DATA & ANALYSIS

TECHNICAL DOCUMENT

CITY OF BOYNTON BEACH

PLANNING TODAY. THRIVING TOMORROW.

CITY OF BOYNTON BEACH

INTRODUCTION

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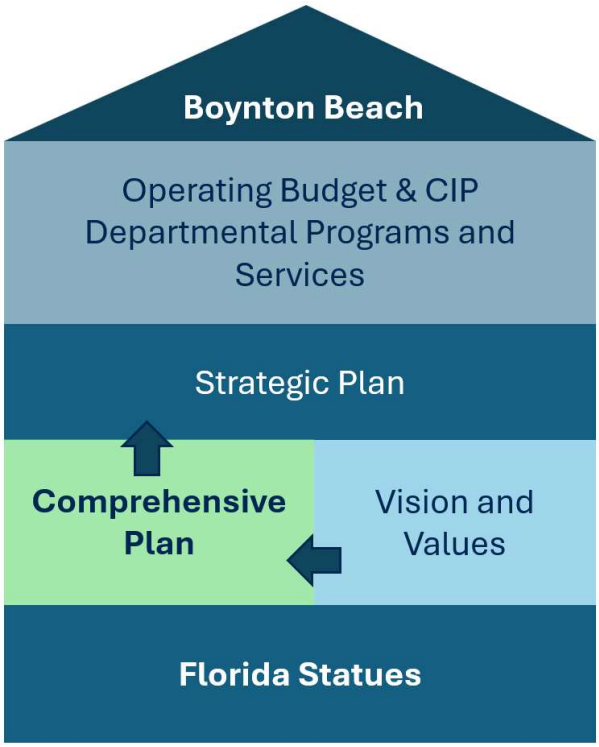
BACKGROUND

This chapter serves as the framework for developing the City of Boynton Beach's 2026 Comprehensive Plan update. It provides background information regarding the Florida Statute requirements, the City's geographic location, historical development, population and socio-economic data.

Pursuant to Section 163.3177, Florida Statutes *"the comprehensive plan shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements. These principles and strategies shall guide future decisions in a consistent manner and shall contain programs and activities to ensure comprehensive plans are implemented."*

Pursuant to Chapter 163.3191, Florida Statutes (F.S.), local governments are required to evaluate their local comprehensive plan every seven years to determine if plan amendments are necessary since the last update of the Comprehensive Plan (the Plan) and notify the State Land Planning agency as to its determination. In 2024, the City of Boynton Beach determined it necessary to conduct a review and evaluation of its current Comprehensive Plan to reflect changes in state requirements, current City and regional conditions, challenges, and future community trends.

The City of Boynton Beach Comprehensive Plan is a visionary blueprint that outlines the future development and growth of one of Florida's vibrant coastal communities. Rooted in the City's unique heritage, rich history, and diverse culture, this Comprehensive Plan seeks to create a sustainable and resilient city that enhances the quality of life for its residents and visitors alike. Nestled along the picturesque southeastern coast of Florida, Boynton Beach is a city renowned for its pristine marine life, bustling commercial areas, and charming neighborhoods.



As a city with a strong economic foundation built on tourism, trade, and diverse industries, the Comprehensive Plan seeks to strike a delicate balance between preserving the City's natural beauty, fostering responsible growth, and promoting economic prosperity. The Comprehensive Plan aims to create a sustainable environment, addressing challenges posed by climate change, sea-level rise, and protecting the City's unique

ecosystems. It envisions a city with well-connected transportation networks, encouraging alternative modes of travel and reducing congestion to improve mobility and accessibility.

Preserving Boynton Beach's cultural heritage and places of historic structures are integral components of the Plan. Emphasizing the importance of smart urban design, the plan seeks to revitalize neighborhoods, promote affordable housing, and enhance public spaces to foster a sense of community and pride. Safety and resilience are of paramount concern in the Comprehensive Plan, with strategies in place to mitigate potential natural hazards, enhance emergency response systems, and safeguard the well-being of residents and visitors.

The City of Boynton Beach Comprehensive Plan is a forward-thinking document that envisions a city that celebrates its past, embraces the present, and looks ahead to a sustainable, vibrant, and inclusive future. As the City continues to evolve and face new challenges, this plan serves as a guiding compass, shaping policies and decision-making to ensure Boynton Beach continues to thrive as a cherished destination and a place its residents are proud to call home. The following table includes the major goals of the City's proposed Comprehensive Plan:

Protect	• Protect city's identity and character
Embrace	• Embrace resiliency and sustainability
Preserve	• Preserve city's values
Adopt	• Adopt long term strategies
Provide	• Provide quality of life
Promote	• Promote community partners
Encourage	• Encourage sustainable development

Comprehensive Planning Process – Evaluation and Appraisal Review (EAR)

The purpose of this Comprehensive Plan Update is to examine the effectiveness of the Comprehensive Plan since the last update, and to assess how well the Comprehensive Plan is serving the City. This Comprehensive Plan Update will identify changes that have occurred since the last update and propose amendments to the Plan to accommodate them. Specifically, the purpose of the Plan is to:

- Identify major local issues that are important to the City;
- Assess how the Comprehensive Plan has guided planning, growth, and redevelopment since the last EAR-based amendments;
- Identify changes that have occurred in the City and other governmental jurisdictions that have prompted changes in the community;
- Identify and evaluate changing conditions and trends as they relate to the major issues identified;

- Assess both successes and shortcomings of the Plan;
- Identify what changes to the Plan need to be made to reflect current conditions and direction;
- Determine financial feasibility of the Plan and determine the extent to which adopted Level of Service (LOS) standards have been met;
- Respond to changes in Florida Statutes and the Florida Administrative Code regarding growth management and development;
- Prepare updated population estimates and projections;
- Assess the success or failure of coordinating residential development in the City with school capacities and in the siting of public school facilities; and
- Identify changes to the Plan to manage growth, redevelopment, and anticipated future impacts more effectively.

The history of the City's Comprehensive Plan began with its original adoption in November 1989, pursuant to the 1985 Local Government Comprehensive Planning and Land Development Regulation Act (Florida Statues, Chapter 163) and revisions adopted in later years.

The last two major EAR-based updates to the City's Comprehensive Plan were adopted in June 2000, and January 2008. The existing Plan encompasses the following elements:

- Future Land Use
- Transportation
- Utilities
- Conservation
- Housing
- Recreation and Open Space
- Coastal Management
- Intergovernmental Coordination
- Capital Improvement
- Property Rights

The City conducted its last evaluation and appraisal of the Comprehensive Plan amendment in 2020 and adopted the Property Rights element in 2023. Most recently, in 2024, the City determined that it is necessary to conduct a review and evaluation of its existing Comprehensive Plan.

The proposed amendment to the Comprehensive Plan is based on an in-depth review of each existing element and assessing recent statutory changes, demographics data, existing City conditions, upcoming projects, community trends and challenges.

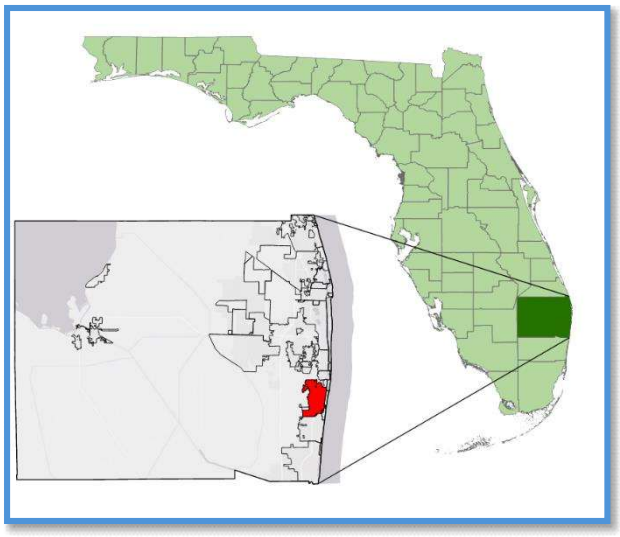
This Comprehensive Plan Update is subject to the State Coordinated Review process, pursuant to Section 163.3184(4), F.S. A summary of this process is outlined below:

1. After initial local hearings (Local Planning Agency/City Commission) to approve the proposed amendments, the City is required to transmit the amendments to the State Land Planning Agency.
2. Within 60 days of receiving the City's amendment proposal, the State Land Planning Agency issues an Objection, Recommendation, and Comments Report (ORC) to the local government.
3. The City is required to hold a second public hearing to adopt the amendments to the Comprehensive Plan within 180 days of the ORC Report.
4. The adopted Comprehensive Plan amendment must then be submitted back to the State.
5. Finally, within 45 days of receiving the adopted plan amendment, the State Land Planning Agency issues a Notice of Intent to find the plan in compliance or not in compliance, which it posts on its website.

Geographic Location and History

The City of Boynton Beach is situated along the southeastern coast of Florida. Boynton Beach has a total land area of approximately 16.57 square miles. It is bounded by the town of Lantana to the north; City of Delray Beach to the south, the town of Ocean Ridge to the east; and unincorporated areas of Palm Beach County to the west.

Figure 1: City of Boynton Beach Location



The history of Boynton Beach is a rich tapestry that weaves together the stories of early settlers, pioneers, and the growth of a coastal community in Florida. First occupied by the Native American Jeaga until the early 1700s, the area's modern history began in 1894 when Major Nathan S. Boynton (1837–1911), a former Civil War officer from Port Huron, Michigan, first set eyes on the land that now bears his name—just one year after the last Barefoot Mailman walked its shores and two years before Henry Flagler's railroad reached Miami. Drawn by its natural beauty, year-round sunshine, and pristine beaches, Boynton returned in 1895 after purchasing approximately 500 acres to begin development, and in 1897 he constructed the Boynton Beach Hotel, which attracted tourists from the northern United States and served as a seasonal destination through the early 20th century.

The community was formally established on September 26, 1898, when Byrd Spilman Dewey and her husband, Fred S. Dewey, filed the original plat for the Town of Boynton in the Dade County courthouse. The Town was later incorporated in 1920, and in 1941, the name was officially changed to Boynton Beach. Today, the City is located in Palm Beach County.

The first settlers soon realized that an unlimited assortment of fruits and vegetables thrived in the fertile climate. Cultivated pineapples, tomatoes, mangos, oranges, lemons, grapefruits and limes were packed in crates and shipped by the ton on Flagler's newly built Florida East Coast Railroad to satisfy the appetites of hungry Americans across the country.

Boynton Beach remained a fairly unknown tropical paradise known for its perfect weather and delicious produce until the end of World War II. Soldiers returning home from the war discovered that the small town located only sixty miles north of Miami was an extraordinarily healthy place to raise a family. In addition, Boynton Beach's close proximity to the Atlantic's Gulfstream soon yielded a bonanza of world-record fishing and guaranteed that one of the best kept secrets on Florida's Gold Coast would be a secret no more.

Since that time, Boynton Beach has grown steadily and never looked back. The City's population has risen from 5,000 in 1958 to more than 82,393 residents in 2025.

Boynton Beach is also home to several historical buildings, including but not limited to:

- Boynton School, 1913
- Boynton Woman's Club, 1926
- Lake Boynton Estates Entry Feature
- Oscar Magnuson House, 1919
- Audrey D. Gerger House, 1926
- Boynton High School, 1926

Boynton School, 1913

Boynton Woman's Club, 1926

Lake Boynton Estates

Oscar Magnuson House, 1919

Audrey D. Gerger House, 1926

Boynton High School, 1926

PUBLIC ENGAGEMENT PROCESS

Public participation is a central component of Boynton Beach's planning process and is designed to ensure that the community has a meaningful role in shaping the City's future. The outreach strategy will include a variety of forums, workshops, focus groups, and surveys to gather feedback on current conditions and future development patterns.

The outreach process utilizes a wide range of tools, including social media platforms and diverse survey techniques, to maximize participation and ensure broad representation across the community.

Public Engagement Events

City staff and the consultant team attended multiple events organized by the City of Boynton Beach as detailed below:

Small Business Summit at the Boynton Beach City Hall (August 22, 2025)

The event provided a valuable day of connection, collaboration, and celebration for local businesses. The summit was specifically designed to deliver actionable insights from expert speakers while fostering meaningful networking opportunities among more than 120 local small business owners. In addition to the presentations and networking sessions, city staff and the consultant team encouraged all business owners to participate by completing a series of questions accessible through a QR code. The feedback collected will help guide future initiatives and better support the needs of the local business community.

Black Business Pop up at the Ezell Hester Jr. Community Center (August 29, 2025)

The event provided a meaningful day dedicated to supporting and celebrating Black-owned businesses, offering them an opportunity to promote and showcase their products while attracting new customers. In addition to highlighting entrepreneurship and economic empowerment, the event emphasized community engagement and connection, bringing residents and business owners together in a collaborative and welcoming environment. city staff and the consultant team actively engaged with attendees throughout the event and encouraged them to complete a survey to gather valuable feedback. The input collected will help inform future initiatives and strengthen ongoing efforts to support the local business community.

First Friday Five – Silent Disco (September 5, 2025)

The First Friday 5 Silent Disco in Boynton Beach provided a vibrant and engaging evening designed to bring the community together in a fun and interactive setting. As part of the City's popular First Friday 5 series, the Silent Disco created a unique entertainment experience where attendees enjoyed music through wireless headphones, allowing multiple DJs and music styles to be featured simultaneously.

The event supported local engagement by attracting residents, families, and visitors to the downtown area, helping to increase visibility for nearby businesses and restaurants. In addition to offering a creative and energetic atmosphere, city staff and the consultant team interacted with attendees throughout the evening and encouraged participation in a community survey via QR code. The feedback collected will help guide future programming and ensure that upcoming events continue to reflect the interests and needs of the Boynton Beach community.

Pirate Fest in Downtown Boynton Beach (October 25-26, 2025)

Pirate Fest in Boynton Beach offered a lively day of family-friendly fun and community celebration with a swashbuckling pirate theme. The festival brought together residents, visitors, and local businesses for interactive entertainment, themed activities, live music, costume contests, and opportunities to explore vendor booths showcasing unique products and services. In addition to creating a festive atmosphere, Pirate Fest helped support local businesses by drawing crowds to the area and increasing visibility for merchants and food vendors.

city staff and the consultant team were present throughout the festival, actively connecting with attendees and inviting them to complete a brief survey through a QR code. The feedback gathered will be instrumental in shaping future events and enhancing community programming to better reflect the preferences and needs of residents and visitors in Boynton Beach.

Public Workshops

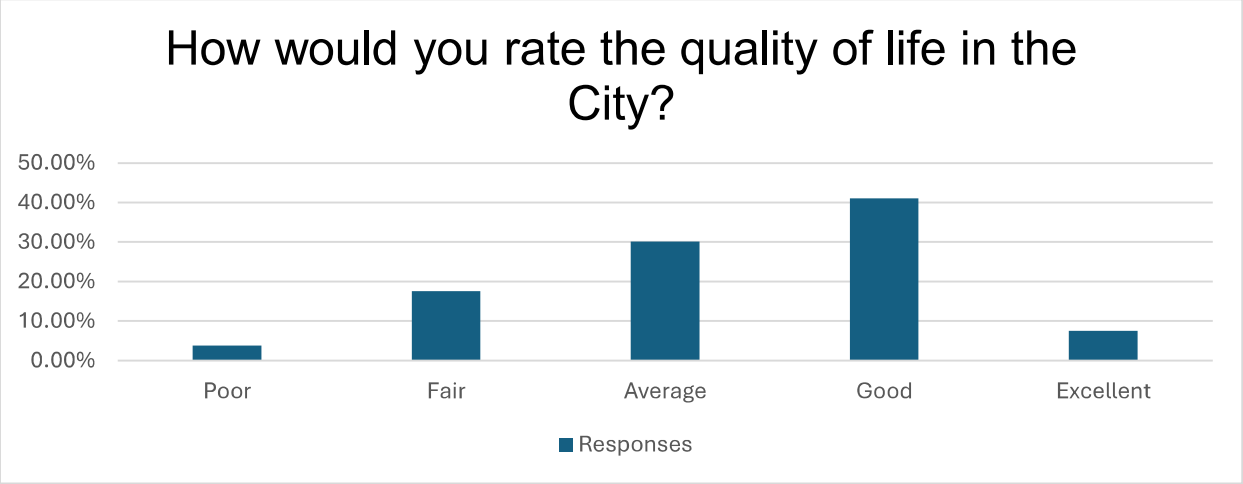
Public workshops are a foundational component of the Comprehensive Plan process, ensuring that community input directly informs the data collection, analysis, and policy development efforts. As outlined in the schedule below, the process is structured around a series of coordinated events beginning with the Comprehensive Plan Kickoff Presentation and continuing through multiple Public Engagement Workshops, Commission hearings, and required transmittal steps.

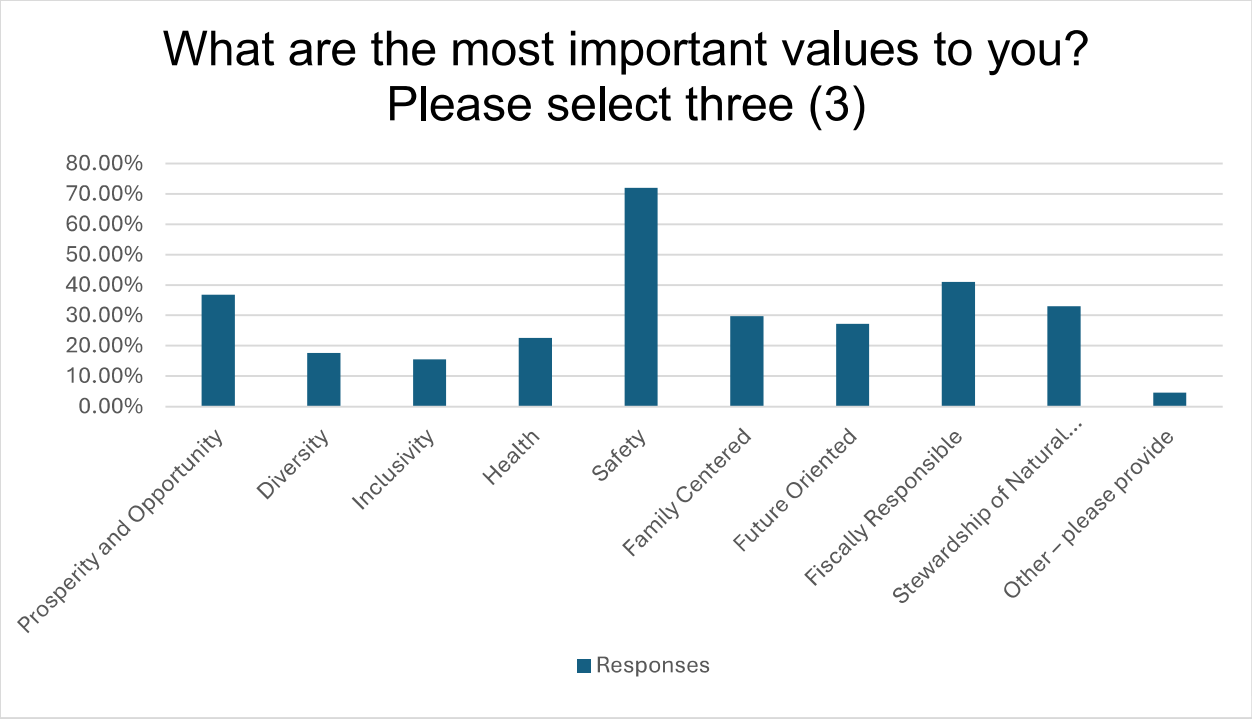
Carefully planning and sequencing these events is critical to maintaining momentum, meeting statutory requirements, and providing meaningful opportunities for stakeholder participation. By establishing this framework early, the City ensures transparency, accountability, and a collaborative approach that strengthens the overall planning process.

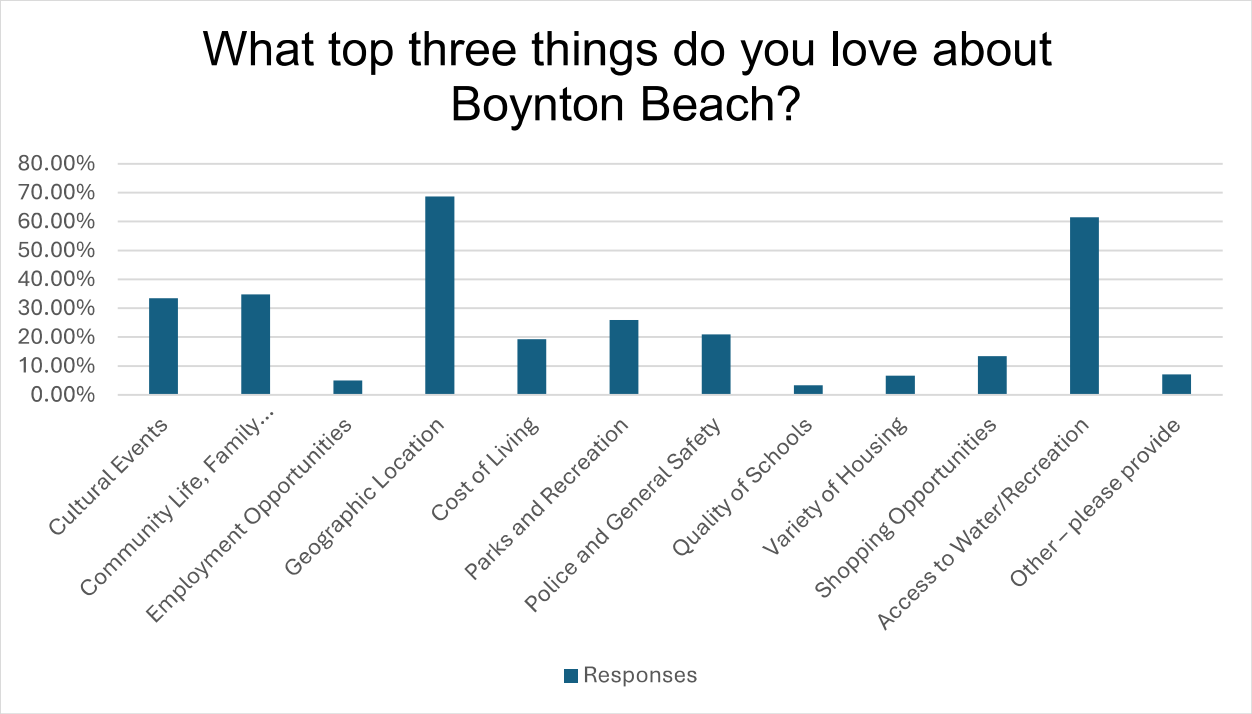
Month	Workshop Focus	Location
July 15, 2025	Comprehensive Plan Kickoff Presentation	City Hall
October 20, 2025	**Public Engagement Workshop 1** – Introduction, Future Land Use, Housing, Transportation and Mobility elements, Property Rights	City Hall – No Legal Ads
November 13, 2025	**Public Engagement Workshop 2** - Utilities, Capital Improvements Elements Conservation, Recreation/Open Space, Coastal Management, Intergov. Coordination, Economic Development	City Hall – No Legal Ads
December 6, 2025 (Saturday) 10am to Noon	**Virtual Public Workshop**	No Legal Ads
March X, 2026 (5:00pm)	**City Commission Workshop**	City Hall – Legal Ads
TBD	**LPA**	City Hall (**Ordinance** by City) – **Legal Ads**
TBD	**Commission / First Reading**	City Hall – **Legal Ads**
60 days to receive the Objections and Comments (ORC)	**Transmittal to State and Agencies**	
TBD	**Commission / Second Reading (Adoption)**	City Hall – **Legals Ads**
	Transmittal to State and Agencies	

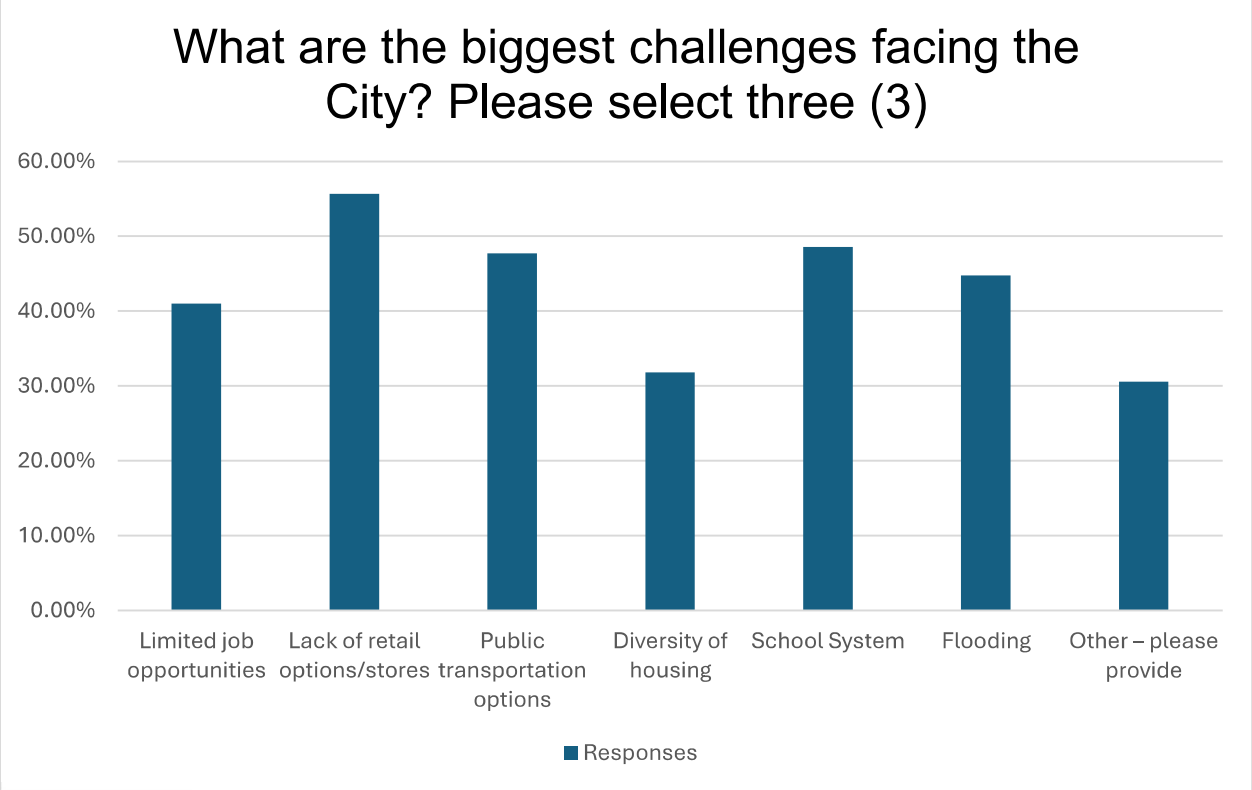
Survey Results

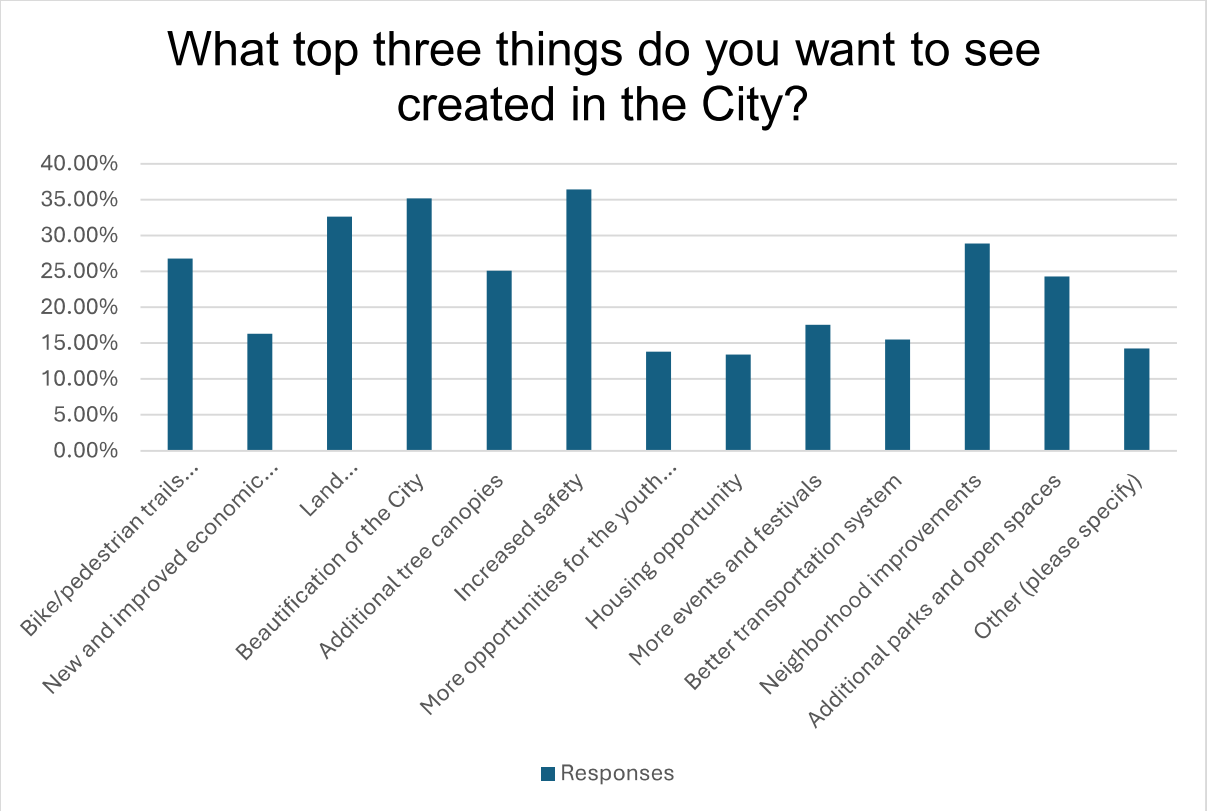
The consultant team, in coordination with City staff, conducted a community-wide survey to gather input regarding overall quality of life, key concerns, and priorities that residents of Boynton Beach would like to see addressed in the Comprehensive Plan. To ensure broad accessibility and inclusivity, the survey was made available in three languages: English, Spanish, and Creole. A total of 240 responses were received, including 239 in English, 1 in Spanish, and none in Creole. The following summarizes several of the key themes and responses identified by residents.

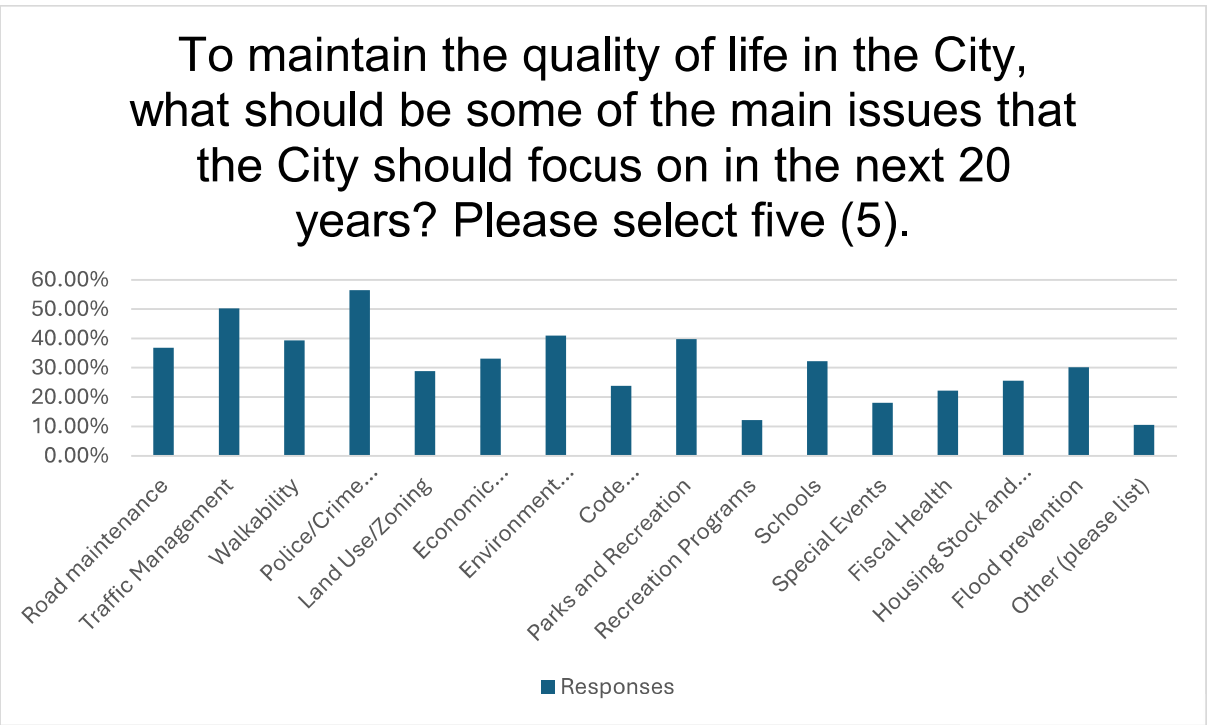


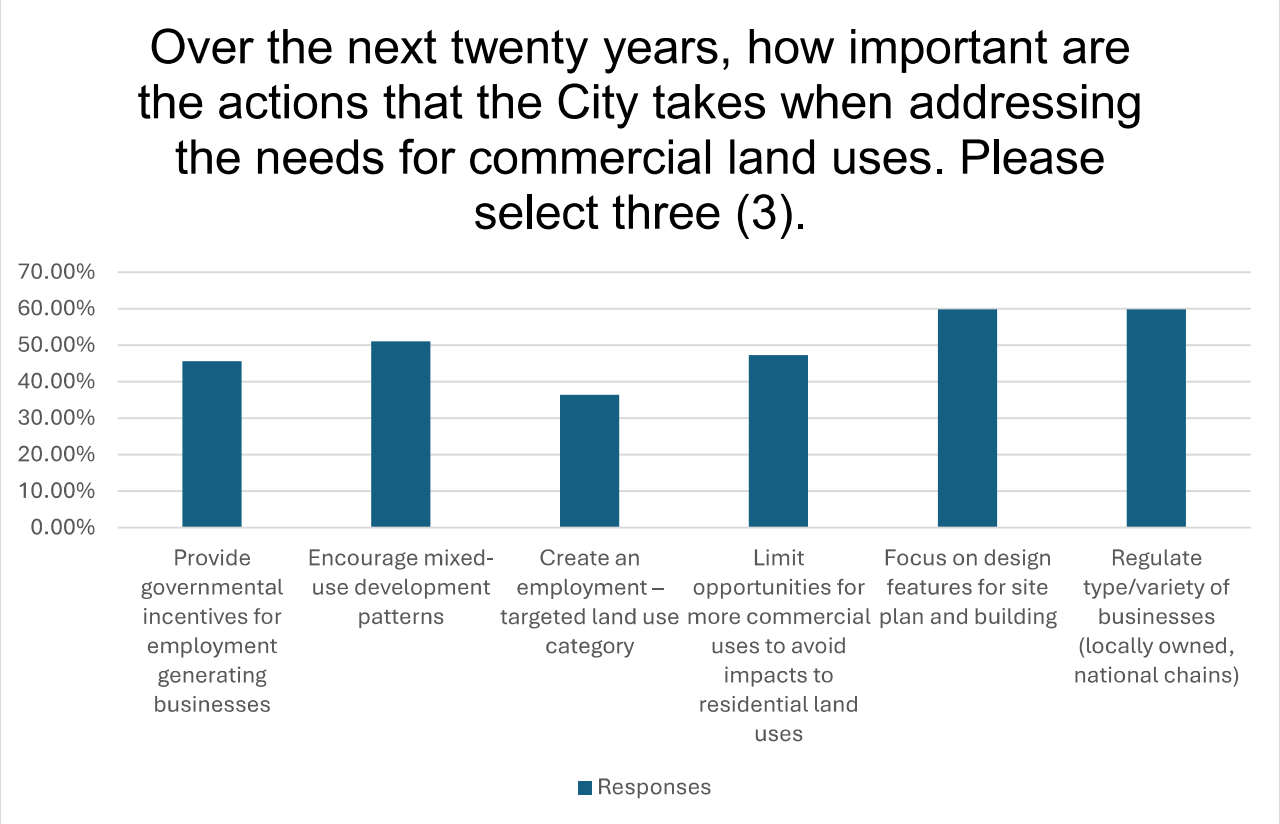


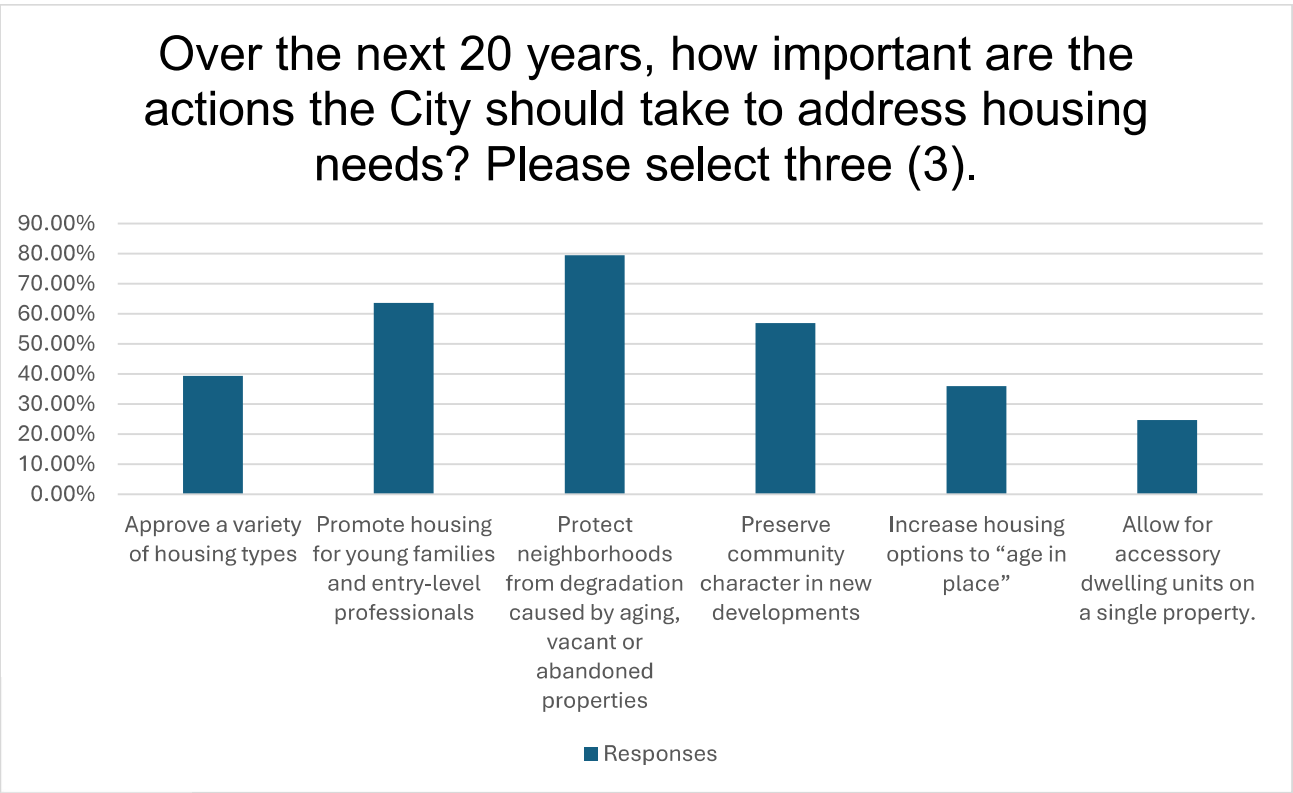

What top three things do you love about Boynton Beach?
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Cultural Events
Community Life, Family...
Employment Opportunities
Geographic Location
Cost of Living
Parks and Recreation
Police and General Safety
Quality of Schools
Variety of Housing
Shopping Opportunities
Access to Water/Recreation
Other – please provide
Responses

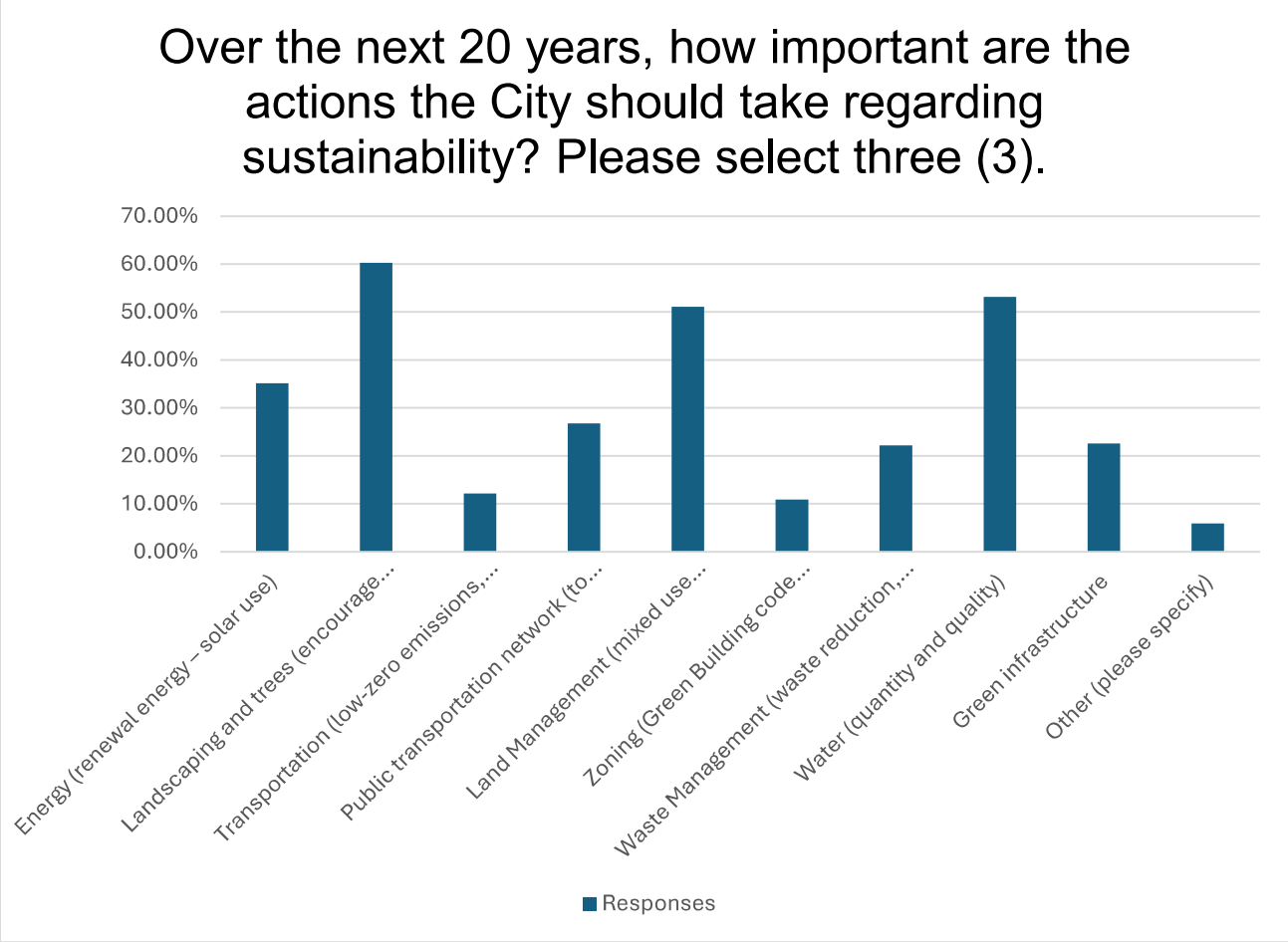

What are the biggest challenges facing the City? Please select three (3)
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Limited job opportunities
Lack of retail options/stores
Public transportation options
Diversity of housing
School System
Flooding
Other – please provide
Responses

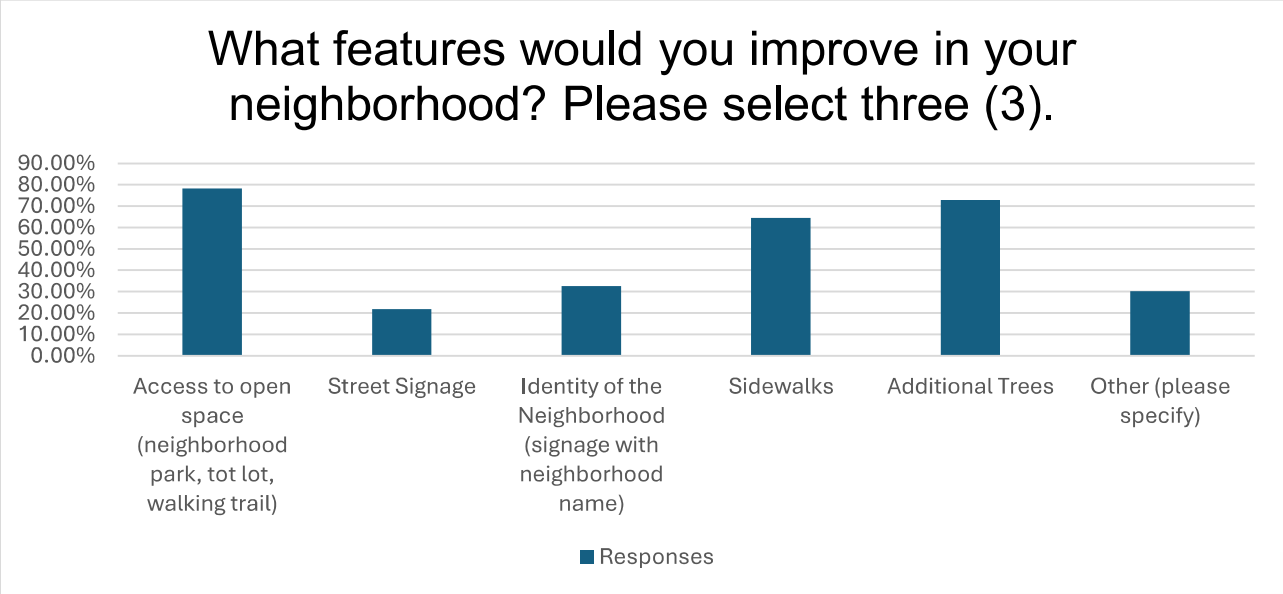

What top three things do you want to see created in the City?
40.00%
35.00%
30.00%
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
Bike/pedestrian trails...
New and improved economic...
Land...
Beautification of the City
Additional tree canopies
Increased safety
More opportunities for the youth...
Housing opportunity
More events and festivals
Better transportation system
Neighborhood improvements
Additional parks and open spaces
Other (please specify)
Responses


To maintain the quality of life in the City, what should be some of the main issues that the City should focus on in the next 20 years? Please select five (5).
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Road maintenance
Traffic Management
Walkability
Police/Crime...
Land Use/Zoning
Economic...
Environment...
Code...
Parks and Recreation
Recreation Programs
Schools
Special Events
Fiscal Health
Housing Stock and...
Flood prevention
Other (please list)
Responses


Over the next twenty years, how important are the actions that the City takes when addressing the needs for commercial land uses. Please select three (3).
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Provide governmental incentives for employment generating businesses
Encourage mixed-use development patterns
Create an employment – targeted land use category
Limit opportunities for more commercial uses to avoid impacts to residential land uses
Focus on design features for site plan and building
Regulate type/variety of businesses (locally owned, national chains)
Responses


Over the next 20 years, how important are the actions the City should take to address housing needs? Please select three (3).
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Approve a variety of housing types
Promote housing for young families and entry-level professionals
Protect neighborhoods from degradation caused by aging, vacant or abandoned properties
Preserve community character in new developments
Increase housing options to "age in place"
Allow for accessory dwelling units on a single property.
Responses


Over the next 20 years, how important are the actions the City should take regarding sustainability? Please select three (3).
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Energy (renewal energy – solar use)
Landscaping and trees (encourage...
Transportation (low-zero emissions,...
Public transportation network (to...
Land Management (mixed use...
Zoning (Green Building code...
Waste Management (waste reduction,...
Water (quantity and quality)
Green infrastructure
Other (please specify)
Responses


What features would you improve in your neighborhood? Please select three (3).
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Access to open space (neighborhood park, tot lot, walking trail)
Street Signage
Identity of the Neighborhood (signage with neighborhood name)
Sidewalks
Additional Trees
Other (please specify)
Responses

Conclusion and Key Findings

The public engagement process for the Comprehensive Plan update was designed to meet residents where they are at community events, workshops, and through accessible surveys, ensuring broad participation and meaningful input. Through direct outreach at City hosted events, QR code surveys, and community wide engagement efforts, residents and business owners provided valuable insight into their priorities for Boynton Beach's future.

Overall, survey responses and community conversations revealed several consistent themes. Residents expressed a desire for:

- **Stronger public safety and crime prevention efforts**, including traffic management and enhanced community safety measures.
- **Protection and preservation of neighborhood character**, with higher development standards and safeguards against incompatible growth.
- **Greater environmental stewardship and beautification**, including expanded landscaping, tree canopy, water quality protection, and conservation efforts.
- **Improved parks, open space, and walkability**, with increased access to neighborhood parks, sidewalks, and recreational amenities.
- **Balanced and thoughtful growth that supports families and local businesses**, including housing options for young families and workforce residents, expanded retail opportunities, and support for small businesses.

Collectively, the engagement efforts demonstrate that residents want a safer, greener, well-designed community that protects existing neighborhoods while planning responsibly for future growth. The input gathered through this process will directly inform policy direction, implementation strategies, and long-term planning decisions within the Comprehensive Plan Update.

POPULATION AND SOCIOECONOMIC ANALYSIS

Population

Table 1 presents historic population figures and growth rates for the City of Boynton Beach. The City has experienced steady population growth over the past two decades, though the pace has varied. From 2000 to 2010, growth slowed to just 11.91% compared to the rapid 30.73% increase seen in the prior decade. However, between 2010 and 2020, growth rebounded to 15.51%, adding more than 10,000 new residents. Overall, the City's population increased by nearly 30% between 2000 and 2020, reflecting ongoing demand for housing and services as Boynton Beach continues to develop.

Table 1. Historic Population Trends

	Historic Population Trends		
	City of Boynton Beach		
Year	Population Estimate	Total Change	Percent Change
2000	60,389	14,195	30.73%
2010	67,581	7,192	11.91%
2020	78,060	10,479	15.51%

Source: U.S. Census Bureau; 2000 (DEC) Decennial Census

According to the U.S. 2023 Census (American Community Survey 5 year estimate), there were an estimated 80,601 people, including 18,664 families, residing in 33,297 households in the City of Boynton Beach. The racial makeup of the City was 49.4% White, 33.9% African American, 0.1% Native American, 2.4% Asian, 2.6% other races, and 11.7% of two or more races. Hispanics or Latinos of any race represented 16.5% of the population.

