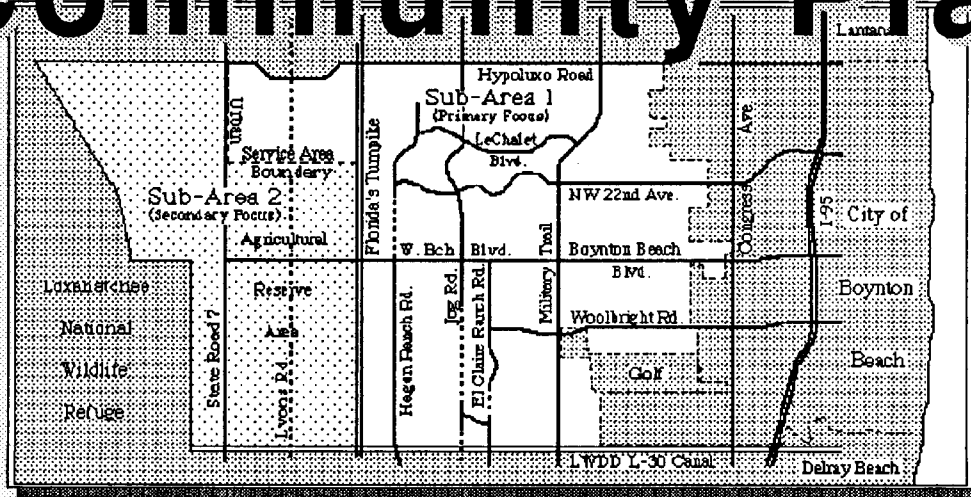


The

West Boynton Area Community Plan



Formally Accepted (Adopted by Resolution) by
the City of Boynton Beach: September 19, 1995
Formally Accepted (Adopted by Resolution) by
Palm Beach County: October 3, 1995



The Palm Beach County Planning Division
PZ&B

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of the Planning Division of Palm Beach County
A Division of the Planning, Zoning & Building Department
Palm Beach County, Florida**

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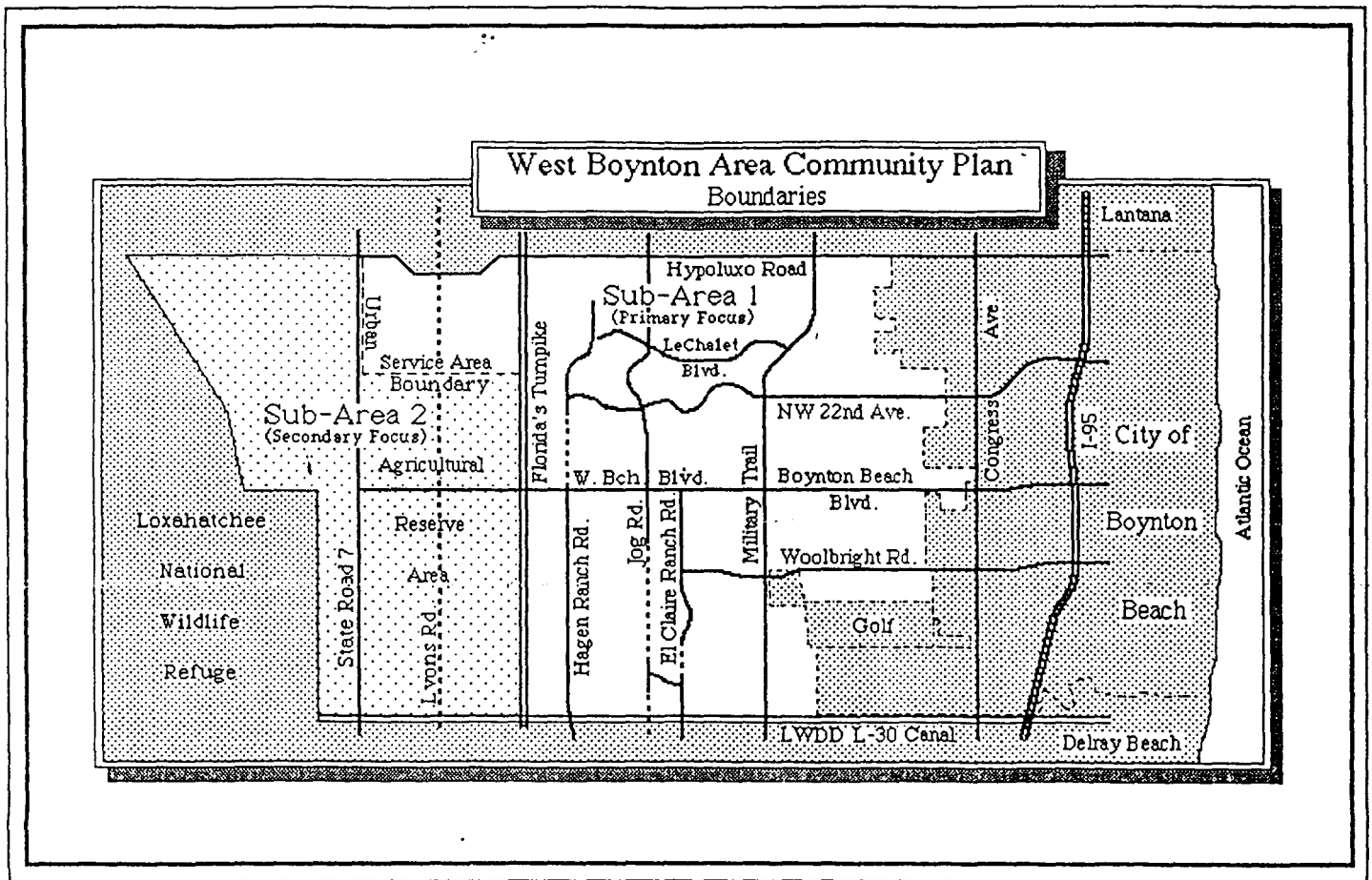
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Description of Boundaries

To the east the plan's boundaries align conterminously with the city limits of Boynton Beach and the Village of Golf. To the south, they follow the L-30 Canal which forms the informal boundary between unincorporated suburban Boynton Beach and unincorporated suburban Delray Beach. On the north, the boundary runs parallel to Hypoluxo Road (east of the Turnpike) and extends with the same alignment west to the Loxahatchee National Wildlife Refuge. On the west, they follow the eastern edge of the Loxahatchee National Wildlife Refuge.

I. Introduction to Neighborhood Planning and the West Boynton Area Community Plan (WBACP)

I.A. Origins of the West Boynton Planning Effort

In the fall of 1991, representatives from the Coalition of Boynton West Residential Associations (COBWRA), an umbrella organization of homeowners' associations, requested the County prepare a plan for the large area west of Boynton Beach known as west Boynton. The Board of County Commissioners (BCC) approved the development of such a plan under the neighborhood planning objectives of the County's Comprehensive Plan. A citizen's study group (or planning committee) worked to identify and understand issues, evaluated options, and develop recommendations. In January 1995, the recommendations were reviewed and accepted at a final community meeting. These recommendations, as well as the data and analysis considered during the neighborhood planning process, are presented in this document.

I.B. Introduction to the General Processes of Neighborhood Planning

The Neighborhood Plan

Neighborhood plans are based on issue identification and resulting recommendations to improve a given area. Based on an analysis of a large amount of data collected about that area, the plan generally represents the consensus among those participating stakeholders (residents and others). The plan's recommendations are usually in two forms: 1) reactive to existing issues and situations; and 2) pro-active in defining what capital improvements and other activities should occur. Consequently, the primary purpose for undertaking a neighborhood plan is to provide a guide for future development of the area and to identify tasks for improvement.

Neighborhood planning should occur within the overall context of the comprehensive plan of the local government. The Comprehensive Plan is a general blueprint for an entire area and contains such topics as land use, housing, transportation, economy, culture, utilities, services, and parks. Neighborhood plans address one or more of these topics on a more detailed level. If each community views its particular area in a vacuum, it will create a plan separated from the concerns of the whole region. Local goals and needs should interrelate with the vision of the entire County and region.

Overview of Steps in Neighborhood Planning

The steps involved in carrying out a neighborhood plan are simple: identifying issues, setting goals, collecting information and assessing it, and thinking of ways to meet the goals. After the plan is adopted, it becomes important that the recommendations are implemented and a regularly program of monitoring is instituted. The following is a brief overview of those tasks.

Step One: Identifying Issues

The task of identifying issues usually begins with a community-wide meeting so that as many people as possible from the community can voice their concerns. A citizen's study group is formed for further discussion and refinement so that core problems are identified and serve as a foundation for establishing goals.

Step Two: Setting Goals

The problems derived from the introductory community meeting and first citizen's study group forum give a framework for establishing overall goals for the plan. Goals provide direction and parameters for a plan and help focus citizens on the plan's intended purpose. As the neighborhood plan progresses, all recommendations can be measured by conformity to the original goals.

Step Three: Collecting Information and Assessing It

During the neighborhood planning process, information about identified issues is collected. The categories of information range from the physical to the social, and from the highly quantifiable to the highly narrative. The study group then analyzes it and determines what options or solutions are available.

Step Four: Making Recommendations to Address Identified Needs

Once problems are fully explored, the citizen's study group is then prepared to make recommendations. These are based on selecting the best of each analyzed alternative during the information gathering stage. The recommendations must undergo scrutiny by the entire community during another community-wide meeting when the entire draft plan is presented for comment. If significant concerns are still raised, then the study group reconvenes to address those unresolved issues. Once the plan is completed, it receives additional scrutiny by elected officials. When they are satisfied that the plans identified goals, issues, and recommendations have the support of the community and represent a implementable package, they can officially endorse the plan as a policy guide.

Step Five: Implementing the Plan

Since plans do not implement themselves, the community and planning staff also determine an implementation strategy for each of the recommendations. This involves assigning responsibility, determining specific actions, and establishing priorities.

Step Six: Monitoring, Evaluating, and Updating the Plan

Step six entails monitoring the plan's implementation. It determines whether the plan is fulfilling its intended purpose. Also, as time passes, certain recommendations may be accomplished or their appropriateness may change as situations change. Monitoring allows for adjusting the plan to meet needs.

The Palm Beach County Comprehensive Plan's Reference to Neighborhood Planning

In Palm Beach County, the Planning Division operates a neighborhood planning program. It was established in 1990 in order to carry out Objective 8 of the Comprehensive Plan's Land Use Element which calls for the creation and adoption of neighborhood plans. (Refer to the appendix of this report for the exact wording of Objective 8.) The objective and policies govern the neighborhood planning program. The Board of County Commissioners (BCC) has also adopted a Guide to Neighborhood Planning which outlines, in more detail, the general process and provides parameters for the program.

I.C. Introduction: Chronological History of the WBACP Planning Effort

In the fall of 1991, the west Boynton community made a request for a neighborhood plan for its area. The Coalition of Boynton West Residential Associations (COBWRA), an umbrella organization composed of delegates from the region's various homeowner associations, met with their County Commissioners and Palm Beach County Planning Division staff to outline a purpose for the effort.

The plan would become the County's first "community plan" or district plan. Instead of focusing on a 10-15 square mile area typical of a neighborhood plan, the West Boynton Area Community Plan (WBACP) would encompass over 40 square miles. Whereas a typical neighborhood plan would address detailed and specific problems for a given area, the community plan approach would look at the broad policy level issues for a larger region.

The Citizens' Study Group

A citizens' study group of ten persons was created to serve as the experts on their community and are in a unique position to identify problems. First, COBWRA provided three members who had significant experience in County planning issues. Because the northern portion of the Agricultural Reserve (Ag Reserve) was also included within the plan boundaries, one member came from that area's Rangeline Coalition Property Owners Association. Further, the president of the Hagen Ranch Road Association served as the farming representative east of Florida's Turnpike. The Planning Division also selected two members who had involvement with environmental protection, schools, and local health care. Last, three municipal representatives participated in the process. The City provided the expertise of its Mayor, City Manager, and Planning Director. Planning Division staff served as group facilitator, planning advisor, and information gatherer for the process.

The Plan Boundaries

The boundaries of the area were originally drawn to encompass suburban unincorporated west Boynton, west to the Urban Service Area Boundary (USAB). After further reflection, COBWRA asked that the plan include the northern Ag Reserve. They noted that the future direction and growth of this western region would significantly impact the quality of life to the east in west Boynton. Boundaries were subsequently redrawn to include the northern Ag Reserve with the stipulation that no recommendations from the WBACP could conflict with an on-going study of the Ag Reserve area. The two plans would overlap but the WBACP's recommendation would focus on overall policy, direction, and coordination.

Consequently, the boundaries of the plan became the following:

To the east the plan's boundaries align conterminously with the city limits of Boynton Beach and the Village of Golf. To the south, they follow the L-30 Canal which forms the informal boundary between unincorporated suburban Boynton Beach and unincorporated suburban Delray Beach. On the north, the boundary runs parallel to Hypoluxo Road (east of the Turnpike) and extends with the same alignment west to the Loxahatchee National Wildlife Refuge. On the west, they follow the eastern edge of the Loxahatchee National Wildlife Refuge. (Refer to map titled "Boundaries of the Study Area" on page 4a for a visual depiction.)

Inclusion of the Agricultural Reserve (Subarea 2)

With the inclusion of the northern Ag Reserve within the study area boundaries, the timing of the Ag Reserve Study influenced the schedule and final product of the WBACP. Decisions made within the context of the WBACP process could not impede or conflict with the Ag Reserve Study's progress. Because of this, the WBACP schedule was altered and slowed to allow time for a specific direction to emerge from the Ag Reserve Study.

To address the diverse nature of the WBACP, two subareas were created. Subarea 1 covers the west Boynton region, east of the Ag Reserve. Subarea 2 delineates the northern

Ag Reserve included within the WBACP boundaries. Unless directed to Subarea 2 in the Ag Reserve, all recommendations in this plan only pertain to subarea 1.

The Community Meeting and Study Group Process

The study group began its work with a publicized community meeting facilitated by the Planning Division. Its purpose was to introduce the study group and planning process to local residents and business persons and gather input about local issues or problems from area residents.

These identified issues formed the foundation for developing the Plan's mission statement and objectives. Building on the problems raised in the community meeting, planning staff led the study group through a process of establishing plan goals and objectives. All final recommendations conform to the list of plan objectives.

Once the objectives and issues were identified, Planning staff either researched and provided background information or arranged for guest speakers to further educate the study group. The education process gave group members an opportunity to fully explore issues before collectively examining options to solve problems.

The study group always had three choices when drafting recommendations. First the group could find agreement at a detailed level. Second, if members disagreed, they could seek a more generalized policy level or direction that garnered consensus. Last, if no agreement could be reached, the group could omit reference to the disputed topic or choose not to address it. In general, after weighing various solutions to problems, the citizen's study group and facilitator usually chose a broad-based direction and crafted recommendations based on consensus.

After working together over a two year period, the study group completed its work. During that time two interruptions occurred, lasting four and six months respectively. They involved: 1) a purposeful action to delay WBACP decisions on Subarea 2 because the Ag Reserve Study process needed more time to resolve outstanding issues; and 2) another concurrent neighborhood planning effort in the north County. The WBACP study group resumed promptly after both hiatuses.

By December 1994, the WBACP citizen's study group had produced 73 recommendations that addressed the following issues:

- land use
- mobility
- roads
- services
- design
- intergovernmental coordination
- employment
- the Ag Reserve
- the natural environment
- water quality
- beautification

A final community meeting was held in January 1995 to present the recommendations to local citizens. There was general community consensus to accept the plan's recommendations, to have the Planning Division complete the text for study group examination, and to forward the plan through the Study Group to the Land Use Advisory Board (LUAB), the BCC and the Boynton Beach City Council for consideration.

I.D. Overview

Mission Statement of the West Boynton Area Community Plan

“The purpose and intent of the West Boynton Area Community Plan is to provide elected officials, policy makers and governmental staff a tool or guide for decision making, to inform them of the future development goals and vision of the people who live and work in west Boynton, to produce a joint vision created, recognized and observed by both Palm Beach County and the City of Boynton Beach, to highlight and address citizen-identified issues or problems of the community, and maintain a strategic plan that educates as well as reflects the needs, concerns, and aspirations of the west Boynton community.”

I.D.2. Goals and Objectives of the The West Boynton Area Community Plan

At the beginning of the WBACP process, the citizen's study group focused on two major areas: maintaining and improving the area's quality of life and determining the unincorporated region's future that is compatible with both the County and the City of Boynton Beach. These ideas formed the basis for study group discussion throughout the development of the plan. Recommendations were developed in response to each of these original parameters.

I. Goal: Maintain and Improve Area's Quality of Life

- A. Investigate opportunities for **improving public services** and promote the most efficient placement of services (infrastructure) based on sound planning principles
 - 1. Ensure adequate infrastructure is provided to area, where needed and assessed as appropriate
 - 2. Ensure that infrastructure is efficiently placed to maximize public dollar cost benefit ratio
 - 3. Address water & sewer: Allow land use planning concerns to dictate where water and sewer infrastructure is placed, rather than vice versa
 - 4. Plan for roads
 - a. Allow land use planning concerns to dictate where road infrastructure is placed, rather than vice versa
 - b. Balance the need to accommodate traffic through wider roads, with the need for preserving neighborhoods and promoting the use of alternative transit modes
 - 5. Address other services
 - a. Combine school and recreation facilities as an efficient use of services
 - b. Investigate the placement of a regional public community center
 - c. Comprehensively plan for area schools

II. Goal: Determine Future for Area that is compatible with *both* the County and the City of Boynton Beach

- A. Create a community plan that will outline a joint vision for both the County and the City of Boynton Beach and will be adopted by both jurisdictions as a guide for growth for the next ten years
 - 1. Settle conflicts between differing land uses
 - 2. Explore the need for an overall annexation plan (objective dropped during study group process)
- B. Determine appropriate land uses
 - 1. Settle conflicts between differing land uses
 - 2. Provide a means to encourage greater mixed use development in designated sites to mitigate additional traffic generation
 - 3. Determine the appropriate overall residential densities for the area
 - 4. Identify any appropriate opportunities for higher density housing
 - 5. Where appropriate, infill existing low density and segregated housing with high density pockets that mix non-residential (commercial), residential and employment opportunities with transit opportunities
 - 6. Inventory and assess vacant tracts for their potential uses and possibly work toward alternative land uses where applicable
 - 7. Plan for strategic commercial nodes
 - a. Limit commercial activity in plan area

- b. Prevent additional strip commercial
 - c. Properly place commercial nodes in the west that will not significantly compete with regional commercial centers already established in the incorporated east (ex. mall), thus leading to their deterioration or abandonment
- C. Define the future role of transportation for the plan area
 - 1. Increase road connectivity, where appropriate
 - 2. Plan for alternative modes of transit, other than through additional road laneage and greater numbers of automobiles
 - 3. Balance the need to accommodate traffic through additional lane-miles, with the need for preserving neighborhoods and promoting the use of alternative transit modes
- D. Help expand the job base within the plan area: Designate industrial location opportunities, where appropriate
- E. Provide additional opportunities for the preservation of the natural environment including passive parks and wildlife corridors
- F. Provide additional opportunities for recreation
 - 1. Provide for passive parks (mentioned under E.1. above)
 - 2. Promote the preservation of native species
 - 3. Emphasize safety
- G. Address the Agricultural Reserve (Subarea 2)
 - 1. Review (and clarify) the objectives of the study of the Ag Reserve area to determine if the study group agrees with the study's direction for subarea 2.
 - 2. Review the alternatives of the study for the Ag Reserve area for impacts on the West Boynton Area Community Plan - east of the turnpike and especially on the Boynton Beach Blvd. corridor

Summary of Recommendations

The following is a summary of the plan's recommendations. The complete text of recommendations, as crafted by the study group, is listed in section IV., on page 54. Each recommendation is summarized and organized by the agency or entity that would be responsible for its implementation. The time frame and implementation strategy follow. Refer to map titled "Key Land Use Recommendations in the Study Area" on page 53a for a visual summary of land use and transportation recommendations.

Land Use:

- 1a. Determine the proper mix of land uses for the area by:
 - determining the appropriate amount and general location of commercial land uses
 - combining land use strategies with mass transit needs
 - considering placement and design of residential densities or non-residential intensities to reduce traffic demand
 - addressing the location and intensity of commercial uses
- 1b. Determine the future (land use) of the western portion of the WBACP by:
 - preserving the Ag Reserve for an agricultural future
 - maintaining the current Urban Service Area Boundary
 - determining where roads will be located

Transportation-Traffic Circulation:

- 2a. Reduce the dependence on widening roads by:
 - increasing connectivity of collector roads
 - increasing opportunities for alternative modes of transit
- 2b. Determine the future major road pattern for the WBACP

Transportation-Alternative Modes of Mobility:

3. Promote alternative modes of transit by:
 - promoting mixed use and higher density land uses that support mass transit, where appropriate
 - increasing bus service
 - promoting compact, mixed use development adjacent to mass transit opportunities
 - increasing and improving linkages within and between developments for walking and biking

Services:

- 4a. Locate additional parks within the area
- 4b. Attract and aggregate health care facilities
- 4c. Consider the impacts of growth on schools
- 4d. Combine or improve services for efficiency such as:
 - co-locating parks and schools
 - promoting measures to improve Fire/Rescue service
 - promoting advanced planning of Fire/Rescue facilities
 - locating a community center in the area

4e. Protect the natural environment

4f. Attract new employment opportunities

4g. Preserve water aquifer quality by:

- converting higher density neighborhood with septic and wells to water and sewer lines
- protecting the aquifer
- conserving water

Identity:

5. Beautify the area by:

- landscaping roadways
- considering increased design and landscaping requirements for new developments

Governance:

6. Enhance local cooperation between the County and the City of Boynton Beach by:

- agreeing upon appropriate land uses for the unincorporated area in advance of annexation
- increasing coordination between the County and the City of Boynton Beach

I.E. Brief History of the Area

The Earliest Residents

Over the centuries many peoples have lived in Palm Beach County. Mounds built by Indians show evidence that several closely related tribes lived in the region for more than 1,000 years. The Tequesta and the Jaega Indian tribes occupied coastal areas while a third group called the Calusa probably lived around Lake Okeechobee. Between the 1520-1800, these three tribes fell victim to European diseases, forced slavery, and wars with other tribes as well as with Spanish and English explorers. By the time the first European-American settlers arrived in South Florida in the nineteenth century, all indigenous Indian tribes had ceased to exist.

The Seminoles, originally members of the Creek tribes of Georgia and Alabama, migrated to north Florida in the early eighteenth century. Spain regarded them as allies and invited them to settle in Spanish Florida. After Florida became a territory of the United States in 1821, American settlers forced the Seminoles to move further south into what is now Palm Beach, Broward and Dade Counties. After a number of battles between American troops and various Seminole tribes in the 1830s, most Indians were assigned to reservations in the Everglades.

Although numerous Indian archaeological sites exist in Palm Beach County, researchers have only uncovered one location in the west Boynton area. The place is located just east of the Loxahatchee National Wildlife Refuge at the western terminus of Boynton Beach Boulevard. The mounds in this area reveal over a thousand year history of virtually continual use. Archaeologists have uncovered artifacts at the site dating from 500-1750 A.D.

The Beginning of Modern Settlement

Although Europeans had explored and colonized the northern part of Florida in the 1700s, the settlement of South Florida and the area now called Palm Beach County did not attract significant numbers of newcomers until the 1880s. The State of Florida lured the first wave of settlers by allowing them to homestead. In the early 1900s, the two industries of tourism and agriculture emerged in Palm Beach County. These came about primarily from the efforts of one man to increase access to the area. Henry Flagler extended the Florida East Coast Railroad through West Palm Beach, and eventually through Miami to Key West. Almost overnight, the Palm Beach became one of the country's most fashionable winter resorts.

In contrast, the remaining undeveloped portion of eastern Palm Beach County converted to agricultural use as the newly formed Lake Worth Drainage District dug canals to drain the Everglades. (Refer to map on page 43d.) Between 1920 and 1940, the area between State Road 80 and the Broward County line became a major source of winter vegetables for the United States. Between 1950 to 1970 as residential and commercial development moved inland, this farming belt incrementally shifted westward towards the Loxahatchee National Wildlife Refuge. Today, most of the remaining remnant of that once large farming region is located principally west of the turnpike in suburban western Boynton, Delray and Boca Raton. It is called the Agricultural Reserve.

Concurrent with the spurt of growth in the 1920s, small communities in southern Palm Beach County (south County) grew to become the cities of Lake Worth, Lantana, Boynton Beach, Delray Beach and Boca Raton. During the early part of this century, large tracts of undeveloped coastal lands provided a clear demarcation between each town. Today, these

municipalities have melded together as part of the continuous coastal urban sprawl pattern throughout South Florida.

The Palm Beach Farms Company, chartered around 1911, has significantly impacted the development of Boynton Beach as well as the surrounding south County region. The Palm Beach Farms Company eventually acquired 50-70 square miles of land, extending from Okeechobee Boulevard in the north to what is now west Boca Raton and ranging from one to five miles in width. In all, The Palm Beach Farms Company platted nine, primarily agricultural segments. The firm then promoted the sale of these tracts to large numbers of people living in Chicago and New York. As an incentive to develop land inland, Palm Beach Farms sold two lots for the price of one. One was located near the coast and the other inland. West of State Road 7, Palm Beach Farms bought every other square mile section for greater control, resulting in a checkerboard effect.

The Palm Beach Farms Company also pioneered several south County communities. For example, the firm developed one of its plats in the area north of Boynton Beach for a large planned development of several hundred acres. It divided the land into five acre farm plots and settlement began immediately in 1912. By 1913, 308 permanent residents formed the nucleus of a community known today as Lake Worth.

The Palm Beach Farms Company created its own property identification system. To this day, property tax numbers for parcels falling within the former limits of Palm Beach Farms differ significantly from standard County assignments. The tax assessor's office must convert property control numbers and plat maps to mesh with the current system.

In the 1920s, Florida witnessed its first real estate boom and bust cycle. The County's population increased sharply during the land boom and economic prosperity of the early 1920s. But four major man-made and natural calamities brought local development to a halt. These were: the Florida land bust of 1926, the major hurricanes and associated death tolls of 1926 and 1928 and finally, the 1929 stock market crash. Like many other real estate firms, The Palm Beach Farms Company declared bankruptcy. South Florida's moribund economy stagnated for the next fifteen years.

At the close of World War II in 1945, the country and Palm Beach County experienced renewed economic prosperity. With the turn-around, the accompanying baby boom stimulated new development. Palm Beach County began to take the shape that residents are familiar with today. Development continued in the post war years with another growth spurt taking place during the building boom of the late 1970s and 1980s.

The Founding of Boynton Beach

Settlers named the City of Boynton Beach after Major Nathan Boynton, who came to the area in 1895 looking for land to develop. He first built a 50-room hotel in 1897 on the beach ridge just south of Lake Worth. Newcomers purchased land either from him or from the Model Land Company, a subsidiary of the Florida East Coast Railway. Out of this small settlement came the city of Boynton Beach.

In the past, Ocean Avenue functioned as the major east-west road for the Boynton Beach area. In the 1960s westward urban development replaced farmsteads. A decision to extend 2nd Avenue westward (now known as Boynton Beach Boulevard) and the placement of an interchange at Boynton Beach Boulevard during the construction of I-95 during the 1970-80s, further increased the regional significance of this corridor. It consequently became the primary east-west road for both the city of Boynton Beach and the west Boynton area.

With the construction of the Boynton Mall and other large commercial centers in the vicinity of Congress Avenue and Boynton Beach Boulevard, the focus of a viable business district shifted westward from the original downtown center. The City has attempted to revitalize and restore it, using history as a unifying theme. The Boynton House, the old Boynton rail station and the city gates still occupy a two-block historic district centered around Ocean Avenue.

The Incorporation of the Village of Golf

In 1957, Par Club Associates, Inc., incorporated the Village of Golf as a municipality for the purpose of local control. A population of 240 people currently reside in this 0.7 square mile town. The Village of Golf owns its own utility company and also services surrounding areas.

Conservation & Water Control:

The Lake Worth Drainage District (LWDD)

With the need to survey and drain the Everglades for farming and settlement, efforts to control water began in southeast Florida early in the 20th century. As a result, the Everglades Drainage District was established by the State in 1907 for the construction and maintenance of a canal system.

The Lake Worth Drainage District (LWDD), successor to the Everglades Drainage District, was created for the purpose of reclaiming the lands within its boundaries and for water control and water supply for settlement and agriculture. The LWDD was incorporated in 1915 under the General Drainage Law of 1913 from the existing canals of the Model Land Company and the Palm Beach Farms Company. The District finished the work of dredging canals and added others to the system. Today, the District issues permits for water consumption, water retention/detention and all construction works that discharge water into the District's system.

The LWDD boundaries span from Okeechobee Boulevard in the north to the Hillsboro Canal to the south, from the E-4 Canal to the west and State Road 7 to the east. The District maintains 511 miles of canal system, which provides drainage for the 218 square miles of District land. The District also maintains 20 major water control structures and numerous minor water control structures as needs dictate. For a depiction of the area's canal system, refer to map on page 43d.

The Loxahatchee National Wildlife Refuge

The Loxahatchee National Wildlife Refuge occupies 221 square miles of the Everglades. With the aid of environmentalists, it was created in 1951 by the Federal government and the State of Florida through an agreement between the South Florida Water Management District (SFWMD) and the U.S. Fish and Wildlife Service. It was created as part of an effort to curb environmental degradation, provide flood control and water storage. Modifications completed around 1959 converted the Loxahatchee Refuge into an impounded area, not only to conserve and store water, but to also protect and preserve a unique ecological community. Creation of the Refuge ensured that this region of southeast Florida would remain relatively pristine and would serve as the western limits of development for southern Palm Beach County.

In the late 1950s, the Loxahatchee Refuge was integrated with two adjacent newly established water conservation areas, Conservation Area 2A and the Everglades Wildlife Management Area. Developed by the U.S. Army Corps of Engineers, these storage areas were later placed under the jurisdiction of the SFWMD. Today, the system of conservation areas extends south through Broward and Dade Counties to the Florida Bay. They are

surrounded by levees and canals and encompass roughly one-half of the historic region of the Everglades.

I.F. Demographics

Population Characteristics

In an area constituting over 32,450 acres or 49 square miles, the permanent population of the west Boynton area consists of nearly 49,000 residents (1994 figures). During high season between November and March, an additional 5000 people come to winter here.

In contrast, the 1980 census showed that west Boynton had approximately 5600 dwelling units, which housed approximately 11,311 people. Statistics indicate that the area's population grew over 268 percent in ten years to reach 30,344 residents in 1990.

Projections for population indicate continued strong growth. Over the next twenty years, using current trends and land use designations, the population is expected to grow to just over 100,000 people. For visual depictions of the 1980 and 1990 census tracts, refer to pages 17a, 17b, and 17c for demographic tables, and maps titled "1980 Census Tracts," "1990 Census Tracts (Regional)," and "1990 Census Tracts."

The changes in population are pronounced in school-age children as well. The following table illustrated the increase in population from 1980 to 1990:

POPULATION OF THE SCHOOL-AGE CHILDREN IN THE WEST BOYNTON STUDY AREA			
	1980	1990	% Increase
Ages 5-9	548	1459	166%
Ages 10-14	612	1291	111%
Ages 15-17	420	767	83%
Ages 5-17 Total	1580	3517	223%
Total Pop.	11,311	30,344	268%

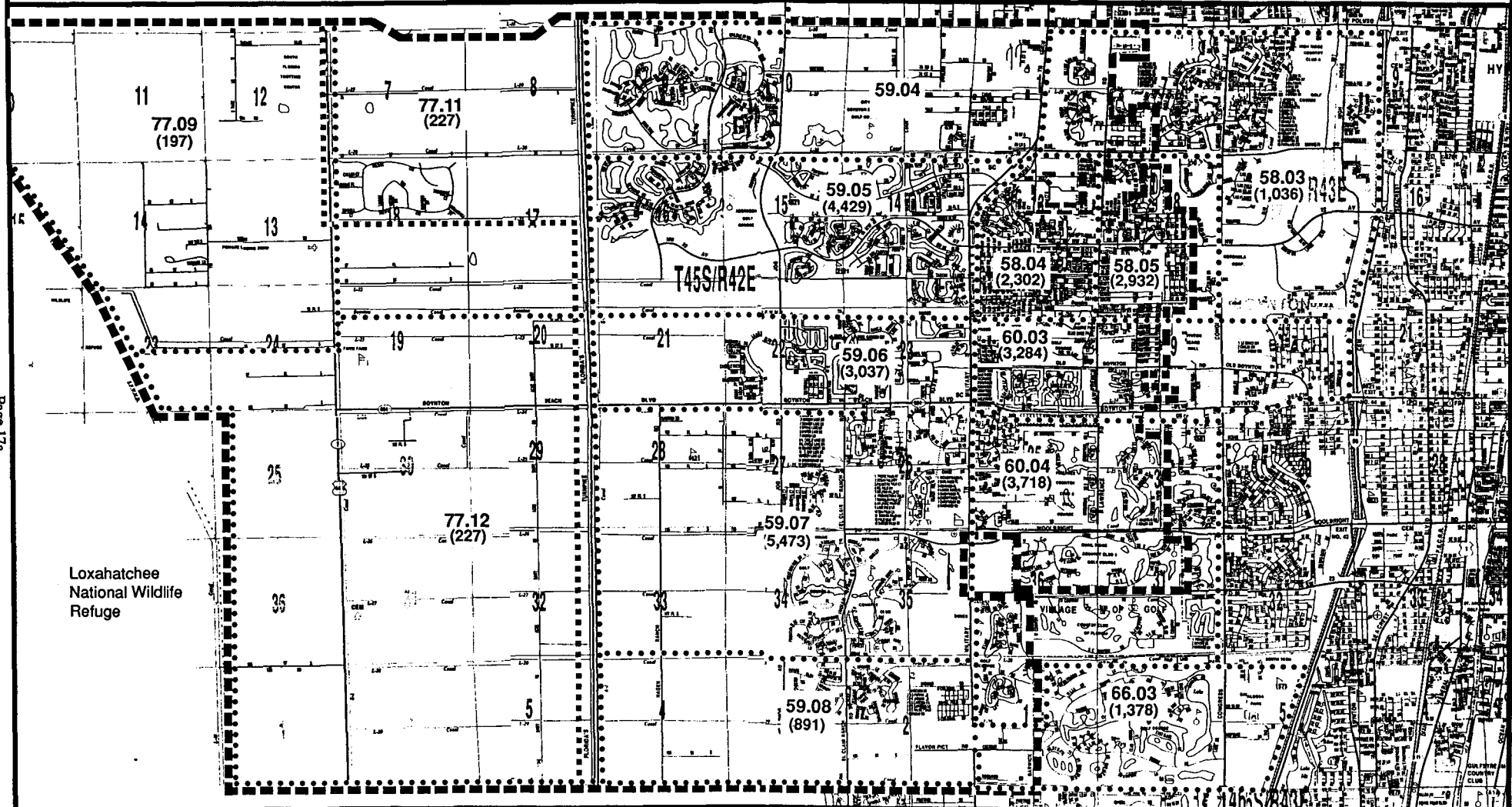
Source: U.S. Census, 1980 and 1990

Between 1980 and 1990, the number of school-age residents increased from 1580 students to 3517 students, a 223 percent increase.

The West Boynton Area
Community Plan

1990 Census Tracts

The Planning Division of Palm Beach County
(PZ&B), Florida
Fall 1993

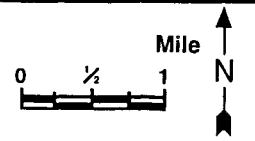


Page 17a

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

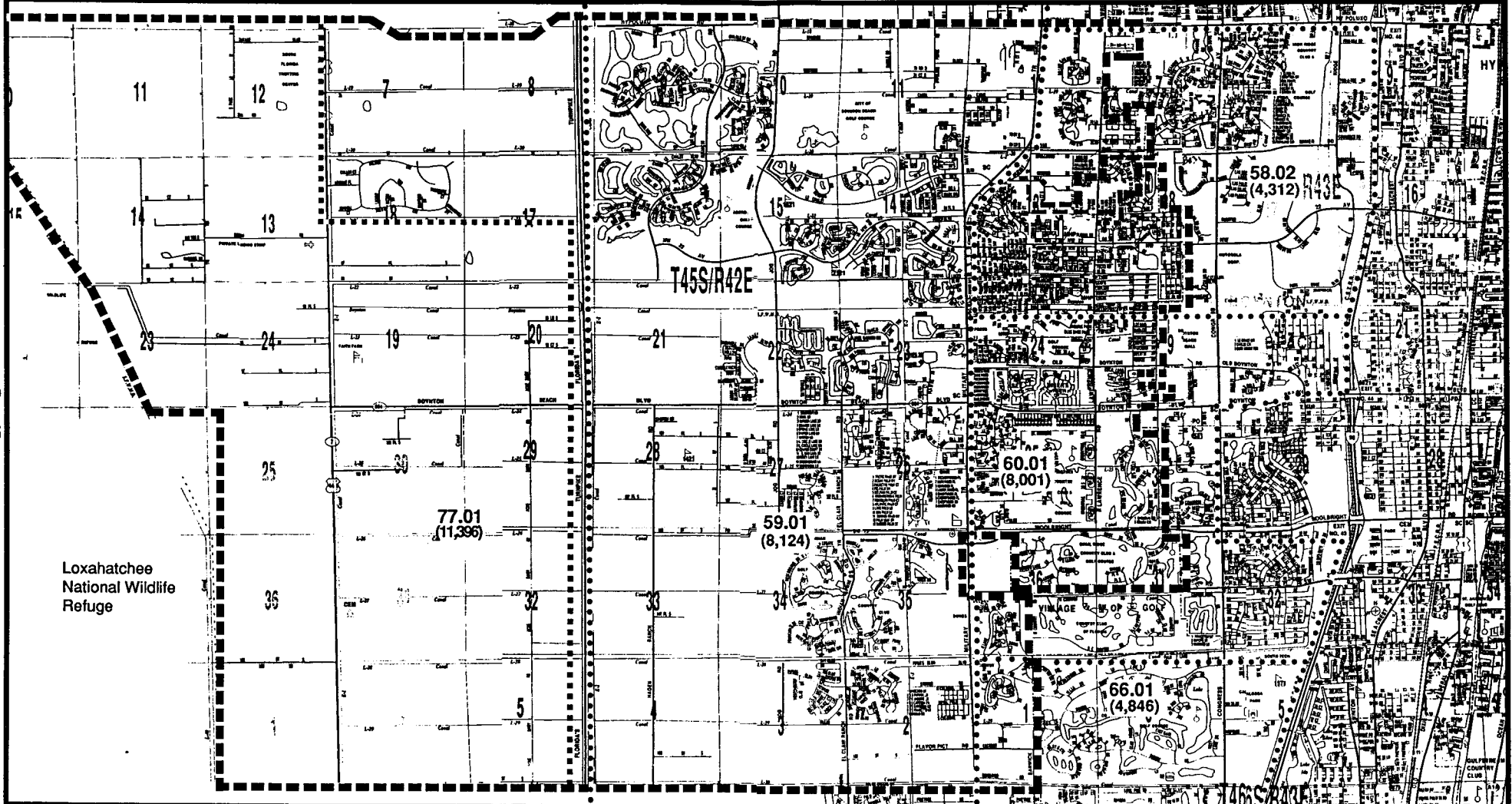
..... Census Tract Boundary



**The West Boynton Area
Community Plan**

1980 Census Tracts

The Planning Division of Palm Beach County
(PZ&B), Florida
Fall 1993



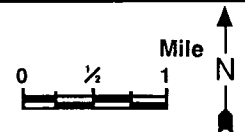
Page 17c

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

77.01 - Census Tract Number
(11,396) - Census Tract Population

..... Census Tract Boundary



II. Inventory and Analysis

A. Land use

Growth West of I-95

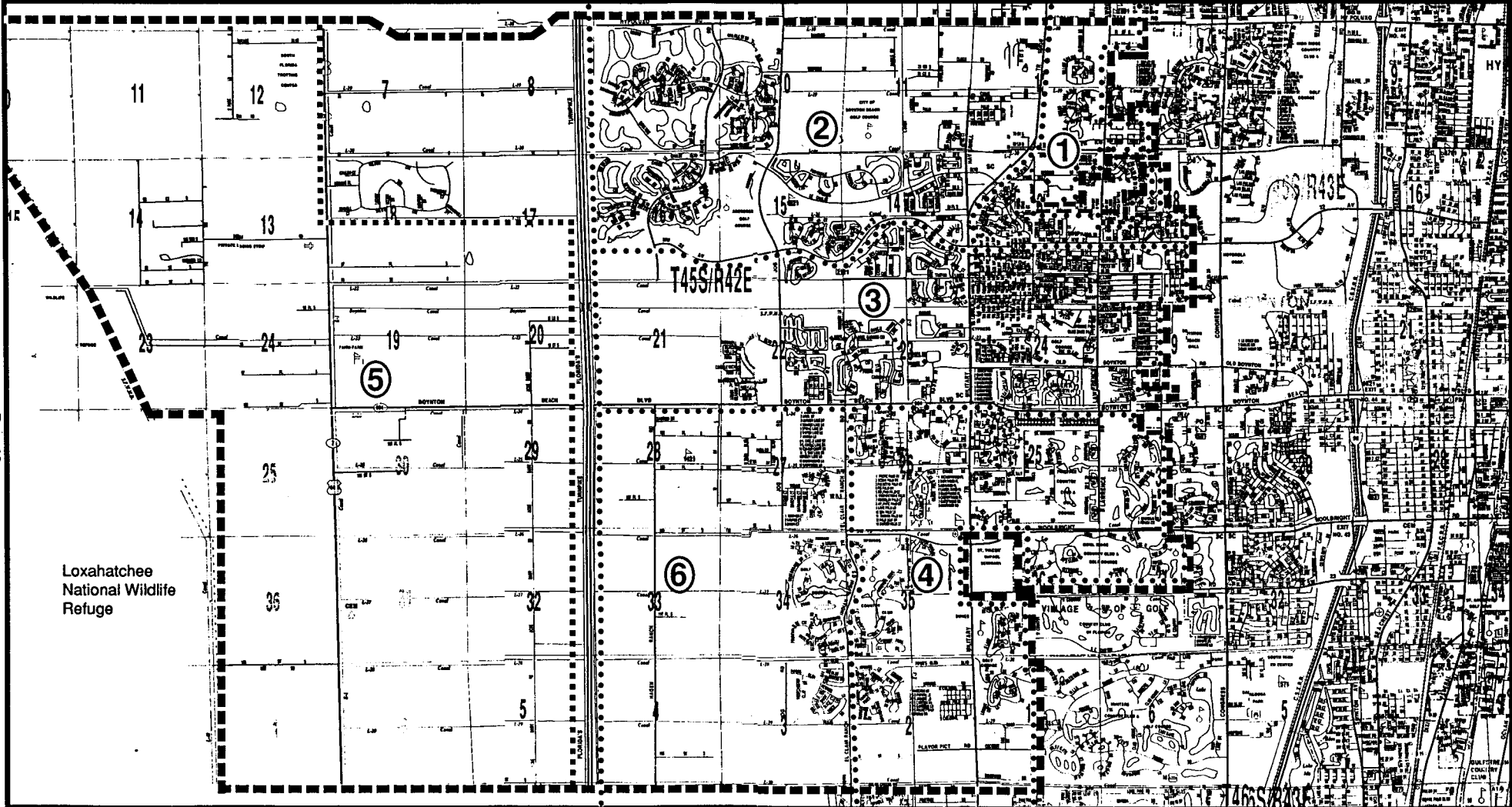
For Palm Beach County, several factors have contributed to the conversion of farmland into residential and non-residential uses. First, The automobile changed the layout of communities. Until 1945, people desired homes near the center of cities and towns. The availability of the car allowed individuals to trade perceived negatives of urban living for a suburban or rural lifestyle. Second, developers could purchase large tracts of relatively inexpensive land in the western sections of the County. Third, conventional planning wisdom and previous County codes promoted the segregation of residential uses from non-residential uses. Last, transplanted individuals from older, northeastern cities with higher crime rates created a demand for protected or gated communities. (For a depiction of the County's patrol zones, refer to page 18a for map titled "Sheriff's Department South County Patrol Zones.")

Through the first half of the 20th century, the west Boynton area remained primarily rural in nature. Then in the late 1960s, developers built a large number of mobile home parks between US 1 and both sides of Military Trail. Although the section was zoned agricultural, the land development regulations of that time allowed mobile home parks as a conditional use. One of the first mobile home parks, Colonial Estates, still remains on the west side of Military Trail, north of Flavor Pict Road.

Through the 1960s-1970s development continued to move westward, filling in the area Between I-95 (formerly State Road 9 during that time) and Military Trail. Leisureville, a retirement community of single family homes, was one of the first permanent residential developments west of I-95. After the construction of the Boynton Beach Mall between 1984-85, the main commercial center of the greater Boynton Beach region shifted from the coast to Congress Avenue. Originally surrounded by dairy farms, today the mall is flanked by additional commercial centers and contiguous residential developments. One large piece of undeveloped land remains east of Congress Avenue. Located south of Boynton Beach Boulevard on the east side of Knuth Road, the Knuth Dairy site contains a unique habitat of numerous gopher tortoises that may have migrated into the site from surrounding development.

In 1972 the County temporarily halted growth by imposing a moratorium on all development approvals until the adoption of the 1973 Land Use Plan. Building resumed when the moratorium ended and developers responded to the pent up demand. Encouraged by both the demand built up during the moratorium and the incentives provided by the new County code, the west Boynton area experienced a sudden increase in planned unit developments (PUDs). Quail Ridge (Petition No. 73-1) became the first planned development approved under the new process. After 1973, PUDs with country club amenities gradually dominated the area's housing starts. Today, some of these developments are still building out and constitute the primary type of residential development in the west Boynton area. Consequently, the term 'suburban development' best describes the region's character. Refer to map titled "Subdivisions & PUDs Boundary Map" on page 19c for the locations of specific PUDs.

Between 1980-87, Palm Beach County experienced its second post-war boom and bust period. Growth for west Boynton expanded west of Military Trail. By 1986, the growth rate in the west Boynton area and Palm Beach County exceeded 15 percent, the highest in the country. Developers focused on building large planned residential communities and

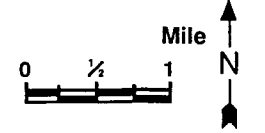


Page 18a

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

- ⑤ -- Patrol Zone Number
- Patrol Zone boundary



constructed additional retail commercial centers ranging in size between 100,000-200,000 square feet.

After 1989, the economy of the region and the country fell into recession. While other parts of Palm Beach County encountered little or no growth, housing starts in west Boynton maintained a 1-3 percent growth rate. The housing industry continued to cater to the older, retirement-oriented market of gated communities. But in the early 1990s the west Boynton community began to evolve and attract more families. Between 1980 and 1990, the overall population grew from 12,644 to 30,628.

Future Land Use Designations and Zoning

The Comprehensive Plan assigns future land use designations to every parcel in Palm Beach County. These are depicted in the Comprehensive Plan's Future Land Use Atlas. Refer to maps on page 19d titled "WBACP Future Land Use Indicator Map" and 12 individual "Future Land Use Maps" that comprise the entire area (pages 19e-19p). A variety of residential, commercial, agricultural and industrial uses occupy the WBACP. Examples of these designations include: residential, commercial, industrial, institutional, and utilities.

Future land use designations differ from zoning classifications in that they only specify the land use and its associated density or intensity. In contrast, zoning provides the next layer of additional detail such as building heights and setbacks. These are administered by the zoning code contained within the Unified Land Development Code (ULDC).

For specific zoning designations within west Boynton, refer to the map titled "WBACP Zoning Index Map and the 8 "Individual Zoning Maps" on pages 22a thru 22i.

Existing Land Use: Development in the Study Area

Subarea 1, which comprises the eastern two-thirds of the west Boynton study area, from Congress Avenue to Florida's Turnpike, is predominantly residential with nodes of commercial ranging in size from 50,000 to 300,000 square feet. Subarea 2, which encompasses the northern portion of the Agricultural Reserve, remains predominantly agricultural.

For the following, the study area has been divided into three sections. The first extends from Congress Avenue to Military Trail and constitutes the eastern portion of Subarea 1. Just to the west, the second section encompasses the area from Military Trail to Florida's Turnpike comprising the western piece of Subarea 1 (including Melrose Park located west of the turnpike, but east of the Urban Service Area Boundary (USAB)). Last, the third section extends from Florida's Turnpike to the Loxahatchee National Wildlife Refuge, comprising all of the northern Ag Reserve or Subarea 2.

Refer to pages 19a and 19b for two maps that depict existing land use. They are: "The Opaque Generalized Existing Land Use Version" and "Transparent Generalized Existing Land Use Version".

