



CITY OF Boca Raton

Ordinance No. 5807

DEVELOPMENT SERVICES
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Date: September 1, 2026

To: Mayor and City Council

From: Mark Sohaney *Sold*
City Manager

Subject: Ordinance Amending the Amended Downtown Plan (A Community Redevelopment Plan) to update Section XI, "Planned Services and Infrastructure Improvements," Identifying Specific Redevelopment Projects for Purposes of Section 163.387(7), Florida Statutes. (SC-26-06/PZSC-2026-00002)

RECOMMENDATION: I recommend approval of the above-referenced Ordinance amending Section XI, "Planned Services and Infrastructure Improvements," of the Amended Downtown Plan to update the specific redevelopment projects identified therein.

BACKGROUND: Section XI, "Planned Services and Infrastructure Improvements," of the Amended Downtown Plan identifies specific redevelopment projects undertaken by the Boca Raton Community Redevelopment Agency. Section 163.387(7)(d), Florida Statutes, provides for the appropriation of redevelopment trust fund revenues remaining at the end of a fiscal year to a specific redevelopment project pursuant to an approved community redevelopment plan. The proposed amendments update Section XI to reflect current redevelopment initiatives and corresponding CRA Capital Improvement Program projects. The principal amendments include:

- a. Removal of the Brightline Train Station East Platform project, CRA CIP Project No. 1440524.
- b. Replacement of the Transit Oriented Community (TOC) Redevelopment Downtown project, CRA CIP Project No. 1440525, with Resident-Led Memorial Park Enhancements, CRA CIP Project No. 1440827.
- c. Replacement of the prior historic public building project with Old Town Hall Rehabilitation and Preservation, CRA CIP Project No. 1440927.

These amendments are intended to update the specific redevelopment projects identified in Section XI and maintain consistency among the Amended Downtown Plan, the CRA Capital Improvement Program, and the CRA's annual budget.

PUBLIC HEARINGS: Approval of this Ordinance requires introduction by City Council, review and recommendation by the CRA, and a public hearing before the City Council.

The tentative schedule for review and adoption of the Ordinance is as follows:

City Council Ordinance Introduction:	September 8, 2026
Community Redevelopment Agency:	September 22, 2026
City Council Public Hearing:	September 22, 2026

STAY CONNECTED   

- AN EQUAL OPPORTUNITY EMPLOYER -

FISCAL IMPACT: There is no fiscal impact associated with this proposed request.

STRATEGIC IMPACT: This amendment to the Downtown Plan adds the specific redevelopment projects that support the City's World Class Services and Vibrant Economy strategic focus areas.

BUSINESS ESTIMATE IMPACT: None

Document originated by: Arlene Cheese-Nelson, DDRI Planning Analyst



ORDINANCE

5807

1
2 AN ORDINANCE OF THE CITY OF BOCA RATON
3 AMENDING THE AMENDED DOWNTOWN PLAN (A
4 COMMUNITY REDEVELOPMENT PLAN) TO UPDATE
5 SECTION XI, "PLANNED SERVICES AND
6 INFRASTRUCTURE IMPROVEMENTS," IDENTIFYING
7 SPECIFIC REDEVELOPMENT PROJECTS FOR PURPOSES
8 OF SECTION 163.387(7), FLORIDA STATUTES; PROVIDING
9 FOR SEVERABILITY; PROVIDING FOR REPEALER;
10 PROVIDING AN EFFECTIVE DATE (SC-26-06/PZSC-2026-
11 00002)

12
13 WHEREAS, on August 10, 1982, the City Council of the City of Boca Raton adopted
14 Ordinance No. 3109, which approved a Community Redevelopment Plan for Downtown Boca
15 Raton ("Downtown Plan"), pursuant to the applicable provisions of Chapter 163, Part III Florida
16 Statutes; and

17 WHEREAS, on January 24, 1995, the City Council adopted Ordinance No. 4203, which
18 adopted an amendment to the Downtown Plan; and

19 WHEREAS, on November 12, 2008, the City Council adopted Ordinance 5051, on

1 September 9, 2020, the City Council adopted Ordinance No. 5530, on May 23, 2023, the City
2 Council adopted Ordinance No. 5648, on November 14, 2023, the City Council adopted
3 Ordinance No. 5652, each of which further amended the Downtown Plan, ("Amended Downtown
4 Plan"); and

5 WHEREAS, Section 163.387(7)(d), Florida Statutes, states that Tax Increment Funds
6 (TIF) remaining at the end of a fiscal year are to be appropriated (among other things) to a specific
7 redevelopment project pursuant to the approved community redevelopment plan; and

8 WHEREAS, on July 23, 2024, the Council adopted Ordinance No. 5695, adding a new
9 Section XI. of the Amended Downtown Plan to include a list of specific redevelopment projects
10 for which excess TIF funds are planned to be expended; and

11 WHEREAS, on September 9, 2024, the Council adopted Ordinance No. 5748,
12 amending Section XI. of the Amended Downtown Pan as well as other policies including
13 Marketing and Community Policing to ensure consistency with the capital redevelopment projects;
14 and

15 WHEREAS, Section XI. of the Amended Downtown Plan is being further amended to
16 modify the list of specific projects for which excess TIF funds are planned; and

17 WHEREAS, Section XI of the Amended Downtown Plan presently identifies Project No.
18 1440525, Transit Oriented Community Redevelopment Downtown, which included planning and
19 redevelopment activities involving the City's governmental campus area, recreational and civic
20 uses, pedestrian improvements, mobility, connectivity, and related redevelopment activities; and

21 WHEREAS, the redevelopment concept for the Memorial Park and governmental
22 campus area has subsequently been revised, and the City is now proceeding with a resident led
23 master-planning and redevelopment process identified as Project No. 1440827, Resident-Led
24 Memorial Park Enhancements; and

25 WHEREAS, the City Council is in the process of selecting a multidisciplinary
26 professional consultant to conduct a community driven master planning process for the Memorial

1 Park and governmental campus area involving evaluation of existing conditions, public and
2 stakeholder engagement, development and evaluation of conceptual alternatives, refinement of
3 those alternatives based upon public input, and preparation of a preferred master plan and
4 implementation framework; and

5 WHEREAS, the City Council desires to amend Section XI to identify and describe
6 Project No. 1440827 and otherwise update the specific redevelopment projects identified therein
7 to maintain consistency among the Amended Downtown Plan, the CRA Capital Improvement
8 Program, and the CRA's annual budget; and

9 WHEREAS, the CRA has recommended the Amended Downtown Plan be so further
10 amended; and

11 WHEREAS, the City Council has held a public hearing on the proposed amendment to
12 the Amended Downtown Plan, after public notice thereof; now therefore

13
14 THE CITY OF BOCA RATON HEREBY ORDAINS:
15

16 Section 1. The Amended Downtown Plan is hereby amended as follows:
17
18

19 * * *

20 **XI. Planned Services and Infrastructure Improvements**

21 Pursuant to Florida Statute Section 163.387(7)(d), an appropriation of TIF funds, unexpended at the
22 end of the fiscal year, for a redevelopment project, must be specifically identified in an approved
23 community redevelopment plan. Specific redevelopment projects that support the Agency goals
24 and objectives for a safe and walkable downtown are listed below. Each project's budget (or portion
25 of the project's budget) is approved annually, and projects may have funds appropriated from the

current year's unexpended TIF funds that may be expended in the next year or may be reappropriated. Such appropriations will be approved through the budget process.

1. **DOWNTOWN HARDSCAPE PROGRAM:** Introduce new decorative planters, benches and trash receptacles, all of which sustain and enhance the longevity of the specialized infrastructure and aesthetics of the Downtown; enhancing Downtown's paver blocks, stamped concrete and the other decorative surfaces to reinforce the Downtown's unique hardscape. This project supports Beautification Goal Policies 1.1, 1.2 and 1.3 by providing a continuous and inviting system of walks. (CRA CIP Project #1440033)

2. **TRAFFIC LIGHTING/MAST ARM ENHANCEMENTS:** Reinforcing the unique street aesthetics and safety of the Downtown by the systematic enhancement of traffic lighting and mast arm poles at all the signalized intersections within the Downtown for consistency with the Downtown Design Standards. This project supports Infrastructure Policies 1.1 and 1.4, and Beautification Policy 1.1 through sustainable and resilient infrastructure, including enhanced/specialized traffic signals, management systems, and decorative street lighting, enhancing the pedestrian experience through safe walkability lighting, and establishing a theme and standards for street lights. (CRA CIP Project #1440111)

3. **DOWNTOWN DECORATIVE STREET LIGHTS:** Phased enhancement of decorative streetlights within the Downtown. This project supports Infrastructure Policies 1.1 and 1.4, and Land Use Policy 3.5 by enhancing the identity and aesthetics of Downtown through sustainable and resilient infrastructure, including crosswalks to enhance the pedestrian experience and specialized lighting and signage to ensure safe walkability and educate pedestrians. (CRA CIP Project #1440114)

4. **DOWNTOWN PALMETTO PARK ROAD CONNECTIVITY AND MOBILITY:** A comprehensive evaluation and analysis of the East Palmetto Park Road corridor

1 between Federal Highway and NE 5th Avenue focused on enhancing connectivity
2 and mobility, including the implementation, development and construction of
3 creative corridor alternatives that enhance functionality and aesthetics and advance
4 connectivity and mobility goals. This project supports Infrastructure Policies 1.1
5 and 1.3, and Transportation Policy 1.1 by enhancing sustainable and resilient
6 infrastructure, including sidewalks, pedestrian pathways, walkability connectors,
7 crosswalks, benches, and trash receptacles, aiming to improve the pedestrian
8 experience through complete streets projects and ensure that traffic improvements
9 facilitate adequate access and connectivity throughout the Downtown. (CRA CIP
10 Project #1440324)

- 11 **5. WALKABILITY IMPROVEMENTS DOWNTOWN:** Walkability enhancements
12 including, but not limited to, inroad crosswalk lighting, leading pedestrian intervals,
13 pedestrian signal heads, ride share waiting areas, lighting, flashing beacons at
14 crosswalks and signage. This project supports Land Use Policy 3.5, Infrastructure
15 Policies 1.1 and 1.4, and Transportation Policy 1.1 by enhancing the pedestrian
16 experience and ensuring safe walkability through sustainable and resilient
17 infrastructure including sidewalks, pedestrian pathways, walkability connectors,
18 and crosswalks, and providing adequate access and pedestrian connectivity to and
19 within the Downtown. (CRA CIP Project #1440207)

- 20 **6. DRAINAGE IMPROVEMENTS:** The construction of new and enhanced drainage
21 infrastructure and improvements in conformance with the Downtown master permit
22 from the South Florida Water Management District, to support the unique
23 Downtown infrastructure, address localized and isolated flooding problems
24 throughout the Downtown, and enhance the sustainability and reliability of the
25 Downtown roadway network. As climate change and sea level rise continue to
26 impact the City's infrastructure, drainage systems will play an increasingly

important role in protecting infrastructure investments. Enhancements will seek to incorporate industry best-practices and innovative methods to address the impacts of climate change on Downtown infrastructure. This project supports Drainage Policy 1.2 for sustainable and resilient drainage systems and drainage system capacity in the Downtown area. (CRA CIP Project #1440424)

7. **ROADWAY AND SIDEWALK ENHANCEMENT:** Upgrade and enhance the functionality and aesthetics of the Downtown roadway and sidewalk infrastructure to enhance the overall experience through periodic inspections/development and implementation of a uniform system to optimize resurfacing, rejuvenation and reconstruction of the roadway and sidewalk infrastructure. This project supports Infrastructure Policy 1.1 through sustainable and resilient infrastructure and unique Downtown components including roadways, sidewalks and pedestrian pathways and walkability connectors. (CRA CIP Project #1440624)

8. **DOWNTOWN PARKS ELECTRICAL UPGRADES-MIZNER PARK AND SANBORN SQUARE:** Enhance and upgrade the underground utility infrastructure to support, among other things, high impact events in Downtown parks that require significant electricity sources for nighttime activities and lighting (holidays and pedestrian activations, etc.), including support for street lighting, and upgraded electrical circuits to increase reliability of the electricity within and surrounding Mizner Park and Sanborn Square. This project supports Land Use Policy 6.1 and Infrastructure Policy 1.1 by improving recreational facilities to provide a functional and attractive system of open space, and enhancing sustainable and resilient infrastructure within the Downtown. (CRA CIP Project # 1440507)

9. **SANBORN SQUARE RENOVATIONS/ACTIVATIONS:** Redesign and enhance the park (which is over 30 years old) and to activate and encourage pedestrians and visitors to utilize the park. This project supports Land Use Policies 5.3, 6.1, and

6.2, and Infrastructure Policy 1.1 by promoting and supporting a comprehensive program of cultural and community activities on appropriate public sites in the Downtown, improving recreational facilities to provide a functional and attractive system of open space and a comprehensive program of recreation activities that are culturally/community oriented, and through sustainable and resilient infrastructure and unique Downtown components. (CRA CIP Project #1600218)

10. MIZNER PARK IMPROVEMENTS: Mizner Park is a signature location within the Downtown. Infrastructure enhancements in anticipation of increased pedestrian and vehicular traffic because of the Brightline Train Station, including upgrades/enhancements of pavers, walkways and/or driveways, drainage infrastructure, security cameras, signage, electrical infrastructure, street furniture/benches and trash receptacles, gazebos. This project supports Land Use Policies 1.1, 2.5, and 6.1, and Infrastructure Policy 1.1 by providing a diverse mix of land uses throughout the Downtown with quality urban design and enhancing Mizner Park's role as a focal point, encouraging community gathering and socialization opportunities, improving recreational facilities to provide a functional and attractive system of open space, and through sustainable and resilient infrastructure. (CRA CIP Project #1440607)

11. CRA PARKING ANALYSIS & PLANNING: This project evaluates and develops specialized parking strategies to enhance vehicular circulation and mobility generally, parking management in the Downtown, including directional signage to existing parking facility(ies). This project supports Infrastructure Policy 1.1, and Transportation Policy 1.6 through sustainable and resilient infrastructure, including enhanced parking facilities and management systems, encouraging the expansion of common parking areas for multiple sites, and promoting efficient use of parking facilities through effective parking management systems. (CRA CIP Project

#1440225)

12. DOWNTOWN TRANSIT PROGRAM (TDM): This project is focused on developing a transit program for Downtown to increase personal mobility and reduce the number of single-occupancy vehicles on the road by providing a safe and efficient transit system that connects residents and visitors to Downtown. This project supports Transportation Policies 1.3 and 1.7 by encouraging and supporting the use of traffic management systems, such as ride sharing and transit systems, and establishing a Downtown circulator system to connect major attractors, parking areas, and mass transit. (CRA CIP Project #1440325)

~~**13. BRIGHTLINE TRAIN STATION EAST PLATFORM:** This project is focused on the design and construction of a platform and crossover bridge for the east side of the station and other appropriate improvements to facilitate ease of use and safety for riders as they enter and exit the train. This project supports Transportation Policy 1.9 and the expansion of the Brightline Train Station as a convenient and accessible element within the Downtown, and enhances connectivity and safety of passengers and visitors into Downtown. (CRA CIP Project #1440524)~~

13 44. EAST/WEST PEDESTRIAN CONNECTIVITY CONSULTANT AND IMPLEMENTATION: This project analyzes and evaluates options to provide East/West pedestrian connectivity within Downtown and to overcome barriers to access the Downtown, including but not limited to, Federal Highway, Dixie Highway and the Railroad tracks, and the design and implementation of appropriate options. This project supports Infrastructure Policies 1.1, 1.3, and 1.4 and Transportation Policy 1.1 through sustainable and resilient infrastructure, including sidewalks, pedestrian pathways, walkability connectors, crosswalks, benches, and trash receptacles; encouraging complete streets projects to improve the pedestrian

experience; enhancing the pedestrian experience in the Downtown area; and designing traffic improvements to provide adequate access and pedestrian connectivity within the Downtown. (CRA CIP Project #1440724)

14 15. RESIDENT LED MEMORIAL PARK ENHANCEMENT TRANSIT-ORIENTED

COMMUNITY (TOC) REDEVELOPMENT DOWNTOWN: This project is a coordinated redevelopment undertaking involving Memorial Park and the surrounding governmental campus area within the Downtown Community Redevelopment Area. The project area consists of approximately 17 acres of City-owned property and associated public spaces and rights-of-way centered upon Memorial Park and the existing civic and recreational campus. The project provides for the planning, design, rehabilitation, redevelopment, enhancement, and implementation of eligible public improvements within the project area to improve its recreational, community, cultural, historic, pedestrian, public space, accessibility, infrastructure, mobility, and connectivity functions. The contemplated redevelopment may include parks, playgrounds, open spaces and recreational improvements; eligible community and recreational facilities and improvements; preservation and rehabilitation of historic resources; pedestrian, bicycle and accessibility improvements; mobility and connectivity improvements; parking, circulation and access improvements; utilities and supporting infrastructure; landscaping, shade, plazas and other public realm improvements; site preparation; and other physical improvements necessary or appropriate to accomplish redevelopment of Memorial Park and the surrounding project area. The project is being advanced through a resident led master planning and public engagement process that includes evaluation of existing conditions, community and stakeholder engagement, development and evaluation of conceptual alternatives, refinement of those alternatives based upon public input, and preparation of a preferred master

1 plan and implementation framework. That process will refine the design,
2 configuration, scope, phasing, location of individual components, and estimated
3 cost of the project without altering the identity of the project as the redevelopment
4 and enhancement of Memorial Park and the surrounding governmental campus
5 area. The broader master planning process may evaluate City Hall, governmental
6 administrative facilities, or other improvements that are not eligible for expenditure
7 of redevelopment trust fund revenues. CRA funding for Project No. 1440827 shall
8 be limited to those project components and expenditures independently authorized
9 under Part III of Chapter 163, Florida Statutes, consistent with this Amended
10 Downtown Plan, and appropriated through the CRA's annual budget. The inclusion
11 or evaluation of a facility or improvement as part of the broader master plan shall
12 not, standing alone, constitute a determination that such facility or improvement is
13 eligible for CRA funding. This project supports Land Use Goal 6 and Land Use
14 Policy 6.2 by maintaining and improving functional and attractive recreational
15 facilities that serve a range of ages, abilities and interests; Land Use Policy 5.3 by
16 supporting cultural and community activities on public Downtown sites; Urban
17 Design Policy 1.5 by preserving historic and architectural significant buildings; and
18 Infrastructure Policy 1.1 through sustainable improvements to unique Downtown
19 components; and applicable transportation and connectivity policies through
20 improvements to pedestrian access, mobility, safety and connectivity. This project
21 focuses on development of planning concepts, goals, processes, designs,
22 regulations and implementation of same to create a TOC district within the
23 Downtown, near the Brightline Train Station and adjacent areas including the City's
24 "government campus" area, by the functional integration of land use and transit and
25 the encouragement/creation of a walkable, mixed use community within walking
26 distance to the train station. TOC efforts will enhance redevelopment and

