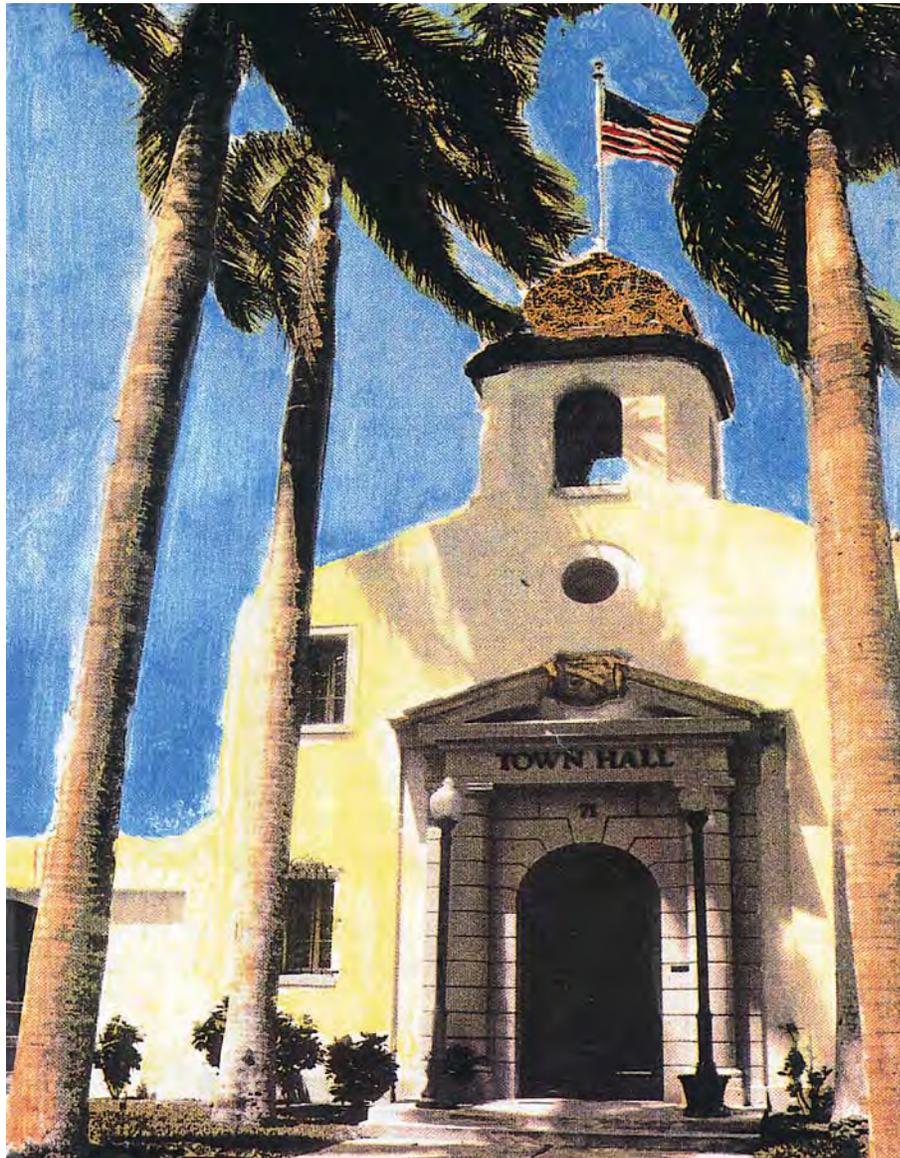


# AMENDED DOWNTOWN PLAN



## BOCA RATON

January 1995

with Ordinance No. 5051 update



## TABLE OF CONTENTS

<b>I. Preface .....</b>	<b>3</b>
<b>II. Introduction.....</b>	<b>4</b>
<b>III. Vision .....</b>	<b>6</b>
<b>IV. Context.....</b>	<b>11</b>
Brief History of the Boca Raton Redevelopment .....	11
Population & Market .....	13
<b>V. Redevelopment Area Description .....</b>	<b>17</b>
Downtown Subarea.....	22
<b>VI. Land Use &amp; Urban Design.....</b>	<b>36</b>
<b>A. Land Use</b>	
Goals & Policies .....	36
Retail	
Goals & Policies .....	37
Office	
Goals & Policies .....	39
Residential	
Goals & Policies .....	41
Cultural Development	
Goals & Policies .....	44
Recreational & Open space	
Goals & Policies .....	46
<b>B. Urban and Architectural Design</b>	
Goals & Policies .....	49
<b>VII. Infrastructure &amp; Capital Improvements</b>	
Transportation	
Goals & Policies .....	51
Potable Water	
Goals & Policies .....	58
Sewer	
Goals & Policies .....	60
Drainage	
Goals & Policies .....	62
Beautification	
Goals & Policies .....	64

<b>VIII. Economic Environment, Finance, and Marketing</b>	
Financing & Economic	
Goals & Policies .....	66
Marketing	
Goals & Policies .....	68
<b>IX. Management, Implementation, and Safe Guards</b>	
Goals & Policies .....	70
<b>Bibliography</b> .....	72
<b>Legal Description</b> .....	76

## **Preface**

*On June 25, 26, and 27, 1993, the SWA Group with the help of the CRA staff, and the Treasure Coast Regional Planning Council ("TCRPC") staff brought together diverse interests and stakeholders in the downtown and in the community to create a "Vision" and "Action Plan" for future development and redevelopment in Downtown Boca Raton.*

*This report was presented to the Community Redevelopment Agency in January of 1994. After reviewing the Workshop Report, the Agency adopted Resolution No. 94-1 CRA adopting an action plan which directed the Executive Director to prepare an amendment to the adopted Redevelopment Plan to update the plan and incorporate recommendations of the Workshop Report.*

*This Amended Downtown Plan is a direct result of the Action Plan adopted by the CRA Board.*

# I. Introduction

The Amended Downtown Plan is the result of an evolutionary process which began in the late 1970's. The Amended Downtown Plan both builds upon, updates, and simplifies the original Downtown Plan(1982) and Plan Supplement(1988) The resulting Amended Downtown Plan is:

Easier to use,

Clearly meets legal requirements,

Establishes a Downtown Vision, and

Takes full advantage of the related implementation mechanisms which have been developed as part of the Downtown Development Order, Visions 90 and other documents.

In 1980 the City of Boca Raton, pursuant to Part III of Chapter 163, adopted a resolution declaring the Downtown area a blighted area, and adopted an Ordinance creating a Community Redevelopment Agency. The Agency was directed to prepare a community redevelopment plan.

The original downtown plan, the "Downtown Boca Raton Redevelopment Plan", was adopted by the Boca Raton City Council in 1982. This Plan included both a Redevelopment Concept Plan and the Redevelopment Plan for downtown Boca Raton. The original Downtown Boca Raton Redevelopment Plan, or the "Yellow Book Plan", as it is popularly known, served as a guide for public and private sector activities in the Community Redevelopment Area between 1982 and 1988. Many of the objectives established in the 1982 Plan were accomplished, including the preparation and adoption of a Beautification Plan for downtown Boca Raton and the establishment of a downtown Tax Increment Financing District.

The pace and intensity of development and redevelopment did not, however, meet the forecasts set out in the 1982 Plan. In response to lagging private investment, the CRA undertook a series of additional initiatives directed to stimulating private sector development and redevelopment activities that were consistent with the 1982 Plan.

A Supplement to the Downtown Boca Raton Redevelopment Plan or "Blue Book Plan" was adopted in 1988. This plan reviewed the concepts and strategies contained within the 1982 Plan and refined and expanded upon many of the recommendations of the 1982 Plan, within the context of, and consistent with, existing policies for the downtown. In addition, this Supplement identified the additional implementation activities undertaken by the Community Redevelopment Agency and the City subsequent to 1982. The Supplement also responded to passage of Section 163.362 of Florida Statutes in 1985

and its call for greater specificity in the downtown plan. For convenience, the Supplement was divided into ten elements: Introduction, Context, Land Use, Recreation and Entertainment, Retail, Office, Housing, Transportation, Capital Improvements and Financing, and Conclusion.

Since 1988 much has changed in both the market place and in Downtown. The Agency has approved development of 1,109,000 square feet of new construction, with over 683,000 square feet completed. The City has adopted an amended Development Order to further clarify the development regulations within the Downtown. This amended Development Order was approved by the voters of the City of Boca Raton in May of 1994.

This Amended Downtown Plan is reflective of other more detailed documents and further institutionalizes the general intent of the prior Downtown Plan, the Downtown Development Order, and Visions 90 in terms of comprehensive goals, objectives, and policies. These goals, objectives, and policies provide an updated general framework and strategy for redevelopment in Community Redevelopment Area.

## II. Downtown Vision

The most basic level of the Downtown Plan is its Downtown Vision. In its broadest and most general sense, this amended Redevelopment Plan establishes a long-term vision for Downtown Boca Raton - a plan for the future which reflects not only the development to occur there, but also the activities of the people who will visit, live and work there. A consensus vision for downtown Boca Raton was developed as a result of a Planning Workshop of citizens, downtown property owners and downtown merchants whose report served as the basis for the Action Plan adopted by the Community Redevelopment Agency in January of 1994. This Vision of the Downtown is that of a downtown which is memorable for its design, lush landscaping and mix of public, private and cultural uses. This vision is typified by the following vision elements:

- **Livable:**
  - sensitively scaled
  - comfortable
  - expanded role of residential uses
  
- **Convenient:**
  - full range of services/amenities
  - ease of access, circulation, parking
  
- **Choice:**
  - multiple modes of transportation
  - restaurants, shopping , entertainment
  
- **Connected:**
  - Strongly linked to the larger community by tri-rail, bus and trolley
  - A Strong North/South Linkage with a mid-block location between Federal Highway and Mizner Boulevard encouraged as a private activity
  - Palmetto Park Road - recognized as the major East/West link connecting downtown to Beach/Community
  
- **Unified Theme:**
  - harmonious leadership
  - consistent message
  - buildings, streets, public spaces of distinctive quality
  - each element of the downtown should be of visionary quality
  - all interests and areas in the downtown and the community as a whole should share in the benefits of redevelopment

These Vision elements are embodied in the Vision Statement and Design Elements provided as Exhibits 1 and 2. In achieving this Vision numerous designs and land use distributions are possible.

The synthesis of these elements produces a theme which can be best expressed by describing the typical day in Downtown Boca Raton in 2005.

The day begins with employees arriving at their destinations by car or transit. The streets will be busy but workers will find the walk from their parking garage pleasant since the streets are lined with lush vegetation. Some workers will walk to work from their downtown residence or adjacent neighborhoods.

Once the day has begun for office workers a new bustle occurs in the shopping areas downtown from Royal Palm Plaza to Mizner Park and along East Palmetto Park Road. Patrons begin arriving at the International Museum of Cartoon Art. Shoppers and patrons are aided in their visit to the downtown by a trolley system that links all areas of Downtown.

At lunch everyone converges on the Sanborn Square Plaza and Mizner Park. A concert announces the beginning of the May Day Fair and a new exhibit at the museum. Office workers and visitors from as far away as Palm Beach are here for this event.

Toward late afternoon some of the downtown employees begin to head home. Many, however, remain for dinner and a movie or a concert at the amphitheater. Many more come from other areas of the region for dinner, shopping, the concert, and relaxing strolls though the Downtown area.

The next day the process begins a new.

The Amended Downtown Plan is about making this day the future for Downtown.

## **EXHIBIT 1**

### **DOWNTOWN BOCA RATON VISION**

Boca Raton is not a "hard edge city." The Downtown needs to reflect this fact and function as the larger community functions. The Downtown should be a community resource -- a "real downtown"; providing a rich mixture of uses, not just office and retail, but a full array of residential, commercial, civic, cultural, and institutional uses linked and orchestrated by a renewed focus on the street and pedestrian experience.

The great cities of the world offer lasting continuity and unexpected joy. It is in the mix of buildings, the unity of the landscape, the tight streets and broad plazas that we derive our notions of beauty of the civilized city. Many of the tests of a city's civility are rather simple ones: Can you walk on the sidewalk? Can you stop for a drink? Is there shade? Is there sun? Can you cross the street? Is there a reason to cross the street?

Some elements which aid in transforming a city from an ordinary workplace to a work of art are these: sidewalks, curbs, trees, hedges, flowers, shops, restaurants, cafes, benches, fountains, lamp posts, awnings, signs. It all goes together.

Streets and open space systems will provide the organizational framework for the Downtown. A strong simple concept for the public spaces will allow for future development in the Downtown to take place while providing flexibility in changing market conditions.

Design a city that is beautiful and people will respect it, but build a city that bows to the lowest common denominator, or disregard the fundamentals of good design, and it will never rise to greatness.

## **EXHIBIT 2**

### **URBAN DESIGN CRITERIA**

Criteria applicable to each project within the downtown and the downtown as a whole

1. Visionary Quality:
  - Each project must be rooted in a visionary concept.
  - Transcend conventional approach in terms of function, physical organization, architecture and open space.
  
2. Incremental Growth:
  - Individual identity.
  - Integral to the larger development entity.
  - Each separate project should suggest the next.
  - Organic approach to growth accepting of diversity.
  
3. Unity:
  - Each project must relate to the whole.
  - Enhance the order and richness of the downtown.
  - The whole is represented on the ground plane.
  
4. Definition of Positive Urban Space:
  - All projects and buildings must create and define positive, meaningful, visually exciting usable urban spaces.
  
5. Buildings Must Relate to the Whole:
  - Provide integration of planning and architecture.
  - Visual forms, architectural theme materials, details and scale of elements must relate to an overall concept.
  - Each element of the downtown must contribute to a diverse, but specific thematic character with a special architectural theme.

## **EXHIBIT 2 (Con't)**

### **URBAN DESIGN CRITERIA**

6. Creation of Corridors and Central Places:
  - Central places at various scales.
  - Individual buildings and the downtown as a whole should express and reinforce the creation of corridors and central places.
  - Corridors arrive at central places.
  - Express the principals of centrality and linearity.
  
- 7 Flexibility:
  - Provide for changes occurring over time.
  - Buildings must reflect changes in geometry, detailing and architectural expression, while maintaining a sense of continuity.
  - Certain buildings must be adaptive to change over time, while others are fixed.
  
8. Essential Elements:
  - Edges, walls, gateways, garden entries, arcades, plazas, squares, vistas, pedestrian streets, landscaped areas.
  - Each project must contribute significant essential elements.
  - These elements or archetypical forms should evoke a sense of history.
  
9. A Sense of History:
  - Our roots, history, and past must be reflected and revered.
  
10. Economic Feasibility:
  - All projects must be economically sound.
  - Individual projects may be subsidized, but only if they contribute to the success of the downtown.

## **IV. Context**

### **Brief History of the Boca Raton Redevelopment**

In 1979, the business community and members of the City Council became alarmed at the signs of increasing deterioration in this area. In 1980 the City Council acted to designate the downtown as a community redevelopment area under Chapter 163 of the Florida Statutes and established the Boca Raton Community Redevelopment Agency(CRA).

In 1982, the CRA completed work on the Downtown Boca Raton Redevelopment Plan which was adopted by the City Council as the Community Redevelopment Plan for the area. The Redevelopment Plan found that there were two primary factors which had lead to the deterioration in the area:

1. The development of Interstate I-95 to the west of the area and the related corridor of high quality development that had become the focus for new office and retail development, and
2. A series of problems existing in the area making it difficult to develop including:

Inadequate lot and street layout,

Inadequate infrastructure(streets, drainage, water distribution, beautification, and sidewalks), and

A diversity of ownership of small parcels

The 1982 Plan and related Ordinances set up land use controls, transportation and parking concepts, and design guidelines to aid in the redevelopment of the area. This plan was primarily dependent on private initiatives for redevelopment of the area.

While a 3/4 acre park was developed as a demonstration project, between 1982 and 1986, little private redevelopment occurred due to the inability of private developers to solve fundamental infrastructure problems in the redevelopment area and receive large scale development approvals.

In August, 1986, the Agency undertook a public initiative to stimulate additional redevelopment in the Downtown by seeking approval of a Downtown Development of Regional Impact (the "DDRI") for the entire Redevelopment Area. The application was completed in January, 1988 and a Development Order (the "Development Order") was approved by the City of Boca Raton on March 15, 1988. The Development Order allows construction of approximately 5,000,000 square feet of new development in the Redevelopment Area. As part of this approval, numerous infrastructure improvements are required which are provided for under Visions 90, a \$45,000,000 ten-year capital improvements program. The Development Order was subsequently amended in 1992 and continues to provide a detailed framework within which redevelopment can occur.

The Development Order is particularly significant as a result of the Florida Growth Management Act of 1985 as amended (the "Growth Management Act") which imposes considerable restraints on large-scale growth and development. Under the Growth Management Act, local governments are prohibited from issuing development permits unless adequate infrastructure exists to provide a safe and efficient level of service to the new growth and development. Further, certain large-scale developments require a Development of Regional Impact ("DRI") review by the State in order to ensure that all off-site regional impacts are addressed. The Development Order approval received by the Agency allows large developments in the Redevelopment Area to operate under the Agency's Development Order, thereby eliminating the expensive and time-consuming DRI process.

The Development Order vests the approved level of development against changes in conditions and future facility deficiencies. Visions 90 provides adequate infrastructure to support new growth and development in accordance with the Development Order and will assure the Redevelopment Area of future development capacity.

Between adoption of the original Downtown Plan in 1982 and the approval of the Development Order in 1988, 75,000 square feet of new development was approved and built in the Redevelopment Area. Since approval of the Development Order in March, 1988, the Agency has approved more than 20 individual development applications providing 1,109,000 square feet of phased new construction including a major redevelopment project, Mizner Park. Of this 1,109,000 square feet approved, 683,000 square feet of construction has been completed.

In May of 1989 the Community Redevelopment Agency entered into a joint public/private partnership with Crocker & Company to develop the former Boca Mall site as a mixed-use redevelopment project. The phased project consists of almost three hundred new residential units, retail, office, restaurants and a movie theater together with areas available for cultural and civic users. An amphitheater currently exists in the northern end of Mizner Park and the International Museum of Cartoon Art is commencing construction in the southern end.