Of the 33,297 households, 20.1% included children under the age of 18, 37.8% were married couples living together, 32.2% were female householders with no spouse/partner present, and 21.4% were male householders with no spouse/partner present. Approximately ten percent (10.2%) of the households were persons living alone who were 65 years of age or older. The average household size was 2.39 people.

The City's population included 16.8% of people under 18 years old, 4.5% from 15 to 19, 6.1% from 20 to 24, 14.7% from 25 to 34, and 22.7% who were 65 years of age or older. The median age was 42.9 years. The population was 52.2% female and 47.8% male.

Characteristics of the Population

This section examines the socioeconomic characteristics of the population. The following analysis is based on the American Community Survey (ACS) of the U.S. Census Bureau which includes estimates based on a sample of households over a 5-year period. The data provided by the ACS allows an in-depth analysis of socioeconomic variables and trends. The following tables reflect the most recent data provided by the ACS, each representing a 5-year period: the first provides data from 2014 to 2018, and the second from 2018 to 2023.

Households

Table 2 presents the number of households and persons per household according to the ACS from the U.S. Census Bureau. A household is defined as the person or persons occupying a dwelling unit.

As the average household size decreases, the number of households or required dwelling units increases relative to the population. The average household size is decreasing throughout the United States due to factors that include families having fewer children, delaying the birth of children; young adults no longer living with parents but moving out on their own, and older persons living longer independently.

The average household size in the City of Boynton Beach decreased from 2.61 to 2.39 between (2014-2018) 2018 and (2019-2023) 2023, as indicated in Table 2. In 2023, there were an estimated 33,297 households in the City, with the majority (56.1%) of those households were occupied by families, while 43.9% were non-family households. Between (2014-2018) 2018 and (2019-2023) 2023, the percentage of married-couple families in the City decreased from 39.9% to 37.8%, while the number of single-parent households increased significantly.

Table 2. Households by Type

Households by type	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total Households	28,698	(x)	33,297	(x)
Family households (families)	16,405	57.2%	18,664	56.1%
With own Children under 18 years	5,936	20.7%	5,907	17.7%
Male householder, no wife present, family	1,307	4.6%	7,129	21.4%
With own Children under 18 years	638	2.2%	291	0.9%
Female householder, no husband present, family	3,641	12.7%	10,733	32.2%
With own Children under 18 years	1,621	5.6%	1,531	4.6%
Nonfamily Households	12,293	42.8%	14,633	43.9%
Householder living alone	9,454	32.9%	6,490	19.5%
Households with one or more people 65 years and over	10,342	36.0%	12,564	37.7%
Average Household Size	2.61	(x)	2.39	(x)

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Population Age

Table 3 shows the numerical and percentage breakdown of the City's population by age in (2014-2018) 2018 and (2019-2023) 2023 according to the ACS from the U.S. Census Bureau. Between (2014-2018) 2018 and (2019-2023) 2023 the 25 to 34-year-old age group was the largest at 15.4% in 2018 and 14.7% in 2023. Overall, population growth in the City of Boynton Beach was steady between 2018 and 2023, with the highest increase (2.1%) occurring in the 65 to 74-year age group.

Table 3. Population Age

Population by Age	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total Population	75,720	100.0%	80,601	100%
Male	35,707	47.2%	38,524	47.8%
Female	40,013	52.8%	42,077	52.2%
Under 5 years	4,448	5.9%	3,490	4.3%
5 to 9	4,004	5.3%	3,834	4.8%
10 to 14	3,282	4.3%	3,947	4.9%
15 to 19	3,274	4.3%	3,602	4.5%
20 to 24	4,850	6.4%	4,882	6.1%
25 to 34	11,641	15.4%	11,908	14.7%
35 to 44	9,224	12.2%	10,943	13.5%
45 to 54	9,949	13.1%	9,747	12.1%

Population by Age	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
55 to 59	4,888	6.5%	5,162	6.4%
60 to 64	4,374	5.8%	4,781	5.9%
65 to 74	7,221	9.6%	9,381	11.7%
75 to 84	5,426	7.1%	5,892	7.3%
85 years and over	3,139	4.1%	3,032	3.8%
Median age (Years)	41.5	(x)	42.9	(x)

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Population Race

Tables 4 and 5 present the racial characteristics of the City's population in (2014-2018) 2018 and (2019-2023) 2023, as reported by the U.S. Census Bureau's ACS. In (2019-2023) 2023, the largest portion of the population was White at 49.4%, reflecting a decrease from 62.4% in (2014-2018) 2018. The second-largest group, Black or African American residents, increased from 31.7% to 33.9% during the same period. The City's Asian population also experienced modest growth, rising from 2.0% to 2.4%. Notably, the "Some Other Race" and "Two or More Races" categories saw the most significant combined increase of 10.7%. This rise aligns with the U.S. Census Bureau's explanation that improvements to race and ethnicity question design and expanded write-in options in recent census forms have led to more accurate reporting and a substantial increase in individuals identifying with multiple racial backgrounds, reflecting the growing complexity of racial and ethnic identity nationwide.

Table 4. Population Race

Population by Race	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total Population	75,720	(x)	80,601	(x)
White	47,257	62.4%	39,793	49.4%
Black or African American	24,014	31.7%	27,285	33.9%
American Indian and Alaska Native	79	0.1%	51	0.1%
Asian	1,510	2.0%	1,944	2.4%
Native Hawaiian and Other Pacific Islander	140	0.2%	0	0.0%
Some Other Race	1,311	1.7%	2,074	2.6%
Two or More Races	1,409	1.9%	9,454	11.7%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Table 5. Population Origin and Race

Hispanic or Latino Origin by Race	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total Population	75,720	(x)	80,601	(x)
White alone	37,177	49.1%	35,629	44.2%
Black or African American alone	23,680	31.3%	26,959	33.4%
Hispanic or Latino (of any race)	11,944	15.8%	13,297	16.5%
American Indian and Alaska Native alone	46	0.1%	51	0.1%
Native Hawaiian and Other Pacific Islander alone	140	0.2%	0	0.0%
Asian alone	1,464	1.9%	1,944	2.4%
Some other race alone	147	0.2%	24	0.0%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Population by Educational Attainment

Table 6 indicates the education attainment level of the City's population according to the American Community Survey (ACS) from the U.S. Census Bureau. Achievement levels are broken down into various categories. The college level groups are further broken down to show those that had some college (no degree), an associate's degree, a bachelor's degree, and a graduate or professional degree. Achievement levels recorded are the highest level (years completed) reached by an individual.

According to Table 6, 87% of the population had a high school diploma or higher educational attainment in the 2014 to 2018 period, increasing to 88.5% in the period 2019 to 2023. The number of individuals with a graduate or professional degree increased from 8.4% in 2018 to 9.6% in 2023.

Table 6. Educational Attainment

Educational Attainment	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Population 25 years and over	55,862	(x)	60,846	(X)
Less than 9th grade	3,485	6.2%	3,425	5.6%
9th to 12th grade, no diploma	3,788	6.8%	3,579	5.9%
High School Graduate (includes Equivalency)	15,175	27.2%	16,914	27.8%
Some college, no degree	12,077	21.6%	11,491	18.9%

Educational Attainment	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Associate's degree	5,351	9.6%	6,003	9.9%
Bachelor's degree	11,305	20.2%	13,563	22.3%
Graduate or professional degree	4,681	8.4%	5,871	9.6%
High school graduate or higher	48,589	87.0%	53,842	88.5%
Bachelor's degree or higher	15,986	28.6%	19,434	31.9%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Employment

Tables 7 and 8 provide employment and occupation data according to the American Community Survey (ACS) from the U.S. Census Bureau. Between (2014-2018) 2018 and (2019-2023) 2023, the City's labor force increased from 63.0% to 64.5%. The City labor force unemployment rate in 2018 was 5.4%, decreasing to 3.2% in 2023.

In (2014-2018) 2018, 33.4% of the labor force was engaged in management, business, science, and arts occupations, which increased to 36.6% in (2019-2023) 2023. Service occupations slightly increased from 24.1% to 24.8%, while natural resources, construction, and maintenance occupations experienced a decrease from 7.3% to 6.8%. Other occupations in the City decreased between (2014-2018) 2018 and (2019-2023) 2023. Sales and office occupations saw the largest decrease from 26.1% to 22.2%; production, transportation, and material moving occupations increased from 9.1% to 9.6%.

Table 7. Employment Status

Employment Status	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Population 16 years and over	63,429	(x)	68,627	(x)
In labor force	39,940	63.0%	44,277	64.5%
Civilian labor force	39,917	62.9%	44,253	64.5%
Employed	36,493	57.5%	42,058	61.3%
Unemployed	3,424	5.4%	2,195	3.2%
Armed forces	23	0.0%	24	0.0%
Not in labor force	23,489	37.0%	24,350	35.5%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Table 8. Occupation

Occupation	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Civilian employed population 16 years and over	36,493	(x)	42,058	(x)
Management, business, science, and arts occupations	12,198	33.4%	15,380	36.6%
Service occupations	8,794	24.1%	10,446	24.8%
Sales and office occupations	9,536	26.1%	9,340	22.2%
Natural resources, construction, and maintenance occupations	2,648	7.3%	2,863	6.8%
Production, transportation, and material moving occupations	3,317	9.1%	4,029	9.6%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Table 9 lists the top employers in Palm Beach County according to Palm Beach County's 2024 Comprehensive Annual Financial Report.

Table 9. Palm Beach County Principal Employers

Principal Employers in Palm Beach County (2024)			
Employer	Employees	Rank	Percent of Total County
Palm Beach County School District	22,801	1	2.92%
Palm Beach County Government	12,862	2	1.65%
Florida Atlantic University	6,335	3	0.81%
NextEra Energy (Florida Power & Light)	6,139	4	0.79%
Tenet Coastal Division of Palm Beach County	5,734	5	0.73%
Baptist Health South Florida (3)	3,135	6	0.40%
Veterans Health Administration	2,948	7	0.38%
Hospital Corporation of America (HCA)(1)	2,612	8	0.33%
Jupiter Medical Center	2,540	9	0.33%
The Breakers	2,300	10	0.29%

Source: Palm Beach County's 2024 Comprehensive Annual Financial Report.

Population by Income

Table 10 shows income data according to the American Community Survey (ACS) from the U.S. Census Bureau. The median household income in Boynton Beach increased from $53,504 to $71,378 between (2014-2018) 2018 and (2019-2023) 2023. The mean household income increased significantly from $66,756 to $91,243 during this time. Between 2014 and 2018,

19.6% of total households in the City of Boynton Beach earned an income between $50,000 and $74,999. However, by 2023 that figure had decreased to 17.6%. In 2023, the highest percentage (18.1%) of all income levels was between $100,000 and $149,999. Between 2013 and 2018, 3.7% of the population of the City earned more than $200,000, which increased to 7.0% during the 2018-2023 period.

Table 10. Income

Income	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total Households	28,698	(x)	33,297	(x)
less than $10,000	1,593	5.6%	1,426	4.3%
$10,000 to $14,999	1,338	4.7%	847	2.5%
$15,000 to $24,999	3,058	10.7%	2,730	8.2%
$25,000 to $34,999	2,984	10.4%	2,353	7.1%
$35,000 to $49,999	4,515	15.7%	4,198	12.6%
$50,000 to $74,999	5,613	19.6%	5,869	17.6%
$75,000 to $99,999	3,899	13.6%	4,923	14.8%
$100,000 to $149,999	3,273	11.4%	6,016	18.1%
$150,000 to $199,999	1,356	4.7%	2,612	7.8%
$200,000 or more	1,069	3.7%	2,323	7.0%
Median household income (dollars)	53,504	(X)	71,378	(X)
Mean household income (dollars)	69,756	(X)	91,243	(X)

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Poverty Level

Table 11 presents the percentage of people and families whose income in the past calendar year was below the poverty level. Federal poverty levels are used to determine eligibility for certain programs and benefits. Poverty level is a measure of income level issued annually by the Department of Health and Human Services.

The number of families and people below the poverty level in the City decreased from (2014-2018) 2018 and (2019-2023) 2023. All families below the poverty level decreased from 11.2% to 8.6%; all people below the poverty level decreased from 15.0% to 11.8%. The number of families in the City with female householders (no husband present) decreased from 25.5% to 17.7% during this time. More families with female householders (no husband present) were under the poverty level in comparison with married couple families.

Table 11. Poverty Level

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American

Poverty Level	City of Boynton Beach	
	(2014-2018) 2018	(2019-2023) 2023
	Percent	Percent
All families	11.2%	8.6%
With related children under 18 years	16.3%	15.0%
With related children of householder under 5 years	15.2%	19.2%
Married couple families	6.1%	5.2%
With related children under 18 years	6.2%	8.4%
With related children of householder under 5 years	13.6%	16.2%
Families with female householder, no husband present	25.5%	17.7%
With related children under 18 years	35.3%	27.4%
With related children of householder under 5 years	23.3%	25.4%
All people	15.0%	11.8%
Under 18 years	20.7%	18.3%
18 to 64 years	13.7%	10.9%
65 years and over	13.7%	9.1%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Population Projections

Table 12 presents permanent population projection based on Shimberg Center for Housing Studies, Bureau of Economic and Business Research of the University of Florida. The City's population is expected to grow at a slower pace over the next 20 years compared to previous decades, unless the City pursues annexations or attracts higher-density redevelopment in the future.

Table 12. Projected Total Population, City of Boynton Beach, 2010-2050

Projected Total Population City of Boynton Beach 2010-2050								
Year	2010	2020	2025	2030	2035	2040	2045	2050
Total:	68,217	80,380	84,391	89,158	92,687	95,468	97,691	99,613

Sources: Estimates and projections by Shimberg Center for Housing Studies, based on 2010 and 2020 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.

Table 12-1. provides projections of the City's permanent and seasonal populations through the year 2050. The seasonal population was calculated based on US Census Data of vacant seasonal units and number of persons per household (PPH) for 2010 (2010: 4,146 vacant

seasonal units x 1.81 PPH =7,504 people). The seasonal population projection was estimated based on the population change ratio.

Table 12-1. Resident and Seasonal, City of Boynton Beach, 2010-2050

Year	2010	2020	2030	2040	2045	2050
Permanent Population	68,217	80,380	89,158	95,468	97,691	99,613
Seasonal	7,504	8,640	9,491	10,118	10,348	10,548
Total	**75,721**	**89,020**	**98,649**	**105,586**	**108,039**	**110,161**

Sources: Estimates and projections by Shimberg Center for Housing Studies, based on 2010 and 2020 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida

REFERENCES

University of Florida Bureau of Economic and Business Research.

U.S. Census Bureau, 2014-2018 5-Year American Community Survey; 2019-2023 5-Year American Community Survey.

Estimates and projections by Shimberg Center for Housing Studies, based on 2010 and 2020 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida

CITY OF BOYNTON BEACH

FUTURE LAND USE

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 1: FUTURE LAND USE ELEMENT

INTRODUCTION

This chapter presents an inventory and analysis of data for the preparation of the Policy Document (Goals, Objectives, and Policies) of the Future Land Use (FLU) Element and Future Land Use Map (FLUM) for the City of Boynton Beach pursuant to Section 163.3177(6), Florida Statutes. This data and analysis section provides the framework for evaluation of key land use issues, challenges and recommendations for the policies presented in the Policy Document.

The Future Land Use Element is a pivotal element of the City's Comprehensive Plan. The purpose of the Future Land Use Element is to review existing land use patterns, analyze trends and challenges and recommend policies to improve any identified challenges. This can be accomplished by designating appropriate locations for particular future land uses and establishing a policy framework for managing future growth and redevelopment. These policies focus not only on the location of land uses and the density and intensity of these uses, but also on the form and character of the physical development and redevelopment. The Future Land Use Element of the Plan and the Future Land Use Map have been revised based upon the following:

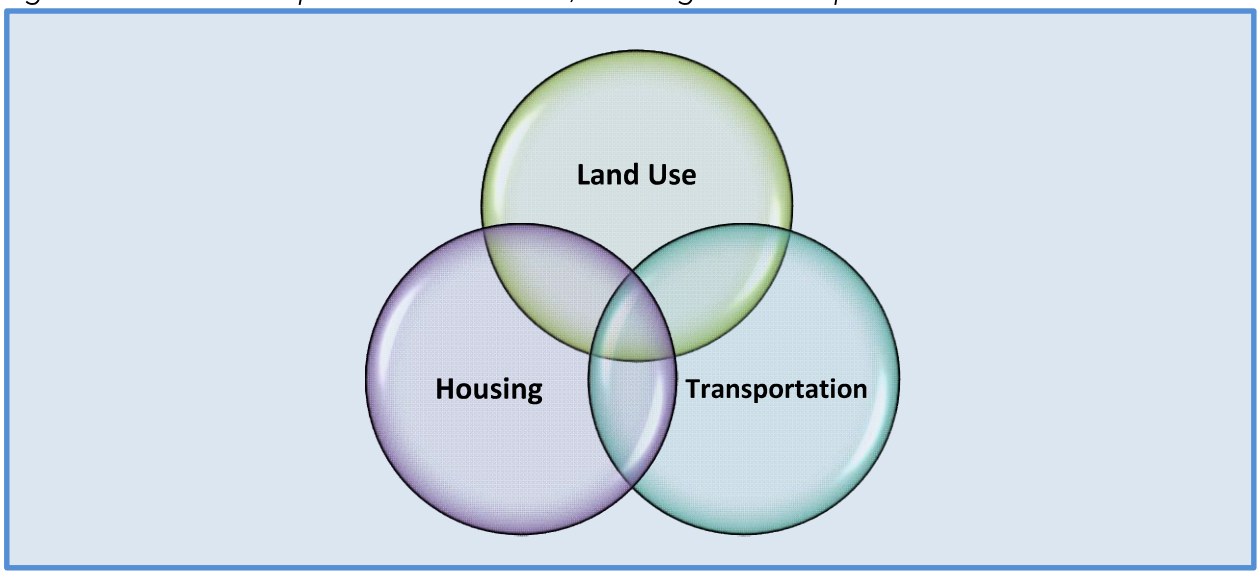
- Analysis of existing and future land use patterns;
- Assessment of current redevelopment trends and related land use challenges;
- Considerations of infill and redevelopment strategies.

The Future Land Use Element is the critical mechanism for integrating the policies and strategies of the other elements of the Comprehensive Plan into a coherent and consistent set of land use goals, objectives, and policies. As such, the element must be consistent with all other elements of the Comprehensive Plan and incorporate the concepts and principles of these elements in its land use policies in a manner that minimizes impacts on natural and historic resources, provides and maintains public services and facilities at adequate levels of service, enhances community character and the quality of life of the City's residents, businesses, and visitors.

Long range sustainable community planning recognizes the interrelationship between land use, housing, and transportation (Figure 1-1). The Future Land Use Element provides an analysis and proposed policies to support a sustainable community by supporting mixed uses, walkability and green development and redevelopment to support a balanced and inclusive community. The Future Land Use Map and the policies of this element provide the framework and rationale for the City's land development regulations and the programs that implement

the Comprehensive Plan. Pursuant to Chapter 163, Florida Statutes (F.S.), all land development regulations and development permitting actions are required to be consistent with the Future Land Use Element and other elements of the Comprehensive Plan.

Figure 1-1. Relationship between Land Use, Housing and Transportation



ANALYSIS OF EXISTING CONDITIONS

The City of Boynton Beach covers approximately 16.2 square miles (10,400 acres) in central Palm Beach County. Existing land uses represent a diverse mix of residential neighborhoods, commercial and mixed-use corridors, industrial districts, institutional facilities, parks, and environmentally sensitive conservation areas.

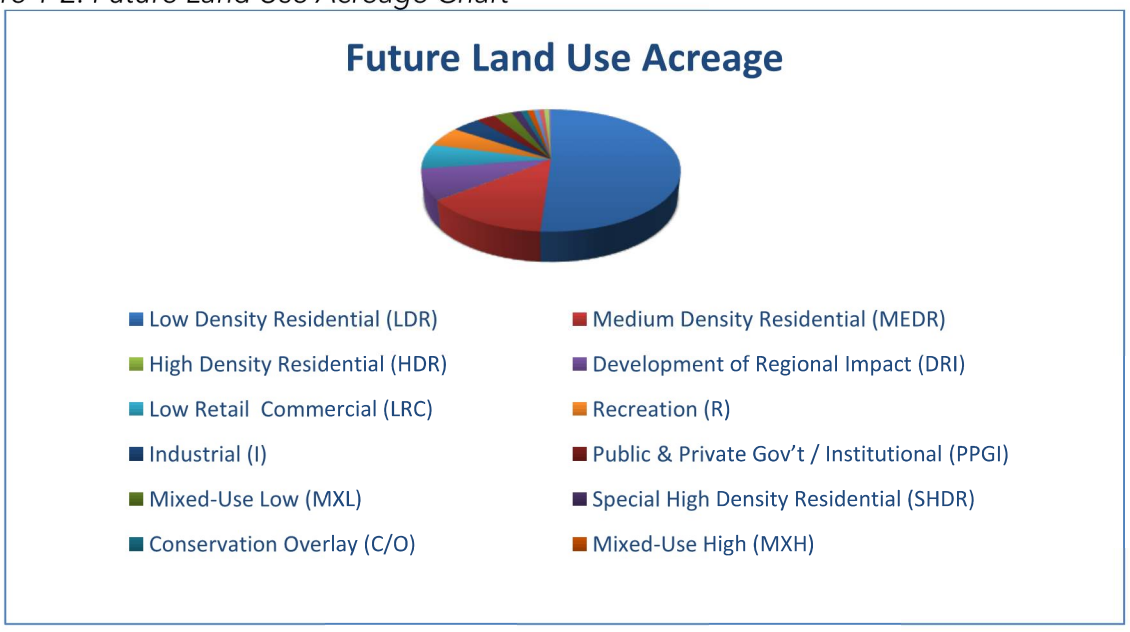
The City is largely built-out (96% developed), with limited vacant parcels. Future growth will be accommodated primarily through redevelopment, infill, and reuse of existing developed areas. The Downtown Vision and Redevelopment Plan identify the urban core as a focal point for new investment, with mixed-use, higher-density residential, and enhanced walkability driving transformation. Table 1-1 summarizes the land area by designation, illustrating the predominance of residential neighborhoods, complemented by commercial, mixed-use, institutional, and environmental categories. However, the table below does not include the right-of-way.

Table 1-1. Future Land Use Acreage

FUTURE LAND USE DESIGNATION	TOTAL NUMBER OF ACRES	PERCENT OF TOTAL
Future Land Use Designation	**Total Acres**	**Percent of Total**
Low Density Residential (LDR)	4,382.88	51.09%
Medium Density Residential (MEDR)	1,148.72	13.39%
High Density Residential (HDR)	4.70	0.05%
Development of Regional Impact (DRI)	700.51	8.17%
Low Retail Commercial (LRC)	548.24	6.39%
General Commercial (GC)	25.32%	0.30%
Recreation (R)	462.58	5.39%
Industrial (I)	349.82	4.08%
Public & Private Gov't / Institutional (PPGI)	244.43	2.85%
Mixed-Use Low (MXL)	226.24	2.64%
Special High Density Residential (SHDR)	122.83	1.43%
Conservation Overlay (C/O)	84.28	0.98%
Mixed-Use High (MXH)	82.04	0.96%
Conservation (CON)	67.02	0.78%
Office Commercial (OC)	65.74	0.77%
Mixed-Use Medium (MXM)	62.68	0.73%
TOTAL ACREAGE	8,578.03	100.00%

Sources: GIS Department, Future Land Use Map, City of Boynton Beach (2025).

Figure 1-2. Future Land Use Acreage Chart



Community Redevelopment Area (CRA)

The Boynton Beach Community Redevelopment Area (CRA) encompasses approximately 1,650 acres, covering the eastern core of the City along the Intracoastal Waterway and extending westward to I-95 as shown in Figure 2. The CRA is subdivided into six distinct sub-districts, each with unique roles in advancing the City's redevelopment objectives:

- Downtown District
- Boynton Beach Boulevard District
- Cultural District
- Heart of Boynton District
- Federal Highway District
- Industrial Craft District

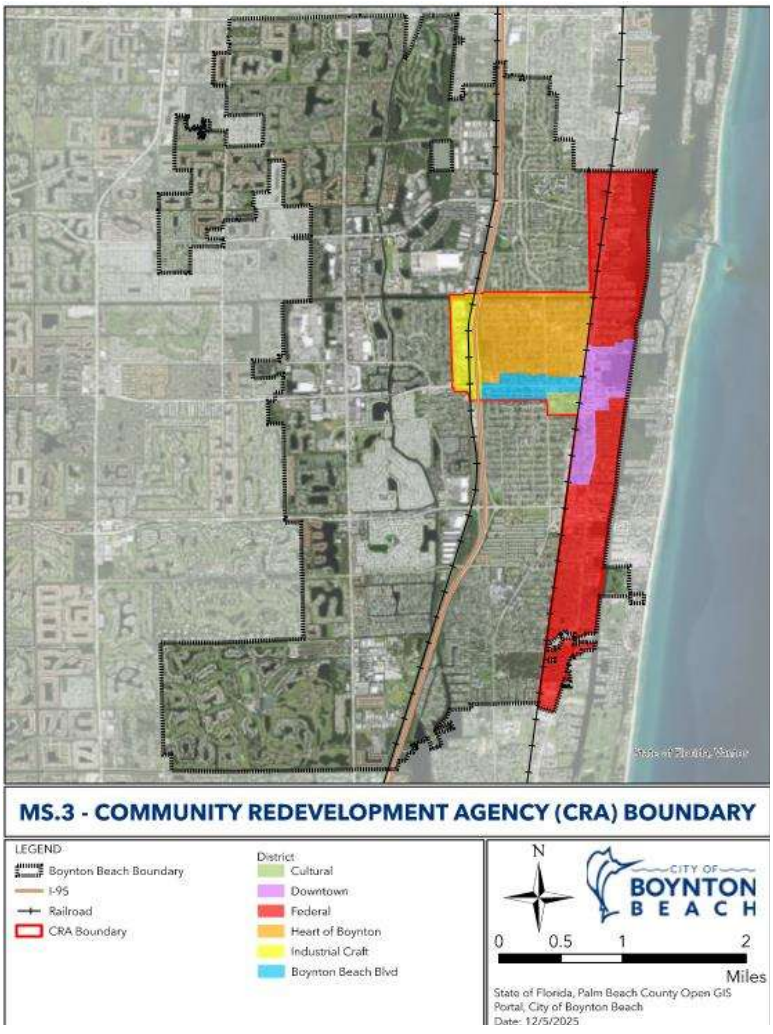


Figure 1-3. Community Redevelopment Agency (CRA) Boundary

The 2016 CRA Redevelopment Plan, which consolidates previous district plans, provides a blueprint for reinvestment and emphasizes:

- Creation of new Mixed-Use land use classifications to bridge intensity gaps between residential and commercial.
- Implementation of Complete Streets designs to enhance multimodal mobility and safety.
- Adoption of Urban Design Guidelines to strengthen the public realm and architectural character.
- Targeted infrastructure upgrades to support redevelopment, including utilities, stormwater, and connectivity improvements.
- Designation of activity nodes at key intersections to stimulate private investment and enhance neighborhood vitality.

Live Local Act – Boynton Beach

The City of Boynton Beach has several active projects that are proceeding under Florida's Live Local Act, including The Dune (South) (approximately 298 residential units with limited commercial space), The Dune (North) (approximately 38 residential units), and Seacrest Sound Apartments (approximately 89 workforce housing units); these developments are enabled by Florida's Live Local Act (SB 102, effective July 1, 2023), which requires local governments to allow multifamily or mixed-use residential development on commercially zoned properties when at least 40% of the units are set aside as affordable or workforce housing, and provides state preemptions that limit local restrictions on density, height, and use, while allowing administrative approval rather than rezonings or variances, thereby accelerating housing production to address statewide affordability needs.

Land Use Designations

Residential Development

Residential uses account for the largest share of Boynton Beach's land area, with approximately 6,030 acres (70.29% of the City's 8,578 acres) devoted to residential designations. These areas define the character of the community, ranging from established single-family neighborhoods to multifamily developments and conservation-oriented residential areas. In addition, mixed-use designations accommodate higher-intensity housing opportunities in targeted redevelopment areas, particularly within the City's Community Redevelopment Area (CRA).

This type of development includes the following Future Land Use Designations:

- Low Density Residential (LDR)- 7.5 D.U./Acre
- Medium Density Residential (MEDR)- 11 D.U./Acre
- High Density Residential (HDR)- 15 D.U./Acre
- Special High Density Residential (SHDR)- 20 D.U./Acre
- Mixed Use Low (MXL)- 20 D.U./Acre
- Mixed Use Medium (MXM)- 50 D.U./Acre

- Mixed Use High (MXH)- 80 D.U./Acre

Low-Density Residential (LDR)
The Low-Density Residential designation is largely located west of I-95 and remains the foundation of Boynton Beach's housing stock, with approximately 4,382.8 acres (51% of the City's total land area). These areas are intended primarily for conventional single-family dwellings. Mobile home neighborhoods are included but must be dedicated to residential occupancy, not recreational vehicle use.

Small-scale, compatible nonresidential uses (such as schools, houses of worship, or neighborhood-serving retail) may be permitted through zoning provisions, provided they reinforce the overall single-family character.

Medium-Density Residential (MEDR)
The Medium-Density Residential (MEDR) designation in Boynton Beach comprises approximately 1,148.7 acres (13.39% of the City's total land area). This category is intended primarily for multi-family structures, serving as an important transition between single-family neighborhoods and higher-intensity mixed-use or commercial areas.

Two-family structures provide two principal dwelling units, each designed for occupancy by one family or household, such as duplexes or paired townhomes. Multi-family structures include three or more principal dwelling units, ranging from garden-style apartments to condominium buildings.

The MEDR designation encourages compact development patterns that support efficient land use while maintaining neighborhood compatibility. These residential developments are typically designed with shared open space, pedestrian connectivity, and proximity to community facilities and commercial services.

Medium-Density Residential areas contribute to a diverse housing stock, providing opportunities for families, young professionals, and seniors seeking alternatives to traditional single-family homes. They are strategically located along key transportation corridors and near employment and service nodes, supporting infill redevelopment and the City's long-term growth framework.

Special High-Density Residential (SHDR)
The Special High-Density Residential (SHDR) designation represents a smaller but important share of Boynton Beach's housing framework, accounting for approximately 122.8 acres (1.43% of total land area). This designation permits residential development up to 20 dwelling units per acre, with higher intensities applied in locations with direct access to transit, major roadways, or the waterfront.

The SHDR designation supports the City's redevelopment goals by providing compact, urban living environments that complement surrounding commercial and mixed-use areas. Housing types often include mid-rise or high-rise structures with shared amenities such as courtyards, structured parking, and pedestrian-friendly design features. Building heights may vary depending on context, but design standards ensure compatibility with adjacent neighborhoods.

High-Density Residential (HDR)
The High-Density Residential (HDR) designation allows for development of multi-family residential structures at densities up to 15 dwelling units per acre (du/ac). HDR areas typically accommodate apartment complexes and condominium communities that serve a broad range of households, including young professionals, families, and retirees.

HDR development emphasizes compact housing options supported by shared amenities and pedestrian-oriented design. These areas often include community courtyards, recreation facilities, and structured parking. HDR is generally located near major corridors, employment centers, and transit routes, providing residents with convenient access to jobs, services, and shopping.

Mixed-Use

Mixed-Use Low (MXL)
The Mixed-Use Low (MXL) designation accounts for approximately 226.2 acres (2.64% of the City's land area). MXL allows for residential development at densities up to 20 dwelling units per acre (du/ac) in combination with neighborhood-serving commercial and office uses.
Primarily mid-scale buildings that blend housing with ground-floor retail, small offices, or community services. MXL supports transitional corridors west of I-95 and neighborhood centers where smaller-scale infill can complement existing low- and medium-density housing while activating local streets.

Mixed-Use Medium (MXM)
The Mixed-Use Medium (MXM) designation comprises approximately 62.7 acres (0.73% of total land area). It permits development at densities up to 50 du/ac, supporting larger residential projects with substantial nonresidential components.
MXM areas often include multi-story buildings with structured parking, pedestrian-oriented ground floors, and integrated retail or office space.

MXM designations are concentrated in redevelopment nodes such as the Heart of Boynton and portions of Boynton Beach Boulevard, where higher densities can help support transit use, walkability, and economic vitality.

Mixed-Use High (MXH)
The Mixed-Use High (MXH) designation encompasses 82.4 acres (0.96% of total land area). MXH permits the highest intensity, up to 80 du/ac, and is designed to encourage urban-scale development that positions Boynton Beach as a regional destination.
MXH areas include mid-rise and high-rise structures, often with a mix of residential, office, and commercial uses in vertical or horizontal formats. Design emphasizes compact urban form, public plazas, and enhanced pedestrian environments.

MXH is primarily applied in the Downtown District and along the Federal Highway corridor, where redevelopment initiatives focus on creating a vibrant, mixed-use waterfront district with housing, employment, and cultural amenities.

Commercial Development
Commercial uses in Boynton Beach account for a modest percentage of the City's land area, yet they play an enormous role in shaping the City's economic vitality, identity, and

redevelopment opportunities. Concentrated primarily along major corridors such as Boynton Beach Boulevard, Congress Avenue, and Federal Highway, these areas provide residents and visitors with access to retail, professional services, employment opportunities, and essential goods.

The City's commercial land use designations are designed to balance neighborhood-serving uses with regional attractions, while also positioning key corridors and nodes for redevelopment into more mixed-use and pedestrian-oriented formats. Many commercial parcels are auto oriented in character and may require site modernization, landscaping, and access improvements to remain competitive and compatible with surrounding neighborhoods. Over time, strategic redevelopment will emphasize walkable centers, shared parking, and integration with the Boynton Beach CRA's urban design framework.

This type of development includes the following Future Land Use Designations:

- Local Retail Commercial (LRC)
- Office Commercial (OC)
- General Commercial (GC)

Together, these categories support Boynton Beach's role as both a regional economic center and a community hub, ensuring that future redevelopment enhances livability, accessibility, and long-term sustainability.

Local Retail Commercial (LRC)
The Low Retail Commercial (LRC) designation applies to neighborhood-scale commercial areas that provide goods and services to surrounding residential communities. These areas are generally located along collector or arterial roadways and serve as convenient, low-intensity retail centers designed to meet the daily needs of residents without drawing significant regional traffic.

The purpose of the LRC designation is to ensure compatibility between commercial activity and adjacent neighborhoods while supporting local economic vitality. Uses typically include small grocery stores, pharmacies, restaurants, personal service establishments, and professional offices. Development standards are intended to maintain a pedestrian-friendly environment and encourage appropriate buffering and transitions to surrounding residential uses.

Unlike higher-intensity commercial or mixed-use areas, LRC areas are not intended for regional shopping centers, big-box retail, or industrial activities. Floor area ratios are limited and building heights are restricted to maintain a scale consistent with adjacent residential neighborhoods. The emphasis is on accessibility, walkability, and integration into the surrounding community.

The designation supports Boynton Beach's broader strategy of corridor revitalization and neighborhood reinvestment, ensuring that commercial uses enhance, rather than detract from, the quality of life for nearby residents. By reinforcing LRC nodes, the City can reduce travel

distances for daily needs, promote multi-modal mobility, and sustain small business opportunities within the community.

Office Commercial (OC)
The Office Commercial designation is intended primarily to permit a broad range of commercial and office activities that serve neighborhood, community, and regional markets. This includes retail establishments, service providers, restaurants, and professional offices. Development within this category is typically located along major corridors such as Boynton Beach Boulevard, Federal Highway, and Congress Avenue, forming the City's key commercial areas.

While many of these areas were historically designed around auto-oriented centers, redevelopment is increasingly expected to incorporate pedestrian-friendly design, and landscaping. Over time, these sites are anticipated to transition toward mixed-use, walkable developments, complementing nearby residential neighborhoods and the Boynton Beach CRA's downtown revitalization efforts.

General Commercial (GC)
The General Commercial designation is intended primarily for auto-oriented commercial uses and larger-format retail establishments. This includes auto sales and repair, home improvement centers, and other service uses that require larger parcels or roadway access. In

Boynton Beach, GC areas are typically located along arterial roadways and serve as regional draws for specialized goods and services.

Because of their visibility and traffic volumes, these sites play an important role in the City's commercial economy. However, redevelopment efforts emphasize the need for site modernization, including landscaping upgrades, buffering, access redesign, and stormwater improvements, to enhance compatibility with nearby residential neighborhoods. Over time, portions of these sites may evolve into more intensive mixed-use activity nodes that align with the City's redevelopment framework.

Industrial Development

Industrial land uses account for 349.82 acres, or 4.08% of Boynton Beach's total land area. These areas are concentrated primarily near High Ridge Road, Quantum Boulevard, and along the I-95 corridor, where highway access and regional connectivity support light manufacturing, warehousing, assembly, and distribution activities, with opportunities for supporting business services and limited office uses.

The City's industrial lands are a limited and valuable resource. With Boynton Beach largely built out and constrained by surrounding urban development, the supply of industrial land is not expected to expand significantly. As such, preservation of existing industrial areas is critical to maintaining a balanced economic base, providing jobs in trades, logistics, and light industrial uses that complement the City's commercial and residential sectors.

Many of these areas are also positioned for industrial-modernization strategies, including redevelopment into flex industrial campuses, business parks, and innovation-oriented uses. Careful planning is needed to ensure that transitions at the edges of industrial areas remain compatible with nearby residential and commercial uses, while preserving opportunities for continued employment growth.

This type of development includes the following Future Land Use Designation:

- Industrial (I)

Industrial land uses will continue to play a key role in supporting Boynton Beach's economic diversity, ensuring that the City retains space for goods movement, service industries, and employment opportunities within the regional economy.

Recreation & Open Space & Conservation

Parks and recreation lands account for 462.58 acres, or 5.39% of Boynton Beach's total land area, providing residents with access to a diverse network of community and neighborhood parks. Recreational assets include Intracoastal Park, Barrier Free Park, and the Boynton Beach Tennis Center, which serve as anchors for active recreation, community gatherings, and cultural programming. Smaller neighborhood parks and open spaces are distributed throughout the community, ensuring local access to playfields, playgrounds, and passive recreation areas.

Conservation lands total 67.02 acres, or 0.78% of the City's land area. These areas are critical to protecting Boynton Beach's environmental resources, including wetlands, mangroves, and coastal dune habitats. Conservation areas play a vital role in sustaining biodiversity, supporting

stormwater management, and buffering the built environment from the impacts of flooding and coastal change.

This type of development includes the following Future Land Use Designations:

- Recreation (R)
- Conservation (CON)
- Conservation Overlay (C/O)

Collectively, Boynton Beach's parks, recreation, and conservation lands form the backbone of the City's green infrastructure network, enhancing livability, supporting public health, and ensuring long-term stewardship of sensitive coastal and inland habitats.

Recreation (R)
The Recreation designation is intended to ensure that residents and visitors have access to a diverse system of parks, athletic fields, open spaces, and special-use recreational facilities. These areas support a high quality of life by promoting health, wellness, and community engagement. In addition to serving daily recreational needs, Boynton Beach's Park system hosts citywide and regional events that contribute to the City's identity as a vibrant coastal community.

Recreational assets in Boynton Beach include both neighborhood-serving parks and citywide destination facilities. Notable examples include:

- Intracoastal Park, a regional destination offering waterfront access, athletic facilities, and event spaces.
- Barrier Free Park, designed for universal accessibility and inclusive play opportunities.
- Ezell Hester, Jr. Community Park, a hub for athletic programming, community gatherings, and open green space.
- Oceanfront Parks and Beach Access Points, which provide coastal recreation and are integral to the City's tourism appeal.

These facilities are supplemented by smaller neighborhood parks, greenways, and open space corridors, creating a well-distributed recreational network across the City.

With Boynton Beach nearly 96% built out, the emphasis for recreation lands will shift toward enhancement and reinvestment rather than new park creation. Key strategies include:

- Upgrading existing facilities to meet changing recreational needs and modern standards.
- Expanding connections to parks and open spaces through sidewalks, greenways, and Complete Streets.
- Preserving waterfront access, particularly along the Intracoastal Waterway and oceanfront.
- Leveraging partnerships with Palm Beach County, nonprofit organizations, and the private sector to expand recreational offerings.

Recreation designation underscores Boynton Beach's commitment to providing accessible, high-quality leisure and cultural amenities, ensuring that parks and open spaces remain a central part of community life.

Conservation (CON)
The Conservation designation is intended to protect wetlands, mangroves, coastal dunes, estuarine habitats, and other environmentally sensitive areas. These areas support biodiversity, improve water quality, act as natural buffers against flooding and storm surge, and contribute to the City's overall environmental health.

In Boynton Beach, conservation lands primarily include mangrove wetlands along the Intracoastal Waterway and coastal dune systems east of State Road A1A. These areas are not only ecological assets but also serve as community amenities by offering passive recreation opportunities such as nature viewing, walking, and environmental education.

Key examples include:

- Mangrove stands along the Intracoastal Waterway, which provide habitat for fish, birds, and wildlife.
- Coastal dune and beach habitats, which serve as protective buffers and contribute to the City's tourism and quality of life.

With limited remaining conservation acreage, it is essential to preserve and restore these areas. Strategies include:

- Protecting natural systems from encroachment due to redevelopment pressures.
- Implementing habitat restoration projects, particularly along the Intracoastal Waterway and oceanfront.
- Expanding partnerships with environmental organizations for long-term management.
- Integrating conservation areas with green infrastructure planning to improve stormwater management and climate adaptation.

Conservation Overlay (C/O)
The Conservation Overlay (C/O) designation applies to environmentally sensitive lands within Boynton Beach that require additional protection to ensure long-term ecological health and resilience. This overlay works in conjunction with the City's base future land use categories to guide development in areas where wetlands, mangroves, coastal dunes, and other natural resources are present.

The purpose of the Conservation Overlay is to maintain and enhance the ecological functions of these resources, including flood control, stormwater filtration, aquifer recharge, shoreline stabilization, and the preservation of critical wildlife habitat. Lands within the overlay are also essential to the City's broader climate adaptation strategy, serving as natural buffers against storm surge, sea level rise, and other climate-related hazards.

Permitted activities within the Conservation Overlay are limited to those compatible with resource protection, such as passive recreation, environmental education, and habitat restoration. Any development proposals within the overlay must undergo environmental review and permitting through agencies such as the South Florida Water Management District (SFWMD), the Florida Department of Environmental Protection (FDEP), and the U.S. Army Corps of Engineers. Mitigation and best management practices are required where impacts cannot be avoided.

The Conservation Overlay ensures that future redevelopment and infill projects respect sensitive natural systems while contributing to the City's identity as a resilient coastal community.

<u>Governmental and Institutional</u>
Public & Private Governmental/Institutional (PPGI) lands total 244.43 acres, or 2.85% of the City's land area. These designations accommodate facilities that serve the public good, including government buildings, schools, places of worship, cultural institutions, and medical campuses. Together, they form the civic and institutional backbone of Boynton Beach, ensuring residents have access to education, healthcare, cultural programming, and public services within the community.

Key examples include the Boynton Beach Utilities Department Building, educational campuses such as Boynton Beach Community High School and Galaxy E3 Elementary, and healthcare facilities like Bethesda Hospital East. These uses are strategically located along major corridors such as Seacrest Boulevard, Congress Avenue, and Woolbright Road, where they are accessible to the broader community and complement surrounding neighborhoods.

The PPGI designation is also intended to accommodate nonprofit and community-serving organizations, ranging from local places of worship to regional service providers. The scale and character of institutional uses must remain compatible with surrounding residential and commercial development, while also ensuring adequate access, parking, and supporting infrastructure. Healthcare is also a significant institutional land use, most notably Bethesda Hospital East, a major regional medical center that not only provides essential healthcare services but also anchors medical offices and complementary institutional uses in its vicinity. Other healthcare and social service providers are distributed throughout the City, often within mixed-use districts.

Institutional lands in Boynton Beach serve a dual role, meeting the essential day-to-day needs of residents while also acting as anchors for community identity and civic pride. As the City continues to redevelop and densify, ensuring that institutional uses remain well-distributed and integrated will be critical to maintaining equitable access to services.

Development of Regional Impact

The Development of Regional Impact (DRI) designation in Boynton Beach accounts for approximately 700.51 acres, or 8.17% of the City's total land area. DRIs are large-scale, master-planned communities or projects that are evaluated for their potential impacts on transportation, utilities, natural resources, housing, and the regional economy. Within Boynton Beach, these areas play a significant role in shaping long-term growth patterns, offering a mix of residential, commercial, recreational, and community-serving uses within a coordinated development framework.

The DRI designation is intended to ensure that major developments integrate land uses efficiently, provide adequate infrastructure, and mitigate regional impacts through design and

investment. These areas often incorporate residential neighborhoods, retail centers, schools, open spaces, and community amenities into unified developments. They are designed to accommodate growth while preserving environmental resources and ensuring mobility connections across the City and the region.

Boynton Beach's DRIs reflect the City's evolution as a regional hub, accommodating planned residential communities and associated commercial nodes that support both local residents and the broader Palm Beach County area. The DRI lands are primarily concentrated in the western portions of the City, where larger tracts were historically available for coordinated development.

As the City of Boynton Beach is now largely built out, opportunities for new Developments of Regional Impact (DRIs) are limited, particularly following state statutory changes under Florida's Community Planning Act (Chapter 163, Florida Statutes), which eliminated the mandatory DRI review process that applied when many of the City's existing DRIs were originally approved; however, existing DRI communities remain central to Boynton Beach's residential development pattern and will continue to evolve through redevelopment, infill, and targeted infrastructure upgrades, with redevelopment within these areas emphasizing walkability, complete streets, and mixed-use integration, consistent with the City's long-term vision for sustainable growth.

The DRI designation ensures that Boynton Beach remains competitive in the region by providing high-quality, balanced communities that integrate living, working, shopping, and recreation while minimizing strain on public services and infrastructure. Master-planned communities and projects of regional scale, incorporating a mix of residential, commercial, and community uses within a unified plan.

Overlay Districts

These overlays layer additional design, use, and streetscape standards on top of the base zoning to guide redevelopment and support walkable, mixed-use, and transit-friendly environments in targeted areas of Boynton Beach.

- Martin Luther King Jr. Boulevard Overlay: Designed to spur redevelopment and revitalization along MLK Jr. Boulevard with pedestrian-oriented standards, building height and frontage requirements, and streetscape improvements that support mixed-use and traditional corridor character.
- Urban Commercial District Overlay: Encourages commercial corridor parcels to redevelop in a way that aligns with mixed-use patterns seen in redevelopment areas, with modified setbacks, build-to lines, and pedestrian zone standards to enhance street activity.
- Cultural District Overlay: Applies to the Cultural District within the CRA area, enhancing livability and property value with specific design and use standards, articulated building

frontage, and pedestrian-focused zoning to support residential, commercial, and institutional uses.

- Boynton Beach Boulevard Overlay: Aims to improve the Boynton Beach Boulevard corridor by encouraging a mix of uses, pedestrian-friendly design, and consistent character, including requirements for street frontage, pedestrian zones, and landscape/streetscape integration.
- Downtown Transit-Oriented Development District (DTODD) Overlay: Focuses on the planned Tri-Rail Coastal Link station area, promoting higher density, mixed-use development, and enhanced interconnectivity near the transit hub.
- Marina Overlay: Established to promote economic development, waterfront activation, and Boynton Beach's identity as a premier coastal and marine-oriented destination along the Intracoastal Waterway between Gateway Boulevard and Woolbright Road. The overlay encourages marine-based businesses, mixed-use waterfront development, tourism, recreation, and public access to the waterfront while supporting reinvestment in underutilized properties. Additionally, the MDO provides regulatory flexibility and promotes resilient, high-quality development that enhances waterfront infrastructure, public spaces, and long-term economic vitality.

Vacant Land

The Vacant Land in Boynton Beach is extremely limited due to the City's largely built-out condition. As of 2025, only about 4% of the City's total acreage remains vacant and available for development, amounting to less than 350 acres citywide. Most vacant parcels are less than one acre in size, scattered throughout established neighborhoods or within redevelopment corridors.

Geographic Distribution

I-95 Corridor & East of Downtown

Several parcels remain underutilized or vacant, often designated for commercial or mixed-use redevelopment, aligning with the Downtown Vision & Master Plan and the Community Redevelopment Plan. These areas are targeted for higher-intensity redevelopment rather than traditional greenfield development.

Western Portions of the City

Some vacant lands remain in low-density residential zones west of Congress Avenue and around the Hypoluxo Road corridor. These parcels are primarily planned for residential infill development, contributing to the City's housing stock.

Southern & Southeastern Areas

Limited vacant lands remain, often interspersed within existing neighborhoods. Many of these sites are constrained by environmental factors or existing infrastructure.

Environmental Considerations

Vacant lands within the eastern and southeastern areas include environmentally sensitive tracts, some of which contain wetland and mangrove communities. Development in these areas will require permitting and environmental review by the U.S. Army Corps of Engineers, the Florida Department of Environmental Protection (FDEP), and the South Florida Water Management District (SFWMD). Portions of these lands are publicly owned and designated for conservation, with no intent for development as of this update.

Transportation

The City of Boynton Beach is served by a network of federal, state, and county roadways, including I-95, U.S. 1 (Federal Highway), and Congress Avenue, which provide regional connectivity. Local streets support neighborhood access and circulation.

As described in the Transportation Element, the roadway network generally supports existing land use patterns, with major corridors accommodating higher-intensity development and local streets serving residential areas.

State Roadways

Key state-maintained facilities in Boynton Beach include:

Boynton Beach Boulevard (SR 804) – the City's primary east–west arterial connecting the Turnpike, I-95, and Downtown.

US 1 (Federal Highway) – a major north–south arterial paralleling the coast and serving the City's Downtown and CRA district.

Traffic counts indicate that Boynton Beach Boulevard and US 1 experience congestion during peak hours, with some segments operating at or near LOS E/F conditions. FDOT and the City continue to pursue corridor improvements, including signal timing, intersection upgrades, and multimodal enhancements.

County Roadways

County-maintained roadways include Congress Avenue, Seacrest Boulevard, and Old Boynton Road. These roads serve as important north–south and east–west connectors between residential neighborhoods and employment centers. Current monitoring shows that these roadways generally operate at LOS D or better, though intersection congestion occurs at major signalized crossings such as Congress Avenue and Boynton Beach Boulevard.