1 ~~revitalization efforts through, among other things, potential public and private~~
2 ~~investment, potential acquisition of property necessary to relocate and develop~~
3 ~~recreational activities and civic uses, zoning and redevelopment approaches to~~
4 ~~encourage investment and vibrant Downtown structures and uses, as well as~~
5 ~~promoting pedestrian-oriented mixed uses and utilizing mobility and connectivity~~
6 ~~elements. This project supports Beautification Policy 1.1, Infrastructure Policies~~
7 ~~1.1, 1.3 and 1.4, Land Use Policy 3.5, and Transportation Policy 1.8 that ensures a~~
8 ~~standard for Downtown, through sustainable and resilient infrastructure and~~
9 ~~complete streets projects to improve the pedestrian experience with safe walkability~~
10 ~~and education of pedestrians, that encourages Transit Oriented Design (TOD)~~
11 ~~elements to support redevelopment efforts for enhanced walkability and mobility~~
12 ~~near mass transit in the Downtown. (CRA CIP Project #14408271440525)~~

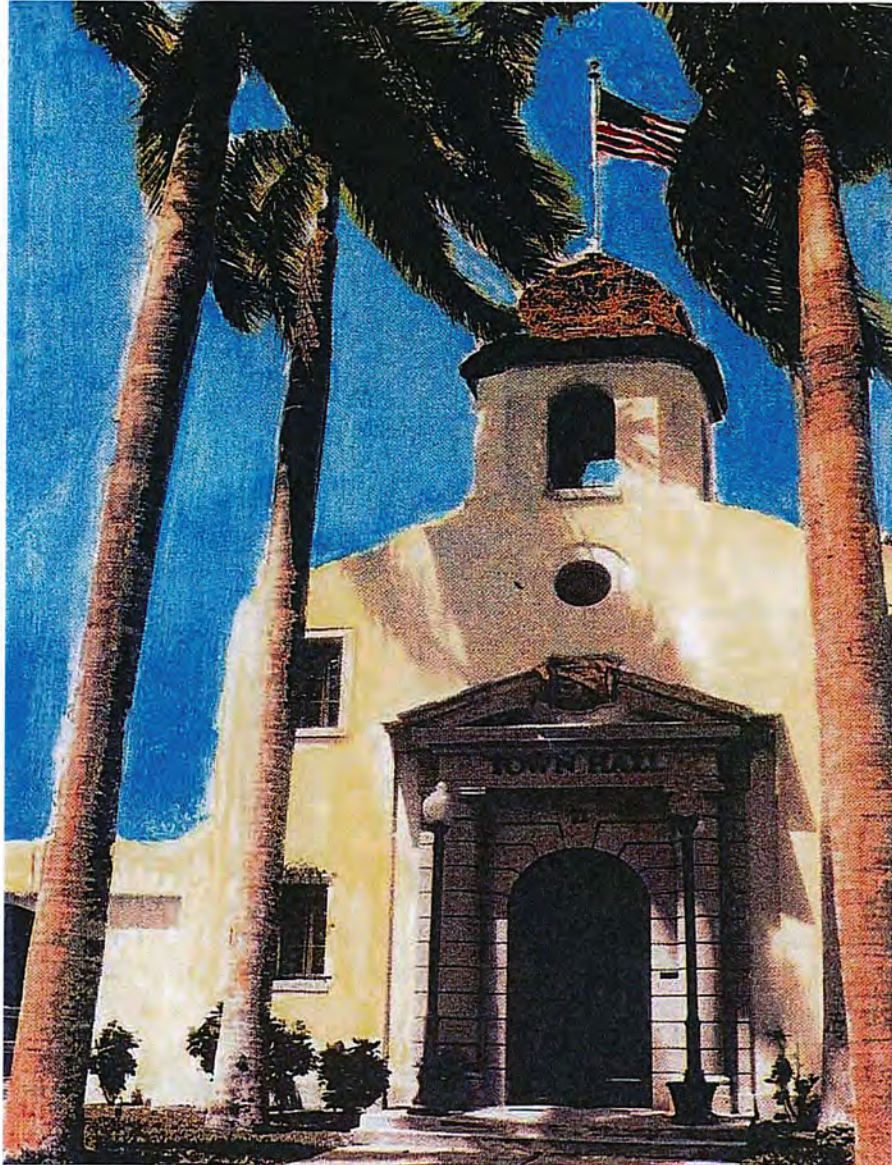
13
14 **15 46. MIZNER PARK AMPHITHEATER:** Renovation plan for the Mizner Park
15 Amphitheater, incorporating crucial upgrades to drainage systems and restroom
16 facilities. The primary goal remains to modernize the interior, enhancing stage
17 functionality, artist and crew facilities, and technical infrastructure, while addressing
18 essential infrastructure needs. Improvements to the Mizner Park Amphitheater
19 ensures it remains a premier venue capable of attracting high-caliber performances
20 and events, enriching the cultural landscape within Downtown. This project
21 supports Land Use Policies 6.1 and 6.2, and Infrastructure Policy 1.1 by improving
22 recreational facilities to provide a functional and attractive system of open space,
23 offering a comprehensive program of culturally and community-oriented
24 recreational activities as a component to the outdoor recreation program, and
25 through sustainable and resilient infrastructure. (CRA CIP Project # 1440711)
26

1 **16 47. OLD TOWN HALL REHABILITATION AND PRESERVATION RELOCATION**

2 **OF HISTORIC PUBLIC BUILDING:** This project provides for the rehabilitation,
3 restoration, preservation, and enhancement of historic Old Town Hall within the
4 Downtown Community Redevelopment Area. Improvements may include structural
5 stabilization; preservation and restoration of historic architectural features,
6 including the dome; upgrades or replacement of exterior doors; accessibility
7 improvements; improvements to the associated parking area and site access; and
8 related planning, design, engineering, and construction necessary to preserve the
9 historic resource and maintain or enhance its functional public use. The project is
10 intended to address substantial rehabilitation and preservation needs associated
11 with age, deterioration, weather exposure, accessibility, or other conditions
12 affecting the continued use and preservation of the historic structure, and does not
13 include ordinary or routine maintenance. "Singing Pines," an historic structure
14 currently occupies a site within the Downtown that is slated for redevelopment as
15 part of the Downtown Campus P3 project, which will transform the area into a
16 mixed-use, transit-oriented district adjacent to the Brightline Train Station. This
17 historic building will be relocated to a City-owned site outside of the Downtown as
18 part of preparation of the site for redevelopment. This project supports
19 Beautification Policy 1.1, Infrastructure Policies 1.1, 1.3 and 1.4, and Land Use
20 Policy 3.5, that ensures a standard for Downtown, through consistent beautification,
21 sustainable and resilient infrastructure and enhanced pedestrian experience. (CRA
22 CIP Project # 14409271440417)

23
24 Section 2. If any section, subsection, clause or provision of this ordinance is held
25 invalid, the remainder shall not be affected by such invalidity.

AMENDED DOWNTOWN PLAN



BOCA RATON

As of 09/09/2025

AMENDED & RESTATED
with Ord. No. 5748

TABLE OF CONTENTS

I. Introduction	4
II. Vision.....	6
III. Context.....	11
Brief History of the Boca Raton Redevelopment	11
Population & Market	13
IV. Redevelopment Area Description	14
Downtown Subarea	19
V. Land Use & Urban Design	33
A. Land Use	
Goals & Policies	33
Retail	
Goals & Policies.....	34
Office	
Goals & Policies.....	36
Housing	
Goals & Policies	38
Cultural/Community Development	
Goals & Policies.....	41
Recreational & Open space	
Goals & Policies.....	43
B. Urban and Architectural Design	
Goals & Policies.....	46
VI. Infrastructure & Capital Improvements	
Transportation	
Goals & Policies.....	50
Potable Water	
Goals & Policies.....	56
Wastewater	
Goals & Policies.....	58
Drainage	
Goals & Policies.....	60
Beautification	
Goals & Policies	62

VII. Economic Environment, Finance, and Marketing	
Financing & Economic	
Goals & Policies.....	64
Marketing	
Goals & Policies.....	65
VIII. Management, Implementation, and Safe Guards	
Goals & Policies.....	67
IX. Community Oriented Policing	
Goals & Policies	69
X. Redevelopment Trust Fund & Tax Increment Financing	71
XI. Planned Services and Infrastructure Improvements.....	72
Bibliography	76
Legal Description	80

I. Introduction

In the late 1970s, Downtown Boca Raton was facing disinvestment, blight, outdated infrastructure, and failing retail. To usher in a new era of growth, the City took advantage of the tools offered by the Community Redevelopment Act of 1969 ("Act") and designated 344 acres in the Downtown as a Redevelopment Area in 1980. The Florida Legislature adopted the Act to provide a funding mechanism for municipalities and counties with economically distressed areas to increase the tax base and provide community enhancements to improve the quality of life. The financing mechanism used to fund redevelopment projects is Tax Increment Financing (TIF). TIF Districts allow local governments to capture increment revenue generated within the Redevelopment Area for use on redevelopment projects. TIF values are 95 percent of the increase in ad valorem tax revenue from all properties within the Community Redevelopment Area from an established base year, and these revenues may only be used for redevelopment projects within the designated redevelopment area. In addition to declaring the Downtown blighted, pursuant to Ch. 163, Part III F.S., to be eligible to establish a TIF District, the City adopted an ordinance creating a Community Redevelopment Agency; adopted the original "Downtown Boca Raton Redevelopment Plan" in 1982; and established a trust fund.

As conditions changed within the Downtown area, the City adopted periodic updates to the original Redevelopment Plan. A summary of adopted plans is provided below.

The 1995 Amended Downtown Plan also established the timeframe for the trust fund ending January 24, 2025. Beginning with the adoption of the Interim Design Guidelines in 2008, Downtown Boca Raton. The DDRI was amended in 1992 by the adoption of Ordinance No. 4035. Reth the CRA experienced a change in the market from a predominately office driven business district towards a more robust mixed-use district with the inclusion of additional residential units into downtown. In 2020, Ordinance No. 5530 amended the Amended Downtown Plan to include relevant expenses and costs of redevelopment efforts in the Downtown.

In 1988, The City adopted Resolution No. 28-88, establishing the Downtown Development of Regional Impact (DDRI) Development Order for the 344.4 acres of solution No. 28-88 established architectural standards with which all development in Downtown Boca Raton was required to comply. Those standards included reference to the fundamental concepts found in the architecture of Addison Mizner and encouraged creative interpretation of the Mizner tradition. Ordinance No. 4035 continued those standards, which have been consistently applied to development proposals through the Individual Development Approval ("IDA") process. Those standards were based upon the urban and architectural design goals of the Community Redevelopment Plan. Because development and redevelopment of the Downtown have matured over the decades, it is appropriate to update those standards and the Amended Downtown Plan to reflect current design trends and to encourage more contemporary reinterpretations of the Mizner tradition to foster the creation of significant and iconic architecture in Downtown Boca Raton.

The impetus for the 2023 Plan update, which extended the life of the District and introduced more flexible architectural standards, was the recognition of the success of the CRA as a whole, and the need to provide updated policies that can guide the ongoing implementation of the City's Downtown vision. The 2024 Plan update includes specific redevelopment project details to ensure compliance with Florida Statutes Chapter 163.387(7)(d).

SUMMARY OF PLANS ADOPTED

- 1982 - Original Downtown Plan – the “Yellow Book”
- 1986 - Beautification Plan
- 1988 - Plan Supplement
 - “Blue Book Plan” Supplement
 - Downtown Development Order (Resolution No. 28-88)
- 1989 - Visions 90 Infrastructure and Financing Plan (Resolution No. 2988)
- 1993 - Ordinance No. 4035 – Amending the DDRI Development Order
- 1995 - Amended Downtown Plan (Ordinance No. 4203)
- 2008 - Interim Design Guidelines Incorporated into Amended Plan (Ordinance No. 5051)
- 2020 - Downtown Policing Program Incorporated into Amended Plan (Ordinance No. 5530)
- 2023 - Update and Expand the Urban and Architectural Goals (Ordinance No. 5648)
- 2023 - Extending the TIF to 8/10/2042 (Ordinance No. 5652)
- 2024 - Adding New Section: XI. Planned Services and Infrastructure Improvements (Ordinance No. 5695)
- 2025 - Updating Marketing Policy 1.2, Adding Community Policing Policy 1.4 and Updating Section XI.

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, considering the pedestrian realm and surrounding context
- comfortable pedestrian realm and experience
- expanded role of mixed uses, including residential
- real and perceived safety

Convenient:

- full range of services/amenities
- ease of access, circulation, parking, multi-modal options

Choice:

- multiple modes of transportation
- restaurants, shopping, entertainment
- place for a range of ages and diverse interests

Connected:

- strongly linked to the larger community by tri-rail, train, bus and circulator
- a strong North/South Linkage with a mid-block location between Federal Highway and Mizner
- Palmetto Park Road recognized as the major East/West link connecting downtown to Beach/Community

Unified Theme:

- harmonious leadership
- collaborative message with stakeholders
- 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 resulting in a vibrant and active Downtown

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 2025.

The day begins with employees arriving at their destinations by car or transit. The streets will be busy but the walk is pleasant since the sidewalks are framed with interesting architecture and lined with lush vegetation. Works of public art appear throughout the parks, plazas, and courtyards.

Once the workday has begun, a new bustle occurs in the shopping areas Downtown from Royal Palm Place to Mizner Park and along East Palmetto Park Road. Visitors enjoy a stop at the Historical Society and Museum/Visitor's Center, learning tidbits of area interests and activities, then take advantage of the local transit options that link all areas of Downtown.

At lunchtime, many enjoy relaxing in Sanborn Square Park and take advantage of restaurant and shopping options in Mizner Park and throughout Downtown. Office workers and visitors enjoy the vibrant activities.

Toward late afternoon, some of the Downtown employees begin to make plans for a night Downtown. Some remain for dinner and a movie, a show at The Studio, or a concert at the amphitheater. Many more come from other areas of the region for dinner, shopping, a concert or a show, and relaxing strolls through the Downtown area. Regardless of the night's itinerary, Downtown encourages visitors to "Come Early and Stay Late".

The next day the process begins anew.

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

EXHIBIT 1 DOWNTOWN

BOCA RATON VISION

Boca Raton is not a "hard edge city"¹. The Downtown should seamlessly integrate into the larger community. Downtown shall continue providing a rich mixture of uses, including office, retail, and a full array of residential, hotel, commercial, civic, cultural, and institutional uses linked and orchestrated by focusing on the street and pedestrian experience, encouraging visitors and connectivity by way of multi-modal transit.

The great cities of the world offer lasting continuity and unexpected joy. It is from the urban fabric made of the mix of buildings, the unity of the landscape, the well-framed 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 enjoy a walk? Can you stop for a drink? Is there shade? Is there sun? Can you safely cross the street? Is there a reason to cross the street?

Some elements which aid in transforming a city from an ordinary space to a work of art are these: wide, spacious sidewalks, curbs, lush trees, plants and hedges, flowers, shops, restaurants, cafes, benches, fountains, decorative lamp posts, awnings, wayfinding and art. It all goes together to transform "space" into "place".

Streets and open space systems provide the organizational framework for Downtown, accommodating development while providing flexibility in changing market conditions.

Design a city that is beautiful and people will embrace it.

¹"Hard edge" – an area physically and psychologically separated from its surrounding.

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.

III. Context

Brief History of the Boca Raton Redevelopment

In 1980, the Boca Raton City Council appointed members of the community to create the Boca Raton Community Redevelopment Agency (CRA), an independent special district focused on addressing an aging downtown. The 344 acres that make up the Boca Raton Community Redevelopment Area were blighted, deteriorating and stagnant with an insufficient infrastructure and a dilapidated mall.

The creation of the CRA was the foundation for the development and implementation of many laws, guidelines, land use controls and governance measures that would stimulate and regulate the smart growth and redevelopment of Downtown Boca Raton.

The vision for Downtown Boca Raton originated from a planning workshop of citizens, downtown property owners and downtown merchants who wanted a vibrant, live-work downtown. That vision then became the plan that was developed and modified throughout the years by community leaders, with input from residents, volunteers, developers, architects, regional agencies and the State of Florida.

In 1982, the CRA created the "Downtown Boca Raton Redevelopment Plan" which was adopted by the Boca Raton City Council. Although the purpose of the plan was to stimulate private development in the redevelopment area, the private initiatives didn't materialize as hoped. The plan did, however, generate early beautification efforts that included the expansion and refurbishment of Sanborn Square as a model for streetscape elements and architectural themes, which then spurred renovations in the surrounding areas. The vision for shaded, tree-lined, decorative walkways, benches and streetlights to create a pedestrian oriented downtown eventually grew into a formal Beautification Plan adopted by the CRA in 1986. It was in this Beautification Plan that the Arts Park concept, which eventually became Mizner Park, was first introduced. The Beautification Plan provided an illustration of what Downtown would look like and it served as a Master Plan for the downtown area.

Encouraged by the results of the beautification efforts, the independent CRA leaders were determined to provide additional incentives to lure new development to the area and decided to address the infrastructure problems downtown. In keeping with the state's comprehensive approach to growth management, the CRA proposed that the City seek approval at the state level for a Downtown Development of Regional Impact (DDRI) for the entire downtown. The Development of Regional Impact (DRI) process provided state and regional review of the potential impacts anticipated by large developments, such as the downtown, which because of its character, magnitude or location, would have a substantial effect on health, safety, or welfare of the citizens throughout the south Florida region. It was the Beautification Plan that provided the basis for the CRA to submit an application and pursue approval for an area-wide DDRI.

The DDRI application was completed in January 1988 by the independent CRA and a Development Order was approved by the City Council in March of 1988 by Resolution No. 28- 88. This Downtown Development Order (DDO), which is the primary controlling document for the DDRI, established the conditions, restrictions and limitations for development in the downtown. It allowed for approximately five million office equivalent square feet of new development in the downtown, in addition to approximately three million square feet of existing development. It established the Individual Development Approval (IDA) process for development projects, and designated development rights by category of use and equivalency factors for determining maximum density and intensity thresholds.

The DDO streamlined the planning process by removing the need for individual developers to make multiple planning applications to various local and regional planning authorities and it ensured measurable, controlled growth into the future under the DDRI.