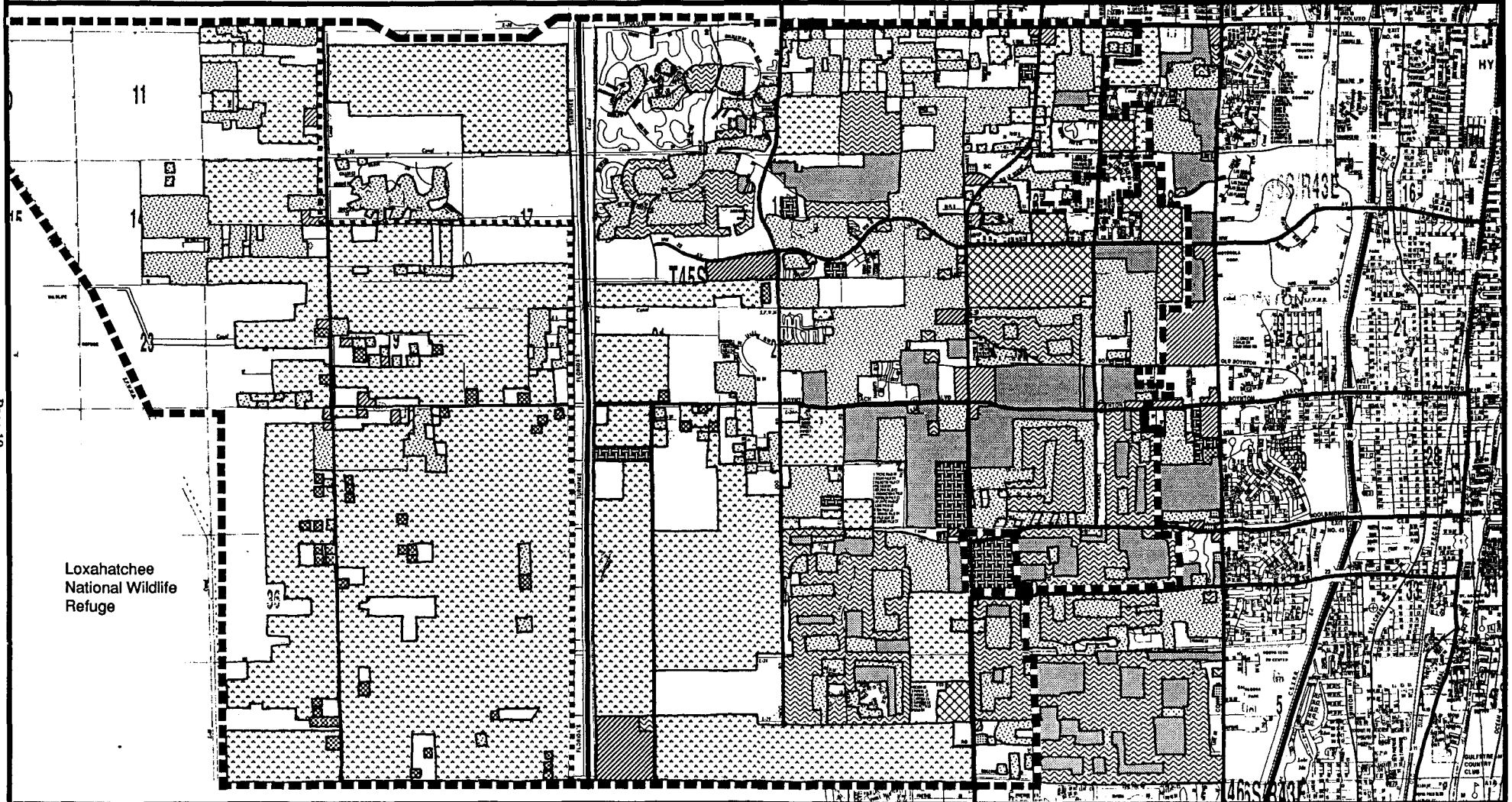
Existing Land Uses: Eastern Subarea 1 (Congress Avenue to Military Trail)

Planned residential and commercial developments, built during the building boom of the 1970s and 1980s, dominate the easternmost section of the study area, located between Congress Avenue and Military Trail. Residential developments range in densities from Low Residential 2 (2 dwelling units per acre) to High Residential 12 (12 dwelling units per acre). One exception is the Pine Trail development, located at the northwest corner of

The West Boynton Area Community Plan

Opaque Generalized Existing Land Use Version
(Refer to transparent version for entire road network)

The Planning Division of Palm Beach County
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Page 19a

Loxahatchee
National Wildlife
Refuge

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

Vacant

Single Family Residential

Mobile Home

Multi-Family Residential

Office

Commercial

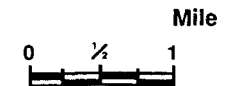
Park/Commercial Recreation

Agriculture/Nursery

Institutional

Industrial/Warehouse

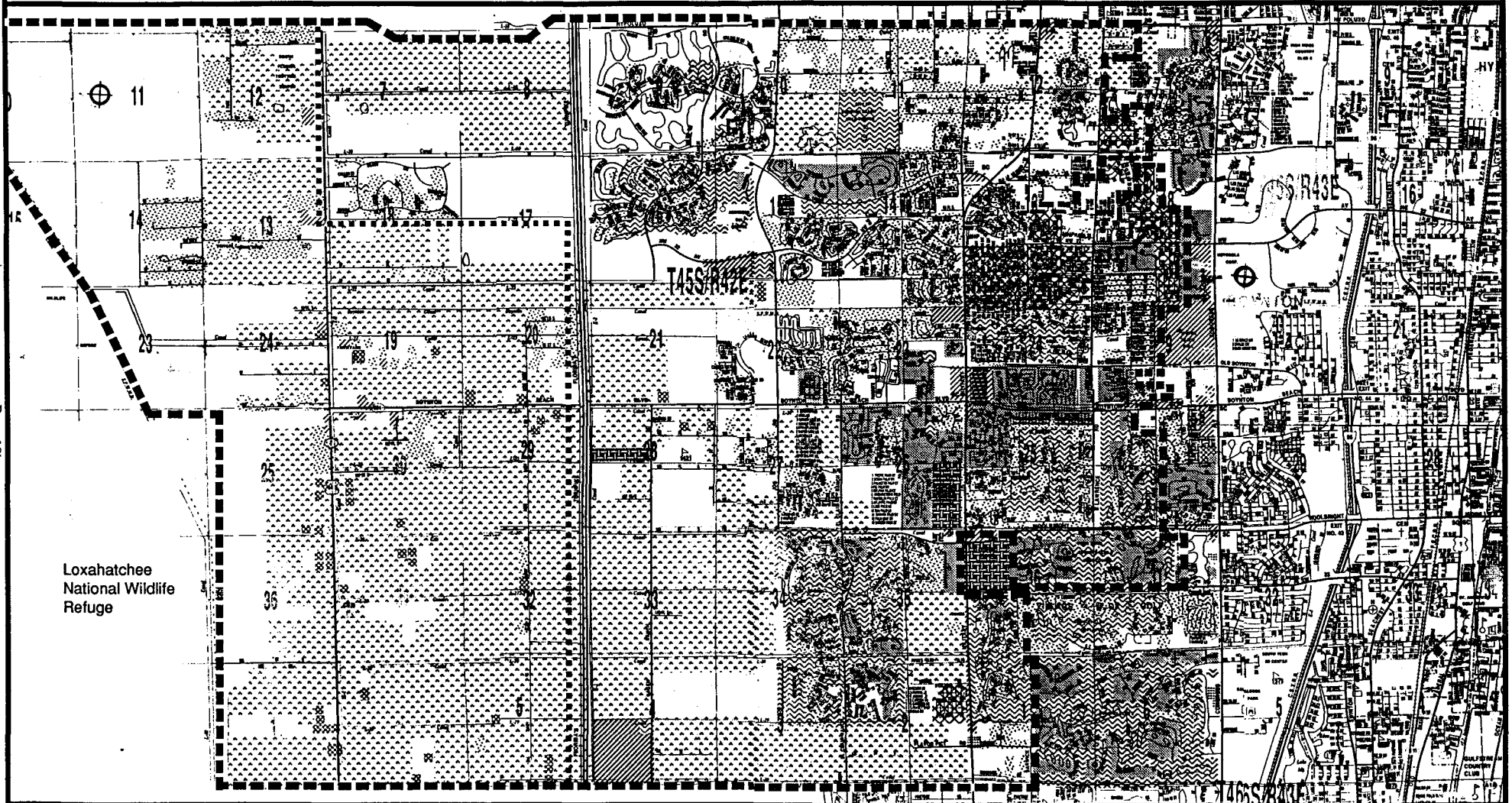
Utilities/Transportation



The West Boynton Area Community Plan

Transparent Generalized Existing Land Use Version
(Refer to opaque version for greater land use designation clarity)

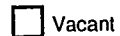
The Planning Division of Palm Beach County
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Fall 1993



Page 19b

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary



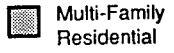
Vacant



Single Family Residential



Mobile Home



Multi-Family Residential



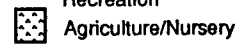
Office



Commercial



Park/Commercial Recreation



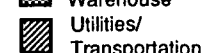
Agriculture/Nursery



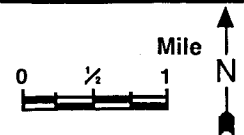
Institutional

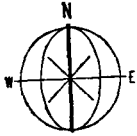


Industrial/Warehouse



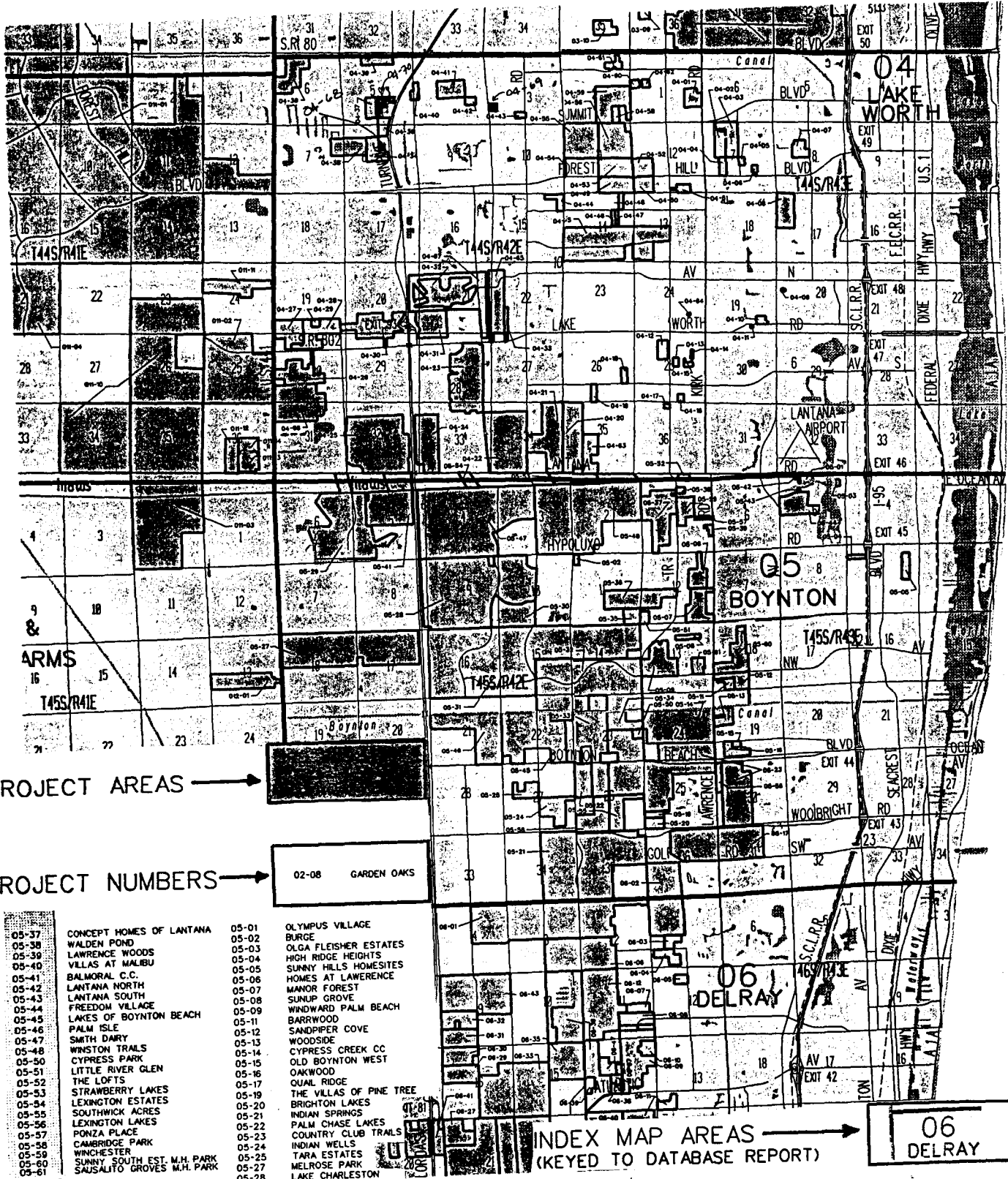
Utilities/Transportation





The West Boynton Area Community Plan
August 1993

Subdivisions & PUDs Boundary Map



PROJECT AREAS →

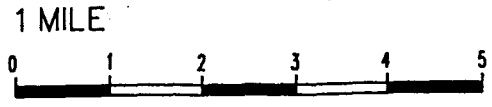
PROJECT NUMBERS →

02-08 GARDEN OAKS

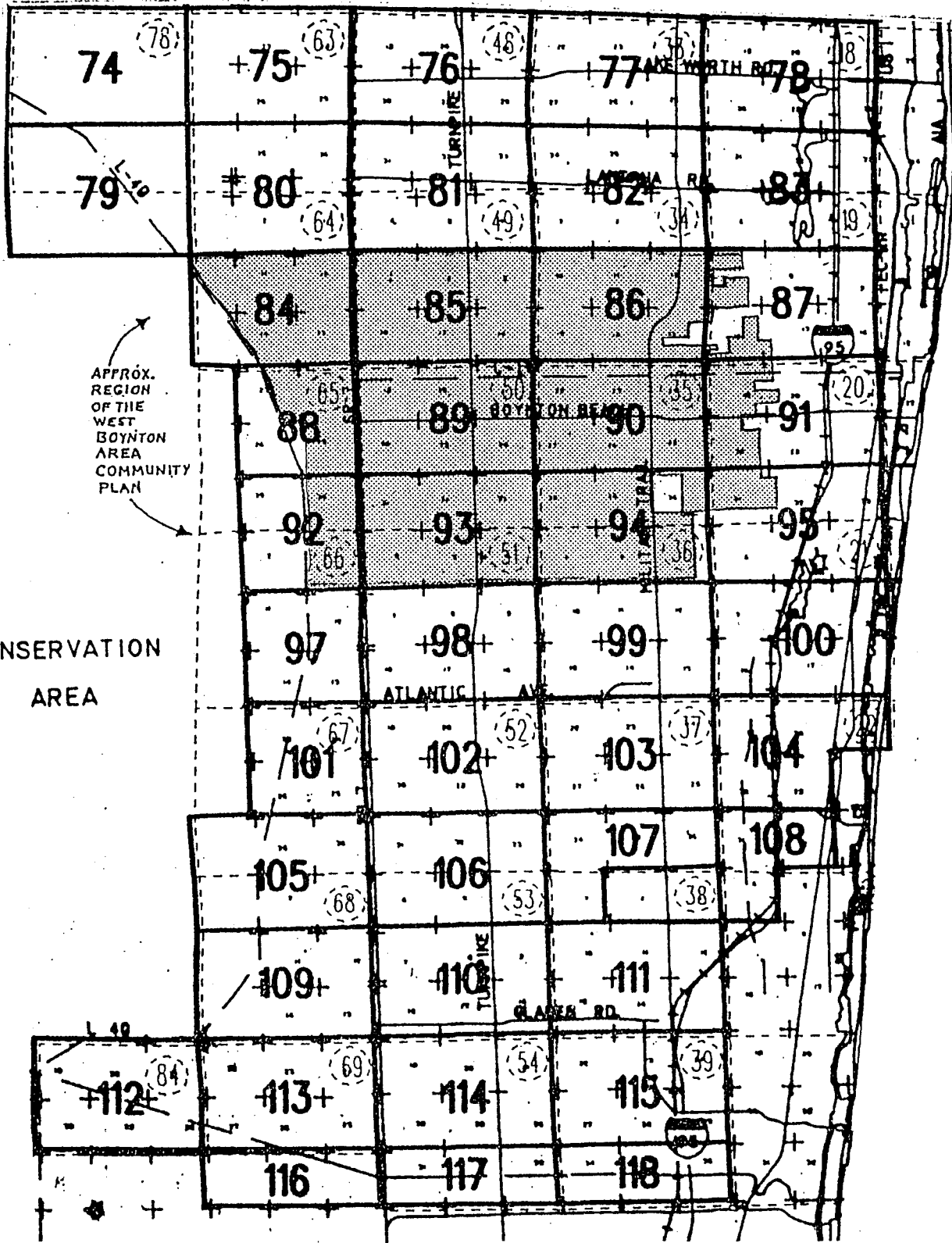
- | | | | |
|-------|----------------------------|-------|-------------------------|
| 05-37 | CONCEPT HOMES OF LANTANA | 05-01 | OLYMPUS VILLAGE |
| 05-38 | WALDEN POND | 05-02 | BURGE |
| 05-39 | LAWRENCE WOODS | 05-03 | OLGA FLEISHER ESTATES |
| 05-40 | VILLAS AT MALIBU | 05-04 | HIGH RIDGE HEIGHTS |
| 05-41 | BALMORAL C.C. | 05-05 | SUNNY HILLS HOMESITES |
| 05-42 | LANTANA NORTH | 05-06 | HOMES AT LAWRENCE |
| 05-43 | LANTANA SOUTH | 05-07 | MANOR FOREST |
| 05-44 | FREEDOM VILLAGE | 05-08 | SUNUP GROVE |
| 05-45 | LAGES OF BOYNTON BEACH | 05-09 | WINDWARD PALM BEACH |
| 05-46 | PALM ISLE | 05-11 | BARRWOOD |
| 05-47 | SMITH DARY | 05-12 | SANDPIPER COVE |
| 05-48 | WINSTON TRAILS | 05-13 | WOODSIDE |
| 05-50 | CYPRESS PARK | 05-14 | CYPRESS CREEK CC |
| 05-51 | LITTLE RIVER GLEN | 05-15 | OLD BOYNTON WEST |
| 05-52 | THE LOFTS | 05-16 | OAKWOOD |
| 05-53 | STRAWBERRY LAKES | 05-17 | QUAIL RIDGE |
| 05-54 | LEXINGTON ESTATES | 05-19 | THE VILLAS OF PINE TREE |
| 05-55 | SOUTHWICK ACRES | 05-20 | BRIGHTON LAKES |
| 05-56 | LEXINGTON LAKES | 05-21 | INDIAN SPRINGS |
| 05-57 | PONZA PLACE | 05-22 | PALM CHASE LAKES |
| 05-58 | CAMBRIDGE PARK | 05-23 | COUNTRY CLUB TRAILS |
| 05-59 | WINCHESTER | 05-24 | INDIAN WELLS |
| 05-60 | SUNNY SOUTH EST. M.H. PARK | 05-25 | TARA ESTATES |
| 05-61 | SAUSALITO GROVES W.H. PARK | 05-27 | MELROSE PARK |
| | | 05-28 | LAKE CHARLESTON |
| | | 05-29 | SHERBROOKE |
| | | 05-30 | NORTHTREE |
| | | 05-31 | ABERDEEN |
| | | 05-32 | RAINBOW LAKES |
| | | 05-33 | SUN VALLEY |
| | | 05-34 | MIRROR LAKE |
| | | 05-35 | ARBOR GLEN |
| | | 05-36 | BILTMORE TERRACE |

INDEX MAP AREAS
(KEYED TO DATABASE REPORT)

06 DELRAY



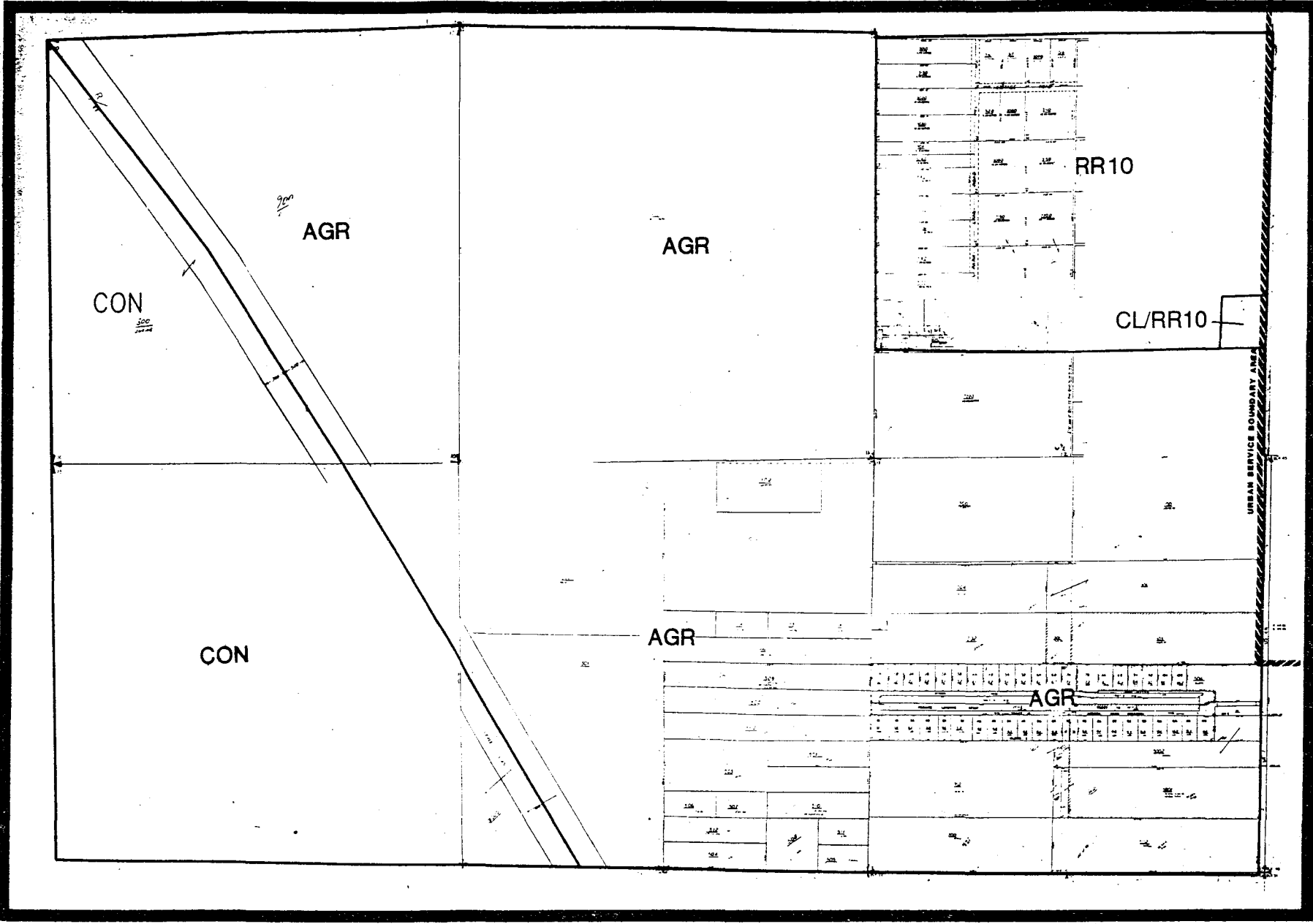
WEST BOYNTON FUTURE LAND USE ATLAS INDICATOR MAP



Legend:

88 — Future Land Use Atlas Map Number
(Per 1989 County Comprehensive Plan)

(65) — Former Future Land Use Atlas Map Number
(Per 1980 County Comprehensive Plan)



R 41 E

10	11	12
14	13	7 45 S



PALM BEACH COUNTY
DEPARTMENT OF PLANNING, ZONING & BUILDING

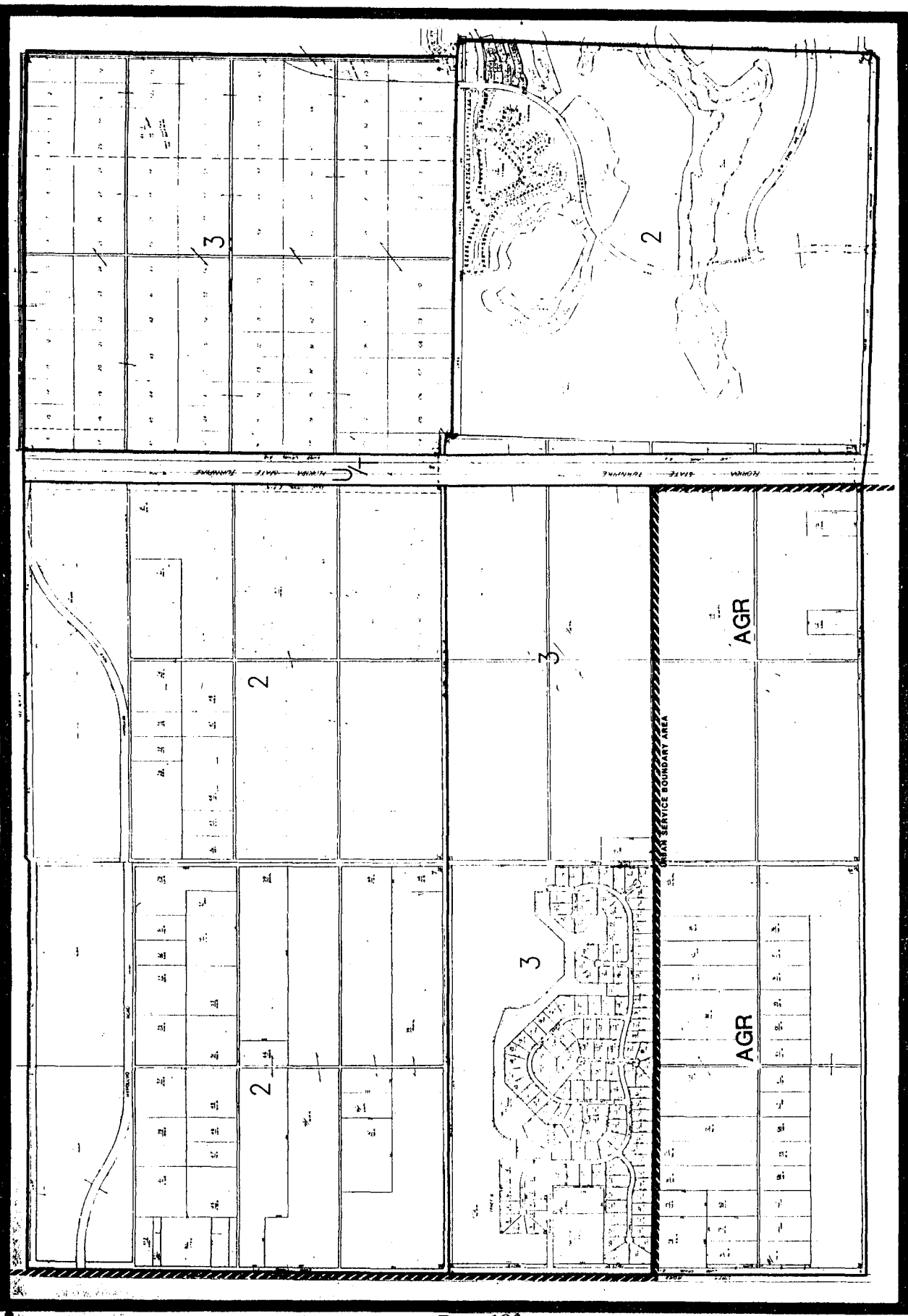
Future Land Use Atlas of Palm Beach County

AUGUST 1989



This map is a representation of the official map which is on file at the Planning Division of Palm Beach County
600 13th Street, P.O. Box
West Palm Beach, FL 33406

REVISIONS	
DATE	APPROVED BY



This map is a representation of the official land use plan for the area shown. It is subject to change without notice. The official land use plan is on file at the Planning Department of Palm Beach County, 1000 West Palm Beach, FL 33409.

REVISIONS	
DATE	APPROVED BY



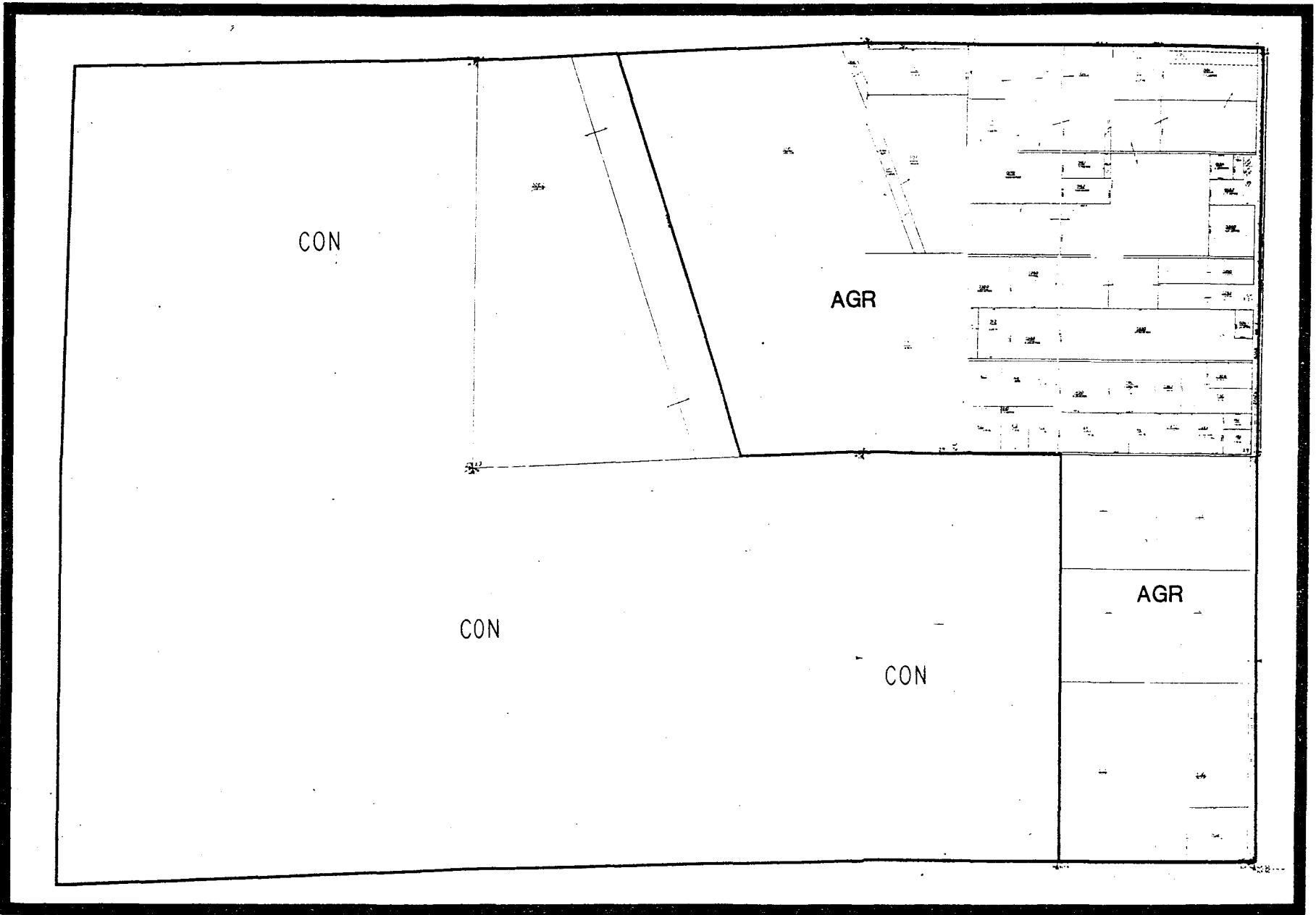
Future Land Use Atlas of Palm Beach County

AUGUST 1989

PALM BEACH COUNTY
DEPARTMENT OF PLANNING, ZONING & BUILDING



7	8	9	T-65
18	17	16	



R 41 E

92

23	24
25	26



PALM BEACH COUNTY
 DEPARTMENT OF PLANNING, ZONING & BUILDING

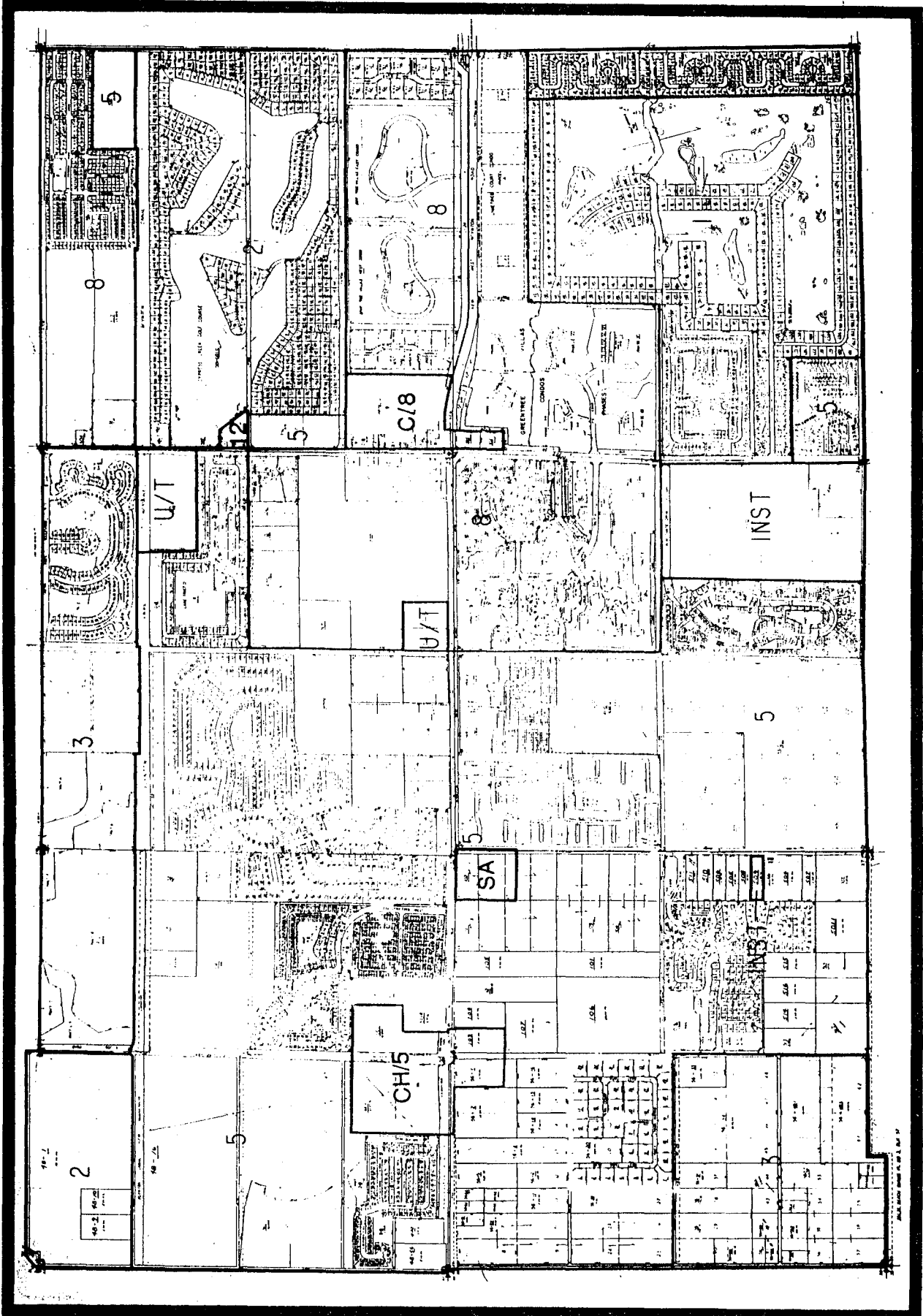
Future Land Use Atlas of Palm Beach County

AUGUST 1989



This map is a representation of the official copy which is on file at the Planning Division of Palm Beach County
 400 15th Street, PMA
 West Palm Beach, FL 33408

REVISIONS	
DATE	APPROVED BY



This map is a representation of the future land use plan for the City of Palm Beach County, Florida. It is not intended to be used for any other purpose.

City of Palm Beach County
 1000 West Palm Beach, FL 33408

REVISIONS	DATE	APPROVED BY



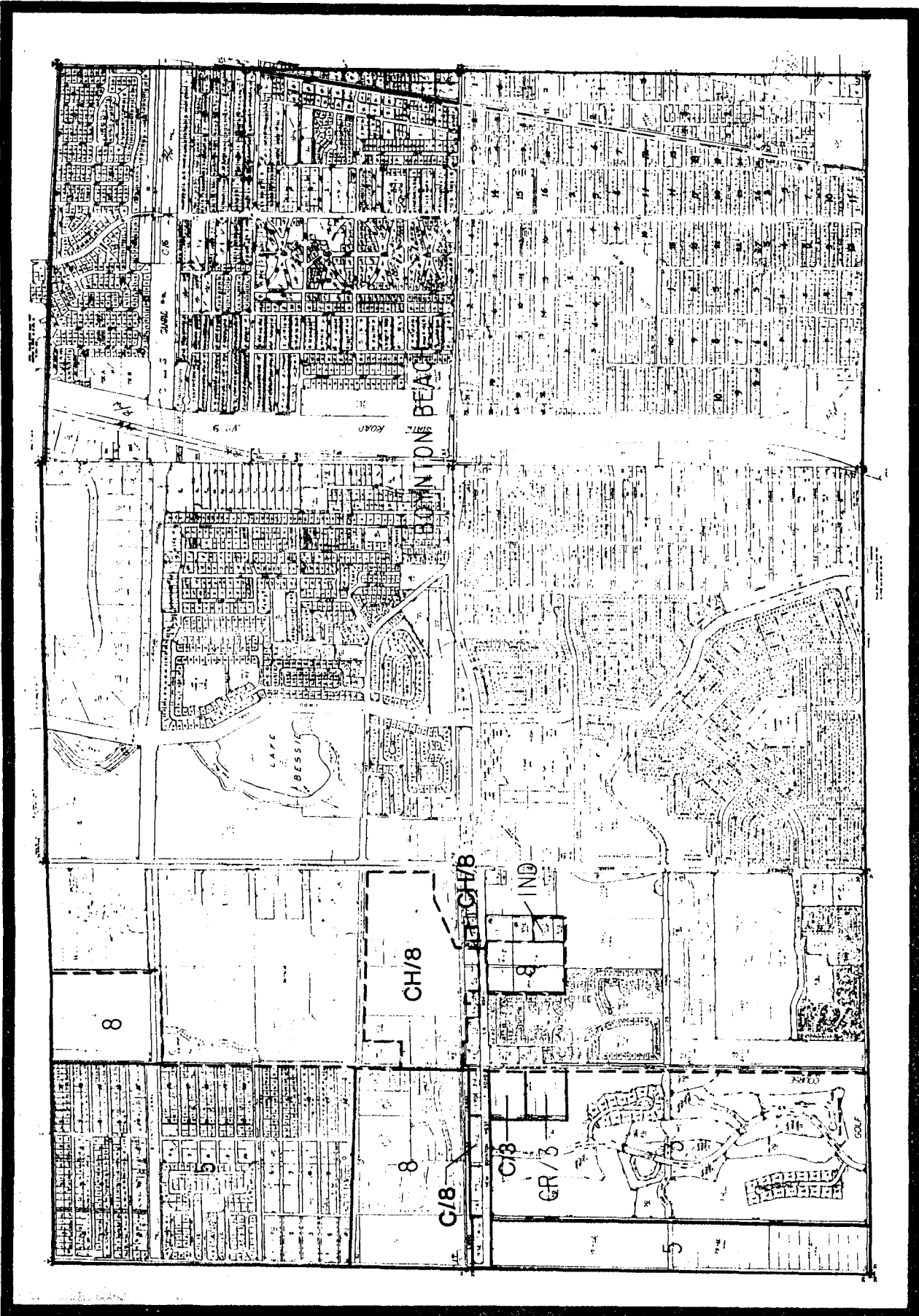
Future Land Use Atlas of Palm Beach County

AUGUST 1989

PALM BEACH COUNTY
 DEPARTMENT OF PLANNING, ZONING & BUILDING



1	2	3	4	5
6	7	8	9	10



11	20	21	24
12	22	25	26



PALM BEACH COUNTY
DEPARTMENT OF PLANNING, ZONING & BUILDING

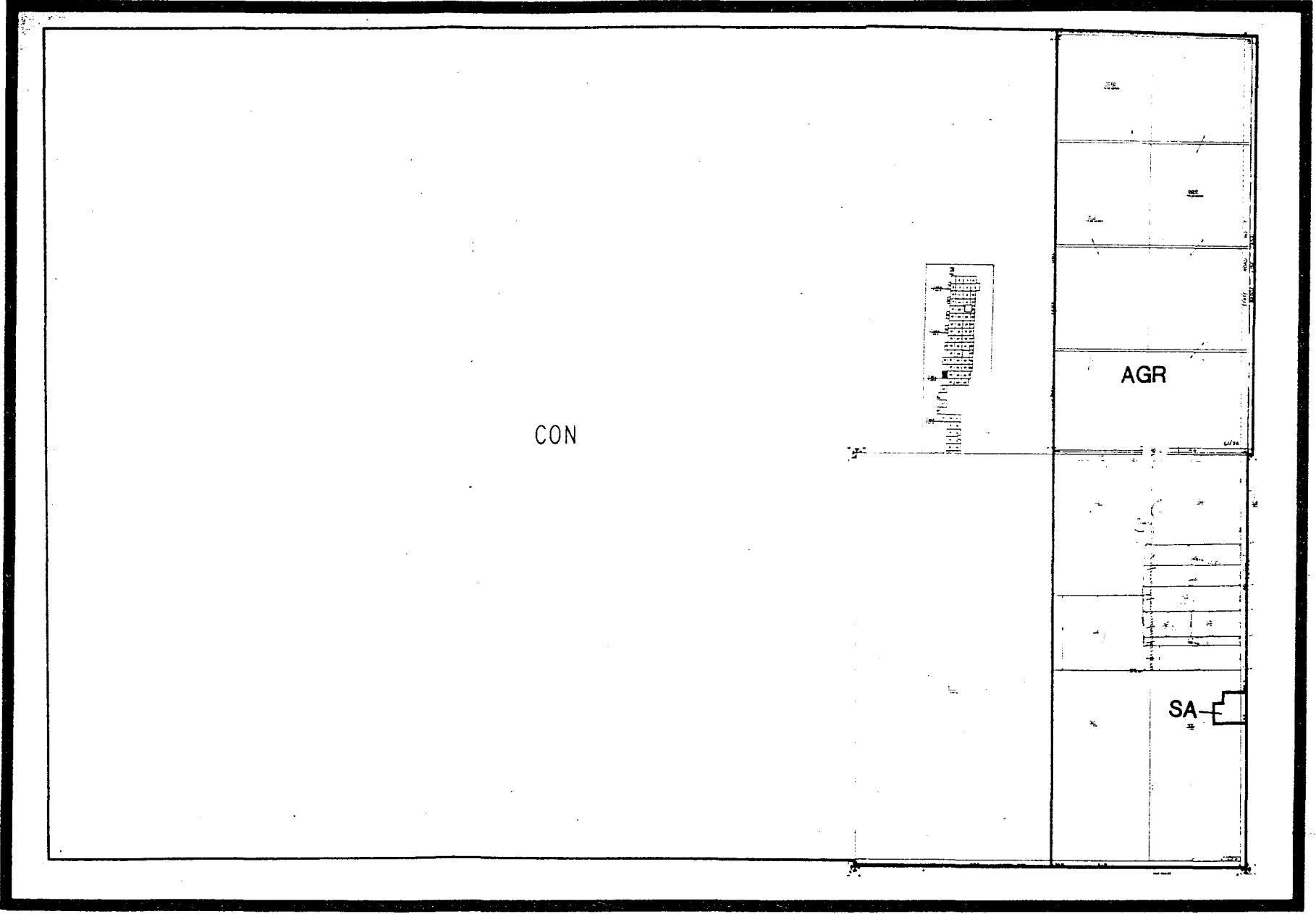
Future Land Use Atlas of Palm Beach County

AUGUST 1969



REVISIONS	DATE	APPROVED BY

This map is a representation of the future land use plan of the Palm Beach County, Florida, and is not a guarantee of any future action. It is subject to change without notice. For more information, contact the Department of Planning, Zoning & Building, Palm Beach County, Florida, 1001 North Dixie Highway, Palm Beach, Florida 33480.



R 41 E

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PALM BEACH COUNTY
DEPARTMENT OF PLANNING, ZONING & BUILDING

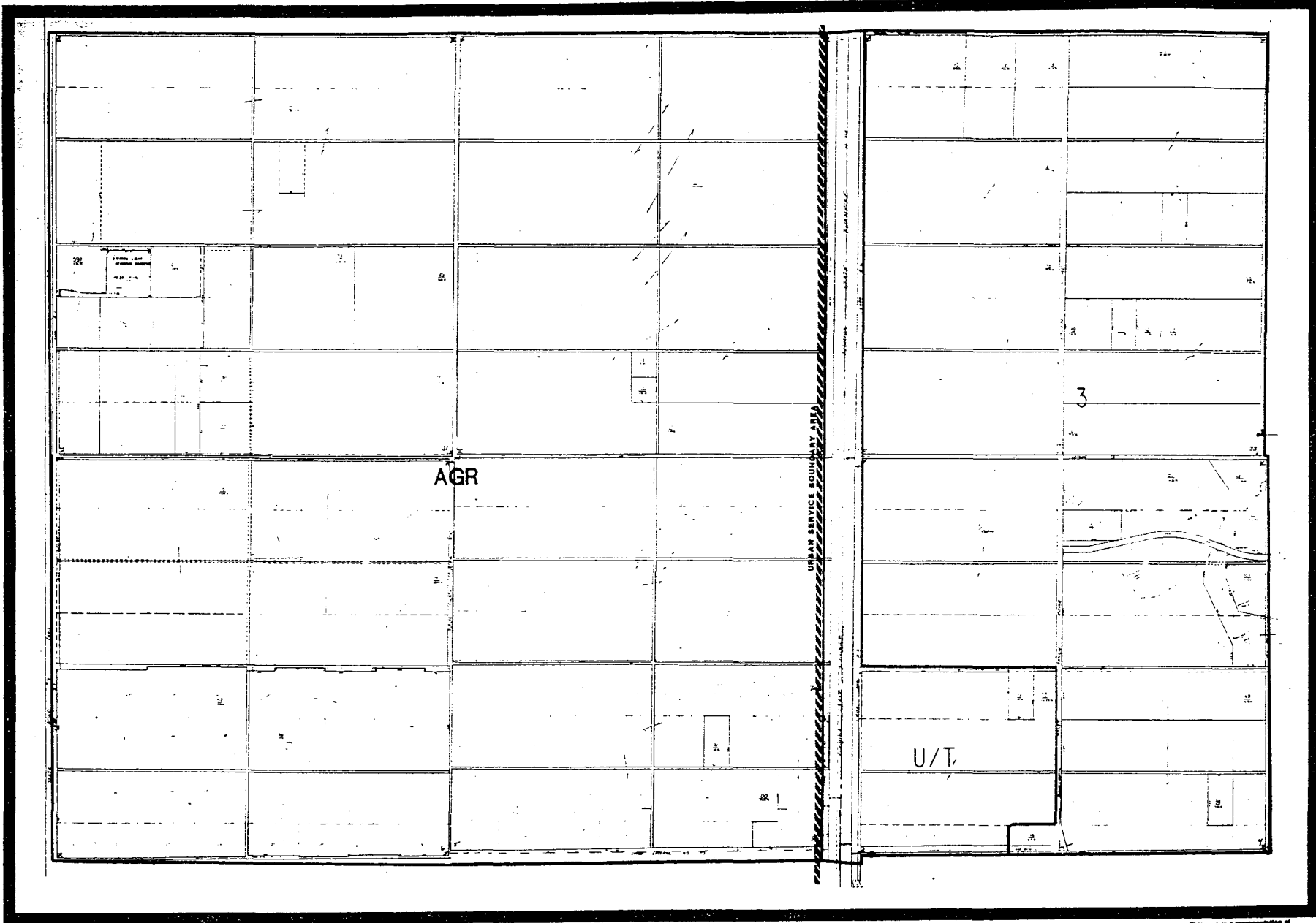
Future Land Use Atlas of Palm Beach County

AUGUST 1989



This map is a representation of the official copy which is on file at the Planning Director of Palm Beach County, 200 1st Street, P.O. Box 1000, West Palm Beach, FL 33402

REVISIONS	
DATE	APPROVED BY



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	6	5	4	



PALM BEACH COUNTY
DEPARTMENT OF PLANNING, ZONING & BUILDING

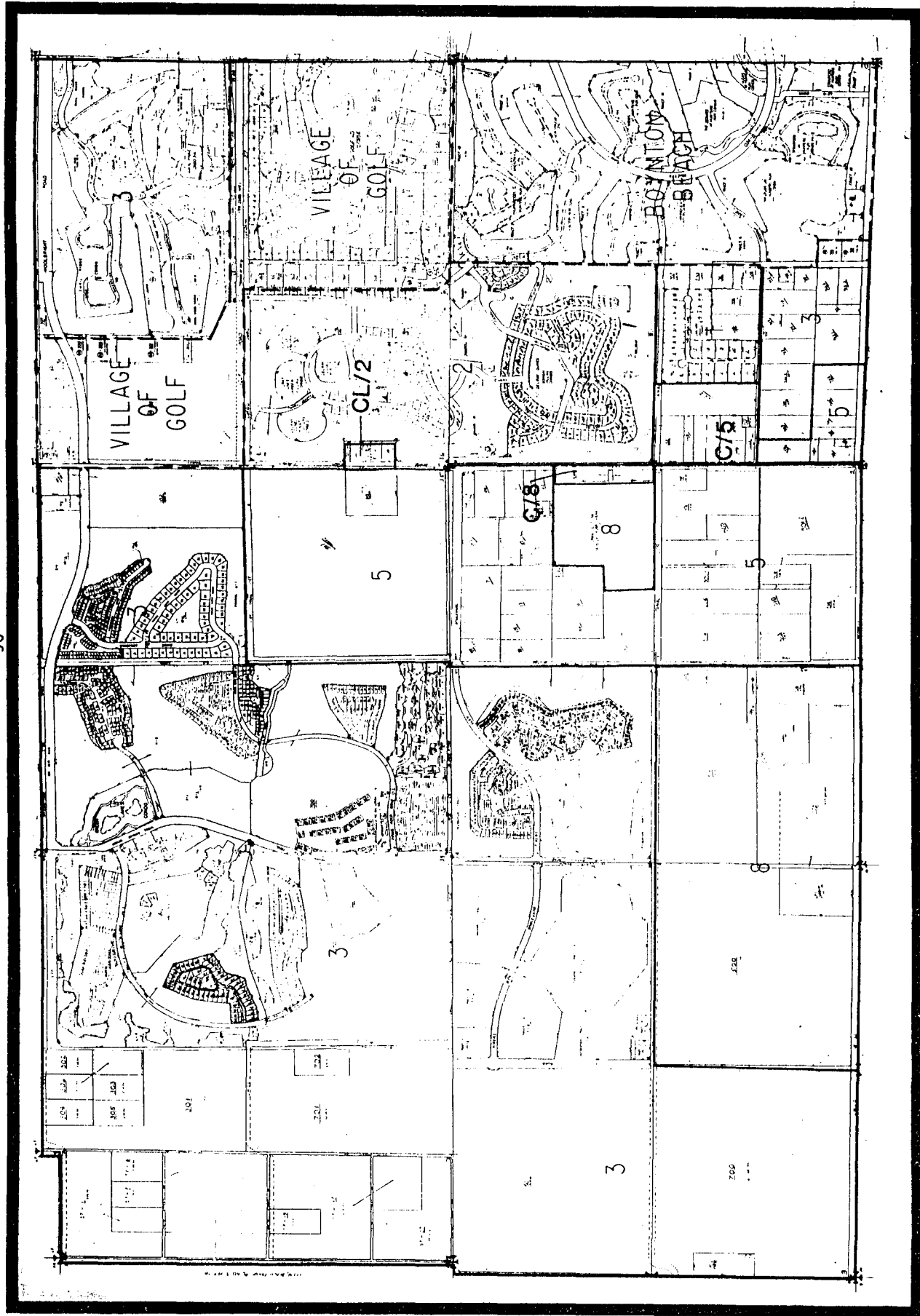
Future Land Use Atlas of Palm Beach County

AUGUST 1989



This map is a representation of the official copy which is on file at the Planning Division of Palm Beach County, 600 12th Street, P.O. Box 1200, West Palm Beach, FL 33408

REVISIONS	
DATE	APPROVED BY



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West Palm Beach, FL 33406

REVISIONS	DATE	APPROVED BY



Future Land Use Atlas of Palm Beach County

AUGUST 1989

PALM BEACH COUNTY
DEPARTMENT OF PLANNING, ZONING & BUILDING



34	35	36	T 455
1	2	1	T 445

Lawrence and Woolbright Roads, with a density of Low Residential 1 (1 dwelling unit per acre). Although the density in Pine Trail is low, the residential lots are actually small in size and clustered together, leaving a predominance of open space and golf course. Several plant nurseries and mobile home parks, built prior to the 1970s, remain in the area.