Federal Facilities

I-95, the major federal facility bisecting the City, is under continuous improvement by FDOT. The addition of express lanes and interchange upgrades at Boynton Beach Boulevard and Gateway Boulevard are designed to improve capacity and safety. While I-95 carries the largest share of regional through-traffic, its congestion significantly influences travel patterns within Boynton Beach.

Multimodal & Redevelopment Context

The City's long-term vision, consistent with the Downtown Vision & Master Plan and the CRA Redevelopment Plan, emphasizes shifting traffic demand away from sole reliance on automobiles. Planned improvements include:

- Enhanced pedestrian and bicycle infrastructure along key corridors such as US 1 and Boynton Beach Boulevard.
- Support for Tri-Rail commuter rail service and potential expansion of Brightline regional connectivity.
- Redevelopment policies that encourage mixed-use, walkable development to reduce internal trip demand and improve circulation efficiency.

Sanitary Sewer

Boynton Beach is served by a centralized sanitary sewer collection and treatment system that provides reliable wastewater service to nearly all developed areas of the City. The system consists of a network of gravity sewer lines, force mains, and pump stations that convey flows to regional wastewater treatment facilities. Service coverage is extensive, with only a limited number of properties outside the sewer service area that continue to rely on septic systems.

Boynton Beach has adopted a level of service (LOS) standard consistent with regional wastewater providers. New development is required to connect to the centralized sewer system when available, ensuring that capacity is available to meet the City's future growth and redevelopment needs.

The City complies with state and federal regulations governing effluent disposal, including requirements to reduce reliance on ocean outfalls and increase beneficial reuse of reclaimed water. Septic-to-sewer conversions remain a priority in limited areas where septic systems still exist, reducing potential impacts to groundwater and coastal resources.

Boynton Beach is nearly built out, future wastewater demand will largely result from redevelopment and infill rather than large-scale greenfield growth. Projections indicate that existing regional treatment capacity is sufficient to meet anticipated needs. The City will continue to monitor flows, maintain infrastructure, and invest in capacity improvements where needed to ensure the sanitary sewer system remains reliable and environmentally sustainable.

Solid Waste

Solid waste collection and disposal in Boynton Beach is provided through a combination of City-managed services and contracted haulers, coordinated with the Solid Waste Authority of Palm Beach County (SWA). SWA operates an integrated solid waste management system that includes recycling, resource recovery, landfill disposal, and waste-to-energy facilities. Boynton Beach benefits from this regional approach, which ensures reliable disposal capacity and environmental compliance.

Residential and commercial properties receive curbside collection of solid waste, yard waste, bulk materials, and recyclables. The City participates in countywide recycling programs, which divert materials such as paper, plastics, metals, and glass from the waste stream. Public

education and outreach continue to encourage recycling participation and reduce contamination rates.

The City has adopted a level of service (LOS) standard consistent with SWA requirements to ensure adequate collection and disposal capacity. New development is required to demonstrate provision for solid waste collection, including sufficient space for dumpsters or containers, truck access, and compliance with recycling requirements.

Overall, the City's solid waste services are reliable, with regional disposal facilities projected to have sufficient capacity for the planning horizon. Ongoing needs include replacement and upgrading of collection vehicles, as well as expanded recycling efforts to meet state and county diversion goals. The City also continues to coordinate with SWA on initiatives to reduce waste generation and increase recovery of reusable materials.

Boynton Beach supports the regional strategy of diverting waste from landfills through recycling, composting, and energy recovery. The waste-to-energy facilities operated by SWA reduce the volume of waste requiring landfilling and generate renewable energy, aligning with sustainability objectives. Continued emphasis on waste reduction and sustainable practices supports the City's long-term environmental goals.

Boynton Beach is largely built out, future solid waste generation will result from redevelopment and infill rather than large-scale growth. Regional disposal facilities, including waste-to-energy and landfill capacity, are expected to remain sufficient to serve the City's needs. The City will continue to monitor collection efficiency, invest in recycling and sustainability programs, and ensure that services remain reliable and cost-effective.

Drainage

The City of Boynton Beach manages stormwater through a combination of municipal systems and regional facilities operated by the South Florida Water Management District (SFWMD). Drainage infrastructure includes canals, storm sewers, retention and detention ponds, and swales designed to reduce flooding risks and protect water quality.

Eastern portions of the City rely heavily on canal systems that discharge to the Intracoastal Waterway, while western areas use interconnected retention lakes and conveyance canals. Drainage management is guided by state and regional regulations, ensuring compliance with the SFWMD Environmental Resource Permit Program and the National Pollutant Discharge Elimination System (NPDES).

Future challenges include adapting infrastructure to accommodate sea-level rise, more frequent storm events, and redevelopment pressures in the downtown and coastal areas. Ongoing improvements focus on system maintenance, retrofitting older facilities, and incorporating green infrastructure to enhance water quality and resiliency.

Potable Water

The City of Boynton Beach operates a potable water system designed to provide safe and reliable drinking water to residents, businesses, and institutions. Water supply is drawn from

the surficial aquifer system, treated at the City's water treatment plant, and distributed through an extensive network of mains and storage facilities.

The City's system is interconnected with regional providers, ensuring redundancy and reliability in the event of peak demand or emergencies. Treatment processes meet or exceed all Florida Department of Environmental Protection (FDEP) and U.S. Environmental Protection Agency (EPA) standards for drinking water quality.

Future improvements to the potable water system are focused on maintaining compliance with evolving water quality regulations, supporting projected population growth, and replacing aging infrastructure. Emphasis is placed on system resiliency, including upgrades to storage, pressure zones, and emergency interconnections.

City's Water Supply Facilities Work Plan

The City's Water Supply Facilities Work Plan, adopted by reference and included as Attachment I of the Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element, provides the framework for ensuring adequate potable water availability through the required 10- and 20-year planning horizons. The City's Water Supply Facilities Work Plan outlines demand projections, available supply, and system improvements, demonstrating that the City has sufficient water supply to meet both existing and future needs.

The Work Plan emphasizes coordination between the City, the South Florida Water Management District (SFWMD), and regional providers to ensure compliance with regulatory requirements and alignment with regional water supply planning. The City's adopted Work Plan confirms that infrastructure capacity, wellfield protection, and treatment facilities are adequate to support anticipated growth while maintaining service levels.

Ongoing updates to the Work Plan ensure that water supply planning remains consistent with population and development trends, and that necessary improvements are identified in the Capital Improvements Element (CIE).

Physiography and Minerals

Boynton Beach is located within the Atlantic Coastal Ridge and the Eastern Coastal Plain of Palm Beach County. The area is generally flat with elevations ranging from sea level along the Intracoastal Waterway to slightly higher ground moving westward toward Congress Avenue and beyond. This low-lying topography has influenced the City's urban form, stormwater management practices, and vulnerability to sea level rise and flooding.

Boynton Beach does not contain significant mineral resources for extraction. The underlying geology consists largely of limestone and sandy soils, which provide the foundation for the Biscayne Aquifer, a primary source of the City's potable water supply. While mineral extraction is not a major land use or economic driver in Boynton Beach, the integrity of these subsurface formations is vital for water supply protection, stormwater infiltration, and maintaining the City's environmental health.

Soil and Wetlands

The soils within Boynton Beach are predominantly sandy, well-drained, and characteristic of the Atlantic Coastal Ridge and Coastal Plain. While these soils support development, they also present challenges such as erosion, limited nutrient retention, and drainage issues in low-lying areas. Sustainable soil management practices are necessary to minimize flooding risks, protect groundwater recharge zones, and maintain the long-term viability of urban landscaping.

Despite extensive urbanization, wetlands continue to play a critical role in Boynton Beach's ecological and stormwater systems. They provide natural flood protection, recharge aquifers, filter pollutants from runoff, and support diverse plant and animal communities. Protecting and restoring wetlands is essential not only for environmental integrity but also for strengthening the City's resilience against climate change and sea level rise.

Wetland and soil resources in Boynton Beach are regulated under multiple layers of authority. The Florida Department of Environmental Protection (FDEP) and the South Florida Water Management District (SFWMD) oversee permitting and stormwater management, while the U.S. Army Corps of Engineers provides federal oversight through the Clean Water Act. Local development policies must align with these regulations, requiring mitigation or restoration when wetland impacts occur.

The protection and management of soils and wetlands are directly linked to Boynton Beach's broader climate adaptation strategies. With rising sea levels and more frequent storm events, maintaining wetlands as natural buffers is essential to reducing flood risks and protecting vulnerable neighborhoods. Enhancing soil health through Florida-Friendly landscaping, permeable surfaces, and green infrastructure helps manage stormwater and increase aquifer recharge.

Wetland preservation also supports the City's goals for climate resilience, green infrastructure, and sustainable growth by:

- Acting as natural stormwater retention areas, reducing reliance on costly gray infrastructure.
- Supporting habitat migration corridors, ensuring biodiversity adapts to changing conditions.
- Enhancing community resilience by safeguarding water quality and providing natural defenses against sea level rise.
- Complementing Urban Forestry and Landscaping initiatives, as tree canopies and wetland buffers work together to moderate climate impacts.

By aligning wetland conservation and soil management with resilience planning, Boynton Beach can strengthen its ability to withstand environmental challenges while fostering a more sustainable urban environment.

Wellfields

Boynton Beach relies on a network of wellfields that withdraw groundwater from the Surficial Aquifer System and, in some locations, from the Floridan Aquifer System. These wellfields are

a critical component of the City's potable water supply system and are directly tied to long-term water security and resilience.

The City's wellfields are protected through the Wellfield Protection Ordinance and regulated by the South Florida Water Management District (SFWMD) consumptive use permits. These measures safeguard against contamination and ensure that withdrawals remain within sustainable limits. Additionally, coordination with the Florida Department of Environmental Protection (FDEP) ensures compliance with water quality standards.
Boynton Beach's coastal location, wellfields face vulnerabilities from:

- Saltwater intrusion, which can be exacerbated by sea level rise and increased demand on groundwater.
- Contamination risks from stormwater runoff, hazardous material spills, and incompatible land uses within recharge areas.
- Reduced recharge capacity in urbanized areas due to impervious surfaces limiting infiltration.

Protecting wellfields is a cornerstone of Boynton Beach's Climate Adaptation and Resilience Strategy. Measures to enhance resilience include:

- Expanding the use of alternative water supplies (e.g., reclaimed water, aquifer storage and recovery, brackish water treatment).
- Promoting green infrastructure to increase infiltration and recharge, supporting the aquifer system.
- Strict enforcement of land use controls within wellfield protection zones to minimize contamination threats.
- Continued monitoring and modeling of saltwater intrusion to guide adaptive management.

The City's Water Supply Facilities Work Plan (adopted by reference in the Comprehensive Plan) demonstrates that adequate water supply can be maintained for both the 10-year and 20-year planning horizons.

Lakes, Beaches, and Shores
Boynton Beach's identity is closely tied to its coastal location on the Atlantic Ocean, as well as its network of lakes, canals, and inland water bodies that connect to the regional water management system. These natural and recreational resources provide environmental, economic, and social benefits, while also requiring balancing public access, ecosystem health, and resilience.

The City's Atlantic shoreline serves as a major recreational and economic resource, supporting tourism, fishing, and boating. Boynton Beach Oceanfront Park, one of the community's premier destinations, offers public beach access and is an anchor for cultural and recreational activities. However, the City's beaches are vulnerable to erosion, storm surge, and sea level rise, which require ongoing beach nourishment and coastal management programs.

In addition to its coastline, Boynton Beach is served by several lakes, canals, and retention ponds that provide stormwater management, groundwater recharge, and wildlife habitat. These water bodies connect to the Lake Worth Lagoon and the regional canal system operated by the (SFWMD). Maintaining water quality in these systems is vital to protecting aquatic life, supporting recreational uses, and ensuring compatibility with surrounding development.

Management and Resilience Strategies
To protect these vital resources, Boynton Beach prioritizes:

- Beach renourishment programs in partnership with Palm Beach County and state agencies to combat erosion.
- Living shoreline projects and dune restoration to buffer against storm surge and sea level rise.
- Stormwater retrofits and green infrastructure to improve water quality in lakes and canals before discharge into the lagoon or ocean.
- Public access improvements, including expanded trails, boardwalks, and waterfront amenities, to ensure equitable enjoyment of coastal and inland resources.
- Climate resilience planning to address saltwater intrusion, increased flooding, and coastal vulnerability.

The City's Coastal Management Element and Infrastructure Element of the Comprehensive Plan establish policies to protect and enhance beaches, lakes, and shorelines. Coordination with regional agencies (SFWMD, Palm Beach County, FDEP) ensures that Boynton Beach's strategies align with broader coastal and watershed management efforts.

TRENDS AND CHALLENGES

The City of Boynton Beach has embraced long term sustainability principles by taking proactive actions such as adopting the 2020 Climate Action Plan (CAP). This section will focus on identifying trends and challenges facing the City in the next 10- and 20-years periods.

Resilient Development and Redevelopment

The limited land resources available in the City, and the increasing redevelopment of existing sites, careful considerations toward land use and the build environment are required. Since the Comprehensive Plan is prepared for the 10 and 20-year planning periods, it is valuable to promote policies emphasizing the benefits of green development and redevelopment.

Given the City's built-out condition and small, scattered vacant parcels, most future residential and nonresidential demand will be accommodated through infill, redevelopment, and intensification within mixed-use districts and existing commercial/industrial areas.

- Mixed-use designations (MXL/MXM/MXH) provide the most flexible capacity for housing and employment near services and transit.

- LRC nodes should remain neighborhood-scaled and connected, while larger commercial formats are directed to designated corridors and centers.

- Industrial areas could be modernized to support cleaner, higher-value employment with compatible multimodal access.

- Environmental and resilience are integral, with continued protection of CON/C/O areas and integration of blue-green infrastructure.

- Infrastructure phasing and concurrency should be synchronized with targeted reinvestment areas to uphold adopted levels of service and mobility goals.

Resilient development and redevelopment include site planning, infrastructure and building design considerations that aim to support economic and financial assets while protecting quality of life and the character, resources, and environmental elements on which a community well-being relies.

There are a number of organizations that offer standards to comply with regarding Resilient development such as Florida Green Building Coalition (FGBC), Green Globes, Leadership in Energy and Environmental Design (LEED) and others. The FGBC website indicates that this organization *"is dedicated to improving Florida's built environment through verified green certification standards for homes, land developments, commercial buildings, high rises, and city and county governments. Standards that take a scientific approach and are developed with state-specific criteria. They address Florida's hot-humid environment, distinctive topography, unique geology, resiliency, and natural disasters."*

Many states, including Florida, and businesses within the state, have incentives and programs available for residents, businesses, governments, non-profits, schools, institutions, etc. The funds can be used to install energy efficient products such as the following; photovoltaic cells, solar hot water heaters, solar pool heaters, and fuel cells. The incentives generally pay by kilowatt hour for installed products which will conserve electricity over the lifetime of the product.

Resilient design features includes green walls, renewable energy, reusable water, green roofs and other elements that help reduce the carbon footprint as well as reduce the amount of energy and resources being used. The following elements are part of green design principles:

- The use of living green walls and live vegetation on the façade of the building
- Rooftop green spaces (gardens, open spaces, etc.)

    - Native and Florida-friendly Vegetation
    - Provide industry requirements for membranes, root barriers, drainage systems, filter fabrics, etc.
    - Integrate solar panels into green roof design
    - Artificial turf is discouraged.
- Alternative building materials
- Green building certifications
- Installation of Solar Panels

Green roofs can absorb annual rainfall and reduce stormwater runoff. In addition, they create habitats for biodiversity, create aesthetically pleasing roofs, transform rooftops into useable amenities such as parks, vegetable gardens and other recreational spaces. Green roofs can also reduce the indoor temperatures and the urban heat island effect, and historically are cooler than conventional rooftops.

The reduction of heat islands provide shade but also remove heat from the air, which reduces temperatures of the roof surfaces. On hot summer days, the surface temperature of a vegetated rooftop can be cooler than the air temperature, whereas the surface of a traditional rooftop can be up to 90°F (50°C) warmer (Environmental Protection Agency).

Green roofs prevents the majority of ultraviolet radiation from penetrating the rooftop which equates to air conditioning savings and longer roof replacement periods. They also provide a habitat for butterflies and birds while filtering the rooftop water and creating less strain on storm water systems. Vegetated roofs use and filter the excess water while traditional roofs typically acquire pollutants and contribute to nonpoint source pollution which ultimately goes into the Atlantic Ocean.

Green roofs can be used to mitigate stormwater runoff requirements while providing for an aesthetically pleasing built environment. Basic green roof systems can be installed with little or no additional engineered structural support and add about 80-150 pounds/square feet. for intensive green roofs while extensive green roofs add about 12-50 pounds/square feet.

Green roofs have been successful at several locations throughout Florida. For example, the photos below (on page 28) include projects in Jacksonville (Breaking Ground Contracting Green Roof & Rooftop Garden); Orlando (Orlando Health MD Anderson Cancer Center Labyrinth Vegetated Roof Garden); Clermont (Honda Headquarters); and Miami (FIU College of Nursing & Health Sciences, Modesto A. Maidique Campus).

Building Orientation

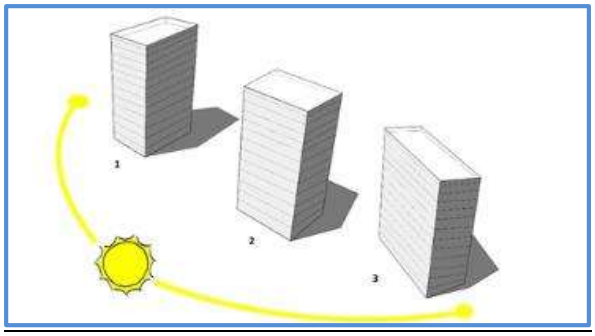
Building orientation is the practice of orienting a building to maximize certain aspects of its surroundings, such as street appeal, to capture a scenic view, for energy efficiency, for drainage considerations, etc. Along with massing, building orientation is a crucial consideration in the design phase. It should be decided concurrently with massing early in the design process, as neither can be truly optimized without the other. Successful building orientation can also minimize other site conditions, such as rainwater harvesting driven by prevailing winds.

Decisions about building orientation begin early in the design phase and involve all project team members. It helps to have input from experienced passive solar design architects and builders and to consider site conditions such as temperature, solar access, and wind to evaluate design opportunities. Building orientation impacts daylighting, which also relates to building geometry, window selection, interior layout, HVAC sizing, and electrical lighting

design. Utilizing computer simulation software and energy modeling tools help to assess how building orientation and passive design considerations affect overall building performance.

Building orientation plays a significant role with respect to the sun usually intended to maximize solar gain at the appropriate time of the year and to minimize solar gain in the summer. Best orientation can increase the energy efficiency of a residential building by making it more comfortable to live in and less expensive to maintain. The sun is lower in the sky in winter than in summer, allowing designers to plan and construct buildings that capture that free heat in winter and reject the heat in summer.

As with massing for visual comfort, buildings should usually be oriented east-west rather than north-south. This orientation harnesses daylight and controls glare along the long faces of the building. It also minimizes glare from the rising or setting sun.



Passive and Active Solar Strategies

Passive solar strategies use building components to collect, store, distribute, and control solar heat gains. Such strategies include implementing large, south-facing windows, sourcing building materials that absorb and slowly release heat, manipulating building form to influence ventilation, and minimizing unwanted heat gain through proper window selection and glazing. Shading devices such as roof overhangs or landscaping also reduce solar load.

Active solar strategies capture and store the Sun's energy through mechanical or electrical means. Solar photovoltaic systems generate and store electricity, while solar thermal systems heat liquid directly and transfer thermal energy for heating water or air. Solar ready buildings have south-facing roofs not shaded by nearby trees, structures or buildings.

Buildings oriented for passive and active solar provide multiple benefits:

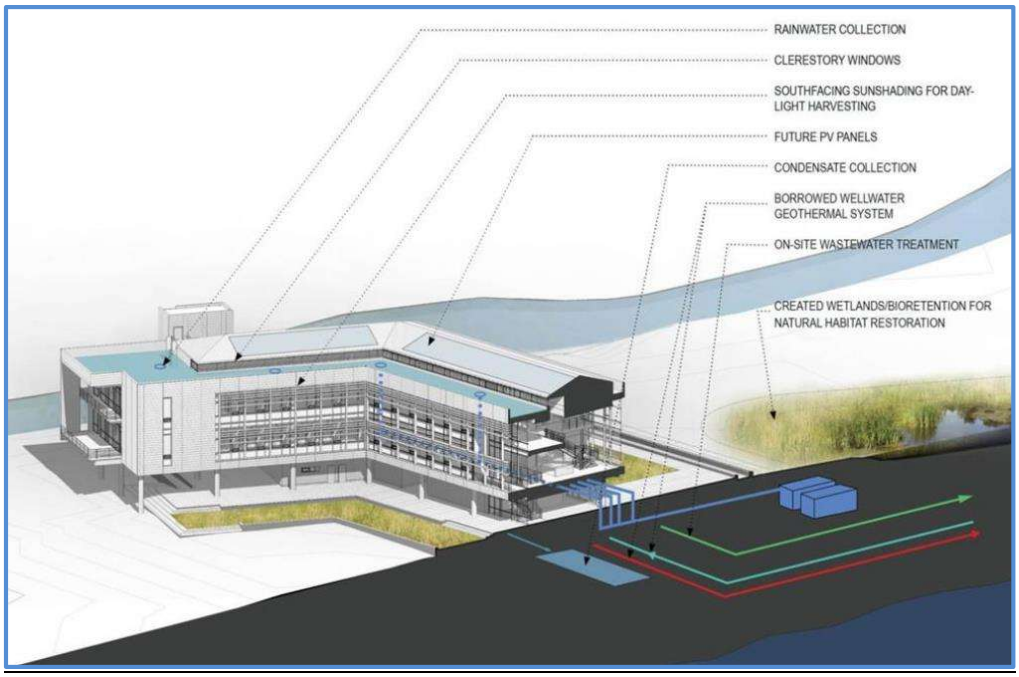
- Utilize solar, a renewable energy source, reducing greenhouse gas emissions and slowing fossil fuel depletion.
- Connect occupants to the natural environment by responding to changing weather conditions and providing window views.
- Provide daylighting, which decreases electrical lighting requirements and increases occupant satisfaction and productivity.
- Employ thermal massing, which reduces temperature swings and produces a higher degree of temperature stability and thermal comfort.
- Reduce heating and cooling costs through natural heating/cooling and ventilation.

- Lower operation and maintenance costs by requiring fewer moving parts and opportunities for mechanical failure.

Considering life-cycle costs and annual energy and maintenance savings, buildings designed to maximize solar access are often less expensive than conventional buildings. Passive solar features, such as south-facing windows, thermal mass, and roof overhangs, can theoretically pay for themselves by reducing mechanical heating and cooling loads, unit size, installation, operation, and maintenance costs. Compared to passive solar systems, active solar systems often have a higher initial cost and longer payback period depending on the size and the type of technology but may be offset with currently available federal and state tax credits.

Building Resiliency

Building orientation for passive and active solar design enhance a building's resiliency by maintaining livable conditions in the event of power interruption and loss of heating fuel. Daylight-optimized buildings provide interior light, and highly insulated buildings with natural ventilation maintain thermal comfort for building occupants. Photovoltaic systems with battery storage and islanding inverters provide emergency "power islands" during times of storm or other grid outages.



Florida Department of Environmental Protection's (DEP) Green Stormwater Infrastructure manual contributes to building resiliency by integrating stormwater practices and policies into the development. This is accomplished by using a site's landscaping and open spaced areas to retain and treat stormwater on-site rather than transferring stormwater off-site.

Urban and Forestry and Landscaping

Trees are a vital component of Boynton Beach's urban infrastructure, providing broad environmental, social, and economic benefits. These include cleaner air, reduced urban heat, soil and water conservation, climate moderation, energy savings, improved public health, enhanced property values, increased biodiversity, and greater aesthetic and recreational value for the community.

Boynton Beach's tree canopy has long been a defining characteristic of the City's identity and quality of life. As the City continues to grow, protecting and expanding this canopy is a priority. The urban forest is recognized as an essential natural resource—one that must be actively managed to remain healthy and resilient in the face of development pressures, climate change, and environmental stresses.

The City supports urban forestry practices that emphasize the protection of existing tree stands, planting of native and drought-tolerant species, and integration of trees into streetscapes, public spaces, and redevelopment projects. These efforts contribute to creating shaded walkways, calming traffic, supporting wildlife habitat, and strengthening the community's connection to nature.

Urban forestry in Boynton Beach is not only about protecting individual trees but also about managing the tree canopy as a living system that grows, adapts, and responds to environmental conditions. Through planning, education, and coordinated policy implementation, the City continues to prioritize trees as a vital part of its infrastructure, ensuring that landscaping and canopy enhancement efforts align with broader sustainability and resiliency goals.

To maintain the existing quality of life and unique charm, landscaping is essential to the City's character. In addition to landscaping providing privacy, aesthetics, shade, utilities and noise buffer, it is part of the City's identity as a lush, historical community.

Redevelopment trends toward larger structures, increasing the footprint of buildings to maximize lot coverage impacts the balance between pervious, open space and the type of landscaping. Conservation policies trigger considerations toward landscaping, water consumption, native plant species, use of pesticides and stormwater runoff and pollution.

FINAL REMARKS

Boynton Beach has numerous opportunities for infill and redevelopment, particularly within older neighborhoods and along key corridors. While small, isolated redevelopment sites exist throughout the City, the greatest long-term potential for transformative growth lies in designated mixed-use areas and strategic redevelopment districts. These areas present opportunities to strengthen the City's identity, enhance connectivity, and support compact, sustainable development patterns that balance residential, commercial, and community uses. To guide this growth and ensure the City continues to evolve as a livable, sustainable community, Boynton Beach should pursue strategies that promote compact, resilient development patterns and advance the "live, work, play, learn" concept. Recommended strategies include:

- Encourage Redevelopment and Infill: Continue marketing and promoting mixed-use and infill development opportunities through targeted incentives and by refining land development regulations to allow flexibility while protecting neighborhood character.

- Promote Walkability and Connectivity: Foster walkable, connected neighborhoods that integrate a mix of housing, retail, employment, and civic spaces, supported by multi-modal transportation options.

- Expand non-auto Connectivity: Improve pedestrian and bicycle access with interconnected sidewalks, bike lanes, and trails, while also supporting expanded regional transit service.

- Build Climate Resilience: Advance policies that create a more resilient community capable of adapting to environmental changes, including climate impacts and sea level rise.

- Support Resilient Development: Integrate green building practices, energy-efficient design, and sustainable landscaping into redevelopment policies and consider requiring these standards within the City's Land Development Regulations (LDRs).

- Protect Natural Resources: Direct future economic growth to appropriate areas in ways that protect Boynton Beach's natural resources and ecosystems, consistent with Comprehensive Plan goals.

- Evaluate Infrastructure Capacity: Assess whether existing infrastructure can support higher-density development, particularly along redevelopment corridors, and plan upgrades as necessary.

- Advance Urban Forestry and Landscaping: Consider preparing an Urban Forestry Master Plan, pursue related grants, and expand Florida-Friendly landscaping practices to conserve water and enhance tree canopy coverage.

- Leverage Secondary Streets: Explore opportunities to adapt alleys and secondary streets to support infill development, neighborhood connectivity, and enhanced pedestrian/bicycle circulation.

- Preserve Historic Character: Continue protecting and celebrating Boynton Beach's historic resources to strengthen community identity and cultural heritage.

- Upgrade Infrastructure Services: Coordinate redevelopment with ongoing improvements to water, sewer, drainage, and other critical services to ensure long-term sustainability.

Boynton Beach is committed to shaping a future that blends vibrant redevelopment with sustainability, resilience, and community pride. By embracing smart growth, protecting natural resources, and fostering a connected, livable environment, the City can continue to grow as a dynamic coastal community where residents and businesses thrive together.

TRANSPORTATION AND MOBILITY

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 2: TRANSPORTATION AND MOBILITY ELEMENT

INTRODUCTION

This document provides the relevant data, inventory, and analysis of transportation conditions in support of the City of Boynton Beach's Transportation and Mobility Element of its Comprehensive Plan, as required by Florida Statutes (FS) 163.3177(1)(f). This information is the basis for developing Goals, Objectives, and Policies within the City's Comprehensive Plan.

Boynton Beach is located within Palm Beach County and is part of the Palm Beach Metropolitan Planning Organization (MPO) planning area. This element addresses multimodal transportation planning, including roadways, mass transit, bicycles, pedestrians, and resiliency considerations. Emphasis is placed on Complete Streets implementation, integration of transit-supportive development, and long-term mobility strategies. In 2025, Boynton Beach formally adopted a Mobility Plan and updated its Complete Streets Mobility Plan to serve as the guiding framework for transportation investment. The Mobility Plan establishes multimodal priorities across walking, bicycling, transit, and driving, while the Mobility Fee provides a sustainable funding mechanism for implementing these projects consistent with Florida Statutes 163.3180 and 163.31801.

EXISTING CONDITIONS

To effectively guide future transportation planning, the City must maintain an understanding of existing transportation conditions. This section examines the roadway network, transit service, bicycle and pedestrian facilities, parking, and other multimodal systems.

The Transportation Element is based upon identification of the following information:

- General location of the transportation networks;
- Functional classification of roadways;
- Maintenance responsibilities;
- Transit trip generators and attractors;
- Designated transportation facilities for hurricane evacuation;
- Quality of service for roads, public transit facilities, and corridors or routes; and,

- Capacity for significant parking facilities and duration limitations.

The Transportation System

The transportation system encompasses the following networks: roadways, public transit, bikeways, pedestrian ways, waterways, airports, railways, recreational traffic, and intermodal facilities.

Roadway Network

The roadway network in Boynton Beach includes I-95, Federal Highway (US 1), Boynton Beach Boulevard, Woolbright Road, Gateway Boulevard, Seacrest Boulevard, Congress Avenue, Ocean Avenue, and SR A1A. These roadways are classified by the Florida Department of Transportation (FDOT) and Palm Beach County based on function and capacity. The City maintains jurisdiction over local collectors and neighborhood streets.

Consistent with the City's transition toward a multimodal transportation framework, Quality of Service (QoS) standards are used to evaluate the overall performance of the transportation system across all travel modes, including walking, bicycling, transit, and vehicular travel. QoS emphasizes accessibility, connectivity, safety, and user experience rather than focusing solely on roadway capacity and reflects the City's Complete Streets and Mobility Plan priorities. These standards provide a more comprehensive assessment of how well the transportation network serves residents, businesses, and visitors, particularly in urban and redevelopment areas where multimodal travel options are critical.

Within this broader framework, traditional Level of Service (LOS) metrics continue to be used to evaluate vehicular capacity and operational performance on major roadway facilities. Traffic counts and LOS data are provided in the Boynton Beach TCEA Justification Report. LOS analysis indicates recurring congestion on east–west arterials, particularly Boynton Beach Boulevard, Woolbright Road, and Gateway Boulevard. Interstate 95 interchanges at Boynton Beach Boulevard, Woolbright Road, and Gateway Boulevard also experience peak-hour congestion.

The City of Boynton Beach monitors roadway performance using data from the Traffic Review and Impact Planning System (TRIPS) model, maintained by Palm Beach County. The model evaluates traffic volumes, committed development trips, and adopted Level of Service (LOS) standards for major facilities. Table 2-1 identifies roadway segments within Boynton Beach that are approaching capacity (Volume-to-Capacity ratio between 0.90 and 0.99) as well as those that are over capacity (V/C ≥ 1.00).

This information highlights key constraints on the roadway network during the p.m. peak hour and serves as a basis for identifying capacity enhancements, Complete

Streets retrofits, and multimodal alternatives. The analysis reflects 2020 base year peak-hour traffic counts, with projections to 2050 maintained by Palm Beach County in coordination with the Palm Beach Metropolitan Planning Organization (MPO).

As shown in **Table 2-1**, Boynton Beach's roadway system experiences congestion on several key arterials, particularly at I-95 interchanges and major east–west connectors. While FDOT facilities such as I-95 and Boynton Beach Boulevard carry the heaviest volumes, Palm Beach County arterials including Woolbright Road, Gateway Boulevard (City-maintained east of Congress Avenue), and Congress Avenue also show segments at or above capacity. These conditions reinforce the importance of the City's Mobility Plan (2025), which emphasizes shifting from auto-only capacity expansions toward multimodal Quality of Service (QoS) improvements that balance vehicles with walking, biking, and transit access.

Existing Conditions – Mobility Plan Technical Report Summary

To supplement the roadway capacity and Level of Service (LOS) analysis, the City's Complete Streets Mobility Plan Technical Report (2021) provides a comprehensive assessment of existing multimodal transportation conditions, travel behavior, and system performance. The Technical Report includes a series of existing conditions tables (pages 13–43) that are incorporated herein by reference and provide critical context for understanding transportation demand and mobility needs within Boynton Beach.

Key findings from the Mobility Plan existing conditions analysis include:

Demographics and Employment Patterns

Boynton Beach has a relatively low jobs-to-household ratio compared to neighboring cities, functioning primarily as a residential community. Only approximately 12 percent of employed residents both live and work within the City, while approximately 88 percent commute to jobs outside of Boynton Beach. This pattern contributes to significant regional travel demand and peak-hour congestion on major corridors.

Travel Behavior and Mode Split

Travel patterns in Boynton Beach remain heavily automobile-dependent. Approximately 81.6 percent of residents commute by driving alone, with comparatively low utilization of transit, walking, and bicycling. These conditions highlight the need for expanded multimodal options and support the City's transition toward Quality of Service (QoS) standards that prioritize all modes of travel.

Vehicle Availability and Household Characteristics

Vehicle ownership levels are high, with over 96 percent of owner-occupied households and nearly 90 percent of renter-occupied households having access to at least one vehicle. However, a notable share of renter households lacks vehicle access, reinforcing the importance of providing reliable transit and active transportation options.

Travel Time and Regional Connectivity
A significant portion of the workforce experiences longer commute times, with approximately 39 percent of residents traveling more than 30 minutes to work. In addition, over 24 percent of workers travel more than 25 miles to their place of employment. These trends reflect strong regional connectivity but also place pressure on the City's roadway network, particularly at I-95 and along major east-west corridors.

Safety Conditions (Vision Zero Analysis)
Crash data analysis identified more than 10,900 crashes over a six-year period (2014–2019), with the majority occurring on major arterial roadways. While pedestrians, bicyclists, and motorcyclists represent a small percentage of total crashes, they account for a disproportionate share of fatalities (over 50 percent), highlighting the need for targeted safety improvements and Complete Streets design strategies.

Vehicle Miles Traveled (VMT) Trends
Projected growth in vehicle miles traveled (VMT) indicates increasing travel demand through 2050, particularly on arterial and collector roadways. This growth, combined with limited right-of-way for roadway expansion, underscores the need for multimodal solutions rather than reliance on traditional capacity improvements.

The multimodal travel patterns, safety conditions, and regional commuting characteristics described above directly influence roadway performance within the City. As a result, several key corridors experience congestion during peak periods, as reflected in the roadway capacity analysis summarized in **Table 2-1.**

Table 2-1. Peak Hour Conditions – 2020

Peak Hour Conditions			
Roadway Segment	**Volume (PM Peak Hr)**	**Capacity**	**LOS**
I-95 (SR 9) – North of Boynton Beach Blvd	20,500	17,040	F
I-95 (SR 9) – North of Woolbright Rd	19,800	17,040	F
Boynton Beach Blvd (SR 804) – East of I-95	5,200	4,720	E
Boynton Beach Blvd (SR 804) – West of I-95	4,850	4,720	E
Woolbright Road – East of I-95	4,600	4,720	D/E
Gateway Boulevard – East of I-95	4,350	4,720	D
Congress Avenue – North of Boynton Beach Blvd	3,950	4,720	D
Federal Highway (US-1) – North of Woolbright Rd	3,050	2,920	F
Federal Highway (US-1) – North of Boynton Beach Blvd	2,850	2,920	E

Palm Beach County TRIPS Model; Palm Beach MPO Roadway Level of Service Analysis (2020 & 2050); City of Boynton Beach TCEA / Mobility Plan (2025).

The Traffic Review and Impact Planning System (TRIPS) model, maintained by Palm Beach County, provides forecasts of roadway volumes and Level of Service (LOS) for the planning horizon year 2050. These projections include committed development trips and reflect the region's adopted socioeconomic growth assumptions.

As shown in Table 2-2, several roadway segments in Boynton Beach are projected to operate at or above capacity by 2050 if no additional improvements are made. This includes I-95, which continues to operate at failing LOS during the p.m. peak hour, as well as Boynton Beach Boulevard, Woolbright Road, Gateway Boulevard, and US-1, which are projected to exceed available capacity in key segments.

These findings emphasize the need to:

- Coordinate with FDOT and Palm Beach County for targeted corridor improvements.
- Implement the Boynton Beach Mobility Plan (2025) to reduce auto-dependency through transit, bicycle, and pedestrian enhancements.
- Pursue multimodal Quality of Service (QoS) standards to provide safe and reliable travel choices.

Table 2-2. Peak Hour Conditions – 2050

Peak Hour Conditions			
Roadway Segment	**Volume (PM Peak Hr)**	**Capacity**	**LOS**
I-95 (SR 9) – North of Boynton Beach Blvd	24,500	17,040	F
I-95 (SR 9) – North of Woolbright Rd	23,800	17,040	F
Boynton Beach Blvd (SR 804) – East of I-95	6,250	4,720	F
Boynton Beach Blvd (SR 804) – West of I-95	6,000	4,720	F
Woolbright Road – East of I-95	5,500	4,720	F
Gateway Boulevard – East of I-95	5,250	4,720	E/F
Congress Avenue – North of Boynton Beach Blvd	4,950	4,720	E/F
Federal Highway (US-1) – North of Woolbright Rd	3,600	2,920	F
Federal Highway (US-1) – North of Boynton Beach Blvd	3,400	2,920	F

Source: Palm Beach County TRIPS Model (2050); Palm Beach Metropolitan Planning Organization (MPO) Vision 2050 Long Range Transportation Plan; City of Boynton Beach Mobility Plan (2025).

While several roadway segments are projected to operate at LOS E or F under 2050 conditions, these results reflect regional growth trends and do not account for planned multimodal improvements, operational strategies, or travel behavior shifts anticipated through implementation of the City's Mobility Plan.

Intersections and Right-of-Way

Key intersections along Boynton Beach Boulevard, US 1, and Congress Avenue have been identified as congestion points. Palm Beach County's Thoroughfare Right-of-Way Identification Map establishes ROW dedication requirements for future improvements. The City coordinates ROW preservation during the development review process.

Safety and Resiliency

Crash data from FDOT and Palm Beach County indicate safety concerns along Federal Highway and Boynton Beach Boulevard. The City coordinates with FDOT to implement access management strategies and intersection improvements.

Hurricane evacuation routes include Boynton Beach Boulevard, Woolbright Road, Gateway Boulevard, and Ocean Avenue (east-west connectors) leading to I-95. SR A1A serves as a coastal evacuation route. Evacuation planning is coordinated with Palm Beach County Emergency Management.

Public Transit Network

Public transit in Boynton Beach is provided primarily by Palm Tran and Tri-Rail. The Boynton Beach Tri-Rail Station is a regional hub, with feeder bus service and park-and-ride facilities. Palm Tran provides local and regional bus service on US 1, Congress Avenue, Boynton Beach Boulevard, Woolbright Road, and other major corridors.

The City is also exploring community shuttle options to improve last-mile connectivity between neighborhoods, downtown, and the Tri-Rail station. The 2025 Mobility Plan Transit element proposes five transit circulator routes, ten mobility hubs, and future water taxi docks along the Intracoastal. These projects are designed to create 'park once' environments and expand last-mile connections beyond Palm Tran and Tri-Rail service.

Bicycle and Pedestrian Network

The Boynton Beach Complete Streets Mobility Plan outlines existing and planned facilities to support safe, multimodal travel. Designated bike lanes exist along Seacrest Boulevard, Boynton Beach Boulevard, and other corridors. Sidewalks are provided along most arterials, though gaps exist in connectivity. Planned greenway projects, including the East Coast Greenway, will enhance regional bicycle and pedestrian mobility.

The City has adopted a Complete Streets approach, emphasizing context-sensitive design, ADA accessibility, and integration of bicycle/pedestrian facilities into all transportation projects. The 2025 update introduced a Multimodal Corridors Plan that designates principal, major, and minor corridors to safely connect residents to schools, parks, downtown, and regional destinations. Projects include sidewalk infill, shared-use paths, protected bicycle lanes, and boardwalks along the Intracoastal Waterway. Curbless shared streets, such as East Ocean Avenue, are identified as key pilot projects for enhancing pedestrian-priority environments.

Airports, Ports, Rail, and Intermodal Facilities

Boynton Beach benefits from regional access to Palm Beach International Airport (PBI) and the Port of Palm Beach. The Tri-Rail corridor provides commuter rail service with connection to Broward and Miami-Dade Counties. The Boynton Beach Tri-Rail Station serves as a key intermodal facility, linking rail, bus, auto, bicycle, and pedestrian travel modes.

Level of Service (LOS) Standards

The City adopts FDOT LOS standards for Strategic Intermodal System (SIS) facilities such as I-95. Local roadway LOS standards are based on TCEA analyses. Boynton Beach is also considering the integration of multimodal performance measures such as vehicle miles traveled (VMT) reduction, bicycle and pedestrian connectivity, and transit access in place of strictly vehicular LOS metrics. Consistent with the 2025 Mobility Plan and recent statutory updates, the City is also moving toward establishing multimodal Quality of Service (QoS) standards for walking, bicycling, and transit. These QoS standards will supplement areawide roadway LOS standards to provide a more balanced approach to evaluating mobility outcomes.

A map depicting the roadway within the City that are utilized to achieve the mobility goals for the community and the number of lanes is provided as part of the map series.

Functional classification and maintenance responsibilities
Functional classification was developed for transportation planning purposes and is the grouping of roadways by the character of service they provide. **Table 2-3** (shown below) depicts the federal functional classification system for urban roadways.

Table 2-3. Federal Functional Classification System for Roadways

Federal Functional Classification System
Urban
Principal Arterial
Minor Arterial
Collector
Local

Source: Highway Functional Classification Concepts, Criteria and Procedures, Federal Highway Administration.

The designation of federal functional classification is made following the publication of the decennial U.S. Census or whenever required by federal regulation. When evaluating the function of a road, the U.S. Department of Transportation (US DOT) considers a road's trip purposes in relation to the total public roadway network. A road is classified based upon its most significant trip purpose; however, a road may serve more than one significant trip purpose.

The federal functional classification system recognizes twelve (12) significant trip purposes. Table 2-4 lists the significant trip purposes related to each functional classification. Arterial roadways are classified as either principal or minor.

A roadway serving only one of the arterial road defined purposes is classified as a minor arterial, while one serving more than a single defined purpose is classified as a principal arterial road. All limited access highways and roads that connect urbanized areas are considered to serve several trip purposes, and thus are classified as principal arterial roads. A collector road's purpose is to provide access to minor public facilities, cross-connection between roads, access to concentrated land use areas, and access to diffuse land use areas.

Table 2-4. Functional Classification by Trip Purpose

Functional Classification by Trip Purpose	
Trip Purpose	**Functional Classification**
Travel to and through urbanized areas	Arterial
Travel to and through small urban areas	Arterial
National defense	Arterial
Interstate and regional commerce	Arterial
Access to airports, seaports, and major rail terminals or intermodal facilities	Arterial

Access to major public facilities	Arterial
Interconnection of major thoroughfares	Collector
Access to minor public facilities	Collector
Interconnection of minor thoroughfares	Collector
Access to concentrated land use areas	Collector
Access to diffuse land use areas	Collector
Travel between home, work, entertainment, and shopping destinations and nearest road on the primary network composed of arterial and collector roads	Local

Source: Highway Functional Classification Concepts, Criteria and Procedures, Federal Highway Administration

The functional classification and maintenance responsibility as major roadways in the City of Boynton Beach are provided in Table 2-5.

Table 2-5. Functional Classification and Maintenance Responsibilities of Major Boynton Beach Roadways

Functional Classification and Maintenance Responsibility of Major Boynton Beach Roadways		
Roadway	**Classification**	**Maintenance Responsibility**
I-95	Interstate/SIS Facility	Florida Department of Transportation
U.S. 1	Urban Principal Arterial	Florida Department of Transportation
SR A1A (Ocean Blvd)	Urban Principal Arterial	Florida Department of Transportation
Boynton Beach Boulevard (SR 804)	Urban Principal Arterial	FDOT (east of I-95), Palm Beach County (west of I-95)
Gateway Boulevard (east of Congress Avenue)	Urban Principal Arterial	City of Boynton Beach
Woolbright Road	Urban Principal Arterial	Palm Beach County
Hypoluxo Road (northern boundary)	Urban Principal Arterial	Palm Beach County
Congress Avenue	Urban Principal Arterial	Palm Beach County
Seacrest Boulevard	Urban Minor Arterial	Palm Beach County
High Ridge Road	Urban Collector	Palm Beach County
Old Boynton Road	Urban Collector	City of Boynton Beach / Palm Beach County (shared segments)
NW 22nd Avenue / Miner Road	Urban Collector	Palm Beach County

Functional Classification and Maintenance Responsibility of Major Boynton Beach Roadways		
Roadway	**Classification**	**Maintenance Responsibility**
Ocean Avenue (Downtown – SR A1A to I-95)	Urban Minor Arterial / Downtown Connector	City of Boynton Beach (local section), FDOT (bridge)
Martin Luther King Jr. Blvd (SW 10th Ave)	Urban Collector	City of Boynton Beach
Local Streets	Local	City of Boynton Beach

Source: City of Boynton Beach, Mobility Fee & Complete Streets Mobility Plan Executive Summary (2025); Florida Department of Transportation (FDOT) Functional Classification & Jurisdiction Maps; Palm Beach County Thoroughfare Right-of-Way Identification Map (T-ROwIM)

Transportation Level of Service Standard

Roadway LOS Standards and Multimodal Quality of Service (QoS)

The City of Boynton Beach is required by Florida Statutes 163.3180 to adopt roadway Level of Service (LOS) standards for Strategic Intermodal System (SIS) facilities maintained by the Florida Department of Transportation (FDOT). Accordingly, I-95 and its interchanges are evaluated using FDOT's adopted LOS standards of D in urbanized areas and C in rural areas. Other FDOT facilities, including US-1 (Federal Highway), SR-804 (Boynton Beach Boulevard), and SR-A1A are subject to FDOT's standard of LOS E in urbanized areas.

Palm Beach County arterials and collectors (including Woolbright Road, Hypoluxo Road, Congress Avenue, High Ridge Road, and Miner Road) are evaluated under Palm Beach County's Traffic Performance Standards, which generally apply LOS E in urbanized areas.

For City maintained facilities, Boynton Beach has shifted its approach from strict vehicular LOS thresholds to a multimodal Quality of Ser vice (QoS) framework, as established in the 2025 Mobility Plan. This framework includes performance indicators for walking, bicycling, transit access, and vehicle travel, ensuring that new development contributes to a safe, complete, and connected transportation system.

In downtown and designated redevelopment areas, the City emphasizes Complete Streets retrofits and evaluates system performance based on accessibility, connectivity, and safety, rather than vehicular LOS alone. This multimodal approach is consistent with state statutory provisions for mobility planning (FS 163.3180 and 163.31801) and ensures that Boynton Beach can balance traffic capacity needs with long-term goals for sustainability, equity, and livability.

Table 3.6 lists those roadway segments on the Florida Intrastate Highway System (FIHS) that are located within Boynton Beach.

Table 2-6. Roadway Level of Service Standards

Level of Service Standards		
Roadway Classification	**Standard Applied**	**Notes / Updates**
Strategic Intermodal System (SIS) Facilities	LOS D (Urbanized areas) LOS C (Rural)	Applies to I-95 and SIS interchanges in Boynton Beach. Required under FS 163.3180.
Florida State Highway System (Non-SIS)	LOS E (Urbanized areas)	Applies to US-1 (Federal Hwy), SR-804 (Boynton Beach Blvd), SR-A1A)

Level of Service Standards		
Roadway Classification	**Standard Applied**	**Notes / Updates**
Palm Beach County Arterials/Collectors	LOS E (Urbanized areas)	Applies to Gateway Blvd, Woolbright Rd, Hypoluxo Rd, Congress Ave, High Ridge Rd, Miner Rd. Based on Palm Beach County Traffic Performance Standards.
City of Boynton Beach Streets (Local/Collectors)	Multimodal Quality of Service (QoS) standards (Walking, Bicycling, Transit, Auto)	Per 2025 Boynton Beach Mobility Plan, City evaluates roadway performance using multimodal indicators (sidewalk coverage, bike facilities, transit access, VMT per capita). Vehicle LOS is not the sole measure for concurrency.
Downtown Multimodal Corridors / Redevelopment Areas	Multimodal QoS emphasis	Complete Streets retrofits (e.g., East Ocean Ave, Downtown Boynton Beach Blvd) evaluated by accessibility, connectivity, and safety rather than auto LOS.
Evacuation Routes (State/County)	LOS standards per FDOT/PBC	Applies to Boynton Beach Blvd, Woolbright Rd, Gateway Blvd, SR A1A, Ocean Ave.

Source: City of Boynton Beach, Mobility Fee & Complete Streets Mobility Plan Executive Summary (2025); Florida Statutes163.3180 and 163.31801; FDOT SIS LOS Standards; Palm Beach County Traffic Performance Standards (T-ROwIM and TPS Manual)

Hurricane evacuation

Boynton Beach's coastal location along the Atlantic Ocean makes hurricane evacuation planning a critical element of its Transportation & Mobility Element. Palm Beach County Emergency Management, in coordination with the Florida Division of Emergency

Management (FDEM), establishes official evacuation routes and clearance times. Evacuation planning is designed to move residents from vulnerable coastal and barrier island neighborhoods westward across the Intracoastal Waterway to I-95 and other inland routes.

As shown in **Table 2-6**, the City relies on a limited number of east-west connectors, primarily Boynton Beach Boulevard (SR 804), Woolbright Road, Gateway Boulevard, and Ocean Avenue, to move evacuees inland. I-95 serves as the principal north–south route for regional evacuation, while US-1 (Federal Highway) functions as a secondary redistribution corridor. SR A1A provides a coastal redistribution function but is highly vulnerable to flooding and storm surge.

The evacuation system is particularly dependent on Intracoastal Waterway bridges, which provide the only means for barrier island residents to evacuate. **Table 2-6** identifies the Ocean Avenue and Woolbright Road bridges as critical facilities. These movable bascule bridges must be locked down in advance of tropical storm-force winds, making their operation and timing essential to a safe and orderly evacuation. Secondary bridges located just outside the City, such as the Lantana Road Bridge to the north and the George Bush Boulevard Bridge to the south, provide regional redundancy. Boynton Beach Boulevard serves as a primary east–west evacuation route; however, it does not provide direct access across the Intracoastal Waterway to the barrier island.