As required by state and regional authorities in order to support the additional development proposed in the DDO, the City and CRA approved an Infrastructure and Financing Plan called Visions 90 in 1989. The Plan outlined necessary infrastructure and proposed funding sources to support the development of approximately five million additional office equivalent square feet as determined in the Development Order. The improvements through Visions 90 provided the downtown with efficient access to the regional road networks, expanded roads with improved intersections, upgraded water, sewer and drainage facilities and transformed downtown streets into attractive tree-lined ways with distinctive sidewalks, streetlights, traffic signals and outdoor furniture. This 45-million-dollar capital improvements program was funded and built by the cooperative efforts of the Florida Department of Transportation, Palm Beach County, the City of Boca Raton and downtown property owners. Major projects completed include Federal Highway, Dixie Highway, Palmetto Park Road, Camino Real, Mizner Boulevard and numerous side streets.

In May of 1989, the CRA and the City of Boca Raton partnered with Crocker & Company to develop the former Boca Mall site as a mixed-use redevelopment project. The project was approved by the voters in January 1989, involved the issuance of \$68 million dollars in bonds specifically for the Mizner Park Project, the acquisition of the Boca Mall site (30 acres), demolition of the mall and construction of a mixed use "urban village" incorporating public park facilities, mixed-use development and cultural facilities. Mizner Park opened in January of 1991. That same year, voters replaced the seven appointed members of the independent CRA board of commissioners with the five City Council members, and the CRA became a dependent special district of the City. The City Council members currently serve as the CRA Board.

The CRA vision started to take shape with Mizner Park completed and with more new development anticipated. Updates and revisions to the existing Development Order were amended in 1992 with Ordinance No. 4035 which recognized Mizner Park as the model for downtown redevelopment. It eliminated inconsistencies between the DDO and City Codes, eliminated duplicative conditions, and improved the clarity and effectiveness of the DDO based on four years of experience in developing Mizner Park. Ordinance No. 4035 also eliminated additional infrastructure improvements that were found to be unnecessary to the Downtown after a detailed analysis. The Ordinance was subsequently approved by voters on May 4, 1993.

The next decade would see significant growth in the downtown. Demolition of existing buildings made way for new projects that were inspired by urban design characteristics and would follow the design guidelines carefully defined in Ordinance No. 4035, thereby keeping in line with the spirit and intentions of the CRA vision.

Through the early part of the millennium and through the years of the recession, additional amendments to the DDO were adopted by the City and incorporated in response to market demands as the downtown came alive. After two decades of development in the downtown, leaders decided it was time for a review of the redevelopment area. On September 9, 2008 the City Council approved

an agreement with Urban Design Associates (UDA), a firm that specialized in the revitalization and expansion of cities worldwide. UDA's purpose was to build community consensus through design by hosting workshops, developing common goals and finding ways to coordinate the design of individual buildings with public spaces, neighborhoods and regional culture. These goals were to be realized through the development of revised design guidelines for downtown buildings. Work on these revised guidelines ultimately resulted in the Interim Design Guidelines (IDG) that were adopted on November 12, 2008.

The IDG would improve the design of downtown development projects by creating a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces through improved structural articulation and varied building heights. In order to address the public concerns over large bulk and flat top buildings, which lead to a loss of scale and character, the IDG outlined a method for determining building setbacks and height requirements based on street types. In allowable areas, and with certain criteria met, eligible buildings would be permitted to have additional height, based on greater setbacks and without an increase in building volume and floor area. These optional guidelines, if used by developers, would create articulated facades, a varied skyline and improved streetscapes.

The first building project completed as a "test case" under the new Interim Design Guidelines was the 208-unit complex known as the Mark at Cityscape located at 11 South Plaza Real adjacent to Palmetto Park Road. While the IDG guidelines were implemented through the new project, the improved articulation and building design were met with mixed reaction at a subsequent CRA public workshop in April 2015. With professional and public input, the CRA and the City are continuing their efforts to move forward with the creation of a Pattern Book for enhanced downtown design that can be implemented to carry on the vision of the CRA.

Population & Market –

The City of Boca Raton

The City of Boca Raton's demographic and economic statistical information are reported in the Annual Comprehensive Financial Report, which may be found on the City of Boca Raton website at: <https://myboca.us/153/Accounting-Division>.

IV. Description of Redevelopment Area

A. General

The 344 acre Redevelopment Area (Illustration 2) is delimited to the north, by the northernmost edge of Mizner Park; 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 was previously characterized by uneven development and a myriad of commercial and even some industrial tenants and uses. In some areas multiple ownership and small parcels flourished while in other areas of the downtown several large parcels had been consolidated. As a whole, the area was developed at a very low intensity. Some parcels had small buildings with no parking, while others had some surface parking, and a few larger buildings had vast surface parking lots. A significant number of parcels had no development at all.

In 1986, the CRA 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 CRA 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.

Today, approximately thirty years later, the area has a very different character. Nearly every parcel has structural development, with a significant number having experienced recent redevelopment. Redeveloped properties have trended toward large-scale residential and mixed-use projects with structured parking. Development has become increasingly urban with increased heights, densities, and building patterns that frame the street and avoid surface parking. Along with the physical changes, Downtown has experienced an atmospheric change, including a Brightline Train Station adjacent to the Downtown Library. It has grown into a lively regional attractor, bringing high-end tenants and luxury residences to a once struggling area. While this growth is consistent with the original vision for a bustling, vibrant downtown, ongoing efforts are necessary to address remaining challenges, prevent any reversion to blight and to continue fostering a sustainable, inclusive urban environment.

Table 4
Downtown Boca Raton

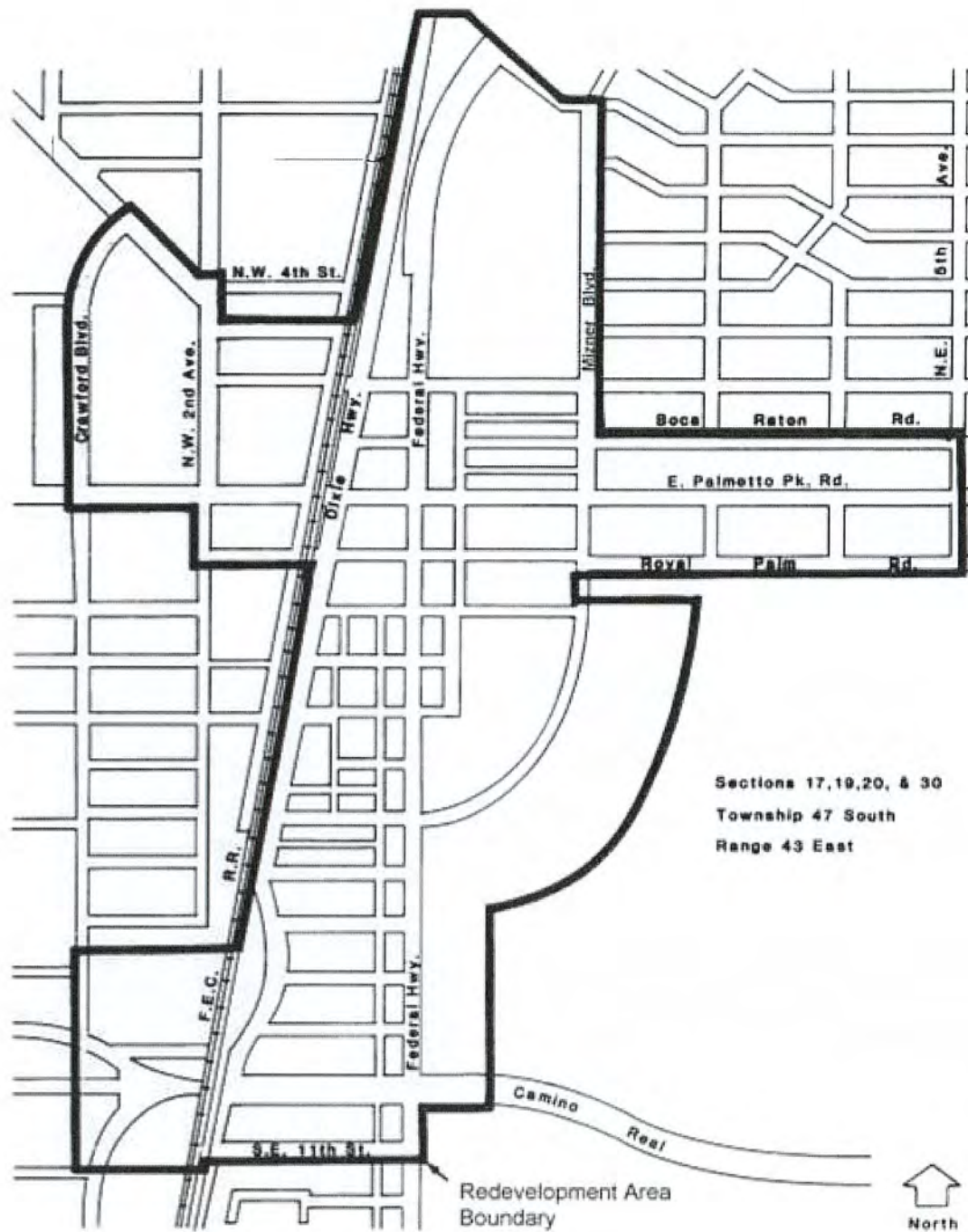
	Available Under Amended Development Order	Built as of March 15, 1994	Approved As of March 15, 1994	Balance Remaining
Office	2,970,310	796,675	443,047	1,730,588
Retail High	1,098,245	836,902	80,831	180,512
Retail Medium	172,565	12,771	20,000	139,794
Retail Low	0	0	0	0
Institutional Traffic	361,000	89,585	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 (7) 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 an existing Land Use Map of the Area.

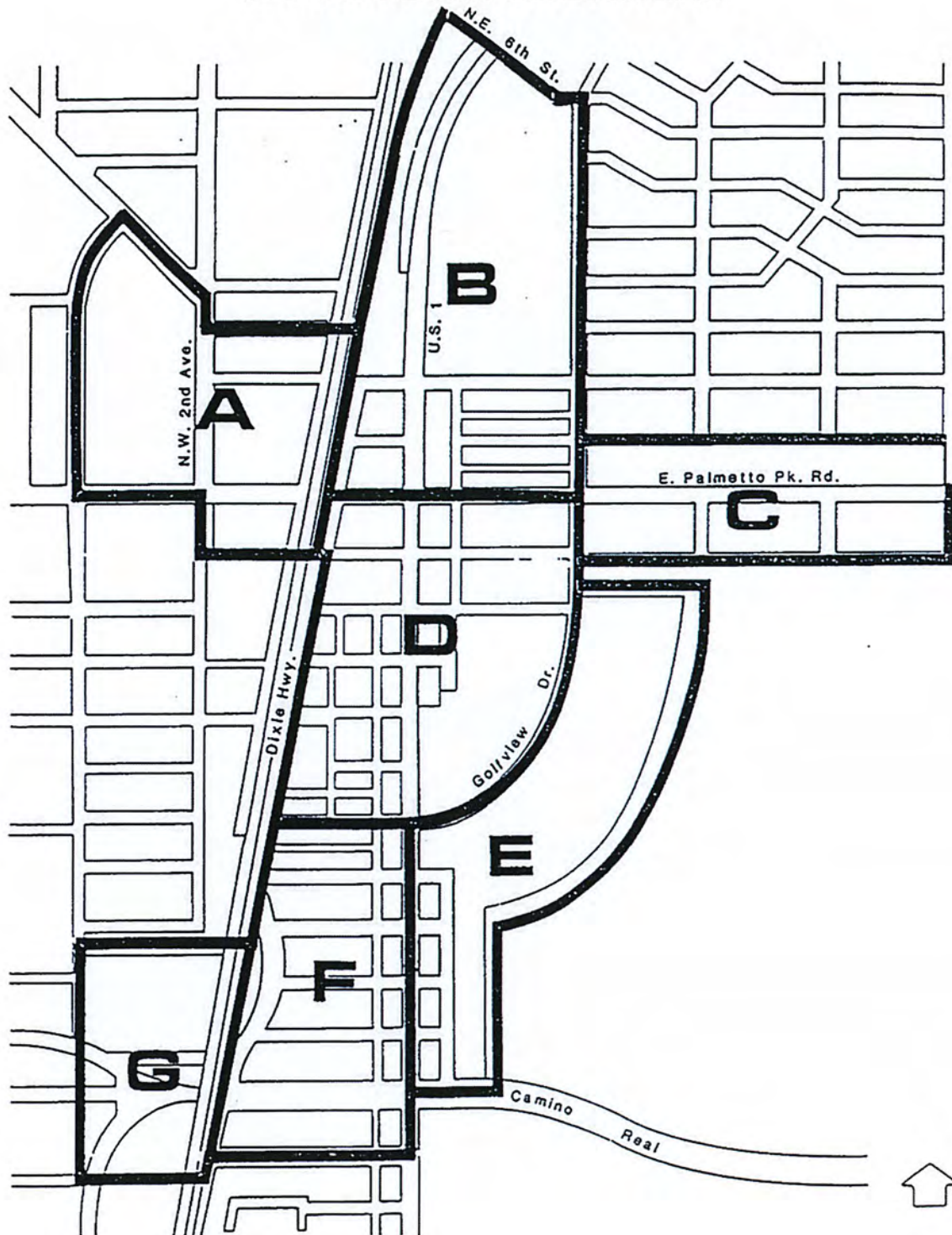
While there are some notable exceptions, the area is typified by a diversity of ownership , small parcel size, low building values per square foot, and a low ration of the assessed value of buildings to land.

ILLUSTRATION 1 COMMUNITY REDEVELOPMENT AREA BOUNDARY



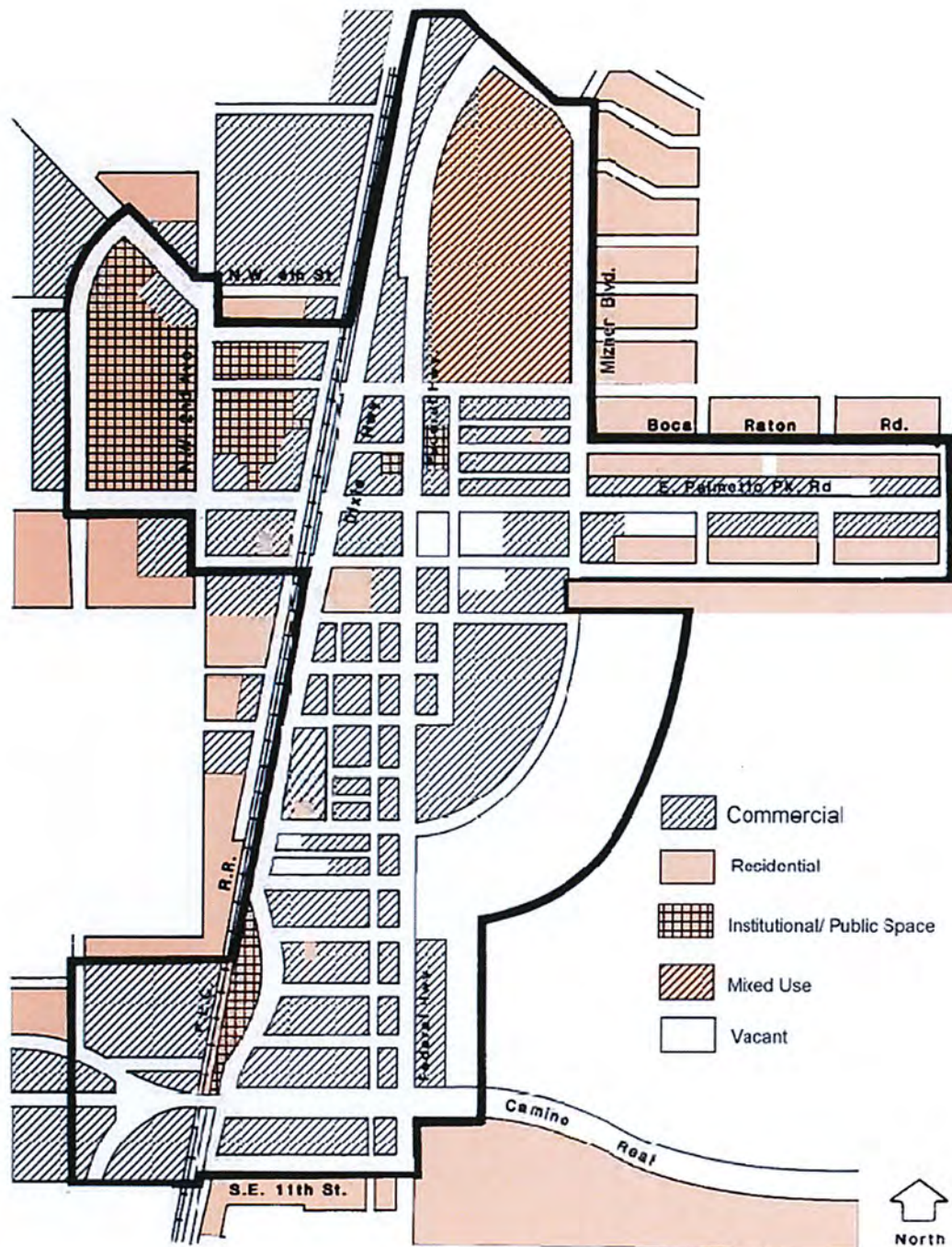
DOWNTOWN BOCA RATON
JANUARY 1995 AMENDED PLAN

ILLUSTRATION 2 DOWNTOWN SUBAREAS



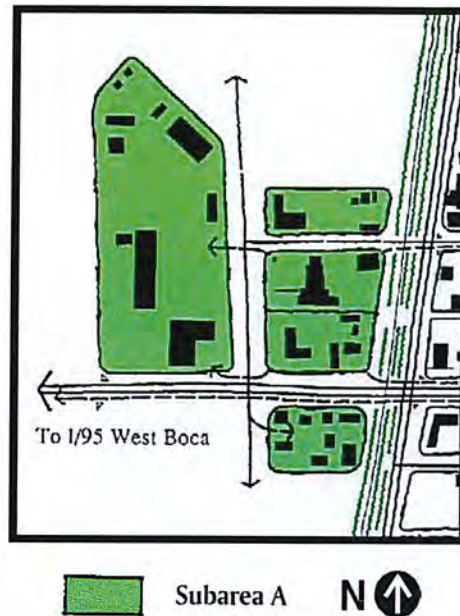
DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

ILLUSTRATION 3 EXISTING LAND USES



DOWNTOWN BOCA RATON JANUARY 1995 AMENDED PLAN

Subarea A



Subarea A contains a mix of institutional and public uses, office and retail, with municipal uses comprising the primary use. The area is dominated by the government complex made up of City Hall, the Community Center, Tennis Center, the Building Administration/Code Enforcement (BACE) building, Library, the Police Station, and Memorial Park. The Downtown Library is just north of the Downtown boundary, along with the Brightline Train Station that encourages pedestrianism into Downtown along NW 1st Avenue. 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, NE 2nd Street and West Palmetto Park Road. Dixie Highway and the railroad tracks, which form the eastern border of Subarea A, act as a “hard edge” between Subarea A and the rest of the Community Redevelopment Area, resulting in the need for improved East/West connectivity.