Clusters or nodes of planned commercial centers, concentrated around the intersections of major roads, dominate the pattern of commercial development in this area. Cocoplum Plaza and Aberdeen Square, at Military Trail and Le Chalet Boulevard, are typical planned commercial developments. Over the last few years they generated controversy regarding proposed uses. Nearby residents objected to a proposed tire store in Aberdeen Square and a revised site plan, which included a major retail store, for the unbuilt but approved Coco Plum Plaza. Residents expressed concerns about compatibility with the surrounding residential uses and traffic. Due in part to public objection, neither petition was approved.

Existing Land Uses: Western Subarea 1 (Military Trail to Florida's Turnpike)

Planned and gated residential developments and clustered shopping centers characterize the existing land uses of the western portion of the Subarea 1, located roughly between Military Trail and Florida's Turnpike and including the Melrose Park community located west of the turnpike. Significantly fewer residential and commercial developments occupy this western portion of Subarea 1 than to the east. In addition, this section contains most of the agricultural lands that exist east of the USAB. Agriculture comprises about one fifth of Subarea 1 and centers around the Hagan Ranch Road corridor. Several large golf course communities, ranging from densities of Low Residential 2 (2 dwelling units per acre) to Low Residential 3 (3 dwelling units/acre), are either built-out or continue to develop westward. A 35 acre site for a medical facility has been approved on the west side of Hagan Ranch Road, south of Boynton Beach Boulevard. A turnpike interchange also serves the area.

Unlike the eastern portion of the study area, the region between Military Trail and Florida's Turnpike contains extensive tracts of nursery and farmland, most of it found along the Hagan Ranch Road corridor south of Boynton Beach Boulevard. Farming includes vegetables, cut flowers, and landscape and foliage plants.

Existing Land Uses: Subarea 2 (The Northern Agricultural Reserve and Southern Heritage Farms)

The third portion of the WBACP referred to as Subarea 2 is located between Florida's Turnpike and the Loxahatchee National Wildlife Refuge, and excludes the Melrose Park community, which lies inside the USAB. Subarea 2 encompasses the northern Agricultural Reserve and Heritage Farms. This section of the WBACP is mainly designated Agricultural Reserve (AGR) with the exception of Heritage Farms, which is designated Rural Residential-10 units per acre (RR10) and contains scattered single family housing. Only one other residential development, the Willis Gliderport, occupies the area. This unique AGR-designated development consists of one acre lots and a centrally-located private landing strip. This region also contains a 647 acre tract set aside for the proposed Indian Mounds Regional Park. Most of Subarea 2's few commercial uses generally relate to agriculture or serve the local population with small retail stores. A notable exception is Faithfarm, a non-profit resale commercial establishment and rehabilitation center.

The Agricultural Reserve and the Ag Reserve Study

The Ag Reserve occupies the area west of the USAB bounded on the east by Florida's Turnpike, on the west by the Loxahatchee National Wildlife Refuge, on the north by Hypoluxo Road and (extending south into Western Delray) Clint Moore Road on the south. The northern half of the Ag Reserve (north of the L-30 Canal) comprises Subarea 2 of the

WBACP. Long recognized as an area of agricultural land use, the Ag Reserve is actually an extension of the farming belt once prominent in north-central Broward County. The area constitutes less than 2% of the County's agricultural land but accounts for approximately 10% of the total agricultural economic output.

In 1980, the Palm Beach County Comprehensive Plan created specific boundaries for the Ag Reserve and emphasized agricultural preservation. As an alternative, development could occur at very low residential densities.

The 1989 Comprehensive Plan recognizes that the Ag Reserve encompasses both the largest continuous expanse of farmland in eastern Palm Beach County as well as marginal wetlands. It mandated a development moratorium so that its disposition could be resolved. The Comprehensive Plan prohibits non-agricultural development of the area until the County amends the Plan to reflect the findings of the study on the Ag Reserve. The moratorium limits development to one dwelling unit per ten acres or for agriculturally related activities.

Located at the eastern edge of the original Everglades, the Ag Reserve benefits from rich soils and a plentiful water supply from the shallow aquifer. According to the SFWMD, the rich soils begin with a rise in the elevation of the Ag Reserve above that of the Everglades and a corresponding change in the soil type. While the Everglades produce Everglades muck, the Agricultural Reserve has the more productive Riviera sands as the primary soil. Other factors also combine to make this area agriculturally productive. The rich soils, the warming effects of the large amounts of water in the Loxahatchee Refuge, the higher humidity, a relative lack of winter freezes and higher annual rainfall than the surrounding areas, all contribute to high production in this area for citrus and winter vegetables. In addition to these assets, a good supply of irrigation water comes from the shallow aquifer.

The Agricultural Reserve remains one of the nation's largest sources of winter vegetables. Of the Ag Reserve's approximately 20,500 acres (32 square miles), active agricultural production comprises approximately 13,000 acres (63%), primarily in tomatoes, peppers and cucumbers. Much of the remaining acreage is either publicly owned wetlands, vacant acreage, or residences.

Rural Residential: The Heritage Farms Area

The WBACP boundaries include ~~the southern portion of~~ Heritage Farms, located in the northwest corner of the study area, situated on the southwest side of the junction of the proposed Hypoluxo Road extension and State Road 7. Heritage Farms is also just outside the northern boundary of the Agricultural Reserve. Due to this proximity to the Ag Reserve, it shares the same soils, plentiful water supply and climate.

Heritage Farms is generally rural in character with residences and nurseries on 5 and 10 acre lots. An exception exists with one previously platted subdivision that was built under former development regulations (Palm Beach Farms Co.). South of Heritage Farms, shell rock excavations exist.

Development East of the West Boynton Study Area

From Congress Avenue to the coast older subdivisions and multi-family housing in the municipalities of Hypoluxo, Boynton Beach, Ocean Ridge, Briny Breezes, Gulfstream and Delray Beach, make up the area's predominantly high density developments. Although most of the developments lie within these municipalities, a few of the subdivisions remain under County jurisdiction. Typically, the densities of the County developments range from Medium Residential 5 (5 dwelling units per acre) to High Residential 8 (8 dwelling units per acre). An exception is the Lake Eden development, near the southeast corner of

Interstate 95 and Gulfstream Boulevard, which has a density of Low Residential 2 (2 dwelling units per acre).

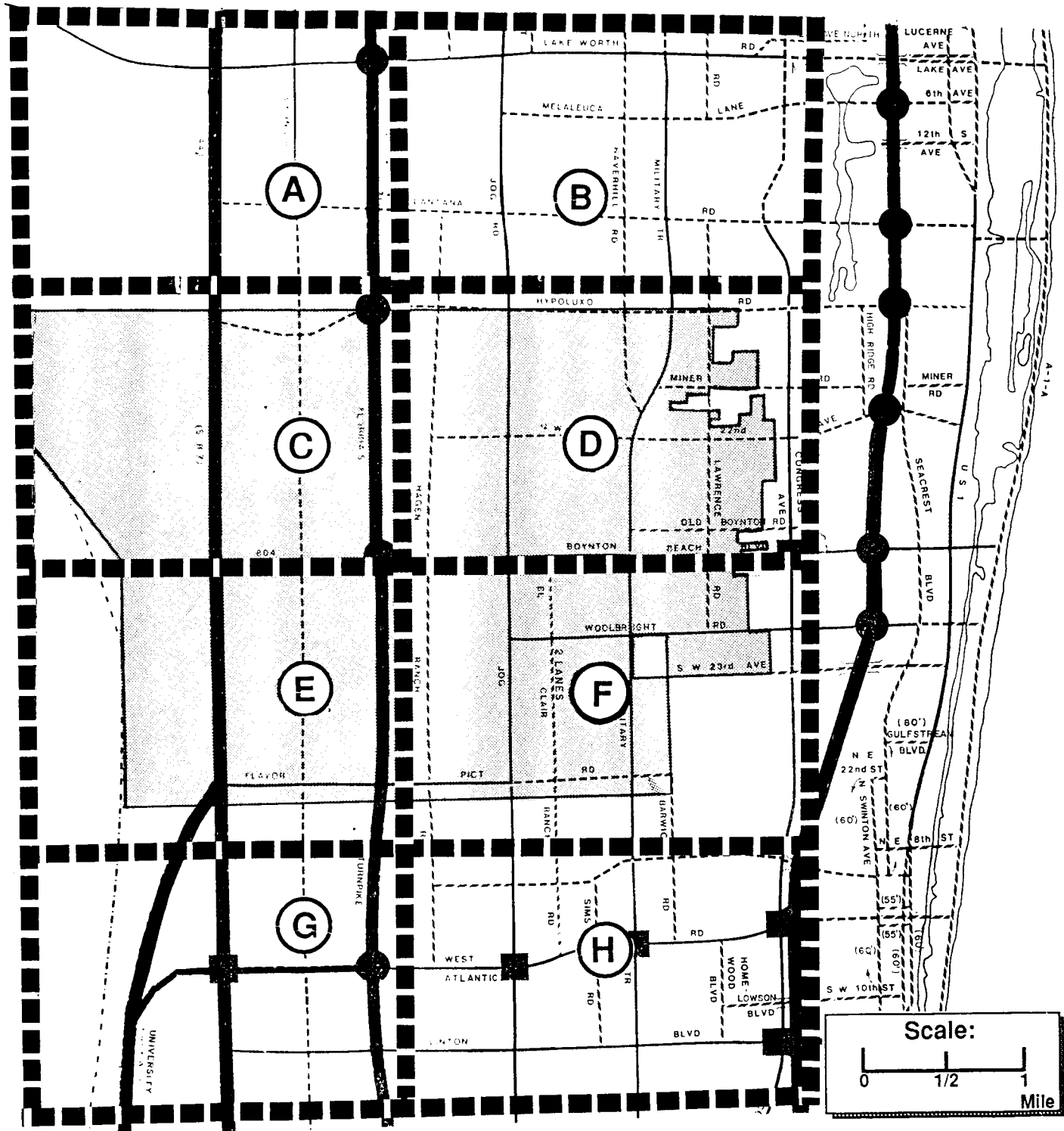
Several commercial and institutional sites under County jurisdiction are interspersed among the residential areas, with most of the commercial uses in strip development along US 1 and the major east/west arterials of Hypoluxo Road, Boynton Beach Boulevard, and Woolbright Road. The largest commercial site under municipal jurisdiction is the Boynton Beach Mall on the west side of Congress Avenue. It contains over 1 million square feet of commercial under one roof.

The City of Boynton Beach

Those areas of Boynton Beach located adjacent to the west Boynton study area remain predominantly residential. Other Boynton Beach sites bordering the WBACP consist of the Boynton Beach Mall and other retail commercial land uses. Most of the land within Boynton Beach is either developed or has an approved plan for development. The majority of vacant property sits within the Quantum Corporate Park, a 600 acre planned industrial park located northeast of the Boynton Beach Mall.

WEST BOYNTON AREA COMMUNITY PLAN ZONING MAP INDEX

(REFERENCED TO FOLLOWING MAPS FOR DETAILED DEPICTIONS)



Legend:

(A) ----- Zoning Map Identification

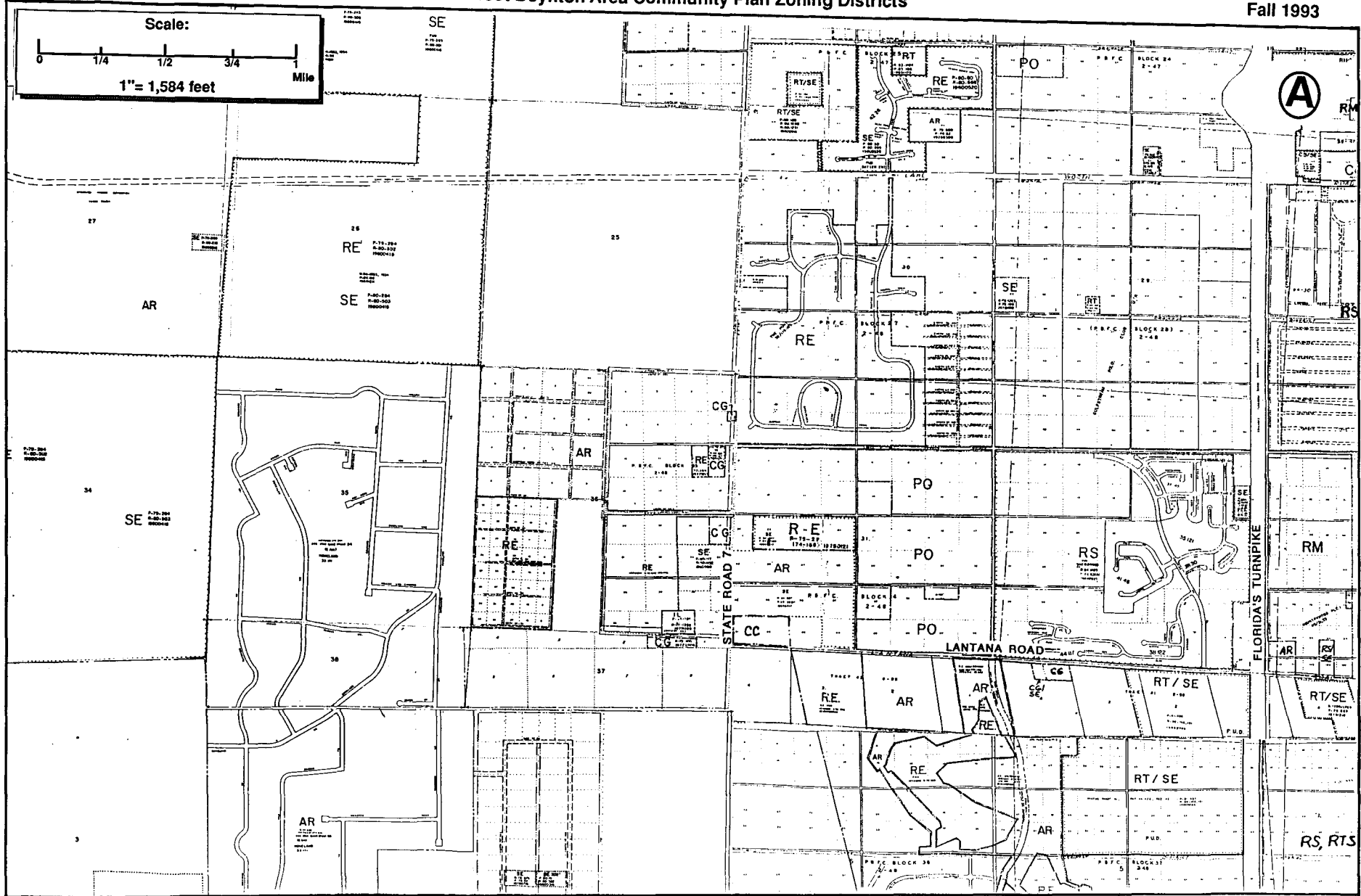
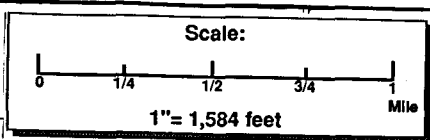
■ ■ ■ ■ Zoning Map Boundary

West Boynton Community Plan Study Area

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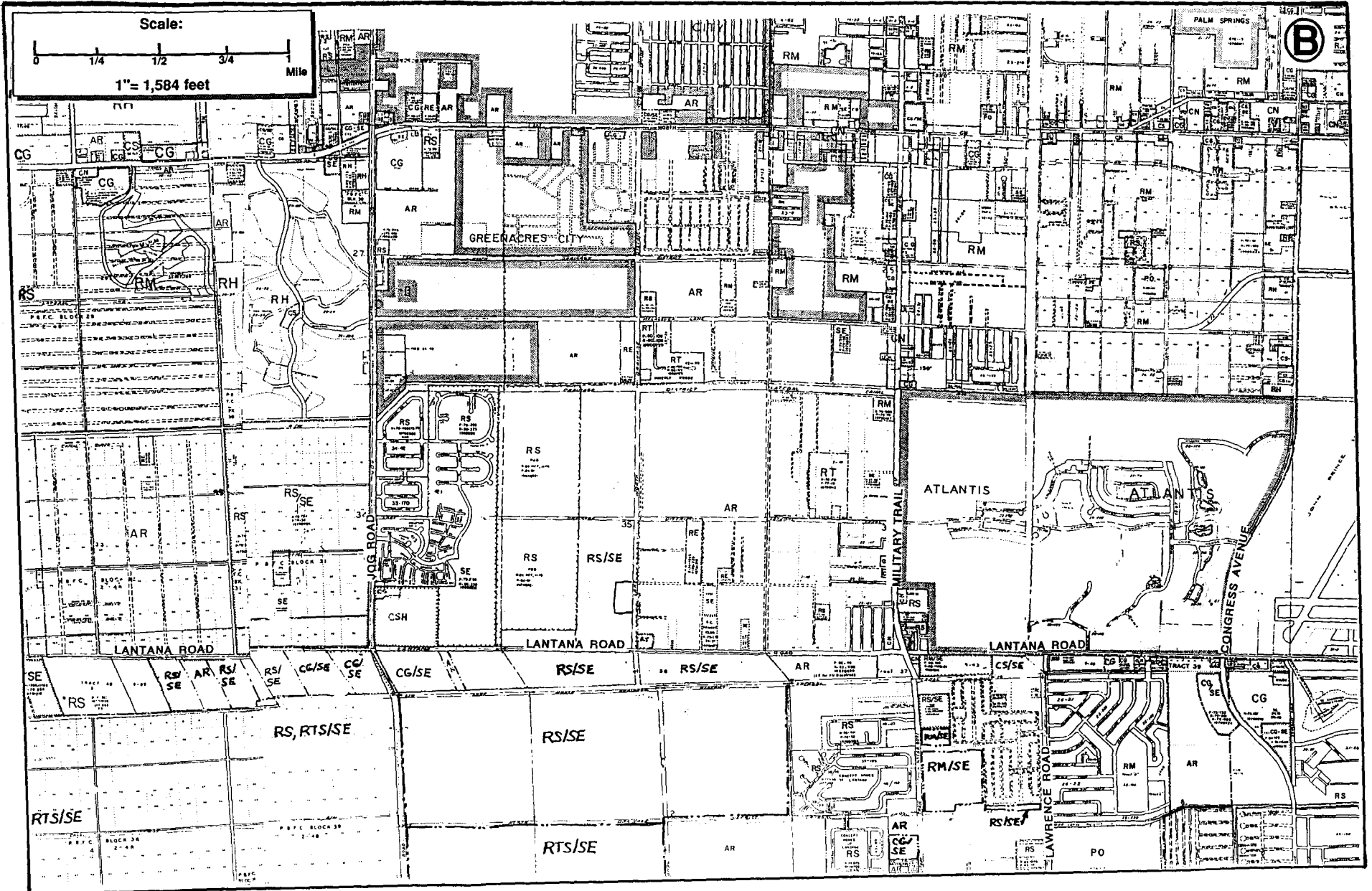
West Boynton Area Community Plan Zoning Districts

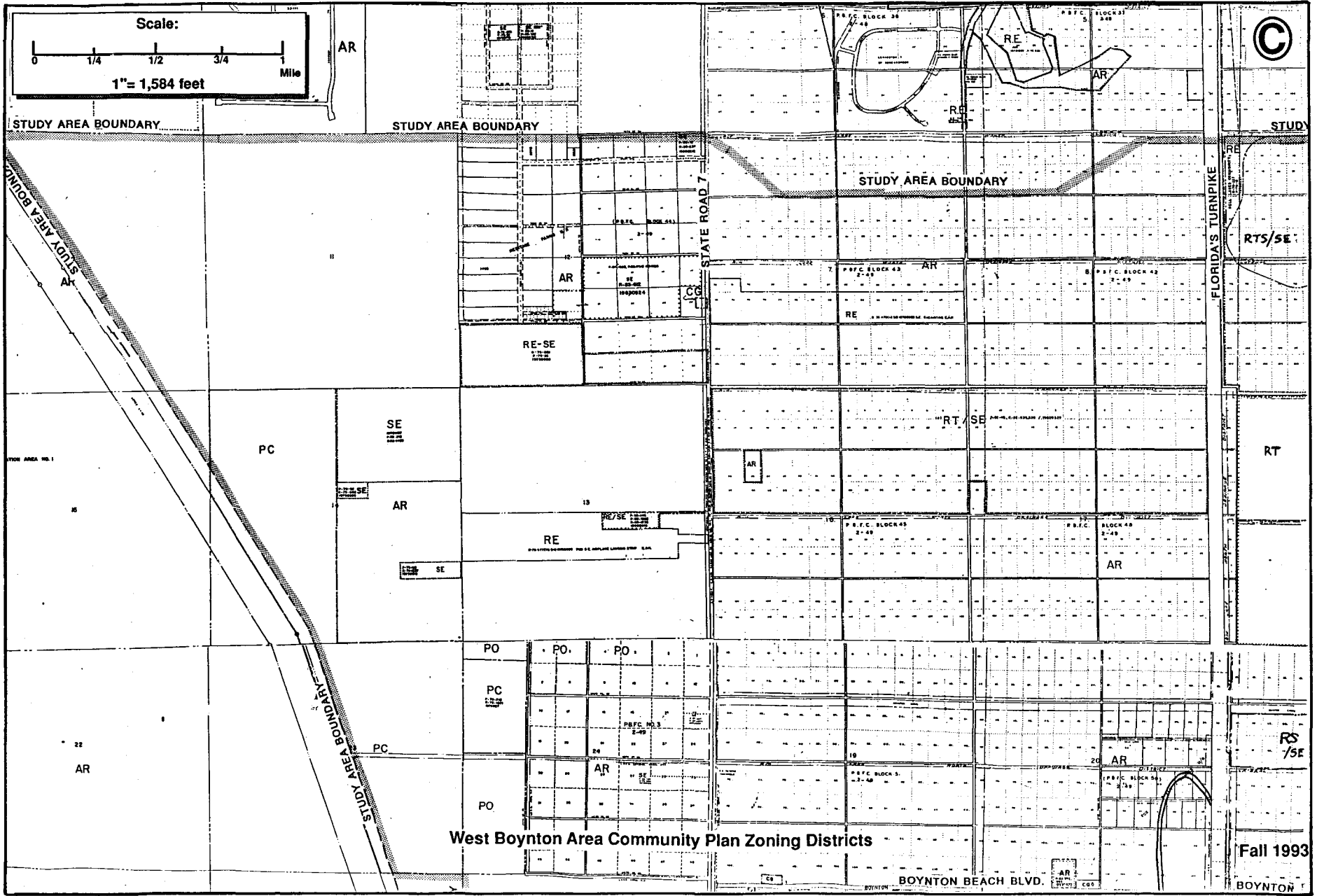
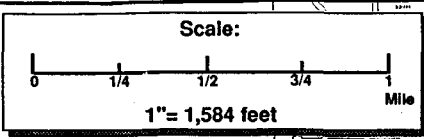
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West Boynton Area Community Plan Zoning Districts

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West Boynton Area Community Plan Zoning Districts

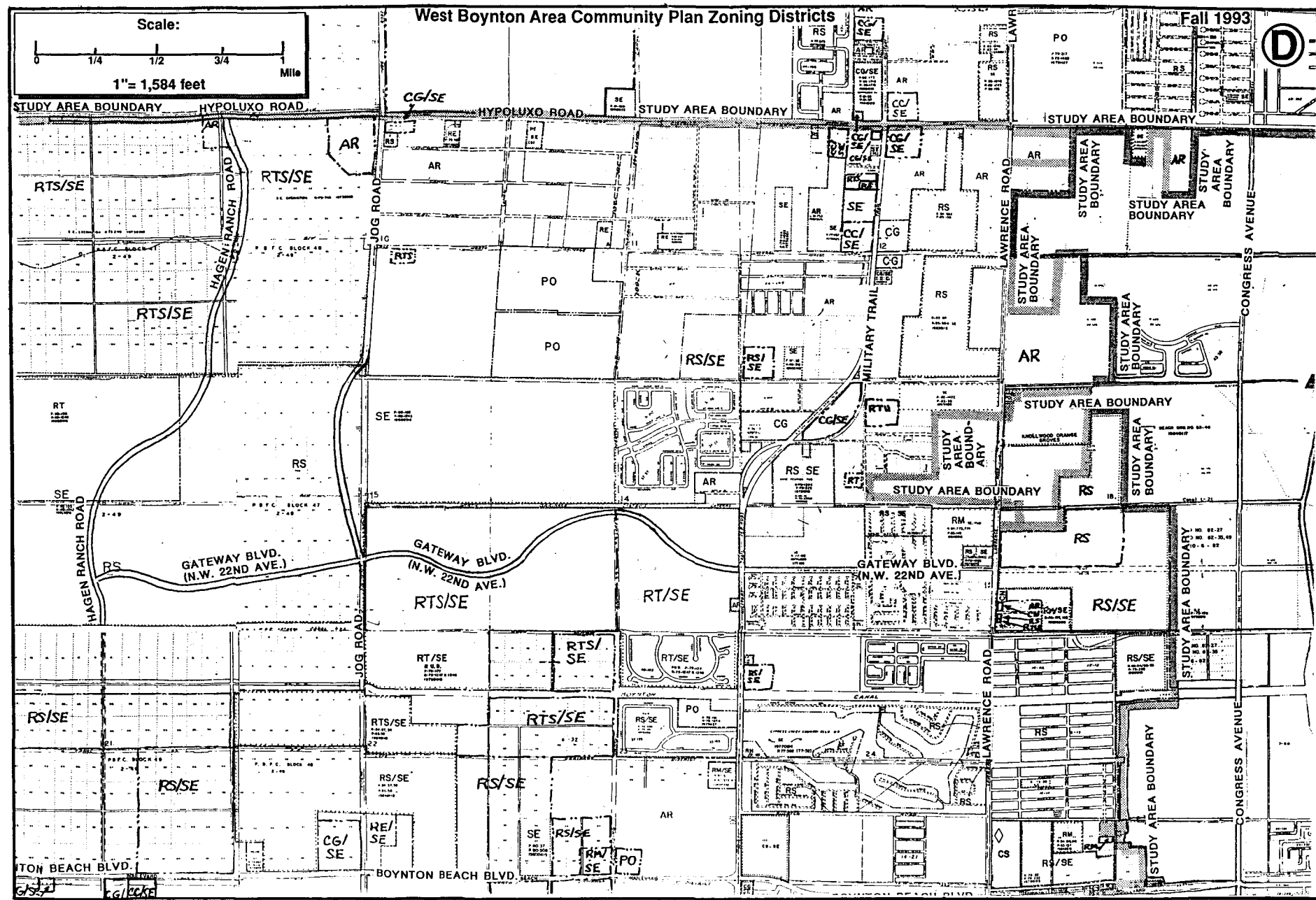
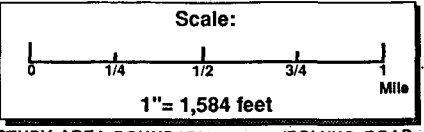
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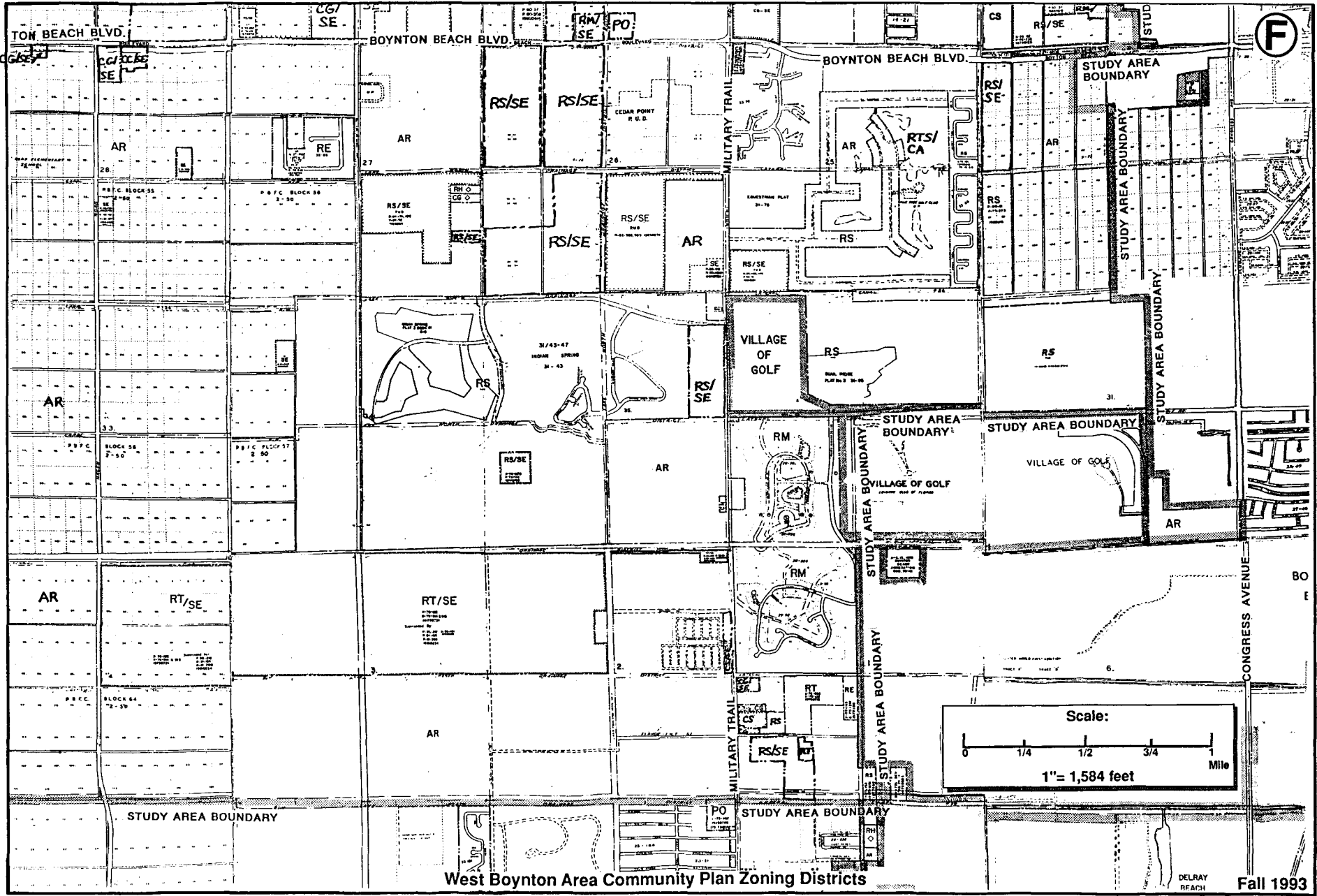
BOYNTON BEACH BLVD.

BOYNTON

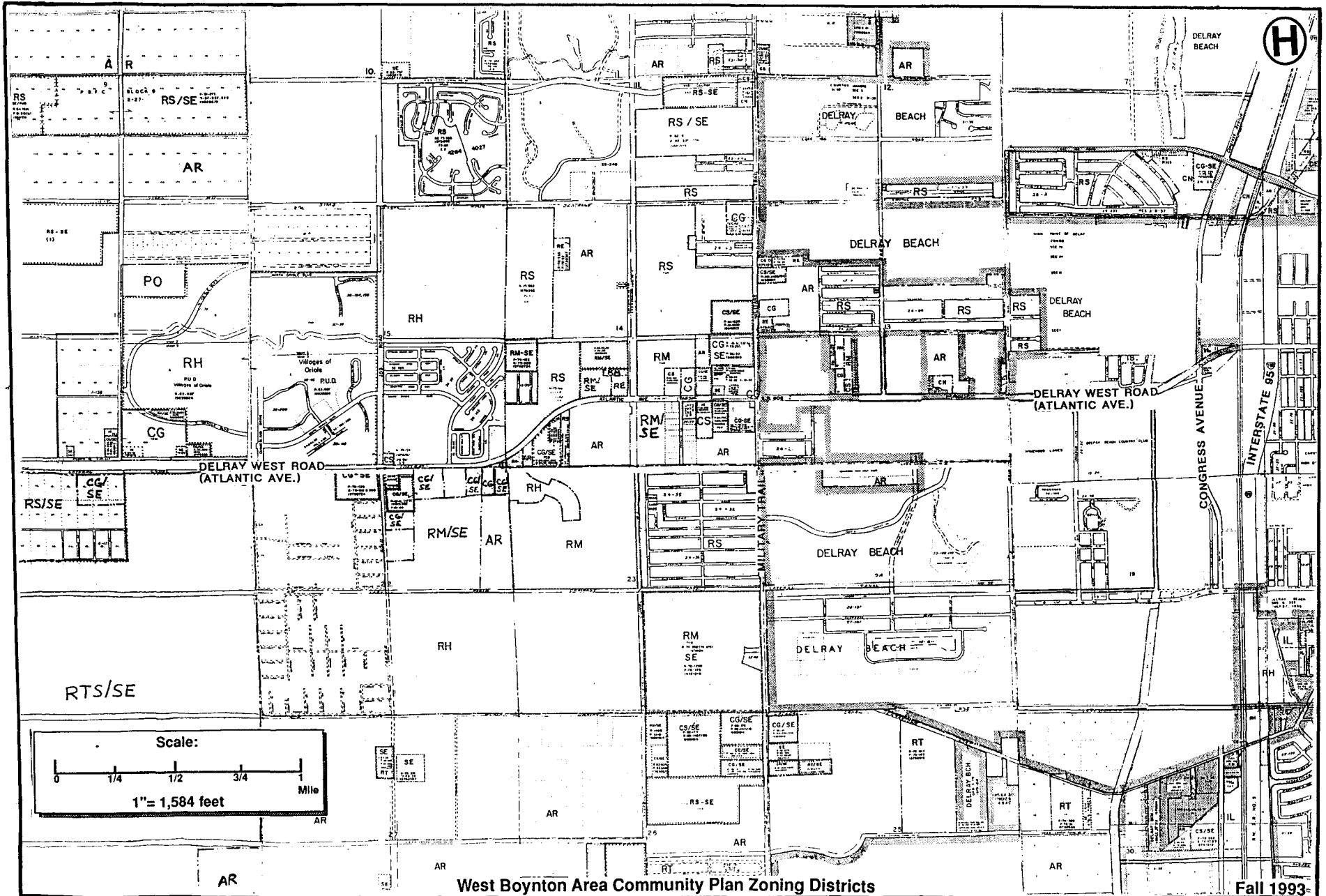
West Boynton Area Community Plan Zoning Districts

Fall 1993





West Boynton Area Community Plan Zoning Districts



II.A.2.c. Land Use Problems/Issues and Opportunities

Introduction

Several key and inter-related land use issues exist for the the west Boynton area. First, local residents perceive an imbalance between residential and commercial land uses. The WBACP study group also identified the lack of predictability over the amount, distribution, and form of new commercial development as significant problems. Moreover, as west Boynton has grown, no vision has been articulated to provide an overall direction for new development in the western-most portion of the plan area. The unresolved disposition of Ag Reserve farmland has created a climate of uncertainty. What are the potential impacts on the rest of west Boynton if Subarea 2 is developed?

Land Use Predictability and Balance

The citizen's study group sought measures to create greater land use predictability as west Boynton continues to develop, and guide the decision-making capabilities of the BCC when land use questions affecting the area come before them.

Although the Hagen Ranch Road corridor actually has a density of Low Residential 3 (3 dwelling units per acre), local farmers have indicated a preference to continue their livelihood as long as it remains economically feasible. In the event that the farms lose profitability, the owners depend on the financial options available with the residential land use designation. Predictability in land use should be created for this area by indicating what future land use designations should exist along Hagen Ranch Road when the BCC reviews development proposals. If the County wants to preserve the farmland in the Hagen Ranch Road corridor over the long term, it will need to provide economic alternatives in addition to the residential use option currently available.

The study group also sought to improve the balance of differing land uses, in response to a local perception that too much commercial exists. Subsequent analysis indicated that this condition has not occurred in unincorporated west Boynton, but may exist along Congress Avenue and US 1 inside the City of Boynton Beach. The concern remains that as Boynton Beach continues to incorporate County lands, commercial corridors subject to blighting may spread westward.

In addition to controlling commercial development, the study group identified a lack of alternative modes of travel and sought to encourage a better mix of land uses. The prevalent pattern of development has been to build gated residential communities that require homeowners to drive cars along major thoroughfares to reach commercial nodes. An alternative is to reduce automobile trips and promote transit and pedestrian linkages by increasing the mix of land use types within any given area. The concept is called Traditional Neighborhood Developments and is discussed later in this section.

Commercial Land Uses

The study group expressed concern at several meetings that an excess of commercial uses and shopping centers occupy the area and contribute to traffic problems, visually degrade the community, and threaten the viability of commercial districts with market over-saturation. Study group members stated that any additional substantial commercial development in the eastern portion of Subarea 1 would disrupt the predominantly residential nature of the area and bring additional traffic to local roads. They perceived strip commercial development as hurting their quality of life. Strip commercial along US1 and Congress Avenue was considered by the WBACP study group as a negative example to be avoided. The segregated land use pattern has increased the reliance on the automobile, has increased the number of automobiles entering and leaving the roads, and has further isolated the non-driving elderly and young. The study group chose two forms for

commercial development: 1) commercial nodes or 2) TNDs. The first involves commercial locating in equidistant, moderately sized aggregations.

The study group sought a means to determine the appropriate amount of commercial square footage for the population and income being served. It would include a model to analyze the relationships between population, income characteristics, commercial space, sales per square foot of commercial space and market regions. The research would also identify appropriate locations for predetermined, generalized commercial nodes where new commercial should aggregate. The suggestion of a market study was not intended to reduce locations available for commercial development, or manage market forces. Rather, it was simply to specify particular nodes for future commercial development and to ensure that the market avoids an overbuilt state. By locating the commercial uses in activity nodes, the County could avoid additional strip commercial development.

The WBACP study group also endorsed the prohibition of any new large scale commercial nodes that would duplicate the services of existing regional centers, such as the Boynton Beach Mall, limiting commercial uses to those that serve west Boynton rather than an entire region. One exception was to allow a commercial/industrial node around the eastern side of the new Turnpike interchange at Boynton Beach Boulevard, to include a proper mix and separation of land uses, such as intersection or highway related commercial activities, including hotels, restaurants and related business services.

The concept of reducing density or intensity of development as one travels west was desired. The purpose was to further the existing Comprehensive Plan directive that denser, more urban development (and redevelopment) should occur east.

To pursue this approach, the citizen's study group requested a commercial management criteria study to determine the appropriate location and amount of commercial square footage to serve current and future residents. In response, staff initiated a commercial land use study to determine if an excessive amount of commercial land use existed in the west Boynton Area.

Several considerations led to changing the direction on the proposed commercial criteria study. First, planning staff resources were limited. Second, at the same time a planning consultant was conducting a similar County wide study and encountered difficulty in drawing usable conclusions. Third, the development community expressed concern over government's role in controlling market-oriented forces.

Based on preliminary work by staff that assessed the current amount of commercial in the WBACP, the group determined that broad limits would be sufficient to accomplish the desired outcomes. The study group instead focused on locating nodes evenly throughout the study area at existing and planned major intersections of thoroughfares, and limiting commercial aggregations to a total square footage that decreased toward the western portion of the study area. The community already knew what it wanted in terms of shopping center size as well as commercial form. In assessing where commercial was located, the study group observed that commercial nodes were evenly spaced throughout the study area. In addition, they could see that limiting the entire area of nodes to either 200,000 or 300,000 square feet easily accomplished the goal of placing some limits on the potential proliferation of commercial uses. The study group then extrapolated existing nodes to planned road intersections along the Hypoluxo Road, Hagen Ranch Road, Woolbright Road and Jog Road corridors. Potential and existing major arterial intersections to the west of all Jog Road intersections were given a 200,000 square foot cap.

Traditional Neighborhood Districts (TNDs)

The study group's second approach to influencing local commercial development involved locating it within mixed use developments or in conjunction with a Traditional Neighborhood District (TND). Based on the Comprehensive Plan, the TND land use category encourages compact, mixed-use development that is sensitive to natural features and scenic areas, promotes mass transit and pedestrian activity, and facilitates efficient use of services within the County. The TND concept comes from the pre-automobile model of development where distance and limited mobility were major considerations. Residential uses existed within walking distances of non-residential uses.

In reviewing the current requirements for a TND in the County's ULDC, the study group identified a number of parameters that appeared to be problematic for use within the WBACP boundaries. For example, the minimum distance requirement between any two TNDs is ten miles. Further, the minimum TND size is two square miles. Refer to page 94 in the Appendix for a condensed explanation of TNDs and a comparison of other patterns of development.

The WBACP citizen's study group explored alternative TND thresholds that may better serve west Boynton or Palm Beach County and identified a number of concepts to be further researched as areas for possible ULDC and Comprehensive Plan revision:

- Reduce the minimum size requirement of TNDs
- Reduce or remove the distance requirements between TNDs
- Adjust the mandated thresholds for various land uses
- Reduce or remove the internal trip capture requirements

Refer to page 95 of the Appendix for more detailed suggestions regarding TNDs.

Given the existing segregated layout of west Boynton, the study group also explored whether the TND concept serve as a replacement for typical commercial-only aggregations at major thoroughfare intersections. The study group decided that if a unified development plan could incorporate design that mixed land uses to promote: 1) greater use of mass transit; 2) pedestrian and bicycle linkages; 3) a mixture of land uses to reduce the distance between non-residential and residential; 4) improved connectivity at the collector road level for automobiles; 5) smaller lots for residents to enhance affordability and pedestrian scale; and 6) reduced reliance on the automobile, then the development could have increased commercial square footage in the western WBACP. The cap for commercial could then allow up to 300,000 square feet.

Mixed Use Development

Mixed use developments offer many of the same positive attributes as TNDs on a smaller scale. By mixing residential and non-residential land uses and locating these developments along major or minor arterials, a variety of mobility options exists. For example, increasing pedestrian and bicycle linkages between residential and commercial uses reduces the demand on area roads. At present, commercial establishments are segregated from their residential markets. West Boynton residents must own an automobile and drive on major arterials to reach shopping opportunities. To reduce that reliance on road and subsequent widening of roads, the study group identified a need to have new developments incorporate: the mixing of uses, higher residential densities coupled with higher commercial intensities, greater compactness to allow walking links to parks, schools and shopping, and more efficient layouts that promote mass transit service.

Subarea 2: The Ag Reserve

The Agriculture Reserve (AgR) is included in the WBACP since its future has direct impact upon the greater west Boynton planning area. In a 1941 County report, this area was targeted as a prime area for farming. In 1980, the designation of AgR became formal and it became the stated policy of the County to preserve agricultural use there, if possible; and, if not, it was to be developed only at low residential density. The County's 1989 Comprehensive Plan sought a more permanent future for agriculture in the AgR area. Studies were undertaken and a program for the "co-existence" of agriculture and limited, low intensity development emerged.

The resulting program is described in a 1995 amendment to the Comprehensive Plan as follows:

"To preserve the area for agricultural use, it is an area for sending of Transfer of Development Rights (TDRs); it is an area where Purchase of Agricultural Conservation Easement (PACE) and similar programs are offered, and it is an area where unique development options all are targeted to achieving the goal of farmland protection and agricultural perpetuation. It is through this combination of public action and the private development that a viable program for the protection of farmlands and the perpetuation of agriculture will occur."

The WBACP Study Group identified a need to monitor the activities of the AgR programs. If any changes are proposed to the 1995 program for the AgR, then COBWRA, among others, should be consulted during the formulation and deliberation of such proposals.

II.B. Transportation and Mobility

Introduction

Related to land use problems discussed in the previous section are mobility issues. The traffic in west Boynton continues to grow and widening roads has been the traditional fix. The area is almost completely dependent on the automobile for moving people. The study group asked whether alternative methods of mobility could be incorporated into the region.

Early History of Transportation

The first transportation system in South Florida used an abundant natural resource: water. The Indians used the Loxahatchee Slough as the north-south corridor of their day. Running uninterrupted prior to 1850, the slough ran from what is now Martin County south to the Miami area. Indians depended on the waterway as their principal path of commerce, similar to the role I-95 plays today.

Early Railroads

The first railroad in southeast Florida was the Jupiter and Lake Worth Railroad, nicknamed the "Celestial Railroad" after the towns along its route such as Juno Beach and Jupiter. Until the introduction of the Florida East Coast (FEC) Railroad by Henry Flagler, this was the only rail line in southeast Florida. The FEC Railroad brought an end to the Celestial in 1895 as tourists from the north flooded into the new wealthy resort of Palm Beach. Flagler later extended his railroad to Lake Worth and then to Miami in 1892. Boynton Beach developed after the railroad expanded to Miami.

Early Roads

Although reliable transportation was not standard prior to the late 1800s, it continued to develop as southeast Florida grew in population. Scheduled transportation by boats, stagecoach and railroad eventually became commonplace and further facilitated growth. Some of the roads in the west Boynton area have been in use since the pioneer days of the 1830s. During the Seminole Wars, U.S. troops used Military Trail located along the pine ridge that separated the coastal swamps from the Everglades. U.S. 1 has also been in use since early settlement days.

