address setbacks, height, ground floor character and other architectural elements.

A specific architectural vernacular should not be perscribed; however, all new improvements should be designed to be unique to Boynton Beach. Traditional or contemporary design solutions can be incorporated into an overall community design. Repetition of certain colors and materials can lend a thread of visual continuity throughout the community such as barrel tile, brick pavers, earth tone colors, or white window frames.

The guidelines can also include performance standards controlling noise, hours of operation, desired traffic and parking patterns, adequate sunlight, min. plaza space, etc...

In order to properly reflect Downtown Center objectives design guidelines should be adopted after the adoption of the community redevelopment Plan and the adoption of a revised and expanded CBD District ordinance.

Review procedures need to be formulated to ensure that projects meet design guidelines. A number of alternatives exist in establishing a permanent review board including use of current city staff members, CRA representatives, and/or voluntary or appointed private citizens. It is recommended that a Development Review Board (DRB) be established and serve in an advisory capacity for all projects located in the Downtown Center. The DRB would be intimately familiar with the Community Redevelopment Plan, the CBD ordinance and Design Guidelines for the Downtown Center. The DRB would essentially combine the functions of the City's Community Appearance Board and Planning and Zoning Board.

In order to perform its function competently and effectively the DRB should include highly qualified design professionals in the fields of architecture, landscape architecture, and graphic design.

Enforcement mechanisms for design guidelines must not only include adoption through the use of overlay districts, and a review board with established procedures, but must include municipal budgeting for city staff to conduct periodic on-site inspections. This will help guarantee continued conformity years later to the originally approved design and construction, especially for easily changed elements, such as landscape buffer requirements.

DOWNTOWN CENTER DEVELOPMENT REGULATION PROCEDURES

Subsequent to the concurrent adoption of this Redevelopment Plan and appropriate amendments to the City's Comprehensive Plan the city must establish an effective procedure for reviewing and approving development in the Downtown Center. It is recommended that the following actions be officially and concurrently taken as soon after the adoption of the Redevelopment Plan as possible:

- 1) Adopt a revised and expanded CBD ordinance regulating development in the Downtown Center.
- 2) Rezone all lands lying within the limits of the Downtown Center to CBD.
- 3) Adopt a set of Design guidelines and standards for development in the Downtown Center.
- 4) Establish a Development Review Board (DRB) as an advisory body.
- 5) Designate the Community Redevelopment Agency (CRA) as the development approval authority for all development in the Downtown Center.
- 6) Establish a development approval process which requires only DRB review and CRA approval of all Downtown Center projects.

- 7) Lift the building moratorium for the Downtown Center. Properties outside the Downtown Center should be released from the moratorium at the time of adoption of the Redevelopment Plan.

AN ORDINANCE OF THE CITY OF
BOYNTON BEACH, FLORIDA APPOINTING
THE MEMBERS OF THE CITY'S
COMMUNITY REDEVELOPMENT AGENCY
IN ACCORDANCE WITH FLORIDA STATUTE
§163.356; ENUMERATING THEIR TERMS
OF OFFICE; APPOINTING A CHAIRMAN
AND VICE-CHAIRMAN; PROVIDING A
REPEALING CLAUSE; SAVINGS CLAUSE;
AN EFFECTIVE DATE AND FOR OTHER
PURPOSES IN ACCORDANCE WITH FLORIDA
STATUTE §163.356

WHEREAS, by Resolution, a Community Redevelopment Agency
has been created in the City of Boynton Beach, Florida, in
accordance with Florida Statute §163.356.

WHEREAS, Florida Statute §163.356 requires that the City
Council by Ordinance appoint the members of said Community
Redevelopment Agency.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF
THE CITY OF BOYNTON BEACH, FLORIDA:

Section 1. The Following members are appointed to the
Board of Commissioners of the Community Redevelopment Agency
as follows:

H. Dale Hatch	For a Period of 1 Year
L. Don Combs	For a Period of 2 Years
Donald McKone	For a Period of 3 Years
Samuel Scheiner	For a Period of 4 Years
Henry "Hank" Thompson	For a Period of 4 Years

All of the above terms will be effective as of the date of the
last appointment. All appointments after the first, as
identified above, will be for a period of four (4) years.

Section 2. Henry "Hank" Thompson is hereby
designated as Chairman for a period of one (1) year and
Samuel Scheiner, is hereby
designated as Vice Chairman for a period of one (1) year.