Historically, outside of the area under public ownership, the area was typified by small parcel size, a diversity of ownership and low ratio of the assessed value of buildings to land.

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
Available Under Amended Development Order	210,000	43,000	0	0	164,000	0	417,000	0	0	689,154
Built as of March 15, 1994	24,586	13,988	0	0	73,335	0	111,909	0	11	223,251
Approved As of March 15, 1994	0	0	0	0	0	0	0	0	0	0
Balance Remaining	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



Subarea B is the northernmost section of the Community Redevelopment Area and contains the Mizner Park mixed-use development as well as low-density and strip-style commercial uses. Sanborn Square Park, the Old Town Hall (a historic landmark) and portions of Mizner Park, including the amphitheater, represent significant public land uses within this area. Future redevelopment of the blocks directly south of Mizner Park should consider the connectivity opportunities to Royal Palm Place, Hyatt Place Hotel, Brightline Train Station and other uses in Subarea D.

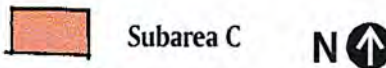
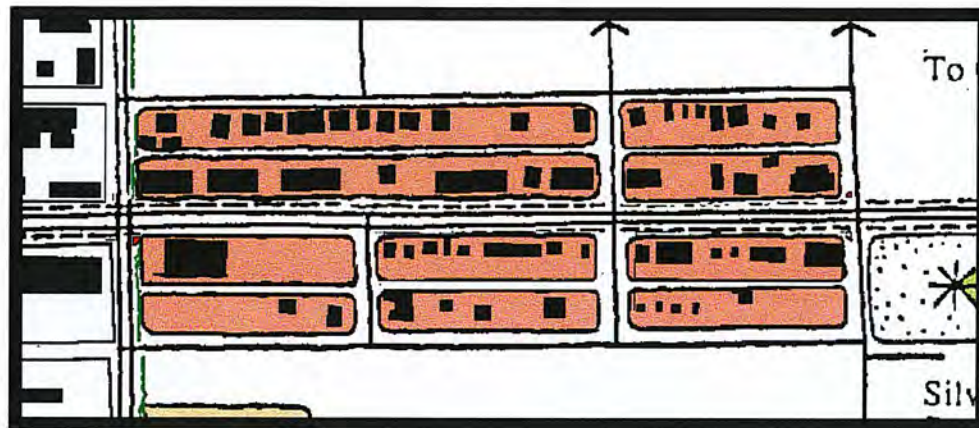
A breakdown of existing and approved uses under the Amended Development is as follows:

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



Subarea C is bound 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 Subarea C are split almost evenly between commercial and residential, including mixed uses. Recent redevelopment in the subarea has been dominated by multi-family residential and mixed uses. The trend has also been toward larger and denser development, taking full advantage of the permitted height allowances. Smaller scale multi-family projects have replaced single-family homes along East Boca Raton Road. Redevelopment has occurred to a lesser degree on the south side of Palmetto Park Road, which retains many smaller scale original structures.

Projects within the subarea include a nine (9) story mixed-use project that was completed in 2009 and is located at the SE corner of Palmetto Park Road and SE Mizner Blvd. The notable Palmetto Promenade, was completed in 2018, and is a substantial mixed-use redevelopment project on the north side of Palmetto Park Road. Additional recent projects in the area include 327 E Royal Palm Road, which added another 25 units to the subarea; 375 Royal Palm Road, which will add 161 units; 475 Royal Palm Road, which will add 48 units; 343 Royal Palm Road, which will add 4 units; and, 200 East Boca Raton Road, which will add 5 units to the subarea.

The area has a small average parcel size, a diversity of ownership, and a low ratio of the assessed value of buildings to land.

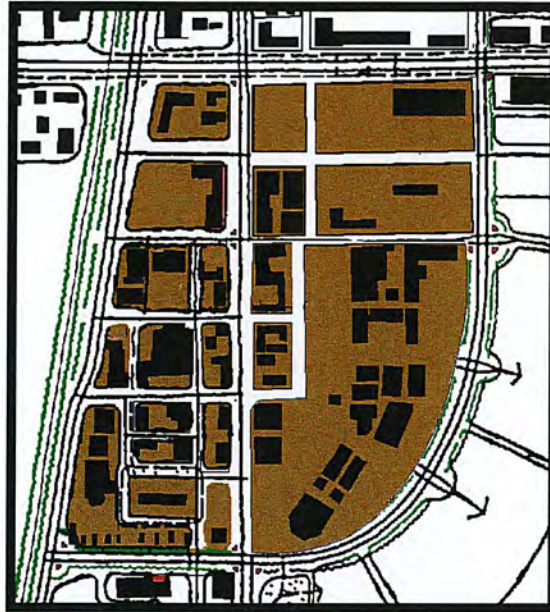
A breakdown of existing and approved uses under the Amended Development is as follows:

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



Subarea 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, many low-density commercial buildings and residential.

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

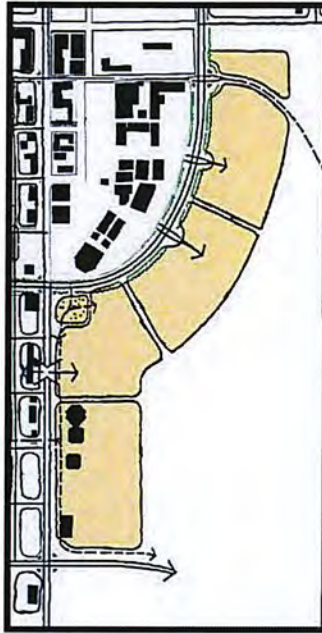
A breakdown of existing and approved uses under the Amended Development is as follows:

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



Subarea E



Subarea E is at the southeastern border of the redevelopment area. Residential now borders Mizner Blvd. with the Alina and Townsend Place, east of Royal Palm Place. The subarea is experiencing major redevelopment, including Via Mizner, a multi-phased mixed-use development underway at the corner of Camino Real and Federal Highway, replacing mid-rise office buildings. The multi-building mixed-use development is under construction at the corner of Camino Real and Federal Highway, and includes a hotel, apartments and condominiums.

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

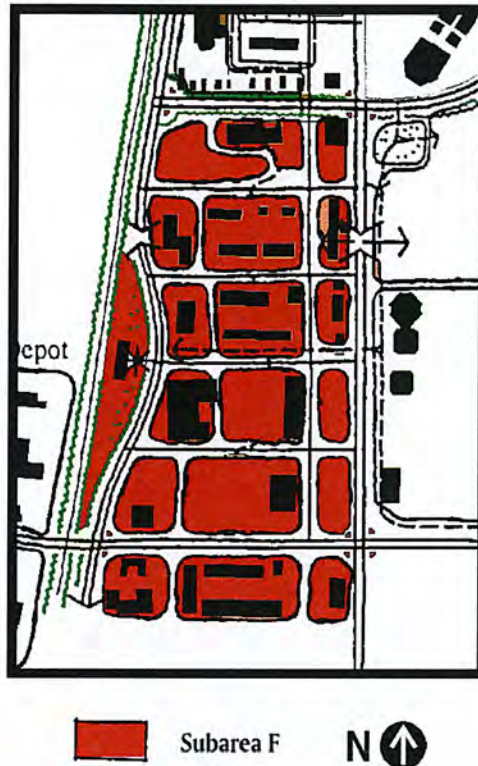
A breakdown of existing and approved uses under the Amended Development is as follows:

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



Subarea F is located at the south-central tip of the redevelopment area. Historically, the area was 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 was restored between Dixie Highway and the railroad tracks.

The area has started to experience redevelopment interest as the gateway of Camino Real and US-1 is developed and reinforced. Larger scale multi-family projects have been built in recent years, including one mixed-use development. Two grocery stores have also been built, serving a local need as the residential population Downtown continues to grow. One of the only gas stations Downtown remains at the corner of Camino Real and Dixie Highway.

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

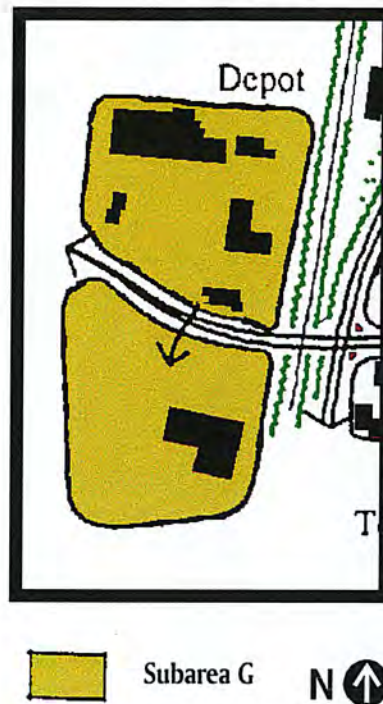
A breakdown of existing and approved uses under the Amended Development is as follows:

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



Subarea G forms a "leg" at the southwestern end of the Community Redevelopment Area, west of Dixie Highway. The area is transforming into a mixed residential/commercial quadrant. In addition to the recently built apartment complex (The Fitzgerald) with over 300 units, the area includes a Fresh Market, a recently vacated retail store, and shops that are ready for redevelopment. One of the apartment project's conditions of approval was the construction of an expanded bike path along Camino Real that crosses the railroad tracks and Dixie Highway. This section is currently under construction. However, the City desires to facilitate pedestrian and micro mobility options for residents to travel to Downtown as well. 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.

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.

V. Land Use & Urban Design

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

The importance of this interrelationship is shown in Mizner Park. Mizner Park was developed and occupied in a depressed market with 20% to 30% vacancies in the general office market and substantial vacancies in the retail markets. The success of Mizner Park, however, was achieved through integrating a quality design with appropriate land uses and amenities that enhance the user/visitor experience.

Since 1989, the Downtown has made significant progress in terms of both infrastructure and beautification. Quality urban design, however, is more than beautification. Quality urban design includes the creation of linkages between sites and uses, ensuring they function as a whole to support and attract tenants/shoppers/residents/visitors. These linkages must be maintained and enhanced as part of the integral design of major redevelopment projects, to continue to support the desirability of the Downtown.

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 attractive amenities that Downtown can maintain and enhance its urban fabric, aesthetic, and character.

LAND USE GOAL 1: URBAN DESIGN

CONTINUE TO 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, CULTURAL, 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 retail space continues to be located predominantly in subareas B, C, D, and G, and has become increasingly well connected. However, pedestrian connectivity should continue to be a priority within Downtown. Any future redevelopment on parcels between Mizner Park and Royal Palm Place should encourage a pedestrian connection to unify these anchors. Subareas A and G continue to experience the highest level of disconnection to the remaining subareas due to the hard edge created by the railroad tracks. Subarea A includes City Hall, with a large number of daytime employees who would benefit from enhanced pedestrian connectivity, and who could patronize local shops during lunchtime. Subarea G, which has several large parcels, would also benefit from continued attention to vital pedestrian connectivity components which are currently lacking.

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 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 2: 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.

LAND USE POLICY 2.5: ENCOURAGE ESTABLISHMENTS AND DEVELOPMENTS THAT PROVIDE OPPORTUNITIES FOR COMMUNITY GATHERING AND SOCIALIZATION THAT SERVE A VARIETY OF RESIDENTS AND PATRONS.

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

Siemons

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

SUSTAIN 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.

LAND USE POLICY 3.5: ENHANCE THE PEDESTRIAN EXPERIENCE BY USE OF WAYFINDING SIGNAGE AND LIGHTING TO EDUCATE PEDESTRIANS AND ENSURE SAFE WALKABILITY.

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 of 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.

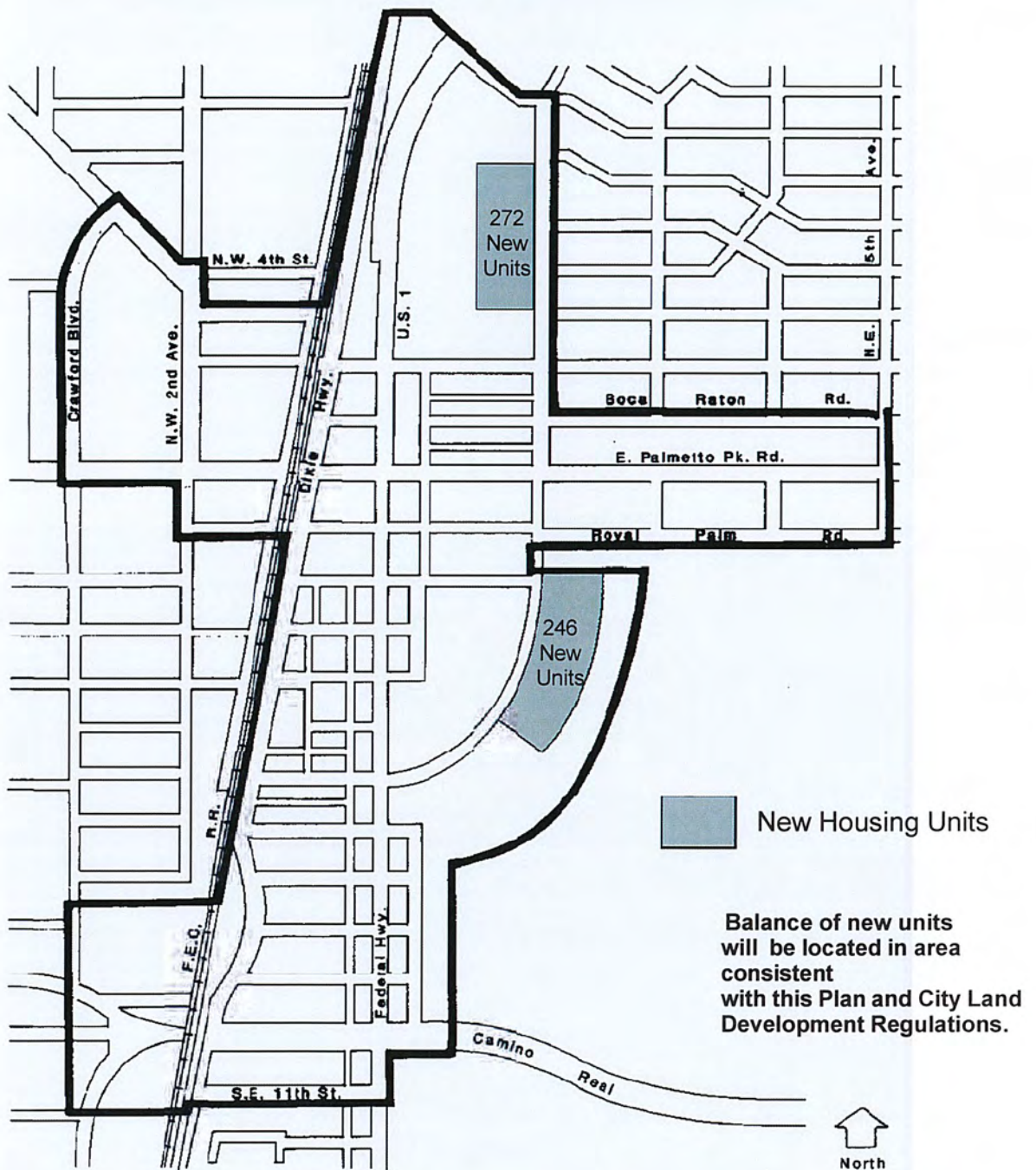
LAND USE GOAL 4 (HOUSING)

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/Community Development

Cultural/Community development is 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 increases the use and enjoyment of Downtown and can have strong synergistic effects with restaurants, other retail and residential uses.

Some of the major cultural attractors in Downtown include:

Boca Raton Downtown Library – is located at the intersection of NW 2nd Ave and NW 4th St. The recently redeveloped Downtown library facility provides quality library services and resources necessary to meet the educational, recreational, cultural, business, and other needs of its users.

Boca Raton Historical Society and Museum - is the original town hall built in 1927 north of intersection of Palmetto Park Road and Federal Highway. With the financial support of the City, the Museum building serves for the City and Downtown as one of only six Welcome Centers in all of Palm Beach County and is undergoing a complete renovation. The building is also listed on the National Register of Historic Places.

Mizner Park Amphitheater - is located in the northern end of Mizner Park; the amphitheater and surrounding park area serve as the setting for musical and theatrical performances, as well as a wide variety of community events. In 2023, plans were announced for The Center for Arts & Innovation, which will contain public event and education spaces and have a capacity of 6,000 guests.

Mizner Park Cultural Center – recently rebranded as “The Studio”, is home to an ever-changing lineup of entertainment and its own black-box theater. The Cultural Center hosts a variety of stage and gallery shows throughout the year.

Boca Raton Museum of Art – opened its new building in Mizner Park in 2001. Presents exhibits of national and international importance. Permanent collection includes works by Degas, Matisse, Modigliani, Picasso, and Andy Warhol.

Garden of Humanity – 150-foot promenade within Royal Palm Place, dedicated to the 100-year observance of the Armenian genocide. The peace park includes plaques, statues, and religious symbols along with inscribed benches with quotes from significant historic leaders.

The City and the CRA strongly support art and cultural elements in Downtown. The City assumed ownership of the Mizner Park Amphitheater to ensure its successful continuance that is a major cultural component of the Downtown Boca brand. The City also hired full time staff to manage an Art in Public Places Program, which will review proposed public art with a focus on Downtown as a high concentration area for art.

LAND USE GOAL 5: CULTURAL/COMMUNITY

SUPPORT AND ENCOURAGE CULTURAL AND COMMUNITY FACILITIES AND ACTIVITIES IN THE DOWNTOWN

LAND USE POLICY 5.1: SUPPORT PUBLIC PROGRAMMING AND COMMUNITY EVENTS AT THE CITY'S AMPHITHEATER AND SURROUNDING CULTURAL AND COMMUNITY FACILITIES.

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 AND COMMUNITY 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.

LAND USE POLICY 5.5: SUPPORT THE CITY'S ART IN PUBLIC PLACES PROGRAM AND PUBLIC ART INSTALLATIONS WITHIN 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 that 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. For shuffleboard enthusiasts, the park provides 24 lighted courts.

Tim Huxhold Skate Park & Shuffleboard Courts – is located on Crawford Blvd. near the Children's Museum, this area combines activities for all ages. A skate park provides opportunities for open and competitive skating. For shuffleboard enthusiasts, the park provides 24 lighted courts.