A second major mixed-use project has been approved in sub-area E, adjacent to Royal Palm Plaza. This project will add 250 residential units to downtown, as well as a variety of retail, restaurant and office uses.

While substantial growth has occurred in downtown, that growth has not met initial projections due to a variety of factors including an over-supply of office space in the market area and a recessionary economy which severely limited development in the South Florida region.

## Population & Market

### The City of Boca Raton

Boca Raton's population was reported by the 1990 U.S. Census at 61,492 persons, representing a 23.2% increase in population since the 1980 and a 115.7% increase from 1970. The number of people living in the City of Boca Raton has more doubled since 1970-- a phenomenon which reflects a rapid rise in population in Palm Beach County and South Florida during the same period. The median age remained steady at around 42 years, showing a somewhat older population than is typical nationwide in this era of the "baby boom". The percentage of the population under 18 years of age has been decreasing within the City, while the population over 65 years of age has been similarly decreasing. Median family income was \$12,179 in 1970; rose 84.9% to \$22,528 by 1980, and another 137.7% by 1990. The City of Boca Raton is a relatively mature, affluent, and largely white population high income area as shown in the Table 2 below:

Table 2  
CITY OF BOCA RATON  
POPULATION CHARACTERISTICS

	1970	1980	1990
<b>Total Population</b>	28,506	49,905	61,492
<b>Median Age</b>	42.6	42.3	42.4
<b>% Under 18 Years of Age</b>	23.7%	18.7%	17.1%
<b>% 65 Years or Over</b>	31.6%	23.5%	21.5%
<b>Median Family Income</b>	\$12,179	\$22,528	\$53,544
<b>% Black</b>	2.4%	1.9%	2.9%
<b>Median Yrs. of School Completed</b>	n/a	13.1	n/a

Population growth - even of a lesser magnitude - would have created increased demand for products and services within the City and Community Redevelopment Area. This increased demand, however, did not result in strong Downtown growth during the 1980's. In fact, the opposite occurred and growth development was diverted to regional shopping malls and office centers to west, outside of the Community Redevelopment Area. This diversion of growth and demand was caused by a series of factors including the development of Interstate I-95 to the west of the area and the inadequacies of the infrastructure and fragmented ownership in the

downtown. In addition, large tracts of land which were both cheaper and more easily developed were available in the western portions of the City.

Future population growth in the City of Boca Raton will be less rapid and more limited. Growth in the 1990's is expected to be 12.4%, about one-half of what it was in the 1980's. Changes in the demographic composition of the population will, however, continue to occur in the 1990's. While areas outside of the Downtown continue to have strong single family orientation with industrial development in the northwestern portion of the City, growth in 1 and 2 person households has also been occurring. This growth in 1 and 2 person households will create a continuing demand for downtown housing for both young households and retirees.

The successful redevelopment of the Downtown requires both recapturing a reasonable share of the demand which has been diverted away from the Downtown and developing new markets which take advantage of changing demographics of the City and Downtown's unique location in the region.

### **The Palm Beach & Broward County Region**

Downtown Boca Raton is located in Palm Beach County less than 2 miles from the Broward County border and 1 mile from the Atlantic Ocean. This gives Downtown Boca Raton access to both the Palm Beach and Broward County markets, two of the fastest growing markets in the nation. Strong transportation links exist to both areas along U.S. 1, Dixie Highway and I-95. Downtown Boca Raton is within 20 miles of two International Airport, Palm Beach International and Fort Lauderdale International Airport. In addition, Downtown is adjacent to a 5 star resort with over 60,000 annual visitors, the Boca Raton Resort and Club.

Within the Palm Beach and Broward County area, the City of Boca Raton is in a high income area. The City of Boca Raton in 1990 had average household income level 40.6% higher than Palm Beach County average and 64.8% higher than the Broward County average as shown in Table 3.

Table 3  
 1990 POPULATION CHARACTERISTICS  
 CITY OF BOCA RATON, PALM BEACH COUNTY, BROWARD COUNTY

	<b>City of Boca Raton</b>	<b>Palm Beach County</b>	<b>Broward County</b>
<b>Land Area (sq. Miles)</b>	27.2	1974.2	1208.9
<b>Total Population</b>	61,491	863,518	1,255,488
<b>Median Age</b>	42.5	42.3	40.4
<b>% Under 18 Years of Age</b>	17.1%	19.6%	20.4%
<b>% 65 Years or Over</b>	21.5%	24.4%	20.7%
<b>Households</b>	26,404	366,131	527,860
<b>Average Household Income</b>	65,630	46,662	39,823
<b>% Black</b>	2.9%	12.4%	15.4%
<b>% College Degrees over 25+ years</b>	42%	29%	25%

As shown in the concentric ring analysis in Table 4, Downtown Boca Raton is in the center of high income area which extends out from the Downtown for approximately 5 miles, with access to 70,000 households with a 5 mile radius.

Table 4  
 POPULATION CHARACTERISTICS  
 CONCENTRIC CIRCLES FROM  
 DOWNTOWN BOCA RATON

	<b>3-miles</b>	<b>5-miles</b>	<b>7-miles</b>	<b>10-miles</b>	<b>15-miles</b>	<b>20-miles</b>
<b>Land Area (sq. Miles)</b>	17.3	48.7	82.9	178.5	312.3	449.0
<b>Total Population</b>	55,734	153,699	257,679	447,953	843,522	1,275,765
<b>Mean Age</b>	43.7	45.2	46.1	45.9	43.5	42.6
<b>% Under 18 Years of Age</b>	16%	16%	17%	16%	18%	19%
<b>% 65 Years or Over</b>	24%	28%	29%	31%	26%	25%
<b>Households</b>	24,669	71,157	119,895	203,886	371,196	553,197
<b>Average Household Income</b>	57,108	56,547	51,651	47,757	45,510	42,861
<b>% Black</b>	9%	7%	8%	11%	12%	15%
<b>% College Degrees over 25+ years</b>	36%	36%	31%	29%	28%	27%

The long-term forecast by the by the Bureau of Economic and Business Research at the University of Florida indicates that the population for the Palm Beach and Broward County will grow dramatically by more than 31% by the year 2005. The Downtown Redevelopment Area is well located to take advantage of this regional market.

This analysis re-emphasizes that the regional demand exists to support downtown redevelopment, if the historical impediments to such redevelopment are removed.

## V. Description of Redevelopment Area

### A. General

The 344 acre Redevelopment Area (Illustration 2) is delimited to the north, by the northernmost edge of the Boca Raton Mall parcel; to the east, by N. E. and S. E. 5th Avenue; to the south, by the Camino Real/Dixie Highway intersection; and to the west, by Dixie Highway and the western most edge of the parcel containing City Hall and other government buildings. The area is characterized by uneven development and a myriad of commercial and even some industrial tenants and uses. In some areas multiple ownership and small parcels flourish while in other areas of the downtown several large parcels have been consolidated. As a whole the area is developed at a very low intensity. Some parcels have small buildings with no parking, while others have some surface parking, and a few larger buildings have vast surface parking lots. A significant number of parcels have no development at all.

In 1986 the Agency initiated a Downtown Development of Regional Impact Development Order, and on March 15, 1988 the City approved a Development Order for the entire downtown. The fundamental land use decision made by the Agency and the City in the DRI process was to permit and encourage mixed use projects in the downtown area. The 1988 Development Order divided the downtown into subareas and allocated the amount of a variety of uses to be permitted in each subarea. The 1992 Amended Development Order reaffirmed these subareas as planning tools, clarified that mixed use development was appropriate in each of these subareas, and that a rich mixture of retail, office, residential and institutional would be encouraged throughout the downtown.

**Table 4**  
**Downtown Boca Raton**

	Available Under Amended Development Order	Built as of March 15, 1994	Approved As of March 15, 1994	Balance Remaining
Office	2,970,310	796,675	443,047	1,730,588
Retail High	1,098,245	836,902	80,831	180,512
Retail Medium	172,565	12,771	20,000	139,794
Retail Low	0	0	0	0
Institutional Traffic	361,000	89,585	61,906	209,509
Institutional Non-Traffic	60,000	0	60,000	0
Total Sq. Ft.	4,820,610	1,735,933	952,533	2,132,144
Rooms	634	64	175	395
Residential Units	1,346	221	454	671
Total Office Equivalent	8,043,441	3,542,198	1,082,422	3,418,822

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

Within the above Table 4 additional flexibility is provided through transfers of use between categories based the Amended Downtown Development Order. Within its boundaries, the

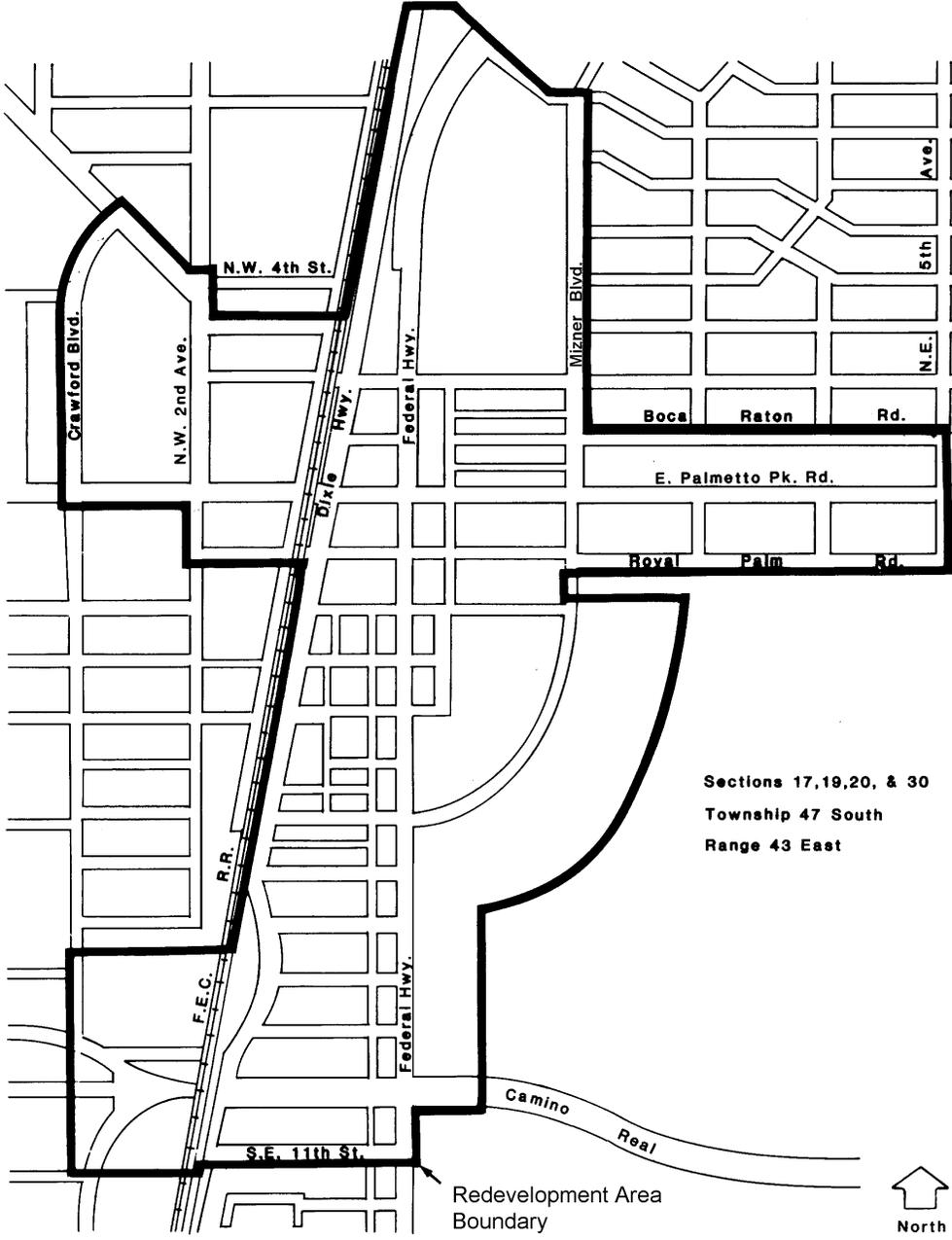
Redevelopment Area has been divided into seven subareas (Illustration 3) for analysis purposes. These subareas more clearly define the Downtown Redevelopment Area by identifying land use themes within the Redevelopment Area. Illustration 5 provides a existing Land Use Map of the Area.

While there are some notable exceptions, the area is typified by a diversity of ownership, small parcel size, low building values per square foot, and a low ration of the assessed value of buildings to land. Summary characteristics for the area: are:

**Table 5  
Downtown Characteristics**

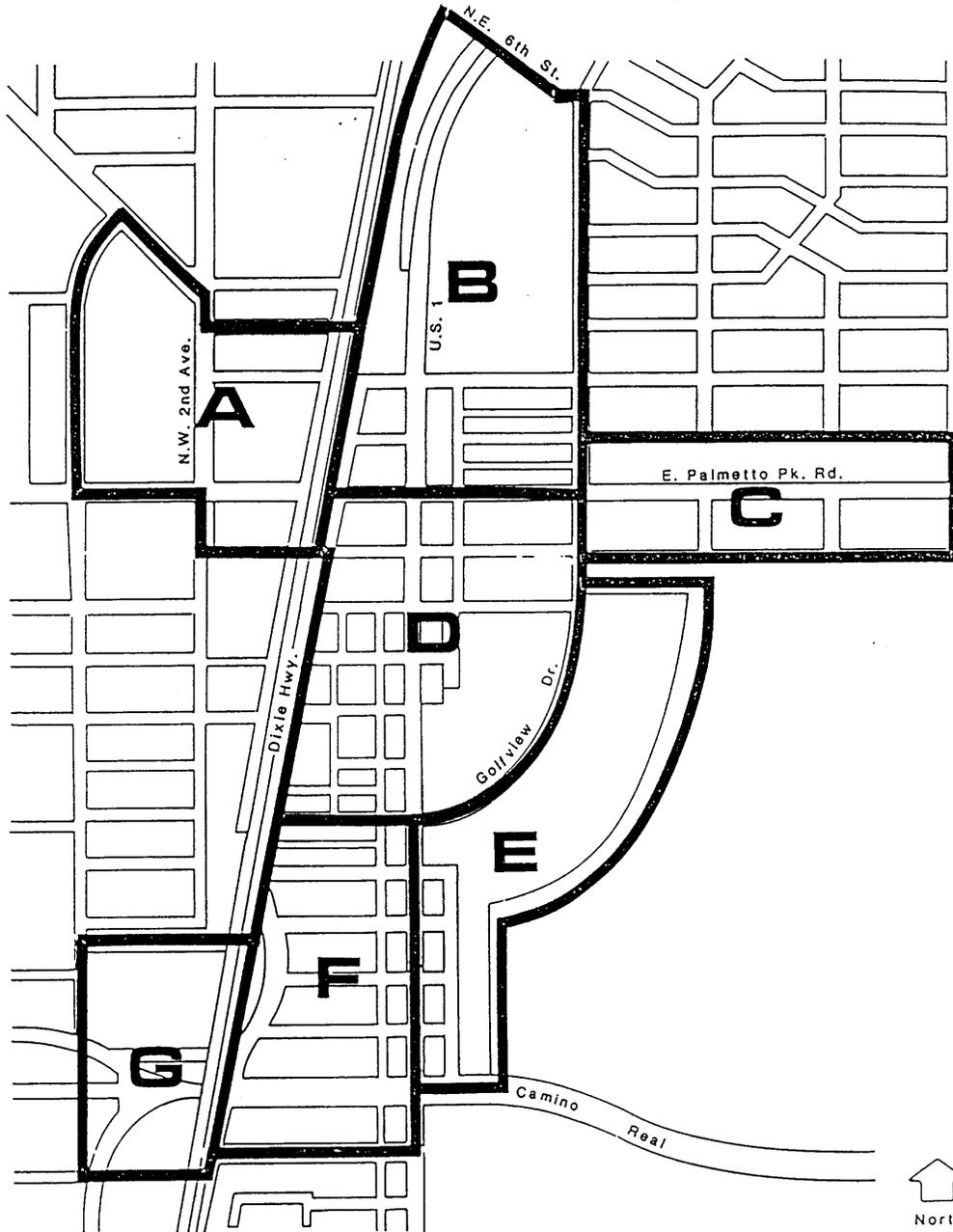
Number of Tax Parcels	376
Total Parcel (Sq. Ft)	10,136,582
Average Parcel Size (Sq. Ft.)	26,859
Average assessed value per Land Sq. Ft.	12.43
Average assessed value per Building Sq. Ft.	42.69
Ratio assessed Value of Building to Land	1.09
Number of Property Owners	183
Number of Tenants	716