Key vulnerabilities include:

- Limited capacity of east–west connectors.
- Congestion at I-95 interchanges during peak evacuation.
- Exposure of SR A1A and bridge approaches to storm surge and flooding.

The City continues to coordinate with Palm Beach County Emergency Management, FDOT, and the Palm Beach MPO to ensure that evacuation routes remain operational, well-signed, and integrated with Complete Streets and resiliency improvements. This ensures that the network identified in Tables 2-6 and 2-7 remains operational and resilient during hurricane events.

Table 2-7. Hurricane Evacuation Routes and Other Pertinent Information

Hurricane Evacuation Routes and Other Pertinent Information		
Roadway	**General Area Served for Evacuation**	**Vulnerabilities**
Boynton Beach Blvd (SR 804)	Primary east–west connector from barrier island and downtown to I-95	Major evacuation route; connects to I-95 and US-441
Woolbright Road	Primary east–west connector from coastal areas to I-95	Congestion at interchange; critical evacuation link

Gateway Boulevard	Primary east–west connector to I-95	Provides evacuation access from central/east Boynton Beach
Ocean Avenue (SR 804 spur)	Coastal connector from SR A1A to I-95	Vulnerable to storm surge/flooding east of Intracoastal bridge
SR A1A (Ocean Blvd)	Coastal redistribution route	At risk from storm surge and coastal erosion; not reliable as inland evacuation route
I-95	Regional north–south evacuation spine	Connects Boynton Beach evacuees to inland counties and north/south regions
US-1 (Federal Hwy)	Secondary north–south evacuation corridor	Provides local redistribution; not a primary long-distance evacuation facility
Local Collectors (Seacrest Blvd, Old Boynton Rd, MLK Jr Blvd)	Secondary evacuation feeders	Provide local access to shelters and evacuation routes

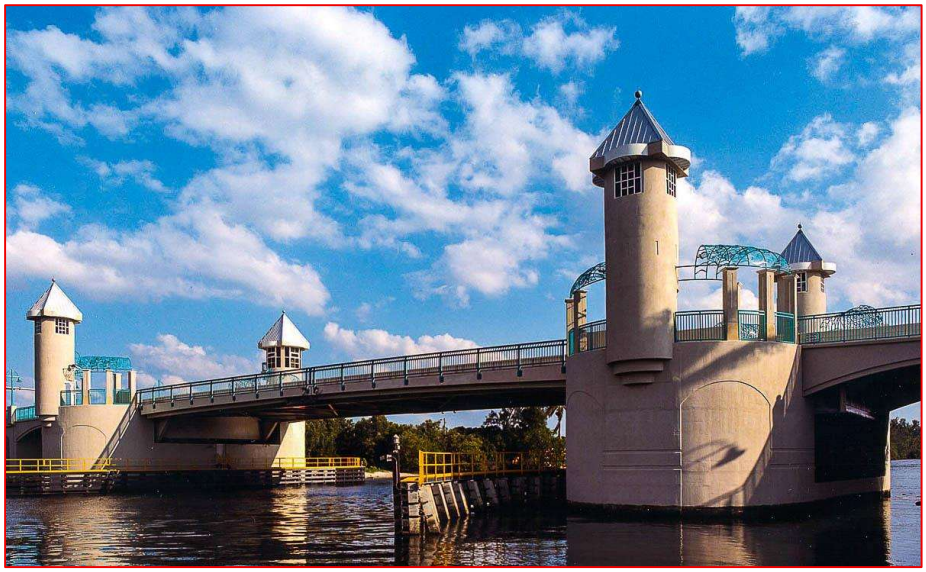
Source: Palm Beach County Comprehensive Emergency Management Plan (2022); FDOT SIS & evacuation facility designations; City of Boynton Beach Mobility Plan (2025).

Table 2-8. Bridges Critical to Hurricane Evacuation

Bridges Critical to Hurricane Evacuation		
Bridge Name	**Evacuation Function**	**Vulnerabilities**
Ocean Avenue Bridge (Intracoastal Waterway)	Primary east–west evacuation link for barrier island residents (Ocean Ridge, east Boynton Beach) to Downtown and I-95	Movable bascule bridge; subject to closure during high winds; critical single crossing for Ocean Ave evacuation route

Woolbright Road Bridge (Intracoastal Waterway)	Primary evacuation link from coastal neighborhoods to I-95 via Woolbright Rd	Movable bascule bridge; subject to storm surge flooding at approaches
George Bush Blvd Bridge (Delray Beach, south of Boynton)	Secondary evacuation route for southern Boynton Beach / Ocean Ridge residents	Not in City limits but provides regional redundancy if Boynton bridges are closed
Lantana Rd Bridge (north of Boynton)	Secondary evacuation route for northern Boynton Beach residents	Provides alternative to Boynton Beach Blvd & Woolbright during closures

Source: Palm Beach County Comprehensive Emergency Management Plan (2022); FDOT Bridge Inventory; Boynton Beach Mobility Plan Executive Summary (2025).



The Public Transit Network

Public transit plays an essential role in Boynton Beach's multimodal transportation system, offering mobility choices for residents, visitors, and workers while reducing reliance on single-occupancy vehicles. Transit also supports the City's redevelopment, resiliency, and sustainability goals. The public transit network is comprised of Palm Tran bus service, the Boynton Beach Tri-Rail Station, local bus stops and amenities, and proposed circulators and water-based services identified in the 2025 Mobility Plan.

Public Transit facilities

The Boynton Beach Tri-Rail Station, located at NW 22nd Avenue near High Ridge Road, is the City's principal regional transit hub, linking commuter rail with Palm Tran bus routes, park-and-ride facilities, and bicycle parking. Palm Tran operates fixed-route bus service throughout the City along major corridors such as US-1 (Federal Highway), Boynton Beach Boulevard, Woolbright Road, Congress Avenue, and Seacrest Boulevard. The 2025 Mobility Plan further identifies ten planned mobility hubs that will serve as transfer points between transit, micromobility, and walking/bicycling networks.

In addition, the Plan introduces future water taxi docks along the Intracoastal Waterway, enhancing east–west and coastal access.

Public Transit Vehicles

The Palm Tran fleet serving Boynton Beach consists primarily of diesel and hybrid-electric buses equipped with ADA lifts and bicycle racks. The Tri-Rail system operates diesel locomotives with bi-level passenger cars, providing regional connections to West Palm Beach, Fort Lauderdale, and Miami. Looking ahead, the City's Mobility Plan envisions smaller shuttle vehicles or electric buses for new downtown and neighborhood circulator routes, improving last-mile connectivity and expanding the role of transit in daily mobility.

Public Transit Bus Stops

Bus stops are located along all major arterials in Boynton Beach. Many stops currently consist of standard signage and boarding pads, with some including benches or shelters. The Mobility Plan prioritizes bus stop upgrades, including shelters, ADA-compliant boarding pads, seating, lighting, and bicycle racks, particularly along Boynton Beach Boulevard, US-1, and Congress Avenue. Future redevelopment projects will incorporate transit-oriented design, ensuring bus stops and facilities are well-integrated into pedestrian-friendly environments.

Public Transit Amenities

Existing transit amenities include basic shelters, benches, and route signage. The 2025 Mobility Plan outlines a program to enhance these facilities with real-time passenger information, Wi-Fi connectivity, expanded shade and weather protection, and secure bicycle storage. Mobility hubs will also include wayfinding kiosks, micromobility docking stations, and enhanced lighting to ensure safe and convenient transfers between travel modes.

Public transit services

Public transit services in Boynton Beach are provided primarily by Palm Tran (fixed-route bus) and the South Florida Regional Transportation Authority (Tri-Rail). Palm Tran operates multiple routes along the City's major arterials, including Boynton Beach Boulevard (SR 804), Congress Avenue, Seacrest Boulevard, Woolbright Road, and Federal Highway (US-1), providing connections to employment centers, shopping destinations, medical facilities, and educational institutions. Service frequencies vary but are generally oriented toward all-day coverage with peak-hour emphasis.

The Boynton Beach Tri-Rail Station, located on NW 22nd Avenue near High Ridge Road, is a key regional transit hub, offering rail service to West Palm Beach, Fort Lauderdale, and Miami. Tri-Rail also connects riders to major airports and downtown employment centers in South Florida. Local bus service and park-and-ride facilities at the station support multi-modal access.

The 2025 Boynton Beach Mobility Plan expands the vision for local transit services by introducing five proposed circulator routes, designed to provide neighborhood-scale connectivity and last-mile service:'

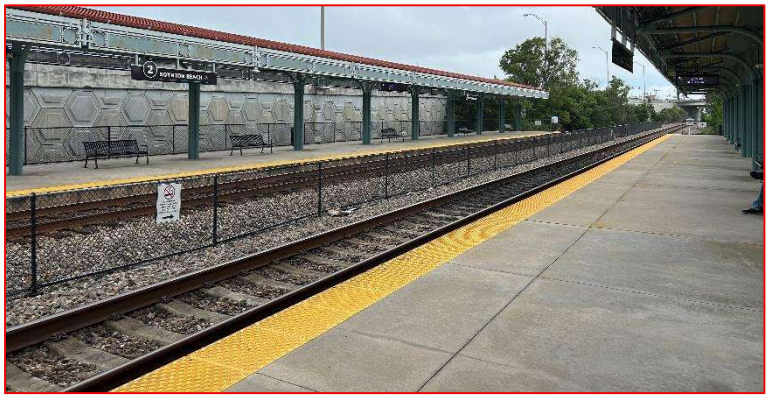
- Downtown–Beach Circulator linking downtown and the oceanfront.
- Downtown–Boynton Mall Circulator supporting shopping and redevelopment areas.
- East Circulator serves coastal neighborhoods and US-1.
- West Circulator connecting neighborhoods west of I-95 to the Tri-Rail Station and downtown.
- Woolbright–Hospital Circulator improving access to healthcare facilities.

In addition, the Plan proposes ten multimodal hubs that will integrate bus, rail, walking, bicycling, and micromobility options, as well as a long-term water taxi service along the Intracoastal Waterway to improve east–west access and enhance the City's coastal identity.

Tri-Rail Station and Corridor

The Boynton Beach Tri-Rail Station, located along NW 22nd Avenue at High Ridge Road, is one of the most important multimodal facilities in the City. It provides commuter rail access through the South Florida Regional Transportation Authority (SFRTA) system, linking Boynton Beach to regional destinations including West Palm Beach, Boca Raton, Fort Lauderdale, Miami, and major airports in South Florida. The station includes park-and-ride facilities, bicycle parking, and Palm Tran bus connections, making it a central hub for local and regional mobility.

The Tri-Rail corridor itself runs north–south through the City, parallel to I-95 and Congress Avenue, and serves as a major spine for both regional commuter travel and potential transit-oriented redevelopment. The corridor's proximity to employment centers, medical facilities, and retail destinations makes it a key focus area for economic development and land use integration. The City's Mobility Plan (2025) identifies the corridor as a priority for future mobility hubs, circulator routes, and multimodal improvements, ensuring first/last-mile access to the rail system through enhanced pedestrian, bicycle, and shuttle connections.



The Tri-Rail corridor also supports the City's Complete Streets and multimodal planning initiatives, as it provides opportunities for Transit-Oriented Development (TOD) near the station area. Redevelopment around the station is expected to bring mixed-use, higher-density development that supports transit ridership while reducing automobile dependency. In addition, the corridor offers opportunities for multimodal linkages, including bus priority, enhanced bicycle access, and micromobility integration.

The continued operation and expansion of Tri-Rail service, coupled with local circulators and mobility hubs, is central to Boynton Beach's vision of a connected, sustainable, and resilient transportation network.

Major public transit trip generators and attractors

Public transit demand in Boynton Beach is strongly influenced by the location of major trip generators and attractors such as employment centers, retail districts, educational institutions, healthcare facilities, and community amenities. These sites are critical for determining transit service patterns, stop locations, and future mobility investments.

Major employers and commercial nodes along Congress Avenue, Boynton Beach Boulevard, and US-1 (Federal Highway) generate significant daily commuter demand. Office and industrial parks near the Tri-Rail corridor and I-95 also attract regional trips.

High-demand retail destinations such as the Boynton Beach Mall area, big-box centers along Congress Avenue, and smaller commercial corridors along Woolbright Road, Seacrest Boulevard, and Federal Highway act as strong attractors for both local and regional transit riders.

Local public schools and higher education facilities in and near Boynton Beach contribute to transit demand. School-aged populations benefit from enhanced pedestrian and bus access, while older students and staff often use Palm Tran for daily trips.

Major health and medical service providers, including Bethesda Hospital East on Seacrest Boulevard and surrounding medical offices, are important transit trip attractors, especially for transit-dependent populations such as seniors and low-income residents.

City parks, libraries, community centers, and the Downtown redevelopment district generate trips throughout the day and evening. Special events and recreation sites such as the Boynton Harbor Marina also increase demand for transit and mobility services.

Multifamily developments along Boynton Beach Boulevard, Seacrest Boulevard, Federal Highway, and Congress Avenue house many transit-dependent households and generate consistent ridership. Senior housing developments and affordable housing communities are particularly important attractors for fixed-route bus and circulator services.

The 2025 Mobility Plan emphasizes strengthening transit connections to these generators and attractors through enhanced bus stops, mobility hubs, local circulator routes, and multimodal corridors, ensuring that the City's public transit system effectively serves its highest-demand destinations while supporting equitable access to jobs, services, and amenities.

Bicycle Network

The bicycle network in Boynton Beach plays a vital role in providing safe, healthy, and sustainable mobility options for residents, workers, and visitors. Cycling not only supports recreational use but also serves as a practical means of commuting, particularly in a compact, urban environment with strong multimodal goals. The City's approach to bicycle planning is guided by the 2025 Complete Streets Mobility Plan, which emphasizes the creation of a connected, protected, and accessible system of bikeways.

Bicycle facilities

Boynton Beach's bicycle network includes a mix of on-street bike lanes, paved shoulders, and shared-use paths located along major arterials and within residential neighborhoods. Bike lanes exist on portions of Congress Avenue, Seacrest Boulevard, and Boynton Beach Boulevard, though continuity and safety remain challenges. The East Coast Greenway, a regional shared-use trail, runs through Boynton Beach and provides north–south connectivity to neighboring communities.

Planned Improvements. The 2025 Mobility Plan identifies key corridors for enhanced bicycle infrastructure, including:

- Seacrest Boulevard – buffered and protected bike lanes, intersection upgrades, and improved crossings.
- Boynton Beach Boulevard (Downtown) – Complete Streets retrofit with separated bicycle facilities and enhanced pedestrian environments.
- Federal Highway (US-1) – redesign to add protected bicycle lanes as part of a broader corridor reconfiguration.
- Gateway Boulevard – multimodal enhancements including new bicycle facilities and sidewalk infill.
- East Coast Greenway Extension – continued coordination with regional partners to upgrade and expand the greenway connection through Boynton Beach.

The bicycle system is planned to integrate seamlessly with mobility hubs, bus stops, and the Tri-Rail Station, providing secure parking and first/last-mile connectivity to public transit. The City also envisions greater use of micromobility services (such as e-bikes and scooters) to complement the bicycle network and provide flexible travel choices.

The Mobility Plan prioritizes Vision Zero principles, emphasizing intersection treatments, high-visibility crossings, ADA compliance, and lighting improvements. These efforts aim to address safety concerns along arterials and ensure equitable access for all users, including children, seniors, and people with disabilities.

TRENDS AND CHALLENGES

The City of Boynton Beach faces a dynamic set of transportation and mobility challenges as it continues to redevelop into a more compact, connected, and multimodal urban environment. Regional growth, demographic shifts, and evolving mobility preferences are reshaping how residents and visitors move within and through the City.

Boynton Beach is experiencing reinvestment in its downtown, waterfront, and mixed-use corridors, particularly along Boynton Beach Boulevard, Seacrest Boulevard, Federal Highway (US-1), and Congress Avenue. Redevelopment has increased travel demand in already congested corridors while also providing opportunities to integrate transit, bicycle, and pedestrian infrastructure. As infill development continues, the City must balance local access needs with regional mobility and ensure that new growth contributes to a safe and efficient multimodal network.

Data from the Palm Beach County TRIPS model (2020–2050) indicates that several key roadways such as I-95, Boynton Beach Boulevard, Woolbright Road, Gateway Boulevard, and US-1, are operating at or near capacity, with conditions expected to worsen by 2050. The City's roadway system, originally designed for automobile travel, has limited right-of-way for traditional widening projects. These trends highlight the need for context-sensitive, multimodal solutions rather than conventional capacity expansions.

To address these challenges, Boynton Beach has adopted a Mobility Fee and Complete Streets Mobility Plan (2025) to replace traditional transportation concurrency. This approach shifts the focus from vehicular Level of Service (LOS) to multimodal Quality of Service (QoS), emphasizing safety, accessibility, and connectivity for all users. The Mobility Plan identifies over $270 million in multimodal projects, including streetscape improvements, bicycle lanes, sidewalks, mobility hubs, and local transit circulators, designed to accommodate growth while improving quality of life.

The City's reliance on Palm Tran fixed-route service and the Tri-Rail commuter rail station presents both opportunities and challenges. While these systems connect Boynton Beach to the region, local access remains limited. Planned local circulators, water taxi services, and multimodal hubs will be essential to bridge the first and last-mile gap and encouraging transit use.

As roadway volumes increase, ensuring the safety of all users, particularly pedestrians, bicyclists, seniors, and school-aged children, remains a top priority. The City's Mobility Plan integrates Vision Zero principles, promoting safer speeds, enhanced crossings, better lighting, and ADA compliant infrastructure to reduce crashes and fatalities.

Boynton Beach's coastal geography makes transportation resiliency a growing concern. Hurricane evacuation routes, Intracoastal Waterway bridges, and low-lying roadway segments are vulnerable to flooding, storm surge, and sea-level rise. Future transportation planning must continue to integrate resiliency and adaptation strategies, such as bridge hardening, improved drainage, and coordination with regional emergency management.

Emerging technologies, including electric vehicles, micro-mobility, and transportation network companies (TNCs), are changing travel behavior. The City's policies will need to adapt by incorporating EV charging infrastructure, e-bike and scooter programs, and data-driven traffic management systems to support sustainable mobility.

Boynton Beach's diverse population includes a substantial number of transit-dependent residents, seniors, and low-income households. The Mobility Plan prioritizes investments that expand mobility choices for all users, particularly in historically underserved areas.

Consistency between the Future Land Use Element and Transportation Systems and with Other Plans

The City of Boynton Beach's Future Land Use Element (FLUE) and Transportation & Mobility Element are closely coordinated to ensure that future development patterns are supported by an efficient, safe, and context-sensitive transportation network. The relationship between land use and mobility is fundamental to achieving the City's long-term goals for sustainable redevelopment, economic vitality, and multimodal accessibility.

The Transportation & Mobility Element supports the FLUE by prioritizing Complete Streets, bicycle and pedestrian networks, and public transit investments that enable mobility within higher-density, mixed-use environments. By linking land use intensity with multimodal accessibility, the City ensures that transportation infrastructure supports the desired urban form and reduces vehicle dependency. This integrated approach also promotes transit-oriented development (TOD) near the Tri-Rail Station and major transit corridors, consistent with the City's redevelopment vision.

Consistency with the Boynton Beach Mobility Plan (2025)

The Mobility Plan provides the technical foundation for the City's multimodal network and directly supports the objectives of both the Future Land Use and Transportation & Mobility Elements. It identifies priority corridors, Complete Streets retrofits, mobility hubs, and transit circulators that align with the City's planned land use pattern. The Plan establishes a Mobility Fee to fund improvements that enhance walking, bicycling, and transit access—key components of compact urban redevelopment. Together, these policies ensure that transportation investments are directed toward supporting infill and redevelopment rather than sprawl or automobile-dependent growth.

Consistency with Regional and State Plans

The Transportation & Mobility Element is also consistent with the following regional and state planning documents:

- Palm Beach Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP 2050): Aligns Boynton Beach's projects with regional priorities for multimodal corridors, transit expansion, and safety improvements.
- Palm Beach County Traffic Performance Standards (TPS): Provides LOS and capacity management standards for County and FDOT facilities within the City.
- Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) Plan: Ensures that Boynton Beach's facilities and policies are compatible with state transportation objectives for I-95 and other SIS-designated corridors.
- Palm Beach County Comprehensive Emergency Management Plan (CEMP): Coordinates hurricane evacuation planning with local roadway and bridge improvements to maintain regional connectivity and safety.
- South Florida Regional Transportation Authority (SFRTA) Strategic Plan: Supports the Tri-Rail corridor and regional commuter rail service connecting Boynton Beach with major employment centers.

Complete Streets

The City of Boynton Beach has embraced a Complete Streets approach to transportation planning and design, ensuring that streets are safe, comfortable, and accessible for all users—regardless of age, ability, or mode of travel. This policy framework is central to the City's vision for a connected, multimodal community, as articulated in the Boynton Beach Complete Streets Mobility Plan (2025) and supported by the Mobility Fee program.

Complete Streets transform traditional, vehicle-oriented corridors into multimodal corridors that balance the needs of motorists, pedestrians, bicyclists, and transit users. The City's Complete Streets policy supports the goals of the Future Land Use Element by promoting compact, mixed-use development patterns that reduce vehicle trips and

enhance neighborhood livability. The approach emphasizes context-sensitive design—recognizing that each street serves a unique function within its surrounding land use and community character.

The 2025 Mobility Plan establishes a hierarchy of Principal, Major, and Minor Multimodal Corridors, each with specific design standards for lane widths, bicycle and pedestrian facilities, landscaping, lighting, and transit amenities. Key corridors identified for Complete Streets retrofits include:

- Boynton Beach Boulevard (SR 804) – transformation of the downtown segment into a multimodal, pedestrian-oriented corridor with enhanced crossings, wider sidewalks, and on-street bicycle facilities.
- Seacrest Boulevard – multimodal corridor improvements including traffic calming, bicycle and pedestrian enhancements, and streetscape upgrades consistent with Complete Streets principles.
- Federal Highway (US-1) – corridor reconfiguration with protected bicycle lanes, enhanced lighting, and upgraded transit stops.
- Martin Luther King Jr. Boulevard (SW 10th Avenue) – streetscape and pedestrian enhancements improving connectivity between neighborhoods and downtown.
- Ocean Avenue – curbless shared street pilot project prioritizing pedestrian movement and flexible public space in the downtown core.

Safety and Accessibility

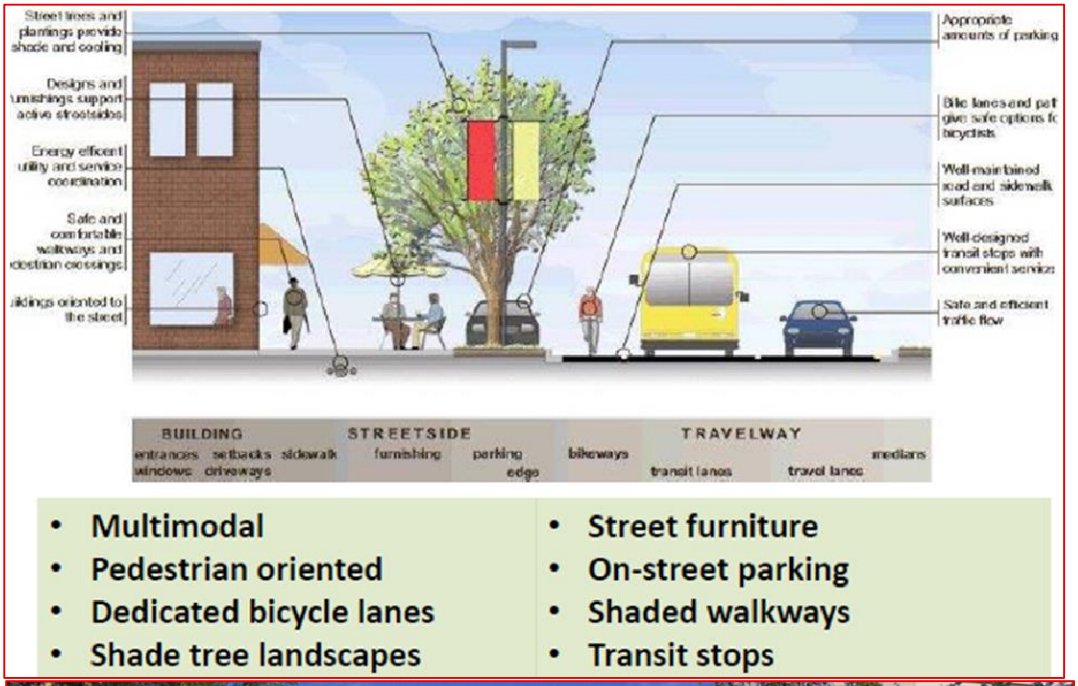
The Complete Streets program integrates Vision Zero principles, emphasizing safety improvements such as reduced vehicle speeds, high-visibility crosswalks, ADA-compliant curb ramps, enhanced lighting, and intersection redesigns. These strategies aim to eliminate traffic-related fatalities and serious injuries while promoting equitable mobility for all users, including seniors, children, and people with disabilities.

The table below summarizes common elements of complete streets:

Table 2-9. Common Elements of Complete Streets

Common Elements of Complete Streets	
Bike Lanes	Pedestrian Hybrid Beacon
Buffered Bike Lanes	Curb Extensions/Bulb-outs
Neighborhood Greenway	Median Islands/Refuges
Multi-Use Trails/Shared Use Paths	Lighting
Cycle Tracks	On-Street Parking
Good Sidewalk Design	Shading/Trees
Crosswalks	Bus Shelters
Interactive Flashing Beacon	Road Diets

The figures provided below illustrate possible components of complete streets:



Traffic Calming Techniques and Cross Connections

Traffic conditions on residential streets can greatly affect neighborhood livability. When streets are safe and pleasant; the quality of life is enhanced. When traffic problems become a daily occurrence, the sense of community and personal well-being are threatened.

Traffic calming techniques may be designed to be sensitive to emergency vehicle access and maintain cross-connectivity. Traffic calming techniques are aimed toward reducing vehicular speeds, promoting safe and pleasant condition for motorists, bicyclists, pedestrians and residents, improving the livability and multi-modality of the street, improving real and perceived safety for non-motorized users, and discouraging the use of residential streets by cut-through vehicular traffic.

The following techniques are the common examples of traffic calming:

- Bike Lanes. A portion of the roadway is designated for the preferential or exclusive use of bicyclists
- Bulb outs/neck downs/chokers. Curb extensions at intersections reduce curb-to-curb roadway travel lane widths so that pedestrians have fewer lanes to cross traffic.
- Center islands. Raised islands located along the centerline of a roadway that allow pedestrians a chance to cross a single direction of traffic and stop safely in the center and observe the opposite direction before completely crossing.
- Chicanes/lateral shifts. Curb extensions that alternate from one side of the roadway to the other, forming S-shaped curves that are affective at slowing down traffic.
- Diverters and forced turn lanes. Raised islands located on approaches to an intersection that block certain movements
- Median barriers. Raised islands located along the centerline of a roadway and continuing through an intersection to block cross traffic.
- Police Enforcement. Employing law enforcement techniques, such as posted speeds and traffic signal/signs.
- Realigned intersections. Changes in alignment that convert T-intersection with straight approaches into curving roadways meeting at right angles.
- Roundabouts and traffic circles. Barriers placed in the middle of an intersection directing all traffic in the same direction.
- Speed humps. Rounded raised pavement devices placed across roadways to slow vehicle speeds or discourage cut- through traffic
- Speed tables/textured pavement/raised crossings. Flat topped speed humps often constructed with a brick or other textured material to slow traffic in areas that pedestrians typically cross the street.

Bicycle, Pedestrian Network and Parking

As bikeways, pathways and sidewalk plans are implemented, they will include signing and marking to delineate the limits of these facilities particularly where interaction between various modes of transportation occur. Signing and marking shall be in conformance with the Manual on Uniform Traffic Control Devices, FDOT, and other state, county, and local standards.

Roundabouts and Traffic Circles

Several features of roundabouts and traffic circles promote safety. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts and traffic circles, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts and traffic circles in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. The vehicle-to- vehicle conflicts that occur at roundabouts and traffic circles generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds – generally less than 20 mph in urban areas and less than 30-35 mph in rural areas.

Several studies have concluded that roundabouts and traffic circles have several benefits:

- Reduce incident of all crashes, and at an even greater rate crashes that cause injury. (Reduction of approximately 80% of injurious accidents)
- Significant traffic flow improvement. Reduction of vehicle delays (reduced by 30- 90% reduction of average vehicle delay depending on design type, volume and speeds)
- Increased safety for non-motorized users, due to effects related to proper traffic
- Calming design and decreased number of potential accident conflict points.

Benefits of Complete Streets

Complete streets provide the following benefits:

- Grow economy and enhance tax base - Transportation options increase access to shops, restaurants, and jobs and raise property values by creating more inviting communities.
- Improve safety and mobility - Streets designed for multiple modes of transportation are safer for all users and increase mobility by allowing everyone including children, the elderly, and residents with disabilities to travel with the same level of safety and convenience.
- Improve health - Complete streets promote physical activity and decrease the number of cars on the road thereby improving air quality.
- Lower transportation costs - Transportation options allow families to spend less of their income on gasoline thereby increasing household savings and/or disposable income.
- Ease congestion and increasing road capacity - Complete streets reduce short-distance car trips thereby increasing the street's overall capacity to accommodate more travelers.

- Decrease overall municipal budget - Complete streets can incorporate green infrastructure features that reduce stormwater runoff and lower overall transit costs by reducing usage of short-distance curb-to-curb transit service.

Complete Street Examples

Major cities throughout the US have implemented complete street policies and guidelines to have safer roads and transportation. Cities such as: Boston, San Francisco, New York, Chicago, Atlanta, Portland, Minneapolis and Louisville are examples of complete streets implemented correctly.

A popular city notorious for complete streets is the city of Boston. Boston has the following:

- Electric Vehicle Charging Stations support the adoption of a new generation of clean-fuel vehicles. Linked to smart electric grids that use alternative energy sources such as solar and wind, they will help reduce dependence on fossil fuels and combat climate change.
- Ease of Maintenance informs the design of roadways and sidewalks, favoring durable materials and maintenance agreements for special features to enhance the life and upkeep of Boston's streets.
- Accessible Surfaces with smooth slip-resistant materials for sidewalks and crosswalks create comfortable walking environments that make streets welcoming for people of all ages and abilities.
- Bus Lanes and Transit Prioritization at intersections improve the reliability of routes with high passenger volumes. Shelters with amenities and next bus information improve convenience for passengers.
- Intelligent Signals and Traffic Cameras manage traffic flow in real-time. They facilitate vehicle progression and reduce wait times, improving fuel efficiency and reducing GHG emissions.
- Permeable Surfaces for roadways and sidewalks help reduce flooding and erosion and preserve capacity in storm drains and combined sewers.
- Bicycle- and Car-Share Stations provide the convenience of personal transportation, low costs, and energy savings without the need for car ownership.
- Smart Meters that accept prepaid cards, payment by mobile phones, and allow for variable pricing facilitate more efficient use of limited curbside space.
- Minimum Lane Widths assist in the accommodation of pedestrians and bicyclists when the available public right-of-way is limited in width. Narrower roadways also result in safer vehicle speeds.
- Bicycle Lanes and Cycle Tracks create a citywide network that increases safety and encourages more people to bicycle.
- Rain Gardens and other greenscape elements at key locations divert stormwater directly to the soil. Maintainable rain gardens can filter pollutants, improve air quality, and provide greenery on the street.

- Digital Tags and Information Panels integrated with street furniture and building facades enable wayfinding, community bulletin boards, trip planning, and place-based social networking.
- Wide Sidewalks with unobstructed accessible pathways encourage walking. When combined with proper lighting, street trees, and vibrant street walls, they are inviting, safer, and contribute to placemaking.
- Street Trees with sufficient rooting volume to thrive provide shade and beauty, support wildlife habitat, and reduce air pollution and energy consumption.

There are also many examples of municipalities within the state of Florida that have implemented complete street design. In Tallahassee, the city implemented a complete streets policy and utilized a road diet for Robinson Street. Robinson Street was a 4-lane street which was reduced to a 3-lane cross section providing turn lanes. This reduced the amount of side swipe accidents, speed reduction, and overall road safety.

In South Florida, the City of Fort Lauderdale has also implemented complete streets policies, in an effort to create a mobility system that will realize long-term cost savings in terms of improved public health, reduced fuel consumption, reduced demand for single occupancy motor vehicles, and increased public safety through the implementation of this Complete Streets Policy. In addition, implementing complete streets techniques will contribute to walkable, livable neighborhoods which can build community and create a sense of community pride and improved quality of life.

FINAL REMARKS

The City of Boynton Beach Transportation & Mobility Element (2025) represents a major step forward in aligning transportation planning with the City's broader goals for sustainable redevelopment, resiliency, and community livability. This Element establishes a clear policy direction that transitions the City from a traditional, roadway capacity-based system toward a multimodal, people-centered mobility network.

The integration of the Boynton Beach Complete Streets Mobility Plan (2025) and the Mobility Fee Program ensures that transportation investments are focused on improving safety, accessibility, and connectivity for all users, pedestrians, bicyclists, transit riders, and motorists alike. This forward thinking approach replaces the limitations of vehicular concurrency with a system that measures success in terms of community benefit and multimodal performance.

Through coordinated implementation of the Future Land Use, Transportation & Mobility, and Capital Improvements Elements, Boynton Beach is positioned to guide growth in a way that supports compact, mixed-use redevelopment, encourages active transportation, and reduces vehicle dependency. The City's continued partnership with FDOT, Palm Beach County, the Palm Beach Metropolitan Planning Organization (MPO), and the South Florida Regional Transportation Authority (SFRTA) will be critical to delivering regional mobility improvements that enhance local access and resiliency.

As the City continues to evolve, transportation planning will remain adaptive to emerging trends such as electrification, micro-mobility, autonomous technologies, and climate adaptation. These innovations, when integrated with Boynton Beach's strong policy foundation, will help ensure that the City's mobility system remains equitable, efficient, and resilient.

Ultimately, the Transportation & Mobility Element establishes a vision for Boynton Beach that prioritizes safe streets, connected neighborhoods, and sustainable travel choices. It reinforces the City's commitment to creating a vibrant, inclusive, and forward-looking transportation network that supports the needs of current residents while preparing for the challenges and opportunities of future generations.

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CITY OF BOYNTON BEACH

UTILITIES

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 3: UTILITIES ELEMENT

INTRODUCTION

The Utilities Element addresses the infrastructure systems that provide essential services to the City of Boynton Beach and its service areas, including sanitary sewer, potable water, stormwater management, solid waste, and groundwater recharge. This element ensures that these utilities are managed sustainably and efficiently to meet the needs of current and future residents while supporting compact urban development and environmental stewardship.

The City serves approximately 125,000 customers across Boynton Beach, nearby municipalities (Briny Breezes, Hypoluxo, and Ocean Ridge), and portions of unincorporated Palm Beach County. The utilities are operated through enterprise funds to ensure self-sustaining financial management based on user fees and cost-of-service principles

This chapter presents the data necessary for preparing the Policy Document (Goals, Objectives, and Policies) of the Utilities Element for the City of Boynton Beach pursuant to Section 163.3177, Florida Statutes.

The data and analysis provided in this element include an inventory of utility resources intended to guide the City's decision-making over the 10 and 20-year planning horizons, support the City's Utilities Goals, Objectives, and Policies, and maintain consistency with adopted plans and permits. Projections through 2050 are planning estimates based on current population trends, infrastructure capacity, and regional planning data, and will be refined as updated forecasts become available.

SANITARY SEWER SUB ELEMENT

Introduction

The City of Boynton Beach provides sanitary sewer services to approximately 125,000 customers within the City, neighboring municipalities, and unincorporated Palm Beach County. Wastewater is collected through an extensive system of gravity mains, force mains, and lift stations and conveyed to the South-Central Regional Wastewater Treatment Plant (SCRWWTP) in Delray Beach under an interlocal agreement. The City's collection system, identified by FDEP ID FLSS0A486, is operated and maintained by the Utilities Department to ensure compliance with state and federal standards.

Existing Conditions
The collection system encompasses roughly 25.1 square miles, with:

- 167 lift stations (including 7 master stations)
- 390 miles of pipelines (310 miles gravity mains, 80 miles force mains)
- 7,982 manholes
- 778 cleanouts and 71 air release valves

The system serves residential, commercial, and institutional users and includes 49 private lift stations contributing flows from smaller satellite communities such as the Village of Golf and the Town of Gulf Stream. All wastewater is transmitted to the South Central Regional Wastewater Treatment Plant (SCRWWTP) for advanced treatment and disposal. The City coordinates closely with the regional authority to ensure sufficient treatment and disposal capacity is available to meet buildout projections. City ordinances prohibit stormwater, groundwater, or other non-wastewater flows from entering the sewer system to prevent hydraulic overload. Pretreatment programs regulate the discharge of industrial and commercial waste to maintain compliance and protect system assets.

Analysis Of Existing System
The City's adopted Level of Service (LOS) for wastewater is 100 gallons per capita per day (gpcd) based on peak month average daily flow. System modeling and GIS-based asset inventories ensure that the collection and transmission systems are properly sized for buildout conditions and redevelopment activity.

Planned capital improvements focus on system renewal and replacement, inflow and infiltration (I/I) reduction, and expansion of reclaimed water infrastructure to offset potable water use for irrigation. The system operates as an enterprise fund, ensuring that user fees cover operational, maintenance, and capital costs.

Future needs include continued investment in lift station rehabilitation, SCADA monitoring upgrades, and coordination with regional wastewater authorities to secure long-term treatment capacity. System expansion will follow the City's growth management policies to prevent urban sprawl and maintain compact development patterns. The present wastewater and future flows generated by the City applying a 1.15 peaking factor for peak month flow, the City's future wastewater generation is estimated as follows:

Table 3-1.
Present Wastewater and Future Flows

Year	Average	Peak
2025	12.5 MGD	14.4 MGD
2035	13.8 MGD	15.9 MGD
2045	15.2 MGD	17.5 MGD
2050	16.0 MGD	18.4 MGD

SOLID WASTE SUB ELEMENT

Introduction

The purpose of the solid waste sub-element is to guide the preparation of plans and policies necessary to assure the availability of solid waste resources for projected growth and future needs of the City of Boynton Beach. This sub-element analyzes the City's existing solid waste and hazardous waste management services and facilities, projects future waste generation levels, and provides alternatives for lowering waste generation per capita.

Existing Conditions

Solid waste services are provided in coordination with the Solid Waste Authority of Palm Beach County(SWA). The City ensures the collection, transport, and disposal of residential, commercial, and yard waste in an environmentally sound and economically efficient manner.

The City's adopted Level of Service (LOS) standard for solid waste is 7.7 to 8.0 pounds per capita per day (equivalent to about 1.4–1.5 tons per capita per year). This standard aligns with the Palm Beach County SWA plan and satisfies Florida Department of Environmental Protection (FDEP) criteria for maintaining adequate solid-waste disposal capacity through the planning horizon.

Solid-waste services are provided to all single-family, multifamily, and commercial accounts within the City limits, as well as limited customers in adjacent unincorporated areas.

Collection activities include:

- Residential: twice-weekly garbage and weekly recycling and trash/bulk pickup;
- Commercial: at least weekly collection, with customized frequency based on demand;
- Yard Waste & Bulky Items: scheduled curbside service and special pickup requests;
- Recycling: single-stream collection of paper, plastics #1-7, metals, and glass.

All materials are transported to Palm Beach County's Renewable Energy Park and Recycling Processing Facility operated by the SWA, where recyclables are sorted and municipal solid waste (MSW) is combusted for energy recovery or landfilled.

Table below summarizes estimated MSW generation and recycling recovery for 2020 through 2025 (historical) and projections through 2050, using data reported by Waste Management Inc. and population projections consistent with the Water Supply Facilities Work Plan. Recycling tonnage is assumed to increase gradually as

participation improves, while per-capita MSW generation remains near the adopted LOS standard.

Table 3-2. City of Boynton Beach – Municipal Solid Waste and Recycling Demand (Waste Management Inc. Data & Projections)

Year	Population (City and Service Area)	MSW (tons/year)	Recycling (tons/year)	Total Collected (tons/year)	Recycling Rate (%)
2020	118,900	207,000	49,000	256,000	19 %
2025	125,000	217,000	54,000	271,000	20 %
2030	132,000	229,000	60,000	289,000	21 %
2035	138,000	238,000	66,000	304,000	22 %
2040	145,000	248,000	72,000	320,000	23 %
2045	152,000	259,000	78,000	337,000	23 %
2050	158,000	270,000	85,000	355,000	24%

Sources: Waste Management Inc. Annual Service Reports (2020–2025) and City of Boynton Beach Utilities Projections (2025–2050).

Analysis

Boynton Beach's solid waste management system is functioning effectively and provides reliable service to all residential, commercial, and institutional customers within the city limits. Operations are carried out under a franchise agreement with Waste Management Inc., which collects municipal solid waste (MSW), recyclables, yard debris, and bulky items on a scheduled basis. Disposal and recycling services are fully integrated into the Solid Waste Authority of Palm Beach County (SWA) regional system, which offers long-term disposal security through its Renewable Energy Park and recycling processing facilities. This arrangement ensures that Boynton Beach has guaranteed access to sufficient capacity for both disposal and materials recovery through the 2050 planning horizon.

Waste generation trends in Boynton Beach closely mirror those observed across Palm Beach County. Current reports from Waste Management Inc. indicate that the City generates approximately 217,000 tons of MSW per year and 54,000 tons of recyclable material, yielding a combined recovery rate of roughly 20 percent. Although this is below the State of Florida's statutory 75-percent goal, the City's performance is typical of coastal urban areas with single-stream recycling systems. As the City continues to grow, projected to reach a population of roughly 158,000 residents by 2050 for the municipality and extended service area, the total solid-waste stream is expected to increase proportionally. By 2050, annual MSW generation is anticipated to reach about 270,000 tons, with recycling tonnage increasing to approximately 85,000 tons. These figures represent an overall increase of just over twenty percent in total waste volume compared with 2025 levels.

Analysis of existing and projected conditions shows that Boynton Beach's solid-waste management system possesses sufficient operational and disposal capacity to

accommodate growth through the 2050 planning horizon. The City's partnership with the SWA and Waste Management Inc., combined with ongoing education and recycling initiatives, will allow Boynton Beach to maintain its adopted level of service, enhance recycling performance, and continue progressing toward a more sustainable and resilient solid-waste management framework.

STORMWATER MANAGEMENT SUB ELEMENT

Introduction

The City's stormwater system provides flood protection, surface water quality management, and compliance with state and regional regulations. The City coordinates with the South Florida Water Management District (SFWMD), the Lake Worth Drainage District (LWDD), and Palm Beach County to manage drainage infrastructure consistent with the regional stormwater basin plans.

The City funds its stormwater management program through a stormwater utility fee, ensuring a stable revenue source for operations, maintenance, and capital improvements. The system's primary objectives include protecting public health and safety, reducing flood risk, and improving water quality within the Lake Worth Lagoon watershed.

Existing Conditions

Drainage System

The stormwater drainage network serves all developed areas within the municipal boundaries. The system consists of a combination of gravity pipes, swales, retention/detention facilities, and outfalls to the Intracoastal Waterway, Lake Worth Lagoon, and Atlantic Ocean.

The City enforces stormwater design standards for new developments requiring capacity for at least a 3-year, 1-hour storm event, and 25-year, storm events for critical facilities. Basin-specific stormwater plans identify deficiencies and guide capital improvements.

System Ownership and Jurisdiction

Stormwater infrastructure within Boynton Beach is maintained by multiple agencies, including the City of Boynton Beach, Palm Beach County, the Florida Department of Transportation (FDOT), the South Florida Water Management District (SFWMD), and the Lake Worth Drainage District (LWDD), each with responsibility for different components of the drainage system.

- The City of Boynton Beach maintains local storm drains, catch basins, and culverts within City-maintained rights-of-way.
- Palm Beach County maintains stormwater facilities associated with County-maintained roadways and rights-of-way, including drainage conveyance systems, swales, culverts, and related infrastructure.
- The Lake Worth Drainage District (LWDD) owns and operates major canals and lateral conveyances forming the backbone of the regional drainage system.
- The Florida Department of Transportation (FDOT) maintains drainage facilities associated with state roadways such as Boynton Beach Boulevard and Federal Highway.
- Private developments maintain internal drainage and retention systems that must comply with City and SFWMD design criteria before dedication or permitting.

The City's stormwater management system performs effectively and meets regulatory expectations. However, older neighborhoods built prior to modern drainage criteria occasionally experience localized flooding due to limited pipe capacity or shallow slopes. The City's Stormwater Master Plan identifies these areas for targeted improvements, including pond expansion, culvert upgrades, and installation of additional inlets.

Analysis

The City of Boynton Beach's stormwater management system provides an adequate level of service under current conditions and is expected to maintain sufficient capacity through the 2050 planning horizon, provided that ongoing rehabilitation, maintenance, and modernization efforts continue.

Future development and redevelopment are not anticipated to exceed existing regional drainage capacities, as all new projects are required to meet SFWMD and City stormwater design criteria. The City's capital improvement priorities focus on upgrading older systems, improving flood resiliency, and incorporating water-quality enhancements such as baffle boxes, pervious pavement, and bioswales.

Water Quality Compliance

Through participation in the NPDES MS4 Program, the City continues to meet FDEP requirements for pollutant load reduction and water-quality monitoring. Regular inspections, public education programs, and enforcement of construction-site erosion control help limit sediment, nutrient, and litter discharges into local waterways. These efforts also support compliance with Basin Management Action Plans (BMAPs) for the Lake Worth Lagoon watershed.

Climate Resilience

Given the City's coastal location, sea-level rise and elevated groundwater levels are increasing challenges for drainage performance. Outfalls along tidal canals are vulnerable to backflow during high tides, reducing conveyance efficiency. The City has begun implementing adaptive measures such as tide-flex valves, backflow preventers, and elevated discharge structures to mitigate tidal flooding. Long-term planning

through the City's Resilience Framework emphasizes design adaptation and coordination with SFWMD to address rising water levels and changing rainfall patterns.

Fiscal and Administrative Sustainability

The City's stormwater utility fee ensures consistent funding for system operation and improvement. Rates are based on impervious surface area, ensuring equitable contributions across residential and commercial properties. As infrastructure ages and climate-resilience projects expand, future adjustments to the fee may be required to maintain compliance with adopted LOS standards and support continued investment in drainage capacity.

Level of Service (LOS)

The adopted Level of Service (LOS) standard for stormwater management in the City of Boynton Beach is established as follows:

1. Flood Protection:

- The stormwater management system shall prevent flooding of habitable structures during a 25-year, 3-day design storm event, and shall provide positive drainage from developed areas during a 5-year, 24-hour storm event.

2. Water Quality Treatment:

- New development and redevelopment projects shall retain or detain the first inch of runoff, or the first half-inch over the entire site, whichever is greater, prior to discharge to the regional system, consistent with SFWMD Environmental Resource Permit (ERP) standards.

3. Discharge Control:

- Post-development discharge rates shall not exceed pre-development discharge rates for equivalent storm events.

4. System Maintenance and Operation:

- The City shall operate and maintain the stormwater management system in compliance with FDEP's NPDES MS4 Permit and the adopted Level of Service standards, ensuring reliable operation during storm events.

These LOS standards align with Palm Beach County and SFWMD regional criteria and are consistent with state and federal regulations governing urban stormwater management. They provide the basis for evaluating new development, sizing of system improvements, and prioritizing capital investments within the City's Stormwater Master Plan.

The City of Boynton Beach maintains a comprehensive and regionally coordinated stormwater management program that provides adequate capacity and regulatory compliance through the 2050 horizon. Continued implementation of the City's

Stormwater Master Plan, coupled with resilience planning, funding through the stormwater utility, and adherence to the adopted Level of Service standards, will ensure that the City remains well-prepared to address future growth, infrastructure needs, and the challenges of a changing climate.

NATURAL GROUNDWATER AQUIFER RECHARGE SUB-ELEMENT

Introduction

The City of Boynton Beach is located in southern Palm Beach County, where there is a transition from the highly permeable Biscayne Aquifer into the less productive Surficial Aquifer System (SAS). The City draws its source water primarily from groundwater wells constructed in the SAS and is also permitted to withdraw water from the deeper Florida Aquifer System (FAS) to meet public-supply demand. Both water sources are authorized under South Florida Water Management District (SFWMD) Consumptive Use Permit (CUP) No. 50-00499-W.

Typically, groundwater production wells are constructed between 50 and 200 feet below ground surface, with yields ranging from 100 to 1,500 gallons per minute. The City operates two primary wellfields:

- The Eastern Wellfield, consisting of 19 wells, located near the East Water Treatment Plant at Woolbright Road and Seacrest Boulevard; and

- The Western Wellfield, consisting of 11 wells, located near the West Water Treatment Plant at Military Trail and Boynton Beach Boulevard.

The City's CUP was first issued in 1978 and has been periodically renewed to reflect regulatory and operational updates, most recently on February 10, 2021. The 2021 renewal included revisions to the utility service boundary, an update to the reclaimed-water implementation plan, and a modification to the FAS withdrawal schedule.

Under the current CUP, the City's limiting conditions include a maximum annual allocation of 7,614.88 million gallons (MG), equivalent to 20.86 million gallons per day (MGD) on an average annual basis, and a maximum monthly allocation of 698.43 MG.

Existing Conditions

The City's water-supply system depends heavily on the protection, conservation, and sustainable use of local aquifer resources. The Surficial Aquifer System (SAS), composed of sand, shell, and limestone formations, provides the majority of the City's potable water supply. The Florida Aquifer System (FAS), located at greater depth, serves as a secondary source to supplement supply during drought conditions or system maintenance.

<u>Recharge and Hydrology</u>

Recharge to the SAS primarily occurs through direct infiltration of rainfall, leakage from canals, and percolation from retention and detention systems. Because Boynton Beach is in a coastal area, the hydraulic gradient is influenced by both surface-water canal

levels and proximity to the Atlantic Ocean, making the system vulnerable to saltwater intrusion if withdrawals are not carefully managed.

The SFWMD Lower East Coast Water Supply Plan identifies Boynton Beach as part of a restricted allocation area, meaning that new groundwater withdrawals must be offset by alternative water sources, such as reclaimed water or conservation. The City's reclaimed-water system provides irrigation water to golf courses, parks, and large developments, reducing dependence on the potable system and enhancing recharge opportunities.