Sanborn Square Park - is near the intersection of Federal Highway and Palmetto Park Road on .73 acres of land. The park is a pedestrian oriented open space 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, fountains, decorative tile walkways, public art, street furniture, and distinctive street and festive lighting. The park is slated for safety enhancements along Federal Highway in 2024, and redesign and redevelopment in the near future.

Mizner Park-Publicly Owned Area (POA) - two blocks 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 a plaza in the middle of the mixed use center, known as the POA, along with cultural component. The project includes:

An award winning public plaza area with gazebos, fountains, decorative walkways, street furniture, and distinctive street lights. Recognized by the American Planning Association as one of the Great Public Spaces in America.

A north area that is currently the site of the Mizner Park Amphitheater, and a south area that includes a large lawn area, display areas, decorative pavers, and street furniture. The southern area also includes the Mizner Park Cultural Center. The Cultural Center houses a 250-seat black box theater with events and entertainment.

Camden Dog Park – is a small neighborhood dog park open to residents and the general public. The park is located along Dixie Highway to the west of Camden apartments.

Mizner Park, and Sanborn Square Park have become integral parts 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

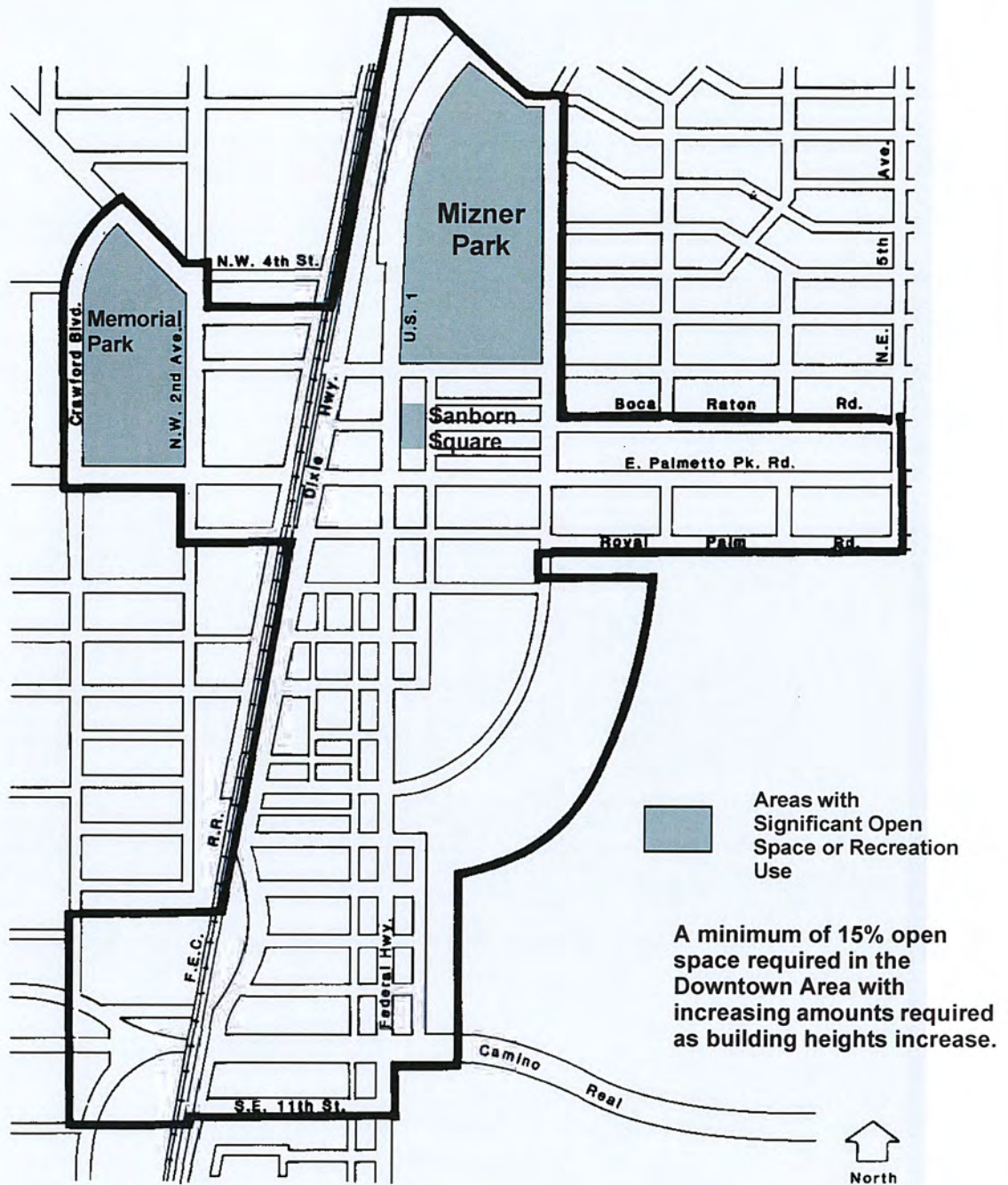
THE ENLARGEMENT, MAINTENANCE AND IMPROVEMENT OF RECREATIONAL FACILITIES TO PROVIDE A FUNCTIONAL AND ATTRACTIVE SYSTEM OF OPEN SPACES AND RECREATIONAL OPTIONS THROUGHOUT THE DOWNTOWN.

LAND USE POLICY 6.1: DEVELOP A FUNCTIONAL AND ATTRACTIVE SYSTEM OF OPEN SPACE CONNECTORS THAT PHYSICALLY AND VISUALLY 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 THAT ARE CULTURALLY/COMMUNITY ORIENTED AS A COMPLEMENT TO THE OUTDOOR RECREATION PROGRAM, WITH ACTIVITIES THAT TARGET A RANGE OF AGES, ABILITIES, AND INTERESTS.

LAND USE POLICY 6.3: DEVELOP A CONTINUOUS AND INVITING SYSTEM OF SHADY PEDESTRIAN STREETS, WALKS, AND COURTYARDS LINKING DEVELOPMENT IN THE DOWNTOWN; SUPPORT DEVELOPMENT OF A TREE CANOPY, WITH A PREFERENCE FOR CANOPY TREES OVER PALMS WHEN INSTALLING NEW STREET TREES.

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. Contemporary reinterpretations of the Mizner tradition that incorporate current design trends are encouraged to foster the creation of significant and iconic architecture in the 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 AS CREATIVELY REINTERPRETED TO CREATE A SIGNIFICANT, ICONIC, AND HARMONIOUS ARCHITECTURAL ENVIRONMENT.

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 CONTEMPORARY 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.

VI. 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 timely construction of the improvements needed to encourage economic growth and revitalization within the Downtown.

While the Visions 90 program was completed, the City has since conducted an updated analysis of infrastructure (The iSip program) to ensure sustainable and resilient maintenance and make improvements to prevent system failure.

INFRASTRUCTURE GOAL 1

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

INFRASTRUCTURE POLICY 1.1: MAINTAIN SUSTAINABLE AND RESILIENT INFRASTRUCTURE AND UNIQUE DOWNTOWN COMPONENTS INCLUDING BUT NOT LIMITED TO: POTABLE WATER/STORMWATER AND SANITARY SYSTEMS, ROADWAYS, TRAFFIC SIGNALS AND MANAGEMENT SYSTEMS, PARKING FACILITIES AND MANAGEMENT SYSTEMS, DECORATIVE STREET LIGHTING, SIDEWALKS AND PEDESTRIAN PATHWAYS AND WALKABILITY CONNECTORS, CROSSWALKS, BENCHES, TRASH RECEPTACLES, ETC.

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

INFRASTRUCTURE POLICY 1.3: ENCOURAGE SUSTAINABLE AND RESILIENT INFRASTRUCTURE AND COMPLETE STREETS PROJECTS TO IMPROVE THE PEDESTRIAN EXPERIENCE.

INFRASTRUCTURE POLICY 1.4: ENHANCE THE PEDESTRIAN EXPERIENCE BY USE OF WAYFINDING SIGNAGE AND LIGHTING TO EDUCATE PEDESTRIANS AND ENSURE SAFE WALKABILITY IN DESIGNATED PEDESTRIAN PATHWAYS.

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 in the market place. Of particular concern is the need to:

1. Preserve Old Town Hall, the Mizner Administration Building (aka The Addison), and Sanborn Square 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 the Downtown.
4. Provide for adequate streetscape beautification in the Downtown Area.
5. Provide adequate pedestrian connectivity from sources of mass transit into Downtown, including the Brightline Train Station.

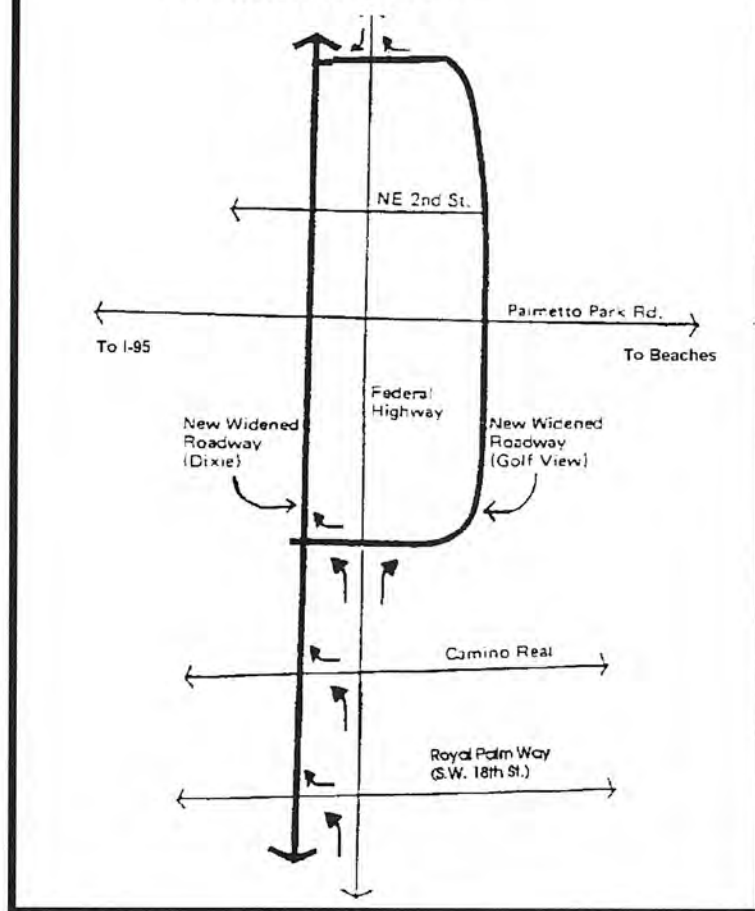
Overcoming these concerns requires the careful integration of additional roadway improvement with parking, mass transit, and other improvements.

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 Demand Management System which diverts through traffic away from key intersections. This approach as shown in Illustration 6 diverts traffic at SW 18th 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 Street.

Mizner Boulevard - Mizner Boulevard has been 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. The free-flow right turn from northbound Federal Highway onto Mizner Boulevard was evaluated and removed for enhanced pedestrian safety.

Palmetto Park Road - Palmetto Park Road includes, intersection improvements, which facilitate traffic movements as well as address the concerns of merchants along the corridor. Median or sidewalk beautification and landscaping has been designed to create a pedestrian oriented streetscape. In late 2023, the City hired a consultant to analyze the Palmetto Park

Road corridor (from Dixie Highway to 5th Avenue) and recommend improvements to the Corridor that will create an enhanced Downtown experience for visitors that could include the development of multi-modal and pedestrian improvements.

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 may be less of a problem if:

- Shops are no longer dependent on drive-by traffic for recognition and customers.
- Adequate pedestrian linkages are available.
- Adequate parking facilities and management systems are in place.
- Cooperation between sites exists.

Shops dependent on drive by traffic for recognition and customers require close in street or surface parking. Downtown simply cannot be redeveloped based upon businesses primarily dependent on drive by traffic. There will never be enough "free" street or close surface parking to support a large number of these businesses in the Downtown. The long run future of Downtown business is with workers, residents, and customers that live in, or come to, the Downtown as a destination. To support the Downtown traffic plan, there must be adequate pedestrian linkages and an urban design which makes walking a desirable feature of the Downtown experience. There must also 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;

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

Resident parking areas, in garages also used for public parking, should be located on upper levels, or below-grade levels, utilizing the most immediate spaces for Downtown patrons.

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

The transition from “free” to metered parking Downtown requires property and business owner support for a pay-for-parking system, along with the use of the Downtown Parking Availability Program (DPAP) to free up available private parking to the public to ensure adequate parking Downtown. Downtown private mechanisms could be sought to increase the supply of parking Downtown, such as by the use of the DPAP. While required parking provided as part of new development can help, parking beyond these requirements will require cooperation between sites, funding of parking management options/facilities, and amendments to development order conditions in some cases. Meters for on-street parking ensure faster turnover of the most convenient parking, while remote parking facilities continue to be addressed. Parking options and transit connectivity are currently being evaluated to find the best alternatives to bring people Downtown and move them around safely and efficiently.

Mass Transit & Connector

The development of a transit system in the Downtown and its interface to the existing Palm Tran, Tri-Rail, and Brightline Train Station mass transit systems play an increasingly important role in Downtown redevelopment. Improvements in these systems and the recent contracting for a Downtown connector system are fundamental to limiting the dependence of Downtown on the automobile, breaking the link between retail use and adjacent parking, providing employees access to service economy jobs within the Downtown, and the developing synergy between sites necessary Downtown. The City encourages alternatives to driving such as use of shared ride services and the Downtown connector services to minimize impacts to traffic and parking.

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, AND

PROVIDE ADEQUATE ACCESS AND PEDESTRIAN CONNECTIVITY 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 AND SUPPORT 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 AND SUPPORT THE DEVELOPMENT OF A CIRCULATOR SYSTEM IN THE DOWNTOWN AS SOON AS POSSIBLE.

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

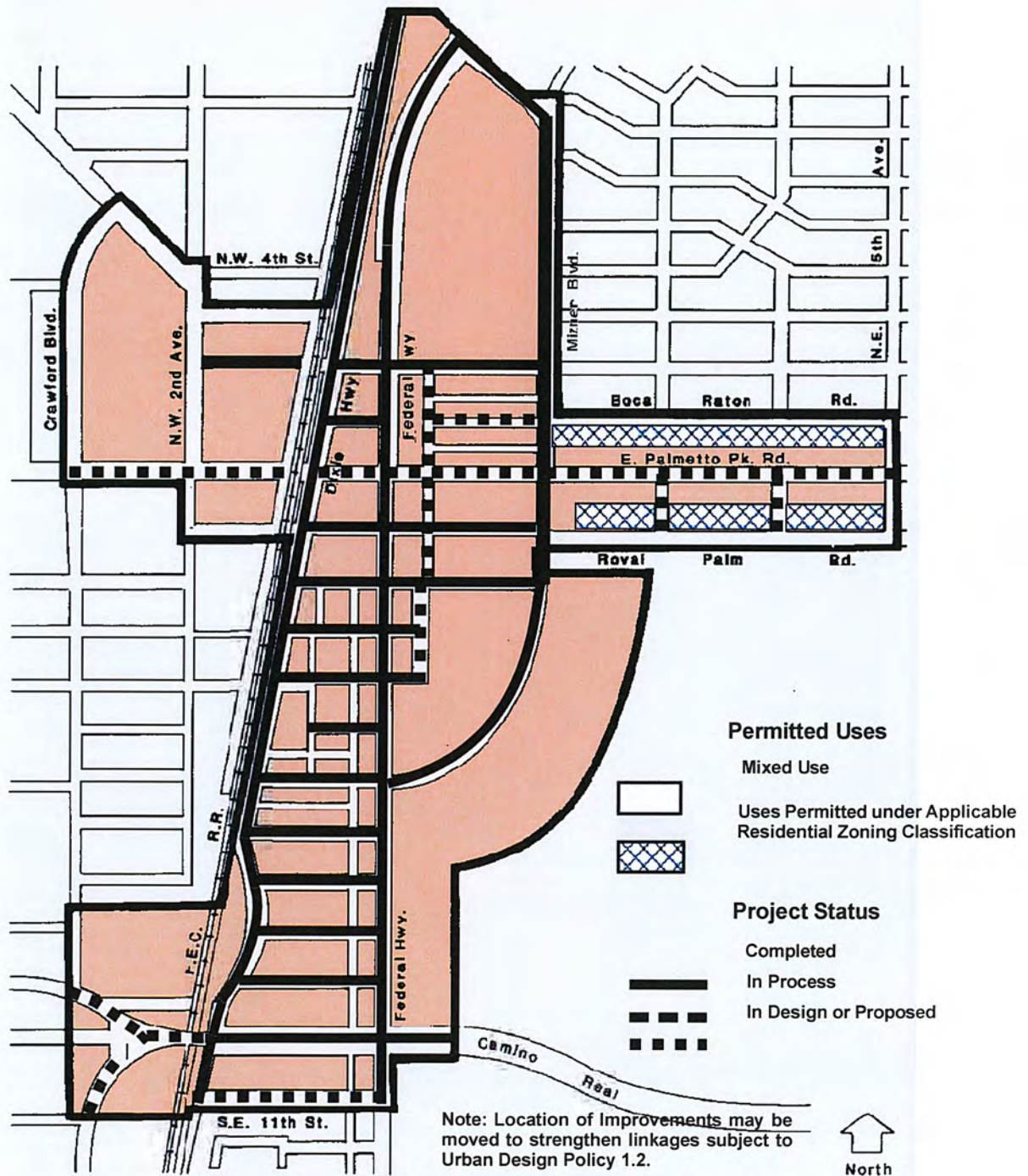
TRANSPORTATION POLICY 1.6: ENCOURAGE EFFICIENT USE OF PARKING FACILITIES THROUGH SHARED PARKING ARRANGEMENTS, PARKING MANAGEMENT SYSTEMS, AND COOPERATION BETWEEN SITES.

TRANSPORTATION POLICY 1.7: ENCOURAGE PUBLIC-PRIVATE PARTNERSHIPS AND OTHER OPPORTUNITIES TO ESTABLISH A DOWNTOWN CIRCULATOR SYSTEM BETWEEN MAJOR ATTRACTORS PARKING AREAS AND MASS TRANSIT.

TRANSPORTATION POLICY 1.8: SUPPORT IMPLEMENTATION OF RECOMMENDATIONS MADE WITHIN TRAFFIC STUDIES AND ANALYSES TO MITIGATE TRAFFIC ISSUES RESULTING FROM INCREASED GROWTH AND REDEVELOPMENT, AND CONSIDER CREATION OF TRANSIT ORIENTED DESIGN (TOD) ELEMENTS TO ENHANCE REDEVELOPMENT AND REVITALIZATION EFFORTS WITHIN THE DOWNTOWN THAT SUPPORT WALKABILITY AND MOBILITY NEAR MASS TRANSIT.