# ILLUSTRATION 1 COMMUNITY REDEVELOPMENT AREA BOUNDARY



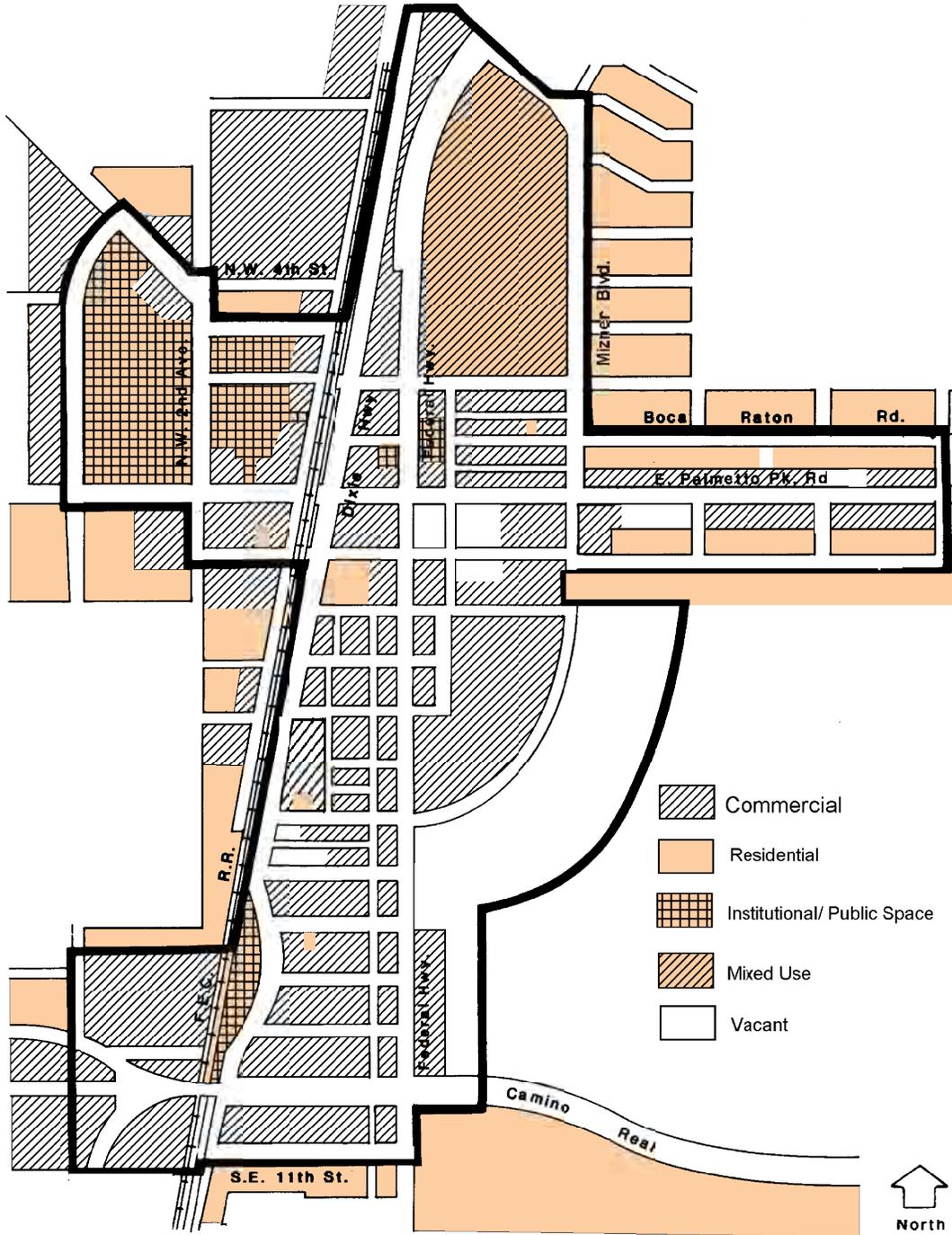
## DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

# ILLUSTRATION 2 DOWNTOWN SUBAREAS



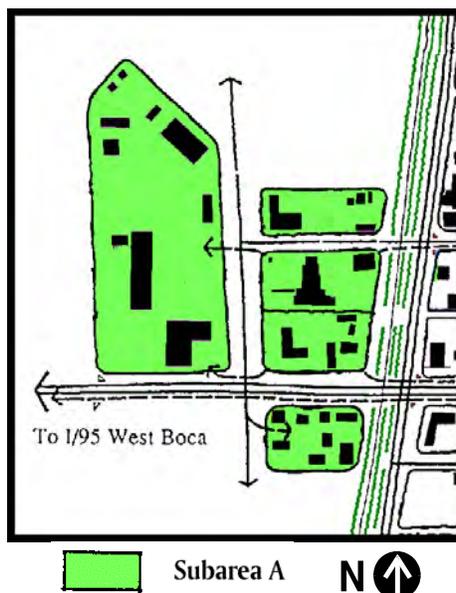
**DOWNTOWN BOCA RATON**  
JANUARY 1995 AMENDED PLAN

# ILLUSTRATION 3 EXISTING LAND USES



## DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

## Subarea A



Area A contains primarily institutional and public uses and is dominated by the government complex made up of City Hall, the Community Center, the Library, the Police Station, and Memorial Park. Commercial uses along Palmetto Park Road consist of first floor retail and some two- and three-story office buildings. Access to the institutional buildings is provided by NW 2nd Avenue and West Palmetto Park Road. Dixie Highway and the railroad tracks, which form the eastern border of Area A, act as a barrier between Area A and the rest of the Community Redevelopment Area.

Outside of the area under public ownership the area is typified by small parcel size, a diversity of ownership and low ratio of the assessed value of buildings to land. Characteristics for the area are:

### Area Characteristics

Number of Tax Parcels	47
Total Parcel (Sq. Ft)	1,527,534
Average Parcel Size (Sq. Ft.)	32,501
Average assessed value per Land Sq. Ft.	9.61
Average assessed value per Building Sq. Ft.	50.19
Ratio assessed Value of Building to Land	.99
Number of Property Owners	17
Number of Tenants	33

A breakdown of existing and approved uses under the Amended Development is as follows:

**Subarea A - Breakdown**

	Office	Retail High	Retail Medium	Retail Low	Institutional Traffic	Institutional Non-Traffic	Total Sq. Ft.	Rooms	Residential Units	Total Office Equivalent
<b>Available Under Amended Development Order</b>	210,000	43,000	0	0	164,000	0	417,000	0	0	689,154
<b>Built as of March 15, 1994</b>	24,586	13,988	0	0	73,335	0	111,909	0	11	223,251
<b>Approved As of March 15, 1994</b>	0	0	0	0	0	0	0	0	0	0
<b>Balance Remaining</b>	185,414	29,012	0	0	90,665	0	305,091	0	-11	465,903

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

## Subarea B



Area B is the northernmost section of the Community Redevelopment Area and contains the Mizner Park mixed-use development as well as low-density commercial uses. Sanborn Square Park, the Old Town Hall (a historic landmark) and portions of Mizner Park represent significant public land uses within this area.

Because of Mizner Park the assessed value per building square foot and ratio of assessed value of buildings to land is the highest in Downtown. Outside of Mizner Park, however, the area is typified by small parcel size, a diversity of ownership, low building values, and a low ratio of the assessed value of buildings to land. Characteristics for the area: are:

### Area Characteristics

Number of Tax Parcels	72
Total Parcel (Sq. Ft)	2,066,899
Average Parcel Size (Sq. Ft.)	28,707
Average assessed value per Land Sq. Ft.	13.28
Average assessed value per Building Sq. Ft.	74.42
Ratio assessed Value of Building to Land	1.81
Number of Property Owners	28
Number of Tenants	239

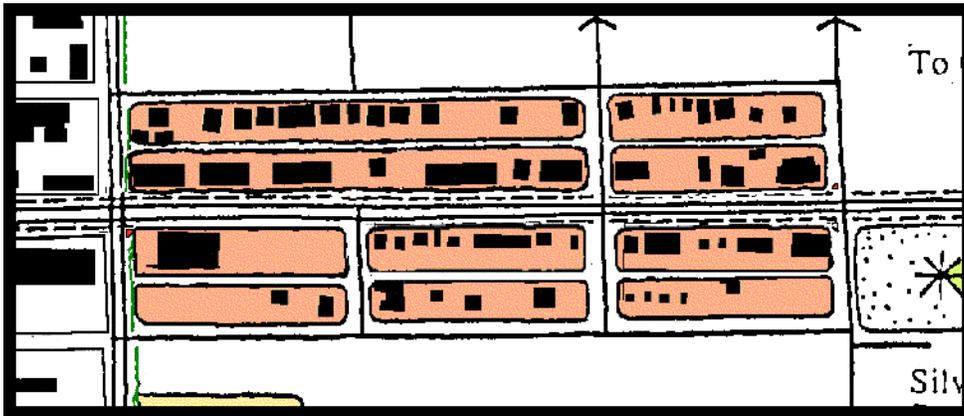
A breakdown of existing and approved uses under the Amended Development is as follows:

### Subarea B - Breakdown

	Office	Retail High	Retail Medium	Retail Low	Institutional Traffic	Institutional Non-Traffic	Total Sq. Ft.	Rooms	Residential Units	Total Office Equivalent
Available Under Amended Development Order	443,000	390,000	30,000	0	188,000	60,000	1,111,000	0	283	2,147,916
Built as of March 15, 1994	153,069	289,349	12,156	0	8,150	0	462,724	0	139	1,030,956
Approved As of March 15, 1994	236,000	0	0	0	61,906	60,000	357,906	0	136	391,152
Balance Remaining	53,931	100,651	17,844	0	117,944	0	290,370	0	8	725,809

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

### Subarea C



**Error! Switch argument not specified.Error! Switch argument not specified.**

Area C is bounded by Boca Raton Road on the north, N.E. 5th Avenue on the east, and Royal Palm Road on the south. East Palmetto Park runs through the center of the area. Land uses in Area C are split almost evenly between commercial and residential, with a small area devoted to mixed uses. Typically, retail takes up the first floor of a building which will house office or residential on the upper stories. Behind these buildings, single family residential units front Boca Raton Road and Royal Palm Road.

The area has a small average parcel size, a diversity of owners ship, and a low ratio of the assessed value of buildings to land. Characteristics for the area: are:

#### Area Characteristics

Number of Tax Parcels	80
Total Parcel (Sq. Ft)	1,276,859
Average Parcel Size (Sq. Ft.)	15,961
Average assessed value per Land Sq. Ft.	16.34
Average assessed value per Building Sq. Ft.	33.56
Ratio assessed Value of Building to Land	.70
Number of Property Owners	56
Number of Tenants	72

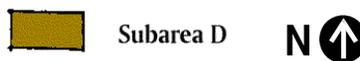
A breakdown of existing and approved uses under the Amended Development is as follows:

**Subarea C - Breakdown**

	Office	Retail High	Retail Medium	Retail Low	Institutional Traffic	Institutional Non-Traffic	Total Sq. Ft.	Rooms	Residential Units	Total Office Equivalent
Available Under Amended Development Order	109,000	64,700	28,200	0	6,000	0	207,900	0	285	455,450
Built as of March 15, 1994	76,706	64,682	0	0	5,100	0	146,488	0	49	300,549
Approved As of March 15, 1994	0	0	0	0	0	0	0	0	0	0
Balance Remaining	32,294	18	28,200	0	900	0	61,412	0	236	154,901

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

## Subarea D



Area D is at the center of the Community Redevelopment Area, extending from Palmetto Park Road on the north to 6th Street on the South. Existing land uses are a combination of office buildings, an upscale shopping center, vacant lots, surface parking, and many low-density commercial buildings. There are vacant areas directly south of Palmetto Park Road and west of Royal Palm Plaza.

The area has several owners of large parcels along with owners of numerous small parcels. With a few exceptions the area has low building values per square foot and a low ratio of the assessed value of buildings to land. Characteristics for the area: are:

### Area Characteristics

Number of Tax Parcels	122
Total Parcel (Sq. Ft)	1,883,065
Average Parcel Size (Sq. Ft.)	15,431
Average assessed value per Land Sq. Ft.	15.14
Average assessed value per Building Sq. Ft.	25.14
Ratio assessed Value of Building to Land	.77
Number of Property Owners	60
Number of Tenants	213

A breakdown of existing and approved uses under the Amended Development is as follows:

**Subarea D - Breakdown**

	Office	Retail High	Retail Medium	Retail Low	Institutional Traffic	Institutional Non-Traffic	Total Sq. Ft.	Rooms	Residential Units	Total Office Equivalent
Available Under Amended Development Order	1,214,000	334,545	43,565	0	0	0	1,592,110	314	115	2,448,524
Built as of March 15, 1994	204,060	334,545	0	0	0	0	538,605	0	8	1,202,229
Approved As of March 15, 1994	0	0	0	0	0	0	0	0	0	0
Balance Remaining	1,009,940	0	43,565	0	0	0	1,053,505	314	107	1,246,295

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

## Subarea E



Area E is at the southeastern border of the redevelopment area. A major mixed use project is approved for the parcel immediately east of Royal Palm Plaza. A multi-building office development is located at the corner of Camino Real and Federal Highway. Most of the area is currently vacant.

Small parcel size and a diversity of ownership is not an issue in the area. Characteristics for the area are:

### Area Characteristics

Number of Tax Parcels	5
Total Parcel (Sq. Ft)	1,436,174
Average Parcel Size (Sq. Ft.)	72,435
Average assessed value per Land Sq. Ft.	13.04
Average assessed value per Building Sq. Ft.	54.99
Ratio assessed Value of Building to Land	1.02
Number of Property Owners	3
Number of Tenants	5

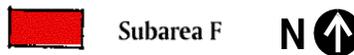
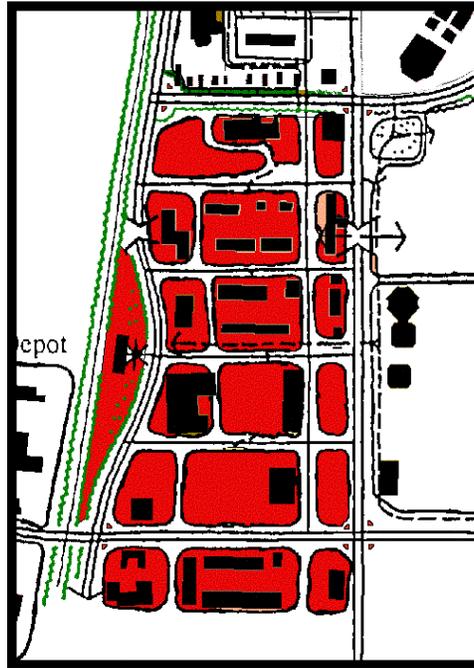
A breakdown of existing and approved uses under the Amended Development is as follows:

**Subarea E - Breakdown**

	Office	Retail High	Retail Medium	Retail Low	Institutional Traffic	Institutional Non-Traffic	Total Sq. Ft.	Rooms	Residential Units	Total Office Equivalent
Available Under Amended Development Order	325,310	80,200	21,000	0	0	0	585,000	253	397	886,573
Built as of March 15, 1994	85,415	0	0	0	0	0	85,415	0	0	85,415
Approved As of March 15, 1994	207,047	80,200	20,000	0	0	0	307,247	175	318	691,270
Balance Remaining	32,848	0	1,000	0	0	0	192,338	78	79	109,888

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

## Subarea F



Area F is at the south-central tip of the redevelopment area. The area is almost completely office, with some dilapidated residential buildings between S.E. 5th Street and S.E. 7th Street, a few small retail stores, a small motel, and a railroad station which has been restored for public use between Dixie Highway and the railroad tracks.

The area is typified by small parcel size, a diversity of ownership and low ratio of the assessed value of buildings to land. Characteristics for the area: are:

### Area Characteristics

Number of Tax Parcels	42
Total Parcel (Sq. Ft)	953,771
Average Parcel Size (Sq. Ft.)	22,708
Average assessed value per Land Sq. Ft.	11.45
Average assessed value per Building Sq. Ft.	31.21
Ratio assessed Value of Building to Land	.77
Number of Property Owners	27
Number of Tenants	111

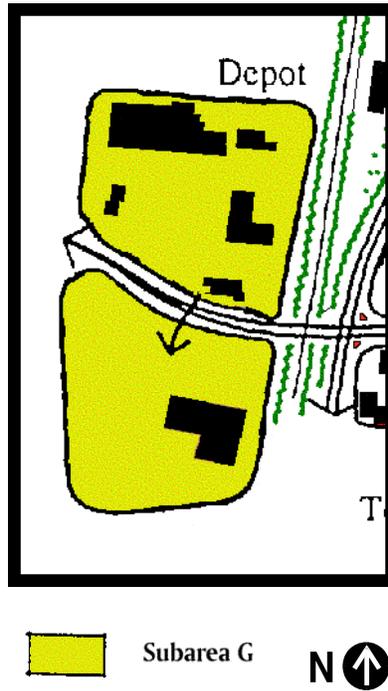
A breakdown of existing and approved uses under the Amended Development is as follows:

**Subarea F - Breakdown**

	Office	Retail High	Retail Medium	Retail Low	Institutional Traffic	Institutional Non-Traffic	Total Sq. Ft.	Rooms	Residential Units	Total Office Equivalent
Available Under Amended Development Order	455,000	8,800	49,800	0	3,000	0	516,600	67	266	675,038
Built as of March 15, 1994	221,502	8,169	615	0	3,000	0	233,286	64	14	292,957
Approved As of March 15, 1994	0	631	0	0	0	0	287,380	0	0	0
Balance Remaining	233,498	0	49,185	0	0	0	-4,066	3	252	382,081

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

## Subarea G



Area G forms a "leg" at the southwestern end of the Community Redevelopment Area, west of Dixie Highway. Land uses include two neighborhood shopping centers, some two- and three-story office buildings, and a small amount of vacant land. In addition, a large percentage of the area is used for feeder roads for Camino Real.

The area is typified by large parcels but has a low value per square foot of building and a low ratio of the assessed value of buildings to land. Characteristics for the area are:

### Area Characteristics

Number of Tax Parcels	8
Total Parcel (Sq. Ft)	978,780
Average Parcel Size (Sq. Ft.)	122,473
Average assessed value per Land Sq. Ft.	7.85
Average assessed value per Building Sq. Ft.	19.75
Ratio assessed Value of Building to Land	.71
Number of Property Owners	5
Number of Tenants	43

A breakdown of existing and approved uses under the Amended Development is as follows:

**Subarea G - Breakdown**

	Office	Retail High	Retail Medium	Retail Low	Institutional Traffic	Institutional Non-Traffic	Total Sq. Ft.	Rooms	Residential Units	Total Office Equivalent
Available Under Amended Development Order	214,000	177,000	0	0	0	0	391,000	0	0	740,786
Built as of March 15, 1994	31,337	126,169	0	0	0	0	157,506	0	0	406,840
Approved As of March 15, 1994	0	0	0	0	0	0	0	0	0	0
Balance Remaining	182,663	50,831	0	0	0	0	233,494	0	0	333,946

**Note:** The Amended Development Order permits the conversion of uses within subareas and transfer of uses among the subareas.

## **VI. Land Use & Urban Design**

Land use, urban design and economic feasibility of projects are strongly interrelated. Downtown Boca Raton will only flourish by out-competing other areas for tenants and shoppers. This requires more than appropriate land uses; it requires an urban design which makes those land use more desirable for tenants and shoppers than alternative locations

The importance of this interrelationship is shown in Mizner Park. Mizner Park was developed and fully occupied in a depressed market with 20 to 30% vacancies in the general office market and substantial vacancies in the retail markets. This was achieved through integrating a quality design with appropriate land uses

Since 1989, the Downtown has made progress in terms of both infrastructure and beautification. Quality urban design, however, is more than beautification. Quality urban design involves the creation of linkages between sites and uses necessary to make the area function as a whole and support and attract tenants and shoppers. Unless these linkages are improved as part of the integral design of major redevelopment projects, those projects will not be able to effectively compete with western areas and capture a reasonable share of the market.