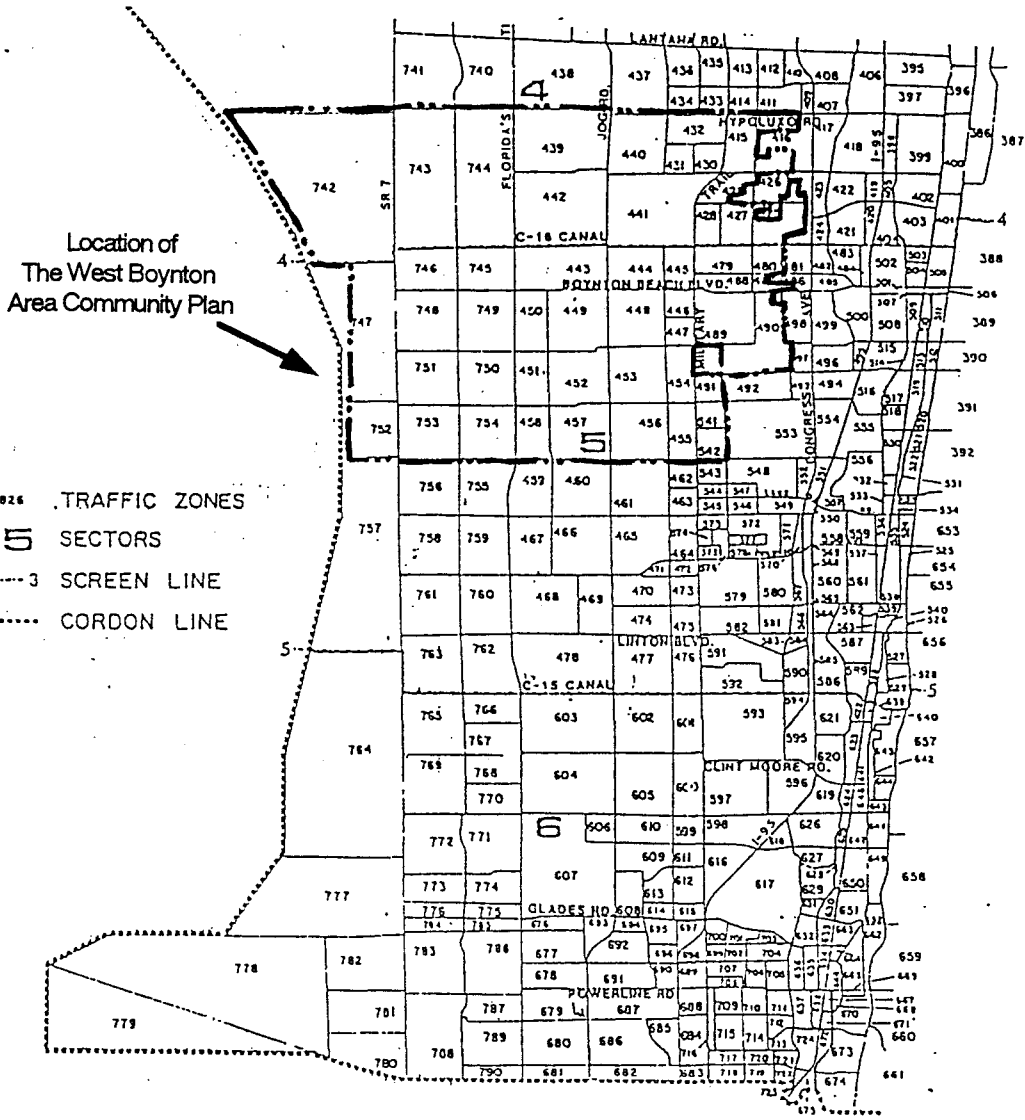
II.B.2. Transportation: Traffic Circulation

Introduction and Existing Conditions

The west Boynton area constituted approximately one third of the southern Palm Beach County road network. Its road system follows a grid pattern. Refer to map titled "Thoroughfare Right-of-Way Identification Map" on page 27b for a visual depiction of the system. The principal existing east-west arteries are:

- Hypoluxo Road
(from W. of Congress Avenue to Florida's Turnpike)
- Miner Road
(west from Congress one mile, not connected to Military Trail)
- Gateway Boulevard (NW 22nd Avenue)
(west from Congress Avenue to Jog Road)
- Old Boynton Road
(from Boynton Beach Boulevard to Military Trail)
- Boynton Beach Boulevard
(west from Congress Avenue to State Road 7)

The West Boynton Area Community Plan

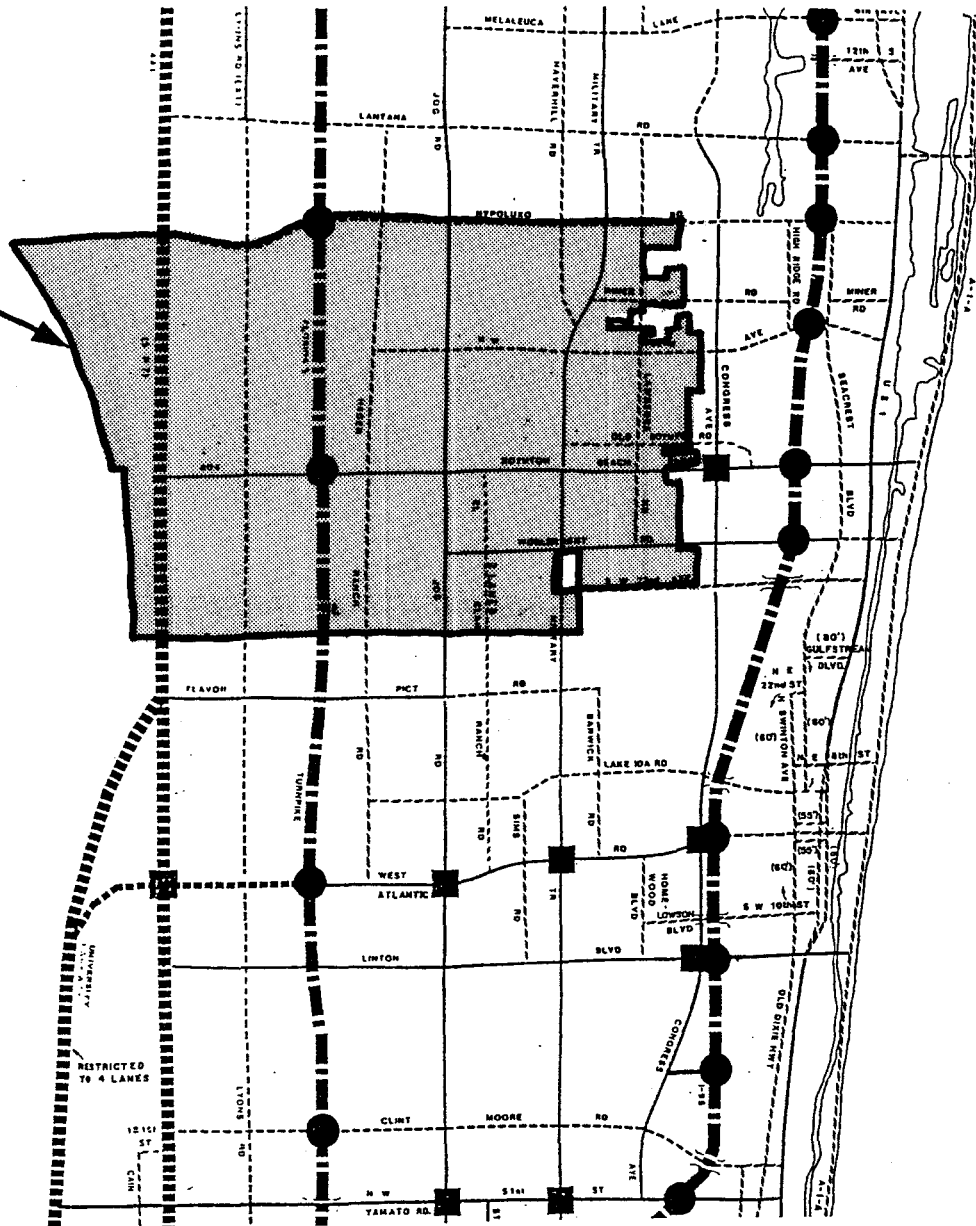


WEST PALM BEACH URBAN STUDY AREA 2010 TRAFFIC ANALYSIS ZONES

Fall 1993

The West Boynton Area Community Plan

Location of
The West Boynton
Area Community Plan



LEGEND

URBAN INTERCHANGE	
GRADE SEPARATION	
EXPRESSWAY	
240'	
220'	
200'	
160'	
140'	
120'	
110'	
80'	

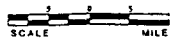
or location where development practices obtaining sectional R/W

THOROUGHFARE RIGHT OF WAY IDENTIFICATION MAP

1991 COMPREHENSIVE PLAN

NOTES:
PROPOSED FACILITIES INDICATE CORRIDOR NEEDS ONLY. LOCATIONS TO BE DETERMINED BY SPECIFIC CORRIDOR & DESIGN STUDIES.

*THE INTERSECTION OF ALL THROUGHFARES INTERSECTING AT GRADE SHALL HAVE RIGHT-OF-WAY PROTECTED TO CORNER FOR AN EXPANDED INTERSECTION WITH SPECIAL CARE. THIS RIGHT-OF-WAY SHALL BE AS DETAILED IN THE SPECIFIC INTERSECTION THROUGH CORRIDORS. THE COUNTY ENGINEER SHALL MAKE THE DETERMINATION AS TO THE EXPANDED INTERSECTION REQUIREMENT WHEN HE DETERMINES THAT EXISTING DEVELOPMENT, WITH THE REQUIREMENT, IS FEASIBLE.



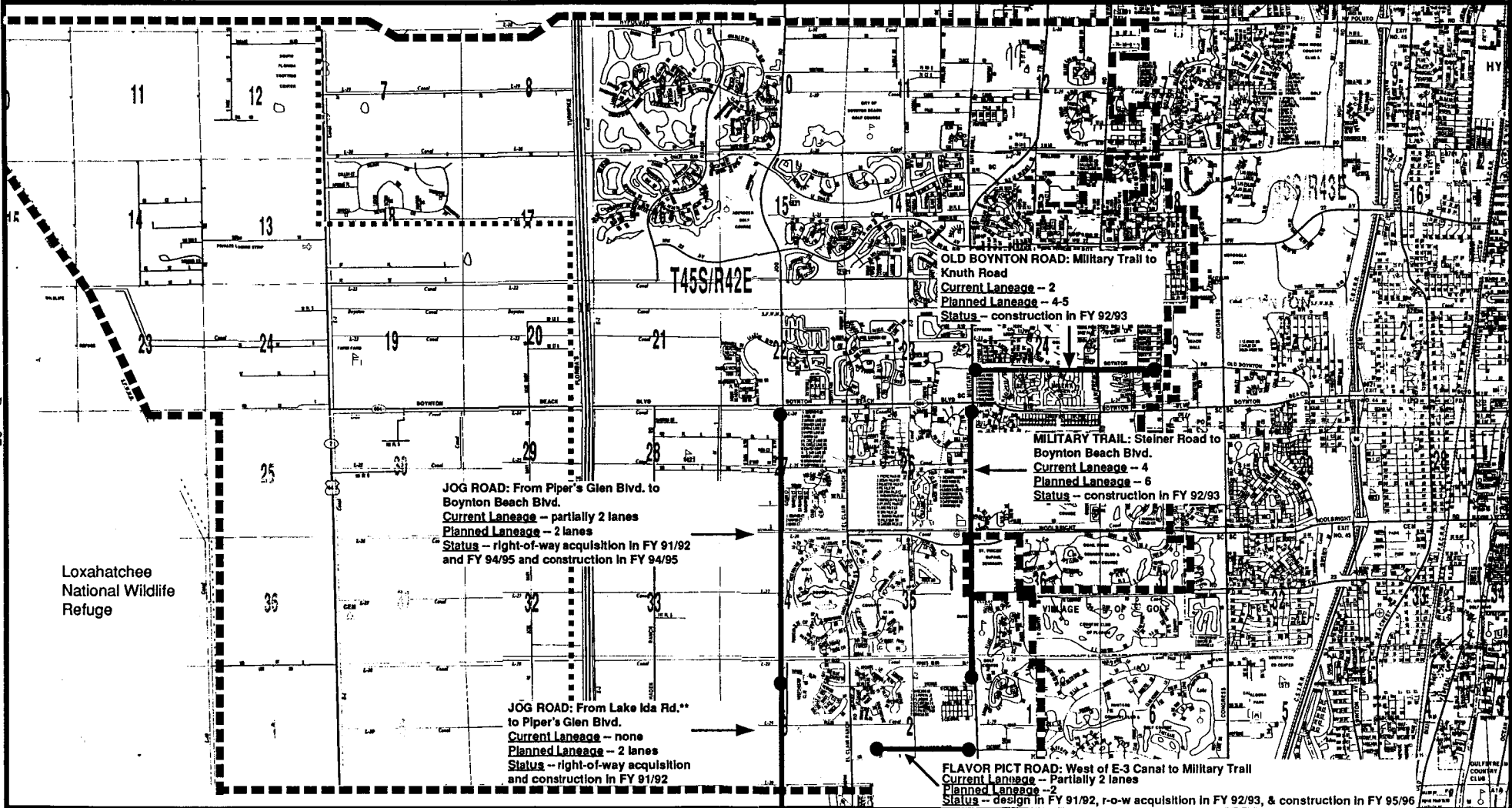
Fall 1993

**The West Boynton Area
Community Plan**

**Funded
Transportation Projects**

The Planning Division of Palm Beach County
(PZ&B), Florida
Fall 1993

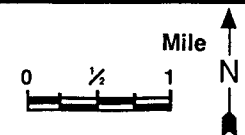
Page 27c

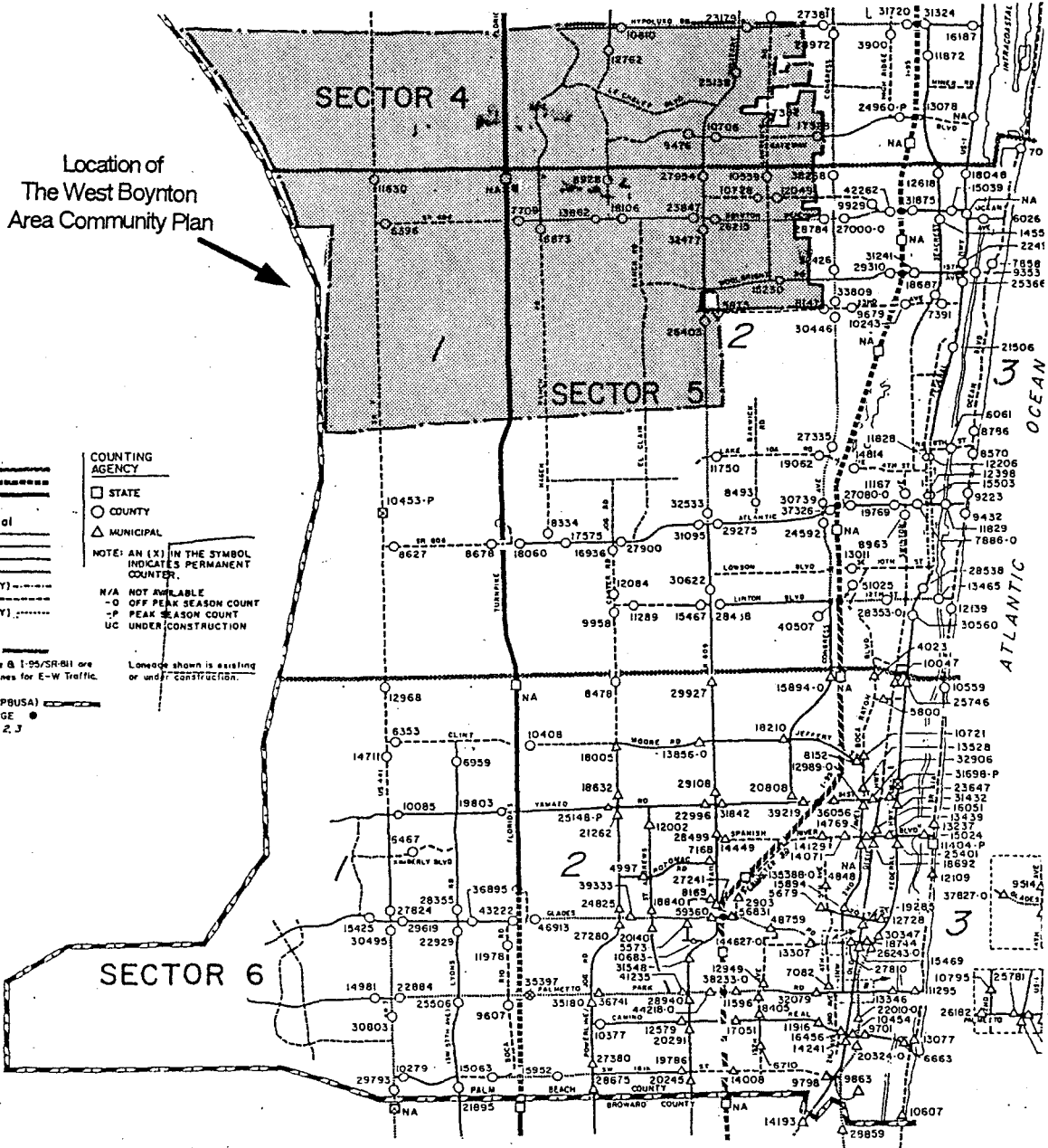


Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

**Note: The future right-of-way for Lake Ida Road is planned for construction on the current right-of-way for Sims Road, which is approximately one mile south of Lateral Canal 30.





Location of
The West Boynton
Area Community Plan

LEGEND

EXPRESSWAYS

- 8 LANE
- 6 LANE
- 4 LANE

ARTERIALS et al

- 6 LANE
- 4 LANE
- 3 LANE
- 3 LANE (ONE WAY)
- 2 LANE
- 2 LANE (ONE WAY)

OTHER

SCREENLINE

NOTE: Turnpike & I-95/SR-81 are
Screenlines for E-W Traffic.

CORDON LINE (WPBUSA)

I-95 INTERCHANGE ●
SUBSECTOR - /, 2, 3

COUNTING AGENCY

- STATE
- COUNTY
- MUNICIPAL

NOTE: AN (X) IN THE SYMBOL
INDICATES PERMANENT
COUNTER.

N/A NOT AVAILABLE
- O OFF PEAK SEASON COUNT
- P PEAK SEASON COUNT
- UC UNDER CONSTRUCTION

Laneage shown is existing
or under construction.

The West Boynton Area
Community Plan

Fall 1993

FAILED LINKS & NODES*
and
1992 - 1993 Traffic Volumes

*There were no failed links or nodes within The West Boynton
Area Community Plan study area

- Woolbright Road
(west from Congress Avenue to El Claire Ranch Road)
- SW 23rd Avenue (Golf Road)
(from Dunes Road to Military Trail)
- Flavor Pict Road
(from Barwick Road to El Claire Ranch Road)

The principal existing north-south arteries are:

- Lawrence Road
(from Hypoluxo Road to Woolbright Road)
- Military Trail
(from Hypoluxo Road to the L-30 Canal)
- El Clair Ranch Road
(from Boynton Beach Blvd. to the L-30 Canal)
- Jog Road
(from Hypoluxo Road to 90th Street South and from Boynton Beach Blvd. to 102 Place)
- Hagen Ranch Road
(from Hypoluxo Road to just south of Gateway Blvd. and from Boynton Beach Blvd. to the L-3) Canal)
- Florida's Turnpike
(from Hypoluxo Road to the L-30 Canal)
- Lyons Road (Ag Reserve, Subarea 2)
(from Hypoluxo Road to the L-30 Canal)
- State Road 7 (US 441) (Ag Reserve, Subarea 2)
(from Hypoluxo Road to the L-30 Canal)

Levels of Service (LOS)

The County uses a "level of service" (LOS) A - F rating system to determine the amount of congestion on a roadway. Level of service "A" represents free moving traffic conditions. Conversely level of service "F" denotes grid lock bumper to bumper traffic. LOS is based on the following factors:

- Traffic Volume
- Intersections
- Signalization
- Lanes

County traffic planners not only forecast future demand but also respond to current situations where the level of service of a given roadway may not meet the minimum established by the Comprehensive Plan. In those cases, the solution involves either widening roads or improving intersections. For the west Boynton region, none of the roads or intersections currently fail to meet the minimum level of service. This is depicted on the "Failed Links and Nodes" map on page 27d.

Several road improvement projects will occur in west Boynton. Improvements will accommodate future growth and projected degradations in the levels of service. The following roads are either recently completed, undergoing work, or are slated for improvements:

- Old Boynton Road: Military Trail to Knuth Road; current laneage-2, planned laneage-4-5 (completed)
- Military Trail: Steiner Road to Boynton Beach Boulevard; current laneage-4, planned laneage-6 (completed)
- Jog Road: Piper's Glen Boulevard to Boynton Beach Boulevard; current laneage-partially 0-2 lanes, planned laneage-2 (completed)
- Jog Road: Lake Ida Road to Piper's Glen Boulevard; current laneage-0 lanes, planned laneage-2
- Flavor Pict Road: West of E-3 Canal to Military Trail; current laneage-partially 0-2 lanes, planned laneage-2

Refer to map titled "Funded Transportation Projects" on page 27c for a locational aid.

Thoroughfare Right-of-Way Identification Map

The County's Thoroughfare Right-of-Way Identification Map assists in protecting transportation corridors from encroachment by other land uses and designates the roadway network required to meet the traffic demands at build-out. Proposed roads and the required right-of-way for the ultimate expansion of major arterials and collectors are identified for the entire County.

Several of the arterial roadways in west Boynton are planned for additional links. Their ultimate extensions will be:

- Hypoluxo Road
(from W. of Congress Avenue to State Road 7)
- Miner Road
(from west of Congress Avenue to Lawrence Road)
- Gateway Boulevard (NW 22nd Avenue)
(from west of Congress Avenue to Hagen Ranch Road)
- Woolbright Road
(from west of Congress Avenue to Hagen Ranch Road)
- Haverhill Road
(from Hypoluxo Road to Military Trail)
- El Clair Ranch Road
(from Boynton Beach Blvd. to the L-30 Canal)
- Jog Road
(from Hypoluxo Road to the L-30 Canal)
- Hagen Ranch Road
(from Hypoluxo Road to the L-30 Canal)
- Lyons Road (Ag Reserve, Subarea 2)
(from Hypoluxo Road to the L-30 Canal)
- Flavor Pict Road
(from Barwick Road to State Road 7)

II.B.2.C. Traffic Circulation: Problems/Issues and Opportunities

A Transportation Strategy

Palm Beach County has continued to plan mobility principally for the automobile. The WBACP study group identified a need for a comprehensive transportation strategy that promotes alternative mobility modes and reduces the the need for widening roads. The Federal government has changed the way it distributes its transportation funds, pursuant to a new law adopted by Congress in 1992 that specifically calls for alternative mobility planning. If the County fails to do this, then it will lose entire funding categories earmarked specifically for such things as bicycle paths, park and ride lots, and exclusive bus lanes.

Thoroughfares

There are several gaps in the existing west Boynton thoroughfare system. Since west Boynton relies on thoroughfares and the automobile for its present mobility, the community needs to bridge these interruptions in its overall planned road network. The study group endorsed the following planned road construction projects or extensions of existing thoroughfares:

- Hypoluxo Road and the planned interchange with the Turnpike
- Miner Road
- Gateway Boulevard (NW 22nd Avenue), between Hagen Ranch and Jog Road
- Boynton Beach Boulevard
- Extend Woolbright Road to Hagen Ranch Road
- El Clair Ranch Road
- Jog Road
- Hagen Ranch Road, between Boynton Beach Boulevard and Gateway Boulevard
- current Flavor Pict Road alignment/extension and planned overpass (only) over the turnpike

Collector Streets and Concept of Connectivity

West Boynton's pattern of development has promoted a thoroughfare system as its main method of moving people. But as development continues, the new communities are only allowing one or two access points. The result is increasing reliance on the major and minor thoroughfares to move cars between points. As the west Boynton population doubles, the traffic problems will continue to increase if people have no other connection options.

The study group identified a need to increase the connectivity of the road system. By improving the connectivity of not only major and minor thoroughfares but also at the collector street level, greater opportunity is afforded to residents to reach employment or shopping opportunities. Tying collector streets together would mean that stub streets of one subdivision would connect to another. The use of dead-end streets would be discouraged as they indirectly promote the loading of traffic on other roads. As the network of collector streets grew, the traffic load on any one road would fall. Greater routing options would spread automobile travel rather than concentrate it on two or three major thoroughfares. This strategy would also decrease the need to widen major thoroughfares.

Method to Determine Need for Widening Roads

Another problem associated with widening thoroughfares is the method used to determine that they need more lanes. The current process relies on measuring "vehicle-trips". When they exceed a given threshold the level of service (LOS) assigned to a roadway degrades. To improve the LOS, the County widens roads.

As an alternative, the County could employ a two prong approach. First, promote alternative methods of mobility. Second, change the measurement of mobility from "vehicle-trips" to "person-trips", thus allowing for a variety of people-moving options other than widening roads.

II.B.3. Transportation: Alternative Modes of Mobility

Introduction

Palm Beach County has extensive local mass transit route system that serves the largest County in the State of Florida. Run by the authority recently renamed PalmTran (formerly CoTran), the County's transit provides a network of bus systems that primarily service the coastal cities and several suburban communities.

A second, more limited mass transit service functions in Palm Beach County. Called Tri-Rail, it is a commuter train that runs along the FEC railroad line between downtown West Palm Beach and Miami's international airport.

To facilitate pedestrian and bicycle activity, the County provides sidewalks along all major thoroughfares it constructs. Many pedestrian destinations such as shopping centers, employers, and residential communities do not provide for a network of pathways in their overall development plans.

Existing Conditions: PalmTran

According to statistics Palm Beach County maintains the lowest number of buses per capita of public transportation of any urban area within Florida. No net increase in mass transit service has occurred since 1979 except for the Tri-Rail feeder bus service, which operates 18 buses for 10 routes. The present system runs forty four buses per day covering approximately one third of the County. Downtown West Palm Beach serves as the principal hub, where 65 percent of the routes connect.

In 1994, the Board of County Commissioners voted to significantly increase the fleet of buses and expand destinations. Called the Timed Transfer Grid System, the increased service will mean that many new areas will receive bus lines beginning in 1996.

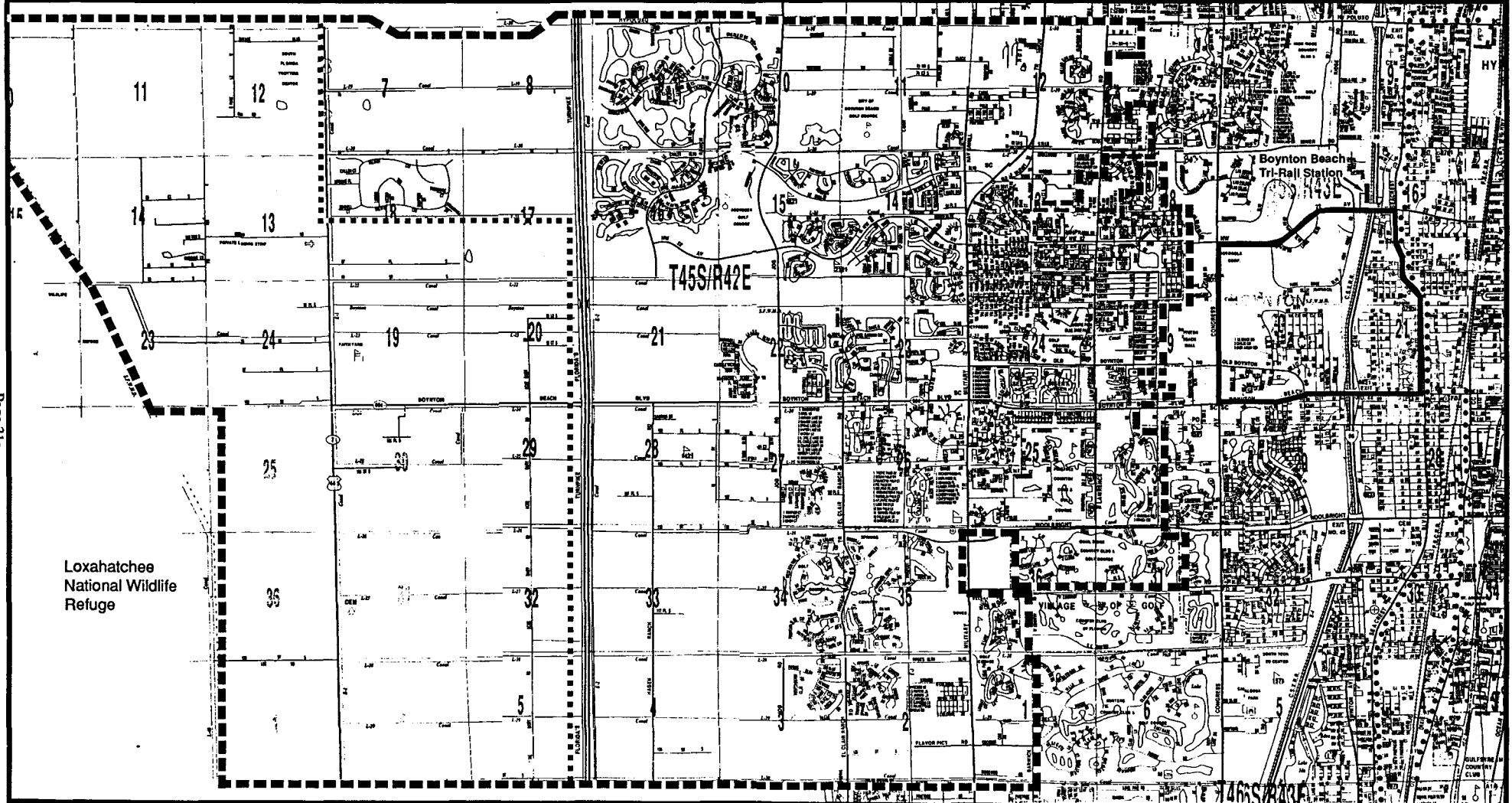
The greater Boynton Beach region has a limited number of existing bus routes. Current lines run up Federal Highway and Seacrest Boulevard only. Both of these fall entirely within the city limits of Boynton Beach. None extend into unincorporated west Boynton.

PalmTran's Timed Transfer Grid System proposes a fleet of 142 buses. During peak hours, 107 would run, with off-peak time using 85 buses. Park-and-ride facilities would augment the system where drivers could leave their cars and use transit from centrally located points. Thirty five separate routes and eleven express buses complete the scenario that will cost an additional 7 million dollars per year.

The West Boynton Area Community Plan

Existing PalmTran Public Transportation System &
Tri-Rail Shuttle Bus Route

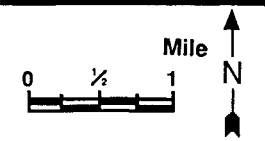
The Planning Division of Palm Beach County
(PZ&B), Florida
Spring 1995



Page 31a

Legend

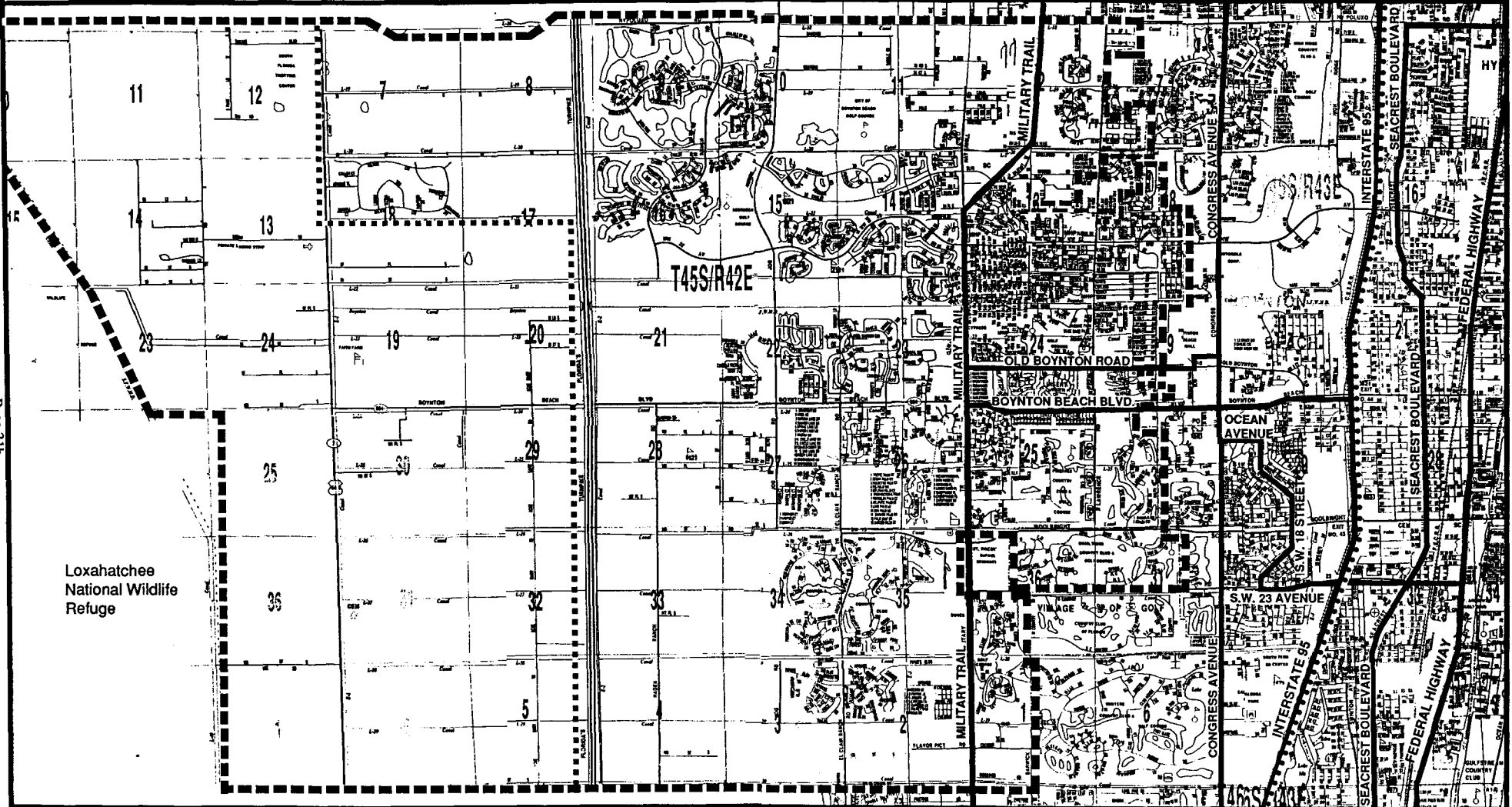
- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Existing CoTran Bus Route
- Plan area boundary
- Tri-Rail Shuttle Bus Route



The West Boynton Area Community Plan

Proposed PalmTran Expanded Public Transportation Grid System & Express Service

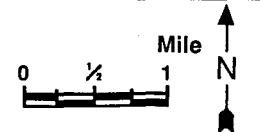
The Planning Division of Palm Beach County
(PZ&B), Florida
Spring 1995



Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

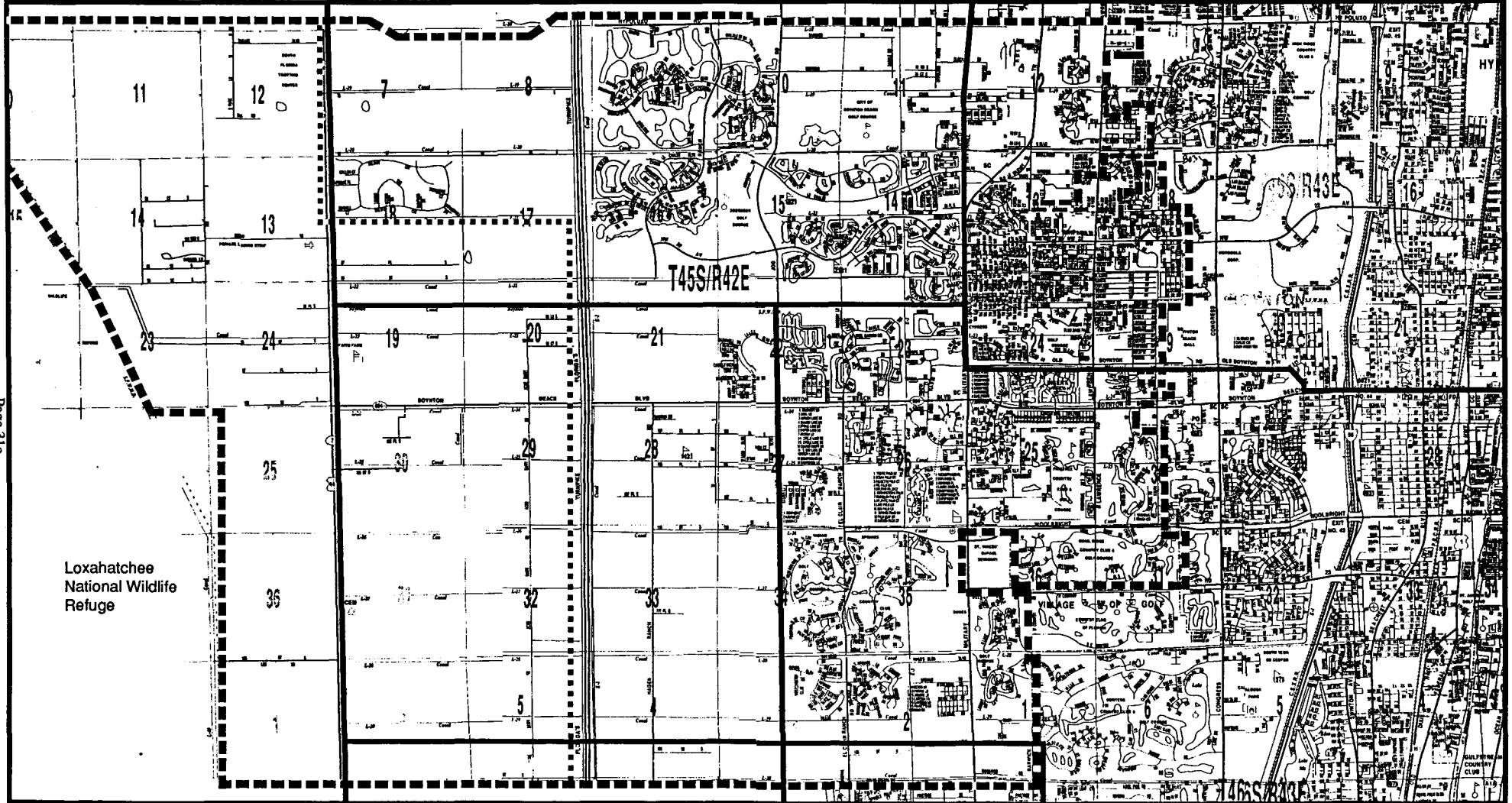
- Proposed CoTranGrid System Route
- Proposed Express Service Route



**The West Boynton Area
Community Plan**

Bikeways/Linked Open Space

The Planning Division of Palm Beach County
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Fall 1993

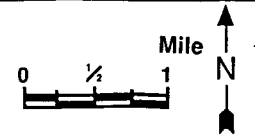


Page 31c

Loxahatchee
National Wildlife
Refuge

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary
- Bikeways/Linked Open Space Route



The Timed Transfer Grid System scheduled for 1996 calls for new lines along:

- Military Trail, traversing the entire WBACP study area
- Old Boynton Road
- Boynton Beach Boulevard
- Congress Avenue
- Ocean Boulevard
- SW 18th Street
- SW 23rd Avenue
- I-95

West Boynton will benefit by securing routes for the first time. Still, the bus lines will only serve the eastern portion of Subarea 1 where population densities can support mass transit. The western part of Subarea 1 and Subarea 2 will remain unserved.

Because west Boynton will receive limited increases in bus service, alternative private systems could be made available to increase routes. Private bus systems can coordinate with PalmTran's network. A good example is Lake Worth's municipal "Lolly the Trolley" rubber-wheel street car line. Operating expenses receive complete funding by the City of Lake Worth while PalmTran purchases trolley buses. In the unincorporated areas, community groups can organize, fund and enter into contracts with PalmTran to establish additional service.

Another important aspect of improving bus service is upgrading the points of embarkation. Riders can request bus shelters for a given site. Also, any contractor may build and install one in an agreed upon site, with PalmTran retaining ownership. The contractor can then sell advertising space on the side of the shelter, with PalmTran receiving a portion of the commercial revenues.

Existing Conditions: Tri-Rail

A Tri-Rail station exists in the Boynton Beach area near I-95 and Gateway Boulevard. Because the Tri-Rail feeder bus systems runs along a Gateway-Congress-Boynton Beach Boulevard-Seacrest loop, no west Boynton area residents are directly served by Tri-Rail, but area residents with cars can travel to Miami via Tri-Rail by using the local Tri-Rail park and ride lot. For the west Boynton area, no changes are anticipated for Tri-Rail over the short run other than increasing the number of trains or feeder buses to stations. Plans call for constructing a separate track for Tri-Rail so that its schedule will function independently of FEC train times.

The WBACP contains two maps of existing and proposed mass transit routes. Refer to pages 31a and 31b for maps titled "Existing PalmTran Public Transportation System & Tri-Rail Shuttle Bus Routes" and "Proposed PalmTran Expanded Public Transportation Grid System & Express Service".

Existing Conditions: Pedestrian and Bicycle Linkages

In general, sidewalks and pathways in west Boynton follow the major and minor thoroughfare system. As roads are constructed, the funds also include installation of at least one sidewalk that parallels the road. Further, the County Engineering Department administers a pathways program for older roads without sidewalks. Funds earmarked for this fund go to retrofit pathways along existing roads that 1) are not scheduled for construction or improvements; and 2) help form part of a potential network of walkways that link residential areas with schools, parks, and commercial aggregations. Refer to page 31c for map titled "Bikeways/Linked Open Space".

No inventory of the County existing sidewalk network exists. The County's Engineering Department responds to requests, analyzes merit, and then places candidate locations on a list for construction.

For west Boynton, the principal sidewalk network exists along:

- Hypoluxo Road
- Miner Road
- Gateway Boulevard (NW 22nd Avenue)
- Old Boynton Road
- Boynton Beach Boulevard
- Woolbright Road
- SW 23rd Avenue
- Lawrence Road
- Military Trail
- El Clair Ranch Road
- Jog Road

II.B.3.C. Alternative Modes of Mobility: Problems/Issues and Opportunities

West Boynton's suburban character presents a problem for the future. As the region develops and doubles in population, the community faces the issue of addressing its virtually total dependence on the automobile and its arterial roadways so that people have additional mobility choices.

First, total dependence on the automobile may someday lead to expanding most or all of the major and minor thoroughfares throughout Subarea 1. That could mean that some neighborhoods would be adversely impacted as limited access points clog with traffic and needed land for highway expansion is condemned along neighborhood perimeters. Land set aside for aesthetic improvements might be sacrificed for additional pavement and road laneage. Alternative modes of mobility such as mass transit and pedestrian and bicycle linkages provide some relief.

Second, the land use patterns of west Boynton contribute to the dependence on the automobile. Residential and non-residential uses are highly segregated with few opportunities for mobility between each other than the car. The community has many gated and walled communities that allow one or two entry points. All residents must use a car to reach work and shopping destinations. A mixed land use pattern can reduce the distance traveled by car between home and shopping and home and work as well as provide the opportunity for pedestrian access.

Low density development also hampers mobility opportunities. For mass transit to work efficiently, it should serve higher density residential areas or corridors. The current choice available to residents living in low density residential developments is the car. When these people age and can no longer drive, these same desirable communities can isolate the elderly into their homes with few alternative mobility opportunities. Land use patterns such as compact, mixed use developments at or adjacent to designated bus transit stops can help support mass transit and help promote the linking of uses and destinations with pedestrian and bicycle paths.

Pedestrian and Bicycles

West Boynton continues to lack a sidewalk network that connects residential areas directly with other amenities. With many gated communities, access exists only at one or two entrances so that the pedestrian or bicyclist must walk greater distances to reach amenities such as shopping centers or parks. What is needed is more pathway connections between developments including links between commercial centers and planned residential communities.

Another important aspect of land use involves its layout and circulation. Presently, many west Boynton shopping centers provide adequate mobility for the car, but poor provisions for walkers and bicyclists. The arrangement of buildings and parking could promote the needs of the pedestrian simply by clustering buildings nearer to the street and interspersing parking with walkways that protect the pedestrian from vehicles.

The intersections of major thoroughfares do not meet the needs of the older pedestrian. As pedestrians who attempt to cross six and eight lane thoroughfares, these older individuals may not have the ability to walk faster than a traffic light change. Consequently, they must pause in the center of the road and wait through another traffic light cycle. Traffic studies have shown that communities with older populations can accommodate slower pedestrians by delaying the timing of traffic lights. Clearance time for pedestrian signals should be 4.0 feet per second walking speed, or 3.5 feet per second in areas with slower populations. As added safety measures, protected medians allow persons to pause and include inclined sidewalk curb cuts assist the physically impaired.

Combining the Planning of Transit, Land Use and Traffic

Greater coordination between land use, transit, and traffic planning is needed. Alternative modes of mobility could influence the design of large commercial developments so that developers reduce the walking distances between commercial buildings and transit and consider design standards that encourage a pedestrian-friendly environment. Transit planning could also influence traffic design to give priority to transit vehicle movement over other vehicles (exclusive bus lanes), increase 'park-and-ride' facilities and the number of Tri-Rail feeder buses, and consider site design evaluation of transit stops.

Other amenities that could improve linkages involve inter-modal mobility planning. People could have the choice of riding buses and walking as part of the same trip. Sidewalks could connect shopping and employment opportunities to mass transit station and sheltered stops. Residential developments could also provide direct links to mass transit stops from internal points of the subdivision.

II. C. Services

Introduction to Services

West Boynton has a strong need for increased services and efficient placement of services because of its existing large elderly population and the influx of new families that continue to move here. Necessary services (or features of services) include: parks, co-located schools and parks, new schools, libraries, and centralized community centers, and health care facilities.

Services: Open Space, Parks/Recreation and Public Facilities

Introduction

Palm Beach County provides five classifications of parks to serve the various recreational needs of the residents. These encompass neighborhood, community, district, regional and beach parks, all of which determine size, intended service area and types of recreation facilities provided.

Existing Conditions: County Parks

The neighborhood park is the smallest class park and usually encompasses less than 10 acres. Size restraints limit the number of recreational facilities. A developer will build them according to the demands and character of the neighborhood that they serve. Also, a developer generally provides these parks for the use of the residents in the immediate planned development, as required by land development regulations. The County does not regulate or maintain neighborhood parks.

Community parks usually contain 5 to 60 acres and provide active recreation facilities for one or several neighborhoods, including play areas, small groups of fields or courts suitable for programmed activities, and community centers. Although developers generally provide the majority of community parks, the County does develop some from surplus properties or homeowner's associations may take the initiative.

District parks can range from 60 to 250 acres in size, with an average of 68 acres. A developer or the County designs them to serve a group of neighborhoods, generally up to five miles away. As with community parks, the County often requires developers to provide the majority of district parks. The Parks and Recreation Department generally recognizes that publicly operated golf courses, such as the Boynton Beach Municipal Golf Course, provide up to 50% of district park needs.

Regional Parks comprise the largest class of County parks. The Parks & Recreation Department defines regional parks as 250 acres or greater in size. Regional parks are relatively dispersed throughout the County. Since they serve County-wide, the County considers them destination-oriented sites that do not necessarily have to be situated adjacent to population centers.

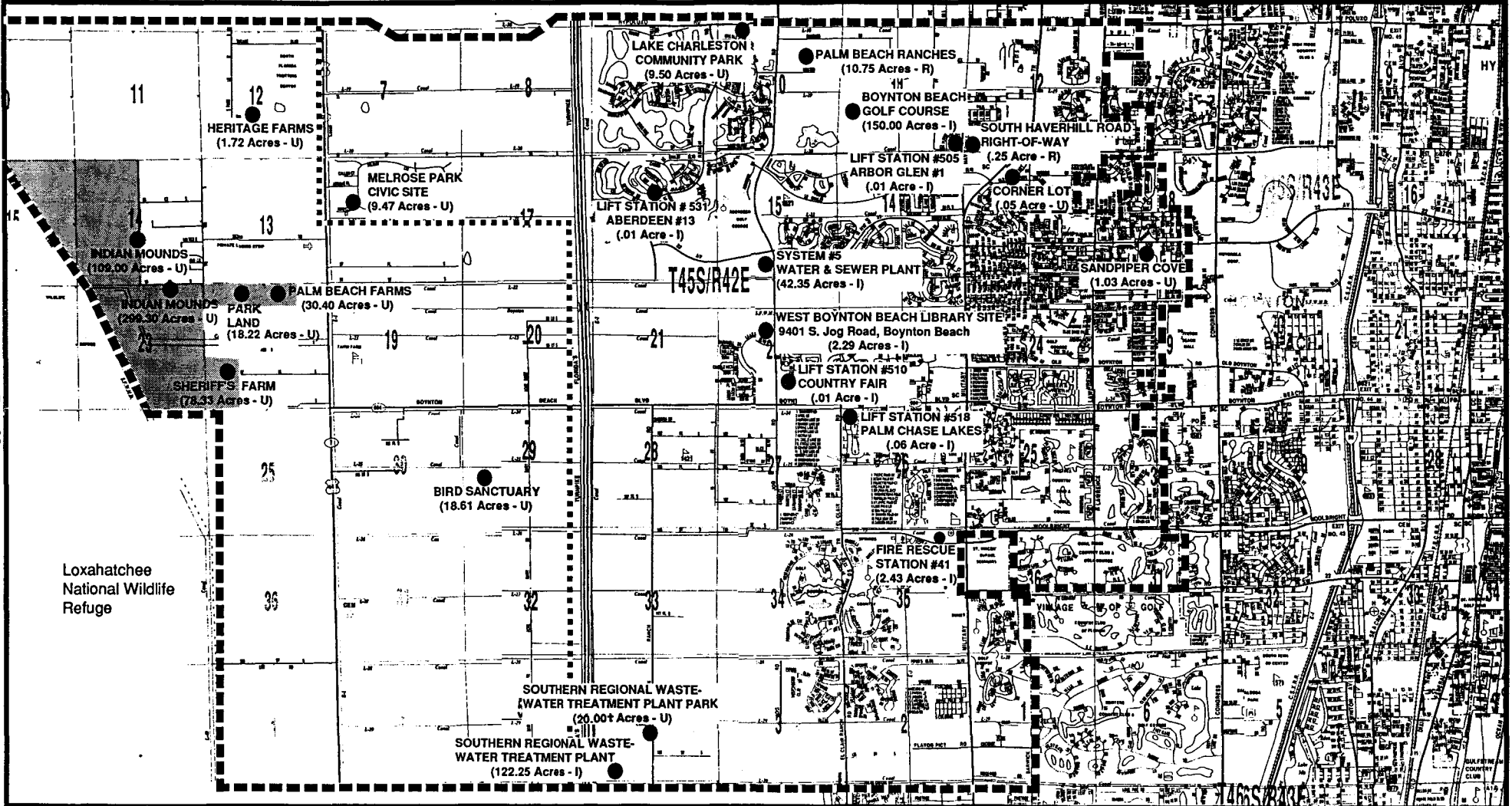
Most beach parks, though smaller than 250 acres, are considered regional parks that serve residents County wide. Beach parks facilities front the Atlantic Ocean or its inlets and provide public beach access. Recreational facilities include those necessary to support beach access, swimming, surfing, fishing and snorkeling as well as play areas, picnic areas and adequate parking areas to serve those utilizing the facility.