Section 3. All ordinances or parts of ordinances in
conflict herewith be and the same are hereby repealed.

Section 4. Should any section or provision of this
ordinance or any portion thereof, any paragraph, sentence or
word be declared by a court of competent jurisdiction to be
invalid, such decision shall not affect the validity of the

remainder hereof as a whole or part thereof other than the part declared to be invalid.

Section 5. This Ordinance shall become effective immediately upon its passage at second reading.

FIRST READING this 4th day of May, 1982.

SECOND, FINAL READING and PASSAGE this 18 day of May, 1982.

CITY OF BOYNTON BEACH, FLORIDA

By Walter M. Sanger
Mayor

James M. ...
Vice Mayor

Joe D. ...
Council Member

Patricia L. Woolley
Council Member

Samuel Lamar Wright
Council Member

ATTEST:

Denise ...
City Clerk
Corp. Seal

RESOLUTION 81-SS

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BOYNTON BEACH, FLORIDA, TO ESTABLISH A BOYNTON BEACH COMMUNITY REDEVELOPMENT AGENCY.

WHEREAS, the City Council of the City of Boynton Beach, Florida, hereby finds that one or more slum or blighted areas exists in the City of Boynton Beach with a need for rehabilitation, conservation or redevelopment or a combination thereof; and

WHEREAS, the City Council of the City of Boynton Beach, Florida, finds that it is necessary in the interest of public health, safety, morals or welfare of the residents of the community to address the rehabilitation, conservation or redevelopment of one or more slum or blighted areas within the City; and

WHEREAS, the City Council of the City of Boynton Beach Florida, finds that there is a need for a community redevelopment agency to function in the City, to carry out the purposes of redevelopment.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOYNTON BEACH, FLORIDA:

Section 1. The City of Boynton Beach Community Redevelopment Agency is hereby established as outlined in Florida Statutes Part 3, Section 163.356 for the purpose of carrying out redevelopment activities for the area(s) in its jurisdiction, and that the City Manager of the City of Boynton Beach is hereby directed to prepare for City Council consideration a description of one or more slum or blighted areas within the City of Boynton Beach which consists of, among other things, a substantial number of deteriorating structures and conditions which endanger life or property by fire or other causes; faulty lot layout in relation to size; deteriorating storm and sanitary services; a disproportion number of police calls; a predominance of inadequate street layouts; a high density of population and overcrowding; and private

sector disinvestment evidence by a high degree of vacancies and commercial structures or undeveloped land.

Section 2. The City Council determines that it will, at a subsequent meeting of the City Council, appoint five (5) members to the Boynton Beach Redevelopment Agency for staggered terms, to have those powers enumerated in Florida Statute 163.370 to be further defined in a subsequent resolution.

PASSED AND ADOPTED this 7th day of August, 1981.

CITY OF BOYNTON BEACH, FLORIDA

By: E. F. Harmering
Mayor

Walter W. Langner
Vice Mayor

Samuel L. Smith, Jr.
Council Member

Joe de la Cruz
Council Member

Council Member

ATTEST:

Betty S. Boroni
Deputy City Clerk

(Corp. Seal)

A RESOLUTION OF THE CITY OF BOYNTON BEACH DECLARING CERTAIN AREAS AS BLIGHTED A SLUM AREA AS DEFINED IN CHAPTER 163, PART III, FLORIDA STATUTES; DECLARING A NEED FOR REHABILITATION OF SUCH AREAS; FINDING A NEED FOR A COMMUNITY REDEVELOPMENT AGENCY AND CREATING SAID COMMUNITY REDEVELOPMENT AGENCY; PROVIDING FOR AN EFFECTIVE DATE AND FOR OTHER PURPOSES

WHEREAS, the City Council of the City of Boynton Beach, Florida, hereby finds that one or more slum and blighted areas as defined in Florida Statute 163.340 and exist in the City of Boynton Beach.

WHEREAS, a need for rehabilitation conservation or redevelopment or a combination thereof is necessary in such areas in the interest of public health safety morals or welfare of the residents of Boynton Beach; and

WHEREAS, the City Council of the City of Boynton Beach finds it is necessary to create a Community Redevelopment Agency as a public body as provided in Florida Statute, Chapter 163, Part III, Section 163.356; and

WHEREAS, the City Council of the City of Boynton Beach find it necessary to appoint a five member Community Redevelopment Agency Board; and

WHEREAS, the Mayor and City Council of the City of Boynton Beach finds it necessary to designate a Community Development Project,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOYNTON BEACH THAT:

Section 1. One or more slum and blighted areas exist in the City of Boynton Beach.