Wellfield Protection

The City and Palm Beach County jointly enforce a Wellfield Protection Ordinance, which establishes protection zones around municipal wells to prevent contamination from hazardous materials, septic systems, or industrial activities. These zones restrict land uses that could adversely affect groundwater quality.

Monitoring and Maintenance

Groundwater quality and levels are continuously monitored through the City's wellfield operations and SFWMD reporting requirements. Regular sampling ensures compliance with Florida Department of Environmental Protection (FDEP) drinking-water standards. Data from observation wells indicate that water levels remain stable within the permitted operating range, with no significant long-term decline or evidence of upward migration of saline water.

Recharge Areas and Environmental Interactions

Recharge areas within the City are limited due to high urbanization and extensive impervious surfaces. However, landscaped areas, retention ponds, and drainage swales contribute to localized infiltration. The City's stormwater management program also indirectly supports groundwater recharge by retaining runoff and promoting infiltration where soil conditions allow. Preservation of green space, implementation of low-impact development (LID) practices, and continued use of reclaimed-water irrigation further contribute to recharge.

Analysis

Groundwater management in Boynton Beach must balance three key objectives; maintaining adequate water supply, preventing saltwater intrusion, and protecting water quality from potential contamination.

The City's dual-aquifer withdrawal strategy provides flexibility and resilience. The Surficial Aquifer System (SAS) remains the primary source for potable water, but withdrawals are limited to sustainable rates to avoid drawdown impacts on surrounding wells or wetlands. The Floridan Aquifer System (FAS) is used as a supplemental supply, particularly during peak demand periods, and as part of the Aquifer Storage and Recovery (ASR) system associated with the East Water Treatment Plant.

Reclaimed Water Integration

The City's ongoing expansion of reclaimed-water use represents a major sustainability initiative. By diverting irrigation demand away from the potable system, reclaimed-water distribution reduces groundwater withdrawals and supports long-term aquifer recovery. The 2021 CUP renewal formalized reclaimed-water implementation as a condition of future groundwater allocation, ensuring compliance with the regional water-supply plan.

Saltwater Intrusion Risk

Coastal wellfields in South Florida are inherently at risk from saltwater intrusion due to sea-level rise and freshwater-head decline. The City continues to monitor chloride concentrations and maintain hydraulic control by adjusting pumping rates and maintaining canal levels in cooperation with the Lake Worth Drainage District (LWDD) and SFWMD. No significant migration of the saltwater interface has been detected in Boynton Beach's wellfields to date, indicating effective management practices.

Future Challenges

By 2050, the combination of population growth, climate change, and regulatory limits on consumptive use will require continued investment in alternative water supplies and conservation. Expansion of reclaimed-water infrastructure, stormwater recharge projects, and aquifer storage technologies will be essential to sustain water availability and quality.

The City will also continue to implement wellfield protection measures, monitor groundwater quality, and coordinate with regional agencies on water-supply planning. These efforts ensure compliance with Chapter 62-40, Florida Administrative Code (FAC) and the SFWMD Lower East Coast Water Supply Plan Update, which emphasize conservation and integrated resource management.

Level of Service (LOS)

The adopted Level of Service (LOS) for groundwater resource protection and recharge in the City of Boynton Beach is as follows:

Water Supply Reliability

Maintain adequate groundwater withdrawal capacity to meet projected potable-water demand within the limits of SFWMD CUP No. 50-00499-W, not to exceed 7,614.88 MG per year (20.86 MGD) on an average annual basis.

Water Quality Protection

Maintain compliance with FDEP drinking-water standards and Palm Beach County Wellfield Protection Ordinance by prohibiting land uses and discharges that may contaminate groundwater within designated wellfield protection zones.

Recharge Maintenance

Encourage on-site stormwater retention and infiltration consistent with SFWMD ERP criteria, promoting percolation of the first inch of runoff to enhance local recharge.

Aquifer Sustainability

Manage withdrawals to prevent long-term water-level declines or saltwater intrusion, maintaining groundwater heads within the regulatory limits defined in the City's CUP monitoring plan.

These standards ensure that groundwater withdrawals remain sustainable, that recharge opportunities are maximized, and that water quality is protected as the City grows through 2050.

The City of Boynton Beach depends on the integrity of its groundwater resources for its long-term water-supply sustainability. Current operations demonstrate sound management of both the Surficial and Floridan Aquifer Systems through careful regulation, reclaimed-water integration, and monitoring.

Looking forward, the City's strategy of balancing groundwater withdrawal with alternative supply, conservation, and recharge measures will maintain aquifer sustainability through the 2050 planning horizon. Ongoing collaboration with the SFWMD, LWDD, Palm Beach County, and FDEP will remain essential to protect this vital natural resource and ensure a reliable, high-quality water supply for future generations.

POTABLE WATER SUB-ELEMENT (WATER SUPPLY PLAN)

Introduction

The City of Boynton Beach Utility Department provides potable water service to approximately 125,000 customers within its municipal boundaries and extended service area. Customers include residents of Boynton Beach, the Towns of Briny Breezes, Hypoluxo, and Ocean Ridge, and portions of unincorporated Palm Beach County.

The City's potable water system consists of two treatment plants, multiple wellfields, extensive storage capacity, and a comprehensive distribution network. Water production is regulated by the South Florida Water Management District (SFWMD) under Consumptive Use Permit (CUP) No. 50-00499-W, authorizing withdrawals from both the Surficial Aquifer System (SAS) and the Floridan Aquifer System (FAS).

Interconnects with Palm Beach County Water Utilities and adjacent municipalities provide emergency and supplemental supply as needed. The City's potable water customers include residential, commercial, industrial, institutional, and irrigation users, reflecting the City's diverse land-use composition.

Existing Conditions

Water Treatment and Production

The East Water Treatment Plant (WTP) (24 MGD capacity) uses lime softening, multimedia filtration, and Magnetic Ion Exchange (MIEX) technology to treat water drawn from both the East and West Wellfields. The West WTP (10.4 MGD capacity) uses nanofiltration membrane softening to treat Surficial Aquifer water.

The City's wellfields include:

- Eastern Wellfield – 19 wells near Woolbright Road and Seacrest Boulevard.
- Western Wellfield – 11 wells near Military Trail and Boynton Beach Boulevard.
- Groundwater is drawn from the Surficial Aquifer System (SAS) and the Floridan Aquifer System (FAS), typically from depths of 50–200 feet.

Storage facilities include:

- East WTP Site: 1.2-MG below-ground clearwell and 1.5-MG elevated storage tank;
- Additional Facilities: Three concrete ground storage tanks totaling 7.0 MG of capacity distributed throughout the service area.

The service area population increased from 117,417 (2019) to 124,930 (2025), with average daily demand between 13.3–15.8 MGD and maximum daily demand ranging 17.2–19.6 MGD.

Water Storage Facilities

The City's distribution network delivers potable water through an extensive grid of transmission and distribution mains, ranging from 6 to 36 inches in diameter. The system includes over 37,000 service accounts, categorized as residential (32,134), multifamily (2,818), and commercial (2,242) connections. Ongoing maintenance and pipeline rehabilitation are performed as part of the City's Water System Master Plan, ensuring regulatory compliance, pressure stability, and hydraulic reliability.

Service Area population

Population projections are based on the University of Florida Bureau of Economic and Business Research (BEBR) estimates and the SFWMD 2023–2024 Lower East Coast Water Supply Plan (LECWSP). Between 2000 and 2020, Boynton Beach's population grew from 60,389 to 80,380, averaging 1.66% annual growth, closely mirroring Palm Beach County's 1.60% annual rate.

The potable water service area extends beyond the City limits to surrounding communities and unincorporated areas, representing approximately 7.97% of Palm Beach County's total population. Applying this ratio to BEBR data yields the service-area population estimates summarized below:

Table 3-3. Palm Beach County and Boynton Beach Service Area Historic Populations

Year	Palm Beach County Population Yearly BEBR Estimates	Boynton Beach Service Area Population using 7.97% Ratio
2019	1,473,227	117,417
2020	1,492,191	118,928
2021	1,502,495	119,749
2022	1,518,152	120,997
2023	1,532,718	122,158
2024	1,545,905	123,209
2025[a]	1,567,500	124,930

[a] Incomplete year – At the time of analysis, available Florida Department of Environmental Protection (FDEP) Monthly Operating Reports (MORs) included January 2025 to May 2025.

Source: BEBR Estimates (2024) and SFWMD Lower East Coast Water Supply Plan (2023–2024).

Water Demand and Consumption

Based on FDEP Monthly Operating Reports (MORs) and meter data between October 2023 and September 2024, the City's Average Annual Daily Demand (AAD) ranged between 13.3 and 15.8 MGD, while Maximum Daily Demand (MDD) ranged from 17.2 to 19.6 MGD

These values indicate the City's system is operating comfortably within its permitted capacity, with sufficient reserves to accommodate growth through at least 2050.

The following summarizes historical and projected water demand based on current and expected population trends:

Year	Population	AAD (MGD)	MDD (MGD)
2025	124,930	15.8	19.6
2030	132,000	16.5	20.3
2035	138,000	17.1	21.0
2040	145,000	17.8	21.8
2045	152,000	18.5	22.5
2050	158,000	19.2	23.3

Analysis

The City's Level of Service (LOS) standard is 154 gallons per capita per day for potable water production. The City maintains adequate treatment and distribution capacity to meet projected buildout demands of 32 MGD maximum day flow.

The Water Supply Facilities Work Plan (WSFWP) outlines strategies to diversify sources, manage conservation, and expand reclaimed water systems. Ongoing programs include:

- Leak detection and pipeline replacement to reduce system losses.
- Reclaimed water expansion to large irrigation users.
- Conservation rate structures and public education initiatives to reduce consumption.

Interconnects with Palm Beach County Water Utilities and neighboring municipalities provide emergency redundancy. Future planning includes treatment plant upgrades, storage optimization, and energy efficiency enhancements. The City's enterprise fund structure ensures that rate revenues are reinvested into maintaining system reliability and compliance.

Figure 1. City of Boynton Beach Utility Service Area

While the City's infrastructure is adequate through 2050, long-term improvements include:

- Expansion of reclaimed-water distribution to additional users;
- Rehabilitation of aging pipelines and valves to minimize unaccounted-for water losses;

- Continued investment in energy-efficient treatment and pump systems;
- Enhanced resilience planning to mitigate saltwater intrusion and climate impacts.

The City's Water Supply Facilities Work Plan (WSFWP), prepared in coordination with the SFWMD 2023–2024 LECWSP, ensures consistency with regional objectives for sustainable water use, resource protection, and climate adaptation.

Level of Service (LOS)
The adopted Level of Service (LOS) standard for potable water in the City of Boynton Beach is defined as follows:

Potable Water Availability
Provide a minimum of 154 gallons per capita per day (GPCD) during maximum-day conditions for residential, commercial, and institutional users.

System Capacity
Maintain a total treatment capacity sufficient to meet projected maximum-day demand plus 10% reserve capacity, ensuring operational flexibility and redundancy.

Storage and Pressure
Provide minimum storage equal to one average day's demand and maintain minimum system pressure of 20 psi during peak-hour flow.

Water Quality Compliance
Meet or exceed all FDEP and U.S. Environmental Protection Agency (EPA) potable-water standards, including bacteriological, physical, and chemical quality parameters.

Conservation and Reuse
Implement water-use efficiency measures and reclaimed-water utilization consistent with the SFWMD Lower East Coast Water Supply Plan.

These LOS standards align with regional planning requirements and provide the performance benchmarks for evaluating new development, capacity expansion, and capital improvements.

The City of Boynton Beach operates a high-capacity, technologically advanced potable-water system that is well-positioned to meet the community's needs through 2050. The City's dual-plant configuration, reclaimed-water initiatives, and compliance with SFWMD's consumptive-use limits provide a resilient framework for sustainable growth.

Ongoing coordination with the South Florida Water Management District, Palm Beach County, and neighboring utilities will ensure long-term supply reliability, regulatory compliance, and efficient resource use. With continued implementation of the Water Supply Facilities Work Plan, Boynton Beach will maintain its commitment to safe, sustainable, and resilient water service for future generations.

CONSERVATION

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 4: CONSERVATION ELEMENT

INTRODUCTION

The Conservation Element provides the foundation for the City of Boynton Beach's efforts to conserve, protect, and enhance its natural resources. This element supports the City's vision of sustainability and environmental stewardship while balancing the need for continued urban growth and development.

The City is situated within the South Florida coastal region, characterized by sensitive natural systems such as the Intracoastal Waterway, the Lake Worth Lagoon, mangrove wetlands, and a shallow surficial aquifer system. These natural features are central to the community's environmental health, economic vitality, and quality of life.

Boynton Beach covers approximately 16 square miles in southeastern Palm Beach County, bounded by the Atlantic Ocean to the east and the Everglades drainage basin to the west. The city lies within the South Florida Water Management District (SFWMD) service area and the Lake Worth Lagoon watershed.

The City's subtropical climate, characterized by warm, humid summers and mild winters, supports diverse ecosystems including coastal dunes, mangrove estuaries, freshwater wetlands, and urban green spaces. Rainfall averages 62 inches annually, primarily between May and October.

This Data and Analysis section supports the Goals, Objectives, and Policies (GOPs) for the next 10- and 20-year planning horizons of the Conservation Element by providing an assessment of the City's current environmental conditions, trends, and challenges, as well as a framework for long-term resource management.

In accordance with Chapter 163.3177, Florida Statutes, this Element addresses the conservation of air, water, soils, minerals, fisheries, wildlife, and the protection of natural systems that support community health, safety, and welfare. It integrates local conservation priorities with regional and state resource management efforts.

EXISTING CONDITIONS

Conservation/Sustainable Development Standards

The Sustainable Development Standards in the Boynton Beach Land Development Regulations require that new development and redevelopment projects incorporate a range of environmentally responsible design features that collectively advance conservation and sustainability. These standards are designed to conserve energy, protect natural resources, and promote healthy, sustainable landscapes by having projects meet a minimum number of sustainable design points through options such as energy-efficient systems, low-impact development features (like rain gardens and permeable surfaces), enhanced tree canopy and native landscaping, and renewable energy elements. By structuring development around these choices, the code encourages greener site and building designs, reduces environmental

impact, supports public health and safety, and helps ensure long-term ecological sustainability in the community.

The tree replacement requirement in Chapter 4, Article I, Section 4.C.1 of the Boynton Beach Land Development Regulations helps conserve urban forest resources and promote sustainability by ensuring that any existing trees and palms removed during development are compensated with new plantings of equal or greater ecological value. Under this standard, trees proposed for removal must be replaced on-site based on their size (caliper) and health, measured and rated by a certified arborist with replacement trees of comparable species and canopy potential, so that the overall tree canopy and environmental benefits are maintained or enhanced over time. This approach preserves ecosystem functions such as shade provision, carbon sequestration, stormwater management, and wildlife habitat, and it encourages thoughtful planning and urban vegetation rather than its loss during development

Abiotic features

Topography

The City's topography ranges from sea level along the coast to approximately 35 feet above mean sea level in the western portion. Gentle east-west slopes direct surface drainage toward the C-16 Canal and the Intracoastal Waterway.

Soils

According to the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Soil Survey (2021), predominant soil types include:

- *Urban land-Palm Beach complex* (well-drained, developed areas)
- *Ankona fine sand* (moderately drained, supports landscaping and recharge)
- *Hallandale sand and Pahokee muck* (near coastal and low-lying areas)

Erosion and Coastal Stability

Boynton Beach's coastal dunes and beaches are maintained in partnership with Palm Beach County's Shore Protection Program. Periodic nourishment addresses erosion impacts from storm events and sea-level rise.

Minerals

No commercially significant mineral resources exist within City limits.

Water resources

Surface Waters

The City's surface water system includes:

- Lake Worth Lagoon (Class III Waters)
- C-16 Canal and tributaries
- Stormwater lakes and retention ponds

Primary management entities: SFWMD, Lake Worth Drainage District (LWDD), and Palm Beach County Environmental Resources Management (ERM).

Water Quality

The City participates in water quality monitoring under the NPDES Municipal Separate Storm Sewer System (MS4) Program. Common challenges include nutrient loading, urban runoff, and bacterial contamination in the Lagoon.

The raw water supply is withdrawn from the East Coast Surficial Aquifer through wells ranging in depth from 50 to 240 feet. During the dry season, typically December through May, the City relies primarily on the western wellfield and water stored within the Aquifer Storage and Recovery (ASR) system.

The City owns and operates 30 production wells. These wells are located within environmentally protected areas, and the water produced is regularly tested to ensure quality and adequacy.

Water Supply

Potable water is sourced from the Surficial and Floridan Aquifers, under SFWMD Consumptive Use Permit #50-00499-W, authorizing withdrawals up to 20.9 MGD (SFWMD, 2023).

The City operates East and West Water Treatment Plants (combined ≈ 34 MGD capacity), supported by the Water Supply Facilities Work Plan (2023–2033), consistent with the Lower East Coast Water Supply Plan Update (SFWMD, 2022).

Stormwater Management

The stormwater system directs runoff through canals, outfalls, and pump stations to the Lagoon. Design standards target protection from a 25-year, 3-day storm event.

Recent improvements include tide valves, backflow preventers, and pump station upgrades to mitigate flooding and sea-level rise.

Waterways, Blueways, and Waterfront Resilience

Boynton Beach's coastal location and access to the Intracoastal Waterway and Lake Worth Lagoon present unique opportunities to integrate environmental conservation with recreation and mobility. The City is exploring the development of blueway networks that support non-motorized water-based activities such as kayaking, paddleboarding, and potential water taxi services, while maintaining the ecological integrity of coastal systems.

The City will continue to coordinate with Palm Beach County, the Lake Worth Lagoon Initiative, and adjacent municipalities to enhance waterfront access, improve water quality, and support habitat restoration. Emphasis is placed on nature-based solutions, including living shorelines, mangrove restoration, and shoreline stabilization techniques that provide both ecological and flood protection benefits.

These strategies support resiliency goals by reducing erosion, improving habitat conditions, and enhancing the community's connection to its waterfront resources.

Wetlands, floodplains, and seagrass

Wetlands within the City are limited and primarily consist of mangrove and estuarine systems along the Intracoastal Waterway. The FDEP Wetland Inventory (2024) identifies approximately 65 acres of wetlands within City boundaries.

Boynton Beach participates in the National Flood Insurance Program (NFIP) and adopts FEMA Flood Insurance Rate Maps (FIRM). Approximately 22% of the City's area lies within flood hazard zones (A or AE).

The Lake Worth Lagoon Restoration Program, implemented with ERM, has restored mangrove and seagrass habitats, providing ecological and storm surge benefits.

<u>Environmentally Sensitive Lands</u>

The City recognizes the importance of protecting and managing Environmentally Sensitive Lands (ESL), particularly those identified as "A" rated lands, which represent the highest ecological value within the jurisdiction. These lands contain significant native habitats, support biodiversity, groundwater recharge, stormwater management, and overall environmental resilience. A-rated" lands are defined by Palm Beach County as high-quality natural areas with minimal disturbance that provide significant ecological functions, including habitat value, water quality protection, and groundwater recharge.

Within the City, two parcels designated with a Future Land Use (FLU) classification of Conservation, known as Seacrest Scrub and Rosemary Scrub are identified as "A" environmentally sensitive lands. These areas contain native scrub habitat and function as critical ecological resources. The Conservation FLU designation ensures long term protection from incompatible development and supports habitat preservation objectives.

An assessment of the "A"-rated lands indicates that these areas remain largely intact and continue to function as high-quality natural systems, supporting native vegetation, wildlife habitat, and ecological processes consistent with their original classification. No significant degradation, fragmentation, or land use changes have been identified that would warrant a reevaluation of their current "A" rating. However, the City recognizes that environmental conditions may change over time due to natural processes, restoration efforts, or adjacent

development pressures. As such, these lands will be periodically monitored and reassessed to ensure that their ecological integrity and classification remain appropriate.

These lands also contribute to flood attenuation, coastal resilience, and long-term sustainability. Any future consideration of changes to these designations would require detailed environmental analysis and coordination with Palm Beach County and applicable regulatory agencies.

Groundwater and recharge

The Surficial Aquifer System (SAS) provides potable water, while the Floridan Aquifer System (FAS) supplies brackish water for reverse osmosis treatment (SFWMD, 2023).

The Wellfield Protection Ordinance defines primary and secondary protection zones based on recharge sensitivity and contaminant risk (City of Boynton Beach Code of Ordinances 13-101).

The City's Reclaimed Water Program provides irrigation for public areas and reduces groundwater withdrawals, contributing to long-term sustainability (City of Boynton Beach Utilities, 2024).

Wildlife and habitat resources

Boynton Beach supports limited natural habitat due to urbanization but maintains key natural areas, including:

- Seacrest Scrub Natural Area (54 acres, scrub and pine flatwoods)
- Mangrove habitats along the Intracoastal
- Marine and coastal ecosystems supporting seagrass, manatees, and nesting sea turtles

Federally or state-listed species potentially occurring include:

- West Indian Manatee (Trichechus manatus latirostris)
- Loggerhead and Green Sea Turtles (Caretta caretta, Chelonia mydas)
- Gopher Tortoise (Gopherus polyphemus)
- Least Tern (Sternula antillarum)

Partnerships with FDEP, FWC, and Palm Beach County (ERM) support habitat protection and environmental education.

Air quality and hazardous materials

Air quality in Palm Beach County meets federal standards under the Clean Air Act. The primary contributors to emissions are transportation and construction.

The City coordinates with the Palm Beach County (ERM) for air monitoring and hazardous materials oversight.

Industrial areas within the Boynton Beach Commerce Park are regulated under FDEP's hazardous waste generator standards.

Adaptation and Resilience Planning

The City of Boynton Beach continues to advance local adaptation and resilience planning efforts in response to increasing environmental challenges associated with sea level rise, tidal flooding, groundwater rise, extreme rainfall events, urban heat, and coastal storm impacts. The City coordinates these efforts through the Office of Sustainability and Resiliency in partnership with regional, county, state, and federal agencies.

Boynton Beach is an active participant in the Southeast Florida Regional Climate Change Compact (SEFRCCC), which provides unified regional climate projections, adaptation guidance, and coordination strategies for local governments throughout Southeast Florida. The City also coordinates with Palm Beach County, the South Florida Water Management District (SFWMD), and the Florida Department of Environmental Protection (FDEP) to support resilience planning and infrastructure adaptation initiatives.

Resilient Florida Program and Vulnerability Assessments

Pursuant to Section 380.093, Florida Statutes, the City completed its first statutorily compliant Vulnerability Assessment (VA) through the State of Florida Resilient Florida Program in 2021. The assessment evaluated risks associated with tidal flooding, storm surge, sea level rise, rainfall-induced flooding, and vulnerable critical assets and infrastructure throughout the City.

The City is currently updating its Vulnerability Assessment and adaptation planning efforts to align with the 2024 amendments to the Resilient Florida Program. These updates are intended to ensure continued eligibility for future State resilience implementation funding and to support integration of adaptation strategies into long-range planning, infrastructure investment, and capital improvement programming.

The Vulnerability Assessment process identifies critical assets and infrastructure potentially impacted by flooding and climate-related hazards, including:

- Stormwater infrastructure;
- Roadways and transportation facilities;
- Water and wastewater infrastructure;

- Public facilities and utilities;
- Coastal and waterfront areas; and
- Environmentally sensitive lands and natural systems.

The findings of these assessments will continue to inform updates to the City's Comprehensive Plan, Stormwater Master Plan, Capital Improvements Element, and other resiliency initiatives.

Adaptation Planning and Resilience Strategies

The City is currently preparing a comprehensive Adaptation Plan, anticipated for adoption in 2026, which will establish a coordinated framework for addressing short-, medium-, and long-term climate adaptation and resilience priorities. The Adaptation Plan will guide future resilience investments, infrastructure adaptation strategies, hazard mitigation efforts, and environmental protection initiatives throughout the City. Planning efforts focus on improving community resilience through:

- Flood mitigation and drainage system improvements;
- Nature-based solutions and green infrastructure;
- Coastal protection and shoreline stabilization;
- Infrastructure hardening and redundancy;
- Urban heat mitigation strategies;
- Protection of environmentally sensitive lands;
- Enhanced emergency preparedness and recovery planning; and
- Integration of resiliency considerations into future development and redevelopment.

The City continues to evaluate opportunities for the use of green infrastructure techniques, including bioswales, rain gardens, pervious pavement systems, expanded tree canopy coverage, living shorelines, and other nature-based adaptation measures to improve stormwater management, reduce urban heat impacts, and enhance environmental quality.

Urban Heat Resilience and Tree Canopy Initiatives

The City was awarded funding through the Climate Smart Communities Initiative (CSCI) in partnership with ICLEI USA and Community Greening to develop the City's first Urban Heat Resilience Strategy. This initiative includes analysis of urban heat conditions, identification of vulnerable areas, and development of implementation strategies focused on expanding tree canopy, reducing heat island effects, and improving public health outcomes.

As part of this initiative, the City is also implementing a pilot tree distribution and planting program intended to increase urban canopy coverage and support long-term heat resilience goals. The Urban Heat Resilience Strategy is anticipated to be adopted by reference in 2026 and will serve as a guiding document for future heat mitigation and urban forestry initiatives.

Sea Level Rise and Flooding Challenges

Projected sea level rise and recurrent flooding remain among the most significant long-term environmental challenges facing Boynton Beach. According to the Southeast Florida Regional Climate Change Compact Unified Sea Level Rise Projections and NOAA intermediate scenarios, sea level rise projections for Southeast Florida range from approximately 1 to 2.5 feet by 2050. Potential impacts associated with sea level rise and flooding include:

- Reduced drainage capacity;
- Increased tidal flooding and stormwater backflow;
- Saltwater intrusion;
- Impacts to infrastructure and transportation networks;
- Increased stress on coastal ecosystems and wetlands; and
- Greater vulnerability of low-lying neighborhoods and waterfront areas.

The City continues to evaluate adaptation strategies and infrastructure improvements intended to reduce flood risk and improve long-term resiliency.

TRENDS AND CHALLENGES

Boynton Beach is an active participant in the Southeast Florida Regional Climate Change Compact, working collaboratively with neighboring jurisdictions to address long-term climate adaptation, flooding resilience, and infrastructure preparedness.

Projected sea-level rise by 2050 ranges from 1.0 to 2.5 feet (NOAA Intermediate Scenario), according to the Southeast Florida Regional Climate Change Compact's unified projections. Vulnerability assessments identify coastal flooding, stormwater outfall backflow, and low-lying neighborhood impacts as primary risks (SEFRCCC, 2022).

The City of Boynton Beach Office of Sustainability and Resiliency leads efforts to reduce environmental impacts and enhance resilience through energy efficiency, green building, and public education initiatives. The Sustainability Program promotes:

- Energy-efficient municipal operations through building retrofits, LED streetlight conversions, and municipal energy efficiency and infrastructure modernization initiatives.
- Urban tree canopy expansion via the City's participation in the Tree City USA program (since 1996) and its Urban Forestry Management efforts.
- Sustainable site design and energy-efficient development practices incorporated through local development regulations and redevelopment initiatives.
- Renewable energy installations, including rooftop and solar carport systems at Town Square and the Utilities Department campus.
- Public engagement and education through the Earth Day Everyday campaign, the Green Business Challenge, and partnerships with local schools.

These programs collectively support the City's broader adaptation, resiliency, and sustainability initiatives and are coordinated with regional resilience frameworks including RCAP 3.0 and Palm Beach County resiliency planning efforts.

Planned resilience strategies include the continued use of green infrastructure such as bioswales, pervious pavements, and rain gardens, to manage stormwater while improving urban livability. The City also explores living shoreline projects to reduce coastal erosion and enhance lagoon habitat quality.

The table summarizes key influences shaping environmental and urban conditions, the associated challenges they create, and the potential opportunities for planning and management. For example, urban redevelopment can lead to loss of tree canopy, but it also presents an opportunity to expand green infrastructure standards. Similarly, rising tides and flooding expose vulnerabilities in stormwater systems, highlighting the need to integrate sea level rise considerations into stormwater planning. Other drivers, such as population growth and habitat fragmentation, create demands on water resources and biodiversity, while offering opportunities for reclaimed water expansion and habitat restoration programs.

Table 1. Influence, Challenge and Opportunity.

Influence	Challenge	Opportunity
Urban redevelopment	Loss of tree canopy	Expand green infrastructure standards
Rising tides & flooding	Stormwater system vulnerability	Integrate SLR design into stormwater plans
Population growth	Increased potable water demand	Expand reclaimed water system
Habitat fragmentation	Biodiversity loss	Link restoration to ERM and LWLI programs

FINAL REMARKS

Boynton Beach's conservation planning framework reflects a strong commitment to resource protection, resilience, and sustainability. The City's natural assets, coastal ecosystems, aquifers, and green spaces, are central to both environmental health and community identity.

This Data & Analysis narrative supports the Conservation Element's Goals, Objectives, and Policies (GOPs) and ensures alignment with local, regional, and state environmental priorities.

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CITY OF BOYNTON BEACH

RECREATION AND OPEN SPACE

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 5: RECREATION AND OPEN SPACE ELEMENT

INTRODUCTION

The City of Boynton Beach is committed to providing safe, state-of-the-art park and recreation facilities to enhance the quality of life for the City's residents and visitors. The Recreation and Parks Department offers leisure, educational, and physical activities to promote cultural, community and family fellowship, enriches the quality of life for Boynton Beach residents, and guests through memorable recreational experiences.

Recreation and open spaces are vital to making the City of Boynton Beach a desirable place to live, work, play, and visit. Besides their intrinsic functional value for leisure time pursuits or passive enjoyment, recreation and open spaces provide opportunities to improve the health and fitness of residents, enhance the City's aesthetic quality, and promote resource protection and development management. For instance, the acquisition of sites required for habitat protection and stormwater management can also be used for passive or compatible active recreational purposes.

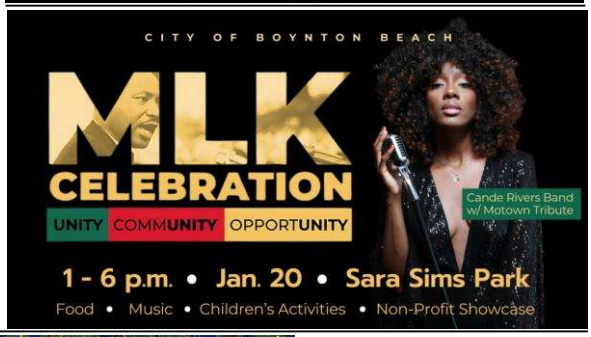
While Recreation and Open Space aims to enhance quality of life, each aims to produce different benefits and meet different needs. The recreation component relates to recreation sites and facilities which meet the recreational needs of the City's permanent and seasonal population, while the open space component is oriented to enhancing the City's aesthetic quality and Level of Service requirements.

This chapter presents data for the preparation of the Policy Document (Goals, Objectives and Policies) of the Recreation and Open Space Element for the City of Boynton Beach pursuant to Section 163.3178 (2) (f), Florida Statutes. The data and analysis provided in this Element provides an inventory of Recreation and Open Space to guide the City's decision-making for the next 10- and 20-years planning horizon, support the City's Recreation and Open Space Goals, Objectives, and Policies, and be consistent with adopted plans and permits covering activities in the recreation and open space.

EXISTING CONDITIONS

The Recreation and Parks Department oversees and manages the recreation program and park facilities of the City of Boynton Beach. The City offers a wide range of leisure, educational and physical activities and programs, such as:

- Community Wide Special Events
- Summer Programs, Spring Winter, And Out of School Campus
- Athletic Programs
- Arts & Culture
- Coastal Waterways
- Facility Rental



Special events are numerous and address a wide range of interests. These events are advertised on the City's website and social media pages. The range of events include the following:

- Taste of Boynton Beach
- Pirate Fest
- Black Business Pop-up
- 4th of July
- MLK Celebration
- Holiday in Boynton Beach
- And many more events

Classification and Inventory of Parks and Recreational Facilities

In addition to the City's current open space and recreation system, there are an array of recreation and open space opportunities available within and outside the corporate limits of Boynton Beach. Standards and guidelines for all existing and potential parks and recreational facilities will be analyzed in this section. Recreation areas and facilities provided by the City today are classified as either "active" or "passive" and as "neighborhood" or "community" facilities.

"Active" facilities often require specially constructed fields, courts or other apparatus which lend themselves to a particular user-oriented activity. "Passive" recreation facilities require a resource base, either natural or man-made, with which the user interacts. Oceans, beaches, woodlands, and other natural areas offer a variety of passive recreational experiences. "Neighborhood" parks are facilities typically located within or near residential areas, primarily designed to serve City residents. "Community" facilities are designed to serve both Boynton Beach residents and the surrounding population. The City strives to maintain community and neighborhood parks and facilities to meet the current and future needs of all age groups in Boynton Beach.

The City of Boynton Beach's recreation and open space system is currently comprised of 30 parks, 7 future parks totaling 307 acres; 229.39 acres which are developed and 77.61 acres which are undeveloped. The system also includes 6 recreation centers and approximately 101,105 square feet of indoor space. These facilities range from the Boynton Beach Arts and Cultural Center that provides residents with a variety of performing and visual arts programming opportunities to Ezell Hester, Jr. Community Center which provides residents with a variety of indoor recreational facilities such as an indoor gym, community rooms, and teen center. Other public and private recreational resources are also located in and around the City of Boynton Beach. These include facilities provided by the Palm Beach County School District, Home Owner Associations, YMCA. Since these are not open to the general public, they were not included in the analysis. While Palm Beach County provides parks and recreation facilities near the City of Boynton Beach, they are not included in this analysis.

Not all of the following parks are the current parks, as shown further down in this document on Table 5-3 Existing Inventory. However, these are the existing parks and open space areas located within the City's boundaries.

Neighborhood Parks

The neighborhood park is a "walk to" park generally located along streets where people can walk or bicycle without encountering heavy traffic. Neighborhood parks within the City's boundaries are Betty Thomas Park, Boynton Lakes Parks, Forest Hill Park, Galaxy Park, Hibiscus Park, Jaycee Park, Knollwood Park, Laurel Hills Park, Meadows Park, Palmetto Greens Parks, Pence Park, Pioneer Canal Park and Sara Sims Park.

Betty Thomas Park was established in 2007, the park honors the legacy of Betty Thomas, a beloved community member. Spanning approximately 2.33 acres, the park offers a blend of recreational amenities and green space, making it a valuable asset to the surrounding residential area.

Boynton Lakes Park

Boynton Lakes Park includes a playground, three outdoor basketball courts, and a multipurpose field. Boynton Lakes Park is a neighborhood park located in the northern portion of the City of Boynton Beach, serving the surrounding Boynton Lakes community and nearby residential areas. The park encompasses approximately 7.94 acres and provides a mix of active and passive recreational opportunities. Facilities include multi-purpose athletic fields, basketball, a playground, picnic pavilions, walking trails, and open green spaces suitable for informal recreation. A small lake or water feature within the park enhances the natural setting and provides opportunities for wildlife observation.

Forest Hills Park is a 3.59-acre that provides a variety of recreational amenities for residents of all ages, including a castle-themed playground for children, a full-size basketball court, picnic shelters, and open green spaces for informal activities. The park also features walking areas and is pet-friendly, encouraging community engagement and outdoor activity. Its well-maintained facilities and convenient location make Forest Hills Park an important recreational and social resource for the surrounding neighborhood.

Galaxy Park, located at 301 Galaxy Way in Boynton Beach, encompasses approximately 9.78 acres and provides a variety of recreational opportunities for the community. The park features a playground, baseball/softball field, restrooms, and open areas suitable for family gatherings and outdoor activities. It also includes 5-acre sand pine preserve, home to gopher tortoises, and the park also offers visitors a chance to connect with local wildlife and natural habitats. Its combination of sports facilities and play areas.

Meadows Park, located at 4305 N Congress Avenue, is a 7.16-acre community park offering a wide array of recreational amenities. The park features lighted tennis and volleyball courts, and a basketball court. Families can enjoy the playground, picnic tables, and a gazebo, while the open play area and bocce court provide additional leisure options. The park also offers BBQ grills, restrooms, and a pavilion, enhancing its suitability for gatherings and events.

Sara Sims Park

Sara Sims Park, located at 209 NW 9th Avenue in Boynton Beach, is a vibrant community park that offers a diverse range of recreational amenities for residents and visitors. The park features multiple basketball courts, a racquetball court, a children's playground, and a 1/4-mile fitness trail with exercise stations, catering to various fitness levels and interests. For social gatherings and events, the park provides three small pavilions and one large amphitheater-style pavilion equipped with picnic tables, grills, and waste receptacles. Adjacent to the park is the Sara Sims Memorial Cemetery, adding historical significance to the area. With its comprehensive facilities and welcoming atmosphere, Sara Sims Park serves as a central hub for community engagement and outdoor recreation at Boynton Beach.

Community Parks

A community park is a "ride to" park located near major streets or arterials. It is designed to serve community residents within a radius of up to three miles. Multi-modal access to community parks is strongly encouraged. Multi-modal access can be enhanced by bike paths and pedestrian walkways.

Typical facilities found in community parks are designed to serve the entire family and include both passive and active recreation opportunities such as playground areas, recreation buildings, sports fields, paved multi-purpose courts, picnic areas, open or free play areas, swimming pools, and landscaping. Adequate off-street parking may be needed to contain parking overflow. Unlike neighborhood parks which fulfill the needs of a residential neighborhood, a community park is designed to meet the recreation needs of an entire community. The community Parks located within the City are Barrier Free Park, Ezell Hester, Jr. Community Park, and Wilson Park.

Barrier Free Park

Barrier Free Park, located at 3111 S. Congress Avenue in Boynton Beach, is a 20.25-acre community park designed to provide accessible outdoor recreational opportunities for individuals of all abilities. The park features a variety of amenities, including multiple playgrounds, a splash pad, walking paths, picnic areas, and restrooms, all designed with accessibility in mind. Additionally, the park is themed around a Florida swamp, incorporating native vegetation and restored wetlands to enhance the natural experience. Congress Avenue Barrier Free Park serves as a valuable resource for the Boynton Beach community, offering inclusive spaces for recreation and relaxation.

Ezell Hester, Jr.

Ezell Hester Jr. Community Park, located at 1901 N Seacrest Blvd in Boynton Beach, is a 23.81-acre multi-use facility that offers a wide range of recreational amenities for residents and visitors. The park features a fully renovated synthetic turf field suitable for football, soccer, and lacrosse, complete with a press box, bleachers, and a concession stand. Adjacent to this, a natural grass field accommodates cricket and additional sports activities. The facility also includes four racquetball courts, two tennis courts, two basketball courts with bleacher seating, and a playground. For community gatherings, the park offers rental pavilions, a gazebo, and a meeting room within the recreation center. Additional amenities include restrooms, a fitness trail, and a nature preserve area. Ezell Hester Jr. Community Park serves as a central hub for sports, fitness, and community engagement in Boynton Beach.

Wilson Park, located at 225 NW 12th Avenue in Boynton Beach, is a 3.8-acre community park offering a wide range of recreational amenities for residents and visitors. The park features basketball courts, a playground, a large multi-purpose field, restrooms, and the John Denson Pool, which includes lap lanes, slides, and water play areas with certified lifeguards. Adjacent to the park is the Carolyn Sims Center, providing multipurpose rooms for classes and community events. Wilson Park serves as an important hub for outdoor recreation, fitness, and community gatherings in Boynton Beach.

Carolyn Sims Center

<u>Special Facilities</u>

There are multiple public recreational areas within the City of Boynton Beach that do not fall under any category of park that has previously been discussed. These areas have special facilities such as Recreation Centers or Aquatic Facility. The special facilities within the City are Boynton Beach Arts & Cultural Center, John Denson Pool, Ezell Hester, Jr. Community Center, Intercoastal Park Clubhouse, Oyer Park Club house, Senior Center, Carolyn Sims Community Center, and Woman's Club.

Boynton Beach Arts & Cultural Center

Regional Public Park and Recreation Facilities

There are numerous public facilities within and surrounding the City of Boynton Beach that provide a diverse range of recreational and cultural opportunities for residents and the public. The city benefits from its proximity to both the Atlantic Ocean and the Intracoastal Waterway, offering convenient access to boating, fishing, and waterfront recreation. Neighboring municipalities, including Delray Beach, Lake Worth Beach, and Lantana, feature additional public beaches, golf courses, and nature preserves that complement Boynton Beach's own recreational network. The area is also served by several county-operated regional parks, such as John Prince Park and Gulfstream Park, which provide extensive open space, picnic facilities, and trails for walking and cycling. Boynton Beach's central location within Palm Beach County allows residents to enjoy a broad range of recreational, educational, and cultural facilities beyond the city limits, contributing to an enhanced quality of life and regional connectivity.

Natural Areas

The City of Boynton Beach includes several preserved natural areas that protect native upland ecosystems and provide important environmental and passive recreational benefits. Areas such as Seacrest Scrub Natural Area and Rosemary Scrub Natural Area conserve rare Florida scrub and scrubby pine flatwoods, which are characterized by sandy soils and native vegetation adapted to fire-dependent conditions. These habitats support scrub-dependent and state-protected wildlife species and contribute to regional biodiversity. The Thomas A. McGillicuddy Eco-Park at Quantum Corporate Park further enhances the city's natural resource network by preserving upland habitats and offering walking trails for environmental education and nature observation. Collectively, these natural areas play a critical role in habitat conservation, ecological connectivity, and the protection of natural resources within an urban environment.

Water and Beach Access Parks

Water and Beach Access Parks are natural-resource based or open space lands. These are lands that are valuable to the community for a number of reasons, all of which should be used as criteria in the evaluation of potential beach access areas.

The Water and Beach Access Parks are owned and managed by the City. Harvey E. Oyer, Jr. Park, Intracoastal Park, Jaycee Park, Mangrove Walk Extension, and Oceanfront Park

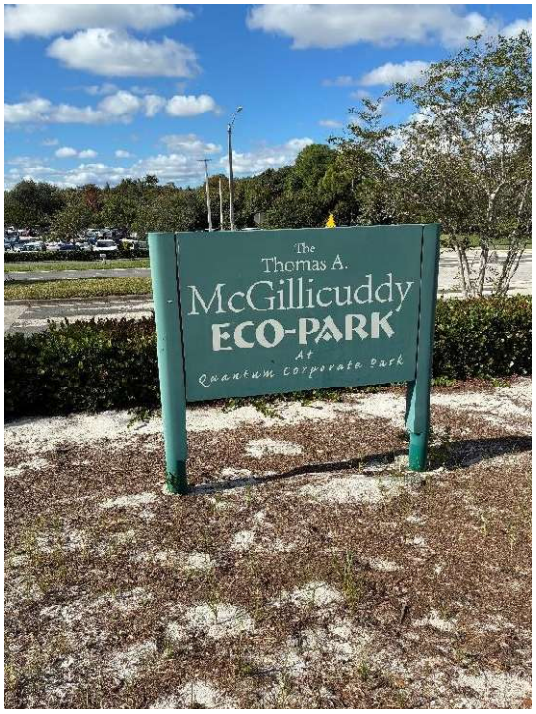
The most important aspect of an eco-oriented park is its relationship to the natural environment, thus providing awareness to our residents about our natural environment. Eco-oriented parks may include recreation activities (such as kayak rental facilities, hiking and biking trails and learning centers), so long as the impacts on the surrounding eco-system are limited.

Table 5-1. City of Boynton Beach Current Community & Neighborhood Parks

PARK NAME FACILITY TYPE ACREAGE	FACILITY TYPE	ACRES
CURRENT PARKS		
Eco Park	Community	59.0
Ezell Hester, Jr. Community Park	Community	23.81
Wilson Park	Community	3.8
Sara Sims Park	Community	7.82
Intracoastal Park	Community	8.97
Barrier Free Park	Community	20.25
Betty Thomas Park	Neighborhood	2.33
Boynton Lakes Park	Neighborhood	7.94
Forest Hills Park	Neighborhood	3.59
Galaxy Park	Neighborhood	9.78
Hibiscus Park	Neighborhood	0.48
Knollwood Park	Neighborhood	3.01
Laurel Hills Park	Neighborhood	1.29
Meadows Park	Neighborhood	7.16
Pence Park	Neighborhood	2.89
Pioneer Canal Park	Neighborhood	0.76
Barton Memorial Park	Neighborhood	6.9
Jaycee Park	Neighborhood	5.31
Palmetto Green Park	Neighborhood	0.29
Subtotal		**175.38**

SOURCE: 2022 Parks and Recreation System Master Plan

Eco Park 3500 QUANTUM BLVD		**Type:**	Passive
Amenities:	Walking Trails	**Acres:**	59.0

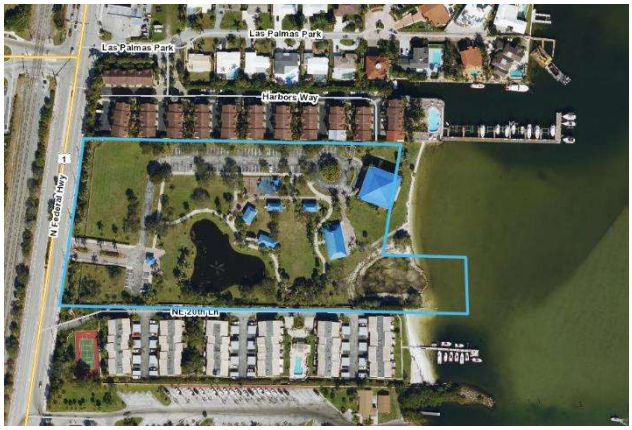


Ezell Hester Jr 1901 N Seacrest Blvd		**Type:**	Active
Amenities:	Synthetic turf field suitable for football, soccer, lacrosse, press box, bleachers, concession stand, four racquetball courts, two tennis courts, two basketball courts, and playground	**Acres:**	23.81

Wilson Park 225 NW 12th Avenue		**Type:**	Active
Amenities:	Basketball courts, a playground, a large multi-purpose field, restrooms, and the John Denson Pool	**Acres:**	3.8

Sara Sims Park 209 NW 9th Avenue		**Type:**	Active
Amenities:	Multiple basketball courts, a racquetball court, children's playground, 1/4 – mile fitness trail, exercise stations, three pavilions, picnic tab les, grills, waste receptacles, amphitheater,	**Acres:**	7.82

Intracoastal Park 2240 N FEDERAL HWY		**Type:**	Active
Amenities:	picnic tables, waste receptacles, water/beach access, playground, trails, four pavilions, and restroom,	**Acres:**	8.97



Barrier Free Parks 3111 S. Congress Avenue		**Type:**	Active
Amenities:	Multiple playgrounds, picnic areas, fitness area, tennis courts, pickleball courts , and restrooms	**Acres:**	20.25

Betty Thomas Park 2882 SE 2nd St,		**Type:**	Active
Amenities:	Playground, basketball courts, open pavilion.	**Acres:**	2.33

Boynton Lakes Park 300 Boynton Lakes Blvd		**Type:**	Active
Amenities:	playground, and trails	**Acres:**	7.94

Hibiscus Park 660 SW 1st Avenue		**Type:**	Active
Amenities:	Playground, and basketball court	**Acres:**	0.48

Forest Hills Park 300 Boynton Lakes Blvd		**Type:**	Active
Amenities:	Castle-themed playground, full-sized basketball court, picnic shelters, and open green spaces.	**Acres:**	3.59

Galaxy Park 301 Galaxy Way		**Type:**	Active
Amenities:	playground, pickleball courts, baseball/softball field, restrooms, and open areas	**Acres:**	9.78

Knollwood Park 8121 Lawrence Rd, Boynton Beach, FL 33436		**Type:**	Passive
Amenities:	Open areas, Pavilion and trails	**Acres:**	3.01

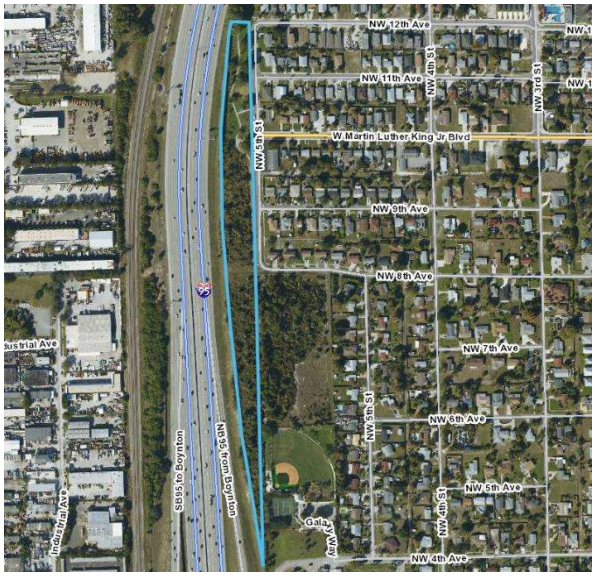
Laurel Hills Park 515 NW 7th St		**Type:**	Active
Amenities:	Basketball court, playground and open space	**Acres:**	1.29

Pence Park 600 SE 4th St		**Type:**	Active
Amenities:	Playground, soccer field, basketball court, and open areas	**Acres:**	2.89

Meadows Park 4305 N Congress Avenue		**Type:**	Active
Amenities:	Tennis courts, Volleyball courts, Basketball court, playground, picnic tables, bocce courts, gazebo, BBQ grills, restrooms, and a pavilion	**Acres:**	7.16

Pioneer Canal Park 843 NW 13th Avenue		**Type:**	Active
Amenities:	Two tennis courts, Basketball court and playground	**Acres:**	0.76

Barton Memorial Park 1110 NW 5TH ST		**Type:**	Passive
Amenities:	Open space, trails, and restrooms	**Acres:**	6.9



Jaycee Park 2600 S Federal HWY		**Type:**	Active
Amenities:	Open space, trails, restrooms, access to water, play-ground, and dog park.	**Acres:**	5.31

Palmetto Green Park 2600 S Federal HWY		**Type:**	Active
Amenities:	Open space, trails, restrooms, access to water, play-ground, and dog park.	**Acres:**	0.29

Future Parks

Aside from the existing parks, the City also has plans to open new parks and public recreation areas, as listed in the table below. As the City's population grows, acreage can be added to continue to meet the level of service requirements. Future Parks that will be developed as Natural Area Parks, and areas in existing parks that have the potential for soft-surface hiking trails, seven sites were identified that offer significant opportunity to acquire new natural area parkland

Table 5-2. City of Boynton Beach Future Parks

PARK NAME FACILITY TYPE ACREAGE	FACILITY TYPE	ACRES
FUTURE PARKS		
Congress Middle School	Future Park	38.14
Fire Station 3	Future Park	2.99
FPL Park Site	Future Park	7.75
Girl Scout Park Site	Future Park	6.38
Meadows 1 Park Site	Future Park	3.99
Nautica Park Site	Future Park	5
Nickles Road Park Site	Future Park	13.36
Total		**77.61**

SOURCE: 2022 Parks and Recreation System Master Plan

Table 5-3 Existing Inventory shown below calculates the total acreage for Parks/Recreation areas within the City of Boynton Beach. The table also includes the acreage for proposed parks that the City is taking into consideration. Aside from the parks shown above, the City also has intent to expand the recreation and open space acreage beyond what is currently available, as shown on the table below (Future Parks).