TRANSPORTATION POLICY 1.9: SUPPORT EXPANSION OF THE BRIGHTLINE TRAIN STATION'S CONSTRUCTION OF A PLATFORM ON THE EASTERN SIDE OF THE TRACKS TO ENHANCE SAFETY OF PASSENGERS/VISITORS INTO DOWNTOWN.

ILLUSTRATION 7 LOCATION AND STATUS TRANSPORTATION IMPROVEMENTS



DOWNTOWN BOCA RATON AMENDED DOWNTOWN PLAN

Potable Water

The City is committed to meeting all existing and future customer demands for water quality and quantity, in an economical and efficient manner. Maintenance of 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 provides 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 needs of Downtown.

POTABLE WATER GOAL 1:

PROVISION OF R E L I A B L E POTABLE WATER SERVICES NECESSARY TO ENCOURAGE DOWNTOWN REDEVELOPMENT CONSISTENT WITH THE DOWNTOWN VISION.

POTABLE WATER POLICY 1.1: REDEVELOPMENT IN THE DOWNTOWN WILL ADDRESS THE SUFFICIENCY OF POTABLE WATER TREATMENT CAPACITY AND TRANSMISSION FACILITIES NECESSARY TO MEET PROJECTED DEMANDS CONCURRENT WITH THE IMPACTS OF REDEVELOPMENT IN THE DOWNTOWN AREA.

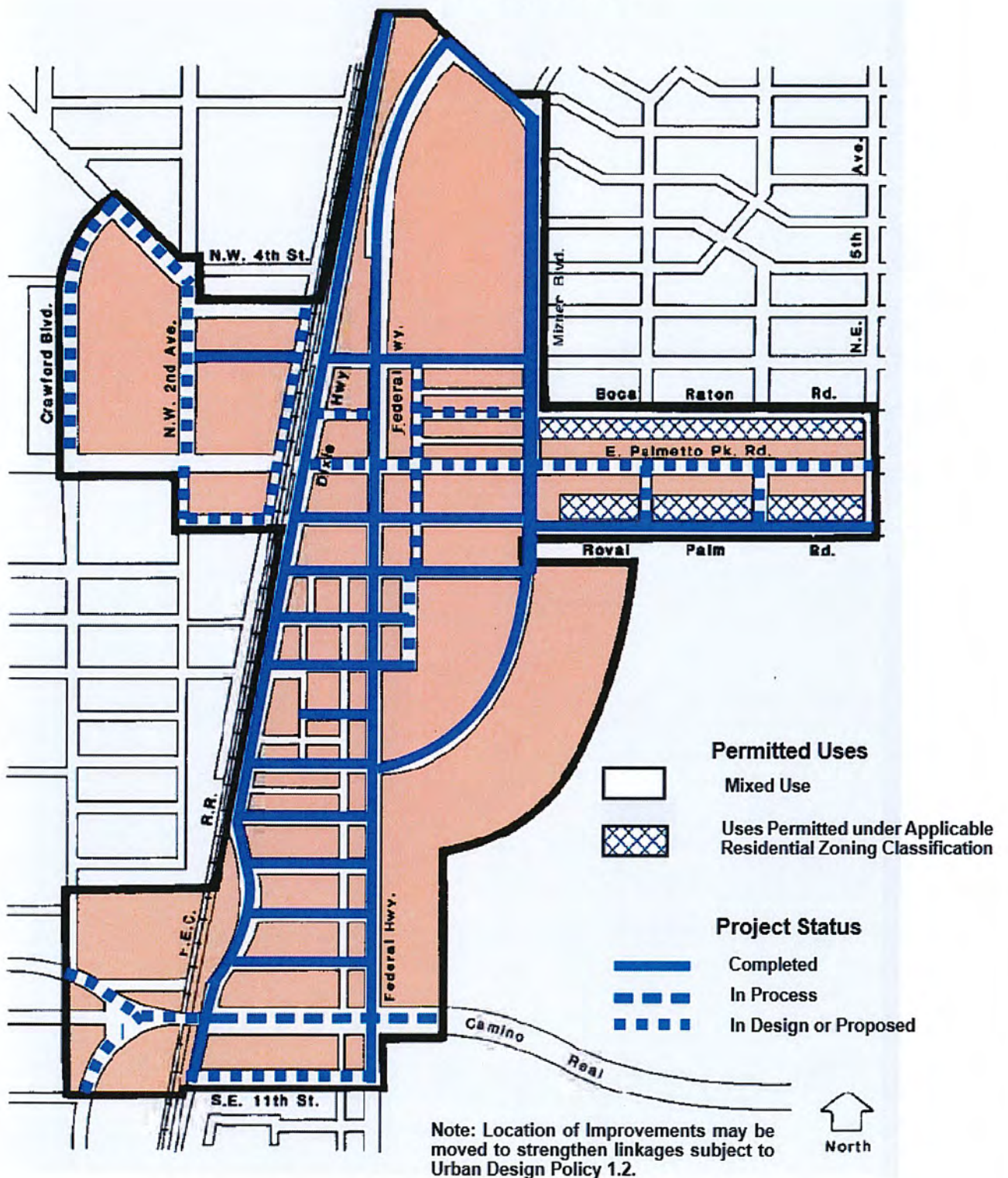
POTABLE WATER POLICY 1.2: THE CITY'S FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENT NEEDS FOR POTABLE WATER FACILITIES, UPDATED ANNUALLY, WILL CONTINUE TO SERVE FOR THE DOWNTOWN.

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



DOWNTOWN BOCA RATON
JANUARY 1995 AMENDED PLAN

WASTEWATER

The City is committed to meeting all existing and future customer demands for wastewater collection and treatment in an economical and efficient manner. Maintenance of adequate wastewater treatment facilities and adequate wastewater collection facilities is 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.

WASTEWATER GOAL 1:

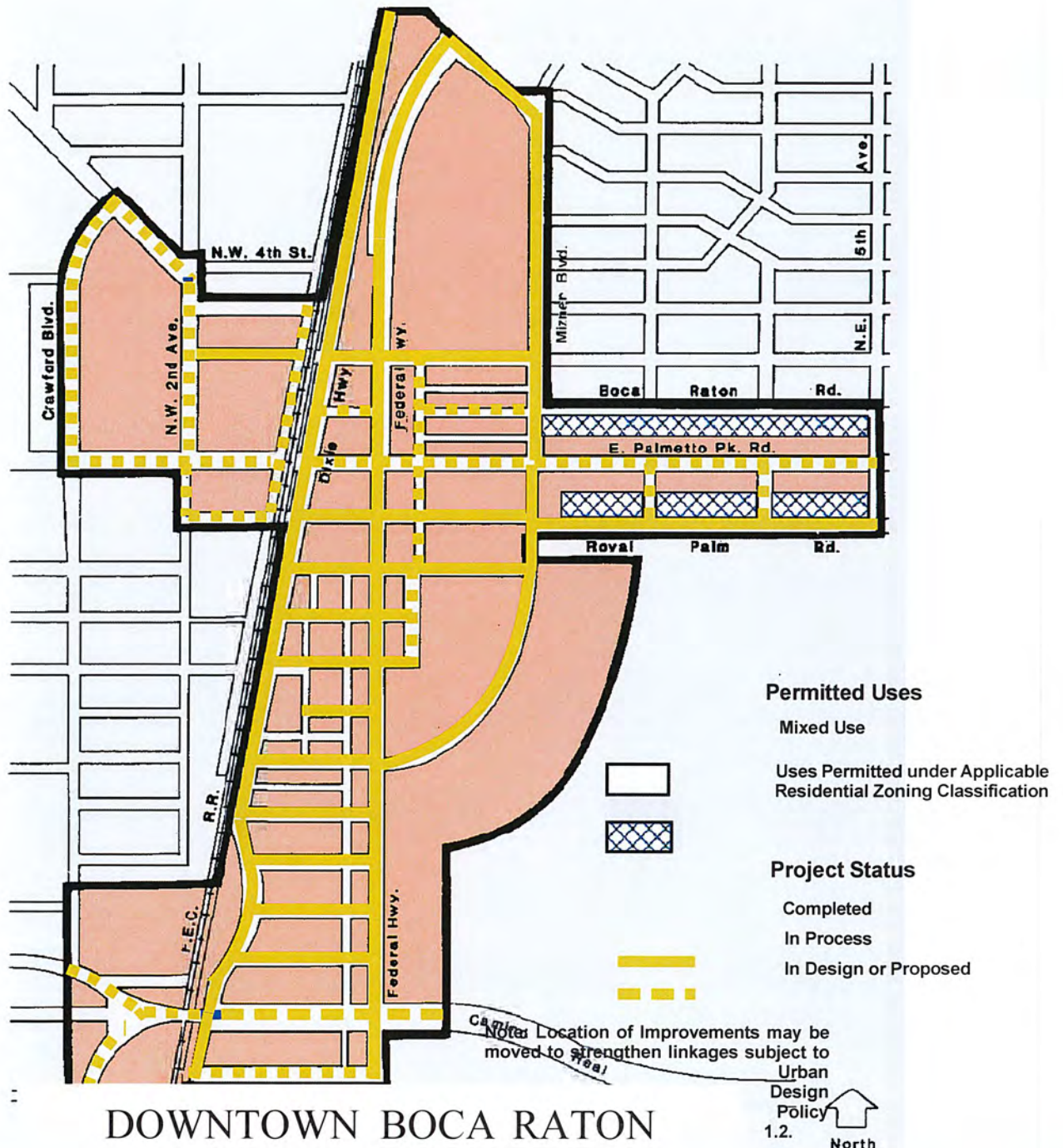
PROVISION OF RELIABLE WASTEWATER SERVICES NECESSARY TO ENCOURAGE DOWNTOWN REDEVELOPMENT CONSISTENT WITH THE DOWNTOWN VISION.

WASTEWATER POLICY 1.1: REDEVELOPMENT IN THE DOWNTOWN WILL ADDRESS THE SUFFICIENCY OF WASTEWATER FACILITIES TO MEET PROJECTED DEMANDS CONCURRENT WITH IMPACTS OF REDEVELOPMENT IN THE DOWNTOWN.

WASTEWATER POLICY 1.2: THE CITY'S FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENT NEEDS FOR WASTEWATER FACILITIES, UPDATED ANNUALLY, WILL CONTINUE TO SERVE THE DOWNTOWN.

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



DOWNTOWN BOCA RATON
JANUARY 1995 AMENDED PLAN

DRAINAGE

As climate change and sea level rise continue to impact the City's infrastructure, drainage systems will play an increasingly important role in protecting investments. Improvements should incorporate industry best-practices and innovative methods to address the impacts of climate change and sea level rise, as feasible.

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 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.

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 PROVIDING FLOOD PROTECTION TO MINIMIZE DAMAGE FROM SEVERE STORM EVENTS, WHILE MAINTAINING ACCEPTABLE QUALITY OF STORMWATER RUNOFF.

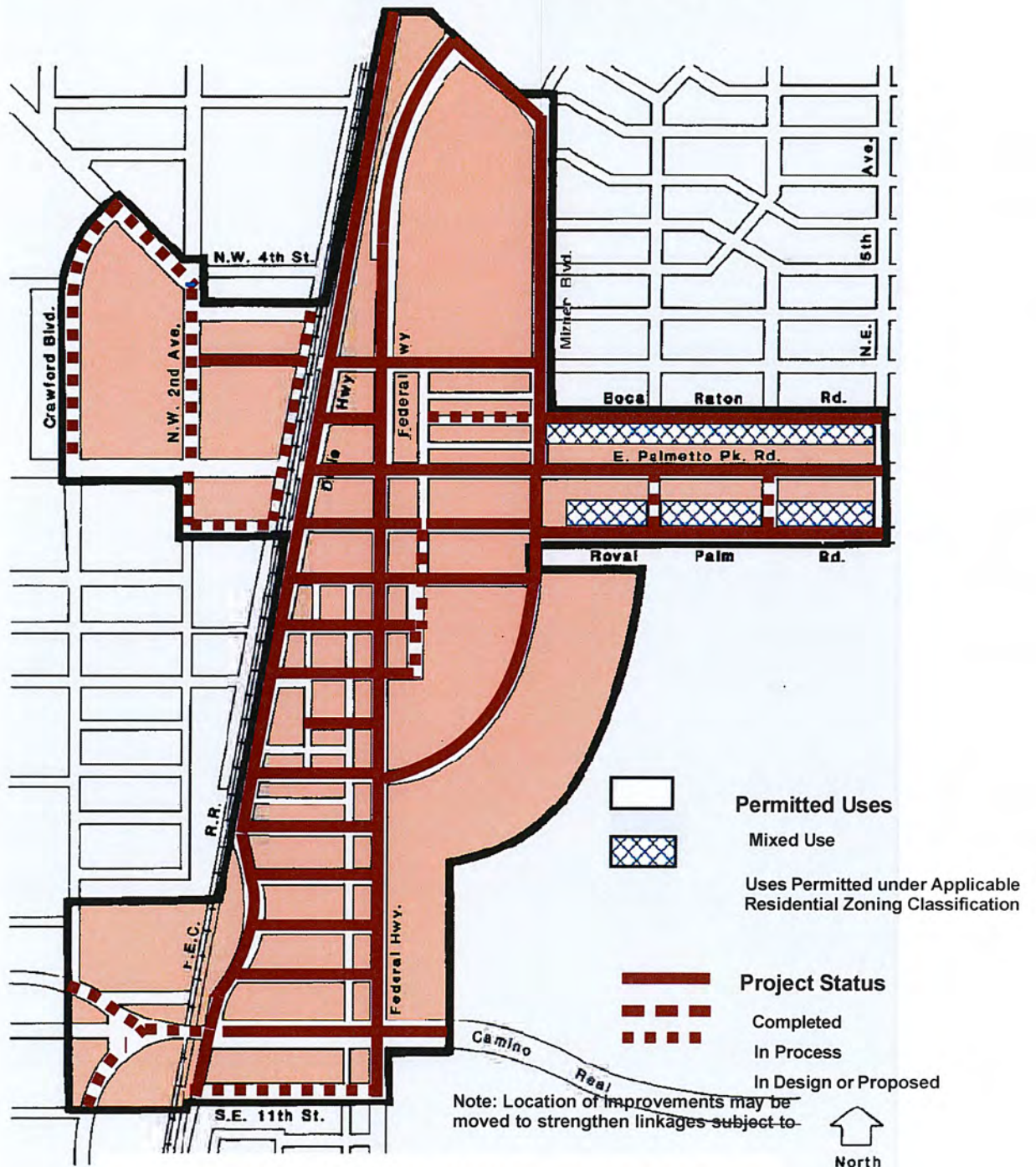
DRAINAGE POLICY 1.1: REDEVELOPMENT IN THE DOWNTOWN WILL ADDRESS THE SUFFICIENCY OF DRAINAGE SYSTEM FACILITIES TO MEET PROJECTED DEMANDS CONCURRENT WITH IMPACTS OF REDEVELOPMENT IN THE DOWNTOWN.

DRAINAGE POLICY 1.2 EMPHASIS ON THE PHASED PLAN FOR SUSTAINABLE AND RESILIENT MAINTENANCE OF EXISTING DRAINAGE SYSTEMS TO CONTINUE TO 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



DOWNTOWN BOCA RATON
JANUARY 1995 AMENDED PLAN

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 was a critical element of Visions 90. Most recently, beautification efforts include replacement of most trees and shrubbery throughout the Downtown, due to aging and damages from active Hurricanes.

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.

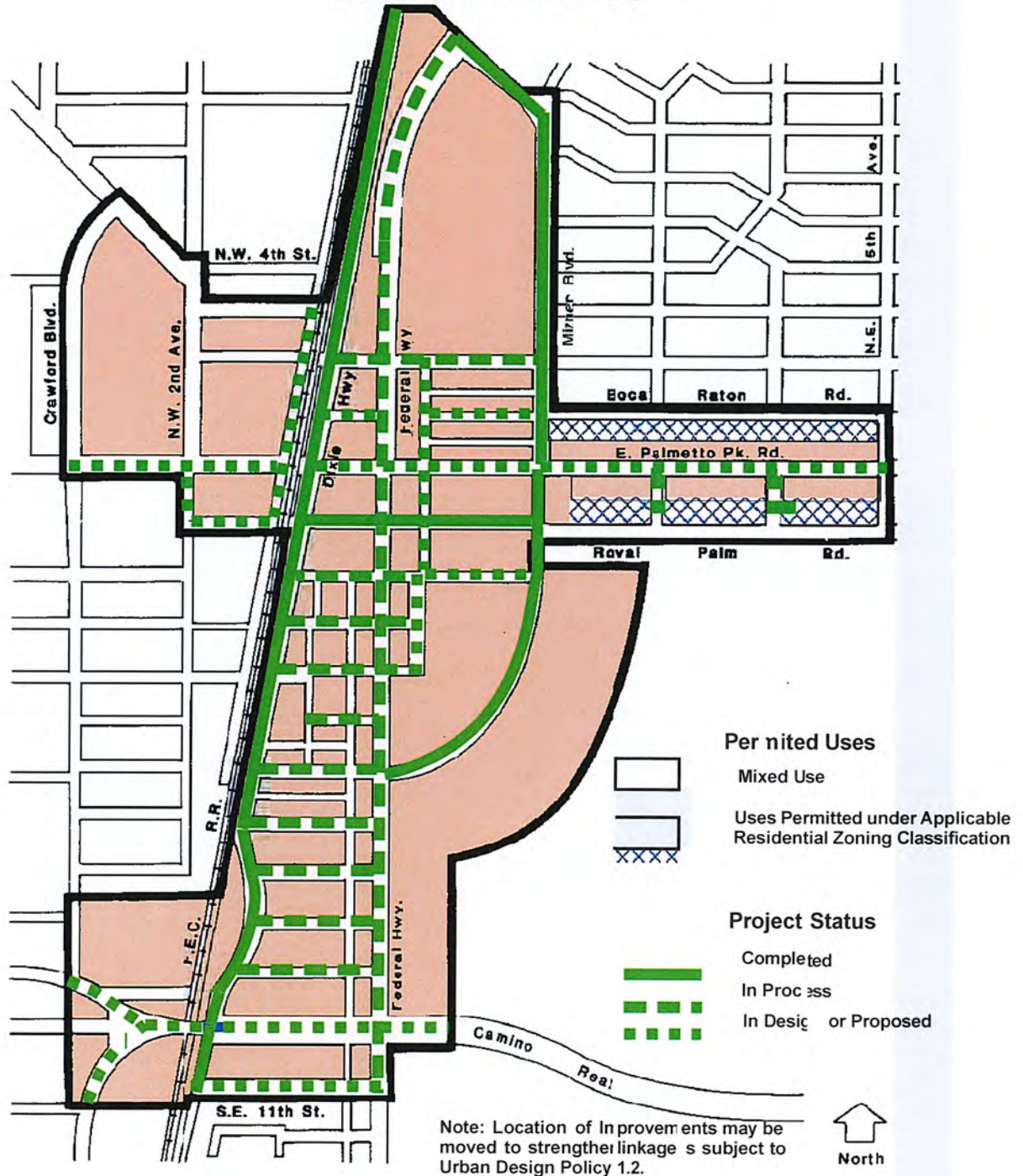
BEAUTIFICATION POLICY 1.1: ESTABLISH A THEME AND STANDARDS FOR STREET LIGHTS, BENCHES, TRASH RECEPTACLES, SIDEWALK PATTERNS AND LANDSCAPE MATERIALS.