Just because a land use can physically be located on a property does not make it feasible. It is only through blending appropriate land uses, with a quality urban design, and a strong amenity package that Downtown can be successfully redeveloped.

### **LAND USE & URBAN DESIGN GOAL 1**

**REVITALIZE THE DOWNTOWN AREA THROUGH A VARIETY OF LAND USE POLICIES AND URBAN DESIGN GUIDELINES INTENDED TO ENHANCE THE RETAIL, OFFICE, RESIDENTIAL, CULTURAL AND RECREATIONAL CHARACTER OF THE AREA**

**LAND USE & URBAN DESIGN POLICY 1.1:** PROVIDE FOR A DIVERSE MIX OF LAND USES THROUGHOUT THE REDEVELOPMENT AREA WITH A QUALITY URBAN DESIGN CONSISTENT WITH THE DEVELOPMENT OF THE DOWNTOWN AS A FOCAL POINT FOR THE CITY.

**LAND USE & URBAN DESIGN POLICY 1.2:** ENCOURAGE MIXED RETAIL, COMMERCIAL, RESIDENTIAL, AND PUBLIC USES THROUGHOUT THE AREA.

**LAND USE & URBAN DESIGN POLICY 1.3:** PROHIBIT THOSE USES WHICH ARE INCOMPATIBLE WITH A STRONG PEDESTRIAN ORIENTATION SUCH AS GAS STATIONS, OUTSIDE STORAGE, DRIVE-INS, DRIVE THROUGH AND PARKING STRUCTURES ALONG IMPORTANT PEDESTRIAN LINKAGES .

**LAND USE & URBAN DESIGN POLICY 1.4:** PROHIBIT THOSE USES NOT PERMITTED IN ANY OTHER AREAS OF THE CITY.

## **Retail**

Downtown Boca Raton currently contains 850,072 square feet of retail space, most located in subareas B, C, D, and G. Retail uses are not strongly linked between subareas and in most cases lack adequate anchor tenants. This makes it difficult for retail uses to reinforce each other within and between subareas. The result is a downtown that function as a much weaker retail center than would be expected for an area with over 850,000 square feet of retail space.

The lack of strongly linked retail areas, adequate anchor tenants, weaknesses in the parking system, and the failure of some areas to utilize the synergy available from adjacent uses, place the long-term retail health of Downtown at risk.

Under the approved amended Development Order, retail use is permitted in any subarea, and encouraged as an integral part of mixed use projects. Historically, retail uses have been in concentrated in subareas B, C, D and G. The development of strong linkages between the adjacent subarea B, C, D are fundamental to the strengthening of retail downtown and making the area a strong center for retail business.

From the public's prospective it is hard to overstate the importance of a strong retail component downtown. In 1992, a survey of City residents, property owners and downtown business indicated that all parties agree that attracting one or more department stores in the Downtown would increase their use and enjoyment Downtown. A strong retail component Downtown is fundamental to developing the strong mixed use character necessary for redevelopment.

Existing retail businesses Downtown serve a population of customers who have demonstrated strong support for a limited range of quality retail uses in the Downtown. Slow population growth in the future will limit expansion of this market. Additional compatible tenants and anchors must be attracted which will broaden the range of available retail goods and services available in the Downtown.

### **LAND USE GOAL 1 (RETAIL)**

#### **STRENGTHEN THE RETAIL COMPONENT OF DOWNTOWN BY:**

**ATTRACTING ADDITIONAL RETAIL ANCHORS,**

**BROADENING THE RANGE OF AVAILABLE RETAIL GOODS AND SERVICES,**

**RECAPTURING A SHARE OF THE RETAIL MARKET WHICH HAS BEEN  
DIVERTED TO WESTERN AREAS.**

**LAND USE POLICY 2.1: SUPPORT THE EARLY DEVELOPMENT OF A QUALITY  
DEPARTMENT STORE(S) IN THE DOWNTOWN.**

**LAND USE POLICY 2.2:** ENCOURAGE THE DEVELOPMENT OF RETAIL USES ON THE FIRST FLOOR OF BUILDINGS LINKING MIZNER PARK TO ROYAL PALM PLAZA AND ALONG EAST PALMETTO PARK ROAD.

**LAND USE POLICY 2.3:** ENCOURAGE THE LOCATION OF LARGER TENANTS AND USES WHICH WILL SERVE AS ANCHORS FOR RETAIL DEVELOPMENT OR BROADEN THE RANGE OF RETAIL GOODS IN KEEPING WITH THE CHARACTER OF DOWNTOWN BOCA RATON.

**LAND USE POLICY 2.4:** REQUIRE STRONG LINKAGES BETWEEN RETAIL USES AND ADJACENT OFFICE, RESIDENTIAL, AND OTHER USES.

## Office

Office space in Boca Raton accommodates an impressive array of large corporations. Most office space is located west of the Redevelopment Area, with a concentration of offices along the I-95/Glades Road corridor. Altogether, approximately 11 million square feet of office space exists within the City limits, with 796,675 square feet, or about 7.3%, located Downtown. Major corporate of regional offices include:

International Business Machines

Siemens

Lynn Insurance Group

Zimmer Corporation

Levitz Furniture

CRC Press

Core International

W. R. Grace

N. C. C. I.

Dole Fresh Fruit

Office development in the Downtown is essential to the overall concept visualized in every plan for the Redevelopment Area since 1979. Given the demonstrated preference of major offices, corporate headquarters, and individual firms for Boca Raton, Downtown needs to concentrate on capturing a share of this market.

Boca Raton has many of the features sought for office relocation including: a good transportation system, access to major expressways, a skilled labor pool within commuting distance, quality of life elements, housing, educational institutions, and proximity of recreational amenities. Downtown must be come identified with these features.

Strong streetscape beautification and pedestrian linkages are fundamental to attracting new office development. Downtown must build upon Boca Raton's basic feature set with amenities and a mixed use environment not easily duplicated in western areas. As congestion continues to increase in western areas, Downtown must become seen as a viable and desirable location.

Just as important as the amount of office space is the location and character of offices. Concentrations of taller buildings within the overall character of downtown should be

encouraged along with construction of mixed office/commercial/residential projects. The success of Mizner Park, Via Mizner, and other projects to obtain full occupancy in a depressed office market, should provide developers with increasing confidence in the viability of Downtown offices.

Additional office development is fundamental to developing the synergy between sites necessary to redevelop Downtown. Office development spurs the development of additional downtown residential and hotel units. Office workers increase the demand for restaurants and retail goods. Office parking provides additional parking space for use in the evenings and at night to support additional retail and cultural uses Downtown.

### **LAND USE GOAL 3 ( OFFICE)**

**EXPAND THE OFFICE COMPONENT OF THE DOWNTOWN BY PROMOTING THE MIXED USE CHARACTER AND SYNERGY BETWEEN SITES.**

**LAND USE POLICY 3.1:** PROMOTE OFFICE DEVELOPMENT IN THE DOWNTOWN, WITH EMPHASIS ON MIXED-USE DEVELOPMENT WITH AN OFFICE COMPONENT.

**LAND USE POLICY 3.2:** ENCOURAGE THE LOCATION OF MAJOR REGIONAL AND CORPORATE OFFICES IN THE DOWNTOWN.

**LAND USE POLICY 3.3:** ENHANCE THE MIXED USE CHARACTER OFFICE SPACE AS A CONTRAST TO SUBURBAN SINGLE USE LOCATIONS.

**LAND USE POLICY 3.4:** REQUIRE STRONG LINKAGES BETWEEN OFFICE USES AND ADJACENT RETAIL, RESIDENTIAL, AND OTHER USES.

## **HOUSING**

Currently there are over three hundred and fifty existing residential units in the Downtown Area, with approximately two hundred and fifty more approved. As of 1988 there were 64 residential units in the downtown consisted primarily of single family units and multi-family located along the south side of Boca Raton Road and along the north side of Royal Palm Road east of Mizner Boulevard. New units in the Downtown consist 242 existing apartments and 24 townhouses nearing completion in Mizner Park. An additional 246 residential units have been approved for a Trammel Crow/Arvida project and are awaiting permit issuance.

Redevelopment of the Downtown requires a livelier, more compact, and more densely built-up area than the City as a whole. New housing Downtown should offer a diverse mix of housing types including multi-family, townhouse, and apartment mixed use structures. Given land prices in the Downtown the housing and rental prices for new units Downtown will probably be scaled to middle and upper-income tenants. The impact on the overall housing market of increasing the supply of housing Downtown should be to put downward pressure on the cost of housing as more alternatives become available.

Several factors indicate that there will be a small but growing market for housing within the Redevelopment Area. Nationally, a scaled-down type of residential unit is in demand by young professionals without children, empty nesters, and families or singles who prefer the convenience of low-maintenance housing. A mixture of rented and owned housing Downtown will appeal to a range of new residents and provide existing residents with new types of housing opportunities. As demonstrated by Mizner Park there is a strong market for these type of units in the Downtown Area.

The Development Order provides for an estimated of 1364 housing units at full development of Downtown. Of this amount 248 currently exist, 24 are near completion, and 246 approved for development as shown in Illustration 4. The balance of the units will be sited throughout the Downtown Area consistent with the goals and policies of this Plan.

Given the extremely small number of residential units existing in the Downtown prior to the start of redevelopment there is little possibility that residents will need to be relocated due to redevelopment. Additionally, the housing stock in Downtown will be increasing, not decreasing, due to redevelopment activities.

The Boca Raton Housing Authority has purchased a 68 unit complex across the street from the southern boundary of the redevelopment area. This complex is being renovated and will provide affordable housing opportunities.

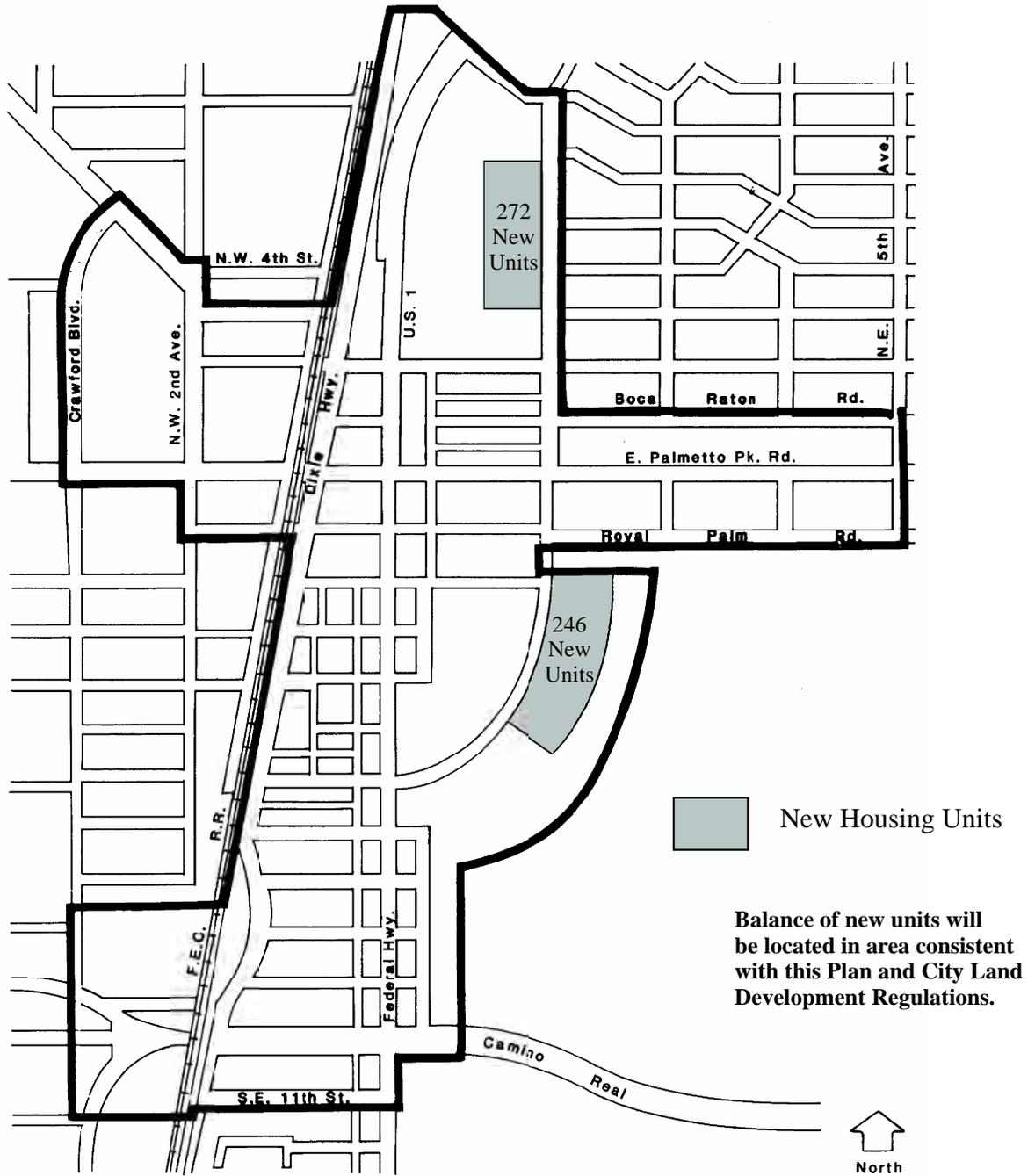
## **LAND USE GOAL 4 ( HOUSING)**

**ENCOURAGE THE DEVELOPMENT OF A RANGE OF TYPES AND SIZES OF RESIDENTIAL UNITS IN DOWNTOWN**

**LAND USE POLICY 4.1:** ENCOURAGE THE DEVELOPMENT OF MIXED USE BUILDINGS AND PROJECTS WITH A RESIDENTIAL COMPONENT IN THE DOWNTOWN.

**LAND USE POLICY 4.2:** UTILIZE EXISTING CITY PROGRAMS TO ASSIST ANY DISPLACED RESIDENTS BY PUBLIC OR PRIVATE DEVELOPMENT.

# ILLUSTRATION 4 LOCATION OF NEW HOUSING UNITS



## DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

## **Cultural Development**

Cultural development can be a significant element in establishing the unique character of the Downtown area, and is highly desired by City residents, Downtown merchants, and Downtown businesses. Cultural development will clearly increase the use and enjoyment of Downtown and can have strong synergistic effects with restaurants, other retail and residential uses.

Currently, there are six cultural facilities in the Downtown with a seventh under construction:

**Boca Raton Library** - A 20,000 sq. ft. library is provided for public use at the corner of N. W. 2nd Avenue and N. W. 2nd Street. The city anticipates an expansion to this facility within the next few years.

**Old Town Hall** - is the original town hall built in 1927 north of intersection of Palmetto Park Road and Federal Highway. This building has been restored by the Boca Raton Historical Society and is used as a community gathering place.

**Children's Science Explorium** - located at 131 Mizner Boulevard. The Explorium is a education facility occupying 2,294 square feet in the Royal Palm Plaza on 2 levels. It is dedicated to increasing the scientific and technological literacy of children of all ages through hands-on learning experiences in the field of physics, natural and environmental science.

**Mizner Park Amphitheater** - located in the northern end of Mizner Park, the amphitheater and surrounding park area serve as the setting for musical and theatrical performances

**Royal Palm Dinner Theater** - this 250 seat theater in the round facility has been operating at Royal Palm Plaza in excess of fifteen years.

**Singing Pines Museum** - located on Crawford Boulevard near City Hall, one of the oldest dwelling units in Boca Raton has been restored and is utilized as a children's historical museum

**International Museum of Cartoon Art** - a 52,000 square foot museum to be built in the southwest portion of Mizner Park. The International Museum of Cartoon Art is this country's only cultural institution devoted to the collection, preservation, exhibition and interpretation of an international collection of original works of cartoon art. Construction is expected to commence in early 1995 with completion the following year..

In addition, a major cultural opportunity exists on the current amphitheater site at the North end of Mizner Park and in other areas of the Downtown.

Based upon a 1993 survey, additional cultural development needs to be a clear priority and goal of the CRA. Over 65% of Downtown property owners believe additional cultural development is important or very important to their use and enjoyment of the Downtown. Over 60% of residents, merchants and property owners believe the CRA should actively recruit major cultural tenants for the Downtown and approximately half of these believe the CRA/City should offer financial incentives to attract additional cultural tenants Downtown. Based upon the survey those cultural tenants most desired by City residents are: a concert hall, an art museum, and a playhouse.

### **LAND USE GOAL 5 (CULTURAL)**

#### **ENCOURAGE THE DEVELOPMENT OF CULTURAL FACILITIES AND ACTIVITIES IN THE DOWNTOWN AREA**

**LAND USE POLICY 5.1:** ENCOURAGE THE LOCATION OF A CONCERT HALL, ART MUSEUM(S), AND PLAYHOUSE(S) IN THE DOWNTOWN AREA

**LAND USE POLICY 5.2:** UTILIZE THE PARKS AND RECREATION IMPACT FEES COLLECTED IN THE DOWNTOWN AREA FOR THE DEVELOPMENT OF OPEN SPACE AND FACILITIES RELATED TO CULTURAL USES.

**LAND USE POLICY 5.3:** PROMOTE AND SUPPORT A COMPREHENSIVE PROGRAM OF CULTURAL ACTIVITIES ON APPROPRIATE PRIVATE AND PUBLIC SITES IN THE DOWNTOWN

**LAND USE POLICY 5.4:** SUPPORT LAND USE POLICIES CONSISTENT WITH DIRECTING CULTURAL INVESTMENT IN THE DOWNTOWN.

## **Recreation & Open Space**

Recreation and open space play an important role in encouraging quality development and redevelopment in the Downtown. In addition to public park areas which include significant open space elements, private property is required to include significant areas of open space in the design of projects, depending on the height of the buildings. Open spaces are encouraged to contain landscape features, fountains, benches, arcades and art.