The following graph summarizes the service radius for each type of park:

The West Boynton Area
Community Plan

County Owned Properties

The Planning Division of Palm Beach County
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Fall 1993

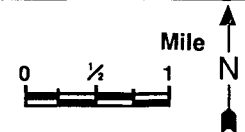


Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

- -- County Owned Property
- I -- Improved Property: 319.41 acres
- U -- Unimproved Property: 585.63 acres
- R -- Right-of-Way: 11.00 acres
- Total: 916.04 acres

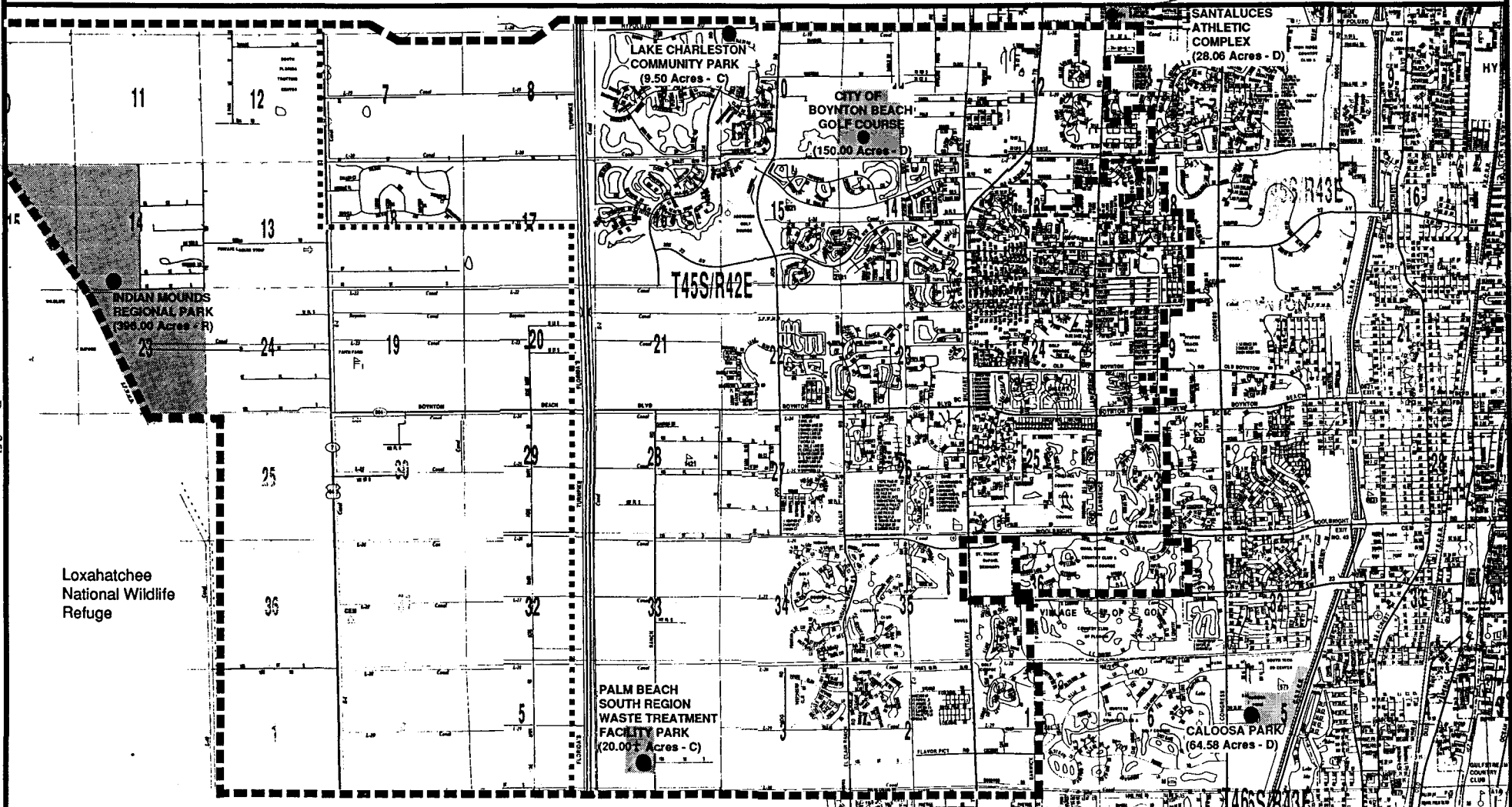
Shaded area indicates extent of larger County-owned parcels



The West Boynton Area
Community Plan

County & Municipal Parks

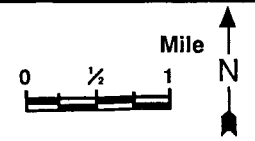
The Planning Division of Palm Beach County
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Fall 1993



Page 35b

Legend

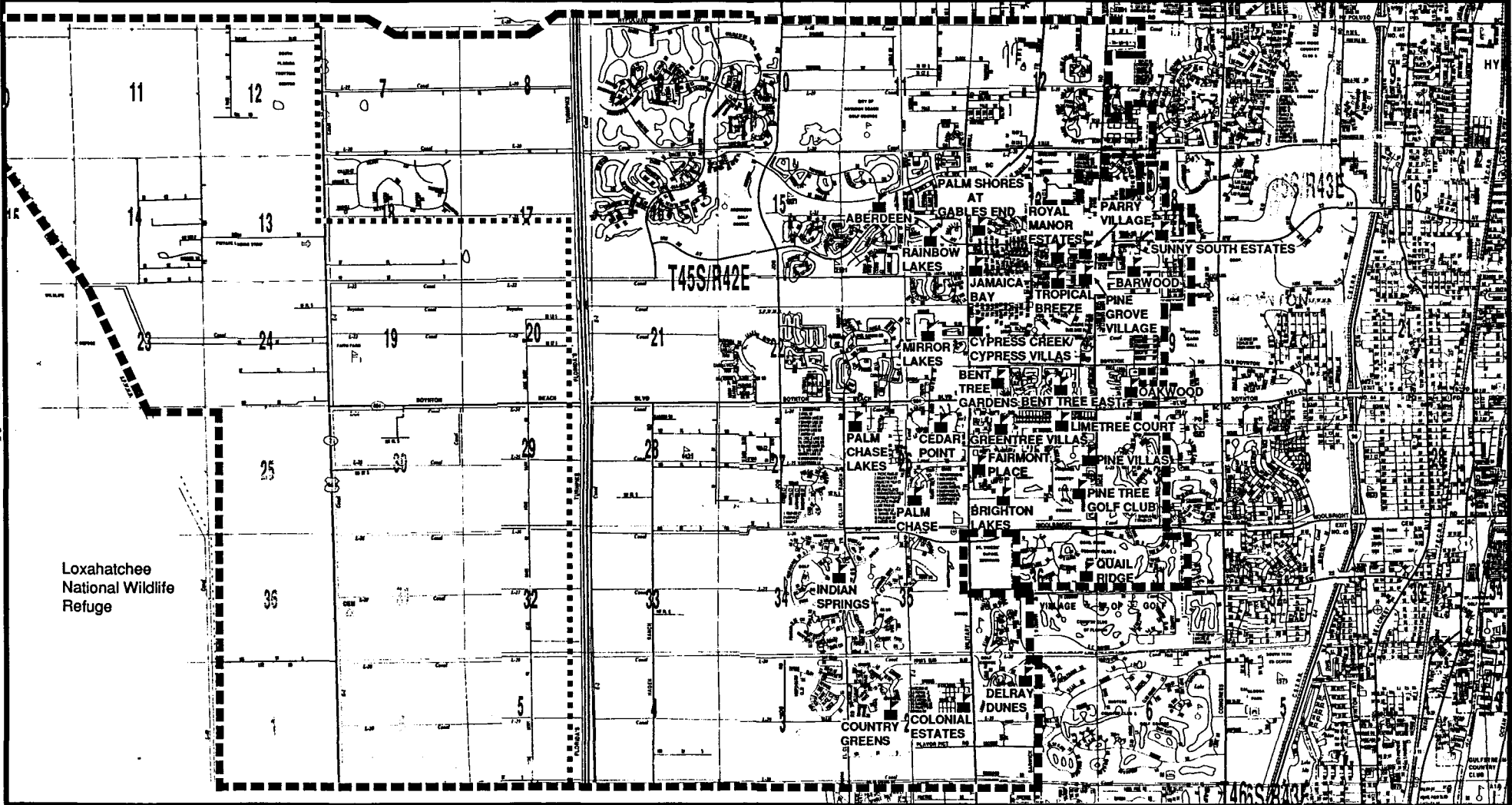
- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary
- -- Park Site
- C -- Community Park
- D -- District Park
- R -- Regional Park
- -- Shaded area indicates extent of larger parks



**The West Boynton Area
Community Plan**

Private Community Centers

The Planning Division of Palm Beach County
(PZ&B), Florida
Fall 1993

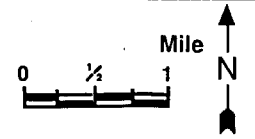


Page 35c

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

■ -- Private Community Center Facility



SERVICE RADII

Neighborhood	<1 mile
Community	<3 miles
District	<5 miles
Regional	<10 miles, County-wide
Beach	<10 miles, County-wide

A combination of public park, private park, and recreational facilities, located within or in close proximity to the west Boynton area, currently serve the recreational needs of the study area. As of 1993, four public parks existed within the study area. These include three developed facilities, Boynton Beach Municipal Golf Course, Lake Charleston Community Park, and the Water Utility Department's South Regional Plant Park. An additional site called the Indian Mounds Regional Park will eventually be developed. Refer to maps titled "County-Owned Properties" and "County & Municipal Parks" on pages 35a and 35b for a visual depiction.

Several planned parks will also affect the WBACP. In 1995 the Parks & Recreation Department acquired land for a west Boynton District Park and co-located it with the proposed west Boynton High School site. Park development completion plans within the 5 Year Capital Improvement Program (1994-1999) include Lake Charleston Community Park and the West Boynton District Park.

Table I below lists the existing public parks or parks that the Parks Department will acquire by 1995 within the study area. The table lists the parks by park classification and shows the acreage for each, as well as the anticipated year the Parks Department will acquire and develop them.

PUBLIC PARKS IN STUDY AREA

Park Classification	Acreage	Acquisition	Development
Community			
Lake Charleston	9	acquired	1993-94
Sun Valley	6	†	2000+
WUD S. Regional Plant Park	20	acquired by WUD	developed by WUD
Sub-Total	35		
District			
Boynton Municipal Golf Course	150	acquired	developed
West Boynton District Park	52	acquired	1995-98
Sub-Total	202		
Regional			
Indian Mounds	396	acquired	2000+
Sub-Total	396		
Total Acres	633		

†To be conveyed at option of the developer.

WUD=Water Utilities Department - located on Hagen Ranch Road

Other public parks in proximity to west Boynton that may help service the area's current or future recreational needs include community parks (Winston Trails and Hagen Ranch Road); district parks (Lake Ida, Caloosa and Santaluces); regional parks (South County Regional, John Prince, Okeeheelee and Morikami); and beach parks (Lake Worth Municipal, Gulfstream, Ocean Inlet, Milani Parcel, Ocean Ridge Hammock, and R.G. Kreusler-Boynton Municipal).

In addition to County parks, other types of parks provide recreation to the residents of the study area. State parks that may help serve the recreational needs of the study area include John D. MacArthur and Jonathan Dickinson State Parks. A federal recreational facility, the Loxahatchee National Wildlife Refuge, contains 2551 acres and abuts the western edge of the study area. (For background of the Loxahatchee Refuge, see Section I.E. titled "Brief History of the Area" on page 14.) In addition, the Parks & Recreation Department may develop the Solid Waste Authority's Lantana Landfill, inactive since 1989, into a future district park site. This site lies on the north side of Lantana Road, one mile west of Florida's Turnpike.

School Parks

School sites also serve the local recreational needs of the populace of the west Boynton area. Middle schools and elementary schools, where available for community use, can provide the active recreational equivalent of a community park. High school sites offer active recreational facilities equivalent to those found in a district park. Since access to the active recreational facilities at these schools is important in meeting overall recreational needs, the Parks & Recreation Department encourages site design that promotes public access.

Private Facilities

The Palm Beach County Land Development Code requires developers to develop 2.5 acres of private neighborhood/community parks per 1,000 population. Private development will continue to meet a significant portion of the recommended Countywide recreation guidelines for neighborhood/community parks and golf courses, as required under the County's Land Development Code. Private recreational facilities include homeowners' association recreation areas, commercial recreation facilities, country clubs and golf courses.

Although not open to the general population of the study area, private recreation facilities nonetheless serve many of the needs of those willing and able to pay membership fees. In the west Boynton area private recreation facilities include Aberdeen Golf Course, Cypress Creek Golf Course, Delray Dunes Golf Course, Indian Springs Country Club & Golf Course, Pinetree Country Club & Golf Course, Quail Ridge Country Club & Golf Course, and Westchester Golf Course. Other private homeowner association recreation areas internal to subdivisions or planned unit developments generally provide recreational facilities for the exclusive use of their residents. For example, the developments of Bent Tree, Lake Charleston, Parkwalk, Sun Valley, and Westchester, to name a few, provide their residents with homeowners' association neighborhood and/or community parks. Refer to map titled "Private Community Centers" on page 35c.

Available Facilities

The following chart lists the active and passive facilities currently available to the study area. The chart does not include private recreation facilities.

SITE	FACILITIES
Community Parks and Schools	
Water Util. Dept. S. Regional Plant Pk.	picnic areas, boating, heart trail
Christa McAuliffe Middle School	track, tennis, basketball, playgrounds, baseball, softball, football,
Crystal Lake Elementary	two little league fields, two basketball courts, playgrounds
Hagen Road Elementary	playgrounds, one little league field, one-multi purpose field, basketball
District Parks	
Boynton Bch. Mun.Golf Course	golf course
Caloosa Park	little league baseball, major league baseball, softball, football/athletic field, basketball/multipurpose court, racquetball/handball court, tennis, playground, bike path, exercise course, picnic pavilion, picnic areas
Lake Ida Park	fresh water fishing, picnic areas, water skiing, boat ramps
Santaluces Athletic Complex	major league baseball, football field, swimming pool
Regional Parks	
John Prince Park	softball, tennis, bike path, exercise course, golf range, fishing, boat rentals, boat ramps, campsites, playground
Okecheelee/Palm Beach Pines	baseball, athletic fields, bike path, fishing, boat ramps
Beach Parks	
Morikami Park	nature trail, museum, picnic areas
R.G. Kreusler Park	beach, fishing
Ocean Inlet Park	beach, fishing, picnic areas
Gulfstream Park	beach, picnic areas, playground
Boynton Municipal	beach, playground, picnic areas

Note: To see complete list of parks with respective facilities, refer to Parks and Recreation Facilities Guide.

Funding and Meeting Demand

The Parks & Recreation Department estimates that condominium or homeowners' recreation areas and private clubs privately meet almost half of the total demand for neighborhood and community parks, as required by the County Subdivision and Platting Ordinance. Municipalities meet the remainder of the demand. In addition, the Parks Department encourages the opening of school recreation sites to the public as one way to increase neighborhood and community facilities in the future.

Revenues, state grants, park impact fees, bonds and other financing techniques provide the funding necessary for district, regional and beach parks. The primary source for state grants is the Florida Recreation Development Assistance Program, which is available through the Department of Environmental Protection. However, since the Florida Development Assistance Program allows only one funding application per year from the County, the Parks Department does not anticipate any state grants for the west Boynton study area in the near future.

The Parks & Recreation Department also receives land from the Property and Real Estate Management Department (PREM). Once the Parks & Recreation Department identifies a site, PREM acquires it for them. PREM also handles leases and the assignment of surplus properties for new park sites.

II.C.2.c. Problems, Issues and Opportunities: Future Park and Planning Needs

Table IV utilizes the current level of service (1993) to establish future minimum levels of service needs based upon the projected population of the study area for the years 1993, 2010, and buildout. The current level of service represents that level of service that the Parks and Recreation Department sustains for the County as a whole through park impact fee revenues.

**TABLE IV
WEST BOYNTON STUDY AREA PARKS AND RECREATION DEPARTMENT'S RECOMMENDED MINIMUM LEVELS OF SERVICE+ FOR 1993, 2010, & BUILDOUT***

Park Class	1993+ L.O.S.	1993 Acreage	2010 Acreage	Buildout Acreage
Neighborhood Parks	0.00	0.00	0.00	0.00
Community Parks	0.35	12.08	26.38	37.18
District Parks	0.83	28.64	62.55	88.16
Beach Parks	0.36	12.42	27.13	38.24
Regional Parks	5.01	172.90	377.59	532.14
TOTAL ACRES	6.55	226.04	493.65	695.72

*Acreage based upon the west Boynton Study Area's population of 34,511 for 1993 and projected populations of 75,368 for 2010 and 106,216 for Buildout per Palm Beach County Planning Division. Data compiled by Traffic Analysis Zones (TAZs).

+Based upon existing LOS in 1993.

By multiplying the recommended minimum levels of service by the current and projected population of the study area, the current and projected needs shown in the table above are derived. At current levels of service, the chart establishes the number of acres needed in the future for each park class. The resultant figures indicate that the number of total acres needed to satisfy a 1993 population of 34,511 is 226.04 acres. With projected population figures expected to double by the year 2010, the total number of County park acres needed would be 493.65 acres. At a buildout population of 106,216, the total number of County park acres needed would increase to 695.72 acres.

Based on Table IV, the Parks & Recreation Department anticipates additional needs for County park facilities in all but the neighborhood park class as a result of future population growth in the study area. While existing park sites may largely satisfy community park needs, they tend to be located at the periphery of the study area. The County may need to find a more centralized community park based on the study area's ultimate development patterns. The proposed West Boynton District Park should satisfy District park needs in the immediate future, but the County may need an additional district park in or near the southern limits of the study area as the population approaches buildout. Existing parks within or near the study area will largely meet regional park needs.

Park Expansion Efforts

The Parks & Recreation Department has planned additional capacity for Morikami, John Prince, and Okeehetee/Cholee Parks within the current Five Year Capital Improvement Program. After the year 2000, the County plans to acquire developable properties adjoining Indian Mounds Park in order to construct support facilities for a passive regional park facility, to expand the capacity of the County's beach parks located in close proximity to the

study area. Future plans include the increasing of parking capacity at Gulfstream Park and Ocean Ridge Hammock Park. Refer to "County-Owned Properties" map on page 35a. Park planning efforts beyond the year 2000 are contingent on the availability of capital funds and further amendments to Palm Beach County's Comprehensive Plan and the Capital Improvement Element.

Funding and Meeting Demand

Currently, the County has budgeted over \$14,000,000 for Regional Park development. This will narrow the large gap in levels of service for this item prior to 1995 and should only affect the west Boynton study area indirectly, since those existing parks within proximity to the study area will largely meet Regional Park needs. However, District Park total and developed acres remain problematic and will require a combination of developer agreements and lowering of targeted levels of service in order to prevent these items from becoming concurrency issues in the coming years.

All of these budget considerations require the Parks & Recreation Department to look for new park sites that the County does not have to completely develop from the beginning or purchase outright at premium prices. The Parks & Recreation Department usually seeks out property that already has infrastructure so that the County does not have to consider the cost for improvements such as roads, water and sewer in the development of a site. On occasion, the Parks & Recreation Department receives donated land such as the case with Morikami Park in suburban west Delray.

Alternative Means Of Funding

In order to maximize capital improvement fund resources, the Parks & Recreation Department will need to pursue alternative means of funding park acquisition and development, such as the sale or trade of surplus properties, grants, or other innovative means. Options that the County may consider to obtain a higher level of service for parks and recreation include increasing ad valorem taxes, incorporation by municipalities, or forming a special park taxing district. The City of Boca Raton has formed such an independent special taxing district, currently the only one in the County.

The Co-location of Parks and Schools

Two prior studies completed by the Parks & Recreation Department, "Needs Assessment Study 1985" and "Ten Year Acquisition and Development Plan 1986-1995", initially identified the need for a district park in the west Boynton area. A more recent study, "The West Boynton District Park Acquisition and Development Plan", identifies the need, possible location, and funding required for a district park in the study area. (The appendix includes these studies in their entirety.)

In August, 1993, the School Board approved the co-location of a high school and the proposed West Boynton District Park between Jog Road and the Boynton Beach Municipal Golf Course. The site offers suitable access from major thoroughfares via a direct link to Jog Road and a centralized location for residents of the west Boynton area.

For additional information on parks, refer to page 98 in the Appendix.

II.C.3. Services: Schools

Introduction

The population statistics of the west Boynton area evidenced significant growth in the 5-17 year school age bracket. Between 1980 and 1990 the area experienced a 166 percent increase in 5-9 year olds, jumping from 548 to 1459 children. A similar rise in the 10-14 year old age bracket saw an increase of 111 percent. For the 15-17 year old group, the 1980 figure of 420 jumped to 767 in 1990, an 83 percent increase. These trends make the construction of additional schools in the west Boynton area a key issue.

Schools: Existing Conditions

As the community continues to grow, the School Board continues to construct new schools. The breakdown of area schools is shown below.

Seven elementary schools currently serve the greater west Boynton-Boynton Beach area. These are:

- Panther Run Elementary
- Hagen Ranch Road Elementary
- Crystal Lakes Elementary
- Citrus Grove Elementary
- Banyan Creek Elementary
- Galaxy Elementary
- S. D. Spady Elementary

Three Middle schools service the greater west Boynton-Boynton Beach region. They are:

- Christa McAuliffe Middle School
- Congress Middle School
- Carver Middle School

Two high schools service the greater west Boynton-Boynton Beach region. They are:

- Santa Lucas Community High School
- Atlantic High School

For a pictorial display of these school districts, refer to the school maps on pages 41a -41d.

II.C.3.c. Schools: Problems/Issues and Opportunities

The School Board exists as an elected body of representatives that serve independently of the Board of County Commissioners. Consequently, the study group recognized that any recommendations of this plan carry advisory weight only. They serve to educate the Board about the desires of the west Boynton Community.

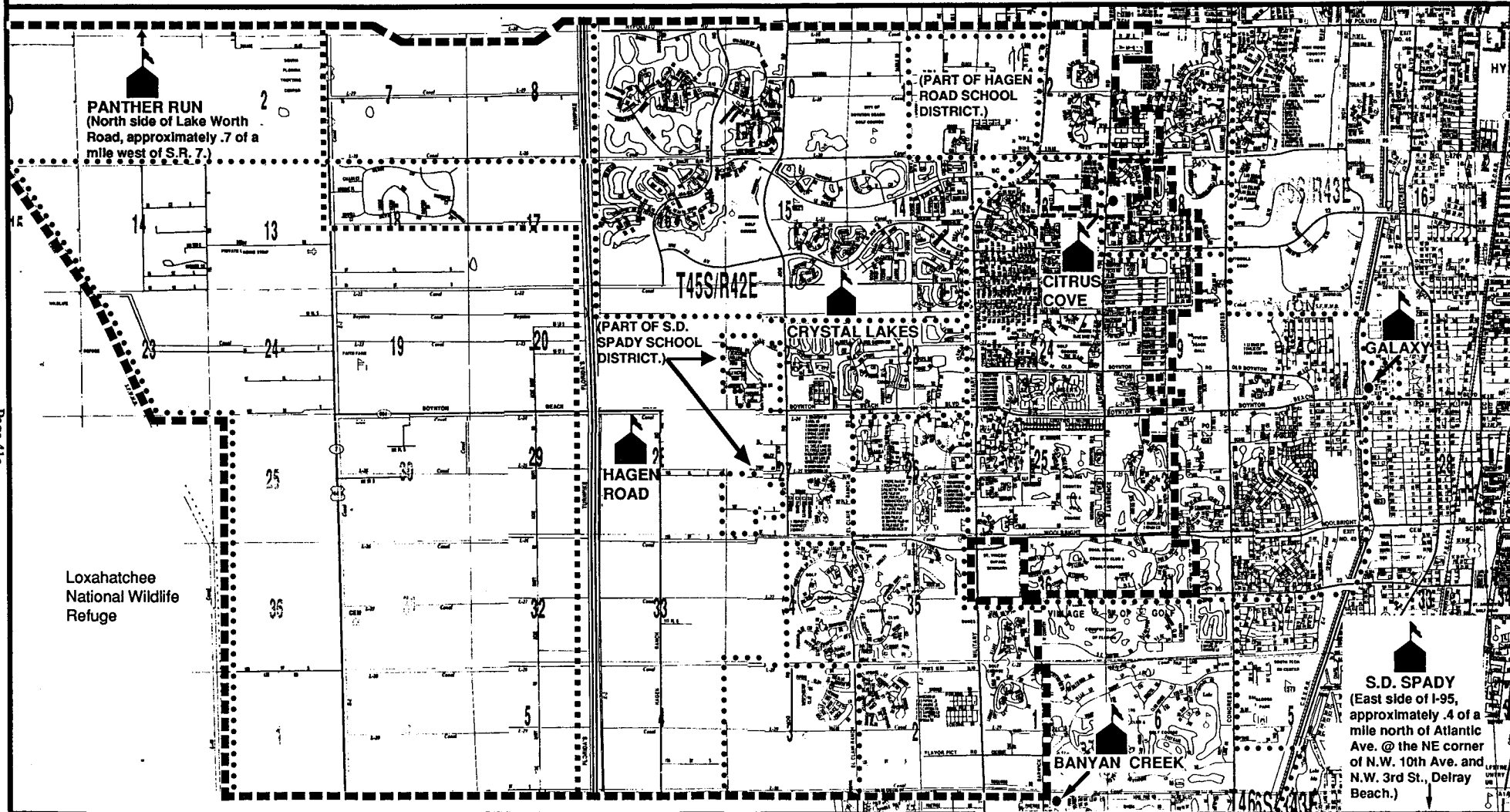
The School Board has generally been responsive to the needs of the community. One central issue for west Boynton has been the co-location of a new school with the proposed West Boynton District Park on Le Chalet Boulevard and Jog Road. The study group fully endorsed this concept. Other concerns such as access and connectivity should also be addressed in the overall design of the project.

The study group expressed an interest in coordinating school planning with other planning functions such as parks and land use (collocation of facilities). Currently, a representative from the School Board staff sits on the PZ&B Development Review Committee (DRC). The committee reviews development proposals in relation to the goals, objectives and

**The West Boynton Area
Community Plan**

Elementary Schools

The Planning Division of Palm Beach County
(PZ&B), Florida
Fall 1993

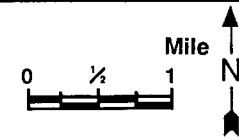


Page 41a

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

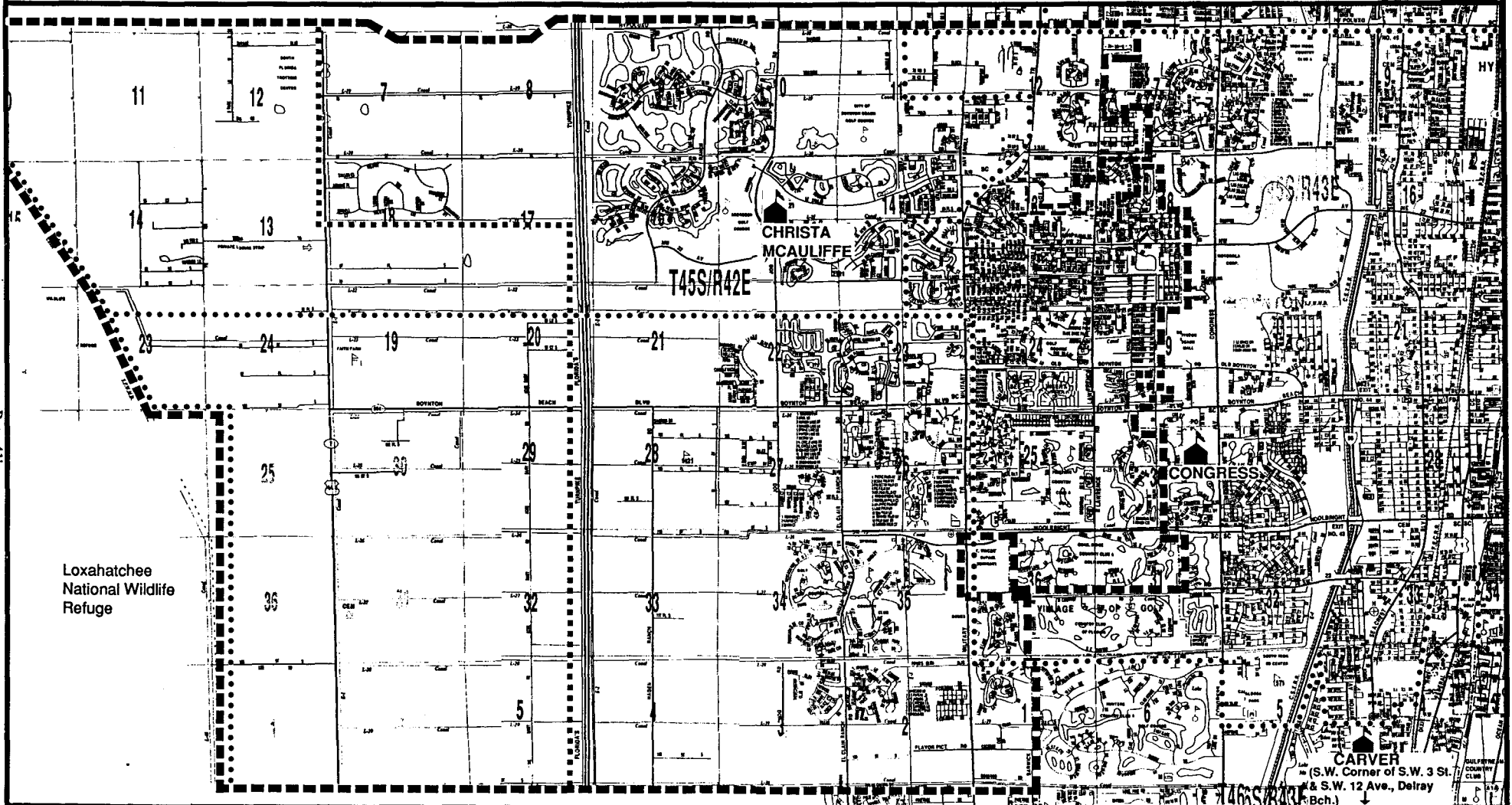
- Elementary School Facility
- Elementary School Boundary



**The West Boynton Area
Community Plan**

Middle Schools

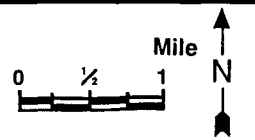
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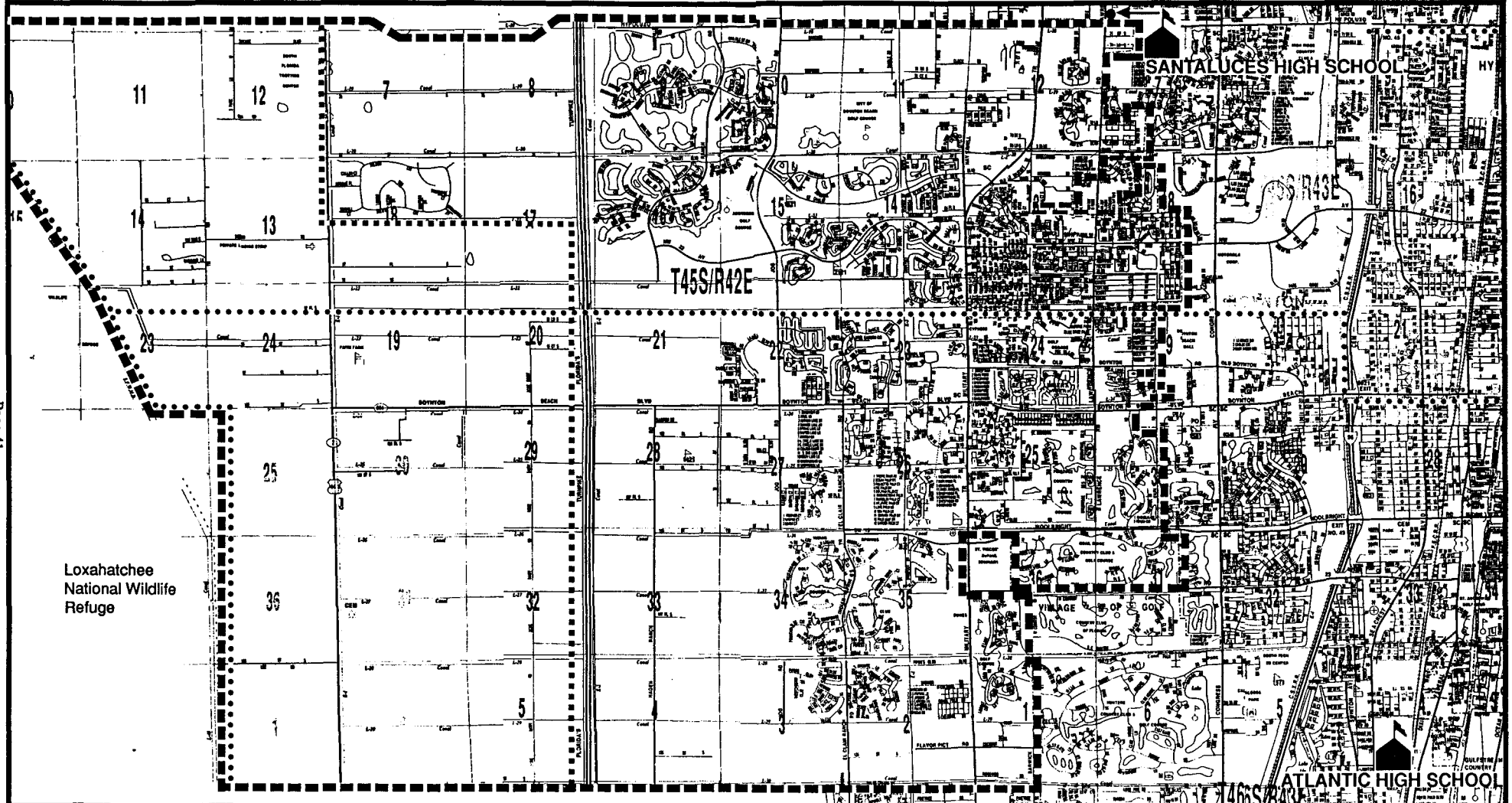
- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary
- Middle School Facility
- Middle School Boundary



The West Boynton Area
Community Plan

High Schools

The Planning Division of Palm Beach County
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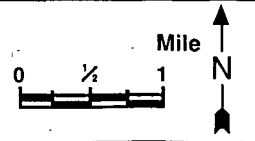


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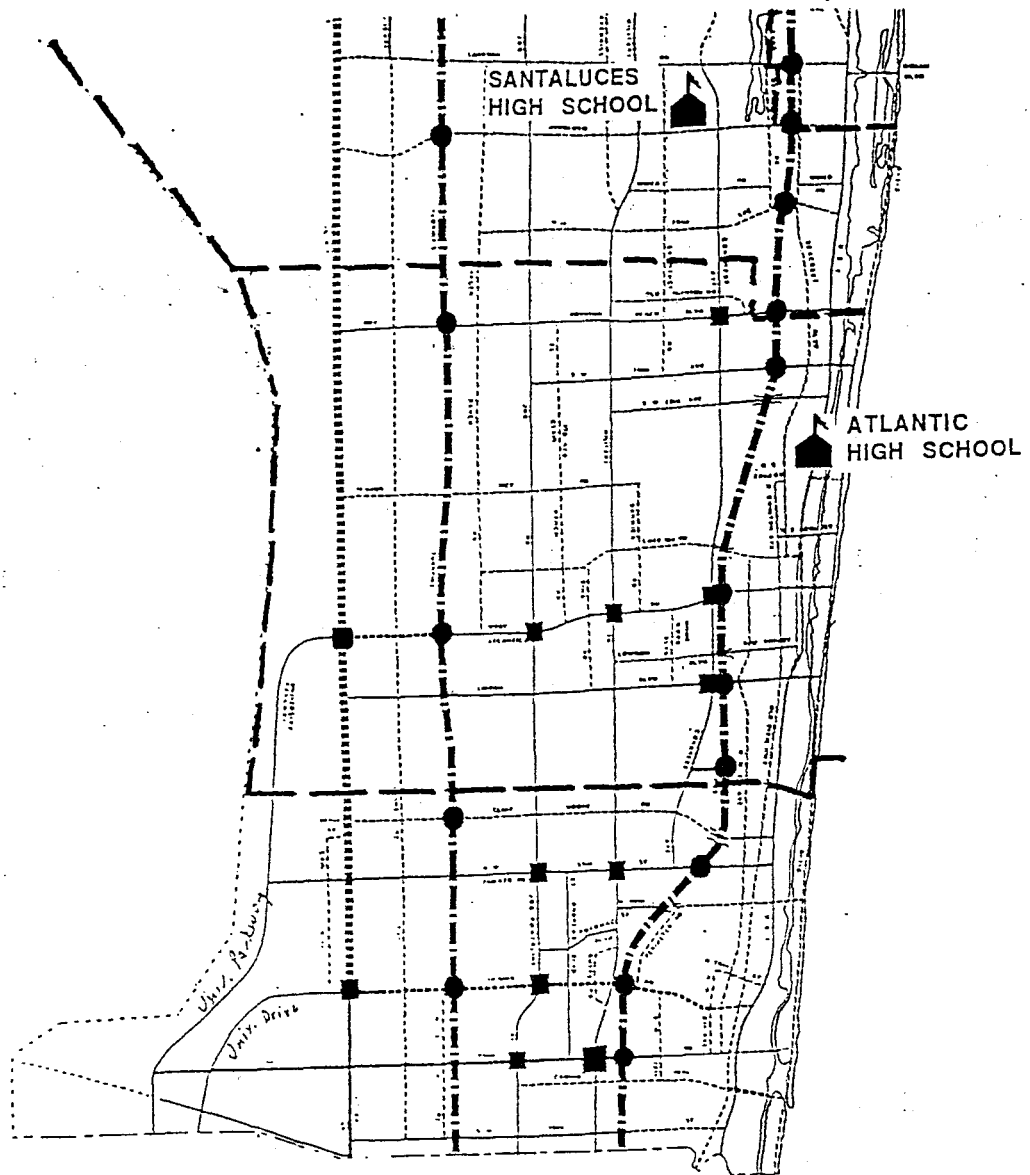
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- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary


- High School Facility
- High School Boundary



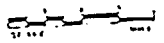
High Schools - The West Boynton Area Community Plan (Regional View)



Legend:

School Boundary - 

School Facility - 



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policies of the Comprehensive Plan and the requirements of the Unified Land Development Code. Since the BCC and the School Board function separately, the study group identified the development of new mechanisms to foster increase coordination as very appropriate; outside of DRC coordination, the study group did not articulate what those new duties should entail.

II.C.4. Services: Fire-Rescue

Introduction

Palm Beach County Fire-Rescue serves the unincorporated area east of 20 Mile Bend as well as seven municipalities. It is funded predominantly by ad valorem taxes through the establishment of a Fire-Rescue Municipal Service Taxing Unit (MSTU). A separate MSTU has been established for the area west of 20 Mile Bend and this area is served through contract by the City of Belle Glade, the City of Pahokee and the Canal Point Volunteers.

Palm Beach County Fire-Rescue provides fire suppression, emergency medical services, Advanced Life Support transport, fire code enforcement, hazardous materials mitigation, 9-1-1 dispatch, crash-fire rescue and fire safety & injury prevention education. The department employs a total of 812 people and operates 28 fire stations to provide 24-hour emergency services.

During the period of July, 1994 - June, 1995, Fire-Rescue responded to 56,704 calls, 41,415 of which were for emergency medical services and 15,289 were fire-related. Of that amount, 2,903 were in the general boundaries of the West Boynton study area. The average response time to the subject area during the same period was 8 minutes 23 seconds which is nearly one minute beyond the standard of 7 minutes 30 seconds. Also, the western region received a substantially longer response (by approximately 3 minutes).

Because of development already occurring in this area, an additional station is planned to be operational in late 1995. It will temporarily be located at Gateway and Jog Road and will be relocated to Joe de Long Boulevard and Jog Road after Jog Road is widened and construction of the station is completed in 1997 (estimated date). In addition to this station (Station 46), long-range projections indicate additional facilities may be required on US 441 and west of the turnpike on Flavor Pict Road. This, of course, will be dependent on the development that actually occurs in the area and any possible rezoning of the Agricultural Reserve area.

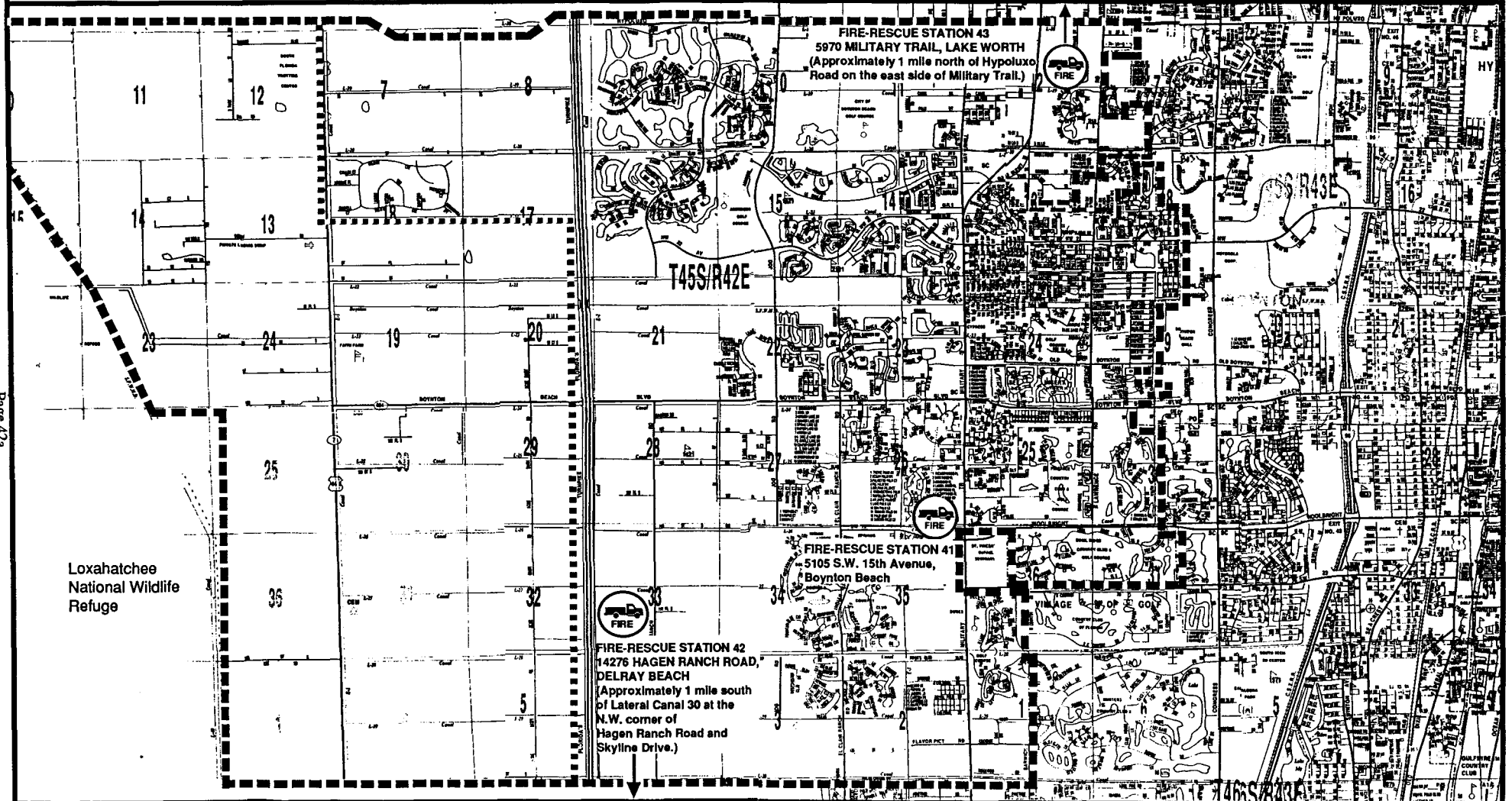
Existing Conditions

Four stations service the study area. Station 25, located at 1060 Wellington Trace in Wellington serves the far northwest quadrant of Sub-Area 2. Station 41, located at 5101 S.W. 15th Avenue, Boynton Beach, serves as the primary station for the southeastern portion of Sub-Area 1. The southwestern portion of study area is served by Station 42 at 14276 Hagen Ranch Road in suburban Delray Beach and finally, Station 43 located at 5970 South Military Trail in Lake Worth Services the northern part of Sub-Area 1. All these stations have staffing of five people per day, utilizing one engine and one ALS transport rescue unit. However, Station 42 also staffs an aerial unit for high-angle rescue.

**The West Boynton Area
Community Plan**

**County
Fire-Rescue Facilities**

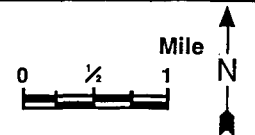
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Page 42a

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary



II.C.4.c. Problems/Issues and Opportunities

The provision of fire-rescue services is dependent on timely response of adequate resources to mitigate an emergency. Problems occur when response times are lengthened by poor accessibility to properties, inadequate signage and addressing of homes, and lack of underground water utilities. When emergency vehicles need to find a particular address, life and death situations depend on whether the driver can locate the destination and access the property. Traffic patterns, paved roads and automatic signalization can greatly assist the ability of a fire-rescue provider in reaching the emergency quickly.

Some areas which do not have underground water systems and the availability of fire hydrants have considered residential fire sprinklers as an alternative to stop the spread of fire even before the emergency units arrive. In this way, longer responses may be mitigated by such automatic fire protection systems. The use of more flame resistant materials in building construction would also help to reduce the spread of fire.

A need for increased cooperation exists between adjoining municipalities and the County for the smooth transition of annexed parcels to ensure non-duplication of services and capital expenditures. Strategies which would enhance this cooperation effort include interlocal agreements, possible co-location or purchase of station facilities and absorbing affected personnel.

II.C.5. Services: Water & Sewer

Introduction: Water & Sewer

The Palm Beach County Water Utilities Department provides water and sewer service to most of west Boynton, extending to the USAB. They are one of the largest of the many water and sewer utilities throughout Palm Beach County.

Existing Conditions

The Palm Beach County Water Utilities Department administers an assessment program which funds the design and construction of water and sewer projects to unincorporated areas that are on well and/or septic systems. By law, the program cannot be used within municipal areas. As mandated by policy, the County does not advertise or actively promote the program. Citizens or community groups must entirely initiate all efforts to connect. For a visual depiction of the water utility service areas, refer to pages 43b and 43c for maps titled "Palm Beach County Water Utilities Department Service Area" and "Areas with Water & Sewer Service."

The process starts with an initial petition, which is non-compulsory and does not obligate the signer in any way. Before the County approves any initiative, they require the backing of fifty one percent of affected property owners.

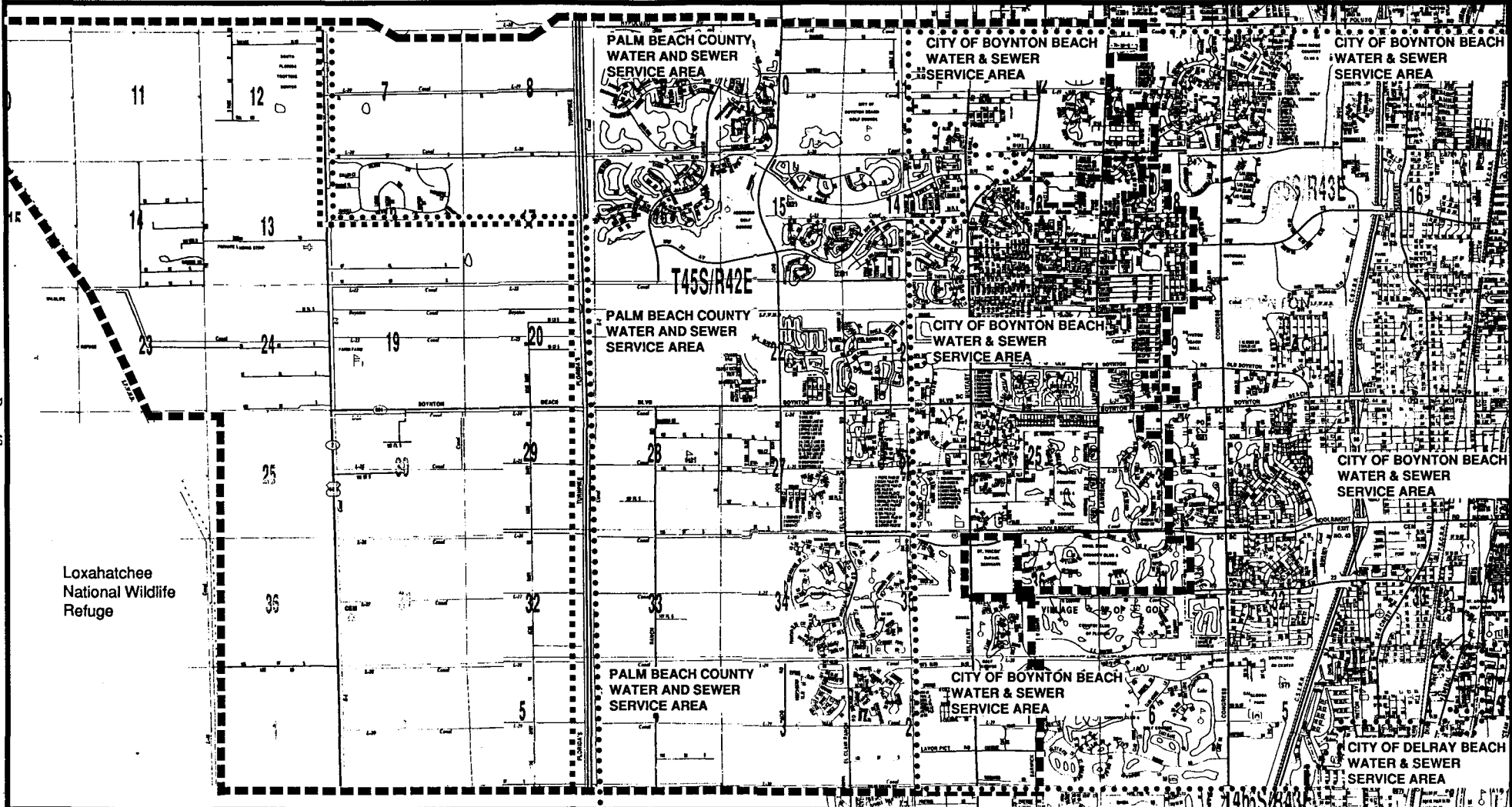
If the initial petition receives approval, the County performs a cost estimate. The Water Utilities Department then notifies all affected property owners with a final petition form which provides the estimated cost for the project. The Water Utilities Department can then go before a public hearing of the Board of County Commissioners and obtain approval of the project. Majority approval of the final petition by residents does not ensure that the project will receive approval at public hearing.