BEAUTIFICATION POLICY 1.2: CONSIDERATION OF PHASED BEAUTIFICATION IMPROVEMENTS BASED UPON THE DOWNTOWN THEMES AND STANDARDS.

BEAUTIFICATION POLICY 1.3: CONSIDER 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

VII. 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 treatment 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 AN 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:

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.

CONSIDERATION OF APPROPRIATE EXPANSIONS OF ADMINISTRATIVE APPROVALS FOR MINOR DEVELOPMENT AMENDMENTS.

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, 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 and promotion of the downtown district plays an important role in attracting and maintaining visitors, consumers, businesses and residents to the Downtown. In addition, as new initiatives, infrastructure, and commercial and residential projects are introduced Downtown, continual marketing efforts help to effectively communicate these improvements to the district's business and residential communities.

Downtown Boca's current marketing campaign, "Come Early, Stay Late," has a clear unifying theme that supports Downtown businesses and encourages visitor and resident engagement through coordinated promotion, advertising and information across a variety of media.

Currently, the CRA provides marketing and branding to benefit all businesses Downtown. Such efforts include a dedicated website and social media outlets, business outreach and support, new business Welcome Kit, collaboration with key partners and stakeholders such as the Chamber's Tourism Committee and the County "Discover the Palm Beaches", the Visitors Center operated by the Historical Society and Museum, the City owned and operated Mizner Park Amphitheater, the Mizner Park Cultural Center (The Studio) and related organizations. Communication and collaboration with our businesses is key to a successful and vibrant Downtown.

An effective marketing program is important to maximize the benefits and awareness of ongoing improvements and investments to the district, to help attract new business and to maintain and increase property values.

MARKETING GOAL 1:

ENGAGEMENT WITH THE DOWNTOWN DISTRICT THAT RESULTS IN POSITIVE CONSUMER EXPERIENCES AND ECONOMIC GROWTH FOR BUSINESSES.

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, WEBSITE AND RELATED SOCIAL MEDIA FOR PROMOTION OF DOWNTOWN PROPERTY OWNERS, TENANTS AND RESIDENTS. PROVIDE PERIODIC REVIEWS OF THE DOWNTOWN LOGO AND BRAND MESSAGING TO ENSURE RELATABILITY AND RELEVANCE.

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.

MARKETING POLICY 1.4: CREATION AND MAINTENANCE OF A UNIFIED WAYFINDING SYSTEM THROUGHOUT THE DOWNTOWN TO PROMOTE A CONSISTENT THEME, INCREASE PEDESTRIAN AND MULTI-MODAL NAVIGABILITY, AND SUPPORT BUSINESS DEVELOPMENT.

VIII. 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 were met with success. The redevelopment process is gradual, incremental, and cumulative in nature, as evidenced by the last 30 years. This plan, therefore, concentrates on basic goals and policies that will be implemented through more detailed documents and processes.

Fundamental to these processes are safe guards which include this plan, the retention of 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 CAPITAL IMPROVEMENTS 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 EAST/WEST CONNECTORS TO ENHANCE PEDESTRIANISM AND MOBILITY THROUGHOUT DOWNTOWN.

IX. Community Oriented Policing Defined

Community policing definitions typically focus on three components that characterize many programs: some level of community involvement and consultation; increased flexibility in responses/approaches; and problem solving. Because community policing is focused on close collaboration with the community and addressing community problems, it has often been seen as an effective way to increase citizen satisfaction, enhance the legitimacy of the police, and ensure police services in the Downtown complement and coordinate with the needs and goals of the Downtown community.

COMMUNITY POLICING GOAL 1: CREATION OF A “DOWNTOWN POLICING PROGRAM”

A major goal of the Downtown Policing Program (DPP) is to cultivate high levels of mutual trust, understanding and respect between police and the residents of, business owners and operators within, and visitors to the neighborhoods they patrol. In order to achieve this goal, these community partners must develop relationships which transcend the confines of ordinary community policing activities with a focus on building sustainable problem-solving partnerships. The DPP helps reinforce the role of police as part of the fabric of our community. Reducing crime and disorder and improving the quality of life within historically blighted neighborhoods. Preserving progress made with respect to quality of life in previously blighted neighborhoods, requires the development of productive and meaningful relationships between community partners and representatives of their local government. As one of the most visible and accessible services/functions within the City, personnel of the Boca Raton Police Services Department are uniquely positioned to identify and facilitate the wide range of city services, community resources and organizations which can aid those in need as they work to better their circumstances, and work in concert with community partners to confront neighborhood challenges and endeavor to achieve a shared, positive vision for the community.

COMMUNITY POLICING POLICY 1.1: SIGNIFICANT GOALS OF THE DPP WILL BE THE FOLLOWING:

- HOLD QUARTERLY MEETINGS WITHIN THE DOWNTOWN TO FOCUS ON, AND COMMUNICATE, REGARDING RESOURCES AVAILABLE UNDER THE DPP AND HOW TO DIRECT SUCH RESOURCES.
- ENSURE THAT THE DPP PERSONNEL HAVE THE SUPPORT OF THE DEPARTMENT'S EXPERTS IN THE APPLICATION OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) SO AS TO UTILIZE CPTED TECHNIQUES IN THE DOWNTOWN.
- PARTNER WITH THE CITY'S RECREATION SERVICES DEPARTMENT TO ENCOURAGE, COORDINATE, AND ENHANCE THE USE OF THE OUTDOOR SPACES IN THE DOWNTOWN.

COMMUNITY POLICING POLICY 1.2: OPERATIONAL AND FUNCTIONAL ASPECTS OF THE DPP:

- CRA WILL PROVIDE FUNDING TO SUPPORT THE DPP AND APPROVED PROGRAMS, AND OPERATIONAL/ SUPERVISORY CONTROL REMAINS WITH THE DEPARTMENT.

- POLICE PERSONNEL ASSIGNED TO THE DPP WILL BE PREDOMINANTLY DEDICATED TO THE DPP GOALS AND COMMUNITY POLICING STRATEGIES. A SUBSTANTIAL PORTION OF THEIR HOURS SHOULD BE FOCUSED ON THE DOWNTOWN COMMUNITY, UNDERSTANDING THE NEEDS AND EXPECTATIONS OF THE RESIDENTS, BUSINESS OWNERS AND OPERATORS, AND VISITORS TO THE DOWNTOWN, BUILDING RELATIONSHIPS WITH THOSE INDIVIDUALS WHO OCCUPY LEADERSHIP ROLES WITHIN THE AREA SCHOOLS, BUSINESSES, PLACES OF WORSHIP, NEIGHBORHOOD ASSOCIATIONS, ETC., OBSERVING, COLLECTING AND SHARING INFORMATION/INSIGHT AND CRIME PREVENTION RESOURCES WITH COMMUNITY PARTNERS WHO SEEK TO PROMOTE POSITIVE CHANGE WITHIN THE NEIGHBORHOOD AND TO ACHIEVE THE GOALS OF THE DPP.
- POLICE PERSONNEL INVOLVED IN, AND FURTHERING THE GOALS OF, THE DPP SHALL PATROL: (A) ON FOOT, (B) ON BICYCLE, (C) ON GOLF CARTS, (D) IN CARS, (E) OR THROUGH ANY OTHER METHOD DESIGNED TO SUPPORT AND REINFORCE THE ROLE OF POLICE PERSONNEL AS A PART OF THE DOWNTOWN COMMUNITY.
- DPP PERSONNEL WILL FOCUS THEIR TIME AND ATTENTION WITHIN THE BOUNDARIES OF THE CRA AND PRIORITIZE EFFORTS WITHIN THE DOWNTOWN.
- CPTED CERTIFIED PERSONNEL ASSIGNED TO THE DPP, OR WORKING WITH POLICE PERSONNEL ASSIGNED TO THE DPP, WILL ENGAGE WITH RESIDENTS AND BUSINESSES AND PROVIDE THEM WITH SUGGESTIONS REGARDING BEST PRACTICES AND WAYS TO ENHANCE PROTECTION OF THEIR GOODS AND PROPERTY.
- DPP PERSONNEL WILL ENDEAVOR TO IDENTIFY SPECIFIC PROBLEMS WITHIN THE DOWNTOWN THAT MAY BE CONSIDERED DETRIMENTAL TO THE ENCOURAGEMENT OF REDEVELOPMENT AND ASSIST WITH THE INTRODUCTION TO/COORDINATION OF OTHER CITY SERVICES TO ADDRESS THE ISSUES.
- CRA WILL BE PROVIDED A REPORT, ANNUALLY OR BI-ANNUALLY AS DEEMED APPROPRIATE BY THE DEPARTMENT, OUTLINING, AMONG OTHER THINGS, THE FOLLOWING:
 - SUMMARY OF COMMUNITY OR PROMOTIONAL EVENTS, INCLUDING BUT NOT LIMITED TO THE NAMES OF KEY PARTICIPANTS, ESTIMATED NUMBER OF ATTENDEES, DATE, TIME AND LOCATION ALONG WITH A LIST OF EXPENDITURES DIRECTLY RELATED TO THE DPP;
 - LIST OF COMMERCIAL BUSINESSES THAT WERE CONTACTED OR WERE ENGAGED IN RELATIONSHIP BUILDING EFFORTS, PROBLEM SOLVING, CPTED ITEMS OR OTHER PROGRAM FOCUSED EFFORTS;
 - SUMMARY OF ACTIVITIES UNDERTAKEN TO ACHIEVE THE GOALS OF THE DPP; AND
 - CRIME STATISTICS WITHIN THE CRA BOUNDARIES FOR THE REPORTING PERIOD.

COMMUNITY POLICING POLICY 1.3: FUNDING FOR THE DPP:

- CRA FUNDING FOR THE DPP, FISCAL YEAR OCTOBER 1, 2020 – SEPTEMBER 30, 2021 SHALL BE APPROVED WITHIN THE FY 2020-2021 BUDGET, AND THE CITY SHALL BE REIMBURSED FOR EXPENSES AND/OR RESOURCES INCURRED OR PROVIDED BY THE CITY; AND FUNDING FOR DPP FOR SUBSEQUENT FISCAL YEARS SHALL BE APPROVED WITHIN THE RESPECTIVE FISCAL YEAR BUDGET.
- FUNDING FOR THE DPP WILL BE DETERMINED ON AN ANNUAL BASIS, AT THE DISCRETION OF THE CRA, AND REVIEWED AND APPROPRIATED ANNUALLY.

COMMUNITY POLICING POLICY 1.4: CODE ENFORCEMENT SUPPORT TO THE DPP:

- CODE ENFORCEMENT SHALL WORK WITH ALL PROPERTY OWNERS, ESPECIALLY KEY AREAS IN THE DOWNTOWN, TO ENSURE COMPLIANCE WITH ALL REGULATIONS TO PREVENT BLIGHT.

X. Redevelopment Trust Fund & Tax Increment Financing

The Redevelopment Trust Fund ("Trust"), originally established by Ordinance No. 3110 in 1982 and amended from time to time, supports the redevelopment plan for Downtown Boca Raton. That support includes financing for the following: infrastructure improvements; management, marketing, and communication efforts; community policing and code enforcement initiatives; and programming activities. All of these projects and activities play a crucial role in invigorating and sustaining the ongoing redevelopment of the Downtown.

Since its inception, the Trust has been funded by Tax Increment Financing (TIF), which provides a mechanism for local governments to collect increment revenue generated within the Redevelopment Area for allocation and use on various redevelopment projects and activities.

In order to ensure continued support for redevelopment in the Downtown, the TIF is extended to August 10, 2042 (the date that is 60 years after the original redevelopment plan was adopted, in 1982).

Pursuant to Florida law, the TIF is funded by ad valorem tax revenues from the City of Boca Raton, Palm Beach County, and the Greater Boca Raton Beach and Park District.

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XI. Planned Services and Infrastructure Improvements

Pursuant to Florida Statute Section 163.387(7)(d), an appropriation of TIF funds, unexpended at the end of the fiscal year, for a redevelopment project, must be specifically identified in an approved community redevelopment plan. Specific redevelopment projects that support the Agency goals and objectives for a safe and walkable Downtown are listed below. Each project's budget (or portion of the project's budget) is approved annually, and projects may have funds appropriated from the current year's unexpended TIF funds that may be expended in the next year or may be reappropriated. Such appropriations will be approved through the budget process.

1. **DOWNTOWN HARDSCAPE PROGRAM:** Introduce new decorative planters, benches and trash receptacles, all of which sustain and enhance the longevity of the specialized infrastructure and aesthetics of the Downtown; enhancing Downtown's paver blocks, stamped concrete and the other decorative surfaces to reinforce the Downtown's unique hardscape. This project supports Beautification Goal Policies 1.1, 1.2 and 1.3 by providing a continuous and inviting system of walks. (CRA CIP Project #1440033)
2. **TRAFFIC LIGHTING/MAST ARM ENHANCEMENTS:** Reinforcing the unique street aesthetics and safety of the Downtown by the systematic enhancement of traffic lighting and mast arm poles at all the signalized intersections within the Downtown for consistency with the Downtown Design Standards. This project supports Infrastructure Policies 1.1 and 1.4, and Beautification Policy 1.1 through sustainable and resilient infrastructure, including enhanced/specialized traffic signals, management systems, and decorative street lighting, enhancing the pedestrian experience through safe walkability lighting, and establishing a theme and standards for street lights. (CRA CIP Project #1440111)
3. **DOWNTOWN DECORATIVE STREET LIGHTS:** Phased enhancement of decorative streetlights within the Downtown. This project supports Infrastructure Policies 1.1 and 1.4, and Land Use Policy 3.5 by enhancing the identity and aesthetics of Downtown through sustainable and resilient infrastructure, including crosswalks to enhance the pedestrian experience and specialized lighting and signage to ensure safe walkability and educate pedestrians. (CRA CIP Project #1440114)
4. **DOWNTOWN PALMETTO PARK ROAD CONNECTIVITY AND MOBILITY:** A comprehensive evaluation and analysis of the East Palmetto Park Road corridor between Federal Highway and NE 5th Avenue focused on enhancing connectivity and mobility, including the implementation, development and construction of creative corridor alternatives that enhance functionality and aesthetics and advance connectivity and mobility goals. This project supports Infrastructure Policies 1.1 and 1.3, and Transportation Policy 1.1 by enhancing sustainable and resilient infrastructure, including sidewalks, pedestrian pathways, walkability connectors, crosswalks, benches, and trash receptacles, aiming to improve the pedestrian experience through complete streets projects and ensure that traffic improvements facilitate adequate access and connectivity throughout the Downtown. (CRA CIP Project #1440324)

5. **WALKABILITY IMPROVEMENTS DOWNTOWN:** Walkability enhancements including, but not limited to, inroad crosswalk lighting, leading pedestrian intervals, pedestrian signal heads, ride share waiting areas, lighting, flashing beacons at crosswalks and signage. This project supports Land Use Policy 3.5, Infrastructure Policies 1.1 and 1.4, and Transportation Policy 1.1 by enhancing the pedestrian experience and ensuring safe walkability through sustainable and resilient infrastructure including sidewalks, pedestrian pathways, walkability connectors, and crosswalks, and providing adequate access and pedestrian connectivity to and within the Downtown. (CRA CIP Project #1440207)
6. **DRAINAGE IMPROVEMENTS:** The construction of new and enhanced drainage infrastructure and improvements in conformance with the Downtown master permit from the South Florida Water Management District, to support the unique Downtown infrastructure, address localized and isolated flooding problems throughout the Downtown, and enhance the sustainability and reliability of the Downtown roadway network. As climate change and sea level rise continue to impact the City's infrastructure, drainage systems will play an increasingly important role in protecting infrastructure investments. Enhancements will seek to incorporate industry best-practices and innovative methods to address the impacts of climate change on Downtown infrastructure. This project supports Drainage Policy 1.2 for sustainable and resilient drainage systems and drainage system capacity in the Downtown area. (CRA CIP Project #1440424)
7. **ROADWAY AND SIDEWALK ENHANCEMENT:** Upgrade and enhance the functionality and aesthetics of the Downtown roadway and sidewalk infrastructure to enhance the overall experience through periodic inspections/development and implementation of a uniform system to optimize resurfacing, rejuvenation and reconstruction of the roadway and sidewalk infrastructure. This project supports Infrastructure Policy 1.1 through sustainable and resilient infrastructure and unique Downtown components including roadways, sidewalks and pedestrian pathways and walkability connectors. (CRA CIP Project #1440624)
8. **DOWNTOWN PARKS ELECTRICAL UPGRADES-MIZNER PARK AND SANBORN SQUARE:** Enhance and upgrade the underground utility infrastructure to support, among other things, high impact events in Downtown parks that require significant electricity sources for nighttime activities and lighting (holidays and pedestrian activations, etc.), including support for street lighting, and upgraded electrical circuits to increase reliability of the electricity within and surrounding Mizner Park and Sanborn Square. This project supports Land Use Policy 6.1 and Infrastructure Policy 1.1 by improving recreational facilities to provide a functional and attractive system of open space, and enhancing sustainable and resilient infrastructure within the Downtown. (CRA CIP Project # 1440507)
9. **SANBORN SQUARE RENOVATIONS/ACTIVATIONS:** Redesign and enhance the park (which is over 30 years old) and to activate and encourage pedestrians and visitors to utilize the park. This project supports Land Use Policies 5.3, 6.1, and 6.2, and Infrastructure Policy 1.1 by promoting and supporting a comprehensive program of cultural and community activities on appropriate public sites in the Downtown, improving recreational facilities to provide a functional and attractive system of open space and a comprehensive program of recreation activities that are culturally/community oriented, and through sustainable and resilient infrastructure and unique Downtown components. (CRA CIP Project #1600218)