Several areas of the Downtown Redevelopment Area contains significant recreational or open space components:

**Memorial Park** - located on Crawford Blvd. at Palmetto Park Road on 17 contiguous acres of land. This park, part of which is the City Hall Complex, offers a Community Center which provides a wide range of indoor activities including games, arts and crafts and meeting rooms. The park has two lighted baseball fields, a football field, a basketball court, and nine tennis courts complete with a pro shop and a practice wall. Also included is a children's playground area which is available for year round use. In addition, there is the historic Signing Pines Children's Museum, the oldest house in Boca Raton restored by the Junior League of Boca Raton. This houses various children's exhibits throughout the year. For shuffleboard enthusiasts, the park provides 24 lighted courts.

**Sanborn Square** - near the intersection of Federal Highway and Palmetto Park Road on .73 acres of land. The park is a pedestrian oriented park developed by the Community Redevelopment Agency as a demonstration project, identifying the architectural style and design features sought for downtown projects. The park includes a pavilion, two fountains, decorative tile walkways, a sculpture, street furniture, and distinctive street lights.

**Mizner Park** - two block north of the intersection of Federal Highway and Palmetto Park Road on 29 acres of land. Mizner Park is a mixed use project with a significant open space and cultural component. The project includes:

A central plaza area with gazebos, fountains, decorative walkways, street furniture, and distinctive street lights,

A north area which is currently the site of Mizner Park Amphitheater,

A south area which will include the future home of the International Museum of Cartoon Art.

**FEC Railroad Station** - the railroad station built in 1929 has been saved and restored through the efforts of the Historical Society, Community Redevelopment Agency, and the City. It serves as a community gathering place in the Downtown, with rooms available for meetings and social events..

Mizner Park, Sanborn Square and the FEC Railroad Station have become an integral part of the City's overall parks and recreation program. Activities such as outdoor concerts, art shows and festivals should be encouraged in the Mizner Park and the Downtown Area. The Memorial Park facilities offer a broad range of recreational and sport activities for residents of the Downtown area. Ultimately, these locations should be linked to the City's other recreation facilities via some shuttle system or transportation system to encourage use within existing site parking limitations.

Illustration 5 provides a general diagram of the location of significant open space and recreation use Downtown.

## **LAND USE GOAL 6 (RECREATIONAL & OPEN SPACE)**

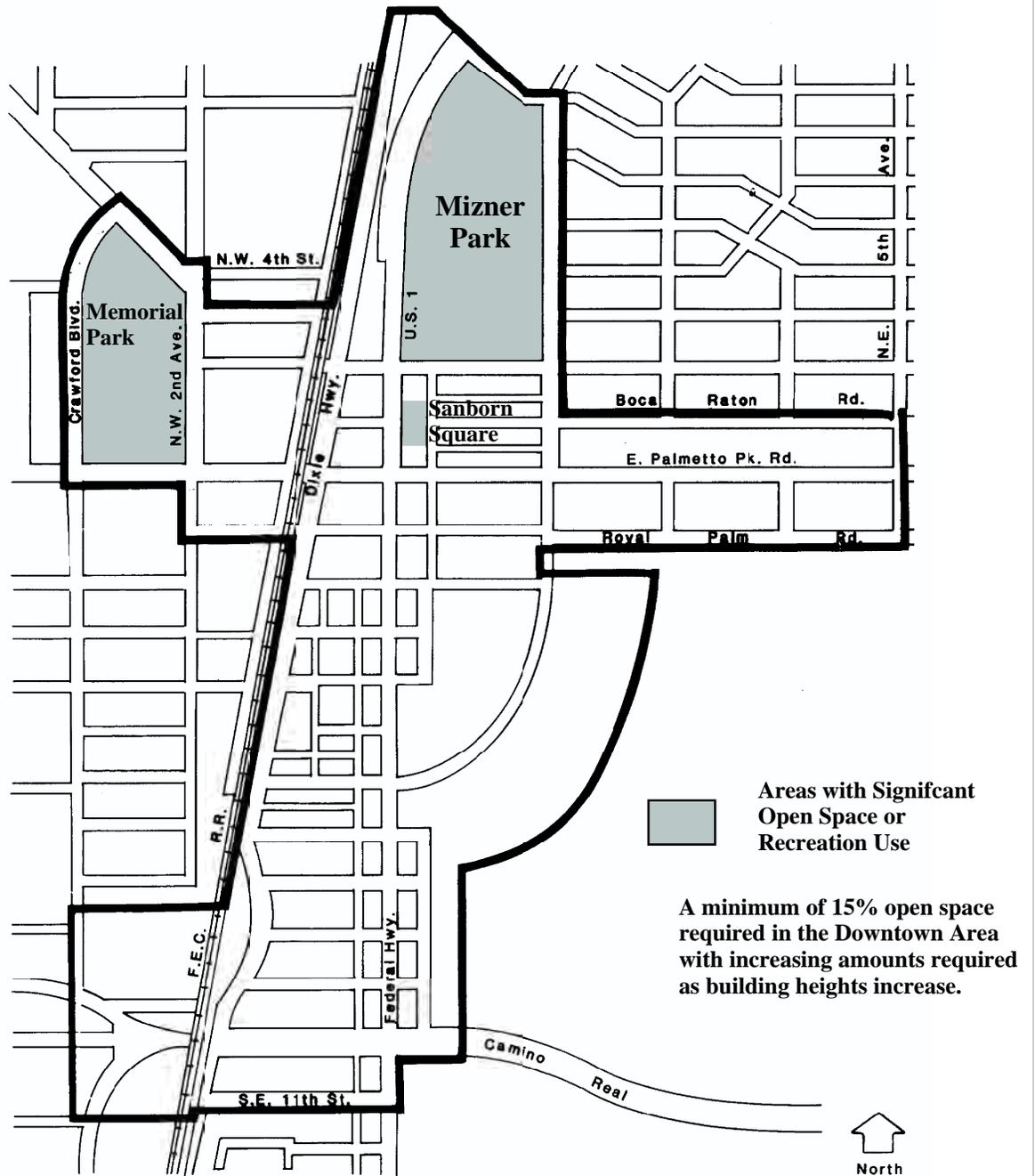
**THE ENLARGEMENT, MAINTENANCE AND IMPROVEMENT OF RECREATIONAL FACILITIES TO PROVIDE A FUNCTIONAL AND ATTRACTIVE SYSTEM OF OPEN SPACES THROUGHOUT THE DOWNTOWN.**

**LAND USE POLICY 6.1:** DEVELOP A FUNCTIONAL AND ATTRACTIVE SYSTEM OF OPEN SPACE CONNECTORS WHICH LINK THE DOWNTOWN FOCAL POINTS CONSISTENT WITH THE RECREATION AND OPEN SPACE ELEMENT OF THE COMPREHENSIVE PLAN.

**LAND USE POLICY 6.2:** DEVELOP A COMPREHENSIVE PROGRAM OF RECREATION ACTIVITIES WHICH ARE CULTURALLY ORIENTED AS A COMPLEMENT TO THE OUTDOOR RECREATION PROGRAM.

**LAND USE POLICY 6.3:** DEVELOP A CONTINUOUS AND INVITING SYSTEM OF SHADY PEDESTRIAN STREETS, WALKS, AND COURTYARDS LINKING DEVELOPMENT IN THE DOWNTOWN.

# ILLUSTRATION 5 OPEN SPACE AND RECREATION USE



## DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

## **B. Urban and Architectural Design**

Downtown Boca Raton will only flourish by out-competing other areas for tenants and shoppers. This requires more than appropriate land uses; it requires an urban design which makes those land uses more desirable for tenants and shoppers than alternative locations.

Since early 1980's, the Downtown has made progress in terms of both infrastructure and beautification. As part of the Visions 90 program, the City has embarked on a comprehensive infrastructure and beautification program. Quality urban design, however, is much more than a beautification program. It involves the creation of linkages which connects a series of spaces, buildings, and uses with landscaping and other amenities which physically and visually connect sites, literally drawing pedestrians from one site to the next. These linkages and urban design elements are in most of the great cities of Europe and in the United States. They are of the quality described in the Downtown Vision and need to be experienced to be fully appreciated. Examples include Jacksonville Waterfront, St. Augustine, Mizner Park, Fashion Island, Sparks Street Mall, and Quincy Market.

The development of a quality urban design will require the abandonment of some rights-of-way and the creation new and improved linkages. The existing fractured ownership pattern and small parcel size is reflective of the existing inadequate linkages. Unless these linkages are improved as part of the integral design of redevelopment projects, those projects will not be able to effectively compete with the western area for a reasonable share of the market. It is only through the development of land uses in the context of a quality urban design and amenity package that a project becomes economically feasible and successful.

One of the basic building blocks of urban design is the architectural design of buildings. Boca Raton is fortunate to have the rich architectural heritage of Addison Mizner. Buildings reflective of a creative reinterpretation of this rich heritage can provide a basic building blocks for the quality urban design of Downtown.

### **URBAN DESIGN GOAL 1**

**TO DEVELOP THE MANMADE ENVIRONMENT DOWNTOWN IN A FUNCTIONAL, EFFICIENT AND AESTHETICALLY APPEALING MANNER BASED UPON THE DEVELOPMENT OF STRONG LINKAGES BETWEEN SITES AND THE FUNDAMENTAL CONCEPTS REFLECTED IN THE ARCHITECTURE OF ADDISON MIZNER.**

**URBAN DESIGN POLICY 1.1:** REQUIRE DEVELOPMENT OF A CONTINUOUS AND INVITING SYSTEM OF PEDESTRIAN STREETS, WALKS, AND COURTYARDS LINKING DEVELOPMENT IN THE DOWNTOWN.

**URBAN DESIGN POLICY 1.2:** STRENGTHEN DOWNTOWN LINKAGES BY ABANDONING ALLEYWAYS AND RIGHTS-OF-WAY WHEN AN ABANDONMENT WILL RESULT IN NEW LINKAGES WHICH BETTER MEET PEDESTRIAN OR VEHICULAR TRANSPORTATION NEEDS,

PROVIDE BETTER QUALITY OF DESIGN, INCREASE OPEN SPACE OR PROVIDE OTHER IMPROVEMENTS.

**URBAN DESIGN POLICY 1.3:** ESTABLISH AN INTERIM NORTH/SOUTH LINKAGE ALONG FIRST AVENUE OR OTHER APPROPRIATE PATH(S) FROM MIZNER PARK TO ROYAL PALM PLAZA.

**URBAN DESIGN POLICY 1.4:** REINFORCE PALMETTO PARK ROAD AS A RETAIL AREA.

**URBAN DESIGN POLICY 1.5:** ENCOURAGE THE PRESERVATION OF HISTORIC AND ARCHITECTURALLY SIGNIFICANT BUILDINGS.

**URBAN DESIGN POLICY 1.6:** EMPHASIZE FACADES AS MAJOR ELEMENTS OF THE OVERALL STREET-SCAPE AND RECOGNIZE THE SCALE AND CHARACTER OF ADJACENT STRUCTURES OR DEVELOPMENTS.

**URBAN DESIGN POLICY 1.7:** ENCOURAGE THE DEVELOPMENT OF VISTAS AND VIEWS AS PART OF MAJOR PROJECTS.

#### **ARCHITECTURAL DESIGN GOAL 1**

**THE DEVELOPMENT OF BUILDINGS OF A DISTINCTIVE AND COMPATIBLE VISUAL CHARACTER BASED UPON CREATIVE REINTERPRETATIONS OF THE FUNDAMENTAL CONCEPTS OF ADDISON MIZNER**

**ARCHITECTURAL DESIGN POLICY 1.1:** THE CREATION OF PEDESTRIAN-SCALED BUILDINGS THROUGH THE USE OF BUILDING MASS, VARIED ROOF-SCAPES, ORNAMENTATION AND COLOR.

**ARCHITECTURAL DESIGN POLICY 1.2:** LIMIT THE HEIGHT OF BUILDINGS TO NOT MORE THAN 100 FEET OR MORE THAN 9 STORIES WITH APPROPRIATE DISTANCES FROM RESIDENTIAL DWELLINGS OUTSIDE OF THE REDEVELOPMENT AREA, UNLESS APPROVED PURSUANT TO ARCHITECTURAL DESIGN POLICY 1.2.A.

**ARCHITECTURAL DESIGN POLICY 1.2.A:** IN ORDER TO IMPROVE THE ARTICULATION OF BUILDINGS, MODIFY SETBACKS AND STRENGTHEN PEDESTRIAN LINKAGES IN DOWNTOWN, UP TO 33% OF THE OVERALL BUILDING FOOTPRINT ON A SITE MAY BE GRANTED UP TO 40 FEET OF ADDITIONAL HEIGHT TO A MAXIMUM OF 140 FEET. HOWEVER, UP TO 50% OF THE OVERALL BUILDING FOOTPRINT MAY BE APPROVED IF NECESSARY TO ACHIEVE GENERAL CONSISTENCY WITH THIS POLICY. IN ORDER TO OBTAIN ADDITIONAL HEIGHT ALL OF THE FOLLOWING MUST OCCUR:

1. THE INCREASE IN HEIGHT DOES NOT RESULT IN DEVELOPMENT ON THE SITE GREATER THAN WOULD HAVE BEEN APPROVABLE ON THE SITE UNDER THE REGULATIONS AND DESIGN GUIDELINES IN THE DOWNTOWN AS OF JULY 21, 2008.
2. THE INCREASE IN HEIGHT IS ACCOMPANIED BY AN EQUIVALENT REDUCTION OF BUILDING HEIGHT ON THE SITE, AS FOLLOWS: FOR EVERY INCREASE IN THE HEIGHT OF A BUILDING THAT RESULTS IN AN INCREASE IN THE VOLUME OF A BUILDING ABOVE THE CURRENT HEIGHT LIMIT OF ONE HUNDRED (100) FEET, THERE MUST BE AN EQUAL OR GREATER DECREASE IN HEIGHT ACHIEVED BY DECREASING THE VOLUME OF THE NEW BUILDING OR OTHER NEW BUILDINGS ON THE SITE BELOW ONE HUNDRED (100) FEET.
3. THE INCREASE IN HEIGHT IS DIRECTLY RELATED TO IMPROVED ARTICULATION OF BUILDINGS ON THE SITE AND THE CREATION OF A CONTINUOUS, INTERCONNECTED NETWORK OF CONGENIAL, PEDESTRIAN-ORIENTED STREETS AND PUBLIC SPACES THROUGHOUT THE DOWNTOWN GENERALLY CONSISTENT WITH THE DOWNTOWN BOCA RATON INTERIM DESIGN GUIDELINES DATED NOVEMBER 12, 2008.

**ARCHITECTURAL DESIGN POLICY 1.3:** REQUIRE A MINIMUM 6 FOOT FRONT SETBACK AT GROUND LEVEL WITH INCREASED SETBACK FOR THE UPPER PORTIONS OF BUILDINGS BASED UPON BUILDING HEIGHT.

**ARCHITECTURAL DESIGN POLICY 1.4:** : REQUIRE A MINIMUM OF 15% OPEN SPACE WITH INCREASING OPEN SPACE REQUIREMENTS RELATED TO BUILDING HEIGHT.

**ARCHITECTURAL DESIGN POLICY 1.5:** REQUIRE CONTINUITY OF PEDESTRIAN-ORIENTED FRONTAGES BETWEEN ADJACENT REDEVELOPED BUILDINGS.

## **VII. Infrastructure & Capital Improvements**

In 1988 the City of Boca Raton approved a comprehensive financial and infrastructure program for Downtown Boca Raton called Visions 90. This program included a comprehensive series of roadway, potable water, sanitary sewer, drainage and beautification improvements over a 10 year period. Financing of these improvements was provided from several funding sources including the City, the Federal government, the State, the County, and a Downtown Special Assessment. This program assures both timely construction of the improvements needed to encourage

The Visions 90 program is an evolving process as more detail analyses are performed, plans are developed, more cost effective methods found, and designs improved to yield greater benefits to the City and Downtown property owners.

### **INFRASTRUCTURE GOAL 1**

**TO PROVIDE ALL OF THE NECESSARY INFRASTRUCTURE IMPROVEMENTS NECESSARY TO ENCOURAGE DOWNTOWN REDEVELOPMENT IN A COST EFFECTIVE AND TIMELY MANNER.**

**INFRASTRUCTURE POLICY 1.1:** TO WORK WITH PROPERTY OWNERS WITHIN THE EXISTING VISION 90 PROGRAM TO MAXIMIZE THE REDEVELOPMENT BENEFITS ON ADJACENT PROPERTIES WHILE MEETING THE OVERALL INFRASTRUCTURE NEEDS OF THE AREA.

**INFRASTRUCTURE POLICY 1.2:** TO WORK WITH PROPERTY OWNERS TO ENCOURAGE THE ENHANCEMENT OF LINKAGES AS A PRIVATE ACTIVITY.

## **Transportation**

Fundamental to the development and redevelopment of the Downtown is the provision of adequate transportation system providing access to and within the Downtown Area. This is a difficult task because of numerous constraints placed on the system from an urban design standpoint. It will do little good to create an adequate transportation system if it destroys the character of the Downtown necessary to differentiate it the market place and make redevelopment reality. Of particular concern is the need to:

1. Preserve Old Town Hall, the FEC Railroad Station, the Mizner Administration Building, and Sanborn Park.
2. Preserve adequate access to many small sites on side streets which make one-way pairs impractical.

3. Limit the splitting of pedestrian and visual linkages in downtown by six-lane roadways.
4. Provide for adequate streetscape beautification in the Downtown Area.