Assessments are based on the frontage of the property to the street where crews will install water and/or sewer mains. The average cost for providing a water main and connection

**The West Boynton Area
Community Plan**

**Water & Sewer
Service Providers**

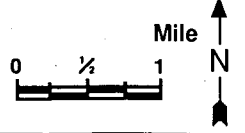
The Planning Division of Palm Beach County
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Page 43a

Legend

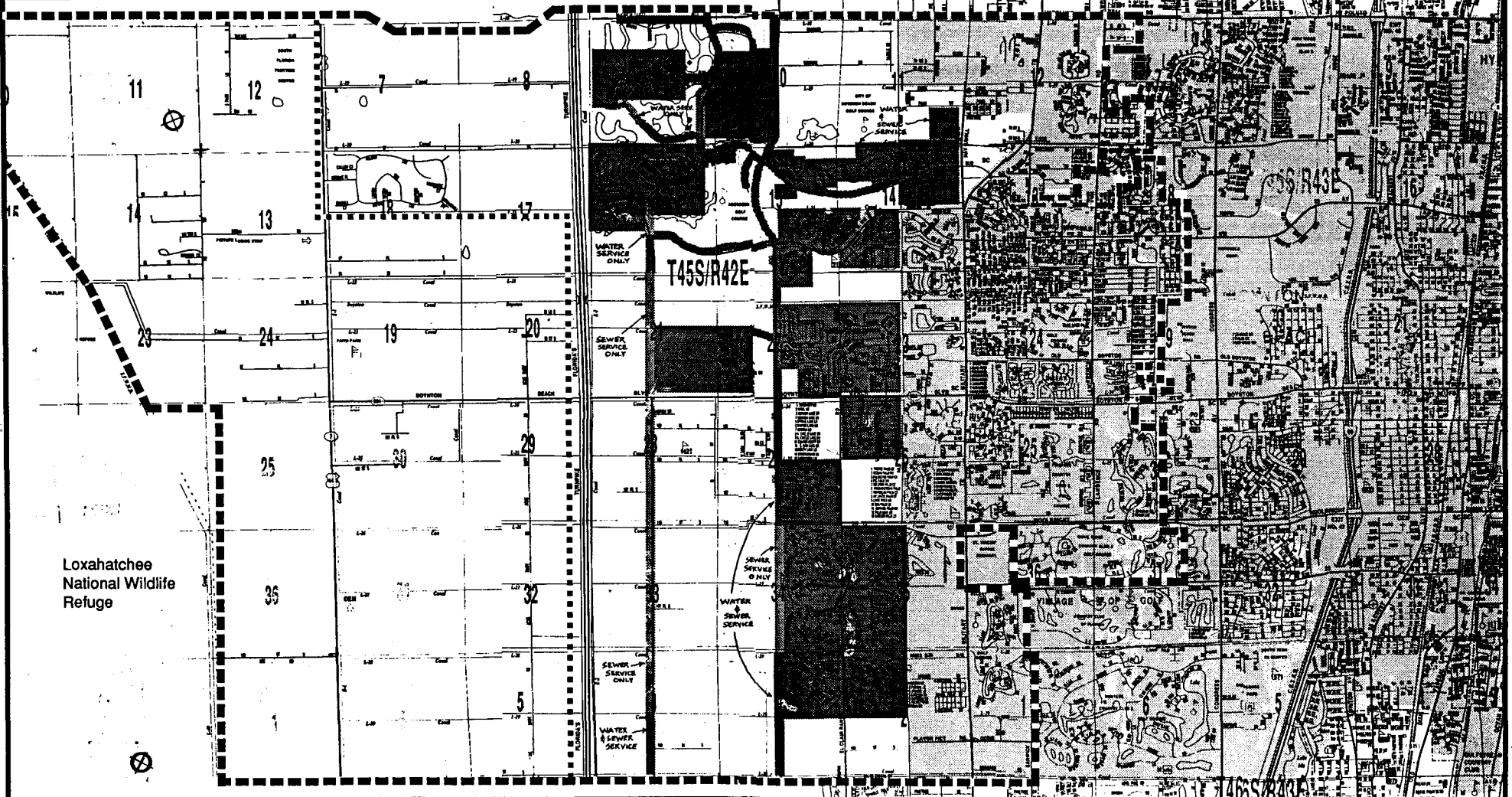
- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Service Provider Boundary Line
- Plan area boundary



**The West Boynton Area
Community Plan**

Areas With Water & Sewer Service

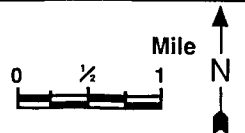
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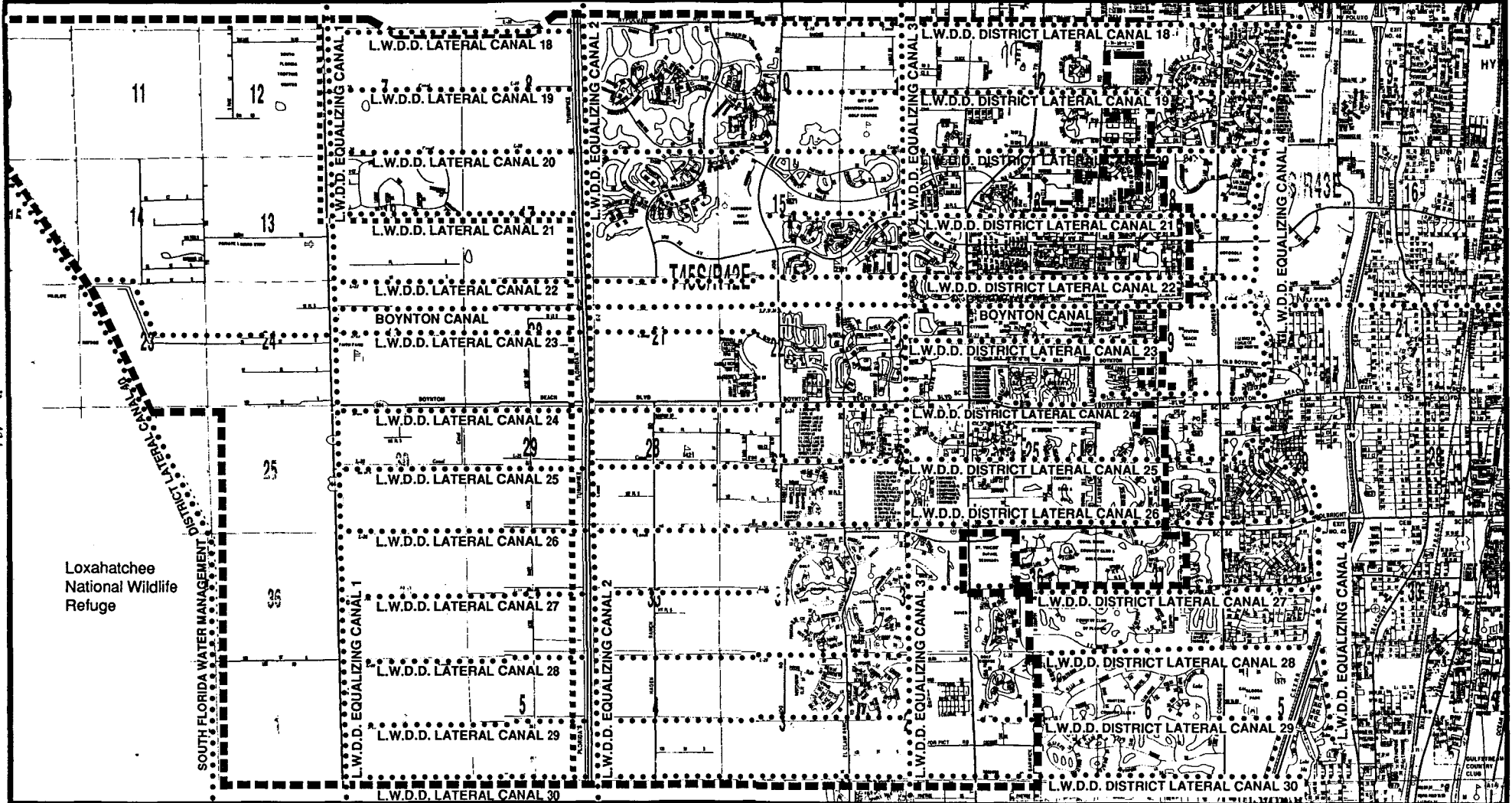
- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary
- Water Service Only
- Sewer Service Only
- Water & Sewer Service
- Municipal Water & Sewer Service Area



The West Boynton Area
Community Plan

Lake Worth Drainage District
Lateral & Equalizing Canals

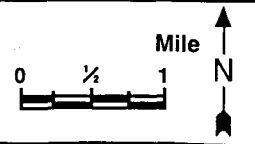
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Page 43d

Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Canal Route
- Plan area boundary



point amounts to \$3000 or about \$30 dollars per linear foot. Sewer mains cost approximately \$60 per linear foot (about double what it costs to provide water mains).

The cost of the providing water and/or sewer mains does not include the connection fee. For a single family home, the average water connection fee amounts to \$600 and \$1800 for sewer hook-up. Connection from meter to house remains the responsibility of the home owner; expenses range from \$50 to \$300. In total, it takes about one year from the initial petition to the final hook-up. The cost of the project is amortized and payable over a ten year period through ad-valorem assessments (property taxes).

Palm Beach County also has a road improvement program under the Municipal Service Taxing Unit (MSTU) ordinance 87-10. If residents want to install water or sewer, they should also consider improving unpaved roads at the same time since the County contributes 50 percent of the cost for road projects. (Allan Webb of the County's Traffic Engineering Department administers the program and can provide additional information.)

Finally, the Turnpike Aquifer Protection Overlay District (TAPO) was created to protect the water table that is located underneath the Florida's Turnpike road corridor. All new development in this zone must conform to stricter controls so that the underlying aquifer is protected from contamination. The district follows the boundary of the eastern portion of the Ag Reserve as well as the Hagen Ranch Road area. It serves as a regional water recharge resource and protects water quality for a much larger surrounding area.

II.C.5.c. Problems/Issues and Opportunities

Within the study area, lack of knowledge about water and sewer programs offered to residents may constitute one of the primary reasons why so many communities have not integrated into the County's water system. The WBACP will assist in educating home owners about options and give direction for the future.

A number of areas within west Boynton lack either water or sewer service. These are older subdivision that are situated: 1) along Hypoluxo Road between Jog Road and Military Trail in the north; 2) along Military Trail and the L-30 Canal in the south; and 3) between Jog Road and the turnpike, south of Boynton Beach Boulevard.

The WBACP citizen's study group supported the County's program for the installation of water and/or sewer in areas which currently lack these services. Water Utilities recognizes that the initial costs of providing water and/or sewer is expensive. Consequently, the County's amortization program allows many homeowners to spread the high cost over a ten year period. The problem has been how to encourage higher density residential property owners on well and septic to participate in the County's water and sewer service assessment program, when the County cannot promote it. COBWRA agreed that they could assist in encouraging local residents. The WBACP identified those areas that lack water and sewer. Refer map titled "Water & Sewer Service Providers" on page 43a.

II.C.6. Services: The Canal System

Introduction

Used to regulate flooding as well as the water table, area canals function under the management of either the Lake Worth Drainage District (LWDD) or the South Florida Management District (SFWMD). This section provides the reader with an abbreviated discussion on the delicate nature of regulating water. Refer to page 43c for map titled "Lake Worth Drainage District: Lateral & Equalizing Canals".

Existing Conditions: Lake Worth Drainage District

The LWDD was established in June, 1915 originally to dig ditches and drain the southern portion of Palm Beach County. The goal focused on reclaiming land and making what was all wetlands, habitable year-round. By 1921 engineers dug over 500 miles of canals within a 218 square mile area. The present boundaries of the District are bounded by Okeechobee Blvd. on the north, roughly the Loxahatchee National Wildlife Refuge on the west, I-95 on the east, and the Hillsboro Canal (Broward County line) on the south. Of the 29 wellfields in the County, 23 exist within the LWDD. The LWDD employs over 70 persons and manages 60 canals. LWDD regularly maintains fifteen major control structures within its system. Today, over 420,000 people live within the confines of the District.

The LWDD works with the SFWMD to monitor water levels and manage canals to prevent flooding. LWDD canals provide a three-year flood protection. A 'three-year flood' means that statistically, a flood will occur once every three years that may exceed the boundaries of the canal system, thus flooding the surrounding region. A three year storm surge will occur if six inches of rain fall within 10 hours. This is a statistical probability based on the frequency of past events. The LWDD wants to create a back pumping retention system in the Delray Beach/Boynton Beach Area to handle greater storm water runoff.

Area canals undergo regular right-of-way maintenance. Management of the canalways includes programs to remove vegetation that may clog the flow. Trees such as Australian Pine, Brazilian Pepper and Melaleuca with shallow root systems are removed from canal banks. Also, the LWDD sprays EPA-approved herbicides to prevent the growth of waterway-clogging hydrilla, an exotic nuisance plant species from South America. Hydrilla can grow to choke as much as one acre of waterway per week.

Proposed structures (such as boat docks) within the canal right-of-way receive careful review by the LWDD. As an on-going policy, the District protects the canal by removing obstructing fences and trees.

The canal system helps to replenish aquifers. Originally created to provide irrigation for agricultural interests in Palm Beach County, the LWDD system connects to smaller irrigation canals that cover a vast area. Through the collection and discharge of storm water the LWDD can provide irrigation for agriculture.

The irrigation system also helps protect and replenish underlying aquifers. Lateral canals discharge to the irrigation canals and subsequently recharge into the ground. By maintaining a "head", or zone of downward pressure into the aquifer, the canals prevent salt water intrusion from invading fresh water aquifers. The larger the recharge or retention area is, the better the effect or head pressure to prevent salt water intrusion.

South Florida Water Management District

The South Water Management District (SFWMD) functions as part of five regional water districts operating in Florida. Over 1500 miles of canals stretching from just south of the Orlando area to Key West are managed by the SFWMD. Primary duties of the District entail: regulating the level of Lake Okeechobee to control regional floods and water supply; issuing surface water management permits to control how much water empties into canals; and administering a permit process to regulate the development of any property over 10 acres.

Lake Okeechobee is maintained at a depth between 15.5 feet and 17.5 feet above sea level. Above or below these levels the SFWMD will regulate discharge from the lake. Generally, the rainy (summer) season means storing water and the dry (winter) season signals the time for discharges to supplant depleted regions. South Florida can easily absorb excess storage during the winter months because of its seasonal increase in population. Nonetheless, lake levels determine the appropriate action needed by the District to maintain the water supply. Critical not only for Palm Beach County's water needs, Lake Okeechobee recharges underlying regional aquifers and also provides the Everglades with its source of fresh water.

SFWMD and the Corp. of Engineers is creating a large retention marsh near Twenty Mile Bend to filter agricultural discharges and to a lesser degree, reduce flooding in the western rural residential areas of eastern Palm Beach County. Storm water run-off will be back-pumped, retained and discharged into the Everglades and also serve as water supply when needed. Droughts are often localized, allowing the SFWMD to shift waters from one area to help drought stricken areas.

The SFWMD oversees the permitting of conveyance and acceptance of storm water runoff from developments greater than ten acres or of more than 2 acres of impervious cover. Developments are required to retain the first inch of run-off on-site. To insure the reasonable and beneficial use of ground water, the SFWMD issues consumptive use permits for the withdrawal of well water. All users, except for individual homeowners, must obtain consumptive use permit.

Water Conservation

SFWMD has forecasted water availability for the future in the draft "Lower East Coast Regional Water Supply Plan". In that report, significant water shortages are predicted for northern Palm Beach County, and to a minor degree, shortages are expected in southern Palm Beach County. For the Palm Beach County region, the southern County area has the best ability to retain water in the substrata, referred to as the Biscayne Aquifer. The central County region does not possess the same soil structure and relies in part on the storage capacity of the Loxahatchee National Wildlife Refuge for flood protection. Finally, the north County area rests on a surficial aquifer with an indirect connection to the SFWMD canal system and is the least able to handle retention of storm water run-off.

Treated effluent, know as IQ or "graywater", can be reused for irrigation of golf courses, lawns and other urban areas. Instead of discharging graywater into the ocean or into a salt water aquifer, water providers offer it for irrigation. That action conserves drinking quality water for consumption. To emphasize the point, both the SFWMD and the LWDD support and encourage the use of graywater for irrigation purposes.

II.C.6.c. Problems/Issues and Opportunities

According to the SFWMD, water to support further growth in Palm Beach County exists, provided people properly manage and conserve it. As growth continues, the cost of furnishing water will also increase. The bottom line underscores a need to reserve the highest and best quality water for the highest and best uses. The study group recognized this need and sought to highlight water conservation within the WBACP.

II.C.7. Services: Medical Facilities

Introduction

Many residents within the west Boynton study area are elderly and retired, making health care an important issue for the community. As a result, the study group explored whether the region had an adequate number of local medical facilities.

Existing Conditions

The greater west Boynton-Boynton Beach area has three hospitals that service the region. Bethesda hospital is located at 2815 Seacrest Boulevard, Boynton Beach. Its service area extends roughly from the coast to Military Trail in the west, Hypoluxo Road to the north and Atlantic Avenue to the south. Bethesda hospital will open a new day-surgery medical center on Hagen Ranch road (700 feet south of Boynton Beach Boulevard) in 1996 called Bethesda Health City. Its service area will extend from Lantana Road to the north, Atlantic Avenue to the south, US 441 to the west, and Military Trail to the east.

Two other hospitals exist to the north and south of the greater Boynton area. In the north is John F. Kennedy (JFK) Medical Center near the intersection of Congress Avenue and Lantana Road. To the south is Delray Community Hospital located on Linton Boulevard near the intersection of Military Trail. Their service areas overlap with both Bethesda Hospital campuses.

II.C.7.c. Problems/Issues and Opportunities

West Boynton may lack enough hospital and ancillary medical facilities to service its aging population. In considering the problem, the study group discussed the possible use of satellite facilities and medical complexes to compliment primary care facilities.

II.C.8. Services: The Urban Service Area Boundary

Introduction

The Urban Service Area Boundary (USAB) was a concept adopted as part of both the 1980 and 1989 Comprehensive Plans for Palm Beach County. It delineates the line between urban and rural service areas of the County. All 37 municipalities and suburban portions of Palm Beach County fall inside its boundaries. Those areas either have or can expect urban levels of service for such things as roads, mass transit, water, sewer, drainage, libraries, as well as have urban land use designations.

On the rural side of the USAB those areas can expect less or fewer services. All residential future land use designations within the rural areas carry a 1 unit per 10 or 20 acre land use density designation, although actual densities vary greatly.

Existing Conditions

The USAB runs principally along a north-south axis. As mentioned before, the USAB forms the boundary between Subarea 1 and Subarea 2 within this plan. For the central and southern west Boynton region, the USAB runs along the turnpike. In the north, it extends westward to include the Melrose Park PUD. It continues west until State Road 7, then extends north along that route.

II.C.8.c. Problems/Issues and Opportunities

During the WBACP study group's deliberations, one suggestion was to investigate moving the USAB. If it were moved east, the purpose would be to phase development in the Hagen Ranch Road area after infill had occurred throughout Subarea 1. If it were to be shifted west, then portions of the Ag Reserve would shift to urban densities and development. The existing alignment was ultimately considered as the intended and proper boundary between urban and rural regions.

II. D. Identity

Introduction

An area's image directly relates to its health and land values. When people think of west Boynton, what image or thought emerges? Consequently, identity was a concern of the citizen's study group.

Existing Conditions

According to local residents, west Boynton possesses possibly two images. The first would be an area with above average incomes levels where retired and upper middle class families are creating a new community. Homes of high quality are placed in richly landscaped golf communities. Roads remain relatively unclogged and the local economy is dominated by service-oriented commercial centers.

The second image could be less flattering. The area holds little that is distinctive. A visitor would have difficulty identifying any unique qualities that separate west Boynton from other upper middle class communities around the country. Further, the region is automobile-dependent for almost all of its mobility needs. When build-out occurs and the population doubles, major roads may either reach capacity or expand to eight lanes. Many incremental growth-related changes will eventually affect west Boynton's overall character.

II.D.3. Problems/Issues and Opportunities

West Boynton's perceived positive qualities could eventually lead to an erosion in the community's quality of life. For example, if the area doubles its population, will major roads undergo widening to accommodate greater numbers of automobiles? With the large number of gated communities, will limited access lead to grid lock at the guard house as drivers attempt to enter major thoroughfares? An over dependence on the automobile could lead to increased isolation of its growing non-driving elderly residents. Continued low density residential development may contribute to traffic problems in the future. The WBACP attempts to indirectly address image by correcting several land use and

transportation-related issues. Refer to the land use and transportation sections for greater detail.

The Plan also takes a more direct approach to maintaining west Boynton's positive image. The aesthetics of an area is important and local citizens can take actions independent of government to landscape major thoroughfares and remove roadside litter. Further, as government constructs new roads, landscaping can be incorporated as part of the design.

II. E. Governance

Introduction

At the beginning of the WBACP planning process, both the City of Boynton Beach and Palm Beach County recognized the importance of a joint vision. Although west Boynton is part of the unincorporated County, eventually portions will be annexed. Boynton Beach's water service and future annexation sphere extend to the E-3 Canal located just west of Military Trail. By having both jurisdictions participating in the development of the plan, the result is an agree-upon blueprint for future development.

Existing Conditions

Governance of the area occurs both formally and informally. At present, west Boynton relies on County government to provide most traditional services and falls under the jurisdiction of the BCC. Informally, west Boynton has created a local mechanism for action through COBWRA. As a broad coalition of smaller residential associations, COBWRA has become a organizational vehicle for improving the area.

II.E.3. Problems/Issues and Opportunities

The planning process revealed a number of issues related to governance. According to the study group, resistance to annexation by west Boynton residents remains high. The perception is that the City has allowed too much strip commercial development that could eventually degrade the area's quality of life. If a property owner cannot change zoning or future land use under the County jurisdiction, the changes could potentially be secured by annexing into the City. Also, residents expressed satisfaction with existing County services and current affordable tax rates.

Joint adoption of the Plan was identified as a way to remove some of the threatening aspects of annexation. By endorsing the Plan, the City commits to retaining the general pattern of land uses as annexation occurs. Individual property owners who cannot obtain a change in land use from the County would not likely find alternative recourse with the City of Boynton Beach. The result would be greater predictability for the area's future, regardless of annexations.

III. Statement of Needs

Introduction

At the beginning of the WBACP planning process, a community meeting was held to identify problems or issues of the community that should be addressed by the plan.

The study group used the list of issues to organize the analysis of broad topics. The analyses are included in this plan under the "Problems and Issues" section for each topic area, and are summarized below as follows: a list of needs for each topic, and a summary of the analysis that resulted in the identification of needs.

1. Land Use: Summary of Needs

- A need for a balanced mix of land uses
- A need to create some predictability in the future land use designations for the study area
- A need to prevent unchecked growth of commercial uses that either visually degrade the community or threaten viable commercial districts with over-saturation of the market
- A need for preserving agriculture in the Ag Reserve because of:
 - national significance
 - its impact on growth further east
 - its impact on the cost of services
 - the impact on the rate of taxes and public expenditures for increased services
- A need to have predictability for the layout of future roads pattern
- A need to have predictability for services and in the W. Boynton area by creating predictability for land uses in the Agricultural Reserve (Subarea 2) (what happens west affect development east)
- A need to preserve land values in the Ag Reserve (Subarea 2) and Hagen Ranch Road areas
- A need to maintain local employment and to attract new employment opportunities

Summary of Analysis: Local residents perceive that strip commercial development is degrading the image of their area and quality of life. They have a need to avoid the massing of commercial development prevalent along US1 and Congress Avenue. A need exists for locating commercial either: 1) in equidistant, moderately sized nodes throughout the region; or 2) mixing uses on a smaller scale to reduce the number automobile trips on thoroughfares. Since the early twentieth century, urban planner have attempted to segregate land uses, but further analysis indicates that separating uses increases reliance on the automobile, increases the number of vehicle trips on roadways, and increases isolation, especially for the elderly.

West Boynton needs predictability about growth on its western perimeter. Preserving agricultural uses in the Ag Reserve (Subarea 2) positively affects the greater west Boynton region. This will result in less demand on public services such as: roads, water, sewer, drainage, schools, parks, libraries and the associated monetary costs to install these services. last, the advanced planning provided by the WBACP gives the community greater predictability for growth in the Hagen Ranch Road area.

West Boynton needs new types and locations of employment for its growing population. The area relies heavily on service related employment and needs to promote a diversity of employment types by allowing new employment nodes to develop.

2. Transportation - Traffic Circulation: Summary of Needs

- A need for predictability in the major thoroughfare layout in the community
- A need to reduce or hold steady traffic volumes to prevent further widening of roads
- A need to increase connectivity of road systems to reduce overall demand on major thoroughfares

Summary of Analysis: The west Boynton area needs alternatives to simply widening major thoroughfares. The region is subject to segregated land uses and a lack of arterial road system connectivity. Residents want predictability on which roads will be extended or widened. The traditional viewpoint on solving mobility problems has relied on widening major roadways. Since the growing community of west Boynton currently has only one principal method of moving people, continued increases in traffic will result. The region needs greater road connectivity at the collector level. This will allow less reliance on existing major thoroughfares and less demand for widening them.

3. Transportation - Alternative Modes of Mobility: Summary of Needs

- A need for alternative modes of mobility, especially for the non-driving elderly and young
- A need for walking and biking opportunities along linkages that conveniently connect destinations such as commercial centers, parks, and schools
- A need for land use patterns that support mass transit
- A need for a community that can adequately provide mobility and a quality lifestyle for an individual through *all* stages of life

Summary of Analysis: West Boynton needs alternative modes for moving people. It presently has one principal method: the automobile. The pattern of highly segregated land uses supports widening roads as the only solution to mobility impedances. By allowing alternative mobility opportunities and land use patterns that support other methods of moving people, local residents will decrease the isolation of its non-driving population. It will also reduce the need to sacrifice neighborhoods for wider major thoroughfares.

4. Services: Summary of Needs

- A need to attract increased services and efficient placement of services because of: 1) the influx of new residents; and 2) the aging of its existing population. These services include:
 - a community center
 - parks
 - schools
 - co-locating schools and parks
 - placing libraries and community centers in central locations
 - medical facilities and services
- A need to protect or enhance the natural environment
- A need to protect the water aquifer

Summary of Analysis: West Boynton continues to grow rapidly. With this growth, the area needs additional services such as parks, schools, community/civic centers, and medical facilities. With the WBACP, County government is in a position to help the community plan for services.

As west Boynton develops, it needs to retain some areas in their natural state and protect the quantity and quality of the water supply.

5. Identity: Summary of Needs

- Need to decrease the amount of visual blight by improving the area's image through:
 - Beautification
 - Additional controls on design and landscaping

Summary of Analysis: By protecting the visual quality of the west Boynton area, the residents also protect their community' image, land values, and overall quality of life.

6. Governance: Summary of Needs

- A need for increased communication and cooperation between the County and Boynton Beach
- A need for predictability when annexation occurs

Summary of Analysis: The City of Boynton Beach and its unincorporated hinterlands of west Boynton need to coexist positively. The relationship between these areas can benefit by increased interjurisdictional coordination. A key ingredient to promote compatibility is predictability in growth. Future land uses can be agreed upon in advance, whether they exist in the County or are annexed by the City. Since both jurisdictions fully participated in the creation of the WBACP, both should adopt the Plan as a policy guide for future growth.

IV. Actions (Implementation strategies)

Introduction

This chapter provides specific implementation strategies to address the needs outlined in chapter III. To accomplish this, the 73 detailed recommendations created by the WBACP citizens' study group were grouped into categories by responsible agencies in charge of implementation. Finally, each action was assigned a strategy to carry out the recommendation.

The following outline provides an overview of the topics covered and the recommendation numbers that pertain to each category. To find a particular recommendation or set of recommendations that address a given subject, look to the right of each heading for the specific recommendation number(s) in parentheses.

1. Land use and zoning
 - General land use policy(Recs.: 1, 15, 16, 17, 21, 22, 23, & 24)
 - Commercial land uses(Recs.: 2, 25, 26, & 27)
 - Traditional Neighborhood Districts(Rec.: 33)
 - Site specific land use recommendations.....(Recs.: 28 & 29)
 - The northern Agricultural Reserve (Subarea 2).....(Recs.: 3, 30 & 31)
 - The Urban Service Area Boundary.....(Rec.: 4)
 - Development.....(Rec.: 18)
2. Transportation (roads)
 - Thoroughfares.....(Rec.: 19)
 - Collector and neighborhood streets(Recs.: 34, 35, & 36)
 - Proposed turnpike interchanges(Recs.: 5 & 6)
 - Other roads within the study area(Recs.: 7, 8, & 9)
 - Signalization(Rec.: 51)
 - Community-wide transp. policy issues:.....(Recs.: 50 & 54)
3. Transportation (alternative mobility)
 - Mass transit-related to the study area(Recs.: 10, 48, 57 & 58)
 - Community-wide mass transit policy issues:.....(Recs.: 11, 20, 59 & 60)
 - Bicycle and pedestrian linkages.....(Rec.: 19, 35, 37, 38, 39, 40, 41, 42, 47, 49, 51, 59)
4. Services
 - Open space, parks and linkages
 - Open space & parks(Recs.: 12, 13, 49, 61 and 62)
 - Sidewalks and linkages to open spaces.....(Recs.: 47 & 49)
 - Public meeting facilities
 - Community center(Rec.: 63)
 - Schools
 - Locally-based elementary schools in the study area(Rec.: 64)
 - Community-wide school issue: suggestion(Rec.: 65)
 - Fire-Rescue
 - Community-wide Fire-Rescue policy issues(Rec.: 46, 55, 56, 67 & 68)
 - Water, sewer & the canal system
 - Well and septic systems(Rec.: 72)
 - Community-wide water conservation policy issues(Recs.: 14, 45 & 73)
5. Aesthetics and the establishment of an image
 - Beautification(Recs.: 43, 53, 69, 70 & 71)
 - Design standards and review(Rec.: 44)
6. Governance/Interlocal coordination
 - County and City observance of the WBACP(Recs.: 32 & 66)

The West Boynton Area Community Plan

Key Land Use Recommendations in the Study Area

The Planning Division of Palm Beach County
(PZ&B), Florida
Fall 1993

Note: The WBACP's endorsement of the proposed Hypoluxo Road Extension ends at State Road 7 and restates what is shown on the Thoroughfare Right-of-Way Identification Map and Comprehensive Plan.

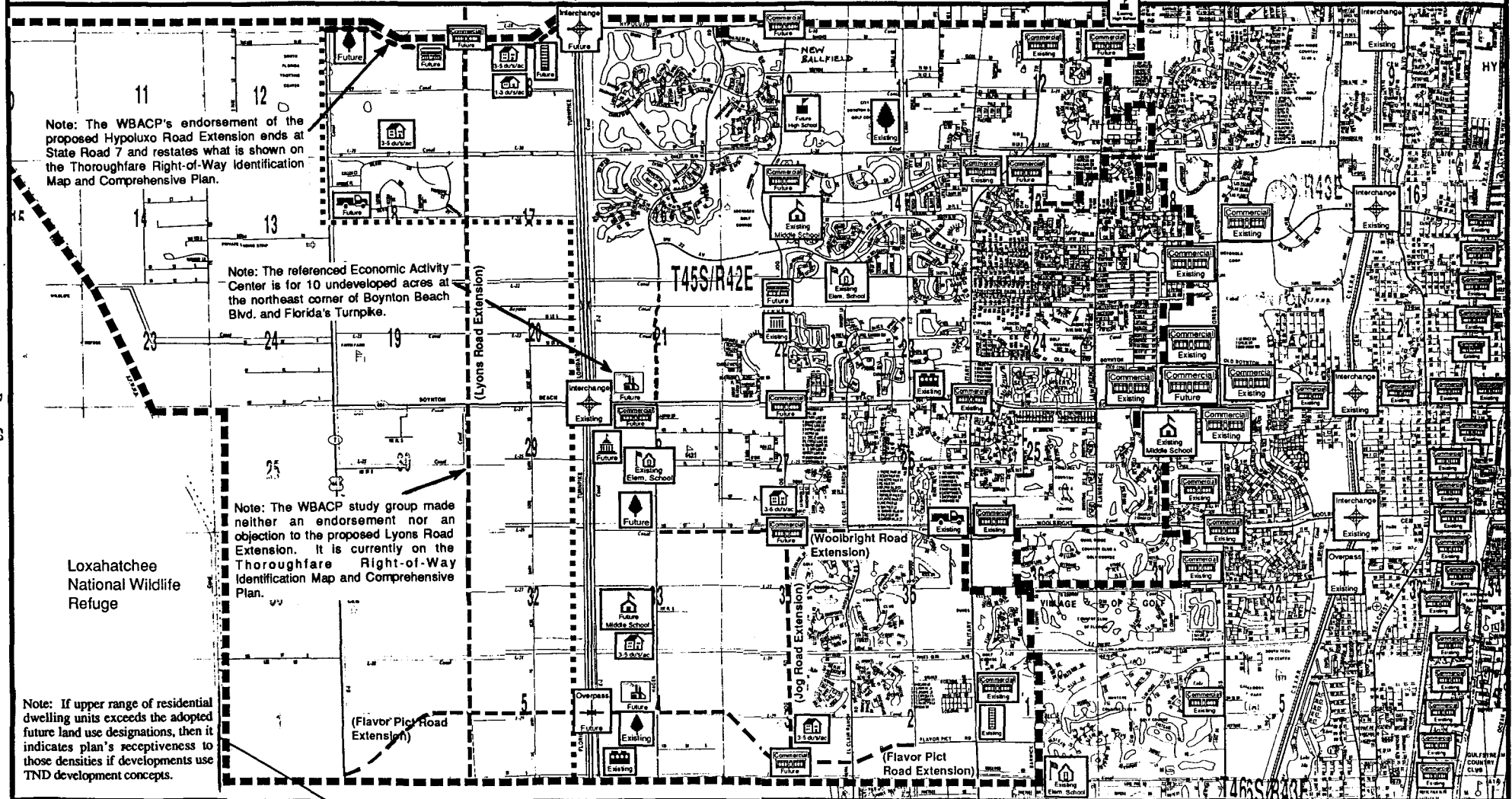
Note: The referenced Economic Activity Center is for 10 undeveloped acres at the northeast corner of Boynton Beach Blvd. and Florida's Turnpike.

Note: The WBACP study group made neither an endorsement nor an objection to the proposed Lyons Road Extension. It is currently on the Thoroughfare Right-of-Way Identification Map and Comprehensive Plan.

Loxahatchee
National Wildlife
Refuge

Note: If upper range of residential dwelling units exceeds the adopted future land use designations, then it indicates plan's receptiveness to those densities if developments use TND development concepts.

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Legend

- Urban Service Area Boundary delineating Sub-Areas 1 & 2
- Plan area boundary

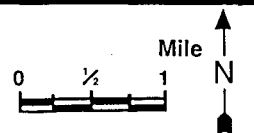
- Residential:
- Office:
- Commercial:

- Park/Commercial Recreation:
- Institutional:
- Industrial/Econ. Activity:
- Warehouse:

- Utilities/Transportation:
- Fire-Rescue:
- Civic Site:

- Elementary School:
- Middle School:
- High School:

- Library:
- Overpass:
- Interchange:



Summary of Recommendations Paired with Responsible Departments and Action Strategies

1. Recommendations that endorse existing County policy, actions or procedures

The following section contains recommendations that restate existing County policy, actions or procedures.

Rec. 1 Summary

Endorse the County's current intergovernmental coordination procedures for proposed land use amendment changes.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Recommendation is already implemented as a current County policy.

Specific Recommendation

Rec. 1: The West Boynton Area Community Plan endorses the County's current intergovernmental coordination procedures for proposed land use amendment changes for the prescribed area bounded by the Boynton Beach city limits on the east, Hypoluxo Road on the north, the E-3 Canal on the west, and the C-30 Canal on the south. County planning and zoning staff should continue to coordinate all proposed future land use changes and requests for development approvals with the City of Boynton Beach and the village of Golf, using the current step-wise notification process. (This involves: 1) sending affected municipalities a copy of all applications for future land use changes when the property is either: a) situated within one mile of a city's municipal limits; b) is located inside a city's future annexation area; or c) is contained within the prescribed area bounded by the Boynton Beach city limits on the east, Hypoluxo Road on the north, the E-3 Canal on the west, and the C-30 Canal on the south; 2) giving municipalities an opportunity to respond; 3) incorporating those comments into a larger inter-agency staff report; 4) sending the affected city a copy of the inter-agency staff report with the Palm Beach County Planning Division's position; and 5) if needed, encouraging municipal planning staff to appeal objections to the "Intergovernmental Plan Amendment Review Committee" (IPARC) (composed of representatives from many cities and special districts in Palm Beach County), or forwarding comments to the Treasure Coast Regional Planning Council.) The Palm Beach County Zoning Division should also continue to notify municipalities in a similar step-wise manner of zoning change requests. (Formerly Rec. 1A.4.)

Rec. 2 Summary

Prevent changes in future land use that result in strip commercial development.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 2: Prevent any additional future land use designation approvals that result in strip commercial development along major and minor arterials. This includes all commercial and office future land use categories that do not contribute to established or designated commercial nodes, as outlined within this plan. Exceptions involve commercial or office future land use designations that “round out” a commercial node while not exceeding the proposed commercial management criteria outlined within this plan. (Formerly Rec. 1B.1.)

Rec. 3 Summary

Accept an agricultural future for the Agricultural Reserve.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Recommendation is part of a current County direction established by the Board of County Commissioners.

Specific Recommendation

Rec. 3: Accept the direction given by the Board of County Commissioners establishing as a primary goal an agricultural future for the Agricultural Reserve area, as concurrent recommendations of the West Boynton Area Community Plan. (Formerly Rec. 1E.1.)

Rec. 4 Summary

Maintain the present position of the Urban Service Area Boundary.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 4: The WBACP endorses the present position of the Urban Service Area Boundary between Hypoluxo Road and the L-30 Canal. (Formerly Rec. 1F.1.)

Rec. 5 Summary

Endorse the current alignment/extension of Hypoluxo Road and the planned turnpike interchange.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division, Metropolitan Planning Organization (MPO) and Palm Beach County Traffic Engineering Division (Eng. Dept.)

Timeframe for implementation: Mid-Range Recommendation (Road construction to start in 5-10 years)

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 5: The WBACP endorses the current alignment and planned extension of Hypoluxo Road west, as a major east-west thoroughfare, to State Road 7 and location of an interchange for Hypoluxo Road at Florida's Turnpike based on the following reasons:

- ◇ Hypoluxo Road has been preliminarily identified as a logical connection to the turnpike due to distance requirements between interchanges;
- ◇ If Flavor Pict Road is also considered for a turnpike overpass, then both Hypoluxo and Flavor Pict Roads create a desirable interval distance of 2-3 miles between existing overpasses/interchanges located at Lake Worth Road, Boynton Beach Boulevard (West Beach Blvd.) and Atlantic Avenue.
(Formerly Rec. 2C.1.)

Rec. 6 Summary

Endorse the current Flavor Pict Road alignment/extension and planned turnpike overpass.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division, Metropolitan Planning Organization (MPO) and Palm Beach County Traffic Engineering Division (Eng. Dept.)

Timeframe for implementation: Short-Range Recommendation (Road construction to start in 1-4 years)

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 6: The WBACP endorses the current plans in the Thoroughfare Right-of-Way Identification Map for an overpass (with no interchange connection) over Florida's Turnpike at Flavor Pict Road based on the following reasons:

- ◇ Flavor Pict Road has been preliminarily identified as logical east-west link due to distance requirements between other overpasses;
- ◇ Both Hypoluxo and Flavor Pict Roads create a desirable interval distance of 2-3 miles between existing interchanges or overpasses located at Lake Worth Road, Boynton Beach Boulevard (West Beach Blvd.) and Atlantic Avenue.
(Formerly Rec. 2C.2.)

Rec. 7 Summary

Extend Woolbright Road as planned.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division, Metropolitan Planning Organization (MPO) and Palm Beach County Traffic Engineering Division (Eng. Dept.)

Timeframe for implementation: Short-Range Recommendation (Road construction to start in 1-4 years)

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 7: As shown on the Thoroughfare Right-of-Way Identification Map, extend Woolbright Road to Hagen Ranch Road as an east-west major thoroughfare connector. (Formerly Rec. 2D.1.)

Rec. 8 Summary

Extend Hagen Ranch Road as planned.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division, Metropolitan Planning Organization (MPO) and Palm Beach County Traffic Engineering Division (Eng. Dept.)

Timeframe for implementation: Short or Mid--Range Recommendation (Road construction to start in 1-4 or 5-10 years)

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 8: The WBACP endorses the current alignment and planned extension of Hagen Ranch Road between Boynton Beach Boulevard and Gateway Boulevard. (Formerly Rec. 2D.2.)

Rec. 9 Summary

Extend Gateway Boulevard as planned.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division, Metropolitan Planning Organization (MPO) and Palm Beach County Traffic Engineering Division (Eng. Dept.)

Timeframe for implementation: Short or Mid--Range Recommendation (Road construction to start in 1-4 or 5-10 years)

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 9: The WBACP endorses the current alignment and planned extension of Gateway Boulevard between Hagen Ranch and Jog Road. (Formerly Rec. 2D.3.)

Rec. 10 Summary

Endorse the adopted PalmTran "Timed-Transfer Grid System".

Implementation Strategy

Responsible agency: Palm Beach County PalmTran

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 10: The WBACP endorses the Board of County Commissioners' decision to increase bus service within the west Boynton area to reflect the adopted "Timed-Transfer Grid System" advocated by Palm Beach County PalmTran. (Formerly Rec. 3A.1.)

Rec. 11 Summary

Endorse the County wide implementation of the "Timed-Transfer Grid System".

Implementation Strategy

Responsible agencies: Palm Beach County MPO and PalmTran

Timeframe for implementation: Short or Mid--Range Recommendation (1-4 or 5-10 years)

Strategy of implementation: Recommendation is already implemented as a current policy in the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 11: The WBACP endorses the Board of County Commissioners' adoption of the "Timed-Transfer Grid System" (PalmTran's proposed maximum service) as Palm Beach County's new mass transit system. (Formerly Rec. 3B.1.)

Rec. 12 Summary

Endorse the co-location of a district park and high school.

Implementation Strategy

Responsible agencies: Palm Beach County School Board and Parks & Recreation Dept.

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Recommendation is being implemented.

Specific Recommendation

Rec. 12: The community endorses the co-location of a district park and high school located at Jog Road and Joe DeLong Boulevard. (Formerly Rec. 4A.2.)

Rec. 13 Summary

Encourage PUD set-asides for native ecosystems.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Recommendation is already implemented as a current County policy.

Specific Recommendation

Rec. 13: Encourage set-asides that either preserve or create native ecosystems within green spaces of planned developments. (Formerly Rec. 4B.8.)

Rec. 14 Summary

Affected parcels must conform to the TAPO.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Recommendation is already implemented as a current County policy. With the adoption of the WBACP, this recommendation will have been met.

Specific Recommendation

Rec. 14: For reader education, this recommendation recognizes that portions of the West Boynton Area Community Plan are within the boundaries of the Turnpike Aquifer Protection Overlay District (TAPO). Affected parcels shall conform to the provisions of the aquifer overlay. (Formerly Rec. 8B.2.)

2. Recommendations affecting the Planning, Zoning & Building Department

Section 2 contains recommendations that affect the work program of the Palm Beach County Planning, Zoning & Building Department. Sub-headings 2-a, 2-b, 2-c, 2-d, and 2-e group the various functions of the Planning, Zoning, and Code Enforcement Divisions respectively.

2-a. Planning Division - Lead agency: Recommendations that require revision to the County's comprehensive plan

Rec. 15 Summary

Encourage compact, mixed use development at or adjacent to designated bus transit stops/stations.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division (PZ&B) and PalmTran

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Incorporate recommendation as part of the Evaluation and Appraisal Report (E.A.R.) process that assesses the strengths and weaknesses of the 1989 Palm Beach County Comprehensive Plan. Add as a policy to the 1996-97 update of the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 15: Encourage compact, mixed use development at or adjacent to designated bus transit stops/stations that provide employment, shopping and residential opportunities for the purpose of reducing automobile demand on roads and providing alternative modes of mobility. Consider allowing flexible residential land use densities and/or non-residential land use intensities that front on and directly connect to designated mass transit stops (PalmTran, and Tri-Rail if warranted in the future). The decision to allow such flexible uses should be based on creating significant support or enhancement of mass transit ridership. As part of this recommendation, the County should first study and permanently place bus transit corridors as part of a comprehensive planning effort that considers the role of mass transit in conjunction with adjacent land uses. (Formerly Rec. 1A.6.)

Rec. 16 Summary

Consider a policy that implements land use patterns that support mass transit.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Incorporate recommendation as part of the Evaluation and Appraisal Report (E.A.R.) process that assesses the strengths and weaknesses of the 1989 Palm Beach County Comprehensive Plan. Add as a policy to the 1996-97 update of the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 16: Consider adopting a policy in the comprehensive plans of Palm Beach County that promotes and implements land use patterns should support mass transit in conjunction with other measures to reduce urban sprawl, traffic congestion,

dependence on the automobile and improve overall mobility for all County residents.
(Formerly Rec. 1A.7.)

Rec. 17 Summary

Consider greater densities and intensities when developments are located within transit corridors or TNDs.

Implementation Strategy

Responsible agency: Palm Beach County Planning and Zoning Divisions (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Incorporate recommendation as part of the Evaluation and Appraisal Report (E.A.R.) process that assesses the strengths and weaknesses of the 1989 Palm Beach County Comprehensive Plan. Add as a policy to the 1996-97 update of the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 17: Allow for the re-designation of land uses to greater densities and intensities when developments are located within transit corridors or combine design components of the Traditional Neighborhood District (TND) as outlined on page 6-289 of the Palm Beach County Land Development Code (zoning code). (Formerly Rec. 1A.8.)

Rec. 18 Summary

Provide incentives for infill contiguous to transit and other urban services.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Incorporate recommendation as part of the Evaluation and Appraisal Report (E.A.R.) process that assesses the strengths and weaknesses of the 1989 Palm Beach County Comprehensive Plan. Add as a policy to the 1996-97 update of the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 18: Consider providing incentives, such as joint development for infill land uses contiguous to where transit and urban services already exist or have been scheduled for implementation. (Joint development can take the form of: 1) mixed used development with transit access; 2) Ground lease developments or air rights developments over public transit-related facilities; 3) Development bonuses for building public infrastructure; and 4) transit center developments to serve mixed-use activity centers.) (Formerly Rec. 1G.1.)

Rec. 19 Summary

Reduce the need for widening roads and the increasing reliance on the automobile through an overall transportation strategy.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division and Metropolitan Planning Organization (MPO)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Incorporate recommendation as part of the Evaluation and Appraisal Report (E.A.R.) process that assesses the strengths and weaknesses of the 1989 Palm Beach County Comprehensive Plan. Add as a policy to the 1996-97 update of the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 19: Reduce the need for widening roads and the increasing reliance on the automobile through an overall transportation strategy within an amended comprehensive plan that incorporates a "Transportation Mobility Element", as newly specified under Florida law. It should address a variety of strategies to reduce the reliance on roads as the sole means of moving people. The package of strategies should include: enhancing transportation demand management, increasing bus service, building 'park-and-ride' lots, allowing informal jitney services, instituting ride sharing and van pools, implementing Transportation Concurrency Management Areas (TCMAs), establishing transfer of development rights and purchase of development rights programs, greater promoting of infill development, constructing high occupancy vehicle lanes, building pedestrian paths and bicycle paths, addressing the jobs/housing balance, allowing greater inter-connection of differing land uses, promoting areas of higher densities and non-residential intensities, and adopting innovative design standards. (Formerly Rec. 2A.1.)

Rec. 20 Summary

Suggestion only: Promote and implement land use patterns that support mass transit.

Implementation Strategy

Responsible agencies: Palm Beach County Planning Division, MPO and PalmTran

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Directive is a suggestion only. Consider incorporating recommendation as part of the Evaluation and Appraisal Report (E.A.R.) process that assesses the strengths and weaknesses of the 1989 Palm Beach County Comprehensive Plan. Also, consider adding policy to the 1996-97 update of the Palm Beach County Comprehensive Plan.

Specific Recommendation

Rec. 20-Suggestion only: Consider adopting a policy in the comprehensive plan of Palm Beach County that promotes and implements land use patterns that support mass transit in conjunction with other measures to reduce urban sprawl, traffic congestion, dependence on the automobile and improve overall mobility for all County residents. (Formerly Rec. 3B.2.)

2-b. Planning Division - Lead agency: Recommendations that require on-going monitoring or reaction to submitted plans as development occurs

Rec. 21 Summary

Create a 'proper balance' of land uses.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of proposed future land use amendments or site specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 21: Create a 'proper balance' of land uses within the plan area that encourage continued residential, commercial and employment based development, managed within a framework where excesses in each category are avoided. ('Proper balance' means that commercial uses would be primarily confined to aggregated nodes at intersections, that non-residential uses would avoid strip development patterns along major and minor arterials, and the ratio of non-residential to residential uses would correspond to the overall residential population so as to achieve a desirable (not over-built) market for goods, services and jobs.) (Formerly Rec. 1A.1.)

Rec. 22 Summary

Allow future land use changes that help diversify and attract clean industry.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of proposed future land use amendments inside the boundaries of the WBACP.

Specific Recommendation

Rec. 22: Allow for future land use changes within the West Boynton Area Community Plan that further the goal of diversifying and securing (beyond the service employment sector), clean industry employment opportunities. (Formerly Rec. 1A.2.)

Rec. 23 Summary

Densities should gradually decrease as one moves westward; Grant exceptions to TNDs.

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of proposed future land use amendments or specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 23: In general, densities within the West Boynton Area Community Plan should gradually decrease as one moves westward, with higher densities located in the eastern more urban fringe and less urban densities located in the western areas. Exceptions to this should be granted to projects approved under the provisions of Article 6.8 of the Unified Land Development Code for Traditional Neighborhood Developments, where such projects are found to be consistent with the goals and objectives of the Palm Beach County Comprehensive Plan. (Formerly Rec. 1A.3.)

Rec. 24 Summary

Allow for medical aggregations adjacent to hospitals or medical complexes.

Implementation Strategy

Responsible agency: Palm Beach County Planning & Zoning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 24: Allow for the aggregation of medical office and other medical-related land uses adjacent to hospitals or medical complexes. To avoid single use, free standing type development or strip commercial development patterns, encourage the placement of medical-office and medical related land uses in conjunction with other community services, including commercial development and employment centers. If possible, the character of aggregated uses should: 1) employ campus-styled developments; 2) construct a “medical mall” complex or 3) include quality ancillary or related uses that compliment the primary hospital facility. (Formerly Rec. 1A.5.)

Rec. 25 Summary

Discourage regional-retail/commercial centers that exceed 300,000 square feet.

Implementation Strategy

Responsible agencies: Palm Beach County Planning and Zoning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 25: Discourage any approvals of regional-retail/commercial centers that exceed 300,000 square feet. Exceptions should be evaluated that are located immediately east of any interchanges of Florida’s Turnpike or for projects that incorporated significant employment opportunities. (Formerly Rec. 1B.2.)

Rec. 26 Summary

Prohibit collective commercial/retail nodes that exceed 200,000 square feet, west of Jog Road.