Table 5-3. City of Boynton Beach Park Inventory

PARK NAME FACILITY TYPE ACREAGE	FACILITY TYPE	SQ.FT. INDOOR	ACRES
CURRENT PARKS			
IT Parker Center (Houston Park)	Community		7.8
Ezell Hester, Jr. Community Park	Community		23.81
Wilson Park	Community		3.8
Betty Thomas Park	Neighborhood		2.33
Boynton Lakes Park	Neighborhood		7.94
Forest Hills Park	Neighborhood		3.59
Galaxy Park	Neighborhood		9.78
Hibiscus Park	Neighborhood		0.48
Knollwood Park	Neighborhood		3.01
Laurel Hills Park	Neighborhood		1.29
Meadows Park	Neighborhood		7.16
Pence Park	Neighborhood		2.89
Pioneer Canal Park	Neighborhood		0.76
Sara Sims Park	Neighborhood/Special Use		7.82
Barton Memorial Park	Special Use - Cemetery		6.9
Boynton Beach Memorial Park	Special Use - Cemetery		12.37
Officer Joseph Crowder Park & Dog Park	Special Use		3.00
Little League Park	Conservation Lands		12.31
Galaxy Scrub	Conservation Lands		10.00
Edward F. Harmening Arbor Park	Urban Open/Civic Space		0.46
Centennial Park	Urban Open/Civic Space		3.57
Demonstration Garden	Urban Open/Civic Space		0.51
Dewey Park	Urban Open/Civic Space		0.29
Heritage Park	Urban Open/Civic Space		0.30
Kapok Park	Urban Open/Civic Space		1.25
Kiwanis/Sierra Park	Urban Open/Civic Space		0.19
Veterans Memorial Park	Urban Open/Civic Space		0.58
Harvey E. Oyer, Jr. Park	Water/Beach Access		8.79
Intracoastal Park	Water/Beach Access		8.97
Jaycee Park	Water/Beach Access		5.31
Mangrove Walk Extension	Water/Beach Access		8.31
Oceanfront Park	Future Park		6.36
Congress Middle School	Future Park		38.14
Eco Park Site	Future Park		59.0
FPL Park Site	Future Park		7.75
Girl Scout Park Site	Future Park		6.38
Meadows 1 Park Site	Future Park		3.99
Nautica Park Site	Future Park		5
Nickles Road Park Site	Future Park		13.36
Indoor Facilities			
Boynton Beach Arts & Cultural Center	Recreation Center	28,181	
John Denson Pool	Aquatic Facility	2,909	
Ezell Hester, Jr. Community Center	Recreation Center	21,921	
Intracoastal Park Clubhouse	Recreation Center	7,303	
Oyer Park Clubhouse	Recreation Center	2,084	
Senior Center	Recreation Center	9,891	0.83
Carolyn Sims Community Center	Recreation Center	13,816	
Woman's Club	Rental Center	15,000	0.46
TOTAL		**101,105**	**307.36**

SOURCE: 2022 Parks and Recreation System Master Plan

TRENDS AND CHALLENGES

Level of Service Analysis

The Level of Service (LOS) established in the Comprehensive Plan does not divide the requirements by park type. The two and half acres per 1,000 population adopted LOS for the City of Boynton Beach for parks. This minimum requirement must be met to have the land use plans.

Based on the overall Level of Service (LOS) requirement, the City of Boynton Beach must provide 222.5 acres of recreation and open space land to serve its 2020 population of 80,380 (Estimates and projections by Shimberg Center for Housing Studies, based on 2010 and 2020 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida). The City currently has a total of 307.36 acres of existing parks and recreational facilities, exceeding the required acreage, as shown in Table 5-4.

According to the 2022 Parks and Recreation System Master Plan, several additional parks are under construction which are included on the 307.36 acres. With the inclusion of these future parks, the City will have a surplus of 106.41 acres, surpassing the required 200.95 acres based on its current population. The following tables provide an analysis of current demand and available capacity, comparing the existing level of service standards with future population projections. While the City exceeds its adopted Level of Service standard, this analysis demonstrates that LOS alone does not fully capture park accessibility, quality, or equitable distribution, and therefore additional evaluation criteria are necessary.

Table 5-4. Demand and Capacity for Current LOS Standards

Existing Acreage	LOS Standard	2020 Population	Demand	Surplus
307.36	2.5/1,000	80,380	200.95	106.41

Table 5-5 depicts the demand and capacity for projected 2050 population. The City's current LOS requirements are based on the City requirements of 2.5 acres per 1,000 residents. Existing supply of City-owned and managed parks continues to show a sufficient surplus of park area for the current planning period and future planning periods.

Table 5-5. Projected Demand and Capacity for 2050 LOS Standards

Existing Acreage	LOS Standard	2050 Population	Demand	Surplus
307.36	2.5/1,000	110,161	275.4	31.96

Park Accessibility Analysis

While the City exceeds its adopted Level of Service standard, acreage-based metrics do not account for the geographic distribution of parks or the ability of residents to access them.

Based on the City's park inventory, neighborhood parks are distributed throughout Boynton Beach; however, access may be constrained in certain areas due to:

- Major roadways such as Congress Avenue and I-95 acting as barriers
- Variability in sidewalk connectivity
- Concentration of parks in certain areas of the City

As a result, some residents may not have convenient walkable access to a neighborhood park despite the overall surplus of park acreage.

Park Distribution and Equity Analysis
Although the City meets its overall Level of Service standard, park distribution is not uniform across all neighborhoods. Areas with higher population density or lower access to private recreational amenities may experience greater demand for public park facilities. Conversely, some areas may have limited proximity to neighborhood parks or fewer recreational amenities.

Identifying these disparities is important to ensure equitable access to parks and to guide future investments in underserved areas.

Park Quality and Facility Conditions
While the City maintains a diverse inventory of parks and facilities, many parks vary in age, amenities, and condition. Increased usage, aging infrastructure, and evolving recreational needs require ongoing reinvestment. Many of the City's parks were developed over different time periods and contain varying levels of amenities and infrastructure. While newer or recently improved parks such as Barrier Free Park and Ezell Hester Jr. Community Park provide modern facilities, other neighborhood parks may have limited amenities or aging infrastructure.

Increased park usage, combined with the age of certain facilities, has created a need for reinvestment, renovation, and upgrades to maintain service quality and meet community expectations.

A comprehensive evaluation of park quality, including facility condition, safety features, ADA accessibility, and amenity availability, is necessary to ensure parks meet current standards and community expectations.

Private Park and Recreation Facilities
While the City provides residents and visitors with abundant recreational opportunities, the private sector also provides numerous recreational facilities. The private sector offers an array of recreational opportunities in certain areas for the population it serves. Private developments often include recreational amenities, such as pools and gyms, although these facilities are typically not available to the public.

Commitment to Greenways, Blueways and Preserving Natural Areas
The State of Florida is encouraging the creation and strengthening of its greenway and blueway trails as nature-based tourist attractions and economic development engine for local governments. This trend could offer many opportunities for the City. This section will focus on

current initiatives and upcoming challenges regarding these two forms of recreation and open space initiatives.

By definition, greenways are "corridors of undeveloped land preserved for recreational use or environmental protection" (Merriam-Webster). Greenways are designed to provide connectivity between parks, nature reserves, cultural and historic sites, and waterfront areas as an alternative means of transportation for bicyclists, pedestrians, and others. Additionally, greenways and trail systems can connect to state and regional trail systems.

Florida Greenways & Trails System Plan

FINAL REMARKS

The City of Boynton Beach Recreation and Parks Department is responsible for providing recreational services and programs and operating the City's recreational facilities. The City encourages citizen participation and continually assesses citizen needs and develops its recreation programs accordingly. The City should seek alternative means to expand facilities to accommodate the needs of the community.

In order to sustain and develop a healthy environment, it is important that municipalities ensure necessary actions are taken to reduce the negative impact of environmental changes. Maintaining and preserving parks, open space, and natural areas enhances the City's green infrastructure system, an important element in developing the community's climate resiliency. A community's level of climate resiliency is not only important for a healthy environment, but also for economic sustainability.

Boynton Beach is in the process of developing and maintaining a green infrastructure system to protect the community against inevitable negative environmental impacts. Such a system would strengthen the City's resiliency and economic stability by providing natural flood management, lowering building energy demands, lowering water management costs, and protecting coastal areas. In addition, the City should encourage developers to incorporate green infrastructure practices into their site designs. [See the Environmental Protection Agency's (EPA) website].

While the City meets and exceeds its Level of Service standard, additional considerations such as accessibility, facility quality, and equitable distribution indicate that strategic improvements are necessary to ensure all residents have access to high-quality parks.

However, there are several considerations regarding recreation and open space facilities that the City would be exploring in order to further enhance its overall parks and recreation system. Such considerations include, but are not limited to:

1. Adding park elements such as trails, benches, or a pavilion, help to maximize the functionality of the park so that it can better accommodate neighborhood residents.
2. Incorporating more ADA accessible play equipment, while the City has already some constructed ADA accessible play equipment, the City should consider including ADA accessible areas within the rest of the City's parks.

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HOUSING AND NEIGHBORHOOD

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 6: HOUSING AND NEIGHBORHOODS ELEMENT

INTRODUCTION

This chapter presents an inventory and analysis of data for the preparation of the Policy Document (Goals, Objectives, and Policies) of the Housing Element for the City of Boynton Beach pursuant to Section 163.3177, Florida Statutes. This data and analysis section provides the framework for evaluation of key housing issues, challenges, and recommendations for the policies presented in the Policy Document

Per Florida Statutes Section 163.3177(6)(f)1, *"A housing element consisting of principles, guidelines, standards, and strategies to be followed in:*

a. *The provision of housing for all current and anticipated future residents of the jurisdiction.*
b. *The elimination of substandard dwelling conditions.*
c. *The structural and aesthetic improvement of existing housing.*
d. *The provision of adequate sites for future housing, including affordable workforce housing as defined in s.380.0651(1)(h), housing for low-income, very low-income, and moderate-income families, mobile homes, group home facilities and foster care facilities, with supporting infrastructure and public facilities. The element may include provisions that specifically address affordable housing for persons 60 years of age or older."*

Per Florida Statutes, the Housing Element should establish a policy framework to ensure the provision of safe, sanitary, and adequate housing supply for future population needs. The purpose of the Housing Element is to promote plans, policies, and regulations necessary to ensure the availability of housing that is consistent with the architectural style, density, and identity of Boynton Beach.

The subject analysis will be conducted per Florida Statutes requirements, by reviewing the City's existing conditions and acknowledging current trends and challenges in terms of housing. This Chapter examines existing conditions, identifies projected demand in the supply of housing, and provides an analysis of the internal and external factors affecting the City's housing market. This Element of the Plan has been revised based upon the following:

1. Analysis of City's housing inventory and its characteristics provided by the U.S. Census Bureau, the University of Florida's Shimberg Center, and the City's own statistics, as appropriate;
2. assessment of current built-out redevelopment trends as they relate to housing supply;
3. analysis of the extent of housing need for anticipated populations and the replacement and maintenance of existing housing units;
4. considerations of green housing strategies; and,
5. analysis of the current challenges and trends related to housing.

The housing inventory within Boynton Beach is diverse, including single-family homes, town homes, apartment buildings, and condominiums. While the City has a significant number of housing units available, the affordability of housing is a significant issue.

The Community Redevelopment Agency (CRA) of Boynton Beach has identified multiple goals, objectives, and strategies within its CRA plan to address the City's anticipated housing challenges. The Boynton Beach Community Redevelopment Area and Community Redevelopment Agency (both commonly referred to as the "CRA") were established in 1982, and the area was incrementally expanded over a 16-year period to ultimately envelop approximately 1,650 acres. With the incremental establishment of the CRA came the incremental preparation of redevelopment plans required to guide private development and support the funding and construction of public infrastructure improvements. The Agency area is comprised of six unique districts: Boynton Beach Boulevard, Cultural, Downtown, Federal Highway, Heart of Boynton and Industrial Craft.

ANALYSIS OF EXISTING CONDITIONS

The population of Palm Beach County increased from 1,320,134 to 1,492,191 from 2010 to 2020 (U.S. Census Bureau 2010 and 2020), representing a 13% increase. The City's population increased from 67,581 to 78,060 from 2010 to 2020, representing a 15.5% increase.

Future growth can be accommodated by infill development on vacant land or redevelopment of older building sites. The CRA Plan notes that the City shall monitor vacancy rates, which will help identify outdated housing units that may need to be redeveloped to better accommodate residents. To effectively guide and direct development within the City of Boynton Beach, it is necessary to have a clear understanding of existing housing conditions.

This section examines the characteristics of existing housing in Boynton Beach based on the U.S Census Bureau data provided by the Decennial Census and the American Community Survey (ACS). The 5-year estimates from the ACS are "period" estimates that represent data collected over a period of time. The primary advantage of using multiyear estimates is the increased statistical reliability of the data for less populated areas and small population subgroups.

Occupancy and Tenure

As summarized in Table 3-1, the U.S Census Bureau's 2013 (2009-2013) and 2023 (2019-2023) American Community Survey indicated that the City of Boynton Beach experienced steady growth in its housing market. The total number of housing units increased by nearly 11%, rising from 36,993 to 40,964. Occupied housing units grew even more significantly, from 28,846 to 33,297, reflecting a 15% increase and an improvement in the occupancy rate from 78.0% to 81.8%. During the same period, the number of vacant units declined from 8,147 to 3,060, showing stronger housing demand and better utilization of the city's housing stock. Overall, these trends highlight a healthy and growing residential market with rising occupancy and reduced vacancy, indicating strong absorption of new housing in Boynton Beach.

Table 3-1. Housing Occupancy

Housing Occupancy	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total housing units	36,993	100.0%	40,964	100.0%
Occupied housing units	28,846	78.0%	33,297	81.8%
Vacant housing units	8,147	22.0%	3,060	18.2%
Homeowner Vacancy Rate	1.4	(x)	1.6	(x)
Rental Vacancy Rate	6.2	(x)	9.6	(x)

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.

Table 3-2 indicates that between 2013 (2009-2013) and 2023 (2019-2023), Boynton Beach experienced a slight shift in the number of owner-occupied and renter-occupied units. Owner-occupied units decreased by 2.3 percent, while renter-occupied units increased by 2.4 percent during that time. By 2023, 63.8 percent of all occupied housing units in Boynton Beach were owner-occupied, in contrast with 36.2 percent occupied by renters.

Table 3-2. Housing Tenure

Housing Tenure	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Occupied housing units	28,846	100.0%	33,297	100.0%
Owner-occupied	19,059	66.1%	21,229	63.8%
Renter-occupied	9,787	33.9%	12,068	36.2%
Average household size of owner-occupied unit	2.30	(x)	2.32	(x)
Average household size of renter-occupied unit	2.51	(x)	2.49	(x)

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.

Type of Housing

Table 3-3 is based on data from the U.S. Census, American Community Survey (ACS). It indicates that as of 2023 (2019-2023), 40.8% of all housing units in Boynton Beach were single-family detached, while 21.7% of units were in buildings that contain 20 or more units. This data reflects the diversity of the City's housing stock and was used to justify the inclusion of language regarding multiple housing types into the Goals, Objectives, and Policies of the Housing Element.

Table 3-3. Number of Units in Structure

Number of Units in Structure	City of Boynton Beach			
	(2009 – 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total housing units	36,993	100.0%	40,694	100.0%
1-unit, detached	15,080	40.8%	16,607	40.8%
1-unit, attached	4,671	12.6%	5,210	12.8%
2 units	471	1.3%	720	1.8%
3 or 4 units	2,378	6.4%	2,407	5.9%
5 to 9 units	2,285	6.2%	3,050	7.5%
10 to 19 units	2,945	8.0%	3,354	8.2%
20 or more units	8,564	23.2%	8,820	21.7%
Mobile Home	562	1.5%	526	1.3%
Boat, RV, van, etc.	37	0.1%	0	0.0%

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.

As summarized in Table 3-4, the majority of Boynton Beach's housing supply (10,278 units, 25.3%) was built between 1970 and 1979. Because of the age of these structures and those built in the 50*s* and 60*s*, these sites are considered potential redevelopment opportunities for the housing market.

Housing units built prior to the 50*s* make up 1.7% of the City's total housing units. These structures might have historical significance to the City, so, despite their age, they may not be considered for potential redevelopment. However, the subject structures are required to comply with all building safety standards.

Table 3-4. Year Structure Built

Year Structure Built	City of Boynton Beach	
	(2019-2023) 2023	
	Estimate	Percent
Total housing units	40,694	100%
Built 2020 or later	235	0.6%
Built 2010 to 2019	3,108	7.6%
Built 2000 to 2009	6,271	15.4%
Built 1990 to 1999	5,360	13.2%
Built 1980 to 1989	8,871	21.8%
Built 1970 to 1979	10,278	25.3%
Built 1960 to 1969	3,274	8.0%
Built 1950 to 1959	2,631	6.5%
Built 1940 to 1949	392	1.0%
Built 1939 or earlier	274	0.7%

Source: U.S. Census Bureau, (2019-2023) 2023 American Community Survey 5-Year Estimates.




Housing Value

Housing costs and land values in Boynton Beach are similar to other areas of the State. Based on the U.S. Census, 2023 American Community Survey, 7.4% of the City's housing supply is valued between $150,000 and $199,999 (see Table 3-5). Between 2013 (2009-2013) and 2023 (2019-2023) this bracket decreased in number of units, from 3,897 to 1,575 units. The median value of owner-occupied housing in the City was $312,700 in comparison with the median owner-occupied housing value in Palm Beach County (2023) of $491,500.

The U.S Census also indicates that 7.2% (930 units) of the owner-occupied units were valued at $99,999 or less. Some of these units are in structures that were built in the 50s or 60s and may be considered for historical designation or potential redevelopment. Most of these aging buildings are facing a steep assessment increase due to the need for major building upgrades required by recent legislation passed after the collapse of the Surfside condominium.

Table 3-5. Housing Value

Housing Value	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Owner-occupied units	19,059	100.0%	21,229	100.0%
Less than $50,000	1,846	9.7%	902	4.2%
$50,000 to $99,999	3,927	20.6%	628	3.0%
$100,000 to $149,999	4,276	22.4%	1,538	7.2%
$150,000 to $199,999	3,897	20.4%	1,575	7.4%
$200,000 to $299,999	3,384	17.8%	5,360	25.2%
$300,000 to $499,999	1,234	6.5%	7,715	36.3%
$500,000 to $999,999	319	1.7%	3,150	14.8%
$1,000,000 or more	176	0.9%	361	1.7%
Median (dollars)	$143,300	(x)	$312,700	(x)

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.

Tables 3-6 and 3-7 present information regarding mortgage status and gross rent. Both tables indicate a decrease in the number of units between 2013 (2009-2013) and 2023 (2019-2023) resulting from multiple redevelopment projects during that time. Most of the current housing supply belongs to owners without a mortgage (46.1%). Most of these units were built between 1970 and 1979, and many long-time residents will have paid off their mortgages. The table also illustrates the correlation between a decrease in housing units with mortgages and an increase of those without a mortgage.

The rental market in Boynton Beach is heavily concentrated in the $1,500–$2,499 range, making up about 65% of occupied rental units—higher than the county average in this range. Compared to Palm Beach County overall, Boynton Beach has fewer low-cost rentals under $1,000 and significantly fewer high-end rentals over $3,000. The information in Table 3-7 suggests Boynton Beach's rental market is more middle-income focused, with limited options at both the low and high ends.

Table 3-6. Mortgage Status

Mortgage Status	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Owner-occupied units	19,059	100.0%	21,229	100.0%
Housing units with a mortgage	10,769	56.5%	11,434	53.9%
Housing units without a mortgage	8,290	43.5%	9,795	46.1%

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.

Table 3-7. Gross Rent

Gross Rent	City of Boynton Beach		Palm Beach County	
	(2019 - 2023) 2023		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Occupied units paying rent	11,844	100.0%	165,800	100.0%
Less than $500	20	0.2	3,789	2.3%
$500 to $999	517	4.4	10,909	6.6%
$1,000 to $1,499	1770	14.9	29,627	17.9%
$1,500 to $1,999	4560	38.5	39,975	24.1%
$2,000 to $2,499	3134	26.5	38,905	23.5%
$2,500 to $2,999	1501	12.7	22,065	13.3%
$3,000 or more	342	2.9	20,530	12.4%
Median (dollars)	1896	(X)	$1,982	(X)
No rent paid	224	(X)	4,972	(X)

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates.

Number of Bedrooms and Overcrowding

Table 3-8 indicates the number of bedrooms within each housing unit in Boynton Beach. The number of bedrooms per housing unit has remained the same, with minor fluctuations due to the reduction of housing units from 2013 (2009-2013) to 2023 (2019-2023).

The data in Table 3-9 indicates that from 2013 (2009-2013) to 2023 (2019-2023), overcrowding in Boynton Beach housing remained very low and stable. In both periods, over 97% of occupied units had one occupant or fewer per room. Slight increases occurred in the 1.01–1.50 occupants per room category (from 1.5% to 1.9%), while the proportion of severely overcrowded units (1.51 or more occupants per room) stayed unchanged at 1.0%. Overall, the data shows minimal change in occupancy density over the decade.

Table 3-8. Number of Bedrooms

Number of Bedrooms	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Total housing units	36,993	100.0%	40,894	100.0%
No bedroom	460	1.2%	805	2.0%
1 bedroom	5,651	15.3%	6,049	14.9%
2 bedrooms	18,161	49.1%	17,494	43.0%
3 bedrooms	9,992	27.0%	12,538	30.8%
4 bedrooms	2,319	6.3%	3,313	8.7%
5 or more bedrooms	410	1.1%	495	1.2%

Source: *U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.*

Table 3-9 Occupants per Room and Overcrowding

Occupants per Room and Overcrowding	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Occupied housing units	28,846	100.0%	33,297	100.0%
1.00 or less	28,107	97.4%	32,342	97.1%
1.01 to 1.50	446	1.5%	616	1.9%
1.51 or more	293	1.0%	339	1.0%

Source: *U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.*

TRENDS AND CHALLENGES

The City is facing redevelopment and infill initiatives since it is largely built out and vacant land is limited. Concentrations of deteriorated structures or blighted areas will be addressed by specific neighborhood area plans and infrastructure improvements. The City currently maintains a high standard for property conditions that will be sustained through the vigilance of the local government with cooperation from City residents.

As mentioned in the City's Community Redevelopment Plan, conditions that contribute to the urgency/extremity of the affordable housing crisis include:

- Increased rental cost.
- Lower household income.
- Increased demand for rental properties.
- Lack of new affordable housing units.

Proactive Community Participation

The active involvement of City residents in preserving the character and identity of the City has been constant. Their participation on the City's many Advisory Boards maintains and enriches the community and its quality of life.

Through its commitment to sustainable development and improved quality of life, the Boynton Beach Community Redevelopment Agency has led the City in achieving its redevelopment and economic development goals. The CRA provides expertise and strategic investments needed to implement inclusive strategies that enhance financial security, expand opportunities for business, stimulate private investment, and foster revitalization within the City. While this agency impacts the entire City, the specific CRA area includes the Boynton Beach Boulevard District, Cultural District, Downtown District, Federal Highway District, Heart of Boynton District, and Industrial Craft District.

The Affordable Housing Advisory Committee recommends monetary and non-monetary incentives for affordable housing, in an effort to improve existing housing and provide new housing for very low, low, and moderate-income households. The Committee reviews the established policies and procedures, ordinances, land development regulations, and the City's adopted comprehensive plan and recommends specific actions or initiatives to encourage or facilitate affordable housing while protecting the ability of the property to appreciate in value.

The purpose of the Community Redevelopment Agency Advisory Board is to make recommendations on the programs, activities, and funding issues affecting the implementation of the CRA Plan. Recommendations shall include, but not be limited to, matters concerning land use and design regulations and applications, implementation programs and activities, budgets, and funding.

Housing Delivery System

The housing delivery system comprises two principal components: the public and the private sectors. The public sector has varying control over the availability of land, provision of utilities and infrastructure, and regulation of land uses through the Comprehensive Plan, zoning, subdivision regulations, and environmental regulations. The private sector's primary responsibilities are in the areas of financing and construction.

The City provides the public infrastructure necessary to support varying types of housing. Similarly, it has designated a variety of density levels and land use types throughout the City to provide variety of housing types. With many opportunities available in terms of infill development and redevelopment, the City has options to continue providing a diverse housing stock to current and future residents.

The City enforces certain restrictions and requirements on development, including the development of housing—which are necessary to preserve the local environment and the overall character and quality of life within the City. For example, open space and landscape requirements affect the cost of housing, but they are necessary to achieve the community's objectives in certain other Plan Elements. In this larger context, none of the City's land development regulations have any significant adverse effects on the provision of housing in the City.

Recent housing development within the City has been mostly multi-family projects such as townhomes, apartments, and condominiums. There has been a significant increase in mixed-use development as well, which contains commercial square footage and housing units within the same development. Mixed-use developments can increase housing affordability and contribute to the sense of community by bringing residents closer to local businesses.

Single Family Residences

Residential land use accounts for approximately 6,780 acres or 79% of the City, while commercial development only accounts for 173.34 acres, or 2%. This land distribution is consistent with the predominantly residential character of the community. Approximately 51% of the City's development is low-density residential.

Vacant land comprises almost 350 acres, or 4% of the City. It is not projected that the City will achieve complete built-out status within existing corporate limits during the 20-year planning period for the updated Comprehensive Plan. Aside from infill development of vacant land, redevelopment of existing parcels or annexation of contiguous land would also impact the City's residential land use designations and acreage.

Projected Housing Needs
As illustrated in the table below, the City's overall population was projected to rise by 4,011 persons between 2020 and 2030. Thus, a slight increase in the housing needs of the City can be expected.

Table 3-10 Projected Population Figures

Projected Total Population City of Boynton Beach 2010-2050								
Year	2010	2020	2025	2030	2035	2040	2045	2050
Total	68,217	80,380	82,208	84,391	89,158	92,687	97,691	99,613

Sources: Florida Data Clearing House – Estimates and projections by Shimberg Center for Housing Studies, based on 2010 and 2020 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida

It is expected that the increase in housing supply will consist of multi-family and mixed-use development. An increase in housing demand will present challenges to the City in terms of adopting proactive policies, design guidelines, zoning regulations, and other strategies to preserve the character and identity of Boynton Beach.

Energy Efficient Residential Structures
Energy efficient goals and green building standards should be considered for the design and construction of residential development.

The City should conduct a study to review and analyze the benefits of energy-efficient residential buildings. If the results of such a study warrant, the City could consider the development of a Green Building ordinance and green building certification programs, such as LEED, Florida Green Building Coalition (FGBC), or other guidelines for the development and redevelopment of energy-efficient housing. Such an ordinance would include green building standards and friendlier redevelopment regulations to support green design.

The State of Florida and private energy companies such as FPL have incentives and programs available for residents, businesses, governments, non-profits, schools, institutions, etc., to promote energy efficiency. The funds from such programs can be used to install energy efficient products such as photovoltaic cells, solar hot water heaters, solar pool heaters, and fuel cells. The incentives generally pay by kilowatt hour for installed products which will conserve electricity over the lifetime of the product. The City can utilize these types of programs to assist residents and business owners to move the City toward a more sustainable future.

Neighborhood Preservation and Stabilization

A City of Neighborhoods
By emphasizing neighborhood planning, infill, redevelopment, improvement, and historic preservation, the City of Boynton Beach encourages stabilization and improvement in all its neighborhoods, thereby strengthening its character as a City of Neighborhoods.

The City strives to promote conservation, preservation, and rehabilitation of existing housing as a means of maintaining and improving residential conditions, providing a variety of opportunities for affordable housing to current and future residents of the City. In doing so,

the City is committed to maintaining the integrity of existing residential neighborhoods and promoting their preservation and rehabilitation.

The intent of the related policies is to emphasize neighborhood preservation as a priority and to address the specific challenges affecting each neighborhood. The City of Boynton Beach will take a proactive approach to identify and address the needs of neighborhoods and other specific areas of the City that are deteriorated, blighted, underutilized, threatened, or inconsistent with the community's character.

In addition to preparing neighborhood plans, the City can consider pursuing other programs for preserving and reinforcing stability and diversity in the City's neighborhoods. These programs and actions may include:

- Specific area plans
- Infill and Redevelopment programs
- Use of historic district provisions
- Stabilization programs and projects
- Residential and commercial revitalization programs

In preparing a text amendment to the Comprehensive Plan, specific actions were identified that should be included in the Goals, Objectives, and Policies section. Guidelines should be incorporated as city-wide policies to be implemented in conjunction with neighborhood contact organizations, property owners, residents, and businesses. These actions, consistent with the constraints on the City's financial and personnel resources, should include:

- Support the preparation of Neighborhood Plans and Strategies including strengthening identity through entrance signage, enhanced landscaping, and improving overall community aesthetics.
- Encourage and support neighborhood participation in a Neighborhood Watch Program.
- Support neighborhood efforts to improve traffic and pedestrian/bike safety through City's traffic calming program.
- Support efforts to stabilize and improve the overall appearance of neighborhoods through comprehensive enforcement of zoning, housing, and property maintenance regulations and foster the active participation of residents and property owners with code enforcement and solid waste personnel in comprehensive cleanup programs.
- Encourage and support the establishment of neighborhood, civic, or business organizations as contacts or liaisons with City staff in matters related to development and permit review, identification of neighborhood issues and needs, and the coordination of city planning, code enforcement, community policing, and other public programs.

The Comprehensive Plan must include policies requiring neighborhoods to be protected and/or buffered from the encroachment of higher density and intensity uses. This policy should consider reviewing buffer and landscaping requirements between residential and nonresidential districts, including buffers between single family and multi-family zoning districts. Such measures may include landscape and physical barriers, step-down building setback requirements, and transitional uses.

Housing Affordability

Housing affordability continues to be a significant challenge for both homeowners and renters who still struggle with mortgage and rental payments. Through policy decisions the City can encourage development that would provide jobs for those residents facing difficulties with housing affordability. For homeowners, improved incomes would increase the residents' ability to make home improvements, accelerate neighborhood revitalization, and increase home values. For renters, better jobs would not only allow residents to meet housing expenses but might afford them the opportunity to move to better rental stock or perhaps make home ownership possible.

Among the solutions to this problem are providing a diversity of housing options, including market rate and workforce housing, maintaining available affordable units for both ownership and renters, and developing a strategy for assisting existing homeowners and renters to transition to new industries and businesses.

Boynton Beach prioritizes housing affordability for working households earning between 60% and 140% of Area Median Income (AMI), including essential workers such as teachers, first responders, and healthcare professionals. The shortage of affordable and workforce housing units is a growing concern, as median home prices continue to rise faster than income growth. With only about 4% vacancy citywide, most new housing opportunities will need to be provided through infill and redevelopment, particularly along corridors and within redevelopment districts.

Projects such as The Cottage District demonstrate how public-private collaboration can advance equitable and inclusive housing while supporting the City's redevelopment goals. These types of initiatives serve as models for expanding opportunities for workforce housing while maintaining compatibility with surrounding neighborhoods.

Regulatory and Incentive Framework

To further expand housing affordability, Boynton Beach should explore the adoption of an inclusionary workforce housing program tied to development intensity bonuses. Potential incentives include:

- Up to 15% density increases,
- Reduced site area requirements, and
- Reduced parking requirements, with the condition that the bonus units remain affordable for at least 25 years under a restrictive covenant
- Additional buy-downs and financial incentives may be negotiated for developments providing even more affordable units.

State-Level Provision: Live Local Act

Boynton Beach is also responsive to the Live Local Act (Florida SB 102, 2023), which preempts certain development regulations, such as density or height limits, for projects that set aside at least 40% of units for workforce housing. It also mandates that the City and CRA maintain a publicly accessible list of properties suitable for affordable housing initiatives.

Property Maintenance and Housing Standards

Code enforcement is a significant factor in the conservation and stabilization of neighborhoods. Consistent and equitable code enforcement ensures that properties will be properly maintained to prevent deterioration resulting in public nuisances that adversely impact other properties in the neighborhood and lower property values.

It is also important to continue to educate and encourage homeowners, absentee landlords, renters, and neighborhood associations, about the importance of home improvements and basic maintenance, including lawn maintenance, sidewalk maintenance, tree planting, and maintaining home frontages clear of debris.

An emphasis must be placed on providing a variety of quality housing options compatible with neighborhood characteristics and ensuring safe and sanitary housing to support Boynton Beach's low income and workforce populations.

Residential Infill and Redevelopment

The following policy concepts can be included in the City's land use regulations to encourage and promote infill development in older neighborhoods:

- Infill development must show tangible benefits to the community as a whole, not only to developers or new residents.
- Policy decisions and regulatory framework must balance the market demands and the rights of property owners with the distinctive low density/intensity character of Boynton Beach.
- Infill policies and regulations should be firmly based on the development costs and local market factors.
- Regulations may be considered that promote flexibility to allow a diversity of housing opportunities, such as cottage housing, small lots, accessory housing, zero-lot lines, etc. Such regulations must be compatible with the character of the existing neighborhood. Compatibility may be achieved through context-sensitive building and site design such as the preparation of pattern books for individual neighborhoods, if appropriate. Infill regulations may be implemented through an overlay district, special small-lot standards, or planned residential development similar to planned commercial developments allowed in the other zoning districts.
- Policies and resulting programs and regulations for fostering residential infill development must encourage innovation and investment in the City's older neighborhoods to ensure a diverse mix of housing types and market prices that serve the entire spectrum of future residents from singles, families, and empty nesters to retirees.
- Policies should support neighborhood organizations and encourage coordination with City staff.

FINAL REMARKS

Boynton Beach is a community that has achieved a truly diverse housing stock that contributes to the City's unique character and quality of life. Based on the present housing analysis and considering the 10-year planning period, the City should continue to implement specific strategies and policies to maintain and enhance its current housing supply, protect its

residential neighborhoods, and proactively plan for future housing demand including the following recommendations:

- Maintain and enhance the current housing supply through the City's zoning and land development regulations.
- Continue protecting the historic character of residential neighborhoods.
- Support the goals highlighted in the Community Redevelopment Agency Plan.
- Promote energy efficient and green building policies and regulations for residential structures.
- Strengthen the character and identity of each neighborhood.
- Assess the potential redevelopment of aging condominium structures and the need for "design guidelines" to provide aesthetic guidance to potential developers. The design guidelines might include recommendations for building articulations, massing, site planning, green standards, landscaping, and public realm areas.
- Consider embracing Boynton Beach as a city of neighborhoods by focusing on and preparing plans for each neighborhood.

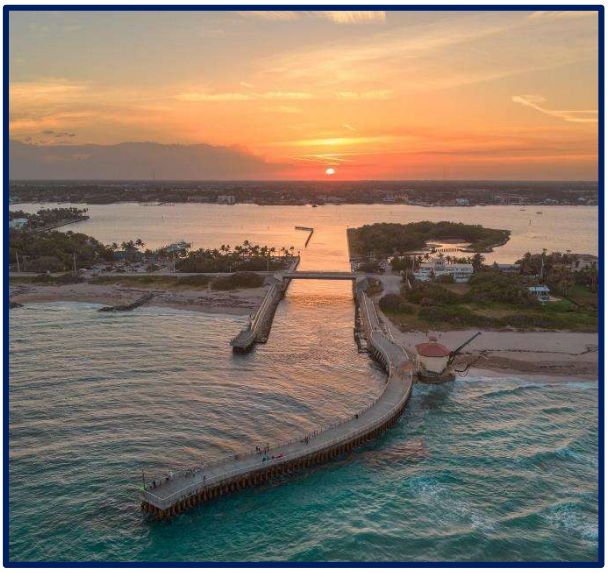
CITY OF BOYNTON BEACH

COASTAL MANAGEMENT

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 7: COASTAL MANAGEMENT ELEMENT

INTRODUCTION



The Legislature recognizes there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or destroy coastal resources, and that such plans protect human life and limit public expenditures in areas that are subject to destruction by natural disaster. Coastal management is a multifaceted effort. Proper coastal management ensures both the protection of life and property from natural disasters, as well as the conservation of natural resources. It strives at once to maintain and enhance the quality of life of citizens who value the area as a recreational asset, to protect wildlife and natural ecosystems, to maximize economic benefits generated from tourism, and to safeguard human life and public investment from natural disasters. Coastal Management requires a careful balance between the natural and built environments.

This chapter presents data for the preparation of the Policy Document (Goals, Objectives and Policies) of the Coastal Management Element for the City of Boynton Beach pursuant to Section 163.3178 (2) (f), Florida Statutes.

To effectively provide management, it is important to understand the existing components of the coastal zone, how they have been developed over time, and what the projected needs are for the future. The data, and analysis provided in this Element provides an inventory of coastal resources to guide the City's decision-making for the next 10- and 20-year planning horizons, support the City's Coastal Management Goals, Objectives, and Policies, and be consistent with adopted plans and permits covering activities in the coastal zone.

The Coastal High Hazard Area (CHHA), as defined pursuant to Section 163.3178(2)(h), F.S., generally includes portions of the City east of U.S. 1 that are located within the Category 1 storm surge evacuation zone as depicted on the adopted Coastal High Hazard Area Map. This includes the portion of the City along the Atlantic coastline, where Boynton Beach features its public beach and surrounding recreational areas. The Coastal High Hazard Area is generally located east of Federal Highway (U.S. 1) and includes the beachfront neighborhoods and commercial districts that are most susceptible to coastal flooding and storm surge. Boynton Beach, known for its scenic intracoastal waterways, public parks, and vibrant downtown area,

is part of Palm Beach County and has a mix of residential, commercial, and recreational uses within this high-risk coastal zone.

EXISTING CONDITIONS

Inventory of Existing Land Uses

The area of the City east of U.S. 1 in Boynton Beach is largely developed, featuring a mix of residential neighborhoods, commercial corridors, and public recreational spaces. The major east-west traffic facility is Ocean Avenue, which provides direct access to the Intracoastal Waterway and the beachfront area, while the major north-south routes, Federal Highway (U.S. 1) and Seacrest Boulevard, support local and regional traffic flow. Both roadway systems are adequate to accommodate existing and anticipated development. Sanitary sewer and potable water systems in this area are sufficient to meet current demands, and recent infrastructure upgrades have improved capacity to support future growth and redevelopment.

Land uses within the Coastal High Hazard Area include a mix of residential, commercial, recreational, and community-oriented facilities. The area east of U.S. 1 contains a concentration of waterfront developments, marinas, and hospitality uses that contribute to the city's coastal economy and tourism base.

The Boynton Beach Oceanfront Park serves as the City's main public beachfront and is maintained as a recreational facility for residents and visitors. The beach and dune system provide essential protection against coastal flooding and storm surge, while ongoing dune restoration and coastal resiliency projects help preserve natural defenses.

In addition to recreational uses, the City supports marine-related businesses and facilities along the Intracoastal Waterway, including boatyards, docking facilities, and marine service establishments. Due to Boynton Beach's strategic location between the Boynton Inlet and Lake Worth Lagoon, these facilities play a key role in supporting the city's marine economy and coastal identity.

The economic base of Boynton Beach's coastal area is supported by a mix of waterfront residential developments, small businesses, restaurants, and tourism-related enterprises concentrated near Ocean Avenue and the Marina District. The redevelopment of the downtown and waterfront area has also enhanced local employment opportunities and tax revenues.

The area east of U.S. 1 continues to experience revitalization while maintaining its coastal character. Public investments in water, sewer, and stormwater infrastructure ensure that future development will be adequately supported without negatively affecting coastal flooding conditions. The City of Boynton Beach remains committed to maintaining its public beach facilities, preserving coastal resources, and promoting sustainable redevelopment within the Coastal High Hazard Area.

Inventory of Natural Resources

The City of Boynton Beach's coastal area is contiguous with the remainder of the City and includes the lands along the Atlantic Ocean and Intracoastal Waterway. Portions of the Coastal High Hazard Area containing natural resources generally lie east of Federal Highway (U.S. 1) and include coastal wetlands, dune systems, and mangrove habitats. Significant portions of these areas are publicly owned and managed for preservation, such as the Boynton Beach Oceanfront Park and adjacent conservation lands. Other areas are privately owned but may be protected by conservation easements or plat restrictions. Natural resources within the Coastal High Hazard Area have been identified on the Palm Beach County Natural Resource Map Series and include generalized wetlands with vegetative cover, areas subject to coastal flooding, and habitats supporting wildlife and marine species.

Inventory of Historic / Cultural / Archaeological Resources

The City's historic resources were initially surveyed in 1996, at which time 145 structures were identified as potentially eligible for consideration based on age and significance. Since that time, additional historic resources have been identified through ongoing documentation efforts.

Map MS.2 reflects historic resource locations based on the City's Geographic Information System (GIS) data. The Florida Master Site File (FMSF), maintained by the Florida Division of Historical Resources, serves as the State's official inventory of recorded historic and archaeological resources. The City will continue to coordinate with FMSF data to verify, update, and maintain consistency between local mapping and the State's historic resource database.

Variations in the number of recorded historic sites may occur due to differences in data sources, survey dates, and resource classifications. Continued coordination with the Florida Master Site File will ensure accurate identification and appropriate consideration of historic resources.

Inventory of Estuarine Conditions

The Lake Worth Lagoon, located along the Boynton Beach coastal area and depicted on the Palm Beach County Natural Resource Map Series, is an estuarine system that experiences substantial tidal exchange and flushing due to its connection with the Atlantic Ocean via the Boynton Inlet. Water quality within the lagoon is generally good and is designated as Class III by the Florida Department of Environmental Protection, supporting recreation, wildlife, and marine life. There are no significant point or non-point source pollution problems within this section of the lagoon. Certain areas along the eastern shoreline are bulkheaded and include

small boat docking facilities and marinas. Development within the estuarine waters is strictly regulated to prevent new pollution sources, and no new construction is permitted within the lagoon itself.

Inventory of Beach and Dune Systems

The beaches and dunes of Boynton Beach are generally stable and are actively maintained through periodic beach nourishment and dune restoration projects. Historical erosion trends along Palm Beach County beaches have been documented by the U.S. Army Corps of Engineers, which identified sections of the county shoreline requiring protection and nourishment. For Boynton Beach specifically, shoreline monitoring indicates that the beaches experience minor long-term recession, typically less than one foot per year, and ongoing dune stabilization and vegetation planting programs help mitigate erosion and protect coastal infrastructure. The City continues to work with the U.S. Army Corps of Engineers and Palm Beach County to maintain beach quality and protect public recreational areas.

Inventory of Infrastructure

The Boynton Beach coastal area is largely developed and includes a mix of residential, commercial, and recreational uses, including public beach access and waterfront parks. Traffic circulation patterns in the area are generally established and not expected to change significantly. The coastal area is fully serviced by sanitary sewer and potable water systems. Stormwater drainage is managed through swales, detention areas, and other best management practices to provide pre-treatment before discharge to the Intracoastal Waterway or Atlantic Ocean. The existing infrastructure within the coastal area of the City of Boynton Beach includes the following items:

Hazard Mitigation, Post Disaster Redevelopment and Resiliency Planning

Pursuant to Section 163.3178(2)(f), F.S. local governments are now also required to incorporate a redevelopment component into the Coastal Element of their Comprehensive Plans that outline the principles that must be used to eliminate inappropriate and unsafe development in the coastal areas when opportunities arise. These policies are known as the "Peril of Flood" provisions of the Coastal Management Element. The component must:

1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.

3. Identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.
4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.
5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.
6. Encourage local governments to participate in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.

Structures with a History of Repeated Damage

The City is not currently aware of any publicly identified repetitive loss structures requiring targeted mitigation actions within the coastal area. The Boynton Beach fishing pier, a popular public recreational facility, was rebuilt by the City to improve resiliency and public access.

Coastal or Shore Protection Structures

There are no major coastal or shore protection structures currently in place along the beaches of Boynton Beach. The City relies primarily on natural dune systems, beach nourishment, and vegetative stabilization to protect the shoreline from erosion and storm impacts. Any future coastal protection projects would be carefully coordinated with state and federal agencies, including the Florida Department of Environmental Protection and the U.S. Army Corps of Engineers, to ensure environmental and regulatory compliance.

Shoreline Uses and Public Access

The City maintains substantial public beach access opportunities, with public facilities such as Boynton Beach Oceanfront Park providing a scenic 18-acre beachfront area available to all residents and visitors. The park includes substantial parking, picnic areas, and recreational amenities, all open to the general public. These facilities also provide scenic overlooks of the Atlantic Ocean, and the beach front facilities are of adequate capacity to serve the residents of Boynton Beach.

Public boat ramps and docks are available at Ocean Inlet Park and Boynton Harbor Marina for the launching of small crafts. Ocean Inlet Park is situated along the Intracoastal Waterway near the Boynton Inlet, while Boynton Harbor Marina is a 5-acre waterfront site offering docking and boat access for recreational boating. The City also features the Harvey Oyer Fishing Pier, a popular location for both residents and tourists.

At present, the City is not experiencing any problems with overutilization of these recreational facilities.

Infrastructure Analysis

The beach area of the City of Boynton Beach has existing infrastructure sufficient to support both current and anticipated land uses given the area's level of development. The Coastal High Hazard Area is accessed via Ocean Avenue and Federal Highway (U.S. 1), which are part of the State primary road system and maintained by FDOT. Sanitary sewer and potable water systems are fully in place and capable of meeting existing and projected future demands. Stormwater

drainage in the area is managed through swales, detention areas, and natural percolation, providing adequate service for current and future development. Because the coastal zone is largely built out and protected by public beaches, parks, and conservation areas, there is no immediate need to relocate or structurally modify existing facilities. Additionally, a significant portion of the coastal area is under public ownership, ensuring continued access and preservation.

Natural Resources Analysis

The vegetative communities in the coastal zone of Boynton Beach include dune and beachfront vegetation such as sea oats, sea grapes, and native grasses. These plant communities, along with non-woody perennials and landscaped ornamental species, help stabilize dunes and protect upland properties during storm events.

Beach renourishment along Boynton Beach is part of a countywide effort coordinated by Palm Beach County. The County obtains permits from state and federal resource agencies for nourishment projects, and the Palm Beach County Environmental Resources Management Department (ERM) monitors and restores eroded beaches. Countywide beach surveys are conducted regularly to identify areas where nourishment would provide the greatest benefits. The goal is to maintain beaches at a width of approximately 75 to 125 feet to protect coastal resources, infrastructure, and recreational use.

Engineered shoreline projects in Boynton Beach aim to reduce risk and promote coastal resilience, mitigating economic, environmental, infrastructure, and public safety damages from tropical storms and hurricanes. Studies show that communities with engineered beaches historically fare better during storm events than those without.

Boynton Beach contains several estuarine systems along the Intracoastal Waterway and inlets, including the Lake Worth Lagoon. These estuaries are protected under Florida Department of Environmental Protection regulations, Treasure Coast Regional Planning Council (TCRPC) policies, and South Florida Water Management District stormwater criteria. Locally, the City and Palm Beach County maintain programs for wetlands protection, stormwater management, and water quality monitoring to preserve and improve estuarine environmental quality. The City does not permit development that would negatively impact these estuarine systems.

Marina facilities, both new and redeveloped, are located along the Intracoastal Waterway and at Boynton Harbor Marina. During permitting, the City requires stormwater management plans to prevent non-point source pollution. Palm Beach County and the Florida Department of Environmental Protection oversee the design, construction, and monitoring of storage tanks and other infrastructure to eliminate threats of contamination.

Additionally, as noted in the 2007 Palm Beach County Manatee Protection Plan, Areas of Special Concern are identified as critical habitats for manatees, including areas with high use,

travel corridors between warm-water refuges, or high mortality risk. In Boynton Beach, these areas include the Boynton Inlet, Lake Worth Lagoon near Boynton Harbor Marina, and adjacent waterways. Dock density and construction in these areas are regulated to minimize impacts on manatees, consistent with County and state guidelines.

Analysis of Disaster Planning Issues and Hazard Reduction

Natural disaster planning in the Coastal Planning Area of Boynton Beach addresses all types of disasters, including hurricanes, tornadoes, floods, freezes, and droughts. Due to the City's geographic location along the Atlantic coast, the primary focus is on hurricane preparedness and response, which includes advance preparation and evacuation, post-storm evaluation and cleanup, and long-term post-disaster redevelopment. Flooding is a significant concern in the City, as it can cause substantial property damage and pose risks to public safety. The City continues to monitor updated data and analyses through ongoing initiatives, including the Stormwater Master Plan and coastal vulnerability assessments.

The following provides an overview of the natural disaster planning considerations for the City of Boynton Beach.

Hurricane Evacuation

The evacuation routes serving the City of Boynton Beach are illustrated on Map MS.16. Ocean Boulevard (SR A1A) along the barrier island is intended primarily to connect evacuees to the nearest evacuation routes crossing the Intracoastal Waterway. The primary Intracoastal bridge crossings within the City's Coastal Management Area are located at Woolbright Road and Ocean Avenue.

Federal Highway (U.S. 1), portions of which are adjacent to or located within the Coastal High Hazard Area, may be susceptible to flooding during major storm events and therefore should not be relied upon as the sole primary evacuation route during coastal emergencies.

Transportation facilities that Palm Beach County considers as critical to coastal evacuation include the following:

a) SR A1A from the Broward County line north to Royal Poinciana Way;
b) Federal Highway (US 1) from the Broward County Line north to the intersection of Lantana Road;
c) Interstate 95 the entire length of the County;
d) Military Trail from its intersection with Glades Road north to Donald Ross Road;
e) The Florida Turnpike the entire length of the County;
f) Boynton Beach Boulevard is from its intersection with Federal Highway west to SR 7;
g) Ocean Avenue from SR A1A west to Federal Highway; and,
h) Woolbright Road from SR A1A west to I-95.

In addition, Boynton Beach Community High School, located south of Gateway Boulevard, is identified by Palm Beach County emergency management officials and the American Red Cross as a primary emergency shelter with an estimated capacity of approximately 2,720 evacuees.

Coastal High Hazard Areas

This Area, as defined in F.S. 163.3178(2)(h), are areas particularly vulnerable to the effects of coastal flooding from tropical storm events, specifically the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as depicted on the Coastal High Hazard Areas map series. The only potentially threatened infrastructure in the Coastal High Hazard Area are streets and highways; therefore, no potential for relocation exists. Relocating infrastructure owned or operated by the City was analyzed and deemed unnecessary because the City and/or County are responsible for maintaining local roadway networks. S.R. A1A is maintained by FDOT.