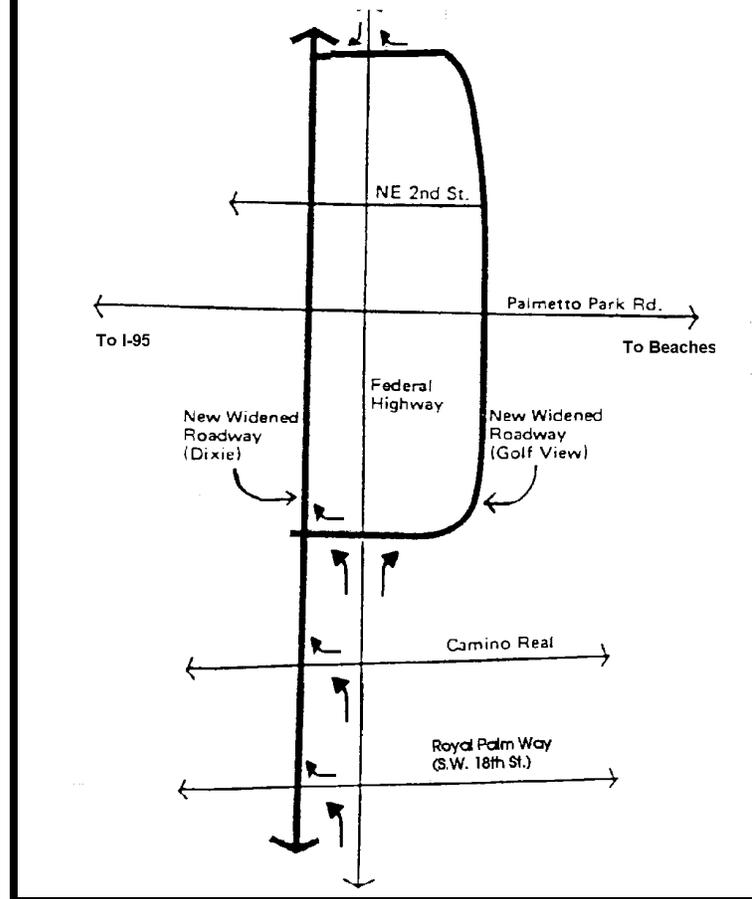
Overcoming these concerns requires the careful integration of additional roadway improvement with parking, mass transit, and other non-structural improvements.

## **Roadways**

Primary roadway access to the Downtown is currently provided by Federal Highway in a north-south direction, and Palmetto Park Road in an east-west direction. Secondary north-south access is provided by Dixie Highway, and secondary east-west access by Camino Real and NW 2nd Street. Additional minor roads serve to connect the major roads in the downtown area.

As part of the Downtown Development Order process numerous transportation network alternatives were analyzed. The resulting approach to increasing capacity while preserving the character of the area was to combine roadway improvements with a Transportation Management System which diverts through traffic away from key intersection. This approach as shown in Illustration 6 diverts traffic at 18 Street and Camino Real from Federal Highway to Dixie Highway for through trips and trips to I-95. Additional through trips and trips to the Beach are diverted from Federal Highway to Mizner Boulevard. The result is a series of roadway improvements that provide adequate access to Downtown with minimal impacts on the character of Downtown.

**ILLUSTRATION 6  
APPROACH TO TRAFFIC**



Roadway improvements completed and proposed for the downtown include:

**Dixie Highway** - Dixie Highway has been widened to a five-lane section throughout the Downtown Area. Signalized intersections remain at Camino Real, Palmetto Park Road, and NE 2nd Avenue.

**Mizner Boulevard** - Golfview Drive, NE 2nd Avenue and NE 6th Street have been renamed Mizner Boulevard and widened into a four-lane divided section with a landscaped median and strict control of access from adjacent parcels.

**Federal Highway** - Federal Highway has been widened to six lanes from Camino Real to Mizner Boulevard and a landscaped median constructed from the southern to northern limits of the redevelopment area. Median openings with signalization are limited to minimize turn conflicts.

**Palmetto Park Road** - Improvements will be made to Palmetto Park Road, including intersection improvements, which will facilitate traffic movements as well as address the

concerns of merchants along the corridor. Median or sidewalk beautification and landscaping will be designed to create a pedestrian oriented streetscape.

**Other East West Links** - Roadways with full access to Federal Highway would be strengthened in character so as to be easily recognizable as routes which penetrate as far as Mizner Boulevard to the east.

Illustration 7 provides a general diagram of the intended location and status of these improvements.

## **Parking**

Roadway access to Downtown is of little value if there is no place to park once you get there. Parking will be a continuing problem as long as downtown is characterized by:

Many shops dependent on drive-by traffic for recognition and customers.

A lack of adequate pedestrian linkages.

Inadequate parking management.

Limited cooperation between sites.

Shops dependent on drive by traffic for recognition and customers require close in street or surface parking. Downtown can simply not be redeveloped based upon businesses primarily dependent on drive by traffic. There will never be enough “free” street or close in surface parking to support a large number of these businesses in the Downtown. The longrun future of downtown business is with workers, residents, and customers that live or come to the Downtown as a destination. The transition of business from drive-by to destination customers is not easy.

To accomplish this transition there must be adequate pedestrian linkages and an urban design which makes walking a desirable feature of the downtown experience. There must be rational parking management in that:

Street, at grade, and the lower levels of parking structures should be reserved for short-term business or shopper parking, and

Long-term employee parking be on the upper levels of parking structures or totally off-site.

Finally, there must be a mix of uses and cooperation between sites which encourage shared parking and efficient use of available parking.

Within a system of “free” parking without user fees and existing CRA revenues the provision of public parking structures downtown is unlikely. Most public parking agencies rely on parking fees to fund all or a major portion of the cost of public parking structures. Since this option is not available Downtown private mechanisms must be sought to increase the supply of parking Downtown. While required parking provided as part of new development can help, parking beyond these requirements will require cooperation between sites and joint funding of facilities.

## **Mass Transit & Trolley**

The development of trolley in the Downtown and its interface to the existing Co Tran and Tri-Rail mass transit systems will play an increasingly important role in Downtown redevelopment. Improvements in these systems and the development of a trolley are fundamental to limiting the dependence of Downtown on the automobile, breaking the link between retail use and adjacent parking, and the developing synergy between sites necessary Downtown.

### **TRANSPORTATION GOAL 1:**

**THE PROVISION OF THE TRANSPORTATION SYSTEM IMPROVEMENTS NECESSARY TO ENCOURAGE DOWNTOWN REDEVELOPMENT CONSISTENT WITH THE DOWNTOWN VISION.**

#### **TRANSPORTATION POLICY 1.1:** TRAFFIC IMPROVEMENTS WILL BE DESIGNED TO :

PRESERVE ARCHITECTURALLY SIGNIFICANT AND HISTORIC BUILDINGS.

ENCOURAGE THE DEVELOPMENT OF A PEDESTRIAN ORIENTED DOWNTOWN.

PROVIDE ADEQUATE ACCESS TO AND WITHIN THE DOWNTOWN

**TRANSPORTATION POLICY 1.2:** RETAIN FEDERAL HIGHWAY AS A FOUR LANE DIVIDED FACILITY IN THE DOWNTOWN FROM MIZNER BOULEVARD TO NORTHEAST 6TH STREET TO PROVIDE VISUAL AND PEDESTRIAN CONTINUITY TO DOWNTOWN.

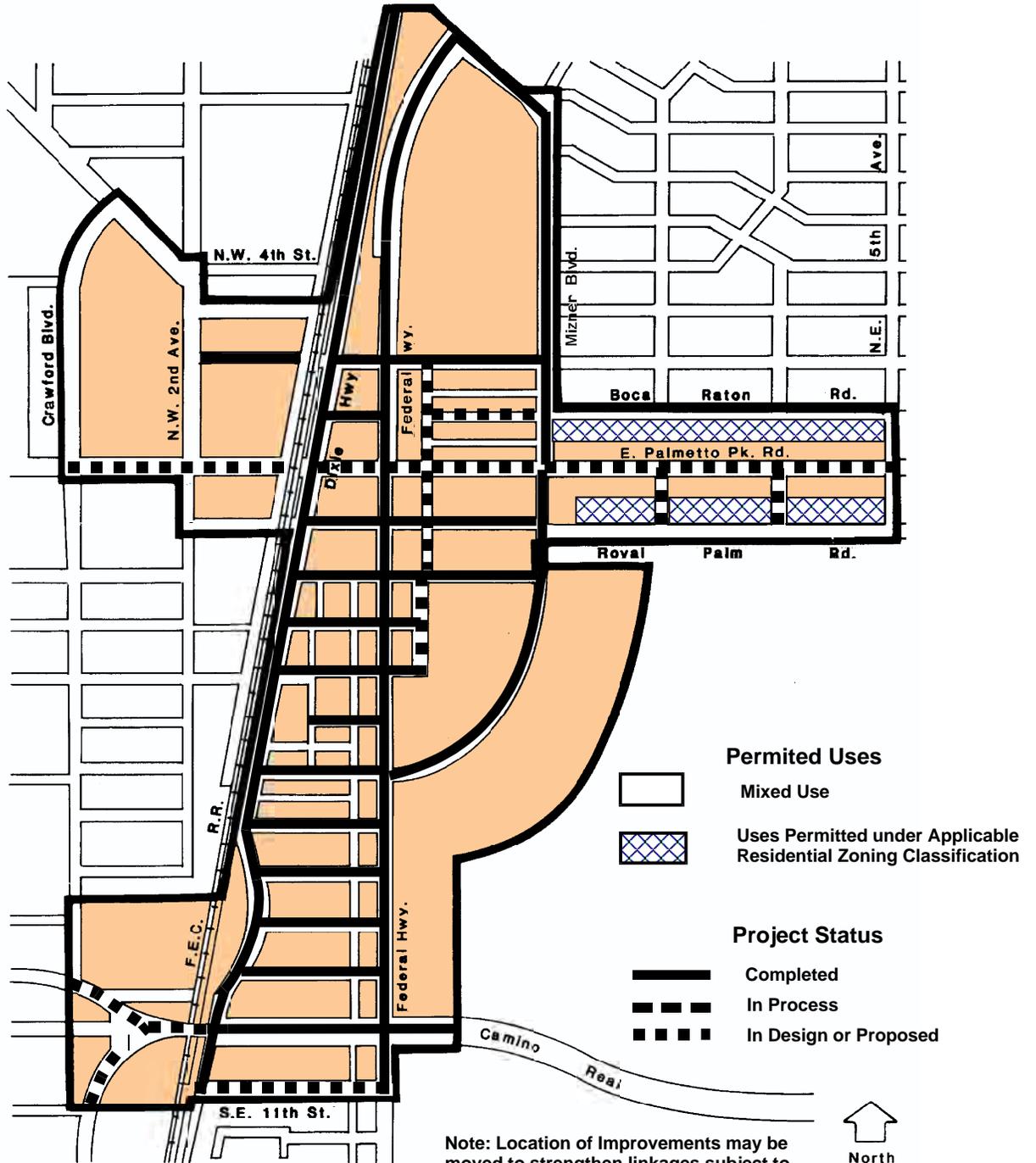
**TRANSPORTATION POLICY 1.3:** ENCOURAGE THE USE OF TRAFFIC MANAGEMENT SYSTEMS SUCH AS RIDE SHARING, TRANSIT SYSTEMS, LIMITING CONFLICTING TRAFFIC MOVEMENTS, REROUTING TRAFFIC, AND PEDESTRIAN AND BICYCLE FACILITIES.

**TRANSPORTATION POLICY 1.4:** ENCOURAGE THE DEVELOPMENT OF A TROLLEY SYSTEM IN THE DOWNTOWN AS SOON AS POSSIBLE.

**TRANSPORTATION POLICY 1.5:** ENCOURAGE THE EXPANSION OF COMMON PARKING AREAS FOR MULTIPLE SITES.

**TRANSPORTATION POLICY 1.6:** ENCOURAGE EFFICIENT USE OF PARKING FACILITIES THROUGH SHARED PARKING ARRANGEMENTS, PARKING MANAGEMENT SYSTEMS, AND COOPERATION BETWEEN SITES.

# ILLUSTRATION 7 LOCATION AND STATUS TRANSPORTATION IMPROVEMENTS



Note: Location of Improvements may be moved to strengthen linkages subject to Urban Design Policy 1.2.



## DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

## **Potable Water**

An adequate supply of potable water and an adequate distribution system are necessary for redevelopment of the downtown area. The goals, policies and objectives of the City's adopted Comprehensive plan regulate the potable water supplies in the City. In the Downtown the City is the provider of potable water supplies and under Vision 90 the City has provided for a comprehensive set of water improvements in the Downtown. Illustration 8 provides a general diagram of the intended location and status of these improvements.

The goals and policies below recognize this fact, are consistent with the City's Comprehensive Plan, and recognize the unique character and need of Downtown.

### **POTABLE WATER GOAL 1:**

#### **PROVISION OF POTABLE WATER SERVICES NECESSARY TO ENCOURAGE DOWNTOWN REDEVELOPMENT CONSISTENT WITH THE DOWNTOWN VISION.**

**POTABLE WATER POLICY 1.1:** THE CITY SHALL PROVIDE THE WATER TREATMENT CAPACITY AND TRANSMISSION FACILITIES NECESSARY TO ENCOURAGE DEVELOPMENT AND REDEVELOPMENT OF THE DOWNTOWN AREA.

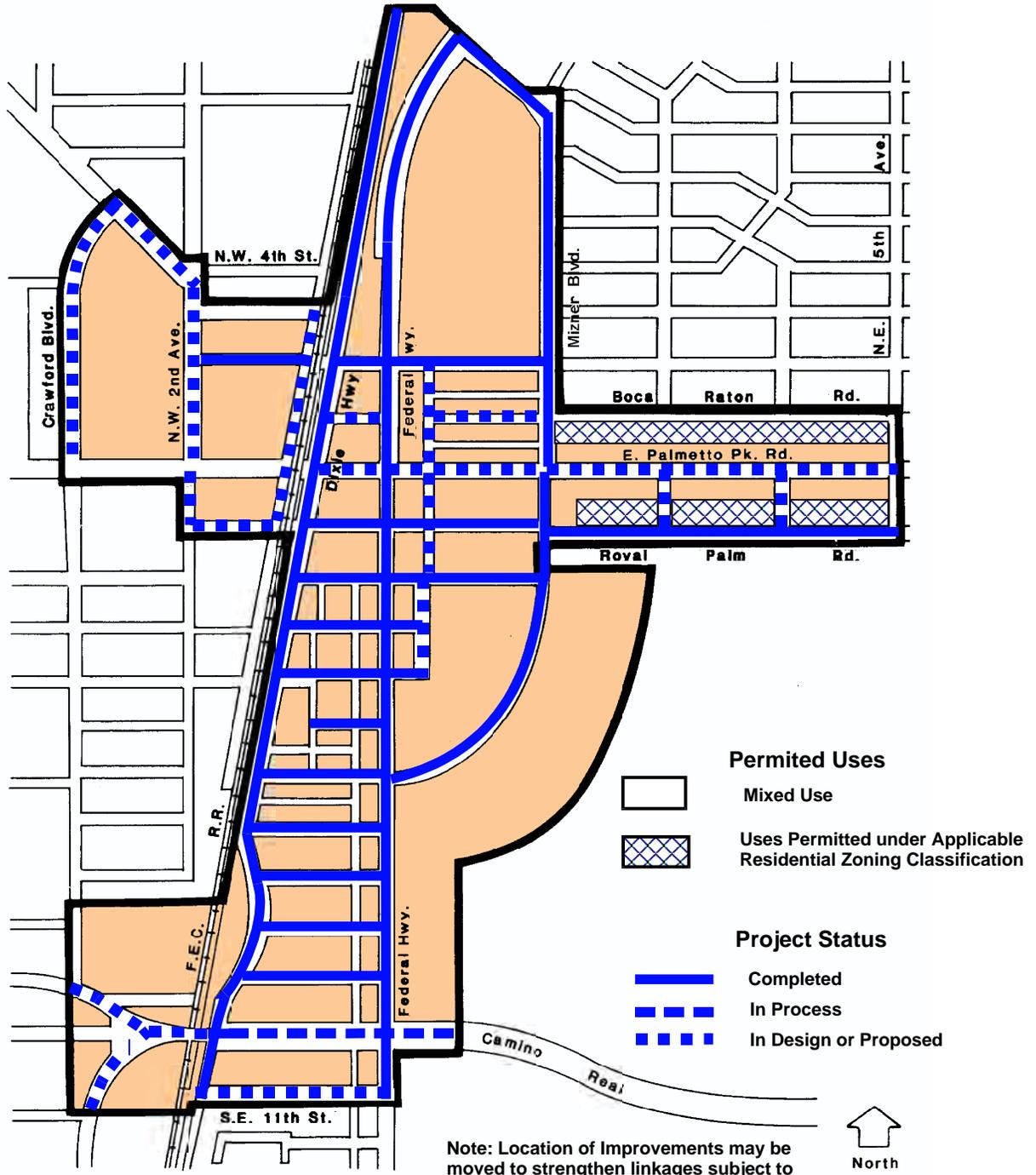
**POTABLE WATER POLICY 1.2:** THE CITY SHALL DEVELOP A PHASED PLAN AND COMPLETE CONSTRUCTION OF THE IMPROVEMENTS NECESSARY TO ELIMINATE EXISTING DISTRIBUTION SYSTEM DEFICIENCIES AND PROVIDE THE DISTRIBUTION SYSTEM CAPACITY NECESSARY FOR THE PROJECTED WATER DEMAND IN THE DOWNTOWN AREA.

**POTABLE WATER POLICY 1.3:** WATER CONSERVATION SHALL BE ENCOURAGED IN THE DOWNTOWN, DEVELOPMENT SHALL BE REQUIRED TO USE WATER EFFICIENT DEVICES, AND IRRIGATION QUALITY WATER SHALL BE USED WHEREVER POSSIBLE FOR IRRIGATION PURPOSES.

**POTABLE WATER POLICY 1.4:** DEVELOPMENT IN THE DOWNTOWN AREA SHALL BE REQUIRED TO USE NATIVE AND DROUGHT RESISTANT LANDSCAPE MATERIALS WHERE POSSIBLE CONSISTENT WITH THE DOWNTOWN BEAUTIFICATION PLAN.

**POTABLE WATER POLICY 1.5:** ON-SITE WATER DISTRIBUTION IMPROVEMENTS SHALL BE AT THE LAND OWNER'S EXPENSE.

# ILLUSTRATION 8 LOCATION AND STATUS WATER IMPROVEMENTS



Note: Location of Improvements may be moved to strengthen linkages subject to Urban Design Policy 1.2.



## DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

## **SANITARY SEWER**

Adequate wastewater treatment facilities and an adequate wastewater collection system are necessary for redevelopment of the downtown area. The goals, policies and objectives of the City's adopted Comprehensive plan regulate the wastewater facilities for the Downtown as well as the balance of the City.