Implementation Strategy

Responsible agencies: Palm Beach County Planning and Zoning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 26: Consider prohibiting any collective commercial/retail nodes or aggregations (non-piece-meal or incremental development) that exceed 200,000 square feet west of Jog Road to further current comprehensive plan objectives to redirect growth eastward and to discourage new centers that would conflict with the regional commercial role assigned to the Boynton Beach Mall. Although this recommendation does not promote the construction of coalesced smaller commercial/retail centers, the aforementioned thresholds should reflect the combined totals of both existing and proposed development. (Clarification: collective commercial nodes aggregated on both sides of Jog Road and other major intersections would be defined as the same as those nodes east of Jog Road.) (Formerly Rec. 1B.3.)

Rec. 27 Summary

Provide exceptions to unified plans with residential and non-residential uses, not to exceed 300,000 sq. ft.

Implementation Strategy

Responsible agencies: Palm Beach County Planning and Zoning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 27: Based on recommendation No. 26, provide exceptions to unified plans incorporating both residential and non-residential uses. In those cases, the total aggregated threshold should not exceed 300,000 square feet. (Formerly Rec. 1B.4.)

Rec. 28 Summary

Allow an economic activity node around the eastern side of the Turnpike/Boynton Beach Blvd. interchange.

Implementation Strategy

Responsible agencies: Palm Beach County Planning and Zoning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 28: Allow a mixed use/economic activity area to aggregate around the eastern side of the Turnpike/Boynton Beach Blvd. (West Beach Blvd.) interchange. (Note: This recommendation does not address, takes no position and is not meant to exclude the lands located west of the turnpike and contained within the Agricultural Reserve. Rather, it allows the Agricultural Reserve study to address that area.) (Formerly Rec. 1D.1.)

Rec. 29 Summary

Employ map of “generalized future land uses” as a graphic portrayal of the plan’s land use objectives.

Implementation Strategy

Responsible agencies: Palm Beach County Planning and Zoning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when considering the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP.

Specific Recommendation

Rec. 29: Employ map of “generalized future land uses” within this plan as a simple graphic portrayal of the plan’s land use objectives. Refer to map on page 53a. Allow any future commercial aggregations to be specifically located as shown on the “generalized future land uses” map. The total size of aggregations (existing and proposed non-residential development) should not exceed 300,000 square feet. (Formerly Rec. 1D.2.)

2-c. Planning Division - Lead agency: Recommendations that require additional action, study, or citizen involvement

Rec. 30 Summary

Convene a new representative group to review any agricultural enhancement program(s).

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: If needed, in the year 2000, Planning staff may organize a panel of local citizens to review the strengths and weaknesses of the Agricultural Enhancement Program for the Ag Reserve. The findings of this group may either be incorporated into any subsequent review of the program or forwarded to the Board of County Commissioners.

Specific Recommendation

Rec. 30: The West Boynton Area Community Plan endorses the convening of a new representative group for the purpose of reviewing any agricultural enhancement program(s) and to determine if any additional action is warranted. (Formerly Rec. 1E.2.)

Rec. 31 Summary

Do not adopt an alternative future development scenario for the Ag Reserve other than agricultural without first consulting with COBWRA

Implementation Strategy

Responsible agency: Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Include COBWRA in any decision-making process related to the Ag Reserve.

Specific Recommendation

Rec. 31: The Board of County Commissioners should consider not adopting a specific alternative future development scenario for the Agricultural Reserve other than agricultural enhancement without first consulting with COBWRA and other representative groups. Further, in the event that preservation of agriculture in the Agricultural Reserve is determined to be unfeasible or not viable, no future alternative development scenarios shall be adopted without first consulting with COBWRA and other representative groups to propose a vision for the Agricultural Reserve. (Formerly Rec. 1E.3.)

Rec. 32 Summary

Both the City and County should formally accept the recommendations of the WBACP.

Implementation Strategy

Responsible agencies: The City of Boynton Beach and Palm Beach County Planning and Zoning Divisions (PZ&B) (Recommendation also listed under the City of Boynton Beach.)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Present the WBACP to both the Board of County Commissioners and the City Council of Boynton Beach for adoption.

Specific Recommendation

Rec. 32: (also referenced in section 8, page 80): Both Palm Beach County and the City of Boynton Beach should consider formally acknowledging the recommendations of the West Boynton Area Community Plan. (Formerly Rec. 5A.1.)

2-d. Zoning Division - Lead agency: Recommendations that may require revision to the Unified Land Development Code (ULDC) or require on-going monitoring or reaction to submitted plans, as development occurs

Rec. 33 Summary

Revise the ULDC and Comp Plan, allowing TNDs with reduced thresholds.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Staff from both the Zoning and Planning Division should review the weaknesses of the existing TND language in the ULDC and Comp Plan. Revisions to the language should concentrate on either revising the thresholds for various land uses and the mandated distance between TNDs, or consider creating a new classification such as a "Traditional Residential District" ("TRD") that reduces thresholds and does not attempt to significantly capture internal vehicle trips with substantial amounts of commercial or employment uses.

Specific Recommendation

Rec. 33: Encourage the development of Traditional Neighborhood Districts (TND) with revised, smaller thresholds. Direct PZ&B staff to revise the ULDC and Comprehensive Plan, allowing TNDs with reduced standards for the area defined by either the WBACP, or if determined appropriate by PZ&B staff, the entire County. The following reduced thresholds should address:

- Commercial
- Residential
- Open space
- Minimum and maximum TND sizes.

Consider the following study group ideas:

- Reduce the 2 square mile (1280 acres) minimum size requirement down to a range of 100-200 acres with a minimum of 4 'neighborhood proper' and not to exceed 2400 dwelling units (DRI threshold)
- Continue to require at least 51% residential land use
- Substantially reduce or remove the distance requirements between TNDs
- Allow greater flexibility in the commercial/office land use classification, not to exceed 10,000 sq. ft. of commercial for every 100 units, recognizing that internal capture may not be possible
- Lower the minimum requirement for light industrial/work place from the established measure of 2.0 FAR and 2%
- Remove the internal trip capture requirements of TNDs for industrial, employment and/or commercial
- Consider a new name such as Traditional Residential Districts (TRDs) for TNDs that no longer have the internal trip capture requirements for employment and/or commercial and have a substantially reduced size
- Continue to require at least 10% recreation and open space land use
- Require at least 2% civic/institutional land use.

(Formerly Rec. 1C.1.)

Rec. 34 Summary

Reduce the need for widening thoroughfares by encouraging a well inter-connected system of collector streets.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B, Traffic Engineering and Land Development Divisions (Eng. Dept.)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also encourage greater connectivity of collector streets.

Specific Recommendation

Rec. 34: Reduce the need for widening major and minor thoroughfares by encouraging the placement of a well inter-connected system of collector streets. Where interconnected systems become possible, care should be given to a community's quality of life, the amount of through-traffic, the impacts on safety, and overall security. (Refer to text for illustration of this concept.) (Formerly Rec. 2B.1.)

Rec. 35 Summary

Discourage dead-end streets in favor of through-street (collectors); Provide pedestrian cut-throughs; Landscape rights-of-way.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B, Traffic Engineering and Land Development Divisions (Eng. Dept.)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also encourage greater connectivity of collector streets.

Specific Recommendation

Rec. 35: Discourage the use of dead-end streets, loop streets and oversized blocks in favor of through-street (collectors) and shorter blocks. Provide cut-throughs for pedestrian access to transit. Promote the landscaping of rights-of-way. (Formerly Rec. 2B.2.)

Rec. 36 Summary

Include an interconnected system of collector streets and stub streets for new residential developments.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B, Traffic Engineering and Land Development Divisions (Eng. Dept.)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also encourage greater connectivity of collector streets.

Specific Recommendation

Rec. 36: Encourage new residential developments to include: 1) an interconnected system of collector streets in their development plans which consider appropriate adjacent parcels with potential for future compatible developments; 2) stub streets that connect to adjacent undeveloped parcels with a potential for future development; and 3) stub streets that tie into existing adjacent stub streets. (Formerly Rec. 2B.3.)

Rec. 37 Summary

Improve pedestrian linkages between residential and non-residential uses.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also incorporate this recommendation within their process.

Specific Recommendation

Rec. 37: As development occurs, improve pedestrian linkages between residential and non-residential as well as connections within neighborhoods by: 1) increasing the number and quality of pedestrian paths or sidewalks; 2) eliminating physical barriers; and 3) locating transit stops within easy walking distance to all residents. (Formerly Rec. 4B.1.)

Rec. 38 Summary

Encourage pedestrian links to and within TNDs.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Implement immediately upon completion of revised TND standards, in 1-4 years

Strategy of implementation: Staff from both the Zoning and Planning Division should review the weaknesses of the existing TND language in the ULDC and Comp Plan. Revisions to the language should concentrate on either revising the thresholds for various land uses and the mandated distance between TNDs, or consider creating a new classification such as a "Traditional Residential District" ("TRD") that reduces thresholds and does not attempt to significantly capture internal vehicle trips with substantial amounts of commercial or employment uses.

Specific Recommendation

Rec. 38: Encourage enhanced pedestrian accessibility to and within Traditional Neighborhood Districts (TND). (Formerly Rec. 4B.2.)

Rec. 39 Summary

Incorporate transit stops and sidewalk connections in the design of mixed use and multi-use developments.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also incorporate this recommendation within their process.

Specific Recommendation

Rec. 39: Encourage the design of mixed use and multi-use developments and planned developments to be of a pedestrian scale and design by incorporating transit stops and sidewalk connections that follow the accepted general threshold for pedestrian access: 1) approximately five minutes walking time or 1000 feet of distance walked. (Barton-Aschman Assoc., Research Triangle Transit/Land Use Study, Sept. 1990.) (Formerly Rec. 4B.3.)

Rec. 40 Summary

Encourage specific pedestrian and bicycle circulation planning to transit, in new residential developments.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also incorporate this recommendation within their process.

Specific Recommendation

Rec. 40: For new residential developments, encourage cut-through linkages for pedestrian and bicycle access to transit. Encourage developers of new master plans to include specific circulation planning for pedestrian and bicycle access. (Formerly Rec. 4B.5.)

Rec. 41 Summary

Encourage good pedestrian design of large commercial developments that reduces walking distances.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also incorporate this recommendation within their process.

Specific Recommendation

Rec. 41: Encourage the arrangement of large commercial developments so that buildings on-site reduce the walking distance between each building and transit opportunities. Sidewalks, plazas, or other means of pedestrian access within the site should be placed so as to provide a direct path to the transit corridor. Encourage the clustering of buildings so that entrances focus on a common area close to street transit opportunities. Finally, encourage the use of landscaping or other objects that shade pedestrian paths. (Formerly Rec. 4B.6.)

Rec. 42 Summary

Encourage new commercial developments to have a complete pedestrian network to parking and mass transit.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: Consider plan recommendation on a regular basis when weighing the merits of 1) proposed future land use amendments; 2) zoning/special exception changes; or 3) specific site plans inside the boundaries of the WBACP. The Development Review Committee (DRC) should also incorporate this recommendation within their process.

Specific Recommendation

Rec. 42: Encourage new commercial developments to provide a complete network of pedestrian sidewalks or pathways in parking areas leading to buildings as well as mass transit opportunities. (Formerly Rec. 4B.7.)

Rec. 43 Summary

Consider additional design and landscaping requirements for west Boynton.

Implementation Strategy

Responsible agency: Palm Beach County Zoning Division (PZ&B)

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Consider the feasibility of creating an overlay within the boundaries of the WBACP that would further regulate design and landscaping requirements. If feasible, incorporate overlay into the ULDC.

Specific Recommendation

Rec. 43: Consider imposing additional design and landscaping requirements either for the west Boynton area (defined by the WBACP), or for the entire County that mandate stricter new residential construction thresholds for aesthetics, crime prevention through building design, and energy efficiency. (Formerly Rec. 7A.1.)

Rec. 44 Summary

Consider design standards that encourage alternative transit.

Implementation Strategy

Responsible agency: Palm Beach County Zoning Division (PZ&B)

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Consider the feasibility of creating an overlay within the boundaries of the WBACP that would further regulate design and landscaping requirements. If feasible, incorporate overlay into the ULDC.

Specific Recommendation

Rec. 44: Consider creating a set of design standards for either the west Boynton area (defined by the WBACP), or for the entire County that: 1) encourage site planning; 2) promote a pedestrian-friendly environment; and 3) encourage workers to seek alternative methods of transport, other than the automobile. (Formerly Rec. 7B.1.)

Rec. 45 Summary

Consider tying the number of wells within the TAPO District to the number of persons served.

Implementation Strategy

Responsible agencies: Palm Beach County Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Zoning and Planning staff should consider the merits of this recommendation. If significant benefits exist, consider revising the ULDC and Comprehensive Plan.

Specific Recommendation

Rec. 45: Since wells may not adequately serve proposed increased densities, consider tying the number of wells within the Comprehensive Plan's Turnpike Aquifer Protection Overlay District (TAPO) to the number of persons served. (Formerly Rec. 8B.3.)

2-e. Code Enforcement Division - Lead agency: Community-wide suggestion

Rec. 46 Summary

Suggestion only: Require residences and businesses to display street address numbers.

Implementation Strategy

Responsible agencies: Palm Beach County Code Enforcement Division (PZ&B)

Timeframe for implementation: Short or Mid-Range Recommendation (1-4 or 5-10 years)

Strategy of implementation: Directive is a suggestion only. Although directive restates current County code, it is not enforced. Code Enforcement staff should consider the cost benefits of fully enforcing existing code.

Specific Recommendation

Rec. 46-Suggestion only: Require and enforce residences and businesses within Palm Beach County to clearly show their street address numbers on the front of all primary structures so as to aid law enforcement and fire-rescue efforts. An alternative: Launch a program to paint address numbers on the curbing of major arterials. (Formerly Rec. 10A.1.)

3. Metropolitan Planning Organization (MPO)

Section 3 contains recommendations that affect the work program of the Palm Beach County Metropolitan Planning Organization (MPO). Sub-heading 3-b also contains a 'suggestion' by the WBACP citizens' study group.

3-a. Metropolitan Planning Organization (MPO) - Lead agency: Recommendations that affected MPO policy or programs

Rec. 47 Summary

Link residential and non-residential land uses with pedestrian/bicycle paths.

Implementation Strategy

Responsible agencies: Metropolitan Planning Organization (MPO), Palm Beach County Traffic Engineering Division (Eng. Dept.), Planning and Zoning Divisions (PZ&B)

Timeframe for implementation: Implement immediately as on-going staff function

Strategy of implementation: The bicycle planning staff of the MPO should work with Planning Division staff to incorporate this recommendation and the County's draft bicycle plan into the Transportation Mobility Element (TME) of the 1996 Comprehensive Plan. Traffic Engineering staff should incorporate the objectives of this recommendation into their established Pathways Program. Finally, both Planning and Zoning Division staff should encourage individual developers to incorporate linkages into their proposed projects.

Specific Recommendation

Rec. 47: Encourage pedestrian and bicycle linkages between residential and non-residential land uses, especially for commercial and open space. (Formerly Rec. 2F.1.)

Rec. 48 Summary

Give priority to transit vehicle movement over other vehicles (exclusive bus lanes).

Implementation Strategy

Responsible agencies: Palm Beach County MPO, PalmTran, Traffic Engineering Division (Eng. Dept.) , and Planning Division (PZ&B)

Timeframe for implementation: Long-Range Recommendation (11-20 years)

Strategy of implementation: MPO, PalmTran and Traffic Engineering Division staff should coordinate efforts to create exclusive bus lanes on major thoroughfares. Both the MPO and PalmTran should also coordinate with Planning Division staff to incorporate this policy into the Transportation Mobility Element (TME) of the 1996 Comprehensive Plan.

Specific Recommendation

Rec. 48: Develop transit preferential treatments which give priority to the movement of transit vehicles over other elements of the traffic stream (example: exclusive bus lanes). (Formerly Rec. 3A.4.)

Rec. 49 Summary

Consider pedestrian and bicycle links between west Boynton area parks.

Implementation Strategy

Responsible agencies: Palm Beach County Metropolitan Planning Organization (MPO), Traffic Engineering Division (Eng. Dept.), and Planning Division (PZ&B)

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: The bicycle planning staff of the MPO should work with Planning Division staff to incorporate this recommendation, and the County's draft bicycle plan, into the Transportation Mobility Element (TME) of the 1996 Comprehensive Plan. Traffic Engineering staff should incorporate the objectives of this recommendation into their established Pathways Program.

Specific Recommendation

Rec. 49: Consider a system of pedestrian and bicycle links between west Boynton area parks. One opportunity may exist with canal rights-of-way if liability issues can be negotiated. Encourage the protection of remaining native species on rights-of-way (ie.: slash pine, cabbage palm, palmetto, etc.). (Formerly Rec. 4A.3.)

3-b. Metropolitan Planning Organization (MPO) - Lead agency: Additional community-wide transportation suggestion

Rec. 50 Summary

Suggestion only: Coordinate transportation strategies with land use strategies.

Implementation Strategy

Responsible agencies: Palm Beach County Metropolitan Planning Organization (MPO), Traffic Engineering Division (Eng. Dept.) and Planning Division (PZ&B)

Timeframe for implementation: Short-Range Suggestion (1-4 years)

Strategy of implementation: Directive is a suggestion only. The MPO should work with Planning Division staff to incorporate this suggestion into the Transportation Mobility Element (TME) of the 1996 Comprehensive Plan. Also, the Development Review Committee (DRC) should consider incorporating this approach into their review of proposed development plans.

Specific Recommendation

Rec. 50-Suggestion only: Coordinate transportation demand management strategies with land use strategies. Examples include density and intensity of land uses, parking supply and increasing transit attractiveness. (Formerly Rec. 2G.2.)

4. Recommendations affecting the Palm Beach County Engineering Department

Section 4 contains recommendations that affect the work program of the Palm Beach County Engineering Department. Sub-heading 4-b also contains 'suggestions' by the WBACP citizens' study group.

4-a. Traffic Engineering Division - Lead Agency: Recommendations that affect the policies or work program of this division

Rec. 51 Summary

Improve Clearance time for pedestrian signals and use protected medians that allow persons to pause.

Implementation Strategy

Responsible agency: Palm Beach County Traffic Engineering Division (Eng. Dept.)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 51: For the west Boynton region, the WBACP endorses the minimum pedestrian crossing time required for various traffic signals and intersections outlined in the study entitled "Report #294A - Planning and Implementing Pedestrian Facilities in Suburban and Developing Rural Areas: Research Report", (Transportation Research Board, June 1987), which recommends:

- clearance time for pedestrian signals should use 4.0 feet per second as the assumed pedestrian walking speed, or 3.5 feet per second in areas with significantly older or slower populations;
- protected medians that allow persons to pause in the middle of wider roads.

When appropriate, apply these recommendations to improve pedestrian crossings. (Formerly Rec. 2E.1.)

Rec. 52 Summary

Include inclined curb cuts in existing sidewalks.

Implementation Strategy

Responsible agency: Palm Beach County Traffic Engineering Div. (Eng. Dept.)

Timeframe for implementation: Short or Mid-Range Recommendation (1-4 or 5-10 years)

Strategy of implementation: Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 52: Retrofit the design of older sidewalks within the study area to include inclined curb cuts for access by personal powered vehicles (bicycles and handicapped vehicles). (Formerly Rec. 4B.4.)

Rec. 53 Summary

Incorporate carefully planned landscaping in the design phase of arterial roadway projects.

Implementation Strategy

Responsible agency: Palm Beach County Traffic Engineering Div. (Eng. Dept.)

Timeframe for implementation: Mid or Long-Range Recommendation (5-10 or 11-20 years)

Strategy of implementation: Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 53: For the WBACP area, incorporate carefully planned streetscape landscaping in the design phase of arterial roadway projects and provide shade trees to allow year-round use of pathways. These species should include slow growing, drought tolerant and native varieties to reduce maintenance. In situations where established arterials do not contain enough right-of-way width, consider obtaining owner consent to plant shade trees on adjacent private properties. (Formerly Rec. 7A.2.)

4-b. Palm Beach County Engineering Department - Lead agency: Additional community-wide transportation suggestions

Rec. 54 Summary

Suggestion only: Change the measurement of mobility from “vehicle-trips” to “person-trips”, giving alternatives to widening roads.

Implementation Strategy

Responsible agencies: Palm Beach County Traffic Engineering Division (Eng. Dept.) and Planning Division (PZ&B)

Timeframe for implementation: Short-Range Suggestion (1-4 years)

Strategy of implementation: Directive is a suggestion only. Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 54-Suggestion only: Consider employing Countywide a different method of measuring mobility other than “vehicle-trips” that would allow a greater relaxation of traffic level of service standards and indirectly promote greater mass transit demand. Explore the alternative model used by Dade County that emphasizes “person-trips”, thus allowing for a variety of people-moving options other than simply accommodating traffic problems through traditional road widening programs. (Formerly Rec. 2G.1.)

Rec. 55 Summary

Suggestion only: Place generalized block numbers on all street signs.

Implementation Strategy

Responsible agencies: Palm Beach County Road & Bridge Division (Engineering Dept.)

Timeframe for implementation: Short or Mid-Range Suggestion (1-4 or 5-10 years)

Strategy of implementation: Directive is a suggestion only. Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 55-Suggestion only: Place generalized block numbers on all street signs as they are replaced or newly installed. (Formerly Rec. 10A.2.)

Rec. 56 Summary

Suggestion only: Install automatic emergency control devices on traffic signals.

Implementation Strategy

Responsible agencies: Palm Beach County Traffic Engineering Division (Eng. Dept.)

Timeframe for implementation: Short or Mid-Range Suggestion (1-4 or 5-10 years)

Strategy of implementation: Directive is a suggestion only. Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 56-Suggestion only: Encourage the installation of automatic emergency control devices at intersection traffic signals to assist emergency vehicles. (Formerly Rec. 10A.3.)

5. Recommendations affecting Palm Beach County PalmTran

Section 5 contains recommendations that affect the work program of PalmTran, Palm Beach County's bus transit authority. Sub-heading 5-b also contains 'suggestions' by the WBACP citizens' study group.

5-a. Palm Beach County PalmTran - Lead agency: Recommendations that affect the policies or operations of the County's bus transit system

Rec. 57 Summary

Increase 'park-and-ride' facilities or the number of Tri-Rail feeder buses.

Implementation Strategy

Responsible agencies: Palm Beach County PalmTran and MPO

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 57: Consider increasing the number of 'park-and-ride' facilities or increasing the number of Tri-Rail feeder buses as a means to encourage greater use of mass transit. (Formerly Rec. 3A.2.)

Rec. 58 Summary

Coordinate bus routes with new major residential and non-residential developments.

Implementation Strategy

Responsible agencies: Palm Beach County PalmTran and Planning Division

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 58: Encourage the future coordination of bus routes and the location of new major residential and non-residential developments. Future coordination means that: 1) transit routes and adjacent land uses are concurrently planned and fixed to promote additional complementary development; and 2) western transit route extensions should occur as development is built. (Formerly Rec. 3A.3.)

5-b. PalmTran - Lead agency: Additional community-wide mass transit suggestions

Rec. 59 Summary

Suggestion only: Develop guidelines to improve the design and functionality of transit stations/stops.

Implementation Strategy

Responsible agencies: Palm Beach County PalmTran

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Directive is a suggestion only. Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 59-Suggestion only: Consider developing guidelines to improve the design and functionality of transit stations/stops. Devote particular attention to how they relate to the surrounding area, how they promote a pedestrian friendly environment and a sense of place. (Formerly Rec. 3B.3.)

Rec. 60 Summary

Suggestion only: PalmTran should consider site design evaluation of transit stops.

Implementation Strategy

Responsible agency: Palm Beach County PalmTran

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Directive is a suggestion only. Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 60-Suggestion only: Consider requiring County (PalmTran) site design evaluation of transit stops that include such features as passenger loading areas, transit user amenities and sidewalks that link to other nodes within a well-connected system. (Formerly Rec. 3B.4.)

6. Palm Beach County Parks & Recreation - Lead agency: Recommendations that affected this department's policies or programs

Section 6 contains recommendations that affect the work program of the Palm Beach County Parks & Recreation Department.

Rec. 61 Summary

Consider a large passive park for 'Subarea 1'.

Implementation Strategy

Responsible agency: Palm Beach County Parks & Recreation Dept.

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 61: For the WBACP 'Subarea 1', consider incorporating a large passive park that contains primarily native plant species which provide the full function of a South Florida ecosystem including canopy, understory, and ground cover. (Formerly Rec. 4A.1.)

Rec. 62 Summary

Consider the location of community and district parks within west Boynton.

Implementation Strategy

Responsible agency: Palm Beach County Parks & Recreation Dept.

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 62: Encourage the placement of community and district parks within the study area. Since the study area is split between two park districts, encourage flexibility in spending between districts to allow greater opportunity to acquire park sites for the west Boynton area. Encourage where possible, native ecosystems in all such parks. (Formerly Rec. 4A.4.)

Rec. 63 Summary

Consider locating a public community center in west Boynton.

Implementation Strategy

Responsible agency: Palm Beach County Parks & Recreation Dept.

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Money is available from the Parks & Rec. Dept. to build a community ctr. Form an advisory committee under the direction of the District Commissioner to formulate specific recommendations.

Specific Recommendation

Rec. 63: Consider locating a public community center in west Boynton for the purpose of providing activities for the region's children and senior citizens as well as general meeting space for the entire regional population. (Formerly Rec. 6A.1.)

7. Recommendations affecting the Palm Beach County School Board

Section 7 contains two recommendations that affects the work program of Palm Beach County Schools, a separate and independent County authority governed by an elected school board. Sub-heading 7-b is a 'suggestion' by the WBACP citizens' study group.

7-a. Palm Beach County School Board - Lead Agency: Recommendations that affect this organization's policies or work program

Rec. 64 Summary

Plan the co-location of parks and schools together.

Implementation Strategy

Responsible agencies: Palm Beach County School Board and Parks & Recreation Dept.

Timeframe for implementation: Mid-Range Recommendation (5-10 years)

Strategy of implementation: Through inter-agency coordination and the Development Review Committee (DRC), plan the co-location of facilities.

Specific Recommendation

Rec. 64: Coordinate the planning of parks and schools where both facilities are co-located contiguously together in an effort to reduce school development costs and to combine compatible land uses. (Formerly Rec. 9A.1.)

7-b. Additional community-wide school-related suggestion

Rec. 65 Summary

Suggestion only: Consider new coordination responsibilities regarding the impacts of future growth on schools.

Implementation Strategy

Responsible agencies: Palm Beach County School Board and Zoning and Planning Divisions (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Directive is a suggestion only. Through the Development Review Committee (DRC), hold a session with the specific purpose of brainstorming additional ways to coordinate activities and planning functions for future growth. The goal would be to increase planning coordination between land use, zoning, transportation, and schools, and for the Board of County Commissioners and School Board to work together to overcome the current school facility deficiency. Implement the findings of that panel.

Specific Recommendation

Rec. 65-Suggestion only: All parties concerned (City, County, and School Board) should consider accepting appropriate new coordination responsibilities regarding the impacts of future growth on current and future schools. (This recommendation recognizes that coordination occurs between the County and School Board on the Development Review Committee under PZ&B and promotes any additional vehicles for cooperation.) (Formerly Rec. 9B.1.)

8. The City of Boynton Beach - Lead agency: Recommendations that may affect this municipality's policies or programs

Section 8 contains recommendations that affect the City of Boynton Beach. Boynton Beach chose to participate in the planning of the west Boynton area and selected three representatives to serve on the WBACP citizens' study group.

Rec. 32 Summary

Both the City and County should formally accept the recommendations of the WBACP.

Implementation Strategy

Responsible agencies: The City of Boynton Beach and Palm Beach County Planning and Zoning Divisions (PZ&B) (Recommendation also listed under Palm Beach County Planning Division.)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Both jurisdictions should adopt the WBACP by resolution as a policy guide for future growth.

Specific Recommendation

Rec. 32: (also referenced in section 2c., page 66) Both Palm Beach County and the City of Boynton Beach should consider formally acknowledging the recommendations of the West Boynton Area Community Plan. (Formerly Rec. 5A.1.)

Rec. 66 Summary

Maintain the County's future land uses when annexing into Boynton Beach, unless compelling circumstances dictate.

Implementation Strategy

Responsible agencies: The City of Boynton Beach and Palm Beach County Planning Division (PZ&B)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: When Boynton Beach annexes parcels from unincorporated west Boynton, employ this recommendation when assigning the city's future land use.

Specific Recommendation

Rec. 66: Provide for the orderly annexation of parcels into the city of Boynton Beach whereby overall future land uses under the County are maintained by the city, unless compelling circumstances dictate. Discourage the situation whereby property owners request annexation into a municipality principally to obtain a desirable and significantly different future land use designation. Unless expressly allowed or encouraged in Subarea 1 by the WBACP, this plan endorses the concept that future land uses and corresponding zoning districts are to remain as presently designated. When annexation by the City of Boynton Beach occurs and unless expressly allowed or encouraged in Subarea 1 by the WBACP, this plan endorses the concept that the County's future land use designations and zoning districts should translate as closely as possible to the corresponding city future land use designations and zoning districts. (Formerly Rec. 5A.2.)

9. Fire-Rescue - Lead agency: Additional community-wide Fire-Rescue suggestions

Section 9 contains 'suggestions' that affect the work program of Palm Beach County Fire-Rescue Department.

Rec. 67 Summary

Suggestion only: Encourage inter-local agreements between fire-rescue providers.

Implementation Strategy

Responsible agencies: Palm Beach County Fire-Rescue

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Directive is a suggestion only. Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 67-Suggestion only: Encourage inter-local agreements between fire-rescue providers before annexations to encourage station co-location or purchase. (Formerly Rec. 10A.4.)

Rec. 68 Summary

Suggestion only: Encourage fire-rescue providers to coordinate capital facilities.

Implementation Strategy

Responsible agencies: Palm Beach County Fire-Rescue

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Directive is a suggestion only. Consider recommendation for merit and if warranted, implement as policy.

Specific Recommendation

Rec. 68-Suggestion only: Encourage fire-rescue providers to identify and coordinate the construction of capital facilities. (Formerly Rec. 10A.5.)

10. Coalition of Boynton West Residential Associations (COBWRA) - Lead private entity: Recommendations that may affected this organization's policies or programs

Section 10 contains recommendations that affect the actions of the Coalition of Boynton West Residential Associations (COBWRA).

Rec. 69 Summary

Through COBWRA, incorporate landscaped medians to create a local recognizable and distinctive image.

Implementation Strategy

Responsible agency: Coalition of Boynton West Residential Associations (COBWRA)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Organize a citizens group under the initiative of COBWRA that will contact and coordinate with the Palm Beach County Traffic Engineering Department or the Florida Department of Transportation (FDOT) with the goal of incorporating landscaped medians along portions of any eligible roadways. Incorporate creative design and landscaping techniques that may not follow the dictates of the Palm Beach County "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways", also known as "The Green Book". Other alternatives to the standards outlined by the "The Green Book" may need to be explored that address non-public based budgets, hiring of independent landscape architects, as well as designating civic groups, organizations or homeowner associations that may oversee maintenance. (Palm Beach County does not have a budget to maintain medians.)

Specific Recommendation

Rec. 69: Organize a citizens group under the initiative of COBWRA that will contact and coordinate with the Palm Beach County Traffic Engineering Department or the Florida Department of Transportation (FDOT) with the goal of incorporating landscaped medians along portions of any eligible roadways. The purpose is to create a recognizable and distinctive image for the west Boynton area. Actions to beautify the west Boynton area should incorporate creative design and landscaping techniques that may not follow the dictates of the Palm Beach County "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways", also known as "The Green Book". Other alternatives to the standards outlined by the "The Green Book" may need to be explored that address non-public based budgets, hiring of independent landscape architects, as well as designating civic groups, organizations or homeowner associations that may oversee maintenance. (Palm Beach County does not have a budget to maintain medians.) (Formerly Rec. 7A.3.)

Rec. 70 Summary

Through COBWRA, maintain arterial roadway perimeter landscaping in the study area on a regular basis.

Implementation Strategy

Responsible agency: Coalition of Boynton West Residential Associations (COBWRA)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Under the initiative of COBWRA, find citizens' groups organizations or associations that will maintain arterial roadway perimeter landscaping in the study area on a regular basis.

Specific Recommendation

Rec. 70: Under the initiative of COBWRA, find citizens' groups organizations or associations that will maintain arterial roadway perimeter landscaping in the study area on a regular basis. (Formerly Rec. 7A.4.)

Rec. 71 Summary

Through COBWRA, implement the "Adopt-a-Road" program to regularly control litter.

Implementation Strategy

Responsible agency: Coalition of Boynton West Residential Associations (COBWRA)

Timeframe for implementation: Short-Range Recommendation (1-4 years)

Strategy of implementation: Organize a citizens group under the initiative of COBWRA that will implement the "Adopt-a-Road" program within the West Boynton Area Community Plan boundaries. Group will regularly control litter.

Specific Recommendation

Rec. 71: Organize a citizens group under the initiative of COBWRA that will implement the "Adopt-a-Road" program within the West Boynton Area Community Plan boundaries. Group will regularly control litter. (Formerly Rec. 7A.5.)

Rec. 72 Summary

Encourage participation in the County's water and sewer service assessment program.

Implementation Strategy

Responsible agency: Coalition of Boynton West Residential Associations (COBWRA)

Timeframe for implementation: Short or Mid-Range Recommendation (1-4 or 5-10 years)

Strategy of implementation: Local activists and COBWRA, should organize a campaign to encourage affected property owners within the boundaries of the WBACP, that live in higher density residential communities and currently use well and septic systems, to participate in the County's water and sewer service assessment program.

Specific Recommendation

Rec. 72: Encourage affected property owners within the boundaries of the West Boynton Area Community Plan, that live in higher density residential communities and currently use well and septic systems, to participate in the County's water and sewer service assessment program. Promotion of the assessment program should be an effort organized by local activists. (Formerly Rec. 8A.1.)

Rec. 73 Summary

Ensure that water will be available for all users in the LWDD by carrying out water conservation.

Implementation Strategy

Responsible agency: Coalition of Boynton West Residential Associations (COBWRA)

Timeframe for implementation: Short or Mid-Range Recommendation (1-4 or 5-10 years)

Strategy of implementation: Local activists and COBWRA, should organize a campaign to encourage residents to conserve water by carrying out the actions specified in the recommendation.

Specific Recommendation

Rec. 73: Ensure that water will be available for all users in the Lake Worth Drainage District (LWDD) by carrying out the following:

- ◇ Promote a water conservation policy that will utilize the lowest quality of water appropriate for the intended application
- ◇ Require xeriscaping for residential landscaping
- ◇ Promote xeriscaping in all commercial development and median plantings
- ◇ Promote the use of reclaimed water for agricultural irrigation
- ◇ Promote the reuse of reclaimed irrigation-quality water for irrigation of golf courses, when economically, environmentally and technically feasible.
- ◇ Encourage homeowners to tie into a regional water and sewer system
- ◇ Encourage the use of low volume shower heads and toilets for new developments and remodeling, when their effectiveness has been proven.
- ◇ Enforce the ban on daylight watering through code enforcement
- ◇ Consider promoting or requiring larger redevelopment sites to reduce surface water runoff through specified measures.

(Formerly Rec. 8B.1.)

End of Recommendations

Appendix: Section 1

West Boynton Area Community Plan Work Program

In addition to establishing goals and objectives at the beginning of the planning process, Planning Division staff wrote a work program that outlined the specific steps needed to complete the project. The work program is presented in outline format below.

1. Establish Goals & Objectives

2. Research Project

- 2.1. Obtain Maps of Area
 - 2.1.1. Define Study Area Boundary
 - 2.1.1.1. Create blueline maps of area without final boundary
 - 2.1.1.2. Coordinate with Graphics Division for work on maps/graphics
- 2.2. Research and Map Existing Land Uses
 - 2.2.1. Conduct Windshield Survey of Land Uses
 - 2.2.1.1. Drive area and record land use
 - 2.2.1.2. Record land uses by color on map
 - 2.2.1.2.1. Enlist help of GIS/Graphic Division of PZ&B
- 2.3. Contact Affected Agencies & Key Individuals
 - 2.3.1. Involve Pertinent Agency Contacts with Study Group Education Process
 - 2.3.2. Retrieve Information from Other Necessary Agencies
- 2.4. Obtain Boynton Beach City Information
 - 2.4.1. Review Boynton Beach Zoning Code
 - 2.4.2. Review Boynton Beach Comprehensive Plan
 - 2.4.3. Collect Boynton Beach City Maps
- 2.5. Review existing draft Agricultural Reserve Study and Recommendations
- 2.6. Review All Inter-local Agreements as a basis for this plan

3. Develop a Slate of Possible Issues and Related Tasks

- 3.1. Annexations
 - 3.1.1. Map Future Spheres of Influence
 - 3.1.2. Make Recommendations Regarding Annexation Inter-local Agreement
 - 3.2.2.1. Develop a Process for Orderly Annexations
 - 3.1.3. Create positive climate for continued coordination between the County and the City of Boynton Beach
 - 3.1.4. Designate future land use for both the County and City of Boynton Beach, so that no changes occur after annexation
- 3.2. Land Use Issues & Comprehensive Plans
 - 3.2.1. Inventory all Commercial
 - 3.2.1.1. Determine areas for commercial nodes
 - 3.2.1.2. Extrapolate market need for commercial development
 - 3.2.1.3. Develop mechanisms that prevent future strip commercial development along thoroughfares
 - 3.2.2. Seek to balance residential with non-residential land uses
 - 3.2.3. Inventory PUDs to see if:
 - 3.2.3.1. Approved yet unbuilt development exists
 - 3.2.3.2. Consolidation of unbuilt, approved development can occur

- 3.2.4. Make general statement on the direction of Ag. Reserve
- 3.3. Zoning Issues
 - 3.3.1. Determine if Edge Relationship Problems Exist
 - 3.3.2. Determine if Other Disputes Exist
- 3.4. Housing Issues
 - 3.4.1. Assess What is the Existing Housing Stock?
 - 3.4.3. Assess Built-Out Scenario
- 3.5. Transportation Issues
 - 3.5.1. Determine Traffic Counts/ LOS Breakdowns
 - 3.5.2. Research All Road Widening and Improvements
 - 3.5.3. Map All Future Road Corridors
 - 3.5.4. Research All Signalization Problems
 - 3.5.5. Assess All High Accident Locations
 - 3.5.6. Determine if Planned Projects Meet the Traffic Performance Standards Ordinance
 - 3.5.7. Investigate mass transit alternatives and tie into land use types
- 3.6. Aesthetics
 - 3.6.1. Determine if There Are Needs for a Design Study
 - 3.6.2. Investigate Any Possible Architectural Themes/Identity for Area
 - 3.6.3. Research Tree Planning/Landscaping Programs
 - 3.6.4. Investigate Possible Road Corridor Beautification Programs
- 3.7. Other Infrastructure Needs
 - 3.7.1. Water?
 - 3.7.2. Sewer?
 - 3.7.3. Utilities?
 - 3.7.4. Drainage/flood Hazards?
 - 3.7.5. Park/Greenway/Bikeway Needs?
 - 3.7.6. Fire/Rescue?
- 3.8. Other Possible Opportunities for Area
 - 3.8.1. Identity
 - 3.8.2. Proximity to Other Amenities
 - 3.8.3. Investigate Possible Unexplored Employment Opportunities
 - 3.8.4. Determine if Potential Employers Can Be Attracted to Area

4. Publicity to Promote Community Plan

- 4.1. Contact Newspaper for Article on Community Plan
- 4.2. Contact Neighborhood Association Leaders in Area

5. Meet with Other Departments to Consult on Plan

- 5.1. Meet Within PZ&B
 - 5.1.1. Meet with Planning Staff
 - 5.1.1.1. Establish Boundaries of Study Area to be Presented to Study Group
 - 5.1.2. Meet with Zoning & Building Divisions
 - 5.1.2.1. Present goals & objectives of plan
 - 5.1.2.2. Solicit comments/suggestions for plan of action
 - 5.1.2.3. Gather additional data
- 5.2. Meet with other County Agencies to Present Plan Goals & Objectives & to Gather Data
 - 5.2.1. Engineering
 - 5.2.2. Parks & Recreation
 - 5.2.3. Fire & Rescue
 - 5.2.4. Water Utilities
 - 5.2.5. Sheriff's Office

- 5.3. Contact/Meet with Florida Department of Transportation
- 5.4. Contact/Meet with DCA for Direction/Examples

6. Select Committee Members & Facilitator

- 6.1. Limit Study Group to 10 Members
- 6.2. Choose Appointees to Represent a Balance of Interests
 - 6.2.1. The Planning Division Appoints Four Members
 - 6.2.1.1. One of the Four Members Represents the Agricultural Reserve Area
 - 6.2.1.2. One of the Four Members Represents the Hagen Ranch Road Area
 - 6.2.1.3. Two of the Four Members Represents Interests Identified by Planning Division and Are Selected Last so as to Enhance Balance
 - 6.2.2. COBWRA Appoints Three Members
 - 6.2.3. The City of Boynton Beach Appoints Three Members
- 6.3. Choose a Facilitator to Lead Study Group
 - 6.3.1. Facilitator with Neighborhood Planning Background Comes from Planning Division Staff

7. Carry Out Process of Community Planning Meetings

- 7.1. Hold Public Community Meeting to Launch Program and Gain Greater Public Input
 - 7.1.1. Decide on Location and Date of Meeting(s)
 - 7.1.2. Arrange for Meeting Needs
 - 7.1.2.1. Adequate seating
 - 7.1.2.2. Microphones
 - 7.1.2.3. Podiums
 - 7.1.2.4. Chalkboards
 - 7.1.2.5. Easels
 - 7.1.3. Publicize Meeting Through the Media
 - 7.1.4. Facilitator/Moderator introduces Him/Herself and Any Other Planning Division Staff Present
 - 7.1.4.1. Give short professional/personal background
 - 7.1.5. Introduce Study Group (During Public Meeting)
 - 7.1.5.1. Give background for each study group member as introduction
 - 7.1.6. Present Preliminary Issuers
 - 7.1.6.1. Use graphics and maps to illustrate points and keep audience's attention
 - 7.1.7. Take Public Comments & Questions
 - 7.1.7.1. Discuss briefly each issue raised so that audience feels heard
 - 7.1.7.2. Write down all suggestions and comments on easel paper to affirm recognition
- 7.2. Hold Regular Bi-Weekly Study Group Meetings (August - December 1992)
 - 7.2.1. Decide on Location and Date of Meeting(s)
 - 7.2.1.1. To be held at the City of Boynton Beach Fire Station No. 3 on the corner of Miner Road and Congress Avenue
 - 7.2.1.2. To meet every other Wednesday over approximately four months
 - 7.2.2. Arrange for Meeting Needs
 - 7.2.3. Facilitate Meetings and Focus on Issue Identification
 - 7.2.4. Bring in Experts to Educate Study Group on Issues

- 7.2.5. Finalize Goals and Objectives of Plan
- 7.2.6. Develop Strategies to Solve Problems
- 7.2.7. Determine Study Group Recommendations

8. Write Draft Report

9. Plan Review

- 9.1. Take Draft Report to Study Group for Review and Comment
 - 9.1.1. Hold Specific Meeting to Hammer Out Changes/Revisions
 - 9.1.2. Schedule Additional Meetings for Draft Revisions as Needed
- 9.2. Incorporate Revisions into Plan
 - 9.2.1. Distribute Second Draft Copy to Study Group for Review
- 9.3. Reach Consensus During Final Study Group Meeting
 - 9.3.1. Finalizes Document During Final Study Group Meeting
 - 9.3.2. Either include Minority Opinions or Reference Minority Opinion in Some Manner
 - 9.3.2.1. Group decides how to reference minority opinions
- 9.4. Contact Other County Departments for Review of Draft Plan
 - 9.4.1. Incorporate comments
 - 9.4.2. Reconvene study group if changes are significant and review

10. Hold Final Public Hearing to Present Plan to General Public

- 10.1. Facilitator/Moderator Introduces Him/Herself
 - 10.1.1. Give Short Professional/Personal Background
- 10.2. Introduce Study Group
 - 10.2.1. Background of Each is Presented
- 10.3. Present Issues
 - 10.3.1. Use Graphics and Maps as Needed
- 10.4. Present Recommendations
 - 10.4.1. Use Graphics and Maps as Needed
- 10.5 Take Public Comments & Questions
 - 10.5.1. Record Public Comments on Easel Board

11. Write Final Draft of Community Plan

12. Forward Final Report to the Board of County Commissioners and the City Council of Boynton Beach for Adoption

- 12.1. Set Date for BCC Presentation and Adoption
- 12.2. Set Date for City of Boynton Beach Presentation and Adoption

13. Implementation of Plan/Recommendations: Place Within Work Programs of Affected Agencies

Appendix: Section 2

Objective 8 of the Comprehensive Plan

Neighborhood planning is discussed in the Land Use Element of the Comprehensive Plan under Objective 8. It states:

Policy 8-a: The County shall allow for the creation and adoption of neighborhood plans for existing developments throughout the unincorporated area of the County.

Policy: 8-b: Within one year of the County's adoption of its amended Land Development Codes, the County shall establish guidelines and rules for preparation and submittal of neighborhood plans and procedures for amending the Palm Beach County Land Development Codes to reflect neighborhood plans as approved by the Board of County Commissioners. The requirements and procedures shall include the following:

- Neighborhood plans shall not be submitted by a single land owner. These plans are for the benefit of current and future residents of the neighborhood. Plans shall be prepared by or on behalf of the residents and must be submitted to the Department of Planning, Zoning and Building;
- Neighborhood plans must show the effect of implementation of the plans on neighbors not included in the plan;
- The Department will review a neighborhood plan against the Goals, Objectives and Policies of the Palm Beach County Comprehensive Plan and shall make recommendations to the Board of County Commissioners for action;
- Provisions shall insure that the neighborhood plan reflects the desires of a sufficient proportion and number of neighborhood residents; and
- Neighborhood plans shall include a description of the program used to generate public input during preparation of the plan.

Appendix: Section 3: Additional Background on the 1989 Comprehensive Plan

The 1989 Comprehensive Plan Land Use Element

In 1985, the Growth Management Act required all municipalities and local governments to create and adopt comprehensive plans that would guide future land use decisions. The County adopted its Comprehensive Plan on August 31, 1989, after review by the Palm Beach County Land Use Advisory Board, the Department of Community Affairs (DCA) and the Board of County Commissioners. Since DCA administers the Growth Management Act and all related legislation, that agency ultimately approves all local comprehensive plans. In addition, DCA must review and approve all amendments to the many comprehensive plans effective throughout the State of Florida.

An analysis of the different land uses in a study area and their spatial relationship to each other constitutes one of the most important components of a neighborhood or community plan. A successful plan must also ensure a proper balance of land uses that serve the residents needs for housing, shopping and recreation and support the industrial, agricultural and civic needs of the residents of the entire County.

The policy of guiding new development into areas where urbanization is appropriate, environmentally sound and least costly to serve, while conserving future options for development, forms the basis for the Land Use Element of the 1989 Comprehensive Plan. The WBACP supports infill development in the east, the preservation of agriculture and rural uses in the west and the preservation of the quality of life.

Amendments to Comprehensive Plans

Six recommendations of the WBACP suggest changes to the Comprehensive Plan to facilitate either balancing land uses or promoting greater coordination between land uses and mobility. DCA allows amendments to the County's Comprehensive Plan twice a year. In addition, a local government may transmit small scale amendments for review by DCA at any time.

DCA reviews amendments based upon consistency with the State Comprehensive Plan and compliance with the adopted levels of service. Level of service standards ensure that the facilities and infrastructure necessary for development, such as drainage and roads, are available at the time of development.

Coordinating Goals and Objectives

The recommendations of a community plan should reinforce the overall goals, objectives and policies of the Comprehensive Plan. The Comprehensive Plan calls for the County to redirect growth to the east where services are available, encourage redevelopment of the coastal communities, provide for orderly growth, supply facilities and services, and implement County-wide growth management strategies. These policies also apply to the WBACP.

In addition to the Land Use Element, the Comprehensive Plan includes other elements required by Florida law, such as Recreation and Open Space, Traffic Circulation, Infrastructure and Housing. The Comprehensive Plan also contains optional elements such as Education and Library Services. The WBACP citizen's study group recommendations address several of these elements, especially Land Use and Traffic Circulation.

Entitlement

The Comprehensive Plan establishes other parameters of development. The policy of entitlement ensures that, while the County limits development, an owner can still develop a parcel under certain circumstances. Entitlement indicates the maximum development (density) allowed on a piece of property in the event that the applicant cannot meet concurrency and if the available level of service capacity cannot support the proposed development. However, the County cannot issue development orders for projects at entitlement density unless the applicant can demonstrate that at least he/she can meet the levels of service for drainage. Entitlement densities permit use of the land until the owner can satisfy the concurrency provisions.

Underlying Future Land Uses

Some future land use designations assigned to parcels in west Boynton contain alternative underlying uses to the principal future land use designation. For example, an alternative residential underlying future land use accompanies all commercial future land use designations. If commercial development is not feasible, residential development is allowed. Similar to entitlement, an alternative underlying future land use allows development of a parcel with limitations. If the BCC approves the underlying use, the Planning Division removes the former principal future land use classification from the Future Land use Atlas and the use of the property is then limited to the existing use.

Appendix: Section 4: TNDs

Traditional Neighborhood Development (TND)

The Traditional Neighborhood District (TND) land use category encourages compact, mixed-use development that is sensitive to natural features and scenic areas, promotes mass transit and facilitates efficient use of services within the County. The TND name has roots in the pre-automobile model of towns (prior to 1945). Dense, mixed use patterns meant that homes existed within walking distances of businesses and employment.

In reviewing the current requirements for a TND in the County's ULDC, the study group identified a number of parameters that appeared to be problematic for use within the WBACP boundaries. For example, the minimum distance requirement between any two TNDs is ten miles. The minimum TND size is two square miles. The minimum commercial component for the County's prescribed TNDs is between 4 and 15 percent. The main purpose of this is to internally capture vehicle trips within the TND, therefore reducing the number of trips on area thoroughfares. Other TND key land use ranges specified in the ULDC are:

- Residential: 51%
- Commercial/office: 1.5 Floor Area Ratio (FAR)
- Light industrial/work place: 2-20% & 2.0 FAR
- Recreation/open space: minimum of 10%
- Civic/institutional: minimum of 4%

TND Comparative Notes: Commercial FARs

The following contains comparative notes to educate the uninitiated reader about various magnitudes of size when analyzing TNDs.