FEMA's Community Rating System (CRS) Program

The City of Boynton Beach is listed on the Palm Beach County CRS participation page as having entered the CRS on 10/1/1991 and its current effective class rating is Class 5, which corresponds to a 25 % flood insurance premium discount for properties in the Special Flood Hazard Area (SFHA). the City ensures to implement the following CRS-eligible activities:

- Maintenance of Construction Certificates for all new and substantially improved or damaged buildings within the Special Flood Hazard Area (SFHA) of Boynton Beach.
- The Building Division provides flood insurance rate map (FIRM) information to inquirers and keeps electronic records of the information provided.
- FIRMs are updated as necessary.
- Floodplain management provisions outlined in the City's zoning and building codes are enforced.
- The Florida Building Code is enforced.
- Enforcing Higher Regulatory Standards in the SFHA that exceed the National Flood Insurance Program's (NFIP) requirements.
- Implementing a *Program for Public Information* to ensure the public is informed about current and future flood risk, the importance of purchasing flood insurance, flood and hurricane preparedness, floodplain development requirements and mitigation strategies.
- Providing property protection advice to the public for possible flood mitigation activities on their private property.
- A Comprehensive Emergency Response Plan, and outreach projects informing the public of safety measures and how warnings are issued.

TRENDS AND CHALLENGES

Climate change and the impacts of flooding and sea level rise have become a more pronounced condition that the State of Florida and local governments are addressing. Locally, the Southeast Florida Climate Change Compact has led regional planning efforts related to climate change and sea level rise.

Southeast Florida Climate Change Compact

The Southeast Florida Regional Climate Change Compact (the Compact) is a partnership between Broward, Miami-Dade, Monroe, and Palm Beach Counties, to work collaboratively to

reduce regional greenhouse gas emissions, implement adaptation strategies, and build climate resilience across the Southeast Florida region.

The Compact emerged in late 2009 through the leadership of local government officials in Southeast Florida, who came together to discuss the climate change threats facing over six million residents in the region. Recognizing the shared challenge, but also significant opportunity to position Southeast Florida as an early leader, their call to action solidified a coordinated, regional response in the form of the Compact, which aims to ensure that the region continues to thrive in the face of shared climate change challenges.

For over a decade, the Compact counties have successfully collaborated on mitigation and adaptation strategies, built bipartisan support for climate action, and forged partnerships with key stakeholders, including federal, state, and municipal governments and agencies; economic development entities; community-based organizations; and the academic community, enabling the development of a regional voice and vision for future prosperity in Southeast Florida.

Compact's efforts have three overarching objectives:

1. Share regional tools and knowledge. The Compact serves to create regional tools and standards, and transfer knowledge to build the local government capacity needed to implement regional climate solutions and avoid duplicative efforts.
2. Increase public support and political will. Through a unified voice, the Compact provides the nonpartisan credibility, legitimacy, and continuity necessary for meaningful government action to address projected climate impacts.
3. Coordinate action. The Compact catalyzes and supports the region's coordinated actions to accelerate the pace and impact of efforts that will increase the region's climate resilience.

The Compact reviews the science related to sea level rise projections and produces a "unified" projection for regional application every 5 years. The latest update was in 2019, and the Compact issued guidance in late 2024 confirming these projections remain valid and actionable for regional planning. This Unified Sea Level Rise projection for Southeast Florida updated in 2019 projects the anticipated range of sea level rise for the region from 2000 to 2120 (Figure 11-2). The projection highlights three planning horizons:

1) Short term: by 2040, sea level is projected to rise 10 to 17 inches above 2000 mean sea level.
2) Medium term: by 2070, sea level is projected to rise 21 to 54 inches above 2000 mean sea level.
3) Long term: by 2120, sea level is projected to rise 40 to 136 inches above 2000 mean sea level.

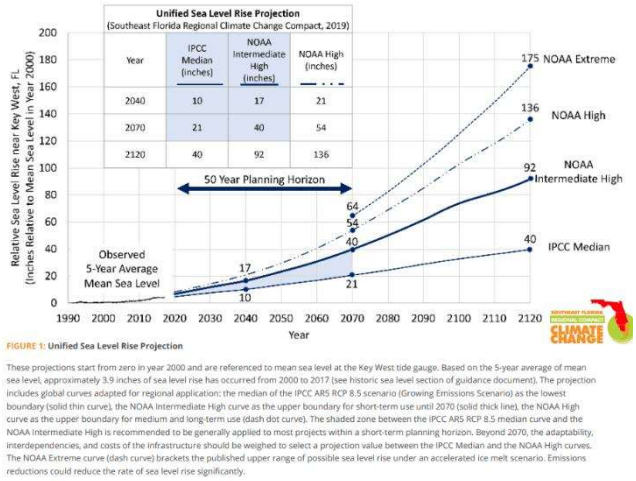


Figure 1. Unified Sea Level Rise Projection for Southeast Florida, 2019. South Florida Regional Climate Change Compact. Source: Southeast Florida Regional Climate Change Compact, 2019.

The Climate Action Pledge was first developed in 2012 after the release of the first RCAP document, in recognition of the significant climate leadership demonstrated by local and tribal governments and the central role that municipal and tribal government partners play in advancing toward a more resilient region. More than a third of local and tribal governments joined the four counties in adopting the 2012 Pledge.

A decade later, the Compact has updated the Climate Action Pledge to align with the RCAP 3.0 update and to reaffirm our shared commitment to a regionally collaborative approach to achieving climate adaptation and mitigation objectives. The shaded blue area on the preceding graphic is the recommended "range" for planning sea level rise impacts for local governments.

Peril of Flood Legislation, 2015

In 2015, the Florida Legislature enacted Senate Bill 1094 (S.B. 1094), which is addressed within this section of the Comprehensive Plan. The bill amended Section 163.3178(2)(f) that had stipulated local governments, required to have a coastal management element in their comprehensive plan, include a redevelopment component to "eliminate inappropriate and unsafe development in coastal areas". The statute now includes addressing issues related to future flood risk including the following:

1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.
3. Identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.
4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.

5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.
6. Encourage local governments to participate in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.

Sea Level Rise Impact Projections for Publicly-Financed Construction

Section 161.551, F.S. (effective as of July 1, 2020), requires a local government that commissions or manages a construction project within the coastal building zone using state funds to conduct a sea-level impact projection (SLIP) study prior to commencing construction. Pursuant to that law, DEP developed a rule-based standard by which a state-financed constructor must conduct a SLIP study. The standards include requirements for how the studies are conducted and information they must contain. The Notice of Development of Rulemaking was published on November 4, 2020, and DEP adopted the subject rule, which became legally effective July 1, 2021 and applies only to projects not yet commenced as of the date the rule is finalized.

The SLIP study must be conducted, submitted to DEP, and published on DEP's website before construction can commence. DEP will also enforce the new SLIP study rule. Section 161.551, F.S., authorizes DEP to bring a civil action to seek injunctive relief to cease construction, enforce the section or rules adopted pursuant thereto, or seek recovery of state funds expended on a coastal structure, if construction commences without complying with the section. The law further states that the subject section may not be construed to create a cause of action for damages or otherwise authorize the imposition of penalties by a GE for failure to implement what is contained in the SLIP study.

Resilient Florida, Section 380.093, F.S., 2021

Section 380.093, Florida Statutes creates the new "Resilient Florida" program areas among other obligations and initiatives related to resiliency and flooding. Each will be discussed in this section.

Intent and Definitions. The intent section states, "…the state is particularly vulnerable to adverse impacts from flooding resulting from increases in frequency and duration of rainfall events, storm surge from more frequent and severe weather systems, and sea level rise." The intent section goes on to state, "Such adverse impacts pose economic, social, environmental, and public health and safety challenges to the state. To address these challenges most effectively, funding should be allocated in a manner that prioritizes addressing the most significant risks." Another key aspect of the intent section is the recognition, "…that the adverse impacts of flooding and sea level rise affect coastal and inland communities across the state. Consequently, a coordinated approach is necessary to maximize the benefit of efforts to address such impacts and to improve the state's resilience to flooding and sea level rise."

In terms of definitions, there is only one key definition in (2), critical assets, but it is important nonetheless because it frames parameters for both planning and project funding and it is comprehensive and inclusive:

"Critical assets".

1. Transportation assets and evacuation routes, including airports, bridges, bus terminals, ports, major roadways, marinas, rail facilities, and railroad bridges.
2. Critical infrastructure, including wastewater treatment facilities and lift stations, stormwater treatment facilities and pump stations, drinking water facilities, water utility conveyance systems, electric production and supply facilities, solid and hazardous waste facilities, military installations, communications facilities, and disaster debris management sites.
3. Critical community and emergency facilities, including schools, colleges, universities, community centers, correctional facilities, disaster recovery centers, emergency medical service facilities, emergency operation centers, fire stations, health care facilities, hospitals, law enforcement facilities, local government facilities, logistical staging areas, affordable public housing, risk shelter inventory, and state government facilities.
4. Natural, cultural, and historical resources, including conservation lands, parks, shorelines, surface waters, wetlands, and historical and cultural assets.

Resilient Florida Grant Program. In Subsection (3), the Resilient Florida Grant Program (RFGP) is established as a new program within DEP. It can be thought of as updating and expanding the previous Florida Resilient Coastlines Program's Resilience Planning and Implementation Grants (RPG and RIG). Counties and municipalities specifically under Subsection (3) may pursue funds for the following initiatives:

1. The costs of community resilience planning and necessary data collection for such planning, including comprehensive plan amendments and necessary corresponding analyses that address the requirements of s. 163.3178(2)(f).
2. Vulnerability assessments that identify or address risks of inland or coastal flooding and sea level rise.
3. The development of projects, plans, and policies that allow communities to prepare for threats from flooding and sea level rise.
4. Preconstruction activities for projects to be submitted for inclusion in the Statewide Flooding and Sea Level Rise Resilience Plan that are in a municipality that has a population of 10,000 or fewer or a county that has a population of 50,000 or fewer, according to the most recent April 1 population estimates posted on the Office of Economic and Demographic Research's website. Very important to note in Subsection (3), is the fact that there are now standards associated with the development of vulnerability assessments. This is important because while the state had already been funding the development of local government vulnerability assessments under the RPGs, the results of them varied significantly in terms of scope for modeling, approaches, data collection and the information that resulted from the planning effort. There may be some flexibility from DEP with how some of the vulnerability assessment requirements are met subject to their approval and with supporting documentation, but the required components for vulnerability assessments include the entire geographic area and all critical assets using the most recent publicly available elevation data. A smaller geographic area can include only a portion of the assets with approval from DEP.

A vulnerability assessment must be submitted to DEP (with a compliance certification with the requirements of the law) including:

- The assessment must analyze vulnerability of and risks to critical assets owned by the local government.
- All mapping data (geospatial and geographic information systems).
- Metadata to support the process according to DEP standards.
- List (inventory) of critical assets impacted.
- Peril of flood amendments for the comprehensive plan (Section 163.3178, Florida Statutes) if not yet completed by the local government.
- Tidal flooding, including future high tide flooding using certain thresholds (outlined herein) and the number of tidal flood days for each scenario and planning year horizon.
- Storm surge using National Oceanic and Atmospheric Administration (NOAA) or Federal Emergency Management Agency (FEMA) storm surge data which must equal or exceed the current 100-year flood event.
- To the extent practicable, rainfall induced flooding including future conditions for sea level rise and high tides as well as compound flooding of tidal, storm surge and rainfall-induced flooding.

The City's resilience planning efforts are guided by recent State legislation, including the Resilient Florida Program, which supports vulnerability assessments and infrastructure adaptation planning.

The analysis must also include the following parameters:

- Use of North American Vertical Datum of 1988.
- At least two sea level rise scenarios (NOAA Intermediate Low and High)[1]
- At least two planning horizons for 2050 and 2080
- Use of the two closest tide gauges to interpolate local sea level data; but one gauge may be used if it has a higher mean sea level and alternate tide gauges can be used as long as the rationale is submitted to DEP.

The reason that the Resilient Florida program is important to the City is twofold:

1. This program is a source of funding for road elevation and overall flooding adaptation projects.
2. The requirements must be met that projects must be identified in vulnerability assessments by 2024 for funding.[2]

Chapter 62S-8, F.A.C. Effective August 22, 2022, DEP adopted a rule that establishes project scoring criteria that, pursuant to Section 380.093, F.S., shall be used in the Department's evaluation and ranking of implementation project grant proposals submitted for inclusion in the Statewide Flooding and Sea Level Rise Resilience Plan. In order to rank the County's projects as high as possible for this grant program, the County should consult this rule in terms of cost match requirements (matched projects rank higher), incorporation of nature-based features where possible, the existing and projected flooding in the area where the project will be located and the amount of critical assets located in proximity to the project.

[1] It should be noted the NOAA Intermediate High 2017 sea level rise scenario aligns with the upper end of the planning range recommended by the Southeast Florida Regional Climate Change Compact's 2019 projection.

Vulnerability Assessment and Resilience Planning
The City of Boynton Beach has undertaken significant efforts to evaluate climate-related risks and enhance community resilience. Through coordination with regional partners and participation in the Southeast Florida Regional Climate Change Compact, the City has incorporated sea-level rise projections, flooding risks, and climate impacts into its planning framework.

The City's vulnerability assessment efforts identify key risks including coastal flooding, tidal backflow, stormwater system limitations, and impacts to low-lying neighborhoods and critical infrastructure. These findings are used to inform capital improvement planning, land use decisions, and infrastructure design standards.

In response, the City has implemented and continues to advance resilience strategies such as stormwater system upgrades, installation of backflow preventers and tide valves, elevation considerations in redevelopment, and the integration of green infrastructure and nature-based solutions.

The City will continue to refine its vulnerability assessment efforts and coordinate with State programs, including the Resilient Florida Program, to secure funding and implement projects that enhance long-term community resilience.

National Flood Insurance Program (NFIP)
The U.S. Congress established the NFIP with the passage of the National Flood Insurance Act of 1968. The NFIP is a Federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the Federal government. If a community adopts and enforces a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the Federal government will make flood insurance available within the community as a financial protection against flood losses.

Community Rating System (CRS)
The NFIP's CRS was implemented in 1990 as a program for recognizing and encouraging community floodplain management activities that exceed the minimum NFIP standards. Palm Beach County joined the National Flood Insurance Program's (NFIP) Community Rating System (CRS) in 1991. The CRS is the County's primary floodplain management program. It is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements.
Under the CRS, flood insurance premium rates are adjusted to reflect the reduced flood risk resulting from community activities that meet the three goals of the CRS:

1. Reduce flood losses;
2. Facilitate accurate insurance rating; and
3. Promote the awareness of flood insurance.

There are ten CRS classes: Class 1 requires the most credit points and gives the largest premium reduction; Class 10 receives no premium reduction. The CRS recognizes 18

creditable activities, organized under four categories numbered 300 through 600: Public Information, Mapping and Regulations, Flood Damage Reduction, and Flood Preparedness. Through various flood plain management activities and coordination with FEMA, the City of Boynton Beach has been verified as CRS Class 5 and will continue to participate in activities to comply with NFIP requirements.

FINAL REMARKS

The City is highly committed to providing an accessible beach area with amenities for the community and lower densities within the direct coastal zone to avoid flood risk impacts. The City will be faced with increased challenges in managing infrastructure as tidal flooding and sea level rise increase in the region, but by conducting its own Vulnerability Assessment, and in partnership with Palm Beach County, there will be extensive data upon which to base priority decisions related to infrastructure design and adaptation projects.

The City of Boynton Beach has already taken significant steps by adopting interim design standards for stormwater management, which require development plans and engineering submittals to incorporate pre-versus post-project condition analyses—including future groundwater and sea-level rise projections—using county-level or regional data. These standards will be revisited and refined as the City completes its Stormwater Master Plan and Coastal Vulnerability Assessment. This data may provide the basis for updating the City's adopted levels of service, design standards, landscaping requirements, and other infrastructure criteria in a manner that enhances resilience to future flood risk and ensures new projects are designed with these resiliency features included. The City has made considerable effort in recent years to become a more resilient community: for example, the Coastal Management Element of the Comprehensive Plan has been updated to reflect these commitments.

REFERENCE

CITY OF BOYNTON BEACH – COMMUNITY RATING SYSTEM (CRS) PAGE
https://www.boynton-beach.org/330/Community-RatingSystem.com

PALM BEACH COUNTY – CRS & FLOOD PROGRAMS
https://discover.pbc.gov/publicsafety/dem/Sections/Planning-CRS.aspx.com

PALM BEACH COUNTY – ENVIRONMENTAL RESOURCES MANAGEMENT (BEACHES & COASTAL)
https://discover.pbc.gov/erm/Pages/Beaches.aspx.com

PALM BEACH COUNTY – "UPDATE ON FLOOD ZONES"
https://discover.pbc.gov/pzb/Pages/Update-on-Flood-Zones.aspx.com

INTERGOVERNMENTAL COORDINATION

DATA & ANALYSIS

DATA & ANALYSIS
CHAPTER 8: INTERGOVERNMENTAL COORDINATION

INTRODUCTION

The Intergovernmental Coordination Element (ICE) provides the framework for how the City of Boynton Beach coordinates with adjacent local governments, regional and state agencies, special districts, and service providers to ensure efficient delivery of public services, consistency of planning efforts, conflict resolution, and implementation of shared regional goals. The City's intergovernmental coordination responsibilities span a wide range of subject areas including land use, transportation, utilities, environmental protection, stormwater, schools, solid waste, emergency management, recreation, annexation, and cultural resource preservation.

This Data and Analysis section evaluates existing coordination mechanisms, interagency agreements, jurisdictional relationships, and statutory requirements, and sets the foundation for the objectives and policies contained within the Intergovernmental Coordination Element.

This Data and Analysis section supports the Goals, Objectives, and Policies (GOPs) for the next 10- and 20-year planning horizon of the Intergovernmental Coordination Element by providing an assessment of the City's current relationship with agencies as well as a framework for long-term continued coordination.

EXISTING CONDITIONS

Boynton Beach maintains extensive coordination with Palm Beach County, adjacent municipalities, regional planning agencies, water management districts, transportation agencies, and state and federal entities. Many of these relationships are formalized by interlocal agreements, while others occur through advisory committees, administrative processes, or regional forums. These partnerships ensure that the City is aware of, responsive to, and aligned with the planning and operational activities of these entities.

Table 8.1 describes the various governmental entities and the pertaining coordination subjects. Generally, the office with primary responsibility for coordination is the City Manager's office and Department directors. In several instances, the City Commission makes determinations regarding the continuance or changes to agreements with other agencies or jurisdictions.

Table 8.1: Coordinating Agencies

Agency	Subject of Coordination
Palm Beach County	
Palm Beach County Administration	General administration and countywide coordination
Palm Beach County Engineering & Public Works	ROW construction, transportation planning, Traffic Performance Standards (TPS)
Palm Beach County Environmental Resources Management (ERM)	Environmental protection, natural resources, Lake Worth Lagoon coordination
Palm Beach County Division of Emergency Management	Emergency operations, hazard mitigation, evacuation planning
Palm Beach County Fire Rescue (mutual aid)	Emergency response coordination and disaster preparedness
Palm Tran	Public transit service coordination
Palm Beach County Parks and Recreation	Recreation programming, park connectivity
Palm Beach County Property Appraiser	Parcels, GIS, tax roll data
Palm Beach County School District	SCAD, school siting, capital improvements planning
Palm Beach County Tax Collector	Tax revenue administration
Palm Beach County Sheriff's Office (coordination only)	Countywide emergency operations and law enforcement mutual aid
Palm Beach County Solid Waste Authority	Solid waste disposal, recycling, LOS standards

Agency	Subject of Coordination
Special Districts & Regional Agencies	
Lake Worth Drainage District (LWDD)	Stormwater management, drainage canals, discharge coordination
South Florida Water Management District (SFWMD)	Water supply planning, permitting, drainage, TMDL compliance
South Central Regional Wastewater Treatment & Disposal Board	Regional wastewater treatment and reclaimed water coordination
Tri-Rail / South Florida Regional Transportation Authority (SFRTA)	Passenger rail planning and future FEC corridor station coordination
Florida Department of Transportation (FDOT)	State roadway planning, access management, safety, funding coordination
Treasure Coast Regional Planning Council (TCRPC)	Regional planning, SRPP consistency, dispute resolution
State of Florida Agencies	
Florida Commerce (Division of Community Planning)	Comprehensive planning, plan amendment review
Florida Department of Environmental Protection	Environmental permitting, coastal programs, TMDLs
Florida Department of Health (Palm Beach County)	Public health, wellfield protection, wastewater/public health concerns
Florida Department of State – Division of Historical Resources	Archaeological/historic preservation, CLG program
Federal Agencies	
U.S. Census Bureau	Demographic data

Agency	Subject of Coordination
U.S. Army Corps of Engineers	Drainage, environmental permitting
U.S. Environmental Protection Agency	Water quality, TMDLs, environmental regulations
U.S. Department of Housing and Urban Development	Affordable housing programs
U.S. Postal Service	Addressing
Other Entities	
IPARC (Intergovernmental Plan Amendment Review Committee)	Coordinated review of comprehensive plan amendments
Palm Beach Metropolitan Planning Organization (MPO)	Long-range transportation planning, multimodal coordination
Palm Beach County League of Cities	Intergovernmental communication and regional issues
Boynton Beach Community Redevelopment Agency (CRA)	Urban redevelopment planning coordination

Utilities Coordination

Intergovernmental coordination is essential for the provision of potable water and wastewater services within Boynton Beach's utility service area. In addition to operating its own municipal water, wastewater, and reclaimed water systems, the City participates in a long-standing interlocal agreement with the South-Central Regional Wastewater Treatment and Disposal Facilities to ensure adequate treatment and disposal capacity.

The City coordinates closely with Palm Beach County and adjacent municipalities for service delivery, population projections, and capital improvements affecting utility infrastructure. The City performs the following:

- Conducts annual coordination on population projections and redevelopment plans with utility-user local governments and Palm Beach County to ensure service planning reflects current growth trends.

- Provides adjacent utility-user jurisdictions with annual updates to the City's potable water level of service standards and any proposed changes to LOS requirements for comprehensive plan amendments.
- Distributes annual updates to the City's Capital Improvements Schedule (CIS) for all capacity-related water supply facility projects to ensure that neighboring jurisdictions incorporate relevant regional improvements into their own CIS updates.

These coordinated actions promote the efficient use of resources, support orderly growth, and prevent infrastructure duplication across jurisdictional boundaries.

Interjurisdictional Coordination

The City of Boynton Beach participates in a wide range of formal and informal agreements with numerous governmental agencies, special districts, and service providers. As a long-established municipality within Palm Beach County, the City has developed mature coordination practices and interlocal partnerships that support the efficient delivery of public services, regional planning consistency, and shared resource management.

Boynton Beach coordinates extensively with Palm Beach County, which provides critical countywide services and serves as a primary partner in land use review, annexation coordination, traffic performance management, environmental resource protection, and stormwater and drainage oversight. The City also works closely with several special districts, including the Lake Worth Drainage District and the South Florida Water Management District, which manage regional drainage systems, canal operations, water supply planning, and regulatory oversight. These interagency relationships ensure that stormwater, flood protection, wellfield protection, and watershed management activities are effectively aligned within the region.

In the area of public safety, the City maintains and operates its own Boynton Beach Police Department and Boynton Beach Fire Rescue Department, while coordinating with Palm Beach County agencies on emergency management, disaster preparedness, and countywide evacuation and hazard mitigation planning. This cooperation supports a unified framework for emergency operations, mutual aid, and response strategies across the county.

Intergovernmental coordination is also essential for the provision of utility services. The City operates a municipal potable water, wastewater, and reclaimed water system, and participates in a long-standing interlocal agreement with the South-Central Regional Wastewater Treatment and Disposal Facilities to ensure the adequate treatment and disposal of wastewater. Boynton Beach works cooperatively with Palm Beach County and adjacent municipalities on utility service areas, population projections, capital improvement planning, and maintenance of service levels. These partnerships support orderly growth, reduce duplication of infrastructure, and promote the efficient use of regional facilities.

The City regularly coordinates with adjacent municipalities on land use compatibility, annexation planning, shared transportation corridors, joint review of development proposals, and cross-boundary infrastructure considerations. Participation in the Intergovernmental Plan Amendment Review Committee (IPARC) and the Multi-Jurisdictional Issues Coordination Forum provides additional structured mechanisms for identifying, reviewing, and resolving intergovernmental issues related to land use amendments, service delivery, and regional impacts. When conflicts cannot be resolved locally, the City may utilize the Treasure Coast Regional Planning Council's dispute resolution process.

Coordination with the Palm Beach County School District is facilitated through the Countywide Interlocal Agreement for Coordinated Planning and the School Capacity Availability Determination (SCAD) process, which ensures that school capacity, enrollment projections, and facility planning remain consistent with Boynton Beach's development patterns and long-term land use planning objectives.

The City is not located within an airport hazard area, and therefore no coordination is required pursuant to Florida Statute 333.03(1)(b).

Comparison with Regional Policy Plan

The Strategic Regional Policy Plan (SRPP) for the Treasure Coast Region has been reviewed and considered in the preparation of the City of Boynton Beach Comprehensive Plan. The City's planning framework is consistent with the SRPP, as amended, and supports its regional goals related to land use compatibility, environmental protection, water resource management, transportation coordination, and orderly urban development. As part of this review, the City examined each Comprehensive Plan element to identify and address interagency coordination needs, ensuring that local policies align with regional objectives and contribute to coordinated planning efforts throughout Palm Beach County and the Treasure Coast region.

Palm Beach County Intergovernmental Coordination Program

Palm Beach County's intergovernmental coordination framework is supported by two key interlocal agreements that established the Multi-Jurisdictional Issues Coordination Forum and the Comprehensive Plan Amendment Coordinated Review Process, the latter implemented through the Intergovernmental Plan Amendment Review Committee (IPARC). These mechanisms form the foundation of countywide coordination on comprehensive planning and regional issues.

For Boynton Beach, IPARC serves as an essential tool for:

a) Coordinated review of proposed comprehensive plan amendments, including those initiated by the City or affecting areas adjacent to its municipal boundaries;

b) Facilitating communication and cooperation among affected local governments, regional agencies, and service providers, ensuring that cross-jurisdictional impacts are evaluated early in the review process; and

c) Providing opportunities to identify and resolve potential intergovernmental conflicts within the plan amendment process, using established procedures that avoid duplication of effort and minimize disruption to existing local processes.

The City of Boynton Beach actively participates in the IPARC process to support coordinated planning activities, ensure transparency with neighboring jurisdictions, and maintain consistency between local and regional planning efforts.

Treasure Coast Dispute Resolution Program

The City of Boynton Beach participates in the Dispute Resolution Program administered by the Treasure Coast Regional Planning Council (TCRPC). This program provides a structured, non-judicial process for resolving disagreements that may arise between local governments, regional agencies, and other affected parties on issues related to planning, growth management, service delivery, and regional impacts.

The Treasure Coast Region's dispute resolution framework is formally adopted as Rule 29K-4 of the Florida Administrative Code, and is designed to encourage early communication, collaborative problem solving, and mutually acceptable solutions. The TCRPC maintains trained mediators and access to specialized facilitation resources that assist participating jurisdictions in resolving conflicts efficiently and cooperatively.

Boynton Beach uses this process when intergovernmental issues cannot be resolved through direct communication or through the Palm Beach County Multi-Jurisdictional Issues Coordination Forum. Participation in the TCRPC dispute resolution process supports the City's commitment to maintaining strong regional partnerships, ensuring consistency among comprehensive plans, and avoiding unnecessary litigation by resolving conflicts in a fair, timely, and cooperative manner.

The School District of Palm Beach County

Coordination with the School District of Palm Beach County is essential for the City of Boynton Beach, as local decisions regarding land use, density, and redevelopment directly influence school enrollment, facility needs, and the timing and location of new school construction. Effective school planning ensures that educational facilities are available to serve existing and future residents and remain consistent with the City's broader growth and development patterns.

Historically, school planning in Palm Beach County, including Boynton Beach, was governed by a mandatory school concurrency system. However, in 2011 the Florida Legislature made school concurrency optional with the adoption of the Community Planning Act. That same year, the

original countywide Interlocal Agreement (ILA) for School Concurrency expired. In response, the School Board, Palm Beach County, and the Palm Beach County League of Cities directed the Intergovernmental Plan Amendment Review Committee (IPARC) to update the agreement.

The result was the creation of an alternative to school concurrency known as the School Capacity Availability Determination (SCAD) process, along with a new Interlocal Agreement for Coordinated Planning.

Interlocal Agreement for Coordinated Planning

The revised ILA was adopted by the School Board on August 19, 2015, and by Palm Beach County on December 15, 2015. Municipalities throughout the County, including the City of Boynton Beach, joined the agreement to ensure consistent, countywide coordination on school planning matters. Boynton Beach's participation in the ILA enables the City to meet the statutory requirements of §163.31777, Florida Statutes, which mandate intergovernmental coordination on school planning.

Under the ILA, Boynton Beach and all participating governments agree to:

- Annually incorporate the School District's Five-Year Capital Facilities Plan into their respective Capital Improvements Schedules, without assuming funding obligations.
- Share data on population projections, development approvals, and redevelopment patterns.
- Coordinate school siting decisions, co-location opportunities, and the integration of school capacity planning into land use decisions.
- Provide the School District notice and opportunity to comment on comprehensive plan amendments, rezonings, and development approvals with potential school impacts.

The School District may also appoint a non-voting representative to the City's planning-related boards to participate in land use hearings, at the discretion of the School Board.

School Capacity Availability Determination (SCAD)

The SCAD process was created through the ILA as the countywide tool for evaluating school capacity in relation to new development. For Boynton Beach, SCAD ensures that the school impacts of comprehensive plan amendments and development orders are reviewed using consistent, countywide criteria.

Under SCAD:

- School District staff analyze the capacity of public schools serving a proposed development.
- Evaluations consider existing and planned school facilities, potential boundary changes, and the timing of new school construction.
- The County is divided into 20 Planning Areas, and available capacity at adjacent schools within the same planning area may be used when the directly served school is at or over capacity.

- The analysis uses 100% of Florida Inventory of School Houses (FISH) capacity to calculate utilization.
- Full-choice schools are excluded from capacity calculations.

SCAD provides realistic and transparent information about school impacts and allows the City of Boynton Beach to incorporate appropriate mitigation measures, conditions of approval, or recommendations as part of the development review process.

Through its continued participation in the ILA and SCAD system, the City of Boynton Beach maintains a cooperative relationship with the School District, ensuring coordinated, efficient, and sustainable planning for public school facilities throughout the community.

Historic & Cultural Resources Coordination

The City of Boynton Beach coordinates with multiple agencies to preserve and protect historic and cultural resources. The City participates in the Certified Local Government (CLG) program administered by the Florida Department of State, Division of Historical Resources, which provides technical assistance, preservation guidance, and access to federal preservation funding. This coordination ensures that local preservation activities meet state and national standards.

The City also works with the Palm Beach County Historic Resources Review Board to implement the Historic Property Tax Exemption program, which provides incentives for the rehabilitation and preservation of qualifying historic structures. Boynton Beach maintains ongoing relationships with local, state, and national preservation organizations to support education, documentation, and stewardship of cultural and archaeological resources throughout the community.

Transportation and Transit Coordination

The City of Boynton Beach coordinates with the Metropolitan Planning Organization (MPO) for Palm Beach County and the Florida Department of Transportation (FDOT) on the planning, funding, and implementation of regional transportation improvements. Through participation in the MPO's long range transportation planning process, transportation improvement program development, and corridor planning initiatives, the City works with regional partners to ensure that local transportation priorities are integrated into regional and state transportation programs. Coordination with FDOT is particularly important for facilities within the State Highway System, including Interstate 95 and other state-maintained corridors that serve the City and surrounding region.

The City also coordinates with the South Florida Regional Transportation Authority (SFRTA) and FDOT regarding transit service and future Tri Rail related opportunities. Boynton Beach is served by the Tri Rail commuter rail system, and the City works with SFRTA and regional partners to support transit-oriented development opportunities surrounding the existing Tri Rail station. Coordination with SFRTA, FDOT, and regional transportation agencies also

includes long term planning discussions related to potential expansion of passenger rail service along the Florida East Coast corridor, including the potential for a future Coastal Link station within the City's downtown area. These collaborative efforts support regional mobility goals, encourage transit supportive land use patterns, and strengthen multimodal transportation connectivity within Palm Beach County and Southeast Florida.

FINAL REMARKS

The City of Boynton Beach maintains a strong, mature, and well-established framework for intergovernmental coordination that supports effective governance, responsible growth management, and the efficient delivery of public services. Through longstanding partnerships with Palm Beach County, adjacent municipalities, regional planning agencies, state and federal departments, and numerous special districts, the City ensures that planning decisions are consistent across jurisdictional boundaries and aligned with regional and statewide goals.

This Data and Analysis demonstrates that Boynton Beach actively participates in the countywide Intergovernmental Plan Amendment Review Committee (IPARC), the Multi-Jurisdictional Issues Coordination Forum, the Treasure Coast Regional Planning Council dispute resolution system, and the School District's coordinated planning process through the SCAD methodology and Interlocal Agreement. The City's ongoing collaboration with the South Florida Water Management District, the Lake Worth Drainage District, the Palm Beach Transportation Planning Agency, the Solid Waste Authority, the South-Central Regional Wastewater Treatment and Disposal Board, and the Florida Department of Environmental Protection ensures that critical public facilities and natural resources are properly planned, maintained, and protected.

The analysis also confirms that the City's intergovernmental coordination efforts are consistent with the Strategic Regional Policy Plan (SRPP) for the Treasure Coast, and that they effectively support regional strategies for multimodal transportation, water resource management, environmental stewardship, hazard mitigation, and compact, sustainable development patterns.

As Boynton Beach continues to grow and redevelop, the City will remain committed to proactive communication, strong regional partnerships, and the cooperative resolution of intergovernmental issues. The coordination mechanisms and relationships documented in this chapter provide a solid foundation for implementing the Goals, Objectives, and Policies of the Intergovernmental Coordination Element and ensuring that the City's planning efforts contribute to a well-connected, resilient, and thriving regional community.

REFERENCES

Florida Department of Commerce (formerly DEO). Community Planning Act. Sections 163.3177, 163.31777, and 163.3180, Florida Statutes.

Florida Administrative Code. Rule 29K-4, Treasure Coast Regional Planning Council Dispute Resolution Process.

Treasure Coast Regional Planning Council (TCRPC). Strategic Regional Policy Plan (SRPP) for the Treasure Coast Region. Originally adopted 1995; amended periodically.

Interlocal Agreement for Coordinated Planning between the School Board of Palm Beach County, Palm Beach County, and Municipalities (2015; as amended). (Includes the School Capacity Availability Determination (SCAD) methodology.)

Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC). Interlocal Agreements establishing the Plan Amendment Coordinated Review Process and the Multi-Jurisdictional Issues Coordination Forum.

South Florida Water Management District (SFWMD). Lower East Coast Water Supply Plan Update. Used for water supply consistency and coordination.

Lake Worth Drainage District (LWDD). Regulatory and technical guidance regarding drainage, canals, and watershed coordination.

South Central Regional Wastewater Treatment and Disposal Facilities Board. Interlocal Agreement for Regional Wastewater Treatment Services.

Palm Beach Metropolitan Planning Organization (MPO). Long Range Transportation Plan, Transportation Improvement Program, and countywide multimodal planning documents.

Palm Beach County Solid Waste Authority (SWA). Solid Waste Level of Service standards and disposal system coordination materials.

Florida Department of Environmental Protection (DEP). TMDL Program, Lake Worth Lagoon Management Plan, and state environmental regulatory guidance.

Florida Division of Historical Resources. Certified Local Government (CLG) Program materials and historic preservation standards used for heritage coordination.

CAPITAL IMPROVEMENT

DATA & ANALYSIS

DATA AND ANALYSIS
CHAPTER 9: CAPITAL IMPROVEMENTS

INTRODUCTION

The Capital Improvements Element (CEI) provides the framework the City uses to plan, fund, and deliver the infrastructure needed to support development and maintain expected service levels. The CEI identifies the public assets necessary to implement the Comprehensive Plan, evaluates long-range infrastructure needs, estimates project costs, and outlines how the City will finance and construct these improvements over the planning horizon. It also establishes the basis for maintaining Level of Service (LOS) standards for applicable asset systems and ensuring that infrastructure capacity is available to support development as it occurs.

The CEI links infrastructure planning, financial strategy, and land-use decisions by determining when new or expanded asset capacity is needed, when renewal or replacement is required to maintain reliable service, and how capital investments should be scheduled. This element ensures that capital planning remains aligned with community needs, regulatory requirements, and the City's long-range goals.

Statutory Authority and State Requirements

The CEI is prepared in accordance with the requirements of Chapter 163, Florida Statutes. These statutes establish the obligation for local governments to coordinate land use and infrastructure planning, maintain financially feasible capital programs, and ensure that public assets needed to support development are available when required.

State law requires local governments to adopt a CEI that includes a multiyear schedule of capital projects, identifies funding sources, and establishes adopted LOS standards for asset systems where concurrency applies. The City must review its Capital Improvement Schedule annually as part of the budget process to ensure that capital investments remain financially feasible and aligned with expected service demands.

Although the State no longer requires annual CEI updates to be transmitted as comprehensive plan amendments, local governments must still maintain an adopted schedule of capital projects, identify revenue sources, and ensure that the timing of improvements supports existing and future development. These statutory requirements establish the foundation for coordinated, fiscally responsible infrastructure planning.

Purpose and Components of the Capital Improvements Element

The CEI serves as the City's primary tool for evaluating long-range infrastructure needs and determining how capital investments will be programmed over time. The CEI provides the analytical basis for identifying necessary improvements, assessing fiscal capacity, and ensuring that infrastructure is available to maintain adopted service expectations. The City utilizes a Capital Improvement Program Committee consisting of all Department Directors, the Assistant City Manager, the Deputy City Manager, and the City Manager. The Committee reviews, evaluates, and prioritizes proposed capital projects consistent with Administrative Policy 09.04.01.

The purpose of the CEI is to:

- Identify infrastructure needs required to support the vision, objectives, and policies of the Comprehensive Plan.
- Estimate the cost of improvements for which the City is financially responsible.
- Evaluate the City's fiscal capacity to fund capital investments and manage long-term infrastructure obligations.
- Establish financial policies that guide capital programming and resource allocation.
- Schedule capital improvements in a manner that ensures infrastructure is available when needed to serve development and maintain LOS expectations.

These components work together to support proactive asset management, financial stability, and coordinated growth management.

To support consistent evaluation and financial review, the City requires all capital projects to be submitted using the forms established in Administrative Policy 09.04.01. These include:

- Exhibit A – Statement of Need, documenting the project's purpose, scope, schedule, and anticipated costs;
- Exhibit B – Capital Project Information & Financial Plan, detailing the business case, cost allocation, funding sources, financial timing, and operating impacts; and
- Exhibit C – Budget Adjustment Request, required for project modifications.

These forms ensure that project proposals are complete and provide the information needed for the CIP Committee and City leadership to evaluate and prioritize capital investments.

Components of the Capital Improvements Element

The CEI includes the core components required by Chapter 163, Florida Statutes. These components provide a structured approach for evaluating asset needs, maintaining LOS expectations, and guiding long-term infrastructure investment.

The CEI includes:

- Principles for constructing, expanding, or increasing the capacity of public infrastructure.
- Principles for addressing deficiencies in existing infrastructure systems.
- Evaluation of the concurrency management system to ensure LOS standards are maintained for applicable asset types.
- Identification of needed capital improvements necessary to maintain LOS and implement the policies of the Comprehensive Plan across water, wastewater, stormwater, solid waste, parks, and transportation mobility systems.
- A schedule of capital improvements identifying projects, anticipated timing, and potential funding sources, including projects undertaken by federal, state, county, regional, or local agencies when relied upon to support LOS or development.
- Inclusion of transportation and mobility improvements necessary to support multimodal travel, safety, accessibility, and system performance.

The City must review its Capital Improvement Schedule each year as part of the budget process to confirm financial feasibility, adjust for funding availability, and ensure consistency with LOS expectations and long-range community needs.

EXISTING CONDITIONS

The City of Boynton Beach maintains a range of infrastructure systems that support essential public services, community livability, and long-term development. The CEI provides the framework for evaluating current system performance, identifying renewal and replacement needs, and determining the capital investments necessary to maintain expected service levels. This section summarizes the condition and functional context of the City's major asset systems and the financial and regulatory structures that guide capital planning.

City of Boynton Beach's Capital Improvements Plan Update

The City maintains a rolling five-year Capital Improvement Schedule (CIS), adopted annually as part of the budgeting process. The CIS identifies capital projects needed to sustain service levels, support operational reliability, address infrastructure renewal needs, and implement the policies of the Comprehensive Plan. Projects in the CIS are funded through a combination of General Fund resources, enterprise fund revenues, impact fees, grants, and other legally available sources.

The General Fund supports many of the City's core governmental services, including public safety, stormwater maintenance, recreation, library operations, and general municipal functions. Enterprise funds—such as the Country Club Fund and the Stormwater Utility Fund—finance operations and capital needs related to specific services where costs are recovered through user fees or assessments.

The City's revenue structure includes a diversified portfolio of sources that support capital planning, including:

- Ad valorem taxes
- Utility service taxes
- Sales and use taxes
- Local business taxes
- Franchise fees
- Licenses and permits
- Non-ad valorem assessments
- Judgments, fines, and forfeitures
- Intergovernmental revenues
- Charges for services
- Miscellaneous revenues
- Other legally available funding sources

These revenues, combined with grants, mobility fees, impact fees, and debt financing where appropriate, support the City's ability to maintain a financially feasible capital plan.

Figure 1-1

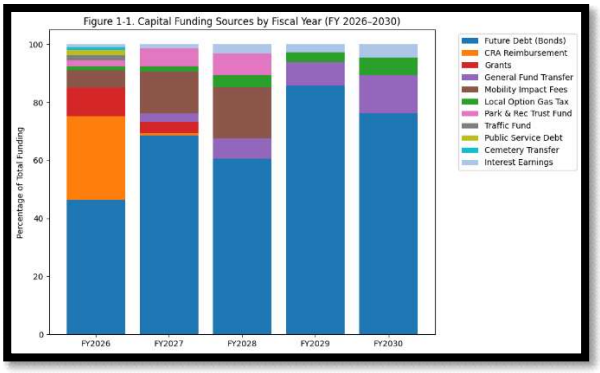


Figure 1-1 illustrates the proportional distribution of funding sources supporting the City of Boynton Beach Capital Improvement Program for each fiscal year within the five-year planning horizon. Funding is derived from a combination of debt financing, redevelopment agency reimbursements, impact fees, grants, general fund transfers, and other legally available revenue sources, consistent with the adopted Capital Improvement Schedule.

The Capital Improvements Plan for Fiscal Years 2026–2030 provides approximately $31.16 million in capital investment for infrastructure, buildings, parks, utilities, and mobility improvements. Consistent with Administrative Policy 09.04.01, the City defines capital projects as those exceeding $15,000 in total cost and having a useful life greater than one year.

Capital funding is allocated across multiple service areas. Public Works and Parks and Recreation receive a significant share of capital investment due to ongoing infrastructure renewal needs and community amenity enhancements. Fire Rescue capital investments increase later in the planning horizon, reflecting evolving public safety priorities.

The annual CIP update follows the month-by-month development schedule established in Administrative Policy 09.04.01, including project packet distribution, CIP Committee review, financial updates, draft publication, and final adoption in September.

For administrative reporting, all capital projects are categorized under the six groupings defined in Administrative Policy 09.04.01, including General Government, Recreation & Parks, Information Technology, Public Safety, Transportation, and Utilities.

Capital Improvement Project Overview

Capital improvement projects support a range of infrastructure needs, including renewal and replacement of aging assets, safety enhancements, operational upgrades, accessibility improvements, and targeted capacity improvements. The City invests in multiple asset systems, such as:

- Transportation and mobility infrastructure, including local streets, bridges, sidewalks, accessibility upgrades, and multimodal connections
- Stormwater and drainage systems, including pipes, culverts, swales, conveyance structures, and water-quality improvements
- Parks and recreation assets, including courts, buildings, shelters, lighting systems, turf areas, and waterfront amenities

Some projects are completed within a single fiscal year, while larger or more complex improvements may span multiple years to ensure efficient construction and uninterrupted service delivery. While most infrastructure systems currently meet expected performance levels, continued reinvestment is essential to maintain system reliability, support redevelopment, and serve anticipated long-term demand.

The City utilizes a Capital Improvement Program Committee consisting of Department Directors, the Assistant City Manager, and the City Manager to review, evaluate, and prioritize all capital project submissions.

Concurrency Management System
The City uses a concurrency management system to ensure that essential public asset systems have adequate capacity to support development concurrent with its impacts. Concurrency evaluates whether potable water, wastewater, stormwater, solid waste, and parks have the ability to meet additional demand while maintaining adopted Level of Service (LOS) standards.

Concurrency applies only to those systems where LOS can be consistently measured and managed. Transportation is addressed separately through the City's mobility framework rather than traditional roadway LOS metrics. The concurrency system supports predictable system performance, protects public health and safety, and coordinates development timing with the availability of infrastructure capacity.

LOS standards define how system demand relates to available capacity. These standards help determine whether infrastructure capacity exists, is under construction, or is financially committed before development may proceed. Capacity-related improvements included in the Capital Improvement Schedule support the concurrency framework and maintain service reliability.

Concurrency Requirements
Concurrency is evaluated during the development review process to determine whether proposed development can be served at adopted LOS standards. Applicants must demonstrate that adequate capacity exists or that improvements are planned and funded to ensure LOS is met at the time impacts occur.

During concurrency review, the City evaluates:

- The additional demand the project places on applicable infrastructure systems
- Whether adequate capacity exists at adopted LOS
- Whether capacity-related improvements are required to support the development
- Which entity is responsible for constructing or funding required improvements

If adequate capacity does not exist, development may proceed only if a capacity improvement is included in the Capital Improvement Schedule or if the applicant provides an improvement or proportionate-share contribution ensuring capacity will be available when needed.

No development order or building permit may be issued unless sufficient capacity exists, is under construction, or is financially committed to maintain adopted LOS standards. Applicants must submit documentation from applicable service providers confirming available capacity for potable water, wastewater, stormwater, solid waste, and parks.

This process ensures that development is directed to areas where infrastructure can accommodate future demand and identifies where capacity improvements are necessary to support long-term growth and system performance.

Level of Service Standards
LOS standards are used to determine whether key public asset systems can maintain expected performance as development occurs. These standards apply to potable water, wastewater, stormwater, solid waste, and parks. Applicable LOS standards can be found in the associated Comprehensive Plan Element for each specific type.

Element	LOS
Utilities	Potable Water, Wastewater, Stormwater, and Solid Waste.

Transportation and Mobility	Transportation Network (including Quality of Service)
Recreation and Open Space	Parks

LOS standards guide development review, indicate where capacity investments are needed, and support long-term capital planning.

School Concurrency
The City coordinates with the Palm Beach County School District to evaluate public school capacity for applicable residential development. Applicants must obtain a School Capacity Availability Determination (SCAD) when required. School capacity improvements are planned, funded, and constructed by the School District, and the review process is administered through the adopted interlocal agreement.

Summary of Major Capital Projects and Facilities
The City of Boynton Beach implements capital improvements to maintain service reliability, address renewal and replacement needs, enhance community amenities, and support long-term growth. The Capital Improvements Plan (CIP) serves as a coordinated, long-range planning and management tool that identifies and prioritizes the City's infrastructure needs. Capital investments support the maintenance of adopted LOS, ensure safe and reliable public asset systems, and accommodate redevelopment and future demand. Strategic capital investments also contribute to economic vitality, community appearance, and long-term sustainability.

The Capital Improvement Schedule identifies key projects planned within the five-year horizon across water, wastewater, stormwater, parks and recreation, transportation and mobility, public safety, and general government infrastructure. These projects address system preservation, operational performance, safety, accessibility, and targeted capacity needs.

Infrastructure Systems Overview
Below is a summary of major capital needs and project categories by asset system.

Solid Waste
Projected increases in solid waste generation are expected to remain minimal over the planning horizon given stable population trends and the City's ongoing waste-reduction and recycling efforts. Current staffing levels, equipment fleets, and operational arrangements are sufficient to meet projected demand. However, changes in development intensity, annexation activity, or service expansion may require future evaluation of equipment, fleet, or operational capacity needs.

Natural Groundwater Aquifer Recharge
The City does not construct or operate natural groundwater recharge infrastructure. Permitting, operation, and maintenance of recharge systems and associated wells are administered by the South Florida Water Management District and applicable utility authorities. All municipal wellfields are protected through established wellfield protection zones, regulated by Palm Beach County's Department of Environmental Resources Management. These zones safeguard groundwater resources and ensure compliance with applicable consumptive-use permits.

Drainage
The City's Streets and Stormwater Division is responsible for the operation, maintenance, and repair of the municipal drainage and stormwater system. Routine maintenance, inspections,

and targeted reinvestments support LOS expectations and regulatory compliance. New development and redevelopment projects are required to implement on-site stormwater measures that manage runoff and protect system performance.

Stormwater Repair and Replacement Program

The City conducts an ongoing program focused on the rehabilitation of aging stormwater components. Program activities include repairing drainage structures, restoring and regrading swales, improving water-quality features, and replacing deteriorating components. Recent improvements include work at East Alleyway, Cinnamon, Shore Court, Fairhaven catch basins, and swale restorations in the Kingfish area. These investments support flood mitigation, water-quality protection, and long-term system reliability.

Potable Water

Capital improvement needs for potable water infrastructure include system maintenance, regulatory compliance, and targeted capacity investments. Planned projects address treatment, storage, pumping, and distribution needs to ensure continued compliance with LOS standards and reliable service delivery. Specific project details, including costs and timing, are identified in the Capital Improvement Schedule.

Transportation and Mobility

Boynton Beach's transportation and mobility network includes local streets, collectors, sidewalks, bridges, and multimodal facilities. The City's transportation capital program emphasizes pavement preservation, roadway rehabilitation, neighborhood connectivity, pedestrian and bicycle safety, and accessibility improvements. These investments support safe travel, system performance, and multimodal mobility options.

The City coordinates with Palm Beach County, the Palm Beach Transportation Planning Organization (TPA), and the Florida Department of Transportation (FDOT) to ensure consistency with regional transportation plans. Projects in regional programs such as the Transportation Improvement Program (TIP) may support the City's mobility goals and are incorporated by reference into the CIP when relied upon for system performance.