Under Visions 90 the City has provided for a comprehensive set of sanitary sewer improvements in the Downtown. Illustration 9 provides a general diagram of the intended location and status of these improvements.

The goals and policies below recognize this fact, are consistent with the City's Comprehensive Plan, and recognize the unique character and need of Downtown.

### **SANITARY SEWER GOAL 1:**

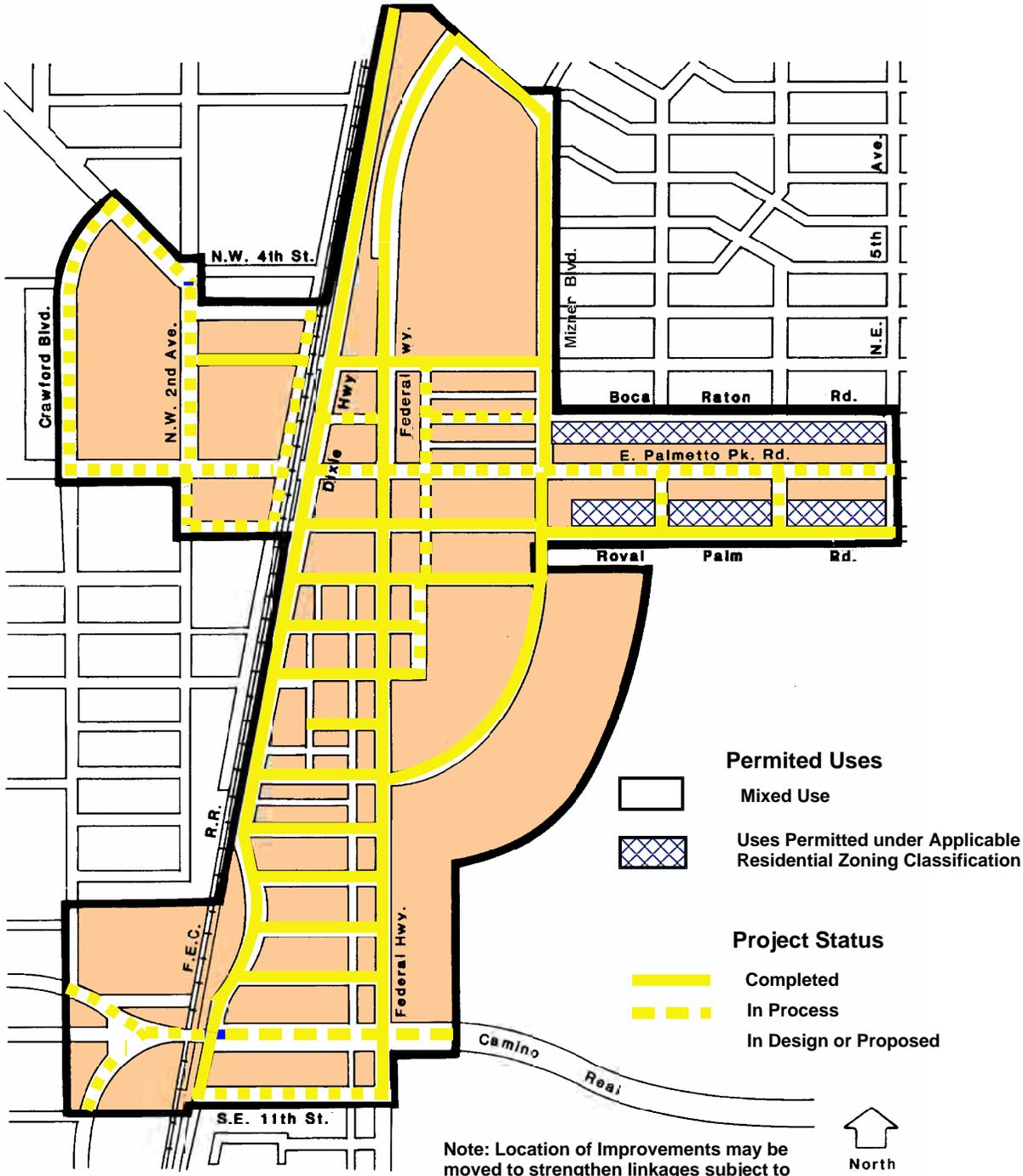
**PROVISION OF SANITARY SEWER SERVICES NECESSARY TO ENCOURAGE DOWNTOWN REDEVELOPMENT CONSISTENT WITH THE DOWNTOWN VISION.**

**SANITARY SEWER POLICY 1.1:** THE CITY SHALL PROVIDE THE SANITARY SEWER TREATMENT CAPACITY AND COLLECTION FACILITIES NECESSARY TO ENCOURAGE DEVELOPMENT AND REDEVELOPMENT OF THE DOWNTOWN AREA.

**SANITARY SEWER POLICY 1.2:** THE CITY SHALL DEVELOP A PHASED PLAN AND COMPLETE CONSTRUCTION OF THE IMPROVEMENTS NECESSARY TO ELIMINATE EXISTING COLLECTION SYSTEM DEFICIENCIES AND PROVIDE THE DISTRIBUTION SYSTEM CAPACITY NECESSARY FOR THE SANITARY SEWER DEMAND IN THE DOWNTOWN AREA.

**SANITARY SEWER POLICY 1.3:** ON-SITE SANITARY SEWER IMPROVEMENTS SHALL BE AT THE LAND OWNER'S EXPENSE.

# ILLUSTRATION 9 LOCATION AND STATUS SEWER IMPROVEMENTS



Note: Location of Improvements may be moved to strengthen linkages subject to Urban Design Policy 1.2.



## **DRAINAGE**

Drainage has been one of the most serious problems downtown. It was a major contributor to the original blight finding Downtown and even minor storm resulted in the flooding of numerous intersection and sidewalks. Under Visions 90 the City has provided for a comprehensive set of drainage improvements in the Downtown. Illustration 10 provides a general diagram of the intended location and status of these improvements.

More recently, the City undertook a study to update the stormwater systems throughout the city. Based upon the recommendations of the study, the city adopted a stormwater utility ordinance to provide a funding mechanism to accomplish long-term improvements to the stormwater systems in the downtown and to provide adequate maintenance of existing systems.

The goals and policies below for Downtown recognize the unique drainage needs for Downtown and are consistent with the City's Comprehensive Plan.

### **DRAINAGE GOAL 1:**

**PROVISION OF AN ECONOMICALLY FEASIBLE DRAINAGE SYSTEM AND PROVIDING FLOOD PROTECTION TO MINIMIZE DAMAGE FROM SEVERE STORM EVENTS, WHILE MAINTAINING ACCEPTABLE QUALITY OF STORMWATER RUNOFF**

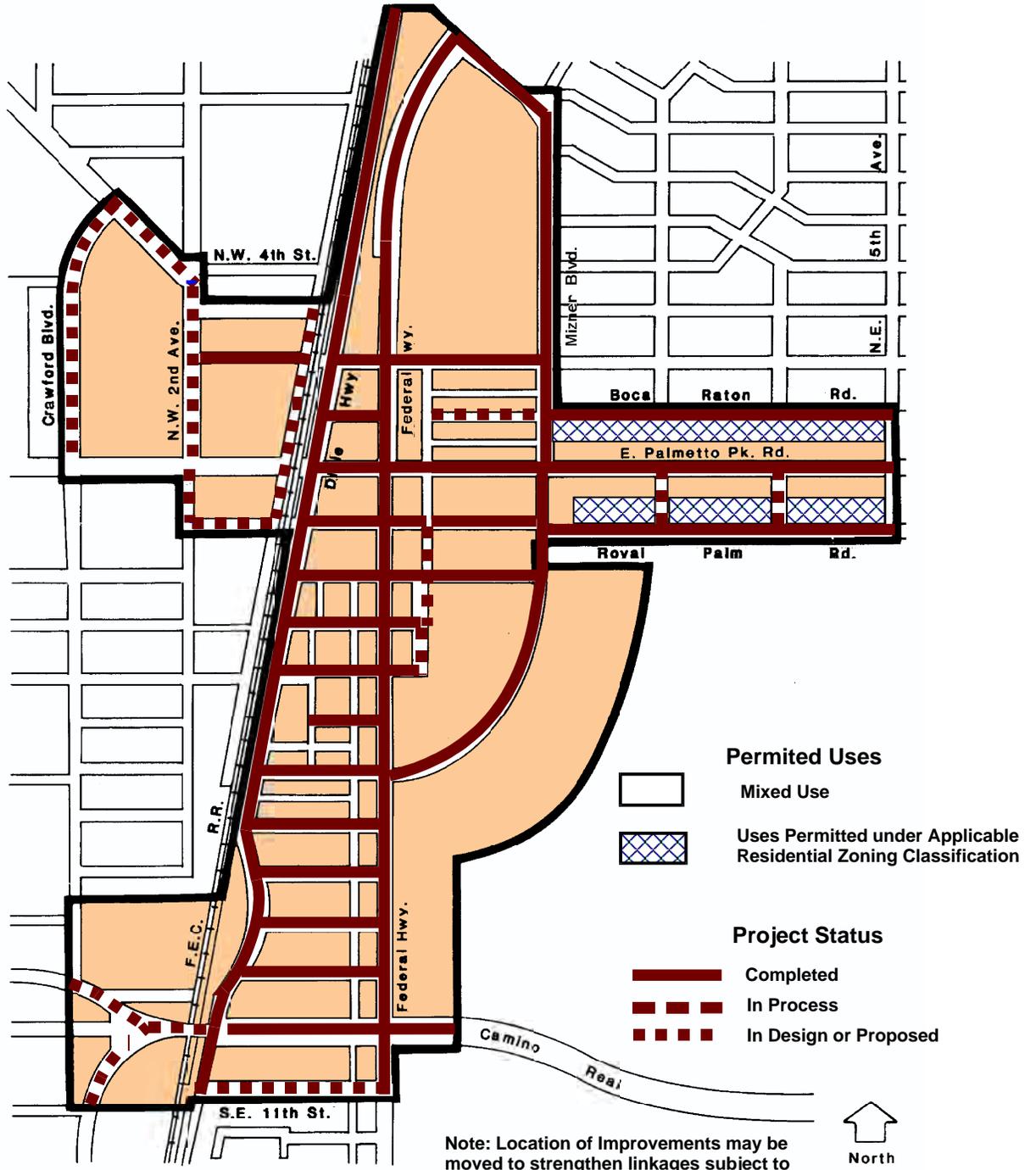
**DRAINAGE POLICY 1.1:** THE CITY SHALL PROVIDE THE DRAINAGE SYSTEM FACILITIES NECESSARY TO ENCOURAGE DEVELOPMENT AND REDEVELOPMENT OF THE DOWNTOWN AREA.

**SANITARY SEWER POLICY 1.2:** THE CITY SHALL DEVELOP A PHASED PLAN AND COMPLETE CONSTRUCTION OF THE DRAINAGE IMPROVEMENTS NECESSARY TO ELIMINATE EXISTING DRAINAGE SYSTEM DEFICIENCIES AND PROVIDE THE DRAINAGE SYSTEM CAPACITY NECESSARY IN THE DOWNTOWN AREA.

**DRAINAGE POLICY 1.3:** THE CITY WILL CONTINUE TO ENFORCE THE PROVISIONS OF THE ADOPTED STORMWATER UTILITY ORDINANCE

**DRAINAGE POLICY 1.4:** THE CITY SHALL CONTINUE TO REQUIRE ON-SITE DRAINAGE IMPROVEMENTS TO BE AT THE LAND OWNER'S EXPENSE.

# ILLUSTRATION 10 LOCATION AND STATUS DRAINAGE IMPROVEMENTS



Note: Location of Improvements may be moved to strengthen linkages subject to Urban Design Policy 1.2.



## **Beautification**

Since the initiation of the first concepts to downtown redevelopment, beautification has always held a high priority. As can be seen throughout South Florida beautification is not an optional element for viable quality development in an area. The concept of attracting businesses, residents and visitors to the Downtown is closely linked to establishing an aesthetically pleasing downtown, from an architectural, streetscape and beautification standpoint.

A basic comprehensive system of beautification improvements is a critical element of Visions 90. This basic set of improvements should be improved through private efforts as redevelopment proceeds. Illustration 11 provides a general diagram of the intended location and status of beautification improvements.

### **BEAUTIFICATION GOAL 1:**

**IMPLEMENT A BEAUTIFICATION PLAN WHICH PROVIDES A CONTINUOUS AND INVITING SYSTEM OF SHADY PEDESTRIAN STREETS, WALKS, AND COURTYARDS LINKING DEVELOPMENT IN THE DOWNTOWN.**

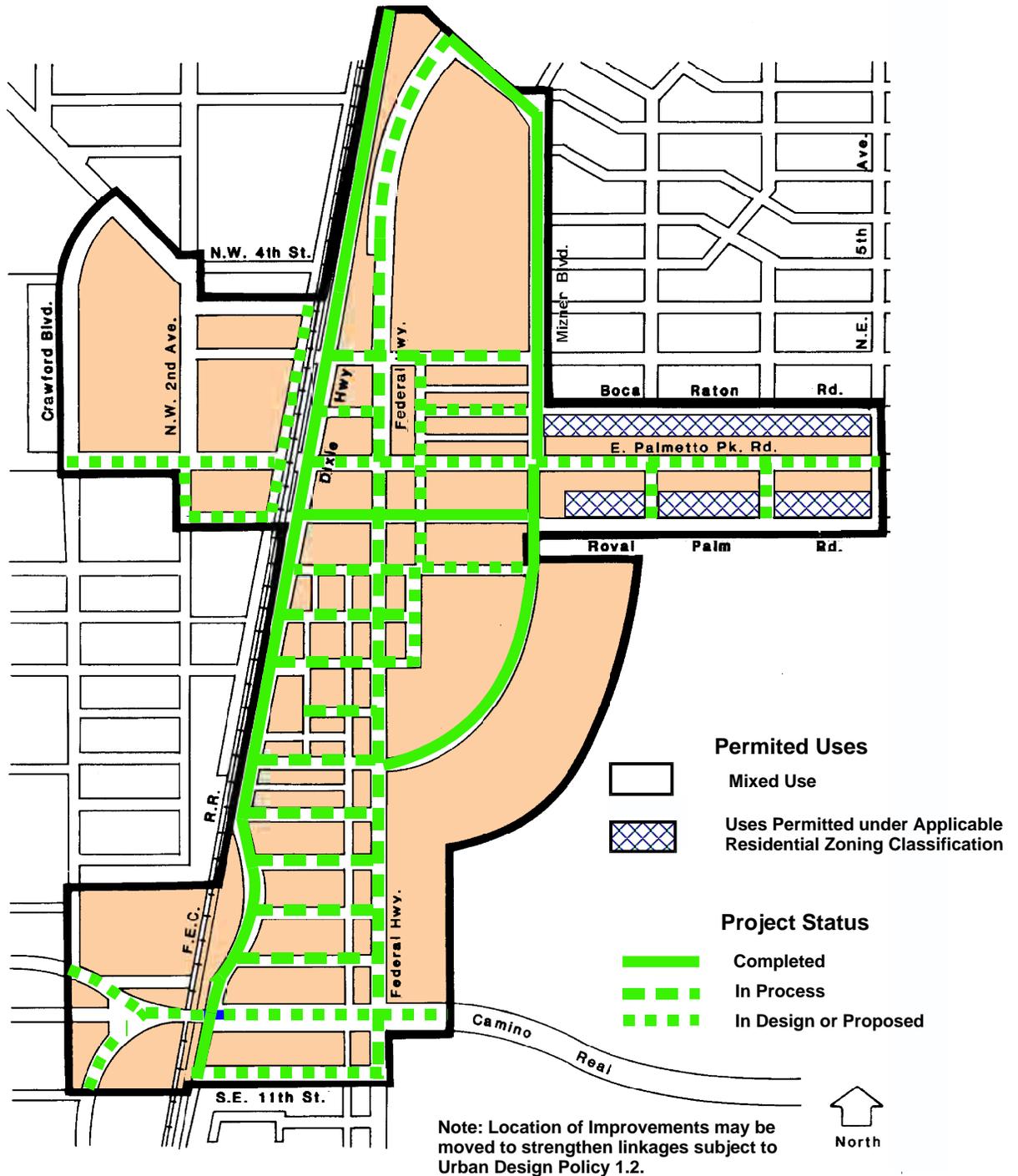
**BEAUTIFICATION POLICY 1.1:** ESTABLISH A THEME AND STANDARDS FOR STREET LIGHTS, BENCHES, TRASH RECEPTACLES, SIDEWALK PATTERNS AND LANDSCAPE MATERIALS.

**BEAUTIFICATION POLICY 1.2:** THE CITY SHALL DEVELOP A PHASED PLAN AND COMPLETE CONSTRUCTION OF BEAUTIFICATION IMPROVEMENTS BASED UPON THE THEME FOR BEAUTIFICATION IMPROVEMENTS.

**BEAUTIFICATION POLICY 1.4:** ESTABLISH GUIDELINES FOR UPGRADING BEAUTIFICATION IMPROVEMENTS BEYOND THOSE PROVIDED BY THE PHASED BEAUTIFICATION PROGRAM.

**BEAUTIFICATION POLICY 1.5:** REQUIRE ALL PRIVATE DEVELOPMENT TO PROVIDE BEAUTIFICATION CONSISTENT WITH THE THEME FOR BEAUTIFICATION IMPROVEMENTS.

# ILLUSTRATION 11 LOCATION AND STATUS BEAUTIFICATION IMPROVEMENTS



## DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN



# VIII. ECONOMIC ENVIRONMENT, FINANCE , AND MARKETING

## Economic Environment and Finance

An economic environment conducive to private investment is essential for Downtown redevelopment to occur. Over \$400 million in private investment is needed to redevelop downtown. It is only through private investment that the tax increment money will be available to pay the Mizner Park Bonds, the impact of the Downtown Special Assessment will be minimized, and the Downtown Vision will be achieved.

Downtown redevelopment by its nature is more risky and difficult than suburban development. Downtown Redevelopment in many cases deals with untested markets and a national record of Downtown decline. The CRA and City must provide an economic environment which overcomes these problems and is conducive to private investment throughout the redevelopment process. This environment must be based upon an economically sound Downtown Vision, a quality urban design, adequate infrastructure, and fair and consistent treat of those willing to risk private capital Downtown.