To figure commercial floor area ratios (FARs):

$$\frac{\text{Square feet of building}}{\text{Square feet of site}} = \text{FAR}$$

(Note: 43,560 sq. ft. = 1 acre)

An Example

A typical shopping center averages 10,000 square feet per acre.

If a shopping center occupies 40 acres (43,560 sq. ft. x 40 acres) = 1,742,400 sq. ft. of land and has a 400,000 sq. ft. of building space, then the FAR is figured:

$$\frac{400,000 \text{ sq. ft. of bldg}}{1,742,400 \text{ sq. ft. of land}} = \text{FAR of .23}$$

A Real World Comparison

The Wellington PUD has the following:

- 176 acres of commercial (all built)
- 1,700,000 sq. ft. of commercial building space
- 14,500 dwelling units
- Serves approximately 33,640 people
- An average FAR of .23
- For every 10,000 sq. ft. of commercial, it serves approx. 200 people or 86 units

Typical FAR Sizes in Unincorporated Palm Beach Co.

- Typical commercial FAR range for Palm Beach County: .18 -.23
- Maximum commercial FAR developers typically ask for: .28
- Maximum commercial FAR allowed in a PUD in Palm Beach County: .35
- Maximum commercial FAR allowed in a TND in Palm Beach County: 1.5

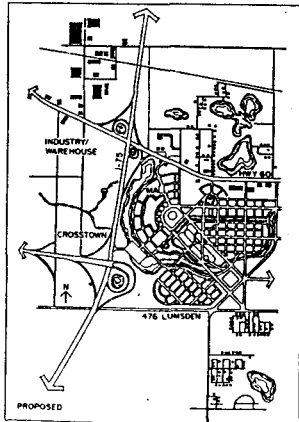
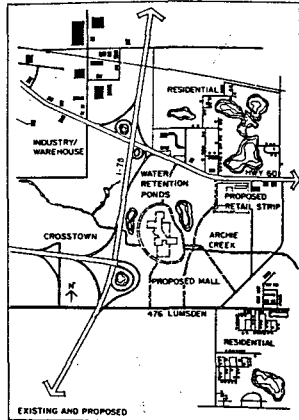
Study Group Suggestions for TNDs

The study group decided that the County's Planning and Zoning Division staff should further research the TND size issue. County staff should consider the following concepts when rewriting the TND language within the ULDC and the Comprehensive Plan:

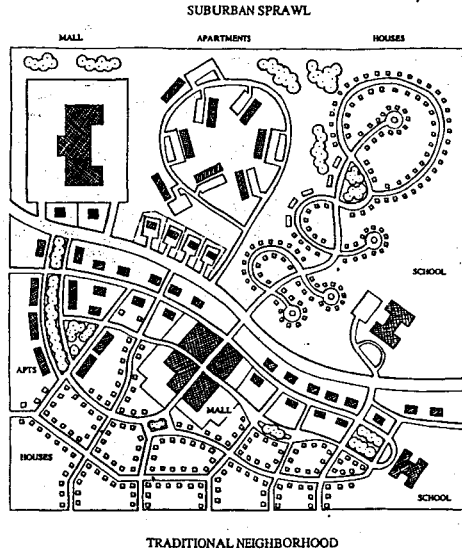
- Reduce the 2 square mile (1280 acres) minimum size requirement down to a range of 100-200 acres with a minimum of 4 'neighborhood proper' and not to exceed 2400 dwelling units (DRI threshold)
- Continue to require at least 51% residential land use
- Substantially reduce or remove the distance requirements between TNDs
- Allow greater flexibility in the commercial/office land use classification, not to exceed 10,000 sq. ft. of commercial for every 100 units, recognizing that internal capture may not be possible
- Lower the minimum requirement for light industrial/work place from the established measure of 2.0 FAR and 2%
- Remove the internal trip capture requirements of TNDs for industrial, employment and/or commercial
- Consider a new name such as Traditional Residential Districts (TRDs) for TNDs that no longer meet the internal trip capture requirements for employment and/or commercial and have a substantially reduced size
- Continue to require at least 10% recreation and open space land use
- Require at least 2% civic/institutional land use.

The West Boynton Area Community Plan Traditional Neighborhood District Notes Basic Concepts

A study by University of South Florida students compares the current proposal for a shopping center at one interchange along the I-75 corridor (13) with a plan that makes the shopping center a nucleus of a future compact community (14).
Plan by Jeffrey Conner and J. Tezada; studio critics: James Moore and Jonathan Barnett.

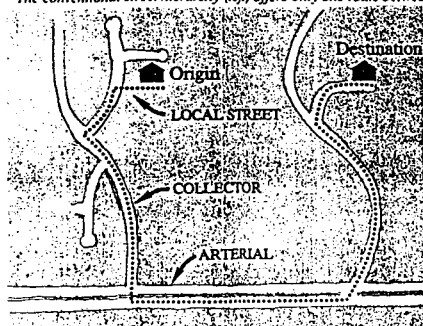


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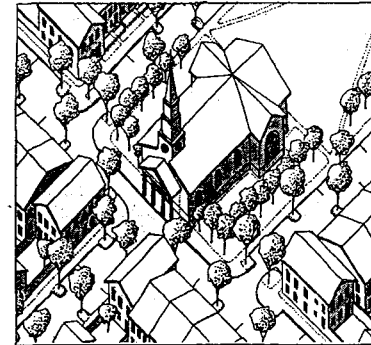
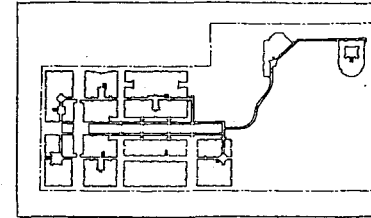
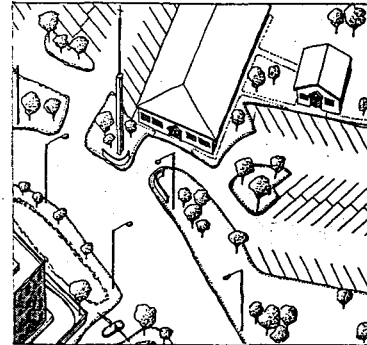
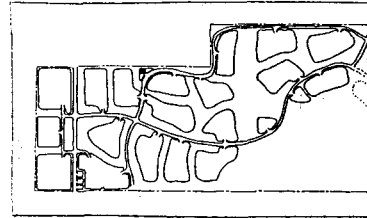


How low-density sprawl compares to traditional development.

The conventional street hierarchy (left) offers only one route between origin and destination. The grid system offers a multitude of routes.



APA PAS MEMO NOV. 1990



Typical suburban sprawl (left) contrasted with a New Urbanist proposal (right). The street system organizes a collection of defined neighborhoods. Churches and other civic buildings anchor community open spaces rather than float in parking lots.

Studies by Dover, Correa, Kohl, Cockshutt, Valle for Florida's Treasure Coast Regional Planning Council.

FIGURE 1: COMPARISON OF PLANNING CONCEPTS

<ul style="list-style-type: none"> Nontraditional Terms Rectilinear Street Grid Narrow Streets Sidewalks at Curb On-Street Parking/Parking in Structures Allies behind Buildings Semienclosed Spaces (Village Greens, Plaza, etc.) Shallow Setbacks Shopping on Main Street Mixed-Use Neighborhoods 	<ul style="list-style-type: none"> New Communities Curved Streets/Loops/Culs-de-Sac (Curvilinear) Wide Streets Meandering Sidewalks/DE-Street Paths DE-Street Surface Parking Access Only from Street Open Spaces (Greenbelts, Golf Courses, etc.) Deep Setbacks Enclosed Malls/Strip Centers Single-Use Neighborhoods
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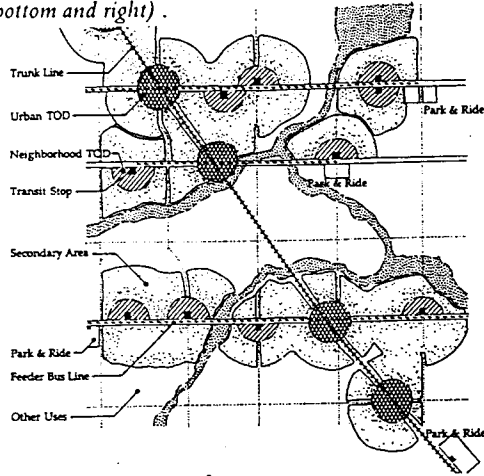
Source: Reid Ewing, *Developing Successful New Communities* GRI—the Urban Land Institute, 1991.

January 1992 • Urban Land

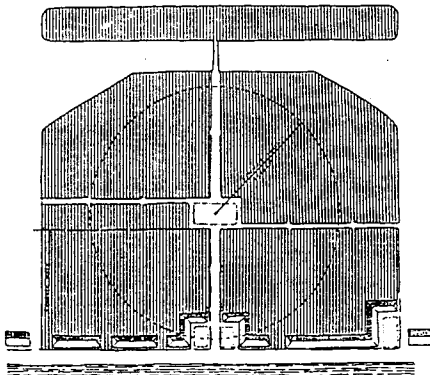


The Palm Beach County Planning Division
Planning, Zoning & Building Department
November 2, 1994

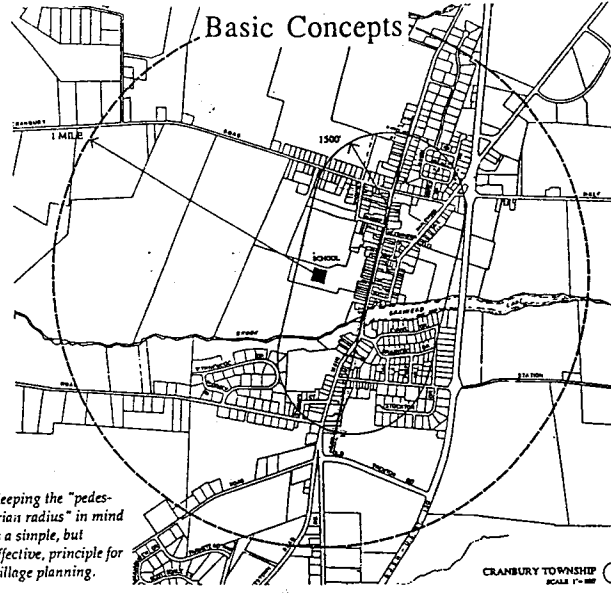
Calthorpe Associate's TOD (transit-oriented development) concept combines regional transportation and land-use strategies with detailed plans for proposed transit-oriented communities (bottom and right).



Each neighborhood is designed to accommodate all daily needs within a 5 minute walking distance. The neighborhood is organized around a central green with space reserved for day care, shopping and meeting needs of the surrounding residences.



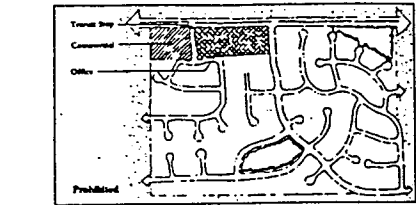
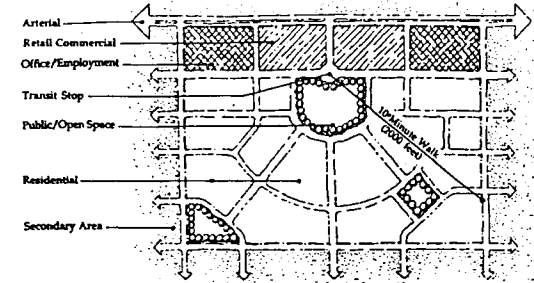
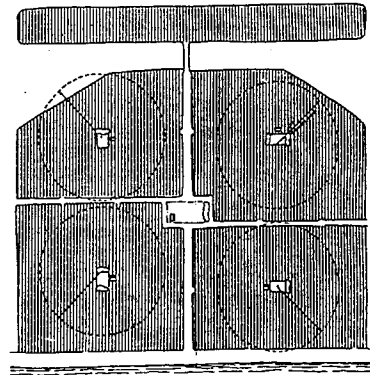
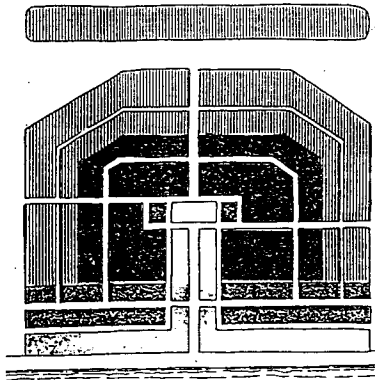
The West Boynton Area Community Plan Traditional Neighborhood District Notes



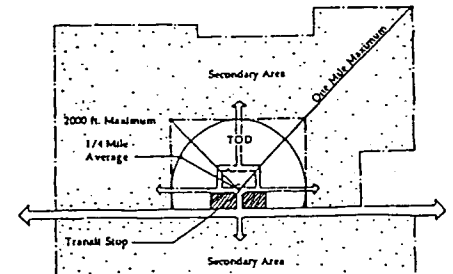
Keeping the "pedestrian radius" in mind is a simple, but effective, principle for village planning.

Densities are distributed from the commercial frontage along the lake, high density townhouses immediately adjacent, side-yard houses making up the heart of the neighborhood delivering to the large acre detached houses at the fringe.

Local parks are distributed within a 3 minute walking distance of all parts of the neighborhood.



The Calthorpe transit-oriented development (TOD) pattern, top, emphasizes easy access to a central transit stop and central park space, while the haphazard pattern of the typical suburban community, bottom, makes access to transit, parks, and commercial development difficult.



Credit: Calthorpe Associates
In this diagram of a transit-oriented development (TOD), only the shaded area at center is necessarily mixed-use; secondary areas are auto-oriented residential housing.

The Urban Ecologist, Fall 1991 (Northern Hemisphere)



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The West Boynton Area Community Plan Traditional Neighborhood District Notes

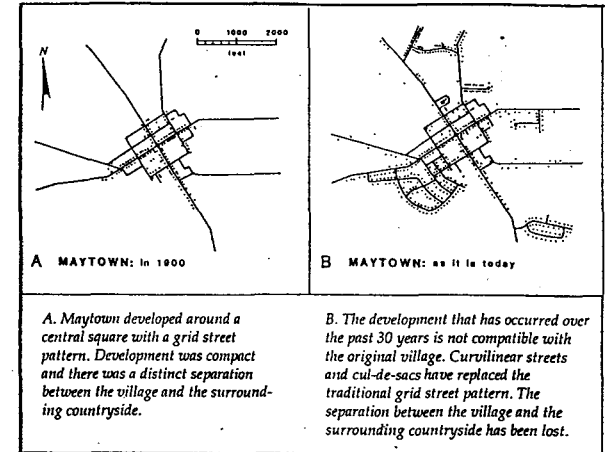
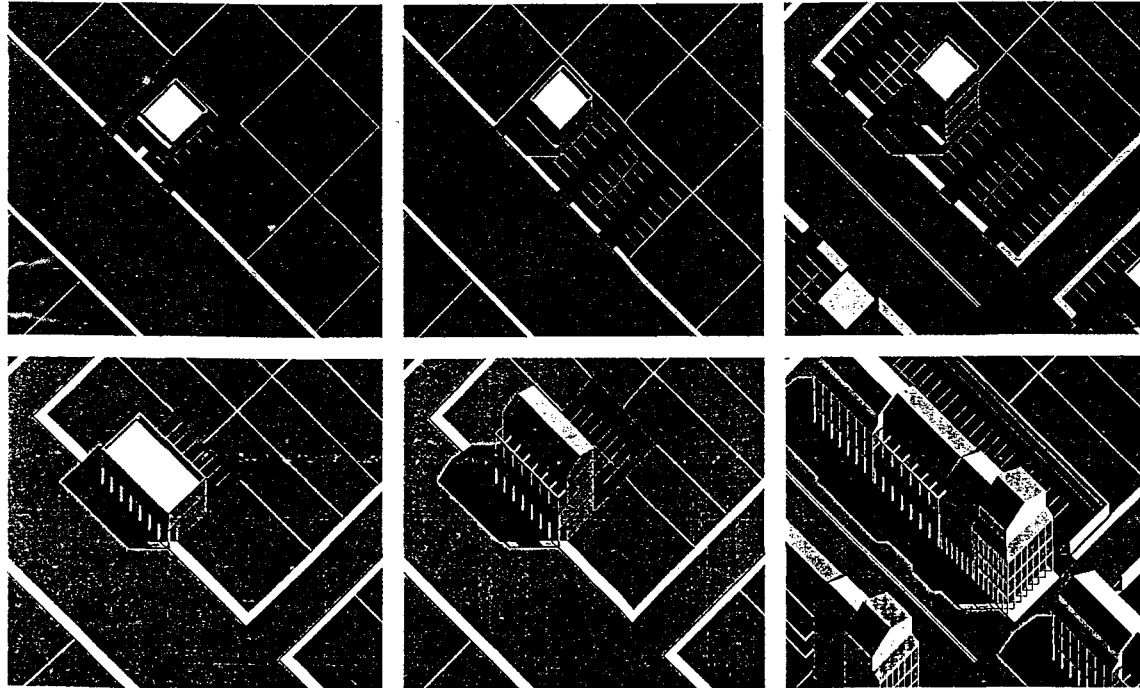
Placement of Buildings and Street Patterns

Sequential diagrams, illustrating the consequences of Riviera Beach's present and proposed codes (this page), show how both of the future scenarios (opposite) would be realized.

Excessive setbacks and parking requirements now force buildings back from the street and away from each other as they increase in size (top series). The resulting large distances between buildings and "sea of parking" create a hostile pedestrian environment.

By contrast (bottom series), Riviera Beach's proposed urban code aligns buildings of varying sizes with the street edge, relocates parking to the rear of each lot and introduces a continuous arcade above the sidewalk.

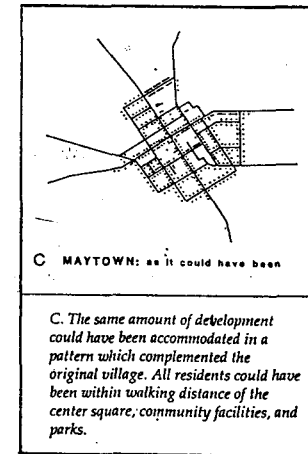
Accommodating both cars and pedestrians, the former strip again functions as a real main street. Also, since parking can now be shared among several businesses, less of it is needed so buildings can occupy a greater proportion of each lot.



A. Maytown developed around a central square with a grid street pattern. Development was compact and there was a distinct separation between the village and the surrounding countryside.

B. The development that has occurred over the past 30 years is not compatible with the original village. Curvilinear streets and cul-de-sacs have replaced the traditional grid street pattern. The separation between the village and the surrounding countryside has been lost.

The central planning issue is the village's role in its setting. Consider what happened with Maytown.



C. The same amount of development could have been accommodated in a pattern which complemented the original village. All residents could have been within walking distance of the center square, community facilities, and parks.



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TND Size

HOW LARGE SHOULD A VILLAGE GROW?

When the policies of a municipality encourage some degree of growth around the edges of the village, the amount, location, and type of growth must be determined. While no "cookbook" approach is valid everywhere, a few basic principles—all frequently encountered in the work of the neotraditional town planners—are worth considering.

The first of these is keeping the "pedestrian radius." The quarter- to half-mile radius from the village center is generally considered to mark the limit that most people are willing to walk. The study of three New Jersey villages discussed in Chapter 1 showed that the half-mile radius effectively delimited each village. Urban development consultant Lawrence Houstoun, Jr., a resident of the village of Cranbury, cites a classic principle of neighborhood

planning as practiced by Clarence Perry and the other new town planners of the 1920s and 1930s—a neighborhood should be defined by walking distance from the elementary school. This principle was also used in the most successful new towns of the 1960s, notably Columbia, Maryland. Although not all villages possess their own elementary school, the approximate radius of a quarter- to a half-mile still applies. Since most existing villages are composed of narrow lots along one or more main streets, there is usually ample vacant land to the rear to permit expansion within these limits.

The second principle of village expansion is that the mixed-use character of the existing village should be carried through in any new development. Even the introduction of dwelling types new to the village, such as townhouses, can be accomplished if they are integrated into a varied streetscape. However, a single-family detached neighborhood next to one of townhouses or apartments perpetuates the typical suburban segregation of uses. Unfortunately, most developers specialize in building and marketing a specific housing product and are uneasy about mixing it with other housing types. A village district ordinance can foster the integration of such uses by allowing for variable lot widths for different dwelling types and requiring a mix of uses on each block in all but the smallest developments.

The third principle is that new streets should extend the pattern of existing streets. Most American towns were laid out in a grid pattern, and most of today's neotraditional town planners embrace some variant of the grid as the best means for dispersing traffic and maximizing connections between streets and neighborhoods. The rigidity or looseness of the grid will be determined by topography, natural breaks such as stream valleys, and the existing street pattern. Short blocks, diversity of housing types, and streets that terminate at some sort of destination, like a central green or a public building, help to avoid the monotony that an uninterrupted grid pattern can create. Moreover, the grid need not be entirely

The West Boynton Area Community Plan Traditional Neighborhood District Notes

Jobs/Housing Balance (San Fernando Valley Subregion)

	Jobs	Step	Housing	Step	Jobs/ Housing Ratio	Step	Notes
Base Year (1984)	580,900	(1)	454,000	(2)			From Growth Management Plan
2010 Trend	851,100	(3)	633,700	(4)			From GMP
2010 Policy	809,800	(5)	643,000	(6)			From GMP
Increase to 2010 per Trend	270,200	(7)	179,700	(8)	1.50	(11)	Calculate
Increase to 2010 per Policy	228,900	(9)	189,000	(10)	1.21	(12)	Calculate

- Step 13: Increase in jobs provided by the project (21,358)
 Step 14: Divide increase in jobs by "Policy Ratio" (See Step 12) $(21,358 + 1.21 = 17,635)$
 Step 15: Divide increase in jobs by "Trend Ratio" (See Step 11) $(21,358 + 1.50 = 14,204)$
 Step 16: Compute the difference between the above two steps $(17,635 - 14,204 = 3,431)$
 Step 17: Increase in housing provided by the project (3,995)
 Step 18: If Step 16 is larger than Step 17, the difference is the number of dwelling units that should be associated with the project. (Note: Porter Ranch will have to add 36 units.)

FEB. 1991 URBAN LAND

In many ways, it is easier to define what a jobs/housing balance is not than to define what it is. Clearly, jobs and housing are out of kilter when large numbers of workers, often young parents, have to spend two to three hours a day getting to and from work because they cannot afford to live closer.

A jobs/housing balance often is expressed as a ratio—the number of employees relative to the number of housing units. If a community's workers were the sole wage earners in their households, a ratio of 1 might signify balance. However, with most households supported by two or more workers, and allowing for housing vacancies, a more reasonable ratio for most communities is 1.4 to 1.6 jobs for every housing unit.

Jobs/housing ratios only indicate the potential for balance. The degree to which that potential is realized is a matter of the share of jobs in an area actually filled by residents, or conversely, the share of an area's jobholders who also live in the area. Thus, in order to shorten commutes, reduce energy consumption and air pollution, promote social equity, and achieve other benefits of balanced growth, it is not enough simply to attain roughly 1.5 jobs for every housing unit. More important, there must be a match-up between the earnings of local workers and the cost of local housing as well as between the skill levels of local residents and local job opportunities. From a public policy standpoint, a jobs/housing balance means matching housing supply to area workers' earnings and targeting new jobs to areas where qualified workers live or will live.

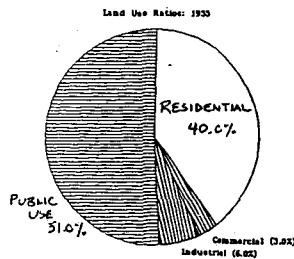
The folly of relying only on jobs/housing ratios as a public policy target is demonstrated by two San Francisco Bay Area communities. In the mid-1980s, Walnut Creek and Mountain View, both medium-sized suburbs, had jobs/housing ratios of around

1.3 to 1.5, which on simple numerical grounds would suggest fairly good balance. However, less than one-quarter of either's residents worked within the community. Eighteen percent of jobholders in Walnut Creek lived in town, while only around 14 percent of Mountain View workers resided locally.

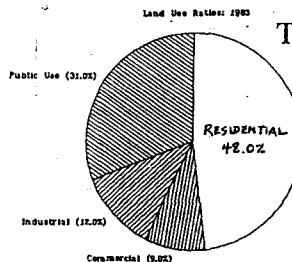
As a public policy, then, a jobs/housing balance involves introducing programs in job-rich areas to attract new houses and apartments suited to the full range of earnings and preferences of workers; and in housing-rich areas to attract companies and businesses with hiring needs that match local skills and qualifications. Institutionally, a jobs/housing balance means that an area's housing authority is working toward providing more affordable housing near major job centers, its economic development agency is seeking to attract new industry and businesses to areas with a qualified or potentially qualified labor pool, and the region's council of governments is orchestrating the process; in particular, it is ensuring that infrastructure and services are sufficient to support new balanced growth.

Coalitions of governments play a particularly important role in that the primary goal is to achieve balanced growth at multi-jurisdictional or subregional levels. The problems resulting from jobs/housing imbalance, like traffic congestion and pollution, transcend the boundaries of any one community. The public policies aimed at bringing about balanced growth must likewise span jurisdictions. In areas with numerous small municipalities, balanced growth could very well be achieved even if some towns are veritable dormitory communities and others corporate enclaves, as long as they are reasonably close to each other. What matters is that there is some degree of spatial balance.

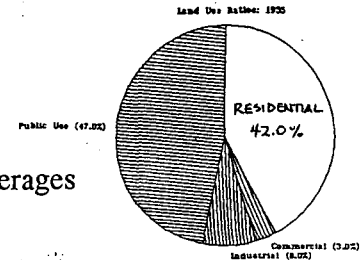
Large or Central Cities



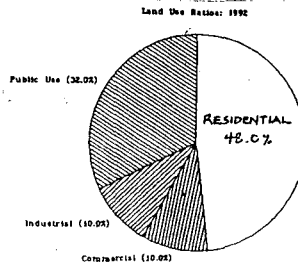
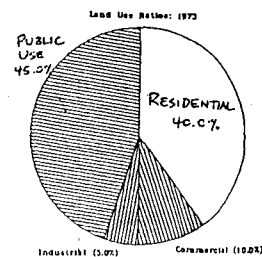
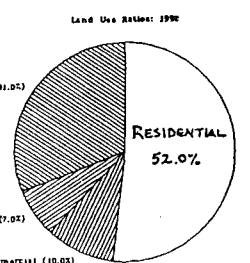
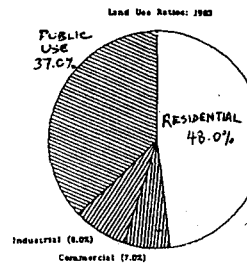
Large or Central Cities



Typical Land Use Mix: Averages



Small and Satellite Cities



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The West Boynton Area Community Plan Traditional Neighborhood District Notes Typical Land Use Mix of Selected Cities

LAND USE RATIOS (%) FOR COMMUNITIES UNDER 100,000								
City or Town	Pop	Res(SF)	Com	Ind	Pub	Ins	Pks	ROW
Aiken SC	14,978	65(60)	9	1	25	9	16	NA
Ambler PA	6,609	63	11	10	16	3	4	9
Amherst NY	66,100	43(40)	7	2	48	12	12	24
Asheville NC	62,000	69(62)	12	5	14	9	5	NA
Bellvue WA	87,900	65(37)	10	4	18	7	11	NA
Carlsbad CA	35,490	57(40)	5	9	29	3	17	9
Carrollton TX	32,992	39(34)	30	17	15	5	10	NA
Columbia MD	78,008	43(32)		20	37	NA	NA	NA
Costa Mesa CA	82,290	51(30)	12	15	22	13	9	NA
Elgin IL	63,798	37	5	4	54	10	12	32
El Monte CA	79,494	57	15	15	13	5	1	7
Evansville IN	73,706	45(30)	7	4	44	10	8	26
Flaherty NY	15,000	24(20)	4	1	70	25	33	12
Frisco CO	1,601	38	13	3	45	NA	NA	NA
Galveston TX	61,902	25(21)	5	25	44	19	25	NA
Highland Park IL	30,599	53	6	0	41	4	18	19
Hoffman Estates IL	44,761	46(37)	10	2	41	3	15	23
La Verne CA	26,561	67(58)	11	3	19	19	NA	NA
Lynwood WA	21,937	56(46)	22	3	19	13	6	NA
Manassas VA	22,200	52(41)	8	12	28	26	2	NA
Midway KY	1,410	54	7	1	38	24	NA	14
Montpelier VT	8,414	51(45)	6	6	37	7	15	15
Mount Prospect IL	58,381	65(57)	6	16	13	4	9	NA
Northbrook IL	30,778	46	7	8	39	7	13	19
Oak Creek WI	16,932	37(27)	8	12	43	6	23	14
Olathe KA	49,000	52(43)	7	6	35	14	9	12
Prentiss AZ	25,773	74(50)	8	4	14	NA	NA	NA
Pompano Beach FL	67,068	44(25)	10	17	39	4	17	8
Redding CA	52,745	64	11	12	13	8	5	NA
St. Peters MO	38,200	72	12	4	12	NA	NA	NA
Sedona AZ	7,309	74(71)	15	0	12	11	1	NA
Skokie IL	60,278	34	6	13	47	12	3	32
Versailles KY	7,250	50	9	19	23	9	NA	14
Wakefield MA	24,495	54(52)	5	3	38	8	6	24
West Hollywood CA	35,703	42(3)	22	3	33	3	1	29
RATIO AVERAGES		52(41)	10	7	31	NA	NA	NA

LAND USE RATIOS (%) FOR COMMUNITIES OVER 100,000								
City or Town	Pop	Res(SF)	Com	Ind	Pub	Ins	Pks	ROW
Albuquerque NM	384,736	57(47)	15	5	23	11	8	4
Atlanta GA	437,300	54	5	9	32		11	21
Aurora CO	231,600	44	21	17	18	NA	NA	NA
Austin TX	345,496	48(43)	7	5	38	7	5	26
Baltimore MD	786,775	42	27	6	25		16	9
Charlotte NC	395,434	61	10	6	24		21	2
Cleveland OH	505,613	35	5	15	45	6	7	32
Dallas TX	1,006,877	58(50)	8	12	22	5	8	9
Detroit MI	1,027,974	45(33)	5	9	44		13	31
El Paso NM	484,568	42(36)	6	10	42	15	5	22
Evansville IN	129,000	57	24	5	14	NA	8	6
Fort Worth TX	447,619	50(45)	7	12	31	6	13	12
Hartford CT	136,392	32	11	4	53	16	16	21
Honolulu HA	432,000	30	34	15	12	6	6	NA
Indianapolis IN	741,952	55(48)	7	10	28		28	NA
Leasing MI	127,321	60	6	10	24	11	13	NA
Lexington KY	213,844	58	8	8	25		18	7
Long Beach CA	440,000	48(32)	12	22	18	6	6	6
Madison WI	190,766	39	8	4	49	7	12	30
Norfolk VA	266,229	44(33)	9	4	43	27	6	10
Omaha NE	355,795	38	5	4	53		20	33
Peoria IL	113,000	52	8	6	34	7	21	6
Reno NV	100,756	36(25)	8	5	51	25	21	5
St. Paul MN	270,230	37	4	14	45	7	12	26
Salt Lake City UT	163,000	25(20)	7	9	59	7	7	45
Santa Clarita CA	121,163	70(59)	6	14	10	5	5	NA
Tampa FL	834,054	44(30)	15	26	15	10	5	NA
Tempe AZ	132,942	41(30)	8	10	41	11	16	24
Toronto CA	118,000	50	10	6	34	21	13	NA
Tucson AZ	330,570	52(39)	10	5	33	8	5	20
Youngstown OH	104,000	60	9	8	23	8	13	2
RATIO AVERAGES		48(38)	10	10	32	NA	NA	NA

EISNER & ASSOCIATES STUDIES, 1939 - 1985	
Use	Range of Percentages
Residential	35% to 39%
Commercial	4.8 to 5
Industrial	10 to 11
Streets	20 to 26
Open Space, Schools, Parks	10 to 18

**Figure 1
Commercial Land Ratios, Selected U.S. Cities, 1987**

City	1987 Population	Total Developed Area		Commercially Developed Area		Acres/1000 Population
		Land Area Sq. Mi.	Sq. Mi.	Percent of Land Area	Percent of Developed Area	
Arlington Heights, Illinois	69,600	16.6	15.7	94.6	1.7	10.8
Columbia, Missouri	66,554	44.5	22.5	50.1	1.8	8.1
Coral Springs, Florida	67,000	22.2	9.8	44.1	0.7	7.1
Cranston, Rhode Island	76,021	27.7	20.8	75.1	0.9	4.3
Escondido, California	86,861	34.7	19.8	57.1	1.6	8.1
Fort Collins, Colorado	87,740	35.4	19.8	55.9	1.5	7.6
Grand Prairie, Texas	94,819	68.0	19.7	29.0	2.3	11.7
High Point, North Carolina	61,509	34.4	23.7	69.0	1.4	5.9
Lake Charles, Louisiana	77,476	23.2	14.6	62.9	1.7	11.6
Nashua, New Hampshire	78,000	30.9	23.1	74.8	1.4	6.1
Ogden, Utah	68,638	28.2	21.7	77.0	1.5	6.9
Mean	76,462	34.9	19.5	55.9	1.5	7.7

Sources: City of Coral Gables Planning Department, unpublished material, 1987; and David B. Van Horn.

LAND USE RATIO COMPARISON OF SMALL CITIES

Use	1955	1983	1992
Residential(SF)	42%(36%)	48%	52%(41%)
Commercial	2	7	10
Industrial	8	8	7
Public Use	48	37	31
Institutional	11	13	NA
Parks & Rec.	4	5	NA
Streets & ROW	33	19	NA

LAND USE RATIO COMPARISON OF LARGE CITIES

Use	1955	1973	1983	1992
Residential(SF)	40%(22%)	40%	48%(39%)	48%(38%)
Commercial	3	10	9	10
Industrial	6	5	12	10
Public Use	51	45	31	32
Institutional	11		NA	NA
Parks & Rec.	7	19	NA	NA
Streets & ROW	33	26	NA	NA



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The West Boynton Area Community Plan Traditional Neighborhood District Notes

Consumer Preferences

Consumer Reaction to Neotraditional Planning Concepts

A survey conducted in 1989 by Fulton Research, Inc., of Fairfax, Virginia, sheds light on the preferences of housing consumers for the neotraditional planning approach. The relevant data—collected as part of a national homebuyer survey conducted for *Builder* magazine—indicates considerable variation in the acceptance of the neotraditional approach according to region, household structure, and housing type preference of the consumer.

The survey comprised over 2,000 home-shoppers visiting model houses. Included in a long list of questions was one asking respondents to choose between:

Community A, made up of homogenous neighborhoods where expensive houses are separated from less expensive ones, where townhouses are separated from single-family houses, and where all houses are separated from stores and office buildings; or

Community B, made up of mixed neighborhoods where different types and sizes of houses are in the same general area and where small stores and other commercial activities are nearby. Although not referenced as such in the survey, the second option embodies several qualities intrinsic to traditional neighborhood developments. It was preferred by only 34 percent of those surveyed. The first option, which describes conventionally planned suburban developments, was preferred by the remaining 66 percent.

As might be anticipated, the highest preference for the neotraditional approach was found in the Northeast and mid-Atlantic regions, where higher densities are often more readily accepted and where a tradition of small towns and villages is more firmly established.

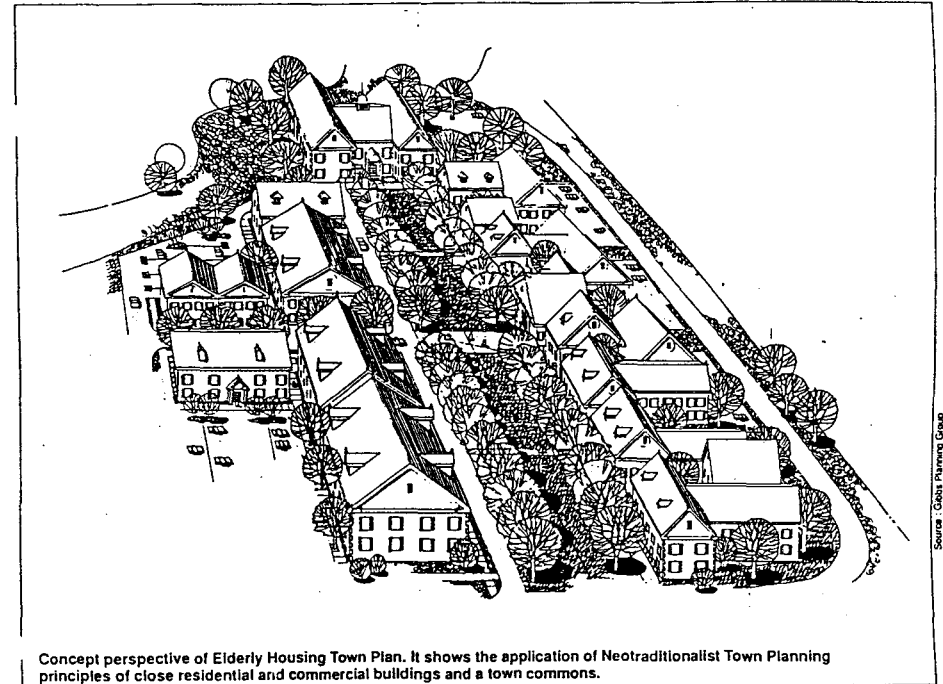
Overall, households indicating a preference for the neotraditional approach tend to be slightly younger and less affluent than those preferring the conventional approach. Singles and single parents, who constituted only a small percent of the total sample (14 percent and 3 percent respectively), are the most accepting of neotraditional communities.

Preference for neotraditional communities also varies in accordance with the type of house the consumer is intending to purchase. Generally, preference for neotraditional communities increases in line with the density of the housing type the consumer intends to purchase.

These limited data point to singles and households receptive to higher densities as the most enthusiastic market for neotraditional towns. But these households do not make up the bulk of the homebuying market. Most homebuyers are couples (with and without children) seeking single-family houses. For the time being, neotraditional communities still may tap this largest segment of the market for a relatively large share of their home sales because so few such communities are being built.

George A. Fulton, president of the survey research firm, offers this advice: "Before embarking on the development of a neotraditional community, the developer must carefully consider the market's willingness and ability to support the commercial and higher-density residential uses." Fulton suggests that the following questions be considered:

- Is the project located in an urban area where higher-density product lines have been established successfully?
- Does an adequate number of potential buyers fitting the required profile live within a reasonable commuting distance (say 10 miles)?
- Has the price premium to be placed on houses within the community been firmly established, and are those premiums sufficient to justify the project's development cost?
- Can the cost of the town center be justified, and what is its likely return as an amenity to the residential component of the community?
- Will there be sufficient demand to support the types of retail and commercial services contemplated in the development program? (Keep in mind that many historic traditional towns rely on tourist traffic to support the commercial base.)
- If it turns out that the town center is not economically justified or commercial loans cannot be secured, can the developer be held liable for the dissatisfaction of homebuyers who purchased houses predicated on their anticipated enjoyment of the commercial services and the lifestyle that was promised?

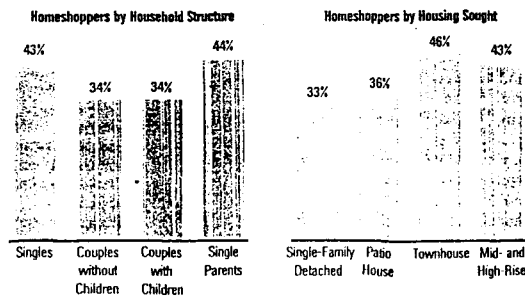
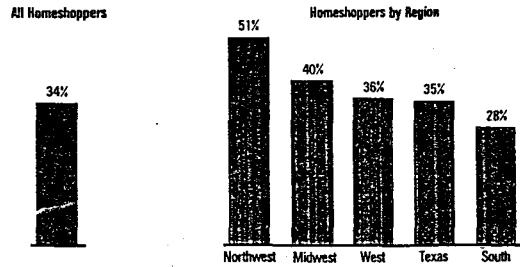


Concept perspective of Elderly Housing Town Plan. It shows the application of Neotraditionalist Town Planning principles of close residential and commercial buildings and a town commons.

Planning & Zoning News/January 1991

WHO PREFERS TRADITIONAL NEIGHBORHOOD DESIGN?

Percent of homeshoppers preferring a community of neighborhoods with mixed housing types and mixed uses to a community of homogenous neighborhoods.



Source: Fulton Research, Inc., 1989 survey of homeshoppers.

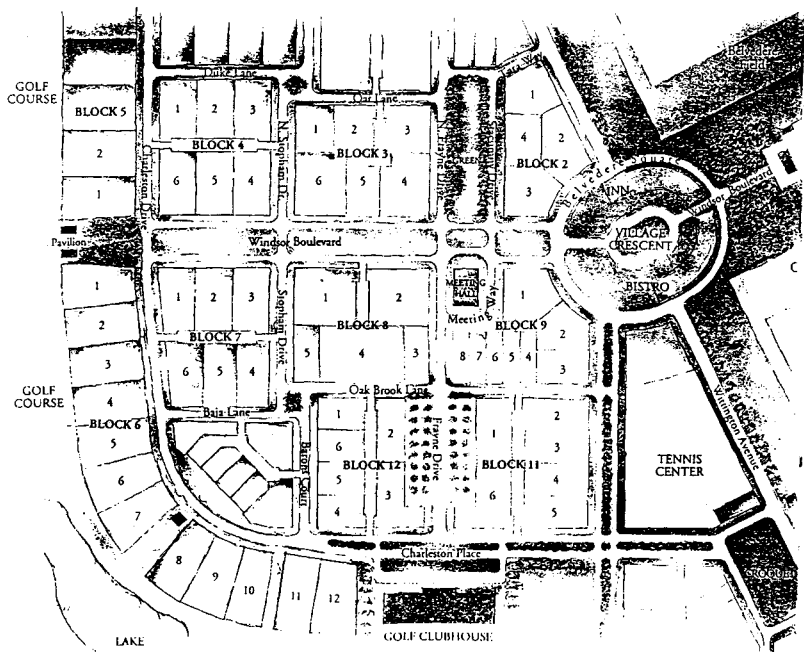
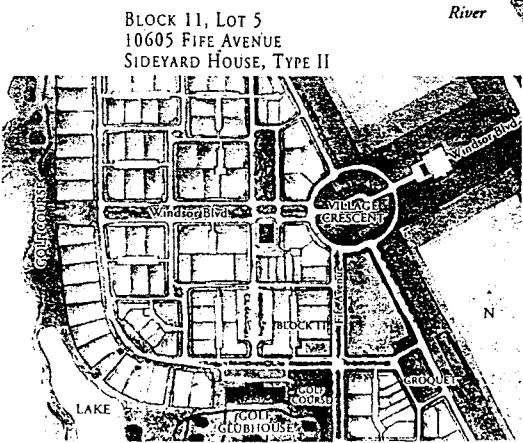
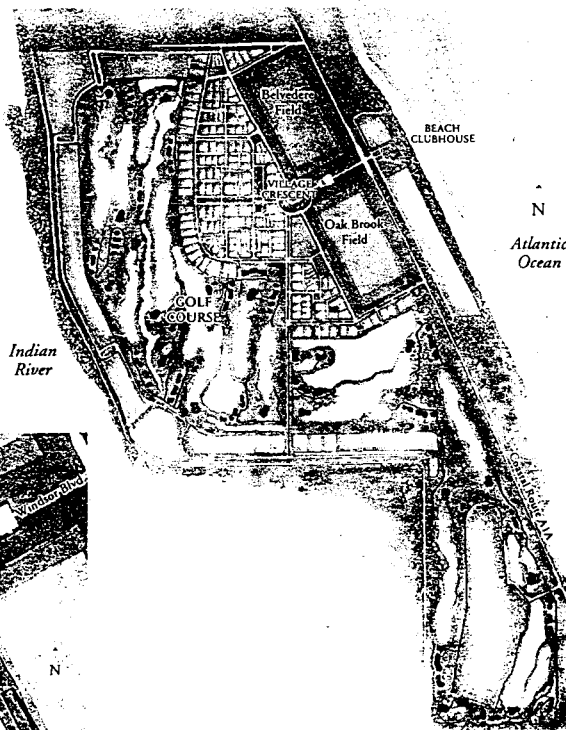


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The West Boynton Area Community Plan Traditional Neighborhood District Notes

The Windsor TND Example in Vero Beach, Florida Overall Site Plan

LOCATION MAP



WINDSOR
3125 WINDSOR BOULEVARD, VERO BEACH, FLORIDA



The Palm Beach County Planning Division
Planning, Zoning & Building Department
November 2, 1994

Appendix: Section 5: Additional Information on Roads

Roadway Maintenance

The Road and Bridge Division of Palm Beach County's Engineering Department handles the resurfacing of County roads. The division uses a computer model to weigh roadway volumes when determining which roads require re-paving. Then engineers visit a site to decide whether the roadway needs resurfacing. It should be noted that the Road & Bridge Division will not improve or maintain private roads even if they have access to a County thoroughfare. (For further information the public may contact the Road Bridge Division at 233-3950.)

Traffic Counts

Traffic counts, on the average, are taken every 6 months. These involve two measures: peak hour and average daily counts. Peak hour counts determine the heaviest traveled times of the day and average daily traffic counts measure traffic over a 24 hour period.

TAZs

The basic components of gathering transportation statistics comes from the Traffic Analysis Zone or TAZ. Similar to census tracts, TAZs are a Countywide geography that provides information on population, travel demands, vehicle trips, and other necessary measures that help traffic planner forecast the demand on roads. Refer to map titled "Traffic Analysis Zones Map (TAZs)" on page 27a for a visual depiction of zones for southern Palm Beach County.

Intersection Improvement Program

The Palm Beach County Intersection Improvement Program has a 3.5 million dollar budget. Improvements range from adding handicap ramps or signalization to reconstructing an entire intersection. The program is isolated from other road projects so its priorities can receive independent attention. In many instances, they do not require approval from the Board of County Commissioners. An intersection project generally begins with identification of the problem, analysis and design, and then construction within a short period of time (less than five years). Avoiding duplicity, the County targets those nodes not already scheduled for state or County road improvements.

Private Roads

According to the Palm Beach County Traffic Engineering Department, a large number of roads in the County are private. Homeowner associations or individual property owners who control up to the center line of a street, usually own these private roadways. Due to the prohibition of using public dollars to improve private property, the County does not maintain or improve private roads. Nonetheless, private owners can dedicate these roads to the County, thus making them public streets. In order for the County to accept private roads, the streets must:

- Be improved (paved, curbed & guttered, etc.) to County road standards
- Have a proper base sediment
- Possess sufficient right-of-way
- Have proper drainage.

The County offers one exception to these requirements. With owners' consent, the Board of County Commissioners may unilaterally accept a private dirt road as part of the County system and then use tax dollars to improve the private road to public road standards.

Homeowners may petition the Board of County Commissioners to accept private roads as public through the Right-of-Way Acquisition Division of the Engineering Department. Petitions must have 100% agreement of the land owners for conversion. From past experience, it appears that most people want to keep their roads private since once they becomes public, the County can remove all roadside plant and miscellaneous sight obstructions that could result in an accident-related lawsuit. Even fixed-masonry mailboxes situated too close to the road could require relocation.

Normally for private unpaved roads, the County offers adjacent homeowners a cost sharing program for improvements. The County and affected homeowners can employ a "50/50" cost-sharing where homeowners receive a low interest loan to cover their remaining 50 percent. Repayment occurs through property taxes assessed over a 10-year period.

Truck Routes

The County does not have designated truck routes and cannot deny truck traffic access to publicly paved roadways. The County does have the power to designate 'no-thru' truck traffic in some residential areas. The State, through the Florida Department of Transportation (F-DOT), has established truck routes on state-maintained roads. Finally, designated routes exist for the transportation of hazardous materials.

Transportation studies have found that 90% of the truck traffic within residential neighborhoods has a destination within that community. Rather than passing through, the truck usually offers some type of delivery or service to a private home.

Speed Limits

The County is required to use State standards for setting speed limits. Conversely, municipalities can use their own criteria for establishing speed limits. The State standards rely on a percent approach which selects a speed limit determined by the chosen speed of the 85 percentile group of drivers on a given road. The other 15% are considered 'perennial speeders'. The County may elect to set the speed limit eight miles per hour below to three miles per hour above this '85 percentile' speed, at five miles per hour increments.

Appendix: Section 6: Additional Information on Parks

Park Guidelines and Total Demand

Table II shows the Countywide park guidelines for each park class, expressed in acres of parkland per 1,000 residents. The guidelines represent the recommended cumulative total of recreational facilities on an overall Countywide basis that a combination of public and private recreational providers in the County and municipalities actually meet.

**TABLE II
RECOMMENDED RECREATION GUIDELINES BY PARK CLASS**

Park Class	Standard (acres/1000 persons)	Site Size (acres)	Population
Neighborhood	2.5	< 10	up to 5,000
Community	2.5	5 to 60	up to 25,000
District	5.0	60 to 250	up to 50,000
Regional	7.0	> 250	> 50,000
Beach	0.5	> 2	> 10,000

Table III shows the County's level of service expressed as a percentage of the total recommended Countywide recreational guideline by acreage/1,000 population for each park class currently satisfied by the Parks & Recreation Department. This table also includes future target levels of service proposed for the year 2010 and buildout, as projected in the 1989 Comprehensive Plan Recreation and Open Space Element.

**TABLE III
PALM BEACH COUNTY 1989 COMPREHENSIVE
PLAN'S RECOMMENDED LEVELS OF SERVICE FOR
2010 & BUILDOUTS**

Park Class	Acres/1,000 Population			% of Total Recreation Guidelines		
	1993*	2010	Buildout	1993*	2010	Buildout
Neighborhood Parks	0.00	0.00	0.00	0%	0%	0%
Community Parks	0.35	0.50	0.63	14%	20%	25%
District Parks	0.83	2.00	2.50	17%	40%	50%
Regional Parks	5.01	5.25	5.25	72%	75%	75%
Beach Parks	0.36	0.36	0.36	72%	72%	72%

* Existing levels of service