- 10. MIZNER PARK IMPROVEMENTS:** Mizner Park is a signature location within the Downtown. Infrastructure enhancements in anticipation of increased pedestrian and vehicular traffic because of the Brightline Train Station, including upgrades/enhancements of pavers, walkways and/or driveways, drainage infrastructure, security cameras, signage, electrical infrastructure, street furniture/benches and trash receptacles, gazebos. This project supports Land Use Policies 1.1, 2.5, and 6.1, and Infrastructure Policy 1.1 by providing a diverse mix of land uses throughout the Downtown with quality urban design and enhancing Mizner Park's role as a focal point, encouraging community gathering and socialization opportunities, improving recreational facilities to provide a functional and attractive system of open space, and through sustainable and resilient infrastructure. (CRA CIP Project #1440607)
- 11. CRA PARKING ANALYSIS & PLANNING:** This project evaluates and develops specialized parking strategies to enhance vehicular circulation and mobility generally, parking management in the Downtown, including directional signage to existing parking facility(ies). This project supports Infrastructure Policy 1.1, and Transportation Policy 1.6 through sustainable and resilient infrastructure, including enhanced parking facilities and management systems, encouraging the expansion of common parking areas for multiple sites, and promoting efficient use of parking facilities through effective parking management systems. (CRA CIP Project #1440225)
- 12. DOWNTOWN TRANSIT PROGRAM (TDM):** This project is focused on developing a transit program for Downtown to increase personal mobility and reduce the number of single-occupancy vehicles on the road by providing a safe and efficient transit system that connects residents and visitors to Downtown. This project supports Transportation Policies 1.3 and 1.7 by encouraging and supporting the use of traffic management systems, such as ride sharing and transit systems, and establishing a Downtown circulator system to connect major attractors, parking areas, and mass transit. (CRA CIP Project #1440325)
- 13. EAST/WEST PEDESTRIAN CONNECTIVITY CONSULTANT AND IMPLEMENTATION:** This project analyzes and evaluates options to provide East/West pedestrian connectivity within Downtown and to overcome barriers to access the Downtown, including but not limited to, Federal Highway, Dixie Highway and the Railroad tracks, and the design and implementation of appropriate options. This project supports Infrastructure Policies 1.1, 1.3, and 1.4 and Transportation Policy 1.1 through sustainable and resilient infrastructure, including sidewalks, pedestrian pathways, walkability connectors, crosswalks, benches, and trash receptacles; encouraging complete streets projects to improve the pedestrian experience; enhancing the pedestrian experience in the Downtown area; and designing traffic improvements to provide adequate access and pedestrian connectivity within the Downtown. (CRA CIP Project #1440724)

14. RESIDENT LED MEMORIAL PARK ENHANCEMENT: This project is a coordinated redevelopment undertaking involving Memorial Park and the surrounding governmental campus area within the Downtown Community Redevelopment Area. The project area consists of approximately 17 acres of City-owned property and associated public spaces and rights-of-way centered upon Memorial Park and the existing civic and recreational campus. The project provides for the planning, design, rehabilitation, redevelopment, enhancement, and implementation of eligible public improvements within the project area to improve its recreational, community, cultural, historic, pedestrian, public space, accessibility, infrastructure, mobility, and connectivity functions. The contemplated redevelopment may include parks, playgrounds, open spaces and recreational improvements; eligible community and recreational facilities and improvements; preservation and rehabilitation of historic resources; pedestrian, bicycle and accessibility improvements; mobility and connectivity improvements; parking, circulation and access improvements; utilities and supporting infrastructure; landscaping, shade, plazas and other public realm improvements; site preparation; and other physical improvements necessary or appropriate to accomplish redevelopment of Memorial Park and the surrounding project area. The project is being advanced through a resident led master planning and public engagement process that includes evaluation of existing conditions, community and stakeholder engagement, development and evaluation of conceptual alternatives, refinement of those alternatives based upon public input, and preparation of a preferred master plan and implementation framework. That process will refine the design, configuration, scope, phasing, location of individual components, and estimated cost of the project without altering the identity of the project as the redevelopment and enhancement of Memorial Park and the surrounding governmental campus area. The broader master planning process may evaluate City Hall, governmental administrative facilities, or other improvements that are not eligible for expenditure of redevelopment trust fund revenues. CRA funding for Project No. 1440827 shall be limited to those project components and expenditures independently authorized under Part III of Chapter 163, Florida Statutes, consistent with this Amended Downtown Plan, and appropriated through the CRA's annual budget. The inclusion or evaluation of a facility or improvement as part of the broader master plan shall not, standing alone, constitute a determination that such facility or improvement is eligible for CRA funding. This project supports Land Use Goal 6 and Land Use Policy 6.2 by maintaining and improving functional and attractive recreational facilities that serve a range of ages, abilities and interests; Land Use Policy 5.3 by supporting cultural and community activities on public Downtown sites; Urban Design Policy 1.5 by preserving historic and architectural significant buildings; and Infrastructure Policy 1.1 through sustainable improvements to unique Downtown components; and applicable transportation and connectivity policies through improvements to pedestrian access, mobility, safety and connectivity. (CRA CIP Project #1440827)

15. MIZNER PARK AMPHITHEATER: Renovation plan for the Mizner Park Amphitheater, incorporating crucial upgrades to drainage systems and restroom facilities. The primary goal remains to modernize the interior, enhancing stage functionality, artist and crew facilities, and technical infrastructure, while addressing essential infrastructure needs. Improvements to the Mizner Park Amphitheater ensures it remains a premier venue capable of attracting high-caliber performances and events, enriching the cultural landscape within Downtown. This project supports Land Use Policies 6.1 and 6.2, and Infrastructure Policy 1.1 by improving recreational facilities to provide a functional and attractive system of open space, offering a comprehensive program of culturally and community-oriented recreational activities as a component to the outdoor recreation program, and through sustainable and resilient infrastructure. (CRA CIP Project # 1440711)

- 16. OLD TOWN HALL REHABILITATION AND PRESERVATION:** This project provides for the rehabilitation, restoration, preservation, and enhancement of historic Old Town Hall within the Downtown Community Redevelopment Area. Improvements may include structural stabilization; preservation and restoration of historic architectural features, including the dome; upgrades or replacement of exterior doors; accessibility improvements; improvements to the associated parking area and site access; and related planning, design, engineering, and construction necessary to preserve the historic resource and maintain or enhance its functional public use. The project is intended to address substantial rehabilitation and preservation needs associated with age, deterioration, weather exposure, accessibility, or other conditions affecting the continued use and preservation of the historic structure, and does not include ordinary or routine maintenance. This project supports Beautification Policy 1.1, Infrastructure Policies 1.1, 1.3 and 1.4, and Land Use Policy 3.5, that ensures a standard for Downtown, through consistent beautification, sustainable and resilient infrastructure and enhanced pedestrian experience. (CRA CIP Project # 1440927)

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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;

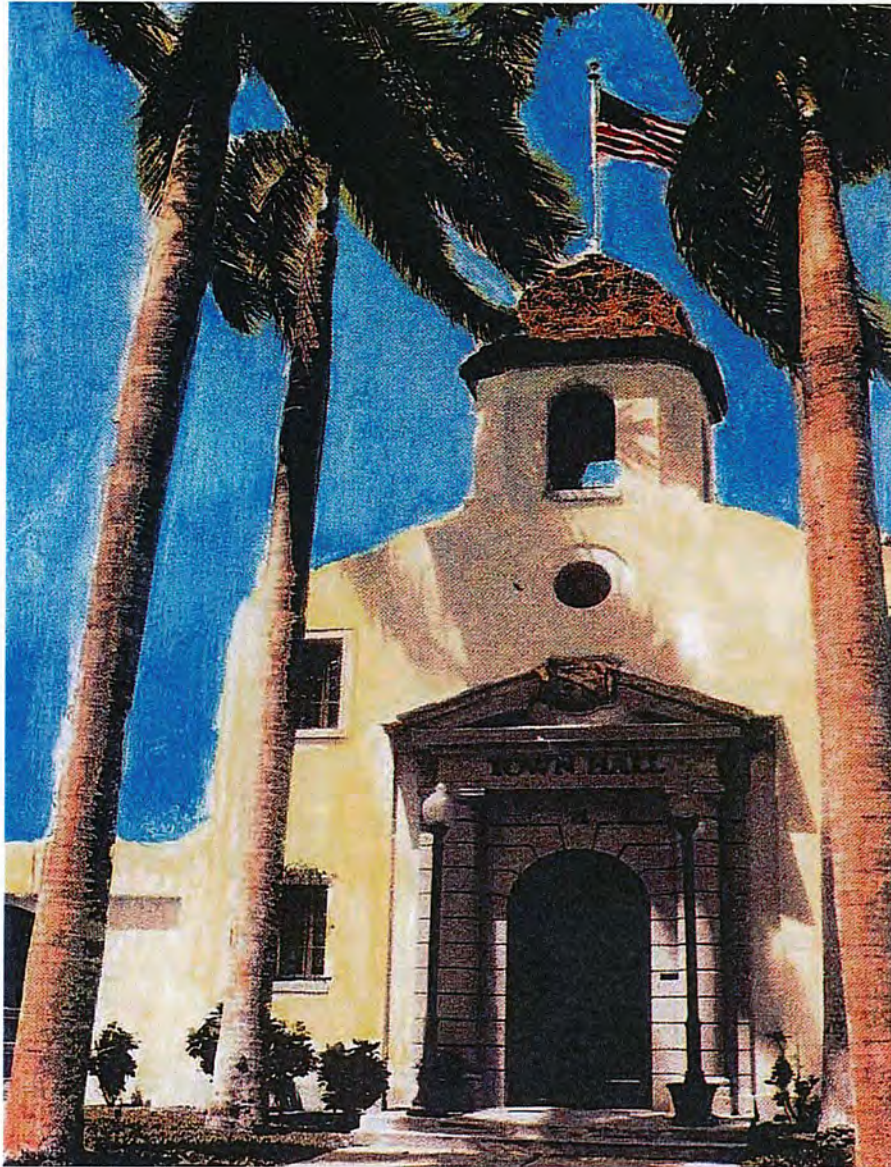
Thence Easterly, at a right angle to the last described course, a distance of 500 feet;

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,

AMENDED DOWNTOWN PLAN



BOCA RATON

As of 09/09/2025

AMENDED & RESTATED
with Ord. No. 5748

10. **MIZNER PARK IMPROVEMENTS:** Mizner Park is a signature location within the Downtown. Infrastructure enhancements in anticipation of increased pedestrian and vehicular traffic because of the Brightline Train Station, including upgrades/enhancements of pavers, walkways and/or driveways, drainage infrastructure, security cameras, signage, electrical infrastructure, street furniture/benches and trash receptacles, gazebos. This project supports Land Use Policies 1.1, 2.5, and 6.1, and Infrastructure Policy 1.1 by providing a diverse mix of land uses throughout the Downtown with quality urban design and enhancing Mizner Park's role as a focal point, encouraging community gathering and socialization opportunities, improving recreational facilities to provide a functional and attractive system of open space, and through sustainable and resilient infrastructure. (CRA CIP Project #1440607)
11. **CRA PARKING ANALYSIS & PLANNING:** This project evaluates and develops specialized parking strategies to enhance vehicular circulation and mobility generally, parking management in the Downtown, including directional signage to existing parking facility(ies). This project supports Infrastructure Policy 1.1, and Transportation Policy 1.6 through sustainable and resilient infrastructure, including enhanced parking facilities and management systems, encouraging the expansion of common parking areas for multiple sites, and promoting efficient use of parking facilities through effective parking management systems. (CRA CIP Project #1440225)
12. **DOWNTOWN TRANSIT PROGRAM (TDM):** This project is focused on developing a transit program for Downtown to increase personal mobility and reduce the number of single-occupancy vehicles on the road by providing a safe and efficient transit system that connects residents and visitors to Downtown. This project supports Transportation Policies 1.3 and 1.7 by encouraging and supporting the use of traffic management systems, such as ride sharing and transit systems, and establishing a Downtown circulator system to connect major attractors, parking areas, and mass transit. (CRA CIP Project #1440325)
13. **BRIGHTLINE TRAIN STATION EAST PLATFORM:** ~~This project is focused on the design and construction of a platform and crossover bridge for the east side of the station and other appropriate improvements to facilitate ease of use and safety for riders as they enter and exit the train. This project supports Transportation Policy 1.9 and the expansion of the Brightline Train Station as a convenient and accessible element within the Downtown, and enhances connectivity and safety of passengers and visitors into Downtown. (CRA CIP Project #1440524)~~
- 13 14. **EAST/WEST PEDESTRIAN CONNECTIVITY CONSULTANT AND IMPLEMENTATION:** This project analyzes and evaluates options to provide East/West pedestrian connectivity within Downtown and to overcome barriers to access the Downtown, including but not limited to, Federal Highway, Dixie Highway and the Railroad tracks, and the design and implementation of appropriate options. This project supports Infrastructure Policies 1.1, 1.3, and 1.4 and Transportation Policy 1.1 through sustainable and resilient infrastructure, including sidewalks, pedestrian pathways, walkability connectors, crosswalks, benches, and trash receptacles; encouraging complete streets projects to improve the pedestrian experience; enhancing the pedestrian experience in the Downtown area; and designing traffic improvements to provide adequate access and pedestrian connectivity within the Downtown. (CRA CIP Project #1440724)

- 14 15. RESIDENT LED MEMORIAL PARK ENHANCEMENT TRANSIT-ORIENTED COMMUNITY (TOC) REDEVELOPMENT DOWNTOWN:** This project is a coordinated redevelopment undertaking involving Memorial Park and the surrounding governmental campus area within the Downtown Community Redevelopment Area. The project area consists of approximately 17 acres of City-owned property and associated public spaces and rights-of-way centered upon Memorial Park and the existing civic and recreational campus. The project provides for the planning, design, rehabilitation, redevelopment, enhancement, and implementation of eligible public improvements within the project area to improve its recreational, community, cultural, historic, pedestrian, public space, accessibility, infrastructure, mobility, and connectivity functions. The contemplated redevelopment may include parks, playgrounds, open spaces and recreational improvements; eligible community and recreational facilities and improvements; preservation and rehabilitation of historic resources; pedestrian, bicycle and accessibility improvements; mobility and connectivity improvements; parking, circulation and access improvements; utilities and supporting infrastructure; landscaping, shade, plazas and other public realm improvements; site preparation; and other physical improvements necessary or appropriate to accomplish redevelopment of Memorial Park and the surrounding project area. The project is being advanced through a resident led master planning and public engagement process that includes evaluation of existing conditions, community and stakeholder engagement, development and evaluation of conceptual alternatives, refinement of those alternatives based upon public input, and preparation of a preferred master plan and implementation framework. The broader master planning process may evaluate City Hall, governmental administrative facilities, or other improvements that are not eligible for expenditure of redevelopment trust fund revenues. CRA funding for Project No. 1440827 shall be limited to those project components and expenditures independently authorized under Part III of Chapter 163, Florida Statutes, consistent with this Amended Downtown Plan, and appropriated through the CRA's annual budget. The inclusion or evaluation of a facility or improvement as part of the broader master plan shall not, standing alone, constitute a determination that such facility or improvement is eligible for CRA funding. This project supports Land Use Goal 6 and Land Use Policy 6.2 by maintaining and improving functional and attractive recreational facilities that serve a range of ages, abilities and interests; Land Use Policy 5.3 by supporting cultural and community activities on public Downtown sites; Urban Design Policy 1.5 by preserving historic and architectural significant buildings; and Infrastructure Policy 1.1 through sustainable improvements to unique Downtown components; and applicable transportation and connectivity policies through improvements to pedestrian access, mobility, safety and connectivity. This project focuses on development of planning concepts, goals, processes, designs, regulations and implementation of same to create a TOC district within the Downtown, near the Brightline Train Station and adjacent areas including the City's "government campus" area, by the functional integration of land use and transit and the encouragement/creation of a walkable, mixed-use community within walking distance to the train station. TOC efforts will enhance redevelopment and revitalization efforts through, among other things, potential public and private investment, potential acquisition of property necessary to relocate and develop recreational activities and civic uses, zoning and redevelopment approaches to encourage investment and vibrant Downtown structures and uses, as well as promoting pedestrian-oriented mixed-uses and utilizing mobility and connectivity elements. This project supports Beautification Policy 1.1, Infrastructure Policies 1.1, 1.3 and 1.4, Land Use Policy 3.5, and Transportation Policy 1.8 that ensures a standard for Downtown, through sustainable and resilient infrastructure and complete streets projects to improve the pedestrian experience with safe walkability and education of pedestrians, that encourages Transit Oriented Design (TOD) elements to support redevelopment efforts for enhanced walkability and mobility near mass transit in the Downtown. (CRA CIP Project #1440827/1440525)

15 16. MIZNER PARK AMPHITHEATER: Renovation plan for the Mizner Park Amphitheater, incorporating crucial upgrades to drainage systems and restroom facilities. The primary goal remains to modernize the interior, enhancing stage functionality, artist and crew facilities, and technical infrastructure, while addressing essential infrastructure needs. Improvements to the Mizner Park Amphitheater ensures it remains a premier venue capable of attracting high-caliber performances and events, enriching the cultural landscape within Downtown. This project supports Land Use Policies 6.1 and 6.2, and Infrastructure Policy 1.1 by improving recreational facilities to provide a functional and attractive system of open space, offering a comprehensive program of culturally and community-oriented recreational activities as a component to the outdoor recreation program, and through sustainable and resilient infrastructure. (CRA CIP Project # 1440711)

16 17. OLD TOWN HALL REHABILITATION AND PRESERVATION RELOCATION OF HISTORIC PUBLIC BUILDING: This project provides for the rehabilitation, restoration, preservation, and enhancement of historic Old Town Hall within the Downtown Community Redevelopment Area. Improvements may include structural stabilization; preservation and restoration of historic architectural features, including the dome; upgrades or replacement of exterior doors; accessibility improvements; improvements to the associated parking area and site access; and related planning, design, engineering, and construction necessary to preserve the historic resource and maintain or enhance its functional public use. The project is intended to address substantial rehabilitation and preservation needs associated with age, deterioration, weather exposure, accessibility, or other conditions affecting the continued use and preservation of the historic structure, and does not include ordinary or routine maintenance. "Singing Pines," an historic structure currently occupies a site within the Downtown that is slated for redevelopment as part of the Downtown Campus P3 project, which will transform the area into a mixed-use, transit-oriented district adjacent to the Brightline Train Station. This historic building will be relocated to a City-owned site outside of the Downtown as part of preparation of the site for redevelopment. This project supports Beautification Policy 1.1, Infrastructure Policies 1.1, 1.3 and 1.4, and Land Use Policy 3.5, that ensures a standard for Downtown, through consistent beautification, sustainable and resilient infrastructure and enhanced pedestrian experience. (CRA CIP Project # 14409271440417)