It is only through developing and maintaining a sound economic environment that the City and CRA can achieve its financial goals and maximize the benefits of redevelopment for its residents, and taxpayers both within Downtown Area and City-wide.

### **ECONOMIC ENVIRONMENT GOAL 1:**

**DEVELOP AND MAINTAIN AN ECONOMIC ENVIRONMENT IN THE DOWNTOWN CONDUCTIVE TO QUALITY DEVELOPMENT AND REDEVELOPMENT.**

**ECONOMIC ENVIRONMENT POLICY 1.1:** IMPROVE THE COMPETITIVE POSITION OF THE DOWNTOWN BY DIFFERENTIATING THE DOWNTOWN IN THE MARKET THROUGH:

DEVELOPMENT OF A COMMON ARCHITECTURAL THEME IN THE DOWNTOWN.

IMPLEMENTATION OF A OVERALL BEAUTIFICATION PLAN IN THE DOWNTOWN.

DEVELOPING A MIXED USE CHARACTER AND SYNERGY BETWEEN SITES NOT EASILY REPRODUCED IN WESTERN LOCATIONS.

**ECONOMIC ENVIRONMENT POLICY 1.2:** REDUCE THE IMPEDIMENTS TO DEVELOPMENT BROUGHT ABOUT BY THE REVIEW PROCESS THROUGH:

THE ELIMINATION OF STUDIES OF OFFSITE IMPACTS ALREADY PERFORMED AS PART OF THE DOWNTOWN DEVELOPMENT OF REGIONAL IMPACT.

DEVELOPMENT OF A PROCEDURES MANUAL PROVIDING CLEAR, STREAMLINED, QUALITY REVIEW PROCEDURES AS ENVISIONED IN THE DOWNTOWN DEVELOPMENT OF REGIONAL IMPACT.

ELIMINATION OF THE EXACTION PROCESS FOR OFFSITE IMPROVEMENTS COVERED UNDER THE DOWNTOWN DEVELOPMENT OF REGIONAL IMPACT.

**ECONOMIC ENVIRONMENT POLICY 1.3:** THE CRA SHALL SEEK CREDIT DUE DOWNTOWN PROPERTY OWNERS FOR ALL IMPROVEMENTS MADE IN THE DOWNTOWN AREA IN TERMS OF IMPACT FEES, DRAINAGE FEES, OR OTHER APPLICABLE FEES.

**ECONOMIC POLICY 1.4:** THE CITY SHALL CREATE NO NEW IMPACT FEES FOR IMPACTS MITIGATED UNDER THE DEVELOPMENT OF REGIONAL IMPACT, AND SHALL OPPOSE THE IMPOSITION OF SIMILAR IMPACT FEES OR CHARGES CREATED BY OTHER JURISDICTIONS.

**ECONOMIC POLICY 1.5:** THE CITY AND CRA SHALL ENCOURAGE REINVESTMENT IN THE DOWNTOWN THROUGH MAINTAINING CONSISTENT LAND USE POLICIES THROUGHOUT THE CITY AND ENCOURAGING OTHER JURISDICTIONS TO DO THE SAME.

## **FINANCIAL GOAL 1:**

**MAXIMIZE THE LONGRUN BENEFITS FROM REDEVELOPMENT FOR TAXPAYERS AND PROPERTY OWNERS.**

**FINANCIAL POLICY 1.1:** THE CRA SHALL SEEK THE SUBSTANTIAL REDEVELOPMENT PROJECTS NECESSARY TO MINIMIZE THE IMPACT OF THE DOWNTOWN SPECIAL ASSESSMENT, PAY FOR MIZNER PARK BONDS, AND MAXIMIZE THE LONGRUN BENEFITS OF REDEVELOPMENT FOR TAXPAYERS.

**FINANCIAL POLICY 1.2:** THE CITY AND CRA SHALL SEEK NON-LOCAL FUNDING OR GRANTS FOR DOWNTOWN IMPROVEMENTS WHENEVER AND WHEREVER POSSIBLE.

## **Marketing**

Marketing can play an important role in bringing new customers, new tenants, and new businesses Downtown. As fundamental problems are solved Downtown there will be an improved Downtown to sell and a coordinated public and private marketing effort will be necessary.

Currently, there are a large number of public and private entities in the downtown involved in marketing. Among these entities are:

Royal Palm Plaza Merchants Association,  
Mizner Park Merchants Association,  
Palmetto Park Road Merchants Association,  
Meet Me Downtown,  
Greater Boca Raton Chamber of Commerce,  
City of Boca Raton,  
CRA,  
Major Developers and Land Owners, and  
Individual Owners and businesses.

Currently, this marketing system lacks a clear unifying theme, and coordination in promotion, advertising, and information. There is no coordinated systematic approach to the collection and dissemination of research and information for Downtown marketing purposes.

An effective marketing program is needed to maximize the benefits of the improvements and investments already made in Downtown, reduce vacancies in the downtown area, attract major new tenants (department stores, cultural users, and other businesses), and increase rents and property values. The goals and policies below are intended to provide a framework within which a coordinated public and private marketing effort can be established.

### **MARKETING GOAL 1:**

**A COORDINATED DOWNTOWN MARKETING PROGRAM BASED UPON PUBLIC AND PRIVATE EFFORTS TO ENCOURAGE BUSINESS AND REDEVELOPMENT IN THE DOWNTOWN.**

**MARKETING POLICY 1.1:** ENCOURAGE THE DEVELOPMENT OF A STRONG PRIVATE COUNCIL OR GROUP TO COORDINATE MARKETING EFFORTS.

**MARKETING POLICY 1.2:** DEVELOP AND MAINTAIN A DOWNTOWN MARKETING DATABASE AND DIRECTORY FOR USE BY DOWNTOWN PROPERTY OWNERS, TENANTS AND RESIDENTS.

**MARKETING POLICY 1.3:** DEVELOP DOWNTOWN MARKETING MATERIALS SPECIFICALLY TARGETED TO:

ATTRACT NEW TENANTS TO THE DOWNTOWN AREA.

ATTRACT BOTH PRIVATE AND NON-PROFIT CULTURAL USERS.

ENCOURAGE USE OF DOWNTOWN RETAIL ESTABLISHMENTS AND BUSINESSES.

## **IX. Management, Implementation, and Safe Guards**

Downtown Redevelopment will not be successful without an adequate approach to management, implementation, and safe guards. Historically, Redevelopment in Downtown has been based on two approaches:

The first relied on the private sector to do everything with the help of tax increment financing.

The second relied on solving the infrastructure problems and developing one major project, Mizner Park, to serve as a catalyst for all of the public and private actions necessary to redevelop Downtown.

Both of these approaches met with limited success and neither recognizes the complexity of the redevelopment process. The redevelopment process is a gradual, incremental, and cumulative in nature and may take 20 to 30 years. This plan, therefore, concentrates on developing basic goals and policies which will be implemented through more detailed documents and processes.

Fundamental to these processes are safe guards which include this plan, the retention of some powers by the City, an orderly and continuing process of public input, and the development of annual objectives.

### **IMPLEMENTATION GOAL 1:**

**IMPLEMENT THE DOWNTOWN REDEVELOPMENT PLAN AND REDEVELOP DOWNTOWN AS PART OF AN ORDERLY PROCESS WITH ADEQUATE SAFEGUARDS, PUBLIC INPUT, AND HARMONIOUS PUBLIC AND PRIVATE LEADERSHIP.**

**IMPLEMENTATION POLICY 1.1:** IMPLEMENT LAND USE POLICIES THROUGH THE DOWNTOWN DEVELOPMENT ORDER AND RELATED LAND USE REGULATIONS.

**IMPLEMENTATION POLICY 1.2:** IMPLEMENT CAPITAL IMPROVEMENTS POLICIES THROUGH THE DOWNTOWN DEVELOPMENT ORDER, THE CITY'S VISIONS 90 PROGRAM AND RELATED RESOLUTIONS AND ORDINANCES.

**IMPLEMENTATION POLICY 1.3:** IMPLEMENT AN ORDERLY PROGRAM OF PUBLIC INPUT AND PLAN UPDATING THROUGH:

ESTABLISHING MEASURABLE OBJECTIVES FOR THE CRA ON AN ANNUAL BASIS.

HOLDING QUARTERLY INFORMATIONAL AND PLANNING WORKSHOPS TO GATHER PUBLIC AND PROPERTY OWNER INPUT, DISCUSS PROBLEM AREAS AND OPPORTUNITIES IN THE DOWNTOWN, AND ASSIST IN THE DEVELOPMENT OF ANNUAL OBJECTIVES.

ESTABLISHING SPECIAL TASK FORCES OF LIMITED DURATION TO ADDRESS SPECIFIC ISSUES IN THE DOWNTOWN AND TO REPORT THE CRA BOARD.

DEVELOPING CASE STUDIES ON SPECIFIC ISSUES IN THE DOWNTOWN FOR DISCUSSION AT QUARTERLY INFORMATIONAL OR PLANNING MEETINGS.

**IMPLEMENTATION POLICY 1.4:** PROVIDE ADEQUATE SAFEGUARDS THROUGH THE RETENTION OF POWER BY THE CITY COUNCIL TO:

ZONE OR REZONE

ABANDON OR VACATE STREETS

APPROVE THE USE OF EMINENT DOMAIN POWERS TO ACQUIRE PROPERTY WITHIN THE AREA

APPROVE THE EXPENDITURE OF LOCAL PUBLIC FUNDS, IF ANY, FOR THE CONSTRUCTION OF A NEW CONNECTOR FROM MIZNER PARK TO ROYAL PALM PLAZA.

## ***BIBLIOGRAPHY***

*Barton-Aschman Associates, Boca Raton Downtown Traffic Planning Study, February, 1987.*

*Boca Raton Chamber of Commerce. Boca Raton Annual 1987.*

*Boca Raton Community Redevelopment Agency Resolution 94-1-CRA, . "Action Plan". January 10, 1994.*

*Boca Raton Community Redevelopment Agency. Boca Raton Downtown Development of Regional Impact Application for Development Approval. Boca Raton, FL: Boca Raton Community Redevelopment Agency, July 1987.*

*Boca Raton Community Redevelopment Agency. "Downtown". Spring 1987.*

*Boca Raton Community Redevelopment Agency. "Downtown". Winter 1987/88.*

*Boca Raton Community Redevelopment Agency. "Workshop Report", December, 1993.*

*Boca Raton Department of Community Development. City of Boca Raton, Florida General Information. (no date).*

*Boca Raton Department of Community Development. "Proposed Community Redevelopment Area for Boca Raton Central Business District." August 1980.*

*Boca Raton Department of Community Development Special Projects Division. City of Boca Raton Statistical Abstract. 1981 (Revised April 1985).*

*City of Boca Raton, Downtown Development Committee & Chamber of Commerce, Boca Raton Downtown, June, 1980.*

*City of Boca Raton Code, Community Development Regulations, Art. X, 25-250 - 260 (1982).*

*City of Boca Raton Resolution 28-88, Granting a DOWNTOWN DEVELOPMENT ORDER, March 15, 1988..*

*City of Boca Raton Ordinance 4035, Granting a AMENDED DOWNTOWN DEVELOPMENT ORDER, October 13, 1992.*

*City of Boca Baton Resolution 110-82, Declaring a Blighted Area Within the City, (July 27,1982).*

*City of Boca Raton Staff. COMPLAN '79. Adopted June 28,1979, Revised October 30,1986.*

*City of Boca Raton, COMPREHENSIVE PLAN. Adopted November 14, 1989.*

*City of Boca Raton, DOWNTOWN REDEVELOPMENT BOCA RATON PLAN SUPPLEMENT, Adopted December 15,1988.*

*City of Boca Raton, REDEVELOPMENT OF DOWNTOWN BOCA RATON, Adopted August 10, 1982.*

*Community Development Department Staff, City of Boca Raton. Housing Element Inventory of Existing Housing Supply. Boca Baton, FL: City of Boca Raton Department of Community Development, August 1987.*

*Community Redevelopment Agency, Downtown Development of Regional Impact, July, 1987.*

*Community Redevelopment Agency, Mizner Park Feasibility Study, July, 1987.*

*Community Redevelopment Agency and City of Boca Raton, Visions 90. A Partnership Plan for Downtown, February, 1988.*

*Community Redevelopment Agency and City of Boca Raton, Visions 90 Capital Project, June 1, 1990.*

Cox, William, Architect. "The Reawakening of Mizner's Dream" (brochure) Coral Gables, FL, (no date).

Cox, William, Architect, and Mozley Company, Inc., Planners. Boca Raton Streetscape Plan (map) (no date)

Cox, William, Architect, Mozley Company, Inc., Planners, and Grant Thornbrough, Landscape Architect. Beautification Plan for the City of Boca Raton. Coral Gables, FL: William Cox, Architect. (no date)

Curl, Donald W.. Mizner's Florida - American Resort Architecture. New York: The Architectural History Foundation, 1984.

George, Robert E.. City of Boca Raton Population Projections and Characteristics 1987 - 2010. Boca Baton, FL: Robert E. George, November 25, 1987.

George, Robert E.. "Revised Phasing Plan", Memorandum to Joyce Costomiris and the DR Team, Boca Baton Community Redevelopment Agency, April 23, 1987.

Goodkin Research, A Market Analysis to Determine Real Estate Redevelopment Potentials For Downtown Boca Raton, January, 1988.

Goodkin Research Corporation. A Market Analysis to Determine Real Estate Redevelopment Potentials for Downtown Boca Baton. Florida. Lauderdale-By-The-Sea, FL: Goodkin Research Corporation, May 8, 1987.

Good kin Research Corporation. A Market Analysis to Determine Real Estate Redevelopment Potentials for Downtown Boca Raton. Florida. Lauderdale-By-The-Sea, FL: Goodkin Research Corporation, May 8, 1987, revised November 6,1987.

Infrastructure Plan for the Downtown DRI 1987 - 2017, Draft Report for the Boca Raton Community Redevelopment Agency. May 20,1987.

Post, Buckley, Schuh & Jernigan, Stormwater Management Program for Downtown Boca Raton, February, 1984.

*Siemon, Larsen, Mattlin & Purdy. Mizner Park. Feasibility Study Interim Report. Chicago, IL: Siemon, Larsen, Mattlin & Purdy. July 13, 1987.*

*Siemon, Larsen & Purdy, Downtown Boca Raton Community Redevelopment Plan Supplement, April, 1988.*

*Students of the College of Architecture and Urban Studies,. University of Florida, Redevelopment in Boca Raton: Case Studies - Concepts for Boca Raton's Downtown Redevelopment. Gainesville, FL: University of Florida, January, 1983.*

*Wallace, Roberts & Todd, Downtown Boca Raton, August, 1982.*

## **Legal Description**

The Boca Raton Community Redevelopment Area consists of approximately 344 acres of property located in Sections 19, 20, 29 and 30, Township 47 South and Range 43 East. The area is delineated on the map entitled "Redevelopment Area Boundary" and is more particularly described as follows:

Beginning at the intersection of the Eastern boundary of South Federal Highway (U.S.Route 1) and the Southern boundary of S.E. 11th Street known as the Point of Beginning;

Thence run West along the Southern boundary of Southeast 11th Street to the Western boundary of South Dixie Highway;

Thence run South along the Western boundary of South Dixie Highway 100 feet more or less;

Thence run West to Western boundary of Southwest 3rd Avenue extended South, by a straight line coincident with the Southern boundary of the Camino Gardens Plaza;

Then run North along the Western boundary of Southeast 3rd Avenue to the Northern boundary of Boca Raton Square Gateway Plaza extended West;

Thence run East along the Northern boundary of Boca Raton Square Gateway Plaza and its straight extension to the Western boundary of South Dixie Highway;

Then run North along the Western boundary of S. Dixie Highway to the Southern boundary of West Royal Palm Road extended East;

Thence run West along the Southern boundary of East and West Royal Palm Road to the Western boundary of Southwest 2nd Avenue;

Thence run North along the Western boundary of Southwest 2nd Avenue to the Southern boundary of West Palmetto Park Road;

Thence run West along the Southern boundary of West Palmetto Park Road to the Western boundary of Crawford Boulevard;

Thence run North along the Western boundary of Crawford Boulevard to the Northern boundary of Northwest 4th Diagonal;

Thence run Southeast to the intersection of Northwest 4th Diagonal, West 4th Street and Northwest 2nd Avenue;

Thence run South along the Eastern boundary of Northwest 2nd Avenue to the Northern boundary of Northwest 3rd Street;

Thence run East along the Northern boundary of Northwest 3rd Street to the Western boundary of North Dixie Highway;

Thence run North along the Western boundary of North Dixie Highway to the Northern boundary of Northeast 8th Street;

Thence run East along the Northern boundary of Northeast 8th Street, crossing N. Federal Highway to the Northern boundary of Northeast 6th Street;

Thence run East along the Northern boundary of Northeast 6th Street to the Eastern boundary of Northeast 2nd Avenue;

Thence run South along the Western boundary of Northeast 2nd Avenue to the Northern boundary of Boca Raton Road;

Thence run East along the Northern boundary of Boca Raton Road to the Eastern boundary of Northeast 5th Avenue;

Thence run South along the Eastern boundary of Northeast 5th Avenue and Southeast 5th Avenue to the Southern boundary of East Royal Palm Road;

Thence run Westerly along the Southern boundary of East Royal Palm Road to an intersection with the Western boundary of Golfview Drive, as shown on the plat of Spanish River Land Co., Plat Book 16, Pages 27 and 28;

Thence Southerly along the Eastern boundary of Golfview Drive a distance of 165feet to a point;

Thence Easterly, at a right angle to the last described course, a distance of 500 feet;

Thence run Southwesterly along a line which is 500 feet East and parallel to the Southeast line of Golfview Drive to a point which is 500 feet east of the Eastern boundary of South Federal Highway and then South parallel to Federal Highway to the Southern boundary of East Camino Real;

Thence run West along the Southern boundary of East Camino Real to the Eastern boundary of South Federal Highway;

Thence run South along the Eastern boundary of South Federal Highway to the intersection of South Federal Highway and Southeast 11th Street and the Point of Beginning,