Major Transportation Projects in the Five-Year CIP

- Federal Highway (U.S. 1) streetscape design and construction
- Martin Luther King Jr. Boulevard streetscape improvements
- Neighborhood roadway resurfacing and rehabilitation (e.g., Ridgewood Hills, Rolling Green, Seacrest Heights, Sky Lake, Boynton Hills, Ridgewood Manor)
- Sidewalk improvements and ADA ramp upgrades
- Pedestrian safety projects including crossings and traffic-calming features
- Local roadway reconstruction (e.g., SE 1st Street, SE 36th Avenue/Gulfstream Boulevard)
- Bridge maintenance and structural assessments

These investments preserve roadway condition, enhance mobility, improve pedestrian and bicycle safety, and support redevelopment activity consistent with the City's development patterns and mobility goals.

Parks and Recreation Facilities

Boynton Beach operates a diverse system of parks, recreation centers, waterfront areas, athletic fields, courts, community facilities, and open spaces that support community health, environmental quality, and quality of life. The City's CIP includes targeted improvements that

extend asset life, improve functionality, enhance accessibility, and modernize community amenities.

Representative Parks and Recreation Projects in the Five-Year CIP

- Barrier Free Park: surfacing, play structures, shade features, irrigation, fitness equipment, walking paths
- Centennial Park: landscaping, amphitheater lighting, power/lighting upgrades
- Boynton Beach High School Park: recreation improvements
- Carolyn Sims Center: interior/exterior renovations, furnishings, digital signage, court resurfacing
- Denson Pool: accessibility upgrades, lighting, pump replacement, restroom renovation, roof replacement, pool shell rehabilitation
- Galaxy Park: turf replacement, athletic equipment upgrades, court improvements
- Harvey E. Oyer Park: parking resurfacing, restroom improvements, fishing pier upgrades
- Intracoastal Park: clubhouse renovations, irrigation, seawall repair, parking improvements
- Jaycee Park: master planning and phased improvements
- Oceanfront Park: lighting upgrades, pavilion replacements, traffic counters, building improvements
- Pence Park: comprehensive park redevelopment
- Sara Sims Park: landscaping, shade structures, amphitheater audiovisual upgrades, painting
- Tennis Center: irrigation improvements, lighting upgrades, pro shop construction
- Pioneer Park: boat ramp improvements
- Meadows Park: restroom facility upgrades

These projects support the long-term reliability and quality of recreational assets, helping the City maintain its adopted LOS for parks and meet community expectations for well-maintained, accessible public spaces.

Schools

Public school capacity and infrastructure are planned, funded, and constructed by the Palm Beach County School District. While schools serving Boynton Beach residents may be located within or outside municipal boundaries, the City does not control the programming or timing of educational facility investments.

School capacity needs are addressed through the School District's Five-Year Capital Improvement Plan and interlocal agreements with municipalities. Because the City does not build or fund school facilities, school-related projects are not included in the City's CIP. School concurrency for residential development is managed through the School Capacity Availability Determination (SCAD) process, which ensures that adequate school capacity is available or planned consistent with state law and the adopted interlocal agreement.

The following tables identify projects for fiscal years 2026-2030.

Project Name	FY25-26	FY26-27 Plan	FY27-28 Plan	FY28-29 Plan	FY29-30 Plan	5 YR Plan
Fund 302						
Arts & Cultural Center - Auditorium (Construction)	84,000	-	-	-	-	**84,000**
Audit Fee	8,765	9,028	9,299	9,578	9,865	**46,535**
Procurement Transformation Specialist Services ERP	96,945	-	-	-	-	**96,945**
Digital Transformational Analyst ERP	111,679	-	-	-	-	**111,679**
Project Management & Implementation ERP	600,000	-	-	-	-	**600,000**
City Hall - Carpet CIP - Carpet and Flooring Replacement	-	25,000	25,000	-	300,000	**350,000**
City Hall - Commission Chambers	-	-	-	-	75,000	**75,000**
City Hall - Misc. Build Out Projects	-	300,000	50,000	50,000	50,000	**450,000**
City Hall - Outdoor Furniture	-	50,000	-	-	-	**50,000**
Town Square - Site Security	200,000	-	-	-	-	**200,000**
City Hall - Paint Exterior	-	-	-	-	110,000	**110,000**
City Hall - Paint Interior	-	-	160,000	-		**160,000**
City Owned Lake Restorations - Lakes	-	200,000	200,000	200,000	200,000	**800,000**
City Owned Properties - Fencing	-	-	300,000	-	-	**300,000**
Public Works - Mill and Pave Site Asphalt Areas	-	80,000	-	-	-	**80,000**
Public Works - New Staging Area at Rolling Green	-	400,000	-	-	-	**400,000**
Public Works - Paint Fuel Tanks	-	-	15,000	-	-	**15,000**
Public Works - Paint Interior and Exterior	-	-	120,000	-	-	**120,000**
Public Works - Drainage Project	-	150,000	-	-	-	**150,000**
Public Works - Fleet Tire Shop	-	186,000	-	-	-	**186,000**
Public Works - Portable Generators	-	120,000	-	-	-	**120,000**
Library & City Sign	-	22,300	-	-	-	**22,300**
Coquina Security Gate	50,000	-	-	-	-	**50,000**
Inn at Boynton Demolition	500,000	-	-	-	-	**500,000**
Portable Bathroom Trailers (2)	23,000	-	-	-	-	**23,000**
TOTAL GENERAL GOVERNMENT PROJECTS	**1,674,389**	**1,542,328**	**879,299**	**259,578**	**744,865**	**5,100,459**
Public Works Admin - HVAC Replacement	-	-	80,000	-	-	**80,000**
FS 1 - HVAC Replacement	-	-	-	-	65,000	**65,000**
FS 2 - HVAC Replacement	-	-	-	-	80,000	**80,000**
FS 5 - HVAC Replacement	-	-	250,000	-	-	**250,000**
Pistol Range - HVAC Replacement	-	-	300,000	-	-	**300,000**
Carolyn Sims Center - HVAC Replacement	-	150,000	-	-	-	**150,000**
TOTAL GOVERNMENT HVAC (GH) PROJECTS	**-**	**150,000**	**630,000**	**-**	**145,000**	**925,000**
Centennial Park - Landscape Replacement	-	-	-	-	300,000	**300,000**
Resilient Florida Grant - Living Shoreline	-	486,952	486,952	-	-	**973,904**
Art and Culture Center - Exterior Paint	-	-	-	-	80,000	**80,000**
Arts & Cultural Center - Burglar Alarm System	-	25,000	-	-	-	**25,000**
Barrier Free Park - Irrigation Replacement	-	-	-	-	20,000	**20,000**
Barrier Free Park - Landscape Replacement & Enhancements	-	80,000	-	-	-	**80,000**
Barrier Free Park - PIP Play Surface in Playground Area	-	60,000	-	-	-	**60,000**
Barrier Free Park - Outdoor Workout Area Replace Equipment	-	80,000	-	-	-	**80,000**
Barrier Free Park - Play Structure	-	-	-	-	300,000	**300,000**
Barrier Free Park - Shade Structure	-	-	-	-	180,000	**180,000**
Barrier Free Park - Walking Path	-	-	-	-	20,000	**20,000**
Betty Thomas Park Court Resurfacing	-	36,750	-	-	-	**36,750**
Carolyn Sims Center - Exterior Painting						
Carolyn Sims Center - Interior Painting	-	40,000	-	-	-	**40,000**
Carolyn Sims Center - Replace Furniture	-	100,000	-	-	-	**100,000**
Carolyn Sims Center - Resurface Basketball Court	-	50,000	-	-	-	**50,000**
Centennial Park - Amphitheater Lighting	-	200,000	-	-	-	**200,000**
Centennial Park - Installation of Power and Lighting	-	-	160,000	-	-	**160,000**
Centennial Park - Miscellaneous Amphitheater Projects	-	-	25,000	25,000	25,000	**75,000**
Denson Pool - Handicap Pool Lift	-	20,000	-	-	-	**20,000**
Denson Pool - Install New Lighting	-	30,000	-	-	-	**30,000**
Denson Pool - Pool Pump	-	-	-	-	70,000	**70,000**
Denson Pool - Recoat Pool Walls	-	90,000	-	-	-	**90,000**
Denson Pool - Remodel Bathrooms	-	50,000	-	-	-	**50,000**
Denson Pool - Replace Roof	-	-	40,000	-	-	**40,000**
Denson Pool Renovation	-	-	-	500,000	340,000	**840,000**

Galaxy Pk - Turf, Cages , Pick Ball Court	-	135,000	-	-	-	**135,000**
Galaxy Pk - Imp Equipment	-	11,500	-	-	-	**11,500**
Harvey E Oyer Park - Bathroom Remodel	-	-	-	-	140,000	**140,000**
Harvey E Oyer Park - Parking Lot Resurfacing	-	180,000	-	-	-	**180,000**
Harvey Oyer Park - Fishing Pier	-	200,000	2,000,000	-	-	**2,200,000**
Intercoastal Park - Clubhouse Bathroom Remodel	-	-	-	-	250,000	**250,000**
Intercoastal Park - Floor Replacement	-	-	-	-	80,000	**80,000**
Intercoastal Park - Interior Painting	-	60,000	-	-	-	**60,000**
Intercoastal Park - Kitchen Remodel	-	-	-	-	120,000	**120,000**
Intercoastal Park - Parking Lot	-	-	-	150,000	-	**150,000**
Intercoastal Park - Pavilion Staining and Roof Painting	-	-	-	-	120,000	**120,000**
Intercoastal Park - Seawall Repair	-	-	600,000	-	-	**600,000**
Intracoastal Park Clubhouse Upgrades	-	-	44,000	-	-	**44,000**
Intercoastal Park - Irrigation Replacement	-	50,000	-	-	-	**50,000**
Jaycee Park - Master Plan	550,000	-	-	-	-	**550,000**
Little League	-	2,000,000	-	-	-	**2,000,000**
Meadows Park - Epoxy Bathroom Floors	-	20,000	-	-	-	**20,000**
Oceanfront Park - New Parking Lot Lighting	-		400,000	-	-	**400,000**
Oceanfront Park - Traffic Counters	-	150,000	-	-	-	**150,000**
Pence Park Redevelopment	4,500,000	-	-	-	-	**4,500,000**
Sara Sims Park - Amphitheater Audio and Visual	-	-	-	-	80,000	**80,000**
Sara Sims Park - Install Shade Structure	-	80,000		-	-	**80,000**
Sara Sims Park - Landscaping	-	-	150,000	-	-	**150,000**
Sara Sims Park - Paint Pavilion and Bathroom	-	-	-	-	40,000	**40,000**
Senior Center Reconstruction (Design)	100,000	250,000	-	-	-	**350,000**
Tennis Center Hydro Court Irrigation	640,000	640,000	-	-	-	**1,280,000**
Tennis Center Lighting		600,000	-	-	-	**600,000**
Tennis Center Pro Shop Construction		300,000	2,420,000	-	-	**2,720,000**
Woman's Club - Electrical Upgrades	500,000			-	-	**500,000**
Women's Club - Exterior and Interior Paint	-	-		-	80,000	**80,000**
Women's Club - Floor Replacement	-	-	400,000	-	-	**400,000**
Women's Club - Lighting-Curtains-AV	-	-	-	200,000	-	**200,000**
Women's Club - Replace Doors and Windows	-	-	-	850,000	-	**850,000**
Women's Club - Roof Replacement	-	-	-	400,000	-	**400,000**
Carolyn Sims Center - Replace Flooring	-	80,000	-		-	**80,000**
Centennial Park - Landscape Replacement	750,000	-	-	-	-	**750,000**
Pioneer Park - Boat Ramp	1,013,899	-	-	-	-	**1,013,899**
Sara Sims Cemetery - Expansion Project	334,000	-	-	-	-	**334,000**
TOTAL RECREATION AND PARKS PROJECTS	**8,847,899**	**9,280,202**	**6,725,952**	**2,125,000**	**2,245,000**	**29,224,053**
FD - Boat Dock and Lift Pro	18,000	-	-	-	-	**18,000**
EMS Equipment LUCAS CPR Devices	168,000	-	-	-	-	**168,000**
FS3 - Build New Fire Station	9,500,000	-	-	-	-	**9,500,000**
Generator Replacement for Fire Stations 2 and 4	-	240,000	-	-	-	**240,000**
Logistics Building Air Compressor and Lifts	-	170,000	-	-	-	**170,000**
Logistics Building Overhead Door Replacement	-	60,000	-	-	-	**60,000**
Logistics Building Pavement Replacement	-	60,000	-	-	-	**60,000**
Marine Complex	5,350,000	-	-	-	-	**5,350,000**
Fire Fleet Facility Sound Barrier Wall	-	120,000	-	-	-	**120,000**
FS 1 - Exterior and Interior Painting	-	-	-	-	100,000	**100,000**
FS 2 - Apparatus Bay Floor	-	-	-	-	220,000	**220,000**
FS 2 - Exterior and Interior Painting	-	-	-	-	100,000	**100,000**
FS 2 - Floor Replacement	-	-	-	-	80,000	**80,000**
FS2 (Hardening) Grant	630,000	-	-	-	-	**630,000**
FS 4 - Exterior and Interior Painting	-	-	-	-	100,000	**100,000**
FS#5 - Apparatus Flooring	-	-	-	-	550,000	**550,000**
FS#5 - Bathroom and Shower Remodel	-	-	-	-	500,000	**500,000**
Ocean Rescue Lifeguard Stands Replacement	-	450,000	-	-	-	**450,000**
Oceanfront Park - Replace Pavilions	-	-	-	-	200,000	**200,000**
Oceanfront Park - Replace Storage Building	-	-	-	-	400,000	**400,000**
Stryker Stretchers	-	38,000	38,000	38,000	38,000	**152,000**
Hester Park Security Cameras Phase Two	-	113,715	-	-	-	**113,715**
PD - Addl Site Developments	-	250,000	250,000	-	-	**500,000**
PD - Carpet Replacement	-	-	100,000	-	-	**100,000**
PD - Exterior and Interior Painting	-	150,000	-	-	120,000	**270,000**
PD - Generator Fuel Tank	-	-	650,000	-	-	**650,000**
PD - Interior Build-Out Addition of Police Officers	150,000	50,000	50,000	50,000	50,000	**350,000**

PD - Live Scan Device Replacement	-	56,000	-	-	-	**56,000**
PD - Real Time Crime Center Build-Out	250,000	250,000	100,000	-	-	**600,000**
Pistol Range - Exterior and Interior Painting	-	-	60,000	-	-	**60,000**
Pistol Range - Replace Training PIP	-	-	-	-	140,000	**140,000**
Police Laptop Replacement	-	150,000	75,000	75,000	75,000	**375,000**
Police Workstation Replacement	-	150,000	75,000	75,000	75,000	**375,000**
PD - Disaster Recovery (DR) and Business Continuity (BC) Co-location.	-	300,000	-	-	-	**300,000**
PD - West Gate Replacement	-	100,000	-	-	-	**100,000**
Icor Robot	87,275	-	-	-	-	**87,275**
PD - CIP - Saliport Gate Control Replacement	50,000	-	-	-	-	**50,000**
TOTAL PUBLIC SAFETY PROJECTS	**16,203,275**	**2,857,715**	**1,398,000**	**238,000**	**3,248,000**	**23,944,990**
Cameras for City Owned Properties	-	60,000	-	-	-	**60,000**
City Hall - ITS Suite Remodel	-	150,000	-	-	-	**150,000**
Computer Replacement - ITS	-	147,000	324,135	340,342	357,359	**1,168,836**
Network Infrastructure Replacement - ITS	-	404,250	424,463	445,686	467,970	**1,742,369**
TOTAL INFORMATION TECHNOLOGY (IT) PROJECTS	**-**	**761,250**	**748,598**	**786,028**	**825,329**	**3,121,205**
Misc. Paving & Concrete	-	100,000	100,000	100,000	100,000	**400,000**
ADA Tansition Plan Update	-	100,000	-	-	-	**100,000**
Engineering Assessment of City Bridges	-	150,000	-	-	-	**150,000**
Federal Highway (US-1) Streetscape Improvements Construction	450,000	7,500,000	-	-	-	**7,950,000**
Martin Luther King, Jr. Blvd Streetscape Improvements	800,000	-	-	-	-	**800,000**
Ridgewood Hills Ridgewood Manor & Boynton Hills	-	-	-	3,000,000	-	**3,000,000**
Rolling Green Neighborhood Resurfacing	-	-	-	1,875,000	-	**1,875,000**
SE 3rd St Improvements	-	-	-	475,000	-	**475,000**
Seacrest Heights	-	-	-	2,005,000	-	**2,005,000**
Sidewalk Repairs	-	150,000	150,000	150,000	150,000	**600,000**
Sidewalks Ramp - ADA (estimate)	-	100,000	100,000	100,000	100,000	**400,000**
Sky Lake Neighborhood Improvements	-			1,550,000	-	**1,550,000**
Federal Hwy Streetscape Design	-	100,000	-	-	-	**100,000**
Federal Highway Pedestrian Crossing	600,000	-	-	-	-	**600,000**
SE 1st St - Construction Roadway Improvements	3,410,036	-	-	-	-	**3,410,036**
SE 36st Ave (Gulfstream Blvd) Road Rehabilitation	-	1,453,784	-	-	-	**1,453,784**
Cottage Disctrict Paving	200,000	-	-	-	-	**200,000**
4th Street Streetscape Improvement	250,000	-	-	-	-	**250,000**
TOTAL TRANSPORTATION/ROADWAY PROJECTS	**5,710,036**	**9,653,784**	**350,000**	**9,255,000**	**350,000**	**25,318,820**
FUND 302 CIP GRAND TOTAL	**32,435,599**	**24,245,279**	**10,731,849**	**12,663,606**	**7,558,194**	**87,634,527**
Funding Sources - 302						
Fund Reserves	-	-	-	-	-	**-**
Future Debt - Bond	15,044,288	16,638,327	6,501,849	10,873,606	5,758,194	**54,816,264**
CRA Reimbursement	9,350,000	200,000	-	-	-	**9,550,000**
Grants	3,210,000	886,952	-	-	-	**4,096,952**
General Fund Transfer	-	750,000	750,000	1,000,000	1,000,000	**3,500,000**
Traffic Fund	537,275	-	-	-	-	**537,275**
Local option Gas Tax 104	450,000	450,000	450,000	450,000	450,000	**2,250,000**
Park & Rec Trust Fund 141	700,000	1,500,000	800,000	-	-	**3,000,000**
Mobility Impact Fee Fund 144	1,910,036	3,500,000	1,900,000	-	-	**7,310,036**
Public Service Debt 207	600,000	-	-	-	-	**600,000**
Utility Fund 401	-	-	-	-	-	**-**
Cementery Transfer 632	334,000	-	-	-	-	**334,000**
Interest	300,000	320,000	330,000	340,000	350,000	**1,640,000**
TOTAL FUNDING SOURCES	**32,435,599**	**24,245,279**	**10,731,849**	**12,663,606**	**7,558,194**	**87,634,527**

Project Name	FY25-26	FY26-27 Plan	FY27-28 Plan	FY28-29 Plan	FY29-30 Plan	5 YR Plan
Fund 303						
CIP Engineering Services In-house	243,890	-	-	-	-	**243,890**
Children's Museum-Repairs	15,000	-	-	-	-	**15,000**
TOTAL GENERAL GOVERNMENT PROJECTS	**258,890**	**-**	**-**	**-**	**-**	**258,890**
Barton Cemetery Fencing	50,000	-	-	-	-	**50,000**
Intercoastal Park - HVAC Replacement	180,000	-	-	-	-	**180,000**
Intercoastal Park - Precast Wall Replacement	250,000	-	-	-	-	**250,000**
Palmetto Greens Park - Improvements	20,000	-	-	-	-	**20,000**
Barrier Free Park - Pickle Ball Court Lighting	80,000	-	-	-	-	**80,000**
Mangrove Park - Boardwalk Removal	800,000	-	-	-	-	**800,000**
Rolling Green Tower	350,000	-	-	-	-	**350,000**
Schoolhouse Children's Museum - Elevator Upgrade	36,000	-	-	-	-	**36,000**
Tennis Center Site Furnishing	215,000	-	-	-	-	**215,000**
TOTAL RECREATION AND PARKS PROJECTS	**1,981,000**	**-**	**-**	**-**	**-**	**1,981,000**

FS4 - Security Cameras	42,000	-	-	-	-	**42,000**
PD - Communication. Server Room	13,583	-	-	-	-	**13,583**
PD - Pistol Range - Renovation	300,000	-	-	-	-	**300,000**
TOTAL PUBLIC SAFETY PROJECTS	**355,583**	**-**	**-**	**-**	**-**	**355,583**
Computer Replacement - ITS	147,000	-	-	-	-	**147,000**
Network Infrastructure Replacement - ITS	385,000	-	-	-	-	**385,000**
Replace Enterprise Resource Planning (ERP) System	1,700,000	1,450,000	-	-	-	**3,150,000**
Replace Datrium Server	75,000	-	-	-	-	**75,000**
Replace Datrium Server	102,749	-	-	-	-	**102,749**
TOTAL INFORMATION TECHNOLOGY (IT) PROJECTS	**2,409,749**	**1,450,000**	**-**	**-**	**-**	**3,859,749**
Lawrence Road Beautification Construction	750,000	-	-	-	-	**750,000**
Sidewalk Repairs	150,000	-	-	-	-	**150,000**
Sidewalks Ramp - ADA (estimate)	100,000	-	-	-	-	**100,000**
Drive Safe Boynton	172,000	-	-	-	-	**172,000**
Knollwood Pk- Asphalt Path	36,705	-	-	-	-	**36,705**
SW 1st Ave & SW 3rd Ct	24,129	-	-	-	-	**24,129**
FEC Crossing Upgrade & Maintenance	361,000	100,000	-	-	-	**461,000**
Bridge Repair - Maintenance & Improvements	100,000	-	-	-	-	**100,000**
TOTAL TRANSPORTATION/ROADWAY PROJECTS	**1,693,834**	**100,000**	**-**	**-**	**-**	**1,793,834**
FUND 303 CIP GRAND TOTAL	**6,699,056**	**1,550,000**	**-**	**-**	**-**	**8,249,056**
Funding Sources - 303						
Fund Reserves	6,499,056	1,550,000	-	-	-	**8,049,056**
Interest	200,000	-	-	-	-	**200,000**
TOTAL FUNDING SOURCES	**6,699,056**	**1,550,000**	**-**	**-**	**-**	**8,249,056**

Project Name	FY25-26	FY26-27 Plan	FY27-28 Plan	FY28-29 Plan	FY29-30 Plan	5 YR Plan
Fund 403						
Heart of Boynton (MLK)- Water Improvements	375,000	-	1,000,000	-	-	**1,375,000**
Heart of Boynton (MLK)- Sewer Improvements	200,000	-	1,000,000	-	-	**1,200,000**
Heart of Boynton (MLK)- Stormwater	1,500,000	-	10,000,000	-	-	**11,500,000**
Heart of Boynton (MLK)- Reclaimed Improvements	100,000	-	250,000	-	-	**350,000**
Heart of Boynton (MLK) subtotal	*2,175,000*	-	*12,250,000*	-	-	**14,425,000**
San Castle (DEO Grant) - Water Improvements	700,000	6,200,000	-	-	-	**6,900,000**
San Castle (DEO Grant) - Sewer Improvements	700,000	6,200,000	-	-	-	**6,900,000**
San Castle (DEO Grant) - Stormwater Improvements	700,000	6,200,000	-	-	-	**6,900,000**
San Castle (DEO Grant) subtotal	*2,100,000*	*18,600,000*	-	-	-	**20,700,000**
I-95 & Boynton Beach Blvd. Interchange (Water)	2,750,000	-	-	-	-	**2,750,000**
I-95 & Boynton Beach Blvd. Interchange (Sewer)	2,750,000	-	-	-	-	**2,750,000**
San Castle (DEO Grant) subtotal	*5,500,000*	-	-	-	-	**5,500,000**
Palm Beach Leisureville - Water Improvements	-	250,000	-	2,500,000	-	**2,750,000**
Palm Beach Leisureville - Sewer Improvements	-	250,000	-	2,500,000	-	**2,750,000**
Palm Beach Leisureville - Stormwater Improvements	-	100,000	-	500,000	-	**600,000**
Palm Beach Leisureville subtotal	-	*600,000*	-	*5,500,000*	-	**6,100,000**
Sea Meadows SOUTH - Water Improvements	3,750,000	-	-	-	-	**3,750,000**
Sea Meadows SOUTH - Sewer Improvements	3,750,000	-	-	-	-	**3,750,000**
Sea Meadows subtotal	*7,500,000*	-	-	-	-	**7,500,000**
Sea Meadows NORTH - Water Improvements	-	-	-	500,000	3,750,000	**4,250,000**
Sea Meadows NORTH - Sewer Improvements	-	-	-	500,000	3,750,000	**4,250,000**
Sea Meadows subtotal	-	-	-	*1,000,000*	*7,500,000*	**8,500,000**
Golfview Harbor - Water Improvements	1,000,000	500,000	500,000	-	-	**2,000,000**
Golfview Harbor - Stormwater Improvements	500,000	-	-	-	-	**500,000**
Golfview Harbor subtotal	*1,500,000*	*500,000*	*500,000*	-	-	**2,500,000**
Tropical Breeze - Water Improvements	-	-	500,000	3,750,000	-	**4,250,000**
Tropical Breeze - Sewer Improvements	-	-	500,000	3,750,000	-	**4,250,000**
Tropical Breeze subtotal	-	-	*1,000,000*	*7,500,000*	-	**8,500,000**
TOTAL NEIGHBORHOOD UTILITY IMPROVEMENTS	**18,775,000**	**19,700,000**	**13,750,000**	**14,000,000**	**7,500,000**	**73,725,000**
Water Dist. System Annual R&R (0.43% of system annually)	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	**5,000,000**
Water Meter Replacements	2,200,000	2,000,000	2,000,000	-	-	**6,200,000**
TOTAL WATER DISTRIBUTION IMPROVEMENTS	**3,200,000**	**3,000,000**	**3,000,000**	**1,000,000**	**1,000,000**	**11,200,000**
West WTP R&R	500,000	500,000	500,000	500,000	500,000	**2,500,000**
East WTP R&R	500,000	500,000	500,000	500,000	500,000	**2,500,000**
Admin Bldg. Remodel	1,500,000	-	-	-	-	**1,500,000**
Water Plant Security-West	50,000	-	-	-	-	**50,000**
Water Plant Security-East	75,000	-	-	-	-	**75,000**
DES Chiller	900,000	-	-	-	-	**900,000**
TOTAL PLANT IMPROVEMENTS	**3,525,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**7,525,000**
New Lab Building (Water Quality Facility/AC Upgrade) - Funding Src 1	150,000	-	-	-	-	**150,000**

TOTAL WATER SUPPLY IMPROVEMENTS	**150,000**	**-**	**-**	**-**	**-**	**150,000**
Sewer System Pipes & Manholes R&R (Gravity)	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	**5,000,000**
Lift Station Communications & Control R&R	75,000	-	-	-	-	**75,000**
LS Control Panel R&R	100,000	100,000	100,000	100,000	100,000	**500,000**
Lift Station 410 & 414 - Connect to 24" Force Main	2,500,000	-	-	-	-	**2,500,000**
Lift Station R&R	800,000	800,000	800,000	800,000	800,000	**4,000,000**
Lift Station 801 Force Main replacement	650,000	3,500,000	-	-	-	**4,150,000**
2220N Seacrest-SWR Point	175,000	-	-	-	-	**175,000**
San Castle (County Area) - CIPP Pipe Lining	1,000,000	-	-	-	-	**1,000,000**
Sewer Pipe Rehabilitation (Force Main & All Valves R & R)	300,000	300,000	300,000	300,000	300,000	**1,500,000**
Pump Replacement Program R & R	250,000	250,000	250,000	250,000	250,000	**1,250,000**
Emergency Mobile Generators R & R	150,000	150,000	150,000	150,000	150,000	**750,000**
TOTAL STORM WATER IMPROVEMENTS	**300,000**	**10,300,000**	**1,300,000**	**5,300,000**	**300,000**	**17,500,000**
Reclaimed R&R	50,000	50,000	50,000	50,000	50,000	**250,000**
TOTAL REUSE DISTRIBUTION IMPROVEMENTS	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**250,000**
Audit Fee	16,319	16,809	17,313	17,832	18,367	**86,640**
GIS Development	200,000	200,000	200,000	200,000	200,000	**1,000,000**
Grant Support Services	100,000	-	-	-	-	**100,000**
Asset Management Services	1,300,000	-	-	-	-	**1,300,000**
Water Distribution System Hydraulic Analysis/Modeling (Water)	50,000	-	-	-	-	**50,000**
Force Main System Hydraulic Analysis/Modeling - Sewer	50,000	-	-	-	-	**50,000**
Vulnerability Assessment Updates - Resilient Florida Program Grant	150,000	-	-	-	-	**150,000**
TOTAL STUDIES / ANALYSES / MISC.	**1,866,319**	**216,809**	**217,313**	**217,832**	**218,367**	**2,736,640**
FUND 403 CIP GRAND TOTAL	**34,866,319**	**40,366,809**	**21,917,313**	**24,167,832**	**12,668,367**	**133,986,640**

Funding Sources - 403

Fund Reserves	16,766,319	15,966,809	337,313	-	-	**33,070,441**
Interest	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	**5,000,000**
Utility FD Transfer	15,000,000	9,000,000	9,000,000	9,000,000	9,000,000	**51,000,000**
Grants	2,100,000	14,400,000	7,500,000	-	-	**24,000,000**
Future Debt - Bond	-	-	4,080,000	14,167,832	2,668,367	**20,916,199**
TOTAL FUNDING SOURCES	**34,866,319**	**40,366,809**	**21,917,313**	**24,167,832**	**12,668,367**	**133,986,640**

Project Name	FY25-26	FY26-27 Plan	FY27-28 Plan	FY28-29 Plan	FY29-30 Plan	5 YR Plan
Fund 404						
SE 36th Ave. Improvements - Water - Gulfstream	2,000,000	-	-	-	-	**2,000,000**
TOTAL REUSE DISTRIBUTION IMPROVEMENTS	**2,000,000**	**-**	**-**	**-**	**-**	**2,000,000**
FUND 404 CIP GRAND TOTAL	**2,000,000**	**-**	**-**	**-**	**-**	**2,000,000**

Funding Sources - 404

Fund Reserves	900,000	(250,000)	(250,000)	(250,000)	(250,000)	**(100,000)**
Interest	300,000	250,000	250,000	250,000	250,000	**1,300,000**
Reserves: CAP Fees	800,000					**800,000**
TOTAL FUNDING SOURCES	**2,000,000**	**-**	**-**	**-**	**-**	**2,000,000**

Project Name	FY25-26	FY26-27 Plan	FY27-28 Plan	FY28-29 Plan	FY29-30 Plan	5 YR Plan
Fund 412						
Audit Fee	82	83	86	89	91	**431**
Golf Course Clubhouse - Renovation & Construction (TBD)	800,000	5,950,000	-	-	-	**6,750,000**
Golf Course - Golf Academy	6,000,000	-	-	-	-	**6,000,000**
FUND 412 CIP GRAND TOTAL	**6,800,082**	**5,950,083**	**86**	**89**	**91**	**12,750,431**

Funding Sources - 412

Fund Reserves	(32,668)	17,333	(232,664)	(232,661)	(232,659)	**(713,319)**
Interest	13,000	13,000	13,000	13,000	13,000	**65,000**
Golf Capital Surcharge	219,750	219,750	219,750	219,750	219,750	**1,098,750**
Future Debt - Bond / Loan	6,600,000	5,700,000	-	-	-	**12,300,000**
TOTAL FUNDING SOURCES	**6,800,082**	**5,950,083**	**86**	**89**	**91**	**12,750,431**

Revenue & Financial Feasibility
The City's fiscal planning priorities emphasize capital investments that support established neighborhoods, enhance community amenities, reinforce economic vitality, and maintain expected LOS across all asset systems. Priority is given to projects that address public safety, preserve and renew existing infrastructure, and ensure that the City's systems remain functional and reliable over time.

In evaluating capital expenditures included in the CEI, the City considers the following criteria:

- Public Safety: Projects that address immediate or significant risks to public health and safety are prioritized.
- Level of Service and Capacity: Projects needed to maintain or restore LOS for applicable infrastructure systems receive high priority.
- Financial Feasibility: Proposed capital investments must be affordable within existing and projected revenues and consistent with long-term fiscal planning.
- Quality of Life: Improvements that strengthen parks, recreation, mobility, and other amenities are considered when they do not compromise safety or LOS needs.

The CIP is structured to remain financially feasible within the City's projected fiscal capacity. The City relies on a diversified revenue system—including taxes, assessments, service charges, grants, impact fees, and other legally available sources—to support capital investments during the five-year planning horizon. Additional funding sources may be identified as projects advance or as new opportunities become available.

While the City is responsible for capital investments related to transportation mobility systems, utilities, stormwater, solid waste, parks, and other municipal infrastructure, public school capital investments are planned and funded by the Palm Beach County School District. Because the City does not manage or fund school construction or capacity improvements, school-related projects are not included within the City's CIP.

Adjustments to CIP projects follow the thresholds in Administrative Policy 09.04.01:
• < $49,999 – Department Director & Assistant City Manager approval
• $50,000–$199,999 – City Manager approval
• ≥ $200,000 – City Commission approval

Each capital project must identify operating budget impacts, including expected ongoing costs or savings, as required by Administrative Policy 09.04.01.

TRENDS AND CHALLENGES

The City's long-range capital planning is shaped by ongoing trends and emerging challenges that influence infrastructure needs, service expectations, and fiscal capacity. Maintaining a high standard of municipal services requires continued attention to the City's aging infrastructure, evolving community needs, and changing economic conditions.

The City remains committed to delivering services efficiently and cost-effectively. This requires regular evaluation of operational practices, pursuit of grant and partnership opportunities, and exploration of alternative revenue strategies to support capital investment. Changing economic conditions, supply-chain fluctuations, and increased construction costs require careful financial planning and prioritization to ensure essential projects remain achievable.

The CIP is reviewed annually as part of the City's budget and capital planning process. This annual update allows the City to account for changing conditions, adjust to funding availability, evaluate asset performance, and prioritize capital needs accordingly. Periodic

reevaluation of LOS standards may be necessary as the community grows and redevelops, to ensure that infrastructure capacity remains aligned with current and future service expectations.

Several major initiatives guide the City's capital improvement planning efforts, including:

- Maintaining a rolling five-year capital improvement and capital replacement program to support long-term asset reinvestment.
- Advancing water, wastewater, and stormwater system improvements identified through rate adequacy studies to ensure stable, long-term funding for high-quality service delivery.

Through these efforts, the City maintains a proactive approach to infrastructure planning and ensures continued compliance with LOS expectations, system reliability, and community service needs.

FINAL REMARKS

The City of Boynton Beach's Capital Improvement Program provides a comprehensive framework for planning, funding, and implementing capital investments that support community needs and maintain expected Levels of Service. The CIP is composed of two integrated components: a near-term program that identifies funded and scheduled capital priorities, and a long-term planning horizon that identifies future infrastructure needs expected over the next 20 years. Together, these components ensure the orderly provision of public assets and support sustainable growth as the City evolves.

Successful implementation of the CIP requires close coordination among all City departments, including the City Manager's Office, Public Works, Utilities, Parks and Recreation, Development Services, Engineering, and Finance. Collaboration with regional and state agencies—including Palm Beach County, the Palm Beach Transportation Planning Organization, the South Florida Water Management District, and the Florida Department of Transportation—also supports major infrastructure investments that serve the community.

Annual updates to the CIP and the Capital Improvement Schedule ensure that infrastructure needs are evaluated regularly and addressed in a fiscally responsible manner. This ongoing process helps maintain reliable and resilient infrastructure systems, aligns capital planning with community priorities, and ensures that Boynton Beach continues to thrive over the long term.

CITY OF BOYNTON BEACH

ECONOMIC DEVELOPMENT

DATA & ANALYSIS

5.18.2026

DATA & ANALYSIS
CHAPTER 10: ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

According to the U.S. Economic Development Administration, economic development creates the conditions for economic growth and improved quality of life by expanding the capacity of individuals, firms, and communities to maximize the use of their talents and skills to support innovation, lower transaction costs, and responsibly produce and trade valuable goods and services. Economic development requires effective, collaborative institutions focused on advancing mutual gain for both the public and private sectors.

By definition, economic development refers to the sustained, coordinated actions of policy makers, community stakeholders, and the private sector that promote a higher standard of living and economic vitality within a specific area. It encompasses both quantitative and qualitative factors—ranging from the development of human capital and critical infrastructure to regional competitiveness, environmental sustainability, social inclusion, public health, safety, and employment. Communities that succeed in attracting and retaining business investment are those that deliver strong foundations in the critical areas of *Live, Learn, Work, and Play*.

For the City of Boynton Beach, economic development is about communities that succeed in attracting and retaining business investment are those that deliver strong foundations that are built for opportunity and designed for growth. The City recognizes that a thriving economy and a vibrant community are interdependent. Boynton Beach's strategy focuses on fostering opportunity and innovation while maintaining the character, inclusiveness, and sustainability that define its identity as "America's Gateway to the Gulfstream."

Guided by its 2025–2030 Economic Development Strategic Plan, Boynton Beach is committed to a proactive approach that blends solid growth management practices with a focus on quality of life. The City's direction reflects a broader trend toward compact, mixed-use, and connected urban environments that integrate housing, employment, recreation, and education within a single, walkable framework. As a result, Boynton Beach is transitioning from a primarily residential community into a dynamic, full-service city where residents can access opportunity, build careers, and enjoy a high quality of life within a cohesive and sustainable setting.

The City values its business community as a cornerstone of local prosperity. Through the efforts of the Economic Development Division and the Boynton Beach Community Redevelopment Agency (BBCRA), the City continues to improve and streamline all aspects of doing business, modernizing permitting, enhancing customer service, and supporting entrepreneurs and investors. Whether small, family-owned businesses or larger corporate employers, Boynton Beach seeks to provide a climate of opportunity for all who contribute to its economic and community life. This Data and Analysis document supports the Goals, Objectives, and Policies of the Economic Development Element through the City's 2050 planning horizon.

EXISTING CONDITIONS

Residential Component - Live

Boynton Beach's population has steadily grown over the past decade, reaching approximately 83,095 residents in 2024. The City's housing stock consists of a mix of single-family homes, condominiums, and multi-family developments. As of 2025, the median home value is estimated at $397,644, with rental prices averaging $2,440 per month. These figures indicate continued housing demand but also highlight affordability pressures on the workforce. The City's redevelopment efforts, particularly in downtown and waterfront areas, have increased residential density and introduced mixed-use living environments.

Table 1. Population Trend (2010-2024)

	Historic Population Trends		
	City of Boynton Beach		
Year	Population Estimate	Total Change	Percent Change
2000	60,389	14,195	30.73%
2010	67,581	7,192	11.91%
2020	78,060	10,479	15.51%
2024	83,095	5,035	6.45%

Source: U.S. Census Bureau, 2020 (DEC) Decennial Census and American Community Survey, 2024 (ACS) 1-year estimates data profile

Table 2. Housing Tenure and Value Distribution

Housing Tenure	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Occupied housing units	28,846	100.0%	33,297	100.0%
Owner-occupied	19,059	66.1%	21,229	63.8%
Renter-occupied	9,787	33.9%	12,068	36.2%
Average household size of owner-occupied unit	2.30	(x)	2.32	(x)
Average household size of renter-occupied unit	2.51	(x)	2.49	(x)

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.

Table 3. Housing Value

Housing Value	City of Boynton Beach			
	(2009 - 2013) 2013		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Owner-occupied units	19,059	100.0%	21,229	100.0%
Less than $50,000	1,846	9.7%	902	4.2%
$50,000 to $99,999	3,927	20.6%	628	3.0%
$100,000 to $149,999	4,276	22.4%	1,538	7.2%
$150,000 to $199,999	3,897	20.4%	1,575	7.4%
$200,000 to $299,999	3,384	17.8%	5,360	25.2%
$300,000 to $499,999	1,234	6.5%	7,715	36.3%
$500,000 to $999,999	319	1.7%	3,150	14.8%
$1,000,000 or more	176	0.9%	361	1.7%
Median (dollars)	$143,300	(x)	$312,700	(x)

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates.

Human Capital and Education - Learn

Education and workforce readiness are central to the City of Boynton Beach's long-term economic vitality. A well-educated population provides the foundation for innovation, entrepreneurship, and sustainable growth. According to the U.S. Census Bureau's 2018 (2014-2018) and 2023 (2019-2023) American Community Survey 5-Year Estimates, educational attainment among Boynton Beach residents has continued to improve, reflecting steady investment in learning and skill development across the community.

As of 2023 (2019-2023), approximately 88.5% of Boynton Beach residents aged 25 and older have earned a high school diploma or higher, while 31.9% hold a bachelor's degree or advanced degree, an upward trend from 87.0% and 28.6% respectively in 2018 (2014-2018). This steady increase demonstrates a positive shift toward higher educational achievement, strengthening the City's competitiveness and supporting local workforce quality.

Boynton Beach benefits from its proximity to a robust network of educational institutions, including Palm Beach State College, Florida Atlantic University, and Lynn University, as well as regional training and certification programs administered by CareerSource Palm Beach County, Southeastern College is also located in the City. These institutions play an essential role in upskilling the workforce, particularly in key sectors such as Life Science, marine industries, green technology, skilled trades, and

professional services, aligning with the City's targeted industry clusters and economic diversification goals.

In addition to formal education, the City's partnerships with regional employers, workforce agencies, and community-based organizations provide opportunities for adult learning, career advancement, and youth engagement in STEM and technical fields. Such initiatives not only enhance job readiness but also promote equitable access to economic opportunities across all segments of the community.

Table 4. Educational Attainment

Educational Attainment	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Population 25 years and over	55,862	(x)	60,846	(X)
Less than 9th grade	3,485	6.2%	3,425	5.6%
9th to 12th grade, no diploma	3,788	6.8%	3,579	5.9%
High School Graduate (includes Equivalency)	15,175	27.2%	16,914	27.8%
Some college, no degree	12,077	21.6%	11,491	18.9%
Associate' degree	5,351	9.6%	6,003	9.9%
Bachelor's degree	11,305	20.2%	13,563	22.3%
Graduate or professional degree	4,681	8.4%	5,871	9.6%
High school graduate or higher	48,589	87.0%	53,842	88.5%
Bachelor's degree or higher	15,986	28.6%	19,434	31.9%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Economic Condition, Business Climate and Workforce Skills - Work

Boynton Beach's economy has transitioned over the past decade from a largely residential and service-based structure toward a more diversified and innovative-oriented foundation. This transformation is driven by the City's focus on entrepreneurship, mixed-use redevelopment, and targeted business investment across strategic corridors such as Downtown, the Congress Avenue corridor, and the waterfront area.

Boynton Beach's economic base reflects both local service employment and emerging professional, healthcare, and technical sectors. According to the U.S. Census Bureau's American Community Survey (ACS), total civilian employment among residents increased from 36,493 in 2018 (2014-2018) to 42,058 in 2023 (2019-2023), a growth of approximately 15%. The largest occupational category, management, business, science, and arts, expanded its share of total employment from 33.4% to 36.6%, underscoring a gradual shift toward higher-skill and higher-wage occupations. Service and sales positions continue to play a significant role, reflecting the City's concentration of retail, hospitality, and healthcare establishments that serve both residents and visitors.

The Boynton Beach Community Redevelopment Agency (BBCRA) has been a catalyst for this economic evolution. Over the past five years, the BBCRA has invested more than $3.3 million in commercial improvement and business development grants, benefiting over 100 local businesses, the majority of which remain active or have expanded. These investments have directly contributed to small business retention, façade improvements, and activation of downtown storefronts, helping transform Boynton Beach into a more vibrant and business-friendly destination.

The City's Economic Development Division complements this progress by supporting target industry recruitment, improving permitting and development review efficiency, and coordinating with regional partners such as CareerSource Palm Beach County, the Business Development Board (BDB), and Florida Commerce Higher Education Institutions. Together, these efforts advance Boynton Beach's goals of job creation, business retention, and workforce alignment with emerging industries including marine technologies, professional services, healthcare, green construction, and creative enterprises.

Table 5. Employment

Occupation	City of Boynton Beach			
	(2014-2018) 2018		(2019-2023) 2023	
	Estimate	Percent	Estimate	Percent
Civilian employed population 16 years and over	36,493	(x)	42,058	(x)
Management, business, science, and arts occupations	12,198	33.4%	15,380	36.6%
Service occupations	8,794	24.1%	10,446	24.8%
Sales and office occupations	9,536	26.1%	9,340	22.2%
Natural resources, construction, and maintenance occupations	2,648	7.3%	2,863	6.8%
Production, transportation, and material moving occupations	3,317	9.1%	4,029	9.6%

Source: U.S. Census Bureau; 2018 5-Year American Community Survey & 2023 5-Year American Community Survey.

Table 6. Palm Beach County Principal Employers

Principal Employers in Palm Beach County (2024)			
Employer	**Employees**	**Rank**	**Percent of Total County**
Palm Beach County School District	22,801	1	2.92%
Palm Beach County Government	12,862	2	1.65%
Florida Atlantic University	6,335	3	0.81%
NextEra Energy (Florida Power & Light)	6,139	4	0.79%
Tenet Coastal Division of Palm Beach County	5,734	5	0.73%
Baptist Health South Florida (3)	3,135	6	0.40%
Veterans Health Administration	2,948	7	0.38%
Hospital Corporation of America (HCA)(1)	2,612	8	0.33%
Jupiter Medical Center	2,540	9	0.33%
The Breakers	2,300	10	0.29%

Source: Palm Beach County's 2024 Comprehensive Annual Financial Report.

Regional employment is heavily concentrated on education, government, energy, and healthcare. Boynton Beach benefits directly from its proximity to these major employers and has the potential to attract complementary industries, particularly in healthcare services, clean energy support, and professional education. The City's redevelopment corridors and mixed-use districts are positioned to capture additional employment growth by providing space for small and mid-sized firms that support these regional anchors.

Recreation, Conservation, Open Space and the Arts – Play

Recreation, open space, and the arts play an essential role in shaping Boynton Beach's identity, economic vitality, and quality of life. The City's unique waterfront location, vibrant parks system, and growing arts and culture scene strengthen community well-being while attracting visitors, new residents, and private investment.

Boynton Beach's long-term redevelopment strategy emphasizes a strong connection between lifestyle amenities and economic development. Investments in the Town Square redevelopment, and Waterfront redevelopment will establish the City as an emerging leisure destination in southern Palm Beach County. These projects have

introduced walkable public spaces, event venues, restaurants, and waterfront promenades that stimulate tourism spending and local business growth.

The City's Parks and Recreation Department manages more than 30 public parks and recreational facilities, encompassing community centers, sports complexes, nature preserves, and waterfront access points. Together, these assets provide opportunities for active recreation, environmental education, and cultural expression for residents of all ages.

Through its Art in Public Places program, Boynton Beach integrates visual art, sculpture, and creative design into public buildings, streetscapes, and parks. The program not only enhances the aesthetic character of the City but also supports local artists and the creative economy. Reoccurring cultural events, including the Boynton Beach Pirate Fest, the Kinetic Art Exhibit, Taste of Boynton, and community concerts, reinforce the City's reputation as a hub for arts, culture, and waterfront recreation.

Table 7. Tourism and Visitor Economy Indicators

Indicator	2024 Estimate	2025 YTD Estimate	Source
Annual Visitors (overnight and day-trip)	350,000 +	370,000 +	Palm Beach County Tourism Council (2025)
Estimated Visitor Spending	$52 million	$58 million	Palm Beach County Tourism Council (2025)
Average Daily Hotel Occupancy	72 %	75 %	Visit Palm Beach Data Portal (2025)
Average Daily Room Rate	$212	$224	STR & PBC Tourism Data (2025)
Major Events Hosted (annual)	35 +	40 +	City of Boynton Beach Events Office (2025)

Source: Palm Beach County Tourism Council, Visit Palm Beach, City of Boynton Beach Events Office (2025).

Table 8. Public Parks and Waterfront Redevelopment Areas (Map)

Facility / Area	Type	Acreage / Size	Key Features	Redevelopment Status
Oceanfront Park	Beachfront Park	12 acres	Public beach access, pavilions, playground, parking	Existing / Improved
Intracoastal Park & Marina	Waterfront Recreation	17 acres	Boat slips, kayak launch, amphitheater, event lawn	Completed upgrades
Town Square	Urban Mixed-Use Civic Center	16 acres	Amphitheater, cultural arts center, City Hall Plaza	Completed (Phase I)
Centennial Park & Amphitheater	Community Event Space	5 acres	Stage, open lawn, public art installations	Active use
Barrier Free Park & Art Center	Inclusive Recreation	7 acres	Accessible playground, sensory trail, art studio	Existing facility
Jaycee Park	Neighborhood Waterfront Park	6 acres	Picnic areas, boat ramp, nature trail	Existing / Ongoing maintenance
Wilson Park Community Center	Recreation Facility	4 acres	Gymnasium, youth programs, cultural activities	Existing facility
Seacrest Scrub Natural Area	Conservation Land	54 acres	Hiking trails, native habitat, environmental education	Protected open space

Source: City of Boynton Beach Parks and Recreation Department (2025).

Boynton Beach's recreation and open-space network balances conservation and active use, providing residents and visitors access to both natural and urban amenities. The combination of waterfront access, downtown activation, and cultural programming enhances the City's economic competitiveness and reinforces its identity as a vibrant, livable coastal community.

FINAL REMARKS

The City of Boynton Beach demonstrates strong capacity for sustainable and inclusive economic growth driven by its strategic coastal location, growing population, and ongoing redevelopment initiatives. Continued investment in downtown revitalization, the waterfront, and mixed-use corridors positions the City to attract a broader range of industries and enhance its long-term economic resilience.

At the same time, housing availability and affordability, workforce readiness, and infrastructure modernization remain key challenges that could constrain growth if not addressed in a coordinated manner. Aligning economic development strategies with housing, mobility, and land use planning will ensure that Boynton Beach's prosperity is equitable, accessible, and environmentally sustainable.

The City's commitment to inclusive opportunity, small business support, and targeted redevelopment, coupled with its emphasis on efficient permitting, business retention, and workforce partnerships, forms a strong foundation for future success. By continuing to foster collaboration among the public, private, and non-profit sectors, Boynton Beach can sustain its trajectory toward becoming a vibrant, innovative, and livable coastal city where residents can access opportunity, build careers, and enjoy a high quality of life within a cohesive community framework.

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