Section 2. The rehabilitation, conservation and redevelopment or a combination thereof of such area or areas is necessary in the interest of public health safety morals and welfare of the residents of such County and Municipality.

Section 3. The City of Boynton Beach Community Redevelopment Agency is hereby established as outlined in Florida Statutes, Chapter 163, Part III, Section 163.356 for the purpose of carrying out redevelopment activities for the area(s) in Boynton Beach.

Section 4. The Boynton Beach Community Redevelopment Agency will function under the powers outlined in Florida Statute, Chapter 163, Part III.

Section 5. The City Council designates as a Community Redevelopment Area a section of the City generally from SE 6th Avenue to NE 6th Avenue between the FEC Railroad, NE 3rd Street, the Intracoastal, SE 6th Street, SE 2nd Avenue and Federal Highway, more specifically described in Appendix A and pictured in Appendix B.

Section 6. It is further resolved that the area described above has:

- A. A street layout that is predominately defective and inadequate.
- B. A lot layout that is faulty in relation to size, adequacy, accessibility and usefulness.
- C. An area that suffers from unsafe and unsanitary conditions.
- D. An area that, to a significant degree, has deterioration of site and other improvements.
- E. An area that has diversity of ownership which prevents the free alienability of land.
- F. An area in which there exists faulty and inadequate street, parking facilities, roadways and bridges.

Section 7. It is further resolved that the powers of the Community Redevelopment Agency shall be exercised in accordance with provisions of Florida Statute, Chapter 163, Part III.

Section 8. This Resolution shall become effective immediately upon adopting.

PASSED AND ADOPTED, this 4th day of May, 1982.

CITY OF BOYNTON BEACH, FLORIDA

BY: [Signature]
Mayor

[Signature]
Vice Mayor

[Signature]
Council Member

[Signature]
Council Member

[Signature]
Council Member

ATTEST

[Signature]
City Clerk
Corp. Seal

Legal Description

The area included within the following described boundaries;

Commence at the intersection of the centerline of SE 2nd Avenue and the east right-of-way line of the Florida East Coast Railroad (FECRR);

thence easterly along said centerline of SE 2nd Avenue to the centerline of US 1;

thence northerly 130 ± feet to the centerline of SE 2nd Avenue extended;

thence easterly along said centerline of SE 2nd Avenue extended to the intersection of the centerline of SE 6th Street;

thence northerly along said centerline of SE 6th Street to the centerline of Ocean Avenue (S.R.804);

thence easterly along said centerline of Ocean Avenue to the intersection with the west right-of-way line of the Intracoastal Waterway;

thence northerly along said westerly right-of-way line of the Intracoastal Waterway to the northeast corner of Lot 20, Dewey's Subdivision as recorded in Plat Book 1, Page 37, Official Records of Palm Beach County;

thence westerly along the north line of said Lot 20 and the north line of Lots 21, 22 and 23 to the northwest corner of said Lot 23;

thence northerly along the easterly line of R.S. Merritts Subdivision as recorded in Plat Book 1, Page 68, Official Records of Palm Beach County to the north line of said Subdivision;

thence westerly along said north line of R. S. Merritts Subdivision extended to the intersection with the centerline of U.S.1;

thence continue westerly along the north line of Blocks 3 and 4 of Roberts addition as recorded in Plat Book 1, Page 51, Official Records of Palm Beach County extended to the east right-of-way line of the FECRR;

thence southerly along the east right-of-way line of said FECRR to the point of beginning.

Plus the area bordered on the north by NE 3rd Avenue; the east by the Florida East Coast Rail Road (FECRR); the south by SE 2nd Avenue; the west by NE/SE 3rd Street.

Plus the area bordered on the north by SE 2nd Avenue; the east by US #1; the south by SE 6th Avenue; the west by the FECRR.

Plus lots 1, 2 and 3 of Block 2, Civic Center Subdivision as recorded in Plat Book 12, Page 68, Official Records of Palm Beach County and Blocks 1 and 2 of Robert Addition to Town of Boynton Subdivision as recorded in Plat Book 1, Page 51, Official Records of Palm Beach County.